National Investigations Committee on Aerial Phenomena

A Privately-Supported Fact-Finding Body Serving The Public Interest

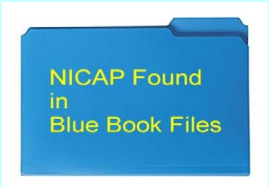
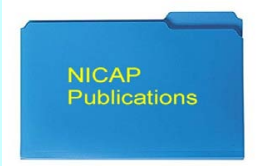
"Is there supporting evidence for the existence of advanced aerial technology in our atmosphere which exhibits characteristics beyond those of which we humans (Military, Scientists, et al) were capable of at the time of the incidents' occurrence?" (Michael Swords)

A must-read paper: Estimating Flight Characteristics of UAP - entropy-21-00939-v2.pdf

INFORMATION DESK

	CAP POINT at Amazon REGIONAL ENCOUNTERS at Amazon or autographed copies at The NICAP Store Visit our NICAP YouTube Channel	How to Report a UFO Launched 29 July 2018 Project MATCH MUFON
NICAP's Curator	Search using Google and "anysubject,nicap"	Free Online Books
	Global Sighting Information Datasource http://omnitalkradio.weebly.com/pentagon-ufo-study-media.html The latest audio/visual information in the news today!!!!!	

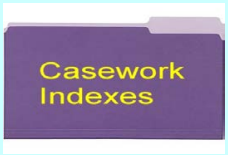
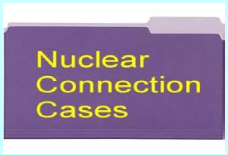
ABOUT NICAP

NICAP's A-Team		About NICAP by Don Berliner (FUFOR)
		
How NICAP began NICAP Press Releases & Official Statements	Where do we stand today?	Tribute to Donald E. Keyhoe Tribute to Richard Hall

MORE HISTORICAL INFORMATION

Journeys Through Audio UFO History (Wendy Connors)	UFOs and Government (Swords, Powell, et al)

UFO SIGHTINGS

The latest sightings reported to the NUFORC Sightings: MUFON Case Management System Sightings - By CATEGORY Folder	UFOs at ICBM sites and WSAs, by Robert L. Hastings UFOs & Nukes website
	

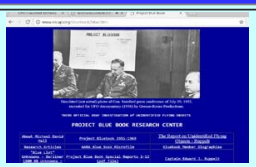
THE WRITTEN RECORD

Official Comments & Research Papers	Official Documents Directives
CUFOS IUR CD Rom	Official UFO Projects Military & Civilian
APRO Bulletins (at CUFOS)	Project Blue Book Archive

OTHER INVESTIGATION AND RESEARCH TOOLS

The Greenwood UFO Archive	Other Major UFO Research Groups
Glossary of Acronyms	Training Information Series

OTHER UFO PROJECTS

 Nuclear Connection Project	 **Project BB Research Center - Michael David Hall**
MADAR **MADAR & other detection studies**	THE SIGN AMO HISTORICAL GROUP
Passive RADAR (Peter Davenport)	Project 1947

This fully authorized NICAP site was created by Francis L. Ridge on December 15, 1997.

Official Comments, Articles, Books

Updated: 7 May 2019

Miscl. Articles, Papers, Books
NICAP's Report to Congress - June 21, 1960 (pdf)
Journal of Scientific Exploration / Sturrock Survey of Scientists
Conclusion UFOs Are Space Ships Given SAC in 1952 (NICAP)
ETH & the Likelihood of Interstellar Travel (van Gemert)
Formulation, Falsification, & Some Predictions of the ETH (Brian Zeiler)
Flying Saucers Fact or Fiction (Max Miller)
Getting to Level 2 (Mark Cashman)
History 101 - A Compilation of UFO Facts and Quotes
How UFOs Navigate The Vortac Beacon (Robert A. Goerman)
Instrumented Sensing, Recording & Documentation of Transient Phen. in UFO Events (Ray Stanford)
I Remember Blue Book (Jennie Zeidman)
Logical Trickery of the UFO Skeptics (Brian Zeiler)
Project Hessdalen Final Report - MSc.EE. (Erling Strand)
Report on the UFO Wave of 1947 (Ted Bloecher)
Symposium on Unidentified Flying Objects (1968)
Underwater UFOs & - "Blue Book UFO Reports by Ships at Sea" (Tony Rullan)
Unidentified Flying Objects: An Historical Perspective (Earley)
What To Do With Sturrock (Durant)

Magazine Articles (not including authors below)
Have We Visitors From Space? (LIFE Magazine, 1952)
Somethings' Over The Capital Are Traced On Radar (Life Magazine, Aug. 4, 1952)
How Scientists Tracked A Flying Saucer (McLaughlin [True 1950][html version] [pdf file, original version])
"U.F.O." Revisited - The Story Behind the Film (Robert Barrow)
What Our Air Force Found Out About UFO's [True Magazine] (Ruppelt)
Why I Believe In Flying Saucers (MacKinlay Kantor)
What You Can Believe About Flying Saucers (Sydney Shalett) [pdf files] Part 1 Part 2
Zeta Reticuli Incident (Dickinson)

Symposium On Unidentified Flying Objects
House of Representatives, Committee on Science & Astronautics (July 29, 1968)

Albert M. Chop
Letter Dated Nov. 27, 1957

Jerry Clark
Debunkers vs. The UFO Menace Part 1 - Jerry Clark
Debunkers vs. The UFO Menace Part 2 - Clark
Phillip Klass & the UFO Promoters - Clark

Wendy Connors & Michael Hall
Alfred Loedding & the Great Flying Saucer Wave of 1947
The Forgotten Correspondence of Edward J. Ruppelt (Mike Hall & Wendy Connors)

Stanton Friedman
UFOs: Challenge to SETI Specialists - Stanton Friedman
More On UFOs (Physics Today) - Stanton Friedman

Richard Haines
Review Of Selected Sightings From Aircraft From 1973-1978 (1979)
Review Of Selected Sightings From Aircraft From 1942-1952 (1983)
Fifty-Six Aircraft Pilot Sightings Involving E-M Effects (1992)
The UFO Phenomenon and Behavioral Scientist (1979)
Melbourne Episode - Case Study of a Missing Pilot (1987)

Richard Hall
Signals, Noise, UFO Waves [1990]
UFO Evidence (1964)
UFO Evidence II (1998)
Journal of UFO History
The Quest For The Truth About UFOs: A Personal Perspective On The Role Of NICAP
The Science of UFOs: Facts vs. Stereotypes
1967: The Overlooked UFO Wave And The Colorado Project
DYAD Scout Ship
Conceptualizing UFOs
UFOs: The Real Question (Colorado Briefing, 1966)
The Night The Alien Died
Whither UFOlogy?

Mike Hall & Wendy Connors
Alfred Loedding and the Great Flying Saucer Wave of 1947
The Forgotten Correspondence of Edward Ruppelt

Paul Hill
Unconventional Flying Objects: A Scientific Analysis [1995, 1997 Review by Puthoff] (Paul Hill)

J.Allen Hynek
Are Flying Saucers Real? (Dec. 17, 1966) - J. Allen Hynek
What Is The Responsibility Of The Scientist - 1966
The Condon Report & UFOs - 4/69
Twenty-One Years of UFO Reports - AIAA - 12/69
A New Start on the Whole Problem? - 11/73
The Emerging Picture of the UFO Problem - AIAA - 1/75
When Coins Land On Edge

Donald Keyhoe
Follow The Bouncing Ball (TRUE 1967)
I Know The Secret Of The Flying Saucers (TRUE, Jan 1966)
Someone's Watching Over Us (TRUE, 1967)
What Radar Tells Us About Flying Saucers (True 1952)
Flying Saucers Are Real, TRUE ARTICLE (1950)
The Flying Saucers Are Real (free online book)
Flying Saucers From Outer Space [free online book] (1953)

Bruce Maccabee:
On The Possibility That The McMinnville Photos Show A Distant UFO

James McCampbell
UFOLOGY (1977) - James McCampbell [free online book]
UFOs: More Engine Effects [Diesals Too] (MUJ, March 1985)
UFOs & Sound

James E. McDonald
Writings of Dr. James E. McDonald

Francis Ridge
Air Force Figures Tell Real Story: 88.79% Unexplained (Fran Ridge)
Roswell & The Wave 0f '47 - Too Many Coincidences (Fran Ridge)
The 1975 SAC Base Northern Tier Overflights (Fran Ridge)
A Puzzling Radar Incident (Fran Ridge)
Observational Evidence of the "Sorensen Effect", Domes, Etc. (Fran Ridge)
The Sighting Wave of 1967 - Indiana (Fran Ridge)
A Mock Congressional Hearing: The Ruppelt Record (Fran Ridge)
Engineers Praise Disc Performance (Fran Ridge)
The Case For Flying Saucers (Fran Ridge)
Regional Encounters: The FC Files [Complete 170-page book] (Fran Ridge)
UFOs, the AISS, and Air Force Interest After Blue Book (Fran Ridge)
The MADAR Project (Fran Ridge)
The UFO Sighting Wave Of 1965 (Fran Ridge/NCP)
MADAR 15 & The "WOW" Signal (Fran Ridge/NCP)
200 Miles Up: The Boys Upstairs (Fran Ridge/NCP)
Pandora's Box: What Have we Done? (Fran Ridge/NCP)
National Security Files, Missing Files, The Nuclear Key (Fran Ridge/NCP)
The Cuban Missile Crisis & UFOs (Fran Ridge/NCP)
A Project Is Born (Fran Ridge/NCP)

Mark Rodeghier
UFO Reports Involving Vehicle Interference (441 Cases) - Mark Rodeghier (CUFOS)
Where Are The Close Encounters [IUR Vol 30, No4] (Mark Rodeghier)

Brad Sparks
Comprehensive Catalog of 1,500 Project BLUE BOOK UFO Unknowns (Brad Sparks)

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Project SIGN and the Estimate of the Situation - Michael Swords (JUFOS, 2000)

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Bibliographic Database
Listed By Primary Category
Listed by Title

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National Investigations Committee On Aerial Phenomena

Official UFO Documents

Updated: 8 March 2018

OFFICIAL GOVERNMENT UFO DOCUMENTS

AFOSI Summary of Sightings of Unknown Phenomenon (LaPaz Catalog of Raw Data)
Hearings Before the House Committee on Science & Astronautics (1968)
The CIA's UFO History (CUFOS, Mark Rodeghier)
CIA UFO History (Jan Aldrich)
CIA Role in study of UFOs, 1947-1990 (Gerald K. Haines)
CIA Documents - Un-official site - CIA doc sampler group one (CUFON)
CIA Documents - Un-official site - CIA doc sampler group two (CUFON)
FBI Documents - Official UFO web site of the Federal Bureau of Investigation
NSA Documents - Official UFO web site of the National Security Agency
NSA Lawsuit - Frederick M. Olsen vs. NSA
NMCC Documents Asst. 1, NICAP copy of orig. http://www.dod.mil/pubs/foi/ufo/assort1.pdf file
Department of Defense Document asst. #2, actual lnk to DOD UFO-Related Documents
Index "A" to Canadian UFO X-Files

GENERAL INFORMATION DOCUMENTS

Psychological Analysis of Reports of UFOs - Aero Medical Lab, April 26, 1949 (Paul Fitts)
The Brookings Report - NASA (Dec. 14, 1960)
Air Intelligence Digest article, Aug. 1952 (Captain Edward J. Ruppet)
Air Force Chapter - Chapter III, UFOs (Dept. of Physics, 1968-1970)
Air Force Thesis - The UFO Problem: Time For Reassessment (June 1968, AF Staff College)
Air Force Thesis - UFOs & Extraterrestrial Life (June 1968, Air & Staff College)
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The RAND Document "UFOs: What To Do?" (Nov. 1968)

MILITARY SERVICE UFO DOCUMENTS

Gen. Schulgen Memo - Secret - Oct. 28, 1947
Top Secret Estimate of the Situation - 1948
Project SIGN - Feb. 1949
"Project Saucer": Memorandum to the Press, April 1949
Project GRUDGE - Aug. 1949
100-203-79 - April 28, 1949, Top Secret "Evaluation of Flying Object Incidents
Project TWINKLE - Nov. 27, 1951
4602 AISS - Samplers of AISS material (3/1/52 to 1/13/53 (CUFON)
How to Make FLYOBRPTS - Restricted AF Document - July 25, 1953 (CUFON)Blue Book UFO Reports by Ships at Sea - A.F. Rull(pdf file, 820 Kbs)
Chop Clearance Letters - Reports cleared by the Air Force Press Desk for Keyhoe
Project Blue Book Special Reports 1-12
Project Blue Book Special Report 13 (Brad Sparks)
Project Blue Book Special Report 14 (Blue Book Archive)

National Investigations Committee On Aerial Phenomena

presents

Official Projects - Military And Civilian

Project SIGN - January 22, 1948
Project GRUDGE - February 11, 1949
Project MAGNET - December 2, 1950
Project SECOND STOREY - April, 1952
Project TWINKLE
Project BLUE BOOK - September, 1951
Project MOON DUST
The Colorado Project - November 1, 1966 to October 31, 1968

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Other Links

An International Directory of Internet Links Supported by the NICAP Site

MUFON - Mutual UFO Network - Seguin, TX
CUFOS - J. Allen Hynek Center for UFO Studies - Chicago, IL
FUFOR - Fund for UFO Research - Maryland
APRO - Aerial Phenomenon Research Organization (directory only)

Computer UFO Network (CUFON)
Project Blue Book Research Center - David Michael Hall
International Center for Physical Trace Research - Ted Phillips
NARCAP - National Aviation Reporting Center On Anomalous Phenomena

NUFORC - National UFO Reporting Center - Peter Davenport
Project1947 - Internet UFO Group - Jan Aldrich
U UFO Database Website - Larry Hatch
UFO Anomalies Zone - Stan Gordon

Abduction Sites

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National Investigations Committee On Aerial Phenomena

Glossary of Acronyms

A2 - Air Force Intelligence
ADC - Aerospace Defense Command
ADLA - Assistant Director For Legal And Legislative Affairs (NSA)
ADPL - Assistant Director For Policy And Liaison (NSA)
ADPR - Assistant Director For Plans/Resources (NSA)
ADT - Assistant Director For Training
ADVA - Advanced Soviet-(One of the 4 major operational divisions of the NSA's production organization; combined with GENS into a group)
AEC - Atomic Energy Commission
AFB - Air Force Base
AFESC - Air Force Electronic Security Command
AFGWC - Air Force Global Weather Control
AFIS - Air Force Intelligence Service
AFM - Air Force Manual
AFOC - Air Force Operations Center
AFOSI - Air Force Office Of Special Invetigations (Headquarters - Bolling, AFB, Washington, D.C.)
AFR - Air Force Regulation
AFSA - Armed Forces Security Agency
AFASC - Armed Forces Security Agency Council
AFSS - Air Force Security Service
ALLO - All Others-(One of the major operational divisions of NSA's production organization now known as G Group)
AMB - Ambassador
AMC - Air Materiel Command
ANCIB - Army-Navy Communications Intelligence Board
ANNCICC - Army-Navy Communications Intelligence Board Committee
ANG - Air National Guard
APRA - Advanced Research Projects Agency
AR - Army Regulation
ARC - Ad Hoc Requirements Committee
ARDF - Airborne Radio Direction-Finding
APRO - Aerial Phenomena Research Organization
ATC - Air Traffic Control
ARTC - Air Route Traffic Control
ARTCC - Air Route Traffic Control Center
ASA - Army Security Agency
ASD - Applied Science Division (CIA)
AST - Atlantic Standard Time
ATIC - Air Technical Intelligence Center (Wright-Patterson AFB, Dayton Ohio

BMW - Ballistic Missile Wing
BW - Bomb Wing

CAUS - Citizens Against UFO Secrecy
CFS - Canadian Forces Station
CGS - Coast Guard Station
CIA - Central Intelligence Agency
CIC - Counter-Intelligence Corps
CIC - Combat Information Center
CINCINORAD - Commander-in-Chief, NORAD
CINCPAC - Command in Chief, Pacific
CO - Commanding Officer
COMINT - Communications Intelligence (NSA)
CP - Command Post
CSC - Central Security Control (Air Force)
CZ - Control Zone
CUFOS - Center for UFO Studies

DATT - Defense Attaché (U.S. Embassy)
DCD - Domestic Collections Division (CIA)
DCSOPS - Deputy Chief of Staff for Operations and Plans (Air Force)
DDO - Deputy Director for Operations (Air Force)
DIA - Defense Intelligence Agency
DMZ - Demilitarized Zone (Vietnam)
DO - Duty Officer

FAA - Federal Aviation Administration
FBI - Federal Bureau of Investigation
FEMA - Federal Emergency Management Agency
FISA - Foreign Intelligence Surveillance Act
FOIA - Freedom of Information Act
FUFOR - Fund for UFO Research

GCI - Ground Control Intercept
GMT - Greenwich Mean Time
GSW - Ground Saucer Watch

INYSA - Assistant Chief of Staff, Intelligence, USAF (Science and Technology Branch, Directorate of Response Management)
INZ - Aerospace Intelligence Division (AFIS)
INZA - Editing, Debriefing, and Continuity Branch (AFIS)

JACL - Judge Advocate General, Litigation Division (Air Force)
JANAP - Joint Army Navy Air Force Publication
JCS - Joint Chiefs of Staff
JTIDS - Joint Tactical Information Distribution System

KISR - Kuwait Institute for Scientific Research
KM - Kilometer

LCF - Launch Control Facility (Air Force)
LEO - Low Earth Orbit

MUFON - Mutual UFO Network, Inc.

NAVPIC - Naval Photo Interpretation Center
NAVSPASUR - Naval Space Surveillance System
NCOC - National Combat Operations Center
NEPA - Nuclear Energy for the Propulsion of Aircraft
NICAP - National Investigations Committee on Aerial Phenomena
NM - Nautical Mile
NMCC - National Military Command Center
NORAD - North American Aerospace Defense Command
NPIC - National Photographic Interpretation Center
NRL - Naval Research Laboratory
NSA - National Security Agency
NSF - National Science Foundation

OAM - Operation Animal Mutilation
ONI - Office of Naval Intelligence
OSI - Office of Special Investigations (Air Force)
OSI - Office of Scientific Investigation (CIA)

PACAF - Pacific Air Forces

RAPCOM - Radar Approach Communications
RAPCON - Radar Approach Control

SA - Special Agent
SAC - Special Agent in Charge (FBI)
SAC - Strategic Air Command
SAC/HO - Strategic Air Command Office of History
SAFOI - Secretary of the Air Force Office of Information
SAO - Smithsonian Astrophysical Observatory
SAT - Security (or Sabatage?) Alert Team
SBI - Special Background Investigation
SIGINT - Signals Intelligence (NSA)
SIGLEX - Special Interest Group On Lexicography
SIGTRAN - Special Interest Group On Translation
SIGVOICE - Special Interest Group On Voice
SIOP - Single Integrated Operations Plan (U S nuclear war plan)
SIPG - Special Intercept Priorities Group
SIS - Signal Intelligence Service
S/L - Squadron Leader
SOLIS - SIGNET Acronym On Line Intelligence System
SPADATS - Space Detection and Tracking System (NORAD)
SPS - Security Police Squadron
SSA - Signal Security Agency
SSB - Soft Support Building (Air Force)

TCA - Terminal Control Area
TCU - Terminal Control Unit
TIA - Temperature Inversion Analysis

UGM - Unusual Ground Markings
USAF - United States Air Force
USG - United States Government

W/C - Wing Commander

Z - Zulu (Universal Time)

Canadian

AD-Ottawa - Air Desk
ASI - Air Speed Indicator
CAF - Canadian Air Force
CANFORCHED - Canadian Forces Headquarters
CANMARCOM - Canadian Maritime Command
CAS - Chief of Air Staff (RCAF)
CCG - Canadian Coast Guard
CERVIS - Communication of Emergency Report of Vital Intelligence Sighting
CFAO - Canadian Forces Air Order
CFB - Canadian Forces Base
CFS - Canadian Forces Station
CGC - Coast Guard Cutter
CNAS - Canadian Naval Air Station

DAI - Department of Air Intelligence (Canada)
DAI - Director of Air Intelligence
DAO - Director Air Operations
DATT - Defense Attache (U.S. Embassy)
DCD - Domestic Collections Division (CIA)
DCSOPS - Deputy Chief Of Staff For Operations And Plans (Air Force)
DDO - Deputy Director For Operations (Air Force)
DIA - Directorate of Intelligence Air Force (RCAF)
DMI - Director of Military Intelligence
DND - Department of National Defence
DNI - Department of Naval Intelligence
DO - Directorate of Operations
DO - Duty Officer
DoT - Department of Transport (now Transport Canada)
DRB - Defence Research Board
DSI - Director of Scientific Intelligence
DS8 - Defense Secretariat 8

ELINT- Electronic Intelligence
ELMINT - Electro-Magnetic Intelligence (Code Empire, Code Eva)

F/L - Flight Lieutenant

G2 - Army Intelligence
GAO - Government Accounting Office
GC - Group Commander
GCA - Ground Control Approach (using radar)
GCCS - Government Code And Cypher School
GCHQ - Government Communications Headquarters
GCI - Ground Control Intercept
GG - Government Grade-(Instead of using GS1 to GS 18 - only for Govern-
ment employees, such as NSA employees)

HFDF - High Frequency Direction Finding
HMCS - Her Majestys Canadian Ship [Canadian Navy]
HUAC - House Un-American Activities Committee
HUMINT - Human Intelligence

ICI - Interagency Committee On Intelligence
IDA-CRD - Institute For Defense Analysis - Communications Research Division
IDP - Intercept Deployment Plan
IEC - Intelligence Evaluation Committee
INSCOM - U.S. Army Intelligence And Security Command
INTELPOST- International Electronic Post
INTELSTAT- International Telecommunications Satellite

INYSA - Assistant Chief Of Staff Intelligence , USAF (Science and Technology branch, directorate of response management)
INZ - Aerospace Intelligence Division (AFIS)
INZA - Editing, Debriefing, And Continuity Branch (AFIS)
IPB - Intercept Priorities Board
IRIS - Infared Intruder System

JAGL - Judge Advocate General, Litigation Division
JANAP - Joint Army Navy Air Force Publication
JCS - Joint Cheifs Of Staff
JIC - Joint Intelligence Committee
JOSAF - Joint Operations Support Activity (Frankfurt, Germany)
JPL - Jet Propulsion Laboratories
JRC - Joint Reconnaissance Center
JSPC - Joint Sobe Processing Center
JTLS - Joint Technical Language Service

LASP - Low Altitute Surveillance Platform
LCF - Launch Control Facility
LOB - Raymond E. Linn Operations Building
LP MEDLEY- CIA Cryptonym (for an operation in support of the NSA)
LRTS - Long Range Technical

MS - NSA Office Of Security
MAJI - Major Agency For Joint Intelligence
MI-8 - Military Intelligence Section 8(codes and cyphers search)
MID - Military Intelligence Division
MPRO - Machine Processing Section of NSA's Production

NASA - National Aeronautics And Space Administration
NATO - North Atlantic Treaty Organization
NAVSPASUR- Naval Space Surveillance System
NCOC - National Combat Operations Center
NEPA - Nuclear Energy for the Propulsion of Aircraft
NM - Nautical Mile
NMCC - Natinal Military Command Center
NORAD - North American Aerospace Defense Command
NPIC - National Photographic Interpretation Center
NRC - National Research Council
NRL - Naval Research Laboratory
NRO - National Reconnaissance Office
NSA - National Security Agency (Fort Meade, Maryland)
NSF - National Science Foundation

ONI - Office Of Naval Intelligence
OSI(1) - Office Of Special Investigations (Air Force)
OSI(2) - Office Of Special Investigations (CIA)
OSS(1) - Office of Strategic Services
OSS(2) - Office Of Space Science

RAF - Royal Air Force Of Great Britain
RAPCOM - Radar Approach Communications
RAPCON - Radar Approach Control
RCAF - Royal Canadian Air Force
RCMP - Royal Canadian Mounted Police
RCC - Rescue Coordination Center

NICAP Home Page

TI-Series (Training Information Series)

Although NICAP sponsors this page, information is generic and is for information only

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TI-01 - Tax Deductions (MUFON)
TI-02 - Field Investigation
TI-03 - Source Tests & Evaluation
TI-04 - Recommended Reading (CUFOS)
TI-05 - Case Submittal Checklist
TI-06 - Fact Sheet
TI-07 - PLL - Prescribed Load List (FI Kit)
TI-08 - Forms & Drawings
TI-09 - Media Policy Guidelines
TI-10 - Frequently Asked Questions (CUFOS)
TI-11 - Related Phenomena (CUFOS)
TI-12 - Camcorders & UFOs
TI-13 - UFO Abductions (CUFOS)

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Conclusion UFOs Are Space Ships Given SAC in 1952

A 1952 evaluation of "flying saucers" as interplanetary devices, sent to Strategic Air Command Headquarters from MacDill AFB, has been disclosed to NICAP by former information Specialist Don Widener, one of the AF men concurring in this opinion.

The spaceship conclusion was based on numerous AF sighting reports, especially those in the MacDill area. It was drawn up by the MacDill UFO project officer, an AF intelligence captain with whom Widener served. As a member of the project, Widener had access to official AF sighting reports, some of which have never been released.

"Captain ---------- and I drafted a report to SAC Headquarters," Widener has told NICAP. "It stated that in our opinion the unknown objects were of extraterrestrial origin. I imagine that his report is still gathering dust!" (The preceding ***UFO Investigator*** listed one case evaluated by the MacDill project, "hidden" sighting recently given NICAP by Widener. It described the MacDill radar tracking of a UFO at 40,OOO feet and visual reports by a B-29 bomber crew ordered to chase it. The UFO, a glowing oval-shaped device, reversed course and raced off. The sighting was never explained.

UFO Investigator
Volume II, No. 1, July-August 1961

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The ETH and the Likelihood of Interstellar Travel

by Jean van Gemert

If we at once admit the foolishness of these perennially suggested "impediments" to star flight, we will be on our way to understanding that interstellar space does not need a bridge too far. Interstellar travel may still be in its infancy, but adulthood is fast approaching, and our descendants will someday see childhood's end - Dr. Eugene Mallove and Dr. Gregory Matloff, The Starflight Handbook, 1989.

The (un)likelihood of extraterrestrial visitation is probably one of the most debated aspects of the Extraterrestrial Hypothesis, the answer being an essential component to the validity of the ETH. After all, the assumed unlikeliness of interstellar travel has become the cornerstone of those who resist the ETH as an explanation for UFOs. So, does extraterrestrial visitation necessarily require all sorts of "unlikely" science, or is it possible to accomplish interstellar travel using conventional wisdom?

Can they get here?

Opinions on the practicality of interstellar travel diverge, but the negative and positive opinions are seen to stem primarily from the differences in background of those people doing the studies. SETI researchers think that the degree of dispersion of stars throughout the galaxy, combined with the limitations of interstellar travel as we understand general relativity, effectively preclude the feasibility of extraterrestrial visitation, thus believing that any extraterrestrial intelligence would only be transmitting their love and good wishes to us. The other group, largely composed of physicists and engineers involved in propulsion research, tends to believe that interstellar travel is difficult, but not a barrier, or not difficult at all once technology progresses [Mallove and Matloff, 1989; Forward, 1986; Crawford, 1990]. Not surprisingly, the latter choice appears to be the most defensible.

Quite a number of clever designs have appeared in print, describing various methods of getting mankind to the stars. These include such projects as the star probe Daedalus, a robot interstellar vehicle designed by members of the British Interplanetary Society which uses nuclear fusion power, or interstellar ramjets which scoop up their fuel between the stars. Physicist Robert Forward, one of the leading experts on space travel, has also proposed an entirely different method of interstellar propulsion, using photon pressure to accelerate a vehicle to a significant fraction of the speed of light in a few years [Forward, 1984]. Such ships would appear as huge sails, using the output of space-based orbital power platforms (Beamed Power Propulsion) for acceleration, which would also eliminate the need for an on board energy supply [Mallove and Matloff, 1989; Crawford, 1990]. Hence, much less mass would need to be accelerated. The important point here, as astronomer Ian Crawford notes, is that we "can already identify technological solutions to the problem of interstellar travel that are consistent with the laws of physics as we currently understand them. We *do not need* new physics" [Crawford op. cit., 1990].

Another factor relevant to interstellar flight is that of relativistic time dilation. Any object traveling close to the speed of light will be subjected to effects predicted by Einstein's Special Theory of Relativity. That is, an observer on board a spaceship traveling close to C, would observe that the passage of time on earth has speeded up, and the passage of time on the spaceship relative to an observer on earth would appear to have slowed down. For example, a one-way trip to Alpha Centauri would take, assuming a constant acceleration of 1g up to a high relativistic speed during the first half of the flight and a constant deceleration of 1g during the second half, only 3 years spaceship time, while 6 years will have passed outside the spaceship.

Moreover, recent ideas on speculative space propulsion may just bring us the breakthrough we've all

been waiting for, making use of yet undiscovered "loopholes" in physical laws, that would allow fast transit between widely separated points in space-time [Alcubierre, 1994; Visser, 1989; Crawford, 1995]. It might even be possible to extract large quantities of energy from the zero point field (the vacuum) itself. If this can be done in a practical way, then the energy available to a space traveler could be essentially unlimited, eliminating the need for an on board fuel supply [Froning, 1986].

Too Expensive?

Although it simply is impossible to precisely now how expensive interstellar travel would be for a civilization about which no pertinent data is available to make an estimate, we can still make some educated predictions. Interstellar travel appears not to be expensive for an advanced economy whose productivity has grown steadily for millennia. Therefore, alien contact by visitation is likely once these advanced economies implement interstellar propulsion technologies at insignificant costs relative to their wealth and capital stocks which have grown steadily for millennia. Similarly, an interstellar transportation system may seem expensive from our perspective, but, then, so would a 747 to the Wright brothers [Jones op. cit., 1995].

So what is to be concluded from all of this? Is interstellar flight indeed as "improbable" as the naysayers claim? Indeed, *only if* we grant them their negative and self-defeating assumptions. And with that in mind, we quote Ian Crawford from the October 1996 issue of the New Scientist, in which he neatly outlined the current situation with regard to the feasibility of interstellar travel:

> **"It seems unlikely that interstellar spaceflight is impossible. Even today, we can envisage propulsion strategies which might make it possible to reach between 10 and 20 per cent of the speed of light, permitting travel between nearby stars in a few decades. Any civilization with this technology would be able to colonize every planetary system in the Galaxy in about 10 million years, which is only one-thousandth of the age of the Galaxy" [Crawford, 1996].**

Where are they?

Computer simulation and mathematical modeling of attempts to colonize the galaxy show that this could be accomplished in no more than a few million years [Hart, 1975; Jones, 1976; Papagiannis, 1978]. But the galaxy is ten billion years old, with second-generation (metal-rich) stars up to nine billion years old. Thus, the time needed to colonize the galaxy is much shorter than the age of the galaxy [1]. Moreover, in 1974, physicist O'Neill published his research on space settlements, describing large artificial structures capable of holding vast numbers of people [O'Neill, 1974]. O'Neill argued, with good reason, that such concepts could be realized with current technology in just a few decades. Frank Tipler, Hart, and quite a number of other scientists noted the relevancy of O'Neill's designs with regard to the Fermi debate, suggesting that these habitats, equipped with propulsion, could also be used to colonize other star systems.

The consequences should be clear. There is no need to invent fantastic propulsion systems such as "warp" or "hyper drives." Current available technology would make it possible, in principle, to colonize the galaxy. And this, coupled with earlier calculations on expansion rates, suggested that if any extraterrestrial civilizations exist at all, they should have visited our solar system by now. But there is no evidence of such visitation to Earth. Enrico Fermi called this the "Where are they?" question - which is now known as the Fermi Paradox.

Hart and other human-centrists as physicist Frank Tipler believe it proves us to be the only intelligent civilization in the galaxy, while SETI researchers tend to see the Fermi Paradox as "proof" that interstellar flight is entirely impossible. Other possibilities that have been advanced are:

- Extraterrestrial civilizations are short-lived. If the lifetime of an extraterrestrial civilization is only 50,000 years on average, nobody would live long enough to colonize the whole galaxy.

- Most advanced civilizations are concerned with "more important" matters and have not developed any interest in space exploration.
- Earth *is* a colony because the the entire galaxy was colonized by one civilization long ago. Only they now have a sense of benign paternalism to any developing civilization. This is also known as the "Zoo Hypothesis," [Ball, 1973].

The problem with the first and second hypothesis, is that one would have to assume it to be true for *every* extraterrestrial civilization. It may very well be true in some cases, but hardly, without any exception at all, in a million (which is a modest estimate of the number of advanced extraterrestrial civilizations in our galaxy). Remember, only one civilization is needed to colonize the entire galaxy!

It has also been suggested that extraterrestrial civilizations simply haven't had enough time to find us yet. However, this appears unlikely since it is quite possible to narrow down considerably the number of stellar systems one would have to search to find life-bearing planets, by making use of methodical search techniques based on known remote sensing capabilities such as interferometry. Moreover, as Hart argued, "the consideration that ETs have not yet had time to find earth is discounted by calculations that show that another intelligent species in the Galaxy would have found earth if their space exploration efforts began at least two million years ago" [Hart, 1975].

This author favors hypothesis three, that there is a "galactic club," an established network of old advanced civilizations, and that Earth is under a certain "quarantine." Thus, in my opinion there simply *is no* Fermi Paradox. And the only reason Fermi's paradox has remained a paradox to most scientists is because they have failed to recognize the evidence that there may be extraterrestrials in our own solar system.

Conclusions

Assessment of the feasibility of interstellar travel indicates that it should be easily accomplished by an advanced society. Arguments, such as that they would not have had enough time to find us yet because of the number of stars to visit, are seen to be implausible [Hart, 1975; Jones 1976, 1995; Hoerner, 1995]. Neither technical feasibility, nor energetics, economics, and social factors are likely to prevent interstellar travel or slow the colonization of the galaxy [Papagiannis op. cit., 1980]. The probabilities appear to be heavily in favor of aliens turning up on our doorstep, which I suspect they may already have.

References and Footnotes: It appears reasonable that within about 1 to 2 million years of attaining space technology, a civilization could have spread throughout the galaxy. Given a practical average speed of about 0.2 c, one can cross the galaxy in less than half a million years. It is a fairly serious problem that if species evolve to a technological level and are around for any considerable length of time, then where are they? The galaxy should be a fairly busy place by now. Likewise, if we suppose a race sent out only one expedition every 100,000 years from a given stellar system to colonize another stellar system, in another 100,000 years, each of these would send out another expedition. Therefore, the number of space colonies would double every 100,000 years. At this rate, in only million years, 1000 stellar systems would be colonized. In 2 million years, a million systems would be colonized. In 3 million years, a billion systems. And in less than 4 million years, they could theoretically fill the entire galaxy.

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Formulation and Predictions of the ETH

By Brian Zeiler

The extraterrestrial hypothesis, or ETH, is formulated consistent with the accepted scientific framework for hypothesis induction. The null hypothesis to explain UFOs is that they are random, disparate misidentifications of atmospheric or artificial terrestrial phenomena. This is called the misidentification hypothesis. If rejected on sufficient grounds -- and due to the subjectivity we are probably facing a more Bayesian type of inference than an objective test approach -- then we accept the alternative hypothesis, which is that disk-shaped vehicles are in fact flying in our atmosphere.

Note that at this point, we are not concerned with the origin, since the alternative hypothesis is simply that the objects exist without regard to the origin of the objects. Put simply, we don't need to know the origin of the objects in order to determine their existence. In fact, nowhere in science is it necessary to establish the origin of a phenomenon prior to determining the very existence of the phenomenon. Yet skeptics contend that the objects cannot exist due to interstellar travel considerations, which is fallacious on two counts: first, for blending the two hypotheses into one by using the possible origin to debunk the very existence, and second, for establishing a rigid a priori probability of nearly zero for interstellar travel despite a lack of sufficient information to make such a determination.

After rejecting the null in favor of the alternative, which is that the objects exist, a rank-order series of hypotheses are formulated to hypothesize the origin of the objects. When guessing the origin, we see three elements that are observed in the majority of radar-visual cases:

- Physical substance
- Intelligent control
- Propulsion technology beyond human grasp

This is why radar-visual case are so unique in their evidential value. Those three conditions are necessary *and* sufficient conditions to defend inducing the ETH; the question is the degree of corroboration for each of the conditions. When ranking possible origin hypotheses, Occam's Razor is the guiding principle here:

- American or foreign government craft
- Extraterrestrial craft
- "Interdimensional craft"

Once one replaces the null with the alternative and looks for a hypothesis of origin, it is feasible to reject the first origin hypothesis. It is absurd to think these are government craft, since the so-called "conspiracy" widens by a huge magnitude: the behavior of the flights are at variance with accepted flight-test procedures (e.g. chasing civilians), and the requisite physics for the observed propulsion would require enormous leaps in 1947 in all sorts of technology that the civilian community still has not grasped 50 years later.

The second hypothesis, that they are extraterrestrial craft, is the "Extra-Terrestrial Hypothesis", or ETH. Note that this is a specialized sub-hypothesis within the broader, original "alternative hypothesis", which is simply that the "saucers" do in fact exist. Some researchers, like Vallee, reject this and move to the third hypothesis, though that is beyond the scope of this article.

Falsifiability is a difficult area because the very approach to the subject is more subjective and inferential (hence the Bayesian approach -- see Sturrock, "Applied Scientific Inference", Journal of Scientific Exploration, vol. 8, no. 4). The very nature of the problem -- the vagueness, the lack of replicability on demand, and the elusiveness -- does not lend itself with ease to direct and irrefutable

falsifiability.

However, there are certain "proxies" for falsifiability. It seems reasonable to suggest that if there are extraterrestrial vehicles buzzing through our atmosphere, the organization with the means and motive to determine this, above all other organizations, would have determined this by now. This organization is, of course, the US military. If there are flying saucers, our military should show a high level of interest and conviction that this is the case. Indeed, they do, at both the individual level and at the organizational level, from 1947 through the present day, as revealed through Freedom of Information Act documents and summarized in our government pages.

Then there are certain other testable predictions based on the corollary that the military and intelligence would conceal this knowledge. And they have found sufficient cause to conceal it, as their early documents alluded with references to "public panic" and "policies of public information to minimize mass panic". So, do we see signs of official secrecy? What would those signs be? One is leaks. We do, in fact, see quite a few highly compelling leaks from such scientists as Dr. Robert Sarbacher, Dr. Eric Walker, and other military and intelligence personnel on the military quotes page.

Another means of indirect falsification would be the discovery of one or more new terrestrial phenomena that are merely atmospheric in nature, but can adequately explain the body of UFO evidence, from radar-visual to ground-trace cases to machine-like disk-shaped vehicle mirages.

The very nature and structure of this phenomenon renders our typical approach somewhat impotent, and we are mostly left with a Bayesian approach that questions whether the body of evidence we do have is more consistent with the objects existing or with the objects not existing. Looking at the aggregate body of anomalous radar-visual cases, ground trace cases, scientifically tested photos and films from the military and civilian communities, credentialed leaks, and evidence of military and intelligence duplicity, it is more likely that something is indeed going on rather than not -- no matter how falsifiable this hypothesis may be, it doesn't change the aggregate body of evidence. The evidence is far more consistent with the objects existing than not existing.

Our approach must accommodate the phenomenon -- not vice versa. If the phenomenon cannot accommodate our approach, there is no sense in convincing ourselves that the phenomenon must not exist. We must accommodate this elusive, sporadic, and unreplicable but nonetheless existent phenomenon by blending our approach between objective hypothesis falsification and Bayesian inference.

As for the inductive reasoning, the approach is identical in process and in validity to the Big Bang hypothesis which also has no physical proof. Both induce a hypothesis to explain a set of observations without violating known laws of physics according to our existing body of knowledge. Both also make predictions that have been corroborated, and both explain the observations superior to any alternatives. The misidentification hypothesis is an utter failure in both logical process and in explanatory appeal, as detailed in the page on skeptical logical trickery and as judged by the inability to explain the most challenging cases, but the ETH is scientifically valid and superior to the alternative. The problem with the misidentification hypothesis is that the cases it fails to explain, according to USAF's Project Bluebook Special Report #14, happen to be the types of cases that the best observers were most likely to report and that do *not* suffer from insufficient information, but rather appear to be from a wholly different distribution than the the eventually identified UFO reports, based on a chi square analysis.

The misidentification hypothesis has a gaping flaw in its ability to explain the observations, and the ETH is a scientifically valid hypothesis that is the simplest available to explain globally repeating, highly reliable observations by eminently qualified observers of solid objects under intelligent control with propulsion technology irreproducible by human knowledge. All possible predictions of

the ETH have been corroborated, and the inductive process is every bit as valid as the process that led to the Big Bang hypothesis.

Illogical skeptics will complain that any hypothesis can be induced in this framework, such as a giant purple unicorns or flying cats. But the problem is that our current physics predicts that aliens exist, and we know that interstellar travel is *possible*; it may be difficult, but it certainly is possible, and many scientists like Tipler feel that it is almost inevitable. This is why the ETH is the simplest hypothesis after the misidentification hypothesis is discarded. Hypotheses in between, such as an "unknown atmospheric phenomenon", are too vague and specious to be of any value, since they are the logical equivalent of postulating an "undetected flaw" in the analysis of a radar-visual case; but most of all, such a hypothesis fails to explain daylight sightings, and only relies on nocturnal luminosity reports, which is a selective filtration of the observations. Therefore, only the ETH can be of value after rejection of the misidentification hypothesis.

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GETTING TO LEVEL 2

Date: Mon, 11 May 1998 11:10:27 -0500
From: Mark Cashman <mcashman@IX.NETCOM.COM>
Subject: On Phil Klass
To: CURRENT-ENCOUNTERS@LISTSERV.AOL.COM

On Mon, 11 May 1998 11:55:59, Mark Cashman <mcashman@IX.NETCOM.COM> wrote:

Rob wrote:

"I will easily concede that Phil stretches it on occassion - sometimes invoking explanations of puzzling UFO reports that strike us as "cheesy," or to be more academic, "inelegant." Of course, that's par for the course across the UFOlogical spectrum, from time to time, so I fail to see how this somehow invalidates him as a member of the UFOlogical community. I will as easily concede him a good point when made - and he's made a lot of them . I should think that this facet of his work would bring him closer to the UFO community."

The problem with Klass, as opposed to the position of the properly skeptical ufologist, is that he won't accept the contention that there are unexplained UFO reports which are challenging and interesting; while our properly skeptical UFOlogist has no problem with accepting both that many reports can be explained and that there are challenging and interesting UFO reports which cannot be explained prosaically.

A further problem with Klass and the attitude he promulgates is that it treats every UFO report as an isolated concrete and denies the possibility of patterns, or of the reinforcement of the validity of a report based on conformance to a pattern. As Hynek put it, if you first, a priori, assume that all UFO reports are explainable as misperceptions, hallucinations or hoaxes, and secondly take every UFO report as if it were the only UFO report in the world, and thirdly allow for any combination of circumstances, no matter how improbable each circumstance may be, to occur at the same time, you can probably come up with an "acceptable" explanation for any UFO report. However, that is not scientific.

The final problem is his willingness to throw away or deny any portion of the witness testimony which may be inconvenient for his desired explanation. That is very firmly not scientific. After all, if I throw away all of the evidence for the atomic structure of matter which I find inconvenient, I can probably prove that the universe is made of the four elements of Fire, Earth, Air and Water - but it won't be science when I do so.

"I see accusations that he "lacks integrity" quite frequently. Lacks integrity?"

I believe it would not necessarily be invalid to say that any theorist lacks intellectual integrity, who is unwilling to accept the complete testimony of the witness(es) be accounted for by his theory.

"In my recent interview with him, his first and foremost position seemed to be that he has not seen a case which is clearly indicative of extraterrestrial visitation. This seems a pretty valid stance, to me - probably more valid than wholesale endorsement of ETH."

There are many UFOlogists who accept UFOs as a scientific problem without endorsing the ETH. Furthermore, we cannot evaluate Klass position without an answer to the question - what would constitute a case indicative of extraterrestrial visitation? Then we would have to analyse such an

answer and filter out a priori assumptions about the nature of extraterrestrial life and technological capabilities (any of which can be no more than the rankest speculation).

Klass would not be alone in making such assumptions part of his "standard". Vallee, whatever his other virtues, made many such a priori assumptions part of his "critique" of the ETH. Many, if not all, of his assumptions can be clearly shown to be irrelevant or sheer prejudice.

It is further an act of intellectual abdication to claim to rely on the content of a single case to validate the ETH, the PNH or any other hypothesis. Was the theory of relativity considered valid after a single experiment? Was the theory of the aether abandoned immediately upon the publication of Michaelson-Morely? Of course not. Multiple repeated experiments or observations which form a pattern supporting or denying a hypothesis are essential for scientific work. Again, Klass' "method" of taking each UFO case in isolation predetermines that it will be impossible for the data to accumulate any convincing weight in his mind.

"Let's consider the Mansfield, Ohio case, which Ronald Story included on his "not suitably explained" list."

To allow his explanation Klass must ignore or discount the witness testimony that:

1) A red light paced the helicopter for a short period, since meteors don't do that.
2) The red light turned and headed toward the helicopter. Meteors don't do that.
3) The pilot enters into a power dive and observes simultaneously the collective in the full down position and the rate of climb indicator showing 1000 fpm rise. Meteors don't affect the flight of aircraft.
4) The final altitude is 1000 feet above the oriiginal flight altitude despite the dive from 2500 feet to 1700 feet.
5) The object is observed to continue slowly toward Mansfield airport and then turn and then accelerate. Meteors don't turn or accelerate.

Heck, what's left? "We saw a bright light that flew over the helicopter."? Now _that's_ easily explained.

Oh, and I forgot -

6) The light was initially red; meteors are not typically "red".
7) The light is red and green when the object seems to be pacing the the helicopter.

(Since the light is red, and both red and green lights are supposedly seen from the helicopter, and the object is traveling perpendicular to the helicopter, how can the windshield affect one light and not the other? If the object is red, and seen through a green glass, the result is not green, it is brown.)

Now, let's be generous, and even allow points 1 and 2 are actually an autokinetic illusion fostered by the fact that the object is headed directly toward the helicopter, and even allow 5 to be some sort of autokinetic illusion based on the helicopter entering a turn.

How can we explain the rest without calling two experienced airmen liars? The answer - we can't. Does the meteor explain the case? No, it does not. Will Klass admit it? No he does not. Does that show integrity? No, it does not.

"IMHO, he doesn't have to back down from all the others, because, as far as I can see it, anyone who accuses him of false explanation probably needs the real explanation at hand, with unimpeachable evidence to back it (else, it's just a war of conflicting hypotheses)."

No, this is a misunderstanding of the rules of scientific evidence. Anyone, including Phil Klass, who

proposes to explain a case, that is to support or refute a hypothesis, is under the same obligation to provide evidence for their position. In any war of hypotheses, the hypothesis which explains the most features of the report wins. Not the hypothesis which is the least offensive to Phil Klass. On this score, Klass does not seem to do a very good job, and yes, he does have to back down when he can't explain 70% or so of the events in a report.

And, on the other hand, declaring that a report is unidentified simply states that the cause of the report cannot be determined. This is not really a hypothesis, since it does not propose an explanation or a cause for the report. The burden of proof is on the explainer.

In another paper, I discuss the methodology required for examining UFO reports. Essentially however, it goes like this:

1) Form hypotheses for a prosaic cause to the report and do everything possible to support them. If a meteor is conjectured, obtain other sightings of the same meteor and determine that all of the aspects of the report can be accounted for by a conventional meteor. If an aircraft is conjectured, then determine the flight plan and ID number of the aircraft. If all attempts at explanation fail, categorize the report as unidentified and proceed to step 2. If the testimony is dubious, rate the report at a low probability or reject it as a hoax.

2) Take the reports which are unidentified by step 1 and analyse them for patterns. Form hypotheses as to the types of patterns that will be observed and their causes / consequences. Search for said patterns in order to refute or support the hypothesis.

Since Klass allows nothing to pass step 1, no matter how much the data must be distorted to prevent it, he never reaches step 2. Because of people like Klass, relatively few UFOlogists have reached step 2 - they are too busy defending their cases against ludicrous and fluid hypotheses which ignore or distort the case data.

Incidentally, step 2 can also be performed on IFOs. To the best of my knowledge, no "debunker" has ever attempted such a step.

"I think the only accusation I would ever level at Phil is that he sometimes formulates bad hypotheses. Here, we return to the idea of peer review. So, his explanation is bunk. He can hold it, even in the face of peer review, until such time as someone can conclusively prove that he is wrong."

No, he will be ignored until he conclusively proves he is right. And he cannot be a peer any more than someone who denies the atomic nature of matter is a peer of the nuclear physicist.

"It's easy to portray Phil as the "Oil Can Harry" of UFOlogy, but I believe he is really sincere about what he does. Maybe misguided or stubborn from time to time, but undoubtedly sincere. Which means he has integrity, in that he is true to what he believes in."

Integrity is not a synonym for stubbornness or sincerity. It is based on "integration", which means having the results of one's thinking be as seamless and integrated a whole as possible. Klass' thinking is a pastiche of denying the data and casting aspersions on the witnesses. It is not recognizable as scientific integrity, which requires willingness to admit of failure and acceptance of the whole of the data as the thing to be explained.

Mark Cashman, creator of The Temporal Doorway at
http://www.geocities.com/~mcashman

Date: Mon, 11 May 1998 19:51:47 -0400
From: Mark Cashman <mcashman@IX.NETCOM.COM>

Subject: FW: On Phil Klass - Pt. II
To: PROJECT-1947@LISTSERV.AOL.COM

Rod:

Re some of the other comments in this, please see the e-mail I just dispatched. I think I have covered them.

But I do want to address this comment of yours in more detail:

"But, all manner of debate on matters of integrity, philosophical orientation, etc., etc. aside, if it were up to me, I would allow the wolf (Phil Klass) into the fold (serious UFOlogists). Why? Because, if he is as nefarious as you indicate, and possessing of some degree of influence upon his audience, is it not the responsibility of the UFOlogist to take him on? In the interest that truth shall prevail? Otherwise, I see a disturbing similarity between the proclamation that he be ignored and what mainstream science has done with the UFOlogical community - not so much related to the quality of evidence or a lack thereof , but in the sheer ivory tower loftiness of it all."

There is some virtue in this, but I will point out that the intellectual and temporal capital of UFOlogy is limited. Every hour spent battling back yet another ludicrous "Kenneth Arnold saw geese" and "Bertrand, Hunt and Muscarello saw a hoax kite" is an hour not spent on the kind of serious work I think we agree is needed in UFOlogy.

Some people are attracted to the debate against the debunker. I spent a good chunk of a year on a "skeptic" list and a few times attempted to engage in such a debate. The times I attempted this I found the participants preferred to engage in ad hominem attacks on witnesses and investigators if the data could not be squeezed to fit into a natural phenomenon category. They engaged in the same sort of logical errors of which they accused UFO proponents, but would not recognize or admit to it except in the rarest of cases. I decided that such debates accomplished nothing except to raise my blood pressure, and that they were certainly doing nothing to advance knowledge in UFOlogy. And, frankly, I found the level of debate and critique among serious researchers who considered UFOs a real problem to be at a level that was far superior to that brought forward by "skeptics". In general one finds more constructive skepticism in this room than in any of those. Look at the recent debates on Linke, on Rendlesham, on radar cases...

There is no question that debate is important. And I enjoy debates or discussions with and among people who take their work seriously enough to try to refine it through their own contributions, positive or negative. I think many other researchers would agree that this is very productive.

On the other hand, there are many areas of profitless debate. One is - do UFOs exist as an objective phenomenon? The only way to resolve that is to go into the field and investigate and to spend time in analysis. Another are cases like Roswell, where the evidence pro and con is so evenly balanced, and where the information content is so low in any event, that nothing useful can come from it.

So, in short, others may tilt at the debunker's windmill. I'd rather work on the neglected areas in level 2.

Mark Cashman, creator of The Temporal Doorway at :
http://www.temporaldoorway.com/search/index.htm

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History 101

A compilation of UFO facts and quotes

Professor Hermann Oberth:
The German rocket expert considered one of the three fathers of the space age. In 1955, Dr. Werner Von Braun invited him to the U.S. where he worked on rockets with the Army Ballistic Missile Agency and later NASA: "It is my thesis that flying saucers are real and that they are space ships from another solar system. I think that they possibly are manned by intelligent observers who are members of a race that may have been investigating our Earth for centuries." (Oberth, H., "Flying Saucers Come From A Distant World", The American Weekly, Oct 24, 1954)

Admiral Roscoe Hillenkoetter, first Director of the CIA (1947-1950):
"Unknown objects are operating under intelligent control...It is imperative that we learn where UFOs come from and what their purpose is." (Source: Maccabee, Bruce, "What The Admiral Knew: UFO, MJ-12 and R. Hillenkoetter," International UFO Reporter, Nov/Dec., 1986.)

General Lionel M. Chassin, Commanding General of the French Air Forces, and General Air Defense Coordinator, Allied Air Forces, Central Europe (NATO):
"The number of thoughtful, intelligent, educated people in full possession of their faculties who have 'seen something' and described it grows every day...We can...say categorically that mysterious objects have indeed appeared and continue to appear in the sky that surrounds us... (they) unmistakably suggest a systematic aerial exploration and cannot be the result of chance. It indicates purpose and intelligent action."

Rear Adm. D.S. Fahrney, Ret., former Navy missile chief (circa 1956):
"Reliable reports indicate there are objects coming into our atmosphere at very high speeds. They way they change position would indicate their motion is directed."

Captain Ed Ruppelt (1956):
After the Fort Monmouth, NJ, radar sightings (which started on Sept 10, 1951), the Air Force held a meeting at the Pentagon. General Cabell presided over the meeting, and it was attended by his entire staff plus Lieutenant Cummings, Lieutenant Colonel Rosengarten, and a special representative from Republic Aircraft Corporation. The man from Republic supposedly represented a group of top U.S. industrialists and scientists who thought that there should be a lot more sensible answers coming from the Air Force regarding UFOs.

"Every word of the two-hour meeting was recorded on a wire recorder. The recording was so hot that it was later destroyed, but not before I had heard it several times.....it didn't exactly follow the tone of the official Air Force releases--many of the people present at the meeting weren't as convinced that the 'hoax, hallucination, and misidentification' answer was quite as positive as the Grudge Report and subsequent press releases made out."

(1956) Capt. Edward J. Ruppelt (1956):
"The one thing about these briefings that never failed to amaze me, although it happened time and time again, was the interest in UFOs within scientific circles. As soon as the word spread that Project Blue Book was giving official briefings to groups with the proper security clearances, we had no trouble in getting scientists to swap free advice for a briefing. I might add that we briefed only groups who were engaged in government work and who had the proper security clearances solely because we could discuss any government project that might be of help to us in pinning down the UFO. Our briefings weren't just squeezed in either; in many instances we would arrive at a place to find that a whole day had been set aside to talk about UFOs. And never once did I meet anyone who laughed off the whole subject of flying saucers even though publicly these same people had jovially

sloughed off the press with answers of 'hallucinations,' 'absurd', or 'a waste of time and money.' They weren't wild-eyed fans but they were certainly interested."

General Lionel M. Chassin, Commanding General of the French Air Forces, and General Air Defense Coordinator, Allied Air Forces, Central Europe (NATO):
"The number of thoughtful, intelligent, educated people in full possession of their faculties who have 'seen something' and described it grows every day...We can...say categorically that mysterious objects have indeed appeared and continue to appear in the sky that surrounds us... (they) unmistakably suggest a systematic aerial exploration and cannot be the result of chance. It indicates purpose and intelligent action."

U.S. President Harry S. Truman:
"I can assure you that flying saucers, given that they exist, are not constructed by any power on earth." (Press Conference, April 4, 1950)-

NASA Information Sheet, 2/1/78:.
U.S. Department of Defense: "REPORTS OF UNIDENTIFIED OBJECTS ENTERING UNITED STATES AIR SPACE ARE OF INTEREST TO THE MILITARY AS A REGULAR PART OF DEFENSE SURVEILLANCE."

Francis Ridge:
The UFO situation got so serious in 1952 that a meeting was convened with Air Force officials and the CIA (Robertson Panel).

Captain Ed Ruppelt:
"...and it was up to them to tell us if they (UFOs) were real---some type of vehicle flying through our atmosphere. If they were real, then they would have to spacecraft because no one at the meeting gave a second thought to the possibility that the UFOs might be a super secret U.S. aircraft or a Soviet development. The scientists knew everything that was going on in the U.S. and they knew that no country in the world had developed their technology far enough to build such a craft that would perform as the UFOs were reported to do."

(Ridge: What the records showed and what the Air Force knew, was rejected by the panel).

NICAP Home Page

I remember Blue Book

by Jennie Zeidman

■■ **Jennie Zeidman, author of *A Helicopter-UFO Encounter Over Ohio* (1979), is a CUFOS board member and a contributing editor to *IUR*.**

The dark recesses of the CUFOS archives have yielded up a paper titled *Report to Stork on Blue Book Henry*. The by-line is my own; the date is August 1953.

The document is a compendium of 148 "FLYOBRPTS" (flying object reports) and their cursory analyses as they passed from the Air Technical Intelligence Center (ATIC) through the hands of J. Allen Hynek (and me) between January and July 1953. (See illustrations 1 and 2 for examples.) The report also summarizes correspondence with the 35 amateur astronomical societies, 19 Ground Observer Corps Filter Centers, and 48 CAA (now FAA) Control Towers which were contacted with the objective that they would or could provide corroborating (or disconfirming) information for the official reports, specifically with regard to phenomena such as bright meteors/fireballs, normal aircraft, or meteorological phenomena.

The report itself is of little import. The Air Force favored astronomical answers, and Hynek was able to provide many from the selected raw reports presented for his analysis. (See bar graph.) The extremely high number of unknowns (22 percent) and cases of insufficient data (another 10.8 percent) reflect not so much the high strangeness of the information presented as the inadequacy of the reporting mechanism. One paragraph of teletyped tidbits was supposed to provide enough information for a justified, probable, or at least possible identification. Of course it couldn't be done. I don't recall our criteria for differentiation between "unknowns" and "insufficient data." The only certainty I can see in perusing this report is that Venus was in eastern elongation during that time period and that lots of people, even those from college physics departments, couldn't identify it.

Of greater interest than the report may be some associated memories of those heady times: the convolutions of funding of UFO research, the desperate emphasis on hush-hush amid an environment of ludicrously slipshod security, and the unfolding mystery of where Hynek's consultancy to the Air Force on Project Blue Book really fit into the larger scheme of the UFO hierarchy. Enlightening discussions of these matters appear in Hynek's *The Hynek UFO Report* (1977) and David M. Jacobs' *The UFO Controversy in America* (1975). The remarks that follow reflect my personal involvement and interpretations as Hynek's assistant between 1953 and 1956.

Project Stork

Let us start with Project Stork. I doubt, 38 years later, that I'll ruffle any feathers with that name. Heaven knows, it's been mentioned in print, and from time to time I've come across persons (there must have been thousands of us, worldwide) who worked on various phases of it. The fact is that the mission of Stork was to ascertain the capability of the Soviet Union to engage in technological warfare. The specific interest for our purpose is that the group at Battelle Memorial Institute which produced the (in)famous *Project Blue Book Special Report 14* was associated with Project Stork. Okay, let's not beat around the bush. *Special Report 14* was a product of Project Stork.

Does that mean that the government thought UFOs might be Soviet technology? Or does it mean that the government already knew (five years after the Roswell incident) what UFOs represented, wanted to see what the Stork statisticians came up with, and then made sure that the "analysis" met with government "standards"? (Shades of the Condon Committee 15 years later.)

The answer is: probably not. The Condon Committee's blatant objective was to pacify the public, whereas *Special Report 14*, within Battelle/Stork, was Top Secret. It didn't *need* to be created (for public consumption) if the answer was already known—in other words, that the empirical characteristics of UFO reports were statistically different from those of reports that were ultimately resolved into mundane phenomena. Or was Stork perhaps merely a convenient funding vehicle for *14*, a legitimately asked question, a relatively small effort that could be justified (or hidden) under the scope of the Stork mission? Regardless, Battelle *was* the right place for the work to be done. It is a superb group of scientists and engineers scrupulously devoted to excellence.

Battelle's involvement with the fringe subject of UFOs was therefore a source of great embarrassment to it —a family secret, a skeleton in the closet equivalent to

Grandpa's alcoholism or Uncle Ray's penchant for little boys. One absolutely did not mention Battelle in connection with UFOs. And since I had no need to know, the fact of this involvement (in spite of my Secret clearance) was kept from me for over a year.

In the spring of 1987 I found myself at a dinner party seated next to a Battelle executive—an old timer who I knew had worked on *14* as a member of Project Stork. I asked him if after 34 years he had anything he wanted to say about it.

My question made him uneasy. "We were concerned," he said. He was referring to the data and to the Battelle scientists' interpretation of those data. He was referring to the thoughts of his fellow scientists on the question of "What are UFOs?" "We were concerned," he said, and he would say no more.

Project Henry

During the first month (January 1953) I worked for him, Hynek went to Washington to attend the meeting of the Robertson Panel. He was an associate member, a second stringer, which was odd because he had been working directly with the data for about five years. I remember his return on a cold, wintry day. I expected him to announce there would be a major scientific undertaking on the subject. Instead, he told me, "They're not going to have a scientific investigation. For some strange reason they voted it down. They didn't even take a decent look at the data, and they decided to discredit them."

Perhaps he needed some levity that day when he looked up from his coffee and crackers and suggested that we should have a name for his consultancy project, "something that captures the idea that these things flit around the sky." An old-time popular insecticide was called Flit, and its trademark showed a hand-pumped sprayer and, I believe, a harried woman who had just been scared by a bug. "Quick, Henry, the Flit!" she is shouting. Hynek latched on to the word Flit, and thus Project Henry was named (Flit being too obvious and Project Insecticide somewhat cumbersome). Readers familiar with Hynek's sense of humor know I couldn't possibly have made this up.

This is the way Henry worked:

About once a week a courier from Wright-Patterson Air Force Base (I *assumed* he was from Wright-Patterson) would arrive at Hynek's office at Ohio State University with a manila envelope stuffed with TWXs—teletype UFO-sighting reports received from military facilities around the world.

Were they all of the reports Blue Book received—the total number it took in? Surely not. (Hynek often said he knew the best cases were withheld.) I usually looked them over before Hynek did. I had a Secret clearance by then (mid-1953), but only a few were ever classified beyond Restricted, and the sensitive material usually had to do with the installation or facility of report origin, not with the contents of the report per se. If Venus was in western elongation, there would be a whole slew of reports of a bright white light in the predawn east, and Hynek would chuckle and mutter about how darned uneducated the public was. When we would get a report of high strangeness, he would scratch his chin—beardless until the fall of 1953—and say this might bear looking into. We would outline the information we wanted to have, and we would pass that on to Blue Book. But it hardly ever followed up for us. If we really wanted some information, we would have to go out and try to get it ourselves.

Hynek was paid to investigate only reports allocated to him by Blue Book. That meant that if we heard of a case in some other way—if someone called the observatory, say, or there was a newspaper story—we could not count it as an official case, and any expenses incurred by Hynek or me were not reimbursable. Many times we asked people to send a report in to Wright-Patterson so that a case we were already working on (privately) and had spent money investigating could become "official." Sometimes it worked; sometimes it didn't.

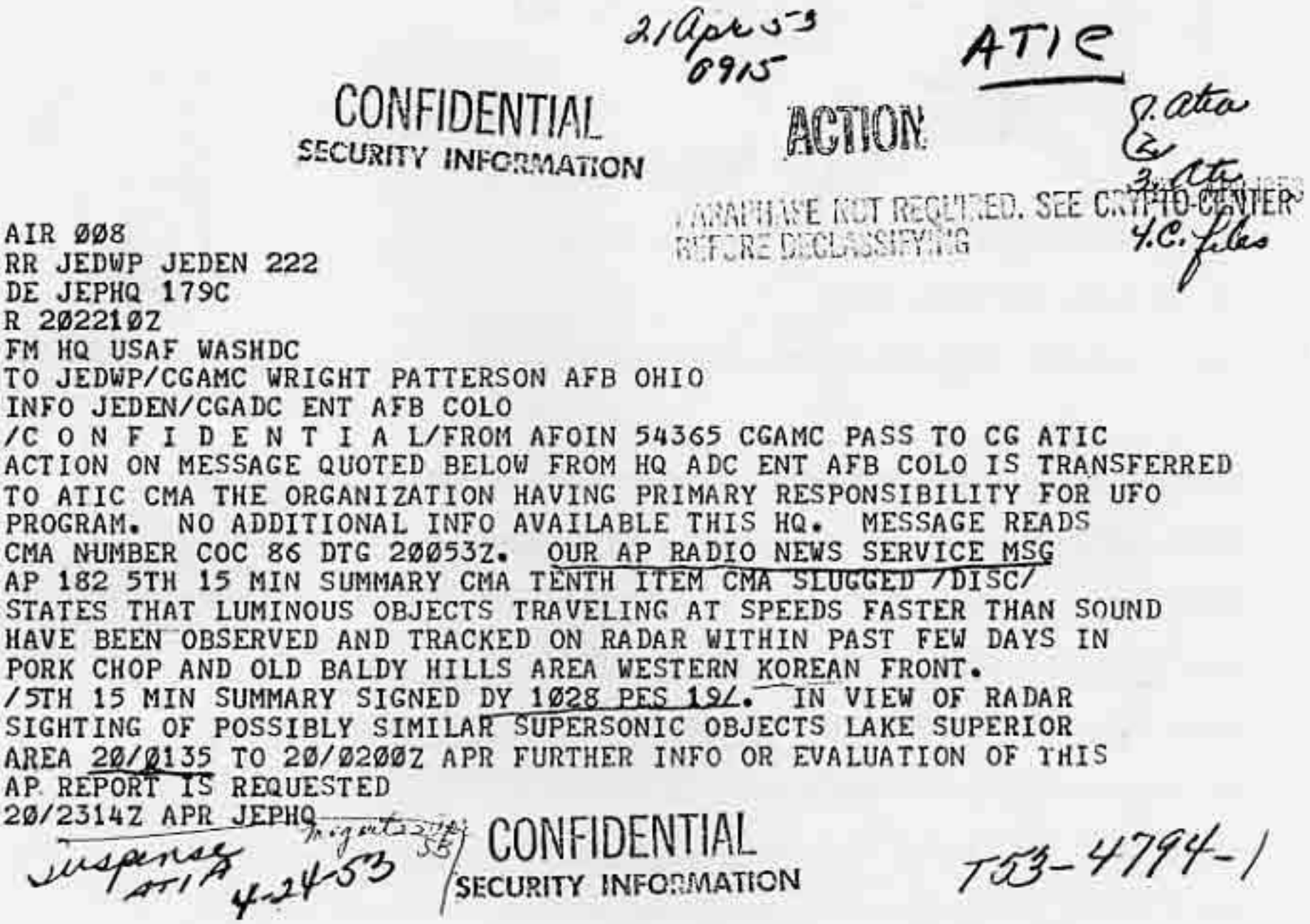
Hynek went to Wright-Patterson two or three times a month, and about once a month I went along. The Blue Book facility—building 263, not Hangar 18—consisted of three cramped, crummy little offices. The paint was peeling, and the file cabinets were warped. There were a United States map with pins stuck in it, a sergeant gofer, a gum-cracking, beehive-hairdoed secretary (a civilian), and a dried-out coffee pot on the window sill. This was before computers, of course, so the cases were filed chronologically. If you knew the date, fine. If you knew only the location, try the card index, and lotsa luck. No wonder I never saw Capt. Ed Ruppelt, the Blue Book head, smile. (I remember him as a by-the-book sobersides. I don't recall a human side of him, even when we were having an informal lunch. But I seem to remember intense blue-gray eyes.)

In the early days of my association with Hynek, my title was research assistant, OSU department of physics and astronomy. I worked a few hours a day, spending about half my time on UFO matters and the rest as teaching assistant for Hynek's undergraduate astronomy course and general Girl Friday for OSU's McMillin Observatory. (I was also carrying 15 hours in my second-to-last undergrad quarter.) As the year progressed I graduated, my Secret clearance came through, I worked full time, and my UFO work increased proportionately.

The 1954 flap was underway, and one day I asked Hynek how it was that OSU was willing to keep me on as research assistant when most of my work was for ATIC.

"You're not working for ATIC," Hynek said. "You're working for a contractor."

I had no idea what he meant. "A contractor," he repeated. "A contractor who doesn't want to be known. But don't worry about it. I've already told you too much."



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But I did worry about it. My paychecks said Ohio State University. The phrase "laundered money" was not in common usage in those days.

I stewed over this for a few days—not more than a week or two—and then the courier came with the weekly reports. Same man, same car—a Chevy that bilious shade of GI green. For some reason I walked him back out to his car, and did an incredible double-take as he drove away. It wasn't a government car. It was his own car, with Ohio plates. This man's initials were V.E., and the car license plate was VE-29. What a stroke of luck: a spook with vanity plates!

Furthermore, he was from Columbus. The local Chevy dealer's name was on the license-plate holder.

Within five minutes I had raced over to the main OSU library, pulled down the Columbus city directory, and found the man's name and his place of employment: Battelle. Confronting Hynek with my intelligence coup resulted in a few days of negotiations with Stork followed by an increased work load.

I went on a number of field trips for Henry, and the security situation was almost invariably deplorable.

Hynek arranged for me to visit astronomer Clyde Tombaugh at White Sands Proving Ground, New Mexico, during a trip I had previously planned for winter break 1952. (This was a private trip; I paid for it myself.) Tombaugh, who in 1930 discovered the planet Pluto, had himself experienced an extraordinary UFO sighting in 1949. A large, transparent fuselage with lighted windows had sailed across his view as he enjoyed the evening in his backyard.

I arrived at White Sands after a cold and miserable pre-dawn bus ride from El Paso, and Tombaugh sent someone out to the gate to escort me to his office. We walked through hangars and offices and laboratories. "Oooh, what's *that*?" I asked. There were rockets and fancy instruments and equipment lying all over the place. "That's the new Nike," my escort said, "and that one over there's the Honest John." I was carrying no documents to identify myself as affiliated with ATIC. No one asked what kind of clearance I had. And at that time, December 1952, I had none.

The fifth horseman

Hynek also arranged for me to meet with Lincoln LaPaz, the eminent meteoriticist at the University of New Mexico. LaPaz had been consulted by the Air Force during the spate of green-fireball sightings over the Southwest. It was common knowledge that he was

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/R E S T R I C T E D/ FLYOBRPT / ATTN DIRECTOR OF INTELLIGENCE, USAF. ATTN ATIAA-2C, AIR TECH INTELLIGENCE CENTER

INTEL 3-35. Unidentified object sighted at 0202Z, 8 March, 1953 near Kent Hill, Maine. It was described as a big red ball of fire going west-north-west and was observed for about 12 minutes until it disappeared beyond the horizon. A similar object was observed at 0400Z, 1 Mar, 1953. High speed, no maneuvers, no exhaust. It was a visual observation from the ground with no electronic equipment used. The observer, Mr. Van Ethen, Physics Department, Kents Hill Academy, was located at 70-degrees west and 44 degrees 24 minutes north. He estimated that the object was 40 to 60 miles away and low in the sky. The object was observed by three faculty members and ten students of the academy. The weather was cold and clear with no wind. No physical evidence available, no interception action taken and no known air traffic in the area.

09/2200Z MAR JEPLW

SECURITY INFORMATION

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BREAKDOWN OF THE 148 FLYOBRPTS
RECEIVED FROM ATIC
15 Jan - 15 Jul

VENUS	J	[redacted] 19
VENUS	P	[redacted] 11
FIREBALLS	J	[redacted] 10
FIREBALLS	P	[redacted] 6
BALLOONS	J	[redacted] 6
BALLOONS	P	[redacted] 12
MIRAGES		[redacted] 1
INSUF DATA		[redacted] 16
BIRDS		[redacted] 2
REFLECTIONS		[redacted] 4
OTHER ASTRO.		[redacted] 12
METEOROLOG.		[redacted] 2
RADAR ANOM.		[redacted] 2
UNKNOWNS*		[redacted] 33
HOAX		[redacted] 1
UNCONVEN A/C		[redacted] 12

* Follow up requested

J Justified by data

P Probable

interested in UFOs. (LaPaz is mentioned prominently in Ruppelt's *The Report on Unidentified Flying Objects* [1956].)

I found LaPaz in his office at the university. I remember the formality of the room, he behind a large wooden desk, I in a straight chair at right angles. In contrast to the easy-going Tombaugh (and his family, who treated me to a Mexican lunch), LaPaz was a formidable presence, and I felt a bit uncomfortable. We discussed UFOs in general terms. He chose his words carefully, suggesting that the U.S. government knew *plenty* about UFOs. I brought him up to date on Hynek's work and the general skepticism that I felt pervaded Hynek's philosophy (and mine, too).

LaPaz listened to what must have been my naive jabberings. Then he pinned me with a solemn stare. "UFOs are the Fifth Horseman of the Apocalypse," he said, and I was soon dismissed.

Pestilence, War, Famine, Death, and. . . ? As the years have passed, LaPaz's chilling pronouncement has caused me growing concern. His name is not listed on the controversial MJ-12 document. But if such a group, or its equivalent, existed, he would have been a logical candidate for membership.

Back in Ohio the summer of 1953 produced a changing of the guard. For a few months Ruppelt was away, and Lt. Bob Olsson was in charge of Blue Book. At some time in that interval Hynek was going out of town, and he told me to expect a visit from some people from Wright-Patterson. Olsson (whom I already knew) came in, with the sergeant gofer and another man, probably also a lieutenant, to whom I was not even introduced.

It was a hot, stuffy day sans air conditioning. The soldiers took me into Hynek's inner office at the observatory, and the lieutenant arranged the chairs: a straight chair in the center of the room—for me—and three other chairs at 10, two, and six o'clock positions. The anonymous lieutenant and Olsson faced me, and the sergeant sat out of my vision with a clip board and pencil.

They asked me how things were going with the project. What was Hynek's attitude? What was my attitude? How did I like the work? What did I think of this case or that? My utter disingenuousness carried me through this ordeal. In my naivete I was probably even flattered to be the object of so much attention. In retrospect the third man reminds me of that nutty CIA man in the *M.A.S.H.* television series—the ludicrous paranoid who was forever finding devious plots in the most innocent situation.

I liked Bob Olsson. He often included his own evaluations and a friendly note on the reports sent to us, and I felt he was genuinely interested and conscientious in his work. Perhaps that's why he lasted only a few months at Blue Book.

By mid-1956 Hynek had moved to Harvard for his worked on the International Geophysical Year, and I had moved to the main Battelle campus (about a mile from OSU) where my work for Stork also involved the IGY. The subject of UFOs was never mentioned.

Blue Book and beyond

Though I was officially removed from Blue Book business, Hynek and I continued to communicate regularly about UFO matters.

At midnight on March 26, 1966, my husband got me out of a shower for a call from Hillsdale, Michigan. It was Hynek, pleading with me not to get upset when I saw the morning papers. The Air Force had backed him into a corner. *Say something*, he was told. So he had said something. He had said that swamp gas was a possibility as a natural explanation for some lights over a marshy area, and the press jumped on it. The swamp-gas incident distressed him terribly because in effect the Air Force had forced him to compromise his scientific integrity.

Blue Book folded the end of 1969 following the publication of the Condon Report. Within a few months of the *start* of the Colorado project, Hynek had told me he knew it had been decided that the findings would be negative. For years he had understood that he was being kept out of the inner circle, that even with his high security clearances it was judged that he had no need to know what was really going on. He knew he had been used. He seemed actually relieved, then, when his Blue Book work was over. Now he was free to pursue UFO research from a purely scientific viewpoint without the restrictions imposed by his government contract.

But was Hynek's government UFO work *really* over?

In October 1973 he called me to pick him up at Wright-Patterson and bring him to Columbus. It was the height of the Yom Kippur war, and Wright-Patterson was on highest security status because supplies for Israel were being flown from there. I took a wrong turn near the Air Force museum entrance and wound up driving out onto the perimeter of the field. I drove half a mile out on a taxi strip before I could turn around. No challenge. No one came after me.

I finally got reoriented and drove up to where I was supposed to pick up Hynek. It was a small one-storey building, and Hynek was standing in the doorway as I drove up. Another man appeared from the building. He was in dress uniform and may have been a major. I got out of the car, and Hynek made it a point to introduce me. Of course Hynek was always polite, but he easily could have just gotten into the car with no introductions. It seemed to me that the introduction was a purposeful act which I assumed had something to do with the fact that I was a UFO associate.

On our way to Columbus I asked Hynek in general terms what was going on. He would not tell me anything about what he was doing at Wright-Patterson. In face of his reluctance to explain, I felt I could not pursue the subject. But he was agitated on that trip and seemed

continued on page 23

The Logical Trickery of the UFO Skeptic

By Brian Zeiler

Skeptics in the scientific community resist the evidence for extraterrestrial visitation because of the implications it raises and because of the questions it begs. But should the integrity of the determination rely on the implications of a positive classification? Or should the classification of true or false be assessed in isolation of the implications? Which is worse -- a false positive, meaning ruling in favor of the UFO as a unique phenomenon when in fact it does not exist, or a false negative, meaning ruling against it and missing out on its true existence?

The answer, of course, lies in the incentive structure of the analyst. An equally intelligent non-scientist has no incentive nor predisposition to favor one type of error over the other, but scientists do. For scientists, it would open a whole new confounding problem domain, and it would make them look incompetent in the public's eyes for missing out on this fact for 50 years. That's why the incentive structure of contemporary scientists is such that they will not accept alien visitation unless they must, which would be when they get irrefutable physical proof. Their incentive structure prohibits them from making any such inference unless it is unavoidable, and they will strain the boundaries of logic and reason to no end to dismiss all evidence other than physical proof, no matter how powerful it may be. This scientific predisposition toward disbelief, rooted not in science and logic but rather in dogma and paradigm, brings us to the logical trickery of the scientific UFO debunker.

What Exactly is "Extraordinary"?

First, the scientific debunker will say that because alien visitation is an extraordinary claim, it thus demands extraordinary proof. Therefore, no evidence is suggestive of alien visitation unless it is accompanied by irrefutable physical proof -- even if the observations directly indicate, within normal scientific evidential standards, the presence of a solid object under intelligent control with propulsion technology beyond human understanding. No matter how directly the observations indicate an anomalous vehicle of nonhuman origin, skeptics maintain that a prosaic explanation must be adopted unless physical proof is obtained. But such a stance, rigid beyond the normal standards of scientific methodology, is a direct product of the incentive structure, not of logic, as indicated above. Normal standards of science would require meeting the evidential threshold for each of the above conditions necessary to establish extraterrestrial origin; yet the same degree of evidence for physical substance is rejected for anomalous vehicles when it would otherwise be accepted for observations of more conventional vehicles.

Thus, the debunkers have failed to define the boundary of extraordinariness, which renders the declaration logically specious due to its wholly arbitrary implementation that is easily contaminated by individual and collective incentives. They exploit the arbitrary classification of "extraordinary" by applying absurdly rigid evidential boundaries to cases that clearly feature anomalous, physical vehicles that humans could not have built. Instead of assessing the case for physical substance on its own merits with the radar-visual observations, they merely apply a priori probabilities of nearly zero to the detection of anomalous vehicles, with no logical defensibility in the face of insufficient information to estimate the a priori probability, and therefore give themselves license to reject all evidence of any quality unless a physical specimen is obtained.

For instance, if SETI receives an anomalous repeating signal with intelligent content such as a mathematical constant, and rules out all known causes of terrestrial and deep-space interference, do they need a chunk of the alien radio dish or a dead alien to attribute it to alien origin? It would be just as easy to apply UFO-skeptic logic and insist that the signal is nothing more than anomalous until we obtain physical proof of aliens; after all, why ascribe a radio signal to alien

origin before we have physical proof of the existence of aliens? After all, we cannot rule out malfunction, fraud, or human error with 100% certainty, so the simplest explanation is an undetected flaw, not an alien message. Right?

Or is it really just the case that the a priori probability assumed by scientists of alien radio detection is higher than that assumed for atmospheric detection? Is this a priori probability differential between radio versus atmospheric detection logically defensible? Or do we lack sufficient information to make anything but a wild guess, a guess contaminated by incentive, dogma, and mere habit? Why do so many scientists, including Tipler and Fermi, argue that interstellar travel would be feasible for advanced civilizations whose productivity growth has created such vast wealth that journeys are less expensive than they would be for us humans? Do we know what alien energy resource stocks are? Even right now, we have the technology to mount a journey at 10% of the speed of light and arrive at the nearest star in 40 years. How "extraordinary" is it to consider that, several billion years ago, one culture might have mounted a gradual expedition that took them to our solar system and many others? We sure don't know whether this is "extraordinary" or the natural outcome of technological advancement, but many scientists wish to believe, simply due to heavily entrenched ideologies with absolutely no basis in logic nor fact, that such interstellar expansions are far less likely than the human interception of alien radio signals.

So just what is "extraordinary", aside from a word referring to a claim for which extremely low a priori probabilities of truth are applied? I consider extraordinary a claim which undermines fundamental precepts of physics. Alien visitation does not do this. And no matter the difficulty as we perceive it, interstellar travel does not violate the laws of physics. Neither do aliens. Therefore, alien visitation does not violate the laws of physics, and nor does it require a straining of credible probabilistic expectations. We simply don't know how likely it is. And that is hardly a strong case for considering alien visitation an "extraordinary claim."

Nevertheless, skeptics will insist on applying to alien visitation an a priori probability of nearly zero for some strange reason. Interestingly, many scientists such as Fermi and Tipler were skeptical of both UFOs and of alien life in general; they contended that interstellar travel would be easy for advanced civilizations, so the lack of overt contact disproved alien existence. Yet most UFO skeptics do believe alien life exists out in the universe -- just not here. So they defend the near impossibility of interstellar travel, which contradicts a considerable portion of the scientific community.

This a priori probability allows them to reject evidence arbitrarily that would otherwise confirm the presence of a solid object under intelligent control with propulsion irreproducible by human technology. For instance, when a certain degree of corroboration of physical substance for an airplane is obtained for an unconventional disk-shaped vehicle, this degree of evidence is accepted for the airplane but rejected for the anomalous vehicle. The only way to do this is to apply a priori probabilities of nearly zero to the detection of such an anomalous object. The problem, of course, is that first of all, we don't have enough information to defend a low a priori probability, and second of all, this approach guarantees automatic rejection of normal avenues of evidence. Effectively, what the skeptics are saying is that radar evidence is too "ordinary" to suffice for an "extraordinary" claim. They succeed in eliminating from review all types of indirect and direct evidence, except for physical proof.

This type of logic can be successfully applied to any claim. For instance, let's declare that dinosaurs are an extraordinary claim. This declaration requires no logical substantiation, just the way skeptics use their nearly zero a priori probability of extraterrestrial visitation to declare the claim extraordinary with no logical defense whatsoever, given the insufficient information to determine this probability. So, we have declared dinosaurs to be an extraordinary claim. The next step is to reject all fossil evidence for dinosaurs, since fossils are only acceptable for

ordinary claims such as woolly mammoths; for extraordinary dinosaur claims, fossils are worthless. What we need, as dinosaur skeptics, is physical proof of an intact dinosaur. And, to make it even more similar to the skeptic approach, we don't need to defend the rationale of the demand for physical proof of dinosaurs; the fact that it is an extraordinary claim allows us to demand the very upper boundary of conceptually feasible modes of proof -- but conceptual feasibility does not translate into practical feasibility. Sure, I can demand physical proof, but will I get it? Is it worth ignoring fossil evidence in my wait for physical proof?

We could extend the analogy further by applying more skeptic logical tricks. For instance, dinosaur articles are published in journals which already believe in dinosaurs; therefore, it is biased and one-sided, and hardly representative of truly critical peer review. We could assert that all fossils are best explained as hoaxes, misidentifications of known and unknown geological processes, and hallucinations and/or misinterpretations by overzealous paleontologists imposing their belief system on an anomalous rock. This, I can contend, is the "simplest explanation", and I don't have to worry about using over strenuous logic because, in an absence of physical proof of dinosaurs, any explanation is simpler, no matter how contrived and convoluted! This is the essence of the scientific rejection of the UFO evidence: an overwhelming need to disbelieve coupled with a shameful lack of research into the actual evidence.

The Demand for Physical Proof

If aliens were visiting, I find the expectation of physical proof quite illogical, since it's going to be hard to obtain. In fact, it may even be impossible. But the skeptics don't mind, since they have already decided to disbelieve until they obtain the highest conceivable level of proof. In the above discussion, it was noted that anybody can apply this logic by insisting that dinosaurs should not be accepted until we find an intact, frozen, preserved dinosaur with the flesh still on the bones, and if that's impossible -- well, too bad. Is it rational to reject fossils the way skeptics reject radar-visual cases and ground-trace cases and then demand a preserved dinosaur specimen the way skeptics demand an alien and/or vehicle specimen? I contend that physical proof is an unattainable evidential boundary which guarantees rejection of the hypothesis of extraterrestrial origin.

Despite the table-pounding insistence by skeptics on physical proof, they have simply not been able to defend this demand, one which is far beyond the scientific rigor that standard scientific methodology would require. The UFO evidence has satisfied the evidential threshold of normal scientific protocols; unfortunately, the evidence has been rejected by the dogmatic, specious demands for physical proof. For all these demands for physical proof, the skeptics have not been able to meet any of the following logical criteria necessary to defend the imposition of this arbitrary evidential threshold:

How can one declare a claim to be extraordinary without sufficient information to defend a low a priori probability?
Are there degrees of extraordinariness?
How does one relate a degree of extraordinariness to a fair and reasonable evidential threshold?
What is it about extraterrestrial visitation that implies the availability of physical proof?
How can we obtain physical proof?
How can an evidential threshold be imposed with no logical defensibility nor any rational expectation of actually meeting such a stringent threshold?

Occam's Razor and the Skeptics

The UFO skeptics don't understand Occam's Razor, and they abuse it regularly. They think they understand it, but they don't. What it means is that when several hypotheses of varying

complexity can explain a set of observations with equal ability, the first one to be tested should be the one that invokes the fewest number of uncorroborated assumptions. If this simplest hypothesis is proven incorrect, the next simplest is chosen, and so forth.

But the skeptics forget two parts: the part regarding the test of the simpler hypotheses, and the part regarding explaining all of the observations. What a debunker will do is mutilate and butcher the observations until it can be "explained" by one of the simpler hypotheses, which is the inverse of the proper approach. The proper approach is to alter the hypothesis to accommodate the observations. One should never alter the observations to conform with a hypothesis by saying "if we assume the object was not physical, despite the level of evidence that would imply the solidity of a conventional aircraft with near-certainty, then we can also assume the object was not moving, was not exhibiting the color orange, was not 50 feet in diameter as described, and then declare that it was really Venus."

But that's okay for the skeptics to do because it's an "extraordinary claim" being made that deserves to be explained away in a Machiavellian fashion as rapidly as possible with the urgent zeal of a religious missionary. Now, to alter observations to force conformance with the preferred hypothesis -- is that science? Or is that dogma? The answer, of course, is dogma. This practice is extremely poor science, and the approach undermines the very spirit of scientific inquiry. It is simply unacceptable to alter the observations that refuse to conform with the predetermined, favored explanation.

The ETH and Falsifiability

While a more thorough discussion of the formulation and potential falsification of the ETH can be found on the ETH page, one particular aspect is worthy of note as another logical trick. The skeptics complain that the ETH is not falsifiable, which is a condition that violates a necessary component of hypothesis formulation. This is not true, as explained on the ETH page. However, even if it were true, the skeptics fail to realize that their beloved SETI hypothesis of alien radio signal detection can be said to be nonfalsifiable! Does a lack of detection disprove the hypothesis that aliens are beaming mathematical constants at us? Certainly not, since our equipment may not be strong enough to detect them. It's been 30 years since SETI's beginnings, with absolutely no positive results whatsoever, yet the nonfalsifiability allows preservation of the project with hopes as high as ever.

Science versus Skepticism

Skeptics are skilled propagandists who appeal to base emotions just like a seasoned politician. Skeptics like to wrap themselves in the robe of science, declaring that their approach and conclusions are "scientific", in just the same way that a politician will cloak himself in the mantle of "family values" and "doing what's right for America." But is skepticism really as scientific as the skeptics want people to believe?

As has been explained throughout this essay, the clear answer is no. Their logical reasoning is rife with fallacies, from their arbitrary declaration of a claim as being extraordinary to their specious demand for physical proof to their abuse of Occam's Razor to their erroneous complaints about hypothesis falsification. So why do they claim that they are the real scientific side?

Skeptics are mostly scientists, but that certainly doesn't mean they behave scientifically, as has been explained. Their behavior stems partially from their distaste for public opinions that contradict the consensus of the scientific community. When a public consensus does contradict the scientific opinion, the scientists will mount a public campaign to discredit this opinion, because such an opinion undermines the role of the scientist in society as the appointed knowledge-seeker and truth-gatherer. What good are scientists if mankind will only insist on believing in warm, fuzzy superstitions anyway? So, these scientists who are guilty of the logical

infractions exposed in this essay are so consumed with the presumed validity of their opinions that, like a zealous religious fanatic, they must convert the masses to the side of truth in order to salvage their own self-image.

The second stimulus of pseudoscientific skepticism is that these scientists, who do not represent all scientists but rather a rogue band of propagandists, feel that science is about the mastery of nature. When nature introduces an anomaly -- a violation of expectation -- to science, the anomaly must be crushed. How dare nature violate science's laws and principles! The anomaly is supposed to indicate an incomplete framework or incorrect a priori assumptions, yet to the skeptical propagandists, it indicates misbehavior by nature that cannot be allowed to undermine their role in society. The anomaly is a threat to the validity of their work, so they must wish it away, convince themselves through wild logical fallacies that the anomaly does not exist, and return the public back toward the truths of nature that are approved by the scientific community. This tendency only changes when it becomes more work to deny the anomaly then to accept it; sadly, with UFOs, this is not likely to occur, because the scientific community will never deal with UFO reports.

Conclusion

The scientific community has vociferously resisted the acceptance of anomalies for centuries, with the Copernican Revolution being the most notable historical example. They threaten the paradigm and disturb the equilibrium. They undermine the community's self-perception of usefulness and value to society by threatening to destroy the assumptions behind their work. For the purposes of emotional well-being, they will be protested and debunked until they can no longer be denied; with UFOs, the breaking point will be physical proof. Yet as this essay demonstrated, the criterion of physical proof is a product of anomaly resistance, rather than a rational assessment of a priori probabilities or a rational interpretation of evidence. Instead of applying fallacious reasoning to the evidence, applying normal scientific standards to the UFO evidence would long ago have enabled the scientific community to embrace the ETH.

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Project Hessdalen 1984 - Final Technical Report

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FOREWORD

The report first give an introduction to the project. Telling about the history of the lights and the running of the project. Then it lists all the instruments, and the arguments for using these instruments. Then it presents the results. All the details about the measured data are in the appendix. The fourth chapter discusses what we learned during the project

part 1, and what we should have done differently. At last, there is a conclusion.

1. INTRODUCTION.

Hessdalen is a valley in the middle part of Norway, south-east of Trondheim, about 30 km northwest of the town Røros. The valley is about 12 km long, and about 150 people live there.

In December 1981, unknown lights suddenly started to show up. The lights could stand still for more than an hour, they could move around slowly, and sometimes they could stop. They could also show a large speed: at one time a speed of about 8500 m/s was tracked by radar.

These lights could be anywhere. Sometimes they were reported to be just above the roof of the houses, or just above the ground. Sometimes they could be high up in the air. Mostly the lights were reported to be below the tops of the mountains nearby. No one could give explanations for these lights.

The lights appeared to have different specific forms. This showed up on the photos. It could have a form of a bullet, with the sharp end down. It could be round as a football. It could be as a "Christmas-tree" upside down. The colours were mostly white, or yellow-white. Sometimes it could have a small red light, usually on the top or bottom of the white. A few times it seemed to have all the colours; red, green, blue, yellow, at the same time. And sometimes, on the photos, we can see a blue light.

The lights were occuring several times a day, but mostly during the evening or nighttime. At the most, it could be seen about four times a day. All of these were actually in the valley. If we had counted those lights that showed up higher in the sky also, it could have been a higher number. There were more lights in wintertime. In summertime, lights were seldom seen at all. One reason for that might be that there is daylight almost whole night in summertime in Hessdalen.

The lights could be split in three group

- 1. Small and strong white or blue flashes, which could show up everywhere in the sky.

- 2. Yellow or yellow-white lights. These lights have very often been seen in the valley, just over the roof of the houses, or even down on the ground. They could be stationary for more than an hour, move slowly around in the valley, and sometimes show large accelerations and speeds. They could also be higher up in the sky. Mostly they moved on a north/south course.

- 3. Several lights together with a fixed distance from each other. Mostly it was two yellow or white lights with a red in front. Many people talked about "The object", when they saw this type of light. These lights could move slowly around the top of the mountains. The direction of "traveling" was mostly on a north/south course.

Suddenly, in the spring of 1983, the lights seemed to be much more seldom. In the summer of 1983 we got no reports. However, in the autumn and winter reports started coming in again, but much fewer than the years before. However, in this autumn (1984), we have got more reports than last autumn.

As no official institutes with governmental support seemed to care about these unknown lights, five persons started their own project. The aim of the project was to find out what this phenomenon in Hessdalen and nearby areas was. Even if we didn't succeed in that, we hoped to find out a little bit more about the phenomenon than what we knew before. This is the report on part 1 of this project. If founding is available, we will go on for another year.

The project consists of a "working committee", which has the responsibility for running the project, and an "advisory committee", which should help the working committee in the theoretical part. It should act as an expert group and answer questions from us; the working committee. (The fact is that the advisory committee got very little work from us, because we managed to build up a local expert group, consisting of people from Norwegian Defence Research Establishment (NDRE), the University of Oslo and the University of Bergen. In these days, the University of Trondheim also joins the group.)

The project was born on 3 June 1983. On 27 August it was presented on BUFORA's 3. international UFO-congress in England. During the autumn a research program was established. On 19 November the project was presented to the people in the valley. During the first part of January 1984, an information bulletin, explaining about the project, together with a simple report form, which people should return to us, were sent out to 3300 households in the district. The work in the field, with all the instruments, started on 21 January 1984, and ended on 26 February.

The work in the field started with a "test weekend". This weekend should be a training session for the main part, which should go on from 11 February to 26 February. During the test weekend about 22 persons were present. Some of these people could be on duty between the test weekend and the main part. Therefore, we decided that the project should go on, all the time from 21 January to 26 February. During the time between the test weekend and the main part there were few observers present. From Monday 23 January to Friday 27 there were 5 people. After that, only one or two people were on duty. That is perhaps the main reason why there are few reports during that period. In the main part, from 10 February to 27 February, the number of observers was as shown in fig. 1.1.

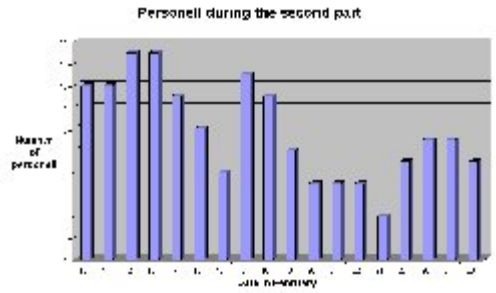

Fig. 1.1. - The number of observers during the main period.

The people in the field were divided in three groups during the test weekend. Some on the headquarter on Aspåskjølen, some on Finnsåhøgda, and some on Fjellbekkhøgda. For a short period, some people were at Heggset, too.

During the main period, from 11 February to 26 February, people were divided in three groups, but now the field-stations were at Hersjøen and Litlfjellet. The headquarter was still at Aspåskjølen. The headquarter was a caravan, with most of the instruments in it.

Some of the photos that were taken of the Hessdals-phenomenon prior to the project period, are in the appendix.

- Acknowledgements. -

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The working committee has consisted of:
L. Havik, O.G. Røed, H. Ekstrand, J. Fjellander and myself, Erling Strand. Together we acted as a project leader-team, which had the responsibility for each part of the project.

[Map of Hessdalen will come]

2. THE INSTRUMENTS

We were facing something unknown, mostly reported as light sources. We wanted to find out what this could be. What should we do?

We focused upon the lights, mainly because most of the reports were dealing with them, and because they were most likely to give results. To find out what kind of instruments we needed, we first studied some of the reports, then we studied what people had proposed as solutions for these unknown lights. That led us to the following instruments:

- Camera with gratings
This is the best way of getting information of what kind of light source we are dealing with. Is it a continuous spectrum, or is it not? That is: Is it a light due to a thermal process, or is it not. If not, what gas-combination can it be? If it is, the big question is: What is the energy source?

This is probably one of the most important measurements to be done. If we get an answer to this, then we can choose the further procedure. It will also eliminate the wrong hypothesis. Plasma phenomena may give a line spectra, as for instance the aurora.

We obtained totally 6 gratings, 3 especially designed for spectral analysis: Paton Hawksley TE.216E. We also got one Paton Hawksley TE.218C and TE.215.

- Seismograph
Is this light due to movements in the ground? This is a hypothesis widely discussed these days. The hypothesis was proposed by P. Devereux in his book: "Earth Lights". There could either be a direct connection with movements in the ground, or it could be a connection with the tension in the ground just before or after a movement in the ground.

That hypothesis was the background for the seismological and geological investigation. We installed a seismograph; "MEQ-800 Portable Seismic System", in Hessdalen in October 1983.

We have also got detailed stereoscopic pictures from Hessdalen and the nearby areas. We could then find out more about the geology. This work is done by Dr.Sc.nat. M. Heim.

- Radar

Do these lights reflect radar waves, and if they do, what is the distance and speed of these lights?
This leads us to the radar: "Atlas 2000". This radar has a wavelength of 3 cm, with a maximum distance of 33 km.

- Spectrum analyser

Many reports from other parts of the world indicate that there has been electrical interference when an unknown aerial phenomenon is nearby. Radio communication has been affected. Even though, nothing of this has been reported from Hessdalen, we decided to monitor the spectrum. We coupled a broadband antenna to a spectrum analyser, which swept

from from 150 KHz to 1250 MHz continuously. This was a Hewlett-Packard, with a 8554L-RF Section, 8552A-IF Section and 141S Display Section.

We also got a radio interference and field intensity meter; Singer NM-25T. This instrument cover the band from 150 KHz to 32 MHz. The purpose of this instrument was to measure the strength of any unknown source detected by the spectrum analyser.

- Magnetometer

There is an hypothesis claiming that this phenomenon may be associated with a magnetic field.

We wanted to test this hypothesis as well. We also wanted to see if there were any connection with magnetical fluctuations (which occur frequently). We got a Fluxgate Magnetometer; Model FM100, Serial 73. This device had a high sensitivity: 1000 gamma gave a reading of 1 Volt. It had three outputs: X (towards north); Y (towards east) and Z (vertical). We connected this to a two-channel recorder: TOA Electronic Polyrecorder Model EPR-200A. Then we could record two (of the three) dimensions. This recorder was available only for a small period of the project. Whenever it was not available, we used an Esterline-Angus Graphic Ampmeter.

The magnetometer was mainly designed to measure slowly varying magnetic fluctuations, as for instance magnetic storms. It was not a pulsationmeter. It had a frequency response within 3 dB from DC to 0.5 Hz. Some of the pulsations were recorded when we used the TOA Polyrecorder. Sometimes they could be hard to read.

- Laser

A couple of reports from Hessdalen state that the light disappeared when a strong light-source was directed towards it. We wanted to test if this was correct. Therefore, we got a 633 nm laser from Spectra-Physics Inc. Model 155. This had a power of 0.4 to 0.76 mW in the TEM (00) mode. The divergence was 1 mrad.

- Geigercounter

Some people have claimed that there have been radioactive radiation from such uknown phenomena. Therefore, we got three geigercounters, which continously measured the background radiation. We had two Radiation Alert Mini, and one home-made with digital read-out.

- IR-Viewer

If there is any strong IR-radiation from these lights, it might be seen with an IR-viewer. We got two of these, from FJW, model 80045.

3. THE RESULTS

3.1 The lights.

During the project period in the field, from 21 January to 26 February, we obtained 188 reports on different lights. These reports have been characterized by two indices:

- One describes the quality of the report, and is given values from G1 to G10. If the report has very few details, it will probably get a G1. If the report is well documented with many details, it will get a G9 or G10.

- One index indicates the probability of finding a natural, or a "known-light" - explanation. If one can decide, with absolute certainty, that the light the report refers to, is a known light, i.e. an airplane, the report will get an F1. If no explanation is found, it will get an F10.

How can we decide if the report shall get for instance an F5 or an F6? This is of course very difficult, and we have not

any specific rules that make the decision clear to us. It is therefore a subjective decision, but it is made by two persons. Even if one report has got a G5 and should have got a G6, the result of giving quality marks is good enough to get an overview of the reports. The same arguments applies to the F-category.

If you study table 3.1, you notice there are few reports which both have a high F-score and high G-score. There are 6 reports with F9 and higher. 4 of them have got G7 or higher. That is too little to draw any conclusion about the nature of the light, or to find anything in common. You will find the details about the lights with high F-numbers in chapter 3.10, and in the appendix.

After studying the reports, I will set a threshold between F4 and F5. A report which has got an F5 or higher might be the Hessdals-phenomenon. If we study all reports which have got an F5 or higher, we see that about 68% moved along a north-south axis. If it was exactly on the axis is hard to say. 12% had other moving directions. Three lights (two of them have got an F10) changed moving-direction during the observation. Two moved up and down (one F9), and 6 reports have not indicated anything on how the lights moved.

Among these 53 reports, three indicate a special kind of movement. One of these was photographed (picture RW1/3). In the picture, you see the start of an oscillation. The frequency of this oscillation is 7 Hz +/- 2 Hz. The report tells that this oscillation was growing in amplitude until the light disappeared. Another report indicates that a flickering light stopped flickering, made a big jump, and started flickering again. All the time was it moving towards north. A third report tells about a "waving movement" when it was moving towards north.

39% of the reports (F5 and higher) indicate some kind of flickering. Two F10 lights were among these. 57% do not mention flickering at all or they say it is a stable light.

Table 3.1 - Categories of the reports. G=good (G10=best; many details in the report) F=strange (F10=very strange phenomenon)

	G1	G2	G3	G4	G5	G6	G7	G8	G9	Sum	
F1	0	8	6	4	1	13	2	47	5	**86**	**Total 135 reports about "A known light"**
F2	2	8	0	2	3	1	1	1	0	**18**	
F3	0	3	1	1	2	1	0	0	0	**8**	
F4	0	1	7	1	4	3	7	0	0	**23**	
F5	0	0	3	2	2	0	4	5	0	**16**	**Total 53 reports about "The Hessdalen Phenomenon"**
F6	0	4	1	1	1	3	4	3	0	**17**	
F7	1	1	0	1	0	2	1	0	0	**9**	
F8	0	0	0	0	0	2	3	0	0	**5**	
F9	0	2	0	0	0	0	0	0	0	**2**	
F10	0	0	0	0	0	0	2	0	2	**4**	
Sum	**3**	**27**	**18**	**12**	**13**	**25**	**24**	**59**	**7**	**188**	

3.2 The spectral-analysis.

Out of seven films that were taken with a grating in the front, only four pictures are good enough to see some kind of spectrum. Two strong ones and two weak ones. None of these pictures were taken of a light that have got an F10-G9.

The two strong ones are taken of a light which have got an F5. With other words; it might be a known light. They are taken by Bj›rn Lagesson, Sunday 26 February at 03.08 am. The light was in the mountainside, northwest (azimuth 366 degrees out of 400) of the field-station at the lake Hersjøen. First there was a strong flash, then after 20 seconds, a strong "spotlight" was pointing at the observers for a couple of seconds. Then the spotlight was directed straight down for a couple of seconds. Thereafter the direction of the spotlight moved upwards and round in a half-circle, and back to the observers once more. Then it suddenly "turned off". The time from the first flash to the "turning off", was about 3 minutes. There were three observers observing this light. One of them thought it might be the spotlight from a snowscooter. But he was not sure, because the light seemed to be "too strong for that", and it had a little bit "strange movement". Anyway - this made it only an F5-light, even if it is strange that anyone should be out in the mountains at that time of the day. You find the pictures in appendix. Fig. A8.

One of the weak ones, with G7-G6, is analysed in a computer at the University of Oslo. The conclusion of this work is that it is too weak to say what kind of spectrum it is. It seemed to be some kind of spectrum from 560 nm to 630 nm. The maximum wavelength the film (Kodak Tri-X) can tolerate, is about 630 nm. We chose to analyse this picture, because it was best documented, and had the highest F-score. The picture was taken by Arne P. Thomassen on 25 January at 7.10 pm. He and his wife, Tone, was at the southern part of the mountain Finnsåhøgda. They saw a bright "planet" low in southwest. It was as bright as Venus at the strongest. It didn't move for a couple of minutes. Then it started to move towards north, on their western side. Arne shot three pictures. Just after Arne had shot the pictures, the light suddenly speeded up and disappeared. You will find a copy of the picture Arne took in the appendix, together with the data analysis.

We have also one picture taken by me, on 21 January at 7.30 pm. This is also too weak to say what kind of spectrum it is. The picture have also a lot of low and high orders of star spectra.

As I have mentioned earlier, I will set the criterion between F4 and F5: any light that has got a "score" of F5 or higher, should be treated as if it was the Hessdals-phenomenon. Because the pictures you see in the appendix, taken on 26 February, lie just at the limit, these pictures cannot be used as a proof that the Hessdals-phenomenon has a continuous spectrum.

3.3 The seismograph.

The seismograph was installed on 24 October 1983. We have not recorded any local seismic activity. All recordings on the seismograph was from earthquakes, or movements in the ground, with epicenters long away from Hessdalen.

The sensitivity we obtained with this installation was 1.5 on the Richter scale.

The Hessdalen area is not well covered from other seismological stations. In Norway, the nearest station to the south is Hamar, to the west Florø, to the north Tromsø. There has to be a quake with greater amplitude than 2.5 on the Richter scale in the Hessdalen area, to be detected on one of the nearest stations.

Inside a radius of 70 km from Hessdalen, there have been detected four quakes, all small in amplitude, during the last 6 years. Inside a radius of 50 km, there have been 15 recordings, during the last 100 years. Even though the area hasn't got any good cover, one can say that there is very little seismological activity, compared to other areas in Norway.

Until now, we have not found any connection between the phenomenon and movements in the ground.

Details of the recordings on the seismograph (from quakes in other parts of the world), and a list of seismological activity from 1887, within 50 km from Hessdalen, will be found in the appendix.

3.4 The radar recordings

Totally, we have 36 radar recordings. Three of those were probably also seen as lights. All the others were not observed

visually. Nine times we could follow this reflection on the radar screen, traveling on a nearly straight line. We have taken pictures out in the air, where the radar screen said there was something. But the pictures didn't show anything unusual.

Most recordings were done on 2, 3 and 4 February. More details in the appendix.

Two times we managed to take a picture of such a reflection. As you can see in the picture (figs. A9 and A10 in the appendix), this reflection is as strong as the reflections from the mountains. Such a strong reflection can be caused by a solid object, a strong gradient of for instance temperature, humidity or pressure. The picture is analysed by a radar expert at NDRE, and he said: *"If this isn't a reflection of a solid object, but only gas in the air, the gas has to be locally and strongly ionised. Otherwise, it wouldn't give such a strong reflection"*.

We did not get reflections from all lights. The reason for that might be the following: Mostly, we had the radar adjusted to show only 5.5 km. Those three times we did get anything on radar together with light, happened when the screen was adjusted on a longer distance. The reason might be that the lights were out of distance when the radar was adjusted to 5.5 km.

Why didn't we have the radar adjusted to maximum range; 33 km, all the time? The reason for that is that we waited for the light that used to travel in front of Finns†h›gda. Then we had to have it adjusted for a shorter distance. It is about 2 km to the mountain Finnsåhøgda.

One of the three times the light was followed with the eyes and was seen as a reflection on the radar screen at the same time and direction, there were reflections every second sweep. But the light was seen all the time. Could it be that the light does not reflect radar waves all the time? Only sometimes? The same thing happened a couple of times when we didn't see the light: Reflection every second sweep. Is it possible that it might "react" to radar waves? Was it because of the radar that it didn't reflect the second time? The technical data on the radar, and a copy of some of the recordings will be found in the appendix.

- The first time we saw a reflection on radar in the same direction as we saw the light, was on Saturday 21 January at 5.50 pm. It was a light which traveled towards north- northeast over Finns†h›gda. When it was in the north, it nearly stopped traveling and suddenly went right down and disappeared. We got one reflection on the radar in the same direction (+/- 5 degrees), when it went straight down.

- The second time was on Wednesday 25 January at 5.32 pm. The observers said: "A big object came from the south, moving towards north over the mountain Finnsåhøgda". When the light was just over Finnsåhøgda, there was a reflection on the radar, in the same direction (+/- 5 degrees) as the observers saw the light. The light was traveling slowly towards the north, all the time. On the next radarsweep, no reflection was seen. On the sweep after that, it was seen again. No more reflections were seen as it traveled further towards north.

- The third time was on Friday 27 January at 10.58 pm. A light was traveling from south to north. The speed seemed to be very large. There were two echoes on the screen. The time between them was 2.4 seconds, and the distance between them was about 20 km to 21 km. Just after (3 seconds) it was seen on the radar, the radar observer went outside. The observers outside told what they had seen. Both the direction of motion and the speed they indicated, seemed to be the same as the radar observer saw. The distance is hard to decide for the observers. The accuracy of the time of observing visually and on the radar is within about 3 seconds.

3.5 The Spectrum Analyser

We did not see anything on the spectrum analyser at the same time we saw the lights, but we did get some unknown recordings at other times.

The analyser was adjusted to show the whole frequency band in one sweep. That is from 100 kHz to 1250 MHz. These unknown recordings showed up as "spikes" with about 80 MHz between them. They went up and down with nearly

equal amplitude on the whole band.

These recordings were done from 29 January to 3 February, with a maximum on 3 february.

A natural explanation of these recordings, is noise from the radar. An argument against that explanation is the fact that we saw no noise on the radar screen when we got the spikes on the spectrum analyser.

3.6 Magnetometer

We have not found any simple correlation with the phenomenon and the "slowly-varying" magnetical fluctuations. But there is a correlation of about 40% with the pulsation-registrations: 4 of 10 registrations with an F5 or higher, from 11 to 14 February, came almost exactly at the same time as a pulsation. But during those days, there were many recordings of pulsations. So there is a possibility that there was a coincidence that the light showed up the same time when there was a pulsation. More observations are needed.

The reason why we had recordings of pulsations only from 11 to 14 February, is because that was the time we had a recorder that was fast enough to record the pulsations; TOA Electronic Polyrecorder. The other times, we had the Esterline-Angus Graphic Ampmeter, which only recorded the slowly-varying magnetical fluctuations.

If we go on for another period, we should have a pulsation magnetometer. Even though the Fluxgate magnetometer did record pulsations, it could sometimes be difficult to read the pulsations. Especially when there were magnetical storms.

In the appendix, you will find the collected data from the magnetometer. In the tables below, you find the times and approximate amplitude of the of pulsations, and the F-number of the lights.

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
Fig. 3.6.1 - Recordings on 11 February.

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
[Fig. 3.6.2]
Fig. 3.6.2 - Recordings on 12 February

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
[Fig. 3.6.3]
Fig. 3.6.3 - Recordings on 13 February

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
[Fig. 3.6.4]
Fig. 3.6.4 - Recordings on 14 February

3.7 Laser

We used the laser, and pointed it towards a flashing light, in two different cases, totally 9 times. 8 of these times, there was a reaction.

In the first case, there was a regular flashing light, slowly moving towards north, on Sunday 12 February at 7.35 pm. The flashing had been regular all the time we had seen the light. The light moved slowly. From the first time we saw it in the south, until it disappeared in the north, it took about 15 minutes. When this light was in the northern part of

Finns†h›gda, we pointed the laser towards it for the first time. At once, it changed the flashing sequence: From a regular flashing light, it became a regular double-flashing light: **Flash.Flash.....Flash.Flash.....Flash.Flash.....** After about 10 seconds, we put the laser down, at once it became a regular single-flashing light again: **Flash.....Flash.....Flash.....** After about 10 seconds we repeated this again. It was repeated totally 4 times before it went out of sight. All the times, we got this double-flashing, when the laser was pointing at it.

The second case, the same type of light came from the north and moved towards south. It was the same day, Sunday 12 February at 8.41 pm. When the light was in the west, we pointed the laser towards it. The same thing happened now; it changed to a double-flashing light when the laser pointed towards it. This time we did it 5 times. Only the last of these times did we not get any double-flashing. But 4 of these 5 times, we got it.

The test was done like this: Kurt Persson used binoculars looking at the light. He told what he was seeing all the time; he said: *"flash...flash...flash..."*. I (Erling Strand) used the laser. He could not see where I was pointing with the laser. When I raised the laser, pointing at the light, he said: *"flash.flash.....flash.flash.....flash.flash....."*. May Britt Pellving was a witness to what we were doing. There were also other persons out at that moment, but they were concentrating on their work.

3.8 Geigercounter

The geigercounters we used made a beeping sound every time they made a measurement. They were functioning all the time, but we could not hear any change in the counting rate during a light observation. I have to point out that we never had these lights close (less than 1 km) to the counters.

3.9 IR-Viwer

The two times we used the IR-viewers, we saw no strong IR- radiation.

But we used it only on lights far away. The power from the lights could have been too weak to be detected on our IR-viewer. And since we used it only two times, it should be clear that there is not enough material to draw any conclusion.

3.10 F10-lights

I will now go through the reports which have got a score of F10.

Monday 20 February at 6.12 pm: Red light
Maybe the most "unexplainable" happening was the red light on the ground. It happened on Monday 20 February. Leif Havik was alone in the caravan. He was dressing. Åge Moe (a farmer from Hessdalen) and Edvin Kværnes (also from Hessdalen), had just arrived. They waited outside the caravan. Moe at the north side, beside the door into the caravan, and Kv‘rnes at the south side. They should all go into Øyungneset, to see the lights from that place. Just when Leif went out of the caravan, a red light moved around his feet and disappeared. The duration was a few seconds. Moe said: *"Look at the reflection"*. That was the only explanation he could figure out at that time. Leif saw at once that it was the same type of light as from our laser. The laser we had used was at that time in Oslo.

To check if it really was the same type of light, as from our laser, we brought the laser back on 25 February. Moe had never seen a laser before. We brought him to the caravan. It was about the same time of day when we did this checking. When I put the light onto the snow, just beside our feet, Moe said: "That's exactly what I saw! But it was a little bit weaker". Then I put the light on the floor in the caravan, and he said: *"It was a little bit stronger than that"*.

What could make such a light on the snow. It was very strong. What could it be? All the lights in the caravan had been switched off before this happened. There were no lights outside. It could not have been light from the houses. The nearest house is about 500 meters away, and it is below a hill. The nearest house you can see is 2 km away, in the south.

The light showed up on the northern side of the caravan. All the houses you can see is on the southern side. And if any of the inhabitants should have a laser (very doubtful), probably the only place that person could have been, was in an airplane with no engine and with no lights. - We have not found any explanation on this light, and I don't believe we will either. In the discussion, Leif said: *"If I only had put my hand above it, then I could have found out where it came from. But I didn't think of that when I saw it"*. A second after the light had been "switched off", they looked up in the air, but nothing was seen. It was cloudy, but just over the caravan, there was a little opening in the clouds, and there did they see the stars.

Friday 17 February at 6.05 to 7.30 pm: Yellow light.
The report written by Ove Lövgren, from Hersjøen says: *"At 6.05 pm Ove Joakim Karlsson and Dick Ekenhage went up to the observing place. They came from the cottage. When they were 150 meters from the cottage, they saw a light on the west side of Hersj›en. At 6.15 pm they made some filming and took some pictures. At 6.25 pm they thought it was a cottage, because it hadn't moved. Joakim thought he saw two flashes from the light, but they went on up to the observing place. At 7.30 pm came a yellow light, which was two lights close together, from the western part of Hersj›en. It went to the northeast, but changed direction, and went right towards us. We took photos. When Joakim called on the walkie-talkie, it took a couple of seconds and the light burned out. The light was about 600 to 1000 meters from us, when this happened. Nothing more was seen, and no sounds could be heard, even when it was close to us"*.

- When we study the local map, we see that there is 3 to 4 km from the observing place to the mountain on the western part of the lake Hersjøen. If they used that distance as a reference, it might be correct the distance they indicated where the light burned out. - It was the same light as Joakim and Dick saw between 6.05 and 6.25 pm that moved at 7.30 pm. The report was not clear on that point. They looked at this light often during the time from 6.05 to 7.30 pm. - The film they took show only a moving light. No other reference is in the movie. Then we can't be sure if the movement is caused by the light movement or movement of the camera.

All this together made it an F10-light.

Thursday 2 February at 8.11 pm: A bright "object".
This was the same type of light which has been photographed earlier (see fig. A7). It was three separate lights moving towards north, just above the mountain Finnsåhøgda. It seemed to be quite near. The distance to Finnsåh&slash;gda from the observing place is about 1500 meters. The distance to the light was about 2 - 2.5 km. The observers could see these three bright lights. They indicated also that they could see a darker area in between the bright lights, and also smaller and weaker white light. The movement of the three bright lights was so that it seemed to be fixed onto one "object". Two of them was yellow-white lights and they seemed to be in the back, and a red one seemed to be in the front.

These lights were moving over the mountain Finnsåhøgda towards the eastern part of Litlfjellet. They seemed to be near and just over the mountain. When they were over Litlfjellet, they seemed to be in the same height as the top of Litlfjellet. They had, what the observers called; a waving movement.

At this time, there were none at the headquarter. That is why no instrumentation reading could be done. The lights were observed from Jon Aspås' house at Aspås. Leif havik had a coffeebreak at Jon Aspås, when Åge Moe phoned and told about the light which was coming. He called at 8.11 pm. Just after that, Lars Lillevold called and said the same thing. Åsmund Aspås and Johannes Lyngstad were also at Jon's house. Edvind Kværnes was at Åge Moe. They all went out, and Leif took a camera equipped with a 400 mm telephoto lens. He took some pictures. These pictures were not successfull, because there was no tripod. You can only see a light moving all over the pictures. This movement or smearing is due to the camera movement. The time from Leif Havik saw the light over Finns†h›gda and until it went out of sight at Litlfjellet, was between 1.5 and 2.5 minutes. Jon A. Aspås and his children had also seen it from Heggset.

Friday 27 February at 10.58 pm: A bright light.
Just after a plane was observed, moving towards north, a bright light was seen through binoculars over Brattbekken on the mountain Finnsåhøgda. Jon Aspås and Ruth Marry Moe were observers. Leif Havik was looking at the radar screen. The observers saw the light move at a great speed to the northwest. At that moment, Leif Havik saw two following echoes on the radar. The distance between the two echoes was about 20370 +/- 1000 meters. The time between them

was 2.4 seconds. That give a mean speed of about 8000 to 9000 m/s.

Just after Leif had seen the echoes, he went outside. Then the observers told that they had just seen a light moving at a great speed from south to northwest over Finnsåhøgda.

Their indication of the speed, direction of motion and time seemed to coincide with what Leif Havik observed on the screen. The accuracy of time was about 2-3 seconds.

4. DISCUSSION

- What have we learned and what should we have done differently?

4.1 The sightings

Totally we have reports on about 188 sightings. That includes the reports that were written on planes too; 86. There were of course more planes totally during the project period, but none had written any report on the others.

If you study the summary of the reports, in the appendix, and study the timetable of the planes, you might say that more reports should have a higher "F-score". This is probably right, but the reason why they haven't got any higher score, is that many of them did not look as anything unknown.

If we had got a direct line to the radar station that covers the district, we could perhaps have picked out the planes easily. That means that we would have got few reports with a score between F2 and F8. And then we would have got a more correct picture of the unknown light: When and where. The line to the radar station will probably be "connected" in a future project period. All recordings on planes moving to V‘rnes airport (200 km to the north) can then be noted. And if we together with this could register all planes that we can see, we could easily pick out the planes afterwards.

It is also important that we take measurements of all lights that we are not 100% sure is a known light. We once had a very good opportunity to make measurements; take spectral pictures of an F10-light; the one at 6.05 pm on Friday 17 February. But the reporters "thought" it was a cottage. After it started to move, they became sure that it was no cottage light, but it was too late to make any good measurements.

We must be more clever with the documentation of the photos. Some of the best pictures did not agree completely with the report. The observers should have taken reference pictures that couldn't have been mistaken. Even though this can be made better, and it will this winter, we have many documented pictures of the lights.

We did not have a continuous watch on all stations. So the fact that we have less reports before 11 February and in the last time of the period, is mainly because of lack of personnel.

4.2 The spectral analysis

Many of the spectral films had too much noise; higher order spectra from known lights. If we had built a special screen on the cameras, this type of noise could have been avoided. That is, we could have had more spectral pictures. We have learned from this mistake, and I hope that we will succeed in taking a spectral picture of an F10-light next time.

We only got four spectral pictures out of seven films, mainly because we didn't use this screen, and because the exposure time on the cameras sometimes was too short, and because the light sometimes moved too fast.

Next time we will have this screen. If we also could have a light amplifier on some cameras, the probability of taking a good spectral photo will increase.

4.3 The radar and spectrum analyser

We did not manage to watch the radar and spectrum analyser screens all the time. That means that it might have been more registrations on these than we have noticed. That's mainly due to lack of personnel.

Next time we should have instruments that could record every change on the screen. This should be possible with a spectrum analyser. But radar equipment with this possibility is difficult to obtain. If we don't get this, we should stress that more people should be at the main station.

4.4 The magnetometer

When we analyse the recordings afterwards, and find that probably no connection exists with the slowly varying magnetical fluctuations, only the pulsations, we can say that it is a pity that we didn't have a pulsation magnetometer, and that we didn't have the TOA-recorder all the time. Next time, we know that this is the main issue to stress on the magnetical part.

4.5 The laser

The results from the laser test are very surprising. Even though we have heard that one person have done a light test before and succeeded, I personally thought that this test was only a coincidence. But we did also get a result, 8 out of 9 times. We could have done this test more times. And I think we will another time. Maybe even a stronger laser?

4.6 The geigercounter and the IR-viewer

Even if we didn't register anything on these instruments, I think we should have them with us another time.

We didn't have any lights close to the station. If we have had that, maybe there had been a recording? The IR-viewer we only used twice, and I have already mentioned that this is not enough to draw any conclusion.

4.7 The "nonworking" instruments

Many times during the project period, the cameras failed. This happened mostly when we needed them most. Such happenings should also have been registered. Even some of the other instruments failed when we needed them most, mainly because of bad power connection. All such events should be recorded.

5. CONCLUSION

What is this phenomenon? What do we know about it?

We have not found out what this phenomenon is. That could hardly be expected either. But we know that the phenomenon, whatever it is, can be measured.

Beside the light measurements, it can be "measured" by radar and laser. Perhaps the measurements we did on the magnetograph and spectrum analyser are due to this phenomenon as well. We have to do more measurements with these instruments, before we can be sure of that.

We got no measurements with the geigercounter, seismograph or IR-viewer. But I will prefer to bring these instruments as well in the next period. And it might be useful to also record events that seem to be unimportant. We stand in front of

something unknown, and we must collect everything that might lead us to an answer on what this is.

Some hypotheses of what this phenomenon is, might be weakened or strengthened after analysing the measurements in this report. However, the different hypotheses will not be discussed here. The report is more intended to set a basis for further discussion on what it can be, and what should be used in the nest period.

Erling Strand (sign.)
5 January 1985.

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[Map of Hessdalen.]
Places were people saw lights during the project period. You find the same numbers in the summary in the appendix.

A P P E N D I X

A1. Summary of the reports

The reports are either a separately written report, notes on tape, or notes on paper. If there is no space between two reports in this list, is it the same light that is reported in two or three reports.

The summary of the reports will be written as following: Hour.Minutes: Place; Category; Story..... Film name, no. ; .....Story.

The place is:
- (1): Aspåskjølen
- (2): Hersjøen
- (3): Litlfjellet
- (4): Finnsåhøgda (south)

- (5): Kjerrengvoll
- (6): Heggset
- (7): The intersection where the road from the headquarter
leads out to the main road
- (8): Øyungen

The category is:
F: Indicate how difficult it will be to find an explanation for the light. F1 marks with a hundred percent certainty that the light is known; i.e. an aeroplane. F10 marks that no explanation is found.

G: Indicate how good the report is. If the report contains many details, or if it contains details enough to get a satisfactory explanation, it will get a G9 or G10. If the report contains very few details, it will get a G1.

Saturday 21 January.
17.33: (5); *G6,F1*; A plane towards north.

17.45: (5); *G7,F6;* A yellow-white light showed up in the direction of the mountain Rødhovde. Sometimes it flickered with uneven frequency and uneven amplitude. It had an irregular movement. It moved towards the north over Finnsåhøgda and disappeared from sight at 17.48 pm.
17.50: (1); *G7,F8;* A red light to the north. Recording on radar. ES1/1-3
18.03: (5); *G7,F6;* A light showed up over Finnsåhøgda. It moved towards southwest. It was flickering. When it was over Fjellbekkhøgda, we saw that there were two lights. They were about 10 degrees apart. The last one was a little bit weaker. They moved in this way some minutes. Then, the last one moved up 10 degrees, and disappeared a short time after. The flickering was uneven. In between the strong flickering, there were several (weak) flickerings. The bright one continued towards southwest, and became weaker (longer distance). Just before it went out of sight, it stopped flickering, made a big jump, and started to flicker again. It went out of sight at 18.17. OGR/1
18.10: (1); *G4,F4;* Flashing light in southwest. ES/4
19.20: (1); *G6,F7;* Light with strange "jumps" in southwest. This jumping stopped suddenly, and it moved towards north. Sometimes there were strange movements, but not with any big amplitude. While it was seen in the north, it first slowly started to oscillate and suddenly made a big movement, like an "S", up in the air and disappeared. This happened at 19.30. RW/2,3 ES1/11,12,13,14 OGR/2-10
19.26: (1); *G3,F1;* Plane towards south. RW1/5
19.40: (1); *G5,F4;* Light in the southwest, moving towards north. Duration about two minutes. ES1/18
21.20: (1); G2,F3; Flickering light in southwest. OGR/11

Sunday 22 January.
01.50: (1); *G2,F3;* Flickering light over Finnsåhøgda. OGR/12,13
17.45: (1); *G2,F2;* Bright light moving towards north. (Plane?)
19.20: (1); G2,F3; Flickering light just above Litlfjellet. It moved towards north. It disappeared at 19.25. OGR/14
19.45: (1); G2,F2; Light moving towards north. Strange movement. OGR/17-19

Tuesday 24 January.
19.15: (4); G6,F4; Light in the east, with unregular flickering. It moved towards south. APT/3
19.20: (4); G6,F7; Many white lights with a big flashing red light, came from the north, turned around "Fjellbekktoppen", and moved towards north. APT1/4-12
19.40: (4); G6,F1; Plane towards north. APT1/13-15

Wednesday 25 January. 17.32: (1); G6,F8; Big "object" from south. Unregular white and red lights. Radar contact. Two echoes. (See separate radar report.)
17.41: (1); G6,F1; A plane over the station, moving towards north.
18.24: (1); G6,F1; A plane moving towards south.
18.40: (1); G6,F1; A plane moving towards north-northeast.
19.05: (1); G6,F1; A plane moving towards north-northeast.
19.10: (4); G7,F6; A yellow light, as bright as Venus, stood motionless a couple of minutes in southwest, 20 degrees

over the horizon. Suddenly it started to move towards north, in the west. "Just after I had taken three photos with the camera (with grating), it suddenly speeded up and disappeared behind Fjellbekkhøgda". APT1/22-24
19.16: (1); G5,F4; A yellow-red light moved towards north over Finnsåhøgda. LH1/
19.35: (1); G6,F1; A plane moving towards south.
20.12: (1); G6,F1; A plane moving towards south.
20.12: (1); G4,F6; A red flickering light moving towards the north, in the west. It moves down, when it is in the north.
20.54: (1); G6,F1; A plane moving towards south.
21.53: (1); G6,F1; A plane moving towards south.
22.00: (1); G6,F1; A plane moving towards north.
22.43: (1); G6,F2; A plane? moving towards north. No sound.
23.21: (1); G7,F1; A plane moving towards south.

Thursday 26 January.
22.47: (1); G4,F5; A bright light with a red light in front, moving towards north.

Friday 27 January.
22.53: (4); G2,F1; Plane.
22.56: (4); G5,F6; The big light (as a jumbojet) moved in the same course as the plane, but a little bit slower and lower.
22.58: (1); G9,F10; A bright light moving from south to north. It showed a large speed. This light was also registered on radar. The radar measured a minimum speed of about 8000 to 9000 m/s. See separate radar report.

Sunday 29 January.
17.31: (1); G3,F4; A light moving towards north.

Tuesday 31 January.
22.48: (1); G3,F4; A light mowing towards north.

Wednesday 1 February.
13.59: (1); G9,F1; Two small planes coming from Rognefjell, moving north. They were seen on the radar.

Thursday 2 February.
20.11: (1); G7,F10; A bright "object" moving towards north. It has two yellow-white lights, and it is darker in the middle. It has a red light in the front. The movement was "waving". It was near and low, just over Finns†h›gda, and it moved towards the eastern part of Litlfjellet.

Friday 3 February.
23.02: (7); G2,F6; A light just over the headquarter, moving up and down.

Sunday 5 February.
23.00: (1); G3,F4; A light moved straight down in the southern part of Finnsåhøgda.

Tuesday 7 February.
20.11: (1); G3,F4; A bright yellow light with a flickering red light, moving towards north.
22.47: (1); G3,F3; A light moving towards north.

Wednesday 8 February.
19.53: (1); G2,F4; A yellow light moved straight down, west of Litlfjellet.

Saturday 11 February.
18.44: (1); G6,F3; A light moved straight down between the two lowest stars in Big Dipper.
19.20: (2); G7,F5; A yellow light moving towards north. It was seen in the west. H001/1,2
19.21: (1); G8,F5; A yellow light with a flickering red light, moving from southwest to northeast. It went out of sight at 19.25. LH1/12-18
21.04: (2); G8,F1; A big light in the sky. Probably a reflection. It disappeared at 21.17. DM001/3
21.20: (2); G5,F2; A big weak light on the mountain. Probably reflection? It disappears at 22.40.

23.10: (2); G5,F2; Light in the sky. Reflection?
23.27: (1); G2,F9; A yellow-orange light in the east. The mountain is seen behind the light. It moves up and down.

Sunday 12 February.
18.18: (1); G2,F2; Plane (?) towards south.
18.29: (1); G2,F2; Plane (?) towards south.
18.35: (2); G5,F4; A yellow-orange light moving towards south. H001/4-8
18.39: (1); G2,F2; Plane (?) towards south.
18.41: (1); G1,F2; Two planes (?)
19.02: (2); G7,F5; A red light in the north, just over the horizon, moving towards west. Duration 1 minute. H001/9,10
19.13: (1); G2,F1; A plane.
19.20: (1); G7,F8; A red flickering light in the south, moving towards the north.
19.22: (2); G7,F8; The light meets a plane (G3,F2), that travels towards south.
19.25: (2); G7,F8; Bright light in the west, moving towards north.
19.35: (1); G7,F8; A red flickering light just over Finnsåhøgda. The first test with laser. Reaction! Four out of four tests.

19.52: (1); G2,F2; Plane moving from north towards south. ES2/10
19.55: (2); G5,F3; Light in the west, moving towards south.
19.55: (1); G3,F4; A red "double-light" in southwest.
20.40: (1); G4,F1; A plane moving towards south.
20.41: (1); G6,F8; A flickering light moved from the mountain Litlfjellet to the mountain Finnsåhøgda. It moves down in the southern part of Finnsåhøond test with laser. Reaction! Three out of four tests.
21.53: (1); G8,F5; Plane towards north. LH1/19-23
22.48: (1); G8,F5; A light moving towards north. LH1/24-28
22.50: (2); G5,F5; A yellow light moving towards north. Duration two minutes. H001/15,16
22.52: (1); G5,F5; Light moving towards north.
23.39: (2); G6,F6; Yellow light moving towards south. Duration 30 seconds.

Monday 13 February.
00.30: (5); G1,F7; A big light over Hersj›en. It stood still for a couple of minutes. Then it moved fast towards northwest, and stopped over yungen.
17.58: (1); G8,F1; A plane moving towards south.
18.02: (1); G4,F2; A satellite moving towards northeast.
18.19: (1); G8,F1; A plane moving towards south.
19.18: (1); G8,F1; A plane moving towards south.
19.39: (1); G4,F3; A light moving fast down on the mountainside. Reflection?
19.55: (2); G7,F4; An orange light "lay" on the edge of the mountain in northwest, for 40 minutes.
20.56: (1); G8,F1; A plane moving towards south.
21.05: (1); G8,F1; A plane moving towards north.
22.35: (2); G8,F6; An orange light in the south, 10 degrees over the mountain. It turned out after 10 seconds.
22.42: (1); G3,F1; A plane.

Tuesday 14 February.
06.07: (2); G8,F2; A white light moving upwards, in the west. Duration 4 seconds.
13.40: (1); G2,F1; A plane.
16.54: (1); G8,F1; A plane moving towards north.
18.08: (2); G7,F1; A flickering light in southeast, 10 degrees over the mountain. - A star. H002/3,4
19.22: (1); G4,F1; A plane moving towards north.
19.29: (1); G3,F1; A plane moving towards north.
19.32: (1); G2,F7; Three flashes in the southeast. First weak, then stronger and the last one very strong.
20.06: (1); G2,F9; Some flickering, in a short time, just by Hammerkneppen (?), in the north. It seemed to be very close to the headquarter.
20.12: (1); G8,F1; A plane moving towards north.
21.24: (1); G6,F1; A plane moving towards south.

Wednesday 15 February.
13.30: (1); G9,F1; A private plane moving towards south, on the east side of the station. Also registered on radar.
16.44: (1); G8,F1; A private plane moving towards south, on the east side of the station.
18.49: (1); G2,F6; A red flickering light moving towards north.
18.55: (1); G2,F6; A red flickering light moving towards north.
19.12: (1); G8,F1; A plane moving towards north.
19.28: (1); G3,F6; Red flickering light moving towards west, in the northern part of Litlfjellet.
19.30: (2); G6,F4; A yellow light moving towards north, in the west. It went out of sight at 19.38.
19.46: (2); G6,F6; A red unregular flickering light, moving towards north, in the west. 25 to 30 degrees over the mountain. It ended/went out of sight at 19.52. H002/5
19.54: (2); G6,F6; A red unregular flickering light, moving towards north. 20 degrees over the mountain. It ended/went out of sight at 20.06. H002/7
20.21: (2); G7,F7; A red flickering light, moving from the north to the south. It met a yellow light, which went over the red one. The red light was seen for 8 minutes, the yellow for 4 minutes.
21.00: (2); G8,F5; A yellow light, moving from the northwest to the southeast. 25 degrees over the mountain. It went out of sight at 21.12. H002/19
21.05: (1); G8,F5; A yellow-white-red light moving from northeast to southwest. It went out of sight at 21.08. LH1/31,32
22.00: (1); G8,F1; A plane moving towards south.
22.06: (1); G8,F1; A plane moving towards north.
22.46: (1); G8,F6; A big oval light, with a darker area in the middle, moving from the south to the north, over Finns†h›gda and west of Litlfjellet. It moved very low. LH2/00-1
23.15: (1); G8,F1; A plane moving towards north.

Thursday 16 February.
18.26: (2); G8,F1; A yellow light in the west, moving towards south. H002/21,22,23
18.26: (1); G8,F1; A plane.
19.33: (2); G7,F4; A yellow light in the west, moving towards north. H002/24-27
19.34: (1); G7,F4; A light moving towards north.
19.45: (2); G4,F7; 5 or 6 red flashes in the west, moving towards south. 5 seconds.
19.46: (1); G4,F7; 5 red flashes in the south.
20.10: (1); G7,F4; A light moving from the south to the north. It was seen until 20.14. LH2/3-7
20.12: (2); G7,F4; A yellow light in the west, moving towards north. H002/28,29
20.35: (1); G8,F1; A plane moving towards south.
21.00: (1); G8,F1; A plane moving towards south. LH2/8
21.01: (2); G8,F1; A yellow light in the west, moving towards south. H004/2-5
21.24: (2); G7,F6; A red light in the west, moving towards south. 40 degrees over the mountain. Duration 3 minutes. H003/3,4
21.53: (1); G8,F1; A plane moving towards south.
21.59: (2); G7,F4; A yellow light in the west, moving towards north. 10 degrees high. Duration 3 minutes. H003/3,4
22.21: (1); G2,F6; A light moving towards south.
22.42: (1); G8,F1; A plane moving towards north.
22.58: (1); G8,F6; A big light moving towards north in the west. It went out of sight at 23.01. LH2/9-15
23.12: (1); G8,F1; A plane moving towards north.
23.26: (2); G6,F4; A strong white light moving upwards, from north to south. Duration 2 seconds.

Friday 17 February.
17.15: (1); G2,F1; A plane
17.33: (1); G4,F1; A plane moving from north to south.
17.47: (1); G4,F1; A plane moving from south to north.
18.04: (1); G2,F1; A plane.
18.05: (2); G9,F10; A yellow light was observed in the mountainside, on the western part of Hersj›en. We took some pictures. But as it hadn't moved until 18.25, we thought it was a light from a cottage. A couple of times it seemed as if it

was flickering, otherwise it was stable. At 19.30 the light suddenly started to move out in the valley, direction northeast. Then we could see that there were two lights, placed very close to each other. Shortly afterwards, it changed direction, and moved straight towards us (in the south). One of us tried to call up the headquarter on a walkie-talkie (27 MHz). Just a few seconds after that, the lights "burned out". The distance to the lights when this happened, was about 600 to 1000 m. The time elapsed from it started to move until it "burned out", was about 1 minute 30 seconds.
18.44: (1); G2,F1; A plane.
19.13: (1); G2,F1; A plane.
19.37: (1); G8,F1; A plane moving from north to south.
20.23: (1); G8,F1; A plane moving towards south.
23.02: (1); G8,F1; A plane moving towards north.
23.37: (1); G8,F1; A plane moving towards north.

Saturday 18 February.
18.29: (2); G7,F2; Light in the mountain. Cottage (?).
18.36: (1); G8,F1; A plane moving towards north.
19.18: (1); G7,F5; A yellow-white light with a flash, moving towards north. Duration 2 minutes.
19.21: (1); G7,F5; White flickering light moving towards north.
20.18: (1); G8,F7; A strong light, just over the horizon in the east. Slowly moving horizontally to the south. It was slowly "flickering": It gradually became very strong, and when it gradually became very weak. Again it became strong and weak and strong... This happened about five to six times. Each time we managed to take a picture. These pictures have a very good quality, compared to what we could expect under such circumstances. It ended at about 20.20. RW1/13-17
22.01: (1); G3,F4; A flash at the top of Finns†h›gda.
23.21: (3); G8,F1; A plane moving towards south.
23.22: (1); G8,F1; A plane moving towards south.

Sunday 19 February.
17.38: (1); G4,F2; A plane (?) moving towards north, east side of the headquarter. LH3/4
19.18: (3); G5,F1; A plane moving towards north.
19.22: (1); G5,F2; A red-yellow light on the western part of Litlfjellet. LH3/5
19.25: (1); G8,F5; A light moving towards north, over Finnsåhøgda and west of Litlfjellet. It went out of sight at 19.28. LH3/6-10
19.27: (2); G8,F1; A plane moving towards north.
19.42: (1); G8,F1; A plane moving towards south.
20.05: (2); G3,F5; A small yellow-white light in the north- northwest. It stood motionless for 1 minute.
20.05: (2); G3;F5; First a light in north. Just afterwards; a flickering light towards north.
20.09: (1); G5,F3; A light moving towards north. A bright white flickering. It went out of sight at 20.16. LH003/11,12,15,16
20.11: (1); G5,F4; Red and green light moving towards north. LH003/13,14
20.13: (3); G8,F1; A plane moving towards north, in the west.
20.20: (1); G8,F1; A plane moving towards south.
20.20: (3); G8,F1; A plane moving towards south.
20.24: (1); G8,F7; A light just over the horizon in the east. It behaved just like the light the day before; the one at 20.18. LH3/17,18
21.25: (2); G3,F1; A plane moving towards south.
21.26: (1); G4,F5; A red light with a white flickering light, moving towards south.
22.09: (3); G3,F1; A plane moving towards north, in the west.
22.45: (2); G8,F7; A strong white light, with a red light in front, moving towards north. 35 degrees over the mountain. It went out of sight after 3 minutes.
22.48: (3); G8,F7; A red light and a strong white light moving towards north, in the west. Low over the horizon.
22.49: (1); G8,F7; A strong light with a red flickering light, moving towards north. LH3/21
22.51: (3); G8,F1; A plane moving towards south.
22.53: (1); G8,F1; A plane moving towards south.

Monday 20 February.
05.17: (1); G8,F1; A plane with a white flickering light, moving towards south.
18.12: (1); G7,F10; A strong red point moving around on the ground.
18.25: (2); G3,F1; A plane moving towards south.
18.30: (2); G7,F4; Two small red lights moving up the mountainside on Skarvan. They were three centimetres apart (relative dimensions, viewed at an arm's length), moving exactly parallel. It took the lights 30 seconds to "climb up" the mountainside.
18.41: (2); G2,F2; A small white light in the mountainside, in the direction of Fjellbekkh›gda.
18.45: (2); G2,F2; A white light moving down the mountainside, in the direction of R›dhovde.
19.22: (2); G5,F5; A yellow-orange light in the west, moving towards north.
19.24: (8); G5,F5; A light moving towards north, just above Øyungen.
19.58: (8); G8,F1; A plane moving towards south.
20.07: (2); G7,F4; A light moving very fast towards north. 35 degrees over the mountain, in the west. Duration 3 minutes.
20.08: (8); G7,F4; A light moving towards north. 60 degrees over the mountain, in the west.
20.09: (8); G7,F4; Three flashes very high up, in the east.
20.09: (2); G7,F4; Some flashes in the zenith (elevation 90 degrees).
21.54: (8); G8,F1; A plane moving towards south.
22.21: (8); G8,F1; A plane moving towards south.
22.48: (8); G8,F1; A plane moving towards north.

Tuesday 21 February.
19.41: (3); G1,F2; A plane (?).

Wednesday 22 February.
18.38: (3); G6,F1; A plane moving towards north.
19.13: (3); G2,F1; A plane moving towards north.
20.13: (1); G3,F5; A red light moving towards north.
20.14: (1); G8,F1; A plane moving towards south.
20.15: (3); G8,F1; A plane moving towards south.
22.23: (1); G8,F1; A plane moving towards south.

Thursday 23 February.
09.43: (1); G9,F1; A military plane moving towards northeast.
09.50: (1); G8,F1; A mil. plane moving towards north.
10.04: (1); G9,F1; A mil. plane moving towards northwest.
10.08: (1); G8,F1; A plane moving towards south.
11.54: (1); G8,F1; A plane moving towards north.
12.11: (1); G8,F1; A plane moving towards north.
14.46: (1); G8,F1; A mil. plane moving towards north.
22.15: (1); G8,F1; A plane moving towards north.
22.19: (1); G8,F1; A plane moving towards south.
23.37: (1); G9,F1; A mil. plane moving towards north.

Saturday 25 February.
18.37: (1); G8,F1; A plane moving towards north.
20.06: (1); G3,F4; A flash just over V†rhuskj›len.

Sunday 26 February.
03.08: (2); G7,F5; First a flash, then a strong "spotlight" pointing at the observers. Then the spotlight was directed straight down. Thereafter the direction of the spotlight moved upwards, and moved back to the observers once more.

A2. Overview on some of the films

In the summary of the reports, I have written down the corresponding films. Not all of these were successful. In this list, I will shortly mention what you can see on the films.

Lightst = A light that have made a line on the picture, due to a long time exposure.

Fi = Finnsåhøgda
FiN = Finnsåhøgda north
Li = Litlfjellet
LiW = Litlfjellet west
LiE = Litlfjellet east
VaW = Vårhuskjølen west

Film: LH1. Type: Tri-X. Time: 8 February to 15 February
7 : A snowscooter by the cottage at Litlfjellet. 8 February.
8 : Leif sitting in a sledge, 8 Feb. at 14.00 o'clock.
9 : A spectral-picture of the moon (half-moon).
10: A spectral-picture of the moon.
11: Only two lights, that might be noise (?). Otherwise nothing.
12: A lightst over FiN.
13: A lightst over FiN, further north.
14: A lightst over Øggdalen.
15: A lightst over LiW.
16: A lightst over Li.
17: A lightst over LiE.
18: A picture of LiE, no lights are seen.
19: A lightst over VaW, with some weak flickering.
20: A lightst over FiS, with uneven (?) flickering.
21: A lightst over FiS, with flickering with uneven amplitude.
22: A lightst over Fi, with two strong flickerings, and some weak.
23: A lightst over Fi, with flickering with even frequency and uneven amplitude.
24: A lightst over FiN, weak and no flashing.
25: A lightst over FiN, further north, now strong and now flashing.
26: A lightst over FiN, weaker towards the end (north).
27: A weak lightst over FiN/Øggdalen.
28: A weak lightst (or noise) over Øggdalen, and Aurora.
29: No picture.
30: Aurora with no reference.
31: Two weak lights over Va, or is it noise?
32: A weak light over Va. The picture is probably taken at dawn.

Film: LH2. Type: Tri-X. Time: 15 February to 17 February.
00: A light over FiN. There seem to be something black in the picture. Is it noise?
0 : Light over Øggdalen. There seem to be two black "things" in the picture. Is this also noise?
1 : Øggdalen. No lights.
2 : Picture of Fi.
3 : Picture of FiN.
4 : A weak lightst over FiN.
5 : A weak lightst over FiN.
6 : A lightst over Øggdalen.
7 : A lights over Li.
8 : A strong flickering light over VaW.
9 : A light just over the horizon of Fi. Noise?
10: A double-flash high over Fi. Noise?
11: A weak lightst over FiN.

12: Øggdalen. No light is seen.
13: Litlfjellet. No light is seen.
14: Litlfjellet, and something which is long and black. Noise?
15: A lightst over LiE.
16: The station seem towards Rognefjell.
17: A dark "U" over Li. Noise?
18: A light without reference.
19: Nothing.
20: The moon.
21: The moon.
22: ---: Nothing.

Film: LH3. Type: Tri-X. Time: 19 February to 19 February.
0 : A snowscooter outside the cottage at Hersjøen.
1,2: Four people inside the cottage at Hersjøen.
4 : A daylight-picture towards northeast of the station.
5 : A lightst over FiN.
6 : A strong lightst over Fi. Weak reference.
7 : A strong lightst over FiN. Weak reference.
8 : A strong lightst further north.
9 : A strong lightst over Øggdalen.
10: A strong lightst over Li. A strange movement in the middle.
11: A flickering light over FiS. Weak reference.
12: A double-flashing light over Fi. Weak reference.
13: A double-flashing light over FiN. Flash-Doubleflash- flash...
14: The same type of light further north.
15: Uneven flickering light far away.
16: Nothing.
17: Two strong lights in the north.
18: One strong light in the north, and two weak ones, which might be noise?
19,20: A spectral-picture of the moon, in the east just above the horizon.
21: A strong lightst over Fi. Uneven movement and flickering.

Film: APT1. Type: Tri-X. Time: 24 January to 27 January.
0,1,2: Pictures of the nature in Hessdalen.
3 : Nothing.
4-16: Nothing.
17: A small lightst. It should be Sirius.
18: A strong light. Sirius.
19-21: Nothing.
22: A lightst. See a part of the spectrum. F=1.7, t=4 seconds.
23: A lightst. See a part of the spectrum. F=1.7, t=4 seconds.
24: A lightst. See a part of the spectrum. F=1.7, t=4 seconds.
25: A light with a strong spectrum: Sirius. F=1.7, t=8 seconds.
26: A light with a little bit weaker spectrum. T=4 seconds.
27: A light with a weak spectrum. T=2 seconds.
28: Only Sirius is seen. T=1 seconds.
29-33: Nothing.
34-37: Daylight-pictures of the nature.

Film: ES1. Type: Tri-X Time: 21 January to 22 January.
0 : A daylight picture of the nature.
1 : A short lightst over FiN. Good star-spectrum.
2 : A weak lightst over Li. Good star-spectrum.

3 : A weak lightst over LiE. Good star-spectrum.
4 : A lightst with flashing over FiS. Weak star-spectrum.
5,6: Nothing.
7 : A lightst with a strange movement over Va. The lights from the houses in Hessdalen and their spectras are also seen.
8 : A lightst with a strange movement and two flashes in the lightst. The lights from the houses and their spectras are also seen.
9 : Nothing.
10: A lightst with a flash. Good star-spectrum.
11: A double-lightst over Fi. First (in the south) weak with flashes, then strong. Good star-spectrum.
12: A double-lightst over FiN.
13: A double-lightst over Øggdalen. Strong with flashing.
14: A double-lightst over Li. The frequency of the flashing suddenly became higher.
15: Nothing.
16: Spectrum of the lights in Hessdalen.
17: Spectrum of the moon.
18: A strong light over Va.
19: A lightst over Li. Much more noise from the other spectras.
20,21: Daylight picture of the nature and the station.

Film: ES3. Type: Neopan 400.
1 : A weak light over Fi.
2 : A weak lightst over Fi.
3 : A weak lightst with uneven amplitude. No reference.
4-6: A weak lightst. No reference.
7 : Grey; nothing.
8 : Nothing.
9 : Two weak lightst over FiN.
10,11: Grey with some star spectras.
12--- Grey and nothing.

Film: RW1. Type: 2484.
3 : A lightst with a slowly growing oscillation in one end.
5 : A lightst.
13-17: A light moving horisontally in the northeast. Good pictures.
18: Only nature. A ref. to picture 17.

Film: X. Type: Tri-X.
1 : A picture of Øggdalen. Unclear in the front.
2 : A picture of Øggdalen. Unclear in the front. Two lights over Fi?
3 : A picture of Øggdalen. Unclear in the background.
4 : Two strong lightst with a strange movement over Fi.
5 : A strong lightst with a strange movement over Fi. Taken from Hammarkneppen?
6 : A lightst over Fi. Strange movement.
7 : A lightst over Øggdalen. Strange movement. One slight movement of the camera (?).
8 : A lightst over Li. Strange movement.
9 : A lightst over LiE. Strange movement.
10: A lightst over Hammarkneppen in north. Strange movement.
11: A weak lightst in the northeast.
12: A weak lightst in the northeast. Far away.
13: A weak lightst in the northeast. Far away.
14: A long lightst in the northeast. Strange movement.
15: A lightst over FiN.
16: A lightst over Øggdalen.
17: Nothing.

18,19: A lightst without reference.
20: Higher order mode of the spectrum from the moon (?), over Va. The spectrum is horizontal.
21: A daylight-picture of the station, seen towards FiS.

Film: H001. Type: Tri-X. Time: 11 February to 12 February.
1 : A light just on top of the mountain.
2 : A lightst with strange movements over the mountain.
3 : A big area in the sky which is lighter.
4 : Nothing.
5,6,7: A lightst with strange movement. No reference.
8 : A lightst over a tree.
9 : A picture of the mountain.
10-21: Pictures of some of the people in the project.

A3. Registrations on seismograph

During the project period, there were some recordings on the seismograph. These recordings were sent to the University of Bergen for analysis. They found out that all recordings came from seismological activity far from Hessdalen, even from other parts of the world.

We also took an overview of the recordings, and we could clearly read visuable recordings at these times: (No recordings from other times than during the project period, are in this list)

01 Feb. at 08.00 - a small recording
01 Feb. at 15.42 - a small recording
12 Feb. at 06.01 - a small recording
15 Feb. at 11.57 to 12.00 - a small recording
16 Feb. at 18.26 to 18.42 - a big recording
18 Feb. at 00.14 - a very small recording
18 Feb. at 00.15 - a very small recording
18 Feb. at 00.34 to 00.37 - a small recording
18 Feb. at 06.31 - a very small recording
22 Feb. at 06.30 - a very small recording
23 Feb. at 16.31 - a small recording
24 Feb. at 13.59 to 14.03 - a medium recording

Recordings within a radius of 50 km from Hessdalen:

Mn=Month, **D**=Date, **Hr**=Hour, **Mi**=Minute, **Se**=Second, **T**= Type of registration *(L=Local earth quaked,LE=Local explosion, LP= Not shure what it is)* **km**= Depth in kilometer, **No**= Number of stations som that have made the record. **Q**=Quality on the record. *Small number is good quality.*
Lm = Local magnitude *(Richters skala)*, **Cm**= Coda magnitude

Recordings within a radius of 50 km from Hessdalen

Year	Mn	D	Hr	Mi	Se	T	Long.	Lat.	km	No	Q	Lm	Cm
1887	01	22	04	27	0.0		63.200N	10.300E	0			2.2	
1887	01	23	04	27	0.0		63.100N	10.500E	0			2.5	
1900	02	08	21	15	0.0		63.300N	10.200E	0			3.5	

1900	02	08	21	15	0.0		63.300N	10.200E	0			2.1	
1910	05	18	01	24	0.0		62.900N	11.100E	0			2.2	
1910	05	18	01	24	0.0		62.900N	11.100E	0			2.1	
1953	06	19	00	00	0.0		62.920N	11.510E	0			2.2	
1953	06	19	06	15	.	L	63.0 N	11.7 E	.	.	.	4.0	4.0
1964	03	28	03	10	0.0		62.600N	11.000E	0			0.0	
1965	09	13	00	09	30.0		62.900N	11.300E	0			2.0	
1968	01	10	06	57	29.0		63.000N	10.400E	0			3.0	
1980	12	08	07	35	46.0		63.300N	10.600E	0			2.4	
1982	05	21	21	12	6.0		63.100N	10.200E	0			1.5	
1982	10	10	18	9	4.9	L	63.206N	10.219E	12.1	6	0.4	1.6	1.6
1986	03	18	14	57	14.5	L	62.581N	10.437E	0.3	3	4.8	2.1	1.2
1986	10	03	16	16	9.9	L	63.136N	10.997E	23.0	2	0.7	1.9	1.9
1986	10	31	14	0	15.1	L	63.274N	10.326E	0.1	3	1.0	1.7	1.6
1986	11	05	13	57	13.1	L	63.256N	11.139E	12.2	3	0.3	1.8	1.7
1987	06	02	14	29	43.5	L	63.243N	10.550E	15.0	3	0.8	1.9	
1987	06	10	15	43	0.2	L	63.247N	11.334E	0.0	3	0.5	2.0	
1987	09	01	16	29	30.5	L	63.002N	10.982E	13.5	3	0.2	2.4	
1988	03	03	16	14	42.5	L	63.266N	10.672E	12.1	2	1.5	2.2	
1988	05	11	15	31	17.9	L	63.186N	10.341E	12.2	2	0.5	1.8	
1988	10	14	15	40	34.5	LE	63.014N	10.294E	0.0F	3	1.7	2.5	1.9
1988	10	31	14	59	53.4	L	63.263N	10.441E	0.1	4	1.5	2.5	1.4
1988	12	15	12	30	32.8	LP	62.942N	11.235E	0.0F	3	0.8	2.4	
1989	02	23	14	50	6.7	L	63.284N	10.300E	0.0	2	4.5	2.2	0.5
1989	03	07	15	27	2.7	LP	63.116N	11.637E	0.0F	3	0.9	2.0	
1989	05	19	12	45	39.5	L	63.208N	11.383E	15.0	2	0.6	2.2	
1989	06	01	14	32	55.2	L	63.276N	10.839E	20.9	3	0.6	1.9	
1989	07	04	20	48	59.5	L	63.285N	11.131E	5.8	4	0.4	1.9	1.0
1989	08	09	12	44	10.1	L	63.213N	10.819E	15.0	2	0.2	2.2	
1989	09	04	13	57	35.7	L	63.264N	11.328E	14.9	2	0.2	2.3	
1989	10	30	14	17	54.3	L	62.979N	10.355E	0.0	3	0.6	1.9	1.1
1989	12	14	14	25	27.7	L	62.967N	10.392E	0.0	4	0.7	1.6	1.3

1990	01	18	13	28	30.7	L	63.021N	10.381E	3.6	3	0.3	1.5	
1990	02	01	14	13	10.2	L	63.105N	10.400E	0.0	2	0.9	1.8	0.1
1990	11	01	15	01	34.9	L	63.170N	11.393E	12.1	4	0.8	2.0	
1990	11	01	15	01	45.1	L	63.142N	11.509E	15.0	1	0.0	0.3	
1990	11	14	11	04	17.7	L	63.288N	11.143E	0.0	3	0.8	2.1	
1991	06	12	15	01	47.9	L	63.215N	10.607E	5.3	4	0.4	1.9	0.4
1992	01	24	14	27	59.8	L	63.263N	11.395E	0.1	3	0.8	2.0	
1993	06	09	17	12	48.2	L	63.235N	11.701E	22.9	2	0.2	2.0	
1993	07	20	15	36	23.9	L	62.871N	10.703E	15.0	2	0.5	2.2	
1993	08	14	13	03	42.1	L	63.199N	10.898E	12.1	1	0.1	1.8	
1993	08	19	18	41	47.5	L	63.059N	11.507E	0.0	2	0.6	1.9	
1993	10	11	14	34	59.8	L	63.237N	10.608E	0.0	2	1.2	2.0	
Year	**Mn**	**D**	**Hr**	**Mi**	**Se**	**T**	**Long.**	**Lat.**	**km**	**No**	**Q**	**Lm**	**Cm**

A4. Registrations on radar

The radar we used, Atlas 2000, has the following specifications:

- Frequency: 9450 MHz, +/- 20 MHz.

- Pulse peak: 3 kW.
- Pulse frequency: 1 kHz, - duration: 0.1 µs, 0,5 µs.
- Rotation frequency of the antenna: 25 rpm.
- Horisontal beam width: 3 dB-point: 2.4 degrees.
- Sidelobe attenuation at 10 degrees: < 25 dB.
- Vertical beam width: 18 degrees.
- Sidelobe attenuation: < 28 dB.
- Gain: 26 dB.

We registered all reflections that gave a strong point on the radarscreen, those times we watched the screen. No weak refelctions were recorded. As you see in the list, we did many recordings that were only detected by radar. All this is discussed in the report.

First I list all the recordings, then I plot some of the reflections in some drawings. There are three recordings on a light together with radar reflection. These are written with bold letters.

Sat. 21 Jan. at 17.50: One reflection in the Haltdalen valley in the north. Also seen as a light. We followed this light from south towards north. When it was in the north, it suddenly moved straight down. Then it was detected by the radar.

Sun. 22 Jan. at 04.27: Three reflections on three sweeps, east of the mountain Rognefjell.

Mon. 23 Jan. at 17.42: One reflection in the north.

Tue. 24 Jan. at 19.18: Two reflections over Finnsåhøgda.

Wed. 25 Jan. at 17.32: Two reflections over Finnsåhøgda. This was also seen by witnesses outside. This light had a waving movement.

Fri. 27 Jan. at 22.58: Two reflections over Finnsåhøgda. This was also seen by witnesses outside. The light moved from south north. It moved very fast. On the radar we measured a minimum speed of about 8488 m/s.

Sat. 28 Jan. at 15.49: Five reflections on four sweeps, very near the station in a southwesterly direction. The three first ones on three sweeps were big. The two last ones came on one sweep. It seemed as if the reflection had split into two smaller. They all seemed to follow a course.

Sun. 29 Jan. at 16.10: Four reflections on four sweeps, very near the station in the northeast. First a very big one, then smaller and smaller. They seemed to follow a straight course.

Tue. 31 Jan. at 19.01: Three reflections on three sweeps, moving on a course from Rognefjell to Vårhuskjølen.

Wed. 1 Feb. at 15.49: Three reflections on three sweeps, following a course from V†rhuskjølen towards Aspåskjølen.

Thu. 2 Feb.
at 14.05: Three reflections on three sweeps, east of the station.
at 14.35: Five reflections on seven sweeps, in the north. First two reflections on two sweeps, then three reflections on every second sweep.

at 15.46: Two on two sweeps, south and near the station.
at 15.49: One west and near the station.
at 15.51: One southwest and near the station.
at 16.03: Two on two sweeps, north and near the station.

Fri. 3 Feb. at 15.12, 16.09, 16.13, 16.41, 16.42, 16.43, 16.43, 16.51, 16.52 and 17.04.

Sat. 4 Feb. at 13.42, 13.44, 14.03, 14.21, 14.27, 14.29, 18.06 and 19.41.

Sun. 5 Feb. at 13.09: Six on six sweeps, following a course from Rognefjell towards the southwest of the station.

Mon. 6 Feb.
at 14.13: Eight reflections on eight sweeps, moving in a southeasterly direction, east of the station.
at 21.41: One near and to the southeast of the station.

Fri. 17 Feb. at 19.18: One near Finnsåhøgda.

On the following pages, you will find drawings of the radarscreen showing some of the reflections mentioned in the list.

Radar recordings between 21 January and 25 January. [s. 53]

Radar recordings Friday 27 January. [s. 53]

Radar recordings Saturday 4 February. [s. 54]

Radar recordings Saturday 28 January and Sunday 29 January. [s. 54]

Radar recordings Sunday 5 February and Monday 6 February. [s. 55]

Radar recordings Friday 3 February. [s. 55]

A5. Registrations on spectrum analyser

We had some registrations on the spectrum analyser. They can be split into two main categories. One of these can easily be explained as a radio transmitter in the valley. It was a single-frequency component. I include these registrations in the list, because we have not localized this transmitter. The source is therefore unknown. The frequencies were always different. This type of registration is called (1).

The second type of registration is called (2). This one was more strange. It was "spikes" with almost equal amplitude, with 80 MHz between each, all over the frequency-band, from 100 kHz to 1250 MHz. The amplitude of these moved up and down. When they were down, they were about 5 dB over the noise, and when they were at the top, they were about 25-30 dB over the noise.

Sun. 29 January from 19.25 to 19.33: A type (2) registration. It moved up and down all the time.
Sun. 29 January at 21.38: A type (2) registration. Only for a short time.

Tue. 31 January from 15.42 to 15.44: A type (2) registration. Now periodic. It lasted a few seconds, then it stopped for a short time, started again and lasted for a few seconds.. and so on
Tue. 31 January at 16.42: A type (2) registration. Again periodic, but now the total time was almost one minute.

Fri. 3 February at 16.44: A type (2) registration. Only a short time.

18.08: --- " ---
19.51: --- " ---
19.52: --- " ---
19.55: --- " ---
20.01: --- " ---

Thu. 9 February at 19.36: A type (1) registration at 145 MHz. A "spike" moved up and down twice.
Thu. 9 February at 20.04: A type (1) registration at 130 MHz. A "spike" showed up twice. 3 seconds between each.

Fri. 17 February at 17.49: A type (1) registration at 1070 MHz. A "spike" showed up two times. The amplitude was 22.5 dB over the noise level.

Sun. 19 February at 20.59: A type (1) registration at 1115 MHz. The amplitude was 12.5 dB over the noise level.

A6. Registrations on magnetograph

The magnetograph we used, Fluxgate magnetometer model FM100, has an upper frequency of 0.5 Hz. Any magnetical fluctuation with a frequency higher than 0.5 Hz will be suppressed. The instrument is built to register slow-varying magnetical fluctuations. The pulsations might have a higher frequency than 0.5 Hz, typically 2 Hz.

They are usually recorded with a special instrument, a pulsation magnetometer. We didn't have this instrument, therefore we cannot be sure to have recorded all pulsations. The pulsations included in this list are those that could clearly be read out of the recordings.

We have not found any simple correlation with the slow-varying magnetical fluctuations, that is why no copy of the recordings (which is several meters long) is included in the report.

In the list, there is first the approximate time, then on which coordinate it is recorded. At the end it indicates the approximate amplitude of the pulsation. This have to be approximate, because we don't know the exact frequency of the pulsation. If the frequency is 2 Hz, and the suppression is 20 dB/decade in the instrument, this pulsation will be suppressed about 14 dB.

The readings are divided in three types: Strong, medium and weak.
- Strong is a reading of about 10 gamma.
- Medium is a reading of about 2 gamma.
- Weak is a reading of about 0.5 gamma.

The actual amplitude might be higher than this, because of the suppressing in the instrument. The instrument could record the magnetical field in all three coordinates. We had a printer that had only two channels. We chosed channel X (towards north) and Y (towards east).

From Saturday 11 February at 16.12 to Sunday 12 February at 12.20.
16.16-16.17
17.51-17.54 on X and Y - strong
18.00-18.03 X - weak
18.40-18.42 on X and Y - medium
18.45-18.46 X - weak
19.23-19.25 Y - strong
19.55-19.57 Y - strong
20.45-20.48 Y - weak
21.04-21.06 X (and Y?) - very strong
21.09- a few seconds, X and Y - both strong, X stronger
21.10-21.11 X and Y - both strong, X stronger
21.14 and 21.15 both times a few seconds, X and Y - both strong
21.18-21.20 X - weak
21.28-21.30 X - medium
21.56-22.00 X - weak
22.20 - a few seconds, X and Y - strong
22.32 - some seconds (30), X and Y - strong
22.48 - some seconds, X and Y - strong
00.08-00.10 Y - weak
00.27-00.30 X - weak
01.35-01.42 X - weak

After this quite a few ones were observed. Some of them were hard to notice, while four were a little stronger than the others.

From Sunday 12 February at 15.32 to Monday 13 February at 10.07.
17.51-17.53 X - medium
18.17-18.20 X - medium
18.50-18.51 X - weak
19.36-19.39 X - medium
19.55-20.07 Y - weak
20.41-20.44 X - weak

21.41-21.49 Y - weak
22.48-22.50 Y - weak
After that a magnetical storm came up, and it was therefore difficult to read the pulsations. Besides, during a storm there will usually be many pulsations. The storm vanished at 6 o'clock on Monday 13. After that we can see pulsations at:
08.53-09.00 X - weak
09.37-09.48 Y - weak

From Monday 13 February at 10.07 to Tuesday 14 February at 03.02.
11.02-11.05 X and Y - weak
11.27-11.31 Y - weak
12.14-12.17 Y - medium
12.36-12.38 Y - weak
15.45-15.47 X - weak
17.05-17.07 Y - weak
18.13-18.14 Y - weak
After that a magnetical storm came up. It ended at 19.50.
20.12-20.13 X - weak
20.21-20.24 Y - weak
No more pulsations until a second storm started at 01.00.

From Tuesday 14 February at 03.07 to Wednesday 15 February at 11.31.
The storm ended at 11.00 o'clock.
14.52-14.54 X - medium
15.38-15.39 X - weak
16.49-16.55 Y - medium
17.14-17.16 X - medium
18.36-18.39 Y - weak
19.15-19.17 X - medium
20.18-20.21 X - medium
20.24-20.34 Y - weak
22.24-22.29 Y - weak
A storm between 23.55 and 00.53.
01.32-01.33 Y - weak
03.03-03.06 Y - weak
04.11-04.13 Y - weak
06.21-06.30 Y - weak
10.32-10.48 X - medium

During the period from 15 February to 26 February, the recordings were made by the Esterline-Angus graphic Ampmeter. That means that no fluctuations could be measured. A few times during that period, the needle made a fast movement. This happened also a couple of times when a light was seen. Whether this fast movement was caused by a pulsation or not, is difficult to say.

From Saturday 25 February at 17.30 to Sunday 26 February at 11.31.
17.54-17.58 X - medium
19.10-19.30 X - medium
23.06-23.07 X and Y - weak
23.20-23.24 X - weak
01.28-01.32 X - medium
02.34-02.48 Y - medium
03.32-04.02 X - medium
04.20-05.02 X - medium
04.30-04.34 Y - medium

08.14-08.26 Y - medium
08.34-09.26 Y - medium

[Div. temperaturoversikter Hessdalen/Berkåk/Røros 21.01- 23.02.84 ss. 60-61]

[Aeromagnetic map of Hessdalen s. 62]

[Geologic map of Hessdalen s. 63]

[Div. bilder med bildetekst ss. 64-73]

Fig. A1 -Photo taken by Arne P. Thomassen 25 October 1982. It is taken from Fjellbekkhøgda towards east.

Fig. A2 - Photo taken by Arne P. Thomassen 25 September 1982, between 19.00 and 20.30. It is taken with a 400 mm lens in front, from Fjellbekkhøgda towards east.

Fig. A3 - Photo taken by Arne P. Thomassen in October 1982. It is taken from Fjellbekkhøgda towards east.

Fig. A4, A5 - These two pictures are taken by Leif Havik 12 February at 17.53. They are taken from Litlfjellet towards Hessdalen. In the upper picture you can see the northern part of Aspåskjølen. The light moved towards Litlfjellet, followed the valley to the left. The lower picture is taken just before the light disappears behind the mountain in the eastern part of Litlfjellet. He used a Nikon FG with a 50 mm lens.

Fig. A6 - Photo taken by Arne P. Thomassen on 25 September at 19.00. It is taken from Fjellbekkh›gda towards east.

Fig. A7 - Photo showing the third category: Three lights together. The light at the right is red, and the two others are yellow-white. Leif Havik shot the picture on 18 March 1982, at 19.33. He used a Practica LTL-3 camera with a 135 mm lens equipped with a 2x teleconverter.

Fig. A8 - Two photos taken by Bj›rn Lagesson on Sunday 26 February at 03.08. They are taken with a grating in front. The lightstreak you see over the "lightpoint" is the spectrum of the light. The shortest wavelength is nearest the light. The picture at left is taken a few seconds before the picture at right. The report was rated at F5.

Fig. A9, A10 - Two photos showing a reflection on the radarscreen. The reflection is marked. It is 1 nautical mile between the circles.

Fig. A11 - Picture taken from the headquarter towards Vårhuskjølen at 28 January at 15.49. The picture is taken when a strong reflection is seen on the radarscreen. As you see, nothing special is seen in the picture.

Fig. A12- Photo taken by Roar Wister (RW1/3) Saturday 21 February at 19.23. Exposure time is 10 seconds. The aperture is f/5.6. It is taken with a Pentax ME Super with a Vivitar zoom lens with a range 75-205 mm, adjusted to 75 mm. Just after the picture was taken, an oscillation could be seen by the eyes. Probably the same oscillation which you see the start of in the picture. The frequency is 7 Hz.

Fig. A14- The headquarter at Aspåskjølen, seen from southeast.

Fig. A15 to A19 - Photos taken by Roar Wister on Saturday 18 February at 20.18 (RW1/13-17). Pictures taken in east- northeasterly direction. Duration 2 minutes.

Fig. A20- Photo showing two moving lights over Finnsåhøgda (X/4). The picture above is enlarged. The picture below is grossly enlarged.

Fig. A21 - Photo taken by Erling Strand (ES1/13) on Saturday 21 January between 19.20 and 19.30.

Fig. A22 - Photos taken by Arne P. Thomassen on Wednesday 25 January at 19.10 (APT1/22,23). It is possible to

see some kind of spectrum from 560 to 630 nm.

SYMPOSIUM ON UNIDENTIFIED FLYING OBJECTS

HEARINGS

BEFORE THE

COMMITTEE ON SCIENCE AND ASTRONAUTICS
U.S. HOUSE OF REPRESENTATIVES

NINETIETH CONGRESS

SECOND SESSION

JULY 29, 1968

[No. 7]

Printed for the use of the Committee on Science and Astronautics

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* Note: The title "Dr." was an error by the original congressional/GPO editors, not repeated elsewhere in the record.

The committee met, pursuant to notice, at 10:05 a.m., in room 2318, Rayburn House Office Building, Hon. J. Edward Roush (chairman of the symposium) presiding.

Mr. Roush. The committee will be in order.

Today the House Committee on Science and Astronautics conducts a very special session, a symposium on the subject of unidentified flying objects; the name of which is a reminder to us of our ignorance on this subject and a challenge to acquire more knowledge thereof. We approach the question of unidentified flying objects as purely a scientific problem, one of unanswered questions. Certainly the rigid and exacting discipline of science should be marshaled to explore the nature of phenomena which reliable citizens continue to report. A significant part of the problem has been that the sightings reported have not been accompanied by so-called hardware or materials that could be investigated and analyzed. So we are left with hypotheses about the nature of UFO's. These hypotheses range from the conclusion that they are purely psychological phenomena, that is, some kind of hallucinatory phenomena; to that of some kind of natural physical phenomena; to that of advanced technological machinery manned by some kind of intelligence, that is, the extraterrestrial hypotheses.

With the range in mind, then, we have invited six outstanding scientists to address us today, men who deal with the physical, the psychological, the sociological, and the technological data relevant to the issues involved. We welcome them and look forward to their remarks. Additionally we have requested several other scientists to make their presentations in the form of papers to be added to these when published by the committee.

We take no stand on these matters. Indeed, we are here today to listen to their assessment of the nature of the problem; to any tentative conclusions or suggestions they might offer, so that our judgments and our actions might be based on reliable and expert information. We are here to listen and to learn.

Events of the last half century certainly verify the American philosopher, John Dewey's conclusion that "Every great advance in science has issued from a new audacity of imagination." With an open and inquiring attitude, then, we now turn to our speakers for the day.

They will include:

Dr. J. Allen Hynek, head of the Department of Astronomy, Northwestern University;

Dr. James E. McDonald, senior physicist, the Institute of Atmospheric Physics, the University of Arizona;

Dr. Carl Sagan, Department of Astronomy and Center for Radiophysics and Space Research, Cornell University;

Dr. Robert L. Hall, head of the Department of Sociology, University of Illinois at Chicago;

Dr. James A. Harder, associate professor of civil engineering, University of California at Berkeley, and;

Dr. Robert M. L. Baker, Jr., Computer Sciences Corp. and Department of Engineering, UCLA.
Gentlemen, we welcome your presentations. We ask you to speak first, Dr. Hynek, followed by Dr. McDonald, and then Dr. Sagan. This afternoon Dr. Hall will commence our session, followed by Dr. Harder and then Dr. Baker. The subject matter of the presentations determines the order in which you speak. We hope at the end of the day to allow the six of you to discuss the material presented among yourselves and with the committee in a kind of roundtable discussion.

Mr. Chairman -- the chairman of our full committee, Mr. George Miller.

Chairman Miller. I want to join in welcoming you here. I want to point out that your presence here is not a challenge to the work that is being done by the Air Force, a particular agency that has to deal with this subject.

Unfortunately there are those who are highly critical of the Air Force, saying that the Air Force has not approached this problem properly. I want you to know that we are in no way trying to go into the field that is theirs by law, and thus we are not critical of what the Air Force is doing.

We should look at the problem from every angle, and we are here in that respect. I just want to point out we are not here to criticize the actions of the Air Force.

Thank you.

Mr. Roush. I think it is only appropriate that Dr. Hynek be introduced by our colleague, Mr. Rumsfeld.

Mr. Rumsfeld.

Mr. Rumsfeld. Thank you, Mr. Chairman. It is a pleasure to welcome all the members of this distinguished panel, and particularly to welcome Dr. Allen Hynek, who is a son of Illinois, and presently serves in the Department of Astronomy and Director of the Lindheimer Astronomical Research Center. Dr. Hynek is a member of a number of scientific societies, and has served in the Government service as well as in the academic community. As his Congressman I am delighted he has been invited to appear on this panel, and we certainly look forward to his comments.

Thank you, Mr. Chairman.

Mr. Roush. Dr. Hynek, the floor is yours.

STATEMENT BY DR. J. ALLEN HYNEK

1. Biography
2. Start of Oral Statement
3. Article Read into the Record
4. Continuation of Oral Statement
5. Letter Read into the Record
6. Conclusion of Oral Statement
7. Questions from Committee Members

DR. J. ALLEN HYNEK

Born in Chicago, Ill., 1910. B.S. University of Chicago, 1931; Ph.D. (astrophysics) 1935.

Professor Astronomy, Chairman of the Department and Director of Dearborn Observatory, Northwestern University, 1960 to present.

Chief of the Section, Upper Atmosphere Studies and Satellite Tracking and Associate Director, Smithsonian Astrophysical Observatory, 1956-60.

[[2]]

Professor, Astronomy, 1950-56, Ohio State University.

Instructor, Physics and Astronomy, Ohio State University, 1935-41; Asst. Prof. 1941-45; Associate Professor 1946-50.

Asst. Yerkes Observatory, University of Chicago, 1934.

Astronomer, Perkins Observatory, Ohio State, 1935-56.

Assistant Dean of the Graduate School 1950-53.

Supervisor of Technical Reports, Applied Physical Laboratory, Johns Hopkins University, 1942-46.

Visiting Lecturer, Harvard University, 1956-60.

Civilian with U.S. Navy 1944.

Scientific Societies: American Association for the Advancement of Science; Astronomy Society (secretary).

Specialty: Astrophysics.

Fields of Interest: Stellar spectroscopy; F type stars; stellar scintillation.

STATEMENT OF DR. J. ALLEN HYNEK, HEAD, DEPARTMENT OF ASTRONOMY, NORTHWESTERN UNIVERSITY, EVANSTON, ILL.

Dr. Hynek. Thank you.

My name is J. Allen Hynek. I am professor of astronomy at Northwestern University, Evanston, Ill., where I serve as chairman of the department of astronomy and director of the Lindheimer Astronomical Research Center. I have also served for many years, and still do, as scientific consultant to the U..S. Air Force on Unidentified Flying Objects, or UFO's. Today, however, I am speaking as a private citizen and scientist and not as a representative of the Air Force.

We are here today, I gather, to examine whether the UFO phenomenon is worthy of serious scientific attention. I hope my comments may contribute to your understanding of the problem and help lead to its eventual solution.

The UFO problem has been with us now for many years. It would be difficult to find another subject which has claimed as much attention in the world press, in the conversation of people of all walks of life, and which has captured the imagination of so many, over so long a period of time. The word UFO, or flying saucer, can be found in the languages and dictionaries of all civilized peoples, and if one were to collect all the words that have been printed in newspapers, magazines, and books in the past two decades, it would be a staggering assemblage. The bibliography of the subject recently compiled at the Library of Congress is a most impressive document, and illustrates that the UFO became a problem for the librarian even before it did for the scientist.

As we all know, the scientific world is a world of exact calculations, of quantitative data, of controlled laboratory experiments, and of seemingly well-understood laws and principles. The UFO phenomenon does not seem to fit into that world; it seems to flaunt itself before our present-day science.

The subject of UFO's has engendered an inordinate emotional reaction in certain quarters and has far more often called forth heated controversy rather than calm consideration. Most scientists have preferred to remain aloof from the fray entirely, thereby running the risk of "being down on what they were not up on," as the old adage goes.

It is unlikely that I would have become involved in the study of the UFO phenomenon had I not been officially asked to do so. I probably would have -- and in fact did for a time -- regarded the whole

subject as rank nonsense, the product of silly seasons, and a peculiarly American craze that would run its course as all popular crazes do.

I was asked by the Air Force 20 years ago to assist them, as an astronomer, in weeding out those reports arising from misidentification of planets, stars, meteors, and other celestial objects and events. In the course of doing my "homework" I found that some 30 percent of the then current cases very probably had astronomical causes, but my curiosity was aroused by some of the patently nonastronomical reports.

These were ostensibly being explained by the consultant psychologist, but I frequently had the same feeling about the explanations offered for some of these cases that I have had when I have seen a magician saw a woman in half. How he did it was beyond my own field of competence, but I did not question his competence. Yes, I was quite sure that he did not actually saw the woman in half!

My curiosity thus once aroused led me to look into reports other than those of a purely astronomical nature, and in the course of years I have continued to do so. I have pondered over the continuing flow of strange reports from this and a great many other countries, for it is a gross mistake to think that the United States has any exclusive claim to the UFO phenomenon.

Those reports which interested me the most -- and still do -- were those which, apparently written in all seriousness by articulate individuals, nonetheless seemed so preposterous as to invite derisive dismissal by any scientist casually introduced to the subject. Such baffling reports, however, represent a relatively small subset of reports. I did not -- and still do not -- concern myself with reports which arise from obvious misidentifications by witnesses who are not aware of the many things in the sky today which have a simple, natural explanation. These have little scientific value, except perhaps to a sociologist or an ophthalmologist; it matters not whether 100 or 100,000 people fail to identify an artificial satellite or a high-altitude balloon.

The UFO reports which in my opinion have potential scientific value are those -- and this may serve us as a working definition of UFO's -- are those reports of aerial phenomena which continue to defy explanation in conventional scientific terms. Many scientists, not familiar with the really challenging UFO data, will not accept the necessity for a high order of scientific inquiry and effort to establish the validity of the data -- and therefore such detailed, conscientious, and systematic inquiry has yet to be undertaken.

We cannot expect the world of science to take seriously the fare offered at airport newsstands and paperback shelves.

I have been asked by some why, as consultant to the Air Force for so many years, I did not alert the scientific world to the possible seriousness of the UFO problem years ago. The answer is simple; a scientist must try to be sure of his facts. He must not cry "wolf" unless he is reasonably sure there is a wolf.

I was painfully aware, and still am, of the amorphous nature of the UFO data, of the anecdotal nature of UFO reports, of the lack of followup and serious inquiry into reports (which would have required a large scientific staff and adequate funding), of the lack of hardware, of the lack of unimpeachable photographic evidence, and

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of the almost total lack of quantitative data -- of all those things which are part and parcel of the working environment of the scientist.

I was aware that in order to interest scientists, hard-core data were needed, and, while the store of unquestionably puzzling reports from competent witnesses continued to grow the wherewithal to obtain such hard-core data which would, once and for all, clinch the matter, was not forthcoming. Thus my scientific reticence was based on a carefully weighed decision.

In attempting analysis of the UFO problem today, I pay particular attention to reports containing large amounts of information which are made by several witnesses, if possible, who as far as I can ascertain, have unimpeachable reputations and are competent. For example, I might cite a detailed report I received from the associate director of one of the Nation's most important scientific laboratories, and his family.

Reports such as these are obviously in a different category from reports which, say, identify Venus as a hovering spaceship, and thus add to the frustrating confusion.

On the other hand, when one or more obviously reliable persons reports -- as has happened many times -- that a brightly illuminated object hovered a few hundred feet above their automobile, and that during the incident their car motor stopped, the headlights dimmed or went out, and the radio stopped playing, only to have these functions return to normal after the disappearance of the UFO, it is clearly another matter.

By what right can we summarily ignore their testimony and imply that they are deluded or just plain liars? Would we so treat these same people if they were testifying in court, under oath, on more mundane matters?

Or, if it is reported, as it has been in many instances over the world by reputable and competent persons, that while they were sitting quietly at home they heard the barnyard animals behaving in a greatly disturbed and atypical manner and when, upon investigating, found not only the animals in a state of panic but reported a noiseless -- or sometimes humming -- brightly illuminated object hovering nearby, beaming a bright red light down onto the surroundings, then clearly we should pay attention. Something very important may be going on.

Now, when in any recognized field of science an outstanding event takes place, or a new phenomenon is discovered, an account of it is quickly presented at a scientific meeting or is published in a respected appropriate journal. But this is certainly not the case with unusual UFO reports made by competent witnesses.

There appears to be a scientific taboo on even the passive tabulation of UFO reports. Clearly no serious work can be undertaken until such taboos are removed. There should be a respectable mechanism for the publication, for instance, of a paper on reported occurrences of electromagnetic phenomena in UFO encounters.

It would be foolhardy to attempt to present such a paper on UFO's to the American Physical Society or to the American Astronomical Society. The paper would be laughed down, if all that could be presented as scientific data were the anecdotal, incomplete, and nonquantitative reports available. Consequently reports of unexplainable UFO cases are' likely to be found, if at all, in pulp magazines and paperbacks,

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of which the sole purpose of many seems to be, apart from making a fast buck for the authors, to titillate the fancy of the credulous.

Indeed, in such newsstand publications three or four UFO reports are frequently sensationalized on one page with gross disregard for accuracy and documentation; the result is that a scientist if he reads them at all is very likely to suffer mental nausea and to relegate the whole subject to the trash heap.

This is the first problem a scientist encounters when he takes a look at the UFO phenomenon. His publicly available source material is almost certain to consist of sensational, undocumented accounts of what may have been an actual event. Such accounts are much akin, perhaps, to the account we might expect from an aborigine encountering a helicopter for the first

time, or seeing a total eclipse of the sun. There is nowhere a serious scientist can turn for what he would consider meaningful, hard-core data as hard core and quantitative as the phenomenon itself permits at present.

Here we come to the crux of the problem of the scientist and the UFO. The ultimate problem is, of course, what are UFO's; but the immediate and crucial problem is, How do we get data for proper scientific study? The problem has been made immensely more difficult by the supposition held by most scientists, on the basis of the poor data available to them, that there couldn't possibly be anything substantial to UFO reports in the first place, and hence that there is no point to wasting time or money investigating.

This strange, but under the circumstances understandable attitude, would be akin to saying, for instance, let us not build observatories and telescopes for the study of the stars because it is obvious that those twinkling points of light up there are just illusions in the upper atmosphere and do not represent physical things.

Fortunately, centuries ago there were a few curious men who did not easily accept the notion that stars were illusory lights on a crystalline celestial sphere and judged that the study of the stars might be worthwhile though, to many, a seemingly impractical and nonsensical venture. The pursuit of that seemingly impractical and possibly unrewarding study of astronomy and related sciences, however, has given us the highly technological world we live in and the high standard of living we enjoy -- a standard which would have been totally impossible in a peasant society whose eyes were never turned toward the skies.

Can we afford not to look toward the UFO skies; can we afford to overlook a potential breakthrough of great significance? And even apart from that, the public is growing impatient. The public does not want another 20 years of UFO confusion. They want to know whether there really is something to this whole UFO business and I can tell you definitely that they are not satisfied with the answers they have been getting. The public in general maybe unsophisticated in scientific matters, but they have an uncanny way of distinguishing between an honest scientific approach and the method of ridicule and persiflage.

As scientists, we may honestly wish to see whether there is any scientific paydirt in this international UFO phenomenon. But to discover this paydirt we must devote serious study to UFO's. To make

serious study possible, however, requires recruiting competent scientists, engineers, and technical people, as well as psychologists and sociologists.

This in turn requires not only funds but a receptive scientific climate. Many scientists have expressed to me privately their interest in the problem and their desire to actively pursue UFO research as soon as the scientific stigma is removed. But as long as the unverified presumption is strongly entrenched that every UFO has a simple, rational everyday explanation, the required climate for a proper and definitive study will never develop.

I recall an encounter I had sometime ago with the then chief scientist at the Pentagon. He asked me just how much longer we were "going to look at this stuff." I reminded him that we hadn't really looked at it yet that is, in the sense, say, that the FBI looks at a kidnapping, a bank robbery, or a narcotics ring.

Up to this point I have not discussed another major impediment to the acceptance of the UFO phenomenon as legitimate material for scientific study. I refer to the adoption of the UFO phenomenon by certain segments of the public for their own peculiar uses. From the very start there have been psychically unbalanced individuals and pseudoreligious cultist groups -- and they persist in force today -- who found in the UFO picture an opportunity to further their own fanciful cosmic and religious beliefs and who find solace and hope in the pious belief that UFO's carry kindly space brothers whose sole aim is a mission of salvation.

Such people "couldn't care less" about documentation, scientific study, and careful critical consideration. The conventions and meetings these people hold, and the literature they purvey, can only be the subject of derisive laughter and, I must stress, it is a most serious mistake for anyone to confuse this unfortunate aspect of the total UFO phenomenon with the articulate reports made by people who are unmistakably serious and make their reports out of a sense of civic duty and an abiding desire to know the cause of their experience.

It may not be amiss here to remark in passing that the "true believers" I have just referred to are rarely that ones who make UFO reports. Their beliefs do not need factual support. The reporters of the truly baffling UFO's, on the other hand, are most frequently disinterested or even skeptical people who are taken by surprise by an experience they cannot understand.

Hopefully the time is not far off when the UFO phenomenon can have an adequate and definitive hearing, and when a scholarly paper on the nature of UFO reports can be presented before scientific bodies without prejudice. Despite the scientific attitude to this subject in the past, I nevertheless decided to present a short paper on UFO's to a scientific body in 1952, following a scientific hunch that in the UFO phenomenon we were dealing with a subject of great possible importance.

In my paper (JOSA 43, pp. 311-314, 1963), which I should like to have read into the record, I made reference to the many cases in 1952 and earlier which were nonastronomical in nature and did not seem to have a logical, ready explanation.

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(The document referred to is as follows :)

[From Journal of the Optical Society of America, April 1953]

UNUSUAL AERIAL PHENOMENA

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(Received December 22, 1952)

Over a period of years, diverse aerial sightings of an unusual character have been reported. On the assumption that the majority of these reports, often made in concert, come from reputable persons, and in the absence of any universal hypotheses for the phenomena which stimulated these reports, it becomes a matter of scientific obligation and responsibility to examine the reported phenomena seriously, despite their seemingly fanciful character. Accordingly, several hundred serious reports of "unidentified aerial objects" have been studied in detail in an attempt to get a pattern classification. It appears that those reported phenomena which do not admit of a ready and obvious explanation exhibit fairly well-defined patterns and that these are worthy of further study. One pattern in particular, that of a hovering nocturnal light, does not appear to be readily explainable on an astronomical basis or by mirages, balloons, or by conventional aircraft.

Perhaps the most bizarre phenomenon of our times is the continued popular interest in flying saucers. The term flying saucer, of course, dates back to the treatment by the press of the now famous triggering incident of June 24, 1947, another date which might well be said to live in infamy, when a lone pilot, Mr. Arnold, reported "nine peculiar-looking aircraft" without tails, which flew in a chain-like line and "swerved in and out of the high mountain peaks." The unfortunate newspaper term, flying saucer, as you well know, captured both the press and the public imagination. One can speculate as to the turn of events, and the amount of newsprint that might have been conserved, had Mr. Arnold decided to stay on the ground that day!

Nevertheless, in the past five years, flying saucer has become a standard term in our language, with about as broad a definition as it has been the lot of any term to carry. We can define a flying saucer as *any aerial phenomenon or sighting that remains unexplained to the viewer at least long enough for him to write a report about it*. Lest anyone misunderstand what shall be meant by "flying saucers" in this paper, this definition must be emphasized. Each flying saucer, so defined, has associated with it a probable lifetime. It wanders in the field of public inspection like an electron in a field of ions, until "captured" by an explanation which puts an end to its existence as a flying saucer.

Thus flying saucers spawned by the planet Venus have generally a short lifetime. In almost no time an astronomer comes along and makes a positive identification, and another flying saucer is shattered. We can expect a host of Venus-inspired flying saucers when this planet is low in the western sky after sunset. It reaches greatest eastern elongation this year on January 31, 1953, and on March 8 attains its greatest brilliance. We can confidently predict a swarm of flying saucers from Venus!

The lifetime of a balloon-sponsored flying saucer is often longer, but before long someone like Dr. Liddell comes along and shoots it down. And Dr. Menzel has as his flying saucer ammunition a large variety of optical effects, the lethalness of which requires separate field tests.

My concern is with flying saucers of long lifetime -- those which have not, as yet, been "captured" or demolished by an explanation. Let us further limit them to those that have been observed by two or more people, at least one of whom is practiced in the making of observations of some kind, that is, to pilots, control tower operators, weather observers, scientific workers, etc. Also, let us limit cases to sightings lasting a minute or more, again for obvious reasons.

The Wright-Patterson Air Force Base, where the responsibility for the Investigation of unidentified aerial objects has rested for the past several years, asked me in 1948 to help identify reports that had an astronomical basis. It was a relatively simple task to go through about 200 reports and pick out probable astronomical causes. Indeed, some of the most weird reports could be dismissed with clear conscience by the statement that no astronomical explanation is possible for this incident, thus leaving these unsolved cases to the psychologists.

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I did wonder of course, as to how they were disposing of the nonastronomical cases. How did they explain the incident in which a pilot, co-pilot, and stewardess followed some rapidly moving dark objects which were silhouetted against the sunset sky and which disappeared presumably because of their superior speed? But my faith in the psychologists was unshaken and when the Air Forces announced that Project Grudge had been dissolved, I assumed that my colleagues had been successful and had even solved the case in which several observers watched an object, hollow in the middle, travel at a constant slow rate, taking 15 minutes to make the journey across the sky from north to south.

After the project dissolved, Wright Field continued to take care of the slow but steady flow of reports as a part of their regular intelligence function. This spring I became curious and requested permission, through official channels, to look through the crop of reports that had accumulated since my official connection with Project Grudge had terminated. As I looked through the welter of fanciful tales, inaccurate reporting, of misobservation of natural objects, I could not help, as an astronomer, recalling another wave of stories of stones that fell from heaven. Because of poor reporting and poor imagery, scientific progress in meteorites had been held back for a good century. What a difference in imagery there is between "a stone falling from the sky" and "the interception by the earth of a particle pursuing an orbit around the sun." The use of improper and inaccurate description of what actually happened kept meteorites in the category of old wives' tales and out of the niche that celestial mechanics had made ready for them a century before! In 1801, Thomas Jefferson said that he would sooner believe that two Yankee professors had lied than that stones had fallen from heaven. And the French Academy of Sciences branded stories of meteorite falls as fanciful and absurd and dismissed a bona fide meteorite whose fall had been sworn to -- as an ordinary stone that had been struck by lightning. Perhaps the moral of this is: Beware the ready explanation!

Now, it is clear that stories of real flying saucers, visitors from space, and strange aircraft violating the laws of physics are as reprehensible to the scientist of today as stones that fell from heaven were to the scientist of yesteryear. But, of course, stones did not fall from heaven that was poor reporting and a wrong slant on a perfectly natural phenomenon. And we don't have space ships that disregard physical laws. But, do we have a natural phenomenon?

The steady flow of reports, often made in concert by reliable observers, raises questions of scientific obligation and responsibility. Is there, when the welter of varied reports are shorn of, in the words of Pooh Bah, all "Corroborative detail to lend artistic verisimilitude to an otherwise bald and unconvincing narrative" -- any residue that is worthy of scientific attention?

Or, if there isn't, does not obligation still exist to say so to the public -- not in words of open ridicule, but seriously, to keep faith with the trust the public places in science and scientists?

The Air Forces are attempting to give all reports a fair hearing, in view of the above. They are having all reported data reduced to punch cards so that in a month or so it will be possible to compare quickly reports made by people facing west on clear Tuesday afternoons with those made on non-inversion Friday nights by pilots going south. In any event, if significant correlations between various sets of sightings exist, this method should bring them out.

In coming down to cases, to illustrate what constitutes at present the best evidence for unusual aerial phenomena, the examples submitted for examination are presented without an all-embracing explanation for them. These are presented in conformance with the school that believes that good observations and discussion of observations come before theory. It is hoped, however, that out of this discussion there may come a positive approach and, if these sightings do represent heretofore inadequately studied natural phenomena, that these examples will stimulate their serious study; if, on the other hand, no natural phenomena are involved, then an obligation exists to demonstrate explicitly how the following specific reports can be explained in terms of balloons, mirages, or conventional aircraft.

The chosen recent examples represent a definite pattern, and for each of the following there are many other similar examples in the flies.

One of these patterns might be called "Nocturnal Meandering Lights." Reports falling into this category are characterized by the sighting of a bright star-like light, perhaps of -2 or -3 stellar magnitude which floats along without sound, frequently hovers, reverses its field without appearing to turn, and often abruptly speeds up. The light is most frequently described as a yellow amber or orange,

changing to blue or red occasionally, and changing in brightness markedly. Sometimes the description states that the light went out as if someone had pushed a button; at other times the light is reported only as variable. A very characteristic statement by those making the reports is: "I have never seen anything like this in my whole life." The desire to identify these sightings as balloons is thwarted by the tactics observed.

As an example of a report of this kind, let us take one that came in from Florida this past July. On one night several airmen independently observed a light approach at a very slow speed, come to a *halt nearly overhead*, then *reverse direction* with no apparent turn. On two other nights, three other lights appeared in other sections of the sky, of similar appearance, but maneuvering more rapidly. They were observed for some 10 minutes by 9 airmen, including a control tower operator, an aircraft dispatcher, and two pilots from Wright Field.

In the words of one of the men, "For the next fifteen minutes we watched this light and speculated on what it might be. It was not a sharp light like a bare bulb but more like a light shining through frosted glass. No shape of any kind was discernible. It appeared to blink, but with no regularity whatever."

Also this past July at an air base in New Mexico, a similar sighting was made. Paraphrasing from sworn statements made by observers, "Our station was notified that an unconventional aircraft had been picked up with both electronic and visual contact. Our station made electronic contact with the object and two of our men and I had gone outside the building and saw it hovering under a cloud layer to the east of us. It appeared as a large light, at an uncertain distance, and was hovering at the time. A minute or so later, it moved rapidly toward the north for a short distance and stopped as suddenly as it had begun to move."

And from another statement, "Our scope operator at that time reported a strange target about thirty miles east of our station. Two of us went outside and sighted a very bright light traveling at what we estimated to be around 200 miles an hour. The light went out at least two times but did not stay out more than two or three minutes. The light seemed to have a floating effect and made no sound. At one time around seven or eight smaller lights could be seen. The object seemed to drop to about 10 or 12 thousand feet and then climbed to about 25,000 taking a northern course."

Radar observations as well as visual observations are involved in this problem. Early last month shortly before dawn colored lights were observed in the sky southeast of the radar station. At the same time and the same azimuth, unidentified targets appeared on the scope. Only a very slight temperature inversion was present, 1° at 25,000 feet. No more than two lights appeared at one time. They were observed to be moving in a rather erratic pattern and changing colors occasionally. The last thirty minutes of observation revealed the lights remaining yellow prior to that they were red, green, and blue. They moved in no apparent formation but mostly appeared in one area and disappeared in another, when either the light went out or the objects dived behind clouds. They were starlike objects and appeared to develop long, white vapor trails, when they dived. They were motionless at times and moved rapidly at other times. This corresponded to similar movements observed on the radar scope.

One white light went out as it changed direction and continued as a *black silhouette* against the dawn sky. Observation was for a period of about an hour and was made by two airmen and a radar operator -- all three observers were experienced aircraft control and warning operators. Objects were observed 20 to 40° above horizon. Radar gave distances of 50 to 80 miles. This implies a height of about 40 miles. There was no air traffic on radar within 100 miles.

Quoting from the observer's statement, "receiving a call concerning a strange light in the sky, I went out and scanned the sky in several directions before I saw a light. My first glimpse was a very bright blue light, but it lasted only about a minute, then it faded into a light green. It moved in a slow orbit.

I was startled at first so I closed my eyes and opened them again. The light was still there. I stared at it a few minutes and now the light seemed more yellow than before.

I did not think anyone would believe me, so I went inside the building and relieved the radar scope operator. I found a target at 123°, 53 miles. After that it appeared as a permanent echo. In about two minutes, it disappeared and almost immediately another pip appeared, at 134°, 73 miles. It also seemed

like a permanent echo. It stayed on the scope for 1½ minutes. These pips were at no time caused by malfunction of the radar set.

It was daylight when it (the object) seemed to fade both visually outdoors and electronically indoors."

And another sighting -- in Northern Michigan -- on July 29 of last year, a pilot chased a brilliant multicolored object close to the horizon, and due north. He flew at 21,000 feet, followed the object for over a half-hour but could not gain on it. Radar operator reported contact with the object for about thirty seconds. And ground control interceptor station reported blips too. In this case, it seems certain that our harried pilot was pursuing Capella! Reference to a star map will show that at his latitude, at the time of his sighting, Capella was at lower culmination, that is, at the lowest point of its swing around the pole just skirting the horizon. I have seen it at that position myself in Canada, and, can vouch for the fact that its blue, yellow, and red twinkling can be spectacular.

Unfortunately, neither Capella nor any other star can explain many other nocturnal meandering lights. But there is no question in my mind, just to make this point exceedingly clear, that there exists a relatively simple, natural explanation for them, perhaps even ordinary aircraft under special test conditions. The chief point here, is to suggest that nothing constructive is accomplished for the public at large -- and therefore for science in the long run by mere ridicule and the implication that sightings are the products of "bird-brains" and "intellectual flyweights." In short, it would appear that the flying saucer situation has always been a problem in science-public-relations, and that fine chance has consistently been missed to demonstrate on a national scale how scientists can go about analyzing a problem. A lot is said about the proper interpretation of science to the public, but the only answer they receive to a question about which they are more widely concerned than perhaps any other in this century, is ridicule. Ridicule is not a part of the scientific method and the public should not be taught that it is.

Let me quote an additional report, to show that the original flying disks, as distinct from wandering lights, are still with us.

On the day that our pilot chased Capella, a radio from Seattle announced that flying saucers were seen heading toward Montana. At an airport in Montana several pilots gathered outside the hangars to wait and watch. A perfect set-up for suggestibility and yet, quoting from one of the many signed statements, "Objects were seen that resembled flat disks reflecting sun's rays. One of the objects hovered from

three to four minutes, while the other three circled around it like satellites. Then the stationary object moved southeast to disappear, while the three satellites moved due west and disappeared at very high speeds!"

And from another observer: "After watching for approximately five minutes I was able to see what appeared to be a disk, white or metal in color approaching from the west. As it moved directly overhead it turned generally north at a 90° turn, then slowing down and then making several more 90° turns and proceeding east. After seeing this I knew what I was looking for and was able to pick up at least five more of these objects. *Being skeptical, I did my best to see them as either dandelion seeds or other small particles close to the surface of the earth rather than large objects at extreme distance.* However, after keeping them in sight long enough to study their appearance they definitely seemed to be very high. *I won't make an estimate of the height since I did not know their size*. All of these appeared in the west and proceeded east at what appeared to be an extremely high rate of speed."

I submit that this Air Force lieutenant was not incompetent, but rather that his manner of reporting -- as far as it went -- was commendable and that his report, made in good faith, is therefore entitled to a hearing without prejudice or ridicule, but also, without fanfare, hysteria, and fantastic newspaper publicity.

I cautioned against the then prevalent attitude of ridicule, pointing out that the UFO phenomenon, which had generated vast public interest, represented an unparalleled opportunity to demonstrate to the public the operation of the scientific method in attacking a problem, and that "ridicule is not a part of the scientific method and the public should not be taught that it is."

In those years and the following ones I repeatedly asked for the upgrading of the method of reporting UFO's to the Air Force. In

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1960, in a hearing before Congressman Smart and his committee I urged "immediate reaction capabilities" in the investigation of UFO reports. The recommendation was applauded but not funded.

As the scientific climate grew more receptive in giving the UFO phenomenon a scientific hearing, I published a letter in "Science" (Oct. 21, 1966), not without difficulty, in which I pointed out the following general misconceptions regarding UFOs. I should like to have that letter made a part of the record.

(The letter referred to is as follows :)

UFO'S MERIT SCIENTIFIC STUDY

Twenty years after the first public furor over UFO's (called "flying saucers" then) reports of UFO's continue to accumulate. The Air Force has now decided to give increased scientific attention to the UFO phenomenon. Thus I feel under some obligation to report to my scientific colleagues, who could not be expected to keep up with so seemingly bizarre a field, the gist of my experience in "monitoring the noise level" over the years in my capacity as scientific consultant to the Air Force. In doing so, I feel somewhat like a traveler to exotic lands and far. away places, who discharges his obligation to those who stayed at home by telling them of the strange ways of the natives.

During my long period of association with the reports of strange things in the sky, I expected that each lull in the receipt of reports signaled the end of the episode, only to see the activity renew; in just the past two years It has risen to a new high. Despite the fact that the great majority of reports resulted from misidentifications of otherwise familiar things, my own concern and sense of personal responsibility have increased and caused me to urge the initiation of a meaningful scientific investigation of the residue of puzzling UFO cases by physical and social scientists. I have guardedly raised this suggestion in the literature [1] and at various official hearings, but with little success. UFO was a term that called forth buffoonery and caustic banter; this was both a cause and an effect of the lack of scientific attention. I speak here only of the puzzling reports; there is little point to concern ourselves with reports that can be easily traced to balloons, satellites, and meteors. Neither is there any point to take account of vague oral or written reports which contain few information bits. We need only be concerned with "hard data," defined here as reports, made by several responsible witnesses, of sightings which lasted a reasonable length of time and which were reported in a coherent manner.

I have strongly urged the Air Force to ask physical and social scientists of stature to make a respectable, scholarly study of the UFO phenomenon. Now that the first firm steps have been taken toward such a study, I can set forth something of what I have learned, particularly as it relates to frequently made misstatements about UFO's. Some of these statements which lead to misconceptions are:

1. *Only UFO "buffs" report UFO's*. The exact opposite is much nearer the truth. Only a negligible handful of reports submitted to the Air Force are from the "true believers," the same who attend UFO conventions and who are members of "gee-whiz" groups. It has been my experience that quite generally the truly puzzling reports come from people who have not given much or any thought to UFO's.

2. *UFO's are reported by unreliable, unstable, and uneducated people.* This is, of course, true. But UFO's are reported in even greater numbers by reliable, stable, and educated people. The most articulate reports come from obviously intelligent observers; dullards rarely overcome their inherent inertia toward making written reports.

3. *UFO's are never reported by scientifically trained people.* This is unequivocally false. Some of the very best, most coherent reports have come from scientifically trained people. It is true that scientists are reluctant to make a public report. They also usually request anonymity which is always granted.

4. *UFO's are never seen at close range and are always reported vaguely*. When we speak of the body of puzzling reports, we exclude all those which fit the above description. I have in my files several hundred reports which are fine brain teasers and could easily be made the subject of profitable discussion among physical and social scientists alike.

[1] *J. Opt. Soc. Amer.* 43, 311 (1953).

5. *The Air Force has no evidence that UFO's are extraterrestrial or represent advanced technology of any kind.* This is a true statement but is widely interpreted to mean that there is evidence against the two hypotheses. As long as there are "unidentifieds," the question must obviously remain open. If we knew what they were, they would no longer be UFO's -- they would be IFO's. Identified Flying Objects! If you know the answer beforehand, it isn't research. No truly scientific investigation of the UFO phenomenon has ever been undertaken. Are we making the same mistake the French Academy Sciences made when they dismissed stories of "stones that fell from the sky"? Finally, however, meteorites were made respectable in the eyes of science.

6. *UFO reports are generated by publicity.* One cannot deny that there is a positive feedback, a stimulated emission of reports, when sightings are widely publicized, but it is unwarranted to assert that this is the whole cause of high incidence of UFO reports.

7. *UFO's have never been sighted on radar or photographed by meteor or satellite tracking cameras*. This statement is not equivalent to saying that radar, meteor cameras, and satellite tracking stations have not picked up "oddities" on their scopes or films that have remained unidentified. It has been lightly assumed that although unidentified, the oddities were not unidentifiable as conventional objects.

For these reasons I cannot dismiss the UFO phenomenon with a shrug. The "hard data" cases contain frequent allusions to recurrent kinematic, geometric, and luminescent characteristics. I have begun to feel that there is a tendency in 20th-century science to forget that there will be a 21st-century science, and indeed, a 30th-century science, from which vantage points our knowledge of the universe may appear quite different. We suffer perhaps, from temporal provincialism, a form of arrogance that has always irritated posterity.

J. ALLEN HYNEK,
Dearborn Observatory, Northwestern University, Evanston, Ill.

One great misconception is that only UFO buffs report UFO's; quite the opposite is the case, as is the misconception that the most baffling reports come from unreliable, unstable, and uneducated people. Most reports of this baffling sort which I at least receive in my mail, are remarkably articulate.

Other misconceptions are that UFO's are never reported by scientifically trained people, are never seen at close range, have never been detected on radars, and have never been recorded by scientific cameras.

It is well to remind ourselves at this point of the definition of an UFO: those aerial phenomena reports which continue to defy explanation in conventional scientific terms, even after appropriate study. There is no point to be interested in anything else; lights at night which might be aircraft, balloons, meteors, or satellite re-entries all these fit more readily into the category of IFO's or identified flying objects.

In other words, only truly unidentified cases should be of interest. The Air Force has its own definition of an unidentified case, and it has many hundreds in its files. The Air Force calls a sighting unidentified when a report apparently contains all pertinent data necessary to suggest a valid hypothesis concerning the cause or explanation of the report but the description of the object or its motion cannot be correlated with any known object or phenomena. .

It is most logical to ask why do not the unidentified in the Air Force files call forth investigative efforts in depth and of wide scope. The answer is compound: the Air Force position is that there is no evidence that UFO's represent a threat to the national security: consequently it follows that it is not their mission to be scientifically curious about the hundreds of unidentified cases in their own files.

It may be that, properly investigated, many of the Air Force unidentifieds would turn out to be IFO's after all, but it is illogical to conclude that this would be true of all unidentified reports. As long as unidentified cases exist, thus bona fide UFO's according to definition, we don't know what they are, and these should represent a remarkable challenge to science and an open invitation to inquiry.

But so powerful and all-encompassing have the misconceptions among scientists been about the nature of UFO information that an amazing lethargy and apathy to investigation has prevailed. This apathy is unbecoming to the ideals of science and undermines public confidence.

Now it is of interest to report that in just the past few years, probably because of the persistent flow of UFO reports from this and many other countries (one could base his whole plea for a major investigative effort solely on the reports of the years 1966 and 1967) there has been a growing but unheralded interest on the part of more and more scientists, engineers, and technicians in doing something positive about the UFO problem. To this growing body of qualified people it seems increasingly preposterous to allow another two decades of confusion to exist.

The feeling is definitely on the increase that we should either fish or cut bait, that we should mobilize in earnest adequate groups of scientists and investigators, properly funded, adopt a "we mean business" attitude, or drop the whole thing. My recommendation is to fish.

As a scientist I can form conclusions from and act upon only reliable scientific data. Such data are extremely scarce in the UFO field for reasons already pointed out: it has never been considered worthwhile to improve the data-gathering process because the whole subject has been prejudged. Even as a scientist, however, I am permitted a scientific hunch, and that hunch has told me for some time, despite the tremendous muddiness of the scientific waters in this area, the continued reporting from various parts of the world of unidentified flying objects, reports frequently made by people of high repute who would stand nothing whatever to gain from making such reports, that there is scientific paydirt in the UFO phenomenon -- possibly extremely valuable paydirt -- and that therefore a scientific effort on a much larger scale than any heretofore should be mounted for a frontal attack on this problem.

In saying this I do not feel that I can be labeled a flying saucer "believer" -- my swamp gas record in the Michigan UFO melee should suffice to quash any such ideas -- but I do feel that even though this may be an area of scientific quicksand, signals continue to point to a mystery that needs to be solved. Can we afford to overlook something that might be of great potential value to the Nation?

I am reminded of the old story of the member of Parliament who visited Faraday's laboratory where he was at work on early experiments on electrical induction. When asked of what possible value all this might have, Faraday replied, "Sir, someday you may be able to tax it."

Apart from such inducements, I have the following recommendations to make: first, that a mechanism be set up whereby the problem posed by the reports from all over the world, but especially by those in the United States, from people of high credibility, can be adequately

studied, using all methods available to modern science, and that the investigation be accorded a proper degree of scientific respectability and an absence of ridicule so that proper investigations can be carried out unhampered by matters not worthy of the ideals of scientific endeavor. I might suggest that this could be accomplished by the establishment, by the Congress, of a UFO Scientific Board of Inquiry, properly funded, for the specific purpose of an investigation in depth of the UFO phenomenon.

Secondly, I recommend that the United States seek the cooperation of the United Nations in establishing a means for the impartial and free interchange among nations of information about, and reports of, unidentified flying objects -- a sort of international clearinghouse for the exchange of information on this subject. For, since the UFO phenomenon is global, it would be as inefficient to study it without enlisting the aid of other nations as it would be to study world meteorology by using weather reports from one country alone.

Now, it may be well to remind ourselves at this point, that the UFO problem may not lend itself to an immediate solution in our time. The problem may be far more complex than we imagine. Attempts to solve it may be no more productive than attempts to solve the problem of the Aurora Borealis would have been 100 years ago.

The cause of northern lights could not have been determined in the framework of the science of 1868. Scientific knowledge in those days was not sufficient to encompass the phenomenon.

Similarly, our scientific knowledge today may be grossly insufficient to encompass the problem posed by UFO's. A profound scientific obligation exists, nonetheless, to gather the best data possible for scientific posterity.

To summarize: in the course of 20 years of study of UFO reports and of the interviewing of witnesses, I have been led to a conclusion quite different from the one I reached in the very first years of my work. At first I was negatively impressed with the low scientific content of UFO reports, with the lack of quantitative data, with the anecdotal nature of the reports, and especially with the lack of hardware, of unimpeachable photographs, and with the lack of instrumental recordings.

I am still aware of the paucity of truly hard-core data -- but then, no effort has really been made to gather it. Nonetheless, the cumulative weight of continued reports from groups of people around the world whose competence and sanity I have no reason to doubt, reports involving close encounters with unexplainable craft, with physical effects on animals, motor vehicles, growing plants, and on the ground, has led me reluctantly to the conclusion that either there is a scientifically valuable subset of reports in the UFO phenomenon or .that we have a world society containing people who are articulate, sane, and reputable in all matters save UFO reports.

Either way, I feel that there exists a phenomenon eminently worthy of study. If one asks, for what purpose, I can only answer -- how does one ever know where scientific inquiry will lead. If the sole purpose of such a study is to satisfy human curiosity, to probe the unknown, and to provide intellectual adventure, then it is in line with what science has always stood for.

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Scientific inquiry has paid off, even though pioneers like Faraday, Curie, Hahn, Pasteur, Goddard, and many others little realized where the paths they blazed would lead. As far as UFO's are concerned, I believe we should investigate them for the simple reason that we want to know what lies behind this utterly baffling phenomenon even more simply, we want to find out what it's all about.

Thank you.

Mr. Roush. Thank you, Dr. Hynek.

Although we have reserved the latter part of the afternoon for our roundtable discussion, the Chair is well aware the Members of Congress, because of other duties, may not find it possible to be here during that time.

If any of my colleagues do have questions and can keep them brief, which I realize is impossible, I will entertain those questions at this time. But keep in mind that we have two more papers this morning, and three this afternoon.

Mr. Hechler. Mr. Chairman.

Mr. Roush. Mr. Hechler.

Mr. Hechler. First I would like to commend you, Mr. Roush, for your initiative in setting up this symposium.

I would like to ask you, Dr. Hynek, whether you consider this scientific board of inquiry which you outlined as a sort of a one-shot thing which would make its report, or do you consider this to be a continuing body that could examine, as the Air Force has, reports and analyze them? And with this question, I would like to ask if your assumption is that the Air Force, because of its emphasis on national security, has really not measured up to a thorough scientific analysis of UFO's?

Dr. Hynek. Well, in answer to the first part of that question, sir, I would say I don't believe in a problem as complex as this the one-shot approach would be sufficient. I think there should be this board of inquiry which should be a continuing board in the same sense that we have, I presume, boards of study for world population problems, of pollution problems, of world health, and so forth.

The letter that came with the invitation to speak here, strongly stated that we would not discuss the Air Force participation in these matters, and I would like to therefore not speak to that point.

Mr. Roush. Mr. Rumsfeld.

Mr. Rumsfeld. Because of the fact it does look as though we will have a busy afternoon on the floor, I very likely will not be present for the remainder of the discussion. I would like to express the hope the other members of the panel might at some point comment on the two recommendations that Dr. Hynek has set forth in his paper. Further, I would hope that each member of the panel, during the afternoon session, might address himself to the questions of priorities.

Assuming that there is some agreement with Dr. Hynek's conclusion that this is an area worthy of additional study, then the question for Congress, of course, becomes what is the priority? This is a rather unique situation in that it is a scientific question that has reached the public prior to the time that anything beneficial can even be imagined. In many instances a scientific effort is not widely known to the public until it is successful.

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Each of you are experts in one or more disciplines. I am sure there are a number of things on your shopping lists for additional funding. I would be interested to know how this effort that is proposed here might fit into your lists of priorities.

Thank you, Mr. Chairman.

Mr. Roush. Thank you, Mr. Rumsfeld.

Mr. Miller.

Chairman Miller. Doctor, you mentioned a number of things -- population studies at least. A great many of these are carried out not by Government directly, but in the National Science Foundation or through the National Academy of Sciences or scientific bodies themselves.

Do you think, I merely offer this as a suggestion, perhaps the scientific community try to encourage NSF or the scientific societies dealing in this field to take the initiative in doing this, rather than to wait for Government to take the initiative?

Dr. Hynek. I know, of course, most of the bodies you have mentioned are funded by the Government anyway. Most or a great part of our scientific research today has to be so funded. Private sources are certainly not sufficient. And, therefore, I think it is rather academic, really, to worry too much about who does it. It is more a question of who is going to pay for it.

We have a rather interesting situation here, as Congressman Rumsfeld has already pointed out. This is one of those strange situations in which the cart is sort of before the horse. Generally this results in the scientific laboratories and the results of the studies of scientists finally come to the public attention, but here we have the other situation. it is the public pressure, the public wants to know actually, more than the scientists, at the moment. So you are facing public pressures, even, definitely more than scientific pressures at the moment.

Chairman Miller. Unfortunately in some of our problems, for example the NASA problems, where the public is indifferent, the matter of waste disposal, pollution, health, and these things. They are quite indifferent to them, and it takes a lot of effort to get them interested in them sometimes.

The committee has studied this on several occasions, but we have generally had a group of the scientific community behind us to give pressure, to bring pressure, to get some of these things done.

Dr. Hynek. I think we will see, sir, in this testimony today that you will find a corps of scientists stand ready to do this. In fact, as I mentioned in my testimony, I have private information from a very large number of scientists who are interested.

Chairman Miller. I think this one of the values of the symposium.

Mr. Roush. Are there other questions or comments ?

(No response.)

Our next participant is Dr. James E. McDonald. Dr. McDonald is presently with the University of Arizona. He is a senior physicist, Institute of Atmospheric Physics, the University of Arizona, and has had a long and distinguished career as a scientist.

Dr. McDonald, we are pleased to have you as one of our participants. You may proceed.

STATEMENT BY DR. JAMES E. MCDONALD

1. Biography
2. Oral Statement
3. Questions from Committee Members
4. Prepared Statement

(The biography of Dr. McDonald follows:)

Dr. JAMES E. MCDONALD

Born: Duluth, Minn., May 7. 1920.

Home Address: 3461 East Third St., Tucson, Ariz.

Education:

University of Omaha, Omaha, Nebraska, B.A. (Chemistry) 1942.

Massachusetts Institute of Technology, Cambridge, Mass. (Meteorology) 1945.

Iowa State University, Ames, Ia., Ph.D. (Physics) 1951.

Professional Career:

Instructor, Dept. of Physics, Iowa State University, 1946-49.

Assistant Professor, Dept. of Physics, Iowa State University, 1950-53.

Research physicist. Cloud Physics Project, University of Chicago, 1953-54.

Associate Professor, Dept. of Physics, University of Arizona, 1954-56, Professor, 1956-57.

Associate director. Institute of Atmospheric Physics, University of Arizona, 1954-57.

Professor, Dept. of Meteorology, and Senior Physicist, Institute of Atmospheric Physics, 1958 to present.

Other activities:

U.S. Navy, 1942-45, naval intelligence and aerology.

Member, Panel on Weather and Climate Modification, National Academy of Sciences, 1965-present

Member, ESSA-Navy Project Stormfury Advisory Panel, 1966-present.

Member, American Meteorological Society Commission on Publications, 1966- present.

Member, Advisory panel for weather modification. National Science Foundation, 1967-present.

Professional memberships:

American Association for Advancement of Science, American Meteorological Society, Sigma Xi, American Geophysical Union, Royal Meteorological Society, Arizona Academy of Science, American Association of University Professors.

Personal: Married, 1945, Betsy Hunt: six children.

Fields of special interest:

Atmospheric physics, physics of clouds and precipitation, meteorological optics, atmospheric electricity, weather modification, unidentified aerial phenomena.

STATEMENT OF DR. JAMES E. MCDONALD, SENIOR PHYSICIST, INSTITUTE OF ATMOSPHERIC PHYSICS, AND PROFESSOR, DEPARTMENT OF METEOROLOGY, THE UNIVERSITY OF ARIZONA, TUCSON, ARIZ.

Dr. McDonald. Thank you, Mr. Roush.

I am very pleased to have this chance to make some comments and suggestions based on my own experience to the committee, and I do wish to commend the Committee on Science and Astronautics for taking this first, and I hope very significant step, to look at the problem that has puzzled many for 20 years.

As Dr. Hynek has emphasized in his remarks, it is one of the difficulties of the problem we are talking about today that the scientific community, not just in the United States but on a world basis, has tended to discount and to regard as nonsense the UFO problem. The fact that so much anecdotal data is involved has understandably discouraged many scientists from taking seriously what, in fact, I believe is a matter of extraordinary scientific importance.

I have been studying now for about 2 years, on a rather intensive basis, the UFO problem. I have interviewed several hundred witnesses in selected cases, and I am astonished at what I have found.

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I had no idea that the actual UFO situation is anything like what it really appears to be.

There is a certain parallel between Dr. Hynek's slow recognition of the problem and my slow recognition of the problem. I have been curious about UFO's in a casual way for 10 or 20 years and have even checked cases in the southern Arizona area off and on rather casually, mainly encountering sincere laymen who do not recognize an aircraft strobe light, or Venus, or a bright fireball, when they see them. It is quite true that many persons misidentify natural phenomena; and my experience was mainly but not entirely limited to that sort of case.

About 2 years ago I became more than casually curious for several reasons that are not too relevant here, and began to spend much more time and very quickly changed my notions about the problem. I visited Wright-Patterson Air Force Base, saw their very impressive and surprising UFO files, the pattern of which is entirely different from what I had imagined.

At the same time, I contacted a number of private investigating UFO groups, one of the best and most constructive located here in Washington, the National Investigations Committee on Aerial Phenomena; contacted another one of the large national groups, the Aerial Phenomenon Research Organization, and found again somewhat to my surprise, that these amateur groups operating on a shoestring basis, and frequently scorned by us scientists, were, in fact, doing really a rather good investigative job within their resources, and had compiled in their files, for instance in NICAP, on the order of 10,000 or 12,000 cases, many of which I have subsequently checked, and all of which imply a problem that has been lost from sight, swept under the rug, ignored, and now needs to be very rapidly brought out into the open as a problem demanding very serious and very high-caliber scientific attention.

I wish to emphasize that. We must very quickly have very good people looking into this problem, because it appears to be one of very serious concern. We are dealing here with inexplicable phenomena, baffling phenomena, that will not be clarified by any but the best scientists.

The scope of my remarks this morning, and the scope of my more detailed remarks in my prepared statement which has been submitted, deal with two broad areas:

I have been asked to summarize the results of my interviewing of witnesses in the last 2 years, what I found, the problems I have encountered and so on; and, secondly to address myself to the categories of past explanations of UFO sightings, that hinge on my own field of atmospheric physics.

Let me turn very briefly to my experience. In the past 2 years I have been able to devote a substantial part of my time to this problem. I have mainly concentrated on witnesses in UFO sightings that have already been checked by some of the independent groups; that is, I was no longer, in the last 2 years, dealing with original raw data where it was primarily misidentified phenomena, but rather, I was dealing with presifted, presorted data, leaning very heavily on groups like NICAP and APRO, and other groups in this country and other groups abroad for my leads and background material.

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I have also had a chance to interview 75 or 80 witnesses in Australia, New Zealand, and Tasmania, when I was down in that area last summer. There were various kinds of atmospheric explanations that bad been invoked in Australian cases. I must say that many of them are just as reasonable from the scientific point of view as many that we have heard in this country. But primarily I found in Australia that the nature of the sightings is similar to those in the United States, disk-like objects, cigar-shaped objects, objects without wings, without evident means of propulsion, frequently hovering without any sound, sometimes making sounds, hovering over cars, stopping cars, as Dr. Hynek has pointed out, causing interference with the ignition system, and the same kind of public reluctance to report was very evident.

I want to emphasize, as one of the very important misconceptions that has been fostered, that instead of dealing with witnesses who are primarily looking for notoriety, who want to tell a good story, who are all out to gain attention, it is generally quite the opposite. And this is true in Australia, too. People are quite unwilling to tell you about a UFO sighting, afraid acquaintances would think they nave "gone around the bend," as Australians put it. Over and over you encounter that. People are reluctant to report what they are seeing. There is a real ridicule lid that has not been contrived by any group, it just has evolved in the way the whole problem has unfolded. This is not entirely new in science. It has occurred before.

I am sure a number here at the speakers' table are familiar with an interesting chapter in science years ago when meteorites, out of which NASA and many scientists around the world now get a very large amount of useful scientific information, were scorned and scoffed as unreal. It was regarded as nonsense that peasants were telling stories about stones falling out of the sky. The efforts of a few scientists to take a look at the problem and to get some initial data simply were ignored until a very unusual but very real event occurred in northern France, a meteorite shower. So they sent an eminent academician out to have a look at what these people were talking about, and by golly, the peasants appeared to be right. Everybody in the village, the prefect of police, the local administrators, all the peasants, had seen stones fall out of the sky, and for the first time the French Academy deigned to take a look at the problem. Meteoritics was born.

Here we now face a very similar situation in science. We have tended to ignore it because we didn't think it made sense. It definitely defies any explanation, and hence the situation has evolved where we can't get going because we aren't already going.

The scientific community as a whole won't take this problem seriously because it doesn't have scientific data. They want instrumental data.

Why don't they have instrumental data ? Because the scientists don't take it seriously enough to get the scientific data. It is like the 20-year-old who can't get a job because he lacks experience, and he lacks experience because he hasn't had a job. In the same way you find the scientist wishing you would give him good hard meter readings and magnetometer traces, and so on: but we don't have it yet because the collective body of scientists, including myself, have ignored UFO's.

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Turning to some of the highlights of my interviewing experience, I first mention the "ridicule lid." We are not dealing with publicity seekers. We are not, and I here concur with Dr. Hynek's remarks, we are not dealing with religiosity and cultism. Those persons aren't really the least bit interested in observations. They have firm convictions entirely independent of observations. They do not cause noise that disturbs the real signal at all.

General Samford of the Air Force put it well, 16 years ago. General Samford, then Director of Intelligence, said, and I would concur 100 percent, "Credible observers are observing relatively incredible objects." That was said 16 years ago, and it is still occurring.

I will touch in a moment or two on a sighting in Mr. Pettis' district that very well illustrates that, a sighting this year in Redlands, Calif., which I think Dr. Harder may be able to tell still more about.

Another characteristic in interviewing the witnesses is the tendency for the UFO witness to turn first not to the hypothesis that he is looking at a spaceship, but rather it must be an ambulance out there with a blinking red light or that it is a helicopter up there. There is a conventional interpretation considered first; only then does the witness get out of the car or patrol car and realize the thing is stopped in midair and is going backwards and has six bright lights, or something like that. Only after an economical first hypothesis does the witness, in these impressive cases, go further in his hypotheses, and finally realize he is looking at something he has never seen before.

I like Dr. Hynek's phrase for this, "escalation of hypotheses." This tendency to take a simple guess first and then upgrade it is so characteristic that I emphasize it as a very important point.

Then, looking at the negative side, all of us who have checked cases are sometimes in near anguish at the typical inability of the scientifically untrained person to estimate angles, to even understand what you are asking for when you ask for an angular estimation. We are all aware of the gross errors in distances, heights, and speeds so estimated.

And I would emphasize to those who cite jury trial experience that the tendency for a group of witnesses to an accident to come in with quite different accounts, must not be overstressed here. Those witnesses don't come in from, say, a street corner accident and claim they saw a giraffe killed by a tiger. They talk about an accident. They are confused about details. There is legally confusing difference of timing and distance, and so on; but all are in agreement that it was an auto accident.

So also when you deal with multiple-witness cases in UFO sightings. There is an impressive core of consistency; everybody is talking about an object that has no wings, all of 10 people may say it was dome shaped or something like that, and then there are minor differences as to how big they thought it was, how far away, and so on. Those latter variations do pose a very real problem. It stands as a negative factor with respect to the anecdotal data, but it does not mean we are not dealing with real sightings of real objects.

Then there's the very real but not terribly serious problem of the hoaxers, fabricators, liars, and so on. You do encounter cases from time to time where you end up thinking, well, this person has some

reason to have invented the whole story. Sometimes it is fairly apparent. Sometimes it takes a lot of digging to prove it.

I might say here that the independent investigative groups have done an excellent job. It takes a knowledge of human characteristics, not scientific expertise to detect lies and hoaxes.

Then there is the problem that you always have to be sure in talking with witnesses that you are not dealing with somebody already very enthusiastic about UFO's. You have to try to establish, and this is not always easy, whether he has prior knowledge of the whole UFO literature. Are you dealing with somebody who is just telling you again what he has read in a recent magazine in the barber chair?

I emphasize that my experience is that again and again you find people who were not really interested in UFO's until they saw one themselves. Then they suddenly became very, very concerned, as one more member of the public who has become a UFO witness; and in this body of citizens there are some very distressed persons who wish that the scientific community, or the Government, were doing something about this problem.

The types of objects that are being seen, and I state the word "objects" not "hazy lights," are spread over quite a range of types, a baffling range.

I want to use that word many times, because it speaks for my experience. The UFO problem is baffling. But there is a predominance of disc-shaped objects and elongated cigar-shaped objects, objects without wings, appendages, tails, and that sort of thing. Typically, wingless objects, disc- and cigar-shaped.

The same type of observations have been coming from all parts of the world, and have been for a number of years. My direct interviews with a witness in Australia speak for that global pattern.

Another characteristic that emerges is a quite fluctuatory frequency of sightings. Right now, in the past few months, there have not been very many really impressive cases that have come up; but last fall, for example, England had a wave of sightings which was unprecedented in the English experience, that led, for example, to a BBC documentary that has just been produced. It led also to a recently published study, that I got only a couple of weeks ago from the Stoke-on-Trent area in Staffordshire, 70 sightings in about a 2½ month period in this area. It happens that one of my colleagues is an English physicist from that very area. As he points out, these are no-nonsense people who are not airy-fairy types that would be on LSD), or seeing ghosts in the sky.

He is puzzled, and I am puzzled.

Well, there are many questions that are asked by skeptical scientists, skeptical members of the public; and skepticism, as Mark Twain said, is what gets you an education.

There are questions like. "Why aren't UFO's seen abroad?" "Why aren't UFO's seen by airline pilots?" "Why aren't UFO'S seen by crowds of people rather than by lone individuals?" "Why aren't they tracked by radar?" "Why don't weather observers and meteorologists see UFO's?"

"Why aren't there sonic booms, or why aren't there crashed UFO's?"

Finally, a very frequently raised question, "If the UFO's are from somewhere else,' if they are really devices that represent some high

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civilization, why no contact?" This is a question that comes up again and again, since most persons who know enough about the UFO problem to realize there must be something there, cannot, in their first view of the problem, visualize a visitation from elsewhere, surveillance, or what have you, without contact.

I want to return to that point later, but I wish to emphasize that that is a fallacious question. If we were under surveillance from some advanced technology sufficiently advanced to do what we cannot do in the sense of interstellar travel, then, as Arthur Clarke has put it quite well, quoted in Time magazine the last week, we have an odd situation. Arthur Clarke points out that any sufficiently advanced technology would be indistinguishable from magic. How well that applies to UFO sightings. You have a feeling you are dealing with some very high technology, devices of an entirely real nature which defy explanation in terms of present-day science. To say that we could anticipate the values, reasons, motivations, and so on, of any such system that has the capability of getting here from somewhere else is fallacious.

That is a homocentric fallacy of the most obvious nature, yet it is asked over and over again.

In my prepared statement I will be able to cover more of these points, of course.

The heart of the problem lies in citing cases, and I have investigated, personally, on the order of 300 cases dealing with key witnesses. I have looked as carefully as I can for all reasonable explanations.

There are many cases that fall apart when you investigate them. Then there are far too many that resist the best analysis that many of us have been able to subject them to.

Let me just cite briefly, to take a recent case rather than an old one, the instance at Redlands, and perhaps Dr. Harder can fill you in in more detail.

On February 4 of this year, at 7:20 in the evening, over a residential area in that city of population 30,000, a disc was seen. Twenty witnesses interviewed by University of Redlands' investigators, described it as having "windows" or "ports" or something of that sort. They interviewed a little over half a dozen of them and all saw something on the bottom that they described as "looking like jets."

This object was hovering at an estimated height of about 300 feet. The estimates vary, but it came out about 300 feet. The citizens had gone out in the street because dogs were barking and, because they had heard an unusual noise, and pretty soon there were people all up and down the street. It was estimated that more than 100 witnesses were involved, and 20 were directly interviewed.

Here was an object seen by many persons. It hovered, then shot up to about double the height, hovered again, and moved down across Redlands a short distance, hovered once again, and then took off rapidly to the northwest.

This case has not received any scientific attention beyond this investigation by Dr. Philip Seff and his colleagues. It has not received public notoriety. This was, in fact, only reported in a short column in the local paper and not on the wires anywhere. That happens over and over again.

Here, for example, are the reports for one month of last fall, clipping-service coverage on the things that get local coverage, but

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don't get on the wires, because in the present climate of the opinion, wire editors, like scientists, Congressmen, and the public at large, feel sure there is nothing to all this, and they don't put them on the wires. You have to go right to the local town to get press coverage in most cases.

The Redlands, February 1968, case illustrates that very well. Once in a while a case will get on the wires and receive national attention, but by and large, one just doesn't read about these cases in other parts of the country, because wire services don't carry them.

Let me tell you another case that answers the questions: "Why aren't there multiple witnesses?" "Why aren't they seen in cities?" "Why aren't these ever seen in the daytime?"

It is true that there is a preponderance of nighttime sights. Maybe this is merely a matter of luminosity.

It is also true that there seem to be more reports from rather remote areas, say desert areas or swampy areas, than in the middle of cities. But there are city observations. And it is also true there are more individual witness cases than sightings by large crowds. But in every instance there are striking exceptions to this.

In New York City, on November 22, 1966, a total of eight witnesses, members of the staff of the American Newspaper Publishers Association, were the witnesses in a good case. I interviewed William Leick, of that staff, the manager of the office there. I heard about it through a NICAP report. It did not appear in the papers, as I will mention. William Leick had been looking out the window, saw an object over the U.N. building. It was hovering, and as he talked to a colleague he realized there was something odd about it, so they walked out on the terrace. Soon they had six others out on the terrace. This was at 4:30 in the afternoon. It was kind of a cushion-shaped object, as he described it, and had no wings. It was rocking a little from time to time, blinked in the afternoon sun a little bit, had kind of an orange glow. All eight were watching, and after it hovered for several moments it rose vertically and then took off at high speed. There is an example of midtown sighting in New York where the witnesses are staff members of a responsible organization. Leick, himself, had been trained in intelligence, in World War II. There is no reason at all to think he and his colleagues would invent this.

They did call a New York paper, but to say they weren't the least bit interested. There was no report published in a New York paper. Next they called a local Air Force office but no one came to investigate it. It came to my attention because one of the members of the staff knew of NICAP and sent NICAP a report.

This sort of thing has happened over and over again. The ridicule lid keeps these out of sight; too many of them are occurring to delay any longer in getting at this problem with all possible scientific assistance.

A famous multiple-witness instance occurred in Farmington, N. Mex., on March 17, 1950. I interviewed seven witnesses there. A very large number of objects were involved. There were several different groups of objects, all described as disc-shaped objects. They were explained as Skyhook balloons, officially, so I checked into that.

I finally established that there was no Skyhook balloon released anywhere in the United States on or near that day. The witnesses included

some of the leading citizens in the town. It was reported nationally at that time but was soon forgotten.

I have interviewed one of the witnesses in a Washington State sighting, at Longview, Wash., July 3, 1949. An air show was being held and someone spotted the UFO because there was a sky-writing aircraft overhead that some people were watching. They spotted the first of three disc-like objects that came over Longview that morning. The person whom I interviewed is a former Navy commander, Moulton B. Taylor. He was the manager of the air show, so he got on the public address system and got everybody to look at this object before it crossed the skies. It was fluttering as it went across the sky. There were pilots, engineers, police officers, and Longview residents in the audience. Many had binoculars. Taylor estimated it to be about 10 minutes of arc in diameter. Because the aircraft was still skywriting people continued to watch the sky. Two successive objects of the same type flew over in the next 20 minutes. A total of three objects came over, and they were from three different directions: one from the north, one from the northwest, and one almost from the west, quite clearly ruling out an explanation like balloons, which became the official explanation. There were no balloon stations anywhere near Longview, Wash., as a matter of fact, and the balloon explanation is quite inadequate.

Here we have a case of over a hundred witnesses to the passage of a wingless object moving at relatively high velocity. When the second and third objects went over, someone had the presence of mind to time the fluttering rate -- it was 48 per minute.

Here again we have a multiple-witness case, a daytime sighting case, and one which you can't quickly write off.

If time permitted I would talk about a number of radar cases. One of the most famous is the Washington National Airport sighting. On July 19, 1952, CAA radars and Andrews Air Force radars tracked unknowns moving at variable speeds from 100 miles an hour to over 800 miles an hour, and a number of airline pilots in the air saw these, and were in some instances vectored in by the CAA radar people, and then saw luminous objects in the same area that they showed on radar up near Herndon and Martinsburg.

I talked to five of these CAA people. One can still go back and check these old cases, I emphasize. I also talked to four of the airline pilots who were in the air at the time. I have gone over the quantitative aspects of the official explanation that this was ducting or trapping of the radar beams. That is quite untenable. I have gone over the radiosonde, computed the radar refractive index gradient, and it is nowhere near the ducting gradient.

Also, it is very important that at one time three different radars, two CAA and one Andrews Air Force Base radar, all got compatible echoes. That is extremely significant.

And finally from a radar-propagation point of view, the angles of propagation, radar and visual, were far above any values that would permit trapping, which makes this a case which is not an explained case. It was an instance of unidentified aerial objects over our Capital, I believe.

One could go on with many cases. I want to just briefly touch two categories of atmospheric explanations that have been rather widely discussed, and close with that.

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Meteorological optics is a subject, that I enjoy and have looked into over the years rather carefully, and I must express for the record my very strong disagreement with Dr. Donald H. Menzel, former director of Harvard Observatory, whose two books on the subject of UFO's lean primarily on meteorological explanations. I have checked case after case of his, and his explanations are very, very far removed from what are well-known principles and quantitative aspects of meteorological optic objects. He has made statements that simply do not fit what is known about meteorological objects.

I would be prepared to talk all day on specific illustrations but time will not permit more.

Secondly, there has more recently been a suggestion made by "Aviation Week" Senior Editor Philip J. Klass, that the really interesting UFO's are atmospheric-electrical plasmas of some type similar to ball lightning, but perhaps something different, something we don't yet understand but are generated by atmospheric processes.

The first time anyone tried the ball lightning hypothesis was in Air Force Project Grudge, back in 1949. The Weather Bureau was asked to do a special study of ball lightning. I recently got a declassified copy of that, and the Air Force position at that time, and since then was that ball lightning doesn't come near to explaining these sightings. I concur in that. When you deal with multiple-witness cases involving discs with metallic luster, definite outline, seen in the daytime, completely removed from a thunderstorm, perhaps seen over center Manhattan, or perhaps in Redlands, Calif., they are not ball lightning or plasmas.

In weather completely unrelated to anything that could provide a source of energy, the continuous power source required to maintain a plasma in the face of recombination and decay of a plasma, Klass' views just do not make good sense.

It is just not reasonable to suggest that, say the BOAC Stratocruiser that was followed by six UFO's for 90 miles up in the St. Lawrence Valley in 1954 was followed by a plasma, or that these people in Redlands were looking at a plasma, or that the 20 or so objects that went over Farmington were plasmas.

One of the most characteristic features of a plasma is its very short lifetime and exceedingly great instability, as some of your members will know from your contact with fusion research problems. The difficulty of sustaining a plasma for more than microseconds is a very great difficulty. To suggest that clear weather conditions can somehow create and maintain plasmas that persist for many minutes, and fool pilots with 18,000 flight hours into thinking that they are white- and red-

domed discs, to take a very famous case over Philadelphia where the pilot thought he was about 100 yards from this dome-disc, is unreasonable. It is not a scientifically well-defended viewpoint.

To conclude, then, my position is that UFO's are entirely real and we do not know what they are, because we have laughed them out of court. The possibility that these are extraterrestrial devices, that we are dealing with surveillance from some advanced technology, is a possibility I take very seriously.

I reach that hypothesis, as my preferred hypothesis, not by hard fact, hardware, tailfins, or reading license plates, but by having examined

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hundreds of cases and rejected the alternative hypothesis as capable of accounting for them.

I am afraid that this possibility has sufficiently good backing for it, despite its low a priori ability, that we must examine it. I think your committee, with its many concerns for the entire aerospace program, as well as our whole national scientific program, has a very special reason for examining that possibility. Should that possibility be correct, if there is even a chance of its being correct, we ought to get our best people looking at it. Instead, we are collectively laughing at this possibility.

To meet Mr. Rumsfeld's request, let me remark on Dr. Hynek's two recommendations. I strongly concur in the need for some new approach. I am sure Dr. Hynek was not suggesting there be one single UFO committee. In fact, he said, "not a one-shot approach." A pluralistic approach to the problem is needed here.

The Defense Department is already supporting some work on it. NASA definitely has a need to look at this problem. We have to pay very serious attention to the problem and get a variety of new approaches.

The other point Dr. Hynek mentioned was that we try to look at this on a worldwide basis. This is crucially important. We are dealing with a real problem here, and I insist it is a global problem. We can study it in the United States, but if we ignore what is happening in France and England -- one of the greatest UFO waves that ever occurred was in France -- would be a serious mistake. I strongly urge that your committee consider holding rather more extensive Hearings in which a larger segment of the scientific community is given the opportunity to talk pro and con on the issue, hearings aimed at getting a new measure of scientific attention to this important problem.

Thank you.

Mr. Roush. Thank you, Dr. McDonald, for your presentation. As we explained awhile ago, we are pressed for time. We are entertaining questions from members of the committee.

Mr. Bell. Dr. McDonald, I want to compliment you on your interesting statement. But what leads you to believe that whatever these phenomena are, they are extraterrestrial?

What facts do you have?

Dr. McDonald. May I say I wouldn't use the word "believe." I would say the "hypothesis" that these are extraterrestrial surveillance, is the hypothesis I presently regard as most likely.

As I mentioned, it is not hard facts in the sense of irrefutable proof, but dealing with case after case wherein the witnesses showed credibility I can't impugn. That impresses me. These are not at all like geophysical or astronomical phenomena; they appear to be craft-like machine-like devices. I would have to answer you in terms of case after case that I and others have investigated, to make all this clear. It is this very large body of impressive witnesses' testimony, radar-tracking data on ultra-high-speed objects sometimes moving at over 5,000 miles an hour, UFO's, combined radar-visual sightings, and just too much other consistent evidence that suggests we are dealing with machine-like devices from somewhere else.

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Mr. Bell. Have there been pictures taken ?

Dr. McDonald. Yes; there nave been pictures taken.

For instance, a photograph taken in Ohio, by an Air Force photo reconnaissance plane May 24, 1954. I recently have looked a little more closely at the data. This was explained as an undersun, but that idea is subject to quantitative observation. The angles just do not fit. There is a very important case at Edwards Air Force base with two witnesses, where they got photographs of the object. Unfortunately, in this case I have not seen the photo, but I have talked with the persons who took it. There are photographs, but not nearly as many as we would like. We would like to have lots of them. In a case in Corning, Calif., a police officer, one of five witnesses, had a loaded camera in his patrol car, 20 paces from where he watched the object, didn't even think of getting his camera. He said he was too flabbergasted to think of it. That is a part of the problem.

Mr. Roush. Mr. Hechler.

Mr. Hechler. Have you examined any reports of communication by these objects ?

Dr. McDonald. Yes; the problem of contact is very important. There is one category of contact, not in the sense of shaking hands, but rather light response. I have a file on several of these, and I'm looking for more. For instance, in Shamokin, Pa., Kerstetter is the name of the witness, he works for a bank in Shamokin. I talked to the president of the bank as to his reliability and got very good recommendations. Last year, he and his wife and family were in a car near a mountain ridge in Shamokin, saw a thing hovering over the mountain, like the flashing lights of a theater marquee. He had a flashlight. He didn't know Morse code, but it really didn't matter. He sent light flashes in various orders and he got lights back from the thing. That same thing happened in Newton, N.H., in August of last year, where several persons saw an object coming overhead. The same thought occurred to them and they signaled with a flashlight. It wasn't Morse, it was dot dash dot, then dash dash dash, and it came back with no failure, replicated light signals. The same thing happened in West Virginia, where a pharmacist, named Sommers, did it with his headlights. When I was in Australia, I talked about some hunters out hunting kangaroo. A disk came over, one said "give them Morse"; the flash came back faithfully, and they left in a hurry. Is that contact? I don't know. Nobody got any intelligence out of it either way, if you will pardon the whimsy. It would be terrible if in fact this was surveillance and our technology was represented by the Eveready flashlight. [Laughter.]

We may be flunking our exam.

Mr. Roush. Mr. Downing.

Mr. Downing. I'm interested in your testimony. On page 10 of your written statement, you say it is unfortunate no acceptable version of Reference 6 exists, though it has managed to get it into the status of limited acceptability.

Why is this not available?

Dr. McDonald. Well, that was an Air Force document. This was completed in 1949. These were classified until just a few years back. No one could get access to them, because they were under DOD classification. But the 12-year rule expired, and Dr. Leon Davidson managed to get a copy.

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It is accessible in the sense that if I want to pay $90 for Xeroxes I can now get it. It is not published in the sense of being available to every library in the country. My Reference 7, which NICAP just published, is available to scientists all over the country. It is a matter of the Air Force having a policy of not publishing such items, and they were classified. I think the Moss committee and NICAP are to be highly praised to get out in the open Reference 7.

Mr. Downing. Is there a reason why this is classified?

Dr. McDonald. There is an understandable reason why the Air Force has had to classify this. An unidentified aerial object, on presumption, is hostile until proved otherwise. So there has been this unfortunate, but entirely understandable measuring of these two areas. The national defense mission of the Air Force has necessitated they have some part of the UFO problem inevitably, and they got it in the first instance. They have long since told us there is no hostility here, hence the scientific curiosities going unattended because it doesn't fall under the defense mission, in other words to be transferred into NASA, NSF, or something like that. That does not mean the Air Force won't continue to watch unidentified objects on the millisecond basis. But they not need worry about this other part of the problem. I think it is understandable, but needs changing.

Mr. Roush. Mr. Pettis.

Mr. Pettis. Mr. Chairman, Doctor.

I was a little bit interested in your observations about this UFO sighting in my hometown of Redlands.

I might observe that Redlands is a rather conservative community, when people in Redlands say they saw something, they saw something. I did not happen to be in Redlands that particular date, so I did not see this.

But I would like to observe this, that having spent a great deal of my life in the air, as a pilot, professional and private pilot, I know that many pilots and professional pilots have seen phenomena that they could not explain.

These men, most of whom have talked to me, have been very reticent to talk about this publicly, because of the ridicule that they were afraid would be heaped upon them, and I'm sure that if this committee were ever to investigate this, or bring them in here, there probably would have to be a closed hearing, Mr. Chairman.

However, there is a phenomena here that isn't explained.

I think probably we ought to do a little looking into this, is my personal opinion.

Mr. Roush. Mr. Ryan.

Mr. Ryan. Yes, thank you, Mr. Chairman.

First I should like to commend you, Mr. Roush, for your interest in the subject matter, and the chairman of the full committee for having arranged for hearings into this problem.

I think it is important that this committee not waive its jurisdiction, but that it explore very carefully the proposals that have been made by the witnesses here, and that it have a continuing field of exploration into this whole question. I want to commend Dr. McDonald for having been persistent in presenting his views to the various members of the committee, helping to bring about these hearings.

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I wondered, Dr. McDonald, if you would care to evaluate the research project at the University of Colorado, and comment on that?

Mr. Roush. Mr. Ryan, may I just say we had agreed that this was not the place to discuss that particular project, and that the purpose of the symposium was not to go into the activities of another branch of government, but rather to explore that as a scientific phenomena.

I'm sure that Dr. McDonald would be very happy to confer with you privately on this, but if you could show some restraint here, the Chair would be real grateful to you.

Mr. Ryan. Well, let me rephrase my question.

In view of the fact that there has been a study conducted by a project in the Air Force, and the University of Colorado, do you believe there is anything further that should be done by any branch of the Government?

Dr. McDonald. Emphatically, yes.

Mr. Ryan. What would you recommend?

Dr. McDonald. I think that we need to get a much broader basis of investigation of UFO's, as I did say, a few moments ago, it would be very salutary to have a group in NASA looking at this problem, and to have some NASA support of independent studies. It would be very good for the National Science Foundation to support, say, some university people interested in it. It would be good to have the Office of Naval Research et cetera involved.

We don't deal with many other important problems, space, or molecular biology or health without a pluralistic approach, a multiplicity of research programs. I don't want to touch a frayed nerve here. This problem of duplication is sometimes lamented. But by and large I think you will agree we would gain from having a lot of different people with slightly different points of view going at every problem. At the moment everything is focused through one agency, and everything

now hinges on that one particular program you have asked me about, and my answer was, we very definitely need some independent programs.

I am on record elsewhere than here in my specific views on that project.

Mr. Ryan. Looking back at page 14, you wrote a letter to the National Academy of Sciences, concerning this project. Have you had any reaction from the National Academy of Sciences?

Dr. McDonald. Yes, I received a letter from Dr. Seitz, saying for the time being we must let the Colorado project run its course. That was the gist of the answer.

Mr. Roush. I would appreciate it, if we dispensed with that. Let me say that the National Academy is undertaking an evaluation of the University of Colorado project, and this will be published.

Mr. Ryan. I'm suggesting maybe this committee should make an investigation of the University of Colorado project.

Chairman Miller. That is something we don't have authority to do here.

Mr. Ryan. To what extent, Dr. McDonald, have sightings been picked up by radar, and what extent of those that have been picked up been explored?

Dr. McDonald. Well, there are many such sightings, I dare say there are thousands of military radar sightings that were for the short

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period unidentified. Then they identify them. But here is an impressive number of both military and civilian radar sightings that defy radar explanation in terms of unknown phenomena. Most of these deficiencies are well understood, so one can be fairly sure that many of these unidentified radar cases have no conventional explanation.

In a case where a P-61 flew over Japan, back some years ago, made six passes at an unidentified object it was getting radar returns on, and the pilot saw it visually. Here you are dealing with an unknown. Then there was a case in Michigan where a ground radar detected an object at 600 miles an hour coming in over Saginaw Bay. The pilot got a radar return, and also saw a vast luminous object; the object turned in a very sharp 180 degree turn and went back, and eluded the F-94. Here you are dealing with a case where radar propagation anomalies will not explain it. There was one radar in the airplane at 20,000 feet and one radar on the ground, both showing the object. There are many cases like that which I could enlarge on.

Mr. Ryan. Let me ask a further question: In the course of your investigation and your study of UFO sightings, have you found any cases where contemporaneously with the sighting of UFOs allegedly, there were any other events which took place, which might or might not be related to the UFO's ?

Dr. McDonald. Yes. Certainly there are many physical effects. For instance, in Mr. Pettis' district, several people found the fillings in their mouth hurting while this object was nearby, but there are many cases probably on record of car ignition failure. One famous case, was at Levelland, Tex., in 1967. Ten vehicles were stopped within a short area, all independently in a 2-hour period, near Levelland, Tex. There was no lightning or thunder storm, and only a trace of rain. There is another which I don't know whether to bring to the committee's attention or not. The evidence is not as conclusive as the car stopping phenomenon, but there are too many instances for me to ignore. UFO's have often been seen hovering near power facilities. There are a small number but still a little too many to seem pure fortuitous chance, of system outages, coincident with the UFO sighting. One of the cases was Tamaroa, Ill. Another was a case in Shelbyville, Ky., early last year. Even the famous one, the New York blackout, involved UFO sightings. Dr. Hynek probably would be the most appropriate man to describe the Manhattan sighting, since he interviewed several witnesses involved. I interviewed a woman in Seacliff, N.Y. She saw a disk hovering and going up and down. And then shooting away from New York just after the power failure. I went to the FPC for data, they didn't take them seriously although they had many dozens of sighting reports for that famous evening. There were reports all over new England in the midst of that blackout, and five witnesses near Syracuse, N.Y., saw a glowing object ascending within about a minute of the blackout. First they thought it was a dump burning right at the moment the lights went out. It is rather puzzling that the pulse of current that tripped the relay at the Ontario Hydro Commission plant has never been identified, but initially the tentative suspicion was centered on the Clay Substation of the Niagara Mohawk network right there in the Syracuse area, where unidentified aerial phenomenon has been seen by some of the witnesses.

This extends down to the limit of single houses losing their power when a UFO is near. The hypothesis in the case of car stopping is that there might be high magnetic fields, d.c. fields, which saturate the core and thus prevent the pulses going through the system to the other side. Just how a UFO could trigger an outage on a large power network is however not yet clear. But this is a disturbing series of coincidences that I think warrant much more attention than they have so far received.

Mr. Ryan. As far as you know, has any agency investigated the New York blackout in relation to UFO?

Dr. McDonald. None at all. When I spoke to the FPC people, I was dissatisfied with the amount of information I could gain. I am saying there is a puzzling and slightly disturbing coincidence here. I'm not going on record as saying, yes, these are clear-cut cause and effect relations. I'm saying it ought to be looked at. There is no one looking at this relation between UFO's and outages.

Mr. Roush. Our time is really running short, Mr. Ryan.

Mr. Ryan. One final question. Do you think it is imperative that the Federal Power Commission, or Federal Communications Commission, investigate the relation if any between the sightings and the blackout?

Dr. McDonald. My position would call for a somewhat weaker adjective. I'd say extremely desirable.

Mr. Roush. Thank you.

Thank you, Dr. McDonald.

PREPARED STATEMENT ON UNIDENTIFIED FLYING OBJECTS

Introduction	Sightings by Meteorologists
Scope & Background	Balloon Explanations
Nature of the Problem	Radar Cases
Alternative Hypotheses	Photographic Cases
Cases Encountered	Physical Effects
Sightings by Pilots	Possible Hostility
Multiple-Witness Sightings	Atmospheric Physics
Urban-area Sightings	Summary & Recommendations
Sightings by Astronomers	REFERENCES

James E. McDonald, Senior Physicist, Institute of Atmospheric Physics, and Professor, Department of Meteorology, The University of Arizona, Tucson, Arizona

INTRODUCTION

I should like first to commend the House Committee on Science and Astronautics for recognizing the need for a closer look at scientific aspects of the long-standing puzzle of the Unidentified Flying Objects (UFOs). From time to time in the history of science, situations have arisen in which a problem of ultimately enormous importance went begging for adequate attention simply because that problem appeared to involve phenomena so far outside the current bounds of scientific knowledge that it was not even regarded as a legitimate subject of serious scientific concern. That is precisely the situation in which the UFO problem now lies. One of the principal results of my own recent intensive study of the UFO enigma is this: I have become convinced that the scientific community, not only in this country but throughout the world, has been casually ignoring as nonsense a matter of extraordinary scientific importance. The attention of your Committee can, and I hope will, aid greatly in correcting this situation. As you will note in the following, my own present opinion, based on two years of careful study, is that UFOs are probably extraterrestrial devices engaged in something that might very tentatively be termed "surveillance."

If the extraterrestrial hypothesis is proved correct (and I emphasize that the present evidence only points in that direction but cannot be said to constitute irrefutable proof), then clearly UFOs will become a top-priority scientific problem. I believe you might agree that, even if there were a slight chance of the correctness of that hypothesis, the UFOs would demand the most careful attention. In fact, that chance seems to some of us a long way from trivial. We share the view of Vice Adm. R. H. Hillenkoetter, former CIA Director, who said eight years ago, "It is imperative that we learn where the UFOs come from and what their purpose is (Ref. 1)" Since your committee is concerned not only with broad aspects of our national scientific program but also with the prosecution of our entire space program, and since that space program has been tied in for some

years now with the dramatic goal of a search for life in the universe, I submit that the topic of today's Symposium is eminently deserving of your attention. Indeed, I have to state, for the record, that I believe no other problem within your jurisdiction is of comparable scientific and national importance. Those are strong words, and I intend them to be.

In addition to your Committee responsibilities with respect to science and the aerospace programs, there is another still broader basis upon which it is highly appropriate that you now take up the UFO problem: Twenty years of public interest, public puzzlement, and even some public disquiet demand that we all push toward early clarification of this unparalleled scientific mystery. I hope that our session here today will prove a significant turning point, orienting new scientific efforts towards illumination of this scientific problem that has been with us for over 20 years.

SCOPE AND BACKGROUND OF PRESENT COMMENTS

It has been suggested that I review for you my experiences in interviewing UFO witnesses here and abroad and that I discuss ways in which my professional experience in the field of atmospheric physics and meteorology illuminates past and

present attempts at accounting for UFO phenomena. To understand the basis of my comments, it may be helpful to note briefly the nature of my own studies on UFOs.

I have had a moderate interest in the UFO problem for twenty years, much as have a scattering of other scientists. In southern Arizona, during the period 1956-66, I interviewed, on a generally rather random basis, witness in such local sightings as happened to come to my attention via press or personal communications. This experience taught me much about lay misinterpretations of observations of aircraft, planets, meteors, balloons, flares, and the like. The frequency with which laymen misconstrue phenomena associated with fireballs (meteors brighter than magnitude 5), led me to devote special study to meteor physics; other topics in my own field of atmospheric physics also drew my closer attention as a result of their bearing on various categories of UFO reports. This period of rather casual UFO-witness interviewing on a local basis proved mainly educational; yet on a few occasions I encountered witnesses of seemingly high credibility whose reports lay well outside any evident meteorological, astronomical, or other conventional bounds. Because I was quite unaware, before 1966, that those cases were, in fact, paralleled by astonishing numbers of comparable cases elsewhere in the U.S. and the rest of the world, they left me only moderately puzzled and mildly bothered, since I came upon relatively few impressive cases within the environs of Tucson in those dozen years of discursive study. I was aware of the work of non-official national investigative groups like NICAP (National Investigations Committee on Aerial Phenomena) and APRO (Aerial Phenomena Research Organization) ; but lacking basis for detailed personal evaluation of their investigative methods, I simply did not take their publications very seriously. I was under other misimpressions, I found later, as to the nature of the official UFO program, but I shall not enlarge on this before this Committee. (I cite all of this here because I regard it relevant to an appreciation, by the Committee, of the way in which at least one scientist has developed his present strong concern for the UFO problem, after a prior period of some years of only mild interest.) Despite having interviewed a total of perhaps 150-200 Tucson-area witnesses prior to 1966 (75 of them in a single inconclusive case in 1958), I was far from overwhelmed with the importance of the UFO problem.

A particular sighting incident in Tucson in early 1966, followed by the widely-publicized March, 1966, Michigan sightings (I, too, felt that the "swamp gas" explanation was quite absurd once I checked a few relevant points), led me finally to take certain steps to devote the coming summer vacation months to a much closer look at the UFO problem. Within only a few weeks in May and June of 1966, after taking a close look at the files and modes of operation of both private and official (i.e., Project Bluebook) UFO investigative programs, after seeing for the first time press-clipping files of (to me) astonishing bulk, covering innumerable intriguing cases I had never before heard of, and (above all) after the beginning of what became a long period of personal interviewing of key witnesses in important UFO cases, I rapidly altered my conception of the scientific importance of the UFO question. By mid-1966, I had already begun what became months of effort to arouse new interest and to generate new UFO investigative programs in various science agencies of the Federal government

and in various scientific organizations. Now, two years later, with very much more background upon which to base an opinion, I find myself increasingly more concerned with what has happened during the past twenty years' neglect, by almost the entire scientific community, of a problem that appears to be one of extremely high order of scientific importance.

THE UNCONVENTIONAL NATURE OF THE UFO PROBLEM

To both laymen and scientists, the impressive progress that science has made towards understanding our total environment prompts doubt that there could be machine-like objects of entirely unconventional nature moving through our atmosphere, hovering over automobiles, power installations, cities, and the like, yet all the while going unnoticed by our body scientific. Such suggestions are hard to take seriously, and I assure you that, until I had taken a close look at the evidence. I did not take them seriously. We have managed to so let our preconceptions block serious consideration of the possibility that some form of alien technology is operating within our midst that we have succeeded in simply ignoring the facts. And we scientists have ignored the pleas of groups like NICAP and APRO, who have for years been stressing the remarkable nature of the UFO evidence. Abroad, science has reacted in precisely this same manner, ignoring as nonsensical the report-material gathered by private groups operating outside the main channels of science. I understand this neglect all too well; I was just one more of those scientists who almost ignored those facts, just one more of those scientists who was rather sure that such a situation really could not exist, one more citizen rather sure that official statements must be basically meaningful on the non-existence of any substantial evidence for the reality of UFOs.

The UFO problem is so unconventional, involves such improbable events, such inexplicable phenomenology, so defies ready explanation in terms of present-day scientific knowledge, has such a curiously elusive quality in many respects, that it is not surprising (given certain features in the past twenty years' handling of the problem) that scientists have not taken it very seriously. We scientists are, as a group, not too well-oriented towards taking up problems that lie, not just on the frontiers of our scientific knowledge, but far across some gulf whose very breadth cannot be properly estimated. These parenthetical remarks are made here to convey, in introductory manner, viewpoints that will probably prove to be correct when many more scientists begin to scrutinize this unprecedented and neglected problem. The UFO problem is, if anything, a highly unconventional problem. Hence, before reviewing my own investigations in detail, and before examining various proposed explanations lying within atmospheric physics, it may be well to take note of some of the principal hypotheses that have been proposed. at one time or another, to account for UFOs.

SOME ALTERNATIVE HYPOTHESES

In seeking explanations for UFO reports, I like to weigh witness-accounts in terms of eight principal UFO hypotheses:

1. Hoaxes, fabrications, and frauds.
2. Hallucination, mass hysteria, rumor phenomena.
3. Lay misinterpretations of well-know physical phenomena (meteorological, astronomical, optical, aeronautical, etc.).
4. Semi-secret advanced technology (new test vehicles, satellites, novel weapons, flares, re-entry phenomena, etc.).
5. Poorly understood physical phenomena (rare atmospheric-electrical or atmospheric-electrical effects, unusual meteoric phenomena, natural or artificial plasmoids, etc.).
6. Poorly understood psychological phenomena.
7. Extraterrestrial devices of some surveillance nature.
8. Spaceships bringing messengers of terrestrial salvation and occult truth.

Because I have discussed elsewhere all of these hypotheses in some detail (Ref. 2), I shall here only very briefly comment on certain points. Hoaxes and fabrications do crop up, though in percentually [sic] far smaller numbers than many UFO scoffers seem to think. Some of the independent groups like APRO and NICAP have done good work in exposing certain of these. Although there has been a good deal of armchair-psychologizing about unstable UFO witnesses, with easy charges of hallucination and hysteria, such charges seem to have almost no

bearing in the hundreds of cases I have now personally investigated. Misinterpreted natural phenomena (Hypothesis 3) do explain many sincerely-submitted UFO reports; but, as I shall elaborate below, efforts to explain away almost the entirety of all UFO incidents in such terms have been based on quite unacceptable reasoning. Almost no one any longer seriously proposes that the truly puzzling UFO reports of close-range sighting of what appear to be machines of some sort are chance sightings of secret test devices (ours or theirs) ; the reasons weighing against Hypothesis 4 are both obvious and numerous. That some still-not-understood physical phenomena of perhaps astronomical or meteorological nature can account for the UFO observations that have prompted some to speak in terms of extraterrestrial devices would hold some weight if it were true that we dealt therein only with reports of hazy, glowing masses comparable to, say, ball lightning or if we dealt only with fast-moving luminous bodies racing across the sky in meteoric fashion. Not so, as I shall enlarge upon below. Jumping to Hypothesis 6, it seems to receive little support from the many psychologists with whom I have managed to have discussions on this possibility; I do not omit it from consideration, but, as my own witness-interviewing has proceeded, I regard it with decreasing favor. As for Hypothesis 8, it can only be remarked that, in all of the extensive literature published in support thereof, practically none of it has enough ring of authenticity to warrant serious attention. A bizarre "literature" of pseudo-scientific discussion of communications between benign extraterrestrials bent on saving the better elements of humanity from some dire fate implicit in nuclear-weapons testing or other forms of environmental contamination is certainly obtrusive on any paperback stand. That "literature" has been one of the prime factors in discouraging serious scientists from looking into the UFO matter to the extent that might have led them to recognize quickly enough that cultism and wishful thinking have essentially nothing to do with the core of the UFO problem. Again, one must here criticize a good deal of armchair researching (done chiefly via the daily newspapers that enjoy feature-writing the antics of the more extreme of such groups). A disturbing number of prominent scientists have jumped all too easily, to the conclusion that only the nuts see UFOs.

The seventh hypothesis, that UFOs may be some form of extraterrestrial devices, origin and objective still unknown, is a hypothesis that has been seriously proposed by many investigators of the UFO problem. Although there seems to be some

evidence that this hypothesis was first seriously considered within official investigative channels in 1948 (a year after the June 24,1947 sighting over Mt. Rainier that brought the UFO problem before the general public), the first open defense of that Hypothesis 7 to be based on any substantial volume of evidence was made by Keyhoe (Ref. 3) in about 1950. His subsequent writings, based on far more evidence than was available to him in 1950, have presented further arguments favoring an extraterrestrial origin of UFOs. Before I began an intensive examination of the UFO problem in 1966, I was disposed to strong doubt that the numerous cases discussed at length in Keyhoe's rather dramatically-written and dramatically-titled books (Ref. 4) could be real cases from real witnesses of any appreciable credibility. I had the same reaction to a 1956 book (Ref. 5) written by Ruppelt, an engineer in charge of the official investigations in the important 1951-3 period. Ruppelt did not go as far as Keyhoe in suggesting the extraterrestrial UFO hypothesis, but he left his readers little room for doubt that he leaned toward that hypothesis. I elaborate these two writers' viewpoints because, within the past month, I have had an opportunity to examine in detail a large amount of formerly classified official file material which substantiates to an almost alarming degree the authenticity and hence the scientific import of the case-material upon which Keyhoe and Ruppelt drew for much of their discussions of UFO history in the 1947-53 period (Refs. 6 and 7). One of these sources has just been published by NICAP (Ref. 7), and constitutes, in my opinion, an exceedingly valuable addition to the growing UFO literature. The defense of the extraterrestrial hypothesis by Keyhoe, and later many others (still not within what are conventionally regarded as scientific circles), has had little impact on the scientific community, which based its write-off of the UFO problem on press accounts and official assurances that careful investigations were turning up nothing that suggested phenomena beyond present scientific explanation. Hypothesis No. 7 has thus received short shrift from science to date. As one scientist who has gone to some effort to try to examine the facts, I say that this has been an egregious, if basically unwitting, scientific error -- an error that must be rectified with minimum further delay. On the basis of the evidence I

have examined, and on the basis of my own weighing of alternative hypotheses (including some not listed above), I now regard Hypothesis 7 as the one most likely to prove correct. My scientific instincts lead me to hedge that prediction just to the extent of suggesting that if the UFOs are not of extramundane origin, then I suspect that they will prove to be something very much more bizarre, something of perhaps even greater scientific interest than extraterrestrial devices.

SOME REMARKS ON INTERVIEWING EXPERIENCE AND TYPES OF UFO CASES ENCOUNTERED

1. Sources of cases dealt with

Prior to 1966, I had interviewed about 150-200 persons reporting UFOs; since 1966, I have interviewed about 200-250 more. The basis of my post-1966 interviewing has been quite different from the earlier period of interviewing of local witnesses, whose sightings I heard about essentially by chance. Almost all of my post-1966 interviews have been with witnesses in cases already investigated by one or more of the private UFO investigatory groups such as NICAP or APRO, or by the official investigative agency (Project Bluebook). Thus, after 1966, I was not dealing with a body of witnesses reporting Venus, fireballs, and aircraft strobe lights, because such cases are so easily recognizable that the groups whose prior checks I was taking advantage of had already culled out and rejected most of such irrelevant material. Many of the cases I checked were older cases, some over 20 years old. It was primarily the background work of the many independent investigatory groups here and in other parts of the world (especially the Australian area where I had an opportunity to interview about 80 witnesses) that made possible my dealing with that type of once-sifted data that yields up scientifically interesting information so quickly. I wish to put on record my indebtedness to these "dedicated amateurs", to use the astronomer's genial term; their contribution to the ultimate clarification of the UFO problem will become recognized as having been of basic importance, notwithstanding the scorn with which scientists have, on more than one occasion, dismissed their efforts. Although I cite only the larger of these groups (NICAP about 12,000 members, APRO about 8,000), there are many smaller groups here and abroad that have done a most commendable job on almost no resources. (Needless to add, there are other small groups whose concern is only with sensational and speculative aspects.)

2. Some relevant witness-characteristics

By frequently discussing my own interviewing experience with members of those non-official UFO groups whose past work has been so indispensable to my own studies, I have learned that most of my own reactions to the UFO witness-interview problem are shared by those investigators. The recurrent problem of securing unequivocal descriptions, the almost excruciating difficulty in securing meaningful estimates of angular size, angular elevation, and angular displacements from laymen, the inevitable variance of witness-descriptions of a shared observation, and other difficulties of non-instrumental observing are familiar to all who have investigated UFO reports. But so also are the impressions of

widespread concern among UFO witnesses to avoid (rather than to seek) publicity over their sightings. The strong disinclination to make an open report of an observation of something the witness realizes is far outside the bounds of accepted experience crops up again and again. In my interviewing in 1947 sightings, done as a crosscheck on case material used in a very valuable recent publication by Bloecher (Ref. 8), I came to realize clearly for the first time that this reluctance was not something instilled by post-1947 scoffing at UFOs, but is part of a broadly disseminated attitude to discount the anomalous and the inexplicable, to be unwilling even to report what one has seen with his own eyes if it is well outside normal experience as currently accepted. I have heard fellow-scientists express dismay at the unscientific credulity with which the general public jumps to the conclusion that UFOs are spaceships. Those scientists have certainly not interviewed many UFO witnesses; for almost precisely the opposite attitude is overwhelmingly the characteristic response. In my Australian interviewing, I found the same uneasy feeling about openly reporting an observation of a well-defined UFO sighting, lest acquaintances think one "has gone round the bend." Investigators in still other parts of the world where modern scientific values dominate world-views have told me of encountering just this same witness-reluctance. The charge that UFO witnesses, as a group, are hyperexcitable types is entirely incorrect I would agree with the way Maj. Gen. John A. Samford, then Director of

Air Force Intelligence, put it in a 1952 Pentagon press conference: "Credible observers have sighted relatively incredible objects."

Not only is the charge of notoriety-seeking wrong, not only is the charge of hyperexcitability quite inappropriate to the witnesses I have interviewed, but so also is the easy charge that they see an unusual aerial phenomenon and directly leap to some kind of "spaceship hypothesis." My experience in interviewing witnesses in the selected sample I have examined since 1966 is that the witness first attempts to fit the anomalous observation into some entirely conventional category. "I thought it must be an airplane." Or, "At first, I thought it was an auto-wrecker with its red light blinking." Or, "I thought it was a meteor -- until it stopped dead in midair," etc. Hynek has a very happy phrase for this very typical pattern of witness-response: he terms it "escalation of explanation", to denote the often rapid succession of increasingly more involved attempts to account for and to assimilate what is passing before the witness' eyes, almost invariably starting with an everyday interpretation, *not* with a spaceship hypothesis. Indeed, I probably react in a way characteristic of all UFO investigators; in those comparatively rare cases where the witness discloses that he immediately interpreted what he sighted as an extraterrestrial device, I back away from what is likely to be a most unprofitable interview. I repeat: such instances are really quite rare; most of the general population has soaked up a degree of scientific conventionalism that reflects the net result of decades, if not centuries of scientific shaping of our views. I might interject that the segment of the population drawn to Hypothesis 8 above might be quick to jump to a spaceship interpretation on seeing something unusual in the sky, but, on the whole, those persons convinced of Hypothesis 8 are quite uninterested in observations, per se. Their conviction is firm without bothering about such things as observational matters. At least that is what I have sensed from such exposure as I have had to those who support Hypothesis 8 fervently.

3. *Credibility of witnesses*

Evaluating credibility of witnesses is, of course, an ever-present problem at the present stage of UFO studies. Again, from discussions with other investigators, I have concluded that common sense and previous everyday experience with prevaricators and unreliable persons lead. each serious UFO investigator to evolve a set of criteria that do not differ much from those used in jury instructions in our courts (e.g. Federal Jury Instructions). It seems tedious to enlarge here on those obvious matters. One can be fooled, of course; but it would be rash indeed to suggest that the thousands of UFO reports now on record are simply a testimony to confabulation, as will be better argued by some of the cases to be recounted below.

4. *Observational reliability of witnesses*

Separate from credibility in the sense of trustworthiness and honesty is the question of the human being as a sensing system. Clearly, it is indispensable to be aware of psychophysical factors limiting visual discrimination, time estimation, distance estimation, angular estimation, etc. In dealing with the total sample of all observations which laymen *initially* label as UFOs, such factors play a large role in sorting out dubious cases. In the type of UFO reports that are of primary significance at present, close-range sightings of objects of large size moving at low velocities, or at rest, and in sight for many seconds rather than fractions of a second, all of these perceptual problems diminish in significance, though they can never be overlooked.

A frequent objection to serious consideration of UFO reports, made by skeptics who have done no first-hand case investigations, is based on the widely discrepant accounts known to be presented by trial-witnesses who have all been present at some incident. To be sure, the same kind of discrepancies emerge in multiple-witness UFO incidents. People differ as to directions, relative times, sizes, etc. But I believe it is not unfair to remark, as the basic rebuttal to this attack on UFO accounts, that a group of witnesses who see a street-corner automobile collision do not come to court and proceed, in turn, to describe the event as a rhinoceros ramming a baby carriage, or as an airplane exploding on impact with a nearby building. There are, it needs to be soberly remembered, quite reasonable bounds upon the variance of witness testimonies in such cases. Thus, when one finds a half-dozen persons all saying that they were a few hundred feet from a domed disk with no resemblance to any known aircraft, that it took off without a sound, and was gone from sight in five seconds, the almost inevitable variations in descriptions of distances, shape, secondary features, noises, and times

cannot be allowed to discount, per se, the basically significant nature of their collective account. I have talked with a few scientists, especially some psychologists, whose puristic insistence on the miserable observing equipment with which the human species is cursed almost makes me wonder how they dare cross a busy traffic intersection. Some balance in evaluating witness perceptual limitations is surely called for in all of these situations. With that balance must go a healthy skepticism as to most of the finer details, unless agreed upon by several independent witnesses. There is no blinking that anecdotal data are less than ideal; but sometimes you have to go with what you've got. To make a beginning at UFO study has required scrutiny of such anecdotal data; the urgent need is to get on to something much better.

5. *Problem of witness' prior knowledge of UFO phenomena*

In interviewing UFO witnesses, it is important to try to ascertain whether the witness was, prior to his reported sighting, familiar or unfamiliar with books and writings on UFOs. Although a strong degree of familiarity with the literature of UFOs does not negate witness testimony, it dictates caution. Anyone who has done a lot of interviewing at the local level, involving previously unsifted cases, will be familiar with occasional instances where the witness exhibited such an obvious enthusiasm for the UFO problem that prudence demanded rejection of his account.

However, in my own experience, a much more common reaction to questions concerning pre-sighting interest in UFO matters is some comment to the effect that the witness not only knew little about UFOs beyond what he'd happened to read in newspapers, but he was strongly disinclined to take the whole business seriously. The repetitiveness and yet the spontaneity with which witnesses of seeming high credibility make statements similar to, "I didn't believe there was anything to all the talk about UFOs until I actually saw this thing," is a notable feature of the interview-experience of all of the investigators with whom I have talked. Obviously, an intending prevaricator might seek to deceive his interrogator by inventing such an assertion ; but I can only say that suspicion of being so duped has not been aroused more than once or twice in all of the hundreds of witnesses I have interviewed. On the other hand, I suppose that. In several dozen instances, I have lost interest in a case because of a witness openly stressing his own prior and subsequent interest in the extraterrestrial hypothesis.

Occasionally one encounters witnesses for whom the chance of prior knowledge is so low as to be almost amusing. An Anglican missionary in New Guinea, Rev. N. E. G. Cruttwell (Ref. 9), who has done much interviewing of UFO witnesses in his area, has described testimony of natives who come down into the mission area from their highland home territory only when they are wallaby-hunting, natives who could not read UFO reports in any language of the world, yet who come around, in their descriptions of what they have seen, to the communications-shortcut of picking up a bowl or dish from a nearby table to suggest the shape they are seeking to describe in native tongue. Little chance of bias gained from reading magazines in a barber-chair in such instances.

6. *Types of UFO accounts of present interest*

The scope of the present statement precludes anything approaching an exhaustive listing of categories of UFO phenomena: much of what might be made clear at great length will have to be compressed into my remark that the scientific world at large is in for a shock when it becomes aware of the astonishing nature of the UFO phenomenon and its bewildering complexity. I make that terse comment well aware that it invites easy ridicule; but intellectual honesty demands that I make clear that my two years' study convinces me that in the UFO problem lie scientific and technological questions that will challenge the ability of the world's outstanding scientists to explain as soon as they start examining the facts.

(a) *Lights in the night sky*. -- ("DLs" As they are called by the NICAP staff, on the basis that the profusion of reports of "damnable lights" meandering or hovering or racing across the night sky in unexplainable manner are one of the most common, yet one of the least useful and significant categories of UFO reports.) Ultimately, I think their significance could become scientifically very substantial when instrumental observing techniques are in wide use to monitor UFO movements. But there are many ways that observers can be misled by lights in the night sky, so I shall discuss below only such few cases as are of extremely unconventional nature and where the protocols of the observations are unusually strong.

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(b) *Close-range sighting's of wingless discs and cigar-shaped objects*. -- This category is far more interesting. Many are daytime sightings, many have been made by witnesses of quite high credibility. Structural details such as "ports" and "legs" (to use the terms the witnesses have adopted to suggest most closely what they think they have seen) are described in many instances. Lack of wings and lack of evident means of propulsion clearly rule out conventional aircraft and helicopters. Many are soundless, many move at such speeds and with such accelerations that they defy understanding in terms of present technology. It is to be understood that I speak here only of reports from what I regard as credible observers.

(c) *Close-range nighttime sightings of glowing, hovering objects, often with blinking or pulsating discrete lights*. -- In these instances, distinct shape is not seen, evidently in many cases because of the brilliance of the lights. Less significant than those of the preceding category, these nonetheless cannot be accounted for in terms of any known vehicles. Frequently they are reported hovering over vehicles on the ground or following them. Sometimes they are reported hovering over structures, factories, power installations, and the like. Soundlessness is typical. Estimated sizes vary widely, over a range that I do not believe can be accounted for simply in terms of the known unreliability of distance and size estimates when one views an unknown object.

(d) *Radar-tracked objects, sometimes seen visually simultaneously by observers on the ground or in the air*. -- In many of these cases, the clues to the non-conventional nature of the radar target is high speed (estimated at thousands of miles per hour in certain instances); in others, it is alternate motion and hovering; in still others, it has been the unconventional vertical motions that make the radar observations significant. Clearly, most important are those instances in which there was close agreement between the visual and the radar unknown. There are far more such cases than either scientists or public would guess.

Those four categories do not exhaust the list by any means. But they constitute four commonly encountered categories that are of interest here. Examples will be found below.

7. Commonly encountered questions

As Mark Twain said, "Faith is a great thing, but it's doubt that gets you an education."

There are many questions that one encounters again and again from persons who have done no personal case-checking and who maintain a healthy skepticism about UFOs. Why don't pilots report these things if they are buzzing around in our skies? Why aren't they tracked on radar? Why don't our satellite and astronomical tracking systems get photos of UFOs? Why are they always seen in out-of-the way rural areas but never over large cities? Why don't large groups of people ever simultaneously see UFOs, instead of lone individuals? Why don't astronomers see them? Shouldn't UFOs occasionally crash and leave clear-cut physical evidence of their reality? Or shouldn't they at least leave some residual physical evidence in those alleged instances where the objects have landed? Shouldn't they affect radios and produce other electromagnetic effects at times? If UFOs are a product of some high civilization, wouldn't one expect something of the nature of inquisitive behavior, since innate curiosity must be a common denominator of anything we would call "Intelligence"? Why haven't they contacted us if they're from somewhere else in the universe and have been here for at least two decades? Is there any evidence of hostility or hazard? Are UFOs seen only in this country? Why didn't we see them before 1947, if they come from remote sources? And so on.

In the following sections, I shall show how some of these questions do have quite satisfactory answers, and how some of them still defy adequate rebuttal. I shall use mostly cases that I have personally investigated, but, in a few instances (clearly indicated), I shall draw upon cases which I have not directly checked but for which I regard the case-credentials as very strong.

8. Useful source materials on UFO's

Hoping that Committee staff personnel will be pursuing these matters further, I remark next on some of the more significant items in the UFO literature. All of these have been helpful in my own studies.

One of the outstanding UFO references (though little-known in scientific circles) is *The UFO Evidence*, edited by R. H. Hall and published by NICAP (Ref. 10). It summarizes about 750 UFO cases in the NICAP flies up to about

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1964. I have cross-checked a sufficiently large sample of cases from this reference to have confidence in its generally very high reliability. A sequel volume, now in editorial preparation at NICAP, will cover the 1964-68 period. Reference 8, by Bloecher, is one of the few sources of extensive documentation (here primarily from national newspaper sources) of the large cluster of sightings in a period of just a few weeks in the summer of 1947; its study is essential to appreciation of the opening phases of the publicly recognized UFO problem. Reference 7 is another now-accessible source of extremely significant UFO documentation; it is unfortunate that no generally accessible version of Reference 6 exists, though the Moss Subcommittee, through pleas of Dr. Leon Davidson, has managed to get it into a status of at least limited accessibility. I am indebted to Davidson for a recent opportunity to study it for details I missed when I saw it two years ago at Bluebook headquarters.

The 1956 book by Ruppelt (Ref. 8) is a source whose authenticity I have learned, through much personal cross-checking, is far higher than I surmised when I first read it a dozen years ago. It was for years difficult for me to believe that the case-material which he summarized could come from real cases. References 5 and 6, plus other sources, do, however, now attest to Ruppelt's generally high reliability. Similarly Keyhoe's books (Refs. 3 and 4) emerge as sources of UFO case material whose reliability far exceeds my own first estimates thereof. As a scientist, I would have been much more comfortable about Keyhoe's books had they been shorn of extensive direct quotes and suspenseful dramatizations; but I must stress that much checking on my part has convinced me that Keyhoe's reportorial accuracy was almost uniformly high. Scientists will tend to be put off by some of his scientific commentary, as well as by his style; but on UFO case material, his reliability must be recognized as impressive. (Perhaps it is well to insert here the general proviso that none of these sources, including myself, can be expected to be characterized by 100 per cent accuracy in a problem as intrinsically messy as the UFO problem; here I am trying to draw attention to sources whose reliability appears to be in the 90+% range.)

A useful collection of 160 UFO cases drawn from a wide variety of sources has been published by Olsen (Ref. 11), 32 of which he obtained directly from the official files of Project Bluebook, a feature of particular interest. A book devoted to a single short period of numerous UFO observations within a small geographic area, centering around an important sighting near Exeter, N.H., is Fuller's *Incident at Exeter* (Ref. 12). Having checked personally on a number of features of the main Sept. 3, 1965, sighting, and having checked indirectly on other aspects, I would describe Reference 12 as one of the significant source-items on UFOs.

Several books by the Lorenzens, organizers of APRO, the oldest continuing UFO investigating group in this country, contain valuable UFO reference material (Ref. 13). Through their writing, and especially through the APRO Bulletin, they have transmitted from South American sources numerous unusual sightings from that country. I have had almost no opportunity to cross-check those sightings, but am satisfied that some quite reliable sources are being drawn upon. An extremely unusual category of cases, those involving reports of humanoid occupants of landed UFOs, has been explored to a greater extent by APRO than by NICAP. Like NICAP, I have tended to skirt such cases on tactical grounds; the reports are bizarre, and the circumstances of all such sightings are automatically charged in a psychological sense not found in other types of close-range sightings of mere machine-like devices. Since I shall not take up below this occupant problem, let me add the comment that I do regard the total number of such seemingly reliable reports (well over a hundred came just from central France in the outstanding 1954 sighting wave in that country), far too great to brush aside. Expert psychological opinion is badly needed in assessing such reports (expert but not close-minded opinion). For the record, I should have to state that my interviewing results dispose me toward acceptance of the existence of humanoid occupants in some UFOs. I would not argue with those who say that this might be the single most important element of the entire UFO puzzle; I would only say that most of my efforts over the past two years, being aimed at arousing a new degree of scientific interest among my colleagues in the physical sciences, have led me to play down even the little that I do know about occupant sightings. One or two early attempts to touch upon that point within the time-limits of a one-hour colloquium taught me that one loses more than he gains in speaking briefly about UFO occupants. (Occupant sightings must be carefully distinguished from elaborate "contact-claims" with the Space Brothers;

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I hold no brief at all for the latter in terms of my present knowledge and interviewing experience. But occupants there *seem* to be, and contact of a limited sort may well have occurred, according to certain of the reports. I do not regard myself as very well-informed on this point, and will say little more on this below.)

It is, of course, somewhat more difficult to assess the reliability of foreign UFO references. Michel (Ref. 13) has assembled a day-by-day account of the remarkable French UFO wave of the fall of 1954, translated into English by the staff of CSI (Civilian Saucer Intelligence) of New York City, a now-inactive but once very productive independent group. I have spoken with persons having first-hand knowledge of the French 1954 episode, and they attest to its astonishing nature. *Life* and *The New Yorker* published full contemporary accounts at the time of the 1954 European wave. An earlier book by Michel (Ref. 14), also available in English, deals with a broader temporal and geographic range of European UFO sightings. A just-published account of about 70 UFO sightings that occurred within a relatively small area around Stoke-on-Trent, England, in the summer and fall of 1967 (Ref. 15) presents an unusual cross-section of sightings that appear to be well-documented. A number of foreign UFO journals are helpful sources of the steady flow of UFO reports from other parts of the world, but a cataloging will not be attempted here. Information on some of these, as well as on smaller American groups, can be found in the two important books by Vallee (Refs. 16 and 17).

Information on pre-1947 UFO-type sightings form the subject of a recent study by Lore and Denault (Ref. 18). I shall return to this phase of the UFO problem below; I regard it as being of potentially very great significance, though there is need for far more scholarly and scientific research before much of it can be safely interpreted. Another source of sightings of which many may ultimately be found to fall within the presently understood category of UFO sightings is the writings of Charles Fort (Ref. 19). His curious books are often drawn upon for material on old sightings, but not often duly acknowledged for the mine of information they comprise. I am afraid that it has not been fashionable to take Fort seriously; it certainly took me some time to recognize that, mixed into his voluminous writings, is much that remains untapped for its scientific import. I cannot imagine any escalated program of research on the UFO program that would not have a subgroup studying Fortean reports documented from 19th century sources.

To close this brief compilation of useful UFO references, two recent commentaries (not primarily source-references) of merit may be cited, books by Stanton (Ref. 20) and by Young (Ref. 21).

Next, I examine a number of specific UFO cases that shed light on many of the recurrent questions of skeptical slant often raised against serious consideration of the UFO problem.

WHY DON'T PILOTS SEE UFO'S?

This question may come in just that form from persons with essentially no knowledge of UFO history. From others who do know that there have been "a few" pilot-sightings, it comes in some altered form, such as, "Why don't airline and military pilots see UFO's all the time if they are in our atmosphere?" By way of partial answer, consider the following cases. (To facilitate internal reference, I shall number sequentially all cases hereafter treated in detail.)

1. ***Case 1. Boise, Idaho, July 4, 1947***

Only about a week after the now-famous Mt. Rainier sighting by private pilot Kenneth Arnold, a United Air Lines DC-3 crew sighted two separate formations of wingless discs, shortly after takeoff from Boise (Refs. 8, 10, 22, 28). I located and interviewed the pilot, Capt. Emil J. Smith, now with United's New York office. He confirmed the reliability of previously published accounts. United Flight 105 had left Boise at 9:04 p.m. About eight minutes out, en route to Seattle, roughly over Emmet, Idaho, Co-pilot Stevens, who spotted the first of two groups of objects, turned on his landing lights under the initial impression the objects were aircraft. But, studying them against the twilight sky, Smith and Stevens soon realized that neither wings nor tails were visible on the five objects ahead. After calling a stewardess, in order to get a third confirming witness, they watched the formation a bit longer, called Ontario, Oregon CAA to try to get ground-confirmation, and then saw the formation spurt ahead and disappear at high speed off to the west.

Smith emphasized to me that there were no cloud phenomena to confuse them here and that they observed these objects long enough to be quite certain that they were no conventional aircraft. They appeared "flat on the bottom, rounded on top", he told me, and he added that there seemed to be perceptible "roughness" of some sort on top, though he could not refine that description. Almost immediately after they lost sight of the first five, a second formation of four (three in line and a fourth off to the side) moved in ahead of their position, again traveling westward but at a somewhat higher altitude

than the DC-3's 8000 ft. These passed quickly out of sight to the west at speeds which they felt were far beyond then-known speeds. Smith emphasized that they were never certain of sizes and distances, but that they had the general impression that these disc-like craft were appreciably larger than ordinary aircraft. Smith emphasized that he had not taken seriously the previous week's news accounts that coined the since-persistent term, "flying saucer." But, after seeing this total of nine unconventional, high-speed wingless craft on the evening of 7/4/47, he became much more interested in the matter. Nevertheless, in talking with me, he stressed that he would not speculate on their real nature or origin. I have spoken with United Air Lines personnel who have known Smith for years and vouch for his complete reliability.

Discussion. -- The 7/4/47 United Air Lines sighting is of historic interest because it was obviously given much more credence than any of the other 85 UFO reports published in press accounts on July 4, 1947 (see Ref. 8). By no means the most impressive UFO sighting by an airliner crew, nevertheless, it is a significant one. It occurred in clear weather, spanned a total time estimated at 10-12 minutes, was a multiple-witness case including two experienced observers familiar with airborne devices, and was made over a 1000-ft. altitude range (climb-out) that, taken together with the fact that the nine objects were seen well above the horizon, entirely rules out optical phenomena as a ready explanation. It is officially listed as a Unidentified.

2. ***Case 2. Montgomery, Alabama, July 24, 1948***

Another one of the famous airline sightings of earlier years is the Chiles-Whitted Eastern Airlines case (Refs. 3, 5, 6 , 10, 23, 24, 25, 26). An Eastern DC-3, en route from Houston to Atlanta, was flying at an altitude of about 5000 ft., near Montgomery at 2:45 a.m. The pilot, Capt. Clarence S. Chiles, and the co-pilot, John B. Whitted, both of whom now fly jets for Eastern, were experienced fliers (for example, Chiles then had 8500 hours in the air, and both had wartime military flying duty behind them). I interviewed both Chiles and Whitted earlier this year to cross-check the many points of interests in this case. Space precludes a full account of all relevant details.

Chiles pointed out to me that they first saw the object coming out of a distant squall-line area which they were just reconnoitering. At first, they thought it was a jet, whose exhaust was somehow accounting for the advancing glow that had first caught their eyes. Coming almost directly at them at nearly their flight altitude, it passed off their starboard wing at a distance on which the two men could not closely agree: one felt it was under 1000 ft, the other put it at several times that. But both agreed, then and in my 1968 interview, that the object was some kind of vehicle. They saw no wings or empennage, but both were struck by a pair of rows of windows or some apparent openings from which there came a bright glow "like burning magnesium." The object had a pointed "nose", and from the nose to the rear along its underside there was a bluish glow. Out of the rear end came an orange-red exhaust or wake that extended back by about the same distance as the object's length. The two men agreed that its size approximated that of a B-29, though perhaps twice as thick. Their uncertainty as to true distance, of course, renders this only a rough impression. There is uncertainty in the record, and in their respective recollections, as to whether their DC-3 was rocked by something like a wake. Perception of such an effect would have been masked by Chiles' spontaneous reaction of turning the DC-3 off to the left as the object came in on their right Both saw it pass aft of them and do an *abrupt pull-up*, but only Whitted, on the right side, saw the terminal phase in which the object disappeared after a short but fast vertical ascent By "disappeared", Whitted made clear to me that he meant just that; earlier interrogations evidently construed this to mean "disappeared aloft" or into the broken cloud deck that lay above them. Whitted said that was not so; the object vanished instantaneously after its sharp pull-up. (This is not an isolated instance of abrupt disappearance. Obviously I cannot account for such cases.)

Discussion. -- This case has been the subject of much comment over the years, and rightly so. Menzel (Ref. 24) first .proposed that this was a "mirage", but gave no basis for such an unreasonable interpretation. The large azimuth-change of the pilots' line of sight, the lack of any obvious light source to provide a basis for the rather detailed structure of what was seen, the sharp pull-up, and the high flight altitude involved all argue quite strongly against such a casual disposition of the case. In his second book, Menzel (Ref. 25) shifts to the explanation that they had obviously seen a meteor. A horizontally-moving fireball under a cloud-deck, at 5000 ft., exhibiting two rows of lights construed by experienced pilots as ports, and finally executing a most non-ballistic 90-degree sharp pull-up, is a strange fireball indeed. Menzel's 1963 explanation is even more objectionable, in that he implies, via a page of side-discussion, that the Eastern pilots had seen a fireball from the Delta Aquarid meteor stream. As I have pointed out elsewhere (Ref. 2), the radiant of that stream was well over 90 away from the origin point of the unknown object. Also, bright fireballs are, with only rare exceptions, not typical of meteor streams. The official explanation was shifted recently from "Unidentified" to "Meteor", following publication of Menzel's 1963 discussion (see Ref. 20, p. 88).

Wingless, cigar-shaped or "rocket-shaped" objects, some emitting glowing wakes, have been reported by other witnesses. Thus, Air Force Capt. Jack Puckett, flying near 4000 ft. over Tampa in a C-47 on August 1, 1946 (Ref. 10, p. 23), described seeing "a long, cylindrical shape approximately twice the size of a B-29 with luminous portholes", from the aft end of which there came a stream of fire as it flew near his aircraft. Puckett states that he, his copilot, Lt. H. F. Glass, and the flight engineer also saw it as it came into within an estimated 1000 yards before veering off. Another somewhat similar airborne sighting, made on January 22, 1956 by TWA Flight Engineer Robert Mueller at night over New Orleans, is on record (Ref. 27). Still another similar sighting is the AAL case cited below (Sperry case). Again, over Truk Is., in the Pacific, a Feb. 6, 1953, mid-day sighting by a weather officer involved a bullet-shaped object without wings or tail (Ref. 7, Rept. No. 10). Finally, within an hour's time of the Chiles-Whitted sighting. Air Force ground personnel at Robins AFB, Georgia, saw a rocket-like object shoot overhead in a westerly direction (Refs. 3, 5, 10, 6). In none of these instances does a meteorological or astronomical explanation suffice to explain the sightings.

3. ***Case 3. Sioux City, Iowa, January 20, 1951.***

Another of the many airline-crew sightings of highly unconventional aerial devices that I have personally checked was, like Cases 1 and 2, widely reported in the national press (for a day or two, and then forgotten like the rest). A check of weather data confirms that the night of 1/20/51 was clear and cold at Sioux City at the time that a Mid-Continent Airlines DC-3, piloted by Lawrence W. Vinther, was about to take off for Omaha and Kansas City, at 8:20 p.m. CST. In the CAA control tower, John M. Williams had been noting an oddly manenvering light high in a westerly direction. Suddently the light abruptly accelerated, in a manner clearly precluding either meteoric or aircraft origin, so Williams alerted Vinther and his co-pilot, James F. Bachmeier. The incident has been discussed many times (Ref. 4,5, 10, and 28), but to check details of these reports, I searched for and finally located all three of the above-named men. Vinther and Bachmeier are now Braniff pilots, Williams is with the FAA in Sacramento. From them I confirmed the principal features of previous accounts and learned additional information too lengthy to recapitulate in full here.

The essential point to be emphasized is that, shortly after Vinther got his DC-3 airborne, under Williams' instructions to investigate the oddly-behaving light, the object executed a sudden dive and flew over the DC-3 at an estimated 200 ft. vertical clearance, passing aft and downward. Then a surprising maneuver unfolded. As Vinther described it to me, and as described in contemporary accounts, the object suddenly reversed course almost 180°, without slowing down or slewing, and was momentarily flying formation with their DC-3, off its port wing. (Vinther's dry comment to me was: "This is something we don't see airplanes do.") Vinther and Bachmeier agreed that the object was very big, perhaps somewhat larger than a B-29, they suggested to newspapermen who interviewed them the following day. Moonlight gave them a good silhouetted view of the object, which they described as having the form of a fuselage and unswept wing, but not a sign of any empennage, nor any sign of engine-pods, propellers, or jets. Prior to its dive, it had been seen only as a light; while pacing their DC-3, the men saw no luminosity, though during the dive they saw a light on its underside. After about five seconds, the unknown object

began to descend below them and flew under their plane. They put the DC-3 into a steep bank to try to keep it in view as it began this maneuver; and as it crossed under them, they lost it, not to regain sight of it subsequently.

There is much more detail, not all mutually consistent as to maneuvers and directions, in the full accounts I obtained from Vinther, Bachmeier, and Williams. The dive, pacing, and fly-under maneuvers were made quickly and at such a distance from the field that Williams did not see them clearly, though he did see the object leave the vicinity of the DC-3. An Air Force colonel and his aide were among the passengers, and the aide caught a glimpse of the unknown object, but I have been unable to locate him for further cross-check.

Discussion. -- The erratic maneuvers exhibited by the unknown object while under observation from the control tower would, by themselves, make this a better-than-average case. But the fact that those maneuvers prompted a tower operator to alert a departing aircrew to investigate, only to have the object dive upon and pace the aircraft after a non-inertial course-reversal, makes this an unusually interesting UFO. Its configuration, about which Vinther and Bachmeier were quite positive in their remarks to me (they repeatedly emphasized the bright moonlight, which checks with the near-full moon on 1/20/51 and the sky-cover data I obtained from the Sioux City Weather Bureau), combines with other features of the sighting to make it a most significant case. The reported shape (tailless, engineless, unswept aircraft of large size) does not match that of any other UFO that I am aware of; but my exposure to the bewildering range of reported configurations now on record makes this point less difficult to assimilate. This case is officially carried as Unidentified, and, in a 1958 publication (Ref. 29), was one of 12 Unidentifieds singled out for special comment. A contemporary account (Ref. 28),

taking note of a then recent pronouncement that virtually all UFOs are explainable in terms of misidentified Skyhook balloons, carried a lead-caption. "The Office of Naval Research claims that cosmic ray balloons explain all saucer reports. If so, what did this pilot see?" Certainly it would not be readily explained away as a balloon, a meteor, a sundog, or ball lighting. Rather, it seems to be just one more of thousands of Unidentified Flying Objects for which we have no present explanations because we have laughed such reports out of scientific court. Bachmeier stated to me that, at the time, he felt it had to be some kind of secret device, but, in the ensuing 17 years, we have not heard of any aircraft that can execute instantaneous course-reversal. Vinther's comment to me on a final question I asked as to what he thinks, in general, about the many airline-pilot sightings of unidentified objects over the past 20 years, was: "We're not all having hallucinations."

4. ***Case 4. Minneapolis, Minn., October 11, 1951***

There are far more private pilots than airline pilots, so it is not surprising that there are more UFO sightings from the former than the latter. An engineer and former Air Force P-38 pilot, Joseph J. Kaliszewski, flying for the General Mills Skyhook balloon program on balloon-tracking missions, saw highly unconventional objects on two successive days in October, 1951 (Refs. 5, 7, 10). Both were reported through company channels to the official investigative agency (Bluebook), whose report (Ref. 7) describes the witnesses as "very reliable" and as "experienced high altitude balloon observers." On October 10, at about 10:10 a.m., Kaliszewski and Jack Donaghue were at 6000 ft in their light plane, climbing toward their target balloon, when Kaliszewski spotted "a strange object crossing the skies from East to West, a great deal higher and behind our balloon (which was near 20,000 ft. at that time)." When I interviewed Kaliszewski, he confirmed that this object "had a peculiar glow to it, crossing behind and above our balloon from east to west very rapidly, first coming in at a slight dive, leveling off for about a minute and slowing down, then into a sharp left turn and climbing at an angle of 50° to 60° into the southeast with a terrific acceleration." The two observers had the object in view for an estimated two minutes, during which it crossed a span of some 45 of the sky. No vapor trail was seen, and Kaliszewski was emphatic in asserting that it was not a balloon, jet, or conventional aircraft.

The following morning, near 0630, Kaliszewski was flying on another balloon mission with Richard Reilly and, while airborne north of Minneapolis, the two of them noticed an odd object. Quoting from the account submitted to the official agency (Ref. 7, Rept. No. 2) :

"The object was moving from east to west at a high rate and very high. We tried keeping the ship on a constant course and using the reinforcing member

of the windshield as a point. The object moved past this member at about 50 degrees per second. This object was peculiar in that it had what can be described as a halo around it with a dark undersurface. It crossed rapidly and then slowed down and started to climb in lazy circles slowly. The pattern it made was like a falling oak leaf inverted. It went through these gyrations for a couple minutes and then with a very rapid acceleration disappeared to the east. This object Dick and I watched for approximately five minutes."

Shortly after, still another unknown object shot straight across the sky from west to east, but not before Kaliszewski succeeded in radioing theodolite observers at the University of Minnesota Airport. Two observers there (Douglas Smith, Richard Dorian) got fleeting glimpses of what appeared to them to be a cigar-shaped object viewed through the theodolite, but could not keep it in view due to its fast angular motion. In my conversations with Kaliszewski about these sightings, I gained the impression of talking with a careful observer, in full accord with impressions held by three other independent sources, including Air Force investigators.

Discussion. -- The October 10 sighting is officially categorized as "Aircraft," the October 11 main sighting as "Unidentified." When I mentioned this to Kaliszewski, he was unable to understand how any distinction could be so drawn between the two sightings, both of which he felt matched no known aeronautical device. Clearly, objects performing such intricate maneuvers are not meteors, nor can they be fitted to any known meteorological explanations of which I am aware. Instead, these objects seem best described as devices well beyond the state of 1951 (or 1968) technology.

5. ***Case 5. Willow Grove, Pa., May 21, 1966***

Skipping over many other pilot observations to a more recent one which I have personally checked, I call attention to a close-range airborne sighting of a domed-disc, seen under midday conditions by two observers. One of them, William O. Powell, of Radnor, Pa., is a pilot with 18,000 logged flight hours. He and a passenger. Miss Muriel McClave, were flying

in Powell's Luscombe in the Philadelphia area on the afternoon of 5/21/66 when an object that had been first spotted as it apparently followed an outbound flight of Navy jets from Willow Grove NAS made a sharp (non-banking) turn and headed for Powell's plane on a near-collision course. As the object passed close by, at a distance that Powell put at roughly 100 yards, they both got a good look at the object. It was circular in planform and had no wings or visible means of propulsion, both witnesses emphasized to me in interviews. The upper domed portion they described as "porcelain-white", while the lower discoid portion was bright red ("dayglow red" Powell put it). It was slightly below their altitude as it passed on their right, and Powell pointed out that it was entirely solid, for it obscured the distant horizon areas. His brief comment about its solidity and reality was, "It was just like looking at a Cadillac." He estimated its airspeed as perhaps 200 mph, and it moved in a steady, non-fluttering manner. He estimated its diameter at perhaps 20 feet. Miss McClave thought it might have been nearer 40 feet across. Each put the thickness-to-diameter ratio as about one-half. After it passed their starboard wing, Powell could see it only by looking back over his shoulder through a small aft window, but Miss McClave had it in full view when suddenly, she stated to me, it disappeared instantaneously, and they saw no more of it.

Discussion. -- Powell flies executive transports for a large Eastern firm, after years of military and airline duty. I have discussed the case with one of his superiors, who speaks without qualification for Powell's trustworthiness. At a UFO panel discussion held on April 22, 1967 at the annual meeting of the American Society of Newspaper Editors, Powell was asked to summarize his sighting. His account is in the proceedings of that session (Ref. 30). I know of no natural phenomenon that could come close to explaining this sighting. The visibility was about 15 miles, they were flying in the clear at 4500 ft., and the object passed nearby. A pilot with 18,000 hours flight experience is not capable of precise midair distance and speed estimates, but his survival has probably hinged on not commonly making errors of much over a factor or two. Given the account and accepting its reliability, it seems necessary to say that here was one more case of what Gen. Samford described as "credible observers seeing relatively incredible objects". I felt that Powell's summary of his sighting at the ASNE meeting was particularly relevant because, in addition to my being on the panel there. Dr. D. H. Menzel and Mr. Philip J. Klass, both strong exponents of meteorological-type UFO theories, were present to hear his account. I cannot see how one could explain this incident in terms of meteorological optics nor in terms of ball

lighting plasmoids. Here again, we appear to be dealing with a meaningful observation of some vehicle or craft of non-terrestrial origin. Its reported instantaneous disappearance defies (as does the same phenomenon reported by J. B. Whitted and numerous other UFO witnesses) ready explanation in terms of present-day scientific knowledge. Powell reported his sighting at Willow Grove NAS, but it engendered no interest.

6. ***Case 6. Eastern Quebec, June 29, 1954.***

A case in which I have not been able to directly interview any witnesses, but about which a great deal is on record, through contemporary press accounts, through the pilot's subsequent report, and through recent interviews by BBC staff members, occurred near Seven Islands, Quebec, just after sunset on 6/29/54. A BOAC Stratocruiser, bound from New York to London with 51 passengers, was followed for 18 minutes (about 80 miles of airpath) by one large object and six smaller objects that flew curious "formations" about it. The pilot of the Stratocruiser was Capt. James Howard, a highly respected BOAC flight officer still flying with BOAC. At the time, he had had 7500 flight hours. About 20 witnesses, including both passengers and crew, gave statements as to the unprecedented nature of these objects (Refs. 4, 10, and Associated Press wire stories datelined June 30, 1954).

Discussion. -- The flight was at 19,000 ft in an area of generally fair weather, with good visibility, attested by Howard and by weather maps for that day. No obvious optical or electrical explanation seems capable of accounting for this long-duration sighting. The objects were dark, not glowing, and their position relative to the sunset point precludes sundogs as an explanation. Mirage phenomena could not account for the eighty-mile persistence, nor for the type of systematic shape-changes described by the witnesses, nor for the geometrically regular formations taken up by the satellite objects as they shifted positions from time to time. Just before an F-86 arrived from Goose AFB at Howard's request, First Officer Boyd and Navigator George Allen, who were watching the objects at that moment, said the small objects seemed to merge into the larger object. Then the large object receded rapidly towards the northwest and was out of sight in a matter of seconds. Such a maneuver of a number of satellite objects seeming to merge with or to enter a larger object has been reported in other UFO incidents around the world.

7. ***Case 7. Goshen, Ind., April 21, 1950***

Another early airline sighting that seemed worth personally cross-checking involved the crew and passengers of a TWA DC-3 on the evening of 4/27/50 (Refs. 4, 5, 10, 23). I have interviewed both the pilot, Capt. Robert Adickes, and the copilot, Capt. Robert F. Manning, and confirmed all of the principal features first reported in detail in a magazine account by Keyhoe (Ref. 31). The DC-3 was at about 2000 ft, headed for Chicago, when, at about 8:25 p.m.. Manning spotted a glowing red object aft of the starboard wing, well to their rear. Manning sent to me a copy of notes that he had made later that night at his Chicago hotel. Quoting from the notes:

"It was similar in appearance to a rising blood red moon, and appeared to be closing with us at a relatively slow rate of convergence. I watched its approach for about two minutes, trying to determine what it might be. I then attracted Adickes' attention to the object asking what he thought it was. He rang for our hostess, Gloria Henshaw, and pointed it out to her. At that time the object was at a relative bearing of about 100 degrees and slightly lower than we were. It was seemingly holding its position relative to us, about one-half mile away."

Manning's account then notes that Capt. Adickes sent the stewardess back to alert the passengers (see Keyhoe's account, Ref. 31), and then banked the DC-3 to starboard to try to close on the unknown object. Manning continues in his 4/27/50 notes:

"As we turned, the object seemed to veer away from us in a direction just west of north, toward the airport area of South Bend. It seemed to descend as it increased its velocity, and within a few minutes was lost to our sight ..."

Discussion. -- Although, in my interview, I found some differences in the recollected shape of the object, as remembered by the two TWA pilots, both were positive it was no aircraft, both emphasized its red glow, and both were impressed by its high speed departure. Manning remarked to me that he'd never seen anything else like it before or since; and he conceded, in response to my query, that the decreased number of airline reports on UFOs in recent years

probably stems chiefly from pilot reluctance to report. Both be and Adickes, like most other pilots I have asked, indicated they were unaware of any airline regulations precluding reporting, however. I mentioned to Adickes that there is indirect indication in one reference (Ref. 5) that the official explanation for this sighting was "blast-furnace reflections off clouds." He indicated this was absolutely out of the question. It is to be noted that here, as in many other pilot sightings, an upper bound, even if rough, is imposed on the range to the unknown by virtue of a downward-slanting line of sight. In such instances, meteor-explanations are almost automatically excluded. The Goshen case has no evident meteorological, astronomical, or optical explanation.

8. ***Case 8, Newport News, Va., July 14, 1952***

Another case in which experienced pilots viewed UFOs below them, and hence had helpful background-cues to distance and size, occurred near 8:12 p.m. BST, July 14, 1952. A Pan American DC-4, en route from New York to Miami, was at 8000 ft over Chesapeake Bay, northeast of Newport News, when its cockpit crew witnessed glowing, disc-shaped objects approaching them at a lower altitude (estimated at perhaps 2000 ft). First Officer Wm. B. Nash, at the controls for Capt. Koepke (who was not on the flight deck during the sighting) and Second Officer Wm. H. Fortenberry saw six amber-glowing objects come in at high velocity and execute a peculiar flipping maneuver during an acute-angle direction-change. Almost immediately after the first six reversed course, two other apparently identical discs shot in under the DC-4, joining the other six. I am omitting here certain other maneuver details of significance, since these are on record in many accounts (4, 5, 10, 11, 25). Although I have not interviewed Nash (now in Germany with PAA, and Fortenberry is deceased), I believe that there has never been any dispute as to the observed facts. Nash has stated to T. M. Olsen (author of Ref. 11) that one of the most accurate accounts of the facts has been given by Menzel (Ref. 25), adding that Menzel's explanation seems entirely out of the question to him. A half-dozen witnesses on the ground also saw unknowns at that time, according to official investigators.

The objects had definite edges, and glowed "like hot coals", except when they blinked out, as they did in unison just after the first six were joined by the latter two. When the lights came back on, Nash and Fortenberry saw them climbing westward, eight in line, north of Newport News. The objects climbed above the altitude of the DC-4 and then blinked out in random order and were seen no more.

Discussion. -- Menzel explains this famous sighting as resulting from a searchlight playing on thin haze layers, an almost entirely ad hoc assumption, and one that will not account for the amber color, nor for the distinct edges, nor for the final

climb-out of the objects. The rapid motion, abrupt course-reversal, and the change from negative to positive angles of elevation of the line of sight to the unknowns seem to preclude any meteorological-optical explanation, and there is, of course, no possibility of explaining cases like this in terms of bail lightning, meteors, balloons, or many of the other frequently adduced phenomena. Nash has stated that he feels these were "intelligently operated craft" This case is officially "Unidentified."

9. Many other pilot sightings, both recent and old, could readily be cited. Not only civilian pilots but dozens of military pilots have sighted wholly unconventional objects defying ready explanation (see esp. Ref. 10 and Ref. 7 for many such instances). Thus, the answer to the question, "Why don't pilots see UFOs?" is: "They do."

WHY ARE UFO'S ONLY SEEN BY LONE INDIVIDUALS? WHY NO MULTIPLE-WITNESS SIGHTINGS?

It is true that there are more single-witness UFO reports than multiple-witness cases. But, to indicate that by no means all interesting UFO reports entail lone witnesses, consider the following examples:

1. ***Case 9. Farmington, N.M., March 17, 1950***

In the course of checking this famous case that made short-lived press headlines in 1950, I interviewed seven Farmington witnesses out of a total that was contemporarily estimated at "hundreds" to "over a thousand." (Refs. 5, 25) It became clear from my interviewing that the streets were full of residents looking up at the strange aerial display that day. It was not only a multiple-witness case, but also a multiple-object case. My checking was done seventeen years after

the fact, so the somewhat confused recollective impressions I gained are not surprising. But that unidentified aerial objects moved in numbers over Farmington on 8/17/50 seems clear. One witness with whom I spoke, Clayton J. Boddy, estimated that he had observed a total of 20 to 30 disc-shaped objects, including one red one substantially larger than the others, moving at high velocity across the Farmington sky on the late morning of 8/17/50. John Baton, a Farmington realtor, described being called out of a barber shop when the excitement began and seeing a high, fast object suddenly joined by many objects that darted after it. Baton sent me a copy of an account he had jotted down shortly after the incident A former Navy pilot. Baton put their height at perhaps 15,000 ft. "The object that has me puzzled was the one we saw that was definitely red. It was seen by several and stated by all to be red and traveling northeast at a terrific speed." Baton also spoke of the way the smaller objects would "turn and appear to be flat, then turn and appear to be round," a description matching an oscillating disc-shaped object. No one described seeing any wings or tails, and the emphasis upon the darting, "bee-like" motion was in several of the accounts I obtained from witnesses. I obtained more details, but the above must suffice here for a brief summary.

Discussion. -- This once-headlined, but now almost forgotten multiple-witness case has been explained as resulting from the breakup of a Skyhook balloon (Ref. 25). Skyhooks do shatter at the very low temperatures of the upper troposphere, and occasionally break into a number of smaller pieces. But to suggest that such fragments of transparent plastic at altitudes of the order of 40-50,000 ft. could be detected by the naked eye, and to intimate that these distant objects of low angular velocity could confuse dozens of persons into describing fast-moving disc-shaped objects (including a large red object) is simply not reasonable. However, to check further on this, I contacted first Holloman AFB and then the Office of Naval Research, who jointly hold records on all Alamogordo Skyhook releases. No Skyhooks or other experimental balloons had been released from the Holloman area or any other part of the country on or near the date of this incident. A suggestion that the witnesses were seeing only cotton-wisps was not only unreasonable, given the witness accounts, but was in fact tracked down by a local journalist to comments casually made by a law enforcement officer and overheard by another reporter. From my examination of this case, I see no ready explanation for the numerous disc-shaped objects moving in unconventional manner and seen by large numbers of Farmington residents on 3/17/50.

2. ***Case 10. Longview, Wash., July 3, 1949***

Many of the UFO cases I am citing are drawn intentionally from earlier years, in order to illustrate that the evidence for the existence of a quite real and scientifically significant phenomenon has been with us for a disturbing number of years. I discuss next a case on which I hold copies of material from the official investigative flies, copies that state that this incident was "observed by 150 other people at an Air Show", in addition to the reporting witness, Moulton B. Taylor. I have interviewed Mr. Taylor and have obtained strong recommendations of his reliability from a former superior officer, Adm. D. S. Fahrney, under whom Taylor served in Navy guided missiles work prior to the incident. Taylor is an aeronautical

engineer, and was airport manager at Longview, in charge of an air show that was to be held on the afternoon of 7/3/49, the day of the incident in question. A skywriting Stearman was at 10,000 ft. at 10:40 a.m., laying down "Air Show Today", and hence holding the attention of a number of the personnel already at the airport, when the first of three unidentified objects flew over at high altitude. Alerted by one of the persons who first spotted the object coining from the northwest, Taylor got on the public address system and announced to all persons at hand that they should look up to see the odd object. Many had binoculars, and among the over 150 persons present were police officers, city officials and a number of Longview's leading citizens, Taylor emphasized. The object was observed by a number of experienced pilots; and, according to official file summaries, all agreed that the object was shaped much like a discus. It seemed to have metallic luster and oscillated periodically as it crossed the sky from northwest to southeast until lost in mill-smoke. Taylor described the motion as a "sculling or falling-leaf motion rather than a movement through the axis of the disc." Its angular size he estimated as about that of a pinhead at arm's length, or about that of a DC-3 at 30,000 ft., both of which come out to be near 10 minutes of arc (one-third of moon's diameter).

The crowd's attention to events in the sky did not lapse when the first object was lost from view, and, about nine minutes later, someone spotted a second object, whereupon the event was again announced via the public address system. Still a third object was brought to the attention of the crowd in the same manner at 11:25. The second object came out of the north, the third came from almost due west. In the third case, someone thought of timing the oscillation frequency (all three exhibited the same unconventional oscillation, with sun-glint perceptible in certain of the instances of tipping, Taylor mentioned). The oscillation frequency was clocked at 48 per minute. In the official report are height estimates and some disparate comments on color, etc., from several other witnesses, as well as remarks on other sightings in the same area on the same day. Full details cannot be recounted here, for reasons of space limitation. Taylor, in his statement submitted to official investigators, said:

*"My experience in radio control of pilotless aircraft and guided missiles for the Navy at NAMU during the war, and over 20 years of aircraft study, does not permit my identification of the objects which were seen. They definitely were not balloons, birds, common aircraft, parachutes, stars, meteors, paper, clouds, or other common objects. They moved in a regular motion either straight or in curved lines. They were all at approximately the same altitude, but moved on different courses as indicated on the sketch. The oscillations were clearly visible and timed on the 3rd sighting ***."*

Discussion. -- The official explanation for this case is "Balloons". I obtained information on upper winds over that part of Washington on that day (700 and 500 mb charts), and the flow aloft between 10,000 and 20,000 ft was from the southwest. The objects, all reported as about the same angular size, came from three distinctly different directions, all within a period of less than an hour. This immediately casts very strong doubt on the balloon hypothesis, as does the flipping motion, the sunglint, and, above all, the fact that no pilot balloon stations were located close upwind of Longview. Furthermore, a typical pilot balloon of about 1 meter diameter could be no higher than about 2500 ft altitude to subtend as large an angle as 10 minutes of arc. Taylor's report (official flies) gave transit times of 2-3 minutes for the unknowns to cross the Longview sky, and, during such a time interval, the normal ascent rate of a pilot balloon would carry it up by 1200-1800 ft. To then fit the angular-size requirements would clearly require that the balloons have been released at some nearby location, which fails to match known pibal-station locations at that time. Furthermore, surface winds were from the west, and winds a short distance above the ground were southwesterly, as indicated by pulp mill smoke-drift described in Taylor's report. This, plus the previously cited upper-flow directions, contradict the balloon hypothesis for all three directions of arrival, particularly those coming from north and northwest. To hypothesize that these were, say, Skyhook balloons coming from three different (unknown) sites, at three different high altitudes, but all so arranged that the apparent balloon diameter came out at about the same 10 minutes of arc each time is scarcely reasonable. In all, I can only regard the balloon explanation as untenable.

Disc-shaped objects have been sighted in dozens of instances, including Arnold's 6/24/47 Mt Rainier sighting. In many, though not all, the odd flipping or fluttering motion has been described by witnesses (Refs. 8, 10). What the dynamical significance of this might be is unclear. We know no more about this in 1968 than we knew in 1947, because such observations have been ignored as nonsense or misidentified balloons.

3. ***Case 11. Salt Lake City, Utah, Oct. 3, 1961***

A midday sighting of a lens-shaped object involving one airborne witness and seven witnesses on the ground became headline news in Salt Lake City (Ref. 32). Accounts of the incident have been summarized elsewhere (Refs. 2, 10, 13, 25). A private pilot, Mr. Waldo J. Harris, was taking off on Runway 160 at Utah Central Airport at almost exactly noon on

10/2/61 when he noted what he at first idly viewed as a distant airplane. He noted it again in the same area just after becoming airborne, once more after gaining some altitude, and then became somewhat puzzled that it had not exhibited any appreciable change of position. About then it seemed to tilt, glinting in the noonday sun, and exhibiting a shape unlike any aircraft. To get a better view, Harris climbed towards the southeast and found himself at its altitude when he was somewhat above 6000 ft. By then it appeared as a biconvex metallic gray object, decidedly different from conventional aircraft, so he radioed back to the airport, where eventually seven persons were taking turns viewing it with binoculars. I have interviewed not only Harris,

but also Jay W. Galbraith, operator of the airport, who, with his wife, watched the object, and Robert G. Butler, another of those at the airport. As Harris attempted to close in, he got to a minimal distance that he thought might have been approximately two or three miles from the object, when it abruptly rose vertically by about 1000 ft, a maneuver confirmed by the ground witnesses. They indicated to me that it took only a second or perhaps less to ascend. Just before the abrupt rise, Harris had been viewing the object on an essentially dead-level line of sight, with distant Mt. Nebo behind it, a significant feature of the case, as will be brought out in a moment.

Before Harris could close his distance much more, the object began moving off to the southeast at a speed well above his light-plane top speed. It was soon an estimated ten miles or so away, but Harris continued his attempt to close. However, after seeming to hover a short time in its new location, it began rising and moving westward, at an extremely rapid speed, and passed out of sight aloft to the southwest in only a few seconds. Some, but not all of the ground witnesses, observed this final fast climb-out, I was told. Military jets were called, but the object had gone before they arrived.

Both Harris and the ground observers using binoculars attested to lack of wings or tail, and to the biconvex side view. Harris said he had the impression its surface resembled "sand-blasted aluminum," but his closest view was about 2-3 miles away, and its estimated size was put at about 50-60 ft diameter (and only a tenth as thick), so the impression of surface texture must be regarded as uncertain. All witnesses confirmed that the object "wobbled" during its hovering. Jay Galbraith said that, when Harris' Mooney Mark 20A was only a speck, they could see the disc rather easily by naked eye, suggesting that its size may have been substantially larger than Harris' estimated 50 ft. Galbraith's recollection of its final departure was that it climbed at a very steep angle, perhaps within about 20 of the vertical, he thought. Butler also recalled the final departure and stressed that it was a surprisingly steep climb-out, quite beyond any known jet speed. All remarked on 10/2/61 being a beautifully clear day.

Discussion. -- Once again we deal with observed performance characteristics far beyond anything of which we have present knowledge: a wingless device that can hover, shoot straight up, and move fast enough to pass out of sight in a matter of a few seconds does not correspond to any known terrestrial craft. The official explanation was originally that Harris saw Venus. From astronomical data, one finds that Venus was in the Utah sky at noon in early October, but lay in the southwest, whereas everyone's line of sight to the object lay to the southeast. Furthermore, Harris' statement that at one stage he viewed the disc against a distant mountain would contradict such an explanation. Finally, it is well known to astronomers that Venus, even at peak brilliance, is not very easily spotted in daytime, whereas he had no difficulty relocating it repeatedly as he flew. Menzel (Ref. 25) proposed that it was merely a sundog that Harris and the others were observing, and this was subsequently adopted as the official explanation. But sundogs (parhelia), for well-known reasons, occur at elevation angles equal to or slightly greater than the sun, which lay about 40° above the southern horizon at noon in Salt Lake that day. Such a solar position would imply that a sundog might have lain to the southeast (22° to the left of the sun), but at an elevation angle that completely fails to match Harris' dead-level viewing (against a distant mountain, to further embarrass the sundog hypothesis).

Finally, to check the witness' statements about cloud-free skies. I checked with the Salt Lake City Weather Bureau office, and their logs showed completely clear skies and 40 miles visibility. Sundogs cannot occur without ice crystal clouds present. The only weather balloon released that morning was sent up at 10:00 a.m.; but in any event, one would have to write off almost all of the observed details to propose that this incident was a misinterpretation of a weather balloon. As I see it the 10/2/61 Salt Lake City sighting is just one more of the hundreds of very well-observed cases of machine-like craft exhibiting "flight performance" far beyond the state and present-day technology.

4. ***Case 12. Larson AFB, Moses Lake, Washington, January 8, 1953***

NICAP's recent publication of long-inaccessible official report-summaries (Ref. 7) makes readily available to interested scientists a large number of fascinating UFO reports. Many are in the multiple-witness category. For example, the dawn

(0715 PST) sighting at Larson AFB where *"over sixty varied military and civilian sources observed one green disc-shaped object. The observations continued for fifteen minutes during which time the object moved in a southwesterly direction while bobbing vertically and going sideways. There was no*

sound. An F-84 aircraft was scrambled but a thirty minute search of the area produced negative intercept results."

The official summary also notes that the "winds were generally from 240° below an overcast at 13,000 ft. Thus the object would appear to move against the wind since it must have been below the clouds. There was no air traffic reported in the area."

No radar sites in the area had unusual returns or activity, according to the same report.

Discussion. -- This green disc, moving against the wind below an overcast and seen by over sixty witnesses, is an official Unidentified.

5. ***Case 13. Savannah River A.E.C Plant, Summer, 1952***

A rather illuminating multiple-witness case was called to my attention by John A. Anderson, now at Sandia Base, New Mexico, but in 1952 working as a young engineer in the Savannah River AEC facility near Aiken, S.C. After a considerable amount of cross-checking on the part of both Anderson and myself, the date was inferred to be late July, 1952, probably 7/19/52. The circumstance giving a clue to the date was that, at about 10:00 a.m. on the day in question, Anderson, along with what he estimated at perhaps a hundred other engineers, scientists and technicians from his group were outside watching a "required attendance" skit presented from a truck-trailer and commemorating the 150th anniversary of the founding of the DuPont company, July 18, 1802. Anderson indicated that some less than absorbed in the skit first spotted the unidentified object in the clear skies overhead, and soon most eyes had left the skit to watch more technically intriguing events overhead. A greenish glowing object of no discernible shape, and of angular size estimated by Anderson to be not over a fifth of full-moon diameter, was darting back and forth erratically at very high speed. Anderson had the impression it was at great altitude, but conceded that perhaps nothing but the complete lack of sound yielded that impression. It was in view for about two minutes, moving at all times. He stressed its "phenomenal maneuverability"; it repeatedly changed direction abruptly in sharp-angle manner, he stressed. The observation was terminated when the object disappeared over the horizon "at apparently tremendous velocity."

Discussion. -- Anderson said that the event was discussed among his group afterwards, and all agreed it could not possibly have been a conventional aircraft. He remarked that no one even thought of suggesting the unreasonable notion that it was an hallucination or illusion. Despite searching local papers for some days thereafter, not a word of this sighting was published, and no further information or comment on it came from within the very security-conscious AEC plant. He was unaware of any official report.

Months after hearing of this from Anderson, in one of my numerous rereadings of Ruppelt's book (Ref. 5), I came across a single sentence in which Ruppelt, referring to the high concentration of reports in the Southeast around September of 1952, states that: "Many of the reports came from people in the vicinity of the then new super-hush-hush AEC facility at Savannah River, Georgia." Whether one of those reports to the official investigative agency came from within Anderson's group or other Savannah River personnel on the 7/52 incident is unknown. If not, then we may have here a case where dozens of technically-trained personnel witnessed an entirely unexplainable aerial performance, yet reported nothing. Anderson knew of no report, and was unaware of any assembling of witness-information within his group, so the evidence points in the direction that this event may have gone unreported. If, as Anderson is inclined to think, this event was on July 19, 1952, it occurred only about twelve hours before the famous Washington National Airport radar-visual sightings; but this date remains uncertain.

6. ***Case 14. Trinidad, Colo., March 23, 1966***

A daytime sighting by at least a dozen persons, in several parts of town, occurred near 5:00 p.m. on 3/23/66 in Trinidad, Colo. Following up a report in the APRO Bulletin on this interesting case, I eventually interviewed ten witnesses (seven children of average age near 12, and five adults). This case came just a few days after the famous "swamp gas" UFO incidents in southern Michigan, which made headline news all over the country. As APRO noted in its account, the

Trinidad case seems in several respects a distinctly better case, yet went essentially unnoted outside of Trinidad. (Press reporting of UFO sightings leaves very much to be desired; I concur in the cited APRO comment. However,

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press shortcomings in the UFO area are only secondary factors in the long failure to get this matter out into the open.)

The witness-variance that skeptics like to cite is fairly well illustrated in the results of my ten interviews. I wish space permitted a full exposition of what each witness told me, for it would not only attest to that well-known variance but would also illustrate the point made earlier, namely, that despite those bothersome differences in details, there nevertheless comes through a consistent core of information on observations of something that was of scientific interest.

Mrs. Frank R. Hoch paid no attention when her son first tried to call her out to see something in the sky. Knowing it was kite season, dinner preparations took precedence, and she told the 10-year-old boy to go ride his bike. The second time he was more insistent, and she went outside to look. Two objects, domed on the top but nearly flat on the bottom, shaped like a cup upside down, having no rim or "sombrero brim", she said, were moving slowly westward from Fisher's Peak, which lies just south of Trinidad. Her son, Dean, told her he had seen three such objects when he tried to get her to come out earlier. (Mr. Louis DiPaolo, a Trinidad postman whom I interviewed, had also seen three objects.)

Interestingly, when Mrs. Hoch saw the objects, one was between her and the ridge, the other just above the low ridgeline. The ridge is about a half-mile from the Hoch residence. A photo of the ridge, with roughly-scaled objects sketched on it, suggests an angular diameter of perhaps a degree (object size of order 100 ft), in disagreement with her earlier angular estimates. It was clear that Mrs. Hoch was, as are most, unfamiliar with angular-size estimating. The objects, Mrs. Hoch said, moved up and down in a bobbing manner as they progressed slowly westward along the ridgeline. Occasionally they tilted, glinting in the late afternoon sun as if metallic. No sound was mentioned by any witness except one young boy whose attention was drawn to the object by a "ricocheting sound", as he put it. DiPaolo's observations were made with 7x35 binoculars; he also described the objects as metallic in appearance and shaped like a saucer upside down. His attention had been called to it by neighborhood boys playing outside. Mrs. Amelia Berry, in another part of Trinidad, evidently saw the objects somewhat earlier, when they were farther east, circling near Fisher's Peak, but she was uncertain of the precise time. She saw only two, and remarked that they seemed to "glitter", and she described them as "saucer shaped", "oblong and narrow". Mrs. J. R. Duran, horseback-riding with a 12-year-old son on the opposite (north) side of town also saw two objects, "flat on the bottom, and domed on top, silvery", when her son called them to her attention. She described them as "floating along slowly, bobbing up and down, somewhat to the west of Fisher's Peak." She, like the other witnesses, was positive that these were not airplanes. No one described anything like wings or tail. A number of witnesses were so close that, had this been an unconventional helicopter, its engine-noise would have been unmistakable.

Discussion. -- Notwithstanding differences in the witness accounts (more of which would emerge from a more complete recounting), the common features of the observers' descriptions would seem to rule out known types of aircraft, astronomical, meteorological, and other explanations.

7. ***Case 15, Redlands, Calif., February 4, 1968***

A still more recent multiple-witness case of great interest was well-documented by three University of Redlands professors shortly after it occurred on the evening of 2/4/68. APRO plans a fairly detailed summary-report. Dr. Philip Seff kindly sent me a copy of the witness-testimony he and his colleagues secured in interviewing about twenty out of an estimated hundred-plus witnesses to this low-altitude sighting in a residential area of Redlands. Because I .understand that Dr. Harder will be giving a fairly detailed report of this case to your Committee. I shall give only a much-abbreviated version. At 7:20 p.m.. many persons went outdoors to investigate either (a) the unusual barking of neighborhood dogs. or (b) a disturbing and unusual sound. Soon many persons up and down several streets were observing an object round in planiform, estimated at perhaps 50-60 feet in diameter, moving slowly towards the east-northeast at an altitude put by most witnesses as perhaps 300 feet. Glowing ports or panels lay around its upper perimeter and "jet-like" orange-red flames or something resembling flames emanated from a number of sources on the undersurface. A number of odd psysiological [sic] effects were remarked by various witnesses, and the animal-reactions were a notable feature of this case. The object at one point rose abruptly by some hundreds of feet before continuing its somewhat "jerky" motion to the

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east it then hovered a short time and moved off with acceleration to the northwest.

Discussion. -- The Redlands University trio inquired concerning radar detection, but were informed that the nearest radar was at March AFB, Riverside, and the beam clearing intervening ridges could not detect so low a target over Redlands. An interesting aspect of press coverage of UFOs, a very characteristic aspect, is illustrated here. The local Redlands-area papers carried only short pieces on the event; beyond that no press coverage occurred, as far as I have been able to ascertain.

Evidently even the state wires did not carry it. (I think this fact deserves very strong emphasis. One has to see national clipping-service coverage, drawing upon many small-town papers, to gain even a dim glimpse of the astonishing number of UFO reports that occur steadily, but go unreported on state and national wires so that none but very diligent UFO investigators have any appreciation of the true frequency of UFO sightings. This is no "press clampdown", no censorship; wire editors simply "know" that there's nothing to all this nonsense about UFOs. A local story will be run simply for its local interest, but that interest falls off steeply with radial distance from the observation site.) Thus, we must confront a situation, developed over 20 years, in which over a hundred citizens in a city of about 30,000 population can see an utterly unconventional aerial machine just overhead and, almost by the time the dogs have stopped barking, press and officialdom are uninterested.; Dr. Seff told me just last week that he had encountered a Redlands University coed who had seen the object (he hadn't interviewed her previously), and she seemed still terrified by the incident. I believe that your Committee must recognize an unfilled scientific obligation to get to the bottom of such matters.

8. Many other multiple-witness cases could be cited, some from my own interviewing experience, far more from other sources within this country and abroad. An October 28, 1954 sighting in Rome was estimated to have been viewed by thousands of people, one of whom was U.S. Ambassador Clare Booth Luce (Ref. 10) with her embassy staff. Mrs. Luce said it had the shape of a silver dollar and crossed the skies in about 30 seconds. A now-famous group of sightings of June 26/27, 1989, near Boianai, New Guinea, was observed by several dozen witnesses. the principal one of whom I interviewed in Melbourne, in 1967, Rev. Wm. B. Gill. Bloecher (Ref. 8) describes a number of mid-1947 incidents where the witness-totals ranged from dozens up to well over a hundred persons. Hall (Ref. 10) cites more recent instances. Many other sources could be cited to show that the intimation that UFOs are never seen except by lone individuals driving along some remote back road (a frequent setting, to be sure!) does not accord with the actual facts. Multiple-witness UFO cases are impressively numerous.

WHY AREN'T UFO'S EVER SEEN IN CITIES? WHY JUST IN OUT-OF-THE-WAY PLACES?

One cannot study the UFO problem long without being struck by the preponderance of reports that come from somewhat remote areas, non-urban areas. Similarly, one cannot escape the conclusion that more UFOs are reported at night than in day. For the latter, luminosity and its obvious effect on probability of chance visual detection may go far towards explaining the diurnal variation of UFO sightings (though I suspect that moat students of the problem would conclude that there is a real excess of nightttme occurrences for quite unknown reasons). Why, some ask with respect to the geographical distribution, don't the UFOs, if real and if extraterrestrial, spend most of their time looking over our cities? That's what we'd do, if we got to Mars and found huge urban complexes, some skeptics insist.

It is surprising to find scientists who do not see through the transparency of that homocentric fallacy. If it were true that we were under surveillance from some advanced civilization of extraterrestrial origin, the pattern of the observations, the motivation of the surveillance, and the degree of interest in one versus another aspect of our planet could be almost incomprehensible to us. Aboriginal natives under anthropological observation must find almost incomprehensible the motives behind the strange things that the field-teams do, the odd things in which they are interested. But the cultural and the intellectual gulf that would separate us from any intelligent beings commanding a technology so advanced that they could cross interplanetary or interstellar distances to inspect us would be a gulf vastly greater than that which separates a Harvard field-anthropologist from a New Guinea native. And, for this reason, I think one must concede that, within the argumentation carried out under tentative consideration of an extraterrestrial

terrestrial hypothesis for UFOs, incomprehensibility must be expected as almost inevitable. Hence there is more whimsy than good reasoning in queries such as, "Why don't they land on the White House lawn and shake hands with the President?"

Nevertheless, the evidence affords a fairly definite answer to the skeptics' question, "Why aren't they ever seen over or in cities?" They are.

1. ***Case 16. New York City, November 22, 1966***

A report in a 1967 issue of the NICAP UFO Investigator (Ref. 33) reads as follows;

"A UFO over the United Nations in New York City was reportedly seen on November 22, 1966. Witnesses included at least eight employees of the American Newspaper Publishers Association, who watched from their offices on the 11th floor of 750 Third Avenue at 4:20 p.m. on a bright, sunny day. The UFO was a rectangular, cushion-shaped object ...(which) came southward over the East River, then hovered over the UN Building ... It fluttered an bobbed like a ship on agitated water."

Witnesses mentioned were D. B. McVay, assistant general manager of ANPA and Mr. W. H. Leick, manager of the ANPA's Publications Department. I telephoned the ANPA offices and spoke at some length with Mr. Leick about the sighting. He confirmed that eight or nine persons went out on the 17th floor terrace, watching the object hover over the UN Building (as nearly as they could estimate) for a number of minutes as it rocked and reflected the sun's rays with a golden glint before rising and moving off eastward at high speed. I asked Leick if they reported it to any official channels, and he said that A. A. LaSalle called a New York office of the Air Force and was assured that an officer would be in the next day to interview them. But no one ever came. Leick added that they also phoned a New York newspaper "which shall go unnamed," but "they weren't interested." It got to NICAP almost by accident, and NICAP sent up their standard witness-questionnaires which Leick said they all filled out.

Discussion. -- When an incident such as this is cited to the skeptic who asks, "Why no UFOs near cities?", I find that his almost invariable retort is something like: "If that had really happened, why wouldn't hundreds to thousands of persons have reported it?" There are, I believe, two factors that explain the latter situation. First, consider the tiny fraction of persons on any city street whose vision is directed upwards at any given moment. In absence of loud noises aloft, most urbanites don't spend any large amount of time scanning the skies. In addition to infrequency of sky-scanning, another urban obstacle to UFO detection is typically restricted vision of the full dome of the sky; buildings or trees cut down the field of view in a way not so typical of the view afforded the farmer, the forest ranger, or a person driving in open country. Finally. In UFO studies, it is always necessary to draw sharp distinction between a "sighting" and a "report". The first becomes the second only if a witness takes the step of notifying a newspaper, a law-enforcement office, a university, or some official agency. It is abundantly clear, from the experience of UFO investigations in many parts of the world, that psychological factors centering around unwillingness to be ridiculed deter most witnesses from filing any official report on a very unusual event. Again and again one learns of a UFO sighting quite indirectly, from someone who knows someone who once mentioned that he'd seen something rather unusual. On following such leads, one frequently comes upon extremely significant sightings that were withheld from official reporting channels because of the "ridicule lid", as I like to term it, that imposes a filter screening out a large number of good sightings at their source.

Returning to the 11/22/66 New York City report, I must say that. between the information NICAP secured from the witnesses and my own direct conversations with Leick. I accept this as a quite real sighting, made by reliable observers under viewing circumstances that would seem to rule out obvious conventional explanations. When the object left its hovering location, it rose straight upward rapidly, before heading east, Leick said. Although he and his colleagues may well have erred in their slant-range estimate which put it over the UN Building, their description of its shape and its maneuvers would appear to rule out helicopters, aircraft, balloons, etc.

2. ***Case 17. Hollywood, Calif., February 5-6, 1960***

A still more striking instance in which entirely unconventional objects were observed by many city-dwellers, where low-altitude objects hovered and exhibited baffling phenomena, is a central Hollywood case that was rather carefully checked by LANS, the Los Angeles NICAP Subcommittee (Ref. 34). The

two incidents occurred just after 11:00 p.m. on two successive nights, Friday 2/5/60 and Saturday 2/6/60, over or near the intersection of Sunset Blvd. and La Brea Ave., *i.e.*, in the heart of downtown Hollywood. I have gone over the site area with one of the principal investigators of these incidents, Mrs. Idabel Epperson of LANS, have examined press accounts (Ref. 35) that dealt (very superficially) with the event, and have studied correspondence between the LANS investigators and official agencies concerning this case. The phenomenology is far too complex to report in full detail here; even the 21-page single-spaced LANS report was only a digest of results of all the NICAP witness-interviewing carried out to substantiate the events. The LANS report summarizes object-descriptions given by eight witnesses Friday night and eighteen witnesses Saturday night, several of them police officers.

Cars were stopped bumper-to-bumper, according to employees of several businesses on the Sunset-La Brea intersection in the midst of the main events, with people gaping at the object overhead. Persons on hotel and apartment rooftops were out looking at the bright "cherry-red, circular light" that figured in both incidents. On the two successive nights, the red object first appeared at about 11:15 p.m., and on both nights it stopped and hovered motionless for periods of about 10 minutes at a time. The angular estimates of the size of the red light varied, but seemed to suggest a value of one-fourth to one-third of the lunar diameter, say 5-10 minutes of arc. Almost all agreed that the light was sharp-edged rather than hazy or fuzzy. The usual witness-variances are exhibited in the total of about two dozen persons interviewed, e.g., some thought the light pulsated, others recalled it as steady, etc., but the common features, consistent throughout almost all the testimony, bespeak a quite unusual phenomenon.

On Friday night, the red light was first seen directly overhead at Sunset and La Brea. Two service-station attendants at that intersection, Jerry Darr and Charles Walker, described to LANS interviewers how, "... hundreds of people saw it -- everybody was looking" as the light hovered for at least five minutes over a busy drive-in there. Ken Meyer, another service station attendant a third of a mile to the north, estimated it hovered for about 10 minutes. Harold Sherman, his wife, and two others watched it in the later phases (also described by the above-cited witnesses) as it resumed motion very slowly eastward. After proceeding east for a distance that witnesses roughly estimated at a block or two, it veered southeastward and passed out of sight. (It is not clear whether it was occulted by buildings for some witnesses, or diminished in intensity, or actually passed off into the distance.) No sound was heard over street-noise background.

The following night, an object which appeared to be the same, to those several witnesses who saw both events, again showed up overhead, this time first seen about one block farther east than on Friday night. Triangulation based on estimates of angular elevations as seen from various locations was used to approximate the height above ground. LANS concluded that, when first seen, it lay about 500-600 ft. above the intersection of Sunset and Sycamore. A number of witnesses observed it hovering motionless in that position for about 10 minutes. Then a loud explosion and brilliant bluish-white flash was emitted by the object, the noise described by all witnesses as unlike any sonic boom or ordinary explosion they had ever heard. The sound alerted witnesses as far away as Curson and Hollywood Blvd., i.e., Tom Burns and two friends who asked LANS interviewers not to use their names. Condensing very greatly here the descriptions given to the interviewers by independent witnesses who viewed the "explosion" from various locations scattered over a circle of about a 1-mile radius yields a summary-description as follows: What had, just before the explosion, looked much "like a big red Christmas ball hanging there in the sky", was suddenly the source of a flash that extended downward and to the west, lighting up the ground all around one interviewed (Soe Rosi) on La Brea Ave. A "mushroom-shaped cloud", with coloration that impressed all who saw it, emerged upward and soon dissipated. Concurrently, as the red light extinguished, an object described by most, but not all, witnesses as long and tubular shot upwards. Angular estimates implied an object a number of tens of feet long, 70 ft. from Harold Sherman's rough estimates.

Clearly, it is difficult to explain how an object of such size could have materialized from a light at 500 ft. elevation and subtending an angle of only 10 minutes of arc, unless it had been there all along, unseen because of the brilliance of the red light beneath it. Or perhaps the angular-size estimates are in error. Some witnesses followed only the tubular ascending object, others saw

only something that "spiraled downwards" beneath the explosion source. No witness seemed certain of what it was that came down; some spoke of "glowing embers"; no one gave indication of following it to ground.

Glossing over other details bearing on this "explosion" at an estimated 5-600 ft above Sunset and Sycamore, witnesses next became aware that the just-extinguished red light had evidently reappeared in a new location, about a block to the west. Police officers Bay Lopez and Daniel Jaffee, of LAPD, located at the corner of Sunset and LaBrea, heard the explosion and looked up, seeing the light in its new location "directly overhead", as did many others at that intersection who then watched the red light hovering in its new location for about 3 minutes. (Space precludes my giving all pertinent information on time-estimates as set out in the 21-page LANS summary. For example, a good time-fix on the explosion came from the fact that E. W. Cass, a contractor living almost a mile west, was just winding his alarm clock, looking at it, when flare-like illumination "lit up the whole bedroom", just at the indicated time of 11:30. He went out, watched the hovering red light in its new location, and added further details I shall omit here. Others took their time clues from the fact that 11:30 commercials had just come on TV when they heard the peculiar explosion and hastened outside to check, etc.)

The red light, now over Sunset and La Brea, was roughly triangulated at about 1000 ft up, a figure in accord with several witness comments that, when it re-appeared some 4-5 seconds after the "explosion", it lay not only somewhat west of its

first location, but noticeably higher. After hovering there for a time inferred to be eight minutes, it began slowly drifting eastward, much as on the previous night when much less spectacular events had occurred. Larry Moquin, one witness who had taken rather careful alignment fixes using rooflines as an aid, remarked that, at this stage. La Brea and Sunset was filled with watchers: "Everybody was standing outside their cars looking up -- cars were backed up in the streets -- and everyone was asking each other, "What is it?" After moving slowly but steadily (observers mentioned absence of bobbing, weaving, or irregularity in its motion) for about a block east, to its first location it turned sharply towards the north-northeast, accelerated, and climbed steeply, not stopping again until at a very high altitude well to the north. From crude triangulation, LANS investigators inferred a new hovering altitude of over 25,000 ft, but it is clear from the data involved that this estimate is extremely rough.

Discussion. -- Although I have done no personal witness-interviewing to date in the 2/60 Hollywood case, I can vouch for the diligence and reliability with which the LANS group pursues its case-studies. The large number of interviews secured and the degree of consistency found therein seem to argue that some extremely unusual devices maneuvered over Hollywood on the two nights in question. Unless one simply rejects most of the salient features of the reports. it is quite clear that no meteorological or astronomical explanation is at all reasonable. Nor does any conventional aircraft match the reports.

The question that arises almost immediately is that of a practical joke, a hoax. However, the resources required to fabricate some device yielding the complex behavior (stop motionless, move against wind, explosively emit secondary devices, and finally, in the 2/6 event, climb to rather high altitude) would scarcely be available to college pranksters. The phenomena go so far beyond the gas-balloon level of hoaxing that one must have some much more elaborate hoax hypothesis to account for the reported events. Balloons must drift with the winds, and the LANS group secured the local upper-wind data for both nights, and there is no match between the reported motions and the winds in the surface-1000-ft layer. And, in any event, the alternation between hovering and moving, plus the distinct direction-shifts without change of apparent altitude, cannot be squared with balloon-drift. This would mean that some highly controlled device was involved, capable (in the 2/6 incident) of hovering in an almost precisely stationary position relative to the ground (Moquin sighted carefully, using structural objects to secure a fix when the red light lay right over La Brea and Sunset, and perceived no motion for many minutes). Yet the Weather Bureau was reporting 5 mph winds from the southwest at 1000 ft (triangulated altitude when hovering there). Only if one hypothesized that this was an expensively elaborate experiment in psychological warfare could one account for financial resources needed to build a device capable of simulating some of these phenomena. Such a hypothesis seems quite unreasonable in the 100-megaton age where ever-present realities of weaponry pose more psychological strains than Disney-like pyrotechnics.

In fact, UFO sightings with equally peculiar phenomenology are so much a part of the total record that this Hollywood incident is not as unparalleled as it might first seem. In Hobard, Tasmania, I interviewed an electrical engineer who, along with a fellow engineer also employed by the Tasmanian Hydroelectric Commission, observed phenomena occurring in broad daylight over and near the River Derwent at Risdon that have the same "absurd" nature that one meets in the Hollywood case. The wife of a Texas rancher described to me an incident she witnessed in Juarez, Mexico, with about the same absurdity-quotient. We simply do not understand what we are dealing with in these UFO phenomena; my present opinion is that we must simply concede that, in the Hollywood case, we are confronted with decidedly odd UFO phenomena, in a decidedly urban locale.

There appears to have been no official investigation of these striking events (Ref. 35), and local newspapers gave it only the briefest attention. In the New York City case cited above, the particulars were phoned to a large New York paper, but the paper was not interested, and no account was reported. Similarly in the 2/4/68 Redlands case, the local papers felt it warranted only an extremely brief article. This pattern is repeated over and over again; newspapermen have been led to believe that UFOs are really no more than occasional feature-story material. On rare occasions, for reasons not too clear to students of the UFO problem, some one case like the Michigan incident of 1966 will command national headlines for a day or two and then be consigned to journalistic limbo. This, in company with scientific rejection of the problem, plus official positions on the matter have combined to keep the public almost entirely unaware of the real situation with respect to frequency and nature of UFO incidents. For emphasis, let me repeat that I do not see design in that, nothing I construe as any well-planned attempt to keep us all uninformed for some sinister or protective reason. The longer I reflect on the history of the past handling of the UFO problem, the more I can see how one thing led to another until we have reached the intolerable present situation that so urgently calls for change.

3. ***Case 18. Baytown, Texas, July 18, 1966***

Baytown, Texas, on Galveston Bay, has a population near 80,000. Several persons evidently saw an interesting object there at about 9:00 a.m. on 7/18/66. My original source on this case was an article that appeared in the 10/8/66 *Houston Post* from NICAP flies. The article, by Post reporter Jimmie Woods, represents one of those rare UFO feature stories in which fact is well blended with human interest, as I found when I subsequently interviewed one of the principal witnesses, W. T. Jackson, at whose service station he and assistant Kelly Dikeman made the sighting. Both were inside the station when Jackson spotted the object hovering motionless about 100 yards away. (The Post said 1000 yards, but Jackson pointed out that Woods interviewed him while he was waiting on customers at the station and the reporter didn't get allot it correct.)

Jackson explained to me that the object "lay right over the Dairy Queen." He described it as a white object that "looked like two saucers turned together with a row of square windows in between", and he thought it might have been 50 feet in diameter. He called Dikeman over, and they both looked at it for a few seconds and then simultaneously started for the door to get a better look. Almost at that moment it started moving westward. Dikeman was at the door before Jackson and had the last view of it as it passed over a water tower, beyond buildings and a refinery and was gone, "faster than any airplane." Jackson described it as pure white, and definitely not spinning, since he saw clearly the features that he termed "windows" Jackson kept the incident to himself for a time; when it got out, two nurses who were unwilling to give him their names because "they didn't want to be laughed at" stopped at his station and told him they had seen it from another part of Baytown.

Discussion. -- "Swamp gas" explanations were then still featured in press discussions of UFOs, and Jackson volunteered the comment that there are no swamps nearby and that it was "too high for any gas formations" he knew of. "It damned sure wasn't no fireball," Jackson told the *Post* reporter, and also commented, "Feller, when you set there and count the windows it ain't no damn reflection." I received similar salty commentary on various hypotheses when I spoke with Jackson. No sound was heard, yet, as Jackson put it, "if it had been any kind of jet, we'd have been deafened." As in many other cases, a distinctly machine-like configuration, definite outlines, secondary "structural" features here termed "windows", add up to a description that does not suggest any misinterpreted

natural phenomenon. That it hovered within a city of moderate size with only a total of two declared and two other undeclared witnesses is not entirely difficult to understand when one has interviewed large numbers of witnesses for whom the likelihood of ridicule was an almost sufficient deterrent to open reporting.

4. ***Case 19. Portland, Oregon, July 4, 1947***

In the course of cross-checking a sampling of the 1947 cases that went into Bloecher's study (Ref. 8), the numerous daytime sightings in central Portland on 7/4/47 seemed worth checking, especially because many of the reports came from police and harbor patrolmen. Here again, we deal with a case for which there are so many relevant details available that space precludes an adequate summary (see Ref. 8). I spoke with Sheriff's Deputy Fred Krives who, along with several other deputies, had seen some of the many objects over Portland from the Court House across the Columbia River in Vancouver, Wash. Krives recalled that over half a dozen deputies were outside looking at what they estimated to be about 20 disc-shaped objects in several subgroups racing across the sky at an estimated height of perhaps 1000 ft, heading to the southwest.

Both from contemporary press accounts and my own checks, it became evident that more than one formation of discs flew over Portland that day. Harbor Patrol Capt. K. A. Prehn, whom I located by telephone, told me that he had been called outside by another officer who spotted objects moving overhead towards the south. Their speed seemed comparable to that of aircraft, their outlines were quite sharp, and they looked metallic as they flashed in the sun. They occasionally wobbled, and their path seemed to be slightly irregular. Other officers with whom I spoke sighted discs from other parts of the Portland area; one of them, Officer Walter Lissy, emphasized that he recalled them as zig-zagging along at "terrific speed." Another officer, Earl Patterson, told me of seeing a single object that "made sudden 90-degree turns with no difficulty." I also obtained letter accounts from others in the Portland area who saw disc-like objects that day. Here was an early instance of unidentified objects maneuvering in full daylight over a major city.

Discussion. -- The July 4, 1947 sightings (for which Bloecher gathered press accounts for more than 80 from various parts of the U.S.) were made the subject of a good deal of press ridicule, as Bloecher's study makes clear. However, after interviewing a number of the witnesses to the Portland sighting concerning their recollections of what they saw that day, I see no basis at all for rejecting these sightings. The official explanation for the Portland observations is "Radar Chaff," based evidently (Ref. 6) on a report that some aircraft had made a chaff-drop in that area sometime on that day. "Chaff" is

metal-foil cut into short strips, typically a few inches in length, ejected from military aircraft to jam radar. The strips float down through the air, intercepting and returning the radar pulses. To suggest that numerous police officers would confuse strips of foil, so small as to be invisible beyond a few hundred yards, with maneuvering disc-like objects seems unreasonable. I doubt that anyone who had talked directly to these officers could have seriously proposed such an explanation. Herein lies a difficulty: In an overwhelming majority of cases, official explanations have been conceived without any direct witness-interviewing on the part of those responsible for conceiving the explanations.

5. Perhaps, for present purposes, the foregoing cases will suffice to indicate that there have been significant UFO incidents in cities. Many other examples could easily be cited. Elsewhere (Ref. 2) I have discussed my interviews with witnesses in a case at Beverly, Mass., on the evening of April 22, 1966, where three adult women and subsequently a total of more than half a dozen adults (including two police officers) observed three round lighted objects hovering near a school building in the middle of Beverly. At one early stage of the sightings, one of the discs moved rapidly over the three women, hovering above one of them at an altitude of only a few tens of feet and terrifying the hapless women until she bolted. This case was quite thoroughly checked by Mr. Raymond B. Fowler, one of NICAP's most able investigators, who has studied numerous other UFO incidents in the New England area.

I interviewed witnesses in a most interesting sighting in Omaha in January 1966, where a stubby cigar-shaped object had been seen by a number of persons on the northwest side of the city. Urban UFO cases in other parts of the world are also a matter of at least journalistic if not yet scientific record. To sum up, though non-urban reports are definitely more numerous, urban reports do indeed exist.

WHY DON'T ASTRONOMERS EVER SEE UFO'S?

I have had this question put to me by many persons, including a number of astronomers. Once I was speaking to a group from an important laboratory of astronomy when the director asked why astronomers never see them. In the room, among his staff, were two astronomers who had seen unconventional objects while doing observing but who had asked that the information they had given me about their sightings be kept confidential. I understand such strictures, but some of them make things a bit difficult. This phenomenon of professional persons seeing unidentified objects and then being extremely loath to admit it is far more common than one might guess. After hearing of an evidently very significant sighting by a prominent physical scientist who was hiking in some western mountains when he spotted a metallic-looking disc, examined it with binoculars, and saw it shoot up into the air (according to my second-hand report from a professional colleague), I tried for month's to secure a direct report of it from him; he was unwilling to discuss it openly with me. NICAP has had reports from prominent executives in large technical corporations who insisted that, just because of their positions, their names not be used publicly. Similar instances could be cited almost ad infinitum. The very types of witnesses whose testimony would carry greatest credence often prove to be the most reluctant to admit their sightings; they seem to feel they have the most to lose. Within a day of this writing

I spoke to a veteran airlines pilot about a sighting in which he was involved about a decade ago. After the official "explanation" was publicized, he decided he'd never report another one. I predict that social psychologists are going to have a field day, in a few years, studying the "pluralistic ignorance" that led so many persons to conceal so many sightings for so long.

Returning, however, to the question of why astronomers never see UFOs, a relevant quantitative consideration needs to be cited at once. According to a recent count, the membership of the American Astronomical Society is about 1800; by contrast, our country has about 350,000 law-enforcement officers. With almost 200 times as many police, sheriffs' deputies, state troopers, etc., as there are professional astronomers, it is no surprise that many more UFO reports come from the law-enforcement officers than from the astronomers. Furthermore, the notion that astronomers spend most of their time scanning the skies is quite incorrect; the average patrolman almost certainly does more random looking about than the average professional astronomer.

Despite these considerations, there are on record many sightings from astronomers, particularly the amateurs, who far outnumber the professionals. A few examples will be considered.

1. ***Case 20. Las Cruces, N.M., August 20, 1949***

A good account of the sighting by Dr. Clyde Tombaugh, discoverer of the planet Pluto, is given by Menzel (Ref. 25). From my own discussions with Dr. Tombaugh, I confirmed the main outlines of this incident. At about 10:00 p.m. on 8/20/49, he, his wife, and his mother-in-law were in the yard of his Las Cruces home, admiring what Tombaugh described as a sky of rare transparency, when Tombaugh, looking almost directly towards zenith, spotted an array of pale yellow lights moving rapidly across the sky towards the southeast. He called them to the attention of the two others, who saw them just before they disappeared halfway to the horizon. The entire array subtended an angle which Tombaugh put at about one degree, and it took only a few seconds to cross 50 or 60 degrees of sky. The array comprised six "windowlike" rectangles of light, formed into a symmetric pattern; they moved too fast for aircraft, too slowly for a meteor, and made no sound. Menzel quotes Tombaugh as. saying, "I have never seen .anything like it before or since, and I have spent a lot of time where the night sky could be seen well."

Discussion. -- Dr. Menzel explains this phenomenon as resulting from reflection of lights from the ground, possibly "the lighted windows of a house" reflected by an inversion or haze layer aloft. The movement he explains as resulting from a ripple on the haze layer. Such an "explanation" is not merely difficult to understand; it is incredible. For an "inversion layer" to produce such a near-normal reflection of window lights would demand a discontinuity of refractive index so enormously large compared with anything known to occur in our atmosphere as to make it utterly out of the question. However, it has been just such casual *ad hoc* explanations as this by which Menzel has, in his writings, used meteorological optics to rationalize case after ease with no attention to crucial *quantitative* details. It is a simple matter to show that even inversions of intensity many

orders of magnitude larger than have ever been observed yield reflectivities (at the kind of near-normal incidence involved in Tombaugh's sighting) that are only a tiny fraction of one per cent (Ref. 36). In fact, I see no way of accounting for the Tombaugh observation in terms of known meteorological or astronomical phenomena.

2. ***Case 21. Ft. Sumner, New Mexico, July 10, 1947***

A midday sighting by a University of New Mexico meteoriticist, Dr. Lincoln La Paz, and members of his family was summarized by Life magazine years ago (Ref. 87) without identifying La Paz's name. Bloecher (Ref. 8) gives more details and notes that this is officially an Unidentified. (At 4:47 p.m. MST on 7/10/47, four members of the La Paz family nearly simultaneously noted "a curious bright object almost motionless" low on the western horizon, near a cloud bank. The object was described as ellipsoidal, whitish, and having sharply-outlined edges. It wobbled a bit as it hovered stationary just above the horizon, then moved upwards, passed behind clouds and re-emerged farther north in a time interval which La Paz estimated to be so short as to call for speeds in excess of conventional aircraft speeds. It passed in front of dark clouds and seemed self-luminous by contrast. It finally disappeared amongst the clouds. La Paz estimated it to be perhaps 20 miles away, judging from the clouds involved; and he put its length at perhaps 100-200 ft.

Discussion. -- This observation is attributed by Menzel (Ref. 24, p. 29) to "some sort of horizontal mirage, perhaps one of a very brilliant cloud shining like silver in the sunlight -- a cloud that was itself invisible because of the darker clouds in the foreground." As nearly as I am able to understand that explanation, it seems to be based on the notion that mirage-refraction can neatly superimpose the image of some distant object (here his "brilliant cloud") upon some nearer object in the middle distance (here his "darker clouds"). That is a fallacious notion. If any optical distortions did here bring into view some distant bright cloud, it would not be possible to receive along immediately adjacent optical paths an image of the intermediate clouds. Furthermore, the extremely unstable lapse rates typical of the southwestern desert areas under afternoon conditions produce inferior mirages, not superior mirages of the looming type here invoked by Menzel. Rapid displacements, vertically and horizontally, are not typical of mirage phenomena. Hence Menzel's explanations cannot be accepted for this sighting.

3. ***Case 22. Harborside, Me., July 8, 1947***

An observation by an amateur astronomer, John F. Cole, reported to official investigative offices near the beginning of the period of general public awareness of the UFO problem, involves an erratically maneuvering cluster of about 10 objects, seen near 2:30 p.m. EDT on 7/3/47 on the eastern shore of Penobscot Bay. Hearing a roar overhead, Cole looked up to see the objects milling about like a moving swarm of bees as they traveled northwestward at a seemingly high speed, as nearly as he could judge size and distance. The objects were light-colored, and no wings could be discerned on most, although two appeared to have some sort of darker projections somewhat resembling wings. In 10-15 seconds they passed out of sight

Discussion. This is one of several dozen cases admitted to the Unidentified category in one of the earliest official reports on UFOs (Ref. 6). I have tried, unsuccessfully, to locate J. F. Cole. An account of the case is given by Bloecher (Ref. 8). It might be remarked that "swarming bee" UFO observations have cropped up repeatedly over the years, and from all over the world.

4. ***Case 23. Ogra, Latvia, July 26, 1965***

An astronomer whom I know recently toured a number of observatories in the USSR, and brought back the word that a majority of Russian astronomers have paid little attention to Russian UFO reports (details of which are quite similar to American UFO reports, my colleagues established), a frequently-cited reason being that the American astronomer, Menzel, had given adequate optical explanations of all such sightings. I must agree with Dr. Felix Zigel who, writing on the UFO problem in Soviet Life (Ref. 38), remarked that Menzel's explanation in terms of atmospheric optics "does not hold water." It would, for example, be straining meteorological optics to try to account in such terms for a sighting by three Latvian astronomers whose report Zigel cites in his article. At 9:35 p.m. on 7/26/65 while studying noctilucent clouds, R. Vitolniek and two colleagues visually observed a starlike object drifting slowly westward. Under 8-power binocular

magnification, the light exhibited finite angular diameter, so a telescope was used to examine it. In the telescope, it appeared as a composite of four smaller objects. There was a central sphere around which, "at a distance of two diameters, were three spheres resembling the one in the center." The outer spheres slowly rotated around the central sphere as the array gradually moved across the sky, diminishing in size as if leaving the Earth. After about 20 minutes' observation, the astronomers noted the outer spheres moving away from the central object, and by about 10:00 p.m., the entire group had moved so far away that they were no longer visible.

Discussion. -- I have no first-hand information on this report, of course. The group of objects was seen at an angular elevation of about 60 degrees, far too high to invoke any mirage-effects or other familiar refractive anomalies. Furthermore, the composite nature of the array scarcely suggests an optical distortion of the telescope, a possibility also rendered improbable from the observed angular velocity and apparent recessional motion.

5. ***Case 24. Kislovodsk, Caucasus, August 8. 1967***

Zigel, who is affiliated with the Moscow Aviation Institute, reports in the same article (Ref. 38), a sighting at 8:40 p.m., 8/8/07, made by astronomer Anatoli Sazanov and colleagues working at the Mountain Astrophysical Station of the USSR Academy of Sciences, near Kislovodsk. Sazanov and ten other staff members watched an "asymmetric crescent, with its convex side turned in the direction of its movement" moving eastward across the northern sky at an angular elevation of about 20 degrees. Just ahead of it, and moving at the same angular speed was a point of light comparable to a star of the first magnitude. The crescent-like object was reddish-yellow, had an angular breadth of about two-thirds that of the moon, and left vapor-like trails aft of the ends of the crescent horns. As it receded, it diminished in size and thus "instantly disappeared".

Discussion. -- If we may accept as reliable the principal features of the sighting, how might we account for it? The "faintly luminous ribbons" trailing from the horns suggest a high-flying jet, of course; but the asymmetry and the reddish-yellow coloration fail to fit that notion. Also, it was an object of rather large angular size, about 20 minutes of arc, so that an aircraft of wingspan, say, 150 feet would have been only about five miles away whence engine-noise would have been audible under the quiet conditions of a mountain observatory. More significant, if it had been an aircraft at a slant range of five miles, and at 20 degree elevation, its altitude would have been only about 9000 ft above the observatory. For the latitude and date. the sun was about ten degrees below the western horizon, so direct sun-illumination on the aircraft at 9000 ft above observatory level would be out of the question. Hence the luminosity goes unexplain . Clearly, satellites and meteors can-be ruled out. The astronomers' observation cannot be readily explained in any conventional terms. Zigel remarks that the object was also seen in the town of Kislovodsk, and that another reddish crescent was observed in the same area on the evening of July 17, 1967.

6. ***Case 25. Flagstaff, Ariz., May 20, 1950***

Near noon on 5/20/50, Dr. Seymour Hess observed an object from the grounds of the Lowell Observatory. Although Hess' principal field of interest has been meteorology, we may here consider him an astronomer-by-association, since he was at Lowell doing work on planetary atmospheres, on leave from Florida State University. Spotting an unusual small object

moving from SE to NW, he had time to send his son after binoculars, which he used in the later portions of his observation. He said it looked somewhat disc-shaped, or perhaps somewhat like a tipped parachute. It had no wings or visible means of propulsion, Dr. Hess indicated to me that he probably had it in sight a total of about three minutes, during which it passed directly between him and a cloud, before disappearing (into a cloud Hess feels, though this point was not certain). From meteorological data bearing on the cloud-base height, Hess deduced that the cloud bases lay 12,000 ft above terrain (vs. Weather Bureau visual estimate of 6000 ft above terrain). The zenith angle was about 48 degrees, so the slant range would have been 17,000 ft or 8,000 ft, depending on which cloud height is accepted. For its 3 minutes estimated angular diameter (dime at 50 ft Hess estimated), the diameter would then come out of the order of 10 to 15 feet His subjective impression was that it was possibly smaller than that.

Discussion. -- The possibility that this might have been a balloon or some other freely drifting device comes to mind. However, Hess noted carefully that the clouds were drifting from SW to NE, i.e., at right angles to the object's motion.

He estimated its speed to be in the neighborhood of 100 to 200 mph, yet no engine noises of any kind were audible. It appeared dark against the bright cloud background, but bright when it was seen against blue sky. No obvious explanation in conventional terms seems to fit this sighting.

7. Many other sightings by both professional and amateur astronomers could be listed. Vallee (Ref. 17) discusses in detail a November 8, 1957 observation by J. L. Chapuis of Toulouse Observatory in France of what appeared through a small telescope to be a yellowish, elliptical body, with distinct outlines, leaving a short trail behind it. It was seen by other observers in three separate locations, executed maneuvers entirely excluding meteoric origin, and was regarded as an unexplainable phenomenon by all of the witnesses. Hall (Ref. 10) lists nine examples of astronomer sightings of unidentified objects, several of which are quite striking. Ruppelt (Ref. 5) remarks that an astronomer working under contract to the official UFO investigatory program interviewed 45 American astronomers uring the summer of 1952, of whom five (11 per cent) had seen what they regarded to be UFOs. Although the sample is small, that percentage is well above the population percentage who say they have seen UFOs, which suggests that perhaps astronomers may sight more UFOs than they report as such. Indeed, with the recent publication of Ref. 7, further interesting information on that 1952 poll is now at hand. The contract astronomer wrote at that time (Ref. 7, Rept 8), "... certainly another contributing factor to their desire not to talk about these things is their overwhelming fear of publicity. One headline in the nation's papers to the effect that 'Astronomer Sees Flying Saucer' would be enough to brand the astronomer as questionable among his colleagues." Unfortunately, we scientists are by no means as open-minded and fearlessly independent as we are sometimes pictured. It is often quite difficult to persuade a scientist to let his confidential report of a UFO sighting become a fully open UFO report; and my own experience suggests that perhaps astronomers, as a group, are just a bit more sensitive on this score than other scientists. At any event, perhaps the above-cited cases will suggest that some astronomers have seen unidentified flying objects.

METEOROLOGISTS AND WEATHER OBSERVERS LOOK AT THE SKIES FREQUENTLY. WHY DON'T THEY SEE UFOS?

1. ***Case 26. Richmond, Va., April 1947***

To begin an answer to that rhetorical question, we might consider an observation made by a weather observer at the Richmond, Va., U.S. Weather Bureau station, about two months before the first national publicity concerning UFOs. Walter A. Minczewski, whom I located at the same Weather Bureau office where he made the sighting in 1947, was making a pilot balloon observation, when he spotted a silvery object that entered the field of his theodolite (which was trained on the balloon he had released). In the account that Minczewski sent me, he stated that "the bottom was flat and the top was slightly dome-shaped": and when he tried to see it with naked eye, he could not spot it. (Typical pilot balloon theodolites have magnifications of about 20 to 25. and angular fields that are usually about a degree across.) It was a "clear bright morning" when he spotted the object, and it lay to his NNE at an elevation of about 45 degrees. Whether Minczewski really saw the upper surface or formed his mental impressions without realizing that the theodolite may have inverted the image is now unclear, and my questioning did not settle that point.

Discussion. -- A report of this sighting is in the official files, a circumstance which greatly surprised Minczewski, since he had discussed it only with his fellow workers. In the ensuing two decades, he has never again seen anything like it. Clearly, the probability of an object crossing the small angular field of a meteorological theodolite is quite low, if only chance were

involved here. He tried to track it but lost it, due to its high angular velocity, after about five or six seconds, he recalled. No obvious conventional explanation suggests itself for this early sighting.

2. ***Case 27. Yuma, Ariz., February 4, 1953***

Weather Bureau observer S. H. Brown was tracking a pilot balloon at 6000 ft over Yuma at 1:50 p.m. MST on 2/4/53 when first one and then a second unidentified object moved across his theodolite field, somewhat as in the preceding case. I obtained an account of this sighting from V. B. Gotten, Meteorologis in-Charge at the Yuma station. The full account is too long for recapitulation here. Both objects appeared to be of the order of a minute of arc in diameter

and appeared "almost round, a solid dull pure white color, with a thin white mist completely edging each object." The first object moved into the optical field and curved upwards to the west, with the theodolite oriented to about 53 degrees elevation, 107 degrees azimuth. About 20 seconds later, a second object entered the field and moved in and out of the field erratically two times, to rejoin the first object. Brown was able to track the pair thereafter, as they jointly changed both azimuth and elevation. Because he had a stopwatch at hand for the balloon observation (which he did not complete because of following the unknown objects), he was able to determine that he followed the pair of objects for five minutes (1350 to 1355), until he lost sight of them against a cirrus cloud deck to the SSW. At the termination of the observation, his instrument was pointed to 29 degrees elevation, 204 degrees azimuth.

Discussion. -- This case is carried as Unidentified in the official files (see Ref. 7 for official summary). At times these objects lay near the sun's position in the sky, which might suggest forward-angle scattering of sunlight by airborne particles. However, initially, the objects were detected at angular distance of about 40 degrees from the solar position, which would not yield appreciable low-angle scattering. Furthermore, if these were airborne scatterers, they would almost certainly be separated by random turbulence within as long a period as five minutes, yet the observer's report indicates that they maneuvered together within angular separations of the order of the roughly one-degree field of such theodolites. The fact that the second object did go out of the field only to return to the vicinity of the first object strains the airborne-particle hypothesis. Thus the official categorization of Unidentified seems reasonable here.

3. ***Case 28. Upington, Cape Province, December 7, 1954***

R. H. Kleyweg, Officer-in-Charge of the Upington Meteorological Station, had just released a balloon for upper-wind measurement and was shielding his eyes from the sun trying to spot the balloon to get his theodolite on it. Seeing an object east of the sun, moving slowly to the west, he thought it was his balloon and got the theodolite on it, only to find that it was white, whereas he had released a red balloon. An account in the Natal Mercury, January 28, 1950, quoted Kleyweg as saying that it seemed "like a half-circle with the sun reflecting off the sloping top." He had no difficulty following it for about three minutes, but then it began to accelerate and, after another minute, he was unable to track fast enough to keep it in optical view (Ref. 10). Discussion. -- Kleyweg was quoted in the cited press source as saying, "I have followed thousands of meteorological balloons. This object was no balloon. " A South African student doing graduate work in my Department, Petrus DuToit, has confirmed this sighting, having had an account of it directly from Kleyweg. An accelerating airborne half-circular object with sloping top seems best categorized as an unidentified flying object.

4. ***Case 29. Arrey, New Mexico, April 24, 1949***

Charles B. Moore, Jr., was with four enlisted Navy personnel making a pilot balloon observation preparatory to release of a Skyhook balloon at the White Sands Proving Ground in the middle of the morning of 4/24/49. The balloon was airborne and was under observation by one of the men when Moore became aware that a white object which he took to be the balloon was in a part of the sky well away from where the theodolite operator had this instrument trained. As Moore has explained directly to me in discussing this famous case, he thought the operator had lost the balloon. Moore took over, swung the 25-power scope onto the "balloon" he had spotted, and found that it was in fact an ellipsoidal white object moving at a rapid angular velocity towards the NE. With stopwatch and recording forms at hand, it was possible for the team of five men to secure some semi-quantitative data on this sighting; Moore disengaged the vernier drives to track manually, and followed the object as it sped from the southwest into the northeast skies. At its closest approach, it was moving at about 5 degrees/sec. Just before Moore lost it in the distance to the northeast, its angular elevation began to increase, as if it were climbing, a quite significant point. The object had a horizontal length about two to three times greater than its vertical thickness. Moore never got a sufficiently clear view to identify any finer details if any were present. Another balloon was immediately released to check the slim possibility that a high-speed jet from SW to NE might have

carried some airborne object across the sky; but the winds were blowing more or less at right angles to the object's path to the 93,000 ft level, and were rather weak (Ref. 10). The angular diameter of the object was estimated at about a

minute of arc (which in the 25-power theodolite would appear to Moore as about three-fourths the apparent size of the moon).

Discussion. -- Moore's sighting is carried as Unidentified in official files. Menzel (Ref. 24)says of it:

"This incident, kept in the classified files for more than two years, presents no serious difficulty to the person who understands the optics of the earth's atmosphere. The air can, under special conditions, produce formations similar to lenses. And, just as a burning glass can project the sun into a point of light, so can these lenses of air -- imperfect though they are -- form an image. What Moore saw was an out of focus and badly astigmatic image of the balloon above"

It would be interesting to hear Menzel present a quantitative defense of that astonishing disposition of this interesting sighting. Here five witnesses, with aid of a tracking device giving better than rough angular-coordinate information on the movements of an unknown object, observe the object move through an arc of over 90 degrees that took it into a part of the sky about that same large angular distance from the real balloon's location, and Menzel adduces a "lens of air" to explain it away. Astronomers find atmospheric scintillation a very serious observational problem because stellar images are often erratically shifted by tens of *seconds* of arc from their mean position as a result of atmospheric turbulence effects. In the 5/24/49 Moore sighting, Menzel is proposing that the atmosphere carried a refracted image of the balloon northeastward at a steady rate of excursion that finally totaled several thousand times the magnitude of refractive angular image-displacements known to occur with bad seeing. I feel obliged to repeat an observation I have made before: If the transmission properties of the Earth's atmosphere were as anomalous as Menzel assumes in his handling of UFO observations, he and his colleagues would be out of business. The official categorization of Unidentified for the Moore sighting seems inescapable. It might be added that, over the years, there have been very many UFO observations of significant nature from the vicinity of White Sands Proving Ground, many involving instrumental tracking, many made by experienced observers. A long and impressive list of them could easily be compiled, yet all have been slowly lost from official cognizance by a process that is characteristically at the heart of response to the UFO problem.

5. ***Case 30. Admiralty Bay, Antarctica, March 16, 1961.***

This listing of UFO sightings by meteorologists could be extended very considerably by drawing on my file of such cases. To cite just one more that also indicates the global .scale of the UFO phenomena, a very unusual luminous unidentified aerial object seen by a meteorologist and others aboard the U.S.S. Glacier at about 6:15 p.m. on 3/16/61 in the Antarctic will be mentioned. I have quite recently received, through French UFO investigator Rene Fouere, a rather detailed summary of this sighting by Brazilian meteorologist Rubens J. Villela, whose earlier account I had seen but paid little attention to (Ref. 10). The point I had missed, prior to reading Villela'a detailed description of the circumstances of the sighting, was the very important feature of a low cloud overcast present at about 1500 ft above the sea. With three shipmates on the flying bridge, Villela suddenly saw

"a multicolored luminous object crossing the sky,"

an object which for a moment they took to be an unusual meteor.

"It was egg-shaped, colored mainly reddish at first, and traveled slowly from NE to SW at about 50 degrees above the horizon, on a straight horizontal trajectory. From its frontal part, several multicolored, perfectly straight 'rays' extended backwards, diverging outwards at an angle; the colors of these rays changed continually, predominantly green, red, and blue. Most striking of all, it left a long trail of orange color in the form of a perfectly straight tube which gave the distinct impression of being hollow, faintly comparable to a neon light,"

Villela stated in his summary.

"Then, suddenly the object divided in two. It was not an explosion, it was a controlled division in two equal parts, one behind the other, each egg-shaped as before and each radiating outwards its V-shaped lateral rays. Then the object shone

with a slightly stronger light, changing color to blue and white, and disappeared completely. That's it -- just disappeared, abruptly."

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His account emphasizes that the boundaries of the object (s) were definite and sharp, not diffuse. Villela's account indicates that a total of six persons were above-decks and saw this striking phenomenon. It is to be emphasized that, in the estimated 10 seconds that this lasted, the object was moving below a cloud deck that lay only about 1500 feet above the sea, so that, for the reported elevation angle of about 50 degrees, the slant range from observers to object was perhaps of the order of 2000 ft. Villela had the subjective impression that the egg-shaped initial form was about as big as a small airplane.

Discussion. -- In a recent book aimed at showing that a majority of the most interesting UFOs are an atmospheric-electrical plasma related to ball lightning, Philip J. Klass (Ref. 39)) cites the preceding case as a good example of the port of observation which he feels he can encompass in his "plasma-UFO" hypothesis. To the extent that he treats only the breakup into two parts, he has some observational basis for trying to interpret this as something akin to ball lightning. But almost at that point the similarity ends as far as meteorologically recognized characteristics of ball lightning go. The highly structured nature of the object and its rays, its size, its horizontal trajectory, its presence in a foggy area with low stratiform clouds free of thunderstorm activity scarcely suggest anything like ball lightning. Nor does this account suggest any meteoric phenomenon at sub-cloud altitudes. I would regard this as just one more of a baffling array of inexplicable aerial phenomena which span so wide a range of characteristics that it is taxing to try to invent any single hypothesis to rationalize them all. The full spectrum of UFO phenomena will, I predict, come as a shock to every scientist who takes the necessary time to look into the wealth of reports accumulated in various archives over the past two decades and more. Official assertions to the effect that UFO reports in no way defy explanation in terms of present scientific and technological knowledge are, in my opinion, entirely unjustified. The Villela sighting seems a case in point. And meteorologists do see UFOs, as the foregoing cases should suggest.

DON'T WEATHER BALLOONS AND RESEARCH BALLOONS ACCOUNT FOR MANY UFOS?

Probably the most categorical statement ever made attributing UFO observations to balloons appeared in a Look magazine article by Richard Wilson in February 1051, entitled, "A Nuclear Physicist Exposes Flying Saucers." Dr. Urner Liddel. then affiliated with the Navy cosmic ray research program using the large Skyhook balloons, was quoted as saying, "There is not a single reliable report of an observation (of a UFO) which is not attributable to the cosmic balloons." When one considers the large number of UFO reports already on record by 1951 in which reliable airlines pilots, military personnel, and other credible witnesses have observed unidentified objects wholly unlike a high-altitude, slowly drifting pear-shaped Skyhook balloon, that assertion appears very curious. Nevertheless, that many persons have misidentified Skyhook balloons and even the smaller weather balloons used in routine meteorological practice is unquestioned. A Skyhook seen against the twilight sky with back-illumination yields a strangely luminous, hovering object which many observers, especially if equipped with binoculars, were unprepared to identify correctly in the 1946-51 period when Skyhook operations were tied up with still-classified programs. To this extent, Liddel's point is reasonable; but his sweeping assertion fails to fit the facts, then or now.

Actually, in official case-evaluations, one finds Skyhook balloons invoked relatively infrequently compared with "weather balloons," But in many of the latter cases, the balloon hypothesis is strained beyond the breaking point. The official criterion used (Ref. 7, p. 185) is extremely loose:

"If an object is reported near a balloon launch site within an hour after the scheduled launch times, it is classed as a balloon."

with no specification of heights, shapes, distances, etc. Using such a criterion, it is easy to see why so many "balloon" explanations figure in the official summaries. There are even "balloon" UFOs whose speed, when inferred from the report, comes out supersonic! The tiny candles or flashlight bulbs hung on pilot balloons for night tracking have been repeatedly made the basis for explanations of what witnesses described as huge luminous objects at close range. Within only days of this writing, I have checked out such a case near Tucson where four adult witnesses saw, on July 2, 1968, a half-moon-shaped orange-red object hovering for several minutes at what they estimated to be a few hundred feet above terrain and perhaps a few miles away over open desert. They watched it tip once, right

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itself, then accelerate and rise over a mountain range and pass off into the distance in some ten seconds. Because a weather balloon had been released earlier (actually about an hour and forty-five minutes earlier) from the Tucson airport Weather Bureau station, the official explanation, published in the local press, was that the witnesses had seen a "weather balloon". A pilot balloon of the small type (30-gram) used in this instance rises at about 600 ft/min, the tiny light on it becomes invisible to the naked eye beyond about 10,000 ft slant-range, and the upper-level winds weren't even blowing toward the site in question. Also the angular size estimated for the observed reddish half-moon was about twice the lunar diameter, and some said about four times larger. A pilot balloon light would have to be within about 20-30 feet to appear this large. Yet such a case will enter the files (if even transmitted to higher echelons) as a "balloon", swelling the population of curious balloon-evaluations in official files.

1. ***Case 31. Ft. Monmouth, N.J., September 10, 1951***

It is clear from Ruppelt's discussions (Ref. 5) that a series of radar and visual sightings near Ft. Monmouth on 9/10/51 and the next day were of critical importance in affecting official handling of the UFO problem in the ensuing two-year period. Many details from the official file on these sightings are now available for scientific scrutiny (Ref. 7). Here, a sighting by two military airmen flying in a T-33 near Ft. Monmouth will be selected from that series of events because the sighting was eventually tagged as a weather balloon. As with any really significant UFO case, it would require far more space than can be used here to spell out adequately all relevant details, so a very truncated account must be employed. While flying at 20,000 ft from a Delaware to a Long Island airbase, the two men in the T-33 spotted an object "round and silver in color" which at one stage of the attempted intercept appeared flat. The T-33 was put into a descending turn to try to close on the object but the latter turned tightly (the airmen stated) and passed rapidly eastward towards the coast of New Jersey and out to sea. A pair of weather balloons (probably radiosonde balloons but no information thereon given in the files) had been released from the Evans Signal Laboratory near Ft. Monmouth, and the official evaluation indicates that this is what the airmen saw.

However, it is stated that the balloons were released at 1112 EDST, and the sighting began at about 1130 EDST with the T-33 over Point Pleasant, N.J. In that elapsed time, a radiosonde balloon, inflated to rise at the 800-900 ft/min rate used for such devices, would have attained an altitude of about 17-18,000 ft, the analysis notes. From this point on, the official analysis seems to be built on erroneous inferences. The airmen said that, as they tried to turn on the object, it appeared to execute a 120-degree turn over Freehold, N.J., before speeding out over the Atlantic. But from the upper winds for that day, it is clear that the Ft. Monmouth balloon trajectory would have taken it to the northeast, and by 1130, it would have been about over the coast in the vicinity of Sea Bright. Hence, at no time in the interval involved could the line of sight from T-33 to balloon have intersected Freehold, which lies about 15 miles WSW of the balloon release-point. Instead, had the airmen somehow seen the radiosonde balloon from Pt. Pleasant, it would have lain to about their N or NNE and would have stayed in about that sector until they passed it. Furthermore, the size of the balloon poses a serious difficulty for the official analysis. Assuming that it had expanded to a diameter of about 15 feet as it ascended to about the 18,000-ft level, it would have subtended an arc of only 0.6 min, as seen from the T-33 when the latter passed over Pt. Pleasant. This angular size is, for an unaided eye, much too small to fit the airmen's descriptions of what they tried to intercept. In a press interview (Ref. 40), the pilot, Wilbert S. Rogers of Columbia, Pa., said the object was "perfectly round and flat" and that the center of the disc was raised "about six feet" and that it appeared to be moving at an airspeed of the order of 900 mph. The entire reasoning on which the balloon evaluation is elaborated fails to fit readily established points in the official case-summary.

Discussion. -- The possibility that a pilot can be misled by depth-perception errors and coordinate-reference errors to misconstrue a weather balloon as a fast-maneuvering object must always be kept in mind. But in the Ft. Monmouth instance, as in many others that could be discussed in detail, there is a very large gap between the balloon hypothesis and the facts. The basic sighting-report here is quite similar to many other daytime sightings by airborne observers who have seen unconventional disc-like objects pass near their aircraft.

2. ***Case 32. Odessa, Wash., December 10, 1952***

According to an official case-summary (Ref. 7, Rept 10), two airmen in an F94 "made visual and radar contact with a large, round white object larger than any known type of aircraft" near 1915 PST on 12/10/52 near Odessa. The radar operator in the F-94 had airborne radar contact with the object for 15 minutes, and during that same interval, ground radar was also tracking it. The summary states that "the object appeared to be level with the intercepting F-94 at 26,000 to 27,000 ft," and it is pointed out that "a dim reddish-white light came from the object as it hovered, reversed direction almost

instantaneously and then disappeared." It is stated that the skies were clear above 3000 ft The official evaluation of this incident is "Possible Balloon", although the report notes that no upper-air research balloon was known to be in the area on this date. The principal basis for calling it a balloon was the observers' description of "large, round and white and extremely large", and it was remarked that the instrument package on some balloon flights is capable of yielding a radar return.

Discussion. -- To conclude that this was a "Possible Balloon" just on the basis of the description, "large, round and white and extremely large", and thereby to ignore the instantaneous course reversal and the inability of a 600-mph jet to close with it over a period of 15 minutes seems unreasonable. We may ignore questions of wind speeds at the altitude of the object and the F-94 because both would enjoy the same "tail-wind effect". In 15 minutes, the F-94 would be capable of moving 150 miles relative to any balloon at its altitude. On the other hand, airborne radar sets of that period would scarcely detect a target of cross-section represented by the kinds of instrument packages hung on balloons of the Skyhook type, unless the aircraft were within something like 10 or 15 miles of it Yet it is stated that the F-94 was pursuing it under radar contact for a time interval corresponding to an airpath ten times that distance. Clearly, categorizing this unknown as a "balloon" was incompatible with the reported details of the case.

On the other hand, there seems no reason to take seriously Menzel's evaluation of this Odessa F-94 sighting (Ref. 25, p. 62). Menzel evidently had the full file on this case, for he adds a few details beyond those in Ref. 7, details similar to those in Ruppelt's account of the case (Ref. 5) :

"Dim reddish-white lights seemed to be coming from windows and no trail or exhaust was visible. The pilot attempted to intercept but the object performed amazing feats, did a chandelle in front of the plane, rushed away, stopped, and then made straight for the aircraft on a collision course at incredible speed."

He indicates that after the pilot banked to avoid collision he could not again locate it visually, although another brief radar contact was obtained. Having recounted those and other sighting details, Menzel then offers his interpretations:

"In the east, Sirius was just rising over the horizon at the exact bearing of the unknown object. Atmospheric refraction would have produced exactly the phenomenon described. The same atmospheric conditions that caused the mirage of the star would have caused anomalous radar returns."

Now stars just above the viewer's horizon do scintillate and do undergo turbulent image-displacement, but one must consider quantitative matters. A refractive excursion of a stellar image through even a few minutes of arc would be an extremely large excursion. To suggest that a pilot would report that Sirius did a chandelle is both to forget realities of astronomy and to do injustice to the pilot. In fact, however, Menzel seems to have done his computations incorrectly, for it is easily ascertained that Sirius was not even in the Washington skies at 7:15 p.m. PST on 12/10/52. It lay at about 10 degrees below the eastern horizon. A further quite unreasonable element of Menzel's explanation of the Odessa case is his easy assertion that the radar returns were anomalous results of the "atmospheric conditions". Aircraft flying at altitudes of 26,000 ft do not get ground returns on level flight as a result of propagation anomalies. These extreme forcings of explanations recur throughout Menzel's writings; one of their common denominators is lack of attention to relevant quantitative factors.

3. ***Case 33. Rosalia, Wash.. February 6, 1953***

Another official case-summary of interest here is cited by Menzel (Ref. 25, p. 46). Keyhoe (Ref. 4), who studied the case-file on it much earlier, gives similar information, though in less detail. A B-36, bound for Spokane was over Rosalia, Wash., at 1:13 a.m. when, as Menzel describes it,

*"the pilot *** sighted a round white light below him, circling and rising at a speed estimated at 150 to 200 knots as it proceeded on a southeast course."*

Menzel states that the B-36

"made a sharp descending turn toward the light, which was in view for a period of three to five minutes."

The light was blinking, and Keyhoe mentions that the blink-interval was estimated at about 2 seconds.

Menzel concurs in the official evaluation of this as a "weather balloon", noting that a pilot balloon had been released at Fairchild AFB at 1:00 a.m., and remarking that the

"winds aloft at altitudes of 7,000 to 10,000 ft. were from the northwest with a speed of about fifty knots."

He says that

"computations showed that the existing winds would have carried the balloon to the southeast, and it would have been over Rosalia, which is 12.5 nautical miles southeast of Fairchild, in about fifteen minutes."

In fact, Rosalia lies 33 statute miles SSE of Fairchild, or about twice as far as Menzel indicates. The net drift of the balloon cannot be deduced simply from the winds in the 7-10,000-ft. layer; and, in fact, an examination of the upper-wind data for that area on February 6 indicates that the winds at lower levels were blowing out of the southwest. The trajectory of the balloon would have taken it initially east-northeast, then east, and finally curving back to the southeast as it got up to near the 10,000-ft. levels. By that time, it would have been already east of Spokane, nowhere near Rosalia.

The small light (candle or flashlight bulb) used on night pibal runs is almost invisible to the naked eye beyond a few miles' distance. (A 1-candle source at 3,000 ft. is equivalent to a star of about the first magnitude. At 6 miles, then, one finds that the same source equals the luminosity of a sixth-magnitude star, the limit of human vision under the most favorable conditions. For a pilot, looking out of a cockpit with slight inside glare to spot a 1-candle source against a dark background would require that the source be only a few miles away.) At some 30 miles, the B-36 pilot could not have seen the small light on a balloon east of Spokane.

Menzel states that

"the balloon carried white running lights which accounted for the blinking described, and the circling climb of the UFO is typical of a balloon's course"

Neither inference is supportable. The light used on pilot balloons is a steady source; only if one were right above it, with its random swing causing intermittent occultation, would one ever perceive blinking. But then, flying at B-36 speeds, the pilot would have swept over the sector of perceptible occultation in only a matter of seconds. Yet here the pilot watched it for a reported 3-5 minutes. Furthermore, "circling climb" cannot be called "typical of a balloon's course." The balloon trajectory is controlled by the ambient wind shears and only with unusually strong directional shears would a pilot flying a straight course perceive a pilot balloon to be "circling."

In all, there appear to be so many serious difficulties with the balloon explanation for the Rosalia sighting that it is not possible to accept Menzel's statement:

"Thus all the evidence supports ATIC's conclusion that the UFO was a weather balloon."

4. ***Case 34. Boston, Mass., June 1, 1954***

At 0930 EDST, a Paris-New York TWA Constellation was passing near Boston when the cockpit crew spotted "a large, white-colored disc-like object" overhead (Ref. 41). Capt. Charles J. Kratovil, copilot W. R. Davis, and flight engineer Harold Raney all watched it for a total time of 10 minutes as they flew on their own southwestward course to New York. They would occasionally lose it behind overlying clouds. Knowing that they were flying into headwinds, they concluded that it could not be any kind of balloon, so they radioed the Boston airport control tower, which informed him that jets were scrambled and saw the object, but could not close with it.

After landing in New York, Capt. Kratovil was informed that official spokesmen had attributed the sighting to a "weather balloon" released from Grenier AFB, in New Hampshire.

Discussion. -- I am still in the process of trying to locate Kratovil to confirm sighting details; but the fact that four newspaper accounts for that day give the same information about the major points probably justifies acceptance of those points. From upper-wind data for that area and time, I have confirmed the presence of fairly strong flow from the WSW aloft, whence Kratovil's press comment, "If this was a weather balloon, it's the first time I ever saw one traveling against the wind," seems reasonable. The cruising speed of a Constellation is around 300 mph, so during the reported 10 minutes' duration of the crew's sighting, they moved about 50 miles relative to the air, so it would have been impossible for them to have kept a weather balloon in sight for this long. Furthermore, it was about 1.5 hours after scheduled balloon-release time, so that even a small balloon would have either burst or passed to altitudes too high to be visible. Finally, with flow out of the southwest sector from surface to above 20,000 ft., any balloon from Grenier AFB would have been carried along a trajectory nowhere near where the TWA crew spotted the "large, white-colored, disc-like object" overhead.

5. In my files are many other "balloon" cases from the past twenty years, cases that ought never have been so labeled, had the evaluators kept relevant quantitative points in mind. To ignore most of the salient features of a sighting in order to advance an easy "balloon" explanation is only one more of many different ways in which some very puzzling UFO observations have been shoved out of sight.

WHY AREN'T UFO'S EVER TRACKED BY RADAR?

The skeptic who asks this question, and many do, is asking a very reasonable question. With so much radar equipment deployed all over the world, and especially within the United States, it seems sensible to expect that, if there are any airborne devices maneuvering in our airspace, they ought to show up on radars once in a while. They do indeed, and have been doing so for all of the two decades that radar has been in widespread use. Here, as with so many other general misconceptions about the true state of the UFO problem, we encounter disturbingly large amounts of misinformation. As with other categories of UFO misinformation, the only adequate corrective is detailed discussion of large numbers of individual cases. Only space limitations preclude discussion of dozens of striking radar-tracking incidents involving UFOs, both here and abroad; they do exist.

1. ***Case 35. Fukuoka, Japan, October 15,1948.***

A very early radar-UFO case, still held as an official Unidentified, involved an attempted interception of the unknown object by an F-61 flying near Fukuoka, Japan, at about 11:00 p.m. local time on 10/15/48. The official file on this incident is lengthy (Ref. 42) ; only the highlights can be recounted here. The F-61 (with pilot and radar operator) made six attempts to close with the unknown, from which a radar return was repeatedly obtained with the airborne radar. Each time the radarman would get a contact and the F-61 pilot tried to close, the unknown would accelerate and pass out of range. Although the radar return seemed comparable to that of a conventional aircraft,

"the radar observer estimated that on three of the sightings, the object traveled seven miles in approximately twenty seconds, giving a speed of approximately 1200 mph"

In another passage, the official case-file remarks that

"when the F61 approached within 12,000 feet, the target executed a 180° turn and dived under the F-61"

adding that

"the F-61 attempted to dive with the target but was unable to keep pace"

The report mentions that the unknown

"could go almost straight up or down out of radar elevation limits"

and asserts further that

"this aircraft seemed to be cognizant of the whereabouts of the F-61 at all times ..."

The F-61 airmen, 1st Lt. Oliver Hemphill (pilot) and 2d Lt. Barton Halter (radarman) are described in the report as being

"of excellent character and intelligence and are trained observers."

Hemphill, drawing on his combat experience in the European theater, said that

"the only aircraft I can compare our targets to is the German ME-163."

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The airmen felt obliged to consider the possibility that their six attempted intercepts involved more than one unknown. Hemphill mentions that, in the first attempted intercept,

"the target put on a tremendous "burst of speed and dived so fast that we were unable to stay with it."

After this head-on intercept, Hemphill did a chandelle back to his original 6000-ft altitude and tried a stern interception,

"but the aircraft immediately outdistanced us. The third target was spotted visually by myself,"

Hemphill's signed statement in the case-file continues.

"I had an excellent silhouette of the target thrown against a very reflective undercast by a full moon. I realized at this time that it did not look like any type aircraft! was familiar with, so I immediately contacted my Ground Control Station ..."

which informed him there were no other known aircraft in the area. Hemphill's statement adds further that,

"The fourth target passed directly over my ship from stern to "bow at a speed of roughly twice that of my aircraft, 200 mph. I caught just a fleeting glance of the aircraft; just enough to know he had passed on. The fifth and sixth targets were attempted radar interceptions, but their high rate of speed put them immediately out of our range"

(Note the non-committal terminology that treats each intercept target as if it might have been a separate object.) A sketch of what the object looked like when seen in silhouette against the moonlit cloud deck is contained in the file. It was estimated to be about the size of a fighter aircraft, but had neither discernible wings nor tail structures. It was somewhat bullet-shaped, tapered towards the rear, but with a square-cut aft end. It seemed to have "a dark or dull finish".

Discussion. -- Ground radar stations never detected the unknown that was seen visually and contacted by airborne radar. The report indicates that this may have been due to effects of "ground, clutter", though the F-61 was seen intermittently on the ground units. The airmen stated that no exhaust flames or trail were seen from this object with its "stubby, clean lines". The total duration of the six attempted intercepts is given as 10 minutes. We deal here with one of many cases wherein radar detection of an unconventional object was supported by visual observation. That this is carried as Unidentified cannot surprise one; what is surprising is that so many other comparable instances are on record, yet have been ignored as indicators of some scientifically intriguing problem demanding intensive study.

2. ***Case 36. Nowra, Australia, September, 1954***

The first UFO case to command general press attention in the Australian area seems to have been a combined radar-visual sighting wherein the pilot of a Hawker Seafury from Nowra Naval Air Station visually observed two unknown objects near him as he flew from Canberra to Nowra (Ref. 43). Press descriptions revealed only that the pilot said "the two strange aircraft resembling flying saucers" were capable of speeds much beyond his Seafury fighter. He saw them flying nearby and contacted Nowra radar to ask if they had him on their scope; they informed him that they had three separate returns, at which juncture he described the unidentified objects. Under instructions from the Nowra radar operator, he executed certain maneuvers to identify himself on the scope. This confirmed the scope-identity of his aircraft vs. the unknowns. As he executed the test maneuvers, the two unknowns moved away and disappeared. No explanation of this incident was offered by Naval authorities after it was widely reported in Australian and New Zealand papers about three months after it occurred.

Discussion. -- It is mildly amusing that the press accounts indicated that

"the pilot, fearing that he might be ragged in the wardroom on his return if he abruptly reported flying saucers, called Nowra by radio and asked whether the radar screen showed his aircraft."

Only after getting word of three, not one, radar blips in his locality did he radio the information on the unknowns, whose configuration was not publicly released. This is in good accord with my own direct experience in interviewing Australian UFO witnesses in 1967; they are no more willing than Americans to be ridiculed for seeing something that is not supposed to exist.

3. ***Case 37. Capetown South Africa, May 23, 1953***

In November 1958, the South African Air Force released a brief announcement concerning radar-tracking of six successive passes of one or more unknown high-speed

objects over the Cape. On January 1, 1967, in a transoceanic shortwave broadcast from South Africa, the authenticity of this report was confirmed, though no additional data beyond what had been cited earlier were presented. In the six passes, the target's altitude varied between 5,000 and 15,000 ft, and its closest approach varied between 7 and 10 miles. Speeds were estimated at over 1200 mph, well beyond those of any aircraft operating in that area at that time.

Discussion. -- This report, on which the available information is slim, is cited to indicate that not only visual sightings but also radar sightings of seemingly unconventional objects appear to comprise a global phenomenon. By and large, foreign radar sightings are not readily accessible, and not easily cross-checked. Zigel (Ref. 88) briefly mentions a Russian incident in which both airborne and ground-based radar tracked an unidentified in the vicinity of Odessa, on April 4, 1966, the ground-based height-finding radar indicating altitudes of well over 100,000 ft. Such reports, without accessory information, are not readily evaluated, of course.

4. ***Case 38. Washington, D.C., July 19, 1952***

By far the most famous single radar-visual sighting on record is the one which occurred late in the evening of July 19, and early on July 20, 1962, in the vicinity of Washington, D.C. (Refs. 2, 4, 5, 10, 24, 25). A curiously similar incident occurred just one week later. The official explanation centered around atmospheric effects on radar and light-propagation. Just before midnight on July 19/20, CAA radar showed a number of unidentified targets which varied in speed (up to about 800 mph) in a manner inconsistent with conventional aircraft A number of experienced CAA radarmen observed these returns, and, at one juncture, compatible returns were being received not only at the ARTC radar but also on the ARS radar in a separate location at Washington National Airport, and on still a third radar at Andrews AFB. Concurrently, both ground and airborne observers saw unidentifiable lights in locations matching those of the blips on the ground radar.

Discussion. -- I have interviewed five of the CAA personnel involved in this case and four of the commercial airline pilots involved, I have checked the radiosonde data against well-known radar propagation relations, and I have studied the CAA report subsequently published on this event Only an extremely lengthy discussion would suffice to present the serious objections to the official explanation that this complex sighting was a result of anomalous radar propagation and refractive anomalies of the mirage type. The refractive index gradient, even after making allowance for instrument lag, was far too low for "ducting" or "trapping" to occur; and, still more significant, the angular elevations of the visually observed unknowns lay far too high for radar-dueling under even the most extreme conditions that have ever been observed in the atmosphere. Some of the pilots, directed by ground radar to look for any airborne objects, saw them at altitudes well above their own flight altitudes, and these objects were maneuvering in wholly unconventional manner. One crew saw one of the unknown luminous objects shoot straight up, and simultaneously the object's return disappeared from the ARTC scope being watched by the CAA radar operators. The official suggestion that the same weak (1.7° C) low-level "inversion" that was blamed for the radar ducting could produce miraging effects was quantitatively absurd, even if one overlooks the airline-pilot sightings and deals only with the reported ground-visual sightings. From the CAA radar operators I interviewed, as well as from the pilots I talked to about this case, I got the impression that the propagation-anomaly hypothesis struck them as quite out of the question, then and now. In fact, CAA senior controller Harry G. Barnes, who told me that the scope returns from the unknowns.

"were not diffuse, shapeless blobs such as one gets from ground returns under anomalous propagation"

but were strong, bright pips, said that

"anomalous propagation never entered our heads as an explanation."

Howard S. Conklin, who, like Barnes, is still with FAA, was in the control tower that night, operating an entirely independent radar (short-range ARS radar). He told me that what impressed him about the sighting that night was that they were in radio communication with airlines crewmen who saw unidentified lights in the air in the same area as unknowns were showing up on his tower radar, while simultaneously he and Joseph Zacko were viewing the lights themselves from the tower at the D.C. Airport James M. Ritchey, who was at the ARTC radar with

Barnes and others, confirmed the important point that simultaneous radar fixes and pilot-sightings occurred several times that night He shared Barnes' views that the experienced radar controllers on duty that night were not being fooled by ground returns in that July 19 incident. Among the airlines crewmen with whom I spoke about this event was S. C. Pierman, then flying for Capitol Airlines. He was one of the pilots directed by ground radar to search in a specific area for airborne objects. He observed high speed lights moving above his aircraft in directions and locations matching what the CAA radar personnel were describing to him by radio, as seen on their radars. Other airline personnel have given me similar corroborating statements. I am afraid it is difficult to accept the official explanations for the famous Washington National Airport sightings.

5. ***Case 39. Port Huron, Mich., July 29, 1952***

Many of the radar cases for which sighting details are accessible date back to 1953 and preceding years. After 1953, official policies were changed, and it is not easy to secure good information on subsequent cases in most instances. A radar case in which both ground-radar and airborne-radar contact were involved occurred at about 9:40 p.m. CST on 7/29/52 (Refs. 4, 5, 7, 10, 25). From the official case summary (Ref. 7) one finds that the unknown was first detected by GGI radar at an Aircraft Control and Warning station in Michigan, and one of three F-94s doing intercept exercises nearby was vectored over towards it. It was initially coming in out of the north (Ref. 5, 25), at a speed put at over 600 mph. As the F-94 was observed on the GCI scope to approach the unknown, the latter suddenly executed a 180° turn, and headed back north. The F-94 was by then up to 21,000 ft., and the pilot spotted a brilliant multicolored light just as his radarman got a contact. The F-94 followed on a pursuit course for 20 minutes (Ref. 7) but could never close with the unknown as its continued on its northbound course. At the time of first radar lockon, the F-94 was 20 miles west of Pt. Huron, Mich. The GCI scope revealed the unknown to be changing speed erratically, and at one stage it was moving at a speed of over 14000 mph, according to Menzel (Ref. 25), who evidently drew his information from the official files. Ruppelt (Ref. 5) states that when the jet began to run low on fuel and turned back to its .base, GGI observed the unknown blip slow down, and shortly after it was lost from the GGI scope.

Discussion. -- This case is still carried as an official unknown. The case summary (Ref. 7) speculates briefly on whether it could have been

"a series of coincident weather phenomena affecting the radar equipment and sightings of Capella, tut this is stretching probabilities too far."

Menzel, however, asserts that the pilot did see Capella, and that the airborne and ground radar returns

"were merely phantom returns caused by weather conditions"

No suggestion is offered as to how any given meteorological condition could jointly throw off radar at the ground and radar at 21,000 feet, no suggestion is offered to account for 180° course-reversal exhibited by the blip on the GCI scope just as the F-94 came near the unknown, no suggestion of how propagation anomalies could yield the impression of a blip moving systematically northward for 20 minutes (a distance of almost 100 miles, judging from reported F-94 speeds), with the F-94 return following along behind it. With such ad hoc explanations, one could explain away almost any kind of sighting, regardless of its content. I have examined the radiosonde sounding for stations near the site and time of this incident, and see nothing in them that would support Menzels interpretations. I have queried experienced military pilots and radar personnel, and none have heard of anything like "ground returns" from atmospheric conditions with aircraft radar operated in the middle troposphere. If Menzel is not considering ground-returns, in the several cases of this type which he explains

away with a few remarks about "phantom radar returns", then it is not clear what else he might be thinking of. One does have to have some solid target to get a radar return resembling that of an aircraft. Refractive anomalies of the "angel" type have very low radar cross-section and would not mislead experienced operators into confusing them with aircraft echoes.

6. Many other cases might be cited where UFOs have appeared on radar under conditions where no acceptable conventional explanation exists. Ref. 7 has a number of them. Hall (Ref. 10) lias about 60 instances in which both radar and visual sightings were involved. A December 19, 1964 case at Patuxent River NAS is one that I have checked on. It involved three successive passes of

an unknown moving at speeds estimated at about 7000 mph. It is an interesting case, one that came to light for somewhat curious reasons. A low overcast precluded any visual sightings from control tower personnel, so this is not a radar-visual case. I found no conventional explanation to account for it.

It has to be stressed that there are many ways in which false returns can be seen on radarscopes, resulting not only from ducting of ground returns but also from interference from other nearby radars, from internal electronic signals within the radar set, from angels and insects (weak returns), etc. Hence each case has to be examined independently. After studying a number of official evaluations of radar UFO cases, I get the impression that there would probably be more radar Unknowns if there were less tendency to quickly explain them away by qualitative arguments that overlook pertinent quantitative matters. Even at that, there are too many conceded unknowns in official files to be ignored.

A famous case in UFO annals involved a B-29 over the Gulf of Mexico, where several unknowns were tracked on the airborne scopes and were seen simultaneously by crewmen, moving under the aircraft as they passed by (Refs. 4, 10, 25). This one is still carried as Unidentified in official files. Still another famous combined radar-visual case, which Hynek has termed "one of the most puzzling cases I have studied," occurred between Rapid City and Bismarck on August 5, 1953. It involved both ground and airborne radar and ground and airborne visual sightings, but is far too long and complex to recapitulate here.

Perhaps the above suffices to indicate that UFOs are at times seen on radar and have been so seen for many years. The question of why we don't hear a great deal about such sightings, especially with newer and more elaborate surveillance radars, is a reasonable question. Some of the answers to that one are posed by the statement of Dr. Robert M. L. Baker, Jr., in these proceedings. Other parts of the answer must be omitted here.

WHY AREN'T THERE NUMEROUS PHOTOS OF UFO'S IF THEY REALLY EXIST?

Here is a question for which I regard available answers as still unsatisfactory. I concede that it does seem reasonable to expect that there should, over the past 20 years, be substantially more good photos than are known to exist. Although I do not regard that puzzle as satisfactorily answered, neither do I think that it can be safely concluded that the paucity of good photos disproves the reality of the UFOs. Many imponderables enter into consideration of this question.

1. *Some general considerations*

If one had reliable statistics on the fraction of the population that carried loaded cameras with them at any randomly selected moment (I would guess it would be only of the order of one per cent) and had figures bearing on the probability that a UFO witness would think of taking a photo before his observation terminated, then these might be combined with available information on numbers of sightings to attempt crude estimates of the expected number of UFO photos that should have accumulated in 20 years. Then one would need to weight the data for likelihood that any given photo would find its way to someone who would make it known in scientific circles, and then this figure might be compared with the very small number of photos that appear to stand the test of the exceedingly close scrutiny photos demand.

A general rule among serious UFO investigators with whom I have been in touch is that the UFO photo is no better than the photographer (Hall). Many hoax photos have been brought forth. A UFO photo can be sold; this attracts hoax and fraud to an extent not matched in anecdotal accounts. Many photos have been clearly established as fraudulent in nature; far larger numbers seem so suspicious on circumstantial grounds that no serious investigator gives them more than casual attention.

An interesting, even if very crude check on the likelihood of securing photos of UFOs from the general populace is afforded by fireball events. On April 25, 1966, a fireball, rated at about magnitude -10, arced northward across the northeastern U.S. From the total geographic area over which this fireball was visually detected, the population count is about 40 million persons. According to one account (Ref. 43), 200 visual accounts were turned in, and I infer that only 6 photos were submitted. The fireball was visible for a relatively long time as meteors go, about 80 seconds, and was, of course, at a great altitude (25 to 110 km). That 6 photos were submitted (at time of publication of the cited article)

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from a potential population of sighters of 40 million might seem to argue that perhaps we really cannot expect to get many photos of UFOs. However, one of the principal reasons for citing the foregoing is to bring out the difficulties in drawing any firm conclusions. A phenomenon lasting 30 seconds scarcely permits the observer time to collect his wits and to swing into photographic action if he does have a loaded camera. UFO sightings have often extended over much longer than 30 seconds, by contrast, affording far better opportunity to think of snapping a photo. But, on the other hand, sighting a UFO in daytime at close range, judging from my own witness-interviewing experience, is a far more disconcerting and astonishing matter than viewing a brilliant meteor. Thus one can go back and forth, with so little assurance of meaningfulness of any of the relevant weight factors that the end result is not satisfactory. I simply do not know what to think about the paucity of good UFO photos, though I do feel uncomfortable about it.

2. ***Case 40. Corning, Calif., July 4, 1967***

A case that may shed at least a bit of light on the paucity of photos involves a multiple-witness sighting near dawn at Corning, Calif., on 7/4/67. I have interviewed four witnesses who sighted the object from two separate locations involving lines of sight at roughly right angles, serving to confirm the location of the object as almost directly over Highway 5 just west of Corning. Jay Munger, proprietor of an all-night bowling alley, was having coffee with two police officers, Frank Rakes and James Overton, when he spotted the object through the front window of his place. All three rushed out to the parking lot to observe what they described as a large flattened sphere or possibly football-shaped object, with a brilliant light shining upward from the top and a dimmer light shining down from the underside. The dawn light was such that the object was visible by reflected light even though the object's beams were discernible. It appeared at first to be hovering almost motionless at a few hundred feet above ground, and all three felt it lay about over Hwy. 5 (which estimate proved correct from sightings made on the highway by the independent witnesses). Their estimates of size varied from a diameter of maybe 50 feet to about 100 ft. It was silent, and the three men all emphasized to me that the quiet morning would have permitted hearing any kind of conventional aircraft engines. All three said they had never before seen anything like it. Munger decided to phone his wife to have her see the thing, and by the time he came back out from phoning, the object had moved southward along the highway by about a quarter of a mile or so. At about that juncture, it began to accelerate, and moved off almost horizontally, passing out of sight to the south in an additional time estimated at about 10-20 seconds.

This case is relevant to the photo question since Officer Overton was on duty and had in his patrol car both binoculars and a loaded camera. When I asked him why he didn't try to get a picture of the object, he admitted that he was so astonished by the object that he never even thought of dashing for the camera. I asked Munger to go through the motions that would yield a time estimate of the period he was inside phoning, to get a rough notion of how long Overton, along with Rakes, looked at it without thinking of the camera. The time was thus estimated by Munger as about a minute and a half, possibly two minutes.

Discussion. -- It may be hazardous to try to draw any conclusions from such a case, but I do think it suggests the uncertainty we face in trying to assess the likelihood of any given witness getting a photo of a UFO he happens to see. A colleague of mine at the University of Arizona was out photographing desert flowers on a day when a most unusual meteorological event occurred nearby - a tornado funnel came down from a cloud. Despite having the loaded camera at hand, despite having just been taking other pictures, and despite the great rarity of Arizona tornadoes, that colleague conceded that it wasn't till much later that the thought of getting a photo rose to consciousness, by which time the funnel was long since dissipated.

In the Trinidad, Colo. case of March 23, 1966 (Case 14 above), Mrs. Frank R. Hoch pointed out to me that she had loaded still and movie cameras inside the house, yet never thought about getting a photo. Again, the reason cited was the fascination with the objects being viewed. I think this "factor of astonishment" would have to be allowed for in any attempt to estimate expected numbers of photos, but I would be quite unsure of just how to evaluate the factor quantitatively.

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3. ***Case 41. Edwards AFB, May 3, 1957***

Occasionally, one could argue, UFOs ought to come into areas where there were persons engaged in photographic work, who were trained to react a bit faster, and who would secure some photos. One such instance evidently occurred at Edwards AFB on the morning of 5/3/57. I have managed to locate and interview three persons who saw the resultant photos. The two who observed the UFO and obtained a number of photos of it were James D. Bittick and John R. Gettys, Jr, both of whom I have interviewed. They were at the time Askania cameramen on the test range, and spotted the domed-disc UFO just as they reached Askania #4 site at Edwards, a bit before 8:00 a.m. that day. They immediately got into communication with the range director, Frank E. Baker, whom I have also interviewed, and they asked if anyone else was manning an Askania that could be used to get triangulation shots. Since no other camera operators were on duty at other sites, Baker told them to fire manually, and they got a number of shots before the object moved off into the distance. Bittick estimated that the object lay about a mile away when they got the first shot, though when first seen he put it at no more than 500 yards off. He and Gettys both said it had a golden color, looked somewhat like an inverted plate with a dome on top, and had square holes or panels around the dome. Gettys thought that the holes were circular not square. It was moving away from them, seemed to glow with its own luminosity, and had a hazy, indistinct halo around its rim, both mentioned. The number of shots taken is uncertain; Gettys thought perhaps 30. The object was lost from sight by the time it moved out to about five miles or so, and they did not .see it again. They drove into the base and processed the film immediately. All three of the men I interviewed emphasized that the shots taken at the closer range were very sharp, except for the hazy rim. They said the dome and the markings or openings showed in the photos. The photos were shortly taken by Base military authorities and were never seen again by the men. In a session later that day, Bittick and Carson were informed that they had seen a weather balloon distorted by the desert atmospheric effects, an interpretation that neither of them accepted since, as they stated to me, they saw weather ballons being released frequently there and knew what balloons looked like. Accounts got into local newspapers, as well as on wire services (Ref. 44). An Edwards spokesman was quoted in the *Los Angeles Times* as saying, "This desert air does crazy things," An INS wire-story said, "intelligence officers at Edwards ... would say almost nothing of the incident."

Discussion. -- I have not seen the photos alleged to have been taken in this incident, I have only interviewed the two who say they took them and a third person who states that he inspected the prints in company with the two Askania operators and darkroom personnel. I sent all of the relevant information on this case to the University of Colorado UFO project, but no checks were made as a result of that, unless done very recently. It would be rather interesting to see the prints.

4. Photographic sky-survey cameras might be expected to get photos of UFOs from time to time. However, one finds that, in many sky-photography programs in astronomy, tracks that do not obviously conform to what is being sought, say meteor-tracks, are typically ignored as probable aircraft. Indeed, a very general pattern in all kinds of monitoring programs operates to bias the system against seeing anything but what it was built to see. Nunn-Baker satellite cameras are only operated when specific satellites are computed to be due overhead, and then the long axis of the field is aligned with the computed trajectory. Anything that crosses the field and leaves a record on the film with an orientation markedly different from the predicted trajectory is typically disregarded. Photographic, radar, and visual observing programs have a large degree of selectivity intentionally built into them in order not to be deluged with unwanted "signals". Hence one must be rather carefnl in suggesting that our many tracking systems surely ought to detect UFOs. There's much evidence to suggest that, if they did, the signal would be ignored as part of a systematic rejection of unwanted data. Even in the practices of the GOC (Ground Observer Corps), some units received instructions to report nothing but unidentified aircraft. (But, for examples of some UFOs that did get into the GOC net, see Hall, Ref. 10.)

Although I am aware of a few photos allegedly showing UFOs, for which I have no reason at present to doubt the authenticity (for example a series of snapshots taken by a brother and sister near Melbourne, Australia, showing a somewhat indistinct disc in various positions), I must emphasize that the total

sample is tiny. Compared with that, I have seen dozens of alleged UFO photos which I regard as of dubious origin. Other UFO photos of which I am aware are still in process of being checked in one way or another. To summarize, I do have the impression that we ought to have more valid UFO photos than the small number of which I am aware.

IF UFO'S ARE REAL, SHOULDN'T THEY PRODUCE SOME REAL PHYSICAL EFFECTS?

Again, the answer is that they do. There are rather well-authenticated cases spanning a wide variety of "physical effects." Car-stopping cases are one important class. UFOs have repeatedly been associated with ignition failures and light-failures

of cars and trucks which came near UFOs or near which the UFOs moved. I would estimate that one could assemble a list of four or five dozen such instances from various parts of the world. Interference with radios and TV receptions have been reported many times in connection with UFO sightings. There are instances where UFOs have been reported as landing, and after departure, holes in the ground, or depressions in sod, or disturbed vegetation patterns have been described. In many such instance's, the evident reliability of the witnesses is high, the likelihood of hoax or artifice small. A limited number of instances of residues left behind are on record, but these are not backed up by meaningful laboratory analyses, unfortunately.

A physical effect that does *not* typically occur under conditions where the description of events might seem to call for it, relates to sonic booms. Although there are on record a few cases where fast-moving UFOs were accompanied by explosive sounds that might be associated with sonic booms, there are far more instances in which the reported velocity corresponded to supersonic speeds, yet no booms were reported. A small fraction of these can be rationalized by noting that the reporting witnesses were located back within the "Mach cone" of the departing UFO; but this will not suffice to explain away the difficulty. One feels that if UFOs are solid objects, capable of leaving depressions in soil or railroad ties when they land, and if they can dash out of sight in a few seconds (as has been repeatedly asserted by credible witnesses), they should produce sonic booms. This remains inexplicable; one can only lamely speculate that perhaps there are ways of eliminating sonic booms that we have not yet discovered; perhaps the answer involves some entirely different consideration.

If we include among "physical effects" those that border on the physiological, then there appear to be many odd types. Repeatedly, tingling and numbness have been described by witnesses who were close to UFOs; in many instances outright paralysis of a UFO witness has occurred. These effects might, of course, be purely psychological, engendered by fear; but in some instances the witnesses seem to have noted these effects as the first indication that anything unusual was occurring. A number of instances of skin-reddening, skin-warming, and a few instances of burns of very unusual nature are on record. These physiological effects are sufficiently diverse that caution is required in attempting generalization. Curiously, a peculiar tingling and paralysis seem to be reported more widely than any other physiological effects. A person who is almost unaware of the ramifications of the UFO evidence may think it absurd to assert that people have been paralyzed in proximity to UFOs; the skeptic might find it inconceivable that such cases would go unnoticed in press and medical literature. Far from it, I regret to have to say, on the basis of my own investigations. I have encountered cases where severe bodily damage was done, or where evident hazard of damage was involved, yet the witness and his family found ridicule mounting so much faster than sympathy that it was regarded wiser to quietly forget the whole thing. At an early stage of my investigations I would have regarded that as quite unbelievable; UFO investigators with longer experience than mine will smile at that statement, but probably they will smile with a degree of understanding. I could cite specific illustrations to make all this much clearer, but will omit them for space-limitations, except for a few remarks in the next section.

IS THERE ANY EVIDENCE OF HAZARD OR HOSTILITY IN THE UFO PHENOMENA?

Official statements have emphasized, for the past two decades, that there is no evidence of hostility in the UFO phenomena. To a large degree, this same conclusion seems indicated in the body of evidence gathered by independent investigators. The related question as to potential hazard is perhaps less clear. There are on record a number of cases (I would say something like a few dozen cases) wherein persons whose reliability does not seem to come into serious

question have reported mild, or in a very few instances, substantial injury as the result of some action of an unidentified object. However, I know of only two cases for which I have done adequate personal investigation, in which I would feel obliged to describe the actions as "hostile". That number is so tiny compared with the total number of good UFO reports of which I have knowledge that I would not cite "hostility" as a general characteristic of UFO phenomena.

One may accidentally kick an anthill, killing many ants and destroying the ants' entrance, without any prior "hostility" towards the ants. To walk accidentally into a whirling airplane propeller is fatal, yet the aircraft held no "hostility" to the unfortunate victim. In the UFO phenomena, we seem to confront a very large range of unexplained, unconventional phenomena and if among them we discern occasional instances of hazard, it would be premature to adjudge hostility. Yet, as long as we remain so abysmally ignorant of over-all nature of the UFO problem, it seems prudent to make all such judgments tentative. If UFOs are of extraterrestrial origin, we shall need to know far more than we now know before sound conclusions can be reached as to hazard-and-hostility matters. For-this reason alone, I believe it to be urgently important to accelerate serious studies of UFOs.

In the remainder of this section, I shall briefly cite a number of types of cases that bear on questions of hazard:

1. ***Car-stopping cases***

In a two-hour period near midnight, November 2-3, 1957, nine different vehicles all exhibited ignition failures, and many suffered headlight failures as objects described as about 100-200 ft long, glowing with a general reddish or bluish glow, were encountered on roads in the vicinity of the small community of Levelland, Tex. (Ref. 10, 13, 14). This series of incidents became national headline news until officially explained in terms of ball lightning and wet ignitions. However, on checking weather data, I found that there were no thunderstorms anywhere close to Levelland that night, and there was no rain capable of wetting ignitions. Although I have not located any of the drivers involved, I have interviewed Sheriff Weir Clem of Levelland and a Levelland newspaperman, both of whom investigated the incidents that night. They confirmed the complete absence of rain or lightning activity. The incidents cannot be regarded as explained.

This class of UFO effect is by no means rare. In France in the 1954 wave of UFO sightings, Michel (14) has described many such cases involving ignition-failure in motorbikes, cars, etc. Similar instances were encountered in my checks on Australian UFO cases. There are probably of the order of a hundred cases on record (see Ref. 10 for a list of some dozens). In only a very few cases has there been any permanent damage to the vehicle's electrical system. In the Levelland case, for example, as soon as the luminous object receded from a given disturbed vehicle, its lights came back on automatically (in instances where the switches had been left on), and the engines were immediately restartable. The latter point in itself makes the "wet ignition" explanation unreasonable, of course.

It is unclear how such effects might be produced. One suggestion that has been made as to ignition-failure is that very strong magnetic fields might so saturate the iron core of the coil that it would drive the operating point up onto the knee of the magnetization curve, so that the input magnetic oscillations would produce only very small output effects. Only a few oersteds would have to be produced right at the coil to accomplish this kind of effect, but when one back-calculates, allowing for shielding effects and typical distances, and assumes an inverse-third-power dipole field, the requisite H-values within a few feet of the "UFO dipole" end, to speak here somewhat loosely, come out in the megagauss range. Curiously, a number of other back-calculations of magnetic fields end up in this same range; but obviously terrestrial technologies would not easily yield such intensities. Clear evidence for residual magnetization that might be expected in the foregoing hypothesis does not exist, so far as I know. The actual mechanism may be quite unlike that mentioned.

How lights are extinguished is even less clear, although, in some vehicles, relays in the lighting circuits might be magnetically closed. The lights pose more mystery than the ignition. Such cases do not constitute very disturbing questions of hazard or hostility. One might argue that highway accidents could be caused by lighting and ignition failures; however, more serious highway-accident dangers are implicit in other UFO cases where no electrical disturbance was caused. Many motorists have reported nearly losing control of vehicles when UFOs have swooped down over them; this hazard is distinctly more evident

than hazard from the car-stopping phenomenon. Indeed, the number of instances of what we might term "car-buzzing" instances that have involved road-accident hazards is large enough to be mildly disturbing, yet I know of no official recognition of this facet of the UFO problem either. An incident I learned of in Australia involved such fright on the part of the passengers of the "buzzed"' vehicle that they jumped out of the car before it had come to a stop, and it went into a ditch. A similar instance occurred not long ago in the U.S. For reasons of space-limitations, I shall not cite other such cases, though it would not be difficult to assemble a list that would run to perhaps a few dozen.

2. ***Mild radiation exposure***

By "radiation" here, I do not mean exposure to radioactivity or to other nuclear radiations, but skin irritations comparable to sunburn, etc. I have interviewed a number of persons who have experienced skin-reddening from exposure to (visible) radiations near UFOs. Rene Gilham, of Merom. Indiana, watched a UFO hovering over his home-area on the evening of Nov. 6. 1957, and received mild skin-burns, for example. I found in speaking with him that the symptoms were gone in a matter of days, with no after-effects. The witnesses in a car-stopping incident at Loch Raven Dam, Md., on the night of Oct. 26, 1958, who were close to a brightly luminous, blimp-sized object after getting out of their stopped car, experienced skin-reddening for which they obtained medical attention. Without citing other such instances, I would say that these cases are not suggestive of any serious hazard, but they warrant scientific attention.

3. ***More serious physical injuries***

James Flynn, of Ft. Myers. Fla., in a case that has been rather well checked by both APRO and NICAP investigators, reportedly suffered unusual injuries and physical effects when he sought to check what he had taken to be a malfunctioning test vehicle from Cape Canaveral that had come down in the Everglades, Mar 15, 1965. I have spoken with Flynn and others who know him and believe that his case deserved much more than the superficial official attention it received when he reported it to proper authorities. He was hospitalized for about a week, treated for a deep hemorrhage of one eye (without medical evidence of any blow), and suffered loss of all of the principal deep-tendon reflexes for a number of days, according to his physician's statement, published by APRO (Ref. 45).

An instance of more than mere skin-reddening, associated with direct contact with a landed unidentified object, reportedly occurred in Hamilton, Ontario, March 29, 1966. Charles Cozens, then age 13, stated to police and to reporters (and recounted to me in a telephone interview with him and his father) that he had seen two rather small whitish, luminous objects come down in an open field in Hamilton that evening. He moved towards them out of curiosity, and states that he finally moved right up beside them, and touched the surface of one of them to see what it felt like. It was not hot, and seemed unusually smooth. One of the two small (8 ft by 4 ft plan form, 3-4 feet high) bun-shaped objects had a projection on one end that the boy thought might have been some kind of antenna, so he touched it. only to have his hand flung back as a spark shot out from the end of the projection into the air. He ran, thinking first to go to a nearby police substation. But on looking over his shoulder after getting to the edge of the field and seeing no objects there, he decided the police might not believe him and ran to his home. His parents, after discussing the incident at some length with the frightened boy, notified police, which is how the incident became public knowledge. Two others in Hamilton saw that night seemingly similar objects, but airborne rather than on the ground. Cozens was treated for a burn or sear on the hand that had been in contact with the projection at the moment the spark was emitted. On questioning both the boy and his father, I was left with the impression that, despite the unusual nature of the report, it was described with both straightforwardness and concern and that it must be given serious consideration. Clearly one would prefer a number of adult witnesses to an individual boy; yet I believe the case will stand close scrutiny.

There are a few other such reports of moderate injury reportedly sustained in direct physical contact with landed aerial objects for which I do not set feel satisfied with the available degree of authentication. It would be very desirable to conduct far more thorough investigations of some foreign cases of this type, to check the weight of the evidence involved. That only a very small number of such cases is on record should be emphasized.

4. ***Rare instances suggesting overt hostility***

In my own investigative experience, I know of only two cases of injuries suffered under what might be describable as overt hostility, and for which present evidence argues authenticity. There are other reports on record that might be construed as overt hostility, but I cannot vouch for them in terms of my own personal investigations.

In Beallsville, Ohio, on the evening of March 19, 1968, a boy suffered moderate skin burns in an incident of puzzling nature. Gregory Wells had just stepped out of his grandmother's house to walk a few tens of yards to his parents' trailer when his grandmother and mother heard his screams, ran out and found him rolling on the ground, his jacket burning. After being treated at a nearby hospital, he described to parents, sheriff's deputies, and others what he had seen. Hovering over some trees across the highway from his location, he had seen an oval-shaped object with some lights on it. From a central area of the bottom, a tube-like a endage emerged, rotated around, and emitted a flash that coincided with ignition of his jacket. He had just turned away from it and so the burn was on the back of his upper arm. In the course of checking this case, I interviewed a number of persons in the Beallsville area, some of whom had seen a long cylindrical object moving at very low altitude in the vicinity of the Wells' property that night. There is much more detail than can be recapitulated here. My conversations with persons who know the boy, including his teacher, suggest no reason to discount the story, despite its unusual content.

After checking the Beallsville incident, I checked another report in which burn-injuries of a more serious nature were sustained in a context even more strongly indicative of overt hostility. I prefer not to give names and explicit citation of details here, but I remark that there appears to me, on the basis of my present information and five interviews with persons involved, to be basis for accepting the incident as real. Partly because of its unparalleled nature, and partly because some of the evidence is still conflicting, I shall omit details and state only that the case, taken together with other scattered reports of injuries in UFO encounters, warrants no panic response but does warrant far more thorough investigation than any that has been conducted to date.

5. ***UFOs and other electromagnetic disturbances***

There are so many instances in which close-passage of an unidentifled flying object led to radio and television disturbance that this particular mode of electromagnetic effect of UFOs seems incontrovertible. One would require nothing mor than broad-spectrum electromagnetic noise to account for these instances, of course.

There is a much smaller number of instances, some of which I have checked. in which power has failed only within an individual home coincident with nearby passage of a UFO. Magnetic saturation of the core of a transformer might conceivably account for this phenomenon.

Then there are scattered instances in which substantial power distribution systems have failed at or very near the time of observation of aerial phenomena similar, broadly speaking, to one or another UFO phenomenon. I have personally checked on several such instances and am satisfied that the coincidence of UFO observation and power outage did at least occur. Whether there is a casual connection here, and in which direction it may run, remains quite uncertain. Even during the large Northeast blackout, November 9, 1965, there were many UFO observations, several of which I have personally checked. I have inquired at the Federal Power Commission to secure data that might illuminate the basic question of whether these are merely fortuitous, but the data available are inadequate to permit any definite conclusions. In other parts of the world, there have also been reports of system outages coincident with UFO sightings. Again, the evidence is quite unclear as to casual relations.

There is perhaps enough evidence pointing towards strong magnetic fields around at least some UFOs that one might hypothesize a mechanism whereby a UFO might inadvertently trigger a power outage. Perhaps a UFO, with an accompanying strong magnetic field, might pass at high speed across the conductors of a transmission line, induce asymmetric current surges of high transient intensity, and thereby trip circuit breakers and similar surge-protectors in such a way as to initiate the outage. There are some difficulties with that hypothesis, of course; but it could conceivably bear some relation to what has reportedly occurred in some instances.

I believe that the evidence is uncertain enough that one can only urge that competent scientists and engineers armed both with substantial information on UFO phenomena and with relevant information on power-system electrical engineering, ought to be taking a very close look at this problem. I am unaware of any adequate study of this potentially important problem. Note that a problem, a hazard, could exist in this context without anything warranting the label of hostility.

MISAPPLICATIONS OF ATMOSPHERIC PHYSICS IN PAST UFO EXPLANATIONS

1. ***General comments***

Since the bulk of UFO reports involve objects reportedly seen in the air, it is not surprising that many attempts to account for them have invoked principles of atmospheric physics. Over the past twenty years, many of the official explanations of important UFO sightings have been based on the premise that observers were misidentifying or misinterpreting natural atmospheric phenomena. Dr. D. H. Menzel, former director of Harvard Observatory, in two books on UFOs (Ref. 24, 25), has leaned very heavily on atmospheric physics and particularly meteorological optics in attempting to account for UFO reports. More recently, Mr. Philip J. Klass, Senior Avionics Editor of *Aviation Week,* has written a book (Ref.36) purporting to show that most of the really interesting UFO reports are a result of unusual atmospheric plasmas similar to ball lightning. Over the years, many others have made similar suggestions that the final explanation of the UFOs will involve some still not fully understood phenomenon of atmospheric physics.

As a scientist primarily concerned with the field of atmospheric physics, these suggestions have received a great deal of my attention. It is true that a very small fraction of all of the raw reports involve misidentified atmospheric phenomena. It is also true that many lay observers seriously misconstrue astronomical (especially meteoric) phenomena as UFOs. But, in my opinion, as has been emphasized above and will be elaborated below, we cannot explain-away UFOs on either meteorological or astronomical grounds. To make this point somewhat clearer, I shall, in the following, remark on certain past attempts to base UFO explanations on meteorological optics, atmospheric electricity, and radar propagation anomalies.

2. ***Meteorological optical explanation***

Mirages, sundogs, undersuns, and various reflection and refraction phenomena associated with ice crystals, inversions, haze layers, and clouds have been invoked from time to time in an attempt to account for UFO observations. From my study of the past history of the UFO problem and from an examination of recent "re-evaluations" of official UFO explanations, I have the strong impression that many alterations of explanations for classic UFO cases that have been made in the official files in the last few years reflect the response to the writings of Menzel (especially Ref. 25). I have elsewhere (Ref. 2) discussed a number of specific examples of what I regard as unreasonable applications of meteorological optics in Menzel's writings. Some salient points will be summarized here.

A principal difficulty with Menzel's mirage explanations is that he typically overlooks completely stringent quantitative restrictions on the angle of elevation of the observer's line of sight in mirage effects. Mirage phenomena are quite common on the Arizona desert, but both observation and optical theory are in good accord in showing that mirage effects are confined to lines of sight that do not depart from the horizontal by much more than a few tens of minutes of arc. Under some extremely unusual temperature conditions in the atmosphere (high latitude regions, for example), one may get miraging at elevation angles larger than a degree, but these situations are extremely rare, it must be emphasized. In Menzel's explanations and in certain of the official explanations, however, mirages are invoked to account for UFOs when the observer's line of sight may depart from the horizontal by as much as five to ten degrees or even more. I emphasize that this is entirely unreasonable. If it were the case that all UFOs were reported essentially at the observer's horizon, then one would have to be extremely suspicious that we were dealing with some unusual refraction anomalies. However, as has been shown by many cases cited above and has been long known to serious investigators of UFO phenomena, no fixed correlation exists. Some of the most interesting UFOs have been seen at close range directly overhead, quite obviously ruling out mirage explanations. The 1947 sighting by Arnold near Mt. Rainier is explained officially and by Menzel as a mirage,

yet the objects which he saw (nine fluttering discs) changed angular elevation, moved across his view through an azimuthal range of about 90 degrees, and were seen by him during the period when he was climbing his own plane through an altitude interval that he estimates to be of the order of 500 to 1000 ft. Anyone familiar with mirage optics would find it utterly unreasonable to claim that such an observation was satisfactorily explained as a mirage. Similarly, as has been noted above, the 1948 sighting by Eastern Airlines pilots Chiles and Whitted, once explained by Menzel as a "mirage", involves quantitative and observational factors that are not even approximately similar to known mirage effects. There are some extremely rare and still not well-explained refractive anomalies in the atmosphere, such as those that have been discussed by Minnaert, but good UFO observations are so much more numerous than those types of rare anomalies that it is quite out of the question of explain the former by the latter.

Sundogs, or parhelia, are a quite well-understood phenomenon of meteorological optics. Retractions of the sun's rays on horizontally falling tabular ice crystals produce fuzzy, brownish-colored luminous spots at about 22 degrees to the left and right of the sun when suitable ice-crystal clouds are present. Rarer phenomena, produced by the moon rather than the sun, are termed paraselenae. Sundogs are relatively common, but it is probably true that many laymen are not really conscious of them as a distinct optical phenomenon. For this reason, it might seem sensible to suggest that some observers have been misled by thinking that sundogs were UFOs. However, anyone with the slightest knowledge of meteorological optics talking directly to such a witness would, within only a few moments of questioning, establish what was involved. Instead of dealing with anything like a sharp-edged "object", one would quickly find that the observer was describing a very vague spot of light which he saw to the left or right of the sun, probably very near the horizon. To blandly suggest, as Menzel has done, that Waldo Harris in the 10/2/61 sighting near Salt Lake City was fooled by a sundog is to ignore either all of the main features of the report or to ignore all of what is known about sundogs.

Undersuns, sub-suns, can be seen rather frequently when flying in jet aircraft at high altitudes. They are a reflection phenomenon produced by horizontally floating ice crystals, which reflect an image of the sun (or at night the moon) and can give surprisingly sharp solar images in still air where turbulence does not cause appreciable tilting of the ice crystals. Here again, it is probably true that many laymen may be sufficiently unaware of this optical phenomenon that they could be confused when they see one. But, as with sundogs, the stringent quantitative requirements on the location of this optical effect relative to the sun would permit any experienced investigator to quickly ascertain whether or not an undersun was involved in this specific sighting. The effect involves specular reflection of the sun's rays, whence the undersun is always seen at a negative angle of elevation in which the observer's line of sight to the undersun is just as far below the horizon as the sun momentarily lies above that same observer's horizon. Clearly, many of the UFO cases that have been cited in examples given above do not come anywhere near satisfying the angular requirements for an undersun. In my own experience, I have already come across two or three reports, out of thousands that I have examined, where I was led to suspect that the observer was fooled by an undersun.

"Reflections off clouds" have been referred to repeatedly in Menzel's writings, never with any quantitative discussion of precisely what he means. But the impression is clearly left that many observers have been and are continuing to be fooled by some kind of cloud-reflections. Aside from the above-described undersun, I am unaware of any "cloud-reflection phenomenon" that could produce anything remotely resembling a distinct object. Clouds of droplets or ice crystals do not provide a source of specular reflection (except in the case of horizontally-floating ice crystals observed from above with a bright luminary, such as sun or moon, in the distance, undersun). What Menzel could possibly have in mind when he talks loosely about such cloud reflections (and he does so in many different places in his books), I cannot imagine.

Inversions are invoked by Menzel, and in official evaluations, to account for certain UFO sightings. Inversions produced by radiational cooling or by atmospheric subsidence are relatively common meteorological phenomena. In some cases, quite sharp inversions with marked temperature differences in rather small vertical distances are known to occur. It is such inversion layers that are responsible for some of the most striking desert mirages of the looming type.

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To experience a looming mirage, the observer's eye must be located in the atmospheric layer wherein the temperature anomalously increases with height (inversion layer), and the miraged target in the object-field must also lie in or near the inversion layer. Inversion layers are essentially horizontally, and the actually-encountered values of the inversion lapse rates are such that refraction anomalies are confined to very small departures from the horizontal, as noted above under remarks on mirages. All of these points are well-understood principles of meteorological optics. However, Menzel has attempted to account for such UFOs as Dr. Clyde Tombaugh saw overhead at Las Cruces in August 1949 in terms of "inversion" refraction or reflection effects. Since I have discussed the quantitative unreasonableness of this contention elsewhere, I will not here elaborate the point, except to say that if inversions were capable of producing the optical disturbances that Menzel has assumed, astronomers would long since have given up any attempt to study the stars by looking at them through our atmosphere. Other atmospheric-optical anomalies have been adduced by Menzel in his UFO discussions. He has repeatedly suggested that layers of haze or mist cause remarkable enlargement of the apparent images of stars and planets. By enlargement, he makes very clear that he means radial enlargements in all directions such that the eye sees not a vertical streak of the sort well-known to astronomers as resulting from near-horizon refraction effects, but rather a circular image of very large angular size. Menzel even describes a sighting that he himself made, over Arctic regions in an Air Force aircraft, in which the image of Sirius was enlarged to an angular size of over ten minutes of arc (one-third of lunar diameter). I have discussed that sighting with a number of astronomers, and not one is aware of anything that has ever been seen by any astronomer that approximates such an instance. In fact, it would require such a peculiar axially-symmetric distribution of refractive index, which miraculously followed the speeding aircraft along as it moved through the atmosphere, that it seems quite hopeless to explain what Menzel has reported seeing in terms of refraction effects.

Since Dr. Menzel's writings on UFO's have evidently had, in some quarters, a marked effect on attitudes towards UFOs, I regard that effect as deleterious. If I felt that we were dealing here with just a slight difference of opinion about rather controversial scientific matters on the edge of present knowledge. I would withhold strong comment. However, I wish to say for the record, that I reward the majority of Dr. Menzels purported meteorological-optical UFO explanations as simply scientifically incorrect. I could, but shall not here, enlarge upon similar critique of official explanations that have invoked such arguments.

3. ***Atmospheric electricity***

One phenomenon in the area of atmospheric electricity to which appeal has been made from the earliest years of investigations of the UFO phenomena is that of ball lightning. For example, a fairly extensive discussion of ball lightning was prepared by the U.S. Weather Bureau for inclusion in the 1949 Project Grudge report (Ref. 6). It was concluded in that report that ball lightning was most unlikely as an explanation for any of the cases which were considered in that report (about 250). Periodically, in succeeding years, one or another writer has come up with that same idea that maybe people who report UFOs are really seeing ball lightning. No one ever tried to pursue this idea very far, until P. J. Klass began writing on it. Although his ideas have received some attention in magazines, there is little enough scientific backup to his contentions that they are quite unlikely to have the same measure of effect that Menzel's previous writings have had. For that reason, I shall not here elaborate on my strong objections to Klass' arguments. I spelled them out in considerable detail in a talk presented last March at a UFO Symposium in Montreal held by the Canadian Aeronautics and Space Institute. Klass has ignored most of what is known about ball lightning and most of what is known about plasmas and also most of what is known about interesting UFOs in developing his curious thesis. It cannot be regarded as a scientifically significant contribution to illumination of the UFO problem.

4. ***Radar propagation anomalies***

In the past twenty years, there have been many instances in which unidentified objects have been tracked on radar, many of them with concurrent visual observations. Some examples have been cited above. It is always necessary to approach a radar unidentified with full knowledge of the numerous ways in which false returns can be produced on radar sets. The physics of "ducting"

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or "trapping" is generally quite well understood. As with mirages, the allowed angle of elevation of the radar beam can only depart from zero by a few tens of minutes of arc for typically occurring inversions and humidity gradients. Ducting with beam angles in excess of a degree or so would require unheard of atmospheric temperature or humidity gradients. Care must be taken in interpreting that statement, since beam-angles have to be distinguished from angles of elevation of the beam axis. For the latter reason, a beam-axis elevation of, say, two degrees still involves emission of some radar energy at angles so low that some may be trapped, yielding "ground returns" despite the higher elevation of the axis. All such points are well described in an extensive literature of radar propagation physics.

In addition to trapping and ground return effects, spurious returns can come from insects, birds, and atmospheric refractive-index anomalies that generate radar echoes termed "angels". These are low-intensity returns that no experienced operator would be likely to confuse with the strong return from an aircraft or ther large metallic object.

Also, other peculiar radar effects such as interference with other nearby sets, forward scatter from weak tropospheric discontinuities (see work of Atlas and others), and odd secondary reflections from ground targets need to be kept in mind.

When one analyzes some of the famous radar-tracking cases in the UFO literature, none of these propagation anomalies seem typical as accounting for the more interesting cases. (Several examples have already been discussed. (cases 32, 35, 36, 37, 38, and 39).)

SUMMARY AND RECOMMENDATIONS

In summary, I wish to emphasize that my own study of the UFO problem has convinced me that we must rapidly escalate serious scientific attention to this extraordinarily intriguing puzzle.

I believe that the scientific community has been seriously misinformed for twenty years about the potential importance of UFOs. I do not wish here to elaborate on my own interpretation of the history behind that long period of misinformation; I only wish to urge the Committee on Science and Astronautics to take whatever steps are within their power to alter this situation without further delay.

The present Symposium is an excellent step in the latter direction. I strongly urge your Committee that further efforts in the same direction be made in the near future. I believe that extensive hearings before your Committee, as well as before other Congressional committees having concern with this problem, are needed.

The possibility that the Earth might be under surveillance by some high civilization in command of a technology far beyond ours must not be overlooked in weighing the UFO problem. I am one of those who lean strongly towards the extraterrestrial hypothesis. I arrived at that point by a process of elimination of other alternative hypotheses, not by arguments based on what I could call "irrefutable proof." I am convinced that the recurrent observations by reliable citizens here and abroad over the past twenty years cannot be brushed aside as nonsense, but rather need to be taken extremely seriously as evidence that some phenomenon is going on which we simply do not understand. Although there is no current basis for concluding that hostility and grave hazard lie behind the UFO phenomenology, we cannot be entirely sure of that. For all of these reasons, greatly expanded scientific and public attention to the UFO problem is urgently needed.

The proposal that serious attention be given to the hypothesis of an extraterrestrial origin of UFOs raises many intriguing questions, only a few of which can be discussed meaningfully. A very standard question of skepticism is "Why no contact?" Here, the best answer is merely a cautionary remark that one would certainly be unjustified in extrapolating all human motives and reasons to any other intelligent civilization. It is conceivable that an avoidance of premature contact would be one of the characteristic features of surveillance of a less advanced civilization; other conceivable rationales can be suggested. All are speculative, however; what is urgently needed is a far more vigorous scientific investigation of the

full spectrum of UFO phenomena, and the House Committee on Science and Astronautics could perform a very significant service by taking steps aimed in that direction.

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Our next participant is Dr. Carl Sagan.

Dr. Sagan is associate professor of astronomy in the Department of Astronomy and Center for Radiophysics and Space Research in Cornell University, having just recently left Harvard University. He has written over 100 scientific papers, and several articles for Encyclopedia Britannica, Americana. He is coauthor of several books. Dr. Sagan, we are delighted you are participating with us in this symposium this morning and you may proceed.

STATEMENT BY DR. CARL SAGAN

1. Biography

2. Oral Statement

3. Article Read into the Record

4. Questions from Committee Members

(The biography of Dr. Sagan follows:)

DR. CARL SAGAN

Dr. Carl Sagan is Associate Professor of Astronomy in the Center for Radiophysics and Space Research at Cornell University, Ithaca, New York. He received his A.B. and B.S., an M.S. in Physics and his Ph.D. in Astronomy and Astrophysics, all from the University of Chicago. Since then he has held positions at the University of California, Berkeley; at Stanford University Medical School (as Assistant Professor of Genetics); and at Harvard University and the Smithsonian Astrophysical Observatory.

Dr. Sagan's major research interests are on the physics and chemistry of planetary atmospheres and surfaces, the origin of life on earth, and exobiology. He has played a leading role in establishing, for example, that the surface of Venus is very hot and that major elevation differences exist on Mars, and has been a principal exponent of the view that organic molecules are to be found on Jupiter.

Dr. Sagan has served on many advisory groups to the National Aeronautics and Space Administration and to the National Academy of Sciences, as well as such international organizations as COSPAR and the International Astronomical Union. He was a member of the Committee to review Project Blue Book for the Air Force Scientific Advisory Board.

A winner of the Smith Prize at Harvard in 1964 and Condon Lecturer in the State of Oregon in 1968, Dr. Sagan is shortly to assume additional duties as Editor of the planetary sciences journal, ICARUS. He has been active in educational innovations, regularly teaches in the South, and is a lecturer in the astronaut training program in Houston.

In addition to well over a hundred scientific papers, and several articles written or the Encyclopedias Britannica and Americana, Dr. Sagan is co-author of "The Atmospheres of Mars and Venus" (1961), "Planets" (1966), and "Intelligent Life in the Universe." (1966).

STATEMENT OF DR. CARL SAGAN, DEPARTMENT OF ASTRONOMY, CORNELL UNIVERSITY, ITHACA, N.Y.

Dr. Sagan. Thank you very much, Congressman Roush.

As I understand what the committee would like from me, is a discussion of the likelihood of intelligent extraterrestrial life, and since this estimate is to be made in this symposium, clearly it is the hypothesis that unidentified objects are of extraterrestrial origin which the committee must have in mind.

I'm delighted to tell about contemporary scientific thinking along these lines, but let me begin by saying that I do not think the evidence is at all persuasive, that UFO's are of intelligent extraterrestrial origin, nor do I think the evidence is convincing that no UFO's are of intelligent extraterrestrial origin.

I think as each of the preceding speakers has mentioned, but perhaps not sufficiently emphasized, that the question is very much an open one, and it is certainly too soon to harden attitudes and make any permanent contentions on the subject.

I find that the discussion, like elsewhere, is best evaluated if we consider the question of life on earth. I suppose that if you had all your prejudices removed and were concerned with the question of whether the earth was populated by life of any sort, how would you go about finding out?

If, for example, we were on some other planet, let's say Mars, and looking at the Earth, what would we see? Fortunately we now have meteorological satellite photographs of the earth at various resolutions, so we can answer the question. The first large slide.

This is a photograph of the earth. That is the full earth, which you are looking at which is primarily cloud cover. This is the Pacific Ocean. You can see southern California in the upper right, and, as advertised by the local chamber of commerce, you can see it is cloud free. [Laughter.]

Dr. Sagan. Now, it is clear that very little information about the earth, much less possibility of life on it, is obtained by a picture at this resolution.

The next large slide is a TIROS photograph of the earth at about 1-mile resolution, that is, things smaller than a mile cannot be seen, and very prolonged scrutiny of the entire eastern seaboard of the United States shows no sign of life, intelligent, or otherwise.

We have looked at several thousand photographs of the earth, and you may be interested to see that there is no sign of life, not only in New York or Washington, but also in Peking, Moscow, London, Paris, and so on.

The reason is that human beings have transformed the earth at this kind of scale very little, and therefore the artifacts of human intelligence are just not detectable photographically in the daytime with this sort of resolution.

The next slide shows one of the few successful finds of intelligent life on earth that we made; down toward the lower left you can see

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a kind of grid, a kind of crisscross pattern, a rectangular area. This is a photograph taken near Cochran, Ontario, in Canada. What we are looking at are swaths cut by loggers through the forest. They cut many swaths in parallel, then another parallel sequence of swaths at right angles. Then the snow fell, heightening contrast, so that is the reason for the tic-tac-toe pattern. The sequence of straight lines there is anomalous. You would not expect it by geological processes. If you found that on another planet you would begin to expect there is life there. This is a photograph at about a tenth of a mile resolution, and is far better than the best photographs we have of Mars. The photographs we have of Mars are, of course, better than of any other planet. Therefore, to exclude intelligent life on another planet photographically is certainly premature. We could not exclude life on earth with this same sort of resolution.

However, there are other reasons why intelligent life on the other planets of this solar system are moderately unlikely.

To continue this sequence of photographs, I should say there are only about one in a thousand photographs where this resolution of the earth gives any sign of life.

The next photograph, however, shows a resolution about three times better. That is a Gemini capsule in the lower left-hand corner and we are looking at the vicinity of the Imperial Valley in California. You are just on the verge of resolving the contour patterns of fields, for agricultural purposes.

The next slide shows us an area between Sacramento and San Francisco, which has a very clear geometric pattern. It is quite obvious that this is the result of some intelligent activity on the earth.

You can see an airport, a railway, the monotonous pattern of housing developments in the upper right. You can see the patterns of contour fields. And this is such a highly geometrized picture, that it is clearly the result of some intelligence.

However, a photograph taken of this same area, only let's say 100,000 years ago, when there certainly was lots of life on earth, would show none of these features, because these are all the signs of our present technical civilization.

So even though the earth was full of life, and human beings were very much in evidence 100,000 years ago, none of this would be detectable by such photography. To detect individual organisms on earth, we have to have a photographic resolution about 10 times better than this, then we occasionally see things like these in the next slide. All those little dots casting shadows are cows in a field in California.

There are other ways of detecting intelligent life on the earth. From the vantage point of Mars, detecting, say, the lights of cities at night, is extremely marginal, and in fact the only way of doing it would be to point a small radio telescope at the earth, and then as the North American Continent turned toward Mars, there would be this blast of radio emission from domestic television transmission that prolonged scrutiny would indicate some sign of intelligent life on the earth.

In fact, it is radio communications which is the only reasonable method of communications over very large distances. It is a remarkable fact that the largest radio telescope on the earth at the present time, the Arecibo dish in Puerto Rico, is capable of communicating

with another dish, similarly outfitted if one existed at the incredible distance of 1,000 light years away, a light year being about 6.6 trillion miles, and the distance to the nearest star being a little over 4 light years.

Now, let me then go to the question of the cosmic perspective of where we are.

We are, of course, sitting on a planet, the third from the Sun, which is going around the Sun, which is a star-like, and the other stars visible on a clear night to the naked eye.

The first small slide will give an impression of what happens when you point a moderate telescope in the direction of the center of the Milky Way Galaxy.

This is a photograph of a star cloud. You are looking at tens of thousands of suns here. In fact, the number of suns in our galaxy is about 150,000 million.

They are collected into a disk-shaped pattern, shown in the next slide; the next slide will show a photograph of the nearest galaxy like our own. That fuzzy spiral thing in the middle is M-31, that is also known as the Great Galaxy Andromeda, and if that were a photograph of our galaxy, we would be situated extremely far out, in fact, a little far off the slide, very much in the galactic boon docks. The Sun is nowhere near the center of the galaxy. It is a very out-of-the-way rural location we happen to be in.

Now, in [the] collection of 150,000 million stars in the Milky Way Galaxy, our sun is just one, and there are at least billions of other galaxies, and the last slide, will show you what happens if you point a telescope away from the obscuring dust and stars in the galaxy. You then start seeing dozens of other galaxies, everyone of those funny-shaped spiral and irregular-shaped things there, and some of the spherical-shaped ones, are other galaxies, each of which are containing about 100 billion stars as well.

So it is clear that there are in the accessible universe, some hundreds of billions of billions of stars, all more or less like our own.

Now, if we want to assess the likelihood that there are intelligent civilizations somewhere in advance of our own, on planets of other stars in our own galaxy, we have to ask questions which cover a variety of scientific subjects, some of which are fairly well known, some of which are extremely poorly known. For a numerical assessment of whether there is likely intelligence in other parts of the galaxy in a form we do not have at present, let me indicate the kinds of things we know. It depends on the rate of star formation.

It depends on the likelihood that the given star has planets. It depends on the likelihood at least one of those planets is at a position from the essential star which is suitable for the origin of life. It depends on the likelihood that the origin of life actually occurs on that planet. It depends on the probability life once arisen on that planet will evolve to some intelligence. It depends on the likelihood that intelligence, once emerged, will develop a technical civilization. And it depends on the lifetime of the technical civilization, because technical civilization of a very short lifetime, will result in very few technical

civilizations being around at any given time. We know something about some of these. There is some reason to believe that planets are a reasonable

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likely accompaniment of star formation, that the solar system in other words is a fairly common event in the galaxy and is not unique. There are laboratory experiments on the origin of life, in which the early conditions on earth have been duplicated in the laboratory. It turns out that at least the molecules fundamental to living systems, are produced relatively easy [sic], physics and chemistry apparently made in such a way that the origin of life may be a likely event.

Beyond that it is difficult to do laboratory experiments, because evolution takes billions of years, and scientists aren't that patient. Therefore, it is just a question of intelligent and knowledgeable estimates.

Here, some scientists believe that the evolution of intelligence and technical civilization is very likely. Others believe it is a very remarkable and unusual event and by the merest fluke did it happen here.

I don't think that this is the place to go into this very difficult question in any great detail. Let me merely say that much more important than these uncertainties is the question of the life of a technical civilization, judging from the events on the earth, one might say the likelihood of our civilization lasting only a few decades more, might be a fairly high probability, and if that is typical of other civilizations, then it is clear there aren't any other humans around.

On the other hand, if civilizations tend to have very long lifetimes, it may be there are large numbers of technical civilizations in the galaxy.

Now, one thing is clear, which is this: If there are other technical civilizations, any random one of them is likely to be vastly in advance of our own technical civilization. For example, we are only 10 or 15 years into having the technology of interstellar communication by radio astronomy. It is unlikely there is any other civilization in the galaxy that is that backward in their technical expertise.

Mr. Miller. Doctor, didn't Sir Bernard Lovell receive electrical pulses he can't explain?

Dr. Sagan. Yes, sir. There are now five objects in the heavens called pulsars, which are objects which are sending out radiation which is modulated with a frequency of about one per second; also there are sub-modulations. There are a variety of hypotheses to explain these things, some of which involve the oscillations of very old stars. There are certain difficulties with each hypothesis. The first suggestion made by the British at Cambridge, when they encountered this phenomenon was perhaps it was a beacon of some extraterrestrial civilization. That is not now their favored hypothesis. It is not clear that that is totally absurd, but in fact the scientific method to be used in that case is rather similar to the one to be used in this case. That is, it is a puzzling phenomenon. One therefore excludes all physical explanations that one possibly can before going to the much more hypothetical possibility of intelligence being involved.

So, that is the present state of work in that field. For data gathering to get better information, and the refinement of the purely physical hypothesis.

Well, I was saying that if there are other civilizations, many of them are likely to be far in advance of our own, and this, therefore, raises the question of how likely it is that they can traverse interstellar space and come from planets or some other star to here.

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I should first emphasize that the distances between the stars are absolutely huge. Light, faster than which nothing can travel, takes 4½ years to get from here to the nearest star.

Mr Roush. Excuse me, isn't that a rather arbitrary statement?

Dr. Sagan. I don't think so. Perhaps you can tell me why you think it might be, then I can tell you why I think it isn't.

Mr. Roush. In my opening statement I referred to the new audacity of imagination John Dewey had spoken of. I'm thinking of imaginative terms, not factual terms.

Dr. Sagan. Let me say in a sentence, why most physicists believe no material object can travel faster than light. That takes us into questions of the theory of relativity, which has had previous encounters with congressional committees, and perhaps we don't want to go into that in very great detail.

But the essential point is, that in making a few, very few assumptions, one of which was, the one we are talking about, nothing goes faster, Einstein was able to then derive a whole body of predictions which are confirmed in vast detail. Therefore, if someone says that is not a good idea, that things can travel faster than light, then they have to come up with a physical theory which explains everything we know in a way that is consistent with the idea that you can travel faster than light. No one has succeeded in doing that. Many physicists have tried. Therefore, the present belief is that you can't. But that, of course, is a time-dependent statement. It may be that this isn't the ultimate truth.

In physics, as in much of all science, there are no permanent truths, There is a set of approximations, getting closer and closer, and people must always be ready to revise what has been in the past thought to be the absolute gospel truth. If I might say, to revise opinions, is one which is frequent in science, and less frequent in politics. [Laughter.]

Dr. Sagan. So, in the context of contemporary science, I'm obviously speaking in that context, one cannot travel faster than light.

So the distances between the stars are extremely large. Of course, any contemporary space vehicle would take a ridiculous amount of time to get from here to anywhere else, but we are not talking about contemporary space vehicles. The question, "Is there any conceivable method of traveling from one place to another very close to the speed of light, and therefore get reasonable transit times?" involves extrapolations of technology of a very difficult sort. However, let me merely say at least some people who have looked into the subject have concluded that it is not out of the question, even with contemporary principles of science, to imagine vehicles capable of traveling close to the speed of light, between the stars.

This doesn't mean that it happens. There may in fact be insuperable engineering difficulties we don't know about, but there is nothing in the physics that prohibits interstellar space flight.

So any estimate of how likely it is that we would be visited by an extraterrestrial intelligent civilization, depends not only on how many of them are there, but on what kind of transport they have, and how often they launch their space vehicles, even very optimistic estimates for all these numbers, gives a conclusion that an advance civilization comes here very rarely. But I again emphasize the great uncertainty in any of these numerical estimates, as they involve parts of science we don't know very much about.

So, to conclude what I understand is the main reason why this committee has asked me to testify, it is not beyond any question of doubt that we can be visited. There are great difficulties from our present point of view. They are not insuperable. And if Dr. McDonald, for example, were to present me with extremely convincing evidence of an advanced technology in a UFO, I could not say to him that is impossible, because I know you can't get from there to here, or I can't say to him that is impossible because I know there aren't any other guys up there.

On the other hand, I would of course demand very firm evidence before I would say, well, that seems to be a very likely hypothesis. So I would like to spend Just a few minutes to come more closely to the subject of this symposium.

First of all, I think it is clear to the committee, but this point should be emphasized very strongly, that there are very intense, predisposing, emotional factors in this subject.

There are individuals who very strongly want to believe that UFO's are of intelligent extraterrestrial origin. Essentially to my view, for religious motives; that is, things are so bad down here, maybe somebody from up there will come and save us from ourselves. This takes all sorts of subtle and not so subtle forms. There are also predisposing emotional factors in the other direction; people who very much want to believe UFO's are not of intelligent extraterrestrial origins, because that would be threatening to our conception of us as being the pinnacle of creation. We would find it very upsetting to discover that we are not, that we are just a sort of two-bit civilization.

It is clear that the scientific method says you don't take either of those views, and you simply keep an open mind and pursue whatever facts are at hand with as many diverse hypotheses as possible, and try to eliminate each suggested hypothesis, and see if you are lucky with any one.

I might mention that, on this symposium, there are no individuals who strongly disbelieve in the extraterrestrial origin of UFO's and therefore there is a certain view, not necessarily one I strongly agree with -- but there is a certain view this committee is not hearing today, along those lines.

Finally, let me say something about the question of priorities, which Congressman Rumsfeld asked us for, and the question of significance. Now, the possibility of discovering something about extraterrestrial life, life originated on some other planet, is of the very highest interest for biology and in fact for all science. A bona fide example of extraterrestrial life even in a very simple form, would revolutionize biology. It would have both practical and fundamental scientific benefits, which are very hard to assess, it would truly be immense.

Now, if the answer to this sort of profound scientific question lies right at hand, it would be folly to ignore it. If we are being visited by representatives of extraterrestrial life, just stick our heads in the sand, would be a very bad policy, I think.

On the other hand, to mount a major effort to investigate these things, I think requires some harder evidence than is now at hand.

It is clear that if such an effort were mounted, some information on atmospheric physics would be forthcoming. I think some information on psychology would certainly be forthcoming. I have the impression

that the capability of human populations to self-delusion, has not been accorded appropriate weight in these considerations. There is an interesting book published about a century ago by McKay called "Extraordinary Popular Delusions and the Madness of Crowds" which I commend to the committee. It goes into such things as alchemy, and witchcraft. After all, there have been centuries in which these things were considered to be as obviously true as anything, and yet we now know that this is really nonsense.

So the possibility of these sort of delusions having a kind of contemporary guise as UFO's should not be thrown out altogether. I do not think that explains most or all of the unidentified settings.

Since the funds are so painfully tragically short for science today, the priority question boils down to this: In the search for extraterrestrial life there is a high risk, high possibility, that is the one we are talking about today; namely, UFO's -- there is a high risk that they are not of extraterrestrial origin, but if they are, we are sure going to learn a lot.

Compared to that, there is a moderate risk, significant return possibility, and that is, looking for life even simple forms on nearby planets, and searching for intelligent radio communications by the techniques of radio astronomy. Here it is clear there will be significant paydirt of one sort or another for what I gather is a comparable sort of investment.

So if Congress is interested, and I'm not sure it is, I think it might very well ought to be, but if Congress is interested in a pursuit of the question of extraterrestrial life, I believe it would be much better advised to support the biology, the Mariner, and Voyager programs of NASA, and the radio astronomy programs of the National Science Foundation, than to pour very much money into this study of UFO's.

On the other hand, I think a moderate support of investigations of UFO's might very well have some scientific paydirt in it, but perhaps not the one that we are talking about today.

Mr. Chairman that concludes my statement except that I request that you include for the record a statement entitled "Unidentified Flying Objects" that I prepared for the Encyclopedia Americana.

UNIDENTIFIED FLYING OBJECTS*

(by Carl Sagan)

Unidentified flying objects (UFO*s) is the generic term for moving aerial or celestial phenomena, detected visually or by radar, whose nature is not immediately understood. Interest in these objects stems from speculation that some of them are the products of civilizations beyond the earth, and from the psychological insights into contemporary human problems that this interpretation, provides.

Observations. Unidentified flying objects have been described variously as rapidly moving or hovering; disc-shaped, cigar-shaped, or ball-shaped; moving silently or noisily; with a fiery exhaust, or with no exhaust whatever; accompanied by flashing lights, or uniformly glowing with a silvery cast. The diversity of the observations suggests that UFO's have no common origin and that the use of such terms as UFO's or "flying saucers" serves only to confuse the issue by grouping generically a variety of unrelated phenomena.

In the United States, popular interest in unidentified flying objects began on June 24, 1947, when a group of rapidly moving, glistening objects was observed

*In Encyclopedia Americana (New York: Grolier) and In Bull Atom. Sci, 23, (6), 43, 1967.

from the air in daytime, near Mount Rainier, Washington. The observer, a Seattle resident, dubbed them "flying saucers." The sighting received extensive publicity. Somewhat similar sightings have been reported ever since. The differences among these observations, however, are as striking as the observations themselves.

Investigations. Because of its national defense responsibility, the U.S. Air Force investigates reports of unidentified flying object over the United States. The number of sightings investigated in 1947-65 is shown in the following table.

Reported sightings of UFO's, 1947-65

Year	*Number*	*Year*	*Number*
1947	79	1957	1,178
1948	143	1958	473
1949	186	1959	364
1950	169	1960	557
1951	121	1961	591
1952	1,501	1962	474
1953	425	1963	399
1954	429	1964	572
1955	404	1965	886
1956	778		

Source: Tacker, Lawrence, J., Flying Saucers and the U.S. Air Force (Princeton, N.J. (1960), and Library of Congress, Facts About Unidentified Flying Objects (Washington 1966).

Evaluation of these reports is difficult. Observations frequently are sketchy, and different reports of the same phenomenon are often dissimilar, or even irreconcilable. Observers tend to exaggerate. Deliberate hoaxes, some involving double-exposure photography, have been perpetrated. After allowances are made for these factors, the accepted scientific procedure is to attempt an explanation of the observations in terms of phenomena independently observed and understood. Only if an observation is rigorously inexplicable in terms of known phenomena does the scientist introduces alternative hypotheses for which there is no other evidence. Such hypotheses must still be consistent with all other available scientific information.

The identity of most UFO's has been established as belonging to one of the following categories: unconventional aircraft; aircraft under uncommon weather conditions; aircraft with unusual external light patterns; meteorological and other high-altitude balloons; artificial earth satellites; flocks of birds; reflections of searchlights or headlights off clouds; reflection of sunlight from shiny surfaces; luminescent organisms (including one case of a firefly lodged between two adjacent panes of

glass in an airplane cockpit window); optical mirages and looming; lenticular cloud formations; ball lighting; sun dogs; meteors, including green fireballs; planets, especially Venus; bright stars; and the aurora borealis.

Radar detection of unidentified flying objects has also occurred occasionally. Many of these sightings have been explained as radar reflections from temperature inversion layers in the atmosphere and other sources of radar "angels."

Considering the difficulties involved in tracking down visual and radar sightings, it is remarkable that all but a few percent of the reported UFO's have been identified as naturally occurring -- if sometimes unusual phenomena. It is of some interest that the UFO's which are unidentified do not fall into one uniform category of motion, color, lighting, etc., but rather run through the same range of these variables as the identified UFO's. In October 1957, Sputnik I, the first earth-orbiting artificial satellite, was launched. Of 1,178 UFO sightings in that year, 701 occurred between October and December. The clear implication is that Sputnik and its attendant publicity were responsible for many UFO sightings.

Earlier, in July 1952, a set of visual and radar observations of unidentified flying objects over Washington, D.C., caused substantial public concern. Government concern was reflected in the creation in November of that year of a special panel to evaluate these reports. The panel was established by the Office of Scientific Intelligence of the Central Intelligence Agency, and was headed by the late Professor H. P. Robertson of the California Institute of Technology. The Robertson panel, after a thorough investigation of the UFO reports to that date, concluded that all were probably natural phenomena, wrongly interpreted.

The most reliable testimony is that of the professional astronomer. Professor Jesse L. Greenstein of Mount Wilson and Palomar Observatories (author of the

ASTRONOMY article on pages 90-95) has pointed out that a vehicle 100 feet (30.5 meters) in diameter, at an altitude of 50 miles (80.5 km), would leave a broad track on photographic plates of the sky taken with large telescopes. This track could be distinguished easily from those of ordinary astronomical objects such as stars, meteors, and comets. Nevertheless, it appears that such tracks or unambiguous visual observations of classical UFO's have never been made by professional astronomers.

For example, in the Harvard Meteor Project performed in New Mexico during the period 1954-56, extensive photographic observations were made by Super-Schmidt cameras, with a 60° field of view. In all, a surface area of about 3,000 square miles (7,700 sq km) was observed to a height of about 50 miles (80 km) for a total period of about 3,000 hours. Visual and photographic observations were made which could detect objects almost as faint as the faintest objects visible to the naked eye. These observations by professional astronomers were made in a locale and period characterized by extensive reports of unidentified flying objects. No unexplained objects were detected, despite the fact that rapidly moving objects were being sought in a study of meteors. Similar negative results have been obtained by large numbers of astronomers and help to explain the general skepticism of the astronomical community towards flying saucer reports.

A series of puzzling and well-published flying saucer sightings in the mid-1960's again led to the appointment of a government investigating panel, this time under the aegis of the Air Force Scientific Advisory Board. It is significant that this panel was convened not at the request of the operational or intelligence arms of the Air Force, but in response to a request by the Air Force public relations office. The panel, under the chairmanship of Brian O'Brien, a member of the board, met in February 1966, and restated the general conclusions of the Robertson panel. It was recommended that the Air Force make a more thoroughgoing effort to investigate selected UFO reports of particular interest. although the probability of acquiring significant scientific information (other than psychological) seemed small. The O'Brien panel suggested that the Air Force establish a group of teams at various points within the United States in order to respond rapidly to UFO reports. The panel recommended that each team should consist of a physical scientist familiar with upper atmospheric and astronomical phenomena, a clinical psychologist, and a trained investigator.

In October 1966 the University of Colorado was selected by the Air Force Office of Scientific Research to manage the program, and to prepare a thoroughgoing analysis of the UFO problem. The National Academy of Sciences agreed to appoint a panel to review the report when it is completed in early 1968.

Hypotheses of Extraterrestrial Origin. Repeated sightings of UFO's, and the persistence of the Air Force and the responsible scientific community in explaining away the sightings, have suggested to some that a conspiracy exists to

conceal from the public the true nature of the UFO's. Might not at least a small fraction of the unexplained few percent of the sightings be space vehicles of intelligent extraterrestrial beings observing the earth and its inhabitants?

It now seems probable that the earth is not the only inhabited planet in the universe. There is evidence that many of the stars in the sky have planetary systems. Furthermore, research concerning the origin of life on earth suggests that the physical and chemical processes leading to the origin of life occur rapidly in the early history of the majority of planets. From the point of view of natural selection, the advantages of intelligence and technical civilization are obvious, and some scientists believe that a large number of planets within our Milky Way galaxy -- perhaps as many as a million -- are inhabited by technical civilizations in advance of our own.

Interstellar space flight is far beyond our present technical capabilities, but there seem to be no fundamental physical objections to it. It would be rash to preclude, from our present vantage point, the possibility of its development by other civilizations. But if each of, say, a million advanced technical civilizations in our galaxy launched an interstellar spacecraft each year (and even for an advanced civilization, the launching of an interstellar space vehicle would not be a trivial undertaking), and even if all of them could reach our solar system with equal facility, our system would, on the average, be visited only once every 100,000 years.

UFO enthusiasts have sometimes castigated the skeptic for his anthropocentrism. Actually, the assumption that earth is visited daily by interstellar spacecraft is far more anthropocentric -- attaching as it does some overriding significance to our small planet. If our views on the frequency of intelligence in the

galaxy are correct, there is no reason why the earth should be singled out for interstellar visits. A greater frequency of visits could be expected if there were another planet populated by a technical civilization within our solar system, but at the present time there is no evidence for the existence of one.

Related to the interstellar observer idea are the "contact" tales, contemporary reports of the landing of extraterrestrial space vehicles on earth. Unlike the UFO reports, these tales display a striking uniformity. The extraterrestrials are described as humanoid, differing from man only in some minor characteristic such as teeth, speech, or dress. The aliens -- so the "contactees" report -- have been observing earth and its inhabitants for many years, and express concern at "the present grave political situation." The visitors are fearful that, left to our own devices, we will destroy our civilization. The contactee is then selected as their "chosen intermediary" with the governments and inhabitants of earth, but somehow the promised political or social intervention never materializes.

Psychological Factors. The psychologist Carl Jung pointed out that the frequency and persistence of these contact tales -- not one of which has been confirmed by the slightest sort of objective evidence -- must be of substantial psychological significance. What need is fulfilled by a belief that unidentified flying objects are of extraterrestrial origin? It is noteworthy that in the contact tales, the spacecraft and their crews are almost never pictured as hostile. It would be very satisfying if a race of advanced and benign creatures were devoted to our welfare.

The interest in unidentified flying objects derives, perhaps, not so much from scientific curiosity as from unfulfilled religious needs. Flying saucers serve, for some, to replace the gods that science has deposed. With their distant and exotic worlds and their pseudoscientific overlay, the contact accounts are acceptable to many people who reject the older religious frameworks. But precisely because people desire so intensely that unidentified flying objects be of benign, intelligent, and extraterrestrial origin, honesty requires that, in evaluating the observations, we accept only the most rigorous logic and the most convincing evidence. At the present time, there is no evidence that unambiguously connects the various flying saucer sightings and contact tales with extraterrestrial intelligence.

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CARL SAGAN, *Department of Astronomy, Cornell University.*

Thank you.

Mr. Hechler. Dr. Sagan, there have been some recent experiments at Green Bank, W. Va., with its 300-foot telescope, in an attempt to synchronize this with the Arecibo dish, in such a way as you might in effect produce almost a 2,000-mile diameter collecting surface for trying to receive signals from the pulsars.

I wonder if this isn't the type or specific activity in radio astronomy that could utilize some additional support in order to ascertain the truth about terrestrial life and signals therefrom ?

Dr. Sagan. Congressman Hechler, as a member of the faculty at Cornell that runs the observatory, I would find some problem answering that.

Mr. Hechler. But not of West Virginia, however?

Dr. Sagan. That is right. The study of pulsars, as I indicated to Chairman Miller, is relevant. The development of a long base-line parameter of the sort you talked about is of great interest to many areas of radio astronomy, and conceivably to the area we are talking about.

However, there has not been since Project OXMA, which occurred in Green Bank some 7 years or so ago, any systematic effort in this country to look for signals of intelligent extraterrestrial origin.

There is at the present time a fairly major effort under way in the Soviet Union, but at least in this country there are no such efforts directed specifically to this question.

It may be if we ever do detect intelligent signals from elsewhere, it will be an accidental byproduct of some other program. There is at the present time no effort to search for extraterrestrial signals.

Chairman Miller. Are they trying to do things in Australia?

Dr. Sagan. To the best of my knowledge there is no such work being done.

Chairman Miller. The Mills-Cross program is also connected with Cornell, isn't it?

Dr. Sagan. The Cornell-Sydney Astronomy Center, yes, sir.

Chairman Miller. Is that all, Mr. Hechler?

Mr. Hechler. I was hoping you would suggest something more specific, for our future consideration.

Dr. Sagan. Let me say, and again let me emphasize that it is by no means demonstrated that radio astronomical searches for extraterrestrial intelligence have anything whatever to do with UFO's, but if we were interested, as some of us are, in examining the possibility of extraterrestrial intelligence, sending signals to Earth, then relatively modest programs, of say less than a, million dollars, could be organized, using largely existing instruments with only small modifications in the things you hook up to the radio telescope, which would be ideal for this purpose.

There are in fact many radio astronomers who are privately interested in this sort of thing, but it carries something of the same sort of stigma that both the previous speakers mentioned about UFO's. It is unconventional. It is in many senses radical. Many astronomers prefer to have nothing to do with it.

Mr. Pettis. Mr. Chairman.

Mr. Roush. Mr. Pettis.

Mr. Pettis. I would like to ask the doctor, or any other member of the panel. Is there any indication that any other Government, particularly the Russians, are interested in this subject?

Dr. Sagan. I cannot speak about the UFO program. Perhaps Dr. Hynek can say something about that. As far as the question that I just mentioned, the radio search for extraterrestrial intelligence, there is a state commission in the Soviet Union, for the investigation of cosmic-radio intelligence. There is a fairly major effort that has been mustered for the last few years along these lines.

And there is only some information about that; that we have gotten out of the Soviet Union.

I don't know anything about their activities on UFOs. Perhaps Dr. Hynek would like to comment on that.

Dr. Hynek. May I, Mr. Chairman, preface my remark, in answer to that, by pointing out a danger here that we may be putting the cart before the horse in the consideration of extraterrestrial intelligence.

Speaking of horses, suppose someone comes here and tells us, or announces to us there is a report of a horse in the bath tub.

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I think that it would be rather pointless to then ask, what is the color of the horse, what does he eat, how could be have gotten there, who installed the bath tub? The question is is there a horse in the bath tub? This is a question I think we should direct ourselves to first. Is there anything to these reports?

Now, coming to the question of the Russian situation, I do know from my visits behind the Iron Curtain, or as they like to speak of it, the Socialist countries, there have been sightings behind the Iron Curtain.

In fact, if you were to have good translations, it would be difficult to distinguish between a UFO report from Russia, from Brazil, from Argentina, from Japan, or from the United States. There is a rather rough pattern.

Now, the Russians, to the best of my knowledge, have given no official recognition to the problem, but I do know, from personal information, that there is sort of a ground-swell interest, or a latent interest, that pops up here and there, but apparently they have as much difficulty in getting official recognition as we do.

Mr. Roush. I would first point out that I realize that a visit to Russia doesn't necessarily make a person an expert or give him all the information. A year ago June I did visit Russia. I had conversations with a few of their people, including, my pronunciation may not be correct, Dr. Millionshchikov and the head of their weather bureau, I believe it is Petrov, and several others, and I repeatedly asked the question, "Do you believe in unidentified flying objects" In each instance they merely laughed. That was the response that I got. Since then, however, I have observed there have been papers published in Russia discussing the phenomena, and discussing it in scientific terms.

It seems to me that any discussion such as ours today raises the question of the existence of extraterrestrial life. That is one reason we asked Dr. Sagan to come here. I'm not real sure, Dr. Sagan, whether you stated whether there is or whether there is not extraterrestrial life. I was watching for that, and I don't believe I heard you say it.

Dr. Sagan. Congressman Roush, I have enough difficulty trying to determine if there is intelligent life on Earth, to be sure if there is intelligent life anywhere else. [Laughter.]

If we knew there was life on other planets, then we would be able to save ourselves a lot of agony finding out. It is just because the problem is so significant, and we don't have the answers at hand we need to pursue the subject. I don't know. It beats me.

Mr. Roush. I believe you coauthored a book with a Russian, is that correct?

Dr. Sagan. That is correct.

Mr. Roush. Does Dr. Shklovsky share your views?

Dr. Sagan. I think he shares my restraint.

I think both of us would say we think this is an extremely important subject, that we are on the frontier of being able to find out, but that neither of us knows whether there is or isn't life out there. Let me say if it turns out there isn't life on Mars, that is almost as interesting as if we find there is life on Mars, because then we have to ask, what happened different on Mars than on the Earth, so that life arose here and not there. That will surely give us a very profound entry into the question of follow-up of evolution and the cosmic context.

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Mr. Roush. Suppose we discover there is life on Mars, in some form, wouldn't this almost cinch your case, and you could say there is extra- terrestrial life?

Dr. Sagan. Yes, sir; it certainly would, but not cinch our case about extraterrestrial intelligence. Conceivably, there might be a low form on Mars. If there is Martian life, it is of interest how low it is. If there is intelligence on Mars -- but we don't know there is intelligence on Mars -- then we don't have to grasp that evolution process.

Mr. Roush. I would like to finish this mornings session just by telling of a cartoon I saw which I think Dr. Hynek perhaps saw and enjoyed as much as I did. It showed a flying saucer hovering over the Earth, with little green men looking down, and one turned to the other and said, "Do you suppose it is swamp gas?" [Laughter.]

Dr. Hynek. That is a good statement to close the session on.

Mr. Roush. We shall reconvene at 2 o'clock this afternoon.

(Whereupon, at 12:15 p.m., the hearing was recessed to reconvene at 2 p.m.)

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AFTERNOON SESSION

Mr. Roush. The committee will be in order.

This afternoon we are going to hear first from Dr. Robert L. Hall. Dr. Hall is professor and head of the Department of Sociology at the University of Illinois, and has been since 1965.

He too has a distinguished career. Dr. Hall, we are glad to welcome you as a participant in this symposium, and you may proceed.

STATEMENT BY DR. ROBERT. L. HALL

1. Biography
2. Oral Statement
3. Prepared Statement

(The biography of Dr. Hall is as follows:)

DR ROBERT L. HALL

Born February 25, 1924, at Atlanta, Georgia. Married; 3 children.

EDUCATION

Yale University, 1941-42. B.A. 1947.

University of Stockholm, Sweden, 1947-48.

University of Minnesota, 1949-52. M.A., 1950. Ph.D., 1953.

PROFESSIONAL EXPERIENCE

1. Instructor, Extension Division, University of Stockholm, Sweden, 1948.

2. Research Assistant, University of Minnesota, 1950-52.

3. Social Psychologist in the Air Force Personnel & Training Research Center, 1952-1957. Engaged in research on performance of bomber crews, the role of the aircraft commander, and processes of evaluation of small teams.

4. Assistant Professor (1957-1960) and Associate Professor (1960-62) of Sociology. Teaching social psychology, especially the processes of mass communication and opinion change. Conducting research on social psychological aspects of higher education and effects of social interaction on the learning process.

5. Program Director for Sociology and Social Psychology, National Science Foundation, 1962-1965. Administered a program of research grants and related activities to strengthen Sociology and Social Psychology in universities in the United States and to bolster understanding in these fields through basic research.

6. Associate Professor of Sociology and Psychology (1965-66) and Professor of Sociology and Head of the Department of Sociology (since 1966), University of Illinois at Chicago Circle.

PUBLICATIONS

A number of articles in Sociological and Psychological journals and chapters in professional books. A few selected publications are listed below:

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STATEMENT OF DR. ROBERT L. HALL, HEAD, DEPARTMENT OF SOCIOLOGY, UNIVERSITY OF ILLINOIS, CHICAGO, ILL.

Dr. Hall. Thank you, Mr. Roush.

First I should like to state a few of the rather well-established facts as they would be seen by a social psychologist. I find that when I do so, there is a great deal of redundancy. You have heard most of these facts before, so I will make my presentation brief.

Fundamentally what we know that everyone can agree upon is that a great many people all over the world keep reporting some quite puzzling flying objects. In these reports there are certain recurring features, and the people so reporting often have all the characteristics of reliable witnesses.

Second, the next main thing we know is that there are several strongly, often bitterly competing systems of belief about how to explain these observations, and some rational men seem to fall into line supporting each of these positions.

This in itself is of course of great interest to a social psychologist. Inevitably he is interested in how systems of belief grow and are maintained.

The third major factual thing that can be quite well agreed upon is that to a very large extent these alternative explanations, these systems of belief, have become rooted in organizations of people who have become committed to defending their respective positions. This greatly complicates the problem of arriving at a generally accepted explanation. In that sense, in addition to any other problems that have been defined here, clearly we have a social psychological problem also.

These are very briefly the main outlines of the facts as I see them. Now, how are these explained?

There are certain things that everyone seems to agree upon, or nearly everyone, I believe. First that a great many of these observations can be quite clearly identified as mistakes on the part of the observer, misidentifications of familiar objects, hoaxes, and a miscellaneous collection of similar things.

Beyond that point, there comes to be a good deal of divergence in explanations, to say the least. Perhaps the major views now can be classified simply as follows: First, that these are technological devices or vehicles of some sort entering our atmosphere from the outside.

Second, that this is some new, as yet ill-understood natural phenomena, something like a form of plasma, that we do not understand, and so on.

The third major hypothesis to explain the hard-core cases that are not otherwise agreed upon, is that they too are simply a result of mass hysteria, and its resulting misidentifications.

This hypothesis I will address myself to particularly very soon, because obviously a social psychologist has a special interest in this possibility.

The three major topics that I believe I should address myself to are, first, what has brought about this complicated situation of strongly opposed beliefs that seem to resist the factual evidence, and are not responsive to each other?

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Second, what are the probable consequences from the point of view of a sociologist or social psychologist of each of the major explanations?

And third, I would like to comment quite explicitly on the hypothesis that mass hysteria and hysterical contagion is common in many of the cases.

I believe I should start with the mass hysteria hypothesis. To begin with, I think there is very strong evidence that some of the cases do result from hysterical contagion in the sense that this has often been used by social psychologists. Once people are sensitized to the existence of some kind of a phenomenon (whether indeed it really exists or not), when there is an ambiguous situation requiring explanation, when there is emotion or anxiety associated with this, resulting from the uncertainty, there are precisely the conditions that have been observed repeatedly as resulting in what I shall call "improvised news." Lacking well-verified facts and explanations, people always seem to generate the news and the explanations that will reduce the ambiguity, thereby reduce the anxiety they have about uncertain situations.

There are many well-documented cases of this kind of mass hysteria and hysterical contagion. I believe it will be out of place for me to go into lengthy discussions of these episodes, but I shall comment on a few ways in which we can examine the observations of unidentified flying objects to assess whether this is a reasonable hypothesis for the hard-core cases.

One of the first of these is one thoroughly familiar to attorneys, social psychologists having no monopoly on an interest in the credibility of testimony, but this is one of the principal means obviously of establishing whether we should reasonably believe certain explanations.

The criteria, as most of you know, involve such things as the established reputation of the witnesses, the quality and details of the report, whether there are apparent motives for distortion or prevarication, whether there was preexisting knowledge of the thing being reported, whether there were multiple witnesses and whether there was contact among these multiple witnesses, whether observation was through more than one medium (for example, direct visual observation confirmed by radar) whether there were verifiable effects that could be observed after the reporting by witnesses, recently of the events being reported, the duration of the period in which the witness was able to observe the phenomenon; how the witnesses reacted, whether they had intense anxiety and emotion themselves, which might interfere with their observation, and so forth.

These are some of the major factors, and a closely related factor in assessing the credibility of the testimony is of course an assessment of the care in gathering the testimony by interviewers themselves.

How does the testimony on hard-core UFO cases look with reference to these criteria? I should say that there is a substantial subset of cases which look very good on these criteria, which make it very difficult to say that the witnesses involved were victims of hysterical contagion, grossly misinterpreting familiar things.

For example, there is the Red Bluff, Calif., case in 1960, where two policemen observed for 2 hours and 15 minutes constantly, apparently

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without tremendous anxiety or concern, an object hovering, moving about, going through gyrations. Twice it approached their police car. When they tried to approach it, it would retreat.

They radioed in and requested that this object be confirmed on radar, and it was confirmed by local radar stations at approximately the same location.

Ultimately, after a couple of hours of observation, they watched this object move away, join a second similar object, and then disappear. They then went to the sheriff's office, where two deputies were present who had also seen this phenomenon, and gave similar descriptions.

Now applying the criteria to a case such as this, in most respects it is very convincing. These are police officers of good reputation. Their report was prompt, thorough, careful, and in writing -- and I have read the report in full. There is much detail in it of a sort that could be cross-checked with the other witnesses from the sheriff's office. There are no apparent motives for prevarication or distortion. It was a long period of observation.

I cannot establish very clearly what prior interest or information these witnesses had, but I find no indication that they had any. There was confirmation of the observation from more than one medium of observation -- both visual and radar.

This is the kind of case that leads me to regard the hypothesis of hysterical contagion as being quite inadequate to account for these observations. It is not a lone case; there are many others.

There were trained ground observers near White Plains, N.Y., in 1954, who observed an object which they described as having the apparent size of the moon, while simultaneously they saw the moon, which was not full that night. They watched this for 20 or 30 minutes, then it moved away to the southeast.

Two radar stations established fixes confirming the visually reported location. Jets were scrambled from two bases to intercept. The ground observers were able to see the jet trails approaching. Both the pilots of the jets and the ground observers report that as the jets approached, this object changed color and moved up very rapidly and disappeared, and at that point radar contact was also lost.

Once again this is the kind of report that seems to me to fit the customary criteria of credibility to a very considerable degree. It is very difficult to claim that these multiple observers, trained for the type of observation they were making, confirmed independently through more than one channel, were victims of hysterical contagion.

Dr. McDonald, I believe, referred briefly to the Levelland, Tex. cases in 1958, of interference with automobile ignition, in which there were 10 separate sightings in that one evening, apparently with no opportunity for the citizens involved either to read the news, hear the news of this, nor to talk with one another. They uniformly reported the same general shape. They uniformly reported -- a great many of them reported also interference with automobiles ignition and headlights. This was an effect which at that time had not been observed and publicized a great deal. It subsequently has become publicized.

Now, how do these cases differ from the well-known, documented cases of mass hysteria and hysterical contagion? In general those episodes have not persisted as long as the active interest in unidentified flying objects, it lasted a week or a few weeks, and it had not been too difficult to find reasonably acceptable explanations.

In the second place, they have not generally involved a prolonged observation of a phenomenon by people who were calm, not emotionally upset. A characteristic example of hysterical contagion would be the recent study by Back and Kerckhoff, supported by the National Science Foundation. The book reporting on this study is called "The June Bug." It was a case of hysterical contagion among the employees of a factory in North Carolina.

It is one of the most thoroughly reported and studied incidents of this sort. It resembles the kind of thing we are talking about in almost no respect. I find it very difficult to find elements in common, other than the fact that some people believed something that was difficult to verify.

The employees were convinced that they were being bitten by poisonous insects, resulting in fainting and other symptoms such as rashes. All medical officers, all careful research on this, was unable to turn up any hard evidence that such an insect was present, or that there was any standard medical accounting for these symptoms. But these were people in close constant contact, sharing a particular set of problems and frustrations that raised their level of anxiety.

The epidemic can be interpreted as a convenient way of escaping the problem of coping with very difficult circumstances. I have said that I think in isolated cases you can find a similar thing in observations of unidentified flying objects, but if we look at the hard-core, well-documented cases, I see practically no resemblance.

Another important thing to note about the witnesses in the best sightings of UFO's is that very commonly -- as has been mentioned, I believe, by Dr. McDonald -- they first try to explain their observation in some very familiar terms. This is the

well-known and labeled psychological process of "assimilation." People first try to assimilate their observation into something understood and known and familiar.

This is quite contrary to the kind of argument frequently built into the hypothesis of hysterical contagion, namely, that characteristically witnesses are eager, are motivated, to see strange objects.

Another important thing to notice about the witnesses in these cases is of course their reluctance to report. We have had some mention of that. This, for one thing, counters the argument of publicity seeking as a motive in some of the best cases. It incidentally runs contrary to most experience of social psychologists engaged in public opinion research, in polling, and contrary to the experience of experienced precinct workers in politics. Those people who have not tried this kind of thing expect people not to want to talk to them, but when you start ringing doorbells, the striking thing about the American people is it is often difficult to stop them from telling you what they believe. Yet in instances of unidentified flying objects, there has often been a marked reluctance to talk about them.

I can illustrate this anecdotally simply to make my point. When I was on the faculty at the University of Minnesota, a student came to me, having heard that I had some interest in this question. He informed me that his father, a colonel, an artillery colonel in Korea -- this was at the time of the Korean conflict -- had flown over a hill in Korea in his observer plane, and found (right next to him virtually) a characteristic unidentified flying object with the usual kind of configuration. It had promptly retreated upwards. It had frightened

him, but he was an experienced and trained observer, so he took notes on it; he recorded it. When he returned he was so ridiculed and laughed at for a long period of time that he completely gave up trying to have this taken seriously. He refused to talk about it.

I urged this student to get his father to report this to some of the private organizations that might take it seriously, and he apparently was unable to do so. The ridicule suppressed the opportunity for this information.

I have encountered similar things in academic colleagues from a variety of fields, finding they are very interested and wanting to hear about this, but are afraid to talk about.

In order to support the hysterical contagion hypothesis, it seems to me we need to present some plausible evidence:

First, that there is a very ambiguous situation. This we can all agree upon.

Second, that there is a great deal of anxiety and concern about it. This appears clearly to be the case.

Third, some plausible evidence of contact among the witnesses, either directly by conversing with one another, or indirectly by being exposed to the same information, the same stimuli. In cases that I have studied. I find that this third element is the one that is often lacking, that there are often witnesses who appear not to have had prior knowledge, not to have had contact with one another, not to have been exposed, as far as we can determine, to the same news information.

I might throw in here, in reference to a remark Dr. Hynek made, that the public is indeed very unwilling to accept the kinds of casual and bland explanations that have been offered. This has been my experience also, and is indeed an index of the amount of concern and anxiety about this, it appears to me.

Now I will turn to another subject. I might summarize in one sentence that in my eyes the hypothesis that the hard-core cases of observed UFO's is hysterical contagion is highly improbable. The weight of evidence is strongly against it.

Now I would like to address the question of what has brought about this situation of strongly opposing beliefs that seem not to become reconciled with one another. On this I will have to digress first to explain briefly what I mean by a system of beliefs in social psychology.

Perhaps the best way to explain that is to say that just as nature abhors a vacuum, nature abhors an isolated belief. Neither a belief nor the person who holds it can normally persist very long in isolation. The beliefs become organized in such a way that, for one person, his various beliefs support one another, and people gather together in organizations to lend each other

support in their beliefs. This is the sense in which we have highly developed systems of belief which come to resist change, to resist evidence.

The circumstances under which systems of belief such as this characteristically arise are, as I mentioned in passing before, a situation of ambiguity about a matter of importance on which there is not reliable, verified information in which people have confidence. Clearly the antidote is simple. It is to get good, reliable information which people have confidence in.

This is probably the only way to weaken the irrational elements that are strongly resistant.

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Finally, I want to comment to some extent on the probable consequences of each of the most important explanations that has been offered, and what might be done in the public interest in each instance to counter the negative aspect of these consequences.

Let's suppose to start with that these are extraterrestrial devices of some sort visiting our atmosphere. If this is the case, we for one thing have to concern ourselves with the possible consequences of contact with civilizations which are technologically very advanced and whose values we know nothing about. It is very tempting to the anthropomorphic, to attribute human characteristics to any such life form hypothesized, and to imagine, like humans, they might be hostile and might cause us some danger.

I know of no hard evidence of danger, of threat, from the cases reported. But we do not have any inkling, if indeed these are extraterrestrial devices, as to their purpose. We have no hard evidence as to their purpose, their intent, their motives,so to speak.

Consequently, I find it extremely difficult to even speculate in an intelligent way about what might result from contact with them. I can say a very great risk of contact, if this is the case, is the risk of panic, and panic is often very harmful to us mere humans, as in theater fires and so on.

Once again from all knowledge in sociology and social psychology, the best way to counter this risk of panic is not to issue reassuring statements, but to find sound information in which people have confidence which can reduce their anxiety about the situation, and explain it adequately. This to me has been one of the most unfortunate and possibly dangerous aspects of this problem, that the ridicule, the tendency not to take the problem seriously, to issue reassurances rather than good information, has in my opinion only maximized the risk of panic, at least under this hypothesis, and I relieve under the others as well.

Another risk, if these are extraterrestrial devices is clearly the risk of misinterpreting the devices as hostile devices from another country on earth, which might trigger indeed a devastating nuclear war. Once again, the same conclusions follow about the need for good information.

Mr. Roush. Might not another conclusion be that if there should be something to this, again, if there should be perhaps it would bring all the people of the world together for a better understanding, a common purpose, and a common stand, which probably would relieve us of some of our own anxieties'

Dr. Hall. This is indeed within the range of possibility, though I hesitate to speculate on the probability.

Mr. Roush. You don't have to speculate. Go ahead.

Dr. Hall. The final comment about probable effect, if these are indeed extraterrestrial devices, is of course the possibility of learning something of great technological value from them. The possible value of contact for purposes of advancing our knowledge of our technology.

Let's turn then to another hypothesis, which is this is a natural phenomenon which we do not understand, something like plasma. In this case, I think we have precisely the same risk of panic through misinterpretation resulting in precisely the same recommendation for the need for understanding to reduce the risk of panic.

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I think we have precisely the same risk of misinterpretation as hostile aircraft, with again the same resulting recommendation.

I think we have again the same possible great value from understanding the phenomenon in order to advance our knowledge. The third major hypothesis, explanation, which I cited above, is that even the most solid and plausible cases reported are results of mass hysteria and hysterical contagion. I simply note that if this is the case, I regard it as prima facie evidence that we badly need to improve our understanding of mass hysteria, of the process of belief formation, of the means by which we might control the kinds of anxiety that produce this problem.

In this situation there is still the dangerous risk of panic, even if there is no physical phenomenon underlying these reports. There is still the risk of misinterpretation of hostile aircraft, and I would submit that there is still the great potential benefit from studying it thoroughly and scientifically, in this case the gain being a gain in sociological and psychological knowledge, which would be of obvious importance if all of this is caused simply by mass hysteria.

I have a few conclusions and recommendations which I have written out. I will try to tie these to what others have said as I go along.

My first conclusion would be that no matter what explanation you accept, we have here a rare opportunity for gaining some useful knowledge by a thorough detached study of UFO reports, and a systematic gathering of new information, hopefully with good instrumentation, and good, well-trained interviewing teams.

My second conclusion would be that hysteria and contagion of belief can account for some of the reports, but there is strong evidence that there is some physical phenomena underlying a portion of the reports.

Third, I would conclude that because of the lack of trustworthy information the systems of conflicting beliefs has been built up to account for a very ambiguous set of circumstances. Each of these positions is sometimes defended beyond the point of rationality.

Fourth, I would repeat my earlier statement as a conclusion, that whether or not there is a physical phenomenon underlying a portion of the reports, we clearly have a social psychological problem of subduing these irrational systems of belief, defense of beliefs, of lowering the anxiety about these reports, and of reducing the ambiguity about their nature.

The recommendations that I had written out were two -- excuse me, were three, and overlap considerably with the comments of my colleagues. I would say that the most important matter is to promote the fullest possible free circulation of all the available information about this phenomena. This should help reduce risks of panic and other dangerous irrational actions. It should help to weaken these systems of belief, the irrational elements in them. Here I would say indifference, or disinterest on the part of national leaders can retard our learning about this phenomenon, and open interest and encouragement can help.

I believe you are performing a fine service in having this kind of open inquiry. This whole matter badly needs to be treated as something deserving serious study.

The second recommendation I have to make concerns some general lines of research that would seem to me called for. One of these seems

to me would be to take the 100 or 200 cases per year that seem to be reliably reported and reasonably well documented, and to study them carefully for recurring patterns' with emphasis on the way they react to their environment, the way they react to light sources, the way they react to presence of humans and so on.

The second form of research would be, I think to study explicitly those portions of the problem that do result from mass hysteria, apparently. These need to be studied intensively, quite apart from the question of the physical phenomena, to improve our understanding of mass hysteria and panic, and its possibly dangerous consequences.

In doing this I think it is terribly important that particular observations be studied by the scientists of a variety of disciplines, that the study of the hysteria hypothesis not be separated from the others. If it is, there is a tendency to make this hypothesis the garbage can for otherwise unexplained sightings.

The third type of study that seems to me terribly important, but my colleagues at the table can speak with more authority than I, is the systematic gathering of new cases with good scientific instrumentation, the kind of work in quantitative evidence that would give us much more to go on.

The third recommendation I had to suggest was that possibly in addition to a careful scientific investigation and study of this phenomenon, it might be fruitful to set up formally an adversary proceeding modeled after our system of jurisprudence. There is a tendency for us academics to sit on fences as long as we possibly can, and I think that if there were several teams of investigators who were assigned the responsibility much the way a prosecuting attorney or defense attorney is, assigned the responsibility to make the strongest possible case for one of the systems of explanation, that this would challenge the others, and force them to find more solid evidence.

It would try to benefit from some of the valuable features we have in our system of jurisprudence.

That concludes my presentation, except to comment briefly on how this relates to the suggestion of my colleagues. I would certainly enthusiastically agree with Dr. Hynek's suggestion of a board of inquiry, or some competent group to study the phenomenon.

I would certainly agree with Dr. McDonald's view that a variety of approaches would be fruitful, that a single study has many disadvantages. I have taken an interest for a number of years in the problems of the support of academic institutions by Government and I think that we are most likely to proceed to some good knowledge rapidly if we don't put all our eggs in one basket.

I certainly agree with Dr. Sagan's view that there are these very intense predisposing emotional factors for each of these beliefs. Somehow we need to weaken those.

Finally, on the idea of UN cooperation, this had not occurred to me, but I think it is an excellent idea. If it is possible to establish some detached international agency that can bring about free, open flow of information, and some cooperation internationally in investigating this, it would be helpful.

Thank you, Mr. Roush.

Mr. Roush. Thank you, Dr. Hall.

Are there questions?

(The prepared statement of Dr. Hall follows:)

PREPARED STATEMENT BY ROBERT L. HALL

From the point of view of a social psychologist, UFO reports present us with a most interesting and challenging situation. To a social psychologist the known facts appear to be facts about people and the things that they are saying and doing. First, many people, all over the world, including reliable and knowledgeable witnesses, keep reporting puzzling flying objects, and the reports have certain recurrent features. Second, several competing systems of belief have grown up to explain these reports, with some rational men supporting each of several different explanations. Third, as any sociologist would predict, the systems of belief have, to a large extent, become rooted in complex organizations of people: some organizations have been created to defend a particular position about UFOs; some organizations whose main purposes are remote from UFOs have been drawn into .the controversy and found themselves committed to defending a position.

Nearly all rational observers appear to be agreed that the great majority of reported sightings of unidentified flying objects (UFOs) can be explained as misidentifications of familiar phenomena, with an occasional hoax contributing to the

confusion. However, there are approximately 100 to 200 cases per year, based upon apparently sound testimony, with recurrent features of appearance, movement, and reaction to the environment. Strong disagreement arises over these cases.

One major area of disagreement is the question whether any novel physical phenomenon underlies these reports or whether they are simply a miscellaneous collection of familiar phenomena, misidentified because of mass hysteria and misperceived as having recurrent features because of a process of hysterical contagion. Among those who believe that there is a physical phenomenon, there are, in turn, several alternative explanations as to what it is. A substantial number argue that there are technological devices or vehicles entering our atmosphere from the outside. A substantial number argue that there is a novel natural phenomenon, as yet ill understood, such as a form of plasma or "ball lightning." There are other explanations supported by some people, such as the belief that "space animals" are swimming around in our atmosphere, or that these objects are secret devices manufactured somewhere on earth. In my judgment these last two explanations fit the available evidence so poorly that I shall not deal with them further. We might, then, label the three major hypotheses: (1) Mass hysteria and contagion; (2) Extraterrestrial devices; (3) New natural phenomenon.

My comments, as a social psychologist, will be organized around three major questions: (1) What has brought about this situation of competing systems of belief, strongly held and often unresponsive to the observed facts, and how can we modify the situation? (2) Is the mass hysteria hypothesis a plausible one, and can it account adequately for the known facts? (3) For each of the major explanations, what would be the probable consequences if the explanation were true, and what actions or precautions might be taken in the public interest?

How did the present situation come about? Much sociological research on rumor and belief systems indicates that ambiguity about an important matter begets improvised news. To the extent that trusted information is not available. systems of belief are generated to fill the gap. A recent scholarly work by Shibutani describes a rumor as a kind of improvised news which "... arises in situations of tension when ordinary communication channels are not operating adequately." (Shibutani, 1966, p. 57). Shibutani further argues that people are always being confronted with new circumstances which are not clearly and adequately treated by trusted channels of information, and therefore rumors are a normal and important part of men's efforts to adapt to their environment (p. 161, 182-183). Alternative explanations of UFO reports have arisen because of a lack of sound, authoritative information in which people have confidence. This is a normal and usual reaction to such situations of ambiguity.

In order to complete my answer about how the present situation came about, I must digress briefly to explain what I mean by a "system of belief." Just as nature abhors a vacuum, nature abhors an isolated belief. Neither a belief nor the person who holds it can normally persist long in isolation. Each person's beliefs tend to become organized into an interdependent system of beliefs which support one another. Also, people who share important beliefs typically become

organized into social groups in which members support one another's beliefs. Hence a particular belief, such as the belief that there is no new physical phenomenon underlying UFO reports, is intricately tied in with two systems -- a system of related beliefs by the same person, and a social system of people who share similar beliefs. Many social psychologists have analyzed and documented this kind of phenomenon (e.g., Festinger, 1957; Simmons. 1964; Smith, Bruner, and White, 1950).

In circumstances such as those described, the ambiguous situation is often associated with widespread anxiety, and the belief systems which arise characteristically contain elements of hysteria which may increase the likelihood of panic or other irrational action (see Smelser, 1963). New beliefs which are improvised to reduce the ambiguity often are assimilated into preexisting belief systems, such as the beliefs of religious cults, so that, in effect, the ambiguous situation is used to manufacture support for preexisting beliefs. Once a situation of competing belief systems is established, probably the only way to modify it very much is by attacking the conditions which brought it about -- that is, the lack of authoritative, trusted information.

My second major question, stated above, was: "Is the mass hysteria hypothesis a plausible one, and can it account adequately for the known facts?" First, let me reiterate the facts which we are trying to explain: numerous reliable reports, and recurrent features in these reports. When a large number of people report observations that share many details of appearance and behavior, one of three things must be the case: either they are observing the same phenomenon, or they have been exposed to the same sources of information which have influenced them to expect to see certain things, or they have been in mutual contact and influenced one another in some fashion. If the mass hysteria, hypothesis is to beheld

plausible, we need to show that separate people reporting the same details have been in touch with each other or with some common source of information. The independence of the separate observers becomes a crucial question.

In determining the plausibility of this hypothesis, a second major concern is the credibility of testimony. Much of our legal system is based upon the assumption that we can, under appropriate conditions, accept human testimony as factual. Social psychologists are certainly not alone in having developed criteria for assessing the credibility of testimony; attorneys are thoroughly familiar with such criteria. In assessing testimony we customarily consider such questions about the witness as his reputation in his community, whether he has any apparent motive for prevarication or distortion, whether he has previous familiarity with the things reported. In addition we consider internal characteristics of his report, such as the recency and duration of the events reported, the number and type of specific observable details reported as apart from reports that are primarily interpretations, the inclusion of details that are independently verifiable (such as physical effects). Also testimony is, of course, more credible if there are multiple witnesses, especially ones who are completely independent of one another; if there have been different means of observation (e.g., both visual and auditory, or unaided observation and observation through instruments); and if the testimony is gathered by qualified, careful interviewers.

In my judgment there are many reports of UFOs that meet the above criteria quite well -- better, indeed, than many court cases which a judge and jury accept. In some of these cases, no familiar explanation can be found that fits the evidence. I shall digress briefly to describe a few cases.

Consider the case of two police officers near Red Bluff, California, on August 13, 1960. They saw a large object descending and at first thought it was an airliner about to crash. They jumped from their patrol car and noticed that the object made no discernible noise. They watched it descend to an estimated 100 or 200 feet, then reverse itself at high speed, and finally stop and hover at an estimated 500 feet. They described details of shape, color, and movement. They radioed the sheriff's office to contact a local radar base and were informed that the radar base reported an unidentified radar return at the same location as their visual observation. They reported details of the object's behavior and their own. They tried to approach the object and it retreated; when they remained stationary, the object approached their car. They reported that the object retreated when they turned on the patrol car's red light. After prolonged observation the object began to move away, and they followed slowly. They saw it join another similar object and finally disappear over the horizon. Altogether they watched the object for about two hours and fifteen minutes. Their report was prompt, thorough and

written, and contained details which are contained in many other UFO reports. Immediately after losing sight of the object, the officers returned to the sheriff's office and met two deputies who reported the same observation. The officers were men of good reputation, and there is no indication of prior interest in UFOs nor prior knowledge of the kinds of details reported (e.g. the red light beam emitted by the object and radio interference each time it came near). These men have subsequently been contacted by people with scientific training and have confirmed various details of their report.

Another case of interest occurred near White Plains, New York, in late summer, 1954, and was reported by James Beatty, an experienced ground observer corps supervisor in an Air Force Filter Center. At about 9:50 p.m. an observer team about 20 miles southeast of Poughkeepsie saw an object similar in apparent size to the moon. At the same time they could see the moon, which was not full. They watched the object for about 20 or 30 minutes and then it moved slowly southeastward. According to the report of the supervisor, two radar stations had fixes corresponding to the visual sighting, and jets were scrambled from two airbases. As the jets approached the object, both the pilots and the ground observers report that the object changed color, moved upward at very high speed, and disappeared. At this point radar contact was lost, too.

In the vicinity of Levelland, Texas, on the night of November 2-3, 1957, there were ten separate sightings by several people, including police officers, over a period of approximately 2 1/2 hours. The descriptions were similar in several important details of visual appearance. Several observers independently reported that their cars' engines and headlights quit working when the object was close. This kind of effect has been frequently reported but had not been publicized prior to this group of reports in Levelland. In most instances it is clear that the witnesses around Levelland were going about their usual business and were surprised by the sighting; they had not been alerted to watch for a strange object.

These are only three cases out of many (see Hall, 1964, and U.S. Air Force, 1968). They are reported only sketchily here, but much more detail is available (see Hall, 1964). I introduce them only to illustrate the kinds of evidence available relevant to the hypothesis of mass hysteria to account for UFO sightings. I am forced to the conclusions that there are many sightings by multiple observers and that many observers are reliable and independently report similar details. In many

instances it appears highly unlikely that they could have been exposed to similar detailed information in advance (e.g., the electrical interference effects at Levelland).

Social psychologists have studied a number of cases of mass hysteria and hysterical contagion (Cantril, 1940; Johnson, 1945; Kerckhoff & Back, 1968; Medalia & Larsen, 1958). In my judgment the "hard-core" reports of UFOs do not resemble those documented cases. Those cases were generally short-lived -- a day, a week, or at most a few weeks; UFO reports have persisted for decades, at least, despite much ridicule and very little recent press coverage of serious cases. The documented cases of mass hysteria have not involved calm, prolonged observations such as the police officers near Red Bluff, California. The documented cases have had some plausible indication that the people involved have been in touch with one another (Kerckhoff & Back, 1968) or previously exposed in common to the information that they incorporate into a report (e.g., Johnson, 1945; Medalia & Larsen, 1958). The documented cases have not been worldwide, as are UFO reports. They have not involved phenomena that were simultaneously observed through such different media as direct visual contact and radar contact. In documented cases of mass hysteria I do not know of evidence of people reluctant to report; in UFO sightings there are numerous such cases. The hypothesis of mass hysteria does not, in my judgment, fit the "hard-core" reports very satisfactorily.

The third, and last, of the three major questions which I raised at the beginning was: For each of the major explanations, what are the likely consequences, and what actions or precautions might we take in the public interest?

First, let us suppose that there are extraterrestrial devices entering our atmosphere from the outside. We must then concern ourselves with the possible consequences of contact with technologically advanced civilizations whose values, or intentions, or motives are totally unknown to us. It appears to me an almost impossible task to predict the probable effects of contact between our earthly civilization and another civilization without making some clearcut assumptions about their values and motives. I have not been able to find any rational basis for defending particular assumptions of this kind, and I shall not attempt

the task. We must also be concerned with the risks of panic resulting in people hurting one another, even if the assumed extraterrestrial visitors mean no harm. This risk could be markedly reduced by preparing the public for the eventuality -- by treating it as a serious possibility that must be discussed. The greatest risk of panic would come from a dramatic confrontation between the assumed "visitors" and a collection of humans who were unprepared and had been told that their leaders did not believe such visitors existed. Another risk is that we might misinterpret such devices as weapons of another country and thereby accidentally trigger nuclear war. If these are extraterrestrial devices, we have, of course, a great opportunity to learn from their technology, which would appear to be very advanced in certain respects by our terrestrial standards.

Second, let us suppose that this is a novel natural phenomenon which we do not understand. Under this assumption we still run the risk of panic if a crowd of people are confronted with a case of the phenomenon without any preparation. We still run the risk of misinterpreting an occurrence as a hostile weapon system. Also, it is a reasonable assumption that we might reap scientific and technological benefit from understanding such a puzzling thing that appears to involve some kind of concentration of energy.

Third, let us suppose that the whole persistent business of UFO reports over the years is strictly a social psychological phenomenon—a new and extreme case of mass hysteria and hysterical contagion. In this event the underlying anxiety must indeed be massive and the risk of panic accordingly very great unless we can introduce trusted information and reduce the ambiguity and anxiety. Under this assumption -- if atmospheric and astronomical observations can be so badly misinterpreted and so badly reported by many people of good reputation and good education -- then I would judge that we run great risk of misinterpreting those same phenomena as hostile weapons, and we must prepare for this risk. Most important, if this whole business is a social psychological phenomenon, then this is prima facie evidence of the urgent need to improve our understanding of the processes of mass hysteria, belief formation, and means of controlling the kinds of anxiety that generate such a problem. In this event the UFO reports present an unsurpassed natural laboratory for research on mass hysteria, human response to ambiguity, standards for assessment of human testimony, and other related matters.

CONCLUSIONS

1. No matter which explanation is correct, we have a rare opportunity for gaining useful knowledge by a thorough, detached study of UFO reports and a more systematic gathering of new evidence.

2. Hysteria and contagion of belief can account for some of the reports of UFOs, but the weight of evidence suggests strongly that there must be some kind of physical phenomenon which underlies a portion of the reports.

3. Because of the lack of trustworthy information about UFO reports, systems of conflicting belief have been built up to account for this ambiguous set of circumstances, and each position is sometimes defended beyond the point of rationality.

4. Whether or not there is a physical phenomenon underlying a portion of the reports, we now have, in addition to any other problem, a social psychological problem of subduing irrational defense of beliefs, lowering anxiety about the reports, and reducing ambiguity about the causes of the reports.

5. Our lack of understanding of UFO reports forces us to run unnecessary risks of panic and of accidental triggering of nuclear war.

RECOMMENDATIONS

1. The most important and urgent matter is to promote the fullest possible circulation of all available information about UFOs and to encourage systematic gathering of new evidence. This should help to reduce the risks of panic and other dangerous irrational actions. This should also help to weaken the irrational elements incorporated into opposing systems of belief. Indifference or disinterest on the part of national leaders can retard our learning about the phenomenon at hand; open interest and encouragement can help. The whole matter needs to be treated as something deserving serious study.

2. At least three lines of serious research should be undertaken: (a) For the 100 to 200 cases per year that are reliably reported and well documented, we need to study carefully reports of recurring patterns of behavior by the phenomenon,

including its apparent reaction to other events in the environment with emphasis upon establishing independence or non-independence of separate witnesses, (b) Those portions of the problem that result from mass hysteria need to be studied intensively to improve our understanding of mass hysteria toward the end of controlling its potentially dangerous consequences, (c) Some systematic means of monitoring and observing should be developed so as to add well documented new cases with specific reports of details obtained independently from different observers.

3. Serious consideration might be given to the idea of setting up a formal adversary proceeding, modeled after our system of justice. Just as courts have attorneys assigned to build the best possible case for the prosecution and others to build the best case for defense, we might have a staff assigned to build the strongest possible case for each of the three major explanations of UFO reports. If each had to confront the others and answer their criticisms, we would probably force a clearer focus on the crucial points that need to be settled.

My closing comment returns to my starting point. The situation that we face in UFO reports is an exciting and challenging one which presents a rare scientific opportunity, no matter whose interpretation and explanation you may accept.

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Mr. Roush. Our next participant is Dr. J. A. Harder.

Dr. Harder, we are delighted that you can participate. We are getting into another area here now. Again, as with the other gentlemen. Dr. Harder has a distinguished career behind him and probably an even more distinguished career ahead of him.

Dr. Harder, will you proceed.

STATEMENT BY DR. J. A. HARDER

1. Biography
2. Oral Statement
3. Prepared Statement

(The biography of Dr. Harder is as follows:)

DR. J. A. HARDER

Born: Fullerton, Calif., 1926.

B.S. California Institute of Technology, 1948; Ph.D. (fluid mechanics), 1957;

Associate Professor of Civil Engineering, University .of California, Berkeley, 1962 to present; Assistant Professor, Hydraulic Engineering, 1967-62; Resident Engineer, 1952-57;

Design Engineer, soil conservation service, U.S. Department of Agriculture, 1948-50;

U.S. Navy, 1944-45.

Scientific Societies: Fellow of the American Association for the Advancement of Science, Society of Civil Engineering.

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Specialty: Engineering Science

Fields of Interest: Hydraulic systems analysis; surface water hydrology; analog simulation.

STATEMENT OF DR. JAMES A. HARDER, ASSOCIATE PROFESSOR OF CIVIL ENGINEERING, UNIVERSITY OF CALIFORNIA AT BERKELEY, CALIF.

Dr. Harder. Thank you, Mr. Chairman.

Your committee has asked me to comment on the problem of propulsion as raised by some reports, and to whatever potential benefits there might be to the aerospace programs from an intense scrutiny of UFO phenomena.

I am very glad for this opportunity to present to your committee some of my views on the problems of unidentified flying objects and to indicate some of the areas in which I think a closer investigation of this problem might provide us with scientific clues that would give us important impetus to basic and applied research in the United States.

As Dr. Hall has said, there have been strong feelings aroused about UFO's, particularly about the extraterrestrial hypothesis for their origin. This is entirely understandable, in view of man's historic record of considering himself the central figure in the natural scene; the extraterrestrial hypothesis tends inevitably to undermine the collective ego of the human race. These feelings have no place in the scientific assessment of facts, but I confess that they have at times affected me.

Over the past 20 years a vast amount of evidence has been accumulating that bears on the existence of UFO's. Most of this is little known to the general public or to most scientists. But on the basis of the data and ordinary rules of evidence, as would be applied in civil or criminal courts, the physical reality of UFO's has been proved beyond a reasonable doubt. With some effort, we can accept this on an intellectual level but find a difficulty in accepting it on an emotional level, in such a way that the facts give a feeling of reality. In this respect, we might recall the attitude many of us have toward our own deaths: We accept the facts intellectually, but find it difficult to accept them emotionally.

Indeed, there are flying saucer cultists who are as enthusiastic as they are naive about UFO' s -- who see in them some messianic symbols -- they have a counterpart in those individuals who exhibit a morbid preoccupation with death. Most of the rest of us don't like to think or hear about it. This, it seems to me, accurately reflects many of our attitudes toward the reality of UFOs -- natural, and somewhat healthy, but not scientific.

In my remaining statements you will note that I have tacitly assumed the reality of UFO's as a hypothesis underlying my assessment of the importance of this subject for scientific study.

1. THE UFO PROPULSION PROBLEM

By way of introducing the propulsion problem of UFO's, I will review a sighting near the city of Corning, in northern California, during the night of August 13, 1960, by two California highway

patrolmen. During that night, and several succeeding nights, there were many reports of UFO's over northern California, but this particular event is important not only because of the fact that it has been well authenticated but because of the relatively long time and close nature of the observations. My condensed description that follows is from the official report filed the next day by the two officers (see appendix I and II) from a half-hour taped interview conducted 3 days later by myself and Dr. Carl Johannessen, of the University of Oregon; from a letter written by Officer Charles A. Carson to Walter N. Webb, Charles Hayden Planetarium, Boston, Mass., dated November 14, 1960; and from a telephoned interview conducted by Dr. James McDonald with Mr. Carson on October 27, 1966.

APPENDIX I

ADDITIONAL WITNESSES TO THE EVENTS OF AUGUST 13, 1960

When Officer Scott radioed the Tehama County Sheriff's Office, two deputies, Fry and Montgomery, traveled to Los Molinos, somewhat northeast of the first sighting, from which point they observed the UFO simultaneously, though at a greater distance, with Scott and Carson. The night jailer, from a point further north, saw it, and marched his several prisoners out onto the roof of the jail, each of whom saw it. Subsequently, due to newspaper publicity, Carson received a number of letters from motorists who had seen the object while traveling along Highway 99E. After Scott and Carson returned to the Sheriff's Office, they called the radar base again, and talked with the operator while all of them listened in on various extensions. He described to them some of the movements of the object as he had observed it on the radar screen; these corresponded to the movements they had observed.

Several months later, in a personal interview conducted on January 3, 1961, Captain Blohl, Area Commander at Red Bluff, stated that both Scott and Carson had worked for him for three or four years, and that he had the highest regard for their honesty and devotion to duty. They were not publicity minded, he said. Of Scott, he remarked, "Scotty would rather take a knife or a gun away from a man than make a speech." In the unwanted publicity that was forced upon them, Blohl stated that their story stood up unaltered -- that there were no baubles [sic] during question periods.

APPENDIX II

REPORT OF OFFICERS CARSON AND SCOTT TO STATE HIGHWAY PATROL AREA COMMANDER

August 13, 1960.

To: Area Commander, Red Bluff.

From: C. A. Carson, No. 2358, S. B. Scott, No. 1851.

Subject: Unidentified Flying Object.

Sir: Officer Scott and I were eastbound on Hoag Road, east of Corning looking for a speeding motorcycle when we saw what at first appeared to be a huge airliner dropping from the sky. The object was very low and directly in front of us. We

stopped and leaped from the patrol vehicle in order to get a position on what we were sure was going to be an airplane crash. From our position outside the car the first thing we noticed was an absolute silence. Still assuming it to be an aircraft with power off we continued to watch until the object was probably within 100' to 200' of the ground when it suddenly reversed completely, at high speed and gained approx. 500' altitude. There the object stopped. At this time it was clearly visible to both of us, and obviously not an aircraft of any design familiar to us. It was surrounded by a glow making the round or oblong object visible. At each end, or each side of the object, there were definite red lights. At times about 5 white lights were visible between the red lights. As we watched, the object moved again and performed aerial feats that were actually unbelievable. At this time we radioed Tehama County Sheriff's Office requesting they contact the local radar base. The radar base confirmed the U.F.O. -- completely unidentified.

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Officer Scott and myself, after our verification, continued to watch the object. On two occasions the object came directly towards the patrol vehicle. Each time it approached the object turned, swept the area with a huge red light. Officer Scott turned the red light on the patrol vehicle towards the object and it immediately went away from us. We observed the object use the red beam approximately 6 or 7 times, sweeping the sky and ground areas. The object began moving slowly in an easterly direction and we followed. We proceeded to the Vina Plains Fire Station where we again were able to locate the object. As we watched it was approached by a similar object from the south. It moved near the first object and both stopped, remaining in that position for some time, occasionally emitting the red beam. Finally both objects disappeared below the eastern horizon. We returned to the Sheriff's Office and met Deputy Fry and Deputy Montgomery, who had gone to Los Molinos after contacting the radar base. Both had seen the U.F.O. clearly and described to us what we saw. The night jailer also was able to see the object for a short time, each described the object and its maneuvers exactly as we saw them. We first saw the object at 2350 hours and observed it for approx. 2 hours and 15 minutes. Each time the object neared us we experienced radio interference.

Sir, we submit this report in confidence, for your information, we were calm after our initial shock and decided to observe and record all we could of the object.

Charles A. Carson, No. 2358.
S. B. Scott, No. 1851.

Officers Scott and Carson were searching for a speeding motorcyclist along Hoag Road, east of Corning, Calif., between U.S. Highway No. 99W and 99E when they saw what at first appeared to be a huge airliner dropping from the sky. This was at 11:50 p.m. They stopped and leaped from the patrol car in order to get a position on what they were sure was going to be an airplane crash. From their position outside the car the first thing they noticed was an absolute silence. Still assuming it to be an aircraft with power off, they continued to watch until the object was probably within 100 to 200 feet off the ground, whereupon it suddenly reversed completely, traveling at high speed back up the 45-degree glide path it had been taking, and gaining about 500-feet altitude.

This observation was from a distance of one-half to 1 mile. They said it was about the size of a DC-6 without wings; Officer Carson later made a sketch which shows an elliptical object 150 feet long and 40 feet high.

It was a very clear night, with no clouds, and as the object hovered for about a minute they got a good look at it. It was obviously not an aircraft of any design familiar to them, they said. It was surrounded by a white glow, making the object visible. At each end there were definite red lights, and at times five white lights were visible between the two red lights. They called the night dispatching office at the county sheriff's office and asked that other cars be sent, and that all other cars in the area be alerted. They also asked the radar base be notified.

The object then drifted westward toward them, losing altitude, and got within some 150 yards of them, easy pistol range, before drifting eastward again. During this time it performed aerial feats that seemed unbelievable. It was capable of moving in any direction -- up, down, back, and forth. At times the movement was very slow, and at times completely motionless. It could move at extremely high speeds, and several times they watched it change direction or reverse itself while moving at unbelievable speeds.

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As the object moved away from them toward the east, they followed at a judicial distance, encouraged by the expectation that they were to be joined by other officers. At that time they also radioed the Tehama County Sheriff's Office requesting

that they contact the local radar base. By telephone the radar operator confirmed the UFO and stated that it was unidentified.

The two officers drove the next day to the local radar base, were refused permission to talk to the radar operator that had been on duty, and were given what Carson described as the "ice water treatment" by the commanding officer.

There follow many interesting details of their hide-and-seek chase with the object over the next 2 hours along the back roads of northern California, trying to get close enough to this thing to get a better observation. It seemed always to know they were there and always kept about half a mile away.

However, when we restrict our attention to the propulsion problem, the significant facts are: (1) there was no observable noise, (2) the UFO could hover -- seemed to float as if it were in water -- and move in any direction without altering its orientation, (3) it could sustain very high accelerations and move very rapidly, (4) it was able to hover or to move relatively slowly for at least 2 hours under circumstances that precluded suspension by aerodynamic lift forces.

What can we learn about the propulsion of UFO's from the information provided by the observations of these two police officers? Mainly, it is negative information. From the silence it seems impossible that it could have been supported by a jet or rocket reaction. There are further considerations involving specific impulse, energy, et cetera, that we need not go into here, that provide compelling arguments against any conventional way of counteracting the earth's gravitational field. There remains a slight possibility of developing sufficient reactive force by expelling relativistic neutrinos, for they would not be intercepted by the earth under a UFO and would not be noticed.

Expelling neutrons would have this same advantage, but in the quantities required they would induce far more radioactivity than has ever been measured at sites where UFO's have come close to the ground or have been reported to have landed.

Fortunately, there has been at least one observation that tends to provide a bit of positive information. Mr. Wells Allen Webb, an applied chemist with a master of science degree from the University of California, was 1 mile north of Spain Flying Field, 7 miles east of Yuma, Ariz., just off U.S. Highway No. 80, when his attention was drawn to the sky to the north by some low-flying jet aircraft. Then he noticed a small white cloud-like object in an otherwise cloudless sky.

He watched for about 5 minutes as it traveled eastward; as it reached a spot north-northeast of his location, it abruptly altered shape from being oblong and subtending about half the angle of the full moon -- about 15 minutes of arc -- to be circular and subtending about 5 minutes of arc. Webb was wearing polaroid glasses and noted that there appeared around the object a series of dark rings, the outermost of which was about six times the diameter of the central white or silvery object, or about the diameter of the full moon. The object

or cloud then decreased in apparent diameter, as if it were traveling away from him, and disappeared in another few minutes. During this time Webb repeatedly took off his glasses and then put them back on, noting each time that the rings appeared only when he was wearing the glasses. He did not know what to make of the sighting, but took notes, including the fact that it was about 10 in the morning. The date was May 5,1953.

One of the first things to note about the situation as described in the account is that the dark rings were observed with polaroid glasses, but not without them. The second thing is that, from the orientation of the observer relative to the position of the sun at that time of day, the blue scattered light from the part of the sky that formed the background for the object was polarized.

To this fortunate circumstance we must add the fact that Mr. Webb was curious about clouds, the effect of viewing them with polarized light, and took notes of what he observed. He did not, however, realize that he was observing the rotation of the plane of polarization of the blue light in the vicinity of the object. This was the interpretation I made some 8 years later upon reading his account.

Mr. Wydler. How would you define UFO's as you are using it in this paper before us.

Dr. Harder. I don't know how I could define it without being circular.

Mr. Wydler. That is the conclusion to which I came.

You state on the very first page or you more or less say you are going to tacitly assume the reality of UFO's, merely an "unidentified flying object." I think we can assume their reality without worrying much about it. It is only if they have some particular interplanetary significance that might become a real problem, the way we look at it, isn't that so? We all agree there are unidentified flying objects.

I think you are defining them as interplanetary. I don't see you really come out and say that, but I think you hinted at it.

Dr. Harder. Well, if my interpretation of these rings is correct, it is certainly nothing we have been able to accomplish on earth.

Mr. Wydler. Are you saying, when you use this term, for the purposes of your statement, in your testimony, you are assuming they are of an interplanetary nature?

Dr. Harder. Yes, that is right.

Mr. Wydler. All right.

Dr. Harder. In my statement, which is available to the transcriber, I have gone through a little bit of argument suggesting why the outer of the three rings represents light that had been rotated through 90 degrees, so it would not pass through the polarizer, if it is polarized glasses. The next ring represented light that had been rotated 90 plus 180 degrees. If you have polaroid glasses and look at the right part of the blue sky, any afternoon, you can seen that the light is polarized, and as you rotate your polaroid glasses there is an alternate darkening-lightening, as you go through 180 degrees.

We can assume, to begin with, that the plane of the polarizer in his glasses was parallel to the plane of the undisturbed polarized light from the general direction of the object. If then something affected the light so as to turn its plane of polarization through 90 degrees, the portion that had been originally polarized would not pass through

the glasses. Likewise, for light that had had its plane of polarization turned through 90 plus 180 degrees, 90 plus 360 degrees, and so on, there would be a partial extinction of light.

On this basis, the outer dark ring was due to the rejection by the polarizing filter of the glasses of light which had had its plane of polarization turned through 90 degrees, the next outermost band by light that had been turned through 27O degrees, et cetera.

This interpretation is strengthened by Webb's observation that the dark rings were narrower than the brighter areas between them; this is what should be expected on the basis of the above explanation.

What hypotheses can be constructed that might account for this unusual observation? There are at least two that have interesting implications for the propulsion problem. First by the Faraday effect, a magnetic field parallel to the path of the light could so rotate the plane of polarization. A quick calculation using the properties of the atmosphere shows that a field of 200,000 gauss, operating over a distance of 130 feet -- 40 meters -- could turn the plane 90 degrees; this is indeed a very intense and extensive magnetic field and, of course, would only account for one ring. Three rings would require a million gauss over the same distance.

We have been able to achieve these field strengths in the laboratory for only fractions of seconds over very small distances. However, the principal argument against this hypothesis is the conclusion that were such a field brought at all close to the surface of the earth its effect would be to induce very strong remnant magnetism in nearly every piece of iron within several hundred yards. This has not been found.

We have been able to achieve that kind of field strength for fractions of seconds only over short distances on earth, or at least we, on earth. [sic] [***NCAS Editor's note***: apparent severe garble in the transcription]

However, there has been a suggestion made earlier that a very strong magnetic field might so saturate certain iron cores of electrical machinery as to explain some of the observed phenomena of electrical malfunctioning.

Despite the above-described observation, there is little reason to believe that magnetic fields, of themselves could be of much use in propelling a spacecraft, although there has been much uninformed speculation about this in popular UFO publications. The simple reason is that we cannot produce a north pole without at the same time producing a south pole. Tills is a consequence of fundamental theory. Such a dipole cannot exert a force in conjunction with a uniform magnetic field, such as the earth may be assumed to have in a given locality, though it can produce a force in a nonuniform field.

To go beyond the above discussion would be rather speculative, but it is just here that we find a stimulus and challenge to scientific theory. It is almost circular to say that when we find a phenomenon we understand but vaguely we have also found a means of advancing our understanding; this has been particularly true in astronomy.

Concerning the propulsion of UFO's, a tentative hypothesis would be that it is connected with an application of gravitational fields that we do not understand.

Gravitation remains one of the enigmas of modern science, although there have been some advances in its understanding, beyond general

relativity, in the past decade. There are theoretical grounds for believing there must exist a second gravitational field, corresponding to the magnetic field in electromagnetic theory, and that the interaction between these two fields must be similar to that between the electric and magnetic fields.

This interaction and its exploitation forms the basis for our modern electrical generators and motors. Without the interaction, we would be back to the days of electrostatic attraction and of permanent magnets -- two phenomena that can produce only very weak forces when operating individually. Some day perhaps we will learn enough to apply gravitational forces in the same way we have learned to apply electromagnetic forces. This will depend upon advances in many fields of science. Some of the things required will be enormously increased sources of power from atomic fusion; very intense magnetic fields and current densities, perhaps from superconducting sources; and extremely strong materials to contain mechanical forces. Some of these advances are approaching, or are on the horizon. Others we have yet to see clearly.

May I close this part of our discussion by recalling the statement that the most important secret of the atomic bomb was that it worked. This gave the crucial impetus to other nations in their own efforts to duplicate the research of the United States. In the UFO phenomena we have demonstrations of scientific secrets we do not know ourselves. It would be a mistake, it seems to me, to ignore their existence.

I have further comments on UFO's and high-strength materials, but perhaps the committee would rather interrupt at this point before I go on to that second subject?

Mr. Roush. Any questions?

I think you better go ahead, Dr. Harder, because if we get started questioning it is impossible to stop these people.

Mr. Boone. Mr. Chairman, may I ask one question?

Mr. Roush. Go ahead, Mr. Boone.

Mr. Boone. Have you concluded that what you have just told us is true, we should not ignore their existence?

Dr. Harder. I have no doubt of the veracity of the observer who saw this thing in the sky; I know him personally.

Mr. Boone. I didn't question the observer, I questioned your remark, and the magnetic, if you will, electromagnetic interactions, and so forth, when you said we undoubtedly must admit the existence of these -- I am sorry I can't quote you exactly. But your last sentence there is what I refer to.

It does seem like an obvious conclusion resulting from all the previous remarks you said about some supernatural, if you will --

Dr. Harder. Oh, heavens, I never suggested that, I hope.

Mr. Boone. Well, let me say, science fiction propulsion system, then.

Dr. Harder. Well, sir, what we have been discussing this morning, and this afternoon, is perhaps closer to science fiction than anything. I hope it is more science than fiction, however.

Mr. Roush:. Go ahead, Dr. Harder.

Dr. Harder. The instances in which physical fragments of UFO's have been found are disappointingly few. To my knowledge, there is only one well-authenticated finding, and that was in Brazil, in

1957. The story of its discovery is contained in chapter 9 of the *Great Flying Saucer Hoax*, written by Dr. Olavo T. Fontes.

Briefly, several small metallic fragments were recovered by some fishermen near the coastal town of Ubatuba, Sao Paulo, after they saw what they described as a brilliant explosion of a flying disc. Some of the fiery fragments were extinguished in the water near the shore, where they were recovered.

Fontes acquired three of the fragments that weighed less than a tenth of an ounce each, and had one of them analyzed at the Mineral Production Laboratory in the Brazilian Agriculture Ministry. The results of the first analysis was that the substance was magnesium of an unusually high degree of purity, and that there was an absence of any other metallic element.

On the basis of the first examination a second spectrographic test was conducted, using the utmost care and the most modern instruments. The second report was again marked by references to the "extreme purity" of the sample. Even impurities that are sometimes detected due to contamination from the carbon rod used as an electrode were absent. A further test, using X-ray diffraction, failed to turn up any other metallic component.

One of the pieces was flown to California and was analyzed. I have the report here. They used neutron activation analysis and discovered a total of one-tenth of 1 percent of other metallic elements than magnesium, 500 parts per million zinc, that included zinc, which is interesting, and small amounts of barium and strontium.

Certainly this metal is of extraordinary purity, certainly far beyond the capacity of fishermen at Ubatuba to produce.

What could be the use of such high-purity magnesium in the context of a spacecraft? One clue lies in its crystalline structure. It is close packed hexagonal structure, and is in this regard similar to the high-strength metals beryllium and titanium. Hexagonal crystals have but one slip plane, and this tends to make them brittle but strong.

One of the reasons for slip along crystal planes is that local imperfections in the crystal, or foreign atoms, create lines of stress concentration that move rapidly through the crystal, producing deformation.

If these imperfections, or dislocations, could be eliminated, the theoretical strength of the crystal lattice itself might be approached. This strength is on the order of millions of pounds per square inch for any materials. Carefully prepared 1/4-inch diameter glass rods, etched to remove microscopic surface cracks and then lacquered, have withstood stress of 250,000 psi for i hour. Fused silica fibers have been stressed to 2 million psi.

Thus, foreign atoms within a crystal lattice are focal points for dislocations -- points of stress concentration where the crystal lattice itself tears and slips. We can imagine that a high-purity crystal, free of surface and internal imperfections, would achieve fantastic strengths. Indeed, with the advent of iron whiskers, and boron fiber reinforced composites, we are already approaching some of these strengths, but only for extremely small diameter fibers.

Should, by any good fortune, further samples of UFO material be found, there may be further clues that would spur on research into high-strength materials, and perhaps give us hints of how to achieve

superstrength in materials that are larger than the tiny fibers we have produced so far.

Needless to say, if we persist in denying the reality of UFO s we will not be looking for such samples, and may indeed reject them as having no importance when they are brought to our attention.

That is the conclusion of my prepared statement. I would like to comment on some of the suggestions as asked by Congressman Rumsfeld earlier.

I conclude in some of my colleagues' recommendations that a multiple-faceted exploration be made of this subject, preferably at several institutions simultaneously.

I have some suggestions as to how we could acquire additional scientific data even at the present time.

This is a three-point program which involves first the establishment of an early warning network, which the Colorado project began last February. Then to take advantage of one of the characteristics of UFO sightings: that they, in many instances, are seen on one or two successive nights.

We could have prearranged instrument packages which are arranged for instant transportation to locations where UFO's have been sighted. If the budget for such a program were low, you might be able to borrow such things and have them ready at various universities where the instruments were otherwise occupied for research.

That would be the second point of this investigation.

The third point would be the cooperation of the Air Force for logistics and high-speed transport to crucial areas on a 24-hour basis.

Now, that three-point program may well bring to us physical data that so far has appeared only in anecdotal, still from essential amateurs who happened just accidentally to be at the right place. It was truly a fortunate accident when Mr. Webb was there to make the observation I described earlier.

Mr. Roush. Does that conclude your statement?

Dr. Harder. That concludes my statement.

PREPARED STATEMENT OF DR. JAMES A. HARDER

I am very glad for this opportunity to present to your Committee some of my views on the problem of Unidentified Flying Objects and to indicate some of the areas in which I think a closer investigation of this problem might provide us with scientific clues that would give an important impetus to basic and applied research in the United States.

There have been strong feelings aroused about UFO's, particularly about the extra-terrestrial hypothesis for their origin. This is entirely understandable, in view of man's historic record of considering himself the central figure in the natural scene; the extra-terrestrial hypothesis tends inevitably to undermine the collective ego of the human race. These feelings have no place in the scientific assessment of facts, but I confess that they have at times affected me.

Over the past twenty years a vast amount of evidence has been accumulating that bears on the existence of UFO's. Most of this is little known to the general public or to most scientists. But on the basis of the data and ordinary rules of evidence, as would be applied in civil or criminal courts, the physical reality of UFO's has been proved beyond a reasonable doubt. With some effort, we can accept this on an intellectual level but find a difficulty in accepting it on an emotional level, in such a way that the facts give a feeling of reality. In this respect, we might recall the attitude many of us have towards our own deaths: We accept the facts intellectually, but find it difficult to accept them emotionally.

Indeed, there are flying saucer cultists who are as enthusiastic as they are naive about UFO's -- who see in them some Messianic symbols -- they have a

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counterpart in those individuals who exhibit a morbid preoccupation with death. Most of the rest of us don't like to think or hear about it. This, it seems to me, accurately reflects many of our attitudes towards the reality of UFO's -- natural, and somewhat healthy, but not scientific.

In my remaining statements, you will note that I have tacitly assumed the reality of UFO's as a hypothesis underlying my assessment of the importance of this subject for scientific study.

I. THE UFO PROPULSION PROBLEM

By way of introducing the propulsion problem of UFO's, I will review a sighting near the City of Corning in northern California during the night of August 13, 1960, by two California. Highway patrolmen. During that night and several succeeding nights there were many reports of UFO's over northern California, but this particular event is important not only because of the fact that it has been well authenticated (see Appendix I p. 114) but because of the relatively long time and close nature of the observations. My condensed description that follows is from the official report filed the next day by the two officers (see Appendix II p. 114); from a half-hour taped interview conducted three days later by myself and Dr. Carl Johannessen of the University of Oregon; from a letter written by Officer Charles A. Carson to Walter N. Webb (Charles Hayden Planetarium, Boston, Massachusetts) dated November 14, 1960; and from a telephoned interview conducted by Dr. James McDonald with Mr. Carson on October 27, 1966.

Officers Scott (Stanley E. Scott) and Carson (Charles A. Carson) were searching for a speeding motorcyclist along Hoag Road, east of Corning, California, between U.S. Highway 99W and 99E, when they saw what at first appeared to be a huge airliner dropping from the sky. This was at 11:50 p.m. They stopped and leaped from the patrol car in order to get a position on what they were sure was going to be an airplane crash. From their position outside the car the first thing they noticed was an absolute silence. Still assuming it to be an aircraft with power off, they continued to watch until the object was probably within one hundred to two hundred feet off the ground, whereupon it suddenly reversed completely, traveling at high speed back up the 45 degree glide path it had been taking, and gaining about 500 feet altitude. This observation was from a distance of one-half to one mile. They said it was about the size of a DC-6 without wings; Officer Carson later made a sketch which shows an elliptical object 150 feet long and 40 feet high. It was a very clear night, with no clouds, and as the object hovered for about a minute they got a good look at it. It was obviously not an aircraft of any design familiar to them, they said. It was surrounded by a white glow, making the object visible. At each end there were definite red lights, and at times five white lights were visible between the two red lights. They called the night dispatching office at the County Sheriff's Office and asked that other cars be sent, and that all other cars in the area be alerted.

The object then drifted westward towards them, losing altitude, and got within some 150 yards of them ("easy pistol range") before drifting eastward again. During this time it performed "aerial feats" that seemed unbelievable: It was capable of moving in any direction -- up, down, back and forth. At times the movement was very slow, and at times completely motionless. It could move at extremely high speeds, and several times they watched it change directions or reverse itself while moving at unbelievable speeds.

As the object moved away from them towards the east, they followed at a judicial [sic] distance, encouraged by the expectation that they were to be joined by other officers. At that time they also radioed the Tehama County Sheriffs Office requesting that they contact the local radar base. By telephone the radar operator confirmed the UFO and stated that it was unidentified. (Note: The two officers drove the next day to the local radar base, were refused permission to talk to the radar operator that had been on duty, and were given what Carson described as the "ice water treatment" by the commanding officer.)

There follow many interesting details of their hide-and-seek chase with the object over the next two hours. However, when we restrict our attention to the propulsion problem, the significant facts are: (1) there was no observable noise, (2) the UFO could hover ("seemed to float as if it were in water") and move in any direction without altering its orientation, (3) it could sustain very high accelerations and move very rapidly, (4) it was able to hover or to move relatively slowly for at least two hours under circumstances that precluded suspension by aerodynamic lift forces.

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What can we learn about the propulsion of UFO's from the information provided by the observations of these two police officers? Mainly, it is negative information: From the silence it seems impossible that it could have been supported by a jet or rocket reaction. There are further considerations involving specific impulse, energy, etc., that we need not go into here, that provide compelling arguments against any conventional way of counteracting the earth's gravitational field. There remains a slight possibility of developing sufficient reactive force by expelling relativistic neutrinos, for they would not be intercepted by the earth under a UFO and would not be noticed. Expelling neutrons would have this same advantage, but in the quantities required they would induce far more radioactivity than has ever been measured at sites where UFO's have come close to the ground or have been reported to have landed.

Fortunately, there has been at least one observation that tends to provide a bit of positive information. Mr. Wells Allen Webb, an applied chemist with a master of science degree from the University of California, was one mile north of Spain Flying Field, seven miles east of Yuma, Arizona, just off U.S. Highway 80, when his attention was drawn to the sky to the north by some low-flying jet aircraft. Then he noticed a small white cloud-like object in an otherwise cloudless sky. He watched for about five minutes as it traveled eastward; as it reached a spot north northeast of his location, it abruptly altered shape from being oblong and subtending about half the angle of the full moon (about 15 minutes of arc) to being circular and subtending about 5 minutes of arc. Webb was wearing polaroid glasses, and noted that there appeared around the object a series of dark rings, the outermost of which was about six times the diameter of the central white or silvery object, or about the diameter of the full moon. The object or cloud then decreased in apparent diameter, as if it were traveling away from him, and disappeared in another few minutes. During this time Webb repeatedly took off his glasses and then put them back on, noting each time that the rings appeared only when he was wearing the glasses. He did not know what to make of the sighting, but took notes, including the fact that it was about 10 in the morning. The date: 5 May 1953.

One of the first things to note about the situation as described in the account is that the dark rings were observed with polaroid glasses, but not without them. The second thing is that from the orientation of the observer relative to the position of the sun at that time of day, the blue scattered light from the part of the sky that formed the background for the object was polarized. To this fortunate circumstance we must add the fact that Mr. Webb was curious about clouds, the effect of viewing them with polarized light, and took notes of what he observed. He did not, however, realize that he was observing the rotation of the plane of polarization of the blue light in the vicinity of the object. This was the interpretation I made some ten years later upon reading his account.

We can assume, to begin with, that the plane of the polarizer in his glasses was parallel to the plane of the undisturbed polarized light from the general direction of the object. If then something affected the light so as to turn its plane of polarization through 90 degrees, the portion that had been originally polarized would not pass through the glasses. Likewise, for light that had had its plane of polarization turned through 90 plus 180 degrees, 90 plus 360 degrees, and so on, there would be a partial extinction of light. On this basis, the outer dark ring was due to the rejection, by the polarizing filter of the glasses, of light which had had its plane of polarization turned through 90 degrees, the next outermost band by light that had been turned through 270 degrees, etc.

This interpretation is strengthened by Webb's observation that the dark rings were narrower than the brighter areas between them; this is what should be expected on the basis of the above explanation.

What hypotheses can be constructed that might account for this unusual observation? There are at least two that have interesting implications for the propulsion problem. First, by the Faraday effect, a magnetic field parallel to the path of the light could so rotate the plane of polarization. A quick calculation using the properties of the atmosphere shows that a field of 200,000 gauss, operating over a distance of 130 feet (40 meters) could turn the plane 90 degrees; this is indeed a very intense and extensive magnetic field, and of course, would only account for one ring. Three rings would require a million gauss over the same distance. We have been able to achieve these field strengths in the laboratory for only fractions of seconds over very small distances. However, the principal argument against this hypothesis is the conclusion that were such a field be brought at all close to the surface of the earth its effect would be to induce very strong

remnant magnetism in nearly every piece of iron within several hundred yards. This has not been found.

Despite the above-described observation, there is little reason to believe that magnetic fields, of themselves, could be of much use in propelling a spacecraft, although there has been much uninformed speculation about this in popular UFO publications. The simple reason is that we cannot produce a north pole without at the same time producing a south pole.

This is a consequence of fundamental theory. Such a dipole cannot exert a force in conjunction with a uniform magnetic field, such as the earth may be assumed to have in a given locality, though it can produce a force in a nonuniform field.

To go beyond the above discussion would be rather speculative, but it is just here that we find a stimulus and challenge to scientific theory. It is almost circular to say that when we find a phenomena we understand but vaguely we have also found a means of advancing our understanding; this has been particularly true in astronomy. Concerning the propulsion of UFO's, a tentative hypothesis would be that it is connected with an application of gravitational fields that we do not understand.

Gravitation remains one of the enigmas of modern science, although there have been some advances in its understanding (beyond general relativity) in the past decade. There are theoretical grounds based on general relativity for believing there must exist a second gravitational field, corresponding to the magnetic field in electromagnetic theory, and that the interaction between these two fields must be similar to that between the electric and magnetic fields. This kind of interaction and its exploitation forms the basis for our modern electrical generators and motors. Without the interaction, we would be back to the days of electrostatic attraction and of permanent magnets -- two phenomena that can produce only very weak forces when operating individually. Someday perhaps, we will learn enough to apply gravitational forces in the same way we have learned to apply electromagnetic forces. This will depend upon advances in many fields of science: Some of the things required will be enormously increased sources of power from atomic fusion; very intense magnetic fields and current densities, perhaps from superconducting sources; and extremely strong materials to contain mechanical forces. Some of these advances are approaching, or are on the horizon. Others we have yet to see clearly.

May I close this part of our discussion by recalling the statement that the most important secret of the atomic bomb was that it worked. This gave the crucial impetus to other nations in their own efforts to duplicate the research of the United States. In the UFO phenomena we have demonstrations of scientific secrets we do not know ourselves. It would be a mistake, it seems to me, to ignore their existence.

II. UFO's AND HIGH-STRENGTH MATERIALS

The instances in which physical fragments of UFO's have been found are disappointingly few. To my knowledge, there is only one well-authenticated finding, and that was in Brazil in 1957. The story of its discovery is contained in Chapter 9 of *The Great Flying Saucer Hoax* (Coral B. Lorenzen, The Willeam-Frederick Press, New York, 1962) written by Dr. Olavo T. Fontes.

Briefly, several small metallic fragments were recovered by some fishermen near the coastal town of Ubatuba, Sao Paulo, after they saw what they described as a brilliant explosion of a flying disc. Some of the fiery fragments were extinguished in the water near the shore, where they were recovered. Fontes acquired three of the fragments that weighed less than a tenth of an ounce each, and had one of them analyzed at the Mineral Production Laboratory in the Brazilian Agricultural Ministry. The results of the first analysis was that the substance was magnesium of an unusually high degree of purity, and that there was an absence of any other metallic element (Lorenzen, *ibid*, p. 99). On the basis of the first examination a second spectrographic test was conducted, using the utmost care and the most modern instruments. The report was again marked by references to the "extreme purity" of the sample. Even impurities that are sometimes detected due to contamination from the carbon rod used as an electrode were absent. A further test, using X-ray diffraction, failed to turn up any other metallic component.

What could be the use of such high-purity magnesium in the context of a spacecraft? One clue lies in its crystalline structure: It is close packed hexagonal, and is in this regard similar to the high-strength metals beryllium and titanium. Hexagonal crystals have but one slip plane, and this tends to make them brittle but strong. One of the reasons for slip along crystal planes is that

local imperfections in the crystal, or foreign atoms, create lines of stress concentration that move rapidly through the crystal, producing deformation. If these imperfections, or dislocations, could be eliminated, the theoretical strength of the crystal lattice itself might be approached. This strength is on the order of millions of pounds per square inch for many materials. Carefully prepared 1/4 inch diameter glass rods, etched to remove microscopic surface cracks and then lacquered, have withstood stresses of 250,000 psi for one hour (C. J. Phillips, *American Scientist*, v. 53, no. 1, p. 32). Fused silica fibers have been stressed to 2,000,000 psi.

Thus, foreign atoms within a crystal lattice are focal points for dislocations -- points of stress concentration where the crystal lattice itself tears and slips. We can imagine that a high-purity crystal, free of surface and internal imperfections, would achieve fantastic strengths. Indeed, with the advent of iron whiskers, and boron fiber reinforced composites, we are already approaching some of these strengths, but only for extremely small diameter fibers.

Should, by any good fortune, further samples of UFO material be found, there may be further clues that would spur our research into high-strength materials, and perhaps give us hints of how to achieve super-strength in materials that are larger than the tiny fibers we have produced so far. Needless to say, if we persist in denying the reality of UFO's, we will not be looking for such samples, and may indeed reject them as having no importance when they are brought to our attention.

Mr. Roush. Are there questions?

Well, if not, let's go to our next participant. Our next participant is Dr. Robert M. L. Baker, Jr.

Dr. Baker, again we recognize your own eminence in your field, and we are very happy to have you here as a participant in this symposium. You may proceed.

STATEMENT BY DR. ROBERT M. L. BAKER, JR.

1. Biography
2. Oral Statement
3. Attachments & Appendices

(The biography of Dr. Baker, Jr., is as follows:)

DR. ROBERT M. L. BAKER, JR.

Dr. Baker is a 36 year old scientist who received his BA with Highest Honors in Physics and Mathematics at UCLA in 1954, and was elected to Phi Beta Kappa. In 1956 he was granted a MA in Physics, and was the recipient of the UCLA Physics Prize. In 1958 Dr. Baker received a PhD in Engineering, which was the first of its kind to be granted in the nation with a specialty in Astronautics.

With respect to his academic background. Dr. Baker was on the Faculty of the Department of Astronomy at UCLA from 1959 to 1963. Since that time he has been on the Faculty of the Department of Engineering at UCLA where he currently offers courses in astronautics, fluid mechanics, and structural mechanics.

Dr. Baker is an internationally recognized expert in various fields of science and engineering. He was a research contributor to .the development of preliminary orbit determination procedures utilizing radar data, astrodynamic constants, near free-molecular flow drag—all utilized in the nation's space programs. He has also developed unique theories in the area of hydrofoil marine craft design.

In private industry Dr. Baker has initiated, supervised, and conducted research programs in astronautics, physics, fluid mechanics, mathematics, and computer program design. He has contributed to problem definition and analysis of scientific and engineering problems in both industrial and military projects.

Dr. Baker's industrial career began in 1954 as a consultant to Douglas Aircraft Company. Between 1957 and 1960 he was a Senior Scientist at Aeronutronic-Philco-Ford. While in the Air Force during 1960 and 1961, he was a project officer on a number of classified Air Force projects. Between 1961 and 1964 he was the head of Lockheed's Astrodynamics Research Center, where he directed the efforts of approximately 25 scientists in various scientific areas. In 1964 Dr. Baker joined the Computer Sciences Corporation (CSC), first as Associate Manager for Research and Analysis, and later as the Senior Scientist of CSC's System Sciences subdivision. In this latter capacity he is currently involved in several Air Force, Navy, and NASA projects.

Dr. Baker represented the United States Air Force at the International Astronautical Federation meeting in Stockholm, Sweden in 1961, represented the United States at the International Union of Theoretical and Applied Mechanics European Conferences in 1962 and in 1965 and was an invitee to the Astronomical Councile [sic] of the Academy of Sciences of USSR in Moscow in 1967. He was voted an Outstanding Young Man of the Year by the Junior Chamber of Commerce in 1965. From 1963 to 1964 he was the National Chairman of the Astrodynamics Technical Committee of the American Institute of Aeronautics and Astronautics and is currently a member of Computer Sciences Technical Committee.

Dr. Baker has been the Editor of the Journal of the Astronautical Sciences since 1968. He was the joint editor of the Proceedings of the 1961 International Astronautical Federation Congress and the senior author of the first textbook on astrodynamics: An Introduction to Astrodynamics published in 1960. Dr. Baker is the author of four books and over 70 technical papers (see Appendix 2).

Dr. Baker's professional society memberships include the American Association for the Advancement of Science, Phi Beta Kappa, Sigma Xi, Sigma Pi Sigma, American Astronautical Society (Fellow), British Interplanetary Society (Fellow), American Institute of Aeronautics and Astronautics (Associate Fellow and member of the Computer Sciences Technical Committee), British Astronomical Society (Fellow), American Astronomical Society, American Physical Society, and Meteoritical Society.

His active security clearance is top secret.

STATEMENT OF DR. ROBERT M. L. BAKER, JR., SENIOR SCIENTIST, COMPUTER SCIENCES CORP., El SEGUNDO, CALIF., AND FACULTY, DEPARTMENT OF ENGINEERING, UCLA

Dr. Baker. Fine, thank you, Mr. Roush.

I should like to preface my remarks by stating my preference for the term "anomalistic observational phenomena," as opposed to the term "unidentified flying objects."

Mr. Roush. I observed you were going to say that and I wonder about some of my Hoosiers back home using those terms.

Dr. Baker. It comes trippingly off the tongue.

Mr. Roush. It might not only cause some Hoosiers but some laymen some problems. It might be easier to say UFO's. You may go ahead.

Dr. Baker. I call it AOP.

From the data that I have reviewed and analyzed since 1954, it is my belief that there does exist substantial evidence to support the claim that an unexplained phenomenon -- or phenomena -- is present in the environs of the earth, but that it may not be "flying," may not always be "unidentified," and, perhaps, may not even be substantive "objects." In the following statement I will --

(1) Present a summary of the analyses that I have accomplished to date -- those that have led me to believe that anomalistic phenomena exist;

(2) Explain the probable inadequacy of our current terrestrial sensors in observing and/or defining the characteristics of the anomalistic phenomena;

(3) Suggest a number of tentative hypothetical sources for the phenomena, and the justification for their scientific study;

(4) And, finally, I will make specific recommendations concerning the necessity for new types of closely related observational and study programs which might be implemented in a fashion that would permit the detection and quantitative analysis of the anomalistic phenomena.

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Several appendices accompany this report. The first two are in response to Congressman Roush's invitational letter of July 10, 1968, and consist of my biographical sketch and a listing of my bibliography, respectively. The third appendix relates directly to my specific recommendations, and was included with the kind permission of Dr. Sydney Walker III. The fourth appendix presents three reprints of articles (Baker (1968a) and (1968b) and Walker (1968)) that are pertinent to the subject matter of this report.

PART 1. ANALYSES OF ANOMALISTIC OBSERVATIONAL PHENOMENA

UTAH AND MONTANA FILMS

My initial contact with anomalistic observational phenomena -- AOP -- came in 1954 when I was a consultant to Douglas Aircraft Co. in Santa Monica, Calif., serving as special assistant to Dr. W. B. Klemperer, director of Douglas' research staff. The data consisted of two short film clips: one taken in Montana -- termed by us as the Montana film -- and one taken in Utah -- called by us the Utah film. These films were provided to us by the Air Technical Intelligence Center -- ATIC, now the Foreign Technology Division -- FTD -- at Wright-Patterson Air Force Base; 35-millimeter prints were furnished by Green-Rouse Productions of Samuel Goldwyn Studios.

Both films had been taken by apparently reliable and unbiased men using amateur movie cameras and, in each case, there was a credible, substantiating witness present. The films exhibited the motion of rather fuzzy white dots, but the Montana film was remarkable in that foreground was visible on most of the frames.

Preliminary analysis excluded most natural phenomena. More detailed study indicated that the only remaining natural phenomenon candidate for the Utah film was birds in flight, and for the Montana film it was airplane fuselage reflections of the sun. After about 18 months of rather detailed, albeit not continuous, study using various film-measuring equipments [sic] at Douglas and at UCLA, as well as analysis of a photogrammetric experiment, it appeared that neither of these hypothesized natural phenomena explanations had merit, and a report was published by me (Baker (1956)) and forwarded to Brig. Gen. Harold E. Watson, commander, ATIC. Since the description of the circumstances of the filmings and the analyses of the data provided on the films is rather lengthy, and have since been published in the open literature,[1] it does not seem unreasonable to repeat the analyses here. [***NCAS Editor's note***: This last sentence appears to be a mis-transcription; the two analyses were not presented in Dr. Baker's statement.]

FLORIDA FILM

During the course of this study we also had the opportunity to view some gun-camera photographs taken over Florida. Unfortunately, we could not retain this film, and did not have time available to accomplish a comprehensive analysis. Like the Montana and Utah films, this film also exhibited only white-dot images; however, since a foreground was present, a competent study could have been carried out. Dr. Klemperer and I agreed on the preliminary conclusion -- not supported by detailed analyses -- that, again, no natural phenomenon was a likely source for the images.

[1]For the Utah film, see Baker and Makemson (1967): for the Montana film, see Baker (1968a). This latter reference is included in app. 4 to this paper.

VENEZUELA FILM

In June of 1963 I received a movie film clip from a Mr. Richard Hall that had purportedly been taken from an aircraft (DC-3) near Angel Falls, Venezuela, at about 12:15 p.m. This film clip was 8-millimeter color film, exposed at 16 frames per second and showed a very bright yellow, slightly pear-shaped object that disappeared in a cloud bank after about 60 or 70 frames. At the time I was the head of the Lockheed Aircraft Co.'s Astrodynamics Research Center. We had developed a small group of photogrammetrists consisting of Dr. P. M. Merifeld and Mr. James Rammelkamp, and were able to undertake a study of the film. Initially, Merifeld and Rammelkamp found little of interest on the film. After their preliminary examination, I expended considerable effort in further analysis. Again, I was only able to draw the conclusion that the yellow object was no known natural phenomenon; but [before] we could make a quantitative determination of angular rates and accelerations, and the bounds of distance, linear velocity, and acceleration, the film was lost (except for a microphotograph exhibiting the object on one frame). There was, however, no question in my mind as to the anomalistic character of the images.

CALIFORNIA FILM

In January 1964, Mr. Zan Overall showed me three cinetheodolite films which had been taken simultaneously by three different cameras of a Thor-Able Star launching at Vandenberg AFB (project A4/01019). These films depicted a white object moving vertically (relative to the film frame) against a clear, blue-sky background. The object was about as bright as the booster's second-stage exhaust, and passed the booster at about one-third degree per second. Rough estimates of the direction of the Sun -- based on shadows on early frames -- and the winds aloft -- indicated by the motion of the rocket's exhaust plume) -- were made. These, together with the brightness of the object and its rate of ascent, seemed to rule out balloons, airplanes, lens flare, mirages, et cetera. Since one of the cinetheodolites was at a site some distance from the other two, a parallax determination of the actual distance and speed of the object could be determined rather easily. Because the films were on loan from the Navy, I was unable to carry out the necessary study and a determination of the precise character of the phenomenon (natural or anomalistic) could not be made. In 1967, I discussed the matter with Prof. William K. Hartmann of the University of Arizona, and Prof. Roy Craig of the University of Colorado. At that time, they were involved in the Colorado UFO Study Group, and indicated that they would attempt to obtain the film for further analysis. Although I am confident that they made a conscientious effort to obtain the films, apparently they were unsuccessful (as of 6 months ago, at least).

PROBABLY NONANOMALISTIC FILMS

In addition to the foregoing film clips -- which seemed to involve data that were the result of anomalistic phenomena -- the Montana film in my opinion, certainly was anomalistic and all of the other

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films except for the California film, most probably were anomalistic -- I have also had the opportunity to view approximately a half dozen other films, purportedly of "UFO's." The images on these films appeared possibly to be the result of natural phenomena, such as reflections on airplanes, atmospheric mirages, optical flares, birds, balloons, insects, satellites, et cetera. For example, a recent (February 1968) set of two films were taken, using professional motion picture equipment, by a Universal Studio crew on location. Although rather peculiar in appearance, the objects thus photographed could have conceivably been the result of airplane reflections.

To this date my analyses of anomalistic motion picture data have been rather ungratifying. Although I am convinced that many of the films indeed demonstrated the presence of anomalistic phenomena, they all have the characteristic or rather ill-defined blobs of light, and one can actually gain little insight into the real character of the phenomena. For example, linear distance, speed, and acceleration cannot be determined precisely, nor can size and mass. As I will discuss in a moment, this situation is not particularly surprising, since, without a special-purpose sensor system expressly designed to obtain information pertinent to anomalistic observational phenomena, or a general-purpose sensor system operated so as not to disregard such data, the chance for obtaining high-quality hard data is quite small.

PART 2. INADEQUACIES OF EXISTING SENSOR EQUIPMENT AND SYSTEMS

The capabilities of astronomical optical sensors have been dealt with in a thorough fashion by Page in 1968. The Prairie Network for Meteor Observations (McCrosky and Posen (1968)) is a good example of a wide-coverage optical system, but as is so often the case, and as Page (1968) pointed out. "*** K E. McCrosky of the Smithsonian Astrophysical Observatory informed me that no thorough search (for anomalistic data) has been carried out." Even so, some astronomical photographs are bound to exhibit anomalistic data. Again quoting from Page (1968), "*** W. T. Powers of Northwestern University Astronomy Department informed me that 'several' of the Smithsonian-net photographs show anomalous trails." As I have already pointed out (Baker (1968b) to be found in appendix 4), the majority of our astronomical equipment (e.g., conventional photographic telescopes, Baker-Nunn cameras, meteor cameras, Markowitz Dual-Rate Moon Cameras, et cetera) are special purpose in nature, and would probably not detect the anomalous luminous phenomena reported by the casual observer if they were indeed present. Their photographic speed, field of view, et cetera, impose severe restrictions on their ability to collect data on objects other than those they have been specifically designed to detect As already noted in the quotes from Page (1968), even if such data were collected, the recognition of their uniqueness or anomalous character by an experimenter is improbable. Examples abound, in the history of celestial mechanics, of minor planets being detected on old astronomical plates that had been measured for other purposes, and then abandoned.

Our radar and optical space surveillance and tracking systems are even more restrictive and thus, even less likely to provide information on anomalistic phenomena than are astronomical sensors. The Signal Test Processing Facility (STPF) radar at Floyd, N.Y. is a high-performance

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performance experimental radar having a one-third degree beam width. For lockon and track, an object would have to be pinpointed to one-sixth degree, and even if the radar did achieve lockon, an erratically moving object could not be followed even in the STPF radar's monopulse mode of operation. For this reason only satellites having rather well-defined paths (i.e., ephemerides), which have been precomputed, can be acquired and tracked.

Our three BMEWS radars propagate fans of electromagnetic energy into space. If a ballistic missile or satellite penetrates two of these fans successively, then it can be identified. Since astrodynamical laws govern the time interval between detection fan penetrations for "normal" space objects, all other anomalistic "hits" by the radar are usually neglected, and even if they are not neglected, they are usually classified as spurious images or misassociated targets, and are stored away on magnetic tape, and forgotten.

One space surveillance site operates a detection radar (FPS-17) and a tracking radar (FPS-79). If a new space object is sensed by the detection radar's fans, then the tracking radar can be oriented to achieve lockon. The orientation is governed by a knowledge of the appropriate "normal" object's astrodynamic laws of motion, or by an assumption as to launch point. Thus, if an unknown is detected, and if it follows an unusual path, it is unlikely that it could, or would, be tracked.

Furthermore, the director of the radar may make a decision that the unknown object detected is not of interest (because of the location of the FPS-17 fan penetration or because of the lack of prior information on a possible new launch). In the absence of detection fan penetration (the fan has a rather limited coverage), the FPS-79 tracking radar is tasked to follow other space objects on a schedule provided by the Space Defense Center, and again there is almost no likelihood that an anomalistic object could, or would, be tracked.

The NASA radars, such as those at Millstone and Goldstone, are not intended to be surveillance radars, and only track known space objects on command. Again the chances of their tracking anomalistic objects are nearly nil. The new phased-array radar at Eglin AFB (FPS-85) has considerable capability for deploying detection fans and tracking space objects in a simultaneous fashion. Such versatility raises certain energy-management problems -- that is, determining how much energy to allocate to detection and how much to tracking -- but this sensor might have a capability (albeit, perhaps, limited) to detect and track anomalistic objects. The problem is that the logic included in the software associated with the FPS-85's control computers is not organized in a fashion to detect and track anomalistic objects (I will indicate in a moment how the logic could be modified). Furthermore, the FPS-85, like the other surveillance radars is usually tasked to track a list of catalogued space objects in the Space Defense Center's data base and the opportunity to "look around" for anomalistic objects is quite limited.

There are a number of other radar surveillance systems such as a detection fence across the United States. In the case of this fence, we have a situation similar to BMEWS, in which the time interval between successive penetrations (in this case separated by an orbital period for satellites) must follow prescribed astrodynamical laws. If they do not, then the fence penetrations are either deleted from

the data base or classified as "unknowns" or "uncorrelated targets," filed, and forgotten.

There is only one surveillance system, known to me, that exhibits sufficient and continuous coverage to have even a slight opportunity of betraying the presence of anomalistic phenomena operating above the Earth's atmosphere. The system is partially classified and, hence, I cannot go into great detail at an unclassified meeting. I can, however, state that yesterday (July 28, 1968) I traveled to Colorado Springs (location of the Air Defense Command) and confirmed that since this particular sensor system has been in operation, there have been a number of anomalistic alarms. Alarms that, as of this date, have not been explained on the basis of natural phenomena interference, equipment malfunction or inadequacy, or manmade space objects.

PART 3. HYPOTHETICAL SOURCES FOR ANOMALISTIC OBSERVATIONS AND JUSTIFICATION FOR THEIR STUDY

In Baker and Makemson (1967), I discussed the usual candidates for the natural sources of anomalistic observations. For example, some scanning radars -- such as airport radars -- pick up anomalistic returns termed "angels." A variety of explanations have been proposed, variously involving ionized air inversion layers, etc. (see Tacker (1960) and even insects (see Glover, et al. (1966)). With respect to human observation of anomalistic luminous phenomena, some rather strong positions have been taken by such authorities as Menzel (1953), who feels that the predominant natural phenomenon is atmospheric mirages; by Klass (1958a), who feels that the predominant natural phenomenon is related to ball lightning triggered by high-tension line coronal discharge, jet aircraft, electrical storms, etc.; by Robey (1960), who feels that the observations are of "cometoids" entering the earth's atmosphere, etc. The list of hypothetical sources for anomalistic observational phenomena is long indeed, but from the photographic data that I have personally analyzed, I am convinced that none of these explanations is valid.

The analyses that I have carried out to date have dealt with observational evidence that I term "hard data" -- that is, permanent photographic data. Although I will not discuss in detail the analyses of eyewitness reports (which I term "soft data"),[1] Powers (1967), McDonald (1967), Hynek (1966), and others have concluded that overwhelming evidence exists that a truly anomalistic phenomenon is present.

Of course, there are numerous others who have come to a completely opposite conclusion; in fact, it becomes almost a matter of personal preference: it is possible for one to identify all of the anomalistic data as very unusual manifestations of natural phenomena. No matter how unlikely it is, anything is possible -- even a jet plane reflecting the sun in direct opposition to the laws of optics. I'm sometimes reminded of the flat earth debates that I organized 10 years ago in my

elementary astronomy courses at UCLA. Some students became so involved in justifying their positions-- either flat or spherical -- that they would grasp at even the most improbable argument in order to rationalize their stand.

[1]Except in app. 3 to this report -- a paper supplied by Dr. Sydney Walker III, concerning a hypothetical case.

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Mr. Roush. Dr. Baker, I'm sorry to interrupt, but I'm going to have a brief recess here.

Dr. Baker. Certainly.

Mr. Roush. There is a motion to recommit the military construction bill, and I would like to vote on it. None of my colleagues are here right now, so we will declare a very brief recess, and I shall return as quickly as I can.

(Whereupon a short recess was taken for a floor vote.)

Mr. Roush. The committee will be in order.

Dr Baker, you may proceed.

Dr. Baker. Thank you.

Personally, I feel that it is premature for me to agree that the hard and soft data forces the scientific community to give overriding attention to the hypothesis that the anomalistic observations arise from manifestations of extraterrestrial beings. On the other hand, I strongly advocate the establishment of a research program in the area of anomalistic phenomena -- an interdisciplinary research effort that progresses according to the highest scientific standards; that is well funded; and that is planned to be reliably long term. The potential benefit of such a research project to science should not hinge solely on the detection of intelligent extraterrestrial life; it should be justified by the possibility of gaining new insights into poorly understood phenomena, such as ball lightning, cometoid impact, and spiraling meteorite decay.

There is practical value in such research for the Military Establishment, as well. Let us suppose that something similar to the "Tunguska event" of 1908 occurred today, and that it was Long Island in the United States, rather than the Podkamenaia Tunguska River Basin in Siberia that was devastated by a probable comet impact. Would we misinterpret this catastrophic event as the signal for world war III? What if another "fireball procession," such as occurred over Canada on February 9, 1913, repeated itself today, and the low-flying meteors were on nearly polar orbits that would overfly the continental United States. Would we interpret the resulting surveillance data as indicating that a fractional orbital bombardment system (FOBS) had been initiated in Russia? My knowledge of our Air Force sensors, both current and projected (see Baker and Ford (1968)), indicates that they are sufficiently sophisticated so that they would probably not react prematurely and signal a false alarm -- although a careful study of this point should be made. On the other hand, there may exist other anomalistic sources of data that might give rise to a false alarm and perhaps provoke us either to deploy our countermeasures, or even to counterattack.

Before I enumerate the specific benefits this research might confer upon various scientific disciplines, allow me to digress briefly on the subject of soft data. The primary reason that I have avoided the introduction of soft data into my photographic studies and have not involved myself in the analysis of eyewitness reports (such as the excellent ones given by Fuller (1966)), is that I have been unable to develop a rational basis for determining the credibility level for any given human observer. Although they lie outside the field of my own scientific competence, I feel that credibility evaluations of witnesses

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would form an important adjunct to any serious study of anomalistic phenomena (see Walker (1968) included in app. 4 of this report). The soft data must involve some useful information content, and it would be extremely unrealistic to neglect it entirely. For this reason, I have included appendix 3 by Dr. Walker, which presents a logical procedure for establishing a credibility level for observers. Walker's report of a hypothetical case integrates the results of general medical, neuroopthalmologic, neurologic, and psychiatric evaluations, and develops a logical basis for assigning an overall credibility score.

Dr. Robert L. Hall is, of course, eminently qualified to comment on the question of eyewitness testimony at this seminar.

If serious studies can be initiated, with the objectives of detecting, analyzing, and identifying the sources of anomalistic observational phenomena, then I feel that the following scientific benefits can be expected:

(1) *Meteoritics*. -- Although there are a number of excellent meteor observation nets operating today, data collected on erratically moving phenomena (including rapid determination of the location of any "landings" or impacts) would add significantly to the coverage and analyses of meteorites and, possibly, entering comets. Furthermore, the timely recovery of meteoritic debris at the subend point of fireballs would be most valuable.

(2) *Geology*. -- It has been pointed out by Lamar and Baker (1965), that there exist residual effects on desert pavements that may have been produced by entering comets. Furthermore, any geological or material evidence of the impact or "landing" of extraterrestrial objects would be of great interest. As Dr. John O'Keefe (1967), Assistant Chief, Laboratory for Theoretical Studies of NASA GSFC indicated "Would it not be possible to get some scraps of these ("UFO") objects for examination? For instance, a scrap of matter, however small, could be analyzed for the kind of alloys in terrestrial foundries.

A piece of a screw, however small, would be either English, Metric, or Martian. I am impressed by this because I looked at some tens of thousands of pictures of the Moon and found that the very small amount of chemical data has more weight in interpreting the past history of the Moon than the very large amount of optical data. It doesn't seem possible that objects ("flying saucers") of this size can visit the Earth and then depart, leaving nothing, not even a speck, behind. We could analyze a speck no bigger than a pinhead very easily." I concur with O'Keefe's remarks, and if there exist "landings" associated with the anomalistic phenomena, then a prompt and extremely thorough investigation of the landing site must be accomplished before geological/material evidence is dispersed or terrestrialized.

(3) *Atmospheric physics*. -- One of the great mysteries today is the formation, movement, and explosion of ball lightning. As Singer (1968) noted:

The specific properties of ball lightning, which present particular difficulty in experimental duplication, are formations of the sphere in air (at near-atmospheric pressure and at a distance from the source of energy) and its extensive motion. It is evident that additional clarification of both theoretical and experimental aspects is needed.

With respect to "plasma UFO's" Mr. Philip J. Klass(1968b) comments that:

If conditions -- all of the conditions -- needed to create plasma-UFO's near high-tension lines or in the wake of jet aircraft occurred readily we should have millions of UFO reports and the mystery would have been solved long ago. But the comparative rarity of legitimate UFO sightings clearly indicates that the ball-lightning related phenomenon is a very rare one.

Even if ball lightning is not the primary source of anomalistic data (and I am not at present convinced that it is), any program investigating anomalistic observational phenomena would surely shed significant light on the ball-lightning problem.

(4) *Astronomy*. -- I have already noted the possibility of cometary entry, a study of which would be valuable to the astronomer. If as some respected astronomers believe, the anomalistic observational phenomena (including perhaps, "intelligent" radio signals from interstellar space) are the results of an advanced extraterrestrial civilization, then the study of the phenomena would become a primary concern of the entire human race. The implications for astronomy are overwhelming.

(5) *Psychiatry and psychology*. -- Since bizarre events have been reported, the study of eyewitness credibility, under stressful circumstances of visual input, if possible. As I will recommend later: if a competent, mobile task force of professionals could be sent into action as soon as anomalistic events are detected, then reliable evaluation of eyewitness reports (soft data) in relation to the actual hard data obtained, could be accomplished. Even if the event was only a spectacular fireball, or marsh gas, the psychiatric/medical examination of eyewitnesses would still be more informative.

(6) *Social science*. -- Although not classified as a physical science, there appears to be a challenge here for the social sciences. It has been my contention throughout this report that it is not a prerequisite to the study of anomalistic observational phenomena to suppose that they result from extraterrestrial intelligence.

Nevertheless, it still is an open possibility in my mind. It seems reasonable, therefore, to undertake a few contingency planning studies. In order to extract valuable information from an advanced society, it would seem useful to forecast the approximate characteristics of such a superior intelligence—or, if not necessarily superior, an intelligence displayed by an industrial, exploratory culture of substantially greater antiquity. There exist dozens of treatises on technological forecasting; one can key estimates of technological advancement to speed of travel, production of energy, productivity, ubiquity of communications, etc. There have been many debates on the technical capabilities or limits on the capabilities of advanced extraterrestrial societies (for example, see Markowitz (1967) and Rosa, et al. (1967). Often intermixed with these technological capabilities arguments, however, are very dubious comments concerning the psychological motivations, behavioral patterns, and unbased projections of the social motivations of an advanced society. Hypothetical questions are often raised such as, "*** if there are flying saucers around, why don't they contact us directly? *** I would if I were investigating another civilization." Such comments are made on extremely thin ice, for, to my knowledge, no concerted study has been carried out in the

area of forecasting the social characteristics of an advanced extraterrestrial civilization. Philosophers, social scientists, and others usually undertake studies of rather theoretical problems. (See Wooldridge (1968) and Minas and Ackoff (1964). If only a quantitative index or indices of social advancement could be developed that, say, would differentiate us from the Romans in our interpersonal and intersociety relationships (for example, tendencies toward fewer crimes of violence, fewer wars, etc.), then we might be better equipped to make rational extrapolations from our own to an advanced society. In fact, such as index, if it could be developed might even be beneficial in guiding our existing earth-based society.

(7) *Serendipity*. -- In addition to the value of anomalistic phenomena studies to these specific scientific disciplines, there is always serendipity. Any scientific study of this nature is potentially capable of giving substantial dividends in terms of "spin-off." For example: in improved techniques in radar and optical sensor design and control; in giving a reliable quantitative credibility level to witness' statements in court; or in deciphering and/or analyzing anomalistic radio signals from interstellar space.

PART 4. CONCLUSIONS AND RECOMMENDATIONS

For the past 16 years I have seriously (albeit sporadically) followed the analyses of "UFO" or "flying saucer" reports -- both scientific and quasi-scientific. It is my conclusion that there is only so much quantitative data that we can squeeze out of vast amounts of data on anomalistic observational phenomena that has been collected to date. I believe that we will simply frustrate ourselves by endless arguments over past, incomplete data scenarios; what we need is more sophisticated analyses of fresh anomalistic observational data. We must come up with more than just a rehash of old data.

I emphasize that it is very unlikely that existing optical and radar monitoring systems would collect the type of quantitative data that is required to identify and study the phenomena. Moreover, we currently have no quantitative basis upon which to evaluate and rank (according to credibility) the myriad of eyewitness reports. Thus continuing to "massage" past anomalistic events would seem to be a waste of our scientific resources. In balance, then, I conclude that:

(1) We have not now, nor have we been in the past, able to achieve a complete -- or even partially complete -- surveillance of space in the vicinity of the earth, comprehensive enough to betray the presence of, or provide quantitative information on, anomalistic phenomena.

(2) Hard data on anomalistic observational phenomena do, in fact exist, but they are of poor quality, because of the inadequacies of equipment employed in obtaining them.

(3) Soft data on anomalistic phenomena also exist, but we have no quantitative procedure to evaluate their credibility and develop clear-cut conclusions on the characteristics of the anomalistic phenomena.

(4) It follows from the scientific method that an experiment or experiments should be devised, and closely related study programs be initiated expressly to define the anomalistic data better.

(5) In order to justify such an experiment and associated studies, it is not necessary to presuppose the existence of intelligent extraterrestrial life operating in the environs of the earth, or to make dubious speculations either concerning "their" advanced scientific and engineering capabilities or "their" psychological motivations and behavioral patterns.

In the light of these conclusions, I will make the following recommendations:

(1) In order to obtain information-rich hard and soft data on anomalistic phenomena, an interdisciplinary, mobile task force or team of highly qualified scientists should be organized. This team should be established on a long-term basis, well funded, and equipped to swing into action and investigate reports on anomalistic phenomena immediately after such reports are received. Because of the relatively low frequency of substantive reports (see p. 1968), immediate results should not be anticipated, but in the interim periods between their investigations in the field, their time could be productively spent in making thorough analyses of data collected by them previously, and in "sharpening up" their analysis tools.

(2) In concert with the aforementioned task force, a sensor system should be developed expressly for detecting and recording anomalistic observational phenomena for hard-data evaluation. The system might include one or more phased-array radars (certainly not having the cost or capability of the FPS-85, but operating in a limited fashion that would be similar to the FPS-85). A phased-array radar would have the advantage over a conventional "dish" radar in that it could track at high rates and divide its energy in an optimum fashion between detection and tracking. The control system would be unique, and would necessitate the development of a sequential data-processing controller that would increase the state variables describing the object's path from a six-dimensional position and velocity estimation to a 12-dimensional acceleration and jerk estimation (Baker (1967)) in order to follow erratic motion.

In addition, the data base would have to be especially designed, to avoid manmade space objects and (if possible) airplanes, birds, common meteors, etc. It should, however, be designed to detect and track nearby cometoids, macrometeorites (fireballs), ball lightning, and any other erratic or anomalistic object within its range. Optical cameras (including spectrographic equipment) should be slaved to the radar, in order to provide more comprehensive data. Because of the aforementioned low frequency of anomalistic data, alarms from the system should not occur very frequently and could be communicated directly to the recommended task force.

(3) A proposed new-generation, space-based long-wave-length infrared surveillance sensor system should be funded and the associated software should be modified to include provisions for the addition of anomalistic objects in its data base. The specific sensor system cannot be identified for reasons of security, but details can probably be obtained from the Air Force. This sensor system, in particular, could provide some data (perhaps incomplete) on anomalistic, objects which exhibit a slight temperature contrast with the space background, on a basis of noninterference with its military mission. The system represents a promising technological development, and no other novel

technique introduced in recent years offers more promise for space surveillance. In my view, the scientific principles underlying the proposed surveillance system are sound, and a developmental measurements program should be initiated.

(4) The software designed for the FPS-85 phase-array radar at Eglin Air Force Base be extended in order to provide a capability to detect and track anomalistic space objects. The relatively inexpensive modification could include the implementation of tracking techniques such as those outlined in Baker (1967). It should, however, be clearly borne in mind that only a limited amount of tracking time (about 30 percent) could be devoted to this endeavor, because of the overriding importance of the surveillance of manmade space objects which is the basic responsibility of this radar.

(5) Various "listening post" projects should be reestablished (using existing instruments) in order to seek out possible communications from other intelligent life sources in the universe. See, for example, Shklovskii and Sagan (1966), chapters 27, 28, 30, and 34.

(6) Technological and behavioral pattern forecasting studies should be encouraged in order to give at least limited insight into the gross characteristics of an advanced civilization. These studies (probably not Government funded) should include the social-psychological implications of anomalistic observational phenomena, as well as the psychological impact upon

our own culture that could be expected from "contact" with an advanced civilization. (See ch. 33 of Shklovskii and Sagan (1966).)

(7) Studies should be initiated in the psychiatric/medical problems of evaluating the credibility of witness' testimony concerning bizarre or unusual events. (See app. 3 of this report.)

PART 5. AFTERWORD

All of the foregoing recommendations involve the expenditure of funds, and we are all well aware of the severe limitations on the funding of research today. On the other hand, I feel that one of the traps that we have fallen into, so far, is reliance on quick-look, undermanned and underfunded programs to investigate a tremendous quantity of often ambiguous data. I would discourage such programs as being diversionary, in regard to the overall scientific goal.

The goal of understanding anomalistic phenomena, if attained, may be of unprecedented importance to the human race. We must get a positive scientific program off the ground; a program that progresses according to the highest scientific standards, has specific objectives, is well funded, and long term.

Thank you.

(The appendixes and attachments to Dr. Baker's statement follow:)

1. Film Analysis, Part 1
2. Film Analysis, Part 2
3. References
4. Appendix 1: Biliography
5. Appendix 2: Eyewitness Assessment
6. Appendix 3: Article Reprints

PART 1

ABSTRACTS FROM BAKER (1956) RELATED TO THE UTAH FILM -- ANALYSIS OF PHOTOGRAPHIC MATERIAL

PHOTOGRAMMETRIC ANALYSIS OF THE "UTAH" FILM TRACKING UFO'S

Several Unidentified Flying Objects (UFO's) were sighted and photographed at about 11:10 MST on July 2, 1952 by Delbert C. Newhouse at a point on State Highway 30, seven miles north of Tremonton, Utah (latitude 41° 50", longitude

112° 10'). Mr. Newhouse, a Chief Warrant Officer in the U.S. Navy,* was in transit from Washington, D.C. to Portland, Oregon.

He, his wife and their two children were making the trip by car. Shortly after passing through the city of Tremonton, his wife noticed a group of strange shining objects in the air off towards the eastern horizon. She called them to her husband's attention and prevailed upon him to stop the car. When he got out, he observed the objects (twelve to fourteen of them) to be directly overhead and milling about. He described them as "gun metal colored objects shaped like two saucers, one inverted on top of the other." He estimated that they subtended "about the same angle as B-29's at 10,000 feet" (about half a degree -- i.e., about the angular diameter of the moon). (Next, he ran to the trunk of his car, took out his Bell and Howell Automaster 16mm movie camera equipped with a 3" telephoto lens, loaded it, focused it at infinity and began shooting. There was no reference point above the horizon so he was unable to estimate absolute size, speed or distance. He reports that one of the objects reversed its course and proceeded away from the rest of the group; he held the camera still and allowed this single object to pass across the field of view of the camera, picking it up later in its course. He repeated this for three passes.

During the filming, Newhouse changed the iris stop of the camera from f/8 to f/16. The density of the film can be seen to change markedly at a point about 30% through the sequence. The camera was operated at 16 fps.

The color film (Daylight Kodachrome) after processing was submitted to his superiors. The Navy forwarded the film to the USAF-ATIC where the film was studied for several months. According to Al Chop (then with ATlC and presently with DAC) Air Force personnel were convinced that the objects were not airplanes; on the other hand the hypothesis that the camera might have been out of focus and the objects soaring gulls could neither be confirmed nor denied. Mr. Chop's remarks are essentially substantiated by Capt. Edward Ruppelt, reference (1) then head of Project "Blue Book" for ATIC.

A 35mm reprint of the Newhouse "Utah" film was submitted to Douglas Aircraft Company for examination. Visual study of the reprints on the Recordak and astronomical plate measuring engine revealed the following: The film comprises about 1,200 frames; on most of the frames there appear many round white dots, some elliptical. The dots often seem clustered in constellations, or formations which are recognizable for as long as seventeen seconds. A relative motion plot (obtained from an overlay vellum trace on the Recordak) of two typical formations are presented. The objects seem to cluster in groups of two's and three's. On some frames they flare up and then disappear from view in 0.25 seconds or less and sometimes they appear as a randomly scattered "twinkling" of dots. The dot images themselves show no structure; they are white and have no color fringes. *Examination under a microscope shows the camera to be well focused as the edges of the images are sharp and clear on many of the properly exposed frames (of the original print).* Angular diameters range from about 0.001,6 to 0.000,4 radians. Their pattern of motion is essentially a curvilinear milling about. Sometimes the objects appear to circle about each other. There are no other objects in the field of view which might give a clue as to the absolute motion of the cluster.

In the overlay trace, the frame of reference is determined by a certain object whose relative motion during a sequence of frames remains rather constant. This object is used as a reference point and the lower edge of the frame as abscissa. Assuming the camera to have been kept reasonably uncanted, the abscissa would be horizontal and the ordinate vertical. In the overlay trace, the particular frame itself is used as the reference. Assuming the camera was held steady (there is an unconscious tendency to pan with a moving object) the coordinate system is quasi-fixed. It is realized that both of these coordinate systems are in actuality moving, possibly possessing both velocity and acceleration.

No altitude or azimuth determination can be made because of lack of background. The only measurable quantities of interest are therefore the relative angular distances between the objects and their time derivatives. Graphs of two typical time variations of relative angular separation and velocity are included (in Baker and Makemson (1967)). The relative angular velocity is seen to vary from zero to 0.006,5 radians per second. The relative angular acceleration had a maximum value of 0.003,6 radians per second squared. Supposing the

*At the time he had already logged some 2,200 hours as a chief photographer with the Navy.

camera was kept stationary the average angular velocities for the object moving across the field are 0.039 and 0.031 radians per second. The angular velocities in these sequences sometimes vary erratically from 0.07 to 0.01 radians per second. This variation may be attributed in part to camera "jiggling" and in part to the object's motion. The decrease in average angular velocity could be due to the object's having regressed between filmings just as was reported by Newhouse. Also the average image diameter decreases about 30% over the entire film, indicating a possible over-all regression of the objects.

The following tabulation indicates the hypothetical transverse component of relative velocities and accelerations at various distances. It is noted that the transverse velocity may be only a fraction of the total velocity so that the numbers actually indicate minimum values.

If the object's distance was-	Its transverse velocity was-	Its transverse acceleration was-	Velocity of single object was-
100 ft.	0.65 ft./sec. or 0.44 m.p.h.	0.36 ft./sec^2 or 0.011g.	3.8 ft./sec. or 2.7 m.p.h.
1,000 ft.	6.5 ft./sec, or 4.4 m.p.h.	3.6 ft./sec^2 or 0.11 g.	39 ft./sec. or 27 m.p.h.
2,000 ft.	13 ft./sec. or 8.8 m.p.h.	7.2 ft./sec^2 or 0.22g.	78 ft./sec. or 54 m.p.h.
1 mile.	23 m.p.h.	0.56 g	135 m.p.h.
5 miles.	115 m.p.h.	2.8 g	670 m.p.h.
10 miles.	230 m.p.h.	5.6 g	1,300 m.p.h.

The objects in the "Utah" and "Montana" films can only be correlated on the basis of two rather weak points. First, their structure, or rather lack of it, is similar. Thus as shown, in the "blow-ups" there are no recognizable differences between them*. Second, the objects on the "Montana" film are manifestly a single pair; on the "Utah" film perhaps 30% of the frames show clusters of objects seemingly also grouped in pairs.

The weather report was obtained by the author from the Airport Station at Salt Lake City. The nearest station with available data is Corinne which reported a maximum temperature of 84°, a minimum of 47° and no precipitation. A high pressure cell from the Pacific Northwest spread over Northern Utah during July 2, the pressure at Tremonton would have a rising trend, the visibility good, and the winds relatively light. The absence of clouds and the apparently excellent visibility shown on the films would seem to be in agreement with this report. Through use of References (2) and (3), the Sun's azimuth N132°E altitude 65° was computed. No shadows were available to confirm the time of filming.

The image size being roughly that of the Montana film (a few of the objects being perhaps 10% larger than the largest on the Montana) the same remarks as to airplane reflections apply, i.e., they might have been caused by Sun reflections from airplanes within one to three miles to the observer, although at these distances they should have been identified as conventional aircraft by the film or the observer. No specific conclusions as to Sun reflection angles can be drawn since the line of motion of the objects cannot be confirmed. However, the reported E to W motion of the UFO's and their passing overhead coupled with the SE azimuth of the Sun would make the achievement of optimal Sun reflections rather difficult.

That the images could have been produced by aluminum foil "chaff"** seems possible, at least on the basis of the images shown, as very intense specular Sun reflections from ribbons of chaff might flare out to about the size of the UFO's.

Examination of film frames obtained from the photogrammetric experiment -- reference Analysis of Photographic Material, Serial 01, Appendix II -- show that no significant broadening is produced by flat white diffuse reflectors such as birds, bits of paper, etc. at f/16 under the conditions of the filming. Actual measurements show a slight "bleeding" or flaring of about 10% to 20%.

The rectangular flat white cardboards of the aforementioned experiments represented very roughly the configuration of birds. The light reflected by such a surface is probably greater than that from a curved feather surface of a bird.

*The images on the "Utah" film appear to be a little brighter. However, possible variations in development techniques would not allow quantitative analysis in this regard.

**Bits of aluminum foil dumped overboard by planes, often utilized as a countermeasure against antiaircraft radar. This material might possibly be in the form of large ribbons several feet long and several inches across.

One figure shows the appearance of one and two foot birds* as they might appear on a 16 mm frame taken with a 3" telephoto lens f/16 at a distance of 1,200', at 3,000' and at' 3,300'. Many of the images on the "Utah" film have an angular diameter of 0.001,2 radians (some as large as 0.001,16 radians), thus they might be interpreted as one foot (wing span) birds at 600' to 800', two foot (wing span) birds at 1,200' to 1,600' or three foot (wing span) birds at 2,400' to 3,200'. *At these distances, it is doubted if birds would give the appearance of round dots; also they would have been identifiable by the camera if not visually*. However, actual movies of birds in flight would have to be taken to completely confirm this

conclusion. The following type of gulls have been know to fly at times over this locality: California Herring Gull (a common summer resident), Ring-Billed Gull and-the Fork-Tailed Gull, see Reference (4).

The images are probably not those of balloons as their number is too great and the phenomenon of flaring up to a constant brightness for several seconds, and then dying out again cannot well be associated with any known balloon observations.

Certain soaring insects -- notably "ballooning spiders" (References (5) and (6)) produce bright-moving points of light. The author has witnessed such a phenomenon. It is produced by Sun reflections off the streamers of silken threads spun by many types of spiders. Caught by the wind, these streamers serve as a means of locomotion floating the spider high into the air. They occasionally have the appearance of vast numbers of silken flakes which fill the air and in some recorded instances extend over many square miles and to a height of several hundred feet. The reflection, being off silk threads, is not as bright as diffuse reflection from a flat white board. Thus no flaring of the images could be expected. The author noted that the sections of the "web" that reflected measured from ¼" to ½" for the largest specimens. Thus the images might be attributed to ballooning spiders at distances of 50 to 100 feet. However, these web reflections ordinarily show upon only against a rather dark background and it is doubted if their intensity would be great enough to produce the intense UFO images against a bright sky.

Besides the above remarks, pertinent to the actual images, several facts can be gleaned from the motion of objects. The observations are not apt to support the supposition that the objects were conventional aircraft as the maneuvers are too erratic, the relative accelerations probably ruling out aircraft at distances of over five miles. Several observers familiar with the appearance of chaff have seen the film and concluded that the persistence of the nontwinkling constellations, their small quantity, and the reported absence of aircraft overhead makes chaff unlikely. Furthermore, the single object passing across the field of view would be most difficult to explain on the basis of chaff. These same remarks would apply also to bits of paper swept up in thermal updrafts.

The relative angular velocity might be compatible with soaring bird speeds at distances of less than one mile, the angular velocity of the single object could be attributed to a bird within about one thousand feet. There is a tendency to pan with a moving object -- not against it -- so the velocities in the table probably represent a lower bound. *The motion of the objects is not exactly what one would expect from a flock of soaring birds (not the slightest indication of a decrease in brightness due to periodic turning with the wind or flapping) and no cumulus clouds are present which might betray the presence of a strong thermal updraft*. On the other hand the single object might represent a single soaring bird which broke away in search of a new thermal -- quite a common occurrence among gulls -- see Reference (7).

That the air turbulence necessary to account for their movement if they were nearby insects (even the single object's motion!) is possible, can be concluded from examination of Reference (8). However, if the objects were nearby spider webs the lack of observed or photographed streamers is unusual. Furthermore, the fact that they were visible from a moving car for several minutes is hard to reconcile with localized insect activity.

The phenomenon of atmospheric mirages, Reference (9), might conceivably account for the images. Such a hypothesis is hampered by the clear weather conditions and the persistence and clarity of the images. Also no "shimmering" can be detected and the motion is steady. Again the object which breaks away would be difficult to explain.

*The dimensions refer to wing spread. The actual exposed white area of a bird is usually less and depends upon the perspective of the observer. This difference has been roughly accounted for in the data given, however, if the body were the principal reflector the distance given should be reduced by a factor of 2 or 3.

It has been suggested that spurious optical reflections or light leaks in the camera might be responsible. Examples of such effects have been examined and found to be quite different from the UFO's (in the Utah Film).

The evidence remains rather contradictory and *no single hypothesis of a natural phenomenon yet suggested seems to completely account for the UFO involved*. The possibility of multiple hypotheses, i.e. that the Utah UFO's are the result of two simultaneous natural phenomena might possibly yield the answer. However, as in the case of the "Montana" analysis, no definite conclusion (as to a credible natural phenomenon) could be obtained.

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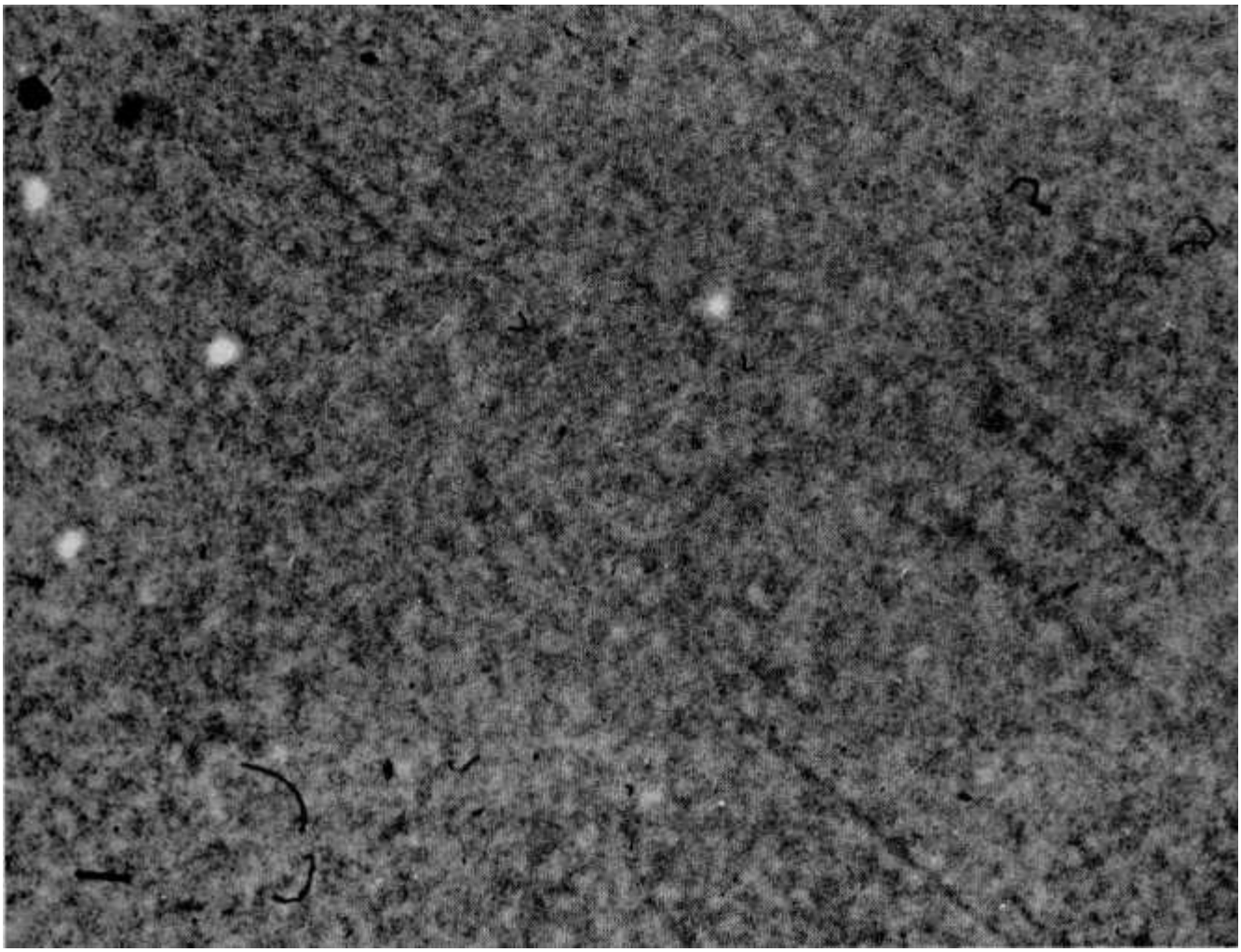
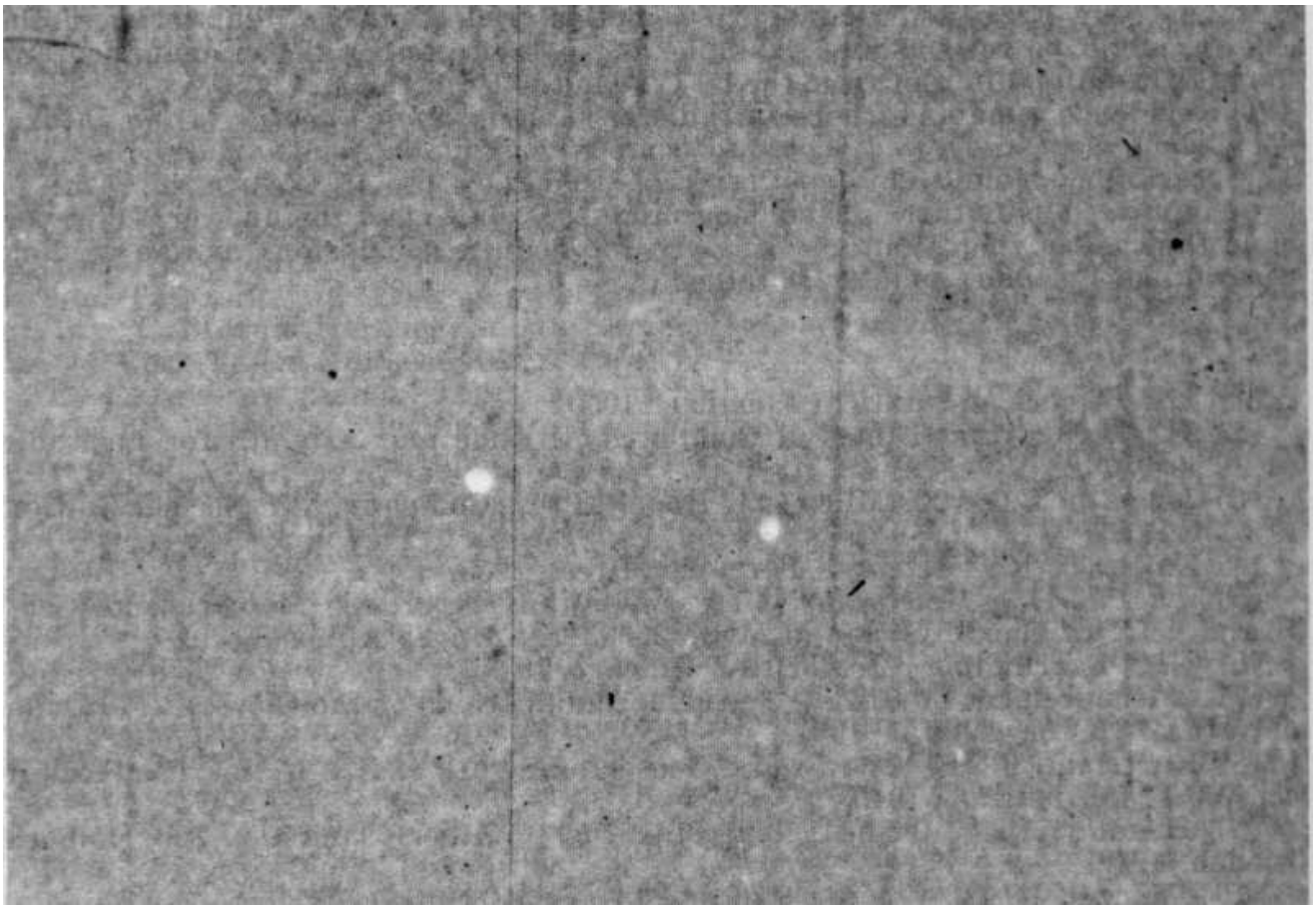
PART 2

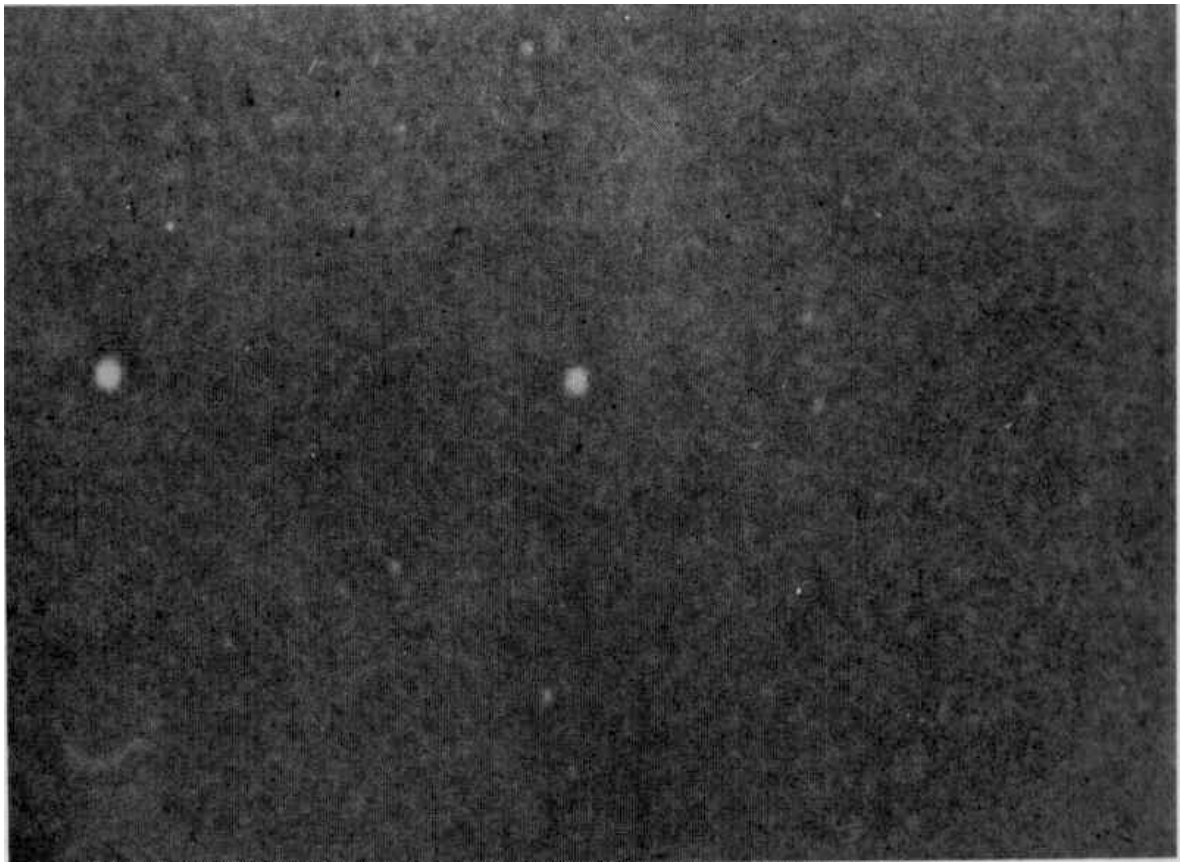
PHOTOGRAPHS OF FRAMES FROM THE MOVIE FILMS THAT DR. BAKER ANALYZED



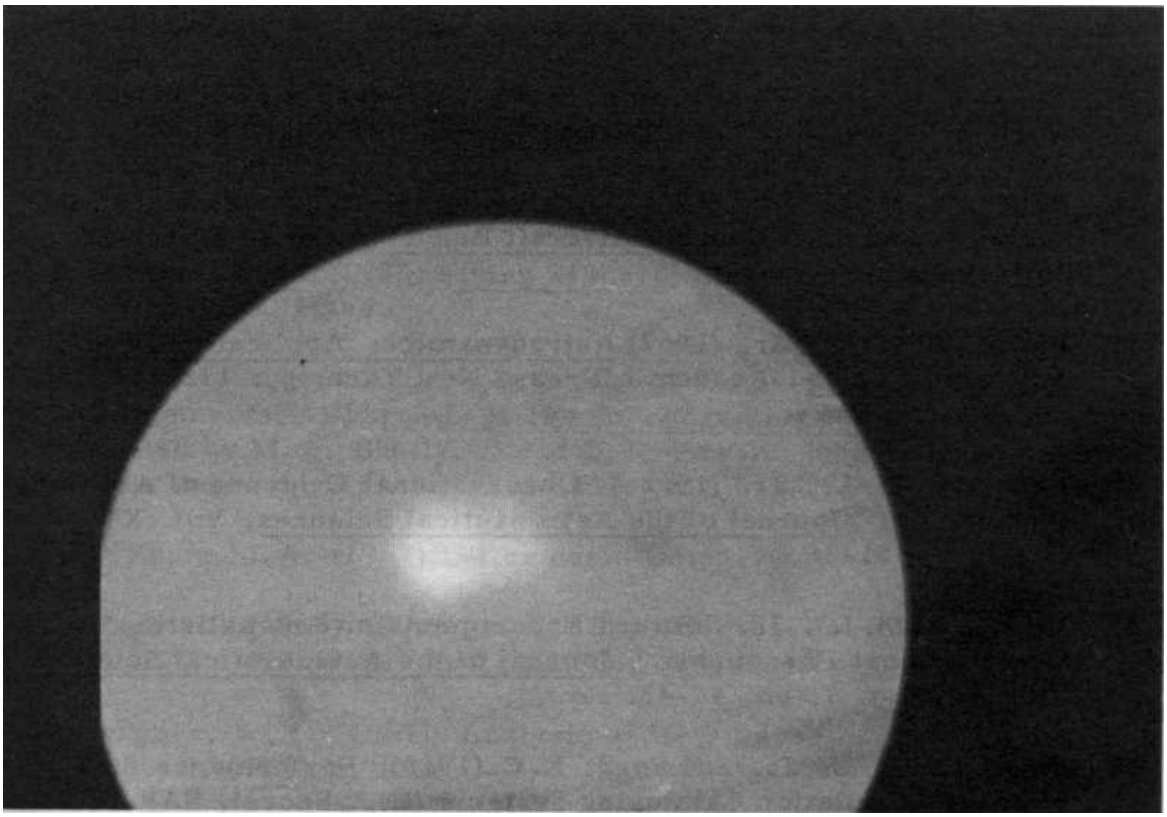
Blow Up of a frame from the Utah Film Showing a Typical Formation of the Objects



Blow Up of a frame from the Utah Film Depicting One of the Pairs of Objects



Blow Up of a Frame from the Montana Film Depicting the Two Objects



Microphotograph of One of the Frames of the Argentina Film that Exhibits the Luminosity of the Yellow, Pear-Shaped Anomalistic Object

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APPENDIX 1

July 1968
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APPENDIX 2

THE APPLIED ASSESSMENT OF CENTRAL NERVOUS SYSTEM INTEGRITY; A METHOD FOR ESTABLISHING THE CREDITABILITY OF EYE WITNESSES AND OTHER OBSERVERS

by

Dr. Sydney Walker III

THE APPLIED ASSESSMENT OF CENTRAL NERVOUS SYSTEM INTEGRITY; A METHOD FOR ESTABLISHING THE CREDITABILITY OF EYE WITNESSES AND OTHER OBSERVERS

I. Statement of Reason(s) for Evaluation of the Subject
II. General Medical Evaluation
  A. Past History (medical, family, social)
  B. Review of Systems (i.e. cardiovascular, gastrointestinal, etc.)
  C. Physical Examination
  D. Selected Laboratory Studies (hematologic, urinary, biochemical)
  E. Summary of Positive Findings
  F. Probability (discussion plus creditability score) of Influence of General Medical Status on Observer Creditability
III. Neuro-ophthalmologic Evaluation
  A. "Eye" History
  B. Qualitative Ophthalmologic Examination: detailed, descriptive report
  C. Quantitative Neuro-ophthalmologic Investigation
    1. Photographs (color) of exterior eyes (gross)
    2. Goniometry
    3. Visual Acuity (quantitated)
    4. Color Vision (quantitated)
    5. Photographs (color) of the fundi (retina, optic nerve, etc.)
    6. Visual Fields by perimetry (quantitated)
    7. Ophthalmodynomometry (quantitated)
    8. Opticokinetic examination
  D. Summary of Positive Findings
  E. Probability (discussion plus score) of Influence of Neuro-ophthalmologic Status on Observer Creditability
IV. Neurologic Evaluation
  A. Neurologic History
  B. Neurologic Examination
  C. Pertinent Laboratory Studies (biochemical, toxic metals, etc.)
  D. Summary of Positive Findings
  E. Probability (discussion plus score) of Influence of Neurologic Status on Observer Creditability
V. Psychiatric Evaluation
  A. Anamnesis: Detailed History plus Exploration of Attitudes and Feelings (via interview)
  B. Mental Status Examination
  C. MMPI Testing (for corroboration and additional information about personality)
  D. Summary of Positive Findings: Psychiatric Evaluation and Character Assessment (with supportive data)
  E. Probability (discussion plus score) of Influence of Psychiatric Status on Observer Creditability
VI. Integration of Findings and Composite Assessment of Central Nervous System Functioning

A. Summary of Specific Abnormalities with a Discussion of Their Relation to Each Other and Their Multifactorial Contribution to Observer Creditability (plus an Overall Creditability Score)

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I. Statement of Reason(s) for Evaluation of the Subject

The subject, Mr. C. F. McC. (Project #704), is a 37 year-old white Catholic single male who is a Tucson bank official. He was referred to us for screening on 17 November 1967 by the Tucson Police Department, following his 17 November 1967 (AM) report that he had seen a large, luminous disc in the northeastern sky for several minutes at 3 AM, the same date. His evaluation took place on 18 and 19 November 1967 as part of the Research Project on Anomalistic Phenomena.

II. General Medical Evaluation

A. Past History

Medical History: The subject says his general state of health has always been good, that he has no current physical complaints and has not seen a physician in the past five years.

Childhood diseases: Measles, mumps, chicken pox before the age of six. No complications.

Hospitalizations and Operations: a) Tonsillectomy in 1938 with a two day hospitalization, and no complications; b) Appendectomy in 1943 with four day hospitalization, and no complications.

Past illnesses: He denies having had a) tuberculosis b) venereal diseases c) pneumonia d) heart, kidney, and gastrointestinal problems e) neurologic or psychiatric difficulties.

Drugs: Only medication at the present time are non-proprietary sleeping pills ("Sleep Eze"). He has not ever been exposed to any toxic substances has never had to take any medication over a long period, and has never used any of the popular addicting drugs.

Family History: Father died in 1947 at age 58 from a "stroke". Mother died in 1959 at age 70 of unknown causes. She had had "asthma" for a number of years. There are six siblings, ranging in age from 29 to 43 (two older brothers and four sisters). All are alive and in good health. There is no family history of diabetes, hypertension, malignancy, epilepsy, migraine headache, psychosis, or tuberculosis. All of the males in the subject's immediate family (father, brothers, and subject himself) have been heavy drinkers.

Social History: Mr. McC. presently works forty-four hours per week as a junior executive for a local bank where he has been for the past five years. He lives alone in a boarding house. He has never married and presently doesn't date. His present residence in Arizona started approximately twelve years ago following his honorable discharge from the Army. During his two years in the Military Service, he worked in the finance office and achieved the rank of Corporal. The patient has smoked from one to two packs of cigarettes per day for the past twelve years and admits to daily "social drinking" (for clarification, see Section V, Psychiatric Anamnesis).

B. Review of Systems

Head: No history of trauma, loss of consciousness, headaches, or light-headedness.

Eyes: No double vision, blurred vision, flashing lights, spots, or halos around lights. No history of trauma or previous infection or excessive tearing. Recent onset of photophobia so troublesome that he wears sunglasses all the time on bright days.

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Ears: No pain or discharge. No previous infections or trauma. No ringing, dizziness, or decrease in acuity.

Mouth: No difficulty with chewing or swallowing; no burning or biting of the tongue. No history of dental problems.

Nose: No nosebleeds, trauma, difficulty with smelling or post-nasal discharge.

Neck: No history of trauma, difficulty swallowing; no limitation of motion, no pain, sense of fullness, uncontrolled movements, or stiffness,

Cardiorespiratory: No difficulty breathing, shortness of breath or chronic cough, no bloody sputum, night sweats, palpitation, or exertional dyspnea. No lightheadedness on getting up, no chest pain.

Gastrointestinal: No nausea, vomiting, constipation, or diarrhea. No abdominal pain, no history of bloody stools or changes in color of stool. No history of hemorrhoids or rectal surgery.

Genitourinary: No dysuria, pyuria, or hematuria. No nocturia, no costovertebral angle tenderness. No penile discharge or sores.

Endocrine System: No polydipsia or polyuria. Recent waning of appetite, however, associated with his depression of the past two months. No history of increase of hat, shoe, or ring size. No excessive sweating, heat intolerance, or loss of hair. Sexual difficulties described in Section V (Psychiatric Anamnesis).

Allergic and Immunologic: The subject denies sensitivity to any foods or drugs. He has had no rashes of a protracted nature. He has been immunized for smallpox, tetanus, diphtheria, and polio (without adverse reactions).

C. General Physical Examination

General Appearance: The subject is of medium build, weighs 149 lbs. and is five feet eleven inches tall. He has dark brown hair, is light-complexioned, appears well-nourished and hydrated.

Vital Signs: Blood pressure; 140/80 right arm, 145/85 left arm. (On standing the pressure in each arm dropped 10 mmHg. immediately and then returned to normal). Temperature: 98.6; Respirations; 20 per minute; Pulse; 90 per minute and regular.

Skin: His face is ruddy with mild malar telangiectasia bilaterally. There is no evidence of jaundice, cyanosis, or pallor. Hair distribution and texture is normal. His nails are of good texture and clean. No scars or other skin lesions are present.

Head: Normocephalic; no exostoses, tenderness, or bruits.

Eyes: No ptosis, exophthalmous, enophthalmous or scleral pigmentation. Mild conjunctival injection bilaterally (for detailed examination and review, see Section III, Neuro-ophthalmology).

Nose: No inflammation or discharge; both nostrils patent; no sinus tenderness.

Ears: Normal external configuration, no tophi discharge or tenderness. Both external canals clear; tympanic membranes are glistening.

Mouth: No fissures, inflammation or ulceration around the lips. Oral mucosa is clear and pink. Teeth are in good repair. Tongue shows moderate degree of cigarette stain. Papillae appear normal.

Throat: No ulceration; moderate injection of posterior pharynx (consistent with heavy smoking). No tonsils present.

Neck: Supple; trachea midline; carotids of good quality bilaterally without thrills or bruits. No venous distension, masses, or tenderness.

Thorax: Symmetrical; breasts normal for male without masses or axillary adenopathy. No increase in A-P diameter; fair diaphragmatic excursion.

Lungs: Few dry, basilar rales which cleared upon coughing. Otherwise, clear. No fremitus, ronchi, or hyperresonance.

Heart and Vessels: Maximum pulse at 5th intercostal space; regular rhythm; no murmurs. There is no evidence of varicosities, stasis, or ischemia.

Abdomen: Moderate protrusion of abdomen with liver edge felt in right upper quadrant, 2 cm. below the costal margin (sharp edge, non-tender, non-nodular). No other organomegaly or masses. No rebound or direct tenderness. Normal bowel sounds. No ascites or costovertebral angle tenderness.

Rectal: No hemorrhoids or masses, or tenderness. Good sphincter tone; stool guaiac negative.

Genitourinary: Normal uncircumcized male phallus; no evidence of scars or chancres Testes are descended bilaterally, of normal consistency and non-tender.

Extremities: No limitation of motion or deformity. No inflammation or ulceration. No clubbing or peripheral edema.

Neurological: See Section IV. (Neurologic Evaluation).

D. Selected Laboratory Studies

	Normal	Subject
Hematology:		
Hematocrit	40 - 54%	42%
Hemoglobin	14 - 18 Gm.%	14.50%
RBC	4.5 - 6.2 mill/cu.mm	5.5 mil/cu.mm
Sed. Rate	less than l0mm/hr.Wintrobe	18 mm/hr.
White blood cell count	5 - 10,000 cu./mm.	12,000 cu/mm
Segmented neutrophiles	40 - 60%	45%
Band neutrophile	0 - 5%	4%
Lymphocytes	20 - 40%	40%
Monocytes	4 - 8%	7%
Eosinophiles	1 - 3%	4%
Basophiles	0 - 1%	0
Myelocytes	0	0
Non-specific Chemistries:		
Sodium	136 - 145 mEq/L.	135 mEq./L.
Potassium	2.5 - 4.5 mEq/L.	3.0 mEq./L.
Chloride	100 - 106 mEq/L.	98 mEq./L.
Carbon Dioxide content	24 - 29 mEq/L.	29 aEq./L.
Liver Function Tests:		
Bilirubin (Van den Bergh)		
Direct	0.1 - 0.4 mg./100 ml.	0.7 mg./l00 ml.
Indirect	0.2 - 0.7 mg./100 ml.	0.9 mg./l00 ml.
Alkaline phosphatase	2 - 4.5 (Bodansky units)	5.8
Albumin/Globulin	3.5 - 5.5Gm%/1.5 - 3Gm%	3.2/3.6Gm.%
Endocrine Studies:		
PBI	4 - 8 microgram/100ml.	6.2
T-3 Uptake	10.3 - 14.3 units	11.9 units
Glucose (Polin)	80 - 120mg./ml.	100mg./ml.
Cholesterol	150 - 280mg./100ml.	205mg./100ml.
Renal:		
Blood Urea Nitrogen	8 - 20 mg./l00ml.	11mg./100ml.

Urinalysis:
Grossly amber and clear. Specific gravity: 1.015. pH: 5.5; albumin: negative; glucose: negative; acetone: negative.

Microscopic:
WBC/HPF - 0-2
RBC/HPF - 0-1
No casts seen. Amorphous urates (moderate amount) present.

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E. Summary of Positive Findings

1. History of chronic alcoholism and heavy smoking.
2. Recent photophobia.
3. Hepatomegaly, with ruddy complexion with malar telangiectasia.
4. Effects of smoking: tobaccco-stained teeth, injected posterior pharynx, and basilar rales.
5. Abnormal liver function studies: Bilirubin elevated in both direct and indirect fractions; elevated alkaline phosphatase; decreased albumin and elevated globulin (reversed A/G ratio).

F. Discussion and Creditability Score

The subject has definite changes of early alcoholic cirrhosis. At this point in time the toxic effects of his liver pathology would be expected to be exerting only a mildly adverse influence on overall central nervous system functioning.

Such effects, however, would serve to aggravate any already existing neurological and/or psychological problems.

Creditability Score 75%.

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III. Neuro-ophthalmologic Evaluation

A. "Eye" History

Subject denies previous history of transient blindness, blurred vision, double vision, spots or shadows before his eyes or protracted pain in his eyes. His last eye evaluation was 20 years ago. This was during high school and was prompted by headaches when reading. Reading glasses were prescribed at that time and he wore them for approximately eight months and then discarded them. He denies any eye problems since that time. He states that both his parents wore glasses only for reading and that none of his siblings wear glasses. He states also that his father developed glaucoma at age 55 and was required to use eye drops to keep it under control.

There is no history of trauma or infection in the past five years. On questioning, the patient acknowledges a mildly irritating tearing which he has noticed for six to eight weeks, associated with a slight mistiness of his vision. He also has been wearing sunglasses on bright days for the same period because the sunlight hurts his eyes.

B. Qualitative Ophthalmologic Examination

Subject is right eye dominant. There is no evidence of structural abnormality, trauma, or ptosis (see photo in Section III C 1). The palpebral fissure is of normal shape and size. The cornea is clear bilaterally but the conjunctivae show a moderate degree of injection, without discoloration. The sclerae are also clear without abnormal vessels or pigmentation. The iris is bilaterally brown. The pupils are symmetrically round, equal, and both 4mm. in diameter. They reacted to light sluggishly and responded to accommodation directly and consensually (see Fig. #l). The extra-ocular muscles function normally. There is no image separation upon red glass testing. There was no nystagmus either horizontally or vertically.

Funduscopic examination reveals a poor red reflex bilaterally. There are no apparent floaters or other opacities in the vitreous. The disc shows sharp margins bilaterally but the normal physiologic cupping is absent. There is a pale quality to

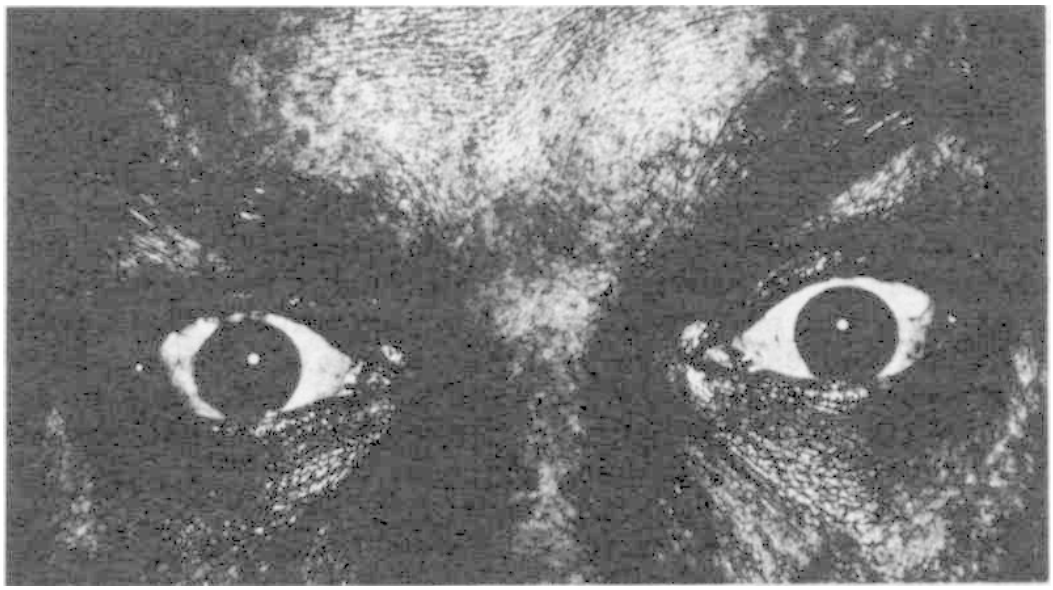
the nerve head. Both retinae show a confluent mottling which completely obscures the macula. There are no hemorrhages or exudates. The arteriovenous ratio is approximately 5 to 1.

Gross confrontation shows no apparent field cuts and no extinction to bimanual visual stimuli.

C. Quantitative Neuro-ophthalmologic Investigation

1. Photographs of exterior eyes (gross):

(Taken with a Zeiss 1.5 F. lens from 15 cm. using stroboscopic lighting). The conjunctival injection is visible; the absence of pigmentation, the state of the pupils, and the axis of the eyes are clearly visible.



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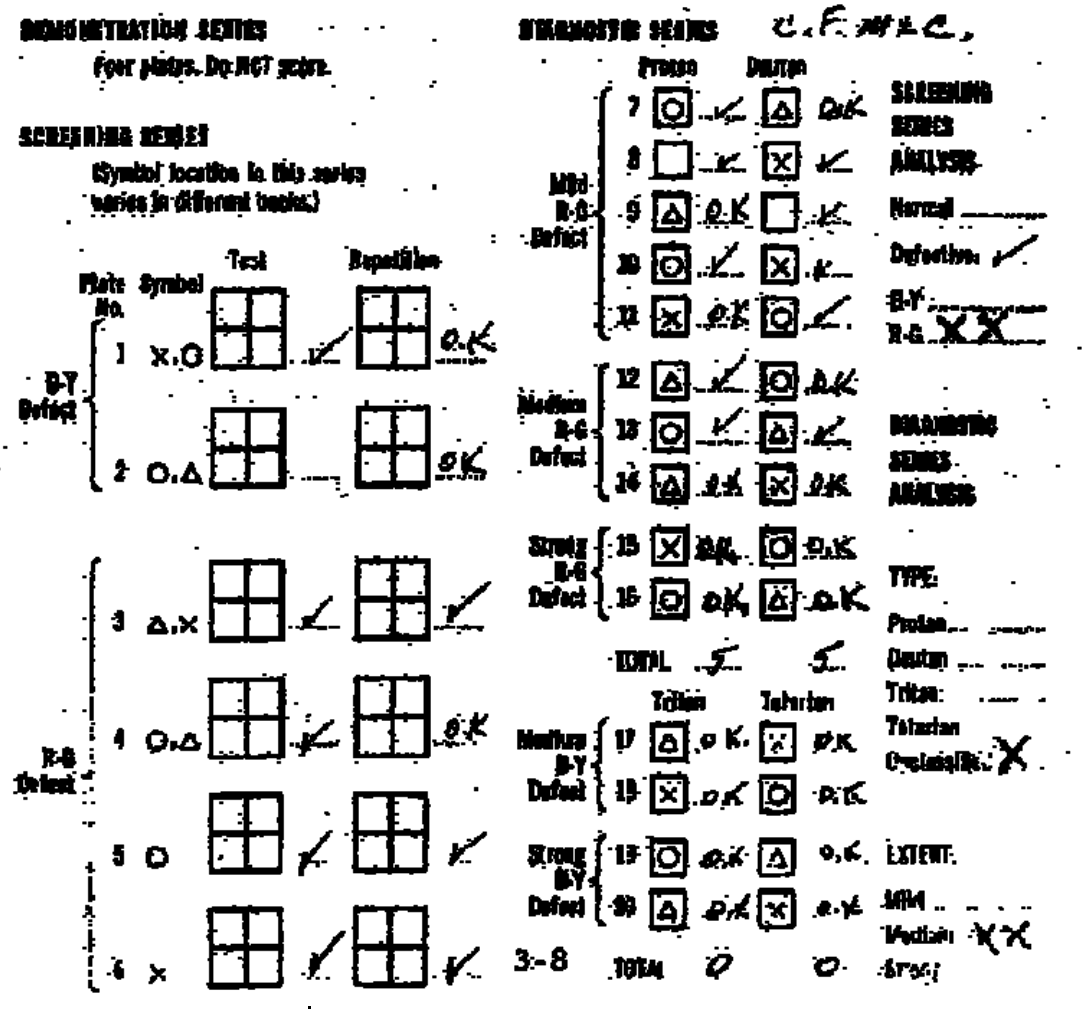
2. Goniometry: The intraocular pressures have been measured with a Schioetz Tonometer. The readings were taken three times, on 19 November 1967, at 10:30 AM (two days after the subject had seen the light).

	Right Eye	Left Eye
#1	18	20
#2	21	17
#3	19	19

3. These consistently normal pressures would dictate against the presence of glaucoma.
4. Visual Acuity: Using the modified Snellen Charts, the right eye showed an acuity of 20/30 and the left eye of 20/35.
5. Color Vision: (Measured with the American Optical Pseudoisochromatic Plates in 60 footcandles of light): moderate red-green dyschromanopsia was revealed about which the patient claimed he had no previous awareness.



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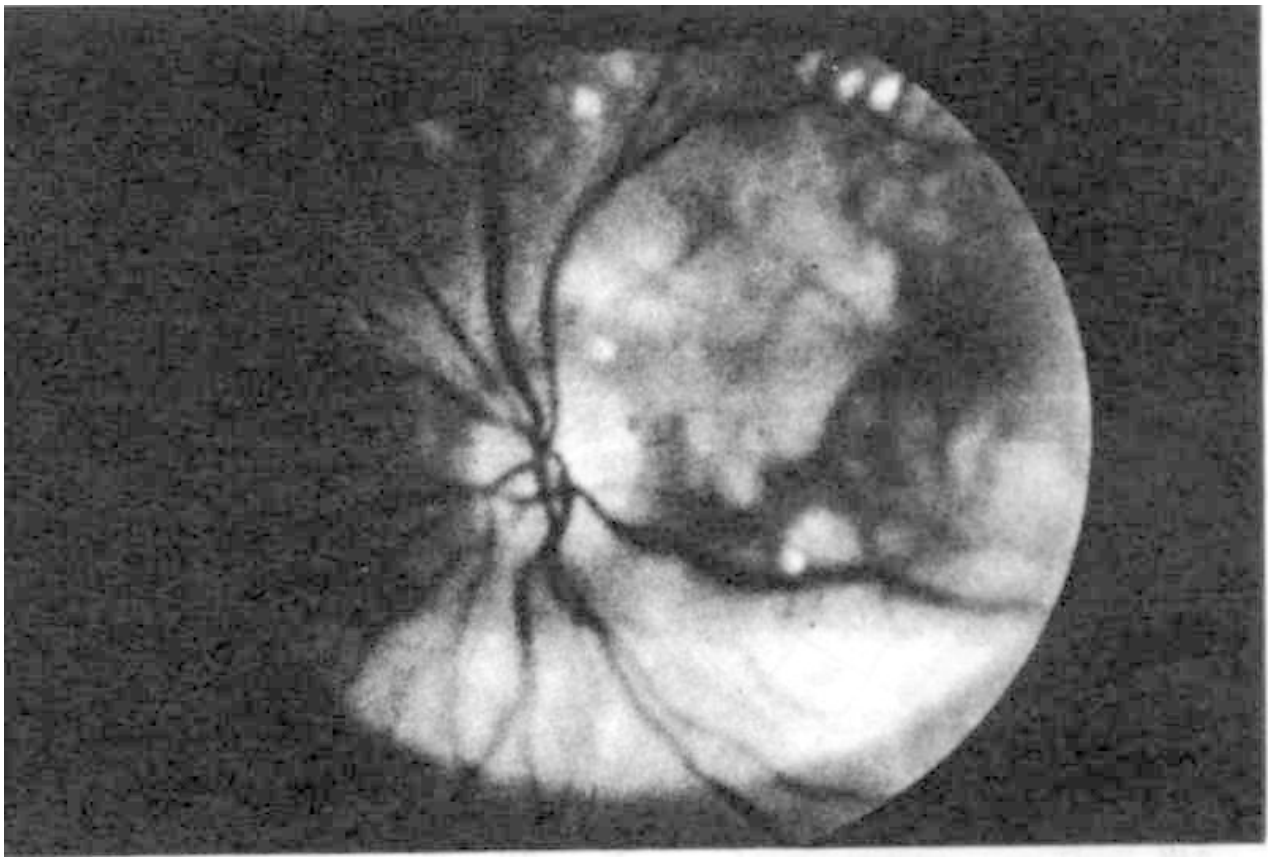
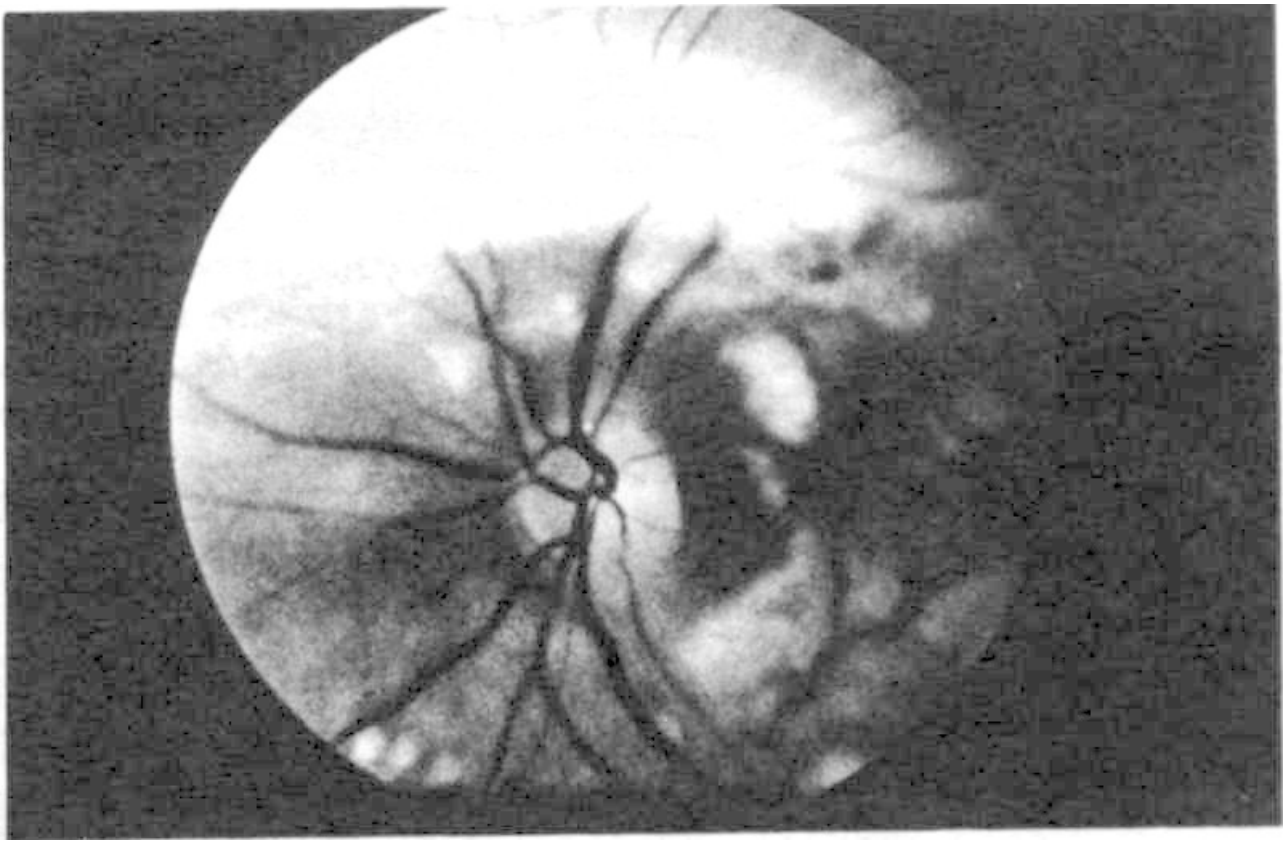
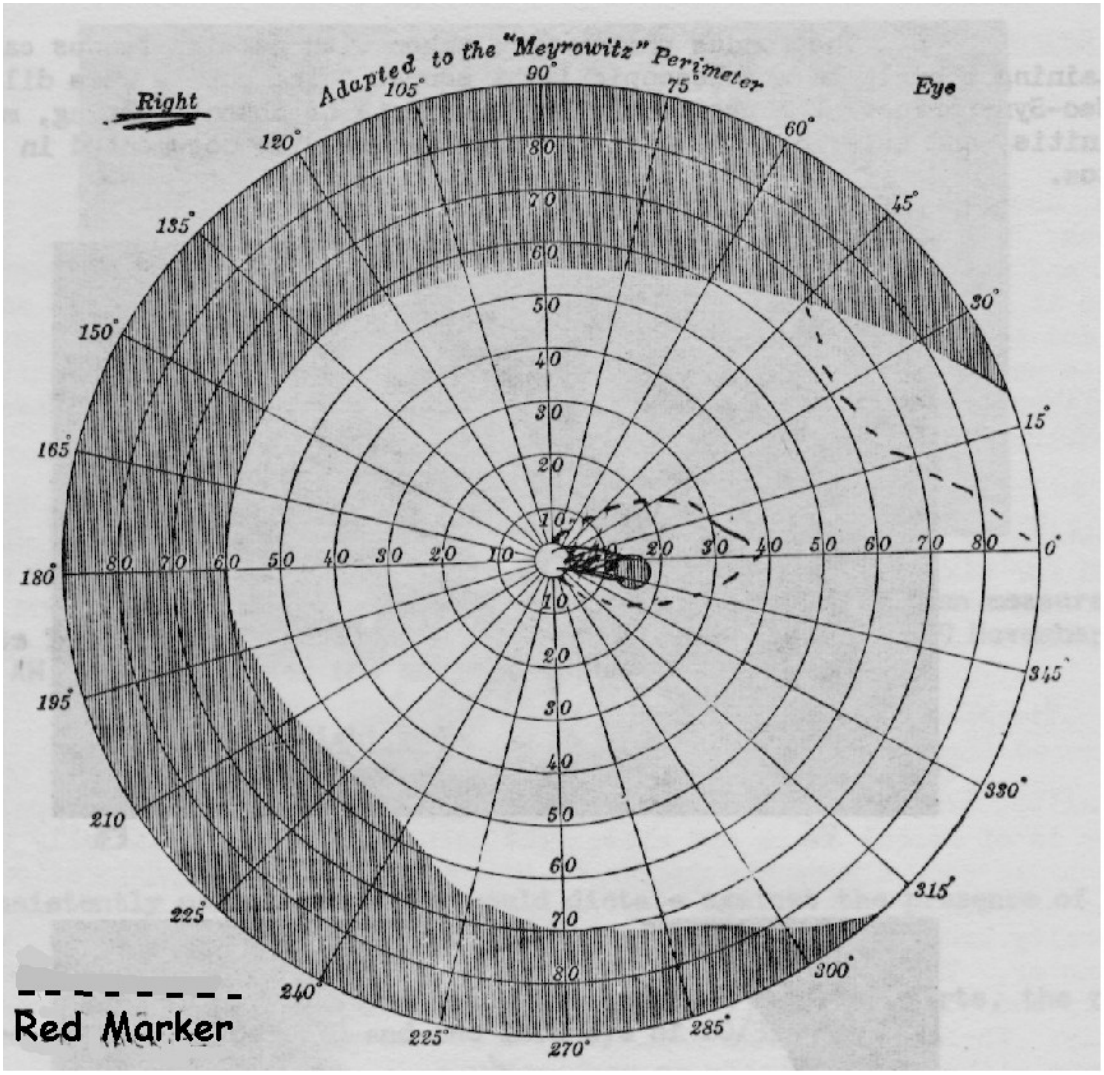
5. The fundus photos were taken with a Zeiss fundus camera containing a built-in stroboscopic light source. The pupils were dilated with 1% Neo-Synephrine. The previously noted defects of absent cupping, mottled retinitis, and arteriovenous disproportion are readily documented in these photos.





6. Perimetry was performed with a Matalene hand perimeter, using both a white (5mm.) and red (5mm.) test object. The patient was tested both at 50 and 10 footcandles of illumination. The fields show bilateral



Perimetry Diagram, Right Eye

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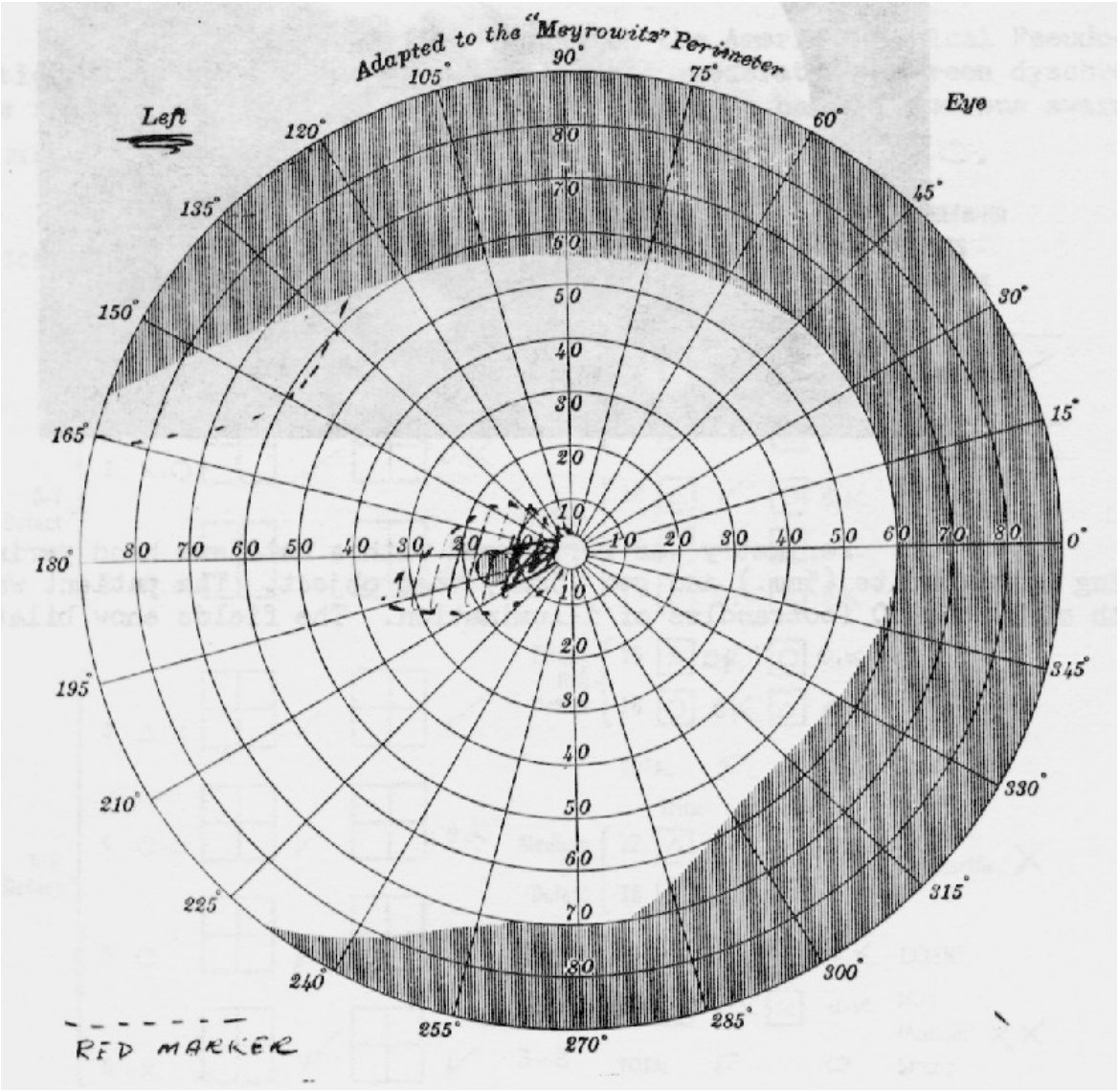

Perimetry Diagram, Left Eye

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centrocecal scotomata larger for the red object than for the white. There is a superior temporal quadrant defect bilaterally of approximately 30° with the red object stimulus which is not present with the white object. In reduced illumination the subject is completely unable to see any of the test objects.

7. Ophthalmodynomometry was performed with a Cuilbert-Routit dynomometer (using 1% Pontocaine anesthetic) with direct vision of the end point O.D.: 70/30 units; O.S.: 65/30 units. There were no carotid bruits or thrills; the simultaneous systemic blood pressure was 140/80 sitting and 130/80 standing.
8. Opticokinetics (using a one meter by ten centimeter red background cloth with a 10 cm X 8 cm. white check) was performed at a distance of one meter horizontally bilaterally and vertically. The nystagmus response in all directions was normal.

D. Summary of Positive Findings

1. A history of 6-8 weeks of tearing, misty vision, and photophobia.
2. A pale optic nerve with absent cupping; sluggishly reacting pupils; impaired red light reflex.
3. Confluent retinal mottling, obscured macula, mild red-green dyschromanopsia.
4. Bilateral centrocecal scotomata; bilateral superior temporal quadrantanopsia (for red stimulus only. Vision in decreased light (10 foot-candles): grossly impaired to absent.

E. Discussion and Creditability Score

The definite retinitis, field defects for red vision, and red-green dyschromanopsia, along with a history of tearing, misty vision, and photophobia are all consistent with the diagnosis of tobacco-alcohol amblyopia (Ref. 1). This condition is also supported by the findings in the General Medicine Evaluation, where other effects of excessive smoking and alcoholism are evident.

The subject's retinal pathology is severe; in terms of the specific event he claims he saw, it is extreme. His "sighting" is highly unlikely because he attaches both color and shape to it in the face of specific deficiencies in each of these areas. His attestation about seeing the object best when looking straight at it (see Psychiatric Anamnesis) is uncreditable because his central macular vision has been so severely compromised by retinitis. It is conceivable that what actually happened is that he 1) received a transient visual stimulus (i.e., car or airplane lights) which 2) set off some abnormal receptor firing in a damaged retinal area and 3) in turn was misperceived.

Creditabillty score 5%.

Ref. 1 Walsh, P.B.: Clinical Neuro-ophthalmology, Williams & Wilklna, Baltimore 1957, p. 1182.

IV. Neurologic Evaluation

A. Neurologic History:

Subject is right-handed and denies any degree of ambidextry. He denies periods of euphoria, uncontrolled behavior or delirium. He denies recent changes or difficulty with dressing, eating, or writing. He states that he does not feel that he has recently become clumsy or weak. He said he had never had the experience of deja-vu episodes or of performing acts over which he had no control and no unpleasant tastes or odors that he couldn't explain. He states that he is not aware of any increased difficulty in expressing himself or understanding the speech of others. He has no problem with calculation or with seeing objects as smaller or larger than they really were. He is not aware of any difficulty with color vision, flashing lights, or other forms of visual hallucinations.

He admits to headaches which occur after he has been drinking heavily; these have been decreasing in frequency. He states that he has never lost consciousness (with associated tongue biting, incontinence, or period of confusion upon awaking). He denies trauma or infections of his head, eyes, ears, or neck.

B. Neurologic Examination:

Mental Status: See Section V (Psychiatric Evaluation).

Cerebellar Function: Finger-to-nose and heel-to-shin intact; rapid alternating movements are rhythmical and coordinated; no awkwardness or other abnormalities in any gross or fine movements. Foot dexterity and Figure eight test are performed without difficulty. No broad-based gait or ataxia noted.

Cranial Nerves:

I Olfactory: Each nostril perceived cloves (stimulus was identified with patient's eyes closed).

II Optic Nerve: Reported in detail in Section III (Neuro-ophthalmology).

III, IV, VI Nerves: See Section III (Neuro-ophthalmology).

V Trigeminal: All sensory divisions are intact to pin prick. The corneal reflex is present bilaterally and equally. The masseter and pterygoid muscles show equal strength of good quality. The jaw jerk is normal.

VII Facial Nerve: There is no asymmetry of the resting facial muscles. There is no weakness or asymmetry upon raising the eyebrows, closing or opening the eyes, or showing the teeth. Taste was intact bilaterally for sugar and salt.

VIII Acoustic:

a. Cochlear Portion: Patient perceives normal conversation without difficulty. Weber and Rinne testing show no lateralization. Air conduction is greater than bone conduction.
b. Vestibular Portion: There is no abnormal nystagmus, past-pointing, or veering when walking.

IX, X Glossopharyngial and Vagus Nerves: The palate is midline and freely movable, with bilaterally equal elevation on stimulation. Gag reflex is intact bilaterally. No difficulty in swallowing and no regurgitation occurred when swallowing water.

XI Accessory Nerve: The trapezius and sternocleidomastoid muscles have good strength, without fasciculation, atrophy, and spasm.

XII Hypoglossal Nerve: The tongue protrudes in the midline; there is no evidence of atrophy or fasciculation; there is good strength in both directions. There is no difficulty with articulation and no dysarthria.

Sensory Examination: There is no impairment of vibration sense, position, pain, or light touch.

Deep Tendon Reflexes:

Pectoral (C6-8): +2 bilaterally
Biceps (C5-6): +3 bilaterally
Radial Pronator (C6-7): +2 bilaterally
Triceps (C7-8): +3 bilaterally
Finger Flexion (C7-T1): +2 bilaterally
Deep abdominal (T6-12): +2 bilaterally
Pubo-adductor (L2-4): +1 bilaterally
Patellar (quadriceps) (L2-4): +3 bilaterally
Hamstring (sciatic nerve) (L4-S2): +2 bilaterally
Ankle jerk (gastrocnemius) (S1-2): +2 bilaterally
Gluteal (L4-S2): +2 bilaterally

Superficial Reflexes:

Plantar reflex; both great toes are unequivocally down-going (flexon). Chaddock, Oppenheim, and Gordon reflexes are also down-going. Superficial Abdominals react equally bilaterally.

Motor Function:

Good strength both proximally and distally in upper and lower extremities. Wrist flexors and extensors are equal bilaterally; grip is strong bilaterally.

Other Cortical Tests:

Frontal Lobe: No suck, grasp, snout, or palmomental reflexes.
Temporal Lobe: No hemianopsia on confrontation.
Parietal Lobe: No stereognosis, bimanual extinction, or impaired 2-point discrimination.
Occipital Lobe: See Section III (Neuro-ophthalmology).

Autonomic Function: There is no abnormal sweat level and no flushing is in evidence.

C. Pertinent Laboratory Studies

	Normal Value	Subject
Blood:		
Calcium	9 - 11 mg/100 ml.	9.3 mg/100ml.
Phosphorous	3 - 4.5 mg/100 ml.	4.0 mg/100ml.
Magnesium	1.5 - 2.5 mEq./L.	1.6 mEq./L.
Barbiturates	less than l0mm/hr.Wintrobe	18 mm/hr.
a) long-acting	less than 5 mg/100 ml.	none
b) short-acting	less than 1 mg/100 ml.	none
Dilantin	none	none
Bromides	1 - 2 mEq./L.	3 mEq./L.
Carbon Monoxide (Carboxyhemoglobin)	less than 5%	none
Urine:		
Coproporphyrins	none	none
Uroporphyrins	none	none
Lead	0 - 0.12 mg/24hr.	none
Arsenic	0.1 mg/liter	none
Mercury	10 micrograms/24hr.	none
Salicylates	none - 30mg/100ml.	none
Ethyl Alcohol	none	none
Phenothiazines	none	none
Alkaloid screening		
a) atropine	none	none
b) ergotamine	none	none
Serologic Test:		
FA-ABS (Fluorescent Treponemal Antibody Absorption Test)	negative	negative
Brucella Agglutination	negative	negative
Coccidiomycosis	negative	negative

D. Summary of Positive Findings
1. Optic Nerve changes: (see Neuro-ophthalmologic Evaluation).
2. Bromides and atropine detected in urine.
3.

E. Discussion and Creditability Score:

Since the head of the optic nerve (disc) is directly visible for examination, its state is often used as a reflection of the condition of the other nerves. It can be reasonably conjectured that the same metabolic or toxic insults that have produced the abnormal appearance of the subject's optic nerve are also subtly influencing his other nervous system functioning (even although no gross neurologic signs can be elicited). One likely effect of such changes would be increased irritability and associated behavioral effects. These would also be expected to occur as a result of the bromide or atropine toxicity (associated with the subject's excessive use of non-proprietary sleeping medication).

In this case, the subject's abnormal liver function (reversed A/G ratio, etc.) increases the danger of such toxicity because of his impaired ability to bind, detoxify, and excrete both bromides and atropine. Hallucinations are among the outstanding toxic effects of both these drugs (Ref. 2). It would thus not be unlikely that the contents of the sleeping pills have not only contributed to the subject's current psychic disequilibrium but have specifically affected his propensity to "see things".

Creditability score 75%

Ref. 2. Walker, S. Psychiatric Signs and Symptoms Due to Medical Problems, C.C. Thomas, Springfield, Ill. 1967.

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V. Psychiatric Evaluation
A. Anamnesis

The subject was seen for psychiatric evaluation on each of two successive days for one and a half hour interviews. The first interview took place 36 hours after he had seen the luminal object. He is aware of why he is being seen, says he "doesn't mind a bit", but feels nervous because he doesn't know exactly what he will be "expected to tell" about himself.

He came to live in the Tucson area 12 years ago because of his widowed mother's failing health and a doctor's recommendation that she move from East Boston (where they had always lived) to a drier climate. Since her death 9 years ago, he has carried on alone, at first in their apartment and then in a boarding house where his meals are prepared and his laundry is done for him. Although he is not enthusiastic about his living arrangement, he seems quite proud of his association with a branch of the local bank. In the past five years, he has advanced from assistant bookkeeper to teller to head teller to the banks' real estate loan section, of which he has been the chief for a week. He says that it was five days after he had assumed this new responsibility that he saw the "odd light in the sky".

He describes the scene as follows: He had been having trouble getting to sleep for two months (doesn't know why) and this particular night was no exception. Although he had taken several "Sleep-eze" tablets, he still felt edgy and very wide awake at 2:30 AM. So he got up from bed to get a cigarette and a shot of bourbon. He then sat facing his closed window and gazing out, preoccupied, for about half an hour. He remembers everything seemed very still and quiet but can't recall what he was thinking about. About 3 AM he became vaguely aware of a new light near the mountains off to his left (northeast).

It seemed to be moving toward his direct line of vision and as it did so became increasingly vivid. The light was a diffuse, pale, yellow-green color. It seemed very large (twenty to thirty times the size of an airplane at the same distance) and its shape was like that of a humped disc that was flat at the bottom. At times, it seemed to be hardly moving at all, at others it bobbed up and down as if from a breeze. He felt peculiarly drawn to it and seemed unable to avoid looking at it. When he tried to glance to either side of it, the disc seemed to fade, and he felt almost as though his direct gaze was the only thing holding it there. At the same time, he felt almost as though he were being called upon by it to stare. Afterwards, upon reflecting, he decided that it was the unusual nature of the object that had created these peculiar feelings in him.

After a couple of minutes it seemed less bright and looked like it was beginning to move away. At that point he felt as though he wanted to follow it. By the time it had completely faded away, he felt a little sad, lonely, hopeless, or something, he's not sure which.

It never occurred to him to call anyone else's attention to the light (probably because of the late hour, he says) and he was surprised to be asked about that by the police the next day. He says, however, that anyone in the city who was looking in a northeasterly direction at the right time that

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night couldn't have missed that light. Although it was an unusual sight, it seemed very real to him and is still very vivid in his mind. He had never seen anything like it before and in fact had never previously had the occasion to report anything whatever to the police. He says that the only reason he had reported seeing the light was a sense of duty, after he had read in the morning paper that someone else had also seen an unusual object in the sky on the same night.

The patient was the youngest male and third youngest child among seven siblings born in Boston into a lower class urban situation, during the Depression. His father, Irish by heritage, was an occasional bartender who was rarely home, paid little attention to his children, and is best remembered as "scary" because of his violently angry outbursts at the mother when he had been drinking. The patient's early memories include 1) a scene in which his forlorn-looking mother is bending over a tub scrubbing clothes in an icy cold kitchen and 2) an episode in which his oldest sister snatched his doll away from him but was later made by the mother to return it. It is that same sister whom he now visits during his vacations; she is married but childless and still lives in Boston. He would like to live permanently with her, if her husband were better dispositioned. His other sisters all have children, and it makes him nervous to be around them.

He says he always got along better with his sisters than his brothers and has not kept in touch with any of the latter. He has never had many friends; even as a boy, he was a "loner" and a "homebody" who was more than once called a "mamma's boy" by his peers. He didn't involve himself in school athletics or neighborhood games because he seemed to be so clumsy, but did sell newspapers in another part of the city for several years for the sake of the family budget. His leisure hours were spent reading and re-reading old comic books, making up stories about his adventures with Ali (a make-believe playmate from whom he was inseparable until he was 12), and helping his mother in various ways.

It is still difficult for him to talk about his dead mother, although he says he thinks about her all the time. Painfully, he revealed that he feels he was never a good enough son to her, that he had wanted to make up to her for all her hardships at the hands of his father but that he had never been able to fill a certain void for her (despite his long-term devotion and protectiveness).

He tends to blame himself in a sense for her death and says that it is his fault that she spent her final days so unhappily far away from all her other children; apparently, he had insisted that she follow her doctor's advice and took her west for the sake of her "asthma" condition. She had died on her seventieth birthday. He didn't know the cause. He had come home and found her on the floor of their Tucson apartment near the phone (which was off the hook). It had been 7 PM when he had arrived, having stopped for a couple of drinks at the neighborhood bar. He says he still gets sick to his stomach when he thinks about how he was sitting in that bar while she was dying and trying to reach him.

He remained in Boston, unemployed, for six months after the funeral, during which time he slept a lot, ate little, and hit the bars more often than usual. By the time he could bring himself to face Tucson and the apartment again, he had lost his accounting job.

For three months, he worked as a grocery store clerk (in order to pay his angry landlady for accumulated rent) but found the work intolerably fatiguing and took a switchboard job which he did for the three years prior to going to the bank.

His bank work record has apparently been very good. He has taken only two sick days in the entire five years and is never late. Frequently, he wakes up in the morning feeling as though he can't make it to work, but his respect for and sense of responsibility to the institution itself (rather than to any superior or individual person) always win out.

He has no close friends where he works, although he occasionally takes lunch with one of the younger male tellers. His female co-workers irritate him; they seem coarse and loud. Some of the single women tease him about having a mistress (which he doesn't), but he doesn't know where they got that idea. In fact, he doesn't date at all and hasn't for several years now. He guesses it's because he doesn't seen to come in contact with women who are his type (sweet, quiet, feminine). Nor does he seek out partners for intercourse. With considerable embarrassment, he explains that while he was in the Army 13 years ago, he had tried on three separate occasions to have sexual relations with a girl he liked but had been unable to sustain an erection. Part of the problem at the time seemed to be a preoccupation with his mother and how disappointed she would be in him if she knew what he was doing with this girl. Since then, he has not tried to have intercourse again. He says it is not because he is afraid of failure or embarrassment, but more because for him it is a dispensable activity.

The closest he ever gets to a woman is the back row in a local bar where he likes to watch the performance of a certain belly dancer (his mother was half Syrian). He doesn't know her personally, but something about her arouses him. Whenever he masturbates in his room (approximately once a week), he pictures her face and upper torso in his mind's eye; at the same time, he imagines himself removing her round, plastic, chartreuse nipple covers, which seems to be the one thing that will lead to his having an occasional ejaculation. He has felt very upset with himself for masturbating ever since he first did it at the age of 16. This examiner and his old Army buddy are the only people to whom he has ever

acknowledged any such activity. He says he still cannot help but feel that it is an unnatural, perverted practice. Sometimes he wonders whether he is driven to it by a hormone problem or whether it is because of a mental sickness of some kind. He used to think that he would not ever be fit to touch a woman if he masturbated. He says he has never been involved in any homosexual activity, although his Army buddy had once suggested it to him.

His leisure hours are spent watching TV in the bar or in his room, going to movies, either alone or with someone at the boarding house, and reading an occasional magazine story. He likes to sunbathe on his porch on the weekends. He says that he still enjoys making up adventure stories and keeps adding to an on-going serial in which he is the only person living in a desert oasis where he gets into various predicaments and is rescued and nursed back to health by lovely, gracious women who happen to pass by. He never dreams, he says, and doesn't think he ever has.

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He says he rarely gets angry because he doesn't like the feeling. Once a man in a bar began saying insulting things to him, unprovoked, and then took a swing at him but the bartender had intervened. He was just plain scared in that situation and relieved when the tension had abated. A long time ago he had felt like hitting his brother-in-law when the latter had said something or other cruel to his sister (but instead had walked out of hearing range). He had felt intensely, inexplicably angry for several days at age 16 when his father died of a stroke; he remembers wishing he could destroy everything in sight by kicking and pounding it to pieces.

He doesn't see himself as particularly depressed and has no suicidal thoughts, although he acknowledges that after his mother's death, he wished he could have died with her or instead of her. He never has fantasized actively taking his own life, however, and feels it would be very wrong to do so. He does say he feels nervous a lot, especially in the last two months and that certain things upset him more than they used to. For example, noisy laughter at work or in a bar is so unpleasant lately that he usually tries to find an excuse to leave the room. He feels increasingly impatient, particularly in waiting lines, and says he has jumped from smoking one to two packages of cigarettes a day. For the first time in his life he finds himself wishing he could take a whiskey break in the middle of the work day; he then gets preoccupied with the taste of whiskey and with thoughts of how good swallowing it would feel.

After work, he always stops by a certain bar near the house and has from two to five quiet bourbon and waters before returning home. Now, he stays longer at the bar and arrives at the boarding house well past the dinner hour. This is because he isn't hungry, usually, is sick of the food, and finds the commotion at the dinner table disturbing. He does feel he is treated with more respect and deference at the boarding house than he needs or deserves. About his insomnia, he says simply that one pill helped until about a month ago but that lately he has been taking four or five over a two-hour period with no appreciable effect.

He claims he has no notion as to why he should be feeling on edge for these two months, but in the next breath he begins to talk about his bank boss's interest in acquainting him with his daughter. He uncomfortably describes a scene at the last Labor Day picnic in which the boss brought his daughter around to meet him and then walked off, leaving him stranded with her for the rest of the afternoon. Thereafter, some of the people at the bank had teased him about his secret romance with her (which was non-existent). He senses that his boss now seems less friendly, although the older man made no known attempt to stop his promotion. He has no desire to advance any further up the bank totem pole, says he never expected to do even this well, and would be more than satisfied with his present post for the duration of his working days (though he really liked doing bookkeeping better).

In addition to the information already mentioned, his developmental history has the following other significant points: he was breast fed for nearly two years because his mother couldn't afford to buy store milk. Toilet training was completed by age 15 months, but he was enuretic from age two until he was nine. The boys in school found out about it and nicknamed him "Pee-pee".

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Although he was generally unpopular among his schoolmates, he did very well academically, especially in mathematics. He skipped the third and seventh grades, was first in his boys' parochial high school class and received a full-tuition scholarship to Boston College, where he took business administration courses. He never was one to participate in extracurricular activities, but always maintained a part-time job and gave his entire earnings to his mother. He does not see

himself as particularly religious but is faithful in his Mass attendance. He does not expect to ever have a vision, mostly because he believes himself to be too mediocre a Christian. Twice after his mother's death he thought he heard her calling to him in the night and is still not sure that she didn't. He has no opinions about UFO's; although it interests him to read about them, he knows no one who has ever seen one.

In part because of the nature of his description of the light in the sky (and his associated feelings), the examiner was alerted to his description of the belly dancer's chartreuse nipple coverlets, which apparently have significant meaning for him. Attempts to subtly pursue possible connection here reveal the following: The subject's recent anxiousness had begun at about the tine he learned he was to be promoted, ever since which he had felt lonelier than ever before and once again very desperate about the loss of his mother. He comments that he thinks his mother would have been very pleased and proud of his success at work, that it would have given her something about which to hold up her head again. It also would have meant (were she still alive) that he could provide nicer living quarters for them both. Now that she is dead, however, such improvements are unimportant; he feels they would be wasted on himself alone.

Along with this loneliness, he acknowledges feeling empty. He says he can't get excited about anything (not even the belly dancer) although he feels extremely tense and has tried more often lately to get some relief via masturbation. He has been thinking about his mother so much he acknowledges that her image gets confused with that of the belly dancer, even when he tries to concentrate just on the latter's nipple covers.

B. Mental Status Examination

General Behavior and Appearance: The subject presents himself as a well-groomed man of medium build. His dark brown hair is moderately long with side burns and a small neatly trimmed mustache. He is dressed in a white shirt, tie, and conservative dark blue suit; his shoes are polished. He sat with head down and steadily smokes throughout the interview. He expresses himself generally well without excessive gestures. He was initially ill at ease and mildly defensive with the interviewer but became more comfortable as the session progressed. He was cooperative and he gave the impression of wishing to be highly candid.

Stream of Talk: There is no evidence of blocking or unusual difficulty in choosing words. His vocabulary was moderately well-developed. The subject speaks in a slightly monotonous manner but his speech is halting at only two points (when he spoke about feeling guilty about his mother and about masturbating). He uses no neologisms, rhymes, or puns. There was no evidence of flight of ideas or clang [sic] associations. There is no stuttering, dysarthria, or mispronunciation; he is able to repeat four tongue twisters without difficulty.

Mood: The patient appears to be moderately depressed) his posture is slightly slumped, his expression often dejected, and he sighs frequently. His general affect borders on being flat but is not otherwise inappropriate. He fails to show any enthusiasm about anything, claims he has no special interests or hobbies. He seems basically apathetic about both his present and future life. Although constricted but not highly controlled, his anxiety is poorly masked when he talks about conflictual material and certain feelings.

Thought Content: Subject is generally guarded about what and how much he says. When put under some stress by the examiner (during a period when he was less defensive), his associations became briefly mildly loose. His usual preoccupations center around certain guilt feelings, a yearning for his dead mother, and (more recently) the desire for whiskey. Although obviously depressed, he denies suicidal preoccupation. He does tend to ruminate about any teasing from women, but there is no evidence of any kind of paranoid ideation. The content of his day-dreams and masturbatory fantasies are described in the anamnesis (see previous section). The impression that his gaze was somehow holding the odd light in place in the sky is the only evidence suggesting that he has ever felt he had any special powers. Prior to seeing that light, he apparently never experienced a deja vu, or any illusory or definite hallucinatory phenomenon (see anamnesis regarding hearing dead mother's voice).

Rituals, obsessional thoughts per se are denied, except for his recent, uncontrollable preoccupation at night with his dead mother. He acknowledges a definite fear of flying (to the point that he has never set foot in an airplane) and is also afraid of heights.

Orientation: Subject is fully oriented as to time, person, and place. Previous amnesia and disorientation (place and time, only) have occurred only acutely following heavy drinking bouts.

Intellectual Status: Attention is consistently well-sustained. Memory (in which there has been no known change in recent years) is generally above average. There was no inconsistent historical data which would indicate his remote memory, or intermediate memory, or recent memory as being confabulation or perseveration. His 24-hour recall is without disparities after several recountings, and immediate recall is normal (he can repeat 6 digits forward and 5 digits backward). Two hours after presentation, he could remember all four test objects (a pencil, key, blotter, and the color yellow). Simple calculations (multiplication, division, addition, and subtraction) were done accurately, serial 7's (from 100-0) were done somewhat slowly but without any errors. General comprehension is at least average; he was able to repeat the "cowboy story" with only four minor mistakes. His proverb interpretation (with six proverbs) [were] done very hesitantly but were adequately abstracted.

Judgment: There is no gross impairment in this area (as evidenced by responses to hypothetical questions) but the interview suggests a mild limitation, particularly in relation to social situations.

Insight: The subject is not psychologically minded and seems to be both unable and disinclined to understand the sources of his current anxiety, insomnia, and general despair. He did communicate a considerable amount of useful psychiatric data but, in the process of so doing, seemed very unaware of how much he was saying about himself and his feelings.

MMPI REPORT

CASE NO: 00000 37 BFSI NO: 00000 6456
AGE 37 MALE

THE TEST ITEMS APPEAR TO HAVE BEEN ANSWERED TRUTHFULLY WITH NO EFFORT TO DENY OR EXAGGERATE.

THIS PATIENT APPEARS TO BE CURRENTLY DEPRESSED AND ANXIOUS. HE SHOWS A PATTERN WHICH IS FREQUENT AMONG PSYCHIATRIC PATIENTS. FEELINGS OF INADEQUACY, SEXUAL CONFLICTS AND RIGIDITY ARE ACCOMPANIED BY A LOSS OF EFFICIENCY, INITIATIVE AND SELF CONFIDENCE. INSOMNIA IS LIKELY, ALONG WITH CHRONIC FATIGUE. HE IS ANXIOUS, TENSE, AND OVERLY SENSITIVE. SUICIDAL THOUGHTS ARE A POSSIBILITY. IN THE CLINICAL PICTURE, DEPRESSION PREDOMINATES. PSYCHIATRIC PATIENTS WITH THIS PATTERN ARE LIKELY TO BE DIAGNOSED AS DEPRESSIVE REACTION OR ANXIETY REACTION. THE CHARACTERISTICS ARE RESISTANT TO CHANGE, ALTHOUGH SYMPTOMATIC RELIEF MAY BE OBTAINED WITH BRIEF TREATMENT.

HE TENDS TO BE PESSIMISTIC AND COMPLAINING, AND IS LIKELY TO BE DEFEATIST, CYNICAL, AND UNWILLING TO STICK WITH TREATMENT. HE MAY NEED FREQUENT REASSURANCE ABOUT HIS MEDICAL CONDITION. DYNAMICALLY, HE IS A NARCISSISTIC AND SELF-CENTERED PERSON WHO IS RIGID IN THOUGHT AND ACTION AND EASILY UPSET IN SOCIAL SITUATIONS.

REPRESSION AND DENIAL ARE UTILIZED AS A DEFENSE AGAINST ANXIETY. IN PERIODS OF HEIGHTENED STRESS HIS ANXIETY IS LIKELY TO BE EXPRESSED IN SOMATIC SYMPTOMS. HE MAY RESPOND TO SUGGESTION AND REASSURANCE.

HE IS A SELF-CONTROLLED CAUTIOUS PERSON WHO MAY BE SOMEWHAT FEMININE IN HIS INTEREST PATTERNS. HE IS IDEALISTIC, SOCIALLY PERCEPTIVE AND RESPONSIVE. HE SHOWS SOME SELF AWARENESS, BUT HE IS SENSITIVE AND PRONE TO WORRY. HE IS VERBALLY FLUENT, PERSUASIVE AND ABLE TO COMMUNICATE IDEAS CLEARLY.

THIS PERSON IS HESITANT TO BECOME INVOLVED IN SOCIAL SITUATIONS. HE MAKES AN EFFORT TO CONSCIENTIOUSLY CARRY OUT HIS RESPONSIBILITIES, BUT HE IS RETIRING AND SOMEWHAT WITHDRAWN FROM INTERPERSONAL RELATIONSHIPS.

NOTE: ALTHOUGH NOT A SUBSTITUTE FOR THE CLINICIAN'S PROFESSIONAL JUDGMENT AND SKILL, THE MMPI CAN BE A USEFUL ADJUNCT IN THE DIAGNOSIS AND MANAGEMENT OF EMOTIONAL DISORDERS

SCALE SCORES FOR MMPI

CARD NO: 00000 RPGI NO: 00000
AGE 37. MALE

SCALE	?	L	F	K	HS	D	HY	PD	MF	PA	PT	SC	MA	SI
RAW	0	2	6	16	11	28	20	14	31	11	21	15	12	40
K-C	0	2	6	16	19	30	30	22	34	11	37	31	15	40
T-C	0	43	53	65	70	62	75	57	71	56	[illegible]	67	48	66

SCALE	ES	MT	A	R	LB	CA	CY	DO	RE	PR	ST	CN	SO	SO-R
RAW	41	16	13	29	9	18	27	17	28	[illegible]	18	34	59	28
T-C	44	42	51	59	49	66	58	56	54	[illegible]	70	75	32	23

CRITICAL ITEMS

THESE TEST ITEMS, WHICH WERE ANSWERED IN THE DIRECTION INDICATED, MAY REQUIRE FURTHER INVESTIGATION BY THE CLINICIAN. THE CLINICIAN IS CAUTIONED, HOWEVER, AGAINST OVERINTERPRETATION OF ISOLATED RESPONSES.

133. I HAVE NEVER INDULGED IN ANY UNUSUAL SEX PRACTICES. (FALSE)

182. I AM AFRAID OF LOSING MY MIND. (TRUE)
349. I HAVE STRANGE AND PECULIAR THOUGHTS. (TRUE)

156. I HAVE HAD PERIODS IN WHICH I CARRIED ON ACTIVITIES WITHOUT KNOWING LATER WHAT I HAD BEEN DOING. (TRUE)
537. I FEEL ANXIETY ABOUT SOMETHING OR SOMEONE ALMOST ALL THE TIME. (TRUE)

EXHIBIT
SELF

D. Summary of Positive Findings: Psychiatric Evaluation and Character Assessment (with supportive data).

Mr. McC. is an oral character who shows a moderately severe passive-dependent life style. This is evidenced by the direction of his relationships (mother-equivalents) and his drinking habits, as well as the content of his fantasies. He is also a withdrawn chronic depressive in acate exacerbation. There may be an underlying endogenous element to his depression but it appears to be primarily reactive and related to the death of his mother.

All the psychiatric evidence points to the event of 17 November 1967, as an acute illusory phenomenon in which his regressed oral yearning for his mother was symbolically represented in the "light". That the object took the color and shape that it did (like the nipple covers) further demonstrates his all-pervasive oral fixation.

D. Discussion and Creditability Score.

The subject's retinal pathology is such that he could not have accurately perceived on direct gaze a greenish, luminous disc in the sky. It may well be that the initial stimulus for his "vision" was a distant light which then was grossly distorted by both his abnormal retina and his highly disturbed emotional state.

Creditability score 5%.

VI. Integration of Findings and Composite Assessment of Central Nervous System Functioning

A. Discussion and Creditability Score

Without the benefit of the results of this medical evaluation, one would probably be inclined to view Mr. McC. as a highly creditable observer. In favor of such an impression are 1) his respectable bank position, 2) his general demeanor (which is very appropriate and does not suggest attention-seeking or his actual psychiatric problems), 3) his claim to seeming good health and 4) the nature and quality of his report of the "light" observed event to the police.

However, on evaluation it was discovered that he was an early alcoholic cirrhotic who was suffering from early occult alcohol-tobacco amblyopia such that he could not have perceived the detailed colored nocturnal event he thought he had seen.

What had actually occurred was the first major hallucinatory experience of his life. In a twilight state, his eye first perceived some kind of stimulus from the night time sky which was then transformed into a rather magnificent symbolic representation of his unconscious wishes and underlying character pathology. The episode occurred when it did because of the subject's state of psychic decompensation. His resistance to a transient hallucinatory experience was lowered by 1) his currently agitated depressed state 2) the adverse effects of toxins (from drugs and liver) on his central nervous system and 3) the visual distortions produced by his diseased eyes.

The entire clinical picture is best explained in terms of the subject's passive-oral-dependent character pathology which is intimately related not only to his acute emotional state but is the underlying source of his physical problems (i.e., alcoholic liver and retina, drug toxicity). This case is thus a good example of multifactorial influences on observer creditability which, in this instance, can be integrated in terms of an underlying source.

Overall observer creditability score 5%.

THE USE OF PROBABILITY SCORING FOR OBSERVATIONAL CREDITABILITY

In order to translate the results of an extensive, multidisciplinary medical evaluation into a handy estimate of observer creditability, a percentage-evaluation scoring method has been devised. These "probability of creditability" scores are mainly intended to serve the non-medical expert. They are numerical statements reflecting the level and quality of observational ability and are based on all the obtained findings relative to central nervous system integrity.

The scores will be presented in conjunction with (not in place of) summaries of the results of each part of the medical assessment (i.e., medical, neurological, neuro-ophthalmological, and psychiatric) of an individual observer. A composite score will also be offered to suggest the overall level of observational creditability. This final score is based on careful scrutiny, extrapolation, and interpretative integration of all the findings at hand, as they would be expected to influence (in a highly multifactorial way) any reported observations. The nature and extent of an individual's abnormalities will thus be reflected in his creditability score(s), a scale for which has been set up as follows:

Degree of Impairment	Creditability Score
none	95%
mild	75%
moderate	50%
severe	25%
extreme	5%

The scores wlll be variably useful, depending on their applicability to the situation in question. It is expected that they will be helpful in the screening and selection of candidates for observational jobs (i.e., predictive evaluations). They will usually be more reliable as measures of creditability, however, when they are part of a retrospective evaluation that is being done on an individual who has already reported a particular event. This is because the examiner-scorer is able to avail himself of specific observational material on which to "zero in" and check out, including occasional clues to physical and psychological pathology. In those instances where there are different stories from several individuals who report having witnessed the same event, the value of the creditability scoring can be further demonstrated for sorting out conflicting data.

It is readily acknowledged that this scoring method is somewhat arbitrary. Its reliability and reproducibility will depend largely on the sophistication and the abilities of the scorer. It is essential that the physician doing these studies have 1) a high-level working knowledge of the four specialties involved, that he 2) be specifically well-informed in the pertinent interdisciplinary material related to observational phenomena, and that he 3) be adept in the matter of investigating, synthesizing, interpreting, and finally applying the ramifications of his "pure" medical findings to observational situations. It is further recommended that 4) he himself be thoroughly checked out as a creditable observer, since this proposed method [of] assessing observers rests heavily on the physician's own ability to make accurate observations and sound judgments.

It is probably true that, at this point in time, there are few men in medicine who are adequately trained to do this multispecialty kind of assessment. This is a remediable situation, however, once the projected need for such professional preparation has been recognized and established.

Biographical Sketch for Dr. Sydney Walker, III

July 22, 1968

Sydney Walker III, M.D. is a 36 year old neuropsychiatrist who was born in Chicago, raised in Pasadena, did undergraduate study at UCLA, followed by graduate work in physiology and pharmacology, and received his medical training at Boston University School of Medicine. Following some neurosurgical training, he did university residencies in both psychiatry and neurology. He has contributed numerous articles in both these specialties and is the author of a recently published book, Psychiatric Signs and Symptoms due to Medical Problems, Charles C. Thomas, Springfield, Illinois, 1967. His interest in neuro-opthalmology has been more recent and has emerged from his research in connection with the preparation of another monograph, The Neuropsychiatric Evaluation of the Eye Witness (to be published in late 1968).

APPENDIX 3

Reprints of

"OBSERVATIONAL EVIDENCE OF ANOMALISTIC PHENOMENA"

and

"FUTURE EXPERIMENTS ON ANOMALISTIC OBSERVATIONAL PHENOMENA"

by
Robert M. L. Baker, Jr.

and

ESTABLISHING OBSERVER CREDITABILITY: A PROPOSED METHOD"
by
Sydney Walker, III, M.D.

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The Journal of the Astronautical Sciences Vol. XV, No. 1, pp. 31-36 Jan.-Feb., 1968

Observational Evidence of Anomalistic Phenomena [1]

Robert M. L. Baker, Jr.[2]

Abstract

A summary of the data obtained from a series of analyses and experiments, which were initially carried out by the author under the auspices of Douglas Aircraft Company and based upon movie film containing anomalistic data, originally provided by the United States Air Force, is presented. It is concluded that, on the basis of the photographic evidence, the images cannot be explained by any presently known natural phenomena. On the other hand, the quality of the images is insufficient to determine the nature of the anomalistic phenomena recorded on the movie film.

Introduction

Two anomalistic unidentified flying objects (UFO's) were sighted and later photographed at about 11:30 a.m. Mountain Standard Time on August 15, 1950, by Nicholas Mariana at Great Falls, Montana. Mr. Mariana owned and operated a radio station in Missoula, Montana, and was the owner of the Great Falls baseball team.

All of the soft-data (eye witness reports of Mr. Mariana and his secretary) indicated that the objects were silvery in appearance with a notch or band at one point on their periphery and could be seen to rotate in unison, hover, and then "... with a swishing sound, floated away to the left (SW) ..." The hard data from the film showed inarticulate bright white dots. Figure 1 shows the manner in which the diameter of the bright dots decreased with time. The objects passed behind a water tower and are exhibited in Fig. 2, along with the associated frame number (the frames below 65 exhibited no foreground). According to Mariana, 35 of the earlier frames, allegedly lost by the Air Force, showed a larger image, complete with a "rotating notch." Figure 2 was constructed from iconolog measurements (a film viewer with movable cross hairs and a digitalized coordinate output) using the foreground reference points marked (3), (5), and (6). This figure is drawn like a panorama on the assumption that the photographer kept his stance without moving appreciably (which was reported by him

and was well borne out by the consistence [sic] of his perspective). These initial measurements were made by the author at Douglas Aircraft Company in 1955-1956.

Analysis

The "Montana" film contains six independent data (as functions of time) on about 225 frames (frames 65 to 290), which describe the UFO images, i.e., the two degrees of freedom of each dot (as depicted on two-dimensional film after the foreground appears on frame 65) and the apparent diameter of the developed image of each on all 290 frames (no ellipticity could be seen in the images except for occasional image smear due to uneven panning). In the analysis it was convenient to treat the UFO's as a system. The four degrees of freedom chosen for this system were the azimuth and altitude of the midpoint on the line of centers between the images, their angular separation and their inclination to the horizon. The inclination to the horizon was found to be very small, the objects appearing to move almost in a plane parallel to the ground. There is a slight decrease in the angle of inclination as the objects regress, but its small value is almost masked by random errors inherent in the measurements. Figure 3a presents a plot of the angular altitude, *h*, and the azimuth, *A*, of the midpoint of the line of centers after frame 65 (i.e., after a measurable foreground appears), and Fig. 3b presents the separation distance ratio $theta_e/theta$ as a function of time, where $theta_e$ is the initial angular separation (frame 1) and *theta* is the angular separation at any given time. In both of these plots some frames were not measured, e.g., due to obscuration of the images during water-tower passage, or were missing (there were frames missing between frame numbers 177 to 180 on the 35 mm print that was measured for separation distance, but these were accounted for in the time scale using the 16 mm original as a basis). About 225 frames after the foreground (ventilator duct) appears on the film (i.e., after the 290th frame), the objects can no longer be clearly identified and measurements become very uncertain.

[1] Manuscript submitted November, 1967. Paper was presented at an AAS Seminar at the Jet Propulsion Laboratory, Pasadena. A manuscript on the same subject matter was originally submitted in 1962. The complete review of this earlier manuscript, after receiving three favorable reviews, was accepted.

[2] The Senior Scientist of System Sciences Corporation, a subdivision of Computer Sciences Corporation, 690 N. Sepulveda Blvd., El Segundo, Calif. 90245, and the Department of Engineering, UCLA.

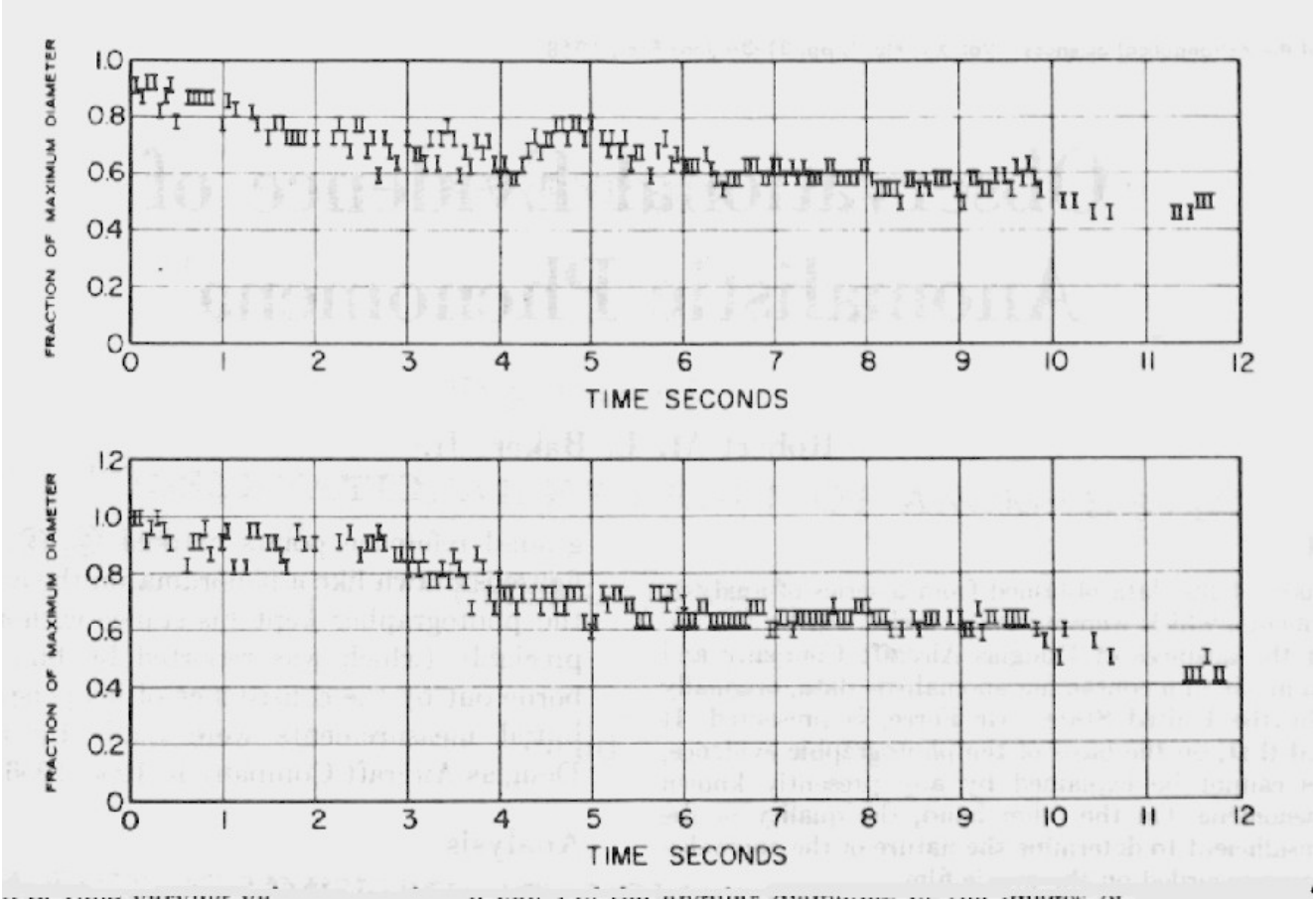

Fig. 1. Ratio of time varying value to maximum value of the angular diameters of the images of UFO #1 and UFO #2.

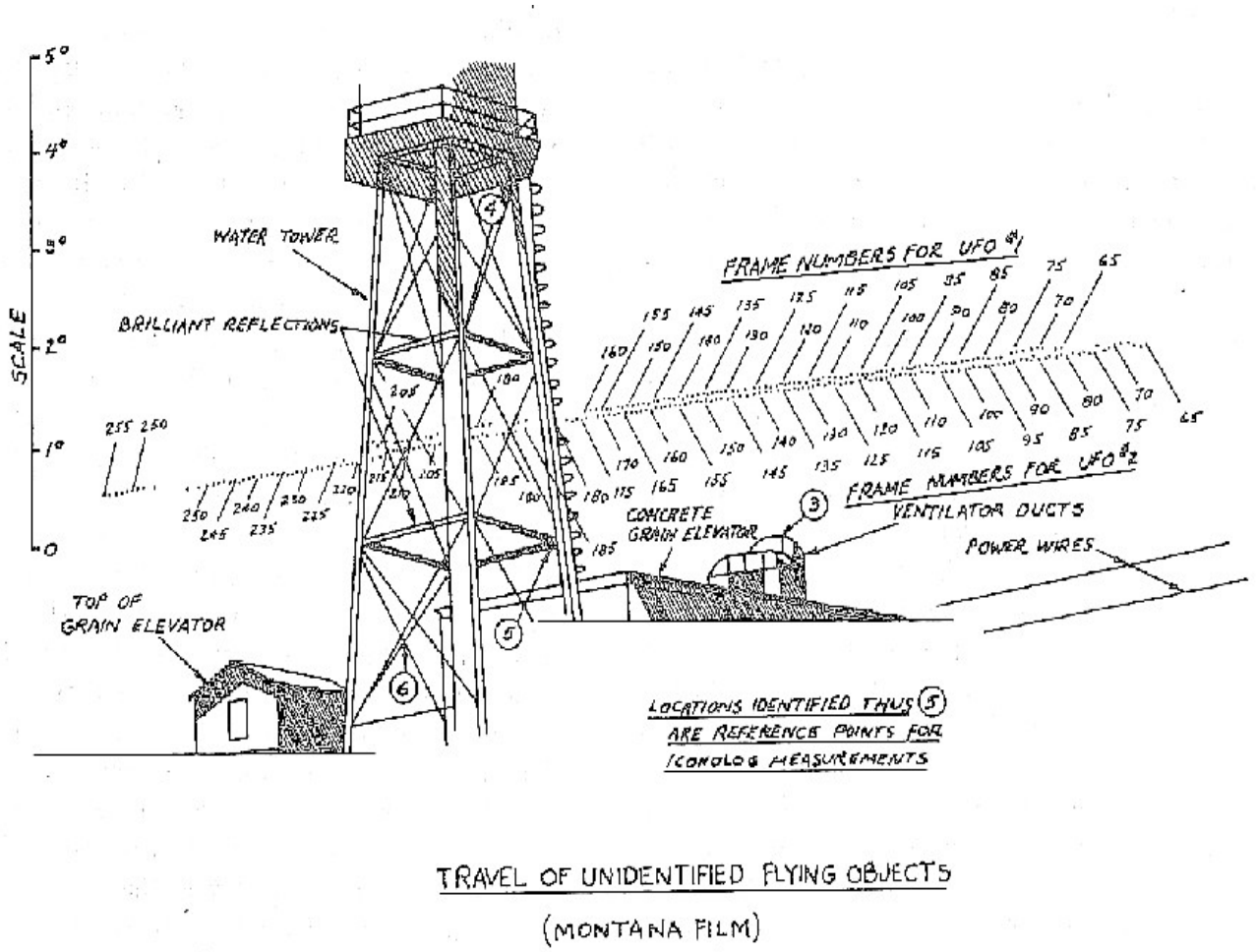

Fig. 2. Motion of unidentified flying objects relative to foreground.

In Figs. 3a and 3b the dotted lines represent what would be the locus of the data points if the objects remained the same linear distance apart and moved linearly in a horizontal plane. The headings, delta, of 169° to 177° are exhibited. All of the data seems to be consistent with a heading of 171°. Of course, one cannot absolutely rule out some other curvilinear motion of the objects. However, any such motion would necessitate the coincidence of azimuth, altitude, and separation, all varying proportionally in some very peculiar fashion to a tolerance of 1%. Figure 4 is a map of Great Falls, Montana, and includes overlays of the UFO system's motion at various hypothetical distances. (no absolute determination of

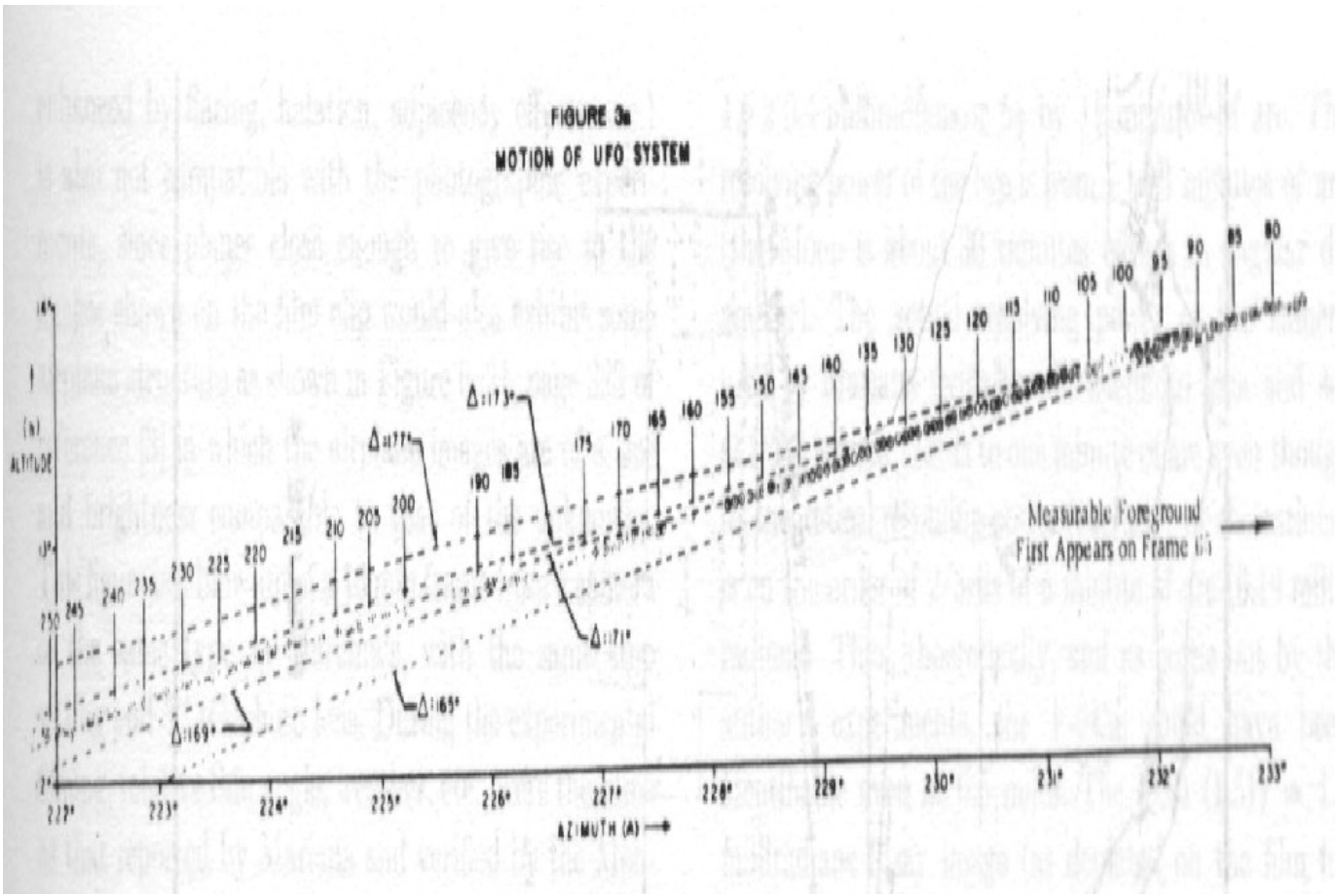

Fig. 3a. Motion of UFO system in altitude and azimuth.

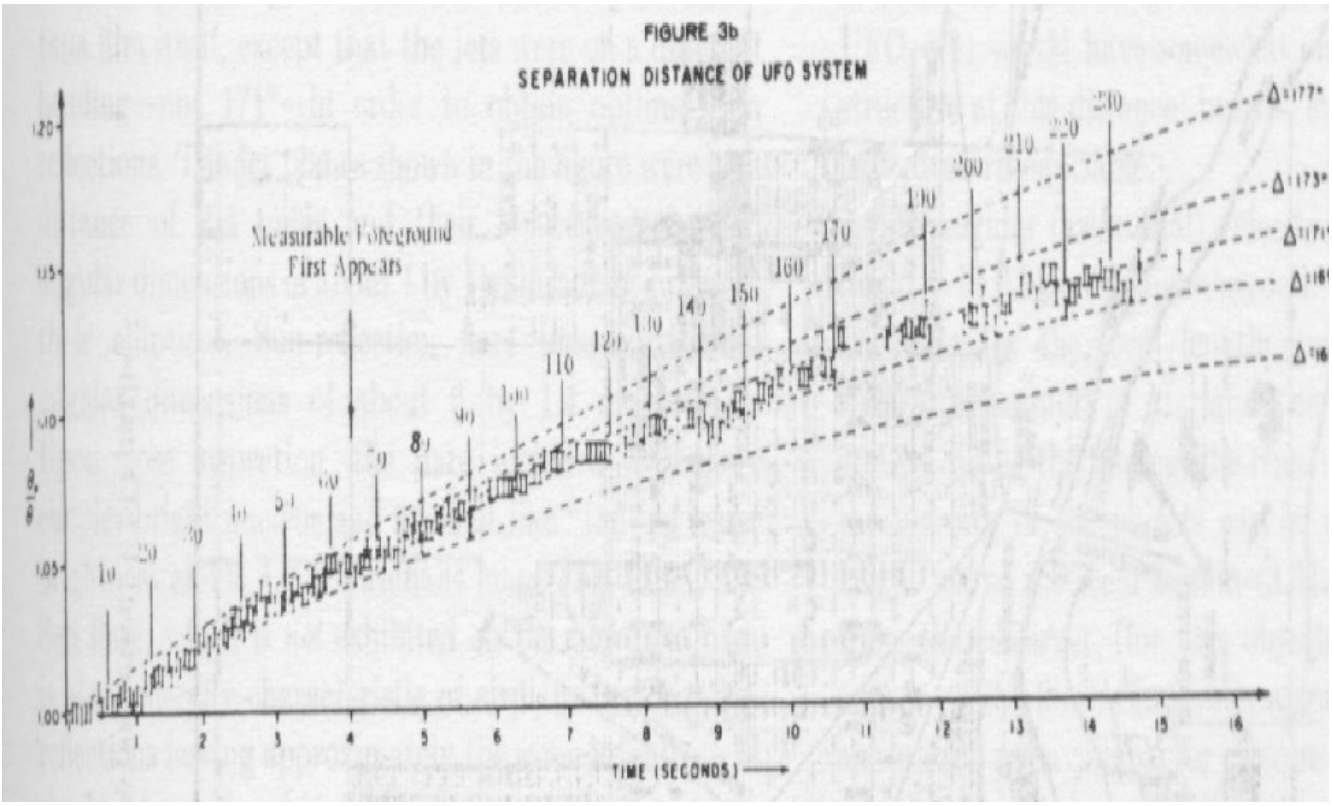

Fig. 3b. Separation distance of of UFO system as function of time.

distance can be made on the basis of the angular data presented by the film.) Figure 4 also shows where Mariana and his secretary first viewed the "hovering and rotating" UFO's near an Anaconda smoke stack.

After over a decade of speculation and hypothesis checks, all natural phenomena (e.g., birds, balloons, insects, meteors, mirages, etc.) have been ruled out, except airplane reflections, on the basis of winds (which the weather bureau reported as blowing in the opposite direction); the lack of an observable trail (which would have betrayed a bifurcated meteor); and brightness, angular speed, and steady motion, which could not be reconciled with the supposition that they were birds or insects. These same facts, together with the weather bureau report [1] and the Sun angle, also seemed to rule out various forms of optical lens flare, atmospheric mirages, or cloud reflections. From analyses of speed and geometry, which included a knowledge of the Sun's azimuth at the time of the photography (as confirmed by the shadows on the film) the images could have been (although not without some stretch of the imagination) specular Sun reflection from airplane fuselages. This explanation seemed attractive since it was rumored (although not verified [2]) that two jet airplanes (F-94's) were landing at Malmstrom Air Force Base at the approximate time of the sighting. This rumor was reinforced by a presentation by E. J. Ruppelt to a panel of experts in January, 1953 (the panel's membership was not revealed) but may have been called the "Robertson panel" [4]). Ruppelt [5] indicates "the intelligence officer at Great Falls had dug through huge stacks of files and found that only two airplanes, two F-94's, were near the city (Great Falls) during the sighting and that they had landed about two minutes afterwards. ... First we studied the flight paths of the two F-94's. We knew the landing pattern that was being used on the day of the sighting and we knew when the two F-94's landed. The two jets just weren't anywhere close to where the two UFO's had been." Figure 4 bears this conclusion out since the objects were in the opposite direction from Malmstrom Air Force Base and headed away from the air field. The panel, however, did not consider this as positive proof for eliminating the jet-plane hypothesis.

Experiment

Using a camera similar to Mariana's (Revere turret type with a 3" focal length telephoto lens), a series of photographic experiments were carried out by the author on an array of objects (see Figure 6-22 on page 321 of reference [3]) at various distances and Sun angles and on jet plane reflections. The results of these experiments, however, made the hypotheses of airplane reflections quite strained.

The long persistence of the images would have required the airplanes to have moved on a unique parabolic path with Mariana at the focus. Unfortunately, these hypothetical parabolic paths would be incompatible with the 171° heading defined by the data. In addition, the apparent size of the images (admittedly

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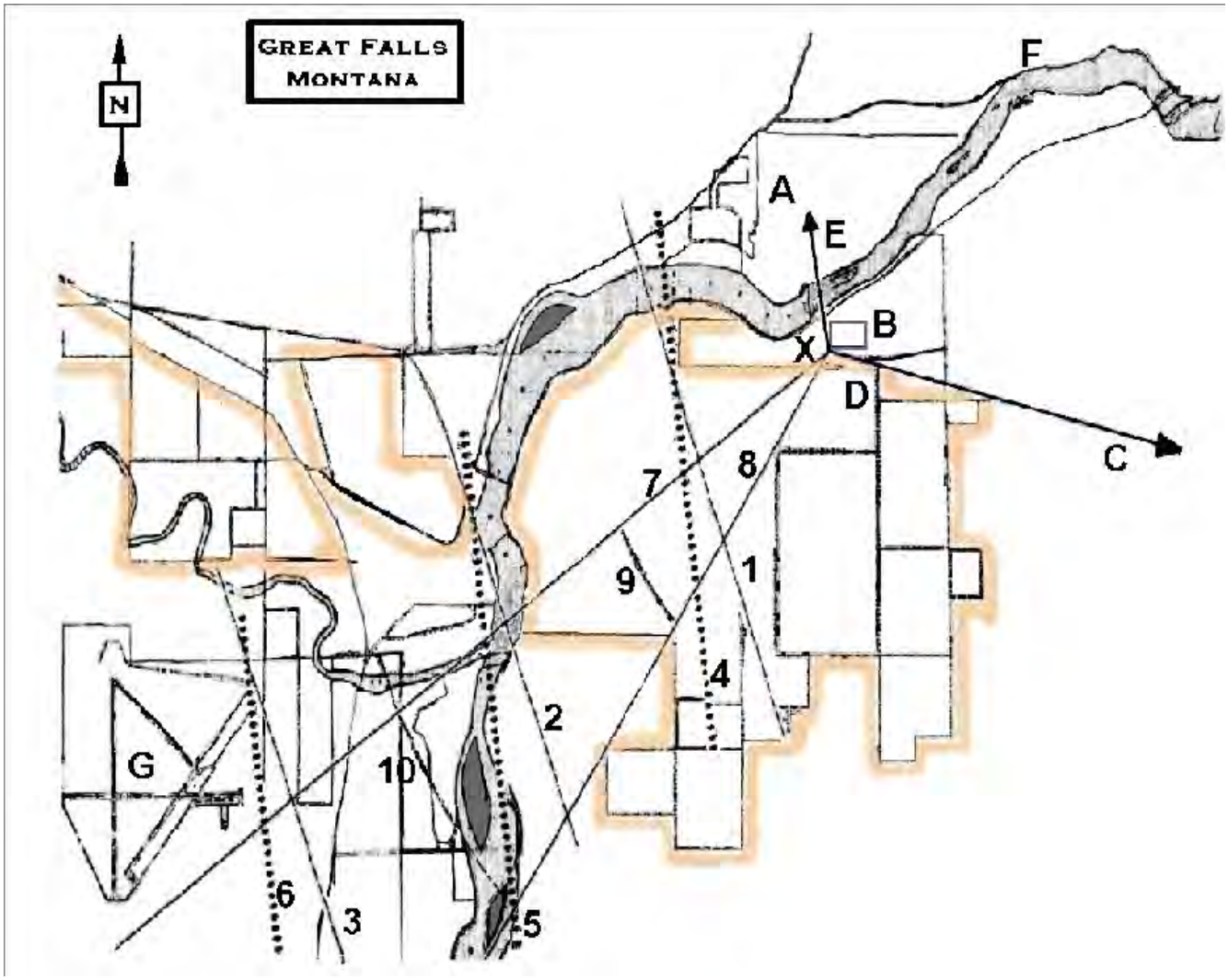

Fig. 4. Map of Great Falls, Montana, including hypothetical UFO paths.

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enhanced by flaring, halation, adjacency effects, etc.) is also not compatible with the photographic experiments, since planes close enough to give rise to the images shown on the film clip would also exhibit some airplane structure as shown in Figure 6-24, page 323 of reference [3] in which the airplane images are of a size and brightness comparable to that of the unknowns.

This figure is a blow-up of a 16 mm frame from a camera of the same type as Mariana's, with the same stop setting and 3" telephoto lens. During the experimental filming, relative Sun angle, weather, etc., were the same as that reported by Mariana and verified by the Montana film itself, except that the jets were on a different heading -- not 171° -- in order to obtain optimal Sun reflections. The jet planes shown in the figure were at a distance of 2.5 miles and their structure

exhibited angular dimensions of about 4 by 1 milliradians, whereas their elliptical, Sun-reflection flare image exhibited angular dimensions of about 6 by 1.4 milliradians.

Upon close inspection, the flare included a roughly circular bright nucleus and a comet-like "tail" of lesser brightness about 4.4 milliradians long. This comet-like Sun flare, which is not exhibited on the Montana film, is also generally characteristic of airplane-fuselage Sun reflections having approximately the same brightness as the Montana film objects. Even with the larger comet-like flare, the jets photographed during the photographic experiment are clearly identifiable.

Finally, airplanes at the limiting distance for resolution of structure (over 6.5 miles), with the 3" telephoto lens used, would have to have been traveling at speeds in excess of the capability of the F-94's (above 600 mph [6] in order to have been compatible with the angular rates of the images displayed on the film. At 6.5 miles a typical 50 foot airplane (such as an F-94) subtends angles of 1.5x0.4 milliradians or 5½ by 1¼ minutes of arc. The resolving power of the eye is from 1 to 3 minutes of arc (the Moon is about 30 minutes of arc in angular diameter). The actual resolving power of the camera used by Mariana (with the 3" telephoto lens and set at f/22) is from 2/3rds to one minute of arc even though its theoretical resolving power (exclusive of aberrations) is on the order of 2/3rds of a minute of arc (0.19 milliradians).

Thus, theoretically, and as borne out by the author's experiments, the F-94's would have been identifiable even at 6.5 miles. The (0.8) (1.51) = 1.2 milliradians fuzzy image (as depicted on the film for UFO #1) would have somewhat obscured an airplane structure at this distance; but the structure would still have been recognizable.

The angular (azimuthal) velocity of the objects was found to be 0.019, 2 radians/second. Equipped with the knowledge of the focal length and frame speed (16 frames per second) of Mariana's camera and the foreground during the filming, the transverse component of the velocity of the objects can be correlated to their height above the local terrain (3,312 ft) and distances from the observer (for the objects when they first appear on the film). Since only angular distances from one station are available for measurement, their actual range cannot be determined. On the other hand, Table I can be constructed on the basis of a variety of hypothetical ranges.

The measurements of the diameter of the developed images presented in Fig. I are the least accurate of all the data because of the smallness of the dimension and the fuzziness of the images. The image of any brilliant light source as seen by either the eye or a camera can appear much larger than the source itself. This fact had obvious bearing on the analysis of the

TABLE I

Hypothetical Ranges, Heights, and Speeds

Range (Miles)	Height (feet)	SPEED (mph) Transverse	at 171° heading	for Optimal Sun Reflection	COMMENTS
0.5	690	552	642		Upper limit to bird speed; but birds would have been resolved. [3]
2	2,730	1572	1972	3822	Usual F-94 speed in a landing pattern is 130 to 190 mph; but would have been resolved.
6.5	8,860	4702	6002	1,140	Maximum (dive) F-94 speed is 602 mph; but would have been resolved.
563	950,000 (290 km)	39,000			Low-speed meteors [7]; but would not be detected at this range on a bright day. Atmosphere too thin above 100 km for bolides or fireballs.
2,260	5,610,000 (1,710 km)	156,000			High-speed Meteors [7]; but would not be detected at this range on a bright day. Atmosphere too thin above 100 km for bolides or fireballs.

[1]Above the observer -- Add 3,312 ft. for absolute altitude.
[2]Includes 20 mph component of head winds.
[3]Ducks, etc. would be flapping or swooping and would not appear like the objects on the film at any distance.

film and motivated the photographic experiment conducted by the author during December, 1955. December, rather than August, was chosen due to the lower latitude of Los Angeles relative to Great Falls and because of the unique (smogless) visibility during the course of the experiment. The experiment was devised in order to obtain empirical information on the effect of distance, lens focal length, iris stop, frame speed, etc., in the photographic images of various small bright sources of reflected sunlight; some 118 combinations of these variables were examined. The experimental results appeared to indicate that if the first few frames of the film show Sun reflections from airplanes, which are optimally oriented with respect to the Sun (not the 171° heading), then the planes would have been on the order of one to three miles distant from the camera. If, however, these first few frames represent images of the reflection from airplanes not quite optimally oriented, then the planes could have been closer. In either event, their structure would also have been visible. The images were found to be much brighter than those that any birds could produce.

The brightness of a constant luminosity source, as it recedes from view, gives rise to a photographic image whose diameter varies somewhere between [the] inverse square root of the range to the inverse square of the range. (Ordinarily, however, with the inverse square for images as bright as the Montana objects.) The effects, which account for this uncertainty in image-size vs. range relationship, involve light scattering in the atmosphere, optical aberrations, flaring at the lens surfaces, diffraction, turbidity in the film, reflections off the film backing (halation), and adjacency effects (chemical reactions between over-exposed and underexposed areas on the film).

On the basis of Fig. 1, we find a decrease in angular diameter of the first object of about 62%, and the second about 61 %. Under the 171° heading assumption, the initial distance is about 78% less than the final distance (at disappearance). Thus, it would seem that the 171° heading hypothesis is also in agreement with the film images being the result of a constant brightness light source receding from the camera. That is, the inverse square distance decreases some 61%. Because the relationship of the developed image size to source range is not precise and because it is doubtful that we are dealing with constant-luminosity isotropic radiators, the third confirmation «f the 171° heading must be regarded as considerably less precise than the confirmations provided by Figs. 3a and 3b.

Conclusions

Because of the conflict between every hypothesized natural phenomenon and one or more details of the hard-data, photographic evidence analyzed (in addition to the uncertainty of the soft data, reported accounts (or rumors) of jet aircraft), no clear-cut conclusion as to a natural phenomenon can be made and the anomalistic images, having no real detail, cannot be analyzed further. These unexplainable images, taken alone, do not provide data on mass, shape, size, or linear speed and, indeed like the early single-camera meteor photographs or even like the early examples of attempts at photography through a microscope, are merely unresolved blobs and simply indicate the presence of a phenomenon. In these past, historical instances, supplementary data and equipment improvement were sought after in a systematic fashion even though there was only conjecture as to the exact character of the phenomena. See reference [8].

A number of other films have been viewed by the author, which purport to be UFO's, and they all seem to exhibit the common quality of poor image definition. This situation is not especially surprising since most of them have been taken with amateur equipment or they were accidentally taken from a great distance by cinetheodolites that were not "tracking" them. Like the Montana film, some of these films definitely cannot be explained on the basis of natural phenomena (others can be "explained" if one stretches one's imagination).

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2. In November of 1955, an inquiry by phone was directed to Colonel Donald M. Hamilton, Commanding Officer of Malmstrom Air Force Base. He advised us by letter dated November 7, 1955, that "as far as I can determine, there were no jet aircraft based here at that time, so that if any were in the air, they would have been transients."
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Future Experiments on Anomalistic Observational Phenomena

The requirement for additional experiments in the area of anomalistic phenomena is given, based upon the paucity of "hard data"; relevant data collected by astronomers, meteoriticists, and meteorologists, which would be either overlooked or not detected; and the possible "filtering" and/or "editing" out of pertinent data by our various space surveillance systems prior to its evaluation. An experiment involving two cameras slaved to a detection radar is outlined broadly and it is concluded that such a system should be constructed for use in meteoritic, meteorological, astronautical, psychological, and "UFO" study programs.

The majority of our astronomical equipment (e.g., conventional photographic telescopes, Baker-Nunn cameras, meteor cameras, Markowitz dual-rate Moon Cameras, etc.) are special-purpose by their very nature and would probably not detect the anomalous luminous phenomenon reported by the casual observer if it were indeed present. Their photographic speed, field of view, etc. put definite limits on their capability to collect data on objects other than those for which they have been specially designed. Even if such data WCPP collected, the recognition of their uniqueness or anomalous character by an experimenter is improbable. Examples abound in celestial mechanics of minor planets being detected on old astronomical plates that had been measured for other purposes and then abandoned. ~~Tombaugh's discovery of Pluto from rather old astronomical plates in storage is a well-known example.~~ The space surveillance systems are almost programmed to overlook anomalous data. Any hard-data arising from an object or manifestation that did not move on a nearly two-body orbit, had a low radar cross-section, or followed an erratic path would most probably be filtered out of the system by various data-editing, or data-weighting procedures [1], which are inherent in most of our sophisticated space surveillance systems.

A representative space surveillance radar may have a beam width of 1/6° for detection and require accurate orbital information good to 0.01° for fine tracking. Needless to say, such radars often miss even well-known spacecraft and would be completely inadequate for "locking-on" to a hypothetical "UFO." To be sure, advanced radar systems are being developed for our missile defense systems, such as the ALTAR (ARPA Long-range Tracking and Instrumentation Radar), TRADEX (Target Resolution and Discrimination Experiments) and the phased array RESER (Re-entry System Evaluation Radar) system. Although they extend the field of view, they still are developed to filter out anomalous signals. As Cheettam [2] points out, "Power and aperture will be programmed after a learning measurement cycle to conserve and efficiently distribute available energy when and where (reentry) targets are estimated to exist."

Not only are conventional sensors almost insensitive to anomalous data, but observations published by trained scientists, that could be hard-data records of anomalistic phenomena, are often too quickly categorized and then forgotten. The observation by Mohr [3] in a letter to *Science* in 1966 gave an account of a "most unusual fly" and described a very remarkable and almost bizarre event that might or might not have been ball lightning. The Tunguska event of 1908 may well have been a impacting comet [4] and is usually studied in the context of meteoritics [5], Similarly, the Canadian fireball procession of 9 February 1913 could have been an ephemeral natural satellite of the Earth [6] or it could have been something more involved. In most such cases, and as in also the situation in published UFO studies [7], [8], [10], information-rich hard-data of high quality are rather hard to come by. It therefore suggests itself that a special experimental program is in order. The scientific method usually dictates experiments in the face of anomalous data and, at the moment,

there seems to be sufficient unexplained anomalous hard-and-soft data to warrant an experimental program. Several experiments suggest themselves and might include geological studies, searches for scraps of material evidence, psychiatric-medical studies of witnesses, or radar/optical arrays.

In broad outline, one recommended experiment would involve a large aperture tracing radar that would slave two cinetheodolite-type optical trackers if and when an anomalous object appeared. The radar "lock-on" and tracking-data-analysis program would be especially designed to avoid satellites and, if possible, common meteors and airplanes, but would, for example, detect comet or macrometeorite entry, ball lightning, and any erratic or anomalous object within its range (a range that would probably be limited to 500 km or less). Thus, the system might at least provide accurate positional information that would provide useful meteoritic data and meteorological data in the absence of more bizarre phenomena. The cameras (preferably using Schmidt-type, Maskutov, or Baker catadioptric type optics and, perhaps, computer-enhanced digitalized pictorial data [11]) would be on a 5 to 10 km base line (the "lock-on" program for the active skin-tracking radar might follow the modified Leuschner differential-correction system suggested on pp. 114 and 115 of reference [1] and the system would need to be reliable enough to operate unattended for weeks at a time. As shown by studies of meteorite and comet flux, such as Hartmann's [12], Shoemaker and Lowery [13], McCrosky [14], and Lamar's [5], a waiting period of a year or so is necessary in order to have significant probability of detecting and tracking such natural extraterrestrial objects.

The question of the proper geographical location of the experimental site would almost be as important as the specification of the radar/optical and computer/communications complex itself. The meteoriticist would probably prefer an area with good atmospheric seeing and of low population density such as the "... Tucson area..." [15]. The geologist would prefer a location near dry lakes [16] in order to facilitate the possible recovery of meteoritic or other material, or timely study of manifestations of cometary impact or sub-end-point meteoritic debris [17]. The psychiatrist would be concerned with the psychiatric-medical credence levels of eye witness (soft data) associated with any hard data that might be obtained by the experimental array [18] as well as the general psychological analysis of the "... tendency all over the world to believe in saucers and to want them real, ..." [19]. Thus, he would tend to prefer a site in a moderate population density area. The physicist interested in ball lightning might wish for a site in which atmospheric electrical disturbances were

frequent. As Singer noted [20], "The specific properties of ball lightning, which present particular difficulty in experimental duplication, are formations of the sphere in air (at near-atmospheric pressure and at a distance from the source of energy) and its extensive motion. It is evident that additional clarification of both theoretical and experimental aspects of this phenomenon is needed." Often marsh gas exhibits bizarre observational data and a location near a marsh might be useful in the examination of such phenomena. Clearly, an overall reconcilement of these diverse and interdisciplinary requirements must be accomplished during the site (or, perhaps, sites) selection process.

In summary, then, four points are to be made:

1. That we have not now nor have we been able in the past to achieve a complete or even partially complete surveillance of space in the vicinity of the Earth, which would betray the presence of any anomalistic phenomena.
2. That so-called hard data on anomalistic observational phenomena do, in fact, exist; but that they are of poor quality due to the equipment employed in obtaining them.
3. That it follows from the scientific method that an experiment or experiments be devised to define better the anomalistic data.
4. That, in order to justify such an experiment or experiments, it is not necessary to presuppose the existence of intelligent extraterrestrial life operating in the environs of the Earth or to make very dubious speculations [9], [10] either concerning "their" advanced scientific and engineering capabilities or "their" psychological motivations and behavioral patterns.

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Establishing Observer Creditability: A Proposed Method[1]

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Abstract

This article is a brief review of the critical chain of linked processes -- anatomic, physiologic, and psychological -- which operate to determine the nature of the observations made by an individual, whether of an accident, a planned experiment, or an extraterrestrial phenomenon such as a "UFO," One purpose of such a review is to demonstrate how, through the use of proper medical examination, the integrity of the observer system can be established in such a way that eye witness creditability does not have to be left to the kind of speculation in which it so frequently finds itself today. Without some such investigation, it is not known whether the reporting observer has, for example, serious visual abnormalities, a brain tumor that causes visual hallucinations, or character pathology such that he is prone to attract attention to himself by fabricating or frankly lying about what he has seen.

That such observer evaluations have not been previously proposed is probably because adequate assessment depends on incorporating the approaches and tools of several medical specialties, rather than one.

Introduction and Rationale

Human testimony to events which have been observed is crucial to science, law, and the national security. Yet the creditability of such testimony is frequently left either entirely to speculation or, at best, inadequately ascertained.

One need merely to look at the current controversy and confusion surrounding the issue of unidentified flying objects (UFO's) to appreciate the need for careful observer assessment. Only after observer creditability has been established, can one sort out the "soft data" of UFO reports and scrutinize them for scientific usefulness [1].

One recourse, or course, is to deal only with "hard data" and to simply refuse to deal in any way with eye witness reports, contending that such observations are unlikely because they are too bizarre or have previously been reported only by "crazy people." This kind of reaction reflects scientific closed-mindedness. It is apt to be based in prejudice or fear of the unknown (particularly when that unknown, if taken seriously, would threaten one's safety or survival). Such an attitude is among those which the scientist who wants to be objective will guard against, in the interest of truth and progress. On the other hand, the opposite position of complete, unquestioning faith in observer reports is no better.

This author suggests an initial attitude of "benevolent skepticism" because of an acute awareness of the myriad of individual processes (and maladies) that determine what has been witnessed and how it is described. Further, and more importantly it is proposed that specific, specialized medical assessment of individual observers is essential to establishing the integrity of the observer system. Following careful, clinical investigation, much of the human error in observation can be placed into a perspective which eliminates the "blind faith" in eye-witness testimony and gives the reported data a confidence proportionate to its value.

Although it is well-known that specific training can serve to increase observational acuity, the basic individual ability is variable. People differ considerably in terms of genetic endowment, neurologic integrity, and personality characteristics and dynamics -- all of which account for what they see or say they have seen. By applying selected methods used in medicine, particularly in neurology, psychiatry, and neuro-ophthalmology, observers can be clinically evaluated for creditability, both predictive and retrospective. Such an approach offers both quantitative and qualitative assessment of central nervous system functioning as it would be reflected in observational reporting.

Adequate clinical assessment of an observer must involve cross-disciplinary integration because of the nature of the bodily processes involved in seeing and reporting an event. In the beginning, the event is perceived. Usually, this is basically a matter of seeing, although other sensory modalities can also be involved. The initial critical consideration, then, is the state of the eye (cornea, lens, retina) and its connections with the brain (optic nerve, tract, temporal, parietal, and occipital lobes). A careful examination of these structures (both directly and indirectly) can establish whether or not it would have been possible for a particular individual to have perceived what he has reported or whether, on the sole basis of the state of his input apparatus, his observation was distorted.

Once it has been established that a visual image can be picked up and transmitted, unmolested and unaltered,

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along normal pathways to the back of the brain to allow for perception, the next question is how the brain codes it. This involves the ability to deal with detail, to make associations and spatial relationships, and to do other intellectual work, all of which occurs very rapidly and before the processed material is made available at the tempero-parietal lobe level for communication or for a reaction of any other kind. A great many pathways and a number of brain areas are operative in this critical coding step, and a number of problems, both anatomic and physiologic) can affect the process, either subtly or grossly. The responsibility of the clinician here would be to test cortical integrative ability with the various neurologic

testing techniques available to him. He must also rule out (by careful history, general physical examination, and certain laboratory' measures) the innumerable disease states -- toxic, infectious, endocrine, metabolic, deficiency, and neuropathologic -- that can subtly alter cortical functioning and thus interfere with the coding of an observation.

The next step in observer evaluation is the psychiatric part which, if properly carried out, will probably be the statistically most fruitful for uncovering observer creditability gaps. This is in part because the same types of disease processes listed above for interfering with cortical integration (coding) also can cause such mental aberrations as frank hallucinations and delusions or lead a person to fill in with make-believe details (confabulate) the parts of a report that his brain condition no longer allows him to remember.

In addition, there are the purely psychological problems, based in background factors, which lead an observer to deliberately fabricate or unwittingly distort what he has seen. If consciously driven, his motivation may be fame, fortune, competitive strivings or some rather specific, complicated need which has been tapped by finessing the event he is reporting. If the distortion has its roots at an unconscious level, it is likely that it was triggered by something about the event in relation to the patient's remote past. In the case of a functionally psychotic person, the entire observation may be the product of his own intrapsychic life instead of having had anything at all to do with an external event. On the opposite end of the continuum is the normal or only mildly neurotic person whose "hang-ups" are such that they have either not substantially affected his report or have only very subtly colored a small detail. It may be just as important to ascertain this.

Other aspects of the psychiatric part of observer examinations are the matters of intellectual differences and language factors, both of which would have some bearing on the reporter's strengths and limitations as a creditable and adequate observer.

A sound systematic method for ascertaining observer creditability would have widespread application. People in the legal profession grapple daily with this problem [2]. Eye-witness testimony determines individual life and death decisions in courtrooms. On an even grander scale, it shapes far-reaching diplomatic and military policy. In the laboratory or other scientific settings, when inaccurate, it can lead to an horrendous waste of money and professional man-hours. In all these situations, we should be demanding to know more about the likelihood of a crucial observation before acting on it.

Many people in science, technology and government perform basically observational roles. Some of these individuals are in such responsible positions that what they think they see or say they have seen, and how they respond to it, could profoundly affect the course of human events. (Such a statement will not seem overdramatic or exaggerated to those readers who have some knowledge of how, for example, our national security system operates.) The choice of these people on the basis of tenure, military rank or years of good conduct seems hardly pertinent, since these factors don't necessarily reflect anything about the state of their central nervous system. Given our extreme reliance on some of these individuals, it is suggested that they be screened for observational integrity prior to placement in key positions and that they also be given periodic follow-up evaluations.

All-encompassing medical assessments of observers have not, to this author's knowledge, been previously proposed. This is probably because developing the idea and applying the methods entails a working knowledge of at least three of those medical specialties which focus on the central nervous system. It also demands an eagerness to integrate certain aspects of each specialty, for purposes of problem-solving. The desired end, in this case, is a more complete understanding of the individual observer.

Rather than extensively elaborating on the necessary examination techniques, the following outline stresses processes, structures, and diseases that determine the nature of reported observations. The specifics of the material are intended mostly for the non-medical reader, since the question of observer creditability is so often his business and since he will be the one in the position to decide when to request the special assessment.

Method

The initial phase of integrated eye-witness assessment is a general medical evaluation. This involves, besides the complete physical examination, a careful history and selected laboratory' studies. The rationale for beginning in this way is screening, since many disorders of other organ systems are well-known for their adverse effects on central nervous system functioning. Knowledge about the background and current status of the observer's general bodily health will alert the physician to which areas will need further investigation and which of the later, special examinations will

warrant particular scrutiny [3]. When diabetes, for example, is known to be present, the physician will look for specific related abnormal findings when he checks the eye and does the neurologic and mental status examinations.

Since observations usually begin with the eye and/or some other sensory organ, the next step (once adequate general medical screening has been done) might naturally be a neuro-ophthalmologic examination. This would concern itself with the major structures of the visual apparatus and any of their abnormalities which might influence accurate reception of the visual images [4].

The cornea, the most external structure, accounts for visual distortion through scarring and clouding. These changes are caused by such insults as trauma to the eye, exposure to toxic fumes, infections, and deficiency or degenerative diseases. Inspection with an ophthalmoscope and/or slit lamp will positively establish corneal integrity.

The lens of the eye is the main structure for directing light rays from external phenomena to the retina. It has a wide range of possible variation, on both a genetic basis and, like the cornea, as a result of aging, trauma, deficiency diseases and infections. The configuration of the lens, as it is suspended in front of the eye by delicate muscles, accounts for the sharpness (and shape) of the image known as refractive ability.

The aqueous humor which bathes the lens is of particular concern because of the pressure it exerts on the rest of the eye. Increased pressure changes in this medium, measurable with a goniometer) are responsible for glaucoma which can result in serious impairment of visual acuity. After a period of time, the increased pressure will also lead to a characteristic constriction of the visual fields, which can be established by examination (perimetry).

The vitreous humor fills the eyeball and is the other fluid through which the light rays of a visual image must pass before they reach the retina. This medium is subject to clouding and other signs of early inflammation. "Floaters," which are abnormal proteinaceous particles in the vitreous humor, are sometimes mistaken by people as moving objects that are in their outside environment. Again, ophthalmoscopic and slit lamp examination will serve to determine the status of the vitreous humor.

The retina is the structure on which the visual image is actually received; loosely, it can be likened to camera film. Located in the posterior eyeball, it is the beginning of the neural perception linkage which eventually reaches the brain and consciousness. The retina is subject to many and varied abnormalities which can severely disturb both visual sharpness (acuity) and range (fields), as well as color perception. Retinal pigment accumulation, inflammatory, and other exudates, vascular problems and other types of pathology can come between an otherwise observable event and the retina, such that part or all of the event is obliterated or distorted in various ways. Ophthalmoscopic inspection will yield a great deal of information about the anatomic integrity of the retina, but a complete assessment must also include detailed mapping of both visual fields by perimetry, with attention to the size and shape of the blind spot. The observer's ability to perceive color at the retinal level may be challenged with Ischihara charts, which are most popularly used for detecting color blindness. These charts also will pick up abnormalities in color perception which are due to drugs, other toxic conditions, and higher, cortical integrative problems.

The head of the optic nerve (disc) can also be easily inspected with the ophthalmoscope, as it sits bare at the back of the eye. The optic nerve is subject to similar pathologic processes as those mentioned above: i.e., developmental, inflammatory, metabolic, and toxic. The color, texture and anatomic configuration of the nerve head indicate not only the integrity of the optic nerve at this vital point but also offer highly suggestive inferential information about the state of the rest of it, which is not directly visible. In addition, when there is increased intracranial pressure due to any type of brain abnormality, it can be reflected in the appearance of the optic disc.

The optic nerves from both eyes join in the area of the pituitary gland and then redivide in such a way that fibers from both eyes are represented in the optic tracts that form. Each tract then travels along either side of the brain (medial aspect of parietal and temporal lobes) via optic radiations to the occipital cortex. These pathways, although not directly visible, are accessible through the use of several maneuvers. Composite findings on neurologic examination, including visual field results, are traditionally used, but opticokinetic studies should also be done because of the abundance of information they can give about the integrity of the optic radiations. This involves the use of a moving, checkered tape which the patient watches and to which his eyes should involuntarily respond with rapid, rhythmic movements (nystagmus) [5]. If, on the basis of these studies, some kind of local pathology or other interfering process is suspected, the physician can then make use of special x-ray procedures (pneumoencephalography, arteriography) for looking at the areas in question.

Once the examining physician has satisfied himself as to the status of an observer's visual apparatus (to the point where the cerebral cortex takes over), he will want next to proceed with a detailed neurologic examination. His index of suspicion about the presence of absence of pertinent central nervous system disease had already been altered by his findings on general physical evaluation, as well as from the eye examination.

There is a clinical format for doing a complete neurologic examination; it is well-known to neurologists and

other interested physicians. Certain of the maneuvers, particularly those which test cortical integrative function, are extremely important in the evaluation of an eye-witness. This is because they will indicate the ability of the observer's cerebral cortex to process what his visual apparatus has fed in -- to differentiate various kinds of sensory input, process detail, make associations, and integrate spatial relationships. More specifically, those tests that reflect cortical sensory status are particularly pertinent for eyewitness assessment. This is because there are numerous medical disorders that cause neurologic disruption at the cortical sensory level, resulting in hallucinations, delusions, distortions, and confabulations [6].

"Organic" hallucinations and distortions often seem very real, even afterwards, to one only transiently afflicted and are apt to be reported as witnessed events. They can occur in people suffering from acute infections, adrenal insufficiency, brain tumors, chronic pulmonary disorders (respirator acidosis), complications from vitamin deficiencies and alcoholism, abnormal calcium metabolism, low blood magnesium levels, epilepsy (for several reasons), and Sydenham's chorea. In addition, there are scores of commonly used drugs which will produce hallucinations if taken in toxic quantities or, by certain people, in prescribed amounts. These include antihistamines, meprobamate ("Milltown"), dephenylhydantoins (antiepileptic agents), atropine (found in many non-prescription sleeping pills), and bromides (as in Bromoselzer). The report of an eye-witness who has been scrutinized for these possibilities alone (by history, examination, and necessary laboratory data) will understandably assume more creditability.

The possibility that an observation may have been influenced by an "organic" delusion should also be investigated. Frequently, as with the hallucinations, there will be clues to this situation from the observer's history or from some examination findings. Among the underlying medical causes of delusions are trichinosis, syphilis, hypothyroidism, calcium disorders, various blood disorders, encephalitis, and pellagra. Some of these same disorders can, of course, also influence observational reporting through other channels.

Confabulation, as a neurologic sign, is particularly important to rule out in the eye-witness report because it can be so deceiving. In fact, it serves as a cover-up for memory impairment by filling in the gaps with sundry (but inaccurate) details. Typically, confabulation is seen in association with peripheral neuropathy (careful examination is thus apt to alert the physician) and is the result of either a blood) disorder or, more commonly, exposure to toxins [7].

Many gross mental aberrations, such as hallucinations and delusions, are not associated with abnormal physical or neurologic signs and can be causally traced to underlying psychologic disorders. These are likely to be recognized and so labeled in the neurologic phase of the assessment where, as in psychiatry, a standard mental status examination is used for ferreting out emotional disorders, as well as memory and other intellectual impairment. For example, the schizophrenias and psychotic depression (which are the more frequent functional disorders associated with hallucinations and delusions) usually have well known clinical characteristics and will be obvious to physicians doing formal mental status testing [8].

It is because of the less florid kinds of psychopathology that a thorough psychiatric evaluation should be part of an observer creditability assessment. The complexities and vagaries of the human personality can lead to some gross distortions and fabrications around an event, particularly when finessed by people who are borderline psychotic, paranoid, sociopathic, hysterical or inadequate personalities. Some of these people, when stressed, have brief, episodic breaks with reality in which they are frankly psychotic and hallucinate, yet then resume previous functioning.

During a sophisticated psychiatric evaluation, the physician would be likely to recognize a propensity for such episodes. His main job, however, would be to gather enough information about the observer as a person to be able to check him out generally, psychologically, for creditability. This would involve complete developmental and psychosexual history, studying family relationships (past and present), assessing intellectual ability, elaborating on areas of major conflict, assessing for characterologic make-up and evaluating for ego-strength or weakness.

In instances where an observer is being retrospectively evaluated (i.e., he has already reported an event) there should be an intensive effort made to explore the observer's feelings about what he has seen and described. Such discussion, when properly guided, is likely to uncover inconsistencies and other helpful clues, in the case of the noncreditable observer. Unconscious motivational forces that have led to inaccurate reporting can sometimes be uncovered by exploring the observer's fantasy life, listening for slips of the tongue, or attempting free association. In an occasional observer, where substantiation of his creditability is crucial and there is vague reason to suspect it, a pentathol interview may be indicated.

In instances where frank lying about an event is suspected, the observer can be questioned while monitored by a polygraph. This machine measures some of those bodily responses that are under the control of the autonomic nervous system which is, in turn, partly regulated by cortical centers. If the observer being studied is truly sociopathic and has never developed a super-ego, or conscience, the polygraph will not be able to pick up his lie, since he will have no associated conflict on telling it. The lying will be picked up, however, when the polygraph is used on other personality types.

Up to this point, this paper has focused on the many factors that interfere with observer creditability. There

is as well, an obvious positive application for these assessments. The psychiatric evaluation, for example, can be useful for further screening for the strengths of observer candidates who have already been ruled medically and neurologically intact. In addition to making some sound predictions about accuracy of reported observations, the psychiatrist could also explore the candidate's ability to appropriately respond, under stress, to what he has seen. This aspect of an individual's make-up is of grave importance (as implied earlier) in some military, security, and other key positions.

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GENERAL DISCUSSION AMONG SYMPOSIUM PARTICIPANTS

1. General Discussion
2. Article Summary Read into the Record
3. Adjournment

Mr. Roush. Thank you, Dr. Baker.

I anticipated we would have difficulty keeping the members of the committee here at a time when important legislation is considered on the floor. We thought we would reserve the final few minutes for those of you who have made presentations to discuss among yourselves questions which may have been aroused by one of your colleagues' presentation today.

With that in mind, we are going to permit you to have a real free for all. Dr. Sagan.

Dr. Sagan. I just wanted to underline one point that Dr. Baker made. Congressman Roush, in his detailed presentation of the various Air Force systems, I am afraid that the main point won't come across to a lay audience, and that is that with relatively little expenditure of funds, it would be possible to significantly improve the available information.

Apparently what is now happening is that the Air Force surveillance radar is throwing away the data that is of relevance for this inquiry. In other words, if it sees something that is not on a ballistic trajectory, or not in orbit, it ignores it, it throws it in the garbage.

Well, that garbage is just the area of our interest. So if some method could be devised by the Air Force to save the output that they are throwing away from these space surveillance radars, it might be the least expensive way to significantly improve our information about these phenomena.

Mr. Roush. Thank you.

Dr. Baker. Let me just make a comment: That is quite true. At the present time our space surveillance sensors are about 200 percent overtasked. That means they could make about 50 percent of their time available to us. They task too many space objects, their capacity is much greater than the space objects that they are tasked to watch. The space population may grow to fill this void, but currently what Dr. Sagan says is true, we could as I indicated in conclusion (4) modify our current space surveillance system.

It is not an expensive thing to modify existing radars. The FPS-85 itself costs something like $100 million. The software modification called for here I am sure would be much less.

Mr. Roush. Dr. Hynek.

Dr. Hynek. I would just like to concur in what Dr. Sagan has said. I understand there are several hundred UCT's a month, uncorrelated targets, that because they don't -- 1 understand -- which since they do not follow ballistic trajectory, they are tossed out. It would not be expensive to introduce a subroutine into the computer to take care of these things for a short while. I strongly second Dr. Sagan's and Dr. Baker's suggestions.

Mr. Boone. Mr. Chairman.

Mr. Roush. Mr. Boone.

Mr. Boone. I think the gentleman should advise you too, though, when you do that, you must make a trajectory determination on each target including aircraft which may put a terrific burden on the radar you are insisting on upgrading.

Dr. Hynek. I will certainly grant that.

Dr. Harder. I would only respond to Mr. Boone by suggesting you could reject all objects that were found, for instance, under 90,000 feet.

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Dr. Sagan. That is just what I was going to say. Certain velocity and altitude limitations.

Mr. Boone. With that I agree. But I don't think we make many sightings at that altitude. We do have a problem here of what you want to look at. So in fact I think the thrust of Dr. Baker's argument here was that most of the Air Force equipment do not supply the material you would like to have.

So you are going to have to go to a much lower altitude, and you are going to have to check a much larger number of targets.

Dr. Sagan. I may have misunderstood, but my understanding was, since all of these "uninteresting" trajectory objects are thrown away, we have no way of knowing at the present time whether there are or are not large numbers of interesting objects at altitudes above 90,000 feet.

Mr. Boone. What this means is you check each one and determine its trajectory, and then throw it away, so it no longer becomes a simple task of saying "Oh, I only want to look at the unidentified ones." I have to check each one, and discard it.

Dr. Sagan. Isn't that being done already?

Mr. Boone. No, it doesn't do it below certain altitudes.

Dr. Sagan. Right.

Mr. Boone. All right. Certain targets are picked up at certain ranges, are they not?

Dr. Sagan. Right. So therefore the suggestion is that within the altitude range, that is being used anyway by the surveillance radar --

Mr. Boone. You complicate the procedure.

Dr. Sagan. Slightly.

Mr. Boone. The procedure is used but it involves the software again which is much more difficult to add to the systems than I believe is being presented. It can be done, there is no question it can be done.

Dr. Harder. I would agree the amount of effort that goes into the relative softwares, although by no means a $100 million project, it is not a very simple project.

Mr. Roush. Dr. McDonald, do you have a comment?

Dr. McDonald. Yes. I would underscore another one of the points, the general points that Dr. Baker made. I think it addresses itself to the question raised. Both scientists and members of the public are quite aware we have many monitoring radar systems, optical and so on.

This question is raised often, why aren't UFO's tracked? The point one is struck with in studying each of these systems in turn is the large degree of selectivity that is necessarily built into them. Good examples were cited by Dr. Baker.

It has to be kept well in mind that even systems like SAGE when they were developed necessarily had to have programmed into them certain speed limits both lower and upper, certain safe requirements like if the target was on an outbound path it could be ignored. In almost every monitoring system you set up, whether for defense or scientific purposes, if you don't want to be snowed with data, you intentionally built selectivity in, and then you do not see what you are not looking for.

Consequently, this point is important, that despite our many sensing and monitoring systems, the fact that they don't repeatedly turn up

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what appear to be similar to UFO's, whatever we define those to be, is not quite as conclusive as it might seem.

The second comment I would make concerns Dr. Baker's remark that we should move ahead to instrumental techniques and perhaps lessen attention on the older data.

I too agree that we have much need to replace what police officers and pilots saw with good hard instrumental data, the sooner the better, but there are many fields in which once you get instrumental data, say seismology, and being to learn about the phenomenon you are studying, seismology, astronomy, meteorology, once you understand these things you do go back to exploit the knowledge that is implicit in older data. Seismologists do study old earthquake records to improve the seismicity data available. Ecologists do look at old shifts in plant and animal patterns. Astronomers do look at old eclipse information, because once you begin to understand a problem, you can then sort out much better the important material.

I would not want to see excluded entirely -- in fact, I think it would be folly to exclude observations that go back 20 years, and a part of the problem we have not talked about today, still earlier observations.

Dr. Baker. Yes, I concur in that.

My message there was that if we preoccupy ourselves with continually going over past history, it is going to be frustrating. I think we can always use past history in retrospect. In order to go back, as you say, to look at the data and to put it in the proper perspective, when we learn more about the phenomena. So I agree.

Mr. Roush. Is there any other aspect of previous presentations that any of you would like to question?

Dr. Baker. I have a question of Dr. Harder about the Ubatuba magnesium.

Was this magnesium terrestrial? In other words, it is granted that Ubatubas couldn't produce it, but could the magnesium have been produced terrestrially, and if so, in what connection would we produce and employ such magnesium here on earth?

Dr. Harder. Well, such pure magnesium is indeed produced terrestrially in connection with Grignard reagents, and produced by the Dow Chemical Co., where magnesium is produced in greater purity actually than this.

At the time in 1957, the Brazilians did not have a sample of magnesium from the U.S. Bureau of Standards that was as pure as this Ubatuba magnesium with which to compare it. I might enlarge upon the data which was produced, or which was gotten at the request of Dr. Craig, that of the impurities found by the Colorado group, the principal one was zinc strontium with barium being a runner-up. these are very curious kinds of alloys from any terrestrial point of view.

No detected aluminum, and only three parts per million copper, and those are the most likely alloying elements from the terrestrial point of view.

Dr. Baker. Would you say that the sample was partially terrestrialized, and it might be the remnants of an ultrapure nonterrestrial alloy, or did it appear these particular impurities were in the sample from the beginning?

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Dr. Harder. This was done by a neutralization [sic] analysis on a very tiny slicer [sic]. It would be hard to say to what extent over the intervening 9 years there might be some terrestrialization, but certainly it would not have taken out aluminum or copper. It might have added zinc or barium, although that seems somewhat unlikely.

Dr. Sagan. So some comparison analysis has been made for example of the magnesium flares. A magnesium flare has an abundance of impurities?

Dr. Harder. It would hardly be 99.9 percent purity.

Dr. Sagan. That is what I meant.

Dr. Harder. Yes, that is right.

Mr.Roush. Dr. McDonald

Dr. McDonald. Both Dr. Hall and Dr. Sagan remarked in different contexts on the intense emotional factors that predispose some people to certain systems of belief, and I would like to remark on that to be sure that some perspective is maintained on that part of the problem.

In the witnesses I have interviewed -- I have intentionally stayed away from those who immediately show a very strong interest in a salvation theory, or something like that -- so I have cut down my sample right at the start.

I would want to leave the point strongly emphasized that though there are a few people, and some of them rather visible and vocal, who are emotional about the problem and tie it to almost religious beliefs, the body of evidence that puzzles me, that bothers me, and I think demands much more scientific attention, comes from people who are really not at all emotional about it; they are puzzled by it, they are reliable, a typical cross-section of the populace. They have not built any wild theories on it.

In fact, let me mention one important sighting in New Guinea. I didn't interview the witness in New Guinea, out in Melbourne, Australia. An Anglican Missionary, Rev. William B. Gill, was teaching the school in New Guinea, and when he and some three dozen mission personnel saw an object hovering offshore with four figures visible on top of it, even this minister didn't begin to put any religious interpretation on it. He said this is what he saw, and he wrote very careful notes about it. It is that kind of evidence, and not evidence that comes from people with emotional factors predisposing them to system [sic] beliefs that impress me.

Mr. Roush. Let's have the psychologist speak here for just a moment.

Dr. Hall. Thank you.

I welcome that clarification.

The point I was making was not that the witnesses generally are emotional and precommitted to a position at all, but that the people who are interpreting the evidence after it has been gathered are usually precommitted beyond the point of rationality, and it is a very important distinction that you brought out.

The primary problem of witnesses, it seems to me, is this reluctance to report based apparently on a feeling that they will be ridiculed -- that their evidence is not welcome -- and I guess I can't resist telling the little story from the Wall Street Journal, quite recently, of a man who had five pet wallabys in Westchester County. A wallaby

is a miniature kangaroo. These five wallabys escaped, and rather than upset people he didn't report this, he waited for people to tell him that they had seen them. And nothing happened for days and days.

Well, when they were finally relocated and caught then lots of people started admitting, yes, they had seen these wallabys, but after all, if you see a tiny kangaroo loping across the road in New Rochelle, you are reticent to report it.

Mr. Roush. Dr. Hynek again.

Dr. Hynek. I think that is a most interesting point that ties in. I think sometimes we don't ask ourselves really very fundamental questions, and that is, how is it that these reports exist in the first place?

It is not just because they are strange, because we don't have reports of Christmas trees flying upside down, or elephants doing strange things in the sky; the reports are strange, but they do have a certain pattern.

Now, I have often asked myself, well, why do the reports exist in the first place? And how many are reported?

Whenever I give a presentation to some group I frequently will ask them, well, how many of you have seen something in the skies you couldn't explain; that is a UFO, or some friend whose veracity you can vouch for?

I have been surprised to find that 10 to 15 percent, albeit it is a specialized audience, they are there already because they are interested, hence there is a selection factor, but nonetheless I am quite surprised that many respond.

Then I ask the second one, Did you ever report it to the Air Force? And maybe one or two will say that they have.

Now, why, then, should people make reports anyway, since they face such great ridicule? They do it for two reasons, those that I have talked to: One, is out of a sense of civic duty. Time and again I will get a letter saying, I haven't said this to anybody, but I feel it is my duty as a citizen to report this. And many letters come to me. In fact, even saying, please do not report this to the Air Force.

The second reason is that their curiosity finally bugs them. They have been thinking about it and they want to know what it was they saw, and many letters I get will end in a rather plaintive note, can you possibly tell me, or can you tell me whether it is possible what I saw?

Those two reasons are the "springs" of why the report is made in the first place. I don't know how much store can be put in the Gallup poll, but I understand when, about 2 years ago a poll was made on this subject, there was something like -- the poll reported 5 million people, 5 million Americans had seen something in the skies they could not explain. Over the past 20 years the Air Force has had some 12,000 reports. Therefore, one can logically ask, who is holding out on the other 4,988,000 reports?

I think there may be quite a reservoir of reports that simply have not come out into the open because of this natural reluctance of people to speak out.

Mr. Roush. Dr. Hynek, your experience has been similar to mine, although much more extensive. In the 10 years I have served on this committee I have had occasion to ask various witnesses their beliefs

as far as UFO's are concerned. They have included Air Force generals and Army generals, and usually they display a great interest. Sometimes they will say, I don't believe, But my wife does; some will say.

The other day I was engaged in a colloquy over on the floor of the House, not a part of the record, but just as a side conversation, with two of my colleagues who sit on this committee.

(At this point, discussion was off the record.)

Mr. Roush. Back on the record.

As a result of my experience on this committee I have been privileged to visit the tracking stations which NASA has throughout the world. Each place I have visited I have asked the question, "Have you tracked any unidentified flying object?"

Well, it is obvious they apparently don't have the ability to track, but the response was "No," everywhere except in South Africa. Then they said, "anything we track, which we do not understand, we turn over to the Department of Defense," inferring there were some things they did not understand.

The same is true with those places in the world where there is a Baker-Nunn camera. I asked the same question of them. For the most part there was a boundless curiosity, but a negative response.

Dr. Hynek. I might respond to that, of course, in talking to them, you have represented officialdom, and they may themselves be a little afraid to say anything to a Congressman that might get them into trouble.

But I get reports sub rosa that are to the effect that people, trackers, and so forth, have seen things, but they would not dare think of reporting it.

Now, that is hearsay. I am sorry it is not hearsay; it has happened to me.

But it is not what I would call "solid evidence,"

Mr. Roush. Just one other comment. I serve on the board of trustees of a college back in Indiana. In the course of a year they had numerous lectures by outstanding people in their lecture series, quite outstanding people on various subjects, but they scheduled one lecture given by a student at the college on unidentified flying objects. Needless to say, he had the best attendance of the entire series.

Dr. Harder.

Dr. Harder. Following on something that Dr. Hynek said about the small percentage of actual sightings that are reported, this would suggest that the two instances that I brought out, which to my knowledge are the only extant pieces of what you might call scientific information -- information containing information of a scientific nature, might well be multiplied by a factor of 10, if it were not for this ridicule bit, and furthermore, if it were not the subject of ridicule, many people would perhaps take greater care in the observations that they do make, and perhaps come up with similar kinds of anecdotal nature of somewhat more importance than just flashing lights.

For instance, the plane of polarization or -- well, many kinds of observations came to us. We would have even at this point far more anecdotal information of a scientific nature and of scientific importance than we now have.

Mr. Roush. I think those of you who have sat on this panel today have made perhaps a greater contribution than you realize in adding

some respectability to the interest the American people have in this phenomena. Perhaps we can, by further activity on the part of this committee, and you on your part, and by the public reading what you have said today, cause people to be more responsive and to report what they see. Perhaps we can thereby give an air of respectability to these sightings which will permit people to go ahead without being embarrassed or ashamed of reporting what they have seen.

Does anyone else have anything here?

Mr. Fulton. Mr. Chairman, sightings of UFO's in western Pennsylvania have now increased to the point where interested citizens have established a UFO Research Institute with a 24-hour answering service, to investigate reports and sightings.

In my congressional district, there is the Westinghouse astronuclear plant, whose fine work is well known to the members of our committee. As I have been asked by Mr. Stanton T. Friedman, a nuclear physicist at Westinghouse who makes a hobby of investigating UFO sightings and publicly speaking on the subject, it is a pleasure to insert a statement by Mr. Friedman, "Flying Saucers Are Real" into the record at this point. He is one of the few observers with the candor to conclude and so state that "the earth is being visited by intelligently controlled vehicles" from outer space.

(Mr. Friedman's statement follows:)

SUMMARY OF "FLYING SAUCERS ARE REAL"

BY STANTON T. FRIEDMAN, NUCLEAR PHYSICIST

After considerable study, first-hand investigation, and review of a great variety of data, I have concluded that the evidence is overwhelming that the earth is being visited by intelligently controlled vehicles whose origin is extraterrestrial. This does not mean that I know why they are here, where they come from, how they operate, why they don't seem to be talking to us. It also does not mean that I believe that everything that people see that they cannot identify is an extraterrestrial spaceship. Quite the contrary, I believe that most things that people report as UFO's can be identified as relatively conventional phenomena seen under unconventional circumstances just as most isotopes cannot fission or fusion, most chemicals don't cure any diseases, most people cannot run a four-minute mile, and most women don't look like Brigitte Bardot. The scientific approach to any problem is to sift the information to find that which is relevant to the solution of the problem at hand. The fact that most initially strange objects in the sky and on the ground can be identified is totally irrelevant to the question of the existence of extraterrestrial spaceships. Also irrelevant are the facts that we cannot yet comfortably visit other planets, that some of us might behave differently from the way our visitors act, that we have not yet publicly been exposed to pieces of such a vehicle, or to an extraterrestrial humanoid on television.

While almost everyone has heard of flying saucers and has an opinion about them, most people including the non-believing scientists who have made such definite statements about their non-existence are ignorant not only of the facts concerning UFO's but also of the technology that might aid one in understanding the vehicles' motion, the possibility of interplanetary and interstellar travel, or the possibility of life on Mars.

Sightings of UFO's are relatively common and have occurred all over the world. One out of every 25 adult Americans has seen a UFO. Judging from the one detailed, official, scientific investigation that has been published, one-fifth of the sightings can be labeled as Unknowns. These Unknowns are completely separate and distinct from the 20% of the 2199 sightings which were labeled "Insufficient Information" because some vital piece of data was missing. Many of the Unknowns are reported by highly trained, competent witnesses who have close-up sightings lasting for many minutes. UFO's have been observed on radar and been subsequently labeled as Unknowns. There have been simultaneous radar and visual sightings. Comparisons between Knowns and Unknowns clearly showed definite differences in color, shape, size, velocity, maneuverability, etc.

This data, which most people have never seen or even heard of, is published in a document entitled "Project Blue Book Special Report, Number 14" which was completed in 1955 and has never been made readily available. The low percentage of Unknowns since that time is the direct result of deception on the part of the U.S. Air Force whose entire approach since that time has been based upon the assumption that everything can be identified.

The usual arguments made against "visitations" are based upon false assumptions, wrong (unanswerable) questions and faulty knowledge. "Things cannot go that fast in the atmosphere -- spaceflight is impossible -- trips to the stars are impossible, if they were here they would talk to us ... etc." The typical educated non-believer focuses on the irrelevant UFO's and poor sightings by incompetent observers and carefully neglects the UNKNOWNS seen by competent observers. The great probability that there are civilizations thousands, perhaps millions of years, ahead of us and possessing technology about which we are probably totally ignorant is neglected. The distressing thought that we, the inhabitants of this planet, might not be worth talking to is pushed aside. The most effective filter between the facts as they are and the widespread distribution of those facts has been ridicule. Fewer than 1% of the sightings that have occurred have been investigated or reported. Documents containing solid data about UFO's rather than IFO's have been privately published so that most people have never seen the data that they contain. An entire mythology of false information has been widely distributed instead. Now is the time to break through the "laughter curtain." Studies done six years ago at the Jet Propulsion Laboratory showed that trips to the stars in reasonable times are feasible with the knowledge we have today using staged fission or fusion propulsion systems both of which are under development. A tremendously large body of data connected with magnetoaerodynamics even suggests we might be able to build something very much like the reported UFO's -- and

also solve many of the problems of high speed flight and produce the electromagnetic effects so frequently associated with UFO sightings. "It's impossible" is said instead of "We don't know how."

Literally hundreds of reports from all over the world also testify to the existence of humanoid creatures associated with UFO's on the ground. Once again ridicule has kept the facts from being known. More than 200 landings have been documented for 1954 alone.

There are good pictures of UFO's from all over the world -- most of which have also not received the publicity that they deserve.

A good example of the ridiculousness of the professional skeptics' attitude is the statement that "life as we know it cannot exist on any other body in the solar system." It sounds sensible until we note that we expect to send men to the moon and to Mars. The primary attribute of an advanced intelligent civilization is its ability to create its own environment almost everywhere such as the bottom of the ocean, in outer space, and on the surface of airless, waterless bodies such as the moon and Mars. For those who believe that the Mariner IV pictures of Mars proved that there isn't life there, it should be pointed out that of 10,000 pictures taken of the earth from a satellite with cameras of the same resolving power as those used on Mariner IV, only 1 (one) gave any indication of life on earth.

Max Planck once said that new truths come to be accepted not because their opponents come to believe in them but because their opponents die and a new generation grows up that is accustomed to them. Perhaps this is what will happen with UFO's.

Mr. Roush. Dr. Baker, and Dr. Hall, Dr. McDonald, Dr. Harder, Dr. Hynek, and Dr. Sagan, I believe that you people have made a real contribution here, and I think the time will come when certain people will look back and read what has been done here today and realize that we have pioneered in a field insofar as the Congress of the United States is concerned. They will be very mindful that something worthwhile was done here today.

As a personal note, I would like to say this has been one of the most unusual and most interesting days I have spent since I have been in the Congress of the United States.

Thank you.

I thank each of you.

The committee stands adjourned.

(Whereupon, at 4:39 p.m., the committee was adjourned.)

PREPARED STATEMENTS

STATEMENT BY DR. DONALD H. MENZEL

1. Biography
2. Prepared Statement

(The biography of Dr. Menzel follows:)

DR. DONALD H. MENZEL

Dr. Donald H. Menzel, a native of Colorado, received his Ph. D. from Princeton University in 1924. After one year as instructor at the University of Iowa, another year as Assistant Professor at Ohio State University, Dr. Menzel went to Lick Observatory in 1926, as Assistant Astronomer. While at Lick he participated in many observing programs with the large telescopic equipment. His major work, however, was in the interpretation of the spectrum of the atmosphere of the sun, from photographs taken at various total solar eclipses. He participated in the observation of two such eclipses, in the years 1930 and 1932.

In the fall of 1932, Dr. Menzel came to Harvard University, where he has been ever since, except for three years of service as a Commander in the U.S. Navy, during World War II. His studies have covered a large number of fields, from pure physics to pure astronomy. Of special concern has been the sun itself, in which field he is a recognized authority. His studies have employed a combination of observation and theory. In 1936 he was director of the Harvard-M.I.T. eclipse expedition to USSR. In 1945 he directed the Joint U.S.-Canadian eclipse expedition to Saskatchewan. He has also observed the total eclipses of 1918, 1923, 1954, 1959, 1961, 1963 and 1967.

In an attempt to obtain basic information outside of a total solar eclipse, Dr. Menzel developed the first coronagraph in the United States and established the station at Climax, Colorado, where it is now known as the High Altitude Observatory. Originally operated jointly by Harvard and the University of Colorado, this scientific institution is now wholly under the jurisdiction of the latter university. The observations of solar activity obtained at Climax had an immediate application to problems of solar-terrestrial relationships, especially on the propagation of radio waves.

To expand the work in this field and to provide for more nearly unbroken records of solar activity, after World War II, Dr. Menzel suggested that the Air Forces establish a second solar station. After several years of site surveying, Sacramento Peak Observatory was established near Alamogordo, New Mexico on a mountain some 5000 feet above the Tularosa Basin, overlooking the White Sands Proving Ground and the Holloman Air Force Base. The large instruments, including the 16-inch coronagraph, were all designed and built under Harvard auspices, collaboratively with scientific personnel from the High Altitude Observatory. In 1956, with Air Force sponsorship, Harvard built a Solar Radio Observatory near Fort Davis, Texas, to record the radio waves of solar origin. The data from these observatories are revolutionizing our knowledge of the sun and solar activity.

In 1952 Dr. Menzel became acting Director of Harvard College Observatory and, in 1954, was advanced to the Directorship. He resigned as Director on March 31, 1966. In Harvard University he is Paine Professor of Practical Astronomy and Professor of Astrophysics. On July 1, 1966 he also accepted appointment as Research Scientist on the Smithsonian Astrophysical Observatory staff. He has lectured extensively in Spanish throughout Latin America. In 1968 he was a Visiting Professor at the University of Chile, and served as State Department Specialist for Latin America in 1964.

From 1954-56 he was President of the American Astronomical Society. He is Vice President of the American Philosophical Society, a member of the National Academy of Sciences, the American Academy of Arts and Sciences, and a large number of other professional organizations. He is a senior member of the Institute of Electrical and Electronics Engineers and a Foreign Associate of the Royal Astronomical Society. From 1948-1955 he was President of the Commission on Solar Eclipses of the International Astronomical Union, and from 1964-1967 was President of the Commission on the moon. He is also a member of the International Radio Scientific Union (URSI), and the International Union for Geodesy and Geophysics. He has been Chief Scientist of GCA Corporation since 1959. He was a member of the Board of Directors of the Association of Universities for Research in Astronomy, Inc. from 1957-1966. (In 1954 he received the honorary

degree of D.Sc. from the University of Denver, his Alma Mater, and their John Evans Award in 1965.)

Dr. Menzel has been a prolific writer. His books, articles, and scientific papers cover a broad field, and have been translated into many languages. He has even ventured briefly into the realm of science fiction.

His book, "Our Sun," published by the Harvard University Press, is one of the so-called Harvard series on astronomy and a standard reference work, despite the fact that it is written in popular style for the general public. Two popular books on the subject of Flying Saucers, the second written with Lyle Boyd and published in 1963, analyze the various reports and demonstrate conclusively that these highly controversial "objects" are only various manifestations of different natural phenomena, not machines from outer space. His first book on Flying Saucers was translated into Russian. He has lectured extensively on UFO's around the world, including South America and Mexico.

Dr. Menzel's interest in promoting good writing by scientists, led him to produce "Writing a Technical Paper," co-authored by Professor Howard Mumford Jones of the Harvard Department of English and Lyle Boyd, a science editor. He is also author of a "Field Guide to the Stars and Planets," a popular handbook for beginning astronomers.

PREPARED STATEMENT BY DONALD H. MENZEL

UFO: FACT OR FICTION?

Flying saucers or UFO's have been with us for a long time. June 24, 1968 marked the 21st anniversary of the sighting of nine bright disks moving rapidly along the hogback of Mount Rainier. However, similar sightings go far back in history, where they have assumed various forms for different people. Old records refer to them as fiery dragons, fiery chariots, wills-o'-the-wisp, jack-o'-lanterns, ignis fatuus, firedrakes, fox-fire, and even the devil himself.

And now a new legend -- a modern myth -- has arisen to explain a new rash of mysterious sightings. Certain UFO buffs argue that the peculiar properties and maneuvers of these apparitions, as reported by reliable people of all kinds, are so remarkable that only one explanation for them is possible. They must be vehicles from outer space, manned by beings far more intelligent than we. because the operators have clearly built vehicles with capabilities far beyond anything we can conceive of.

On the face of it, this reasoning sounds much like that of Sherlock Holmes. who said on several occasions: "It is an old maxim of mine that when you have excluded the impossible, whatever remains, however improbable, must be the truth."

I am willing to go along with this formula, but only after we have followed Holmes and excluded every possibility but that of manned UFO's. And we must also show that no further possible solutions exist.

The believers are too eager to reach a decision. Their method is simple. They try to find someone, whom they can establish as an authority, who will support their views. They then quote and often misquote various authorities or one another until they believe what they are saying. Having no real logic on their side, they resort to innuendo as a weapon and try to discredit those who fail to support their view. The UFO magazines refer to me as the arch-demon of saucerdom!

I concede that the concept of manned spaceships is not an absolute impossibility. Neither are the concepts of ghosts, spirits, witches, fairies, elves, hobgoblins, or the devil. The only trouble with this last list is the fact they are out of date. We live in the age of space. Is it not natural that beings from outer space should exhibit an interest in us? But, when we consider that these beings -- if indeed they are beings -- have been bugging us for centuries, why should one not have landed and shown himself to the President of the United States, to a member of the National Academy of Sciences, or at least to some member of Congress?

Please don't misunderstand me. I think it is very possible that intelligent Life -- perhaps more intelligent than we -- may exist somewhere in the vast reaches of outer space. But it is the very vastness of this space that complicates the problem. The distances are almost inconceivable. The time required to reach the earth -- even at speeds comparable with that of light

-- range in hundreds if not thousands of years for our near neighbors. And it takes light some billions of years to reach us from the most distant galaxies, times comparable with that

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for the entire life history of our solar system. The number of habitable planets in the universe is anybody's guess. Any figures you may have heard, including mine, are just guesses. I have guessed that our own Milky Way may contain as many as a million such planets. That sounds like a lot, but the chances are the nearest such inhabited planet would be so distant that if we send out a message to it today we should have to wait some 2000 years for a reply. Alas, the evidence is poor for intelligent life in our solar system, though I do expect some lower forms of life to exist on Mars.

With respect to UFO's my position is simply this. That natural explanations exist for the unexplained sightings. The Air Force has given me full access to their files. There is no vast conspiracy of either the Air Force or CIA to conceal the facts from the public, as some groups have charged. The basic reason for continued reporting of UFO's lies in the possibility -- just the possibility mind you -- that some of them may derive from experimentation or secret development by a hostile power. And I don't mean hostile beings from outer space!

The Air Force has made its mistakes. They never have had enough scientists in the project. They have failed to follow up certain sightings of special importance. Their questionnaire is amateurish, almost cleverly designed in certain cases to get the wrong answer and lose track of the facts. The Air Force is aware of my criticism and, on a voluntary basis, I have helped them improve the questionnaire. It was not an easy job. Especially when the Air Force rejected some vital questions as "an invasion of the privacy of the individual."

From 1947 until 1954 a bewildered group of Air Force personnel tried honestly and sincerely to resolve the UFO problem. Many highly reliable persons had reported seeing "objects" moving at fantastic speeds, and apparently taking evasive action in a manner impossible for known terrestrial craft. By 1952 a sizable number of those in the Air Force group had concluded that extraterrestrial vehicles were the only explanation. Some of this unrest leaked out. Popular writers exploited these ideas and soon various UFO clubs came into existence. In 1958, a committee of scientists, headed by the late H. P. Robertson of California Institute of Technology met at CIA to consider a number of the Air Force's most convincing cases. They immediately solved many of them. Others could not be solved because of poor or insufficient data. They concluded that all cases had a natural solution. There was no evidence to support the idea that UFO's are vehicles from another world.

Nevertheless, the UFO buffs believe, almost as an article of faith, that "trained observers," such as military or airline pilots, could not possibly mistake a meteor, a planet, a star, a sundog, or a mirage for a UFO. This viewpoint is absolutely nonsense and the Air Force files bear witness to its falsity! They contain thousands of solved cases -- sightings by "reliable individuals" like the pilots: But such persons have made huge errors in identification.

A huge meteor flashes in the sky! The co-pilot thinks it is going to strike the plane and takes evasive action. The pilot disagrees and he is right. The UFO proves to be a fireball or meteor a hundred miles away! Such occurrences are frequent, not rare. They have even increased with the growing number of re-entries and spectacular decay of satellite debris from the space operations of the U.S.A. and the U.S.S.R.

Distances overhead are uncommonly hard to estimate -- either on the ground or in the air. A bird's feather, shining brightly in the sun and floating a mere 20 feet overhead may seem to be a distant object moving at very high speed. Conversely, a pilot may think that a bright object on the horizon, in reality a star or planet, lies just beyond his wing tip. Sometimes, a layer of warm air, sandwiched between 2 layers of cold air, can act as a lens, projecting a pulsing, spinning, vividly colored, saucer-like image of a planet. Pilots, thinking they were dealing with a nearby flying object, have often tried to intercept the image, which evades all attempts to cut it off. The distance may seem to change rapidly, as the star fades or increases in brightness. Actual "dog fights" have been recorded between a confused military pilot and a planet. I myself have observed this phenomenon of star mirage. It is both realistic and frightening.

Such observations fortified the UFO legend -- that these objects "maneuver as if under intelligent control." But the pilots failed to realize that the "intelligent control" came from within themselves. And I think that Air Force personnel of Project Blue Book still do not appreciate this important UFO phenomenon.

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Mirages are not the only apparitions that appear to maneuver. I think I was the first person, to point out that a special kind of reflection of the sun (or moon), sometimes called a sun dog (or moon dog), also can perform evasive action. Layers of ice crystals are necessary, like those found in cirrus clouds. An aviator flying through cirrus sometimes sees a peculiar metallic appearing reflection, a reflection of the sun or moon. He may elect to chase it. The apparition will recede if approached, or approach if the pilot reverses his course. The object seems to execute evasive action! As the pilot runs out of ice crystals, the UFO will seem to put on a burst of speed and disappear into the distance.

But such behavior does not imply, as the UFO addicts argue, the presence of an intelligent pilot to guide it. No! It's like chasing a rainbow, which recedes as you approach it or advances as you move away.

As we look over the Air Force files, we find that some 90 per cent of the solved cases result from the presence of material objects in the atmosphere. I list some of these objects. Reflections from airplanes, banking in the sun, simulate saucers. Momentarily, a bright reflection appears and then vanishes. The plane is invisible in the distant haze. An imaginative person concludes that an interplanetary vehicle has come in fast, reversed course, and rapidly receded into the distance. Often the observers say "It couldn't have been a plane," because "no noise was heard" or because "it moved too swiftly." And yet careful study proves beyond doubt that the object was indeed an aircraft. The brilliant landing lights of a plane can almost dazzle a person on the ground. Sometimes such lights may appear to be very close -- only a few hundred feet away.

You'd be surprised at the variety of mundane objects that people have reported as UFO's. Balloons, child's balloons, weather balloons lighted or unlighted, and especially those enormous plastic balloons as large as a ten-story building, which carry scientific instruments to altitudes of 100,000 feet! Reflecting full sunlight while the earth below lies in dim twilight, these balloons shine more-brilliantly than Venus! Advertising planes or illuminated blimps frequently become UFO's.

Birds, by day or night, often reflect light from their shiny backs. Windblown kites, hats, paper, plastic sacks, feathers, spider-webs, seed pods, dust devils have all contributed their share of UFO sightings. Insects single or in swarms. Saucer-shaped clouds, reflections of searchlights on clouds! Special space experiments, such as rocket-launched sodium vapor releases or balloons from Wallop's Island have also produced spectacular apparitions! Ball lightning and the Aurora Borealis occasionally contribute.

Reflections from power lines, insulators, television antennas, radars, radio telescopes, even apartment windows! These, too, have produced realistic UFO's.

I could add to this list almost indefinitely. But the chief point I want to make is that simple phenomena like the above have tricked intelligent people into reporting a UFO.

But there are a few other phenomena that can produce UFO's of a type that, as far as I know, the Air Force still does not recognize.

I quote from an article on "Vision" in Volume 14 of the McGraw-Hill Encyclopedia of Science and Technology. "... any observant person can detect swirling clouds or spots of 'light' in total darkness or while looking at a homogeneous field such as a bright blue sky." If you want to see flying saucers just look up. If you don't see them, you probably are not "observant."

I see them most clearly in a dark room or on a moonless night with the sky even darker with heavy clouds. I find stars somewhat distracting. Just lie down on your back, open your eyes and see the saucers spin. The show is free. You will almost surely see bright, irregular patches of light form. Most of them seem grey green, but I occasionally see silver or gold and occasionally red. I can imagine windows in some of them. As you move your eyes they will cavort over the sky. To speed up the action just rub your eyes like a person coming out of a sleep. Occasionally the whole field becomes large and luminous. Now, I ask you, how canyon be sure that the UFO reported by an airline pilot is not one of these spurious images? And even if an alerted co-pilot confirms it, he might also be responding to a similar effect in his own eyes!

The chemistry and physiology of the human eyes are certainly responsible for many UFO sightings. The eye responds in different ways to different kinds of stimuli. A sudden burst of bright light, like that from a flash bulb, for example, exerts an enduring effect on the eye. The light from the flash produces an immediate change in the so-called visual purple of the retina. In a sense the retinal spot on which the image fell becomes fatigued. For some minutes after the flash

you will be able to see a bright, usually greenish, floating spot, which could be mistaken for a UFO by someone unfamiliar with the problem.

Let me take an actual case, which is typical of a large number actually in the files of Project Bluebook. A child, going to the bathroom turns on a bright light and accidentally awakens one of his parents who is blinded by the sudden illumination. The light goes off and the parent gets up to investigate and just happens to glance out of the window. He is startled to see a peculiar spot of light floating over the trees and making irregular, jerky motions. He watches the UFO for a minute or two until it finally disappears.

He cannot be blamed for failing to realize that the erratic and often rapid movements of his UFO are those of the after-image, drifting with the similar movements of his own eye. The UFO appears in the direction he happens to be looking. That is all. And yet he may describe it graphically as a luminous object "cavorting around in the sky."

Many such stimuli are possible by day or night. Some time ago I was driving directly toward the setting sun. When I came to a stop-light and looked out the side window of the car, I was startled to see a large, black object shaped something like a dirigible, surrounded by dozens of small black balloons. I suddenly realized that they were after-images of the sun. The big one was where I had been looking most fixedly. The spots were images where my eye had wandered. A UFO buff could have sworn that he was seeing a "mother ship" and a swarm of UFO's in rapid flight,

I once had another similar experience. I suddenly glanced up and was surprised to see a whole flotilla of UFO's flying in formation across the blue sky. They looked like after-images, but I hadn't been conscious of the visual stimulus responsible. I quickly retraced my steps and found it: sunlight reflected from the shiny surf ace of the fender of a parked car.

I am sure that many UFO's still unknowns, belong to this class. Look fixedly at the full moon for at least 30 seconds and then turn away. A greenish balloon will swim over your head and perform maneuvers startling or impossible for any real object. I'm been able to attain the same effect with the planet Venus, when near maximum brilliance. Yet most observers will swear that such UFO's are true objects. And the Air Force questionnaire, failing to recognize even the existence of this kind of UFO, contains not a single question that would help them to identify it. In fact the words signifying UFO, unidentified flying object, show the state of mind of the Air Force personnel who invented this abbreviation. What I am saying is that the UFO's are not unidentifiable, they are often not flying, and many are not even objects. It is this point of view -- to regard the apparitions as actual solid objects -- that has retarded to solution [sic] so long.

After-images possess still other complicated characteristics. A colored light tends to produce an after-image with complementary color. A green flash will cause a red after-image and vice versa. Color-blind persons and persons with defective vision will often experience effects different from those of people with normal eyesight.

Another optical phenomenon that can produce an illusion of flying objects lies within the eye itself. Again, look at some uniformly bright surface -- sky or ceiling. Relax your eyes. By that I mean focus your eyes on infinity. The changes are that you will see an array of dark spots. These specks, which may seem to be near like a swarm of gnats or as ill-defined objects at a distance, are either on or in your eye. They may be dust floating on the lens, minute imperfections in the cornea, or possibly blood cells on the retina. These, too, can simulate evasive and erratic movement

The eyeball jumps a little every time you blink. Walking transmits vibrations to the eye at every step. Many individuals think they see stars, planets, or satellites oscillating when the movement is actually that of the eye itself. Here is an example.

On our return across Minnesota we had an experience which I have always remembered as illustrative of the fallacy of all human testimony about ghosts, rappings, and other phenomena of that character. We spent two nights and a day at Fort Snelling. Some of the officers were greatly surprised by a celestial phenomenon of a very extraordinary character which had been observed for several nights past. A star had been seen, night after night, rising in the east as usual, and starting on its course toward the south. But instead of continuing that course across the meridian, as stars invariably had done from the remotest antiquity, it took a turn toward the north, sunk toward the horizon, and finally set near the north point of the horizon. Of course an explanation was wanted.

My assurance that there must be some mistake in the observation could not be accepted, because this erratic course of the heavenly body had been seen by all of them so plainly that no doubt could exist on the subject. The men who saw it were not of the ordinary untrained kind, but graduates of West Point, who, if any one, ought to be free from optical deceptions. I was confidently invited to look out that night and see for myself. We all watched with the greatest interest.

In due time the planet Mars was seen in the east making its way toward the south. "There it is!" was the exclamation.

"Yes, there it is," said I. "Now that planet is going to keep right on its course toward the south."

"No, it is not," said they; "you will see it turn around and go down towards the north."

Hour after hour passed, and as the planet went on its regular course, the other watchers began to get a little nervous. It showed no signs of deviating from its course. We went out from time to time to look at the sky.

"There it is," said one of the observers at length, pointing to Capella, which was now just rising a little to the east of north; "there is the star setting."

"No, it isn't," said I; "there is the star we have been looking at, now quite inconspicuous near the meridian, and that star which you think is setting is really rising and will soon be higher up."

A very little additional watching showed that no deviation of the general laws of Nature had occurred, but that the observers of previous nights had jumped at the conclusion that two objects, widely apart in the heavens, were the same.

Those words came from a book called "Reminiscences of an Astronomer," published in 1903 by Simon Newcomb, who was in charge of the American *Nautical Almanac* office from 1877 until 1897. The event actually occurred in 1866. The similarity to modern UFO's is overpowering. A star cavorting across the sky! Military officers as responsible witnesses!

In his delightful book, "*Light and Colour in the Open Air*," the well-known Dutch astronomer, M. Minnaert, wrote.

"Moving Stars.

"In the year 1850 or thereabouts, much interest was aroused by a mysterious phenomenon; when one looked intently at a star, it sometimes seemed to swing to and fro and to change its position. The phenomenon was said to be observable only during twilight, and then only when the stars in question were less than 10° above the horizon. A brightly twinkling star was first seen to move with little jerks, parallel to the horizon, then to come to a standstill for five or six seconds and to move back again in the same way, etc. Many observers saw it so plainly that they took it to be an objective phenomenon, and tried to explain it as a consequence of the presence of hot air striae.

"But any real physical phenomenon is entirely out of the question here. A real motion of ½° per second, seen by the naked eye, would easily be magnified to 100° or more, by a moderately powerful telescope; that means that the stars would swing to and fro and shoot across the field of vision like meteors. And every astronomer knows that this is sheer nonsense. Even when atmospherical unrest is at its worst the displacements due to scintillation remain below the limit of perceptibility of the naked eye. Psychologically speaking, however, the phenomenon has not lost any of its importance. It may be due to the fact of there being no object for comparison, relative to which the star's position can be easily observed. We are not aware that our eye continually performs little involuntary movements, so that we naturally ascribe displacements of the image over our retina to corresponding displacements of the source of light.

"Somebody once asked me why a very distant aeroplane appears invariably to move with little jerks when followed intently with the eye. Here the same psychological cause obviously comes into play, as in the case of the 'moving' stars, and 'very distant' seems to point to the fact that this phenomenon, too, occurs most of all near the horizon.

"And how can we account for the fact that, suddenly and simultaneously, three people saw the moon dance up and down for about thirty minutes?"

This is the phenomenon of "Telekinesis," the apparent erratic motion of an object caused by the erratic motion of the human eye. I have seen a number of UFO reports in which the observer stated that the object could not have been a meteor or a satellite because it moved irregularly.

For you who wear eyeglasses there is still another way of seeing a UFO. Look directly at some bright light, with your head turned slightly to the left

or right. You will probably see a faint roundish out-of-focus spot. This is light reflected from the front surface of your eyeball, back to the lens, and then back into the pupil of your eye. A bright source, to one side and slightly behind you, can also reach your eye through reflection from the internal surface of the spectacle lens.

To this moment I have not mentioned still another method of detecting saucers -- one not subject to the vagaries of the human eye. I mean radar, of course. Radar is a machine. It can't make mistakes. Or at least that is the common argument advanced by UFO buffs.

Radar is cursed with all the potential afflictions that any complicated electrical gadget can suffer. But let me mention only one: mirage. Let me explain briefly what a radar does. It sends out a pulse of radio waves. We know the direction, Northeast for example. We know the elevation above the horizon. An echo returns. From the interval between transmission and reception of the pulse, we know how far away the object is that reflected the pulse back to us. We think we detect a plane -- or a UFO in flight -- because the radar directs the pulse upward.

We have no way of following the pulse in its path toward the target. A layer of warm, dry air or even a layer containing a few bubbles of warm air will bend the radar beam back to earth. The reflection may be from a distant building, a train, or a ship. No wonder that planes, sent to intercept radar UFO, find nothing. In one such case, a well-known writer on flying saucers wrote: "The discovery of *visible* saucers had been serious enough. -- The discovery now of invisible flying saucers would be enough to frighten anyone." Small changes in the atmosphere can make the UFO seem to maneuver at fantastic speeds, executing right-angle turns or suddenly vanishing completely from the radar scope. I was very familiar with such effects from having worked with them during Naval Service in World War II. The greatest radar saucer flap of all times occurred in the hot, dry month of July 1952, when a whole fleet of UFO's were detected by radar at Washington National airport. Subsequent research by the Weather Bureau completely confirmed what the UFO buffs pointedly refer to as my "Hot Air Theory." After all why should one be surprised to find hot air over Washington?

I know of no reliable case of simultaneous visual and radar sightings. In view of the physical properties of the eye, the surprising fact is that so few cases have been reported.

Time will not permit me to elaborate on still other relevant phenomena. For example the Air Force appears to have neglected completely the psychological angle of which mass hallucination is just one phase. Back in 1919, in Spain, a not unrelated phenomenon occurred. Thousands of people -- reliable people -- swore that they had seen images of saints rolling their eyes, moving their hands, dripping drops of blood, even stepping out of their panels. One person would call out, others would imagine they had seen something! There are many similar events recorded through the ages.

There are hundreds of known hoaxes, such as the ingenious one perpetrated by students of the University of Colorado. Spurred by the allotment of an Air Force grant for studying UFO's to the University of Colorado, enterprising pranksters made hot-air balloons from candles and plastic bags, the kind used for packaging dry cleaning. The show was spectacular. And it gave the University investigators a good opportunity to see how poor the evidence can be, a fact well-known to the legal profession. This is still another point that the Air Force has sometimes failed to realize. Moreover their poor questionnaire only further confused an already confused picture. A recent similar sighting south of Denver, later identified as plastic-bag balloons and candles, produced fantastic reports from "reliable" witnesses.

Several times I have used the phrase "UFO's cavorting across the sky." I did so deliberately because it seems to be a favorite phrase of my good friend Dr. J. Allen Hynek of Northwestern University and consultant to the Air Force Project Blue Book. He has sometimes expressed doubts about the UFO because stars don't "cavort" across the sky. What I have tried to show is that many kinds of optical stimuli can produce weird effects.

With all these kinds of phenomena masquerading as UFO's, many of them, like those related to physiology of the human eye still practically not investigated, I think I can reasonably claim, applying the criterion of Sherlock Holmes, that we

have not excluded all the impossibles. I have shown that the arguments advanced in favor of the interplanetary nature of UFO's are fallacious. Their alleged high speeds and ability to maneuver have completely natural explanations.

I think the time has come for the Air Force to wrap up Project Blue Book. It has produced little of scientific value. Keeping it going only fosters the belief of persons that the Air Force must have found something to substantiate belief in UFO's. In making this recommendation I am not criticizing the present or recent administration of the project. But it is time that we put an end to chasing ghosts, hobgoblins, visions, and hallucinations.

More than twenty years of study by the Air Force and an additional year of analysis by the University of Colorado have disclosed no tangible evidence supporting the popular view that UFO's are manned interplanetary vehicles. An irresponsible press, which has overpublicized the sensational aspects of the phenomenon, has been largely responsible for keeping the subject alive. Both newspapers and leading magazines must bear the blame for mishandling the news. But such publications are not scientific journals. They present incomplete data and draw sensational conclusions without supporting evidence.

The question of UFO's has become one of faith and belief, rather than one of science. The believers do not offer additional clear-cut evidence. They repeat the old classical cases and base the reliability of the sighting on the supposed honesty of the observer. I have shown that many honest observers can make honest mistakes.

The press has recently played up a story to the effect that, even in the U.S.S.R., an official UFO investigation has been started, under government sponsorship. Nothing could be farther from the truth! But the newspapers failed to retract after an official statement from the National Academy of the U.S.S.R. appeared in Pravda, to the effect that the reported study was the work of an unofficial and irresponsible amateur-group. The Academy statement further disclaimed any support whatever for the view that UFO's are other than, badly misinterpreted natural phenomena, and certainly not manned extraterrestrial vehicles.

I am aware that a small but highly vociferous minority of individuals are pressing for further studies of UFO's supported -- of course -- by huge congressional appropriations. The heads of a few amateur UFO organizations urge their members to write Congress, asking for investigations of both UFO's and the Air Force. The members have responded enthusiastically, and Congress reacted by financing a special study, which led to the project at the University of Colorado. And now, when it seems likely that the report from this study will be negative, the same vociferous group is again turning to Congress with the same appeal but with no more chance of success. Time and money spent on such efforts will be completely wasted. Congress should strongly disapprove any and all such proposals, large or small. In this age, despite the doubts expressed by a very small group of scientists, reopening and reopening the subject of UFO's makes just about as much sense as reopening the subject of Witchcraft.

Within the vast field of atmospheric physics, there exist many imperfectly understood phenomena which deserve further study, such as ball lightning and atmospheric optics. But any investigations of such phenomena should be carried out for their own sake, not under the cloak of UFO's.

I express my appreciation to Congressman Roush for the invitation to present my views on UFO's. I append herewith my telegram to him dated July 24, 1968.

JULY 24, 1968.

J. Edward Roush,
Committee on Science and Astronautics,
Rayburn House Office Building,
Washington, D.C.:

Received your letter of July and will contribute paper as you suggest. Am amazed, however, that you could plan so unbalanced a symposium, weighted by persons known to favor Government support of a continuing, expensive, and pointless investigation of UFOs without inviting me, the leading exponent of opposing views and author of two major books on the subject.

Donald H. Menzel,
Smithsonian Astrophysical Observatory.

STATEMENT BY DR. R. LEO SPRINKLE

1. Biography
2. Prepared Statement

(The biography of Dr. Sprinkle follows:)

R. LEO SPRINKLE, Ph.D.,
University of Wyoming, Laramie, Wyo.

Name: Ronald Leo Sprinkle.

Born: August 31, 1930, Rocky Ford, Colorado, U.S.A.

Education:

Elementary Education: Washington School, Rocky Ford, Colorado

High School: Rocky Ford High School, Rocky Ford, Colorado

Academic scholarship received from the University of Colorado:

B.A. in Psychology, Education, Sociology, and History, University of Colorado, August 1962.

M.P.S. (Master of Personnel Service) in Counseling, University of Colorado, August 1956.

Ph.D. in Counseling and Guidance, University of Missouri, August 1961.

Professional Experience:

Residence hall supervisor. Men's Residence Halls, University of Colorado, 1954-1956.

Instructor-Counselor, Counseling Services, Stephens College, Columbia, Missouri, 1950-1959.

Acting Director of Extra Class Activities, Stephens College, Columbia, Missouri, 1959-1961.

Assistant Professor of Psychology, University of North Dakota, Grand Forks, North Dakota, 1961-1964.

Assistant Director of Counseling Center, University of North Dakota, 1962-1963.

Director, Counseling Center, University of North Dakota, 1963-1964:

Associate Professor of Guidance Education, University of Wyoming, 1964-1965.

Counselor and Assistant Professor of Psychology, University of Wyoming, 1965-67.

Counselor and Associate Professor of Psychology, University of Wyoming, 1967.

Professional Affiliations:

Member of the American Psychological Association, (Divisions of Counseling Psychology, and the Society for the Psychological Study of Social Issues).

Life member of the American Personnel and Guidance Association, (Divisions of American College Personnel Association, Association of Counselor Education and Supervision, Association for Measurement and Evaluation in Guidance, and professional member of National Vocational Guidance Association).

Licensed as Professional Psychologist in Wyoming, January 1, 1966.

Certified as Counseling Psychologist by the Board of Examiners, North Dakota Psychological Association, May 11, 1962.

Member of American Association of University Professors.

Member of Psi Chi (Psychology Honorary).

Associate Member of Parapsychological Association.

Member of Wyoming Personnel and Guidance Association.

Member of Wyoming Psychological Association.

Member of American Society of Clinical Hypnosis.

Life Member of American Association for the Advancement of Science.

Professional Organizational Activities:

State delegate to the annual meeting of the American Association of State Psychology Boards, St. Louis, Missouri, August, 1962.

Secretary, Board of Examiners, North Dakota Psychological Association (NDPA), 1962-63.

President, Board of Examiners, NDPA, 1963-64.

Member of Commission VIII, Student Health Programs, of the American College Personnel Association, APGA, 1962 to present. (Chairman of symposium sponsored by Commission VIII at the APGA Convention, Minneapolis, Minnesota, April 13, 1965.)

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Publications:

"Measured vocational interests and socio-economic background of college students." *The College of Education Record*, University of North Dakota, 1962, 47, No. 4, 54-56.

"Counselor competence and the nature of man," *The College of Education Record*, University of North Dakota, 1962, 47, No. 5, 70-73.

With Gillmor, D. "A first step in evaluation." *The Superior Student*. (Inter-University Committee on the Superior Student, Boulder, Colorado) 1964, 6, No. 2, 30-33.

"Psychological implications in the investigation of UFO reports." In Lorenzen, L. J. and Coral E. *Flying saucer occupants*. N.Y.: A Signet Book, 1967. pp. 160-186.

Professional Research and Writing:

"Permanence of measured vocational interests and socio-economic background" : Unpublished Ph.D. dissertation, sponsored by Dr. Robert Callis, University of Missouri, 1961.

"Student health and demands for academic accomplishment: an attitude survey of students at the University of North Dakota." Unpublished manuscript presented at the American Personnel and Guidance Association (Commission VIII, Student Health Programs), Boston, Massachusetts, April 8,1963.

"A hypothetical view of communication and human evolution." Unpublished manuscript presented at the North Dakota-South Dakota Psychological Association Convention, May, 1963.

Received a small grant ($278.00) from the Grants-In-Aid Committee, Society for the Psychological Study of Social Issues, in support of a study to investigate the relation of personal attitudes and scientific attitudes. (Survey of persons interested in UFO reports.)

*(Manuscript has been rejected by the Journal of Social Issues.)

**Military History:

United States Army, Artillery, 1952-1954; graduated as Honor Student No. 1, Class No. A-5324, 7th Army NCO Academy, Munich, Germany; served as corporal in 194th F.A.Br., Wertheim, Germany.

Personal Hobbies:

Reading; composing verses and songs; observing and participating in athletics ; travel; home work-shop activities.

Personal Information:

Married on June 7, 1952 to Marilyn Joan Nelson (born in Gurley, Nebraska, on April 28, 1930; and graduated from the University of Colorado with a B. Mus. Educ. in June 1953); oldest son, Nelson Rex Sprinkle, born February 20, 1958; younger son, Eric Evan Sprinkle, born on March 22, 1961; youngest son, Matthew David Sprinkle, born on May 4, 1964; daughter, Kristen Martha, born on April 16, 1967.

PREPARED STATEMENT BY R. LEO SPRINKLE, Ph.D.

To The Honorable J. Edward Roush, M. C., Ind. Chairman, Symposium on Unidentified Flying Objects, The Committee on Science and Astronautics (The Honorable George P. Miller, M. C. Calif., Chairman), The House of Representatives, Washington, D.C. 20515.

From R. Leo Sprinkle, Ph.D., Counselor and Associate Professor of Psychology, University of Wyoming, Laramie, Wyoming 82070.

Re Symposium on Unidentified Flying Objects.

*Psychological Problems in Gathering UFO Data: a paper presented in a symposium sponsored by Division 21, Engineering Psychology, at the American, Psychological Association convention, Washington, D.C., September 4. 1967.

**Some Uses of Hypnosis in UFO Research; a paper which will be presented at the annual meeting of the American Society of Clinical Hypnosis; Chicago, Ill.; October 10-13, 1968.

Thank you for your kind invitation (July 22, 1968) to submit a statement to you and your colleagues in regard to the problem of Unidentified Flying Objects (UFOs). I recognize some of the difficulties which confront you gentlemen, particularly in relation to the amount of information which becomes available to you when you wish to arrive at informed decisions. Also, I recognize some of the difficulties which confront college professors, especially when they try to be lucid and brief!

Elsewhere, a more extensive attempt has been made to present views on the psychological implications of UFO reports. (Sprinkle, R. L„ Psychological implications in the investigations of UFO reports. In Lorenzen, L. J., and Coral E., *Flying saucer occupants*. N.Y.: A Signet Book, 1967. pp. 160-186.) Thus, in submitting this short statement, the attempt is made to present my personal views on the significance of UFO investigations. Hopefully, these personal views can be of some assistance to you in considering the statements being submitted to you by the distinguished scientists whom you have .invited to .participate in the symposium.

PERSONAL VIEWS OF UFO INVESTIGATION

I accept the hypothesis that the earth is being surveyed by spacecraft which are controlled by representatives of an alien civilization or civilizations. I believe the "spacecraft hypothesis' is the best hypothesis to account for the wide range of evidence of UFO phenomena. (For a more informed description of various UFO hypotheses, see Salisbury, F. B„ The scientist and the UFO. *Bio-Science*, January 1967. pp. 15-24.)

I have read thousands of reports and I have talked with hundreds of persons about their UFO observations; either I must accept the view that thousands of people have observed physical phenomena, or I must accept the view that some persons have the ability to project mental images in such a manner that other persons can observe, photograph, and obtain physical evidence of those metal images. (For a more extended discussion of these hypotheses, see Jung, C. G., *Flying Saucers*, N.Y.: Harcourt, Brace and Company, 1959, Pp. 146-158.)

On two occasions, each time in the presence of a person who shares my claim, I observed unusual aerial phenomena which I could neither identify nor understand. My first observation of a "flying saucer" led me to change my position from "scoffer" to that of "skeptic." My second observation of a UFO led me to change my position from "skeptic" to "unwilling believer."

As a result of my second observation, I began to join organizations (NICAP and APRO) and conduct investigations. The Grants-in-Aids Committee of the Society for Psychological Study of Social Issues, a Division of the America Psychological Association, provided a small grant, and Richard Hall, former assistant director of NICAP, cooperated in a study of the attitudes of persons interested in UFO reports. (See enclosure.) Later, I became a consultant to APRO. Mr. and Mrs. L. J. Lorenzen, directors of APRO, encouraged my interest in learning more about the psychic aspects of UFO phenomena.

At the present time, I am conducting a non-supported investigation of some psychological attributes of persons who claim to experience psychic impressions of UFO phenomena, including their impressions of possible motives of UFO occupants. As a member of the Parapsychological Association and the American Society of Clinical Hypnosis, i am interested in the possibility that reliable observations are being made by persons who claim to see UFO occupants and, in some unusual cases, experience "mental communication" with these UFO occupants. Use of hypnotic techniques with UFO observers seems to be useful procedure, in some cases, to obtain further information about UFO observations. (See enclosure "Personal and Scientific Attitudes: A Survey of Persons Interested in UFO Reports.")

CONCLUSIONS

If these reports by UFO observers are found to be reliable and valid, I believe we shall enter the threshold of a most exciting and challenging period in man's history. In my opinion, the attempt to achieve contact with other intelligent civilizations is a goal which is worthy of great personal and social effort.

I plan to do what I can in furthering investigations of these phenomena, in hopes that these efforts can assist the contributions of other investigators.

However, I believe that the mysteries are too deep, the investigations are too difficult, and the implications are too great for these efforts to be made on an informal basis. I believe that the establishment of an international research center is the most appropriate method to follow in reaching the goal of greater

understanding of these phenomena. If this method is not feasible, then I believe that a national research center is needed for continuous, formal investigation of the physical, biological, psycho-social, and spiritual implications of UFO phenomena.

Establishment of a continuing research center could provide for those facilities, equipment, and personnel to conduct the necessary field work and theoretical investigations of UFO reports. In my opinion, the staff of such a research center should be encouraged to avail themselves of scholars and experts in various disciplines, including astronomical, mathematical, physical, chemical, biological, medical, psychological, sociological, military, technical, legal, political, theological, and parapsychological fields of knowledge.

I recognize some of the difficulties which attend such a proposal; I recognize some of the arguments which have been, are being, and will be raised against such a proposal. However, I trust that you gentlemen are aware that the present difficulties of enacting such a proposal are inconsequential when compared to the historical impact created by those persons who dare to exert that leadership which could determine the powers, purposes, and persons who control the spacecraft which we call "Unidentified Buying Objects."

Thank you for your attention to these comments. I shall be most happy to respond to any question which you may have about these or related views.

Respectfully submitted,

R. Leo Sprinkle, Ph.D.

PERSONAL AND SCIENTIFIC ATTITUDES: A SURVEY OF PERSONS INTERESTED IN UFO REPORTS*

(By R. Leo Sprinkle, University of Wyoming)

A questionnaire survey was conducted among 3 groups: 26 Ph.D. faculty and graduate students in a Psychology Department (Psychology); 59 graduate students enrolled in an NDEA Guidance Institute (Guidance) ; and 259 members of an organization which is interested in "flying saucers" or Unidentified Flying Objects (UFOs), the National Investigations Committee on Aerial Phenomena (NICAP). It was hypothesized that there would be no differences between the scores of the three groups on the *Personal Attitude Survey* (Form D, Dogmatism Scale, Rokeach, 1960) and the *Scientific Attitude Survey* (Sprinkle, 1962).

The results showed significant differences ($P<.001$ between the 3 groups with respect to their mean scores on both inventories, with the NICAP group scoring higher on both "dogmatic" and "scientific" inventories, followed by the Guidance group and Psychology group, respectively. Also, the survey showed differences in regard to social status and education. Psychology and Guidance subjects received an *Index of Social Status* (McGuire & White, 1955) which would classify them in the Upper Middle Class, while NICAP subjects would be classified mainly in the Upper Middle and Lower Middle Classes. The average years of education were tabulated as follows: Psychology, 18.8 years; Guidance, 17.2 years; and NICAP, 14.0 years.

The results suggest that the NICAP group is more "dogmatic" and more "scientific" than the Psychology and Guidance groups. There are two feasible interpretations of these results: 1) *The Scientific Attitude Survey* (Sprinkle, 1962) is not useful in assessing "scientific" attitudes, and/or 2) the two inventories have assessed the tendency of the 3 groups to exhibit the "Yeasay-Naysay" pattern (Couch & Keniston, 1960). The latter interpretation indicates that there may be more "Yeasayers" (those with an agreeing response set or a readiness to affirm) in the NICAP group, followed by the Guidance group, and Psychology group, respectively.

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*This study was supported by the Grants in Aid Committee, the Society for the Psychological Study of Social Issues, a division of the American Psychological Association.

SOME USES OF HYPNOSIS IN UFO RESEARCH

(By R. Leo Sprinkle, University of Wyoming)

ABSTRACT

First, a brief review of UFO literature is presented. References are cited which offer hypotheses (Salisbury, 1967) to account for UFO observations, and positions (Sprinkle, 1967) taken by various investigators in regard to the significance of UFO reports.

Second, examples are described in the use of hypnotic techniques in the investigation of persons who have observed UFO phenomena. Advantages and disadvantages of hypnosis are discussed in regard to obtaining further information from UFO observers.

Third, some speculations are offered in regard to the possible relationships of paranormal or ESP processes and the observations of UFO phenomena. Cases are described which indicate possible relationships of hypnotic and psychic experiences of UFO observers.

Fourth, some suggestions are presented for further investigation of UFO phenomena through the use of hypnotic and parapsychological procedures. These procedures may be useful to assess the reliability of information from UFO observers.

In conclusion, the speaker believes that investigation of UFO reports should proceed along as many lines as there are interested investigators. Considerations of hypnotic procedures and techniques are only one aspect of these investigations, but these considerations may be helpful in obtaining and evaluating information submitted by UFO observers.

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STATEMENT BY DR. GARY C. HENDERSON

1. Biography
2. Prepared Statement

(The biography of Dr. Henderson follows:)

DR. GARRY C. HENDERSON,
Senior Research Scientist, Space Sciences,
Fort Worth, Tex.

Garry C. Henderson was born in Brownwood, Tex., on October 23, 1935. He received the B.S. degree in mathematics from Sul Ross State College, Alpine, Tex. in 1960, the M.S. degree from Texas A&M University, College Station, in geophysical oceanography in 1962, and the Ph.D. degree in geophysics from Texas A&M University in 1965.

He held the post of Research Assistant in the Texas A&M Research Foundation from 1960-1963. During this time he served as a technician, operator, and data interpreter with the LaCoste-Romberg S-9 Sea-Surface Gravity Meter. From February-June 1962 he worked for Dr. G. P. Woollard aboard the NSF Polar Research Vessel ELTANIN where he was in charge of testing the S-9 gravity meter and interpreting meter performance. He was an IBM 709 operator and senior programmer in the physical sciences for the Texas A&M Data Processing Center until the latter part of 1964. He received his Ph.D. while in the position of Chief Marine Geophysicist for Oceanonics, Inc., where he worked in techniques, instrumentation, and interpretation in the fields of gravimetry, magnetics, electrical methods, and computer operations. He joined the Applied Research Group of the Fort Worth Division of General Dynamics in the latter part of 1965. Since that time he has been engaged in studies of the methodology, instrumentation, and interpretation of geophysical investigations on lunar and planetary surfaces, particularly in the fields of gravimetry and electrical methods. He is currently Project Leader on the lunar surface

gravimeter/surveying system and leader of the space sciences section of the applied Research Group.

Dr. Henderson is a member of Alpha Chi, the American Geophysical Union, the Society of Exploration Geophysicists, the American Astronautical Society, the Marine Technology Society, the Working Group on Extraterrestrial Resources, and Sciences Subcommittee Chairman of the Marine Geodesy Committee.

PREPARED STATEMENT BY G. C. HENDERSON

UFO'S DEFINITELY DO NOT EXIST-DO THEY?

INTRODUCTION

It is not the purpose of this essay to specifically reiterate the feelings of certain members of the scientific community regarding UFO phenomena; rather it is the objective here to briefly review the state of the problem and to analyze the means at hand of acquiring information which would be sufficiently reliable to convince the scientific community and others of the hardware existence or fallacy of the UFO.

Although the common image persists of the scientist as an infallible front of wisdom and knowledge, the majority of reported activities of scientists relating to UFO studies has been nonprofessional by nature, i.e., prominent scientists have addressed themselves to the problem in a manner which they would certainly not approach problems within their respective fields. Such an example is the unfortunate selection of the University of Colorado team headed by a respected scientist, with the result that the squirrel-cage atmosphere usually associated with UFO interest has been augmented by built-in bias and confusion, rather than eliminated by one group of scientists' involvement. One scientist has even published an article in *Science* (15 September 1967) implying that competent scientists would accept magic (or "semi-magic") as an answer to the

existence of UFO's, and that our limited capabilities in their current stage may be our ultimate technical heritage. Is there not the slightest chance that, even today, there actually remain a few physical phenomena which we do not understand, or of which we are not even aware -- and perhaps a few we misinterpret, but for which we are shrewdly able to concoct a convenient "law" by way of appeasingly [sic]* sufficient (but not necessary) explanation? If "others" exist, are they limited to our level of advancement?

As noted in the *Special Report of the USAF Scientific Advisory Board Ad Hoc Committee to Review Project "Blue Book"* (March 1966) some sightings classified as "identified" resulted from too meager or too indefinite evidence to permit positive listing in that category. The keys to scientific achievement have several notches, but the material is comprised of competent open-mindedness, which appears to have been all too commonly lacking in the topic of concern. Historically, many of the most astonishing accomplishments have been performed by those who persisted even in the fog of ridicule exuded by their capable but narrow-minded colleagues. Several professional, qualified observers with proper instrumentation, planning, and time *should be able* to devise schemes in an unbiased manner to (1) determine what UFO's ARE NOT, then (2) determine what, if anything tangible, they ARE.

AVAILABLE INFORMATION

Most thoughtful persons will dismiss the theatrical claims of trips on "saucers." cavorting with little green men, and the like; however, some very plausible reports from highly trained, capable, and reliable individuals cannot be so readily discarded by anyone willing to admit that there are still a few things we do not understand. God help us if our military and commercial pilots and radar facilities so commonly mistake temperature inversions, balloons, atmospheric disturbances, the planet Venus, etc. for maneuvering vehicles. Have you ever tried to convince two veteran pilots that the object they reported sighting on a clear day with CAVU conditions, free of traffic lanes, showing on their radar .screen, exhibiting high maneuverability, in close proximity, etc., is meteoric debris? If so, then the wrong people are being examined.

To my knowledge, all "facts" on UFO's, here and abroad, exist in the form of visual sightings and a few, apparently unretouched photographs. Not to discredit the value of unaided observation, but with our degree of technological sophistication, these are hardly the sort of facts to justify the position of the

Air Force (and a few scientists) in their proclamations of "non-existence." The public has been led to believe that everything has been done to either prove or disprove the existence of UFO's -- rubbish! Available information of a truly reliable nature should tend to increase activity, not place it in neglect, or worse, in ridicule.

Classified (or "unavailable") reports, mostly by the military, rob the public and scientific parties who are interested in and willing to participate in the UFO investigations. How can we even begin to evaluate for ourselves if we must depend nearly 100 percent on information doled out by the news media alone? Many scientists communicate with each other on the subject, often at scientific meetings (aside), but this route is hardly sufficient to establish a recognized basis for realistic study of the problem.

The current USAF trend seems to be merely a statement that UFO's do not pose a threat to the security of the United States, and therefore warrant neither credence nor further concern. Similar words come from some of the few Congressmen with whom I have communicated. The discovery of Noah's Ark in Times Square would not necessarily pose a threat to national security either, but it would certainly be a find worthy of the most intensive investigation whether certain individuals accepted its existence or not.

REQUIRED INFORMATION

Is it not obvious that what we need to establish the existence or non-existence of UFO's is not merely a review of sighting incidents, but an implemented plan to acquire hard facts? Rapid, accurate reporting of sightings is obviously a valuable tool in studying UFO phenomena, but many of the most creditable observers (military personnel and airline pilots, for example) are not only hesitant to do so, they are understandably adamant when facing the alternatives of silence versus inviting ridicule, and possibly jeopardizing their positions. The obvious addition to gathering interview data is to enlist the aid of the impersonal machine. Evaluate, compile, and catalog reported data according to: time of day and year; atmospheric conditions (cloudy, humid, temperature, calm, and other easily recountable gross observations); geographic location; approximate size, shape, altitude, velocity, heading, maneuvers; and phenomena reportedly associated with the UFO presence. This can be done with existing information. Update and upgrade the files with new data by soliciting information

(particularly military and commercial pilots). Then prepare a plan designed by scientists, engineers, pilots, and perhaps psychologists, on means to acquire instrument observations of UFO's hopefully coupled to visual observations.

Field-instrument packages could easily be placed in areas where UFO sightings are most concentrated, perhaps according to the time of day or year, atmospheric conditions, or some factor suspected to 'be related to sighting activity. Such packages might be composed largely of military "surplus" instrumentation such as an infrared scanner, an active rf unit, a wide-band electromagnetic detector, a directional radiation counter and ionization gauge, a high-speed photographic camera, a three-component magnetometer, and recording environmental devices (temperature, humidity, barometric pressure, etc.). If it became advantageous to include a higher degree of sophistication, such items as a tracking television camera, a communications telemetry system, a sensitive audio recorder with a directional antenna might be added. Deployment and maintenance of the field package could easily be performed by military, university, or industrial technicians, but all data reduction and interpretation should be done by competent scientists familiar with the respective measuring techniques.

We should anticipate gathering sufficient data leading to proof of the existence or non-existence of UFO's, and, if they are real, the size(s), shape (s), flight characteristics (speed, rates of turn and climb, preferred direction of travel, etc.), possible means of propulsion and navigation, perhaps the establishment of communications, and eventually their origin.

Questions of expense and management responsibilities immediately come to mind, but I think the government would be surprised how many qualified scientists, engineers, and technicians would be willing to participate on a low-dollar, volunteer, "as can" basis in support of such a program. At least an inexpensive newsletter could be distributed to the scientific and pilot groups for comments, as a start. Because of the history of wasted funds and unwieldy publicity associated with the UFO problem, the public may not be very receptive to such a proposal

just for the pure joy of attempting to resolve the problem, unless it turns out that the UFO's are irrefutably proven to be extraterrestrial in origin, thereby gaining incentive as a popular curiosity. A Working Group on UFO's could be painlessly commissioned, much as other working groups comprised of scientists and engineers.

CONCLUSIONS

If there are UFO's in existence here, and IF they are extraterrestrial, by mere intuition I seriously doubt that they would be manned. I know of no animal to take the reported g's undergone by some UFO's. In all due fairness to those who believe otherwise, we must readily admit that only a few years ago spacecraft, airplanes, nuclear power, television, human transplants, and many other items presently taken for granted were "impossible," even deemed foolish for consideration.

Conditions in our solar system appear to limit life as we know it (the catch phrase) to Earth, but the probability of almost identical environments just within the visible universe is extremely high. Even if, for some reason obscure to me, life must exist "as we know it," there are, in my opinion, innumerable possibilities of such existence. Manned travel over the required distances would take life-support systems, fuel, and means of propulsion beyond our present ability to deliver in time for us to realize results; therefore it *must* be impossible if *we* can't do it!

Certain publicized activities under contract purport to be concerned with scientific and engineering studies related to UFO's (for example, Raytheon's Autometric Division, Stanford Research Institute, University of California, National Center for Atmospheric Research, Ford Motor Company, etc.). These may yield worthwhile results in the UFO study if the primary goal is not to pursue funded research for its own sake, as is too often the case.

There is only one concrete proposal which I would extend at this time. Either we admit (1) that past funds are wasted; (2) that our technology is not up to the job; (3) that we can afford to ignore one of the potentially most significant "phenomena" in the recorded history of the human race; (4) that we will close our minds to that part of human curiosity which seeks to extend our knowledge; and (5) that we are willing to make these decisions on the flimsiest of evidence, i.e., for-the-most-part-personal opinions, OR we will make a long-overdue, concentrated, unemotional effort to ascertain (1) the existence or non-existence of hardware UFO's, and if they exist, (2) the origin of UFO's, (3) the means of propulsion, navigation, and associated operational characteristics of UFO's, (4) the intent of the presence of UFO's, and (5) surely a multitude of knowledge, and perhaps greatly extended capability which would result from studying a UFO craft and communicating with the occupants, if any.

STATEMENT BY STANTON T. FRIEDMAN

1. Biography
2. Prepared Statement
3. Appendices

(The biography of Mr. Friedman follows:)

STANTON T. FRIEDMAN

Born -- July 29,1934, Elizabeth, New Jersey.

B.Sc. -- Physics, M.Sc. -- Physics, University of Chicago 1955, 1956.

Since 1966 -- Westinghouse Astronuclear Laboratory, Pittsburgh; NERVA nuclear rocket Program -- Fellow Scientist concerned primarily with radiation shielding experiments and nuclear instrumentation.

1963-1966 -- Allison Division, General Motors, Indianapolis, Indiana. Military Compact Reactor program (responsible for all shielding aspects), magnetohydrodynamics, desalination, other projects.

1959-1963 -- Aerojet General Nucleonics, near San Francisco. Development of various nuclear systems for space and terrestrial applications; Fusion propulsion for space, consultant on radiation shielding.

1956-1959 -- General Electric, Aircraft Nuclear Propulsion Department, Cincinnati. Experimental and analytical aspects of radiation shielding for nuclear aircraft.

Mr. Friedman has a relatively unique background in advanced technology, having been actively involved in the development of all of the following advanced systems: nuclear aircraft, nuclear power for space, terrestrial nuclear power, nuclear rockets, fusion rockets.

Professional affiliations include the American Physical Society, the American Nuclear Society, the American Institute of Aeronautics and Astronautics, the Aerial Phenomenon Research Organization, the National Investigations Committee on Aerial Phenomena. Mr. Friedman is on the Board of Directors of the UFO Research Institute of Pittsburgh and on the Standards and Program Committees of the Shielding Division of the American Nuclear Society.

Mr. Friedman has presented papers at technical society meetings and has chaired sessions at such meetings. He has written numerous classified and unclassified reports and has published articles on UFOs as well as on radiation shielding.

Mr. Friedman has made dozens of radio and TV appearances across the United States and in Canada. These include the Joe Pyne Show (Los Angeles - radio), Long John Nebel (New York City), the J. P. McCarthy Show in Detroit, all four TV stations in Pittsburgh, and others in Raleigh, Akron, Detroit, Baltimore, Toronto, Waco, Phoenix, Calgary, Albuquerque, etc.

Mr. Friedman, his wife, and three children reside at 702 Summerlea Street in Pittsburgh, Pennsylvania.

PREPARED STATEMENT BY STANTON T.FRIEDMAN

UFO's and Science

I am grateful to the House Committee on Science and Astronautics for inviting me to present my views on Unidentified Flying Objects.[1] These viewpoints shall be presented in the form of answers to specific questions with the references, tables and figures presented at the end of the article. A partial list of the technical organizations to which I have presented a lecture entitled "Flying Saucers are Real" is given in Appendix 1. Appendix 3 is a reprint of an article I wrote.[2] Appendix 2 is a list of patents of saucer-like vehicles. The viewpoints are mine and mine alone and are not to be construed as those of any of the organizations to which I belong or of my employer, Westinghouse Astronuclear Laboratory. The opinions are based upon ten years of study of UFOs and discussions all over the U.S. and in Canada on a private level for eight years and a public level since late 1966 both in question and answer sessions following my illustrated talks and with newspaper, radio, and television reporters with whom I have publicly discussed this subject.

1. To what conclusions have you come with regard to UFOs?

I have concluded that the earth is being visited by intelligently controlled vehicles whose origin is extraterrestrial. This doesn't mean I know where they come from, why they are here, or how they operate.

2. What basis do you have for these conclusions?

Eyewitness and photographic and radar reports from all over the earth by competent witnesses of definite objects whose characteristics such as maneuverability, high speed, and hovering, along with definite shape, texture, and surface features rule out terrestrial explanations.

3. Haven't most sightings been identified as conventional phenomena?

Yes, of course. However, it is only the *unidentified* objects in which I am interested and on which I base my conclusions. The job of science is to sort data and focus on that which is relevant to the search at hand. Fewer than 1% of Americans have hemophilia or are 7 feet tall or can run a mile in under 4 minutes -- we certainly don't dispute the reality of hemophilia, Wilt Chamberlain, or 4 minute miles.

4. Are there any good unknowns?

Yes, there are very many good unknowns which have been reported and investigated and undoubtedly very many more which have not been reported because of the "laughter curtain". In the most comprehensive detailed scientific investigation ever conducted on this subject, and reported in Reference 3, it was found that 434 out of 2199 sightings evaluated had to be classified as Unknowns. This is 19.7% or a far higher percentage than most people have associated with UFOs. The complete breakdown is shown in Table 1. Table 2 shows the breakdown of sightings by quality. Fully one third of the 9.7% of the sightings labeled as Excellent were identified as Unknowns: one fourth of the Good sightings were labeled Unknown. All it would take to prove the reality of extraterrestrial vehicles is one good sighting not hundreds.

Footnotes at the end of article.

TABLE I -- CATEGORIZATION OF UFO SIGHTING REPORTS[1]

Category	Number	Percent
Astronomical	479	21.8
Aircraft	474	21.6
Balloon	339	15.4
Other	233	10.6
Unknown	434	19.7
Insufficient Information	240	10.9
TOTAL	2,199	100

[1]Data from reference 3.

TABLE 2 -- QUALITY DISTRIBUTION OF UNKNOWNS[1]

Quality	Number	Percent of total	Unknowns	Percent of group
Excellent	213	9.7	71	33.8
Good	757	34.5	188	24
Doubtful	794	36	103	13.3
Poor	435	19.8	72	16.6
TOTAL	2199	100	434	19.7

[1]Data from reference 3.

5. Aren't most of those "unknowns" really sightings for which insufficient data is available to identify an otherwise conventional object?

Absolutely not. If there was not enough information available about a sighting it was labeled "Insufficient Information" not "Unknown" -- again contrary to what many people believe about UFOs.

6. Were there any differences between the Unknowns and the knowns?

A "chi square" statistical analysis was performed comparing the Unknowns in this study to all the "knowns". It was shown that the probability that the unknowns came from the same population of sighting reports as the knowns was less than 1%. This was based on apparent color, velocity, etc. Maneuverability, one of the most distinguished characteristics of UFOs, was not included in this statistical analysis.

7. Weren't most sightings of very short duration, say less than a minute?

The average duration of the sightings labeled as "Unknown" was greater than that for the knowns. More than 70% of the unknowns were under observation for more than 1 minute and more than 45% for more than 5 minutes.

8. Isn't it true that UFOs have never been sighted on radar?

No, it is not, Ref. 3 specifically mentions radar unknowns. In ref. 4, Edward Ruppelt, former head of the official UFO investigative effort, makes specific mention of not only "Unknowns" observed on radar but of combined visual and radar "Unknowns". Hynek[5] also mention radar and visual sightings.

9. Where can I get more information about "Unknowns" ?

Ref. 6 presents an unbiased description of about 160 "Unknowns". Ref. 7 includes data on over 700 Unknowns. References 8 and 9 contain many others.

10. Why haven't the worldwide Smithsonian Network of Satellite Tracking cameras picked up "Unknowns"?

The former head of the film evaluation group concerned with the Smithsonian sky watch said [10] that the purpose of the search was to get data on satellite orbits. If a light source on the film could be shown not to be a satellite then no further measurements were made. 10% to 15% of the plates showed anomalous light sources which were not a satellite but were not otherwise identified.

11. How about the other space surveillance radar installations?

Baker in Ref. 11 deals with this question in detail. In summary, the systems are set up to reject signals which refer to anything other than the objects of interest -- typically ballistic missiles coming from certain directions.

Footnotes at the end of article.

12. Aren't the reported maneuvers of UFOs in violation of existing laws of physics?

Not at all. This argument ("It's Impossible") is used when what should really be said is we don't know how to duplicate these maneuvers. Piston aircraft can't fly faster than the speed of sound and a conventional dynamite bomb couldn't have wrecked Hiroshima and a vacuum tube circuit can't fit on the head of a pin but surely we don't say that supersonic flight, atom bombs and microcircuits violate the laws of nature or physics. Present aircraft can't duplicate UFO maneuvers; no laws of physics have been violated by UFOs.

13. Haven't astronomers proved that trips to other stars are impossible?

Again, the answer is no. The studies [12] that conclude that trips to other stars are impossible are based upon false or unnecessary assumptions such as, assuming, that the flight be at orbital velocity.[13] The one comprehensive study of interstellar travel conducted by a JPL group actually concerned with space hardware [14] concluded that with present technology trips to nearby stars are feasible with round trip times being shorter than a man's lifetime and *without* violating the laws of physics. They assumed that staged vehicles would be used having either fission or fusion propulsion systems.

14. Are fission and fusion propulsion systems actually being developed?

Both fission and fusion propulsion systems for space travel are under development. I have worked on both. The NERVA program has successfully tested a number of nuclear rocket reactors suitable for use in flight throughout the solar system. Flight rated systems offering substantial advantages over chemical propulsion systems could be ready in less than a decade if the current program at Aerojet General, Westinghouse Astronuclear Laboratory, and Los Alamos Scientific Laboratory is supported. References 15 and 16 are good reviews of the nuclear rocket program. The fusion work is not nearly as far along but has been productive at Aerojet General Nucleonics, San Ramon, California. An older review of some of the aspects of this program is given in Ref. 17.

15. Are these the only possibilities?

Not at all. This is one of the major flaws in the "non-believers" arguments; they presume that our technology is the ultimate -- a presumption made by each generation of scientists in the last 75 years and proved wrong by the next generation of engineers and applied scientists. If there is one thing to be learned from the history of science it is that there will be new and unpredictable discoveries comparable with, say, relatively, nuclear energy, the laser, solid state physics, high field superconductivity, etc. It is generally accepted that there are civilizations elsewhere which are much more advanced than are we. Look what technological progress we have made in the last 100 years. Who can guess what we will accomplish in the next thousand years -- or what others have accomplished in the thousand or million or billion year start they may have on us. We still don't know about gravity, for example, no less anti-gravity.

16. Could UFOs be coming here from our own solar system?

They certainly could. We have no data from any other body in the solar system which definitely rules out the existence of advanced civilizations. We frequently forget that the resolution of present photographs of the other planetary bodies is extremely poor. As a matter of fact, there does seem to be a direct correlation between the number of sighting reports per unit time and the closeness of Mars to the earth. Both have periodicities of about 26 months.[18] We make certain space shots at "favorable times". The reverse may also be true but without the restrictions on payload and trajectory placed upon us by our crude, inefficient, space propulsion systems which no thoughtful engineer considers the ultimate.

17. Didn't the Mariner IV pictures prove there isn't any life on Mars?

The Mariner pictures didn't provide proof of life on Mars but they certainly didn't rule it out and were not intended to. Studies[19] of 10,000 pictures of earth taken from orbit with cameras having resolving power equivalent to those on Mariner IV provided only one picture which could be taken to indicate that there is life on the planet called earth.

18. Isn't it true that life as we know it cannot exist on any other body in the solar system?

This statement, though repeated many times, is quite obviously untrue. Consider for a moment the fact that we intend to send men to the moon and by the end of the century to Mars. We expect these men to stay for a while and to return despite the fact that Mars and the moon both supposedly aren't fit for life as we know it. One characteristic of an advanced technological civilization is the ability to provide suitable conditions for life almost anywhere; including under the

Footnotes at the end of article.

ocean, in the void of space and on the surface of the airless, waterless moon and Mars. More and more we are also finding that life exists under almost all circumstances.

19. If we are being visited why haven't they landed?

The fact of the matter is that there are many reports of landings. The comprehensive study by scientist J. Vallee [20] reviews 200 landings which occurred in 1954 alone; many of them with multiple witnesses giving reports of humanoids in addition to strange craft either on or just above the ground. Most scientists have unfortunately not examined this data since it was published in a UFO Journal and laughter comes easier than facing up to the .evidence.

20. Has the attitude of the scientific Journals and professional community been changing?

There has been a quiet yet enormous change in the attitude of the technological community. I say technological to include the applied scientists and engineers who are far more responsible for the progress of the last 30 years than the academic scientists who are prone to tell us all that is impossible. Examples of the change include the publication of articles by Science [21 22 23 24 25] Astronautics and Aeronautics, [26] the Journal of the Astronautical Sciences [11 27] the American Engineer [28 29 30] Industrial Research, [33] Scientific Research [32 33] Aviation Week and Space Technology. [34 35]. In addition, numerous pro-UFO talks have been presented to local and national meetings of professional groups (see Appendix 1 and Ref. 36, 37) and the American Association for the Advancement of Science is planning a UFO seminar for a national meeting. The AIAA has even set up a UFO Committee.

21. Have there really been any electromagnetic effects associated with UFO sightings?

Indeed such reports are numerous, see for example Ref. 38, which includes stopping of car engines and headlights, and interference with radio and TV reception, magnetic speedometers, and watches.

22. Could these conceivably be related to a propulsion scheme?

There is an enormous amount of work available concerned with magnetoaerodynamics. I received a NASA bibliography with more than 3000 references. Ref. 39 contains abstracts of more than 800 publications dealing with interactions between vehicles and plasmas. Much of this work is classified because ICBM nose cones are surrounded by plasmas. In any event, there is a body of technology which I have studied and which leads me to believe [2] that an entirely new approach to high speed air and space propulsion could be developed using the interactions between magnetic and electric fields with electrically conducting fluids adjacent to the vehicles to produce thrust or lift and reduce or eliminate such other hypersonic flight problems as drag, sonic boom, heating, etc. These notions are based [on] existing technology such as that included in Ref. 40 through 49 though one would expect that a considerable development effort would be required.

23. Have any electromagnetic propulsion systems been operated?

So far as I know no airborne system has been operated which depended on electromagnetic forces for propulsion. At Northwestern, turning on a magnet inside a simulated re-entry vehicle with a plasma around it resulted in a change in the color of the plasma and its location relative to the vehicle. However, an electromagnetic submarine has actually been built and successfully tested. It is described in some detail in References 50-52.

24. Can an EM submarine really be related to a UFO?

Dr. Way's electromagnetic submarine which, incidentally, is silent and would be quite difficult to detect at a distance, is directly analogous to the type of airborne craft I envision except that the shape of the aircraft would most likely be lenticular and the electrically conducting seawater would be replaced with an electrically conducting plasma of ionized air.

25. Would lenticular vehicles fly?

I certainly think so. We seem to believe that airplanes have the only possible shape probably because the Wright brothers plane had the same outline which in turn was like that of birds. As pointed out by Chatham in Ref. 53, flight is still only a byproduct of high forward velocity leading to the need for long runways and high speed landings and takeoff. Present airplanes are quite obviously inefficient in terms of fuel consumption, payload fraction, and volume of air and airport space per passenger. After all the SST will only carry a few hundred passengers though it will occupy the space of a football field capable of holding at least ten times as many people. Fuel weight is greater than payload weight and neither

Footnotes at the end of article.

is a very high fraction of system weight. It is interesting to note that most scientific progress has come from doing things differently rather than using the same technique -- microcircuits aren't Just smaller vacuum tubes; lasers aren't just better light bulbs. Many people are not aware that the U.S. Patent Office has granted more than ten patents for what one might honestly call flying saucer shaped craft all of which claim great maneuverability and the ability to rise vertically. Some can supposedly hover. None of these use magnetoaerodynamic techniques. For those who are interested, the patents are listed in Appendix 3. This list hasn't been up-dated for a couple of years.

26. Have any members of your audience seen any UFOs?

I have taken to asking whether any members of my audiences have seen what they would call a UFO. Typically 3-10% are willing to raise their hands and usually there are others who approach me privately. These data, though limited, tend to support the Gallup Poll of 1966 which revealed that 5 million adult Americans claimed to have observed a UFO. Interestingly enough the official files contain fewer than 12,000 reports.

27. Were these sightings by your audience reported to investigative bodies?

In general, no. At Los Alamos Scientific Laboratory 20 of the 600 listeners indicated that they had seen something odd but only one had reported what he had seen.

28. Is there some way to get more data about UFOs besides reading reports?

There are several approaches that should be taken.

(*a*) Lift the "laughter curtain" so that more observers are willing to report what they see and more scientists will become involved.

(*b*) Using existing technology establish instrumented investigative teams and automated observation instrumentation such as that recommended by Dr. Baker before the Committee on Science and Astronautics.

(*c*) A world wide communication and study effort should be begun.

(*d*) A very large survey should be conducted to determine the characteristics of the objects that have been observed. The most comprehensive picture we have of ball lightning resulted from carefully conducted surveys by McNally [54] and Rayle.[55] UFOs in my opinion are definitely not ball lightning or other natural plasmas but are analogous to ball lightning and earthquakes in that their appearance cannot be predicted and they cannot be reproduced in the lab or in the field but they have been observed.

29. Are there any other references of interest to scientists?

Yes, References 56-62.

30. Haven't you biased your comments by not discussing at any length the work of Marcowitz, Menzel, and Klass?

The paper by Marcowitz [12] and the books by Menzel [63 64] and Klass [65] will undoubtedly be read by scientists of the 21st century as "classics" illustrating a non-scientific approach to UFOs by people who, for whatever reason, would not examine the data relevant to UFOs or advanced technology. Marcowitz was totally wrong about fission and fusion propulsion systems, didn't even consider electromagnetic propulsion, and was obviously unaware of current technology and the data such as I mentioned earlier about UFOs. McDonald [62] has discussed Menzel's approach in detail, but let me also point out that in Ref. 64, fewer than 30 sightings ever listed as "unknowns" were discussed and no mention was made of the 434 "Unknowns" of Ref. 3 or even the 71 Excellent Unknowns of this study. I agree with Klass on only one item, many people have observed glowing plasmas; but I believe they were adjacent to vehicles rather than ball lightning or corona discharge. He didn't even consider this possibility despite all his talk about plasmas and despite the enormous amount of plasma-vehicle data which is available. In summary, I feel that these three gentlemen have made strong attempts to make the data fit their hypotheses rather than trying to do the much more difficult job of creating hypotheses which fit the data.

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***NCAS Editor's Note**: There was a major typesetting error in the original at this point. The text starting with item (b) above, through the end of the paragraph immediately above, was replicated. In the original, this replication occupies the last ten lines of page 218 and the top third of page 219. We have deleted this error.*

FOOTNOTES

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APPENDIX 1

S. T. Friedman has talked about UFOs to these groups (partial list):

Engineering Society of Detroit

Engineering Society of Baltimore

Los Alamos Scientific Laboratory

Local sections of the American Institute of Aeronautics and Astronautics in Pittsburgh, Pennsylvania; Wichita, Kansas; Cumberland, Maryland; Waco, Texas; San Antonio, Texas; Raleigh, North Carolina; New York, New York.

Local sections of the Institute of Electrical & Electronic Engineers in Pittsburgh, Pennsylvania; Wilmington, Delaware; Salisbury, Maryland; New London, Connecticut.

Professional Engineers of Western Pennsylvania.

American Nuclear Society in Pittsburgh and Las Vegas, Nevada.

Pittsburgh Chemists Club.

Computer Simulation Council of Western Pennsylvania.

Dravo Corporation Engineers Club, Pittsburgh.

Society of American Military Engineers.

Universal Cyclops Corporation Engineers Meeting.

22nd Annual Frequency Control Symposium.

Duke University.

Wesleyan University.

University of Texas.

Carnegie Mellon University.

University of Illinois, Chicago.

West Virginia University.

APPENDIX 2

U.S. PATENTS FOR CIRCULAR AIRCRAFT

Patent No.	By	Title	Granted
3,067,967	I.R. Barr	Flying machine	Dec. 11, 1962
2,772,968	J.C. Fischer, Jr	Circular aircraft and control system therefor	Nov. 27, 1956
2,947,496	A.L. Leggett	Jet-propelled aircraft	Aug. 2, 1960
2,801,058	C.P. Lent	Saucer-shaped aircraft	July 30, 1957
2,876,964	H.F. Streib	Circular wing aircraft	Mar. 10, 1959
2,997,013	W.A. Rice	Propulsion system	Aug. 22, 1961
3,124,323	J.C.M. Frost	Aircraft propulsion and control	Mar. 10, 1964
2,876,965	H.P. Streib	Circular wing aircraft with universally tiltable ducted powerplant	Mar. 10, 1959
2,939,648	H. Fleissner	Rotating jet aircraft with lifting disk wing and centrifuging tanks	June 7, 1960
3,103,324	N.C. Price	High velocity, high altitude VTOL aircraft	Sept 10, 1963

APPENDIX 3

FLYING SAUCERS ARE REAL

There area few standard responses to any statement that "the earth is being visited by intelligently controlled vehicles whose origin is extraterrestrial." The simplest is ridicule, coupled with a comment that flying saucers are figments of the imagination, or optical illusions, or motes in the eye, or hoaxes, or misidentified conventional phenomena seen under unusual circumstances by untrained observers. These, however, are all Identified Flying Objects, and not the Unidentified Flying Objects with which my statement is concerned.

The next simplest response is: "We are certainly not alone in the Universe and surely some civilizations are more advanced than ours, but interstellar travel is not feasible because of the vast distances between such civilizations and the great quantity of energy and time required for the trip." These critics ignore our lack of data on intercivilization distances the possibility of unknown (to us) flight technology, and studies in this area.[1] Another response is that the reported activity of UFOs is not rational since, if "they" were advanced enough to get here, they would surely try to communicate with us.

These responses avoid coming to grips with the reported data. Those interested in data -- and there is plenty of it [2-13] -- are advised to consult the References and derive a hypothesis other than extraterrestrial vehicles to fit the facts, rather than to try to make the facts fit the hypothesis that "we are not being visited because -- " (in 25 words or less).

A particularly interesting aspect of the data from all over the world is that electromagnetic effects are frequently observed in association with the presence of UFOs, along with the fact that many observations suggest that what is being observed is a "vehicle" having a plasma region adjacent toil -- "vehicle" because of its metal-like surface, large size, maneuvers indicating intelligent control, well-defined shape, surface features such as "port holes, antenna, landing gears," lights, etc.; and plasma because of bright glows rather than color, changes in the color of the glow associated with changes in velocity, luminous boundary layers, and appearance on film of regions not seen by the naked eye. The EM effects include interference with the operation of automobile engines, radios, and headlights; interference with the operation of radio and TV sets, compasses, magnetic speedometers, power systems; residual magnetism in metal objects, watches, etc. [13]

During the past decade a vast amount of terrestrial technology, much of it classified, has been developed concerning the interactions of airborne vehicles and

Footnotes at the end of article.

plasmas.[14] The development of lightweight, compact, high-field superconducting magnets has also led to much work on the potential benefits to be derived from placing a magnet within a high-speed vehicle to interact with a plasma around the vehicle. Such a combination might be used to reduce vehicle heating, control aerodynamic drag, exert control forces on the vehicle, provide power for its operation, open a "magnetic" communications window, and change the vehicle radar profile. In addition, the magnets might be used to provide shielding against space radiation. Numerous reports cover such applications.[13-17]

A review of this literature and an extrapolation of existing technology suggest that with considerable effort an entirely new EM approach to hypersonic flight might be developed which, in many respects, could duplicate UFO characteristics. In turn, this leads to the notion that observed UFO behavior is not so unreasonable as might at first appear to be the case. The measurement of EM parameters of UFOs could well provide information on both UFO characteristics and new propulsion.

FOOTNOTES

(Items 2, 3, 4, 5, 6, 13 available from UFO Research Institute, Suite 311, 508 Grant St., Pittsburgh, Pa. 15219.)

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S. T. Friedman Westinghouse Astronuclear Laboratory

STATEMENT BY DR. ROGER N. SHEPARD

1. Biography
2. Prepared Statement

(The biography of Dr. Shepard follows:)

DR. ROGER N. SHEPARD

Roger N. Shepard is professor of psychology at Stanford. University. Previously he was professor and then director of the psychological laboratories at Harvard and, for eight years before that, member of technical staff and then department head at the Bell Telephone Laboratories. He obtained his Ph.D. in experimental psychology from Yale (1955), and has published some 30 technical and scientific papers on human perception and memory and on computer methods for discovering patterns in large arrays of data. Although, he has had a long-standing interest in the problem of UFOs, this is his first paper on this particular subject.

PREPARED STATEMENT BY ROGER N. SHEPARD

SOME PSYCHOLOGICALLY ORIENTED TECHNIQUES FOR THE SCIENTIFIC INVESTIGATION OF UNIDENTIFIED AERIAL PHENOMENA

Abstract
Unpredictability of UFO Phenomena
UFO Phenomena as Psychological Problem
Three Extreme Case Types
Potential Contribution of Psychological Techniques
Reconstruction by Recognition
Convergence of Independent Reconstructions
Use of Concrete Stimuli
Photographs as concrete Stimuli
UFO Photographs as Evidence
Assessment of a Set of Test Materials
Use of the Computer
ACKNOWLEDGEMENTS
REFERENCES

ABSTRACT

Even if our interest is in the study of UFO's as some sort of extraordinary physical phenomenon (whether of natural or, possibly, of intelligent, extraterrestrial origin), our study cannot ignore the inescapable fact that nearly all of our evidence comes -- not from physical measuring instruments -- but from human observers. So far, however, we have consistently sold the human observer short Indeed, in neglecting to make use of psychologically oriented techniques that would more fully enable observers to bring to bear their really rather remarkable powers of perception and recognition, we may have been forfeiting the opportunity of obtaining evidence from independent observers that would be sufficiently convergent and well-defined to clarify the true nature of the phenomena.

The extent to which the apparent unpredictability of UFO Phenomena Hinders their scientific study

The scientific investigation of a set of phenomena becomes possible whenever those phenomena exhibit some discernible degree of order or pattern. Scientific study is of course greatly facilitated when, as in astronomy, the order strongly emerges in the form of a space-time pattern of the very occurrences themselves. For, only then, can we arrange to have suitably trained observers suitably "training" powerful and, hence necessarily, highly directional recording and measuring instruments on the right place at the right time.

Indeed, by contrast with astronomical phenomena, those loosely classified together as "Unidentified Flying Objects' ("UFO's") or (with perhaps somewhat less commitment implied as to their real nature) "Unidentified Aerial Phenomena" sometimes appear almost inaccessible to scientific study. Certainly phenomena that are rare and fleeting are difficult enough but, if in addition they are totally capricious and unpredictable when they do occur, then the scientific method is to no avail and we are reduced to awaiting each new happening in the same primitive state of uncomprehending docility.

The repeated successes of science, however, have encouraged us always to search for pattern and order even when none at first appears. And, although a scientific study does of course become enormously more difficult when the occurrences of the phenomena do not fall into any predictable pattern in space and time, it remains a possibility so long as some regularity exists within the phenomena themselves -- whenever they *do* happen to occur. Thus, in the field of psychopathology, even if it were the case that some psychological phenomena (such, say, as psychotic episodes) occurred wholly unpredictably -- striking any person at any time, quite at random, we could still study the internal patterns of such episodes when they do strike. We might for example find that when symptom A appears, it is usually accompanied by symptom B, but seldom by symptom C, and so on. This, too, is a kind of predictability and can even lead to a degree of understanding and perhaps, eventually, to a method of treatment.

Similarly, in the case of UFO episodes, it may be possible to discover some regularities or patterns within these episodes even though any clear overall pattern in their mere occurrences (except, possibly for the tendency to unpredicted local concentrations in space and time) continues to elude us. This is not to say that efforts -- such as those of Michel (1958) and of Vallee and Vallee (1966) -- to detect some overall pattern should not be pursued, but only that the attempt at a scientific study need not await a positive outcome of those efforts.

The principal sense in which the problem of UFO phenomena is a psychological problem

In the meantime, a scientific study of these phenomena is not impossible -- just more difficult. For, we are faced for the most part with a problem -- not of making physical measurements -- but of interpreting verbal reports. We are faced, in short, with a problem amenable more to the methods of the psychologist than to those of the physical scientist

It is the principal purpose of this note to propose that, despite the relatively primitive state of development of psychological science, psychological and social scientists and even, indeed, law enforcement specialists have devised some techniques that could as well be applied to further the scientific study of UFO's.

I do not mean to suggest by this that most reports of UFO's can probably be shown to arise from purely psychological aberrations such as illusions, hallucinations, delusions, after-images, and the like. On the contrary, a careful examination of most of the best-documented cases has convinced me -- as at least one psychologist who has studied rather extensively into the fields of normal and psychopathological perception-that very few such cases can be explained along these lines. Indeed, I have the impression that the claims that the UFO's reported even by seemingly responsible citizens represent lapses of a basically psychopathological character have generally come from people who have neglected to study closely either into the literature on psychopathology, or into that on UFO's, or (in many cases, I fear) both.

The desirability of separating three psychologically extreme types of UFO Cases

I have so far ignored the reports of the so-called "contactees" and related cultists who seem to form a relatively distinct class and who are generally readily identifiable without the benefit of extensive psychological training. Insofar as possible, I should also like to disregard the reports of out-and-out hoaxters. Admittedly, however, these present a somewhat more troublesome problem to which we must return later -- particularly in connection with photographs and other types of alleged physical evidence.

Of course there always are ambiguous cases which are difficult to place certainly within the triangle defined by the three, psychologically distinct "corners" representing the deluded contactee, the conscious pranksters, and the involuntary but responsible witness of some real but puzzling phenomenon. However, as has often been remarked, the existence of twilight does not deter us from distinguishing between night and day -- nor should it.

In fact, science generally proceeds most rapidly by focusing first on the purest and most clear-cut cases, and by leaving for later any "mop-up" operation of dealing with the remaining cases that are to varying degrees complicated, mixed, messy, borderline, or obscure. Thus the social scientist who is primarily interested in studying the formation and perpetuation of delusional belief systems will do well to focus precisely on the members of the "contactee" cults, the archetypal examples of which are situated in the south-western United States and are heavily constituted by persons (often predominantly women rather past middle age) who have relatively little formal education together with a history of professed beliefs in the mystical, the spiritual, or the occult. Likewise, a clinical psychologist interested in the ways in which socially responsible adult behavior emerges or fails to emerge out of the play and testing behavior of childhood may learn something from an intensive study of any of the almost canonical cases of adolescent boys who, often in pairs and in accordance with an almost tiringly regular pattern, attain at least transitory notoriety by submitting their photograph of a "flying saucer" -- replete with dome, antenna, and, perhaps, portholes and fins.

Just so, if we are, as here, primarily concerned with the possibility of unexplained but objective phenomena taking place within our atmosphere, then we should eschew not only the two pure sorts of cases just mentioned, but also the

various more-or-less obscure or ill-defined cases falling somewhere within the "triangle." (Indeed, to throw all such intermediate cases together, without adequate regard for the reliability or credibility of each report -- as some investigators have tended to do for the purposes of compiling over-all statistics concerning "UFO activity" -- can, I think, lead to a largely uninterpretable picture. For, there is then no way of assessing or parceling out the "noise" contributed by the contactee, the prankster and, of course, the many well-meaning citizens who, under unusual circumstances, will continue to misidentify familiar phenomena.) Rather, we stand to learn most from an intensive study into those numerous cases represented by the remaining "corner" of the triangle in which converging evidence from apparently involuntary, independent, and responsible witnesses strongly points to the occurrence of an objective phenomenon of an unexplained character.

The potential contribution of psychological techniques to the study even of purely physical phenomena

Even though our primary interest is, then, on the unexplained objective and presumably physical phenomena that may give rise to such UFO reports, our problem remains as much a psychological as a physical one. For, the vast bulk of the data upon which we must base our scientific investigation comes -- not from physical recording or measuring devices -- but solely from one or more human observers. Moreover these are observers who were not, evidently, selected for their powers of observation or description and who have good reason to be reluctant as well -- particularly in view of the likelihood of ridicule, often encouraged, curiously, by the very investigators who profess to be seeking the truth (cf., Fuller, 1966, pp. 211-220; Weitzel, 1967).

It is here, surely, that we have been most glaringly remiss in our attempts to put the investigation of UFO's on a scientific footing. We have, simply, failed to make anywhere near full use of the one recording and measuring instrument at our disposal; namely, our unwitting human witness.

Now it is true that one of the more exotic psychological techniques, hypnotic regression, has already been attempted with interesting -- if considerably less than conclusive results in at least one UFO case of a rather sensational nature (Fuller, 1967). However, although astonishing claims have sometimes been made for the kind of detail that can be recovered under hypnosis (e.g., by McCulloch in von Foerster, 1952, p. 100), the results of controlled experiments on accuracy of recall have generally been less impressive (Reiff & Scheerer, 1959). More reliable, in my opinion, are some techniques based on certain psychological facts of a more mundane but better understood character.

The power of methods guided by recognition rather than description in the reconstruction of a fleeting event

It is, I suppose, a fact familiar to us all that we can take in and remember much more information than we can readily communicate to others. Contrast, for example, how easily we recognize the face of a friend in a crowd with how difficult it is to describe that face so that any other person could then do it for us. Quite generally, our powers of recognition exceed our powers of description (and, indeed, surpass anything that we have yet been able to accomplish by physical instrument or machine). In an experiment on recognition memory, I once presented human subjects with over 600 different pictures, one right after the other, and then found that they could immediately distinguish between, those "old" pictures and otherwise completely comparable "new" pictures with median accuracy of over 98% (Shepard, 1967). Even when the test

was not given until a week later, the discriminations between "old" and "new" pictures were still 92% correct. Moreover, the advantage of recognition over verbal description, should become especially pronounced when the object or event to be remember is unfamiliar and, so, not uniquely or succinctly "captured" by readily available terms or labels.

Over and over again, witnesses of "UFO's" have provided descriptions that, while they strongly suggest that a clear view was obtained of some well-defined but extraordinary object or phenomenon, leave the investigator frustratingly in the dark as to its precise appearance or behavior. A closely viewed, "spinning metallic" object is said, for example, to have been "mushroom-shaped," or to have resembled "an inverted top." But what does this mean? What sort of mushroom? With or without the stalk? And what on earth (!) is referred to, precisely, by "a 30 foot inverted top?"

Some psychologists have been expressly studying the ways in which people come to describe nearly nondescript objects to others (e.g., Krauss & Weinheimer, 1964, 1966). Often a person will feel that the ambiguous term he comes up with (such, for example, as "an inverted top") does quite well. Possibly this is because he is picturing some particular interpretation (e.g,, a particular toy that he played with as a child). For the listener who does not have that particular picture in mind, however, the description may prove either meaningless or, worse, completely misleading (cf., Glucksberg, Krauss, & Weisberg, 1966). An indication of the same sort of problem is the tendency of witnesses to say things like "it looked about the size of a football." Further circumstances make clear that they must have been referring to its apparent visual size rather than its real, physical size (which could, after all, hardly be estimated without also knowing its real, physical distance). More pertinently here, it appears that they were really talking more about its shape than its size. Possibly, the presence, so to speak, of a very vivid image in the mind of the witness causes him to lose sight of the total inadequacy of his verbal encoding of that image.

This problem is already implicitly recognized in certain situations of more obviously pressing practical concern. Investigators in cases of homicide do not rest content with the weak and fuzzy descriptions typically offered by a witness but, in addition, may employ a skilled artist (such as Richard Kenehan of the New York Police Department) to work with the witness in an attempt to reconstruct a usable likeness of the murderer's face. The witness may be asked to select eyes, eyebrows, nose, mouth, or ears from series that are systematically graded in size and shape. The witness can then help to adjust their positions on an outlined face. This will generally provide a sufficiently concrete stimulus to enable the witness, finally, to become reasonably explicit about further refinements concerning hair, complexions, lines, scars, asymmetries, and so on. In a number of cases (such as the recent one in which Richard Speck was charged with the murder of several nursing students in Chicago) a likeness constructed in this way from a single surviving witness has proved remarkably accurate and, in more than one instance, has actually led to the apprehension of the criminal (cf., Schumach, 1958).

This provides perhaps the most directly pertinent substantiation for the one central point that I want to leave with those concerned with the investigation of UFO's. Briefly, it is this: Even when an event occurs without warning, leaves little time for careful observation and, indeed, occasions extreme fear or anxiety, the average witness often retains an accurate, almost photographic record of the event -- a record, moreover, that can be largely recovered from him even though he lacks the words to describe it himself. Possibly then, in allowing our investigations to depend solely upon our informant's inadequate, his misleading and, yes, his sometimes even ludicrous choice of words, we have done both him -- and ourselves -- a telling disservice.

The desirability of establishing a system permitting convergence of independent reconstructions

Admittedly, in the case of UFO's, the value of information provided by a single, isolated witness -- however detailed that information may be -- is, by itself, always quite small (except, of course, for the witness himself!). For, from the standpoint of any other person, there is always at least the possibility of hallucination, delusion or, more likely, just plain fabrication. This is amply pointed up by the relative lack of evidential value of the many quite detailed photographs purported to have been taken of UFOs by solitary witnesses.

It is only when there turns up an otherwise inexplicably close correspondence between the information furnished by two or more *independent* witnesses that the evidence becomes at all compelling at the public or scientific level. But we do not provide for even the possibility of a close correspondence unless we elicit sufficiently detailed information. Thus, when one person reports a "glowing mushroom-shaped object" while another, remote witness refers to the passage of an "inverted top," we have little basis for evaluating the likelihood that they have both observed a physical object -- let alone the *same* physical object

Now it is true that certain rather suggestive regularities have already emerged in the more or less spontaneous reports of observers. Among the very most common, for example, are the frequent references to disk-like shapes, to extraordinary velocities, to abrupt simultaneous changes of color and direction and, perhaps most strikingly, to the so-called "pendulum" or "falling-leaf" type

of descent. Still, much more detailed information concerning such things as shape could presumably be extracted by techniques (akin to those already used in criminal cases) designed to take fuller advantage of the witnesses' usually untapped but vastly more discriminating powers of recognition.

The point, here, is that such more detailed information is needed not merely for its own sake. It is needed, even before that, because the establishment of the very validity of the information in question hinges upon the demonstration of the kind of point-for-point correspondence between reports that becomes possible only when those reports are sufficiently detailed. If two, unrelated witnesses both claim to have seen a disk-shaped object at about the same time and place this is not sufficiently compelling. (Evidently! For it has already happened many times.) But, if artists working with the two witnesses, independently, construct pictures of what appears to be the very same object or, alternatively, if the two witnesses independently point to the very same drawing or photograph in an array of 50 or more different pictures of such objects, then the coincidence becomes more interesting. (And, of course, if the pictures reconstructed or singled out in this way just once turned out to coincide, also, with an actual photograph taken at the time, we should at last have opened the door for the more precise measurements of physical science-including the sophisticated and powerful photogrammetric methods being developed for the analysis and interpretation of lunar photographs.)

The establishment of a pre-tested and standardized procedure for reconstructing information by the sort of psychologically oriented techniques envisaged here, moreover, would be incomparably cheaper than the implementation of other more physically oriented schemes that have sometimes been proposed -- such as the construction of a far-flung network of automatic radar-and-camera stations. For, instead of having simultaneously to cover all possible sites in advance, we could simply move in to recover the desired information *after* an incident is first reported.

There is, however, one unavoidable aspect of the psychologically oriented type of approach proposed here that I, anyway, regard as quite regrettable. To the extent that any detailed pictures reconstructed by these techniques are made publicly available, we cannot guarantee that pictures obtained from subsequent witnesses will be suitably independent for our purposes. Consequently, rather tight security precautions would have to be imposed on the more detailed reconstructions, if the purely scientific purposes of the investigation are not to be compromised.

The use of concrete stimuli to provide a basis for the independent, recognition-guided process of reconstruction

The need for ensuring independence of information supplied by different witnesses is in fact so great that it is doubtful whether much reliance could safely be placed on different pictures reconstructed with the help of the same artist. Despite the best intentions of the artist, he might unwittingly guide different witnesses along somewhat similar channels by means of subtle, perhaps unconscious cues (cf., Rosenthal, 1966). Moreover, even if a different artist could be supplied for each witness, we would still be left with the problem of evaluating the likelihood that any two pictures constructed in this way could have turned out as similarly as they did by chance alone.

For these reasons and for reasons of feasibility, convenience, and economy, it would be preferable to develop a standardized set of materials containing suitably representative and graded series of shapes to which each witness could independently respond. Some such materials would be needed, in any case, in order to provide stimuli suitable for tapping the witnesses' powers of recognition. Possibly even separate arrays should be constructed for distinguishable parts such as "domes" or other projections (just as separate series of eyes, or mouths may be helpful to the witness in criminal cases). By means of suitable standardization and control in the preparation and presentation of such materials, then, we could be reasonably sure that the responses of one witness are not unduly influencing the choices of another. Moreover, since each witness would make his choices from a pre-tested, fixed set of alternatives of known size, we would be in a favorable position to assess the probability that any coincidences of choice might have occurred merely by chance.

All things considered, the best procedure might be to divide the questioning of a witness into the following three distinct phases: first, the recording of the

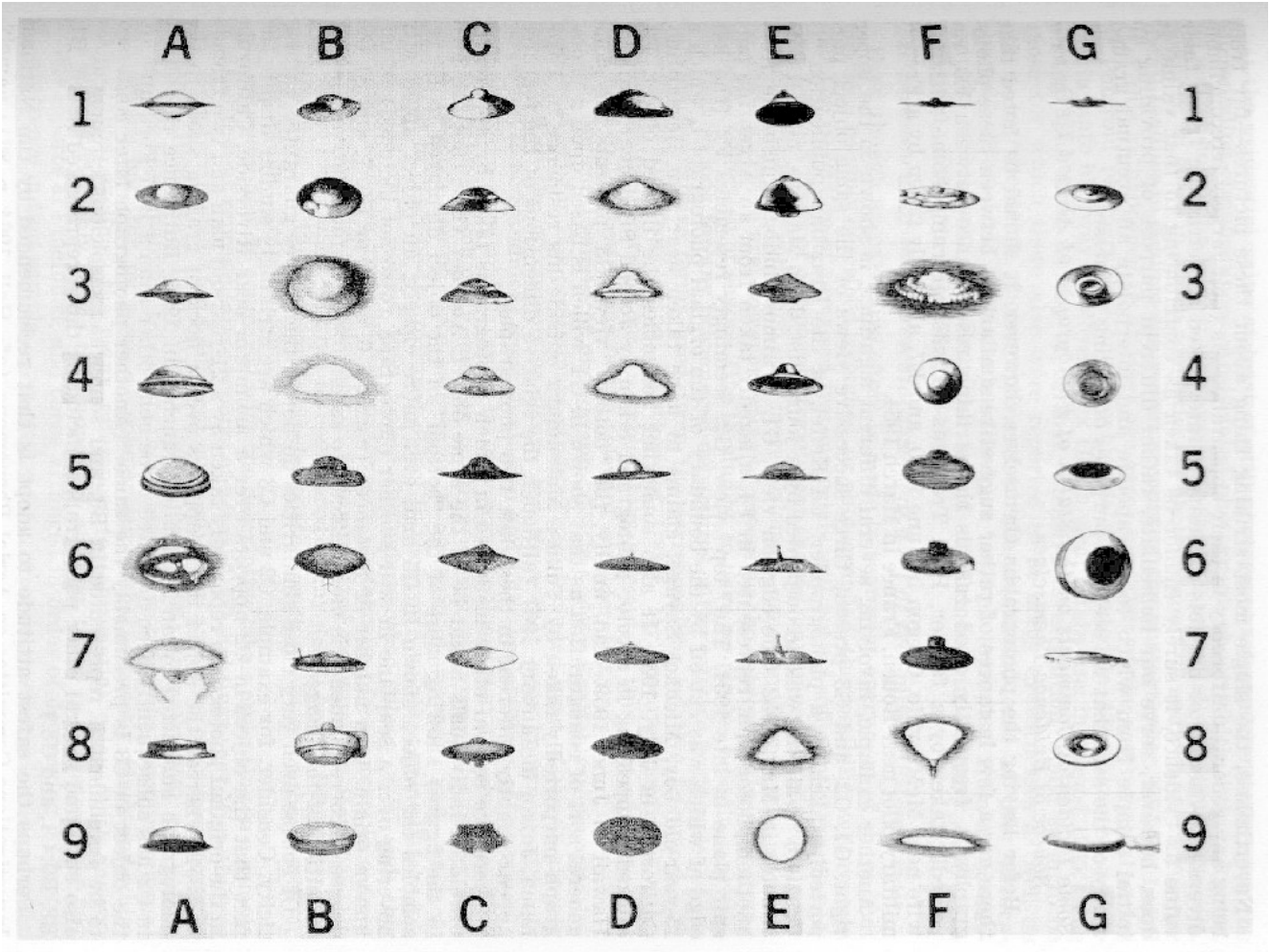
witness describing what he saw as completely as he can, in his own words, and without any cues (whether verbal or pictorial) that might bias him in one direction or another; second, the recording of his responses to the standardized, pictorial materials; and third (if the case seems to warrant it) the foil reconstruction of a new picture with the help of a suitably trained artist. Such a new picture, if sufficiently novel or well-defined, might then be incorporated in future revisions of the materials used for the second phase of the interview.

The effectiveness of the proposed procedure would depend very heavily upon the amount of thought, care, skill and, above all, pretesting that went into the preparation of the materials. The arrays of alternative shapes should of course include all types of shapes that have been clearly described, sketched, or (allegedly) actually photographed by some previous witness of at least reasonable reliability. One helpful attempt at systematizing the kinds of shapes that have been reported has in fact already been published (see Hall, 1964, p. 144). However, more extensive and refined work would be necessary in order to cover the great variety of reported shapes, and to do this in a sufficiently concrete and realistic manner to promote recognition and, possibly, further specification by witnesses.

The use of photographs of alleged UFOs as a source of concrete test materials

Since photographs represent an especially tempting vehicle for the hoaxter and, in addition, are easily faked, they are individually of little value as evidence -- except in the rare cases in which there were independent, corroborating eyewitnesses. Photographs purporting to be of UFOs are, however, surprisingly numerous. (I myself have assembled well over 150 distinct such photographs merely from published reports.) Moreover, since at least one of these photographs might be authentic and since we have no sure way of knowing in advance which one it might be, we can not afford to eliminate any distinct type that hasn't already been proved to be a fraud. In the meantime, moreover, the other, spurious photographs can serve (in somewhat the same way as the non-suspects in a police "line-up") as a means of assessing consistency of choice or, contrary-wise, mere guessing on the part of different witnesses.

The accompanying figure reproduces drawings in which I have tried to portray, as accurately as I could, representative objects from 63 of these photographs. The greater contrast of the drawings renders them more readily duplicatable than the original photographs. Moreover, I was also able in this way to reduce them all to uniform size and to eliminate background details which, although useful for estimating size or gauging authenticity, are only distracting for present purposes. Some of the photographs are from well documented or widely publicized cases while others are of more obscure or dubious origin. At least two cases have subsequently been admitted to be hoaxes, while circumstances surrounding some of the others make them difficult to dismiss in this way.



UFO Shape Array

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Nevertheless, the single most striking tiling about these pictures -- far from [there] being any general uniformity in their appearance -- is their largely irreconcilable diversity. Whether or not this diversity is interpreted as detracting from their value as evidence, it surely cannot be taken as contributing to that value. It does, however, serve our immediate, rather different purpose of providing an initial sample from which to extrapolate and interpolate an eventual graded array of the sort that we seek for purposes of testing witnesses.

Some Incidental Comments on the Status of Photographs of Alleged UFOs as a Source of Evidence Themselves

Before leaving the photographs themselves, however, it should be noted that there *are* a few instances of rather suggestive similarities between these photographs. A frequently cited case is the striking resemblance between E6, reportedly taken by a farmer, Paul Trent, as he was returning home with his wife near McMinville, Oregon in June 1950, and ET, allegedly taken by a French military pilot near Rouen, France in March 1954.

Another example, involving several different sightings, is shown in the upper right. G1, G2, and. G3 present three successive views of the same object purportedly taken by a photographer, Ed Keffel, of the Brazilian publication "O Cruziero" while he was accompanied by a journalist, Joao Martins, near Rio de Janeiro in May, 1952. The edge-on view, G1, is almost indistinguishable from another photograph, represented in F1, allegedly taken from an Argentine pursuit plane in late 1954. The "top" view, G2, seemingly resembles F2 (the left edge of which was cut off by the boundary of the original photograph), which a 15-year-old boy, Michael Savage, claims to have taken near San Bernardino, California in July, 1956. It also somewhat resembles the lighted object, F3, allegedly appearing in a color photograph taken by Joseph

Sigel near Waikiki, Hawaii in June, 1959. And, finally, the "bottom" view, G3, presents the same general sort of configuration as that shown in G4, which is based upon a photograph purportedly taken by Yukuse Matsumura outside his residence in Yokohama, Japan in January 1957 (although the relative dimensions of the features appear slightly different in these last two photographs).

There are several other instances in which photographs taken by apparently unrelated individuals might be of the same object. Another view (not included in the figure) showing more of the "bottom" of the object displayed in E4 resembles the object shown in G5 and, even more closely, an object apparently hovering over a seaplane in still another photograph (also not included) of unknown origin. In a number of instances (e.g., F5, 6, and 7 or D6, 7, and 8) the degree of correspondence is more difficult to assess owing to the relatively poorer definition of the images.

Of course even very close similarities do not in themselves guarantee authenticity. Consider, for example, C2 and C3 which are strikingly similar despite the fact that the object in C2 appears over a mountain near Riverside, California in the original photograph reportedly taken by a 21-year-old man and two friends in 1951, whereas the object in C3 appears over a flock of grazing sheep in the photograph submitted by an Australian rancher in 1954. But, since the object in C2 has subsequently been admitted to be none other than a 1967 Ford hubcap, the object in C3 is presumably the same. (Another photograph later confessed to be fraudulent is represented in B6, and somewhat suspicious circumstances also surround several other photographs, including those represented in A9, B1, B8, B9, C1, and G8.)

Perhaps the safest attitude to adopt is that recommended by the National Investigations Committee on Aerial Phenomena (cf., Hall, 1964, p. 86); namely,

that the evidential value at least of still photographs depends entirely upon the surrounding circumstances. An isolated photograph about which little is known, no matter how impressive it may appear in itself, is essentially worthless -- except, possibly, in cases in which sophisticated photogrammetric analysis yields further detail tending to confirm the verbal account of the photographer. (I have heard that this has happened in at least one case; viz., that of the controversial series of Polaroid photographs -- one of which is represented in A8 -- taken by a California state highway employee, Rex Heflin, near Santa Ana in August 1965.) The photographs most worthy of further intensive investigation would seem to be those for which there also were reported to be many eyewitnesses as well as other, corroborating photographs -- as in the celebrated case of the "saturn-shaped" object (A1) that was said to have been photographed from an oceanographic vessel near the Brazilian island of Trindad in January 1958 (see Lorenzen, 1966, pp. 145-153, 164-174).

The assessment of the representativeness of a set of recognition test-materials,

Even though an extensive effort is made to represent every sort of shape that has been reliably described, sketched, or photographed, the possibility will remain that the collection of proposed test materials will not be sufficiently representative. Certain types of completely fraudulent shapes may unnecessarily inflate the already unwieldy collection and, more seriously, some significant types may still be missing. There are, however, ways of assessing the representativeness of any proposed collection of shapes. One is, simply, to have people describe these shapes and then to look for any pronounced departures of the relative frequencies of the various descriptive terms used from the corresponding relative frequencies in reports issuing from actual sightings of UFOs. My research assistant, Miss Shelley Meltzer, carried out an exploratory attempt at this sort of thing that may help to illustrate some of the relevant considerations.

From our total sample of photographs, 75 that seemed suitably representative were selected for this preliminary study. These included most of the 63 already portrayed in the accompanying figure, but those that were known or strongly suspected to be fraudulent were eliminated and a number of others of less sharply defined shape were added (since many reports indicate that the shape was not clearly visible). Each of 19 subjects, mostly students at Harvard University, then looked through one of three subsets of 25 of these photographs and, for each, attempted to describe the pictured object in their own words. (Immediately following that, each subject then looked through another subset of 25 and, this time, indicated the appropriateness for each photograph of each term in a *fixed set* that we had listed in advance on a standardized rating sheet. However this part of the experiment will not be considered in any detail here.) Of most immediate interest are the descriptive labels spontaneously produced in the 19 x 25 or 475 subject-photograph encounters.

These could now be compared with the descriptive labels appearing in a sample of 206 different representative reports of actual UFO sightings that Miss Meltzer had already extracted (for a different purpose) from a number of sources (mostly Edwards, 1966; Hall, 1964; Michel, 1967; Olsen, 1966; Ruppelt, 1956; and Vallee, 1965). The accompanying table lists those descriptive terms that pertain to visual appearance but, for purposes of comparison with the mostly black-and-white photographs, excludes the many references to (chromatic) color. With one exception (#33), only terms that appeared at least twice in the sample of 206 actual reports are included, and these arranged in order of decreasing frequency of occurrence in that sample.

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	Label description; visual appearance (excluding chromatic colors)	in 206 actual UFO cases	in 475 photograph descriptions	Appreciable discrepancies
1	Disk shaped	27	42	
2	Circular	24	24	
3	Round	22	25	
4	Metallic	19	41	
5	Domed top	15	21	
6	Starlike (point of Light)	14	6	-
7	Cigar shaped	13	1	- -
8	Spherical	12	9	
9	Bell shaped	11	0	-
10	Fiery appearance	11	0	-
11	Trail of vapor or smoke	10	13	
12	Portholes or windows	10	0	-
13	Pattern of lights	9	0	-
14	White filaments emitted	9	0	-
15	Oval	6	19	+
16	Flat	6	8	
17	Elliptical	5	9	
18	Dumbbell shaped	5	0	
19	Football shaped	4	1	
20	White	4	0	
21	Saucer shaped	3	12	+
22	Egg shaped	3	5	
23	Diamond shaped	3	0	
24	Silvery	3	0	
25	Saturn shaped	2	7	
26	Top shaped	2	5	
27	Conical	2	3	
28	Washtub shaped	2	0	
29	Two washbowls rim-to-rim	2	0	
30	Two plates rim-to-rim	2	0	
31	Long tail	2	0	
32	Emitting flame	2	0	
33	Hat shaped	1	35	+ +

The two columns of numbers, then, present the resulting frequencies of occurrence (a) in the 206 actual UFO reports and (b) in the 475 opportunities for these same descriptive terms to arise in the experiment with the photographs. Direct numerical comparisons are somewhat hazardous owing to the different circumstances in which the two sets of descriptive terms arose. In terms merely of opportunities, the numbers in the second column should be about twice as large as those in the first. However, the totals for the two columns are nearly equal and, so, the real encounters evidently were relatively more productive of descriptive terms on the average. Numerically small departures or departures in which the second number is somewhere between the size of the first number and twice that size are probably not very significant therefore.

The remaining positive and negative discrepancies of appreciable size are indicated by the plus and minus signs in the right-most column. Some of these are probably explainable in terms of the two-dimensional, achromatic, and stationary

character of the photographs (e.g., #10 & 13), or in terms of differences in vocabulary to be expected between the unselected witnesses and the college-educated subjects of the experiment (e.g., #9 & 15). Other discrepancies, however, suggest either that some shapes, such as the so-called "cigar" (#7), were not adequately represented in the sample of photographs, or that some shapes, such as those most frequently said to resemble a "hat" (#33), are especially likely to have been of fraudulent origin. (Among the objects included in the above figure that were often said to be hat-like are C3, which we already noted is almost certainly a 1937 Ford hubcap; E4, which doesn't seem to fit very well with the usual descriptions of UFOs; and G2, which, although it too doesn't coincide with at least my notion of a "flying saucer," does however correspond rather closely with several other photographs.)

The Use of the Computer in the Design of Recognition Test-Materials and in the Analysis of Results

Our sample of only 206 actual UFO cases is really too small and haphazard for the purpose of ensuring that all types of reported shapes are adequately represented in any proposed recognition array. Many descriptive terms that have repeatedly been used (such as "doughnut," "ring," "mushroom," flattened ball," "double-convex lens," "bullet," "blimp," and "submarine") didn't happen to appear more than once in our particular sample). Ideally, for this work, one would like access to a centralized library of all reasonably documented cases -- suitably coded for retrieval via computer. Indeed, at present the scientific study of the UFO problem is greatly hampered by the circumstance that the thousands of reported sightings have not been adequately coded or systematized in any uniform way and are, in fact, still scattered among such diverse and often mutually hostile organizations as the U.S. Air Force, NICAP, APRO, and the University of Colorado Project -- not to mention a number of more-or-less private files assembled by individual investigators both here and abroad.

Recent developments in computer technology -- particularly in computer graphics -- could be utilized, also, in the construction of arrays of shapes for a recognition test. Thus for any specified shape, the computer (together with suitable graphical output equipment) could automatically generate alternative pictures of the same object as viewed from any desired angle (e.g., Noll, 1965; Zajac, 1964); and could even generate other test shapes intermediate between that shape and some other specified shape. (In fact, as on-line graphical facilities become more widely available, even a relatively unartistic witness, seated in front of a suitable display device, should be able to reconstruct his own object by techniques of these general sorts.)

For the present, however, perhaps the most promising use of the computer in this connection would be in finding an optimum arrangement of the alternative test shapes in the recognition array. This is a matter of real concern owing to the large number of shapes that should be included. (Even the 63 exhibited in the above figure fall far short of covering all the varieties that have been sketched or described.) If the alternatives could somehow be arranged so that similar shapes are close together, then the witness could quickly narrow down to the most relevant region of the array in order to make his final, most refined discriminations.

In order to do this we would first need to obtain some measure of the perceived similarity between any two shapes. One could of course obtain a direct, subjective judgment of similarity from experimental subjects. However, it might be more convenient to obtain a derived measure of similarity based upon the frequency with which different subjects will sort the two shapes into the same pile, or upon the overlap in their application of the same descriptive terms to the two shapes in the kind of task described in the preceding section (cf,, Rosenberg, Nelson, & Vivekananthan, in press).

Once we have any such measure of similarity for every pair, we can apply powerful new computer-based methods for mapping the objects into a two-dimensional arrangement in such a way that their similarities are preserved, in so far as possible, in the spatial proximities among them (Kruskal, 1964 Shepard, 1962; Shepard & Carroll, 1966). Moreover, these same methods could yield a quantitative metric of similarity that would then enable us to specify just how similar an object identified by one witness is to the object identified by another witness. Indeed, they could even tell us something about the basic dimensions along which UFO phenomena differ or, with the help of recently perfected methods for "hierarchical clustering" (Johnson, 1967), they could provide an indication of the basically different classes into which these phenomena undoubtedly fall.

Possibly, some of these classes of unidentified aerial phenomena will turn out to be of purely natural origin. I once even ventured to suggest this for certain puzzling types of cases myself (Shepard, 1967b) -- though, admittedly, attempts to develop such explanations in terms of known principles of atmospheric physics, generally, have run into competent and serious criticism (McDonald, 1968). Still. even if some of the phenomena *are* of natural origin, a more complete and

accurate characterization of their appearance and behavior should be of some interest to the physical scientist -- indeed, all the more so to the extent that they appear to conflict with known physical principles.

In any case, it appears that techniques now exist that could provide the basis for a psychologically oriented, but genuinely scientific investigation into unidentified aerial phenomena, whatever their nature may ultimately prove to be.

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ACKNOWLEDGEMENTS

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STATEMENT BY DR. FRANK B. SALISBURY

1. Biography
2. Prepared Statement

(The biography of Dr. Salisbury follows:)

FRANK BOYER SALISBURY

Born: Provo, Utah, August 3, 1926. Married 1949; six children.

B.S. University of Utah 1951; M.A. Utah 1962; Ph.D. California Institute of Technology 1955.*

Army Air Force 1945.

Field is plant physiology.

Assistant Professor of Botany, Pomona College 1954-5.

Assistant Professor of Botany, Colorado State 1955-61.

Full Professor, Colorado State 1961-66.

Professor and Head, Dept of Plant Science, Utah State University 1966-.

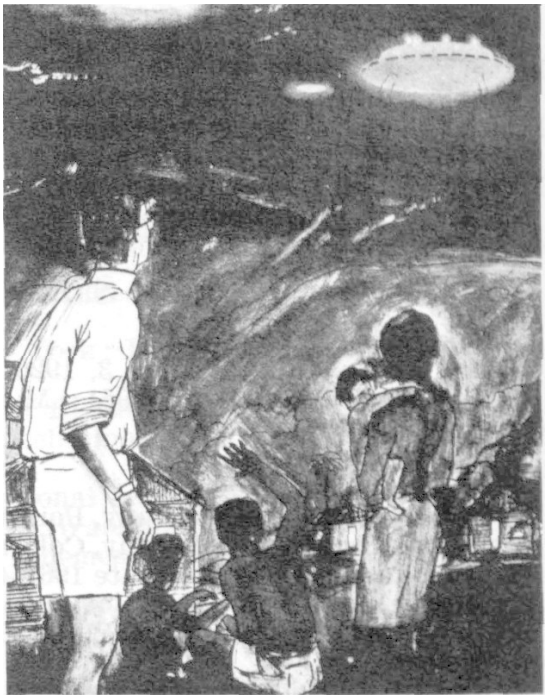
Member: AAAS; Society of Plant Physiology; Ecological Society; Astronautical Society.

Interests: Physiology of flowering; space biology; physiological ecology.

The following reprint from Bio-Science, volume 17, No. 1, 1967, pages 15-24, was submitted by Dr. Frank B. Salisbury, head, plant science department, Utah State University, as summarizing his views on UFOs.

THE SCIENTIST AND THE UFO

Frank B. Salibury
Utah State University



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0. Introduction
I. Extraterrestrial Spaceships or Other Machines
II. Conventional Phenomena Misinterpreted
III. Psychological Phenomena
IV. Hoaxes or Lies
V. Secret Weapons

Representative Sightings:
Arnold, 1947
Chesapeake, 1952
Trindade, 1958
St. George, 1965
Socorro, 1964
New Guinea, 1959
Exeter, 1965

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A phenomenon is abroad in the land. Since shortly after the beginning of recorded history, but particularly during the past two decades, many people have reported visual observations of phenomena which they interpret as objects so intricate in their structure and proficient in their maneuvers that they far surpass the current human technology. The apparent objects are usually in the sky, but in a few cases they are on the ground or landing or taking off from the ground. Although they may not be flying and they may not be objects, they are called unidentified flying objects: UFO's for short.

What is the significance of these strange, typically aerial phenomena? There are many extremely important implications in the area of psychology. Perhaps the most obvious is the possibility that the UFO's may be purely psychological phenomena

such as hallucinations. Of much greater importance, however, could be the psychological questions of interpretation. These are valid regardless of what elicits the response in the witness -- a real spaceship from Mars or a spotlight shining on a gossamer cloud.

The number of witnesses to these phenomena has increasedtremendously in recent years (probably a sizable fraction of 1% of the world's population has been involved in "good" sightings), therefore the phenomenon is of obvious sociological importance. It could influence the relationships between nations or programs of space exploration. It might even, given the proper circumstances, develop into a panic of severe proportions. There is ample justification from the sociological standpoint for a detailed study of the UFO phenomenon.

My interest developed from the field of exobiology. If the UFO's are extraterrestrial spaceships guided by intelligent beings (as many of their witnesses insist), then they are of the most pressing interest to the exobiologist. Current speculation about life on Mars (Jackson and Moore, 1965; Salisbury, 1962, 1966) would be naive indeed if such were the case. Although they would have virtually no significance to exobiology if they are not extraterrestrial, the possibility that they might be seems great enough to merit at least a preliminary investigation.

We might well consider the UFO's from the standpoint of the philosophy of scientific method. Even if the scientific community at large were sincerely interested in the study of the phenomena, it would encounter many difficulties in knowing what approach to take. UFO sightings are events which usually cannot be repeated. The astronomer may also witness such events, e.g., the flares on Mars (Salisbury, 1962; Ley, Willy and Werner Von Braun, 1960), but at least he is a trained observer, and none of his colleagues are likely to doubt his word. In the case of the UFO's, although many observers may be highly trained in certain aspects of contemporary modern life, few, if any, could claim much competence as carefully schooled UFO observers! Frequently, they are not trained to differentiate between observation and interpretation, and often there is a strong tendency for all but close friends to doubt their word. Here, then, is a phenomenon of nature which could, and should, be of extreme interest to the scientist. But it is a difficult one for even him to study. How do we study events which cannot be repeated and which are recorded only through the minds of observers who can scarcely resist the temptation to enlarge their stories and to intermingle the facts with their own interpretations and psychological responses?

*An artist's conception of the Boiani New Guinea, June 26-27, 1959, sighting. Object is drawn from sketches made by the witnesses at the time. Note the other two objects hovering at a greater distance. Supplied by the Aerial Phenomena Research Organization.

About all we can do at present is to evaluate the reports, although sufficient desire might make more than this possible (in the Exeter sighting described below, observers could have actually waited, fully equipped with high-speed cameras and other devices, for the return of the objects). Professor J. Alien Hynek (1966), the Director of the Observatory at Northwestern University, and for the past 18 years consultant to the Air Force in their study of UFO sightings, has often stated that to make progress we must accept the fact that the UFO's do exist -- *as reports*. The Air Force and several private groups have accumulated bulging files of these reports, containing everything from detailed interviews to the remnants of pancakes submitted by a witness who claimed he had received them from a space man! These reports and the many which will be obtained in the future (using hopefully better means of information gathering) are the data with which we must work, and the only data so far available. What can we do with them?

One obvious approach is to propose as many possible interpretations as can be devised and then to evaluate the data in terms of these hypotheses. The process will be a circular one, in which hypotheses are formulated on the basis of the data, and the data are then re-examined in terms of the hypotheses. In the following paragraphs, five hypotheses are discussed and then a few representative sightings are considered. The subject has been reviewed by several authors in book form, often competently, but virtually always with some degree of prejudice (for: Hall, 1964; Keyhoe, 1960; Lorenzen, 1962, 1966; Michel, 1958; Vallee, 1965; Vallee and Vallee, 1966 -- against: Menzel and Boyd, 1963).

I. Extraterrestrial Spaceships or Other Machines

Although earlier observers usually interpreted the UFO's in terms of miraculous religious events, most UFO observers during the past 19 years have suggested that the objects which they observed were extraterrestrial spaceships.

Can we eliminate the spaceship hypothesis in any rigorous scientific manner? Logically one might think of two approaches: either we must show in each and every instance ever reported that the object was not an extraterrestrial spaceship, or we must show by some sort of scientific logic that it is impossible for extraterrestrial beings to visit us.

Obviously, we cannot show in every case that a purported UFO was not an extraterrestrial spaceship. The data may not be available, and the events cannot be repeated. Furthermore, in several instances, very detailed data do exist in relation to a sighting, and yet it cannot be rigorously stated that the UFO was not an extraterrestrial machine.

Nevertheless, this approach has been followed in an attempt to eliminate this hypothesis, notably by Professor Donald Menzel, Director of the Harvard Observatory (Menzel and Boyd, 1963) and by the United States Air Force. Menzel is aware of the logical limitations, but he takes a statistical approach. He reasons that since many sightings can be positively eliminated as extraterrestrial spaceships, those which cannot could be if only more data were available. This is an excellent example of the inductive form of reasoning which has been so productive in science. Can we confidently apply it in relation to the UFO phenomena? To do so, the cases for which ample data exist and which prove not to be spaceships must be representative of the class as a whole. To many of us this seems unlikely, since other cases fortified with considerable data cannot be eliminated as extraterrestrial machines, and in many ways they appear to have little in common with the cases which can. On purely formal grounds, then, we cannot be absolutely convinced by Menzel's approach.

It is also logically unreasonable to say with absolute certainty that it is impossible for extraterrestrial beings to visit us. Although we know a great deal about the universe, we do not yet know enough to make such an all-inclusive negative statement. Nevertheless, many of the arguments are highly compelling, and two are especially worthy of our attention. The first argument is that the UFO's contravene the laws of nature, or more properly, that they are contrary to our experience. It is first assumed that they could not originate within our solar system because only the earth harbors intelligent life, and then it is reasoned that because of the extreme distances between stars they could not be visitors from some other planetary system. My initial contact with the UFO problem came because of my doubts in relation to the first assumption (Salisbury, 1962; 1964; 1966).

Certainly we have no conclusive or even compelling evidence that Mars might support an intelligent civilization. We do, however, have a number of observations which seem to be in agreement with this assumption. The network of lines referred to as the canals still defies explanation in terms of nonintelligent phenomena, although such an explanation may well be apparent when we obtain more data about Mars. The satellites of Mars, with their almost perfectly circular, equatorial orbits and their small size have certain of the characteristics of artificial satellites. Brilliant flares of light occasionally seen on the surface of Mars are too short in duration and too bluish-white in spectral quality to be similar to our volcanoes, yet they are too long in duration to be readily explainable as meteorite impacts. An occasional associated white cloud would seem to eliminate them as reflections. It is even possible, if one is willing to stretch the imagination a bit, to find evidences [sic] for intelligence in the Mariner photographs of Mars. These ideas have recently been discussed in considerably more detail elsewhere (Salisbury, 1966).

There was an interesting correlation from 1948 to 1957 in the number of UFO sightings per unit time and the closeness to the planet Mars (Fig. 1). This was shown by Vallee and Vallee (1962; 1966) to be expected on statistical grounds less than one time in a thousand. Both Venus and Jupiter are far more prominent in the skies than Mars (both have often been misinterpreted as UFO's), and yet no such correlation exists with their apparent brightness in the skies and the number of UFO sightings.

Assuming that there is no intelligence on Mars and that the UFO's would have to cross interstellar space, can we really state with confidence that this is an impossibility? Do we know so much? Of course we do not. We are even searching for possible solutions to the problem of interstellar travel. Perhaps the roost compelling "impossibility" argument is the reported

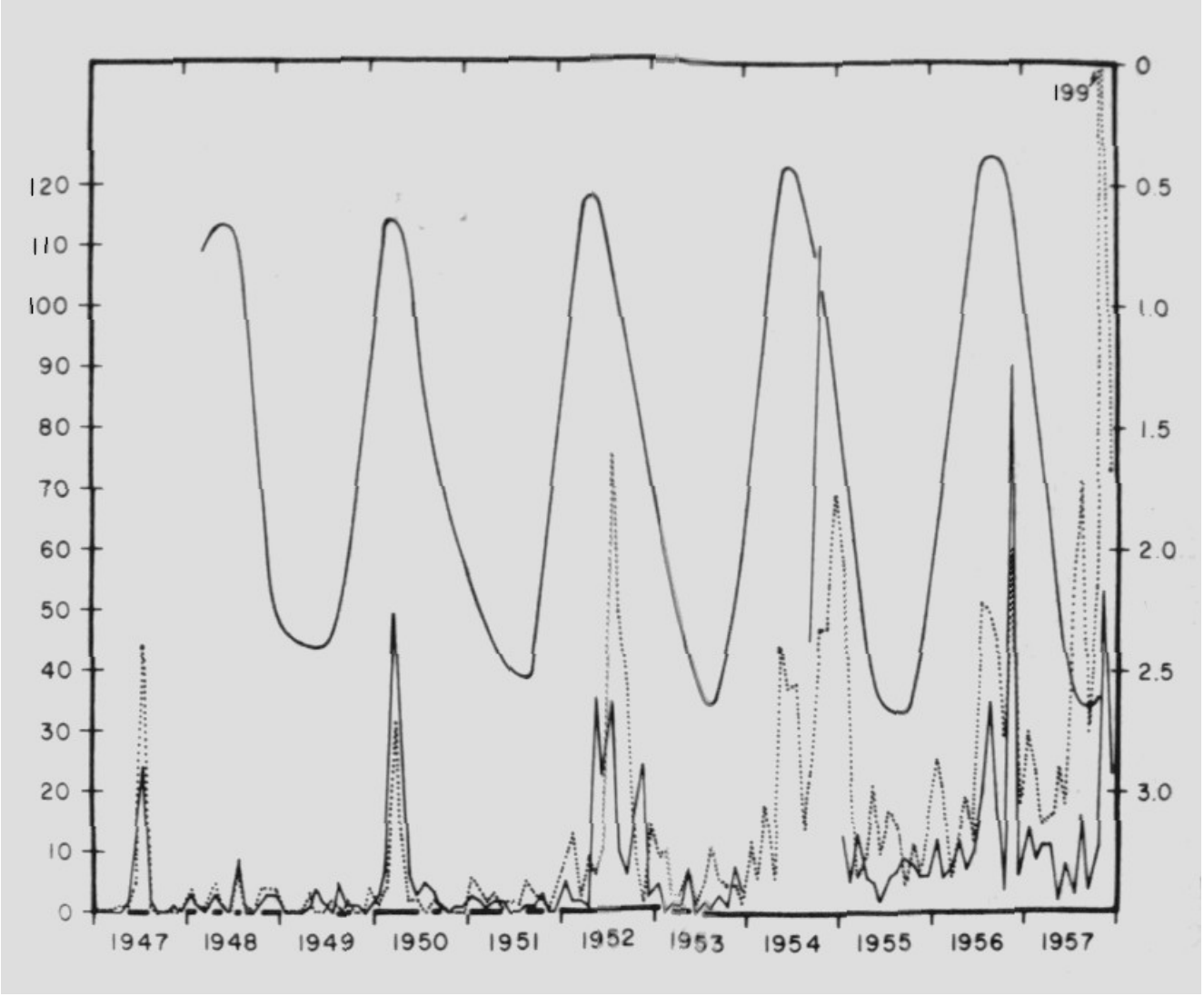

Fig. 1. UFO sightings and the oppositions of Mars.

physical activity of certain UFO's (Menzel and Boyd, 1963). In several "good" sightings (those which, for reasons discussed below, do not readily fit any of the remaining four hypotheses), UFO's have appeared to accelerate at tremendous rates or even make right-angle turns while traveling at speeds of several hundred or thousand miles per hour. Although they move in the atmosphere at velocities which surely exceed that of sound, no sonic booms are heard (they are often essentially silent) nor do they appear to burn up with frictional heat. The skeptic says: "Granted that we have a lot left to learn about our universe, we surely don't expect the fundamental laws to be rejected. That we may refine them as Einstein did, it is true, but inertia is inertia, and a right-angle turn at several thousand miles per hour is a simple physical impossibility."

This may be the most compelling argument against the spaceship hypothesis, but there are two counter-arguments. First, one can simply reject the above statement. I do not see how Newton's laws could be so flagrantly violated, but others (Lorenzen, 1962; Michel, 1958; Vallee and Vallee, 1966) have come up with various suggestions. Perhaps inertia is the gravitational interaction between an object and all other objects in the universe. If this gravitational attraction could some way be severed (some mysterious antigravity shield surrounding the spacecraft for example!), then right-angle turns at high speeds might be feasible. Would the surrounding antigravity field also nullify the sound barrier problem? Some think so. I haven't the faintest idea, but we could be wrong about what is impossible. Second, one might remember that not all UFO's perform "impossible" feats. The topic is sufficiently interesting if only one UFO proves to be a spaceship from Mars!

Another argument against the spaceship idea concerns the lack of formal contact with the UFO occupants. Since visiting spaceships ought to be piloted by some sort of intelligent beings, wouldn't it be reasonable to expect that they would desire

contact with other intelligent beings, namely us? Or why hasn't a flying saucer landed on the United Nations Building to establish formal diplomatic relations?

This argument assumes that we can understand the motives of an extraterrestrial being. Of course we cannot. How could we know the minds of such beings? To inductively extrapolate from our own current sociological approaches to those of other intelligent. entities would be to commit the logical sin of extrapolation in a most flagrant manner. It is easy to imagine several reasons why the extraterrestrials might not want to contact us. Did they plant us here as a colony many thousands of years ago and are carefully observing our evolutionary development? Do they envy us for our natural resources and want to conquer us, although present logistic problems make such an effort impossible? Are they waiting for us to straighten out our wars and race problems? Are they simply uninterested in us as contemporaries, preferring to observe us as specimens? Entomologists study the honeybees very carefully but make no diplomatic contact with the queen!

Imagine the Aborigines of Central Australia, who are still in the stone age and who have not even developed the bow and arrow. They have had no contact at all with modern civilization. What happens when a jet plane flies overhead and one of them observes it? When he tells of the huge, shiny bird that didn't flap its wings, had no feet, made an ear-splitting roar, and even had smoke coming out of its tail, surely his fellows assume that he is crazy. Or if the phenomenon becomes so common that it must be accepted as real, they could hardly be expected to deduce from it the conditions of our modern civilization, let alone our motives. "Why," they might ask; don't the intelligent beings who guide this mighty bird land and trade bone nosepieces with us?" Actually, many of the Aborigines, even those who have come in contact with civilized men, still interpret the airplane in a religious context, as witness the establishment of the cargo cults among these peoples (Worsley, 1959).

We cannot, then, eliminate the spaceship hypothesis, although some of the arguments against it are quite impressive. We should, in deference to the scientific method, examine with a completely open mind any evidence which might be marshalled in favor of the hypothesis. Let us consider the four alternatives to it

II. Conventional Phenomena Misinterpreted

Given certain special circumstances, nearly anyone can be confused and amazed by the appearance of some conventional object which under other circumstances might cause no bewilderment whatsoever. What psychological factors lead to such misinterpretations? In various instances, reported UFO's have clearly been demonstrated to be balloons, kites, birds, conventional aircraft, artificial satellites, planets and stars, meteors, clouds, natural electrical effects such as ball lightning (Klass 1966), and optical effects such as reflections, mirages, sundogs, and refractions caused by inversion layers in the atmosphere (see Menzel and Boyd, 1963, and Air Force files). Let us consider the level of certainty in classifying a given sighting here.

Often, the sighting may be placed here with absolute certainty. A balloon reported as a UFO was never out of sight of its launchers. A perplexing light in the sky takes form as an airplane as it gets closer.

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My children woke me at 6:00 a.m. in Tubingen, Germany, saying that they were watching a hovering UFO over the city. I grabbed my binoculars and watched the brilliant light move rather rapidly both toward us and away from us and even from side to side. After about a minute, I decided to make my observations more precise, backed up against a doorway, and aligned the object with a spot on the window frame. Upon doing this, it stopped moving, and we were soon able to identify it as Venus, then the morning star. Its lateral motions were apparently illusions due to our own movements, and its rapid approach and retreat were due to a thin, rapidly moving layer of mists which caused it to change intensity.

Within the last year I have positively identified UFO's over Fort Collins, Colorado (pointed out to me usually by phone) as a weather kite, the planet Venus, and the stars Vega, Capella, Betelguese, and Sirius. Some of the stars close to the horizon flashed red, green, and white, and only a star chart and much discussion could convince the viewer that he was not observing a spaceship.

In many other cases, data are not quite complete enough to be positive, but one can state with a high degree of certainty that a given UFO was quite likely such and such a conventional object or phenomenon.

In the most interesting cases, the sighting seems absolutely to defy explanation in these terms.

One important conclusion becomes apparent: There is a very high noise level in UFO observations. This is exactly what one might expect. People do become excited by news stories and thereby predisposed to such experiences themselves. We cannot, however, from this high noise level write off the entire phenomenon as belonging to this category of conventional objects misinterpreted. Sagan (1963) attempted to do this by pointing out the great diversity which occurs within the sightings. This might well be only the noise. Even if spaceships are visiting us, many people are still seeing conventional objects and interpreting them as spaceships.

The sightings which do not fit well into the conventional-objects-misinterpreted category have certain characteristics concerned primarily with the detail which is observed and with the nature and reliability of the witnesses. Sometimes other evidence is also available.

If only a moving light is seen at a great distance, one can hardly be tempted to run out and meet our big brothers from Mars. Even a disc or a globe with fairly sharp-appearing edges might well be an optical effect of some sort. A report is more impressive when the object is seen at close hand, especially landed on the ground. A very distinct shape with highly distinct edges and a solid, often metallic-appearing surface is described. Windows or other markings may be apparent. Lights are frequently an associated part of the observation, and sometimes (both day and night) the brilliance was said to be so high that the observer found it difficult to continue looking at the UFO. Occasionally, one part of the UFO is described as being in motion relative to other parts, (The rim of a disc may be rotating around the disc.) "Occupants," both humanoid and otherwise, have been reported in conjunction with UFO's, landed and flying. The quality of a sighting is always enhanced when the time of observation is long enough for the observer to consciously consider what he is observing while he is observing it. A light that moves by in less than 5 seconds can hardly produce a very impressive account. In some cases UFO's have been observed for 1 or 2 hours or even longer.

We are primarily concerned with witnesses. Their background and training are especially important, and it is valuable when a single sighting is described by more than one witness. The likelihood of hoax is decreased if the witnesses were unknown to each other before the sighting.

In some cases an account may be supported by various forms of supplementary evidence. There are many cases in which photographs have been taken while a UFO was witnessed by several apparently competent observers. Holes have been left in the ground where a UFO had supposedly landed or vegetation has been damaged or on fire. Occasionally (rarely), radioactivity has been detected. In one case a fence was magnetized where a UFO had passed over it. Many strange samples have been left, such as Liquid residues, "angel's hair," and other materials.

In no case, of course, are these things by themselves conclusive, since virtually any sort of evidence could be fraudulently produced. We remain dependent upon the reliability of the witnesses, but sometimes these secondary evidences can contribute to an evaluation of the sighting.

Many radar sightings of UFO's are on file. In a few cases, a UFO has been simultaneously observed by radar and by witnesses, both on the ground and in an aircraft. Menzel and Boyd (1963) have clearly pointed out, however, that radar evidence is far from positive proof. There are many natural atmospheric and other phenomena as well as imperfections in radar instruments which can produce so-called radar angels. We must consider the argument from both sides, however. Just because radar angels are not necessarily UFO's, we are still not entitled to conclude that any unusual blip on the screen is a radar angel. We should certainly not conclude that UFO's cannot be extraterrestrial spaceships, because if they were, our radar net would pick them up. The fact of the matter is, our radar net does pick up many returns which are not identifiable in terms of known aircraft (e.g., apparent objects moving several thousand miles per hour through the atmosphere). Many of these are undoubtedly radar angels in the true sense of the word, but we can't say that some are not spaceships from Mars!

A secondary form of supporting evidence is that of pattern. While Sagan (1963) fails to see any pattern because of the noise, other investigators feel that many patterns can be established from the reports. Figure 1 (UFO's and Mars oppositions) is an example of such a pattern. Various other patterns have also appeared. Michel studied the sightings in France in 1954 and found that occasionally (Fig. 2) they appeared to fall upon great circle arcs of the earth's surface (Michel, 1958). It is extremely difficult (Menzel, 1964; Vallee, 1964) to evaluate the significance of such a pattern. In many cases, the lines could be due purely to chance. In the example illustrated, however, with six points upon a single line, one can't help but be somewhat impressed.

If all of these criteria are met for a given UFO report, then it is highly

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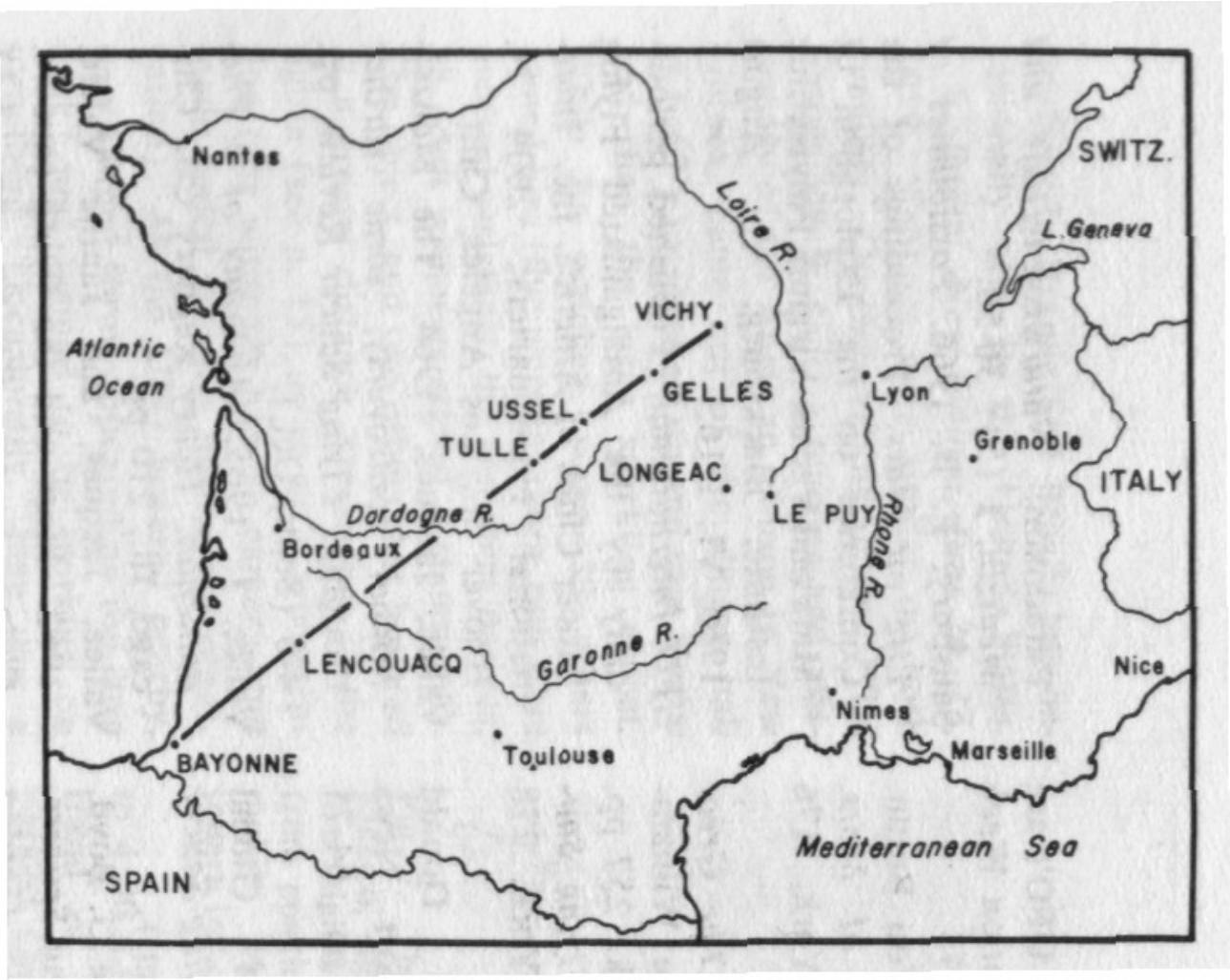


Fig. 2. French Straight-Line Sightings

likely that we are not dealing with a conventional object misinterpreted. The detail usually precludes this. In such a case, the UFO could be an extraterrestrial spaceship or it could fit into one of the categories discussed below.

III. Psychological Phenomena

Can the UFO's be pure figments of the mind -- hallucinations, dreams, and the like? Probably there are cases for which this is the proper explanation, but it is a difficult one to apply to situations in which many witnesses describe with reasonable uniformity a single UFO. In such cases, the psychological explanation would have to fall back on areas such as extrasensory perception, which are really not much more respectable in modern science than spaceships from Mars. In cases in which radar observes the object at the same time that it is observed visually and/or it is photographed, we would have to postulate that one mind can project an object into the heavens in such a way that instruments such as radar and the camera detect it. This would be as exciting as spaceships!

Certainly we do not know all there is to know about the operation of the human mind, so this hypothesis cannot be completely eliminated. And even if the UFO's arc spaceships, psychological factors play an important part in the phenomenon. Nevertheless, this hypothesis is not really satisfying. Probably the most detailed study of the UFO's by a psychologist was carried out by Jung (1959). He was able to document a great many extremely fascinating psychological

Implications of the UFO. In his final conclusion, however, he could only state that psychological explanations were not sufficient for the phenomenon as a whole.

IV. Hoaxes or Lies

An obvious and straightforward explanation of the UFO's is that the witnesses are lying or that the object is a hoax. Yet the Air Force, always acutely aware of this possibility, explained only a very small percentage of the cases which they investigated in this way. Often it is very difficult to imagine that a hoax is involved. The witnesses give all of the outward signs of being extremely sincere: often they are emotionally upset by their recent experience. Frequently, their background and general competence seem to argue strongly against the idea of hoax. Furthermore, in sightings in which hundreds and even thousands of witnesses are involved (and a few such sightings are on record), one must reject the idea that all the witnesses were lying. If a hoax were involved, it would have to be the object itself.

Before completely eliminating this explanation, we must remember that a hoax can be amazingly effective. I saw the great Blackstone on a stage apparently pass a rapidly moving handsaw blade directly through the neck of an assistant in a trance. A block of wood below the neck was sawed in half amidst much noise and flying sawdust Yet this was admittedly a hoax. Would it be possible to some way cause an illusion in the sky which could completely fool hundreds of witnesses? I cannot absolutely say that it would not. On the other hand, in many cases, producing such an illusion would appear to be almost as great a feat as building a flying saucer itself.

One aspect of the UFO story does seem to be deeply involved in hoax. This is the so-called contactee cult. Many people now located over much of the world claim to have had direct contact with the flying-saucer people. (Adamski and Leslie, 1958; UFO International).

Perhaps the contactee is informed by mental telepathy that he should report promptly to a certain lonely spot in the desert. Upon obeying, he is met by a flying saucer whose occupants are, as a rule, beautifully humanoid and who. frequently take him into their confidence by allowing him to photograph themselves and their craft, inviting him in for a look at the control panels, and perhaps taking him for a quick spin, sometimes to Mars or Venus but best of all to the mysterious planet on the other side of the sun, unobservable from mother earth.

Everything about these stories seems to cry hoax. The proof is typically a series of photographs (which could easily be fraudulent) and copious quantities of pseudoscience. Someone who had really contacted visitors from another world should surely be able to do better than that. Why should visitors from another world bother with such obscure representatives of the human race, anyway? Their message is always that man must cease his wars or be destroyed, but why should such an important message be given to someone who is bound to be considered a liar when he delivers it?

It is interesting to consider the possibility that the contactees are genuine. When considering the UFO phenomenon, all sorts of wild alternatives come to mind. If the extraterrestrials wanted to be ignored by the scientific community on earth, they could hardly choose a better and more effective way than the delivering of profound messages to the souls who presently claim contact!

V. Secret Weapons

It is possible that secret devices being tested by earthly governments are misinterpreted as extraterrestrial machines. That this explanation might account for the phenomenon as a whole is, however, quite unreasonable. To begin with, the performances of the UFO's makes our present rockets appear puny indeed. Could any modern government suppress such a capability for nearly 20 years (since 1947)?

Most convincing is the fact that the UFO phenomenon goes way back into history. UFO enthusiasts, for example, often cite the first two chapters of the Book of Ezekiel in the Old Testament as an excellent example of a flying saucer sighting, (Menzel and Boyd, 1963, indicate that it was probably a sundog, but this is a far-fetched explanation for the details reported by Ezekiel.)

Vallee (1965) documents the sightings previous to 1947. He states that he has on file more than 300 UFO sightings prior to the 20th century, although he apologizes because he has never had the time to make a thorough search. He considers his cases to be only a small sample of those which might be available. They were carefully chosen for their high quality, roughly conforming to the criteria of good sightings described above. Some 60 of these 300 accounts occurred previous to 1800, and the remainder were recorded during the 19th century. The great majority of these more recent accounts were recorded in the scientific literature, particularly that of astronomy (often in the annals of the various astronomical observatories). It is important to emphasize that these are accounts which are not readily explainable as natural phenomena.

Classic, for example, are the observations in Nuremberg (April 14,1561) and in Basale (August 7, 1566) which have been analyzed in some detail by Jung (1959). Both of these sightings involved large inclined tubes in the sky from which spheres originated, an event occurring sometimes in more recent times (Vallee, 1965, cites 13 examples between 1959 and 1964). Spheres and discs appeared to fight each other in aerial dances. The inhabitants of these two relatively large cities observed this strange phenomenon for a long interval of time on the dates given.

A great attempt was made to consider the scientific accounts of the 19th century in terms of the natural universe. They were referred to as interesting cases of ball lightning or bolide meteors. Nevertheless, the descriptions are of discs and wheels and the like, and the behavior follows very closely that of the modern UFO. These "meteors" would move slowly, appear to hover, change directions, accelerate at great speeds, have an apparent diameter two or three times that of the full moon, etc. In one instance, called ball lightning, an object slowly emerged from the ocean, moved against the wind, hovered close to the ship from which it was observed, and then rushed away in the sky and disappeared in the southeast (for details, see Vallee's book, 1965).

Sightings during the early part of this century were relatively few. The so-called Miracle of Fatima (Vallee, 1965; Walsh, 1947), which took place on October 13, 1917, in a field at Fatima, a small village some 62 miles north of Lisbon, Portugal, is a fascinating tale, to say the least. Today it would be considered a contactee story, since three children were supposedly contacted at monthly intervals (always on the 13th of the month), beginning in May, by a beautiful, "transparent" woman dressed in white, who arrived in a globe of light. Following the first visit, other witnesses besides the children observed strange events (a buzzing noise, etc.), but only the children saw the "vision." At the time of the miracle itself, some 70,000 people were gathered in the field by Fatima to wait for the promised sign. It had been raining when suddenly the "sun" appeared through the dense cloud cover. It was a strange sun, however, looking like a flattened disc with a very definite contour, not appearing as a dazzling object, but rather having a clear, changing brightness which one could compare to a pearl. The disc began turning, rotating with increasing speed as the crowd began to cry with anguish. It then began falling toward the earth "reddish and bloody, threatening to crush everybody under its fiery wake." After an interval of dancing before the crowd, it retreated back through the clouds and disappeared forever. It would be difficult to imagine a sighting which fits the above criteria better than this one. It is also difficult to imagine that the Fatima "sun" was a secret weapon being developed by Russia or the United States!

Some Representative Sightings

Since the study of the UFO's must be based on the reports, let us consider a few sightings exemplifying various points.

1. The Arnold Sighting, Mt. Rainier, Washington, June 24, 1947.

Although Vallee (1965) calls our attention to a fascinating wave of sightings in Scandinavia during the summer of 1946, it did not occur to anyone at that time to consider these as extraterrestrial spaceships, but only as secret rockets being developed by Russia or the United States. The current sightings date back to that of Kenneth Arnold. Other better sightings exist for the same period, and even for several days before (as early as April), but Arnold turned his story over to the newspapers, the term "flying saucer" was coined, and the world's attention was focused on the phenomenon.

Arnold saw a formation of silvery discs flying from one peak or ridge to another around Mount Rainier in the state of Washington. By timing the elapsed period from one landmark to another, he was able to estimate their speed at not less than 1,200 miles per hour. Menzel and Boyd (1963) "explain" Arnold's sighting as a mirage brought about by inversion layers in the atmosphere which made the peaks appear to be separated from the mountains below them. Presumably, their apparent motion would be due to the motion of Arnold's airplane. A second explanation proposed by these authors is that Arnold saw the lens-shaped clouds which sometimes occur in the area. They present pictures of such clouds (which look exactly like lens-shaped clouds and not at all like the objects described by Arnold). They further cast aspersions upon Arnold's reliability as a witness by describing in some detail his subsequent actions in attempts to get publicity, etc. Arnold

is supported in his story, however, by the fact that it fits perfectly into the pattern of sightings during that period. Various authors (Hall, 1964; Lorenzen, 1962) have summarized these events, and among than a recurring theme is that of formations

of silvery discs. Such sightings are rare, or essentially absent, from the reports of more recent years.

It is interesting to wonder about how many apparitions of this type were observed and not reported. My wife's uncle, Mr. Earl Page, then a resident of Kennewick, Washington, had observed on July 12, 1947, a formation of six or eight silvery discs pass by his small airplane at fantastic speed. Mrs. Page and their son were present and saw the objects, which "fluttered as a group for a second or two, and then stabilized ... alternating between these two modes." The Pages were flying north over Utah Lake. Mr. Page told his story to a few friends who laughed at him, and from then on be mentioned it to no one.

Any one of the sittings of formations of saucer-like objects during the summer of 1947 could perhaps be dismissed from the mind. A large number of independent sightings, however, produces a pattern which is quite impressive.

2. The Chesapeake Bay Case, July 14, 1952.

This is one of the best documented sightings on record, involving extremely high speeds and a sharp change of direction (Fig. 3). First Officer William B. Nash and 2nd Officer William H. Fortenberry were flying a commercial plane from New York to Miami, approaching Newport News, Virginia. At 8:12 (just after dark) a brilliant red glow suddenly appeared in the west It was soon resolved as six coin-shaped objects flying in line formation. They glowed with a brilliant orange-red color on top, were estimated to be 100 feet in diameter and 15 feet thick. They moved rapidly toward the plane, at one point breaking slightly in their perfect formation as the second and third objects wavered slightly and almost overran the leader. They turned in unison on edge and reversed position in the formation, the last object moving up to the front position with the others following. They then abruptly reversed direction, moving off somewhat to the right with the original leader again in the lead position. The turn was executed almost like balls bouncing off a wall with no wavering or arc apparent. Two other objects raced out from beneath the plane and took up positions seven and eight in the formation. They decreased in brilliance just before making the

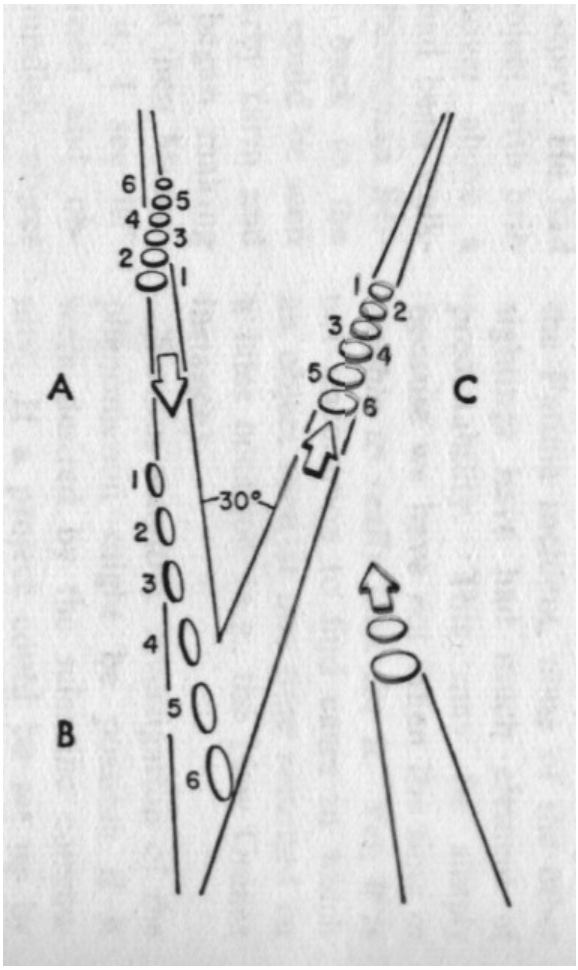


Fig. 3. Reported Actions of Chesapeake Bay Discs

turn; objects seven and eight were by far the brightest as they approached the formation; and for a brief interval or two all eight blinked out and then came back on again. They sped off, climbing to an altitude above that of the airplane, and then one by one but at random their lights blinked off and the sighting was finished. In repeating mentally their observation, the pilots estimated that it had lasted only about 12 to 15 seconds.

Menzel and Boyd (1963), after considering many possible explanations for the sighting, concluded that the pilots must have seen the illuminated discs produced by a red searchlight shining through nearly transparent thin layers of haze. Charles Maney (1965) corresponded with Menzel for several months, considering all of the possible explanations that might come to mind. Apparently Menzel would have readily accepted several explanations if Maney had not one by one clearly demonstrated their implausibility. The pilots themselves thoroughly rejected Menzel's searchlight hypothesis, saying that they were familiar with such phenomena, and this was simply not what they observed. The details described above are certainly difficult to reconcile with a searchlight hypothesis. The extremely short duration of the sighting, however, makes one question the absolute accuracy of the account. Did some points develop a bit with discussion and remembering? Furthermore, the velocities of the UFO's calculated at Between 6,000 and 12,000 mph through a dense atmosphere at 2,000 feet and including an instantaneous reversal in direction, are, to say the least, extremely difficult to fit into our present concepts of the universe. Light images could perform these maneuvers, but how could they perform some of the other maneuvers reported by the two pilots?

This case is presented as an example of the problems met by a UFO researcher. To solve a sighting such as this to everyone's satisfaction would require turning the clock back.

3. Trindade Island, January 16, 1958.

Figure 4 shows a photograph taken by a Mr. Almiro Barauna, a professional photographer, from the deck of the Almirante Saldanha, a Brazilian Navy ship. Several UFO's had been seen in the vicinity of Trindade Island (a Brazilian possession off the coast of Africa) during its reactivation as a naval base in connection with the International Geophysical Year. In the instance reported here, several sailors at opposite ends of the ship spotted the approaching object simultaneously and began to shout the news to everyone else. Soon the approximately 100 sailors on board, including various officers, were watching the object. Mr. Barauna was preparing to take some photographs and had his camera ready.

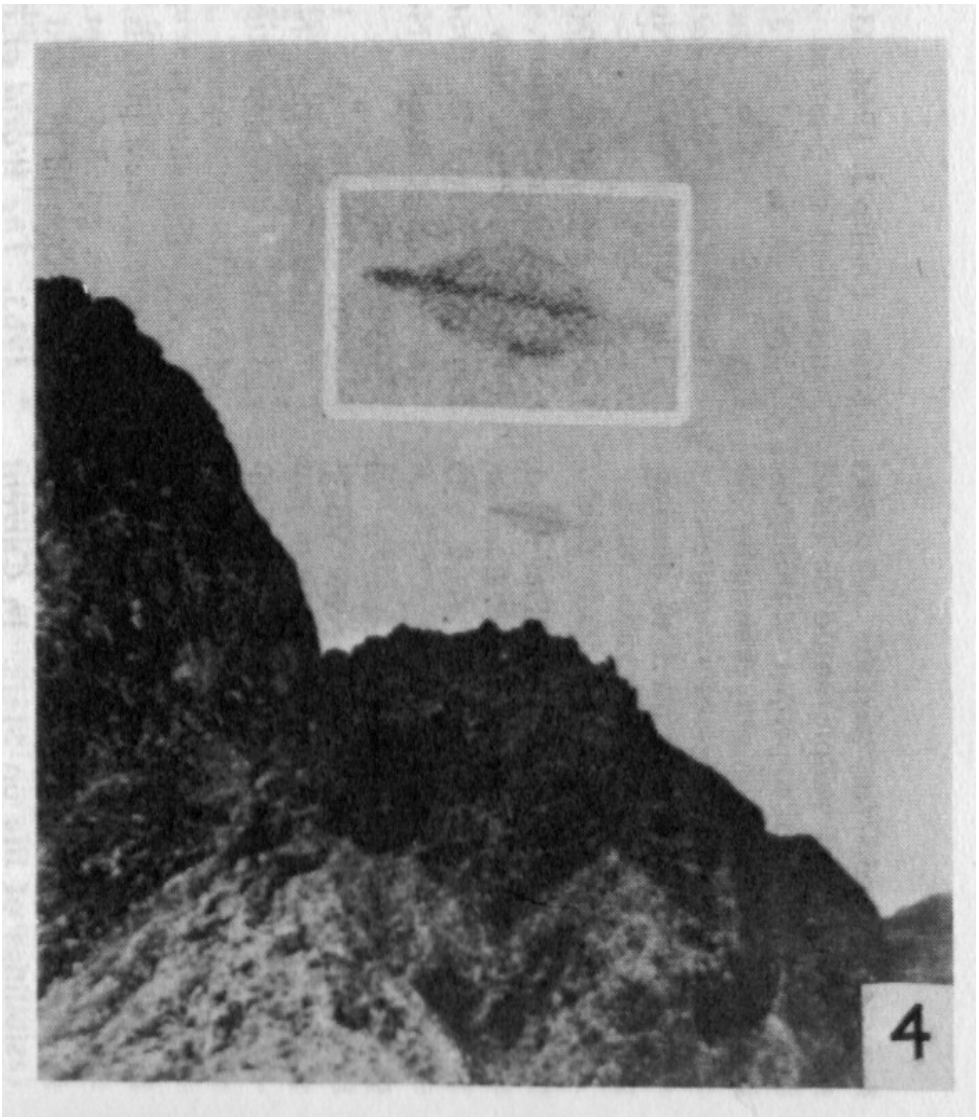


Fig. 4. Trinidade Island Photo

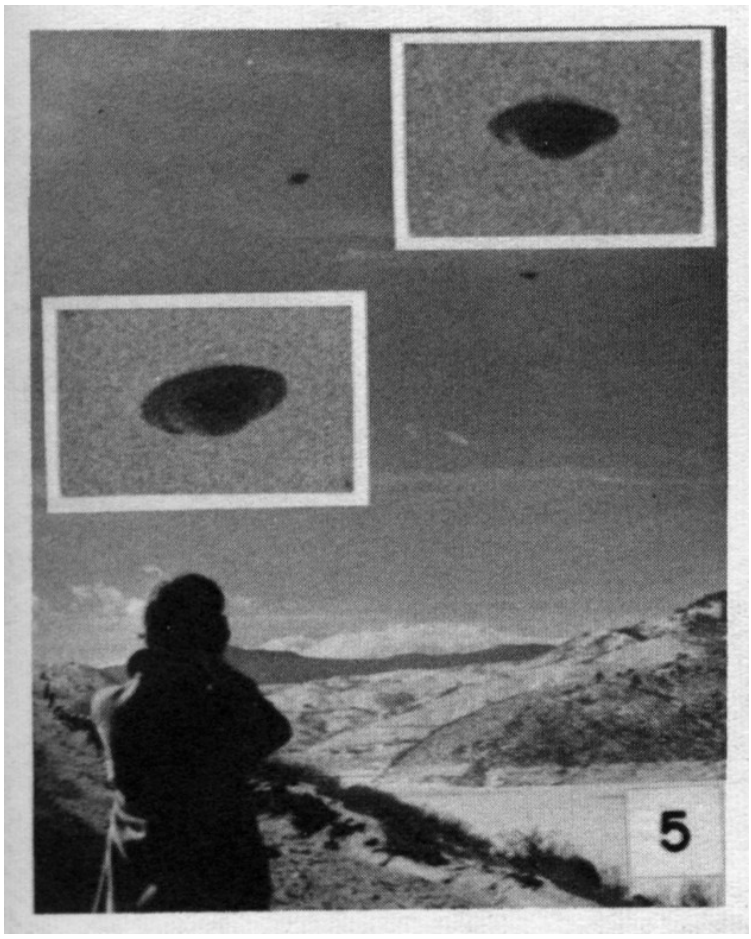


Fig. 5. Fake UFO Photograph

He shot six frames, of which two failed to show the object. He explained that due to the excitement be was bumped during these two and that they showed only the deck of the ship and the ocean. A darkroom was improvised below deck, the film was developed, and the minute object on it was identified by the sailors (Lorenzen, 1962).

This is an excellent sighting because of the number of witnesses involved and the excellent quality of the pictures (especially the third one, the one shown in the figure). Conventional objects can hardly explain the sighting.

Menzel and Boyd (1963) and apparently the United States Air Force consider the sighting to be a hoax. Of the available hypotheses, only this one and that of extraterrestrial machines seem to apply. The hoax explanation must also probably fail if the object was really witnessed by 100 sailors. Menzel and Boyd tell the story differently (their version is based on a report from astronomer friends of Menzel in Rio de Janeiro who did not personally investigate the incident), saying that only Barauna and two or three of his close friends claim to have seen the ob}ect. Yet newspaper reporters interviewed the sailors after the Almirante Saldanha landed several weeks later. I have received several reports on the sighting, including a personal conversation with Dr. Alavio Fontes, a medical doctor in Rio de Janeiro who investigated the case exhaustively. These reports fully support the version that virtually all the sailors witnessed the object.

Obviously, our evaluation of the story must hinge upon this aspect The photographs, although extremely convincing, could be fraudulent. To prove this I spent several days in an attempt to duplicate them and succeeded fairly well as indicated in Figure 5. We are still left with the question of the veracity of witnesses.

4. St. George, Minnesota, October 21, 1965.

Driving home from a hunting trip, Mr. and Mrs. Arthur Strauch and their son Gary (age 16), and Mr. and Mrs. Donald Grew, all of Gibbon, Minnesota, sighted a hovering object and got out to observe it. Binoculars were used, and Mr. Strauch took one photograph on an 804 Instamatic Kodak camera using Ektachrome X film. The photograph is shown in Figure 6 along with an artist's conception of the sighting. The object moved toward the witnesses almost directly overhead, making a high-pitched whining sound and traveling at very high speed. It disappeared in the southeast within seconds.

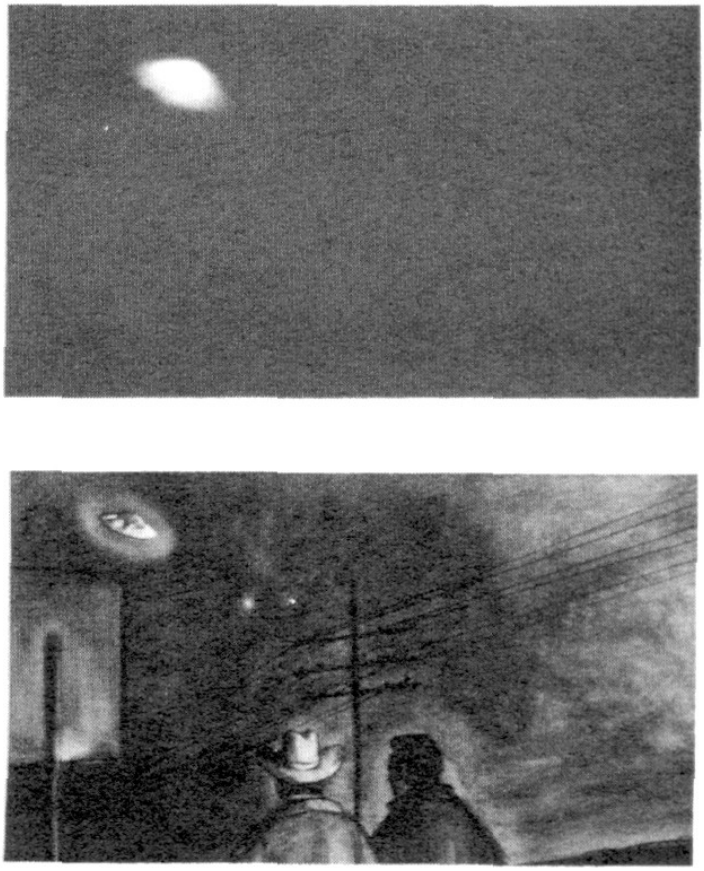


Fig. 6. St. George, Minn Sighting

Much detail was observed, several witnesses were present, ample time was available, a photograph was taken, and hence this instance meets the criteria nicely.

5. Socorro, New Mexico, April 24, 1964.

Patrolman Lonnie Zamora was following a speeder when he saw a blue flame to the southwest. He recognized the area as one which contained a dynamite shack and where teenagers sometimes tried to accelerate their cars up the steep slopes. He decided to investigate. Driving over a mesa (Fig. 7), he caught sight of something which he interpreted as an automobile standing on end with two children or small adults dressed in white clothing and standing by it. He radioed Patrolman Sam Chavez, asking for assistance, and continued down through a gully where he lost sight of the object. Coming up across the next mesa, he parked and got out of his car, moving toward the gully to see the object. It was immediately apparent that he was not observing an automobile wreck. There was a hemispherical object standing on four legs and suddenly an ear-splitting roar. Thoroughly frightened, he turned and ran, collided with the hood of his car, and then threw himself on the ground, noticing again that the object was rising in a slanting trajectory toward the southwest. As it rose, it displayed a blue flame.

Upon investigation of the site, four distinct, rather deep impressions were found in the ground where Zamora claims to have seen the landing gear. Two smaller round depressions were in the place where a ladder was placed, leading to a marking on the object which could have been a door. Bushes below where the object had been were burning. Detailed investigations were carried out by the Air Force and by several private flying saucer investigating groups.

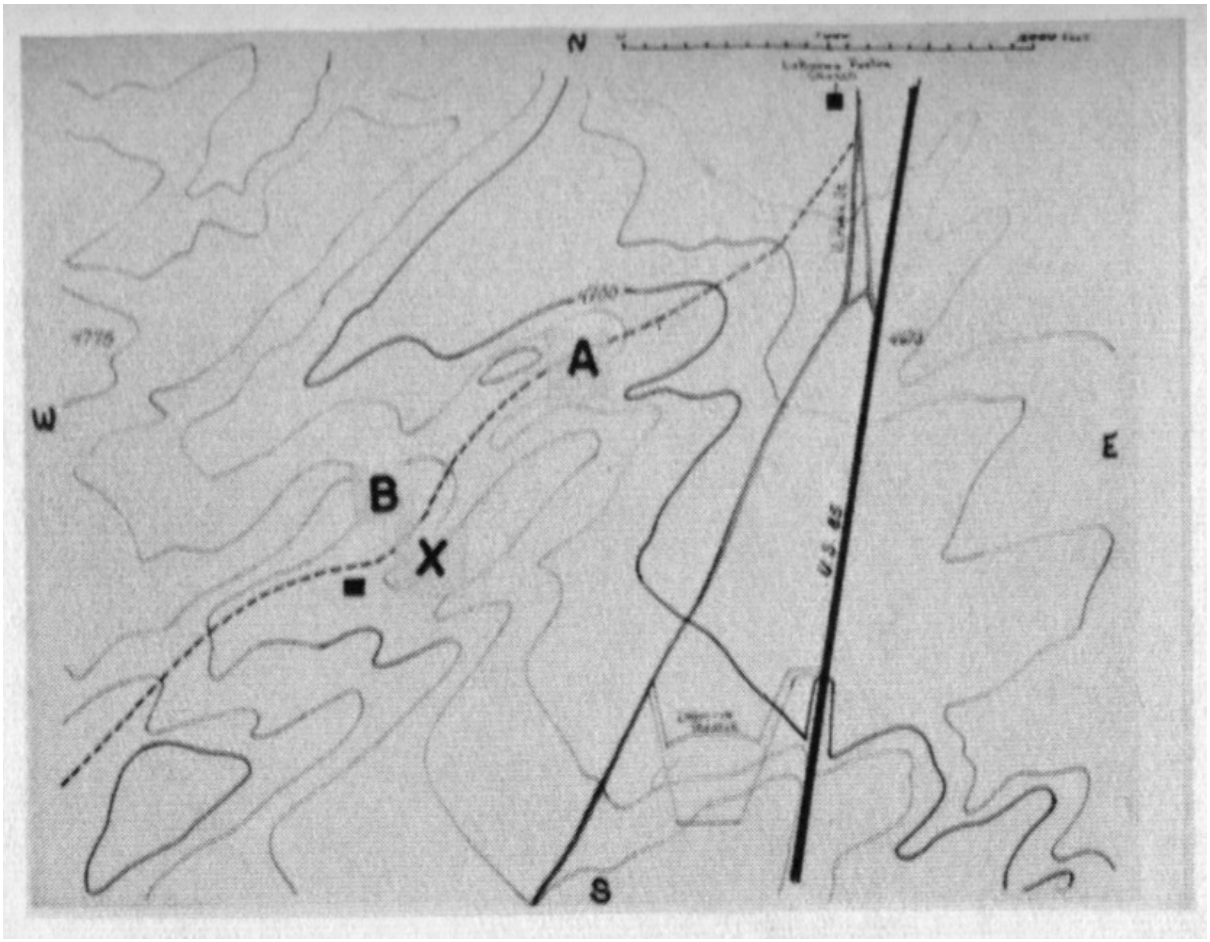


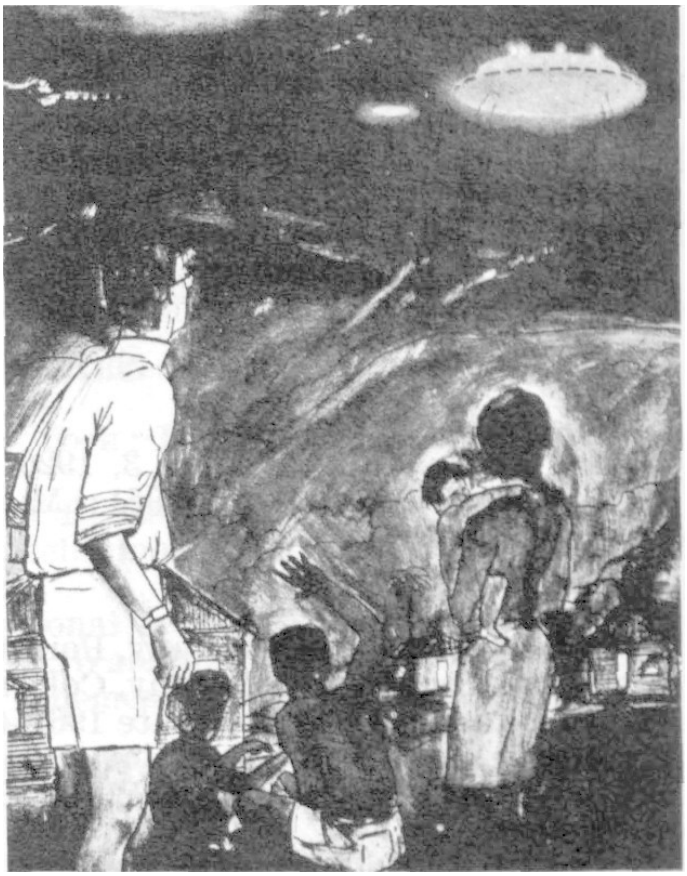
Fig. 7. Socorro N.M. Sighting: Terrain

The sighting is a good one in terms of detail and primary evidence. A landing with observed humanoid "occupants" is also of interest. It is bad in only one respect: namely, that Zamora was the sole witness (one or two leads appeared, but other witnesses could never be located), but his apparent sincerity was impressive. Investigators studied the surrounding area for tracks of possible perpetrators of a hoax but could find none, although the ground was soft. The sighting is typical of many similar reports, particularly in France and Brazil, but occasionally also in the United States.

6. Boiani, New Guinea, June 26, 27, 1959.

Sightings were similar on both evenings. On the evening of the 27th, Father W. B. Gill, a teacher and missionary of the Anglican Church in New Guinea, came out of the dining hall at. 6:45 p.m., looked up and saw Venus and then the large sparkling object. While he watched, some 39 others joined him (five were teachers, two were medical assistants, the rest were natives; 28 adult witnesses signed a statement). The object and two others that hovered at a greater distance are shown in the figure (see p. 15) as an artist's conception (the witnesses had no cameras but made pencil sketches during the observation). As the UFO hovered nearby, Man-shaped forms appeared on the "top Deck" and seemed to be working on something. Occasionally, there was a bright blue, thin beam of light which projected toward the sky. The object itself had an orangeish cast, and the "men" appeared to be dressed in silver suits of some kind. The most seen at one time were four.

When one of the figures appeared to glance over the crowd. Gill waved his arm, and the figure returned the gesture. Gill and some of the natives then raised both arms, and two of the figures on the object did the same. The object came lower but did not land. The sighting lasted until 7:20 when the blue spotlight went out and the object moved into a cloud.



New Guinea Sighting

The witnesses, the time, and the detail make this an exceptionally good sighting, one of the best on record. The only available explanation other than the spaceship one would seem to be a complex hoax perpetrated by Gill and all of his associates.

7. Exeter, New Hampshire, September 3, 1965.

A remarkable sighting occurred rather recently in New Hampshire and was studied and documented by several UFO investigators but particularly by Mr. John G. Fuller, a columnist for the Saturday Review. He has assembled his results into book form (Fuller, 1966), and a preliminary account was published in Look Magazine (February 22, 1966). The sightings are remarkable not only because of their nature but in a very real sense because of Mr. Fuller's investigation.

The basic sightings occurred in the early morning hours (about 2:00 a.m. to 4:00 a.m.). Patrolman Eugene Bertrand of Exeter had checked on a parked car and found a woman who told him that a huge and silent airborne object had trailed her from the town of Epping 9 miles away. The object had brilliant flashing red lights and kept within a few feet of her car. Developing tremendous speed, it had disappeared among the stars. The patrolman could not believe the story and had not even taken the woman's name.

When Bertrand checked into the police station, Norman Muscarello had just arrived and told his story. He had also seen a large dark object with brilliantly flashing lights hover above a field through which he had been walking on his way home. Patrolman Bertrand accompanied him back to the scene. Although nothing could be seen at first, horses on a nearby farm and dogs in nearby houses began making a great deal of noise, and then Muscarello screamed, "I see it, I see it!" Patrolroan

Bertrand turned and observed the brilliant roundish object moving toward them like a leaf fluttering from a tree. Its red lights along the sides were so brilliant that the entire area was bathed in light. It came within about 100 feet of the two witnesses, hovering with a rocking motion, absolutely silent. The lights seemed to be dimming or pulsating from left to right and then from right to left, taking about 2 seconds for each cycle. The lights were so brilliant that it was difficult to make out the shape of the object itself. It darted, turned rapidly, slowed down, and performed other such maneuvers.

Patrolman David Hunt had heard the radio conversation between Bertrand and the station in Exeter and drove to the site, witnessing the object for a few minutes before it disappeared, A B-47 flew over shortly after, providing an extreme contrast to the object which they had previously witnessed.

In Fuller's study of the case, he was able to find some 60 different people who had witnessed similar objects over a period of several days or weeks in the fall of 1965. Muscarello was so impressed by his sighting that he and his mother waited on a mountainside nearly every evening for 3 weeks following the event. On one of these evenings, they again witnessed the object. Other people in the area would park by high tension lines (in the Exeter sightings, the objects were frequently associated with power lines) and watch for the objects, occasionally being rewarded with the sight of one.

This sighting is not only a good one because of the detail, the number of witnesses, and the several occasions involving comfortable intervals of time, but it adds one other extremely encouraging note. If Muscarello and other New Hampshire residents could go out and watch for the objects, occasionally being able to see them, why couldn't properly equipped scientific investigators do the same? Except for the Fatima incident, none of the other sightings have had much element of predictability. This may be simply because we have not taken the time or trouble to really look for it. Yet, it is not uncommon to find cases in which an object seen at one time returned on a later occasion (e.g., the New Guinea instance).

Serious scientific investigation of the phenomenon might be possible if it were desired by the scientific community. If a project could be set up by a number of scientists, it might be feasible to have everything in readiness for another wave of sightings such as that at Exeter or the subsequent one in the Michigan swamps. When such a wave appeared (and the proper kind of publicity might help in detecting it -- although it could also contribute to the generation of a wave of fraudulent sightings), the team of researchers might converge immediately upon the area and carry out some sort of previously planned program of investigation. If the investigators themselves were too

busy to remain for periods of weeks to months, local people could be hired and trained in the proper techniques, Such a procedure might eventually reward us with the kind of tangible data with which science is used to dealing.

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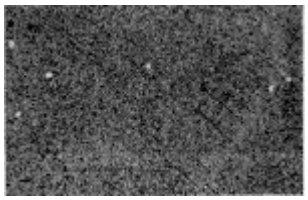
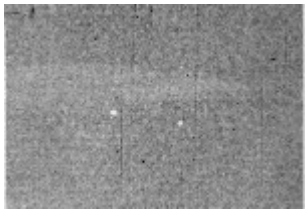
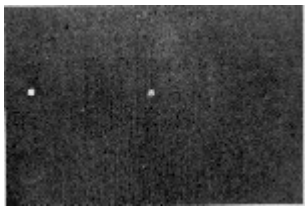
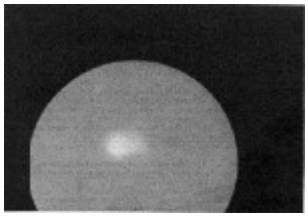
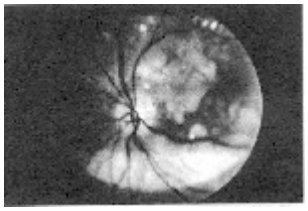
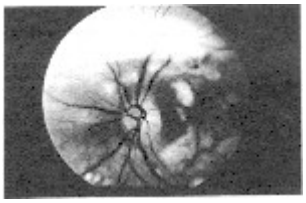
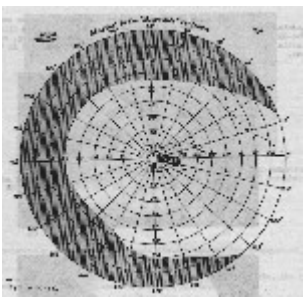
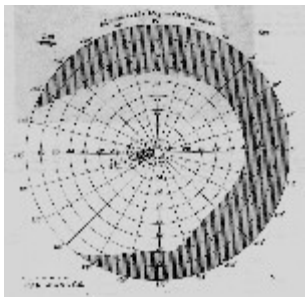
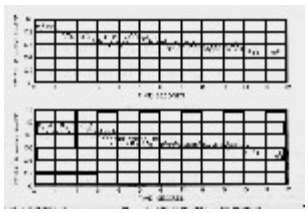
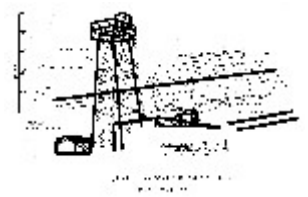
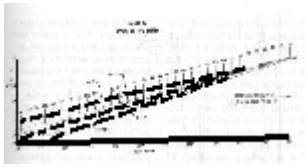
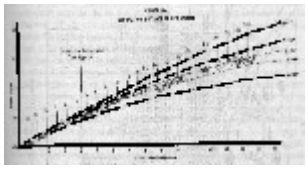
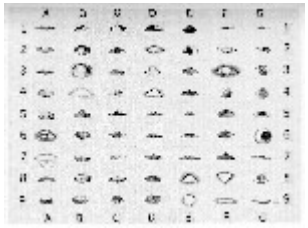
PHOTOGRAPHS, DIAGRAMS, & GRAPHICAL DATA

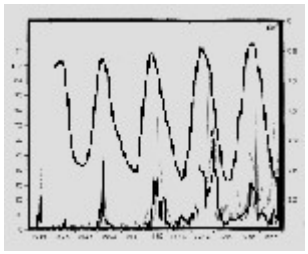
Presentation	IMAGE	Description
Baker		Frame from the Utah Film Showing a Typical Formation of the Objects
Baker		Blow Up of a Frame from the Utah Film Depicting One of the Pairs of Objects
Baker		Blow Up of a Frame from the Montana Film Depicting the Two Objects
Baker		Microphotograph of One of the Frames of the Argentina Film that Exhibits the Luminosity of the Yellow, Pear-Shaped Anomalistic Object
Walker		Photograph showing Exterior View of Subject's Eyes (*Example of one of the procedures included in Dr. Walker's proposed method for assessing eyewitness creditability*)
Walker		Fundus Photo #1 (*Another of the procedures from Dr. Walker's proposed method*)
Walker		Fundus Photo #2 (*from Dr. Walker's proposed method*)
Walker		Perimetry Diagram, Right Eye (*from Dr. Walker's proposed method*)

Walker		Perimetry Diagram, Left Eye (*from Dr. Walker's proposed method*)
Baker		Ratio of time varying value to maximum value of the angular diameters of the images of UFO #1 and UFO #2 (*Montana Film*)
Baker		Motion of unidentified flying objects relative to foreground (*Montana Film*)
Baker		Motion of UFO system in altitude and azimuth (*Montana Film*)
Baker		Separation distance of UFO system as function of time (*Montana Film*)
Baker		Map of Great Falls, Montana and vicinity. (*Displaying Analytical Data from Montana Film*)
Shepard		ARRAY OF UFO SHAPES (*From Dr. Shepard's proposed witness-interview procedure*)

Salisbury

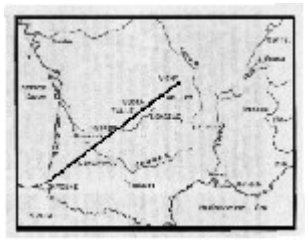
New Guinea Sighting (Artist's Conception)

Salisbury



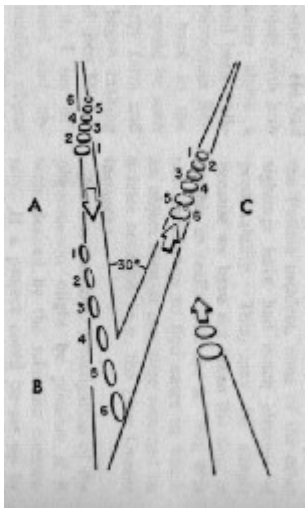
UFO Sightings and the Oppositions of Mars

Salisbury



"Straight-Line" Sightings: Eight sightings in France, September 24, 1964

Salisbury



Reported Actions of Chesapeake Bay Discs

Salisbury

Trinidade Island Photo

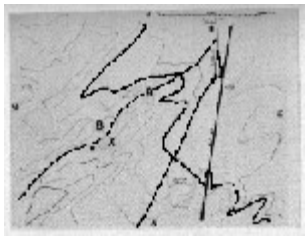
Salisbury

A faked photograph made by the author of two UFO's over Horsetooth Reservoir in northern Colorado.

Salisbury

St. George, Minn. Sighting, October 21, 1965: Photograph and Artist's Conception

Salisbury



Terrain of the Socorro, New Mexico, sighting, April 24, 1964

Unidentified Flying Objects: An Historical Perspective

American Society of Mechanical Engineers
Design Engineering Conference
George W. Earley
Americana Hotel, New York City
May 15-18, 1967

Abstract

The paper presents an examination of the overall UFO scene during the past 20 years. Several representative unsolved sightings reported in the United States are summarized and the global nature of sighting reports is discussed. Brief mention is made of pre-2Oth Century sightings. The activities of hoaxers, psychotics and liars-for-a-profit are outlined. Attitudes towards sightings and the investigatory efforts of the USAF are examined.

Possible explanations of the causes of UFO sightings are summarized and the hypothesis that some UFO's may be extra-terrestrial vehicles is advanced.

In conclusion, some general suggestions are advanced for more effective studies of 'the UFO phenomenon.

In opening, I'd like to thank the sponsorsof the Design Engineering Conference for inviting me to New York and giving me the opportunity to speak to you all this evening. My topic is a highly controversial one; and controversy particularly when it grows out of opinions directly opposed to governmental agencies - seems to be a dirty word much too often these days.

Now - the things that I have to say, and the things that you all have read and heard about flying saucers will doubtless raise questions in your minds. Fine. I will be happy to answer as many as I can in the time available following my talk.

But first - a word from my sponsor. I am here this evening as a representative of The National Investigations Committee on Aerial Phenomena, NICAP - a privately supported, non-governmental UFO investigatory organization with headquarters in Washington, D.C. NICAP was formed in 1956 to provide a place where persons could report UFO sightings without being subject to ridicule or harrassment. Aided by its Sub-Committees and Affiliated groups, NICAP endeavors, to the best of its ability, to investigate in a scientific manner UFO reports made to it. Operating funds come from member dues - $5 annually for which the members receive six issues of the UFO Investigator, an 8-page newsletter of current UFO events. In July of 1964, NICAP published the UFO EVIDENCE, a documented study of over 7OO UFO cases from NICAP's files. NICAP membership, over ten thousand at present, encompasses a representative cross section of our population. The Board of Governors and Panel of Special Advisers includes scientists, engineers and professional people in a variety of fields. Many of these men have earned doctorates in their specialty.

In the 20 years since the term came into existence, flying saucers have become a scientific controversy second only to the famed Canals of Mars. And, like the Canals of Mars, the term flying saucer is a misnomer created by the press. On June 24, 1947, while flying his private plane in the vicinity of Washington's Cascade Mountains, Idaho businessman Kenneth Arnold observed 9 objects flying near Mount Ranier and Mount Adams. "They flew", Arnold told newsmen, "like a saucer would if you skipped it across the water." [1] Arnold's saucers were not disc shaped, but resembled a crescent moon. The press, however, called them flying saucers, and the name stuck. In addition to the disc or saucer shape, other aerial unknowns have been described as having a cigar, rocket, or fuselage-without-wings shape. Arrowheads or flying triangles have also been reported, with Arnold's crescent shape and a rubber-heel shape also being reported in much less frequency. Because it was felt that the term "flying saucer" was misleading, the Air Force and the majority of other investigatory groups prefer the term Unidentified Flying Objects. A sighting is called a UFO when "the description of the object and its maneuvers could not be fitted into the pattern of any known object or phenomenon."

Once Arnold's sighting hit the press wires, other sighting reports began to make the papers. It wasn't long before people were seeing saucers, hubcaps, sausages, and all manner of peculiar looking aerial objects. About this time, the USAF began to take an interest in flying saucers, but no official conclusion was released until early 1949. Of course individual

Air Force officers had voiced opinions, but they had not been representing any official investigatory group. The report released April 27, 1949, stated that 270 sightings had been investigated, including 30 from foreign countries and that 40% could not be explained. Since that time, according to subsequent Air Force press releases, 11,107 sightings have been investigated through December 31, 1966, with about 10% of this total still unidentified.

This, of course, does not take into account innumerable sightings made in foreign countries, as well as sightings made in this country and not reported to the USAF.

I might digress a moment to note that reports of strange aerial phenomena are not peculiar to the post WW II period. As NICAP staffers Lore and Deneault have shown [2], scores of unexplained sightings were reported prior to the 20th century by astronomers and other scientifically trained observers. However, coming back to the recent past - just what have people reported during the past two decades? How reliable are the sighters? I'll recap briefly some of the more outstanding sightings.

In 1956 a Navy Super-Constellation transport was flying west across the atlantic, carrying aircrews returning from overseas duty in Europe. Nearly 30 men were aboard - pilots, navigators, flight engineers. The night was clear, visibility unlimited. The Connie was cruising at 19,000 feet. Next stop, Gander, Newfoundland; final destination, the Naval Air Station at Patuxent, Maryland. Glancing down, the pilot saw a collection of lights where only open seas should be. The radio man reported no signals from below, and that no ships were scheduled to be bunched in the area. Curious, the pilot put the plane into a circle to examine the lights better. As they circled, the lights dimmed, and then they saw several colored rings appear and begin to spread out. It was then noticed that one ring was rushing up toward the plane. The pilot rolled out of his circle and tried to climb away, but the ring outclimbed him, reached their altitude, leveled off, and raced towards them. Then they realized that the ring of light was coming from the rim of a huge disc-shaped object. By this time, all men aboard were wide awake and watching out the windows. The disc raced toward the plane, flipped on edge, and angled past the port wing tip; then slowed, reversed course, and paced the plane off the port wing. The observers agreed that it was about 30 feet thick and 350 - 400 feet in diameter, with a blurred uneven glow from the rim. The glow was sufficient to show the disc's curving surface. The pilot held to a straight course, while the disc slowly drew ahead, then tilted upward, accelerated sharply, and was lost in the night sky. The pilot called Gander Airbase at once and asked if they had seen anything on the radar. Gander replied that they had had something on the scope along side the Connie, but that the unknown had not answered radio queries. The time it took the disc to get up to the Connie indicated a speed of 1600 mph or more. The speed it made climbing away was estimated at that or greater.

After landing at Gander, all personnel were thoroughly interrogated by Air Force Intelligence personnel. "They asked lots of questions, but gave us no answers," one Navy man grumbled later. When the Connie finally reached Patuxent Naval Air Station, the air crews were again interviewed, and they furnished Naval Intelligence with written statements as to what they had seen. Several days later the pilot was contacted by a scientist in another government agency who wished to talk to him about his sighting. After getting the necessary clearances, the pilot said okay. The scientist showed up, had the pilot go over his sighting again, and then unlocked a dispatch case, pulled out some photographs, and asked the pilot if the object he had seen resembled any of the pictures. The pilot picked out one as being virtually identical. The scientist thanked him, locked up the pictures again, refused to answer questions and left. The pilot, needless to say, was - and still is - a frustrated and bewildered man. [3]

Here's a case which occurred near an Air Force missile site. On August 25, 1966, the officer in charge of a North Dakota missile crew, based in a concrete capsule 60 feet underground, suddenly found his radio transmission interrupted by static. At the same time that he was trying to clear up his problem, other AF personnel on the surface, reported seeing a UFO - described as a bright red light - apparently alternately ascending and descending. A surface AF radar installation also reported tracking the object at an altitude of 100,000 feet. The report of the base operations director stated "when the UFO climbed, the static stopped. The UFO began to swoop and dive. It then appeared to land ten to fifteen miles south of the area. Missile-site control sent a strike team (well-armed Air Force guards) to check. When the team was about ten miles from the landing site, static disrupted radio contact with them. Five to eight minutes later the glow diminished, and the UFO took off. Another UFO was visually sighted and confirmed by radar. The one that was first sighted passed beneath the second. Radar also confirmed this. The first made for altitude toward the north, and the second seemed to disappear with the glow of red." [4] Still unsolved, the case is termed by Dr. J. Allen Hynek as "typical of the puzzling cases" he has studied in his 18 years as the Air Force's scientific consultant on UFO's.

One of the best radar confirmed sightings - so stated by Captain Ed Ruppelt, [5] who headed the Air Force saucer investigations for several years - occurred near Rapid City, South Dakota, the evening of August 12, 1953. The events of that night started out like this. Shortly after dark, a woman spotter of the local Ground Observer Corps rang up the Air Defense Command radar station at Ellsworth AEB just east of Rapid City, and reported an extremely bright light to the northeast. The radar swung to the area the spotter had designated, and picked up a solid blip moving slowly. The heightfinding radar also picked it up and established the UFO at 16,000 feet. The warrant officer on duty at the radar station got a direct wire to the spotter, and they compared notes for about two minutes. In the middle of a sentence, the woman suddenly said that the object was starting to move towards Rapid City. The radar scope confirmed this, and the warrant officer sent two men outside for a visual check. They reported a large bluish-white light moving toward Rapid City. The three groups - the radar people, the outside men, and the woman spotter - watched the UFO make a swift sweep around Rapid City and then return to its original position. The warrant officer then called a jet fighter on patrol and put him on an intercept course. The light was still at l6,OOO feet. The pilot spotted the light visually, and had moved to within three miles of it, when the light took off north towards the Badlands. The pilot followed it 120 miles, with the light staying a couple miles ahead; and then, with fuel running low, the jet returned - with the UFO trailing him!

The jet squadron at the air field then stated that they were scrambling another F-84, with a skeptical combat veteran of World War II and Korea at the controls. Once he was airborne, radar worked him toward the UFO. The pilot quickly reported visual contact, and maneuvered to get above the light. The light headed northeast, with the F-84 behind but several thousand feet above it. The pilot, even though getting radar reports and seeing the light, was still skeptical. Once away from the Rapid City area, he turned off all his lights to see if it was a reflection on his canopy. The light was still there. Next he rolled his plane, to see if some unnoticed ground light was causing it. The light's position didn't change. Next he checked its motion against three bright stars - it moved with relation to them. He then figured, if it is real, my gunsight radar should pick it up. He activated his gun cameras, turned on his radar and got a solid blip. At this point he got scared - and remember, this was a man who'd fought Hitler's best airplanes and tangled with Mig 15's over Korea. But that large, bright, bluish-white light was more than he cared to chase any longer. He requested and received permission to abandon the chase. The UFO headed off toward Fargo, North Dakota, and a check minutes later showed that spotter posts between Rapid City and Fargo had seen and reported a fast-moving, bluish-white light. So there you are - two serial visuals, an aerial radar lock-on, two ground radar sightings, numerous ground visuals from several locations, and gun camera film which, when developed, showed a blurry object. No details - just a light source.

On April 224, 1964, near Socorro, New Mexico, shortly before 6:00 p.m. local time, Patrolman Lonnie Zamora was chasing a speeding car. [6] Seeing and hearing what he then thought was a dynamite shed exploding, Zamora abandoned the speeder and drove over a rough, dirt road towards the apparent impact spot. Briefly, during his approach, he saw a shiny object about the size of an overturned car. Beside it were two "man-like" figures in white - no details of hands, feet or face were visible. Based on a nearby bush, later measurements indicated that the figures were about 4 and a half - 5 feet tall and that the bottom of the object was about the same distance above the ground. Because of intervening hills, Zamora lost sight of the object and when he again had it in view, the figures were gone. Parking about 150 feet away, he began to approach the object on foot when it suddenly began to spew flame from its underside. Believing it was about to explode, he ran the other way. When the noise ceased, he looked back and saw it fly away, narrowly missing a nearby dynamite shed. Investigators from nearby military installations, local police, NICAP representatives, and Air Force investigators from the Air Technical Intelligence Center in Ohio and Northwestern University thoroughly examined the scene. Several depressions, apparently from the object's four legs, were found and nearby bushes and grass appeared to have been seared by intense heat. Soil samples were taken but no traces of fuel residues were found following laboratory tests. Zamora's reliability and integrity are unquestioned and the Air Force still carries the sighting as one of an unidentified vehicle. [7]

Of course, these are only four of many similar outstanding UFO sightings from all points in the USA. But sauceritis is not a peculiarly American ailment. Radar reports, visual reports both day and night, and combined radar-visual reports have also been received from British, French, Australian; Italian, Belgian, and other foreign sources. For example, in November of 1962, the Argentine Embassy in Washington, D.C., furnished NICAP with official reports of UFO sightings made by Argentine Navy pilots. Argentine Navy Captain Luis Moreno informed NICAP that the Argentine Navy had been constantly concerned about UFO's for the preceding 10 years. [8] Representative accounts of puzzling foreign sightings can be found in The UFO Evidence as well as in the works of the French mathematician-astronomer

Jacques Vallee. [9] And, of course, even the Russians got into the act - they said that saucers were all a capitalistic hoax designed to keep up the production of war material. [10]

As is often the case with sweeping Russian pronouncements, there is a grain of truth in this one - there have been saucer hoaxes. Some have been of the practical joker variety - cardboard or aluminum discs stuffed with junk radio parts and lit up by railroad flares. One man, to win a bet, bought, chloroformed, shaved, and ran over a monkey, which was then passed off - until a vet queered the game - as a man from Mars. Numerous people have claimed contact with space people - some even claim to have ridden in saucers. I know a man near Pittsfield, Massachusetts, who claims that there is a saucer base under the Berkshire mountains. None of these contactees have presented any verifiable proof and most have declined to take lie detector tests. Several hoaxers have gone after money and apparently done pretty well. A few years ago, TRUE magazine reported on Otis T. Carr, a one time elevator operator and hotel night clerk, who has reportedly acquired several hundred thousand dollars from trusting souls who think he has an engine and spaceship that will revolutionize present day propulsion techniques. [11] Frankly, I wish he really did - I'd like to go space travelling myself but based on present day planning, it doesn't look possible for many years. So, hoaxers, psychotics, and liars-for-a-profit are with us, and have contributed quite a bit to fogging up the UFO question. That, however, is no excuse for failure to conduct a proper investigation.

Now - what has the Air Force done in the field of UFO investigations? The answer is, surprisingly little. There have been innumerable press releases telling of all the studies that have been conducted, of investigations and the like; but when you look closely at the record, you see that very little has really been done. For example, even at the height of the UFO sightings, there were never more than three or four men permanently assigned to investigate UFO's. Investigations were usually made long after a report, and the investigators often seemed more interested in seeing how they could explain away the sightings than in getting all the facts from the witnesses. Airline crews have been accused - anonymously - of being drunk on duty. Radar sightings have been passed off as resulting from temperature inversions, even when weather-bureau records did not bear out such a claim. There have been several instances when UFO sightings have apparently resulted in a rapid and substantial increase in background radioactivity, but the USAF has made no attempt to set up any radiation-detection stations in areas where there have been repeated sightings over the past 14 years. NICAP has offered to sit down with the Air Force and review the reports in NICAP's files and to publicly correct those disproved by the Air Force. [12] The Air Force, however, refused such joint meetings and insisted that NICAP furnish its data for secret review. Results released following such secret reviews would not include any basis on which to evaluate the validity of the Air Force conclusions. These are but a few examples. The overall record is worse; and speaking as an ex-Air Force officer, I can only say that I have no confidence in the Air Force UFO investigation program to date.

Criticism of the Air Force position, as well as the position held by far too many of his fellow scientists, has recently come from Dr. J. Allen Hynek, the chief civilian consultant on UFO to the Air Force. Dr. Hynek, head of Northwestern University1s Dearborn Observatory, stated flatly: "No true scientific investigation of the UFO phenomena has ever been undertaken, despite the great volume of hard data... we should put as much effort on one of these puzzling cases as we would on a Brinks robbery or a kidnap case. [13]

In fairness to the Air Force, it should be noted that they are finally coming to realize that their attitude has tarnished their image in the public eye. A civilian scientific review committee was convened in February, 1966, by order, not of the Director of Aerospace Research, but of the Director of Public Information! This civilian scientific panel, while it did not endorse the possibility of extra-terrestrial visitors, did make strong recommendations that the Air Force substantially increase its UFO investigatory teams and solicit aid from the scientific community to more adequately examine both future and past UFO reports. [14] NICAP is fully in accord with such recommendations - indeed, a full-scale scientific investigation on a global basis has long been one of our major goals. In Dr. Hynek's words "Instead of having UFO a synonym for crackpot and ridicule, let's make it scientifically respectable." [15] We know that more and more scientists are willing to discuss the subject of UFO's "off the record" but we sincerely hope that more will follow the example set by Dr. Hynek and by NICAP's own scientific advisers. And, of course, we also hope that the recently begun 15 month study program, funded by the Air Force but to be conducted independently by the University of Colorado, will be the beginning of a full scale, impartial scientific investigation of UFO's. We, quite frankly, see this study as vindication of our long held position that the Air Force investigatory program has been both inadequate and unscientific.

All right - we've looked at some reports of UFO's, and some attitudes towards reports Now, the inevitable questions that arise are, just what are these UFO's and where do they come from? It has been suggested that they are:

1. Secret Russian devices based on German devices obtained after World War II,

2. Secret American devices in the missile and/or aeronautic fields,

3. Misinterpretation of various conventional objects such as stars, planets, birds, weather balloons, insects, meteors, airplanes, vapor trails, etc., etc.

4. Interplanetary space ships from outside our solar system.

Let's look at each of these suggestions. The Russian and American origin suggestions can be disposed of together. If the UFO's were of Russian manufacture, this meeting would be sponsored by Soviet Society of Mechanical Engineers and I'd be a visiting Commissar lecturing on Applied Marxism. And if the UFO's were American - well, we wouldn't be spending 13 million dollars per day on Project Apollo.

After all, the speed and maneuverability displayed by these UFO's calls for propulsion systems far in advance of anything we now have. The entire vehicle represents, in terms of present earthly knowledge, a tremendous technological break-through. Such a break-through would be quickly reflected in hundreds of allied fields, as well as in fields never dreamed of before. Look at the applications of nuclear energy since 1945 - even the most imaginative science fiction writer never dreamed, before Hiroshima, of all the applications that would be found in less than 20 years. The break through required to create a terrestrial UFO would have even more far-reaching effects.

Misinterpretations? These already account for a large number of the many sightings of UFO's. Perhaps 80% of those investigated by the Air Force to date. There's no denying that many people have been fooled by balloons, meteors, high-flying airplanes, the planet Venus, peculiar vapor trails, and the like - and thought they saw UFO's.

Glowing clouds, resulting from chemicals released hundreds of miles in the air by NASA rockets, have caused UFO reports. So have re-entering space satellites as well as oribiting satellites seen under peculiar atmospheric conditions. These, like the other misinterpretations already mentioned, can be readily explained. They do not, however, explain the sightings I spoke of earlier nor do they explain the hundreds of still unsolved reports made to the Air Force, to NICAP, and to other UFO investigatory groups over the past 20 years.

So we are left with the Interplanetary theory. And when I say "we", I include not only myself and the majority of the Board of Governors of the National Investigations Committee on Aerial Phenomena, but also many officers of the USAF, innumerable pilots and aircrewmen - private and commercial, foreign and domestic - many eminent scientists, missile experts, and just plain people. Speaking for myself, I accepted this theory only after examining the UFO question for over a dozen years. No single sighting report led to my acceptance of this hypothesis, but rather the ever growing accumulation of reports by reliable and trained observers. I have never seen a UFO, but as Dr. J. E. McDonald put it, the idea of extra-terrestrial vehicles seems to be "the least unsatisfactory hypothesis for... the intriguing array of credibly reported UFO phenomena that are on record" [16] - reports such as those mentioned earlier in this talk.

Now - regardless of your feelings as to the validity of the extraterrestrial hypothesis, I would hope that we are in general agreement that "something" has been seen and that the recurrence of such reports from reliable observers over the past two decades requires a more extensive investigation than has taken place heretofore.

With that thought in mind, then, I want to conclude by outlining some ideas on what is needed in the way of a more thorough investigation. Let me say too, that these ideas are not just mine but are a synthesis of those of Hynek, [17] Vallee, [18] LeBlanc, [19] the NICAP staff and other sources.

1. Sighting stations should be established on a global basis These could either be new stations or existing stations, military or scientific, which have been supplied with detailed instructions and instruments to provide for standard observations and records. Photographs, spectrographs, data obtainable by broad band radiation detectors, etc., should be secured if possible.

2. The data on hand, as well as future data secured by field investigations on standardized report forms, should be computerized so that new reports can be rapidly and accurately compared with older reports and trends and patterns in sightings quickly identified.
3. Policemen, civil and military pilots, and others whose jobs keep them outdoors for long periods of time, should be equipped with good cameras and trained in their use. Service or civic clubs could, perhaps, furnish such equipment to their local police.
4. Anthropologists, archeologists and other students of the past should carefully study the legends of ancient peoples to determine if contact with extra-terrestrial beings may not have already occurred. Harvard astronomer Dr. Carl Sagan [20] recounts a legend concerned with the rise of the Summerian civilization (4000 B.C.) which is suggestive of such contact and is certainly deserving of further study.
5. Sincere, qualified amateur groups should be encouraged to assist by researching past cases, delving into newspaper files and similar historical documents. Such searches have already turned up much useful data on older sightings; there is little doubt that much more data remains to be dug out. Such research, however, would need to be coordinated by the official group to prevent duplication of effort. Other qualified amateurs, such as ex-military intelligence personnel, could assist in field investigations of current sighting reports. Again, coordination with the official group would be necessary.

Finally, assuming that the efforts outlined above warrant the expense, serious thought should be given to the building of a "saucer trap", not to "capture" physically but to "trap" information by instruments. Many apparently reliable reports have commented on the seeming "curiosity" of UFO's about the works of man. It would seem possible that a large installation, built with a maximum of clearly visible activity and located in an otherwise barren area, might attract the attention of UFO's. If such an installation were equipped with all manner of detection and recording apparatus capable of covering the entire visible, audible and electromagnetic spectrum a wealth of valuable information might be obtained.

All of the above, of course, presupposes a willingness on the part of the scientific community at large to examine the entire UFO question with open minds, devoid, insofar as possible, of emotion charged prejudgment that the entire subject is "utter bilge". [21] It is the hope of all of us in NICAP that the Condon study group will be the beginning of a major change in attitude toward the study of UFO1s by the scientific community.

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15. "UFO's Merit Scientific Study" by Dr. J. Allen Hynek, letter in SCIENCE, 21 October 1966, p 329.

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17. "Are Flying Saucers Real?" by Dr. J. A. Hynek, Saturday Evening Post, December 17, 1966, p 21.

18. CHALLENGE TO SCIENCE, Jacques Vallee, pp 201 - 202.

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National Investigations Committee On Aerial Phenomena

What To Do With Sturrock?

Robert J. Durant

July 28, 1998

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Public opinion polls show that over 50% of adult Americans think UFOs are "real," over 70% think the government is hiding information about UFOs, and 40 % think that the government is concealing information proving the existence of UFOs, presumably hardware or bodies. Only one out of three are skeptics.

Those are extraordinary numbers. They mean that more Americans believe in UFOs than the number who voted for Reagan or Bush or Clinton. Roman Catholics are the largest religious denomination in the U.S., and the UFO "believers" outnumber them two to one. Fundamentalist Christians comprise about 10% of the population, and exert a huge influence on the Congress. UFO "believers" outnumber them by five to one.

Almost without exception since the press began reporting the UFO story in 1947, journalism has demeaned the topic and those who take it seriously. The climate of ridicule surrounding the UFO phenomenon has prevented meaningful activity by those elements of our society in a position to study it. I mean, the scientific and academic communities. UFO research has been pushed into a tiny backwater, unfunded and without the resources that are automatic in every established discipline.

There are some "good" reasons why scientists steer clear of UFOs, but the "bad" reasons are the overwhelming rule. This is a cultural issue, not a scientific one.

When 70% of the population believes its government is engaged in a program of systematic deception on a topic of such fundamental importance as UFOs, this presents an ominous social issue. Regardless of one's belief about the "reality" of UFOs, this fact alone should militate for an open study. This is not a "scientific" reason for such a study, but in a society increasingly alienated from its ruling institutions, it is nevertheless a compelling reason.

A related topic is the Search for Extraterrestrial Intelligence. It consists of a search for radio signals, and from the outset the practitioners have made extraordinary efforts to distance themselves from UFOs. SETI began in 1959. Thirty nine years later, they have not a single piece of data. Yet they continue to spend lavishly, using the taxpayer's money at a rate of 11 million dollars per year until that was cut off, and then raising a similar sum from private sources. In fact, most SETI funding is still begged, borrowed and stolen from publicly funded programs.

Contrast SETI with the UFO situation, in which we have no funding at all -- and a mountain of data.

Several central figures in SETI recently appeared on National Public Radio as part of their continuing public relations campaign. They complained that the UFO issue is always raised when they speak to the public. Apparently Mr. and Mrs. America are so stupid that they assume their money is being spent in a

real search for extraterrestrial intelligence, not just the absurdly narrow search for radio signals. So much for the unwashed, or so I gathered from listening to the boffins.

I said that journalism has ridiculed UFOs, almost without exception. The exceptions are quite instructive. The first instance was the Air Force "swamp gas" explanation for a series of sightings. For reasons that escape me, the press suddenly came to life, denouncing not UFOs and UFO observers, but the Air Force for this preposterous claim. Newspapers throughout the country wrote editorials making fun of the Air Force, and published clever cartoons skewering the Swamp Gas officials.

The second instance is recent, and that is the postscript Air Force "explanation" for Roswell. I refer to the "crash dummies," and the ensuing furor in the press, nearly all of it denouncing the Air Force.

Almost on the heels of the "dummy" paroxysm, we have the Sturrock Report, which was on the front page of most newspapers, including such important journals as the Washington Post and the Atlanta Constitution. The story was played "straight," meaning without the usual attempts at demeaning cleverness. A panel of real scientists had concluded that UFOs deserve serious study. (That's what the press said, and it is a telling and unfortunate thing that ufologists have ignored that message, opting instead to engage in endless nit-picking of what the Panel did or did not write.) This was not just "news," it was front page news, and it was a huge vindication not only for ufologists, but for the great majority of the American public.

The first instance in which the press sided with "us" resulted in a congressional inquiry and then in the establishment of the Condon study. Such is the power of this topic when combined with a "good press."

Politicians would much rather be called crooks than fools. That is why the favorable press treatment of UFOs is critical. Without fear of ridicule from the press, the politicians will hasten to pander to the public's enthusiasm for UFOs.

The Sturrock Panel story closely following the "dummy" fiasco, combined with the intense public interest and belief revealed by public opinion polls, should set the stage for action on Capitol Hill. What is past is prologue.

My suggestion for putting the Sturrock Report to practical use is to meld all of the factors listed above, and use them to mount a public relations campaign of our own. The target should be the Congress. The goal should be to set up a long term study of UFOs. This time around we know how NOT to do it. For example, don't put a known crackpot- debunker in charge of the study.

Most Senators and Representatives would endorse such a study. In fact, "studies" and "commissions" are the politician's dream come true. This is a time-honored way to evade and avoid making hard decisions. At the same time, it gives the public what the public plainly wants -- the appearance that something worthwhile is being done about UFOs.

President Clinton would welcome anything that might put his other problems on page two. A UFO Commission would also get Laurance Rockefeller off Clinton's back.

But with just a little bit of luck, a genuine inquiry can be made, using the federally funded resources required for this awesome task, but that are forever beyond the grasp of civilian ufology.

I would commend, mainly as a public relations trick, that we demand that half of all current SETI funding be allocated to UFO research. This will certainly make good sense to the taxpayer, and to the press, and therefore to the politicians, and it will panic the SETI crowd and their fellow-travelers. The panic will probably result in a "political" settlement in which ufology gets the grudging support of the SETI folks in return for being allowed to continue their strange hobby, though on a somewhat reduced allowance.

Several years ago I was browsing in a Government Printing Office store, where I found a NASA brochure on SETI. It was elaborately printed on fine paper and in color, and seemed written for the seventh grade student needing something for a "report." I wrote to NASA inquiring about what the brochure cost. They replied: $76,000. This is chump change to NASA and the SETI crowd, but a fortune to ufologists. It would pay for half a dozen very worthy projects in this field.

An attack on the "radio only" SETI program, and a demand for a piece of their funding, would find great favor with the public, and with talk show hosts, and eventually with the politicians in Washington who can fund UFO research. The tale of the SETI brochure can be used to great effect in these forums.

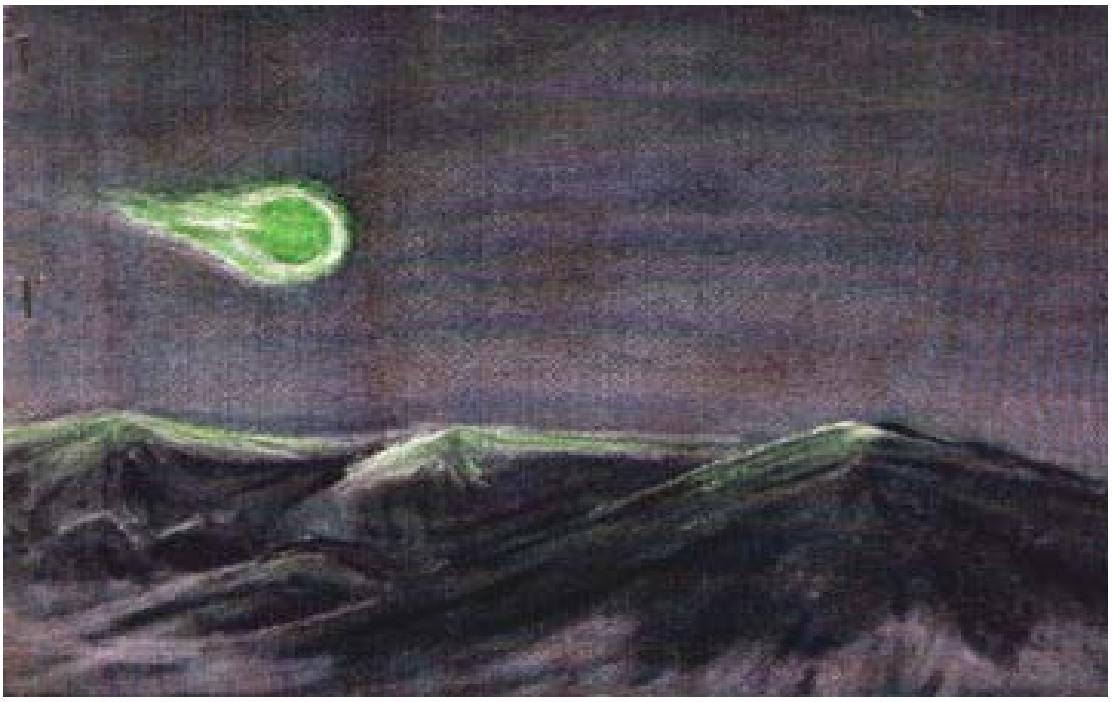
The politicians are not likely to take the initiative. But I predict that they will eagerly take the bait if it is offered to them in a concrete proposal. The UFO Coalition can do that, and should begin at once.

R. J. Durant
28 July 1998

National Investigations Committee On Aerial Phenomena

Scholarly Commentary on LIFE article of April 7, 1952

[NICAP Comment: Although the Monroe picture no doubt attracted a lot of readers it also had the tendency to make the UFO subject seem somewhat frivolous.]



This is a scrupulously accurate eyewitness painting of a mysterious green fireball rushing through the night sky over New Mexico. It was done by Mrs. Lincoln LaPaz, wife of an authority on meteors. Both she and her husband have observed the fireballs at first hand.

[NICAP Comment: Although this claims to be "a scrupulously accurate eyewitness painting" the picture is a bright green whereas Dr. Lincoln LaPaz repeatedly stressed that one of the key unusual features of the fireballs was that they were bright YELLOW-green, NOT bright green. Did LIFE incorrectly calibrate the color on its reproduction of the painting, which seems unlikely given LIFE's world-renowned expertise in photography, or was Mrs. LaPaz strangely in error in her painting despite the on-site input of her husband? The traffic-signal green color in this drawing is probably altered from the actual pale yellow-green of the real green fireballs in order to catch copycats falsely claiming to have seen the fireballs.]

HAVE WE VISITORS FROM SPACE?

The Air Force is now ready to concede that many saucer and fireball sightings still defy explanation; here LIFE offers some scientific evidence that there is a real case for interplanetary saucers.

LIFE Magazine, April 7, 1952
by H. B. Darrach Jr. and Robert Ginna

For four years the U.S. public has wondered, worried or smirked over the strange and insistent tales of eerie objects streaking across American skies. Generally the tales have provoked only chills or titters, only rarely, reflection or analysis.

Last week the U.S. Air Force made known to LIFE the following facts:

- As a result of continuing flying saucer reports the Air Force maintains constant intelligence investigation and study of unidentified aerial objects.
- A policy of positive action has been adopted to find out, as soon as possible, what is responsible for observations that have been made. As a part of this study, military aircraft are alerted to attempt interception, and radar and photographic equipment will

be used in an attempt to obtain factual data. If opportunity offers, attempts will be made to recover such unidentified objects.

[NICAP Comment: These new efforts at instrumented investigation of UFO's, note even the phrase "unidentified objects," stem from the initiative of the deputy to Maj. Gen. John A. Samford, the Director of AF Intelligence, beginning in January 1952. The deputy, Brig. Gen. William M. Garland, was Samford's Assistant for Intelligence Production. Both had received a series of briefings on UFO's from AF staff.]

- Already all operational units of the Air Force have been alerted to report in detail any sightings of unidentified aerial objects. Other groups -- scientists, private and commercial pilots, weather observers -- all trained observers whose work in any way concerns the sky, and what happens in it, are urged to make immediate reports to Air Technical Intelligence Center at Wright-Patterson AFB, Dayton, Ohio of any unidentified aerial objects they sight.
- Further, for the first time since Project "Saucer" was changed from a special-type project to a standard intelligence function, in December 1949, the Air Force invites all citizens to report their sightings to the nearest Air Force installation. All reports will be given expert consideration and those of special interest will be thoroughly investigated. The identity of those making such reports will be kept in confidence; no one will be ridiculed for making one.

[NICAP Comment: This was the critical phrase in the entire article, the AF for the first time "invites all citizens to report their sightings to the nearest Air Force installation." This was part of the plan approved by Gen. Garland to give civilian and anecdotal cases one more chance to prove they had any intelligence value at all, at a time when AF Intelligence under Garland's leadership was in the process of downgrading or rejecting all anecdotal reports on any intelligence subject, Soviet aircraft, missiles, radars, UFO's, etc. Air Technical Intelligence Center (ATIC) UFO Project Grudge chief Lt. Edward J. Ruppelt had told Garland that if they could only get enough civilian reports from a given area they could get triangulations of UFO size, altitude and speed, and if they announced interest in public reports this "publicity plan" might yield scientific data. But when the UFO wave of July 1952 struck, this "invitation" by the AF was blamed for the avalanche of UFO reports. Then ATIC at Wright-Patterson AFB tried to deny they had ever sponsored or approved any such "publicity plan."]

- There is no reason as yet to believe that any of the aerial phenomena commonly described as flying saucers are caused by a foreign power or constitute a clear and present danger to the U.S. or its citizens.

[NICAP Comment: This seems to suggest the AF was discounting at present the ET possibility but then a few paragraphs later the ET explanation is all but asserted, perhaps as LIFE's own interpretation.]

These disclosures, sharply amending past Air Force policy, climaxed a review by LIFE, with Air Force officials, of all facts known in the case. This review has resulted from more than a year of sifting and weighing all reports of unexplained aerial phenomena -- from the so-called flying saucers to the mysterious green fireballs so often sighted in the Southwest. This inquiry has included scrutiny of hundreds of reported sightings, interviews with eyewitnesses across the country and careful reviews of the facts with some of the world's ablest physicists, astronomers, and experts on guided missiles. For the first time the Air Force (while in no way identifying itself with any particular conclusions) has opened its files for study.

Out of this exhaustive inquiry these propositions seem firmly shaped by the evidence:

- 1. Disks, cylinders and similar objects of geometrical form, luminous quality and solid nature for several years have been, and may be now, actually present in the atmosphere of the earth.
- 2. Globes of green fire also, of a brightness more intense than the full moon's, have frequently passed through the skies.
- 3. These objects cannot be explained by present science as natural phenomena -- but solely as artificial devices, created and operated by a high intelligence.
- 4. Finally, no power plant known or projected on earth could account for the performance of these devices.

[NICAP Comment: Points 3 qand 4 all but assert the ET origin of UFO's, but apparently represent LIFE or its staff writers' own conclusions, perhaps unofficially encouraged by the AF.]

Let us first review some widely known facts.

The shapes and inscrutable portents of the flying disks first broke upon the skies of the world in the early months of 1947, with several sightings reported to the Air Force. The story first reached the nation on June 24, 1947, when a private pilot named Kenneth Arnold was flying from Chehalis to Yakima, Wash. Some 25 miles away, Arnold saw nine "saucer like things ... flying like geese in a diagonal chainlike line," approaching Mount Rainier. They swerved in and out of the high peaks at a speed Arnold estimated to be 1,200 mph.

Arnold told the whole story to his hometown newspaper, and like summer lightning it flashed across the country. Within a month, saucers had been reported by people in 40 states. For the public (as LIFE itself merrily reported in its issue of July 21, 1947) he saucers provided the biggest game of hey-diddle-diddle in history. Any man, woman, or child with talent enough to see spots before his eyes could get his name in the newspaper.

Nevertheless in serious moments most people were a little worried by all the "chromium hubcaps," "flying washtubs" and "whirling doughnuts" in the sky. Buried in the heap of hysterical reports were some sobering cases. One was the calamity that befell Air Force Captain Thomas F. Mantell on Jan. 7, 1948. That afternoon Mantell and two other F-51 fighter pilots sighted an object that looked like "an ice-cream cone topped with red" over Godman Air Force Base and Fort Knox, Ky. Mantell followed the strange object up to 20,000 feet and disappeared. Later in the day his body was found in a nearby field, the wreckage of his plane scattered for a half mile around. It now seems possible that Mantell was one of the very few sighters who actually were deceived by a Skyhook balloon, but the incident is still listed as unsolved by the Air Force files.

There was no such easy explanation for the strange phenomenon observed at 2:45 a.m. on July 24, 1948 by two Eastern Air Lines pilots. Captain Clarence S. Chiles and Copilot John B. Whitted were flying in bright moonlight near Montgomery, Ala. when they suddenly saw "a bright glow" and a "long rocket like ship" veer past them. They subsequently agreed that it was a "wingless aircraft, 100 feet long, cigar-shaped and about twice the diameter of a B-29, with no protruding surfaces, and two rows of windows ... From the sides of the craft came an intense, fairly dark blue glow ... like a fluorescent factory light." They said the weird craft "pulled up with tremendous burst of flame from the rear and zoomed into the clouds at about 800 miles an hour," rocking their DC-3 with its "prop or jet wash."

Just as inexplicable was the experience of Lieut. George Gorman of the North Dakota Air National Guard. On Oct. 1, 1948 Gorman was coming in at dusk to land his F-51 at Fargo,

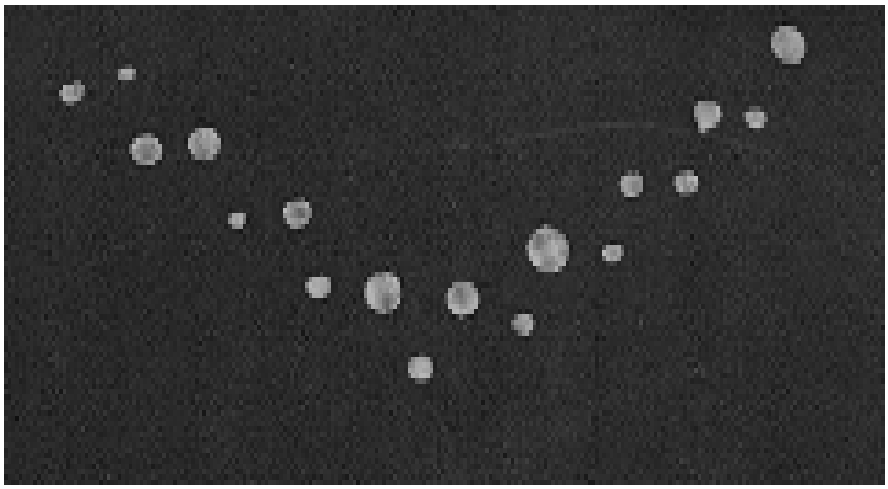
when he saw an intense, bright light pass 1,000 yards away. Curious, Gorman followed the light and saw that it seemed to be attached to nothing. For 27 hair-raising minutes Gorman pursued the light through a series of intricate maneuvers. He said it was about 6 inches in diameter and going faster than his F-51 (300-400 mph). It made no sound and left no exhaust trail. After Gorman landed, the light having suddenly flashed away in the upper air, he found support for his story -- the chief of the control tower had followed the fantastic "combat" with binoculars.

The occurrences, jarring though they must have been to the participants, left the official calm of the Air Force unruffled. The project set up to investigate the saucers ("Project Sign," known to the press as "Project Saucer") seemed to have been fashioned more as a sedative to public controversy than as a serious inquiry into the facts. On Dec. 27, 1949, after two years of operation, Project Saucer wrote off all reports of unidentified aerial phenomena as hoaxes, hallucinations or misinterpretations of familiar objects -- that is, all but 34. These stubborn 34, seemingly unexplainable, were briskly dismissed as psychological aberrations.

While these assurances appeased most of the press and pacified the public, some elements in the Air Force just about this time began to worry a bit more seriously. Saucer reports continued to come in a rate of about one a day and were handled under the code name of "Project Grudge." Officers at policy level began to show concern. "The higher you go in the Air Force," conceded one Intelligence officer, "the more seriously they take the flying saucers."

There was good reason to be serious. As review of all records has shown, these years have produced literally dozens of incidents defying simple explanation -- and provoking the most incredible questions.

Checked and rechecked, 10 cases out of the formidable list on record are here presented in essential detail. Of these, three were discovered in the course of LIFE's own investigation and are reported for the first time.



The Lubbock Lights, flying in formation, are considered by the Air Force the most unexplainable phenomena yet observed. These photographs (only one shown above) were made at Lubbock, Texas, on August 30th, 1951 by Carl Hart, Jr. Scientists say lights were not natural objects, but they traveled too fast and too soundless for known machines.

INCIDENT 1

At 9:10 p.m. on Aug. 25, 1951, Dr. W. I. Robinson, professor of geology at the Texas technological College, stood in the back yard of his home in Lubbock, Texas and chatted with two colleagues. The other men were Dr. A. G. Oberg, a professor of chemical

engineering, and Professor W. L. Ducker, head of the department of petroleum engineering. The night was clear and dark. Suddenly all three men saw a number of lights race noiselessly across the sky, from horizon to horizon, in a few seconds. They gave the impression of about 30 luminous beads, arranged in a crescent shape. A few moments later another similar formation flashed across the night. This time the scientists were able to judge hat the lights moved through 30 degrees of arc in a second. A check the next day with the Air Force showed that no planes had been over the area at the time. This was but the beginning: Professor Ducker observed 12 flights of the luminous objects between August and November of last year. Some of his colleagues observed as many as 10. Hundreds of nonscientific observers in a wide vicinity around Lubbock have seen as many as three flights of the mysterious crescents in one night. On the night of Aug. 30 an attempt to photograph the lights was made by 18-year old Carl Hart Jr. He used a Kodak 35-mm camera at f 3.5, 1/10 of a second. Working rapidly, Hart managed to get five exposures of the flights. The pictures exhibited by Hart as the result of this effort show 18 to 20 luminous objects, more intense than the planet Venus, arranged in one or a pair of crescents. In several photographs, off to one side of the main flight, a larger luminosity is visible -- like a mother craft hovering near its aerial brood.

Carl Hart, 18-year-old student, photographed the Lubbock Lights with Kodak 35.

Professors at Texas Tech who saw Lubbock Lights (left to right), Dr. Oberg, Prof. Ducker, and Dr. Robinson, discuss them with Dr. E. L. George.

EVALUATION

The observations have been too numerous and too similar to be doubted. In addition the Air Force, after the closest examination, has found nothing fraudulent about Hart's pictures. The lights are much too bright to be reflections, and therefore bodies containing sources of light. Since Professors Ducker, Oberg, and Robinson could not measure the size and distance of the formations, they could form no precise estimate of their speed. However they calculated that if the lights were flying at an altitude of 5,000 feet they must then have been traveling about 1,800 mph. The professors, along with other scientists, agree that in order to explain the silence of the objects, it must be assumed that they were at 50,000 feet in the air; in which case they were going not 1,800 but 18,000 mph. [Note: See follow-up letter from professors at end questioning authenticity of Hart's photos.]

INCIDENT 2 On July 10, 1947 at 4:47 p.m., one of the U.S.'s top astronomers was driving from Clovis to Clines Corners, N. Mex. [Note: Later revealed to be Dr. Lincoln La Paz -- see Incident 10, green fireballs, which La Paz investigated.] His wife and his teen-aged daughters were also in the car. (For professional reasons he has asked LIFE to withhold identity.) It was a bright sunny day, but the whole western half of the sky was a "confused cloud sea." All at once, as the car headed toward these clouds, "all four of us almost simultaneously became aware of a curious bright object almost motionless" among the clouds. Instantly, from long habit in dealing with celestial phenomena, he began to make calculations. with what crude materials he had at hand. He held a pencil at arm's length, measured the size of the object against the windshield of the car, measured the distance between his eyes and the windshield, etc. His wife and two daughters did the same, each making independent calculations. The object, says the scientist, "showed a sharp and firm regular outline, namely one of a smooth elliptical character much harder and sharper than the edges of the cloudlets... The hue of the luminous object was somewhat less white than the light of Jupiter in a dark sky, not aluminum or silver-colored.... The object clearly exhibited a sort of wobbling motion ... This wobbling motion served to set off the object as a rigid, if not solid body." After 30 seconds in plain view, the ellipsoid moved slowly behind a cloud (273 degrees azimuth, elevation 1 degree) "and we thought we had lost it." But approximately five seconds later it reappeared (275 degrees azimuth, elevation 2 degrees). "This remarkably sudden ascent thoroughly convinced me that we were dealing with an absolutely novel airborne device." After reappearing, the object moved slowly from south to north across the clouds. "As seen projected against these dark clouds, the object gave the strongest impression of self-luminosity." About two and a half minutes after it first came into view, the thing disappeared finally behind a cloudbank.

EVALUATION

The astronomer vouches for the approximate accuracy of his observations and computations. He determined that the object was not less than 20 nor more than 30 miles from his viewing point; that it was ellipsoidal and rigid; that it was 160 feet long and 65 feet thick, if seen at minimum distance; or 245 feet long and 100 feet thick if at maximum; and that its horizontal speed ranged between 120 and 180 mph and its vertical rise between 600 and 900 mph. He also observed that the object moved with a wobble, no sounds, and left no exhaust or vapor trail. His wife and daughters support his observations, and their computations were in accordance with his own, though slightly less conservative. The object's appearance and behavior answer no known optical or celestial phenomenon. No known or projected aircraft, rocket or guided missile can make such a rapid vertical ascent without leaving an exhaust or vapor trail.

INCIDENT 3

On April 24,1949 at 10:20 a.m., a group of five r the genera J. Gordonautical engineer emplo ed by the Office of Naval Researg to laun loon near A small balloon was sent up first to heck the weaMoore Jr., an aer al Mills in cosmic ray research) was tracking the weathe balloonlite -- a pic instr es degrees of azimuth and elevation (horizontal and v) fo r any object it is sighted on. At 10:30 a.m. Moore leaned back from the theodolite to glance at the balloon with his naked eye. Suddenly he saw a whitish elliptical object, apparently much higher than the balloon, and moving, in the opposite direction. At once he picked the object up in his theodolite at 45 degrees of elevation and 210 degrees of azimuth, and tracked it east at the phenomenal rate of 5 degrees of azimuth-change per second as it dropped swiftly to an elevation of 25 degrees. The object appeared to be an ellipsoid roughly two and a half times as long as it was wide. Suddenly it swung abruptly upward and rushed out of sight in a few seconds. Moore had tracked it for about 60 seconds altogether. The other members of his crew confirmed his report. No sound was heard, no vapor trail was seen. The object, according to rough estimations by Moore and his colleagues, was about 56 miles above the earth, 100 feet long and was traveling at seven miles per second.

EVALUATION

No known optical or atmospheric phenomenon fits the facts. A natural object traveling at seven miles per second has never been seen to make a sudden upward turn. There is no known or projected source of silent, vaporless power for such a machine. No human being could have borne the tremendous "G" load brought to bear on the craft during its abrupt vertical veer.

INCIDENT 4

One night in the summer of 1948 Clyde W. Tombaugh, the discoverer of the planet Pluto, was sitting in the back yard of his home at Las, Cruces, N. Mex. With him were his wife and his mother-in-law. It was about 11 p.m. and they were all sitting quietly, admiring the clarity of the southwestern sky, like any proper astronomical family. All at once they all saw something rush silently overhead, south to north, too fast for a plane, too slow for a meteor. It seemed to be quite low. All three of the witnesses agreed that the object was definitely a solid "ship" of a kind they had never seen before. It was of an oval shape and "seemed to trail off at the rear into a shapeless luminescence." There was a bluegreen glow about the whole thing. About half a dozen "windows" were clearly visible at the front of the ship and along the side. They glowed with the same blue-green color as the rest of the ship, only the glare was brighter, and had a touch of yellow in it.

EVALUATION

The object bore a resemblance to the craft seen by Pilots Chiles and Whitted. It bore resemblance to no aircraft known to be in operation on earth.

INCIDENT 5

In this case LIFE's informant is an Air Force officer who holds a top military post at a key atomic base. Since his assignment and whereabouts must be kept a secret he has asked LIFE to withhold his name. He has the highest security rating given. Before he took his present assignment, this officer was in command of the radar equipment that keeps watch over a certain atomic installation. One day in the fall of 1949, while watching a radarscope that covered an area of sky 300 miles wide and 100,000 feet deep, he was startled to detect five apparently metallic objects flying south at tremendous speed and great height. They crossed the 300-mile scope, in less than four minutes. The objects flew the whole time in formation.

EVALUATION

There is no dead-certain explanation of this phenomenon -- radar is as full of tricks as an old-maid's imagination. However, the officer involved is an experienced observer, well aware of the eccentricities of the instrument. He believes that in this instance he made a legitimate radar contact. If so, it can be said that the only natural objects known to travel at such a speed are meteors, but meteors do not fly in formation. If the officer picked up machines, they were performing in a manner that rocket experts agree is still beyond the capabilities of earth's most advanced weapons.

"Civilian Saucer Investigations" was organized by Sighter Ed J. Sullivan (standing), who urges other sighters to write to P.O. Box 1971, Main Post Office, Los Angeles. CSI includes Dr. Walter Riedel (behind Sullivan), who was chief designer at great German rocket laboratory at Peenemunde.

INCIDENT 6

On May 29, 1951 at 3:48 p.m., three technical writers for the aerophysics department of North American Aviation's plant at Downey, outside Los Angeles, were chatting on the factory grounds. They were Victor Black, Werner Eichler and Ed J. Sullivan. All at once they stared at the sky. Sullivan describes what they saw: "Approximately 30 glowing, meteor like objects sprayed out of the east at a point about 45 degrees above the horizon, executed a right-angle turn and swept across the sky in an undulating vertical formation ... that resembled a tuning fork on edge. It took each of them about 25 seconds to cross 9O degrees of the horizon before performing another right-angle turn westward toward downtown Los Angeles.... We estimated their diameter at 30 feet and their speed to be 1,700 mph. Each appeared as an intense electric blue light, round and without length. They moved with the motion of flat stones skipping across a smooth pond."

EVALUATION

No known natural or optical phenomenon, makes the peculiar light, in bright day, attributed to these objects by Sullivan and his colleagues; nor can any natural object, hurtling at such a speed, execute a right angle turn. As in the Moore theodolite sighting, the execution of such a turn would have crushed any human crew under the impact of "G" forces. Finally, of course, no known machine travels at 1,700 mph without making a sound or leaving an exhaust or vapor trail.

INCIDENT 7

On Jan. 20, 1951, at 8:30 p.m., Captain Lawrence W. Vinther of Mid-Continent Airlines

was ordered by the control tower at the Sioux City airport, to investigate a "very bright light" above the field. He took off in his DC-3 with his copilot, James F. Bachmeier, and followed the light. All at once the light dived at the DC-3 almost head on; it passed silently and at great speed about 200 feet above its nose. Both pilots wrenched their heads back to see where it had gone, only to discover that the thing had somehow reversed direction in a split second and was now flying parallel to the airliner heading in the same direction. It was a clear moonlight night and both men got a good look at the object. It was as big or bigger than a B-29, had a cigar-shaped fuselage and a glider type wing, set well forward, without sweepback and without engine nacelles or jet pods. There was not exhaust glow. The white light appeared to be recessed in the bottom of the plane. After a few seconds the object lost altitude, passed under the DC-3 and disappeared. A civilian employee of Air Intelligence was a passenger on the flight, saw the object and confirms the description by the pilots.

EVALUATION

The conditions for observation were excellent. One fact alone -- the astonishing reversal of direction performed by the object -- suffices to classify it as a device far beyond the known capacities of aeronautical science. Although its shape is different, the soundlessness of the object and the absence of observable means of propulsion relate it to the saucer class of phenomena.

INCIDENT 8

At 6:45 a.m., just before sunup on Feb. 18, 1952, a photographer named C. E. Redman was driving through Albuquerque, N. Mex. on his way to photograph a wedding. Stopped for a traffic light, he noticed two bright things in the sky. "They were hovering above Tijeras Canyon.... The one to the north was on its edge. The other was lying horizontally. They were bright, bluish white.... It was probably the most astonishing thing I've ever seen. Those things were soundless. They were not jets or vapor trails. I've seen hundreds of jets and vapor trails." Redman was questioned later the same day by a LIFE reporter and a prominent scientist, working together. From his testimony, and from the lay of the land, it was estimated that the disks were 20 miles away and four miles in the air, and that they had a diameter of about 136 feet. Another witness saw the same objects Redman saw, and at the same time, but from the other side of town. W. S. Morris, a retired master sergeant of the Air Force who is now a news dealer in Albuquerque, was out to drop off his morning papers when he saw two strange objects over Tijeras Canyon. "I watched them for 12 minutes. They were a blinding silver, long and thin, gleaming all over. They hovered, one kind of above the other to the right. They seemed brighter than the sun, which wasn't yet over the Sandia mountains. It just touched their bottoms and they glowed red. They didn't flutter or move. They just hung there. It must have been 20 miles away. Then they just suddenly dropped down behind the mountain, and the upper one tilted so that I could see its profile. It looked like a bell pepper-with a bump on top, that is."

EVALUATION

Kirtland AFB acknowledged that there were no aircraft in that area at that time. The observations reinforce each other and point to several striking facts. First, one disk proved itself three dimensional when it tilted, to descend. Second, the suddenness of the disk's descent indicates that the bodies contained a source of power. Third, the power that can suspend a three-dimensional body, of the size Morris describes and in the position he indicates, without turning a blade or roaring a jet, is unknown.

How discs looked in relation to each other is shown by C.E. Redman of Albuquerque.

INCIDENT 9

On Jan. 29, 1952, just before midnight, a B-29 was on r Wo as flying at less than 200 mi les an hour, at an altitude somewhat above 20,000 feet. Simultaneously the tail gunner and the fire-control man in the waist saw a bright round orange object in the sky near the plane. Both said it was about three feet in diameter, flew with a revolving motion on a course parallel to theirs, and wore a halo of bluish flame. It also appeared to pulsate. The object followed the B-29 for about five minutes, then pulled ahead and shot away at a sharp angle. On the same night a similar globe was seen by the tail gunner and waist man of another B-29, 80 miles away over Sunchon, but flying at about the same height. The globe followed the plane for about a minute, then disappeared.

EVALUATION

Theoreticians in the Air Force believe the fireballs were not natural phenomena but propelled objects. They bear some similarity to the balls of fire called "fireball fighters" or "foo fighters" -- which flew wing on Allied aircraft over Germany and Japan during 1944-45 and which have never been satisfactorily explained. In the Korean incidents, the fireballs seem -- on the evidence of their sharp acceleration, their blue light and their abrupt, angular swerve -- to resemble the saucers described earlier.

The same disks sighted by Redman were seen by W.S. Morris, ex-Air Force master sergeant.

INCIDENT 10

On the night of Nov. 2, 1951 a ball of kelly-green fire, larger than the moon, and blazing several times more brightly, flashed eastward across the skies of Arizona. It raced, straight as a bullet, parallel to the ground, and then exploded in a frightful paroxysm of light --- without making a sound. At least 165 people saw the incredible thing; hundreds more witnessed the similar flight of countless other fireballs that since December 1948 have bathed the hills of the Southwest in their lunar glare. In the last year they have been seen as far afield as Pennsylvania, Maryland and Puerto Rico. The chief Air Intelligence officer for the Albuquerque district saw one. Colonel Joseph D. Caldara, USAF, attached to the Joint Chiefs of Staff, saw one in Virginia. Hundreds of pilots, weather observers and atomic scientists have sighted them. Reports came so thick and fast during 1948 that in 1949 the Air Force established "Project Twinkle" to investigate them. Project Twinkle established a triple phototheodolite post at Vaughn, N. Mex. to obtain scientific data on the fireballs. Day and night, week in, week out, for three months, a crew kept vigil. Ironically, while fireballs continued flashing everywhere else in the Southwest, they saw nothing until the project was transferred to the Holloman Air Force Base at Alamogordo, N. Mex. There, during another three-month siege, they saw a few but were unable to make satisfactory computations because of the fireballs' great-speed. Search parties have had no better luck. They have combed in vain the countryside beneath the point of disappearance; not a trace of telltale substance has been found on the ground.

EVALUATION

The popular Southwest belief that a strange meteor shower was underway has been blasted by Dr. Lincoln La Paz, mathematician, astronomer and director of the Institute of Meteoritics at the University of New Mexico. He points out that normal fireballs do not appear green, they fall in the trajectory forced on them by gravity, are generally noisy as a freight train, and leave meteorites where they hit. The green New Mexican species does none of these things. Neither do the green fireballs appear to be electrostatic phenomena -- they move too regularly and too fast.

If the fireballs are the product of a U.S. weapons project, as some Southwesterners believe, it is a very secret one indeed: the Atomic Energy Commission and every other government agency connected with weapons development has denied to LIFE any responsibility for the fireballs.

Could they be self-destroying Russian reconnaissance devices? Not likely. While the U.S. believes the Russians have an intercontinental guided missile, there is no intelligence that indicates they have developed silent power plants or objects capable of moving nearly as fast as meteors (12 miles a second). Yet -- for whatever it may be worth -- the only reports of green fireballs prior to 1948 came from the Baltic area.

If the fireballs do not respond to gravity, they could only be explained as lighter-than-air craft or electrical phenomena -- but they have characteristics which rule these out. Therefore they must be propelled. If propelled and not natural phenomena, they must be artificial. The extreme greenness of the fireballs has impressed most witnesses. When asked to indicate the approximate color on a spectrum chart, most of them have touched the band at 5,200 angstroms, close to the green of burning copper. Copper is almost never found in meteorites; the friction of the air oxidizes it shortly after the meteor enters the upper atmosphere. However, a curious fact has been recorded by aerologists. Concentrations of copper particles are now present in the air of Arizona and New Mexico, particularly in "fireball areas." These were not encountered in air samples made before 1948.

WHAT THEY ARE NOT -- AND WHAT THEY MAY BE

What are the flying saucers, the luminous fuselages, the foo fighters and the green fireballs? The answer -- if any answer at this time is possible -- lies in the field of logic rather than of evidence. What the things are may be adduced partially by reviewing what they are not.

THEY ARE NOT PSYCHOLOGICAL PHENOMENA. Although the Air Force cheerily wrote off its 34 unexplained incidents with this pat theory, the explanation does not hold up. There is no evidence, beyond textbook speculation, for such a supposition, and there is the direct evidence already cited against it. To doubt the observers in the foregoing cases is to doubt the ability of every human being to know a hawk from a handsaw.

THEY ARE NOT THE PRODUCT OF U.S. RESEARCH. LIFE investigated this possibility to exhaustion. Not fully satisfied by the public denials of President Truman, Secretary Johnson and others, the investigators put the question directly to Gordon Dean, chairman of the Atomic Energy Commission. He said: "There's nothing in our shop that could account for these things, and there's nothing going on that I know of that could explain them." Still unconvinced, LIFE checked the whereabouts and present business of every scientist who might have anything to do with the development of super aircraft. All were accounted for in other ways. Careful feelers through the business and labor world encountered no submerged projects of the immensity necessary to build a fleet of flying disks. And there is still the conclusive fact: U.S. science has at its command no source of power that could put a flying machine through such paces as the saucers perform.

THEY ARE NOT A RUSSIAN DEVELOPMENT. It is inconceivable that the Russians would risk the loss of such a precious military weapon by flying a saucer over enemy territory. No man-made machine is foolproof; sooner or later one would crash in the U.S. and the secret would be out. Nor is there any reason to believe that Russian science, even with German help, has moved beyond not only the practical but the THEORETICAL horizons of U.S. research.

THEY ARE NOT DISTORTIONS OF THE ATMOSPHERE RESULTING FROM ATOMIC ACTIVITY. To quote the answer David Lilienthal, former AEC commissioner, once made to that suggestion: "I can't prevent anyone from saying foolish things." Nor are they aberrations of the northern lights. Magnetic disturbances cannot account for them and neither can a notion (recently fathered by Dr. Urner Liddel, the Navy physicist) that they are "vertical mirages" -- reflections from a vertical (instead of a horizontal) layer of heated air.

THEY ARE NOT SKYHOOK BALLOONS. This was the, original Liddel explanation, and in a few instances it may have been correct. But not many. They could scarcely be "fireflies in the cockpit," as one Air Force colonel suggested, since most of the observers were not in a cockpit when they saw their saucers. And it is hard to believe that saucers could be the reflections of automobile headlights on clouds, when they are seen in daylight under cloudless skies. These being the dead-end alleys of negative evidence, is there hope of an explanation on the open avenues of scientific theory? The answer is yes.

The rank of science has taken the saucers far more seriously than the file of laymen and, after five years of close watch on all reports, a number of scientists were ready with some conclusions. One of these was Dr. Walther Riedel, once chief designer and research director at the German rocket center in Peenemunde, now engaged on secret work for the U.S. Dr. Riedel has never seen a saucer himself, but for several years he has kept records of saucer sightings all over the world. He told LIFE: "I am completely convinced that they have an out-of-world basis."

Dr. Riedel has four points to his argument: "First, the skin temperatures of structures

operating under the observed conditions would make it impossible for any terrestrial structure to survive. The skin friction of the missile at those speeds at those altitudes would melt any metals or nonmetals available.

"Second, consider the high acceleration at which they fly and maneuver ... In some descriptions the beast spirals straight up. If you think of the fact that the centrifugal force in a few minutes of such a maneuver would press the crew against the outside, and do likewise to the blood, you see what I mean.

"Third.... There are many occurrences where they have done things that only a pilot could perform but that no human pilot could stand.

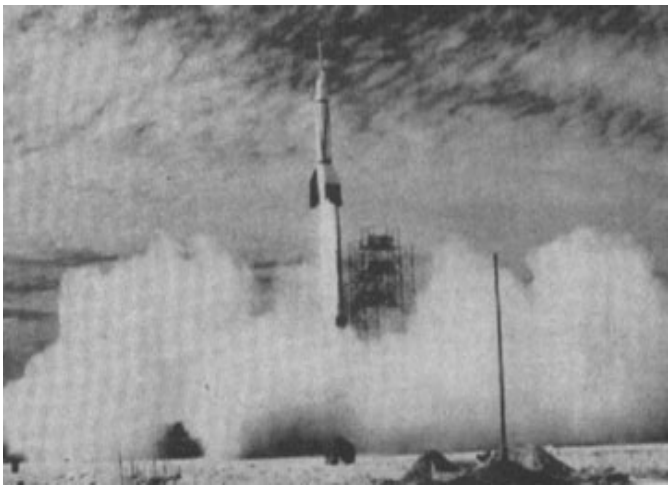
"Fourth, in most of the reports there is a lack of visible jet. Most observers report units without visible flame ... and no trail. If it would be any known type of jet, rocket, piston engine, or chain-reaction motor, there would be a very clear trail at high altitude. It is from no power unit we know of ..."

Dr. Riedel's arguments are reinforced by those of Dr. Maurice A. Biot, one of the leading aerodynamicists in the U.S. and a prominent mathematical physicist. From an aerodynamical viewpoint, says Dr. Biot, the saucer shape makes very little sense if the machine is to travel in the atmosphere. A disk has a high drag and is a poor airfoil unless stabilized; when whirled at high speed through the air, it "wobbles" distressingly -- a movement observed in several of the saucers sighted. However, for space travel, where there is no atmosphere to oppose, the disk has significant advantages. The sphere, theoretically better, presents several difficult problems of construction and utilization. The disk, easier to build, has almost all the virtues of the sphere and some of its own. Reviewing the evidence presented here, Dr. Biot said: "The least improbable explanation is that these things are artificial and controlled ... My opinion for some time has been that they have an extraterrestrial origin."

WHO? WHAT? AND WHEN?

There, at least, is a plausible explanation of the disk shape. But the real depths of the saucer mystery bemuse penetration, as the night sky swallows up a flashlight beam. What of the other shapes? Why do the things make no sound? How to explain their eerie luminosity? What power urges them at such terrible speeds through the sky? Who, or what, is aboard? Where do they come from? Why are they here? What are the intentions of the beings who control them?

Before these awesome questions, science -- and mankind -- can yet only halt in wonder. Answers may come in a generation -- or tomorrow. Somewhere in the dark skies there may be those who know.



A U.S. rocket is launched from a proving ground. Neither this nor any known U.S. missiles fit the descriptions of the sighted saucers and fireballs.

Visitors From Space?

April 28, 1952: Letters to the Editor

Sirs:
"Have We Visitors from Space?" (LIFE, April 7) is the most comprehensive report I have read on the subject. I was very closely associated with Projects "Twinkle" and "Grudge" at Alamogordo, N. Mex. where I was chief of the technical photographic facility at Holloman Air Force base. I have seen several of these objects myself, and they are everything you say they are as to shape, size and speed.

Daniel A. McGovern
Captain, USAF
Alexandria, Va.

Sirs:
I first learned about the green fireballs from Marine Corps night fighter pilots while I was an aviation intelligence officer in Korea.
Pilots often reported seeing strange bright green objects in the skies, unlike anything they had ever seen before, and moving too fast and regularly to be explained or identified or analyzed by the pilots themselves or the intelligence officers.

Edward A. Kolar
Captain, USMCR
Tenafly, N.J.

Sirs:
LIFE has again rendered a distinct service to its readers. The authors' painstaking work in compiling and evaluating known data has made a case for interplanetary space ships which is entirely logical and sensible.

Donald J. Falvey
Deep River, Conn.

Sirs:

As observers of the Lubbock lights, we feel the record requires that we point out that the groups of objects shown in the Hart photographs are, in these respects, essentially different from any of the 12 or more groups that we sighted.
1) All but three of the groups we sighted had no geometric form; those three were smooth arcs, not V-shaped.
2) Those three could not be conclusively determined to be composed of individual lights, but certainly they were not made up of two distinct rows of alternately spaced lights.
3) None of our sightings was either bright enough, nor in view long enough (3 seconds) to offer any possibility of being photographed.
4) Even if the lights we saw had been particularly rich in nonvisible ultraviolet light, they could not have been photographed without special equipment.
5) All of our sightings were close to the same speed of 30 degrees per second, at which speed it would be impossible to follow them with a camera accurately enough to obtain an unblurred image.

W. I. Robinson
A. G. Oberg
W. L. Ducker
E. F. George
Lubbock, Texas

- Air Force experts had considered these objections of Professor Ducker and Doctors Oberg, Robinson and George. But they are still convinced that Hart was able to get exposures of the two groups he saw (4 seconds for each to cross the sky, 1-1/2 minutes apart) and found no reason to repudiate his pictures. -- ED.

Sirs:
Your article overstates the strangeness of the fireballs it describes...
You imply that the 1951 fireball display in the Southwest was not a meteor shower. We obtained and photographed approximate paths for 11 fireballs reported as falling Oct. 30 to Nov. 9 inclusive. The plot showed that all came from a small area in and near the constellation Taurus. This indicates a shower, perhaps related to the well-known shower whose members are seen falling away from Taurus in October and November.

C. C. Wylie
Professor of Astronomy
University of Iowa
Iowa City, Iowa

- Although there were meteor falls during this period, Dr. La Paz says: "Almost all of the green fireballs observed in the Southwest between December 1948 and December 1951 radiated from the circumpolar region of the sky. They came from points 35 to as much as 105 degrees distant from the Taurid fireball radiant, and therefore obviously were not related to this radiant." -- ED.

Sirs:
It is rather chilling to see that our plans for hospitality include interceptions and recover. It would be tragic indeed if the harmless and friendly behavior of these crafts from elsewhere were met with military destruction. Not only would the

morals of such a course be a regrettable indication of man's immaturity, but the practical consequences might include drastic reprisals....

Mason Rose
Los Angeles, Calif.

Sirs:
... The only reason the preponderance of this saucer-fireball-cigar activity is taking place in the American Southwest is that this is the area which has brought itself to interplanetary (or perhaps I should say, intergalaxial) attention. It was done so by virtue of the fact that it was the site used for the original A-bomb experiments....

Bill Ryan
San Diego, Calif.

> The Air Force, which has attempted to correlate the frequency and location of saucer reports with the testing of atomic weapons, has found no significant relationships. -- ED.

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TRUE, March 1950

Navy Officer Tells

HOW SCIENTISTS TRACKED A FLYING SAUCER

by

Commander Robert B. McLaughlin, USN

In its January issue TRUE said that the flying saucers are real and interplanetary. Its story was widely supported by the nation's press and radio.TRUE's findings are here confirmed by Commander McLaughlin, a rocket expert at White Sands Proving Ground, who worked independently of this magazine's investigation. He reveals how a troup of Navy men and scientists tracked a flying disk with a precision instrument and tells of flights he and others witnessed.

On a bright, clear Sunday morning in April, 1949, a detachment of Navy men and a group of scientists released a balloon from a point 57 miles northwest of the White Sands Proving Ground base.

They were interested in getting weather data from the upper atmosphere, and as the balloon rose, they charted its flight as usual with a theodolite and a stop watch. There were five observers in all; four of them coordinating the instrument data. One followed the balloon through the theodolite's telescope. One called off the readings. One recorded them, and the fourth man held the watch.

Shortly after the balloon was aloft west of the observation point, the theodolite operator swung his instrument rapidly to the east.

A strange object, seen by everyone present, had crossed the path of the balloon. The instrument man, confused, had followed it. Swiftly, one of the scientists grabbed the theodolite and began tracking the missile.

An accurate plot of the object's course was recorded. Analyzing this data later, I can state definitely that:

1. The object, viewed in cross section, was elliptical in shape.

2. It was about 105 feet in diameter.

3. It was flying at an altitude of approximately 56 miles. (This was determined by a ballistics expert. An object at a lower altitude on this particular bright day could not have fitted the data taken. For security reasons, I cannot go deeper into this method of calculating altitude.)

4. Its speed was about 5 miles per second.

5. At the end of its trajectory, it swerved abruptly upward, altering its angle of elevation by 5 degrees -- corresponding to an increase in altitude of about 25 miles -- in a period of 10 seconds. Rough calculation indicates that a force of more that 20 G's (20 times the pull of gravity) would be required to produce this elevation in this time.

6. The object was visible for 60 seconds.

7. It disappeared at an elevation of 29 degrees.

Close questioning of the observers prior to the official report that went to "Project Saucer" at Wright-Patterson Field in Dayton, Ohio, produced an almost unanimous judgment that the objects was discus shaped and that it was a flat white color. High powered binoculars showed no exhaust trail, no stream of light or other evidence of a propulsions system. And, no sound. What was it?

I am convinced that it was a flying saucer and, further, that these disks are space ships from another planet, operated by animate, intelligent beings.

I think it is safe to say that it wasn't any type of aircraft known on Earth today. Even if, as is likely, there are top secret models which you and I know nothing about, there is no human being in this world who could take a force of 20 G's and live to tell about it.

I doubt that it was meteor. These small bullets from space frequently light up our sky as they burn, from friction generated by hurtling through our atmosphere. But only occasionally are they visible in the daytime. And besides, meteors remain in view for only a few seconds -- 10 or 12 at the maximum. This object was watched for 60 seconds.

Its size rules out the possibility of its being a bird or other known creature. No cloud could have moved in such a trajectory.

It was not a balloon, I can state positively. A number of men who saw it were experienced balloonists. Furthermore, they were in a position to know that no balloon capable of approaching the object's altitude was in the area. Even at 120,000 feet, near the peak altitude for any present type, a balloon would have to have been moving at 1,700 miles per hour to conform to the trajectory data.

And to clinch it, the wind 20 miles up was, as it happens, moving from east to west -- opposite to the motion of the object.

Hallucination? Optical illusion? I think it is reasonable to say that illusions do not appear simultaneously and identically to five different trained weather observers.

I cannot think of any other possibilities. Reliable observers saw the object. A sensitive instrument tracked it. The atmosphere was bright and clear in an area where we considered it a dull day if you could not see 50 miles horizontally with the naked eye.

The only flaw was that I -- up to that time -- had not seen a Flying Saucer personally.

Nonetheless, the information excited me. I began to seek an explanation -- a respectable, convincing answer in terms of physics, mathematics, aerodynamics and astronomy as we know them today.

Before I had completed my theories, I saw a Saucer for myself.

On morning late in May, I was standing outside of my office at the White Sands base during the flight of an Army upper atmosphere missile. These, of course, rise much faster than a balloon and usually you loose sight of them shortly before they reach peak elevation. You are very fortunate if you can spot them again on the way down.

The missile had just been fired, and we had just lost sight of it when a lieutenant commander standing next to me yelled: "There it goes."

A Marine captain and I saw what he was pointing at. (A civilian engineer and a Marine major with us did not.) A white object was proceeding very slowly westward. As I watched, it rapidly gained speed.

The object had now passed overhead, and I thought it was going to fall near a ranch house two or three miles west of us. But it spurted like a scalded cat, shot over the Organ Mountains behind us and disappeared.

This was a very serious matter to us. We always took precautions to prevent missiles from leaving the range. Immediately, I phoned the range safety officer.

"I've just seen your missile leave the range to the west of here," I said.

He groaned. As we debated what to do, we both heard the thudding impact of our missile well to the north of us and in the center of the range.

What, then, had I seen? I now faced the problem of every Flying Saucer witness. What was truth? What was imagination?

Two Saturday Evening Post articles last year by Sidney Shalett concluded that the disks were hallucinations, upper atmosphere weather balloons, astronomical phenomena, or the result of vertigo or self hypnosis. In the January issue of this magazine, Donald E. Keyhoe, aviation expert for TRUE, asserted that the saucers are visitors from another planet.

I thought back as carefully as I could over what I had seen. I realized I was slightly better off than most witnesses. I had not expected to see a Saucer, but I had expected to see something. My eyes, fairly used to this kind of observations, had been looking for a fast moving missile.

These impressions I settled on as accurate:

1. The Saucer, at the time it was first sighted, had been going at an extremely slow speed, perhaps 1 mile per second.

2. Despite the relative slowness, I could not determine its shape, although I judged it was similar in size to Saucer No. 1 because it was visible at an altitude above 25 miles.

3. It accelerated to a speed far in excess of anything obtainable with present day rocket motors.

4. The object passed within 5 degrees of the sun and was still visible to the naked eye. This would hardly have been true if the the object had been a meteor.

5. Again, there was no evidence of a propulsion system.

The last appearance of Flying Disks which I feel is reliable enough to report occurred in early June. I did not see it personally, but the circumstances are impressive enough for me to include them here.

This day we were firing a Navy upper atmosphere missile. Shortly after its take-off, two small circular objects, guessed to be approximately 20 inches in diameter, appeared from no place and joined the Navy missile on its upward flight. (Similar small disks have also been previously reported as well as the larger types mentioned earlier.)

At about the time the Navy missile was doing well over 2,000 feet per second, the object on the west

side passed through the exhaust gases and joined its friend on the east. They then apparently decided the missile was not going fast enough for them. They accelerated, passed the Navy missile and sailed off upward and eastward.

Some eight minutes after the Navy missile had fallen back into the range, I received a radio report from a very powerful optical observation post located on a mountain top. The Navy missile, it said, had just passed over the mountain and was going out of the range to the west. This could have been one of the two objects that we had seen and which had changed direction, or it could have been a third one.

The odd thing is that before long I had reports from eleven men in five separate OP's, none of which could communicate with each other and which were located at different points of the compass. All had seen the two objects perform as I have described.

Putting together all the data observed in three appearances, one of which I had seen for myself, and all which I believe beyond doubt, I decided that it was necessary to look outside the known world for an answer.

No one realizes better than I do that the explanations which follow may be incorrect. I think, however, that there is too much evidence from too many reliable sources for us to be content with inconclusive explanations, and we must press on to find an answer.

I think that the saucers are piloted space ships, first, because of their flight performance. The White Sands Saucers were most definitely capable of changing their direction while above our atmosphere. This extreme maneuverability -- plus their large size -- eliminates for me the likelihood of their being operated by remote control.

My own experience with rockets leads me to feel that a Saucer with such characteristics is far beyond the technical powers of anyone on earth. Our present system of rocket propulsion, using thermochemical energy, is entirely inadequate to duplicate the terrific 5 degree gain in altitude observed during the flight of Saucer No. 1.

If you accept this, you are led to assume that the Saucers can be propelled only by power derived from the atom.

What kind? And how? Well, I suggest a "radiation pressure motor."

Radiation pressure is one of the oldest known physical phenomena. You have seen it work if you have ever noticed a little glass enclosed gadget that jewelers often place in their shop windows. This is the "Crookes radiometer," a device more that 100 years old. Inside a small glass globe four metal vanes, black on one side and silver on the other, rotate on an axis, although there is apparently no motor driving them.

Light supplies the power. It radiates a "push" that varies from the surface of one vane to that of the one next to it. Now, where could the Saucer engineers get enough light to propel their missile through space?

I envision a motor somewhat like a fluorescent lamp. An inner core is filled with fissionable material, probably a gas. An outer tube surrounding the core contains a fluorescent material.

The fissionable gas activates the fluorescent material, causing light. Light exerts pressure -- a propulsive push or thrust -- against a heavily shielded curved reflector. The push propels the missile.

The activity of the fluorescent material is controlled by increasing or decreasing the amount of fissionable gas in the inner core. And fluorescent material is pumped into the outer tube as it is used

up. This is greatly oversimplified, and certain major problems remain.

There is, for instance, no known substance out of which the tubes could be constructed. Any material we can compound would disintegrate under the fissioning process. I would also hesitate to say what kind of shield would completely protect the Saucer crew from radiation effects.

The theory of a radiation pressure motor has been discussed with experts at a number of universities. Some scoffed. Some were encouraging. Since our present investigations of atomic power are in the primer stage, however, I think it's early to say the idea is impossible. Let's simply admit that if the Saucer people utilize anything like this principle, they have probably refined and perfected it.

While I have my neck out really far, I'd like to add that a Saucer would use three sets of motors.

The main set would be used to launch it and propel it on its space voyage. These motors would be placed in one segment of the edge of the disk. A second set, probably located in the flat under surface of the disk, would be used to sustain it in flight while it hovered or prepared to land.

The third would be a small set to control roll and tilt. Since radiation from the main power plant might be great, I should imagine that the crew would be confined to a segment of the leading edge of the disk.

This would leave a large area of the midsection for fuel storage tanks, food supplies and other equipment.

One case, described by both Shalett and Keyhoe, involves a disk conforming to this pattern.

At 2:45 a.m., on July 24, 1948, an Eastern Airlines DC-3, enroute to Atlanta, Georgia, from Montgomery, Alabama, sighted a "brilliant, fast moving object" about a mile away. Captain Clarence S. Chiles, an ex-Air Transport Command flier, and Pilot John B. Whitted, formerly a B-29 pilot, both observed it clearly.

They agreed that it was about 100 feet long, shaped like a cigar. It was wingless. When the object passed them, at about eye level, they saw two rows of "windows" along the fuselage. These glowed with a blinding white light. A dark blue light ran the length of the shape, along the underside. There was a red orange flame exhaust which rocked the DC-3 at the missile veered off and zoomed out of sight.

It seems to me that rather than a cigar shaped fuselage, what the pilots may have seen was a disk, edge on. The two rows of ports would be the vents of the main power plant. The blue light came from the belly motors, thrusting downward to enable the disk to operate at the slow speed of 500 to 700 miles per hour which the pilots estimated. The flame I am less sure about. Possibly the fact that it was traveling within the Earth's atmosphere (the DC-3 was at 5,000 feet during the encounter) made exhaust particles visible. The jolt it imparted to the DC-3, however, is not surprising. I should say that the plane felt a light energy blast, a product of radiation pressure motor operation.

The discus shape, as such, conforms to aerodynamic law and would provide a perfectly feasible flying machine.

I believe, though, that the design is employed as a temperature compensating device. By varying the angle of tilt, the disk in its flight through space could control the amount of heat it received from the sun. Flat side toward the sun, it could absorb considerable heat, edge on very little.

Design, construction and operation of the Saucers indicate to me that a very superior intelligence is at work. Not only at work, but present within the disks. I cannot believe that the ready maneuverability shown, for instance, by Saucer No. 2 in avoiding the uprising Army missile was

remotely controlled.

What these people look like I have no idea. Since I insist that they are actually at the controls of their strange craft, however, I must suggest that they are considerably smaller than we are. We already know that while 6 G's are a tremendous strain on the human frame, creatures smaller than ourselves can bear up under incredible pressures. A bee can probably take 20 G's, an ant even more. Saucer crewmen would also have to be pretty small to ride Saucers No. 3, the 20 inch disks. It is staggering to imagine intelligent beings that small, but we must not disregard any possibilities.

Where the Saucers come from can only be answered by guesswork. My guess is Mars. Mars "cooled off" and perhaps became capable of supporting some form of life millions of years before the earth did. The Martians, if such there be, would have a big start in scientific development.

I believe that the frequency of the Saucers' appearance over the southwestern section of the United States may have been influenced by the relation of Mars to Earth on July 16, 1945.

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But in terms of the very limited knowledge we of the Earth possess, these ideas perhaps offer a clue to the solution of a great puzzle.

Whatever the answer, I can't feel that there is anything terrible, hostile or dangerous about the Flying Saucers or their occupants.

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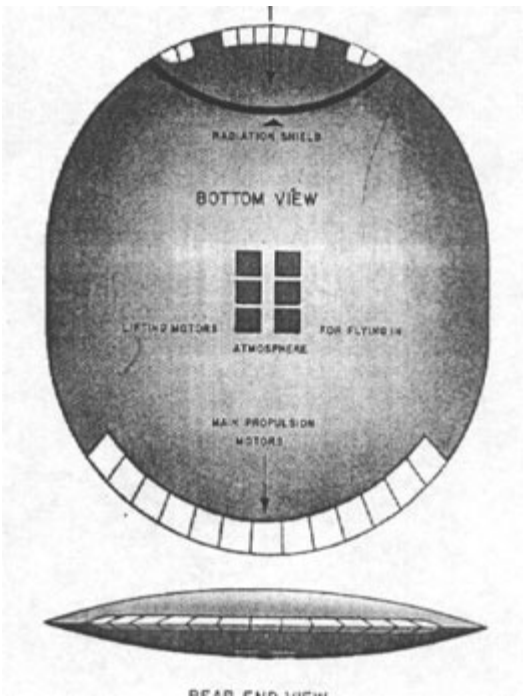
At present he is skipper of the destroyer Bristol.

Control section and cabins



Schematic views of space ship driven by radiation pressure

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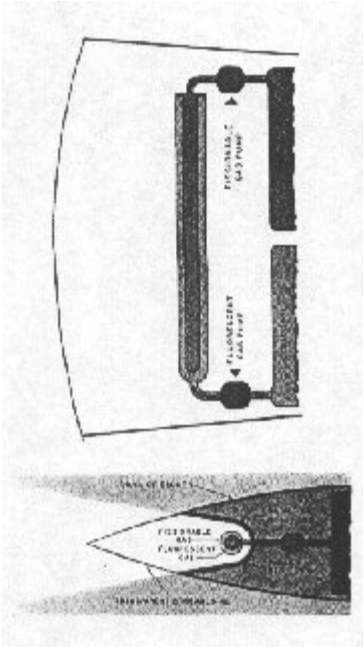

NICAP Home Page

NAVY OFFICER TELLS

HOW SCIENTISTS TRACKED A FLYING SAUCER

by

Commander Robert B. McLaughlin, USN

In its January issue TRUE said that the flying saucers are real and interplanetary. Its story was widely reported by the nation's press and radio. TRUE's findings are here confirmed by Commander McLaughlin, a rocket expert at White Sands Proving Ground who worked independently of this magazine's investigation. He reveals how a group of Navy men and scientists tracked a flying disk with a precision instrument, and tells of flights he and others witnessed.

The author, now on active naval duty.

On a bright, clear Sunday morning in April, 1949, a detachment of Navy men and a group of scientists released a balloon from a point 57 miles northwest of the White Sands Proving Ground base.

They were interested in getting weather data from the upper atmosphere, and as the balloon rose, they charted its flight as usual with a theodolite and a stop watch. There were five observers in all, four of them co-ordinating the instrument data. One followed the balloon through the theodolite's telescope. One called off the readings. One recorded them, and the fourth man held the watch.

Shortly after the balloon was aloft, west of the observation point, the theodolite operator swung his instrument rapidly to the east.

A strange object, seen by everyone present, had crossed the path of the balloon. The instrument man, confused, had followed it. Swiftly, one of the scientists grabbed the theodolite and began tracking the missile.

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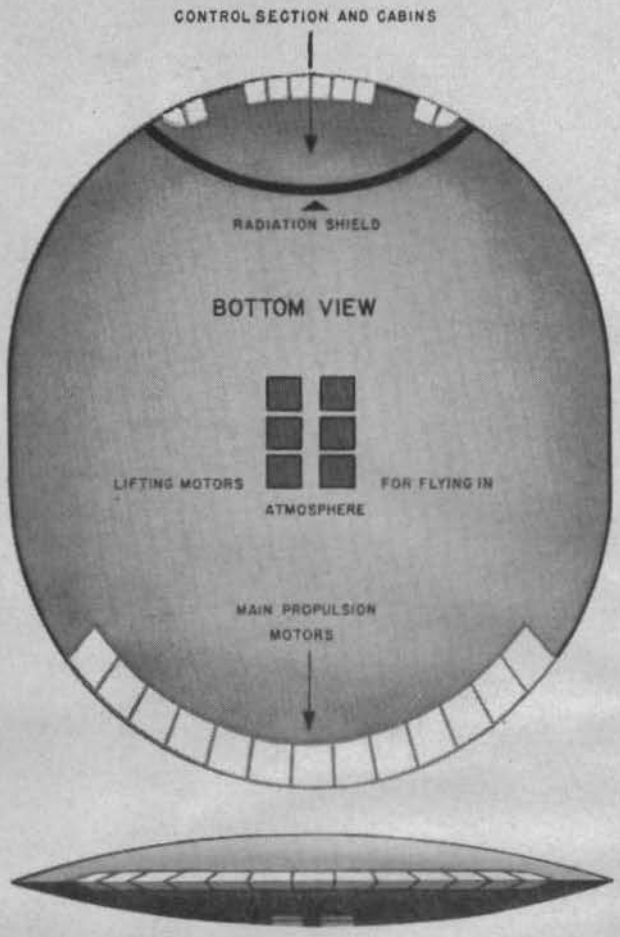
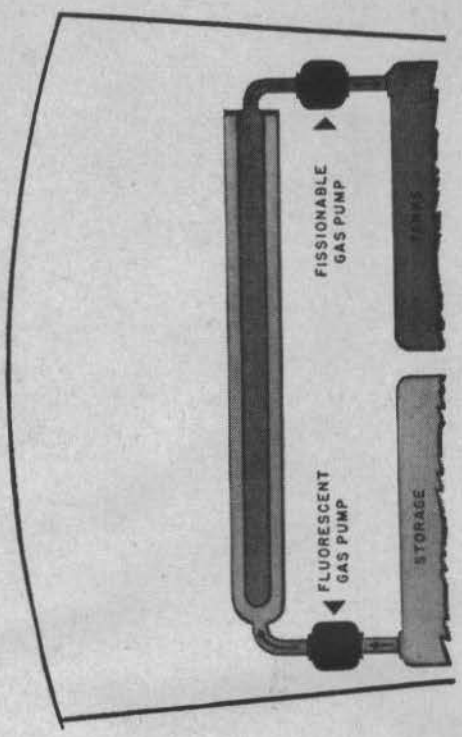
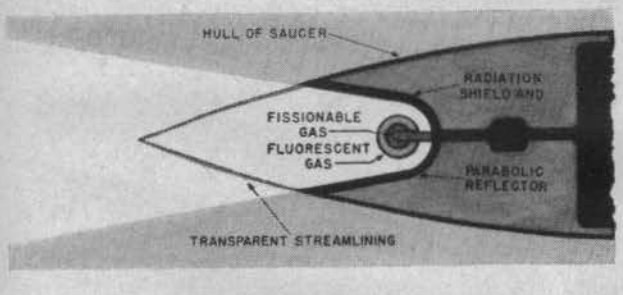


Schematic views of space ship driven by radiation pressure.

An accurate plot of the object's course was recorded. Analyzing this data later, I can state definitely that:

1. The object, viewed in cross section, was elliptical in shape.
2. It was about 105 feet in diameter.
3. It was flying at an altitude of approximately 56 miles. (This was determined by a ballistics expert. An object at a lower altitude on this particular bright day could not have fitted the data taken. For security reasons, I cannot go deeper into this method of calculating altitude.)





Light from motor, shown top and side, gives "rocket" thrust.

4. Its speed was about 5 miles per second.

5. At the end of its trajectory, it swerved abruptly upward, altering its angle of elevation by 5 degrees—corresponding to an increase in altitude of about 25 miles—in a period of 10 seconds. A rough calculation indicates that a force of more than 20 G's (20 times the pull of gravity) would be required to produce this elevation in this time.

6. The object was visible for 60 seconds.

7. It disap- [*Continued on page* 96]

DRAWINGS BY FRANK TINSLEY

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How Scientists Tracked a Flying Saucer

[*Continued from page 27*]

peared at an elevation of 29 degrees.

Close questioning of the observers, prior to the official report that went to "Project Saucer" at Wright-Patterson Field in Dayton, Ohio, produced an almost unanimous judgment that the object was discus-shaped and that it was a flat white color. High-powered binoculars showed no exhaust trail, no stream of light or other evidence of a propulsion system. And no sound. What was it?

I am convinced that it was a Flying Saucer and, further, that these disks are space ships from another planet, operated by animate, intelligent beings.

I think it is safe to say that it *wasn't* any type of aircraft known on Earth today. Even if, as is likely, there are top-secret models which you and I know nothing about, there is no human being in this world who could take a force of 20 G's and live to tell about it.

I doubt that it was a meteor. These small bullets from space frequently light up our sky as they burn, from friction generated by hurtling through our atmosphere. But only occasionally are they visible in daytime. And besides, meteors remain in view for only a few seconds—10 or 12 at the maximum. This object was watched for 60 seconds.

Its size rules out the possibility of its being a bird or other known creature. No cloud could have moved in such a trajectory.

It was not a balloon, I can state positively. A number of the men who saw it were experienced balloonists. Furthermore, they were in a position to know that no balloon capable of approaching the object's altitude was in the area. Even at 120,000 feet, near the peak altitude for any present type, a balloon would have to have been moving at some 1,700 miles per hour to conform to the trajectory data.

And to clinch it, the wind 20 miles up was, as it happens, moving from east to west—opposite to the motion of the object.

Hallucination? Optical illusion? I think it is reasonable to say that illusions do not appear simultaneously and identically to five different trained weather observers.

I cannot think of any other possibilities. Reliable observers saw the object. A sensitive instrument tracked it. The atmosphere was bright and clear in an area where we considered it a dull day if you could not see 50 miles horizontally with the naked eye.

The only flaw was that I—up to that time—had not seen a Flying Saucer personally.

Nonetheless, the information excited me. I began to seek an explanation—a respectable, convincing answer in terms of physics, mathematics, aerodynamics and astronomy as we know them today.

Before I had completed my theories, I saw a Saucer for myself.

One morning late in May, I was standing outside my office at the White Sands base during the flight of an Army upper-atmosphere missile. These, of course, rise much faster than a balloon and usually you lose sight of them shortly before they reach peak elevation. You are very fortunate if you can spot them again on the way down.

The missile had been fired, and we had just lost sight of it when a lieutenant commander standing next to me yelled: "There it goes."

A Marine captain and I saw what he was pointing at. (A civilian engineer and a Marine major with us did not.) A white object was proceeding very slowly westward. As I watched, it rapidly gained speed.

The object had now passed overhead, and I thought it was going to fall near a ranch house two or three miles west of us. But it spurted like a scalded cat, shot over the Organ Mountains behind us and disappeared.

This was a very serious matter to us. We always took every precaution to prevent missiles from leaving the range. Immediately, I phoned the range safety officer.

"I've just seen your missile leave the range to the west of here," I said.

He groaned. As we debated what to do, we both heard the thudding impact of our missile well to the north of us and in the center of the range.

What, then, had I seen? I now faced the problem of every Flying Saucer witness. What was truth? What was imagination?

Two Saturday Evening Post articles last year by Sidney Shalett concluded that the disks were hallucinations, upper-atmosphere weather balloons, astronomical phenomena or the result of vertigo or self-hypnosis. In the January issue of this magazine, Donald E. Keyhoe, aviation expert for TRUE, asserted that the saucers are visitors from another planet.

I thought back as carefully as I could over what I had seen. I realized I was slightly better off than most witnesses. I had not expected to see a Saucer, but I had expected to see *something*. My eyes, fairly used to this kind of observation, had been looking for a fast-moving missile.

These impressions I settled on as accurate:

1. The Saucer, at the time it was first sighted, had been going at an extremely slow speed, perhaps 1 mile per second.

2. Despite this relative slowness, I could not determine its shape, although I judged it was similar in size to Saucer No. 1 because it was visible at an altitude above 25 miles.

3. It accelerated to a speed far in excess of anything obtainable with present-day rocket motors.

4. The object passed within 5 degrees of the sun and was still visible to the naked eye. This would hardly have been true if the object had been a meteor.

5. Again, there was no evidence of a propulsion system.

The last appearance of Flying Disks

which I feel is reliable enough to report occurred in early June. *I did not see it personally, but the circumstances are impressive enough for me to include them here.*

This day we were firing a Navy upper-atmosphere missile. Shortly after its take-off, two small circular objects, guessed to be approximately 20 inches in diameter, appeared from no place and joined the Navy missile on its upward flight. (Similar small disks have also been previously reported as well as the large types mentioned earlier.)

At about the time the Navy missile was doing well over 2,000 feet per second, the object on the west side passed through the exhaust gases and joined its friend on the east. They then apparently decided the missile was not going fast enough for them. They accelerated, passed the Navy missile and sailed off upward and eastward.

Some eight minutes after the Navy missile had fallen back into the range, I received a radio report from a very powerful optical observation post located on a mountaintop. The Navy missile, it said, had just passed over the mountains and was going out of the range to the west. This could have been one of the two objects that we had seen and which had changed direction, or it could have been a third one.

The odd thing is that before long I had reports from eleven men in five separate OP's, none of which could communicate with each other and which were located at different points of the compass. All had seen the two objects perform as I have described.

Putting together all the data observed in three appearances, one of which I had seen for myself, and all of which I believe beyond doubt, I decided that it was necessary to look outside the known world for an answer.

No one realizes better than I do that the explanations which follow may be incorrect. I think, however, that there is too much evidence from too many reliable sources for us to be content with inconclusive explanations, and we must press on to find an answer.

I think that the Saucers are piloted space ships, first, because of their flight performance. The White Sands Saucers were most definitely capable of changing their direction while above our atmosphere. This extreme maneuverability—plus their large size—eliminates for me the likelihood of their being operated by remote control.

My own experience with rockets leads me to feel that a Saucer with such characteristics is far beyond the technical powers of anyone on Earth. Our present

system of rocket propulsion, using thermochemical energy, is entirely inadequate to duplicate the terrific 5-degree gain in altitude observed during the flight of Saucer No. 1.

If you accept this, you are led to assume that the Saucers can be propelled only by power derived from the atom.

What kind? And how? Well, I suggest a "radiation-pressure motor."

Radiation pressure is one of the oldest-known physical phenomena. You have seen it work if you have ever noticed a little glass-enclosed gadget that jewelers often place in their shop windows. This is the "Crookes radiometer," a device more than 100 years old. Inside a small glass globe four metal vanes, black on one side and silver on the other, rotate on an axis, although there is apparently no motor driving them.

Light supplies the power. It radiates a "push" that varies from the surface of one vane to that of the one next to it. Now, where could the Saucer engineers get enough light to propel their missile through space?

I envision a motor somewhat like a fluorescent lamp. An inner core is filled with fissionable material, probably a gas. An outer tube surrounding the core contains a fluorescent material.

The fissionable gas activates the fluorescent material, causing light. Light exerts pressure—a propulsive push or thrust—against a heavily shielded curved reflector. The push propels the missile.

The activity of the fluorescent material is controlled by increasing or decreasing the amount of fissionable gas in the inner core. And fluorescent material is pumped into the outer tube as it is used up. *This is greatly oversimplified, and certain major problems remain.*

There is, for instance, no known substance out of which the tubes could be constructed. Any material we can compound would disintegrate under the fissioning process. I would also hesitate to say what kind of shield would completely protect the Saucer crew from radiation effects.

The theory of a radiation-pressure motor has been discussed with experts at a number of universities. Some scoffed. Some were encouraging. Since our present investigations of atomic power are in the primer stage, however, I think it's early to say the idea is impossible. Let's simply admit that if the Saucer people utilize anything like this principle, they have probably refined and perfected it.

While I have my neck out really far, I'd like to add that a Saucer would use three sets of motors.

The main set would be used to launch it and propel it on its space voyage. These motors would be placed in one segment of the edge of the disk. A second set, probably located in the flat undersurface of the disk, would be used to sustain it in flight while it hovered or prepared to land.

The third would be a small set to control roll and tilt. Since radiation from the main power plant might be great, I should imagine that the crew would be confined to a segment of the leading edge of the disk.

This would leave a large area of the midsection for fuel storage tanks, food supplies and other equipment.

One case, described by both Shalett and Keyhoe, involves a disk conforming to this pattern.

At 2:45 a. m., on July 24, 1948, an Eastern Airlines DC-3, en route to Atlanta, Georgia, from Montgomery, Alabama, sighted a "brilliant, fast-moving object" about a mile away. Captain Clarence S. Chiles, an ex-Air Transport Command flier, and Pilot John B. Whitted, formerly a B-29 pilot, both observed it clearly.

They agreed that it was about 100 feet long, shaped like a cigar. It was wingless. When the object passed them, at about eye level, they saw two rows of "windows" along the fuselage. These glowed with a blinding white light. A dark blue light ran the length of the shape, along its underside. There was a red-orange flame exhaust which rocked the DC-3 as the missile veered off and zoomed out of sight.

It seems to me that rather than a cigar-shaped fuselage, what the pilots may have seen was a disk, edge on. The two rows of ports would be the vents of the main power plant. The blue light came from the belly motors, thrusting downward to enable the disk to operate at the slow speed of 500 to 700 miles per hour which the pilots estimated. The flame I am less sure about. Possibly the fact that it was traveling within the Earth's atmosphere (the DC-3 was at 5,000 feet during the encounter) made exhaust particles visible. The jolt it imparted to the DC-3, however, is not surprising. I should say the plane felt a light-energy blast, a product of radiation-pressure motor operation.

The discus shape, as such, conforms to aerodynamic law and would provide a perfectly feasible flying machine.

I believe, though, that the design is employed as a temperature-compensating device. By varying the angle of tilt, the disk in its flight through space could control the amount of heat it received from the sun. Flat side toward the sun, it could absorb considerable heat, edge-on very little.

Design, construction and operation of the Saucers indicate to me that a very superior intelligence is at work. Not only at work, but present within the disks. I cannot believe that the ready maneuverability shown, for instance, by Saucer No. 2 in avoiding the uprushing Army missile was remotely controlled.

What these people look like I have no idea. Since I insist that they are actually at the controls of their strange craft, however, I must suggest that they are considerably smaller than we are. We already know that while 6 G's are a tremendous strain on the human frame, creatures smaller than ourselves can bear up under incredible pressures. A bee can probably take 20 G's, an ant even more. Saucer crewmen would also have to be pretty small to ride Saucers No. 3, the

20-inch disks. It is staggering to imagine intelligent beings that small, but we must not disregard any possibilities.

Where the Saucers come from can only be answered by guesswork. My guess is Mars. Mars "cooled off" and perhaps became capable of supporting some form of life millions of years before the earth did. *The Martians, if such there be, would have a big start in scientific development.*

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The challenge of space travel has fascinated the people of the Earth for centuries.

If it is not fantastic for us to explore other planets, why should it be fantastic for Martians, say, to visit us?

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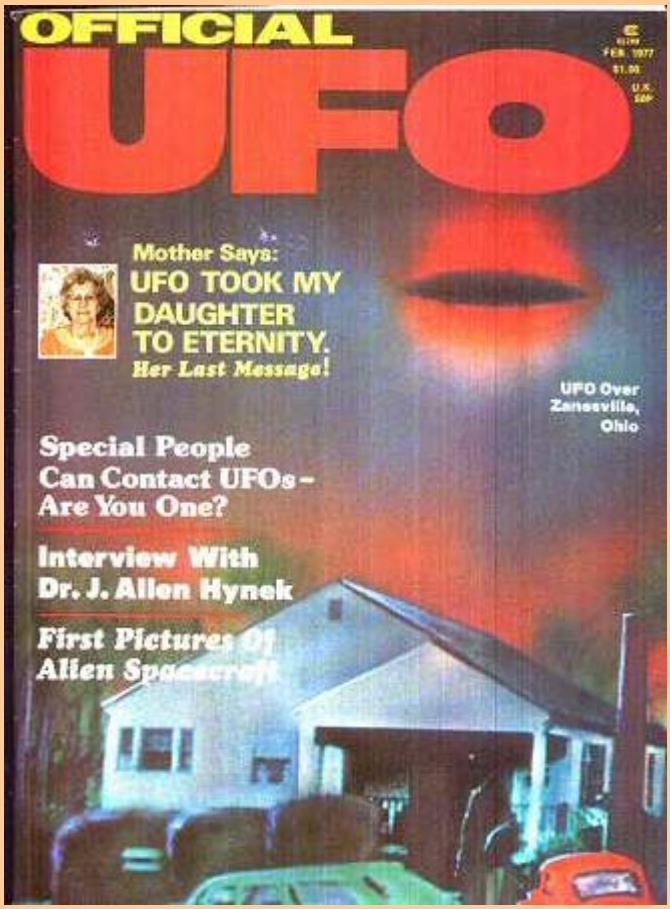
Unidentified Flying Objects

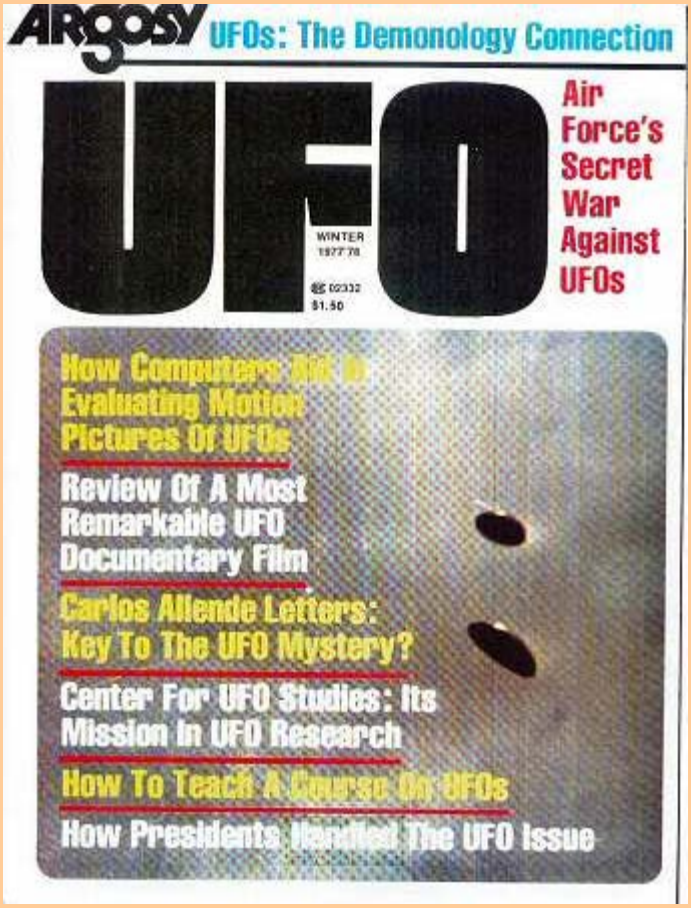
(Greene-Rouse, 1956)

Two Articles By Robert Barrow

"***UFO Revisited***", published in *Official UFO* magazine, February 1977



"***Unidentified Flying Objects: A Most Remarkable UFO Documentary Film***", published in *Argosy* magazine, Winter 1977/1978



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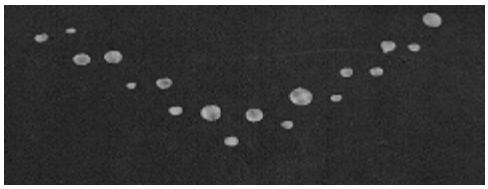
A TRUE BOOK-LENGTH FEATURE

What Our Air Force Found Out About UFOs.



Photographs of the famous Lubbock Lights, by an 18-year-old amateur, were "never proved to be a hoax."

From 1951 to 1953 Mr. Ruppelt was in charge of Project Blue Book, the official Air force investigation of Unidentified Flying Objects. This is what he learned from them.

BY CAPTAIN EDWARD J. RUPPELT, USAFR

On August 12, 1953, a woman in the Ground Observer Corps in the Black Hills of South Dakota reported a light hovering in the sky to the east of her position. Two operators from a radar station went out to check the thing visually while the woman was still on the telephone. While they were scanning the sky, the woman reported, "The thing is beginning to move over Rapid City." At the same time, the two radar men observed the light start to move. They returned to their radar to pick it up and the woman reported that the object was moving back to its original position. The radar got a fix on it at that spot.

An F-84, in the air at the time, was vectored in to the target. The jet pilot sighted the light visually and started after it. The object headed north with the jet after it, and the radar operators observed the chase on their scope. The Unidentified Flying Object stayed ahead of the jet and seemed to put on speed whenever the pilot speeded up the jet. After chasing the object 120 miles, the pilot ran low on fuel and was granted permission to return. When the jet turned around the UFO also turned and followed him back.

After the first jet landed, a second F-84 went up to investigate. He was talked into position and spotted the thing visually above him. He went up to 20,000 feet, reported that he was level with

the light and again the object took off to the north with the jet in pursuit. Again the chase was observed on ground radar, with both the UFO and the jet showing plainly on the scope.

In the second pursuit, the pilot made a number of tests to rule out some of the common phenomena that have been mistaken for "flying saucers." He turned off all his instrument lights and kicked the plane around to make certain that he was not chasing a canopy reflection. He was not. He observed the object carefully in relation to the stars, and swore that it moved across them, thus eliminating the possibility that he was chasing a planet or a

star. Finally, when he though he was closing in on the object, he switched on his radar gun sights. This type of jet has a light on the instrument panel that goes on to indicate a "lock on" with the target by the radar sights. The light went on.

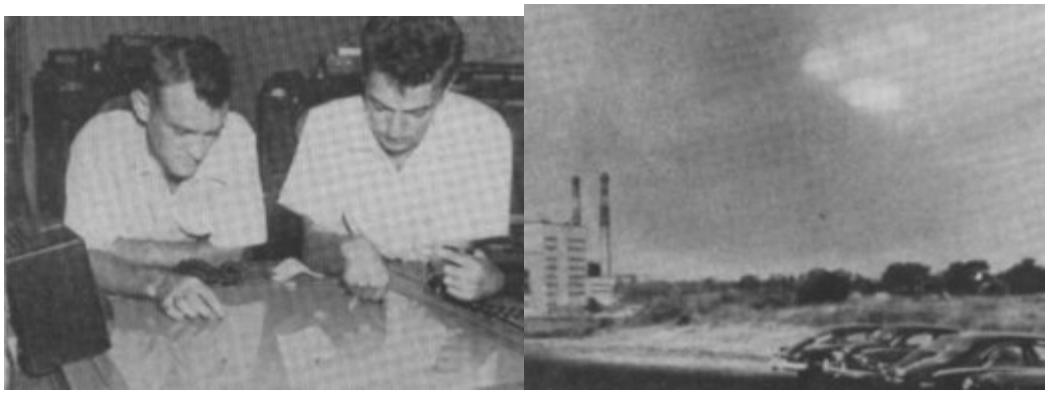
The second jet chased the light 160 miles to the north before abandoning the pursuit. This time the UFO continued flying north. The Ground Observer Corps Filter Center ahead was alerted and observers there reported a light speeding north.

This was indeed an astounding occurrence. There were simultaneous visual sightings from two ground sites linked by telephone, simultaneous ground and radar sightings, simultaneous ground-radar and jet-visual sightings, a pursuit in which the UFO outran the jet, a reversal in course, a second jet-visual sighting confirmed by ground radar, an air-radar "lock on" and finally a sighting from the ground hundreds of miles away.

What was the object? For two years, from 1951 to 1953, I flew 200,000 miles, conferred with dozens of top American scientists and an exotic collection of hot-eyed screwballs, stumbled through Florida mangrove swamps, dragged myself out of bed at 3 a.m. to answer transatlantic telephone calls, inspected scores of strange photographs and watched one short amateur movie ninety-seven times in an effort to answer this and similar questions.

My colleagues and I were lambasted by fellow Americans for concealing the biggest news story in the history of modern man, and by Radio Moscow for the setting the stage for atomic war.

I was called an ignorant dupe, a Charlie McCarthy manipulated by powerful forces in the Pentagon. I was consulted by the White House, and I briefed the highest figure in the Air Force, who listened respectfully and let me do all the talking.



Radar operators James Copeland and James Ritchey saw "unidentified blips" on Washington National Airport's scope in 1952. Right: Photograph, July 16, 1952, by a Coast Guardsman purports to show five flying saucers over Salem, Mass.

For two years, with the help of the best brains in the country, we worked on a giant jigsaw of a puzzle that was either utterly meaningless or would rock the world.

For every piece that we fitted into place, we found that two more had been added to the puzzle pile.

I finally found myself soberly inspecting a piece of cow manure to learn if it had come from outer space.

From 1951 to 1953, I was in charge of the official Air Force investigation of Unidentified Flying Objects, the things that whiz through space under the popular name of "flying saucers."

The Age of the Flying Saucer was in Year Five when it plucked me out of my job as technical intelligence analyst for the Air Technical Intelligence Center at Wright Field, Dayton, Ohio.

Year One had opened on June 24, 1947, when a Boise businessman named Kenneth Arnold reported seeing a chain of nine "saucerlike things" glinting in the sun as they flew at 1,200 mph--twice the speed of sound--near Mt. Rainier. His story snared the nation's imagination with one baffling fact. No known aircraft in the world had broken the sound barrier at that time. "I don't believe it," Arnold said, "but I saw it."

If Arnold's story had stood alone, the Age of the Flying Saucer would have opened and closed with a one-day stand. But in the next thirty days there were fifty-three more reports of saucers. Near Portland, Oregon, a could of deputy sheriffs reported "twenty in a line going like hell to the west." A Chicago housewife saw one "with legs" and ran into the house and slammed the door. A Prospector in the Cascade Mountains spotted five or six of them "with tails" and was startled to see his magnetic compass "gyrating wildly." In Spokane, a woman reported five of them "about the size of a five-room house." Hers were shaped "like washtubs." A remarkably cool gentleman in Seattle spoke out and reported, "Why, they come through our yard all the time."

At the time, I was out in Yellowstone National Park, on vacation from Iowa State College, where I was studying aeronautical engineering. It was my second try for a degree. I had dropped out the first time, in 1942, to enlist in the Air Force. I had been assigned as bombardier in the first B-29 squadron organized, flown the Hump out of India, and then moved over to Tinian for the big raids against Japan. Our group flew the last mission of the war, a raid against Tokuyama, just 15 minutes before the end of the war.

Within a few days after Arnold's sighting Youngsters were tossing paper plates over our lodge at Yellowstone and yelling, "Saucer, saucer!" Some of the tourists started seeing things and would come in and tell about them, as if their vacation was complete. I read Arnold's story and shrugged it off. Twice over Japan I'd seen strange objects in the sky. One was an orange-yellow light that followed our B-29 for awhile and then suddenly winked out. The consensus was that it was a "foo fighter" --the strange light spotted dozens of times over Europe and Japan. The theory was that it was a static-electricity phenomenon. Another time, flying home with jumpy nerves after a rough mission, I cut loose with six .50-caliber guns at a bright object just about dawn. After getting the crew in an uproar, I suddenly realized I was shooting at the planet Venus.

Among the sightings that followed Arnold's, however, there appeared some that looked like more than hysteria. They came from pilots acquainted with the tricks that flying can play on the eyes, from scientists, from other presumably sober and unexcited observers. A meteorologist in charge of the U.S. weather bureau station at Louisville, Ky., reported an orange light "rolling through the night sky." At Muroc Air Field, in California, site of secret government experimental plane tests, Lt. Joseph McHenry spotted "two silver objects of either spherical or disklike shape." He summoned three other people from the base and they saw the same things. Three more witnesses joined the group, and five of the seven saw a third object. No experimental craft were in the air. The objects moved against the wind and hence were not balloons. A few hours later, a major and a colonel at Muroc made a separate sighting of "a thin metallic object" that sported over the field for eight minutes.

Two United Air Lines pilots, E.J. Smith and Ralph Stevens, flying from Boise to Portland, reported following four or five "somethings" for 45 minutes before they "disappeared in a

burst of speed." They described them as "thin and smooth on the bottom and rough appearing on the top."

The Air Force, I learned later, wavered between two schools of though during this first rash of sightings. Some fairly high officials felt concern over them. The U.S. had seen complacency lead to one Pearl Harbor, and international tensions were beginning to tighten under the climate of the "cold war." These officials felt that we ought to find out--and quickly--what was causing the epidemic of saucer stories.

Opposed were those who argued that Arnold's story had triggered a mass hysteria. They felt that the publicity given to the first sightings set millions of people to scanning the sky to "see a saucer," and that they deluded themselves with all sorts of things--blowing paper, birds, reflections from planes. This group reasoned that the sightings would dwindle in the normal course of events.

The skeptics were bolstered by the discovery that Arnold's account had some holes in it. His estimates of the size of

the objects and their distance from his plane did not jibe. He reported them to be 20 to 25 miles away and from 45 to 50 feet in length. When his sighting was analyzed, it was discovered that objects of that size cannot be resolved by the naked eye at that distance. If his estimate of size was correct, the objects were only six or seven miles away--and flying at about 400 mph, well inside the range of conventional craft.

The early skepticism was strengthened when none of the objects indicated any menace, landed, or crashed where examination would establish that they were indeed something new under the sun.

The early dispute over the handling of the Unidentified Flying Objects stories was settled by the UFO's themselves. They persisted, month after month, with a hard core of incidents that came from seasoned observers and defied analysis. The Air Force decided to concentrate the investigation and build up a body of data that could be analyzed.

They set up Project Sign and went after the saucers in earnest. Later the code name was switched to "Grudge." We changed it later to "Blue Book" when someone in the Pentagon suggested that "Grudge" gave the impression that the project was tackling the job begrudgingly. The code "Blue Book" was taken from the traditional college blue books which had all the answers to the examination questions. It did not prove a particularly apt choice.

The sightings kept coming in through 1947, 1948, 1949 on an average of about one every three days. The controversy over them built up and the confusion multiplied. Articles began to crop up in international magazines and radio commentators periodically broadcast "the inside story of the saucers," with each account contradicting the other. They were secret U.S. weapons, new Russian craft, emissaries from another planet scouting the earth.

In 1949, the Air Force submitted the 375 sightings then on hand to an intensive reevaluation and issued a thick report on its findings. Dr. J. Allen Hynek, head of the astronomical department at Ohio State University, screened the reports for things of astronomical nature, such as stars, planets, meteors. The Air Force Weather Service checked the reports for balloons. The Rand Corporation (a high level research group that has nothing to do with the business-machine firm), the Air Force Geophysical Laboratory, the U.S. Weather Bureau, and Dr. F.M. Fitts, a psychologist from the Air Force Aero-medical Laboratory, made some

general appraisals from their specialized viewpoints.

The Rand Corporation commented: "We have found nothing which would seriously ert simple rational explanations of the various phenomena in terms of ball onventional aircraft, planets, meteors, bits of paper, optical illusions, practical jokers, psychopathological reporters and the like."

Dr. Hynek: "Assuming evidences of observers and investigators to be correct, it is concluded that 32 percent can be explained astronomically, 35 percent can be attributed to birds, balloons, sky

rockets, aircraft, etc., and 38 percent either lacked necessary evidence or a suitable explanation was not apparent."

The USAF Air Weather Service stuck to its own field, commented that "12 percent apparently were balloons."

Of the 375 reports, 13 percent did not have readily explainable solutions. Dr. Fitts advanced a theory: "There are sufficient psychological explanations for the reports of Unidentified Flying Objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying real stimuli result chiefly from the inability to estimate speed, distance, and size."

Supporting these analyses were bulky articles of carefully reasoned and qualified considerations of the data. The press, always eager for an answer that will fit into two lines of headline type that counts twelve letters to the a line, condensed the whole report into a "write-off" by the Air Force. The UFOs ignored the Rand Corp., Dr. Hynek, the press, et al, and continued to fly. In 1950 exactly the same number landed in the project files--152--as showed up in 1949.

Then in 1951, they began to dwindle.

Meanwhile I had finished my college work at Ames and had rolled up my new sheepskin just in time to be recalled to Air Force duty because of Korea. They stationed me at Dayton, where for the first seven months I worked on conventional aircraft that you can see, feel and measure.

The primary function of the Air Technical Intelligence Center is not, as some people believe, analyzing the UFO mystery. It is charged with the prevention of technological surprise by a foreign country. It studies all the data it can get on enemy aircraft, guided missiles, and technological advances on anything that flies. It got the saucer project because the one thing that every observer agreed on was--the things flew.

This once stirred a harassed Blue Book investigator to complain. "Why in the hell don't the damn things swim so we can turn them over to the Navy?"

By the summer of 1951, Grudge was down to one man, the sightings were dwindling, and it looked as if the project would fold for lack of business. In June, for the first month in four years, not a single sighting came in. In August the lone investigator was transferred, and the project was turned over to a friend of mine, Lt. Jerry Cummings. I used to drop in and kid him about the poor state of the saucer business.

"You're going to be out of work, boy," I told him.

"You're right," he told me, "but for the wrong reason. I got a discharge coming up."

At 3 p.m. Sept. 12, 1951, the project suddenly came to life. The ATIC teletype began chattering out a yard-long message from northern New Jersey. When it signed off, it looked as if the Garden State had been invaded by something out of H.G. Wells.

It had started two days before, on Sept. 10, at 11:10 a.m., when a student operator was giving a demonstration to a group of visiting brass at a radar school in New Jersey. He had been picked for the show because he was the top man in his class. He demonstrated the set under manual operations for awhile, picking up local air traffic. Then he announced that he would demonstrate automatic tracking, in which the set is put on a target and follows it without help from the operator. The set could track objects flying at jet speeds.

The operator spotted an object about 12,000 yards southeast of the station, flying low toward the north. He tried to lock on for automatic. He failed, tried again, failed again. He turned to the audience of VIP's embarrassed.

"It's going too fast for the set," he said. "That means it's going faster than a jet."

A lot of very important eyebrows lifted. What flies faster than a jet?

The object was in range for three minutes and the operator kept trying without success, to get an automatic track. It finally went off the scope, leaving a red-faced operator talking to himself.

Twenty-five minutes later, the pilot of a jet trainer, carrying an Air Force major as passenger and flying 20,000 feet over Point Pleasant, N.J., spotted a dull silver disklike object far below him. He described it as 30 to 50 feet in diameter and as descending toward Sandy Hook from an altitude of a mile or so. He banked over and started down after it. As he shot down, he reported the object stopped its descent, hovered, the sped south, mad a 120-degree turn and vanished out to sea.

The Jersey puzzle then switched back to the radar group. At 3:15 p.m. they got an excited call from headquarters to pick up a target high and to the north--which was where the first "faster than a jet" object had vanished--and to pick it up in a hurry. They got a fix on it and reported that it was traveling slowly at 93,000 feet. They also could see it visually as a silver speck.

What flies 18 miles above the earth?

The next morning two radar sets picked up another moving target that couldn't be tracked automatically. It would climb, level off, climb again, go into a dive. When it climbed, it went almost straight up.

The two-day sensation ended that afternoon when an unidentified hovering object was picked up for several minutes.

A copy of the long New Jersey report went to Washington, and shortly later Dayton got instructions to go up, investigate and report to the Pentagon. In a matter of hours, Lt. Cummings and an ATIC lieutenant colonel were flying out to see what was up.

Two days later they were back with reams of raw data. Before Cummings could start sorting out the jigsaw, he got his discharge.

Up to this point, I done the work I was assigned to and paid little attention to flying saucers.

But the New Jersey outbreak fascinated me. Whatever had happened there was plainly a lot more than the occasional "saucer" story I'd read in the papers, where a Dakota farmer saw something zip over his barn, or a housewife saw six disks wobbling through the sky while she hung up her wash. My

curiosity overcame the ancient rule that men in uniform have followed since Hannibal's day. I volunteered.

I told myself that I'd solve the Jersey puzzle and then go back to my regular work. It turned out that I did neither. As if to jeer at my brash confidence, the UFOs suddenly started flying all over the country. In a matter of days I found myself down in Texas tangled up in one of the classics of the saucer sage--the Lubbock lights.

I went into the UFO investigation with curiosity and no preconceptions. I soon found that the job had enormous difficulties. The basic one was that there were no precedents, rules or manuals for chasing flying saucers. The evidence you work with--with few exceptions--is the recollection of observers, usually excited, puzzled or frightened humans trying to describe events completely foreign to their experience. And what they had seen usually appeared unexpectedly and vanished in a matter of seconds. After a few months I got so I could predict the start of their stories.

"Now listen," they would say, in a mixture of apology and belligerence, "I never believed in those things before. I laughed at them like everybody else. You can check me with any of my friends. I'm not cracked and I wasn't drunk. I don't know what it was, but I tell you, I SAW it. . . ."

What did they see? Trying to evaluate it led you into a dozen complex technical fields -- psychology, meteorology, physiology, astronomy, aerodynamics, electronics, physics, logic, chemistry, plan and fancy detective work.

Most of the people we talked to tried earnestly to tell us exactly what they had seen. But human beings are imperfect observers. This is not something unique to saucer sighters. Police and newspapermen have struggled with it for years. Ten eyewitnesses to an auto wreck will tell ten different stories, and each will be positive that his is the true account. Autos travel only 60 or 70 miles an hour. The incidents we investigated involved things supposedly moving as fast as 25,000 miles an hour. And they were seen from great distances, usually under the worst possible conditions for accurate reporting, often at night and for only a few seconds.

The data in the Lubbock case was much better than in 99 percent of the incidents that came into Blue Book. It involved multiple sightings by a group of Ph.D.'s, backstopped by a series of independent sightings. In addition, there were pictures--four of them.

The sightings had been going on for weeks before we got word of them. They had started on the evening of August 25, when four professors from Texas Technological College were sitting in the back yard of one of their homes watching for meteors. At 9:30, a flight of weird bluish-green lights, in a roughly crescent formation, raced across the sky. The sight caught them by surprise. Being men of science, the deplored the fact that their first startled observation had been hasty and incomplete. The vowed to do better if the lights reappeared. That night they made a second sighting. In the next few weeks, they made twelve more.

When I got to Lubbock, they had compiled what data they could. They had measured the

angular velocity and found it to be 30 degrees per second. In an effort to compute the speed, they had set up an ingenious two-way radio system and had tried to get sightings from two spots and make a rough triangulation. This had failed but the failure provided a clue.

The sightings had been reported to the local paper. In the nights following the first appearance of the flying lights they were seen by hundreds of nonprofessional witnesses. Arguments were raging all over Lubbock as to whether the objects were secret missiles, space ships--or ducks.

On the night of August 31, an 18-year-old amateur photographer shot some pictures. He had the prints and the negatives. The pictures were later reproduced all over the world, and are included in almost every book about the saucers.

"I was lying in bed when I saw a flight of the lights go over," he said. "I grabbed my loaded Kodak 35 and went out in the back yard. In a little while a second flight came over and I made two shots. Then a third flight passed over and I took three more shots." The camera was set at f 3.5 and the shutter at 1/10 of a second.

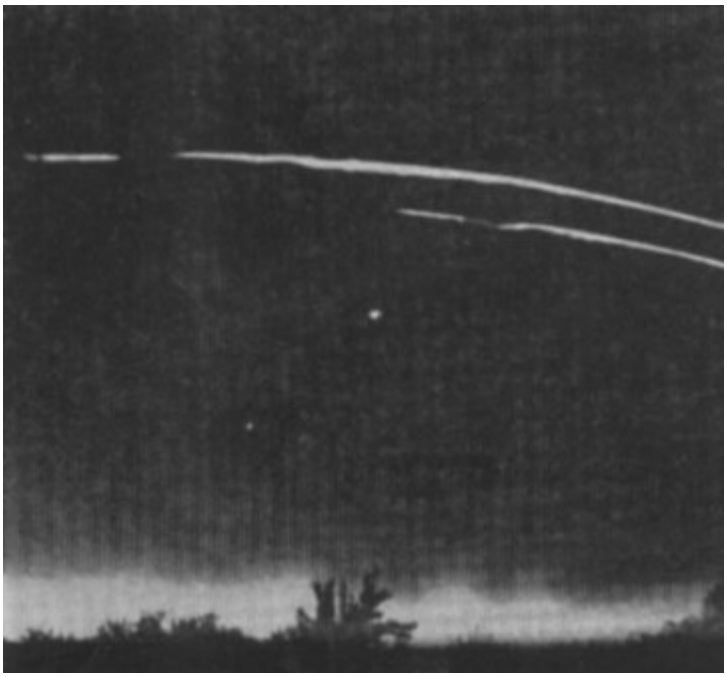
His prints were clear, and showed the lights in a sharply defined V. One of the negatives had been misplaced, but we had four for analysis. Each showed 18 lights in the V formation, with a larger one off to the right. This was promptly labeled "the mother ship" by the science-fiction boys--an analysis that struck me as about 99 percent fiction and about one percent science.

Close examination showed a peculiarity in the pictures that has been ignored in almost every account of them that I have read. There is a marked dissimilarity in the lights in the four pictures. In one, they are diagonal dashes; in the next, roughly circular; in the third they are tadpole-shaped, with their tales all pointed to the left; in the fourth, they are like arrowheads. In each picture, the "mother ship" changes shape to match her brood.

I have read dozens of accounts that "the Air Force indicated these pictures to be authentic." The Air Force said nothing of the sort. The pictures were submitted to intense scrutiny at the photo laboratory at Wright Field. There was little that could be evaluated. There were no points of reference in the pictures--only the lights. The photo had not been retouched. The Air Force said only that "The photos were never proved to be a hoax."

The endless retellings of the Lubbock story recount the multiple sightings, the impeccable reputation of the observers, the supporting evidence of the "authentic" pictures--and stop there. The full story contains some intriguing facts. It is told here for the first time.

First, whatever the pictures show, they are not the lights seen by the professors. They looked at the pictures and said so. Their first two sightings were roughly crescent, the



In 1947, some unexplained objects flashing across Kentucky night skies were photographed by a Louisville newspaperman.

rest showed no geometric pattern--V-shaped or otherwise. None of the independent sightings was V-shaped either. The pictures, however, are as precise in formation as a double row of Radio City Rockettes.

Second, the pictures were taken on a clear night, with plenty of stars. No stars show in the pictures. This means that the lights were much brighter than the stars--and in Texas, the stars at night are big and bright. Neither the professors nor the other observers described their lights as big and bright. Theirs were dull and glowing.

Third, with much of the town scanning the sky, no one else in Lubbock reported the lights on August 30, when the photographer saw his three bright, spectacularly geometric flights.

Fourth, we reconstructed the scene later at Dayton, attempted to duplicate tures, and failed The photographer had showed me the site in his backyaause of trees and other obstruc tions, it afforded a span of 120 degrees of clear sky. I questioned him about the speed at which the lights crossed the sky. He estimated it at 30 degrees a second--a figure that agreed with the earlier estimates by the professors. To double check, I had him move his hand across the sky and checked him. It was close to 30 degrees a second. This gave him four seconds in which to shoot each flight--two pictures one time, three the next.

The Kodak 35 has a hand wind to feed fresh film into place. At Dayton we simulated 120 degrees of open sky with lights traveling 30 degrees a second, took a Kodak 35, and tried to shoot and wind until we had three shots. We couldn't do it. We tried over and over with different people. The best anyone could squeeze in was two badly hurried shots. And with the shutter at 1/10th of a second the two shots were badly blurred.

In poking around Lubbock, I talked to many people who had seen the lights and were sure that they were birds. One old gentleman had seen the lights several nights. His description matched that of the professors.

"Shucks, officer," he drawled. "Them things is plovers."

I went off to read up on plovers. They're water birds about the size of quail with light

breasts that could reflect light. A local game warden told me there were plovers in the vicinity.

A few blocks from the area where most of the sightings had been made was a boulevard lighted by mercury vapor lights that gave off an intense bluish-white glare. The I recalled an odd bit of information. When the professors had tried to set up a second observation post elsewhere, they saw nothing, while the sightings continued at the original spot--near the lighted boulevard.

Four times in the following year, at Fargo, N.D., Greenville, S.C., Randolph Air Force Base, and Bakersfield, Calif., we got cases that duplicated the Lubbock affair. Each time they proved to be birds reflecting ground lights.

The project files carry the Lubbock lights as "unknown." The pictures were never proved to be a hoax. Maybe, under intense excitement, one man in a thousand can shoot three unblurred shots with a handheld Kodak 35 in four seconds. I'll believe it when I see it done.

But so far as what the professors saw, I think that 10-guage shotgun would have brought down the Lubbock saucers in a shower of feathers.

While I was in Lubbock, a temporary investigator, Lt. Henry Metscher, had made some sense out of the Jersey mystery that had lured me into saucer chasing. Among the data that Cummings had brought back on the "faster-than-a-jet" radar objects were some plots on locations and times. It turned out that the objects that had outsped the automatic tracking and startled the VIPs actually plotted out at an unspectacular 400 mph. On questioning, the operator conceded that he had got excited because of the visiting brass. The object undoubtedly was a conventional plane.

The "disk" spotted over Sandy Hook by the jet? Merscher learned that a large balloon painted silver for radar tracking had been launched near Sandy Hook just before the pilot and the AF major saw their UFO. What about the maneuvering? Hang on to that question for a bit.

The excited all the next morning from headquarters? Another balloon carrying a radar target. The HQ officers had a bet on about its altitude, wanted a fast report, didn't bother to tell the radar crew the reason for the urgency. By this time the radar boys had the saucer fever and were ready to see anything. The second supersonic object proved to be a weather blip. The last saucer that hung ominously over New Jersey was definitely tabbed as another balloon.

I congratulated Metscher and settled down to the business of knocking off saucers like an ace skeet shooter. If the saucers can laugh (we had several that whistled), they probably zipped through the stratosphere chuckling to themselves.

One of the many things I did was go back over the files of the project from its inception. There were some odd facts and some baffling sightings. One thing I learned was that Arnold wasn't the Columbus of the flying saucer at all. The project had thirteen listings prior to June 24, 1947--the supposed dawn of the Saucer Era. They all had come into the project after Arnold told his story, with the usual explanation that the observers had been reluctant to tell their tales until Arnold had broken the ice.

Among the post Arnold sightings were three classics--the tragedy in which Capt. Thomas Mantell was killed, the dogfight between an F-51 and a light at Fargo, N.D., and the sighting of a "space ship with lighted windows" by an airliner near Montgomery, Ala.

The Mantell case was headlined across the nation as "Flier Killed Chasing Saucer." His tragedy is interwoven with saucerian folklore, and frequently is told in conjunction with a local story of a plane that takes off after a "thing" in the sky and is never seen again. I have heard local variants of this story perhaps twenty times. Each time the account starts out: "You remember when Mantell was shot down by a saucer? Listen to what happened here last month. . . ."

On the afternoon of January 7, 1948, two airmen in the control tower at Godman AFB, near Louisville, Ky., began getting calls about an unidentified object spotted by civilians in the area. They checked with Flight Service about experimental craft, were told that none was in the vicinity. Shortly later, one of them spotted an object from the tower, pointed it out to his companion. They summoned their officers, who also saw something.

At this point, four F-51's of the Kentucky National Guard approached the base. Mantell, the flight leader, was asked to check on the object and try to identify it. One of his planes had to land because of fuel shortage. Mantell and the other two took out after the thing in the sky.

The Air Force account of the case was monumentally fouled up. It had all three fliers describing the object as "metallic and of tremendous size," and told how Mantell climbed away from his mates, radioing reports back to the tower until he suddenly fell silent. Some time later his body was found with the wreckage of his plane scattered over a wide area. The account then reports that the first analysis of the case indicated that he was chasing the planet Venus.

The obvious public reaction to this account was: "Who do they thing they are kidding?" If three fliers agreed that the was "metallic" and "tremendous" how could it have been the planet Venus? Later in the project, we had many instances of pilots mistaking Venus (and other planets) for something flying through the sky. None of them ever described it as "tremendous."

In examining the original reports on the tragedy, I learned the following:

1. The two men in the Godman Tower were joined by five officers while the chase was in progress. None of the seven men agreed on their description of the thing in the sky. One called it an "ice cream cone tipped with red," a description that was picked up in the Air Force release as agreed upon by all the observers. Actually, the other descriptions varied greatly: "round and white," "huge and silver or metallic," "small white object," "one-fourth the size of the full moon," "one-tenth the size of the full moon."

2. One wingman never saw the thing at all. He radioed: "What the hell are we looking for?" When the other landed, he described it as "resembling a reflection in the canopy."

3. There was almost no agreement among the seven men listening on the tower squawk box as to what Mantell actually said. Only one said he heard Mantell call the UFO "metallic and of tremendous size."

The project learned later that there was a huge skyhook balloon in the vicinity. It was spotted later southwest of Louisville by two observers with telescopes, and was identified as a balloon. Such identification should have plucked the planet Venus out of the Air Force speculation.

Why should an experienced pilot like Mantell chase a balloon? The skyhooks were new at that time so he may not have known about them. To him a balloon was one of the small weather models frequently launched from air fields.

What happened to his plane? Why was the wreckage scattered over such a wide area if it was not blown to bits by a hostile saucer?

The wreckage showed that the plane was trimmed to climb. Mantell had no oxygen aboard, and he was near 20,000 feet--almost four miles up--when his wingmen abandoned the climb. It is likely that he blacked out from lack of oxygen. At some higher altitude, the plane's power would drop off and the F-51 level out with an unconscious man at the controls. The propeller torque would pull it in to a slow left turn, into a shallow dive, then an increasingly steeper descent under power. Somewhere during the screaming dive, the plane reached excessive speed and began to break up in the air. . . .

Classic No. Two--the "dogfight between the plane and the saucer." It is listed as the lone case of "combat" between a plane and a saucer. Actually there were three other such cases.

The pilot was George F. Gorman, a 25-year-old second lieutenant in the North Dakota Air National Guard. On October 1, 1948, starting at 9 p.m., he chased an apparently disembodied light for 27 minutes in his fast F-51. He described the UFO as "a small ball of clear white light, between six and eight inches in diameter." For awhile it winked on and off, then it appeared to put on power and glowed steadily. Gorman pushed his F-51 to the limit and was unable to catch it. He reported that it made one turn that he couldn't follow and twice came at him in what appeared to be ramming attacks. Both times he dived his plane out of the collision course. The "dogfight" ranged from low level up to 17,000 feet, and the light finally pulled straight up and disappeared.

"I had the distinct impression that its maneuvers were controlled by thought or reason," Gorman said.

Four other observers at Fargo partially corroborated the story. An oculist, Dr. A.D. Cannon was near the field in his plane with a passenger, Einar Neilson. They saw a light "moving fast," but did not witness all the maneuvers that Gorman reported. Two CAA employees on the ground, saw a light move over the field once.

Here are the other dogfight cases:

On June 21, 1952, at 10:58 p.m., a Ground Observer Spotter reported that a slow-moving craft was nearing one of our atomic energy installations. An F-47 patrol in the area was vectored in visually, spotted a light and closed on it. They "fought" from 10,000 to 27,000 feet and several times the object what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, blinking until it put on power. The pilot could see no silhouette of anything attached to it. The similarity to the Fargo case is striking.

On the night of Dec. 10, 1952, near another atomic installation, the pilot and radar observer of a patrolling F-91 spotted a light while flying at 26,000 feet. They checked and were told that no planes were known to be in the area. They closed on the object and saw a large, round white "thing" with a dim, reddish light coming from two "windows." They lost visual contact, but got a radar lock-on. They reported that when they attempted to close on it again, it would reverse direction and drop away. Several times the plane altered course itself because collision was imminent. There was a solid undercast of clouds, which would eliminate the possibility of refraction of ground lights.

In each of these instances, as well as in the case narrated next, the sources of the stories

were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

The other "dogfight" occurred September 24, 1952, between a Navy pilot of a TBM and a light over Cuba. It had a sequel that revealed some fascinating information about the illusions the supposedly objective human eye can contrive.

"As it (the light) approached the city from the east it started a left turn. I started to intercept. During the first part of the chase the closest I got to the light was 8 to 10 miles. At this time it appeared to be as large an SNB and had a greenish tale that looked to be five to six times as long as the light's diameter. The tail was seen several times in the next 10 minutes in periods from 5 to 30 seconds each. As I reached 10,000 feet it appeared to be 15,000 feet and in a left turn. It took 40 degrees of bank to keep the nose of my plane on the light. At this time I estimated the light to be in a 10 to 15 mile orbit.

"At 12,000 feet I stopped climbing, but the light was still climbing faster than I was. I then reversed my turn from left to right and the light also reversed. As I was not gaining distance, I held a steady course south trying to estimate a perpendicular between the light and myself. The light was moving north, so I turned north. As I turned, the light appeared to move west, then south over the base. I again tried to intercept but the light appeared to climb rapidly at a 60 degree angle. It climbed to 35,000 feet, then started a rapid descent.

"Prior to this, while the light was still at approximately 15,000 feet, erately placed it betwee n the moon and myself three times to try to identify a solid body. I, and my two crew men, all had a good view of the light as it passed the moon. We could see no solid body. We considered the fact that it might be an aerologist's balloon, but we did not see a silhouette. Also, we would have rapidly caught up with and passed a balloon.

"During its descent, the light appeared to slow down at about 10,000 feet, at which time I made three runs on it. Two were on a 90 degree collision course, and the light traveled at tremendous speed across by bow. On the third run I was so close that the light blanked out the airfield below me. Suddenly it started a dive and I followed, losing it at 1,500 feet."

When he landed, anyone who would have tried to tell him he was chasing a lighted weather balloon would have had a

rough time. Twenty-four hours later, he was convinced that he had chased a balloon.

The following night, a lighted balloon was sent up and the pilot was ordered up to compare his experiences. He duplicated his "dog fight"--illusions and all. The Navy furnished us with a long analysis of the affair, explaining how the pilot had been fooled. It is recommended reading for anyone who believes that an experienced pilot cannot be fooled by what he sees.

In each of the four cases of "dog fights," including Gorman's, a balloon was known to be in the vicinity.

In the case involving the ground observer and the F-47 near the atomic installation, we plotted the winds and calculated that a balloon was right at the spot where the pilot encountered the light.

In the other instance, with the "white object with two windows," we found that a skyhook balloon had been plotted at the exact site of the "battle."

Why can't experienced pilots recognize a balloon when they see one? If they are flying at night, odd things can happen to their vision. There is the problem of vertigo, as well as disorientation brought on by flying without points of reference. Night fighters have told dozens of stories of being fooled by lights.

The third saucer classic did not involve a saucer at all, but a "wingless aircraft, 100 feet long, cigar-shaped and about twice the diameter of a B-29." It was sighted the night of July 24, 1948, near Montgomery, Ala., by C.S. Chiles and J.B. Whitted, pilots of an Eastern Airlines plane. The underside of the thing had a "deep blue glow," there were "two rows of windows from which bright lights were glowing, and it had a 50-foot trail of orange-red flames!" Only one passenger of the flight was awake at the time. He saw only "a trail of fire."

On the basis of later experience, the project was fairly sure that this was meteor. At about the same time, a plane flying between Blackstone, Va., and Greensboro, S.C., reported independently that it had see a "bright shooting star" in the direction of Montgomery.

On the night of November 24, 1951, there was a similar incident, with multiple sightings. It started when a CAA tower in southern Michigan told the Air Force Flight Service that an airline crew had seen a huge object with bluish-white flames going southwest at an extremely high speed. At about the same time, other reports flooded in from Air Force personnel at Selfridge AFB, north of Detroit, from a soldier on leave at Battle Creek, from another CAA tower, from some sheriff's deputies. All reported the same sort of object going the same direction. Most of them described it as rocket-shaped. One, an experienced pilot, was certain it was a V-2 type missile. All these observers--at scattered points--reported the thing "about four miles east." It turned out to be a very large meteor passing over the New England states; we verified it with experienced meteor observers and the time checked to the dot. I talked to a number of the witnesses later and they remained firm in their belief that they had seen a Something.

The science-fiction boys, of course, converted the Chiles-Whitted Something into another "mother ship." It was in sight for only a few seconds, was seen by only three people, and then vanished into the dark night. But it flies on endlessly in the pages of saucer lore, a transport from outer space packed to the gunwales with flying disks.

It is popular folklore among the more fanatical saucer fans that the Air Force has either bungled or deliberately sabotaged the saucer investigation. Our sterner critics imply that a saucer could land within ten feet of a Project Blue Book man, and he would turn his back on it and walk away. Frank Scully says, "It's high time that the Air Force stop fumbling with the saucer question and turn the investigation over to a competent civilian group."

It is utter nonsense, of course, to charge that Blue Book doesn't want to verify the existence of the saucers. If they come from outer space, the first man to lock down proof of it would go down in history with a bigger name than Christopher Columbus. He'd be remembered when such minor figures as U.S. Presidents were long forgotten. Every time a good sighting came into Blue Book, you could feel the suppressed excitement runt through the staff, an unspoken "Maybe this is it."

Here is what Blue Book did in its efforts to pin down the facts about the flying saucers. Virtually all the evidence we had to work with was the reports of witnesses. Shortly after I took over the project, we set about preparing a model questionnaire that would get the maximum amount of data from the witnesses. If there was a pattern to the saucer stories, we wanted to find it.

The project had tried a variety of questionnaires in the past. We gathered all these together along with a cross section of accounts by witnesses. We took this material to the psychology department of a Midwest university that is noted for the excellence of its statistical questionnaires. We got together a panel of engineers, physicists, mathematicians, astronomers and psychologists to list the questions they would like to have answered. The project also listed the things it wanted to know. The psychologists determined whether it was feasible to expect an eyewitness to answer each question and if so, how it should be worded.

When we got through with all this, we used the result as a test model, and sent it out to several hundred saucer-sighters. When the reports were returned, we revised the questionnaires again, from the way it had worked out. The result is the standard questionnaire that Blue Book is using today.

The questionnaire ran eight pages and had 68 questions. It was booby-trapped in a couple of places to give us a cross-check on the reliability of the reporter as a witness. We got quite a few questionnaires answered in such a way that it was obvious that the signer was drawing on his imagination.

From the standard questionnaire, the project worked up two more. One dealt with radar sightings of UFOs, the other with sightings made from a plane.

At the instigation of Blue Book, the Air Force sent out orders to every one of its installations in the world, instructing them on the reporting of "saucers." Immediate reports were to be made by wire to ATIC, listing the basic data such as time, date, location, description of the object, names of observers, etc. These initial reports were to be followed up with expanded written reports. Blue Book was also given authority for direct communication with any installation in the U.S., thus cutting a lot of red tape and speeding up the investigations.

This AF regulation, unfortunately, was issued on the same day that Life magazine came out with a flying-saucer story that reversed its previous attitude and considered the question soberly. A lot of people added two and two and got six. The story went around that Life was "softening up the public for the truth" while the new Air Force regulation was "alerting the military." Actually, it was coincidence.

We obtained the cooperation of astronomers all over the country. Scores of them were queried on whether, in their constant watching of the skies through giant telescopes, they had ever seen anything that resembled a space ship. The answer was no. There are also a number of stations across the U.S. where automatic cameras photograph the sky at intervals every night they year around to help track meteors. We asked these people if their cameras had ever caught anything that resembled a flying saucer. The answer was no. Both the astronomers and the sky-photographers were asked to notify the project if they ever turned up anything unusual. They never did.

We sent out special cameras to places where there had been a high number of sightings in an effort to get pictures of our own. Each camera had two lenses, one of which had a diffraction grid to split light into its component parts and thus give a clue to the source of the light--whether it was coming for a jet's tail, a balloon, or what? We had a lot of trouble with the cameras, and got only five or six pictures, all of which were worthless. The light-gathering power of the lenses was too low. The cameras have been re-equipped, and the Air Force recently has redistributed them.

We did not rely solely on our own resources in trying to unravel the UFO riddle. In January 1952, Col. Frank Dunn, then chief of ATIC, decided that we should hire several well-qualified scientists on a consultant basis, to help us gather certain technical information, to

review outstanding "unknowns," to go over our conclusions and to suggest future courses of action. The names of these people have never been made public, and it is unlikely that they will be. The project

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learned early that publication of anyone's name in connection with the saucer stories brought on a deluge of mail, telephone calls and visits from cranks.

The invariable comment of scientists who examined the project's data was that they offered insufficient solid information for evaluation. Several hundred people, of all different sorts, said they had seen something that they couldn't explain, under a wide variety of circumstances. Where did you go from there?

The new questionnaire and the Air Force order came at a fortunate time--just before the enormous upsurge of sightings in 1952. By the end of the year we had a much better collection of data--both in quantity and quality--and we decided to summon a week-long conference of scientists to look it over and tell us what they though.

They met early in 1953. Like our consultants, they cannot be named, and for the same reasons. But the group consisted of some of the nation's top people in astrophysics, operational research, intelligence, physics and psychology.

First we briefed them thoroughly on the operation of the project, on our methods of evaluation, on our conclusions and how we arrived at them. When were through, they examined the "best" of the UFO cases that the project had been unable to explain. They viewed movies, looked at still photographs of "saucers," and heard reports from specialists on radar and photo-interpretation.

At the end of the week, they unanimously concluded that we had nothing that proved--or even indicated--that any type of vehicle was violating U.S. air space. There was discussion that possibly some new natural phenomenon was causing some sightings, but this was rated doubtful.

On the possibility of emissaries from outer space, they made this statement: "We as a group do not believe it is impossible for some other celestial body to be inhabited by intelligent creatures. Nor is it impossible that these creatures could have reached such a state of development that they could visit earth. However, there is nothing in the so-called "flying saucer" reports that would even vaguely indicate that this taking place."

This group viewed--and rejected as proof of the existence of saucers--the controversial Tremonton movies.

These pictures were taken at 11:10 a.m., July 2, 1952, a few miles out of Tremonton, Utah, by Warrant Officer Delbert Newhouse, a Navy photographer. He was driving in his car with his wife when they saw some white objects circling in the blue sky. Newhouse took out his camera, a 16 mm. Bell and Howell, and shot 40 feet of film. After he had the film developed, he set it to Blue Book for analysis.

I've sat through ninety-seven showings of the film. When I first saw it, I was impressed by it--and puzzled. It shows several groups of white spots orbiting against the blue Utah sky. There are no points of reference--only the moving spots and the sky. Near the end of the film, one of the spots moved away from the others, and Newhouse panned the camera along to follow it. When turned back, he reported, the other spots had vanished.

I sent the film on to the Pentagon, where it was received by Maj. Dewey Fournet, liaison man for ATIC. Fournet, an excellent engineer, holds strongly that saucers are real and come from outer space. He has since left the service and is in private industry in Texas. He was tremendously excited with the movies.

The movies were inspected by a group of high officers at the Pentagon and were sent back to Dayton for analysis by the Air Force photo laboratory. The lab examined them and reported that there was no evidence of fraud, and that the objects were not spherical balloons. It was the consensus of everyone who viewed the movies, incidentally, that they were not a hoax, that they showed something that Newhouse and his wife had seen. We decided to send them on to the Navy photo lab for further evaluation. They were taken there by Fournet, and I understand that he gave them quite a buildup to the Navy technicians.

The Navy subjected them to an intense analysis, involving thousands of rs of work, and ca me up with an astounding report. The gist of their evaluation was that the movie was authentic, and that the objects were not birds, balloons, planes, or anything earthly. The examined the film, frame by frame, and analyzed the density of light on each object. They reported that the objects appeared to be rotating in three groups, with each light increasing in brilliance, then decreasing, disappearing and returning as if spinning about an axis.

On the panel of scientists that inspected them later were some men with excellent reputations in the field of astronomical photo analysis. They viewed the movie a number of times, and questioned the Navy analysts closely about their methods of evaluation. They concluded that the Navy's method of measuring light density had been faulty, and the conclusions drawn from it were therefore unsound. They suggested that the whole study be redone by new methods before the analysis be released.

Among the panel were a number of people who were convinced that the objects were sea gulls soaring on a thermal current. This theory also has been advanced by other persons familiar with gulls, who had seen the movie earlier. The ultimate decision of the experts was that the movie did not warrant the great time and expense of second analysis.

At the time I was doubtful of the gull explanation. But later, while in San Francisco on an investigation, I saw a group of gulls soaring on a bright day over the bay. I was astounded by the similarity between the sight before my eyes and the movie that I had seen almost 100 times.

The project received three other movies that got considerable attention. One, in color, was taken at Great Falls, Mont., and showed two bright spots of light speeding across the sky and passing behind a water tower. Two F-94's were in the area, and the lights could have been reflections of the sun on these jets, but we were not able to come to any definite conclusion.

The other two movies were made at White Sands Proving Grounds with Askania Cine theodolites--scientific tracking cameras for following guided missiles. The first was made on April 27, 1950. Shortly after a missile was fired and had soared into the stratosphere and fallen, someone spotted an object in the sky. The theodolites were hooked up by an intercom system, and several stations were instructed to try to get pictures. Unfortunately, only one camera had film. The pictures showed a smudgy, dark object, not very well defined. It was moving.

On May 29, 1950, after word of the first picture had got around and the stations were more alert, another object was sighted just before a missile was to be fired. A second station was called, and they reported that they also could see the object visually. Both stations swung into action and took photos. On

developing the film, it turned out that each was tracking a different object--bright dots of light--and again we had no triangulation. Whatever the dots were, they were impossible to evaluate.

As a result of these incidents, the Air Force set up "Project Twinkle," two askanias to be manned 24 hours a day. The project was operated for a year and didn't get a picture. It was first set up in an area where there had been many "saucer" sightings, but as soon as it was in operation, the sightings stopped and we began to get a flock of sightings from another area about 100 miles away. After months of inaction, the Askanias were moved to that spot, whereupon the sightings stopped there and resumed at the original site.

When I told this story to a dedicated saucer fan later, he had an immediate explanation. "Of course," he said, "the saucers were watching you guys."

We were always on the lookout for "hardware"--any sort of tangible object that conceivably might have dropped, been wrenched or stolen from a saucer. We got a variety of things that people said had fallen from the sky and we had them all analyzed. Among them were some slag from Virginia, an aluminum mop handle from Washington, D.C., and a tar-covered marble from Illinois.

Once a Texan reported that something had flashed across the sky and plunged through the ice into a pond on his farm. Investigators went out with hollow tubes and probed into the ooze under the jagged hole in the ice. They sent me one sample of the cross section from their pipes that puzzled them. It turned out to be cow manure.

We naturally tended to give more credence to sightings from a group of witnesses than from a single observer. One person can have spots before his eyes or hallucinations, but they won't be seen by a friend. This elementary rule-of-thumb resulted in one saucer-sighter risking his happy home in an effort to convince us.

We got a report, from a town that is going to remain nameless, that a citizen was sitting in his car when it was buzzed by a flying saucer. We wrote back to the intelligence officer to whom the report was made and asked him if there was any corroboration, pointing out that an unsupported story was--an unsupported story.

"Look, mister," the citizen told the officer, "I'm not the only one who saw it. There was a woman with me, and she saw it too. The trouble is, she wasn't my wife." This was the lone case that we received of a saucer flying down Lovers' Lane.

Because of a run of saucer incidents that turned out to be balloons, we attempted to set up a system that would give us information on every balloon in the country. The complex project yielded some results, but explained only a small percentage of the unknowns.

We got flying-saucer reports from a weird assortment of origins--an oil drum exploding in a city dump, paper plates caught in an updraft, bugs silhouetted against the sun. Birds flying over a well-lighted area, like an athletic field at night, caused a lot of reports of "glowing object.

We were always being collared by volunteer experts. Each non-believer always had some revolutionary theory that would explain away every saucer in the country. Invariably it was something that fifty people had thought about years before. For some reason or other, there were a lot of military generals who "knew what the saucers are." They would tell us that

each sighting was just a reflection on a plane's canopy, and then go into long stories about their own experiences with canopy reflections. Whenever we were badly outranked we would listen carefully and try to nod at the proper time.

About the fifteenth time that an earnest member of the brass started unveiling the canopy reflection theory, I rebelled.

"Look, sir," I said, "what about the thousands of sightings on the ground by people who don't have canopies?"

"Hmmm," mused the two-star theorist, "I never thought of that."

The variety of the UFOs, the many different circumstances under which they were sighted--in bright sunlight, at dusk, at night, from planes, from the ground, by radar, by groups of people--should have ruled out any attempts to explain them away by a single theory. But people kept trying.

Professor Donald H. Menzel, in a book entitled Flying Saucers--History, Myth, Facts, attempted a single explanation for the stubborn 20 percent of unknowns that the project could not account for. His theory was that "this mysterious residue consists of the rags and tags of meteorological optics, mirages, reflections in mist, refraction and reflections of ice crystals."

His explanation failed to account for the many cases where there was a simultaneous radar fix on a UFO and a visual sighting. Mirages and reflections can and do fool the naked eye, but they don't show up simultaneously on a radar scope.

On the one batch of spectacular UFOs that looked as if they ought to have a meteorological explanation, the explanation collapsed. These were the flock of green fireballs that appeared in the Southwest.

They caused considerable concern because they showed up in sizable numbers around the Atomic Energy Commission's vital installations at Las Alamos and Sandia. They all showed the same characteristics and were seen by hundreds of people, including a lot of top-flight government technicians and scientists.

They were large, often described as big as the full moon, only brighter, and kelly-green in color. They traveled at terrible speeds at apparently low altitudes. One airline pilot flying west of Albuquerque swerved his plane, nearly throwing the passengers out of their seats, in his fear that he was going to collide with one. They began appearing in December 1948, and had their biggest night on December 5, when crews of both civilians and military aircraft and ground observers sighted them. They appeared sporadically afterward, and then vanished. I talked to many people who had seen the fire balls, and they have been an impressive sight.

The obvious initial theory was that they were meteors, and that they had shown up in one section of the country by a fluke of the law of probability.

Dr. Lincoln La Pez, director of the Institute of Meteoretics at University of New Mexico, strongly opposed this theory. He is one of the world's leading authorities on meteorites--and he had seen the green fireballs. I had a long talk with him in July 1952, and he had some convincing reasons.

1. The color was wrong. Although there are green meteors, the color described by hundreds of people was too bright a shade of green.

2. Meteorites as low and as bright as the green fireballs would be as noisy as jet bombers. The strange fireballs were silent.

3. The fireballs did not follow the trajectory of a meteor, which arcs down under the pull of gravity. They flew in a straight line from horizon to horizon.

4. D. La Pez was never able to locate any fragments of the green fireballs. He has long experience in plotting the paths of meteorites, determining where they explode and finding fragments. And witnesses did not report the fireballs as exploding.

I heard many reports that the copper content of the air in the New Mexico area showed a marked increase during the invasion of the weird green balls of fire. This was reported flatly as fact by a national magazine. We tried diligently, but were unable to authenticate this story.

On the green orbs, the project draw a blank, and the visitors to the Southwest remain a big question mark in the Blue Book files. But whatever the emerald mysteries were, they were a separate puzzle from the classic flying saucers. They had no characteristics in common with the silvery disks except they flew.

As our experience in investigation broadened, we found that the reliability of saucer reports varied inversely with the detail that the observer reported. The hoaxes were almost always marked by a vivid description. When a witness could tell us exactly how many rivets the saucer had, we started checking his background.

One morning when we arrived at work we found an urgent telegram from a Military Air Transport Service base in Florida. It told about a scoutmaster who had been attacked by a saucer and burned. The incident had been witnessed by three scouts, and the local intelligence officer had made a quick check on the

story and could find no holes in it. He reported that the scoutmaster had a good reputation for reliability, which of course is what you'd expect.

I showed the report to my superior at ATIC, Col. Frank Dunn, and he approved an on-the-scene investigation. In 20 minutes we had a B-25 ready with two pilots. I threw some things in a bag, got Lt. Robert Olssen, a Blue Book investigator, and we headed for Florida. Just before we left, we called Florida and asked them to have a doctor examine the scoutmaster's burns.

We landed late in the afternoon and reviewed the case with the local intelligence officer. He was pretty well sold on the man's story. It was an exceptionally detailed account, and when I heard the whole thing, I smelled a hoax.

He said that he had conducted a scout meeting in the basement of a church, and at the end of the meeting, started to drive four of the boys home. He dropped off one, and then headed into the nearby town where the other three lived. He took a back road that led through a sparsely settled area. This struck me as odd, but I checked the map and found that it was the logical route from the first scout's house to the town where they were going.

By this time, his story went, it was around 9 p.m. As they drove through a sandy section with scrub pine, he saw some lights come down low into the trees and disappear. The scoutmaster's first thought was that a plane had made a crash landing. The boys didn't see

the lights, but he told them about them and said he thought he ought to investigate. The boys were afraid to be left alone in the car, and he started to drive on when peered back into the trees and saw something glowing. This time the boys thought they saw it too. The scoutmaster decided that it was his duty to see if a plane was in trouble.

He had the radio on in his car, and a quarter-hour program was just starting. He told the boys to wait until the program was over, and if he hadn't returned, they were to go to a farmhouse a short way down the road and summon help. Taking a flashlight and a machete, he headed into the woods.

He stumbled through the night, keeping his light on the ground, until he came to a clearing a short distance from the road.

"I suddenly noticed something odd that frightened me," he said. "I felt damp, muggy heat on my face. It did not feel natural. At the same time I smelled a faintly pungent odor.

"I stepped into the clearing and the heat and odor got worse. It felt diation from a furnac e. I glanced up to check the position of the North Star. It was a clear night and I had spotted the star when I left the auto, to orient myself. The whole sky was black.

"I was paralyzed with fear and turned my flashlight up. The beam shone on the bottom of something. It looked like battleship-gray linoleum. Whatever it was, it was so low I could have jumped up and hit it with a machete.

"I backed up until I could see the stars again. Then I flashed the light up again and could see the object plainly. It was about 50 feet in diameter, with things on the side like ventilators. The device was dome-shaped, with a slightly convex bottom. As I stepped back, the heat diminished and I could feel the cool, fresh air on the back of my neck.

"Suddenly I had the strange feeling that something was watching me. From the saucer there came the sound of something moving, of metal against metal, like a safe door opening.

"A glowing red ball appeared and started to float down toward me. In a reflex action, I threw my arms up to protect my face, with my clenched fists over my eyes. I was engulfed in a red mist and lost consciousness."

Back on the road, the scouts grew frightened, piled out of the car and ran to the farmhouse for help. The farmer called the state police, who relayed the alarm to the sheriff. Two deputies arrived on the scene just as the scoutmaster came stumbling out of the woods.

"He had the most scared look I've ever seen," one of the deputies told me. The scoutmaster poured out his fantastic story to the deputies and then accompanied them back to the clearing. They found his flashlight on the ground, still burning, and a crushed place where someone had been lying.

The whole party went off to the sheriff's office, where the scoutmaster was examined. They found that the backs of both arms were scorched and the top of his cap--long-visored fishing or skiing mode--had been scorched, too. They notified the Air Force.

We questioned the scoutmaster at length the evening after we arrived. He told a consistent story. When we got through, he asked if he could talk to anyone about the event, or should he keep buttoned up? "That's up to you," I told him. "The Air Force doesn't try to censor these stories."

We talked to his employer, who said he was a fine fellow. The next morning we went out to

the scene and combed it foot by foot. The only theory we had was that he had been struck by lightning--possibly ball lightning--but there was no sign of lightning having struck the area.

We returned to the base and found it in an uproar. The scoutmaster had a lurid account in the local paper. He reported that "top Air Force officials from Washington" had questioned him. "The Air Force and I know what this thing was," he went on cryptically, "but I'm not allowed to tell because it would create a panic."

I looked at Olssen and he looked at me. "Screwball," we said simultaneously.

The scoutmaster knew that we were from Dayton, not Washington, that we were plain AF captain and a lieutenant, not "top officials," that we had offered no theory about the "saucer," had told him he could talk freely. That afternoon we learned he had hired a press agent. That evening we did some extensive digging into his background, and the next day we flew back to Dayton.

We brought his hat back for a check at the lab. They reported that the scorch marks were peculiar, as if they had been burned by a hot iron. There were folded areas that were not scorched at all. The lab expressed strong doubt that hat was on anyone's head when it was burned.

We sent out a few queries here and there, and found that he had a peculiar background for a scoutmaster. He had told a strange story about serving in the Marines in the Pacific, where he had landed alone on Jap-held islands and mapped them at night to make the Marine landing easier.

We queried the Marines and they told us that he had served six months and never left the country. He had gone AWOL, got mixed up in a stolen car case, had been kicked out of the corps and had served time. We checked the institution where he had done his term and learned that he was a somewhat unstable character, to put it charitably, given to spinning wild yarns. He reportedly had once told New York police he had seen two men hurl a woman out of a skyscraper and that the body landed at his feet. Up sped a black limousine,

he said, out jumped two other fellows who picked up the body, threw it in the back seat and roared off. The police went with him to the scene, and sure enough, there wasn't any body there. There wasn't any blood on the sidewalk, either.

We tipped off the Scout council and wrote off the story as a hoax. The fellow kept telling it, however, and it got better all the time. Within a month, the saucer had acquired an unspeakable monster, so foul that there were no words to describe it.

Later we had an even more fascinating "manned saucer" story from a radar station up near the Canadian border. Two radar men stepped out of their shack one night and were astounded to see a great glowing UFO low in the trees a few miles away. The generator that operated the radar set wasn't operating and one of the man ran around to the Quonset hut to get it started.

While he was in the hut, the saucer flew up to the radar shack and halted, hovering in the air. A sliding door opened, and a little man 4 feet high, came walking down some invisible steps. He was quite remarkable, even for a saucer crewman--he had two heads, one an old one and the other a young one. With proper respect for age, the young head let the old one do the talking.

"May I please have a drink of water?" the elderly head asked the radar operator.

The man stammered that they had no water, which subsequent investigation indeed proved to be the truth. The old head thanked him politely, and the creature mounted the invisible steps and re-entered the saucer which flew back to its original position among the trees. A little later the radar pair pointed it out to several people, all of who saw it clearly. The other witnesses, however, insisted that it was merely the moon.

A formal report was filed on this and forwarded to Dayton. We were still puzzling over it when we got a terse supplementary notation from the local intelligence officer who had interrogated the men. Behind the radar shack he had found two cases of empty beer bottles. "Please ignore original report," he wrote. "Disciplinary action has been taken."

In general, we didn't pay much attention to the reports that involved saucer crews, whether they were little men, indescribable monsters, or spacemen with junior and senior heads. Once West Virginia came up with a report of a metallic monster that blew poison gas at some children. We got an urgent phone call from the local newspaper asking us when we would be down to investigate. I took the call.

"Has this monster got a saucer?" I asked the reporter.

"Well, there's talk about some lights seen landing in the vicinity, but no one has located anything."

I asked him how the monster got around, when he walked or flew.

"The stories say he's been crashing through the underbrush," the reporter said, "so I guess he's walking."

"If he walks, he's an Army problem," I said. "Call me back if he starts to fly."

We never got a call, and the monster crashed off into one of the Sunday supplements.

The saucers hit the front pages in 96-point type in July, 1952, when they "buzzed" Washington, D.C. The story caught the Air Force completely off balance and the handling of it got fouled up beyond all recognition. It finally took a couple of generals and a press conference to straighten things out.

It started shortly after nine o'clock Saturday night, July 19, when the Air Route Traffic Control Center of the Washington National Airport noticed some odd targets on their radar scope. They seemed to be the shape and size of aircraft, but they didn't fly right. They would cruise around aimlessly at from 100 to 130 mph and then suddenly vanish--"in a burst of speed," the saucer Boswells added later, in dressing up the story. Shortly before midnight, the National Airport controllers called Bolling Air Force Base, just across the Potomac, and asked if they had anything strange on their radar. Bolling also was picking up strange targets. About this time Andrews AFB chimed in and reported that they had some unknown objects on their scopes, too. Bolling, Washington National and Andrews are all tied together in the common communications net, and they started comparing notes over the squawk box.

Once, at a point close to the Andrews range, where the three radar systems overlapped, they all picked up what seemed to be the same target. Several people at Andrews were alerted and spotted a big orange-red object hovering just about where radar had it.

Washington National called all commercial aircraft in the area and asked them to look for lights that they couldn't identify as other aircraft. At 3:15 a.m., Capital Airlines Flight 807 reported seven lights between Washington and Martinsburg, W. Va.--a section where some of the mysterious blips had shown on the scopes. The captain of the airliner, a man with seventeen years' flying experience, described the lights as hovering awhile and then moving up and down. Shortly later a Capitol-National flight approaching Washington from the south reported that a light had followed them to within four miles of the airport.

At 4 a.m. an F-94 all-weather jet fighter was flown into the area and combed it thoroughly and could find nothing.

The location of this flare-up--practically over the White House--plus the radar angle and the fact that a fighter had been scrambled combined to make this story big news. The radar aspects in particular impressed the newspapers and the wire services, and the case was played up as the first time that "saucers" had been spotted by radar. All over the country people said, "They must be real if radar picks them up." The night fighter roaring aloft to chase saucers away from Capitol Hill was the final touch.

Actually, radar is as tricky as the imagination of a scared youngster alone in the house at midnight. There are a number of ways radar can pick up objects that simply aren't there. An inversion layer in the air will bend the radar beam and cause it to interfere with another radar station that ordinarily is out of range. Or inversion will cause the scanning station to pick up ground targets--such as a big truck. On the night the saucers "buzzed Washington" there was a temperature inversion and all the sets were getting weather blips. That fact that three of them showed a blip at the same spot didn't necessarily mean a thing. They all showed blips wherever they were turned.

When we talked to the men at Andrews who had seen the orange-red object they had already figured out that it was a planet. The fact that a fighter had been sent up was not at all unusual. It is standard procedure whenever the Air Defense Command gets a target that they can't identify over a "sensitive" area. That's their job. We couldn't account for the airline sightings, and listed them as unknown.

But by the time we had pieced all this together, the Washington saucer story was a couple of days old, the papers were back on politics and hardly anyone was interested in a complex explanation of just why an exciting story hadn't been true. This time lag was a real drawback in keeping the public informed about the evaluations of the project. Someone out in Seattle or San Antonio or What Cheer, Iowa, would report a saucer and the local paper would call us up and ask, "How about this? What was it, anyway?" We'd tell them, in all honesty, "We don't know. We haven't been able to make our evaluation yet." The story would hit the paper's front page the next day under the headline:

PREACHER SEES SAUCER
AIR FORCE CAN'T EXPLAIN

Just one week after the saucers buzzed Washington, they came back and buzzed it again--and again we stubbed our toe on the story. The reporters got word of the story and hurried to the airport. This time the all-weather fighters were called down right away. Commercial traffic was cleared out of the area and things were set up to work an "intercept." Here the trouble began; some of the procedures used in the situation are classified, so the reporters were shooed out of the radar room. Everyone was excited, and the reporters bewildered by the sudden bum's rush. They knew that "something" had been spotted over the capital again, and pretty soon they heard our jets roaring up and down through the night--while something big went on behind firmly closed doors. The next

day the papers broke out with 120-point bold headline type:

SAUCERS ELUDE 600 MPH JETS

Which was, after all, accurate in its way. The jets had been unable to find anything over Washington. They would be directed to the spots where the "saucer" blips showed on the radar and fly right through them. This was merely confirmation of what we'd learned the week before, that the blips were radar aberrations.

The big black headlines were on every news rack in Washington when the n got a call f om the White House asking just exactly what was going on. Wh calls were ordinarily ha dled by at least a three-star general, but in this ca aptain--Ruppelt--was given the honor of e xplaining what was going on over the head of the President. I think there was something in the tone of the query that downgraded the assignment to my level. I made a reassuring report to Mr. Truman's air aide. Later I was told that the President was listening in on the briefing but he didn't let out a peep.

The scare stories in the Washington press came smack in the middle of a record wave of saucer sightings. The year 1952 had started modestly with eleven sightings in January and built steadily to 149 in June. This was almost as many as the project normally received in an entire year. While we were digging our way out from under the unprecedented June reports, July inundated us with 409. The two summer months produced as many sightings as the first four years of the Age of the Saucer. We went on a 16-hour day.

"I wonder," said Olssen, "what ever happened to the guys who said the saucers would go away as soon as people stopped talking about Kenneth Arnold?"

Prodded by the hubbub over the Washington flare-up and by the record crop of sightings, the Air Force called a press conference on July 29 at the Pentagon. Maj. Gen. John A. Samford, Air Force director of intelligence, went up against the biggest assemblage of newspapermen to turn out for an Air Force conference since World War II. He was accompanied by Maj. Gen. Roger Ramey, director of operations, and four technical men from ATIC--Col. Donald Bower, Capt. Roy James, Burgoyne Griffing, and myself.

Samford gave the project a pat on the back for disposing of a lot of unknowns, but added:

"However, there have remained a percentage of this total--about 20 percent of the reports--that have come from credible observers of relatively incredible things. We keep on being concerned about them." He stressed that the most careful examination of the reports indicated no menace to the United States.

The press was much more interested in the "saucers over Washington" angle and fired dozens of questions about that incident, concentrating on the radar "confirmation." It seemed to be news to many of them that radar is not infallible, that it is not a crystal-clear mirror that gives back exactly what is in front of it.

Many of the newsmen were amazed that a big "naval battle" had been fought in World War II with a nonexistent enemy because of tricks played by radar. The conference also brought out the fact that a fighter pilot, following a radar "target" caused by a temperature inversion, once had followed the bend of the image four times and found himself flying right at the ground. These incidents took a lot of the edge off the capital saucer sensation.

I never got adjusted to the tremendous partisanship that the flying saucers inspired. Hardly

anyone was neutral about saucers. People would bend our ears by the hour proving: (1) Saucers were a lot of damned nonsense and the Air Force was out of its mind to bother with investigating them, or (2) They were space-ships whose existence was beyond question and the Air Force was out of its mind to try to cover up the truth about them.

Both groups would wind up fixing us with a stern glare and demanding--"What do you think?"

I would tell them we were trying to conduct an open-minded investigation, and that so far we didn't have sufficient data for a firm conclusion. This would just pour gasoline on the fire. People wanted a firm "yes" or "no" about the saucers.

We had our most bitter arguments with the "fans," as we called the believers. They believed in saucers with a passion that made a reasonable discussion almost hopeless.

Once, I talked to a well-known psychiatrist about this. He was a nonbeliever.

"Look," I said, "I can understand how a man like Arnold feels strongly about the existence of saucers. He saw something. I can understand why anyone who has seen something that he can't explain will argue for the existence of space ships. Such a theory gives him an answer to a personal riddle. But why do thousands of people who have never seen a saucer swear that they exist?"

"I think that they want to believe in saucers from another planet," he said. "The will-to-believe is a powerful thing, and it edits out reality. Visitation from another planet is a fascinating idea.

"The world we live in is becoming a place of increasingly unbearable tensions. The threat of atomic destruction hangs over us all, and we are losing faith in the invincible intelligence of man. In eight long years, the best brains on earth have frustrated each other in removing the specter of mass destruction of whole nations.

"If the saucers are real, if they came from outer space, what vistas they would open up! So far they have shown no menace. Whatever controlled them would be of a higher intelligence since we are only beginning to fumble with the problem of space travel.

"So to people living humdrum and menaced lives, they hold out bright adventure that might remake the world. Man is doing a poor job, so we bring into being something better than man."

In addition to the plain believers, there were the cultists and the screwballs. The cultists had clubs, societies, associations, pins, conventions and special publications, and preached the saucer the way a devout Mohammedan preached his belief in Allah.

According to their unshakable dogma, the Air Force is hiding the truth about the saucers in fear it will panic the public. Secret safes at Dayton bulge with sensational sightings, authentic close-up pictures, and wonderful movies of saucers, many in Kodachrome. Whenever a saucer lands or crashes, teams of tight-lipped investigators rush out, scoop up the saucer or the pieces and cart it off to a hidden laboratory. Meanwhile their colleagues hurry to the newspapers, flash their badges on the editor and kill the story.

Everyone knows that Capt. Mantell was shot down by a giant saucer--his body was riddled with bullets (version A) and his plane was scored with mysterious "lines of force" (version B). The project at Dayton has rooms full of little men, pickled in

alcohol, who landed in Colorado or Arizona or Oregon and were killed by breathing our unfamiliar oxygen. Usually the little men are green, although some were baked to crisp brown when our atmosphere turned their saucer into an incandescent toaster.

The saucers that didn't carry little men are manned by monsters. And no questions, please, about whether little men and the monsters are blood brothers or kissing cousins.

Each new item in this catalog of nonsense has been told as the straight truth.

The cult is nourished by literary procurers who seize on every sighting and process it for consumption. They strip each report of any information that points to a natural explanation. They drop off all qualifying data. They omit the analysis--except when the project frankly admits when it is baffled. Then they present the residue as verified fact "straight from the files of Blue Book." A popular variant on this is "from secret Air Force records."

In the scriptures of the cultist, everything reported to Blue Book is a saucer. The actual report may describe the UFO as a light six inches in diameter, an orb twice the size of the moon, a black speck in the sky, a strange blip on a radar scope, a cone-shaped object, a vague glow in the sky, a cigar-shaped figure, or a splash of light like a comet's tail. These dissimilar objects are all converted with a flick of the typewriter, into saucers.

All estimates of height, speed, and maneuvering are treated as cold fact. If a traveling salesman driving down a highway at 65 mph, glances up and sees something flash across the sky at what he guesses is 20 miles up and 8,000 miles an hour, the saucerian account comes out like this:

"At 3:17 p.m., on August 12, 1953, four miles west of Dubuque, Iowa, Joseph Doakes, a businessman, saw a saucer traveling 8,000 mph 20 miles above the earth. Doakes, a man of excellent reputation who does not drink, reported, 'I never saw anything like it.' The Air Force analyzed the sighting and was completely baffled."

A few months ago, in Hollywood, I talked to Frank Scully, whose book Behind the Flying Saucer went through ten editions and sent a shinning, slivery chain of disk-shaped dollars spinning at supersonic speeds into Scully's bank account. I was ribbing him about a couple of Southern California characters who were outdoing each other--and Scully--with fantastic saucer stories. One wrote a book about a citizen from Venus who landed his saucer in the California desert and had a long conversation with the author. Character No. Two topped that one with a yarn about riding on a saucer to a hitherto unknown planet named Clarion, whose female residents presumably are known as Clarionettes.

Scully, the staid old scientist who first put the story of the "little men from the saucers" between book covers, was appalled at such "irresponsible stories." He complained bitterly about "the lunatic fringe invading the saucer business," which gives a rough idea of the prevailing standards. The cultists are nearing the limits imposed by the law of diminishing returns. About the only sensation left for an author trying to break into the racket is to have his book delivered by little men riding bona fide saucers with Venusian license plates.

The cultists watched the operation of Blue Book like suspicious wives eyeing wayward husbands. Everything that we did--or failed to do--had significance. If we investigated a flamboyant "little men" hoax, it was because we knew there are little men and we were trying to keep the secret bottled up. If we ignored the story, we were playing a shrewd game of poker and cloaking the truth with a show of contempt. The cultists even used to analyze our facial expressions at press conferences. I usually made a "bland show of unconcern."

Once one of the project's technical advisers made the mistake of lapsing into mild satire in his report. In considering the saucers-from-space theory, he noted that there had been speculation that some of the UFOs behaved like animals. "There are few reliable reports," he commented dryly, "of extraterrestrial animals." This quip was pounced on by the cult as an enormously significant slip-up in our great conspiracy to hide the truth, and became an "official Air Force admission that some of the saucers carried beings from outer space." Raymound Plamer, a science-fiction publisher, and Kenneth Arnold, in their book The Coming of the Saucers, reprint this passage and exult: "But those few, gentlemen! Those few! Where did you get them?"
Such experiences tended to make us cautious in our public announcements, and we tiptoed on verbal eggs. This, of course, was taken by the cultists to further evidence of Operation Cover-Up.

The saucer project attracted screwballs in droves. One gentleman, who was a plasterer through the week and the shepherd of some off-beat religious sect on Sunday, telephoned me incessantly until I gave him an appointment. He was a tall, hollow-eyed fellow who looked like an undertaker down on his luck. A sister in his flock had solved the riddle of the saucers. She had it all written out, with citations from the Bible as documentation, and he clutched the historic document tightly and kept a wary eye on me. All he wanted was $15,000 cash.

I told him, as gently as possible, that the government didn't hand out that kind of money for a saucer in the poke.

"All right, mister," he said, "I'll tell you what the saucers are. But you'll have to put the cash on the barrelhead to find out how Sister Betty figured it out."

He took a deep breath. "The saucers are four angels dancing in a circle."

He grew surly when I didn't hand out a roll of crisp $100 bills, fresh from the U.S. Treasury, and start counting them out for him.

"What's the matter, mister?" he asked. "Doesn't the Air Force want to solve this problem?"

I got off the hook by telling him that our budget had been cut and that he could make more with Sister's secret peddling it to one of the big national magazines. He went off with a gleam in his eye.

Then there were letters. They went into a special file with the cryptic notation "C.P."--for crackpot. We got them by the hundreds.

From Campbell, Ohio, a gentleman offered us "spectrograms of saucer lights"--at a price--and warned us that he was selling "to the highest bidder, domestic or foreign." "These spectrograms are protected against forcible seizure," he noted tersely, "and I would not recommend such action on your part."

From Long Beach, Calif., a woman writes us a long series of letters about saucers "torching" her day and night. "They also nip your toes," she complained. "They just make you sick."

My favorite was from a gentleman who signed himself "Uncle Sam's Most Unique Booster." He offered us three working saucers in exchange for train fare from California to Dayton. "I fly them by changing the potential energy in centrifugal force to a kinetic energy of 33 pounds to the square inch in the form of a jet propulsion," he wrote. "Roll that around in your attic." His saucers were powered by vacuum cleaner motors. If we weren't

interested in them, he had an atomic machine "that makes yours look sick," and a helicopter that folded up into a suitcase.

Obscured by the hoaxes, distorted by the literary charlatans who hail every vagrant light as a verified space ship, the case of the flying saucer rests on the inexplicable instances that have cropped up year after year since 1947.

In 1952, we extracted the best sightings from the files to see what kind of sense we make from them. These represented the cream of the reports and most of them had come through military channels. This meant that they either had been made by military personnel or had undergone a preliminary check at the point of origin.

Of the 2,199 sightings, 434--19.7 percent--were listed as unknown. Among them were sightings reported by scientists and veteran pilots of excellent reputation, many of whom had been scornful disbelievers until they had sighted their saucers. These reports included instances of flight performance and maneuvers beyond the abilities of any known craft.

In addition to the Black Hills, South Dakota, case which I've already described, here are some of the cases that the project was unable to crack:

INCIDENT NO. 2--On July 29, 1952, near Port Huron, Mich., two F-94s were in the air making night practice runs on

a B-25. A radar station in the vicinity picked up an unknown object and asked one of the planes to investigate. The jet went up to 20,000 feet where the pilot spotted the object visually. He started to chase it, and the fleeing UFO and the pursuing jet both showed up on the radar scope, which tracked the chase. The jet pilot switched on his gun radar, got an automatic lock-on. The object easily kept out in front of the jet, even when the pilot kicked on his afterburner. Our investigation showed there were no other planes in the vicinity, and the double radar verification ruled out planets, stars, reflections, hallucinations.

INCIDENT NO. 3--On July 24, 1952, two Air Force colonels stationed at the Pentagon were en route in a B-25 from Hamilton AFB to Colorado Springs. They were flying at 11,000 feet near Carson Sink, Nev. It was 3:40 p.m. on a calm, clear day with unlimited visibility. Suddenly they sighted three silver objects shaped like arrowheads approaching them at terrific speed. The objects first appeared at the 1 o'clock position and passed the B-25 in a continuous bank. The two colonels both observed the three strange objects carefully and were positive that they were no craft that they had ever seen before. They estimated their size at about hat of an F-86, and their distance at the point of passage at between 400 and 800 yards. Both men reported that the objects had a "definite ridge along the top," and had sharply defined outlines. Neither man was a flying saucer believer.

INCIDENT NO. 4--On January 28, 1953, at 9:35 p.m., a jet pilot near Albany, Ga., spotted "an extremely bright light" at 10 o'clock high. At first he thought it was another aircraft or an unusually bright star, but when he went up to 10,000 feet it appeared to be ahead and a bit below him. When first spotted, the light was white, but later it began changing constantly from white to orange and back to white again. The object was in view for 17 minutes. In the last 15 seconds it changed shape from circular to triangular, and then the triangles split into two triangles--one immediately above the other--and both disappeared as if someone snapped off the light.

The pilot called Albany, Ga., but before he could make his amazed report, ground asked him if he had seen anything unusual. they advised him that ground radar had picked up both the

jet and a strange target. On the radar scope, when the jet had speeded up, the target had stepped up, too, to maintain its lead on him.

INCIDENT NO. 5--Shortly after midnight on August 5, 1952, two airmen were walking toward the tower at Haneda AFB in Japan to begin their shift when they spotted a large round object bearing a light in the sky. Hurrying to the tower, they pointed it out to the other tower operators, and they took turns observing the object through 7x50 binoculars. Under the glasses, a less brilliant light could be seen around the edge of the object. The tower people called radar and gave them a bearing on the thing, and radar picked up a target in the immediate area. By correlating movement of the radar target and the visual UFO, they established that they were both observing the same object. The radar tracked the object at speeds verifying from hovering to 300 knots. An F-94 was scrambled and vectored into the target. It got a radar lock-on and started to close on the object. At 6,000 yards, the jet lost radar contact and at the same time the tower and ground radar lost it, too. At the end of the sighting, the object as seen on the radar "broke up into three pieces which flew formation at quarter-mile intervals." During the incident, a weather balloon was released at the base, and the witnesses reported its light was much dimmer than that of the UFO. One of the puzzling aspects of the incident was that neither the jet pilot nor the radar crew was able to get a visual sighting on the object, although each was closer to it than the air base tower.

INCIDENT NO. 6--On the night of January 26, 1953, a group of Air Force people stationed at a radar site in New Mexico observed a "very bright, reddish-white" object west of their station and then picked it up on their radar. The object was in view about 45 minutes both visually and by radar. The object moved behind a hill and the reappeared. Radar showed it 9 miles from the station, traveling north at a lazy 12 to 15 knots at 10,000 to 15,000 feet. Although a balloon was in the vicinity, the UFO traveled steadily almost directly into the wind.

INCIDENT NO. 7--On February 16, 1953, at 11:30 p.m., a pilot and an instructor in a C-47 over Turnagain Arm--a bay near Anchorage, Alaska--saw a red light that they judged to be a jet aircraft, five miles away. But as they watched it, it got bigger and brighter, as if headed toward them. Unable to see any green navigation light, they asked the tower at Elmendorf AFB if any other craft were in the area. The tower said there was none, and then made a radar check with negative results. The object was first seen low and definitely below the horizon. The C-47 was flying at 2,000 feet. The object continued to close on the C-47, increasing in brilliance and size until it was two or three times the original size. Then it seemed to stop and hang suspended for five minutes. The pilots, still thinking it might be another aircraft, headed toward Elmendorf, where the tower asked if they could still see the light. It was still visible, and the tower asked them to try to intercept it. As the C-47 took up the chase, the light appeared to accelerate and shortly vanished.

The following night, about 8 p.m., five Air Police on patrol spotted the same--or another--red light near the end of one of the Elmendorf runways. By comparing it with known lights at the base, they judged it to be similar to a 36-inch light seen from 3/8 mile away. It was in a gradual climb, at about jet speed, headed for Anchorage. The Air Police called the tower. It had nothing on radar, but ordered up a jet to intercept. As the jet became airborne, the object showed a noticeable increase in speed, and when the jet came around to get on an intercept course, the light climbed vertically into the overcast at 5,500 feet.

The Air Police did not know of the original sighting when they made their report. A careful check showed no balloons in the area. Stars and planets were eliminated because the first night the object was below the horizon, and the second night there was a solid overcast. If it had been a conventional craft, the radar would have picked it up. If it had been a stray

balloon that wandered in from some distance, on the first night the C-47 should easily have closed on it and passed it. On the second night, its sudden vertical rise disposed of the drifting balloon theory.

These cases, and the hundreds more like them, are the core of the flying saucer mystery. Despite our best efforts over a period of seven years--assisted by top-grade technical and scientific advisers--we were unable to crack them. They remain to baffle and intrigue millions. And despite the improvement in methods of analysis that has resulted from our experience, scores of unknowns are added to the project's files each year.

Hundreds of people have asked me, "What do you think, yourself?"

The job of Project Blue Book was fact-finding, not speculation. Our investigation of the saucer sightings was aimed at compiling as much data as we could, in the hope that it would provide the basis for analysis that would answer the

seven-year mystery. The project failed in this attempt. The mystery of the saucers is still as baffling as it was the day that Kenneth Arnold landed his plane and told the story of what he had seen near Mt. Rainier.

My own opinion is that either the saucers are interplanetary or they do not exist. I do not believe that there is enough evidence at hand to choose between these alternatives. You can argue either case independently, and in then end you will have only an opinion.

In the operation of Blue Book, we briefed a number of assemblies of scientists--guided missile experts, atomic people, experimental aircraft technicians, physicists, etc. We found them intensely interested in the saucer mystery. At Los Alamos, for example, we jammed an amphitheater with standees and answered questions for three hours after we concluded our briefing.

These people were trained in the scientific attitude, as opposed to the cultists who accept every wild-eyed report as a certified, gold-sealed fact. Among them were people who had seen things that they could not explain. They were eager for facts that would help them put their experience into perspective.

These are the facts upon which I think that any responsible conclusion about them must be based:

1. To my knowledge, the Air Force has not concealed any secret sensations about the saucers. In the earliest days of the investigation, the project was secret. There was considerable alarm then, and some officials thought that the objects might be something new from Russia. As the alarm waned, the information was declassified. Whatever secrecy has been thrown around subsequent incidents has been only to protect classified information--precise locations of radar stations, performance data on jet fighters, etc. We also protected the identity of informants who wished to remain anonymous. We did this to encourage people of standing to feel free to report any credible incident. Beyond these exceptions, the Air Force knows nothing about the subject that it is not telling.

2. Project Blue Book was given no orders from above about "handling the saucer problem." The story that we were a bunch of dupes, reciting whatever the top echelons told us to say, is a lot of nonsense. We briefed the echelons above us, not vice versa. I once made a personal report to Secretary for Air Thomas Finletter at the Pentagon. He was accompanied by a full squad of advisers and technicians. He thanked me when I was

through. I gave him no information that is not in this account.

3. We had no evidence whatever that the saucers are some supersecret U.S. development. On the contrary, we had specific disclaimers of this from top Air Force, Army, Navy and Department of Defense officials. Ordinary horse sense is against this theory. If the U.S. had flying saucers that can perform the way saucer-sighters describe them, why would the government be pouring billions of dollars into conventional--and inferior--planes?

4. We also had no evidence that the saucers are of foreign manufacture. Again, logic opposes such a belief. The chief suspect in the "foreign saucer" theory is Russia. Why would Russia try out such a revolutionary device over the U.S. when it has vast stretches of land behind the Iron Curtain, where the test could be conducted in complete secrecy? Any man-made device is certain to fail sooner or later. The more complex the device, the higher the failure probability. Yet in seven years, with thousands of saucer sightings, not one has been known to have crashed.

These four points may bring you to the possibility that the saucers are craft from outer space. As staggering as the implications may be, to my mind this is the most acceptable theory--if the saucers exist. There is no other alternative.

What is the argument that they are nonexistent? Is has some stubborn facts on its side.

First, the residue of unknowns shows no common characteristics. Their shapes, performances, times of appearance, colors, locations showed the same bewildering variety as the 80 percent that we were able to explain. The 434 unknowns included little lights, big lights, multicolored lights, disks seen by day, cigar shapes, orbs and dots of lights. To argue that the hard core of unknowns are all "saucers" is inaccurate. They include a variety of dissimilar objects. This variety gives strength to the theory that the unknowns are merely the same known objects as the 80 percent of sightings we were able to explain. There is a strong belief in the Air Force that the unknowns are "unknown" only because we lacked sufficient data on them. This belief is supported by the fact that our percentage of explanations rose with the intensity of our investigation.

Secondly, there were no bursts of unknowns. Over the years they roughly d the total number of sightings, rising and falling with the volume of repo n general, there was no geographic cl stering of unknowns. For a time, th e more sightings around certain atomic installations and defense areas. Tentration was not large enough, in our opinion, to have significan e. Resid such areas are more security conscious that people living in nonsensitive and quite possibly we got more sightings from atomic and defense sections because more people there were scanning the skies.

Some theorists have figured that another planet sending emissaries to the earth would dispatch them at the point where their orbit would bring them closest to earth. Assuming a set travel time, this would bring their craft into our ken at a regular time. For several years there was a sharp rise in saucer reports during the month of July. But in 1953, the sightings in the month took a sharp drop.

Thirdly, in the seven years there has been no physical evidence of the existence of saucers. The Air Force has found no evidence that a saucer has ever crashed or landed. It has seen no photographic evidence that it can credit. It has seen no "hardware" that it cannot explain as man-made.

Against those arguments stands the testimony of hundreds of people. They have seen something incredible. They include hundreds of people who scoffed at flying saucers until they saw something that bore no relation to anything they had ever seen. They include hard-

bitten airmen familiar with all the hallucinations of flying, sober scientists who applied every natural explanation--and stubbornly insisted, "It was something else."

Among these sightings have been a small number that have been confirmed by radar. Whatever the object was, it was not a hallucination. And frequently, it outperformed any craft known on earth.

The fact that the unknowns show a variety of shapes and sizes might be explained by two things. One is the unreliability of witnesses. A saucer described as "50 feet in diameter" may be 150 feet--if it is further from the observer than he believes. The variety in sizes of the unknowns could be explained by misjudgments in distance, a common error. If more accurate data were available, the unknowns might well show a greater consistency in size.

The same is true of shapes. A disk traveling broadside to the witness would appear to be an orb. As its angle tilted, it would become football-shaped and finally take on the appearance of a cigar.

The sighting of lights at night may have no relevance to the actual size of the craft that carries them--just as a navigation light on a plane gives no hint to the size of the ship.

The absence of physical evidence--such as crashed saucers-- supports the theory that they are not of this world. We have reliable data on the failure factor of man-made devices. If the saucers were made by Americans or Russians, their imperfections would have brought them down by now. But if they are interplanetary, they may be contrived by a civilization so far advanced as to have reduced the probability of failure to near zero. Or they may utilize a principle of flight unknown to us. A craft capable of traversing the vast distances of space might fly almost endlessly in the relatively tiny confines of our air envelope without failure.

The Air Force has never ruled out the possibility that we are being visited from outer space. It says only that it has no evidence to support this possibility.

--Captain Edward J. Ruppelt, USAFR

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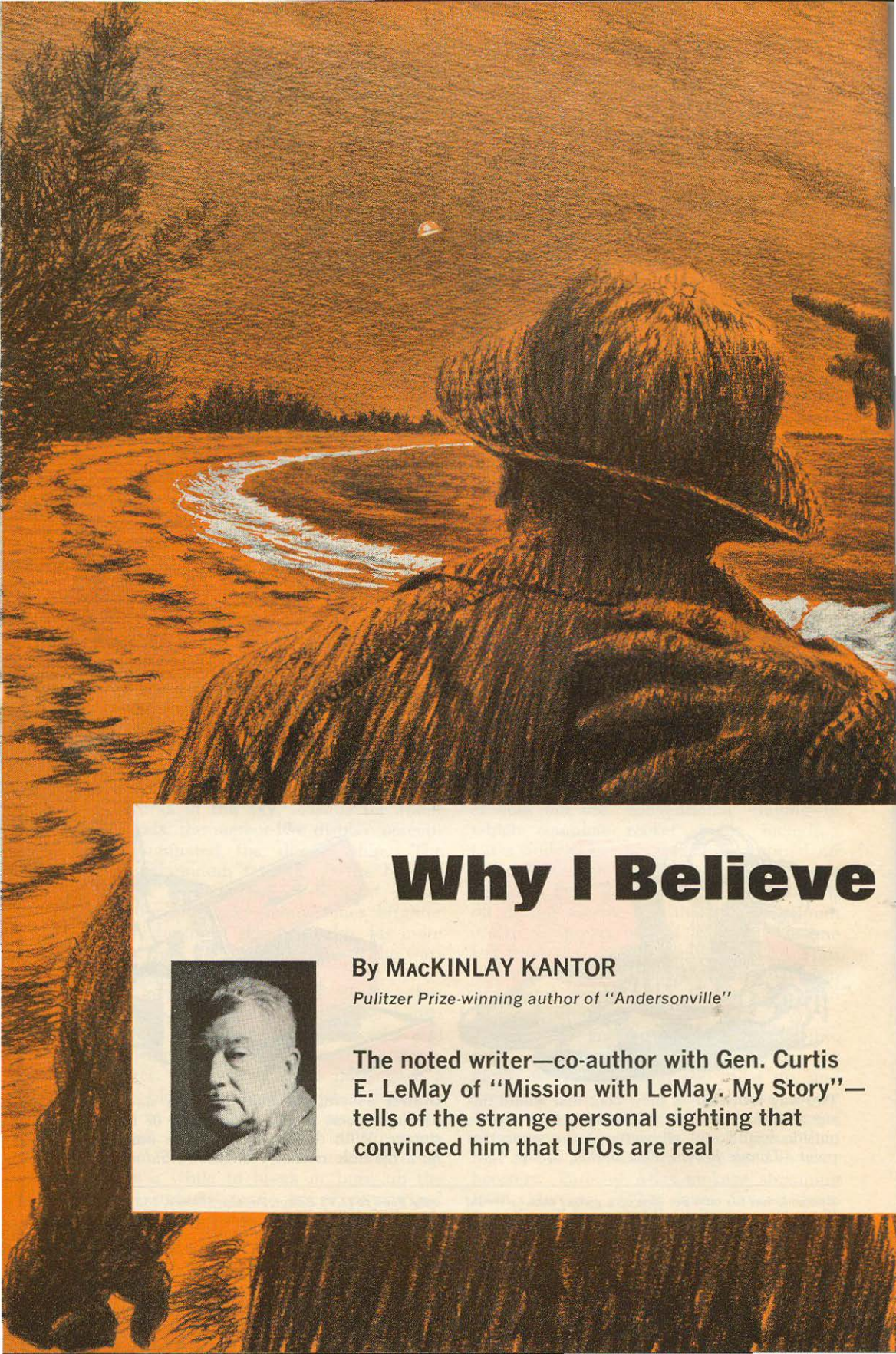
WHY I BELIEVE IN FLYING SAUCERS ... An Eye-Witness Story by MacKinlay Kantor

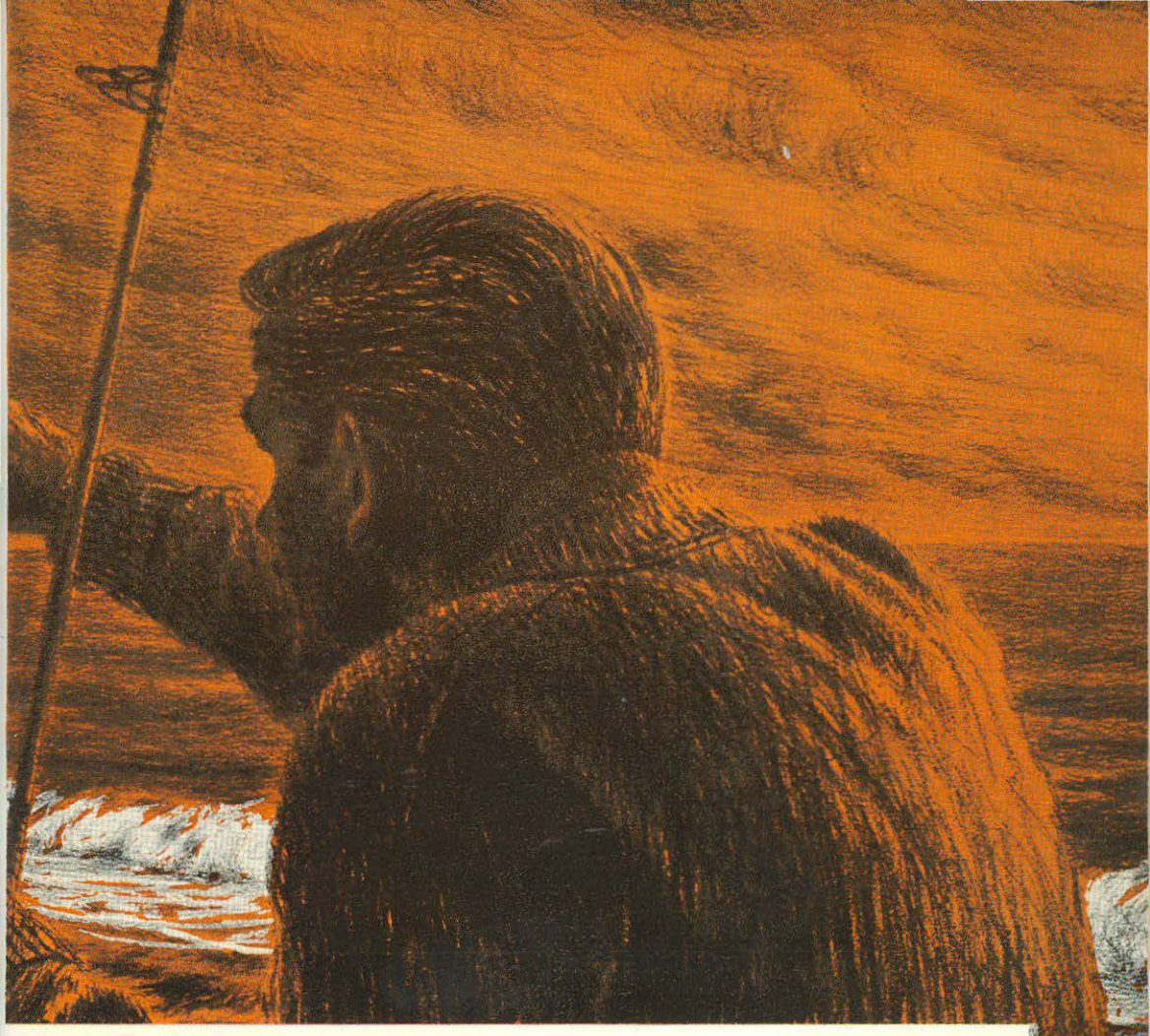


Why I Believe

By MacKINLAY KANTOR

Pulitzer Prize-winning author of "Andersonville"

The noted writer—co-author with Gen. Curtis E. LeMay of "Mission with LeMay. My Story"—tells of the strange personal sighting that convinced him that UFOs are real



in Flying Saucers

Well, to begin with, I saw one.

But for some years previously I had believed that Unidentified Flying Objects must exist. I'd heard the calm testimony of too many experienced pilots and other observers, not to believe.

Let's say that you are a skeptic—the same sort of grimly determined Doubting Thomas that I used to be. Would your skepticism still prevail if you could hear the dry steady voice of Gen. Curtis E. LeMay saying—as indeed I've heard him say:

"Repeat again: There were some cases we could not explain. Never could."

When I first spotted the UFO it was hanging motionless in the sky.

I looked at my wristwatch. 6:07 p.m.

The date was January 4, 1954, a Monday. The place: My own beach on the

Continued

Gulf of Mexico, about five miles from downtown Sarasota, Fla., on an island called Siesta Key.

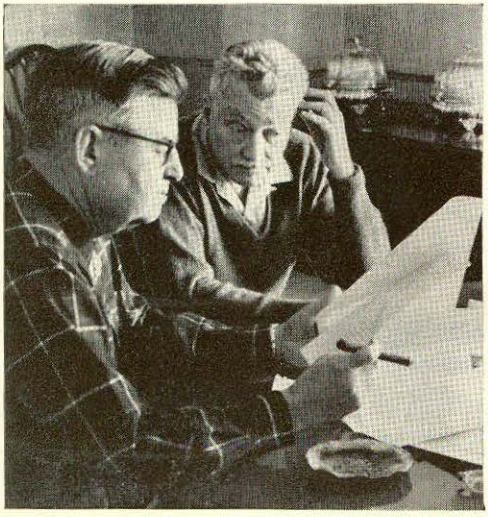
On viewing the UFO, I felt a great wave of thankfulness. By golly, I thought, at last it's here. Now I don't just have to *believe*. Now I *know*.

It looked like the top third of an apricot. The sun had fallen below the horizon a few minutes before, and earth and Gulf were now in shadow. But that object in the sky still gleamed brightly. I assumed that the orange coloration came from the sun's reflection on a curved surface of metal or some similar substance, rather than from any light radiating from the critter's interior. Also, there seemed to be some sort of rim around the bottom.

It was at too great a distance: I couldn't tell whether there were any windows or ports. And, both on the right and left sides of the curved body, dark shadows came up to claim the surface and accentuate a brilliant sheen on that portion of the curve nearest me.

I noted the position, and approximate height above some pines. I nailed the thing to its relationship with the tallest two trees: It was directly above them. Later I used instrumental aid to determine the exact height at which the object had hovered above the horizon. Eleven degrees up. As for a compass reading, the bearing would have been anywhere from 187 to 192 degrees.

[*Continued on page 198*]



Former Air Force Chief of Staff, Gen. Curtis E. LeMay, discusses book he co-authored with MacKinlay Kantor after retiring from active duty.

Maj. Hector Quintanilla Jr. is head of the Air Force's Project Blue Book, which investigates and evaluates reports of UFOs.

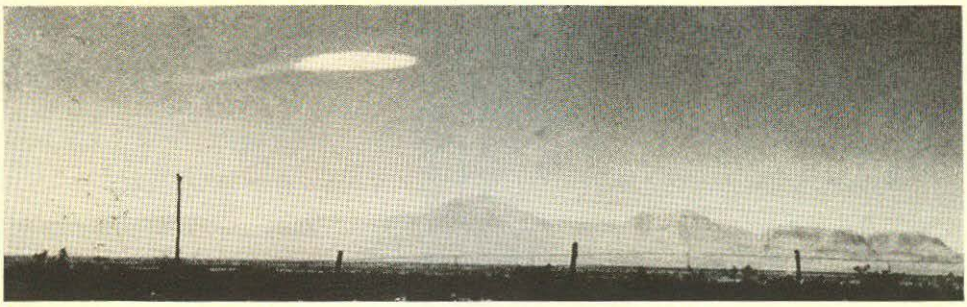
Are you up-to-date on UFOs?

Almost 10,000 UFO sightings have been reported to the Air Force since 1947, when it set up Project Blue Book, the official U. S. agency that analyzes and evaluates flying-saucer reports. There have also been sightings unreported to the project.

Not one has ever given any indication that it was a space vehicle under intelligent control, according to the Air Force, although the Air Force cannot account for the origin of many UFOs.

Maj. Hector Quintanilla Jr., chief of the Project, says, "We have determined in the vast majority of cases what the stimulus of the sighting was—stars that seem to move, operational and experimental aircraft, satellites, balloons, or just plain hoaxes." But he concedes that the origin of at least 672 UFOs has not been accounted for. The Air Force has no reason to believe that any of the UFOs unaccounted for came from another planet.

"There's no question that the people who spot UFOs see something," says Dr.



Flying saucer in flight was the report Project Blue Book office received on this picture taken in 1957 at Alamogordo, N.M. Photo analysis revealed the "unidentified object" to be a lenticular cloud.

Socorro, N.M., policeman Lonnie Zamora watches A. F. investigator Maj. William Connor use Geiger counter to check area in which he sighted UFO.

Flying light source over Sherman, Tex., was photographed by TV newsman last August. Air Force has not been able to determine what it was.

J. Allen Hynek, chairman of Northwestern University's Dearborn Observatory and the Air Force's chief scientific consultant on UFOs. "But the majority of cases we can't explain result from the fact that we don't have anything tangible that can be measured scientifically."

"I'd like to see just one piece of a UFO," Quintanilla says. His office at Wright-Patterson Air Force Base in Dayton, Ohio, has received all kinds of materials purporting to be pieces of flying saucers. But analysis of the samples has always shown them to be of earthly origin.

"We're certainly not trying to hold anything back," Quintanilla says. "The Air Force would have a lot of technical knowledge to gain from examining a real UFO."

UFOs are reported by people from all walks of life. "We accept every report as valid," Quintanilla says, "unless there is evidence to substantiate a report as a hoax."

Eighty percent of the cases are easily solved. "We have all the resources of the federal government at our disposal and much of private industry also," Quintanilla says.

One case still "bugs" Quintanilla. In the late afternoon of April 24, 1964, Patrolman Lonnie Zamora of Socorro, N.M., was chasing a speeding car on U.S. 85 when he heard an explosion. He immediately turned off the road and saw a white, egg-shaped vehicle, like a car standing on end. One or two men he believed to be occupants of the vehicle were standing alongside.

Then smoke and flame began to spout from the bottom of the thing and Zamora ran behind his car to shield himself. The vehicle rose to about 20 feet, hovered for several seconds, and then flew off. There were no other witnesses, but Air Force investigators found a great deal of physical evidence they could not explain—burnt vegetation and indentations in the ground.

Quintanilla thought the UFO might have been an experimental lunar-landing vehicle. "I've spent a lot of sleepless nights over that case," he says. "It has been well investigated and analyzed by experts. But it's still a mystery."

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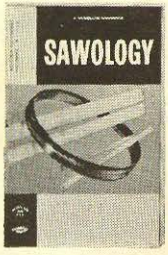

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Why I Believe in Flying Saucers

[*Continued from page 74*]

As for true altitude and size, there was nothing to do but guess and wonder. The UFO had to be somewhere out over the Gulf of Mexico. Since I didn't know its size I couldn't establish any true altitude. Nor could I do more than guess at its distance from me.

The thing was motionless. It moved neither to right nor left, for a matter of minutes. It did not appear to become any larger; hence it was not advancing. It did not appear to become any smaller; hence it was not receding.

The instant after I had checked the time, on first viewing the object, I began to yell for my wife. I bellowed her name several times. No use. The house was less than 100 yards from where I stood, but she and some friends, who had been visiting us through the New Year's holiday, had the hi-fi turned on and didn't hear me.

On the next property an old man stepped onto the beach, Dr. Gillespie who had rented the place for the season. I headed for him as fast as I could move.

"Doctor! Doctor! Look!" I pointed as I ran. He stared, turned, gazed toward the sea. When I reached him he was looking a little too far to the west, and I put my arm around his shoulders and turned him more toward the south.

"Above the trees! Don't you see it?"

"I see it," he said, "but I can't make out just what it is. Doesn't that look like—? Isn't it two airplanes refueling in midair?"

"If it's two airplanes refueling in midair, aren't they headed in opposite directions?"

The doctor chuckled. "Guess they are."

"But, Doctor, that thing's absolutely motionless. It doesn't move to right or left."

"I guess you're right."

At that moment the object took off. It started with unbelievable speed, moving on a diagonal line, ascending as it receded into the southwest.

I didn't take my eyes off the thing. It was really traveling. I had never seen anything hurtle so rapidly except a meteorite. I have messed around with the Air Force for a good long generation, and have poked my nose into two wars.

I know of no aircraft which might move with such terrific speed through our atmosphere. Then it was gone.

The time was 6:11 p.m.

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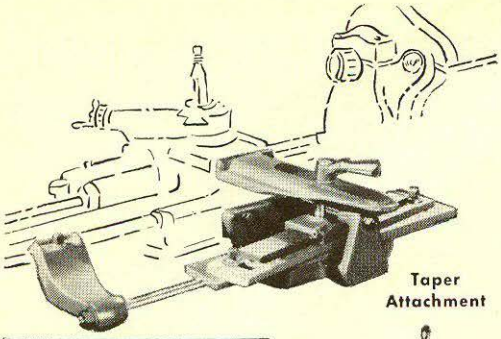
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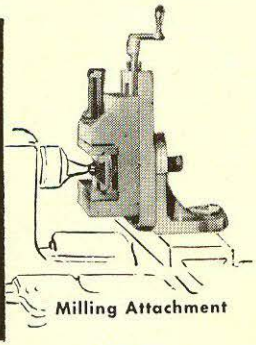
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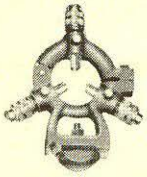
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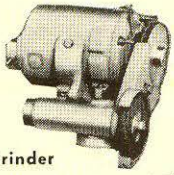
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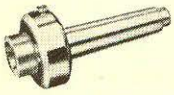
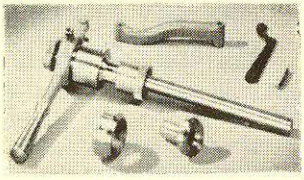

Live Centers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Why I Believe in Flying Saucers

Did anyone else on Siesta Key happen to see that thing?

Damned if I know.

Next morning I drove to MacDill Air Force Base at Tampa, to report the incident to Col. Michael McCoy, who was then commanding a bomb wing.

At MacDill, I found Mike McCoy in his office, and proceeded to sit down and tell him the whole story. I drew some sketches, too. When I was through, Mike sat tugging at his red-gray moustache.

"Well, what do we do, Mack? Send a report to Project Blue Book at Wright-Patterson Air Force Base?"

"No," I said. "I guess not."

"You saw it, didn't you?"

"Yes. But if we send in this report, some character will come along and tell me patiently that what I saw was the planet Venus or the planet Mars or the star so-and-so, or a Navy balloon, or a conventional aircraft; or that maybe I was the victim of an illusion induced by hysteria."

"Exactly," said Colonel McCoy. "That's what they're always saying. Let's just forget it."

"I won't forget it," I told him. "I'll remember it."

Recently Curt LeMay and I were discussing UFOs while I worked with him on his autobiography [*Mission With LeMay. My Story,* by General Curtis E. LeMay with MacKinlay Kantor. Doubleday, 1965].

Let me quote a few lines from what General LeMay had to say about UFOs.

"Some natural phenomenon might usually account for those sightings which had been seen and reported, and thus explain them. However, we had a number of reports from reputable individuals (well-educated, serious-minded folks—scientists and flyers) who surely saw something.

"Many of the mysteries might be explained away as weather balloons, stars, reflected lights, all sorts of odds and ends. I don't mean to say that, in the unclosed and unexplained or unexplainable instances, those were actually flying objects. All I can say is that no natural phenomena could be found to account for them. . . .

"Repeat again: There were some cases we could not explain. Never could."

It's 12 years since I saw my first UFO. Maybe it will be my only one. I've never seen the shine of one since. But I'm always watching. PS

GEORGE BURNS

Weather balloons, like the one this plane is approaching, explain some "disks," but not all.

WHAT YOU CAN BELIEVE ABOUT FLYING SAUCERS

By SIDNEY SHALETT

Is there "something funny" about the silence that still envelops the mysterious disks that alarmed us all and lured three military pilots to crash deaths? Were they missiles from Russia? From Mars? Air Intelligence probed 250 reports and here, for the first time, are its findings.

PART ONE

DATING as far back as the eighteenth century, and possibly earlier, the annals of our race bulge with solemn reports of queer things seen undulating through the sky. Except in publications frankly devoted to fantasy, American literature and journalism have until recently been relatively free of such frightening accounts. But the Great Flying Saucer Scare, coming like a long-delayed and violent reaction, showed us to be, when frightened, as credulous as anyone else.

The scare had its origin in June, 1947. On the twenty-fourth day of that month, at one minute before three P.M., Kenneth Arnold, of Boise, Idaho, piloting his three-place cabin plane in the state of Washington, from Chehalis to Yakima, saw what appeared to him to be nine shiny disks. They seemed to be flipping and flashing along over Mount Rainier. Arnold reported his experience, and the Great Flying Saucer Scare began.

Within a few days it had achieved a rich, full-blown screwiness. Observers in practically all the forty-eight states and the District of Columbia reported seeing "saucers." Descriptions of the mysterious sky-borne objects achieved a lush variance. Besides disks, there were flying doughnuts and flame-spurting teardrops; there were wingless fuselages and balls of fire which streaked through the heavens at supersonic speeds, or hovered like a helicopter, or oscillated like an electric fan.

In speculation, oral and published, the saucers—as the fearsome freaks came to be widely called—were attributed variously to the machinations of the Russians, of our own secret military research and even of men from Mars. The deaths of three military aviators stemmed from the scare; one actually losing his life in pursuit of one of the so-called saucers. The furor grew to such proportions that the United States Air Force—with considerable and understandable reluctance—finally set up a special project to investigate the reported phenomena. To date, those in charge of the projects have collected reports on some 250 instances of "unidentified flying objects," and, though the scare has subsided considerably in late months, the list of incidents continues to grow.

The hardiness of the scare suggests that it might break out again in full bloom at any time, maybe at an embarrassing moment in our international affairs, and, with this thought in mind, I have spent the better part of two months investigating it. I have had what seemed to be the wholehearted co-operation of the Air Force in Washington and in other parts of the country. I have found that if there is a scrap of bona fide evidence to support the notion that our inventive geniuses or any potential enemy, on this or any other planet, is spewing saucers over America, the Air Force has been unable to locate it.

In reaching this finding, I am necessarily accepting the assurances of the highest officers of the Air Force, and those of its research and development experts, that they have nothing concealed up their sleeves. Of course, there are a lot of people, some of them quite sober citizens, who insist that there is "something funny" about the saucer business. These will probably insist that the Air Force is kidding me. But I don't think it is.

One of the men who would be hard to convince that the Air Force is being completely frank is Kenneth Arnold, who saw those first famous nine. Arnold describes himself as sole owner of a small concern which distributes fire-fighting apparatus in five Western states. He also acts as Northwestern distributor for the type of plane he was flying on the day he spotted the saucers.

Arnold was flying at 9200 feet when he first saw them, he later wrote in the first of a series of articles he did on the subject for a Chicago-published magazine called Fate. His first article, titled I *Did* See the Flying Disks, happened to appear in the maiden number of Fate, which styles itself a "cosmic reporter." The maiden issue also included articles titled Behind the Etheric Veil and Invisible Beings Walk the Earth.

Arnold did a number of things to get a fix on the strange objects. He concluded (a) that they were "saucerlike disks" with no tails; (b) that they flew extremely fast and "in a rather chainlike line, as if they were linked together," and (c) that, at a distance which he estimated as between twenty and twenty-five miles, each appeared somewhat smaller than a DC-4 airliner. Arnold said he had the flashing objects in sight for two and one half to three minutes, then they got away from him.

It was the immediate newspaper reports of Arnold's unusual experience which set off the excitement of June, 1947. Between then and the following Fourth of July, the newspapers and public officials were deluged with saucer reports from all over. The newspapers, on the whole, played the thing big, most of them mixing a little nervous whimsey with the upsetting reports.

The baffling thing about the reports was that, although some of the later ones obviously came from hoaxers and publicity seekers, others were coming in from persons whose standing in society was respectable. Army officers assigned to scientific projects, sane and sober commercial-airline pilots, Air Force test pilots and intelligence officers, police officers and deputy sheriffs, businessmen, astronomers and weather observers had incidents to describe.

One of the earliest of the more perplexing cases occurred on July 8, 1947, two weeks after Kenneth Arnold's experience, at Muroc Air Field in California. Muroc is the Air Force's most hush-hush sanctum, where the Air Force and Navy test their secret supersonic models, so it's not a place where you would expect the personnel to get unduly excited by strange things in the sky. But something did occur at Muroc, and the Air Force maintains that no experimental craft was involved.

ACME

Kenneth Arnold, Idaho flier, twice saw groups of "saucers," set off coast-to-coast excitement.

It was Lt. Joseph C. McHenry, the billeting officer, who, walking toward his office at 9:30 A.M., first saw "two silver objects of either spherical or disklike shape, moving at about 300 miles per hour at approximately 8000 feet." He yelled at a couple of sergeants and a stenographer, who were near by, and they saw them too. Three more witnesses were summoned, but the objects had disappeared by this time. However, a third object hove into sight, and five out of the seven witnesses saw it. Everyone was certain that, because of the apparent speed and the fact that they seemed to be traveling against the prevailing wind, the objects couldn't have been any type of weather or cosmic-ray balloon.

At noon the same day, Maj. Richard R. Shoop, attached to the office of the Chief of Technical Engineering Division, had his attention directed by a Colonel Gilkey to "what appeared to be a thin metallic object," which played lazily over the field, diving, climbing and oscillating for eight minutes. At the same time, a test pilot in the vicinity saw a strange whitish object floating to earth from a high altitude. And another test pilot recalled that, on the previous morning, he, too, had seen a roundish object whirling around at 12,000-feet altitude.

Four days prior to this, on the Fourth of July, the city of Portland, Oregon, had fairly erupted with saucer sightings. It began when Patrolman Kenneth A. McDowell was feeding the pigeons on the parking lot back of Precinct I. "I noticed," he reported later, "that the pigeons became quite excited over something." He looked around to see what had disturbed them and saw five large objects, disk-shaped and of undetermined color, in the air. They dipped up and down in an oscillating motion at great speed and disappeared quickly. McDowell notified the police radio, which broadcast an alert to all patrol cars.

At exactly the same time in another part of the city, two other Portland patrolmen, W. A. Lissy, who is a private pilot, and D. W. Ellis, saw "three flat round disks which flew at terrific speed in straight-line formation, the last disk fluttering very rapidly in a sideway arc." They saw no evidence of what made the things go, no vapor of smoke trails and no sound. They estimated altitude of the disks as 40,000 feet. In still another part of the city, Patrolman Earl E. Patterson, a former Air Force pilot, saw one disk, and a harbor pilot, backed up by two witnesses, reported seeing "three to six" objects which resembled "a shiny chromium hub cap off a car." Various citizens also saw the things, including one housewife who described it as looking "like a new dime flipping around."

The Geese With a Humming Sound

IN near-by Vancouver, Washington, a crew of deputy sheriffs heard the Portland police broadcast. They ran out to look at the sky and, sure enough, over Portland they saw "twenty to thirty objects... like a flight of geese." The deputies even heard "a low humming sound."

That evening Capt. E. J. Smith, of United Air Lines, was piloting his ship from Boise, Kenneth Arnold's home town, to Seattle. According to a report published in Fate, Captain Smith, before taking off, had remarked, apropos of the disk stories, "I'll believe 'em when I see 'em." Over Emmett, Idaho, he said he did see nine strange objects, and his story was corroborated by Copilot Ralph Stevens and Stewardess Marty Morrow. First there were five "somethings" which were "thin and smooth on the bottom and rough-appearing on top," Smith told investigators. Later, four more came into view. In all, they were observed for some twelve minutes, silhouetted against the sunset.

One of the strangest and most tragic of all the saucer cases on record was the incident of January 7, 1948, at Godman Field, an Air Force base at Fort Knox, Kentucky. It was early afternoon—between 1:45 and 1:50 P.M.—when T/Sgt. Quinton A. Blackwell, chief operator in the Godman control tower, first saw the object appear over the south portion of the field. Fifteen minutes earlier the sergeant from the commanding officer's office had telephoned him to be on the lookout, saying that Fort Knox military police and the state police had warned that "a large, circular object, *(Continued on Page 136)*

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(Continued from Page 134)

shotgun gripped across her bosom. He came to a full stop.

"What's that?"

She met his glance, her face crowded with its embittering fear and its frozen purpose, and for perhaps ten long-running seconds this enormous concentration held her still; afterward a clear embarrassment thawed her expression, and she dropped her eyes and whirled away into the kitchen. He walked on to the barn, thinking, *Why, she'd have killed him.*

He rustled out the horses and threw on the harness and drove them up to the stage and made the hitch. Rheinmiller and Schwann and the rancher had packed Cort to the shed, and now came back; the woman stood at the stage door, her glance waiting for Taggart. He moved around her and opened the coach door and offered her his hand.

"You're rested," he said, "and the night drive will not be hard."

After she took her seat, she bent forward to speak, but he moved on and took the reins while Rheinmiller mounted. The other passengers stepped inside, ready to go.

He said to Rheinmiller, "If you should see Huckabine lying along the road, send back a shot. I'll come up for him. Otherwise I'll go out first thing in the morning and make a hunt."

He threw the reins to Rheinmiller, who, kicking off the brake, gave the horses a brisk shout and sent them on at a sudden run. Coach and animals boomed over the bridge, made a long swing with the winding road, and presently passed into the narrow break of the side canyon.

In the kitchen, Mrs. Campbell said to Ada, "I'll eat in the kitchen tonight, with Henry. You go out and eat with Kelsey. Your hair looks nice . . . you look nice. You go on."

"I can't help him," said the girl. "I can't say anything I've not said before. He's seen me a thousand times."

"Always comes a time when a man looks and sees what he didn't before."

Ada filled two plates with food kept warm in the oven, and carried them to the table. She checked the table and came back for the coffeepot and turned with it as Taggart walked into the front room from the yard. His head was down, and when he took his place, it appeared that the weight of weariness shoved him into the chair. He laid his elbows on the table's top and laced his fingers and sat this way in thought, forehead against fingers.

Mrs. Campbell looked on, some faint kindness sweetening on a face long since settled into disillusion. Ada had stopped at the kitchen's doorway with an air of panic upon her, and her breathing was quick and she seemed unable to move. She was, Mrs. Campbell thought, a pretty girl when strong feeling broke the mask on her face and the nice things came freely through. Ada stared at the floor and seemed to pull all her resolution back, and went in to put the coffeepot on the table and to take her place, but her face was sober again, hiding what she felt. Her eyes avoided Taggart. Mrs. Campbell thought, *You fool girl, didn't you learn anything from that woman?* She pushed the door almost shut and stood close to the small crack to spy upon the scene.

Taggart said, "You'd have shot him."

"I would . . . I'd have killed him," said Ada, and seemed to shrink away.

Mrs. Campbell couldn't see Taggart's expression, with his back to the kitchen, but there must have been something powerful in the continuing glance he put on the girl, for presently she looked to him and rose with a quickness that was straight out of impulse, and took the coffeepot. She walked behind Taggart and stood at his side while she filled his cup. Most clearly a wave of courage buoyed her; she laid her hand lightly on Taggart's shoulder. It was a terrible pity, Mrs. Campbell thought, that he didn't look around to see the tenderness Ada silently poured upon him.

"You've got it on your mind. You mustn't think of it. He wasn't any good. Don't you let it trouble you any more."

"All right, Ada. What's done's done. It's a hard country. Must be harder on you than on me."

Ada set aside the coffeepot and returned to her seat. "You shouldn't neglect your food—not the way you work."

He dropped his hands to the table and bent forward. "Ada," he said, "that a new comb?"

"I don't wear it much."

Mrs. Campbell doubled both hands together and softly wrung them with anxiety. This touch-and-go thing now coming on was so delicate that one cool look from the girl could kill it. The thickening silence ran forward. Taggart still bent in the chair to watch Ada. Whatever he said so insistently with his eyes had its wonderful effect; before Mrs. Campbell's delighted witnessing, Ada ceased to be a silent and obscure girl from a hard-scrabble ranch, filled herself with the attention which this man poured into her, and became a woman. Actually her face grew rounder and a glow came upon her, and she was sure of herself. It was in her voice.

"I'll heat water enough for you to take a bath. You have a drink and go to bed."

"I ought to have a drink now."

Ada laughed at him and rose. "All right. One now, one then."

Mrs. Campbell closed the door without a sound. It was done, and nothing could undo it, and the rest was as certain as tomorrow's sun. The woman from the stagecoach was a handsome beast who had used her flesh on Taggart without luck, but she had wakened him and, looking around, he had seen Ada. She heard Henry come about the house, and she put her head through the back door to summon him in, so amiable that he stared at her.

"You eat with me, Henry. The bottle's on the shelf and the food's warm."

WHAT YOU CAN BELIEVE ABOUT FLYING SAUCERS

(Continued from Page 21)

about 250 to 300 feet in diameter," had been seen over Madisonville, Kentucky, only ninety miles away.

Technical Sergeant Blackwell began telephoning and radioing, and in thirty minutes his control tower was jammed with practically all the brass hats on the airfield, including the C.O. himself, Col. Guy F. Hix. For the next two hours and fifteen minutes there was a lot of confusion. Everybody in the control tower had something to say about the object. Lt. Paul I. Orner, the detachment commander, thought it was hovering, and that it was shaped like a parachute, but with some strange red light reflecting from it. Capt. Gary W. Carter, the operations officer, thought

it was "round and white," and noted that it could be seen through the clouds. Lt. Col. E. Garrison Wood, the executive officer, was sure it was "at least several hundred feet in diameter." Colonel Hix reported, "It seemed at times to have a red border at the top and at the bottom. . . . I just don't know what it was."

Into the middle of all this confusion came a flight of four P-51 fighter planes. The fighters were Kentucky Air National Guard planes returning from Marietta, Georgia, to home base at Standiford Field near Louisville. The flight was led by twenty-five-year-old Capt. Thomas F. Mantell, Jr., a husky six-footer who had flown in the Normandy invasion and who had some 3000 military and civilian flying hours to his credit. Mantell, married and father of two small sons, had been a partner in a G. I. flying school since the end of the war; he was skilled and courageous, but not foolhardy.

In the control tower, Captain Carter, the operations officer, suggested that the P-51's be asked to chase the object. Sergeant Blackwell relayed the suggestion by radio. One of the P-51's peeled off and headed for Standiford, but Mantell and two other pilots, Lieutenants Clements and Hammond, roared upward.

At 2:45—five minutes after he began the bizarre chase—Mantell reported by radio: "Object directly ahead and above and moving about half my speed." At 3:15, he reported: "Object is above and ahead, moving about my speed (360 MPH) or faster. I'm trying to close in for better look."

By now, the three fighters were approaching the layer of the sky where the air is thin, and they had no oxygen equipment. Five minutes later two of the ships turned back. Mantell kept climbing.

Mantell's wing man said afterward that he lost the flight leader between 18,000 and 20,000 feet. On the ground, the last word they had from Mantell was: "Going to twenty thousand feet. If no closer, will abandon chase."

Somewhere at this point—as investigators since have reconstructed it—Mantell began to suffer from lack of oxygen. At 25,000 feet, Mantell, his eyes fixed on the gleaming object, must have lost consciousness. His plane, now pilotless, continued climbing to about 30,000 feet. Then it went into a dive.

Somewhere between 20,000 and 10,000 feet, the P-51 began to disintegrate. Pieces of it were found scattered over the landscape as far as six tenths of a mile from the place where most of it fell.

What was it that lured Mantell to his death? I believe, as a result of my research, that it was either the planet Venus or a giant plastic balloon escaped from a Navy cosmic-ray-study project near Minneapolis, which is some 650 miles away.

In Mantell's case, the Venus theory is a strong probability. Dr. J. A. Hynek, professor of astronomy at Ohio State University, who has been retained as a consultant by the Air Force to help unscramble some of the confusion, estimates conservatively that 25 per cent of the so-called saucer sightings can be blamed on planets, comets, shooting stars and other cosmic fireballs. Venus, the closest major planet to the earth, is a prime offender. In World War II, hundreds of rounds of antiaircraft ammunition were wasted on Venus at times of the calendar when the planet was particularly close to the earth and was picking up rays from the sun.

Doctor Hynek, after carefully checking the position of Venus on the day Mantell was killed, reported that "nearly all of the sightings check approximately with the position of Venus," though he thought it "a little surprising that it was so easily picked out during daylight by the naked eye." On August 19, 1948, when another silvery spherical object came into sight over Godman Field, an astronomer was consulted before the fighter planes were called out. The astronomer reported that the object clearly was Venus, then only three weeks from its period of greatest brilliancy.

However, a responsible naval-research official in Washington told me unequivocally that one of the Navy's giant plastic cosmic-ray balloons was known to be loose in the Godman Field area the day Mantell was killed, and he is firmly convinced that the pilot met his death chasing it. It is entirely possible that both Venus and the balloon were rampant in the area that day, because the thing—or one thing—was reported seen over a bewildering course, stretching through Illinois, Kentucky, Tennessee and Ohio.

Some weeks before the Mantell tragedy, the Air Force had already made the decision that the saucer business must be investigated. Gen. Hoyt S. Vandenberg, then Vice Chief (now Chief) of Staff for the Air Force, was instrumental in making the decision.

"To t ink that all I said was 'I think I'll wash the car!'"

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However illogical and absurd the notion of unexplainable objects soaring over America might sound, the Air Force could not afford to close its mind arbitrarily to the possibility that something new might be in the skies.

There were a number of factors that were subjects for legitimate concern. For one thing, reports of strange objects in the air had started trickling in from Alaska, a strategic military area, and from parts of Scandinavia and North Germany, where it might be entirely possible to witness some of the known Russian experiments with guided missiles and rockets. Queer-shaped objects leaving trails of green light were seen coming from Peenemünde, the ex-Nazi missile center now in Soviet hands. And Russian rockets had fallen inside the American zone of occupied Germany.

We also knew that the Germans had been much further along than we were in the missile field, and that the Russians had scooped up all the German scientists they could corral. We knew that the Russians, with the help of German scientists, had developed some small disks with explosive edges, launched by a compressed-air catapult, for possible use as an ordnance item. We knew that the Russians were hot for developing snorkel submarines capable of launching buzz bombs; our own Navy has been able to fire the Loon, its version of the German buzz bomb, from submarines off Point Mugu, California. And we remembered the Japanese wartime stunt of letting free balloons drift over to this country as a possible means of initiating incendiary or germ warfare; it was a slightly screwball undertaking, but some of the balloons did get here.

So the Air Force set up its project, under Air Intelligence, to investigate. For some obscure security reason, it still is not permissible to mention the code name of the project, so I will call it Project Saucer. Top supervision is from Washington, but the leg work, cataloguing and evaluating are done by the Technical Intelligence Division at Air Matériel Command Headquarters, Wright-Patterson Air Force Base, Dayton, Ohio.

Project Saucer at Wright-Patterson provides a task force of intelligence officers and civilian technical experts who can jump into a plane any time an important saucer sighting is reported and go out to investigate. In practice, the task force has not personally investigated many cases on the scene, but has left the questioning to local intelligence officers, who report all information back to Dayton. However, General Vandenberg feels that more of the original information should be gathered by the same men each time, so new instructions have been issued which should keep the task force traveling more.

One of the tentative decisions made by Project Saucer early in the game is that there's nothing much new in any of this. Strong suggestions of it appear in the published works of the late Charles Fort, a writer from the Bronx, who spent a lifetime collecting obscure references to the unexplained phenomena of the ages. One of Fort's theses was that Science was a fraud. Nobody was ever quite sure whether Fort was serious or had his tongue in his cheek, but the intelligence officers waded through four of his books. Fort, they learned, had reports of elephant-sized hailstones, orange-flavored and horned hailstones, flying disks, snowflakes the size of plates, and strange airborne visitations of beef, blood, butter, coal, salt, black powder, axes, clinkers, bricks, fireballs, human bodies, fish, frogs, toads, serpents, ants, worms and even a haycock. Most of the phenomena were slimly documented, many being based solely on newspaper-filler items telling about purported freaks of nature.

When I went to Wright Field armed only with reports of what witnesses said they had seen, the Great Flying Saucer Scare seemed reasonably mysterious to me. When I had finished my investigation in Dayton, Washington and elsewhere, the thing seemed less mysterious than odd. There are any number of logical and perfectly normal solutions by which most of the saucer sightings can be explained.

In addition to the 25 per cent or more bona fide cases of mistaken identification that can be blamed on astronomical phenomena, a large percentage can be accounted for by weather-observation and radar-target balloons. The military services and the Weather Bureau use numerous types of balloons to record atmospheric data. Some carry steady lights, some carry blinking lights and others hoist up gleaming gadgets of various shapes. There is no doubt that balloons have bemused many a sane observer.

The most common sources of innocent deception in the balloon field are the so-called RAWIN (radar-wind) target balloons. The balloons generally are white, and at 40,000 to 60,000 feet where they usually operate, they are invisible to persons on the ground. Dangling below each balloon, however, is a six-cornered "target" of aluminum foil, strung out on kitelike sticks. Radar operators on the ground track these aluminum targets for weather information. The targets oscillate and gyrate in the wind, and sunlight glinting from these shiny, wind-tossed objects can create a perfect illusion of a flying saucer. Movies of airborne RAWINs were taken for me, and in some shots the oscillating aluminum targets appeared perfectly round.

At the very time the saucer sightings were at their height, the Air Force had just turned over thousands of surplus RAWINs to Weather Bureau stations all over the country, so they were being

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GROUNDS FOR DIVORCE

(COFFEE GROUNDS, OF COURSE)

By Phyllis I. Rosenteur

Percolator, vacuum, drip;
My husband snarls and curls his lip;
And instant coffee he turns down,
While Turkish types call forth a frown.

I brought a biggin* back from France,
His morning Java to enhance;
He hates it, and his day is spoiled
If I offer coffee boiled.

Caffeine-free he will not drink;
He pours my efforts down the sink;
But camping out, this captious man
Brews nectar in an old tin can!

*Early type of percolator

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

used in greater numbers than ever before. Sometimes several RAWINS were released together, which might account for "disk formations."

Another common—and obvious—solution lies in the field of cosmic-ray-study balloons. The armed forces, seeking to learn more secrets about atomic energy, have set up projects all over the country to penetrate the stratosphere with giant balloons. They are often released in clusters.

The Navy, particularly keen to harness atomic energy for submarine and warship propulsion, has gone a step further in its Operation Skyhook, which it is carrying out in collaboration with the General Mills aeronautical laboratory at Minneapolis. A new type of plastic balloon—a huge, translucent thing with a long tail—has been devised to carry seventy pounds of equipment 100,000 feet and more into the air. When the balloon starts aloft with its case of instruments which is four feet tall, it is filled to only one per cent of its capacity with helium. When it reaches the stratosphere, expansion causes it to swell to a monstrous thing 100 feet tall and 70 feet in diameter.

The Skyhook balloons are released in the vicinity of Minneapolis, and the Navy even has released them from an aircraft carrier. Sometimes they carry lights. They travel to widely separate corners of the United States—one drifted as far as 1300 miles from base—before a timing device cuts loose the instrument container, allowing it to descend by parachute. The released balloon then breaks into pieces, and the descending fragments do some tricks of their own in floating earthward. According to a General Mills scientist, "At sunset the balloons glow like a large evening star in the reflected rays of the sun. Since they are far above the horizon, they may be visible for as long as thirty minutes after darkness has shrouded the earth. Thousands of people in the Minneapolis area have observed this phenomenon with mixed emotions, ranging from mild interest to terror."

How much of the scare can be blamed on experimental aircraft and missiles? Our research and development authorities insist that nothing they are doing with aircraft or missiles should cause people to see flying saucers. However, some of the sightings have been in the White Sands, New Mexico, area, where the frightening marriage of the German V-2 and the Wac Corporal is being forged, and the conclusions are obvious. Also, after Air Force officials had said that they knew nothing of anything flying in the vicinity of their highly secret Muroc base that might be making people see saucers, it came out that a former test pilot near Muroc had been playing around with a six-foot all-metal disk-shaped tow target. And both the Navy and Air Force, of course, are filling the air with strangely shaped experimental planes—needle-nosed things which break the sonic barriers; a "flying flapjack" plane that really looked like a saucer, but now has been dropped by the Navy; eight-engine "flying wing" bombers, rocket-assisted craft and planes with fire-belching ram-jet engines on their wing tips.

However, the investigating authorities have learned that all the logic in the world will not convince the witness who wants to believe that the thing he sighted was something sinister or maybe interplanetary. At Wright Field, for instance, there is a civilian technical consultant, an expert on rockets in his own right, who is convinced that the saucers are visitations either from Moscow or Mars.

Fate magazine, which has beat the drum for the interplanetary-spaceship theory, printed an article signed by Neil Stanley and Chester S. Geier, stating: "As no evidence has turned up as yet to show that the disks originated on this planet, it must be assumed that they are visitors from space." In an earlier issue, another writer opined that if Kenneth Arnold, who seemed to have started it all, actually had seen what he described, it must have been "a train of spaceships from some other planet."

Arnold himself has been conducting a one-man campaign to prove that he did see something out of the ordinary that day over Mount Rainier. Several witnesses to saucer phenomena elsewhere told me that after their stories were published they received correspondence from Arnold urging them to disclose full information. Arnold has written other articles for Fate—one titled Phantom Lights Over Nevada, and another Are Space Visitors Here? In the latter, discussing a fisherman's report of seeing weird purplish spheres with portholes maneuvering over the Crown River, in Ontario, Arnold wrote: "Once again, we can be sure that these Canadian blue-green-purple globes are not meteors, nor are they fragments of a comet or Venus. What, then, are they? Spacecraft from another world?"

I wrote to Arnold, asking for more information about his activities and his ideas. He replied, in part: "Since my first observation and report of the so-called 'flying disks' I have spent a great deal of money and time thoroughly investigating this subject. . . . It may be of interest to you to know there is a connection between tremendous amounts of furnace slag which is being found in giant dumps on our ocean floor, strange submarines, rocket ships and flying disks. . . . There is no doubt in my mind but what these objects are aircraft of a strange design, and material that is unknown to the civilization of this earth."

About five weeks after his first saucer sighting, Arnold appeared in another Northwestern town to investigate a report that two men had seen a "wounded" saucer—a sort of "doughnut-shaped aircraft" escorted by five similar craft—crash on an island off the coast. Arnold's account of this investigation in Fate is a real cloak-and-dagger epic, and he mentions that while flying to the scene of the investigation he spotted another covey of some twenty-five flying disks. He was joined in his investigation by Capt. E. J. Smith, United Air Lines pilot who had seen saucers while en route to Seattle.

Later, a Government investigation indicated that Arnold probably had run up against an elaborate hoax. In the course of his own investigation, Arnold telephoned 4th Air Force intelligence at Hamilton Field, California, with the result that two officers, Capt. William L. Davidson and Lt. Frank M. Brown, were sent out to see what it was all about. After talking with Arnold and the air line pilot, Smith, and also to one of the supposed actual collaborators in the hoax, the two officers pulled out after midnight to fly back to Hamilton Field.

On the way back to California, the B-25 bomber that Captain Davidson and Lieutenant Brown were flying crashed. Both men were killed.

Editors' Note: This is the first of two articles by Mr. Shalett on the Flying Saucers. The second will appear next week.

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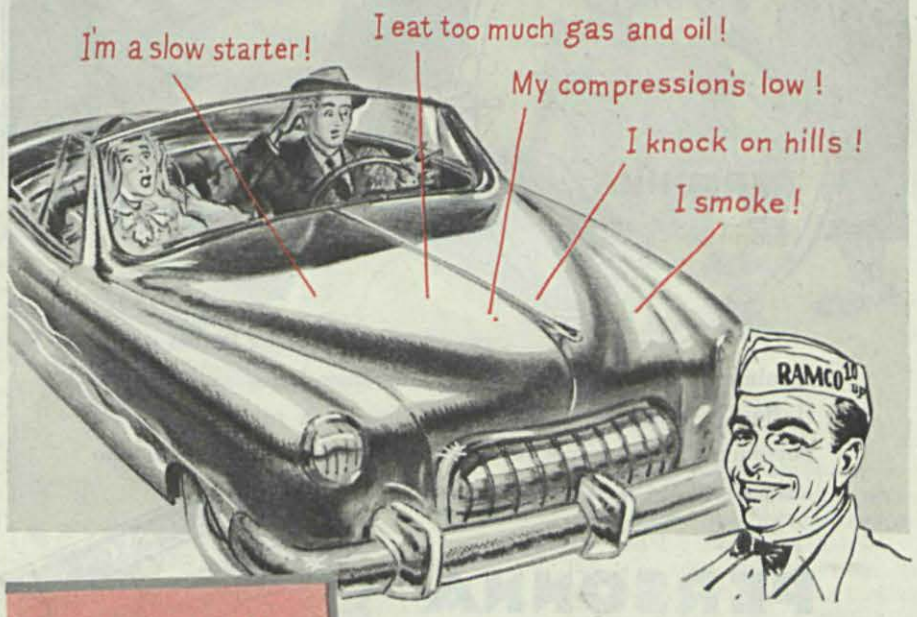

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What You Can Believe About Flying Saucers

By SIDNEY SHALETT

Science growls "Bunk!" But in nervous times like these the air-borne disk scare can—and probably will—flare up again. If you see a "saucer," just do what Air Chief Vandenberg did.

CONCLUSION

THE men who constitute the high command of the United States Air Force do not believe in flying saucers, disks, space ships from Mars—or Russia—which citizens of the United States have been reporting with increasing frequency since the atomic age burst upon the world. But they are not surprised that people are seeing them. The Air Force generals have seen saucers themselves—or, rather, what would have passed for saucers with less knowledgeable observers. No one knows better than an experienced airman what strange tricks the sun, stars and senses can play upon you in the wild blue.

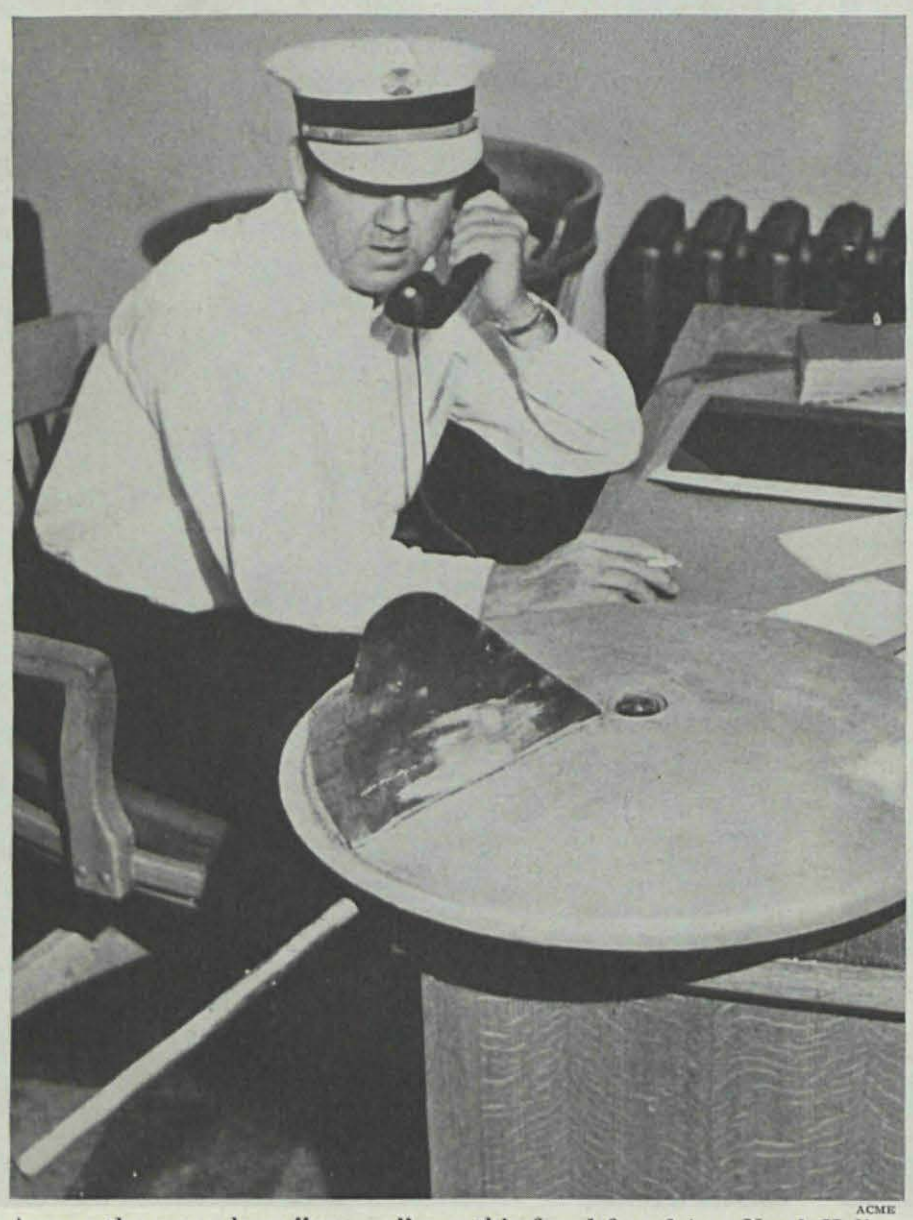
Less than a year ago, Gen. Hoyt S. Vandenberg, the Air Chief of Staff, who was responsible for the decision to set up an Air Force project to sift the saucer reports, was piloting a B-17 bomber on a night flight when a strange, disk-shaped, lighted object streaked by somewhere over to his right. If the general had rushed into print with his experience, it would have been another incident in the Great Flying Saucer Scare. Instead of getting rattled, he just experimented a bit by moving his head at different angles, and, sure enough, he could reproduce the saucer at will. It was merely a reflection of a ground light on his window.

Lt. Gen. Lauris Norstad, who has served both the Air Force and Army as director of Plans and Operations, was flying back from Maxwell Field one night when both he and his copilot noticed a strange large object pacing them above. It failed to answer their identification signals. A little calm reconnaissance, however, established that the aircraft was nothing but the reflection of a star on a cloud.

Other generals have been bewildered—but not for long—by highly realistic illusions from ground air beacons and searchlights. Even Col. H. M. McCoy, who heads up the intelligence division at Air Matériel Command headquarters at Wright-Patterson Field, Dayton, Ohio, where saucer reports are screened, once thought he saw a disk while flying a P-51 fighter in broad daylight. It turned out to be a glint of sunlight from the canopy of another distant P-51.

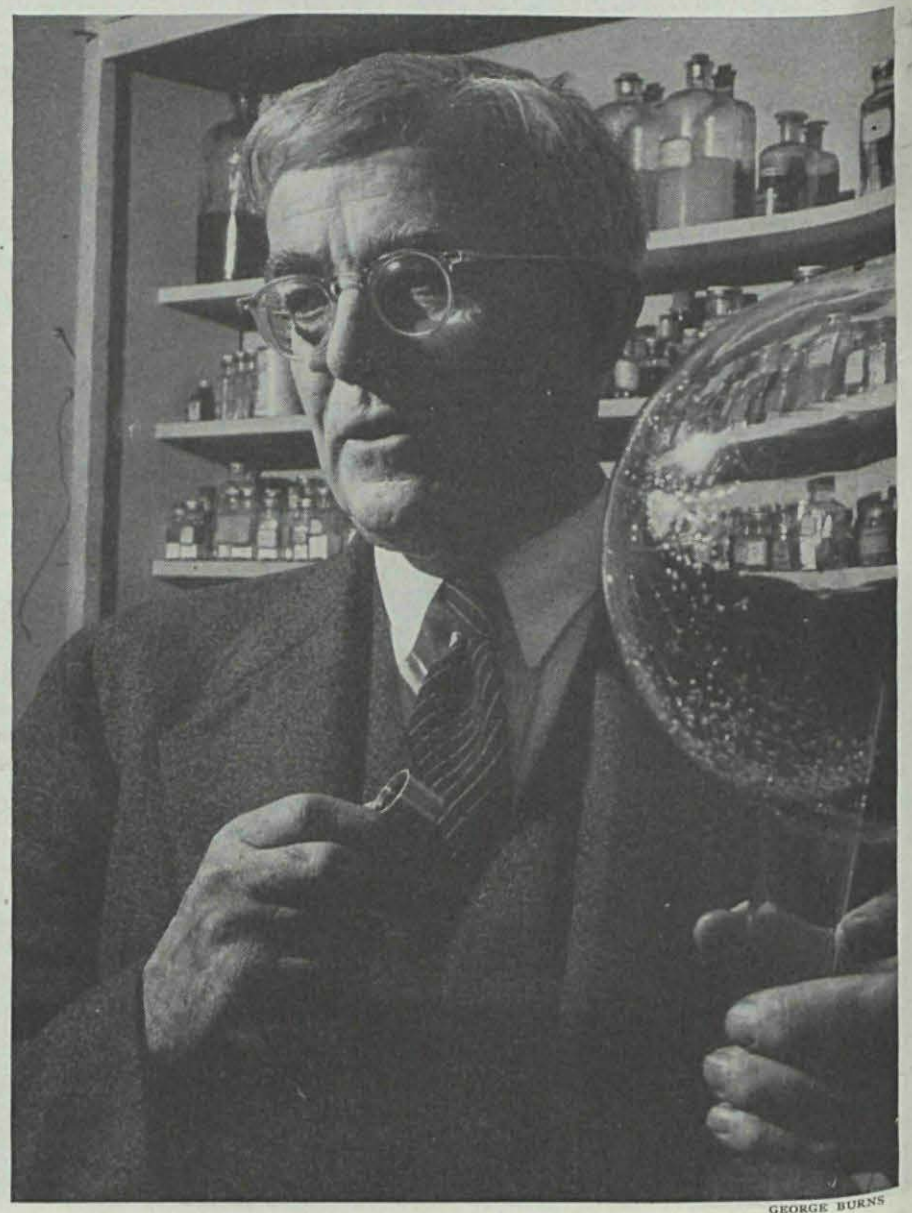
Lt. Gen. Curtis E. LeMay, now the tough-minded Strategic Air Command boss, was particularly rough on saucer reports when he headed up the Air Force's research-and-development program at the height of the scare. He put his weather expert on the trail, and substantial proof was uncovered that one out of six of the then current crop of reports could be traced to a certain type of aluminum-covered radar-target balloon then in wide use. LeMay said nothing for publication, but soon thereafter, when a certain lieutenant colonel gave out a lulu of a story on how he, too, had seen flying saucers, the general rebuked him blisteringly by telegram . . . and sent it collect.

Gen. Carl Spaatz, the retired Air Chief, is another who gets indignant when he thinks of saucer hysteria. "If the American people are capable of getting so excited over something which doesn't exist," Spaatz told me, "God help us if anyone ever plasters us with a real atomic bomb." He added, "I can tell you unequivocally that the reported sightings of so-called saucers were completely unconnected with any form of *(Continued on Page 184)*



ACME

Among the many hoax "saucers" was this fraud found in a North Hollywood yard. It was made of galvanized iron, a radio tube, a piece of pipe.



GEORGE BURNS

First to point out the planet Venus illusion, Nobel Prize scientist Langmuir says no real proof of "saucers" exists. His friendly advice: "Forget it."

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WHAT YOU CAN BELIEVE ABOUT FLYING SAUCERS

(Continued from Page 36)

secret research that the Air Force was conducting during my term as Chief of Staff."

It is no secret, of course, that the Russians are experimenting with supersonic aircraft and guided missiles just as we are. But if any of the things which have popped up over America for a few seconds or minutes are Soviet gadgets, the cold brain of Air Intelligence—which painstakingly sifts reports—would like to know how they do it and then return to home base without being seen by more people. It also is reasonable to wonder why, out of more than 250 reported saucers, not one has crashed so we could lay hands on a tangible bit of evidence; so far, Air Intelligence does not have so much as one loose nut off any unexplained object to examine.

The officers and technical experts assigned to Project Saucer—a nickname for the top-secret Air Force investigative effort—sometimes get to feeling they're living in a dream world, so utterly unfettered and mysterious are some of the reports they are assigned to evaluate. One of the most fanciful came from a Montana man who wrote in to tell of sighting a large, blue-white ball that had beamed a bright light at him. "I am perfectly sincere and do not drink," the Montanan said, "so the foregoing is absolutely the truth."

An Army pilot at Dayton, Ohio, had three or four teardrop-shaped objects come so close to his plane that he had to duck to avoid collision. Asked to describe them, he replied, "Take about one half gallon of water and dump it two hundred yards in front of an approaching aircraft about two hundred feet above it, with the water taking the shape of a teardrop ——" In San Francisco, an aviation student strolling in Golden Gate Park said he was attacked by a mysterious light "like an electric arc," which seemed to have the power to "lower my hand like a sack of shot"; he said he had delicate skin and that it even left a bruise on him.

One of the main solutions to the reported phenomena lies in the aero-medical field. Both Air Force and Navy aero-medical experts have prepared volumes of research findings, spelling out in detail how vertigo, hypnosis and other sensory illusions affect pilots traveling at high altitudes and extreme speeds.

Vertigo is a loose term used to describe a condition of dizziness and stupor which pilots themselves call "the leans." Case histories set down by the Navy's School of Aviation Medicine at Pensacola have established that vertigo and self-hypnosis brought on by staring too long at a fixed light have caused pilots to dogfight with stars, to mistake ground lights for other aircraft, flying saucers or what not, and to have outright hallucinations about things which weren't even there.

Wright Field aero-medical experts confirm these findings. In general, they feel that when a flier starts chasing an illuminated weather balloon or a star, and vertigo or hypnosis sets in, the pilot can come down and practically tell you how many rivets were on the nose of that Martian space ship.

The trouble with all the logical explanations, however, is that the person who has had, or thinks he has had, a sufficiently vivid encounter with a saucer is absolutely certain none of those explanations can apply to him. And in a number of the cases it is pretty hard to apply any of the logical explanations to the reported facts. You have to keep reminding yourself that even an experienced pilot laboring under strain and excitement finds it difficult to judge distances, altitudes and speeds accurately.

One particularly baffling case was the encounter of twenty-five-year-old George F. Gorman, of Fargo, North Dakota, a second lieutenant in the North Dakota Air National Guard, with an apparently disembodied and soundless white light that could climb, swoop and outmaneuver any jet plane now operating. I flew to Fargo to interview Gorman.

Gorman, a native of Fargo, is an employee of a farm-machinery company. He bears a good reputation for veracity and personal habits. During the war he instructed French flying cadets. He is articulate and above average intelligence. He has had several years of college education, and describes himself as an amateur student of Freud, physics and other subjects. Gorman insists he was not particularly conscious of the flying-saucer craze at the time of his reported experience, October 1, 1948, though the saucer excitement had been bubbling since June of the previous year.

At nine o'clock that evening, Gorman, who had been flying with his outfit, the 178th Fighter Squadron, decided to take a turn over the local stadium and watch a night football game which was in progress. The other planes landed, leaving him alone in the air in a fast P-51 fighter. He had been watching the game for about five minutes, which perhaps is significant. The aero-medical people would hold that concentration on the floodlights for that period might bring on vertigo or autohypnosis, but Gorman told me emphatically he was certain the lights had not disturbed his vision.

He first saw the light pass over the football field. He was at 4500-feet altitude and the object, he said, was "a little below." It was "a small ball of clear white light, with no physical form or shape attached." It was perhaps six to eight inches in diameter, Gorman figured. It seemed to be making about 250 MPH at an altitude of 1000 feet. The light varied in intensity; it never was extremely bright and it blinked on and off.

To his surprise, he couldn't overtake it. He pushed his speed up to the limit, but the thing, which he thought had been traveling relatively slowly, exceeded him by at least 160 MPH. It seemed to Gorman, he said, that the light could outmaneuver and outrace him, though several times during the twenty-seven minutes he "fought" with it, he thought he came fairly close to the object. At one point he determined to ram it. He made a head-on pass, but lost his nerve and dived under it. During this pass, the object passed not more than 500 feet over his canopy, he estimated.

Later, the object initiated a pass at Gorman—"I had the distinct impression that its maneuvers were controlled by thought or reason," he said—and he tried to ram it again. This time it pulled up and streaked to 14,000 feet, with Gorman following. He said that he blacked out several times during the violent maneuvers, but not for long. He also said he eventually climbed to 17,000 feet without oxygen, but is certain it did not make him groggy. Vertigo, he stated, was "absolutely out of the question."

The object finally pulled away from him, climbing straight up until it was out of sight, Gorman said. Gorman was in touch with the Fargo airport tower during the encounter, broadcasting an account of his dogfight with the light. His story has partial corroboration. A sixty-seven-year-old flying grandfather, Dr. A. D. Cannon, an oculist, was in the air at the time in his plane. Cannon and a passenger, Einar Neilson, also had flown over the floodlighted football field. They saw a light in the air. It was "moving fast," Doctor Cannon said, and he thought it might be a Canadian

"I'm going to have them throw the book at me."

Vampire jet plane from Stevenson Field near Winnipeg, some 200 miles from Fargo. After landing, Cannon saw a light twice from the ground; it seemed to him to keep a constant altitude, and definitely changed its direction from east-west to north-south.

Also, Lloyd D. Jensen, the airport traffic controller, and Manuel E. Johnson, his assistant, Civil Aeronautics Administration employees and both extremely nonflighty citizens, each saw a strange light once, moving over the airfield.

I learned from the weather observer at the Fargo airport, George Sanderson, who is a member of Gorman's National Guard squadron, that a black weather balloon carrying a lighted candle had been released shortly before Gorman's strange encounter. But Sanderson, Jensen and Johnson, all experienced hands, insisted it couldn't have been the balloon-borne candle that perturbed the pilot. Sanderson said the balloon was being tracked by a theodolite, an observer's instrument, and that the wind direction and velocity were all wrong in relation to the course of the object Gorman said he was chasing. Sanderson said his assistant tracked the balloon until it disappeared, just before Gorman landed, at 12,000 feet.

Another solution suggests itself: Fargo is only about 200 miles away from the Operation Skyhook base near Minneapolis, where the Navy is releasing giant, light-bearing plastic balloons as part of a project to study cosmic rays. These balloons travel high and fast, and have frightened the wits out of observers wherever they have drifted. Navy scientists in Washington said it is entirely possible one of their balloons drifted over Fargo that night.

The Air Force checked across the border to determine if any Canadian jets had been skylarking over North Dakota that evening, and were assured that such was not the case. None of the ground witnesses heard the banshee whine typical of Canadian jets, anyway. Investigators even tested Gorman's fighter with a Geiger counter, but got a negative reaction for atomic radiation.

So it adds up to a sweet mystery. Was Gorman suffering from a combination of vertigo and confusion with a balloon or ground light? If so, how is the testimony of the ground witnesses, who certainly didn't have vertigo, to be explained rationally? Or did Gorman actually stumble onto something that has been kept secret successfully by the Air Force, or some other nation, or our friends up on Mars? Personally, after my investigation, I'll vote for the balloon and vertigo.

An encounter similar to Gorman's occurred as recently as last November eighteenth at the Air Force's great Andrews Field base on the outskirts of Washington, D. C. At 9:45 P.M., Henry G. Combs, a twenty-five-year-old second lieutenant in the Air Force reserve, was returning from a night mission with his squadron. Combs, a quiet, serious physical-culture enthusiast, is a young man who trained with the Air Force during the war, but never got overseas; he is so anxious to get back on active duty that he even has written President Truman asking if anything can be done.

As he was preparing to land, Combs spotted something. It was a "dull gray globe" six feet thick and twelve to fifteen feet across. It gave off a sort of frosty light and had rough edges; no blinking, no exhaust flames.

Just as Gorman did, Combs gave chase. For the next ten minutes the thing led him through astounding maneuvers, changing its air speed, Combs related, from seventy-five to 600 MPH and varying its altitude from 2000 to 7500 feet. In the back seat of his T-6 trainer was 2nd Lt. Kenwood W. Jackson, who was unhappy about the whole business. Jackson confirmed that a light was seen and chased, though his description of what happened differs somewhat from Combs'. He wanted to radio the control tower, but Combs wouldn't let him.

Combs' encounter ended, he said, when he stood his T-6 practically on its tail and flashed his landing lights squarely on the thing. At this point, Combs said, the thing streaked away toward the East Coast at 600 MPH and disappeared.

Here again it is a distinct possibility that a pilot was mixed up by a combination of vertigo and a balloon. However, the continued testimony of pilots that these "things" could outmaneuver them bothered me, as balloons are notoriously nonmaneuverable. So, while at Wright Field, I asked a pilot to go up and make a few passes at a weather balloon and see how it looked to him. He came down and told me, with some surprise, that, when he turned around the balloon, it definitely appeared to be turning at the same rate as his plane, and at times it even seemed to be turning faster than his aircraft.

Another wide area through which Project Saucer investigators have had to plow is the rich, intangible field of hallucinations, hoaxes and mass hysteria. For example, a man from Zelienople, Pennsylvania—who said he was "strictly scientific" in his thinking—wrote to the Air Force: "I am prepared to state that careful study and research has absolutely CONVINCED me that these 'Objects X' are creations of realms above or beyond our sphere; are, if you please, GHOST objects or craft, propelled by paranormal teleportion (the telekinesis of the poltergeist manifestation). . . . They are controlled by intelligent, ghostlike, invisible beings or animals bearing, I believe, very little likeness to human beings."

As for hoaxes: Near Black River Falls, Wisconsin, at the height of the Great Flying Saucer Scare, a "flying disk" was found at the county fairgrounds. The finder obligingly placed it on exhibition at fifty cents a look until the local chief of police confiscated it. FBI agents flew all the way up from Milwaukee in a chartered plane to see it. It was found to be a crude concoction of plywood and cardboard, with pieces of propellers and radio cells mounted on it—strictly an opportunistic fake.

A "flying disk" fell in the street in a Southern city. It was composed of aluminum strips, fluorescent-lamp starters, condensers, rivets, screws and copper wire. A little investigation resulted in a confession from the culprit, the superintendent of an electric-fan factory, who said he concocted the device and threw it from the roof of the factory, hoping to scare his boss, who was getting into his car.

Mass hysteria is a phenomenon that has fascinated philosophers and psychologists for ages; there is no limitation on what impressionable people will think they've seen if someone starts a sufficiently convincing rumor. Even an honest rumor will do the trick.

It is a jittery age we live in, particularly since our scientists and military spokesmen have started talking about sending rockets to the moon and about experiments to by-pass the law of gravitation by creating a man-made planet

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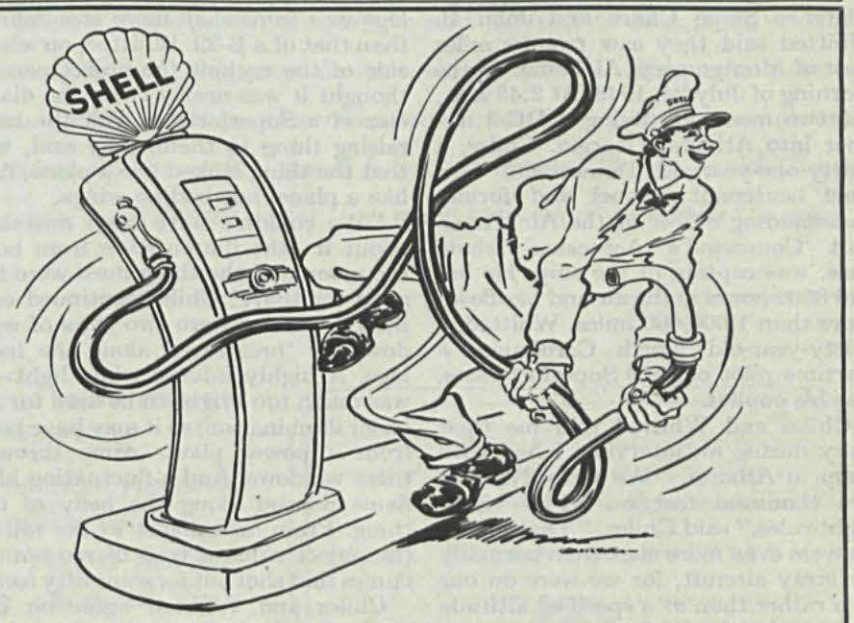

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that will streak off the earth at 25,000 miles per hour or so and start circling in our orbit. Though we have not yet produced the rocket-to-the-moon and the homemade satellite, it is small wonder that harassed humans, already suffering from atomic psychosis, have started seeing saucers and Martians.

Perhaps the most outspoken foe of the flying saucer in the United States is Dr. Irving Langmuir, the distinguished scientist and Nobel Prize winner. Doctor Langmuir, associate director of General Electric's Research Laboratory at Schenectady, has spent a lifetime debunking what he calls "pathological science"—that is, untruthful scientific theories which were carelessly accepted as truthful until someone came along to prick a hole in them—and he lumps saucers in this category. He also happens to be a member of the Air Force's Scientific Advisory Board. Though Doctor Langmuir speaks on saucers in his nonofficial capacity as a scientist, he has given the Air Force an earful on the—as it appears to him—absurdity of it all.

Doctor Langmuir was one of the first to point out that Venus was close to its peak brilliance the day an unfortunate National Guard pilot killed himself chasing a saucer in Kentucky. When shown a picture that someone took of a heel-shaped "saucer" flying over Phoenix, Arizona, he acidly inquired if anyone had taken the trouble to determine whether there was a violent squall over Phoenix that day.

"To me," he said, "the picture has all the scientific aspects of a piece of tar paper, or a torn blanket, or a collapsed balloon, tossing in a high wind.

"One of the characteristics of a thing that isn't so," Doctor Langmuir continued, "is the impossibility of bringing it out into the open. If a man tells me that two and two equal five—or that he has seen a flying saucer—I don't feel I have to prove he is wrong. I feel the burden is on him to prove that he is right."

I asked Doctor Langmuir what he would advise the Air Force to do about flying saucers. He snapped his answer, "Forget it!" The Air Force, I suspect, would like to forget it. But then something new comes along like the strange adventure of two Eastern Air Lines pilots with what seemed to be a flame-shooting, double-decker space ship, and Wright Field has to send out another team of investigators.

Of all the so-called saucer stories, the most difficult to rationalize is the account of what Eastern Air Lines pilots Clarence Shipe Chiles and John B. Whitted said they saw twenty miles west of Montgomery, Alabama, on the morning of July 24, 1948. At 2:45 A.M., the two men were flying a DC-3 airliner into Atlanta, Georgia. Chiles, a thirty-one-year-old Tennessean, wartime lieutenant colonel and former commanding officer of the Air Transport Command's Ascension Island base, was captain of the ship. He has had 8500 hours in the air and has flown more than 1,000,000 miles. Whitted, a thirty-year-old North Carolinian, a wartime pilot of B-29 Superfortresses, was his copilot.

Chiles and Whitted told me their story during an interview I had with them in Atlanta. "We were flying at five thousand feet on VFR—visual flight rules," said Chiles. "That meant we were even more alert than normally for stray aircraft, for we were on our own rather than at a specified altitude assigned by the CAA.

"I saw the thing first. 'Here comes a new jet job!' I yelled to John. He saw it too. Then we knew it was like no jet job we'd ever heard about. We had five to ten seconds to look at it. The moon was full and the object came quite close—not more than a mile away, I thought, and John here thought it was even closer. It was traveling on a southwesterly course—exactly opposite to our direction. Its velocity, allowing for our own air speed, could have been anywhere from five hundred to seven hundred miles per hour—I'm sure it was faster than any jet I've ever seen flown."

Despite the flashing speed with which the airliner and the reported object would have passed each other, both pilots noted a wealth of details.

They agreed the object was at least 100 feet long. Chiles thought the fuselage was somewhat more streamlined than that of a B-29. Whitted, on whose side of the cockpit the object passed, thought it was nearly twice the diameter of a Superfortress. But the hair-raising thing to them, they said, was that the thing looked like a plane, flew like a plane, but had no wings.

"We couldn't have been mistaken about it—the illumination from both the moon and the thing itself were too good for that," Chiles continued earnestly. "There were two rows of windows, or 'breathers,' along the fuselage. A highly intense white light—it was much too bright to be used for interior illumination, so it may have been from a power plant—came through these windows. And a fluctuating blue flame danced along the belly of the thing. From an exhaust in the tail of the object came a trail of red-orange flames that shot out for some fifty feet."

Chiles and Whitted agree on the above details. Chiles also paid particular attention to the nose of the thing, and observed that it had a radarlike protrusion from its snout that "looked like a swordfish," and that there were four to six metallic-looking objects in front that resembled streamlined windshields, or louvers.

As soon as the thing had disappeared, by pulling up sharply and climbing, Chiles and Whitted said, they started gaping at each other. They said they couldn't believe it. Chiles went back in the darkened interior of the plane and started asking the passengers if they'd seen anything. Apparently, the only one who had been looking out of the window at that hour was Clarence L. McKelvie, of Columbus, Ohio. He had seen a bright streak of light whiz by the window, but had observed no form or details. He told Air Force investigators that Chiles seemed genuinely excited when he came back into the cabin.

Chiles and Whitted still say they do not know what to think; they say they are certain that they were not suffering from hallucinations and that what they saw was a manufactured object—not a meteor—and unlike any aircraft or missile known to them. They immediately checked with the nearest control tower to ascertain if there were any commercial or Army aircraft in their vicinity, and were told there were not. The Air Force has confirmed it had nothing flying in the area at the time.

Both men are married and fathers. They had nothing to gain by their story, for it was bad publicity. Neither has tried to profit by the incident, nor were they responsible, so far as I could learn, for the story being given out to the newspapers. Chiles told me he didn't even report the incident to his superiors until the middle of the next day, and that he did so then only because he was worried that if the Army had any experimental craft flying in those lanes it might collide with some airliner.

The high command and the research-and-development chiefs of the Air Force gave me unequivocal assurance that nothing tested at Eglin Field, which is 130 miles to the south, possibly could answer the description of the Chiles-Whitted object. Not even the slow V-1 buzz bomb has been launched from there within the past two years, they said. They also pointed out that a guided missile does not perform in the manner described by the two pilots, and that a V-2 rocket would travel so fast they couldn't have seen it from their cockpit. As for aircraft, they said, maybe a wingless fuselage could fly, but it would have to have nothing short of atomic power to lift it from the ground.

While the Air Force finds it difficult to believe that the heavens are populated with inexplicable skimming saucers, diving disks, bounding balls or spooky space ships, even when the testimony comes from such excellent witnesses as pilots Chiles and Whitted, it does want to know about such things.

So, if you're standing out in your back yard or flying your plane some afternoon or evening, and see one of these things in the sky, here is what the Air Force would like to have you do: Before running for the telephone to call your favorite newspaper, take some mental notes on what and where the object is, and what it is doing. If possible, try to estimate how far it is from you by making comparisons with some fixed object, such as a town or mountain. If there is a mountain handy, you may be able to make some guess as to the object's altitude. Try to estimate its apparent angle above the horizon; if you're viewing it from the ground, hold your arm straight up—that's ninety degrees—and guess the angle of the object in relation to the ninety-degree mark. Try to estimate its size; if you have a rough idea how far you are from it, you can get a "fix" on its size by holding up a dime—or any small object, such as the blunt end of a pencil or the tip of your thumb—and seeing how much of the object is obliterated by the dime.

Take a photograph or make a sketch if you can; if not, remember all you can about its appearance and whether it has any protuberances. Carefully note its color and whether or not it reflects or projects any lights. Note what maneuvers it engages in and what it appears to be made of; whether it makes any sound, spurts flames, sparks or smoke or gives out an odor. If it is in horizontal flight, try to estimate its speed by timing how long it takes to travel between two points. Note weather and cloud conditions, and observe how it disappears—whether it explodes, fades or vanishes behind clouds. And, of course, if it is obliging enough to crash or shower down any fragments in front of you, by all means secure the pieces—if they seem harmless.

Then sit down and write a letter containing all this information to Technical Intelligence Division, Air Matériel Command Headquarters, Wright-Patterson Air Force Base, Dayton, Ohio. At the same time, maybe you'd better buttress yourself with an affidavit from your clergyman, doctor or banker.

If you've really seen something and can prove it, you may scare the wits out of the United States Air Force, but it will be grateful to you.

Editors' Note—This is the second of two articles by Mr. Shalett.

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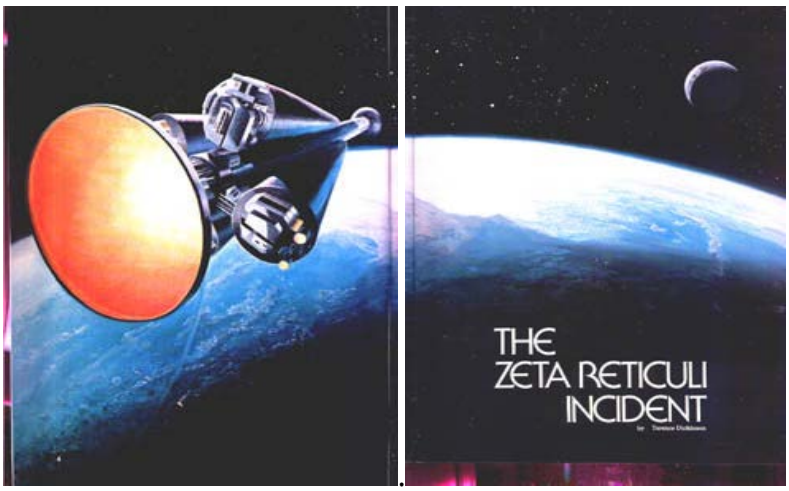
THE ZETA RETICULI INCIDENT

by Terence Dickinson

With related commentary by: Jeffrey L. Kretsch, Carl Sagan, Steven Soter, Robert Sheaffer, Marjorie Fish, David Saunders & Michael Peck. Astronomy, December, 1974



A nuclear-pulse powered starship begins a voyage to some nearby stars similar to our sun sometime in the 21st century. The first target is Tau Ceti, 12 light-years distant and seen in this rendering just to the right of the craft's sperical living quarters. This article chronicles how an unusual star map has led to new investigations of specific stars that might harbor Earth-like planets - and possibly advanced forms of life.

A faint pair of stars, 220 trillion miles away, has been tentatively identified as the "home base" of intelligent extraterrestrials who allegedly visited Earth in 1961. This hypothesis is based on a strange, almost bizarre series of events mixing astronomical research with hypnosis, amnesia, and alien humanoid creatures.

The two stars are known as Zeta 1 and Zeta 2 Reticuli, or together as simply Zeta Reticuli. They are each fifth magnitude stars -- barely visible to the unaided eye -- located in the obscure souther constellation Reticulum. This southerly sky location makes Zeta Reticuli invisible to observers north of Mexico City's latitude.

The weird circumstances that we have dubbed "The Zeta Reticuli Incident" sound like they come straight from the UFO pages in one of those tabloids sold in every supermarket. But this is much more than a retelling of a famous UFO incident; it's an astronomical detective story that at times hovers on that hazy line that separates science from fiction. It all started this way:

The date is Sept. 19, 1961. A middle aged New Hampshire couple, Betty and Barney Hill, are driving home from a short vacation in Canada. It's dark, with the moon and stars illuminating the wooded landscape along U.S. Route 3 in central New Hampshire. The Hills' curiosity is aroused when a bright "star" seems to move in an irregular pattern. They stop the car for a better view. The object moves closer, and its disklike shape becomes evident.

Barney grabs his binoculars from the car seat and steps out. He walks into a field to get a closer look, focuses the binoculars, and sees the object plainly. It has windows -- and behind the windows, looking directly at him are...humanoid creatures! Terrified, Barney stumbles back to the car, throws it into first gear and roars off. But for some reason he turns down a side road

where five of the humanoids are standing on the road.

Apparently unable to control their actions, Betty and Barney are easily taken back to the ship by the humanoids. While inside they are physically examined, and one of the humanoids communicates to Betty. After the examination she asks him where they are from. In response he shows her a three-dimensional map with various sized dots and lines on it. "Where are you on the map?" the humanoid asks Betty. She doesn't know, so the subject is dropped.

Betty and Barney are returned unharmed to their car. They are told they will forget the abduction portion of the incident. The ship rises, and then hurtles out of sight. The couple continue their journey home oblivious of the abduction.

But the Hills are troubled by unexplained dreams and anxiety about two hours of their trip that they can't account for. Betty, a social worker, asks advice from a psychiatrist friend. He suggests that the memory of that time will be gradually restored over the next few months -- but it never is. Two years after the incident, the couple are still bothered by the missing two hours, and Barney's ulcers are acting up. A Boston psychiatrist, Benjamin Simon, is recommended, and after several months of weekly hypnosis sessions the bizarre events of that night in 1961 are revealed. A short time later a UFO group leaks a distorted version of the story to the press and the whole thing blows up. The Hills reluctantly disclose the entire story.

Can we take this dramatic scenario seriously? Did this incredible contact with aliens actually occur or is it some kind of hallucination that affected both Barney and Betty Hill? The complete account of the psychiatric examination from which the details of the event emerged is related in John G. Fuller's 'The Interrupted Journey' (Dial Press, 1966), where we read that after the extensive psychiatric examination, Simon concluded that the Hills were not fabricating the story. The most likely possibilities seem to be: (a) the experience actually happened, or (b) some perceptive and illusory misinterpretations occurred in relationship to some real event.

There are other cases of alleged abductions by extraterrestrial humanoids. The unique aspect of the Hills' abduction is that they remembered virtually nothing of the incident.

Intrigued by the Hills' experience, J. Allen Hynek, chairman of the department of astronomy at Northwestern University, decided to investigate. Hynek described how the Hills recalled the details of their encounter in his book, 'The UFO Experience' (Henry Regnery Company, 1972):

"Under repeated hypnosis they independently revealed what had supposedly happened. The two stories agreed in considerable detail, although neither Betty nor Barney was privy to what the other had said under hypnosis until much later. Under hypnosis they stated that they had been taken separately aboard the craft, treated well by the occupants -- rather as humans might treat experimental animals -- and then released after having been given the hypnotic suggestion that they would remember nothing of that particular experience. The method of their release supposedly accounted for the amnesia, which was apparently broken only by counterhypnosis."

A number of scientists, including Hynek, have discussed this incident at length with Barney and Betty Hill and have questioned them under hypnosis. They concur with Simon's belief that there seems to be no evidence of outright fabrication or lying. One would also wonder what Betty, who has a master's degree in social work and is a supervisor in the New Hampshire Welfare Department, and Barney, who was on the governor of New Hampshire's Civil Rights Commission, would have to gain by a hoax? Although the Hills didn't, several people have lost their jobs after being associated with similarly unusual publicity.

Stanton T. Friedman, a nuclear physicist and the nation's only space scientist devoting full time to researching the UFO phenomenon, has spent many hours in conversation with the Hills. "By no stretch of the imagination could anyone who knows them conclude that they were nuts," he

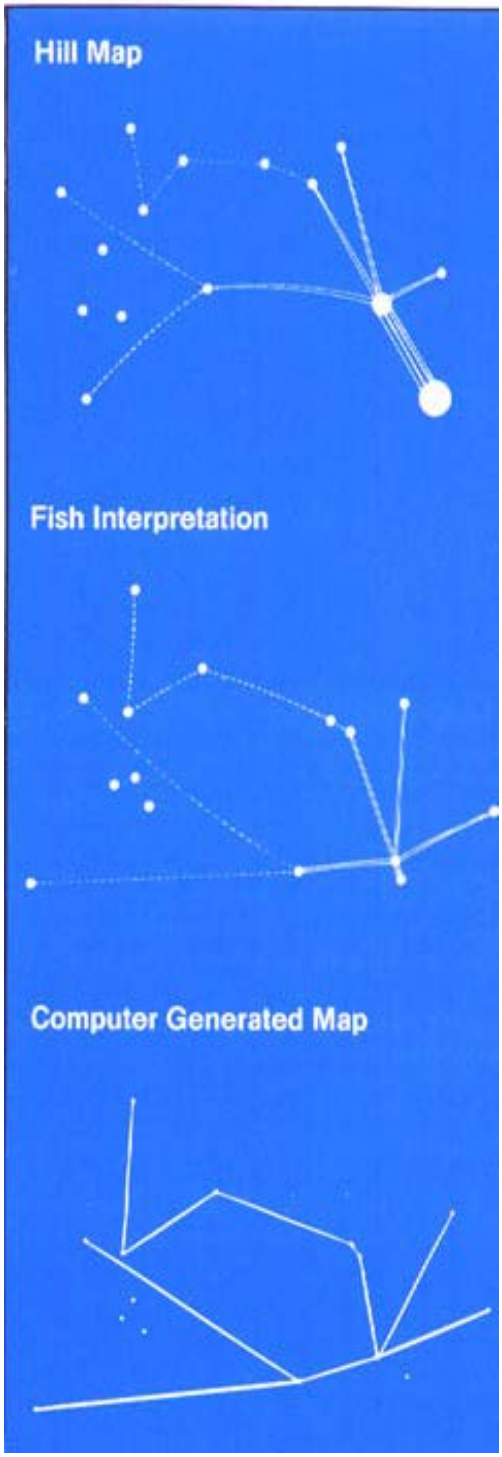
emphasizes.

So the experience remains a fascinating story despite the absence of proof that it actually happened. Anyway -- that's where things were in 1966 when Marjorie Fish, an Ohio schoolteacher, amateur astronomer and member of Mensa, became involved. She wondered if the objects shown on the map that Betty Hill allegedly observed inside the vehicle might represent some actual pattern of celestial objects. To get more information about the map she decided to visit Betty Hill in the summer of 1969. (Barney Hill died in early 1969.) Here is Ms. Fish's account of that meeting:

"On Aug.4, 1969, Betty Hill discussed the star map with me. Betty explained that she drew the map in 1964 under posthypnotic suggestion. It was to be drawn only if she could remember it accurately, and she was not to pay attention to what she was drawing -- which puts it in the realm of automatic drawing. This is a way of getting at repressed or forgotten material and can result in unusual accuracy. She made two erasures showing her conscious mind took control part of the time.

"Betty described the map as three-dimensional, like looking through a window. The stars were tinted and glowed. The map material was flat and thin (not a model), and there were no noticeable lenticular lines like one of our three-dimensional processes. (It sounds very much like a reflective hologram.) Betty did not shift her position while viewing it, so we cannot tell if it would give the same three-dimensional view from all positions or if it would be completely three-dimensional. Betty estimated the map was approximately three feet wide and two feet high with the pattern covering most of the map. She was standing about three feet away from it. She said there were many other stars on the map but she only (apparently) was able to specifically recall the prominent ones connected by lines and a small distinctive triangle off to the left. There was no concentration of stars to indicate the Milky Way (galactic plane) suggesting that if it represented reality, it probably only contained local stars. There were no grid lines."

So much for the background material on the Hill incident. (If you want more details on the encounter, see Fuller's book). For the moment we will leave Marjorie Fish back in 1969 trying to interpret Betty Hill's reproduction of the map. There is a second major area of background information that we have to attend to before we can properly discuss the map. Unlike the bizarre events just described, the rest is pure astronomy.



Three key phases in the analysis described in this article are illustrated here. Top right diagram is a copy of the map Betty drew, allegedly a duplicate of one she saw inside an extraterrestrial vehicle. Center map is derived from a model of our stellar neighborhood by Marjorie Fish. It shows the stars that coincide with those on the Hill map (the Fish model is illustrated on page 14). The only area of significant incongruity is the wide separation of Zeta Reticuli in the Hill version. Lower image shows a cathode ray tube computer readout that was run at Ohio State University as a check on the Fish model. Data used to derive the Fish model and the computer readout wre taken from Gliese catalog. Names of specific stars are given on pages 12 & 13.

According to the most recent star catalogs, there are about 1,000 known stars within a radius of 55 light-years of the sun.

What are those other stars like? A check of the catalogs shows that most of them are faint stars

of relatively low temperature -- a class of stars astronomers call main sequence stars. The sun is a main sequence star along with most of the other stars in this part of the Milky Way galaxy, as the following table shows:

Main sequence stars	91%
White dwarfs	8%
Giants and Supergiants	1%

Typical giant stars are Arcturus and Capella. Antares and Betelgeuse are members of the ultrarare supergiant class. At the other end of the size and brightness scale the white dwarfs are stellar cinders -- the remains of once brilliant suns. For reasons that will soon become clear we can remove these classes of stars from our discussion and concentrate on the main sequence stars.

The main sequence stars can be further subdivided.

Characteristics of Main Sequence Stars

Class	Proportion of Total	Temperature (Degrees F)	Mass (Sun=1)	Luminosity (Sun=1)	Lifespan (billions yrs)	-
A0	1%	20,000	2.8	60	5	Vega
A5	-	15,000	2.2	20	1	-
F0	3%	13,000	1.7	6	2	Procyon
F5	-	12,000	1.25	3	4	-
G0	9%	11,000	1.06	1.3	10	Sun
G5	-	10,000	.92	.8	15	-
K0	14%	9,000	.8	.4	20	Epsilon Erandi
K5	-	8,000	.69	.1	30	-
M0	73%	7,000	.48	.02	75	Proxima Centauri
M5	-	5,000	.2	.001	200	-

The spectral class letters are part of a system of stellar "fingerprinting" that identifies the main sequence star's temperature and gives clues to its mass and luminosity. The hottest, brightest and most massive main sequence stars (with rare exceptions) are the A stars. The faintest, coolest and least massive are the M stars.

Each class is subdivided into 10 subcategories. For example, an A0 star is hotter, brighter and more massive than an A1 which is above an A2, and so on through A9.

This table supplies much additional information and shows how a slightly hotter and more massive star turns out to be much more luminous than the sun, a G2 star. But the bright stars pay dearly for their splendor. It takes a lot of stellar fuel to emit vast quantities of light and heat. The penalty is a short lifespan as a main sequence star. Conversely, the inconspicuous, cool M stars may be around to see the end of the universe -- whatever that might be. With all these facts at hand we're now ready to tackle the first part of the detective story.

Let's suppose we wanted to make our own map of a trip to the stars. We will limit ourselves to the 55 light-year radius covered by the detailed star catalogs. The purpose of the trip will be to search for intelligent life on planets that may be in orbit around these stars. We would want to

include every star that would seem likely to have a life-bearing planet orbiting around it. How many of these thousand-odd stars would we include for such a voyage and which direction would we go? (For the moment, we'll forget about the problem of making a spacecraft that will take us to these stars and we'll assume that we've got some kind of vehicle that will effortlessly transport us to wherever we want to go.) We don't want to waste our time and efforts -- we only want to go to stars that we would think would have a high probability of having planets harboring advanced life forms. This seems like a tall order. How do we even begin to determine which stars might likely have such planets?

The first rule will be to restrict ourselves to life as we know it, the kind of life that we are familiar with here on Earth -- carbon based life. Science fiction writers are fond of describing life forms based on chemical systems that we have been unable to duplicate here on Earth -- such as silicon based life or life based on the ammonium hydroxide molecule instead of on carbon. But right now these life forms are simply fantasy -- we have no evidence that they are in fact possible. Because we don't even know what they might look like -- if they're out there -- we necessarily have to limit our search to the kind of life that we understand.

Our kind of life -- life as we know it -- seems most likely to evolve on a planet that has a stable temperature regime. It must be at the appropriate distance from its sun so that water is neither frozen nor boiled away. The planet has to be the appropriate size so that its gravity doesn't hold on to too much atmosphere (like Jupiter) or too little (like Mars). But the main ingredient in a life-bearing planet is its star. And its star is the only thing we can study since planets of other stars are far too faint to detect directly.

The conclusion we can draw is this: The star has to be like the sun.

Main sequence stars are basically stable for long periods of time. As shown in the table, stars in spectral class G have stable lifespans of 10 billion years. (Our sun, actually a G2 star, has a somewhat longer stable life expectancy of 11 billion years.) We are about five billion years into that period so we can look forward to the sun remaining much as it is (actually it will brighten slightly) for another six billion years. Stars of class F4 or higher have stable burning periods of less than 3.5 billion years. They have to be ruled out immediately. Such stars cannot have life-bearing planets because, at least based on our experience on our world, this is not enough time to permit highly developed biological systems to evolve on the land areas of a planet. (Intelligent life may very well arise earlier in water environments, but let's forget that possibility since we have not yet had meaningful communication with the dolphins -- highly intelligent creatures on this planet!) But we may be wrong in our estimate of life development time. There is another more compelling reason for eliminating stars of class F4 and brighter.

So far, we have assumed all stars have planets, just as our sun does. Yet spectroscopic studies of stars of class F4 and brighter reveal that most of them are in fact unlike our sun in a vital way -- they are rapidly rotating stars. The sun rotates once in just under a month, but 60 percent of the stars in the F0 to F4 range rotate much faster. And almost all A stars are rapid rotators too. It seems, from recent studies of stellar evolution that slowly rotating stars like the sun rotate slowly because they have planets. Apparently the formation of a planetary system robs the star of much of its rotational momentum.

For two reasons, then, we eliminate stars of class F4 and above: (1) most of them rotate rapidly and thus seem to be planetless, and (2) their stable lifespans are too brief for advanced life to develop.

Another problem environment for higher forms of life is the multiple star system. About half of all stars are born in pairs, or small groups of three or more. Our sun could have been part of a double star system. If Jupiter was 80 times more massive it would be an M6 red dwarf star. If

the stars of a double system are far enough apart there is no real problem for planets sustaining life (see "Planet of the Double Sun", September 1974). But stars in fairly close or highly elliptical orbits would alternately fry or freeze their planets. Such planets would also likely have unstable orbits. Because this is a potentially troublesome area for our objective, we will eliminate all close and moderately close pairs of systems of multiple stars.

Further elimination is necessary according to the catalogs. Some otherwise perfect stars are labeled "variable". This means astronomers have observed variations of at least a few percent in the star's light output. A one percent fluctuation in the sun would be annoying for us here on Earth. Anything greater would cause climatic disaster. Could intelligent life evolve under such conditions, given an otherwise habitable planet? It seems unlikely. We are forced to "scratch" all stars suspected or proven to be variable.

This still leaves a few F stars, quite a few G stars, and hoards of K and M dwarfs. Unfortunately most of the Ks and all of the Ms are out. Let's find out why.

These stars quite likely have planets. Indeed, one M star -- known as Barnard's star -- is believed to almost certainly have at least one, and probably two or three, Jupiter sized planets. Peter Van de Kamp of the Sproul Observatory at Swarthmore College (Pa.) has watched Barnard's star for over three decades and is convinced that a "wobbling" motion of that star is due to perturbations (gravitational "pulling and pushing") caused by its unseen planets. (Earth sized planets cannot be detected in this manner.)

But the planets of M stars and the K stars below K4 have two serious handicaps that virtually eliminate them from being abodes for life. First, these stars fry their planets with occasional lethal bursts of radiation emitted from erupting solar flares. The flares have the same intensity as those of our sun, but when you put that type of flare on a little star it spells disaster for a planet that is within, say, 30 million miles. The problem is that planets have to be that close to get enough heat from these feeble suns. If they are farther out, they have frozen oceans and no life.

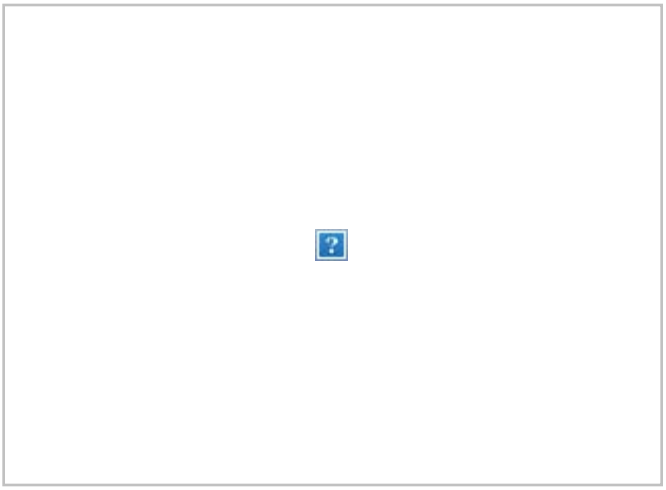
The close-in orbits of potential Earthlike planets of M and faint K stars produce the second dilemma -- rotational lock. An example of rotational lock is right next door to us. The moon, because of its nearness to Earth, is strongly affected by our planet's tidal forces. Long ago our satellite stopped rotating and now has one side permanently turned toward Earth. The same principles apply to planets of small stars that would otherwise be at the right distance for moderate temperatures. If rotational lock has not yet set in, at least rotational retardation would make impossibly long days and nights (as evidenced by Mercury in our solar system).

What stars are left after all this pruning? All of the G stars remain along with F5 through F9 and K0 through K4. Stephen Dole of the Rand Corporation has made a detailed study of stars in this range and suggests we should also eliminate F5, F6 and F7 stars because they balloon to red giants before they reach an age of five billion years. Dole feels this is cutting it too fine for intelligent species to fully evolve. Admittedly this is based on our one example of intelligent life -- us. But limited though this parameter is, it is the only one we have. Dole believes the K2, K3 and K4 stars are also poor prospects because of their feeble energy output and consequently limited zone for suitable Earthlike planets.

Accepting Dole's further trimming we are left with single, nonvariable stars from F8 through all the Gs to K1. What does that leave us with? Forty-six stars.

Now we are ready to plan the trip. It's pretty obvious that Tau Ceti is our first target. After that, the choice is more difficult. We can't take each star in order or we would be darting all over the sky. It's something like planning a vacation trip. Let's say we start from St. Louis and want to hit all the major cities within a 1,000 mile radius. If we go west, all we can visit is Kansas City

and Denver. But northeast is a bonanza: Chicago, Detroit, Cleveland, Pittsburgh, Philadelphia, New York and more. The same principle applies to the planning of our interstellar exploration. The plot of all 46 candidate stars reveals a clumping in the direction of the constellations Cetus and Eridanus. Although this section amounts to only 13 percent of the entire sky, it contains 15 of the 46 stars, or 33 percent of the total. Luckily Tau Ceti is in this group, so that's the direction we should go (comparable to heading northeast from St. Louis). If we plan to visit some of these solar type stars and then return to Earth, we should try to have the shortest distance between stops. It would be a waste of exploration time if we zipped randomly from one star to another.



Blow-up of above map

Route map. Click here.

The route map above shows the culmination of our efforts. This group of stars is a "natural" for exploration when we achieve interstellar flight. Even if, as most exobiologists contend, we are highly unlikely to find advanced forms of life in such a small sample, the physical exploration of planets of other stars by beings from Earth is inevitable, and the stars of this group should be among the first targets.

Now we are ready to return to the map drawn by Betty Hill. Marjorie Fish reasoned that if the stars in the Hill map corresponded to a patter of real stars -- perhaps something like we just developed, only from an alien's viewpoint -- it might be possible to pinpoint the origin of the alleged space travelers. Assuming the two stars in the foreground of the Hill map were the "base" stars (the sun, a single star, was ruled out here), she decided to try to locate the entire pattern. She theorized that the Hill map contained only local stars since no concentration would be present if a more distant viewpoint was assumed and if both "us" and the alien visitors' home base were to be represented.

Let's assume, just as an astronomical exercise, that the map does show the sun and the star that is "the sun" to the humanoids. We'll take the Hill encounter at face value, and see where it leads.

Since the aliens were described as "humanoid" and seemed reasonably comfortable on this planet, their home planet should be basically like ours. Their atmosphere must be similar because the Hills breathed without trouble while inside the ship, and the aliens did not appear to wear any protective apparatus. And since we assume their biology is similar to ours, their planet should have the same temperature regime as Earth (Betty and Barney did say it was

uncomfortably cold in the ship). In essence, then, we assume their home planet must be very Earthlike. Based on what we discussed earlier it follows that their sun would be on our list if it were within 55 light-years of us.

The lines on the map, according to Betty Hill, were described by the alien as "trade routes" or "places visited occasionally" with the dotted lines as "expeditions". Any interpretation of the Betty Hill map must retain the logic of these routes (i.e. the lines would link stars that would be worth visiting).

The Fish Model. Click here.

This model, prepared by Marjorie Fish. shows all the stars located in a vast volume of space extending out about 55 light years in the direction of Zeta Reticuli. The viewing angle is from a point in space beyond that limit looking back toward the Sun. Each star is suspended on a separate thread at its appropriate distance and position from the Sun, and colored according to its spectral type (solar type stars are yellow). The star "behind" the two components of Zeta Reticuli is Zeta Tucanae. From a model such as this, using the same viewing angle seen here, Marjorie Fish noted 16 stars whose positions are remarkably closeto the stars in the drawing made by Betty Hill. The fact that all of the stars in the "Hill configuration" are solar type stars is one of several intriguing areas that enshroud the "Zeta Reticuli Incident".

Keeping all this in mind, Marjorie Fish constructed several three-dimensional models of the solar neighborhood in hopes of detecting the pattern in the Hill map. Using beads dangling on threads, she painstakingly recreated our stellar environment. Between Aug. 1968 and Feb. 1973, she strung beads, checked data, searched and checked again. A suspicious alignment, detected in late 1968, turned out to be almost a perfect match once new data from the detailed 1969 edition of the Catalog of Nearby Stars became available. (This catalog is often called the "Gliese catalog" -- pronounced "glee-see" -- after its principal author, Wilhelm Gliese.)

The 16 stars in the stellar configuration discovered by Marjorie Fish are compared with the map drawn by Betty Hill in the diagram on page 6. If some of the star names on the Fish map sound familiar, they should. Ten of the 16 stars are from the compact group that we selected earlier based on the most logical direction to pursue to conduct interstellar exploration from Earth

Continuing to take the Hill map at face value, the radiating pattern of "trade routes" implies that Zeta 1 and Zeta 2 Reticuli are the "hub" of exploration or, in the context of the incident, the aliens' home base. The sun is at the end of one of the supposedly regular trade routes.

The pair of stars that make up Zeta Reticuli is practically in the midst of the cluster of solar type stars that attracted us while we were mapping out a logical interstellar voyage. Checking further we find that all but two of the stars in the Fish pattern are on the table of nearby solar type stars. These two stars are Tau 1 Eridani (an F6 star) and Gliese 86.1 (K2), and are, respectively, just above and below the parameters we arrived at earlier. One star that should be there (Zeta Tucanae) is missing probably because it is behind Zeta 1 Reticuli at the required viewing angle.

To summarize, then: (1) the pattern discovered by Marjorie Fish has an uncanny resemblance to the map drawn by Betty Hill; (2) the stars are mostly the ones that we would visit if we were exploring from Zeta Reticuli, and (3) the travel patterns generally make sense.

Walter Mitchell, professor of astronomy at Ohio State University in Columbus, has looked at Marjorie Fish's interpretation of the Betty Hill map in detail and tells us, "The more I examine it, the more I am impressed by the astronomy involved in Marjorie Fish's work."

During their examination of the map, Mitchell and some of his students inserted the positions of hundreds of nearby stars into a computer and had various space vistas brought up on a cathode ray tube readout. They requested the computer to put them in a position out beyond Zeta Reticuli looking toward the sun. From this viewpoint the map pattern obtained by Marjorie Fish

was duplicated with virtually no variations. Mitchell noted an important and previously unknown fact first pointed out by Ms. Fish: The stars in the map are almost in a plane; that is, they fill a wheel shaped volume of space that makes star hopping from one to another easy and the logical way to go -- and that is what is implied by the map that Betty Hill allegedly saw.

"I can find no major point of quibble with Marjorie Fish's interpretation of the Betty Hill map," says David R. Saunders, a statistics expert at the Industrial Relations Center of the University of Chicago. By various lines of statistical reasoning he concludes that the chances of finding a match among 16 stars of a specific spectral type among the thousand-odd stars nearest the sun is "at least 1,000 to 1 against".

"The odds are about 10,000 to 1 against a random configuration matching perfectly with Betty Hill's map," Saunders reports. "But the star group identified by Marjorie Fish isn't quite a perfect match, and the odds consequently reduce to about 1,000 to 1. That is, there is one chance in 1,000 that the observed degree of congruence would occur in the volume of space we are discussing.

"In most fields of investigation where similar statistical methods are used, that degree of congruence is rather persuasive," concludes Saunders.

Saunders, who has developed a monumental computerized catalog of more than 60,000 UFO sightings, tells us that the Hill case is not unique in its general characteristics -- there are other known cases of alleged communication with extraterrestrials. But in no other case on record have maps ever been mentioned.

Mark Steggert of the Space Research Coordination Center at the University of Pittsburgh developed a computer program that he calls PAR (for Perspective Alteration Routine) that can duplicate the appearance of star fields from various viewpoints in space.

"I was intrigued by the proposal put forth by Marjorie Fish that she had interpreted a real star pattern for the alleged map of Betty Hill. I was incredulous that models could be used to do an astronometric problem," Steggert says. "To my surprise I found that the pattern that I derived from my program had a close correspondence to the data from Marjorie Fish."

After several run-throughs, he confirmed the positions determined by Marjorie Fish. "I was able to locate potential areas of error, but no real errors," Steggert concludes.

Steggert zeroed in on possibly the only real bone of contention that anyone has had with Marjorie Fish's interpretation: The data on some of the stars may not be accurate enough for us to make definitive conclusions. For example, he says the data from the Smithsonian Astrophysical Observatory Catalog, the Royal Astronomical Society Observatory Catalog, and the Yale Catalog of Bright Stars "have differences of up to two magnitudes and differences in distance amounting to 40 percent for the star Gliese 59". Other stars have less variations in the data from one catalog to another, but Steggert's point is valid. The data on some of the stars in the map is just not good enough to make a definitive statement. (The fact that measurements of most of the stars in question can only be made at the relatively poor equipped southern hemisphere observatories accounts for the less reliable data.)

Using information on the same 15 stars from the Royal Observatory catalog (Annals #5), Steggert reports that the pattern does come out differently because of the different data, and Gliese 59 shows the largest variation. The Gliese catalog uses photometric, trigonometric and spectroscopic parallaxes and derives a mean from all three after giving various mathematical weights to each value. "The substantial variation in catalog material is something that must be overcome," says Steggert. "This must be the next step in attempting to evaluate the map."

This point of view is shared by Jeffrey L. Kretsch, an undergraduate student who is working under the advisement of J. Allen Hynek at Northwestern University in Evanston, Ill. Like Steggert, he too checked Marjorie Fish's pattern and found no error in the work. But Kretsch reports that when he reconstructed the pattern using trigonometric distance measurements instead of the composite measures in the Gliese catalog, he found enough variations to move Gliese 95 above the line between Gliese 86 and Tau 1 Eridani.

"The data for some of the stars seems to be very reliable, but a few of the pattern stars are not well observed and data on them is somewhat conflicting," says Kretsch. The fact that the pattern is less of a "good fit" using data from other sources leads Kretsch and others to wonder what new observations would do. Would they give a closer fit? Or would the pattern become distorted? Marjorie Fish was aware of the catalog variations, but has assumed the Gliese catalog is the most reliable source material to utilize.

Is the Gliese catalog the best available data source. According to several astronomers who specialize in stellar positions, it probably is. Peter Van de Kamp says, "It's first rate. There is none better." He says the catalog was compiled with extensive research and care over many years.

A lot of the published trigonometric parallaxes on the stars beyond 30 light-years are not as accurate as they could be, according to Kyle Cudworth of Yerkes Observatory. "Gliese added other criteria to compensate and lessen the possible errors," he says.

The scientific director of the U.S. Naval Observatory, K.A. Strand, is among the world's foremost authorities on stellar distances for nearby stars. He believes the Gliese catalog "is the most complete and comprehensive source available."

Frank B. Salisbury of the University of Utah has also examined the Hill and Fish maps. "The pattern of stars discovered by Marjorie Fish fits the map drawn by Betty Hill remarkably well. It's a striking coincidence and forces one to take the Hill story more seriously," he says. Salisbury is one of the few scientists who has spent some time on the UFO problem and has written a book and several articles on the subject. A professor of plant physiology, his biology expertise has been turned to astronomy on several occasions while studying the possibility of biological organisms existing on Mars.

Salisbury insists that while psychological factors do play an important role in UFO phenomena, the Hill story does represent one of the most credible reports of incredible events. The fact that the story and the map came to light under hypnosis is good evidence that it actually took place. "But it is not unequivocal evidence," he cautions.

Elaborating on this aspect of the incident, Mark Steggert offers this: "I am inclined to question the ability of Betty, under posthypnotic suggestion, to duplicate the pattern two years after she saw it. She noted no grid lines on the pattern for reference. Someone should (or perhaps has already) conduct a test to see how well a similar patter could be recalled after a substantial period of time. The stress she was under at the time is another unknown factor."

"The derivation of the base data by hypnotic techniques is perhaps not as 'far out' as it may seem," says Stanton Friedman. "Several police departments around the country use hypnosis on rape victims in order to get descriptions of the assailants -- descriptions that would otherwise remain repressed. The trauma of such circumstances must be comparable in some ways to the Hill incident."

Is it at all possible we are faced with a hoax?

"Highly unlikely," says Salisbury -- and the other investigators agree. One significant fact

against a charade is that the data from the Gliese catalog was not published until 1969, five years after the star map was drawn by Betty Hill. Prior to 1969, the data could only have been obtained from the observatories conducting research on the specific stars in question. It is not uncommon for astronomers not to divulge their research data -- even to their colleagues -- before it appears in print. In general, the entire sequence of events just does not smell of falsification. Coincidence, possibly; hoax, improbable.

Where does all this leave us? Are there creatures inhabiting a planet of Zeta 2 Reticuli? Did they visit Earth in 1961? The map indicates that the sun has been "visited occasionally". What does that mean? Will further study and measurement of the stars in the map change their relative positions and thus distort the configuration beyond the limits of coincidence?

The fact that the entire incident hinges on a map drawn under less than normal circumstances certainly keeps us from drawing a firm conclusion. Exobiologists are united in their opinion that the chance of us having neighbors so similar to us, apparently located so close, is vanishingly small. But then, we don't even know for certain if there is anybody at all out there -- anywhere -- despite the Hill map and pronouncements of the most respected scientists.

The only answer is to continue the search. Someday, perhaps soon, we will know.

The 46 Nearest Stars Similar to the Sun

Name	Distance (light-years)	Magnitude (visual)	Luminosity (Sun=1)	Spectrum
Tau Ceti	11.8	3.5	.4	G8
82 Eridani	20.2	4.3	.7	G5
Zeta Tucanae	23.3	4.2	.9	G2
107 Piscium	24.3	5.2	.4	K1
Beta Comae	-	-	-	-
Berenices	27.2	4.3	1.2	G0
61 Virginis	27.4	4.7	.8	G6
Alpha Mensae	28.3	5.1	.6	G5
Gliese 75	28.6	5.6	.4	K0
Beta Canum	-	-	-	-
Venaticorum	29.9	4.3	1.4	G0
Chi Orionis	32	4.4	1.5	G0

54 Piscium	34	5.9	.4	K0
Zeta 1 Reticuli	37	5.5	.7	G2
Zeta 2 Reticuli	37	5.2	.9	G2
Gliese 86	37	6.1	.4	K0
Mu Arae	37	5.1	.9	G5
Gliese 67	38	5.0	1.2	G2
Gliese 668.1	40	6.3	.4	G9
Gliese 302	41	6.0	.6	G8
Gliese 309	41	6.4	.4	K0
Kappa Fornacis	42	5.2	1.3	G1
58 Eridani	42	5.5	.9	G1
Zeta Doradus	44	4.7	2.0	F8
55 Cancri	44	6.0	.7	G8
47 Ursa Majoris	44	5.1	1.5	G0
Gliese 364	45	4.9	1.8	G0
Gliese 599A	45	6.0	.6	G6
Nu Phoenicis	45	5.0	1.8	F8
Gliese 95	45	6.3	.5	G5
Gliese 796	47	5.6	.5	G8
20 Leo Minoris	47	5.4	1.2	G4
39 Tauri	47	5.9	.8	G1

Gliese 290	47	6.6	.4	G8
Gliese 59.2	48	5.7	1.0	G2
Psi Aurigae	49	5.2	1.5	G0
Gliese 722	49	5.9	.9	G4
Gliese 788	49	5.9	.8	G5
Nu 2 Lupi	50	5.6	1.1	G2
14 Herculis	50	6.6	.5	K1
Pi Ursa Majoris	51	5.6	1.2	G0
Phi 2 Ceti	51	5.2	1.8	F8
Gliese 641	52	6.6	.5	G8
Gliese 97.2	52	6.9	.4	K0
Gliese 541.1	53	6.5	.6	G8
109 Piscium	53	6.3	.8	G4
Gliese 651	53	6.8	.4	G8
Gliese 59	53	6.7	.4	G8

This table lists all known stars within a radius of 54 light-years that are single or part of a wide multiple star system. They have no known irregularities or variabilities and are between 0.4 and 2.0 times the luminosity of the sun. Thus, a planet basically identical to Earth could be orbiting around any one of them. (Data from the Catalog of Nearby Stars, 1969 edition, by Wilhelm Gliese.) .

The View from Zeta Reticuli

The two stars that comprise the Zeta Reticuli system are almost identical to the sun. Thy are the only known examples of two solar type stars apparently linked into a binary star system of wide separation.

Zeta 1 is separated from Zeta 2 by at least 350 billion miles -- about 100 times the sun-Pluto distance. They may be even farther apart, but the available observations suggest they are moving through space together and are therefore physically associated. They probably require at least 100,000 years to orbit around their common center of gravity.

Both Zeta 1 and Zeta 2 are prime candidates for the search for life beyond Earth. According to our current theories of planetary formation, they both should have a retinue of planets

something like our solar system. As yet there is no way of determining if any of the probable planets of either star is similar to Earth.

To help visualize the Zeta Reticuli system, let's take the sun's nine planets and put them in identical orbits around Zeta 2. From a celestial mechanics standpoint there is no reason why this situation could not exist. Would anything be different? Because of Zeta 2's slightly smaller mass as compared with the sun, the planets would orbit a little more slowly. Our years might have 390 days, for example. Zeta 2 would make a fine sun - - slightly dimmer than "old Sol", but certainly capable of sustaining life. The big difference would not be our new sun but the superstar of the night sky. Shining like a polished gem, Zeta 1 would be the dazzling highlight of the night sky -- unlike anything we experience here on Earth. At magnitude -9 it would appear as a starlike point 100 times brighter than Venus. It would be like compressing all the light from the first quarter moon into a point source.

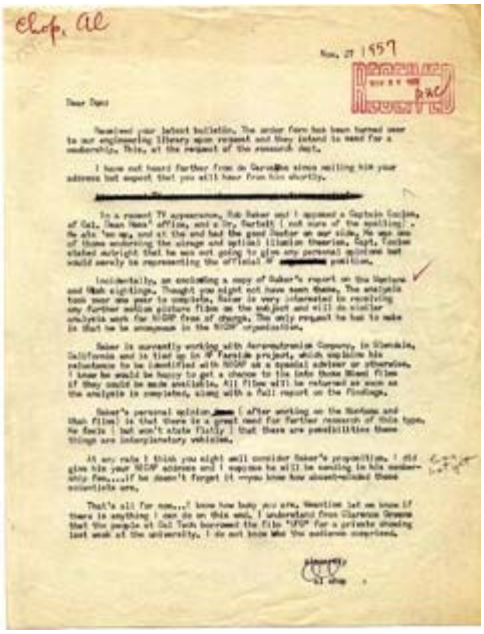
Zeta 1 would have long ago been the focus of religions, mythology and astrology if it were in earthly skies. The fact that it would be easily visible in full daylight would give Zeta 1 supreme importance to both early civilizations and modern man. Shortly after the invention of the telescope astronomers would be able to detect Jupiter and Saturn sized planets orbiting around Zeta 1. Jupiter would be magnitude +12, visible up to 4.5 minutes of arc from Zeta 1 (almost as far as Ganymede swings from Jupiter). It would not make a difficult target for an eight inch telescope. Think of the incentive that discovery would have on interstellar space travel! For hundreds of years we would be aware of another solar system just a few "light-weeks" away. The evolution of interstellar spaceflight would be rapid, dynamic and inevitable.

By contrast, our nearest solar type neighbor is Tau Ceti at 12 light-years. Even today we only suspect it is accompanied by a family of planets, but we don't know for sure.

From this comparison of our planetary system with those of Zeta Reticuli, it is clear that any emerging technologically advanced intelligent life would probably have great incentive to achieve star flight. The knowledge of a nearby system of planets of a solar type star would be compelling -- at least it would certainly seem to be.

What is so strange -- and this question prompted us to prepare this article -- is: Why, of all stars, does Zeta Reticuli seem to fit as the hub of a map that appeared inside a spacecraft that allegedly landed on Earth in 1961? Some of the circumstances surrounding the whole incident are certainly bizarre, but not everything can be written off as coincidence or hallucination. It may be optimistic, on one extreme, to hope that our neighbors are as near as 37 light-years away. For the moment we will be satisfied with considering it an exciting possibility.

Part Two:
NICAP Home



Nov 27, 1957

Dear Don:

Received your latest bulletin. The order form has been turned over to our engineering library upon request and they intend to send for a membership. This, at the request of the research dept.

I have not heard further from de Garvaho since mailing him your address but expect that you will hear from him shortly.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

In a recent TV appearance, Bob Baker and I opposed a Captain Eccles, of Col. Dean Hess' office, and a Dr. Bartolt (not sure of the spelling) . We ate 'em up, and at the end had the good Doctor on our side. He was one of those endorsing the mirage and optical illusion theories. Capt. Eccles stated outright that he was not going to give personal opinions but would merely be representing the official AF position.

Incidentally, am enclosing a copy of Baker's report on the Montana and Utah sighting. Thought you might not have seen these. The analysis took over one year to complete. Baker is very interested in receiving any further motion picture films on the subject and will do similar analysis work for NICAP free of charge. The only request he has to make is that he be anonymous in the NICAP organization.

Baker is currently working with the Aero-nutronics Company, in Glendale, California and is tied up in AF Farside project, which explains his reluctance to be identified with NICAP as a special advisor or otherwise. I know he would be happy to get a chance to tie into those Miami films if they could be made available. All films will be returned as soon as the analysis is completed, along with a full report on the findings.

Baker's personal opinion (after working on the Montana and Utah films) is that there is a great need for further research of this type. He feels (but won't state flatly) that there are possibilities these things are interplanetary vehicles.

At any rate I think you might well consider Baker's proposition. I did give him your NICAP

address and I suppose he will be sending in his membership fee. . . .if he doesn't forget it --you know how absent-minded these scientists are.

That's all for now. . .I know how busy you are. Meantime let me know if there is anything I can do on this end. I understand from Clarence Greene that the people at Cal Tech borrowed his film "UFO" for a private showing last week at the university. I do not know who the audience comprised.

Sincerely

//signed//

al chop

TRANSCRIPTION NOTES:

- "1957" in the letter date is handwritten

- There is a "received" stamp just below the letter date with "Nov 28 1957" readable and the handwritten "RHC" just below that date

- There is a marked out sentence between paragraph 2 and paragraph 3

- There is a marked out word between "AF" and "position" in the last sentence of paragraph 3

- There is a handwritten check mark immediately after the word "Montana" in the first sentence of paragraph 4

- There is a marked out word between "opinion" and "after" in the first sentence of paragraph 6

- The handwritten notation "has not yet" is written in the letter margin immediately after the hyphenated word "member-" in the sencond sentence of paragraph 7; i.e., "member- (handwritten: "has not yet") ship fee"

- The letter is signed with a handwritten "Al"

NICAP Home Page

The Debunkers vs. the UFO Menace; or, Is Ufology Tantamount to Communism?

by Jerome Clark
(written in 1992)

On August 23, 1983, an administrator at the University of Nebraska at Lincoln took a strange phone call from a man who had a complaint which he expressed at some length. When he finally got offf the phone, the administrator summarized the conversation in a memo to another university official:

"Mr. Phillip [sic] Klass ... is a member of the Committee for the Scientific Investigation of Claims of the Paranormal [CSICOP]. This committee has a much different view of unexplained phenomena than those groups we are working with as sponsors of "this conference [titled Exploring Unexplained Phenomena]. He was, in fact, quite adament [sic] in his position regarding the credibility of the conference presenters. Further, Mr. Klass has a personal feeling that the nature of this conference seriously questions the integrity of the United States Government. He feels that there is no scientific evidence to support the claims of the
presenters and indicated that these organizations, by publicly questioning the government, lend support to the Communist movement."

All ufologists, of course, know who Philip J. Klass is. A Washington-based aerospace journalist, Klass is the world's best known (and, some would say, most obsessed) critic of UFO reports and ufologists, the author of books with self-explanatory titles as UFOs Explained, UFOs: The Public Deceived, and UFO Abductions: A Dangerous Game -- all sacred texts of the debunking movement.

That same day the administrator phoned conference organizer Ray Boeche to inform him of the conversation. The administrator said Klass had called the chancellor's office and talked with someone
there. When Klass hinted that he was considering legal action against the university, the call had been transferred to the administrator, who told Boeche he thought he had been able to mollify Klass.

The university sent Klass a letter, thanking him for his interest, and assumed that would end the matter. It was wrong.

At the conference, held between November 11 and 13 at the university conference center, Boeche showed some of us a copy of the memo in which the administrator paraphrased Klass' suggestion that UFO cover-up proponents were serving the ends of Soviet foreign policy. Of course by now we were used to the sort of overheated rhetoric that flows in an unending stream of vitriol from the mouths and keyboards of CSICOP's bombast artists. After all, Klass and his CSICOP colleagues had already characterized us ufologists as antiscience cultists, cryptofascists, mental cases, money-grubbing exploiters, and raving irrationalists, and CSICOP chairman Paul Kurtz had repeatedly assured the press that societal acceptance of anomalies and the paranormal threatens the fabric of civilization.

Still, Klass' linking of ufologists with Communist subversion was a new wrinkle. Klass, we knew, would not be happy to learn that these peculiar private pronouncements were now peculiar public pronouncements. As it turned out, he wasn't just unhappy. He was livid.

On November 23 Klass wrote the administrator, who was startled to see large chunks of Klass' words from their three-month-old conversation quoted verbatim -- indicating, the administrator correctly surmised, that Klass had taped the two without informing him he was doing so. Klass said that since a "copy of your memo was 'leaked' to outsiders," he wanted to "clarify and expand upon statements" he had made. He said "we" -- presumably meaning himself and CSICOP -- did not seek to "prevent conferences or meetings by those who want to propose UFOs" but that he had some trouble with the university's sponsorship of a conference on the subject. What, he asked, would the university do "if

the American Nazi Party came in and said they [sic] wanted to hold a conference?"

"I emphasize to you that I am not, repeat not, suggesting that any of the people or any of the organizations are in any way affiliated with Communist Fronts or with the Soviet Union. But as a patriotic American, I very much resent the charge of 'coverup', of lying, of falsehoods, charged against not one Administration, not two, but eight Administrations going back to a man from Missouri named Truman, a man named Dwight Eisenhower. Because if this charge is true -- Cosmic Watergate -- then all of these Presidents were implicated, and all of their Administrations.... [In making this charge, ufologists] seek what the Soviet Union does -- to convey to the public that our Government can not be trusted, that it lies, that it falsifies. Now I'm not so naive -- remembering Watergate -- to say that never has happened in history. But from my firsthand experience (i.e., 17 years in the field of UFOlogy), I know this charge is completely false. And I resent it as an American citizen."

Remarkably, Klass distributed copies of this letter to others, including me, on the evident belief that it would exonerate him, in other words demonstrate that when read in context his sentiments would sound rational. He would even charge that the administrator's paraphrase had been "inaccurate," when if anything it made Klass' charge sound marginally less nutty. As I wrote Klass on December 6, "In the past, when your critics have accused you of engaging in McCarthyism, they were using the term in a metaphorical sense. Now, it seems, they will be able to use it in the most literal sense."

As ufologists gleefully copied and circulated both the administrator's memo and Klass' November 23 letter, Klass complained to the university about its release of the memo and threatened legal action. Late in January 1984 the administrator told Boeche, according to the latter, that he feared losing his job over the affair.

About six weeks later the administrator informed Boeche that the university would not sponsor another anomalies conference. The decision, he said, "came straight from the chancellor's office." Pressed for a reason, the administrator responded evasively but "strongly implied," in Boeche's words, that the decision had to do with the troubles the previous conference had brought them. A short time later Boeche received written notification of the decision. The letter gave no reason for the decision.

Boeche, who had hoped to make the conference an annual event, sought alternative funding without success. In October 1984, in a final desperate move, Boeche mailed a letter to all who had attended the 1983 meeting and urged them to encourage the chancellor to reverse his decision. One attender published a letter to the editor of the Lincoln Journal about the episode. Subsequently an Associated Press reporter interviewed the administrator, who said -- for the first time ever -- that the university had canceled sponsorship because it had lost money on the conference. The university repeated the claim in a form
letter it sent to all inquirers.

Till now, in all of Boeche's discussions with university officials regarding the conference-related problems, not one -- least of all the administrator -- had raised the issue of the conference's profitability. All those with whom Boeche spoke had talked only of Klass' legal threats. At no time was Boeche shown a financial statement documenting the university's belated version of events. In a November 2 meeting with the chancellor's assistant, who dutifully recited the new party line, Boeche asked whom he should believe: an administrator who was afraid of losing his job (and whose private statements had been markedly different from his later public ones) or a chancellor's assistant who could take that job away. "It was quite obvious that that was a question he didn't want to answer," Boeche recalls.

In fact, the previous January 11 Klass had written this man complaining about the university's failure to respond to an earlier letter. Klass said he expected the university to express "shock and disgust"

over the leaking of the memo and to apologize "for such irresponsible actions." If the university chose not to act, Klass wrote, he would consider taking "appropriate legal action to set the record straight and to clear my name." Eleven days later he wrote the chancellor's assistant again and asked for a "list of the Board of Regents of your University, together with their mailing addresses." Soon Klass was hearing from the university's attorney.

Meanwhile Klass and I were engaged in correspondence about this strange ongoing episode. Though not denying that he had threatened to sue the university -- indeed he sent me a copy of the just-quoted January 11 letter -- he continually tried to change the subject, citing conferences he had not called sponsors to complain about, as if these were relevant to anything or, even more crazily, evidence of personal virtue. He claimed not to object to "pseudoscience" conferences in principle, only to those that universities sponsored without bringing in speakers who shared Klass' views.

As of March 31, a letter of his to me makes clear, the university -- despite what by now had been a number of exchanges between it and him -- had not claimed that it lost money on the conference. To the contrary, Klass said it was his "understanding" that the university had not contributed money to the organizers or allowed uncompensated use of its conference facilities. Writing on May 14, he emphatically denied believing or suggesting that the university cancelled sponsorship because the conference lost money. He said he understood that the university shared neither profits nor losses from the conference.

On April 4 I remarked that "you really never addressed the issue I attempted to raise ... that you had a role, apparently the deciding role, in the University of Nebraska's decision not to sponsor next year's UFO/Fortean conference. As you are well aware, the threat of being sued is a powerful way of affecting somebody's behavior.... It is hardly surprising that the university did not want to involve itself in litigation and entirely predictable that it chose to scuttle the Fortean conference as a consequence. It just wasn't worth the hassle in the university's view. You, by your threats and meddling, apparently presented a problem the university did not want to deal with. It was easier to cancel next year's conference than to risk further problems. I am not aware that I accused you of deliberately setting out to sabotage the conference. I said that your acts had the effect of so doing."

In subsequent correspondence Klass insisted, ludicrously, that his legal threats could have had nothing to do with the university's decision because if they had, he implied, university spokesmen would have said so openly. He seemed to be suggesting that the university had simply seen the wisdom of his argument about the conference's lack of "balance" and acted accordingly. He went on to compare university sponsorship of a UFO conference to sponsorship of a Ku Klux Klan or Nazi Party meeting. Klass would also contend that proponents of a UFO cover-up were in effect accusing Presidents of treason, a "slanderous" charge.

All the while ufologists and the UFO press were having great fun at Klass' expense, with his desperate clarifications and rationalizations only fueling the merriment. Finally and hilariously, on October 18, notwithstanding his earlier assertions that the university had not lost money from the conference, Klass copied and distributed an October 14 AP article from the Omaha World Herald, in which the university introduced the loss-of-money yarn to the world. He cited it as proof that he had been right all along.

End of Part 1 Part 2

NICAP Home Page

The Debunkers vs. the UFO Menace; or, Is Ufology Tantamount to Communism?

Part 2
by Jerome Clark
(written in 1992)

In 1986 Omni editor Dick Teresi asked if I would do a short article for an upcoming issue on censorship in science. I responded with a manuscript I titled "Anomaly Bashing"; it was published as "Censoring the Paranormal" in the February 1987 issue. (It was later reprinted in Ted Schultz's 1989 book The Fringes of Reason, page 203.)

The piece dealt with debunking extremism, much of it associated with CSICOP. In it I devoted a paragraph to the Nebraska episode. (See Part 1 for details.)

No sooner had the issue hit the stands than I was taking calls from Teresi and, shortly after, from Omni's attorney. Leading CSICOPs had contacted Teresi to let him know sentiments such as mine were unacceptable to the debunking thought police (I had urged an end to the "hysteria" and a return to the "serious business of dispassionate investigation," apparently just about the last thing the debunkers wanted to hear); more important, Klass had actually threatened to sue over my few words. Omni asked for additional documentation beyond what I had already provided, and that was the end of at least that much.

I had written CSICOP Chairman Paul Kurtz as long ago as December 7, 1983, to ask him what he thought of Klass' charge that ufologists were serving Soviet ends. Enclosing a transcript of Klass' remarks, I asked, "Does CSICOP condone these sorts of charges? Do you ... draw a line between hard-hitting criticisms of anomalous claims and the extravagant, even scurrilous charges Klass has made in his communications [with the Nebraska administrator]?"

Kurtz's response, dated December 20, can best be characterized as mealy-mouthed. After assuring me of his belief in free expression, he said Klass was speaking for himself and CSICOP members hold a range of opinions. Translation: Kurtz did not want to get involved. Even the leveling of charges most people would regard as McCarthy-ite could elicit no condemnation, or even a mild demur, from the leadership, which had already tolerated accusations from Klass and other CSICOP-affiliated debunkers that ufologists are exploiters, irrationalists, cultists, and so on. Perhaps, seen in this context, it is true that Klass' ufology-is-tantamount-to-Communism spiel amounted to no significant escalation of either vitriol or craziness.

Still, while CSICOP is immensely indulgent of even the most lunatic attacks on paranormal and anomalous claims and claimants, it has no tolerance whatever for criticisms of itself, as its high-dudgeon reaction to my Omni essay had already demonstrated.

In that vein, in a June 10, 1987, note, Kurtz sniffed about my "unrelenting attacks on CSICOP in Fate and other magazines."

I replied on July 8: "It is strange to get this [complaint] from someone who directs an organization devoted to nothing but 'unrelenting attacks' on proponents of anomalies and the paranormal. At least 'Fate and other magazines' -- unlike [CSICOP's magazine] Skeptical Inquirer -- devote only a small, even tiny, percentage of their pages to criticism of those with whom they disagree.... I realize that CSICOP, like any organization with political objectives, may not have the luxury of choosing its allies as carefully as it might like. But you can hardly protest when from time to time you are held accountable for the antics of those whose activities you promote and whom you seldom criticize in any meaningful way.... [I]t is more than a trifle hypocritical for you to react with shock and indignation when you are attacked in return. I'm reminded of what Edward G. Robinson said in the classic gangster film Little Caesar: 'You've been dishin' it out so long you can't take it no more'."

Skeptical Inquirer editor Kendrick Frazier, one of those who had complained to Teresi, wrote an indignant response to my Omni article in the September 1987 issue of his magazine. What it lacked in specifics, it made up for in sweeping proclamations, one of them that my words about Klass were "malicious" and, moreover, known by me "to be false." (If that were true, of course, Klass _would_ have had a legal case.) Frazier neither mentioned nor questioned Klass' McCarthyite slur of ufologists, thus becoming yet another CSICOP notable to maintain a tactful silence on the subject. Frazier did not answer my letter challenging him on these points.

I did, however, get a letter from Mark Plummer, then CSICOP's Executive Director, who wrote me on August 31 on another matter. In my September 4 reply, I said, in part:

"The whole controversy about my Omni editorial centers on the question of whether CSICOP contains individuals of extreme (i.e., lunatic fringe) views and whether CSICOP can fairly be criticized for same. In that regard it is surely significant that at no time has CSICOP publicly disassociated itself from the pronouncements of Philip J. Klass, who holds that UFO proponents are serving the ends of Soviet foreign policy, nor is there any evidence that it has reprimanded him in any way. In fact, the editor of Skeptical Inquirer has expressed outrage that anyone would take exception to such assertions, even suggesting that someone who did (me) could only have been acting out of malice.

"The clear implication is that CSICOP -- which continues to portray Klass as a responsible spokesman and to give wide publicity to his assorted pronouncements -- either agrees with these views or at least considers them acceptable expressions of opinion."

Plummer wrote back on September 17 to ask for "proof" that Klass had accused ufologists of serving Soviet ends. I provided such proof, which included a transcript of the phone conversation that Klass himself had given me (quoted at length in Part 1). The response was silence -- at least on his end. I heard not from Plummer but from Klass, to whom I learned Plummer had sent copies of my letters.

Klass' communication, dated October 5, was titled "AN OPEN-LETTER CHALLENGE TO JEROME CLARK." Referring to my September 4 letter, Klass noted my observation (though adding italics to it) that he "_holds that UFO proponents are serving the ends of Soviet foreign policy_." He grandly offered $5000 to the Center for UFO Studies (of which I am an officer) if -- Klass' italics again -- "you can find in any of my _published books or articles_ where I have said that 'UFO proponents are serving the ends of Soviet foreign policy', or words substantially equivalent." He hastily appended this amendment: the offer "does _not_ apply to my expression of personal opinion during a private telephone conversation" with the Nebraska administrator.

In an open letter of my own three days later, I pointed out the obvious: that at no time had I ever charged, indicated, implied, or hinted that Klass had _published_ his strange equation of ufologists with Communists; the issue all along had been his privately uttered words to the administrator. "Amusingly," I noted, "in making his 'challenge', Klass seeks to exclude the very evidence that bears on the issue."

Meanwhile, in an October 13 letter to Marcello Truzzi (who co-founded CSICOP with Kurtz but who had left the organization long since to become one of its major critics), Klass said he stood by the sentiments he had expressed to the administrator.

Having heard nothing from Plummer, I wrote him on November 18. "Now that you have been fully informed of Klass' excesses, may we expect to see an editorial in Skeptical Inquirer apologizing to the UFO community for being subject to such scurrilous accusations?" I asked. "May we expect to see a statement declaring that McCarthyism (or any other form of irrational excess) has no part in the anomaly debate? Or may we expect, as I'm afraid I do, absolutely no reaction whatever from CSICOP?"

On November 23 Plummer replied. Having reviewed the evidence, he saw nothing "excessive" in Klass' pronouncements. It was, he added, all my fault for "jumping to conclusions."

To this day not a single significant CSICOP figure has disavowed Klass' charges or chastised him for making them. Instead CSICOP has reserved all its criticism for those who, like me, have raised the issue. Publicly CSICOP pretends to believe that my portrayal of these events is false.

On April 26, 1990, Rick Moen of Bay Area Skeptics posted Klass'

account of the episode on a computer network used by debunkers. Hilariously, Klass fails to note anywhere that he had equated ufologists with Communist agents, though he does acknowledge that he "asked if the American Nazi Party wanted to rent its facilities for a meeting, whether the University would 'sponsor' said meeting" -- evidently a moral dilemma he found equivalent to sponsorship of a UFO conference.

Meanwhile, Philip J. Klass remains a CSICOP and debunking superstar, a regular speaker at CSICOP's conferences, and a frequent contributor to Skeptical Inquirer. Prometheus Books, which Kurtz heads, continues to issue Klass titles.

A final note:

On October 28, 1991, I asked Klass, "Do you still consider proponents of a UFO cover-up threats to the republic? Or do you now, at last, disavow the remarks you made -- you know, the ones so embarrassing to you that you threatened to sue the leakers -- to the University of Nebraska?"

Klass replied on November 26. After informing me, apparently as yet another ufologist equivalent to Communists, that I could have become one of the top writers for Pravda in the pre-peristroika era, he denied ever alleging that ufologists constitute a threat to the republic. In the next breath he affirmed that yes, he stood by his remarks to the Nebraska administrator -- in which he held that ufologists constitute a threat to the republic.

In a rational world CSICOP would have been laughed out of existence following revelations of its bumbling and double-dealing in the "Starbaby" scandal (as chronicled in side-splitting detail by Dennis Rawlins in Fate, October 1981). But in this irrational world CSICOP continues to masquerade as the voice of reason and, as one of its leading lights would have us believe, ufology is still tantamount to Communism.

UFOs: Challenge to SETI Specialists

Nuclear Physicist / Lecturer Stanton T. Friedman 5/02

Major news media and many members of the scientific community have taken strongly to the radio-telescope based SETI (Search for Extraterrestrial Intelligence) program as espoused by its charismatic leaders, but not supported by any evidence whatsoever. In turn, perhaps understandably, they feel it necessary to attack the ideas of alien visitors (UFOs) as though they were based on tabloid nonsense instead of on far more evidence than has been provided for SETI. One might hope, vainly I am afraid, that they would be concerned with The Search for Extraterrestrial Visitors (SETV). I would hereby like to challenge the SETI specialists, members of the scientific community, and the media to recognize the overwhelming evidence and significant consequences of alien visits and to expose the serious deficiencies of the SETI related claims. I have publicly and privately offered to debate any of them. No takers so far.

Here are my challenges for the SETI SPECIALISTS (SS):

1. Why is it that SS make proclamations about how much energy it would take for interstellar travel when they have no professional competence, training, or awareness of the relevant engineering literature in this area? As it happens, the required amount of energy is entirely dependent on the details of the trip and CANNOT be determined from basic physics. If one makes enough totally inappropriate assumptions, as academic astronomers have repeatedly done down through history in their supposedly scientific calculations about flight, one reaches ridiculous conclusions. But it is not necessary, for example, to limit the flight to 1G acceleration, or to provide all the energy needed for the round trip at the launch, or to use an utterly foolish trip profile (as devised by a Nobel Prize winning Harvard physicist) that involves accelerating at 1G for half the outward bound portion and the decelerating at 1G for the second half, etc. Do note that it only takes one year at 1G to reach close to c.

Cosmic freeloading can be very, very helpful in reducing fuel requirements and has been used for all our deep space missions such as Voyager, Pioneer, Galileo, Cassini, etc. A splendid example of the wrong assumptions to make was provided by Dr. John William Campbell (1), Professor of Mathematics and Astronomy at the University of Alberta, in 1941, when he attempted to compute the required initial launch weight of a chemical rocket able to get a man to the moon and back. Our successful trips to the moon beginning in 1969, still with chemical rockets, showed that the weight he "scientifically" calculated was too high by a factor of 300 Million!! Dr. Alexander Bickerton (2) in 1926 proclaimed that it would be impossible to give anything sufficient energy to place it in orbit around the earth. Professor Simon Newcomb (3) "proved" in October, 1903, that it would be impossible for a man to fly except with the help of balloons. This was 2 months before the first flight by the Wright Brothers (2 very sharp bicycle mechanics). These three bright professors made a whole host of totally inappropriate assumptions because of their ignorance of the technical situations with which they were faced. They hadn't read the ample literature available to any professional seeking truth.

For example, Dr. Campbell assumed a single stage chemical rocket, launched vertically and limited to 1G acceleration. He assumed much too low an exhaust velocity. The rocket had to carry a huge amount of fuel for use in the retrorocket supposedly required to slow down the rocket upon return to Earth. For Apollo we used multi-stage rockets (reducing system weight at each stage) launched to the East from near the equator (to take advantage of the Earth's rotation), a peak acceleration of many Gs (the faster to orbit, the less the losses to gravitation), the moon's gravitational field (to provide some free energy going in) and earth's atmosphere to do the deceleration upon approaching the earth, as highlighted, for example, in the movie Apollo 13. Cleverness was more important than power.

The exhaust velocity was certainly much higher than assumed by Dr. Campbell. Of course Campbell knew nothing about fission or fusion rockets (on both of which I have worked). The latter using D-He3 reactions exhaust charged particles which can be directed electromagnetically and are born with 10 million times as much energy per particle as can be obtained in chemical rockets. Most academics in my experience and in their publications (i.e. Krauss, Ref. 4) are ignorant of the fact that the most powerful fission rocket reactor propulsion system (Phoebus 2B, made by Los Alamos) operated at a power level of 4,400 Megawatts before 1970. Man has produced many controlled fusion reactions. See Luce (5) about fusion rockets. Any study of the history of technological development reveals that technological progress comes from doing things differently in an unpredictable way. Pocket calculators are not built with vacuum tubes. Supersonic flight is not achieved with propellers. Lasers are not just better light bulbs. In short, the future is definitely NOT a mere extrapolation of the past.

2. Why do SS assume that radio is the ultimate means of long distance communication, when we have only had this kind of technology for roughly 100 years? Just down the galactic street there are two sun-like stars (Zeta l and Zeta 2 Reticuli) only 37 light years away and a billion years older than the sun. Of great interest is the fact that they are less than 1 light year apart from each other. It is good to see recent recognition of the fact that we can already, with our primitive technology, create laser signals able to be observed by other civilizations in the neighborhood. Optical SETI is coming in to its own. But remember progress comes from doing things differently. What new communication techniques will we master in just 50 or 100 years??

3. Why do SS make proclamations about how aliens would behave, when, as physical science professionals, they have no training, experience, or special insights as to how Earthlings, no less aliens, would behave, or what their motivations are. One might consult psychiatrists, psychologists, social workers, lawyers, nurses, etc, but radio astronomers?? This is a field which, by its nature, has little to do with people other than those directly involved. We hear such comments as that aliens, once radio contact is established, would teach us about all the secrets of the universe. Just why would an advanced technological civilization share its secrets with a primitive society whose major activity (judging by how its wealth is spent) would certainly appear to be tribal warfare and for whom every new frontier is a new place to do battle? Earthlings killed about 50 million other Earthlings during WW 2 and destroyed 1700 cities. Currently almost $1trillion per year is spent on the military while 30,000 children die needlessly every day of preventable diseases and starvation.

4.Why is it that SS take every opportunity to attack the notion of alien visitations without any reference to the many large scale scientific studies? They act as though the tabloids are the only possible sources of UFO data. There are at least 6 large scale scientific studies (Ref. 6-11),more than 10 PhD Theses, and many dozens of published professional papers by professional scientists. These are all almost always ignored. There are, for example, 13 anti-UFO books and dozens of pro SETI books that don't even mention the largest scientific study done for the USAF (6). The work was done by the engineers and scientists at the Battelle Memorial Institute in Columbus, Ohio. They found that 21.5% of the 3201 cases investigated were UNKNOWNS completely separate from those cases deemed to provide "Insufficient Information". They found that the better the reliability of the reports, the more likely to be unidentifiable. Statistical cross comparisons between the UNKNOWNS and the KNOWNS showed that the probability that the former were just missed KNOWNS was less than 1% for 6 different characteristics.

The basic rules for the lack of attention to the relevant data by well educated, but ignorant about-UFOs-professionals, especially SS, seem to be:

1. Don't bother me with the facts, my mind is made up.

2. What the public doesn't know, I won't tell them.

3. If one can't attack the data, attack the people; it is much easier.

4. Do one's research by proclamation, investigation is too much trouble and nobody will know the difference anyway.

How else can one explain such totally baseless, but seemingly profound, proclamations as "The reliable cases are uninteresting and the interesting cases are unreliable. Unfortunately there are no cases that are both reliable and interesting." (See Sagan, Ref. 12).

The fact is that 35% of the EXCELLENT cases in BBSR14 were UNKNOWNS and therefore Interesting. Only 18% of the POOR cases were Unknowns. Surely professional scientists are supposed to base their conclusions on study of the relevant data, rather than proclamations?

5. Why don't SS understand that there are very clear-cut national security aspects of the entire UFO problem including the possibility of duplicating the far out technology and the concerns with the impact on the public of any announcement? Clearly if any earthlings could duplicate the saucer technology, the systems would make wonderful weapons delivery and defense systems. It is a lot easier to dream about distant civilizations whose existence will have little impact, if they can never reach here, or never have been here. Many quite extraordinary scientific and technological developments were conducted in TOP SECRET programs including the development of the atomic bomb, the proximity fuse, radar, etc. There is overwhelming evidence, never noted by the SS, that the subject of flying saucers represents a kind of Cosmic Watergate including the recovery of two crashed saucers in New Mexico in 1947 (13). According to Pulitzer prize winning journalist Tim Weiner (14), the annual Black Budget (Not under congressional control) was running $34. Billion.. several years ago. The NSA had openly admitted withholding 156 UFO documents even from a Federal Court Judge given a high security clearance. When these were "released" more than 15 years later, only 1 or 2 lines per page were not covered by whiteout. I have received formerly classified CIA UFO documents on which only 8 words are not blacked out.

USAF General Carroll Bolender stated (15) that "Reports of UFOs which could effect national security ·..are NOT part of the Blue Book System." One should note that the very high quality military monitoring systems operated by the Air Defence Command and the NRO and NSA produce data which is born classified and is not released to the public.

6. If the SS are truly interested in the SETI, why don't they examine the best UFO data instead of ignoring it? Without that data, they have no evidence to support the many assumptions they make about ETI. For example, it is assumed that there is intelligent life all over the place, that some of this life is more advanced than we are, and that ET communications and flight technology are stuck at the level of radio and chemical rockets, and ETs are trying to attract our attention via radio!! No evidence has been provided that any of these assumptions are true. And yet these same SS insist on ufologists providing them with an alien body!! SS have been joyous about finding 37 radio signals out of several billion that were tantalizing. But they choose to ignore the 21.5% of 3201 investigated UFO sightings that might indeed signal the existence of ETVs. The false reasoning is incredible. Since most sightings can be explained, therefore all can be. But since some very few radio signals were thought to be intriguing, we should follow that path of study!

7. Why is the assumption made that aliens wouldn't know there was a technological civilization here until they picked up our TV or radar signals? We are already , though in our technological infancy compared to a cosmic time frame, considering building a radio telescope with segments on opposite sides of the solar system that could directly observe earth size planets around all the stars in the neighborhood. Other civilizations in the neighborhood could have done this a billion years ago. As Sagan noted (16) signs of biological life here could have been observed at Earth by an alien spacecraft at our level of technological development 2 Billion years ago. Why not assume that every library in the local galactic neighborhood has known of our existence as a result of explorations done

millions of years ago? One should note that Columbus did not wait for a smoke signal from the Western Hemisphere natives before sailing westward. One of Magellan's ships sailed around the world in about 2 years. The Space Shuttle does it in 90 minutes. Progress comes from doing things differently.

8. Why is it that the SS don't understand that, at the end of WW 2, it was quite obvious to any visiting alien intelligence agents, that soon (less than 100 years) these primitive earthlings, whose brand of friendship is obviously hostility, could be traipsing around the local galactic neighborhood? Three new readily observable technologies: atom bombs, powerful V-2 rockets, and powerful radar systems set the pace. It is probably not a coincidence that the crashed saucers were recovered in Southeastern New Mexico near the only place on Earth (White Sands Missile Range) in July, 1947, where all three could be observed.

During any one century, because the progress from no space technology, to deep space travel, takes such a comparatively short time, it doesn't seem likely that there would be any other civilization in the local neighborhood going through the same transition. They are either ahead of us or behind us. Of course we would be of interest to them; if for no other reason that the equivalent of national security concerns. Compare the world's budget for National security with that for radio astronomy. One reasonable purpose from that viewpoint for visiting here would be to assure that we don't go out there until we get our act together. The word quarantine comes to mind. Does anybody really believe that aliens would want this primitive society out there before we get our act together and can even qualify for admission to the Cosmic Kindergarten?

9. Why is it that SS seem to assume that aliens would want to deal with them? They don't speak for the planet any more than ham radio operators speak for their countries. If their annual budget were even $100 Million, that is miniscule compared to the $1. Trillion for national security.

10. Why is it that SS so often try to stress how big and how old the universe is? In fact the sphere centered on the sun and having a radius of only 54 light years includes 1000 stars of which about 46 seem to be sun-like and suitable for planets and life (17). At least 2 of these sun-like stars are 1 Billion years older than the sun. If my car were stolen near my home in Fredericton, New Brunswick, it wouldn't make much sense to suggest that the thief might be any one of 6 billion Earthlings. It would appear to be much more likely that the thief was one of 725,000 New Brunswick residents or one of only 50,000 Frederictonians. The odds of finding the thief would be greatly enhanced.. Note, too, for example, that residents of Zeta 1 and Zeta 2 Reticuli, being less than 1 light year apart, could directly observe planets around the other star.

11. Why do SS focus on the Drake Equation which supposedly tells how many inhabited planets there are capable of sending radio signals? There is no evidence to support the many assumptions that are made and it takes no account of the processes most important for the distribution of intelligent life on Earth, namely migration and colonization. We have data on one planet in one solar system at the present time. We don't even know how many civilizations there may have been here on earth 10 million or 200 million years ago,. Schliemann had to dig down 75 feet to find Troy dating from just a few thousand years ago. How much of earth has been explored that deep no less the much greater depth that would be needed to tell us about civilizations that were lost due to asteroid collisions or nuclear wars or continental drift since hundreds of millions of years ago? One might just as well throw a dart at a dart board with numbers on it.

12. Why are proclamations made by SS that aliens can't possibly be humanoid, as described by UFO witnesses? We have no catalog of aliens in the neighborhood combined with travel schedules so we could predict how many would have three heads or 4 eyes, etc. After all these claims of non-humanoidness are based on assuming that any ETI has developed indigenously and independently of life from anywhere else and there has been no migration or colonization. Funny how the laws of physics and biology might even suggest that there are favored directions for how things develop. For

example, we find few examples of mammals with three legs or three eyes. There may well be advantages to certain configurations. Colonization and migration would lead to the dispersal of particular features. Proclamations without data are hardly scientific. Reports from all over Earth indicate humanoids are visiting in strange vehicles with extraordinary capabilities.. This, of course, does not mean that all aliens are humanoid. Presumably the ammonia breathers go to Jupiter.

13. Are the SS really unaware that public opinion polls have consistently shown that believers in alien visitations outnumber non-believers and that the greater the education the more likely to accept ETV? Two polls of engineers and scientists involved in research and development activities (18) even showed that 2/3 of those who expressed an opinion believe that some UFOs are ET spacecraft. After all, certain knowledge that Earth is indeed being visited would provide the best incentive for bigger budgets for space exploration. Of course, if aliens are indeed visiting, than the Radio Telescope Search for ET signals would seem a useless exercise and might indicate the SS have been on the wrong track all along. Learning sign language might be more productive in terms of Communicating with ETI.I have twice heard independent reports of military personnel recording radio signals from a UFO being monitored by nearby military radar. One wonders how many similar instances there have been.

14. Why do SS, who should know better, or at least should have done their homework, so often pronounce that it would be impossible for any one to withstand the "enormous" accelerations of UFOs so often observed for brief times? They quote no data to support their pronouncements despite the huge amount of data that NASA and others have compiled over the past half century. It turns out that trained and properly constrained humans can withstand "enormous" accelerations, for significant times, so long as the acceleration is in the appropriate direction vis a vis the body. Astronauts are launched while on their backs for a good reason. For example, a pilot can perform a tracking task while being accelerated for 2 minutes at 14 Gs. That is from zero to 36,000 miles per hour in 2 minutes. They can successfully withstand 30Gs for one second. Dr. Paul Stapp's rocket sled reached over 600mph in the early 1950s and he successfully withstood 43Gs when slowing down more rapidly than expected. Data should take precedence over proclamations.

15. Why do SS cite the Fermi Paradox as though it demonstrates that nobody is coming here or that we haven't been colonized, perhaps many times, in the past? Fermi was well known at the U. of Chicago for trying to teach by asking questions. Remember that he assumed it would only take a few million years for the entire galaxy to be colonized once those activities had begun. The beginning could have been a billion years ago.

16. Finally there seem to be no signs that either SETI leaders or UFO debunkers are willing to note the false reasoning of their own kind . This lack of internal evaluations provides a scientifically unhealthy and dogmatic, almost cult like atmosphere, with charismatic leadership, a strong dogma, and irrational resistance to outside or new ideas. Scientists and journalists have a serious obligation to study the relevant data rather than to make pronouncements having no factual basis. Does the end (presumably public rejection of flying saucer visitations and enhancement of the status of SETI) really justify the means of misrepresentation based on ignorance and arrogance? Ufologists are, in contrast, very critical of each other. Party lines should be for politicians, NOT for scientists.

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More on UFO's

***Physics Today*, January 1971, p. 97.**
Stanton. T Friedman

W.T. Powers [June, page 14] is correct about the generic difference between "good" UFO reports and those that can be identified. The organized study he desires has already been completed. Reference 1 is the final report of a two-year study of 2199 UFO reports conducted by scientists and engineers at Battelle Memorial Institute in Columbus, Ohio. Every report was finally categorized and evaluated as shown in Tables 1 and 2. The "other" category includes a miscellaneous collection such as hoaxes, searchlights on clouds, birds and so on. Of special interest are the UNKNOWNS - "Those reports of sightings wherein the description of the object and its maneuvers could not be fitted to the pattern of any known phenomenon" and those labeled "insufficient information" defined as "some essential item of information missing or there was enough doubt about what data were available to disallow identification as a common object or some natural phenomenon."

The UNKNOWNS were NOT sightings for which there was not enough information. Note, too, that the higher the quality of the report the more likely it was an UNKNOWN, and the less likely that there was insufficient information - exactly what one would expect if the UNKNOWNS were indeed generically different from the KNOWNS. In addition, a chi-square statistical comparison between the characteristics (speed, color and so on) of the UNKNOWNS and the KNOWNS showed that the probability is less than 1 percent that the distributions are the same. The average duration of observation for the UNKNOWNS was no longer than for the KNOWNS with 45 percent being observed for more than 5 minutes. In short, UNKNOWNS are neither like KNOWNS (IFO's), nor are they rapidly passing lights observed for a brief period of time by an incompetent observer - quite contrary to the viewpoints of the scoffers who know so little of the facts concerning UFO's. If one were to apply the same fallacious reasoning as implied by the notion "because most sightings can be identified, all can," one would certainly reject the discovery of the anti-He3 particle (June, page 59). Obviously, if all but five of the 2 x 10^11 particles examined weren't anti-He3, none were.

After 11 years of study of UFO's I am convinced not only that some UFO's are extraterrestial vehicles but that the problem with the acceptance of UFO's is a psychological one just as was the acceptance of the Copernican universe 300 years ago. Antihelium particles don't upset our present notions about the universe or our own importance. UFO's do. For example, about 30 of the 100 reports discussed in the Condon report (2) could not be identified. The negative conclusions about UFO reality are in fact contradicted by the data in the rest of the report. Reference 1 is not even mentioned, though it is the largest study ever conducted and Condon knew it.

There is a great deal more that might be said about the inadequacy of the "Scientific study of UFOs". More to the point, a UFO study committee set up by the American Institute of Aeronautics and Astronautics concluded after three years that the University of Colorado study did not resolve the question of UFO reality and that what is needed are more quantitative investigations by members of the engineering and scientific community. Clearly, with Man having already walked on the moon, it is time to lift the "laughter curtain" and start thinking instead. A good souree of information is reference 3 and the many documents referenced therein.

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STANTON T. FRIEDMAN, Redondo Beach, Calif.

Table 1. Categorization of UFO Sighting Reports:

Category, Number, and Ratio in %

- **Astronomical ..... 479 ..... 21.8%**
- **Aircraft ..... 474 ..... 21.6%**
- **Balloon .....339 ..... 15.4%**
- **Other ..... 233 ..... 10.6%**
- **UNKNOWN ..... 434 ..... 19.7%**
- **Insufficient Information ..... 240 ..... 10.9%**
- **Total .....2199 ..... 100.0%**

[Data from reference 1]

Table 2. Quality distributions of UNKNOWNS:

- **Excellent 213 Cases 9.7% 71 Unknown 33.3% 9 I.D. 4.2%**
- **Good 757 34.5% 188 Unknown 24.8% 27 I.D. 3.6%**
- **Doubtful 94 36.0% 103 Unknown 13.0% 111 I.D. 14.0%**
- **Poor 435 19.8% 72 Unknown 16.6% 93 I.D. 21.4%**
- **Total 2199 100.0% 434 Unknowns 19.7% 240 I.D. 10.9%**

[Data from reference 1]

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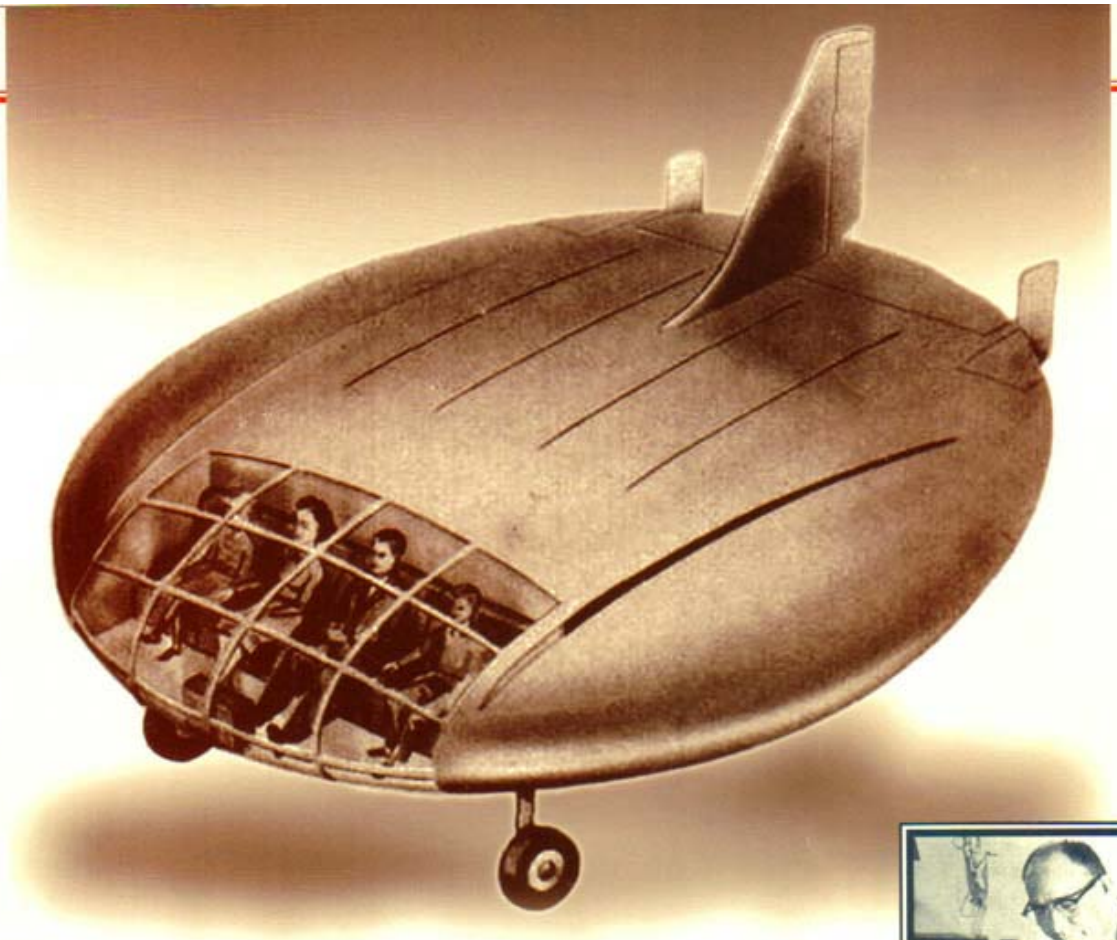


ALFRED LOEDING

& THE GREAT FLYING SAUCER WAVE OF 1947

By Michael D. Hall
& Wendy A. Connors

Special Preface

We must be cautious of the hubris of the present. When UFOs first appeared in numbers during the great flying saucer wave of 1947, few people made the jump to an extraterrestrial hypothesis. The subject of this book, Alfred Loedding, is significant because he did eventually lean toward that assumption. Because he played such an instrumental role in the first official Air Force investigation into the phenomena, it is important to analyze the progression of his theories.

For the best part of the summer of 1947 most serious minds studying the flying disc mystery, like Alfred Loedding, considered that a domestic secret project might account for the sightings. After eliminating that possibility, the "foreign origin" option was exhaustively explored. By 1948 foreign origin became a catch word for visitors from outer space, but in 1947 it meant only one thing—Russians. In fact, worries that the Soviet Union may have gleaned a Nazi super weapon at the end of the Second World War remained in the minds of Air Force officials up through 1952. But by late 1947 some aeronautical engineers, like Alfred Loedding, began to consider that "flying saucers" may represent intelligently controlled machines from another world. Why? What was the mind set in 1947 that could rationalize such a conclusion? What was his perspective? Where was the proof?

It is very difficult with our 1998 view of popular culture to consider a time when there was no extensive set of preconceptions on extraterrestrial life. Without a Steven Spielberg to help us dream, or a Star Wars trilogy and a thousand other such productions dating back to 1949, we would not have the present-day mind set that we do. Yet, that is not to say there was not already some basis for the consideration of alien visitation.

The best way for us to understand one early perspective is to look at Halloween night 1938. During that famous evening the dramatic actor Orson Welles produced and narrated a radio drama based on H.G. Wells' book, The War of the Worlds. Like the famous account of a Martian invasion, the radio play was a frightening success. Unfortunately for many East Coast listeners, it seemed so real that thousands flew into a panicked frenzy—actually believing aliens were landing in Grovers Mill, New Jersey. The nation was certainly in a vulnerable state of paranoia due to the brewing storm clouds in Europe. The Second World War would begin just one year later on September 1st and Americans knew that they would soon be impacted by Hitler's madness.

2 Alfred Loedding and The Great Flying Saucer Wave of 1947

Many authors have used the panic caused by Orson Welles' radio drama as a foretelling explanation for later UFO sightings. In other words, a belief has arisen that the radio drama planted a seed in the public's mind—a self-fulfilling prophecy for extraterrestrial visitation. The historian, however, will realize the concept of extraterrestrial life had already been firmly ingrained in the public's mind since 1894 when Percival Lowell founded the Lowell Observatory near Flagstaff, Arizona.

Lowell believed he saw signs through his huge telescope of canals on the Martian landscape -- proving to him the existence of intelligent life there. Some scientists agreed while others were skeptical, but until the first Mars probes of the 1960s and 1970s showed just how lifeless the planet's surface actually was, many people kept an open mind about the possibility. UFOs, never the less, continued to be seen after we realized the near planets were uninhabited. Why?

UFOs are just that, unidentified objects in the atmosphere. Most of these turn out to be identified

or IFOs—always representing something of physical reality regardless of what they turn out to be. For years debunkers have tried to use science fiction stories as an impetus behind UFO reports. But the stimulus for the sightings is real, not imagined. Orson Welles had no more responsibility than Percival Lowell for UFOs because as Alfred Loedding finally realized, whatever they represent, they are a real phenomena. True, no proof has surfaced to tell us what the UFO phenomenon represents. The continuing record of sightings detailed in this book will demonstrate clues to its anomalous nature just as it did to Loedding. In the case of UFOs it seems the truth may be very extraordinary. That, at any rate, is what Loedding came to suggest. And for that reason it is perhaps best to remember the words of the late Dr. Carl Sagan who stressed that finding such extraordinary truths always requires extraordinary evidence. Unfortunately, if Loedding ever did come across conclusive evidence, it has not yet been discovered. As a result, this book studies the events of 1947 that we do know and presents them just as Alfred Loedding lived them.

We can not disavow that Loedding might have had some cultural preconceptions in the back of his mind. He did draft a formal conclusion to Air Force officials in mid 1948, stating that flying discs may represent extraterrestrial visitation. But, he based his famous Estimate Of The Situation draft on fact, not fiction. It was, however, rejected in part due to fears of generating another War of the Worlds fiction-like panic.

Beyond that no one can say if popular culture tainted the history of man's modern interpretation of UFO sightings. The point for the sake of objectivity had to be presented. Following is presented the story of Alfred Loedding and the great flying saucer wave of 1947.

Introduction

The morning of July 4th, 1947, at 3733 Shroyer Road Dayton, Ohio, began very peacefully. An initially hazy dawn yielded to a blue sky and a sunny but muggy day of eighty-one degrees. With the after effects of the Second World War still being felt, the nation welcomed the long and bright three-day holiday despite the heat. It felt strange, however, for Alfred Christian Loedding not to be at work on a Friday morning. Loedding was a civilian aeronautical engineer at the well known Army Air Force labs just down the road at Wright Field. He was also a workaholic who lived and breathed aviation. Yet for all his talents, relaxing at home was not one of them.

His son, Donald, remembers his father always doing something when at the house. So maybe that morning he was hard at work cleaning and tuning his prized 1946 Buick. Maybe he was down in the basement working on a host of experiments that over the years made him one of America's first Army-employed engineers to study rocketry and jet propulsion. Alfred preferred to be designing away in his cellar as to be anywhere else.

His home-spun research did pay off over the years, giving him the experience needed to start the first jet propulsion division at Wright Labs and file a whole host of patents. One of these even included a design of a low aspect ratio (flying wing) aircraft — another one of Alfred's specialties.

It is, in fact, because of his cutting-edge innovative brilliance that we would like to know Alfred's exact thoughts. Undoubtedly sometime during that Independence holiday he stopped to pay close attention to the news. Since June 24th there had been a small number of unique stories in the press concerning sightings of unidentifiable flying objects.

At the time these were coined "flying discs" or "saucers" after private pilot Kenneth Arnold likened the nine objects he saw over the Cascade Mountains to "saucers skipping across the water." No one then used the phrase UFO so "saucers and discs" became the catch words. But it was not until that Independence day weekend that the sightings dramatically increased in intensity and started to dominate news headlines. West Coast newspapers were the first to detail the stories,

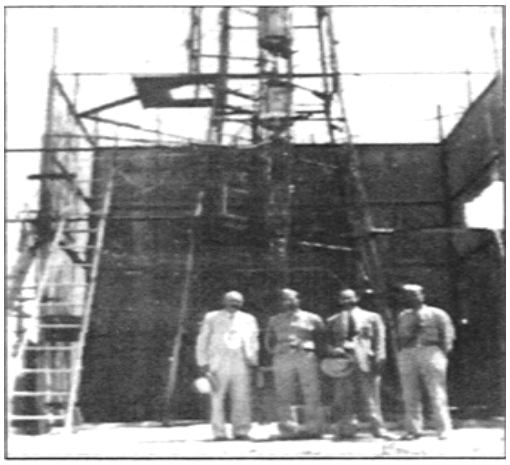
although, by Sunday of that weekend even the New York Times had a page-one feature on the discs and would do so for the next three days.

Alfred Loedding may have heard accounts of the latest sightings on the

WNBC Bob Smith morning radio news show that Friday at 9:00 A.M. By Saturday he could have caught some Midwest stories in print. Although when he began hearing or reading the accounts, it is unlikely that he was surprised. Well, perhaps surprised, but certainly not unprepared.

Loedding, like a number of people in the years prior to the famous Arnold account, had observed similar phenomena themselves. It was back in 1932 that Loedding, together with his wife Marion, saw something that they never could explain. A Dayton, Ohio, news article detailed their incident as follows:

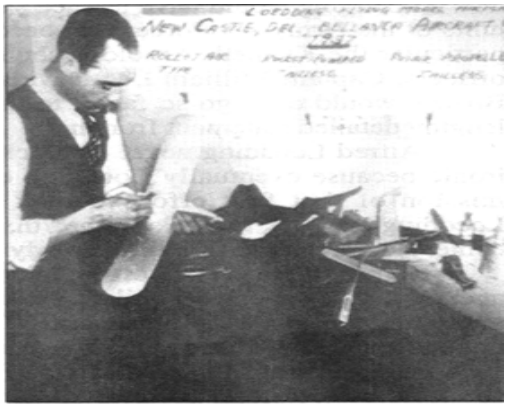
> **In October, 1932, the couple saw such an object one evening while driving near Plainsboro, N.J., he reported.**
>
> **At first they thought an aircraft was crashing nearby, Loedding said. Then the craft leveled off and flashed away at high speed, emitting a changing bluish-green light. On reaching his home, he immediately sketched the object from memory. Later, Loedding said former New York congressman L.G. Clemente reported he had seen such an object at about the same time. Loedding estimated the object he and his wife had seen was 100 feet in diameter and 500 to 600 feet high. He said the object gave off a weird light "like looking at a fire-fly" and appeared to change shape.**
>
> **He said he had seen nothing of a similar nature since.** 1



Alfred Loedding pictured second from the right with Dr. Goddard on far left at his testing sight in Roswell, New Mexico, during 1941.

Because he did not reveal that story until 1957, it is impossible to know his thoughts during that first rash of disc sightings. Yet it would be fun to have read the mind of this brilliant engineer who had graduated the Daniel Guggenheim School of Aeronautics back in 1930. This is especially important because Alfred had been privately designing flying wing-shaped aircraft (then termed low aspect ratio) and lecturing about the concept with a slide show since his 1932 sighting. Some of these concepts by 1947 were translated into small working models, looking more like flying saucers than flying wings.

He certainly knew aviation, having held a key position with the Bellanca family in their famous aircraft company before coming to work for Wright Labs in 1938. At Wright Labs he established the first jet propulsion division and became the resident expert on rocketry. Loedding became the base's key contact with rocket pioneer Robert H. Goddard. 2 However, having been periodically utilized from his T-3 engineering section by the base's T-2 intelligence branch, it is fair to speculate that Loedding might have had some hint of the more spectacular saucer stories before he returned to work on Monday, July 7th.



Loedding at Bellanca aircraft company circa 1937.

He may have even been intrigued by the July 6th Sunday New York Times exclusive on the recent deployment of two reactivated B-29 bomber groups to the West Coast—and how their appearance coincided in place and time with many of the disc sightings. Being a dedicated German Catholic he would have digested these stories after church on Sunday. And certainly that last day of the long weekend he would have been mulling over all he had learned to date.

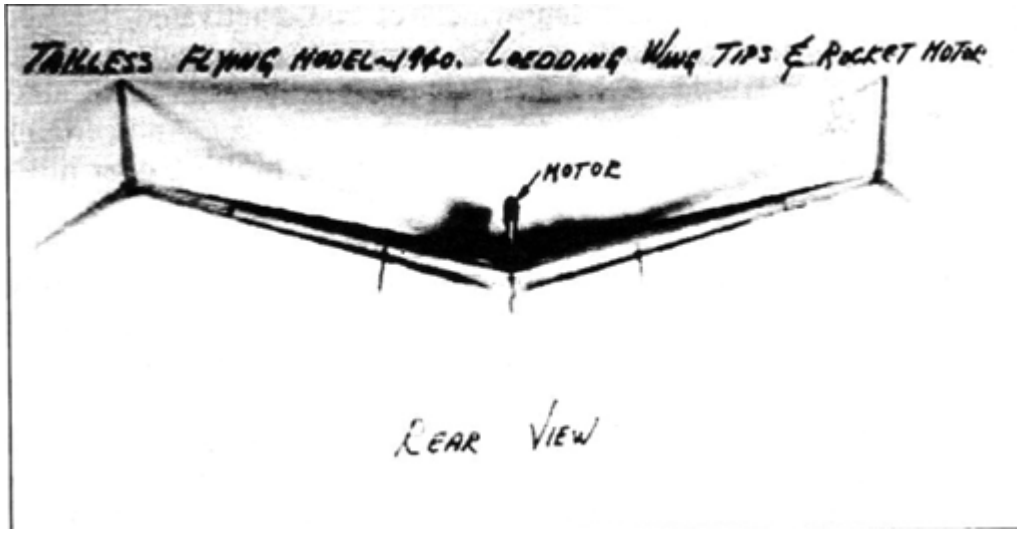
Up to this time the military had only issued a few and very contradictory statements on the incidents. Loedding would have surely been aware of these because he knew and worked for many key figures in the Army Air Force. On July 3rd, for example, Army Major Paul Gaynor stated that a preliminary investigation had been dropped for lack of evidence. Then that same day Boise Evening Statesman reporter Dave Johnson got a different slant from the commander of the Air Materiel Command, Lieutenant General Nathan F. Twining. Twining, who had the T-2 Army Air Force Intelligence group under his command, commented that officials were indeed looking into the matter of flying discs. He stated that even the top secret research conducted at the aviation labs at Wright Field had not produced technology comparable to that being observed. Continuing, he added that a "reputable scientist" had seen one of the discs and that his report is being studied.

Loedding would have learned shortly following that weekend that other units of the Army Air Force were becoming interested in the sightings and in particular the Kenneth Arnold account.

Fourth Army Air Force Intelligence officers, Captain William Lee Davidson and First Lieutenant Frank Mercer Brown, would even go so far as to interview Arnold for six hours, taking a lengthy detailed statement from him.

Alfred Loedding never had a chance to meet Brown or Davidson. It is ironic because eventually Loedding ended up inheriting and expanding the mission of that first effort to look into disc sightings. But by the time Loedding got back to work on the 7th, he would have had no idea what was to come. He may, however, have already started to be absorbed by the events.

It must have been shortly after driving onto Wright Field that morning and parking in front of building 11A that he caught the first hint of the mounting excitement and concern. Walking up to his office in room 252 in the overcrowded pre-war building that had been converted from an aviation museum—he heard the scuttle butt. The Independence holiday had indeed accounted for a huge number of sightings. The term "flying saucers" had arrived and was here to stay.



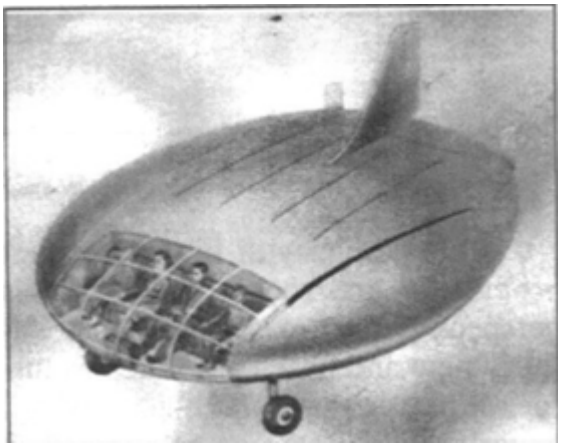
A model of one of Loedding's flying wing designs circa 1940.

1. Dayton (Ohio) Journal, 9 August 1957.
2. Milton Lehman, This High Man, The Life of Robert H. Goddard (New York: Farrar, Straus and Company, 1963), pp. 309,319-320.

Chapter One
The
Famous Flying Saucers

In the summer of 1947 the phrase "flying saucer" entered the vocabulary of popular American culture. Before this period there were some rare and unverifiable stories of disc-shaped aircraft seen around the world, but only a few significant reports of any kind came to light after a series of so-called "phantom" airship" sightings in America around 1886 and 1887. The truly notable incidents, although not really describing saucers, centered around the "foo-fighter" of World War II and mysterious "ghost rockets" over Sweden in 1946. By 1947, the famous saucers had arrived and were here to stay.

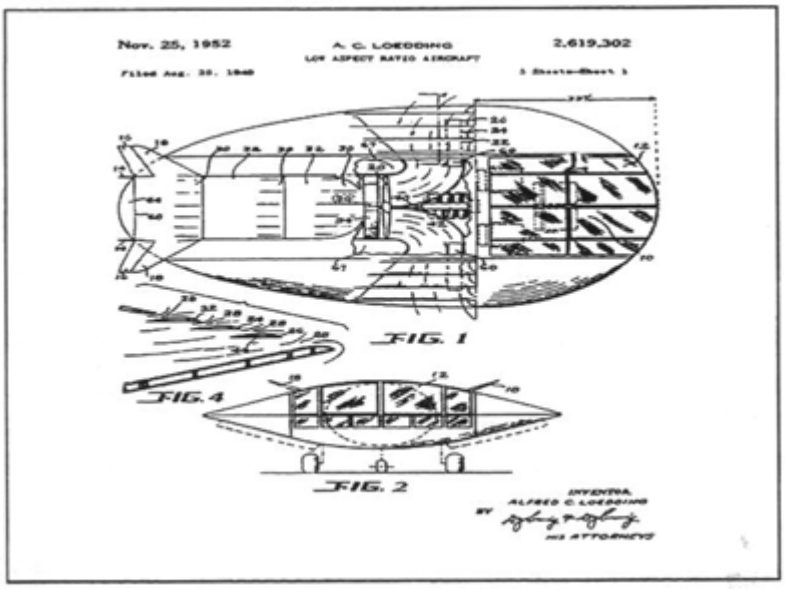
When the sightings hit the headlines, they almost exclusively described flying objects in the shape of discs. Actually, when the primary accounts of many of these reports are studied, the researcher reads stories more descriptive of Alfred Loedding's favorite obsession—flying wings or delta and swept-wing shaped aircraft. Such aerodynamic forms did emerge at the end of World War II and without doubt generated numerous flying saucer reports.



An artist's conception of one of the saucer-shaped aircraft that Loedding designed during this period.

For that reason it is understandable why Alfred Loedding became a chief player in the drama surrounding the early history of UFO sightings. By this period he was often seen running between the buildings at Wright Labs carrying his working models of an all-wing lifting body airfoil. Loedding hoped his design would eventually prove to be the ideal concept for light private aircraft. He envisaged a day when small flying airfoils would even

replace the family car. [1] Today we may laugh at his planned application for such a design, but at the time Loedding was justly respected for his interest in the concept of a saucer-shaped airfoil. This became all the more relevant by late June 1947 when "real" flying saucers were being seen in the skies of America. No one knew what they represented, but many were seeking answers from American scientific experts. Alfred Loedding thus entered the flying disc mystery of the great UFO wave of 1947.



Pictured above are actual blueprints of a saucer-shaped aircraft designed and patented by Alfred Loedding.

Loedding, with his background in radical aeronautics as well as jet propulsion and rocket design was a logical resource to utilize, as little perspective then existed for what was being seen. Jets, of course, were still fairly new and posed a possible solution to the mystery. The German jet and rocket planes that came into service at the tail end of the war startled even experienced pilots not only for their swept-wing design but also for the absence of a propeller. Those German aircraft along with the British Meteor and American P-80 jet fighters had speeds exceeding 500 miles per hour. Such speeds, even two years after the war, still attracted great attention. But jets could account for only a few of the many saucer sightings that summer—which often involved velocities accurately calculated by qualified observers at greater than 1,000 miles per hour.

Neither could other new aircraft designs answer all the questions raised by the disc mystery despite the fact that both the Germans and Allies had experimented with the flying wing concept. The Northrop company, for

example, tested large flying wing bomber designs in 1947 known as the XB-35 and YB-49 prototypes, but their flights were always documented. Despite many sensational stories on the subject, the well known Horten brothers who designed flying wing aircraft in wartime Germany never saw their machines attain practical use. Nor did the Soviet Union ever utilize the radical Horten airfoil concept.

Loedding with one of his many innovative aircraft test models.

Balloons, although a much lower level of technology, generated other reports as scientists began using this old invention by the thousands to conduct weather and cosmic ray studies of the stratosphere in the 1940's. The early balloons were made from neoprene which would turn smoky gray or black in the sunlight—just as some witnesses of suspected flying saucer events described seeing. The military and their civilian contractors also used balloons for a whole host of research and intelligence gathering duties. By July of 1947 many of these were no longer small gas bags, but huge silver (and sometimes clear) plastic envelopes made from polyethylene. These f would appear cone-shaped before their helium gas expanded and rounded out their internal volume at high altitude. Many times these and the older, neoprene balloons were tied together in clusters which could resemble formations of discs. Some of these larger polyethylene balloons could be seen by the naked eye at altitudes as high as 60,000 feet. Many saucer sightings, especially after a lot of news play on the subject, were undoubtedly the result of balloon launches. Perhaps as many as seventy percent of all early UFO sightings are attributed to balloons. Yet, balloons cannot explain away, accounts of flying-wings or discs with extraordinary flight characteristics. Loedding soon learned this as he talked to balloon experts who had disc sightings themselves.

The disc reports came from all over North America and around the world in 1947. Many were seen traveling at tremendous speeds, flying extremely high, sometimes hovering, and on numerous occasions making controlled changes in their flight path. These cases remain a mystery because

missiles of the day were only being tested in specific designated areas and had little endurance or range. The next generation of rockets like Sputnik, that were capable of intercontinental flight or earth orbit, were still a decade away. Aircraft, on the other hand, had not yet attained reliable means of reaching supersonic speeds, altitudes above 40,000 feet, or developed methods to hover. Because a large percentage of the first disc sightings occurred during daylight hours, astronomical events are difficult to associate with any but a few of the reports. Thus, 1947 has become a very important period to study. Accounts from reputable witnesses during the time are also significant because they had not yet had the opportunity to have their observations tainted by a vast body of previously

published UFO lore.

The military started a formal UFO investigation by the end of 1947, although, as early as July Army Air Force and Naval Intelligence as well as the FBI had studied some of the more well publicized reports. Loedding was associated with investigations out of Wright Field by July 9th, yet few records remain of this work. As in later waves, however, only a small percentage of the total number of sightings were reported to authorities. Less than five percent of the 1947 incidents were even indexed in military files. [2] Many of those can be found in the National Archives' holdings of USAF Project Blue Book files. [3] Some paperwork dealing with UFOs are also located at the Air Force Historical Center at Maxwell Air Force Base near Montgomery, Alabama, which primarily deal with records of the Fourth Air Force. Nine hundred and ten pages of lost Air Force documents from the late 1940s have also come to light from the National Records Center in St. Louis Missouri—via Wright-Patterson Air Force Base. Microfilms of early intelligence files have surfaced as well but are now held in private hands although are becoming available for sale to researchers. Recently released FBI files provide a very good insight into some of the early investigations too. Despite dedicated efforts to locate Naval records containing UFO cases by historian and researcher Jan Aldrich, these files are in large part still missing.

Another very good source dealing with 1947 comes from a book by Ted Bloecher entitled Report on the UFO Wave of 1947. In his work Bloecher surveyed 853 North American newspaper accounts of flying saucer sightings. Regrettably, many of those stories were not taken seriously by the newspapers themselves and lack details. In fact, after some news play on the subject a great deal of silliness arose in the press. Often it becomes hard to weed out the serious stories from that madness. Because most accounts were not followed up on at the time, the articles remain as the only documentation to many of the early UFO sightings.

The authors are indebted to the help of Jan Aldrich for a number of the news accounts to follow. Mr. Aldrich is engaged in a compilation known as Project 1947 that significantly expands on Bloecher's work. Aldrich has screened over 3,200 North American newspapers and others from all over the world for UFO reports. Aldrich's recent book, Project 1947: A Preliminary Report On The 1947 UFO Sighting Wave, is by far the most extensively researched publication available on the period. Today his work continues, searching out UFO accounts long lost in over 11,000 newspapers that were in print in the United States alone in 1947. When reading those accounts it is important to realize that UFOs were still not yet called unidentified flying objects. As stated, the term UFO simply did not yet exist. The media dubbed the strange objects "flying saucers" and "discs" following the Kenneth Arnold sighting. Those terms would predominate in the popular press until well into the 1950s.

The most important historical hindsight a reader can possess concerns the nature of what flying saucers then represented. Very few made the assumption that these discs represented extraterrestrial intelligence. Belief in so-called "alien visitation" did not mature until 1949 and then mainly in the cinema and tabloid-like magazines printed on pulpwood paper—"the pulp fiction." In 1947 flying saucers were assumed to mean scientific balloons or most likely classified military test craft. What else could a rational individual who had just lived through the wartime environment of secret weapons development think? Most people just hoped they were American and not Soviet—especially the military. Loedding thought likewise. At first he gave great weight to the consideration that the Soviets may have acquired some lost Nazi technology. It is interesting to note, however, that Loedding eventually became one of the first in official circles to conclude that the flying discs could

represent controlled extraterrestrial spacecraft. His chief, Colonel Howard M. McCoy, even said that November, "The possibility that the reported objects are vehicles from another planet has not been ignored." [4] But that was not a topic of discussion in the summer of 1947.

Although saucers were indeed very hot news by early July, they were not the only focus of the nation by any means. The Cold War had begun to heat up in late 1946 as tensions grew tighter each day. In that year, while responding to an invitation from President Truman to speak in Fulton, Missouri, Winston Churchill brought the phrase Iron Curtain into general use. Although voted out of office by that point, his beloved Britain then had to institute bread rationing in order to export enough grain to keep food riots from erupting in Allied occupied Germany. That was a hardship English

citizens had not even had to endure during the darkest days of the war. Subsequent pressure on Parliament led Britain to abandon efforts to check Communist expansion in the eastern Mediterranean. President Truman felt America had to fill that vacuum. To drum up Congressional support for aid to Greece and Turkey as well as aid to Europe, the Truman administration intentionally exploited public anxiety. The battleship Missouri sailed to the Mediterranean. [5] But as the Truman Doctrine and Marshall Plan took shape in 1947, real fears over a blockade of Berlin were already in the news.

The Berlin Crisis would only be a year off. President Truman would send a flight of B-29 bombers to England the next summer to dissuade ongoing Soviet threats to close the divided city from the West. The B-29s had no nuclear weapons, but the administration made every effort to suggest that they did. In fact, when the (Army) Air Force and thus Alfred Loedding officially became involved with UFOs, they did so largely out of fear of foreign, but earthly, intrusions into American air space.

The American military, after all, had already started mapping Soviet defenses on the Siberian frontier via the North Pole in converted B-29s. Recently declassified Air Force files even document US efforts to locate land masses in the Polar region that could be used for bomber bases. When the British later flew nighttime radar mapping reconnaissance missions over major Russian cities with American RB-45C jets out of England, it only stood to reason that the Soviets would try to do the same. [6]

The crucial point so often missed, concerns the significance of the 1947 sightings. If the nation believed they were seeing experimental aircraft or spy planes, then they were in fact seeing something. Today we know they were not Soviet—the USSR made no early incursions into continental US air space. But what were they? Undoubtedly many were misidentifications of domestic aircraft, balloons, and astronomical events—probably as many as eighty percent. But even the military came to the conclusion that there was a disturbing number of unexplainable events. By September 1947 Air Materiel Command, Wright Field, commander, Lieutenant General Nathan F. Twining, produced a memo based on research which Loedding assisted with. It characterized the discs as "real and not visionary." Future Air Force Intelligence Chief Major General Charles P. Cabell even stated in regard to the discs, "The conclusion appears inescapable that some type of flying object has been observed." Wright Field Intelligence Chief Colonel McCoy then concurred, "it is obvious that some types of flying objects have been sighted." [7]

From July 4-11, 1947 UFO reports dominated the newspapers, often featuring flying saucer sightings on their front pages. The stately New York Times ran four continuous days of page-one features starting on July 6th, this at a time when editors jealously coveted space for stories dealing with Berlin, the Marshall Plan, and serious flooding in the Midwest—which was a significant domestic news story. National Guard air units, the Army Air Force, and Navy were sufficiently concerned to send up "saucer patrols" along the Pacific Coast. That's significant alone because the regular military then had what they perceived to be a need to conserve fuel for upcoming Air Force Day celebrations. The sightings attracted such attention because most of them took place in broad daylight. This stood in great contrast to earlier and later UFO cases, many of which occurred at night or generated vague descriptions of objects that appeared so luminous or distant that they did not seem to be of substance. During this period many accounts describe very solid-looking objects maneuvering with the performance that some aircraft lack today. The reports do not all involve flying wing and saucer-shaped craft. The 1947 wave encompassed a great variety of observed phenomena including cigar-shaped rocket-like objects. Other forms include luminous balls, fan blades, boomerangs, triangles, diamonds, and light phenomena.

Sightings suddenly slowed in frequency after July 11th. Several dozen notable sightings would follow to end out the year, but whatever happened took place primarily between June 24th (and in force from July 4th) to July 11th. Granted, after the 11th, the news media did seem to lose interest in the story, but this alone cannot account for the marked decrease in reported activity after that initial onslaught of sightings. Some sort of phenomenon predominated in those very critical days of late June to early July.

Many claim it to be a form of mass hysteria generated by the widely publicized Kenneth Arnold sighting. If so, why did the sightings encompass the entire globe in a matter of only days with too little time for most people in foreign countries to read news accounts of the first American saucers? Why were there sightings before Arnold's? Would Arnold's story have become so publicized if not for actual incidents immediately following his event? Why did the intensity of the phenomenon end so suddenly after the 11th? If people were indeed caught up in a worldwide craze generated by media coverage, would not large numbers of reports still come in on the 12th instead of dozens the day before and only a handful until 1948? These same questions were asked by Alfred Loedding. The facts that follow are those that became available to Loedding during the course of 1947. Many of the UFO incidents of that year will be shown to result in specific actions taken by the military to formulate an investigation. That investigation, in large part, became the brain child of Alfred Loedding.

1. Trenton (New Jersey) Sunday Times-Advertiser, 10 October 1954.
2. Research conducted by Jan Aldrich. (Aldrich is a former United States Army meteorologist and now a noted researcher who has combed the world's archives for early UFO reports.)
3. Although a later effort, Blue Book included what records survived from the 1947 period in its files.
4. FOIA request I-NAIC-97-053, Project Sign and Grudge documents 1948-1949, Wright-Patterson Air Force Base, Dayton, Ohio.
5. David McCullough, Truman (New York: Simon and Schuster, 1992), pp. 540-550, 562-565.
6. Richard Rhodes, Dark Sun, The Making Of The Hydrogen Bomb (New York: Simon & Schuster, 1995), p. 326; and Paul Lashmar, Spy Flights of the Cold War (Annapolis, Maryland: Naval Institute Press, 1996), pp. 66-71.
7. FOIA request I-NAIC-97-053.

Chapter Two
Before Kenneth Arnold

The following accounts are the first reliable UFO sightings for 1947. [1] It is unknown exactly when Loedding became privy to the reports. Undoubtedly they were brought to his attention by the second week in July—being widely talked about in military circles by that point. Loedding and others in Intelligence at Wright Field saw it as proof that the disc mystery was real and not simply the result of news play on the Kenneth Arnold story.

To this day these cases are misquoted in virtually every book. They actually represent three separate incidents which took place during a six month period prior to mid-April. They were witnessed by Weather Bureau meteorologist Walter A. Minozewski at the Richmond, Virginia, weather station. In all of these curious events he described seeing a "silver disc" with distinct differences in shape and performance to that of a balloon. At some point after the events he reported the incidents to his superiors.

The last sighting occurred one April morning when Minozewski and his staff caught sight of a very bright metallic elliptical disc while they were tracking a small "Pi Ball" (or wind measuring) meteorological balloon then at 15,000 feet. He checked his observations through a theodolite telescope. (A theodolite is an optical device used for measuring horizontal and vertical angles—in this case used to track weather balloons.) The disc flew just below the balloon and remained in sight for fifteen seconds, appearing much bigger than the balloon with a flat level bottom and a dome on top. It remained on a westward heading at high speed until vanishing off into the distance. [2]

For some unexplained reason disc sightings often occurred in connection with balloon tests. It is ironic, because if it was not for the presence of highly trained balloon men in those instances, no one would believe the observations to be anything other than misidentifications of their own balloons. For that reason, and the expertise of such men, Loedding took special interest in all investigations involving balloon technicians.

As another side note, it should be mentioned that there is some mystery concerning the Minozewski sightings. In January of 1967 researcher Ted Bloecher reviewed the Minozewski case file at Wright-Patterson AFB in Dayton, Ohio, thanks to the assistance of Lieutenant Colonel George P. Freeman Jr. who arranged his visit. Bloecher's associate, atmospheric physicist Dr. James McDonald of the University of Arizona, then contacted Minozewski to confirm the details of the report with him. Minozewski recounted the fine points of the case just as they appeared in Air Force files but was baffled because he said he had never reported the incidents to the military. Equally perplexing is the fact that the Minozewski sightings are not now part of the Blue Book index released to the National Archives nor does the case file appear as complete as when Bloecher reviewed it thirty-two years ago. [3] As will be demonstrated in this chapter, it is apparent that sometime during or after the close of the twenty-two year long Air Force investigation into UFOs that followed 1947, a conscious effort was made to downplay any sighting which occurred prior to

the Kenneth Arnold incident. Those after Arnold's sighting were then often claimed to be the result of simple hysteria generated from his highly publicized account.

Only a few very sketchy reports can be found in May in any type of records, most without exact dates or times. Few of these came to the attention of the early investigators like Loedding, because they were not recorded until after the Kenneth Arnold sighting, and only then detailed in obscure newspaper articles. Others were not documented until private researchers started doing investigative work years later. For example, a Mrs. H.G. Olavick (later Rawlins) recalled to Dr. James McDonald in 1967 that she witnessed ten flying discs make some curious aerial maneuvers near Tucson, Arizona, on or about May 5th of 1947. One of those objects appeared larger than the other nine discs, perhaps as big as 100 feet in diameter. Viewed with her former husband, they both agreed at the time that the discs must be some sort of new high performance military aircraft. As they watched, the nine smaller craft began "playing around the cloud" in violent aerial maneuvers for about seven minutes as if making mock dogfights. Finally regrouping in a V formation behind the larger craft, they flew off with tremendous acceleration

toward the northeast. [4] FBI files document another sighting on May 5th between Ellensburg and Seattle, Washington. In that case three men sighted at 3:30 P.M. PST a silver object streaking erratically across the sky at great height and leaving a long pillar of "gas" which remained in the sky for over thirty minutes. [5]

Bloecher documents in his book a sighting by Mrs. W.C. Clark, of Memphis, Tennessee, who reported seeing two flying objects shaped like "tennis balls" pass over her yard around the first of May. [6] Another woman, Mrs. Slawuta, reported that on May 10th she saw a flying "shining elliptical object" with a gold band around it heading east over Newark, New Jersey. [7] This would be one of the first that Loedding might have taken keen interest in because of the feature of a central ring—perhaps structural in nature.

None of these early reports came to national attention until after the Kenneth Arnold sighting in June. A few were then investigated by local military intelligence officers. In the following case an Army Air Force security officer out of Tinker Field, Oklahoma, made a report and later the incident was reinvestigated by the FBI. This particular sighting impressed the military due to the reliability of the witness, Byron Savage.

A businessman and private pilot from Oklahoma City, Savage observed sometime on or about May 17th to the 21st a shiny disc-like object flying over the city. It was dusk, at the time of the sighting as Savage and his wife had just started to walk out to their car. At first he commented to his wife that a big white plane was coming over. He continued to watch the craft because it soon became evident that this thing was no ordinary aircraft. The object was as big as six B-29 bombers! It flew between 10,000 and 18,000 feet toward the northwest at a speed estimated at more than three times that of a jet, which in those days flew about 500 miles per hour. The disc reportedly made no noise except for a very faint "swishing sound." It passed over in a matter of fifteen to twenty seconds and had the appearance of a "perfectly round and flat" frosty white elliptical object. [8] Savage stated to FBI investigators that "he was sure this object was not a meteor and in his opinion it must be radically built and powered, probably atomic." [9] This was one of the first reports that ended up in Wright Field's (later the Blue Book) records, when Loedding began gathering all the paperwork he could on the flying disc mystery.

Similar objects appeared over Manitou Springs, Colorado, on the 19th when witnessed by Pike's Peak Railway mechanics Dean A. Hauser (a navy

veteran), Ted Weigand, Marion Hisshouse, T.J. Smith, and L.D. Jamison. They were on their lunch break around 12:15 P.M. MST as the men noticed some sort of shiny metal-like craft overhead. It flew around the area for over twenty minutes making erratic aerial maneuvers that no aircraft they knew of could undertake. [10]

While the news accounts on this incident are brief, a very interesting remark in one of the stories indicates that representatives of the 15th Air Force, then part of the Army Air Force, interviewed the rail workers on June 29th and sent their findings to Washington. This would certainly be one of the first indications of military interest in a UFO sighting. In fact, those who had the opportunity to view the Air Force files before they were released to the public in 1976 speak of this as one of its cases. Today, however, the file along with a notable number of other early cases is officially "missing." The National Archives lists them in the Air Force index but do not have them in their collection of declassified files turned over to them by the military in late 1975. Loedding had obviously been privy to it once he persuaded the Pentagon to send its UFO files to Wright Field in September of 1947. Unfortunately, further details of this case are lost with many others.

A more obscure sighting that even Loedding may not have heard about occurred around the 19th when an Augusta, Georgia, physician, Dr. Golden R. Battey, spotted four discs at 11:00 A.M. EST while fishing in St. Helena Sound near Beaufort, South Carolina. Battey stressed how bright they looked and related that the craft traveled at an altitude of more than 20,000 feet in a southeasterly direction. He said they were spinning on their axes with a circular rim around their lower quarter as they silently moved by in less than twenty seconds at great speed. [11]

Two flying discs accounts are found for the first day of June but like almost all of the early sightings, were not reported until after the Kenneth Arnold incident. Yet these did later make numerous newspaper stories and were undoubtedly read by many including Alfred Loedding on or by the 6th of July. One of these came from housewife Mrs. C.W. Parks in Bakersfield, California, who saw two groups of ten flying discs each moving at high speed in a southeasterly direction on June 1st. [12] That night another housewife, Mrs. Inez Nostrant, observed numerous bright luminous plate-sized objects flying in groups of twos and fours as high as planes over Grand Rapids, Michigan. [13]

On the 2nd of June private pilot Forrest Wenyon saw a jar-shaped rocket-like object fly across the nose of his aircraft at great speed near Lewes, Delaware, heading in an easterly direction around his own altitude of 1,400

feet. Wenyon reported his observation to the CAA, Eastern Airlines, and the FBI because the object was spotted in commercial airline space. There was some speculation on his part that there could have been a connection to a crash of a C-54 from such an object just two days before. The sighting did end up in Air Force records but for whatever reason was not released to the National Archives when other UFO files were made public in 1976. Earlier researchers who had the chance to view that file indicate that the military attributed the sighting to a rocket test. History, however, bears no documentation of rocket tests over that densely populated East Coast area. [14] This is one case in

which it would be interesting to know if Alfred Loedding consulted on due to his experience in rocketry. (The Wenyon incident is detailed in recently released FBI records.)

That same day Carl Achee, Jr. and John Scales, Jr. observed one circular flying object over Shreveport, Louisiana, along the Red River. This event, like others, were not thought by the witnesses to be of significance until they read accounts of the widely publicized Arnold account. For that reason those and reports from June 10th in Douglas, Arizona, and Weiser, Idaho, on the 12th have received little attention even by modern day researchers. [15]

Other early accounts come from overseas. According to the Times of India, flying discs were seen over Bombay as early as June 7th with other saucer-like accounts coming from South America. [16] Disc reports outside the United States are very rare prior to July of 1947, but at 3:30 P.M. local time on June 10th, Hungarian citizen Gyorik Ference saw four "yellow-red platter-like objects" fly over Budapest. They were sphere-shaped and silver in color, traveling at high speeds. [17]

Although it was in the United States that pilot Richard Rankin, a veteran flyer with more than 7,000 hours in the air, had the most notable flying saucer sighting prior to Arnold's. As with other early witnesses, he did not report it until others like Arnold had admitted to seeing such strange objects. Contrary to later accounts of the Rankin Case, his observation did not happen on the 23rd, but on the 14th, and did not occur at 2:15 P.M. but at 12:00 noon PST. Nor was Rankin in flight at the time, but saw the objects while watching a boy mow the lawn outside his friend's home in Bakersfield, California.

At the time of the sighting it was a clear and sunny day when both he and the boy saw ten round objects or "saucers" fly over in a loose "V" formation with one straggling in the rear." They were heading north, but

seven of the discs then reversed direction and came back over them toward the south. Their diameters appeared to be from 30 to 35 feet, and they were traveling at an estimated speed of 350 miles per hour around 8,500 feet. At the time of the sighting Rankin thought the craft must be some sort of new Army or Navy test vehicle much like the oval-shaped XF5U-1 "flying flapjack" and even commented as much to the lad mowing the lawn. Yet, military intelligence concluded Rankin's sighting represented no known aircraft type. [18] (No XF5U-1 were airworthy at that time.) [19]

Loedding, among others, greatly valued such observations from experienced pilots. Interviews with Loedding's son in 1997 and 1998 stressed that Alfred took special interest in any sightings made by pilots. Although the Fourth Army Air Force in connection with the FBI first investigated the case, Loedding had a chance to review the Rankin file sometime by the end of that summer. Again, it is not known what he thought but like other case files he inherited from the Brown and Davidson team, Loedding was surely struck by the similarities of the incident to others. The hallmarks of these included shiny saucer or wing-like objects flying fast and silently, often in groups or in special formations. An early such sighting comes from Lansing, Michigan on the 15th at 9:30 P.M. CST which added to the notable early cases:

> **Harry Von Riper was alerted by his landlady, Mrs. Letta Loree, and watched "balls of fire" jump in and out among the clouds "like clay pigeons" for about ten minutes. He tired of watching and returned to the house and did not see them again. He saw a searchlight beam, but the searchlight was stationary and could not, he thought, cause the phenomenon.** [20]

That same day, although apparently earlier in the afternoon, housewife Mrs. H. Ackley saw a

very bright silver balloon-like object appear to the northeast of Gering, Nebraska. [21] News accounts tell of another sighting the following day over Valley City, North Dakota at 9:00 P.M. CST:

> **Hjalmer Lokken, fireman at the State Teachers College, reported "something that looked like a ball, bright red in color [that] went shooting past. It was about the height of the flag pole on the college building (approximately 65 feet.)" It traveled to the west at terrific speed. [22]**

On the 17th a strange round object was seen traveling in a straight line over Logan, West Virginia. [23] Then in Dubuque, Iowa, a very unusual sighting took place as described again by a local press account:

> **Mrs. Louis Korn, 879 Rush Street, Dubuque, Iowa, saw over the Mississippi River six objects which all looked the same. They appeared to be two feet long and one foot wide, oval shaped ("Being deeper than a saucer, more like a shallow cup, with broken handle") and somewhat vaporous, like a white cloud. They seemed to float gently through the air, visible in each case for about an hour. Mrs. Korn and her husband saw similar objects on the 4th of July. [24]**

Also on the 17th a disc story comes from Bremerton, Washington, when Mrs. Emma Shingler saw more than one plate-shaped object flying west out over the Pacific at tremendous speed. This incident is interesting because that evening at 6:00 P.M. PST three flying discs were again seen over Bremerton heading west by Mr. and Mrs. H.K. Wheeler. [25] (Reports such as those, detailing the discs heading out to sea, led Alfred Loedding and the first military investigators to wonder if the objects could have been launched from Soviet submarines.) And before the night of the 17th ended, Professor Emeritus from the University of Wisconsin, E.B. McGilvery, spotted a round luminous object heading to the northeast of Madison. [26]

The next day on the 18th a notable sighting occurred in Green Springs, Alabama, when at 4:00 P.M. CST Mrs. H. Akins with others observed a blinking disc-shaped craft fly westward. [27] Another less well-known pre-Arnold sighting occurred in Oregon that day when E.H. Sprinkler and other residents of Eugene spotted multiple "saucers" in the southwest heading northeast. Sprinkler captured a picture of them. Unfortunately, the film revealed only dots because by the time that he had gotten his camera into position, the objects were speeding out of sight at tremendous velocity. [28]

On the night of the 19th, from his back yard, R.D. Taylor spotted eight to ten discs which were lighted from within as they zoomed over Cedar Rapids, Iowa. [29] Mrs. Jerry Neels said she saw some "bright and shiny" discs south of Kelso, Washington, on the 20th. [30]

That same day Mrs Annabel Mobley and her daughter Luanne observed three triangular-shaped groups of three discs flying toward the northeast of Hot Springs, New Mexico. [31] Also on the 20th, around 11:00 P.M. PST Archie Edes and his family saw an oval flame-like craft descend at high speed near Moses Lake, Washington. [32] A Spokane woman around the 21st added to the growing list of pre Arnold sightings when she saw eight discs descending with a "dead leaf motion" near the shore of the Saint Joe River in Idaho. [33] Two other sightings were reported for the 21st but are

dismissed as explainable phenomena. [34]

Edward L. de Rose had still another early sighting. At 11:30 A.M. EST on the 22nd he reported a "brilliant, round-shaped silvery-white object" moving in a northwesterly direction over Greenfield, Massachusetts. It traveled at a high rate of speed somewhere at around 1,000 feet of altitude and streaked across the sky in a matter of only eight to ten seconds before vanishing from view. He felt certain the mysterious craft could not have been a balloon and represented something very real when later filing this report with the A-2 section of Army Intelligence of the Atlantic Division. [35] That day a very similar sighting took place in Radium Springs, Oregon. In that case a "flying pie-plate" was seen by H.E. Hammond and his son L.V.W. Hammond, the secretary manager of the Eastern Oregon Federal Savings and Loan Association. [36] Before the 22nd ended a sighting occurred in Tucson, Arizona, when Walter Laos spotted a very strange-looking flying object. [37]

On Monday the 23rd at 2:00 A.M. EST a Mississippi woman, Elizabeth H. Hall, awoke to a frightening sight. Outside her bedroom window that early morning a very bright light grew larger and then receded. She knew that it could not be a star, nor could she determine its size or shape. After this pulsating brilliance continued three times, it silently disappeared on its fourth cycle. [38] This account came from the same date as that of E.B. Parks and a dozen other witnesses who saw two illuminated discs fly at terrific speed, low over Hazel, Green, Alabama. [39] Later that day at 3:30 P.M. CST, an unusual flying object traveling about 150 miles per hour appeared over the mountains

outside of El Paso, Texas. Dr. G. Oliver Dickson, an optometrist, described how it looked like a blimp with a point at each end. Although unlike a lighter-than-air craft, it remained bright or luminous. He stressed that because "The sun's rays were not reflected on it." [40]

Ironically, that night Richard L. Bitters, the editor of a large newspaper, saw strange flying objects over Wapakoneta, Oregon, but sat on his amazing story till after he saw Arnold's account published. [41] (This despite the fact that another similar sighting occurred in Cincinnati that same night.) [42] Thus, neither of those sightings made the papers before Arnold's account, but one story was actually reported to newspapers on the 23rd. The tale came from a railroad engineer in Cedar Rapids, Iowa. As he was climbing off his engine, he observed ten shiny disc-shaped objects flying in a string-like formation, "like wild geese." The six line story it generated produced little attention at the time. [43] The public's perception of this strange new flying disc phenomenon would, however, soon change.

1. Edward J. Ruppelt's personal papers do vaguely detail two fighter intercepts on a "violently maneuvering" UFO near England on January 16-17, 1947; and an undated post-war account of "disc-shaped aircraft" near Habberbishopshiem, Germany. (Ruppelt's private papers, File R104, courtesy of Professor Michael Swords.)
2 .Edward J. Ruppelt, Report on Unidentified Flying Objects (Garden City, NY: Doubleday & Co., 1956), p. 41; and "Air Intelligence Report No. 100-203-79, Analysis of Flying Object Incidents in the US, Air Intelligence Division Study No. 203, 10 December 1948, Directorate of Intelligence and Office of Naval Intelligence," p. 8; and United States Air Force, "Project Grudge, Final Report No. 102 AC 49/15-100," Appendix B and Appendix I, Final Report by J.A. Hynek, Project Blue Book Files, National Archives, Record Group 341, Microfilm Pub. No. T-1206, Roll No. 85, Administrative Files, Box 1, listed as incident 79 in 1947 era documents. ("Hereafter these files will be listed only as Project Blue Book Files with relevant case identification and role numbers.); and Ted Bloecher, Report on the UFO Wave of 1947 (By the Author, 1967), p. I.
3. Bloecher, Report on the UFO Wave of 1947, pp. x, xiv.

4. Correspondence of Ted R. Bloecher.
5. Documents from the Federal Bureau of Investigation, dated 27 September 1947.
6. Ibid.; and Memphis, Tennessee, Commercial Appeal, 1 July 1947.
7. Newark, New Jersey, Star-Ledger, 1 July 1947.
8. "Fast Flying Disks Reported in West," Associated Press news service, 27 June 1947.
9. Documents from the Federal Bureau of Investigation, dated 24 July 1947.
10. Bloecher, Report on the UFO Wave of 1947, p. I.
11. The (Portland) Oregonian, 6 July 1947; and Augusta, Georgia, Chronicle, 6 July 1947.
12. Harrisburg, Pennsylvania, Patriot, 1 July 1947.
13. Grand Rapids, Michigan, Herald, 1 July 1947.
14. Columbus (Ohio) Citizen, 8 July 1947; and Bloecher, Report on the UFO Wave of 1947, p. HI-9.
15. Philadelphia, Pennsylvania, Inquirer, 8 July 1947.
16. Fortean Society's Doubt, 19 (Spring-Summer 1947): 91.
17. "Project Sign, Report No. F-TR-2274-IA," Project Blue Book Files, Roll No. 85, Administrative Files, Box 1.
18. Project Blue Book Files, Roll No. 1, Case 7, listed as Incident 29 in 1947 era documents; and "Pilot Recalls Seeing Discs," The (Portland) Oregonian, 3 July 1947, p. 11; and "Pilot Vet Reports Seeing 'Flying Saucers' June 23," Denver Post, 2 July 1947; and documents from the Federal Bureau of Investigation, dated 3 July 1947.
19. USAF Museum Files, Wright-Patterson USAFB.
20. Lansing, Michigan, State Journal, 6 July 1947, p. 1.
21. Sacramento, California, Union, 8 July 1947.
23. Logan, West Virginia, Banner, 14 July 1947.
24. Dubuque, Iowa, Telegraph-Herald, 1 July 1947.
25. Logan, West Virginia, Banner, 14 July 1947.
24. Dubuque, Iowa, Telegraph-Herald, 1 July 1947.
25. "Fast Flying Disks Reported in West," Associated Press news service, 21 June 1947; and The (Portland) Oregonian, 27 June 1947; and Seattle, Washington, Post-Intelligencer, 26, 21 June 1947. (Mrs. Shingler had a similar sighting on June 24th at 10:00 A.M. PST.)
26. Milwaukee, Wisconsin, Journal, 1 July 1947.
27. Birmingham, Alabama, News & Age Herald, 9 July 1947.
28. Bloecher, Report on the UFO Wave of 1947, Index.
29. Des Moines, Iowa, Register, 8 July 1947.
30.. "Flying Saucer Story Grows," The (Portland) Oregonian, 28 June 1947
31. Albuquerque, New Mexico, Journal, 2 July 1947.
32. Seattle, Washington, Post-Intelligencer, 26,27 June 1947.
33. Jacques Vallee, Passport To Magonia: From Folklore to Flying Saucers (Chicago: Henry Regnery Company, 1969), p. 191.
34. Philadelphia, Pennsylvania, Bulletin, 9 July 1947; and Project Blue Book Files.
35. Extract from "Weekly Intelligence Summary, ATC, 30 July 1947," Project Blue Book Files, Roll No. 1, listed as Incident 46 in 1947 era documents.
36. Baker, Oregon, Democrat Herald, 27 June 1947.
37. Tucson, Arizona, Daily Citizen, 1 July 1947.
38. Letter to J. Alien Hynek, from Elizabeth H. Hall, 6 November 1980, files of the J. Alien Hynek Center For UFO Studies, (Hereafter referred to as CUFOS.)
39. Huntsville, Alabama, Times, 1 July 1947.
40. "More Flying Discs Reported," Oklahoma Norman Transcript, 4 July 1947; and Albuquerque, New Mexico, Journal, 29 June 1947. (That sighting may have occurred on the 22nd—news accounts of the case are confusing.)
41. Wapakoneta (Oregon) Daily News, 1 July 1947.
42. Cincinnati, Ohio, Times-Star, 1 July 1947.
43. Speech by Frank Edwards to Civilian Saucer Intelligence, 28 April 1956.

Chapter Three
Kenneth Arnold

and
The Aftermath

From Tuesday, June 24th to July 1 1th, hundreds of flying discs were seen in every corner of the globe by people of all walks of life. Most remember it beginning with a UFO sighting by private pilot Kenneth Arnold. As a result, the Kenneth Arnold Sighting officially marked the starting point of what is now called the modern UFO era. It also initiated Alfred Loedding's emergence into the drama.

The incident took place during a flight Arnold made in his small private plane from Chehalis to Yakima, Washington. Shortly into the trip at 2:59 P.M. PST he decided to take some extra time and keep an eye out for a Marine Corps transport reported down several days earlier. Soon eastward bound at 9,000 feet and nearing the Cascade Mountains of Washington State, he hoped that he might catch sight of it. Instead, he saw something quite different. Something that he would never forget.

At a right angle to his aircraft nine very bright disc-shaped objects came into view. They were flying extremely fast in a reversed echelon formation north and to the left of Mount Rainier. At first he assumed they must be some form of new military jet aircraft, but in the clear mountain sky he detected no tail surfaces or wings, just round all wing-like bodies. Arnold compared eight of them to "pie-pans," somewhat cloverleaf-shaped, with surfaces so bright they reflected the sun like a mirror. The ninth object looked heel- shaped. He then picked up a cowling tool to compare them in size to a DC 4 just off to his upper left at about 1,400 feet. [1] Arnold estimated the discs to be 45 to 50 feet in length, traveling north to south 20 to 25 miles ahead of his aircraft. It was no reflection or mirage because the formation clearly could be seen to weave in and out of mountain peaks at speeds estimated at 1,700 miles per hour!

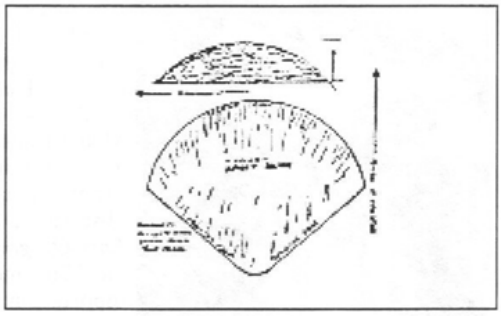
He derived this velocity by recording the time it took the objects to pass the 47 mile stretch between Mount Rainier and Mount Adams. Arnold reasoned that the disc formation was five miles in length and passed the 47 mile distance in one minute and 42 seconds. [2] The calculation was simple, but barring minor discrepancies just as equally fool proof. Prior to making his computations, Arnold felt certain he could determine what type of aircraft they were. Yet these figures defied explanation. No manned aircraft then in existence flew that fast. Even the new P-80 jets had only reached 623 miles per hour at the Muroc test range in California. Arnold knew aviation well and by then knew equally well that he had witnessed something incredible. Others would soon come to that realization too, but the primary line of thought would not be spaceships from another world, but some sort of new military test vehicle.

Arnold mentioned his sighting to the ground crew after he landed in Yakima and talked about the incident with Al Baxter, the manager of Central Aircraft. While Arnold talked with Baxter in his office they were joined by pilots Les Mills, Carl Apts, and Jacques Filliol. [3] By the time Arnold flew on to Pendleton the story had already preceded him. After detailing the sighting to newsmen Bill Bequette and Nolan Skiff at noon on the following day, newspapers soon made famous the term "flying saucer" by an off-handed remark of his—comparing the objects to "saucers skipping on the water." [4] His sighting went on to be the first to receive national media attention in more than 150 newspapers, being treated as a serious news story. This was due in part to the fact that Arnold was

not only an experienced mountain flyer, but a licensed air rescue pilot, a deputy sheriff, and a respected businessman. But it is equally important to remember that the story would not have gained the fame it did unless a host of other saucer sightings had not soon followed. Many of the observers to those incidents talked about what they saw before ever hearing news of Arnold's incident. Arnold's account has thus often been mislabeled as the first flying saucer encounter merely because it became the first well-known and the first believable sighting. [5]

The Army Air Force soon became interested in Arnold's account. On July 12th intelligence officers Captain William Lee Davidson and First Lieutenant Frank Mercer Brown interviewed Arnold for six hours, taking a lengthy detailed statement from him at Boise's downtown Hotel Owyhee. Just prior to that, Brown and Davidson had tracked down a well-known

acquaintance of Arnold's, David N. Johnson. Johnson was an aviation reporter for the Boise Evening Statesman and a widely respected wartime B-29 bomber pilot. Johnson gave Arnold a good recommendation as did many others who knew him. In fact, Intelligence officers took an immediate liking to Arnold — probably due to his aviation background. Brown and Davidson came to confide details of other cases to him because he had expressed such an interest and need to prove his own story. Arnold even claimed that they had told him that some in military Intelligence had become aware of saucer stories as early as April. [6]



All but one of the objects Arnold reported seeing were shaped like the sketch above.

That first effort to look into the discs sightings by Intelligence was spearheaded by the A-2 section of the Fourth Air Force out of Hamilton Field, California with Lieutenant Colonel Donald L. Springer in command. Brown and Davidson, under Springer's supervision, would draw most of the duty, interviewing many of the early witnesses. They were considered extremely bright and talented officers. Both were young men in their twenties who first received orders to investigate the disc reports following some spectacular sightings on July 4th. That directive came down from Army Air Force Chief of Staff General Carl Spaatz who wanted Hamilton Field Intelligence to "open a file." Although he specified that they should then report their findings to Intelligence at Wright Field in Dayton, Ohio. Some work on the disc mystery apparently also took place at Mitchel Field, New York, the headquarters of all air defense — once termed the Continental Defense Command and by mid 1947 referred to as the Air Defense Command. The FBI would soon enter the investigations too. Brown and Davidson were given orders to keep their reports classified and provided with ample assistance to do investigative work. This included a steno pool and two aircraft, an A-24 and a

stripped-down but aging B-25. Unfortunately, both Brown and Davidson were tragically killed after that B-25 crashed on the way back from a case investigation during the early morning of August 1st.

26. Alfred Loedding and The Great Flying Saucer Wave of 1947

While investigating Arnold's story, Brown and Davidson discovered sighting was not the only such incident that day. Others approached Arnold himself, reporting similar sightings. A report came to light that was made the same day and time by a member of the Washington State forest service who had been on fire watch at a tower in Diamond Gap. At 3:00 P.M. PST on the 24th he noticed "flashes" over Mount Rainier that appeared to move in a straight line. Arnold hoped to find I other accounts supporting his observation and even hung around the East Oregonian newspaper office until the 27th, monitoring additional saucer reports on the Associated Press Teletype. [7]

Kenneth Arnold

Then a really noteworthy case emerged. It came from a Portland prospector, Fred M. Johnson, who reported a disc sighting to Army officers after returning from the same mountainous area that Arnold had flown over. Johnson made his observation the same day and time as Arnold's when he had his attention drawn skyward by a brief flash and noticed five to six shiny round objects. The craft looked to have "tails" as they silently flew by at about 1,000 feet toward the southeast. They remained in view for about 45 to 60 seconds during which time the prospector examined one of them through a hand-held telescope. With the aid of the spyglass he could tell they were definitely real objects, round and about 30 feet in diameter but "tapering sharply to a point in the head end in an oval shape." He also observed some type of object in their tail shifting from side to side.

About that time Johnson looked down at his watch which had a compass attached to it and noticed that its needle fluctuated wildly. (Alfred Loedding became one of the few to make note of such an apparent electromagnetic effect in the early cases.) [8] Johnson also confirmed the time to be around 3:00 P.M. PST, the same period in which Arnold made his sighting. Johnson concluded in his statement that they flew off faster than anything he had seen before and resembled no object he had been witness to in his 40 years of prospecting the mountains.

Ironically, while the more famous Arnold sighting was investigated in far greater detail, it would be classified as a mirage. The Portland prospector case eventually found its way into Air Force records as the first unidentified case of an eventual 587 officially given that designation. (At one time Air Force files listed 701 unidentifieds but today only 587 are noted in the declassified index.) The unidentified classification (once termed unknown) was not lightly given and placed only on files that investigators could not attribute to a known cause. Witness reliability also served as a key factor. In this instance the records of both the Army and FBI considered Mr. Johnson of high reliability and character. [9] (See Appendix I for further details.)

Lieutenant Governor Donald S. Whitehead of Idaho and Chief Justice J.M. Lampert added to the list of those who saw a strange flying object that afternoon. At 3:30 P.M. MST they viewed from Lampert's office window in downtown Boise a most unusual sight high in the western sky. Called by some "The Boise Object," it appeared to hover or "hang" stationary in the sky, resembling a "comet." [10]

That afternoon at around 2:30 P.M. PST, in Richland, Washington, Leo Bernier reported several silvery-shaped discs high in the sky heading west by southwest. He stated they were traveling as fast as a P-38 fighter or about 400 miles per hour. Bernier was one of the first witnesses to suggest an extraterrestrial link. He was quoted in a July 3rd newspaper article, stating: "I believe it may be a visitor from another planet." [11]

Two sightings from the 24th reported nine disc-like objects just as Arnold had seen. One came from Charles Kastl as he was walking along a road ten miles east of Joliet, Illinois, at 1:50 P.M. CST. Kastl worked as a railroad engineer and described the nine discs as speeding along in a stretched out line formation at about 4,000 feet flying north to south. [12] The other incident was reported by Sidney B. Gallagher at 3:00 P.M. PST in Washington State when he saw nine shiny discs flash by to the north. [13] Then up to eight "platter-shaped" discs were seen in loose formation by Lester Swingleson and his wife and their two neighbor girls during that afternoon heading northwest from Lonejack, Missouri, toward Kansas City. [14]

28. Alfred Loedding and The Great Flying Saucer Wave of 1947

A Yakima, Washington, woman, Mrs. Ethel Wheelhouse, reported sighting several flying discs moving at fantastic speeds around the time of Arnold's observation. [15] At 4:00 P.M. PST Mrs. Dennis Howell saw a bright shiny silver object fly over Salem, Oregon. [16] Two hours later Mrs. Viola Wendt of Roseville, California, spotted one brightly reflective disc at about 10,000 feet. It came from the south, turned, then dipped, and finally flew off to the northwest on a straight course. [17] An hour later at 7:00 P.M. PST Glen E. Stewart and his wife witnessed a shiny object fly over Pendleton, Oregon. [18] At 9:00 P.M. PST William Kamp also saw a strange flying object over Oregon from his home in Portland. He noted that two reddish-white flares dropped from the mysterious craft. [19] Fifteen minutes later in Seattle, Washington, Mrs Elvira Forsyth reported to the press that she saw one disc-shaped flying object with two dark bands around it disappear into the clouds. Mrs Forsyth saw similar objects at 10:00 and 11:00 P.M. [20] Finally at 11:00 A.M. object resembling a flying plate was seen over Salem, Oregon, by Mrs. Gertrude Kirkpatrick. [21]

Wednesday 25 June

Notable incidents that were somewhat similar to Arnold's occurred the following day. At 3:00 A.M. EDT Mrs. G.E. Hart saw 13 luminous flying objects shaped like plates fly over Poplar Grove, Pennsylvania. [22] At 8:45 A.M. CST Mrs. Nels Thor of 10436 S Forest Ave. in Chicago, Illinois, observed one disc heading east over Lake Michigan. [23] Sometime after the noon hour that day W.I. Davenport, a carpenter in Kansas City, Missouri, observed nine speeding disc-like objects just as Arnold did although these made considerable noise and left vapor trails. [24]

Near Pueblo, Colorado, Lloyd Lowry and his wife observed two oval-shaped objects spinning on their axis while driving east in their car. They noted that the objects came from the east and veered south. Disc sightings involving two or less objects then came from Salem, Oregon; Alvarado,

Texas, at 5:30 P.M. CST; and Newcomb, New Mexico at 7:00 P.M. MST. [25] By 7:30 P.M. a single bright disc appeared in the skies over Utah and fifteen minutes later Homer B. Duncan and Mack McKague of Salt Lake City observed two discs moving eastward in unison. [26] At 8:05 P.M. MST Dr. R.F. Sensenbaugher and his wife and Mrs. C.B. Munroe and his sister-in-law observed one disc while riding in a car near Silver City, New Mexico. [27] Ten minutes later a ball of fire appeared over Seattle, Washington. [28] Later C.E. Holman reported seeing two "illuminated discs" which circled each other over Oklahoma at 10:00 P.M. CST. [29] Also that night Warren County Deputy Treasurer Louis Stebbins and Mrs. J.G. Caffrey saw a reddish object trailing blue fire which traversed over the countryside near Glen Falls, New York. [30]

Thursday 26 June

Saucers were sighted back in Oregon on the following day when nine shiny craft with fins wove in and out of the clouds over La Grande. The sighting was made by high school student Larry Jones and two Catholic nuns. [31] In the Arizona Grand Canyon, Dr. Leon Oetinger and three others observed a "silver ball" too swift to be an aircraft. [32] At 7:45 P.M. MST in Cedar City, Utah, observers reported seeing one silvery colored disc fly over at about 2,000 feet with great velocity heading eastward. [33] Apparently that same object was seen by Roy Walters, a private pilot who had his sighting while airborne near Cedar City. Royce R. Knight, the airport manager at Cedar City, visually confirmed Walters' sighting. Still another man, Charles Moore, told of seeing a single unidentifiable luminous object speeding east over Cedar City at the same time. Moore was manager for Western Airlines and in his mind dismissed the incident as a "large meteor." [34]

Interestingly, far to the north of Cedar City a teacher, Glen Bunting and two other independent witnesses, observed a very similar round disc moving eastward just three minutes earlier. [35] By 8:30 P.M. CST a round large disc

traveling at least 1,200 miles per hour flew over Oklahoma City at great altitude in an easterly

direction as witnessed by Dennis E. Donovan. [36] Later that night at 10:00 P.M. a UFO report came out of Ottawa, Canada, describing an object bigger than an aircraft with a bright light on it. [37] Then in Denver, Colorado, Henry Martin and Walter Harrod observed a group of bright "coffee can tops" at about 5,000 feet traveling southwesterly. [38]

Friday 27 June

Three UFO sightings came from New Mexico on Friday starting with an observation by Captain E.B. Detchmendy who reported "flame-like objects" over the White Sands proving grounds at 9:50 A.M. MST. [39] Mr. W.C. Dodds then confirmed seeing the same event. [40] And just north of the base at 10:00 A.M., in Captain, New Mexico, Mrs. Cummins and her neighbor, Erv Dill, saw a single shiny object that "seemed to land on nearby hills." [41] In fact, at 10:00 A.M. another sighting came from San Miguel, New Mexico, by Mrs. D. Appelzoller who observed a fast moving object at low altitude who also thought it might have landed. [42] Frankly, most researchers feel all of these New Mexico sightings describe an event very characteristic of V-2 missile tests which were being conducted that year at White Sands. (Four other accounts of unusual flying objects in New Mexico that day also suggest a rocket launch or an astronomical event.) [43]

The early disc reports were not thought to be attributable to any one specific cause. In general, the stories merely focused on the fact that unusual things were being seen and a number of solutions were posed. The best commentary for the 27th comes from two articles from the San Francisco Chronicle:

by Howard W. Blakeslee, Associated Press Science Writer
New York, June 27—The reports from five areas west of the Mississippi River about mysterious disc-like objects flashing across the sky agree roughly with the way light occasionally is reflected

from a distant airplane.
In clear air the flash of sunlight from a plane can easily be seen at 10 miles. This flash is round, the shape of the sun. Any other reflection at a great distance also is likely to be round, coming only from a small area on the plane. Not accounted for are the speeds reported by some observers. A distant plane does not appear to be moving fast. If any jet planes were sighted, their speeds probably would be noticeable and could fit into the estimates, where sight gave the impression of something traveling 1000 miles an hour. It rarely happens that the eye can make an accurate estimate of speed through the sky. Reports of unusual objects in the sky have been numerous since the war. Atomic bomb and rocket rumors have accounted for most of them. Speculative stories about what may be seen in the future spread all over the world. With those in mind, any unusual sight in the sky is likely to appear exaggerated.

Army Colonel Thinks "Discs" May have Been Jet Planes

White Sands, N.M., June 27 (AP)—Lieutenant Colonel Harold R. Turner says "flying discs" reported seen in several Western areas Wednesday night may have been jet airplanes. The White Sands proving ground commandant said jet planes have circular exhaust pipes and that these when heated might give an illusion of discs. Reports of new "flying saucers" were received today from Silver City, in southwestern New Mexico, and Joliet, Ill. A Silver City dentist and members of his family said they saw a disc half the size of a full moon sail slowly through the sky. A Joliet train engineer reported "circular objects" going "faster than any plane I ever saw." [44]

Disc sightings that day also came from El Paso and Houston, Texas; Lowell, and Tintown, Arizona; Mountain Home, Arkansas; Seattle, Kelso and Woodland, Washington; Rutland, Vermont; and Vancouver, British Columbia. [45]

Saturday 28 June

A report as unique as Kenneth Arnold's took place this day. The Army, however, paid more attention this time. They did so because it involved one of its own Air Force pilots, First Lieutenant Eric B. Armstrong, who was flying a P-51 fighter from Brooks Field, San Antonio, to Portland, Oregon.

During that flight while 30 miles north of Lake Meade, Nevada, at 1:15 P.M. PST, Armstrong spotted five to six round white discs in a close formation. He stated that they were about 4,000 feet below him at an altitude of 6,000 feet moving smoothly at his same air speed of 285 miles per hour toward the southeast. But they must have actually been moving at a faster rate because they soon passed out of sight on an angular course to his aircraft.

Armstrong estimated that the discs appeared about three feet in diameter and for that reason the Air Force finally concluded he must have seen a balloon cluster. [46] Yet it is known that serious discussion of this incident took place in the Pentagon and seems to have involved Alfred Loedding in some of his first liaison work between Dayton and Washington. Several years following the event Edward Ruppelt, when assuming command of UFO investigations in 1951, learned that this had been a notable sighting in the military's early consideration of the problem. [47]

At 3:45 P.M. CST that same day just north of Milwaukee over Rockfield, Wisconsin, a farmer, Marion Beuschler and his brother, observed seven to ten discs flying silently overhead toward the south. Later that afternoon identical objects were reported by radio news programs in Illinois. Dr. J.W. Abner of Atchison, Missouri, also spotted discs. He reported eight of them traveling in a southerly direction at a high rate of speed. [48] A Colorado farmer, H.E. Soule of Appleton, told Grand Junction authorities that he observed a small disc-shaped object that day come from the northwest, which flew just 200 feet above his house without making a sound. According to him the disc then headed eastward over highway No. 6 for a mile and finally turned southeast. [49]

Later that evening a woman in Oregon, Mrs. Sidney Smith and her daughter Joanne, reported seeing an alternately shining flying saucer just before sunset at 5:05 P.M. PST-heading southeast at high speed. [50] Detroit, Michigan, claimed two independent sightings that day; Los Angeles, California, one at 11:30 A.M. PST; Dallas, Texas, had an observation at 5:00 P.M. CST and another later that night; one that evening in Hooksett, New Hampshire; one in Montgomery, Alabama at 9:20 P.M. CST; and also one in Bath, South Carolina later that night. [51]

Sunday 29 June

In the days following the Kenneth Arnold incident many disc sightings still came from the Pacific Northwest. Beginning at 11:00 A.M. PST on the 29th Mrs. Morton Elder observed seven umbrella-shaped objects south of Pendleton, Oregon, flying north and emitting a humming noise. Other independent witnesses reported a similar sighting in the area. [52] That afternoon numerous people in Moscow, Idaho, reported seeing a single "flying disc" at 1:30 P.M. PST. [53] At 1:30 P.M. Msrin Tucson, Arizona, Charles Weaver and his wife saw one of the famous formations of discs just as Kenneth Arnold did five days before. [54]

One of the most stunning reports for June 29th also comes out of the west. It involved three naval research scientists involved in guided missile development. While driving to the White Sands proving grounds in New Mexico the scientists observed something that proved to be far more interesting than the V-2 tests which they were then working on. Dr. C.J. Zohn reported their amazing observation to Army Intelligence with supporting testimony from fellow scientists Curtis C. Rockwood and John R. Kauke. This report was one of the most interesting sightings to be studied by Wright Field Intelligence and Alfred Loedding although the investigation was instigated by Lieutenant Colonel George D. Garrett of the Pentagon Intelligence Collections branch. The incident began at 1:30 P.M. MST as the scientists were all in a car headed northeast down Route 17 to examine a launching site for a July 3rd V-2 test. Just then they had their attention drawn upward by a flash. All three men, and Curtis Rockwood' s wife who was in the car, observed "a silvery disc whirling through the unclouded sky." Kauke was driving and became so overwhelmed by the site that he stopped the car. The scientists then estimated the disc's altitude between 8,000 and 10,000 feet and were especially attracted by its bright surface. They agreed its shape appeared elliptical and flat. Dr. Zohn, a well-known rocket expert, stated that the object did not look like any rocket he had ever seen and that it could not have been a balloon. [55]

Later that day at 3:00 P.M. Mr. and Mrs. James Harbor of Richland, Washington, and many local residents saw a very similar shiny disc with a type of halo around it. Most agreed that its outer edge seemed to be spinning around a stationary center section. [56]

34. Alfred Loedding and The Great Flying Saucer Wave of 1947

By 4:45 P.M. CST a bus driver, Dale Bays, traveling from Des Moines to Mason City, Iowa, observed flying discs outside Clarion. At first he saw only one oval object pass across the sky moving south-southwest at about 1,200 feet. Then four similar objects followed. Bays quickly stopped and got out for a better look. Taking in the view of the countryside, he turned around and spotted in the opposite direction a flight of thirteen more discs. This formation was at about the same altitude as the first objects and judged to be traveling 300 miles per hour. They looked like "inverted saucers," "oval" in appearance. He guessed that they were anywhere from 175 to 250 feet in diameter and around twelve feet thick. Their color appeared a "dirty white" and he said they made a "motor or dynamo" type of noise while passing overhead. After a couple of minutes the discs were then lost from sight to the north-northwest. [57] Interestingly, a sighting came from 140 miles west of there near Sioux City, Iowa, just 30 minutes later. The witnesses, H.F. Angus and his wife, saw a silvery disc move rapidly to the south at high altitude. [58]

Around 5:30 P.M. CST motorist Mrs. E.D. Butts, her husband, and son all observed a bright object fly low over St. Joseph, Missouri. Traveling relatively slow, it headed southward. They described the event just as if they were looking at the sun peering through the overcast on a very cloudy day or like seeing a bright moon. But the day was very cloudy, too cloudy to be the moon. And because the object appeared from the north and moved continually to the south, it came

nowhere near where the sun was positioned. [59] Another family, Mrs. HJ. Beckmeyer and her brother E.W. Brown, in St. Louis accounted a similar story that afternoon but in this case they saw three bright discs. [60]

At 8:05 P.M. PST Mrs. Sidney B. Smith in Seaside, Oregon, added to the growing lists of reports when she observed a round silent object pass over very high, just east of the city. [61] An hour and two minutes later Frank M. King, his wife, and their three guests, watched an oval gleaming disc fly over San Leandro, California, at great speed between 4,000 and 5,000 feet headed on a northerly course. [62] That day the Associated Press reported dozens of such flying saucer sightings from Vancouver, British Columbia, to El Paso, Texas. The stories all had similar characteristics—involving fast moving objects shaped like discs or saucers, traveling south at high rates of speed. They made little or no noise and each of the objects were said to have a surface that gave

off a blinding reflection from the sun. [63]

Monday 30 June

Occasional mention has been made in this text about Edward Ruppelt. He is of such interest because his landmark book, The Report on Unidentified Flying Objects, documents not only the great UFO flap of 1952 but also gives many insights on the 1947 saucer wave. This is ironic because during the summer of 1947 Ruppelt hoped he had seen the last of the Air Force. In WWII he served a long stint as a bombardier and radar operator during the entire B-29 bombing offensive against Japan. He certainly had earned his GI bill that he was then going to school on—having survived some hard combat and winning a fist full of medals the hard way. Now he was working just as hard toward a degree in aeronautical engineering at Iowa State College—a happy civilian.

That day Ruppelt was in Yellowstone Park, enjoying the first lazy holiday in a long time. That's when he heard the new word "flying saucer." Just outside the lodge kids were sailing paper plates into the air yelling "saucer, saucer!" He soon read the news reports which filled him in on the unusual phrase, but little did he realize that three years later he would be back in the Air Force as project head of UFO investigations in Dayton. [64]

One of the first sightings Ruppelt read about came out of Idaho on Monday the 30th. It began at 2:30 P.M. MST when several observers saw a flight of eight to ten objects in a V formation near the town of Hailey flying toward Galena Summit. Witness Walter Nicholson stated that the left wing of the V formation contained five disc-shaped objects in perfect line but the ones on the right "seemed to weave." [65] Forest ranger Hunter Nelson, who was marking trees with Nicholson three miles from Galena Summit, counted seven to nine objects in the V formation.

He stated that they were moving extremely fast and were as high as 10,000 feet heading northeast. Although both men said the objects were so high that they only looked like shiny specks in the sky, they told UFO researcher Dr. James McDonald years later that they had never seen anything like it before or since and were positive they had not seen conventional aircraft. Both men stressed that point, stating that they flew "much faster than any aircraft of that day." [66]

That evening, J.P. Grumpier, a Rogers, Arkansas, real estate dealer, watched the approach of a strong wind storm. As he stepped out onto his porch, the clouds became even more dark and ominous. Suddenly a disc appeared out of the northwest and vanished rapidly into the southwest. [67] Although it is hard to determine a definite time for this report another disc sighting was documented at 6:00 P.M. CST in Tupelo, Arkansas. In that case the postmaster, T.A. Morris with Alien Jones and Oscar Jones, observed a silver disc fly toward the northeast at a high rate of speed and great altitude. [68]

Actually there were many accounts to come out of the South that night. For example, a round bright object flashed westward over Knoxville, Tennessee, at 8:00 P.M EST. [69] Then at 9:30 P.M. C.E. Brehm, acting president of the University of Tennessee, observed with his wife a bright fiery object resembling "a long cylinder" move at terrific speed across the sky in several seconds as it left "in its wake a shower of sparks." He told authorities that "I've seen many a falling star, but never one that behaved like this thing. It was high in the sky, though much lower than the stars." [70] Local residents, Mr. and Mrs. Bellam, saw a similar spectacle. Mr. Bellam, who worked at the Oak Ridge nuclear facility, agreed with the other witnesses and refused to dismiss the sighting as an astronomical event because the altitude of the object was described as relatively low — in one case 5,000 feet or less. [71]

On the 30th disc sightings also came from Arizona, Utah, Oregon, Washington, Massachusetts, and Ohio. [72]

Tuesday 1 July

On the first day of July Robert E. Johnson, the county juvenile probation officer in Tucson, Arizona, reported seeing a disc-shaped object fly northward over the Pima Indian Reservation at 9:30 A.M. MST. Johnson stated that it appeared to be silver in color and moving at great speed at 5,000 to 10,000 feet. He described its flight characteristics as fairly smooth and direct, remaining in view for three minutes. [73] By 11:00 A.M. CST two shiny objects were seen traveling south, very high and fast over Indianapolis, Indiana. [74]

Much further west Mrs. Herbert Balliet and her husband then reported seeing two groups of flying discs at 11:45 A.M. PST fly right over their new house in Portland, Oregon. They said the second group contained ten to twelve objects and flew low over the foothills near the Columbia River. [75] At noon Mrs. R.A. Hunt of Madras, Oregon, saw six "aluminum" colored saucers circle high overhead. [76] Forty-five minutes later another Oregon woman and others in the Astoria, Fort Stevens area told of seeing a bright shiny object for 15 minutes moving toward the Columbia River in a northerly direction. A local welder saw that same object—it being so bright he noticed it through his dark welding glasses. Then other observers saw the objects and their concern led to phone calls to the Army at Fort Stevens and the Coast Guard at Port Adams. Officials from those facilities, however, stated that they had noted no unusual activity. [77]

For some reason Oregon seemed to be a real hotbed of saucer sightings that day. An interesting report came from Mrs. Walter Clark as others in Pendleton spotted saucers in a formation of six to eight objects that afternoon. [78] At 12:45 P.M CST a Dallas, Texas, man, Tom Dean, traveling between Dallas and Fort Worth said he and his wife and daughter saw a disc-shaped object "going like blue blazes from northeast to southwest at cloud level." Dean recounted that it resembled a

flattened-out balloon as it zoomed by in a matter of only fifteen seconds. [79] Further north in Canada on Prince Edward Island, Dr. and Mrs. C.K. Gunn with two friends saw a strange luminous object traveling at great speed high in the sky. [80] Also in Canada over Edmonton, Alberta, at 3:00 P.M. MST, Mrs. A. Olson reported seeing a "silver-colored" craft heading southeast at a great speed. [81] That night in Wallaceburg, Ontario, Ray Stevens spotted a disc flash by with bright luminous flames heading south at 8:45 P.M. EST. [82]

In Albuquerque, New Mexico, Chamber of Commerce official, Max Hood, reported "a disc-like bluish object following a zig-zag path in the northwestern sky." Between Wilmington and St. George, Delaware, a man observed five oval objects with two short protrusions on their trailing edges. [83] (In some of Loedding's investigations he took particular interest in any such notation of control surfaces as in this account and that of Fred Johnson's

sighting on June 24th.)

Between 8:45 and 9:58 P.M. EST three reports came out of North Carolina and one from Kentucky and one from South Carolina. In each case one luminous saucer-shaped disc was reported moving rapidly overhead on a southerly course. [84] That same night at 10:10 P.M. CST US meteorologist, E.E. Unger of Louisville, Kentucky, told of seeing a circular object flying through the air as he left a neighborhood theater. He said it moved at least 100 miles an hour and gave off an orange light as it headed toward the southeast. [85]

By July 1st Washington DC time, a radar operator at Chitoze AAB, Mokkaido Japan, detected a target traveling at a speed in excess of 600 miles per hour. This became one of the first notable radar targeted UFO events as the object could not be attributed to any natural occurring phenomenon. Alfred Loedding was later called to Washington to consult on that particular case. Pentagon Intelligence concluded during the meeting that it must have been some type of manned "aircraft" because it made four changes in heading while on the scope. The event certainly caught the eye of Pentagon brass because very few aircraft at that time could reach speeds of 600 miles per hour. In the intelligence report, however, a Major Farrier is quoted as stating that the USSR was then known to possess a jet fighter capable of speeds in that range. [86]

On this date or near it, passengers and a ship's officer on the SS Llandovery Castle had a very disturbing sighting. At 11:00 P.M local time, while in the Madagascar Straits, they observed a cigar-shaped machine fly parallel to the ship just twenty feet above the water. It shined a searchlight-like beam on the water 50 yards from the ship. After a short while the craft flew out of sight without making a noise, but emitted "fierce flames" as it accelerated away. Passengers stated that it looked to be of entirely metal construction with a blunt end and no sign of windows. Although the most remarkable facet of the account involves the size of the UFO—described as four times the length of the ship and about four times its height! [87] Descriptions of "cigar-shaped" craft, sometimes of huge size, have become the second most common feature of unidentified flying objects sightings from 1947 and continuing on to this day.

Back in the United States, disc sighting on the 1st also came from Cincinnati, Ohio; Roxbury,

Massachusetts; Morrisonville, Wisconsin; Detroit, Michigan; Arkadelphia, Arkansas; Pocatello, Idaho; Phoenix, Arizona; and Salt lake City, Utah were 60 to 70 saucers were seen flying erratically overhead at great height around noontime! [88]

Wednesday 2 July

Something very unusual crashed in the desert near Roswell, New Mexico, on or near the evening of July 2nd. To date the Air Force is still covering up what really happened. Since 1947 they have released four different versions of the incident, the first stating that a "flying disc" had in fact crash landed. Then a weather balloon was blamed, but in 1994 they claimed the weather balloon had been used as a cover story for what was actually the crash of a high altitude "Mogul balloon."

Mogul balloons were part of an extremely secret project designed to scan for shockwaves in the upper atmosphere, indicating possible Soviet nuclear testing. The only problem with this scenario is that although two Mogul balloons definitely did go down near Roswell, the records of the Air Materiel Command show that these incidents occurred only on June 7th and July 5th. Aside from that, recently declassified FBI files clearly show that the Mogul project was know of (by name) even by low level intelligence units.

By the 6th of July the nearby 509th bomb group was already notified of an aircraft crash of some sort on a nearby sheep ranch. Manager of the ranch, W.W. (Mac) Brazel, had reported the incident to the sheriff's office by the 5th, stating that he found a wide area of aircraft-like debris on the morning of the 3rd following a severe storm the night before. (Other accounts state Brazel found the debris in mid June, and still others place his discovery on the 4th of July.)

Today there are many sensational stories circulating about the Roswell Incident. Most are to the effect that the propulsion unit of one or two flying saucers (perhaps after a collision) exploded and showered-down the debris found by Brazel. The main body of at least one disc is said to have then crashed, complete with four occupants, 75 miles northwest of Roswell. While there are a remarkable number of collaborating stories from many of those known to have been involved in the incident, there is no physical evidence to substantiate their claims.

40. Alfred Loedding and The Great Flying Saucer Wave of 1947

Recently the Air Force posed its fourth explanation for Roswell, stating that test dummies dropped from a high altitude aircraft accounted for the mysterious alien bodies. The problem this time is that the exercise occurred more than twelve years after the supposed incident. And it is no coincidence that the Air Force made this recent revelation on the morning of the 50th anniversary of the Kenneth Arnold sighting—completely overshadowing that historic event.

Recent discoveries of government documents confirming a saucer crash and even an autopsy film have not been authenticated. These tidbits of evidence, known as the MJ-12 papers and the Santilli film, are nevertheless very intriguing. One thing that makes them so remarkable is that, if they are fakes or hoaxes, they have been done at tremendous expense utilizing exceptionally specialized skills. Some have even speculated that the most frightening scenario of all would be if the Roswell "evidence" was a fake. If so, who or what group would have the finances and resources at their disposal to produce this kind of disinformation, and why? And contrary to popular belief, no UFO hoax has ever produced a profitable outcome for anyone.

Few believe the sensational stories, but something very real is known to have been collected from the desert by the 8th Army Air Force 509th composite bomb group based in Roswell. This is startling for that reason alone because the 509th was the only squadron then in existence authorized

to carry atomic weapons. Whatever crashed near this high security nuclear base was then flown to Carswell Army Air Force base in Fort Worth, Texas, and then to Wright Field (renamed Wright-Patterson AFB by 1948) in Dayton, Ohio.

In all likelihood the commanding officer of the 509th, Colonel William "Butch" Blanchard, who authorized the release of the "disc crash" story by July 8th did not initially realize the implications of the event. When his intelligence officer Major Jesse Marcel told him they had found the scattered debris of a flying disc, Blanchard probably first thought of a balloon crash or some such explainable event. The Arnold story was only eight days old and still being talked about. On the evening of July 2nd, local retailer Dan Wilmot even had a saucer sighting. In 1947, however, flying discs or saucers had not yet assumed the image of extraterrestrial visitors that they have taken on today. Almost everyone then took it for granted that flying saucers were research balloons or military experiments of some sort. Colonel Blanchard probably innocently thought their recovered disc would be just one more story added to the many already being reported in the news media.

If the debris did come from something terrestrial, but secret, it would make sense that General Roger M. Ramey, commander of the 8th, would have then retracted Blanchard's disc story with a weather balloon explanation. It

would make all the more sense if it was not just a low-level research experiment as Blanchard probably assumed, but a highly classified project, or a nuclear accident, or perhaps even something of Soviet origin. This would conceal the indication of any such event and thus prevent public embarrassment at a time of mounting Cold War tensions. It would also conveniently and completely defuse the situation—which it immediately did.

Leased Wire
Associated Press

Roswell Daily Record

RECORD PHONES
Business Office 2288
News Department
2287

Movies as Usual

GRAND

Claims Army Is Stacking Courts Martial

Indiana Senator Lays Protest Before Patterson

RAAF Captures Flying Saucer On Ranch in Roswell Region

House Passes Tax Slash by Large Margin

Defeat Amendment By Demos to Remove Many from Rolls

Security Council Paves Way to Talks On Arms Reductions

No Details of Flying Disk Are Revealed

Roswell Hardware Man and Wife Report Disk Seen

Ex-King Carol Weds Mme. Lupescu

Some of Soviet Satellites May Attend Paris Meeting

Roswellians Have Differing Opinions On Flying Saucers

American League Wins All-Star Game

Miners and Operators Sign Highest Wage Pact in History

Press officer Lt. Walter Haut received authorization by Col. Blanchard to release the following story.

Of course, in order to accomplish that goal some very high ranking pressure from the Pentagon had to be placed on the owner of the local radio station, warning that his federal broadcasting license would be immediately revoked if he did not cease covering the story. Coercion was also used on local civilian witnesses who were, in certain instances, threatened with violence if they did not refrain from talking about the incident. Mac Brazel, in fact, was held incommunicado by intelligence agents for over a week. He went to his grave fearing to tell even family members what he had learned.

While such events show something very important was definitely being covered up, they do not suggest a crashed spaceship. Nor do they disprove the theory. Whatever went down in the desert near Roswell on July 2nd was something that Washington, for what ever reason, seemed to know a lot about

by the 8th—the same day Blanchard innocently approved release of the story during his haste to get ready to begin his leave. To his immediate regret, he received a "blistering rebuke" from Deputy Army Air Force Chief of Staff Lieutenant General Hoyt S. Vandenberg. Maybe Vandenberg was just tired of hearing more crazy reports about flying saucers, or maybe he already knew what had happened.

Yet if a spaceship of some kind had actually crashed, especially if it was in as many pieces as witnesses first claimed, months would have transpired before anyone would have become fully aware of what they had. Even if they had recovered an intact section from a second crash sight—

would there not be at least a brief period in which the military might speculate about a Soviet connection only if they theorized it may simply be a communist hoax to perpetrate disinformation or panic? How long would it take for scientists in 1947 to identify crash debris far in advance of current human technology—if indeed some was recovered?

Whatever went down near Roswell was identified by the chain of command quickly enough to stop it from becoming public knowledge. That fact is clear. Someday, perhaps soon, the story will finally come out. [89] Perhaps a spaceship did crash that stormy July night. Playing devil's advocate, it would certainly answer many questions—the most perplexing surrounding the question why discs sightings increased so dramatically by July 4th. Perhaps there was a reason for the saucers to come out that day and up through July llth. Were they, in other words, looking for a missing disc? Is that an over simplistic hypothesis?

More conventional UFO reports for this date are now being discovered by researchers. Flying disc reports, for example, came in from various parts of the Columbus, Cincinnati, and Springfield, Ohio, area. [90] (In Cincinnati that evening at 8:00 P.M. EST over a hundred spectators at a baseball game saw two disc move slowly over the field. [91]) Discs popped up in Lewiston, Idaho; Hot Springs, Arkansas; Royal Oak, Michigan; Rutland, Vermont; DeKalb and Texarkana, Texas; and Denver, Colorado. [92]

A sighting that day comes from Tehama County, California, rancher Stanley S. Teass who reported seeing a group of eight to nine strange objects flying south at high speed near Red Bluff. [93] Other sightings came from California at 2:15 P.M. PST in both San Francisco, and East Los Angeles, and then that night in Huntington Park at 7:10 P.M. PST, and Pasadena at 8:00 P.M. EST. Still more came from Beverly Hills, Montrose, Tuyunga, and Burbank, California. [94] (The 2:15 event involved State Highway Patrol Sergeant David Menary, of San Francisco's Golden Gate Bridge detail and passenger Walter Castro. They reported seeing six bright metal objects "about the size of a football" whiz overhead and fall into the sea.) [95]

That same evening two reports came from Sioux City, Iowa, describing three brightly luminous saucer-like flying objects moving in close formation to the southwest. [96] One disc was then seen over Green Bay, Wisconsin, at 6:30 P.M. CST. [97] Finally at 8:00 P.M. PST, Mrs. Margaret Gill observed a "red ball of fire" fly over just south of Auburn, Washington. Two other women, Mrs. Zamora Lucas and her mother witnessed the same sight, thinking it was a burning aircraft. In fact, all three witnesses were convinced the craft was in distress because they said the object appeared to fall to earth. [98] A report in Oregon at Klamath Falls conveyed an almost identical account. [99]

Thursday 3 July

By the 3rd, flying saucer reports slowly started to increase in frequency. Beginning in Omaha, Nebraska, at 3:30 A.M. CST Mrs. Fred C. Nelson saw three objects "glowing like a full moon." [100] At dawn in Texarkana, Arkansas, a bus driver and a fireman reported seeing one disc high above them. [101] Around 9:00 to 10:00 A.M. EST that morning up to 100 fishermen saw eight disc-shaped objects maneuver wildly in the clouds over Conowingo Dam in Pennsylvania. [102]

At 10:30 A.M. EST in Lockland, Ohio, a man saw a football-shaped silvery object heading south at high altitude. [103] By 7:45 A.M. PST a Monterey, California, housewife observed a glowing round object "flow over onto its edge" as it flew by in the course of ten to fifteen seconds. [104] In Denver, Colorado, at 8:55 A.M. MST William F. LeFevre witnessed a shiny, mirror-like disc zoom by at several thousand feet and make a forty-five degree turn before vanishing toward the southwest. [105] At noon in Cincinnati, Ohio, a housewife caught a glimpse of three discs streaking overhead on a straight course. [106]

About the same time a Staten Island man, Nicholas Kronyak, observed a ball-shaped silver colored object fly over New York just astern of an aircraft while S.M. Barker saw three discs race eastward over Keokuk, Iowa. [107] Also over the noon hour, a circular object sped over Nampa, Idaho, with an undulating motion as witnessed by Charles Hughes and Clarence Faust. [108]

One of the best for this day involved an astronomer, John F. Cole, who observed at 2:30 P.M. EST ten luminous objects above Harborside, Maine, from his location on the eastern shore of Penobscot Bay. He estimated their speed between 600 and 1,200 miles per hour as they passed by in a hazy blue sky toward the northwest. Unlike other incidents, these objects flew with a loud roar and did not appear to hold any definite formation but moved along like "a swarm of bees." Their size appeared to be from 50 to 100 feet wide although two objects in the formation looked to have dark areas that may have been wings. [109] This event comprised one of the first files to make its way to Wright Field, via the Pentagon, and received careful attention by authorities including Alfred Loedding. Intelligence never discovered a reasonable explanation for what Mr. Cole saw that day over Maine and thus marked the case unidentified.

Later that day on the other side of the country a Redding, California, couple saw a shiny "flying triangle" zooming silently over their state toward the north. [110] An even more startling report came out of California at 5:00 P.M. PST. The incident took place at the Naval Auxiliary Station at Santa Rosa and involved trained observers. The story made quite an impact in the local newspaper when one of those witnesses gave an interview:

I noticed it first a few minutes before 5 p.m., on Thursday. From my location, it seemed to be 1,000 feet above the main north-south runway at the airfield, and I would judge that it was 15 to 20 feet in diameter. . . it was impossible to judge size and distance accurately, because there was nothing about the object that enabled me to make an accurate approximation of size.

It was the shape of a giant pocket watch, without the stem, and it was covered by silver material that looked like airplane aluminum. There were no marks of any sort on the surface. It was perfectly smooth.

The object was moving at about the speed of a glider in normal flight attitude, and indeed on my first glimpse I automatically recorded it in my mind as a glider.

But an instant later I realized that there was something strange about it and looked back. Then I noted that it had no wings, no apparent projections of any sort.

It moved smoothly in a northerly direction until it reached the north end of the runway, then turned to the east, banking slightly and headed toward Santa Rosa. I was forced to turn my attention away from it for a moment, and when I looked again it was gone.

From my observation, I would believe that the object was controlled in its flight, either directly or by gyro-control. Its only deviation from a straight path was for wind currents, and after tipping or rising with a current it would recover its level flying position.

The recovery was made in much the same manner as a glider appears to recover when a thermal

current forces one wing up or down. At the same time, the return to normal was accompanied by an overcompensation effect which is typical of gyro control." [111]

During the early evening an account came out of St. Maries, Idaho, when eight luminous discs were reported by Mrs. Walter Johnson and her family while she was visiting her parents. The sighting occurred at 6:30 P.M. PST when her father Ben Beeman had alerted the whole family to "come out of the house quick!" As they all ran outdoors the family of at least nine saw eight to nine large objects flying from the south in a scattered formation. Mrs. Johnson said they approached very fast and soon became silhouetted against a nearby mountainside.

Mrs. Johnson later told the press that "suddenly they stopped in mid-air, then started again. When they reached a point over a clearing in the timber, they stopped again and settled down a few at a time until they were out of sight. The mysterious part was that we could see them flutter down into the timber, and yet we couldn't see that they did anything to the trees." She went, on stating that they looked thicker than discs—actually more like washtubs but as big as a "five room house." The most interesting part of her account described self-luminescent properties. She said they glittered like a mirror in

the sunlight, but that the sun was apparently obscured by overcast—indicating the light came from within the craft.

Because over a half dozen neighbors also witnessed this sight, the event drew a great deal of attention. Benewah County sheriffs deputies made a land search of the area and three days later the National Guard's 116th fighter group combed the area by air. Despite these efforts no landing traces were ever reported. It is odd that this case never made it into Air Force files because Mrs. Johnson reported the incident to officials at the Spokane Army Air Base when she returned to her home in Dishman Washington." [112]

Further north that day at 5:45 P.M. ADT, Brenton Clark, a Canadian farmer near Augustine Cove, Prince Edward Island, witnessed a similar (single) bright round object zooming southward at around 10,000 feet. Before disappearing from view it dove earthward leaving a vapor trail behind it. Neighboring farmer James Harris and hired-hand Herman Linkletter, near Sherbrooke, confirmed the same sighting. They commented that the craft they saw had such a brilliant reflection that its shape was indiscernible. Another neighbor, however, near Charlottestown, Ewen McNeill, clearly described seeing a "torpedo-shaped object of tremendous speed" at the time. [113]

That afternoon two Walkerton, Indiana, housewives saw several discs maneuver in circular movements. [114] Then in Arkansas, J.L. Hampton told newsmen he saw a kite-shaped craft going at great speed." [115] That same late afternoon Robert Jackson and William Baker, retired Navy Chiefs, saw three discs make controlled changes in their flight and circle near the San Diego Naval Air Station. [116]

By 5:30 P.M. EST in Greenhills, Ohio, a man saw a silver disc shaped like a football." [117] Around that hour in Asheville, North Carolina, four people noticed a star-like object at low altitude headed west. [118] At 5:00 P.M. CST a Waukesha, Wisconsin, city council member and two others described seeing a fifteen foot long, five foot wide, silvery disc fly high overhead toward the north. [119] By 7:00 P.M. EOT a District of Columbia housewife and her daughter saw another group of three discs. In this case they described them as bright gold and moving very fast in a straight line accompanied by a "jet-like

noise." [120] At 9:30 P.M. EDT Baltimore, Maryland, residents accounted for a sighting of a round object that was bright yellow in color and larger and faster than a falling star, heading on an even course from the northwest to the east over the course of five minutes. [121]

Around 9:00 P.M. EST in Mendon, Vermont, Mrs. Clara Spieski reported that she saw a tubular, luminous, greenish craft flying over low toward the southwest. [122] At 9:30 P.M. CDT a policeman, George Mayfield, west of Springfield, Illinois, reported seeing four flat luminous discs zoom by in straight flight. [123]

Adding to the nighttime sightings of luminous discs came reports from four people in Warren, Pennsylvania. [124] Then in Crawfordsville, Indiana, Kenneth Stanford reported five luminous discs going northwesterly at great speed. [125] Claude Price may have seen those same objects at that time in Decatur, Illinois. [126] By 10:30 P.M. CST a luminous disc appeared over Sioux City, Iowa, headed east as a yellowish disc was seen in Seattle, Washington, at 9:45 P.M. psr. [127] Ending out the night, a group of luminous discs were seen traveling over Oakland, California, by Mrs. Estelle DeVaughn at great velocity going east. [128]

Up to this time the military still had not yet organized any determined investigation at Wright Field of which researchers are aware of. Such work did not seem to begin until at least July 9th. News accounts, however, do show officials were considering the issue if only to issue a few and very contradictory statements. On July 3rd, as detailed in the Introduction, Army Major Paul Gay nor stated that a preliminary investigation had been dropped for lack of evidence. Then Boise, Idaho Statesman, reporter Dave Johnson wrote that the commander of the Air Materiel Command, Lieutenant General Nathan Twining, told him that officials were indeed looking into the matter of flying discs. Twining stated that even the top secret research conducted at the famous aviation labs at Wright Field had not produced technology comparable to that being observed. Continuing, he added that a "reputable scientist" had seen one of the discs and that his report is being studied. [129]

1. The pilot of the DC-4 reported seeing nothing unusual during his flight.
2 Project Blue Book Files, Roll No. 1, Case 10, listed as Incident 17 in 1947 era documents; and "'Flying Pies' Stir Skepticism," Hartford (Connecticut) Times, 26 June 1947.
3 Research conducted by Pierre Lagrange, 13, rue de Buci, 75006 Paris, France.
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Chapter Four
The Onslaught

Maybe it all could just be chalked up to fireworks, but on Loedding's day off on Friday, July 4th, Independence Day, a nationwide rash of saucer sightings hit the headlines. New Jersey residents started off the long list when "balls of fire silently darting through the air at high speed" were reported between 1:00 and 3:00 A.M. EST. [1] During those same early morning hours, further west, Mrs. B.B. Connor of Bartlesville, Oklahoma, saw a group of star-like objects fly through broken cloud layers. She described them as maneuvering in an erratic manner. [2] From sun rise to mid

afternoon discs sighting came from Virginia, Idaho, Colorado, Texas, California, Louisiana, and Arkansas. [3]

At 11:00 A.M. PST a carload of people driving near Portland, Oregon, spotted four disc-shaped objects streaking past Mount Jefferson. Just before that Harry Hale, production manager of the Portland Oregonian, saw a shiny disc-like object in the sky west of Beaverton while driving to work that morning. [4] (Interestingly, around that same time a private pilot flying over Idaho saw a similar disc speeding toward Oregon as a V-shaped object was spotted by ground observers in Troutland, Oregon.) [5]

These were only the first few of many Oregon reports. The next came at 1:00 P.M. from a Portland radio station employee, Frank Cooley. He and many of his co-workers saw disc-shaped objects from the windows of the International News Service office in the Journal building. [6] Don Metcalfe, an employee at the nearby Oaks Amusement Park saw the same discs. His superintendent, William LeRoy, also saw them and made a report to police. [7]

Five minutes later a Portland policeman, Kenneth McDowell, had a sighting. While feeding pigeons behind Precinct House No. 1, he became surprised to see them suddenly startled away. McDowell looked up and to his

amazement observed five large oscillating discs, two going south, three east. They were traveling at a high rate of speed and looked like nothing he had seen before.

This prompted an all-car police alert to report any aerial objects. Five minutes later the first of many responses came back into headquarters. [8] At 1:10 P.M., for example, two Portland policemen in car 82 near Oaks Amusement Park, Walter A. Lissy and Andrew Fox, who were both civilian pilots and WWII veterans, reported six or seven "flat, round discs. They were flying at terrific speed in a straight-line formation" headed south within 30 seconds of one another. Lissy said they zig-zagged and made turns so sharp that he knew they could not be aircraft. Each of the objects headed east over the park at great height estimated as high as 40,000 feet. No engine noises or vapor trails were noted, but they did see "flashes" of light. The last disc "fluttered rapidly to the side in an arc" and they all appeared white against the clear blue sky. [9] In Car 13 officer Earl Patterson, at SE 82nd and Foster Road (three miles from Lissy), saw something too. He reported an "oval whitish aluminum-colored object" coming out of the west heading southwest at terrific speed at about 30,000 feet. Patterson, who was a former Army Air Force veteran, stated that it resembled no plane he had ever seen. 10

Then harbor patrolman, Captain K.A. Prehn, boat pilot A.T. Austad, and patrolman Kent C. Hoff reported to Portland police headquarters that they had seen three to six oscillating, flashing discs. These were described as being "shaped like chrome hubcaps" traveling very fast and high at about 10,000 feet toward the south over the Globe Mills. The men were uncertain of the exact number of objects because the flashes from the objects were so bright that they could not stand to stare at them. They did agree that the objects wobbled and oscillated as they flew with turning and weaving motions. [11]

Numerous Portland citizens also reported sightings. At 2:00 P.M. "metallic discs glinting in the sunlight" were seen across the Williamette River near the Rose Island bridge. Picnickers and a woman pilot saw silvery "spinning discs." One woman at 4:30 P.M. described viewing an object like "a new dime flipping around" over the Sandy District. Two white or silver objects flew over Portland at 4:58 P.M. heading southeast, and a third passed over at 5:30 P.M. KOIN radio station employee, Frank Cooley, a former Marine Corps observer, confirmed numerous disc sightings

around Portland throughout the day. Cooley, as stated, saw a formation of twelve discs himself as high as 20,000 feet at 1:00 P.M. He declared that they were "operated and

maneuverable devices," indicating that the objects were larger than many believed. He continued: "They plainly experienced maneuvers in the sky. . . At one time a number of the discs would get into formation and fly circles around another disc. It was hard to follow their behavior exactly because of the great height, their gleaming surface and their nature." [12]

In Milwaukie, Oregon, (due south of Portland) three discs in a line formation were observed flying in a northeasterly direction by State Police Sergeant Claude Cross during that 1:00 P.M. flurry of sightings. Also across the Columbia River from Portland near Vancouver, Washington, Clark County Sheriffs Deputies John Sullivan, Clarence McKay, and Fred Krives reported up to 30 such flying objects. Their sightings (which actually involved eight deputies but not Krives) began after hearing reports of flying discs broadcast on the police radio. The deputies then went outside of the sheriffs headquarters to have a look for themselves and soon caught sight of "round" objects flying over high and fast in a straight line toward the west and south. As they passed, a low humming noise could be detected. Witnesses told the International News Service that "they were there and no mistake about that." [13] They explained that the objects appeared in the southwest over the courthouse heading southwest at about 1,000 feet. The deputies saw numerous flights of discs—the first of which had seven objects in it. The tail end of that formation split off the main line to form a separate group rising above the others. They were described as disc-shaped with speeds approximating an aircraft. [14]

To date no has been able to determine exactly what all of these Portland and Washington State sightings represented. It should be noted, however, a flight of B-29 bombers followed by group of P-80 jet fighters did fly over Portland just before 1:00 P.M. at high altitude. Later, Army Air Force investigators made an assumption that they may have dropped "chaff strips of aluminum foil which were used in exercises and during wartime to jam enemy radar. This, in fact, may not be too far-fetched of an explanation as Burl Nolisch of 6604 North Burrage Street did tell reporters that day that he saw an aircraft fly over at 1:00. He mentioned this fact only because he saw pieces of aluminum foil swirling around afterwards—assuming they may have been dropped by the aircraft. [15]

Elsewhere in the country that afternoon at 3:00 P.M. MST, 38 miles south of Great Falls, Montana, Mr. and Mrs. Curt Dennis were enjoying the holiday by fishing off a bridge. Then, as in so many other cases, they were attracted by a flash in the sky. Above them twelve silver-colored objects flew over in a

single file formation headed northwest. [16] On the Sacramento River near Broderick, California, another family was enjoying a picnic when a shiny disc appeared far above. Mrs. Clarence Henn and her son, Robert, commented at the time that whatever it was, its surface must have had a highly polished finish to reflect the sun so brightly. When the object did leave, it did not gradually move out of view, but just vanished. [17] In Pocatello, Idaho, that afternoon R.A. Seymour observed seven high-flying star-shaped or spoked discs revolving around their own axis. They moved in steady flight,

about four times the speed of a conventional aircraft. [18] In Richland, Washington, Mrs. Nordman saw a similar "flying disc" zoom northeast with a "turning motion." She commented that it was only by chance that she glanced up to see it—indicating the craft emitted no noise [19]

Two separate disc sightings came at 6:20 P.M. EST from Charleston, South Carolina, then one from T.L. Huckaby in Pine Bluff, Arkansas, describing a grayish "wash tub" shaped object. Also in Arkansas, near Fayetteville, farmer Henry Seay had his livestock badly spooked by three low flying yellow discs. [20] In Santa Monica, California, at 5:00 P.M. PST pilot Dan J. Whelan and another flyer, Duncan Underbill, witnessed a "flying saucer" 40 to 50 feet in diameter "catapulting across the sky" at about 450 to 500 miles per hour toward the northwest on a steady course at 7,000 feet. [21] After a similar report from Mr. Nova Hart near St. Louis, one came from the Clark County Building Inspector of Las Vegas, Nevada, O.J. Morling. He stated that he and his wife saw up to two dozen "discs" pass over in a loose formation. They estimated the objects were traveling at about 100 miles per hour, at 500 feet of altitude heading toward the northeast.

Private pilot Raymond Harris also saw saucers over Nevada. From his 150 Voyager he and a friend observed five discs below them—so bright they were hard to look at. He turned his aircraft to give chase but could not intercept the saucers which were zipping off toward the southwest. After the incident he described the objects to his father, a deputy sheriff, as circular and brilliant. [22]

Around twilight at 5:30 P.M. PST while near his home in the Seattle

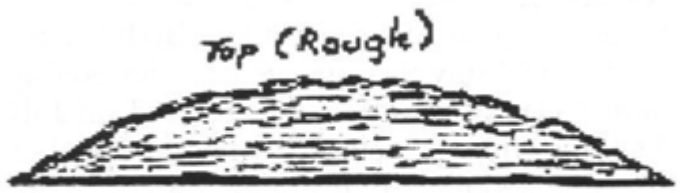
suburb of Lake City, Coast Guardsman Yeoman Frank Ryman captured a saucer on film. Initially he spotted it at a fair distance away, flying over the north end of Lake Washington. Before taking the photo he had a chance to view the disc through binoculars and estimated it to be traveling northward at about 10,000 feet - - - somewhere around 500 miles per hour. At least twenty other individuals watched with Ryman as he lowered his field glasses and replaced them with a camera. His photos were developed at the local military intelligence office but showed only a sharp point of light. The military attributed the image to a balloon, but the report, and its supporting evidence, is claimed to have been lost. [23] (Two other independent sets of observers in other parts of Seattle reported seeing multiple discs about a half an hour before Ryman took his photos.) [24]

That night an incident occurred which was second only to Arnold's sighting in terms of media coverage. Captain E.J. Smith and First Officer Ralph Stevens of United Airlines Flight 105 were the chief witnesses. Shortly after takeoff from Boise's Gowan Field at 9:04 P.M. MST, they observed from their DC-3 airliner five discs "silhouetted against the sunset in a loose formation." When Smith asked Stewardess Marty Morrow to come forward, she confirmed the observation. Ironically, before the crew boarded the plane, someone had asked them if they had seen any flying saucers—as the disc sightings were by then starting to receive more and more publicity. Smith snapped back with a smile that, "I'll believe them when I see them."

In that dark cockpit Smith remembered his famous last words as they watched the mysterious sight for several minutes as four more discs joined the group just as the original five faded from sight. The second group flew in a straight line formation of three together with the fourth one off by itself. Smith said "this group seemed to be higher than our flight path," [then at 7,000 feet] "and when they did leave, they left fast!"

The sightings lasted twelve minutes and covered 45 miles as the unknown objects moved in a northwesterly direction across Idaho. At one point Smith recalled that it looked almost as if some of the discs merged together. Reaching a cruising altitude of 8,000 feet, Smith had attempted to close in for a better look as the discs neared Oregon but could not attain an airspeed much above 185 miles

per hour. At that point he contacted the nearest observer he could reach—the radio tower at Ontario, Oregon. The attendant there could not see anything, yet neither could the pilots by that point. The objects had suddenly sped out of the area at tremendous speed. [25]



This sketch depicts the only details the crew could definitely give to Intelligence officers—thin oval craft "smooth on the bottom and rough on top." Smith told the International News Service that the mysterious objects "were as big as an airplane but definitely were not aircraft." This sighting ended up in Air Force files as the third of nine in 1947 records to receive the sparingly-given designation "unidentified." Known as the United Airlines Flight 105 Case, it was second in fame only to the Kenneth Arnold Sighting during 1947. This would be only the first of four cases involving United Airline flights over the following six weeks.

Captain Smith and Stewardess Marty Morrow.

54. Alfred Loedding and The Great Flying Saucer Wave of 1947

The news media was already waiting at Pendleton for a scheduled landing of the plane because many people had overheard the radio transmissions back and forth between Ontario tower and Flight 105. As a result, the story became an immediate sensation. Both Naval Intelligence and Brown and Davidson from Army Intelligence interviewed Captain Smith.

The Brown and Davidson interview occurred on July 12th just after they had finished talking with Kenneth Arnold at the Hotel Owyhee about his incident. Arnold then invited them to his home for coffee and sherbet. While at Arnold's house they heard Smith was in Boise for a layover, so they all went out to the airport to talk to Smith and were joined by Dave Johnson from the Boise Evening Statesman.

Alfred Loedding probably would not have had the fine details of the interview via the Fourth Air Force until several months later. Coordination until at least September of 1947 was very haphazard, not only between the 4th AAF but with Dayton and Washington. Yet, because he was a Pentagon liaison, Loedding probably knew more at any one given time that summer than any single group doing investigations. Edward Ruppelt later wrote about those days:

> **At first there was no co-ordinated effort to collect data on the UFO reports. Leads would come from radio reports or newspaper items. Military intelligence agencies outside of ATIC [Dayton] were hesitant to investigate on their own initiative because, as is so typical of the military, they lacked specific orders.**
>
> **When no orders were forthcoming, they took this to mean that the military had no interest in UFO's. But before long this placid attitude changed, and drastically. Classified orders came down to investigate all UFO sightings. Get every detail and send it directly to Wright Field. The order j carried no explanation as to why the information was wanted.**
>
> **This lack of an explanation and the fact the information was to be sent directly to a high-powered**

intelligence group within Air Force Headquarters stirred the imagination of every potential cloak-and-dagger man in the military intelligence system. Intelligence people in the field who had previously been free with opinions now clammed up tight. [26]

On that same night the manager of the Idaho United Press and a fifteen-year veteran reporter, John C. Corlett, had a sighting that seemed to confirm the presence of something strange near Right 105.

While relaxing at home in his garden, he and his wife with their dinner guests, famed Boise artist V.H. Selby and his wife, all had a disc sighting. It occurred around the same time as Captain Smith's encounter when the couples observed a white disc zoom across the sky in a matter of just seconds. The object came from the northwest and traveled southeast as it passed

silently overhead at an altitude of about 10,000 feet in a clear sky. [27]

Earlier that afternoon in Idaho, disc activity had been observed near the Twin Falls area. [28] Between 2:30 P.M. MST and 3:10 P.M. three groups of discs ranging from twenty to nine objects were seen by over sixty persons enjoying the 4th of July celebrations in the local park of Twin Falls. [29] At 7:00 P.M. PST as many as 200 people observed a disc at Hauser Lake, Idaho, just a few miles northeast of Spokane. George Aster described that event, stating, "I pointed it out to the others and they all stood around and followed it for about 30 minutes while it hovered at about ten degrees above the horizon." The witness saw the craft while celebrating the holiday at the lake and agreed that it must have hovered at about 20,000 feet until an aircraft came into the area and all of a sudden it shot straight up into the sky and vanished in "a fraction of a second."

Observers gave a host of physical descriptions ranging from a shiny aluminum disc-shaped craft to having the appearance of a silver dollar approximately 30 feet across. UFO researcher Dr. James McDonald tracked down George Aster in 1967 and confirmed the details of this remarkable event. He also learned from the interview that while the disc had hovered, it slightly wobbled. Aster said that this behavior completely discounted in his mind the possibility the object was an aircraft—due to these peculiar lateral oscillations. [30]

The Independence Day Sightings may have just been due to mass hysteria. Although contrary to popular belief, many people who reported "flying saucers" on the 4th had not yet heard the term. Soon, however, the phrase would become a household word as hundreds started seeing an onslaught of flying saucers.

Saturday 5 July

UFOs proved even more persistent the day following the Independence Day Sightings. In Augusta, Maine, at 1:15 P.M. EST dozens of reports came into the Civil Aeronautical Administration describing unidentifiable flying objects over the city—all heading in a northerly direction. Dan Kelly, program director at the local radio station WRDO, personally saw twelve of the discs.

By 8:00 A.M. PST on the other side of the country in Sacramento, California, Dr. A.K. Carr had

a remarkable sighting of two disc which may have been seen by others shortly afterwards. The local newspaper detailed this his sighting:

> **They came in from the west, Dr. Carr said, one was at about 10,000 feet, I would say and the other was traveling at about 10,000 feet, I would say and the other was traveling at tremendous speed at about 5,000 to 6,000 feet. We could see streams of vapor behind them. The lower one continued in an easterly direction, but the other, which I was observing through 12 power field glasses, banked sharply over the city and flew north. It seemed to stand on one edge as it turned.** [31]

Just 30 minutes later two similar discs were seen far to the south near Dana Point, California, by Mr. and Mrs. John K. Street. Street was an insurance company executive and he and his wife were spending the weekend at the beach side town enjoying the long holiday. At the time of the incident they were sight seeing just a few miles inland at the Capistrano Mission. Mr. and Mrs. Street described the objects they saw as two "saucer-like" craft which slowly flew up the canyon from the beach in a northerly direction toward the Capistrano Mission. [32]

Then about 50 miles north northwest of Dana Point two discs were once again seen by a third independent witness over Eagle Rock, California. Donald Levine, ten years old at the time, described them as yellowish and traveling at a high rate of speed flying straight toward the north. [33] About that same time a fourth observer just a few miles north of Eagle Rock saw disc-like objects over Glendale, California. In that case, however, observer Donald Dwiggins reported seeing four discs which changed shape and flew at 8,000 to 9,000 feet. [34]

A series of sightings occurred in Washington State around Spokane and Seattle that also involved independent observations of similar flying objects

between 10:45 and 11:00 A.M. PST. [35] In Covington, Kentucky, that afternoon, two women described seeing a flying saucer with "legs." Interestingly, that same day a Chicago woman reported an identical feature on a flying disc, stating: "it had legs." [36]

In Bethesda, Maryland, Jack LaBous, a visual artist, saw a very unusual flying object. He said it looked like a dome with an antenna protruding from beneath. This is of note because a Sioux Falls man described seeing an identical sort of disc the next day — also describing some sort of pole-like appendage sticking out of the bottom of the craft. [37]

Other reports on the 5th came from St. John, New Brunswick; Sherbrooke, Quebec; Port Huron, Michigan; Anaconda, Montana; Hollywood, California; Waterloo, Iowa; Akron and Cincinnati, Ohio; Portland, Oregon; South Bend and Huntington, Indiana; New Orleans, Louisiana; Albuquerque, New Mexico; Denver, Colorado; Seattle, Washington (where a "flying football" appeared); Wisconsin, Minnesota, Maryland, Connecticut, Utah, and Chicago, Illinois. [38]

Of special interest, around 11:00 A.M. PST in San Jose, California, Sergeant Charles R. Sigala of the Army Air Force said he and three others observed a "silvery" flying disc near his home. Sigala was on leave from Hamilton Field at the time and saw the object fly by in clear view. It circled around over some nearby mountains at about 5,000 feet, dipped several times, and then headed toward the sea. Sigala estimated the object to be as large as an automobile. [39] Further north in Albany, Oregon, at 3:20 P.M. PST ex-sailor Ted Tannish and his friend Bill Lemon observed a similar circular-shaped object rapidly flying south. They then watched it slow down before heading northward — finally disappearing into a cloud bank. [40]

At 7:00 P.M. EST TWA pilot Captain John L. Dobberteen and First Officer Frank Corwin, observed a strange looking object while over Neapolis, Ohio. They were on a ferrying mission from

the East Coast with an empty airliner at about 4,000 feet when the unknown object came into sight. Both pilots described it as a "whirling fan blade" about the size of a small private plane and moving at an estimated speed of 200 miles per hour. The Captain stated that it definitely resembled no plane or auto gyro he had ever seen and felt it may have resembled a flying disc if seen from the ground.

Dobberteen deviated slightly off course and followed it for a short time before correcting back to a heading for their destination in Chicago. After landing Dobberteen made a point of reporting the incident to air traffic control as the event had occurred in commercial air lane space and he feared that the mysterious object may pose a hazard. [41]

At sunset, two miles north of Fayetteville, Arkansas, Henry Seay (who had a sighting the night before) claimed he saw a ten to twelve foot wide luminous disc briefly land on his farm! Very conservative and set in his ways, Seay described the event to UFO researcher Dr. James McDonald years later.

He had been driving his cattle toward the barn for milking at the time. As he moved them up a road leading to the milking barn, a disc-like object flew over him and showered down an array of sparks. The sparks landed on Seay's bare arms but did not burn. The whole incident, however, badly frightened his cattle. For the next ten minutes Seay scurried around attempting to gather them up—being more concerned about his livestock than looking at the bothersome disc. Finally getting them rounded up to drive back toward the barn, he saw the disc again. This time it had touched down between him and the barn at a distance of 200 yards across the pasture. As he gazed at the object Seay could discern a round flattened shape that was luminous but not too blinding to look at—just too bright to clearly make out any distinct edges. Within seconds the craft silently rose up vertically to almost 40 feet and zoomed off horizontally at a speed around 50 miles an hour. As it did so, it again dropped a shower of sparks which fell to the ground but did not seem to damage his nearby oat field. Only ashes were evident from the event and Seay could not even find a mark on the ground to prove where the disc had landed. Yet, like the night before, his cattle remained badly spooked by the whole event. [42]

We know that Alfred Loedding was investigating such landing cases by at least 1948—the files of which have never been released by the Air Force. [43] But there is no indication Mr. Seay was ever contacted by anyone other than Dr. McDonald, although Seay did say his neighbors saw the disc too.

That night at 10:30 P.M. EST many Canadian residents of Wallaceburg, Ontario, observed two large formations of luminous discs traversing a wide area of the nighttime sky. [44] Back east in Shrewsbury, Massachusetts, Mrs. Jessie F. Willis reported that she saw eight blue flying discs heading in a northerly direction about 7:30 P.M. EST. She then observed others in groups of

twos and threes. [45] By 9:30 P.M. MST Mrs. Shirley Hefferon and her sister Lois Mae Gadbaw of Butte, Montana, saw several strange craft pass overhead in a northerly direction. [46] At 10:00 P.M. MST lights were reported on the horizon by Evanston, Wyoming, residents but these may have been attributed to searchlight beams from the fairgrounds in Salt Lake City. [47] By 9:45 P.M. EST Mrs. Scott Jones, daughter, and children witnessed a "shooting star" turn and float toward the Phillips

Packing Company in Cambridge, Maryland. It then turned again in an opposite direction. [48] Around 10:00 or 10:30 P.M. PST in Longview, Washington, Mrs. Margaret Carter told of seeing a spherical, aluminum-colored object in the southwestern skies headed northwest." The object "dipped" several times while it was in view for up to five minutes. [49]

In Norwalk, Ohio, that night two Huron County farm families saw saucers. They noted that "one disc over-lapped the other and traveled in the opposite circular directions." [50] At 12:23 A.M. EST the next morning, a sighting occurred in Paterson, New Jersey. Across the country John Neisswanger of Eugene, Oregon, was returning home on a dark and lonely road about 12:30 P.M. MST. Suddenly, he became startled by a slowly-moving aerial object. His description compared it to a child's drawing of the sun with lines around it. He then stopped the car, and he and his wife and another passenger watched the weird phenomenon until it passed. [51]

Sunday 6 July

By the end of the long three-day holiday, flying saucer incidents were still increasing in number. That Sunday morning began with one of the most unique cases for the year. Following is a complete account by the witness of a remarkable UFO encounter in Omaha, Nebraska:

> **Although I am in the greatest of hurries, being on my way to Omaha to go to the bedside of a sick relative, I must hasten to write you a few lines to describe an incident that took place only a little while ago. My boy and I have been driving steadily since we left Seattle yesterday, and came into this city only a little over an hour ago. It was just daylight, and as we drove down Main street, I happened to glance down one side, and saw a disc about the size of a farm wagon wheel float lightly to the middle of the street, and come to a stop. Instantly I put on my brakes, but I had to back up to get**

> **into the street where this thing lit. It stopped for only a few seconds, but I did get a good look at it, for it was only about 30 yards away, and almost still. It was not a saucer, but a disk. This was surrounded by a tube that had an enlarged opening at one end, like a funnel, and ended in a tapered point at the other. In the middle of the disk I could make out a bulge, as if a plate had been welded on the disk, and there were two narrow strips of metal running almost parallel to each other above and below the midsection.**
>
> **I started to get out of the car thinking that this queer object would fall over and give a chance to examine it closer, but something was holding it up. Something held it upright, and then the strangest thing took place. The disk was being subjected to a number of short jerks, moving forward each time a foot or two. The funnel part of the tube was set into the disk's rim so that the latter could roll freely, and after moving a distance of about 20 yards it rose easily and began at once to climb. I thought for that it was transparent, but no, that was due to the reflection of the light. The sun was not yet up, but this shimmering effect marked the upward climb of the disk. Once it seemed to stand still in midair, spinning rapidly, then it veered of [sic] to what I would say must have been northeast, and soon disappeared from view.**
>
> **The entire incident lasted only about forty seconds. I went over and examined the place where it had landed, but it seemed to have touched the ground so lightly that it left no mark. I am convinced beyond doubt that the disk's flight was controlled, that it gave out signals indicating its position, and also that it is harmless.** [52]

About 6:00 A.M. EST that day near Miami, Florida, multiple unidentified aircraft were seen. Observers, Fred Walsh and his wife described them as "round, silver objects which were about ten to fifteen feet across." Those UFOs first appeared out of the Everglades and headed due south. [53] At 9:30 A.M. one disc appearing larger than an airliner flew over Tampa, Florida, headed southeast. [54] Then by 10:00 A.M. CST a similar disc was seen over Alexandria, Louisiana. In that case four people tracked the unusual aerial object heading northwest. [55] Four discs were seen about that time

over New Orleans by US Army private Robert G. Hellman on leave from Camp Bliss. Hellman was on his way to his hotel room that morning when he spotted the discs high above Canal Street. He described them as flashing whirling colored saucers, pink and silver in appearance—flying in a V formation on a steady course. [56] And around that time of day sightings of more than one disc came out of Texas. [57]

Further west at 8:20 A.M. PST a veteran World War I pilot, Frank Tylman and his son, saw a disc shaped object while driving two miles west of Pittsburgh, California. Tylman sated that "It was shooting toward Mount Diablo. . . It revolved in a counter-clockwise direction, as we viewed it." Tylman estimated the height of the object at about 3,000 feet and definitely moving "faster than jet planes," although he did state that it approximated the size of a P-80 jet.

The object appeared "circular" and "it had a definite thickness, being curved outward on both upper and lower surfaces." He went on explaining that unlike an aircraft, it left no smoke or vapor nor made any sound that could have been heard above the noise of his own car and the wind. The sighting lasted only 30 seconds as the disc soon disappeared into the southern horizon. [58]

As that notable day went on, eight saucers were seen near a mountain in Washington State and Francis Howell claimed one "landed" very briefly near Tempe, Arizona. [59] The military apparently collected a file on this particular incident, but researchers found only an empty file folder when allowed to review Air Force records on UFOs in the late 1960s. By 1976 when those files had been turned over to the National Archives, no indication of any kind remained that this sighting had ever been investigated. After talking to Alfred Loedding's son Donald, it is believed this may have been one of the "landing cases" he remembers his father talking about. 60

Earlier that morning at 10:00 A.M. MST well known University of Arizona football coach Niles (Mike) Casteel had reported seeing a flying disc pass over Tucson, Arizona. This same object was reported by Wallace B. Magness of the Air Materiel Command from Davis Monthan AAFB. When describing the incident to UFO researcher James McDonald in 1967, Magness characterized the object he saw as a round light—brighter than he had ever seen before. [61] Also in Tucson the same day, a highly respected attorney, Joseph Hendron, and his wife observed three "silver colored discs" fly over at about 5:00 P.M. Three other Tucson witnesses reported discs just 30 minutes before. Among them, was Walter Laos who estimated their speed at 200 miles per hour and altitude between 5,000 to 6,000 feet. [62] (Laos had an earlier sighting on June 22nd.)

Arizona is also of note because on the evening of the 6th a series of strange sightings began in Tucson describing large discs accompanied by a

group of smaller objects. These were seen to merge with, and later separate from, the larger "parent craft." Amazingly, these same types of observations then moved clockwise around the circumference of the United States until almost the same time the following night. Cities accounting for sightings of "companion ships" associated with larger "mother discs" included Palmdale, California; Tacoma, Washington; Cicero, Illinois; and Manchester, Maine. [63]

Jumping back into the chronology of July 6th, at 1:00 P.M. Paul R. Bates, a passenger on an

airliner ten miles southeast of Boise, Idaho, witnessed a "flying saucer" flash against a mountainous background. He called a stewardess, who ran back to try to see it, but by that point the craft had disappeared to the southwest. [64]

Only forty-five minutes later, at 1:45 P.M CST, an Army Air Force B-25 crew reported a similar sight during a flight from Ogden, Utah. It became one of the few incidents where a UFO was seen from above. Their plane was 100 miles west of Kansas City, Missouri, at 10,000 feet when the pilot, Archie B. Browning, caught sight of a very bright object. He described it as "shaped like the top of a water tank"—some 30 to 35 feet in diameter. Weather conditions were clear with unlimited visibility when the disc first came into view ten miles ahead and below the left side of the B-25. The UFO may have initially been hovering because as the pilot closed to within one or two miles, the disc began to parallel their eastward bound course and speed of 210 miles per hour. Browning turned toward the strange craft, which was climbing to 11,000 feet. Yet, just at that moment, it accelerated off at great srjeed and virtually disappeared.

Although this report found its way into numerous Air Force files and was periodically commented on over the years, it did not receive an unidentified classification. Today the case has a notation on it attributing the event to a possible "reflection." Actually many such cases were earmarked with astronomical or meteorological explanations simply because Air Force consulting astrophysicist Dr. J. Alien Hynek, hired in 1948, would make comments to that effect on the case files he reviewed for the military.

In other words, remarks of his alluding to only one possible explanation were often seized on to complete the paperwork on an open case file. It is quite true that in those early years Dr. Hynek did not believe that there was much to the disc sightings. He, in fact, felt it could all be attributed to simple "post-war nerves." But his rather careless examination of the early cases was not due to any intentional debunking on his part or conspiracy on the military's behalf. Unfortunately we have no real knowledge of the interaction between Hynek and Loedding. Loedding entered the picture before Hynek but

obviously would have been used to brief him once the Air Force contracted for his consultations. Hynek's overall role during the early days of UFO investigations, in retrospect, seems minor.

Yet it must be kept in mind that many of these sightings from early July were never investigated by the military—less than three to five percent. [65] There were simply too many to ever be tracked down and studied. For example, numerous sightings were reported around different areas of the country that day which at best were only gleaned through newspaper accounts by Loedding and other investigators. This is regrettable because some, like the following, occurred around the same time of day. These may have been proved to be connected in some way if they had been investigated as a whole. The best of these sightings took place from an aircraft around 2:30 to 3:00 P.M. MST over Colorado and Kansas and is detailed by the Bartlesville, Oklahoma, Daily Enterprise:

> **John Phillips, Jr., of Phillips Petroleum aviation department and Henry Barbarick, company pilot, were flying at 10,000 to 12,000 feet. "Phillips who was piloting the plane saw the first 'flying saucer.' He yelled to Barbarick who was reading maps, but Barbarick said the 'saucer' went by so fast that he was unable to see it.**
>
> **A few minutes later Phillips saw another one of the strange flying objects which he said looked like a large 'hangar door' on the horizon but again Barbarick was unable to catch sight of it.**
>
> **A moment later another appeared in front of the plane and then shot up and over the plane, and this time Barbarick caught sight of the object.**

Phillips said that at least nine of the 'saucers' [appeared] in a space of fifteen minutes. Both men said the discs were flying at such a tremendous rate of speed that they were unable to get a good look at them. They tried unsuccessfully to clock them once when one flashed by. Phillips turned the plane to get a better look at it, but it had disappeared by the time the plane came around.

Phillips said the discs varied in size of a small plane up to a large transport. He said they looked saucer shaped with the front tilted up. He said they were definitely made of metal, since they glistened like silver in the sun. They appeared to be revolving, he said.

Barbarick said that it gave you a feeling "like someone was shooting flak at you." 66

Also in that area of the country at 2:45 P.M. MST a metallic disc moving very fast was spotted over Denver, Colorado, while one appeared at the same time over south central Wyoming. 67 Fifteen minutes later and 100 miles to the

north at 3:00 P.M. MST Casper, Wyoming, residents Mr. and Mrs. G.W. Gibson had a sighting of a single glittering disc. 68 Simultaneously, a very fast disc appeared over Santa Rosa, California. Observers Calvin McEntire and his brother Jack thought it to be the fastest thing that they had ever seen. 69 Four other sightings of a single metallic disc took place in California around that same time in Long Beach, Mill Valley, Hamilton Field, and Fairfield-Suisun ArmyAFB. 70

The incident at the Fairfield-Suisun base involved Army Air Force Captain James H. Burniston and his wife who spotted from their back yard an object traveling three quarters of the way across the sky in a matter of only 60 seconds. He noted an oscillating motion to the mysterious craft as it traveled in a southeasterly direction at about 10,000 feet, rolling from side to side three times, with one side strongly reflecting the sun. As it rolled it became harder to see, suggesting the object was thinner in one dimension than the other. Its j size was compared to a DC-3 and because of other aircraft noises in the j vicinity, Burniston could not ascertain if the object emitted any noticeable -j sound. This case did end up in Air Force records and became considered by j investigators like Loedding to be one of the truly unexplained cases. To this day it remains officially stamped unidentified in Air Force Files. 71

At 3:00 P.M. EST a Clearwater, Florida, woman reported "tumbling objects that looked like pie pans traveling very high in the air and at a very fast rate of speed." As the discs passed over on a west to southeast course, "trees bowed" from a strong gust of wind assumed to be caused by their passing. 72 At 4:00 P.M. CST, twelve people in Throckmorton, Texas, saw a disc that produced a "sizzling noise." 73

An hour and a half later in Emporia, Kansas, a silent UFO shaped like a dirigible "floated" low over a wheat field. This object approached three women working in the field from the south, but then veered off slowly toward the southwest. 74 Only half an hour later at 6:00 P.M. EST two shiny disc-shaped objects zoomed over Cincinnati, Ohio, traveling south to north 75

Proving to be the busiest day to date, the saucers' activities even made the front page of the New York Times and would do so for the next three days. UFOs also drew the attention of the military who had Army, Navy, and

National Guard aircraft patrolling the Pacific coast regions for flying discs despite what some

officials feared were low fuel reserves. [76]

At Manhattan Beach, California, A.W. McKelvey flew a P-51 fighter on patrol over Van Nuys at 35,000 feet. Five P-51s of the Oregon National Guard cruised the Cascade Mountains and a sixth over Portland—all without success. A new P-80 jet fighter at Muroc Army Air Field and six P-51s at Portland stood ready, but no sightings occurred. [77] An Air National Guard air unit at Sioux Falls, North Dakota, had a little more excitement when a report came in of a "silvery disc with a short tail." One of its pilots on patrol that afternoon received the call to intercept, but he could not locate the UFO. Back in the northwest, the Oregon Guard put eight P-51s in the air and three A-26 bombers armed with telescopic cameras. General Irving O. Schaefer of Colorado's Air National Guard told reporters that he had his fighter planes on ;; standby ready to make an intercept at a moment's notice. [78]

Military intelligence units also began to meaningfully enter the scene, making files on some sightings and even conducting a few low level investigations. [79] On that day the Army Air Force intelligence group under the Air Materiel Command in Dayton, Ohio, did feel the need to make a statement to the press, but could only say it had not collected any "reputable information." [80] (Loedding at this early date may have not even been consulted about the sightings.) Then, for some reason, Major General Curtis E. LeMay made a statement. LeMay had been the famed leader of the strategic bombing campaign of Japan but by then headed up research and development of all new technology at the Pentagon for the Army. He gave no real insight to military thinking on the phenomenon, simply stressing that the reports were nothing to worry about. [81] Thus, by July 6th, it is still too early to document Alfred Loedding as being involved in any meaningful way with the disc inquiries. However that would soon change.

Anyone involved with military matters that weekend would have been very curious about all the reports which continued coming in on the 6th. By evening a disc appeared over Beverly, Massachusetts. That night in Massachusetts two very similar discs were seen in Wenham. [82] At 5:15 P.M. EST Patrolman Frederick Schlauch of the Elizabeth, New Jersey, police department told of seeing two "shiny objects" flying toward the northeast.

He had just finished changing a tire when he caught sight of the objects. Schlauch stated that they were very shiny and moved erratically. Schlauch compared them to "chrome plates" which were "diving in a fluttery fashion." He estimated the speed of the objects close to that of a fighter plane—around 400 miles per hour but stressed they "were not planes." [83]

In Washington D.C. at 8:40 P.M. EST, former Army flying Cadet Hazen Kennedy glimpsed an "orange-colored" object flying at 1,000 to 1,500 feet moving at over 1,000 miles per hour. [84] In Rochester, New York, at 8:30 P.M. EST Mr. and Mrs. Kenneth Ohley observed from their back yard a white disc "zipping" eastward. [85] A man in Glen Falls had a similar sighting but noted red and blue fire-like lights on the object that he had seen. [86] In Valley Stream, New York that evening John Heathcote, fourteen years of age, saw three "plate-like" objects flying in a V formation toward the west. [87]

The night's activities continued with a sighting in Missouri at 6:00 P.M. CST near Mound City, when a Mr. and Mrs. Dunn and their children were taking a car ride with Mr. and Mrs. J.W. Hendrix and their children. The couples spotted what they described as a flying saucer about three to four miles east of Mound City. They then pulled off the road and Mrs. Hendrix noted that it had a silver hue and seemed to be of good size as it passed slowly toward the west. But after about five minutes an aircraft came into the area from the northeast causing the saucer to suddenly change direction and

head off rapidly to the north.

Thirty miles away in Industrial City Mr. and Mrs. George Painter reported seeing through field glasses an odd object traveling very quickly to the east at high altitude. It looked like a shiny light from the ground, but aided by his binoculars Mr. Painter could make out a disc surrounded by "a dark shadow-like haze." Around 7:00 P.M. W.C. Miller of St. Joseph and five other persons observed a bright flying disc very high in the sky traveling in a southwesterly direction. They had it in sight for about two and a half minutes. Around that same time the J.E. Johnson family of the 2900 block of Jule Street reported a flying saucer traveling over from the northeast to the southwest. It remained in sight for about five minutes. [88] The C.D. Frank

family and Ernest Smith and his wife also saw a silver disc while driving south of St. Joseph at 7:00 P.M. [89]

At 7:45 P.M. Dr. Walter Hoefer, with his son and daughter, reported seeing six round oval objects flying just west of St. Louis. Mr. Hoefer stated that they silently flew south at a very high altitude. He was able to run and grab his binoculars before they were out of sight. With the aid of the field glasses he noted a light spot in the center of the objects. [90]

At that same time several miles away in Shrewsbury, Mr. and Mrs. George Willson and their daughter and Mr. and Mrs. Charles Downs reported seeing two groups of three discs zooming eastward. [91] Just to the east in St. Louis, Mrs. N.P. McDonald and her daughter Nancy and Mrs. Walter Simonds at Scanlon Avenue saw an eastward bound flight of six objects in two groups of three each. [92] Another St. Louis resident, Miss Lois Bogner, confirmed the same sight from Sutherland Avenue as did Leonard Coleman and his sister from another part of town at Pershing Avenue. [93] Finally, in Ferguson, Missouri, William A. Good and his wife saw a disc at that same hour. [94]

At 8::55 P.M. CST Staff Sergeant Ira L. Livingston in Birmingham, Alabama, reported that he and his neighbor, Herman M. Sockwell, and others noticed a round object in the western sky heading south in an arched flight path. After it passed, they observed six more, one at a time, traversing the same course. Livingston, who had 250 hours as a pilot and aerial gunner, estimated that the objects were traveling 500 to 600 miles per hour at around 2,000 feet with a dim glow.

The Air Force file detailing Livingston's sighting fails to make any mention of the vast multitude of other sightings simultaneously going on around the city and in that whole area of the country like those from Missouri. In fact, hundreds of other Birmingham residents observed discs as the local radio station logged as many as 400 calls on the strange lights between 8:00 and 9:00 P.M. [95] One Birmingham witness, Marvin Pharo, said the objects steadily increased in numbers and seemed to "go over the mountain" to the south. J.H. Chatham, a state mine inspector, along with his neighbors, described seeing "egg-shaped" fluorescent discs flying "fairly low against the mountain" outside of Birmingham.

68. Alfred Loedding and The Great Flying Saucer Wave of 1947

Other city residents like Mr. and Mrs. J.R. Martin described them as "saucer-like." Miss Connie Murdock on 512 South 10th Court Street observed nine objects that she could only characterize as

"like gobs of light moving around in the sky." [96] Robert Crossland of the Birmingham Age-Herald captured two photographs of the strange objects. Army Intelligence did analyze the photos and agreed with professional Birmingham photographers that it represented "an actual image of the mysterious discs." [97]

Others back in St. Louis, Missouri, may have had still more sightings up to 8:00 P.M. CST. [98] As late as 9:30 P.M. at least one more Missouri report came in 50 miles to the south of St. Joseph. Filed to newspapers by S.D. Wilson of Independence, he told of spotting a "row of saucers" flying in single file in a northerly direction over Gardner Lake. They traveled at a high rate of speed in a straight line. Each appeared to have a bright light on their undersides. [99]

Aside from the various accounts of the disc sightings, the national media via the newspapers and radio were also running stories by the 6th on possible explanations for the phenomena. Many theories were expressed including a possible link to nuclear testing and even a suggestion the sightings could represent physical manifestations of signals from Mars. Most scientists, however, chose to ignore the subject and those that would comment, suggested a connection to military testing.

Two of the country's leading astronomers were quoted by the press on that point. Dr. Gerard Kuiper, head of the University of Chicago's Yerkes Observatory at Williams Bay, Wisconsin, and Dr. Oliver Lee, head of Northwestern University's Dearborn Observatory at Evanston, stated that the curious discs were "man-made" and probably "radio-controlled." Lee said that "the Army, Navy and Air Force are working secretly on all sorts of things." [100] Ironically, many in-the military by that date were themselves starting to wonder if some other branch of the service had an experimental test vehicle undergoing secret trials. Time, however, would prove no such domestic program ever existed. Although that was one theory the early investigators, like Alfred Loedding, had to examine.

Monday 7 July

Sightings were already worldwide by Monday. In England a clergyman's wife had her attention drawn skyward by "a dark ring with clear-cut edges"

speeding across the sky. [101] In Mexico five discs were spotted over Mexicali and two over Ciudad Juarez. [102]

Back in the United States at 2:30 AM. PST in Tacoma, Washington, two police officers saw glowing, turning, discs moving overhead on an erratic course. At first the objects would glow red, then turn purple, and work into a blue-white hue before returning to a red color. They noted one "central saucer" which appeared to act as a sort of "flagship." Around it, smaller saucers were said to make repeated "sorties" to the larger disc. [103] This same type of strange phenomena was then repeated by a woman in Palmdale, California. She also described seeing a "mother saucer" with a "bunch of little saucers playing around it." [104] At Riverside, California, an even more fantastic report came to light. There, a man stated that he saw six discs the size of small plates hovering over a power line while he was outside trying to find the cause of the static on his radio. [105] By 6:21 A.M. PST yet another case comes from Colton, California, where eight silvery "egg or disc-shaped" objects were observed silently flying by in a straight line. One of the craft was described as elliptical-shaped and "flashing." [106]

About two hours later a disc was sighted in Lawton, Oklahoma, headed west. Then just five minutes later near San Carlos, California, at 10:35 A.M. PST Stanley Miramon and his mother observed 30 strange objects circle overhead at about 2,000 feet. Miramon compared them to the size

of an automobile and round and silvery in appearance. [107] By that afternoon near Glenn, California, two farmers harvesting barley noticed the sun reflecting off three "rows" of discs flying overhead. They estimated that there were at least twenty-five craft flying at great speed, moving with an up and down and side to side tipping motion. Before they passed out of sight the three row formation changed into a perfect V formation. [108] Still another sighting occurred near Sacramento:

> **William Smith, a photographer for the Bee, saw a round object which appeared to be tumbling over and over, alternately showing a dark and a bright side. It was unlike any plane he had seen as a former Naval aviator. He went for his camera, but when he returned it was gone.** [109]

Another very interesting article describes a disc sighting that morning

at the Rodgers Airport in Springfield, Missouri:

> **A flying saucer was spotted over Springfield yesterday by three observers at the Rodgers airport, a city policeman reported last night.**
>
> **The officer, Frank Walker, who flies a plane in his spare time, said he took off from the Rodgers airport yesterday morning, bound on a short pleasure cruise toward Ozark and back.**
>
> **Walker said his trip was uneventful, and he didn't sight any of the shiny discs personally, but when he returned to the airport later three friends who had watched his takeoff told of seeing an object "trailing" him for some distance.**
>
> **"They said it was flat-shaped and shiny," Walker said, "and that it appeared to have some sort of fins on it" The fellow who first saw it thought I was towing a target of some kind. Altogether, three persons saw it, I believe.**
>
> **Walker said the men told him the object appeared to be rolling over steadily. He said the observers reported that the discs followed him for some distance toward the northeast and vanished as Walker's plane turned toward the southwest.** [110]

In Los Angeles, California, pilot Vernon Baird, while flying a war surplus P-38 fighter for the Fairchild Photogrammetric Engineers Company, told of a very close aerial encounter he had with a UFO. Baird and an assistant, George Suttin, were mapping the region between Helena and Yellowstone Park for the Reclamation Bureau. They were at 32,400 feet traveling at 360 miles per hour when a flying disc appeared 100 yards behind their aircraft. It had a pearl gray color and looked to be around fifteen feet in diameter and four feet thick with a type of plexiglass canopy or dome on top. When the disc started to overtake the P-38, Baird took evasive action, causing it to be suddenly buffeted with strong air currents or propwash. Baird believed the saucer may have broken up during the maneuver because after the encounter it appeared to split into two clamshell-like sections and lose altitude over the Tobacco Root Mountains of western Montana. [111]

Although unheard of at the time, many UFO reports in later years would describe similar aerial separations. Often appearing as if an aircraft had broken-up in flight—rather, they seem to indicate some sort of complex change or maneuver. Interestingly, after this sighting made headlines, the Fairchild Company became so inundated with phone calls that a plant spokesman soon stated the incident had never really happened and was just the result of some wild talk. But it was JJ. Archer, Baird's boss, who branded it a hoax, not Baird or Suttin. [112]

That is not an infrequent problem with UFO reports. After the fact, some witnesses, or their friends, will make a similar claim simply to put an end to the nuisance of public interest. Sorting out the actual reports from the hoaxes in such a case, especially after so many years, is often impossible.

Another air-to-air sighting took place that morning seven miles north of the Shreveport Municipal Airport. The Shreveport, Louisiana, Times, states:

> **Sgt. Marvin V. Thomas, 26, of Squadron K, Barksdale Field was flying when he saw a bright silver object shaped like a saucer. Thomas said that he flew toward the object for five minutes, and then veered to the right and left, trying to determine his distance from it but without success. It looked about the size of the moon and looked thin as it turned."** 113

Boise Evening Statesman aviation writer Dave Johnson became keenly interested in such sightings. He was friends not only with Kenneth Arnold but came to know Captain Smith of the United Airlines Flight 105 Case too. In fact, up until 1953 when unnamed military officials suggested he tone down his enthusiasm, Johnson investigated many of the more significant UFO sightings. The following article is very revealing because it documents his first efforts to learn more about this strange phenomenon:

> **Idaho Newsman-Pilot Given 'Dream Assignment'**
> **'Get Picture of Saucers Or Bring One Back Alive'**
>
> **By DAVE JOHNSON**
> **(Idaho Statesman Aviation Editor)**
>
> **Boise—July 6--AP--FIew instruments this afternoon for a couple of hours with the Idaho national guard. A lieutenant colonel sat up in front and watched for discs while I struggled with the gauges and the radio beam. We got back into Gowen field's pattern, and the control tower called to report some people in Ontario, Ore., had told the CAA they saw some saucers wheeling through the sky. Now, there's one thing about these saucers. I've never seen one, so on the way home I dropped into the Statesman office with an idea. That was to take the Early-Bird No. 3, our airplane, and be up tonight and prowl around the airways, just looking.**
>
> **Gets Expense Dough**
>
> **I broached that to the city editor and blew the foam off of it, and a you-know-what look spread over his face, just like somebody had tossed a brick into a mud puddle. He talked for a few minutes and I listened. The upshot of it was that I walked out of the office with expense dough in my pocket and a date with Kenneth Arnold, the Boise man who two weeks ago saw the discs come roaring around Mt Rainier in Washington.**

> **I have one of those things called a general assignment. I'm going disc hunting with Arnold in the Statesman plane.**
>
> **Started In Idaho**
>
> **The city editor had said:**
>
> **"Dave, I was just about to give you a call and discuss this damn saucer business with you. The thing started here in Boise with Arnold and it is getting out of hand. The wire services are moving more copy on it than any single story in years except the war, and no ' one knows any more about it now than when they were doubting this fellow Arnold who first reported seeing whatever it is that is being looked at, real or imaginary."**
>
> **"As I said before, this business started in Boise and it is up to us if we can do it to help get it brought**

down to earth. I hope you can lasso one of the damn things and bring it in for display, but on the other hand, it might be a good idea to be ready to duck if you see something skipping along."

Dream Assignment

I might interject here that the boss doesn't fly.

"Crank up your airplane," he said, "and go up around the Hanford atom plant area in Washington and stay there until you either find something or give it up. See if this fellow Arnold wants to go along (he jumped at the chance) and take the best camera equipment you can find and stay as long as you want to."

Such an assignment- stay as long as you want to- is not to be accepted lightly. "Fly around that area," said the city editor, "because my hunch is that if these things can come from any place they are coming from some project like Hanford. The army has denied this possibility but the army has been making denials a major business for years. In one case an Army man said there's nothing to get excited about, "if there were anything to the saucers the army would have notified us."

Also... Good Luck!

If you see anything that answers the description—or the hundreds of descriptions-- grab a picture and high-tail for Boise." "Oh yes," he added. "Good luck to you."

They take the insurance out of my check.I phoned Arnold. We are taking off bright and early in the morning. Arnold has a new movie camera with a telephoto lens and we're fortified for pictures. From somewhere up in eastern Washington tomorrow night you'll hear from us, providing, of course, we don't run into something that proves these reports to be the McCoy and it runs over us.

The city desk says he'll stand behind us." [114]

Saucer sightings also came from Spokane, Washington; Cambridge, Massachusetts; Osburn, Idaho; Lakeview, Oregon; Rutland, Vermont; Wisconsin; and 17 cases originated in Illinois. [115]

A very notable incident on the 7th, for example, occurred around noon near Willow Springs, Illinois, when Robert Meegan and his 14 year old son John heard a buzzing noise overhead. They were working in the fields on their farm near the Des Plains River not far from the Argonne National Laboratories. Looking up they saw "13 round objects all going east, single file in a straight line." They described the objects as round with flat bottoms estimated about as big as a house and bluish-grey in color. They stated that the craft flew on a straight and level course toward the east. [116]

By noontime that day Deputy Army Air Force Chief of Staff Hoyt Vandenberg gave up any hope of getting to regular business. His entire day proved to be dominated by phone calls on the sightings. In fact, while at Hensley Field in Dallas, Texas, that afternoon, he stated publicly that the Army Air Force was receiving thousands of queries on the disc sightings. [117]

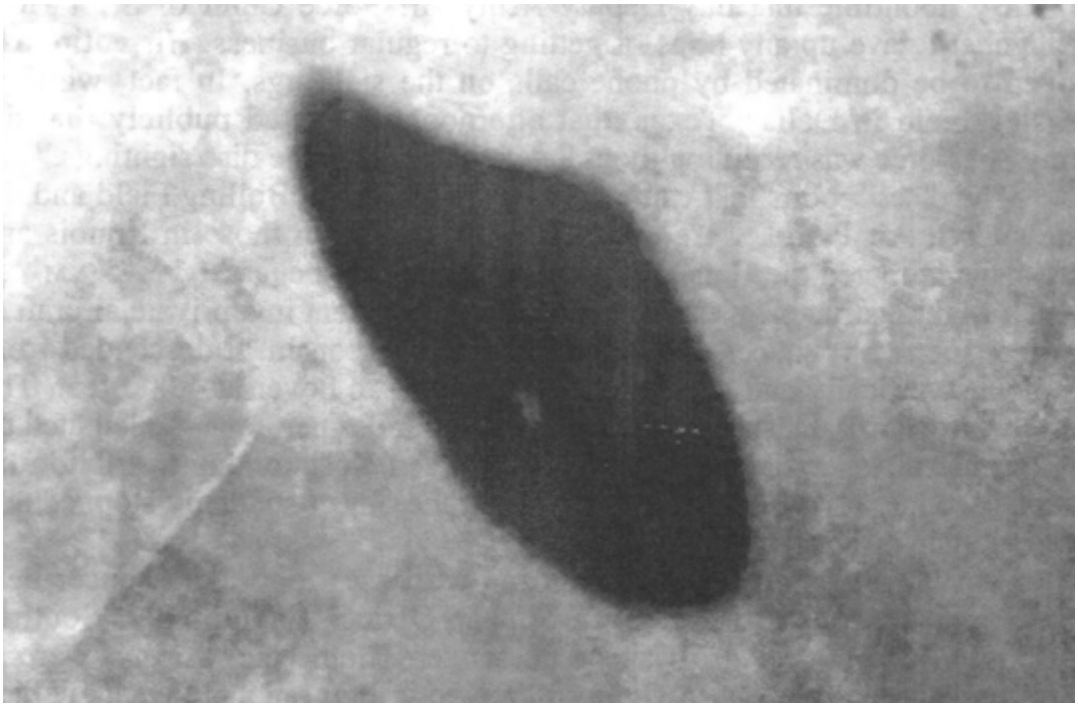
The discs reports that came out of Wisconsin, via Boiling Field and the state's Civil Air Patrol, were even more stunning than those in Illinois and must have attracted the General's attention. The first began at 11:45 A.M. CST when a flight instructor, Kenneth Jones, and his student in a private aircraft at 800 feet spotted a "saucer" near Koshkonong, Wisconsin. It descended from the clouds vertically and edgewise until stopping to hover at 4,000 feet. The craft then took off at a speed estimated at 6,000 miles per hour—calculated by the 25 mile distance the object covered between Koshkonong to Elkhorn in fifteen seconds. At the end of its speedy run the object suddenly stopped and hovered, then disappeared in the distance.

At 2:30 P.M another set of airborne witnesses reported a saucer near East Troy, Wisconsin. Pilot Wing Supply Officer Captain R.J. Southey (Burlington Civil Air Patrol) and a passenger, Clem Hackworthy, were at 3,500 feet when they saw a flying disc below them at 2,500 feet. It then covered the 22 mile distance between Eagle to Muskego in twenty seconds, placing its speed at 3,960 miles per hour. These two cases represent the best sightings of 1947, but are never discussed because their investigative case files are today missing from the Blue Book files released to the

National Archives. Further information may never be found although the few details presented here come from a recent discovery by researcher Jan Aldrich. [118]

An early investigated case from 1947 that did survive the years, reports a sighting at 4:00 P.M. MST in Phoenix, Arizona. In this instance William A. Rhodes captured two photographs of an elliptical, flat, gray, heel-shaped object flying between 400 and 600 miles per hour.

The images reveal a dark irregularly-shaped disc that looks surprisingly like the description of a sighting made between 1:00 and 4:00 P.M. EST that same day, but on the opposite side of the country just east of Lakeland, Florida. That report came from a man who heard a swishing noise followed by the appearance of five shiny unidentifiable objects moving northeast. After the encounter, the observer made a model of one of the objects. The photo of his replica, although of very poor quality, is still in the archival files and shows a cloverleaf-shaped craft with a small vertical fin and a dome on top. [119]



Researcher Dr. James McDonald interviewed Rhodes in 1968 and expressed some concern in a letter to NICAP acting director Richard Hall over Rhodes' credibility. McDonald did, however, say the circumstances of Rhodes' photographs, one of which is depicted above, checked out. Alfred Loedding also interviewed Rhodes in 1948, becoming impressed by his story. And prior to that, the Brown and Davidson Army Intelligence team interviewed Rhodes in late July, 1947 as did the FBI somewhat later. Brown and Davidson even talked in confidence with Kenneth Arnold and Captain Smith about the case on July 31st—showing them the photo. Arnold then responded, to their surprise, that the Rhodes' heel-shaped image looked like one of the nine disks he saw. Arnold stressed that point because only one of the "saucers" he observed on June 24th looked distinctively different—in fact it looked heel-shaped! Up until that point Arnold had confided that detail to no one because he had not even remembered it himself until hearing the description of the Rhodes' sighting from Brown and Davidson. The Rhodes photo, however, was printed

by the Arizona Republic as early as July 9th. The original negatives were later turned over by Rhodes to representatives from Army Intelligence and the FBI but he was never able to get them returned. Ironically, Arnold was given a copy of the photos by an official at Hamilton Field which he later gave to UFO researcher Dr. James McDonald.

The archival photo of the model made from the Lakeland, Florida, sighting.

California produced more sightings by late afternoon: The most notable involved two teenagers. At 3:10 P.M. PST they observed a "flat glistening object" fly in from out over the ocean. It then rapidly lost altitude and dove into the water about 400 yards from shore. As it hit, a tall column of water rose up, and the unknown craft could momentarily be seen on the surface before it disappeared beneath the turning waves. [120] Another good sighting that day occurred around 4:40 P.M. MST. This report should have made it into Air Force files with an accompanying investigation but did not. Thus, all we have is a newspaper clipping. The most interesting aspect of the account tells of possible electromagnetic disturbances being generated as a result of the UFO encounter. Termed EM effects, it is a common component of later sightings but rarely documented in the earlier incidents:

Sergeant C.F. Clifton, Bergstrom Field aerial radioman reported seeing one of the flying saucers bound toward San Antonio as his plane was leaving there. Other members of the crew also saw the disc. "I think it was about 18 feet in diameter and looked as though it was made of glass," Sgt. Clifton said. "It was extremely bright and kept flashing." Sgt Clifton said that the crew figured that it must have been flying 1,440 miles an hour because it overtook and passed their plane in such a short time. It was round and was flying at a slightly tilted angle. "The disc seemed to be spinning as it flew," Sgt. Clifton reported. "It blurred radio reception slightly." Lieutenant Charles O. Anderson was piloting the plane which the disc passed about 4:30 p.m. [121]

Another interesting EM effect befell the town of Acampo, California, the night before around dawn. Citizens of that community noted a "spectacular glow in the sky" accompanied by a loud roar just before a complete area-wide power failure. Not long after that a mysterious flying object was seen at low altitude over the nearby town of Lodi. In later years very similar UFO related blackouts have occurred, but this is one of the earliest examples of such an event. [122] One curious discovery from interviews conducted with Alfred Loedding's relatives, reveal that he was one of the first officials to recognize this important facet. Other early investigators only theorized about nuclear propulsion as a possible power plant for the discs. Loedding, for whatever reason, seemed to have a very clear understanding that many of the UFOs displayed electromagnetic properties.

Around 5:20 P.M. a secretary in the Engineering Department of Dupont's Chester, Pennsylvania, division had a more common encounter when witnessing five dull gray objects fly over in a V-formation. [123] Much further south a strange encounter occurred over the Gulf of Mexico:

> **Captain Marian Ruffner of Midnight Pass was proceeding in her deep sea fishing boat when she saw something that she first thought was a dirigible heading out over the Gulf. It was heading southwest, moving fast and appeared to be round and flat. It appeared and disappeared as she watched. "It flashed in the sun and appeared to be silver in color." Mrs. Ruffner described herself as "flabbergasted" by the sight of an object that she had previously taken as a joke. She reported that she was cold sober at the tirne.** [124]

That night at 6:30 P.M. EST a Tampa, Florida, man, George Gortez, and several others saw a V formation of three "golden colored" objects slowly flying overhead. [125] Further west at 8:30 P.M. CST John W. Hawkins and Virgil Ashley reported seeing a "flying disc" pass over St. Joseph, Missouri, at a high speed heading toward the north. They noticed the craft while sitting out in the back yard of the Ashley home, one mile north of the city. The UFO appeared luminous and disc-shaped with a silver glow. Estimated to have been around 300 feet in the air, it gave off a faint buzzing sound. Then at 9:17 P.M. a phone call came into the St. Joseph Gazette, stating that a flying disc had just been spotted over the city. Reporters looked outside but did not see anything. [126] Around that same time period a single disc was seen over St. Louis, and University City, Missouri. [127]

Back east on the Atlantic coast at 9:30 P.M. EST a "flying saucer" zoomed over Wilmington, North Carolina heading north.. Witnesses noted its high rate of speed and unusual brightness with an orange tint. [128] About the same time two college kids, Albert Dugan and Charles Cross, reported seeing a large luminous object speed overhead just ten miles outside of Raleigh, North Carolina. They initially thought it to be a star, but then realized the object was an elliptical flying machine that radiated blue lights from its edges as it moved in a circular orbit. After about three minutes it vanished into the clouds which were later confirmed by the Weather Bureau to be at a ceiling of 5,500 feet. An independent observation also described a luminous object moving north over Asheville, North Carolina. [129] Before the day was out, Mexico City claimed several saucer sightings, reporting discs identical to those seen all over the United States. [130]

Tuesday 8 July

Early the next day around 7:05 A.M. CST a private pilot viewed a very strange sight from his small

aircraft while over Cook Springs, Alabama. Silhouetted against a nearby mountain, he noted a circular object with a mirror-like finish. The pilot attempted to close in, but its speed was so great, it soon flew out of sight. [131]

At 8:15 A.M. Arizona State Highway Department workers Henry Varela, R.N. Villa, and Henry Hodges observed two "flying saucers streak high over the city of Yuma." Villa and Hodges saw them first and when Varela heard his friends talking he thought they must be describing aircraft. But Varela had seen an aircraft pass over just moments earlier and what he then witnessed looked nothing like it. All three men described the objects as saucer-shaped. They stated that they were silver in color and appeared to be just alike with one flying behind the other. The one thing that so amazed the men concerned the absolute lack of sound associated with the incident despite the fact the objects were at a fairly high altitude. The actual altitude could not be estimated, but all agreed the saucers were very high and traveled extremely fast in a straight line until they disappeared out of sight to the northeast. James Gordon of the US Weather Bureau suggested that the men could have simply made a misidentification of the planet Venus despite the fact that two distinct objects were seen in the same area of sky at the same time. [132]

78. Alfred Loedding and The Great Flying Saucer Wave of 1947

Around 9:30 or 10:00 A.M. PST at Muroc Army Air Force Base, California, (today Edwards AFB) Lieutenant Joseph C. McHenry viewed with three other witnesses, two silver spherical objects traveling about 300 miles per hour in level flight. The unknown craft moved northward toward Mojave, California, against the prevailing wind at 8,000 feet when a third object appeared—heading in the same direction but making several tight circles.

McHenry told intelligence officers that no aircraft he knew of could have performed such sharp maneuvers. Yet that was not the end of the story that day at the super secret Muroc test grounds. [133] By 11:50 A.M. at nearby Rogers Dry Lake, two technicians observed another strange event. They reported seeing a luminous round object for about 90 seconds. The men had been watching two P-82 fighters and an A-26 attack plane that were preparing for a seat ejection test when the UFO came into view. At first the men thought the object might be the parachute from the test, but that occurred later. The object did, however, very much resemble a fabric-like object not quite as dense as a parachute canopy with a white aluminum color. It flew silently at a little under 20,000 feet until descending at about three times the rate of the parachute, which was visible during the ejection test. As it came lower its silhouette presented a distinctive oval shape with two projections on the upper surface which seemed to slowly oscillate. The UFO moved against the wind in a northwesterly direction toward Mount Wilson until it was lost from sight as it descended level with the tops of a nearby mountain range. [134]

Still later at 3:50 P.M., 40 miles south of Muroc, a P-51 pilot at 20,000 feet spotted a wingless, tailless "flat object of light-reflecting nature." He twice attempted an intercept but could not climb high enough. Intelligence later took great note of that incident because they determined that no military or civilian aircraft were in the area. [135]

That night at 9:20 P.M. spherical objects were again seen in the area, this time at 8,000 feet still moving against the wind at around 300 miles per hour. This was reminiscent of a sighting just the day before at 10:10 A.M. when Muroc test pilot Major J.C. Wise, while preparing his XP-84 aircraft for takeoff, observed one yellowish-white spherical object traveling at 200 to 225 miles per hour at 10,000 feet. It headed east with an oscillating motion. [136]

These disc sightings over Muroc really shook-up the Pentagon. Known collectively as the Muroc Sightings, the incidents led the Army Air Force to issue classified orders requiring reports of any

"saucer-like" objects to be

given to the T-2 branch (the Technical Intelligence office—redesignated the Technical Intelligence Division or TID in August) of the Air Materiel Command at Wright Field in Dayton, Ohio. A post-war version of the highly secret T-2 wartime intelligence group, the Technical Intelligence (later Division) specialized in collecting data on enemy aircraft.

T-2 at the Air Materiel Command had been "unofficially interested" in the disc reports which had filtered in via the Pentagon and various Air Force commands—namely the Fourth Air Force. [137] In fact, beginning with the July 4th Independence Day Sightings a directive came down from Army Air Force Chief of Staff General Carl Spaatz who wanted the 4th AAF Intelligence at Hamilton Field to "open a file," although he specified that they should then report their findings to the Air Materiel Command. Yet the Muroc incidents threw matters into high gear and motivated the Pentagon to ask for a maximum effort from intelligence units around the world. Orders were then sent to all US Army air bases requiring sightings near their area to be investigated and reports sent directly to Wright Field with paperwork also going to the Pentagon. Actually, research shows that most of the early casework went directly to the Pentagon, and Wright Field did not get a complete set of files until September of 1947—by which time Loedding was working in a meaningful way with the investigations and personally lobbying for the reports.

By July 8th investigators from Wright Field, along with Alfred Loedding, began to speculate the flying disc phenomenon may be advanced German Third Reich weapons and/or aircraft being designed and flown over the United States by the Soviet Union's military forces. Specifically suspect were the wartime designs of flying-wing style aircraft inspired by the Horten brothers, Reimar and Walter of-Goettingen. One of their jet propelled flying wing designs had made its way to Wright Labs after the war and was undoubtedly studied by Loedding and the T-2 office.

Shortly after July 8th Technical Intelligence at Wright Field requested that the US Army Counter Intelligence Corps-Europe, or ECIC, help in the investigation. [138] Their agents in Germany scoured the allied occupation zones for clues to the existence of any models of Horten-like aircraft but found nothing. [139] Thus, without doubt, the government already began feeling pressure to solve the saucer mystery as early as July 8th. Although, it is unknown just how much reactive concern the Truman administration placed on the Pentagon and subsequently to Intelligence. Yet, between July 8th and

July 9th, the wheels began turning very fast. Washington released the following statement:

> **Washington, July 9 (UP)—Official Washington was sure today that it knew what the flying saucers were not-but it hadn't the faintest idea what they were. The Army Air Forces said they had the matter under investigation. Preliminary study has disclosed that the flying discs are not:**
>
> **1. Secret bacteriological weapons designed by some foreign**
> **2. New-type Army rockets.**
> **3. Spaceships.** [140]

In reaction, Army Air Force Requirements Intelligence branch chief, Brigadier General George F. Schulgen, called on the FBI to give additional assistance. Schulgen also brought in one of the Muroc pilots to the Pentagon to be interrogated by a host of generals, scientists, and even psychologists. Despite a thorough grilling, the pilot remained convinced that he had seen a "flying disk." [141] (See Appendix II.)

Schulgen also worked on the flying disc phenomenon with Pentagon Intelligence Collections branch executive Colonel Robert Taylor and his right-hand man, Lieutenant Colonel George D. Garrett. It was Garrett and the Collection branch that Loedding would coordinate with in his liaison work. But, documents do show Loedding had meetings in person with Schulgen as well. Taylor and Garrett were also the military connection to the FBI. They utilized FBI Special Agent S.W. Reynolds for the first inquiries into the by-then nation-wide rash of disc sightings.

In late July, Colonel Garrett, perhaps after networking with Loedding, decided to write up a report and send it to both the FBI and the upper echelons of the Pentagon. His memo basically served as a preliminary estimate of the current UFO situation. The intention in compiling the paper may have also been to bring the issue to a head.

In other words, this report hoped to establish a position on the phenomenon. Garrett, and certainly Loedding, first of all wanted to know if the discs represented a secret American project. (See Appendix III.) After that their more overwhelming fears centered around something of foreign—namely Soviet origin. All of these men, however, quickly became frustrated with the higher echelons of the military in their attempts to crack the mystery. Distinguished UFO researcher Professor Michael Swords writes in reference to this:

> **As July wore on into August, Garrett, Schulgen, and Reynolds became confused by a void of interest or pressure emanating from the high echelons of the Pentagon. They had gone through an investigative furor, which they considered to be similar to the flying disks, the previous year when hundreds of "ghost rocket" reports were made in Sweden and other European countries. In the 1946 experience, though, the top brass had exerted continuous pressure to find an answer. But here, the brass had gone completely quiet. This puzzling void has been termed "the Silence from Topside." It was very peculiar to Garrett and the FBI. Their mutual suspicion was that the very highest brass knew what this phenomenon was already.** [142]

The Silence from Topside refers to a connection to the Roswell Incident. Some researchers feel that physical evidence was recovered during that event, proving the flying discs to represent a real technology. The assumption is of course that the "technology" was of extraterrestrial origin and that the "top brass" were involved in a cover up of evidence. Others feel that if there was a suspicion that the high brass "knew the real answer," it involved the idea of a secret insight into captured Nazi technology. The FBI simply wanted to know up front if the phenomenon was something that actually required their expertise as the Bureau's manpower was limited. In other words, as Loren Gross wrote in his book on the 1947 wave: "If the saucers were not due to Communist agents making false reports, there wasn't much to keep the FBI busy." [143] (See Appendix IV for example of FBI memos expressing concern.) Yet, the military was truly concerned about a Soviet link. Even as late as 1952, some Pentagon officials would be speculating about a German/Soviet connection to the disc mystery. Following is an intriguing letter which came into Air Force Intelligence in 1952. It would seem to support such an assertion if it is indeed a genuine account:

Rudolf Goy
Menehek-Power
P.O. Box 2000
Mont Joli, P. Q,Canada 5 September 1952
Vice-Chief of Staff of U.S. Air Force
Gentlemen:
I'm sorry if I send this letter to you, but I have something to tall (sic) you about the "Flying Saucers." I am a German, and my trade is Aeronautical Engineer. Please dont(sic) think I look for a job in this trade. No, I just wont (sic) tall (sic) you, was happend (sic) about this plane before all is over. I am sorry if I writh (sic) in the German laguage (sic) below, my english grammar is too bad to tall (sic) you right."
[Translator's note: these first three paragraphs are

in English in the original text and I have copied them verbatim.] I would like to stress once more that by writing you this letter, I am not looking for a position nor do I want to make my name famous in an easy way. To start with, I would refuse this. Since there is so much clamor going on, I think it is time for me to tell you something about it and for this reason I am writing you a few lines. All this noise about these flying apparatus is known to you, but I would like to tell you not to believe in the visits from other planets or in the meteorological phenomena, because I believe that all this is a big mistake. In 1944 I worked with a small group of scientists and technicians on flying apparatus which resembled exactly this "Flying Saucer." Due to the air raids our group was sent to Silesia in order to work undisturbed. The experiments were only model tests and they were supposed to be realized in great haste since, according to Teich Marshal Goring's directive, this was Hitler's "Mystery Weapon." We were subordinate directly to him (Goring) and cut off from every outside communication. Even the letters which I wrote to my wife had to be addressed via Berlin where they were subject to censorship. The end came in 1945. We wanted to save at least something, so we separated and tried to reach the west individually. As I found out, not everyone succeeded because three of our group were captured and with them a part of the test results as well as some technical drawings. This was reported to me by a colleague who succeeded in escaping at the last moment. This is what I have to say on this point. Now, let's go to the apparatus itself. After the wind-tunnel tests, an experimental model was built of 3.6 m (in diameter). The driving motor was the same as " the one used for the experimental rockets. The steering gear was remotely controlled and similar to the FX-Bombs, which I know you are familiar with. From the aerotechnical standpoint, the results were amazing and they surpassed all expectations. However, it would take too long to give you all the details. You have a staff of scientists and technicians and I can only advise you to work a full steam so that the technique will not be 10 years ahead in a certain part of the world, while you believe yourselves to be in the first place. I am thinking of the jets in Korea. But please, do not think that I, as a small man, would like to propose something. I don't. But do not be misled about things which do exist. Perhaps you will say: "Who does he think he is, this German guy, he can't teach us, Americans, etc. ..." Please, gentlemen, the question now is not "who invented this thing," the only thing that matters now is not to be the last one and, at a decisive moment, find oneself confronted with the facts. By then, of course, it would be too late. Just look at 1939-1945, and I believe we learned enough. I hope that you do not misunderstand me. Even though my duty is not to gossip about these things, nevertheless, the existence of these things released me from the secrecy-oath given at that time to the constructor. I wish you every success in this work and I remain Sincerely, Rudolf Goy

P.S. I am reported the same to the Vice-Chief of Staff of the Royal Canadian Air Force. 144

In late July Colonel Garrett finished his preliminary estimate of the current UFO situation:

From detailed study of reports selected for their impression of veracity and reliability, several conclusions have been formed:
(a) This "flying saucer" situation is not all imaginary or seeing too much in some natural phenomenon. Something is really flying around.
(b) Lack of topside inquiries, when compared to the prompt and demanding inquires that have originated topside upon former events, give more ordinary weight to the possibility that this is a domestic project, about which the President, etc. know.
(c) Whatever the objects are, this much can be said of their physical appearance:
1. The surface of these objects is metallic, indicating a metallic skin, at least.
2. When a trail is observed, it is lightly colored, a Blue-Brown haze, that is similar to a rocket engine's exhaust. Contrary to a rocket of the solid type, one observation indicates that the fuel may be throttled which would indicate a liquid rocket engine.
3. As to shape, all observations state that the object is circular or at least elliptical, flat on the bottom and slightly domed on the top. The size estimates place it somewhere near the size of a C-54 or a Constellation.
4. Some reports described two tabs, located at the rear and symmetrical about the axis of flight motion.
5. Flights have been reported, from three to nine of them, flying good formation on each other, with speeds always above 300 knots.
6. The discs oscillate laterally while flying along, which could be snaking. 145

The report did force the Pentagon to start eliminating possibilities. The Chief of Research and Development, General Curtis E. LeMay, dispelled the first assumption. He stated, that "the Army Air Force has no project with the characteristics similar to those which have been associated with the Flying Discs." 146 Nevertheless, something from somewhere was definitely flying over US air space that July. The people concerned, like Loedding, had but one other possibility to eliminate—a Soviet connection.

On that watershed day of the 8th of July, UFO activity proved active elsewhere in the country. At 1:00 P.M. PST in Avalon, California, several hundred witnesses on Santa Catalina Island off Long Beach observed a formation of "saucers." Most observers agreed that there were six disc-shaped objects in the formation which passed over the island. Among those were Army Air Corps veterans Bob Jung, Kenneth Johnson, and Alvio Russo. Jung

actually got a photo of the objects as did Alvio Russo. Russo, who had piloted 35 combat missions over Europe, estimated their speed at 850 miles per hour. Jung clarified the details by stating that they were flying in two elements of three each about as fast as a Navy Tiny Tim rocket. He said the formation came in from the northeast and disappeared over the hills to the south of AvalonBay. 147

By 3:30 P.M. PST in Seattle, Washington, a "very shiny" oval-shaped disc with a "glass dome on top" flew in a northwest direction over the city. 148 In St. Joseph, Missouri, at 4:20 P.M. CST Mrs. La Verla McCord and neighbor Mrs. Frances Illines reported a white luminous round object traveling slowly to the northeast. The craft seemed to be high, but the women were surprised that it made no noise. Many tried to convince them that they had seen a balloon despite the fact that the wind at that time was from the east. Weather Bureau observer Arthur Van Cleave confirmed this although admitted winds above 8,000 feet were from the northwest, but did not think they could have been capable of blowing a balloon northeast. Then, just as the excitement over the first sighting died down, another disc report came at 6:00 P.M. from St. Joseph. 149

One of the most credible accounts of the early sightings came out of an incident over Alton, New Hampshire, at 4:26 P.M. EST. The report was made by private pilot Thomas Dale, the son of noted Governor Charles M. Dale and a highly respected pilot during WWII. For that reason the press took great interest in his story and undoubtedly accounts of the incident were monitored by Loedding and

others in Dayton as well as the Pentagon. Furthermore, Dale was not alone at the time. His friend Jere Stetson was in the aircraft with him and both told an identical account.

They stated that while flying southwest over Alton at an altitude of 2,800 feet, a strange object appeared two miles to the east and some 1,500 feet below their plane. It then approached them at "excessive speed" in a matter of 15 to 18 seconds as it veered north over Alton Bay and Lake Winnipesaukee, toward Moultenboro. Both men were careful not to assume anything. Dale, in fact, stated that "I'm not saying it was a 'flying saucer,' or disc." But the men did agree that it did not "in any way, shape or manner" resemble any type of known aircraft. They then went on to stress that it was definitely of metal construction, about 20 feet long, and "not exactly round in shape." When they first spotted the object it was observed in profile against the trees below. They said the sight left them "flabbergasted." [150]

That evening numerous sightings came from Philadelphia and southern New Jersey. Although only a few reports were printed by area newspapers, hundreds of witnesses in the city and area suburbs saw a huge flying cone-shaped object that was colored gray. [151] Researchers, however, are always hesitant when reading accounts of cone shaped objects simply because that is a prime characteristic of the large research balloons—just starting to come into use at that time.

Around 9:50 P.M. PST a huge formation of luminous "flying saucers" were spotted over Fraser Valley, British Columbia, heading west at great speed. [152] Finally at 11:05 P.M. PST, UFOs appeared over Chino, California which topped a list of dozens of sightings in the state that day which involved hundreds of witnesses. [153]

Other headlines from the 8th came from all over North America, but exact times for the sightings are hard to pin down. Saucer reports, for example, came from parts of Ohio, but no times were recorded. [154] Similarly, a very good sighting came from Corapeak, North Carolina, that day. Many valuable details were provided by a news article—all but the time of sighting:

> **A Farmer saw an object shaped like an enormous pancake, something like a flounder with its tail cut off. It appeared to be about 20-30 feet in diameter and moving about 800 miles per hour at about 2,000 feet. The object had two window-shaped openings. The body seemed to be of stainless steel or aluminum with a glow. The witness heard an almost inaudible sound as the object passed out of his sight in three or four seconds. It had several protruding pipe-shaped extensions which emitted vapor.** [155]

A report from Norfolk, Virginia, places other strange aerial phenomena over the East Coast:

> **Lt. Cmdr. L.D. Patterson of the Naval Station reported five yellowish discs like the moon, flying in formation over the Air Station from the West. Patterson said the formation was surrounded by a mist, and the bodies each left trails.**
>
> **Walter Hurst who telephoned the Ledger-Dispatch for Patterson, said that Patterson, a pilot of considerable time in the air, was unable to establish the altitude having no point for calculation.** [156]

86. Alfred Loedding and The Great Flying Saucer Wave of 1947

Even far distant American bases experienced UFO incidents during the summer wave. It was on the 8th at 5:33 P.M. HST that one hundred Navy men at Pearl Harbor witnessed a mysterious

"silvery colored" object with no wings or tail sail over Honolulu at rapid speed in a zig-zagging flight heading east. Five of the observers familiar with weather balloons commented that it just could not have been any type of balloon. Yeoman 1st Class Douglas Kahcerle of New Bedford, Massachusetts, stated: "It moved extremely fast for a short period, seemed to slow down, then disappeared high in the air." [157]

On the other side of the world in Australia, "flying saucers" were reported over Sydney on the 7th and 8th. The sightings occurred at night over the suburb of Kensington when two "white shiny discs" traveled quickly to the west toward Parramatta at about 10,000 feet. "Flying saucers" moving in a V formation were also reported over South Africa by Johannesburg residents. [158]

1. International News Service reports, 5 July 1947.
2. Bartlesville, Oklahoma, Daily Enterprise, 1 July 1947, p. 1.
3. Bloecher, Report on the UFO Wave of 1947, Index.
4. The (Portland) Oregonian,5 July 1947.
5. Milwaukee, Wisconsin, Sentinel, 6 July 1947; and Chicago, Illinois, News, 5 July 1947.
6. Bloecher, Report on the UFO Wave of 1947, p. II-9; and Los Angeles, California, Herald-Express, 5 July 1947.
7. The (Portland) Oregonian, 5 July 1947.
8. Bloecher, Report on the UFO Wave of 1947, p. 111-15.
9. Detroit, Michigan, Free Press, 5 July 1947; and Cleveland, Ohio, Press, 5 July 1947; and The (Portland) Oregonian, 5 July 1947.
10. Project Blue Book Files, Roll No. 1, Cases 28-32, listed as Incidents 5-16 in 1947 era documents.
11. Portland, Oregon, Journal, 5 July 1947.
12. Bloecher, Report on the UFO Wave of 1947, p. II-9; and Los Angeles, Herald-Express, 5 July 1947.
13. Project Blue Book Files, Roll No. 1, Cases 28-32, listed as Incidents 5-16 in 1947 era documents.
14. Bloecher, Report on the UFO Wave of 1947, p. ffl-15.
15. Ibid., p. 111-16; and Ruppelt, Report on Unidentified Flying Objects, p. 36.
16. Helena, Montana, Independent-Record, 5 My 1947.
17. Sacramento, California, Bee, 5 July 1947.
18. Pocatello, Idaho, Tribune, 6 July 1947; and Salt Lake City, Utah, Tribune, 1 July 1947.
19. Richland, Washington, Villager, 10 July 1947, p. 1.
20. Little Rock, Arkansas, Gazette, 6, 7 July 1947; and Little Rock Arkansas Democrat, 1 July 1947; New Orleans, Louisiana, Times Picayune, 1 July 1947; and Spokane, Washington, Spokesman-Review, 1 July 1947; and Bloecher, Report on the UFO Wave of 1947, p. IV-1.
21. The Yuma Sun & Arizona Sentinel, 5 July 1947, p. 1; and Hollywood, California, Citizen-News, 5 July 1947.
22. Sacramento (California) Evening Bee, 5 July 1947; and Boulder City (Nevada) Daily News, 1 July 1947, p.1; and Elko, Nevada, Daily Free Press, 1 July, 1947.
23. "Coast Guardsman Snaps Photo of Flying Saucer," St. Joseph (Missouri) Gazette, 5 July 1947, p. 5.
24. Bloecher, Report on the UFO Wave of 1947, p. IV-4.
25. Project Blue Book Files, Roll No. 1, Case 34, listed as Incident 10 in 1947 era documents; and The New YorkTimes, 6July 1947, pp. 1,36.
26. Ruppelt, Report on Unidentified Flying Objects, p. 23
27. John Corlett, "Newsman and Wife See Idaho Discs," United Press news story, 5 July 1947; and The (Portland) Oregonian, 5 July 1947; and Boise, Idaho, Daily Statesman, 5 July 1947; and San Francisco, California, News, 5 July 1947; and Detroit, Michigan, Free Press, 5 July 1947; and Cincinnati, Ohio, Post, 5 July 1947; and Boston, Massachusetts, Traveler, 5 July 1947; and Windsor, Ontario, Daily Star, 5 July 1947.
28. In his book on the 1947 wave, Bloecher tells of another sighting of a V formation of discs in Auburn, California, just an hour earlier to the Twin Falls case. Bloecher wrote: "Kjell Qvale, an automobile salesman in Alameda and a former Navy pilot for five years, reported that he and a group of 50 other witnesses had watched a triangular formation of disc-like objects near Auburn at 2:30 P.M. PST, flying south. Qvale said that the discs, seen first directly overhead, 'appeared to be made of metal and looked like bright silver,' He added that their round outline was clearly distinguishable. The objects were in view 'for three or four minutes,' he said. 'I have seen a lot of airplanes, and these were not airplanes. The only clue I could get as to their height, size and speed was the fact that they disappeared one at a time, high in the sky, and not over the horizon. This effect would be caused if they were very, very large and very high, and flying at a terrific

speed—1,000 miles an hour,' he said." Bloecher also sites a sighting of a V formation of discs that night in Denver, Colorado as well as two sightings of similar V formations over New Orleans on July 6th.
29. Seattle Post Intelligencer, 5 July 1947; and Bloecher, Report on the UFO Wave of 1947, p. II-7.
30. Spokane, Washington, Daily Chronicle, 5 July 1947.
31. Ibid.
32. Bloecher, Report on the UFO Wave of 1947, p. III-l.
33. Ibid., Index.
34. Ibid.
35. Ibld.
36. Ibid., p. 11-15.
37. Sioux Falls, Idaho, Daily Argus Leader, 1 July 1947; and Pierre, South Dakota, Daily Capital-Journal, 1 July 1947; and Denver, Colorado, Post, 1 July 1947; and St. Paul, Minnesota, Dispatch, 1 July 1947; and Bloecher, Report on the UFO Wave of 1947, p. 11-15. OH-JJ
38. The New York Times, 6 July 1947, pp. 1, 36; and Bloecher, Report on the UFO Wave of J 947, Index.
39. The (Portland) Oregonian, 6 July 1947.
40. Albany, Oregon, Democrat Herald, 1 July 1947.
41. Bloecher, Report on the UFO Wave of1947, p. 11-17.
42. Ibid., p. IV-1.
43. Interview with Donald Loedding by the authors. (Donald stated that his father spoke many times of the landing cases he had investigated.)
44. Associated Press news service report, 7 July 1947.
45. Aldrich, Project 1947: A Preliminary Report On The 1947 UFO Sighting Wave, p. 80.
46. Helena, Montana, Independent-Record, 6 July 1947.
47. Wyoming, Unita County Herald, 11 July 1947, p. 1.
48. Cambridge, Maryland, Daily Banner, 1 July 1947.
49. Longview, Washington, Daily News, 8 July 1947.
50. Sandusky, Ohio, Register-Star-News, 8 July 1947.
51. Corvallis, Oregon, Benton County Herald, 10 July 1947.
52. Pocatello, Idaho, Tribune, 1 July 1947.
53. Miami, Florida, Herald, 1 July 1947, p. IB.
54. Bloecher, Report on the UFO Wave of 1947, Index.
55. Lake Charles, Louisiana, American Press, 1 July 1947.
56. Bloecher, Report on the UFO Wave of 1947, p. II-5.
57. Ibid
58. Bloecher, Report on the UFO Wave of 1947, p. Ill-17.
59. St. Joseph (Missouri) News-Press, 1 July 1947; and Boulder City (Nevada) Daily News, 1 July 1947, p. 1; and The (Portland) Oregonian, 1 July 1947.
60. Interview with Donald Loedding, 22 August 1998.
61. "Bloecher, Report on the UFO Wave of 1947, p. II-7.
62. "Six Tucsonians Say They've Seen Flying Saucers," The Yuma Sun & Arizona Sentinel, 9 July 1947, p. 1.
63. Bloecher, Report on the UFO Wave of 1947, p. I-11
64. Aldrich, Project 1947: A Preliminary Report On The 1947 UFO Sighting, p. 83.
65. Research conducted by Jan L. Aldrich.
66. Bartlesville, Oklahoma, Daily Enterprise, 1 July 1947, p. 1.
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68. Casper, Wyoming, Tribune-Herald, 1 July 1947.
69. Sacramento, California, Bee, 1 July 1947.
70. Los Angeles, California, Examiner, 1 July 1947; and San Francisco, Chronicle, 1, 8 July 1947; and Salt Lake City, Utah, Tribune, 6, 7 July 1947; and San Francisco News, 1 July 1947.
71. Project Blue Book Files, Roll No. 1, Cases 39 and 36, listed as Incidents 89 and 47 in 1947 era documents.
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73. Lake Charles, Louisiana, American Press, 10 July 1947.
74. "Emporia Women See Flying Saucer Floating Slowly Over Flint Hills," Emporia, Kansas, Gazette, 7 July 1947, p. 1.
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80. Chicago (Illinois) Tribune, 1 July 1947, p. 8.
81. Ibid.
82. Salem (Massachusetts)Evening News, 1 July 1947, p. 1.
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84. Washington, DC, Post, 1 July 1947; and Baltimore, Ohio, Sun, 7 July 1947; and Chicago (Illinois) Tribune, 1 July 1947; and Atlanta, Georgia, Constitution, 1 July 1947.
85. Rochester, New York, Democrat-Chronicle, 1 July 1947; and Albany, New York, Knickerbocker News, 1 July 1947; and New York World-Telegram, 1 July 1947.
86. The New York Times, 1 July 1947, pp. 1, 5.
87. New York World-Telegram, 1 July 1947; and Windsor, Ontario, Daily Star, 1 July 1947.
88. "Flying Disc Is Seen Near Here," St. Joseph (Missouri) Gazette, 1 July 1947, p. 1; and "Flying Saucers Seen by Three Groups," St. Joseph (Missouri) News-Press, 1 July 1947, p. 1.
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91. Ibid.
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93. Ibid.
94. Ibid.
95. The (Portland) Oregonian, 7 July 1947.
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106. Redlands, California, Daily Fact, 1 July 1947.
107. Sacramento, California, Bee, Associated Press news story, 7 July 1947.
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111. "Pilot Says He Knocked Down Disc," St. Joseph (Missouri) News-Press, 1 July 1947, p. 1; and The New York Times, 8 July 1947, pp. 1, 46.
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113. Shreveport, Louisiana, Times, 8 July 1947.
114. Lewiston, Idaho, Daily Tribune, 1 July 1947.
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122. United Press article, 7 July 1947; and Lodi, California, Lodi News-Sentinel, 1 July 1947, p. 1.
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129. Asheville, North Carolina, Citizen, 8 July 1947.
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132. "Two 'Flying Discs' Reported Seen Over City By Three Highway Dept. Men," The Yuma Sun & Arizona Sentinel, 9 July 1947, p. 1.
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154. Cincinnati, Ohio, Enquirer, 8 July 1947; and Cincinnati Post, 8 July 1947; and Sandusky, Ohio, Register-Star-News, 8 July 1947.
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156. Norfolk, Virginia, Ledger-Dispatch, 8 July 1947.
157. "Flying Disc Tales Decline As Army, Navy Crack Down," Las Vegas, Nevada, Review-Journal, 9 July 1947.
158. "Anyone Can See Hying Saucers!," Wellington (New Zealand) Post, 8 July 1947; and The (Dublin) Irish Times, 9 July 1947. (Many other reports were made in foreign countries over these July dates and it is apparent that much research still needs to be done to document them all.)

Chapter Five
A Very Serious Business

The Muroc Sightings were the pivotal event which activated the United States military into concerted action on the saucer mystery. After that point, as Edward Ruppelt recalls, it was indeed a very serious business. In the middle of this was poised Alfred Loedding.

Dayton started to receive firsthand UFO reports by Wednesday, July 9th. One of these came

from Idaho when Boise Evening Statesman writer Dave Johnson, who after three days of trying, finally caught a glimpse of a UFO. Flying out of Go wan Field in an AT-6 from his National Guard unit, he observed at 12:17 P.M. MST a strange looking dark object. Johnson tried to make sense of the weird sight as it became silhouetted against the clouds. The UFO then made a half-roll and entered a stair-step climb. Johnson at first thought it might be a balloon. (Many of the early meteorological balloons were made from neoprene which would turn smoky gray or black in the sunlight.) [1] No apparent balloon launches, however, could account for the incident. [2] Later, Johnson learned that three ground observers at Gowan Field who were National Guard pilots had also reported a similar object. [3] Like Johnson, they too were mystified as to what it was they had seen that day.

Another sighting came in from the 1380th Army Air Force Base in Fort Pepperell, Newfoundland. It related a story near Grand Falls, when a police constable's wife and mother-in-law observed four "egg-shaped phosphorus colored discs." Each disc passed over in a side-by-side formation around 11:30 P.M. ADT. Ten minutes later a similar object, which the constable saw himself, darted across the sky with a "jellyfish-like flash." [4]

A report that never reached Dayton, but is of interest came from two men flying over Glacier Park, Montana, at 3:53 P.M. MST. They spotted seven flying saucers heading in a northwesterly direction. The two men, Ed Johnson and Joe Dimio, noted that the craft were only visible for a short period—indicating they traveled at a fairly fast rate. [5]

Less than three to five percent of UFO incidents were reported to Air Force Intelligence. [6] For example, another very good sighting that was only documented by the newspapers came at 5:45 P.M. CST from the nationally known News-Press editor, Helen Culver Gettys. She witnessed a flying saucer pass over her car near the St. Joseph (Missouri) Country Club. Mrs. Gettys had just left the club with her mother and Mrs. Charles Culver when a flash in the sky caught her eye. All of the ladies were then quite startled to look up and see one of the famous saucers. As it flew northward at about 1,000 feet, they commented on how the sun reflected off its shiny metal surface. The disc appeared in full view for a matter of seconds, indicating it traversed the area at a high rate of speed. All three women possessed solid reputations and Mrs. Gettys stressed in her own article about the incident that prior to the sighting they had consumed only "one bottle apiece of a local bottler's very soft drink." [7]

At 8:00 P.M. CST a Liano, Texas, man, T.A. Smith, reported a disc going southeast. Smith described it as a whirling wash tub throwing off sparks. [8] Finally, that night a West Virginia man decided to do something about the unsettling wave of saucer sightings. When discs appeared over Johnny Johnson's Bluefield home, he fired upon them with his shotgun! The irate West Virginian failed to do any visible damage to the saucers. But if this account is accurate, the UFOs in this case had to have been flying at a very low altitude in order to come into gun range. [9]

Thursday 10 July

Saucer sightings were reported by newspapers on the following morning from Ontario, Canada; Westminster, Colorado; Douglas, Arizona; Burien and Seattle, Washington; and Niwot and Aurora, Colorado. [10] That afternoon George Dey and Roy Wilson reported to newsmen that they had seen at 1:20 P.M. MST, seven "flying saucers" over the Joel Hart ranch west of Buhl, Idaho. They said at first the objects were shiny and flying in formation, but then they broke up and sped out of sight. [11]

At 4:30 P.M. EST a Logan, West Virginia, man, George Vance, observed a "round-shaped object with a sort of a turtle back" glistening intensely as it flew in a straight line. [12]

As the sightings continued one of the top US astronomers from the Department of Meteoritics at the University of New Mexico, Dr. Lincoln La Paz, his wife, and two teenaged daughters, reported seeing an elliptical object very high among the clouds. The incident occurred at 4:47 P.M. MST while they were driving from Clovis to Clines Corner, New Mexico.

La Paz estimated, with the aid of a pencil held at arm's length, that the object was 20 to 30 miles from his position, ellipsoidal and rigid, 160 feet long and 65 feet thick, traveling 120 to 180 miles per hour horizontally and 600 to 900 miles per hour vertically. It appeared silent and "self-luminous" against the dark clouds with a sort of "wobbling motion" and no exhaust or vapor trail could be observed. The object had "a sharp and firm regular outline, namely one of a smooth elliptical character much harder and sharper than the edges of the clouds." It remained in view for at least 30 seconds and " then ascended upward and disappeared for five seconds behind a cloud until it **"' reappeared at a two degree elevation and about a five degree elevation north of true west. Finally, it vanished into the clouds for good. La Paz stated that , the ascent he saw the object make "thoroughly convinced me that we were ^ dealing with an absolutely novel airborne device." [13]

There is a possibility this sighting could have represented a balloon. Large polyethylene envelopes were just then coming into use for research balloons and could easily reflect the sun's rays, yet would never travel that fast if his calculations were correct. [14] Despite this, interest in the sighting continued for many years. The case was first made public by Life magazine in 1952 but withheld La Paz's name. The sighting was examined by the Air Force and a file compiled, but all evidence of the paperwork was removed before release of UFO files to the National Archive's in late 1975. Today the case is not even listed in the Blue Book Index which is now also a part of the National Archives' collection.

More sightings came from the West that day. In Cheyenne, Wyoming, two silver discs shaped like saucers with a dome on top slowly passed over in a clear sky. [15] In Temple, Texas, a former Army Air Corps colonel, Smith Tarrant, observed two flying "discs" from the door of a local welding shop. He estimated they were at 1,500 feet, flying against the wind, heading along a straight course at about 200 to 250 miles per hour. They headed out of sight over the course of three minutes to the south with no indication of sound or smoke or means of propulsion. [16]

That same day numerous individuals observed discs fly through the skies of Missouri, although few of these sightings sound like balloons either.

It all began with 60 eyewitnesses at an ice cream social on the John Cox farm six miles northeast of Mercer. They witnessed groups of saucers in twos and threes pass over north to south. Some did fly by themselves, but most were in formation.

A mile south of Princeton, Missouri, (fourteen miles south of Mercer) those same flights of discs were observed by Mr. and Mrs. Dykes and Mr. and Mrs. J.W. Buren and their families while driving down US Highway 65. The sight so startled them that they pulled off the road only to be joined by

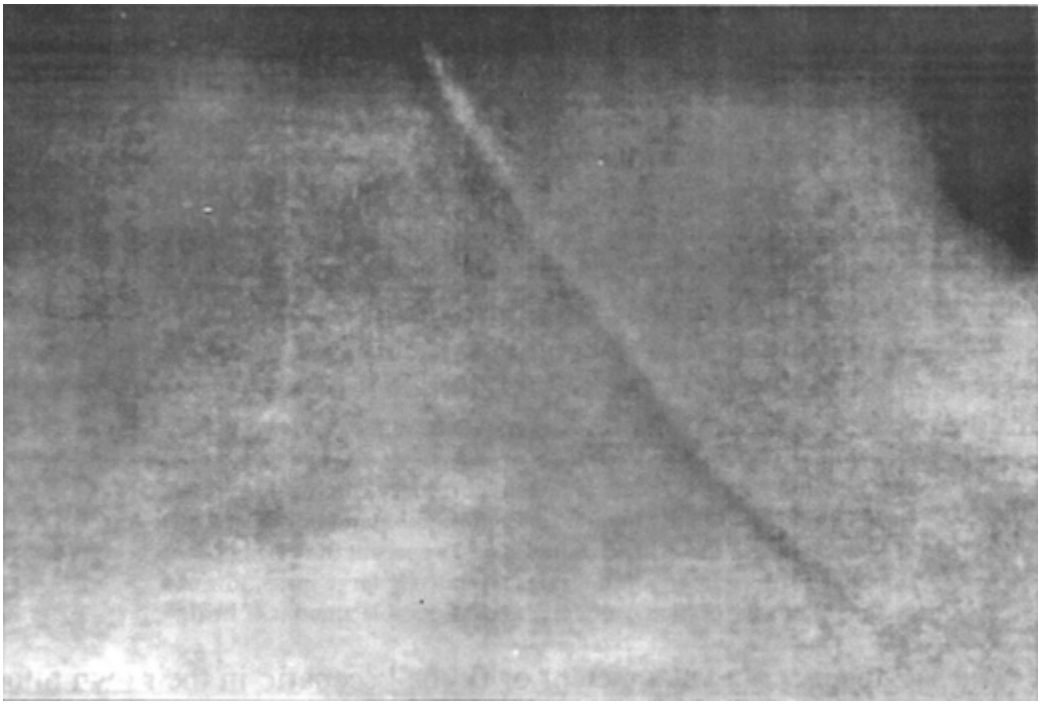
other motorists. Among those were Mr. and Mrs. W.S. Thompson with their friend, J.M. Beets. Other observers included Mr. and Mrs. Rit Thompson and Mr. and Mrs. W.H. Nell. All gave a similar account to the one that happened at the Cox farm, stating that the saucers came over singularly and in groups for almost a half hour. In fact, on a farm one mile east of Princeton, Mr. and Mrs. Parvin Woodward and their guest, Perry Coon, confirmed this same "saucer show." [17]

At 7:00 P.M. MST near Brockton, Montana, Ray Carpenter and his wife observed a shiny object illuminated against a dark cloud bank. A former manager of the Wolf Point airport, Carpenter judged it to be about the same size as a private aircraft traveling very quickly. [18] Then at 8:00 P.M. a pilot for the Lee Geophysical Company, saw a shiny craft zooming southward near Tulsa, Oklahoma. [19] At that same time another Tulsa man, J.C. Penman, reported seeing a "circular fluorescent lamp" move in a northeasterly direction. Penman was a former Army Air Force crew chief and had never seen anything like it before. [20] A half hour later one more disc appeared over a mountainous area northeast of Salt Lake City, Utah. Described as an "aluminum type of thing," it remained in view for two minutes as it moved with a fast but "funny" motion. [21] Then in Indianapolis, Indiana, Mrs. Bernie Hollingsworth had a sighting at 9:30 P.M. CST. She described a "flying saucer" pass near her home headed east, stating that it looked like a "shining piece of oblong steel." [22] By 11:55 P.M. EST a flying saucer was seen southeast of Dover, Delaware. Mrs. Hilda Dinsmore characterized the object she saw as a round dull colored object "sailing across the sky." [23]

Another report came from Newfoundland on the 10th from two Pan-American Airways mechanics near Harmon Field, AAFB, Stephenville Cross. At 5:30 P.M. ADT they (and a third man) were driving up a mountain road six

miles south-southwest of the base when all three of them, J.N. Mehrman, A.R. Leidy, and I.E. Woodruff, observed a silver circular disc at about 10,000 feet. It passed in horizontal flight along a great curved course. The disc's size, they stated, approximated the wingspan of a C-54 transport aircraft and looked to be cutting a bluish-black trail about fifteen miles long as it literally parted a path through the clouds over Harmon.

The trail passed over the base and out toward the north-northeast—being compared to the afterglow of a powerful searchlight when suddenly switched off. Weather records confirmed scattered clouds between 8,000 to 10,000 feet which supported the original altitude estimate.



Some personnel of the 1388th at Harmon Field also saw this great cut made in the clouds and acquired two Kodachrome pictures taken by one of the mechanics who first witnessed the event. Today copies of these images are in the Blue Book files and although very poor reproductions, they show the spectacular aerial trail. Above is the best of those two photos. [24]

Known as the Harmon Field Case, this incident received the first intensive investigation by Army Air Force Intelligence. The sighting became especially relevant to Intelligence officials both at Wright Field and the Pentagon because of the concern of a Soviet connection to the saucer mystery. The reasoning basically followed the assumption that if the USSR was flying spy flights over the United States, the missions would logically have to pass

over some area of Canada or the far north. For that reason the sighting just twelve hours earlier in Newfoundland coupled with this one, and a disc report out of Alaska the very next day, stirred up a lot of excitement. [25]

The initial report was filed by base intelligence officers on the 16th, but by the 21st a more detailed report was forwarded to the Pentagon. General Schulgen then ordered intelligence at Wright Field in Dayton to send a top-level assessment team to Harmon Field "immediately." [26]

The T-2 chief, Colonel Howard M. McCoy, dispatched a team by the 30th that may have included T-3 (engineer section) specialist Alfred Loedding. McCoy's team was also asked by Schulgen to report directly to the Pentagon following their investigation. Interestingly, at that time, Schulgen also asked McCoy what the T-2 analysis and the T-3 engineering sections had "prepared" to date on the disc phenomenon. McCoy's notes do not tell us if Analysis Division Chief Colonel William R. Clingerman had any answers or if the T-3 section at Wright Labs had compiled any analysis. McCoy himself was working on the German/Soviet technology angle. He, in fact, had even interviewed the famous successor to Count Zeppelin's dirigible empire, Hugo Eckener. Eckener was then in America consulting with the Goodyear company to try to revive the era of the great airships

following WWII. [27]

The T-2 investigation of the Harmon Field Case really shook up their own aeronautical engineers in the T-3 section. Part of the report had the ring of Alfred Loedding's expertise and read as follows:

> **The bluish-black trail seems to indicate ordinary combustion from a turbo-jet engine, athodyd motor, or some combination of these types of power plants. The absence of noise and apparent dissolving of the clouds to form a clear path indicates a relatively large mass flow of a rectangular cross section containing a considerable amount of heat. [28]**

The T-2 team excluded a meteor or fireball scenario in their own minds despite the fact that an astronomical event became the official conclusion on the case file. Behind the scenes, T-2 and Washington were still focused on a Soviet connection. Wright Field investigators spoke with the commander of Harmon Field and others to make sure that no British or Canadian aircraft had been in the area at the time. And since they knew no American aircraft were to blame, they privately concluded something of "foreign origin" made that curious split in the clouds over Newfoundland.

Although, by 1948, "foreign origin" would become a catch word in Dayton to refer to extraterrestrial space craft, these men where only talking about a Russian threat at that time. Their concern grew, In fact, because Newfoundland seemed to be especially attractive to the discs. Early the next morning at 2:20 A.M. Codroy residents reported seeing a "flying saucer" with a cone-shaped tail. Two men saw the object when they were standing outside a local store and had their attention drawn to the sky by a very bright disc streaking across with a yellowish cone-shaped after-glow. They described it as a luminous object traveling at great speed from the northwest and heading east at about 6,000 feet. [29] Both men felt certain they could not have mistaken it for a plane or falling star. A third man then saw the same aerial phenomenon. He had served in the civilian Air Detection Corps during the war and possessed great experience with identifying aircraft. He also became convinced the disc was "not a plane, but definitely some flying object."30 Overseas in Norway, European papers were talking about "flying saucers":

> **A "flying saucer" was observed Thursday evening near Skotfoss. At about 19:30 my wife told me that she had seen an object in the sky, says one of the three persons who observed "the saucer." It moved in between the clouds at an undetermined altitude, blinking like a star or like a mirror when the sun is reflected in it. As it entered the shadow it became dark and round or oval. It is completely out of the question that it was an airplane. There was no sound from the saucer, which was about the size of an airplane. The object was in view for four minutes and then disappeared towards the southeast. [31]**

Before the day was out discs were also seen in Amsterdam, and Leyden, Netherlands; Birmingham, England; Santiago, Chile; Kagoshima Bay, Japan; and then back in North America over New York, California, and Ripley, Ontario. [32]

Friday 11 July

UFO activity started early in the morning of the llth at 2:30 A.M. MST when Mrs. Anna Potts of Yuma, Arizona, rose from bed frustrated by her barking dog. She got up and went outside to quiet him when suddenly, and to her great amazement, she saw a disc-shaped object go over at high speed with a spinning or rotating motion. The craft passed without a sound in a matter of

just five seconds. This suggested that the craft must have been at a relatively low altitude as it became lost from view after crossing the tops of nearby homes. Mrs. Potts reported the event to the Daily Sun, absolutely convinced she had seen a flying saucer. [33] Perhaps the same object flashed in front of Mr. Ernest Tiffany's bedroom window one hour later in Tulsa, Oklahoma. [34]

In Longview, Washington, at 6:30 P.M. PST two groups of a dozen or more shiny objects were observed flying with bright flashes as they turned and caught the sun's reflection. [35] By 7:20 P.M. EST a report came out of High Point, North Carolina, when pilots flying at 1,000 feet saw a "ball of fire." It appeared as a huge object, round on top with a black band through the center. "The bottom part of the object was revolving, and periodically bursts of fire came from underneath, as if some sort of exhaust." [36]

Later that day around 10:00 A.M. GMT while ferrying a Viking transport aircraft to Argentina, Captain Norman E. Waugh of London's Airwork Ltd. had a very interesting UFO sighting over the Bay of Biscay. Waugh was near 8,000 feet when he spotted ahead, and above him, an elongated oval or "tadpole" shaped craft flying at about 16,000 feet. First Officer Peter Roberts and Radio Officer Stuart Chinneck both agreed with Captain Waugh that the object looked grayish in color and of unusual design. At one point they came within five to six miles of the UFO. It then passed the starboard side of their aircraft at lightning speed, leaving a long vapor trail. During that time the flight crew estimated the object to be traveling about 600 miles per hour at 7,000 feet above their aircraft. Waugh, a former Bomber Command and Transport Command pilot with sixteen years flying experience, and Roberts, a former wartime Squadron Leader, knew no aircraft outside the US proving grounds at Muroc had that kind of performance. They later told reporters that neither of them had seen anything like it before. [37]

On that same side of the world during a small country fair, a "flying saucer" appeared over the Irish town of Cahirciveen. It approached from the northwest at about 1,000 feet at great speed and appeared to be revolving as if it were on an invisible axis. The craft had a kind of white halo and passed over without making a sound. Many observers were from outside the area, only being in town for the fair. Three names that were recorded as witnesses were Michael J. O'Sullivan, J. Coffey, and Patrick O'Shea, all from Cahirciveen. The total time of the sighting approximated eleven seconds. [38]

Then, in Italy at 10:30 P.M. local time, multiple "luminous discs" were seen above Garsenda. They flew from north to south as many local citizens watched the spectacle. [39] Interesting, cases also came from South America in Paramaribo, Surinam, on the llth. [40] Yet, unexplainably, after this day widespread UFO activity suddenly slowed. Just like turning off a switch, people stopped seeing a phenomenon that had spanned the world and accounted for hundreds of reports. In comparison to the onslaught of sightings from the 4th to llth, less than two dozen good incidents would be reported during the rest of the year. Did the news media simply stop covering the sightings or did the phenomenon actually change in character?

Only a few UFO reports, for example, can be found for the 12th. One comes from Spring Coulee, Alberta, Canada, but sounds suspiciously like a balloon sighting. [41] Then a man reported a

"silver ball" flying with a purring noise over Silver Lake, Washington, at noon. [42] Again in this case, it could be attributed to an IFO or identified flying object — very possibly a distant jet.

Five incidents were reported in the American West on the 13th. Three came from Grand Forks, North Dakota, in the afternoon. All describe bright revolving objects traversing the sky. Then at 5:15 P.M. CST a Milwaukee Railroad signal crew in Mussellshell, Montana, observed an irregularly moving round white object. [43] At 7:00 P.M. PST over Baker Valley, near Wingville, Oregon, a round object flying with a "dipping motion" was seen by many witnesses and several aircraft pilots who tried in vain to pursue it. [44]

On the 14th two reports came from Idaho only ten minutes apart. The first sighting occurred at 7:20 P.M. MST south of Idaho Falls. In this case a man described seeing a turning and twisting craft fly by on an irregular westward course. Ten minutes later, and to the west, in Nampa, Idaho, a dozen "flying discs" were seen by Mr. and Mrs. O.B. Warnock. [45]

Two unrelated reports came from the 15th, although both describe a strange "fiery object." Distantly separated, however, the first incident occurred in Indonesia and the second in Utah. [46] On the 16th a sketchy report came from South America and one from Rugby, North Dakota. In the latter case, a luminous revolving object was seen at 1:00 A.M. CST only 200 feet off the ground. [47]

Just one account is evident for the 17th, but it is a very unique sighting. In that instance multiple objects appeared at various levels above Helena, Montana, from 2:45 to 3:00 P.M. MST. Although, those accounts do liken them to simple balloon clusters known to be in use at the time by the military. [48] On the 18th, however, two very notable daylight disc sightings can be found. They begin with Mr. and Mrs. Roger Morin of Arlee, Montana, who spotted two discs at 10:00 P.M. MST heading west. By 11:30 P.M. CST in Joplin, Missouri, one disc zoomed to the southeast looking like a "silver meat platter." [49] No reports have surfaced for the 19th and only one for the 20th which occurred in Texas at 10:35 P.M. and very likely describes a rocket test. [50] The 21st has just one sighting in Boise, Idaho, describing a fast moving oval object. [51] Only one report is of note for the 22nd. That case involves a sighting of a green fireball above Fort McPherson, Georgia. That is of interest because one year later, green fireball sightings would be a widely reported phenomena above many military bases in the West. [52] Actually, the next day another green fireball did appear "under the clouds" over Belgium around midnight. It is the only reliable UFO report for the 23rd. [53] On the 24th, nighttime disc sightings came ^ from Arvada, Wyoming, and Wolf Point, Montana. [54] Then on the 25th another evening sighting of a "luminous saucer" once again appeared over Montana near Whitetail. [55] That day a saucer sighting came from the other side of the Atlantic. In that case numerous witnesses spotted a flat disc-shaped object travel over Odensala, Sweden, flying at about 400 meters altitude in an easterly direction around 5:00 P.M. [56]

26 July

In Washington D.C. at noon President Truman waited on board the presidential aircraft Sacred Cow to sign some important documents before hurrying back to Missouri and his dying mother. Soon a courier arrived at National Airport carrying what proved to be far reaching legislation. With the signing of the National Security Act of 1947 and Executive Order 9877, the Army, Navy, and now the Air Force were coordinated as one military establishment under a single Secretary of Defense, James Forrestal.

This allowed the Army Air Force to become a separate branch of the armed services under a new name, the United States Air Force, or USAF. Stuart Symington served as the first Secretary of the Air Force. (The three departments were separately presided over by a civilian Secretary, each of which became members of the new National Security Council.) On September 26th General Carl Spaatz became the first Chief of Staff of the new USAF. (Each service's chief of staff would become members of the Joint Chiefs of Staff.) General Hoyt Vandenberg then became Vice Chief of Staff on October 1st. Symington, Spaatz, and Vandenberg seldom spoke publicly on UFOs, and what they did say seemed to indicate that the sightings posed no defense concerns. Whether they actually believed that may never be known, but the new Air Force via men like Alfred Loedding is known to have had a very real interest by this date in the curious flying disc reports.

28 July

A sighting very similar to the United Airlines Flight 105 Case occurred on this date on the same run as that noted July 4th incident. Captain Charles F. Gibian and First Officer Jack Harvey of this July 28th Flight 105 trip were preparing for a landing into Boise, Idaho, at 8:34 P.M. MST. As they lost altitude over Mountain Home (45 miles out from Boise), Harvey spotted a strange craft far ahead of their DC-3. Just as Captain Smith described twenty-four days earlier, Harvey characterized the bizarre object as silhouetted against a bright western sky. Captain Gibian then noticed the object and accounted that it appeared to be at 9,000 feet as their aircraft began descending from that same height to 8,000 feet. He described it as weaving as if "it was going through choppy air." Gibian also stated that it was "going like hell when it disappeared" toward the northwest. Both pilots agreed the object to be about the size of their own aircraft and about 40 miles distant. They also felt certain what they saw that day could not have been an aircraft. Each stressed that they had never seen such a thing before and publicly expressed concern that possible military experiments were being carried out in commercial air lanes. [57]

29 July

A sighting at Hamilton Field, California, at the end of July represented one of those few truly exceptional cases that finished out the year. It definitely contributed to Loedding's mounting interest in flying discs and determination to investigate deeper.

Known as the Hamilton Field Incident, it began at 2:50 P.M. PST when Lieutenant Ward L. Stewart in the 415th reserve training unit landed in an AT-6 from a routine training flight and parked his aircraft near hangar 59. The Assistant Operations Officer, Captain William H. Ryherd, then called his attention to an odd object flying above the hangar. It headed right over a P-80 jet fighter coming in on a preliminary landing approach at around 6,000 feet.

The P-80 flew in excess of 250 miles per hour as the unknowns proceeded to pass by the jet "as

if it was standing still." A second object then appeared, flying a left to right "protective" maneuver over the first craft until they each passed southward toward Oakland and then out over the ocean. Both the captain and the lieutenant agreed the objects were 15 to 25 feet in diameter, shiny white in color, and circular-shaped. The total duration of their sighting lasted about fifteen seconds as the craft sped by in a clear sky. No noise could be detected, but the observers felt they could not fairly judge that they were completely silent because of the background roar of the P-80.

Lieutenant Stewart piloted B-29 bombers during the war and had considerable experience as a flyer. He conveyed authority to Intelligence officers when questioned, stating that the objects were "unlike any conventional type of aircraft he had ever seen." Captain Ryherd also conveyed a highly impressive evaluation of the sighting with an extreme degree of sincerity throughout his testimony. [58] Given the opportunity, investigators should scan some of the Oakland papers to see if any other UFO reports were made in connection with the Hamilton Field Incident. Many cases listed in this book have been discovered in just such a way. Uncovered in newspapers from areas near documented sightings, these secondary sources make it all the more evident something truly amazing took place in 1947.

One other good sighting for the 29th is found in the files of the FBI. It is of interest because it also describes an object not too dissimilar than the two objects seen over Hamilton Field that day. Note the similarities in the report:

At or about 12:05 p.m., July 29, 1947, a sedan, driven by Steve Berrmann and carrying R.J. (Bob) Madden in the front seat and Karl Herman in the rear seat, was proceeding northwesterly along the road leading from Canyon Ferry to York, both in Montana some 25 miles N.E. of Helena.

When at a point approximately 1/4 mile N.W. of Canyon Ferry, (as shown on Forest Service Map to be in the NE1/4 of NE1/4 of Sec. 10 TION R1W) Karl suddenly shouted "See it! See it! There's a flying saucer!" Steve immediately slowed down and gradually brought the sedan to a stop, he and Bob meanwhile scanning the sky i in the direction pointed by Karl in an effort to see the "flying saucer," but without success.

Approximately ten seconds elapsed between the time Karl

reported seeing the "saucer," coming over the horizon at high speed from the southwest, (Karl first thought it a meteor) and traveling northeasterly, and the bringing of the car to a stop.

As the car came to a stop, Steve, Karl and Bob, simultaneously, saw the following:

Directly ahead, (N.W.) 2 to 3 miles distant and approximately 3000 ft. above the ground, a bright disc hovering and fluttering in the air. Descending and rising through a vertical distance of fifty or a hundred feet for a period of about five seconds then, while at the top of an ascent, the "disc" suddenly swooped to the Northeast at tremendous speed and disappeared into the clear air within a distance of 200 ft. That is to say it did not pass beyond an obstruction to further visibility but "melted into thin air" as if because of tremendous speed.

This disc was, from the viewpoint of the observers, apparently 3 ft. diameter, circular and of no great thickness — approximately 3 or 4 inches.

The sky was blue with scattered small clouds, the sun was shining brightly and the disc gleamed and shimmered in the bright sunlight as if covered with highly polished nickel.

After the "disc" disappeared from view, the sedan and its occupants proceeded northwesterly along the road, but could discern no evidence of the presence of the "disc" along or adjacent to that thoroughfare.

It is to be remembered that the dimensions as stated above were as they appeared to the observers some 2 or 3 miles from the "disc" and the true dimensions must be considerably greater. [59]

/s/R.J. Madden

R.J. MADDEN
Division Plant Engr.
ThePac.Tel.&Tel.Co.

30 July

Ending out the last UFO report for the phenomenal month of July, this particular account deserves to be quoted in full. Although sightings dramatically fell off by this point, the case is extremely note worthy as evidence that very good encounters did occasionally occur during the rest of the year. The witness involved was returning to his home in Estevan, Saskatchewan, from the Canadian town of Torquay:

> **A motorist driving close to daybreak with his headlights on was watching storm clouds in the northeast. As he watched, something swept out of the clouds and passed overhead moving in a southeasterly direction. It glided down near the ground and then rose again and disappeared at a rapid rate of speed. The unidentified**

> **object did not seem to be very high in the air. "At first it looked like an aircraft wing that was on fire at both ends but when it passed overhead I could see that it was circular in shape. It looked to be about the size of a tractor wheel and about four foot thick. It was revolving and appeared to have flames or fire at the outside edges."**
>
> **I have laughed at the stories of these things, but not any more; I was scared. The object was real. I kept looking around for someone else to witness it but there was nobody else in sight at the time."**
>
> **The motorist said the object was silent and remained visible for about 20 seconds.** 60

The Hoaxes, 1 August

Hoaxes have always existed in connection with any type of mysterious phenomenon. It is regrettable, but that's human nature. Often UFO reports, legitimate or not, tell us more about the observer than the observation they make. Fortunately, because so many dedicated researchers over the years have become interested in UFO activity, most hoaxes are eventually exposed. The serious approach taken by military intelligence in the early years also helped weed out and expose pranksters.

Those investigators were very leery about hoaxes and feared the public, and especially the Pentagon's reaction, if they were found to have been taken in by such a ruse. In typical military fashion intelligence officers did not "fool around," and routinely relied on the FBI for background checks. Alfred Loedding, in particular, was careful to only concentrate on cases involving highly credible observers such as pilots. He also had that scientific knack for looking at data as a whole and not making conclusions based on any one particular event.

Undoubtedly, however, witnesses who produced photos or physical evidence received the most attention by investigators. There are actually a good number of cases in the 1947 files of people claiming to have discovered pieces of "flying saucers" that had supposedly crashed or exploded somewhere near them. Equally surprising is that few of these were attempts to perpetrate a hoax. In almost all of those cases, Intelligence and/or the FBI determined the witnesses were genuinely fooled by objects that were indeed mysterious, but only in the manner in which they were discovered.

There is even reference in both Air Force and FBI files to the Mogul balloon project. This concerned one of those physical evidence cases and referred to several inquiries made by an Intelligence officer, and later FBI field agents, as to whether a particular fragment could have been a piece of

debris from a "Mogul." [61] (This obviously proves the Mogul project was not as secretive an operation as present-day Air Force officials claim when debunking the Roswell Incident.) [62]

The first well-documented UFO hoax in the early files concerns two individuals by the name of Harold A. Dahl and Fred Lee Crisman. They had made the claim that six low-flying UFOs hovered over their boat on June 21st while they were looking for floating lumber off Maury Island near Tacoma, Washington. Subsequently it became known as the Maury Island Incident when they confessed under FBI interrogation to a hoax. This occurred after the Brown and Davidson Army Intelligence team was tragically killed returning from Tacoma after interviewing Dahl and Crisman. Attributed simply to an unfortunate plane crash, their accident had no real connection to the case.

It is also unfortunate that Kenneth Arnold became a victim of these hoaxers. Although he did not lose his life as the result of their ignorant deeds, he did lose something he considered just as valuable, his reputation. This concern for his reputation had made Arnold desperate to learn more about the curious flying saucers following his own sighting in June and a second one on July29th. [63]

Arnold sought any proof he could and became interested in the Maury Island case after the editor of Amazing Stories magazine, Ray Palmer, agreed to put up $200 to help him investigate their claim. Arnold, however, could not have been kept away from such a story. It was outwardly such a good sighting because the witnesses were actually claiming to have pieces of "slag" expelled by one of the saucers after it had supposedly encountered mechanical problems. They also purportedly captured the saucers on film which captivated Arnold more than anything else. Even Captain E.J. Smith of the United Airlines Flight 105 Case became taken by the hoaxers out of that same need—the need for proof.

Seeking to substantiate any possible proof that did exist, Arnold had personally convinced Lieutenant Brown, who had worked on his case, to travel to Tacoma. Brown and Davidson both took advantage of the offer and flew up to Tacoma to meet with Dahl and Chrisman while they were being interviewed by Arnold and Smith in a hotel room at the Winthrop.

Once on the scene the more experienced Brown and Davidson saw the story as an obvious hoax, but because the officers held such a high degree of respect for both Arnold and Smith, they did not indicate to them their feelings and subsequently allowed themselves to be talked into taking some of the alleged fragments back for study.

Flying back to Hamilton Field to take part in the Air Force Day ceremonies, an engine caught fire and the wing came off of their B-25 near Kelso, Washington, killing both Brown and Davidson. The fragments were recovered from the wreckage, and after careful analysis proved to be simple slag from a local Tacoma steel mill. The military threatened to prosecute Dahl and Chrisman but never carried through with it. But because they hesitated to disclose the case as a hoax while considering

prosecution, many thought the sighting to represent a true event.

The press made a lot out of it at the time and for some reason even erroneously stated that the Air Force had ceased disc investigations altogether. When the real story came out months later, buried on the back pages, people missed the explanation. As a result, some still naively detail the Maury Island Incident, alluding that it may not have been a hoax. [64]

Because of that mistaken perception, so pervasive at the time, the first step had been taken which, over the years, would make the military more and more defensive in regard to the media. Even Arnold, held in high regard by early investigators, is treated only with ridicule following the whole tragic event. Afterward, when an article came out critical of the Arnold sighting, TID clerks automatically added it to his file. Intelligence officers around the country felt they had learned a valuable lesson from the incident—caution.

4 August

Every researcher has their own favorite cases for certain periods. The following sighting from Alaska is a particularly attractive story for two reasons. First, this incident received detailed documentation in the military files which usually was not the case with a sighting in such a distant location. Secondly, the incident is typical of a lot of air-to-air sightings of the early days, not only in the manner in which it occurred, but the description of the object seen. In fact, when compared to the United Airlines Flight 105 Case of July 4th, the similarities are striking. Also comparable is the time of day in which both sightings took place. Surprisingly, this account is seldom mentioned in the popular literature.

The incident began northwest of Bethel, Alaska, when DC-3 Captain Jack Peck and copilot Vince Daly of Al Jones Flying Service were on a

routine cargo run. At dusk they suddenly sighted a black saucer-shaped object cross their flight path. It had come in at a right angle to their aircraft and Peck instinctively made a precautionary climb from 1,000 to 1,200 feet to avoid any chance of collision. He then swung in behind the disc and chased the peculiar looking craft as it became silhouetted against a brilliant evening sky. Peck pursued at 170 miles per hour until losing sight of it four minutes later.

During the incident they noted that the disc had a smooth streamlined surface with no visible means of propulsion. The speed of the object was subsequently computed at 510 miles per hour, based on the assumption that the UFO traveled 34 miles in four minutes while the DC-3 moved eleven miles in the same period. If correct, this would also infer that the craft was more than twenty miles distant when last seen. To be able to see an object at that distance, it would indicate a diameter of at least 50 feet and suggests a length of about 500 feet.

Aside from such startling figures, the Bethel Alaska Case drew attention within Intelligence among men like Loedding because of the quality of observers. The airline also considered Captain Peck as a man with an "excellent reputation." A letter in the Air Force files speaks to his character, stating "no one here doubts in the least but that he actually saw this object." [65]

6 August

By the fall of 1947 the FBI had become very active in UFO investigations. The following FBI

memorandum was drafted by the Philadelphia, Pennsylvania, field office and addressed to FBI Director J. Edgar Hover. It demonstrates that although Intelligence in Dayton would soon begin a twenty-two year investigations into UFOs, other organizations like the FBI did substantial work as well in these early years.

This memo did make it into Intelligence files at Wright Field but not all of the FBI paperwork seems to have been shared with them. Correspondence from August even indicates Loedding urging the T-2 Analysis Division (which he was working for on the disc sighting) to give direction to A-2 Intelligence, Fourth Air Force at Hamilton Field, and via them direction to the FBI. Was this a show of frustration that Wright Field may not have been receiving the cooperation that they should have as directed by Washington following the Muroc Sightings? This memo does shows a sincere and worthy effort by Special Agents to conduct an investigation into this particular sighting:

_____Philadelphia, who is employed by the _____, Philadelphia, advised as follows:

Between 10:30 and 10:45 p.m. on August 6, 1947, she was sitting on the steps of her home with _____. She was facing north and observed a large white object traveling at a very fast rate of speed to the south. There was a buzzing sound, not too loud but plainly audible, just after this object passed through the air. This white object left in its trail a thin streak of smoke, which was grayish in color.

Miss _____, Philadelphia, who is employed by the _____, INC., _____ Philadelphia, stated she was sitting on the steps of _____ home on the evening of August 6, 1947, around 10:45 p.m. engaging in conversation with _____ when _____ abruptly stopped in the middle of her conversation and appeared to be frightened. _____ at that time was sitting in a position in which she was facing south. She did not see any object in the sky after noting _____ change of expression, but she did hear a slight buzzing sound.

_____ Philadelphia, an insurance agent, who was a former pilot of B-24's in the Army Air Corps, advised as follows:

He was sitting on the steps of his home around 10:45 p.m. on August 6, 1947, with his wife; and his neighbors, the _____ family, were sitting on their steps next door to the residence of _____. All of the above parties were facing east. _____ noticed at this time an object, emitting a bluish white flame, passing quickly through the air. The object was traveling from northeast to southwest. Using his experience in the Army Air Corps as a guide, _____ estimated the above object was between 1000 and 3000 feet in the air and traveling at a rate of between 400 to 500 miles an hour. This object did not lose elevation as it passed through the air and left either smoke or a condensation trail in its former path, which lasted for about two seconds. A hissing sound accompanied the passing of this object. This sound was moderate and not nearly as loud as the noise accompanying the passage of a rocket ship.

_____ who is a retired police officer of the Philadelphia Police Department, advised as follows:

Around 10:45 p.m. on August 6, 1947, he and his wife were sitting on the steps of their home, when _____ noticed an object, resembling to him a giant firecracker, pass quickly through the air. _____heard no noise, but the object had completely passed from view in a southern direction within a split second. It left a fiery trail for 100 feet. August 6, 1947, was a clear night, and no storm was brewing. _____ was sure the object he saw was no falling star, and he noticed the above object did not seem to be falling but maintained the same altitude.

The wives of ____ and _____ verified the accounts of their husbands as to the above-mentioned object.

It is to be noted the _____ and the _____ live in Northeast Philadelphia near Oxford Circle, which is about ten miles removed from the residence of _____ . _____ residence is located in the western part of Philadelphia. The _____ and _____ are not known to the above mentioned _____ and _____ . It is further noted the observation of Miss _____ the _____ and the _____roughly correspond. All the above persons seem reliable and not the type to seek publicity or to spread rumors.

_____ called the "Inquirer." Philadelphia newspaper, and inquired if it could offer any explanation as to what they had seen. A representative of that paper had advised _____ that the object they saw may have been some product of an oil refinery or chemical company in their neighborhood.

Both the Offices of Naval Intelligence and Army Intelligence in Philadelphia were requested by the Philadelphia Office to ascertain if either the Army or the Navy was doing any experimental work on new types of planes or equipment, in the vicinity of Philadelphia. Such was done with negative results. The Office of Naval Intelligence indicated that an explosion had occurred at the Charles Lennig Chemical Company on August 6, 1947.

_____, Safety Department of the Charles Lennig Chemical Company. Inc., 5000 Richmond Street, Philadelphia, advised as follows:

The above company is a manufacturer and distributor of chemicals- A fire had occurred on a dump of the company on August 6, 1947, but was quickly gotten under control. Such fire was confined to the company's premises and could not have been observed from outside the plant.

The Charles Lennig Company is about two and one-half miles southeast from Oxford Circle. The account of the fire does not seem to fit into the general pattern of the above-mentioned flying object, for it is noted that the flying object was allegedly traveling from a position northeast of Oxford Circle to a south-westerly direction in Philadelphia. _____ pointed out that, to the best of his knowledge, there are no oil refineries and chemical companies located around Oxford Circle or north of such, but that all of the companies of this type are several miles south of Oxford Circle.

All logical investigation having been conducted, no further action will be taken on the instant matter unless advised to the contrary by the Bureau.

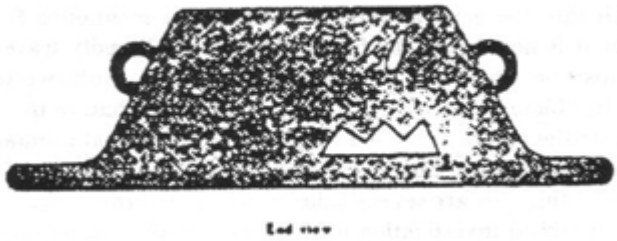
FFB/ctg

98-1762 66

13 August

One of the most interesting features of the 1947 period is the sheer number of disc sightings. This is not to say there was not a diversity of phenomena reported, but many of these "disc or saucer accounts" are extremely noteworthy because few other periods had such high percentages of observations describing true "nuts and bolts" type objects. For example, an above average daylight disc sighting of late 1947 comes from the Smoke River Canyon near Twin Falls, Idaho. On this date at 1:00 P.M. MST a blue disc-shaped object actually flew beneath the walls of that canyon river valley! On its flight, the strange craft sped above a well respected area trout farmer, A.C. Urie. His two sons, Keith and Billy, also witnessed the event as they were coming across the river to meet their father with a boat. All three witnesses then watched it pass about 75 feet over a stand of Mormon Poplars, causing the tree tops to bend and sway as if caught in a vacuum. By that point the craft, which had descended as much as 300 feet below the 400 feet high canyon rim, became silhouetted against its steep walls, resembling an "inverted pie-plate." Urie estimated it to be about

twenty feet wide by ten feet thick with a horizontal pipe or pole sticking out which emitted bright flames. [67] The former county sheriff and a county commissioner, L.W. Hawkins, also reported a similar disc sighting at 9:30 A.M. that day about twenty miles southwest of Twin Falls near the Salmon Dam. Eventually FBI investigators checked all of the witnesses and gave them and Urie a very good recommendation. [68]



This Air Force sketch was inspired by a very similar rendition in the Twin Falls Times News which was taken from several drawings A.C. Urie made depicting a washtub-shaped object. Urie made no references to jet exhaust in his account, although, both the Times News and Air Force sketch added this detail—apparently as an explanation for the buffs of smoke observers saw coming from the object.

That morning another interesting sighting occurred over Redmond, Washington, at 9:00 A.M. PST. The resulting FBI report is quoted here to illustrate that when a UFO report appeared in a news article, there definitely were officials taking notice:

FBI SEATTLE 8-14-47 5-21PM FB
DIRECTOR FBI URGENT
L.R. BRUMMETT. SID DECKER. FLYING DISCS. INTERNAL SECURITY ___. AUGUST FOURTEEN NINETEEN FORTYSEVEN SEATTLE POST INTELLIGENCER PUBLISHED ARTICLE TO EFFECT THAT L.R. BRUMMETT, BOX TWO FIVE FOUR REDMOND, WASH, AND SIDNEY DECKER BOX TWO NINE SIX REDMOND, WASHINGTON HAD SIGHTED TWO DISCS AT APPROXIMATELY NINE AM AUGUST THIRTEEN NINETEEN FORTYSEVEN. UPON INTERVIEW DECKER STATED THAT TWO VERY BRIGHT OBJECTS TRAVELING AT AN EXTREME RATE OF SPEED WERE NOTICED BY HIM AS HE WAS STANDING NEAR THE REDMOND POST OFFICE. DECKER DESCRIBED THE OBJECTS AS HAVING NO WINGS, NO TAIL, AND BOTH ENDS WERE TAPERED. DECKER ADDED THAT THE OBJECTS RESEMBLED A BELLY TANK AND THAT THEY WERE NOISELESS. THE OBJECTS WERE VERY BRIGHT AND TRAVELING IN A NORTHEASTERLY DIRECTION OVER REDMOND, WASHINGTON. ONE A BIT BEHIND AND A LITTLE ABOVE THE OTHER MAINTAINING EQUAL RATES OF SPEED FOR APPROXIMATELY EIGHT SECONDS AT WHICH TIME THEY DISAPPEARED FROM VIEW. DECKER ADDED THAT THEY WERE HIGHER THAN A PLANE GENERALLY TRAVELS. BRUMMETT ADVISED THAT HE NOTICED THE OBJECTS AND CALLED DECKERS ATTENTION TO THEM AND ALSO POINTED THEM OUT TO A MRS MAMIE ENGLISH. BRUMMETT STATED THAT HE SAW TWO OBJECTS FLYING AT A FORTY FIVE DEGREE ANGLE NORTHEASTERLY OVER REDMOND AND TRAVELING AT LEAST THREE TIMES FASTER THAN A PLANE. BRUMMETT ADDED THAT HE WATCHED THE OBJECTS FROM FIVE TO EIGHT SECONDS AT WHICH TIME THEY DISAPPEARED FROM SIGHT. ACCORDING TO BRUMMETT THE OBJECTS WERE DESCRIBED AS BEING NOISELESS, HAVING NO WINGS OR TAIL, LIGHTER THAN ALUMINUM, TAPERED AT BOTH ENDS AND ONE STAYED A LITTLE

BEHIND AND A BIT ABOVE THE OTHER AND BOTH MAINTAINED EQUAL RATES OF SPEED. FROM BRUMMETTS OBSERVATION HE WAS UNABLE TO DECIDE WHETHER THE OBJECTS WERE FLAT OR ROUND. MRS MAMIE ENGLISH STATED THAT WHEN BRUMMETT CALLED HER ATTENTION TO THE OBJECTS SHE TOOK A PASSING GLANCE AT THE SKY AND COULD OFFER NO DESCRIPTION OTHER THAN THEY LOOKED LIKE TWO SILVER BALLS TRAVELING AT A FAST RATE OF SPEED
WILCOX
9-28 PM OK FBI WASH DC GAR [69]

14 August

On the Pacific island of Guam, American enlisted men reported seeing crescent-shaped objects flying past the US military base there. They stated that they flew on a zig-zag course at least twice as fast as a conventional airplane. [70] These authors could not track down the primary source for this account but the incident is listed in an index of sightings in the Fourth Air Force files, although no case analysis is evident. [71]

17 August

In the Mt. Josephine, Skagit County forest of Washington State, a ranger observed a flying disc similar to the object seen in Twin Falls, Idaho. That UFO descended rapidly from the northeast and flew with a slight angular pitch, but righted itself as it came lower. Finally the unusual machine flew off to the southeast at great speed. [72]

Also that day two army officers at Fort Richardson, Alaska, stated that they saw an unusual object flying above them at a tremendous rate of speed below the cloud layer then at 10,000 feet. The records state that the officers described the craft as sphere shaped—not saucer-like. They noted, however, that unlike a balloon it definitely moved against the wind and had a metallic appearance. [73]

19 August

Another sighting comes from Twin Falls, Idaho, at 9:39 P.M. MST when numerous people sighted multiple groups of flying objects in the night sky. These formations resembled a "glow in the air" the color of electric lights. The "lights" traveled at "terrific speed" and flew in triangular formations. At one point three of them peeled-off of a larger group of ten and sped away in a different direction. Due to an overcast, the observers felt that they were not astronomical anomalies. [74]

Apparently many agencies were looking into this sighting including the FBI. On August 22nd the following memo was composed by the FBI:

In accordance with your request, this matter was checked with Army Air Forces. Lieutenant Colonel Garrett advised Special Agent _____ that extensive inquiries within the Army Air Forces revealed that no research or experiments were being conducted by the AAF in the vicinity of Twin Falls, Idaho on or

about August 19, 1947. Colonel Garrett stated that he had no information which would throw any light on the matter reported in the teletype. [75]

If, on the other hand, the Idaho UFOs could have been explained away as aircraft or meteors, it would have surprised few. By August the Gallup poll revealed over 90 percent of adult Americans had heard of flying saucers, but that people continued to feel they represented secret military craft or natural phenomena. [76] Thus, even after the summer wave of 1947, the public still looked upon human achievements in science and engineering with the same sense of wonder they had since the beginning of the modern technological revolution around the time of the 1897 UFO wave. Our present-day mind set associating "flying saucers" with extraterrestrial visitors simply had not yet taken hold. It is interesting to note that even research scientist at the Holloman AFB, who worked around the latest technologies, made no conclusions when they had discs sightings themselves that month. The events are detailed by an official statement drawn up by Operations and Projects Group, Electronic and Atmosphere Division personnel which Alfred Loedding spoke to a year later—actually while investigating an entirely different case:

During the latter part of August, 1947, this organization was carrying on several test runs with a modified SCR-270 at this base. I had released a corner reflector and two balloons and was watching them in their flight as they drifted to the southeast from this base. While watching the balloons through a pair of ten power binoculars, a white object, appearing to be round, came into my field of vision, I followed the objects as far as possible but lost it within seconds after picking it up. The object was traveling at an unprecedented rate of speed and appeared to be several thousand feet over the top of the Sacramento mountain range, traveling in horizontal flight south to north ... it was definitely not a balloon and apparently not manned judging from the violent maneuvers which were performed at a high rate of speed. [77]

3 September

On this day at 12:15 P.M. PST twelve to fifteen circular-shaped objects appeared high above Oswego, Oregon. Each of the strange craft were described as

"very silvery in the afternoon sun." While such a report sounds like it might simply be a misidentification of aircraft or meteors, Intelligence officers could find no such solution. They became sufficiently impressed with the observation to list it as unidentified in the Air Force's record system of sightings started by 1948. As stated before, that classification was never lightly given and even exceptional cases such as the DC-3 encounter over Bethel, Alaska, did not receive such a discriminating designation. [78]

12 September

Although most UFO reports in 1947 do describe saucer-shaped objects, nighttime lights again appeared on this date. This strange incident involved a Pan American flight eastbound from Midway Island to Cahu. Just after passing Necher Island at 1:00 A.M. local time, the crew spotted an intense incandescent white light off the starboard side of their aircraft. At first the pilot thought it might be the navigation lights of another plane, but it was far too bright for that. The flight crew tracked the unknown object and determined it held a true course of 350 degrees while holding at a steady

altitude of 9,500 feet.

The captain estimated its distance from their aircraft at five miles. But just as he took the plane off automatic pilot, the light approached within one mile. After that the UFO quickly veered off to a course of 190 degrees at which time the light split into two parts. The two separate orbs then changed to a less bright reddish hue and flew in a side-to-side formation until zooming out of sight at tremendous speed, estimated at over 1,000 miles per hour.

Investigators calculated the total duration of the observation at only six seconds, but as any pilot will attest to, that is a long time when an unknown object is near your aircraft. Despite the brevity of the sighting, Naval Intelligence took a great deal of interest in the case. The pilots were interviewed by Naval officers who tried to find an astronomical solution to their unprecedented encounter but realized the pilots had good familiarity with meteor phenomena. The pilots told Navy officers that they were certain they had not seen a meteor because it consistently held a steady altitude. The captain of the flight had ten years flying experience with Pan American with 7,000 hours in the air, much of it over the Atlantic and Pacific air routes. His second officer had 1,700 hours and eleven years of flying experience—four years of which were spent in B-24s flying East Coast training duty and combat missions in the South Pacific. Both pilots impressed intelligence officers as keen observers. [79]

1. The Roswell Report, Fact Versus Fiction in the New Mexico Desert.
2. Project Blue Book Files, Roll No. 1, Case 53, listed as Incident 83 in 1947 era documents.
3. Bloecher, Report on the UFO Wave of 1947, p. 111-13.
4. Extract from "Weekly Intelligence Summary, ATC, 16 July 1947," Project Blue Book Files, Roll No. 2.
5. "Kalispell Pilots Sight 'Flying Saucers,'" Flathead, Montana, Monitor, 10 July 1947, p. 1.
6. Research conducted by Jan L. Aldrich.
7. "Saucer Seen by Society Writer Near Country Club," St. Joseph (Missouri) News-Press, 10 July 1947, p. 1.
8. Austin, Texas, American, 11 July 1947.
9. "Learns Shots Can't Ground Flying Discs," Bluefield, West Virginia, Sunset News, 12 July 1947, p. 1. -Vi
10. Denver, Colorado, Rocky Mountain News, 10 July 1947; and Seattle, Washington, Post-Intelligencer, 11 July 1947.
11. Buhl, Idaho, Herald, 17 July 1947.
12. Logan, West Virginia, Banner, 11 July 1947.
13. H.B. Darrach, Jr. and Bob Ginna, "Have We Visitors From Space?" Life, 7 April 1952, p. 83.
14. The Roswell Report, Fact Versus Fiction in the New Mexico Desert.
15. Skylook #27, February 1970, MUFON.
16. Waco, Texas, Times Herald, 15 July 1947, p. 1.
17. "Saucers Put on Show at Princeton," St. Joseph (Missouri) News-Press, 1 1 July 1947, p. 1.
18. Wolf Point, Montana, Herald-News, 17 July 1947, p. 1.
19. Tulsa, Oklahoma, DailyWorld, 11 July 1947.
20. Ibid.
21. Salt Lake City, Utah, Tribune, 1 1 July 1947.
22. "Flying Saucer Is Back Again-Or Something," The Indianapolis (Indiana) Star, 11 July 1947, p. 19.
23. Dover, Delaware, Index, 13 July 1947.
24. Project Blue Book Files, Roll No. 1, Case 59, listed as Incidents 26-21 in 1947 era documents.
25. Gross, UFOs: A History 1947, pp. 44-45; and Project Blue Book Files, Roll No. 2, Case 63, listed as Incident 41 in 1947 era documents.
26. Michael D. Swords, "Project Sign and The Estimate of the Situation." first draft of unpublished article written for 1998 issue of Journal Of UFO Studies.
27. Ibid.
28. Project Blue Book Files, Roll No. 2, Case 60, listed as Incident 27a in 1947 era documents.
29."Statement of Mr. ___, Codroy, Newfoundland," Project Blue Book Files, Roll No. 2, Case 60, listed as Incident 27b in 1947 era documents.
30. "Army Air Force Intelligence Report," Project Blue Book Files, Roll No. 2.
31. Smalands, Norway, Dagblad, 11 July 1947.
32. The New York Times, 11,12 July 1947, pp. 1,2; and Leyden (Holland) Naval Radio Service, 10 July 1947.

33. "Yuman Says She Saw Saucer Friday," The Yuma Sun & Arizona Sentinel, 12 July 1947, p. 3.
34. Tulsa, Oklahoma, Daily World, 12 July 1947.
35. McMinnville, Oregon, Telephone Register, 24 July 1947.
36. Associated Press report, 12 July 1947.
37. "Saucer Flew Past Our Plane," London (England) Times, 12 July 1947; and "Man Who Saw a Flying Saucer," (Buenos Aires) Herald, 22 August 1947.
38. "Flying Saucer Seen in Co. Kerry," (Dublin) Irish Times, 12 July 1947, p. 1.
39. "Flying Saucers Above Garsenda," Milan, Italy, IlNuovo Corriere Delia Sera, 12 July 1947.
40. Paramaribo, Surinam, De West, 11 July 1947.
41. Moose Jaw, Saskatchewan, Times-Herald, 14 July 1947.
42. Longview, Washington, Daily News, 12 July 1947.
43. Montana Record-Tribune, 17 July 1947, p. 1.
44. Baker, Oregon,Record-Courier, 17 July 1947.
45. "Nampans Report 12 Flying Discs," Nampa, Idaho, Free-Press, 15 July 1947; and Idaho Falls, Idaho, Commoner, 18 July 1947.
46. Paramaribo, Surinam, De West, ISJuly 1947; and Ogden, Utah, Standard Examiner, 15 July 1947.
47. Paramaribo, Surinam, De West, 16 July 1947; and Rugby, North Dakota, News, 17 July 1947, p. 1.
48. Helena, Montana, Independent Record, 18 July 1947. '
49. Missoula, Montana, Daily Missoulian, 22 July 1947; and Joplin, Missouri, Sunday Globe, 20 July 1947.
50. Laredo, Texas, Times, 22 July 1947.
51. Boise, Idaho, Daily Statesman, 22 July 1947.
52. Atlanta, Georgia, Constitution, 22 July 1947.
53. Letter to Loren Gross from Belang van Linburg, 1 August 1954, GESAG Files.
54. Sheridan, Wyoming, Press, 27 July 1947; and Wolf Point, Herald-News, 1 August 1947, p. 1.
55. Daniel, Montana, Scobey County Leader, 31 July 1947, p. 1.
56. Stockholm, Sweden, Tidningen, 25 July 1947.
57. Boise, Idaho, Daily Statesman, 30 July 1947; and Bloecher, Report on the UFO Wave of 1947, p. 111-13-14.
58. Project Blue Book Files, Roll No. 2, Case 69, listed as Incident 52 in 1947 era documents.
59. Documents from the Federal Bureau of Investigation, dated September 1947.
60. Canduff, Saskatchewan, Canada, Gazette-Post-News, 14 August 1947, p. 1; and Estevan, Saskatchewan, Canada, Mercury, 31 July 1947, p. 1.
61. Project Blue Book Files, Roll No. 2.
62. See Appendix V.
63. Few people have heard the story of Kenneth Arnold's second UFO sighting. It occurred at 6:55 A.M. when Arnold was flying over Union, Oregon. On this occasion he saw 20 to 25 discs which were rough appearing on top and lighter on the bottom. As these objects flew, Arnold estimated them to be 24 to 30 inches in diameter and flying at speeds faster than 200 miles per hour. He also commented that the discs fluttered and flipped on edge as they headed north. Surprisingly, this second sighting by Arnold received almost no news play.
64. Randle, The UFO Casebook, pp. 11-15.
65. Project Blue Book Files, Roll No. 2, Case 75, listed as Incident 58 in 1947 era documents.
66. Documentation from the FBI, dated 18 September 1947.
67. Project Blue Book Files, Roll No. 2, Case 80, listed as Incident 75 in 1947 era documents.
68. Research conducted by Jan L. Aldrich. (Interestingly, Guy Bannister, a famed suspect in Jim Garrison's Kennedy assassination trial, was one of the FBI players in the Twin Falls investigation.)
69.Documents from the Federal Bureau of Investigation, dated 14 September 1947.
70. Gross, UFOs: A History 1947, p. 58.
71. Founh Air Force Files, "microfilm record 33764-1036," US Air Force Historical Agency, Maxwell AFB, Montgomery, Alabama.
72. Jan L. Aldrich, "Filling In The Gaps," Mutual UFO Network UFO Journal 336 (April 1996): 14; and Gross, UFOs: A History 1947, p. 61.
73. Documents from the Federal Bureau of Investigation, dated 19 September 1947.
74. Project Blue Book Files, Roll No. 2, Case 83, listed as Incident 64 in 1947 era documents.
75. Documents from the Federal Bureau of Investigation, dated 22 August 1947.
76. George H. Gallup, The Gallup Poll: Public Opinion 1935-1948 (New York: Random House, 1972), p. 666.
77. Project Blue Book Files, Roll No. 2; and Gross, UFOs: A History 1947, pp. 62-63.
78. Project Blue Book Files, Roll No. 2, Case 85, listed as Incident # 51 in 1947 era documents.
79. Ibid., Case 87, listed as Incident 59 in 1947 era documents.

Chapter Six
The Birth of Project Sign

The Air Materiel Command's Technical Intelligence Division (hereafter referred to as AMC and TID) developed a growing interest in such diverse reports as those from the Pacific. Since the Muroc Sightings, TID officers had compiled information which formed the basis of later case files. Most of the paperwork, however, was first generated by Air Force or Naval Intelligence officers from military bases nearest to a sighting or from the headquarters of the 4th Air Force at Hamilton Field. Recent releases of federal records indicate that the FBI was also engaged in extensive field work and interrogation of witnesses. At times military intelligence officers even "warned" some witnesses not to talk about their reports.[1] By September, growing demands for an answer to the incidents led to increasing pressure on the newly formed USAF. On September 23, 1947, AMC commander, Lieutenant General Nathan F. Twining, replied to a verbal request from Brigadier General Schulgen of Pentagon Intelligence for TID's analysis to date. Now known as the Twining Memo, it made some interesting conclusions:

> **1. As requested by AC/AS-2 there is presented below the considered opinion of this command concerning the so-called "Flying Discs." This opinion is based on interrogation report data furnished by AC/AS-2 and preliminary studies by personnel of T-2 and Aircraft Laboratory, Engineering Division T-3. This opinion was arrived at in a conference between personnel from the Air Institute of Technology, Intelligence T-2, Office, Chief of Engineering Division, and the Aircraft, Power Plant and Propeller Laboratories of Engineering Division T-3.**
>
> **2. It is the opinion that:**
> **a. The phenomenon is something real and not visionary or fictitious.**
> **b. There are objects probably approximating the shape of a disc, of such appreciable size as to appear to be as large as man-made aircraft**
> **c. There is a possibility that some of the incidents may be caused by natural phenomena, such as meteors.**
> **d. The reported operating characteristics such as extreme rates of _____climb, maneuverability (particularly in roll), and motion which must 1**

> **be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely.**
>
> **e. The apparent common description is as follows:**
> **(1) Metallic or light reflecting surface.**
> **(2) Absence of trail, except in a few instances where the object apparently was operating under high performance conditions.**
> **(3) Circular or elliptical in shape, flat on bottom and domed on top.**
> **(4) Several reports of well kept formation flights varying from three to nine objects.**
> **(5) Normally no associated sound, except in three instances a substantial rumbling roar was noted.**
> **(6) Level flight speeds normally above 300 knots are estimated.**

f. It is possible within the present U.S. knowledge—provided extensive detailed development is undertaken—to construct a piloted aircraft which has the general description of the object in subparagraph (e) above which would be capable of an approximate range of 7000 miles at subsonic speeds.
g. Any development in this country along the lines indicated would be extremely expensive, time consuming and at the considerable expense of current projects and therefore, if directed, should be set up independently of existing projects.
h. Due consideration must be given the following:
(1) The possibility that these objects are of domestic origin—the product of some high security project not known to AC/AS-2 or this Command.
(2) The lack of physical evidence in the shape of crash recovered exhibits which would undeniably prove the existence of these subjects.
(3) The possibility that some foreign nation has a form of propulsion possibly nuclear, which is outside of our domestic knowledge.

3. It is recommended that:-
a. Headquarters, Army Air Forces issue a directive assigning a priority, security classification and Code name for a detailed study of this matter to include the preparation of complete sets of all available and pertinent data which will then be made available to the Army, Navy, Atomic Energy Commission, JRDB, the Air Force Scientific Advisory Group, NACA, and the RAND and NEPA projects for comments and recommendations, with a preliminary report to be forwarded within 15 days of receipt of the data and a detailed report thereafter every 30 days as the investigation develops. A complete interchange of data should be affected.

4. Awaiting a specific directive AMC will continue the investigation within its current resources in order to more closely define the nature of the phenomenon. Detailed Essential Elements of Information will be formulated immediately for transmittal through channels. [2]

The Twining Memo strongly urged that a permanent project be established to investigate and analyze future UFO reports. On December 30, Major General Laurence C. Craigie, Director of Research and Development, Headquarters, USAF, issued an order approving a group "to collect, collate, evaluate and distribute to interested government agencies and contractors all information concerning sightings and phenomena in the atmosphere which can be construed to be of concern to the national security."

This led to the establishment at the Air Materiel Command of Project HT-304, code name "Project Sign," under Air Force Technical Instruction No. TI-2185. Quarterly progress reports were ordered to be submitted beginning July 1, 1948, although only one of those reports have been found in the records from the time.

Much of the same thinking from earlier that summer which linked UFOs to German/Soviet technology lay at the heart of the Twining Memo and the creation of Sign. For that reason most researchers believe TID commander Colonel Howard M. McCoy actually drafted the document—as it was worded from the perspective of his wartime experience in T-2 Intelligence.

McCoy had been a key figure in the recovery of German technology during the war. Although he did not work directly on Operation PaperClip to recruit German scientists, he did value the expertise they could provide. Many of these groups mentioned in the Twining Memo like the Rand Think Tank and the Air Force Scientific Advisory Group (NASA's predecessor) utilized German scientific breakthroughs in their own work.

The Twining Memo called for an Essential Elements of Information or EEI document—which also referenced the military's wartime experience with evaluating technology. The EEI served as a check list of important details to note about a sighting—for example shape of object, trajectory, time

of event, etc. Alfred Loedding and Pentagon consultant Dr Charles Carroll drew up the EEI. It was then sent to all Army Air Force commands to serve as a basis for investigating a UFO incident.

In late 1947 the EEI, combined with a detailed Collection Memorandum from General Schulgen, was hand-distributed within the European Command by Lieutenant Colonel Malcolm Seashore (a former chief of T-2 Analysis section).

It is apparent from reading the memo that Intelligence still wanted European commands to be on the lookout for a possible German/Soviet link to the discs. Frequent mention of the Horten brother's flying wing designs in this document is the most striking example of this concern. Many of its points clearly stress Alfred Loedding's input from an aeronautical engineering perspective:

AIR INTELLIGENCE GUIDE
For
ALLEGED "FLYING SAUCER TYPE AIRCRAFT"

An alleged "Flying Saucer" Type aircraft or object in flight!' approximating the shape of a disc has been reported by many observers from widely scattered places, such as the United States,, Alaska, Canada, Hungary, the Island of Guam, Japan, etc. This object has been reported by many competent observers. Sightings have been made from the ground as well as from the air.

Commonly reported features that are very significant and which may aid in the investigation are as follows:
a. Relatively flat bottom with extremely light reflecting ability.
b. Absence of sound except for an occasional roar when operating under super performance conditions.
c. Extreme maneuverability and apparent ability to almost hover.
d. A plan form approximating that of an oval or disc with a dome shape on the top surface.
e. The absence of an exhaust trail except in a few instances when it was reported to have bluish color like a Diesel exhaust which persisted for approximately one hour. Other reports indicated a brownish smoke trail that could be the results of a special catalyst or chemical agent for extra power.
f. The ability to quickly disappear by high speed or by complete disintegration.
g. The ability to suddenly appear without warning as if from an extremely high altitude.
h. The size most reported approximated that of a C-54 or Constellation aircraft
i. The ability to group together very quickly in a tight formation when more than one aircraft were together.
j. Evasive action ability indicates possibility of being manually operated, or possibly by electronic or remote control devices.
k. Under certain conditions, the craft seems to have the ability to cut a clear path through clouds—width estimated to be approximately one-half mile. Only one incident indicated this phenomenon.

The first sightings in the U.S. were reported around the middle of May. The last reported sighting took place in Toronto, Canada, 14 September 1947. The greatest activity in the U.S. was during the last week of June and the first week of July.

This strange object or phenomenon may be considered, in view of certain observations, as a long-range aircraft capable of a high rate of climb, high cruising speed (possibly subsonic at all times) and highly maneuverable and capable of being low in very tight formation. For the purpose of analysis and evaluation of the so-called "Flying Saucer" phenomenon, the object sighted is being assumed to be a manned aircraft, of Russian origin, and based on the perspective thinking and actual accomplishments of the German. There is also the possibility that the Horten Brothers perspective thinking may

have inspired this type of aircraft and particularly the "Parabola" which has a crescent plan form. Records show that a glider version only was built of this type aircraft. It is reported to have been built in Heilengenberg, Germany, but was destroyed by fire before having ever flown. The Horten Brothers latest trend of perspective thinking was definitely toward aircraft configurations of low aspect ratio. The younger brother, Reimar, stated that the "Parabola" configuration would have the least induced drag which is a very significant statement. The theory supporting this statement should be obtained.

The German High Command indicated a definite interest in the Horten type of flying wing and were about to embark on a rigorous campaign to develop such aircraft toward the end of the war. A Horten design known as the IX which was designated as the Go-8-229 and Go-P-60 (night fighter) was to be manufactured by the Gotha Plant. It is reported that a contract of fifty such aircraft was planned but only three or four were built. This plant is in the hands of the Russians. A recent report indicates that the Russians are now planning to build a fleet of 1800 Horten VIII (six engine pusher) type flying wing aircraft The wing span is about 131 feet The sweep-back angle is 30 degrees. The Russian version is reported to be jet propelled. Answers to the following questions, therefore, are requested:

a. What German scientist had a better than average knowledge of the Horten Brothers work and perspective thinking; where are these scientists now located, and what is their present activity? Contact and interrogate them.
b. What Russian factories are building the Horten VIII design?
c. Why are the Russians building 1800 of the Horten VIII design?
d. What is their contemplated tactical purpose?
e. What is the present activity of the Horten Brothers, Walter and Reimar?
f. What is known of the whereabouts of the entire Horten family, particularly the sister? All should be contacted and interrogated
regarding any contemplated plans or perspective thinking the Horten Brothers and any interest shown by the Russians to develop their aircraft.
g. Are any efforts being made to develop the Horten "Parabola" or modify this configuration to approximate an oval or disc?
h. What is the Horten perspective thinking on internal controls or controls that are effective mainly by streams of air or gas originating from within the aircraft to supplant conventional external surface controls?

For any aircraft approximating that of an oval, disc or saucer, information regarding the following items is requested.
a. Boundary layer control method by suction, blowing or a combination of both.
b. Special controls for effective maneuverability at very slow speeds or extremely high altitudes.
c. Openings either in the leading edge top and bottom surfaces that

are employed chiefly to accomplish boundary layer control or for the purpose of reducing the induced drag. Any openings in the leading edge should be reported and described as to shape, size, etc. This investigation is significant to justify a disc shape configuration for long-range application.
d. Approximate airfoil shape in the center and near the tips.
e. Front view and rear view shape.

Items of Construction
a. Material whether metal, ferrous, non-ferrous, or non-metallic.
b. Composite or sandwich construction utilizing various combinations of metals, plastics, and perhaps balsa wood.

c. Unusual fabrication methods to achieve extreme light weight and structural stability particularly in connection with great capacity for fuel storage.

Items of Arrangement
a. Special provisions such as retractable domes to provide unusual observation for the pilot or crew members.
b. Crew number and accommodation facilities.
c. Pressurized cabin equipment
d. High altitude or high speed escarpment methods.
e. Methods of pressurization or supercharging from auxiliary units or from the prime power plant
f. Provisions for towing especially with short fixed bar and for refueling in flight.
g. Provisions for assisted take off applications.
h. Bombay provisions, such as dimensions, approximate location, and unusual features regarding the opening and closing of the doors.

Landing Gear
a. Indicate type of landing gear whether conventional, tricycle, multiple wheel, etc.
b. Retractable and jettison features for hand gear.
c. Provisions for take-off from ice, snow, or water.
d. Skid arrangements for either take-off or landing.

Power Plant Item
a. Information is needed regarding the propulsion system used in the aircraft Possible types of engines that could be employed include:
(1) Reciprocating (piston type) engine or gas turbine. Either or both of these could be used to drive propellers of conventional or special design, rotating vanes, ducked fans or compressors.
(2) Jet propulsion engines including turbo jets, rockets, ramjets, pulse jets or a combination of all four.
(3) Nuclear propulsion (atomic energy). Atomic energy engines would probably be unlike any familiar type of engine, although atomic energy might be employed in combination with any of the above types. Aircraft would be characterized by lack of fuel storage space. The power plant would likely be an integral part of the aircraft and could possibly not be distinguished as an item separated from the

aircraft.

If jet propulsion is used, large air handling capacity characterized by a large air inlet area and large exhaust nozzle should be evident. The size of entrance and exit areas would be of interest.

It is possible that the propulsive jet is governed or influenced for control of the aircraft. The presence of vanes or control surfaces in the exhaust or methods of changing the direction of the jet should be observed.

Information desired on the propulsion systems pertains to the following items:
a. Type of power plant or power plants.
b. General description.
c. Rating (thrust, horsepower, or air flow).
d. Type of fuel.
e. Catalytic agents for super-performance or normal cruising power. 3

Officially Sign began on Feb. 11, 1948, although work under that code name had already commenced on January 26th. When General Craigie gave tentative approval to the project back on December 30th, he appointed Sign a "2A priority," the second highest, and a security classification of "restricted," the lowest rating. Sign and later Grudge code names were kept secret, but their existence became widely known and referred to in the press as "Project Saucer." Sign worked

through a system of channels. Air Force Intelligence officers stationed at the nearest air base to a sighting, or in some cases Naval Intelligence, usually conducted the first investigations. After that, cases went to AMC and from there down to TID's Sign officers within the Analysis division. A Sign investigator or extra staff person from somewhere within TID or even AMC would then sometimes be dispatched to a sighting location if further investigation was warranted. At times the FBI did the initial interrogation of witnesses and their reports were literary cut and pasted together to form many of the Sign case files. Other files were completed by the Sign team and/or by other intelligence personnel closer to a given UFO event. These were filed not just in Dayton, but with any government agency which could be of assistance, including some original paperwork going directly to Air Force Headquarters in the Pentagon. Some of the initial investigative paperwork, in fact, apparently never went through the Sign project at all, but straight to Washington. By early 1948 Air Force Headquarters ordered TID to make copies of all their UFO files and forward them to the Office of Naval Intelligence and other government agencies that could be of assistance. By that point many of the Sign files began to be

microfilmed but were of poor quality, indicating that they were meant only for inter-service use.

Some investigative work may have been conducted by military units eventually designated ATIC Detachment 1, 2, and 3. These were classified units which had been established during World War II to recover Japanese Fugo balloons. Fugos, loaded with incendiary bombs, were launched into the jet stream as a desperate attempt by the Japanese to strike back at the United States. When the Japanese started to seriously consider arming the balloons with biological weapons, the Western Defense Command surrounded the recovery units with secrecy. After the war many of the teams were apparently kept in place in the event other countries might try to threaten North America with similar balloon warfare. Air Force Colonel Robert Friend later stated that these units were used to conduct UFO investigations up through 1953. They, however, reported to an intermediate level in Virginia and their reports did not go directly to Sign or the later Grudge and Blue Book projects. [4]

Captain Robert R. Sneider technically headed up the Sign team (referred to as MCIAXO-3) while serving under TID Chief, Colonel McCoy, and TID Analysis division Chief, Colonel William R. Clingerman. Sneider, however, seems to have merely been the military administrator with Loedding initially assuming the role of a working director of the team. A few notable members on the Sneider/Loedding staff were, Lawrence H. Truettner (missile specialist), Nicholas Post, John H. Zell, George W. Towles, John "Red" Honnacker, Lieutenant Colonel Miles Goll (who may have technically supervised engineering specialists like Loedding while at Intelligence), Major Raymond A. Llewellyn, and Lieutenant Howard W. Smith. Major Melvin W. Faulk also lent assistance until transferred in June of 1948. By early 1948 Albert Bonnelle Deyarmond (a reserve Army Air Force colonel) also became a key team member. Most of these individuals were highly trained technical intelligence engineers who had worked on UFO related casework as early as July while serving in or assisting TID's Analysis division.

Alfred Loedding, as stated, had come to Wright Labs back in 1938 where he won a reputation as a brilliant technical innovator in the T-3 Engineering section. Loedding consulted on early UFO investigations not only because he was a leading authority on flying wing aircraft design, but he was also recognized as one of the few in the United States who had personal experience in rocketry. He had, in fact, become chief of the first Jet Propulsion Laboratory at Wright Field in 1940. In Loedding's resume he stated that while there, "I pioneered the work in rocket type engines ... I

initiated and monitored all work that finally resulted in a modern and complete Jet Propulsion Laboratory in 1943." [5] After that Loedding went to work at the Armament Laboratory on the development of another project of his, the hydrobomb. The hydrobomb was a type of underwater rocket-propelled torpedo that was to be carried by aircraft for anti-ship warfare. While in this project Loedding served as the chief liaison with private contractors but apparently ran against military procedure in his work. As a result of that he resigned from the project in disgust with the wasteful management of time and resources that the military bureaucracy exhibited in its own efforts to develop weapons systems.

After that Loedding realized weapons production must be entrusted with private industry. Nevertheless, Wright Field continued to use him as a military liaison and trouble shooter with other industries involved in 1 ^ government war production contracts. This included work on the B-29 project and its successor, the B-50. During this time Loedding personally contributed to the solving of the engine fires that plagued so many B-29s coming out of the first production runs. He was then sent to coordinate on the first stages of development of the huge nuclear B-36 bomber. While on the B-36 project he assisted with the shaping and forming of magnesium alloy sheet metal at the B-36 plant in Fort Worth, Texas. After the war he briefly worked full time at Patterson Field for the T-2 intelligence section. We do not know what he worked on at the time, but soon Alfred was back to work in the T-3 Engineering section. Apparently by then he worked mainly in research and development projects and was still used as a corporate liaison and technical assistant. He wrote that at that time, "I visited major aircraft companies and manufacturing concerns, such as the Aluminum Company of America and their sub-contractors to solve manufacturing difficulties and tooling problems. I also visited various other plants throughout the country and was solely responsible for examination of their manufacturing ability and then recommending the awarding of contracts to Procurement Division." By February 17, 1946 Loedding returned to T-2. He wrote that at that time:

> **I joined the Analysis Division . . . and took a leading part in organizing the Aircraft Section. I created the Supersonic Unit and became Chief for approximately two months. I was then advanced to Civilian Chief, Aircraft Section, and supervised the Section jointly with the Military Chief, which was the policy at that time. I held that position from April until June, and was then loaned to the Office of the Technical Assistant in order to replace Major Ryan, who was scheduled to leave in July; I took complete charge of the Office of the Technical Assistant on 1 August 1946, after Major Ryan resigned in July.** [6]

From August 1946 to May 1949 Loedding officially worked as the "Technical Assistant to the Chief of the Technical Analysis Division of MCI A." (MCIA was TID's WWII era predecessor which was called the Materiel Command Intelligence or MCI of | the Air Technical Service Command—forerunner to AMC. In this case Intelligence Analysis was called MCIA—A for Analysis.) During this time, aside from what would become an active job in UFO investigations, Loedding also supervised the offices of Guided Missiles and Foreign Industrial Facilities. It is unclear why, but although Loedding was technically employed by T-2 Intelligence then based at Patterson Field, he retained his office at Wright Field and may have still worked in some capacity for T-3 Engineering. In Loedding's resume he characterized his duties at this time as follows:

Alfred Loedding

I was authorized to sign all routine correspondence under the jurisdiction of the Technical Assistant's Office when on a Division level. I was responsible for approving all outgoing correspondence and technical reports from my office and the offices of Guided Missiles and Foreign Industrial Facilities. My principle duties consisted of 1) advising the Chief and his Deputies regarding technical matters of an engineering nature, a technical intelligence nature, and broad plans for accomplishing the overall intelligence mission, 2) acting as the Chief's representative on important conferences that would effect the entire Division, 3) acting as an engineering consultant for all the sections of the Division, 4) monitoring continuous projects, such as the Air Force College Thesis Program and Foreign Aeronautical Trends Report, etc., 5) approved all technical reports including those of the German scientists, for technical or engineering correctness, as well as the technical intelligence aspects, 6) review and recommend security classification of important documents as requested by the Chief, 7) present talks to various governmental and outside agencies regarding highly technical subjects pertinent to the mission of the Division, 8) other routine and special duties befitting that of a Technical Assistant as requested by both the Chief of the Division and the Chief of the Intelligence Department, such as initiating and monitoring Project "Sign" (Flying Saucers). [7]

On September 5th of 1947 he served as TID's Intelligence as well as

Engineering liaison with the Pentagon on the UFO subject. This involved a meeting with General Schulgen and Dr. Charles Carroll who was a mathematics and missile expert. They met initially to discuss a radar sighting in Fukuoka, Japan, but Loedding attended other meetings as well on the disc sightings. Loedding also worked with Lieutenant Colonel Garrett from the Air Force Intelligence, Collections Division in the Pentagon. As already examined, Loedding may have assisted Garrett on his preliminary estimate of the current UFO situation back in July. (See page 83.)

Loedding initially concentrated on a German/Soviet answer to the disc sightings as many did. Perhaps this was because at the time he was working with many of the former Nazi rocket scientists who were then being utilized by Wright Labs. But Loedding, along with Garrett, would by the end of 1947 become supporters of an extraterrestrial hypothesis for the origin of the flying disc phenomenon. Loedding's excitement over the disc sightings, in fact, stimulated a movement to have many of the Pentagon's UFO files transferred to Wright Field in September of 1947. Beyond that no one will ever know the full influence of Alfred Loedding, but his personal papers do characterize him as the "initiator of Project Sign." Certainly it is fair to speculate that he may have been a key

figure pushing for the establishment of such an investigation because he was the man being used as a liaison between Washington and Dayton. Having talked to Loedding's brother and son, it is the belief of these authors that Alfred Loedding may have suggested the code name of Sign.[8]

Albert Deyarmond also did important liaison work with the Pentagon. In fact, research conducted by researcher Wendy Connors indicates Deyarmond may have been the main Pentagon contact, but not until mid 1948. This could have been a result of the fact that Deyarmond had been a very close friend and wartime companion of Colonel McCoy. During the war Deyarmond and McCoy along with Colonel Harold Watson were all key figures in the operation to recover secret German technology. After the war Deyarmond assisted Colonel McCoy in building a technical data base at Wright Field from German documents.

Albert B. Deyarmond

Deyarmond, like all the Sign staff, was well versed in many disciplines. Deyarmond did not officially join the Sign team until May of 1948 because he had taken a job at the Ryan Aeronautical Company in San Diego from December 1946 to April 1948. He had left active service at the end of 1946 due to minor health problems but retained his rank as a reserve officer. It is believed McCoy requested Deyarmond's return to active duty to help with the saucer investigation as early as July 1947, but his health prevented it. McCoy, however, finally got Deyarmond on the team by 1948 as a civilian employee. His influence in the project's later work is very evident. Like Loedding, he was a gifted engineer and also had an aptitude for missile aerodynamics. Yet, Deyarmond was not as outwardly vocal on the possibility of an extraterrestrial connection to UFOs as Loedding.

That belief in an extraterrestrial connection seems to have become a very touchy subject. Surprisingly, it was not because of the fantastic nature of such a theory but the politics within the Air Force itself. It is important to keep in mind that there were many different people within Air Force Intelligence who affected military policy on UFOs. Individuals gravitated to groups which formed factions, not just within the Pentagon but Dayton too. Many of these names can not all be detailed here, but the reader should keep the following passage in mind as the complicated history of Air Force involvement unfolds.

First the Pentagon. In 1947 Carl Spaatz as Chief of Staff was the top authority figure. However,

Spaatz figures very little into the UFO story because his junior executive, General Hoyt Vandenberg, would soon replace him. Under both Spaatz and Vandenberg was the office of Intelligence known as The Directorate of Intelligence, eventually referred to as AFOIN. General George McDonald served as Chief of Air Force Intelligence in 1947. But, like Spaatz, he figures very little into the UFO picture because it would be his executive officer, Brigadier George Schulgen, who would affect policy. We have already seen how Schulgen mobilized the first efforts to look into the UFO sightings after the July 8th Muroc Sightings. He also inspired the Twining Memo later that year which led to the formation of Project Sign by 1948. But following in McDonald's and Schulgen's shoes in 1948 was Major General Charles Pearre Cabell. Cabell would end up having significant influence on Air Force policy concerning UFOs, setting the stage for Project Blue Book in late 1951.

Pentagon Intelligence had its own divisions. Under AFOIN were the Air Force Office of Intelligence Requirements branch or AFOIR and the Air Force Office of Air Intelligence or AFOAI. The former (AFOIR) included the Collections branch known as AFOIR-CO. It was in this office we find Colonel Garrett working under his executive officer Colonel Robert Taylor.

As we have seen, Garrett was the one who worked with the FBI and soon Alfred Loedding from Dayton. He also became personally sympathetic with the developing viewpoint that many of the flying disc reports represent "real technological objects." Like Loedding, this at first meant German technology but their belief changed to an extraterrestrial hypothesis by the beginning of 1948.

Not only were Garrett, and soon Taylor, among this pro-UFO Pentagon faction, but also Colonel Frank Dunn, who worked in the main office. (Dunn would later be head of Intelligence at Dayton from September 1951 to August 1952 during the heyday of Project Blue Book.) Major William A. Adams of the Documents and Dissemination Office was also an open-minded individual working in Pentagon Intelligence. Adams, like Dunn, would be very influential in the UFO picture by 1952. [9]

On the other side of the Pentagon spectrum were officers from AFOAI. These men served as an "analysis" division. Under that heading could be found those who were "non sympathetic" to the UFO phenomenon. Such individuals worked in the AFOAI's Defense Air branch (AFOAI-DA) and the Air Estimates branch (AFOAI-AE). All of these men became known as "violently anti-UFO." Researchers can grasp a clear insight into why some people became "pro-UFO," or on the other hand how someone may choose to discount the sightings. But no one can explain the motivation behind that Pentagon faction which chose to debunk the phenomenon at all costs. Officers like Colonel Harold Watson, (a key man on McDonald's staff) went so far as to criticize the character of pilots who saw UFOs. He even did this publicly and went out of his way to talk to reporters about the silliness of UFOs and those who claimed to have seen them. Yet all who were associated with Watson knew him to be the first to defend Air Force pilots in any other matter. He was an outstanding officer—no one ever said anything to the contrary. In his early days he had also been a highly respected test pilot at Wright Field. During the war he distinguished himself as head of Operation Lusty—an endeavor to recover German aircraft technology. The small group of men he lead around Europe during that mission became known as Watson's Wizards and they all had great admiration for their commander.

Watson would replace McCoy in mid 1949 as head of Intelligence in Dayton. His arrival, in fact, came just after the end of Project Sign and the creation of a very ineffective successor project called Grudge. He served that post until the creation of a reorganized UFO investigation in September of 1951 when Colonel Frank Dunn replaced him. During Watson's tenure at Dayton he, in association with James Rodgers, used Project Grudge to debunk UFO sightings. Ironically, Watson would return

to head up Intelligence in

Dayton in 1953 just as the heyday of Project Blue Book, under the very objective administration of Captain Edward Ruppelt, came to an end.

Other "saucer killers" were Pentagon assistants to the Director of Estimate, Major Aaron Jerry Boggs and Colonel JJ. Porter. Both Boggs and Porter (Porter soon became Director of Estimates) and especially Watson would affect UFO policy up through 1951, with Porter staying on the crusade through 1952. Yet these were not poor officers nor men who lent themselves to anything other than objectivity. They were some of the best minds in their field, but they held more senior positions than the pro-UFO faction. Thus, many researchers have wondered if there is a secret, yet unknown, reason for their unexplainable aggressive hatred of the UFO phenomenon. Some researchers feel they may have had first-hand knowledge and involvement in a cover-up of physical evidence stemming from the Roswell Incident, although this idea has not been documented and remains only speculative conjecture at this point in time.

As the Air Materiel Command at the newly renamed Wright-Patterson AFB complex in Dayton became involved in UFO research, factions formed there as well. The head of the AMC at this time was Lieutenant General Nathan F. Twining. Under his office came five basic operations. The most well known were the Air Force's Technical Research and Development engineering operation or T-3, and the Technical Intelligence group or T-2—which became the Technical Intelligence Division (TID) in August. T-3 was based at Wright Field, comprising the aviation laboratories and headed up by Major General Alden Crawford with General P.O. Carroll serving as director of research and development (often termed R&D). That is where Loedding first worked (in building 11A Room 252) until assisting almost full time at T-2 by 1947. The T-2 offices, however, were located at Patterson Field—five miles away from the older Wright Field. (The other divisions of AMC were T-l—personnel, T-4—supply, and T-5—plans.)

Colonel Howard McCoy served as the director of AMC's T-2/TID group. It had four subdivisions: Collection, Intelligence Analysis, Air Documents, and Photographic. Known as Mac, Colonel McCoy was an outstanding engineer in his own right. He had initially moved from a T-3 engineering division during the war into intelligence work when men with his experience were needed to recover Germany's advanced aviation technology. McCoy then got into the role of analyzing German technical documents which led his division into a general enemy air power analysis mission. That is how the Intelligence Analysis division formed under TID's WWII era predecessor which was called the Material Command Intelligence or MCI of the Air Technical Service Command—forerunner to AMC.

Analysis is where Colonel Clingerman comes into the picture. He

served as executive officer of MCI—Analysis by 1947. It was his office that Alfred Loedding assisted with at almost every level but concentrating on supervising the offices of Guided Missiles and Foreign Industrial Facilities. Loedding worked well with Patterson Field Intelligence legends McCoy and Clingerman—who were both engineers at heart. But interestingly, Loedding seems to

have kept his Wright Field office in building 11A throughout 1947 and part of 1948 even though his title changed to Analysis Division Technical Assistant of the TID intelligence department as early as 1946. Although the WWII era prefix MCIA was still used for a long time for TID's Analysis division, it was composed of two sections. One became known as the Operations Section or MCIAO and the other as Technical Analysis Section or MCIAT.

MCIAT had a number of branches like Special Analysis—MCIAXB, where Nicholas Post worked. Another was Special Projects—MCIAXO, headed by Major Raymond Llewellyn. A third was Foreign Liaison—MCIAXL. Then Aircraft and Guided Missiles \ Analysis—MCIAXA, where John Zell and Lawrence Truettner resided.

Special Projects or MCIAXO actually became the birth cradle of Sign because that is where innovative ad hoc committees formed. Alfred Loedding, in fact, may have lobbied for such a special (UFO) project out of the Special Projects group before authorization even came down from the Pentagon. But, because all these offices were very fluid, one can now see why the Sign team all formed from different areas within the vast TID organization.

It is still the personal opinion of these authors that Loedding inspired the project name of SIGN. After all, Edward Ruppelt once stated that each project name had a meaning behind it, and Loedding did come to believe that the discs could be of extraterrestrial origin.[10] As stated, Alfred Loedding, who worked in all the offices at one time or another—sometimes simultaneously, had a particular enthusiasm for the phenomenon. This may have been generated by his own sighting during October of 1932. Primarily, however, his experiences during 1947 proved to Loedding that something very significant was taking place.

Fortunately, the authors recently tracked down a son and the brother of Sign civilian team leader Alfred C. Loedding. In two different interviews with a follow-up intensive interview of son Donald Loedding by Wendy Connors and then a third session with both Hall and Connors present, these gentlemen detailed facts never before known about Alfred C. Loedding or the Sign project. Aside from the relevant UFO-related stories, the authors learned that Alfred Loedding had indeed been an extremely gifted aeronautical engineer.

This is a very critical point because UFO debunkers have always downplayed the Sign project by continually focusing on one point—the inexperience of the team members. Research conducted by the authors finally dispels this myth.[11]

The best information from Loedding's Project Sign days comes from his son Donald. Donald was in the transition from grade school to high school in those years and recalls numerous impressions from the time. One of the most stunning is a clear memory of his father talking about "landing cases," yet today the Project Sign documents released through the Blue Book Files by the National Archives do not include any investigative paperwork on true unexplained landing incidents. Donald, however, recalls not one but numerous trips his father made to investigate such events including incidents in which UFOs interfered with the electrical systems of automobiles. Such cases of electrical magnetic effects were not officially documented by Air Force investigations until 1957. Could this be why Alfred was the first to examine an electromagnetic connection to the phenomena while others only concentrated on ram jet or nuclear propulsion theories? He also recalls his father being especially interested in UFO reports filed by airline pilots. The Sign files do speak of such cases but detail far fewer incidents than are remembered to have attracted Alfred Loedding's attention.

On the other hand, unlike many of the sensational stories currently in print on the Roswell

Incident, Donald Loeding emphatically states that his father (who had a "Secret"—later "Top Secret"—security clearance) never spoke of any such event and is certain that his father would have known about a crash of a UFO if it had occurred. His brother Fred confirmed that. In Fred's mind, Alfred had no knowledge of a UFO crash at Roswell. Fred Loedding does, however, tell a now rather familiar story about a hanger that was off bounds when visiting his brother at Wright Field around 1947 or 1948. Alfred could not tell Fred what was in that hanger because he himself had no access, but the implication was that is was UFO related.[12]

Loedding, like all the Sign members were the highest valued experts employed by the Air Force. By the end of 1948 the Sneider/Loedding team looked into 243 sightings with a high degree of care.[13] Unlike later Air Force investigations, participating intelligence officers and Pentagon brass alike took this project very seriously. FBI agents continued to be utilized to research the backgrounds of witnesses. Ohio State University, under contract with the AMC, also served as a resource. That's how the late Dr. J. Alien Hynek came to work as a consultant. In 1947 he taught astronomy at Ohio State. He was the only astronomer near Dayton and in later years described his long association with the Air Force as an accident of geography. Members

of the Scientific Advisory Board to the Chief of Staff of the USAF like Dr. George E. Valley supplied their services as well in a consulting capacity.[14] Although no one knew what they might find, their interest primarily centered around fears that the Soviets might be responsible for the disc mystery.[15]

14 October

UFO activity in the fall of 1947 remained very spotty although interesting reports continued to be documented. One such case marked unidentified, occurred eleven miles north of Cave Creek, Arizona, when two Phoenix mine operators saw a black flying-wing shaped UFO around noon that day. It zoomed over them at about 8,000 to 10,000 feet, moving around 350 miles per hour. Both men had experience with military aircraft, one with five years service as a fighter pilot and the other with two years training as an Army Air Force gunner and a pilot himself—yet neither could even make a guess as to what it was that they had seen.[16]

On that same day Captain Charles E. Yeager broke the sound barrier and reached 760.5 miles per hour in the Bell XS-1. Until then only captured V-2 missiles flew at such speeds. Conventional jets could seldom exceed 600 miles per hour, and the German rocket designs only flew in restricted test areas of the American West and regions of Soviet Siberia. The next generation of rockets like Sputnik, that were capable of intercontinental flight or orbiting the Earth, were still a decade away.

12 November

Boise, Idaho Statesman, reporter Dave Johnson continued to express great interest in UFOs. Whenever a good case came along he conscientiously sought to gather the facts. This excerpt details a notable sighting from this date that took place off the American West Coast. Observations of unidentified aircraft at sea always attracted the attention of Intelligence officials due to the possibility that they could originate from Soviet submarines. For that reason a clipping of this article ended up in the files of the 4th Air Force: (Alfred Loedding indicated in an interview in 1954 that

Wright Field was keeping a similar file of correspondence and clippings in the late 40s, but unfortunately this material was apparently later disposed of.) [17]

Talks About Aviation
by Dave Johnson

One of the greatest aeronautical mysteries of all time—that of the flying discs—has come to life again. Objects which where reported seen by thousands of persons on the ground and by scores of pilots in the air, have been sighted off the Pacific coast.

The oceanic appearance of flying discs was the subject of a message transmitted to naval intelligence in San Diego, San Francisco and Seattle. The report also was relayed to the U.S. hydrographic office in ".." San Francisco. It originated with the second officer of the tanker S.S. Ticonderoga.

The tanker was at a position 300 miles north of San Francisco, and 25 miles off the coast on Nov. 12 when the officer reported that he saw two flying discs.

This is the report: "Two flying discs were sighted flying southwest at f high speed. They appeared about 36 feet in diameter and were 20 feet apart. They emitted a very bright glow and left a streak about 50 feet behind them.

They were first sighted bearing north and disappeared bearing west at 0620 Greenwich central time. The fix (position of the vessel) was latitude 43 degrees 15 minutes north and 124 degrees 54 minutes west"

After receiving a report that the discs had been sighted at sea, we telephoned an intelligence officer assigned to one of the air forces in the United States. This air force had received "orders from the top" to expand every effort in tracking down the possible source of flying discs. We cannot give this officer's name. But he said he is now convinced that something has been flying over the United States, and the source of that something, as far as he understands, is not known either to the Army or the Navy.

We have also learned that the Army has asked what it considers its most creditable witnesses of flying discs to draw pictures of what they saw. These drawings have all been generally the same. These sketches are of an object with a rounded nose and a tail with a sharp point, much like a tadpole. The officer with whom we talked appeared extremely interested in the blue light which glared over a 250-mile area of southern Idaho and eastern Oregon a few weeks ago. He said he was not convinced it was a meteoric display. Three men, two United Airlines pilots and a CAA air center inspector riding with them, observed this light from a point near Baker, Ore. They said that after the light expired there was a trail of luminescent particles in the air which slowly assumed an arch of 180 degrees and vanished. [18]

15 November

It is hard to find detailed information on UFO sightings in foreign countries during 1947. Many of the accounts we do have are very vague. But whatever

it was that this report represented—47,000 people at a baseball game in Managua, Nicaragua, saw it. Most of the stories described two silver oscillating "platillos valadores" that slowly flew down over the stadium and briefly hovered before zooming off at terrific speed. Spanish for flying saucers, platillos valadores or "flying plates" could only be so characterized by people throughout the world because they resembled no known aircraft.[19]

18 November

By November there were efforts by the Air Force to plot the trajectory of UFO activity in North America based on the sightings that they had then collected—which only amounted to about three to five percent of known incidents. Alfred Loedding and Pentagon consultant Dr. Charles Carroll seem to have coordinated on this but only one record speaks to this effort.[20] Because the files from this time are so sparse, only bits and pieces of the types of discussions going on at Wright Field can be ascertained in regard to UFOs. One curious topic we know of did center around Spain. Colonel McCoy remained very interested in any possible link to German technology that could account for the saucer sightings and continued to leave no stone unturned. One theory centered around the possibility that some German scientists had escaped to Spain at the end of the war and were developing radical aircraft designs. Today we know the Spanish were producing aircraft based on German designs, but these all dated back to pre-war or WWII models. In fact one of these many aircraft built in Spanish aircraft plants, a virtual copy of a German JU-52 transport, is today on display at the Air Force Museum in Dayton, Ohio. Yet, it is curious to note that at the end of 1947 Colonel McCoy sent a memorandum asking that all references to aircraft development in Spain be upgraded to "Secret." No files on this subject postdating that memo have been declassified.[21] (This notion of Spain serving as a point of origin for flying saucers gained public attention after a syndicated newspaper story, written by Lionel Shapiro, detailing weapons development in Spain.)

Added to the mysteries of this time is a story out of Greece where numerous flying disc reports originated at the end of 1947. The Greek government became very concerned over the incidents because of recent Soviet attempts to promote political instability as well as coerce democratic

movements in the region. Greek authorities thus decided to conduct an investigation. They assigned their top physicist, Paul Santorini, to the case. Santorini was a brilliant scientist and a close friend of Dr. Albert Einstein. Santorini looked into the possibility that the sightings could be the result of Russian missiles or aircraft. It was common knowledge that the Soviets were seeking to influence the political situation in Greece, and this stood as a perfectly logical conclusion. Santorini, however, established that the reports were not attributed to known mechanical devices.

Logically one would think that the American military would have been very interested in any such studies so near the Soviet border dealing with even the possibility of Russian missile activity. For that reason it is very odd that the Pentagon instructed the Greek government to terminate Santorini's studies when they received word of his conclusions. A team of American scientists then flew to Greece to interview Santorini, but no records have been uncovered to shed any more light on this unique series of developments.[22] It is interesting to speculate weather Alfred Loedding and missile expert Lawrence Truettner might have been on that trip to Greece. It certainly would have dovetailed with their duties as members of the Analysis division.

UFO activity overseas must have been rather significant that late fall and winter. As stated, less than five percent of sightings were reported to the US military in 1947, and only a percentage made news stories after the summer onslaught. So the sightings we do know of from Europe and the Middle East at that time suggest more than may be presently recorded. These include disc sightings in the Persian Gulf on November 5th, Oslo, Norway, on December 12th, the Antarctic around the very end of 1947 or early 1948, and reports in Finland by the first of 1948.[23]

Colonel McCoy was not the only one still trying to link disc sightings to European or Soviet

matters. By December the public was just as anxious to find out if there could somehow be a Soviet connection to the saucer mystery. Oregon Congressman Harris Ellsworth even made the statement that, "he had received information concerning the development of high-velocity missiles by Soviet scientists." [24] The implication expressed by Ellsworth's statement attempted to address fears over the hundreds of unexplained sightings of discs that had occurred in his state since early summer.

Scientists were also serious about the subject even though most did not speak out on the topic. Dr. D.C Wylie of the University of Iowa stood out as an exception. At the annual winter meeting of the American Association for the Advancement of Science, Wylie addressed a session attended by astronomers, urging that a nationwide "sky-patrol" be established to

investigate the flying disc phenomena. He, like other scientists, felt that the disc mystery may involve matters of national security. His concern therefore stemmed from a sense for national preparedness and not necessarily matters of scientific curiosity. This is an important point because it demonstrates that even by late 1947 the public in large part perceived flying saucers as earth-born phenomena. In later years scientists would become interested in UFOs because of the implication to extraterrestrial visitation. By then, however, those same scientists would remain hesitant to speak out on the subject. This time it was not for reasons of indifference but fear of ridicule. Over the course of the years following 1947, the concept of spaceships from another world would be lightheartedly addressed by the press and after 1948 even by the Air Force itself. Largely because of that treatment, by 1949, the cinema and popular literature would equate UFOs not only with spaceships but do so in a negative stereotypical fashion which promoted that very air of ridicule.

18 December

Because UFO sightings were still popping up in the news, the Air Force continued to feel public pressure for answers to the flying saucer mystery. The degree of pressure the government was then exerting on the USAF is not yet fully documented, but for some reason Air Force Chief of Staff, General Carl Spaatz, chose to comment on the issue this day. He stated that he was not convinced of the existence of such objects but then contradicted his position by stressing that the Air Force could not discard the possibility that the saucers were the result of foreign technology. Obviously, reporters took this reference to be synonymous with Soviet aircraft. But did he have a different inference in the back of his head? Others like Loedding, were just starting to seriously consider spacecraft from other worlds as a possible answer.

Although the military did important preliminary investigations in 1947, many of the files it generated were mysteriously "lost." What remain today are listed in the first cases of the United States Air Force Blue Book files. Edward J. Ruppelt, later an Air Force project leader of UFO investigations from 1951 to 1953, had the opportunity to view a more complete set of files in late 1950. Fortunately, he summarizes many of his observations in his 1956 book, Report on Unidentified Flying Objects. His personal papers, now under the capable administration of Professor Michael Swords of the Department of Science at Western Michigan University, also reveal unique insights.

Ruppelt stated that the 1947-48 correspondence of TID showed "that the UFO situation was considered to be serious, in fact, very serious." Only the best in intelligence came together to work on Sign. As a result, security became very strict concerning media investigations into the subject as the

Pentagon did not know if UFOs were Soviet secret weapons, the Navy XF-5-U-l project, or "non-earthly" in origin. He confirms many at TID began to regard UFOs as the latter. By 1948 "the Soviets were practically eliminated as a UFO source . ...those in ATIC were openly discussing the possibility of interplanetary visitors without others tapping their heads or looking smug." (When Ruppelt refers to ATIC, he means TID which in 1951 was renamed Air Technical Intelligence Center.)

Ruppelt also found a memo in the old Project Sign files which, in his words, stated, "Those who were convinced that UFOs were of Soviet origin now began to eye outer space, not because there was any evidence that UFOs did come from outer space but because they were convinced that UFOs existed and only some unknown race with a highly developed state of technology could build such vehicles." [25]

By the end of the year, 109 case reports of strange flying objects were accounted for in the Project Sign office. Nine cases still remain classified as unidentified in today's declassified (Project Blue Book) Air Force files.[26] (Earlier Air Force figures listed 12 unidentified cases for 1947, but the index released by the National Archives in 1976 reveal only 9. In addition, the Air Force's official statistics from 1969 list 122 total reports for 1947 but today only 108 cases plus an unnumbered report are present.)

Dr. James McDonald, a noted UFO researcher during the 1960s, reinvestigated many of the 1947 cases. He acquired names of witnesses from the Air Force and tracked down some of those individuals. McDonald's papers, now available to serious researchers at the University of Arizona, prove the 1947 wave was not just a "fly over" phenomenon as often suggested. Rather, the sightings from that year reflect all aspects of UFO behavior as evidenced by later waves. Other scholars in the field of UFO studies such as Ted Bloecher, Aime Michel, Richard Hall, Jan Aldrich, and Loren Gross have concurred with McDonald. At one time or another in their writings they have stated that all aspects of the phenomenon are exemplified by the 1947 sightings with the exception of abduction cases. This even includes radar cases. Recent research by Jan Aldrich indicates that the first 1947 radar case may have occurred as early as January 16th over the North Sea. The Far East Air Force had three such cases in Japan during July, August, and September. The Humble Oil Company also had an anomalous radar incident at their research facility near Houston, Texas, on September 19th. To date, Jan Aldrich is continuing his very important research into 1947 and is the most qualified to draw the final conclusions on the great UFO wave of 1947.

1. Ruppelt, Report on Unidentified Flying Objects, p. 29.
2. Edward Condon, ed., Scientific Study of Unidentified Flying Objects (New York: Bantam Books, 1969), pp. 894-895; and Project 1947 Web Site: http://www.iufog.org/project 1947/index.html.
3. Wendy A. Connors, Anatomy of a Project (unpublished manuscript, 1998). (To date, Connors has conducted the most exhaustive study into the people and events of the first government investigations into UFOs.)
4. Research conducted by Jan L. Aldrich. (Dr. Lincoln La Paz, who worked on balloon bomb defense during WWII, stated that intelligence authorities had intercepted radio messages between Germany and Japan suggesting a biological attack would come with the next Fugo launches, but the war ended with the American use of two atomic bombs before those attacks could be made.)
5. Papers loaned to the authors by Donald Loedding.
6. Ibid.
7. Ibid.

8. Michael D. Swords, "Project Sign and The Estimate of the Situation," first draft of unpublished article written for 1998 issue of Journal Of UFO Studies.
9 Ibid.
10. Michael D. Hall, Origin of the UFO Phenomenon (unpublished manuscript, 1998), ch. 4; and Michael D. Hall, UFOs, A Century of Sighting* (Lakeville, MN: Galde Press, 1999), ch 2
11. See the writings of Wendy Connors and Michael Hall for further insights.
12. Great thanks goes to Donald and Fred Loedding for the time that they devoted to the authors' research.
13. Interview with Fred W. Loedding and Donald Loedding; and interview with Professor Michael Swords.
14. "Project Sign, Report No. F-TR-2274-IA," Project Blue Book Files, Roll No. 85, Administrative Files, Box 1; and recent release of Sign and Grudge documents via I-NAIC-97-053 request, Wright-Patterson AFB.
15. Ruppelt, Report on Unidentified Flying Objects, p. 16.
16. Project Blue Book Files, Roll No. 2, Case 95, listed as Incident 37 in 1947 era documents.
17. "Princeton Engineer Believes Flying Saucers Real Thing," Trenton (New Jersey) Sunday Times-Advertiser, 10 October 1954.
18.Fourth Air Force Files, "microfilm record 33764-1036," US Air Force Historical Agency, Maxwell AFB, Montgomery, Alabama.
19. Letter to J. Alien Hynek from Marlene Bravo-Rongstad, 26 January 1981, CUFOS Files.
20. Letter to Chief of Staff, USAF, Washington 25, DC, Office of Director of Intelligence, Lt. Colonel Garrett, Jr., from H.M. McCoy, Colonel, Air Force Corps, Chief of Intelligence, 18 November 1947, declassified Air Force files.
21. Letter to Chief of Staff, USAF, Washington 25, DC, Office of Director of Intelligence, Lt. Colonel Garrett, Jr., from H.M. McCoy, Colonel, Air Force Corps, Chief of Intelligence, 24 November 1947, declassified Air Force files.
22. Gross, UFOs: A History 1947, pp. 74-75.
23. Ibid.; and "Index," Project Blue Book Files, Roll No. 1.
24. "Mystery Discs Again Linked to Russia," Associated Press news story, 22 December 1947.
25. Ruppelt, Report on Unidentified Flying Objects, pp. 22, 28, 30.
26. "Index," Project Blue Book Files, Roll No. 1.

Conclusion

1948

The Short Heyday of Sign

The year following 1947 witnessed the formal activation of Project Sign. Unfortunately the heyday of Sign lasted but a brief period. Four specific case investigations during 1948 tell a great deal of the story of Alfred Loedding and his beloved Sign project. In fact, if ever there was a time in which a group of highly technical people sought answers to the complex UFO mystery, it was during that watershed period. In that year Loedding, Sneider, and other team members were literally looking for a sign to explain the events which had transpired during the past year—something to help explain the perplexing sightings of unusual aerial phenomena that were still occurring.

On January 7th, 1948, they thought they had one. On that day Kentucky Air National Guard pilot Captain Thomas F. Mantell, Jr. died when his F-51 fighter crashed southwest of Franklin, Kentucky, after intercepting a high flying UFO. Soon known as the Mantell Incident, the case is considered one of the most famous flying saucer stories of all time.

The fateful intercept began at 2:30 P.M. CST near Louisville after personnel of Fort Knox's Godman Air Field became concerned over the presence of a strange object overhead. It had been in sight since 1:45 P.M. when tower operator Sergeant Quinton Blackwell received a call alerting him to the UFO by the fort's security police. Tower commander Colonel Guy F. Hix later confirmed an

unknown over the area along with Captain Gary Carter, also in the tower at the time. Carter, with the aid of 6 x 50 field glasses, described it as a round white object which appeared very high and at times seemed to hover. PFC Stanley Oliver, also in the tower, described the UFO more akin to a high altitude balloon, stating that it looked like "an ice cream cone topped with red." Others had a similar description, likening it to a "parachute with the bright sun shining on top of the silk." [1]

Hix really didn't know what to think but decided he would try to find

out. About that time just such a means came to his disposal when Mantell's flight of four F-51 fighters neared Louisville on a return ferry mission from Marietta Air Base in Georgia. Hix asked the group to pursue and identify, although, one of the planes was running low on fuel so continued on to the flight's planned destination at Standiford AFB in northern Kentucky. The remaining three F-5 Is then began climbing as Mantell took the lead. At 2:45 P.M. Mantell gained visual contact with the UFO—stating that it was "in sight above and [a]head of me, and it appears to be moving at about half my speed or approximately 180 miles per hour." Already over 10,000 feet, Mantell led his flight still higher despite the fact they had no oxygen on board. Even as they approached the danger level of 15,000 feet, where no pilot is advised to fly without oxygen, Mantell pursued the UFO. He then reported: "It appears to be a metallic object or possibly a reflection of sun from a metallic object, and it is of tremendous size." Abruptly banking right, he continued his climb.

At 16,000 feet Mantell's right wingman, 1st Lieutenant Albert Clements,' tried to match the maneuver but started to fall behind. His other wingman, 2nd Lieutenant B.A. Hammond, also fell behind, becoming very concerned about their altitude. By that point they were over Bowling Green at 20,000 feet with Clements and Hammond quite a bit behind Mantell. The two wingmen had not yet seen the object nor were they even sure of what they were looking for. Mantell then radioed to them: "Look, there it is out there at 12 o'clock!" Clements could only "discern a bright-appearing object, very small, and so far away [that I was] unable to identify it as to size, shape, color ... Its position was slightly lower and to the left of the sun." Clements then urged his leader to level off and try to catch up with it from below. Mantell ignored the advice and radioed back that he wanted to follow it up to 25,000 feet for ten minutes and if he didn't get any closer, would then abandon the chase. Mantell then called Godman Tower around 3:15 P.M., stating: "I'm still climbing, the object is above and ahead of me moving at about my speed or faster. I'm going to close in for a better look."

Those were the last words ever heard from Mantell. The two other planes had broken off at 22,500 feet and headed for Standiford. All they could see as they left was their flight leader above them in the sun, still stubbornly climbing higher. At around 25,000 feet heading south, Mantell had pushed his luck still further but lost. He blacked out from oxygen deprivation at about 3:17 P.M. as his plane continued to climb to 30,000 feet. At that altitude the aircraft lumbered over and entered a circling descent. Soon the plane began an uncorrectable looping power dive, breaking up between 20,000 and 10,000 feet. Mantell must have regained consciousness sometime before the crash because throttle, mixture, and prop-pitch were all altered to slow the aircraft. Unfortunately that attempt only served to over-stress the aircraft and may

have caused its actual breakup. [2]

The aircraft crashed on the William J. Phillips farm outside Franklin, Kentucky, just 750 feet from the owner's house. Mantell's body was partially decapitated yet still inside the aircraft. It was not burned, radioactive, nor riddled with bullets as later sensationalized accounts claimed.[3] His watch, however, had stopped at 3:18 P.M., a minute or so before the aircraft had hit the ground. Godman Tower did not observe Mantell's crash, but kept sight of the UFO until 3:50 P.M., more than two hours since the sighting began. By that time Clements had refueled at Standiford and returned to the area but did not see anything unusual.

This now famous UFO case had actually begun earlier that day at 1:15 P.M. when state police received civilian reports of an odd flying object over Maysville, Kentucky (80 miles to the east of Louisville). Their report initially put Fort Knox police on alert which in turn placed Godman Tower on the lookout for a UFO. But unexplainably another sighting came at 1:35 P.M. west of Louisville and Godman Tower near Owensboro and Irvington. This report described a circular object about 250 to 300 feet in diameter. If correct, the UFO should have already passed the north edge of Godman field prior to their first sighting at 1:45 P.M. [4]

That night more than a dozen AFB control towers around the Midwest reported UFOs "low on the horizon." The first sighting came from the Clinton County Air Base near Wilmington, Ohio, at 7:35 P.M. EST. There, officers described seeing a light that seemed to be "dancing" up and down as it changed color from red to green. It then abruptly left to the southwest with a trailing exhaust. Then, just to the southwest of Clinton near Columbus's Lockbourne Air Base, tower operators saw a brilliant light descend as it trailed an amber-colored exhaust. Appearing perfectly spherical or orb-like, the object proceeded to make three tight circling maneuvers as it passed over the entire base. The light next streaked up at tremendous velocity to abruptly stop at a stationary position below an overcast sky. Yet, it soon rapidly descended straight back down. Coming much closer to the ground, the orb hovered for ten seconds—only to rise straight back up once again. The mysterious light returned to a spot just below the clouds before it sped off to the northwest. [5]

The Air Force publicly blamed the planet Venus as the cause for all of the series of sightings, including the daylight incident in Kentucky. In actuality, however, many of the intelligence officers in TID's Sign project were slowly becoming convinced UFOs were extraterrestrial in origin during

the course of the long accident investigation that continued through April. Loedding and Sneider got the Venus idea from Dr. Hynek who had only offhandedly suggested the planet as one possible explanation. They, however, used it as a cover or a quick fix to explain away what, at the time, became a very widely publicized incident in the midst of what was obviously going to be a long investigation. Sign team members thought they might have to suggest a far more shocking conclusion, but not before they had the time to develop the theory.

Edward Ruppelt, head of a later UFO investigation named Project Blue Book, confirmed as much in his memoirs. He stated that many at TID had adopted the "interplanetary" option by the end of the investigation because all others were exhausted. For that reason the Sign staff, in Ruppelt's opinion, looked only for evidence suggesting "spaceships" and nothing else in the Mantell case. Not finding any, they stuck to the Venus excuse to keep it under wraps. A sighting of the planet Venus would serve that purpose as well as any, but in their haste they did not even bother to check to see if Venus would have been bright enough to have been visible by Mantell or Godman Tower.

Asking that question to Dr. Hynek in 1951 when Edward Ruppelt headed a reinvestigation of the

case, they discovered that Venus would have been too dim to have been seen on the afternoon of January 7th. Ruppelt then discovered evidence suggesting that some or all of the Kentucky sightings could have been caused by a 100 foot diameter Navy "skyhook" research balloon released that morning at the Clinton County AFB in Ohio. Skyhooks were used for high altitude cosmic-ray research and were very secret at the time. He also discovered that the wind currents that day were right to take a skyhook over Kentucky, yet the best evidence was still to come. In the files, he read about two observers who just hours after the Louisville incident sighted a balloon. Both individuals, one in Kentucky and the other in Tennessee, had initially had their attention drawn skyward to what appeared to be a very unusual object to the naked eye, but then they easily identified it through their telescopes as a balloon. [6] It seemed the final proof, but despite Ruppelt's discovery, the Air Force never officially backed down from its unplausible celestial explanation and has thus caused newspapers and magazines to continually sensationalize the story. To this day the case's details are so distorted that it remains not only the most talked about of the "Classic cases," but the most confusing as well.

Yet Ruppelt's theory, although quite plausible, does leave serious questions unanswered. Mantell's last radio transmission clearly indicated the UFO was out-pacing his 400 mile per hour F-51. Skyhook balloons, even when caught in the jet stream cannot travel that fast. Of course if it was a

skyhook, it could have been as high as 60,000 feet causing Mantell to only think it outperformed his fast plane when in actuality he was seeing something much higher and further away. That might explain why the object remained in view from Godman for over two hours. But Mantell did have 2,867 flying hours, 67 of them in the F-51. He was a very experienced flyer and a veteran of the Normandy Invasion—having also won a Distinguished Flying Medal. He was also then operating his own flying school. At 22,000 feet or higher could he not have recognized a high altitude balloon that should have resembled a cone-shaped object, much like ground observer PFC Oliver described?

A close friend of Mantell went on record indicating that his friend had been a very cautious pilot and could not understand what would make him exceed the dangerous limit of 15,000 feet without oxygen. Even a flying cadet has the knowledge hammered into him at an early point that no one under any circumstances endangers himself or his aircraft by going above 15,000 feet without oxygen. Mantell's fellow pilot stated: "The only thing I can think was that he was after something that he believed to be more important than his life or family." [7]

Thomas Mantell

Two other amazing but less well known cases came into TID during the long Mantell investigation that further influenced the Sign team's opinion. One concerned a "flying wing" report from the Central Philippines. Filed by 1st Lieutenant Robert W. Meyers, the sighting took place on April 1st 1948 at 9:55 A.M. local time on a clear day with unlimited visibility as the experienced aviator led a flight of three P-47s of the 67th Fighter Group. Meyers was at 1,500 feet when he noticed the unusual craft three miles east of his position. Shaped like a flying wing or "half-moon" with a "turtle back," the object resembled nothing then in the Pacific. The strange craft flew below him at about 1,000 feet and traveled around 200 miles per hour. He estimated its span to be 30 feet by 20 feet long, with an overall silver color. Meyers attempted to contact the other three aircraft in his group, but his radio went out.

Finally, curiosity got the best of him, and Meyers decided to try to get a

better look. He made a 240 degree left turn, but as he did the UFO made a 90 degree left turn and leveled out to accelerate away at great speed in a matter of only seconds. No sound, power units, landing gear, cockpit, or exhaust trails were detectable, but he did notice that the craft had a small dorsal fin. [8]

Loedding, with his knowledge and expertise of flying wing designs must have took a special interest in this case. He also had reports of Meyers reputation as a pilot. By all accounts Meyers was a "reliable, non-excitable individual who appeared quite positive about his statements." This, coupled with the fact that the Northrop Flying Wing (the XB-35 and YB-49 models) were the only aircraft anywhere in the world that met the characteristics of the craft he saw, made this a truly remarkable sighting. [9] Because those aircraft never left the United States, the Sign team knew Meyers saw something of "foreign origin." But by then even the diehards in the project were becoming doubtful that such aircraft could be of Soviet construction. Loedding and a majority of the team therefore theorized by that spring that many of the UFO incidents could possibly represent something from outside this world. [10]

A report that strengthened their position came just four days later. It involved three trained balloon observers from the Geophysics Lab Section at Holloman AFB, New Mexico. On April 5th they and project leader J.W. Peoples, were working on a secret project connected with the Air Force's Watson Laboratory field studies. In the middle of their tests they noticed a round white object with a golden hue fly very high over the base at "tremendous speed." The third man then briefly caught sight of a second UFO. One of the men described what he saw as an irregularly rounded craft, slightly concave on top. The duration of the incident only spanned 30 seconds, but in that time the unknown made at least one vertical loop and then disappeared westward.

Although the knowledgeable balloon men said the object looked a lot like a balloon, they were certain that it was not because three facts discounted the possibility of a lighter-than-air object. First, its violent maneuvers surpassed the stress limits of any known balloon design then in use. Secondly, the high level winds up to 65,000 feet were measured that day as coming from the west at only ten to fifteen miles per hour and no balloon flies against the wind. Finally, if high velocity winds were present, and they had blown from the east, a balloon could not attain such speeds even if caught in strong winds. The only fact that likened it to a balloon was that at no time could sound be detected nor could their sensitive 400-meter atmospheric noise receiver, then in operation, record any signal.[11]

Highly trained aerial observers such as these carry a lot of weight in a UFO investigation. Alfred Loedding and an assistant from Clingerman's office, Lieutenant Colonel J.C. Beam, went out to New Mexico to investigate the case in person. Unfortunately, when they arrived Peoples and the other witnesses were away on other duty, but they were interviewed later at Watson Labs in New Jersey.

Loedding and Beam did talk to a Lieutenant Markley while at Holloman. Markley indicated that unusual radar returns had been noted at the base. He also told them of a sighting he had in August of 1947 and observations of "flat, round aeroforms"on two other occasions. (See page 109.) Loedding and Beam took advantage of their trip to investigate another older case. They traveled to Phoenix, Arizona, and interviewed William A. Rhodes who had captured a heel-shaped flying disc on film on July 7th, 1947.

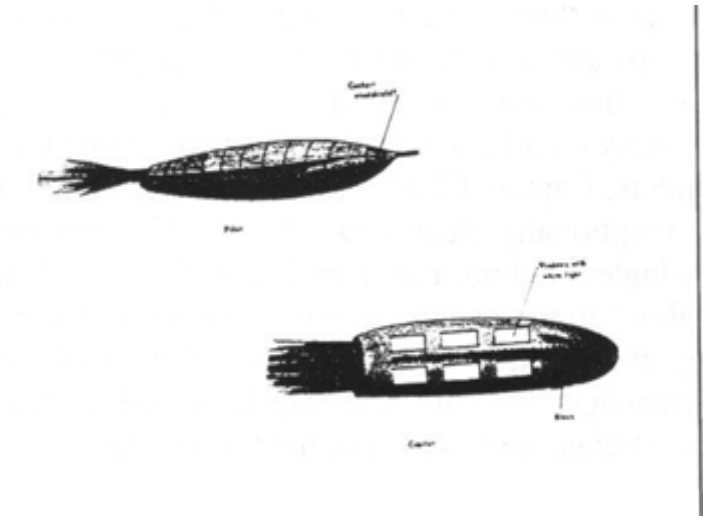
After Peoples and the original observers in the Holloman incident were later interviewed at Watson Labs, investigators became personally convinced that they had seen something that flew "faster than any known object." Sign logged this case as the first of only seven unidentified sightings for 1948. Still very conservative with that designation, even incidents like the flying wing report from the Philippines did not make the unidentified list. This shows that even the biased Sign team gave out unidentified ratings very sparingly and despite modern day claims were not so obsessed by the extraterrestrial hypothesis as to have it affect their objectivity.

The fourth and most important event that shaped Sign's position came on July 24th when Eastern Airlines DC-3 Flight 576 took evasive action at 2:45 A.M. EST to avoid an air-to-air collision with a UFO! The frightened crew were at 5,000 feet and 20 miles southwest of Montgomery, Alabama, when the unknown flashed out of the northeast. It came as close as 700 feet to the right of their aircraft at a speed of at least 800 miles per hour but produced no propwash as a meteor might be expected to cause. The object then pulled up and flew into some light, broken clouds at 6,000 feet. But barring those patchy clouds, it was a bright moonlit night. In fact, it was so clear that the pilots, Captain Clarence S. Chiles and First Officer John B. Whitted, had an exceptionally clear view of the UFO. They described it as a 100 foot long, wingless cylindrical-shaped object. The craft appeared to have a "deep blue glow" to the underside, with "two rows of windows from which bright lights

glowed" and a "50 foot trail of orange red flame" shooting out the back. One passenger on board, Clarence L. McKelvie, saw the object and described it as a "strange, eerie streak of light, very intense." [12]

Quickly becoming well-publicized, the now famous Chiles-Whitted Sighting remains one of the most notable of all UFO cases. In fact, right after the Eastern flight landed, the pilots reported their incident to the airline manager. Eastern then released the details of the spectacular event to newspapers that day. From there the story hit the national news, generating sensational headlines. These news accounts also reached the Pentagon and the new Intelligence Chief Major General Charles P. Cabell. Cabell had Dayton on the phone immediately, ordering Colonel McCoy to initiate a prompt investigation. By the afternoon of the 25th McCoy had Alfred Loedding, Albert Deyarmond, and Major Raymond Llewellyn on an Air Force plane headed to Atlanta. Losing no time, the Sign team quickly had Chiles and Whitted under interrogation on the 26th at the Henry Grudy Hotel. Loedding and Deyarmond questioned the pilots over and over and became impressed by the consistency of their accounts. Loedding and Deyarmond also became impressed by the military service of Chiles and Whitted and in particular Chiles' outstanding record in commercial aviation. In the meantime Llewellyn tracked down the lone passenger who had also seen the object. He had not actually been able to observe much, only commenting on the object's bright red-orange exhaust. A preliminary report was then sent to the Pentagon, and the team returned to Dayton more convinced than ever that something beyond human origin had been responsible for this and other incidents.

That is somewhat ironic because for whatever reason, the "pro-saucer" Sign staff told the pilots that the incident resulted from a rare astronomical event known as a fireball. Chiles and Whitted, however, refused to accept the explanation and both pilots went public, maintaining that they had seen a manufactured craft of some sort.



These sketches depict the UFO seen by Chiles and Whitted. It is significant to note that as the years went by the Chiles-Whitted Sighting remained an impressive case in the eyes of researchers. One of the foremost UFO investigators of all time, Dr. James McDonald, interviewed both of the pilots in the 1960s and stated that he became convinced of the fact that they saw clearly defined openings or windows on the craft that buzzed their plane that night. No one in fact ever doubted the credibility of Chiles or Whitted. Both men,

for example, were described as "utterly reliable" by famed pilot and Eastern Airlines president, Captain Eddie Rickenbacker.

Edward Ruppelt states in his memoirs that regardless of what that crew saw, the Sign officers were becoming convinced that UFOs were "interplanetary" in origin. Captain Sneider seemed to be another key advocate of that proposal. Sneider even attached a one-page report to the Chiles-Whitted file in which he argued that a wingless rocket-shaped object could be aerodynamically feasible. Sneider stated: "That this development is possibly of foreign origin would seem to be a logical premise." That seems to be the real significance of the Chiles-Whitted case because by "foreign origin," Sneider meant outer space! His influence would soon lead to the drafting of a dramatic and formal report by Sign staff that would force the Pentagon to take a stand on the subject one way or the other.[13]

Chiles and Whitted after their famous UFO sighting.

After the Chiles-Whitted Sighting, TID's Sign team sponsored, apparently under Loedding's sole authorship, a classified top secret document for inter-service distribution which traced the history of UFO investigations all the way back to the ghost rocket sightings of 1946. Like all such military evaluations involving a study up to a specific point in time, it received the term "estimate of the situation." The document has now become famous for the term. According to Ruppelt, this Estimate of the Situation reached a dramatic conclusion, stating that many of the UFO sightings investigated by Project Sign may be "interplanetary" in origin. Although the most startling part of the report advocated that the military should be put on an "alert footing" in the wake of the unexplainable sightings.[14] (That UFO alert was actually issued that fall by the Pentagon.) [15]

Needless to say the report drew considerable attention as it went up through the chain of command and passed by Air Force scientific advisors—all the way to Chief of Staff, General Hoyt Vandenberg.

Vandenberg, however, refused to have it distributed due to what he saw as a lack of any physical evidence to support their conclusion. He and other top brass were just not ready to go on record with such a fantastic position without hard proof—physical proof. And that was the one thing no Sign officer could provide no matter how hard he wished he could. Correspondence of this time shows Pentagon officials were also mindful of the panic caused by the radio broadcast The War of the Worlds on October 30, 1938. [16]

Because of the panic generated from that incident, no general would have wanted to answer to the President if an Air Force press release about UFOs had led to a similar disaster. Vandenberg, a decorated commander from WW II and a career military officer, intended to focus all of his efforts on organizing and building up the image of the new USAF. Even if UFOs were from another planet, Estimate conceded that they could not prove a direct threat to national security, and thus the Pentagon chose a wait and see attitude. [17]

Unfortunately, Vandenberg's official lack of interest in TID's Estimate led to low morale among Project Sign staff. Despite a trip to the Pentagon by Sign team members Lawrence Truettner, Albert Deyarmond, and Alfred Loedding to lobby for Estimate, the Pentagon refused to be swayed into sanctioning the document.[18] No matter the significance of their conclusion, Sign could not share their opinions outside TID.[19]

Only a handful of the thick, black-covered, legal-sized Estimate reports were ever reproduced, and those were soon ordered burned. A few copies apparently survived up until 1951 when Ruppelt reviewed the intelligence files. He claimed that by that time the report had been declassified, but this is unlikely when one considers its conclusions and the fact that no copy of

Estimate has ever surfaced. But, Ruppelt did claim to see the document with his own eyes. If any copies of Estimate survived beyond that point, they probably were taken as souvenirs along with some other early files known to have met that fate. Today they may very well be collecting dust in someone's attic. Some researchers erroneously claim that Air Intelligence Report Number 100-203-79, "Analysis of Flying Object Incidents in the United States," a joint study by the USAF Directorate of Intelligence (DI) and the Office of Naval Intelligence (ONI) approved on December 10, 1948, and declassified in March 5, 1985, is a modified version of Estimate. [20] Although the Navy sent a letter to the USAF in January of 1948 desiring to assist in the analysis of UFOs, their subsequent joint study superseded Estimate which was only an estimate of the situation up to the time that Sign submitted it. [21]

Nevertheless, Air Intelligence Report Number 100-203-79 is an amazing document in its own right. It is so notable because its main conclusion suggested that a number of UFO events had a high probability of being the result of Soviet activity. In fact, a later Blue Book officer, Dewey Fournet, urged that this document be kept classified because even in 1952 he and others (although open-minded to an extraterrestrial explanation) still felt that the Soviets may be responsible for many of the incidents. [22] This is of such significance because today, with the opening-up of former Soviet records, historians now know that the USSR never flew spy missions over the United States with aircraft or guided missiles.

Dewey Fournet also made the statement that somewhere in the files awaiting declassification is a copy of Sign's Estimate. (He actually had a chance to see it as he did 100-203-79.) [23] It could be true. The National Archives has a nightmarish amount of former military files, some of which are no longer classified, but whose content has literally been lost because they are buried in virtual mountains of document clutter. Anyone who has ever waited at any one of the National Archives'

facilities will attest that it can take hours just to have the material in the catalog tracked down.

Who knows what is lost in that vast government paper shuffle not to mention the material still classified? So many government documents have accumulated that some 100 million are still awaiting declassification from WWI alone. Others predating just 1960 number over a billion pages of material. Even making a brief study of these could take teams of researchers a lifetime.

Although Dr. Hynek confirmed in the 1970s that Estimate did exist as Ruppelt and Fournet claimed, Ruppelt's book is the only first hand account we have of the draft and merely teases us with a few of its points. [24] One interesting passage suggests that the Air Force had an interest in UFOs before 1947 and that the English had actually tracked some of the "Ghost Rockets" in 1946 on radar. [25] If so, this would contradict the Air Force's consistent refusal to this very day to recognize the phenomena's existence before June 24, 1947.

Donald Loedding clearly remembers the controversy surrounding the rejection of his father's "Estimate of the Situation" draft to General Vandenberg and the resulting deep disappointment by his father. Donald had the impression that Alfred Loedding, who had been a rising star at Wright Field, officially fell from favor as a result of his personal belief that many of the flying disc sightings could represent craft of extraterrestrial origin. When he personally authored that carefully reached conclusion in the "Estimate" draft, Loedding severely hurt his career.

Researchers know that with the end of 1948 a drastic change took place in Project Sign. The great sense of importance that the Pentagon had previously bestowed on the project suddenly ceased. Dropped almost overnight, it happened in the midst of one of the most unsettling series of UFO sightings over American military bases then to date. By mid-1949 the leaders of the project like Sneider and Loedding would be ousted and, barring a period in the early 1950s, the AMC staff would never again openly talk about the origin of UFOs. Perhaps the extreme conclusions of the Estimate draft and the summary of the Project Sign final report (drawn up in late 1948 by Truettner and Deyarmond, and finished in February 1949) became just too much for the Pentagon to handle. Titled Unidentified Aerial Objects—Project Sign, a great deal can be interpreted by reading between the lines of the passages of that final report.

Even the introductory passages are important because they use some very interesting phrases. In the Foreword, for example, the Rand study is mentioned along with the intent to explore the possibility that some observed

objects may represent "spaceships" or "satellite vehicles." (On July 21st the Pentagon had ordered a study to be made by the Rand Corporation to evaluate that possibility.) [26] This is stunning terminology regarding the Rand study because everyone who would have then read that report knew full well that not only did the United States not possess anything that could attain earth orbit, neither did the Soviets. In fact, it would be nine years before such an event occurred with Sputnik—considered much ahead of its time then.

The Introduction of the Sign final report has another intriguing passage. In the second paragraph it clearly states that this report is not a final estimate of the situation. This may very well have been a

way of stating that the Sign report was not able to draw the conclusions it did in Loedding's Estimate of the situation.

Another sentence in the final report also seems to draw something from the earlier Estimate report when it speaks of assessing the possibility of a threat to national security presented by "such large numbers of unidentified flying objects." In the original Estimate report, Dr. Hynek confirmed that the Sign team called for an official UFO alert to be proclaimed—somewhat as was actually issued late that fall. Therefore, although the Pentagon always outwardly ignored the UFO situation by stating that no threat was presented to national security—the fear was clearly there.

Aside from that, the sentence is also of note because for the first time the term unidentified flying object is used. The summary again uses that phrase and speaks of The Books of Charles Fort, which was one of the first works detailing unusual aerial phenomena in earlier times. This is significant because officially the Air Force has always refused to recognize the UFO phenomenon before June of 1947. One wonders how much discussion of this was present in the Estimate draft.

Many more pages follow the introductory pages, including an appendix by James E. Lipp of the Rand Corporation that contained the conclusions of their contracted study. It actually considered the possibility that UFOs could originate from either Venus or Mars. (Prior to NASA's planetary probes in the 1960s and '70s even reputable scientists openly considered without ridicule the possibility that civilizations could exist in our own solar system.) Travel from other star systems, however, was considered improbable even then because Lipp's report stated that "the actions attributed to the 'flying objects' reported during 1947 and 1948 seem inconsistent with space travel [because of the vast distances between stars]."

The report was released only to specific government and military offices as the ominous end of Sign came when the Air Force changed the

name of Project Sign to Project Grudge at the request of the Director of Research and Development. Officially indexed as the "Detailed Study of Flying Discs," Grudge marked a sudden attitude change in UFO investigations. That revised project began in 1949 by building a public relations campaign to downplay UFO sightings. [27]

At the same time the elite of the TID intelligence officers, almost all of which had gravitated to Project Sign, were on their way out. Ruppelt wrote that many in intelligence "drastically and hurriedly changed their minds about UFOs when they thought the Pentagon was no longer sympathetic to the UFO cause." He stated that others who had not changed their minds were "purged." Other officers who had even briefly considered the extraterrestrial hypothesis eventually found themselves replaced by new personnel. The Pentagon used Grudge to "put an end to UFO reports" by explaining every sighting and telling the public just how the Air Force used expert investigation methods to reach their conclusions. This sudden change in policy was so pronounced that Ruppelt wondered if there was not some hidden reason behind it. He wrote of an underlying feeling he had when taking over UFO investigations in 1951:

> **This period of mind changing bothered me. Here were people deciding that there was nothing to this UFO business right at a time when the reports seemed to be getting better—maybe I was just playing the front man to a big cover-up. I didn't like it because if somebody above me knew that UFOs were really spacecraft, I could make a big fool out of myself if the truth came out" [28]**

Dr. Hynek also spoke of that period in his writings. He described this change at TID as occurring virtually overnight. Donald Loedding confirms that Alfred Loedding was "fired" from Project Sign

by 1949 as a result of his position. Although he did remain in Dayton doing work for the Air Force until 1951, the pressure continued.

Donald feels that officials at AMC attempted to "phase his father out" as is often done in the corporate world. Records do show, in fact, that Alfred Loedding's efficiency rating reports went from excellent in 1948 to lower and lower grades until he resigned on February 16th, 1951. At that time Loedding secured a job as director of jet research at Unexcelled Chemical Corporation in Cranbury, New Jersey. After Vandenberg's death in 1954, Alfred Loedding once again found the Air Force interested in his skills. In 1955 Loedding returned to Dayton and Wright-Patterson AFB. By 1960 he was working out of Langley AFB in Virginia as the Air Force's liaison officer to NASA. The records indicate that he served only as a civilian consultant in that role, but the

implication posed by his family is that there may have been a connection with CIA headquarters at Langley. But from 1951 until his death in 1963, Loedding, according to Donald, never again worked on or talked about UFOs—so deep was his disappointment and disgust with being "fired" from Project Sign for his views.

Alfred C. Loedding was of strong German descent, ingrained with a high moral work ethic and dedication to family and country—the United States of America. When Loedding helped draft the Sign position on the extraterrestrial thesis, he did so with great thought and devotion. Vandenberg's rebuff severely hurt Loedding's pride. Also professionally injured at the time by his views, Loedding never again became involved in UFO research. Another man may have compromised his stand, especially when it clearly affected his career for the worse. But Loedding was too dedicated and true to himself to be a "yes man." Thus, the worst that can be said about Alfred Loedding is that he was not a diplomat as later Blue Book notables Edward Ruppelt and Robert Friend were. As a result, Loedding's time in ufology was brief but very notable.29

1. Project Blue Book Files, Roll No. 2, Case 136, listed as Incident 33a-f in 1948 era documents; and "Statements by PFC Stanley Oliver," Case 136.
2. Philip J. Klass, UFOs Explained (New York: Random House, 1974), pp. 34-37.
3. "Mantell Accident Report," Project Blue Book Files, Roll No. 2, Case 136.
4. Case 136.
5. Loren E. Gross, UFOs: A History 1948 (Fremont, CA: By the Author, 1992), p. 6.
6. Ruppelt, Report on Unidentified Flying Objects, p. 38.
7. Ibid.,p.37.
8. Project Blue Book Files, Roll No. 2, Case 122, no Incident # listed in 1948 era documents for this case.
9. USAF Museum Files, Wright-Patterson US AFB.
10. Opinion of the authors.
11. Project Blue Book Files, Roll No. 2, Case 139, listed as Incident 122 in 1948 era documents.
12. "Supplement to Trip Report to Atlanta 25-28 July Inclusive and Statement of Clarence S. Chiles and John B. Whitted," Project Blue Book Files, Roll No. 2, Case 179, listed as Incident 144 in 1948 era documents.
13. Ruppelt, Report on Unidentified Flying Objects, pp. 40-41.
14.]. Alien Hynek, The UFO Report (New York: Barnes & Noble Books, 1997), p. 4.
15. FOIA request I-NAIC-97-053, Project Sign and Grudge documents 1948-1949, Wright-Patterson Air Force Base, Dayton, Ohio, states: "This Headquarters has instructed all major Air Commands, both in the ZI and Overseas, to be particularly alerted at this time for sightings of unidentified aerial objects and to generally comply with the requests contained in subject TWX. This Headquarters has also requested the cooperation of the Departments of the Army and the Navy, and the Coast Guard, in instructing their installations along the same lines."

16. It is interesting to note that at the height of the UFO wave in the summer of 1947, Welles made a very amusing statement to the press:

> Orson Welles said today he'd bet 10 to one that the "flying saucers" will fizzle into fancy just like his "invasion from Mars" broadcast that fooled the nation in 1938.
>
> "I want everybody to know that I didn't have anything to do with this saucer hoax," though. He added, "I scared the shirts off Americans once. That was enough."
>
> The actor-producer-director-writer, currently filming 'Macbeth,' pointed out that during his famed radio dramatization many Americans reported seeing space ships landing. Others claimed they saw armies of Martians.
>
> "People are imaginative and gullible," said Welles. "Nine years ago they believed they saw Martians and now they see strange objects in the sky and think they're flying saucers."
>
> "But in case they do turn out to be from Mars," he grinned, "I've been predicting that sort of thing for a long time."—Toronto, Canada, Daily Tribune, 8 July 1947.

17. Ruppelt, Report on Unidentified Flying Objects, pp. 41-46; and Jacobs, The UFO Controversy In America (Bloomington, IN: Indiana University Press, 1975), pp. 57, 95, 103, 212.
18. Correspondence with Professor Michael Swords.
19. Interview with Professor Michael Swords.
20. "Air Intelligence Report No. 100-203-79, Analysis of Flying Object Incidents in the US, Air Intelligence Division Study No. 203, 10 December 1948, Directorate of Intelligence and Office of Naval Intelligence," USAF Directorate of Intelligence, Central Intelligence Files: Top Secret Control #2-7341, National Archives II, College Park, Maryland.
21. Thanks here goes to Jan L. Aldrich's expertise in the analysis of declassified documents. He convincingly suggests that because the USAF Directorate of Intelligence is superior in authority to TID and Sign, that their jointly sponsored study with the Navy simply superseded Estimate. Thus Air Intelligence Report No. 100-203-79, is not a "ghost version of Estimate" as suggested by other researchers but a uniquely different document.
22. Bruce Maccabee, "Notes on Air Intelligence Report 100-203-79:10 December 48, Top Secret, Declassified 5 March 1955 by Mr. Thompson (1), head of declassification," (Silver Springs, Maryland: Privately published, 26 March 85), p. 1.
23. Letters to Jim Melesciuc from Dewey Fournet, 23 May, 27 July, 1992, CUFOS files.
24. This author has had the opportunity to view Ruppelt's unedited manuscript of Report on Unidentified Flying Objects, and it does list additional cases discussed in Estimate, but gives no further information on the document.
25. Ruppelt, Report on Unidentified Flying Objects, p. 40.
27. David Michael Jacobs, The UFO Controversy In America (Bloomington, IN: Indiana University Press, 1975), p. 50.
28. Ruppelt, Report on Unidentified Flying Objects, pp. 58-60.
29. Great thanks goes to Donald and Fred Loedding for the time that they devoted to the authors' research.

Final Word

There are a number of other very interesting sightings that shed more light on the aftermath of the great UFO wave of 1947 and Alfred Loedding's influence on Project Sign. Two very intriguing reports from July 29th and 31st 1948 seem to support Loedding's dramatic findings expressed in the Estimate draft. They come from Indianapolis, Indiana, and remain listed unidentified in Air Force files. The first sighting took place at 9:55 A.M. CST on the 29th when James Toney and Robert Huggins were driving near the wooded area of Fall Creek. Just after crossing the creek via a cantilever bridge, they neared the intersection of East 56th Street and Fall Creek Boulevard. At that point Toney and Huggins observed a strange looking flying machine pass about 200 feet from them.

It appeared to be of shiny aluminum construction moving at a slow speed of not more than 30 miles per hour as it flew about 30 feet above the tree tops. The craft did not resemble anything the men had ever seen in the skies before, looking like a "broad short propeller" or boomerang with "cups" on its upper sides. The object had a three to one ratio, approximately six to eight feet long by about two feet high. The strange machine made no noise as it then passed out of sight over the tree line.

Sign extensively investigated the case with the initial field work being supervised by Colonel James A. Ronin, commander of the 331st AFB reserve training unit at Stout Field near Indianapolis. They quickly determined it could not have been a glider or aircraft. TID officers even wrote to the General Electric Company in Schenectady, New York, in the belief it might have been the result of their roto-chute experimental vehicle, but found that it had never flown in that area of the country.

When a very similar sighting took place in the city two days later, intelligence officers became even more interested. Mr. & Mrs. Vernon Swigert in the south central part of town witnessed this second event. The object they saw flew over at 8:25 A.M.. on the 31st. It appeared white and had the same general three to one proportional shape as in the earlier sighting. Yet that object looked much more like the traditional flying saucer. This unknown craft resembled a "cymbal," and moved silently by at very great speed. The two observers felt it may have traveled as fast as 1,800 miles per hour at a height of 2,000 feet. At no time did it deviate from a level flight path and left

no exhaust trail. [1]

Because no other aircraft or balloons of any sort could be found to explain the Indianapolis Sightings, they were both marked unidentified. [2] Already self-conscious about having no proof to back up their Estimate conclusions, Sign officials like Loedding went to great lengths to continue to run a very tight and professional investigation throughout the rest of the year. Unidentified listings were therefore still sparingly given.

By August UFO incidents in the US, like those from Indianapolis, seemed to have peaked for the year just as rumors of disc sightings started to filter out of Eastern Block countries and the far reaches of Asia. Most were strikingly similar to the disc reports in North America during 1947. Many of these, in fact, came from areas of the globe where the term "flying saucer" had never been heard. [3]

Few of those foreign reports were evaluated by Sign, but an interesting sighting from August 3, 1948, reached AMC's TID from, of all places, Moscow. This fact is significant because although a rash of UFO incidents occurred over Russia that year, it was also the high point of the Berlin Airlift. Tensions between East and West were so strong that many expected a third world war might soon break out. Reports on UFO activity behind the Iron Curtain were therefore few and far between—accounts of which are only now becoming known.

Thus somewhat of a curiosity among early intelligence personnel, primarily for its Cold War era location, this case is known as the Moscow Report. The file did not really represent an especially good account, being compiled only from the recollection of an undisclosed American newspaper reporter. His sighting took place about twenty miles northwest of the city at sunset when he and a Russian friend viewed a long narrow cigar-shaped object proceeding at a high but not excessive speed toward the northeast. No wings or stabilizers were visible likening it to an aircraft or rocket, although the sunlight reflecting off its surface did suggest that the craft had a metal skin. The reporter and his acquaintance both watched the spectacle as it passed by without making a sound. They agreed that the object looked like a rigid airship, so familiar to anyone who had lived through the great age of the large dirigibles in the 1920s and 1930s. Yet both also said it moved far too fast for a lighter-than-air craft. Neither had any idea what the strange object could have been, "it might

have been anything the reporter himself

concludes." [4] Because the Air Force had no way to investigate such a sighting, this is the type of report often filed under the handy category: "insufficient data."

Another type of classification used in the Air Force files reads "unreliable." Unreliable became the conclusion of case number 198 because its witnesses were children. Case 198 is however a notable mystery in the Sign files. Not only is it one of very few reports describing a UFO landing, but also the size of the file seems unwarranted when taking into account that the unreliable designation was given early on in the investigation. Experience will tell any researcher that when so many pages are found on an Air Force UFO case, strong attention was given to it by someone.

The incident involves two children ages ten and eight. They were playing in their backyard on a Hamel, Minnesota, farm on August 11, 1948, when they had their attention drawn skyward. Above them in the noontime sky the children noticed a dull gray metallic craft descending downward. Each of them described it as two inverted plates stuck together which, in their words, then gently touched down with a "clanking noise." It soon started making a whistling noise and rose up to twenty feet, stopped and hovered, and then maneuvered over the tree tops and telephone lines before flying off.

The first investigator on the scene was from the AMC and his immediate conclusion stated: "This apparent bit of fantasy is hardly worth further consideration." [5] Such a designation, especially after funds were expended for travel out of Dayton, always killed further investigation then and there. But despite that early conclusion, a large amount of attention was soon displayed on the case as evidenced from the correspondence. Soil samples were collected and photos taken documenting the landing sight. Numerous government agencies including the FBI then requested access to the samples. Usually only lieutenants and maybe a captain are involved in such an investigation, but correspondence in the files shows a Lieutenant Colonel Allison initiating a "resurvey" of the landing sight. This would seem to indicate that at some point the initial investigation was overruled and a more detailed study ordered. Who decided such a sighting with only children as observers warranted so much attention? Why did the FBI end up analyzing the soil samples and not Wright-Patterson labs? Why does the FBI correspondence show J. Edgar Hoover personally involved in the administration of the soil analysis? [6] Case 198 has plenty of questions to go around.

A sighting from September 23rd that year from San Pablo, California,

stumped Air Force investigators sufficiently to label the case "unidentified." It involved two highly respected witnesses, Sylvester Bentham and retired US Army Colonel Horace Eakins, who spotted a very odd-looking flying object around noon. Initially it attracted their attention not because of its amoeba-like shape, but speed—described once again as faster than that of any known aircraft. For over three minutes the attentive observers watched it traverse due east in a straight line at a constant speed. They estimated that the object had to have been at least a mile above a low flying bomber then in view. The men, in fact, could not agree on the exact shape or dimension because it was so high. They did note that unlike the early jets of the time, it made no noise and left no exhaust. The Air Force ruled out an astronomical cause. They could only find a west-bound United Airlines plane

as a possible solution yet felt this was highly unlikely because it would have been moving in the opposite direction. [7]

A much more well-known case became the third of the UFO Classics when North Dakota Air National Guard F-51 pilot George F. German had a very strange encounter while he attempted a nighttime landing into the Fargo airport at 9:00 P.M. CST, October 1, 1948. German had just completed a crosscountry flight when on final approach his fighter passed within 1,000 yards of a sharply outlined orb. Described as a "blinking light" just inches in diameter and making "remarkable revolutions," the experienced flyer had no idea what to make of it. German pursued the light repeatedly in order to identify, but after 27 minutes the object climbed out of sight.

Because of a hair-raising series of intricate maneuvers made during that intercept, this case has often been referred to as the German Dogfight. It's an apt title because during each of his persistent passes toward the light, the object rushed straight at the F-51. And each time German tried to turn around and pursue, he found it necessary to make an extensive series of turns, only to end up repeating the same scenario all over again. During the ordeal the light appeared to travel in excess of his own speed which ranged from 300 to 400 miles per hour yet produced no exhaust trail nor sound. [8]

Four other observers, including two pilots in a Piper Cub flying just below him, corroborated Gorman's story. The chief of the control tower also followed the event with binoculars. In fact, it was because the extraordinary encounter had so many good witnesses that the Air Force followed up with an extensive investigation. Sign/TID investigators Lawrence Truettner and Major Paul Lmbela flew to Fargo and headed up the case. Eyewitness accounts were checked and rechecked, and the plane itself was thoroughly gone over. Surprisingly, the aircraft's metal skin revealed radioactive exposure. To make sure, four separate Geigers were used to confirm the readings.

It did sound like an exceptional incident at the time, but the facts soon pointed to some rather obvious solutions. The evidence suggested that the mysterious nocturnal orb might have merely been a small lighted weather balloon. Following other such incidents over the Caribbean, Intelligence found that when an aircraft approaches a lighted balloon at night, even an experienced pilot can have his perspective distorted. The balloon, in other words, appears to rush toward the plane when actually it is the plane rushing toward the balloon. Because the balloon is moving so slowly, it is the aircraft that then makes the evasive action. When the aircraft attempts another pass, it has to make a complete 180 degree turn only to find itself rushing once again by the balloon so fast that the pilot can not identify it. Another lesson bestowed on general aviation from this would-be UFO case concerned the mysterious radiation. After further study, TID investigators discovered that any aircraft flying at high altitudes in the thin upper atmosphere is prone to absorb cosmic radioactivity. [9]

This incident is now a standard in UFO lore. This is puzzling because correspondence of the time shows Alfred Loedding, the most open minded to an extraterrestrial hypothesis, writing a memo expressing caution in regard to over emphasizing the Gorman incident. Such insights were not, however, made public and over the years much speculation has circulated in regard to this sighting.

This is unfortunate because debunkers often seize on these sensationalized stories. When discussing the early history of UFO phenomena, they almost exclusively focus on classics like the Gorman Dogfight or the Mantel Incident. That's natural because those are the easy ones to explain. Most debunkers never even bother to research, let alone discuss, the other sightings of the time. As a result, people are lead to believe that all of the early cases have equally reasonable conclusions.

When putting the event into historical perspective one understands this mind set. It must be

remembered that even by this date the Air Force had not yet released any kind of official report on UFOs and as a whole still hesitated to take a position. Most of their investigations, even of such publicized incidents, were stamped "RESTRICTED" or "SECRET" and could not be disseminated to the general public until declassified. When the Blue Book Files were finally made public in 1976, few people bothered to research other cases from these early years—being so infatuated with the legends like the Gorman incident.

While the Gorman Case has been discussed in almost every book published on UFOs, a much better sighting twelve days later has never been dealt with. It took place in South Bend, Indiana, on a clear and cloudless day

at 11:45 A.M. CST when two office workers standing at a window of the Studebaker Corporation observed a silvery flat disc-shaped object speed silently through the sky at around 1,500 feet. The UFO appeared just a little smaller than a DC-3, although it moved about three times as fast.

Both witnesses were uncertain if the craft was spinning. They used the description "flashing" because the sun's rays reflected from it just as brightly as it would a chrome surface, thus at least giving the appearance of a rotating machine. During the brief eight to ten second sighting, the object came from the northwest on a straight southeasterly heading. It flew with no visible means of propulsion, wings or rudders. Neither observer had any idea of what they saw, but felt certain it could not have been a balloon or aircraft. Both office workers held important positions in the company's engineering department and were described by Studebaker management as being of "a high type of caliber," and highly reliable. [10]

It is the mass of this and many other obscure cases rather than just the three famous Classics that led Sign to its developing belief in extraterrestrial visitation. Loedding, Sneider, Truettner, and even Deyarmond had to have been impressed by the repeated similarities of reported details among these many cases—especially when most of them were not known to the general public. [11]

The single best sighting of 1948 and perhaps the best case then to date is also overlooked, or perhaps overshadowed, by the so-called Classics. It was the first truly notable incident in which radar data combined with trained visual observation to produce a stunning UFO case. The initial report came into TID from Japan and involved a twin engine F-61 Black Widow night fighter from the 68th Fighter Squadron. While on patrol the night of October 15, 1948, its crew had a very curious encounter at 11:05 P.M. local time.

The incident occurred over the Fukuoka area between the islands of Shigamo Shima and Fusae Shima on a clear and moonlit night when the F-61's radar detected an unknown object five miles away and below them at 2,305 feet. At the time of detection, radar clocked the UFO at a speed of 200 miles per hour. Curious as to what could be flying over a then occupied Japan, the pilot increased his speed to 220 miles per hour, deciding to close in for a visual confirmation. He guessed it would probably turn out to be an F-51 Mustang fighter from another squadron but decided they could use the practice anyhow. He nosed down and approached within 12,000 feet of the would-be fighter but the unknown target then surprised him. It suddenly dived down under his F-61 in a "split S" maneuver, making a 180 degree turn and increasing its speed to over 1,200 miles per hour (almost three times their own

speed). The UFO's burst of power appeared only temporary because the object soon slowed to its original velocity. By that point, however, both the pilot and his radar operator knew that their target could not possibly be an F-51, but they decided to try to find out just what it was that they were chasing.

Attempting another intercept, the pilot again closed to a relatively close distance merely to have the UFO go down and off at tremendous speed, slowing only after putting about nine miles distance from their aircraft. Four more times the same scenario took place as if the strange machine was playing a game with them. Ground radar could not confirm the presence of the UFO, although it tracked the F-61. Operators did say that because the incident occurred at such a relatively low altitude, ground clutter interfered with surface-to-air tracking.

Similar UFO intercepts would follow, yet this case stands out because the crew twice gained visual confirmation, thus excluding any possibility of a radar malfunction. The aircraft's radar operator, 2nd Lieutenant Barton Halter, had 300 hours logged in his position and became convinced they had encountered some new type of experimental aircraft. The pilot, 1st Lieutenant Oliver Hemphill, had 900 hours flying time with 350 of those in combat in a B-17 over Europe. He stated that the UFO behaved much like the ME-163 German rocket planes did when attacking our bomber formations. But Hemphill stressed it did not look like a ME-163 nor any aircraft he had ever seen.

In the Sign files there are pages and pages of reports and even a drawing of the object as seen by the pilot. The general description likened it to a "rifle bullet," about 20 to 30 feet long with no discernible exhaust trail, flames, power plant, wings, stabilizers, fins, or crew canopy. Yet the UFO must have been real because Hemphill noted at one point that its silhouette was projected on the clouds by the full moon. In the investigation that followed, it was firmly established that there were no other aircraft then in the area. Intelligence officers also learned that the weather conditions were good with five to six miles visibility, but that even with the moon there would not have been enough light for visual sightings at any great distance.

Everyone at TID very much wanted to know what the F-61 crew saw that night in the dark skies over Japan, but no clues could be found. The case went down as the first unidentified in a special category called "radar-visual." [12] A few Intelligence personnel, however, felt the October 15th incident over Japan could have represented an attempted intercept of a Soviet spy plane. It has only recently been discovered that Britain would soon fly nighttime reconnaissance missions over Russia, and America had overflights of Siberia as early as 1946 by way of the North Pole. The USAF also made

incursions into the eastern borders of the USSR throughout 1949. By 1956 the CIA would direct hundreds of deep penetration missions into Soviet territory with the famous U-2 spy plane. Some thought all along that the flying saucer reports were attributable to the Soviets conducting the same type of surveillance that we were doing to them, but only a few Project Sign cases seem to substantiate the claim. Following is a good example of a report from November 4, 1948, that obviously represents a foreign spy plane:

> **Unidentified aircraft observed at 1043 14 Nov [sic] 1948 over Army Observation Post #1 at 37O 57'N-125O 31'E, in South Korea, flying east to west at an altitude of 5000 feet. The same aircraft was sighted by army observation post #2 37O 51' N-125O 17' E, 4, 37O 57' N-125O 26' E and 5, 37O 56' N-125O 29'. Subject**

aircraft circled observation post number 2, then headed north. Aircraft was twin engine bomber type, and is believed definitely to have been Soviet. [13]

A second good radar-visual report followed the October 15th case. This time it occurred on the other side of the world in Germany and involved an experienced F-80 jet pilot of the 23rd Fighter Squadron stationed at the Furstenfeldbruck AFB. While out walking on the night of November 23rd, the Air Force captain observed from his base a reddish starlike object as it was simultaneously detected by ground radar. The crew in the radar station judged it to be at 27,000 feet traveling between 200-500 miles per hour. It then climbed to 40,000 feet and circled 40 miles south of Munich. [14]

Those are the basic facts present today in the Sign files, but when Edward Ruppelt described this incident in his 1956 book, he stated that radar had tracked the object at speeds up to 900 miles per hour and that they detected it climbing 23,000 feet in a matter of seconds! Those figures are not in the documents released by the National Archives in 1976. Though anyone who has read Ruppelt and has checked his facts with other files, knows that he was a stickler for details. This could not have been a simple mistake. What reports did he see that are no longer detailed in the declassified files? [15] If his facts are correct, it is a stunning admission because no man-made aircraft in 1948 could match that performance.

Another mysterious nocturnal phenomenon known as Green Fireballs appeared in the New Mexico night skies during that November and December—seen by hundreds of witnesses up through 1949. After investigations by Project Sign and noted scientists like Dr. Edward Teller and meteorite expert Dr. Lincoln La Paz, (who himself had observed these lights) no conclusions were reached. La Paz, who had a UFO sighting in 1947,

became convinced they were not identifiable as a known astronomical activity. [16]

The more La Paz studied the phenomenon the more he could be certain that they were not meteors. Unlike meteors, the fireballs flew nearly horizontal at about 40,000 to 60,000 feet. And whereas almost all meteor impacts can be discovered from projecting their observed trajectory, no green fireball could ever be found to have hit the earth.

La Paz even concluded that the green fireballs were surely artificial objects and perhaps represented radio-controlled missiles. If true, they were not of domestic origin because the United States military didn't have a clue when the fireballs began to fly over the super-secret Sandia lab at Kirtland AFB in New Mexico where America's atomic weapons were being built. Then the Hanford nuclear facility in Washington State had a sighting as well as the Los Alamos, New Mexico, nuclear research laboratory. Since these were the three most vital facilities to nuclear weapons production in the country, their administrators became frantic for answers and the Air Force was the organization expected to provide them. [17]

The USAF subsequently created a special study called Project Twinkle to investigate this new spin on the UFO phenomenon. It finally became a research project under the Geophysics Research Division of the Air Force and ! the Cambridge Research Laboratory in February of 1950, more than a year after the largest number of sightings had taken place. Dr. Louis Elterman served as a central figure in the project. He contracted with the Land Air Co. to provide technical personnel during a scheduled period from April 1 to October 1, 1950, and from October 1, 1950, to March 31, 1951. But with the start of war in Korea on June 25, 1950, the project wound down. In the summer of 1951 Major Edward A. Doty took control, and by December Twinkle had closed down. [18]

Ruppelt claims that Twinkle was administratively formed earlier, in the late summer of 1949, when the green fireballs were still frequently being reported. [19] Twinkle then decided its best chance to document the phenomena would be through the use of three special cinetheodolite (Askania) cameras. A cinetheodolite was basically a theodolite range finder with a movie camera attached. The trick with such a device is to get at least two or more cinetheodolites triangulated on the same object in order to determine altitude, speed and size. The Air Force, of course, with typical military bureaucracy initially allocated only one cinetheodolite to Twinkle and frequently moved it

so often to where sightings had already just occurred that no one area was consistently scanned.

Dr. Elterman's final report on Twinkle in November 1951 stated in scientific terms what Ruppelt had said about the study: "Project Twinkle was a bust." [20] No triangulation was ever achieved, although on April 27, 1950, four objects 30 feet in diameter were recorded by a Twinkle team at 150,000 feet over Holloman AFB traveling at high speed. [21]

The real question, however, is why did Project Sign not come into the investigation of the new UFO phenomena in a more meaningful way. In fact, some of the most spectacular reports of that or any other year would occur in the very last quarter of 1948. Yet right in the middle of this unsettling rash of events, Sign found itself increasingly ignored and underutilized by the Pentagon. Green fireballs were actually but a small offshoot of this new and larger phenomena which involved varying types of nocturnal lights appearing over a whole host of military installations. Not all of the cases seem to be in the files, but it is apparent from the available records that a great deal of concern arose with no guesses as to what could be causing the events.

A typical sighting not unlike the November 23rd incident in West Germany, took place December 3rd at 8:15 P.M. PST on a clear night at the Fairfield-Suisun AFB, in California. As in the case from Germany, a bright light came into view at about 20,000 feet, although this report differed dramatically in that the object had first made a low level pass over the airfield at only 500 feet! Control tower operators described it as a round white light that silently passed between the tower and the airfreight terminal at a speed in excess of 400 miles per hour. Close views through 8-power binoculars revealed no definite form, just a bright light one to two feet in diameter and moving with an undulating or bouncing motion. Then all of a sudden observers witnessed it vertically rise to 3,000 feet and level off—soon thereafter reaching an altitude of 20,000 feet and heading south-southeast. Seen from another nearby control tower, all of the various witnesses were certain that the strange object behaved like no aircraft, balloon, or any type of navigation lights. [22]

Sign did thoroughly investigate this case but uncovered no clues to the mystery. Few times before had highly trained observers been at such a loss to identify an aerial object. While little could be done other than take statements, the records of the time do convey a sense of desperation. The Pentagon wanted to know what could so effortlessly violate the airspace of a US military installation, but Sign could no longer suggest what they had formally concluded.

As a result, team members became increasingly frustrated—Loedding in particular. The top brass wanted answers, yet would not accept nor even care to listen to what some of the best in Air Force

Intelligence were trying to tell them. An interesting letter found in a recent release of Sign documents does dramatize how seriously the UFO situation was then taken despite official denials. In short, it signified a UFO alert by the Pentagon:

> **This Headquarters has instructed all major Air Commands, both in the ZI and Overseas, to be particularly alerted at this time for sightings of unidentified aerial objects and to generally comply with the requests contained in subject TWX.**
>
> **This Headquarters has also requested the cooperation of the Departments of the Army and the Navy, and the Coast Guard, in instructing their installations along the same lines.** 23

Recently there have been some documents come to light that shed a little more light on the late 1948 time period, but they also raise new questions as well. These involve numerous Project Sign and Grudge records released from the Wright-Patterson Air Intelligence Agency via the National Records Center in St. Louis, Missouri. For years researchers questioned the presence of such files but were always pacified with the statement that these former intelligence records were destroyed in an accidental fire in the St. Louis depository in 1973. Due however to the unending pursuit of truth by legitimate investigators, the lost files finally surfaced. While many of these include duplicate information present in the National Archives' Blue Book collection, new information is revealed. A few of the "missing cases," for example, are finally detailed. The incidents are very amazing but hold no new secrets to the UFO phenomenon. Therefore, we now know that some of the "missing cases" were in large part just that—missing—or misplaced.

Yet the most amazing discoveries are of cases that were never even listed in the vast Air Force index of sightings. Some of the incidents are rather startling for the extremely impressive character of the witnesses involved and the nature of their sightings. In addition, correspondence has also come to light which sheds more light on administrative matters. Combined with other microfilm rolls of Sign and Grudge files held in private hands, (which duplicate some but not all of the National Archives' Blue Book records) much cross-checking needs to be done to fill in the gaps in the historical record. Years of work are ahead for researchers.

Two of the most startling documents discovered in the Sign and Grudge papers are detailed here. We begin with a letter written by Air Force Intelligence Chief Major General Cabell to the AMC. Cabell states quite

plainly in that correspondence that the reported incidents of UFO activity are clearly of a real and concerning nature. He then inquires about Project Sign's views on the matter. This is somewhat puzzling considering Cabell must assuredly have been privy to the July Estimate draft. Yet five days later Colonel McCoy then responds with an even more straightforward answer. He states a percentage of the phenomenon are admittedly unexplainable and must represent craft of "foreign origin." Foreign origin in this case is again used to imply extraterrestrial visitation, although the possibility of Soviet activity is still not ruled out. Thus even by 1948 many intelligence officers were forced to either reevaluate a Soviet connection or accept a non-earthly theory. Today, following the fall of the Soviet Union, this revelation is even more startling as we now know none of those UFO sightings represented Soviet activity. And certainly no other national power had such technology then or now. Attitudes on how to handle the press are also discussed in the passages. The following letters are therefore quoted in full to demonstrate a rare look at how Air Force officials were actually thinking in the late days of Sign. Such detailed correspondence is very rare in military records:

Actual document provided here

SECRET
COPY

Department of the Air Force
Headquarters, United States Air Force
Washington
3 Nov 48
Subject: Flying Object Incidents in the United States
To: Commanding General, Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

1. By letter dated 30 December 1947 from the Director of Research and Development, Headquarters USAF, your headquarters was required to establish Project "Sign".

2. The conclusion appears inescapable that some type of flying object has been observed. Identification and the origin of these objects is not discernible to this headquarters. It is imperative, therefore, that efforts to determine whether these objects are of domestic or foreign origin must be increased until conclusive evidence is obtained. The needs of national defense require such evidence in order that appropriate countermeasures may be taken.

3. In addition to the imperative need for evidence to permit countermeasures, is the necessity of informing the public as to the status of the problem. To date there has been too little data to present to the public. The press, however, is about to take it into its own

hands and demand to be told what we do or do not know about the situation. Silence on our part will not long be acceptable.

4. Request immediate information as to your conclusions to date and your recommendations as to the information to be given to the press. Your recommendation is requested also as to whether that information should be offered to the press or withheld until it is actively sought by the press.

BY COMMAND OF THE CHIEF OF STAFF:
[Unsigned]
C.P.Cabell
Major General, USAF
Director of Intelligence, Office of
Deputy Chief of Staff, Operations

Actual three page document, click here for first page
Click here for second page
Click here for third page

SECRET

Basic 1tr fr Hq USAF, 3 Nov 48 to CG, AMC, "Flying Object Incidents in the United States"
1st INd MCIAT/ABD/amb
Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio. 8 Nov 48
To: Chief of Staff, United States Air Force, Washington 25, D.C., ATTN: AFOIR

1. In attempting to arrive at conclusions as to the nature of unidentified flying object incidents in the United States, this Command has made a study of approximately 180 such incidents. Data derived from initial reports have been supplemented by further information obtained from checklists submitted by mail, from interrogations of other field agencies, and by personal investigation by personnel of this Command in the case of incidents that seem to indicate the possibility of obtaining particularly significant information.

2. The objects described fall into the following general classifications groups, according to shape or physical configuration:
a. Flat disc of circular or approximately circular shape.
b. Torpedo or cigar shaped aircraft, with no wings or fins visible in flight.
c. Spherical or balloon shaped objects.
d. Balls of light with no apparent form attached.

Final word 161

3. Some of the objects sighted have definitely been identified, upon further investigation, as weather or upper air scientific balloons of some type. A great many of the round or balloon shaped objects indicated in paragraph 2c above are probably of the same nature, although in most cases, definite confirmation of that fact has been impossible to obtain.

4. Some of the objects have been identified as being astro-physical in nature. For example, in daylight sightings, the planet Venus has been reported as a round silvery object at extremely high altitude. Action is being taken to obtain the services of a prominent astro-physicist as a consultant, to study all of the incidents to determine whether some can be identified as meteors, planets or other manifestations of astral bodies.

5. Arrangements for accomplishing a study of the psychological problems involved in this project are being made in coordination with the Aero-Medical Laboratory at this Headquarters. The possibility that some of the sightings are hallucinations, optical illusions or even deliberate hoaxes has been considered.

6. Although explanation of many of the incidents can be obtained from the investigations described above, there remains a certain number of reports for which no reasonable everyday explanation is available. So far, no physical evidence of the existence of the unidentified sightings has been obtained. Prominent scientists, including Dr. Irving Langmuir of the General Electric Company, have been interviewed to determine whether they could advance any reasonable explanations for characteristics exhibited by the objects sighted. In an early interview, Dr. Langmuir indicated that these incidents could be explained, but insufficient data were available at that time on which to base definite conclusions. It is planned to have another interview with Dr. Langmuir in the near future to review all the data now available, and it is hoped that he will be able to present some opinion as to the nature of many of the unidentified objects, particularly those described as "balls of lights."

7. All information that has been made available to this headquarters indicates that the discs, the cigar shaped objects, and the "balls of light" are not of domestic origin. Engineering investigation indicates that disc or wingless aircraft could support themselves in flight by aerodynamic means. It is probable that the problems of stability and control could also be solved for such aircraft. However, according to current aerodynamic theory in this country, aircraft with such configurations would have relatively poor climb, altitude and range characteristics with power plant now in use.

8. The possibility that the reported objects are vehicles from another planet has not been ignored. However, tangible evidence to support conclusions about such a possibility are completely lacking.

The occurrence of incidents in relation to the approach to the earth of the planets Mercury, Venus and Mars have been plotted. A periodic variation in the frequency of incidents, which appears to have some relation to the planet approach curves, is noted, but it may be purely a coincidence.

9. Reference is made to "The Books of Charles Fort" with an introduction by Tiffany Thayer, published 1941, by Henry Holt & Co., New York, N.Y. It appears that similar phenomena have been noted and reported for the past century or more.

10. In view of the above, the following conclusions are drawn:
a. In the majority of cases reported, observers have actually sighted some type of flying object which they cannot classify as an aircraft within the limits of their personal experience.
b. There is as yet no conclusive proof that unidentified flying objects, other than those which are known to be balloons, are real aircraft.
c. Although it is obvious that some types of flying objects have been sighted, the exact nature of those objects cannot be established until physical evidence, such as that which would result from a crash, has been obtained.

11. It is not considered advisable to present to the press information on those objects which we cannot yet identify or about which we cannot present any reasonable conclusions. In the event that they insist on some kind of a statement, it is suggested that they be informed that many of the objects sighted have been identified as weather balloons or astral bodies, and that investigation is being .,,, pursued to determine reasonable explanations for the others.

12. A report, summarizing the results obtained from analysis of the data and a technical investigation of the engineering aspects of the objects described, is nearly complete, and a copy will be forwarded to your headquarters in the near future.

FOR THE COMMANDING GENERAL:
[Signed H.M. McCoy]
H.M.McCoy
Colonel,USAF
Chief, Intelligence Department

New discoveries continue to be made but we are still no closer to learning why Sign came to such a dramatic end. Why Alfred Loedding, one of the Air Force's most brilliant minds, was purged from UFO investigations by 1949 and from Wright-Patterson entirely by 1951. Important mysteries are still to be discovered.

1. Project Blue Book Files, Roll No. 3, Cases 185 and 190, listed as Incidents 151 and 152 in 1948 era documents.
2. Ibid.
3. Vallee, Anatomy of a Phenomenon: Unidentified Objects in Space—A Scientific Appraisal (Chicago: Henry Regnery Company, 1965), p. 54.
4. Project Blue Book Files, Roll No. 3, Case 195, listed as Incident 171 in 1948 era documents.
5. Ibid., Case 198, listed as Incident 162 in 1948 era documents.
6. The findings of the soil sample analysis showed no indication of an anomalous event at the site nor the presence of a metallic object having touched the pebbles in the soil.
7. Project Blue Book Files, Roll No. 3, Case 208, listed as Incident 176 in 1948 era documents.
8. Ibid., Case 284, listed as Incident 172 in 1948 era documents.
9. Ruppelt, Report on Unidentified Flying Objects, pp. 31-39.
10. Project Blue Book Files, Roll No. 3, Case 216, listed as Incident 180 in 1948 era documents.
11. Albert B. Deyarmond's personal papers, courtesy Project Sign Research Center.

12. Project Blue Book Files, Roll No. 3, Case 218, listed as Incident 183 in 1948 era documents.
13. Ibid., Case 238, listed as Incident 209 in 1948 era documents.
14. Ibid., Case 249, listed as Incident 222 in 1948 era documents.
15. Ruppelt, Report on Unidentified Flying Objects, p. 46.
16. See Chapter 5, pp. 88-89.
17. Clark, The Emergence of a Phenomenon, pp. 184-185.
18. Bruce S. Maccabee, "Still In Default," In Walter H. Andrus, Jr., and Richard H. Hall, eds., MUFON 1986 International UFO Symposium Proceedings, 143, Seguin, TX: Mutual UFO Network, Inc.; and Clark, p. 190.
19. "Ruppelt, Report on Unidentified Flying Objects, p. 51.
20. Ibid., pp. 47-52.
21. Maccabee, "Still In Default," p. 45.
22. Project Blue Book Files, Roll No. 3, Case 257, listed as Incident 215 in 1948 era documents.
23. FOIA request I-NAIC-97-053, Project Sign and Grudge documents 1948-1949, Wright-Patterson Air Force Base, Dayton, Ohio.

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Appendix IV - FBI Concerns
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Appendix VI - Interesting and Amusing FBI Memos
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Alfred Loedding and The Great Flying Saucer Wave of 1947

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holds a Bachelor of Graduate Studies degree from the University of Iowa in Education and Broadcasting. A retired secondary educator, Ms. Connors has held an active interest in the UFO phenomenon since the late 1940's. A former member of the Civil Air Patrol, she went on to enlist in the United States Air Force where she was an E-5 in Communications and Administration. Ms. Connors taught at hoth the secondary and post secondary levels before retiring from the field of Education. Ms. Connors is the author of several books: "The Lincoln Cent," "Genesis Obscura" and has edited several books detailing outstanding Iowa women. Her book, "Anatomy of a Project: An Illustrative History of Project SIGN" details the first official investigation into unidentified flying objects. She is the Director of the Project SIGN Research Center and can be reached at: P.O. Box 8552, Albuquerque, New Mexico 87198; or by email at ProjectSign@email.msn.com

The Saturday Evening Post · December 17, 1966 · 35c

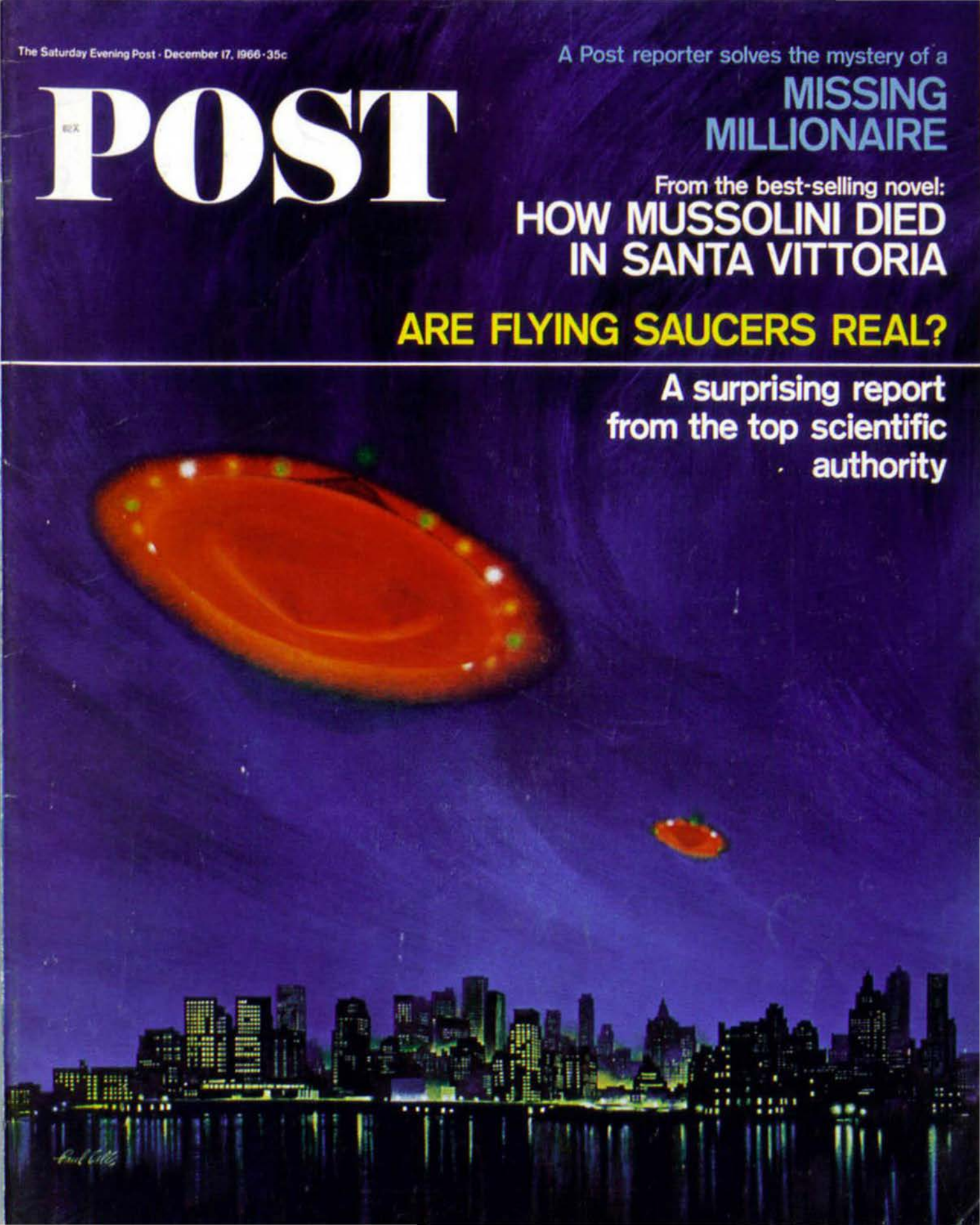
POST

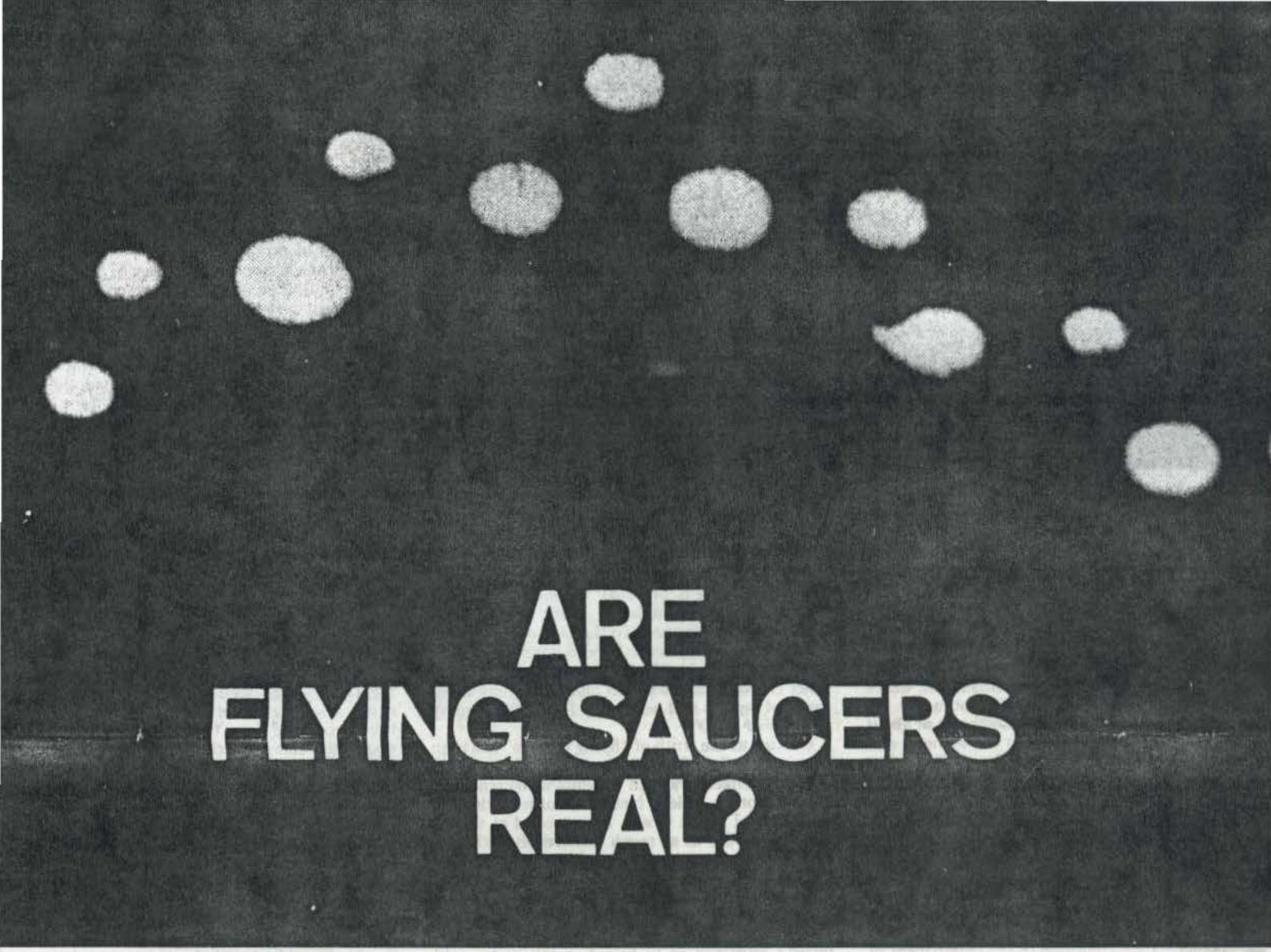
A Post reporter solves the mystery of a
MISSING MILLIONAIRE

From the best-selling novel:
HOW MUSSOLINI DIED IN SANTA VITTORIA

ARE FLYING SAUCERS REAL?

A surprising report from the top scientific authority





ARE FLYING SAUCERS REAL?

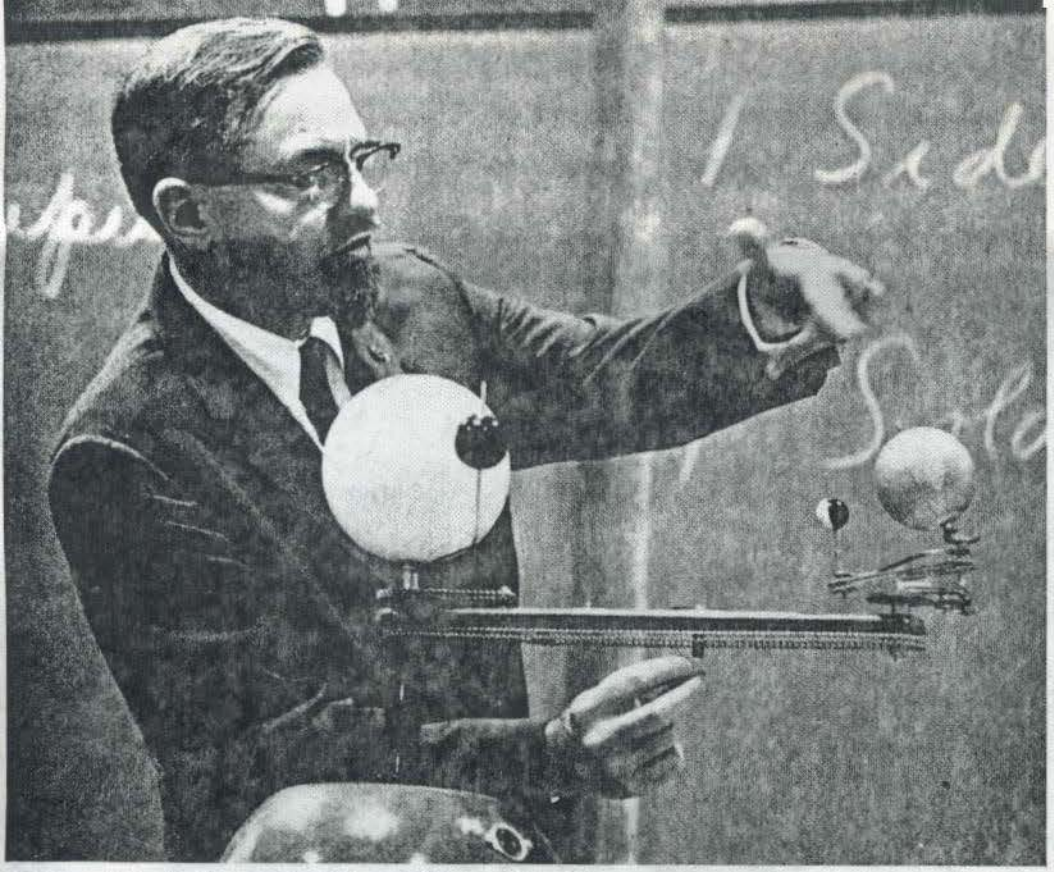
For years the Air Force has dismissed them as hoaxes, hallucinations or misidentifications. Now the Air Force's own scientific consultant on unidentified flying objects declares that many of the sightings cannot be so easily explained.

On August 25, 1966, an Air Force officer in charge of a missile crew in North Dakota suddenly found that his radio transmission was being interrupted by static. At the time, he was sheltered in a concrete capsule 60 feet below the ground. While he was trying to clear up the problem, other Air Force personnel on the surface reported seeing a UFO—an unidentified flying object—high in the sky. It had a bright red light, and it appeared to be alternately climbing and descending. Simultaneously, a radar crew on the ground picked up the UFO at 100,000 feet.

So begins a truly puzzling UFO report—one that is not explainable as it now stands by such familiar causes as a balloon, aircraft, satellite or meteor. "When the UFO climbed, the static stopped," stated the report made by the base's director of operations. "The UFO began to swoop and dive. It then appeared to land ten to fifteen miles south of the area. Missile-site control sent a strike team [well-armed Air Force guards] to check. When the team was about ten miles from the landing site, static disrupted radio contact with them. Five to eight minutes later the glow diminished, and the UFO took off. Another UFO was visually sighted and confirmed by radar. The one that was first sighted passed beneath the second. Radar also confirmed this. The first made for altitude toward the north, and the second seemed to disappear with the glow of red."

This incident, which was not picked up by the press, is typical of the puzzling cases that I have studied during the 18 years that I have served as the Air Force's scientific consultant on the problem of UFO's. What makes the report especially arresting is the fact that another incident occurred near the base a few days earlier. A police officer—a reliable man—saw in broad daylight what he called "an object on its edge floating down the side of a hill, wobbling from side to side about ten feet from the

By J. Allen Hynek



A distinguished scientist, Dr. Hynek is now chairman of the department of astronomy at Northwestern University.

ground. When it reached the valley floor, it climbed to about one hundred feet, still tipped on its edge, and moved across the valley to a small reservoir."

The object, which was about 30 feet in diameter, next appeared to flatten out, and a small dome became visible on top. It hovered over the water for about a minute, then moved to a small field, where it appeared to be landing. It did not touch the ground, however, but hovered at a height of about 10 feet some 250 feet away from the witness, who was standing by his parked patrol car. The object then tilted up and disappeared rapidly into the clouds. A fantastic story, yet I interviewed the witness in this case and am personally satisfied that he is above reproach.

During the years that I have been its consultant, the Air Force has consistently argued that UFO's were either hoaxes, hallucinations or misinterpretations of natural phenomena. For the most part I would agree with the Air Force. As a professional astronomer—I am chairman of the department of astronomy at Northwestern University—I have had no trouble explaining the vast majority of the reported sightings.

But I cannot explain them all. Of the 15,000 cases that have come to my attention, several hundred are puzzling, and some of the puzzling incidents, perhaps one in 25, are bewildering. I have wanted to learn much more about these cases than I have been able to get from either the reports or the witnesses.

These special cases have been reported by highly respected, intelligent people who often had technical training—astronomers, airport-tower operators, anthropologists, Air Force officers, FBI personnel, physicians, meteorologists, pilots, radar operators, test pilots and university professors. I have argued for years within the Air Force that these unusual cases needed much more study than they were getting. Now, finally, the Air Force has begun a serious scientific investigation of the UFO phenomena.

The public, I am certain, wants to know what to believe—what *can* be believed—about the "flying-saucer" stories that seem to be growing more sensational all the time. With all loyalty to the Air Force, and with a deep appreciation of its problems, I now feel it my duty to discuss the UFO mystery fully and frankly. I speak as a scientist with unique experience. To the best of my knowledge, I am the only scientist who has spent nearly 20 years monitoring the UFO situation in this and other countries and who has also read many thousands of reports and personally interviewed many sighters of UFO's.

Getting at the truth of "flying saucers" has been extraordinarily difficult because the subject automatically engenders such instantaneous reactions and passionate beliefs. Nearly all of my scientific colleagues, I regret to say, have scoffed at the reports of UFO's as so much balderdash, although this was a most unscientific reaction since virtually none of them had ever studied the evidence. Until recently my friends in the physical sciences wouldn't even discuss UFO's with me. The subject, in fact, rarely came up. My friends were obviously mystified as to how I, a scientist, could have gotten mixed up with "flying saucers" in the first place. It was a little as though I had been an opera singer who had suddenly taken it into his head to perform in a cabaret. It was all too embarrassing to bring up in polite conversation.

While the scientists were chuckling at UFO's, a number of groups of zealous citizens were telling the public that "flying saucers" did indeed exist. The believers in UFO's charged the Air Force with concealing the existence of "flying saucers" to avoid a public panic. Since I was the Air Force's consultant, these groups accused me of selling out as a scientist, because I did not admit that UFO's existed. I was the Air Force's stooge, its tame astronomer, a man more concerned with preserving his consultant's fee than with disclosing the truth to the public.

I received many letters attacking me for not attacking the Air Force. One typical writer pointed out that as a scientist my first allegiance was to "fact." He went on to state, "Any person who has closely followed the UFO story knows that many reports have been 'explained away' in a manner that can only be called ludicrous."

Another typical letter declared: "In spite of the fact that the [Air Force] claims (or is instructed to claim) that UFO's do not exist, I think that common sense tells most of us that they do. There have been too many responsible people through the years that have had terrifying experiences involving UFO's. I think our Government insults the intelligence of our people in keeping information regarding UFO's from them."

The question of UFO's has developed into a battle of faiths. One side, which is dedicated to the Air Force position and backed up by the "scientific establishment," *knows* that UFO's do not exist; the other side *knows* that UFO's represent something completely new in human experience. And then we have the rest of the world, the great majority of people who, if they think about the subject at all, don't know what to think.

The question of whether or not UFO's exist should not be a battle of faiths. It must be a subject for calm, reasoned, scientific analysis.

In 1948, when I first heard of the UFO's, I thought they were sheer nonsense, as any scientist would have. Most of the early reports were quite vague: "I went into the bathroom for a drink of water and looked out of the window and saw a bright light in the sky. It was moving up and down and sideways. When I looked again, it was gone."

At the time, I was director of the observatory at Ohio State University in Columbus. One day I had a visit from several men from the technical center at Wright-Patterson Air Force Base, which was only 60 miles away in Dayton. With some obvious embarrassment, the men eventually brought up the subject of "flying saucers" and asked me if I would care to serve as consultant to the Air Force on the matter.

The job didn't seem as though it would take too much time, so I agreed. When I began reviewing cases, I assumed that there was a natural explanation for all of the sightings—or at least there would be if we could find out enough data about the more puzzling incidents. I generally subscribed to the Air Force view that the sightings were the results of misidentifications, hoaxes or hallucinations.

During the next few years I had no trouble explaining or discarding most of the cases referred to me, but a few were baffling enough to make me wonder—cases that the Air Force would later carry as "unidentified." Let me emphasize the point that the Air Force made up its own mind on each case; I merely submitted an opinion. I soon found that the Air Force had a tendency to upgrade its preliminary explanations while compiling its yearly summaries; a "possible" aircraft often became a "probable" aircraft. I was reminded of the Greek legend of Procrustes, who tried to fit all men to his single bed. If they were too long, he chopped them off; if they were too short, he stretched them out.

Public statements to the contrary, the Air Force has never really devoted enough money or attention to the problem of UFO's to get to the bottom of the puzzling cases. The Air Force's UFO evaluation program, known as "Project Blue Book," is housed in one room at Wright-Patterson. For most of its history Project Blue Book has been headed by a captain. This fact alone will tell anyone familiar with military procedures the relative position of Project Blue Book on the Air Force's organization chart. The staff, which has usually consisted of two officers and a sergeant, has had to try to decide, on the basis of sketchy statements, the causes of all UFO sightings reported to the Air Force. From 1947 through 1965, Project Blue Book reviewed 10,147 cases. Using the Air Force's criteria, the project identified 9,501, leaving over 600 that were carried as unidentified.

By 1952 my feeling that the Air Force was not

investigating the reports seriously enough led me to write a paper suggesting that the subject deserved much closer study. In 1953 the Air Force did give UFO's more attention, although not nearly enough, to my mind. A panel of some of the top scientists in the country was assembled under the direction of Howard P. Robertson, a distinguished physicist from Cal Tech. The Robertson panel discussed UFO's for four days. Most of the cases, incidentally, were not as puzzling as some of the ones we have now. What was more, the panel was given only 15 reports for detailed study out of the several hundred that had been made up to that time, although it did quickly review many others. This was akin to asking Madame Curie to examine a small fraction of the pitchblende she distilled and still expecting her to come out with radium.

I was listed as an associate member of the panel, but my role was really more that of an observer. After completing its brief survey, the panel concluded that "the evidence presented on unidentified flying objects showed no indication that these phenomena constitute a direct physical threat to the national security," and that "we firmly believe there is no residuum of cases which indicate phenomena which are attributable to foreign artifacts capable of hostile acts, and that there is no evidence that the phenomena indicated a need for revision of current scientific concepts." It is interesting to note the phrase "we firmly believe," a phrase more appropriate to the cloth than to the scientific fraternity.

The Robertson report immediately became the main justification of the Air Force's position—there is nothing to worry about—and it so remains to this day. I was not asked to sign the report, but I would not have signed if I had been asked. I felt that the question was more complicated than the panel believed, and that history might look back someday and say that the panel had acted hastily. The men took just four days to make a judgment upon a perplexing subject that I had studied for more than five years without being able to solve to my satisfaction.

In 1953, the year of the Robertson report, there occurred one of the most puzzling cases that I have studied. It was reported first in Black Hawk, S. Dak., and then in Bismarck, N. Dak., during the night of August 5 and the early morning of August 6. A number of persons in Black Hawk reported seeing several strange objects in the sky. What made these reports particularly significant was the fact that these people were trained observers—they were part of the national network of civilians who were keeping watch for enemy bombers.

At approximately the same time, unidentified blips showed up on the radarscope at Ellsworth Air Force Base, which is near Black Hawk. An airborne F-84 fighter was vectored into the area and reported seeing the UFO's. The pilot radioed that one of the objects appeared to be over Piedmont, S. Dak., and was moving twice as fast as his jet fighter. It was "brighter than the brightest star" he had ever seen. When the pilot gave chase, the light "just disappeared." Five civilians on the ground, who had watched the jet chase the light, confirmed the pilot's report.

Later a second F-84 was sent aloft and directed toward the UFO, which still showed on ground radar. After several minutes, the pilot reported seeing an object with a light of varying intensity that alternated from white to green. While the pilot was pursuing the UFO, he noted that his gunsight light had flashed on, indicating that his plane's radar was picking up a target. The object was directly ahead of his aircraft but at a slightly greater altitude. It then climbed very rapidly. When the pilot saw he was hopelessly losing

The argument over UFO's became a battle of faiths.

ground, he broke off the chase. Radar operators on the ground tracked the fighter coming back from the chase, while the UFO continued on out of range of the scope.

As the object sped off to the north, Ellsworth Air Force Base notified the spotters' control center in Bismarck, 220 miles to the north, where a sergeant then went out on the roof and saw a UFO. The Air Force had no planes in Bismarck that could be sent after the UFO, which finally disappeared later that night.

I investigated this reported sighting myself and was unable to find a satisfactory explanation. In my report, I noted that "the entire incident, in my opinion, has too much of an *Alice in Wonderland* flavor for comfort."

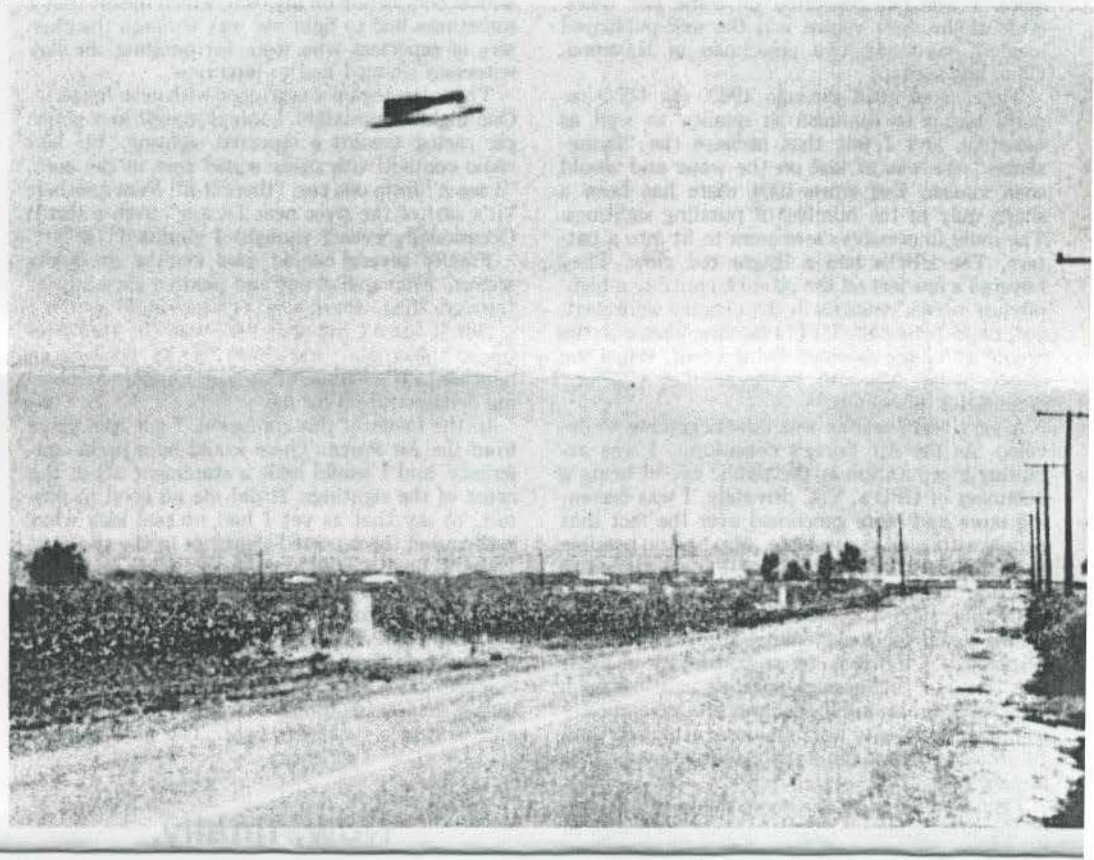
It was about this time that some firm believers in UFO's became disgusted with the Air Force and decided to take matters into their own hands, much like the vigilantes of the Old West; they organized "to do the job the Air Force was mishandling." These groups, composed of people with assorted backgrounds, were often the recipients of intriguing reports that never came to the official attention of Project Blue Book. The first group of this kind in the United States was the APRO (Aerial Phenomena Research Organization), founded in 1952 and still going strong, as is NICAP (National Investigations Committee on Aerial Phenomena), which was organized several years later.

As the years went by, I learned more and more about the global nature of UFO sightings. At first I had assumed that it was a purely American phenomenon, like swallowing goldfish. But reports of sightings kept coming in from around the world until 70 countries were on the list. As a scientist, I naturally was interested in correlating all of the data; a zoologist studying red ants in Utah, say, wants to find out about a new species found along the Amazon. But when I suggested to the Air Force that the air attachés abroad be used to gather reports on foreign sightings, I was turned down. No one in a position of authority seemed to want to take up the time of the officers with such an embarrassing subject.

Gradually I began to accumulate cases that I really couldn't explain, cases reported by reliable, sincere people whom I often interviewed in person. I found that the persons making these reports were often not acquainted with UFO's before their experience, which baffled and thoroughly frightened them. Fearing ridicule, they were often reluctant to report the sighting and did so only out of a sense of duty and a tremendous desire to get a rational explanation for their irrational experience. One typical letter to me concluded with the sentence: "Hoping you don't think I'm nuts, but not caring if you do, Sincerely," . . .

We had many reports from people of good repute, yet we had no scientifically incontrovertible evidence—authenticated movies, spectrograms of reported lights, "hardware"—on which to make

One of the basic problems of solving the UFO mystery, according to Dr. Hynek, is the lack of authenticated photographs of the phenomenon. The man who took this shot near Santa Ana, Calif., said that the object was about 30 feet wide and 700 feet away. But Air Force experts ruled that the thing was much smaller and closer, and refused to validate the picture.



a judgment. There are no properly authenticated photographs to match any of the vivid prose descriptions of visual sightings. Some of the purported "photographs" are patent hoaxes. Others show little detail; they could be anything. Some show a considerable amount of detail, but cannot be substantiated.

The evidence for UFO's, then, was entirely without physical proof. But were *all* of the responsible citizens who made reports mistaken or victims of hallucinations? It was an intriguing scientific question, yet I couldn't find any scientists to discuss it with.

The general view of the scientists was that UFO's couldn't exist, therefore they didn't exist. therefore let's laugh off the idea. This, of course, is a violation of scientific principles, but the history of science is filled with such instances. Some scientists refused to look through Galileo's telescope at sunspots, explaining that "since the sun was perfect, it couldn't have spots, and therefore it was no use looking for them." Other scientists refused to believe in the existence of meteorites; who would be foolish enough to think that a stone could fall from the sky?

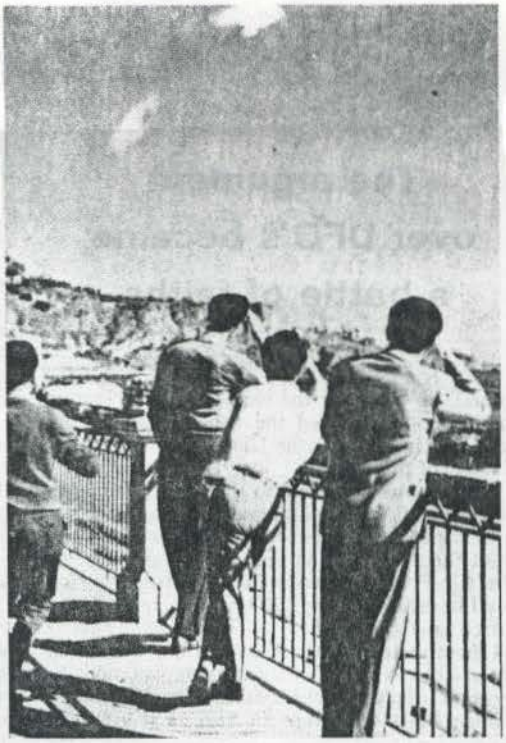
From time to time I would urge the Air Force to make a more thorough study of the phenomenon, but nothing ever came of it. I began to feel a very real sense of frustration. As the years went by, I continued to find cases that puzzled me while I examined reports for Project Blue Book. People who were afraid that the Air Force would scoff at their reports began sending me letters that were often detailed and well written about their experiences. The Air Force never attempted to influence my view on any case, but occasionally the service would disregard my evaluations. What was more, I was not consulted on some key cases. (One of the most recent was the well-publicized incident involving two policemen in Ravenna, Ohio, last spring.)

Then, from 1958 through 1963, the UFO reports began to diminish in quality as well as quantity, and I felt that perhaps the "flying-saucer" era was at last on the wane and would soon vanish. But since 1964 there has been a sharp rally in the number of puzzling sightings. The more impressive cases seem to fit into a pattern. The UFO's had a bright red glow. They hovered a few feet off the ground, emitting a high-pitched whine. Animals in the vicinity were terrified, often before the UFO's became visible to the people who later reported the incident. When the objects at last began to disappear, they vanished in a matter of seconds.

A very real paradox was now beginning to develop. As the Air Force's consultant, I was acquiring a reputation in the public eye of being a debunker of UFO's. Yet, privately, I was becoming more and more concerned over the fact that people with good reputations, who had no possible hope of gain from reporting a UFO, continued to describe "out-of-this-world" incidents.

In July, 1965, I wrote a letter to the Air Force calling again for a systematic study of the phenomenon. "I feel it is my responsibility to point out," I said, "that enough puzzling sightings have been reported by intelligent and often technically competent people to warrant closer attention than Project Blue Book can possibly encompass at the present time."

Then, in March of this year, came the reports of the now-celebrated "swamp-gas" sightings in Michigan. On two separate nights, at spots separated by 63 miles, nearly 100 people reported seeing red, yellow, and green lights glowing over swampy areas. When I received the first accounts of the UFO's, I recognized at once that my



A photographer in Sicily in 1954 produced this weird shot of two purported objects and three relaxed men.

files held far better, more coherent and more articulate reports than these. Even so, the incident was receiving such great attention in the press that I went to Michigan with the hope that here was a case that I could use to focus scientific attention on the UFO problem. I wanted the scientists to consider the phenomenon.

But when I arrived in Michigan, I soon discovered that the situation was so charged with emotion that it was impossible for me to do any really serious investigation. The Air Force left me almost completely on my own, which meant that I sometimes had to fight my way through the clusters of reporters who were surrounding the key witnesses whom I had to interview.

The entire region was gripped with near-hysteria. One night at midnight I found myself in a police car racing toward a reported sighting. We had radio contact with other squad cars in the area. "I see it" from one car, "there it is" from another, "it's east of the river near Dexter" from a third. Occasionally even *I* thought I glimpsed "it."

Finally several squad cars met at an intersection. Men spilled out and pointed excitedly at the sky. "See—there it is! It's moving!"

But it wasn't moving. "It" was the star Arcturus, undeniably identified by its position in relation to the handle of the Big Dipper. A sobering demonstration for me.

In the midst of this confusion, I got a message from the Air Force: There would be a press conference, and I would issue a statement about the cause of the sightings. It did me no good to protest, to say that as yet I had no real idea what had caused the reported sightings in the swamps. I was to have a press conference, ready or not.

Searching for a justifiable explanation of the sightings, I remembered a phone call from a botanist at the University of Michigan, who called to my attention the phenomenon of burning "swamp gas." This gas, caused by decaying vegetation, has been known to ignite spontaneously and to cast a flickering light. The glow is well-known in song and story as "jack-o'-lantern," "fox fire," and "will-o'-the-wisp." After learning more about swamp gas from other Michigan scientists, I decided that it was a "possible" explanation that I would offer to the reporters.

Now, finally, American science plans to study UFO's.

The press conference, however, turned out to be no place for scholarly discussion; it was a circus. The TV cameramen wanted me in one spot, the newspaper men wanted me in another, and for a while both groups were actually tugging at me. Everyone was clamoring for a single, spectacular explanation of the sightings. They wanted little green men. When I handed out a statement that discussed swamp gas, many of the men simply ignored the fact that I said it was a "possible" reason. I watched with horror as one reporter scanned the page, found the phrase "swamp gas," underlined it, and rushed for a telephone.

Too many of the stories the next day not only said that swamp gas was definitely the cause of the Michigan lights but implied that it was the cause of other UFO sightings as well. I got out of town as quickly and as quietly as I could.

I suppose that the swamp-gas incident, which has become a subject for cartoons that I greatly enjoy, was the low point of my association with UFO's. The experience was very obvious proof that public excitement had mounted to the point that it was ridiculous to expect one professor, working alone in the field, to conduct a scholarly investigation. We had quite clearly reached a new stage in the UFO problem.

Three weeks after the Michigan incident I appeared before a hearing into UFO's that was conducted by the House Committee on Armed Services. I pointed out to the committee that I had a dossier of "twenty particularly well-reported UFO cases which, despite the character, technical competence and the number of witnesses, I have not been able to explain." Ten of these reports were made by scientists or by highly trained individuals, five were made by members of the armed services or police, and five were made by other reliable people. The committee urged the Air Force to give continued attention to the subject and was assured by Air Secretary Dr. Harold Brown that it would.

A serious inquiry into the nature of UFO's would be justified, in my opinion, just on the basis of the puzzling cases that have been reported during the last two years. It seems to me that there are now four possible explanations for the phenomena:

First, they are utter nonsense, the result of hoaxes or hallucinations. This, of course, is the view that a number of my scientific colleagues have taken. I think that enough evidence has piled up to shift the burden of proof to the critics who cry fraud. And if the UFO's are merely hallucinations, they still deserve intensive study; we need to learn how the minds of so many men so widely separated can be so deluded over so many years.

Second, the UFO's are some kind of military weapon being tested in secret. This theory is easily dispensed with. Secret devices are usually tested in very limited geographical areas. Why should the United States, or any other country, test them in scores of nations? The problem of preventing a security leak would be impossible.

Third, the UFO's are really from outer space. I agree with the Air Force. There is no incontrovertible evidence, as far as I can see, to say that we have strange visitors. But it would be foolish to rule out the possibility absolutely.

Solely for the sake of argument, let me state the case in its most favorable light. We all suffer from cosmic provincialism—the notion that we on

this earth are somehow unique. Why should our sun be the only star in the universe to support intelligent life, when the number of stars is a 1 followed by 20 zeros?

Stars are born, grow old and die, and it now seems that the formation of planetary systems is part of this evolutionary process. You would expect to find planets around a star just as you find kittens around a cat or acorns around an oak. Suppose that only one star in 10 is circled by a planetary system that has life; that means that the number of life-supporting stars in the universe would be a 1 followed by 19 zeros.

We also know that some stars are many millions of years older than our sun, which means that life elsewhere in the universe may have evolved many millions of years beyond our present state. That could mean that other planets in other solar systems may have solved the problem of aging, which we are beginning to grapple with even now. If a life span reached 10,000 years, let us say, a space journey of 200 or 300 years would be relatively short. In that time it would be possible to get from some distant planetary systems to ours.

A highly advanced civilization, such as the one I am postulating, would naturally keep an eye on the progress of life elsewhere in its galaxy. Any signs of unusual scientific progress might be reason enough to send a reconnaissance vehicle to find out what was going on. It so happens that in recent years we have made a very important advance of this kind: the development of the use of nuclear energy.

This is still "science fiction," of course, but let me take the story a step further. Some skeptics who scoff at reported UFO sightings often ask why the "flying saucers" don't try to communicate with us. One answer might be: Why should they? We wouldn't try to communicate with a new species of kangaroo we might find in Australia; we would just observe the animals.

Is there any connection between the reported UFO sightings and the scientific probability of life elsewhere in our galaxy? I don't know. I find no compelling evidence for it, but I don't rule it out automatically.

The fourth possible explanation of UFO's is that we are dealing with some kind of natural phenomenon that we as yet cannot explain or even conceive of. Think how our knowledge of the universe has changed in 100 years. In 1866 we not only knew nothing about nuclear energy, we didn't even know that the atom had a nucleus. Who would have dreamed 100 years ago that television would be invented? Who can say what startling facts we will learn about our world in the next 100 years?

All of these possibilities deserve serious consideration and now, at long last, they will get it. In October the Air Force announced that a thorough investigation of UFO's will be conducted at the University of Colorado by a team of distinguished scientists, headed by Dr. Edward Condon, the former director of the National Bureau of Standards.

I cannot help but feel a small sense of personal triumph and vindication. The night the appointment was announced, my wife and I went out and had a few drinks to celebrate.

I am particularly pleased that the Condon committee will have time to work into the problem because I cannot consider anyone qualified to speak authoritatively on the total UFO phenomenon unless he has read at least a few thousand original (not summarized) reports, and is thoroughly acquainted with the global nature of reported UFO sightings. The truly puzzling and outstanding UFO reports are few in number compared to the welter of poor reports.

Recently I had dinner with several members of the Condon committee. What a pleasure it was to sit down with men who were open-minded about UFO's, who did not look at me as though I were a Martian myself. For the first time other scientists, who apparently have been wondering all along, have openly talked about the reports. One leading scientist wrote me the other day: "For some time now I have been convinced of the reality of this phenomenon based on reports in the general news media. It has seemed to me that even with a heavy discount there is a core of reliable observations which we cannot shrug off. Twice in recent weeks I have stated my views on the subject in small conversational groups of respectable, scholarly friends, and found that they were amazed that I should take these matters seriously. So I know that it took some courage for you to speak out."

I would like to suggest two more steps to help solve the UFO problem:

First, all of the valuable data that we have accumulated—good reports from all over the world—must be computerized so that we can rapidly compare new sightings with old and trace patterns of UFO behavior.

Second, we need good photographs of UFO's. Although the Air Force has probably spent less on UFO's so far than it has on wastebaskets, I realize that it is impractical to expect the service to set up a costly "flying-saucer" surveillance system across the country. When a UFO is spotted, the terrified witness usually picks up the phone at once and calls the local police, who have missed dozens of opportunities in the past to record the phenomena on film. I recommend that every police chief in the country make sure that at least one of his squad cars carries in its glove compartment a camera loaded with color film. The cameras, which could also be used for regular police work, might be furnished by civic or service groups. (I carry a camera in my briefcase at all times.)

Finally, I would like to emphasize my views on a controversial subject. During all of my years of association with the Air Force, I have never seen any evidence for the charge about UFO's most often leveled against the service: that there is deliberate cover-up of knowledge of space visitors to prevent the public from panicking. The entire history of the Air Force and the UFO's can be understood only if we realize that the Pentagon has never believed that UFO's could be anything novel, and it still doesn't. The working hypothesis of the Air Force has been that the stimulus behind every UFO report (apart from out-and-out hoaxes and a few hallucinations) is a misidentification of a conventional object or a natural phenomenon. It is just as simple as that.

Now, after a delay of 18 years, the Air Force and American science are about to try for the first time, really, to discover what, if anything, we can believe about "flying saucers." □

This strange shape was recorded over the New Mexican desert in 1957. While resembling a fast-moving cloud, it actually was motionless, according to the report of the photographer.

What Is The Responsibility Of The Scientist?

The following is quoted by J. ALLEN HYNEK in the Foreword to CHALLENGE TO SCIENCE - UFO ENIGMA by Jacques Vallee, 1966:

WHAT is the responsibility of the scientist confronted with observations that seem not only a challenge but sometimes also an affront to science? How does one discharge this responsibility? The UFO phenomena presents us with such a problem. To most scientists who have no acquaintance with the subject, save that gained from scanning the popular press, it is an "untouchable" area. Flying saucers indeed!-the product of immature, imaginative, and even unbalanced minds, the playground of the pseudo-scientist and the quasi-mystic, the haven of the crackpot.

Is this really so? Obviously, if one is to apply the scientific principles we all staunchly defend, one must take the time to look into the subject carefully-to look and to consider. But time is precisely what today's scientists-in some respects the world's busiest people -do not have! Who can take the time to wade through the seeming morass of stories, fanciful tales, chimera, and balderdash when SO many pressing things demand the scientist's immediate attention?

As an astronomer, I probably would never have approached the subject had I not been officially asked to do so. Over the past eighteen years I have acted as a scientific consultant to the U.S. Air Force on the sub-ject of unidentified flying objects-UFO's. As a consequence of my work on the voluminous air force files and, to a greater extent, of personal investigation of many puzzling cases and interviews with witnesses of good repute, I have long been aware that the subject of UFO's could not be dismissed as mere nonsense. Nonsense is present, to be sure, and misidentification of otherwise familiar objects that many sincere people report as UFO's. But is there not a "signal" in the "noise," a needle in the haystack? Is it not precisely our role to try to isolate the valid from the nonsensical? By carefully working through tons of pitchblende, Madame Curie isolated a tiny amount of radium-but the significance of that minute quantity was world--shaking.

It is my conclusion (speaking now personally and not in an official capacity) after many years of working through "tons" of reports, that there is a signal, that there is "radium" in the "pitchblende," waiting to be extracted. The authors of this book have come to the same conclusion, by a somewhat different path. Whether the scientifically valid in the entire UFO phenomenon proves to be a physical signal or a psychological one -or even a heretofore unknown phenomenon-it is in every respect a challenge to science.

Perhaps I should have spoken earlier; eighteen years is a long time. But it takes more evidence to get an idea accepted in a revolutionary field, be it biological evolution, relativity, or quantum mechanics, than it does to advance simply another step in an accepted scientific domain. Furthermore, astronomers are among the most conservative of scientists. Perhaps this is because their time scale is so great that they naturally bide their time in

proposing or accepting revolutionary ideas, particularly if such ideas are subject to sensational treatment in the press and in the minds of the people.

Nonetheless, I have of late been rebuked, in my correspondence with people whose integrity I respect, with the charge that I failed to call the importance of the air force data on UFO's to the attention of my peers. If any defense is needed, in view of the controversial and explosive nature of the subject, it is that I did indeed on many occasions call guarded attention to the steadily growing mass of reports made by intelligent people from many countries. As early as 1952, before the Optical Society of America, I pointed out the significant nature of some types of UFO reports (article published in the Journal of the Optical Society of America, April, 1953). Over and above that, there remains the fact that for years I have personally de-voted a portion of my time to this subject, an action that would be unthinkable had I not felt it was worthy of examination. I have long been aware that the UFO phenomenon is a global one and that it has captured the attention of many rational people. Numerous scientists have privately told me of their interest and their willingness to look further into the problem.

Also, as a scientific consultant to the U.S. Air Force, I carry a unique responsibility: any statement I make on the importance of the UFO phenomenon, unless backed by overwhelming evidence, carries the danger of "mobilizing the credulity of the world," as a university colleague of mine so aptly put it. I recognize that responsibility in accepting the invitation of the authors to write the Foreword to this book. It was only my respect for the authors as serious investigators and the continued and growing mass of unexplained UFO re-ports that prompted me to accept. I have over the years acquired something of a reputation as a "debunker" of UFO reports. If this arose from my honest desire to find a rational natural explanation for the stimuli that give rise to the reports, a procedure very frequently crowned with success, then I must bear with that reputation. If it stems, however, from a belief that I deliberately adopted a Procrustean approach, cutting down or stretching out evidence to make a forced fit, deliberately to "explain away" UFO reports at all cost, then it is a most unwarranted charge.

In my nearly two score years' association with the investigation of the reports, I have yet to write a book on the subject, primarily because there is no physical evidence in support of the phenomenon. Were I to write such a book today, however, I probably would take much the same approach followed by the present authors. The Vallees present a formidable amount of evidence for the. global nature of the UFO phenomenon, but despite this they come to no firm conclusion. As they state: "We must realize that the observations we have reviewed . . . have no value in themselves. They are important and deserve study, only because each one is an illustration of a phenomenon that has manifested itself since May, 1946, in every country in the world." Besides the fact that the reports bear striking similarities to each other they continue to be made by people of good repute, which makes it imperative that a scientific investigation be undertaken. Because of the global nature of the total phenomenon, this investigation might well be carried our under the auspices of the United Nations. The psychological implications of the UFO phenomenon on world affairs certainly make it

worthy of study. It makes no difference, in this respect, what the physical truth of the matter is; it is the impact it has on the minds of people in many nations that makes it potentially important in the psychosociological balance of the world.

My own interest, as an astronomer, in the total phenomenon is, of course, purely scientific. Some readers many well wonder whether this seemingly flamboyant subject is amenable to scientific inquiry. What constitutes scientific evidence in this field? The authors present a convincing argument that the UFO phenomenon can be studied with the advanced methods of inquiry of the physical scientist and of the sociologist and psychologist. In all of these methods the electronic computer figures prominently.

Scientific inquiry becomes possible when the phenomenon under study exhibits patterns and-regularities, when it is subject to classification Lee authors have shown that a classification system (the start of many branches of science) of UFO phenomena is possible and, indeed, that each type they have identified shows a different diurnal frequency pattern. In particular, their catalogue of five hundred cases should be of interest to scientists. I cannot help drawing a parallel with the first catalogues of celestial radio sources: the great majority- of the entries were unidentified optically; only more advanced methods of analysis and observation revealed that some of these were distant radio galaxies and that some were the striking new puzzle, quasi-stellar sources. The present catalogue of UFO cases consists, with very few exceptions, of unidentified items; one wonders whether the parallel with the catalogue of radio sources continues.

Certainly no progress can be made without scientific study. Unfortunately, as the authors point out, scientists, "draped with dignity," have often refused to study the reports. The fact of the matter is that many of my colleagues who have undraped their dignity long enough to take a hard look at the reports have joined the growing ranks of the puzzled scientists: they privately indicate serious interest in the phenomenon but publicly they choose, like the subject itself, to remain unidentified; they are unwilling to expose themselves to the raillery and banter that go with it. It is to them in particular, and to all who foster the true Galilean spirit, that this book will be of greatest value. They grope and seek, examining even those ideas that seem fanciful and strange, for they know how strange and fanciful the term "nuclear energy" would have been to a physicist one hundred years ago. They are ready to accept a new challenge to science.

J. ALLEN HYNEK
Chairman, Department of Astronomy, and Director, Dearborn Observatory, Northwestern University

National Investigations Committee On Aerial Phenomena

The Condon Report and UFOs

***Bulletin of the Atomic Scientist,* April 1969, p. 39-42.**

Scientific Study of Unidentified Flying Objects, a report by Dr. Edward U. Condon, Director of the University of Colorado Project. Bantam Books, New York, in association with the New York Times.
965 pages, including index. $ 1.95 paper.

Reviewed by J. Allen Hynek

As consultant on UFOs to the U.S. Air Force for more than 20 years, Dr. Hynek has examined thousands of reports of "flying saucers" and investigated many of them personally. At the beginning of his consultative assignment, his mission was to determine which of the sightings were due to astronomical phenomena - meteors, planets, or stars. By the end of 1949, Dr. Hynek had examined about as many UFO cases as the Condon Report staff has. He came to the same conclusion as Dr. Condon - that the UFO phenomenon was hardly worth serious scientific consideration. In the years since then, however, Dr. Hynek has had reason to change his earlier opinion. He does not agree with the Condon Report and in this review essay he tells why. Dr. Hynek is head of the Department of Astronomy and director of the Lindheimer Astronomical Research Center of Northwestern University.

Physical scientists who know Edward U . Condon through his work in molecular physics and quantum mechanics will find the hand of the master strangely missing in *Scientific Study of Unidentified Flying Objects.* Not only is his talent for organizing and deftly attacking a problem unapparent but, for example, he is not listed as having personally looked into any of the 95 cases to which various members of the rather fluid committee addressed themselves. (Yet his characteristic humor comes through delightfully in his chapter on the recent history of the UFO.)

It is unfortunate that, almost certainly, popular history will henceforth link Dr. Condon's name with UFOs and only the arcane history of physics will accord him his true place and record his brilliant career in contributing to the understanding, with mathematical elegance, of the nature of the physical world. These contributions UFOs cannot take away from him, even though his work with this problem is analogous to that of a Mozart producing an uninspired pot-boiler, unworthy of his talents.

The *Scientific Study of Unidentified Flying Objects* is a strange sort of scientific paper and does not fulfill the promise of its title. Even the color- cover (over which Condon, however, probably had no control) is misleading. Instead of portraying one of the relatively few photographs that remain unidentified we find an immediately identifiable photo of a lens flare.

The report essentially is a collection of case histories and special reports by members of Dr. Condon's staff and investigators working under contract with the University of Colorado. Scientifically trained readers will find these papers as troublesome and dull to read as they probably were to write.

While devoted in the large part to exposing hoaxes or revealing many UFOs as mis-identifications of common occurrences, the book leaves the same strange, inexplicable residue of unknowns which has plagued the U.S. Air Force investigation for 20 years. In fact, the percentage of "unknowns" in the Condon report appears to be even higher than in the Air Force investigation (Project Blue Book) - which led to the Condon investigation in the first place. Every contributor to the report finds in his particular area of

examination (photos, radar-visual sightings, physical evidence, etc.) something that cannot be dismissed as a mis-identification of known phenomena.

One of the contributors, Dr. William K. Hartmann, an astronomer at the University of Arizona, sums up the overall situation as follows: "The present data are compatible with but do not establish either the hypothesis that (1) the entire UFO phenomenon is a product of mis-identification, poor reporting and fabrication, or that (2) a very small part of the UFO phenomenon involves extraordinary events."

An unidentified flying object (UFO, pronounced OOFO) is here defined as the stimulus for a report made by one or more individuals of something seen in the sky (or an object thought to be capable of flight but seen when landed on the earth) which the observer could not identify as having an ordinary natural origin, and which seemed to him sufficiently puzzling that he undertook to make a report of it to police, to government officials, to the press, or perhaps to a representative of a private organization devoted to the study of such objects.

Defined in this way, there is no question as to the existence of UFOs, because UFO reports exist in fairly large numbers, and the stimulus for each report is, by this definition, an UFO. The problem then becomes that of learning to recognize the various kinds of stimuli that give rise to UFO reports.

The UFO is "the stimulus for a report...." This language refrains from saying whether the reported object was a real, physical, material thing, or a visual impression of an ordinary physical thing distorted by atmospheric conditions or by faulty vision so as to be unrecognizable, or whether it was a purely mental delusion existing in the mind of the observer without an accompanying visual stimulus.

Scientific Study of Unidentifed Flying Objects, p. 9.

There are other, more provocative statements buried deep within the report. They do not support its overall conclusion that UFO studies do not offer a fruitful field in which to look for major scientific discoveries. Examples are such comments as "unidentified after analysis," or "conceivable but unlikely mis-identification wit birds, aircraft, etc."

ELECTRICAL DAMPING PUZZLE

One puzzling aspect of some UFO reports is an electrical damping effect which, according to witnesses, interrupts the ignition and shuts off the engine and lights of a moving automobile. Only one of these cases was examined in the report. The conclusion was "No satisfactory explanation for such effects, if indeed they occurred, is apparent." This reasoning seems to attempt to resolve the problem by dismissing it. One may ask - was it not the function of the investigation to determine whether these reported events did indeed occur? More than 100 cases of electrical or electromagnetic interaction between UFOs and automobiles have been reported, yet the Condon report states: "During the period of field study only one case of automobile engine malfunction came to our attention. There was some ground for skepticism about the report, in that it was made by a diabetic patient who had been drinking and was returning home from a party at 3:00 A.M."

This case is not one of the group I refer to and under the circumstances should have been excluded from the study.

There are other puzzlers described in the report, such as this comment on a UFO sighting claim: "The residue is a most intriguing report that must certainly be classed as an unknown pending further study, which it certainly deserves. It does appear that this sighting defies explanation by conventional means."

UFOs IN ORBIT

During manned space flights, United States astronauts have reported a number of UFO sightings. One of the Condon group's principal investigators, Franklin Roach, an astronomer, writes: "The three unexplained sightings which have been gleaned from a great mass of reports are a challenge to the analyst."

Over the last 20 years, some of the most baffling cases are those involving radar contacts with as well as visual sightings of the same object. The Condon report does not resolve this long-standing problern. Of one such case, Cordon D. Thayer of the Environmental Science Services Administration, a staff member of Colorado Project, observed: "This must remain as one of the most puzzling radar cases on record and no conclusion is possible at this time. It seems inconceivable that an anomalous propagation (AP) echo would behave in the manner described, even if AP had been likely at the time. In view of meteorological situation it would seem that AP was rather unlikely. Besides, what is the probability that an AP return would appear only once, and at that time appear to execute a perfect ILS (Instrument Landing System) approach?"

Again, a staff report comments: "In conclusion, although conventional or natural explanations certainly cannot be ruled out, the probability of such seems low in this case and the probability that at least one genuine UFO was involved appears to be fairly high."

CHALLENGE TO CURIOSITY

Admittedly, I Have taken these statements out of context and the great bulk of the report over-balances them. But the cases these statements refer to are glaringly there - an outright challenge to human curiosity, the foundation stone of scientific progress. It is difficult to understand why the National Academy of Sciences has fully indorsed Dr. Condon's opinion that no further work on the UFO phenomenon should be done.

As scientific director of the project created to study the vexing problem of UFOs, Dr. Condon undertook a responsibility which may have been distasteful to him from the start. He did so very likely out of a sense of duty, in the same manner that one might, with a deep breath (but through a handkerchief) undertake to sweep out an ill-kept stable. What an Augean stable it was, Condon undoubtedly did not realize, and I feel he grossly underestimated the scope and nature of the problem he was undertaking.

Now, as any scientist would, Dr. Condon defined his terms at the start, but in his very definition of the UFO he fell into a trap. Dr. Condon states, "An unidentified flying object ... is defined as the stimulus for a report made by one or more individuals of something seen in the sky (or an object thought to be capable of flying but seen when landed on the earth) which the *observer* could not identify as having an ordinary natural origin."

The unmanagability of this definition is brought out well in Samuel Rosenberg's chapter, "UFO's in History: "...a report of all such sightings of mysterious objects which the observer 'could not identify' would fill the entire space devoted to the project as a whole." And then some! For, in another section of the report, it is pointed out that perhaps a few as 10 per cent of sightings of UFOs are ever reported. And that percentage relates to this country, while the UFO phenomenon is global. In discussing ancient reports, Rosenberg makes the observation that most everything in the sky was a UFO to pre-scientific man: auroras, lunar halos, rainbows, tornados, lightning - even the sun and the moon. And "what wild guesses were made," continues Rosenberg. Just as today, one might add, guesses are made about things which have not been admitted onto the playing field of science.

ANATOMY OF A CASE

By adopting so broad a definition of UFO, too much was admitted for the possible study when only limited time and funds were available. let us suppose Condon had adopted this definition instead: A UFO is a report ... the contents of which are puzzling not *only to the observer but to others who have the technical training the observer may lack.*

Why clutter up a study with reports which a cursory examination by people experienced with the subject

could almost certainly have dismissed as Venus, a balloon, or a twinkling star? It may be of interest to sociologists that a large percentage of our population cannot identify a bright planet or a bright meteor, but it is of little value to include such trivial cases when others left untouched are truly puzzling (reported effects on car ignition systems, effects on animals and people, cases which have had a traumatic effect on the witnesses, and in some instance, have changed the tenor of their lives, close encounters with craft and blinding lights). Should not the purpose of a study such as Dr. Condon's have been to determine whether there was anything to *truly puzzling* reports - not to obvious cases of trivial mis-identifications?

On the basis of many years experience with the UFO phenomenon, I would have deleted nearly two-thirds of the cases included in the report as potentially profitless for the avowed purposes of the project as stated by Dr. Condon himself: "As indicated by its title, the emphasis of this study has been on attempting to learn from UFO reports anything that could be considered as adding to scientific knowledge." Examining reports that stem from obvious (to anyone with experience in these things) mis-identifications of planets, stars, etc., can add little to scientific knowledge. Far greater care should have been taken in screening cases to be studied, for, as Thurston E Manning, Vice President for Academic Affairs of the University of Colorado, writes: "The reader should thus bear in mind that this study represents the first attempt by a group of highly qualified scientists and specialists to examine coldly and dispassionately ..." What? Misidentifications of Venus, the predicted (by mental telepathy) landing of a UFO, obvious radar chaff, an admitted balloon prank by some students (admitted within hours of receipt of the report by the staff), a smoke ring from a simulated A-bomb explosion at a military installation, the nightly setting of the planets Venus and Saturn, an obvious power outage caused by a short circuit accompanied by bright flashes, a two to three second observation of a flash of light which almost certainly was a meteor? Even a preliminary evaluation of these incidents should have indicated that it was a waste of time to investigate them.

THE "STRANGENESS" INDEX

Over the years I have used a very simple two-dimensional classification method for screening UFO reports for potential scientific value. It is a simple plot of "strangeness" against "credibility of witnesses." "Strangeness" is a measure of the difficulty of fitting, by scientifically trained persons, the contents of a report to a highly likely physical explanation. Thus, if a bright streak of light is seen to course across the sky in a matter of seconds, there certainly is no reason after even a glance to suggest that the stimulus was anything other than a bright meteor - and one can assign this report a strangeness of 1, or at most, 2.

If, on the other hand, a metallic craft, brilliantly lighted, is reported to have been observed to land, or to have cavorted about the skies in a most "unscientific" manner, this calls for a higher strangeness index. Of course, nothing has been said about believing the contents of the report. But one can, by proper investigation and application of tests, make a meaningful effort to evaluate the witnesses of a UFO "happening" in terms of everyday credibility. Are these "reliable" witnesses; do they pay their debts, are they highly regarded in the community, would they have had any reason to profit from making their report, would it be more likely that they would have suffered by making the report in the first place? Is there anything to indicate that their emotional nature is such as to cause them to react to perceptual stimuli in a manner to make a "UFO mountain" out of an everyday molehill?

A proper study of the UFO phenomenon for the purposes of assaying potential scientific value implies a preliminary stage in which cases of high strangeness, reported by witnesses of respected standing to their communities, are selected for detailed study. Out of 21 radar-visual cases studied by Thayer, only to 3 would I have assigned a, sigma (strangeness) of 4, and none of 5 . I would have assigned to the other 18 a sigma of 1, 2, or 3. Admittedly the assignment of these ratings to cases is a matter of individual judgment, but when several independent assessments are made by qualified persons, there is fair agreement, especially as to the "strangeness" of a case; credibility is obviously open to greater variance.

Both the public and the project staff, apparently, have confused the UFO problem with the ETI (extra-terrestrial intelligence) hypothesis. This may hold the greatest popular interest, but it is not the issue. The issue is: Does a legitimate UFO phenomenon exist?

Let us suppose that a committee of nineteenth century scientists had been asked to investigate the phenomenon of the aurora as a single project. It would not have been responsible to state that the polar phenomenon gave no evidence of the existence of some meta-terrestrial intelligence. The issue would have been whether the aurora could be explained in terms of nineteenth century physics.

It may be that UFO Phenomena are just as inexplicable in terms of twentieth century physics. From this point of view, how does the Condon Report serve science when it suggests that a phenomenon which has been reported by many thousands of people over so long a time is unworthy of further scientific attention?

Investigative experience over the last 20 years has indicated to me that the UFO phenomenon, if it be physically real, is a rare avis. I suggest that of all the cases studied in the report, the following might be truly worthy of study in depth: Cases 2, p. 248; 5, p. 260; 10, p. 277; 46, p. 396; 57, p. 469; 19-B, p. 161; 14 Na, p. 127; 14-Nb, p. 128; unnumbered case, p. 139; 1482-N, p. 143 and unnumbered case, p. 236.

While it was perhaps laudable to ask an untried, and therefore, presumably, unbiased group to take a fresh look at the UFO problem, this procedure was akin to asking a group of culinary novices to take a fresh look at cooking and then open a restaurant. Without seasoned advice, there would be many burned pots, many burned fingers, many dissatisfied customers.

Much of the time of the project personnel, it appears to me, was spent in groping for a methodology. It appears also that graduate students did the yeoman part of the investigations in the relatively few field trips made, a result, undoubtedly, of limited funds.

Finally, in the matter of methodology a philosopher of science would find a serious operational and epistemological flaw: An hypothesis which covers everything covers nothing. Let us state this in the form of a UFO theorem: For any given reported UFO case, if taken by itself and without respect and regard to correlations with other truly puzzling reports in this and other countries, a possible natural, even though far-fetched, explanation can always be adduced. This is so if one operates solely on the hypothesis that all UFO reports, by the very nature of things as we know them, must result from well known and accepted causes.

It follows as a corollary that it would have been impossible for the Condon investigation to have regarded any report as arising from anything other than natural causes, a hoax, or a hallucination. Thus, for instance, we have this astonishing analysis (Case not numbered, p. 140): "This unusual sighting should therefore be assigned to the category of some almost certainly natural phenomenon which is so rare that it apparently has never been reported before or since."

Obviously this statement could be made of any puzzling case. Or, (p. 164, Case 2): "In summary, this is the most puzzling and unusual case in the radar-visual file. The apparently rational, intelligent behavior of the UFO suggests a mechanical device of unknown origin as the most probable explanation of the sighting. However, in view of the inevitable fallibility of witnesses, more conventional explanations of this report cannot be entirely ruled out." in Case 46 (p. 407) the investigator is hard pressed, but still applies the theorem: "This is one of the few UFO reports in which all factors investigated, geometric, psychological, and physical appear to be consistent with the assertion that an extraordinary flying object, silvery, metallic, disk-shaped, tens of meters in diameter, and evidently artificial, flew within sight of two witnesses. It cannot be said that the evidence positively rules out a fabrication, although there are some physical factors such as the accuracy of certain photometric measures of the original negatives which argue against a fabrication." Final verdict: "fabrication."

Final judgment of the work of the Condon Committee, which was not a study of truly Unidentified Flying Objects, but largely of easily identifiable objects will be handed down by the UFO phenomenon itself. Past experience suggests that it cannot be readily waved away.

There is, however, one area in which the reviewer is in accord with Dr. Condon, and that is in his

recommendation that science credit not be given in elementary schools for term papers and projects on UFOs. School children are too lacking in critical faculties to be turned loose in UFO land. Present material available to them is apt to be pulp "literature," itself written sensationally and uncritically, cases undocumented, with no attention whatever to analysis; a mere collection of sensationalized anecdotes.

If the Condon Report helps to clear away the miasma of pseudo-science, wishful thinking, and sensationalism in this area, the stage may yet be prepared for a more effective study of the strange and perplexing phenomenon of UFOs. To this end, care should be taken that the files of the Condon Committee not be destroyed, as reportedly were the data in a 1953 investigation of UFOs by another Air Force contractor whose identity was classified and whose data led to Report No. 14 of Project Blue Book.

Twenty-one Years of UFO Reports

American Association for the Advancement of Science, 134th Meeting

General Symposium, Unidentified Flying Objects

J. Allen Hynek, Professor and Chairman, Department of Astronomy
Northwestern University
Evanston, Illinois
December 27, 1969

My role here today is that of reporter; to report to you on my score or so years of experience with UFO reports (note that I do not say UFO's, for I myself have never had a UFO experience) and with those who make such reports, from this and many other countries. I was asked in 948, as an astronomer then at Ohio State University, and thus geographically near the Wright- Patterson AFB, to review the UFO reports received by the Air Force and to determine how many of them originated from misperceptions of astronomical objects or events. This consulting role continued across the years and gave me the chance to monitor the flow of UFO reports submitted to the Air Force, and to observe the Air Force handling of the problem as first one, then another officer took charge of Project Bluebook.

As reporter of the UFO scene, I am reminded of the old dictum of the reporter: find out Who, What, Where, When, and Why. I will have no difficulty in dealing with the Who, What, Where, and When, for that means simply dealing with facts - particularly with the incontrovertible fact that UFO reports exist, and that the time and location of the reported event is generally known, as well as the identity of the witnesses.

The "Why" I shall leave to other scientists, but I shall challenge their explanations if they are not conversant with the Who, What, Where, and When. I am very weary of pontifications by those who have not done field- or home-work, so to speak.

Indeed, I would like to say a word about scientific methodology as it pertains to this problem. I have discussed this at length with the noted Canadian philosopher of science, Thomas Goudge.

"One of the most interesting facets of the UFO question to me," Goudge writes, "is its bearing on the problem of how science advances. Roughly I would say that a necessary condition of scientific advance is that allowance must be made for (a) genuinely new empirical observations and (b) new explanation schemes, including new basic concepts and new laws." Goudge notes that throughout history any successful explanation scheme, including twentieth-century physics, acts somewhat like an "establishment" and tends to resist genuinely new empirical observations, particularly when they have not been generated within the accepted framework of that scheme - as, for instance, the reluctance to accept meteorites, fossils, the circulation of the blood, and, in our time, ball lighting. History is replete with such examples. When the establishment does accept such new observations it often tends to assimilate them into the going framework - as, for instance, the attempt to admit the existence of meteorites as stones that had been struck by lightning. "Hence," Goudge concludes, "the present establishment view that UFO phenomena are either not really scientific data at all (or at any rate, not data for physics) or else are nothing but misperceptions of familiar objects, events, etc. To take this approach is surely to reject a necessary condition of scientific advance" [1].

We will never know whether UFO reports represent genuinely new empirical observations if we continue the type of logical fallacy illustrated by the Air Force analysis of a radar-visual UFO report from Kirtland Air Force Base, Albuquerque, New Mexico, in 1957. Two witnesses in the control tower reported at 11:00 p.m. that an object, which looked (through binoculars) like a lighted, up-ended automobile, came within 200 feet of the ground when it disappeared behind a fence in a highly restricted area, easily visible from the control tower, then rose abruptly at very high angular rate and disappeared. It was observed visually for about six minutes, about half of that tinle through binoculars, and tracked in part by radar. The report of the Air Force officer who investigated this case, which is in the Bluebook file, states:

The two sources are Airways Operations Specialists with a total of 23 years experience. Both were on duty in the control tower at Kirtland Air Force Base when the sighting was made - both appeared to he mature and well poised individuals, apparently of well above average intelligence, and temperamentally well qualified for the demanding requirements of control tower operators. Although completely cooperative and willing to answer any question, both sources appeared to be slightly embarrassed that they could not identify or offer an explanation of the object which they are unshakably convinced they saw. In the opinion of the interviewer, both sources are completely competent and reliable.

Project Bluebook explained this sighting as that of an aircraft; and gave the following specific reasons:

1. The observers are considered competent and reliable sources and in the opinion of the interviewer actually saw an object they could not identify.
2. The object was tracked on a radar scope by a competent operator.
3. The object does not meet identification criteria for any other phenomenon.

So, the witnesses were solid, the radar operator competent, and the object unidentifiable as any other phenomenon; therefore the object had to be an aircraft. Clearly, if such reasoning is applied to all UFO reports we can hardly expect to find out whether any genuinely new empirical observations exist to be explained. Schroedinger, the father of quantum mechanics, wrote: "The first requirement of a scientist is that he be curious; he must be capable of being astonished, and eager to find out." Perhaps he should have added, "and be ready to examine data even when presented in a bewildering and confusing form."

There is much in tile UFO problem to be astonished about - and much to be confused about, too. Such confusion is understandable. Over the past twenty years I have had so many experiences with crackpots, visionaries, and religious fanatics that I hardly need be reminded of people who espouse the idea of UFO's as visitors from outer space for their own peculiar purposes. You will note that I say "espouse the idea," not "make UFO reports." Very rarely do members of the lunatic fringe make UFO reports. There are many reasons for this; primarily it is simply that they are incapable of composing an articulate, factual, and objective report.

In addition to being fully aware of the cultists, and how they muddy the waters even though they don't generate UFO sightings, I am also well aware of the widespread ignorance, on the part of many, of astronomical objects, high-altitude balloons, special air missions, mirages, and special meteorological effects, and of people's willingness to ascribe their views of such things to the presence of something mysterious. These people, in contrast to the crackpots, are far more of a problem because they do generate UFO reports which represent a high noise level - so high, in fact, that many who have not looked carefully into the matter feel that all UFO reports stem from such misperceptions. In actual fact it is relatively simple for an experienced investigator to sort out and quickly eliminate virtually all of the misperception cases.

It is a pity that people so often are not well-informed, objective, and accurate reporters; since 1948 I have become only too familiar with UFO reports spawned by Venus, twinkling stars, aircraft, and the like. Some eighteen years before the Condon committee was formed I was already aware that the great majority of UFO reports are nothing more than misperceptions by the uninformed. Of course, these misperceptions must be deleted before any serious study of the UFO question can begin. From this point on, I am speaking only of UFO reports which _remain_ unexplained by trained investigators; only then are we truly dealing with something that is unidentified by people capable of making an identification. In short, an original UFO report must pass through a "narrow band-pass filter" before it qualifies as worthy material for scientific study, the objective of which is to determine whether any genuinely new empirical observations exist. Only those reports which survive the running of this gauntlet can qualify. An objection to this approach immediately arises: Aren't we just rejecting everything but the tail-end of the distribution curve of human reactions to visual stimuli? I firmly agreed with this view (during my first years of association with the UFO problem, but now I question it. We can take the position that we are dealing with the vagaries of human perception only if we are dealing with a homogeneous set of observations. For instance, the distribution curve of fruit size in an apple orchard would have a significant tail at the large-fruit end if measurements of watermelons on the ground were included without noting the structural differences between apples and watermelons.

Let me define the UFO phenomenon, the *existence* of which we wish to determine or deny, as that phenomenon described by reports of visual or instrumental observations of lights or objects in the sky (or near, or on the ground) whose presence, trajectories, and general character are not explainable in verifiable physical terms, even after intensive study. The Condon Report furnishes us with many examples [2].

For years I could not accept the idea that a genuine UFO phenomenon might exist, preferring to hold that it was all a craze based on hoaxes and misperceptions. As my review of UFO reports continued, and as the reports grew in number to be of statistical significance, I became concerned that the whole subject didn't evaporate as one would expect a craze or fad to do. Also, the phenomenon of UFO reports not only persisted in this country but in many areas over the world; if there were some worldwide compulsion to report strange things, why are only these particular types of strange reports preferred from the infinite universe of all possible strange reports? The degree of "strangeness" is certainly one dimension of a filtered UFO report. The higher the strangeness index the more the information aspects of the report defy explanation in ordinary physical terms. An other significant dimension is the probability that the report refers to a real event; in short, did the strange thing really happen? And what is the probability that the witnesses described an actual event? This credibility index represents a different evaluation, not of the report in this instance, but of the witnesses, and it involves different criteria. These two dimensions can be used as coordinates to plot a point for each UFO report on a useful diagram. The criteria I have used in estimating these coordinates are: For strangeness: How many individual items, or information bits, does the report contain which demand explanation, and how difficult is it to explain them, on the assumption that the event occurred? For credibility: If there are several witnesses, what is their collective objectivity? How well do they respond to tests of their ability to gauge angular sizes and angular rates of speed? How good is their eyesight? What are their medical histories? What technical training have they had? What is their general reputation in the community? What is their reputation for publicity-seeking, for veracity? What is their occupation and how much responsibility does it involve? No more than quarter-scale credibility is to be assigned to one-witness cases. If one now plots the strangeness (S) of a report against the credibility (P) of the witnesses - that is, the probability that the event happened more or less as stated - one obtains a diagram which may be called the strangeness-probability diagram. An example of such a diagram constructed for some cases I have personally investigated is shown in Figure 4-1. Plotted points represent only those UFO reports, of course, that have passed through the misperception and hoax filter. Clearly, the most provocative and potentially important UFO reports are those in the upper right-hand region of such a diagram, representing reports that contain many information elements and have a high probability rating.

In these high-P reports, the witnesses were of such a caliber and the circumstances surrounding the reported event were such that we cannot discount the reported event. Examples of such information bits are craft description, motions that seemingly defy inertial laws, effects on animals, interference with automobile ignition systems, and visible marks on land. The Condon Report includes several such cases.

My long experience in personal contacts with witnesses who generate high-S high-P reports shows that all were trying to describe an event for which they had an entirely inadequate vocabulary - much as an aborigine lacks the vocabulary to describe a supersonic jet or a nuclear submarine. Whatever else can be said of the UFO phenomenon, it represents for the witness an undoubted event, and an event for which he was totally unprepared. The majority of such witnesses, contrary to popular belief, were originally highly skeptical about UFO's. Suddenly they had an experience which affected them profoundly, sometimes traumatically. Faced with the experience of the UFO event, witnesses are generally perplexed and uncertain as to what to do about it. Invariably they attempt to explain it in ordinary terms and fail. Curiosity overwhelms them yet they know that they will be targets for ridicule if they report (they confess that they had often in the past ridiculed others). Generally they first confide only in their own family, and often prefer to remain silent. Only those who finally report their observations furnish us with data for study.

Any serious investigator is aware that many unreported experiences must exist. Not only has a Gallup poll so indicated, but I frequently try the experiment of asking for a show of hands of those who either have had a puzzling UFO experience themselves or have heard of one from close friends. I generally find that more than 10 per cent of the audience will raise a hand. But when I ask for hands of all those who reported the event in some official manner, I find virtually no hands raised. Judging from this and other personal observations, I would estimate that for every officially reported UFO sighting there may exist dozens that have gone unreported. As scientists we should be astonished that high-S high-P reports have been made in the past five or ten years. What does a serious person with a valued reputation stand to gain by making such a report? Why do people go to the trouble of filling out questionnaires, of subjecting

themselves to sometimes hostile inquiry, and of being the target of unpleasant attention?

The reason appears to be twofold. Witnesses have told me that they had not intended to say anything about their experience but they felt that it might be of importance to the government, or to science, and felt it their duty to report. The second reason is curiosity. They want to know whether anyone else experienced the same event, and whether the event has a rational explanation. They are visibly reassured when I tell them, if it be the case, that their sighting fits a pattern and resembles other reported sightings from various parts of the world.

What are the patterns of UFO reports? How can we classify UFO reports (after screening) as an aid to their study? Clearly, if each UFO report represents a unique happening, the UFO is not amenable to scientific study. Such a classification, however, must be free of any preconceived ideas as to the nature and cause of UFO's. Thus the classification must be descriptive; it should be similar to the classification of stellar spectra in the days before we had a theory of stellar spectra, or somewhat like the classification of galaxies today.

I have adopted a very simple classification system based solely on the manner of observation. Such a system tells us nothing, of course, about the nature of the UFO, but it can suggest a means of gathering further data. There seem to be four basic ways in which the UFO presents itself, so to speak, for human observation: (1) as "nocturnal lights," the objects to which the lights are presumably attached being generally barely, if at all, discernible, (2) as "daylight disks," when the UFO generally, though not necessarily, appears as a disk or long oval; (3) as "close encounters" during day or night: these are sightings made at ranges less than 1,000 feet and often accompanied by physical effects on the land, on plants and animals, and occasionally on humans; and (4) radar UFO's, a special subset of which is the radar-visual observation, in which the radar and visual observations are mutually supporting. These observational classifications are not meant to be mutually exclusive. Clearly a nocturnal light might be a daylight disk in the daytime, and both might become close-encounter or radar cases.

Let us examine each category. A nocturnal-light report offers the least potential for scientific study, as it has the fewest information elements and thus a low strangeness index. The nocturnal-light UFO can be defined as a light or combination of lights whose kinematic behavior passes through the "UFO report filter"; that is, it cannot be logically ascribed to balloons, aircraft, meteors, planets, satellites, satellite reentries, or missiles. The experienced investigator generally has no difficulty with the screening process here. Years of checking enable him to filter these out almost at first glance. Of course, should a UFO choose to masquerade as a hot-air balloon or a photographic night-air exercise, there is no easy way of differentiation, at least so long as we are limited to observing from the ground. If we had immediate reaction capabilities, and could dispatch an interceptor aircraft, then we could clear the matter up quickly, or perhaps we would experience what has often been reported in the past twenty years: as the intercepting plane approaches the light in question, the light either suddenly goes out or seems to take off and soon outdistances the investigator. In that event the report earns its place as a high-S high-P member of the nocturnal-light category.

An example of this category is a case I investigated personally, involving five witnesses, the senior witness being the long-time associate director of a prominent laboratory at MIT. The nocturnal light was first sighted by his son, who had been out airing the dogs. He came bounding into the house crying, "There's a flying saucer outside!" The senior observer picked up a pair of binoculars on his way out. He told me that he didn't expect to see anything unusual but was going out to see what the commotion was all about. For the following ten minutes he was engrossed in what he saw - the nature of the light, its motions, its hovering, and its take-off. He described the light as having a high color-temperature although essentially a point source, subtending less than a minute of arc in the binoculars. The five observers were fortunately able to compare it to an airliner and a helicopter, both of which passed by during the observation interval, and neither the motions nor lights of these craft bore any resemblance to those of the UFO, subclass NL. The trajectory of the object was plotted against the framework of the branches of a denuded tree. This observer was a good one, and his report included the condition of his eyes and those of the members of his family. The adult observers were both far-sighted and the senior observer wore glasses only for reading.

Incidentally, all my attempts as scientific consultant to the Air Force, to mount a serious investigation of this case came to naught. The Bluebook evaluation is "unidentified," but somehow this word is not a challenge to inquiry. It has been classified as "unidentified," and therefore the case is "solved": it has been identified as "unidentified"! So certain is the Air Force, at least publicly, that all UFO reports must represent normal things that they see no point to serious

investigation. During most of the time I acted as their consultant I repeatedly urged immediate reaction capability and proper scientific investigation, but to no avail.

The second category, the "daylight disk," covers reported daylight sightings of objects seen at moderate distances. The prototype report runs something like this: I was driving along and there crossed over in front of me a shiny metallic disk. It seemed about 500-1,000 feet above the road. It came down fairly close to the ground, stopped and hovered with a wobbling motion and then took off with incredible speed, straight up, and was gone in a few seconds. There was no noise. This category understandably has more photographs to support it than all the others put together. An example is the McMinnville, Oregon, case which the Condon Report lists as unsolved (Case 46).

A photographic daylight disk case was reported by three prospectors in bush country near Calgary, Alberta. I personally investigated the terrain, the people, the negatives, and the camera. Fred Beckman of the University of Chicago and I have satisfied ourselves that the images on these color negatives are real images. The terrain, the interrogations of the witnesses, and the sworn affidavit of the principal witness all lead me to ascribe a high SP rating to this case.

The published literature on UFO's has many photographs. Some are clearly hoaxes, but many have never been investigated sufficiently to rule out very sophisticated hoaxes. A hoax is all one has to rule out, however. For if the daytime photo shows any detail at all, aircraft, balloons, and so forth may be immediately eliminated. The picture itself is sufficient to establish the Strangeness index; it is the credibility index that is difficult to assess. Proper interrogation, tracing of the processing history of the negative, microscopic and microphotometric examination of the negative, plus proper psychological testing of the witnesses to the taking of the photograph should serve to rule out all but the most highly sophisticated, expensive, and laboriously contrived hoaxes. In any one case it is clearly impossible ever to state unequivocally that a photo of a daylight disk is genuine, but I would submit that twenty-five such separate photographic cases, each subjected to exhaustive tests, would allow us to say that the probability of a hoax in all twenty-five cases is vanishingly small.

Even this does not prove the existence of truly strange flying objects, but it should be sufficient to attract the proper attention of the scientific world. That, of course, has long been my position: that some UFO reports are worthy of serious scientific attention. Inherent in the sheaves of UFO reports may well be many doctoral dissertations for physicists, sociologists, and psychologists alike.

The third category of UFO reports, the "close encounter," offers by far the greatest potential for scientific study. Since a close encounter obviously offers a greater chance for observation, we can expect, and we get, many more information elements, and hence a higher strangeness index. Here the theory of simple misperception fails utterly in explaining reports of craft landing 100 feet away, of visible marks left on the ground, of animals and people visibly affected, and of automobiles temporarily stopped on the road. Either we must say that the witnesses were mentally unbalanced or that something most interesting actually happened. However, I am not taking sides; I am merely reporting to you what is reported all around the world, and by seemingly competent witnesses.

I divide the close encounter cases into three subdivisions: the close encounter, with little detail; the close encounter with physical effects; and the close encounter in which "humanoids" or occupants are reported. This latter subgroup, of course, has the highest strangeness index and frightens away all but the most hardy investigators. I would be neither a good reporter nor a good scientist were I deliberately to reject data. There are now on record some 1,500 reports of close encounters, about half of which involve reported craft occupants. Reports of occupants have been with us for years but there are only a few in the Air Force files; generally Project Bluebook personnel summarily, and without investigation, consigned such reports to the "psychological" or crackpot category.

A prototype of the simple close encounter goes like this: Witnesses are driving along a lonely road when the driver spies a strange glare in his rear-view mirror. He becomes frightened and increases his speed, trying to outdistance the UFO, but he cannot. He stops the car and tries to take cover. Shortly the light rises and vanishes quickly in the distance. It is easy to say that such witnesses are mentally unbalanced, unless one must say it to their faces, especially knowing that they are respected members of their communities and hold responsible positions.

The close encounter with physical effects is the category that interests me most, since the reported effects on animal, vegetable, and mineral are potentially measurable. For instance, there are more than a hundred reports on record of

UFO's that reportedly caused car ignition failures. In a typical case a bright light suddenly appears and seems to seek out the witnesses' car. As it stops to hover over the car, the car lights dim, or fail, and the engine dies. Often the occupants of the car report feeling hot and prickly. After a few minutes the apparition leaves, and the car returns to normal operation, but the witnesses often do not; their equanimity is temporarily destroyed.

Witnesses of such encounters do not readily submit themselves to interrogation. Often they tell no one for days, or they tell only very close associates. Eventually a serious UFO investigator conies to hear about it, and then the story unfolds. If they unwisely tell their story indiscriminately, their lives are made miserable by ridicule and taunts of unsympathetic friends.

Let us consider the probabilities in car-failure cases. On the road we occasionally pass a disabled car, its hood up, waiting for the repairman or the tow truck. We should regard it as odd, and of low probability, if the car were to heal itself after a few minutes and proceed as though nothing had happened. If we add that this event was accompanied by a very bright unexplained light hovering over the car, then I submit that the probabilities are extremely small. And when we deal with dozens of such cases, we are driven to the conclusion that something most extraordinary must have happened. If we have in these cases what Goudge calls "genuinely new empirical observations [requiring] new explanation schemes," then we can anticipate an exceptional scientific breakthrough, although it may not be just around the corner.

In this twentieth century we may be as far from a solution of the UFO problem as nineteenth century physicists were from an interpretation of the aurora borealis. Even so, it is incumbent upon us as scientists to document and study the phenomenon to the best of our ability. But the present lack of continued scientific study still leaves it unclear whether genuinely new empirical observations exist. Even the Condon Report left unexplained about one-quarter of the cases examined.

The fourth observational category contains those UFO reports involving radar. There are many reports in this category from responsible persons, such as pilots and control tower operators. I have paid little attention to the radar cases, since I am not a radar expert. The expert on Project Bluebook invariably ascribed all radar cases to malfunction or to anomalous propagation. [*] The Condon Report, however, contains the following remark about one such case: "This must remain as one of the most puzzling radar cases on record and no conclusion is possible at this time. It seems inconceivable that an anomalous propagation echo would behave in the manner described, even if anomalous propagation had been likely at the time" [3]. Radar-visual cases offer more scope for study. The Lakenheath case (see Chapter 5, Appendix, Case 2), studied by the Condon committee, was left as unexplained with the remark, "In summary, this is the most puzzling and unusual case in the radar-visual files. The apparently rational, intelligent behavior of the UFO suggests a mechanical device of unknown origin as the most probable explanation of the sighting. However, in view of the inevitable fallibility of witnesses, more conventional explanations of this report cannot be entirely ruled out" (p. l64). In actuality, a careful reading of the body of the Condon Report reveals as good a case for the scientific study of UFO's as could have been assembled by a group not initially conversant with the subject and with limited time and funds.

[*] The latter arises when meteorological conditions are such as to interfere with the normal straight-line propagation of radar waves, leading to erroneous interpretation of the radar results.

Some may be surprised that so considerable a body of UFO evidence exists. This is the crux of the problem: neither the active scientists nor the public have access to this information. Unfortunately, those who wish to learn about UFO's must get information from the "back fences" of literature - the pulp magazines, the sensational mystery or sex magazines. Until recently, there has not been in this country one scientific journal in which I could publish a well-documented UFO case, yet a recent bibliography of UFO literature ran to 400 pages. The UFO has become a problem for the librarian sooner than it has for the scientist.

Consider the plight of serious UFO witnesses. I know that such exist because I have interviewed several hundred. Where can they go to report? Only the most naive would report to the Air Force even if Project Bluebook had not been discontinued. To report to the local police is scarcely better. Many witnesses have told me of the ridicule they met when they took that path. Besides, I have seen many police blotters. UFO reports are entered as "complaints."

The witness, if he wishes to report, must seek out the relatively few persons or organizations which will lend a sympathetic ear. My own mail brings me very good UFO reports, generally with a request for anonymity, but I have neither the time nor the funds to make proper investigations. As I look back over my past twenty-one years' association with the UFO problem, I note that the intellectual climate today is enormously better for taking a good look at it than it was even a few years ago. This symposium is itself an example: it would have been impossible to have held it a year or two ago. And had I, earlier, attempted to call for a major investigation, I would have lost credibility and undoubtedly all possible future effectiveness.

In summary, then, my twenty-one years of monitoring of UFO reports has shown that reports of UFO observations remain after we delete the pronouncements of crackpots, visionaries, religious fanatics, and so forth. A large number of UFO reports are readily identifiable by trained investigators as misperception of known objects and events. A small residue of UFO reports are not so identifiable. These come from such widely separated places as northern Canada, Australia, South America, and Antarctica. They are made by competent, responsible, psychologically normal people - in short, credible witnesses. These reports contain descriptive terms which collectively do not specify any known psychological event, object, or process, and which do not specify any known psychological event or process. And, furthermore, they resist translation into terms that do apply to known physical and/or psychological events, objects, and processes. That is, as Goudge points out, translation would alter the meaning of the original report and hence effectively violate the methodological criteria governing the advance of science: namely (a) that it must be possible for new observational data to occur; that is, the existing conceptual framework of science, or the attitudes of scientists, must not rule out such new data a priori; and (b) the existing conceptual framework must allow new concepts, principles, and laws to be formulated to interpret and explain the new observational data.

Although I know of no hypothesis that adequately covers the mountainous evidence, this should not and must not deter us from following the advice of Schroedinger: to be curious, capable of being astonished, and eager to find out.

Notes

1. Thomas Goudge, personal letter to author.
2. E. U. Condon, Scientific Study of Unidentified Flying Objects (New York: Bantam Books, 1969).
3. Ibid., p. 171.
4. Ibid., p. 164.
5. Lynn Catoe, UFO's and Related Subjects: An Annotated Bibliography. Library of Congress, AFOSR 68-1656 (Washington, D.C.. U.S. Government Printing Office, 1969).

A New Start on the Whole UFO Problem ?

J. Allen Hynek's "The UFO Experience, A Scientific Inquiry"

A bookreview by Joachim P. Kuettner in:
Astronautics and Aeronautics, November 1973.

***Where they are coming from and why they were here is a matter of conjecture; but the fact that they are here on this planet is beyond a reasonable doubt.* -Hynek**

We are used to informing ourselves quickly about any scientific or technical problem we are interested in through text books, professional journals, and library abstracts. Not so if the problem is the UFO issue! It is practically impossible to obtain factual background information on this question without making a most time-consuming effort. The literature contains few objective scientific treatises. It consists mostly of biased, polemic books or qualitative observations published anywhere but in scientific journals. The author of the book, "The UFO Experience: A Scientific Inquiry," refers to this situation when he states in his preface that "a good book" on UFOs is needed. It "should be honest without prejudgment; it should be factual and as well documented as possible." Obviously he intended to write such a book and he may well have succeeded.

One may ask why Hynek waited so long to say what he knows and thinks. After all, as astronomy professor of Northwestern Univ. he has been directly connected with the U.S. Air Force UFO study as scientific adviser for over 20 years, and there is little doubt that he knows as much about UFOs as any scientist in the world. From his book the reasons become clear: When Hynek originally accepted his advisory role to the Air Force he described his feelings as follows: "Wasn't this a golden opportunity to demonstrate to the public how ... the application of the impersonal and unbiased logic of the scientific method ... could be used to show that flying saucers were figments of the imagination?" His suggestion of "swamp gas" as a possibility for the origin of certain observations may be remembered. The present book, however, concludes with the following sentence: "When the long-awaited solution to the UFO problem comes, I believe that it will prove to be not merely the next small step in the march of science but a mighty and totally unexpected quantum jump." Apparently Hynek was hesitant to write a book representing such complete reversal in scientific assessment, and it may have taken him 20 years of continuous involvement to convince himself that this book needed to be written. Such circumstances give his work added significance.

The book consists of three parts: I. - The UFO Phenomenon, II. - The Data and the Problem, and III. - Where Do We Go from Here? The somewhat dry style of the author and his concern with avoiding sensationalism will no doubt disappoint readers who expect the writer of a UFO book to be a fascinating storyteller. Part I. definitely buries such hopes; and, in my opinion, it could have been shorter. The heart of the book, Part II., in spite of the author's efforts to the contrary, makes fascinating reading. It contains in condensed form the basic information on specific categories of UFO observations. It is this type of material which is hard to come by in the existing literature unless one takes it on oneself to dig through 20,000 scattered reports.

In the first two parts, Hynek wisely avoids entangling himself with the authors of existing quasi-scientific books in the UFO literature. Rather than adding to heated arqumentation, he simply ignores most of them and saves his ammunition for some heavy barrages against two targets that he deals with in Part III. - the Air Force UFO project and the Colorado Univ. study.

Hynek gives the following UFO categories: (1) nocturnal lights, (2) daylight disks, (3) radar-visual reports, (4) close encounters of the first kind (no environmental interaction), (5) close encounters of the second kind (physical effects on the environment), and (6) close encounters of the third kind (occupants).

In each category Hynek selects 5-12 cases for detailed description. He was personally involved in the investigations of some of these. The selection criteria Hynek uses rate "strangeness" and "probability," which he plots in a matrix. The strangeness rating (from 1 to 9) is applied after a "physical explanation screening," the highest numbers being given to cases which "outrage common sense."

Far more difficult is an assessment of the probability rating as it involves subjective factors, including the credibility of witnesses. Judgments must be made of a person's reliability and education, behavior under interrogation, etc. Hynek does not assign a rating of more than 3 to any report coming from a single reporter even if he is of very solid reputation. In other words' multiple witnesses are a prerequisite for a high probability rating.

The UFO categories (1) to (5) mentioned above are obviously of increasing strangeness and one should perhaps expect that they correspond to diminishing credibility. Surprisingly, this is not the case; many of the "close encounters" carry the highest probability ratings, a fact noted by Hynek, and a reason for him to treat them as equals among the other categories. Hynek also notes that the "strangeness spread" is small and that there is a pattern of repeatability allowing classification. One may question the subjective assessment of strangeness and probability ratings. In the absence of instrument readings and recordings, however, there is justified doubt that better approaches are conceivable at this time.

After discussing the cases he selects in each category of UFO types, Hynek gives average and medium numbers of observers per case, their professional groupings, and a qualitative description of the "prototypes." Excerpts of the latter may serve as illustrations:

Category (1) - nocturnal lights: "The typical Nocturnal Light is a bright light, generally not a point source, of indeterminate linear size and of varying color ..., which follows a path not ascribable to a balloon, aircraft, or other natural object and which often gives the appearance of intelligent action.... As far as trajectories and kinematic behavior are concerned, despite exceptions that defy normal physical explanations, even when generous allowance is made for exaggeration and error of judgment, the reported motions of the Nocturnal Lights do not seem generally to violate physical laws."

Category (2) - daylight disks: "It generally is shiny or glowing ..., yellowish, white, or metallic. It exhibits in most cases what we would anthropomorphically describe as "purposeful" directed motion, with the ability to accelerate extremely rapidly. No loud sounds ... seem to be associated with the Daylight Discs..."

Category (3) - radar visual reports (This interesting chapter contains many reports of eyewitnesses and simultaneous radar observations as well as quantitative velocity estimates. The prototype is described as follows): "The radar operator observes a blip on his screen that ... is akin to the type of blip given by a large aircraft, is not the result of malfunction, and does not resemble 'weather phenomena.' A visual sighting is characteristically a light, or possibly a formation of lights strikingly unfamiliar to the observer.... The speeds involved are invariably high, but combinations of high speed at one time and hovering at another are not uncommon. Reversals of motion and sharp turns, not abrupt 90-deg turns, are characteristic of Radar-Visual cases."

The selected observations in these first three categories all refer to distant objects and are reported by a relatively high percentage of technically educated observers (40 to 60 %). The average number of witnesses per case ranges from 3.5 to 5.0.

The next three categories ("Close Encounters") concern observations anywhere from 20 to 500 ft away. In the opinion of the author the possibility of misperception is remote in these cases unless the observers suffered "temporary insanity." Hynek devotes almost 80 pages of his book to close encounters; and the reader may well sympathize with the hesitation of the author to present this bizarre material. The case histories illustrate the observers' bewilderment and their difficulty in describing what they experience. Evidently Hynek decided to present all observed aspects of the UFO phenomenon, rather than stop at an arbitrary point where things become too odd. The category of "close encounters without physical effects," shows an average number of observers per case of 3.5, some 35% being technically competent. The prototype is described as follows:

"Brilliant luminescence, relatively small size (of the order of tens rather than hundreds of feet), generally oval shape - sometimes capped with a dome - absence of conventional wings, wheels, or other protuberances, and ability to hover and to accelerate very rapidly to high speeds ... trajectories are largely vertical when speeds are high and takeoffs at 45 deg or greater seem to be the rule."

The next category concerns close encounters with physical effects. As the most common of these Hynek lists globally observed interference with automobile ignition, headlights, and radio while the object is in close proximity. He

describes many examples, one involving seven cases of separate car disablement and subsequent automatic recovery occurring within about two hours. The average number of witnesses per case is 4.0 in this group, but the percentage of technically trained observers is lower than in the previous group (13%).

Finally, Hynek comes to the strangest aspect of the UFO phenomena - to close encounters with "occupants." He defends his decision not to disregard the occupant encounters by two arguments. First, they are too numerous (more than 300); and second, he feels one cannot subdivide the UFO phenomena, accepting some parts and rejecting others. Nevertheless, after a thorough description of this perplexing group of observations, Hynek concludes that he prefers "to rest the UFO problem on the prototypes of the first five categories ... always remembering that it may yet be discovered that the humanoid cases are the key to the whole problem." One has to read this chapter to understand the author's dilemma.

In the third part of the book, Hynek takes severe issue with the Air Force UFO study ("Blue Book") and the Univ. of Colorado (Condon) project, including its endorsement by the National Academy of Sciences. He traces the history and the approaches taken by these studies and holds them responsible for the discredit and ridicule the UFO problem has suffered in the scientific and engineering community. His main charge against the Air Force study is incompetence, that against the Condon study prejudice and lack of a valid scientific concept. Hynek makes the important point that an observation should be defined as a UFO if it remains unexplained after severe technical screening, whereas in his opinion the Condon study only requires that the observer finds it unexplainable - thus causing much wasted effort on worthless cases.

In his end chapter, Hynek suggests making a new start on the whole UFO problem. He recommends a statistical approach to define the parameters of the phenomenon. This implies computerized data processing and an international agreement on formats and coding. He proposes an "institute" for the study of UFO phenomena that would eliminate the now strictly private approach. It would serve as a national or international focal point for the collection of data and reports. The scope of such an institute would depend on the funds and time available to its staff.

"The UFO Experience" no doubt represents the best and most objective introduction to the UFO problem available. Some readers will be disappointed not to find a truly "scientific inquiry," as the title of the book suggests. But such investigation would require multidisciplinary efforts and considerable resources not available to a private scientist. It would have been better, perhaps, if Hynek had omitted this subtitle. Also, the treatment of the probability problem in Chapter 7 appears weak to me. Minor oversights in the book present some problems; for example, the "probability-strangeness table," which carries no legend and seems inconsistent with the text and Appendix 1. These shortcomings can and no doubt will be corrected in future editions.

I see Hynek's book as a courageous work written by a respected scientist who admits that he changed his mind and feels that he presents an important and unresolved scientific problem. Doubtless Hynek will be criticized by those who consider the UFO problem as "nonexisting." An unbiased reader should find the wealth of information contained in his book hard to ignore. The same may hold for the international scientific and engineering community. Hynek's book by the way, has been translated into several languages.

JOACHIM P. KUETTNER

Chairman, AIAA UFO Subcommittee

The Emerging Picture of the UFO Problem

By Joseph Allen Hynek
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Abstract

This paper intends to present the elements of the UFO problem, today. Truly unidentified reports of events in the air, and close to the ground, exist, events worldwide in origin and appearing to fit a relatively small number of patterns. The data, amenable to study of an interdisciplinary nature, involving a number of scientific disciplines and probably necessitating new departures in methodology, have been imperfectly studied in the past and have been virtually ignored by science. An increasing interest in, and open-mindedness about the UFO phenomenon, whatever its cause, on the part of established scientists and the educated public exists, and there has been created a Center for UFO Studies, whose activities are guided by a scientific board of established scientists in their respective disciplines. The outstanding objective of the attack on the UFO problem is the formulation of a hypothesis - or hypotheses - that encompasses the established parameters of the UFO phenomenon - no matter how far beyond the boundaries of present day science it may have to be.

The contemporary picture of the UFO phenomenon that has at long last emerged is that the UFO phenomenon is indeed a legitimate problem for science, though to which discipline, or disciplines, it rightfully belongs is a problem in itself; it seems clearly to be an interdisciplinary problem, requiring an interdisciplinary methodology. The available data are only partly amenable to the strict experimental procedures of the physical scientists; the data are observational data and not laboratory and experimental, and hence are more akin to the observational data of the astronomer than to the experimental results of the physicist. Like the astronomer who must wait but be ready when an event such as an eclipse or a fireball occurs, the investigator of the UFO phenomenon cannot order events but must wait for them, but he knows not where or when. But neither the physicist nor the astronomer, unlike the biologist and the social scientists, deal with phenomena that exhibit intelligent behavior; the UFO investigator may be so confronted. If so, the methodology of the behavioral sciences would thus be applicable;

indeed, of intelligent behavior on the part of the UFO can be definitely established, elements of game theory may need to be employed. It may involve the concept of "do they know that we know that they know that we know". In any case, a flexible methodology for this interdisciplinary problem is called for.

But one element that is common to all scientific endeavor is the problem of signal-to-noise ration; in the UFO phenomenon this problem is a major one. The UFO problem is, initially, a signal-to-noise problem. The noise is, and has been, so great that the existence of a signal has been seriously questioned. Isaac Asimov, whom

no one could accuse of lacking in imagination, writes:

> "Eyewitness reports of actual space ships and actual extraterrestrials are, in themselves, totally unreliable. There have been numerous eyewitness reports of almost everything that most rational people do not care to accept - of ghosts, angels, levitation, zombies, werewolves, and so on... The trouble is, that whatever the UFO phenomenon is, it comes and goes unexpectedly. There is no way of examining it systematically. It appears suddenly and accidentally, is partially seen, and then is more or less inaccurately reported. We remain dependent on occasional anecdotal accounts."

(in the December 14, 1974 issue of TV Guide, a media magazine with a very great circulation and hence powerful in forming public opinion.)

Here we see a very important part of the UFO problem, that of the presentation of data to men of science, and to men, like Asimov and others who excel in writing about science.

Scientific efforts can be seriously hampered if the popular image of a subject is grossly misleading. Funds can be curtailed and good men of science who wish to give time to the subject are apt to face misrepresentation whenever their work receives any public attention. Ball lightning is just as much an unknown as the UFO phenomenon, yet scientists can openly discuss these "balls of light" but are likely to be censured if they talk about similar unidentified lights which last much longer, are brighter, and move over greater distances, but are labeled UFOs. Proper presentation of the UFO phenomenon to the media may not seem an integral part of the UFO problem, per se, but its effects loom large.

The signal-to-noise aspect of the UFO problem is aggravated to a high degree because the signal is a totally unexpected signal, and represents an entirely new set of empirical observations which do not fit into any existing framework in any of the accepted scientific disciplines. One may even contemplate that the signal itself signals the birth of a new scientific discipline.

I return to the out-of-hand dismissal of the UFO phenomenon by persons like Isaac Asimov, in part, because of the poor presentation of the data to such persons. This is an important facet of the UFO problem itself and must be taken into account if we are to make any progress with the study of the signal. An analogy may be useful here: In the isolation of radium, Mme. Curie was obliged to work through tons of pitchblende to obtain a minuscule amount of radium. Yet there was no question of the signal in the "pitchblende noise". The radioactivity of the pitchblende was unquestioned. Let us suppose that instead there had been a rumor - an old wife's tale, or an alchemist's story - that there existed a miraculous unknown element which could be used in the transmutation of elements, and which had miraculous healing powers and other exotic properties. Would any scientist, on the basis of such an alchemist's tale, have done what Mme. Curie did to lift the signal out of the noise of tons of pitchblende ? Hardly. Mme. Curie _knew_ that there was a signal - it wasn't a rumor. And although the labor was immense, there was a definite, scientifically accepted methodology for separating the signal from the noise.

Now, in the UFO problem we did not know at the start that there was a signal - there were merely tales, unacceptable to scientists as a body. Only those of us,

through a long exposure to the subject, or motivated by a haunting curiosity to work in the field and to get our hands dirty with the raw data, came to know there was a signal. We _know_ that we cannot find a trivial solution to the problem, i.e., a common sense solution that the phenomenon is either entirely a matter of misidentification, hallucinations, and hoaxes, or a known phenomenon of nature, e.g., of a meteorological nature. We know that there exists a subset of UFO reports of high strangeness and high witness credibility for which no one - and I emphasize - _no one_, has been able to ascribe a viable explanation. But the Isaac Asimovs and the trained scientists, as well as large segments of the public, do not know this. And we cannot expect them to know this unless we present data to them properly, and thus provide motivation to study the subject. We who have worked in the UFO field are somewhat in the position of Einstein who wrote to Arnold Sommerfeld in response to Sommerfelds' skepticism of the General Theory of Relativity:

> "You will accept the General Theory of Relativity when you have studied it. Therefore I will not utter a word in its defense."

Emotional defense of the UFO phenomenon is pointless; the facts, properly presented, must speak for themselves.

With the noise level so high, and with the popular interpretation of UFOs as visitors from outer space rather than simply what their initials stand for, _Unidentified Flying Objects_ - an unidentified phenomenon whose origin we do not know - it is very difficult for one to be motivated to study the subject.

The noise in the UFO problem is two-fold. There is the obvious noise, and also the more "sophisticated" noise, which might even be part of the signal. The obvious noise is akin to that well known to any scientist. An astronomer recognizes the noise of errors of observation, of instrumental errors, or that introduced by atmospheric distortion, by photon statistics, etc.

In our problem the noise is likewise comprised of errors of observation (though to a much greater degree), but also to wishful thinking, deliberate substitution of interpretation of an event for the event itself, as, "I saw a space ship last night" for "I saw a light in the sky last night", and the totally extraneous noise of the unbalanced imaginations of the pseudo-religious fanatics who propagate unfounded stories and who uncritically accept anything and everything that appeals to their warped imaginations.

Air Force Project Blue Book amply demonstrated the major and obvious noise problem. Study of some 12,600 cases in Air Force files showed that the great majority of initial reports - about 80% of them - proved merely to be misidentifications of common objects or phenomena, other types of mistakes, and a few hoaxes. This finding is fully substantiated by my own many years of experience in the investigation of UFO reports, and by the experience of serious investigators in various countries with whom I have discussed this matter.

The ratio of 4:1 seems to be sort of an invariant; it was present in the early Project Sign report (1949) and has been so far, present down the years since then. The high noise is a betenoir for the makers of catalogues of UFO reports; clearly if 80% of the raw reports represent noise, very little of consequence can be extracted from such extensive lists unless a mechanism is employed to upgrade the original basic

data. Dr. Saunders, from whom we shall hear later, and who has done extensive work in the production of the voluminous UFOCAT, is, of course, well aware of the high noise level and has made provision in his coding system whereby cases having a high degree of probability of being 'signal', can be extracted from the noise. Less scientifically oriented investigators or organizations may not be fully aware of the strong dilution factor the noise level represents.

The obvious noise inputs can be allowed for; it is the data input which may or may not be noise that remains to vex us. Take, for example, close encounters in which physical effects and craft occupants, respectively, are reported. Project Blue Book considered all of these as noise, dismissing the first almost always as a "hoax" and the second as "psychological".

But were they all hoaxes or the products of unbalanced minds? Today, with a far larger data base than was available to Blue Book (for not only a great many UFO reports in this country never made their way to Blue Book, but the flow of foreign reports, gathered by UFO organizations and investigators in many other countries also largely by-passed Blue Book), we recognize the self-same patterns occurring today as were reported in the 1950's. It has become increasingly harder to dismiss these reported patterns. Some of what many of us regarded originally as noise may even prove to be part of the signal! Take, for example, the reports from widely scattered regions of the globe, of the seemingly paranormal aspects of some UFO reports. These "contactee" cases have generally been regarded even by seasoned UFO investigators as crackpot emanations. Could they, however, possibly be part of an extremely complex signal that our culture does not know how to interpret?

All of this, of course, complicates our assessment of the UFO problem. But it does remain, foremost, a signal-to-noise ratio problem. Let us therefore acknowledge the noise and its ubiquitous presence, and turn to the main elements of the emerging picture of the UFO phenomenon.

The aspects of the UFO problem and the scientific objectives relating to them are, in my opinion, these:

(1) _Truly unidentified reports of events in the air or close to or on the ground exist._

To deny this would be tantamount to saying that we, as scientists, understand everything that happens in the sky, in the air, and on the ground. (We don't understand ball lightning, for example!) A large percent of these sightings have been popularly termed UFOs, and also popularly interpreted most frequently as evidence of extraterrestrial intelligence. Such an interpretation is obviously unwarranted without a detailed study of the content of reports of unidentified sightings. It is essential to establish with a high degree of probability, if not with certainty, the characteristics, both specifically and statistically, of the content of these unidentified sightings, for the contents of the reported sightings constitute the UFO phenomenon. For, the "U" in UFO simply means unidentified, and may cover a wide range of unrelated causes.

(2) _Those sightings termed UFO sightings represent a phenomenon that is worldwide and appears to manifest in a relatively small number of patterns of appearance and behavior._

These patterns are being well delineated by UFO investigators and some are the subject of later papers in this program, and so I will only broadly summarize them, based on my own work in the subject. The content of the most reliable reports, as judged by the caliber of the witnesses, describes, on a global basis, apparently physical craft which have the following properties: they can maneuver with ease in our atmosphere, they appear largely unaffected by gravity and the inertial properties of matter (as exhibited by the ability of hovering a few feet above the ground or high in the air with seeming little effort, and the ability to accelerate, often noiselessly, at incredible rates by ordinary standards). They appear capable of detection by radar on occasion, as attested by some of the best accounts which involve radar confirmations of visual sightings, and vice versa. At night they are primarily visible by self-generated light and only secondarily by reflection, and virtually all colors of the spectrum are reported, with a change in color often observed as the UFO accelerates.

The UFOs are capable of physical effects: they are reported to leave "landing marks" or other physical evidence of their proximity, such as rings or other types of imprints on the ground, plant life is withered or blighted, they are capable of being recorded photographically, capable of influencing animals (it has frequently been reported that attention to the presence of a UFO was first given by animals), and physiological effects on humans have been frequently reported, e.g., temporary paralysis and blindness, headaches, nausea, but permanent or fatal damage has been rarely reported.

The question of whether the UFO phenomenon is a manifestation of some type of intelligence, whether extraterrestrial, "meta-terrestrial", or indeed some aspect of our own, is a critical one. Certainly, in those close encounter cases in which creatures or occupants, ostensibly the pilots of the craft, are reported, intelligent behavior of some sort seems obvious. Even if the occupants are robots, a more distant
intelligence is implied. The almost universally reported response to detection by these occupants is an important part of the picture; upon detection the creatures are reported to disappear quickly and take off. Except in certain cases, there appears to be no desire for any involvement with the human race.

The non-occupant cases, ranging from lights seen at night (whose behavior, general appearance, and trajectories do not conform to obvious explanation), to the metallic looking discs frequently reported in the daytime, to the domed, port holed craft reported mostly at night, all exhibit behavior which can be characterized as intelligent as contrasted to random-walk behavior.

The very peculiar property of the UFO, and one which has caused many to dismiss the entire subject, is the extreme localization of the phenomenon in space and time. "Why didn't more people see what so-and-so reported ?" is frequently asked. The answer is probably two fold: It has been the experience of most investigators that close encounter cases manifest preferentially in relatively isolated places, away from dwellings and installations frequented by humans. This is evident from a study of specialized catalogs of these events from which as much noise as possible has been vetted. One might be tempted to say of such cases that a sort of "avoidance principle" has been followed, but much more study is needed to firmly establish this point.

Secondly, why UFOs are not seen by large groups of people, or sequentially by independent groups of people along the trajectory of a UFO, is simply that vertical rather than horizontal trajectories are greatly favored. Recently, it was pointed out on a popular TV broadcast that when a particularly bright meteor occurred it was seen by large groups of people, photographed by many, and its trajectory accurately traced. Why is this not the case of UFOs? This was the famous case of a bright daylight fireball that traveled almost horizontally, miles high, across several states, and crossed areas of high summer tourist density (camera equipped!). UFOs, however are most frequently reported as descending at a steep angle, hovering for a few moments, and then taking off again on a nearly vertical trajectory. Coupled with the appearance in generally isolated regions this offers a reasonable explanation
of the paucity of witnesses.

The majority of the sightings are at night, and, as Vallee and Poher have shown, if rectification for mankind's sleeping habits are valid, the majority of events (but not sightings) occur in the very early hours of the morning.

All in all, the emerging picture of the UFO problem revolves about the equally emerging picture of the UFO phenomenon as one that represents a set of entirely new and empirical observations which our present scientific framework is severely strained to encompass. Instead, the hovering, the rapid accelerations, and the apparently effortless maneuvers of the UFOs clearly imply a far advanced technology - if, as UFO investigators tend to agree, the reported events do represent signal and not noise.

(3) _The UFO phenomenon has been ignored or very imperfectly studied by the scientific fraternity._

I believe this has largely been due to the poor presentation of the subject matter. It could hardly be expected that the scientific fraternity could have been self-motivated to study UFO reports in the face of the extremely high signal-to-noise ratio and the poor "sponsorship" of the subject. In TV parlance, the program has had a bad sponsor. It was presented mostly in tabloids, in pulp magazines, and in the sensational press.

(4) _UFO data are amenable to study of an interdisciplinary nature, involving a number of scientific disciplines and probably necessitating new departures in methodology._

We do not know to whom the UFO problem really belongs - to the physical scientist, to the sociologist, or to the psychiatrist. We know only that it exists. Radar returns and other physical effects of the UFO phenomenon including photographs, are obviously susceptible to laboratory and other physical analysis.

Until spectrograms of nocturnal lights are obtained, and accurate measures of angular accelerations, trajectories, sounds, and of colors and color changes become available, less precise methods, akin to those used in the piecing together of intelligence data, must be employed. Statistical methods, as those already used by Poher, Saunders, and Vallee, can be powerfully employed.

As long as our primary data are presented in the form of witness accounts, one has

the same problem, for instance, as does the investigator of air crashes when questioning witnesses, or a detective investigating a suspected case of arson. It is becoming abundantly clear that in the UFO problem, the methodology must be adapted to the phenomenon, and not the phenomenon to a particular methodology.

(5) _There is an increasing interest in, and an open-minded attitude toward, the UF0 phenomenon. whatever its cause, on the part of established scientists and the educated public._

A very interesting aspect of the emerging picture of the UF0 problem is the increasing willingness of scientists and technical persons to enter into discussion of the UFO phenomenon, even though conducted on the controversial level. An increasing number of knowledgeable persons no longer dismiss the subject as sheer nonsense and as being in the same category as witchcraft, demonology, werewolves, etc., although one still finds serious books on UFOs shelved in libraries and bookstores under "Occult", "Mysticism", and "Science Fiction."

(6) _There has been created a Center for UFO Studies, a free association of scientists motivated by their common interest in the UFO problem._

The Center was established to fulfill three main functions. First, to provide a focal point for the efforts of those scientists who have become intrigued by and concerned about the UFO problem and wish to contribute their expertise in their respective disciplines to an attack on the problem; second, to provide a locus for those who wish to obtain authoritative and reliable information about the UFO phenomenon, documents, reports, etc., which are not easily available elsewhere; and thirdly, to provide a place where people who have had a UFO experience can report it without fear of ridicule and where they can feel that such a report can contribute to a scientific approach to this problem.

The Center is not open to general membership, for obvious reasons, but does have the status of a not-for-profit corporation, and as such, can accept contributions that are tax-deductible. It openly seeks financial support so that it can support and publish the research of its scientific members, maintain a library, organize symposia, and act as a "clearing house" for inquiries from other scientific bodies and from the
public.

(7) _The outstanding objective in the attack on the UFO problem is the formulation of an hypothesis, or hypotheses, - no matter how far reaching or how much in apparent conflict with the present day scientific concepts such hypotheses may have to be - that will encompass the patterns of UFO behavior that have been established by the most careful analysis._

Given the elements of the present picture of the UFO phenomenon, it is clear that any viable hypothesis that meets these picture elements satisfactorily will be, according to present views, "far out". There have been other times in the history of science when striking departures from classical concepts were necessary. Since new hypotheses must in some way use present knowledge as a springboard, it is a sobering thought to contemplate that the gap between the springboard of the known and a viable UFO hypothesis might even be so great as to prevent the formulation of an acceptable hypothesis at present. Thus, for example, only a century ago, an

inconsequential period of time in total history, the best scientific minds could not have envisioned the nuclear processes which we now feel certain take place in the deep interiors of stars. The question of energy production on the sun capable of maintaining the sun's prodigious outflow of energy for hundreds of millions of years - a time period demanded by the fossil history millions of years - was simply not answerable by any hypothesis conceivable to the scientists of a century ago. It is indeed sobering, yet challenging, to consider that the entire UFO phenomenon may be only the tip of the proverbial iceberg in a signaling an entirely new domain of the knowledge of nature as yet totally unexplored, an unexplored and as unimagined as nuclear processes would have been a century ago.

It is necessary to be aware of this possibility but it should not cow us into hopeless inactivity. There may be viable hypotheses which can be couched in present terms. The UFO phenomenon exists, and this fact alone should represent a challenge to science and not a roadblock. We have a responsibility as scientists to support those who accept this challenge even though we may not ourselves be inclined to pursue the matter. In any event, ridicule of those who do consider this subject should not enter, for ridicule is certainly not a part of the scientific method.

It is to support these scientists who have become intrigued by the challenge of the UFO phenomenon that the Center for UFO Studies has been created, and the scientific board of the Center welcomes your interest and cooperation.

Official Comments
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PROBABILITIES - WHEN COINS LAND ON EDGE

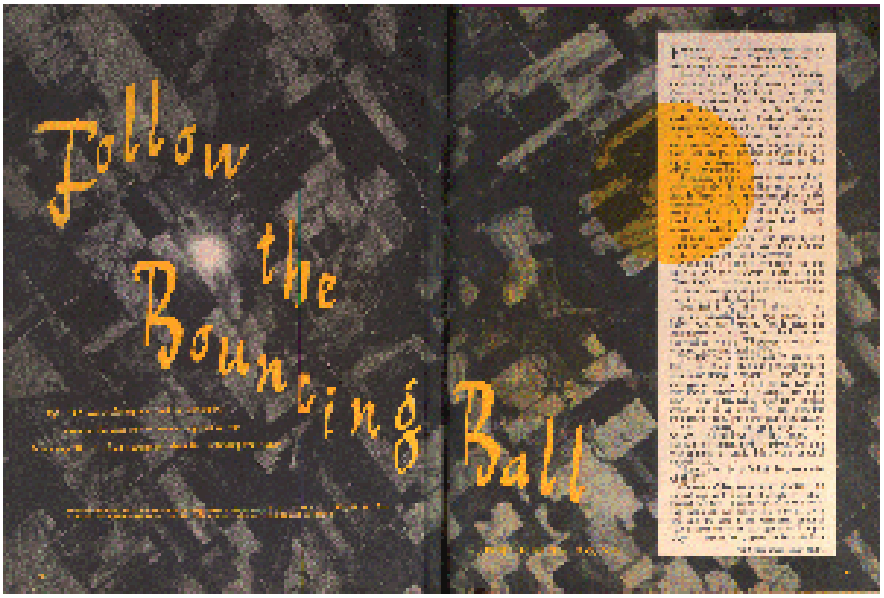
Dr. J. Allen Hynek
Center for UFO Studies

Probabilities, of course, can never prove a thing. When, however, in the course of UFO investigations one encounters many cases each having a fairly high probability that "a genuinely new empirical observation " was involved, the probability that a new phenomenon was not observed becomes very small, and it gets smaller still as the number of cases increases. The chances, then, that something really new is involved are very great, and any gambler given such odds would not hesitate for a moment to place a large bet.

This point bears emphasis. Any one UFO case, if taken by itself without regard to the accumulated worldwide data (assuming that these have already been passed through the "UFO filter"), can almost always be dismissed by assuming that in that particular case a very unusual set of circumstances occurred, of low probability (but strange things and coincidences of extremely low probability do sometimes occur). But when cases of this sort accumulate in noticeable numbers, it no longer is scientifically correct to apply the reasoning one applies to a single isolated case Thus, the chance that a thoroughly investigated UFO case with excellent witnesses can be ascribed to a misperception is certainly very small, but it is finite. However, to apply the same argument to a sizable collection of similar cases is not logical since the compounded probability of their all having been due to misperceptions is comparable to the probability that if in one throw of a coin it stands on edge, it will stand on edge every time it is thrown.

Follow the Bouncing Ball

by Maj. Donald E. Keyhoe



TRUE Magazine, 1967

**Airborne photo over Richmond, Ind., was taken by
military photographer Maj. Leo N. Brubaker on May 24, 1954.
Sent to Project Blue Book for evaluation,
gleaming light was said to be sun's reflection off ice crystals.
Project Blue Book - USAF photo**

Flight 117 was ninety miles east of Chicago when Captain Robert F. Manning saw the mysterious light.

It was the night of April 27, 1950. The time was 8:25 p.m. Cruising at 2,000 feet, the Trans World Air Lines DC-3 droned westward over Goshen, Indiana. In the left-hand seat, handling the controls, was Captain Robert Adickes, stocky ex-Navy pilot with ten years' service in TWA. Manning, taller, blond, quiet-voiced, was also a four-stripe captain, but on this particular flight he was in the right-hand seat, serving as first officer, or copilot.

**"We've sighted strange object off starboard wing."
Capt. Robert Adickes told Chicago over radio.
Disc appeared near South Bend, plane gave chase,
only to lose it minutes later.
Wide World Photo**

Manning glanced out from the shadowy cockpit. Twenty-five miles ahead, South Bend was a spreading glow in the darkness. Clouds massed at 4,000 feet made a black sky overhead. He looked back to the right to where Elkhart lay some six miles to the north.

It was a familiar routine, picking out Elkhart. He had once lived there and the sight brought pleasant memories.

Suddenly a strange red light moving swiftly near the horizon caught Captain Manning's eye. It was coming toward the air liner, climbing up on the right, from a point some miles behind.

Puzzled, he watched it close in. This was no wingtip light - the strange red light was too bright. With growing astonishment, he saw that the light was increasing in size. Whatever it was, this was no conventional aircraft.

The DC-3 was cruising at 175 miles an hour, but the mysterious glowing object was overtaking it rapidly. It was now an orange-red color, like a round blob of hot metal sweeping through the night sky. Craning his neck, Manning looked down on a spherical shape, glowing brightly on top, the lower part in shadow.

For a second, he half doubted his senses. He had heard Flying Saucer reports from other air-line pilots, but this was almost fantastic. He swung around to Adickes.

"Look over here. What do you make of that?"

Captain Adickes turned. Startled, he raised up and gazed through the starboard window. The thing was still climbing, not quite at the air liner's level. Over the top, he could see scattered ground lights, and below it, car lights on a highway. He could only guess at its size, but it looked to be at least twenty feet in diameter, probably closer to fifty.

The two pilots stared at each other, then Adickes reached for his mike and called TWA at Chicago.

"We've sighted a strange object off the starboard wing," he swiftly told the dispatcher. "Ask ATC if there's any traffic near us."

In a moment, the answer came back. Air Traffic Control had no record of anything near their ship.

Adickes and Manning looked out again at the Saucer. It appeared to be half a mile distant, now keeping pace with the plane. Adickes shook his head incredulously. It looked exactly like a huge round wheel rolling down a road, but how could a thing like that stay in the air?

"I'm going to try to sneak up on it," he told Manning. He banked the ship gently, but the glowing disk at once slid away, keeping its distance. He tried again, with the same result.

"Call the hostess," he said abruptly. "I want someone else to see this thing."

Back in the cabin, hostess Gloria Hinshaw caught the hastily flashing signal. She hurried up the aisle and entered the cockpit.

"Take a look out there," said Adickes. He pointed across the right wing.

The amazed hostess stared out at the glowing Saucer. It was once more flying parallel with the plane.

"What on earth is it?" Gloria Hinshaw exclaimed.

"We don't know," said Manning.

"Go back and tell the passengers, Adickes said quickly. "Get them all to look at it."

The hostess returned to the cabin. The first passenger, in a single seat on the right, was sound asleep. She turned to the two across the aisle-Clifford H. Jenkins and Dean C. Bourland, both Boeing Aircraft men.

"There's a Flying Saucer out there. Look out the starboard side."

Jenkins laughed, then he saw the look on her face. He jumped up and peered out the opposite window, Bourland crouching beside him. From the lighted cabin, the shape of the Saucer was less distinct. To Jenkins, it looked like a blur of windows lit with a queer red light. It was unlike anything he'd ever seen-and he knew every type of plane.

While Jenkins and Bourland were gazing at the Saucer, Captain Adickes came hurrying out of the cockpit. The sleeping passenger woke up as Adickes leaned down to look out through his window.

"What's the matter-what's going on?" he demanded.

"Look out there," said Adickes. "See that thing?" He turned to the two Boeing men.

"Did you see it? I want plenty of witnesses to this."

The starboard-side passengers were watching the Saucer, but on the port side aft, the hostess was having trouble. Some of the passengers, including one who had plainly had a drink or two before embarking, thought the whole thing was a gag.

"Sure, let's all see the Flying Saucer," chortled the tipsy gentleman. "Let's see the little men from Mars."

He stopped, his mouth hanging open, as he saw the strange red object glowing beyond the wing. Pop-eyed, he sagged back in his seat.

When Adickes returned to the cockpit, Manning was putting down his mike.

"I called the South Bend radio range," said Manning. "I told them to go out and see if they could spot the thing."

Adickes took the controls, made one more cautious attempt to sneak up on the Saucer. When the thing again slid away, he swung around quickly, to give direct chase.

Instantly, the glowing disk dived. In barely more than a second, it went down to 1,500 feet, racing off to the north past South Bend. Its speed, Adickes estimated, was close to 400 miles per hour. For a few minutes longer, the weird light remained visible-a diminishing bright red spot against the ground. Then it faded and disappeared.

Adickes' radio flash to Chicago had been picked up by newspapermen. Reporters were waiting at the airport, and the story was soon on the wires. It drew unusual attention. This was not just another Flying Saucer story, to be laughed off. Besides the crew, there were passenger witnesses. Adickes, recalling the ridicule other pilots had met, had carefully seen to that.

Because of the unusual nature of this air-line Saucer sighting, **TRUE** asked me to carry out a full-scale investigation. Each of the three crew members is interviewed. All but five of the sixteen passengers were located. Detailed eyewitness accounts were obtained by long distance telephone calls to Seattle, Minneapolis, Chicago, Dayton and several other cities.

As we expected, there were some differences in witnesses' stories. All these variations have been noted. The result is this report, which we believe to be an accurate, impartial account of what actually happened on the night of April 27.

Before meeting the two pilots of Flight 117, I talked with others in TWA who knew them.

"Quiet . . . conservative . . . serious careful." These were some of the terms that were applied to both men. Nobody in TWA questions that Adickes and Manning saw just what they said.

Manning, who saw the Saucer first, has been an Air Force pilot. He has flown six years with the air line; his flight experience totals about 6,000 hours.

By the time I met Manning, at Pittsburgh Airport, there had been several published "explanations" of the South Bend Flying Saucer. One theory was the red object was simply a reflection of blast furnaces against the clouds.

"Yes, I heard that," Captain Manning told me. "Also, someone said we'd been looking at a burning barn. Even a first-trip passenger would hardly be fooled that easily - certainly not a pilot with any experience. Adickes and I have both seen ground fires and cloud reflections at night. There wasn't any similarity. We were ninety miles from the furnaces at Gary, and no reflection or burning barn could climb and maneuver like that"

"How large do you think it was?" I asked him.

"That's hard to say, because we could only guess at its distance," said Manning. "But it had to be fairly large. When I first saw it, the thing was near the horizon. So it had to be several miles away, perhaps ten or more. Even then, it was big enough to stand out."

Manning quietly spiked the idea that the Saucer had been a jet plane's tail pipe.

I've seen jets at night. If you're directly behind one, you'll see a round spot for a few moments. But this thing was huge in comparison. It didn't resemble a jet in any way. Besides, I saw it coming up from behind us. A jet's exhaust would be invisible from that angle. You wouldn't see much from the side either."

When he first saw the object, Manning said, it seemed a brighter color than when it flew alongside. He would venture no opinion, however, when I asked whether this could be interpreted as indicating that it was using less power when it slowed to pace the air liner.

"I can't swear to its exact shape Manning told me. "As it came up from below, it was just a bright red spot at first. Once, I had the feeling of looking down on top of a sphere. But most of the time it was just a large orange-red blob, like a mass of glowing hot metal out there in the sky."

Although Manning had not seen it as a disk rolling on edge, he admitted that a spherical object could appear like a rolling wheel. He agreed with Captain Adickes' opinion that the thing had evaded attempts to get closer to it.

"Like flying in formation with another plane," was his description. "It seem to slide away when we turned toward it."

Manning did not speculate as to what the object was, or how it was powered and controlled.

"All I can say is that it definitely was there. Most of the people in the plane saw it. And it was entirely different from any ordinary aircraft-uncanny enough to startle anyone first seeing it."

Captain Adickes agreed on the bizarre' appearance of the thing. When I saw him at Washington, he told me he previously had been only half convinced by other pilots' reports of Flying Saucers. "But I know now they definitely do exist. This was not an airplane and it wasn't imagination."

Adickes said he had seen jet planes at night. He fully confirmed Manning's rebuttal of this explanation.

"'And it wasn't St. Elmo's fire or any reflection on clouds," he added. "A lot of my seventy-eight hundred hours' flight time was put in on night flying. I've seen just about everything you'd expect to encounter, but never anything like that disk."

Captain Adickes said its proximity had no effect on radio reception. Nor did he notice any deviation on his instruments. The object's color, he said, was not a bright cherry-red, as some newspapers had stated. Instead, it was about the dull-red color of hot metal.

"Manning and I could only estimate its size," he said. "It might have been even larger than fifty feet in diameter, depending on its distance from us. This will give you an idea. When I tried to cut in toward it, that last time, it streaked down over South Bend at twice our speed - somewhere between three-fifty and four hundred miles an hour. But even at that speed, it took several minutes to fade out. So it had to be fairly big."

As it speeded up to escape, Adickes said, it turned so that he caught a glimpse of the thing edge on. It seemed to be about 10 per cent as thick as its diameter.

Other air-line pilots had told him of unsuccessful efforts to close in on Flying Saucers, Captain Adickes told me.

"I thought maybe they imagined it, but now I know better. I tried to sneak up on it, and also to get above it. Each time, it veered away. And when I went after it, the thing was off in a flash."

From the darkened cockpit, hostess Gloria Hinshaw also saw the object veer away. Back in the lighted cabin, she saw it again briefly as it speeded off and dived over South Bend.

"How did it look to you?" I asked her.

"Like a big red wheel rolling along," she said. "I haven't any idea what it was, but it was certainly a strange-looking thing. If I hadn't actually seen it, I don't think I would believe it."

None of the passengers was alarmed by the Saucer, but Miss Hinshaw had been worried for

a moment when she made the first announcement.

"Some of them got excited," she said, "but no one seemed to be nervous. And, course, some didn't even believe it - they were on the other side, farther back. The rest of us took a lot of kidding from them before we landed. But there's one thing sure-those who did see it won't laugh any more at Flying Saucer stories."

Passenger Samuel N. Miller, manager of the Goodman Jewelry Company in St. Paul, Minnesota, told me the same thing.

"I'd been laughing at the stories since 1947, but not any more. I saw the Saucer, all right - even before the hostess told us."

Miller was on the left side, near the wing. Glancing up from a magazine, he noticed an odd red glow out on the starboard side.

It was the color of a neon sign," he described it to me. "1 thought at first it was an advertising blimp. Then it got closer and I saw it was disk-shaped. It wasn't flashing, like a neon sign-it was solid color, just a big red disk."

Soon after this, the air liner swerved as Captain Adickes made the first attempt to close in.

"It wasn't abrupt-just an easy turn," said Miller. "Right after that, the hostess's signal began to flash, and she ran up the aisle."

The rest of his story tallied with the crew's, except for the time estimate. He thought he had watched the Saucer almost fifteen minutes; the pilots' figure was eight minutes. When I asked him what he thought it was, he admitted he had no answer.

"I can't believe it's a secret device of ours," he said. "They'd be pretty stupid to fly it near air liners, where everybody could see it and talk about it."

The description given by Clifford H. Jenkins, an engineering supervisor at the Seattle plant of the Boeing Airplane Company, varied considerably from the others. Mr. Jenkins saw the object just over the leading edge of the right wing.

"I've never seen anything like it before," he told me with emphasis. "It was like a row of windows glowing deep red. It had no blinker or clearance lights like a conventional plane."

"Could you distinguish separate windows?" I asked him.

"No, it looked like windows blended by distance into a solid red band. The thing was perfectly steady, with no oscillation that I could see."

Just before Captain Adickes came back, Mr. Jenkins said, the plane veered rather sharply to the right, but the angle of the Saucer in relation to the DC-3 did not appear to change. (In effect, this substantiates the pilots' statements that the object moved simultaneously with the air liner.)

"I had the thing in view three to four minutes," said Jenkins. "Its top speed was obviously much higher than ours, for it left us behind in a hurry."

According to Jenkins, the Saucer disappeared on a parallel course.

"The aspect never changed-neither did the angle. The thing just faded in size until it was out of sight in the darkness.

(Captain Adickes later pointed out that Manning and he had the Saucer in view from the nose of the plane, where it would be visible longer. This might explain Jenkins' failure to see the object's change in altitude.)

Since most of the witnesses agreed that the Saucer was round, I asked Jenkins again about its shape.

"It was like a red-hot bar, moving horizontally," he answered. "If it was a row of windows, then the thing must have been at some distance to blend them together like that."

(Captain Adickes has suggested that the air liner's lighted cabin made it difficult to get a clear view, unless the passenger was close to a starboard window. Jenkins and his seatmate, Bourland, were in the aisle, two feet or more from the window. It is possible that this could account for the difference in descriptions; Jenkins might have attempted subconsciously to fit a blurred reddish mass into the conventional pattern of airplane windows. Otherwise, it seems to be one of those puzzling discrepancies often found in group reports of accidents and other exciting incidents. Miller, for instance, was no closer than Jenkins, yet he saw the object clearly as a disk.)

"It definitely wasn't a hallucination," Jenkins summed up his opinion, "for at least a dozen people saw it. It wasn't any known type of aircraft. It couldn't have been a meteor-it was too slow; besides, it was flying along horizontally.

"It may have been something the United States has developed which it doesn't choose to announce. Or it may be, as some people believe, that such things come from another planet."

Jenkins told me that Dean C. Bourland, from Boeing's Wichita plant. also had seen the mysterious object, but he was not sure whether Bourland's description agreed with his. I tried to reach Bourland at Wichita, but he was on vacation.

After a little difficulty, I located the passenger who had been asleep in the right front seat. He proved to be Edward J. Fitzgerald, vice-president and sales manager of Metal Parts & Equipment Company, Chicago.

"I missed part of the excitement," said Mr. Fitzgerald. I was sound asleep until the pilot woke me up. He was leaning over me, and two men were kneeling in the aisle, staring out the window. The pilot asked me to look out at the Saucer - he said he wanted plenty of witnesses so people wouldn't think he was crazy.

"When I turned around, I saw this strange red glow on a level with the wing. tip. The effect, after being waked up so suddenly, was naturally startling. The thing looked round, though perhaps not a perfect circle. I estimated it to be about two hundred yards away, but that's only a guess.

"The pilot started to explain how they'd sighted the thing, then he saw it was pulling ahead. He went back to the cockpit and a second later the plane banked to the right. The 'saucer,' or whatever it was, speeded up and then dipped a little. Altogether, I saw it about thirty seconds before it disappeared."

"Did you see any windows, or any resemblance to a plane?" I asked him.

"No, it wasn't anything like a plane," Fitzgerald said positively. "It was a very strange object-almost weird."

Five officials of the International Harvester Company who were passengers or Flight 117 refused to be interviewed; whether this was to uphold company dignity or through personal preference was not stated. Two of these officials were in the Chicago office-a Mr. Gelzer and a Mr. Irwin. The others were located at the Springfield, Ohio, plant-Mr. Drum, the works manager, Mr. Anderson, the superintendent, and a Mr. Smith, initials unknown.

In spite of their collective refusal. I learned that two or more of this group did see the Flying Saucer. Other witnesses told me of the Harvester men's comments. One man thought it was round, another oval. Both agreed on its mysterious appearance, its bright-red glow, and its speed.

Another Chicago passenger, Harold C. Weimer, of 5028 Windsor Avenue, reported he did not see the Saucer. He was sitting on the left side, in the rear; by the time he looked out. the object had disappeared. (It was Weimer who suggested the blast-furnace explanation.)

The Saucer was also seen by Martin Nerat, an employee of the Schwernan Trucking Company of Milwaukee. When the hostess made her announcement, Nerat stepped across the aisle and gazed out a starboard window. Like the other witnesses, he was startled by the mysterious object.

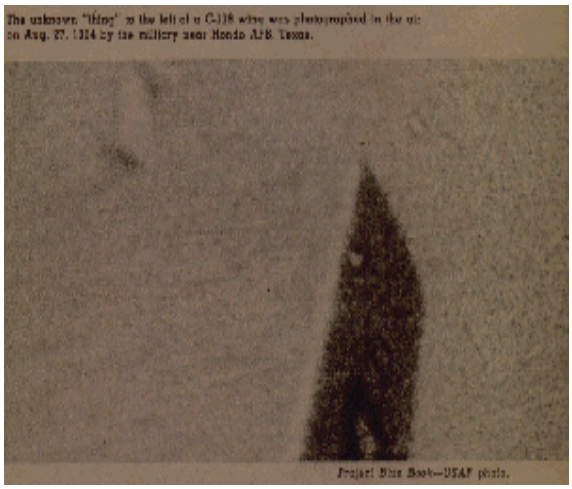
When I talked with him, Nerat said the bright-red glow had prevented him from seeing any distinct shape. He agreed with the pilots on the Saucer's maneuvers.

"Every time the plane turned toward it, the thing pulled away. At the last, it was going a lot faster than we were. I don't know what it was, but it wasn't an airplane."
There were five more passengers aboard Flight 117, but their addresses are unknown. The names are: Berder, Guttfred, Kehma, Moran, and Moseley.

The Flight 117 incident has had an importaist effect. This carefully noted sighting by TWA pilots and passengers impressed many Americans. Among those who made public statements after the incident was Captain Eddie Rickenbacker, then president of Eastern Air Lines. In a United Press story from Savannah, Georgia, Captain Rickenbacker said, commenting on the Saucers:

"There must be something to them, for too many reliable persons have made reports on them."

**The unknown "thing" to the left of a C-119 wing
was photographed in the air on Aug. 27, 1964
by the military near Hondo AFB, Texas.
- Project Blue Book - USAF photo**



However, Captain Rickenbacker apparently suspected that the Saucers might be American guided missiles. When I interviewed Captain Adickes, I mentioned Rickenbacker's comment, and I found that he had the same theory.

"I think that the thing was equipped with some sort of repulse radar," said Adickes, "so it would keep at a certain distance from air liners and other planes."

The guided-missile explanation is not new, of course. The armed services and the White House have emphatically denied that the Saucers are an American development, but some Americans discount this as a smoke screen to hide a secret weapon.

To recheck, I went to the foremost guided-missile authority in the United States, Captain Delmer S. Fahrney, U.S.N. Captain Fahrney began guided-missile experiments for the Navy in 1936. The television-eye missile was designed and perfected by Fabmey and his engineers. All of the later Army and Air Force developments stem from Captain Fabmey's early work.

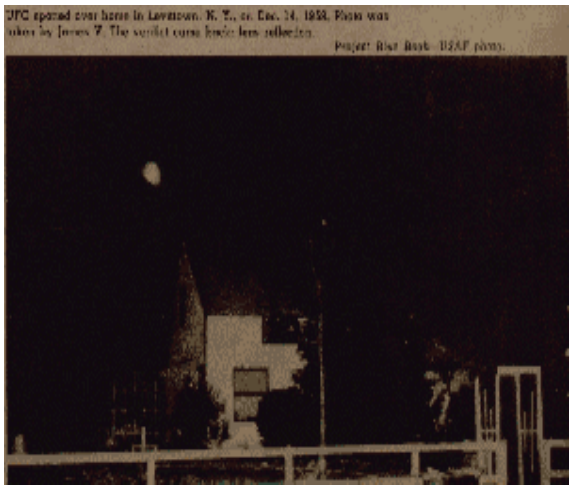
As commanding officer of the Naval Air Guided Missile Test Station at Point Mugu, California, Captain Fahrney exchanges top-secret information with both the other services.

"I can tell you flatly that the Flying Saucers are not guided missiles of the Navy, Army or Air Force," he said when I interviewed him in Washington. 'No guided-missile officer would be stupid enough to test any such device along airways or over cities. It would be criminal negligence-a mechanical failure could endanger lives. Even when launching a missile over the ocean, we clear the test range and keep it patrolled during operations."

Admiral Calvin Bolster, of the Navy Bureau of Aeronautics, gave me the same personal assurance in regard to U.S. piloted aircraft of advanced design.

"If the Flying Saucers exist," he said, "they're not anything we're producing."

Other high defense officials have pointed out that such top-secret devices, even if piloted, would hardly he tested at random all over the United States, Canada, Mexico and other countries where Saucers frequently have been seen.



**UFO spotted over home in Levittown, N.Y., on Dec. 14, 1958.
Photo was taken by James V.
The verdict came back: lens reflection.
- Project Blue Book - USAF photo**

The case of Flight 117 is, in chronological order, the ninth air-line Saucer sighting of which **TRUE** has specific record; a tenth occurred one month later; there have also been, at various times, a number of other cases incompletely documented.

Sightings by experienced transport airmen are impressive testimony to the reality of Flying Saucers.

The Air Force, which undertook the investigation of Saucers, has nevertheless professed to deny their existence from the first reported incident.

On July 4,1947, shortly after the start of the "Saucer scare," Captain Emil J. Smith of United Air Lines was still one of the skeptics. But that evening, over Emmett, Idaho, Captain Smith and his copilot, Ralph Stevens, saw nine fast-flying disks above their DC-3. The Air Force's Project Saucer brushed off the sighting as an illusion.

**Airline pilot E. J. Smith holds dinner plate upside down
as he explains to stewardess the oddly shaped disc
he saw while on routine flight. - UPI Photo**

Some time after this, the crew of a Pan American Airways plane sighted a strange aerial

object between Everett and Bedford, Massachusetts. The pilot and navigator described it as cylindrical in shape, about the length of a P-40 fuselage, and blunt at both ends.

"Weather balloons," said the Air Force.

Near the end of 1949, a Golden North air freighter was paced between Seattle and Anchorage, Alaska, by a night-flying Saucer. When the pilots tried to close in, the strange craft zoomed at terrific speed. Later, the air-line head reported that Intelligence officers had quizzed the pilots for hours.

"From their questions," he said, "I could tell they had a good idea of what the Saucers are. One officer admitted they did, but he wouldn't say any more."

On April 18, Captain Carl Gray was piloting a Braniff air liner when a C.A.A. tower operator at Childress, Texas, radioed an urgent message. A mysterious, silvery-white object had been sighted from the tower; the operator asked Gray to be on the lookout for it.

Captain Gray and his crew spotted the thing a few minutes later-a large, round, shining object oscillating at a high altitude. His first thought, that it might be a balloon, quickly gave way to puzzled astonishment.

"I've never seen anything like it," he radioed the tower. Later, two Air National

Guard fighter pilots were guided up toward the Saucer by the C.A.A. tower man, who was watching it through binoculars. But the planes failed to reach the object. Its height was later estimated at fifteen miles above the earth. My request for the final C.A.A. report on this sighting was refused, as in the case of the Vandalia affair and, later, Flight 117.

On the night of May 29, *1950*, the pilot, first officer, and flight engineer of an American Air Lines DC-6 that had left Washington watched an intensely glowing something approach their plane head on while they climbed southwest-ward a few miles beyond Mount Vernon. Captain Willis Sperry edged right to avoid it, whereupon it swerved left and stopped. When they swung back toward it, the thing resumed motion. As it swiftly circled behind the plane, it passed before the rising full moon in silhouette, and Captain Sperry observed that it was much elongated-"torpedo-shaped," he called it-and wingless. The lighted portion was at its forward end, and the slim body suggested dark metal. Then it darted out of sight to the east with great speed.

Besides the air-line sightings described above, there are incomplete reports of others-a sighting by a Capital Air Lines pilot near Buffalo, New York; a strange encounter on the airway between Alaska and Japan; Flying Saucers reported by air-line pilots flying from Hawaii to the mainland, and other sightings on American domestic lines.

The Air Force either denies knowledge of C.A.A. reports or refuses permission to see them. Concerning its own data, it announces: "There is no investigation going on. Flying Saucers simply don't exist."

Any thinking person who examines the mass of evidence can reach but one conclusion: the Saucers are real.

-Maj. Donald E. Keyhoe

NICAP Home Page

I Know The Secret Of The Flying Saucers

by Maj. Donald E. Keyhoe, USMC (Ret.)

Editor's Note: Major Keyhoe has been writing about Unidentified Flying Objects (UFO's) in this magazine and elsewhere for over 15 years. From the outset he has insisted that flying saucers are real and interplanetary, and many authorities have come to agree with him. Now he claims that control over gravity itself is the only explanation for the astounding maneuvers which saucers are said to make. Some physicists dismiss this theory as fundamentally erroneous. But, as you will read, there are others who find Major Keyhoe's latest chapter in "The Great Flying Saucer Story" important and plausible.

One night last February, over the North Pacific, a Flying Tiger Airlines crew had a startling aerial encounter. What they saw is a clue to a fantastic technical mystery. In its solution lies a prize so great that six government agencies are searching for it right now. The answer may not be far off. What they are searching for is the secret of gravity control.

About midnight on February 15, the Flying Tiger plane, carrying a military group from the U.S. to Japan, was four hours out of Anchorage. Suddenly the cockpit radar picked up three fast-moving objects. The plane captain and his crew looked out at the side and saw three huge oval-shaped ships, glowing red in the night.

An Air Force captain who was a passenger on the plane was called forward to confirm the sighting. His signed report is in the files of the National Investigations Committee on Aerial Phenomena.

According to the captain's report, the unknown machines slowed down to the airliner's speed and flew in close formation. Five miles away, by radar range, they leveled off to pace the plane. The Air Force captain computed their length as much more than 700 feet. It was plain that the giant Unidentified Flying Objects had an unknown type of propulsion. No jets, no exhausts were visible. For 30 minutes, still in formation, they continued to pace the plane. Then, swiftly accelerating to 1,200 knots, they climbed out of sight in seconds.

This startlingly swift acceleration is a maneuver that could not be duplicated by any ship now made on Earth. What makes it possible for UFO's? According to many scientists and engineers, there is only one possible answer. The answer is *antigravity:* artificial gravity fields and control of gravity power.

Control of gravity is something that men have been dreaming about for centuries. Now it appears that we are on the threshold of achieving it. Its value, to the country that first attains it, is incalculable. Our government, hoping for a technical breakthrough, has set up 46 different research projects on various aspects of gravity control. The Air Force is running 33 of these projects and the others are divided among five other agencies.

Included in the 46 government projects are experiments and research at two Air Force Laboratories (Flight Dynamics and General Physics Research), Radio Corporation of America, Massachusetts Institute of Technology; Israel Institute of Technology, Haifa; Stevens Institute of Technology; the universities of California, Denver, Harvard, Indiana, Manchester (England), Maryland, Michigan, Minnesota, Ohio, Purdue, Stockholm (Sweden), Syracuse, Texas, and two New York schools – Queens College and Yeshiva

Graduate School of Science.

And, of course, some government agencies have projects so secret that they are not publicly registered and cannot be revealed without permission.

Private industry is also looking at the question of gravity control with new seriousness. A large number of giant corporations, including Bell Aerospace, General Electric, Hughes Aircraft, Boeing, Douglas and many others, have set up gravity projects.

If you add up all the known gravity programs being run by the government and private industry, you get somewhere between 65 and 70 projects. This means there is a heavy concentration of scientific and engineering brains working on the problem.

One leading scientist who is convinced that UFO's are spaceships using gravity control is Dr. Hermann Oberth. Doctor Oberth, a recognized authority, was co-designer of the V-2 rocket and later a U.S. special consultant at Huntsville, Alabama, one of the installations where important antigravity research is now under way.

"With ordinary propulsion," Doctor Oberth told me in 1961, "such violent accelerations and maneuvers would endanger the ship. Also, the force would crush any creatures aboard against the rear or sides of the machine. But with an artificial gravity field the force applies simultaneously to the passengers and the spaceship. Even in swift changes of speed and direction, the ship is not strained and the passengers feel nothing."

Today, doctor Oberth is willing to go further. He is now of the opinion "that energy, inertia and gravitational fields are only aspects of one and the same thing" and that it will prove impossible to separate them from each other. What he has in mind, he says, is "not yet known fields of force" which can be used to accelerate material objects in a way similar to the force of gravity.

Another noted authority who agrees that UFO's are using artificial G fields is William P. Lear, Sr., [see "Hard-nosed Gambler in the Plane Game" in this issue] multimillionaire inventor, pilot, designer of air and space equipment and builder of jet aircraft. Lear, who once sighted a UFO from his executive plane, predicts that future U.S. vehicles will also use artificial gravity. "The people on board would probably not feel any more effect," Lear says, "than they do from the tremendous speed of the Earth as it rotates and orbits and orbits the sun."

Several years ago, Glenn Martin's vice-president for advanced design, G. S. Trimble, predicted that by 1985 practically all airliners would be using artificial gravity, flying at almost unbelievable speeds. At about the same time, future airliner speeds of 10,000 mph. or more were pictured by Dr. Walter Dornberger, then Bell Aircraft's chief guided-missile scientist and now president of Bell Aerospace.

Grover Loening, pioneer aircraft builder and consultant to the Air Force, said it even more strongly, "I firmly believe that before long man will acquire the ability to build an electromagnetic contragravity mechanism that works," he stated.

A top official of Bethlehem Steel, Jesse V. Honeycutt, has indicated some of the results we can expect if Loening is right. ""serious research is being concentrated in an attempt to solve the mystery of gravity and bring about a control of its power.

"It would bring about a greater revolution in power, transportation and many other fields than the discovery of atomic power, "he stated.

Antigravity? It seems inconceivable. Yet, the search goes on and many responsible men believe the answer will be found. And, to my mind, it is the only possible explanation for the performance of the UFO's.

The stakes are so high that no clue can be overlooked. The Air Force Technical Intelligence, hunting for overlooked leads, is carefully checking hundreds of verified UFO reports. Hopefully, some of them will help us find out how these strange vehicles operate.

Four days before Christmas, 1964, a round, metallic craft about 125 feet in diameter was observed to make a brief landing in a field near Staunton, Virginia. Two Du Pont scientists later took Geiger counters to the site.

"It was 'hot'-highly radioactive," Du Pont engineer Lawrence Cook reported. "We checked for 45 minutes – it was definitely 'hot'."

In Puerto Rico, near dusk on December 26, 1964, Ramey Air Force Base radar spotted two large discs. As A4D jets streaked up to pursue them, the discs accelerated to terrific speed. Making instant right-angle turns-impossible for any known aircraft-they vanished over the Atlantic.

On March 21, 1965, Capt. Yoshiaki Inada, piloting a Toa Airlines Convair on a domestic Japanese flight, was chased by a "mysterious, elliptical luminous object." Flying close to the plane, the UFO blanked out his radio and "violently interfered" with his automatic direction finding equipment.

Puzzling earlier cases also are being rechecked. On July 1, 1954, an AF F-94 – a two-man jet – was scrambled to chase a UFO near Walesville, New York. When the pilot tried to close in, a sudden, unbearable heat filled the cockpit. Half-dazed, the pilot and radar officer bailed out. The jet crashed in the street, killing two children and their parents.

These odd phenomena, high radiation, mysterious heat and electrical interference may be side effects of gravity control devices.

Like most people, you probably took gravity for granted before space flights began. Now you know, for example, that one "G" is the Earth's normal gravitational pull. This is what holds you to the seat of your chair – and more important, keeps you from being tossed into the air by the Earth'' rotation. You feel two or three G'' in a roller coaster or a stunting plane -–a mere hint of what our astronauts have to endure during blast-off and acceleration. But gravity causes a lot of trouble and expense we seldom think about. Aircraft and rocket builders have to provide heavy engines, huge weight of fuel, just to offset gravity. In construction of buildings, bridges, and in a hundred other ways, G affects our lives and adds billions to the cost of work.

Gravity control could reduce or end many of these problems.

How soon can we expect antigravity?

Some researchers say it may take a long time. Others believe there may be a sudden breakthrough. If that happens, there will be some fantastic results.

First, obviously, our space program would take a big leap forward. Instead of our present wasteful rockets, we could build spaceships matching the UFO's high speeds and maneuvers. With such advanced ships, we could make swift flights to the moon and the planets.

Recently, Alexander de Seversky stated that "with abundant energy available, we will move in space with constant acceleration or deceleration. Accelerating half-way to our goal and decelerating the rest of the way at one G or 32.2 feet per second, the moon will be reached in three and a half hours, Venus in 36 hours, Mars in two days, Jupiter in six."

According to Oberth, German physicist Burkhard Heim and other scientists, gravity control will enable spaceships to reach even greater speeds than these. With such advanced machines, we could explore the nearest star systems a century or more ahead of our present timetable.

Using carrier or "parent" ships with short-range probes, we could fully explore a planet – either by remote control or direct observation – before attempting to land. Many cases are on record in which large UFO's have launched small units, apparently for close observation of the Earth, then retrieved them in swift, precise operations.

In one such case (an official AF Intelligence report), groups of small UFO's flying at 5240 mph. were seen and tracked by the crew of an AF B-29. One group, after abruptly slowing to pace the bomber, resumed its speed within seconds. The small UFO's were then seen to merge with or go aboard a huge carrier which accelerated to more than 9,000 mph. before it disappeared.

Because of G-crafts' tremendous speeds, the picture of possible military operations becomes hair-raising. Let's take as a basis the figure in a documented case at White Sands Proving Ground, where Navy scientists saw and tracked a UFO flying at 18,000 mph.

Such terrific speed could put bombers back into the picture in place of missiles. Attacks by G-bombers from bases near major targets would take less than five minutes. If a "rush-fire" war broke out halfway around the world, a huge G-transport carrying a fully armed division – or even an army – could be on the scene in 40 minutes, or less.

Another effect of gravity control will be a big change in air travel. Here's what a G-liner trip would be like, according to several researchers. Let's say you are making a flight from New York to London. You go aboard a large ship – probably disc-shaped, from present indications. Your seat has no safety belts – none are needed. The ship takes off vertically, accelerating at incredible speed. You feel weightless but you feel no motion.

The airliner arcs up into a great circle course, silently, with no "bumps" – no rough air. In 10 to 15 minutes, London suddenly takes shape below. There is no long approach, skimming over rooftops. You descend vertically and land. If traffic is heavy, your pilot would stop the ship in midair and hover until cleared.

In spite of the speed, you'd be safer – especially in regard to many of the strange eddies which have thrown jet airliners into uncontrollable dives.

In probing the riddle of gravity, project scientists try widely different approaches – some even contrary to accepted natural laws.

Under an Army contract, a University of Detroit team has built a 4,000-pound, specially wired rotor which spins at 100,000 rpm. With this unique device, scientists are testing gravitational radiation theories searching for a possible key to G control.

Using gravity meters based on new principles of physics, Air Force teams make frequent flights around the equator and over the poles, to speed up worldwide measurement of the Earth's gravitational pull. Tied in with this is a network of gravity stations and special projects all over the world.

Though no breakthrough has occurred (unless in highly secret projects) two significant facts have been established.

1. The Earth's G field is relatively weak, compared with the pull of gravity between planets and the sun.
2. There is a connection between gravity and electromagnetic fields.

Igo Sikorsky, discussing the colossal force of spatial G, says a steel cable about 8,000 miles thick would be needed to hold the Earth in its orbit -–if it were not for gravity.

But, fortunately for our anti-G search, the Earth's gravity pull, for objects on the ground or at average flight altitudes, is fairly small. Likewise, the force required to cancel its pull would be relatively small – if a method can be found.

Using various barriers we can shield ourselves from the heat, light and sound waves. But, so far, no way has been found to create a gravity shield. Some scientists still call the gravity shield idea a "lunatic fringe" notion. But many now refuse to say that such a thing is completely impossible.

Are UFO's using a gravity shield? In an effort to find out, the Air Force is renewing its attempts to capture a UFO. If we could get one on the ground, undamaged, it might make possible a big shortcut in our gravity research and save us years of slow, tedious scientific work.

In the past, many Air Force pilots have tried to down UFO's, without success. But the Air Force has new reason for hope now, based on the recent increase in low-altitude UFO approaches and "touch landings."

On the night of January 12, 1965, an officer of a federal law enforcement agency had a close encounter. As he was driving his official car toward Blaine Air Force Station, in Washington, a flying disc 30 feet in diameter hurtled down at his automobile. At the last moment the disc arced up steeply, avoiding collision. When the officer jumped out, he saw the UFO hovering overhead. After a minute, it shot up into clouds at high speed. A short time afterward, the UFO – or a similar one – was seen landing in a field near Blaine, melting the snow and scorching the ground before it took off. When the AF questioned the federal officer, they said they had tracked the UFO by radar as it raced down toward his car. This officer, like many other UFO witnesses, was warned by his superiors not to let his name be used in connection with the sighting.

On January 25, 1965, two NASA engineers sighted a UFO which touch landed near Hampton, Virginia. One witness was Maj. John Nayadley, a retired AF jet pilot. The other was A. G. Crimmins, who saw the strange machine maneuvering toward the ground.

"It was zigzagging as if searching for a landing spot," said Crimmins. "I watched it through 20 x 50 binoculars and I could see flashing lights. They appeared to be on the rim of a rapidly rotating disc."

Before anyone could reach the spot, the flying disc took off and rapidly climbed out of sight.

The step-up in UFO chases was demonstrated at Washington, D.C., on January 11, 1965, when AF jets pursued several flying objects over the city. The chase was confirmed by an Army lieutenant-colonel and a group of Army communications specialists.

If jets had been near any of the "touch" sites, they might have swarmed down and kept the UFO from getting away. But records of previous attempts to capture UFOs indicate it will be a tough job.

Whether we capture a UFO or not, the search for the elusive secret will go on. The connection between gravity and electromagnetic fields may provide the key to the mystery.

For several years, Burkhard Heim, director of the German Research Institute of Field Physics at Goettingen, Germany, has been searching for the answer to the gravity riddle. Finally, Heim revealed that by direct experimentation he had discovered a positive lead to antigravity. The discovery involved an intermediate field, neither electromagnetic nor gravitational.

The results, Heim stated, if applied to space flight, would be direct levitation, conversion of electricity into kinetic energy without any waste, and "immunizing the occupants and the structures of such vehicles against any effects from acceleration of the vehicle, however great and violent."

After the first shock, several scientists examined Heim's claims.

"His approach is not in conflict with known laws of nature, and it agrees with the quantum theory," A.R. Weyl said in an analysis for the British magazine, *Aeronautics.* "If Heim were right, the amazing properties commonly ascribed to the mysterious flying saucers' would be, in fact, sound physics and proper engineering."

Heim's work toward the goal of an actual antigravity device using "field inducers" has evidently been put under official German security. He has refused to divulge the key to his formula.

Heim's findings would indicate that antigravity researchers may discover new scientific laws and that their work may invalidate old theories. Some scientists are already saying privately that Einstein's famous "general theory of relativity" may turn out to be totally fallacious. Newton's law has also come in for attacks. However, Robert Forward, G expert of Hughes Aircraft Company, uses the Einstein theory to show that it is possible to partially nullify the Earth's gravitational field. The amount of nullification obtainable with present-day technology is extremely small, however. Forward predicts that some day, when our technology is greatly advanced, we will be able to "create artificial gravity fields at will."

With a real all-out effort this could happen a lot sooner than the 10 or 20 years many scientists have in mind.

But getting enough top men to work in the field is a problem. One scientist says, "Scientists are sensitive about their reputations and many of them still think antigravity is a joke. If they knew the facts, they'd be eager to get into it."

Fear among scientists is partially due to the Air force censorship of UFO reports. Air force censors not only hide the facts but also belittle those who publicly report UFO sightings.

One recent victim was Dempsey Bruton, chief of satellite tracking at NASA's Wallops Island station in Virginia. On January 5, 1965, Bruton saw a strange round object flying at terrific speed toward the station. After it passed overhead, the UFO shot straight up out of sight. Using the elapsed time – six to nine seconds – and angles and times reported by other witnesses, Bruton said the speed was definitely "several thousand miles per hour, possibly 8,000 mph. or even higher." The AF, implying he was incompetent, rejected the report and said it was not evidence of any technically superior machine.

But AF policy notwithstanding, the drive to get the secret of antigravity is well underway. It can't be stopped now. But it *can* be speeded up. We are already spending billions on the space program – on the race to the moon, to Mars. Harnessing gravity could put us years ahead and save us enormous sums of money.

With control of the universe at stake, a crash program is imperative. We produced the A-bomb, under the huge Manhattan Project, in an amazingly short time. The needs, the urgency today are even greater. The Air Force should end UFO secrecy, give the facts to scientists, the public, to Congress. Once the people realize the truth, they would back – even demand – a crash G program.

For this is one race we dare not lose. – **Maj. Donald E. Keyhoe**

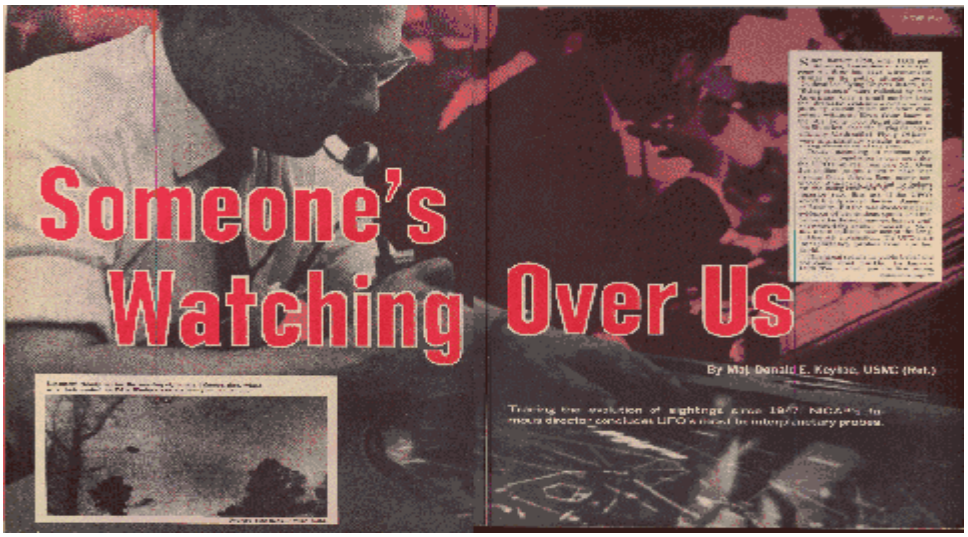
Source: TRUE Magazine, January 1966

Return To Official Comments & Research Papers

NICAP Home Page

Someone's Watching Over Us

by Maj. Donald E. Keyhoe, USMC (Ret.)



TRUE Magazine, 1967

Since January 1950, when TRUE published my first article on UFO's (see page 6), there has been a tremendous change in the public attitude toward Unidentified Flying Objects. Before, the "flying saucers" were ridiculed by most Americans. Only a small number knew the dramatic evidence - confirmed reports by veteran pilots and other competent witnesses. Even fewer knew of the Air Force Top Secret Estimate of the Situation - that the Flying Saucers - officially Unidentified Flying Objects - were interplanetary vehicles engaged in a long observation of the earth.

Today, according to national polls, half of our population is convinced that the UFO's are real (see page 52). Over five million people claim to have seen strange flying objects. Some newly convinced Americans, reluctant to believe we *are* being observed by a technically superior race, first ask if the UFO's aren't highly secret devices - American or Russian. But the massive documented evidence of tremendous speeds and maneuvers far beyond any earth made craft has proved this answer impossible. More and more millions now accept the long-hidden AF explanation: The UFO's are interplanetary probes from another world.

This great switch in public belief did not come about quickly. The January 1950 TRUE article put the first strong spotlight on UFO's, and hundreds of witnesses reported sightings they had withheld for fear of ridicule.

In 1952, a sudden outbreak of UFO sightings made front-page news, with hundreds of verified reports by military and airline pilots, control tower operators, expert radar trackers, and other reliable observers.

Early in 1953, one group of AF Intelligence officers connected with the UFO project planned to release their most baffling cases, also unexplained photographs of UFO's. No final conclusion was to be stated, though the released evidence would strongly point to the interplanetary answer. But at the last moment, fears of high-level officials caused the plan to be killed. Withholding of UFO reports and "explanations" to prevent public excitement steadily increased.

Despite this, many military reports leaked out because the pilots and others involved opposed this cover-up as a bad policy. In addition to UFO operations over the United States, thousands of similar reports came to light in foreign countries.

In November 1957, another outbreak of sightings further strained official withholding efforts, as a number of "touchdown" landings occurred in this country and abroad.

That same year, investigations were begun by NICAP - the National Investigations Committee On Aerial Phenomena - a private fact-finding group with headquarters in Washington D.C. As Director of NICAP, I have seen it grow to a powerful organization, recognized as the largest scientific UFO research group in the world, with over 12,000 members. NICAP has nearly 300 scientific and technical advisers and special consultants on space operations, astronomy, communications, and other fields bearing on UFO investigations.

Because of its serious and thorough evaluations, and its determined efforts to expose the numerous frauds, opportunists, and deluded persons spreading wild tales about UFO's, NICAP is now accepted as the highest private UFO authority in the world. Our documented reports to Congress and the press have played a major part in making hidden facts public.

After the "marsh gas" fiasco in the spring of 1966, millions of citizens began to reject the AF UFO explanations. High officials, still honestly believing that explaining away the sightings was the safest policy for the country, were caught in an unenviable spot.

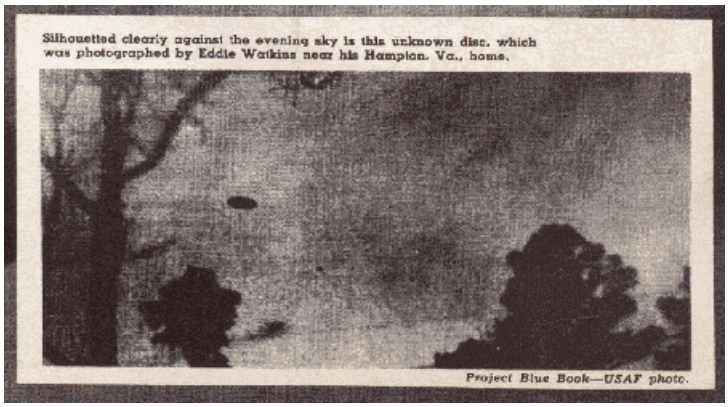
The result was a decision to have an independent scientific investigation made - with officials agreeing to a "hands off" policy. The University of Colorado was selected, and a number of recent sightings has already had on-the-scene investigations by one or more scientists from the Colorado project.

Even before the project began operations, NICAP played a vital part, at the request of Dr. Edward Condon, the project head, and his scientific colleagues. In addition to advice on field investigations and evaluations, NICAP has made available several hundred verified reports, including many duplications of cases in AF files.

As a result, the Colorado Project has added to NICAP hopes for a fair and impartial report to the public. Although this is not due until late spring of 1968 - and more time may be requested - public pressure for all possible answers is rapidly increasing.

With at least half the country now strongly interested, it is now more important than ever to re-examine the strongest earlier cases, to search for possibly overlooked clues. It is also extremely important that witnesses to sightings put their reports on record, to help complete the picture and also to help the already lessening ridicule. I urge everyone with factual UFO sighting information to report the details to me at NICAP, 1536 Connecticut Avenue, Washington, D.C. 20036. If you wish, we shall keep your name confidential.

Since January 1950, there has been a tremendous change in the public attitude toward Unidentified Flying Objects



Silhouetted clearly against the evening sky is this unknown disc, which was photographed by Eddie Watkins near his Hampton, Va., home. Project Blue Book - USAF photo.

NICAP Home Page

What Radar Tells About Flying Saucers

U.S. Air Force and civilian radar experts know enough about temperature inversion to be sure that it doesn't explain the strange objects they've seen on their scopes in Washington, and in other places. And the official Air Force gun - camera photos reproduced here for the first time back them up

BY DONALD E. KEYHOE

In a new investigation of the flying saucer, TRUE Magazine has secured Air Force confirmation of these important facts:

1. Since 1947, hundreds of unidentified aerial objects have been tracked by radar operators of the Air Force, Navy and Civil Aeronautics Administration.

2. More than 300 times, Air Force interceptor planes have chased mysterious lights and unidentified objects revealed by radar scopes.

3. Strange round objects have shown on interceptors gun camera pictures and on photographs from the ground at a missile testing range.

4. The "temperature inversion" or mirage answer to radar sightings widely publicized by Dr. Donald H. Menzel of Harvard has failed to satisfy Force investigators because he has not attempted to explain any specific "saucer" cases in official files.

In December 1949, when an Air Force statement said saucer reports were hoaxes, hallucinations, or mistaken observations of normal objects, the case lists of "Project Saucer" included several puzzling radar reports. At that time, however, most Air

by Maj. Donald E. Keyhoe (Retired)

Hovering object that was scanned by radar and seen by ground watchers was caught on film by a climbing jet pilot. These unretouched 35 mm. gun - camera movie frames, released to TRUE by the Air Force, were taken at 30,000 feet, near Wright Field, at 11 a.m. on August 20, 1952.

Force officials believed they were errors of interpretation due to weather phenomena. Even during the past year, with radar reports rapidly increasing, some Air Force officers still believed these disturbing cases were caused by temperature inversion.

Accumulated evidence, revealed in this article, now proves that very few of the reports can thus be explained. As a result, many baffling "saucer" cases investigated by the Air Technical Intelligence Command are still listed as unanswered.

The most recent of these mystifying incidents was reported from Congaree Air Base near Columbia, South Carolina as this was being written. On August 20, 1952, radar operators at

a nearby interceptor post were watching their scope when a strange "blip" appeared at an indicated range of 60 miles southeast.

Evidently the object shown was very fast moving, for within less than a minute each successive sweep of the beam renewed the blip in a different position, producing a row of widely spaced spots on the phosphor coated glass in a track that ran off the scope. Dumbfounded, the men hurriedly computed the speed.

It was more than 4,000 miles per hour..

The operators realized that to flash an alarm was useless. Moving at 70 miles a minute, the mysterious object would be 200 miles away before a jet interceptor could take off.

When I checked on this case, the Air Force made no attempt to gloss over the facts. The operators were experts, trained to recognize the blips of solid objects. The radar was working correctly. *Something* streaked through the skies that morning, but the Air Technical Intelligence Command frankly admits it has no explanation.

There are other unexplained Air Force cases almost as incredible. such as the tracking of an unidentified object at 1,700 m.p.h. near Kirksville, Missouri, and vain pursuits by jets at Dayton and St. Paul. (These and other important cases released to TRUE by the Air Force will be discussed in detail later.)

Not until last July, when unidentified lighted objects were seen at Washington Airport, did the general public learn that radar was tracking the saucers. Later, conflicting news stories gave many the impression that the Air Force had "debunked" all saucer reports and had no further interest. Major General Roger S. Ramey, Director of Operations, made the Air Force position clear in the following statement for TRUE:

"The Air Force, in compliance with its mission of air defense of the United States, must assume responsibility for investigation of any object or phenomena in the air over the United States. Fighter units have been instructed to investigate any object observed or established as existing by radar tracks, and to intercept any air-borne identified as hostile or showing hostile interest. This should not be interpreted to mean that air defense pilots have been instructed to fire haphazardly on anything that flies."

The Air Force attitude was amplified for me by another spokesman in this candid statement:

"We don't know what these things are and there's no use in pretending we do. We can't discount entirely that they may come from another planet, though we have no evidence to support it. We have found no threat to this country - there is not the slightest evidence that they come from a foreign nation - but until we know the answers we shall carry on a serious investigation."

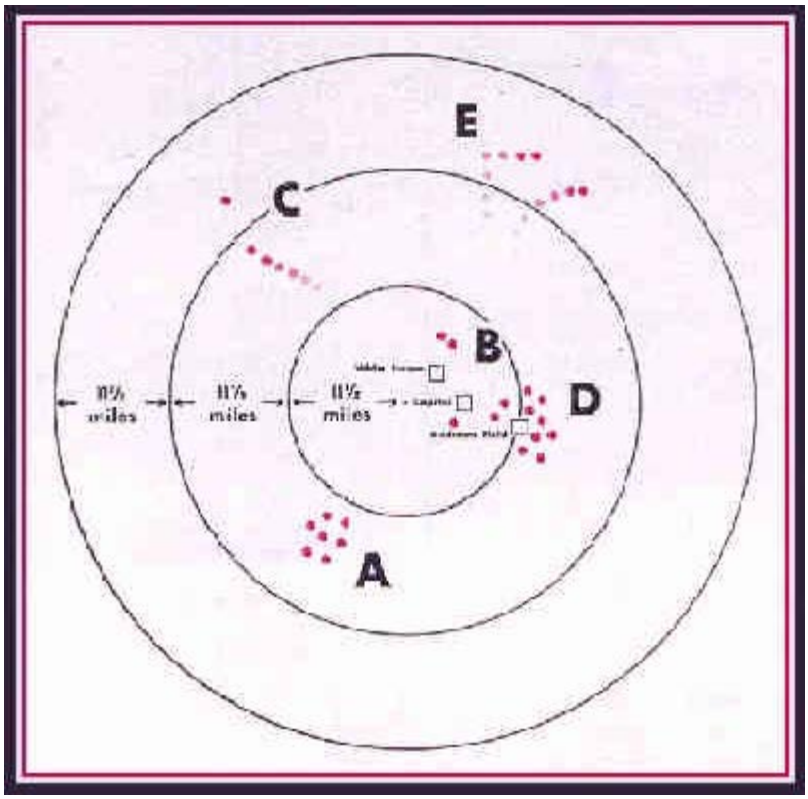
Unfortunately, public confidence in radar has been badly shaken. Many Americans still believe that the Washington radar men, veteran air traffic controllers, were tricked by atmospheric conditions. The same cause was said to have created mirage lights in the sky, deceiving airline and jet pilots, control tower men, and other trained and experienced observers.

If this were so, serious problems in air traffic control would certainly have to be solved. But the true story behind the Washington sightings has never been told until now. To get that story, I spent considerable time at the Airway Traffic Control Center at Washington Airport. I talked with the controllers who saw the strange blips and also with outside radar experts,

Weather Bureau officials and radio astronomers. The final answer is startling in its implications.

Saucer spots played among markers used by controllers to direct airliners on Washington traffic center radar scope.

Air Force radar men learn to identify all normal phenomena.



From a controller's original sketch, some saucer movements July 20 on Washington radar scope are diagrammed above. At A, seven blips appeared suddenly. Two moved (B) near White House, one near Capitol. At C, one fled a northwest bound airliner (indicated by row of blips). Later (D) ten flocked at Andrews Field. E illustrates a saucer's right-angle turn compared with curving turn of ordinary aircraft."

The action began at 12:40 a.m. on the night of July 20. At midnight. eight air traffic controllers. headed by Harry G. Barnes. took over the watch at the Washington Center. The night was clear, traffic was light and the men settled down for a routine watch.

To understand the queer events that followed. you must first have a clear picture of the Center's operations. The Center is located entirely apart from the airport tower, which directs take-offs and landings and close in traffic. The radar room of the Center is a long dimly lit chamber, darkened so scopes can be easily read. Its radar equipment, by which controllers have guided thousands of airliners through fog and storms, is an M.E.W. (Microwave Early Warning) type similar to the sets used by the air defense forces.

On a nearby hill, a huge parabolic antenna, rotating six times per minute, transmits a narrow radio beam which swings around the horizon. When the beam strikes a plane, an "echo" or "return" is reflected back. Amplified. this appears as a small spot or "blip" on the face of a cathode ray scope. The Center's main scope. 24 inches in diameter, has a pale lavender glow. Traveling around the glass. like a glowing clock hand, is a purplish streak called the "sweep" which shows the direction of the moving radio beam.

As the echo comes back from a cruising airliner, a small round violet blip appears on the scope. At that spot, the phosphor coating of the glass maintains a diminishing glow. Every ten seconds, a new blip appears. showing the plane's changed position. The glass retains seven blips before the first one fades out. From the position of the blips and the space between them, the plane's course and speed call be seen at a glance, also its location, distance and compass bearing.

Besides the main scope, which is adjusted to show traffic within a 34 mile radius - a 68 mile circle - the Center operates two smaller console scopes which show the transmitter's full range of 105 miles, or a circle 210 miles in diameter.

radar scopes show other things than planes in the sky - irregular blobs are reflected from thunderstorms, thin spotty blips from flocks of birds, spreading blotches caused by rain or snow clouds.

Very-high-frequency radar sets can pick up even cobwebs or clouds of nearby insects. But these do not appear on the M.E.W. scope, nor would their echoes resemble the clear, sharp blip of a plane. There are two known things which can cause somewhat similar echoes - balloons especially equipped with large panels of metal for radar tracking, and "chaff" or "window." which are strips of aluminum foil dropped by military planes to jam radar sets. The presence of either is indicated by their drift at the speed of the wind. Strips of chaff, usually dumped by the hundreds, cause heavy returns which trained radar men can easily recognize. In addition, chaff falls to the ground. so that its blips soon disappear.

On the night of July 20, none of these things were involved, as an Air Force check has proved. The scope was clear of any strange objects until 12:40. At that moment, seven round blips, like those of planes. suddenly appeared in the southwest quadrant. Since no group of planes - military or civilian -was due to arrive, the Control Center men were immediately concerned. Harry Barnes, the senior controller, tracked the unknown visitors at 100-130 m.p.h. - a speed oddly low compared with their swift appearance.

Barnes quickly checked the consoles; both scopes showed the strange blips. He called in radar technicians; they found no flaw in the set or antenna. Worried, though the low speeds didn't indicate Soviet bombers, he called the Washington Airport tower. To handle local traffic, the tower has a separate set, an A.S.R. (Airport Surveillance Radar) with a 30 mile range.

Tower operators Howard Cocklin and Joe Zacko both reported the strange blips on their scope, and in the same position. So did Air Force radar men at Andrews Air Force Base, which uses an A.S.R. set. Not only that, visual observers at both points could see mysterious lights moving in the sky.

Flashing word to Air Defense, Barnes turned back to the scope. The unknown visitors had separated, were now over Washington, two near the White House, one close to the Capitol.

A few minutes later, the controllers bending over the scope got a new jolt. One blip track showed an abrupt 90- degree turn, something no plane could do. As the sweep came around, another of the strange objects suddenly reversed, its new blip "blossoming" on top of the one it bad previously made. The unknown craft, or whatever it was, had stopped dead from over 100 m.p.h., then completely reversed direction - all in about five seconds.

"Then we noticed another strange thing," Barnes told me later. "Some blips suddenly disappeared, between sweeps. I couldn't explain, until Jim Ritchey called 'Casey' Pierman to check on one group of the things."

Captain Pierman, flying a Capital airliner, had just taken off from Washington. In a few moments he radioed back that he saw a bright light where the scope showed one of the objects. At the very instant he called the Center, the object raced off at terrific speed.

"It was almost as if whatever controlled it had heard us, or had seen Pierman head toward it," said Barnes. "He said it vanished from sight in three to five seconds. But here's the

important point: at that very moment, the blip disappeared from the scope.

"That means it must have raced out of our beam between ten second sweeps. It could have done this in one of two ways: First, it could make a steep climb at terrific speed, so that in ten seconds it would be above the vertical area swept by our M.E.W. set. [The beam's average altitude, at its highest point, is from 35,000 to 40,000 feet, far out, but it is much less near the airport. At 30 miles, it is about 8,500 feet, sloping to 1,200 at three miles.] Second, it could race horizontally off our 34 mile scope within ten seconds."

Considering the objects' relative position, just before they vanished, this last would require a speed of from 5,000 to 7,000 m.p.h. At the time, this seemed unbelievable to Barnes and the other controllers. But Captain Pierman later confirmed the objects' tremendous speed.

"They'd go up and down at terrific speed, or streak off and disappear. Between Washington and Martinsburg, we saw six of these fast moving lights. [Control Center showed them at the same position.] I don't know what they were, but they weren't shooting stars."

Another confirmation of the visitors' incredible speed came later that night, from the Washington tower. Operator Joe Zacko had been watching the A.S.R. scope when one of the mystery objects abruptly appeared just west of Andrews Field. Unlike the slower M.E.W., the A.S.R., with its 28-r.p.m. antenna, can track extremely high speeds. As Zacko watched, fascinated, the blips made a bright streak or trail, heading north- northeast toward Riverdale. Then the trail ended as swiftly as it had come.

Howard Cocklin, hastily called over by Zacko, also saw the bright trail. Together they figured the object's speed from its trace.

It had been making two miles per second -7,200 m.p.h.

"It was as if it had descended rapidly, almost vertically," Cocklin told me later. "That would bring it suddenly into the A.S.R. beam area. It seemed to level off for those few seconds, and then abruptly ascend out of the beam again."

Barnes and his men saw another significant maneuver that night. When they vectored a pilot toward one of the lighted objects, the strange blip disappeared. Then in a few seconds it reappeared behind the plane. Barnes commented, "If it was the same one - and I think it was - that was another of those high speed vanishing acts between sweeps."

(The same maneuver was reported from Kirtland Air Force Base, New Mexico, on July 29. On this occasion a mysterious disk sighted by numerous ground observers - was seen to whip around at terrific speed behind jet planes sent up to intercept it.)

At 3 a.m., two Air Force jets, brought in from another mission, roared down over Washington. Just before they arrived, all the strange blips left the scope. Coincidence or not, as soon as the jets headed back for their base, the visitors reappeared and again swarmed over Washington. One, simultaneously plotted by the Center, Andrews Field, and the Washington tower, followed an airliner to within four miles of the airport, as the pilot watched its light. At one time, ten of the "saucers" were over Andrews Field, then at daybreak they were gone.

The shaken controllers, for the most part, agreed they had tracked solid objects capable of fantastic maneuvers.

"I'm positive they were guided by some intelligence," Barnes has since told me. "If no planes were in the air, the things would fly over the most likely points of interest - Andrews

Field, the aircraft plant at Riverdale, the Monument, or the Capitol. One or two circled our radio beacons. But as soon as an airliner took off several would dart across and start to follow, as if to look it over.

On July 26, in the early evening, an eerie red lighted object flashed over Key West, Florida. A destroyer - escort quickly put to sea, and the Navy announced it would try to find the answer. Then official silence fell.

That same evening at 9:08 p.m., the Washington Center, still jittery, had another call from its unknown visitors. Again, the control tower and Andrews Field radar confirmed the blips. As before, the mystery objects hovered, made sharp turns, reversed, and vanished from scopes. Pilots, too, and ground observers watched the lights race off.

Of four pilots who saw the fast moving lights, one was flying a jet interceptor. This pilot, Lieutenant William L. Patterson, on seeing four lights, went after one at full throttle.

"I was at my top speed," he said on landing, "but I couldn't close in." His plane's maximum speed was better than 600 m.p.h.

When the story of these weird events broke, combined with full details of the July 20 sightings, the Air Force was flooded with demands for an explanation. Reluctantly, since Air Technical Intelligence at Dayton had not even begun its evaluation, Air Force officials in Washington released a public statement: since some radar reports were due to temperature inversion, this might explain the Washington sightings, including the odd lights.

Until then, few people except scientists, radar men and Weather Bureau experts had ever heard of inversions. In itself, a temperature inversion is a simple effect.

Ordinarily, air gets colder as the altitude increases, but under certain conditions there may be layers of warm air with cooler air underneath. Such inversions are common on the desert. At night, or when clouds suddenly shadow the hot ground, the surface quickly cools off. Air in contact with the ground also cools fairly quickly, but above this there is still a warm layer, its height and thickness varying with conditions. On top of this warm layer, the air becomes cool again, increasingly with altitude.

Since light moves slower in a denser medium, its rays are refracted, or bent, as they pass from the warm to cold air. It is this which causes "lake" mirages on deserts, or a watery sheen that appears ahead as you drive on a heated road. In both these cases, the hot cold layer refracts light waves from above the horizon, and these "bent" waves are simply reflecting the sky.

A spoon in a glass of water also illustrates the principle of refraction. Seen from a certain angle, the spoon appears to be bent sharply - a result of the different densities of air and water.

Like light, radar waves move slower in denser medium, and are bent by refraction. Under certain conditions, this can be caused when the waves strike layers of air with different temperatures.

According to Dr. Donald H. Menzel, of Harvard University, this effect explains many flying saucers, both the lights and radar blips. It is Menzel's belief that observers have merely seen reflections, either of ground lights - or of stars, the moon, or the sun. In the same way, he says, radar "saucers" are simply ground objects picked up by deflected radar beams and shown on scopes as strange blips.

The apparent high speed and violent maneuvers, he explains, can be caused by reflections of moving objects, such as cars and trains, or by turbulence in the inversion. In the latter case, the light or radar waves, striking agitated air, reflect unevenly, creating false effects of motion even from fixed objects.

At first glance, this would seem to explain not only the Washington reports, but all the simultaneous radar- and - light sightings. When word of this answer reached Washington Airport, the controllers and radar engineers were astounded.

"Every man in here knows temperature inversion effects," said Barnes. "When an inversion is big enough, it picks up all sorts of 'ground clutter' - water tanks, buildings, bridges, shore lines and so on. But anybody can recognize it - you'll see huge purplish blobs, but nothing like those blips we tracked. And in the six years I've watched these scopes, absolutely nothing - high speed jets, storms. inversions, or anything else - has ever caused echoes that maneuvered like that, and we have had identical weather conditions many times."

Every controller and technician backed him up.

"Besides that," Chief Engineer J. L. McGivern told me, "there was no ground clutter either time, except the big blotch we always have at the center of the scope, where the bottom of the beam picks up the airport buildings."

Art the Weather Bureau, I found the same answer. Vaughn D. Rockne, senior radar specialist. who is familiar with inversion effects, had never seen or heard of such blips as were tracked on the two nights in question.

Dr. John Hagin. the leading radio astronomer at the Naval Research Laboratory went even further.

"Even with an extreme inversion," Dr. Hagin told me, "conditions would have to be very, very unusual to cause such effects. In my opinion, the pinpointing of blips by three radar stations, and simultaneous sighting of lights at the same points, would make it impossible."

"How much of an inversion - what temperature change would be needed?" I asked him.

"Ten degrees Fahrenheit at the very least. Probably much higher."

As a final step, I asked the Air Force to select a radar expert to present the official opinion. The officer chosen was Major Lewis S. Norman, Jr., of the Aircraft Control and Warning Branch, who had made a special study of temperature inversion.

"Turbulence in an inversion layer absolutely is necessary to get the effect of high speed and fantastic maneuvers," Major Norman told me. "It can result from up or down drafts, or such 'burbles' may be caused by heated air from smoke stacks."

"At a minimum, how much temperature inversion would it take?" I asked.

"On the centigrade scale, between 5 and 10 degrees. If you used the Fahrenheit scale, it would take an inversion between 9 and 18."

Now I was sure of the truth. But to be doubly certain, I rechecked Weather Bureau charts.

On the first night, the inversion had been *I degree Fahrenheit.* The second night it had been about equally negligible - barely 2 degrees.

Here was positive proof. *Temperature inversion could not possibly explain the Washington "saucer" cases.*

Suddenly, as I recalled the words of the Naval Research experts, the hundreds of Air Force radar reports took on dramatic meaning. The rare conditions required to produce moving lights and blips certainly could not have existed in more than a few of these cases. There must be a large number still officially unexplained.

Going back to the Air Force, I asked two point-blank questions. Had Dr. Menzel ever been asked by the Air Force to determine if his theory would explain specific "saucer" cases? If so, what were the results?

Here are the Air Force answers:

1. Dr. Menzel had been invited to apply his theory to cases on record.

2. He had not attempted to explain any specific occurrences.

Following this, I asked the Air Force for typical reports and conclusions, from 1948 up to date.

One of the first cases, involving three separate incidents, took place in Labrador, at Goose Bay Air Force Base. About 3 a.m. on October 29, 1948. an unidentified object in slow level flight was tracked by tower radar men. Two days later, the same thing happened again. But the following night, on November 1, radar men got a jolt. Some strange object making 600 m.p.h. was tracked for four minutes before it raced off on a southwest course.

At the time, weather conditions were considered as a possible answer. But in the light of the new temperature inversion revelations, this obviously must be ruled out.

On November 6, the same year, Air Force operators in Japan tracked two strangely maneuvering objects for sixty five minutes. On the scope they appeared like two planes dog fighting, hut no fighters were in the area. This case is still unsolved.

On the night of November 23, 1948, an F-80 pilot flying near Furstenfeldbruck, Germany, sighted a circling red light. About the same moment, the object was picked up by an Air Force ground radar station. It was tracked as flying in circles at 27,000 feet, the same altitude at which the pilot encountered it. Because of his own maneuvers, he could only guess at its speed - somewhere between 200 and 500 m.p.h.

As the F-80 drew nearer, the object swiftly climbed up out of the pilot's sight. But before it went off the scope, operators tracked it to 40,000 feet. This case also is unexplained.

On February 22, 1950, Naval officers at Key West reported that two glowing objects had been tracked by radar men as they streaked above the air station. They were also seen by pilots and ground men, flying at a height too great for attempted pursuit.

Over a year later, on July 14, 1951, two strange objects were sighted above White Sands as Air Force and other observers watched a guided missile test. An optical tracker, using a 20 power monocular telescope, spotted one of the large objects near a B-29. Its presence was confirmed by two radar operators who tracked it at jet plane speed. Pictures taken on 35 mm film are said to show an oval shaped object, too indistinct because of the altitude to reveal details. At first, a balloon was suggested as an answer, but the "jet speed" approach shown on radar proves this was impossible. No definite conclusion has been made by Air Technical Intelligence analysts.

In the light of these earlier reports, the 1952 sightings now seem doubly important.

On June 19, 1952, a new incident occurred at Goose Bay Air Force Base - the fourth to date. Just after midnight, a weird red light appeared, holding a southwest course. At the same time, tower radar men caught it on their scope. After hovering briefly at 4,000 feet, the light suddenly turned white. At about this instant, the blip on the scope "brightened." This effect, familiar to operators, is seen when a plane banks, the larger surface exposed to the radar beam causing a sharper return.

Apparently. the unknown device had tilted for a swift maneuver. A second later, the blip returned to normal size, then vanished from the scope. The light disappeared at approximately the same moment. (This odd change in color, before a maneuver or increase in speed, has been described in numerous other cases.)

An even more puzzling incident was the Kirksville, Missouri, affair of July 13. It was 9 p.m.. when Air Force radar men picked up an unknown object, its blip indicating a solid device or machine the size of a B-36. Before it raced off into the night, its speed was tracked at 1,500 knots - over 1,700 m.p.h. Searching for a solution, one officer theorized that a thunderstorm might have caused the blip, but Washington Center controllers say this is impossible. To date, the A.T.I.C. has found no explanation.

Week after week, jet fighters are "scrambled" at points around the country for "saucer" chases. One of these alerts happened near Osceola, Wisconsin, three nights after the second Washington episode. As in many of these pursuits, the first reported speeds of the blips contrasted strangely with the objects' later maneuvers. Most of the blips were dawdling at 60 m.p.h. until the jets took off. Shortly afterward, one blip's speed jumped over 600.

Reaching 25,000 feet, one pilot spied some rapidly moving lights, a little east of St. Paul. At the same time, they were sighted by a trained Civil Defense sky- watch observer, just before they disappeared.

A meteor shower was first considered a possible explanation. It is true that meteors can be tracked by radar; this method is now used by several observatories. But an astronomer at the Naval Observatory, Washington, quickly ruled out this answer because of the first slow speeds. In addition, no meteor shower was reported on that night.

Two F-86 pilots had a little better luck in a chase on August 1. At the time, the press was refused permission to interview the pilots - a rule of the Air Defense Command. Since then, however, the A.T.I.C. has made details available for use in this article.

At about 10:45 on the morning of August 1, ground radar at Wright Patterson AFB picked up an unidentified object between the base and Bellefontaine, Ohio. It was also reported by ground witnesses as a mysterious glowing sphere. The two jet pilots, Major James B. Smith and Lieutenant Donald J. Hemer, were immediately dispatched to intercept it if possible.

As they reached 30,000 feet, both pilots saw a brightly glowing object hovering above them. To make certain it was not a ground reflection, they carefully maneuvered to view it from various angles. The 'saucer's" appearance did not change. Positive it was a solid object, both pilots switched on their camera-guns, nosed upward and made separate runs for pictures. Within a few seconds of the planes' maneuver, the "saucer" began to move off, disappearing at a high rate of speed.

When the pictures were developed, a round shape appeared on both films. But its speed or distance prevented distinctive details from showing in the prints.

No final conclusion has been made by the A.T.I.C. in this case. That this might have been a balloon, as suggested, does not stand up, for two reasons. First, and most important, no balloon can hover, then suddenly race off, outdistancing fast jets. Second, ordinary weather balloons will not show on radar scopes: as stated before, it is necessary to attach a metal radar "target" to reflect the beam. But if ground radar men had been tracking such a balloon, there would have been no mystery. All weather balloon records are available to the A.T.I.C. and no radar target balloon was within miles of the spot.

The only balloon in the general area was a standard radiosonde type, which holds a tiny radio transmitting set, and it was released thirty minutes before the pilots' encounter. Weather Bureau experts have informed me it is not possible to get a radar blip from this type of balloon. Even if it were possible, there would still be no explanation for the hovering and sudden burst of speed witnessed by two experienced pilots.

The violent maneuvers and high speeds frequently reported rule out all balloons - including the Navy's "skyhooks" which were once publicized as the correct explanation..

Every other conventional explanation has been proved false. One, given shortly after the Washington sightings, was put forth by a chemist named Noel Scott, who is employed by the Army. Scott announced he had produced tiny "saucers" of ionized gas in a vacuum jar experiment at Fort Belvoir. At the time, Scott told Air Force investigators he had no idea whether the conditions of his experiment were likely to exist in the atmosphere. To get the answer, I queried Dr. George Ray Wait, internationally known physicist of Carnegie Institute. Here's what Dr. Wait told me:

"I know of no conditions in the earth's atmosphere, high or low, that would duplicate those needed to make the laboratory models at Fort Belvoir."

In regard to unidentified objects observed visually and tracked by radar, Dr. Wait posed a key question: Are they navigated?

"If the reports of reversals, sharp turns, rapid climbs and descents are fully confirmed," he said, "no natural phenomena, to my knowledge, would explain such reports."

The swift acceleration of saucers, confirmed by radar and visual reports, far exceeds the acceleration of man-made rockets and guided missiles. In addition, no earthly craft can reverse from high speed or make the violent turns proved by radar tracks.

Some flying saucer skeptics claim that no solid object, not even a revolutionary space ship, could maneuver as reported, since it would be subject to the Earth's laws of gravity, momentum and inertia.

But there is one practical answer. By applying the propulsion force in the opposite direction, abruptly reversing its thrust, an object might be halted in a few seconds. On an M.E.W. radar scope, or as seen visually, it would appear to have stopped almost instantly. After this follower stop, a 90 degree turn could then be achieved by again changing the thrust.

A G-sled used by the Air Force gives a hint of the possibilities. This device, driven by rockets down a long track, attains high speed in a few seconds. Near the end of the track, it is abruptly halted by a powerful braking system. For an instant, the force acting on an occupant is many times the effect of gravity. Tests have proved that human pilots, for a fraction of a second, can take over 45 G's and live.

Perhaps human like beings could withstand the G forces of saucer maneuvers if applied for only a moment. It may be, however, that the objects are remotely controlled from higher up

to avoid repeated exposure to such stresses. In any event, the maneuvers themselves are explainable by reversing or shifting the thrust of some radically new type of propulsion.

The increasing evidence from the radar-and-light reports cannot be denied. It is my opinion, as previously stated in TRUE, that the saucers are devices from outer space, exploring the Earth just as our government expects some day to explore other planets.

Though most authorities believe that life, *as we know it* is not possible on Mars or Venus, they do not exclude the possibility that different forms of life may have developed there. From these neighboring planets, the time required to reach the Earth would be relatively short. with the velocities now considered attainable.

If the saucers are not from planets of our solar system. then the problem of the vast distances from other stars' planets may seem insurmountable. But Einstein's theory of special relativity offers a solution now accepted by space travel planners in this country and abroad. Because of the relative nature of time and space the elapsed time for a round trip to a distant point will be less for the travelers than the elapsed time recorded on Earth when the journey is ended. However, the occupants of the space craft will be unaware of any difference during their trip; to them the daily passage of time, as shown by their clocks, will seem normal.

This difference, or "time dilatation factor" as it is called, will increase as a space ship's speed approximates the velocity of light.

Fantastic though it seems, time dilatation has been proved mathematically. In a recent Journal of the British Interplanetary Society, Dr. L. R. Shepherd gives figures for a specific interstellar voyage. He assumes that a traveler, X, makes a round trip to the star Procyon, 10.4 light years away, while an observer, Y, remains on Earth to record the elapsed time here. He also assumes that, because of the long trip at maximum speed, periods of acceleration and retardation are negligible.

"Suppose X goes to Procyon and back," says Dr. Shepherd, "with a velocity of .99c (*c* equals the velocity of light]. While Y records X's return twenty one years later, X is aware only of a passage of *three years*..... The only shortcoming wo.....that friends whom he left iii the bloom of their youth would be found in their dotage."

This latter effect, however unfortunate, does not alter the basic fact: time dilatation can greatly shorten interstellar journeys. Nor would trips of several years daunt human space explorers any more than long sea voyages daunted Columbus. Magellan and others who left home for extended periods to explore the globe.

To reach velocities close to that of light would, this scientist points out, require a source of energy more powerful than any known today---the wholesale conversion of mass into energy.

The problem is staggering---but so were the problems of splitting the atom. Races on other other planets, with civilizations perhaps thousands of years ahead of ours, could have found the answer and conquered space long ago.

Some Air Force officers still insist the saucers do not exist But regardless of such personal beliefs, the saucer investigation will go on. The growing body of data, it is hoped, may permit some conclusions to be drawn. So far, statistics aren't particularly helpful. A preliminary A.T.I..C. analysis of fifty radar reports taken at random from the files show incidents from land and sea, and speeds between zero and 4,500 m.p.h.; 80% from surface land or ship based radar installations, 20% from air-borne sets, and 35% were confirmed visually. Daytime produced 35% of the incidents, night 65%. In 60% of the cases, a single

object was reported; in 40%, multiple objects. They flew straight paths more often than they maneuvered.

The latest plans of the A.T.I.C. attest to its serious attitude. One hundred special two lens cameras which can take simultaneous straight and spectroscopic photos through which the saucers' light may be analyzed, have been sent to strategic points---air bases, A-bomb plants, and other spots where the mysterious visitors have frequently been seen. The reports of airline pilots and other trained observers are to be studied more carefully than ever before. Even apparent hoaxes will be investigated.

The Air Force is admittedly touchy on one point---the question of interceptors trying to down the "saucers." General Ramey, reiterating his previous statement, emphasized:

"No orders have been issued to the Air Defense Command or by the Air Defense Command to its fighter units to fire on unidentified aerial phenomena."

Unless an object attacks our planes, or is obviously a threat to this country, the decision is left up to pilots.

In talking with Major Norman, the Air Force radar expert, I learned he had been an interceptor pilot and had once chased a strange light.

"On an interception like that," I said, "exactly what steps would you take?"

"First, you prepare for combat," be said. "That means your guns are ready in case you're fired on. Then I'd ease in close, if I could, for a try with my camera- guns. But I'd be very cautious, I'll tell you that."

"Suppose you got close," I said, "and saw some strange device. Would you signal for it to land---maybe fire a burst off to one side?"

He looked at me grimly. "Unless it attacked me, I wouldn't cut loose my guns---it might be suicide."

"Even if they weren't hostile," another officer told me, "barging in too close might scare them into attacking."

There is no doubt that many interceptor pilots remember Captain Mantell, who met his death while chasing a saucer near Godman Field, Kentucky.

Though he was said to have blacked out from lack of oxygen, there is still a lingering doubt among fliers.

Trying to communicate with the saucers would seem the next logical step. So far, the Air Force informed me, it has made no such attempt. When I suggested the idea to Controller Harry Barnes, he looked surprised.

"I was so intent on tracking them, I never thought of trying the radio. After all, what would you say?"

"How about this? 'You, out there three miles north of the airport; if you read me, make a right turn.'"

"If it did turn, my hair would probably stand on end." Barnes thought for a moment. "Maybe I'll try it, at that, if it ever happens again."

From all the hundreds of saucer reports, one fact stands out---there is no cause for fear. For years, these unknown visitors have been operating peacefully in our atmosphere. (I do not believe Mantell's plane was destroyed as a hostile act.) There has been plenty of time, if hostility were intended, for the intelligence back of the saucers to strike at our planes and our cities.

It is evident that exploration, and eventually contact, are the purposes behind the saucers' repeated visits. When that contact comes, it should be no cause for panic. Meeting intelligent beings who know the secrets of space should be of profound benefit to everyone on Earth.

It could be the greatest adventure of all time.--- **Donald E. Keyhoe**
TRUE, 1952

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UFOs and SCIENCE
The Collected Writings of Dr. James E. McDonald

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Roswell & The Wave of '47

Too Many Coincidences

Francis L. Ridge

Released: 31 July 2007, Updated: 20 Jan. 2008

Something very important happened in July of 1947, something that will ultimately be life-altering. It was an event that was covered up so well that not even seasoned UFOlogists touched it until the 1970's, a quarter of a decade later. It was 1980 before the first book about the events at Roswell was written. The cover-up worked.

If Jesse Marcel, Sr. hadn't told nuclear physicist/UFO researcher Stanton Friedman about Roswell in 1978, we may never have heard about it. Whoever was responsible for the cover-up had done a remarkable job. Now, with over 600 first and second-hand witnesses on record, the story of what really happened that summer in 1947 has become much clearer. In six weeks time there were as many UFO sightings reported to the news media as there were reports to the U. S. Air Force Project Blue Book for the entire year of 1952!

I have two reasons for writing this paper about Roswell (which occurred in 1947) and the "Estimate of the Situation" produced a year later (in 1948).
1) Looking at the revised data and placing this in the historical context, I think I might have discovered some answers and/or some head-scratching coincidences.
2) I wanted to condense the Roswell enigma into something short but informative, dealing with the most impressive evidence, adding my pet theories for-the-record. This is for my friends and colleagues, and family. I confess that I used the latest information from the affidavit (Ref. 7 & 8) of Lt. Walter Haut to construct this scenario, and that a lot of the other depositions that are no doubt very relevant, but would have made a short report impossible, I left out. The argument about dates and times is not important, at least here, because I'm convinced these events happened. Besides, there were things going on simultaneously at a number of locations. Here is what I think is important and what I want researchers and others to take note of.

Evidence shows that the UFO story began long before World War II, but most are familiar with the stories of objects or lights seen by pilots during the war, called "foo-fighters", etc. Compared to more recent history, this wasn't as interesting. Most of the books we have read paid only cursory attention to those sorts of things. It was the enigmatic "flying saucers" that got our interest, and those suddenly sprang upon us in the summer of 1947, the famous Kenneth Arnold sighting of June 24th being one of the highlights. But the real surprise, was the evidence put forth in the recent book, "Strange Company" (2007), by Keith Chester. (Ref 1.) This book lists about 150 more incidents than even I knew about, some of them close encounters, during WWII. Keith stated in the introduction that the book "presents one of the greatest wartime mysteries, one that has been shrouded in ignorance for more than sixty years. And it suggests that while an immense twentieth century war was raging on Earth, there appeared to be someone, or something, from somewhere else, watching us." This book provided more pieces to the puzzle which has been on my mind for decades.

Planet Earth had just experienced two devastating World Wars. WW II had lasted six long years and ended

on September 2, 1945. Sixty million people died in that war, making it the deadliest conflict in human history. Sadly, nearly 2/3rds of those killed were civilians. In August of 1945 the United States used the only atomic bomb group in the world, the 509th (which by November was based at Roswell, New Mexico. See previous UFO connection at Tinian Island) to deliver two atomic bombs to Japanese targets, killing 140,000 people at Hiroshima and 74,000 at Nagasaki. As soon as the war ended we continued to develop and test bigger bombs and better delivery systems. Soon, atomic warheads could be carried to targets by ballistic missiles. Those missiles were being tested in New Mexico. History has repeatedly shown that when Earth people make things, they use them. To make things even scarier, we already HAD used nuclear weapons twice, and on civilians! And for the record, we have tested over 2,000 nuclear weapons since then, some in space!

The preface of one of the most recently released books, "Witness to Roswell" (Ref. 2) by Thomas Carey and Donald Schmitt (2007), describes New Mexico very well: "The state of New Mexico in 1947 was the most sensitive and highly guarded area in our country, if not the entire world. Not only was there ongoing atomic research at Los Alamos where the first atomic bomb was developed, but there was also the testing of captured German V-2 rockets taking place just to the south at White Sands near Alamogordo. Not far from Alamogordo was also Trinity Site, where the world's first atomic bomb was detonated. And at Roswell itself was the headquarters of the 509th Bomb Group, the only atomic strike force in the world at the time. It was the 509th that just two years before had dropped the two atomic bombs on Hiroshima and Nagasaki to end World War II. Little did they know that they would also become involved in one of the most significant, most historic events of all time—the crash of an unknown object."

By 1947 the night-marish events of WWII were still in the minds of many. I don't know what triggered it, but suddenly and without precedent, a massive wave of sightings of objects described as "flying discs", hit the United States. It is now sixty years later and no satisfactory explanation has been forthcoming. Beginning in June, newspapers across the country carried accounts describing the arrival of flying saucers. Witnesses throughout the country would describe flying "discs" and other assorted, metallic flying objects that defied conventional explanation. Ted Bloecher in his book, "The Report on the UFO Wave of 1947" (Ref. 3), describes newspaper accounts of military pilots being placed on 24-hour alert, and radar operators on 24-hour standby, all looking skyward and hoping that whatever was invading our airspace was not a new threat to our national security that might lead to another war. In most of these (over 1500 incidents) the objects were described as round or disc-shaped. In fact, half of them occurred in broad daylight! For more than a week, sightings were made in continuously increasing numbers.

On the late evening of July 3, 1947, a severe lightning storm raked central New Mexico. During the height of the storm, local ranchers (10-12 miles apart) would later describe hearing a loud explosion that did not sound like the other thunderclaps. Records now show that within hours, UFO sightings began to increase all over the United States. Based on what was going on and the apparent intensity of it all, "somebody" else might have thought we had actually shot down one of their craft.

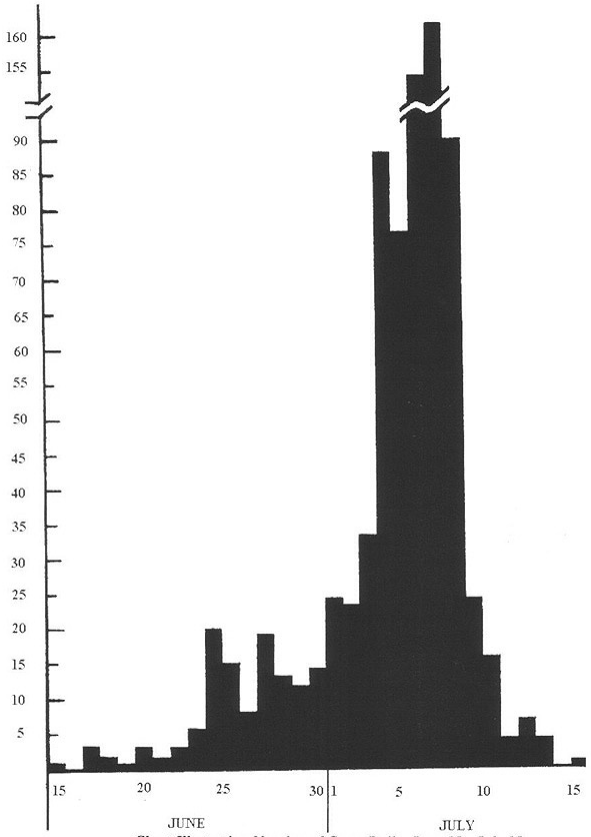


Chart Illustrating Number of Cases Daily, June 15 - July 15

Chart 05-6

On July 4th the reports rose sharply and spontaneously, and for five days there was scarcely any part of the United States that had not been visited by these strangely elusive aerial objects. Reports came from many points in Canada as well. The number of sightings crested on July 7th (carefully note that date), and during the next few days reports began to diminish until, about a week later, only a handful were being made from scattered sections of the country. Although the objects themselves had all but vanished, interest and speculation about them continued for some time after. The printout that lists 853 of the 1500 incidents for that six week period can be found at 1947 wave. I have also posted the complete report, The Report on the UFO Wave of 1947 by Ted Bloecher. The 1947 UFO Chronology, compiled by my NICAP Team may be of interest. All in all, over 500 pages of documentation.

One thing I noticed almost immediately: Sightings had peaked IN NEW MEXICO during that wave on June 27 and 28th, indicating a frenzy of activity days BEFORE the crash. The sudden increase in NATIONAL sightings occurred right after the crash. I had considered the thought that the 27th-28th peak was the result of the famous Kenneth Arnold sighting near Mt. Ranier, Washington, and the press reports from all over the country days later. But this peak was definitely concentrated in New Mexico! Keep in mind that these are civilian reports from newspaper files. There are no military records to tell us what the military was experiencing, but surely there were such incidents in New Mexico. Looking at those charts one cannot help but note a very suspicious LACK of incidents reported from July 3-8 coming from New Mexico, PERIOD. We know that, according to Air Force admission during the 1994 General Accounting Office investigation, that many records were reported as destroyed along with other documents (see GAO investigation)

Note this item is on the very first page of the GAO report. (Numbers of paragraphs are as in the actual report).

> "(2) although some of the records concerning Roswell activities had been destroyed, there was no information available regarding when or under what authority the records were destroyed;"

> GAO Report continued:
> (3) only two government records originating in 1947 have been recovered regarding the Roswell incident;
> (4) a 1947 Federal Bureau of Investigations record revealed that the military had reported that an object resembling a high altitude weather balloon with a radar reflector had been recovered near Roswell; and
> (5) a 1947 Air Force report noted the recovery of a flying disc that was later determined by military officials to be a radar tracking balloon

Item (4) is the July 8 FBI telex saying Major Kirton, the intelligence officer at Fort Worth (name spelled incorrectly by the FBI as Curtan) reported the Roswell object was a weather balloon with a hexagonal radar reflector, but also said that "telephonic conversation between their office and Wright Field (Dayton, Ohio) had not borne out this belief. Disc and balloon being transported to Wright Field by special plane for examination". According to newspaper accounts, General Ramey said the flight had been canceled. If the Roswell object WAS a balloon, this makes sense. Why send an obvious balloon all the way to T-3 at Dayton? But here, the July 8 document confirms there WAS a flight. And the balloon explanation didn't agree with the facts known by the FBI at that time.

I asked the reader to note the date, of July 7th, in regard to "the number of sightings crested on July 7th, and during the next few days reports began to diminish until, about a week later, only a handful were being made from scattered sections of the country." The sightings were dying down BEFORE General Ramey put out the balloon explanation on July 8th, ridiculing those who had mistaken a balloon for a flying saucer!!! The wave of 1947 didn't die because of the embarrassment at Roswell. Whatever the saucer mission was, it was over.

Briefly, here is what I contend, happened at Roswell.
Either something involving two flying saucers (which I find hard to believe based on the debris trail), or **something else,** struck the craft, knocking off small fragments and possibly causing decompression. The resultant train of debris was a long NW to SE corridor over 65 miles long. A few pieces were found 5 miles NW of the first official site two months later. The craft then struck the ground at a shallow angle at the Foster Ranch about 60 miles NW of Roswell and skipped back up into the air, leaving a slight gouge and a light debris field several hundred feet wide and 3/4 of a mile long. The rest of the ship, along with the remainder of the doomed crew, remained airborne and continued in an southeast direction for another 20 miles or so before it came to rest in a flat area with low, rolling hills 40 miles north/northwest of Roswell.

Carey & Schmitt (Ref. 2) suggest, that based on their evidence, the crash occurred on July 3rd. My scenario doesn't require this. In fact, the evidence I present indicates that the crash occurred between two peaks in sightings, which includes the 3rd. Just how close to either peak the event took pace, I'm not sure. It doesn't matter. However, Jesse Marcel, Jr. (Ref. 4) says the event occurred one week after the Arnold sighting of June 24th, which means it didn't happen during the 27-28 peak..

The Sites

"Mack" Brazel and his wife

Site #1 - Sixty miles NW of Roswell - Mack Brazel, (foreman of the Foster Ranch) finds the debris on the sheep ranch he worked. The sheep will not cross the debris to get to water. The debris is described as silvery, extremely light weight, and very thin like aluminum foil. Some of the material cannot be dented or bent. Other items can be wadded up into a ball but return to the original shape when released.

Site #2 - Twenty miles further SE.- According to his mother (Loretta Proctor), the severely-frightened Dee Proctor (who never allowed himself to be formally interviewed by anyone about what he witnessed as a 7-year-old boy with Brazel that day in 1947), in 1995, takes his dying mother to one of the sites. This one turns out to be the exact same one identified by Roswell researchers Kevin Randle and Don Schmitt in 1991. Today, it appears that the "Dee Proctor Body Site" is a legitimate one, in the straight-line trajectory of four sites involved in the Roswell UFO crash, where Mack Brazel found two or three alien bodies a few days after they were blown out or ejected from the stricken craft when it exploded over the debris field on the evening of July 3, 1947. (Ref, 1,46)

Site #3 - Forty miles NNW of Roswell - The rest of the ship, along with the remainder of the doomed crew, remains airborne and continues in an east/southeast direction for another 20 miles before crashing in a flat area with low, rolling hills.

Small samples of debris about 5 miles NW of the Foster ranch (Site #1), were discovered months after the crash. My first impression is that something struck the saucer at this point, a fatal blow, which left only a few fragments discovered by CIC agent Bill Rickett and Dr. Lincoln La Paz. In September of 1947, Rickett was ordered by the Pentagon to assist scientist Dr. Lincoln La Paz, from the University of New Mexico at Albuquerque. According to Rickett, La Paz had just been briefed in Washington, D.C. and was to determine the speed and trajectory of the unknown object. Keep in mind that this find is two months after the crash and provides more nails in the balloon theory coffin. They found pieces!!!! They were startled to find that the sand in the high desert terrain has crystallized, apparently as a result of exposure to tremendous heat. La Paz reported to the Pentagon that he thinks that the object was an unmanned interplanetary probe. He knew nothing about the bodies and had not been told there were any. (Ref. 3, 176-179)

CIC Agent Bill Rickett

***

So the story all began when Mack Brazel, the ranch foreman, found debris on what was known as the Foster Ranch. Any seven year old kid would have recognized a balloon of any kind, with or without aluminum radar reflectors, balsa wood struts and monofilament line. Mack had seen these things before. Major Jesse Marcel and CIC Agent Cavitt looked at the debris that Brazel had first brought into town and even they couldn't identify it. And remember, it was 60 miles as the crow flies, but 100+ miles by road, and over some rough terrain, to get to the crash site and they would not have wasted their time on anything like a balloon, no matter how secret its use might have been. Maj. Marcel was trained in radar and knew what balloons and radar targets looked like.

The scenario:
After gathering some of the debris for most of the day, Maj. Marcel sends Cavitt ahead of him and on in to Roswell AAF. By now it is late and by early the next morning (around 1:00 AM) he is on his way to base, his home an easy stopover along the way. He stops for a short while to show his wife and son, Jesse, Jr., what he and the others have found. He then takes the debris samples into the base.

Maj. Jesse Marcel, Sr. .... Col. "Butch" Blanchard

At 6:00 AM Marcel and Cavitt visit with Col. Blanchard in his quarters and tell him what they have seen.

Late, the day before, when Marcel and Cavitt are with him at the ranch, Brazel leaves with KGFL station manager Walt Whitmore or one of his associates and is hidden out while recording "the story of the century" on a wire recorder. KGFL is off the air by this time so the show has to be aired the next morning, July 8. Early in the morning, Jud Roberts (minority owner) gets a call from the FCC in Washington and is warned not to air the interview, that it was in the interest of national security. If he did, KGFL would lose its broadcasting license. A few minutes later, New Mexico Senator Dennis Chavez strongly suggests he do exactly what the FCC ordered.

Mack is taken into custody by the AAF and detained by the U.S. Army Air Forces at the guest house for four or five days while cleanup operations continue. Military officers begin to interrogate. Brazel is denied access to a phone, is given an Army physical, and is subjected to rigorous questioning and intimidation while under arrest. Balloons can get you into a lot of trouble. Mack Brazel was as patriotic as one can get, as many in those days were. All the AAF had to do was tell him not to talk about it, that it was extremely important he keep his mouth shut, and that would have been all there was to....if it had been a balloon.

Col. Blanchard calls the provost marshal, Maj. Edwin Easley, and orders him to post guards on the roads around the debris field, armed guards encircled the primary areas, denying access to anyone without official business.

7:30 a.m. The regular 8:00 AM staff meeting is moved up to 7:30 A.M. Haut's affidavit doesn't mention this.

A flying saucer has crashed right in the middle of the hottest technological and military area in the world, New Mexico. The Army Air Force has the alien technology in their possession and bodies to prove who was behind it, almost immediately. Here's why the military had to cover it up:

1) A plan for such a recovery was devised as early as 1944; dealing with ANY new technology found.
2) There were spies all over New Mexico; we didn't want ANYONE to know we had in our possession a new technology.
3) The Pentagon and the military in New Mexico didn't know if an invasion was imminent or not.

Lieutenant General Nathan E. Twining was the commander of the Air Materiel Command (where crash debris was flown), the parent organization at Wright Field, Ohio, and the next higher headquarters for both the Alamogordo Army Air Field and the Kirtland Army Air Field. Flight records show he changes his plans (Ref. 9) due to "a very important matter that developed here" and flies to Alamogordo AAF on July 7th. Newsclippings place him at Kirtland AFB on July 8th, talking to the press about flying saucers not being a product of the armed forces. Flight records show Twining left NM on July 11.

Lt. Gen. Laurence C. Craigie, chief of the Research and Engineering Division at Headquarters Army Air Force, is sent to investigate the crash on the orders of Gen. Curtis LeMay. The general meets with President Harry Truman immediately afterwards. (Ref. 5)

More men arrive at the debris field at the Foster Ranch and are assigned to assist in cleaning it up. Soldiers with wheelbarrows move across the field, tossing in the debris. When the wheelbarrows are filled, the soldiers take the debris to collection points. The debris is then loaded into covered trucks to be driven into Roswell.

Sometime that morning, Robin Adair, a photographer with the Associated Press receives a call from the main office in New York, is told to get to Roswell immediately, "even if it meant leasing a plane". Before landing at Roswell, Adair flies over the sites (2). Many troops, vehicles, and MPs cover the large open field. "One of them (sites) wasn't very distinct. The other was." Something has descended, impacted the ground, and then ascended into the air. (Ref. 3)

Several flights carry debris and bodies to various locations.

"Pappy" Henderson confides in his close friend John Kromschroeder in 1978 that he flew wreckage from a crashed saucer out of Roswell and to Dayton.

My impression of the highly successful and relatively swift crash-retrieval operation at Roswell was that it was as if it had been orchestrated much earlier. I say "relatively". But I guess it wasn't all that swift nor all that successful in cover-up terms. They drove through the streets of Roswell brazenly with the flatbed truck, allowed politicians etc. into the hangar, and in many other ways showed that they really DID NOT know exactly what to do. It also took many days and hundreds or personnel to sweep the sites. Richard Hall, in a recent note, made a good point:

> Hall:
> "I think a very strong case can be made that the basic reasons they succeeded in the recovery right under the noses of the populace and the base personnel are (1) the remote locations, and (2) the tightly knit and controlled nature of the base traditions and operations. On top of that, the blatant use of threats of violence to keep people silent is well-established, and that sure as hell is not good planning. Apparently they got away with it only because of who and where they were."

But there is documentation supporting other experiences had prepared the military for such an event, even if there was no plan to ever recover a flying saucer. Keith Chester may have found the answer:

Page 61 of "Strange Company":

> By the order of Major General Nathan Twining, a Fifteenth Army Air Force memorandum was issued on March 15, (1944). Superseding a November 15,1943, version, it was titled, "Capture Intelligence Interrogation Of Air Prisoners of War, Examination Of Enemy Equipment." It detailed the apparatus already set in place for such matters. The Combined Services Detailed Interrogation Center (CSDIC) was specifically set up to interrogate enemy air force prisoners and examine their documentation or anything else in their been possession. No prisoner was to be interrogated by anyone, "regardless of rank," except by the CSDIC air interrogators. Fifteenth Air Force Headquarters required all documentation sent to the A-2's attention, whether the air interrogator thought it related to enemy aircraft or something else. The memorandum required that **all crashed enemy aircraft or captured air material be guarded** by personnel from 'the nearest Army unit' until a 'representative of the Captured Intelligence Section, A-2, MAAF [Mediterranean Allied Air Force] arrived."

There was only one facility that was dedicated to the science of "reverse engineering": AMC Intelligence Dept, referred to as T-3 (Ref. 11) at Wright-Paterson AFB, Dayton, Ohio. On May 21, 1951 it would become known as ATIC (Air Technical Intelligence Center). The word "Air" was changed to "Aerospace" in 1959. Then, on July 1, 1961, it would become the Foreign Technology Division (FTD). Air Force Regulations 200-2 and 80-17 would later spell this out, requiring first the 4602nd AISS and later on the 1127th Field Activities Group, to do the investigation and secure materials.

Col. Thomas DuBose

Gen. Thomas DuBose exposes the cover-up at Roswell in an affidavit. More on DuBose.

> DuBose:
> "In early July, I received a phone call from Gen. Clements McMullen, Deputy Commander, Strategic Air Command. He asked what we knew about the object which had been recovered outside Roswell, New Mexico, as reported by the press. I called Col. William Blanchard, Commander of the Roswell Army Air Field and directed him to send the material in a sealed container to me at Fort Worth. I so informed Gen. McMullen."
>
> "The material shown in the photographs taken in Maj. Gen. Ramey's office was a weather balloon. The weather balloon explanation for the material was a cover story to divert the attention of the press."

DuBose and Colonel Alan D. Clark, the base commander, meet the aircraft from Roswell. Clark receives the bag with (a sample of) the debris and walks to the "command" B-26 to fly it out to Andrews Field, Maryland. This was the Pentagon's first peek at the Roswell material.

Gen. Roger Ramey

Lt. Walter Haut

In 2002, Walter Haut, the Lieutenant who had put out the famous press release for Colonel Blanchard announcing the AAF recovery of a flying saucer, signs an affidavit, to be released upon his death.

(8) On Tuesday morning, July 8, I would attend the regularly scheduled staff meeting at 7:30 a.m. Besides Blanchard, Marcel; CIC [Counterintelligence Corp] Capt. Sheridan Cavitt; Col. James I. Hopkins, the operations officer; Lt. Col. Ulysses S. Nero, the supply officer; and from Carswell AAF in Fort Worth, Texas, Blanchard's boss, Brig. Gen. Roger Ramey and his chief of staff, Col. Thomas J. DuBose were also in attendance. The main topic of discussion was reported by Marcel and Cavitt regarding an extensive debris field in Lincoln County approx. 75 miles NW of Roswell. A preliminary briefing was provided by Blanchard about the second site approx. 40 miles north of town. Samples of wreckage were passed around the table. It was unlike any material I had or have ever seen in my life. Pieces which resembled metal foil, paper thin yet extremely strong, and pieces with unusual markings along their length were handled from man to man, each voicing their opinion. No one was able to identify the crash debris.

(9) One of the main concerns discussed at the meeting was whether we should go public or not with the discovery. Gen. Ramey proposed a plan, which I believe originated from his bosses at the Pentagon. Attention needed to be diverted from the more important site north of town by acknowledging the other location. Too many civilians were already involved and the press already was informed. I was not completely informed how this would be accomplished.

(10) At approximately 9:30 a.m. Col. Blanchard phoned my office and dictated the press release of having in our possession a flying disc, coming from a ranch Northwest of Roswell, and Marcel flying the material to higher headquarters. I was to deliver the news release to radio stations KGFL and KSWS, and newspapers the Daily Record and the Morning Dispatch.

(11) By the time the news release hit the wire services, my office was inundated with phone calls from around the world. Messages stacked up on my desk, and rather than deal with the media concern, Col. Blanchard suggested that I go home and "hide out."

(12) Before leaving the base, Col. Blanchard took me personally to Building 84 [AKA Hangar P-3], a B-29 hangar located on the east side of the tarmac. Upon first approaching the building, I observed that it was under heavy guard both outside and inside. Once inside, I was

permitted from a safe distance to first observe the object just recovered north of town. It was approx. 12 to 15 feet in length, not quite as wide, about 6 feet high, and more of an egg shape. Lighting was poor, but its surface did appear metallic. No windows, portholes, wings, tail section, or landing gear were visible.

(13) Also from a distance, I was able to see a couple of bodies under a canvas tarpaulin. Only the heads extended beyond the covering, and I was not able to make out any features. The heads did appear larger than normal and the contour of the canvas suggested the size of a 10 year old child. At a later date in Blanchard's office, he would extend his arm about 4 feet above
the floor to indicate the height.

(14) I was informed of a temporary morgue set up to accommodate the recovered bodies.

(15) I was informed that the wreckage was not "hot" (radioactive).

(16) Upon his return from Fort Worth, Major Marcel described to me taking pieces of the wreckage to Gen. Ramey's office and after returning from a map room, finding the remains of a weather balloon and radar kite substituted while he was out of the room. Marcel was very upset over this situation. We would not discuss it again.

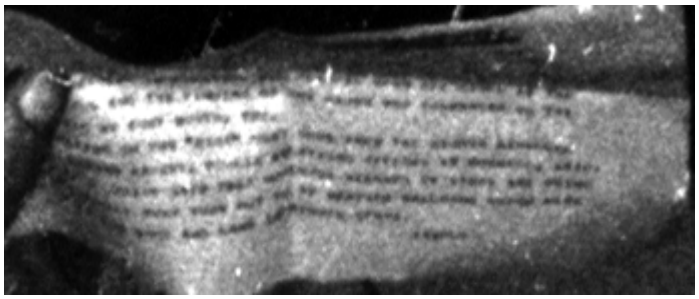
(17) I would be allowed to make at least one visit to one of the recovery sites during the military cleanup. I would return to the base with some of the wreckage which I would display in my office.

(18) I was aware two separate teams would return to each site months later for periodic searches for any remaining evidence.

(19) I am convinced that what I personally observed was some type of craft and its crew from outer space

Ramey & DuBose with substituted foil reflector (balloon not shown)

Gen. Ramey has Maj. Marcel and some debris on the flight to Dayton, Ohio, which is diverted to Fort Worth for the cover-up plan.



Memo

In the photo of Ramey and DuBose at Fort Worth, showing the substituted balloon debris, one can see Ramey holding a memo clutched in his left hand. It is a copy of a message he had just sent to the AAF Chief of Staff at the Pentagon about the recovery and coverup. No one would have imagined that technology would someday reach the point where we could actually read some of that memo. The photographer, the only newsman invited to help perpetrate the cover-up, is James Bond Johnson of the Fort Worth Star-Telegram. He is equipped with a professional-quality camera with much higher resolution than most cameras of the day. Read the memo...but first pay close attention to whom the memo was sent.

Vandenberg was in-charge, says Memo. At the time of the Roswell incident, Gen. Hoyt Vandenberg was the Army Air Force Deputy Chief of Staff. With AAF Chief of Staff Gen. Spaatz out of town, Vandenberg is the acting AAF chief at the Pentagon. It was he who has Clements McMullen order the cover-up, get the material to T-2 at Dayton, Ohio. The Pentagon knows they have a flying saucer and alien bodies. (A year later, in 1948, it was the same Hoyt Vandenberg who "wouldn't buy" the Top Secret Estimate of the Situation.).

Robert Shirkey, standing in the operations building, watches as MPs begin carrying wreckage through to load onto a C-54 from the First Air Transport Unit. To see better, he has to step around Colonel Blanchard.

At 2:30 PM. Blanchard decides it is time to go on leave. Too many phone callers into the base are asking to speak with him. He, along with a few members of his staff (Haut included), drive out to the debris field. Those left at the base are told to inform the reporters that the colonel is now on leave.

At 2:55 PM. the Associated Press reports in a "95," just under a bulletin in importance, that a flying disk had been found.

Now, the bodies.

Archaeologists, including W. Curry Holden, working the sites around Roswell stumbles across the impact site where the object has crashed. One of them heads to the closest phone to tell Sheriff George Wilcox of the discovery of the remains of a crashed aircraft of some kind.

At some point Blanchard calls Eighth Air Force headquarters and advises them of the new find. By this time NO ONE believes the material is from a Soviet device, and certainly not any type of balloon or reflector. Eighth Air Force relays the message up the chain of command to SAC headquarters.

The military, knowing the approximate location of the saucer crash, move in with a carefully selected team for the recovery of the craft. The soldiers find civilians on the site already. They escort them off while others secure the area. Five bodies are found on the site. The site is cleaned and secured.

John McBoyle, a reporter for radio station KSWS in Roswell, tries to reach the crash site. He phones to report an object looking like a crushed dishpan. He tells Lydia Sleppy, who works at the parent station in Albuquerque, to hang on. She overhears an argument and then McBoyle tells her to forget it, he has made a mistake. McBoyle is about forty miles north of Roswell.

Sleppy tries to put a message out on the Teletype. According to Sleppy, the message is intercepted by the FBI in Dallas and she is ordered not to complete the transmission. (Ref. 10)

The bodies arrive at the base and are taken to the hospital for examination. Two doctors who are not assigned to the base but who have arrived on one of the special flights begin the preliminary autopsy.

Mirium "Andrea" Bush, 27-year-old civilian woman, secretary to the military hospital administrator (Lt. Col. Harold M. Warne) , is taken by the arm by Warne to the examination room. A number of bodies, described as like children in size, with grayish to brown skin, large heads, and eyes that wouldn't shut. Then, one of them moved. (Ref. 3)

W.J. Rodden, the owner and operator of a photo studio in Roswell, who during the War had been involved in some special photographic assignments for the government, held a security clearance at that time. Although he'd done nothing in an official capacity since the end of the War, he'd proved himself to be a loyal citizen who could be trusted with classified material. He was an expert in photography and was used to photograph some of the material recovered outside of Roswell. (Ref. 13) We were later told by another 509th informant that the Bomb Group had technicians who processed film and repaired cameras, their expertise directed at aerial photographs for bomb damage assesments and photo reconnaissance. He claimed they were not involved in the Roswell event. The photographer who was used at Roswell was brought in from the outside. This man was in fact, W. J. Rodden.

At 2:00 A.M. the next morning a special flight leaves for Andrews AAF in Washington, D.C. Some of the debris and the bodies are on that flight.

8:00 AM. Members of the First Air Transport Unit begin loading crates into C-54s. They load three or four aircraft with an intermediate destination of Kirtland. From there they are to be taken on to Los Alamos. Armed guards watch the loading of the aircraft. (Ref. 1)

At 9:00 A.M. CIC agents Cavitt and Rickett, having returned from assignment in Carlsbad, drive a staff car to the impact site, followed by MPs. They are stopped by the guards who are still posted. Cavitt wants "a new set of eyes on this". When they arrive, they see that a small containment of debris remains which Rickett is allowed to examine. (Ref. 1)

No sooner had the original press release went out and the cover story / explanation is on the wires. The explanation is that Mack Brazel, Maj. Jesse Marcell, CIC Agent Sheridan Cavitt, and Col. Blanchard were fooled by a weather balloon and a radar target reflector!

The cover-up begins

This brief paper mentioned only a few of the testimonies from the 600+ primary and secondary witnesses. For those wanting an in-depth coverage of Roswell, there are a number of books, including the latest two: "Witness At Roswell" by Tom Carey and Don Schmitt, and "The Roswell Legacy" by Jesse Marcel, Jr.

The story goes way beyond Roswell, however, and with even more coincidences. It was coincidence enough for a UFO crash during the first flying saucer wave that lasted only six weeks, most notably in only ten days. It was coincidence enough for sightings to increase right after the crash and decrease before the debunking campaign started. It was a coincidence that the crash could have happened anywhere in the world, but happened in the hottest technological place you would find on Planet Earth. It was a coincidence that an object was tracked on radar, two hundred miles up, over the area of the Foster Ranch.

Late August, 1947; New Mexico

You can see this one for yourself. This report is in the Project Blue Book documents. A CPS-4 radar was modified to track objects at very high altitude. They aimed the antenna almost straight up and picked up a target at 200 miles up. At an even 200 miles the angle of the radar at 70-degrees would put the spot about

73 miles away from Alamogordo Army Air Field (later Holloman AFB). Since the range could have been slightly higher, because of the high angle the ground range could be as much as 76-80 miles or more. The Foster Ranch debris field (and any fairly close-by anomalous site) was about the same distance, about 85 miles away from Alamogordo. The report leaked out. Not found in the original Project Blue Book as an "unknowns", this incident IS listed in the updated list by Brad Sparks: "AMC Watson Labs Project Mogul engineer Rosmovski and communications officer Lt. H. G. Markley tracked a stationary target at 200 mile altitude using a modified CPS-4 radar aimed at 70-degree elevation." (FOIA, Loren Gross, Aug-Dec 1947 SUPP p.28.) Certain AF operations, like Project MOGUL which did the tracking of the 200-mile high stationary object, BELIEVED that there was an object at 200 miles up and went to some effort to cover it up. Two fairly high-level AMC people (Lt Col James C. Beam and Alfred Loedding the "brains" behind Project SIGN) make special arrangements in advance to fly out from Ohio to NM to interview Dr Peoples about the incident and then only when they arrive they find out Dr Peoples has conveniently LEFT and flown off to New Jersey, evidently to evade interview, and Lt Markley is strangely unavailable.

I don't think anyone was more knowledgeable about crash/retrieval stories than Leonard Stringfield. I'm not sure though just how many crashes he researched, but there was a surprising number of alleged incidents. But none of them comes close to Roswell with over 600 witnesses, first and second hand. I do find the Roswell evidence quite compelling. Assuming on my part that real UFO crashes are extremely rare and flying saucer material is really tough, even showing any lack of vulnerability as evidenced by many reports of objects fired upon during WWII, the idea of any crash seems odd. But with the given of Roswell, in my opinion, something brought the grays' lady down.

Were there two saucer crashes? Stanton Friedman thinks so. The debris train doesn't look like the result of two objects colliding, in my opinion. Was the craft struck by and downed by lightning? This appears to be extremely unlikely. One study report provided by NARCAP's Richard Haines explains why this is very rare even with our aircraft. Something brought the craft down and was extremely loud. Could an air-to-air missile have struck the craft in a vulnerable spot? There is no evidence we had any missile that had any type of reliable homing device. Whatever the cause, with such apparently indestructible material reported at Roswell, and the numerous reports from Keith Chester's new book "Strange Company", concerning Allied and Axis military firing on UFOs with no effect, whatever brought the saucer down would have been very powerful and would have been heard for many miles. We're still looking for the answers. If we had anything to do with the crash, or the crew's superiors thought we had, we could have been in big trouble. Vanderburg may have wondered about all these things, thinking the incident may have stirred up a hornet's nest. Saddened in one sense at the loss of life, and fearful of what was to come of it all, the Pentagon would have covered it up, and waited. The sudden increase in national sightings right after the crash might be explained by the possibility that somebody thought we had shot one of their saucers, maybe two, down over New Mexico.

A year later, without Roswell on the minds of Project SIGN at Dayton, Ohio, the independent evidence of other major UFO incidents in general caused the drafting of the top secret Estimate of the Situation, delivered to AF Headquarters on August 5, 1948. (Ref. 6)

> Captain Edward J. Ruppelt:
> "..... the higher The Estimate of the Situation went in the Air Force chain of command the cooler the reception it got, and .....reports of radar picking up UFO's began to come in. How far this estimate got is something that I could never determine, but it got up into the high echelons of the Air Force before it was batted back down. The reason for batting it down was that the conclusions, interplanetary vehicles, lacked proof. A group from ATIC went to the Pentagon to sell the idea to the late General Hoyt S. Vandenburg, then Chief of Staff of the Air Force, but had no luck. The evidence didn't impress him enough to make him decide to buy the interplanetary theory."

If you remember, the Pentagon's AAF Chief of Staff Gen. Spaatz was out of town when the crash occurred. Vandenberg was the acting AAF chief at the Pentagon, and was directly involved, as evidenced

by historical fact and the Ramey memo. Some group, high up in the Pentagon knew about Roswell and they knew they couldn't sign the EOTS. Actually there were two estimates. ATIC's version made no mention of Roswell. I think the Pentagon's version might have. If not, the Pentagon probably didn't need an estimate. It had a spaceship and its crew!

For an excellent paper on the EOTS, see Project Sign and the Estimate of the Situation By Michael D. Swords.

I had a very interesting conversation with Keith Chester while writing this report and we discussed the EOTS. It seems very logical with the way the government produces reports that there were several copies out there, even though it was stamped Top Secret. Top Secret items are supposed to be locked up. Major Keyhoe saw the EOTS in 1952. Captain Edward Ruppelt had seen it and he was the first to describe it in his book. Major Dewey Fournet, HQ Monitor between Project Blue Book and the Pentagon, actually HAD a copy of it. He wasn't too impressed with it and said that it was put together too early too fast. Harry Woo of NavPIC saw it. Fournet showed him a copy of it. In any event ATIC was seriously considering that flying saucers were interplanetary from the very beginning, at least just a year after the Wave of 1947 and Roswell.

The following Page 8 is from the July 30, 1947: Colonel Garrett's ATIC Estimate, which was a rough draft of the report. The finalized version has not been located. Page 8 mentions "lack of topside inquiries, when compared to the prompt and demanding inquiries that have originated topside upon former events, give more than ordinary weight to the possibility that this is a domestic project, about which the President, etc. know." This is an indication to me that somebody in the Pentagon, Spatz and Vandenburg for sure, knew about Roswell.

And here's the Aug. 19, 1947 FBI Memo that says pretty much the same thing. Memo to D.W. Ladd from E.G. Fitch mentioning SAC Reynolds conversation with Lt. Col. George Garrett, re: "there were objects seen which somebody in the Government knows all about."

In my opinion this made the turnaround necessary. Flying saucers HAD to be played down. Project SIGN had to be changed to Project GRUDGE and UFOs had to be explained away. ATIC was already taking the reports seriously. The Pentagon stance was way beyond taking. After a while and nothing happened (no invasion), the pressure eased. The new project Grudge became Project Blue Book. It would take another paper to go into this aspect of the UFO story, but one my colleagues put it pretty well:

> Keith Chester:
> I don't think Bluebook personnel were informing the Pentagon about anything important. I think they were a front, a front that was compartmentalized; a vehicle for running screen for the Air Force in the Public Eye, and an intelligence gathering entity working with civilian investigations. Bluebook did conduct there own investigations, but I feel they were definitely monitored by a much more sophisticated outfit in the Air Force. I think your paper is lacking much about the OSI's role.

In 1952 the massive UFO sighting wave shook up the military and the CIA. Thousands of people reported having seen things in the sky, and radar was confirming those impressions. There were photographs and movies and jet chases and reports of alien creatures. There were headlines and radio reports of activity in the skies over Washington, D.C., that ended in what was described as the largest press conference held by the military since the end of the Second World War. And while all that was going on in the public eye, a first lieutenant was sent into Roswell (Ref. 12) to review the records and documentation about the UFO crash five years earlier. Although he had not been in the military in 1947, and was certainly not involved in the events of July 1947, he now had access to everything that had been written, photographed, and documented about the crash retrieval. His job was to determine what needed to be left in Roswell, what had to be moved to another facility, and what had to be destroyed. The lieutenant said he had access to all the relevant documents, and so understood the whole story. He had seen dozens of reports told from

various vantage points on the crash site, had seen the photographs of the ship, and had even handled a piece of the thin metallic debris. There was nothing about the crash that he didn't have access to, or failing that, of a way of finding it out. The lieutenant's knowledge of Roswell came from the documents he saw in 1952. This officer would eventually rise to the rank of brigadier general.

After 60 years there is nothing in our inventory that even faintly resembles flying saucers or UFO technology. We haven't learned anything from Roswell. Or have we?

On August 19, 2007, Brad Sparks stated:

> "I must admit from my highly skeptical research that in 1949 AFOSI was almost certainly responding to Roswell - for very compelling reasons I cannot get into here. There is in fact some weak, circumstantial evidence suggesting that it was a classic Roswell coverup."
>
> "In 2000 while doing non-UFO-related research, I accidentally discovered the TOP SECRET U.S. government policy response toRoswell, which should not exist if Roswell was essentially a non-event. <>It is disturbing because I had thought of Roswell as a nothing event, and because the idea the US Government took it so gravely serious should be a disturbing revelation. One of our own balloons (Mogul or otherwise) would not trigger any response at all because it's one of ours."

Oct 12, 2007. Some of you probably remember anthropologist Herbert Dick's denial about being on the Plains of San Agustin in July of 1947? It would support Barney Barnett's story about seeing the military AND the archeologists at the crash site if we could prove Dick and his group WERE there and that he lied about it. Dick, who died in 1992, had a college background and advanced degree and would not have wanted to embarrass a prestigious university or jeopardize a chance to acquire a Ph.D by reporting that he was at a crashed flying saucer site with bodies in 1947. So was he there? Yes! Secretly in our possession for some time, in January of 2008 the Harvard Archives allowed Art Campbell to publish the Dick letters. The material concerning Dick's presence on the Plains is a seven-page letter, cleared to me on January 14th, that Dick sent to his advisor, justifying his side of a feud with another archaeologist, over who would do the Bat Cave dig for a thesis. These documents, provided to me by researcher Art Campbell prove Herbert Dick's group's presence on the Plains on July 1-14, 1947.

In the 2007 motion picture, "National Treasure: Book of Secrets", Benjamin Franklin Gates (Nicolas Cage) and his team take another romp through U.S. history. Now, armed with a stack of long-lost pages from John Wilkes Booth's diary, Ben is obsessed with finding the truth behind President Abraham Lincoln's assassination. Forced to help is the President of the United States, who then asks a favor, for them to look at page 47. At the end of the movie, in the scene in the hanger, the President says, "Any insights, about that thing we talked about.?" And Gates replies, "Yes sir, Mr. President, life altering."

References:

Ref. 1. "Strange Company", Keith Chester (2007)
Ref. 2. "Witness to Roswell", Thomas Carey and Donald Schmitt (2007),
Ref. 3. "Report on the UFO Wave of 1947", Ted Bloecher (1964)
Ref. 4. "Roswell Legacy", Jesse Marcel, Jr. (2007)
Ref. 5. Veteran USAF pilot Ben Games told a local UFO group in January that he remembers flying Craigie there, (Sarasota [Fla.] Herald Tribune, May 30, 2007).
Ref. 6. "Aliens From Space", Maj. Donald Keyhoe, pg. 16 (1973)
Ref. 7. The Walter Haut Affidavit, Dec 6, 2002
Ref. 8. Haut Affidavit. How it was obtained (Don Schmitt)
Ref. 9. Top Secret/MAJIC, 42-43 (Stanton Friedman)
Ref. 10. Top Secret/MAJIC, 15-16 (Stanton Friedman)
Ref. 11. Michael Swords letter to Fran Ridge, Aug. 2007
Ref. 12 Kevin Randle, Case MJ-12, 147
Ref. 13 Kevin Randle, Case MJ-12, 148

National Investigations Committee On Aerial Phenomena

Date: Thu, 14 Jun 2007 04:56:10 -0500
From: Francis Ridge <nicap@insightbb.com>

The 1975 SAC Base Northern Tier Overflights

October 27 - November 18, 1975

Updated: June 15, 2007

http://www.globalsecurity.org/wmd/facility/images/usaf-map1.jpg

When Project Blue Book's closure was announced in Dec. of 1969* (with full knowledge of the March 1967 missile incident), the media and the public was told that "No UFO reported, investigated, and evaluated by the Air Force has ever given any indication of threat to our national security. There has been no evidence submitted to or discovered by the Air Force that sightings categorized as 'unidentified' represent technological developments or principles beyond the range of present-day scientific knowledge. There has been no evidence indicating that sightings categorized as 'unidentified' are extraterrestrial vehicles." The incidents listed in the latter part of October and the first few weeks of November dramatically illustrate that at least two of these claims are false.

This 13-page report with 59 documents would not be possible without the help of Dan Wilson, Brad Sparks, Barry Greenwood and Larry Fawcett. My work on this compilation began many months ago because of a need for a very

comprehensive listing of these important incidents. This report is part of the 30-page 1975 UFO Chronology but covers only the events during the northern tier overflights so that the importance of this intrusion would not be lost in the shuffle.

The official documents provided in this report list the cause of these incidents (in many cases) as "helicopters". It would soon be obvious, and surely now after 30-plus years, that these were DEFINITELY NOT any type of helicopter. The times listed in the documents are ZULU, so local time had to be calculated so we could use the listings in the proper chronological order. Many times this actually changed the DATE of the sighting. So what you see (if not in need of any future corrections) is what happened, and when.

Here, then, is the 1975 SAC Base Northern Tier Overflights, listed as they occurred, with the other incidents around the country and the world intact.

Francis Ridge
NICAP Site Coordinator

Oct - Dec 75 - Out in space over the Indian Ocean

U.S. satellites were illuminated or "blinded" over the Indian ocean. Source 10-1,000 times as strong as natural sources. 5 incidents. One 4 hrs. long.

Metropolitan D.C.Besieged With UFO Activity

Strange lights, unexplaonable maneuvers, and craft-like shapes are continuing to puzzle residents of the Washington, D.C. area. Reports began in October and have continued through December at the NICAP office, Many of the reports have similarities while others are an enity onto themselves. (The National Military Command Center [NMCC} is located in Washington, D.C.)

Oct. 3, 1975; Quincy, MA
On this night a large mass of white light, with smaller blue lights inside, hung stationary over Quincy. (Source: CUFOS News Bulletin, February 1976, p. 7).

Oct. 4, 1975; Ramsey, NJ
2:55 a.m. Two police officers, Francis J. Gross and C. Ragazzo were on routine patrol when officer Ragazzo received a radio call from Gross informing him of five "strange looking" lights in the south-west sky. Both officers were able to observe the objects for a period of five minutes. The lights were in a straight line formation and moving very slowly. They appeared to be solid and were reddish in color. The rear sections of the objects were blurred but the rest of the cigar shape was distinctly outlined. The officers watched the objects intently until they disappeared from sight. (Reference: UFO INVESTIGATOR. December 1975, page 1)

Oct.16, 1975; Davis, CA
8:20 p.m. Seven witnesses including the main witness named Landeros sighted two UFOs maneuvering in the sky. The first object was triangular in shape with white and yellow lights. It went down and up rapidly, then back-and-forth. The second UFO was a domed disc; it came from same direction as the first and had red, green, and blue lights spinning on its rim. It hovered, tilted, and shot off toward the west. (Source: CUFOS News Bulletin, February 1976, p. 9).

Oct. 18, 1975; 25 miles NW of Helena, MT
12:30 a.m. John Struble was driving his truck when he noticed a large object, fifty feet in diameter and twenty-five to thirty feet in the air. The object passed over his truck from the rear and then stopped and hovered about one hundred yards ahead of him. As the object did this it directed a very bright light at him, causing the truck's lights and engine to go out. The UFO stayed there for about five minutes before moving away. The object made a noise like a big jet and then rocketed straight up into the sky and moved away to the east at an incredible speed. When the UFO disappeared the truck's lights and engine came back on. Struble notuced that his nonelectric watched had stopped for five minutes, the duration of the UFO's appearance.(Reference: Lawrence Fawcett and Barry J. Greenwood, *Clear Intent*, page 33)

Oct. 19, 1975; Hailey, ID
11:00 p.m. Two men walking just west of town noticed a red light approaching their position at high speed. It stopped over

them, and was described as an almond shaped craft pointed at the ends. It then turned bluish in color and began to hover. The lights suddenly went out and the craft descended making a hissing sound. It landed among some bushes then a small light came on. At this point both men saw a figure moving within the light and ran back to town. (HC addition # 744, CUFOS Reports,Type: A)

Oct. 20, 1975; Priest Butte, MT
4:30 p.m. A couple living on a ranch near Priest Butte, Montana, reported that they had seen a UFO about half a mile from their home, on the east slope of Priest Butte. Using binoculars, they described it as being egg-shaped, with the large end of the craft on the ground. It had one yellowish-gold light which at first gave off a dull glow and then became brighter. It had two arm-like appendages which came out of the craft, one on each side. The arms made a continual motion similar to a breaststroke. The craft remained stationary for five minutes. Then the appendages retracted into the craft, and it went straight up and out of sight. (Reference: Lawrence Fawcett and Barry J. Greenwood, Clear Intent, page 34)

Oct. 25, 1975; Sao Gondolo do Amarante, Ceara state, Brazil
6:00 p.m. A young woman with the surname of Dira had bathed in a lagoon in Sao Gondolo do Amarante on the river and was washing clothes when she felt a heat wave and saw an oscillating blue light in the sky nearby. Frightened, she took cover in some undergrowth, but the light increased intensity. When the blue light approached even closer she ran home. She managed to escape inside her house, but she had a high body temp, bloodshot eyes, and her skin looked like it had a sunburn. (Source: Claude Bourtembourg, SOBEPS News, March 1976, p. 18; Charles Bowen, Saga UFO Report, December 1976, p. 80; both sources cite J. Gualberto.)

Oct. 25, 1975; Sao Gondolo do Amarante, Ceara state, Brazil
Bt. 6:00 & 7:00 p.m. A local man was struck by a blue beam of light, reputedly from a disc. He subsequently died. Several other witnesses reported being attacked and terrified by the experience. Some reported being paralyzed by a blue light. (Source: Charles Bowen, FSR, July 1976, p. 33 and Saga UFO Report, citing La Razon, October 27, 1975).

Oct. 27, 1975; Oxford, ME
David Stephens was one of the principals of this famous abduction case. It's one of the most interesting such incidents, not only for the abduction itself but for its curious aftermath. Investigator Brent M. Raynes wrote about it in 'The Twilight Side of a UFO Encounter', FSR 22,2 (July 1976), with follow-up comment by Berthold E. Schwarz in the same issue. The case is also discussed in Thomas E. Bullard's UFO Abductions: The Measure of a Mystery and in my The UFO Encyclopedia, 2nd Ed., pp. 685-90. (Jerry Clark)

Late Oct. 1975; Cheyenne Mountain, CO
In late October, something happened near Cheyenne Mountain, the home of the National Combat Operations Center, something that triggered a Security Option 5 Alert. According to an informant, nobody was allowed to enter the base, except cleared, high-ranking officers or cleared security patrols. No one was to leave. Those personnel on base who had just completed duty were rolled out of bed. Jet interceptors were scrambled into the air. In fact, everything they put in the air during an attack on the U.S. was airborne. (UFO Filter Center/Ridge Files). But there was more going on in other places....

Target: Loring AFB, ME

Although it is no longer an active Air Force Base today, in 1975 Loring AFB was a Strategic Air Command Base and a storage site for nuclear weapons. The nukes were stored in a fenced weapons dump consisting of small huts covered with dirt for camouflage from the air. It was patrolled day and night by the 42nd Security Police Squadron.

Intrusions at Loring (AFB) - (CLEAR INTENT, 16-26; Barry Greenwood and Larry Fawcett)

Oct. 27, 1975; Loring AFB, ME
7:45 p.m. Staff Sgt. Danny K. Lewis was patrolling the weapons dump when he saw an unidentified aircraft nearing the north perimeter of Loring at a low altitude of about 300 feet. Lewis noticed what appeared to be a red navigation light and a white strobe light on the aircraft. As Lewis watched, the craft entered the perimeter of Loring. Meanwhile, in the control tower of the air base, Staff Sgt. James P. Sampley of the 2192nd Communications Squadron was on duty at the radar

screen. He got a radar return from an unknown aircraft ten to thirteen miles east-northeast of Loring. Sampley made numerous attempts by radio on all available communications bands, civilian and military, to contact the craft, but he got no response. The unidentified craft began to circle, and came to within 300 yards of the restricted nuclear storage area at a low altitude of 150 feet. Back at the nuclear weapons dump, Lewis notified his Command Post of the of the 42 Bomb Wing that an unknown aircraft had penetrated the base perimeter and was within 300 yards of the nuclear weapons area. The base was immediately put on major alert status, a a Security Option 3, and Security contacted the tower.

Oct. 27, 1975; Loring AFB, ME
8:45 p.m. Sgt. Grover K. Eggleston of the 2192nd Communications Squadron was on duty at the tower when the call from the Command Post came. He began observing the unknown aircraft. Six minutes later, while watching the radar screen, Eggleston noted that the unknown craft appeared to be circling approximately ten miles east-northeast of the base. This action lasted for forty minutes when, suddenly, it disappeared from the screen. Either the object had landed, or it had dropped below the radar coverage. The Wing Commander arrived at the weapons storage area seven minutes after the initial sighting was made. Immediately, other units of the 42nd Police began pouring into the area. Security vehicles with blue flashing lights were converging from all over the base. Through the Loring Command Post, the Wing Commander requested fighter coverage from the 21st NORAD Region at Hancock Field, New York, and the 22nd NORAD Region at North Bay, Ontario, Canada. However, fighter support was denied by both regions. The Wing Commander then increased local security posture and requested assistance from the Maine State Police in trying to identify the unknown craft, which they presumed was a helicopter. A call was made to local flight services for possible identification, without results. The 42nd Security Police conducted a sweep of the weapons storage perimeter inside and out. An additional sweep was made of the areas that the craft had flown over. All actions produced no results. The craft broke the circling pattern and began flying toward Grand Falls, New Brunswick, Canada. Radar contact was lost in the vicinity of Grand Falls bearing 065 degrees, twelve miles from Loring. Canadian authorities were not notified.

> No further unusual events occurred throughout that night. Priority messages were sent to the National Military Command Center in Washington, D.C., the Chief of Staff of the U.S. Air Force, the USAF Forward Operations Division at Fort Ritchie, Maryland, and Strategic Air Command headquarters at the 8th Air Force and the 45th Division informing them of what had taken place. The base remained on a high state of alert for the rest of the night and into the early morning hours of October 28.

Oct. 28, 1975; Belgrade, Yugoslavia
DC-9 pilot followed by UFOs, E-M, radar

Oct. 28, 1975; Sudbury, Ontario, Canada
12:15 a.m. EST. One cup and saucer hat shaped object, very bright, low about 500 feet, was observed over the slag pit Murray Mine, Sudbury. The object hovered over the slag pit for a minute then departed at extremely high speed. The object then returned for another minute and left. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Oct. 28, 1975; Loring AFB, ME
7:45 - 8:20 p.m. While patrolling the weapons storage area, Staff Sgt. Lewis, along with Sgt. Clifton W. Blakeslee and Sgt. William J. Long, again spotted the lights of an unidentified aircraft approaching Loring AFB from the north at an altitude of about 3,000 feet. It approached to within about three miles of the base perimeter and was noted to have a flashing white light and an amber or orange light. Lewis reported the sighting to his Command Post, and the Wing Commander came out to the weapons storage area to see for himself. He reported seeing an object with a flashing white light and an amber light whose speed and motion were similar to that of a helicopter. The craft was also observed on radar. The craft was then observed over the flight line by Sgt, Steven Eichner, Sgt. R. Jones, and others. They saw an orange and red object shaped like a stretched-out football hovering in mid-air. It turned out its lights, and then reappeared making jerky motions, then hovering about 150 feet over the end of the runway. It was described as about four car-lengths long, solid, reddish-orange, with no doors or windows, and with no visible propellers or engines. It was totally silent. The base went on full alert and a sweep was made by security, but the object turned off its lights and was not seen again. Radar picked up a target moving in the direction of Grand Falls, New Brunswick. SAC Headquarters was again notified.

Oct 29 - Nov 10 - NORAD Command Director's Log (1975) (includes text html file)

Oct. 29, 1975; Loring AFB, ME
1:00 a.m. EST. Actual transcript: One unidentified helicopter was sighted 300 to 500 meters from the weapons storage area at Loring AFB, Maine. The helicopter was at an altitude of 150 feet and penetrated Loring AFB. An attempt to contact and identify the intruding "helicopter" was made by an Army National Guard helo, and was unsuccessful. At 290300 EST the helicopter was sighted over the weapons storage area and the Army National Guard helicopter again responded to make contact but was unsuccessful. The USAF (Ops Div) has requested that the Army NG helo be provided until 300800 EST under the following conditions: To track and identify the intruder; no apprehension to take place; the Canadian Border would not be crossed; and civilian police on board will be for commo with ground units only. The request is under consideration by MG Snifin, DA Director of Operations, DCSOPS. Col Bailey, Mil Aide to Special Asst to SECDIF/DEPSECDEF has been advised of the situation show DoD approval be required. The State Department Canadian Desk Officer has been kept informed. (SOURCE: 42 BW CP LORING AFB 291140Z OCT 75; SAC CP OPS CONTROL 291954Z OCT 75. (Actual document below. See page 1 & 2)

Oct 29 - Memorandum For The Record - NMCC Assortment #1 - Gen. C.D. Roberts (NUMEROUS Docs)
Same as above, for Oct. 29 only

Oct. 30, 1975; Ford Creek at Augusta, MT
12:00 a.m. Football shaped UFO. (NIDS UFO 42)

Oct. 30, 1975, Loring AFB, ME

The Maine National Guard Huey was replaced by an Air Force helicopter and crew from Plattsburgh AFB. That evening, objects were reported at several locations over and near the base, and were detected by radar.

October 30, 1975; Wurtsmith AFB Intrusions

At the same time that plans were being prepared at Loring for the return of the intruder, things started to break open at Wurtsmith Air Force Base, Michigan, another of the northern tier bases that were put on a security option three alert. Wurtsmith is a Strategic Air Command base located three miles northwest of Oscoda, Michigan. It serves as the home base for the 40th Air Division and the 379th Bomb Wing.

Intrusions at Wurtsmith (AFB) - (CLEAR INTENT, 41-56; Barry Greenwood and Larry Fawcett)

To summarize briefly, radar picked up the craft over the weapons storage area and followed it to the southeast, where the task of identification was handed over to the KC-135 commander. The KC-135 crew picked it up visually and on radar. Taylor, in his statement to Cahill, never once called the craft a helicopter, but called it "a UFO" and an "object." He said that their speed was about 200 knots, and in each attempt to close with the object, "it would speed away from us." Taylor added that when they were heading back to Wurtsmith, "we turned back in the direction of the UFO, and it really took off... doing approximately 1,000 knots." One thousand knots! Certainly no helicopter ever built could do such a thing!

Oct. 30, 1975; Wurtsmith AFB, MI
10:10 p.m. Personnel in the vicinity of the family housing area located in the southeastern portion of Wurtsmith reported seeing what appeared to be running lights of a low-flying craft which was thought to be a helicopter. The craft hovered and moved up and down in an erratic manner. Airman Martin E. Tackabury, assigned to the Capehart housing area gate, said that he saw the object for about five seconds near the perimeter of Wurtsmith, due south of his location. Tackabury reported that the object had one white light pointing directly downward and two red lights near the rear. The object seemed to be heading in a west-southwest direction. Tackabury could not hear any sound coming from the aerial craft because a B-52 was in the air nearby to the north. Near the main gate at Wurtsmith, Airman Michael J. Myers, assigned to Police Unit Seven, was on duty at the Wurtsmith motor pool. As Myers looked toward the west, he could see several lights near the western edge of the base. The lights turned north and appeared to lose altitude. He did not hear any sound. Sergeant Robert J. Anderson, also at the motor pool, reported that he observed an airborne KC-135 tanker and another craft with a steady red light. The craft appeared to be flying slower, ahead and below the KC-135. Anderson believed he heard a sound similar to a helicopter. After thirty to thirty-five seconds, the object passed out of view. Airman Roger Skipper, at the Wurtsmith main gate, said that when he responded to the activity at the motor pool, he heard sounds that diminished quickly. (Clear Intent)

Oct. 30, 1975; Wurtsmith AFB, MI
At 10:14, 10:20, and 10:25 p.m., at the back gate of Wurtsmith, security police reported to the command post that an unidentified helicopter with no lights came up over the back gate and hovered over the weapons storage area at a low altitude. Security police of the 379th security police squadron in the weapons storage area could not make out the type of craft. The craft started to move towards the northern perimeter where its lights were again turned on. Sergeant James A. Miller of the Wurtsmith security police reported his observations of the unknown craft while on duty in the weapons storage area. He stated that he heard the sound of a possible helicopter coming from an area off the base toward the north. He thought he had heard the sound of a flying helicopter fifteen minutes earlier, but he didn't report it. As he listened, the noise became drowned out by a military jet, and when the jet passed out of range, the original noise had stopped. No other similar sounds were heard. Security police at the weapon storage area notified Colonel John J. Doran, Vice Commander, 379th Bomb Wing, that the guard posted at the back gate had reported what he thought was a helicopter overhead. The command post notified Col. Boardman (wing commander) and Col. Doran, and they proceeded to the flight line. It was at this time that Radar Approach Control (RAPCON) reported low-flying objects on their radar scope. They tracked the craft for approximately thirty-five miles on a southeastern bearing from Wurtsmith.

Oct. 30, 1975; Wurtsmith, MI
10:30 - 11:00 p.m. A KC-135 tanker was returning from a refueling mission. It entered Wurtsmith's traffic pattern and received permission to fly transition approaches. Col. Boardman ordered the KC-135 to attempt to identify the object. Wurtsmith air traffic control vectored the tanker in the object's direction. Aboard the KC-135 was Major Frederick Pappas, the plane's commander; Captain K. E. May, co-pilot; Captain Rick Meier, the navigator; Captain Myron Taylor, instructor navigator; Captain Randy Higginbotham, instructor pilot; and Sergeant Steve Smith. Captain Taylor: "We were returning from a refueling mission and during our first approach into the traffic pattern, RAPCON vectored us to check out a reported UFO in the area of the Wurtsmith Weapons Storage Area. As I recall, this activity occurred between 10:30 and 11:00 in the evening around the 1st of November (later established as Oct. 30). I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then the UFO swung south still over the lake toward the Saginaw Bay area of Michigan. At first it was difficult to determine whether there were two different objects because of the irregular flashing of the lights. But, after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position. We were able to maintain visual contact most of the time and I was only able to paint an object on the radar scope for about 10 seconds. I would estimate that our altitude was about 2,000 feet and our speed approximately 200 knots. Shortly after turning south in pursuit of the UFO, we called Approach Control and received blanket clearance to follow the UFO at all altitudes and at all vectors. Occasionally, RAPCON would pick-up the UFO and help us by giving us vectors to the UFO's position. I would guess that we stayed close to the UFO most of the time, approximately one mile away, and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights. At first we thought it had landed on one of the large oil tankers but later decided that we had been wrong. We continued to search the Bay area but didn't see it so we changed our heading for Wurtsmith. On the way back, we picked the UFO up again at our eight o'clock position. We turned away, and it proceeded to follow us. Finally, we turned back in the direction of the UFO and it really took off back in the direction of the Bay area. I know this might sound crazy, but I would estimate that the UFO sped away from us doing approximately 1,000 knots. We continued in the direction of the Bay until RAPCON called us again and said they were painting a UFO four to five miles over the coast traveling in a westerly direction. They vectored us to the position of the UFO and we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area. Following the mission we discussed the incident and about a week later, Captain Higginbotham was questioned by the OSI and cautioned not to discuss the incident."

Oct. 30, 1975; Plattsburg AFB, NY
Cabill's "Memo for the Record" alludes to the other incidents at Loring AND Plattsburgh AFB, New York, during the same period of time. At this point, the question about the Plattsburg AFB incidents remain unanswered.

October 31, 1975; Gen. Davis' Memorandum For The Record, Subject: Unidentified Sightings (0451 EST)
SAC Command Post notified the NMCC of reported low flying aircraft/helicopter sightings at Wurtsmith AFB, Michigan at 30234 EST. (See OPREP-3s in link above)

Oct. 31, 1975; 4 miles NW of Loring AFB, ME
At 11:17 p.m. EST, a visual sighting of an unidentified object was reported 4 nautical miles NW of Loring AFB, Me. The alert helo was launched to identify the object but was unable to make contact. The alert helo was launched again at 0146 hours EST, November 1, 1975, in response to a slow moving target picked up by RAPCON (Radar Approach Control). (See NMCC Assortment #1 Frames 16-17 of 40)

Nov. 1, 1975; Monarch, MT
Time not given. UFO hovered 75' away, one foot off ground. (NIDS UFO 92)

> November 3, 1975, Received call from AAC/IN (Alaskan Air Command/Intelligence). They had sent message 012224, Subject: Unidentified Foreign Object to INYSA and wanted to know if INYSA had received it. They wanted guidance from INYSA.

Nov. 4, 1975; Ross, OH
Cylinder hovering at treetop level, windows, body lights visible. Skylook, MUFON, January 1976, p. 6 (E,L) car

Nov. 4, 1975; near Lussault-sur-Loire, France
At 6:50 p.m. a red disc-shaped object flanked by two nocturnal lights stopped in place, then descended slowly into some woods near Lussault-sur-Loire, France. (Source: Lumieres dans la Nuit, February 1977).

Nov. 5, 1975; North of Redwater, Alberta, Canada
At 12:30 a.m. MST, Mr. Jim Divall while driving his vehicle 11 miles north of the town of Redwater saw a large black round rotating object and he had to drive into the ditch to avoid hitting the object. The object was approximately 40 feet long and in the shape of a circle. When Divall got out of his vehicle he heard a rushing sound and saw the object disappear. Duration of the sighting was approximately 3 minutes. RCMP REPORT (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742 N75/150)

Nov. 5, 1975; Nr. Raynesford, MT
4:10 a.m. At least six UFOs near ground. (NIDS UFO 14)

Nov. 5, 1975; 10 miles south of Bowden, Alberta, Canada
9:50 p.m. (Approximate) Mr. Wayne Morrow, observed an unidentified object flying 10 miles south of Bowden, Alberta. Mr. Morrow was proceeding northbound on NBR 2 Highway at the time of the sighting. The object was described as bullet shaped with a constant amount of orange colored flame at the rear of the object. The object was approximately 50 feet above the ground traveling in a southerly direction at 100 mph. The object was sighted for approximately 5 to 10 seconds. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742 N75/149)

> An interesting aspect to the famous overflights and NORAD incidents is the close proximity, both in time and location, of two famous abduction cases: Travis Walton & David Stephens. See next case entry.

Nov. 5, 1975; Snowflake (Heber), AZ
Travis Walton abduction case. One of the more persistently controversial UFO events in history took place in northeastern Arizona. A work team consisting of seven individuals reported encountering a reflective, luminous object the shape of a flattened disc hovering close to their truck on a remote dirt road in the Apache-Sitgreaves National Forest. According to the crew, one of their members, Travis Walton, exited the truck and approached the object on foot, at which time he was allegedly struck by a brilliant bluish light or flash and hurled to the ground some distance away. In fear, the other crew members fled the scene, returning after a short period of time to find no trace of the UFO, or of Walton. The driver of the truck was Mike Rogers, the crew foreman and a personal friend of Walton's. While fleeing the scene, Rogers reported looking back and seeing a luminous object lift out of the forest and speed rapidly toward the horizon. He, along with the other five witnesses, would eventually be subjected to polygraph (lie detection) examinations regarding the event, the successful outcomes of which catapulted the case into the national spotlight. Walton turned up five days later, confused and distraught but with fleeting memories of alien and exotic human entities. He was also subsequently subjected to a number of controversial polygraph examinations (Image caption: Travis Walton). (NICAP UFO Evidence II, Section XIII).

Nov. 6, 1975; Merxheim, France

10:00 p.m. A domed disc landed on three legs. The dome on the craft opened, and the head and shoulders of an occupant was seen partially emerging from it. The dome closed and the UFO rose up into the air, then took off toward the east-southeast (Source: Larry Hatch, U computer database, case #11518).

Intrusions at Malmstrom (AFB) - (CLEAR INTENT, 27-40; Barry Greenwood and Larry Fawcett)

Nov. 6-7, 1975; Lewiston, MT
Captain Roscoe E. Moulthrop advised the Air Force Office of Special Investigations (AFOSI) that during the evening hours of November 6 and 7, two adjacent Launch Control Facilities approximately fifty miles south of Lewiston reported moving lights as UFOs. (Source: unknown)

Late October, 1975; Malmstrom AFB, MT
Staff Sgt. Joseph M. Chassey, former Minuteman ICBM maintenance technician, 341st Missile Maintenance Squadron, Malmstrom AFB, Montana: Chassey states that one night in the fall of 1975, he overhead a two-way radio transmission alerting Air Force Security Police about an unknown craft hovering over the bases Weapons Storage Area. Chassey said that the incident was widely discussed at the missile mechanical shop the following day. He later heard additional details about it from a friend, who was a helicopter re-fueler. Apparently, two base helicopters had been scrambled to chase the intruder, which rapidly flew toward Belt, Montana, some ten miles distant. As the pursuing choppers neared the town, the unidentified craft quickly doubled-back to Malmstromleaving them far behindand again hovered over the WSA for a short period of time before finally departing. Chassey states that the object was described as an extremely bright light and was assumed to have been a bona fide UFO because of its superior capabilities. He emphasized, It flat outran the helicopters. We heard that it zipped out to Belt and back to the base in no time. Chassey, who separated from the Air Force at the end of October, 1975, believes that the incident occurred shortly before he left Malmstrom. (Robert Hastings files).

Nov. 7, 1975; Lewiston, MT
Remote electronic sensors triggered an alarm indicating that something was violating site security. Underground, in the launch control area, two officers noted the signal, but there was no television surveillance topside. The normal procedure for detecting what had violated security was to call for a missile security helicopter to check the area. At the same time, Sabotage Alert Teams (SAT), consisting of four to six men, were also alerted to the fact that a violation was taking place and were ordered to proceed to the site. On this occasion, an SAT team drove down the highway and onto a dirt road which led to the K-7 area. About a mile away, the team could see an orange, glowing object over the area. As they closed to within half a mile, they could now see that the object was tremendous in size. They radioed to the Launch Control Facility that, from their location, they were viewing a brightly glowing, orange, football field-sized disc that illuminated the missile site. The SAT team was ordered by the launch control people to proceed into the K-7 site. However, they responded that they refused to go any farther, clearly fearful of the intimidating appearance of the object. It began to rise, and at about 1,000 feet, NORAD picked up the UFO on radar. Two F-106 jet interceptors were launched from Great Falls, Montana, and headed toward the K-7 area. The UFO continued to rise. At about 200,000 feet, it disappeared from NORAD's radar. The F-106's were never able to get a visual sighting of the UFO. All members of the SAT team were directed to the base hospital, where they were psychologically tested. It was determined that no one could identify the object that was seen, but that the members of the SAT team obviously had been through a traumatic experience. Meanwhile, targeting teams, along with computer specialists, were brought to the missile site to check out the missile, and specifically, the computer in the warhead that targets the missile. Amazingly, when the computer was checked, they found that the tape had mysteriously changed target numbers! The re-entry vehicle was then taken from the silo and brought back to the base. Eventually the entire missile was changed. (Clear Intemt, 27)

> Note: The source and documentation for the report above, including the actual times, is being sought. As Brad Sparks pointed out recently, the big problem here is that the NORAD radar couldn't track a target up to "200,000 feet." The Malmstrom AFB height-finder FPS-90 radar in operation in 1975 couldn't height-find anything above the maximum 75,000 ft shown on the display.
>
> The following is taken directly from the 24th NORAD Region Senior Director's log: Zulu times are given but converted to local Mountain Standard Time.

Nov. 7, 1975; Moore, nr. Malmstrom AFB, MT

3:35 a.m. MST. (Nov. 7, 1035Z) "Received a call from the 341st Strategic Air Command Post (SAC CP) saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA, and L-6. The general object location would be 10 miles south of Moore, Montana, and 20 miles east of Buffalo, Montana. Commander Deputer [sic] for Operations (DO) informed." (CLEAR INTENT, 29)

Nov. 7, 1975; W. of Great Falls, MT
3:38 a.m. Whitish gray UFO with blue lights. (NIDS UFO 15)

Nov. 7, 1975; Harlow, nr Malmstrom AFB, MT
5:03 a.m. MST. (Nov. 7, 1203Z) SAC advised that the LCF at Harlow, Montana, observed an object which emitted a light which illuminated the site driveway. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
6:19 a.m. MST. (Nov. 7, 1319Z) SAC advised K-1 saw a very bright object to their east is now southeast of them and they are looking at it with 10 x 50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also has small lights on it. SAC also advises female civilian reports having seen an object bearing south from her position 6 miles west of Lewiston. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
6:27 a.m. MST. (Nov. 7, 1327Z) L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track except for known traffic. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
6:55 a.m. MST. (Nov. 7, 1355Z) K-1 and L-1 report that as the sun rises, so do the objects they have visual. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
7:29 a.m. MST. (Nov. 7, 1429Z) From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
11:35 p.m. (0635Z, 8 NOV 75). 2335 MST. A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object. (Source unknown)

Nov. 7, 1975; Malmstrom AFB, MT
11:45 p.m. (0645Z, 8 NOV 75). MST. Height personnel picked up objects 10 - 13,000 feet, Track J330, EKLB 0648, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C. (Source unknown)

Nov. 7, 1975; Lewiston missile site, MT
4:05 a.m. MST. From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewiston). NCOC notified..

Nov. 7, 1975; Malmstrom AFB, MT
Time not given. Then, yet another sighting was reported. An off-duty missile launch officer and his deputy had just retired for crew rest in the Soft Support Building (SSB). The deputy went to the window and observed the silhouette of a large aircraft hovering about ten to fifteen feet above the ground and about twenty-five feet outside the Launch Control Facility. He described two red and white lights at the front of the aircraft, a white light on the bottom, and white light on the rear. The craft hovered motionless in this position for about one minute and then departed. The missile launch officer did not personally observe the aircraft, but from its sound, he speculated that it was a helicopter. The deputy also felt that the sounds he heard were those of a helicopter. The deputy's observations were limited by the darkness of the night, which prevented any good description of the craft or its shape.

Nov. 8, 1975; Malmstrom AFB, MT
At 12:53 a.m. MST. (0253 EST) Malmstrom AFB, Montana received seven radar cuts on the height-finder radar at

altitudes between 9,500 and 15,500 feet. Simultaneous ground witnesses observed lights in the sky and the sound of jet engines similar to jet fighters. Cross-tell with FAA revealed no jet aircraft within 100 NM of the sighting. Radar tracked the objects over Lewiston, Montana, at a speed of 7 knots. Two F-106 interceptors from the 24th NORAD Region were scrambled at 0254 EST, and became airborne at 0257 EST. At the time of the initial voice report, personnel at Malmstrom AFB and SAC sites K-1, K-3, L-3, and L-6 were reporting lights in the sky accompanied by jet engine noise. (CLEAR INTENT, 30; NMCC Docs751108.pdf)

Nov. 8, 1975; Malmstrom AFB, MT
1:44 a.m. MST. (0344 EST) Objects could not be intercepted. Fighters had to maintain a minimum of 12,000 feet because of mountainous terrain. Sightings had turned west, increased speed to 150 knots. Two tracks were apparent on height-finder radars 10-12 NM apart. SAC site K-3 reported sightings between 300 feet and 1,000 feet, while site L-4 reported sightings 5 NM from the position. Sightings disappeared from radar at position 4650 N/10920 W at a tracked speed of three (3) knots. (CLEAR INTENT, 31; NMCC Docs751108.pdf)

Nov. 8, 1975

2:40 a.m. MST (0440 EST) NMCC initiated contact with the NORAD Command Director who reported the following:

Nov. 8, 1975; Malmstrom AFB, MT
2:05 a.m. MST (0405 EST). "At 4:05 EST, SAC Site L-5 observed one object accelerate, and climb rapidly to a point in altitude where it became indistinguishable from the stars. NORAD will carry this incident as a FADE remaining UNKNOWN at 3:20 EST since after that time only visual sightings occurred." (Note: There is an Air Force term used to describe an incident in which a nuclear device is tampered with. This term is "Faded Giant," a phrase which very appropriately describes the K-7 report. [Clear Intent, 28; (NMCC Docs751108.pdf)])

Nov. 8, 1975; Malmstrom AFB, MT
At 2:05 MST (0405 EST). Malmstrom receiving intermittent tracks on both search and height-finder radars. SAC site C-1, 10NM SE of Stanford, Montana, reported visual sightings of unknown objects.

Nov. 8, 1975; Malmstrom AFB, MT
2:20 MST (0420 EST) Personnel at 4 SAC sites reported observing intercepting F-106s arrive in area; sighted objects turned off their lights upon arrival of interceptors, and back on upon their departure.

Nov. 8, 1975; Malmstrom AFB, MT
2:40 MST (0440 EST) SAC site C-1 still had a visual sighting on objects.

At 6:00 a.m. EST, the National Military Command Center in Washington, D.C., distributed a "Memorandum for the Record." The subject was "Unidentified Sightings." This memo addressed the incidents above.(NMCC Docs751108.pdf)

Nov. 8, 1975; Malmstrom AFB, MT
8:35 p.m. SAT teams at sites K-3 and L-4 were reporting that they had visual sightings on the objects, with K-3 reporting targets at an altitude of 300 feet. As the F-106s arrived at the location, SAT teams reported that the UFOs turned their lights off. The F-106s, in searching for the unknowns, never gained a visual or radar contact at any time because of the low altitude of the UFOs. However, when they left the area, the UFOs would turn their lights back on! At 9:15 P.M., four different locations were reporting that they had the UFOs and fighters in sight. The UFOs seemed to be playing a cat-and-mouse game.

Nov. 8, 1975; Malmstrom AFB, MT
9:53 p.m. The team at L-5 reported to the Command Post that the unknowns had increased in speed, climbed rapidly, and, at that point, could not be distinguished from the stars. A while later, the team at site E-l reported at 11:05 P.M. that a bright white light was seen approximately sixty nautical miles north of Lewiston.

Nov. 9, 1975; Malmstrom AFB, MT
3:05 a.m. SAC crews at sites L-l, L-6, and M-l observed a UFO. They described it as being a yellowish, bright, round light

twenty miles north of Harlowton at an altitude of 2,000 to 4,000 feet. At 3:20 a.m., the SAC Command Post reported the UFO twenty miles southeast of Lewiston. The color of the object was reported as orange-white, and its appearance was round or disc-shaped. (CLEAR INTENT, 31)

> The only response that the Air Force would give to public inquiries was: "All documentation at Malmstrom AFB has been destroyed in accordance with Air Force directives for the dates of the UFO sightings mentioned . . ." Since when are all records of a serious incident or series of incidents of this magnitude destroyed? We must conclude that either there is gross incompetence in the military's handling of such situations, or that the UFOs, in these instances, presented so considerable a threat to the national security of the United States that the Air Force felt compelled to deliberately misinform the public, and, as a result, violated the Freedom of Information Act by stating that existing records had been destroyed. (CLEAR INTENT, 31)

Nov. 10, 1975; 3-page document (with transcriptions) concerning the 1975 flyovers of SAC bases - Capt. Dowman

Nov. 10, 1975; Minot AFB, ND
A long entry from the 24th NORAD Region Senior Director's Log said: "UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015. Approximately 1120, the object passed over the radar station, 1000-2000 feet high, no noise heard. Three people from the site on local area saw the object. National Command Operations Center notified."

Nov. 11, 1975; Sudbury, Ontario, Canada
3:00 a.m. EST. Six nurses at the Pioneer Manor Sudbury, observed a very bright object over the Sudbury Stadium. The object seemed to hover at first and then suddenly shot into the sky. It was still visible when the Sudbury Regional Police arrived at 4:55 a.m. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov. 11, 1975; near Sudbury, Ontario, Canada
5:00 a.m. EST. Constables Keables and Whiteside, Sudbury Regional Police, observed a cylindrical-shaped object with shafts of light bright enough to light up clouds in immediate area. The object appeared to travel in circles and at one point came quite close. Observations were made with the use of binoculars. (National Research Council of Canada, Record Group 77, Vol. 308, reel number 1742)

Nov. 11, 1975; Sudbury, Ontario, Canada
4:55 a.m. EST. Sudbury Regional Police constables came on a follow up call by six nurses at the Pioneer Manor to check on a reported UFO. The constables observed four objects clearly in the sky. Three of the objects remained stationary while a fourth moved at times with a jerky motion. The objects were still plainly visible after day break when all regular bright objects in the sky had disappeared. The objects were observed intermittently for one hour. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov. 11, 1975; CFS Falconbridge, Ontario, Canada
6:15 a.m. EST. A spherical shaped object was observed from Canadian Force Station (CFS) Falconbridge. The object appeared to be rotating and had a surface similar to the moon. The object was ascending and descending. The object was observed on height finder radar at altitudes from 42,000 feet to 72,000 feet. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov.11, 1975; Beltsville, MD
Lawrence Albert sighted a solid, spherical, evenly distributed green light. The object was much brighter than the sky background and was sharply outlined. The witness stated the apparent size of the object was that of a quarter held at arm's length. The speed of the object was twice that of a jet plane. His first impression was that perhaps he was observing a falling star. Albert stated that because it moved so slowly and because it was perfectly round with no trail, he realized it could not be a star. Albert estimated the object's distance at a mile and one half high. (Reference: UFO INVESTIGATOR, January 1976, page 1)

Nov. 11, 1975; Freeze Out Lake, MT
A Montana Fish and Game Department employee saw a light flying directly behind a B-52 bomber. Using his rifle scope to get a better look, he noted that the strange object seemed to be pacing the aircraft. The object then briefly attached itself to

the B-52, detached itself, and climbed out of sight. The sighting was reported to to Sheriff Pete Howard of Choteau County. Howard conducted follow-up interviews with military personnel and learned that as the object attached itself to the B-52, the plane's radar equipment went out. (Reference: Lawrence Fawcett and Barry J. Greenwood, Clear Intent, page 35)

More entries appeared in the NORAD regional Senior Director's Log.

Nov. 11, 1975; Falconbridge AFS, Ontario, Canada
7:05 a.m. EST. (1205z) "Received unusual sighting report from Falconbridge AFS, Ontario, Canada. Info passed to NORAD Command Director, Intelligence and Weather."

Nov. 11, 1975; Falconbridge AFS, Ontario, Canada
1:40 p.m. (1840z) "Actions pertaining to scramble of JL08 and 09 due to unusual object sighting. With Director of Operations approval. Scrambled JL08/09 at 1745z (12:45 p.m. EST) airborne at 1750z (12:50 p.m. EST). NORAD Combat Operations Center notified of Falconbridge AFS incidenta. Aircraft over Falconbridge flying over incidenr, point no sighting, 1831 aircraft still in area, no radar aircraft or visual contact. Falconbridge AFS still reporting object at 26,000 ft."

Nov. 15, 1975; Falconbridge AFS, Ontario, Canada
3:02 a.m. EST (event time). Message: "0533z (12:33 a.m. EST)...UFO report from Falconbridge, occurrence time 0202z. Report sent to NCOC Surveillance, referred to Assistant Command Director Space Defense Center, and Intelligence. These three individuals considered the report a UFO report and not an unknown track report."

On November 13, 1975, NORAD issued a press release to the media in Sudbury, Ontario. It stated:

Nov. 12, 1975; Falconbridge AFB, Ontario, Canada
"At 4:05 a.m. Nov. 11, the Canadian Forces radar site at Falconbridge, Ontario, reported a radar track of an unidentified object about 25-30 nautical miles south of the site, ranging in altitude from 25,000 to 72,000 feet. Persons at the site also saw the object and said it appeared as a bright star but much closer. Two F-106 aircraft of the US Air Force Air National Guard's 171st Fighter Interceptor squadron at Selfridge ANGB, Michigan, were scrambled; but the pilots reported no contact with the object." The release was approved by NORAD's commander in charge.

On February 21, 1976, UFO researcher Robert Todd filed a request under the Freedom of Information Act for NORAD Command Director's logs. The logs were released to Todd on March 26, 1976, and confirmed that Canada was also having problems with UFOs. Taken from the logs are incidents related to UFO activity in the area of the Falconbridge Air Force Station, a radar site near North Bay, Ontario, Canada (times listed are Greenwich Zulu, 5 hours ahead of EST).

Nov. 12, 1975; Falconbridge Air Force Station, North Bay, Ontario, Canada
7:15 a.m. 23rd NORAD Region. UFO Reported from Radar site at Falconbridge Ontario, Canada (Sudbury). Reported by Mr. Julian Prince of Sudbury thru Ontario Provincial Police (also observed by 2 OPP constables ZADOW & BRETT) 2 objects seen appeared to be artificial light fading on and off with jerky motion. Broken cloud layer with no estimated base. No radar contact made and no request for fighter scramble initiated.

Nov. 13, 1975; midwestern and southern United States
On this night in 1975 a number of multi-colored nocturnal lights were reported in the midwestern and southern United States. Sparkling white, red, and yellow lights flew in formation erratically in Whitewater, Wisconsin. Red, green, and white lights were sighted in Eau Claire, Wisconsin, moving up-and-down and diagonally. In Fort Atkinson, Wisconsin bright white lights that dimmed, disappeared, and then re-appeared were sighted. In Mobile, Alabama a UFO, changing colors, moved across the horizon. A round silver object was seen moving slowly in the northwest sky in Orlando, Florida. It suddenly disappeared. (Source: CUFOS News Bulletin, February 1976, p. 13.)

Nov. 14, 1975; Falconbridge AFS, Ontario, Canada
9:02 p.m. EST (event time). Message of Nov. 15: "0533z (12:33 a.m. EST)...UFO report from Falconbridge, occurrence time 0202z. Report sent to NCOC Surveillance, referred to Assistant Command Director Space Defense Center, and Intelligence. These three individuals considered the report a UFO report and not an unknown track report."

Nov. 15, 1975; Sudbury, Ontario, Canada
6:30 a.m. EST. Lyman Paquette, his wife, plus his brother and sister in law observed one bright white object that looked like a cup in a bowl due east at 70 degrees elevation. Witnesses using binoculars observed the object climb quite high and can hardly now be seen without the aid of binoculars. The object was observed for 20 minutes. (National Research Council of Canada, Record Group 77, Vol. 308, reel number 1742 N75/182)

Nov. 15, 1975; Falconbridge Air Force Station, North Bay, Ontario, Canada
7:42 a.m. UFO 23rd NORAD REGION. From Falconbridge Radar Site a civilian, Oliver Kizioja, Sudbury, Ontario, at 0615 was standing in back yard facing south. Observed one bright yellow object moving up and back, leaving a tail. It was very high but did not change position in regard to other stars. He watched for 15 minutes, then called radar site. Not observed on radar.

Nov. 15, 1975; Sudbury, Ontario; Falconbridge Air Force Station, North Bay, Ontario, Canada
11:30 a.m. event. 12:29 p.m. 23rd NORAD REGION. From Falconbridge. At 1130, Lyman Paqutte, married student, residence Laurentian Univ., Sudbury, Ontario. Reported he had been looking due east, sky partly cloudy, saw one bright white object about 70° elevation, high out of range of binoculars. It climbed high out of range of binoculars. Observed for 20 minutes and witnessed by his wife, brother-in-law and sister-in-law. Negative radar contact.

Nov. 15, 1975; Pacific, MO
A red flying object approached a car driven by a Mrs. Prichard with three passengers in Pacific, Missouri, then ejected several white balls of light (BOLs). The metal of the car was magnetized after the encounter. (Sources: Lumieres dans la Nuit, September 1976; Mark Rodeghier, UFO Reports)

Nov. 15, 1975; Marseille, France
A disc-shaped UFO rose from the sea near a large radio antenna in Marseille, France. It circled, then made a 90 degree turn to the south and flew out to sea.

Nov. 16, 1975; Curiel, Valladolid, Spain
Red ellipse hovering 1-1.5 km. away; suddenly flew away. Flying Saucer Review, Vol. 22, No. 6; see Rodeghier, 1981, p. 66 (E) car

Nov. 16, 1975; Manitoulin Island, Ontario, Canada
9:30 p.m. EST. 17 November 1975 1705 23rd NORAD region; UFO reported 0230z from a Mr. John Dunlops, address: Manitoulin Island, Ontario, Canada. Two objects, oval shaped with two yellow flashing lights, moving north to south, then became stationary, observed for 10 minutes, one above the other, sky was cloudy—no radar contact. Toronto AMIS advised no known traffic in area.

Nov. 17, 1975; Falconbridge Air Force Station, North Bay, Ontario, Canada
24 NORAD Region UFO at 132345z (too many digits!!!) Large orange ball with 2 red lights stationary; Azimuth 045° from River Court, Ontario. No radar contact. Called in to 24th NORAD at 16-1700z. (11-12:00 EST)

Nov. 18, 1975; Kevin/Dunkirk area, MT
4:31 a.m. UFO. RAPCON notified. (NIDS UFO 20)

Nov. 18, 1975; Strathclair, Manitoba, Canada
At 6:30 a.m. Reginald Jack Langstaff while traveling in a vehicle observed a bright orange to red object with a curved dome shaped top and the sides were sloped 70 to 80 degrees. There was a lip around the bottom. The object seemed to be approximately 150 feet in the air and was traveling east towards the observer, so he started to travel away from it. He stopped after traveling a quarter of a mile and noticed the object was traveling southwest and disappeared in that direction. Langstaff observed the object for approximately 5 minutes.(Reference: Royal Canadian Mounted Police report, November 26, 1975. Shoal Lake Detachment RCMP File References: 75-700-126, National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov. 19, 1975; Oak Brook, IL
On this night in 1975 in Oak Brook, Illinois, a boy saw a domed disc hovering near his home. The UFO had a red light on

top and two clear lights on the side. (Source: CUFOS News Bulletin, February 1976, p. 13).

Nov. 20, 1975; Camilla, GA
The police chief of Camilla, Georgia reported that a big, round UFO hovered just 80 meters above his police station at two a.m. It had bright lights on the top and bottom. It flew away slowly to the southeast and was in view for three minutes. (Source: Michael Hitt, Georgia UFO Phenomenon 1947-1987, p. 73).

Nov. 22, 1975; Savannah, GA
Pilots observe UFO near nuclear plant

Nov. 25, 1975; Goodridge, MN
On this night in a field nine miles west of Goodridge, Minnesota, a disc-shaped object eight feet in diameter was seen in a field. It rose off the ground, then relanded. The witness's car stalled, and later required major tune-up repair work. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, p. 66).

* Project Blue Book closed down on Jan 30, 1970 as NICAP established (UFO investigator May 1970 p. 5).

OBSERVATIONAL EVIDENCE OF THE "SORENSEN EFFECT"

By Francis L. Ridge

Figure 1

This event took place near Princeton, Indiana, in August of 1973 and involved three witnesses driving home in a thunderstorm. The primary witness was at the time an electrical engineer with a major electronics firm. At age 38 he had a college education, excellent vision, didn't wear glasses, and had military training in US Navy.

None of the witnesses suffered any ill effects. The primary witness has not observed nor reported any other UFO-type objects. He started to report the incident to the newspapers because he didn't know who else to report to, but decided against it. He tried to find out from the Princeton CLARION who he should contact, but they could not advise in 1973. After reading an article in the Sunday COURIER & PRESS in January of 1976 about a local MUFON unit, he was able to contact us.

The following account is the transcript from the taped interview, with some unnecessary material deleted (Ref. 1):

"We were over at my mother-in-law's in Mt. Carmel (Illinois) and that's about 11 miles from Princeton (Indiana) where I live, and it was evening. And there was a storm coming up and we got upset over there. We had some bad experiences. A tree blew down and we decided to leave. We stopped at a filling station and got some gas and then we proceeded on to Princeton through the (Wabash River) bottoms and ah, course this was the time about when they were building PSI (Public Service Indiana power plant) on the right hand side of the road.

"And we saw, what appeared, now this was dark now, to be a couple of headlights. Well, we assumed they were maybe a temperature inversion, but then we got to thinking that during a thunderstorm or rainstorm

you're not going to have a temperature inversion, it's going to be kinda stirred up. But directly in line with this was Owensville Road. We thought maybe they might be headlights bouncing off of low clouds. These (lights) were up in the air. Our angle of perspective changed as we approached it, so we found out it was above the trees. The lightning caught up with us about this time and a pretty-good-sized bolt was behind it and we got it illuminated, all around us, and we saw what appeared to be a saucer (Figure 1). Kinda weird, but the whole family witnessed it and nothing was said until we got home. Duration of the event was 2-5 minutes.

"What surprised me, of course, we thought (at first) it was a car because it was the same spectral response that you'd have from headlights. You know, the infra-red region, heavy in the infra-red. As we got closer to it, before the lightning struck, we saw what looked like clearance lights, one on each side of it. Later on it proved to be four of whatever the lights were, dotted around the 'cupola'. And beneath it was a super-dark 'cone' which apexed below the tree level And this thing didn't appear to be solid, the cone that came down to the ground or whatever it went down to; it was sort of wide at the bottom of the saucer and evidently went to a point which would have been the opposite of a flashlight beam. And ah, we kinda got a shock over it. I'd done a little snooping around during some rainstorms, seeing if we could see it again, my oldest boy and I, back in where we thought it was in the woods.

"As you come outside of Mt. Carmel and are proceeding towards Princeton, you'll find a large woods with a bunch of little spots where they've cut out to plant popcorn, I think, and corn. And IT was over one of these patches, in fact it was the exact location where this Cavanaugh girl was found.

"There is one thing. We've discussed this. The family and my oldest boy, he's 15 now. This is a good topic for us, inter-family. Ah, if these were lights shining on out, I would think they were more outside than in, because if there were anyone inside this thing, they would have been almost blind because the lights, if these were portholes, I'm saying, they would have to be almost blind because the lights were almost the same illumination as car headlights, although we didn't see any beams shooting out from them as you would on a car.

"But the cone beneath seemed to be, well, what I'd seen in laser, except on a much grander scale, in a different light spectrum. Of course in a storm you'll have heavy in ultra-violet, and ah, which could have made a red appear black, or any color would be off-color. Maybe there is something here in a beam, you know, like a laser. I think they (U.S. scientists) are doing experiments with green lasers that actually support objects. Why not?

"Another little injection here. It looked 'archaic', something out of Jules Verne, like a 'pickled metal', you know what I mean? When a piece of metal is heat-treated, pickled, a burnished silver color? It looked like this. Well, you'd almost say you saw the rivets on the damned thing. Of course I didn't see any rivets. It was old-fashioned looking, not streamlined, (but) straight up and down, the cupola, with a little rolled edge on it. And ah, nothing ultra-modern that you would associate with space travel or something like this. I don't really believe the damned thing came from outer space (laughing). I mean, it doesn't ah, seem.....

"Usually there is an explanation, but this damned thing, there wasn't any explanation for me, you know, it was there, solid.

"The damned thing was sitting awful still, you know, to be...it moved in

from the west, or let's see, east, and then kinda stopped and started down. And so smooth and determined in its movements. It wasn't being affected by the storm any.

"I'd say about 30' above the tree-level, five, six hundred feet away, I'd imagine. I would estimate it about 30-40' (wide). Of course, I'm not very good on judging distances or sizes of objects. I over- estimated (driving) because I thought it was landing or going down in a field which was just on the other side of the woods. So, I speeded up and went up there, and it had went down into the woods, so I had overshot my estimate there. We slowed down and watched it to almost a stop, I'd say three or four minutes. All the time we had good lighting from the lightning. Of course, I'd say it was ultra-violet, and this does make the colors...screws up the colors. It changes the shades heavy ultra-violet.

"I still kinda contend that it's not extraterrestrial. It just doesn't look like, 'course I don't know what extraterrestrial looks like, let's face it. But, something, you know, you get a hunch like, 'that sure doesn't look like something from outer space.'

"But the thing that really intrigued me was the cone beneath it, the superdark cone, which wasn't solid, it was a beam or ray. I hate to say ray because it sounds like something out of Buck Rogers, a beam of some sort.

"Light, or nothing, passed through it, but the edges of it were fuzzy. So it was a beam of some sort, like the reverse of a flashlight beam.

"Now the bottom, now I actually never got that much of a view of the bottom of it, I couldn't tell you anything other than the outside edge, you know. It was saucer-shaped, inverted saucer, sloped down from the top. But as I started to sweep around and get as much information, visual information, as I could, I rejected everything when I saw the beam. I went right to it and I guess I studied it maybe too long.

"We hardly said anything coming home. You could have heard a pin drop all the way home. So when we got home we all sat down and we all drew a picture of what we saw. Everybody saw the same thing, which was unusual, I thought. Even the roll around the top of the cupola, which fascinated me."

ANALYSIS:
The time of the observation was determined as around 9:00 PM. Duration of sighting was 2-5 minutes. The object was on a SE to NW track, descending. Weather was stormy, sky overcast with thick clouds, light rain, and lightning. Temperature was warm. A strong wind was from the west.

The initial observation was of headlights, low on the horizon, to an object at about 30-degree elevation. The car was heading SE on Hwy 64 at 40 mph, slowed down to 5 mph. The automobile was a 1971 Chevrolet 4-door Impala, "air-conditioning was on, windows closed until I purposely rolled them down to observe. Realizing, at this time it was a UFO, I turned on the radio, but did not hear any interference, nor did the engine stall, as I had read they did. At about 1,000' from the object, it stopped its linear movement and hovered, until we were within 500', then it descended very slowly into the woods."

Additional Witness Check: Exact date unknown, so unable to do this. No other reports filed from that area during that period.

Source Test: Natural Sources immediately eliminated. Man-Made Sources simply do not qualify in this case. There is little chance of

misidentification of any kind. The only possibility left would be a hoax, and this has been ruled out for a number of reasons, the primary ones being:

1) The initial report was a taped telephone interview. The report filed shows absolutely no variation with this verbal account.

2) The witness requested anonymity.

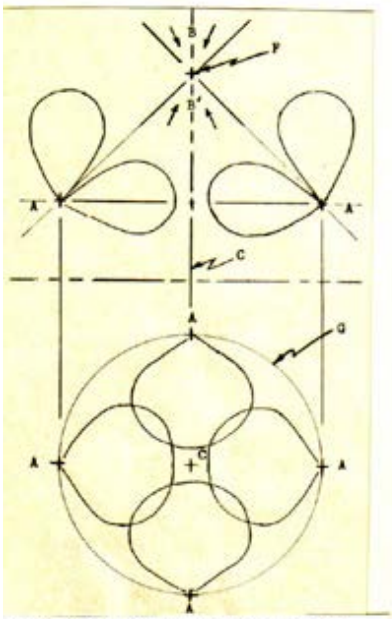
Witness Background Check: I was unable to do this directly because he requested anonymity. However, I was very impressed with the witness and his report. He never sought publicity. He simply wanted his report and the possible significance of the technical data in proper hands. His name and place of occupation are both confidential. He appears to be well-educated and has a more-than-average technical vocabulary and sense of awareness. He reported or dictated the details in a slow and careful manner. The taped interview shows that the written transcript doesn't do him justice.

Besides the fact that apparently three persons, one of which was technically oriented, had a close encounter with a flying saucer, rather than a dark enigmatic object with lights, what else can be gleaned from this event?

1) There was considerable detail observed in this case.
2) Normal aircraft would not have braved this storm. The UFO wasn't affected.
3) The "cone" probably became visible due to the ultraviolet light produced by the intense lightning.
4) The dome was unusual. It was described as "straight up and down cupola with a little rolled edge."
5) The craft looked "old", "archaic". This, again, could have been caused by the u/v light. Or, maybe it WAS an old craft!

This is an UNKNOWN.

OTHER FINDINGS AND POSSIBLE CORRELATIONS:



ure 2. Relative geometry of radiated Electro-Magnetic field to induced gravitational field.

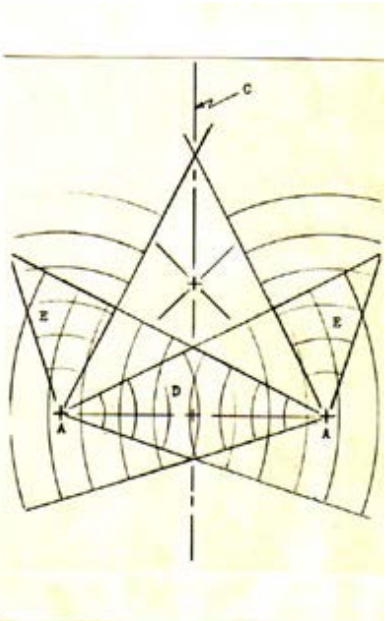


Figure 3. Interference of idealized radiation patterns.

Figure 2 & 3

Figure 2 illustrates the relative geometry of a radiated E-M (Electro-Magnetic) field to an induced gravitational field. Figure 3 shows the interference of idealized radiation patterns. How may this be related to the Princeton case?

The Princeton case occurred in August, prior to the beginning of the major sighting wave of 1973. However, the witness reported the incident to me at the UFO Filter Center by phone in January of 1976. The deposition was recorded. Keep in mind the incident and report preceded the paper by William Hassel(which was about the Sorensen Effect) in 1977.

In 1977, the MUFON Symposium proceedings contained a paper, entitled: "Future Physics and Anti-Gravity", by William F. Hassel, PhD (Reference 2). On page 65 it stated:

"A method of utilizing beams of microwave radiation to effect a reduction in the local gravitational field has been pursued by Niels T. Sorensen. As illustrated in Figure 2, dual-lobe radiation elements were arranged in circular symmetry so that each beam was oriented toward the APEX of a 90-degree CONE (emphasis mine). A null region then occurs at the APEX of the CONE, which represents a region of apparent gravitational attraction."

The actual paper by Niels T. Sorensen was printed in THESIS / SYNTHESIS / ANTI-THESIS (Reference 3), a Joint Symposium sponsored by the Los Angeles & Orange County Sections of the AIAA and the Los Angeles Chapter of the World Futures Society, Saturday, 27 September, 1975. The title of the paper was "New Technology Related To UFO's And Their Origins".

On page 64 Sorensen states: "The general appearance is that of an inverted saucer. The lower portion will be observed to rotate relative to the upper portion. The GPV (Gravitational Propulsion Vehicle) would wobble in the manner of a spinning top during changes in its state of motion. A high energy E-M field will exist near the vehicle. An idealization of this field is shown in Figure 3. It will be noted that interference of the patterns will occur in areas 0 and E. That portion of D, that will be external to the vehicle and extend below the vehicle, will generally be CONE SHAPED (emphasis mine, again)."

Sorensen was a graduate of UCLA, BSEE, 1962. For several years he has been engaged exclusively in theoretical and experimental research related to the development of a Unified Field Theory at J.G. Enterprises, Riverside. He has held engineering positions at Hughes Aircraft and Northrop Corporation where he was employed in Antenna R & D.

The Sorensen theory may or may not be the technical description of what takes place in or near a flying object described as a flying saucer. It is merely the first theory that this author had found to explain an effect that few witnesses would be lucky enough to notice, an effect produced and made visible by the ultraviolet flashes of powerful lightning bolts.

Others describe propulsion beams that could also produce a cone beneath a UFO. These, too, would be invisible under normal circumstances. In my paper, ENGINEERS PRAISE DISC PERFORMANCE, I get more into the disc shape as an air and/or space vehicle.

Has the inverted cone been observed before? Yes. The most recent in Indiana that I am aware of was October 19, 1988 at 11:15 PM. The

location: Bloomington, Indiana. This was a one witness case, a CE-1, an object with lights (OWL). What was most interesting about this one was the object had a vertical tail "like a twister". What brought out the "cone" here? The case was never filed, therefore we'll never know what strange conditions might have "brought out" that protuberance.

Four years earlier, on November 17, 1984, two men reported that they were abducted near Savah, Indiana, in broad daylight! At the beginning of the event the object appeared as a fat, double convex saucer as it came down low over the Wabash River and turned toward the witnesses. The witnesses had said the craft was visible when overhead, but one of them thought the clear afternoon sky was reflected off a long mirrored surface. His subconscious recall, Figure 4, even describes a cone superstructure or something that appears as a surface, which may have been a force field and not even a solid surface at all, especially since this feature was not present when the object came into view for the first time. He even described the UFO changing shape.

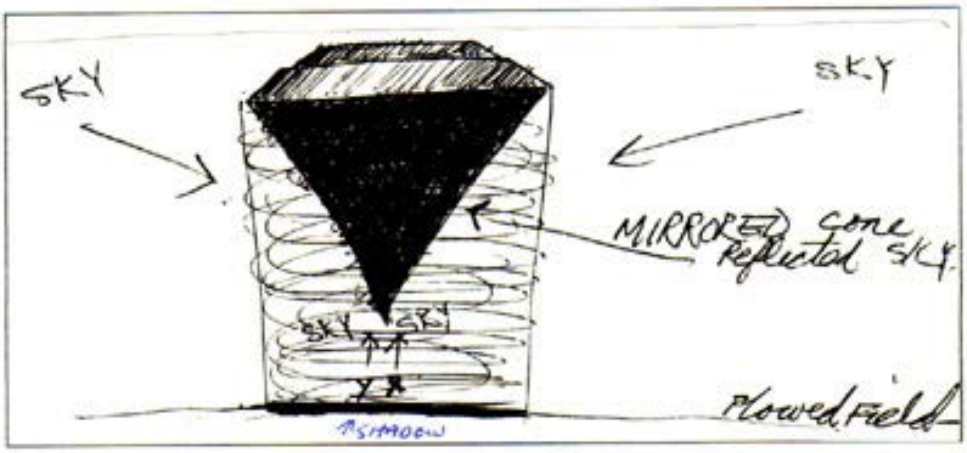


Figure 4

A 1964 photograph (Figure 5) taken in Oberwesel, West Germany even shows a cone beneath the domed disc! (Ref. 4) There is no doubt that the reports of these "cones" are extremely rare, but it is possible that something may be causing the normally invisible cones to become visible. The photograph was taken at 3:00 PM on March 8th. Herr Harry Hauxler was riding a train through the low countries along the Rhine River and was idly gazing out the window on his right as he rode along. His camera was resting in his lap. All of a sudden, a rapidly rotating disc-form object jumped up into the air along the side of the tracks, and started rising into the sky. He was able to raise his camera and snap one photograph before it passed out of sight beyond the window frame. The developed print showed a circular disc-shaped ship with a raised dome on top and a peculiar deep lower cone of dark swirling exhaust or energy of some kind radiating downward from the center underside of the rotating craft. Proper investigation into this case should have included whether the camera was equipped with a polarizing filter and was it used.

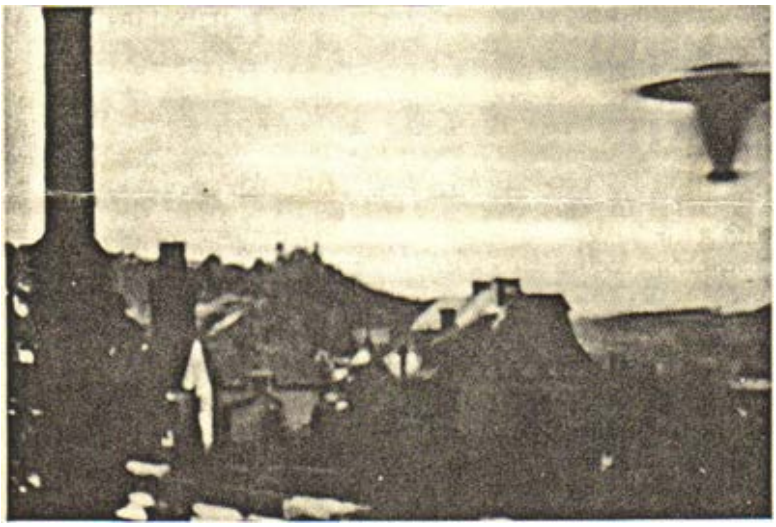


Figure 5

The object drawn and described on page 63 of Hassel's report in the 1975 Proceedings (Figure 6), although fatter, bears a resemblance to the UFO observed in August of 1973 at Princeton, Indiana.

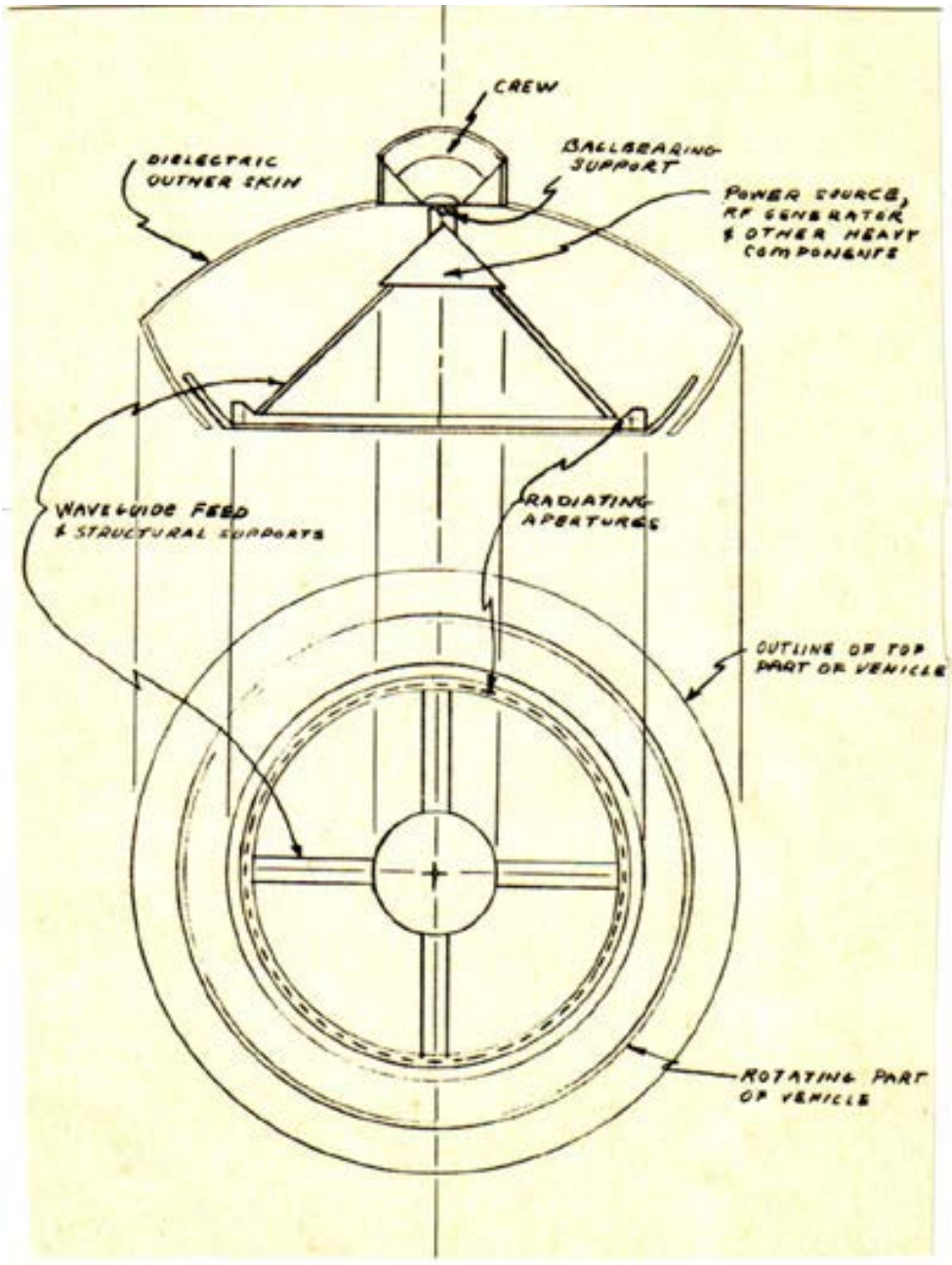

CREW
DIELECTRIC OUTHER SKIN
BALLBEARING SUPPORT
POWER SOURCE, RF GENERATOR & OTHER HEAVY COMPONENTS
WAVEGUIDE FEED & STRUCTURAL SUPPORTS
RADIATING APERATURES
OUTLINE OF TOP PART OF VEHICLE
ROTATING PART OF VEHICLE

Figure 6

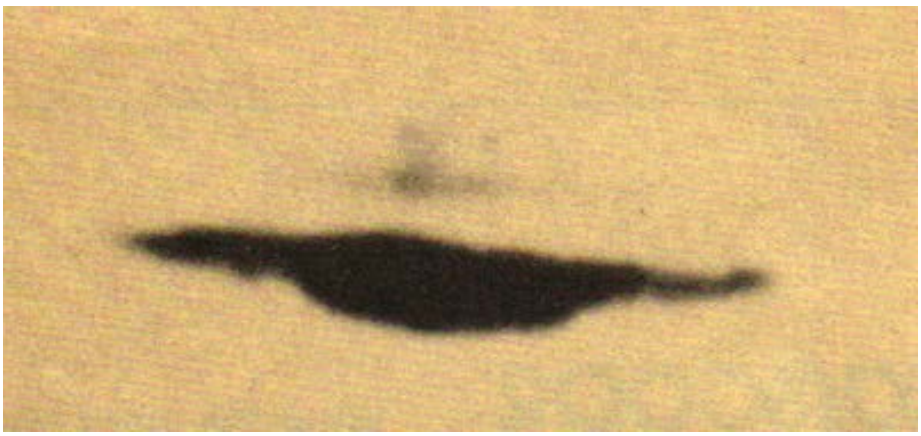


Figure 7

Figure 7 may be a blurred version of a hoaxed photo by Billy Meier. I'm not sure. But the similarity was striking. I am awaiting a better version and information from UFO photo experts around the world regarding this photo.

STRANGE DOMES & PROTUBERANCES

Not shown here is a drawing of the object in the photo above by Indiana MUFON's Staff Artist, Robert Taylor. However, the thought came to Staff Artist, and myself included: Is the dome retractable? Wilbert Smith, author of the Top Secret "Smith Memo" (Ref. 5), mentioned this very possibility.

He had stated that UFO's were the "most highly classified subject in the United States Government, rating higher even than the H-bomb". He also mentioned something interesting to Maj. Donald Edward Keyhoe at one time. In Keyhoe's book, "Flying Saucers From Outer Space" (Reference 6), on page 141 Keyhoe states: "During one of our talks Smith had sketched his idea of a flying saucer, showing a rounded, turret-like central cabin. It was possible, he said, that the turret night retract in flight, to reduce resistance."

The McMinnville, Oregon (Figures 8 & 9), and Rouen, France (Figure 10) photos depict objects with possible telescoping dome-like structures. Since most consider the McMinnville case to be genuine, the protuberance at the top of the object must be a reality, also. For high speed flight one would assume that this was retractable. For the record, after this paper was written, the Rouen, France photo was exposed as a doctored copy of the Trent photo.

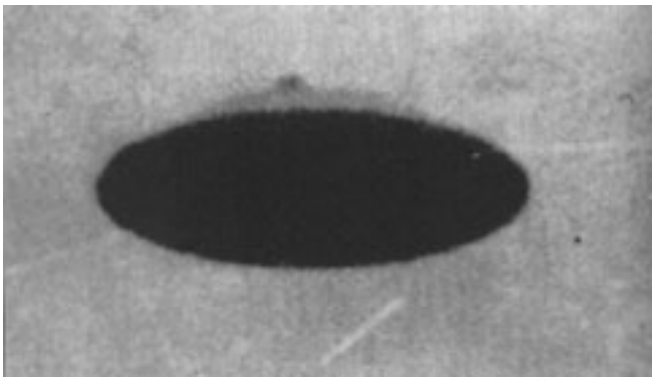


Figure 8

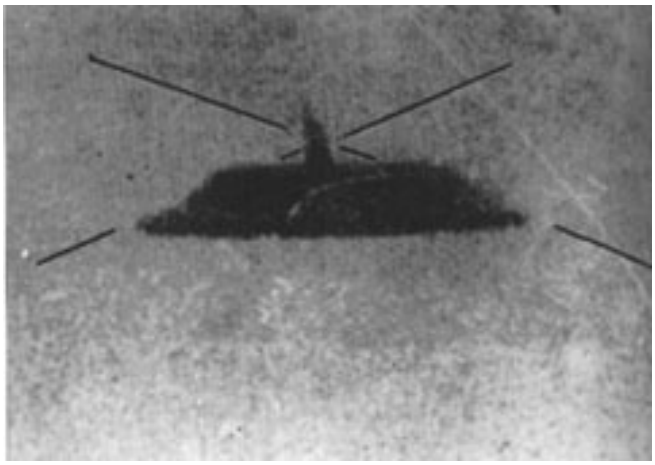


Figure 9

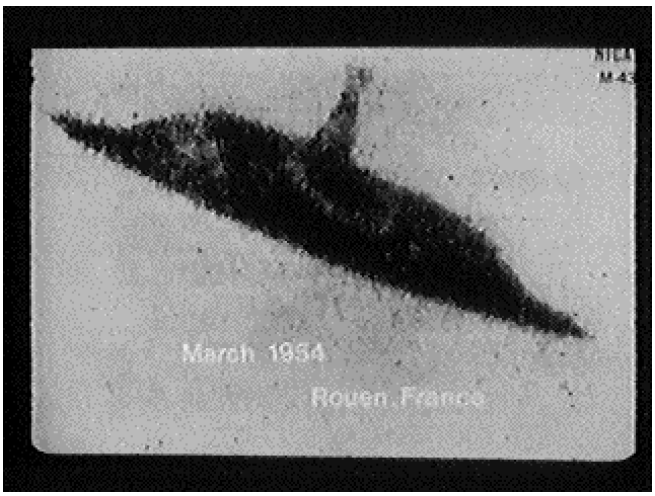


Figure 10

While researching for this updated version of this paper I recalled an incident that we had recently posted on the NICAP web site. The drawing is right from Project Blue Book Special Report 14. See below:

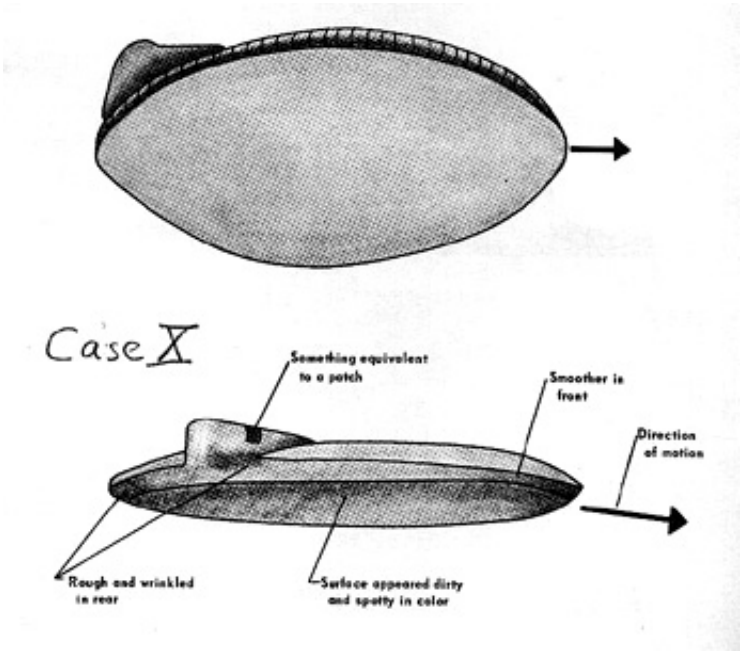


Fig 11

Project Blue Book Special Report 14 mentions, and gives an illustration, of a flying disc on page 86. Our thanks to Bruce Maccabee, who provided the information that made this case much more significant in his book, "UFO/FBI Connection", and then created the even-more-detailed web page document (See NICAP site for report). Also, our thanks to Brad Sparks, who found the witness' names in the Air Intelligence Report and called Bruce's attention to them.

Figure 11 (ref 7) depicts the object observed in daylight at Rogue River. Note the similarity between the McMinnville object and the Rogue River object. The sightings were less than a year apart, and both in Oregon!!! The distance from McMinnville and the mouth of the Rogue River is only about 110 miles.

Lt. Col. Doyle Rees, in a letter written in May 1950, concentrated on about fifty incidents which occurred in "hot" areas. About a dozen of these were "disk' or variation," indicating flying saucer or flying machine reports. The Nuclear Connection Project (which I am coordinator) notes that the same areas mentioned were atomic bomb assembly areas (specific locations in New Mexico) and storage facilities (Fort Hood, Texas - Killeen Base). The document did not include the Rogue River case, which happened during the same period because it occurred many hundreds of miles away at the mouth of the Rogue River in Oregon. But another good flying disk incident, it was. And the caliber of the witnesses were not that bad either.

The ability of, or the appearance of, a dome that might retract is not as important, but even that has been considered before (Project Sign report). Most domed UFOs, however, are not "straight up & down" configurations. Maybe there is a special use for a "coning tower" dome on some UFOs.

The purpose of this paper is to present a theory based on observational evidence and predicted effects of E-M propulsion by Niels Sorensen. The Princeton case is a very interesting close encounter report by an engineer with a notable electronics firm, of a flying saucer, illuminated by ultraviolet light. The "super-dark cone" may be an important finding.

REFERENCES:

1. Princeton Case on file at MUFON & CUFOS.
2. MUFON SYMPOSIUM PROCEEDINGS, 1977.
3. THESIS/SYNTHESIS/ANTITHESIS, 1975.
4. UFO PHOTOGRAPHS AROUND THE WORLD, VOL I, Page 77.
5. Smith Memo, dated 11/21/50.
6. FLYING SAUCERS FROM OUTER SPACE, Maj. Donald E. Keyhoe, 1953.
7. Rogue River Case, PBBSR #14.

Please address all reports of "superdark cones" and other written correspondence to: Francis Ridge, 618 Davis Drive, Mt. Vernon, IN 47620.

Email: nicap@insightbb.com

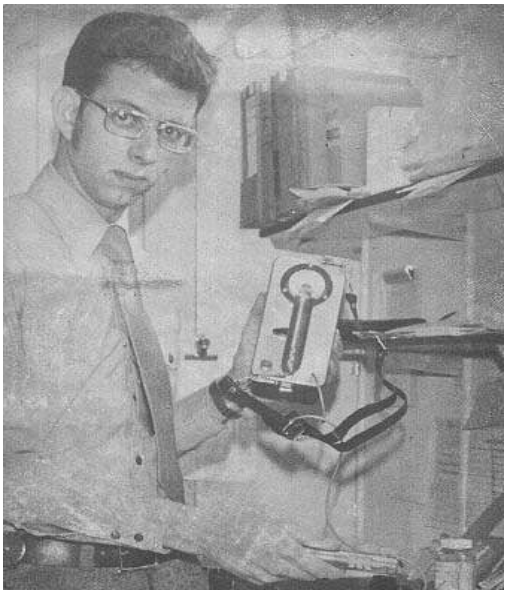
The NICAP Website can be found at:
http://www.nicap.org/index.htm

NICAP Home Page

The Sighting Wave of 1967 - Indiana

A NICAP Subcommittee Investigation

By Francis Ridge



Francis Ridge

Abstract

The Indiana-based NICAP Subcommittee, Indiana Unit No.1, headquartered at Vincennes, was authorized in November of 1960. The unit had investigated many cases on a local and regional level, and had been involved in the "concentration" in S. Illinois in 1963, but the wave of 1967 was one of the largest in history. The 7-man NICAP rapid deployment team, one of four in the state, was very busy that year. Since the news media was not covering the UFO subject very well, and communication with NICAP HQ in Washington was by newsletter distributed only four times a year, very few knew what was going on until long after the wave had subsided.

The report on the local wave was published privately in the spring of 1967. This paper is a major update of that report. Here, in chrono order, is what investigators were able to piece together 36 years later. To view a Regional Sighting Information Database printout of over 200 incidents investigated by the Indiana group, click on the link below:

RSID printout for six-state region in 1967

The event on or around January 3, 1967, at Richmond, Indiana, marked the first of many sightings for Indiana. At 2:00 AM an inverted mushroom-shaped object hovered over a car for 10-15 minutes. The area ahead was brightly lighted. Forward motion of the vehicle slowed, it was unable to accelerate, and there was a loss of steering control. (1)

The region was also experiencing strange objects in the sky. On an unknown day in January 1967, city, county, and state police were dispatched to an area west of Galesburg, Illinois after reports of sightings of a large UFO, "bigger than a trailer", with blue lights and a funnel on top were received. One Knoxville farmer and several motorists reported that the UFO "was round, big as a house, had no flying lights, but let off a greenish-blue light." Vibrations from the craft could be felt in the farmer's truck as it followed him along the Victoria blacktop about 7:00 PM. (34) And on January 7th, things were happening near St. Louis, Missouri. There was a sighting of a domed disc with lights on the dome, which hovered, tilted and sped away. (31)

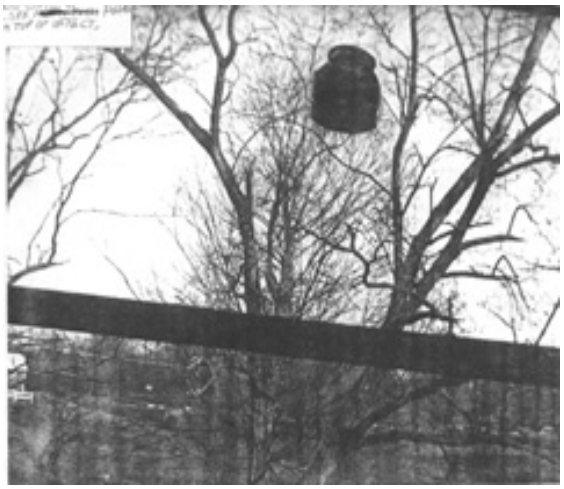
The first sighting that the Vincennes, Indiana, NICAP Subcommittee investigated, occurred on January 10th.

January 10, 8:30 PM; Bruceville, Indiana
Mrs. Pam Ridgley and her son, Joe, were driving down the lane leading from their cabin when they observed an unusual object. It was dull gray, elliptical in shape, and glowing a sort of bluish color around the rim. It was low enough over the car and utility pole to get a good estimate of size. It appeared to be about 30 feet in diameter and about eight feet thick. It hovered for a few seconds, then accelerated slowly at first, then moved fast toward the east (east-southeast). It vanished in 6-8 seconds. The object exhibited a disc-shape as it banked slightly and several dim lights were seen on the rim. (2)

January 16, 6:00 AM; Vincennes, Indiana
On this date there were numerous reports of a glowing, bluish-green object which we were able to identify as a barium cloud launched from a rocket fired from Wallops island. The question that arose was, why are there, many times, barium clouds and radar chaff tests conducted during real sighting periods? Is this just a coincidence or does someone have these tests ready to deploy when people start seeing real UFOs? As you will see, something WAS going in in 1967, and all over the world. (3)

Jan 17, evening; Freetown, Indiana
Francis Bedel, Jr., (23) of Portland, Indiana, was driving on State Highway 135, a two-lane blacktop road, north of Freetown, he later reported to State Police, when a brilliant glowing white light darted into his field of vision. It apparently hovered over the road for a few seconds, then slowly reversed its course. Bedel was so busy staring at the spectacle that he lost control of his car, which left the road and was badly damaged. State Police who investigated said that Bedel was not drinking and was not injured in the crash.. (4)

Same evening; Freetown, Indiana
On the same stretch of highway on the same night, Mr. & Mrs. Phil Patton of Freetown, reported to State Police that a brightly lighted disc-shaped craft, about 30 feet in diameter, came down alongside their car. Mr. Patton told State Trooper Conrad that the object moved along the highway right in front of their car and about one hundred feet distant from it. They estimated that it was about 100 feet above the road and they described it as a circular in shape and about the size of a small house. The Pattons reported to police that they heard no sound from the object but that its outstanding characteristic was the extreme brilliance of its lights, predominately red but with flashing yellow and white along the side or bottom of the thing. After a half a minute, it flashed up and away. According to state police who investigated, the description given by the Pattons was identical to that given by Francis Bedel, the young man who wrecked his car while watching a similar spectacle, about a mile from the scene of the Pattons' experience. (5)



Controversial photo

Jan 19, 3:00 PM; Milan, Indiana
A photograph was reportedly taken of a UFO by Reed Thompson, a 15-year-old boy from Milan. The town constable stated that the boy was reliable and said that he had seen the photo himself. However, the boy refused to submit copies of the print or negative (35) mm to this unit after correspondence and long-distance telephone interviews. His report to us stated he watched the object for 5-7 minutes before it sped off. Later, one of our Indiana field investigators, Don Worley, obtained further information and a black & white copy of the original color photo, along with a report and drawings. (6)

The incident occurred about 3:00 PM. The sound of a "train" passing and a very bright light outside the window attracted his attention. The object had a silvery quilted surfaced and was about 6' by 8' in size, and was shaped like a "jar" with a top opening. It moved slowly by the witness' home, moving about 10' above the ground, keeping the ground contour and making angled turns around trees. Thompson said he grabbed a small camera and got one good photo of the object out the bedroom window. The object disappeared instantly when it got near a pine tree. The original photo, according to FI Worley, shows tree limb reflections on the sides of the object. He also stated that in the top of the object is a faint shadow of a figure's head and shoulder!!!! We never got to see a better version of the picture. Also of interest, the tree limbs where the UFO hovered finally died.

The Indiana State Police also investigated the incident and Reed was questioned. The initial report was taken by trooper Jim Harris who came back later after the film was developed and spent considerable time with Reed and his parents. The Air Force sent investigators from Dayton, and Robert Lowe from the University of Colorado analyzed Reed's negative. Reed was later visited by Frank Edwards and Don Worley.

According to a press report, on the same day (no details) two girls from Dillsboro reported seeing the same object or a similar one. (33)

January 29, 7:00 PM; Eckerty, Indiana
Mr. John Sturm, a linotype operator for the SPRINGS-VALLEY-HERALD at French Lick, and his neighbor, observed a bright red object descending from the northwest. It was traveling approximately three times the speed of a jet and had a tail or trail extending about 10-15 feet to the rear of tie object. The object descended at a 45-degree angle, leveled off at low altitude and turned a bright green. Observation time: 15-20 seconds. Final bearing: southwest. Range: 3-4 miles. The object appeared to be controlled. Meteors don't "level out at low altitude" (7)

FEBRUARY

February 2, 10:30 PM; Sumner, Illinois
To the west of Vincennes, and just across the Wabash River in Illinois, is a little town called Sumner. A well-known craftsman, who requested anonymity, reported to the Lawrenceville-Vincennes Airport that he observed an object for one and a half hours that was doing some pretty good stunts. It hovered, accelerated, changed shape and color, was observed with the naked eye, 7- power binoculars, and a 20x spotting scope. It was described as a very bright red object, flashing like a red neon sign. The upper portion was a very bright white and red and green lights were observed around the object. The object was seen in the east northeast and noticed because of its brightness arid erratic movement. It seemed to have a very thick rim. In a letter dated 13 April, the observer mentioned that the LAWRENCEVILLE DAILEY - RECORD had an article on UFOs seen farther south about the same time. The airport stated during a telephone conversation that no conventional aircraft were in the area at the time. This one sounds suspiciously like a star or planet, but there were no candidates unless he had his bearings completely wrong. (8)

At the time, we had no idea what was going on elsewhere in the six-state region, or the United States, or even further away. But the record shows that something truly unusual was happening.

On that same day, but at Lima, Peru, at 12:30 AM a cone-shaped object approached and paced a Fawcett Airlines airplane. The cabin lights dimmed, there was radio interference, and the radio compass oscillated. (25)

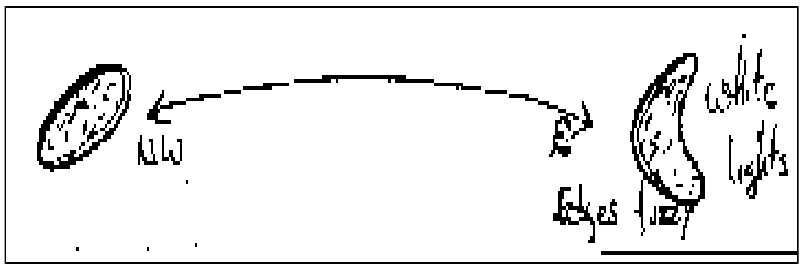
Before the year was out there would be at least 28 pilot chase reports.

Back home in Indiana.....

February 4, 1967, 7:30 PM; Norman, Indiana (68 miles NE of Vincennes)
State Trooper Hollace Chastain was checking his rural mailbox right after patrol when he noticed an unusual and very bright object in the western sky. It was elliptical in shape, about the size of a dime at arm's length and self luminous. Chastain, after observing a few minutes radioed Trooper James Blevins. The object then ceased to move and hovered for a while, then sped up suddenly, changed colors in the process from white to orange to greenish-blue back to white. It appeared to pulsate at times during the observation. No sound was detected during the 30-minute observation and the object finally disappeared behind a tree-line in the southwest. The object appeared solid and seemed to change shape. Estimated range: 5 miles. Estimated speed: (at acceleration) 1,000 mph. (9)

That same evening, 7:30 PM; 10 miles SE of Norman, Indiana
Trooper Blevins, also of the Seymour Post, followed the object for fifteen minutes to Lawrence County. The object was reported as "soft ball-sized" and changing colors from blue to green to white. "It was stationary when I first saw it, " he said, "but it was too big to be a star. Suddenly it started to move." The interrogation form completed by Trooper Blevins stated that the object had flickered & wobbled during observation and finally dropped straight down behind a tree-line. The object appeared solid and was observed at least once through binoculars. It moved from southwest of his position (8 miles west of Brownstown) to due south above the tree line. Estimated range: 2-10 miles. Estimated speed: 1,000 mph at acceleration. (10)

Within hours of the previous sightings & 65 miles southwest of Brownstown, something unusual was being observed.



"Boomerang" observed near Oakland City, Indiana

February 5th, 1:45 AM; 10 miles east of Oakland City, Indiana
Seven members of a band were returning home from a performance in Huntingburg when they observed an object described as "pale green with a bluish tinge" with a cluster of white lights, It was observed for 5-6 minutes from the side of highway 64. The object changed brightness and shape and appeared at first as "boomerang-shaped", then somewhat "teardrop-shaped" as it moved from east to northwest. The object was first observed as they drove up over a hill and was last seen fading in the northwest. Another car with 5-6 occupants also observed the object. The original group requested anonymity and the latter observers were unidentified. (11)

2:30 AM; Crothersville, Indiana (75 miles to the north east)
Richard D. Barker of the Seymour State Police post reported he followed a huge ball of greenish-blue and white lights for some 10 miles about 2:30 AM before the light moved west towards Bedford. "It had a flat bottom, just under basketball size, and had a brilliant blue-green light rotating around it counterclockwise. Barker said he was in the vicinity of Crothersville in Jackson County when he first spotted the changing lights, "It was maybe 300-500 feet high and had three red flashing lights under it," he said. "I got within what seemed like about a mile of it and it started moving south. Barker said he never did lose sight of it and it didn't leave any trail. He said when it got to Littleyork it hovered for a while and then took off fast, "It wasn't like any airplane I've ever seen, " he said. "I know it wasn't a plane." (12)

6:00 AM; Bedford, Indiana (35 miles northwest)
The woman reporting requested anonymity. The report she gave to the DAILEY HERALD-TELEPHONE provided the most vivid description of an unidentified flying object observed as far southwest as Oakland City and as far east as Crothersville.....35 miles away. At this time she arose because of noises on the roof roof. She thought it was raining. That's when she saw what looked like a quarter moon that was moving toward her. "I watched it for a half hour," she said. "It would more, then hover, getting closer all the time. It had a bright light on the bottom. The light kept going around and back and forth an the ground like it was looking for some place to land. As it got closer I could see a bright band around the middle of it," she continued. "It was oval-shaped, sort of like a cigar. The top was shiny, like metal, and the bottom was kind of orange. There was a crater on the bottom of it--and bumps, like legs." It hovered near a utility pole behind her house for ten minutes. She said when she started to dial her telephone to call someone about it the object "turned real bright orange and then blue and took off." (13)

That very evening there was a humanoid sighting at Hilliard, Ohio. An object that was described as an ellipse, landed, humanoid beings emerged and placed small spheres on the ground around the craft. Witnesses observed them interacting with humans. Further, up-to-date research, would show many more HR cases for the year, but at least 14 were found without much effort. (32)

February 7th, 8:00 PM; Owen County, Indiana
An egg-shaped object was reported by Paul Poorman on a farm near some strip mines. Poorman was a 33-year-old specialized police officer and qualified pilot. The object was white and well-defined, turned to a blood-red color, then a pale blue. It arose from the White River bottoms and strip mine area, hovered, "yo-yo'd", then zipped south then back, etc., then went down below a tree line. (14)

February 9th, 7:50 PM; Eight miles south of Seymour, Indiana (35 miles east of Bedford)
Another State Trooper to see and report a UFO in the Seymour area was D. E. Swider at Crothersville, This ended a sighting group for that area and appeared to be somewhat similar to the reports of the 4th and 5th of February. At about 7:50 PM when trooper Swidar was patrolling Interstate 65, 8 miles south of the Seymour State Police HQ, they advised him of a UFO reported to the post. He, himself, saw the object in the west for about 10 minutes before it finally went out of sight further west. It was described as a huge, round object, moving left to right (slowly) changing colors from white to red to orange. This sequence corresponded with a decrease in speed, followed by an increase in speed of the object, typical of a UFO. (15)

The direction and elevation of the UFO put it near the position of Venus. The Seymour Post stated during a long-distance telephone conversation (with this unit) that some people were reporting Venus. However, the description of the object, its lateral movement and short period at visibility, rules out this possibility.

February 14th, 7:00 AM; Jefferson City, Missouri. A CE-III
Going from a local to a regional sampling of UFO activity, a disc-shaped object was seen resting on a shaft in a field at Jefferson City, Missouri. Small beings were reportedly moving around rapidly beneath it. They disappeared behind the shaft, the object rocked back and forth, took off, and sped away. (26)

On February 19th, registered letters were sent simultaneously to Bakalar Air Force Base at Columbus,

Indiana and the Nike Missile Station at Dillsboro, requesting possible information on these reports; either visual or radar. On the 24th we received the following **letter** from the Department of the Air Force, dated 23rd Feb 1967:

> Dept. of the AF
> HQ, 434th Troop Carrier Wing
> Bakalar AFB, Columbus AFB, Indiana
>
> 1. In accordance with AFR 200-2, paragraph 7, this base must submit the following:
>
> "The Office at Information, Office of the Secretary at the Air Force, will release to the public or unofficial persons or organizations, any information or releases concerning UFO's, regardless of origin or nature. This includes replies to correspondence submitted direct to the AFSC (FTD) and other Air Force activities by private individuals requesting comments or results of analysis and investigations of sightings."
>
> 2. Your report dated 19 February 1967, is noted and will be passed to the appropriate personnel.
>
> FOR THE COMMANDER
> Elbert E. Wade, Major, AFRes
> Deputy Director of Operations
> Plans and Training Branch

Checking our copy of AFR 200-2 revealed the following:

1) AFR 200-2 makes no mention of the AFSC Foreign Technology Division in its text. On September 19, 1966, the Air Force Systems Command took over the UFO Project. Thus, we have a change from 20 years of investigation by Air Force intelligence through ATIC (Aerospace Technical Intelligence Center) to an Air Force research & development program. The order that produced that change was AFR 80-17. Major Wade was quoting from an outdated directive.

2) We were requesting information, not reporting.

3) We did not get the requested information, either to confirm or deny knowledge of the events.

4) The mention of the "report" (our request) being passed to the "appropriate personnel" indicated a possible statement from, or authorized by, the Secretary of the Air Force. This is according to instructions provided in AFR 200-2, Section B, paragraph 8, dated 14 September '59. No such answer has been received to date.

On February 20th, we sent a letter to the NICAP Indiana Unit # 4 at Anderson to check to see if they were investigating any of the reports. Instead of a letter, on March 2nd we received a long-distance call from the unit's director, Dennis Simpson. He stated that they had no knowledge of the reports, which indicated that the press had not "stimulated" any other reports. Quite to the contrary, only the Bloomington DAILEY HERALD-TELEPHONE covered the sightings. Even then, only a few were mentioned. The Oakland City case was known only to us and about a week before we received word of the Staten Police reports.

The reports continued.

February 22, 6:30 AM; Milton, Indiana - Dogs React
As Mrs. Jarnes A Clevenger, stood by her kitchen sink, she saw her collie dog jump against the kitchen window, then race around the yard, "barking and jumping."(16) Then she saw the UFO. "It appeared as [the) headlights of a car except there was only a solid light in an oval shape," the housewife told NICAP. She also saw a white row of lights along the object. Mrs. Clevenger let her dog into the house. The

frightened animal raced into the living room and hid. The witness, clad in only her night clothes and with no shoes, ran to the end of her walk in front of the house in the near-zero weather. She saw the object moving slowly at approximately 100 to 200 feet altitude, which followed the course of a creek. Returning to her house, Mrs. Clevenger called a neighbor one quarter of a mile to the south, Mrs. Judd Alford. "I could see a circle of white lights some 200 or 50 feet in the air," Mrs. Alford said. "The object appeared like a saucer to me." Several minutes later, she added, the UFO disappeared behind some trees. Mrs. Alford also said her fox terrier ran into the house "at full speed" and hid under a chair. (16)

On that same evening, Rev. and Mrs. Leonard Lutz and their son, David, saw an oblong UFO that looked like "two headlight-looking affairs" with colored lights near Hagerstown, Indiana. (17)

On the 29th we received the answer to the letter to the Dillsboro Nike Missile Station (40 miles east of Seymour). Instead of the typical professional looking government letterhead, the letter was typed on plain paper and was addressed from the Department of the Army:

Original copy of letter, dated February 24, 1967

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Department of the Army
HQ, 88th Artillery Group (Air Defense)
Wilmington, Ohio

24 February 1967

Dear Sir,

This organization cannot confirm any of the UFO reports mentioned in your letter of 19 Feb 1967, addressed to Btry C, 5th Msl Bn (HERC), 56th Arty, Dillsboro, Indiana.

Sincerely,
John D. Penrod
WO1, USA
Adjutant

Radar at the NIKE Hercules base did not operate all the time, but it was/is in the Air Defense system. When we wrote to this base we assumed that the radar must have been on. This was an error. The type of radar used would pick up any high altitude aircraft, but probably not any low flying objects. At this base the equipment used for detection is continuous wave acquisition radar. Tracking is accomplished by pulse acquisition radar which guides the missile to the target. The tracking denial was probably legitimate, but there was a directive that covered that situation, too.

Issued by the Secretary of the Army, AR 30-13, dated 31 January 1957 states:

Sightings Of Unconventional Aircraft (UFOB)

"Persona involved in sightings will not discuss or disseminate such information to persons or agencies other than their superior officers and other personnel authorized by the Acting Chief Of Staff, G-2, this headquarters.

BY ORDER OF THE CHIEF OF STAFF,
Colonel Charles L. Olin

Previous correspondence with the missile base on November 25th, 1960, requesting data on a sighting

covered by the press, also died a quick death, when after the base stated that they HAD tracked an object to Indianapolis, denied it on December 1st. That **letter** was signed by Lt. Charles A. Millick, Exec Officer. State police units had been rushed out to look for evidence of a a plane crash, but could find none. This made it a UFO, not an airplane...which changed the circumstances and rules regarding release of information.

MARCH

March 1st, 10:06 PM; Poland, Indiana
A dark-colored disc with a dome, performing slow and low flights in Owen County, was reported to have followed persons in an auto for miles until they reached their home at Poland, in Clay County.. The dome was either reflecting or emitting dim red light, and the object had two white lights on the ends and two larger red lights together in the middle. The flight was reported as as low as 40' and two automobiles had their hoods up, indicating possible E-M effects. (18)

While we were checking out "routine" UFO reports on a local level, and not aware of anything going on elsewhere, the situation was getting more serious. On March 2nd there was a radar/visual sighting of three or four silvery objects at White Sands Missile Range, New Mexico. At 10:30 AM that morning those objects were tracked at 2,000 mph). There were at least nine radar cases in 1967 that were memorable. (27)

That same day we had sent a letter in rebuttal to the February 23rd, Bakalar Air Force letter, stating that we wanted a simple yes or no regarding their official knowledge of UFO activity in the area. Air Force regulations state that only the names and identifying information, classified equipment procedures & frequencies, be deleted in order to declassify a UFO report. A report stripped of this data (which is of no interest to us, anyway) should be readily available to serious researchers and the public. We also mentioned that AFR 80-17 had replaced AFR 200-2 in September. The answer to our letter (which came later and was dated March 21) was very interesting, but somewhat confusing:

Gif of original letter dated March 21, 1967

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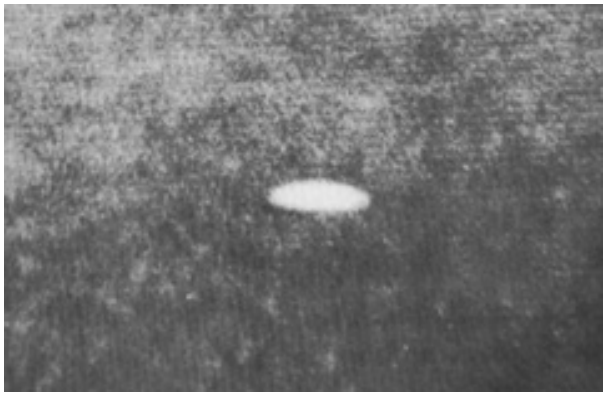
"1. This headquarters submits a negative radar capability and negative report of positively identified sighting.
2. Suggest you recheck section B, Paragraph 5C, AFR 80-17, dated 19 Sep 1966. Quote 'In response to local inquiries regarding UFO's reported in the vicinity of an Air Force Base, the base commander may release information to the news media or the public AFTER THE SIGHTING HAS BEEN POSITIVELY IDENTIFIED. If.....thru the entire paragraph..
3. Suggest contact with SAFOI for desired information."

FOR THE COMMANDER
Albert E. Wade, Major, AFRes

This much we can gather from the sightings reported beginning on Feb 4th. The witnesses were reliable and the testimony provides information that suggests that something truly unusual was going on in Indiana. At that time we were totally unaware that this was part of a major sighting wave that extended across the Country and into other parts of the world. In the cases we investigated, the acceleration of the object produced the same effects, a brighter spectral color. Upon deceleration, the reverse was noted. The greatest change occurred during a relatively swift velocity change. The basic colors reported were orange and greenish-blue from or TO white. In some instances one object could have caused all the reports for that period. No aircraft, balloon, cloud, or astronomical phenomena could, in the opinion of these investigators, be responsible for the physical or flight characteristics reported by the witnesses involved in these sightings.

Continuing to escalate, on March 5th there was a major broad daylight encounter at Minot AFB, North Dakota. Radar had tracked a metallic disc with a ring of bright flashing lights that descended over a

Minuteman missile site and hovered. This was seen by security guards. When jets were ordered to scramble, the object climbed straight up and streaked away. (28)



UFO filmed at Moline, Illinois, on March 9th, a sample of incidents outside Indiana during the wave of 1967.

March 9th, afternoon; Moline, Illinois.
A regional report, and one showing very graphically what was going on around the country, is the Moline, Illinois incident where a policeman spotted two UFOs in the afternoon. Police officer William Fisher said he was riding his motorcycle on patrol when he spotted a boxcar-sized object hovering at about 3,000 feet. He said a second UFO materialized as he watched, and both sped from sight. Fisher took color motion pictures of the objects, one frame of which is displayed at the top of this page. (29)

A major event in March was a glowing red saucer-shaped object which hovered over another Minuteman missile silo on March 16th. This time it was Malmstrom AFB, Montana. The object was seen by security guards and the missiles inexplicably shut down. Missiles later resumed functioning on their own, and no explanation was ever found. There was a similar experience the very next day at another missile site 20 miles away). (30)

March 23rd, 11:30 AM; Lawrenceville, Illinois
Another man requesting his name be kept confidential reported that he observed an object, near the airport, in the west that appeared to be an aircraft fuselage (DC-3) without wings. It was white in color, and after a minute of observation, took off fast towards the northwest into a cloud. The observer is a well-respected individual who has been employed for years at Lawrenceville-Vincennes Airport (formerly George Field). He expressed the fact that he could recognize and identify most aircraft. This one was different. It looked like it was coming in to land (sideways), then sped off, always exhibiting the elliptical shape. (19)

APRIL

April 1st, 5:45 AM; Wayne County, Indiana
A farm wife was putting milkers on cows in a barn when she observed a round, red-yellow object the size of the full moon for about a minute. It hovered about 200 yards away, then climbed and disappeared in about three seconds. (20)

April 10th, 3:00 PM; Fayette County, Indiana.
A bright white oval object with lights in a row were observed for 30-minutes by two witnesses. The object performed "falling leaf" maneuvers, slowly, many times, rising into clouds and coming out of them. Witness finally got a camera and took 12 photos. By then the objects were too distant to capture. (21)

Same day, 9:45 PM; same county.

A glowing orange-yellow ball that swung in a large arc was observed by two witnesses for 20 minutes. It moved closer and became a huge dark object which reminded the witnesses of a passenger coach of a train with seven tall windows emitting light. (22)

MAY

May 15th, 11:15 PM; NE of Indianapolis, Indiana
A commercial airline pilot, who prefers to remain anonymous, had just concluded a tour of duty and was driving to his home in an exclusive residential community a few miles northeast of Indianapolis. As he turned into the lane that led to his home, he noticed a strangely lighted craft in the sky. It was moving slowly toward the south, crossing some fields behind his house at an altitude of about one thousand feet, he estimated. The thing that attracted his attention was the lighting arrangement of the object; a brilliant white light in front, a rapidly blinking red light on the rear, and pulsating red lights from front to back underneath what seemed to be a cigar-shaped craft. The pilot phoned the airport control tower. Did they have anything on their scope in his area? The radar man assured him that they did indeed have an unidentified object on the scope - had been watching it for several minutes. The pilot inquired if either of the Goodyear "blimps" was up? Neither. The radar man said he could clearly see both blimps tied down on the airport, only a couple of hundred yards from his position. And he added that there were no planes in that area, and no weather balloons.

The pilot reported the incident to the Marion County Sheriff's office and that office broadcast an alert The dispatcher in the sheriff's office contacted the radar room at the Municipal Airport and was told that they were watching an unidentified return on the scope from an object moving about at very low altitude in the area indicated. Two deputies who answered from the general area of the pilot's home were dispatched to the scene to check the report. The first to reach the scene was Deputy Kenneth Toler, who told Frank Edwards: "It was a sight--- a very strange sight. The light on the front end was brilliant. We (the pilot and the deputy) could see the shape of the thing - like a fat cigar about forty to fifty feet long, we estimated. It was moving slowly against the wind. The row of lights along the bottom was unusual ---I never saw a craft with lights like that. We watched the thing for about 25 minutes, altogether. It was somewhere beyond a mile from us. When it got ready to leave it just took off at a steep angle. It went fast - very fast was out of sight in a few seconds, still rising." (23)

This sighting is noteworthy because of the caliber of the witnesses: a commercial pilot, a deputy sheriff and the radar operator who confirmed the visual sighting with his instrument.

May 21, 3:00 AM; Union County.
A dark object with a circle of red pulsating lights which lit up the area was observed for two minutes by two witnesses. The object moved slowly along a highway below tree-top level. It made two passes. Witnesses experienced retinal afterimage, and a rooster reduced its crowing to a shrill screaming sound. The location: 5 miles west of the NIKE missile base near Oxford, Ohio! (24)

Five hours later, 8:00 AM; same county.
A farmer out hunting looked up when he heard a brief swishing sound. Six or eight light gray watermelon shaped objects in semicircle formation at undetermined height were moving rapidly to the east. The witness was very shook up, rushed home and called the newspaper. (35)

Sometime in the summer, about 4:00 PM in the afternoon; Booneville, Indiana
The date of this sighting is unknown. At Booneville, just a few miles from Evansville, Indiana, a Close Encounter of the First Kind occurred. The witness, who was 29 years old when she filed this report, said: "I was approximately ten years old when I saw the object. I was playing with my brother, about 6, and a neighbor boy, about 12, in the back yard of my house. I had no idea what it was. When I asked him, he said, 'It's a UFO'. The object was hovering about five feet above the trees that lined the back yard. We had watched it for several minutes when we noticed a second object over the empty field behind our house. It was hovering slightly higher than the first one. There was also a third object, farther behind the second one

and a little higher up. We watched the objects for some time, then I went in the house to try to get my mother to look. She wouldn't. I went back outside and the three of us watched the objects for perhaps twenty minutes. Then, my mother called us into the house, we ate dinner, took a bath, and went into my bedroom at the end of the house and watched the first object until bedtime. Perhaps another hour. At no point could we get my mother to look out the window." The Form 1 indicates the first object was as close as thirty to forty feet at one point. (38)

August 23, time unknown; Hamilton County, Indiana
No details on this one, except that it was a computer entry for a landing report, one of 70 such reports for 1967. (36)

November 9, 1:45 PM; Near Erin, Tennessee
Two nurses driving home from a Waverly, Tennessee hospital stopped for a traffic light in Erin, Tennessee. While stopped they saw a large UFO approach and land on the highway in front of them. Without the driver "feeding gas or anything" the car began to move of its own accord until it stopped a mere thirty feet or so away from the semi-transparent craft. Inside the craft there were at least five small figures looking at them. The women felt completely unafraid and transfixed. The craft rose up and moved away and the women began eagerly to follow it. It "led" them to a rural road where they saw it land. The lights on their car went out. The next recollection was of the object high in the sky leaving them, but they perceived no time lapse nor did they ever check the time. (39)

November 27, 9:00 PM; Fayette County, Indiana
The object was first seen at 9:00 PM by four witnesses at a rural home. The object dropped down near three other witnesses in a car on a rural road northwest of the Philco-Ford Manufacturing Plant. The object was larger than a house. It was a silver, domed disc with masses of red lights pulsating in an erratic fashion underneath it. The witnesses in the automobile stopped and observed windows inside the dome with computer lights behind these. The witnesses fled the scene, tearing down the gravel road at high speed. The duration of this sighting was ten minutes. (37)

FINAL COMMENTS

In 1967 NICAP received 3340 UFO reports. Ted Bloecher and David Webb reported that there were more than 100 humanoid reports. This paper presents the Indiana cases and briefly mentions incidents in the region from and including Missouri, Illinois, Ohio, Kentucky and Tennessee. The Regional Sighting Information Database now lists over 200 cases in the region alone and this represents only the more substantial ones. Laced in with the "localized" incidents are brief accounts of key U.S. and global cases, to illustrate the size and seriousness of this major sighting wave. As Dick Hall reported in Volume II, The UFO Evidence, 55% of the incidents occurred in January through April. The same trend was evident here in Indiana. My father passed away on April 7th of that year and I was writing a report on the wave that very week. Little did we know that the wave was a global one and that even more interesting and serious events were taking place elsewhere.

I wish to thank my team members who helped with this investigation back in 1967: James Catt, Phillip Studler, Jerry Sievers, and Alan Sievers. Also, we all wish to thank police, sheriff, state police and news media who cooperated so well with the effort. Last, but not least, I wish to dedicate this report to my father, Roland Lee Ridge. There were times when he had some serious doubts about his son who was a "ufo chaser", at a time when it wasn't fashionable to believe in UFOs. Not long before his passing he expressed his belief that UFOs were real and they "weren't ours", but remarked, "but what can you do about it?". What we DID do was make it possible for the large percentage of people today to take the subject more seriously than they did 35 years ago. We've come a long way.

Francis Ridge
NICAP Site Coordinator
Former NICAP Subcom Chairman, Indiana Unit No. 1

1967 Sighting Wave - Comments by Richard Hall

During the one full year of operation of the University of Colorado UFO Project, a major sighting wave-one of the largest of all time occurred. The irony of the situation is that, despite assistance in screening reports provided to a Colorado University "Early Warning Net" by NICAP personnel, the project was totally unable to cope with the wave. The Condon Report addresses only 59 cases from 1967 (and most of them inadequately) out of the many hundreds reported directly to the project. Furthermore, 15 of the 59 were left unexplained (see section XV, Colorado UFO Project).

In 1967 NICAP received 3,340 UFO reports. Ted Bloecher and David Webb have established that there were more than 100 human UFO occupant reports during the year, with a peak of 18 cases in August. Among many other oddities of the Condon Report, it is noteworthy that the 1967 cases selected for study did not include any of the 17 Air Force "unidentified" cases for that year.

According to NICAP data the wave started strong in January, peaked in March, and tapered off in May. However, sightings continued at a steady pace throughout the rest of the year, and the sightings in October were comparable in number and quality to those in January through April.

A NICAP rating of 'substanual cases' (containing detailed information and remaining unexplained after preliminary screening) indicates that 55 percent of the 1967 cases occurred in January through April, averaging about 38 cases per month. There were 30 cases in October. Sightings in the remaining months (May-September, November-December) averaged 13 a month.

A special study of 179 solid object cases indicates that the 1967 wave was concentrated east of the Mississippi River; about 51 percent of the sightings occurred between 6:00 P.M. and midnight; there were two or more witnesses in 58 percent of the cases. These reports occurred on the average of 15 per month for the year, conservatively indicating what sort of information was readily available to the Colorado investigators. Of the 179 solid object cases, the Condon Report discusses only seven.

Regularly occurring features of the 1967 wave included vehicle encounters (an average of three per month), landings or near-landings (an average of four per month), and audible sound (an average of four per month). About once or twice a month, on average, witnesses reported humanoid beings, light beams, electromagnetic effects on vehicles, physical traces, and physiological effects on witnesses. The performance features included hovering and rapid acceleration, rapid departure upwards, sharp (noninertial) turns, zigzag and other erratic flight (see section X, Motions and Flight Patterns). (42)

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National Investigations Committee On Aerial Phenomena

A MOCK CONGRESSIONAL HEARING

The Ruppelt Record
By Francis Ridge & Jerry Washington

Captain Edward J. Ruppelt (left) & General John A. Samford

It is now common knowledge that several official UFO projects came into being as a result of officialdom's concern over the presence of strange objects in our nation's skies - especially since the advent of the "Atomic Age." With the situation reaching critical mass in the late 1940s and '50s, Project Sign, then Grudge, and ultimately, Blue Book, was born.

Edward J. Ruppelt, a captain in the U.S. Air Force, was put in charge of the Project in 1951 and given the unenviable task of getting to the truth of the matter in the face of official obfuscation and stonewalling. A skeptic at heart, Ruppelt changed his tune eventually when confronted with the mounting evidence to the contrary. As a result, Blue Book's official conclusion was that there were a number of cases involving "Unknowns" that could not be explained away - a surprisingly candid admission under the circumstances.

It is in that spirit of truth and honesty that we've cooked-up the following exchanges from a mock hearing, circa 1956, during which Capt. Ruppelt (utilizing his actual quotes) testifies before a skeptical Congress. The Committee Chairman, Senator "Mo Lasses" - a man more interested in grandstanding than anything else - has the floor.

CC: Good morning, Captain Ruppelt.

CR: Good morning, sir.

CC: Captain Ruppelt, we understand that you were head of Project Blue Book for two years, from

September 1951 to some time in 1954.

CR: Yes, Sir.

CC: So, tell me, Captain. Regarding your, uh, "flying saucers," has the Air Force ever taken the reports of these things seriously?

CR: Yes sir, it has. On September 23, 1947, the chief of the Air Technical Intelligence Center, one of the Air Force's most highly specialized intelligence units, sent a letter to the Commanding General of the then Army Air Forces. The letter was in answer to the Commanding General's verbal request to make a preliminary study of the reports of unidentified flying objects.

CC: And what, pray tell, did this letter say?

CR: The letter said that after a preliminary study of UFO reports, ATIC concluded that, to quote from the letter, the reported phenomena were real. The only problem that confronted the people at ATIC was, "Were the UFOs of Russian or interplanetary origin."

CC: Whoa! Slow down there. That's a lot for this ol' peapicker to digest.

(Spoken in his best Southern drawl, Senator Mo then takes a deep breath, using the pregnant pause to shift his immense heft around in his over-stuffed leather chair).

CC: All right now. Let's carry on. Do you know of any higher placed Air Force officers or Project scientists who actually bought into this?

CR: Into what sir?

CC: This outer-space idea? It's pretty far-fetched, to put it mildly.

CR: There was a group among intelligence circles that thought the UFO's were interplanetary spaceships. They ranged from generals and top-grade scientists on down. And "maybe they're interplanetary" - with the "maybe" bordering on "they are" - was the opinion of several high-ranking officers in the Pentagon, so high that their personal opinion was almost policy.

CC: Well how come we're just now hearing about it? Didn't any of these people attempt to tell the public their conclusions?

CR: Well, yes. There were two factions. One believed the spaceship answer but felt we should clamp down on information until we had all the answers. Another group favored giving more facts to the public, including the best cases, the unsolved movies of UFOs, and the Air Force conclusions. A press showing of the "Tremonton" UFO movie - which the Navy analysts said showed unknown objects under intelligent control - was planned early in 1953.

CC: Well, if that's so, what happened to this plan?

CR: A new policy went into effect: "Don't say anything!"

CC: A cover-up, in other words?

CR: Those would be your words, Sir.

CC: Okay. Then could you tell me what, if anything, transpired as a result of that letter?

CR: The (1947) letter strongly urged that a permanent project be established at ATIC to investigate and analyze future UFO reports. It requested a priority for the project, a registered code name, and an overall security classification.

CC: And whatever became of that?

CR: ATIC's request was granted and Project Sign, the forerunner of Project Grudge and Blue Book was launched.

CC: So that's when all of this started; this flying saucer business that got the Air Force's knickers in an uproar began in September of that year?

CR: Although a formal project for UFO investigation wasn't set up until September of 1947, the Air Force had been vitally interested in UFO reports since June 24, 1947, the day Kenneth Arnold made the original UFO report.

CC: The record, as I read it here says, that quite a few sightings occurred both before and after the Arnold sighting. Just how concerned was the Army Air Force about all this? How would you best describe the situation?

CR: By the end of July 1947 the UFO security lid was down tight. The few members of the press that did inquire about what the Air Force was doing got the same treatment you would get today if you inquired about the number of thermonuclear weapons stockpiled in the U.S.'s atomic arsenal.

CC: So this was considered a serious situation by the powers-that-be?

CR: These memos and pieces of correspondence showed that the UFO situation was considered to be serious, in fact, very serious.

CC: And confusion reigned until then, right? When would you say folks started to get a handle on the situation?

CR: This confused speculation lasted only a few weeks. Then the investigation narrowed down to the Soviets and took off on a much more methodical course of action.

CC: Well, naturally. So, by the end of the year things really must have calmed down.

CR: Yes sir. While they were still convinced that UFOs were real objects, the people at ATIC began to change their thinking. Those who were convinced that the UFOs were of Soviet origin now began to look towards outer space; not because of any evidence that UFOs came from there, but because of their conviction that UFOs existed and only some unknown race with a highly developed state of technology could build such vehicles.

CC: Yes, well that's a pretty fanciful notion, Captain. Was that ever put into writing?

CR: In intelligence, if you have something to say about some vital problem you write a report that is known as an "Estimate of the Situation." A few days after the DC-3 was buzzed [Chiles -Whitted case, July 24, 1948], the people at ATIC decided that the time had arrived to make an Estimate of the Situation.

CC: And what was that estimate?

CR: The "situation" was the UFOs; the "estimate" was that they were interplanetary!

CC: Whatever happened to this estimate?

CR: It got as far as General Hoyt S. Vandenburg, then Chief of Staff, before it was batted back down. The General wouldn't buy interplanetary vehicles. The report lacked proof. A group from ATIC went to the Pentagon to bolster their position but had no luck, the Chief of Staff couldn't be convinced.

CC: Sounds like my kind of soldier. What happened next?

CR: The top Air Force's command refusal to buy the interplanetary theory didn't have any immediate effect upon the morale of Project Sign because the reports kept pouring in.

CC: Would you continue to categorize those reports of being of serious nature, Captain?

(Whether it's due to his mush-mouthed delivery or the fawning, greased, obsequious leer that accompanies it, Senator Mo has a talent for making even an innocent question sound patronizing).

CR: Yes sir, I would. Then radar came into the picture. For months the anti-saucer faction had been pointing their fingers at the lack of radar reports, saying, "If they exist, why don't they show up on radarscopes?" When they showed up on radarscopes the UFO theory won some converts.

CC: So tell me, Captain Ruppelt. How many official reports had they gotten by this time?

CR: By the end of 1948, Project Sign had received several hundred good reports. Out of those, 167 had been saved as good reports. About three dozen were classified as "Unknowns." At the same time, more and more work was being pushed off to the other investigative organization that was helping ATIC. The kickback on the Top Secret Estimate of the Situation was beginning to dampen a lot of enthusiasm. It was definitely a bear market for UFOs. A bull market was on the way, however.

CC: And the "moonpies" who believed in the interplanetary explanation, whatever happened to them?

CR: These people weren't a bunch of nuts or crackpots, Sir. They ranged down through the ranks from generals and top-grade civilians. On the outside civilian scientists backed up their views.

CC: Well I guess I stand corrected. Please continue. Tell us what happened next?

CR: New people took over Project Grudge. ATIC's top intelligence specialists who had been so eager to work on Project Sign were no longer working on Project Grudge. Other charter members of project Sign had been "purged." These were the people who had refused to change their original opinions about UFOs.

CC: And what then became the policy about UFOs?

CR: Get rid of the UFOs. It was never specified this way in writing but it didn't take much effort to see that this was the goal of Project Grudge. This unwritten objective was reflected in every memo, report and directive.

CC: From my perspective, it looks as though some sanity had been restored.

(Captain Ruppelt looks down, shaking his head).

CC: What was the overall tone after that?

CR: The one thing that stood out to me, being indoctrinated in the ways of UFO lore, was the schizophrenic approach so many people at ATIC took. On the surface they sided with the belly-laughers on any saucer issue, but if you were alone with them and started to ridicule the subject, they defended it or at least took an active interest. I learned this after I'd been at ATIC about a month.

CC: Did you ever ask anyone about this so-called "explaining away" policy?

CR: I queried one fellow, who answered half-bitterly, "The powers-that-be are anti-saucer. And to stay 'in favor,' it behooves one to follow suit." As of February 1951, this was the UFO project.

CC: And did that policy ever undergo a revision?

CR: Yes sir, it did, in September of that year. Right after the Fort Monmouth radar incident there was a briefing at the Pentagon. Every word of the two-hour meeting was recorded on a wire recorder. The recording was so "hot" that it was later destroyed but not before I heard it several times. I can't tell you everything that was said, but to be conservative, it didn't exactly follow the tone of the official Air Force releases. Many of the people present at the meeting weren't as convinced that the "hoax, hallucination, and misidentification" answer was quite as positive as the Grudge Report and subsequent press releases made out.

CC: Well, taking these things to be real, honest-to-gosh, Unknowns for a minute, let me ask. Has there ever been any evidence to indicate that these things are some kind of threat to our national security?

CR: UFOs were seen more frequently around areas vital to the defense of the United States. The Los Alamos-Albuquerque area, Oak Ridge, and the White Sands Proving Ground rated high. Port areas, Strategic Air Command bases and industrial areas ranked next. UFOs had been reported from every state in the Union and from every foreign country. The U.S. did not have a monopoly.

CC: What was the attitude of those working on Project Blue Book when you were the head honcho? Did you receive much cooperation?

CR: Yes I did. The degree of cooperation I received wasn't something I expected. The people who had worked on Project Grudge and the old Project Sign had warned me that everyone hated the word "UFO," and that I'd have to fight for everything I asked for. But once again they were wrong. The scientists who visited ATIC, General Samford, Project Bear, and now Air Defense Command couldn't have been more cooperative. I was becoming aware that there was much wider concern about UFO reports than I'd ever realized before.

CC: And you are trying to tell me, and all the good folks here on this committee, that you were told to hide the truth from the public?

CR: I was continually being told to "tell them about the sightings reports we've solved. Don't mention the unknowns."

CC: I repeat, Captain. You're claiming in front of God and everybody in this hearing room today, that the Air Force policy was to lie to the American public - to explain away the sightings regardless of the facts?

CR: After the Air Force order of February 11th, 1949, which renamed the project as "Grudge," everything was evaluated on the premise that UFOs couldn't exist, Senator. "No matter what you see or hear, don't believe it."

CC: This committee has learned that when the UFOs were supposedly observed and tracked on radar over Washington, D.C. in 1952, for goodness sakes, that the media was ordered out of the radar room. Is this true?

CR: I later found out that the press had been dismissed on the grounds that the procedures used in an intercept are classified. I knew that this was absurd because any ham radio operator worth his salt could build equipment and listen in on any intercept. The real reason for the press dismissal, I learned, was that

not a few people in the radar room thought this night would be the big night in UFO history; the night when a pilot would close in on and get a better look at a UFO, and they didn't want the press to be in on it.

CC: So what about the perfectly reasonable explanation, in my opinion, put forth by the Air Force regarding the Washington Nation radar sightings?

CR: In 1952, the press was led to believe the famous Washington Airport radar/visual sightings were only weather phenomena. Actually, they're still carried as unknowns. The press conference did take the pressure off Project Blue Book - but behind the scenes it was only the signal for an all-out drive to find out more about the UFOs.

CC: Well, following this line of reasoning to its illogical conclusion, did you ever find a flying saucer connection with atomic testing, let's say?

CR: In November or December [of 1952] the U.S. was going to shoot the first H-bomb during Project Ivy. Although this was Top Secret at the time, it was about the most poorly kept secret in history - everybody seemed to know about it. Some people in the Pentagon had the idea that there were beings, earthly or otherwise, who might be interested in the activities in the Pacific, as they seemed to be in Operation Mainbrace. Consequently, Project Blue Book had been directed to get transportation to the test area to set up a reporting net, brief people on how to report, and analyze their reports on the spot.

CC: On the other hand, Captain Ruppelt, if UFOs are explainable as a natural phenomena, something I'd much rather believe, wouldn't you expect the sightings to be concentrated in the areas with a higher population? In other words: more people, more sightings?

CR: According to the laws of normal distribution, if UFOs are not intelligently controlled vehicles, the distribution or reports SHOULD have been similar to the distribution of population in the United States. It wasn't.

CC: That's it? That's all you have to say? "It wasn't?"

CR: (Ruppelt repeats his previous statement) UFOs were seen more frequently around areas vital to the defense of the United States.....

CC: What about UFO behavior patterns? Did you come to any conclusions there, Captain?

CR: The study covered several hundred or our most detailed UFO reports. By a very critical process of elimination, based on the motion of the reported UFOs, [Major Dewey] Fournet told the [Robertson] panel how he and any previous analysis by Project Blue Book had been disregarded. And how those sightings that could have been caused by any one of the many dozens of known objects - balloons, airplanes, astronomical bodies, etc., were sifted out. This sifting took quite a toll, and the study ended up with only ten or twenty reports that fell into the "Unknown" category. Since such critical methods of evaluation had been used, these few reports proved beyond a doubt the UFO's were intelligently controlled by persons with brains equal to or far surpassing ours. Earthlings eliminated, leaving the final answer: Spacemen.

(Leaning forward in his leather chair as far as his enormous pot-belly will allow, Senator Mo draws a bead on the man in the hotseat and with the entire hearing room hanging on his every word, drawls the one question he believes is certain to rattle him).

CC: Captain Ruppelt_

CR: Yes Senator?

CC: As you know, the Air Force insists that its Project Blue Book Report #14 is proof that UFOs DON'T

exist. I repeat: DON'T EXIST. So, in light of that, Sir, how do you reconcile that with your testimony here today?

CR: That report was a shock to me. I was the one that had the IBM [a computer punch card] system tried out. It didn't prove a thing, and I had written it off as worthless before I left the project_ Also, that report was drawn up in 1953, yet the Air Force released it as the latest hot dope in October, 1955.

(Ruppelt, with his response, simple, succinct and decidedly anti-climactic, manages to diffuse all the drama in the room leaving the slack-jawed Senator groping for words. Sensing that the mood in the room has turned, and with his belly crying out for sustenance, the Senator looks to break for lunch).

CC: Captain Ruppelt, you have been a most cooperative witness this morning and this committee thanks you for your time. Just a few more questions if you don't mind and I believe we can wrap up this morning session.

CR: I don't mind at all, Senator.

CC: Good_good. Well, let's see here. You are on record as saying that the movies taken of UFOs are the best evidence to date.

CR: That is correct.

CC: Not so much the photos of these objects, but the motion pictures. What makes the motion picture film better evidence?

CR: [In the case of the Newhouse and Tremonton films] the possibility that the movies had been faked was considered but quickly rejected because only a Hollywood studio with elaborate equipment could do such a job, and the people who filmed the movies didn't have this kind of equipment.

CC: And you had quite a few of these?

CR: We had or knew about four strips of movie film that fell into the "unknown" category. Two were cinetheodolite movies that had been taken at White Sands Proving Grounds in April and May of 1950, one was the Montana movie and the last was the Tremonton movie. These latter two had been subjected to thousands of hours of analysis.

CC: And every possibility was eliminated? They were deemed to be unknowns? Why couldn't the danged things be conventional aircraft, for example?

CR: In regard to the Newhouse film: We called in several fighter pilots and they watched the UFOs circling and darting in and out in the cloudless, blue sky. Their unqualified comment was that no airplane could do what the UFOs were doing.

CC: And finally: If the UFO situation is a real one as you claim - if they are solid objects - do you think that they actually could be spacecraft?

CR: If they are real, there is no other alternative, staggering as the implications may be.

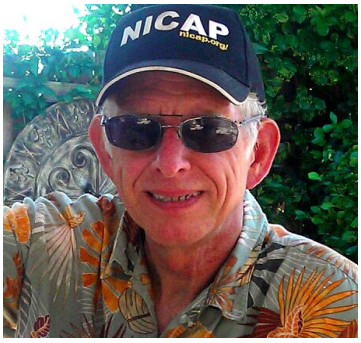
CC: Once again, Captain Ruppelt, you have been most helpful. At this time we'll break for lunch and call on the testimony of some of the other men involved in the Air Force study concerning this fascinating, but puzzling subject.

***

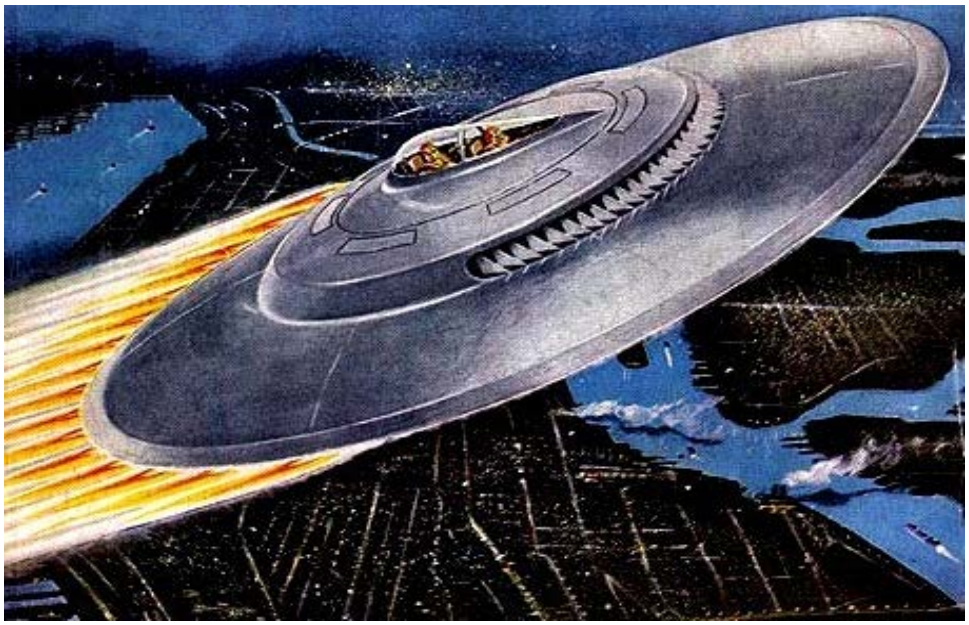
Note: Though liberties were taken with Capt. Ruppelt's syntax on occasion, in order to match this format, none were taken with out the substance of his statements and/or the implications thereof intact. All of Ruppelt's quotes used in this article can be found in his book, "The Report on Unidentified Flying Objects", which is on the NICAP site in its entirety. Fran Ridge researched the official statements by Ruppelt, and later Jerry Washington drafted the questions which a congressional committee would have asked.

National Investigations Committee On Aerial Phenomena

Engineers Praise Disc Performance



Fran Ridge


MX-1794

Updated August 1, 2013
While conducting research into the flap of 1957 and the Project Blue Book Special Report 14 ,I ran across some files on the MX-1794 and Project Silver Bug (Ref.1) and an article in 1996 in Invention & Technology (Ref. 2). All of these deal with the serious interest the Air Force had in actually building a flying saucer. Not to mention the work of Alfred Loedding in 1947 (Ref. 3) (See R&D directory for all of these). By the way, Special Report 14 was not an R&D project, but designed by the Air Force to prove that there were no reports that could give them a "model" of what a flying saucer looked like. As you can tell, just as there are numerous concepts of what an airplane or car looks like, there is no single model of one.

Below is the 1/48 scale model kit of the "alien craft" allegedly hidden in Nevada by the U.S. Government, once available from Testors. (Ref 4). The craft illustrated is referred to as the "sport model". I use this as a simple description of what many have reported over the last half-century, but I am not aware of any direct evidence to support the claims of Robert Lazar nor do I feel WE have anything in the skies that remotely behaves as flying saucers do or have done. I wish we did.

I have maintained a small file throughout the years, of statements by scientists and engineers regarding the use of a saucer shape for space travel and flight within the Earth's atmosphere. In 1990 there was a fascinating article in the April/May issue of SCIENCE DIGEST (Ref. 5), entitled, "Planet Of Origin: Hollywood", by Dennis Meredith, adapted from AIR & SPACE MAGAZINE. According to engineers at McDonnell Douglas Aerospace, some of the craft used in motion pictures are actually plausible. Several members of the company's space-station design team analyzed three of the most famous spacecraft from the movies:

1) 2001's "Discovery"
2) Star Trek's "Enterprise"
3) Star War's "Millennium Falcon"

Before getting into disc performance, let me briefly mention some other interesting statements which have some relevance to UFO's. According to Meredith's article, the consensus is that writers of these films were scientifically timid in some ways, accurate in others. The supercomputer, "HAL", (of 2001) was too big, says Robert Wood, director of the space station's advanced systems and technology. In fact, he found all three movies to be overly conservative in terms of computers and optical systems. "Based on the trends I've seen, in another hundred years optical computers, in which the calculations are done with light, will be almost magical devices, they'll be so powerful and compact." What does this say about reports of close encounters where humans remember being onboard the craft? If the description is that of very futuristic devices, the story just might be genuine. If the equipment sounds too much like our present hi-technology, the story may either be a fabrication or an honest, but dreamed experience.

Concerning the "barriers"' to ET coming here, Fritz Runge, McDonnell Douglas' manager of user integration arid commercialization, and other experts, still wonder about surpassing the speed of light. "Maybe it will be like breaking through the sound barrier. The faster you go, the harder it gets and greater the drag. Until you break through; then it gets easier."

Rating the three Hollywood spacecraft, some other interesting comments emerged. 2001's "Discovery" came under criticism for its lack of scanning devices for objects ahead, and the impressive rocket boosters it never needed out in space. However, it would make the most impressive warship. "You want a warship to have the smallest possible radar cross-section for anything ahead or behind it," says George King, a specialist in spacecraft configuration design. "So a hot-dog shape is best." Cigar or torpedo-shaped UFOs were mentioned in the Air Force Project Sign report and have been reported many times. The large "Carrier" class of UFOs is generally described as a giant cigar-shaped or rectangular craft. Saucers have been reported to join up with a cigar-shaped "mother ship", and could even be "stacked saucers".

The most interesting part of the article was actually mentioned last. Wood said he appreciated the "Millennium Falcon's" UFO-like contours. "The saucer shape gives you a nice lift-to-drag ratio for aerodynamic maneuvering. The Falcon reflected a McDonnell Douglas study that showed a flying saucer would be IDEAL for maneuvering within the atmosphere. Wood, himself, headed that project, which investigated propulsion schemes that could take advantage of Earth's magnetic field. His team calculated

that a gigantic saucer shape, encircled laterally by a band of superconducting material, could hold a huge electric charge. "We concluded that you could actually consider a big saucer that would float in the Earth's magnetic and electric fields."

The Air Force Project Grudge Report of December 1949 (Ref. 7) concluded, on the basis of actual military intelligence reports of UFOs, that the objects were of three basic types.

1) The most numerous-reports indicate daytime observation of metallic disc-like objects roughly in diameter ten times their thickness.
2) Rocket-like objects.
3) Sharply-defined luminous objects appearing as lights at night.

Other shapes during the first few decades have been reported in rarer appearance, but becoming more and more common in the 80's & 90's (Ref. 8). One of these is a "V" shaped object, or "boomerang". Another is a "triangle", sometimes black with running lights. "Stingrays", "futuristic" and "stealth-looking" have been observed.

Back to the "disc", many years ago I conducted some experiments on the disc shape which provided some interesting insights into UFO propulsion arid many reported maneuvers. A nine-inch plastic disc, flat on top arid bottom, approximately 3/8" thick was tested in a pool of water 8-1/2' deep. When moved about under water, water effectively simulating airflow arid resistance, the disc maneuvered very well by hand as long as you pushed along the discs horizontal plane. When it was tilted from its normal plane the resistance to continue in the same direction became almost like a brick wall, depending on the angle of change. An abrupt turn was the easiest and most dramatic! This resulted, if the forced motion was continued on the "aft end" of the disc, in a right-angle turn or a tight "U" turn, depending on what you desired. Since the disc is an omnidirectional wing, it could be moved in any direction without turning the disc's crew compartment. As stated previously, there was little or no resistance during a maneuver as long as you pushed in the craft's plane of motion, no matter whether this plane was perpendicularly level to, or at angles to, normal gravity. Of course, if the disc was vertical it would move ahead without resistance, but gravity was pulling it down into a turn instead of letting it go perfectly straight.

In another test, when the model was simply dropped vertically into the water, without being pushed or handled in any way, was unable to enter absolutely vertical and was immediately deflected. It was during these tests that it was noticed that the disc started to go into a "pendulum motion" or "falling leaf" maneuver. As the disc arched into a curve and slowed to a stop, it hovered briefly, then retraced its motion in the opposite direction, but slightly lower in another upward arc, then down again. The "falling leaf" motion occurred over and over again in ever-widening arcs until the disc settled on the bottom of the pool in a perfect UFO landing configuration! Whenever the disc was nearly perfectly level and not in motion, it hovered because the line of maximum resistance was directly under it. A very noticeable barrier could be felt just as if the water was Jello! The disc was weightless and would not move "down" even when touched. However, when the disc was pushed forward, it slid effortlessly forward until a turn was made and the increasing turn angle made the resistance so great to continue on straight that the disc seemed to avoid the undesired direction arid glided effortlessly in the desired direction. The weird effects on the disc during motion, some of which are hard to describe, were felt during every maneuver, except the drop test.

There are other advantages to the disc as a vehicle. A large ship built in this mariner would have the "bridge", "sickbay", "security", "cafeteria", and all the other pie-shaped "bays", etc., directly accessible to the entrance just a few feet away. If large enough, the entrance would be an elevator to other levels, all very accessible to each other, opening under the ship! Smaller "scout ships", as are generally described in abductions, however, appear to be a much simpler version of the disc.

For the non-disc sightings where, to some it appears that the objects responsible for them are new stealth aircraft produced from UFO technology, the data actually suggests something else, possibly a covert

"Trojan Horse" action by someone with superior technology! A small percentage of the reports could be indicative of our own actual stealth craft, but most reports by reliable witnesses suggest an almost silent, hovering craft, or one that flies under 100 mph. In the earlier years when this type of craft was being reported by many (1970's and 1980's) FAA people had told me that they seriously doubted that stealth aircraft had been routinely flying over the sighting areas.But in more recent years this doesn't hold true and really complicates the identification of this type of craft.

Discs predominated the first 30-years of the UFO era and no doubt were the basic unit involved in the first phases of the UFO agenda. I find it extremely interesting (and rewarding) that those who cried out, "If UFOs are real, then they would have to show up on radar," had no way of knowing that stealth-technology would be possible so early. UFO technology from the outset centers around a basic and very efficient disc that makes little or no noise. The disc can and does maneuver at high speeds and appears to have had stealth qualities all along. The "wings" and "boomerangs" are reported to travel very slow, sometimes very low, almost deliberately asking to be seen, but sometimes traveling faster in straight line speed runs.

There is much talk these days about crashed saucers and the subsequent emergence of stealth into our technology. Building a winged craft from UFO technology may sound reasonable to some, but many disagree. The need for a race (or races) to change from a perfected, high-performance disc to a wing shape 30-40 years later doesn't seem to compute, unless it's a deliberate attempt to pass as aircraft and deceive, or the function of the craft is different requiring the wing or delta. Maybe the ETs that were in the strike team during the first phases were replaced by a "coalition" force which has vehicles and a technology less sophisticated. As for the bonafide winged group of UFO' s, they are important, because there has been a 400% increase in this group arid the sightings cannot all be explained as misidentified aircraft. I have been a witness to several of this class (which I classify as Category 9's) myself, simply by being "on call". These objects would "pass" as aircraft by 95% of the population.

But the basic disc is not a lost cause after all the criticism throughout the years by skeptics. "When flying saucer sightings first broke into print, most aeronautical engineers considered the reported performance impossible. Experts went on record stating that disc-shaped airfoils were inefficient, unstable arid difficult to control (Ref. 8). Later, as UFO reports got better and refused to go away, engineers have begun to praise the disc performance. Martin Gerloff, aerodynamics expert for General Electric in 1960 released his views on the disc:

"The discus shape has equally good ability to operate in dense air, rarefied regions, and in empty space. The discus shape is superior to all rotating-wing designs (such as helicopters) in vertical take-off, climb arid cruising**.** Between the 17-mile altitude of today's jets (1963) and 200-mile orbits of earth-circling satellites, there is an uncovered region. The discus is extremely capable of flying in this rarefied area. The discus planform has a blunt-nose radius arid an extended leading edge which alleviate local heating." (Ref. 8,9).

Isn't it strange that the disc's performance, which was considered impossible in the 1940's and 1950's, is now considered, not only possible by our own present technology, but highly recommended by McDonnell Douglas and others? All the arguments against the UFO/disc reality seem to be finally falling by the wayside. After over 50 years we still cannot duplicate the flying saucer. Some feel that OUR hi-tech version of that high-performance vehicle now has to have wings arid noisy jet engines. As the little girl in ET said, "Give me a break.'"

According to Bob Lazar, who claims he was part of a government team involved with back engineering interstellar spacecraft at Area 51, nine "gravity propelled discs" were housed at a secret U. S. installation known as "S4" on the Nellis Air Force Test Range in the Groom Lake of central Nevada. Stanton Friedman, among others, has reasons for not believing Lazar.

If flying saucers were real and moving around in our atmosphere, somebody would see them. Occasionally, some of these people would be credible and articulate. Occasionally someone would have

the sense and the loaded camera to film one. Rarely, but eventually somebody would get a motion picture of one or more. But almost from the beginning, somebody should have picked them up on radar. Strange, but all these things have already occurred! And since UFOs don't need lights and most of the time are operating in a stealth mode, why do they let us take a glimpse at all?

Finally, why is there a lack of flying saucer sightings these days and why are there less close encounters? Mark Rodeghier of the J. Allen Hynek Center for UFO Studies noticed the same thing that I did while doing statistical studies. In the 1970's close encounters dropped off dramatically. This was the same time that our technology with wireless video cameras was taking off. It appears to me that, when the chance to capture on film and video and prove the existence of flying saucers was available to the general public, the "prime directive of non-interference" might have become necessary. See Proposed Studies on the Implications of Peaceful Space Activities for Human Affairs", section entitled "Implications of a Discovery of Extraterrestrial Life", (commonly referred to as The Brookings Report).

1. Project Silver Bug
2. INVENTION & TECHNOLOGY,, Winter 1990
3. ALFRED LOEDDING & THE GREAT FLYING SAUCER WAVE OF 1947, Mike Hall and Wendy Conners
4. Testors Ad, "Area S4 UFO Revealed"
5. SCIENCE DIGEST, April/May 1990, by Dennis Meredith
6. UFOLOGY, 1973, James McCampbell
7. THE PROJECT GRUDGE REPORT, 1949, USAF
8. NIGHT SIEGE, 1987, The Hudson Valley Sightings, Imbrogno/Hynek
9. THE UFO INVESTIGATOR, Vol. II, No.9, June/Sep 1963
10. AEROSPACE ENGINEERING, Jan 1960, Martin Gerloff.

THE CASE FOR FLYING SAUCERS

Francis L. Ridge

Trindade Island Saucer

There is a quantum leap in technology that surfaced a half-century ago that, if exhibited today as in the early phases, has either severely degraded or has been replaced by a vastly inferior one. It doesn't make much sense. It's as if someone wrote a story about evolution and got the chapters mixed up. Either that or ET has sent most of its fleet back home.

As someone who was an official investigator during, in my opinion, some of the best years for UFO evidence, I have noticed almost a total lack of contemporary evidence for flying saucer reality during the last few decades. This is in stark contrast to the earlier years, especially the first half of the half-century since the wave of 1947. Why is this? Apparently, the genuine component of the UFO phenomenon has gone covert, taking along with it the more dramatic flying saucer reports. I believe that this is the principal reason why it is harder to defend UFOlogy today because the contemporary evidence is much less compelling. For the record, this is my case for flying saucers.

But before we do that let me first make a few things clear. The situation of UFOs and flying saucers becomes more difficult to accept when you look at the wrong evidence. Skeptics and non-believers continuously pick reports from the "identified" or IFO category, the ones even WE don't pay much attention to. When that fails they generally try to re-write history by changing facts regarding the good cases. It isn't working, but the attention to what we DO know is still being distracted.

What is a good UFO report? Personally, I would have never gotten involved in the UFO controversy had I dealt only with civilian sightings. In the early years before the more close-approaches and close encounters by civilians, we had a lot of what we now refer to as nocturnal lights and distant objects being reported by citizens all over the world. But it was the more-detailed military closer encounters that got my attention, especially the pilot reports and the radar tracking. And after the Robertson Panel in 1953 set the new rules for the Air Force handling of the UFO investigation, the debunking campaign took serious attention away from the UFO subject, at least in the eyes of the media and the public. Press releases in the late 50's and early 60's constantly reported that the Air had no evidence that

indicated the possibility that UFOs might really exist.

By the 1980's Dr. David Saunders and CUFOS had over 106,000 sightings on the UFOCAT computer. Included in this database were some of the best UFO reports ever filed. To date we have:

* More than 3,000 sightings from aircraft, 6% or 185 cases involving E-M effects.
* 489 radar cases, 21% of which are radar/visuals.
* 5600 physical trace cases, with at least 4104 involving actual UFO sightings.
* 441 cases of vehicle interference or E-M cases.

But from the very beginning the descriptions of the real objects was very similar. People, military and civilian, were reporting daylight observations of "flying saucers". And later the CE-II group, where the objects leave some form of evidence of their existence on the ground, etc., very often supported the existence of an object, circular in shape and about 30' or more in diameter! Coincidence or not, the Project SIGN report postulated a 30' disc, and reports many times described a disc approximating this size. But let's start at the beginning.

On September 23, 1947, after the massive wave of 1947 subsided, which included the famous Roswell incident, General Nathan Twining sent a letter to the Commanding General, Army Air Forces. He stated that the reported phenomenon were real! Our first word of this came in 1956 from Captain Edward J. Ruppelt, former director of Project Blue Book in his book, "The Report on Unidentified Flying Objects". Then, later, we found the complete document which states:

"It is the opinion that:
a. The phenomenon reported is something real and not visionary or fictitious.
b. There are objects probably approximating the shape of a disc, of which appreciable size as to appear to be as large as man-made aircraft.
c. There is a possibility that SOME of the incidents may be caused by natural phenomena, such as meteors.
d. The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in a roll), and action which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely.
e. The apparent common description of the objects is as follows:

1) Metallic or light reflecting surface.
2) Absence of a trail, except in a few instances when the object apparently was operating under high performance conditions.
3) Circular or elliptical in shape, flat on the bottom and domed on top."

What this tells us is that the Army-Air Force was getting reports of "flying saucers" and they were being taken seriously. These were military reports, some of which occurred during one of the most intense sighting waves in UFO history, the Wave of 1947. During this six-week period of intense UFO activity from late May to the early part of July, there were many reported observations of flying discs, many times over sensitive areas, and at least half the time in broad daylight. The intense wave suddenly ended with the reported crash of a flying saucer near Roswell, New Mexico. With the crashed saucer "explained" as a weather balloon the news media and the public stopped reporting, but the military continued to have UFO encounters.

Then, in February of 1949, the Project SIGN Report (page 19) described what the Air Force had discovered in the reports up to that time:

Group 1 -- The most numerous reports indicate the daytime observation of metallic disk-like objects, roughly in diameter ten times their thickness. There is some suggestion that the cross-section is asymmetrical and rather like a turtle shell. Reports agree that these objects are capable of high acceleration and velocity; they often are sighted in groups, sometimes in formation. Sometimes they flutter.

Group 2 -- The second group consists of reports of lights observed at night. These are also capable of high speed and acceleration. They are less commonly seen in groups. They usually appear to be sharply defined luminous objects.

Group 3 -- The third group consists of reports of various kinds of rockets, in general appearing somewhat like V-2 rockets.

Group 4 -- The fourth group contains reports of various devices which, in the writer's opinion, are sounding balloons of unusual shape such as are made by the General Mills Company to Navy contract.

Group 5 -- The fifth group includes reports of objects in which little credence can be placed.

There were several other reports and studies that mention "flying saucers", but we won't go into those here. suffice it to say, "flying saucers" were taken at face value from the very beginning. The question very soon became, "who do they belong to?" When foreign powers were eliminated, the lid went down.

In 1960 I was appointed subcommittee chairman for the National Investigations Committee on Aerial Phenomena. My 7-man investigation unit in SW Indiana later (1968) became a rapid response team assigned by NICAP to the University of Colorado UFO Project. In 1964 NICAP released a document, "The UFO Evidence", which gave a summary of known patterns in appearance and behavior as determined from cases they had studied through 1963. Regarding appearance, the most common type was a disc shape, followed by spherical, oval/elliptical, cylindrical, and triangular. Discs were observed in 26 % of the cases, with a considerable balance very possibly describing a disc viewed from various angles; round, elliptical, cylindrical (28.3%).

And the discs were not just floating by aimlessly. Remember the September 23, 1947 letter?

"The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in a roll), and action which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely."

Here were reports of "flying saucers" that were not only flying, they were considered as high-performance vehicles.

" Absence of a trail, except in a few instances when the object apparently was operating under high performance conditions."

Many of you have seen WWII footage of "dog-fights" where tight turns by fighter aircraft created heated wing tips, which produced two vapor trails. "Flying saucers" were being reported to do that, something which none of the later explanations could account for.

On January 16, 1957, the day after NICAP's Board of Governors met for the first time, Board Chairman Delmer S. Fahrney called a press conference. News media all over the

country quoted his statements, identifying him as one of the few "top brass" to speak out in defense of UFOs.

"Retired Rear Adm. Delmer S. Fahrney, once head of the Navy's guided missile program, said Wednesday reliable reports indicate that "there are objects coming into our atmosphere at very high speeds. Fahrney told a news conference that "no agency in this country or Russia is able to duplicate at this time the speeds and accelerations which radar and observers indicate these flying objects are able to achieve."

Fahrney told reporters he had no information or preconceived ideas as to whether the unidentified flying objects were from outer space, but he believed that they involved "a tremendous amount of technology of which we have no knowledge," and that their development must have taken a long period of time.

By 1957 the evidence for the existence of "flying saucers" was pretty strong. And this high-performance vehicle, if based on this Earth and owned by one of the super powers, should have shown up in somebody's defense department inventory a long time ago. But it never did. All the time the discs were being reported, somebody was putting down the disc shape. It just couldn't be real. It just couldn't "fly". But that all changed by the 60's and 70's.

I have maintained a small file throughout the years, of statements by scientists and engineers regarding the use of a saucer shape for space travel and flight within the Earth's atmosphere. In 1990 there was a fascinating article in the April/May issue of SCIENCE DIGEST (Ref 2), entitled, "Planet Of Origin: Hollywood", by Dennis Meredith, adapted from AIR & SPACE MAGAZINE. According to engineers at McDonnell Douglas Aerospace, some of the craft used in motion pictures are actually plausible. Several members of the company's space-station design team analyzed three of the most famous spacecraft from the movies:

1) 2001's "Discovery"
2) Star Trek's "Enterprise"
3) Star War's "Millennium Falcon"

Before getting more into disc performance, let me briefly mention some other interesting statements which have some relevance to UFO's. According to Meredith's article, the consensus is that writers of these films were scientifically timid in some ways, accurate in others. The supercomputer, "HAL", (of 2001) was too big, says Robert Wood, director of the space station's advanced systems and technology. In fact, he found all three movies to be overly conservative in terms of computers and optical systems. "Based on the trends I've seen, in another hundred years optical computers, in which the calculations are done with light, will be almost magical devices, they'll be so powerful and compact. What does this say about reports of close encounters where humans remember being onboard the craft? If the description is that of very futuristic devices, the story just might be genuine. If the equipment sounds too much like our present hi-technology, the story may either be a fabrication or an honest, but dreamed-up experience.

Concerning the "barriers"' to ET coming here, Fritz Runge, McDonnell Douglas' manager of user integration and commercialization, and other experts, still wonder about surpassing the speed of light. "Maybe it will be like breaking through the sound barrier. The faster you go, the harder it gets and greater the drag. Until you break through; then it gets easier."

Rating the three Hollywood spacecraft, some other interesting comments emerged. 2001's "Discovery" came under criticism for its lack of scanning devices for objects ahead, and the impressive rocket boosters it never needed out in space. However, it would make the most impressive warship. "You want a warship to have the smallest possible radar cross-section for anything ahead or behind it," says George King, a specialist in spacecraft configuration

design. "So a hot-dog shape is best." Cigar or torpedo-shaped UFOs were mentioned in the Air Force Project Sign report and have been reported many times. The large "Carrier" class of UFOs (Ref. 3) is generally described as a giant cigar-shaped or rectangular craft.

The most interesting part of the article was actually mentioned last. Wood said he appreciated the "Millennium Falcon's" UFO-like contours. "The saucer shape gives you a nice lift-to-drag ratio for aerodynamic maneuvering. The Falcon reflected a McDonnell Douglas study that showed a flying saucer would be IDEAL for maneuvering within the atmosphere. Wood, himself, headed that project, which investigated propulsion schemes that could take advantage of Earth's magnetic field. His team calculated that a gigantic saucer shape, encircled laterally by a band of superconductirig material, could hold a huge electric charge. "We concluded that you could actually consider a big saucer that would float in the Earth's magnetic and electric fields."

The Air Force Project Grudge Report of December 1949 (Ref 4) concluded, on the basis of actual military intelligence reports of UFOs, that the objects were of three basic types.

1) The most numerous-reports indicate daytime observation of metallic disc-like objects roughly in diameter ten times their thickness.

2) Rocket-like objects.

3) Sharply-defined luminous objects appearing as lights at night.

Other shapes during the first few decades have been reported in rarer appearance, but becoming more and more common in the 80's & 90's (Ref 5). One of these is a "V" shaped object, or "boomerang". Another is a "triangle", sometimes black with running lights. "Stingrays", "futuristic" and "stealth-looking" have been observed.

But getting back to the discs, a few years ago I conducted some experiments on the disc shape which provided some interesting insights into UFO propulsion and many reported maneuvers. A nine-inch plastic disc, flat on top and bottom, approximately 3/8" thick was tested in a pool of water 8-1/2' deep. When moved about under water, water effectively simulating airflow and resistance, the disc maneuvered very well by hand as long as you pushed along the discs horizontal plane. When it was tilted from its normal plane the resistance to continue in the same direction became almost like a brick wall, depending on the angle of change. An abrupt turn was the easiest and most dramatic. This resulted, if the forced motion was continued on the "aft end" of the disc, in a right-angle turn or a tight "U" turn, depending on what you desired. Since the disc is an omnidirectional wing, it could be moved in any direction without turning the disc's crew compartment. As stated previously, there was little or no resistance during a maneuver as long as you pushed in the craft's plane of movement, no matter whether this plane was perpendicularly level to, or at angles to, normal gravity. Of course, if the disc was vertical it would move ahead without resistance, but gravity was pulling it down into a turn instead of letting it go perfectly straight.

In another test, when the model was simply dropped vertically into the water, without being pushed or handled in any way, was unable to enter absolutely vertical and was immediately deflected. It was during these tests that it was noticed that the disc started to go into a "pendulum motion" or "falling leaf" maneuver. As the disc arched into a curve and slowed to a stop, it hovered briefly, then retraced its motion in the opposite direction, but slightly lower in another upward arc, then down again. The "falling leaf" motion occurred over and over again in ever-widening arcs until the disc settled on the bottom of the pool in a perfect UFO landing configuration! Whenever the disc was nearly perfectly level and not in motion, it hovered because the line of maximum resistance was directly under it. A very noticeable

barrier could be felt just as if the water was Jell-O! The disc was weightless and would not move "down" even when touched. However, when the disc was pushed forward, it slid effortlessly forward until a turn was made and the increasing turn angle made the resistance so great to continue on straight that the disc seemed to avoid the undesired direction arid glided effortlessly in the desired direction. The weird effects on the disc during motion, some of which are hard to describe, were felt during every maneuver, except the drop test.

There are other advantages to the disc as a vehicle. A large ship built in this manner would have the "bridge", "sickbay", "security", "cafeteria", and all the other pie-shaped "bays", etc., directly accessible to the entrance just a few feet away. If large enough, the entrance would be an elevator to other levels, all very accessible to each other, opening under the ship! Smaller "scout ships", as are generally described in abductions, however, appear to be a much simpler version of the disc.

For the non-disc sightings where, to some it appears that the objects responsible for them are new stealth aircraft produced from UFO technology, the data actually suggests something else, possibly a covert "Trojan Horse" action by someone with superior technology! A small percentage of the reports could be indicative of our own actual stealth craft, but most reports by reliable witnesses suggest an almost silent, hovering craft, or one that flies under 100 mph.

"Flying saucers" or "flying discs" predominated the first 30-years of the UFO era and no doubt were the basic unit involved in the first phases of the UFO agenda. In the beginning some of the uninformed skeptics wanted more proof. "If these things are real, somebody would have taken a picture by now." When they got their pictures, many of them of disc-shaped objects, they cried out for MORE proof. And when the Air Force had two top secret UFO films in their hands (1950 & 1952), that wasn't enough either. But even earlier, at the very beginning of the UFO era some thought, "If these things are real we should be able to pick them up on radar..." Well, that was a complete lost cause. There were two official reports from 1945; one near Okinawa (ground radar) and one near the Hanford Nuclear Plant in Washington (ground/visual). In 1948 there were five good radar cases.

But most UFOs did NOT show up on radar. Skeptics loved this. This was their "proof" that UFO couldn't exist. I find it extremely interesting (and rewarding) that none of us had any way of knowing that stealth-technology would be possible so early and explain this "anomaly". UFO technology from the outset centers around a basic and very efficient disc that makes little or no noise. The disc can and does maneuver at high speeds and appears to have had stealth qualities all along. The "wings" and "boomerangs" are reported to travel very slow, sometimes very low, almost deliberately asking to be seen, but sometimes traveling faster in straight line speed runs. But UFOs apparently are only seen or tracked on radar when they want to be or possibly when an action taken, such as a maneuver, give them away.

In the 1980s and early 90's there was much talk about crashed saucers and the subsequent emergence of stealth into our technology. Building a winged craft from UFO technology may sound reasonable to some, but many disagree. The need for a race (or races) to change from a perfected, high-performance disc to a wing shape 30-40 years later doesn't seem to make much sense, unless it's a deliberate attempt to pass as aircraft and deceive, OR the function of the craft is different requiring the wing or delta shape. The UFO operation may be in a new phase, whereby the occupants may be piloting less sophisticated vehicles.

During the Gulf War I had two sons in the military. During and after this terrible experience for all of us a lot of things went through my mind. In the beginning of the war we had the huge aircraft carriers, high-performance jets, and sea and air-launched cruise missiles. After

the war had ended coalition forces kept the peace, but the bulk of the mighty armada was pulled out. The high-performance vehicles returned to base and the region was kept under surveillance by more distant, less sophisticated vehicles.

This is pure speculation on my part. Lets' suppose that the original ETs that were in the strike team during the first phases (1947) were replaced by a "coalition" force (1990's) which had vehicles and a technology less sophisticated. For the most part the high-performance flying disc and its carrier could have been phased out. As for the bona fide winged group of UFO' s, they may be important, because there was a dramatic increase in this group in the 1990's and the sightings of these cannot all be explained as misidentified aircraft. I have been a witness to several of this class (which I classify as Category 9's) myself, simply by being "on call". These objects would "pass" as aircraft by 95% of the population.

But there is a quantum leap in technology that surfaced a half-century ago that, if exhibited today as in the early phases, has either severely degraded or has been replaced by a vastly inferior one. It doesn't make much sense. It's as if someone wrote a story about evolution and got the chapters mixed up.

One thing for sure, the basic disc is not a lost cause after all the criticism throughout the years by skeptics. "When flying saucer sightings first broke into print, most aeronautical engineers considered the reported performance impossible. Experts went on record stating that disc-shaped airfoils were inefficient, unstable arid difficult to control (Ref 6). Later, as UFO reports got better and refused to go away, engineers have begun to praise the disc performance. Martin Gerloff, aerodynamics expert for General Electric in 1960 released his views on the disc:

"The discus shape has equally good ability to operate in dense air, rarefied regions, and in empty space. The discus shape is superior to all rotating-wing designs (such as helicopters) in vertical take-off, climb and cruising. Between the 17-mile altitude of today's jets (1963) and 200-mile orbits of earth-circling satellites, there is an uncovered region. The discus is extremely capable of flying in this rarefied area. The discus planform has a blunt-nose radius and an extended leading edge which alleviate local heating." (Ref.6,7).

Isn't it strange that the disc's performance, which was considered impossible in the 1940's and 1950's, is now considered, not only possible by our own present technology, but highly recommended by McDonnell Douglas and others? All the arguments against the UFO/disc reality seem to be finally falling by the wayside. After over 50 years we still do not have a flying saucer. Some feel that OUR hi-tech version of that high-performance vehicle now has to have wings and noisy jet engines. As the little girl in ET said, "Give me a break."

If flying saucers were real and moving around in our atmosphere, somebody would see them. Occasionally, some of these people would be credible and articulate. Occasionally someone would have the sense and the loaded camera to film one. Rarely, but eventually somebody would get a motion picture of one or more. But almost from the beginning, somebody should have picked them up on radar. Strange, but all these things have already occurred! And since UFOs don't need lights and most of the time are operating in a stealth mode, why do they let us take a glimpse at all?

While preparing the final draft of this paper I asked Richard Hall, the author of the NICAP "UFO Evidence", to comment on it. I was very surprised:

"Actually, there have been quite a few more radar cases in the past 30 years than you might realize, and many dozens of disc sightings, as "The UFO evidence: II" will make clear. I wouldn't have known this except for thoroughly reviewing the world literature, because the

missing factor is news transmission as things are happening compared to the old days. But when you pull together sightings from all over the world, I guarantee you there are going to be some very surprised people on how strong and consistent the patterns are.

"Your thesis about UFOs going covert is defensible, especially in context with abductions and the reduction in CE-I and CE-II sightings, at least that get publicized. There does appear to have been a scaling back of that kind of activity, but it has not totally disappeared. Overall, a lot of very strong evidence has been quietly accumulating, and UE-II is really going to raise some eyebrows. I can hardly wait!"

Finally, something strange is beginning to happen as we approach the year 2000. The flying discs are back in the news!

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8. THE TRENT PHOTOS

Links/Attachments:
DAYLIGHT DISC IN SW INDIANA
THE PRINCETON CASE
THE MONGO CASE

National Investigations Committee On Aerial Phenomena

UFOs, the AISS, & My Brush With the 1127th

By Francis Ridge

In 1963, I was living in Vincennes, Indiana. That September I was contacted by an Air Force reserve captain, the CO for the local 1127th Air Reserve Squadron, requesting a briefing concerning our NICAP team's investigations of UFOs. This briefing was scheduled to be given at the Robert Green Auditorium on the 16th of that month. I was flattered and simply thought that this interest was due to the increased UFO activity in the region, particularly the 1963 UFO concentration or "mini-flap" in southern Illinois. But it now appears there was more to it than that

My briefing covered the UFO subject in general, but highlighted the 1963 mini-flap, especially the part about Blue Book sending a special team from Dayton to investigate the S. Illinois sightings. Preliminary investigations are usually carried out by the UFO officer at a nearby Air Force base. In this case it would have been an intelligence officer from Scott Air Force Base at Belleville, Illinois, near St. Louis. However, this time Blue Book had sent a TEAM of investigators, including no less than the Project Blue Book chief, Lt. Col. Robert J. Friend.

The front page of the August 12th issue of the Wayne County Press had the photo and caption: "A TEAM OF AIR FORCE PHYSICISTS were in Fairfield over the week end checking last week's light-in-the-sky stories. Here they are reading about it all in the press...Lt. Col. Robert J. Friend (center), Capt. Hector Quintinalla, right and Sgt. Charles R. Sharp." This team TEAM had checked the Austin boy's automobile for radiation in the Wayne City Car Chase and investigated a few of the 60-70 reported incidents in the area that week.

My briefing covered the key points of the concern about serious UFO reports, including the possibility of accidental war from misinformed air defense radar men mistaking UFOs for Soviet missiles during dangerous alert periods. But many years later, researchers located a document that mentioned a mysterious government project known as Project "Moon Dust" (Just Caus report). They discovered that the retrieval of downed space objects, including UFOs, was the responsibility of a "special unit" at Fort Belvoir, NJ., the 4602d Air Intelligence Service Squadron.

Team of Air Force Physicists in S. Illinois, 1963

I was aware of the 4602d's participation for two reasons: Ruppelt had mentioned it in his book and Air Force Regulation 200-2 had also mentioned it. The latter was an Intelligence regulation titled "Unidentified Flying Objects Reporting". It dealt only with UFO-related questions: "The Air Defense Command has a direct interest in the facts pertaining to UFOB's reported within the ZI and has, in the 4602d Air Intelligence Service Squadron (AISS), the capability to investigate these reports. The 4602d AISS is composed of specialists trained for field collection and investigation of matters of air intelligence interest which occur within the zone of the ZI." I had assumed, however, that the "collection" part probably always referred to just reports and sometimes items that turned out to be IFOs, and that anything else was wishful-thinking. As it turns out, there was more to it.

On January 3, 1953, the 4602d (AISS) was created by Air Defense Command regulation 24-4. The designation of the "special unit" at Fort Belvoir changed a number of times. The 4602d became the 1006th AISS in July 1957. In April 1960 it became the 1127th USAF Activities Group. That designation became important when tracking the Project Moon Dust (Kevin Randle's full report) and Operation Blue Fly documents. Project Moon Dust was set up by the U.S. Air Force to locate, recover, and deliver descended foreign space vehicles (including UFOs). Operation Blue Fly was established to facilitate expeditious delivery to the Foreign Technology Division (FTD) of Moon Dust and other items of great technical intelligence interest (once again including UFOs).

We had always suspected that Project Blue Book (the official AF UFO project) was merely a PR front, and there was evidence that some types of UFO project teams were active even after Blue Book closed down in December of 1969. But now we knew who some of these people were, and we had it from a reliable source: The Bolender Memo of 20 October 1969. Brigadier General C. H. Bolender wrote, "Moreover; reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11 , and are not part of the Blue Book system." The real responsibility for UFO reports was located in Langley, Virginia and not Dayton, Ohio. This also explained why some important case files were not found in the Blue Book archives.

> **Kevin Randle:**
> "On January 3, 1953, the 4602d Air Intelligence Service Squadron (AISS) was created by Air Defense Command regulation 24-4 in what might be considered an amazing coincidence. The Robertson Panel convened about two weeks later. They reviewed the information, suggested answers for the previously listed unidentifieds, and recommended that the myth be taken from the UFO sighting reports. They suggested that the media be used to "educate" the public about flying saucers. They believed that if they could teach the public about the nature of UFOs, then the

number of sighting reports would drop off."

Captain Edward J. Ruppelt:
"The panel didn't recommend that the activities of Blue Boot be cut back, and they didn't recommend that it be dropped. They recommended that it be expanded. Too many of the reports had been made by credible observers, the report said, people who should know what they're looking at-people who think things out carefully. Data that was out of the circumstantial evidence class was badly needed. And the panel must have been at least partially convinced that an expanded effort would prove something interesting because the expansion they recommended would require a considerable sum of money. The investigative force of Project Blue Book should be quadrupled in size, they wrote, and it should be staffed by specially trained experts in the fields of electronics, meteorology, photography, physics, and other fields of science pertinent to UFO investigations."

Kevin Randle:
"Then, just after the conclusion of the Robertson Panel, Blue Book was stripped of its investigative function. Sighting reports were no longer to be sent to Blue Book and ATIC at Wright-Patterson, but to the 4602d at Fort Belvoir, Virginia. A series of new regulations and special units was created that carefully spelled out who had the responsibility for UFO investigation, and it was not Blue Book. Seven months later, on August 26, 1953, the 4602d was tasked with the official investigation of UFOs under Air Force Regulation 200-2. The regulation required that all UFO reports from inside the United States be transmitted to the 4602d before they were sent on to Project Blue....an organization other than Blue Book and ATIC (would) be alerted first in a UFO report. Then the 4602d would determine if it was to be forwarded to ATIC at Wright-Patterson Air Force Base. Primary responsibility for UFO-related reports was held at Fort Belvoir, Virginia."

Randle continues:
"Project Blue Book was nothing more than a public relations outfit designed to identify objects and to convince the public that something was being done. In November 1961 another policy was established by the air force in a document sent to various air force intelligence functions. It outlined the establishment of the "AFCIN Intelligence Team Personnel." It was more proof that the air force was interested in UFOs and that it has continued its investigation of them. There is a portion of the document deleted, but in paragraph 2, subparagraph c, it says, "In addition to staff duty assignments, intelligence team personnel have peacetime duty functions in support of such Air Force projects as Moondust, Bluefly, and UFO, and other AFCIN directed quick reaction projects which require intelligence team operational capabilities."

One of my experiences that indicated there was somebody in the government officially still in charge of UFO reports occurred in 1983. For some time now we have known that something very strange and important was going on in October and November of 1975. We have proof that there were incidents that, to quote from released documents, "prompted the implementations of a Security Option 3 at our northern tier bases since 27 October." Sightings occurred at Loring AFB, Wurtsmith AFB, and then at Malmstrom AFB. In late 1983, an informant reported to me that there had been a major incident at NORAD during that same period which prompted a Security Option 5 alert and total "lock down" at "the Mountain" which houses NORAD. And some official UFO team from the Air Force investigated that incident.

The mystery of who they were is probably solved. Although it could have been Air Force OSI agents, the

informant told me that the men who interrogated his group were from "the Air Force UFO division", six years after Blue Book shut down. It was very probably some offshoot of the 4602d AISS. But back in 1963 an Air Force reserve squadron which was a descendent of the 4602d was very interested in what we in NICAP knew about UFOs. But more importantly, we found that UFO investigations continued and in direct proportion to the events which may have, or was determined to have, an effect on national security.

MADAR

Multiple Anomaly Detection & Automated Recording

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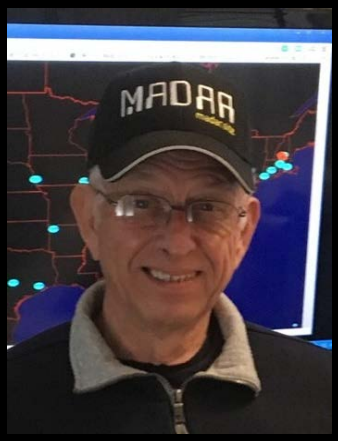
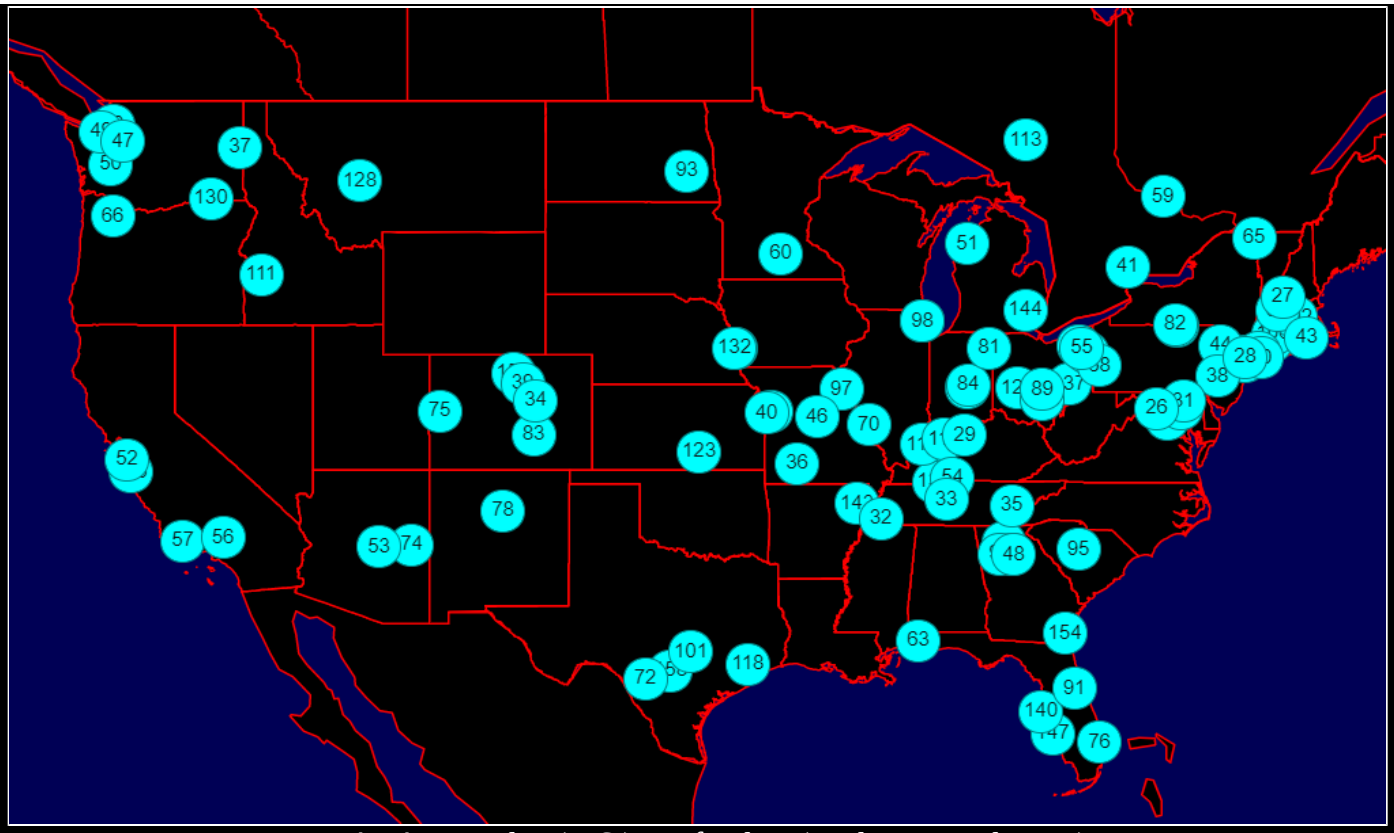


Fran Ridge

FRONT DESK

LIVE SCREEN MADAR Briefing	For MUFON State Directors Data Archive	The MADAR-III Team	MADAR-I 1970-1992	MADAR-II 2014-2016	MADAR-III 2017 (See below)

MADAR Order Page



MADAR Display (U.S.) as of today. (see live at madar.site)

Updated 9 May 2021

It has been quite a while since we have updated this page. A lot has happened in those 18 months, one of which was COVID-19's effect on madar and many working at home. 2020 was an important year and we encountered several milestones. But first, breaking news!

Today I am announcing what could be a major update to the system. I say "could be" because we don't know what we may find in the new data as a result of the addition of an accelerometer. This sensor was built into our I-Board, along with the magnetometer and the sensor for barometric pressure, from day one. Those who originally bought MADAR devices never had to spend another dollar to get this feature. Even those who had the original "H" or "Q" chip were upgraded to the new board in 2019. Our Tech Support, and in particular, Eric Bendle, had been working on the software upgrade for months. By Saturday, the software had been tested for a week on our dev server with no issues, and I1.34RBU was uploaded to the production server. Where we had the barometric pressure readings on column 7 of our data spread sheet we now have "Accel/Pressure". When the device is not moving, it should read around 1.00 due to gravity pulling on it. Anything outside of around ±0.02 (m/s^2, Bendle believes) means that something is moving the device or affecting the accelerometer. This may turn out to be a valuable asset. We may have some surprises when we log the next madar/visual.

Also, the original plans in 2016, and the white paper presented to TS in early 2017, was to have alerts sent to cell phones so that the operator could be notified of his alert anywhere in the world. There were problems with this idea, mostly due to cell phone service providers, that made it less successful than planned, and although it worked for some, the alerts didn't provide a real "early warning system". But when we were doing a review for potential correlations in 2019, two major sightings correlations were discovered that had successful cell phone alerts. In the last few months TS Eric Calkins worked very hard and long and now we have an acceptable SMS system (Short Message Service).

Although we have had an alert feature attached to the MADAR Display (Map) for a long time, the idea to use it during skywatches prompted me to have Eric Calkins change the "Sound on" box selection from a

beep every 60 seconds to 3 "red alert" sweeps every 30 seconds.

I had Eric Calkins create an online form called MADAR Alert Search. This has certainly helped Jeramy and I find correlations, and in a totally different way than looking for sightings at NUFORC and MUFON CMS matching certified hits. When finding impressive sightings while doing our research we convert the dates to UTC and plug them into the MAS form, and if there are any madar hits in the system, we check them out. This has paid off several times. Sometimes the sightings did not trigger the madar but field numbers or compass heading changes showed noticeable perturbations.

* As of today we have 139 madar dataprobes in the field with 111 running and 28 (Not OnLine) in various stages. I have made a special effort in the last week to get at least half of the NOLs online.
* Our first UFO "signature" was documented in April of 2020 and it was also our first madar/visual.
* Last July I selected Jeramy Haslam to conduct a major review of the data for 2018-to-date.
* We recently completed our report on 2020. There are 15 potential correlations listed in that report.
* 2018 and 2019 are still in review, but 2019 had two good correlations.

I said it two years ago, as we were represented at the Phoenix conference, if we are to get even close to solving the UAP riddle we must try some new ideas. That was the contention in 1970 when I created the MADAR Project. MADAR stands for Multiple Anomaly Detection and Automated Recording. With numerous successes over a period of 50 years with one such detection station, and evidence from over 500 E-M cases (144 involving compass deviations), one thing is certain: these craft can be detected and an early warning system will work and scientific data collection by civilians will prevail over a century of lies and cover-ups by world governments. We have nothing to lose and everything to gain.

The MADAR Project is continuously delving into the unknown with the latest in technology. Learn all about the beginnings of the project by clicking on MADAR-I above. Using new electronic and computer technology, in 2014 MADAR-II began a new exciting phase in the study, but it was still only one detection site. And in 2016 the ground work for an even better and cheaper system began which has taken the Project world-wide. After over two years of research and development, by April of 2018 the new system became operational and began making UFO history.

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WHAT DOES A HALF-CENTURY OF INTENSE UFO DISPLAY MEAN?

BY MICHAEL D. SWORDS

This article is a speculation about the meaning of the UFO phenomenon. Its value, if any, might be to stimulate discussion about the big questions in our field and perhaps clarify or put a few matters in focus. My only excuse for presenting this is that I've had a lot of years in the UFO trenches and listened to a lot of the best ideas of my fellow UFO workers. So, here are my thoughts, for what they are worth.

My discussion is based upon a few assumptions. The major one is that the best case reports are responses to and glimpses of high technology that we humans do not produce. In brief defense of this assumption, I can only offer the huge panoply of excellent cases, anchored by such reports as Boianai, Papua New Guinea ("Father Gill"), the Coyne helicopter case in Ohio, or the Nash-Fortenberry mid-air encounter. In my own family are two rather impressive silent-disk cases that would just be swallowed up by the hundreds of stunning close encounters of the first kind. The extraterrestrial hypothesis (ETH) is not the only theory that we can use for these cases, but it is the simplest, and in many ways, the least stretch of the imagination as far as expanding what we currently believe to be likely about our universe.

Some people argue that the ETH is insufficient to deal with many elements of UFO phenomenology. To them I say two things: 1) they are probably the ones who are lacking in imagination, if they cannot envision some of the near "magical" potentialities that the futurists and nano- and information-technologists are already talking about today; and 2) not *every* experience reported to a ufologist need be true, nor need it be related to the UFO phenomenon. If there is a scattering of reports that don't seem to fit well into the ETH, this should not be much of a surprise. Don't throw them away, but don't assume that they necessarily belong or that we have all the insight and creativity needed to explain every reported experience. Instead, let's give the ETH a chance and ride with it awhile in the context of this article's background, i.e., the 50-year display of the UFO phenomenon—not hidden but readily visible to our civilization.

Michael D. Swords is professor emeritus of the Environmental Institute, Western Michigan University, Kalamazoo, and former editor of the Journal of UFO Studies.

Our recent discoveries of extrasolar planets have heightened the discussion of SETI, the Drake equation, and the odds of a galaxy full of various kinds of intelligent life. The discussion has led scientists to predict that most life-bearing stars would be older (some far older) than the Sun, and the odds would be that life there was advanced beyond us as well. Ufology has been saying the same thing for decades. Any beings capable of the technology that we observe would be significantly advanced (and probably vastly advanced) beyond where we are today. And this view is not only modern scientific deduction, it has always been common sense. The thought arose almost immediately with the military and intelligence people studying the early cases, and, if it weren't for the lack of imagination of their various astronomically trained consultants, who knows how long the ETH would have persisted as an open theory among those circles. There is another obvious point. Whenever we decide to call ourselves a space-faring civilization, we will by definition be the newest and most technologically crude one doing so. *Everybody else* flying around will be smarter and have been doing it longer than us.

So, just for the sake of discussion, let's imagine that most of the very good, unexplained UFO cases are the product of ET technology, and that this technology is from a civilization that's not only smarter than us, but vastly smarter. We now face the questions that motivated this article. Why are they here? Why have they kept up this strange peek-a-boo display for half a century in a somewhat intense manner?

EXTRATERRESTRIAL MOTIVATIONS

We would expect that most beings do things because they have a *need*, but often also because they have a *desire*. "Need" here is meant to (roughly) indicate an urgent survival issue; "desire" indicates something one *could* do without but is nevertheless driven towards anyway. These two categories tend to fog together in a mind dominated by emotion and illogic. Whether need or desire, ET behavior would be motivated purely by self-interest.

A second class of motivations, which some philosophers will argue are really not separate (though I disagree), are motives based on altruism or genuine caring for "the

other" without regard to anything one might get out of the behavior. The typical SETI enthusiast is always talking about the great-hearted ET-altruists who are just waiting their opportunity to send us their Encyclopedia Galactica of knowledge which will end resource and energy shortages, famine, cancer, death, and even war.

Using that as a rough roadmap, let's tease out some of the specifics. Since we know ourselves best, let's begin with altruistic ET motivations of what they might want to do for us and compare that to the UFO phenomenon and its time frame of 50 years of display.

We imperfect Earthlings have many needs that a beneficent savior could ameliorate. We have terrible food, water, and resource problems in many areas of the world. We have created technological systems upon which many of us are totally dependent, but which have serious, perhaps even terminal, side effects on health, ecology, and our ability to sustain these into the future. Ubiquitous communication systems spread news (accurate or not) to "have-nots" about what the "haves" are doing and, in the process, incite war and terrorism. Science is so advanced and moral values so weak that groups and individuals have all they need in terms of weapons and attitudes to pursue an agenda of terror and harm. And this is just what we've wreaked upon ourselves. Beyond this, we could really use some help with cancer, AIDS, the aging process, etc. A recent worry is the occasional wayward asteroid or comet, and even the wayward meddling ET-civilization.

How does a review of the UFO phenomenon relate to these concerns? Do we have *any* valid and convincing evidence that we are being helped in any of these areas? Are the high-tech ETs who seem to be cruising about, displaying their powerful knowledge in their devices, demonstrably altruists? I see precisely zero evidence for this thesis. There have been no cures, no miracle devices, no functional "gifts" at all. Every time something of this sort arises, it eventually leads to nothing. Fairy tales persist among contactee circles and conspiracy cults, but nothing materializes . . . exactly nothing. Some abduction investigators claim that individuals have been helped. Maybe. Even if true—and it is just as conceivable that these individuals have helped *themselves* get through an intense experience or problem—the scattering of persons aided by the ETs is pretty meager when compared to the population of six billion humans. Such assistance appears to be a side effect, at best.

The only way of saving the "ETs are altruists" theory is to assume that they want to do this, but have decided that it isn't time yet. This is possible, but it's pretty thin gruel to feed on. Some say that the ETs are conditioning us for overt contact. After we are ready, they will then bring out the goodies. This is, of course, possible, particularly if we add that they want all cultures and religions to be accepting enough to have equal opportunity to share in the gifts when the contact is made. But over 55 years—since at least 1947—is an awfully patient (and inefficient) process. That is long enough that any competent ET civilization should have accomplished the necessary groundwork by now, if their plan was simply conditioning us to the idea that they are here and trustworthy gift-givers.

Could ET be altruistically protecting us from large and destructive collisions with space debris? Well, yes. But they can do that just fine "way out there" somewhere, without us knowing about it. More to the point, that activity would bear no relationship whatsoever to buzzing people in automobiles down here on Earth. So ufology offers no support for that idea, either. Could ET be protecting us from other bad or malevolent ETs? Well, yes to that question, too. But it's a useless concept in this current discussion. It just begs the question of what the other ETs are doing here then, although the answer must be nothing altruistic, or we wouldn't need saving from them. No, our UFO-driving ETs don't seem to be altruists.

They are here for their own interests, then. And, what could be more natural? Beings pursue their *own* agendas. But *what* about Earth, and us? Could they be interested enough in us to play peek-a-boo for 50 years?

Let's address the basic physical nature of our solar system. An advanced scientific and technological society would figure out our physics, astronomy, chemistry, and geology in a week, maybe a few hours. If they were here to explore and gain pure knowledge (the ET scholars), they could pack up and move on without us ever seeing them. And, before they even arrived, they would know that there was nothing physical or chemical here that they *needed*. It has always astonished me to listen to people mulling the possibilities that the ETs needed our uranium or water. Imagine these supertechnologists: coming all this way to get a drink. Civilizations this advanced do not need any help getting resources. Basic energy and chemicals abound all over the galaxy. We are not special in the solar system. If we are, it is because of our emergent phenomena: life, intelligence, society.

Would explorer-scholar ETs be interested in the life forms of Earth? Probably. With their previous knowledge, analytical abilities, and data-sorting and sifting capability, it would most likely take them a few weeks to figure it all out. DNA is a miracle, but it ain't *that* complicated. The understanding of how our fauna and flora function (and came to be) would rapidly fall into meaningful patterns, just as it slowly has done for us. It certainly wouldn't take 50 years.

Would explorer-scholars be interested in higher mental activities, and sociocultural structures? Very probably. They are more complex fields, harder to predict. Would it take longer for them to understand our society? I'd guess so, especially if they wanted to set up experiments to test whatever hypotheses they had. These experiments shouldn't take long if directed only to the individual mind (on an instincts, emotions, reasoning level), but could be quite lengthy if they were society-wide macroexperiments. Of all the hypotheses mentioned so far, this concept is the only

one that seems to fit well with a 50-year semicovert display. It would be a thing of sufficient subtlety: a velvet-touch manipulation without direct meddling in our technological, economic, or political situations. Throw stones in their pond, and watch how far this species allows the ripples to go.

There are a couple of other characteristics of we humans that the explorer-scholars might be interested in as well. Despite our tendencies toward materialism, there are those of us who maintain an in-touchness with the spiritual, and with the paranormal. This may be something that they are vitally interested in, and some aspect of it may be a feature that they cannot find in themselves. Our own difficulties in achieving these states of consciousness may require a lengthy period of study. Even then, the open display aspect of the phenomenon does not fit well with these latter interests, as it does with the societal experimentation idea.

MALEVOLENT EXTRATERRESTRIALS

Let us leave the relatively benign explorer-scholar theory behind and address hotter and nastier hypotheses. If humans can supply the solution to a need for these advanced extraterrestrials, what could it be? ETs can create all the energy and all the biological substances they require (even "genes") off the shelves of their labs. Does our system itself have any *strategic* importance? For a society that can warp in and out of Space-Time by super technology, that seems unlikely. Could they have a prophecy that somehow involves us? That's pretty species-centric to imagine that, but I suppose that it is possible that we are their equivalent of Bethlehem. But that doesn't really seem likely. If they are driven to remain here for as long as they have been observed, they *want* to, they don't *need* to.

So what about wants? We could be facing a very religious civilization (religious rather than spiritual—one bound by inflexible duties rather than compassion and empathy). And it could be their sacred trust to convert the Earth to their view. But they know how powerful our own religions and spiritualities are, and they realize that it will take a long and clever conditioning before they can become completely overt and begin the conversion in earnest. Such a hypothesis could account for an extremely subtle and patient phenomenological display. Whether we would get Saganesque goodies along with the sermons, who knows? It could be the galactic version of going to the Gospel Mission soup kitchen. Before dispensing with this idea too quickly, we should remember that very few things will motivate Earthlings to extreme efforts, and religious fervor is one of them. The fools of the Hale-Bopp fiasco would be a nearly unrelated and unfortunate side effect to this subtle game, but one wonders whether the believers in the John Mack school of spiritual abductions would see no seeds planted for this agenda.

There are much nastier possibilities to contemplate. Having mentioned John Mack, veteran ufologists will immediately think of his opposite school: the Hopkins-Jacobs school of cold, uncaring genetic hybridizers. Well, cold and uncaring I can easily credit. And my views on the *in*credibility of real cross-species hybridization are well known to Budd and Dave. Since they are friends whom I like a great deal, I'll say no more on that subject here. Plus, I can see what is for me a much simpler hypothesis to account for all the terrorizing, messing-with-one's-mind-and-emotions that is said to go on in a classic CE-4. We are cannon fodder for their entertainment.

Suppose one was a member of a truly high-tech civilization. We could not only shoot around the galaxy in disks, but also cure diseases, prevent aging, and avoid most accidents. We'd be nearly immortal. And there might not be much work to do, either. We'd have a leisure-time paradise. But would it be that? Forever is a really long time. What, after the first couple hundred years, would be have to look forward to? Maybe the cleverer of us would find some bottomless mystery to devote our hours and days to, but what of the rest? What do you do when you've seen and experienced it all? Drugs? Sex? Probably. But even then, what, ultimately, is new? A very advanced, very long-lived species might have a gigantic need for novelty—nothing profound, just as entertainment.

Suppose that you could meddle, subtly, with an entire world. On the macroscale, you could play that world like a vast, concrete, unpredictable game. Show them a little something here, what will they do? Mess with some military installations there, then what? Maybe even fake a disk crash for them. This theory sounds a bit like the anthropological-scholars running experiments, but it is sufficiently different. Here the audience is not scholars (who might quit when they've gotten enough data), but the alien equivalent of fantasy football–league players who may want to go on, and even escalate their meddling, forever. As far as evidence goes, whether there is truth to the theory or not, the 50-year peek-a-boo display certainly has subtly messed with our minds about what's true about the world.

And suppose that for some ETs these macrosocietal games weren't down-and-dirty enough. How about using your nanotechnology to create implant linkages between yourself and an Earthling, and then titillating or terrorizing the hell out of that person, virtually experiencing the rush of their emotions? Of course, no one wants to believe that. No one wants to feel like they're being used, especially with no say in the matter. But it would explain much of what is reported in abductions. And, possibly, it would keep the bored, uncaring, nastier element of the ET society entertained. As long as it worked, meeting their needs, why ever quit? Why not thousands of psychological terrorist acts, if they had a powerful desire and the ability and the immorality to pursue it?

Many in our field have stated their belief (wish, I think) that the ETs are good guys. I see no evidence of it. I feel that

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UFO MOTIVATIONS—*continued from page 29*

the best we can hope for is that they have relatively benign and temporary interests in us, and that they will go away without doing any permanent damage.

You can invent more theories than I've discussed here. All of the above ideas refer to very advanced ETs, and are tested against the need to explain the 50-year dance we've been seeing. In my view, the theories that survive the test best are the macroscopic societal-manipulation ones (for religious conversion, or anthropological research, or entertainment on a grand scale), and the ultranasty concept that might be called emotional parasitism. All these ideas originate from considering what the ETs want for themselves. The only altruistic theory that seems plausible is the macrosocietal manipulation so that all Earthlings will be conditioned to equally share in whatever goodies the ETs bring. Since this latter seems much more concrete in its goal, i.e., dumping real undeniable stuff on us, it seems to need less subtlety to set up, and perhaps not such a long dance of sightings. The others appear to require much more covert action, as we have experienced.

I realize that speculations are not great contributions to ufological research. Forgive me. I'm doing my part to entertain the aliens. Writing articles such as this is much more pleasant than being victimized by Budd and Dave's "mind scanners." ✦

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SCIENCE AND THE EXTRATERRESTRIAL HYPOTHESIS IN UFOLOGY

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ABSTRACT: The literature relating to extraterrestrial intelligence (ETI) is surveyed to provide a basis for judging the extraterrestrial hypothesis to be an acceptable alternative concept for use in analyzing UFO phenomena. Other common issues facing ufology, ranging from the general argument about its scientificness to concerns about specific and puzzling characteristics of some reports are addressed.

INTRODUCTORY REMARKS AND THE GROWING INTEREST IN ETI

The idea that extraterrestrial intelligence could be behind some elements of the great mixture of experiences lumped together under the term "UFO phenomena" has rarely been seriously discussed by the scientific community (Sagan and Page 1972; Hynek 1972; Condon 1969). It is natural that this silence has been taken by other academics and the educated public as an indication that the position is not worth taking seriously. Given the tenor of our debates upon extraterrestrial intelligence *elsewhere* in the galaxy, this is a peculiar and certainly inappropriate state of affairs. This paper will attempt an overview of the status quo of facts and hypotheses which are most relevant to the subject of ETI and the odds on life elsewhere visiting nearby space. It will try to place ufology and its extraterrestrial hypothesis into this context.

Since the 1960s, a growing group of scientists has directed a significant amount of thought and writing to the question of ETI. They have debated the odds of the existence of such beings, the possibility of their travelling between the stars, and the means of contact between them and ourselves. Carl Sagan and Frank Drake have become the leading proponents of the belief that our galaxy is teeming with intelligent life and technologically advanced civilizations (MacGowan and Ordway 1966; Shklovskii and Sagan 1966; Sagan 1973; Drake 1976).

Despite the intelligence and prestige of many of the leaders of this optimistic view, the vision had an air of complexity yet lack of concreteness which made it easy to disregard as unfocused speculation. Many conservative scientists felt that the field of study was not a field at all. The major tool which has swung the atmosphere of opinion has been the "Drake Equation," constructed as a heuristic device by Frank

Drake, and which has served well in generating discussion about specific issues where data of some sorts are available.

The Drake Equation is a mathematically simple string of multiplicative factors, as follows:

$$N = R_* f_p n_e f_l f_i f_c L$$

The definitions of the factors are:

N : the number of currently extant hi-tech galactic civilizations;
R_* : the rate of galactic star formation;
f_p : the fraction of stars which have planets;
n_e : the number of earth-like planets per system;
f_l : the fraction of earths which will form life;
f_i : the fraction of ecologies which will evolve intelligences;
f_c : the fraction of ETI which will develop civilizations;
L : the mean lifetime of an advanced civilization.

This mathematical "outline" has allowed discussants to split up the complex problem into more discrete bits upon which current science may have a say. Tentative conclusions from the last decade's debates are sometimes surprising in their concreteness and always interesting in their scientific, sociological, and psychological insights.

When one peruses the ETI literature, the following major discussions stand out:

a) the Drake Equation factors n_e, f_l, and L;
b) interstellar travel and "colonization waves";
c) time scales and extremely advanced societies;
d) ETI motivations and behaviors towards ourselves.

Taken as a piece, the literature tends toward the following vision: ETI occurs in great numbers of locations in our galaxy, and probably has the means and even the motivation for some degree of exploration and/or communication. A minority opinion holds that ETI is disinterested, paranoiac, rare, or non-existent. What follows is a review of the major facts and points of issue in this dialogue.

It is intriguing when placed against the backdrop of the UFO phenomenon.

The Galaxy and the Stars-That-Are-Suns

Everyone agrees that the universe is vast and old and loaded with galaxies and stars. Almost nothing in science is more obvious. And because of this, and the foundation stone faith of science in the "Uniformity of Nature," almost no intuition is stronger than that the universe is filled with life. There are many people for whom all that is required to settle that question is one good look at the night sky. The methods and attitudes of science are more slow afoot, however, yet perhaps more

sure. The factor in the Drake Equation which takes "one good look at the night sky" is R_*.

R_*, the rate of star formation in our galaxy, seems a straightforward matter, and in fact there is very little debate. If we have a reasonable understanding of starbirth, we can look to likely galactic locations and make a direct estimate. Or, if we have a reasonable history/timescale of the galaxy and a good starcount, we can divide stars by time and get another estimate. Both approaches have been taken and the results are given with an aura of confidence: our galaxy has averaged about 25 starbirths per year, and has perhaps slowed down to between 1 and 10 starbirths per year in its current mature stage of development.

This author prefers to alter the meaning of R_* to remove some of the confusion which enters later factor-analyses in the Drake Equation. Because some stars are never suitable for life-formation, and others become unsuitable as their life histories progress, it seems appropriate to settle the "star question" all at once at the beginning, and to eliminate unsuitable categories of stars now. This amounts to changing the concept R_* to $R_{\odot}$, the rate of "sun-formation" in the galaxy. "Sun" is here defined in its limited sense as a star possessing the proper lifespan, metallicity, and force-environment (re: Luminosity; stability; companion stars) such that a life-advancing timescale and planet-formation were at least possible.

How many proper stars or suns are born in the galaxy per year? The question is less difficult than it may seem. In fact there is also little debate about it in the literature. The key assumptions are regarded as conservative:

a) Life in advanced forms needs a long time to evolve, perhaps 2 to 6 billion years. Any proper star should have a lifetime at least that long;
b) Life in advanced forms needs a planet to develop upon. Any proper star should have arisen from a molecular cloud rich in heavy elements so as to make planet formation at least possible;
c) Life in any form needs a hospitable energy environment, not involving wild energy swings and radiation bursts. Any proper star should allow stable orbits for rotating planets and planets beyond radiation flare zones.

Assumption "a" eliminates all fast-and-hot burning blue giant stars of the so-called O, B, A, and upper-F classes. Assumption "b" eliminates all so-called first generation stars, stars arising early in the history of the galaxy from the only available elements of that era: hydrogen and helium. Forming as they did before the building and dispersal (by supernovas) of the heavy elements, there was no heavy material to initiate planetary cores, ergo no planets, no base upon which to evolve ecologies.

Assumption "c" eliminates several categories of stars. No stars close to the galactic center are candidates due to extreme violent energy environments throughout the nucleus area. In fact it has been postulated that the nucleus

occasionally erupts violently in extreme forms of radiation outbursts, the waves of which would scour at least the near-nuclear systems of life (Clarke 1981). Such outbursts could be violent enough to destroy ecologies galaxy-wide unless their systems were shielded in the galactic arms when the "killer wave" passed by. On the other hand such shock waves could be the impetus for new star-system condensation and be ultimately a "biogenic" wave instead. Either way, the concept of the Milky Way as an occasionally explosive Seyfert galaxy brings an unknown but potentially time-synchronizing element into the discussion about the level of advancement of galactic ecologies.

Other stars are eliminated by assumption "c" as well. No small cool red-dwarf stars of so-called M and Lower-K classes are proper suns. Their relatively dim heat sources require planets so close as to be at risk from solar flaring and to be gravitationally locked (one face always roasting while the other freezes). A third category, multiple star systems, might be eliminated due to the planetary formation and orbital destabilization problems caused by the gravitational dynamics between the close stars. Many multiple star systems have been shown to allow stable close-in planetary orbits, however, and the estimates of acceptable multistar systems vary from 10 to 90% (Ksanfomality 1986; Gillette 1984; Dole 1964; Harrington 1977).

When we take our "good look at the night sky" with these restrictions in mind, we find that our galaxy has about 250 billion stars. Eliminating the mass at the nucleus and the non-heavy-metaled star systems of the halo, we are left with about 100 billion disk stars. Getting rid of the few large bright stars and the many small dim ones, and about half of the remainder which exist in multiple systems (keeping the other 50% of the sun-like multiple partners), we are graced with a total of about 6 to 15 billion "proper stars," or suns.

These are the later generation stars of the lower F, G, and upper K classes, most single but some in permissible double-star arrangements, and all in the galactic disk. If these stars formed at a somewhat regular rate across galactic history, there would have been about one per year. Because we are interested in the formation rate far back into the past (5 billion years ago when our solar system was being born) so as to estimate civilizations of our level of advancement or greater, perhaps this would be the most accurate figure to accept. Our system formed about halfway into the current lifespan of the galaxy. The use of $R_{\star} = 1$ is, if anything, conservative, as there was certainly an initial period in galactic history when no high-metallicity stars formed whatever, and so the proper stars we count are probably more bunched toward our own time frame. But, $R_{\star} = 1$ is an acceptable starting point...and 6 to 15 billion sun-like environments.

Such a beginning springboard of the imagination could lead a prominent scientist such as Philip Morrison of MIT to state "it is both timely and feasible to begin a serious search for extraterrestrial intelligence," while almost simultaneously declaring about ufology: "I have now, after a couple years of fairly systematic listening and reading, no sympathy left for the extraterrestrial hypothesis" (quoted in Ridpath 1975).

As this is on the surface of things an extremely puzzling dichotomy of positions, and yet one which seems to accurately reflect establishment scientific thinking, we must proceed on in search of some explanation.

Planets

Whereas there is almost no confusion about the vast numbers of proper stars, there is an apparent disagreement about planetary systems around them. This "debate" evaporates into a near uniformity of opinion once it is unraveled, however. Planet theorists and observational astronomers are arguing about whether clear evidence exists as yet for an extra-solar planetary system, leading some listeners, perhaps, to conclude that scientists think that planets are rare. Actually, astronomers are nearly universal in their belief that although planets are extremely difficult to detect with our current tools, they are commonplace, almost ubiquitous in the galactic disk. David Black, one of the most eminent planetary researchers, has stated that "Current planetary theories suggest that planets should be the rule rather than the exception" (Black 1987). In fact he asserts that if, once our technology improves, we cannot find large numbers of other planetary systems, we will have to revise our whole theory of star formation.

Confidence in numerous planetary systems is based upon more than pure theory. Several lines of research have indicated the overwhelming likelihood of such systems. They include:

a) Since, in terms of the mechanism of formation, stars and planets differ from one another only in the amount of mass originally involved in their condensation, the formation of a *second* star orbiting about a primary is essentially no different than the formation of a big planet. Multiple stars are, therefore, planetary systems wherein at least one "planet" condensed from a lump of the cloud which was so large that it allowed nuclear fusion in the core, and the "planet" became self-luminous, a second star. We can see and count such "planetary systems" quite easily. About one half of our disk stars seem to be in such systems, and on that observation alone the phenomenon of a larger mass with smaller masses allied to it must be common. Unless there is something unforeseenly unique about stellar-sized objects which favors their formation while blocking that of slightly smaller planet-sized objects, planetary systems must be at least as common as double stars.

b) Our own solar system provides several, not one, examples of such systems. Not only do we have our system at large, but also several mini-systems in the moons of the Jovian planets. Large rotating centers-of-mass seem to naturally acquire secondary bodies revolving about them. An intriguing added fact that the elemental composition

of our solar system almost precisely matches the composition of the galactic disk leads to a further intuition as to the normalcy of our situation. Given similar basic materials and forces, what took place here should have taken place elsewhere in the galaxy as standard practice. Leading planetologists John Lewis and Ronald Prinn say: "It is widely, but not universally, accepted that stars form from moderately dense nebulae comprising gases and dust with overall elemental abundances essentially identical to those in the Sun and in other normal (Main Sequence) hydrogen-burning stars"(Lewis and Prinn 1984).

c) Several physical measurements have indicated the probable existence of planets around specific nearby stars. These measurements include gravitational tugs or wobbles caused by the pull of large unseeable objects on the stars, or infrared indications of circumstellar dust disks (expected accompaniments of planet-formation), or the slow rotational movements of stars (as if they had transferred some of their rotary motion to other bodies which now revolve about them) (Hobbs 1986; Hecht 1987; Gatewood 1987). Recent Doppler shift work by Campbell seems to confirm our positive expectations on the common occurrence of planets around nearby stars (Waltrop 1987).

The subsequent conclusions of almost all planetary theorists and astronomers are optimistic and eminently reasonable:

1. Planets are a natural ordinary feature of the cosmos;

2. Only our inadequate technology prevents us from directly settling the question.

To this position, the current author would add the following corollary, which is the view of almost everyone interested in ETI:

3. Probably *all* the sun-like stars in the galactic disk, as defined above, will have planetary systems. In the terms of the Drake Equation, the fraction of "suns" which are accompanied by planets is very close to unity ($f_p = 1$). There are perhaps 6 to 15 billion sun-like disk stars with associated planetary systems.

Earths

Earths are defined here as rocky terrestrial planets which stably orbit their suns for long periods of time at a distance which allows a proper temperature/radiation input so as to keep the solvent-of-life, water, in its liquid state.

The frequency of occurrence of these objects has been the point of a quite intense debate, which is not totally resolved. The core material initiating the debate was provided by Michael Hart, who felt that certain facts and models indicated that our Earth was a very lucky, exceptional place, perhaps even unique (Hart 1978, 1979). The majority of the "pessimistic" commentators, however, seem merely to repeat Hart's conclusions, or, at best, build slightly off his basic model. The motivations of

this school of thought seem to range from a need to explain the "absence" of ETI visiting our solar system (a position which not only assumes the absence of evidence in the UFO phenomenon, but also ignores the obvious fact that we have not explored most likely locations in our system for evidence of present and past ETI), to apparently emotional concerns about humanity's place and future role in the universe. The most vocal of this school are enthusiasts for either human interstellar migration via advanced spaceships or for the "anthropic principle" as seen as "proof" that the universe has been designed particularly to evolve human intelligence as some sort of climactic pinnacle (Bond and Martin 1980; Martin and Bond 1983; Tipler 1980, 1981). If we scrape away the irrelevancies, the argument, as regards "earths," is still based on essentially one thing: Michael Hart's conceptualization of what he called the "Continuously Habitable Zone" (CHZ) for life-bearing planets.

To critique this issue we should begin with the standard version of what planetary theorists think would go on in the formation of a system around a sun. When a sunlike star condenses by gravity out of a heavy molecular cloud (a hydrogen/helium cloud littered with substantial amounts of heavier elements), other grains and lumps and centers of attraction also form. Such meteoritic or cometary lumps aggregate and condense into the cores of planets surrounded by the hydrogen-rich gas of the cloud. The cloud condenses, spins, flattens until there is a disk-like system with the proto-sun at the center and the proto-planets revolving in a flattened plane about it. An early super-bright phase of star-formation then blows the primaeval light gas of the original cloud from the rocky cores of the planets-to-be which are nearest the star. The cores continue to condense and heat-up as heavy elements engage in radioactive decay. Solids melt and metals sink to the center, while a lighter crust forms and floats. The crust fractures and gases escape to reform an atmosphere (more hydrogen and helium, but, more importantly, carbon dioxide, water vapor, nitrogen, and a few other components). The solar wind has now abated, and this new atmosphere becomes the true primordial atmosphere of our earth-like planets (Torbett et al. 1982; Lewis and Prinn 1984).

Now the planet cools. This is the critical phase. Will the planet cool enough to rain out its vaporous oceans-to-be? If the planet is too near the sun, it will not. Instead, insufficient liquid water will be present to dissolve the carbon dioxide. CO_2 will pack the atmosphere as continued venting of gases occurs in the crust. This "greenhouse gas," CO_2, will trap more and more heat until the atmosphere and surface temperatures are at a level unsuited for even elementary life. Such was the fate of Venus. Thus, some promising planets will be too near their star.

They can also be too far. On such a planet the rains will be complete and the CO_2 will be dissolved. The processes leading to life may well begin. But as the primordial heat of the planet, insufficiently augmented by the incoming radiation of its star, continues to drop, liquid water freezes and glaciation begins. Such an early potential life-generating planet will die. This was probably the fate of Mars (Pollack et al. 1987). Even better placed life-generators may reach a later crisis caused by

atmosphere changes due to the biogenic release of massive quantities of oxygen. Such changes also result in less heat retention and potential irreversible glaciation. This last risk may be substantially modulated by the atmosphere controlling activities of the most primitive life forms in the oceans (the so-called GAIA force), however (Lovelock 1980; Margulis 1982).

Therefore, there is a life zone surrounding each sun-like star, a strip within which a planet must luckily form if it is to be a liquid-water earth. What are the odds that such a stroke of luck will occur? Hart and the school of minority opinion say that the chances are so slight that it is almost impossible to get a planet slotted into this narrow channel. Hart's models indicate that the galaxy is filled with Venuses and Mars lookalikes, and the Earth, the fabulous fluke, could be unique.

This position is now largely discarded or severely modified even by the pessimists. The reasons are several:

a) The original atmospheric models have turned out to be overly simplistic and even directly inaccurate in some of what they did include (Schneider and Thompson 1980);
b) The original models totally ignored the effect of life forms (microorganisms) in stabilizing atmospheres;
c) More complex, and probably more accurate, modelling of early atmospheres predicts the probability of much wider liquid water zones, particularly on the "cold side" of the strip (Kasting et al. 1988);
d) Our own Earth's history shows adaptation to widely differing solar energy inputs while maintaining remarkable temperature stability at the surface, a stability impossible if the pessimists' models were anywhere nearly correct (Schneider and Thompson 1980).

Newer models of atmospheres and temperatures point to life zones six or seven times wider than the Hart estimate. In our own solar system with the Earth at the reference distance of 1.0 astronomical unit, Hart's model pointed to a life zone between 0.95 and 1.01 AU. The new estimates increase the local life zone to between 0.86 and 1.25 (or greater) AU. Venus, for reference, is too hot at 0.72 AU. Mars is a bit too cold at 1.52 AU. With this wider zone what are the odds of an earthlike planet forming there? We do have some guides with which to estimate this answer.

When we look at the spacing of the planets in our own system, we are struck with an intuition of a patterned array. The great rocks seem to lie in lanes of movement at "respectful" distances from one another, gradually widening the gaps as we look further from the Sun. The Bode-Titius equation hints at a regularizing mathematical physics which rules their positions, as if primaeval forces of gravitational resonance, collisions, available mass, or whatever, determined the design. As our theories of system formation become better at approximating the realities we see in our own planets, we are able to alter the initial parameters (star size, cloud metallicity, angular

momentum) and watch as our computers form alternative planetary arrays in moments. The arrays stay essentially the same: small rocky terrestrials in close to the star, a transitional zone, big Jovian gas balls further out, all gradually widening their gaps to their next further neighbor. Our own system should not be widely deviant from the others of the galaxy.

If the arrangement of our terrestrial planets was precisely the rule for our galaxy, it would be an easy task to lay down a grid containing the "too hot," "habitable zone," and "too cold" regions, and overlay the spacing of our four terrestrials on it. We could then slide the planets up and down and make a quick estimate of how often one would happen to fall in the zone. For our system, a planet falls in the life zone over 90% of the time (about 92.4% actually). If our system was average in this sense, then the vast majority of extra-solar systems would have a terrestrial planet in the zone. Our own spacing would allow a few systems (about 8.5%) to have two earths in the zone. The fact that the two numbers add up to something very close to 100 is not mysterious; it simply follows from the fact that our life zone's width (0.39 AU) is about equal to our average planetary spacing in the terrestrial zone (0.38 AU). This is perhaps just a coincidence, and maybe not even that true, given our future refinements of life zone width estimates. But it may also be just another intuitive reason to believe that earths are a natural product of the cosmos.

Such reasoning and the perusal of many computer-generated arrays has led researchers to estimate varying numbers for the amount of earth-like worlds. Planets do form and almost always one falls in the ecozone, but other concerns (axis inclination, mass, orbital eccentricity, and period of rotation) moderate many of the guesses. Depending particularly on what the model used says about planetary mass, estimates made upon widened (non-Hart) life zones would place earthlike planets with all the proper characteristics in the zones between one-third and two-thirds of the time for stars very much like the sun. Because most of the suitable stars will be smaller, perhaps calling for generally smaller planets as well, the odds may drop. Stephen Dole drops them by a factor of ten (to 1 earth in every 200 stars in the disk); Martyn Fogg drops them by a factor of fifty (1 in 1,000 stars); and the "Hart school enthusiasts" of Bond and Martin drop them by a factor of five hundred (1 in 6,000 to 12,000 stars). Bond and Martin, and even Fogg, used modified Hart models and their estimates would seem too low. Dole seems more legitimate and perhaps his guess is best for the moment (see Fogg 1986ab, for comparisons). If there are more determinant factors ensuring proper mass contents for terrestrial planets near the life zones (and other orbital characteristics), then the following more optimistic estimate by Sebastian von Hoerner of the National Radio Astronomy Observatory could well be true:

> "Some astronomical estimates show that probably about 2 percent of all stars have a planet fulfilling all known conditions needed to develop life similar to ours. If we are average, then on half of these planets

intelligence has developed earlier and farther, while the other half are barren or underdeveloped" (quoted in Ridpath 1975).

The Right Stuff in the Right Combinations

Will the right sort of planet revolving at the right sort of distance around the right sort of star produce life? The answer seems to be: yes, if it has the right sort of material to work with. Everything to date points to the conclusion that the right materials are automatically there. It is a conclusion practically without debate.

We have a convincing concept for the general formation of the elements (everything heavier than hydrogen and helium). They are formed ubiquitously in the galaxy in the cores and the death throes of stars. The larger stars disperse these elements to space in similar ratios wherever they destroy themselves in their titanic explosions. We have measured the composition of the resultant molecular clouds by spectroscopy. It is a pleasing revelation to find that the composition of the galaxy at large matches that of our solar system. The crucial fact seems assured: the elemental stuff that allowed planets, Earth, and life in our solar system was, and is, available everywhere else in the disk, once the galaxy went through its initial element-building and dispersing stage (Fowler 1984; Wood and Chang 1985).

We find, then, that the proper elements exist ready for further formation, and these elementals are already combining to form useful molecules. Some of these molecules are chemically active organics which could lead to biology. Especially creative scientists have even imagined life itself being pieced together in space on dust grains or cometary particles (Hoyle and Wickramasinghe 1980). Whatever the truth of that, it is almost a certainty that the chemistry-of-space produces important biological molecules such as amino acids, the monomeric units of proteins (Ferris 1984; Greenberg 1984). Such substances and others of importance have been found in carbonaceous chondrite meteorites (Engel and Nagy 1985; Irvine 1987).

> "Around 4 billion years ago, showers of comets and meteorites may have carried the basic compounds of life to Earth. During their encounters with Halley's Comet, the Vega and Giotto spacecraft detected many of the elements necessary for life. Analyses of meteorites and cometary dust that have fallen to Earth have shown us that these interplanetary objects are often rich in organic material."—William Irvine, University of Massachusetts.

These discoveries are important in that they add three almost certain pieces to our vision of the formative days of planetary systems and earthlike worlds:

a) chemical reactions between the elements are so programmed that massive quantities of organic chemicals are made in space and exist in the heavy molecular clouds from which planetary systems form;

b) much of this organic substance condenses into chondritic dust and lumps which form the basis for early planetary cores, contributing ready-made organic chemicals to the neonatal planets;
c) even after planet formation, more lumps and dust (a carbonaceous meteoric rain) continue to fall into the new environments of the "earths," seeding them with potentially biogenic compounds.

This should be happening, and did happen in the past, all over the galaxy: billions of earths soaking up a prebiological rain. The right stuff is present at the right time. Is this enough to ensure life?

When our chemists began to simulate the primordial atmosphere and energy conditions, they were delighted to discover that these original circumstances spontaneously began creating the chemicals of life. For two decades the advances have been continual and positive (Calvin 1975; Dickerson 1978; Hartman et al. 1985). The primitive conditions not only produce the right biochemicals but they seem to do so in a non-random way. Chemistry's products are determined, and not just anything is possible. Certain atomic arrangements (for example, just certain amino acids or nucleic acid bases) are strongly favored over other arrangements in the same biochemical classes of compounds. There seems to be a limited set of biochemical units out of which earthlike life, and presumably all galactic life, can be constructed.

The linking together, or polymerization, of these small units into the vital structures of proteins or nucleic acids is currently impossible to imitate in our labs in short time frames. Nevertheless, three lines of reasoning lead us confidently to suspect that such polymerization occurs in orderly, rapid and probably uniform fashions on Earthlike worlds:

a) Several polymerization mechanisms have been researched and a few seem to work. They involve high-energy sources (e.g., UV-radiation, lightning, volcanic heat) and high-surface-areas for encouraging catalysis (such as on the bubbles of sea-foam or in the matrices of clay materials). All of these conditions should be available galaxy-wide. Related work, such as the melting of pure biochemical monomers together, and analyzing the resultant products, again shows that not just anything is possible. These melts yield a surprisingly limited variety of polymers.
b) A second line of reasoning involves attempts to calculate the most stable aggregation of molecules, the molecular alliance which would have the best chance to persist in primitive planetary environments. The winners seem to be those aggregates which ally proteins and nucleic acid polymers, the same crucial alliance which lies universally at the basis of Earth's life (Eigen et al. 1981; Schuster 1984).

c) The third line of reasoning is a deduction from a single observation. *Whatever* route the biochemicals took to form polymers and beyond to simple life, it was not difficult and it happened very rapidly. Life appeared in its simplest forms almost as soon as the Earth had cooled and settled enough to permit it (Groves et al. 1982; Ferris 1987; Gould 1978).

> "On Earth, Life began almost as soon as the planet was cool enough to form seas. If this is typical, there may be as many as 10 billion Earth-like planets in our Milky Way alone. Today we contemplate a universe teeming with life, some of which may be intelligent."—Bernard Oliver, chief, NASA SETI program (1987).

More pieces of the prebiological puzzle continue to come to light. The discovery of microspheres, bilayered spherules which spontaneously form from certain proteins, is another important example. These structures behave much like cell membranes, creating differential electric charges on their surfaces and showing division behaviors uncannily like living units. Work with these microspheres and other simple pre-biological systems has inspired their discoverer, Sidney Fox (1984), to say: "The experiments suggest that evolution of molecular complexity was capable of occurring from simple beginnings very rapidly...in days or less" (quoted in Ridpath 1975).

Such optimisms about life formation abound in the cosmochemical and protobiological literature. The trend of the work to date supports such optimism. Given the right stuff in the right places (a situation which is the expected galactic norm), life will spontaneously and rapidly form. Returning to the Drake Equation, the factor "f_l" is "1"; life does it every time, and quickly. It is the basic biochemistry of the universe.

> "The elements required for life—carbon, nitrogen, hydrogen, oxygen, phosphorus, and sulfur—originate in the formation of stars. Then they evolve into larger organic (carbon-based) molecules in space between the stars. In primitive planetary environments they combine into the building blocks of life, evolve into enzymes and the genetic code, organize into complex and stable cell-like structures, develop self-replication processes, and grow from simple to complex living things."—Donald DeVincenzi, NASA Ames Research Center (1987).

Bio-Advance

The subsequent two factors in the Drake Equation, f_i and f_c, which concern themselves with the advance of life in complexity until it achieves intelligence and tool-using civilization, are usually considered together, and often as arbitrary

benchmarks on an inevitable progression of bio-abilities. Some years ago opinions concerning biological advance would have been largely intuitive. Now the answer is essentially certain. Life inevitably advances in complexity. This insight is the gift of one of the twentieth century's great discoverers, Ilya Prigogine (1980; Nicolis and Prigogine 1977).

Prigogine solved the paradox of an evolving life-force in a thermodynamically dissipating universe by demonstrating the following:

a) If an entity is both unstable (i.e., malleable, alterable, flexible, changeable) and self-organizing (i.e. capable of structuring and maintaining itself),
b) and such an entity is "perturbed" (i.e. challenged, altered, stressed, damaged) by some force,
c) then that entity will re-organize itself taking the perturbing force into account. It will tend to maintain its previous talents, while adding to them something which contends with the offending perturbation. It will become "more clever" in existing.

Such great insights always have the characteristic of being "obvious," once someone finally sees them.

Life forms are quintessential "unstable, self-organizing systems." Unless the perturbations they face are so disruptive as to kill, they will advance, they will evolve. Although this "advance," through extinctions and difficult times, is not uniform, the arrow of time and the arrow of bioevolution generally are in step.

All across Earth's surface and Earth's time, perturbations and restructurings have been taking place. Uncounted numbers of biological trials and errors have offered themselves up for testing by the physical and living environment. The winners have survived. Some writers have suggested that we make very risky judgments about advanced life in the galaxy when we base our thoughts on the "single case" of life on Earth. "Planetary chauvinism," Carl Sagan and others call it. Surely life fills the galaxy in unthought variations. Perhaps. But, whereas we are probably at great risk to apply specific macroscopic appearances from Earth forms to other galactic life, concerning the fundamental patterns of life there may be little or no risk at all. The patterns of design and basic structures of our life forms are neither random nor inflexibly linked to some peculiar or singular set of conditions on this planet. Our life forms do not represent "one case." They are the consummation of the experiments of billions of years to find the tools of survival, the structures and behaviors that work. And we have already seen how much alike the earthlike physical environments throughout the galaxy should be.

Support for the idea of common patterns of advanced life comes from more than intuition. Concrete evidence lies all about us. It is called convergent evolution. In isolated ecologies we see life forms which not only occupy similar niches but have also developed similar sizes, shapes, functional structures, and even behaviors. Life,

through all the experiments-to-exist, finds and refinds the paths to success. Convergence of form and behavior implies that "getting it right" involves a limited number of structures and abilities for each task. Our world separately evolved two kinds of bats, animals so alike that we didn't recognize their evolutionary separateness until very recently (Pettigrew 1986). We have marsupials almost indistinguishable from placentals. We have mammals (dolphins) looking like fish (sharks) looking like reptiles (mosasaurs). We have two dozen independently developed kinds of eyes. Some things obviously work and some don't. Some are so valuable that they are bound to arise many times. As biologists begin to take more and more physics into account in their discipline, it will be seen that the forms and abilities of organisms can not be infinitely variable in their basic patterns. And the same physics will operate throughout the galaxy (Reif and Thomas 1986).

There is little or no debate in the ETI literature about the general end-product of the advance of life. Complexity, great size, even intelligence and civilization are viewed as inevitable stages along the flow of evolution.

> "Parallel or convergent evolution is a common phenomenon. Hence we see on Earth repeated, but separate, appearance of advantageous characteristics such as multicellular organisms, eyes, or wings. Such evolutionary developments are therefore not unlikely in living systems elsewhere in space."—John Billingham, NASA Ames Research Center (1986).

Intelligence, or encephalization, has been shown to be part of the strong trend of complication in bio-development as well (Russell 1981), and our own advanced intelligence is viewed as the product of a sequence of events which could as well operate on other life forms of our world should we have failed.

> "The view that mankind's development was a lucky chance, and the only one, may perhaps be not quite right. It may well be that nature was making a number of experiments in homonization....It's quite conceivable that, given the same starting conditions, and given enough time and evolutionary opportunity, it could happen more than once."—Philip Tobias, University of Witwatersrand (quoted in Ridpath 1975).

Reflecting on these matters, David Attenborough argued that, if man became extinct and vacated the top of the intelligence niche in Earth's ecologies, there exists "a modest unobtrusive creature somewhere that would develop into a new form and take our place."

Without quibbling about the exact details of similarity between ours and other planets' life forms, the consensus of the literature upon the Drake Equation factors f_i and f_c is: once life begins on a long-existing earthlike planet, the advance to intelligence and tool-using civilization is inevitable. f_i and f_c are "1."

"Something like the processes that on Earth led to man must have happened billions of other times in the history of the galaxy. There must be other starfolk...these non-human creatures of great learning have doubtlessly been sending explorative expeditions through interstellar space for countless millenniums."—Carl Sagan, Cornell University.

Summary of the Drake Debate

The ETI literature and related scientific research developments indicate good reasons for optimism about the amount of life, even intelligent life, which has arisen in the galaxy. As Frank Drake likes to put it: about one new intelligent civilization appears in the Milky Way a year. The question remains: how much of this intelligent life is still around? In the Drake Equation this refers to the final term, L, the mean lifetime of an advanced civilization. This current author has been quite impressed with the insights of modern science in casting light on all the other factors of the Drake equation. We know a great deal and we're advancing all the time. But this last factor, L, is almost a complete mystery. Sadly, all we can offer is a few tenuous guidelines.

Our galaxy was formed about 10 billion years ago, and it was at that time composed almost entirely of hydrogen and helium: no heavier elements, no heavy molecular clouds, no planets, no life. A significant but undetermined amount of time must have passed while the first generation stars built heavy elements in their cores, the larger stars exploded as supernovas, and these elements were dispersed to space. A great deal of this needed to happen before the "metallicity" of the galaxy would be high enough to allow formation of rocky terrestrial planets. For perhaps the first three billion years this process went on in the sterile galaxy. Perhaps seven billion years ago some solar systems outside the nucleus formed planets upon which the processes described earlier in this paper began. Two billion or so years later our own solar system was formed and we began the crawl up evolution's ladder.

If anything like the above picture was true, then some systems may have begun life-building a couple of billion years before our own. If so, and if Frank Drake's "one civilization per year" (essentially referring back to between one and ten sunlike stars per year) rule-of-thumb is anywhere near, then perhaps 2 billion civilizations have arisen before our own. The extremes are easily determined. If no civilization ever dies off (i.e., L=lifetime of galaxy), then all 2 billion or so are still "out there." If civilizations execute themselves immediately (i.e., L = 1), then there is only one. So one can be either form of extremist: pessimist or optimist. For the optimists one must admit that nearby supernovas or huge galactic nucleus events may scour some systems of life. For the pessimists one must admit that even our own erratic selves have managed to make it forty-plus years past the invention of nuclear weapons and are still staggering into the future. Intuition, all that we have on this issue, would seem to say: some make it, some don't. Even the most pessimistic

scenarios would seem to be forced to the conclusion that there are advanced civilizations out there somewhere. And a little more faith in intelligence produces this:

> "There may be abundant groups of 10^5 to 10^6 worlds linked by a common colonial heritage. The radar and television announcement of an emerging technical society on Earth may induce a rapid response by nearby civilizations, thus newly motivated *to reach our system directly* rather than by diffusion [emphasis added]."—William Newman, UCLA, and Carl Sagan, Cornell (1981).

The Question of Appearance

As we have seen, knowledgeable commentators on ufology do not object to the extraterrestrial hypothesis on the basis that there are no extraterrestrials. Some apparently learned commentators do object that any visiting extraterrestrials will not look at all like us, and that the anthropomorphic similarity of the described "ufonauts" is alone enough to disqualify those reports as fantasy (Simpson 1964; Dobzhansky 1972). But, whereas a precise identity to *Homo sapiens* in UFO reports would be very difficult to explain in any independent evolution scenario, a similarity of basic patterns of structure may be far more likely than is generally recognized.

Commentators on advanced extraterrestrial life can agree on several foundation stone concepts. This life will be based upon the same primary elemental mix, the same solvent, the same basic chemistry, and polymers of amino acids and nucleic acids, and the energy systems utilizing phosphate molecules. The life forms will develop in relatively similar physical environments, including solar radiation, atmosphere contents, comparative planetary masses, temperature similarities.

Observing the apparently required sequence of evolutionary events, one must add to those similarities multicellularity, oxygen-use, sexual reproduction, large size, mobility, and, if a manipulative tool-user, evolved from a land-dwelling animal form. The large size (required of any intelligent evolved creature) demands several other crucial characteristics. The creature must be a large tube with an input end and an output end, a "head" and "tail." Nutritional intake, processing, absorption, and rejection proceeds most efficiently on a linear assembly line basis. Simple osmosis or other more passive mechanisms cannot deal with a large land-dwelling situation. For the same reason there must be a branching tubal circulatory system powered by a pump to reach all cells. The gas transport system should use the same tubes to avoid redundancy. The large mass will require a skeleton, which must be internal to allow mobility and flexibility. Such an animal will be bilaterally symmetrical along the line of the tube. The head end will concentrate the central nervous system and the major information-gathering senses, especially sight and sound. The brain must be seriously protected by some enclosure, and be directly and proximately attached to the major sensory organs.

These traits are recognized as required or determined by simple logic and physical laws. They are also recognized as being wholly dominant in all large land-dwellers and most large water-dwellers on Earth. This is not in any way an accident peculiar to our planet, but the result of limited sets of possible forms being tested and retested in the fires of universal physics, chemistry, and predator-prey relations. We are beginning to discover these limitations as biologists begin to apply physical principles to biological structures and systems. We are beginning to realize the power of certain structures or packages of characteristics as we learn more about evolution and its parallel or convergent production of similar traits. As is now commonly stated in reference to the two dozen or more independently evolved eye structures: some ideas are so important that they must independently reoccur many times. If ETI life forms did not have *very* similar visual organs situated close to the brain and above the food-intake orifice it would be an astonishing surprise.

The most convincing trend in biology which will indicate the likelihood of structural similarity of advanced life forms everywhere comes from the growing application of physical principles to biology. The field is still largely in infancy but the initial insights are impressive. Limitations on the variety possible in design turn out to be far more restrictive than most biologists suspected. The systems of fluid transport and filtration are based on only 5 and 6 design principles, respectively, no matter in which life form they appear. An interesting specific example of limited design is the "fibrewound cylinder," the commonest skeletal unit on the planet. This structure appears in plants, many lower animal forms, and some higher animal forms such as the swimming mammals. It allows lateral bending while resisting longitudinal compression, a useful combination of flexibility, mobility, and strength. A particular angle for winding the fibre around the cylinder is most efficient in balancing these traits. *This exact angle evolved several times,* let alone the separate evolution of the structure-at-large (LaBarbera 1986). Mathematics and physics will apply everywhere. So too will fibre-wound cylinders wound at "terrestrially-observed angles."

Even large biological categories, such as skeletons, have limited numbers of designs. A finite definable number of skeletal types has been described and related to earthly forms. Almost every type turns out to exist on Earth, most of them with many representatives (Reif and Thomas 1986). The message is this: physics, geometry, strength of materials limit the number of structural possibilities. Within these limits a dynamic ecology will inevitably fill each useful structural niche, usually many times over.

> "We are not pretending that the outcome of evolution was fully determined or predictable, but we want to argue against the supposition that all things are possible. The same design elements show up again and again."—R.D.K. Thomas, Franklin and Marshall University.

A rather amazing case of structural determinism has been presented in the relationship between the capacity of mammalian bones to accept stress (before breaking) and the maximum likely stress those bones will be called upon to withstand in their owner's lifestyle. Investigators looked at small mammals such as rodents, at medium ones such as humans, at big ones such as elephants. All the ratios turned out to be *exactly the same*. Somehow the trials and errors of survival in nature have converged (Reif and Thomas 1986). Balancing all the differences of mass, activity, jumping, running, fighting, every type of mammalian bone became designed to achieve the same safety factor: they all can sustain three times the force they are likely to encounter in their lifestyles. This is another apparent example of a powerful order-giving trend governed by basic physical principles, which in this case makes all bony skeletal mammals astonishingly the same. Similar mathematical relationships exist for hydrostatic skeletal structures such as tentacles, tongues, and elephant trunks. Would these same principles apply elsewhere in the galaxy? It is difficult to conceive why not.

With these encouragements in mind let us address a prominent observable feature in advanced life forms which some scientists seem ready to doubt in an alien life form: the number of limbs, two arms, two legs. How really unlikely is it that advanced intelligent life forms evolving elsewhere will have this familiar morphology? A brief examination of our own development of this pattern may offer some grounds for more than a purely intuitive comment. Life here developed in the seas and moved to the land. Such a pattern must be the pattern elsewhere as well. Earthly life in the seas had a long period for advancement before the constitution of the atmosphere allowed movement to the land. Oceanic life was therefore quite advanced before any elaborate land life was possible. Given the time scale for such atmospheric change, this also should be the general pattern elsewhere. Many sorts of things can ultimately crawl up out of the sea to make a living on the land, but only the bony skeletal vertebrates were able to support the size, mobility, and potential for intelligence necessary to be a dominant advanced form. Again, and as we have seen, it is simple physics. It was therefore the fishes from which came the dominant land animals, amphibians, reptiles, birds, and mammals. But what determined the limbs? (Radinsky 1987).

Fish have fins, and it is from the fins that the four-limbed pattern of land-forms developed. Not all fins evolved. Fins along the midline of the animals simply disappeared in the land-forms. Why? They weren't useful anymore. They didn't help move the animal, and steering and stability in a dense fluid medium were no longer relevant. Fins distributed bilaterally in pairs were still useful. Primitive amphibious landlubbers could paddle and flop themselves forward using such fins in the way we might use oars in a rowboat. The more out-of-water time spent by the species, the more effective these fins needed to be as true walking structures. But why "four," and not six as in the insects, or eight as in the octopus, or any other number?

One might claim that the major reason for advanced land animals having four limbs was simply an accident of having evolved from fish having four bilaterally

paired fins, the pectoral and the pelvic. But fish were not always this way. The earliest forms had no fins. Later, all sorts of patterns appeared, including types with more than four bilaterally paired. Such experimentation by nature continued until the seas became dominated by the pectoral/pelvic pairs pattern. Accidental? Random chance? Almost no serious evolutionist utilizes such explanations today. This pattern became dominant because four was, on the average, more useful; it had a survival advantage. Can we understand what that advantage was?

Any such understandings, like all scientific queries which probe into the past, cannot be stated with certainty. We can, however, make some reasonable assessments based on our current knowledge. To start, since all advanced land life develops from bony vertebrate mobile ocean forms, and such forms are tubal and strongly "ended" in structure, these developed land forms will be tubal, ended, and bilaterally symmetric. The likely numbers of fins, which become primitive and evolved limbs, will be "paired": two, four, six, etc., rather than three, five, seven. For all of our advanced forms, the "answer" has been four. A large animal not yet possessed of a significant intelligence, might benefit on the basis of stability alone from more than two limbs. But the main reason is simply that having only two limbs nearly cripples the individual from doing more than one thing at the same time (e.g., standing while defending oneself). But then should not six or eight be better yet? There are two possible reasons why this may not be true, and as knowledge progresses, we'll probably know exactly why four is not only a useful number but a demanded one.

When an animal is large, every major structure of its body is a major genetic and energy expenditure, and a major site of risk. It is a place which can be hurt, infected, and cause death. Adding major structures to a species' form is a situation, therefore, which is carefully weighed by nature's struggle of survival. Six, eight, or multi-limbed organisms minimize their problems by strategies of dropping limbs or regrowing them, strategies inconceivable for a large advanced animal, given the energy and material commitment. Small creatures such as salamanders are probably at the limit of those which can afford such a luxury. Large land-dwellers need very strong supportive members. The problems of dispensing with strong joints and elaborative circulatory and nervous connections, and then restructuring it all later, make it obvious why such a large animal is "stuck with" the number of limbs it has in good times and in bad. More is, then, not necessarily better.

The main factor may be the nature of the brain. A big animal is, in a sense, in more than one place at the same time. Its brain must be able to independently and effectively control each of its limbs so as to avoid the most trouble and accomplish the most gain. The brain seems to be limited as to just how much of this it can do. Perhaps because of the stress of monitoring and station-keeping labor it does keeping track of bones, muscles, sense perceptions, and spatial relations in the limbs, or perhaps because of something even more fundamental about brain structure, the brain seems not to be able to properly focus upon 6 or 7 things at a time. Four things, four limbs, seem easily manageable. Five appendages as with prehensile tails or

elephant trunks, seem well-managed also. But six? At this point the brain seems to fail. The six-legged world of insects operates on a non-independent 3-up/3-down "tripod" walking pattern, most of the time. Very little independent control is possible for the minute brains of insects, and so the complex task of walking is simplified by a six-limbed robotic system with a stable tripod always on the ground. Instead of six, we might better consider their brain's task a task of controlling *two* sets of three during this apparently complex activity.

The octopus is quite intelligent and seems to do a good job controlling its eight limbs, thus contradicting our theory. But despite its abilities as one of the Earth's best problem-solvers, the burden of controlling eight limbs severely limits what it can do. Tentacle movement is extremely complex and most of it must always be left to unconscious robotic control rather than focused intentionality. So limiting is this burden, that despite its high intelligence no octopus can learn a maze (Reif and Thomas 1986). The explanation for this brain-dependent preference for lower numbers of limbs is not clear, but it seems to be clearly true, and points to why we have four limbs and not six or more. Does this mysterious "mathematics" of our earthly brains apply only to our world? Maybe, but considering that the preference has held so strongly across time and types of species on Earth, one wonders if something more powerful and universal may be going on.

The point of the foregoing is not to prove anything but to show that, at the least, the facile dismissal of morphologically similar aliens needs a lot more work than authoritarian guesswork. A reasonable case can be made that common macroscopic designs happened here and elsewhere on the basis of simple physics, geometry, strength of materials, and whatever yet unknown processes limit the controlling abilities of central nervous systems. Further arguments might be made for four or five digits on hands and feet, the arrangement of facial features, basic advanced reproduction designs, certain patterns of sensory intake and brain processing. But there are also many areas allowing much room for variation within these larger structural designs: mass, size, relative dimensions of structures, colors, textures, secondary sex characteristics, aging and immune system patterns, consciousness cycles, etc. *Exact* duplication of an Earth-human by an independently evolved ETI is indeed inconceivable by any biologist. Such a UFO report would cry out for a *non*-independent relationship between the reported "alien" and the reporter. The first place a researcher would look for such a relationship would be in the imagination of the reporter. But a report of a morphologically *similar* but non-identical alien seems a totally different matter. It is intriguing in fact to note, that on the facts and reasoning discussed above, these reports tend to agree with those things deemed likely to be universal, while differing in those things we know may differ (Bowen 1969; Webb 1976). Such an "inspired" dichotomy might well be seen as a positive aspect of the reports rather than a reason to dismiss them.

> "If we ever succeed in communicating with conceptualizing beings in outer space, they won't be spheres, pyramids, cubes, or pancakes. In all

probability they will look an awful lot like us."—Robert Bieri, Antioch College (quoted in Ridpath 1975).

Travel and Behavior

Other objections to the study of UFOs and the possibility of extraterrestrial visitation of Earth have occasionally been used as absolutist rejections of the concept. Of these, the commonest may be "the inadequacy of space travel technology" and the so-called "Fermi Paradox." Both of these have been rigorously and negatively critiqued, if not wholly dispensed with. A few remarks on each will be sufficient here, and will serve to develop some views particularly germane to the UFO phenomenon.

A. **Space travel.** Writings concerned with ETI almost always admit that interstellar travel is not only possible within the limits of what we know and can project, but that advanced civilizations could probably manage it if they were so motivated. It should be enough for us to learn from history about the absurdity of assuming that we know what our absolute technological limits are. But if vague intuitions about history aren't enough, we need only to look at the present. Any serious perusal of the writings of Robert Forward, among others, should convince a reasonable person that even extensions of today's technologies could achieve travel to the nearest stars in travel times of twenty to one hundred years (Forward 1984, 1985). Nuclear fusion designs and lightsails seem most concrete, and anti-matter engines are much written about as well (Forward 1982; Bond 1977; Winterberg 1983). Certainly we and others will uncover other methods as our knowledge progresses.

B. **The Fermi Paradox.** This conviction that there is little (technologically) to prevent ETI from traveling to the stars has inspired a "back door" argument that ETI doesn't exist. It is an argument of a puzzling sort. It is dominated with peculiar assumptions, even prejudices, and it fails the test of logic (Freitas 1983ab, 1985). Nevertheless, it has received an apparently serious hearing in the literature, giving one some concern about presumptions and prejudices playing overly important roles in scientific discussion. Perhaps, though, this is better viewed as a healthy willingness to explore new concepts, however unlikely.

The argument is called the Fermi Paradox, after Enrico Fermi, who allegedly first, even casually, formulated it. The thinking goes, in its briefest form: a) if lots of ETI exists, and b) if they can travel from star-to-star in any reasonable time-frame, then c) because the galaxy is so old and many of these ETI's comparably old with it, the earliest ETIs will have had plenty of time to travel to all the stars many times over. But, since we have no evidence of them visiting here, one of our assumptions must be wrong. Conclusion: since the case for possible space travel technology seems secure, it can only be that no such ETI existed in the first place (Tipler 1980; Martin and Bond 1983).

Most readers will have already spotted the flaws in this position, but, especially

for ufology's sake, it is useful to point out the major fallacies. The initial prejudice which is apparent to anyone even mildly conversant with the UFO phenomenon is the cavalier assumption that we have no evidence whatever which could be interpreted as ETI visiting this planet. Most serious UFO researchers would be willing to admit that we have no *conclusive* evidence for an extraterrestrial visitation, but to say that nothing in our recent, or even distant, history might be so interpreted bespeaks of a profound prejudice or ignorance of some kind. In a straightforward way, the whole thrust of the ETI literature should lead one to an intense research interest in the mysterious elements of the UFO phenomenon, as it is in these elements that the predictions of the Fermi Paradox reasoners would be borne out: that is, by every scientific line-of-reasoning, ETI should have visited our system. Any refusal of interest in investigating the UFO phenomenon, using an ETI concept as one working hypothesis, should surely be astonishing.

But, for the moment, we may set aside this problem and move on to a second, equally troublesome one. This second fallacy or unnecessary assumption was originally hidden between the lines, but is now openly discussed in the body of Fermi Paradox articles. The assumption begins with the view that, if ETI visited our solar system, the evidence of these visitations would be overt if not overwhelming. This rather "science-fiction" vision of ETI activity seems to pervade all thinking by the Paradox supporters. They seem to have grave difficulty imagining their ET-travelers as being anything other than colonizers.

When one speaks of "colonizing," giving "overt display," or "leaving obvious evidence about to be observed," we are talking about behavior, and we are talking about motivation primarily. Almost everyone addressing the topic admits that it is a dangerous game to guess what alien behavior and motivation would be, and *that* wisdom alone should place the "colonization hypothesis" into perspective as just one of many possible ideas. A certain sort of reflecting upon possible behavior and motivation is not dangerous however, if we display the proper attitude. Such reflection will be objective if we do not arbitrarily select just one motivation or behavior and then build absolutist conclusions out of that viewpoint. Some consciousness of alternatives is healthy surely.

C. **Alternative ideas on motivations.** We can imagine, probably, a nearly endless run of motivations for ETI meandering the stellar systems, but here we will briefly assess seven of the most discussed. We won't delude ourselves that we've covered the scope of possibilities, and we will hope that the discussion serves only to place ETI and the UFO phenomenon into useful alternative perspectives. The seven motivations are:

1) Colonization;
2) Material gain and power;
3) Threat at home;
4) Threat here;
5) Galactic kinship;
6) Religious conversion;

7) Curiosity and exploration.

The first of the list has already been mentioned as the motivation most debated (Hart 1975; Newman and Sagan 1981; Singer 1982; Fogg 1986ab). Although it is possible to envision "colonization waves" being driven by needs other than population growth, this is the factor which has dominated the discussion. This dominance is one more oddity in the discussion of ETI, as the choice of population pressure as a driver would seem to be one of the poorest choices we could focus upon.

If, as most feel, the moving of craft through interstellar space will involve a major resources and technology effort, then this is not something which will be done either casually or on a massive scale. A culture wishing for relief from population pressure will not find it by sending 300 citizens to the nearest star while 300 billion remain at home. Some other solution will be sought, like population control. Since on our own planet we have spotted the dangers of overpopulation even at this rudimentary stage of our development, and most of the advanced nations are vitally concerned with attaining stable population levels, it stretches credulity to think that advanced ETIs would not long ago have seen this problem and dealt with it. When you read the literature you get the intuition that the writers are using this particular motivation because it allows them to play "number games" (doubling times, filling times, expanding colonization waves) and so to make irrelevant "estimates" of how long it takes to saturate the galaxy based on a veneer of math and implausible assumptions. It reminds the reader of the drunk and the lightpole. The drunk spends all his time looking for his lost keys near the lightpole (despite the fact that he knows that he didn't lose them there), because it's the only place that he can see. The other more probable motivations do not lend themselves to the mathematical game, so they aren't often discussed.

Let us stretch the population problem scenario to its limits by assuming that the ETIs have developed some absolutist position such as a "sacred priority of propagation," and are, therefore, mindlessly spewing out citizens and somehow surviving all the crises this creates. Even this scenario does not demand colonization of all Earth-like planets or Sun-like systems in ways that require readily recognizable extraterrestrial presence. For instance, such a civilization would surely do the easier task of colonizing its own system thoroughly, prior to launching to the stars. In doing so, it would learn to live efficiently in space colonies or cities. Should such a civilization later decide to colonize other systems, eventually entering our own, such a colonizing group might easily choose to settle in space with the readily accessible solar energy and asteroidal minerals rather than at the bottom of a difficult gravity-well on our planet's surface. They might not even want to risk immersion in our alien biosphere any more than necessary. In short, they could have been here many times, and could still be in the solar system, without ever setting up housekeeping on Earth. And, at our crude level of solar system exploration, it could be many years into the future before we suspect what has been going on nearby (Papagiannis 1978ab).

> "Following life's innate tendency to expand into every available space, technological civilizations will inevitably colonize the entire galaxy establishing space habitats around all its well-behaved stars. The most reasonable place in our solar system to test this possibility is the asteroid belt, which is an ideal source of raw materials for space colonies."—Michael Papagiannis, University of Boston (1983).

The point of this speculation is that being absolutist about any of these scenarios makes no sense. Many possibilities are readily imaginable. The second scenario, material gain or power, is really an analog of the population problem. If it is truly difficult and expensive to travel star-to-star, then this possibility makes even less sense than the first. Mass freighting of some relatively abundant universal constituent seems inconceivable, and the specialty freighting of some rare commodity (genes? humans?) seems a poor return on the investment if this is some economic game. And could some power-mad tyrant want to go out and conquer star-systems just for the kick of it? Maybe. But if such existed, how many would be required to saturate the galaxy? And, each would have to spawn generations of power-mad successors to keep the "power wave" expanding for several millions of years. And, how does one hold "The Empire" together with the most isolated chains-of-command imaginable? Most tellingly, we *know* that this bizarre idea is irrelevant for us anyway. Despite Hollywood, no conquerors have arrived.

A third possibility is threat-at-home. This we can divide into two: a specific threat prejudicial to a small group, or a cosmic threat against the whole system. Hi-tech pilgrims in their fusion-powered Mayflowers may leave the stifling repression of home worlds for freer spaces, but this is a piecemeal effect not likely to give us the sustained continuity of expansion necessary to cover the stars of the galaxy. And our space-faring pilgrims may also be no more interested in planetary surfaces than our generic colonizers discussed earlier. A more certain occurrence would be the flight occasioned by rare but inevitable coincidences of an advanced civilization lying about an unstable sun. Would such a civilization meekly accept its end or make a heroic effort to reach safe havens in the stars? Of all the mass movement scenarios this seems the most necessary, although the cosmic coincidence needed to inspire it should be exceedingly rare. Such people would be a reluctant group of colonizers seeking a long-lived star, and stopping their expansions after one great wrenching jump. If one's own Sun did not happen to be the nearest stable neighbor to such a tragedy, there is little reason to expect visitors from such a cause (San 1981).

What if *we* comprise a threat of some sort? Such may seem another bit of human egocentrism, but perhaps not. We are constantly reminded that we are competitive, xenophobic, and violent. We are also curious, inventive, and risk-taking. We understand nuclear power and the rudiments of space flight. We have been very fast to accelerate into a high-technology lifestyle. How fast and how far will we go? Recently there has been talk of "relativistic rockets," devices which might approach

the speed of light. Science fiction? Maybe, but who knows when we will "turn over the right rock" and discover the key secret to make it a reality? Such a device would participate in the relativistic effects of objects moving at very high speeds, including tremendously increased mass. Relativistic rockets have been called "planet crackers," a doomsday weapon, the "gun" that makes all civilizations equal (Pelligrino 1986).

If you were living around a nearby star, you might well want to know what we, your neighbors, were like. Once you found out, you probably would want to keep track of us, while keeping a low profile yourself. Depending upon your level of interspecies ethics, you might be sitting "out there" right now, weighing our existence in the balance, hoping that we learn how to behave properly, or just paranoically biding your time until you give up on us and pull the trigger. Many such paranoia scenarios might be possible, but they all call for one alien behavior: ultra-secrecy. The last thing a worried civilization wants to do is give itself away. A larger organization of civilizations might not feel as threatened, but still be concerned. In such a scenario more genuine concern over the survival of dangerous but fledgling species could be evidenced out of both self-interest and a sort of cosmic morality.

This leads us to a possibility of some galactic kinship group, oft termed the "Galactic Club" (Bracewell 1975). Such an alliance is pictured as an association of advanced civilizations who oversee the maturation struggles of species such as ours. This overseership could be driven by anything from total self-interest to total "moral duty-to-others." Within that spectrum can be imagined any amount of overtness, ranging from nearly-total quarantine (the so-called "leaky embargo" hypothesis) to blunt intervention. Once again the point is: this possibility allows an ETI presence in the Solar system in a variety of levels of covert activity with, however, some purposeful interaction or manipulation (Tough 1986).

Only certain extremes of alien motivation would *demand* overt display, and one such extreme relatable to the above is the sixth scenario: religious mission-work. It has been reasoned that if interstellar travel is as difficult as it seems it should be, then only extreme survival pressures or powerful "matters of the spirit" would motivate ETI to engage in the task. One of the things that has made blood run hot here on Earth has been religion and the desire to bring one's truth to others no matter what the sacrifice. Such an interstellar apostolate is quite conceivable, but it is difficult to conceive as other than an overt interactive mission. Since nothing like that is happening, we are left only with the unlikely situation of a "conversion by stealth" to an alien thought-system. Subtle persuasions through hidden means: an excruciatingly slow method for evangelization. This possibility, despite the claims of some UFO contactee groups, seems irrelevant to reality as we currently find it.

The last possibility is the one this author finds most congenial and most likely, hopefully on more than purely intuitive grounds. This seventh scenario is motivated by curiosity: the desire to explore. It is a motivation that strikes a responsive chord in most of us because it is the motivation which has primarily driven our own space

excursions. There is little question upon listening to our spacecraft designers and "high frontiersmen" that if (when) *Homo sapiens* goes to the stars it will be because we want to know what's out there. Curiosity, for us, is a powerful "matter of the spirit" which is one of those irrational urges which disregards economics, security, and other practical values and plunges forward anyway. Curiosity is the driving force of Discovery. As such it would be the same motivator that pushed any technological civilization forward in the development of its elaborate tools.

But is there any reason other than intuition and the history of our own species to give better validation to this idea? Perhaps there is. First let's try logic. Imagine any life form in any situation. To be able to behave appropriately (to survive), the life form must have some means of either altering its situation to move toward (become more involved with) something, or of altering its situation to move away (become less involved with) something, or of maintaining its present situation. We might call such abilities "exploration," "flight," or "stasis" in common language, or, if we were psychologists, "novelty seeking," "harm avoidance," and "reward dependence." For an intelligent species, the triggers for these instincts would be located in the brain and serve as the foundation of behavior. It has been said, loosely and without any depth of analysis, that alien intelligence would never share any behavioral similarities with our species. Yet logic, simple deductive reasoning, indicates that the foundation stones of behavior *must* be the same three universals, one of which is closely related to, if not identical with, curiosity (Cloninger 1988).

Now that the tools of science have advanced enough to let us probe the physics and chemistry of the brain, psychologists are moving beyond the limits of external observation of behavior and are beginning to apply the physical sciences to their discipline. Some of these researchers have already shown that a chemical trichotomy serves to facilitate the three foundation stone behavioral drivers just described. These researches delineate a "Behavioral Activating System," related to impulsive and exploratory activity, driven by the critical consciousness-alerting hormone, dopamine. A second "Behavioral Inhibiting System" relates to caution and shyness, and is driven by the major sleep-state controlling hormone, serotonin. The third "Behavioral Maintenance System" relates to dependency and conservatism, and is inversely driven by the main energizing hormone, nor-epinephrine (Cloninger 1988).

We have known that these three neurotransmitters (brain hormones) are vitally important to behavioral stability for some time. Imbalances in these chemicals have been accused of producing certain schizophrenias, depressions, hyperactivity, and neuroses. We are just now realizing how fundamental they are. They go to the roots of behavior, and one of them is the activator of what we see as a biological essential relatable to the ETI story: curiosity, exploration, novelty-seeking. Species everywhere should seek novelty, avoid harm, and conserve the good. If we were to assume the absence of a powerful curiosity and exploration instinct in ETI, we assume that they are missing one of the three required instincts of life forms. Would their level of curiosity be strong enough to take them into the stars and ultimately to

us? No one, of course, can say. But if they do come, they will come with curiosity and a sense of exploration among their other instincts.

Ufology and Science

The discussions of this paper have argued for the following:

a) There are billions of proper suns, planetary systems, and life-bearing worlds in our galaxy.
b) It is extremely probable that many of these systems evolved intelligent life-forms, some much earlier than our own.
c) It is extremely probable that some of these civilizations still exist, and possible that all of them still do.
d) It is extremely probable that some, if not all, of these life forms are based upon a physical structural format similar (though not precisely identical) to our own.
e) It is extremely probable that some, if not all, of these advanced civilizations have the means, albeit with difficulty, of traversing interstellar space.
f) And, it is essentially a certainty that these advanced life forms have several instincts/motivators/behaviors in common with *Homo sapiens*, one of which (curiosity) may be particularly germane to such journeys.

If there are scholars who do not agree with the arguments upon which the above conclusions are made, they should at least agree that each of the points is possible, not inconsistent or forbidden by scientific information as we know it. A perfectly congenial scientific working hypothesis might be: advanced extraterrestrial visitors have reached our solar system and may still be here. Though not identical, they have much in common biologically and psychologically with our species. They are partly motivated by curiosity and (scientific) exploration.

This is the classical "ET hypothesis" from ufology. When stated simply without the extensive previous discussion, it is often disregarded ad hoc or even derided. However, we have seen that it is an eminently defensible and scientifically respectable beginning hypothesis. We see its respectability in the growing interests of scientists in closely related research. There is the large upsurge in interest and programs for detecting ETI by radiotelescopy by the Drake-Sagan school of explorers. Other astronomers have suggested that an intensive exploration of the asteroid belt, looking for space colony-dwelling ETI, is in order (Papagiannis 1983). The famous "Face on Mars" and the "Pyramids of Elysium" are intriguing (DiPietro and Molenaar 1982). Some established scientists have mused that they are probably natural but just maybe not (Sagan 1980). Another researcher has scanned the Earth-Moon Lagrangian gravity-well points for possible alien artifacts (Freitas

1983ab; Valdes and Freitas 1983). No true scientist disapproves of these investigations as being outrageous, laughable, or beneath scientific dignity. Nearby stars, the asteroid belt, Mars, the Lagrangian points: how much closer does "respectable science" have to come to Earth itself before UFO research is accorded equal dignity?

> "The supposition that we are alone in the solar system is based essentially on the assumption that if others were here they would have made contact with us, or at least we would have become aware of their existence. Neither of these assumptions, however, is true, though it is possible that some of the thousands of UFO sightings might deserve some further consideration."—Michael Papagiannis, University of Boston (1978a).

The ET hypothesis is an acceptable concept to be weighed alongside others in the analysis of UFO phenomena. UFO phenomena, like any other natural (physical, biological, psychological, etc.) events, are acceptable subject materials for research. The only question can be: is this research being pursued properly?

As J. Allen Hynek was fond of saying, the science of ufology is the analysis of UFO reports (and any attendant artifacts or other remanent features). As in any fledgling science, the primary duties of researchers have been data-gathering, data-clarification, and pattern-finding. These are the classical first steps of the scientific method and much of the effort in ufology has been directed properly to just this work. Many patterns were found (e.g., times of sightings, population density relationships, witness numbers and types)(Hynek 1972). Some patterned subsets were discovered. Some of these led to known but somewhat unsuspected phenomena (e.g., rocket booster re-entries). Some of these led to rare or possible new natural phenomena (Persinger and Lafrenière 1977). And some led to intriguing unsolved puzzles (e.g., motor vehicle engine interferences, Rodeghier 1981; and ground markings, Phillips 1981).

Beyond the pattern-finding step, scientific methodology requires testing or at least some form of pro-active observation to proceed further. However, as in many non-laboratory sciences, variables were difficult to control and replication was not possible, in general. Occasionally, as in photographic analysis work, labwork has been possible, and has often been pursued with high standards (Maccabee 1988). Scientific deductions based upon the available patterns are possible in part, but as the phenomenon is idiosyncratic regarding time of appearance (and as no one seems to be able to produce the phenomenon on demand) only the crudest predictions can be made and checked (see Persinger 1981 for a creative attempt at this).

On the other side of scientific methodology (researching causal agencies, rather than patterned behaviors or "laws of nature"), hypotheses for "why" the experiences are as they are obviously can and have been made. The ET hypothesis has been one of many hypotheses weighed in the pursuit of explanations. "Lying,"

"misperceptions," "confabulation," "psychiatric problems," and "unknown natural phenomena" are several of the other hypotheses always taken seriously by the better UFO researchers: a fact proven by the vast majority of UFO reports being explained by those same researchers. True control of variables is not possible in all of the hypotheses (especially the more extraordinary ones such as the ET hypothesis). As such, testing and scientific deduction aimed precisely at these possibilities has not yet been fertile. However, in any given case, all of the hypotheses are theoretically falsifiable, and, in each explained case, all but one has been falsified. And this is not a trivial point in a fledgling science wherein one case bears no necessary relationship to any other. Science must permit piecemeal testing of cases or no new field of science could begin.

Beyond this, some cases have resisted explanation by the array of "mundane" or "ordinary" hypotheses, and yet are consistent with extraordinary ones like the ET hypothesis. They do not *prove* the hypothesis, as "hard," unambiguous lab-testable evidence does not exist for any such case. Such cases, therefore, present the scientist with flaws. By definition, since they are unexplained, they lack sufficient data. They may lack data because the data was not able to be uncovered, or because the witness or the researcher were not clever enough to uncover it, or because the methodology used in the case has somehow clouded the data. Certainly all of these situations exist in the vast numbers of cases in the field. But the conclusion of a scientist should be this: if cases exist, flawed or not, which resist explanation in ordinary ways, and which are consistent with extraordinarily interesting alternatives, these reports constitute an area worthy of scientific research. Even if all of the reports and all of the past researches are flawed in some form or another, this statement still stands. Ufology is, after all, a difficult field to "surround," and thereby difficult to research. It is eminently interdisciplinary, and taxing for the narrowly trained investigator. Its complexity should be recognized and approached with proper humility by the skeptical commentator as well. But the difficulty of the field is not a reason to abandon the field or to oppose the reasonable work of those who choose to pursue it.

Comparing the scientific approach of J. Allen Hynek to the scientific charade of the so-called *Scientific Study of Unidentified Flying Objects* headed by Edward U. Condon (Hynek 1972; Condon 1969), an outstanding U.S. scientist wrote in *Science* (the journal of the American Association for the Advancement of Science):

> "On balance, Hynek's defense of UFOs as a valid, if speculative, scientific topic is more credible than Condon's attempt to mock them out of existence. The fact that Hynek was granted no NASA or NSF support at all for study of UFO's can be regarded as a rather dismal symptom of the authoritarian structure of establishment science. It is also disappointing that *Science*, which has earned the respect of U.S. scientists and occasionally the enmity of U.S. bureaucrats by providing an independent forum for controversial views, failed to publish a responsible rebuttal to the Condon report, treating it instead as a news item. As a result, the

> substantial criticisms raised by Hynek now were not adequately aired then. Thus, from this juror's point of view at least, Hynek has won a reprieve for UFO's with his many pages of provocative unexplained reports and his articulate challenge to his colleagues to tolerate the study of something they cannot understand."—Bruce C. Murray, California *Institute of Technology* (1972).

In the view of this current author, this situation has not appreciably changed. Hynek's articulate wisdom and his cases remain, the public attitude of official science has remained cool to hostile, and Dr. Murray's enlightened tolerance has not been followed by his peers.

Summary

There have been many goals of this paper and many issues treated. The following general positions have been defended:

a) The UFO phenomenon is a proper field of scientific study.
b) Some UFO researchers have proceeded with the elementary first steps of the scientific method in a proper fashion.
c) Some UFO researchers have pursued the more advanced steps of the scientific method properly, albeit with the difficulty expected in a complex, uncontrollable, de novo science.
d) The ET hypothesis is a proper alternative hypothesis for use in evaluating UFO reports.
e) Reasonable scenarios within the ET hypothesis are consistent with debated and puzzling characteristics of many unexplained UFO reports.

And, concerning the possibility that an advanced ETI civilization could be visiting our planet, it is easy to conceive why the following specific characteristics of the UFO phenomenon would follow:

f) UFO experiences would not be able to be controlled or easily predicted by Earth scientists.
g) UFO experiences might be deliberately made confusing whenever total secrecy was not possible or desired.
h) "Good" (related to ETI) UFO cases would be relatively rare, buried within a multitude of mundane experiences.
i) Some UFO experiences might appear to be deliberately "staged" to accomplish some specific purpose.
j) "Magical" or "impossible" characteristics of some experiences might rather be manifestations of ultra-advanced technology accord-

ing to the "Clarke Law" of the impact of such technology on relative primitives.

k) Occasional awarenesses or subtle programmed information might be transferred, but never concrete physical evidence.

These last comments are highlighted simply as a reminder that the rejection of some reports, or the whole study area, on the basis of "absurd or confusing content" is another inappropriate attitude in this ETI context. Such a list as above may be a bit depressing for the scientist who would much rather be the controller than part of the controlled, but it is a possibility well within our concept of the universe and what could be going on around us.

> "I cannot presume to describe, however, what UFOs are, because I don't know; but I can establish beyond reasonable doubt that they are not all misperceptions or hoaxes."—J. Allen Hynek (1972).

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Project Sign and the Estimate of the Situation

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Abstract: Upon becoming aware of the explosion of reports of anomalous aerial phenomena over the United States in the summer of 1947, the U.S. Air Force became alarmed and instituted emergency studies of the "flying disks." Quickly this task was delegated to Wright-Patterson Air Force Base's intelligence division, and in January 1948 became a formal project, Sign. Sign investigated the phenomenon for seven months and decided that it was best explained by the extraterrestrial (spacecraft) hypothesis (ETH). An Estimate was produced for the Pentagon giving reasons for this. Elements of the very high rank in the Pentagon would not accept this, and their refusal led to a major debate on the ETH, which resulted in the ultimate breakup of the Project Sign team and the destruction of all (with perhaps one exception) copies of the document. This early confrontation set the tone for the USAF behavior toward UFOs for the next two years and, after a brief respite in the era of Capt. Edward Ruppelt, until the complete cessation of the formal USAF project on the phenomenon in 1969.

INTRODUCTION

Project Sign was the first official, formal investigative body concerned with the mystery of unidentified flying objects. It was a United States Air Force (USAF) intelligence activity located at Wright-Patterson Air Force Base in Dayton. Ohio. Its bureaucratic location was in Air Materiel Command's (AMC) Intelligence Division, referred to on the base as T-2. It operated formally for about one year, the calendar year of 1948.

During that year Project Sign collected reports on a large number of cases, conducted some on-site investigations and many interviews, and attempted to analyze the UFO phenomenon in any way available. By the fall of 1948 the lead personnel of Sign decided that their investigations pointed to a conclusion. As was usually done for any intelligence analysis, they then composed what the military called an "Estimate of the Situation" which they sent to their superiors in the Pentagon. Their conclusion: The flying-disk phenomenon was caused by extraterrestrial agencies.

This created a great stir in the Pentagon. Authorities there were unwilling to accept it. The fallout of this consternation resulted in a quashing of the document, and a denial to the public that it had ever existed. This paper will attempt to detail the origins, nature, and functioning of Project Sign, as well as the reasons for the creation, quashing, and denial of the now-famous Estimate.

THE SUMMER OF 1947

The June 24, 1947, sighting of nine disks near Mt. Rainier, Washington, by Idaho businessman Kenneth Arnold started a flurry of reports that began the modern era of UFO sightings. At first, the military did not take these reports too seriously, but they changed their minds considerably in about one week's time. This change of attitude was due to the continued stream of disk reports, many by their own pilots and personnel. In fact, the first week of July 1947 had created considerable excitement within the offices of the Pentagon, with the Air Force Directorate of Intelligence scrambling to make sense of these mysterious overflights and enlisting the aid of their bases, other services, and the FBI (Fitch, 1947).

Gen. George McDonald was director of intelligence for Chief of Staff Gen. Carl Spaatz. But he and Spaatz seemingly played no role in this story. The real energy at the top of the Air Force's command seems to have been Spaatz's junior executive and incoming replacement, Gen. Hoyt Vandenberg. McDonald, too, seemed to be slipping toward retirement as well as his World War II mentor and friend, and much of the action at the Directorate was handled by his executive officer, Brig. Gen. George Schulgen. McDonald and Schulgen presided over the Directorate when it was adjusting to postwar

changes and the newness of the Air Force itself (soon to achieve formal independence from the Army).

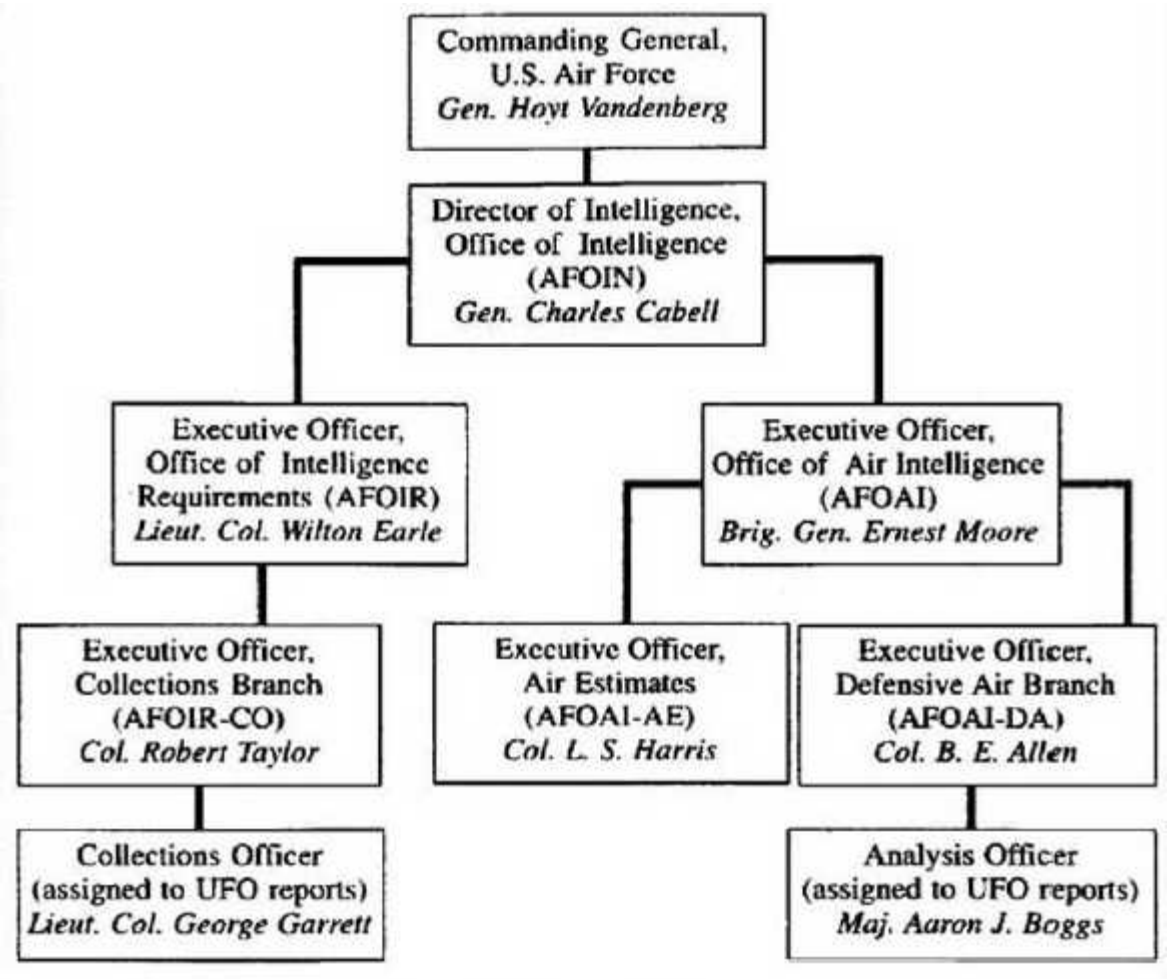
The Directorate had several divisions of which two played major roles regarding UFOs.[1] The primary offices at the Pentagon involved those of the Directorate of Intelligence (AFOIN) and certain locations in the two other divisions, the Air Force Office of Intelligence Requirements (AFOIR) and the Air Force Office of Air Intelligence (AFOAI).

The former had more of a service function, and included the important Collections branch (AFOIR-CO). In this office we find the executive officer, Col. Robert Taylor, and his right-hand man and chief collector of UFO information, Lt. Col. George D. Garrett. Acting Chief Garrett would stay in this position at least to the end of 1949. He would be a veteran source of continuity through this early UFO era, and a person in sympathy with the idea that the flying disks were real, technological objects. AFOIR seems to have been a source of individuals sympathetic to taking UFOs seriously, as it included not only Garrett and Taylor, but Col. Frank Dunn in the main office (who would become Captain Ruppelt's open-minded superior at Wright-Patterson) and Col. (then Major) W. A. Adams of the Documents and Dissemination office (who as Maj. Dewey Fournet's boss in the Pentagon would become a strong proponent of the extraterrestrial hypothesis in 1952. (Fournet was the Pentagon's chief UFO officer in 1952.)

1 All offices had letter designators, the "alphabet soup" of military focal points, and these were in the process of changing. I'll give the designators that applied through most of this early UFO period as examples of the relevant organizational structure. In the summer and fall of 1947, USAF used a set of designators beginning with "AFB" for the Pentagon and "TSD" for the T-2 intelligence office at Wright-Patterson. These designators all changed in about December 1947, were tweaked again by early 1950, and totally changed again by the time Project Blue Book Director Capt. Edward Ruppelt took over in late 1951. I give the structural designators for the late 1947-1950 period below. The real organizational format seems to have remained essentially the same.

Organizational Chart, USAF Intelligence, ca. 1948

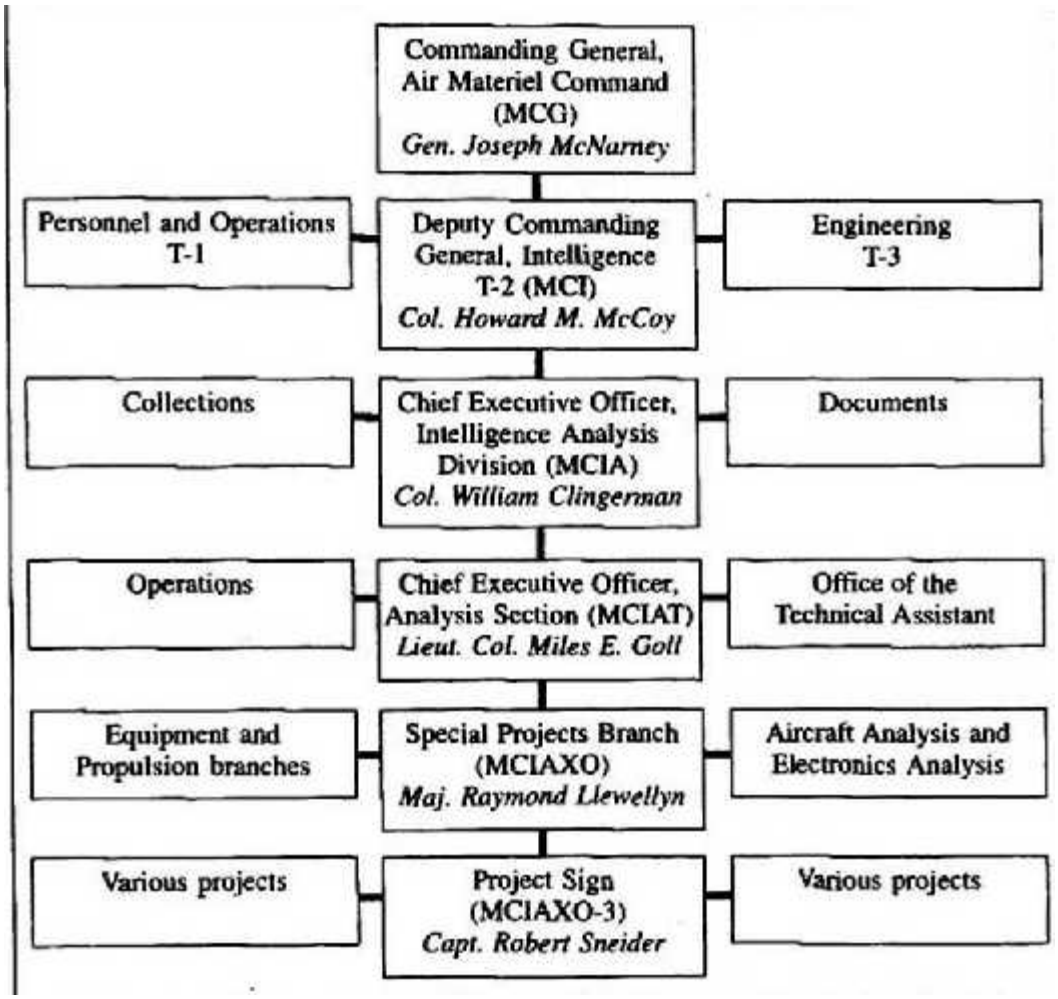
The Pentagon's Directorate of Intelligence was undergoing reorganization in 19471952. Much change also occurred in the executive positions of AFOIN, AFOAI, and its branches. The chart below is representative of the type of structure and staff as it was in the 1948 Project Sign period.



On the other side at the Pentagon was Air Intelligence. This was more an analysis division. From its Defensive Air branch (AFOAI-DA) and certain elements in the main office and Air Estimates (AFOAI-AE) came consistently negative views about the flying disks, particularly about the extraterrestrial hypothesis but to some degree even to their existence at all. AFOAI-DA seems to have been in part almost a spin doctoring office, fixated on manipulating analyses and conclusions to have the proper effect and appropriate action. This was the realm of the saucer-killing Maj. Aaron J. (Jerry) Boggs and Col. E. H. Porter, a very supportive superior who became director of estimates. Boggs stayed in this position a long time and Porter was still there in 1952. The Pentagon was a split house on UFOs from the beginning.

Organizational Chart, USAF Air Materiel Command, ca, 1948

Like the USAF Directorate of intelligence, the intelligence Division at AMC went through major restructuring in 1947-1952. The partial organizational chart below is generally accurate for 1948, the year that Project Sign formally existed.



At Wright-Patterson AFB, the Commanding General of AMC Nathan Twining presided over the USAF's technical research and development operation (called T-3, or AMC-Engineering), as well as the technical intelligence group MCIA, or T-2. These two functions were in separate parts of the base: T-3 engineering was on Wright Field, and T-2 intelligence was tucked away in an outer area of Patterson. T-2 could call upon T-3 labs and experts for help with analysis of reports.

The director of intelligence at AMC was Col. Howard M. McCoy. An excellent engineer (known as "Mr. Propeller' in his prewar days in the engineering division), McCoy was also an experienced intelligence man, having done fieldwork in Europe to bring back the remains of German aviation technology and some of their technical libraries. McCoy's intelligence division was set up to analyze reports of a potential or real enemy's air power. The main part of the operation was the intelligence analysis division (MCIA: Material Command Intelligence Analysis). This group's executive officer was Col. William Clingerman, a fine engineer and intelligence officer who personally investigated what was perhaps the first instance where WrightPatterson was ordered by the Pentagon to send personnel to the site of a UFO case, at Harmon Field, Newfoundland.

MCIA was broken into two sections: MCIAT (the technical analysis section) and MCIAO (the operations section). Under MCIAT were several branches (e.g., aircraft analysis, foreign liaison, guided missiles, special analysis, and special projects). The latter branch was a catchall office where ad hoc projects could arise. It would become the location of the flying-disk team, Project Sign. These offices were fairly fluid with regard to the actual work of their staff. Many officers signed off on documents as "acting chief' of MCIAT and for Clingerman as MCIA. Albert Deyarmond, a friend and war colleague of McCoy, worked out of Clingerman's office, was assigned to Project Sign, and could be seen writing letters and signing off for officers all up and down the T-2 structure.

But in the summer of 1947 the formal operation called Project Sign was not yet in existence. Reports of flying disks were coming from everywhere, but the investigation of these reports was

disorganized. The Pentagon, through Schulgen, responded first as the natural focal point. AFOIR-CO was given the initial responsibility in the person of Lt. Colonel Garrett. He, Taylor, and Schulgen began to try to get their bases to investigate notable cases and forward the reports. They also enlisted the FBI, who assigned Special Agent S. W. Reynolds as the liaison. They began working furiously on this throughout July, involving Wright-Patterson now and then by direct communication with McCoy.

As July wore on into August, Garrett, Schulgen, and Reynolds became confused by a lack of interest and pressure emanating from the high echelons of the Pentagon. The previous year they had gone through an investigative furor about a subject that they considered to be similar to the flying discs, when hundreds of "ghost rocket" reports came out of Sweden and other European countries. In 1946, the top brass had exerted continuous pressure to find an answer, but now it had gone completely quiet. This puzzling void has been termed "the silence from topside." It was very peculiar to Garrett and the FBI. Their mutual suspicion was that the very highest officials knew what this phenomenon was already (Swords, 1991).

THE RESPONSE TO THE SILENCE

Agent Reynolds felt that it was a waste of personnel and resources to engage in a nationwide goose chase to find out what the Pentagon high brass already knew. Garrett agreed: It was no more useful for the USAF to waste its time. Garrett and Schulgen decided to place the issue squarely before the people who should know. They were certain that the response would be: "Yes, fellows, we believe that we do understand precisely what these disk reports are all about, and you really don't need to pursue it any longer." Instead, the chain of communications would ultimately lead to the establishment of Project Sign.

Garrett decided to broach this question of the wild goose chase in concert with a preliminary intelligence Estimate on the nature of the disks that he would write. During late July 1947, Garrett had collected and sifted his flying-disk case reports and selected 16 (two more were added later) from which to make his Estimate. We can visualize him sitting at his desk in the Pentagon, the case reports spread out before him ordered by date, marking each front page with a large circled number, and beginning to extract the pattern that he saw. What Garrett concluded in this first informal USAF Estimate was as follows (see Appendix 1 for the full text):

> From detailed study of reports selected for their impression of veracity and reliability, several conclusions have been formed:
>
> a. This "flying saucer" situation is not all imaginary or seeing too much in some natural phenomenon. Something is really flying around.
>
> b. Lack of topside inquiries, when compared to the prompt and demanding inquiries that have originated topside upon former events, give more than ordinary weight to the possibility that this is a domestic project, about which the President, etc. know.
>
> c. Whatever the objects are, this much can be said of their physical appearance:
>
> 1. The surface of these objects is metallic, indicating a metallic skin, at least.
>
> 2. When a trail is observed, it is lightly colored, a Blue-Brown haze, that is similar to a rocket engine's exhaust. Contrary to a rocket of the solid type, one observation indicates that the fuel may be throttled which would indicate a liquid rocket engine.
>
> 3. As to shape, all observations state that the object is circular or at least elliptical, flat on the bottom and slightly domed on the top. The size estimates place it somewhere near the size of a C54 or a Constellation.
>
> 4. Some reports describe two tabs, located at the rear and symmetrical about the axis of flight motion.

5. Flights have been reported, from three to nine of them, flying good formation on each other, with speeds always above 300 knots.

6. The discs oscillate laterally while flying along, which could be snaking. [Garrett, 1947)

Garrett's 16-case (later 18-case) study was reported to the FBI and to his superiors in Schulgen's office. They then began using the study to query the research and development areas of the armed services: Are these devices our own technology? Are we flying them? Everyone, including USAF Chief of Research and Development Gen. Curtis LeMay, said no. Schulgen passed on LeMay's assessment. His exact words were:

> A complete survey of research activities discloses that the Army Air Forces has no project with the characteristics similar to those which have been associated with the Flying Discs. [Schulgen, 1947a).

The FBI had contacted their sources in the Army and had received the same reply. We don't have similar documentation for the Navy, but the man who was to become the leading civilian UFO researcher of the 1950s and 1960s, retired Marine Major Donald E. Keyhoe, made his own inquiry of his personal friend, Adm. Calvin Bolster (naval chief of aeronautical research), and was also told that no such naval project existed (Keyhoe, 1950, p. 44).

This seemed peculiar - advanced technology flying in U.S. air space that none of the services was responsible for, and yet the very high brass not particularly nervous. Maybe there was something so new going on at Wright-Patterson that even LeMay hadn't yet been briefed. So, as a last resort, General Twining got the Garrett Estimate and the normal inquiry, probably in late August.

Twining passed the inquiry on to McCoy, Maj. Gen. Alden Crawford (chief of T-3), Gen. F. O. Carroll (director of research and development), Col. C. K. Moore (aircraft laboratory chief), Col. Russell Minty (power-plant laboratory chief), and Brig. Gen. Edgar Sorenson (Air Institute of Technology commander). They each studied Garrett's report, and held a conference on the disks sometime in mid-September. Twining reported the results to Schulgen (and thereby to Garrett and the FBI) on September 23, 1947 (Twining, 1947).

We don't have the polished Garrett report to compare with the Twining letter, but it appears that Twining's experts essentially agreed with Garrett's analysis. They added the observations that sound is rarely heard coming from the disks, and that their performance characteristics indicate that they are controlled objects. T-3 was of the opinion that something like this could be built with long-range but slow-speed capabilities, but it would be very expensive. AMC admitted ignorance of the nature of the disks, confirmed that they would continue to monitor reports, and suggested that an official project be formed to get to the bottom of the phenomenon. This was the last of the "we don't know" admissions. The Pentagon agreed that a formal project should be initiated.

WRIGHT-PATTERSON AND THE GERMAN/SOVIET THEORY

When the Pentagon first involved AMC intelligence in the flying-disk problem (probably about mid-July), T-2 chief McCoy began thinking about the possibility of German aeronautical technology. This is shown in the following sequence of events documented in the USAF's Project Blue Book files:

> 1. On July 10, civilian workers at the air base at Harmon Field, Newfoundland, watched a disk-shaped object cut its way through the cloud cover and leave behind a powerful-looking "exhaust trail." Pictures were taken.
>
> 2. On July 16, a formal initial report was made by a base intelligence officer. This was followed by a more detailed report on July 21 that was sent to the Pentagon. (Note that Wright-Patterson was not yet considered any sort of focal point for disk reports.)

3. The Pentagon assessed the report and then got excited about it. Schulgen ordered McCoy (about July 28-29) to send a top-level assessment team to Harmon Field "immediately," and for them to go directly to him at the Pentagon afterwards.

4. McCoy's notes, possibly from a Pentagon phone call, indicate that his team had been asked earlier to do some assessment of these disk reports. He wrote, "What has Clingerman [his head of analysis at T-2] prepared?" and "What has Brentnall [chief of T-3 engineering] prepared?"

5. McCoy's notes also indicate his concern with German technology. "Interview Hugo Eckener. Goodyear. What L/A [lighter-than-air capability] does Russia have? German-Russian Type. What plans & potentialities?"

Nothing would be more natural than for McCoy to be concerned with German technology. His main job in 1945 had been retrieving it from German sites, and he had also helped bring back a huge German air technical library to Wright Field. Although it is said that he had nothing to do with Operation Paperclip (the placement of Nazi scientists in hi-tech U.S. labs), he obviously knew where these people were. And right in his own organization's library was the secret T-2 manual on the so-called Horten flying wings, the most radical of which had a distinct resemblance to the disks (USAF AMC, 1946).

Also working for McCoy in the T-2 analysis division was Alfred C. Loedding, a design engineer on loan from the T-3 engineering division. Loedding had long been interested in low-aspect and disk-shaped airplane designs, and had produced a couple himself (Loedding, 1948). He was intrigued with the disk reports, and was sure that such designs could be made to fly. He soon became McCoy and Clingerman's liaison to the Pentagon on these matters. By late August, McCoy seems to have already gotten the hint that flying-disk investigations would be shifted to Wright-Patterson from the Pentagon and he asked for a meeting between Loedding, Garrett, and Dr. Charles Carroll (McCoy, 1947a). Carroll, a mathematics and missiles expert, had been making some kind of analysis of flying-disk activities. (One wonders, admittedly a bit idly, whether this was the beginning of the analysis mentioned by Project Sign a year later, correlating disks with near approaches of planetary bodies.) As Loedding became a strong supporter of the extraterrestrial hypothesis (ETH) for the disks, and Garrett already was a strong proponent of their reality and extreme unusualness, they could have formed the core of the ETH-friendly faction.

The meeting took place in the Pentagon on September 5, and Pentagon disk files were transferred to Wright-Patterson shortly thereafter. Therefore, even before Twining wrote his famous September 23 letter evaluating the disk problem and suggesting a formal intelligence project at the Dayton base, the matter had been decided.

The Twining letter ("AMC Opinion Concerning Flying Discs") was written by McCoy from his own and T-2's perspective. Not knowing what he was dealing with, he offered two hypotheses: a very high security project that even he, Brentnall, or LeMay didn't know about; or a project, maybe even nuclear, developed by "some foreign nation." He was thinking mainly of German scientists working for the Soviets. He wanted all the top scientific guns in on this: the Atomic Energy Commission, NACA (NASA's predecessor), the Rand think tank, the Nuclear Engine Propulsion Aircraft project, and others. He promised a detailed "Essential Elements of Information" (EEI intelligence requirements) to be formulated immediately, so that all agencies would have guidance on what to look for (Twining, 1947).

Exactly when this EEI was written is unknown, but in about a month it was distributed within the European Command by Lt. Col. Malcolm Seashore, former acting chief of MCIAT under McCoy and Clingerman (Schulgen. 1947b). The EEI covered all the expected bases of an intelligence operation concerned about the use of exNazi technology and engineers by Soviet projects. It was especially concerned with the same things that had been worrying McCoy and Loedding in August: the German engineers Walter and Reimar Horten and their disk-like flying technologies. Its description of the disks in flight were, of course, the same as those in the Twining letter, which were mainly those originally determined by Garrett at the Pentagon. A few descriptors were added, which must have made the idea of

a German-Soviet craft seem very unlikely: the ability to almost hover, quickly disappear, group together very quickly, and "suddenly appear without warning as if from an extremely high altitude." All these new elements appeared in a December Pentagon estimation, rewritten from a similar Pentagon document of October 6. This indicates that radar detection of disks over Fukuoka, Japan, played a role in further concerning the Air Force about great maneuverability (McDonald, 1947).[2]

2 As an important sidebar to this discussion, a very nefarious misuse of the October 6 EE1 by McCoy has been uncovered (Todd, 1997). An unknown individual, apparently while investigating declassified Pentagon documents about the Horten brothers, seems to have taken this original EEI and constructed a fake version of it. The fake is dated the same as the October EEL called a "draft" instead of the completed official document distributed by Seashore, and attributed to Schulgen instead of to McCoy and Wright Field. The contents are largely left intact, undoubtedly on the theory that a good lie is always shrouded in the truth, but several deletions and additions occur. This manufactured fake was then somehow slipped back into the files to be discovered later by trusting ufologists who don't have such dishonest minds. When FOIA requests later included the fake alongside original accurate material, researchers naturally (including myself) were misled by the inclusions. This somewhat sick behavior points out yet another difficulty confronting scholars trying to piece together genuine historical accounts of what took place behind the mirror of secrecy in the military. The unfortunate pan of this is that the faked edition alleged that the USAF was having doubts in the fall of 1947 about the German-Soviet hypothesis and that some personnel were seriously considering the ETH. The tragedy of this hoax, I believe, is that it helps scuttle what was in fact the true situation. The genuine October 6 memo (rewritten in December 1947. and also genuine) indicates that by December the USAF was in serious doubt about the German hypothesis, yet strongly believed in a real "puzzling problem." They reasserted that the objects were not ours and didn't seem to be "theirs" either. Given what Loedding and Sign believed (the ETH) about one-half year later, is it not likely that the faked phrase of the hoax document ("it is the considered opinion of some elements that the object may in fact represent an interplanetary craft of some kind") is an accurate assessment? Sadly, due to the malfeasance of some scoundrel, it makes this case more difficult to defend.

Since September the intelligence department at Wright-Patterson had taken the lead responsibility for flying-disk analysis without having an official project or the material support that a special task would bring. Now the time had come to quit handling this as an add-on job, and become truly organized. The ball began rolling in early December, when LeMay made a request for information on the status of flying-disk analysis. Pentagon Colonel J. F. Olive (chief of AFOAI) and Lt. Col. J. E. Thomas of the Offensive Air section (AFOAI-OA) got the job. By December 18, Olive and Thomas had completed their reanalysis of the earlier documents from the Pentagon and Wright-Patterson, rewritten a new Estimate indicating a potentially serious but puzzling phenomenon, and turned this over to Chief of Air Force Intelligence McDonald for his signature. Also signing off on this document were Garrett's chief at AFOIR-CO and the new chief of AFO1R, Gen. Charles Cabell, who was being groomed to succeed McDonald. Around Christmas, the official letter was actually passed to LeMay recommending that Wright-Patterson should get an official flying-disk project, and that LeMay should formally notify the commanding general there. As it turned out, LeMay had just been replaced by Gen. Laurence C. Craigie, who sent the formal word to Wright-Patterson to establish Project Sign on December 30, 1947 (Craigie, 1947).

PROJECT SIGN AND ITS WORK

Sign was immediately organized as a special project under the Technical Analysis section of T-2. The name seems to have caught on a lot quicker than the alphabet-soup technical designation, but whether it was Sign or MCIAXO-3, the cases began to appear in Dayton to be analyzed. They landed on the desks of the following people:

1. Capt. Robert R. Sneider, the project chief.
2. Loedding, the T-3 veteran engineer.
3. Lawrence Truettner, a civilian engineer working on missile analysis at T-2 in the same corridor.
4. Deyarmond, the civilian intelligence analyst in Clingerman's office who had been a WW II field buddy of McCoy in Germany.

These four people would be considered the core group of the project. Helping this core

were:

5. Maj. Raymond Llewellyn, the chief of the special projects branch of MCIAT.

6. Lt. Howard W. Smith.

7. George W. Towles, a civilian.

8. Occasional others (e.g., Chief of Special Analysis Nicholas Post and John (Red) Honker of McCoy's office) when needed. The project had the authority to ask any lab on the base for help, occasional field support (pilots or equipment), and contacts with outside experts. We do not know how much direct interest McCoy took in the work.

Sign believed (the ETH) about one-half year later, is it not likely that the faked phrase of the hoax document ("it is the considered opinion of some elements that the object may in fact represent an interplanetary craft of some kind") is an accurate assessment? Sadly, due to the malfeasance of some scoundrel, it make this case more difficult to defend.

Although the project did not officially begin until later in January, Sign did not have long to wait for its first big case. It took place on January 7, 1948, and possibly produced more consternation and the longest after-effect of any other: the crash and death of national-guard pilot Capt. Thomas Mantell. The consensus of the UFO community today is that Mantell died while pushing his plane and himself too hard in a chase of a then-secret balloon called a Skyhook. Though this is almost certainly true, it wasn't at all obvious in 1948. From the viewpoint of 1948 and Project Sign, here are what the relevant facts seemed to be:

1. Ground personnel from a variety of locations were seeing a disk-like object in the sky.

2. Four national-guard planes were directed to it, three closed, and Mantel was in hot pursuit.

3. Mantell believed that the target was moving as fast as his plane.

4. It seemed to shine as if made of a reflecting substance like glass or metal.

5. Mantell was quoted, "[it] looks metallic and of tremendous size."

6. After the crash and investigation, the USAF (not Project Sign) said that Mantell had been chasing the planet Venus. No one involved with the investigation at Sign believed that, and in November 1948 they were still puzzling over this. Deyarmond wrote that this clearly was *not* Venus, and the case was unexplained.

It is easy to see how the Mantell case would get the project off to an excited but erroneous start. This incident highlights two important characteristics of the era: reason to believe that the UFO phenomenon was extremely interesting (and unexplained), and reason to disbelieve things said publicly by the Pentagon about UFO explanations. One wonders whether the project team felt that the Mantell object could have been the result of a Soviet-German secret project. The thought of a huge metallic disk leaving a fighter plane behind at high altitude was indeed an unsettling vision.

During the early months of the project another puzzling element added itself to the mystery: The UFOs appeared to be a truly worldwide phenomenon. Although there had been non-U.S. cases previously (and there had been a major wave of aerial anomalies in Europe, especially Scandinavia) in 1946, these were few in number and conveniently placed geographically so that the Soviet-German theory could be rationalized. Now reports seemed to be trickling in from everywhere. Cases in Finland, Denmark, Germany could be rationalized; but what about the Philippines, Paraguay, and the mid-Pacific? Of course, any report that didn't fit in could be wrong.

A second case that interested Sign occurred on February 18, 1948. Like Mantell's Skyhook balloon, this was not a UFO, but it is worth describing for other reasons. The case was of a spectacular

exploding bolide over Norcatur, Kansas.

> Concussion from the blast broke windows, rocked buildings and terrified residents over a wide section of Kansas, Nebraska, and Oklahoma.
>
> > ... The smoke trail started over Nebraska to the north and ran southward, twisting over upon itself in "Jelly-rolls" like the vapor trail of a plane out of control....
> >
> > Many people believed that a jet airplane had exploded instead of a meteor. Scientists, army officers and other officials said that was impossible because of the extreme altitude of the explosion. Some people blamed the explosion on "flying saucers."
> >
> > Two Army B-29 bombers circled over the area until nightfall, but the army did not issue a statement. (United Press, 19481

One could see how a USAF intelligence project that did not view "extreme altitude" as some sort of impossible criterion and who were considering air technologies with unusually powerful engines might be interested. Maybe it was because the project was new or that the Army was already involved or just that our records of the case are incomplete, but the investigation by Sign seems incompetent. The investigation seems to have consisted of:

1. An interview and correspondence with Oscar E. Monnig, a knowledgeable amateur meteorite buff who was not directly involved with either the event itself or the meteorite-fragment hunt at all. This was the only direct interview by T-2, and occurred due to an accidental coincidence of Maj. Melvin W. Faulk (of Clingerman's office) just happening to have a training flight in the vicinity (Faulk. 1948).

2. Photographs of smoke trails of known meteorites were collected to compare to the Norcatur smoke trail.

3. USAF Scientific Advisory Board personnel associated with research and development were apparently contacted for help. Someone, possibly geophysicist Helmut Landsberg, contacted meteoriticist Lincoln LaPaz for an assessment.

4. Suggestions from a citizen, Norman G. Markham, were passed from the Army to USAF and LaPaz, as if they should be taken seriously, and some local interviews were also provided.

5. LaPaz wrote a brief report in April, and the Monnig wrote a letter in May. This completed the investigation.

It was poor judgment not to send a project investigator to the site or work with LaPaz (or whatever experts were available) to interview witnesses and look for debris. No one from Wright-Patterson seems to have gone to Norcatur, talked personally with LaPaz (or with H. H. Nininger, who finally discovered fragment,, of the largest stony meteorite found up to that time), or got any direct evidence at all. Moreover, it was not at all certain that they were dealing with a bolide.

For example, the letter from LaPaz in April 1948 contained the following facts:

1. LaPaz believed that the "flying lenses" were 99% hoax and imagination but 1 % real.

2. He believed the Norcatur object was a bolide, but he could not be certain: "not a trace of meteoritic material has so far been found."

3. An unusual number of such experiences had produced no meteorite finds and he wondered what was going on. Could it be that "many of the fireballs are not meteorites at all?"

4. "The situation cries aloud for thorough investigation" (LaPaz, 1948). LaPaz was also puzzled by the testimony of witnesses who reported artificial objects in association with the case. One witness believed that a battery-like thing fell from the sky "too hot to handle" just after the explosion; another witness backed him up. Five individuals, including three in the tower at McCook Field in Nebraska, reported a dark object like a missile with a jet coming out the back. All specifically denied that the object was like a meteor. And finally, a prominent farmer of good character who lived near Stockton, Kansas, gave amazing testimony of what we would today call a close encounter of the first kind: a close-range observation showing clear structural details. Because this material is so rarely seen by ufologists, it might be of interest to recount farmer Leland Sammons's description in full:

> On February 18 at about 5 P.M., I was standing near my hog-pen about 100' east of my house, when I heard the pheasants raising a disturbance and the chickens all rushed to the chicken-house. I looked around toward the house to see what was causing it and saw something hovering just above the house. I ran toward the house, and it then lowered over the north end of the house and settled toward the ground. I was then very near it, approximately 6' when it stopped about level with my face, and just wobbled around for an instant, fire belching out of it and sucking back in. The thing was about 4' long, shaped something like a funnel. There was a pipe sticking out the back of it, and once as it wobbled around, the pipe was sticking right at my belly. Suddenly there was a lot of sparks showered from it, and the fire increased as if a fuse might have lighted, and it took off in a north-westerly direction very fast, gaining altitude as it went. My wife heard it leave and ran out where I stood, and we watched it go, leaving a trail of smoke all the way. Suddenly there was a great cloud of smoke in the sky, not more than 40 seconds after it left my yard, and in a few seconds or more, we heard an explosion. I then stepped off from my house to where it had been, and it was five steps. Yes, it was hot, I could feel the beat from it. Had I not been washing my car prior to the occurrence, wetting the ground, there would have been a bare spot in the yard where the thing started up because there was a great rush of fire from it when it left. It must have been quite high when it exploded. [Cox. 1948]

One of LaPaz's colleagues had interviewed Sammons, and believed him to "be sincere and very badly scared." One can almost feel LaPaz scratching his head between the lines of his letter as he asks: How could a bolide create such a report in a mature and sincere person such as Sammons?

In addition to all this was extensive correspondence by Norman G. Markham, the first piece of which was sent to the Army Chief of Staff on February 20 (Markham, 1948). Markham was a lover of anomalies, a Fortean, and he felt that he had calculated a connection between the Norcatur event and the position of the moon. Markham suggested that perhaps the moon was inhabited and that flying objects visiting earth come from there. Several other past events were cited to buttress his views. This correspondence was not discarded as obviously crackpot. It went from the Army to the Air Force to Sign to the Scientific Board to LaPaz. Although LaPaz believed Markham's views to be fantastic, he noted that Markham was correct to call attention to certain unexplained incidents, possibly of real flying disks. One wonders whether Project Sign's statements six months later - that they had been plotting disk reports in relation to the positions of planetary bodies (and finding correlations) - stem from Markham's letters in this case file.

Whatever we have here in the Norcatur case, the investigation seems poorly performed. There were no direct interviews or other fieldwork, and the meteorite explanation was accepted on a letter from the uninvolved amateur, not a direct report from Nininger or LaPaz. No crater was ever found or

photographed and placed in the file. And (this is the most telling aspect) the pattern of ignoring inconvenient contrary witness testimony was quietly condoned. What of the five "rocket" witnesses or Leland Sammons? It seemed that no one cared. But why this attitude, given the alleged concern at the times?

The next case activity worth citing was April 5, 1948, at Holloman AFB in New Mexico. Three highly trained balloon observers, including the project leader, J. W. Peoples, were working on a secret project for the Air Force's Watson Laboratories. They saw two objects. One observer followed one object, and the others followed the second object as they diverged. All were certain that the objects weren't balloons. They were large, whitish, roundish, very high, faster than any aircraft, and performing rapid, erratic motion. One object was lost low. The other went up quickly and seemed to just disappear. This case was deemed important enough to send Loedding and one of Clingerman's assistants, Lt. Col. J. C. Beam, to New Mexico to interview Peoples and the others. Unfortunately, the witnesses were gone when Sign arrived. (They were later interviewed at Watson Labs in New Jersey.) The witnesses were very sure of themselves and the case was classed as "Unidentified."

While at Holloman, Loedding and Beam talked with a Lieutenant Markley who had worked with the Watson team. Markley remembered one of them speaking of unusual radar returns from their equipment, but later the Watson personnel said that these were probably just "angels" (spurious echos due to atmospheric microstructures, insects, equipment malfunction, or other stimuli). Markley did report that UFOs had been seen around Holloman often. He himself had seen a disk in August 1947 and flat, round aeroforms on at least two further occasions. Beam and Loedding took a side trip to Phoenix, Arizona, to check up on an old sighting that especially interested Loedding: the July 4, 1947, case of a scooped-disk aeroform photographed by William A. Rhodes. Loedding's own views of a low-aspect, disk-like lifting body undoubtedly resonated with the object depicted in the Rhodes photos, and the report of their interview is very respectful. One might see this investigation as merely Loedding's interest, but it was generally true that Sign was interested in all the evidence, not just the cases which occurred "yesterday." At the end of their trips Beam and Loedding suggested that it was premature to place a permanent observing team at Holloman, despite the amount of activity that seemed to have occurred there.

The Memphis, Tennessee, case of May 7, 1948, is worth a brief mention. Two adult witnesses saw 50-60 unusual objects, apparently moving very high and fast, traveling in straight lines with slight zigzagging. They seemed shiny, like bright aluminum, with silvery trails. Beam also went out on this one. Three things are noteworthy about this case:

1. Astronomer Paul Herget of the Cincinnati Observatory said that he doubted that these objects were meteors.

2. This case was the first to mention J. Allen Hynek, then an astronomer at Ohio State University, whom Herget recommended they talk to.

3. A year later, the military Research and Development Board was viewing such observations of luminous, "definitely or possibly non-meteoritic," objects as important and requiring immediate action - including requesting this particular case file.

In the official Blue Book records, the Air Force unaccountably classed this case as a "meteor." Perhaps it was, but the experts appear on record as not thinking so. The assessment was probably not the original thinking of the Sign office. It is more likely the late-1948 thinking of Allen Hynek, once he was formally asked to make astronomical determinations, when possible, for UFO reports. His study, which was more an embarrassment to him in later years, would appear as an appendix to the reports of projects Sign and Grudge, Sign's new designation in 1949 (Hynek, 1949). Hynek viewed his job in these first case assessments as debunking. He was to get rid of UFOs as any sort of exceptional anomaly even when the so-called explanation he came up with was a huge stretch. He said that he originally enjoyed his job as a debunker (Hynek, 1973: 171-172; 1977: 34-38). Unfortunately this was a completely wrong-headed attitude, and it took him a long time to shake it thoroughly and return to a properly objective

analysis of cases as they came in. But in May and June of 1948, Hynek was not yet around to throw water and rocks at mysteries, so Sign personnel probably viewed this and the next three cases to be real puzzles rather than foolishness, ignorance, or misperception.

The next case occurred between Plevna and Miles City, Montana, on May 17. There was one witness, a professional man named William A. Bonneville who believed that reporting this air intruder was a patriotic duty. A bright white ball, brilliantly illuminated (three times as bright as a locomotive's headlight would be), sailed over the hills from the northwest, and then to the south and back to the west, and repeated these meanderings for 20 minutes until sailing away into a dark cloud. No sounds could be heard. A long, bright light shot out from beneath. Somewhat stunned by this performance, the witness stated (with the charming naiveté of the 1940s):

> ... anything of this nature which we are not familiar with we are duty bound to report to our Defense Forces who may be better equipped to understand the unfamiliar than we are.

Sign was probably as boggled by this experience as Bonneville was. But later, someone was up to the task: The case was explained away as "refraction of the planet Mars." This explanation is of interest not only because of its apparent ridiculousness, but because it is precisely the sort of idea continually used by Donald Menzel (Harvard astronomer and archenemy of UFOs in the 1950s and 1960s) in his later books and articles (Menzel, 1953). This refraction or mirage hypothesis was Menzel's siege gun. Almost any UFO case became a game to find some bright astronomical object in the general direction of the witness' line of sight, and then invoke misperception, ignorance, confusion, or rare atmospheric phenomena to account for the report. But as far as we know Menzel was not consulting on any of these 1948 cases. So where did this explanation come from?

INTERLUDE: J. ALLEN HYNEK AND SIGN

J. Allen Hynek formally became an astronomical consultant to Sign in 1948. The Plevna, Montana, explanation is one that probably came from an astronomer. This is a good place to try to understand Hynek's role, though it will not be possible to do so with any great certainty because of the lack of documentation concerning his earliest relations with the project. But it does offer an important glimpse of the Air Force's approach to UFO analysis.

We know that Hynek was officially tasked with studying UFO cases for astronomical explanations on December 16, 1948. This was Air Materiel Command contract W33-038-1118, the final report of which became the appendix for the Project Grudge report that largely debunked UFOs in 1949 (Hynek, 1949; USAF AMC. I949b). We also know that Herget suggested him as a consultant to the project around late May 1948. Sometime between these two dates, Hynek was signed on as a regular consultant and made "interim reports." It sounds as if the idea of a larger formal report (the Grudge appendix) was already in both Hynek's and Wright-Patterson's mind in the summer or fall of 1948. Still, Hynek said that he sent interim reports earlier than his formal study period. These reports were largely debunking in nature (Hynek, 1977: 15-17). Could Hynek himself have been the source of the "refraction of Mars" pseudoexplanation for the Plevna case? What an irony it would be if Hynek himself initiated the pseudoscientific mirage hypothesis that he would so vehemently criticize when touted by Menzel.

Let us first examine the key characteristics of the Plevna report. The object was an extremely bright ball of light (brighter than the moon, and three times brighter than a locomotive headlight) that flew through many viewing angles (north or northwest through "south of the road"). Whoever was doing the analysis must have had a hard time dealing with both the wide angular travel north to south and the extreme brightness. How any refraction would allow Mars to pick up that much extra luminosity should have given any astronomer pause. Hynek should have known better.

In his final report to Grudge he stated: "If this report is to be taken on face value, then no astronomical explanation of this incident is possible." Unfortunately, he continued:

> However, in seeking even a remote logical explanation for the incident, the

> present investigator is impressed with the fact that on this very night, May 17, Venus was at its greatest brilliancy, with a magnitude of -4.2, or about 100 times brighter than a first magnitude star. It would have appeared that night as an intensely bright light in the northwest. [Hynek, 1949: 151]

This statement is of interest in several ways: Mars doesn't enter into it; the language is very subdued, though it stretches for a debunking answer; and there is a subtle hint of Hynek's (and the military's?) fundamental mind-set. Let's comment on each of these characteristics.

This is a Venus answer, not Mars. Hynek was quite ready to relegate many UFOs to Venus (e.g., the Mantell case, even though Sign refused to buy that). Hynek's Venus proposition tried to deal with the brightness while ignoring the traveling excursion. Refraction is never mentioned. Where then does the refraction of Mars come from? It is my opinion that Hynek was blameless. Refraction and mirage explanations were not his style. Of the 200-plus analyses in the Grudge appendix, only two - case number 33 (Mantell) and 229 - even hint of such a phenomenon, and the word "refraction" appears in neither place. In case number 148, with a Venus explanation crying out for him to tie up its loose ends with refraction, he never resorts to it. Hynek believed refractions of any spectacular kind to be very rare, and even then limited in what they could do (e.g., move erratically about two or three lunar diameters as in case 33). So where did this Menzelian answer come from? Herget? The University of Dayton? A chance interaction with Menzel? We'll probably never know. It does demonstrate a sad, early willingness on an unknown scientist's part to grasp for a debunking explanation wherever one could be found.

Unfortunately, Hynek's tentatively worded guess demonstrated the same thing. He was just being more polite about it. He saw his job as explaining away UFO reports. His typical Grudge style was to make a simple and honestly defensible statement, then (if the first statement didn't explain the case) launch into some low-key speculation. The latter often went well beyond the official descriptions and well outside his charge of providing astronomical analyses. He regularly speculated on balloons, aircraft, subjectivity, and you-name-it. His motives appear to lie in sociology.

Hynek's memory of the Air Force consensus was that there were two contrary schools of thought (Hynek, 1977: 13-14). One school, mostly at Wright-Patterson, felt that UFOs were real, technological, and, probably interplanetary. The second school, a majority in the Pentagon and a minority at Wright-Patterson, felt that the UFOs were nonsense. The Air Force's elite Scientific Advisory Board lined up on the side of nonsense; and these were the Elders of the Tribe of Science to which Allen Hynek belonged.

> It may be that my interim reports helped the transformation of Project Sign into the extremely negative Project Grudge, which took as its premise that UFOs simply *could not be*. I tried hard to find astronomical explanations for as many cases as I could and in those that I couldn't I reached to draw out as many natural explanations as possible. Sometimes, I stretched too far.
>
> Clearly, I, too, thought at the time that UFOs were just a lot of nonsense. I enjoyed the role of debunker.... [Hynek, 1977: 17]

Hynek's mea culpa would have done much to relieve the sting of his early unscientific behavior in this matter if no one had paid any attention to him. Some did not, but others did. The core team at Project Sign apparently paid little or no mind to Hynek's negative analyses or interim reports: They were well on their way to their famous Estimate of the Situation and its interplanetary conclusion. If Hynek influenced bigger movers and shakers, like Clingerman and McCoy, there is no evidence of it. Who then did he affect? Possibly he influenced the negative school in the Pentagon, though there is no direct evidence of this. The Pentagon-created anti-UFO report of December 10, 1948 (USAF AID & USN ONI, 1948) shows nothing that could be attributed to Hynek. He may well have spoken to his tribesmen on the Scientific Advisory Board though, and in doing so reinforced their stance.

Those who were clearly influenced by Hynek were the people who read the Grudge report and who took over the UFO project after the sympathetic Sign team was broken up and dispersed. The evidence is abundant: It consists of the case evaluations written on the lower right-hand corners of the project's cards that led off the files of each individual report. There, scrawled in the corners, one can get the digested version of what the Grudge project was concluding about the cases: balloons, Venus, meteors, aircraft. Usually these were stolen directly from Hynek's report. Most regretfully, they were lifted from the speculation or stretch sections of each case, even when it was obvious that Hynek didn't think much of the explanation himself. Hynek had been very helpful.

One last thing before getting back to Sign's history. Note this phrase in the Plevna analysis: 'in seeking even a remote logical explanation." A *logical* explanation. This was a telling phraseology. These cases *couldn't* be what they seemed; this would not be "logical." Such objects were irrational, unscientific; they could not make sense. This was probably not only Hynek's restricted mind-set, but the Scientific Advisory Board's *in toto*. It was something that we do not understand enough about scientists and do not like to admit about them. Their curiosity is great; *and* it is restricted within broad but nearly ironclad limits. Outside of those limits is the realm of illogic and ridicule. Even in 1977, as he reminisced about his early sins, Hynek had still not made the complete transformation. He still spoke of "rationally" and "astronomically" as if one somehow defined the other (Hynek, 1973; 1977). His Grudge report, with its astronomical and often irrational comments, stood as a rich source of explanations for things not explained, and doubtless he and his tribesmen felt good about it. What an odd and dangerous way to come to conclusions on a matter of possible national security interest.

SIGN ROLLS ON

Ignoring the negative attitudes of consultants and the Pentagon, the Sign team was moving toward the watershed moment for the Project: the Chiles-Whitted case. We'll take two brief stops before arriving there. First, cast of Monroe, Michigan, May 25, 1948. Two Air Force officers were flying as passengers in an Air Force plane; one saw three objects come down from above and level off, approximately even with the plane and ahead of them. They were fuzzy-edged disks, and flying "astern" (one in line behind the other) and "stepped up" (those behind slightly elevated in step fashion). The objects were in sight about 10-15 seconds, flew opposite the plane's direction, took a sharp right turn, and were lost to sight. The viewer was fascinated by this and didn't call it to the other's attention until too late. Fortunately, moments later, a similar performance was put on by two disks instead of three. Both officers saw the action the second time.

The officers made wildly different size estimates (showing the dangers of this well-known subjective error when there are no clear referents), but the rest of the descriptions matched. Later for Grudge, Hynek followed his pattern: He said that there was no astronomical explanation. Then he speculated freely about holes in clouds, allowing a pattern of isolated shafts of sunlight to bounce off lower clouds and cause perfect echelon reflections moving opposite aircraft motion. The Grudge debunker was happy to write "Probable reflection" on the case record card, despite the fact that when Sign specifically asked for an opinion of the witness about reflections, they received a flat "no." Sign almost certainly felt that this was a UFO case. Grudge later "explained" it. Who knows what Hynek thought?

Next, Hecla, South Dakota, June 30, 1948. A husband and wife were driving and saw an unusual "star" high in the sky. The husband, an amateur astronomer and engineer, stopped the car and they got out to look for a while. The star, which they were pretty sure was *not* a star but a much larger (in angular aspect) mass, was not moving at all. They drove on, stopped again, and got others to look. More driving and another stop. This time, something seemed to be happening. The mass, still visually small, seemed to be larger and changing shape. A piece "fell off," moved away, and appeared like a round ball. Two more pieces now did the same, and moved to positions off the central body, which formed a perfect equilateral triangle. All the balls and the central object looked like polished aluminum. The central object now appeared like an aggregation of much smaller objects that dispersed and faded away. The three equilateral balls kept moving outward, always keeping their perfect geometry. Then they seemed to get smaller and fainter, as if rising to great height, and vanished. The astronomer-

engineer said: "my convictions at this point were that it could not be anything terrestrial."

Sign probably agreed. Hynek again did his thing: This was nothing astronomical; on the other hand, "in all probability the object was a cluster of balloons, carrying, perhaps, cosmic ray apparatus." The explanation was within the normal pattern of Air Force explanations for the next 20 years: Find something sort of like what's described, ignore some awkward elements, say "maybe," and count it explained. The ignored awkward element here was the perfect equilateral triangle allegedly formed by the unintelligent, motorless balloon parts. Hynek's "maybe" became "fact" when the Grudge record card was labeled "BALLOON JAH," in honor of J. Allen Hynek.

And then came the Chiles-Whitted case. Capt. Edward Ruppelt, chief of the UFO Project in 1951-1953, said:

> According to the old timers at ATIC (Wright-Patterson T-2 Intelligence division was then named Air Technical Intelligence Center), this report shook them worse than the Mantell Incident. This was the first time two reliable sources had been really close enough to anything resembling a UFO to get a good look and live to tell about it. [Ruppelt, 1956: 40-41]

Between this event and the ultimate demise of Project Sign, many other interesting cases and activities occurred; but because of the overriding significance of this experience for the project's history, the other cases will be (mostly) ignored. From this point forward, the history of Project Sign primarily reflects the Chiles-Whitted case and those thoughts, beliefs, and actions that became closely related to it.

The observation occurred in the early morning hours of July 24, 1948. An Eastern Airlines flight was near Montgomery, Alabama, flying at 5,000 feet and soon to land. The night was mainly clear. Pilot Clarence Chiles and copilot John Whiffed were at the controls. Most of the passengers were asleep. Ahead of the plane and slightly above (the pilots estimated about 5,500 feet), a flying object came into view. Chiles said to Whitted: "Look, there comes one of those new jet jobs." As the device came nearer, they became more amazed. It was shaped like a DC-6, but with neither wings nor tail: a "flying fuselage." It seemed to be about 100 feet long with a barrel diameter about three times that of a B-29. At an estimated 500 miles per hour it took about 10 seconds to pass their plane and pull up sharply through the broken clouds overhead. They estimated its closest approach to be about half a mile. The device was dark at the front with a blue glow underneath. Red-orange jet exhausts spewed out 30 feet behind. The most spectacular aspect of its design was two double-decked rows of brightly lit, large, rectangular windows along the sides. Chiles thought he saw a more dimly lit front-cockpit area. Whitted did not. The whole display seemed a lot brighter and more vivid to Chiles than it did to Whitted. Still, in general estimates and configuration, the two pilots concurred.

The Eastern flight landed shortly afterwards and the pilots reported everything to their managers. Eastern released the reported details to the newspapers that day. The case immediately made national news: "Buck Rogers-like Plane Passes 2 Airline Pilots!" Everyone was reading the story the evening of July 24. It caught the attention of the Pentagon as well. The next day, Chief of Air Force Intelligence Gen. Cabell phoned McCoy's office at Wright-Patterson. Sign was ordered to get into the field immediately and investigate. By that afternoon, Loedding, Deyarmond, and Llewellyn were being flown by Capt. Clarence Groseclose to Atlanta. They met Chiles and Whitted in the Henry Grady Hotel the next day.

The interviewers (Loedding and Deyarmond) were impressed. The pilots told their stories, as recounted above, and were consistent. Both pilots had been military veterans and had good commercial reputations. Chiles particularly was considered by his bosses to be outstanding. Loedding, an excellent aeroengineer who leaned towards the extraterrestrial hypothesis, must have been stunned. Deyarmond seemed a more grounded military engineer, but he too had to be enthusiastic. This seemed to be the case Sign was looking for. Later, Llewellyn was able to locate and interview the lone passenger who had awakened and noticed something. He only saw the bright redorange exhaust of the retreating object and no details. Still, it was a small corroboration. Presumably, as Cabell himself had ordered this, they made some preliminary report to the Pentagon and began their analysis back at Wright-Patterson.

The pieces of Sign's thinking coalesced around this case during August and September of 1948. In the first week of August they received word of an independent ground witness (an experienced observer on a military base) to the Chiles-Whitted object. They immediately requested details from the base. Although official forms took about a month to arrive, this was another corroboration. Cross-checking anomalous cases, they noted that an apparently identical object had been sighted over The Hague. Netherlands, on July 20. They also recalled the wave of so-called "ghost rocket" sightings over Scandinavia in 1946 and early 1947 - more jet-propelled, flying fuselages. They requested special interviews for more information on August 19. It looked like the Chiles-Whitted object was the real thing.

But how could it fly? It was the exploration of this question that, I believe, finally tipped the balance. The object was a wingless, tailless fuselage. It was not simply a missile; it had windows, ergo, presumably, pilots and passengers. It must be able to take off, maneuver, and land. But how? This is exactly the sort of problem that air-intelligence engineers love. When they dove into it and (in their minds) came up with the solution, it placed the last powerful overlay of reality on the investigation. They found their aerodynamic answers in the advanced theories of the German aerodesign geniuses. Ludwig Prandtl's theory of lift provided not only the rationale of how such an object could fly, but also a guesstimate of the required power plant (USAF AMC, 1949a). The latter then took them the final step into the Land of Oz. Conventional power plants were nowhere near sufficient. It would take something much more powerful to fly the Chiles-Whitted object ... perhaps something nuclear.

This investigative odyssey must have been as exciting as it was astounding. Nuclear powered aircraft, or something even more unsuspected. We couldn't do it. The Soviets couldn't do it. Sometime during all of this the project personnel must have wondered about the correlation that they felt they were finding between UFO events and close approaches of the inner solar-system planets. Based on these correlations and their new conviction about Chiles-Whitted, Sign later sent notice to the Pentagon to alert all operatives, bases, and the other services to the potential for new UFOs reports in mid-October (Earle, 1948).

THE ESTIMATE OF THE SITUATION

In September 1948, Sign heard the details of the Chiles-Whitted ground-witness corroboration. The third qualified observer had seen a cylindrical object jetting red-orange exhaust over Robins AFB in Georgia, one hour earlier. It was heading in the direction of Montgomery. Project officer Capt. Robert Sneider had decided that the time had come to climax the project's task and write the required "Estimate of the Situation." Every intelligence operation's task was ultimately to present such a bestguess summary, strongly backed with as much fact ("proof") as possible. Using Chiles-Whitted as the core, and collecting around it many cases from the summer of 1947 to September 1948, Sneider composed the fateful document. The latest case known to have been utilized in the document took place on September 23, at Los Alamos National Laboratory.

We know that two prominent Air Force intelligence officers (Ruppelt and Fournet) saw the document in 1952. Ruppelt described it:

> It was a rather thick document with a black cover and it was printed on legal-sized paper. Stamped across the front were the words TOP SECRET. [Ruppelt, 1956:41]

As project officer, Sneider would have been the primary author. Throughout this era, several other staff members typically got involved in approvals and sign-offs on drafts and reports. Deyarmond, Loedding, and Truettner almost certainly were part of the writing. Llewellyn certainly looked in. All these people, as well as higher-ups in Clingerman's and McCoy's offices, had to approve, at least in some sense. And an Estimate of UFOs as extraterrestrial would have been no small thing to assent to.

No one can give a detailed description of the contents of this famous yet mysterious document, as it has not been available for modern analysts to read. Yet the following cryptic description by Ruppelt, only the last paragraph of which made it into his book, offers some hints:

> As documented proof, many unexplained sightings were quoted. The original UFO sighting by Kenneth Arnold, the series of sightings from the secret Air Force Test Center, Muroc AFB; the F-51 pilot's observation of a formation of spheres near Lake Meade; the report of an F-80 pilot who saw two round objects diving toward the ground near the Grand Canyon; and a report by the pilot of an Idaho National Guard T-6 trainer, who saw a violently maneuvering black object.
>
> As further documentation, the report quoted an interview with an Air Force Major from the Rapid City AFB (now Ellsworth AFB) who saw twelve UFO's flying a tight diamond formation. When he first saw them they were high but soon they went into a fantastically high speed dive, leveled out, made a perfect formation turn, and climbed at a 30 to 40 degree angle, accelerating all the time. The UFO's were oval-shaped and brilliant yellowish-white.
>
> Also included was one of the reports from the AEC's Los Alamos Laboratory. The incident occurred at 9:40 AM on September 23. 1948. A group of people were waiting for an airplane at the landing strip in Los Alamos when one of them noticed something glint in the sun. It was a flat, circular object, high in the northern sky. The appearance and relative size was the same as a dime held edgewise and slightly tipped, about 50 feet away.
>
> The document pointed out that the reports hadn't actually started with the Arnold Incident. Belated reports from a weather observer in Richmond, Virginia, who observed a "silver disk" through his theodolite telescope; an F-47 pilot, and three pilots in his formation, who saw a "silver flying wing"; and the English "ghost airplanes" that had been picked up on radar early in 1947, proved this point. Although not received until after the Arnold sighting, they all had taken place earlier. [Unedited MS of *The Report on Unidentified Flying Objects* in Ruppelt files]

The Estimate would have been addressed to Chief of Staff Gen. Hoyt Vandenberg, but it really was meant for Director of Intelligence Gen. Charles Cabell. It was probably sent near the end of September, just prior to the next stunning UFO case: the George Gorman "UFO Dogfight" in Fargo, North Dakota, on October 1 (Ruppelt, 1956: 41-43). It would have landed in Garrett's Collections office and been handcarried to Cabell. Cabell may or may not have been shocked. It is my guess that he and his operatives knew what was coming. Very few real surprises are good strategy in military circles. Still, with a pro-ETH Wright-Patterson intelligence group on one side, an anti-ETH Pentagon Intelligence Requirements Office on the other, and open-minded collections officers and the powerful Research and Development chief (Gen. Donald Putt) in between, Cabell didn't want to decide this on his own. He handed the Estimate further upstairs to Vandenberg himself (Ruppelt, 1956: 45).

Upon reflection, this seems a bit extraordinary. Cabell's job was to deal with these Estimates and not burden Vandenberg with them. And Cabell almost certainly had to know that this was coming. But he still ducked. This situation, UFOs and extraterrestrials, was too big for anyone but the chief of staff himself to rule on. Cabell must have been in doubt about this, not just about the reality of UFOs but their extraterrestrial nature. It was Cabell who reinitiated the Wright-Patterson UFO project in 1951 as a serious investigation and cleaned the anti-ETH elements out of Wright-Patterson and the Pentagon (Ruppelt, n.d.). And much later, in the 1960s. Cabell told UFO and ETH-friendly CIA photo analyst Art Lundahl that he still felt the UFO matter deserved serious investigation (McDonald, n.d.).

But Vandenberg didn't have any doubts - not about action anyway. In what was apparently a very short time period for contemplation, the chief sent the Estimate cascading back down channels to Sign as unacceptable. We don't know who Vandenberg consulted or why he did this, but he was quick and decisive. He did not want an extraterrestrial assessment. He was saying clearly and loudly to Sign and everyone in between that he was not happy with this.

The timetable is uncertain, but a few facts are known. An October 7 document from Sign to Garrett and Cabell is an upbeat Sneider report on the initial investigation of the Gorman dogfight, making the object sound extremely unusual and intelligent in behavior. This was almost like a supplement to the Estimate (Snider, 1948a). However, on the same day a separate set of letters, composed not by Sneider but by S. Z. Hunnicutt, a member of T-2 and the Sign team, and approved by MCI heavyweights McCoy, Clingerman, and Leland Money, went out to the CIA, U.S. Army Intelligence, and the Office of Naval Intelligence. The query: What domestic (U.S.) technological developments do you know of that might explain UFOs and help us differentiate them from inimical (Soviet) foreign developments? McCoy writes in Hunnicutt's letter:

> To date, no concrete evidence as to the exact identity of any of the reported objects has been received. Similarly, the origin of the so-called "flying disks" remains obscure. [McCoy. 1948a]

This certainly was not the conclusion of the Estimate. McCoy may have already gotten the word. None of the primary Sign personnel signed off on the draft.

The intelligence roil over this extraterrestrial conclusion for UFOs must have been fierce in October. Headquarters had expressed dissatisfaction over Sign's views but, fueled by the enthusiasm over the Gorman case investigation, Sign was undaunted at first. McCoy was caught in the middle. The fact that Sign preceded with their ETH opinions in the face of high-level Pentagon opposition is a source of some wonder. Either Vandenberg's slap down was very mildly delivered, or there was much support, albeit in the minority, for the respectability of the ETH in the Pentagon. Otherwise, McCoy would have reined in his staff at Sign. My guess is that both conditions were true.

In October, Sign personnel met with Garrett in the Pentagon to make reports, especially those from foreign sources, more efficiently transferable to the project. Word was spread about the impending new wave of reports due soon (which apparently actually happened). Internal memos referred to the Gorman case as possibly nuclear-powered and interplanetary. A request was made for the Rand Corporation to assess the feasibility of interplanetary spaceships (Clingerman, 1948a). Meanwhile, opposing elements in the Pentagon were marshalling their forces for a counterstrike. The most hostile area, the Defensive Air branch of Air Intelligence, had been pursuing a study of "flying saucer tactics" since early August, when the first assessment of the Chiles-Whitted object had reached them. Now AFOAI-DA brought the Office of Naval Intelligence seriously into this game. ONI had been mildly involved with USAF concerns about UFOs since it had requested to be included in January 1948 (USN Chief of Naval Intelligence, 1948). Out of this liaison would come a counter-ETH report in December. More immediately, AFOAI-DA and ONI would begin to change the atmosphere in the Pentagon to a more hostile, overt position. Ultimately these efforts swayed Cabell into writing a firm letter to Wright-Patterson on November 3 (Cabell, 1948a; see Appendix 2).

It would be interesting to know who composed this letter for Cabell to sign. Two prime candidates are AFOAI-DA, the office of the consistently anti-ETH saucerkiller, Maj. Aaron J. Boggs; or the Office of Director of Estimates, wherein resided Boggs's main anti-ETH confederate, Col. E. H. Porter, who was its deputy director. Essentially, the letter asked Sign for another Estimate. While admitting that the objects seemed real, it also cautioned that they were *not* identified. (Read: You may not identify them as extraterrestrial craft.) Efforts at identification must be serious and increased, since national security was concerned. Countermeasures must be considered. All of these comments were in line with Boggs's and Porter's concern (as well as many others) that some objects could be Soviet or Nazi-inspired weaponry. While Sign had been immersed in a world of investigating essentially local cases, the darker Pentagon corridors had been fixated on the Soviets and German scientific geniuses. Two different realities had been created.

Wright-Patterson's response was timely. By November 8, a Sign viewpoint was sent over McCoy's signature to Cabell and presumably Boggs, Porter, and ONI (McCoy, 1948b; see Appendix 3). The letter, written by Sign operative Deyarmond, was overtly submissive but covertly rebellious. It contained several comments agreeing with Cabell that the phenomenon was not identifiable and that no

concrete physical proof existed to identify it. At the same time it dropped all sorts of hints, doubtless the same arguments used in the original Estimate, that the objects really were extraterrestrial whether the Pentagon thought so or not: It mentioned the ETH; it mentioned plotting waves against planetary approaches and finding a correlation; it mentioned the books of Charles Fort as indicating that this has been going on for at least a century (Fort, 1941); it mentioned that odd shapes (like Chiles-Whitted) can fly but require more advanced power plants than we have. It is interesting that the letter was written by Al Deyarmond, who was McCoy's old WWII buddy. One can imagine the two conferring personally on exactly what tactic Sign could take that would still be consistent with what McCoy was willing to say. The letter seems very strategically worded. McCoy was sympathetic to UFOs and remained so his whole life. In the late 1950s, stationed in Washington, he was a frequent and interested visitor at the major civilian UFO organization in the world, the National Investigations Committee on Aerial Phenomena (Swords, 1997).

SHOWDOWN AND AFTERMATH

The Pentagon surely recognized the letter for what it was: a diplomatic refusal to give up. Either it or Sign initiated a confrontational meeting on this scheduled for November 12. Meanwhile, on the 10th, Deyarmond completed his reassessment of the Mantell crash from the beginning of the year. The object could *not* have been Venus, he concluded, and therefore was a true unidentified. With this added ammunition, some Sign personnel trekked to Washington to attempt to convince Cabell and Vandenberg of the ETH (Ruppelt, 1956:45). Other than Sneider, we don't know who attended from the pro-ET side. Deyarmond, Loedding, and perhaps even McCoy are good candidates. Ruppelt wrote that a "group from ATIC' went. The meeting was held at the National Bureau of Standards. Again, we don't know who attended on the D.C. side. Boggs *is* known to have been there. Ruppelt hints that Vandenberg himself was there. Some representative of the Air Force's Scientific Advisory Board came (probably Col. Ted Walkowicz). NBS personnel attended. As Edward Condon was then director, he may have had a stiff introduction to ufology at that time. Others, including Cabell, were certainly present.

I suspect that this was the final watershed moment for the project. Boggs, Porter, and ONI essentially won the war. Suddenly all the big scientific guns and overseers were required to peek over Sign's shoulders and assess their work. The Scientific Advisory Board and George Valley of MIT were to be made aware of all cases. So too Boggs' office, ONI, and maybe even the NBS (USAF DI, 1948; McCoy, 1948c; Clingerman, 1948b; McCoy, 1948d). Hynek was to be formally commissioned for an assessment, as well as Irving Langmuir and Rand. Going back home to Dayton, Deyarmond and Truettner went about the labor of writing the sanitized final Project Sign report of November 30 (USAF AMC, 1949a). Loedding met with Langmuir and had his views rebuffed. He said that he learned that "his stock was at an all-time low" in Washington (*Trenton Tunes-Advertiser*, 1954). Sneider continued to believe that the Chiles-Whiffed case was undeniable evidence, but it was a battle lost for almost everyone else.

On December 10 the victorious powers in the Pentagon published their own version of an Estimate - Air Intelligence Report number 100-203-72, *Analysis of Flying Object Incidents in the U.S.* (USAF AID & USN ONI, 1948). This was the culmination of AFOAI-DD's work since early August, augmented by ONI collaboration over the past two months. UFOs are not extraterrestrial (the idea was hardly noticed). UFOs are probably real, but if so there is a small chance that they are Soviet and therefore dangerous. All in all, the word "Soviet" dominates the commentary. This estimate, like that of Sign, was classified top secret. Sign's Estimate was ordered destroyed. Six days later, the director of research and development ordered that the code word Sign be changed to Grudge. Ruppelt said that the choice of words was not random (Ruppelt, 1956: 59-60). The Air Force bore a grudge against UFO reports. One would guess that quite a few grudges remained among the contending intelligence elements. Ruppelt said that by the end of 1948 the morale on the project was very low and no one wanted to do the work any more. Sneider persisted with his analysis of the Chiles-Whitted object, and his five-page summary, Air Intelligence Report number 102-122-79, was forwarded to Cabell on December 20 (Sneider, 1948b). It has been called, probably insightfully, "The Ghost of the Estimate" by some UFO researchers. Report no. 100-203-72 has also been given this nickname, much less insightfully. It might more properly be labeled "The Assassin of the Estimate."

By the beginning of 1949, Sign personnel had begun to evaporate. Loedding disappeared from project records. Deyarmond's attention went elsewhere. Truettner made one last serious attempt at interviewing about nuclear propulsion (at Oak Ridge), and was given a negative opinion on UFOs by Col. Wassell. He, too, disappeared from the project. The civilian members were relieved of their duties and reassigned to other intelligence tasks within T-2. For Loedding in particular, his role and prestige were never the same. After a few further years of intelligence work, both he and Truettner left AMC. For the higher military ranks (Llewelyn and Sneider), all we know is that they were soon no longer involved, perhaps not even assigned to the same base. Even Clingerman and McCoy became less involved, perhaps because they had also heard that their tenures would soon be up and they would be sent to school and then transferred. The only persons left active on the project were two of the lower ranks: Lieut. Howard Smith and civilian George Towles. Their job was reduced basically to collection and filing. In this condition, or worse, would remain the Air Force commitment to a UFO investigation project until the summer of 1951: two years of neglect (Ruppelt, 1956: 59-95).

The Estimate and Sign had their revenge, however, in an unintended way. For whatever reason, the public and the media had become more interested in UFOs at the turn of the year. Perhaps the Mantell, Chiles-Whitted, and Gorman cases were having an effect on popular opinion, as well as behind the doors of secrecy. Or perhaps the doors of secrecy were leaky. Either way, the media was becoming proactively interested (Shalett, 1949). Sidney Shalett's push into the Pentagon to get Defense chief Forrestal's permission for a *Saturday Evening Post* article was the most spectacular example of this, but other magazines such as *Argosy* and *True* were snooping around as well (Moorehouse, 1949; Keyhoe, 1950a). Shalett visited the Pentagon and Wright-Patterson in early 1949, and got case information and quotes for his two-part article that would appear in April 1949 (Clingerman, 1949a). While he was collecting information, two things happened directly related to our story. The first was that the Pentagon really didn't like the idea of a civilian press person messing around a classified subject and then writing a "Lord knows what" rendition of what he'd found with apparent government approval (Cabell, 1948b). Therefore, the Pentagon determined to produce its own more elaborate report to be released simultaneously with the *Post* article (Boggs, 1949).

The second awkward moment occurred when Walter Winchell apparently was given a "Pentagon rumor" that the UFOs were Soviet missiles, and announced as much on his national radio program (Clingerman, 1949b). The rumor was pretty much what some Pentagon loose cannons would have said if they had been privy to the information and attitude of Air Intelligence Report number 100-203-79, the so-called "Assassin of the Estimate." By killing the Estimate, the Pentagon had produced an awkward and unhelpful rumor that they hurried to deny, but which stuck in many citizens' minds.

The Pentagon was clear in its intent to create and release a countering UFO report, but it blundered in executing the task. Whoever was responsible did not use the AIR information or perspective, or a strong debunking attitude of any kind. Instead, the report - called Project Saucer to match the nickname given Shalett to use in his article - was written in the mildest agnostic tradition of the post-Vandenberg Project Sign (USNME, 1949). It read like a sanitized Estimate.

How this UFO-friendly report was released is itself a mystery. Someone at AMC in the Public Relations Office had written something called "Flying Saucer Story," which was aimed at public release in order to give the official story. This was described as an article, whereas the Project Saucer press release was 22 pages long. Still, they may have been one and the same.

This article was shipped to the Pentagon's director of public relations, and from there to the Intelligence Department. There some disagreement occurred between Boggs, Brig. Gen. Moore, and Cabell (Boggs, 1949). Apparently Cabell himself approved the friendlier Project Saucer release, coming down squarely between the attitude of the Estimate and the attitude of his antipathetic underlings Boggs and Moore. A line from Boggs's memorandum cited above reads like a comment from Cabell:

> AFOIN [Cabell] found no grounds for denying information to the press on incidents and investigative accomplishments such as were furnished Mr. Shalett.

Whether the busy general had time to think through all the aspects of this decision can be debated.

So the Pentagon's poor communications and blundering had produced the exact opposite effect from what they had seemingly intended: Shalett's article was the mainly debunking publication and the Pentagon's release looked like a corrective in the pro-UFO, amazing-unidentified-technology direction.

The individual most confused by all this was a freelance writer brought in by *True* magazine in the hopes of getting more information on the flying disks. The Project Saucer release convinced him to make a serious investigation, which got more and more fascinating. This, of course, was Donald E. Keyhoe: the Ultimate "Revenge of the Estimate," and an ongoing nightmare for the Air Force for the next 20 years (Keyhoe, 1950b. 1953; Swords, 1996; Jacobs, 1975).

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APPENDIX I
GEORGE GARRETT's FIRST ESTIMATE

FLYING DISCS
30 July 1947

For purposes of analysis by AFBIR-CO, eighteen reported sightings of "Flying Discs' were selected for breakdown into detailed particulars. Each report was assigned a number and each number appears in the left-hand column of the data on the following pages.

One report, Number 7, has not yet been received and therefore no information is included other than Date, Name of Observer, and Location. The Fourth Air Force is attempting to secure a statement from this observer.

Four reports, Numbers 2, 4, 17, and 18, have not yet been analyzed.

The subject headings on which the breakdown has been made are:

Date

Hour (Local standard Time)

Location

Observer's Name

Observer's Occupation

Observed from Ground or Air

Number of Objects Sighted

Altitude

Direction of Flight

Speed

Distance Covered

Length of Time in Sight

Deviation from Straight Flight

Color

Size

Shape

Sound

Trail

Weather

Manner of Disappearance

Remarks

Report	Date	*Hour	Location
1	19-May	1215	Manitou Springs, Colorado
2	22-May		Oklahoma City, Oklahoma
3	22-Jun	1130	Greenfield, Massachusetts
4	24-Jun		Mt. Rainier, Washington
5	28-Jun	2120	Maxwell Field, Alabama
6	29-Jun	1330	Near White Sands, New

7	1-Jul		Bakersfield, California
8	4-Jul	2015	Emmett, Idaho
9	6-Jul	1345	Clay Center, Kansas
10	6-Jul		Fairfield-Suisun, California
11	7-Jul	1145	Koshkonong, Wisconsin
12	7-Jul	1430	East Troy, Wisconsin
13	8-Jul	1550	Mt. Baldy, California
14	9-Jul	2330	Grand Falls, Newfoundland
15	10-Jul	1600	Harmon Field, Newfoundland
16	12-Jul	1830	Elmendorf Field, Alaska

* Local Standard Time

Report	Observer's Name	Occupation	Observed From
1		Railroad Employee	Ground
		" "	"
		" "	"
2		Businessman-Pilot	Ground
3		*Not stated	Ground
4		Businessman-Pilot	Air
5		Captain AAF	Ground
		" "	"
		" "	"
		1st Lieut., AAF	"
6		Employee, NRL	Ground
		" "	"
		" "	"
		Wife of _____	"
7		Civilian Pilot	Ground
8		United Air Lines Pilot	Air
		" " "Co-Pilot	"
9		Major, AAF	Air
10		Captain, AAF	Ground
11		CAP Instructor	Air
		CAP Student	"
12		CAP Pilot	Air
		CAP Passenger	"
13		1st Lieut., ACCNG	Air
14		Constable, Newfoundland Constabulary	Ground
15		TWA Representative	Ground
		PAA "	"
16		Major, AAF	Ground

*From letter received, observer is obviously well educated.

Report	Deviation from Straight Flight	Color	Size
1	Climbed, dove, hovered overhead, Resumed original course	Silver	Apparently small
2			
3	None reported	Silver, very bright	Small
4			
5	Zig zag course “much like a water bug”	Brilliance slightly greater than a star	Not stated
6	None reported	Some solar specular reflection	Not stated
7			
8	None reported	Almost dusk; could not distinguish	Impossible to determine
9	None reported	Very bright and silvery colored	30-50’ in diameter
10	None reported	Reflection from sun	Comparable to a C-54 at 10,000’
11	Descended edgewise, stopped at 4000’ And assumed horizontal position, Proceeded In horizontal flight for 15 seconds, stopped again, then disappeared	Not stated	Not stated
12	None reported	Not stated	Not stated
13	None reported	Of light-reflecting nature	Apparent depth of a P-51
14	None reported	Phosphorous color	Not stated
15	None reported	Silvery	Same span as a C-54 at 10,000’
16	Followed contours of mountains five miles away from observers’	resembled a grayish balloon	Approx. 10’ in diameter

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Report	Shape	Sound	Trail	Weather
1	No definite shape could be determined	None	None	CAVU
2				
3	Irregular; round, Did not appear particularly disc-shaped	None	None	Not stated
4				
5	None stated; seemed like a bright light	None	None	Clear moonlight
6	No details other than that shape was uniform with no protuberances	None	Possible vapor trails	CAVU
7				
	None definite, but seemed flat on base with the top slightly			

8	rough in contour	None	None	CAVU
9	Round, disc-shaped	None	None	CAVU
10	No shape could be distinguished	None	None	Sunny
11	Not stated, but report refers to “saucer” several times	None	None	CAVU
12	Same as Report No. 11	None	None	CAVU
13	Flat object, of light reflecting nature which appeared to be without vertical fin or any visible wings	None	None	Not stated
14	Egg-shaped, or like barrel	None	None	CAVU
15	Head Circular in shape, like wagon wheel	None	Bluish black trail approx. 15 mi. long	Clear with scattered cumulus at 8 to 10,000’
16	Resembled balloon	None	None	Not stated

Report	Manner of Disappearance	Remarks
1	Climbed very fast and out of sight	No definite shape could be determined and even with the aid of 4 to 6 power binoculars object could not be brought into focus
2		
3	Obscured by a cloud bank	From letter this observer wrote, it is obvious he is a well-educated person. Seeks no publicity.
4		
5	Lost in brilliancy of the moon	Observers (2 rated, 2 air intell.) Phoned Field Ops to ascertain no scheduled experimental a/c were in vicinity. Sky chart attached to report?
6	Cannot explain, except that reflection angle may have changed abruptly	Observer is Admin. Asst. in the Rocket Sonde Sect. of NRL. Two other “scientists”, and wife of one, were in party and made same observation.
7		
8	Don’t know whether they put on a tremendous burst of speed, or disintegrated. However, they did disappear into sunset	Observers were Pilot, Co-Pilot, of scheduled UAL DC-3. Stewardess also saw objects. Suggest reading of very detailed statements.
9	Unexplained	When first sighting object near horizon, observer looked at chart in his lap to check position. When he looked out the window again, object was off his left wing at 11 o’clock
10	Disappeared at an angle of about 30° above the earth’s surface	Rolled from side to side 3 times in its path across the sky. Sun reflected from top side, but never from underside, even when turning
11	Unexplained	None
12	Unexplained	None
	Pilot (at 300 MPH) attempted to keep	Observer contacted bases in area which reported

13	object in sight, but unable to do so	no a/c in air at time
14	Unexplained	First 4 discs flying line-a-trail
15	Unexplained	Seemed to cut clouds open as it passed thru. Trail was like beam seen after a high-powered landing light is switched off.
16	Not stated	Object was observed paralleling the course of a C-47 then landing.

From detailed study of reports selected for their impression of veracity and reliability, several conclusions have been formed:

a. This "flying saucer" situation is not all imaginary or seeing too much in some natural phenomenon. Something is really flying around.

b. Lack of topside inquiries, when compared to the prompt and demanding inquiries that have originated topside upon former events, give more than ordinary weight to the possibility that this is a domestic project, about which the President, etc. know.

c. Whatever the objects are, this much can be said of their physical appearance:

1. The surface of these objects is metallic, indicating a metallic skin, at least.

2. When a trail is observed, it is lightly colored, a Blue-Brown haze, that is similar to a rocket engine's exhaust. Contrary to a rocket of the solid type, one observation indicates that the fuel may be throttled which would indicate a liquid rocket engine.

3. As to shape, all observations state that the object is circular or at least elliptical, flat on the bottom and slightly domed on the top. The size estimates place it somewhere near the size of a C-54 or a Constellation.

4. Some reports describe two tabs, located at the rear and symmetrical about the axis of flight motion.

5. Flights have been reported, from three to nine of them, flying good formation on each other, with speeds always above 300 knots.

6. The discs oscillate laterally while flying along, which could be snaking.

APPENDIX 2
MAJ. GEN. CABELL PRESSURES PROJECT SIGN

Department of the Air Force
Headquarters United States Air Force
Washington

3 Nov 1948

SUBJECT: Flying Object Incidents in the United States

TO: Commanding General, Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

1. By letter dated 30 December 1947 from the Director of Research and Development, Headquarters USAF, your Headquarters was required to establish Project "SIGN".

2. The conclusion appears inescapable that some type of flying object has been observed. Identification and the origin of these objects is not discernible to this Headquarters. It is imperative, therefore, that efforts to determine whether these objects are of domestic or foreign origin must be increased until conclusive evidence is obtained. The needs of national defense require such evidence in order that appropriate countermeasures may be taken.

3. In addition to the imperative need for evidence to permit countermeasures, is the necessity of informing the public as to the status of the problem. To date there has been too little data to present to the public. The press, however, is about to take it into its own hands and demand to be told what we do or do not know about the situation. Silence on our part will not long be acceptable.

4. Request immediate information as to your conclusions to date and your recommendations as to the information to be given to the press. Your recommendation is requested also as to whether that information should be offered to the press or withheld until it is actively sought by the press.

BY COMMAND OF THE CHIEF OF STAFF:

/sig/

C. P. CABELL

Major General, USAF

Director of Intelligence, Office of Deputy Chief of Staff, Operations

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APPENDIX 3
COL. McCOY REPLIES

Basic ltr fr Hq USAF, 3 Nov 48 to CG, AMC, "Flying Object Incidents in the United States"

1st lnd MCIAT/ABD/amb

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio. 8 Nov 48

TO: Chief of Staff, United States Air Force, Washington 25, D. C., ATTN: AFOIR

1. In attempting to arrive at conclusions as to the nature of unidentified flying object incidents in the United States, this Command has made a study of approximately 180 such incidents. Data derived from initial reports have been supplemented by further information obtained from check lists submitted by mail, from interrogations of other field agencies, and by personal investigation by personnel of this Command in the case of incidents that seem to indicate the possibility of obtaining particularly significant information.

2. The objects described fall into the following general classification groups, according to shape or physical configuration:

a. Flat disc of circular or approximately circular shape.

b. Torpedo or cigar shaped aircraft, with no wings or fins visible in flight.

c. Spherical or balloon shaped objects.

d. Balls of light with no apparent form attached.

3. Some of the objects sighted have definitely been identified, upon further investigation, as weather or upper air scientific balloons of some type. A great many of the round or balloon shaped objects indicated in paragraph 2c above are probably of the same nature, although in most cases, definite confirmation of that fact has been impossible to obtain.

4. Some of the objects have been identified as being astrophysical in nature. For example, in daylight sightings, the planet Venus has been reported as a round, silvery object at extremely high altitude. Action is being taken to obtain the services of a prominent astrophysicist as a consultant, to study all of the incidents to determine whether some can be identified as meteors, planets or other manifestations of astral bodies.

5. Arrangements for accomplishing a study of the psychological problems involved in this project are being made in coordination with the Aero-Medical Laboratory at this Headquarters. The possibility that some of the sightings are hallucinations, optical illusions or even deliberate hoaxes has been considered.

6. Although explanation of many of the incidents can be obtained from the investigations described above, there remains a certain number of reports for which no reasonable everyday explanation is available. So far, no physical evidence of the existence of the unidentified sightings has been obtained. Prominent scientists, including Dr. Irving Langmuir of the General Electric Company, have been interviewed to determine whether they could advance any reasonable explanation for characteristics exhibited by the objects sighted. In an early interview, Dr. Langmuir indicated that these incidents could be explained, but insufficient data were available at that time on which to base definite conclusions. It is planned to have another interview with Dr. Langmuir in the near future to review all the data now available, and it is hoped that he will be able to present some opinion as to the nature of many of the unidentified objects, particularly those described as "balls of light."

7. All information that has been made available to this Headquarters indicates that the discs, the cigar shaped objects, and the "balls of light" are not of domestic origin. Engineering investigation indicates that disc or wingless aircraft could support themselves in flight by aerodynamic means. It is probable that the problems of stability and control could also be solved for such aircraft. However, according to current aerodynamic theory in this country, aircraft with such configurations would have relatively poor climb, altitude and range characteristics with power plants now in use.

8. The possibility that the reported objects are vehicles from another planet has not been ignored. However, tangible evidence to support conclusions about such a possibility are completely lacking. The occurrence of incidents in relation to the approach of the earth of the planets Mercury, Venus and Mars have been plotted. A periodic variation in the frequency of incidents, which appears to have some relation to the planet approach curves, is noted, but it may be purely a coincidence.

9. Reference is made to "The Books of Charles Fort" with an introduction by Tiffany Thayer, published 1941, by Henry Holt & Co., New York, N. Y. It appears that similar phenomena have been noted and reported for the past century or more.

10. In view of the above, the following conclusions are drawn:

a) In the majority of cases reported, observers have actually sighted some type of flying object which they cannot classify as an aircraft within the

limits of their personal experience.

b) There is as yet no conclusive proof that unidentified flying objects, other than those which are known to be balloons, are real aircraft.

c) Although it is obvious that some types of flying objects have been sighted, the exact nature of those objects cannot be established until physical evidence, such as that which would result from a crash, has been obtained.

11. It is not considered advisable to present to the press information on those objects which we cannot yet identify or about which we cannot present any reasonable conclusions. In the event that they insist on some kind of a statement, it is suggested that they be informed that many of the objects sighted have been identified as weather balloons or astral bodies, and that investigation is being pursued to determine reasonable explanations for the others.

12. A report, summarizing the results obtained from analysis of the data and a technical investigation of the engineering aspects of the objects described, is nearly complete, and a copy will be forwarded to your Headquarters in the near future.

FOR THE COMMANDING GENERAL

H. M. McCOY,

Colonel, USAF

Chief, Intelligence Department

NICAP Home Page

BIBLIOGRAPHIC DATABASE

Listed By Category
Produced for InterLink:UFO by Francis Ridge

Basic Codes: Title/Author/Source/Cat/Subcat
This database utilizes the same system of category numbers as used by InterLink: UFO. Source codes: IUR=International UFO Reporter; MUJ=MUFON UFO Journal; Symposium Proceedings are listed by year and page (92 Symp, 015).

CAT 0 - General Discussions

11TH ANNUAL MUFON SYMPOSIUM	STACY	MUJ-149,03	0	SY
12TH PLANET - KEY TO UFO ENIGMA	SITCHIN	91 SYMP,014	0	AS
14TH ANNUAL MUFON SYMPOSIUM	HALL	MUJ-182,04	0	SYMP
18TH INTERNATIONAL SYMPOSIUM	STACY	MUJ-232,03	0	SY
1982 INTERNATIONAL MUFON UFO SYMPOSIUM	ANDRUS	MUJ-171,18	0	SYN82
1982 UFO SUMMIT CONFERENCE	ANDRUS	MUJ-178,16	0	
1983 MUFON UFO SYMPOSIUM	STACY	MUJ-185,03	0	SY
1988 LINCOLN SYMPOSIUM	STACY	MUJ-246,03	0	SY
1989 LAS VEGAS SYMPOSIUM	STACY	MUJ-256,03	0	SY
1992 ALBUQUERQUE SYMPOSIUM	STACY	MUJ-292,03	0	SY
ABOVE TOP SECRET	GOOD	89 SYMP,124	0	D
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AIDS TO UFO INVESTIGATOR: BIBLIOGRAPHY	OLMOS	MUJ-152,12	0	TR
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AIR INTEL REP NO. 100-203-79 (12/10/48)		MUJ-207,03	0	D
AIRCRAFT AND "AIRCRAFT"	WANDERER	MUJ-161,14	0	TR
ALIEN CONTACTS & ABDUCT EXPERIENCES	RUBTSOV	94 SYMP,137	0	A
ALIENS AMONG US: A RELIGIOUS CONSPIRACY	WHITE	MUJ-286,07	0	T
ALLEN HYNEK AS I KNEW HIM	WEBB	IUR-18-1,04	0	
AMATEUR RADIO NET	DOBBS	MUJ-239,22	0	
AMAZING STORIES	FISCHER	MUJ-228,15	0	H
AREA 51 ENCOUNTER	HAMILTON	MUJ-304,14	0	RD
AUSTRIANS FIND DARK SIDE TO UFOS	BIESELE	MUJ-149,14	0	TR
BELIEF SYSTEM SURVEY	JOHNSON	MUJ-249,18	0	
BETTY HILL'S LANDING SITE	OSWALD	MUJ-230,17	0	
BIG PICTURE, THE	ANDRUS	MUJ-194,04	0	
BLACK HOLE OVERTURE	MACCABEE	MUJ-204,10	0	
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BOOK REVIEW (ROAD TO THE STARS)	NEIDIGH	MUJ-145,14	0	
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BOOK REVIEW (UFOS: THE GREATEST MYSTERY)		MUJ-152,11	0	
BOOK REVIEW: CLEAR INTENT	BLETCHMAN	MUJ-193,17	0	D
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BURDEN OF PROOF (SYMPOSIUM)	STACY	MUJ-208,03	0	SY
CAL REP (OPEN LETTER TO CARL SAGAN)	DRUFFEL	MUJ-157,13	0	
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CIVIL AND UNCIVIL WARS	CLARK	IUR-17-3,03	0	
CLOSE ENCOUNTERS OF A FIREBALL KIND	SPICKLER	MUJ-265,13	0	AS
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COMING OUT OF THE CLOSET	PAGE	MUJ-226,08	0	
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CONDON: TWENTY YEARS LATER	DELL'AQUILA	MUJ-251,03	0	H
CONFLICT OR COLLABORATION?	WHITING	MUJ-295,12	0	
CONTACT FROM PLEIADES IN FACT & FICTION	KORFF/MOORE	MUJ-173,03	0	F
CONTINUING UFO DECEPT & CONFUSION SYNDR	CERNY	83 SYMP,169	0	D
CONTROLLERS, THE: PART I	CANNON	MUJ-270,03	0	
CONTROLLERS, THE: PART II	CANNON	MUJ-271,03	0	
COUNTDOWN TO REALITY	NORMAN	84 SYMP,023	0	F
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COVER-UP; WHAT GOVERNMENTS DO	STACY	MUJ-296,03	0	
CRASH COURSE	DRUFFEL	MUJ-223,16	0	
CREDIBILITY OF UFO HYPOTHESES	CAMPBELL	MUJ-156,06	0	E
CREDIBILITY OF UFO HYPOTHESIS: CRITIQUE	STAFF	MUJ-161,05	0	E
CRITIC'S CORNER (ET OR NOT ET?)	WANDERER	MUJ-171,14	0	E
CRITIC'S CORNER (NESSIE & UFOS)	WANDERER	MUJ-176,17	0	F
CRITICS CORNER: LESSONS OF NOVA	WANDERER	MUJ-178,15	0	
CRYPTOSNOBBERY	CLARK	IUR-17-6,03	0	
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DEBUNKING, SOVIET STYLE	STONEHILL	IUR-16-2,15	0	F
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DEFINING THE BOUNDARIES	ALEXANDER	IUR-15-1,15	0	
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DESIGNING FALSE REPORTS: ANOTHER EXAMPLE	LILJEGREN	MUJ-181,10	0	F
DIFF BETWEEN PERCEPT OF UFOLOG AM & EURO	SPENCER	90 SYMP,036	0	F
DISAPPEARANCE OF MARS OBSERVER	NORRIS	UE,V1,#10	0	AS
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DO WE NOW HAVE TWO UFOLOGIES?	RANDLES	MUJ-240,10	0	
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FOGARTY ON KLASS: A COMMENT	ZEIDMAN	MUJ-160,10	0	
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FORTY YEARS OF UFOS	DELL'AQUILA	MUJ-215,13	0	H
FRINGE COVERAGE: A REVIEW	STACY	MUJ-251,16	0	
FROM ARNOLD TO HYNEK: END OF AN ERA	JACOBS	87 SYMP,118	0	H
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GOD HYPOTHESIS, THE	DOWNING	MUJ-246,10	0	T
GOVERNMENT HARASSMENT: MUFON PRESS REL	BLETCHMAN	MUJ-250,13	0	
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GULLIBILITY & OTHER ERRORS	CLARK	IUR-14-3,03	0	
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HISTORY LESSON	CLARK	IUR-18-3,03	0	H
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HUMAN FACTORS IN UFO SIGHTINGS	WESTRUM	81 SYMP,060	0	
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INTERVIEW WITH JACQUES VALLEE	STRAND	MUJ-241,03	0	
INTO THE MYSTIC	CLARK	IUR-18-5,03	0	
INVESTIGATOR'S JIGSAW	WRIGHT	MUJ-209,04	0	TR
ITALIAN GOVERNMENT REPORT	NEWS	MUJ-146,15	0	F
JACQUES VALLEE & JOSEPH CAMPBELL	CASTEEL	MUJ-287,13	0	
JOIN THE CAMPAIGN TO LIFT SECRECY LID		MUJ-190,06	0	
KENNETH ARNOLD REVISITED	LONG	MUJ-230,03	0	H
KLASS & FRIEDMAN DEBATE	STACY	MUJ-160,03	0	
KLASSICAL ENCOUNTER, A	FOGARTY	MUJ-157,07	0	
LAND WITHOUT FREEDOM	RANDLES	MUJ-223,12	0	F
LET THE DEBATE BEGIN	CLARK	IUR-15-1,03	0	
LET US NOW PRAISE ED RUPPELT	CLARK	IUR-16-5,03	0	H
LETTER FROM BRAZIL	PRATT	MUJ-232,14	0	F
LETTER FROM CHINA	DONG	MUJ-154,07	0	F
LETTERS: KLASS VS. HALL		MUJ-188,12	0	
LIFE NOT SO LONELY	SWORDS	MUJ-253,16	0	ASTRO
LIGHT YEARS: AN OPEN LETTER	KINDER	MUJ-228,03	0	
LONELINESS OF LONG DISTANCE RUNNER	STACY	MUJ-307,03	0	
LONELY LIFE OF A DOUBLE PLANET	PEARSON	MUJ-247,03	0	AST
LONG-DISTANCE RUNNER: PART II	STACY	MUJ-308,12	0	TR
MAJ. DONALD E. KEYHOE: AN APPRECIATION	HALL	MUJ-250,12	0	
MARS FEATURES REVIEWED	DOUGLASS	MUJ-253,19	0	AS
MASSACHUSETTS FORUM	WEBB	MUJ-211,08	0	
MESSAGE FROM THE AIR FORCE?	CERNY	MUJ-159,18	0	H
METEOR CONNECTION	SCHOENHERR	MUJ-205,06	0	ASTR
MICHIGAN STATE SYMPOSIUM	ANDRUS	MUJ-220,03	0	SY
MILITARY SECRECY: SAILORS, SOLDIERS, AIR	HALL	MUJ-153,04	0	
MIND-BODY PROBLEM & UFO RESEARCH	HANSEN	MUJ-163,11	0	E
MJ-12: THE FBI LINK	REDFERN	UE, V1,#10	0	D
MUFON - WORLD LEADER IN UFOLOGY	SCHUESSLER	94 SYMP,173	0	
MUFON AMATEUR RADIO NET REPORT	DOBBS	MUJ-244,11	0	
MUFON FEATURED ON NATIONWIDE BROADCAST		MUJ-157,03	0	
MUFON INTERNATIONAL ACTIVITIES	SINCLAIR	MUJ-171,15	0	F
MUFON VERSUS THE NEW AGE	GARNER	MUJ-308,13	0	TR
MUFON-NC 4TH ANNUAL TRAINING CONFERENCE	FAWCETT	MUJ-150,18	0	
MUFON-NC SYMPOSIUM	HALL	MUJ-185,12	0	
MUFON-NORTH CAROLINA UFO CONFERENCE	HADL	MUJ-173,08	0	
MYSTERY METEORS	GORDON	MUJ-223,08	0	AS
NATIONAL UFO CONFERENCE	ANDRUS	MUJ-220,14	0	
NATIONAL UFO INFORMATION WEEK	CHRISTENSEN	MUJ-210,05	0	
NEBRASKA CONFERENCE		MUJ-188,03	0	
NEED FOR SKEPTICS	RIGG	MUJ-246,13	0	TR
NEVER TO HAVE REASONED AT ALL	BULLARD	IUR-14%1,13	0	
NEW VIEW ON PLEIADES	HALL	MUJ-150,08	0	ASTR
NEW YORK TIMES OBITUARY	NYT	MUJ-217,03	0	H
NICAP IS VERY MUCH ALIVE	ANDRUS	MUJ-194,19	0	H
NICAP: THE BITTER TRUTH	HALL	MUJ-145,11	0	
NIGHT SEIGE	IMBROGNO	MUJ-232,12	0	
NORTH CAROLINA UFO CONFERENCE	HALL	MUJ-161,03	0	
NORTHERN LIGHTS	EVANS	MUJ-185,08	0	TR
NOTES ON TIME TRAVEL	JACOBS	IUR-16-4,21	0	TT
NOVA: DIRECTOR'S OPEN LETTER	ANDRUS	MUJ-175,03	0	
NOVA: GUEST EDITORIAL	HYNEK	MUJ-175,04	0	
OBSERVATIONS OF A RARE ASTRONOM PHENOM	STACY	MUJ-166,11	0	ASTR
OBSERVATIONS ON THE INACCESSIBLE CASES	LEET	MUJ-148,13	0	
ON THE ISSUE OF PUB INFO CONCERNING UFOS	CHRISTENSEN	MUJ-186,14	0	
OPEN LETTER	BLETCHMAN	MUJ-285,07	0	
OPEN LETTER TO CARL SAGAN	FRIEDMAN	MUJ-253,20	0	
OPEN LETTER TO FORMER SUBSCRIBERS F/S		MUJ-186,16	0	
OPEN LETTER TO ROBERT SHEAFFER	McCAMPBELL	MUJ-160,07	0	
OPEN LETTER: UNITED NATIONS		MUZ-295,14	0	
PARANOIA	CLARK	IUR-14-1,03	0	
PEEKING UNDER THE COVERATURE	OECHSLER	MUJ-285,08	0	
PENTACLE LETTER & BATTELLE UFO PROJECT	ZEID/RODEGHIER	IUR-18-3,04	0	D
PENTAGONAL AND OTHER UNUSUAL UFOS	SCHUESSLER	MUJ-177,03	0	
PERSERVERENCE REWARDED	CERNY	MUJ-179,03	0	
PHILIP & HOWARD (OUT THERE)	CLARK	IUR-15-5,03	0	D
PINPOINTING HOAXHOLES	RIGG	MUJ-262,03	0	TR
PIONEER 10 PLAQUE		MUJ-214,14	0	
PIPELINE PROGRESS	CHRISTENSEN	MUJ-222,13	0	
PREHISTORIC UFOS	BULLARD	MUJ-243,14	0	H
PREPARING FOR NEXT UFO FLAP	HYNEK	82 SYMP,079	0	
PROBLEMS & LESSONS OF ANOMALOUS AERIAL P	RUBTSOV	MUJ-248,08	0	
PROFESSIONALISM IN UFOLOGY	BRAY	82 SYMP,013	0	
PROFESSOR JEAN-PIERRE PETIT INTERVIEWED	de BROSSES	MUJ-273,03	0	F
PROJECT HESSDALEN	HAVIK	MUJ-237,04	0	F
PROJECT IDENTIFICATION:AUTHOR'S RESPONSE	RUTLEDGE	MUJ-179,09	0	

PROJECT MOON DUST	GREENWOOD	MUJ-221,06	0	D
PROJECT PENNINE: LANDSCAPE/UFO STUDY	CLARKE	MUJ-248,11	0	
PROJECT VISIT: DETERMINE WHAT THEY ARE	KISSINGER/SCHUE	80 SYMP,014	0	E
PROOF BEYOND REASONABLE DOUBT	GERSTEN	85 SYMP,N/P	0	
PROPERTIES OF UFO PHENOMENON	HYNEK	84 SYMP,162	0	
PROPOSED FEDERATION OF UFO GROUPS	HILBERG	MUJ-175,17	0	
PSYCHOSOCIALBABBLE	CLARK	IUR-15-3,03	0	
PUBLIC INFO: TOP PRIORITY FOR UFOLOGISTS	CHRISTENSEN	84 SYMP,013	0	
QUEST FOR TRUTH ABOUT UFOS	HALL	94 SYMP,185	0	
QUIET CRISIS IN MANAGEMENT	WRIGHT	MUJ-241,18	0	FIT
RAAF INVESTIGATION OF UFOS	CHALKER	MUJ-143,03	0	F
RADIATIVE PROCESSES & GENERATION OF UFO	RUTKOWSKI	IUR-14-5,09	0	
RAINBOW DECLARATION	BRANDENBURG	MUJ-258,15	0	T
RAINBOW DECLARATION & HUMAN DESTINY IN	BRANDENBURG	90 SYMP,114	0	E
RANDLES REPLIES (TO JENNIE ZEIDMAN)	RANDLES	MUJ-211-12	0	
RE-ENTRY WITH COMPANY	GRIBBLE	MUJ-254,14	0	IFO
RELIGION AND M.I.T.'81	DOWNING	MUJ-164,14	0	T
REMARKABLE METEORS: A COMMENT	HALL	MUJ-190,16	0	ASTR
REMEMBERING JAMES McDONALD	DRUFFEL	IUR-18-5,04	0	
REPORT ON ARGENTINE UFO CONGRESS	C/O THOMAS	MUJ-146,17	0	F
RESEARCHER REMEMBERED (EPPERSON)	DRUFFEL	MUJ-227,08	0	
RESIDENT CRITIC, THE: A COMMENT	NELSON	MUJ-182,10	0	E
REVIEW OF A BOOK REVIEW (PROJ IDENT)	LEET	MUJ-174,16	0	
REVIEW OF THE MORAVEC PAPER	DOWNING	MUJ-151,10	0	T
RICHARD HALL HONORED		MUJ-195,15	0	
ROBERT SCHEAFFER: "UFOLOGIST"	STAFF	MUJ-178,13	0	
ROCK OF AGES PRINCIPLE	DOWNING	MUJ-265,10	0	T
ROLE OF MUFON IN UFO RESEARCH	ANDRUS	92 SYMP,088	0	
SAY HELLO TO E-T!	WARE	MUJ-203,03	0	E
SCANDINAVIAN WORKSHOP	SERRA	MUJ-152,05	0	
SCIENCE & UFOLOGY: WHO NEEDS WHO?	EVANS	MUJ-221,15	0	
SCIENTISTS, UFOS & ANTI-SCIENT THINKING	CHRISTENSEN	86 SYMP,011	0	
SECOND LONDON INTERNATIONAL UFO CONGRESS	STACY	MUJ-162,07	0	F
SECURITY POLICY	WARE	MUJ-212,07	0	
SENSORY & PSYCHIC UFO EXPERIENCES	ANDREWS	MUJ-234,06	0	
SETTING THE UFO AGENDA	BLETCHMAN	86 SYMP,062	0	
SHIFTING BURDEN OF PROOF	CHRISTENSEN	85 SYMP,014	0	
SITE INSTRUMENTATION	STRAND	MUJ-237,07	0	F
SLOW FIREBALL STARTLES MANY	WEBB	MUJ-300,07	0	AS
SMALL PICTURE	DONDERI	IUR-18-1,18	0	
SMITHSONIAN UFO SYMPOSIUM	HALL	MUJ-152,03	0	
SNIPE HUNT IN SPACE	OBERG	MUJ-209,05	0	
SOME HIGHLIGHTS IN AUSTRALIAN UFOLOGY	NORMAN	MUJ-190,14	0	F
SOME THOUGHTS ON METHODOLOGY IN UFOLOGY	SCHOENHERR	MUJ-192,11	0	TR
SOMEBODY MUST BE BEHIND IT	CLARK	IUR-16-5,03	0	
SOUTH AMERICAN UFORIA	OBERG	MUJ-204,13	0	
SOVIET GRASS ROOTS UFOLOGY	KOMAREK	MUJ-280,16	0	F
SOVIET UFO COVER-UP: A RESPONSE	MOORE	MUJ-178,10	0	F
SOVIET UFO SECRETS	GRESH	MUJ-306,03	0	F
SPANISH AF UFO FILES: SECRET'S END	OLMOS	93 SYMP,126	0	F
SPANISH AIR FORCE UFO FILES	OLMOS	IUR-18-1,13	0	F
SPRITELY HELICOPTER (PHOTO)		MUJ-221,10	0	
STAR MAP HYPOTHESIS STILL VIABLE	WINKLER	MUJ-169,10	0	ASTR
STILL IN DEFAULT	MACCABEE	86 SYMP,130	0	
STRIEBER AND GOD HYPOTHESIS	DOWNING	MUJ-247,15	0	T
TALES FROM THE BARKER ZONE: 3 DAYS AT	SWORDS	IUR-17-6,04	0	H
THANKS FROM JOURNAL OF UFO RESEARCH		MUJ-192,04	0	
THAT'S THE WAY THE COMMITTEE CRUMBLES	CLARK	IUR-17-2,03	0	
THEORETICAL UFO PHYSICS	HARRIS	MUJ-232,10	0	
THICKETS OF MAGONIA	CLARK	IUR-15-1,04	0	
THIRD MASSACHUSSETTS UFO FORUM	WEBB	MUJ-224,12	0	
THIS IS A TEST	GIRARD	MUJ-251,13	0	
TIME TRAVELERS	JOHNSON	MUJ-297,04	0	TT
TOWARDS THE TRUTH	ANDRUS	MUJ-200,11	0	
TRIBUTE TO DR. J. ALLEN HYNEK		86 SYMP,183	0	H
TRIVIAL PURSUIT	CLARK	IUR-16-2,03	0	
TWO CHEERS FOR AMERICAN UFOLOGY	CLARK	IUR-14-2,08	0	
UFO DOCUMENTATION	HALL	MUJ-161,04	0	TR
UFO EVIDENCE, THE: 20 YEARS AFTER	RIDGE	MUJ-206,14	0	TR
UFO GENESIS	PRYTZ	MUJ-175,10	0	
UFO HYPOTHESIS: AUTHOR'S COMMENT	CAMPBELL	MUJ-169,17	0	E
UFO MATERIALS	CHRISTENSEN	MUJ-211,16	0	TR
UFO POLL	BRITO	MUJ-251,17	0	
UFO PRESS: HOW EASY A HOAX	STACY	MUJ-255,03	0	
UFO RELIGIOUS CRISIS SURVEY	ALEXANDER	MUJ-317,03	0	T
UFO RESEARCH: INTERNATIONAL PERSPECTIVE	HAISELL	82 SYMP,065	0	F
UFO SCIENCE & TECHNOLOGY SERVE MAGIC	MORRISON	MUJ-242,03	0	E
UFO SECRECY	BRYANT	MUJ-211,14	0	D
UFO SECRECY 1984: BIG BRO WATCHING THEM	GREENWOOD	84 SYMP,091	0	D
UFO SECRECY UPDATE	BRYANT	MUJ-224,09	0	
UFO SECRECY UPDATE	BRYANT	MUJ-208,15	0	D

UFO SECRECY UPDATE	BRYANT	MUJ-145,08	0	D
UFO SECRECY UPDATE (HOAXES & CHUTZPAH)	BRYANT	MUJ-164,16	0	D
UFO SECRECY UPDATE: MATTER OF CONDITION	BRYANT	MUJ-155,07	0	
UFO SECRECY UPDATE: SECRECY IN COURTS	BRYANT	MUJ-153,15	0	D
UFO SECRECY UPDATE: STONEWALLING AT FBI	BRYANT	MUJ-192,09	0	D
UFO SECRECY UPDATE: THE PAPER CHASE	BRYANT	MUJ-144,12	0	D
UFO SECRECY UPDATE: WHERE TO FROM HERE?	BRYANT	MUJ-161,13	0	D
UFO SIGHTING MAP: 2ND QUARTER 1981	McBRIDE	MUJ-171,16	0	
UFO STUDIES IN THE SCIENTIFIC LITERATURE	SCOTT	IUR-15-4,16	0	
UFO SUMMIT CONFERENCE	ANDRUS	MUJ-170,18	0	
UFO TECH NOTE (LANDSAT & UFO INVESTIGA)	SCHUESSLER	MUJ-171,13	0	TR
UFO TECH NOTE: VOICE STRESS ANALYSIS	SCHUESSLER	MUJ-190,11	0	TR
UFOLOGISTS & ET HYPOTHESIS	CLARK	MUJ-242,08	0	E
UFOLOGY & THE EDGES OF SCIENCE	SWORDS	MUJ-225,06	0	ASTR
UFOLOGY AS A PROFESSION	HYNEK	81 SYMP,014	0	
UFOLOGY EUROPE;WHAT IS AMERICA COMING TO	RUSSO/GRASSINO	IUR-14-2,04	0	F
UFOLOGY IN COMMONWEALTH OF IND. STATES	POPOVICH	92 SYMP,166	0	F
UFOLOGY IN CRISIS: SIX VIEWS	LOPEZ & OTHERS	IUR-17-1,21	0	
UFOLOGY IN CRISIS: TWO VIEWS	GREENWOOD/CLARK	IUR-16-6,03	0	
UFOLOGY IN ITALY	GRECO	MUJ-170,11	0	F
UFOLOGY: EMERGENCE OF A NEW SCIENCE	ANDRUS	MUJ-295,03	0	
UFOLOGY: NEW APPROACHES	AJAJA	92 SYMP,195	0	
UFOLOGY: SITUATION RED?	SCHUESSLER	MUJ-213,03	0	
UFOS & PROPHETIC RELIGIOUS MOVEMENTS	MORAVEC	MUJ-151,07	0	T
UFOS & RELIGION: FRENCH CONNECTION	DOWNING	MUJ-242,18	0	T
UFOS & STEALTH: A LINK?	GREENWOOD	MUJ-224,10	0	RD
UFOS & TELLER-OPPENHEIMER BATTLE	GROSS	MUJ-254,16	0	H
UFOS & THE MEDIA	BARNUM	MUJ-201,13	0	
UFOS & US GOVERNMENT: PART I	MOORE	MUJ-259,08	0	D
UFOS & US GOVERNMENT: PART II	MOORE	MUJ-260,08	0	D
UFOS 1947-1987 REVIEWED	STACY	MUJ-236,23	0	H
UFOS AND SECURITY	SOV MIL REV	MUJ-259,31	0	F
UFOS AND THE RAAF - INSIDE STORY-PART II	CHALKER	MUJ-176,11	0	F
UFOS AND THE RAAF - INSIDE STORY: PART I	CHALKER	MUJ-175,06	0	F
UFOS AND UFOLOGY IN BRAZIL	VAN PUTTEN	92 SYMP,N/P	0	F
UFOS AND WORLD HISTORY	DEAN	94 SYMP,091	0	E
UFOS IN REEL LIFE	THOMAS/STACY	MUJ-216,14	0	
UFOS SCIENTIFICALLY LEGITIMATE	SCOTT	MUJ-236,20	0	
UFOS, ETS AND THE NEW SCIENCE	O'LEARY	90 SYMP,012	0	E
UFOS...CANADA: A GLOBAL PERSPECTIVE	STACY	MUJ-174,03	0	SYM82
UFOS: 4 QUESTIONS FOR THEOLOG SEMINARIES	DOWNING	88 SYMP,037	0	T
UFOS: A FUTURISTIC PERSPECTIVE	SCHUESSLER	MUJ-258,10	0	T
UFOS: A PERIODICAL REVIEW	McCAMPBELL	MUJ-216,05	0	
UFOS: POLITICS & DECEPTION	JOHNSON	MUJ-301,11	0	F
UFOS: THE HIDDEN EVIDENCE	STACY	MUJ-163,03	0	
UFOS: UNCOVERING ULTIMATE ANSWER	MOORE	83 SYMP,082	0	D
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-215,07	0	
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-214,05	0	
UKRAINE RESEARCH INST. ON ANOM. PHENOM.	RUBSTOV	IUR-18-5,15	0	F
ULTIMATE UFO SEMINAR	STACY	MUJ-302,03	0	
UNINVITED GUESTS-A PREVIEW	HALL	MUJ-241,17	0	
UNRELIABLE WITNESSES	TOSELLI	MUJ-188,14	0	TR
UP IN THE AIR	CLARK	IUR-18-1,03	0	
VALLEE LECTURES IN LONDON	GORING	MUJ-225,03	0	F
VISIT TO PEOPLE'S REPUBLIC OF CHINA	DONG	MUJ-169,09	0	F
WAS MENZEL HIDING SOMETHING?	SWORDS	MUJ-271,08	0	
WHAT DO SIGHTINGS MEAN?	JACOBS	IUR-17-1,13	0	
WHAT GOV WOULD KNOW IF THEY READ OWN DOC	GERSTEN	81 SYMP,021	0	D
WHAT IF THEY ARE REAL?	MACCABEE	MUJ-226,12	0	
WHAT JUNG BELIEVED ABOUT UFOS	STILLINGS	MUJ-261,03	0	
WHAT NEW AGE?	CLARK	IUR-13-6,01	0	
WHEN IS A HOAX NOT A HOAX?	HIND	MUJ-218,03	0	F
WHITHER AMERICAN UFOLOGY?	RODEGHIER	IUR-14-2,03	0	
WHO NEEDS APATHY ANYWAY?	CHRISTENSEN	MUJ-225,08	0	TR
WHOSE UFO IS WHO'S?	STACY	MUJ-285,17	0	
WHY THE PRESS ACTS THAT WAY	BERLINER	IUR-17-5,16	0	
WIDENING THE NET	JOHNSON	MUJ-299,09	0	
WITNESS PROTECTION: A COMMENT	RANK	MUJ-169,16	0	
WRITING RIGHT	HOPKINS	MUJ-308,08	0	TR
YOU CAN'T ALWAYS GET WHAT YOU WANT	RODEGHIER	IUR-16-1,03	0	
ZETA 2 RETICULI: A RESPONSE	HENDRY	MUJ-171,12	0	ASTR

CAT 1 - General Cases 12 SEE UFOS IN MICHIGAN |COYNE |MUJ-194,05 |1 | 15 UFOS SEEN OVER EAST TEXAS |SCHUESSLER |MUJ-192,07 |1 | 1979 FONTAINE CASE IN FRANCE A HOAX |BONABOT |MUJ-190,10 |1 |F 1991 VG: OBJECT UNKNOWN |WEBB |MUJ-288,14 |1 |AS 1ST QUARTER 1981 UFO SIGHTINGS

MAP |McBRIDE |MUJ-160,16 |1 | 20 VIEW PENSACOLA UFO |ANDRUS/WATSON |MUJ-260,07 |1 |GB 24TH ANNUAL MUFON SYMPOSIUM |STACY |MUJ-305,03 |1 | ADDITIONAL GULF BREEZE CASE |FLANNIGAN |MUJ-246,07 |1 |GB AERIAL OBJECT OVER AT&T LAB |HAINES |MUJ-294,10 |1 | AERIAL PHENOM RES ORG AND FUTURE OF UFOL|HARDER |94 SYMP,223 |1 | AFRICAN ENCOUNTERS: CASE INVESTIGATIONS |HIND |81 SYMP,080 |1 |F AFRICAN REPORT |HIND |MUJ-211,03 |1 |F AIRSHIP SCARE AND WAR HYSTERIA |ARTS |IUR-15-1,14 |1 | AIRSHIPS: PART I |CLARK |IUR-16-1,04 |1 |H AIRSHIPS: PART II |CLARK |IUR-16-2,20 |1 |H AIRSHIPS? NO! |BANKS |MUJ-179,04 |1 |H ALCADE UFO ANALYZED |EWING/WARREN |MUJ-199,11 |1 | ALIENS VISIT VORONEZH |MOSCOW NEWS |MUJ-260,03 |1 |F ANDERSON EVENT |ROBERTS |MUJ-158,05 |1 | ARKANSAS SIGHTINGS |MAZUR |MUJ-243,17 |1 | ASTOUNDING UFO EXPERIENCE IN PUERTO RICO|MARTIN |93 SYMP,NOT |1 |F AUSTRALIAN UPDATE |BASTERFIELD |MUJ-185,11 |1 |F BANKSONS LAKE UFO |TILLY |MUJ-222,07 |1 | BELGIAN SIGHTINGS |MEESSEN |IUR-16-3,04 |1 |F BELGIAN TRIANGLES; THE SOBEPS REPORT |UTRECHT |MUJ-286,05 |1 |F BELGIAN WAVE |VIDAL/ROZENCWAJ|IUR-16-4,04 |1 |F BELGIUM UFO FLAP, THE |PRATT |MUJ-267,03 |1 |F BENTWATERS UPDATE |BIESELE |MUJ-220,13 |1 |F BENTWATERS--WHAT DO WE NOW KNOW? |BOECHE |86 SYMP,044 |1 |F BILLY, NO; ED, YES |MACCABEE |IUR-14-3,16 |1 |GB BLUEBERRY UFO |BECHTEL/McKENNA|MUJ-280,15 |1 | BOOMERANG MYSTERY |IMBROGNO |84 SYMP,139 |1 | BRAZIL STILL A UFO HOT SPOT |PRATT/LUCE |MUJ-285,03 |1 |F BRAZILIAN BRIEFING |GRANCHI |MUJ-223,07 |1 |F BRITISH GOV'T RELEASES UFO REPORTS | |MUJ-195,11 |1 |F CAL REP- NIGHT ON A MOUNTAIN |DRUFFEL |MUJ-152,15 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-176,14 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-175,15 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-174,15 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-172,09 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-171,09 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-170,16 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-169,11 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-168,13 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-166,13 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-165,14 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-164,12 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-162,12 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-160,13 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-167,9 |1 | CANADIAN UFO WAVE OF 1989 |RUTKOWSKI |IUR-14-6,07 |1 |F CANADIAN WAVE: AN ANALYSIS (1989) |RUTKOWSKI |IUR-15-4,06 |1 |F CE-1 NR ASTORIA, OREGON |LONG |MUJ-167,15 |1 | CE1 CASE IN BRAZIL |LUCE |MUJ-226,14 |1 |F CHARACTERISTICS OF CE'S IN SPAIN |OLMOS |87 SYMP,N/P |1 |F CHILEAN OVERVIEW, A |HUNEEUS |MUJ-218,05 |1 |F CIGAR-SHAPED OBJECT IN TEXAS | |MUJ-195,14 |1 | CLOSE ENCOUNTER AT COLUSA |CERNY |MUJ-195,03 |1 | CLOSE ENCOUNTER AT ELIZABETH |WEBB |MUJ-256,13 |1 | CLOSE ENCOUNTER THAT WASN'T |GORDON |MUJ-190,12 |1 | CLOSE ENCOUNTERS IN WEST VIRGINIA |SPICKLER |MUJ-317,12 |1 | CUBE-SHAPED OBJECT TUMBLES ACROSS SKY | |MUJ-189,16 |1 | CUFOS GULF BREEZE POSITION: A RESPONSE |CUFOS/ED |MUJ-245,03 |1 |GB CURRENT GULF BREEZE EVENTS |WALTERS |90 SYMP,072 |1 |GB CURRENT ITALIAN SCENE |RUSSO |MUJ-204,15 |1 |F DAY UFOS FLEW OVER SAC HEADQUARTERS | |MUJ-195,16 |1 |H DAYLIGHT CLOSE ENCOUNTER |GORDON |MUJ-255,18 |1 | DAYLIGHT DISC SEEN IN PHOENIX | |MUJ-197,14 |1 | DAYLIGHT DUMBELL |HAINES |IUR-14-5,12 |1 | DECEPTION

ISLAND UFO SIGHTINGS |PERISSE |87 SYMP,142 |1 |F DIAMOND-SHAPED UFO IN PENNSYLVANIA |GORDON |MUJ-194,07 |1 | DISC OBSERVED BY RUSSIAN SHIP IN 84 |ROMANOV |IUR-18-3,17 |1 |F EARTH-BASED UFOS |LEWIS |MUJ-191,16 |1 | EARTHLIGHT ENIGMA |EVANS |MUJ-200,03 |1 | EARTHLIGHTS REVELATION REVIEWED |NOYES |MUJ-263,15 |1 | EARTHLIGHTS REVIEWED |LONG |MUJ-201,07 |1 | EARTHLIGHTS: SCIENCE OR REVELATION? |LONG |IUR-15-3,13 |1 | EAST COAST UFO IDENTIFIED |ANDRUS |MUJ-222,03 |1 | ENCOUNTER AT BLUFF LEDGE: UFO CASE HIST |WEBB |88 SYMP,018 |1 | F-CLASS STARS AS EVOLUTION DRIVERS |AGGEN |MUJ-278,10 |1 | FARISH'S ROLE IN RENDLESHAM |ANDRUS |MUJ-203,07 |1 |F FIRE IN FOREST: NEW LIGHT ON RENDLESHAM |JAMISON |IUR-13-5,04 |1 |F FLARE SPARKS SIGHTING |WEBB |MUJ-221,16 |1 |TR FLASHLIGHT IN THE FOREST |RIDPATH |MUJ-203,10 |1 |F FLORIDA FLURRY |WARE |MUJ-211,06 |1 |GB FOO-FIGHTERS: THE STORY SO FAR |ROBERTS |MUJ-240,03 |1 |H FORMER COMBAT PILOT SEES OBJECT 3 TIMES | |MUJ-191,12 |1 | FORTY YEARS OF UFOLOGY IN SWEDEN |KUHLEMANN |87 SYMP,155 |1 |F FRENCH FLAP IGNORED |SIDER/SCOTT |MUJ-289,03 |1 |F FYFFE AL EXPERIENCE |BAKER |90 SYMP,085 |1 | GLOWING SPHERE OBSERVATION |PHILLIPS |MUJ-143,10 |1 | GREAT BALLS OF FIRE |DAVIES |MUJ-240,06 |1 | GREEN FIREBALLS |AGGEN |MUJ-271,10 |1 |AS GREENISH GLOWING LIGHT SEEN IN PA & NJ |GORDON |MUJ-191,11 |1 | GREENVILLE SIGHTINGS |CRAWFORD |MUJ-262,11 |1 | GULF BREEZE CE III-PART II |WARE/FLAN/ANDRU|MUJ-241,11 |1 |GB GULF BREEZE CE III- PART III |WARE/FLAN/ANDRU|MUJ-242,12 |1 |GB GULF BREEZE LIGHTS |MACCABEE |IUR-17-1,04 |1 |GB GULF BREEZE LIGHTS |HUFFORD |IUR-17-1,11 |1 |GB GULF BREEZE RUFOS |OVERALL |IUR-17-2,14 |1 |GB GULF BREEZE SIGHTINGS REVIEW | |MUJ-262,12 |1 |GB GULF BREEZE SUPPLEMENT |WARE/FLAN/ANDRU|MUJ-240,13 |1 |GB GULF BREEZE UPDATE |WRIGHT |MUJ-274,08 |1 |GB GULF BREEZE WITHOUT ED |MACCABEE |91 SYMP,185 |1 |GB GULF BREEZE, FL, PART IV |WARE/FLAN/ANDRU|MUJ-243,09 |1 |GB GULF BREEZE, FL, PART V |WARE/FLAN/ANDRU|MUJ-244,06 |1 |GB GULF BREEZE: BALANCING THE SCALE |HALL/SMITH |MUJ-248,03 |1 |GB HERR LINKE & FLYING WARMING PAN |BLOECHER |MUJ-153,06 |1 |F HIGH STRANGENESS IN COLORADO VALLEY |CLEMENS |MUJ-313,13 |1 | HIST & CULTURAL INTERP OF UFOS S. AFRICA|HIND |87 SYMP,039 |1 |F HISTORICAL SURVEY OF UFO CASES IN CHILE |HUNEEUS |87 SYMP,180 |1 |F HISTORY OF G/B, FL SIGHTING EVENTS |MACCABEE |88 SYMP,113 |1 |GB HISTORY OF UFO REPORTS IN CANADA |FRIEDMAN |87 SYMP,N/P |1 |F HUGE SAUCER OVER PENNSYLVANIA |CRAIN |MUJ-200,06 |1 | HUNTER SIGHTS UFO IN N. CALIFORNIA |CERNY |MUJ-151,13 |1 | HUNTERS FIND MORE THAN THEY BARGAINED |HAGLUND |MUJ-192,08 |1 | INVENTION OF A GULF BREEZE UFO |BECKER |IUR-17-2,19 |1 |GB ITALIAN SCENE, 1947-1987: A ROUND UP |PINOTTI |87 SYMP,013 |1 |F ITALIAN UFO WAVE OF 1978 |HALL |MUJ-153,12 |1 |F KENDALL COUNTY SIGHTING (IL) |ZAVODNY |MUJ-246,25 |1 | KIRTLAND LANDING |MACCABEE |MUJ-204,09 |1 |D LAB RESULTS OF 1966 SWAMPGAS CASE | |MUJ-195,12 |1 | LAST DECADE? |CLARK |IUR-15-2,03 |1 | LENTICULAR CLOUD IN MALAYSIA |JAMALUDIN |MUJ-183,17 |1 |F LIGHT PUZZLE IN PERTH, AUSTRALIA |UFORA |MUJ-196,09 |1 | LIGHT SHOW OVER LANCASTER |HAMILTON |MUJ-286,03 |1 | LIGHTS, AIRCRAFT PUZZLE POLICE |BOECHE |MUJ-183,03 |1 | LLANO LIGHTS |ANDRUS |MUJ-198,08 |1 | LOST BLUE BOOK RECORDS SURFACE |GREENWOOD |MUJ-307,11 |1 |D MARFA LIGHTS, THE |STACY |MUJ-235,03 |1 | MARINE LIGHT WHEELS |HENDRICKSON |MUJ-227,06 |1 | MASS HYSTERIA & MW SIGHTINGS, PART II |SWORDS |MUJ-197,16 |1 |

MASSACHUSETTS MUFON FORUM |WEBB |MUJ-199,03 |1 | MEMORIES OF LOOKOUT: UFOS ON YAKIMA RESV|LONG |MUJ-170,07 |1 | MIRACLES IN MEDJUGORJE |MIGLIORE |MUJ-268,13 |1 |F MISSOURI WAVE |BEDELL & |MUJ-289,15 |1 | MOST SIGNIFICANT SIGHTINGS IN GERMANY |IIOBRAND/LUDWIG|93 SYMP,239 |1 |F MULTIPLE WITNESS SIGHTING STRUCTURED UFO|SEIFRIED |MUJ-173,11 |1 | MYSTERIOUS AIRSHIPS: A COMMENT |BERLINER |MUJ-169,07 |1 |H MYSTERIOUS AIRSHIPS: COMMENTARY II |WINKLER |MUJ-172,14 |1 |H N. CALIFORNIA UFO FLURRY |HALL |MUJ-167,8 |1 | NEW BRUNSWICK CLOSE ENCOUNTER |WEBB |MUJ-262,09 |1 | NEW DIRECTOR OF PUBLICATIONS & MUJ ED | |MUJ-198,04 |1 | NEW YORK UFO TOWN-HALL MEETING |BRYANT |MUJ-198,05 |1 | NINE AMATEUR ASTRONOMERS OBSERVE UFO |KREMJL |MUJ-190,03 |1 |F NL ON YAKIMA INDIAN RESERVATION |LONG |MUJ-184,08 |1 | NOT-SO-MYSTERIOUS AIRSHIPS OF 1896-97 |WINKLER |MUJ-169,03 |1 |H OHIO FLAP |DELL'AQUILA |MUJ-249,15 |1 | OLD FLYING WING WITH CHRISTMAS LIGHTS |LONG |MUJ-188,13 |1 | ORANGE BALLS OF LIGHT |LONG |MUJ-266,04 |1 | ORDINARY UFO |FOWLER |MUJ-249,14 |1 | OREGON SHERIFF'S SIGHTINGS |LONG |MUJ-172,13 |1 | OREGON SKI AREA SIGHTINGS |ZELLER |MUJ-168,17 |1 | PENN STATE SIGHTING |GORDON |MUJ-212,08 |1 | PENNSYLVANIA CLOSE ENCOUNTER |GORDON |MUJ-210,08 |1 | PENNSYLVANIA FLAP BIGGEST SINCE 1973 |GORDON |MUJ-188,09 |1 | PENNSYLVANIA LOW-LEVEL UFO SIGHTINGS |GORDON |MUJ-172,03 |1 | PENNSYLVANIA REPORTS |GORDON |MUJ-206,05 |1 | PENNSYLVANIA WAVE |GORDON |MUJ-224,07 |1 | PENSACOLA UFO |HUFFORD |MUJ-282,17 |1 |GB PENTAGONAL UFOS |SCHUESSLER |MUJ-164,10 |1 | PERUVIAN OVNIS |LEVINE |MUJ-220,16 |1 |F PETALUMA UFO |PAGE |MUJ-221,08 |1 | PLASMA OR UFO? |LONG |MUJ-172,12 |1 | POLICEMAN ENCOUNTERS DIAMOND-SHAPED UFO |SCHUESSLER |MUJ-182,03 |1 | PROJECT ID: 13 YEARS & 160 SIGHTINGS |RUTLEDGE |86 SYMP,161 |1 | PSYCHOLOGICAL EVALUATION OF MR. ED |OVERLADE |MUJ-248,07 |1 |GB PYRAMID-SHAPED RAY FIELD VANISHES |GEP |MUJ-190,07 |1 |F RE-ENTRY RE-EXAMINED |WRIGHT/BEECH |MUJ-199,05 |1 | REAGON'S UFOS | |MUJ-246,22 |1 |H RECENT INDIAN RESERVATION SIGHTING |LONG |MUJ-169,08 |1 | RECENT SIGHTINGS IN NORTH CAROLINA | |MUJ-194,08 |1 | RED LIGHTS IN THE SKY! HOAX OR REAL? |SALISBERRY |MUJ-266,10 |1 | RED SKIES: GREAT 89 WAVE IN USSR |HUNEEUS |90 SYMP,169 |1 |F RENDLESHAM FOREST AFFAIR |ANDRUS |MUJ-201,17 |1 |F RENDLESHAM FOREST UPDATE |RANDLES |MUJ-204,03 |1 |F RENDLESHAM RE-VISITED |ZEIDMAN |MUJ-206,03 |1 |F REPEATED SIGHTINGS DOMED DISK NR FLINT |WRIGHT |MUJ-187,08 |1 | REPORT FROM AFRICA |HIND |MUJ-159,05 |1 |F REPORTS FROM NORWAY |LIDSTROM |MUJ-144,09 |1 |F RETURN OF THE MOTHERSHIPS |CRAIN |MUJ-234,15 |1 | ROARING UFO OVER VIRGINIA |GRATTAN |MUJ-170,10 |1 | ROBERT LAZAR AS FICTIONAL CHARACTER |CAMPBELL |MUJ-310,11 |1 |RD S. CAL'S STRAIGHT-LINE MYSTERY IN UFO S.|DRUFFEL |83 SYMP,060 |1 | SAN FERNANDO VALLEY S. WAVE, 1979 |GREENAWALD |MUJ-151,03 |1 | SCALE REMAINS UNBALANCED |MACCABEE |MUJ-252,03 |1 |GB SCANDINAVIAN SAUCER SCARE |LILJEGREN |MUJ-180,07 |1 |F SCIENTIFIC STUDIES OF UAP IN FRANCE |VELASCO |87 SYMP,051 |1 |F SEATTLE SIGHTINGS |GOUDIE |MUJ-219,13 |1 | SIGHTING OFF COAST OF BRAZIL | |MUJ-197,15 |1 |F SIGHTINGS OF UAP BY ASTRONOMERS |SCHNEIDER |MUJ-187,06 |1 | SISTERS WATCH OBJECT OVER DES MOINES |BIESELE |MUJ-156,14 |1 | SKETCHES OF UFO SEEN IN 1742 |WINKLER |MUJ-148,10 |1 |H SKYDANCER OVER ANTELOPE VALLEY |HAMILTON |MUJ-312,10 |1 | SOVIET AIR DEFENSES

BAFFLED BY HUGE UFOS|FUFOR |MUJ-266,08 |1 |F SOVIET MEDIA UFO SIGHTINGS | |MUJ-262,13 |1 |F SPECTACULAR SIGHTING IN NORTH CAROLINA |RHEIN |MUJ-196,13 |1 | STARRY NIGHT |DAVIDS |IUR-14-3,13 |1 | STRANGE BEHAVIOR OF CLOUD OVER NAV BASE | |MUJ-189,11 |1 | STRANGE LIGHTS OVER GULF BREEZE |MACCABEE |MUJ-284,16 |1 |GB STRANGENESS IN THE NIGHT |ZEIDMAN |IUR-14-1,04 |1 | TABOR LIGHTS |TOKARYK |MUJ-235,08 |1 |F THROUGH THE SECRECY BARRIER |MUSINSKY |IUR-15-4,14 |1 |F TRIANGLE OF LIGHTS OVER MICHIGAN |WRIGHT/STEWART |MUJ-170,13 |1 | TRIANGULAR UFO SIGHTED |MELESCIUC |MUJ-214,11 |1 | TRIANGULAR UFO: PRELIMINARY REPORT |MORGAN |MUJ-155,06 |1 | TWO FLORIDA REPORTS |SALISBERRY |MUJ-255,13 |1 |GB TWO SIGHTINGS IN BRITISH COLUMBIA |BIESELE |MUJ-194,12 |1 |F TYPICAL 1982 UFO REPORTS |HALL |MUJ-170,06 |1 | UFO ACTIVITIES IN THE SOVIET UNION |HAINES |IUR-16-2,13 |1 |F UFO ACTIVITY OVER OHIO |SCOTT |MUJ-217,04 |1 | UFO ALERT IN BRAZIL |HUNEEUS |MUJ-223,06 |1 |F UFO FOR A DAY |OBERG |MUJ-222,05 |1 | UFO INSPECTS PLANT |SCHUESSLER |MUJ-205,07 |1 | UFO MENAGERIE ON YAKIMA INDIAN RESERVATN|LONG |MUJ-168,08 |1 | UFO MYSTERY IN AUSTRALIA |CHALKER |87 SYMP,165 |1 |F UFO PHENOMENON IN HUNGARY |HARGITAI |IUR-14-2,13 |1 |F UFO REPORTS & DISSOCIATIVE HYSTERIA |SWORDS |MUJ-198,10 |1 | UFO RESEARCH IN BRITAIN |EVANS |87 SYMP,107 |1 |F UFO SIGHTING IN MEXICO |BLANEY |MUJ-155,03 |1 |F UFO SIGHTINGS & RESEARCH IN MODERN CHINA|CHIANG |93 SYMP,041 |1 |F UFO WATERS STILL RUN DEEP: 1984 SYMP |STACY |MUJ-196,03 |1 |SYM UFO: DON'T SHOOT! |DENNETT |MUJ-299,03 |1 | UFOLOGY IN URAGUAY & BRAZIL |SMITH |87 SYMP,082 |1 |F UFOS & INDIA: ANCIENT & CONTEMPORARY |NATHAN |87 SYMP,068 |1 |F UFOS AND RELIGION: OF THINGS VIS & INVIS|DOWNING |94 SYMP,033 |1 |T UFOS AND THE AMISH |SWORDS |IUR-18-5,12 |1 |T UFOS COMPETE WITH SANTA FOR...LIMELIGHT |GARNER |IUR-18-5,08 |1 | UFOS OR SOUL SHIPS? |RAYNES |MUJ-168,15 |1 |T UFOS OVER ARKANSAS: PART I |LEET |MUJ-171,05 |1 | UFOS OVER ARKANSAS: PART II |DEET |MUJ-172,04 |1 | UFOS OVER BELGIUM |GREER |MUJ-289,08 |1 |F UFOS OVER BRAZIL |ANDRUS |MUJ-221,03 |1 |F UFOS OVER CHINA | |MUJ-192,03 |1 |F UNKNOWN SWINGS LIKE A PENDULUM |GREENAWALD/HOLL|MUJ-192,16 |1 | UNUSUAL OBJECT OVER ST. PAUL |BAUERLINE & |MUJ-279,07 |1 | UTAH EFO SIGHDING |BIESELE |MUJ-277,08 |1 | WASHINGTON STATE CE-I |LONG |MUJ-166,16 |1 | WHAT HAPPENED IN KLICKITAT COUNTY? |LONG |MUJ-174,10 |1 | WHAT HAPPENED IN RENDLESHAM FOREST? |GRANT |MUJ-201,10 |1 |F WHAT RUSSIANS KNOW ABOUT UFOS |KNAPP |94 SYMP,275 |1 |D WHIDBEY ISLAND "UNKNOWN" |JOHNSON |MUJ-244,09 |1 | W@Y DO UFGS HAVE LIGHTS? |CMITH |MUJ-299,12 |1 | WHY IS UFOLOGY SO CONFUSING? |SWORDS |MUJ-223,03 |1 | WILLIAMSPORT WAVE |GRECO |MUJ-290,03 |1 | WOBBLING UFO WAS A VIVID BLUE |MAZUR |MUJ-192,10 |1 | WOMAN REVEALS 1977 FLORIDA SIGHTING |WARE |MUJ-191,14 |1 |GB YAKIMA INDIAN RESERVATION SIGHTINGS |LONG |MUJ-166,03 |1 | YAKIMA UFO |LONG |MUJ-205,05 |1 |

CAT 2 - Computer Studies & Statistical Research 61-MONTH WAVE THEORY REVISED |JOHNSON |MUJ-241,16 |2 | ANATOMY OF A UFO WINDOW |LaPORTE |MUJ-148,06 |2 | CONNECTING BY COMPUTER |KOMAR/THEER |MUJ-295,09 |2 | INSIGHTS FROM STUDYING GROUPS OF UFOS |HAINES |94 SYMP,153 |2 | ON THE NATURE OF UFO REPORTS |SMITH |MUJ-237,17 |2 |

ON UFO NOISES |SMITH |IUR-18-4,19 |2 | PARANET CLASSIFICATION |SPEISER |MUJ-230,15 |2 | PATTERNS IN THE DATA |RUTKOWSKI |IUR-16-3,17 |2 |F QUALITY CONTROL UFO DATABASE: SUGG TECHN|OBERG |80 SYMP,122 |2 | ROAD TO COMPUTERIZATION |WRIGHT |MUJ-263,16 |2 | SIGHTING COEFFICIENT |BERLINER |MUJ-228,14 |2 | TROUBLE WITH UNICAT- PART ONE |FULLER/UTRECHT |IUR-14-4,07 |2 | TROUBLE WITH UNICAT- PART TWO |FULLER/UTRECHT |IUR-14-5,03 |2 | UFO CAR PURSUITS: NEW PATTERNS OLD DATA |JOHNSON |89 SYMP,135 |2 | UFO COVER-UP...LIVE POLL |ANDRUS |MUJ-248,16 |2 | UFO EVENTS & MICHIGAN WEATHER |WRIGHT |MUJ-228,10 |2 | UFO REPORT DATABASE ANALYSIS |SPENCER |MUJ-305,13 |2 | UFOCAT & A FRIEND WITH TWO NEW IDEAS |MERRITT |80 SYMP,031 |2 | UFOCAT IS BACK! | |IUR-16-1,24 |2 | UNIQUE CATALOG (UNICAT) |SMITH |MUJ-212,16 |2 | WAVES |BULLARD |IUR-13-6,15 |2 | WHAT WE HAVE LEARNED FR UFO REPETITIONS |FAWCETT |85 SYMP,021 |2 | WHO BELIEVES IN UFOS? |FRIEDMAN |IUR-14-1,06 |2 |

CAT 3 - Electro-Magnetic Cases (E-M) ALTERNATIVE TO M/W THEORY OF HOT RING |THOMAS |MUJ-194,09 |3 | AREA 51, BOB LAZAR, DISINFORM-REEVALUAT |KNAPP |93 SYMP,214 |3 |RD AUSTRALIAN RESEARCHES ET SPACE TECHNOLOG|SCHUESSLER |MUJ-188,17 |3 |F BLACK HOLES & ROBERT LAZAR |AGGEN |MUJ-266,06 |3 |RD CAL REP (MAGNETIC ANOMALIES & FLIGHT-II)|DRUFFEL |MUJ-148,15 |3 | CAL REP, MAGNETIC ANOMALIES & UFO FLIGHT|DRUFFEL |MUJ-147,16 |3 | COMMENTS ON DRUFFEL'S MERCURY THEORY |THOMAS |MUJ-200,12 |3 | DETECTION & ANALYSIS OF AERIAL PHENOM |ELLISON |93 SYMP,113 |3 | E-M EFFECTS ESTABLISHED UFO MYSTERY |HALL |MUJ-192,14 |3 | FIELD-INDUCTION MAGNETOMETER |PENNINGTON |MUJ-151,14 |3 | FIFTY-SIX A/C PILOT SIGHTINGS INVOL E-M |HAINES |92 SYMP,101 |3 | FLYING SAUCER TECHNOLOGY |FRIEDMAN |80 SYMP,139 |3 | HEALTH EFFECTS: A RESPONSE |PERSINGER |MUJ-249,17 |3 | HYPERSPACE (VIRTUAL STATE) ENGINEERING |BEARDEN |80 SYMP,104 |3 | INSTR SENSING, RECORDING, & DOC OF T.P. |STANFORD |80 SYMP,151 |3 | INTERSTELLER SPACEPORTS & TRANS SYSTEMS |HOLT |86 SYMP,081 |3 |RD INTERVIEW WITH BOB LAZAR |KIRBY |MUJ-306,08 |3 |RD LIGHT-BENDING CASE |CHALKER |MUJ-145,17 |3 |F LITTLE PHYSICS...LITTLE FRICTION (CONDON|WOOD |IUR-18-4,06 |3 |RD MAGNETIC ANALYSIS OF CAR LIFTS |WILLSEY |MUJ-246,17 |3 | MAGNETIC MOMENT: A REVIEW |THOMAS |MUJ-258,13 |3 | MERCURY- POSS CLUE TO UFO PROPUL PART II|DRUFFEL |MUJ-197,12 |3 | MERCURY- POSS CLUE TO UFO PROPULSION |DRUFFEL |MUJ-196,15 |3 | NEUROPSYCHOLOGICAL ASPECTS OF VISITR EXP|PERSINGER |MUJ-247,10 |3 | NORTH CAROLINA UFO |FAWCETT |MUJ-215,05 |3 | OVERHEATING OF CAR BATTERIES |McCAMPBELL |MUJ-167,14 |3 | PARADOXICAL ENERGY LEVELS |NOYES |MUJ-242,17 |3 | PARALYSES BY MICROWAVES |NEAL |MUJ-283,13 |3 | PERSINGER THEORY, THE |WANDERER |MUJ-184,09 |3 | POSS INC CANCER & DEPR RISK (NR FLAPS) |PERSINGER |MUJ-244,03 |3 | PREDICTING UFO EVENTS & EXPERIENCES |PERSINGER |82 SYMP,033 |3 | RUPPELT RINGS: EFFECTS ON LF MAGN FIELDS|THOMAS |MUJ-197,05 |3 | S. AMERICAN MAGAZINE MIMICS U.S. UFO |SCHUESSLER |MUJ-180,16 |3 |F SCIENTIFIC CHALLENGE OF UFOS |McCAMPBELL |MUJ-194,03 |3 | SOUTH TEXAS VEHICLE EFFECT CASES |HILL |MUJ-167,8 |3 | STARFLIGHT, UFOS, AND SETI |MALLOVE |MUJ-184,16 |3 |E TASTE FOR UFOS |McCAMPBELL |MUJ-205,03 |3 | TO CATCH A FLYING STAR |ANDRUS |MUJ-257,11 |3 | TRUTH ABOUT THE ELLSWORTH CASE |PRATT |MUJ-191,06 |3 |D UFO I/F WITH VEHICLES SELF-START

ENGINES|McCAMPBELL |83 SYMP,045 |3 | UFO INSTRUMENT LANDING SYSTEM |LEET |MUJ-180,03 |3 |RD UFO LIFTING POWER |CRAIN |MUJ-210,03 |3 | UFO LIFTS CAR UP ON ITS SIDE | |MUJ-189,03 |3 | UFO LIGHT BEAMS: SPACE-TIME PROJECTIONS |HOLT |84 SYMP,120 |3 |TT UFO PROPULSION MODEL |ALZOFON |82 SYMP,041 |3 |RD UFO PROPULSION: PULSED R/A & CRYST STRUC|HOLT |83 SYMP,127 |3 |RD UFO RADIO INTERFERENCE |McCAMPBELL |MUJ-227,12 |3 | UFO SOUND RECOGNITION TECHNIQUE |HAINES |MUJ-252,25 |3 | UFOS AND HOT RINGS |McCAMPBELL |MUJ-189,12 |3 | UFOS AS TIME TRAVELERS |SWORDS |IUR-15-5,18 |3 |TT UFOS: MORE ENGINE EFFECTS |McCAMPBELL |MUJ-203,04 |3 | UNIFIED FIELD THEORY AND THE UFO |MONTIETH |80 SYMP,077 |3 | UPDATE ON BELLWOOD, PA UFO CAR LIFT CASE|GORDON |MUJ-200,09 |3 | VEHICLE INTERFERENCE CASES: A REVIEW |BASTERFIELD |MUJ-178,04 |3 | VEHICLE INTERFERENCE EFFECT |THOMAS |MUJ-233,03 |3 | VEHICLE INTERFERENCE: CAUTIONARY COMMENT|JOHNSON |IUR-15-1,19 |3 |

CAT 4 - Animal Effect Cases 1992 ANIMAL MUTILATION UPDATE |HOWE |MUJ-294,03 |4 |M ALIEN HARVEST REVIEWED |HEBEBRAND |MUJ-256,19 |4 |M ALIEN HARVEST, AN |HOWE |89 SYMP,113 |4 |M ANIMAL MUTILATIONS: DECADE OF MYSTERY |ADAMS |84 SYMP,044 |4 |M CATTLE MUT THAT DEFY CONVENT EXPLANATION|ANDRUS |83 SYMP,122 |4 |M CATTLE MUTE & IMAG CULPRITS: PSYCH PERSP|JORDAN |83 SYMP,101 |4 |M FURTHER EVIDENCE LINK AN. MUTE & ABDUCT |HOWE |91 SYMP,133 |4 |M MOVING LTS, DISCS, ANIMAL MUT IN AL |HOWE |93 SYMP,026 |4 |M MUTE EVIDENCE REVIEWED |WANDERER |MUJ-205,14 |4 |M MUTE EVIDENCE REVISITED |SEIFRIED |MUJ-212,13 |4 |M MUTILATED REALITY |CLARK |IUR-17-1,03 |4 |M RED OBJECT SPOOKS FARMHANDS, CATTLE | |MUJ-189,14 |4 | TISSUE CHANGES IN UNEXPL. ANIMAL MUTIL. |ALTSHULER |91 SYMP,291 |4 |M

CAT 5 - Abductions (Physio/Psychological) Cases ABDUCTED BY AN ARCHETYPE |EVANS |MUJ-158,07 |5 |A ABDUCTEE MEMORY LOSS |MEYER |MUJ-287,12 |5 |A ABDUCTEES: IMAGINED OR IMAGINAL? |GOTLIB |IUR-17-4,16 |5 |A ABDUCTION AND DECEPTION |HOPKINS |IUR-15-5,15 |5 |A ABDUCTION CASE IN POLAND |POPIK |MUJ-150,16 |5 |A ABDUCTION NOTES |CARPENTER |MUJ-298,09 |5 |A ABDUCTION NOTES |CARPENTER |MUJ-297,06 |5 |A ABDUCTION NOTES (MORE "EXPLANATIONS") |CARPENTER |MUJ-306,14 |5 |A ABDUCTION NOTES: PHOBIAS & RESOLUTIONS |CARPENTER |MUJ-314,12 |5 |A ABDUCTION OBSERVED BY INDEPENDENT WITNS |HOPKINS |92 SYMP,NOT PUB|5 |A ABDUCTION OF HARRY JOE TURNER |WHITING |MUJ-145,03 |5 |A ABDUCTION PHENOMENON IN AUSTRALIA |BASTERF/GODIC |IUR-14-4,11 |5 |A ABDUCTION REFLECTIONS |HOPKINS |MUJ-216,03 |5 |A ABDUCTION RESEARCH IN AUSTRALIA |BASTERFIELD |MUJ-315,06 |5 |A ABDUCTION RESEARCH: THE CHALLENGE AHEAD |WESTRUM |MUJ-258,21 |5 |A ABDUCTION STUDY GROUP FORMED | |MUJ-189,10 |5 |A ABDUCTION SURVEY CRITIQUE |HALL/JOHNS/RO |MUJ-303,09 |5 |A ABDUCTION: HUMAN ENCOUNTERS WITH ALIENS |MACK |MUJ-315,13 |5 |A ABDUCTIONS AND CREDIBILITY |WANDERER |MUJ-231,17 |5 |A ABDUCTIONS IN AFRICA-WORLDWIDE SIMILARIT|HIND |93 SYMP,016 |5 |A ABDUCTIONS IN ITALY |FLORINO/GRASSIN|IUR-14-4,14 |5 |A ABDUCTIONS: A BRITISH SURVEY |RANDLES |MUJ-238,10 |5 |A ABDUCTIONS: A COMPARATIVE STUDY |BULLARD |MUJ-238,03 |5 |A ABDUCTIONS: CAN WE BATTLE BACK? |DRUFFEL |MUJ-247,17 |5 |A ABDUCTIONS: CONSEQUENCE OF NONEXISTENCE |JACOBS |86 SYMP,100 |5 |A ABDUCTIONS: OUR DIRTY SECRET |WRIGHT

|MUJ-287,10 |5 |A ABDUCTIONS: STATE OF SIEGE - OR MIND? |PUHALSKI |MUJ-313,15 |5 |A AIR FORCE AND PASCAGOULA (TRANSCRIPT) | |MUJ-195,05 |5 |A ALLAGASH ABDUCTIONS |FOWLER |MUJ-300,03 |5 |A AN OPEN LETTER TO MICHAEL SWORDS |STRIEBER |MUJ-229,07 |5 |A AN OPEN LETTER TO UFO INVESTIGATORS |HOWARD |MUJ-295,20 |5 |A ANOTHER "INTERRUPTED JOURNEY" |CARPENTER |MUJ-283,04 |5 |A ARE ABDUCTIONS PRE-ARRANGED? |TESSMAN |MUJ-170,05 |5 |A AUSTRALIAN ABDUCTION |BASTERFIELD |IUR-16-2,04 |5 |A AUSTRALIAN ABDUCTION RESEARCH 1990-1992 |BASTERFIELD |IUR-17-5,13 |5 |A AUSTRALIAN ABDUCTIONS: AN UPDATE |BASTERFIELD |IUR-15-3,10 |5 |A AUSTRALIAN INTERRUPTED JOURNEYS |CHALKER |MUJ-150,03 |5 |A AUTHOR'S RESPONSE (TO ROGO) |ROGO |MUJ-180,15 |5 |A BACKGROUND & EXPERIENCE WITH VISITORS |STRIEBER |MUJ-224,03 |5 |A BIRTH TRAUMA AND ABDUCTIONS |WANDERER |MUJ-172,07 |5 |A BIRTH TRAUMA AND ABDUCTIONS |WANDERER |MUJ-170,03 |5 |A BOOK REVIEW (COMMUNION) |HALL |MUJ-229,18 |5 |A BOOK REVIEW (UFO ABDUCTIONS) |STACY |MUJ-156,17 |5 |A BOOK REVIEW: (TUJUNGA CANYON CONTACTS) |MATHEY |MUJ-155,13 |5 |A BOOK REVIEW: UFOS: THE IMAGE HYPOTHESIS |CHALKER |MUJ-165,16 |5 | BUDD HOPKINS REPLIES (DURANT/CORTILE) |HOPKINS |MUJ-303,06 |5 |A BUDD HOPKINS: "LINDA" CASE |CORTILE |94 SYMP,238 |5 |A CHILDHOOD ABDUCTION (PART II) |HOPKINS |MUJ-215,12 |5 |A CHILDHOOD ABDUCTION? |HOPKINS |MUJ-214,15 |5 |A CLAIMS IN QUESTION | |IUR-18-2,04 |5 |A CLOSE ENCOUNTER WITH POSSIBLE MT |ANDRUS |MUJ-197,10 |5 |A CLOSE, BUT NO SAUCER |TAFF |MUJ-277,03 |5 |A COMMUNION: A READER'S GUIDE |SWORDS |MUJ-229,03 |5 |A CONTACTEE/ABDUCTEE PECULIARITIES |LEMING |MUJ-184,7 |5 |A CONVERSATION WITH BUDD HOPKINS |CLARK |IUR-13-6,04 |5 |A CORTILE CASE: MISSING EVIDENCE |DURANT |MUJ-303,04 |5 |A CRITIC'S CORNER (ABDUCTIONS ABOUND) |WANDERER/DRUFFE|MUJ-177,16 |5 |A CRITIC'S CORNER (ABDUCTIONS) |WANDERER |MUJ-172,15 |5 |A CRITIC'S CORNER (REGRESSION) |WANDERER |MUJ-173,15 |5 |A DANGEROUS GAME REVIEWED |WEBB |MUJ-245,09 |5 |A DECEPTION, DISSOCIATION & ALIEN ABDUCTNS|SCHNABEL |MUJ-301,14 |5 |A DUAL VICTIMS: THE ABUSED & THE ABDUCTED |LAIBOW |IUR-14-3,04 |5 |A EDUCATING MENTAL HEALTH PROFESSIONALS |CARPENTER |MUJ-302,18 |5 |A ELECTRONIC HARASSMENT & ALIEN ABDUCTORS |LIVINGSTON |MUJ-307,04 |5 |A ET CONTACT: RELIGIOUS DIMENSION |DOWNING |90 SYMP,045 |5 |T ET OR MT? RESPONSE TO KENNETH RING |WHITE |MUJ-255,08 |5 |A EVALUATION OF MED INJURIES FROM CE'S |NIEMTZOW/SCHUES|MUJ-147,05 |5 | EVIDENCE SUPPORTING UFO ABDUCT REPORTS |HOPKINS |85 SYMP,066 |5 |A EXPERIENCED ANAMALOUS TRAUMA: NEW DIRECT|LAIBOW |90 SYMP,100 |5 |A EXPERIMENTERS' RESPONSE: IMAGINARY ABDUC|LAWSON/McCALL |MUJ-181,14 |5 |A EXTRATERRESTRIAL-PARAPHYSICAL CONTROVERS|HOPKINS |MUJ-153,03 |5 |A FALSE MEMORY SYNDROME |GOTLIB |MUJ-303,12 |5 |A FAMILIAR ENTITY & DUAL REF IN LATENT ENC|NYMAN |MUJ-251,10 |5 |A FANTASY-PRONE PERSONALITY HYPOTHESIS |BASTERFIELD |MUJ-309,16 |5 |A FILM REVIEW: FIRE IN THE SKY |TALARSKI |IUR-18-3,21 |5 |A FOREWARD TO SECRET LIKE |MACK |MUJ-287,08 |5 |A FRENCH ABDUCTION CASE | |MUJ-145,07 |5 |A FRENCH ABDUCTION FILE |MESNARD |MUJ-309,03 |5 |A HAUNTING OF KITLEY WOODS-ONGOING SAGA |HOPKINS |84 SYMP,167 |5 |A HELPING ABDUCTEES |MACK |IUR-17-4,10 |5 |A HOLY COMMUNION? |DOWNING |MUJ-228,08 |5 |T HOUSE OF CARDS: BUTLER/HANSEN/STEFULA CR|HOPKINS |IUR-18-2,08 |5 |A HYPNOSIS & CREATIVITY IN ABDUCTION REPS |CARLOS |MUJ-296,12 |5 |A HYPNOSIS VERSUS UFO REALITIES |NELSON |MUJ-148,03 |5 |A HYSTERIA & UFOS- IS THERE A CONNECTION? |SWORDS |MUJ-196,17 |5 | IMPLANT ENIGMA,

THE |SCHUESSLER |MUJ-266,18 |5 |A IMPLANT ENIGMA, THE: PART II |SCHUESSLER |MUJ-269,14 |5 |A IMPLANTS |BASTERFIELD |IUR-17-1,18 |5 |A IMPOSSIBLE TESTIMONY OF JANET KIMBALL |SMITH |IUR-18-2,06 |5 |A IN DEFENSE OF MEMORY |KERTH |IUR-17-3,15 |5 |A INFERNAL UFOS: BIGGER INSIDE THAN OUT? |KULIKOWSKI II |MUJ-313,09 |5 |A INFLUENCE OF HYPNOSIS IN INV OF ABDUCTNS|WEBB |85 SYMP,087 |5 |A INTRUDERS: A REVIEW |HALL |MUJ-230,16 |5 |A INTRUDERS: UFO ABDUCTIONS |HOPKINS |MUJ-227,03 |5 |A INVISIBILITY & THE UFO ABDUCTN PHENOM |HOPKINS |93 SYMP,182 |5 |A INVISIBLE UFO |RIDGE |MUJ-212,15 |5 |A JINDABYNE "ABDUCTION" |MORAVEC |MUJ-238,13 |5 |A KLASS CONCERNS |HOPKINS |MUJ-235,13 |5 |A KUDOS FOR KENNETH RING |KAHN |MUJ-255,06 |5 |A LATENT ENCOUNTER EXPERIENCE MODEL |NYMAN |MUJ-242,10 |5 |A LAW OFFICER REPORTS CEII INCIDENT |GORDON |MUJ-253,10 |5 | LETTER TO CARL SAGAN |HOPKINS |IUR-18-1,15 |5 |A LIGHT AT THE END OF THE TUNNEL |CORTILE |MUJ-302,12 |5 |A LINDA CORTILE ABDUCTION CASE |HOPKINS |MUJ-293,12 |5 |A LONG-TERM EFFECTS OF CLOSE ENCOUNTERS |DECKER |MUJ-229,08 |5 | LOSING A BATTLE WHILE WINNING THE WAR |HOPKINS |MUJ-314,10 |5 |A MATTER OF ETHICS |JACOBS |IUR-18-2,15 |5 |A MEDICAL EVIDENCE IN UFO CASES |SCHUESSLER |85 SYMP,078 |5 | MEDICAL INJURIES CATALOG |SCHUESSLER |MUJ-166,07 |5 | MEDICAL INJURY PROTOCOL |NEA |MUJ-225,14 |5 | MENTAL CQ AND PHYCHOLOG DISTURB: PART I |MORAVEC |MUJ-180,09 |5 | MENTAL CQ AND PSYCHOLOG DISTURB: PART II|MORAVEC |MUJ-181,07 |5 | MISSING EMBRYO/FETUS SYNDROME |NEAL |92 SYMP,213 |5 |A MISSING FETUS CASE SOLVED |DRUFFEL |MUJ-283,08 |5 |A MISSING TIME AS MISSING LINK |SCHMIDT |MUJ-184,06 |5 |A MISSING TIME: PSYCHOLOGIST EXAMINES EVID|CLAMAR |81 SYMP,076 |5 |A MIXED MESSAGE |CARPENTER |MUJ-260,20 |5 |A MODERN BIOLOGY AND ET HYPOTHESIS |SWORDS |91 SYMP,050 |5 |E MORE ON BETTY HILL |DaPORTE |MUJ-220,12 |5 |A MOTHER & CHILD TEXAS ABDUCTION CASE |WILLIS |MUJ-167,3 |5 |A MULTIPLE ABDUCTIONS IN CANADA: PART I |FENWICK |MUJ-183,10 |5 |A MULTIPLE ABDUCTIONS IN CANADA: PART II |FENWICK |MUJ-184,03 |5 |A NEW MODEL OF INVESTIGATION: PART I |SPENCER |MUJ-257,06 |5 |A NEW MODEL OF INVESTIGATION: PART II |SPENCER |MUJ-258,06 |5 |A NEW PBOTOCOL FOR ABDUCTION RECEARCH |ALEXANDER |MUJ-307,07 |5 |A NOTE ON TRAVIS WALTON EXPERIENCE |NELSON |MUJ-159,08 |5 |A ON MASS PANIC & OTHER FAVORITE MYTHS |HALL, ROBT |90 SYMP,061 |5 | ONE IN FORTY |DENNETT |MUJ-266,09 |5 |A PARANOID TEMPTATION |HOPKINS |MUJ-274,09 |5 |A PELLEY TIME-LAPSE UFO ENCOUNTER |WEBB |MUJ-254,11 |5 |A PERCIPIENT STUDIES GROUP |MORAVEC |MUJ-177,12 |5 |A PERCIPIENT-DEPENDENT COMPONENTS |SCHOENHERR |MUJ-162,10 |5 |A PERSONAL PRIMER, A |HOPKINS/JACOBS |MUJ-238,06 |5 |A POST ABDUCTION SYNDROME |WESTRUM |MUJ-224,07 |5 |A POST-ABDUCTION SYNDROME |JACOBS |88 SYMP,086 |5 |A PRELIM ANALYSIS OF MEDICAL INJURIES |NIEMTZOW |80 SYMP,131 |5 | PRESENT AT THE ABDUCTION |BASTERFIELD |IUR-17-3,13 |5 |A PROBABLE CHILDHOOD ABDUCTION |HOPKINS |MUJ-156,04 |5 |A PSIUFOLOGICAL PHEN: UFOS & PARANORMAL |MORAVEC |MUJ-150,13 |5 | PSYCHOLOG ASPECTS OF BELIEF & DISBELIEF |DELIN |MUJ-159,03 |5 |E PSYCHOLOG REACTIONS TO UFO EVENTS |MORAVEC |MUJ-158,12 |5 | PUBLIC REACTION TO ALIEN CONTACT: STUDY |BOECHE |88 SYMP,072 |5 |E PURSUING THE ULTIMATE ENCOUNTER |WEBB |MUJ-241,08 |5 |A REALITY OF ABDUCTION PHENOMENON |CARPENTER |91 SYMP,148 |5 |A RECENT FI INTO CLAIMS INJURIES IN BRAZIL|VALLEE |89 SYMP,031 |5 |F REJOINDER TO CRITIQUE OF BUDD HOPKINS |ANDRUS |MUJ-300,08 |5 |A REPORT ON PSIUFO PHENOMENA |MORAVEC

|MUJ-177,11 |5 |F RESISTING ALIEN ABDUCTIONS |DRUFFEL |MUJ-287,03 |5 |A RESISTING RESISTING |TILLY |MUJ-292,11 |5 |A RESPONSE TO CRITICS |STRIEBER |MUJ-242,07 |5 |A RESPONSE TO LAWSON & McCALL |DeHERRERA |MUJ-185,15 |5 |A REVEALING SCIENCE OF UFOLOGY |CRAWFORD |MUJ-284,10 |5 |A RING: A PERSONAL RESPONSE |ANONYMOUS |MUJ-255,10 |5 |A SAUCER SMEARERS |CLARK |IUR-18-2,03 |5 |A SCOTTISH ABDUCTION CASE |NEWS |MUJ-145,12 |5 |A SOUTH DAKOTA CONNECTION, THE |CHRISTENSEN |MUJ-181,03 |5 |A STANLEY INGRAM & THE PLANTOS GAMES |WORLEY |MUJ-300,12 |5 |A STAT REP ON UFO ABDUCTIONS IN NYC AREA |HOPKINS |MUJ-200,07 |5 |A STEWPOT THINKING: OBSTACLE TO SCIENCE |HOPKINS |MUJ-251,08 |5 |A STIRRING OUR DEEPEST FEARS |MACK |IUR-18-2,17 |5 |A SUPPORT GROUPS: A PROPOSAL |DRUFFEL |MUJ-234,11 |5 |A THERAPIST & INVESTIGATOR: DEFINING RULES|LAIBOW |MUJ-261,10 |5 |A THINKING AROUND PROBLEM OF EVIDENCE |HOPKINS |MUJ-179,10 |5 |A THOUGHTS ON PSYCHIATRISTS & UFO INVESTRS|HOPKINS |MUJ-263,13 |5 |A TOWARD AN IMAGINAL INTERPRETATION OF |RING |MUJ-253,03 |5 |A TRANSFORMATION TRANSFORMED |WANDERER |MUJ-254,18 |5 |A TRIBAL REACTIONS TO UFOS IN AFRICA |HIND |84 SYMP,064 |5 |F TRUCK DRIVER INJURED BY UFO: WEBB CASE |SCHUESSLER |93 SYMP,059 |5 | TRUTH, UFOS, & CLARENCE THOMAS HEARINGS |HOPKINS |IUR-16-6,14 |5 |A UFO ABDUCT CASES IN G/B, FL AREA |HOPKINS |90 SYMP,092 |5 |A UFO ABDUCTION CASES: MINI-SYMPOSIUM |HALL |MUJ-150,09 |5 |A UFO ABDUCTIONS - THE SKELETON KEY |HOPKINS |88 SYMP,103 |5 |A UFO ABDUCTIONS AT THE EVENT LEVEL |HOPKINS |IUR-16-4,09 |5 |A UFO ABDUCTIONS: INVISIBLE EPIDEMIC |HOPKINS |81 SYMP,044 |5 |A UFO ABDUCTN PHENOM: WHAT IT MIGHT MEAN |MACK |93 SYMP,202 |5 |A UFO CONTACTEES: CAPTIVE COLLAB OR COSMI |SPRINKLE |80 SYMP,054 |5 | UFO PHEN & RELATIONSHIP TO PARAPSYCH RES|OWEN |82 SYMP,025 |5 |A UFO SEDUCTION CASE IN BRAZIL |GEVAERD |MUJ-190,08 |5 |A UFOS & TELEPORTATION |EDEN |MUJ-218,10 |5 |A WHAT CAN UFOLOGISTS LEARN FROM PARAPSYCH|WAGNER |IUR-16-5,16 |5 |A WHAT CAN WE BELIEVE IN ABDUCT ACCOUNTS? |JACOBS |91 SYMP,030 |5 |A WHITLEY STRIEBER BREAKS HIS SILENCE |CASTEEL |MUJ-305,11 |5 |A WHO SPEAKS FOR WITNESS? MED/ETH ISSUES |GOTLIB |90 SYMP,024 |5 |E WHY ABDUCTION REPORTS ARE NOT URBAN LEG.|BULLARD |IUR-16-4,15 |5 |A WHY THE LINDA CASE IS A HOAX |JOHNSON |IUR-18-2,05 |5 |A

CAT 6 - Trace Cases 1947 CRASHED SAUCER REPORT |CERNY |MUJ-156,14 |6 |R 3 HOURS THAT SHOOK THE PRESS |SHANDERA/MOORE |MUJ-269,03 |6 |R AIR FORCED PUZZLED BY SOCORRO |HALL |MUJ-157,06 |6 |D ANOMALOUS BLISTERS |McDONOUGH |MUJ-304,08 |6 |C AUSTRALIAN ALIEN HONEYCOMB ANALYZED |BIESELE |MUJ-155,05 |6 |R AZTEC, NEW MEXICO - CRASH STORY RE-EXAMD|JONES/MINSHALL |IUR-16-5,11 |6 |R BACKGROUND OF THE GAO INVESTIGATION |WHITING |MUJ-311,11 |6 |R BENTWATERS INCIDENT |BOECHE |MUJ-212,10 |6 |F BOOK REVIEW (THE CRASH/RETR SYNDROME) |HALL |MUJ-145,10 |6 |R BOOK REVIEW (THE ROSWELL INCIDENT) |MACCABEE |MUJ-162,11 |6 |R BRITISH & CANADIAN CROP CIRCLE LAYS |DEETKEN |MUJ-304,09 |6 |C CANADIAN CUT-UPS & CROP CIRCLES |STRAINIC |MUJ-301,03 |6 |C CANADIAN LANDING CASE |CONWAY |MUJ-216,07 |6 |F CATALOG OF EARLY CRASH CLAIMS |CLARK |IUR-18-4,11 |6 |R CE2 IN THE EASTERN URALS |HAINES |IUR-17-6,11 |6 |F CHARLES RIVER ICE RING |ROSENFIELD |MUJ-288,12 |6 | CIRCLES CIRCUMSPECT? |STACY |MUJ-304,03 |6 |C CIRCLES OF NOTE: A CONTINUING

BIBLIOGRAP|CHOROST |MUJ-276,14 |6 |C CIRCLES OF SUMMER |STACY |MUJ-293,03 |6 |C CIRCULAR ARGUMENTS |NOYES |MUJ-258,16 |6 |C CIRCULAR EVIDENCE |ANDREWS |MUJ-243,11 |6 |C CLOSE ENCOUNTERS OF 2ND KIND: PHYS TRACE|PHILLIPS |81 SYMP,093 |6 | CONFESSIONS OF A CROP CIRCLE SPY! |SCHNABEL |MUJ-295,04 |6 |C CRASH/RETRIEVAL LID LIFTED? (SR II) |STRINGFIELD |MUJ-250,03 |6 |R CRASH/RETRIEVALS: (SR V) |STRINGFIELD |MUJ-249,10 |6 |R CRASHED SAUCERS, MJ-12 & THE DEBUNKERS |FRIEDMAN |92 SYMP,068 |6 |R CRASHED SAUCERS: EVID IN SEARCH OF PROOF|MOORE |85 SYMP,130 |6 |R CRASHED-SAUCER FORGERIES |NICKELL/FISCHE |IUR-15-2,04 |6 |R CROP CIRCLE AT MILAN, ILLINOIS |FISCHER |MUJ-279,05 |6 |C CROP CIRCLE SAMPLING |LEVENGOOD & |MUJ-289,13 |6 |C CROP CIRCLES IN THE U.S.S.R. |ANDRUS |MUJ-270,13 |6 |C CROP CIRCLES: BRIEF HISTORY & OVERVIEW |STACY |91 SYMP,283 |6 |C CROP CIRCLES: IS THERE A UFO CONNECTION?|WINGFIELD |94 SYMP,256 |6 |C CROP CIRCLES: MYSTICAL VIEW |MIGLIORE |MUJ-278,03 |6 |C CROP CIRCLES: PROP. PHYSICAL MEASUREMENT|WALES |MUJ-275,15 |6 |C CUTLER CORRECTION |MACCABEE |MUJ-243,20 |6 |R DELPHOS REVISITED: PART II |ANDRUS |MUJ-213,14 |6 | DELPHOS, KANSAS, CASE |PHILLIPS |MUJ-209,08 |6 | DID A BALLOON CRASH AT ROSWELL? |SCHMITT/RANDL |IUR-15-4,04 |6 |R DON'T BOTHER ME WITH THE FACTS |RANDLE |IUR-18-1,16 |6 |R DOODLEBUGS & LITTLE GREEN MEN |STACY |MUJ-209,03 |6 |R DOUBT & DEVIOUSNESS IN UK CROP CIRCLES |KEEN |92 SYMP,037 |6 |C DREAMLAND & THE CIA |BASIAGO |MUJ-291,10 |6 |RD ENGLISH CROP CIRCLES |ANDREWS |91 SYMP,N/P |6 |C ENGLISH HOAX UPDATE |WINGFIELD |MUJ-284,18 |6 |C EXPERT VOUCHES FOR MJ-12 PAPERS |BLETCHMAN |MUJ-243,16 |6 |R FLOATING UFOS |TAYLOR |MUJ-222,09 |6 | FORT WORTH P. CONF:J.BOND JOHNSON CONN |SCHMITT/RANDL |IUR-15-6,05 |6 |R FORT WORTH, JUL 8, 1947: COVER-UP BEGINS|SCHMITT/RANDLE |IUR-15-2,21 |6 |R FORUM ON MJ-12 |TODD/RODEG/GRE |IUR-15-3,15 |6 |R FROM DESK OF STANTON T. FRIEDMAN |FRIEDMAN |IUR-15-6,03 |6 |R GEPAN'S MOST SIGNIFICANT CASE | |MUJ-193,03 |6 |F GERALD ANDERSON: TRUTH VS. FICTION |CARPENTER |MUJ-281,03 |6 |R GI FIRES ON UFO IN KOREA |HAINES |IUR-15-6,23 |6 | GOING AROUND IN CIRCLES |TALARSKI |IUR-17-4,04 |6 |C GUIDE TO SOME NATURAL GROUND MARKINGS |BASTERFIELD |MUJ-194,14 |6 |C HARVESTING USEFUL DATA FROM CROP CIRCLES|RUTKOWSKI |IUR-16-2,16 |6 |C HATCH ENIGMA |RANDLE/SCHMITT |IUR-18-2,18 |6 |R HIDING THE HARDWARE |MACCABEE |IUR-16-5,04 |6 |R HOAXER & THE HOAXED |CLARK |IUR-17-4,03 |6 |R HOAXES AND AWHOLE LOT MORE |STACY |MUJ-277,09 |6 |C HOW TO MEASURE A CIRCLE |KINGSLEY |MUJ-278,09 |6 |C HYPOTHETICAL PLAN FOR CRASH/RETRIEVAL |BERLINER |89 SYMP,069 |6 |R IN THE BLACK (OUT THERE) |RODEGHIER |IUR-15-5,09 |6 |D IN THE LAND OF DREAMS |CAMERON/CRAIN/ |IUR-15-5,04 |6 |RD INTERVIEW WITH JESSE MARCEL, JR., M.D. |FISCHER |MUJ-279,08 |6 |R JESSE MARCEL & ROSWELL INC: AN EXCHANGE |ALLAN/RANDLE |IUR-18-3,13 |6 |R KECKSBURG CRASH UPDATE |GORDON |MUJ-258,03 |6 |R KECKSBURG UFO CRASH |GORDON |MUJ-274,03 |6 |R KECKSBURG UFO CRASH |GORDON |MUJ-257,03 |6 |R KECKSBURG UFO SEEN AT A.F. BASES |SANTUS |MUJ-274,06 |6 |R LA PAZ, ROSWELL & GREEN BALLS |TODD |MUJ-315,03 |6 |R LANDING OF BARRE-DES-CEVENNES |TYRODE |MUJ-144,06 |6 |F LANGENBURG, 1974: CLASSIC CE-2 & CCIRCL |TIMMERMAN |IUR-17-2,04 |6 |C LEGEND OF THE SPITSBERGEN SAUCER |BRAENNE |IUR-17-6,14 |6 |R LOONEY A LOOK: CROP CIRCLES W. MANITOBA |RUTKOWSKI |IUR-17-5,09 |6 |C LUMINOSITY REPORTS |NOYES |MUJ-304,06 |6 |C MACHINELIKE UNDERGROUND SOUNDS & UFO PHE|LONG |IUR-16-6,03 |6 | MAJESTIC & MOORE: NOT GUILTY! |SIDER |MUJ-256,14 |6 |R

MAJESTIC 12 |MOORE |MUJ-231,10 |6 |R MENZEL
MYSTERY |ANDRUS |MUJ-233,15 |6 |R MIDWEST CROP
CIRCLES |AGGEN |MUJ-272,15 |6 |C MINNESOTA PHYSICAL EVIDENCE
ANALYZED |HALL |MUJ-146,11 |6 | MISSING TIME
|RANDLE/SCHMITT |IUR-17-4,21 |6 |R MJ-12 & PHIL KLASS: WHAT ARE THE FACTS?
|MOORE/FRIEDMAN |88 SYMP,205 |6 |R MJ-12 INFORMANT, AN |CRAIN
|MUJ-261,15 |6 |R MJ-12 JURY STILL OUT |CLARK |MUJ-235,09 |6 |R MJ-
12 MAGIC ACT |GREENWOOD |MUJ-236,10 |6 |R MJ-12
REBUTTAL |TODD |MUJ-261,17 |6 |R MJ-12: AN OPEN LETTER
|MOORE |MUJ-249,08 |6 |R MJ-12: FACTS, Q&A |HASTINGS |MUJ-
254,03 |6 |R MJ-12: JURY STILL OUT |FRIEDMAN |IUR-15-2,13 |6 |R MJ-12:
REBUTTING A "REBUTTAL" |FRIEDMAN |MUJ-264,07 |6 |R MOVIE REVIEW
("HANGER 18") |MATHEY |MUJ-151,16 |6 |R MOVIE REVIEG (HANGEB
18) |DAVIS |MUJ-156,15 |6 |R MUFON PHYSICAL TRACE RESEARCH GROUP
|PHILLIPS |MUJ-144,16 |6 | MUNDRABILLA INCIDENT, THE |ANDRUS |MUJ-
239,16 |6 |F MUNDRABILLA INCIDENT- PART II |ANDRUS |MUJ-240,14 |6 |F
NATIONAL ARCHIVES MJ-12 RESPONSE |NAT ARCHIVES |MUJ-233,17 |6 |R NATURE'S
CROP CIRCLES, NATURE'S UFOS |RANDLES |IUR-!6-3,14 |6 |C NEW REVELATIONS
FROM ROSWELL |SCHMITT |90 SYMP,154 |6 |R NEW ROSWELL REVELATIONS:
GENERAL SPEAKS |SHANDERA |MUJ-273,12 |6 |R NEW WITNESS TO SAN AGUSTIN
CRASH |O'BIEN |MUJ-275,03 |6 |R NEW YORK CROP CIRCLE INVESTIGATION
|CORMIA |MUJ-313,16 |6 |C OBLONG UFO LANDS ON WATER |SCHUESSLER
|MUJ-178,11 |6 | ONCE UPON A TIME IN THE WHEAT |STRAINIC |EUJ-284, 3 |6
|C OPEBATION BDUE FLY |STONE |92 SYMP,205 |6 |R PENNSYLVANIA
TRACE CASE |GORDON |MUJ-225,16 |6 | PHYS TRACE LANDING REPS: CASE
FOR UFOS |PHILLIPS |85 SYMP,113 |6 | PHYSICAL EVIDENCE FOR UFOS IN AUSTRALIA
|CHALKER |MUJ-157,04 |6 | PHYSICAL TRACES: TRUTH OR CONSEQUENCES?
|VERGA |MUJ-198,06 |6 |C POSSIBLE PHYSICAL MECHANISM FOR PROD CC
|BRANDENBURG |MUJ-276,10 |6 |C PROJECT ARGUS REPORT |CHOROST
|MUJ-304,04 |6 |C RADIONUCLIDES PAPER |DUDLEY/CHOROST |MUJ-288,08
|6 |C RELIVING JULY 5, 1947 |CARPENTER |MUJ-275,07 |6 |R RESEARCH
UPDATE |MOORE |MUJ-230,09 |6 |R RESPONSE TO GREENWELL
CRITIQUE |STRINGFIELD |MUJ-153,11 |6 |R RETURN TO ROSWELL
|MACFIE |EUJ-288,03 |6 |R RIVER, LAKE & CREEK |STRAINIC |MUJ-
275,10 |6 |F ROSS, OHIO LANDING CASE |WILHELM |MUJ-186,3 |6 |
ROSWELL & ITS CONSEQUENCES |SIDER/SCOTT |MUJ-296,10 |6 |R ROSWELL &
THE FLYING WING |RANDLE/SCHMITT |IUR-18-4,03 |6 |R ROSWELL & THE X-15:
UFO BASICS |STRINGFIELD |MUJ-259,03 |6 |R ROSWELL DEBRIS
REANALYZED |THOMAS |MUJ-273,09 |6 |R ROSWELL INC: BEGIN OF
COSMIC WATERGATE |FRIEDMAN/MOORE |81 SYMP,132 |6 |R ROSWELL INVEST: NEW EV
OF CRASHED UFO |MOORE |82 SYMP,084 |6 |R ROSWELL INVESTIGATION
NOTES |SCHMITT/RANDL |IUR-15-6,16 |6 |R ROSWELL MATERIAL
|SCHMITT/RANDLE |IUR-16-6,10 |6 |R ROSWELL ON SHOWTIME |LOWE
|MUJ-316,13 |6 |R ROSWELL SOURCES |CCHMITT/BANDL |IUR-15-6,20 |&
|R ROSWELL'S LATEST UFO PHENOMENON (MUSEUM)|PFLOCK |MUJ-310,15 |6 |R
ROSWELL, 1989 |RODEGHIER |IUR-14-5,04 |6 |R ROSWELL, JULY 9,
1947 |SCHMITT/RANDL |IUR-14-6,04 |6 |R ROSWELL: ANATOMY OF AN
INVESTIGATION |RODEGHIER |IUR-15-6,04 |6 |R ROUND AND ROUND IN THE CIRCLE
GAME |RANDLES |IUR-16-6,17 |6 |C SAMPLES FROM MUNDRABILLA CE2
|BASTERFIELD |IUR-15-1,12 |6 | SEARCH FOR THE ARCHAEOLOGISTS |CAREY
|IUR-16-6,04 |6 |R SEARCH FOR THE ARCHAEOLOGISTS: AN EXCHAN|FRIEDMAN/CAREY
|IUR-17-3,06 |6 |R SECOND THOUGHTS ON BARNEY BARNETT STORY |SCHMITT/RANDLE
|IUR-17-3,04 |6 |R SECRET "SAUCER" SITES |BOYLAN |MUJ-292,14 |6 |RD
SIGNS OF CHANGE ARE REAL |ANDREWS |93 SYMP,169 |6 |C SIMULATED CE-2

GIVES TRAINEES EXPERIENCE|CERNY |MUJ-197,03 |6 |TR SOVIET ICE RING |RUBTSOV |MUJ-282,16 |6 |F SPHERICAL SOUNDS, ZOOM! |MACER-STORY |MUJ-276,12 |6 |C STATEMENT BY LEONARD STRINGFIELD |STRINGFIELD |MUJ-149,15 |6 |R SUMMER 1990 CROP CIRCLES |CHOROST/ANDREWS|MUJ-272,03 |6 |C SUMMER 1991 CROP CIRCLES |CHOROST |MUJ-282,03 |6 |C SWIRLED LANDING TRACE? |SALISBERRY |MUJ-264,03 |6 |C TAKING THE OFFENSIVE AT ROSWELL |JEFFREY |MUJ-312,03 |6 |R TESTIMONY SUPPORTED |O'BRIEN |MUJ-275,06 |6 |R THESES PRE-PARADIGM SCIENCE: CEREOLOGY |CHOROST |91 SYMP,103 |6 |C THOSE CORNY BRITISH CIRCLES |NOYES |MUJ-246,08 |6 |C TOUCH-DOWN IN NORTH CAROLINA |FAWCETT |MUJ-216,10 |6 | TRACKING TRACES |SCOTT |MUJ-281,08 |6 |C TRUMAN MJ-12 LETTER |SPICKLER |IUR-16-3,12 |6 |R UFO CRASH AT ROSWELL |RANDLE/SCHMITT |MUJ-311,08 |6 |R UFO CRASH/RET SYNDROME (SR II) |STRINGFIELD |STRINGFIELD |6 |R UFO CRASH/RET:AMASSING EVID. (SR III) |STRINGFIELD |STRINGFIELD |6 |R UFO CRASH/RET:SEARCH FOR PROOF (SR VII) |STRINGFIELD |STRINGFIELD |6 |R UFO CRASH/RETRIEVALS: A CRITIQUE |GREENWELL |MUJ-153,09 |6 |R UFO CRASH/RETRIEVALS: CRITIQUE GREENWELL|STAFF |MUJ-158,10 |6 |R UFO SECRECY UPDATE (MONDO RETRIEVO) |BRYANT |MUJ-169,15 |6 |R UPDATE ON CRASHED SAUCERS IN N.M. |FRIEDMAN |91 SYMP,268 |6 |R UPDATE ON OPERATION MAJESTIC-12 |FRIEDMAN |89 SYMP,081 |6 |R WHAT HAPPENED IN RAMEY'S OFFICE? |SCHMITT/RANDLE |MUJ-276,03 |6 |R WHAT THE AIR FORCE KNEW IN 1947 |SIDER |MUJ-245,14 |6 |R WILD GOOSE (MJ-12) |CLARK |IUR-14-5,03 |6 |R WILL THE CIRCLES BE BROKEN? |RUTKOWSKI |IUR-18-1,11 |6 |C

CAT 7 - Entity Cases 3-D SUITS |SCHUESSLER |MUJ-226,16 |7 |E ALIEN UNIFORM INSIGNIA |STETS |MORA 3/93,26 |7 |E ANATOMY OF AN ABDUCTION |SMITH |94 SYMP,075 |7 |A ARGENTINE POLICE ENCOUNTER WITH BEINGS |NEWS |MUJ-143,18 |7 |E BANGOR CE3 |JOHNSON |IUR-14-4,04 |7 |E CAL REP: ENTITY PHOTOS, PART I |DRUFFEL |MUJ-155,09 |7 | CAL REP: ENTITY PHOTOS, PART II |DRUFFEL |MUJ-156,11 |7 | CASE AGAINST ET |HYNEK |83 SYMP,118 |7 |E CASE FOR E-T CONTACT |MANTLE |MUJ-206,09 |7 |E CASE FOR ET: WITHIN MAINSTREAM SCIENCE |SWORDS |86 SYMP,018 |7 |E CE3 - AND CE2? |DRUFFEL |IUR-14-3,10 |7 | CONFRONTATIONS: SCIENTIST'S SEARCH ET |VALLEE |MUJ-266,03 |7 |E CORRELATION BET UFO PHENOM & ENTITIES |PERISSE |87 SYMP,130 |7 |E COULD LOOKALIKE UFONAUTS BE CLONES? |SWORDS |MUJ-189,05 |7 |E CRITIQUE OF THE BAILEY CASE |THOMAS |MUJ-187,11 |7 | DIX-McGUIRE UPDATED |STRINGF/HALL |MUJ-230,07 |7 |R ELEMENTARY, MY DEAR WATSON! |WHITEHURST |MUJ-246,15 |7 |E ENID BRADY'S E-T CONTACT LEGACY |BRYANT |MUJ-179,12 |7 |E ENTITIES AT LA ROCHELLE |HIND |MUJ-183,06 |7 |F ENTITIES: INITIAL FINDINGS, PART I |WRIGHT |MUJ-310,03 |7 |A ENTITIES: INITIAL FINDINGS, PART II |WRIGHT |MUJ-311,03 |7 |A ENTITY ENIGMA, THE |EVANS |84 SYMP,078 |7 |E ENTITY SIGHTING IN MISSOURI |BEDELL |MUJ-282,18 |7 | ET ARTIFACT TESTING |FRIEDMAN |MUJ-308,10 |7 |A ET CONNECTION |STRINGFIELD |MUJ-294,12 |7 | ETH: A RE-EXAMINATION |TOUGH |MUJ-235,15 |7 |E ETs: AN ECONOMY OF MEANS |REDDY |MUJ-217,06 |7 |E EXPAND PARAM OF ALIEN-HUMAN ABDUC AGENDA|TURNER |94 SYMP,019 |7 |A EXTRATERRESTRIAL HYBRIDIZATION UNLIKELY |SWORDS |MUJ-247,06 |7 |E FATAL ENCOUNTER AT FORT DIX: CASE STUDY |STRINGFIELD |85 SYMP,041 |7 |R GERALD ANDERSON: DISTURBING REVELATIONS |CARPENTER |MUJ-299,06 |7 |R GUNSHOT WOUND FROM AN

ALIEN? |GORDON |MUJ-189,07 |7 | HOW TO MAKE AN ALIEN |BULLARD |IUR-14-6,10 |7 |E HUMANOID CASE WITH MESSAGE |HALL |MUJ-143,12 |7 |E HUMANOID ENCOUNTER |WESTRUM |MUJ-215,14 |7 |E HUMANOID REPORT FROM CHICAGO, IL |BLOECHER |MUJ-159,09 |7 |E HYBRID THOUGHTS |JACOBS |MUJ-250,10 |7 |E HYBRIDIZATION QUESTION |VALLEE |MUJ-290,11 |7 | INSIGHTS INTO ANCIENT ASTRONAUT THEORY |PHILLIPS |91 SYMP,079 |7 |E JOURNAL'S ADIEU TO BAILEY PHOTOS |DRUFFEL |MUJ-189,09 |7 | MEN IN BLACK |ROJCEWICZ |MUJ-263,03 |7 |MIB MIDDLETON HUMANOIDS AFFAIR |WEBB |MUJ-143,07 |7 |E MINNESOTA CE-III |McNEFF |MUJ-220,09 |7 | NEW ZEALAND ENTITY REPORTS |BASTERFIELD |MUJ-177,04 |7 |F NICAP AND LESSONS FROM THE PAST |HALL |IUR-17-3,17 |7 | OF A FIRE IN THE SKY |BRILLIANT |MUJ-298,03 |7 | OPERATION BLUEBERRY: OEYDALEN ENCOUNTER |BLOECHER |MUJ-161,09 |7 |F POSSIBLE REPTILIAN ORIGINS OF UFO OCCUP |AGGEN |MUJ-174,14 |7 |E PUZZLING CASE OF THE CADAVER PHOTOS |STRINGFIELD |MUJ-163,15 |7 |R REPTILIANS & OTHER UNMENTIONABLES |CARPENTER |MUJ-300,10 |7 | STAT REP ON ALLEGED CADAVER PHOTOS |STRINGFIELD |MUJ-154,11 |7 |R THREE OCCUPANTS REPORTED BY WITNESS |GRATTAN |MUJ-188,16 |7 |E UFO & OCCUPANT AT SANTA MARIA AIRPORT |BLOECHER |MUJ-160,08 |7 |F UFO & OCCUPANTS (PROSPECT HTS, IL) |BLOECHER |MUJ-157,09 |7 |E UFO HOAXES & AGENTS: A SOUR SONATA |MACER-STORY |MUJ-265,08 |7 |MIB UFO JIGSAW |HOWE |92 SYMP,015 |7 | UFO-BIGFOOT UPDATE |GORDON |MUJ-173,13 |7 | UFO-RELATED BIGFOOT ENCOUNTER IN PA |GORDON |MUJ-171,03 |7 |E UFONAUTS: HOMO SAPIENS OF THE FUTURE? |SWORDS |MUJ-202,07 |7 |E UFOS & RELIGION: THE CE-III ISSUE |DOWNING |MUJ-148,11 |7 |T UFOS AND ANTHROPOIDS: A SUMMARY |MORAVEC |MUJ-179,18 |7 |E UNCOVERING THE GUARDIAN CAPER |MUFON ONTARIO |MUJ-313,03 |7 |E USSR UFO LANDING WITH ENTITIES |ANDRUS |MUJ-259,20 |7 |F WALTON EXPERIENCE REVISITED |WALTON |MUJ-298,06 |7 | WHAT IF THEY AREN'T FRIENDLY |DRUFFEL |MUJ-229,11 |7 |E WOMAN ON THE BRIDGE |HOPKINS |MUJ-296,05 |7 |

CAT 8 - Photographic Cases CAL REP (NEW CALIFORNIA UFO PHOTOS) |DRUFFEL |MUJ-154,16 |8 | CANADIAN PHOTOS ANALYZED |SAINIO |MUJ-298,12 |8 | CARL HART AND THE LUBBOCK LIGHTS |RANDLE |IUR-18-5,17 |8 | COMMENTS ON PHOTOGRAPHIC TRICKERY |MORRISON |MUJ-246,23 |8 |TR COSTA RICAN UFO PHOTOGRAPH |HALL |MUJ-166,18 |8 |F CRUISE MISSILE UFO DISAPPEARS |MACCABEE/SAINIO|MUJ-308,03 |8 |V DELIBERATE DECEPTION: BIG SUR UFO FILM |JACOBS, R. |MUJ-249,03 |8 | DIFFERENT PICTURE |SAINIO |MUJ-294,14 |8 | ED WALTERS, THE MODELS & TOMMY SMITH |HUFFORD |MUJ-297,09 |8 |GB FIRST COLOR NIGHT PHOTOGRAPH |ANDRUS |MUJ-212,03 |8 | FLORIDA PHOTO & CE III CASE |WARE/FLAN/ANDRU|MUJ-239,05 |8 |GB FORTUNE PHOTO REVISITED |WEBB |IUR-18-5,14 |8 | GSW PHOTOANALYSIS |ADRIAN/SPAULDNG|MUJ-237,12 |8 |F GULF BREEZE PHOTOGRAPHS |HYZER |MUJ-291,03 |8 |GB GULF BREEZE UFO PHOTO ANALYZED |MACCABEE |MUJ-314,03 |8 | HESSDALEN PHOTOGRAPHS |ODD/GUN/ROED |MUJ-237,11 |8 |F HOW TO BUILD MODEL UFOS |LaPORTE |MUJ-152,08 |8 |TR HOW TO MAKE YOUR OWN GULF BREEZE PHOTOS |UTRECHT |IUR-14-3,20 |8 |GB IS THIS ADAMSKI'S SAUCER? |ECKHARDT |MUJ-219,04 |8 |H JAPANESE VIDEO BAFFLES EXPERTS |SAINIO |UE,V1,#7 |8 |V KAL KORFF & MEIER HOAX: RESPONSE PART 2 |STEVENS |MUJ-165,11 |8 |F KAL KORFF & MEIER HOAX: RESPONSE PT.1 |STEVENS |MUJ-164,03 |8 |F McDIVITT SIGHTING |OBERG |MUJ-213,05 |8 | McDIVITT SIGHTING: PART II |OBERG |MUJ-

214,03 |8 | MEDJUGORJE UO |MACCABEE |IUR-17-2,12 |8 |F MEIER CASE |DEARDOFF |MUJ-211,01 |8 |F MEIER INCIDENT, THE: INFAMOUS HOAX |KORFF |MUJ-154,03 |8 |F MONTANA MOVIE |LEMING |MUJ-223,10 |8 | MUFON'S CONCLUSIONS ON THE WALTERS CASE |ANDRUS |MUJ-297,12 |8 |GB MULTIPLE- WITNESS PHOTO CASE |STANFORD |MUJ-196,10 |8 | OCCULTNESS & AMBIGUITY |DEARDOFF |MUJ-236,05 |8 |F OREGON UFO PHOTO IDENTIFIED |CERNY |MUJ-309,14 |8 | PENDULUM FROM THE PLEIDES |MACCABEE |IUR-14-1,11 |8 |F PHOTO ANALYSIS: A PICTORIAL PRIMER |SAINIO |92 SYMP,132 |8 | PHOTOGRAPH & ITS AFTERMATH |SCOTT |IUR-15-5,12 |8 | RAAF PHOTO TAKEN IN MALAYSIA |NEWS |MUJ-144,08 |8 |F RARE PHOTO COINCIDENCE |MACCABEE |IUR-15-3,04 |8 | REANALYSIS OF PHOTO 19 |MACCABEE |MUJ-271,11 |8 |GB REASSESSING THE MEIER CASE |STACY |MUJ-236,03 |8 |F RECENT UFO VIDEOTAPES |MACCABEE |MUJ-265,03 |8 |V SCIENTIFIC ANAL OF VIDEO/..BY DISCOVERY |KASHER |94 SYMP,108 |8 |V SCIENTIFICALLY BASED ANALYSIS UFO PHOTO |HAINES |86 SYMP,111 |8 | SOME NOTES ON PHOTOGRAPHIC TRICKERY |TOBIN |MUJ-244,12 |8 |TR SOMEBODY'S WRONG (MODEL IN THE ATTIC) |CLARK |IUR-15-4,03 |8 |GB TENNESSEE VIDEOTAPING |TARPLEY |MUJ-279,03 |8 |V THEN UFOS DRAWN IN AUTOCAD |MANN/AGGEN |MUJ-305,18 |8 | UFO FILMED CIRCLING RECKET |CRAIN |MUJ-245,10 |8 | UFO INTERCEPTS ROCKET |CRAIN |MUJ-225,05 |8 |F UFO PHOTOGRAPHED IN ONTARIO |NORRIS |UE,V1,#5 |8 |F VIDEOANALYSIS |SAINIO |93 SYMP,085 |8 |V WAS THE UMMO AFFAIR A HOAX? |WHITE |MUJ-167,13 |8 |F WASHINGTON STATE REPS INCL UFO VIDEO |JOHNSON |MUJ-178,03 |8 |V WILLIAM G. HYZER RESPONDS |HYZER |MUJ-294,15 |8 |

CAT 9 - Radar Cases F-16 RADAR TRACKS UFO |de BROSSES |MUJ-268,03 |9 |F FURTHER NOTES ON CANAL ZONE RADAR CASE |GREENWELL |MUJ-159,14 |9 |F INVISIBLES, THE |WHITEHURST/CRAW|MUJ-245,05 |9 | JAL SIGHTING UPDATE |ANDRUS |MUJ-227,04 |9 | JAL: KLASS DISPUTED |WHITEHURST |MUJ-235,12 |9 | MICHIGAN VISUAL & RADAR SIGHTINGS |COYNE |MUJ-317,08 |9 | NEW PHYSICAL EVIDENCE CASES IN AUSTRALIA|BASTERF/CHALKER|MUJ-156,03 |9 |F NEW ZEALAND R/V FILM CASES, PART II |MACCABEE |MUJ-147,07 |9 |F NEW ZEALAND R/V-FILM CASES, PART I |MACCABEE |MUJ-146,03 |9 |F NIGHT NORAD WENT ON TOP ALERT |RIDGE |MUJ-192,05 |9 | PILOT SIGHTINGS AND RADAR TRACKINGS |GRIBBLE |MUJ-186,11 |9 | PILOT SIGHTINGS AND RADAR TRACKINGS |GRIBBLE |MUJ-181,06 |9 | RADAR-VISUAL UFO SIGHTINGS |LaPORTE |MUJ-166,08 |9 | RADAR/SONAR CONTACT |WEBB |MUJ-199,07 |9 | RADAR/VISUAL UFOS & AIR FORCE DEBUNKING |HALL |IUR-18-3,15 |9 |H STRANGE ALASKAN ENCOUNTER |ANDRUS |MUJ-226,03 |9 | STRANGE ENCOUNTER OVER ALASKA |NEWSCLIP |MUJ-225,01 |9 | U.S. NAVY 1942 SIGHTING |CERNY/NEVILLE |MUJ-185,14 |9 |F UFOS AND U.S. RADAR |HALL |MUJ-154,07 |9 |

CAT 10 - Nuclear Radiation CASH-LANDRUM CASE CLOSED? |SCHUESSLER |MUJ-222,12 |10 | CASH-LANDRUM CASE HAMPERED |SCHUESSLER |MUJ-219,10 |10 | CASH-LANDRUM CASE, INV OF HELIC ACTIVITY|SCHUESSLER |MUJ-187,03 |10 | CASH-LANDRUM FILE: ISSUE OF GOV RESPONSI|SCHUESSLER |86 SYMP,175 |10 | CASH-LANDRUM RADIATION CASE |SCHUESSLER |MUJ-165,03 |10 | CASH-LANDRUM: SPECULAT ABOUT MED EFFECTS|SCHUESSLER |84 SYMP,108 |10 | PENTAGON INVESTIGATES CASH-LANDRUM CASE |SCHUESSLER |MUJ-176,03 |10 | RADIATION INJURIES FROM UFO |HALL |MUJ-158,03 |10 | RADIATION SICKNESS CAUSED

BY UFOS |SCHUESSLER |82 SYMP,049 |10 | RADIATION UFO INJURIES |NIEMTZOW |MUJ-179,14 |10 | TECH REVIEW OF R/A EVIDENCE CASH-LANDRUM|STOWE/RANK |MUJ-178,08 |10 |

CAT 11 - Sightings From Aircraft 1955 MARINE PILOT SIG@TING |NELSON |MUJ-166,11 |11 | AIR FORCE WARNS PILOT |CERNY |MUJ-186,08 |11 | CAR PACING, PILOT SIGHTING, BUZZING UFO |HALL |MUJ-164,06 |11 | COYNE CASE: CORRECTION & UPDATE |ZEIDMAN |IUR-14-2,17 |11 | DID UFO ABDUCT TWO U.S. FIGHTERS? |MARTIN |MUJ-261,20 |11 |D DO OUR SPY SATELLITES SEE UFOS? |REGEHR |MUJ-312,06 |11 |D ENCONTER OVER SIBERIA |HAINES |IUR-16-6,12 |11 |F FREDERICK VALENTICH ENCOUNTER UPDATE |NORMAN |MUJ-174,08 |11 |F GREEN LIGHT OVER MANSFIELD |ZEIDMAN |IUR-13-6,13 |11 | HISTORICAL NOTES: THOMAS MANTELL |JONES |MUJ-264,18 |11 |H KENNETH ARNOLD: UFO PIONEER |LONG |MUJ-165,07 |11 |H KENTUCKY CHOPPER CASE |RUTHERFORD |MUJ-302,09 |11 | MANSFIELD HELICOPTER CASE |ZEIDMAN |89 SYMP,012 |11 | MANTELL DIARY, A |CRAIN |MUJ-217,09 |11 |H MORE ON BRAZILIAN OVNIS |SMITH |MUJ-221,04 |11 |F PILOT TWICE ENCOUNTERS RINGED UFO |PAGE |MUJ-168,03 |11 | PLANE DISAPPEARANCE OPEN (VALENTICH) |SUFOI |MUJ-144,11 |11 |F REPORTED UFO SIGHTING |BECHTEL/McKENNA|MUJ-259,19 |11 | REPTD OBSERVATION FROM A/C AUSTRALASIA |BASTERFIELD |MUJ-147,03 |11 |F REVIEW OF SELECT A/P FROM A/C 1942-1952 |HAINES |83 SYMP,013 |11 | RICHARD HAINES: AN INTERVIEW |STACY |MUJ-210,12 |11 |H SENSE OF AWE, A |NELSON |MUJ-222,08 |11 | SPACE SHUTTLE DISCOVERY VOICE RECORDING |ANDRUS |MUJ-255,11 |11 | TIME-LINE ANALYSIS GOES UNCHALLENGED |ZEIDMAN |MUJ-194,15 |11 | UFO DISASTER AT GRIFFISS-ROME AF BASE |CERNY |MUJ-191,13 |11 | UFO INTERCEPTS AIRCRAFT OVER PARAGUAY |RAMIREZ |MUJ-310,08 |11 |F UFO SIGHTED FROM AIRCRAFT |CHANDLER |MUJ-154,08 |11 | UFO SIGHTING BY PILOT OVER PENNSYLVANIA |GORDON |MUJ-200,05 |11 |

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Basic Codes: Title/Author/Source/Cat/Subcat
This database utilizes the same system of category numbers as used by InterLink: UFO. Source codes: IUR=International UFO Reporter; MUJ=MUFON UFO Journal; Symposium Proceedings are listed by year and page (92 Symp, 015).

11TH ANNUAL MUFON SYMPOSIUM	STACY	MUJ-149,03	0	SY
12 SEE UFOS IN MICHIGAN	COYNE	MUJ-194,05	1	
12TH PLANET - KEY TO UFO ENIGMA	SITCHIN	91 SYMP,014	0	AS
14TH ANNUAL MUFON SYMPOSIUM	HALL	MUJ-182,04	0	SYMP
15 UFOS SEEN OVER EAST TEXAS	SCHUESSLER	MUJ-192,07	1	
18TH INTERNATIONAL SYMPOSIUM	STACY	MUJ-232,03	0	SY
1947 CRASHED SAUCER REPORT	CERNY	MUJ-156,14	6	R
1955 MARINE PILOT SIGHTING	NELSON	MUJ-166,11	11	
1979 FONTAINE CASE IN FRANCE A HOAX	BONABOT	MUJ-190,10	1	F
1982 INTERNATIONAL MUFON UFO SYMPOSIUM	ANDRUS	MUJ-171,18	0	SYN82
1982 UFO SUMMIT CONFERENCE	ANDRUS	MUJ-178,16	0	
1983 MUFON UFO SYMPOSIUM	STACY	MUJ-185,03	0	SY
1988 LINCOLN SYMPOSIUM	STACY	MUJ-246,03	0	SY
1989 LAS VEGAS SYMPOSIUM	STACY	MUJ-256,03	0	SY
1991 VG: OBJECT UNKNOWN	WEBB	MUJ-288,14	1	AS
1992 ALBUQUERQUE SYMPOSIUM	STACY	MUJ-292,03	0	SY
1992 ANIMAL MUTILATION UPDATE	HOWE	MUJ-294,03	4	M
1ST QUARTER 1981 UFO SIGHTINGS MAP	McBRIDE	MUJ-160,16	1	
20 VIEW PENSACOLA UFO	ANDRUS/WATSON	MUJ-260,07	1	GB
24TH ANNUAL MUFON SYMPOSIUM	STACY	MUJ-305,03	1	
3 HOURS THAT SHOOK THE PRESS	SHANDERA/MOORE	MUJ-269,03	6	R
3-D SUITS	SCHUESSLER	MUJ-226,16	7	E
61-MONTH WAVE THEORY REVISED	JOHNSON	MUJ-241,16	2	
ABDUCTED BY AN ARCHETYPE	EVANS	MUJ-158,07	5	A
ABDUCTEE MEMORY LOSS	MEYER	MUJ-287,12	5	A
ABDUCTEES: IMAGINED OR IMAGINAL?	GOTLIB	IUR-17-4,16	5	A
ABDUCTION AND DECEPTION	HOPKINS	IUR-15-5,15	5	A
ABDUCTION CASE IN POLAND	POPIK	MUJ-150,16	5	A
ABDUCTION NOTES	CARPENTER	MUJ-298,09	5	A
ABDUCTION NOTES	CARPENTER	MUJ-297,06	5	A
ABDUCTION NOTES (MORE "EXPLANATIONS")	CARPENTER	MUJ-306,14	5	A
ABDUCTION NOTES: PHOBIAS & RESOLUTIONS	CARPENTER	MUJ-314,12	5	A
ABDUCTION OBSERVED BY INDEPENDENT WITNS	HOPKINS	92 SYMP,NOT PUB	5	A
ABDUCTION OF HARRY JOE TURNER	WHITING	MUJ-145,03	5	A
ABDUCTION PHENOMENON IN AUSTRALIA	BASTERF/GODIC	IUR-14-4,11	5	A
ABDUCTION REFLECTIONS	HOPKINS	MUJ-216,03	5	A
ABDUCTION RESEARCH IN AUSTRALIA	BASTERFIELD	MUJ-315,06	5	A
ABDUCTION RESEARCH: THE CHALLENGE AHEAD	WESTRUM	MUJ-258,21	5	A
ABDUCTION STUDY GROUP FORMED		MUJ-189,10	5	A
ABDUCTION SURVEY CRITIQUE	HALL/JOHNS/RO	MUJ-303,09	5	A
ABDUCTION: HUMAN ENCOUNTERS WITH ALIENS	MACK	MUJ-315,13	5	A
ABDUCTIONS AND CREDIBILITY	WANDERER	MUJ-231,17	5	A
ABDUCTIONS IN AFRICA-WORLDWIDE SIMILARIT	HIND	93 SYMP,016	5	A
ABDUCTIONS IN ITALY	FLORINO/GRASSIN	IUR-14-4,14	5	A
ABDUCTIONS: A BRITISH SURVEY	RANDLES	MUJ-238,10	5	A
ABDUCTIONS: A COMPARATIVE STUDY	BULLARD	MUJ-238,03	5	A
ABDUCTIONS: CAN WE BATTLE BACK?	DRUFFEL	MUJ-247,17	5	A
ABDUCTIONS: CONSEQUENCE OF NONEXISTENCE	JACOBS	86 SYMP,100	5	A
ABDUCTIONS: OUR DIRTY SECRET	WRIGHT	MUJ-287,10	5	A
ABDUCTIONS: STATE OF SIEGE - OR MIND?	PUHALSKI	MUJ-313,15	5	A
ABOVE TOP SECRET	GOOD	89 SYMP,124	0	D
AD PLANE IFOS	LaPORTE	MUJ-161,07	0	TR
ADDITIONAL GULF BREEZE CASE	FLANNIGAN	MUJ-246,07	1	GB
AERIAL OBJECT OVER AT&T LAB	HAINES	MUJ-294,10	1	
AERIAL PHENOM RES ORG AND FUTURE OF UFOL	HARDER	94 SYMP,223	1	
AF INTELLIGENCE & CIA DOCUMENTS		MUJ-172,16	0	D
AFRICAN ENCOUNTERS: CASE INVESTIGATIONS	HIND	81 SYMP,080	1	F
AFRICAN REPORT	HIND	MUJ-211,03	1	F
AIDS TO UFO INVESTIGATOR: BIBLIOGRAPHY	OLMOS	MUJ-152,12	0	TR
AIR FORCE AND PASCAGOULA (TRANSCRIPT)		MUJ-195,05	5	A
AIR FORCE MODEL UFO	BERLINER	MUJ-160,05	0	

AIR FORCE WARNS PILOT	CERNY	MUJ-186,08	11	
AIR FORCED PUZZLED BY SOCORRO	HALL	MUJ-157,06	6	D
AIR INTEL REP NO. 100-203-79 (12/10/48)		MUJ-207,03	0	D
AIRCRAFT AND "AIRCRAFT"	WANDERER	MUJ-161,14	0	TR
AIRSHIP SCARE AND WAR HYSTERIA	ARTS	IUR-15-1,14	1	
AIRSHIPS: PART I	CLARK	IUR-16-1,04	1	H
AIRSHIPS: PART II	CLARK	IUR-16-2,20	1	H
AIRSHIPS? NO!	BANKS	MUJ-179,04	1	H
ALCADE UFO ANALYZED	EWING/WARREN	MUJ-199,11	1	
ALIEN CONTACTS & ABDUCT EXPERIENCES	RUBTSOV	94 SYMP,137	0	A
ALIEN HARVEST REVIEWED	HEBEBRAND	MUJ-256,19	4	M
ALIEN HARVEST, AN	HOWE	89 SYMP,113	4	M
ALIEN UNIFORM INSIGNIA	STETS	MORA 3/93,26	7	E
ALIENS AMONG US: A RELIGIOUS CONSPIRACY	WHITE	MUJ-286,07	0	T
ALIENS VISIT VORONEZH	MOSCOW NEWS	MUJ-260,03	1	F
ALLAGASH ABDUCTIONS	FOWLER	MUJ-300,03	5	A
ALLEN HYNEK AS I KNEW HIM	WEBB	IUR-18-1,04	0	
ALTERNATIVE TO M/W THEORY OF HOT RING	THOMAS	MUJ-194,09	3	
AMATEUR RADIO NET	DOBBS	MUJ-239,22	0	
AMAZING STORIES	FISCHER	MUJ-228,15	0	H
AN OPEN LETTER TO MICHAEL SWORDS	STRIEBER	MUJ-229,07	5	A
AN OPEN LETTER TO UFO INVESTIGATORS	HOWARD	MUJ-295,20	5	A
ANATOMY OF A UFO WINDOW	LaPORTE	MUJ-148,06	2	
ANATOMY OF AN ABDUCTION	SMITH	94 SYMP,075	7	A
ANDERSON EVENT	ROBERTS	MUJ-158,05	1	
ANIMAL MUTILATIONS: DECADE OF MYSTERY	ADAMS	84 SYMP,044	4	M
ANOMALOUS BLISTERS	McDONOUGH	MUJ-304,08	6	C
ANOTHER "INTERRUPTED JOURNEY"	CARPENTER	MUJ-283,04	5	A
ARE ABDUCTIONS PRE-ARRANGED?	TESSMAN	MUJ-170,05	5	A
AREA 51 ENCOUNTER	HAMILTON	MUJ-304,14	0	RD
AREA 51, BOB LAZAR, DISINFORM-REEVALUAT	KNAPP	93 SYMP,214	3	RD
ARGENTINE POLICE ENCOUNTER WITH BEINGS	NEWS	MUJ-143,18	7	E
ARKANSAS SIGHTINGS	MAZUR	MUJ-243,17	1	
ASTOUNDING UFO EXPERIENCE IN PUERTO RICO	MARTIN	93 SYMP,NOT	1	F
AUSTRALIAN ABDUCTION	BASTERFIELD	IUR-16-2,04	5	A
AUSTRALIAN ABDUCTION RESEARCH 1990-1992	BASTERFIELD	IUR-17-5,13	5	A
AUSTRALIAN ABDUCTIONS: AN UPDATE	BASTERFIELD	IUR-15-3,10	5	A
AUSTRALIAN ALIEN HONEYCOMB ANALYZED	BIESELE	MUJ-155,05	6	R
AUSTRALIAN INTERRUPTED JOURNEYS	CHALKER	MUJ-150,03	5	A
AUSTRALIAN RESEARCHES ET SPACE TECHNOLOG	SCHUESSLER	MUJ-188,17	3	F
AUSTRALIAN UPDATE	BASTERFIELD	MUJ-185,11	1	F
AUSTRIANS FIND DARK SIDE TO UFOS	BIESELE	MUJ-149,14	0	TR
AUTHOR'S RESPONSE (TO ROGO)	ROGO	MUJ-180,15	5	A
AZTEC, NEW MEXICO - CRASH STORY RE-EXAMD	JONES/MINSHALL	IUR-16-5,11	6	R
BACKGROUND & EXPERIENCE WITH VISITORS	STRIEBER	MUJ-224,03	5	A
BACKGROUND OF THE GAO INVESTIGATION	WHITING	MUJ-311,11	6	R
BANGOR CE3	JOHNSON	IUR-14-4,04	7	E
BANKSONS LAKE UFO	TILLY	MUJ-222,07	1	
BELGIAN SIGHTINGS	MEESSEN	IUR-16-3,04	1	F
BELGIAN TRIANGLES; THE SOBEPS REPORT	UTRECHT	MUJ-286,05	1	F
BELGIAN WAVE	VIDAL/ROZENCWAJ	IUR-16-4,04	1	F
BELGIUM UFO FLAP, THE	PRATT	MUJ-267,03	1	F
BELIEF SYSTEM SURVEY	JOHNSON	MUJ-249,18	0	
BENTWATERS INCIDENT	BOECHE	MUJ-212,10	6	F
BENTWATERS UPDATE	BIESELE	MUJ-220,13	1	F
BENTWATERS--WHAT DO WE NOW KNOW?	BOECHE	86 SYMP,044	1	F
BETTY HILL'S LANDING SITE	OSWALD	MUJ-230,17	0	
BIG PICTURE, THE	ANDRUS	MUJ-194,04	0	
BILLY, NO; ED, YES	MACCABEE	IUR-14-3,16	1	GB
BIRTH TRAUMA AND ABDUCTIONS	WANDERER	MUJ-172,07	5	A
BIRTH TRAUMA AND ABDUCTIONS	WANDERER	MUJ-170,03	5	A
BLACK HOLE OVERTURE	MACCABEE	MUJ-204,10	0	
BLACK HOLE OVERTURE (PART II)	MACCABEE	MUJ-205,10	0	
BLACK HOLES & ROBERT LAZAR	AGGEN	MUJ-266,06	3	RD
BLUEBERRY UFO	BECHTEL/McKENNA	MUJ-280,15	1	
BLUEPRINT FOR PROGRESS	HALL	MUJ-206,12	0	
BOOK REVIEW (CASEBOOK OF UFO INVESTIGA)	SCHUESSLER	MUJ-162,16	0	TR
BOOK REVIEW (COMMUNION)	HALL	MUJ-229,18	5	A
BOOK REVIEW (ENCYCLOPEDIA OF UFOS)	DAVIS	MUJ-155,14	0	H
BOOK REVIEW (ROAD TO THE STARS)	NEIDIGH	MUJ-145,14	0	
BOOK REVIEW (THE CRASH/RETR SYNDROME)	HALL	MUJ-145,10	6	R
BOOK REVIEW (THE ROSWELL INCIDENT)	MACCABEE	MUJ-162,11	6	R
BOOK REVIEW (UFO ABDUCTIONS)	STACY	MUJ-156,17	5	A
BOOK REVIEW (UFO PHEN & BEHAV SCIENTIST	SCHUESSLER	MUJ-146,18	0	
BOOK REVIEW (UFOS: THE GREATEST MYSTERY)		MUJ-152,11	0	
BOOK REVIEW: (TUJUNGA CANYON CONTACTS)	MATHEY	MUJ-155,13	5	A
BOOK REVIEW: CLEAR INTENT	BLETCHMAN	MUJ-193,17	0	D
BOOK REVIEW: UFOS: THE IMAGE HYPOTHESIS	CHALKER	MUJ-165,16	5	
BOOK REVIEW: UFOS: THE PUBLIC DECEIVED	HALL	MUJ-186,09	0	
BOOMERANG MYSTERY	IMBROGNO	84 SYMP,139	1	
BRAZIL STILL A UFO HOT SPOT	PRATT/LUCE	MUJ-285,03	1	F

BRAZILIAN BRIEFING	GRANCHI	MUJ-223,07	1	F
BRITISH & CANADIAN CROP CIRCLE LAYS	DEETKEN	MUJ-304,09	6	C
BRITISH GOV'T RELEASES UFO REPORTS		MUJ-195,11	1	F
BUDD HOPKINS REPLIES (DURANT/CORTILE)	HOPKINS	MUJ-303,06	5	A
BUDD HOPKINS: "LINDA" CASE	CORTILE	94 SYMP,238	5	A
BURDEN OF PROOF (SYMPOSIUM)	STACY	MUJ-208,03	0	SY
CAL REP (MAGNETIC ANOMALIES & FLIGHT-II)	DRUFFEL	MUJ-148,15	3	
CAL REP (NEW CALIFORNIA UFO PHOTOS)	DRUFFEL	MUJ-154,16	8	
CAL REP (OPEN LETTER TO CARL SAGAN)	DRUFFEL	MUJ-157,13	0	
CAL REP (REBUT FAILURE OF SCIENCE UFOLOG	DRUFFEL	MUJ-145,13	0	
CAL REP, MAGNETIC ANOMALIES & UFO FLIGHT	DRUFFEL	MUJ-147,16	3	
CAL REP- NIGHT ON A MOUNTAIN	DRUFFEL	MUJ-152,15	1	
CAL REP: ENTITY PHOTOS, PART I	DRUFFEL	MUJ-155,09	7	
CAL REP: ENTITY PHOTOS, PART II	DRUFFEL	MUJ-156,11	7	
CAL REPORT (CARL SAGAN, COSMOS & UFOS)	DeHERRERA	MUJ-158,15	0	
CALIFORNIA REPORT	DRUFFEL	MUJ-176,14	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-175,15	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-174,15	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-172,09	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-171,09	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-170,16	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-169,11	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-168,13	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-166,13	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-165,14	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-164,12	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-162,12	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-160,13	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-167,9	1	
CAN WE LEARN SOMETHING FROM VULCAN?	WINKLER	MUJ-152,10	0	ASTR
CANADIAN CUT-UPS & CROP CIRCLES	STRAINIC	MUJ-301,03	6	C
CANADIAN LANDING CASE	CONWAY	MUJ-216,07	6	F
CANADIAN PHOTOS ANALYZED	SAINIO	MUJ-298,12	8	
CANADIAN UFO WAVE OF 1989	RUTKOWSKI	IUR-14-6,07	1	F
CANADIAN UFOLOGY	FRIEDMAN	MUJ-234,03	0	F
CANADIAN WAVE: AN ANALYSIS (1989)	RUTKOWSKI	IUR-15-4,06	1	F
CAR PACING, PILOT SIGHTING, BUZZING UFO	HALL	MUJ-164,06	11	
CARL HART AND THE LUBBOCK LIGHTS	RANDLE	IUR-18-5,17	8	
CARL SAGAN: A COMMUNICATION (COSMOS)	SPAULDING	MUJ-162,15	0	
CASE AGAINST ET	HYNEK	83 SYMP,118	7	E
CASE FOR E-T CONTACT	MANTLE	MUJ-206,09	7	E
CASE FOR ET: WITHIN MAINSTREAM SCIENCE	SWORDS	86 SYMP,018	7	E
CASH-LANDRUM CASE CLOSED?	SCHUESSLER	MUJ-222,12	10	
CASH-LANDRUM CASE HAMPERED	SCHUESSLER	MUJ-219,10	10	
CASH-LANDRUM CASE, INV OF HELIC ACTIVITY	SCHUESSLER	MUJ-187,03	10	
CASH-LANDRUM FILE: ISSUE OF GOV RESPONSI	SCHUESSLER	86 SYMP,175	10	
CASH-LANDRUM RADIATION CASE	SCHUESSLER	MUJ-165,03	10	
CASH-LANDRUM: SPECULAT ABOUT MED EFFECTS	SCHUESSLER	84 SYMP,108	10	
CATALOG OF EARLY CRASH CLAIMS	CLARK	IUR-18-4,11	6	R
CATTLE MUT THAT DEFY CONVENT EXPLANATION	ANDRUS	83 SYMP,122	4	M
CATTLE MUTE & IMAG CULPRITS: PSYCH PERSP	JORDAN	83 SYMP,101	4	M
CE-1 NR ASTORIA, OREGON	LONG	MUJ-167,15	1	
CE1 CASE IN BRAZIL	LUCE	MUJ-226,14	1	F
CE2 IN THE EASTERN URALS	HAINES	IUR-17-6,11	6	F
CE3 - AND CE2?	DRUFFEL	IUR-14-3,10	7	
CENTER FOR UFO STUDIES ACQUIRES NICAP	HALL	MUJ-168,06	0	
CENTER FOR UFO STUDIES CONFERENCE	HALL	MUJ-164,08	0	
CENTRAL EUROPEAN STUDIES	von LUDWIGER	MUJ-236,19	0	F
CHALLENGER MEMORIAL	SCHUESSLER	MUJ-215,03	0	
CHARACTERISTICS OF CE'S IN SPAIN	OLMOS	87 SYMP,N/P	1	F
CHARLES RIVER ICE RING	ROSENFIELD	MUJ-288,12	6	
CHESAPEAKE BAY CONN: IMPLIC CORP INVOLVE	OECHSLER	89 SYMP,147	0	
CHICAGO SYMPOSIUM A SUCCESS	STACY	MUJ-280,03	0	SY
CHILDHOOD ABDUCTION (PART II)	HOPKINS	MUJ-215,12	5	A
CHILDHOOD ABDUCTION?	HOPKINS	MUJ-214,15	5	A
CHILEAN OVERVIEW, A	HUNEEUS	MUJ-218,05	1	F
CHINA UFO RESEARCH	DONG	MUJ-155,08	0	F
CHURCHILL PAPERS, THE	MANTLE/BIRDSALL	MUJ-219,06	0	D
CIA DOCUMENTS SHOW UFO INTEREST	HALL	MUJ-146,16	0	D
CIA INVOLVEMENT: THE EARLY YEARS	STACY	MUJ-221,12	0	D
CIGAR-SHAPED OBJECT IN TEXAS		MUJ-195,14	1	
CIRCLES CIRCUMSPECT?	STACY	MUJ-304,03	6	C
CIRCLES OF NOTE: A CONTINUING BIBLIOGRAP	CHOROST	MUJ-276,14	6	C
CIRCLES OF SUMMER	STACY	MUJ-293,03	6	C
CIRCULAR ARGUMENTS	NOYES	MUJ-258,16	6	C
CIRCULAR EVIDENCE	ANDREWS	MUJ-243,11	6	C
CIVIL AND UNCIVIL WARS	CLARK	IUR-17-3,03	0	
CLAIMS IN QUESTION		IUR-18-2,04	5	A
CLOSE ENCOU-TER AT AOLUSA	CERNY	MUJ-195,03	1	
CLOSE ENCOUNTER AT ELIZABETH	WEBB	MUJ-256,13	1	
CLOSE ENCOUNTER THAT WASN'T	GORDON	MUJ-190,12	1	

CLOSE ENCOUNTER WITH POSSIBLE MT	ANDRUS	MUJ-197,10	5	A
CLOSE ENCOUNTERS IN WEST VIRGINIA	SPICKLER	MUJ-317,12	1	
CLOSE ENCOUNTERS OF 2ND KIND: PHYS TRACE	PHILLIPS	81 SYMP,093	6	
CLOSE ENCOUNTERS OF A FIREBALL KIND	SPICKLER	MUJ-265,13	0	AS
CLOSE, BUT NO SAUCER	TAFF	MUJ-277,03	5	A
COGNITIVE INTERVIEW	CULVER	UE,V2,#1	0	TR
COGNITIVE INTERVIEW, THE	CULVER	MUJ-316,11	0	TR
COMET HALLEY	WEBB	MUJ-216,13	0	ASTR
COMING OUT OF THE CLOSET	PAGE	MUJ-226,08	0	
COMMENTS ON DRUFFEL'S MERCURY THEORY	THOMAS	MUJ-200,12	3	
COMMENTS ON PHOTOGRAPHIC TRICKERY	MORRISON	MUJ-246,23	8	TR
COMMUNION: A READER'S GUIDE	SWORDS	MUJ-229,03	5	A
COMPLEAT SKEPTIC	RODEGHIER	IUR-13-5,01	0	
CONDON: TWENTY YEARS LATER	DELL'AQUILA	MUJ-251,03	0	H
CONFESSIONS OF A CROP CIRCLE SPY!	SCHNABEL	MUJ-295,04	6	C
CONFLICT OR COLLABORATION?	WHITING	MUJ-295,12	0	
CONFRONTATIONS: SCIENTIST'S SEARCH ET	VALLEE	MUJ-266,03	7	E
CONNECTING BY COMPUTER	KOMAR/THEER	MUJ-295,09	2	
CONTACT FROM PLEIADES IN FACT & FICTION	KORFF/MOORE	MUJ-173,03	0	F
CONTACTEE/ABDUCTEE PECULIARITIES	LEMING	MUJ-184,7	5	A
CONTINUING UFO DECEPT & CONFUSION SYNDR	CERNY	83 SYMP,169	0	D
CONTROLLERS, THE: PART I	CANNON	MUJ-270,03	0	
CONTROLLERS, THE: PART II	CANNON	MUJ-271,03	0	
CONVERSATION WITH BUDD HOPKINS	CLARK	IUR-13-6,04	5	A
CORRELATION BET UFO PHENOM & ENTITIES	PERISSE	87 SYMP,130	7	E
CORTILE CASE: MISSING EVIDENCE	DURANT	MUJ-303,04	5	A
COSTA RICAN UFO PHOTOGRAPH	HALL	MUJ-166,18	8	F
COULD LOOKALIKE UFONAUTS BE CLONES?	SWORDS	MUJ-189,05	7	E
COUNTDOWN TO REALITY	NORMAN	84 SYMP,023	0	F
COVER-UP NOW (UFO COVER-UP, LIVE!)	CLARK	IUR-13-5,03	0	
COVER-UP; WHAT GOVERNMENTS DO	STACY	MUJ-296,03	0	
COYNE CASE: CORRECTION & UPDATE	ZEIDMAN	IUR-14-2,17	11	
CRASH COURSE	DRUFFEL	MUJ-223,16	0	
CRASH/RETRIEVAL LID LIFTED? (SR II)	STRINGFIELD	MUJ-250,03	6	R
CRASH/RETRIEVALS: (SR V)	STRINGFIELD	MUJ-249,10	6	R
CRASHED SAUCERS, MJ-12 & THE DEBUNKERS	FRIEDMAN	92 SYMP,068	6	R
C:ASHED S¬UCERS: EVID IN SEARCH OF PROOF	MOORE	85 SYMP,130	6	R
CRASHED-SAUCER FORGERIES	NICKELL/FISCHE	IUR-15-2,04	6	R
CREDIBILITY OF UFO HYPOTHESES	CAMPBELL	MUJ-156,06	0	E
CREDIBILITY OF UFO HYPOTHESIS: CRITIQUE	STAFF	MUJ-161,05	0	E
CRITIC'S CORNER (ABDUCTIONS ABOUND)	WANDERER/DRUFFE	MUJ-177,16	5	A
CRITIC'S CORNER (ABDUCTIONS)	WANDERER	MUJ-172,15	5	A
CRITIC'S CORNER (ET OR NOT ET?)	WANDERER	MUJ-171,14	0	E
CRITIC'S CORNER (NESSIE & UFOS)	WANDERER	MUJ-176,17	0	F
CRITIC'S CORNER (REGRESSION)	WANDERER	MUJ-173,15	5	A
CRITICS CORNER: LESSONS OF NOVA	WANDERER	MUJ-178,15	0	
CRITIQUE OF THE BAILEY CASE	THOMAS	MUJ-187,11	7	
CROP CIRCLE AT MILAN, ILLINOIS	FISCHER	MUJ-279,05	6	C
CROP CIRCLE SAMPLING	LEVENGOOD &	MUJ-289,13	6	C
CROP CIRCLES IN THE U.S.S.R. ¬	AN¬RUS E	MUE-270,13	6	C
CROP CIRCLES: BRIEF HISTORY & OVERVIEW	STACY	91 SYMP,283	6	C
CROP CIRCLES: IS THERE A UFO CONNECTION?	WINGFIELD	94 SYMP,256	6	C
CROP CIRCLES: MYSTICAL VIEW	MIGLIORE	MUJ-278,03	6	C
CROP CIRCLES: PROP. PHYSICAL MEASUREMENT	WALES	MUJ-275,15	6	C
CRUISE MISSILE UFO DISAPPEARS	MACCABEE/SAINIO	MUJ-308,03	8	V
CRYPTOSNOBBERY	CLARK	IUR-17-6,03	0	
CUBE-SHAPED OBJECT TUMBLES ACROSS SKY		MUJ-189,16	1	
CUFOS GULF BREEZE POSITION: A RESPONSE	CUFOS/ED	MUJ-245,03	1	GB
CURRENT GULF BREEZE EVENTS	WALTERS	90 SYMP,072	1	GB
CURRENT ITALIAN SCENE	RUSSO	MUJ-204,15	1	F
CURRENT MEDIA ATTITUDES	SPEISER	MUJ-234,10	0	
CUTLER CORRECTION	MAECABEE E	MU+-243,20+	6	R
CYDONIAN HYPOTHESIS	BRANDENBURG &	89 SYMP,042	0	ASTR
DANGEROUS GAME REVIEWED	WEBB	MUJ-245,09	5	A
DAY UFOS FLEW OVER SAC HEADQUARTERS		MUJ-195,16	1	H
DAYLIGHT CLOSE ENCOUNTER	GORDON	MUJ-255,18	1	
DAYLIGHT DISC SEEN IN PHOENIX		MUJ-197,14	1	
DAYLIGHT DUMBELL	HAINES	IUR-14-5,12	1	
DEBUNKING, SOVIET STYLE	STONEHILL	IUR-16-2,15	0	F
DECEPTION ISLAND UFO SIGHTINGS	PERISSE	87 SYMP,142	1	F
DECEPTION, DISSOCIATION & ALIEN ABDUCTNS	SCHNABEL	MUJ-301,14	5	A
DEFENSE INTELLIGENCE AGENCY SEC. POSTER		MUJ-213,11	0	D
DEFINING THE BOUNDARIES	ALEXANDER	IUR-15-1,15	0	
DELIBERATE DECEPTION: BIG SUR UFO FILM	JACOBS, R.	MUJ-249,03	8	
DELPHOS REVISITED: PART II	ANDRUS	MUJ-213,14	6	
DELPHOS, KANSAS, CASE	PHILLIPS	MUJ-209,08	6	
DESERT SECRETS	AGGEN	MUJ-267,08	0	RD
DESIGNING FALSE REPORTS: ANOTHER EXAMPLE	LILJEGREN	MUJ-181,10	0	F
DETECTION & ANALYSIS OF AERIAL PHENOM	ELLISON	93 SYMP,113	3	
DIAMOND-SHAPED UFO IN PENNSYLVANIA	GORDON	MUJ-194,07	1	
DID A BALLOON CRASH AT ROSWELL?	SCHMITT/RANDL	IUR-15-4,04	6	R

DID UFO ABDUCT TWO U.S. FIGHTERS?	MARTIN	MUJ-261,20	11	D
DIFF BETWEEN PERCEPT OF UFOLOG AM & EURO	SPENCER	90 SYMP,036	0	F
DIFFERENT PICTURE	SAINIO	MUJ-294,14	8	
DISAPPEARANCE OF MARS OBSERVER	NORRIS	UE,V1,#10	0	AS
DISAPPEARANCE OF MARS OBSERVER PART II	NORRIS	UE,V1,#11	0	AS
DISC OBSERVED BY RUSSIAN SHIP IN 84	ROMANOV	IUR-18-3,17	1	F
DIX-McGUIRE UPDATED	STRINGF/HALL	MUJ-230,07	7	R
DO OUR SPY SATELLITES SEE UFOS?	REGEHR	MUJ-312,06	11	D
DO WE NOW HAVE TWO UFOLOGIES?	RANDLES	MUJ-240,10	0	
DOES THE ETH MAKE SENSE?	SWORDS	IUR-17-6,06	0	E
DON'T BOTHER ME WITH THE FACTS	RANDLE	IUR-18-1,16	6	R
DOODLEBUGS & LITTLE GREEN MEN	STACY	MUJ-209,03	6	R
DOUBT & DEVIOUSNESS IN UK CROP CIRCLES	KEEN	92 SYMP,037	6	C
DREAMLAND & THE CIA	BASIAGO	MUJ-291,10	6	RD
DUAL VICTIMS: THE ABUSED & THE ABDUCTED	LAIBOW	IUR-14-3,04	5	A
E-M EFFECTS ESTABLISHED UFO MYSTERY	HALL	MUJ-192,14	3	
EARTH-BASED UFOS	LEWIS	MUJ-191,16	1	
EARTHLIGHT ENIGMA	EVANS	MUJ-200,03	1	
EARTHLIGHTS REVELATION REVIEWED	NOYES	MUJ-263,15	1	
EARTHLIGHTS REVIEWED	LONG	MUJ-201,07	1	
EARTHLIGHTS: SCIENCE OR REVELATION?	LONG	IUR-15-3,13	1	
EAST COAST UFO IDENTIFIED	ANDRUS	MUJ-222,03	1	
ED WALTERS, THE MODELS & TOMMY SMITH	HUFFORD	MUJ-297,09	8	GB
EDITORIAL	STACY	MUJ-297,03	0	
EDUCATING MENTAL HEALTH PROFESSIONALS	CARPENTER	MUJ-302,18	5	A
ELECTRONIC HARASSMENT & ALIEN ABDUCTORS	LIVINGSTON	MUJ-307,04	5	A
ELEMENTARY, MY DEAR WATSON!	WHITEHURST	MUJ-246,15	7	E
ENCONTER OVER SIBERIA	HAINES	IUR-16-6,12	11	F
ENCOUNTER AT BLUFF LEDGE: UFO CASE HIST	WEBB	88 SYMP,018	1	
ENGLISH CROP CIRCLES	ANDREWS	91 SYMP,N/P	6	C
ENGLISH HOAX UPDATE	WINGFIELD	MUJ-284,18	6	C
ENID BRADY'S E-T CONTACT LEGACY	BRYANT	MUJ-179,12	7	E
ENQUIRER AND MUFON	ANDRUS	MUJ-192,16	0	
ENTITIES AT LA ROCHELLE	HIND	MUJ-183,06	7	F
ENTITIES: INITIAL FINDINGS, PART I	WRIGHT	MUJ-310,03	7	A
ENTITIES: INITIAL FINDINGS, PART II	WRIGHT	MUJ-311,03	7	A
ENTITY ENIGMA, THE	EVANS	84 SYMP,078	7	E
ENTITY SIGHTING IN MISSOURI	BEDELL	MUJ-282,18	7	
ESTIMATE OF THE SITUATION	CHRISTENSEN	MUJ-201,04	0	TR
ESTIMATE OF THE SITUATION 1984	SCHUESSLER	MUJ-191,03	0	TR
ET ARTIFACT TESTING	FRIEDMAN	MUJ-308,10	7	A
ET CONNECTION	STRINGFIELD	MUJ-294,12	7	
ET CONTACT: RELIGIOUS DIMENSION	DOWNING	90 SYMP,045	5	T
ET OR MT? RESPONSE TO KENNETH RING	WHITE	MUJ-255,08	5	A
ET PHONING - OR PHONY?	DOBBS	MUJ-179,06	0	E
ETH: A RE-EXAMINATION	TOUGH	MUJ-235,15	7	E
ETs: AN ECONOMY OF MEANS	REDDY	MUJ-217,06	7	E
EVALUATION OF MED INJURIES FROM CE'S	NIEMTZOW/SCHUES	MUJ-147,05	5	
EVIDENCE SUPPORTING UFO ABDUCT REPORTS	HOPKINS	85 SYMP,066	5	A
EXOPSYCHOLOGY	SCHUESSLER	MUJ-247,24	0	E
EXPAND PARAM OF ALIEN-HUMAN ABDUC AGENDA	TURNER	94 SYMP,019	7	A
EXPERIENCED ANAMALOUS TRAUMA: NEW DIRECT	LAIBOW	90 SYMP,100	5	A
EXPERIMENTERS' RESPONSE: IMAGINARY ABDUC	LAWSON/McCALL	MUJ-181,14	5	A
EXPERT VOUCHES FOR MJ-12 PAPERS	BLETCHMAN	MUJ-243,16	6	R
EXPLOSIVE BALL LIGHTNING	WEBB	MUJ-225,12	0	TR
EXTRAORDINARY DECADE (1980-1990)	CLARK	IUR-14-6,03	0	
EXTRAORDINARY ENCOUNTER HYPOTHESIS	ROJCEWICZ	MUJ-243,03	0	
EXTRATERRESTRIAL HYBRIDIZATION UNLIKELY	SWORDS	MUJ-247,06	7	E
EXTRATERRESTRIAL-PARAPHYSICAL CONTROVERS	HOPKINS	MUJ-153,03	5	A
F-16 RADAR TRACKS UFO	de BROSSES	MUJ-268,03	9	F
F-CLASS STARS AS EVOLUTION DRIVERS	AGGEN	MUJ-278,10	1	
FAITH, THEORY & UFOS	DOWNING	81 SYMP,035	0	T
FALL & RISE OF ET HYPOTHESIS	CLARK	88 SYMP,058	0	E
FALSE MEMORY SYNDROME	GOTLIB	MUJ-303,12	5	A
FAMILIAR ENTITY & DUAL REF IN LATENT ENC	NYMAN	MUJ-251,10	5	A
FANTASY-PRONE PERSONALITY HYPOTHESIS	BASTERFIELD	MUJ-309,16	5	A
FARISH'S ROLE IN RENDLESHAM	ANDRUS	MUJ-203,07	1	F
FATAL ENCOUNTER AT FORT DIX: CASE STUDY	STRINGFIELD	85 SYMP,041	7	R
FBI SPYING ON UFO RESEARCHERS?	BRYANT	MUJ-262,07	0	
FIELD INVESTIGATION	RIDGE	MUJ-217,16	0	TR
FIELD-INDUCTION MAGNETOMETER	PENNINGTON	MUJ-151,14	3	
FIFTY-SIX A/C PILOT SIGHTINGS INVOL E-M	HAINES	92 SYMP,101	3	
FILM REVIEW: FIRE IN THE SKY	TALARSKI	IUR-18-3,21	5	A
FINANCING NORTH AMERICAN UFO FEDERATION	ANDRUS	MUJ-187,15	0	
FIRE IN FOREST: NEW LIGHT ON RENDLESHAM	JAMISON	IUR-13-5,04	1	F
FIRST COLOR NIGHT PHOTOGRAPH	ANDRUS	MUJ-212,03	8	
FLARE SPARKS SIGHTING	WEBB	MUJ-221,16	1	TR
FLASHLIGHT IN THE FOREST	RIDPATH	MUJ-203,10	1	F
FLOATING UFOS	TAYLOR	MUJ-222,09	6	
FLORIDA FLURRY	WARE	MUJ-211,06	1	GB
FLORIDA PHOTO & CE III CASE	WARE/FLAN/ANDRU	MUJ-239,05	8	GB

FLORIDA SYMPOSIUM AIRS CONTROVERSEY	HUNEEUS	MUJ-269,08	0	
FLYING SAUCER FASCISM	CLARK	IUR-14-4,03	0	
FLYING SAUCER TECHNOLOGY	FRIEDMAN	80 SYMP,139	3	
FLYING SAUCERS vs. UFOS	STACY	MUJ-303,03	0	H
FLYING SAUCERS, NOISY NEGATIVSTS & TRUTH	FRIEDMAN	85 SYMP,097	0	E
FLYING WINGS & DEEP DESERT SECRETS	HAMILTON	MUJ-271,15	0	RD
FOGARTY ON KLASS: A COMMENT	ZEIDMAN	MUJ-160,10	0	
FOO-FIGHTERS: THE STORY SO FAR	ROBERTS	MUJ-240,03	1	H
FORBIDDEN SCIENCE: UFO PHEN & RESEARCH	VALLEE	92 SYMP,055	0	
FOREWARD TO SECRET LIKE	MACK	MUJ-287,08	5	A
FORMER COMBAT PILOT SEES OBJECT 3 TIMES		MUJ-191,12	1	
FORT WORTH P. CONF:J.BOND JOHNSON CONN	SCHMITT/RANDL	IUR-15-6,05	6	R
FORT WORTH, JUL 8, 1947: COVER-UP BEGINS	SCHMITT/RANDLE	IUR-15-2,21	6	R
FORTUNE PHOTO REVISITED	WEBB	IUR-18-5,14	8	
FORTY YEARS OF UFOLOGY IN SWEDEN	KUHLEMANN	87 SYMP,155	1	F
FORTY YEARS OF UFOS	DELL'AQUILA	MUJ-215,13	0	H
FORUM ON MJ-12	TODD/RODEG/GRE	IUR-15-3,15	6	R
FREDERICK VALENTICH ENCOUNTER UPDATE	NORMAN	MUJ-174,08	11	F
FRENCH ABDUCTION CASE		MUJ-145,07	5	A
FRENCH ABDUCTION FILE	MESNARD	MUJ-309,03	5	A
FRENCH FLAP IGNORED	SIDER/SCOTT	MUJ-289,03	1	F
FRINGE COVERAGE: A REVIEW	STACY	MUJ-251,16	0	
FROM ARNOLD TO HYNEK: END OF AN ERA	JACOBS	87 SYMP,118	0	H
FROM DESK OF STANTON T. FRIEDMAN	FRIEDMAN	IUR-15-6,03	6	R
FURTHER EVIDENCE LINK AN. MUTE & ABDUCT	HOWE	91 SYMP,133	4	M
FURTHER NOTES ON CANAL ZONE RADAR CASE	GREENWELL	MUJ-159,14	9	F
FUTURE OF UFOLOGY	HALL	IUR-18-5,07	0	TR
FYFFE AL EXPERIENCE	BAKER	90 SYMP,085	1	
GEPAN'S GUIDE TO UFO SIGHTINGS		MUJ-194,15	0	F
GEPAN'S MOST SIGNIFICANT CASE		MUJ-193,03	6	F
GERALD ANDERSON: DISTURBING REVELATIONS	CARPENTER	MUJ-299,06	7	R
GERALD ANDERSON: TRUTH VS. FICTION	CARPENTER	MUJ-281,03	6	R
GERMAN HYPOTHESIS, THE	MORRISON	MUJ-182,06	0	E
GERMAN UFO LIT NEEDS TRANSLATION	SINCLAIR	MUJ-160,11	0	F
GET INVOLVED & MAKE A DIFFERENCE!	HAINES	MUJ-317,14	0	
GI FIRES ON UFO IN KOREA	HAINES	IUR-15-6,23	6	
GLOBAL UFOLOGY-WORLDWIDE CASES, POLICIES	HUNEUUS	92 SYMP,173	0	F
GLOWING CLOUDS COURTESY NASA	GORDON	MUJ-214,10	0	TR
GLOWING SPHERE OBSERVATION	PHILLIPS	MUJ-143,10	1	
GOD HYPOTHESIS, THE	DOWNING	MUJ-246,10	0	T
GOING AROUND IN CIRCLES	TALARSKI	IUR-17-4,04	6	C
GOVERNMENT HARASSMENT: MUFON PRESS REL	BLETCHMAN	MUJ-250,13	0	
GOVERNMENT UFO CONNECTIONS	JONES	91 SYMP,173	0	F
GREAT BALLS OF FIRE	DAVIES	MUJ-240,06	1	
GREAT MARTIAN SCARE	SMITH	MUJ-219,03	0	F
GREAT SOVIET UFO COVER-UP: PART I	OBERG	MUJ-176,06	0	F
GREAT SOVIET UFO COVER-UP: PART II	OBERG	MUJ-177,06	0	
GREEN FIREBALLS	AGGEN	MUJ-271,10	1	AS
GREEN LIGHT OVER MANSFIELD	ZEIDMAN	IUR-13-6,13	11	
GREENISH GLOWING LIGHT SEEN IN PA & NJ	GORDON	MUJ-191,11	1	
GREENVILLE SIGHTINGS	CRAWFORD	MUJ-262,11	1	
GSW PHOTOANALYSIS	ADRIAN/SPAULDNG	MUJ-237,12	8	F
GUIDE TO SOME NATURAL GROUND MARKINGS	BASTERFIELD	MUJ-194,14	6	C
GULF BREEZE CE III- PART II	WARE/FLAN/ANDRU	MUJ-241,11	1	GB
GULF BREEZE CE III- PART III	WARE/FLAN/ANDRU	MUJ-242,12	1	GB
GULF BREEZE LIGHTS	MACCABEE	IUR-17-1,04	1	GB
GULF BREEZE LIGHTS	HUFFORD	IUR-17-1,11	1	GB
GULF BREEZE PHOTOGRAPHS	HYZER	MUJ-291,03	8	GB
GULF BREEZE RUFOS	OVERALL	IUR-17-2,14	1	GB
GULF BREEZE SIGHTINGS REVIEW		MUJ-262,12	1	GB
GULF BREEZE SUPPLEMENT	WARE/FLAN/ANDRU	MUJ-240,13	1	GB
GULF BREEZE UFO PHOTO ANALYZED	MACCABEE	MUJ-314,03	8	
GULF BREEZE UPDATE	WRIGHT	MUJ-274,08	1	GB
GULF BREEZE WITHOUT ED	MACCABEE	91 SYMP,185	1	GB
GULF BREEZE, FL, PART IV	WARE/FLAN/ANDRU	MUJ-243,09	1	GB
GULF BREEZE, FL, PART V	WARE/FLAN/ANDRU	MUJ-244,06	1	GB
GULF BREEZE: BALANCING THE SCALE	HALL/SMITH	MUJ-248,03	1	GB
GULLIBILITY & OTHER ERRORS	CLARK	IUR-14-3,03	0	
GUNSHOT WOUND FROM AN ALIEN?	GORDON	MUJ-189,07	7	
HARVESTING USEFUL DATA FROM CROP CIRCLES	RUTKOWSKI	IUR-16-2,16	6	C
HAS SCIENCE SOMETHING TO DO WITH UFOS?	PETIT	91 SYMP,039	0	F
HATCH ENIGMA	RANDLE/SCHMITT	IUR-18-2,18	6	R
HAUNTING OF KITLEY WOODS- ONGOING SAGA	HOPKINS	84 SYMP,167	5	A
HEALTH EFFECTS: A RESPONSE	PERSINGER	MUJ-249,17	3	
HELICOPTERS, UFOS, AND THE PSYCHE	STILLINGS	MUJ-231,03	0	
HELPING ABDUCTEES	MACK	IUR-17-4,10	5	A
HERR LINKE & FLYING WARMING PAN	BLOECHER	MUJ-153,06	1	F
HESSDALEN PHOTOGRAPHS	ODD/GUN/ROED	MUJ-237,11	8	F
HESSDALEN: AN INTRODUCTION	STACY	MUJ-237,03	0	F
HIDING THE HARDWARE	MACCABEE	IUR-16-5,04	6	R
HIGH STAKES	CLARK	IUR-16-3,03	0	

HIGH STRANGENESS IN COLORADO VALLEY	CLEMENS	MUJ-313,13	1	
HIGHER DIMENSIONS	EDEN	MUJ-205,08	0	
HIST & CULTURAL INTERP OF UFOS S. AFRICA	HIND	87 SYMP,039	1	F
HISTORICAL NOTES: THOMAS MANTELL	JONES	MUJ-264,18	11	H
HISTORICAL SURVEY OF UFO CASES IN CHILE	HUNEEUS	87 SYMP,180	1	F
HISTORY LESSON	CLARK	IUR-18-3,03	0	H
HISTORY OF G/B, FL SIGHTING EVENTS	MACCABEE	88 SYMP,113	1	GB
HISTORY OF UFO REPORTS IN CANADA	FRIEDMAN	87 SYMP,N/P	1	F
HOAXER & THE HOAXED	CLARK	IUR-17-4,03	6	R
HOAXES AND AWHOLE LOT MORE	STACY	MUJ-277,09	6	C
HOLY COMMUNION?	DOWNING	MUJ-228,08	5	T
HOUSE OF CARDS: BUTLER/HANSEN/STEFULA CR	HOPKINS	IUR-18-2,08	5	A
HOW TO BUILD MODEL UFOS	LaPORTE	MUJ-152,08	8	TR
HOW TO MAKE AN ALIEN	BULLARD	IUR-14-6,10	7	E
HOW TO MAKE YOUR OWN GULF BREEZE PHOTOS	UTRECHT	IUR-14-3,20	8	GB
HOW TO MEASURE A CIRCLE	KINGSLEY	MUJ-278,09	6	C
HUGE SAUCER OVER PENNSYLVANIA	CRAIN	MUJ-200,06	1	
HUM'N'WHISTLE A UFO TUNE	McCAMPBELL	MUJ-202,14	0	
HUMAN FACTORS IN UFO SIGHTINGS	WESTRUM	81 SYMP,060	0	
HUMAN-ALIEN CONTACT AS META-LEVER/HISTOR	LINDEMANN	94 SYMP,049	0	E
HUMANOID CASE WITH MESSAGE	HALL	MUJ-143,12	7	E
HUMANOID ENCOUNTER	WESTRUM	MUJ-215,14	7	E
HUMANOID REPORT FROM CHICAGO, IL	BLOECHER	MUJ-159,09	7	E
HUNTER SIGHTS UFO IN N. CALIFORNIA	CERNY	MUJ-151,13	1	
HUNTERS FIND MORE THAN THEY BARGAINED	HAGLUND	MUJ-192,08	1	
HYBRID THOUGHTS	JACOBS	MUJ-250,10	7	E
HYBRIDIZATION QUESTION	VALLEE	MUJ-290,11	7	
HYNEK'S LAST WISH FOR UFOLOGY	CHRISTENSEN	88 SYMP,012	0	
HYPERSPACE (VIRTUAL STATE) ENGINEERING	BEARDEN	80 SYMP,104	3	
HYPNOSIS & CREATIVITY IN ABDUCTION REPS	CARLOS	MUJ-296,12	5	A
HYPNOSIS VERSUS UFO REALITIES	NELSON	MUJ-148,03	5	A
HYPOTHESIS OF RETICULIAN INTENTIONS	BRANDENBURG	MUJ-269,11	0	E
HYPOTHETICAL PLAN FOR CRASH/RETRIEVAL	BERLINER	89 SYMP,069	6	R
HYSTERIA & UFOS- IS THERE A CONNECTION?	SWORDS	MUJ-196,17	5	
I REMEMBER BLUE BOOK	ZEIDMAN	IUR-16-2,07	0	H
IMAGERY & CLOSE ENCOUNTERS	BASTERFIELD	MUJ-162,03	0	
IMPLANT ENIGMA, THE	SCHUESSLER	MUJ-266,18	5	A
IMPLANT ENIGMA, THE: PART II	SCHUESSLER	MUJ-269,14	5	A
IMPLANTS	BASTERFIELD	IUR-17-1,18	5	A
IMPOSSIBLE TESTIMONY OF JANET KIMBALL	SMITH	IUR-18-2,06	5	A
IN DEFENSE OF MEMORY	KERTH	IUR-17-3,15	5	A
IN THE BLACK (OUT THERE)	RODEGHIER	IUR-15-5,09	6	D
IN THE LAND OF DREAMS	CAMERON/CRAIN/	IUR-15-5,04	6	RD
INFERNAL UFOS: BIGGER INSIDE THAN OUT?	KULIKOWSKI II	MUJ-313,09	5	A
INFLUENCE OF HYPNOSIS IN INV OF ABDUCTNS	WEBB	85 SYMP,087	5	A
INFORMATION OR MISINFORMATION?	HARDER	MUJ-270,09	0	
INNOCENT ON ALL COUNTS	MOORE	IUR-15-2,17	0	
INSIDE BUILDING 263: VISIT TO BLUE BOOK	WEBB	IUR-17-5,03	0	H
INSIGHTS FROM STUDYING GROUPS OF UFOS	HAINES	94 SYMP,153	2	
INSIGHTS INTO ANCIENT ASTRONAUT THEORY	PHILLIPS	91 SYMP,079	7	E
INSTR SENSING, RECORDING, & DOC OF T.P.	STANFORD	80 SYMP,151	3	
INTERNATIONAL DIRECTOR VISITS MIDW GPS	ANDRUS	MUJ-187,16	0	
INTERSTELLER SPACEPORTS & TRANS SYSTEMS	HOLT	86 SYMP,081	3	RD
INTERVIEW WITH ARTHUR C. LUNDAHL (CIA)	HUYGHE	MUJ-144,03	0	D
INTERVIEW WITH BOB LAZAR	KIRBY	MUJ-306,08	3	RD
INTERVIEW WITH DR. J. ALLEN HYNEK	STACY	MUJ-202,03	0	
INTERVIEW WITH JACQUES VALLEE	STRAND	MUJ-241,03	0	
INTERVIEW WITH JESSE MARCEL, JR., M.D.	FISCHER	MUJ-279,08	6	R
INTO THE MYSTIC	CLARK	IUR-18-5,03	0	
INTRUDERS: A REVIEW	HALL	MUJ-230,16	5	A
INTRUDERS: UFO ABDUCTIONS	HOPKINS	MUJ-227,03	5	A
INVENTION OF A GULF BREEZE UFO	BECKER	IUR-17-2,19	1	GB
INVESTIGATOR'S JIGSAW	WRIGHT	MUJ-209,04	0	TR
INVISIBILITY & THE UFO ABDUCTN PHENOM	HOPKINS	93 SYMP,182	5	A
INVISIBLE UFO	RIDGE	MUJ-212,15	5	A
INVISIBLES, THE	WHITEHURST/CRAW	MUJ-245,05	9	
IS THIS ADAMSKI'S SAUCER?	ECKHARDT	MUJ-219,04	8	H
ITALIAN GOVERNMENT REPORT	NEWS	MUJ-146,15	0	F
ITALIAN SCENE, 1947-1987: A ROUND UP	PINOTTI	87 SYMP,013	1	F
ITALIAN UFO WAVE OF 1978	HALL	MUJ-153,12	1	F
JACQUES VALLEE & JOSEPH CAMPBELL	CASTEEL	MUJ-287,13	0	
JAL SIGHTING UPDATE	ANDRUS	MUJ-227,04	9	
JAL: KLASS DISPUTED	WHITEHURST	MUJ-235,12	9	
JAPANESE VIDEO BAFFLES EXPERTS	SAINIO	UE,V1,#7	8	V
JESSE MARCEL & ROSWELL INC: AN EXCHANGE	ALLAN/RANDLE	IUR-18-3,13	6	R
JINDABYNE "ABDUCTION"	MORAVEC	MUJ-238,13	5	A
JOIN THE CAMPAIGN TO LIFT SECRECY LID		MUJ-190,06	0	
JOURNAL'S ADIEU TO BAILEY PHOTOS	DRUFFEL	MUJ-189,09	7	
KAL KORFF & MEIER HOAX: RESPONSE PART 2	STEVENS	MUJ-165,11	8	F
KAL KORFF & MEIER HOAX: RESPONSE PT.1	STEVENS	MUJ-164,03	8	F
KECKSBURG CRASH UPDATE	GORDON	MUJ-258,03	6	R

KECKSBURG UFO CRASH	GORDON	MUJ-274,03	6	R
KECKSBURG UFO CRASH	GORDON	MUJ-257,03	6	R
KECKSBURG UFO SEEN AT A.F. BASES	SANTUS	MUJ-274,06	6	R
KENDALL COUNTY SIGHTING (IL)	ZAVODNY	MUJ-246,25	1	
KENNETH ARNOLD REVISITED	LONG	MUJ-230,03	0	H
KENNETH ARNOLD: UFO PIONEER	LONG	MUJ-165,07	11	H
KENTUCKY CHOPPER CASE	RUTHERFORD	MUJ-302,09	11	
KIRTLAND LANDING	MACCABEE	MUJ-204,09	1	D
KLASS & FRIEDMAN DEBATE	STACY	MUJ-160,03	0	
KLASS CONCERNS	HOPKINS	MUJ-235,13	5	A
KLASSICAL ENCOUNTER, A	FOGARTY	MUJ-157,07	0	
KUDOS FOR KENNETH RING	KAHN	MUJ-255,06	5	A
LA PAZ, ROSWELL & GREEN BALLS	TODD	MUJ-315,03	6	R
LAB RESULTS OF 1966 SWAMPGAS CASE		MUJ-195,12	1	
LAND WITHOUT FREEDOM	RANDLES	MUJ-223,12	0	F
LANDING OF BARRE-DES-CEVENNES	TYRODE	MUJ-144,06	6	F
LANGENBURG, 1974: CLASSIC CE-2 & CCIRCL	TIMMERMAN	IUR-17-2,04	6	C
LAST DECADE?	CLARK	IUR-15-2,03	1	
LATENT ENCOUNTER EXPERIENCE MODEL	NYMAN	MUJ-242,10	5	A
LAW OFFICER REPORTS CEII INCIDENT	GORDON	MUJ-253,10	5	
LEGEND OF THE SPITSBERGEN SAUCER	BRAENNE	IUR-17-6,14	6	R
LENTICULAR CLOUD IN MALAYSIA	JAMALUDIN	MUJ-183,17	1	F
LET THE DEBATE BEGIN	CLARK	IUR-15-1,03	0	
LET US NOW PRAISE ED RUPPELT	CLARK	IUR-16-5,03	0	H
LETTER FROM BRAZIL	PRATT	MUJ-232,14	0	F
LETTER FROM CHINA	DONG	MUJ-154,07	0	F
LETTER TO CARL SAGAN	HOPKINS	IUR-18-1,15	5	A
LETTERS: KLASS VS. HALL		MUJ-188,12	0	
LIFE NOT SO LONELY	SWORDS	MUJ-253,16	0	ASTRO
LIGHT AT THE END OF THE TUNNEL	CORTILE	MUJ-302,12	5	A
LIGHT PUZZLE IN PERTH, AUSTRALIA	UFORA	MUJ-196,09	1	
LIGHT SHOW OVER LANCASTER	HAMILTON	MUJ-286,03	1	
LIGHT YEARS: AN OPEN LETTER	KINDER	MUJ-228,03	0	
LIGHT-BENDING CASE	CHALKER	MUJ-145,17	3	F
LIGHTS, AIRCRAFT PUZZLE POLICE	BOECHE	MUJ-183,03	1	
LINDA CORTILE ABDUCTION CASE	HOPKINS	MUJ-293,12	5	A
LITTLE PHYSICS...LITTLE FRICTION (CONDON	WOOD	IUR-18-4,06	3	RD
LLANO LIGHTS	ANDRUS	MUJ-198,08	1	
LONELINESS OF LONG DISTANCE RUNNER	STACY	MUJ-307,03	0	
LONELY LIFE OF A DOUBLE PLANET	PEARSON	MUJ-247,03	0	AST
LONG-DISTANCE RUNNER: PART II	STACY	MUJ-308,12	0	TR
LONG-TERM EFFECTS OF CLOSE ENCOUNTERS	DECKER	MUJ-229,08	5	
LOONEY A LOOK: CROP CIRCLES W. MANITOBA	RUTKOWSKI	IUR-17-5,09	6	C
LOSING A BATTLE WHILE WINNING THE WAR	HOPKINS	MUJ-314,10	5	A
LOST BLUE BOOK RECORDS SURFACE	GREENWOOD	MUJ-307,11	1	D
LUMINOSITY REPORTS	NOYES	MUJ-304,06	6	C
MACHINELIKE UNDERGROUND SOUNDS & UFO PHE	LONG	IUR-16-6,03	6	
MAGNETIC ANALYSIS OF CAR LIFTS	WILLSEY	MUJ-246,17	3	
MAGNETIC MOMENT: A REVIEW	THOMAS	MUJ-258,13	3	
MAJ. DONALD E. KEYHOE: AN APPRECIATION	HALL	MUJ-250,12	0	
MAJESTIC & MOORE: NOT GUILTY!	SIDER	MUJ-256,14	6	R
MAJESTIC 12	MOORE	MUJ-231,10	6	R
MANSFIELD HELICOPTER CASE	ZEIDMAN	89 SYMP,012	11	
MANTELL DIARY, A	CRAIN	MUJ-217,09	11	H
MARFA LIGHTS, THE	STACY	MUJ-235,03	1	
MARINE LIGHT WHEELS	HENDRICKSON	MUJ-227,06	1	
MARS FEATURES REVIEWED	DOUGLASS	MUJ-253,19	0	AS
MASS HYSTERIA & MW SIGHTINGS, PART II	SWORDS	MUJ-197,16	1	
MASSACHUSETTS FORUM	WEBB	MUJ-211,08	0	
MASSACHUSETTS MUFON FORUM	WEBB	MUJ-199,03	1	
MATTER OF ETHICS	JACOBS	IUR-18-2,15	5	A
McDIVITT SIGHTING	OBERG	MUJ-213,05	8	
McDIVITT SIGHTING: PART II	OBERG	MUJ-214,03	8	
MEDICAL EVIDENCE IN UFO CASES	SCHUESSLER	85 SYMP,078	5	
MEDICAL INJURIES CATALOG	SCHUESSLER	MUJ-166,07	5	
MEDICAL INJURY PROTOCOL	NEA	MUJ-225,14	5	
MEDJUGORJE UO	MACCABEE	IUR-17-2,12	8	F
MEIER CASE	DEARDOFF	MUJ-211,01	8	F
MEIER INCIDENT, THE: INFAMOUS HOAX	KORFF	MUJ-154,03	8	F
MEMORIES OF LOOKOUT: UFOS ON YAKIMA RESV	LONG	MUJ-170,07	1	
MEN IN BLACK	ROJCEWICZ	MUJ-263,03	7	MIB
MENTAL CQ AND PHYCHOLOG DISTURB: PART I	MORAVEC	MUJ-180,09	5	
MENTAL CQ AND PSYCHOLOG DISTURB: PART II	MORAVEC	MUJ-181,07	5	
MENZEL MYSTERY	ANDRUS	MUJ-233,15	6	R
MERCURY- POSS CLUE TO UFO PROPUL PART II	DRUFFEL	MUJ-197,12	3	
MERCURY- POSS CLUE TO UFO PROPULSION	DRUFFEL	MUJ-196,15	3	
MESSAGE FROM THE AIR FORCE?	CERNY	MUJ-159,18	0	H
METEOR CONNECTION	SCHOENHERR	MUJ-205,06	0	ASTR
MICHIGAN STATE SYMPOSIUM	ANDRUS	MUJ-220,03	0	SY
MICHIGAN VISUAL & RADAR SIGHTINGS	COYNE	MUJ-317,08	9	
MIDDLETON HUMANOIDS AFFAIR	WEBB	MUJ-143,07	7	E

MIDWEST CROP CIRCLES	AGGEN	MUJ-272,15	6	C
MILITARY SECRECY: SAILORS, SOLDIERS, AIR	HALL	MUJ-153,04	0	
MIND-BODY PROBLEM & UFO RESEARCH	HANSEN	MUJ-163,11	0	E
MINNESOTA CE-III	McNEFF	MUJ-220,09	7	
MINNESOTA PHYSICAL EVIDENCE ANALYZED	HALL	MUJ-146,11	6	
MIRACLES IN MEDJUGORJE	MIGLIORE	MUJ-268,13	1	F
MISSING EMBRYO/FETUS SYNDROME	NEAL	92 SYMP,213	5	A
MISSING FETUS CASE SOLVED	DRUFFEL	MUJ-283,08	5	A
MISSING TIME	RANDLE/SCHMITT	IUR-17-4,21	6	R
MISSING TIME AS MISSING LINK	SCHMIDT	MUJ-184,06	5	A
MISSING TIME: PSYCHOLOGIST EXAMINES EVID	CLAMAR	81 SYMP,076	5	A
MISSOURI WAVE	BEDELL &	MUJ-289,15	1	
MIXED MESSAGE	CARPENTER	MUJ-260,20	5	A
MJ-12 & PHIL KLASS: WHAT ARE THE FACTS?	MOORE/FRIEDMAN	88 SYMP,205	6	R
MJ-12 INFORMANT, AN	CRAIN	MUJ-261,15	6	R
MJ-12 JURY STILL OUT	CLARK	MUJ-235,09	6	R
MJ-12 MAGIC ACT	GREENWOOD	MUJ-236,10	6	R
MJ-12 REBUTTAL	TODD	MUJ-261,17	6	R
MJ-12: AN OPEN LETTER	MOORE	MUJ-249,08	6	R
MJ-12: FACTS, Q&A	HASTINGS	MUJ-254,03	6	R
MJ-12: JURY STILL OUT	FRIEDMAN	IUR-15-2,13	6	R
MJ-12: REBUTTING A "REBUTTAL"	FRIEDMAN	MUJ-264,07	6	R
MJ-12: THE FBI LINK	REDFERN	UE, V1,#10	0	D
MODERN BIOLOGY AND ET HYPOTHESIS	SWORDS	91 SYMP,050	5	E
MONTANA MOVIE	LEMING	MUJ-223,10	8	
MORE ON BETTY HILL	LaPORTE	MUJ-220,12	5	A
MORE ON BRAZILIAN OVNIS	SMITH	MUJ-221,04	11	F
MOST SIGNIFICANT SIGHTINGS IN GERMANY	IIOBRAND/LUDWIG	93 SYMP,239	1	F
MOTHER & CHILD TEXAS ABDUCTION CASE	WILLIS	MUJ-167,3	5	A
MOVIE REVIEW ("HANGER 18")	MATHEY	MUJ-151,16	6	R
MOVIE REVIEW (HANGER 18)	DAVIS	MUJ-156,15	6	R
MOVING LTS, DISCS, ANIMAL MUT IN AL	HOWE	93 SYMP,026	4	M
MUFON - WORLD LEADER IN UFOLOGY	SCHUESSLER	94 SYMP,173	0	
MUFON AMATEUR RADIO NET REPORT	DOBBS	MUJ-244,11	0	
MUFON FEATURED ON NATIONWIDE BROADCAST		MUJ-157,03	0	
MUFON INTERNATIONAL ACTIVITIES	SINCLAIR	MUJ-171,15	0	F
MUFON PHYSICAL TRACE RESEARCH GROUP	PHILLIPS	MUJ-144,16	6	
MUFON VERSUS THE NEW AGE	GARNER	MUJ-308,13	0	TR
MUFON'S CONCLUSIONS ON THE WALTERS CASE	ANDRUS	MUJ-297,12	8	GB
MUFON-NC 4TH ANNUAL TRAINING CONFERENCE	FAWCETT	MUJ-150,18	0	
MUFON-NC SYMPOSIUM	HALL	MUJ-185,12	0	
MUFON-NORTH CAROLINA UFO CONFERENCE	HALL	MUJ-173,08	0	
MULTIPLE ABDUCTIONS IN CANADA: PART I	FENWICK	MUJ-183,10	5	A
MULTIPLE ABDUCTIONS IN CANADA: PART II	FENWICK	MUJ-184,03	5	A
MULTIPLE WITNESS SIGHTING STRUCTURED UFO	SEIFRIED	MUJ-173,11	1	
MULTIPLE- WITNESS PHOTO CASE	STANFORD	MUJ-196,10	8	
MUNDRABILLA INCIDENT, THE	ANDRUS	MUJ-239,16	6	F
MUNDRABILLA INCIDENT- PART II	ANDRUS	MUJ-240,14	6	F
MUTE EVIDENCE REVIEWED	WANDERER	MUJ-205,14	4	M
MUTE EVIDENCE REVISITED	SEIFRIED	MUJ-212,13	4	M
MUTILATED REALITY	CLARK	IUR-17-1,03	4	M
MYSTERIOUS AIRSHIPS: A COMMENT	BERLINER	MUJ-169,07	1	H
MYSTERIOUS AIRSHIPS: COMMENTARY II	WINKLER	MUJ-172,14	1	H
MYSTERY METEORS	GORDON	MUJ-223,08	0	AS
N. CALIFORNIA UFO FLURRY	HALL	MUJ-167,8	1	
NATIONAL ARCHIVES MJ-12 RESPONSE	NAT ARCHIVES	MUJ-233,17	6	R
NATIONAL UFO CONFERENCE	ANDRUS	MUJ-220,14	0	
NATIONAL UFO INFORMATION WEEK	CHRISTENSEN	MUJ-210,05	0	
NATURE'S CROP CIRCLES, NATURE'S UFOS	RANDLES	IUR-16-3,14	6	C
NEBRASKA CONFERENCE		MUJ-188,03	0	
NEED FOR SKEPTICS	RIGG	MUJ-246,13	0	TR
NEUROPSYCHOLOGICAL ASPECTS OF VISITR EXP	PERSINGER	MUJ-247,10	3	
NEVER TO HAVE REASONED AT ALL	BULLARD	IUR-14-1,13	0	
NEW BRUNSWICK CLOSE ENCOUNTER	WEBB	MUJ-262,09	1	
NEW DIRECTOR OF PUBLICATIONS & MUJ ED		MUJ-198,04	1	
NEW MODEL OF INVESTIGATION: PART I	SPENCER	MUJ-257,06	5	A
NEW MODEL OF INVESTIGATION: PART II	SPENCER	MUJ-258,06	5	A
NEW PHYSICAL EVIDENCE CASES IN AUSTRALIA	BASTERF/CHALKER	MUJ-156,03	9	F
NEW PROTOCOL FOR ABDUCTION RESEARCH	ALEXANDER	MUJ-307,07	5	A
NEW REVELATIONS FROM ROSWELL	SCHMITT	90 SYMP,154	6	R
NEW ROSWELL REVELATIONS: GENERAL SPEAKS	SHANDERA	MUJ-273,12	6	R
NEW VIEW ON PLEIADES	HALL	MUJ-150,08	0	ASTR
NEW WITNESS TO SAN AGUSTIN CRASH	O'BIEN	MUJ-275,03	6	R
NEW YORK CROP CIRCLE INVESTIGATION	CORMIA	MUJ-313,16	6	C
NEW YORK TIMES OBITUARY	NYT	MUJ-217,03	0	H
NEW YORK UFO TOWN-HALL MEETING	BRYANT	MUJ-198,05	1	
NEW ZEALAND ENTITY REPORTS	BASTERFIELD	MUJ-177,04	7	F
NEW ZEALAND R/V FILM CASES, PART II	MACCABEE	MUJ-147,07	9	F
NEW ZEALAND R/V-FILM CASES, PART I	MACCABEE	MUJ-146,03	9	F
NICAP AND LESSONS FROM THE PAST	HALL	IUR-17-3,17	7	
NICAP IS VERY MUCH ALIVE	ANDRUS	MUJ-194,19	0	H

NICAP: THE BITTER TRUTH	HALL	MUJ-145,11	0	
NIGHT NORAD WENT ON TOP ALERT	RIDGE	MUJ-192,05	9	
NIGHT SEIGE	IMBROGNO	MUJ-232,12	0	
NINE AMATEUR ASTRONOMERS OBSERVE UFO	KREMJL	MUJ-190,03	1	F
NL ON YAKIMA INDIAN RESERVATION	LONG	MUJ-184,08	1	
NORTH CAROLINA UFO	FAWCETT	MUJ-215,05	3	
NORTH CAROLINA UFO CONFERENCE	HALL	MUJ-161,03	0	
NORTHERN LIGHTS	EVANS	MUJ-185,08	0	TR
NOT-SO-MYSTERIOUS AIRSHIPS OF 1896-97	WINKLER	MUJ-169,03	1	H
NOTE ON TRAVIS WALTON EXPERIENCE	NELSON	MUJ-159,08	5	A
NOTES ON TIME TRAVEL	JACOBS	IUR-16-4,21	0	TT
NOVA: DIRECTOR'S OPEN LETTER	ANDRUS	MUJ-175,03	0	
NOVA: GUEST EDITORIAL	HYNEK	MUJ-175,04	0	
OBLONG UFO LANDS ON WATER	SCHUESSLER	MUJ-178,11	6	
OBSERVATIONS OF A RARE ASTRONOM PHENOM	STACY	MUJ-166,11	0	ASTR
OBSERVATIONS ON THE INACCESSIBLE CASES	LEET	MUJ-148,13	0	
OCCULTNESS & AMBIGUITY	DEARDOFF	MUJ-236,05	8	F
OF A FIRE IN THE SKY	BRILLIANT	MUJ-298,03	7	
OHIO FLAP	DELL'AQUILA	MUJ-249,15	1	
OLD FLYING WING WITH CHRISTMAS LIGHTS	LONG	MUJ-188,13	1	
ON MASS PANIC & OTHER FAVORITE MYTHS	HALL, ROBT	90 SYMP,061	5	
ON THE ISSUE OF PUB INFO CONCERNING UFOS	CHRISTENSEN	MUJ-186,14	0	
ON THE NATURE OF UFO REPORTS	SMITH	MUJ-237,17	2	
ON UFO NOISES	SMITH	IUR-18-4,19	2	
ONCE UPON A TIME IN THE WHEAT	STRAINIC	MUJ-284,03	6	C
ONE IN FORTY	DENNETT	MUJ-266,09	5	A
OPEN LETTER	BLETCHMAN	MUJ-285,07	0	
OPEN LETTER TO CARL SAGAN	FRIEDMAN	MUJ-253,20	0	
OPEN LETTER TO FORMER SUBSCRIBERS F/S		MUJ-186,16	0	
OPEN LETTER TO ROBERT SHEAFFER	McCAMPBELL	MUJ-160,07	0	
OPEN LETTER: UNITED NATIONS		MUJ-295,14	0	
OPERATION BLUE FLY	STONE	92 SYMP,205	6	R
OPERATION BLUEBERRY: OEYDALEN ENCOUNTER	BLOECHER	MUJ-161,09	7	F
ORANGE BALLS OF LIGHT	LONG	MUJ-266,04	1	
ORDINARY UFO	FOWLER	MUJ-249,14	1	
OREGON SHERIFF'S SIGHTINGS	LONG	MUJ-172,13	1	
OREGON SKI AREA SIGHTINGS	ZELLER	MUJ-168,17	1	
OREGON UFO PHOTO IDENTIFIED	CERNY	MUJ-309,14	8	
OVERHEATING OF CAR BATTERIES	McCAMPBELL	MUJ-167,14	3	
PARADOXICAL ENERGY LEVELS	NOYES	MUJ-242,17	3	
PARALYSES BY MICROWAVES	NEAL	MUJ-283,13	3	
PARANET CLASSIFICATION	SPEISER	MUJ-230,15	2	
PARANOIA	CLARK	IUR-14-1,03	0	
PARANOID TEMPTATION	HOPKINS	MUJ-274,09	5	A
PATTERNS IN THE DATA	RUTKOWSKI	IUR-16-3,17	2	F
PEEKING UNDER THE COVERATURE	OECHSLER	MUJ-285,08	0	
PELLEY TIME-LAPSE UFO ENCOUNTER	WEBB	MUJ-254,11	5	A
PENDULUM FROM THE PLEIDES	MACCABEE	IUR-14-1,11	8	F
PENN STATE SIGHTING	GORDON	MUJ-212,08	1	
PENNSYLVANIA CLOSE ENCOUNTER	GORDON	MUJ-210,08	1	
PENNSYLVANIA FLAP BIGGEST SINCE 1973	GORDON	MUJ-188,09	1	
PENNSYLVANIA LOW-LEVEL UFO SIGHTINGS	GORDON	MUJ-172,03	1	
PENNSYLVANIA REPORTS	GORDON	MUJ-206,05	1	
PENNSYLVANIA TRACE CASE	GORDON	MUJ-225,16	6	
PENNSYLVANIA WAVE	GORDON	MUJ-224,07	1	
PENSACOLA UFO	HUFFORD	MUJ-282,17	1	GB
PENTACLE LETTER & BATTELLE UFO PROJECT	ZEID/RODEGHIER	IUR-18-3,04	0	D
PENTAGON INVESTIGATES CASH-LANDRUM CASE	SCHUESSLER	MUJ-176,03	10	
PENTAGONAL AND OTHER UNUSUAL UFOS	SCHUESSLER	MUJ-177,03	0	
PENTAGONAL UFOS	SCHUESSLER	MUJ-164,10	1	
PERCIPIENT STUDIES GROUP	MORAVEC	MUJ-177,12	5	A
PERCIPIENT-DEPENDENT COMPONENTS	SCHOENHERR	MUJ-162,10	5	A
PERSERVERENCE REWARDED	CERNY	MUJ-179,03	0	
PERSINGER THEORY, THE	WANDERER	MUJ-184,09	3	
PERSONAL PRIMER, A	HOPKINS/JACOBS	MUJ-238,06	5	A
PERUVIAN OVNIS	LEVINE	MUJ-220,16	1	F
PETALUMA UFO	PAGE	MUJ-221,08	1	
PHILIP & HOWARD (OUT THERE)	CLARK	IUR-15-5,03	0	D
PHOTO ANALYSIS: A PICTORIAL PRIMER	SAINIO	92 SYMP,132	8	
PHOTOGRAPH & ITS AFTERMATH	SCOTT	IUR-15-5,12	8	
PHYS TRACE LANDING REPS: CASE FOR UFOS	PHILLIPS	85 SYMP,113	6	
PHYSICAL EVIDENCE FOR UFOS IN AUSTRALIA	CHALKER	MUJ-157,04	6	
PHYSICAL TRACES: TRUTH OR CONSEQUENCES?	VERGA	MUJ-198,06	6	C
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-186,11	9	
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-181,06	9	
PILOT TWICE ENCOUNTERS RINGED UFO	PAGE	MUJ-168,03	11	
PINPOINTING HOAXHOLES	RIGG	MUJ-262,03	0	TR
PIONEER 10 PLAQUE		MUJ-214,14	0	
PIPELINE PROGRESS	CHRISTENSEN	MUJ-222,13	0	
PLANE DISAPPEARANCE OPEN (VALENTICH)	SUFOI	MUJ-144,11	11	F
PLASMA OR UFO?	LONG	MUJ-172,12	1	

POLICEMAN ENCOUNTERS DIAMOND-SHAPED UFO	SCHUESSLER	MUJ-182,03	1	
POSS INC CANCER & DEPR RISK (NR FLAPS)	PERSINGER	MUJ-244,03	3	
POSSIBLE PHYSICAL MECHANISM FOR PROD CC	BRANDENBURG	MUJ-276,10	6	C
POSSIBLE REPTILIAN ORIGINS OF UFO OCCUP	AGGEN	MUJ-174,14	7	E
POST ABDUCTION SYNDROME	WESTRUM	MUJ-224,07	5	A
POST-ABDUCTION SYNDROME	JACOBS	88 SYMP,086	5	A
PREDICTING UFO EVENTS & EXPERIENCES	PERSINGER	82 SYMP,033	3	
PREHISTORIC UFOS	BULLARD	MUJ-243,14	0	H
PRELIM ANALYSIS OF MEDICAL INJURIES	NIEMTZOW	80 SYMP,131	5	
PREPARING FOR NEXT UFO FLAP	HYNEK	82 SYMP,079	0	
PRESENT AT THE ABDUCTION	BASTERFIELD	IUR-17-3,13	5	A
PROBABLE CHILDHOOD ABDUCTION	HOPKINS	MUJ-156,04	5	A
PROBLEMS & LESSONS OF ANOMALOUS AERIAL P	RUBTSOV	MUJ-248,08	0	
PROFESSIONALISM IN UFOLOGY	BRAY	82 SYMP,013	0	
PROFESSOR JEAN-PIERRE PETIT INTERVIEWED	de BROSSES	MUJ-273,03	0	F
PROJECT ARGUS REPORT	CHOROST	MUJ-304,04	6	C
PROJECT HESSDALEN	HAVIK	MUJ-237,04	0	F
PROJECT ID: 13 YEARS & 160 SIGHTINGS	RUTLEDGE	86 SYMP,161	1	
PROJECT IDENTIFICATION:AUTHOR'S RESPONSE	RUTLEDGE	MUJ-179,09	0	
PROJECT MOON DUST	GREENWOOD	MUJ-221,06	0	D
PROJECT PENNINE: LANDSCAPE/UFO STUDY	CLARKE	MUJ-248,11	0	
PROJECT VISIT: DETERMINE WHAT THEY ARE	KISSINGER/SCHUE	80 SYMP,014	0	E
PROOF BEYOND REASONABLE DOUBT	GERSTEN	85 SYMP,N/P	0	
PROPERTIES OF UFO PHENOMENON	HYNEK	84 SYMP,162	0	
PROPOSED FEDERATION OF UFO GROUPS	HILBERG	MUJ-175,17	0	
PSIUFOLOGICAL PHEN: UFOS & PARANORMAL	MORAVEC	MUJ-150,13	5	
PSYCHOLOG ASPECTS OF BELIEF & DISBELIEF	DELIN	MUJ-159,03	5	E
PSYCHOLOG REACTIONS TO UFO EVENTS	MORAVEC	MUJ-158,12	5	
PSYCHOLOGICAL EVALUATION OF MR. ED	OVERLADE	MUJ-248,07	1	GB
PSYCHOSOCIALBABBLE	CLARK	IUR-15-3,03	0	
PUBLIC INFO: TOP PRIORITY FOR UFOLOGISTS	CHRISTENSEN	84 SYMP,013	0	
PUBLIC REACTION TO ALIEN CONTACT: STUDY	BOECHE	88 SYMP,072	5	E
PURSUING THE ULTIMATE ENCOUNTER	WEBB	MUJ-241,08	5	A
PUZZLING CASE OF THE CADAVER PHOTOS	STRINGFIELD	MUJ-163,15	7	R
PYRAMID-SHAPED RAY FIELD VANISHES	GEP	MUJ-190,07	1	F
QUALITY CONTROL UFO DATABASE: SUGG TECHN	OBERG	80 SYMP,122	2	
QUEST FOR TRUTH ABOUT UFOS	HALL	94 SYMP,185	0	
QUIET CRISIS IN MANAGEMENT	WRIGHT	MUJ-241,18	0	FIT
RAAF INVESTIGATION OF UFOS	CHALKER	MUJ-143,03	0	F
RAAF PHOTO TAKEN IN MALAYSIA	NEWS	MUJ-144,08	8	F
RADAR-VISUAL UFO SIGHTINGS	LaPORTE	MUJ-166,08	9	
RADAR/SONAR CONTACT	WEBB	MUJ-199,07	9	
RADAR/VISUAL UFOS & AIR FORCE DEBUNKING	HALL	IUR-18-3,15	9	H
RADIATION INJURIES FROM UFO	HALL	MUJ-158,03	10	
RADIATION SICKNESS CAUSED BY UFOS	SCHUESSLER	82 SYMP,049	10	
RADIATION UFO INJURIES	NIEMTZOW	MUJ-179,14	10	
RADIATIVE PROCESSES & GENERATION OF UFO	RUTKOWSKI	IUR-14-5,09	0	
RADIONUCLIDES PAPER	DUDLEY/CHOROST	MUJ-288,08	6	C
RAINBOW DECLARATION	BRANDENBURG	MUJ-258,15	0	T
RAINBOW DECLARATION & HUMAN DESTINY IN	BRANDENBURG	90 SYMP,114	0	E
RANDLES REPLIES (TO JENNIE ZEIDMAN)	RANDLES	MUJ-211-12	0	
RARE PHOTO COINCIDENCE	MACCABEE	IUR-15-3,04	8	
RE-ENTRY RE-EXAMINED	WRIGHT/BEECH	MUJ-199,05	1	
RE-ENTRY WITH COMPANY	GRIBBLE	MUJ-254,14	0	IFO
REAGON'S UFOS		MUJ-246,22	1	H
REALITY OF ABDUCTION PHENOMENON	CARPENTER	91 SYMP,148	5	A
REANALYSIS OF PHOTO 19	MACCABEE	MUJ-271,11	8	GB
REASSESSING THE MEIER CASE	STACY	MUJ-236,03	8	F
RECENT FI INTO CLAIMS INJURIES IN BRAZIL	VALLEE	89 SYMP,031	5	F
RECENT INDIAN RESERVATION SIGHTING	LONG	MUJ-169,08	1	
RECENT SIGHTINGS IN NORTH CAROLINA		MUJ-194,08	1	
RECENT UFO VIDEOTAPES	MACCABEE	MUJ-265,03	8	V
RED LIGHTS IN THE SKY! HOAX OR REAL?	SALISBERRY	MUJ-266,10	1	
RED OBJECT SPOOKS FARMHANDS, CATTLE		MUJ-189,14	4	
RED SKIES: GREAT 89 WAVE IN USSR	HUNEEUS	90 SYMP,169	1	F
REJOINDER TO CRITIQUE OF BUDD HOPKINS	ANDRUS	MUJ-300,08	5	A
RELIGION AND M.I.T.'81	DOWNING	MUJ-164,14	0	T
RELIVING JULY 5, 1947	CARPENTER	MUJ-275,07	6	R
REMARKABLE METEORS: A COMMENT	HALL	MUJ-190,16	0	ASTR
REMEMBERING JAMES McDONALD	DRUFFEL	IUR-18-5,04	0	
RENDLESHAM FOREST AFFAIR	ANDRUS	MUJ-201,17	1	F
RENDLESHAM FOREST UPDATE	RANDLES	MUJ-204,03	1	F
RENDLESHAM RE-VISITED	ZEIDMAN	MUJ-206,03	1	F
REPEATED SIGHTINGS DOMED DISK NR FLINT	WRIGHT	MUJ-187,08	1	
REPORT FROM AFRICA	HIND	MUJ-159,05	1	F
REPORT ON ARGENTINE UFO CONGRESS	C/O THOMAS	MUJ-146,17	0	F
REPORT ON PSIUFO PHENOMENA	MORAVEC	MUJ-177,11	5	F
REPORTED UFO SIGHTING	BECHTEL/McKENNA	MUJ-259,19	11	
REPORTS FROM NORWAY	LIDSTROM	MUJ-144,09	1	F
REPTD OBSERVATION FROM A/C AUSTRALASIA	BASTERFIELD	MUJ-147,03	11	F
REPTILIANS & OTHER UNMENTIONABLES	CARPENTER	MUJ-300,10	7	

RESEARCH UPDATE	MOORE	MUJ-230,09	6	R
RESEARCHER REMEMBERED (EPPERSON)	DRUFFEL	MUJ-227,08	0	
RESIDENT CRITIC, THE: A COMMENT	NELSON	MUJ-182,10	0	E
RESISTING ALIEN ABDUCTIONS	DRUFFEL	MUJ-287,03	5	A
RESISTING RESISTING	TILLY	MUJ-292,11	5	A
RESPONSE TO CRITICS	STRIEBER	MUJ-242,07	5	A
RESPONSE TO GREENWELL CRITIQUE	STRINGFIELD	MUJ-153,11	6	R
RESPONSE TO LAWSON & McCALL	DeHERRERA	MUJ-185,15	5	A
RETURN OF THE MOTHERSHIPS	CRAIN	MUJ-234,15	1	
RETURN TO ROSWELL	MACFIE	MUJ-288,03	6	R
REVEALING SCIENCE OF UFOLOGY	CRAWFORD	MUJ-284,10	5	A
REVIEW OF A BOOK REVIEW (PROJ IDENT)	LEET	MUJ-174,16	0	
REVIEW OF SELECT A/P FROM A/C 1942-1952	HAINES	83 SYMP,013	11	
REVIEW OF THE MORAVEC PAPER	DOWNING	MUJ-151,10	0	T
RICHARD HAINES: AN INTERVIEW	STACY	MUJ-210,12	11	H
RICHARD HALL HONORED		MUJ-195,15	0	
RING: A PERSONAL RESPONSE	ANONYMOUS	MUJ-255,10	5	A
RIVER, LAKE & CREEK	STRAINIC	MUJ-275,10	6	F
ROAD TO COMPUTERIZATION	WRIGHT	MUJ-263,16	2	
ROARING UFO OVER VIRGINIA	GRATTAN	MUJ-170,10	1	
ROBERT LAZAR AS FICTIONAL CHARACTER	CAMPBELL	MUJ-310,11	1	RD
ROBERT SCHEAFFER: "UFOLOGIST"	STAFF	MUJ-178,13	0	
ROCK OF AGES PRINCIPLE	DOWNING	MUJ-265,10	0	T
ROLE OF MUFON IN UFO RESEARCH	ANDRUS	92 SYMP,088	0	
ROSS, OHIO LANDING CASE	WILHELM	MUJ-186,3	6	
ROSWELL & ITS CONSEQUENCES	SIDER/SCOTT	MUJ-296,10	6	R
ROSWELL & THE FLYING WING	RANDLE/SCHMITT	IUR-18-4,03	6	R
ROSWELL & THE X-15: UFO BASICS	STRINGFIELD	MUJ-259,03	6	R
ROSWELL DEBRIS REANALYZED	THOMAS	MUJ-273,09	6	R
ROSWELL INC: BEGIN OF COSMIC WATERGATE	FRIEDMAN/MOORE	81 SYMP,132	6	R
ROSWELL INVEST: NEW EV OF CRASHED UFO	MOORE	82 SYMP,084	6	R
ROSWELL INVESTIGATION NOTES	SCHMITT/RANDL	IUR-15-6,16	6	R
ROSWELL MATERIAL	SCHMITT/RANDLE	IUR-16-6,10	6	R
ROSWELL ON SHOWTIME	LOWE	MUJ-316,13	6	R
ROSWELL SOURCES	SCHMITT/RANDL	IUR-15-6,20	6	R
ROSWELL'S LATEST UFO PHENOMENON (MUSEUM)	PFLOCK	MUJ-310,15	6	R
ROSWELL, 1989	RODEGHIER	IUR-14-5,04	6	R
ROSWELL, JULY 9, 1947	SCHMITT/RANDL	IUR-14-6,04	6	R
ROSWELL: ANATOMY OF AN INVESTIGATION	RODEGHIER	IUR-15-6,04	6	R
ROUND AND ROUND IN THE CIRCLE GAME	RANDLES	IUR-16-6,17	6	C
RUPPELT RINGS: EFFECTS ON LF MAGN FIELDS	THOMAS	MUJ-197,05	3	
S. AMERICAN MAGAZINE MIMICS U.S. UFO	SCHUESSLER	MUJ-180,16	3	F
S. CAL'S STRAIGHT-LINE MYSTERY IN UFO S.	DRUFFEL	83 SYMP,060	1	
SAMPLES FROM MUNDRABILLA CE2	BASTERFIELD	IUR-15-1,12	6	
SAN FERNANDO VALLEY S. WAVE, 1979	GREENAWALD	MUJ-151,03	1	
SAUCER SMEARERS	CLARK	IUR-18-2,03	5	A
SAY HELLO TO E-T!	WARE	MUJ-203,03	0	E
SCALE REMAINS UNBALANCED	MACCABEE	MUJ-252,03	1	GB
SCANDINAVIAN SAUCER SCARE	LILJEGREN	MUJ-180,07	1	F
SCANDINAVIAN WORKSHOP	SERRA	MUJ-152,05	0	
SCIENCE & UFOLOGY: WHO NEEDS WHO?	EVANS	MUJ-221,15	0	
SCIENTIFIC ANAL OF VIDEO/..BY DISCOVERY	KASHER	94 SYMP,108	8	V
SCIENTIFIC CHALLENGE OF UFOS	McCAMPBELL	MUJ-194,03	3	
SCIENTIFIC STUDIES OF UAP IN FRANCE	VELASCO	87 SYMP,051	1	F
SCIENTIFICALLY BASED ANALYSIS UFO PHOTO	HAINES	86 SYMP,111	8	
SCIENTISTS, UFOS & ANTI-SCIENT THINKING	CHRISTENSEN	86 SYMP,011	0	
SCOTTISH ABDUCTION CASE	NEWS	MUJ-145,12	5	A
SEARCH FOR THE ARCHAEOLOGISTS	CAREY	IUR-16-6,04	6	R
SEARCH FOR THE ARCHAEOLOGISTS: AN EXCHAN	FRIEDMAN/CAREY	IUR-17-3,06	6	R
SEATTLE SIGHTINGS	GOUDIE	MUJ-219,13	1	
SECOND LONDON INTERNATIONAL UFO CONGRESS	STACY	MUJ-162,07	0	F
SECOND THOUGHTS ON BARNEY BARNETT STORY	SCHMITT/RANDLE	IUR-17-3,04	6	R
SECRET "SAUCER" SITES	BOYLAN	MUJ-292,14	6	RD
SECURITY POLICY	WARE	MUJ-212,07	0	
SENSE OF AWE, A	NELSON	MUJ-222,08	11	
SENSORY & PSYCHIC UFO EXPERIENCES	ANDREWS	MUJ-234,06	0	
SETTING THE UFO AGENDA	BLETCHMAN	86 SYMP,062	0	
SHIFTING BURDEN OF PROOF	CHRISTENSEN	85 SYMP,014	0	
SIGHTING COEFFICIENT	BERLINER	MUJ-228,14	2	
SIGHTING OFF COAST OF BRAZIL		MUJ-197,15	1	F
SIGHTINGS OF UAP BY ASTRONOMERS	SCHNEIDER	MUJ-187,06	1	
SIGNS OF CHANGE ARE REAL	ANDREWS	93 SYMP,169	6	C
SIMULATED CE-2 GIVES TRAINEES EXPERIENCE	CERNY	MUJ-197,03	6	TR
SISTERS WATCH OBJECT OVER DES MOINES	BIESELE	MUJ-156,14	1	
SITE INSTRUMENTATION	STRAND	MUJ-237,07	0	F
SKETCHES OF UFO SEEN IN 1742	WINKLER	MUJ-148,10	1	H
SKYDANCER OVER ANTELOPE VALLEY	HAMILTON	MUJ-312,10	1	
SLOW FIREBALL STARTLES MANY	WEBB	MUJ-300,07	0	AS
SMALL PICTURE	DONDERI	IUR-18-1,18	0	
SMITHSONIAN UFO SYMPOSIUM	HALL	MUJ-152,03	0	
SNIPE HUNT IN SPACE	OBERG	MUJ-209,05	0	

SOME HIGHLIGHTS IN AUSTRALIAN UFOLOGY	NORMAN	MUJ-190,14	0	F
SOME NOTES ON PHOTOGRAPHIC TRICKERY	TOBIN	MUJ-244,12	8	TR
SOME THOUGHTS ON METHODOLOGY IN UFOLOGY	SCHOENHERR	MUJ-192,11	0	TR
SOMEBODY MUST BE BEHIND IT	CLARK	IUR-16-5,03	0	
SOMEBODY'S WRONG (MODEL IN THE ATTIC)	CLARK	IUR-15-4,03	8	GB
SOUTH AMERICAN UFORIA	OBERG	MUJ-204,13	0	
SOUTH DAKOTA CONNECTION, THE	CHRISTENSEN	MUJ-181,03	5	A
SOUTH TEXAS VEHICLE EFFECT CASES	HILL	MUJ-167,8	3	
SOVIET AIR DEFENSES BAFFLED BY HUGE UFOS	FUFOR	MUJ-266,08	1	F
SOVIET GRASS ROOTS UFOLOGY	KOMAREK	MUJ-280,16	0	F
SOVIET ICE RING	RUBTSOV	MUJ-282,16	6	F
SOVIET MEDIA UFO SIGHTINGS		MUJ-262,13	1	F
SOVIET UFO COVER-UP: A RESPONSE	MOORE	MUJ-178,10	0	F
SOVIET UFO SECRETS	GRESH	MUJ-306,03	0	F
SPACE SHUTTLE DISCOVERY VOICE RECORDING	ANDRUS	MUJ-255,11	11	
SPANISH AF UFO FILES: SECRET'S END	OLMOS	93 SYMP,126	0	F
SPANISH AIR FORCE UFO FILES	OLMOS	IUR-18-1,13	0	F
SPECTACULAR SIGHTING IN NORTH CAROLINA	RHEIN	MUJ-196,13	1	
SPHERICAL SOUNDS, ZOOM!	MACER-STORY	MUJ-276,12	6	C
SPRITELY HELICOPTER (PHOTO)		MUJ-221,10	0	
STANLEY INGRAM & THE PLANTOS GAMES	WORLEY	MUJ-300,12	5	A
STAR MAP HYPOTHESIS STILL VIABLE	WINKLER	MUJ-169,10	0	ASTR
STARFLIGHT, UFOS, AND SETI	MALLOVE	MUJ-184,16	3	E
STARRY NIGHT	DAVIDS	IUR-14-3,13	1	
STAT REP ON ALLEGED CADAVER PHOTOS	STRINGFIELD	MUJ-154,11	7	R
STAT REP ON UFO ABDUCTIONS IN NYC AREA	HOPKINS	MUJ-200,07	5	A
STATEMENT BY LEONARD STRINGFIELD	STRINGFIELD	MUJ-149,15	6	R
STEWPOT THINKING: OBSTACLE TO SCIENCE	HOPKINS	MUJ-251,08	5	A
STILL IN DEFAULT	MACCABEE	86 SYMP,130	0	
STIRRING OUR DEEPEST FEARS	MACK	IUR-18-2,17	5	A
STRANGE ALASKAN ENCOUNTER	ANDRUS	MUJ-226,03	9	
STRANGE BEHAVIOR OF CLOUD OVER NAV BASE		MUJ-189,11	1	
STRANGE ENCOUNTER OVER ALASKA	NEWSCLIP	MUJ-225,01	9	
STRANGE LIGHTS OVER GULF BREEZE	MACCABEE	MUJ-284,16	1	GB
STRANGENESS IN THE NIGHT	ZEIDMAN	IUR-14-1,04	1	
STRIEBER AND GOD HYPOTHESIS	DOWNING	MUJ-247,15	0	T
SUMMER 1990 CROP CIRCLES	CHOROST/ANDREWS	MUJ-272,03	6	C
SUMMER 1991 CROP CIRCLES	CHOROST	MUJ-282,03	6	C
SUPPORT GROUPS: A PROPOSAL	DRUFFEL	MUJ-234,11	5	A
SWIRLED LANDING TRACE?	SALISBERRY	MUJ-264,03	6	C
TABOR LIGHTS	TOKARYK	MUJ-235,08	1	F
TAKING THE OFFENSIVE AT ROSWELL	JEFFREY	MUJ-312,03	6	R
TALES FROM THE BARKER ZONE: 3 DAYS AT	SWORDS	IUR-17-6,04	0	H
TASTE FOR UFOS	McCAMPBELL	MUJ-205,03	3	
TECH REVIEW OF R/A EVIDENCE CASH-LANDRUM	STOWE/RANK	MUJ-178,08	10	
TENNESSEE VIDEOTAPING	TARPLEY	MUJ-279,03	8	V
TESTIMONY SUPPORTED	O'BRIEN	MUJ-275,06	6	R
THANKS FROM JOURNAL OF UFO RESEARCH		MUJ-192,04	0	
THAT'S THE WAY THE COMMITTEE CRUMBLES	CLARK	IUR-17-2,03	0	
THEN UFOS DRAWN IN AUTOCAD	MANN/AGGEN	MUJ-305,18	8	
THEORETICAL UFO PHYSICS	HARRIS	MUJ-232,10	0	
THERAPIST & INVESTIGATOR: DEFINING RULES	LAIBOW	MUJ-261,10	5	A
THESES PRE-PARADIGM SCIENCE: CEREOLOGY	CHOROST	91 SYMP,103	6	C
THICKETS OF MAGONIA	CLARK	IUR-15-1,04	0	
THINKING AROUND PROBLEM OF EVIDENCE	HOPKINS	MUJ-179,10	5	A
THIRD MASSACHUSSETTS UFO FORUM	WEBB	MUJ-224,12	0	
THIS IS A TEST	GIRARD	MUJ-251,13	0	
THOSE CORNY BRITISH CIRCLES	NOYES	MUJ-246,08	6	C
THOUGHTS ON PSYCHIATRISTS & UFO INVESTRS	HOPKINS	MUJ-263,13	5	A
THREE OCCUPANTS REPORTED BY WITNESS	GRATTAN	MUJ-188,16	7	E
THROUGH THE SECRECY BARRIER	MUSINSKY	IUR-15-4,14	1	F
TIME TRAVELERS	JOHNSON	MUJ-297,04	0	TT
TIME-LINE ANALYSIS GOES UNCHALLENGED	ZEIDMAN	MUJ-194,15	11	
TISSUE CHANGES IN UNEXPL. ANIMAL MUTIL.	ALTSHULER	91 SYMP,291	4	M
TO CATCH A FLYING STAR	ANDRUS	MUJ-257,11	3	
TOUCH-DOWN IN NORTH CAROLINA	FAWCETT	MUJ-216,10	6	
TOWARD AN IMAGINAL INTERPRETATION OF	RING	MUJ-253,03	5	A
TOWARDS THE TRUTH	ANDRUS	MUJ-200,11	0	
TRACKING TRACES	SCOTT	MUJ-281,08	6	C
TRANSFORMATION TRANSFORMED	WANDERER	MUJ-254,18	5	A
TRIANGLE OF LIGHTS OVER MICHIGAN	WRIGHT/STEWART	MUJ-170,13	1	
TRIANGULAR UFO SIGHTED	MELESCIUC	MUJ-214,11	1	
TRIANGULAR UFO: PRELIMINARY REPORT	MORGAN	MUJ-155,06	1	
TRIBAL REACTIONS TO UFOS IN AFRICA	HIND	84 SYMP,064	5	F
TRIBUTE TO DR. J. ALLEN HYNEK		86 SYMP,183	0	H
TRIVIAL PURSUIT	CLARK	IUR-16-2,03	0	
TROUBLE WITH UNICAT- PART ONE	FULLER/UTRECHT	IUR-14-4,07	2	
TROUBLE WITH UNICAT- PART TWO	FULLER/UTRECHT	IUR-14-5,03	2	
TRUCK DRIVER INJURED BY UFO: WEBB CASE	SCHUESSLER	93 SYMP,059	5	
TRUMAN MJ-12 LETTER	SPICKLER	IUR-16-3,12	6	R
TRUTH ABOUT THE ELLSWORTH CASE	PRATT	MUJ-191,06	3	D

TRUTH, UFOS, & CLARENCE THOMAS HEARINGS	HOPKINS	IUR-16-6,14	5	A
TWO CHEERS FOR AMERICAN UFOLOGY	CLARK	IUR-14-2,08	0	
TWO FLORIDA REPORTS	SALISBERRY	MUJ-255,13	1	GB
TWO SIGHTINGS IN BRITISH COLUMBIA	BIESELE	MUJ-194,12	1	F
TYPICAL 1982 UFO REPORTS	HALL	MUJ-170,06	1	
U.S. NAVY 1942 SIGHTING	CERNY/NEVILLE	MUJ-185,14	9	F
UFO & OCCUPANT AT SANTA MARIA AIRPORT	BLOECHER	MUJ-160,08	7	F
UFO & OCCUPANTS (PROSPECT HTS, IL)	BLOECHER	MUJ-157,09	7	E
UFO ABDUCT CASES IN G/B, FL AREA	HOPKINS	90 SYMP,092	5	A
UFO ABDUCTION CASES: MINI-SYMPOSIUM	HALL	MUJ-150,09	5	A
UFO ABDUCTIONS - THE SKELETON KEY	HOPKINS	88 SYMP,103	5	A
UFO ABDUCTIONS AT THE EVENT LEVEL	HOPKINS	IUR-16-4,09	5	A
UFO ABDUCTIONS: INVISIBLE EPIDEMIC	HOPKINS	81 SYMP,044	5	A
UFO ABDUCTN PHENOM: WHAT IT MIGHT MEAN	MACK	93 SYMP,202	5	A
UFO ACTIVITIES IN THE SOVIET UNION	HAINES	IUR-16-2,13	1	F
UFO ACTIVITY OVER OHIO	SCOTT	MUJ-217,04	1	
UFO ALERT IN BRAZIL	HUNEEUS	MUJ-223,06	1	F
UFO CAR PURSUITS: NEW PATTERNS OLD DATA	JOHNSON	89 SYMP,135	2	
UFO CONTACTEES: CAPTIVE COLLAB OR COSMI	SPRINKLE	80 SYMP,054	5	
UFO COVER-UP...LIVE POLL	ANDRUS	MUJ-248,16	2	
UFO CRASH AT ROSWELL	RANDLE/SCHMITT	MUJ-311,08	6	R
UFO CRASH/RET SYNDROME (SR II)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RET:AMASSING EVID. (SR III)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RET:SEARCH FOR PROOF (SR VII)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RETRIEVALS: A CRITIQUE	GREENWELL	MUJ-153,09	6	R
UFO CRASH/RETRIEVALS: CRITIQUE GREENWELL	STAFF	MUJ-158,10	6	R
UFO DISASTER AT GRIFFISS-ROME AF BASE	CERNY	MUJ-191,13	11	
UFO DOCUMENTATION	HALL	MUJ-161,04	0	TR
UFO EVENTS & MICHIGAN WEATHER	WRIGHT	MUJ-228,10	2	
UFO EVIDENCE, THE: 20 YEARS AFTER	RIDGE	MUJ-206,14	0	TR
UFO FILMED CIRCLING RECKET	CRAIN	MUJ-245,10	8	
UFO FOR A DAY	OBERG	MUJ-222,05	1	
UFO GENESIS	PRYTZ	MUJ-175,10	0	
UFO HOAXES & AGENTS: A SOUR SONATA	MACER-STORY	MUJ-265,08	7	MIB
UFO HYPOTHESIS: AUTHOR'S COMMENT	CAMPBELL	MUJ-169,17	0	E
UFO I/F WITH VEHICLES SELF-START ENGINES	McCAMPBELL	83 SYMP,045	3	
UFO INSPECTS PLANT	SCHUESSLER	MUJ-205,07	1	
UFO INSTRUMENT LANDING SYSTEM	LEET	MUJ-180,03	3	RD
UFO INTERCEPTS AIRCRAFT OVER PARAGUAY	RAMIREZ	MUJ-310,08	11	F
UFO INTERCEPTS ROCKET	CRAIN	MUJ-225,05	8	F
UFO JIGSAW	HOWE	92 SYMP,015	7	
UFO LIFTING POWER	CRAIN	MUJ-210,03	3	
UFO LIFTS CAR UP ON ITS SIDE		MUJ-189,03	3	
UFO LIGHT BEAMS: SPACE-TIME PROJECTIONS	HOLT	84 SYMP,120	3	TT
UFO MATERIALS	CHRISTENSEN	MUJ-211,16	0	TR
UFO MENAGERIE ON YAKIMA INDIAN RESERVATN	LONG	MUJ-168,08	1	
UFO MYSTERY IN AUSTRALIA	CHALKER	87 SYMP,165	1	F
UFO PHEN & RELATIONSHIP TO PARAPSYCH RES	OWEN	82 SYMP,025	5	A
UFO PHENOMENON IN HUNGARY	HARGITAI	IUR-14-2,13	1	F
UFO PHOTOGRAPHED IN ONTARIO	NORRIS	UE,V1,#5	8	F
UFO POLL	BRITO	MUJ-251,17	0	
UFO PRESS: HOW EASY A HOAX	STACY	MUJ-255,03	0	
UFO PROPULSION MODEL	ALZOFON	82 SYMP,041	3	RD
UFO PROPULSION: PULSED R/A & CRYST STRUC	HOLT	83 SYMP,127	3	RD
UFO RADIO INTERFERENCE	McCAMPBELL	MUJ-227,12	3	
UFO RELIGIOUS CRISIS SURVEY	ALEXANDER	MUJ-317,03	0	T
UFO REPORT DATABASE ANALYSIS	SPENCER	MUJ-305,13	2	
UFO REPORTS & DISSOCIATIVE HYSTERIA	SWORDS	MUJ-198,10	1	
UFO RESEARCH IN BRITAIN	EVANS	87 SYMP,107	1	F
UFO RESEARCH: INTERNATIONAL PERSPECTIVE	HAISELL	82 SYMP,065	0	F
UFO SCIENCE & TECHNOLOGY SERVE MAGIC	MORRISON	MUJ-242,03	0	E
UFO SECRECY	BRYANT	MUJ-211,14	0	D
UFO SECRECY 1984: BIG BRO WATCHING THEM	GREENWOOD	84 SYMP,091	0	D
UFO SECRECY UPDATE	BRYANT	MUJ-224,09	0	
UFO SECRECY UPDATE	BRYANT	MUJ-208,15	0	D
UFO SECRECY UPDATE	BRYANT	MUJ-145,08	0	D
UFO SECRECY UPDATE (HOAXES & CHUTZPAH)	BRYANT	MUJ-164,16	0	D
UFO SECRECY UPDATE (MONDO RETRIEVO)	BRYANT	MUJ-169,15	6	R
UFO SECRECY UPDATE: MATTER OF CONDITION	BRYANT	MUJ-155,07	0	
UFO SECRECY UPDATE: SECRECY IN COURTS	BRYANT	MUJ-153,15	0	D
UFO SECRECY UPDATE: STONEWALLING AT FBI	BRYANT	MUJ-192,09	0	D
UFO SECRECY UPDATE: THE PAPER CHASE	BRYANT	MUJ-144,12	0	D
UFO SECRECY UPDATE: WHERE TO FROM HERE?	BRYANT	MUJ-161,13	0	D
UFO SEDUCTION CASE IN BRAZIL	GEVAERD	MUJ-190,08	5	A
UFO SIGHTED FROM AIRCRAFT	CHANDLER	MUJ-154,08	11	
UFO SIGHTING BY PILOT OVER PENNSYLVANIA	GORDON	MUJ-200,05	11	
UFO SIGHTING IN MEXICO	BLANEY	MUJ-155,03	1	F
UFO SIGHTING MAP: 2ND QUARTER 1981	McBRIDE	MUJ-171,16	0	
UFO SIGHTINGS & RESEARCH IN MODERN CHINA	CHIANG	93 SYMP,041	1	F
UFO SOUND RECOGNITION TECHNIQUE	HAINES	MUJ-252,25	3	
UFO STUDIES IN THE SCIENTIFIC LITERATURE	SCOTT	IUR-15-4,16	0	

UFO SUMMIT CONFERENCE	ANDRUS	MUJ-170,18	0	
UFO TECH NOTE (LANDSAT & UFO INVESTIGA)	SCHUESSLER	MUJ-171,13	0	TR
UFO TECH NOTE: VOICE STRESS ANALYSIS	SCHUESSLER	MUJ-190,11	0	TR
UFO WATERS STILL RUN DEEP: 1984 SYMP	STACY	MUJ-196,03	1	SYM
UFO-BIGFOOT UPDATE	GORDON	MUJ-173,13	7	
UFO-RELATED BIGFOOT ENCOUNTER IN PA	GORDON	MUJ-171,03	7	E
UFO: DON'T SHOOT!	DENNETT	MUJ-299,03	1	
UFOCAT & A FRIEND WITH TWO NEW IDEAS	MERRITT	80 SYMP,031	2	
UFOCAT IS BACK!		IUR-16-1,24	2	
UFOLOGISTS & ET HYPOTHESIS	CLARK	MUJ-242,08	0	E
UFOLOGY & THE EDGES OF SCIENCE	SWORDS	MUJ-225,06	0	ASTR
UFOLOGY AS A PROFESSION	HYNEK	81 SYMP,014	0	
UFOLOGY EUROPE;WHAT IS AMERICA COMING TO	RUSSO/GRASSINO	IUR-14-2,04	0	F
UFOLOGY IN COMMONWEALTH OF IND. STATES	POPOVICH	92 SYMP,166	0	F
UFOLOGY IN CRISIS: SIX VIEWS	LOPEZ & OTHERS	IUR-17-1,21	0	
UFOLOGY IN CRISIS: TWO VIEWS	GREENWOOD/CLARK	IUR-16-6,03	0	
UFOLOGY IN ITALY	GRECO	MUJ-170,11	0	F
UFOLOGY IN URAGUAY & BRAZIL	SMITH	87 SYMP,082	1	F
UFOLOGY: EMERGENCE OF A NEW SCIENCE	ANDRUS	MUJ-295,03	0	
UFOLOGY: NEW APPROACHES	AJAJA	92 SYMP,195	0	
UFOLOGY: SITUATION RED?	SCHUESSLER	MUJ-213,03	0	
UFONAUTS: HOMO SAPIENS OF THE FUTURE?	SWORDS	MUJ-202,07	7	E
UFOS & INDIA: ANCIENT & CONTEMPORARY	NATHAN	87 SYMP,068	1	F
UFOS & PROPHETIC RELIGIOUS MOVEMENTS	MORAVEC	MUJ-151,07	0	T
UFOS & RELIGION: FRENCH CONNECTION	DOWNING	MUJ-242,18	0	T
UFOS & RELIGION: THE CE-III ISSUE	DOWNING	MUJ-148,11	7	T
UFOS & STEALTH: A LINK?	GREENWOOD	MUJ-224,10	0	RD
UFOS & TELEPORTATION	EDEN	MUJ-218,10	5	A
UFOS & TELLER-OPPENHEIMER BATTLE	GROSS	MUJ-254,16	0	H
UFOS & THE MEDIA	BARNUM	MUJ-201,13	0	
UFOS & US GOVERNMENT: PART I	MOORE	MUJ-259,08	0	D
UFOS & US GOVERNMENT: PART II	MOORE	MUJ-260,08	0	D
UFOS 1947-1987 REVIEWED	STACY	MUJ-236,23	0	H
UFOS AND ANTHROPOIDS: A SUMMARY	MORAVEC	MUJ-179,18	7	E
UFOS AND HOT RINGS	McCAMPBELL	MUJ-189,12	3	
UFOS AND RELIGION: OF THINGS VIS & INVIS	DOWNING	94 SYMP,033	1	T
UFOS AND SECURITY	SOV MIL REV	MUJ-259,31	0	F
UFOS AND THE AMISH	SWORDS	IUR-18-5,12	1	T
UFOS AND THE RAAF - INSIDE STORY-PART II	CHALKER	MUJ-176,11	0	F
UFOS AND THE RAAF - INSIDE STORY: PART I	CHALKER	MUJ-175,06	0	F
UFOS AND U.S. RADAR	HALL	MUJ-154,07	9	
UFOS AND UFOLOGY IN BRAZIL	VAN PUTTEN	92 SYMP,N/P	0	F
UFOS AND WORLD HISTORY	DEAN	94 SYMP,091	0	E
UFOS AS TIME TRAVELERS	SWORDS	IUR-15-5,18	3	TT
UFOS COMPETE WITH SANTA FOR...LIMELIGHT	GARNER	IUR-18-5,08	1	
UFOS IN REEL LIFE	THOMAS/STACY	MUJ-216,14	0	
UFOS OR SOUL SHIPS?	RAYNES	MUJ-168,15	1	T
UFOS OVER ARKANSAS: PART I	LEET	MUJ-171,05	1	
UFOS OVER ARKANSAS: PART II	LEET	MUJ-172,04	1	
UFOS OVER BELGIUM	GREER	MUJ-289,08	1	F
UFOS OVER BRAZIL	ANDRUS	MUJ-221,03	1	F
UFOS OVER CHINA		MUJ-192,03	1	F
UFOS SCIENTIFICALLY LEGITIMATE	SCOTT	MUJ-236,20	0	
UFOS, ETS AND THE NEW SCIENCE	O'LEARY	90 SYMP,012	0	E
UFOS...CANADA: A GLOBAL PERSPECTIVE	STACY	MUJ-174,03	0	SYM82
UFOS: 4 QUESTIONS FOR THEOLOG SEMINARIES	DOWNING	88 SYMP,037	0	T
UFOS: A FUTURISTIC PERSPECTIVE	SCHUESSLER	MUJ-258,10	0	T
UFOS: A PERIODICAL REVIEW	McCAMPBELL	MUJ-216,05	0	
UFOS: MORE ENGINE EFFECTS	McCAMPBELL	MUJ-203,04	3	
UFOS: POLITICS & DECEPTION	JOHNSON	MUJ-301,11	0	F
UFOS: THE HIDDEN EVIDENCE	STACY	MUJ-163,03	0	
UFOS: UNCOVERING ULTIMATE ANSWER	MOORE	83 SYMP,082	0	D
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-215,07	0	
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-214,05	0	
UKRAINE RESEARCH INST. ON ANOM. PHENOM.	RUBSTOV	IUR-18-5,15	0	F
ULTIMATE UFO SEMINAR	STACY	MUJ-302,03	0	
UNCOVERING THE GUARDIAN CAPER	MUFON ONTARIO	MUJ-313,03	7	E
UNIFIED FIELD THEORY AND THE UFO	MONTIETH	80 SYMP,077	3	
UNINVITED GUESTS-A PREVIEW	HALL	MUJ-241,17	0	
UNIQUE CATALOG (UNICAT)	SMITH	MUJ-212,16	2	
UNKNOWN SWINGS LIKE A PENDULUM	GREENAWALD/HOLL	MUJ-192,16	1	
UNRELIABLE WITNESSES	TOSELLI	MUJ-188,14	0	TR
UNUSUAL OBJECT OVER ST. PAUL	BAUERLINE &	MUJ-279,07	1	
UP IN THE AIR	CLARK	IUR-18-1,03	0	
UPDATE ON BELLWOOD, PA UFO CAR LIFT CASE	GORDON	MUJ-200,09	3	
UPDATE ON CRASHED SAUCERS IN N.M.	FRIEDMAN	91 SYMP,268	6	R
UPDATE ON OPERATION MAJESTIC-12	FRIEDMAN	89 SYMP,081	6	R
USSR UFO LANDING WITH ENTITIES	ANDRUS	MUJ-259,20	7	F
UTAH UFO SIGHTING	BIESELE	MUJ-277,08	1	
VALLEE LECTURES IN LONDON	GORING	MUJ-225,03	0	F
VEHICLE INTERFERENCE CASES: A REVIEW	BASTERFIELD	MUJ-178,04	3	

VEHICLE INTERFERENCE EFFECT	THOMAS	MUJ-233,03	3	
VEHICLE INTERFERENCE: CAUTIONARY COMMENT	JOHNSON	IUR-15-1,19	3	
VIDEOANALYSIS	SAINIO	93 SYMP,085	8	V
VISIT TO PEOPLE'S REPUBLIC OF CHINA	DONG	MUJ-169,09	0	F
WALTON EXPERIENCE REVISITED	WALTON	MUJ-298,06	7	
WAS MENZEL HIDING SOMETHING?	SWORDS	MUJ-271,08	0	
WAS THE UMMO AFFAIR A HOAX?	WHITE	MUJ-167,13	8	F
WASHINGTON STATE CE-I	LONG	MUJ-166,16	1	
WASHINGTON STATE REPS INCL UFO VIDEO	JOHNSON	MUJ-178,03	8	V
WAVES	BULLARD	IUR-13-6,15	2	
WHAT CAN UFOLOGISTS LEARN FROM PARAPSYCH	WAGNER	IUR-16-5,16	5	A
WHAT CAN WE BELIEVE IN ABDUCT ACCOUNTS?	JACOBS	91 SYMP,030	5	A
WHAT DO SIGHTINGS MEAN?	JACOBS	IUR-17-1,13	0	
WHAT GOV WOULD KNOW IF THEY READ OWN DOC	GERSTEN	81 SYMP,021	0	D
WHAT HAPPENED IN KLICKITAT COUNTY?	LONG	MUJ-174,10	1	
WHAT HAPPENED IN RAMEY'S OFFICE?	SCHMITT/RANDLE	MUJ-276,03	6	R
WHAT HAPPENED IN RENDLESHAM FOREST?	GRANT	MUJ-201,10	1	F
WHAT IF THEY ARE REAL?	MACCABEE	MUJ-226,12	0	
WHAT IF THEY AREN'T FRIENDLY	DRUFFEL	MUJ-229,11	7	E
WHAT JUNG BELIEVED ABOUT UFOS	STILLINGS	MUJ-261,03	0	
WHAT NEW AGE?	CLARK	IUR-13-6,01	0	
WHAT RUSSIANS KNOW ABOUT UFOS	KNAPP	94 SYMP,275	1	D
WHAT THE AIR FORCE KNEW IN 1947	SIDER	MUJ-245,14	6	R
WHAT WE HAVE LEARNED FR UFO REPETITIONS	FAWCETT	85 SYMP,021	2	
WHEN IS A HOAX NOT A HOAX?	HIND	MUJ-218,03	0	F
WHIDBEY ISLAND "UNKNOWN"	JOHNSON	MUJ-244,09	1	
WHITHER AMERICAN UFOLOGY?	RODEGHIER	IUR-14-2,03	0	
WHITLEY STRIEBER BREAKS HIS SILENCE	CASTEEL	MUJ-305,11	5	A
WHO BELIEVES IN UFOS?	FRIEDMAN	IUR-14-1,06	2	
WHO NEEDS APATHY ANYWAY?	CHRISTENSEN	MUJ-225,08	0	TR
WHO SPEAKS FOR WITNESS? MED/ETH ISSUES	GOTLIB	90 SYMP,024	5	E
WHOSE UFO IS WHO'S?	STACY	MUJ-285,17	0	
WHY ABDUCTION REPORTS ARE NOT URBAN LEG.	BULLARD	IUR-16-4,15	5	A
WHY DO UFOS HAVE LIGHTS?	SMITH	MUJ-299,12	1	
WHY IS UFOLOGY SO CONFUSING?	SWORDS	MUJ-223,03	1	
WHY THE LINDA CASE IS A HOAX	JOHNSON	IUR-18-2,05	5	A
WHY THE PRESS ACTS THAT WAY	BERLINER	IUR-17-5,16	0	
WIDENING THE NET	JOHNSON	MUJ-299,09	0	
WILD GOOSE (MJ-12)	CLARK	IUR-14-5,03	6	R
WILL THE CIRCLES BE BROKEN?	RUTKOWSKI	IUR-18-1,11	6	C
WILLIAM G. HYZER RESPONDS	HYZER	MUJ-294,15	8	
WILLIAMSPORT WAVE	GRECO	MUJ-290,03	1	
WITNESS PROTECTION: A COMMENT	RANK	MUJ-169,16	0	
WOBBLING UFO WAS A VIVID BLUE	MAZUR	MUJ-192,10	1	
WOMAN ON THE BRIDGE	HOPKINS	MUJ-296,05	7	
WOMAN REVEALS 1977 FLORIDA SIGHTING	WARE	MUJ-191,14	1	GB
WRITING RIGHT	HOPKINS	MUJ-308,08	0	TR
YAKIMA INDIAN RESERVATION SIGHTINGS	LONG	MUJ-166,03	1	
YAKIMA UFO	LONG	MUJ-205,05	1	
YOU CAN'T ALWAYS GET WHAT YOU WANT	RODEGHIER	IUR-16-1,03	0	
ZETA 2 RETICULI: A RESPONSE	HENDRY	MUJ-171,12	0	ASTR

NICAP Home Page

National Investigations Committee on Aerial Phenomena

A Privately-Supported Fact-Finding Body Serving The Public Interest

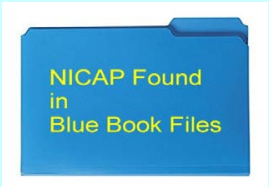
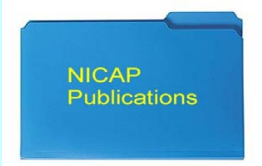
"Is there supporting evidence for the existence of advanced aerial technology in our atmosphere which exhibits characteristics beyond those of which we humans (Military, Scientists, et al) were capable of at the time of the incidents' occurrence?" (Michael Swords)

A must-read paper: Estimating Flight Characteristics of UAP - entropy-21-00939-v2.pdf

INFORMATION DESK

	CAP POINT at Amazon REGIONAL ENCOUNTERS at Amazon or autographed copies at The NICAP Store Visit our NICAP YouTube Channel	How to Report a UFO Launched 29 July 2018 Project MATCH MUFON
NICAP's Curator	Search using Google and "anysubject,nicap"	Free Online Books
	Global Sighting Information Datasource http://omnitalkradio.weebly.com/pentagon-ufo-study-media.html The latest audio/visual information in the news today!!!!!	

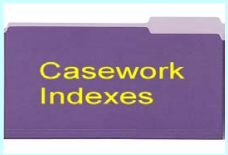
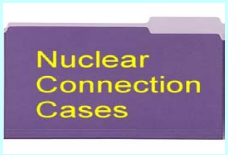
ABOUT NICAP

NICAP's A-Team		About NICAP by Don Berliner (FUFOR)
		
How NICAP began NICAP Press Releases & Official Statements	Where do we stand today?	Tribute to Donald E. Keyhoe Tribute to Richard Hall

MORE HISTORICAL INFORMATION

Journeys Through Audio UFO History (Wendy Connors)	UFOs and Government (Swords, Powell, et al)

UFO SIGHTINGS

The latest sightings reported to the NUFORC Sightings: MUFON Case Management System Sightings - By CATEGORY Folder	UFOs at ICBM sites and WSAs, by Robert L. Hastings UFOs & Nukes website
	

THE WRITTEN RECORD

Official Comments & Research Papers	Official Documents Directives
CUFOS IUR CD Rom	Official UFO Projects Military & Civilian
APRO Bulletins (at CUFOS)	Project Blue Book Archive

OTHER INVESTIGATION AND RESEARCH TOOLS

The Greenwood UFO Archive	Other Major UFO Research Groups
Glossary of Acronyms	Training Information Series

OTHER UFO PROJECTS

 Nuclear Connection Project	 **Project BB Research Center - Michael David Hall**
MADAR **MADAR & other detection studies**	THE SIGN HISTORICAL GROUP
Passive RADAR (Peter Davenport)	Project 1947

This fully authorized NICAP site was created by Francis L. Ridge on December 15, 1997.

Source http://www.cufos.org/IUR_article1.html

Editor's Note: Jan Aldrich is the director of Project 1947, devoted to the documentation of the early history of the UFO phenomenon. He and the project may be be reached at Box 391, Canterbury, CT 06331.

Top-Secret 1949 Document

by Jan Aldrich

In the general correspondence file on UFOs for the Director of Intelligence (Decimal files .009 "Flying Disks" 1949), there were vague references made to this document and other USAF contacts with the Joint Intelligence Committee regarding UFOs. Citizens Against UFO Secrecy (CAUS) did submit FOIA requests for the document, which was thought to be classified secret.

CAUS had been looking for this document for more than 20 years. It was found in the National Archives II in College Park, Maryland, in the USAF Air Force Director of Intelligence files entitled A General File July 1945--December 1954: Records Relating to the Requirements for and the Collection and Dissemination of Intelligence" (Records Group 341, Entry 214A) during research for Project 1947 in July 1997. The JIC document had not been found previously because it had been classified top secret and was not in the records checked to satisfy the previous FOIA requests. This discovery demonstrates the usefulness of on site records inspection by researchers.

Project Saucer

In his 1950 paperback book *The Flying Saucers Are Real*, pp. 18 &19, Donald E. Keyhoe reported a conversation with Ken Purdy, an editor at *True* magazine:

> "Have you seen the *[Saturday Evening] Post* this week?" [said Purdy.]
> I told him no.
>
> "There's something damned queer going on. For fifteen months, 'Project Sauce' is buttoned up tight. Top Secret. Then suddenly, Forrestal gets the *Saturday Evening Post* to run two articles, brushing the whole thing off. The first piece hits the stands and what happens?"
>
> Purdy swung around, jabbed his finger at a document on his desk.
>
> "The same day, the Air Force rushes out his Project 'Saucer' report. It admits they haven't identified the disks in any important cases. They say it's still serious enough--wait a minute"--he thumbed through the stapled papers--"to require constant vigilance by 'Project Saucer' personnel and civilian population."

Purdy only knew the half of it. There was more. Had Keyhoe or Purdy known of the other activities around the last part of April and early May, they would have been sure there was something funny occurring. The Air Force made a concerted effort to disseminate its position to both official circles and the public.

REPORT BY THE DIRECTOR OF INTELLIGENCE, USAF

to the

JOINT INTELLIGENCE COMMITTEE

on

UNIDENTIFIED AERIAL OBJECTS

THE PROBLEM

1. To advise the Joint Intelligence Committee of the findings of the Directorate of Intelligence, USAF, regarding the sightings of unidentified aerial objects and the Air Force organization established for further investigation and solution of the problem.

FACTS BEARING ON THE PROBLEM

2. Following the great number of reported sightings of flying discs during the summer of 1947, Hq, Air Material Command, in a letter dated 23 September 1947, requested that the Commanding General, Army Air Forces, issue a directive assigning a priority, security classification and code name for a detailed study of flying disc reports. Hq, Air Material Command explained that their action was based on the opinion that phenomena reported appeared to be real and that there were objects in existence which would approximate the shape of a disc. AMC concluded that some incidents might be caused by natural phenomena but that some incidents described characteristics which suggested evasive tactics. Awaiting a specific directive, Hq, AMC continued to collect information on flying disc incidents in order to more clearly define the nature of the phenomena. On the

TOP SECRET
JIC

1

|The first page of the 1949 report to the Joint Intelligence Committee on Unidentified Aerial Objects

Among these activities were:

1. The Directorate of Intelligence personnel briefed the USAF Deputy Chief of Staff for Operations and his staff on UFOs on April 27, 1949. (Directorate of Intelligence, USAF, Decimal Correspondence File, "Flying Discs," 1949, National Archives II, College Park, Maryland.)

2. The Air Force sent a top-secret "Unidentified Aerial Objects" presentation with Appendix A, a summary of Air Force actions, to the Joint Intelligence Committee

(JIC) on April 27, 1949. The Committee was composed of representatives from the Army, Navy, Air Force, State Department, FBI and CIA. (Deputy Director of Intelligence, USAF. Records Group 341, Entry 214A, Top Secret Control #2-7051-A, National Archives II, College Park, Maryland. Reprinted in full at the end of this article.)

3.The USAF printed copies of the Top Secret "Analysis of Flying Object Incidents in the United States" (Air Intelligence Report 100-203-79) by the USAF Director Intelligence and the Office of Naval Intelligence. The printed report cover shows the date, April 28, 1949, although the document had been approved on December 1948. (USAF Directorate of Intelligence, Current Intelligence Files: Top Secret Control #2-7341, National Archives II, College Park, Maryland; see

4. The "Memorandum for the Press: Project Saucer" was released on April 29, 1949. ("Project Saucer," Memorandum to the Press # M26-49, April 27, 1949, Project Blue Book files; see

http://www.project1947.com/fig/projsauc.htm

5. The *Saturday Evening Post* hit the newsstands on April 29,1949, with the first part of Sidney Shalett's article on UFOs. ("What You Can Believe About Flying Saucers," *Saturday Evening Post,* April 30, 1949, pp. 20-21, 136-39; part 2, May 7, 1949, pp. 36, 184-86.)

The Air Force Public Relations Office cooperated fully with Shalett in the preparation of his article, but Major General Cabell had major problems. He would rather have had complete control over the press policy. However, his attempt to obtain this authority from Secretary of Defense Forrestal appeared to have been thwarted by Mr. Leo of the Public Relations Office. (See the Air Staff Study on press policy and flying discs, http://www/project1947.com/fig/1948e.htm ; Memorandum to Forrestal on press policy,

http://www.project1947.com/fig/1948f.htm ;

Memorandum for Record concerning press policy,

http://www.project1947.com/fig/1948d.htm ;

and Secretary of Air Force Office of Information UFO files 1947-1952, microfilm #33765, USAF Historical Research Activity, Maxwell Air Force Base, Ala.)

Shalett's article dismissed UFOs as any type of problem despite the conclusions of the recently printed "Analysis of Flying Object Incidents in the United States," which recommended that efforts be taken to determine whether UFOs represented a domestic development. Or if not, that actions be taken to determine whether they were a foreign development.

Shalett's article was his own, but it was probably endorsed by Leo. The Project Saucer press release was less negative, as Purdy pointed out to Keyhoe. There was then a necessity to make sure that the USAF and the intelligence community knew the Directorate of Intelligence's position. Therefore, the briefings prior to the release of the Project Saucer press memorandum informed these officials of the Air Force intelligence position.

Project Grudge's files had been opened to Shalett. Leo wrote to Wright Field, advising that Shalett should be given access to all information except for foreign sources and any material classified top secret.

Soon after Shalett's article hit the stands, other writers and editors also requested access to the files at Wright Field. Purdy was one of the first. Maj. Gen. Cabell may have ost his bid to limit

press access, but when asked about these new requests, Cabell responded that if one writer was given access, then all of them should have access. Cabell's sense of fair play may have helped Keyhoe and Purdy obtain the information that convinced them that UFOs were extraterrestrial. The desired effect of Shalett's article was soon overcome by Keyhoe's articles and his subsequent bestselling book, *The Flying Saucers Are Real*.

The JIC document has eluded researchers for years. In it one can see the seeds of the later Project Grudge report. It contains a summarized history of the Air Force's early attempt to investigate UFO reports.

There is one error in the document. The study that led to "Analysis of Flying Object Reports in the United States" was initiated by Maj. Gen. Cabell on July 27, 1948, shortly after the Chiles-Whitted sighting, not August 6, 1948, as given in the JIC presentation. (Records Group 341, General Files, Entry 214, Top Secret Control # 2-3931.)

In the JIC report the Directorate of Intelligence had already abandoned a major portion of the freshly printed A Analysis." In about 18 months the "Analysis" would be completely discarded and ordered destroyed. (Letter, Subject: Destruction of Air Intelligence Report Number 10079, September 25, 1950, Directorate of Intelligence, USAF, Decimal Correspondence File, A Flying Discs," 1950, National Archives II, College Park Maryland.)

Report by the Director of Intelligence, USAF, to the
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3. In a letter dated 30 December 1947, the Director of Research and Development, DCS/M, advised the Commanding General, AMC, that Air Force policy was not to ignore reports of sightings and phenomena in the atmosphere but to recognize that part of its mission to collect, evaluate and act on information of this nature. To implement this policy it was directed that Hq, Air Materiel Command set up a project with the purpose of collecting, collating, evaluating, and distributing to interested government agencies and contractors, all information concerning sightings and phenomena in the atmosphere which could be construed to be of concern to the national security. This directive assigned a priority of 2-A to the project, a RESTRICTED

classification, and a code name of "SIGN."

4. At Air Materiel Command the Technical Intelligence Division was assigned the responsibility for accomplishing this mission with the full assistance of all divisions and activities within Air Materiel Command to permit successful completion of the project. The cooperation of the Army, Navy, Coast Guard and F.B.I. was solicited in order to facilitate the forwarding and investigation of all reports. Arrangements were effected for handling such reports directly with Air Materiel Command.

5. In addition to the collection, analysis and investigation activities directed by the project personnel at Hq, Air Materiel Command, Air Intelligence Memorandum dated 6 August 1948, subject: "Flying Saucers," required that a study be made by the Air Intelligence Division to examine the pattern of tactics of reported flying saucers and develop conclusions as to their probability. The results of this analysis were prepared as Air Intelligence division (DI/USAF-ONI) Study No. 203, "Analysis of Flying Object Incidents in the United States." The Directorate of Intelligence has maintained close liaison with Project "SIGN" activities in order that appropriate staff sections of Headquarters, USAF may be adequately advised on the entire subject of unidentified aerial phenomena reports.

6. The code name of "SIGN" for the project was changed to "GRUDGE" by a request on 16 December 1948 by the Director of Research and Development, DCS/M, Hq, USAF. "GRUDGE" under the U.S. Joint Services Code Word Index refers to the title "Detailed Study of Flying Discs."

Assumptions and conclusions

7. Hq, Air Materiel Command will continue its investigations under project "GRUDGE" and the Directorate of Intelligence, USAF, will maintain close liaison with that Command in order to advise Staff sections on the subject of unidentified aerial objects.

8. See Appendix "A" for discussion of the problem and conclusions drawn therefrom.

Recommendations

9. It is recommended that the Joint Intelligence Committee:

a. Furnish the Director of Intelligence, USAF, with comments on this paper.

Appendix A

Unidentified Aerial Objects
Facts and Discussion 1. As of 10 March 1949, a total of 256 incidents involving unidentified aerial objects had been recorded, under Project "SIGN." The majority of these were domestic observations but there were many from reports from foreign sources. In each incident the observers have been interrogated by investigators and the results have been analyzed by technical personnel.

2. Condensed summaries have been prepared on each incident to provide basic information to individuals and agencies having a responsibility or interest in the project.

3. The extreme lack of accurate observed details and the unpredictable occurrence of incidents have made positive identification extremely difficult. Data on unidentified aerial objects has grouped the incidents as follows:

13.3% - discs

43.0% - spherical or elliptical [sic] shape (including balls of fire)

6.0% - cylindrical shape

2.5% - winged objects

32.2% - shapes other than those above

4. In order to identify ordinary and conventional objects, that have probably been included in the list of reported incidents, graphical methods have been applied as follows:

5. Prepared graphical data includes:

a. Charts concerning unidentified aerial objects, to indicate:

(1) Type of object observed

(2) Vicinity in which particular type of object was observed

(3) Direction of flight

b. Location of guided missiles, research and related centers

c. Location of airlines, airfields, both military and commercial

d. Locations of radio beacon stations

e. Known or projected radar stations from which reports and assistance may be derived

f. Meteorological stations from which balloon release data, radiosonde or theodolite readings may be obtained

g. Past, current, and projected celestial phenomena

h. Flight paths of migratory birds

6. A psychological analysis of the reported data is being prepared by Aero-Medical Laboratory, AMC, for the purpose of determining those incidents that are probably based upon errors of the human mind and senses. A preliminary verbal report from the professional psychologists indicates that a considerable number of incidents can be explained as ordinary occurrences that have been misrepresented, as the result of human errors.

7. Specialist services, supplementary to those of AMC technical offices, are being provided by a number of agencies.

8. The Air Weather Service has reviewed incident data and has provided the information that 24 of the first 172 coincide, both with respect to location and time, with the release of weather balloons.

9. The Ohio State University has contracted with AMC to supply astronomical services in an effort to identify meteors, planetoids and associated phenomena. Professor Hynek, Ohio State University Astrophysicist and head of the University Observatory has reviewed the incident summary sheets.

10. Preliminary report of Dr. Hynek, indicates that 30 per cent of the first 200 incidents are positively attributable to astronomical phenomena, and 45 per cent could be explained on the basis of such phenomena or the sighting of weather balloons and other objects. This gives a total of 75 per cent of all incidents with possible explanation.

11. Members of the Scientific Advisory Board o the Chief of Staff, USAF, who have provided consultant services to Project "Grudge," include Dr. Irving Langmuir, Chief, General Electric Research and Dr. G. E. Valley of MIT.

12. Dr.G. E. Valley has displayed an active interest in Project "Grudge" to the extent of reviewing the reported incidents and writing an overall type of analysis in which he groups the various objects and then analyzes each group from the standpoint of scientific feasibility.

13. Inasmuch as various surmises have been advanced that some of the reported observations may have represented "space ships" or satellite vehicles, a special study has been initiated with the Rand Corporation, under the Rand Project, to provide an analysis from this standpoint and also to provide fundamental information, pertaining to the basic design and performance characteristics that might distinguish a possible "space ship." Rand Corporation has also informed AMC that their analysis of all incidents leads them to the conclusion that there is nothing in any reported incidents which would go against a rational explanation.

14. The Weather Bureau Library of the Department of Commerce has supplied information on "ball lightning." This was requested because of the belief by some persons that some of the observations may have represented "ball lightning." It appears that the subject of "ball lightning" occupies an undetermined status and authorities are not at all convinced that such a phenomenon actually exists.

15. On 8 April 1949 the repeated occurrence of green fireball phenomena in New Mexico was discussed with Dr. Joseph Kaplan, member of the USAF Scientific Advisory Board. This phenomenon has caused considerable concern on the part of Hq, Fourth Army and has occupied the interests of Dr. Lincoln LaPaz of the University of New Mexico. Dr. LaPaz believes that the phenomena are not meteorites. Because of Dr. LaPaz' outstanding ability for accurate observation and his experience in identification of meteoritic phenomena, Dr. Kaplan expressed the belief that the green fireball phenomena should be further investigated. Dr. Kaplan's views and this phenomena were discussed 12 April 1948 with Dr. Theodore von Karman, Chairman, USAF Scientific Advisory Board, who feels that the problem is more properly in the field of upper atmosphere research than the field of intelligence.

16. A summary of the incidents reported would indicate that:

a. All incidents which coincide with explainable aerial activities or recorded natural phenomena should be eliminated from further consideration.

b. Creditable unexplained incidents involving light phenomena should be further investigated and analyzed by highly competent scientists who can establish the identity either within or without the limits of known natural phenomena.

c. Creditable unexplained incidents which might involve the use of atomic powered craft of usual [sic] design should be considered jointly by the Atomic Energy Commission and highly competent aerodynamicists to determine the necessity for further consideration of such incidents by the National Defense Intelligence Agencies.

Conclusions

17. The majority of reported incidents are reliable to the extent that they have involved the sighting of some object or light phenomenon.

18. In spite of the lack of accurate data provided by witnesses, the majority of reported incidnts have been caused by misidentification of weather balloons, high altitude balloons with lights and/or electronic equipment, meteors, bolides, and the planet Venus.

19. There are numerous reports from reliable and competent observers for which a conclusive explanation has not been made. Some of these involve descriptions which would place them in the category of new manifestations of probable natural phenomena but others involve configurations and described performance which might conceivably represent an advanced aerodynamical development. A few unexplained incidents surpass these limits of credibility.

20. It is unlikely that a foreign power would expose a superior aerial weapon by a prolonged ineffectual penetration of the United States.

NICAP Home Page

A Die-Hard Issue

CIA's Role in the Study of UFOs, 1947-90

Gerald K. Haines

An extraordinary 95 percent of all Americans have at least heard or read something about Unidentified Flying Objects (UFOs), and 57 percent believe they are real. **(1)** Former US Presidents Carter and Reagan claim to have seen a UFO. UFOlogists--a neologism for UFO buffs--and private UFO organizations are found throughout the United States. Many are convinced that the US Government, and particularly CIA, are engaged in a massive conspiracy and coverup of the issue. The idea that CIA has secretly concealed its research into UFOs has been a major theme of UFO buffs since the modern UFO phenomena emerged in the late 1940s. **(2)**

In late 1993, after being pressured by UFOlogists for the release of additional CIA information on UFOs, **(3)** DCI R. James Woolsey ordered another review of all Agency files on UFOs. Using CIA records compiled from that review, this study traces CIA interest and involvement in the UFO controversy from the late 1940s to 1990. It chronologically examines the Agency's efforts to solve the mystery of UFOs, its programs that had an impact on UFO sightings, and its attempts to conceal CIA involvement in the entire UFO issue. What emerges from this examination is that, while Agency concern over UFOs was substantial until the early 1950s, CIA has since paid only limited and peripheral attention to the phenomena.

Background

The emergence in 1947 of the Cold War confrontation between the United States and the Soviet Union also saw the first wave of UFO sightings. The first report of a "flying saucer" over the United States came on 24 June 1947, when Kenneth Arnold, a private pilot and reputable businessman, while looking for a downed plane sighted nine disk-shaped objects near Mt. Rainier, Washington, traveling at an estimated speed of over 1,000 mph. Arnold's report was followed by a flood of additional sightings, including reports from military and civilian pilots and air traffic controllers all over the United States. **(4)** In 1948, Air Force Gen. Nathan Twining, head of the Air Technical Service Command, established Project SIGN (initially named Project SAUCER) to collect, collate, evaluate, and distribute within the government all information relating to such sightings, on the premise that UFOs might be real and of national security concern. **(5)**

The Technical Intelligence Division of the Air Material Command (AMC) at Wright Field (later Wright-Patterson Air Force Base) in Dayton, Ohio, assumed control of Project SIGN and began its work on 23 January 1948. Although at first fearful that the objects might be Soviet secret weapons, the Air Force soon concluded that UFOs were real but easily explained and not extraordinary. The Air Force report found that almost all sightings stemmed from one or more of three causes: mass hysteria and hallucination, hoax, or misinterpretation of known objects. Nevertheless, the report recommended continued military intelligence control over the investigation of all sightings and did not rule out the possibility of extraterrestrial phenomena. **(6)**

Amid mounting UFO sightings, the Air Force continued to collect and evaluate UFO data in the late 1940s under a new project, GRUDGE, which tried to alleviate public anxiety over UFOs via a public relations campaign designed to persuade the public that UFOs constituted nothing unusual or extraordinary. UFO sightings were explained as balloons, conventional aircraft, planets, meteors, optical illusions, solar reflections, or even "large hailstones." GRUDGE officials found no evidence in UFO sightings of advanced foreign weapons design or development, and they concluded that UFOs did not threaten US security. They recommended that the project be reduced in scope because the very existence of Air Force official interest encouraged people to believe in UFOs and contributed to a "war hysteria" atmosphere. On 27 December 1949, the Air Force announced the project's termination. **(7)**

With increased Cold War tensions, the Korean war, and continued UFO sightings, USAF Director of Intelligence Maj.

Gen. Charles P. Cabell ordered a new UFO project in 1952. Project BLUE BOOK became the major Air Force effort to study the UFO phenomenon throughout the 1950s and 1960s. **(8)** The task of identifying and explaining UFOs continued to fall on the Air Material Command at Wright-Patterson. With a small staff, the Air Technical Intelligence Center (ATIC) tried to persuade the public that UFOs were not extraordinary. **(9)** Projects SIGN, GRUDGE, and BLUE BOOK set the tone for the official US Government position regarding UFOs for the next 30 years.

Early CIA Concerns, 1947-52

CIA closely monitored the Air Force effort, aware of the mounting number of sightings and increasingly concerned that UFOs might pose a potential security threat. **(10)** Given the distribution of the sightings, CIA officials in 1952 questioned whether they might reflect "midsummer madness." **(11)** Agency officials accepted the Air Force's conclusions about UFO reports, although they concluded that "since there is a remote possibility that they may be interplanetary aircraft, it is necessary to investigate each sighting." **(12)**

A massive buildup of sightings over the United States in 1952, especially in July, alarmed the Truman administration. On 19 and 20 July, radar scopes at Washington National Airport and Andrews Air Force Base tracked mysterious blips. On 27 July, the blips reappeared. The Air Force scrambled interceptor aircraft to investigate, but they found nothing. The incidents, however, caused headlines across the country. The White House wanted to know what was happening, and the Air Force quickly offered the explanation that the radar blips might be the result of "temperature inversions." Later, a Civil Aeronautics Administration investigation confirmed that such radar blips were quite common and were caused by temperature inversions. **(13)**

Although it had monitored UFO reports for at least three years, CIA reacted to the new rash of sightings by forming a special study group within the Office of Scientific Intelligence (OSI) and the Office of Current Intelligence (OCI) to review the situation. **(14)** Edward Tauss, acting chief of OSI's Weapons and Equipment Division, reported for the group that most UFO sightings could be easily explained. Nevertheless, he recommended that the Agency continue monitoring the problem, in coordination with ATIC. He also urged that CIA conceal its interest from the media and the public, "in view of their probable alarmist tendencies" to accept such interest as confirming the existence of UFOs. **(15)**

Upon receiving the report, Deputy Director for Intelligence (DDI) Robert Amory, Jr. assigned responsibility for the UFO investigations to OSI's Physics and Electronics Division, with A. Ray Gordon as the officer in charge. **(16)** Each branch in the division was to contribute to the investigation, and Gordon was to coordinate closely with ATIC. Amory, who asked the group to focus on the national security implications of UFOs, was relaying DCI Walter Bedell Smith's concerns. **(17)** Smith wanted to know whether or not the Air Force investigation of flying saucers was sufficiently objective and how much more money and manpower would be necessary to determine the cause of the small percentage of unexplained flying saucers. Smith believed "there was only one chance in 10,000 that the phenomenon posed a threat to the security of the country, but even that chance could not be taken." According to Smith, it was CIA's responsibility by statute to coordinate the intelligence effort required to solve the problem. Smith also wanted to know what use could be made of the UFO phenomenon in connection with US psychological warfare efforts. **(18)**

Led by Gordon, the CIA Study Group met with Air Force officials at Wright-Patterson and reviewed their data and findings. The Air Force claimed that 90 percent of the reported sightings were easily accounted for. The other 10 percent were characterized as "a number of incredible reports from credible observers." The Air Force rejected the theories that the sightings involved US or Soviet secret weapons development or that they involved "men from Mars"; there was no evidence to support these concepts. The Air Force briefers sought to explain these UFO reports as the misinterpretation of known objects or little understood natural phenomena. **(19)** Air Force and CIA officials agreed that outside knowledge of Agency interest in UFOs would make the problem more serious. **(20)** This concealment of CIA interest contributed greatly to later charges of a CIA conspiracy and coverup.

Amateur photographs of alleged UFOs

Passoria, New Jersey, 31 July 1952

Sheffield, England, 4 March 1962

& Minneapolis, Minnesota, 20 October 1960

The CIA Study Group also searched the Soviet press for UFO reports, but found none, causing the group to conclude that the absence of reports had to have been the result of deliberate Soviet Government policy. The group also envisioned the USSR's possible use of UFOs as a psychological warfare tool. In addition, they worried that, if the US air warning system should be deliberately overloaded by UFO sightings, the Soviets might gain a surprise advantage in any nuclear attack. **(21)**

Because of the tense Cold War situation and increased Soviet capabilities, the CIA Study Group saw serious national security concerns in the flying saucer situation. The group believed that the Soviets could use UFO reports to touch off mass hysteria and panic in the United States. The group also believed that the Soviets might use UFO sightings to overload the US air warning system so that it could not distinguish real targets from phantom UFOs. H. Marshall Chadwell, Assistant Director of OSI, added that he considered the problem of such importance "that it should be brought to the attention of the National Security Council, in order that a communitywide coordinated effort towards it solution may be initiated." **(22)**

Chadwell briefed DCI Smith on the subject of UFOs in December 1952. He urged action because he was convinced that "something was going on that must have immediate attention" and that "sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major US defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles." He drafted a memorandum from the DCI to the National Security Council (NSC) and a proposed NSC Directive establishing the investigation of UFOs as a priority project throughout the intelligence and the defense research and development community. **(23)** Chadwell also urged Smith to establish an external research project of top-level scientists to study the problem of UFOs. **(24)** After this briefing, Smith directed DDI Amory to prepare a NSC Intelligence Directive (NSCID) for submission to the NSC on the need to continue the investigation of UFOs and to coordinate such investigations with the Air Force. **(25)**

The Robertson Panel, 1952-53

On 4 December 1952, the Intelligence Advisory Committee (IAC) took up the issue of UFOs. **(26)** Amory, as acting chairman, presented DCI Smith's request to the committee that it informally discuss the subject of UFOs. Chadwell then briefly reviewed the situation and the active program of the ATIC relating to UFOs. The committee agreed that the DCI should "enlist the services of selected scientists to review and appraise the available evidence in the light of pertinent scientific theories" and draft an NSCID on the subject. **(27)** Maj. Gen. John A. Samford, Director of Air Force Intelligence, offered full cooperation. **(28)**

At the same time, Chadwell looked into British efforts in this area. He learned the British also were active in studying the UFO phenomena. An eminent British scientist, R. V. Jones, headed a standing committee created in June 1951 on flying saucers. Jones' and his committee's conclusions on UFOs were similar to those of Agency officials: the sightings were not enemy aircraft but misrepresentations of natural phenomena. The British noted, however, that during a recent air show RAF pilots and senior military officials had observed a "perfect flying saucer." Given the press response, according to the officer, Jones was having a most difficult time trying to correct public opinion regarding UFOs. The public was convinced they were real. **(29)**

In January 1953, Chadwell and H. P. Robertson, a noted physicist from the California Institute of Technology, put together a distinguished panel of nonmilitary scientists to study the UFO issue. It included Robertson as chairman; Samuel A. Goudsmit, a nuclear physicist from the Brookhaven National Laboratories; Luis Alvarez, a high-energy physicist; Thornton Page, the deputy director of the Johns Hopkins Operations Research Office and an expert on radar and electronics; and Lloyd Berkner, a director of the Brookhaven National Laboratories and a specialist in geophysics. **(30)**

The charge to the panel was to review the available evidence on UFOs and to consider the possible dangers of the phenomena to US national security. The panel met from 14 to 17 January 1953. It reviewed Air Force data on UFO case histories and, after spending 12 hours studying the phenomena, declared that reasonable explanations could be suggested for most, if not all, sightings. For example, after reviewing motion-picture film taken of a UFO sighting near

Tremonton, Utah, on 2 July 1952 and one near Great Falls, Montana, on 15 August 1950, the panel concluded that the images on the Tremonton film were caused by sunlight reflecting off seagulls and that the images at Great Falls were sunlight reflecting off the surface of two Air Force interceptors. **(31)**

The panel concluded unanimously that there was no evidence of a direct threat to national security in the UFO sightings. Nor could the panel find any evidence that the objects sighted might be extraterrestrials. It did find that continued emphasis on UFO reporting might threaten "the orderly functioning" of the government by clogging the channels of communication with irrelevant reports and by inducing "hysterical mass behavior" harmful to constituted authority. The panel also worried that potential enemies contemplating an attack on the United States might exploit the UFO phenomena and use them to disrupt US air defenses. **(32)**

To meet these problems, the panel recommended that the National Security Council debunk UFO reports and institute a policy of public education to reassure the public of the lack of evidence behind UFOs. It suggested using the mass media, advertising, business clubs, schools, and even the Disney corporation to get the message across. Reporting at the height of McCarthyism, the panel also recommended that such private UFO groups as the Civilian Flying Saucer Investigators in Los Angeles and the Aerial Phenomena Research Organization in Wisconsin be monitored for subversive activities. **(33)**

The Robertson panel's conclusions were strikingly similar to those of the earlier Air Force project reports on SIGN and GRUDGE and to those of the CIA's own OSI Study Group. All investigative groups found that UFO reports indicated no direct threat to national security and no evidence of visits by extraterrestrials.

Following the Robertson panel findings, the Agency abandoned efforts to draft an NSCID on UFOs. **(34)** The Scientific Advisory Panel on UFOs (the Robertson panel) submitted its report to the IAC, the Secretary of Defense, the Director of the Federal Civil Defense Administration, and the Chairman of the National Security Resources Board. CIA officials said no further consideration of the subject appeared warranted, although they continued to monitor sightings in the interest of national security. Philip Strong and Fred Durant from OSI also briefed the Office of National Estimates on the findings. **(35)** CIA officials wanted knowledge of any Agency interest in the subject of flying saucers carefully restricted, noting not only that the Robertson panel report was classified but also that any mention of CIA sponsorship of the panel was forbidden. This attitude would later cause the Agency major problems relating to its credibility. **(36)**

The 1950s: Fading CIA Interest in UFOs

After the report of the Robertson panel, Agency officials put the entire issue of UFOs on the back burner. In May 1953, Chadwell transferred chief responsibility for keeping abreast of UFOs to OSI's Physics and Electronic Division, while the Applied Science Division continued to provide any necessary support. **(37)** Todos M. Odarenko, chief of the Physics and Electronics Division, did not want to take on the problem, contending that it would require too much of his division's analytic and clerical time. Given the findings of the Robertson panel, he proposed to consider the project "inactive" and to devote only one analyst part-time and a file clerk to maintain a reference file of the activities of the Air Force and other agencies on UFOs. Neither the Navy nor the Army showed much interest in UFOs, according to Odarenko. **(38)**

A nonbeliever in UFOs, Odarenko sought to have his division relieved of the responsibility for monitoring UFO reports. In 1955, for example, he recommended that the entire project be terminated because no new information concerning UFOs had surfaced. Besides, he argued, his division was facing a serious budget reduction and could not spare the resources. **(39)** Chadwell and other Agency officials, however, continued to worry about UFOs. Of special concern were overseas reports of UFO sightings and claims that German engineers held by the Soviets were developing a "flying saucer" as a future weapon of war. **(40)**

To most US political and military leaders, the Soviet Union by the mid-1950s had become a dangerous opponent. Soviet progress in nuclear weapons and guided missiles was particularly alarming. In the summer of 1949, the USSR had detonated an atomic bomb. In August 1953, only nine months after the United States tested a hydrogen bomb, the Soviets detonated one. In the spring of 1953, a top secret RAND Corporation study also pointed out the vulnerability of SAC bases to a surprise attack by Soviet long-range bombers. Concern over the danger of a Soviet attack on the United

States continued to grow, and UFO sightings added to the uneasiness of US policymakers.

Mounting reports of UFOs over eastern Europe and Afghanistan also prompted concern that the Soviets were making rapid progress in this area. CIA officials knew that the British and Canadians were already experimenting with "flying saucers." Project Y was a Canadian-British-US developmental operation to produce a nonconventional flying-saucer-type aircraft, and Agency officials feared the Soviets were testing similar devices. **(41)**

Adding to the concern was a flying saucer sighting by US Senator Richard Russell and his party while traveling on a train in the USSR in October 1955. After extensive interviews of Russell and his group, however, CIA officials concluded that Russell's sighting did not support the theory that the Soviets had developed saucerlike or unconventional aircraft. Herbert Scoville, Jr., the Assistant Director of OSI, wrote that the objects observed probably were normal jet aircraft in a steep climb. **(42)**

Wilton E. Lexow, head of the CIA's Applied Sciences Division, was also skeptical. He questioned why the Soviets were continuing to develop conventional-type aircraft if they had a "flying saucer." **(43)** Scoville asked Lexow to assume responsibility for fully assessing the capabilities and limitations of nonconventional aircraft and to maintain the OSI central file on the subject of UFOs.

CIA's U-2 and OXCART as UFOs

In November 1954, CIA had entered into the world of high technology with its U-2 overhead reconnaissance project. Working with Lockheed's Advanced Development facility in Burbank, California, known as the Skunk Works, and Kelly Johnson, an eminent aeronautical engineer, the Agency by August 1955 was testing a high-altitude experimental aircraft--the U-2. It could fly at 60,000 feet; in the mid-1950s, most commercial airliners flew between 10,000 feet and 20,000 feet. Consequently, once the U-2 started test flights, commercial pilots and air traffic controllers began reporting a large increase in UFO sightings. **(44)** (U)

The early U-2s were silver (they were later painted black) and reflected the rays from the sun, especially at sunrise and sunset. They often appeared as fiery objects to observers below. Air Force BLUE BOOK investigators aware of the secret U-2 flights tried to explain away such sightings by linking them to natural phenomena such as ice crystals and temperature inversions. By checking with the Agency's U-2 Project Staff in Washington, BLUE BOOK investigators were able to attribute many UFO sightings to U-2 flights. They were careful, however, not to reveal the true cause of the sighting to the public.

According to later estimates from CIA officials who worked on the U-2 project and the OXCART (SR-71, or Blackbird) project, over half of all UFO reports from the late 1950s through the 1960s were accounted for by manned reconnaissance flights (namely the U-2) over the United States. **(45)** This led the Air Force to make misleading and deceptive statements to the public in order to allay public fears and to protect an extraordinarily sensitive national security project. While perhaps justified, this deception added fuel to the later conspiracy theories and the coverup controversy of the 1970s. The percentage of what the Air Force considered unexplained UFO sightings fell to 5.9 percent in 1955 and to 4 percent in 1956. **(46)**

At the same time, pressure was building for the release of the Robertson panel report on UFOs. In 1956, Edward Ruppelt, former head of the Air Force BLUE BOOK project, publicly revealed the existence of the panel. A best-selling book by UFOlogist Donald Keyhoe, a retired Marine Corps major, advocated release of all government information relating to UFOs. Civilian UFO groups such as the National Investigations Committee on Aerial Phenomena (NICAP) and the Aerial Phenomena Research Organization (APRO) immediately pushed for release of the Robertson panel report. **(47)** Under pressure, the Air Force approached CIA for permission to declassify and release the report. Despite such pressure, Philip Strong, Deputy Assistant Director of OSI, refused to declassify the report and declined to disclose CIA sponsorship of the panel. As an alternative, the Agency prepared a sanitized version of the report which deleted any reference to CIA and avoided mention of any psychological warfare potential in the UFO controversy. **(48)**

The demands, however, for more government information about UFOs did not let up. On 8 March 1958, Keyhoe, in an interview with Mike Wallace of CBS, claimed deep CIA involvement with UFOs and Agency sponsorship of the

Robertson panel. This prompted a series of letters to the Agency from Keyhoe and Dr. Leon Davidson, a chemical engineer and UFOlogist. They demanded the release of the full Robertson panel report and confirmation of CIA involvement in the UFO issue. Davidson had convinced himself that the Agency, not the Air Force, carried most of the responsibility for UFO analysis and that "the activities of the US Government are responsible for the flying saucer sightings of the last decade." Indeed, because of the undisclosed U-2 and OXCART flights, Davidson was closer to the truth than he suspected. CI, nevertheless held firm to its policy of not revealing its role in UFO investigations and refused to declassify the full Robertson panel report. **(49)**

In a meeting with Air Force representatives to discuss how to handle future inquires such as Keyhoe's and Davidson's, Agency officials confirmed their opposition to the declassification of the full report and worried that Keyhoe had the ear of former DCI VAdm. Roscoe Hillenkoetter, who served on the board of governors of NICAP. They debated whether to have CIA General Counsel Lawrence R. Houston show Hillenkoetter the report as a possible way to defuse the situation. CIA officer Frank Chapin also hinted that Davidson might have ulterior motives, "some of them perhaps not in the best interest of this country," and suggested bringing in the FBI to investigate. **(50)** Although the record is unclear whether the FBI ever instituted an investigation of Davidson or Keyhoe, or whether Houston ever saw Hillenkoetter about the Robertson report, Hillenkoetter did resign from the NICAP in 1962. **(51)**

The Agency was also involved with Davidson and Keyhoe in two rather famous UFO cases in the 1950s, which helped contribute to a growing sense of public distrust of CIA with regard to UFOs. One focused on what was reported to have been a tape recording of a radio signal from a flying saucer; the other on reported photographs of a flying saucer. The "radio code" incident began innocently enough in 1955, when two elderly sisters in Chicago, Mildred and Marie Maier, reported in the *Journal of Space Flight* their experiences with UFOs, including the recording of a radio program in which an unidentified code was reportedly heard. The sisters taped the program and other ham radio operators also claimed to have heard the "space message." OSI became interested and asked the Scientific Contact Branch to obtain a copy of the recording. **(52)**

Field officers from the Contact Division (CD), one of whom was Dewelt Walker, made contact with the Maier sisters, who were "thrilled that the government was interested," and set up a time to meet with them. **(53)** In trying to secure the tape recording, the Agency officers reported that they had stumbled upon a scene from *Arsenic and Old Lace*. "The only thing lacking was the elderberry wine," Walker cabled Headquarters. After reviewing the sisters' scrapbook of clippings from their days on the stage, the officers secured a copy of the recording. **(54)** OSI analyzed the tape and found it was nothing more than Morse code from a US radio station.

The matter rested there until UFOlogist Leon Davidson talked with the Maier sisters in 1957. The sisters remembered they had talked with a Mr. Walker who said he was from the US Air Force. Davidson then wrote to a Mr. Walker, believing him to be a US Air Force Intelligence Officer from Wright-Patterson, to ask if the tape had been analyzed at ATIC. Dewelt Walker replied to Davidson that the tape had been forwarded to proper authorities for evaluation, and no information was available concerning the results. Not satisfied, and suspecting that Walker was really a CIA officer, Davidson next wrote DCI Allen Dulles demanding to learn what the coded message revealed and who Mr. Walker was. **(55)** The Agency, wanting to keep Walker's identity as a CIA employee secret, replied that another agency of the government had analyzed the tape in question and that Davidson would be hearing from the Air Force. **(56)** On 5 August, the Air Force wrote Davidson saying that Walker "was and is an Air Force Officer" and that the tape "was analyzed by another government organization." The Air Force letter confirmed that the recording contained only identifiable Morse code which came from a known US-licensed radio station. **(57)**

Davidson wrote Dulles again. This time he wanted to know the identity of the Morse operator and of the agency that had conducted the analysis. CIA and the Air Force were now in a quandary. The Agency had previously denied that it had actually analyzed the tape. The Air Force had also denied analyzing the tape and claimed that Walker was an Air Force officer. CIA officers, under cover, contacted Davidson in Chicago and promised to get the code translation and the identification of the transmitter, if possible. **(58)**

In another attempt to pacify Davidson, a CIA officer, again under cover and wearing his Air Force uniform, contacted Davidson in New York City. The CIA officer explained that there was no super agency involved and that Air Force policy was not to disclose who was doing what. While seeming to accept this argument, Davidson nevertheless pressed

for disclosure of the recording message and the source. The officer agreed to see what he could do. **(59)** After checking with Headquarters, the CIA officer phoned Davidson to report that a thorough check had been made and, because the signal was of known US origin, the tape and the notes made at the time had been destroyed to conserve file space. **(60)**

Incensed over what he perceived was a runaround, Davidson told the CIA officer that "he and his agency, whichever it was, were acting like Jimmy Hoffa and the Teamster Union in destroying records which might indict them." **(61)** Believing that any more contact with Davidson would only encourage more speculation, the Contact Division washed its hands of the issue by reporting to the DCI and to ATIC that it would not respond to or try to contact Davidson again. **(62)** Thus, a minor, rather bizarre incident, handled poorly by both CIA and the Air Force, turned into a major flap that added fuel to the growing mystery surrounding UFOs and CIA's role in their investigation.

Another minor flap a few months later added to the growing questions surrounding the Agency's true role with regard to flying saucers. CIA's concern over secrecy again made matters worse. In 1958, Major Keyhoe charged that the Agency was deliberately asking eyewitnesses of UFOs not to make their sightings public. **(63)**

The incident stemmed from a November 1957 request from OSI to the CD to obtain from Ralph C. Mayher, a photographer for KYW-TV in Cleveland, Ohio, certain photographs he took in 1952 of an unidentified flying object. Harry Real, a CD officer, contacted Mayher and obtained copies of the photographs for analysis. On 12 December 1957, John Hazen, another CD officer, returned the five photographs of the alleged UFO to Mayher without comment. Mayher asked Hazen for the Agency's evaluation of the photos, explaining that he was trying to organize a TV program to brief the public on UFOs. He wanted to mention on the show that a US intelligence organization had viewed the photographs and thought them of interest. Although he advised Mayher not to take this approach, Hazen stated that Mayher was a US citizen and would have to make his own decision as to what to do. **(64)**

Keyhoe later contacted Mayher, who told him his story of CIA and the photographs. Keyhoe then asked the Agency to confirm Hazen's employment in writing, in an effort to expose CIA's role in UFO investigations. The Agency refused, despite the fact that CD field representatives were normally overt and carried credentials identifying their Agency association. DCI Dulles's aide, John S. Earman, merely sent Keyhoe a noncommittal letter noting that, because UFOs were of primary concern to the Department of the Air Force, the Agency had referred his letter to the Air Force for an appropriate response. Like the response to Davidson, the Agency reply to Keyhoe only fueled the speculation that the Agency was deeply involved in UFO sightings. Pressure for release of CIA information on UFOs continued to grow. **(65)**

Although CIA had a declining interest in UFO cases, it continued to monitor UFO sightings. Agency officials felt the need to keep informed on UFOs if only to alert the DCI to the more sensational UFO reports and flaps. **(66)**

The 1960s: Declining CIA Involvement and Mounting Controversy

In the early 1960s, Keyhoe, Davidson, and other UFOlogists maintained their assault on the Agency for release of UFO information. Davidson now claimed that CIA "was solely responsible for creating the Flying Saucer furor as a tool for cold war psychological warfare since 1951." Despite calls for Congressional hearings and the release of all materials relating to UFOs, little changed. **(67)**

In 1964, however, following high-level White House discussions on what to do if an alien intelligence was discovered in space and a new outbreak of UFO reports and sightings, DCI John McCone asked for an updated CIA evaluation of UFOs. Responding to McCone's request, OSI asked the CD to obtain various recent samples and reports of UFO sightings from NICAP. With Keyhoe, one of the founders, no longer active in the organization, CIA officers met with Richard H. Hall, the acting director. Hall gave the officers samples from the NICAP database on the most recent sightings. **(68)**

After OSI officers had reviewed the material, Donald F. Chamberlain, OSI Assistant Director, assured McCone that little had changed since the early 1950s. There was still no evidence that UFOs were a threat to the security of the United States or that they were of "foreign origin." Chamberlain told McCone that OSI still monitored UFO reports, including the official Air Force investigation, Project BLUE BOOK. **(69)**

At the same time that CIA was conducting this latest internal review of UFOs, public pressure forced the Air Force to establish a special ad hoc committee to review BLUE BOOK. Chaired by Dr. Brian O'Brien, a member of the Air Force Scientific Advisory Board, the panel included Carl Sagan, the famous astronomer from Cornell University. Its report offered nothing new. It declared that UFOs did not threaten the national security and that it could find "no UFO case which represented technological or scientific advances outside of a terrestrial framework." The committee did recommend that UFOs be studied intensively, with a leading university acting as a coordinator for the project, to settle the issue conclusively. **(70)**

The House Armed Services Committee also held brief hearings on UFOs in 1966 that produced similar results. Secretary of the Air Force Harold Brown assured the committee that most sightings were easily explained and that there was no evidence that "strangers from outer space" had been visiting Earth. He told the committee members, however, that the Air Force would keep an open mind and continue to investigate all UFO reports. **(71)**

Following the report of its O'Brien Committee, the House hearings on UFOs, and Dr. Robertson's disclosure on a *CBS Reports* program that CIA indeed had been involved in UFO analysis, the Air Force in July 1966 again approached the Agency for declassification of the entire Robertson panel report of 1953 and the full Durant report on the Robertson panel deliberations and findings. The Agency again refused to budge. Karl H. Weber, Deputy Director of OSI, wrote the Air Force that "We are most anxious that further publicity not be given to the information that the panel was sponsored by the CIA." Weber noted that there was already a sanitized version available to the public. **(72)** Weber's response was rather shortsighted and ill considered. It only drew more attention to the 13-year-old Robertson panel report and CIA's role in the investigation of UFOs. The science editor of *The Saturday Review* drew nationwide attention to the CIA's role in investigating UFOs when he published an article criticizing the "sanitized version" of the 1953 Robertson panel report and called for release of the entire document. **(73)**

Unknown to CIA officials, Dr. James E. McDonald, a noted atmospheric physicist from the University of Arizona, had already seen the Durant report on the Robertson panel proceedings at Wright-Patterson on 6 June 1966. When McDonald returned to Wright-Patterson on 30 June to copy the report, however, the Air Force refused to let him see it again, stating that it was a CIA classified document. Emerging as a UFO authority, McDonald publicly claimed that the CIA was behind the Air Force secrecy policies and coverup. He demanded the release of the full Robertson panel report and the Durant report. **(74)**

Bowing to public pressure and the recommendation of its own O'Brien Committee, the Air Force announced in August 1966 that it was seeking a contract with a leading university to undertake a program of intensive investigations of UFO sightings. The new program was designed to blunt continuing charges that the US Government had concealed what it knew about UFOs. On 7 October, the University of Colorado accepted a $325,000 contract with the Air Force for an 18-month study of flying saucers. Dr. Edward U. Condon, a physicist at Colorado and a former Director of the National Bureau of Standards, agreed to head the program. Pronouncing himself an "agnostic" on the subject of UFOs, Condon observed that he had an open mind on the question and thought that possible extraterritorial origins were "improbable but not impossible." **(75)** Brig. Gen. Edward Giller, USAF, and Dr. Thomas Ratchford from the Air Force Research and Development Office became the Air Force coordinators for the project.

In February 1967, Giller contacted Arthur C. Lundahl, Director of CIA's National Photographic Interpretation Center (NPIC), and proposed an informal liaison through which NPIC could provide the Condon Committee with technical advice and services in examining photographs of alleged UFOs. Lundahl and DDI R. Jack Smith approved the arrangement as a way of "preserving a window" on the new effort. They wanted the CIA and NPIC to maintain a low profile, however, and to take no part in writing any conclusions for the committee. No work done for the committee by NPIC was to be formally acknowledged. **(76)**

Ratchford next requested that Condon and his committee be allowed to visit NPIC to discuss the technical aspects of the problem and to view the special equipment NPIC had for photoanalysis. On 20 February 1967, Condon and four members of his committee visited NPIC. Lundahl emphasized to the group that any NPIC work to assist the committee must not be identified as CIA work. Moreover, work performed by NPIC would be strictly of a technical nature. After receiving these guidelines, the group heard a series of briefings on the services and equipment not available elsewhere that CIA had used in its analysis of some UFO photography furnished by Ratchford. Condon and his committee were

impressed.> **(77)**

Condon and the same group met again in May 1967 at NPIC to hear an analysis of UFO photographs taken at Zanesville, Ohio. The analysis debunked that sighting. The committee was again impressed with the technical work performed, and Condon remarked that for the first time a scientific analysis of a UFO would stand up to investigation. **(78)** The group also discussed the committee's plans to call on US citizens for additional photographs and to issue guidelines for taking useful UFO photographs. In addition, CIA officials agreed that the Condon Committee could release the full Durant report with only minor deletions.

In April 1969, Condon and his committee released their report on UFOs. The report concluded that little, if anything, had come from the study of UFOs in the past 21 years and that further extensive study of UFO sightings was unwarranted. It also recommended that the Air Force special unit, Project BLUE BOOK, be discontinued. It did not mention CIA participation in the Condon committee's investigation. **(79)** A special panel established by the National Academy of Sciences reviewed the Condon report and concurred with its conclusion that "no high priority in UFO investigations is warranted by data of the past two decades." It concluded its review by declaring, "On the basis of present knowledge, the least likely explanation of UFOs is the hypothesis of extraterrestrial visitations by intelligent beings." Following the recommendations of the Condon Committee and the National Academy of Sciences, the Secretary of the Air Force, Robert C. Seamans, Jr., announced on 17 December 1969 the termination of BLUE BOOK. **(80)**

The 1970s and 1980s: The UFO Issue Refuses To Die

The Condon report did not satisfy many UFOlogists, who considered it a coverup for CIA activities in UFO research. Additional sightings in the early 1970s fueled beliefs that the CIA was somehow involved in a vast conspiracy. On 7 June 1975, William Spaulding, head of a small UFO group, Ground Saucer Watch (GSW), wrote to CIA requesting a copy of the Robertson panel report and all records relating to UFOs. **(81)** Spaulding was convinced that the Agency was withholding major files on UFOs. Agency officials provided Spaulding with a copy of the Robertson panel report and of the Durant report. **(82)**

On 14 July 1975, Spaulding again wrote the Agency questioning the authenticity of the reports he had received and alleging a CIA coverup of its UFO activities. Gene Wilson, CIA's Information and Privacy Coordinator, replied in an attempt to satisfy Spaulding, "At no time prior to the formation of the Robertson Panel and subsequent to the issuance of the panel's report has CIA engaged in the study of the UFO phenomena." The Robertson panel report, according to Wilson, was "the summation of Agency interest and involvement in UFOs." Wilson also inferred that there were no additional documents in CIA's possession that related to UFOs. Wilson was ill informed. **(83)**

In September 1977, Spaulding and GSW, unconvinced by Wilson's response, filed a Freedom of Information Act (FOIA) lawsuit against the Agency that specifically requested all UFO documents in CIA's possession. Deluged by similar FOIA requests for Agency information on UFOs, CIA officials agreed, after much legal maneuvering, to conduct a "reasonable search" of CIA files for UFO materials. **(84)** Despite an Agency-wide unsympathetic attitude toward the suit, Agency officials, led by Launie Ziebell from the Office of General Counsel, conducted a thorough search for records pertaining to UFOs. Persistent, demanding, and even threatening at times, Ziebell and his group scoured the Agency. They even turned up an old UFO file under a secretary's desk. The search finally produced 355 documents totaling approximately 900 pages. On 14 December 1978, the Agency released all but 57 documents of about 100 pages to GSW. It withheld these 57 documents on national security grounds and to protect sources and methods. **(85)**

Although the released documents produced no smoking gun and revealed only a low-level Agency interest in the UFO phenomena after the Robertson panel report of 1953, the press treated the release in a sensational manner. *The New York Times,* for example, claimed that the declassified documents confirmed intensive government concern over UFOs and that the Agency was secretly involved in the surveillance of UFOs. **(86)** GSW then sued for the release of the withheld documents, claiming that the Agency was still holding out key information. **(87)** It was much like the John F. Kennedy assassination issue. No matter how much material the Agency released and no matter how dull and prosaic the information, people continued to believe in a Agency coverup and conspiracy.

DCI Stansfield Turner was so upset when he read *The New York Times* article that he asked his senior officers, "Are we in UFOs?" After reviewing the records, Don Wortman, Deputy Director for Administration, reported to Turner that there was "no organized Agency effort to do research in connection with UFO phenomena nor has there been an organized effort to collect intelligence on UFOs since the 1950s." Wortman assured Turner that the Agency records held only "sporadic instances of correspondence dealing with the subject," including various kinds of reports of UFO sightings. There was no Agency program to collect actively information on UFOs, and the material released to GSW had few deletions. **(88)** Thus assured, Turner had the General Counsel press for a summary judgment against the new lawsuit by GSW. In May 1980, the courts dismissed the lawsuit, finding that the Agency had conducted a thorough and adequate search in good faith. **(89)**

During the late 1970s and 1980s, the Agency continued its low-key interest in UFOs and UFO sightings. While most scientists now dismissed flying saucers reports as a quaint part of the 1950s and 1960s, some in the Agency and in the Intelligence Community shifted their interest to studying parapsychology and psychic phenomena associated with UFO sightings. CIA officials also looked at the UFO problem to determine what UFO sightings might tell them about Soviet progress in rockets and missiles and reviewed its counterintelligence aspects. Agency analysts from the Life Science Division of OSI and OSWR officially devoted a small amount of their time to issues relating to UFOs. These included counterintelligence concerns that the Soviets and the KGB were using US citizens and UFO groups to obtain information on sensitive US weapons development programs (such as the Stealth aircraft), the vulnerability of the US air-defense network to penetration by foreign missiles mimicking UFOs, and evidence of Soviet advanced technology associated with UFO sightings.

CIA also maintained Intelligence Community coordination with other agencies regarding their work in parapsychology, psychic phenomena, and "remote viewing" experiments. In general, the Agency took a conservative scientific view of these unconventional scientific issues. There was no formal or official UFO project within the Agency in the 1980s, and Agency officials purposely kept files on UFOs to a minimum to avoid creating records that might mislead the public if released. **(90)**

The 1980s also produced renewed charges that the Agency was still withholding documents relating to the 1947 Roswell incident, in which a flying saucer supposedly crashed in New Mexico, and the surfacing of documents which purportedly revealed the existence of a top secret US research and development intelligence operation responsible only to the President on UFOs in the late 1940s and early 1950s. UFOlogists had long argued that, following a flying saucer crash in New Mexico in 1947, the government not only recovered debris from the crashed saucer but also four or five alien bodies. According to some UFOlogists, the government clamped tight security around the project and has refused to divulge its investigation results and research ever since. **(91)** In September 1994, the US Air Force released a new report on the Roswell incident that concluded that the debris found in New Mexico in 1947 probably came from a once top secret balloon operation, Project MOGUL, designed to monitor the atmosphere for evidence of Soviet nuclear tests. **(92)**

Circa 1984, a series of documents surfaced which some UFOlogists said proved that President Truman created a top secret committee in 1947, Majestic-12, to secure the recovery of UFO wreckage from Roswell and any other UFO crash sight for scientific study and to examine any alien bodies recovered from such sites. Most if not all of these documents have proved to be fabrications. Yet the controversy persists. **(93)**

Like the JFK assassination conspiracy theories, the UFO issue probably will not go away soon, no matter what the Agency does or says. The belief that we are not alone in the universe is too emotionally appealing and the distrust of our government is too pervasive to make the issue amenable to traditional scientific studies of rational explanation and evidence.

Notes

(1) See the 1973 Gallup Poll results printed in *The New York Times*, 29 November 1973, p. 45 and Philip J. Klass, *UFOs: The Public Deceived* (New York: Prometheus Books, 1983), p. 3.

(2) See Klass, *UFOs,* p. 3; James S. Gordon, "The UFO Experience," *Atlantic Monthly* (August 1991), pp. 82-92; David Michael Jacobs, *The UFO Controversy in America* (Bloomington: Indiana University Press, 1975); Howard Blum, *Out There: The Government's Secret Quest for Extraterrestrials* (New York: Simon and Schuster, 1990); Timothy Good, *Above Top Secret: The Worldwide UFO Cover-Up* (New York: William Morrow, 1987); and Whitley Strieber, Communion: *The True Story* (New York: Morrow, 1987).

(3) In September 1993 John Peterson, an acquaintance of Woolsey's, first approached the DCI with a package of heavily sanitized CIA material on UFOs released to UFOlogist Stanton T. Friedman. Peterson and Friedman wanted to know the reasons for the redactions. Woolsey agreed to look into the matter. See Richard J. Warshaw, Executive Assistant, note to author, 1 November 1994; Warshaw, note to John H. Wright, Information and Privacy Coordinator, 31 January 1994; and Wright, memorandum to Executive Secretariat, 2 March 1994. (Except where noted, all citations to CIA records in this article are to the records collected for the 1994 Agency-wide search that are held by the Executive Assistant to the DCI).

(4) See Hector Quintanilla, Jr., "The Investigation of UFOs," Vol. 10, No. 4, *Studies in Intelligence* (fall 1966): pp.95-110 and CIA, unsigned memorandum, "Flying Saucers," 14 August 1952. See also Good, *Above Top Secret,* p. 253. During World War II, US pilots reported "foo fighters" (bright lights trailing US aircraft). Fearing they might be Japanese or German secret weapons, OSS investigated but could find no concrete evidence of enemy weapons and often filed such reports in the "crackpot" category. The OSS also investigated possible sightings of German V-1 and V-2 rockets before their operational use during the war. See Jacobs, *UFO Controversy,* p. 33. The Central Intelligence Group, the predecessor of the CIA, also monitored reports of "ghost rockets" in Sweden in 1946. See CIG, Intelligence Report, 9 April 1947.

(5) Jacobs, *The UFO Controversy,* p. 156 and Quintanilla, "The Investigation of UFOs," p. 97.

(6) See US Air Force, Air Material Command, "Unidentified Aerial Objects: Project SIGN, no. F-TR 2274, IA, February 1949, Records of the US Air Force Commands, Activities and Organizations, Record Group 341, National Archives, Washington, DC.

(7) See US Air Force, *Projects GRUDGE and BLUEBOOK Reports 1- 12* (Washington, DC; National Investigations Committee on Aerial Phenomena, 1968) and Jacobs, *The UFO Controversy,* pp. 50-54.

(8) See Cabell, memorandum to Commanding Generals Major Air Commands, "Reporting of Information on Unconventional Aircraft," 8 September 1950 and Jacobs, *The UFO Controversy,* p. 65.

(9) See Air Force, *Projects GRUDGE and BLUE BOOK* and Jacobs, *The UFO Controversy,* p. 67.

(10) See Edward Tauss, memorandum for Deputy Assistant Director, SI, "Flying Saucers," 1 August 1952. See also United Kingdom, Report by the "Flying Saucer" Working Party, "Unidentified Flying Objects," no date (approximately 1950).

(11) See Dr. Stone, OSI, memorandum to Dr. Willard Machle, OSI, 15 March 1949 and Ralph L. Clark, Acting Assistant Director, OSI, memorandum for DDI, "Recent Sightings of Unexplained Objects," 29 July 1952.

(12) Stone, memorandum to Machle. See also Clark, memorandum for DDI, 29 July 1952.

(13) See Klass, UFOs, p. 15. For a brief review of the Washington sightings see Good, *Above Top Secret,* pp. 269-271.

(14) See Ralph L. Clark, Acting Assistant Director, OSI, memorandum to DDI Robert Amory, Jr., 29 July 1952. OSI and OCI were in the Directorate of Intelligence. Established in 1948, OSI served as the CIA's focal point for the analysis of foreign scientific and technological developments. In 1980, OSI was merged into the Office of Science and Weapons Research. The Office of Current Intelligence (OCI), established on 15 January 1951 was to provide all-source current intelligence to the President and the National Security Council.

(15) Tauss, memorandum for Deputy Assistant Director, SI (Philip Strong), 1 August 1952.

(16) On 2 January 1952, DCI Walter Bedell Smith created a Deputy Directorate for Intelligence (DDI) composed of six overt CIA organizations--OSI, OCI, Office of Collection and Dissemination, Office National Estimates, Office of Research and Reports, and the Office of Intelligence Coordination--to produce intelligence analysis for US policymakers.

(17) See Minutes of Branch Chief's Meeting, 11 August 1952.

(18) Smith expressed his opinions at a meeting in the DCI Conference Room attended by his top officers. See Deputy Chief, Requirements Staff, FI, memorandum for Deputy Director, Plans, "Flying Saucers," 20 August 1952, Directorate of Operations Records, Information Management Staff, Job 86-00538R, Box 1.

(19) See CIA memorandum, unsigned, "Flying Saucers," 11 August 1952.

(20) See CIA, memorandum, unsigned, "Flying Saucers," 14 August 1952.

(21) See CIA, memorandum, unsigned, "Flying Saucers," 19 August 1952.

(22) See Chadwell, memorandum for Smith, 17 September 1952 and 24 September 1952, "Flying Saucers." See also Chadwell, memorandum for DCI Smith, 2 October 1952 and Klass, *UFOs,* pp. 23-26.

(23) Chadwell, memorandum for DCI with attachments, 2 December 1952. See also Klass, *UFOs,* pp. 26-27 and Chadwell, memorandum, 25 November 1952.

(24) See Chadwell, memorandum, 25 November 1952 and Chadwell, memorandum, "Approval in Principle - External Research Project Concerned with Unidentified Flying Objects," no date. See also Philip G. Strong, OSI, memorandum for the record, "Meeting with Dr. Julius A. Stratton, Executive Vice President and Provost, MIT and Dr. Max Millikan, Director of CENIS." Strong believed that in order to undertake such a review they would need the full backing and support of DCI Smith.

(25) See Chadwell, memorandum for DCI, ""Unidentified Flying Objects," 2 December 1952. See also Chadwell, memorandum for Amory, DDI, "Approval in Principle - External Research Project Concerned with Unidentified Flying Objects," no date.

(26) The IAC was created in 1947 to serve as a coordinating body in establishing intelligence requirements. Chaired by the DCI, the IAC included representatives from the Department of State, the Army, the Air Force, the Joint Chiefs of Staff, the FBI, and the AEC.

(27) See Klass, *UFOs,* p. 27.

(28) See Richard D. Drain, Acting Secretary, IAC, "Minutes of Meeting held in Director's Conference Room, Administration Building, CIA," 4 December 1952.

(29) See Chadwell, memorandum for the record, "British Activity in the Field of UFOs," 18 December 1952.

(30) See Chadwell, memorandum for DCI, "Consultants for Advisory Panel on Unidentified Flying Objects," 9 January 1953; Curtis Peebles, *Watch the Skies! A Chronicle of the Flying Saucer Myth* (Washington, DC: Smithsonian Institution Press, 1994). pp. 73-90; and Jacobs, *The UFO Controversy,* pp. 91-92.

(31) See Fred C. Durant III, Report on the Robertson Panel Meeting, January 1953. Durant, on contract with OSI and a past president of the American Rocket Society, attended the Robertson panel meetings and wrote a summary of the proceedings.

(32) See Report of the Scientific Panel on Unidentified Flying Objects (the Robertson Report), 17 January 1953 and the Durant report on the panel discussions.

(33) See Robertson Report and Durant Report. See also Good, *Above Top Secret*, pp. 337-38, Jacobs, *The UFO Controversy*, p. 95, and Klass, *UFO's*, pp. 28-29.

(34) See Reber, memorandum to IAC, 18 February 1953.

(35) See Chadwell, memorandum for DDI, "Unidentified Flying Objects," 10 February 1953; Chadwell, letter to Robertson, 28 January 1953; and Reber, memorandum for IAC, "Unidentified Flying Objects," 18 February 1953. On briefing the ONE, see Durant, memorandum for the record, "Briefing of ONE Board on Unidentified Flying Objects," 30 January 1953 and CIA Summary disseminated to the field, "Unidentified Flying Objects," 6 February 1953.

(36) See Chadwell, letter to Julius A. Stratton, Provost MIT, 27 January 1953.

(37) See Chadwell, memorandum for Chief, Physics and Electronics Division/OSI (Todos M. Odarenko), "Unidentified Flying Objects," 27 May 1953.

(38) See Odarenko, memorandum to Chadwell, "Unidentified Flying Objects," 3 July 1953. See also Odarenko, memorandum to Chadwell, "Current Status of Unidentified Flying Objects (UFOB) Project," 17 December 1953.

(39) See Odarenko, memorandum, "Unidentified Flying Objects," 8 August 1955.

(40) See FBIS, report, "Military Unconventional Aircraft," 18 August 1953 and various reports, "Military-Air, Unconventional Aircraft," 1953, 1954, 1955.

(41) Developed by the Canadian affiliate of Britain's A. V. Roe, Ltd., Project Y did produce a small-scale model that hovered a few feet off the ground. See Odarenko, memorandum to Chadwell, "Flying Saucer Type of Planes" 25 May 1954; Frederic C. E. Oder, memorandum to Odarenko, "USAF Project Y," 21 May 1954; and Odarenko, T. M. Nordbeck, Ops/SI, and Sidney Graybeal, ASD/SI, memorandum for the record, "Intelligence Responsibilities for Non-Conventional Types of Air Vehicles," 14 June 1954.

(42) See Reuben Efron, memorandum, "Observation of Flying Object Near Baku," 13 October 1955; Scoville, memorandum for the record, "Interview with Senator Richard B. Russell," 27 October 1955; and Wilton E. Lexow, memorandum for information, "Reported Sighting of Unconventional Aircraft," 19 October 1955.

(43) See Lexow, memorandum for information, "Reported Sighting of Unconventional Aircraft," 19 October 1955. See also Frank C. Bolser, memorandum for George C. Miller, Deputy Chief, SAD/SI, "Possible Soviet Flying Saucers, Check On;" Lexow, memorandum, "Possible Soviet Flying Saucers, Follow Up On," 17 December 1954; Lexow, memorandum, "Possible Soviet Flying Saucers," 1 December 1954; and A. H. Sullivan, Jr., memorandum, "Possible Soviet Flying Saucers," 24 November 1954.

(44) See Gregory W. Pedlow and Donald E. Welzenbach, *The Central Intelligence Agency and Overhead Reconnaissance: The U-2 and OXCART Programs, 1954-1974* (Washington, DC: CIA History Staff, 1992), pp. 72-73.

(45) See Pedlow and Welzenbach, *Overhead Reconnaissance*, pp. 72-73. This also was confirmed in a telephone interview between the author and John Parongosky, 26 July 1994. Parongosky oversaw the day-to-day affairs of the OXCART program.

(46) See Jacobs, *The UFO Controversy*, p. 135.

(47) See Peebles, *Watch the Skies*, pp. 128-146; Ruppelt, *The Report on Unidentified Flying Objects* (New York: Doubleday, 1956); Keyhoe, *The Flying Saucer Conspiracy* (New York: Holt, 1955); and Jacobs, *The UFO Controversy*, pp. 347-49.

(48) See Strong, letter to Lloyd W. Berkner; Strong, letter to Thorton Page; Strong, letter to Robertson; Strong, letter to Samuel Goudsmit; Strong, letter to Luis Alvarez, 20 December 1957; and Strong, memorandum for Major James F. Byrne, Assistant Chief of Staff, Intelligence Department of the Air Force, "Declassification of the `Report of the

Scientific Panel on Unidentified Flying Objects,'" 20 December 1957. See also Berkner, letter to Strong, 20 November 1957 and Page, letter to Strong, 4 December 1957. The panel members were also reluctant to have their association with the Agency released.

>**(49)** See Wilton E. Lexow, memorandum for the record, "Comments on Letters Dealing with Unidentified Flying Objects," 4 April 1958; J. S. Earman, letter to Major Lawrence J. Tacker, Office of the Secretary of the Air Force, Information Service, 4 April 1958; Davidson, letter to Berkner, 8 April 1958; Berkner, letter to Davidson, 18 April 1958; Berkner, letter to Strong, 21 April 1958; Davidson, letter to Tacker, 27 April 1958; Davidson, letter to Allen Dulles, 27 April 1958; Ruppelt, letter to Davidson, 7 May 1958; Strong, letter to Berkner, 8 May 1958; Davidson, letter to Berkner, 8 May 1958; Davidson, letter to Earman, 16 May 1958; Davidson, letter to Goudsmit, 18 May 1958; Davidson, letter to Page, 18 May 1958; and Tacker, letter to Davidson, 20 May 1958.

(50) See Lexow, memorandum for Chapin, 28 July 1958.

(51) See Good, *Above Top Secret*, pp. 346-47; Lexow, memorandum for the record, "Meeting with the Air Force Personnel Concerning Scientific Advisory Panel Report on Unidentified Flying Objects, dated 17 January 1953 (S)," 16 May 1958. See also La Rae L. Teel, Deputy Division Chief, ASD, memorandum for the record, "Meeting with Mr. Chapin on Replying to Leon Davidson's UFO Letter and Subsequent Telephone Conversation with Major Thacker, [sic]" 22 May 1958.

(52) See Edwin M. Ashcraft, Chief, Contact Division (Scientific), memorandum to Chief, Chicago Office, "Radio Code Recording," 4 March 1955 and Ashcraft, memorandum to Chief, Support Branch, OSI, 17 March 1955.

(53) The Contact Division was created to collect foreign intelligence information from sources within the United States. See the Directorate of Intelligence Historical Series, *The Origin and Development of Contact Division, 11 July 19461 July 1965* (Washington, DC; CIA Historical Staff, June 1969).

(54) See George O. Forrest, Chief, Chicago Office, memorandum to Chief, Contact Division for Science, 11 March 1955.

(55) See Support Division (Connell), memorandum to Dewelt E. Walker, 25 April 1957.

(56) See J. Arnold Shaw, Assistant to the Director, letter to Davidson, 10 May 1957.

(57) See Support (Connell) memorandum to Lt. Col. V. Skakich, 27 August 1957 and Lamountain, memorandum to Support (Connell), 20 December 1957.

(58) See Lamountain, cable to Support (Connell), 31 July 1958.

(59) See Support (Connell) cable to Skakich, 3 October 1957 and Skakich, cable to Connell, 9 October 1957.

(60) See Skakich, cable to Connell, 9 October 1957.

(61) See R. P. B. Lohmann, memorandum for Chief, Contact Division, DO, 9 January 1958.

(62) See Support, cable to Skakich, 20 February 1958 and Connell (Support) cable to Lamountain, 19 December 1957.

(63) See Edwin M. Ashcraft, Chief, Contact Division, Office of Operations, memorandum for Austin Bricker, Jr., Assistant to the Director, "Inquiry by Major Donald E. Keyhoe on John Hazen's Association with the Agency," 22 January 1959.

(64) See John T. Hazen, memorandum to Chief, Contact Division, 12 December 1957. See also Ashcraft, memorandum to Cleveland Resident Agent, "Ralph E. Mayher," 20 December 1957. According to this memorandum, the photographs were viewed at "a high level and returned to us without comment." The Air Force held the original negatives. The CIA records were probably destroyed.

(65) The issue would resurface in the 1970s with the GSW FOIA court case.

(66) See Robert Amory, Jr., DDI, memorandum for Assistant Director/Scientific Intelligence, "Flying Saucers," 26 March 1956. See also Wallace R. Lamphire, Office of the Director, Planning and Coordination Staff, memorandum for Richard M. Bissell, Jr., "Unidentified Flying Saucers (UFO)," 11 June 1957; Philip Strong, memorandum for the Director, NPIC, "Reported Photography of Unidentified Flying Objects," 27 October 1958; Scoville, memorandum to Lawrence Houston, Legislative Counsel, "Reply to Honorable Joseph E. Garth," 12 July 1961; and Houston, letter to Garth, 13 July 1961.

(67) See, for example, Davidson, letter to Congressman Joseph Garth, 26 June 1961 and Carl Vinson, Chairman, House Committee on Armed Services, letter to Rep. Robert A. Everett, 2 September 1964.

(68) See Maxwell W. Hunter, staff member, National Aeronautics and Space Council, Executive Office of the President, memorandum for Robert F. Parkard, Office of International Scientific Affairs, Department of State, "Thoughts on the Space Alien Race Question," 18 July 1963, File SP 16, Records of the Department of State, Record Group 59, National Archives. See also F. J. Sheridan, Chief, Washington Office, memorandum to Chief, Contact Division, "National Investigation Committee on Aerial Phenomena (NICAP)," 25 January 1965.

(69) Chamberlain, memorandum for DCI, "Evaluation of UFOs," 26 January 1965.

(70) See Jacobs, *The UFO Controversy*, p. 199 and US Air Force, Scientific Advisory Board, Ad Hoc Committee (O'Brien Committee) to Review Project BLUE BOOK, *Special Report* (Washington, DC: 1966). See also *The New York Times*, 14 August 1966, p. 70.

(71) See "Congress Reassured on Space Visits," The New York Times, 6 April 1966.

(72) Weber, letter to Col. Gerald E. Jorgensen, Chief, Community Relations Division, Office of Information, US Air Force, 15 August 1966. The Durant report was a detailed summary of the Robertson panel proceedings.

(73) See John Lear, "The Disputed CIA Document on UFOs," *Saturday Review* (September 3, 1966), p. 45. The Lear article was otherwise unsympathetic to UFO sightings and the possibility that extraterritorials were involved. The Air Force had been eager to provide Lear with the full report. See Walter L. Mackey, Executive Officer, memorandum for DCI, "Air Force Request to Declassify CIA Material on Unidentified Flying Objects (UFO)," 1 September 1966.

(74) See Klass, UFOs, p. 40, Jacobs, *The UFO Controversy*, p. 214 and Everet Clark, "Physicist Scores `Saucer Status,'" *The New York Times*, 21 October 1966. See also James E. McDonald, "Statement on Unidentified Flying Objects," submitted to the House Committee on Science and Astronautics, 29 July 1968.

(75) Condon is quoted in Walter Sullivan, "3 Aides Selected in Saucer Inquiry," *The New York Times*, 8 October 1966. See also "An Outspoken Scientist, Edward Uhler Condon," *The New York Times*, 8 October 1966. Condon, an outgoing, gruff scientist, had earlier become embroiled in a controversy with the House Unamerican Activities Committee that claimed Condon was "one of the weakest links in our atomic security." See also Peebles, Watch the Skies, pp. 169-195.

(76) See Lundahl, memorandum for DDI, 7 February 1967.

(77) See memorandum for the record, "Visit of Dr. Condon to NPIC, 20 February 1967," 23 February 1967. See also the analysis of the photographs in memorandum for Lundahl, "Photo Analysis of UFO Photography," 17 February 1967.

(78) See memorandum for the record, "UFO Briefing for Dr. Edward Condon, 5 May 1967," 8 May 1967 and attached "Guidelines to UFO Photographers and UFO Photographic Information Sheet." See also Condon Committee, Press Release, 1 May 1967 and Klass, *UFOs*, p. 41. The Zaneville photographs turned out to be a hoax.

(79) See Edward U. Condon, Scientific Study of Unidentified Flying Objects (New York: Bantam Books, 1969) and Klass, UFOs, p. 41. The report contained the Durant report with only minor deletions.

(80) See Office of Assistant Secretary of Defense, News Release, "Air Force to Terminate Project BLUEBOOK," 17 December 1969. The Air Force retired BLUEBOOK records to the USAF Archives at Maxwell Air Force Base in Alabama. In 1976 the Air Force turned over all BLUEBOOK files to the National Archives and Records Administration, which made them available to the public without major restrictions. Some names have been withheld from the documents. See Klass, *UFOs,* p. 6.

(81) GSW was a small group of UFO buffs based in Phoenix, Arizona, and headed by William H. Spaulding.

(82) See Klass, *UFOs,* p. 8.

(83) See Wilson, letter to Spaulding, 26 March 1976 and GSW v. CIA Civil Action Case 78-859.

(84) GSW v. CIA Civil Action Case 78-859, p. 2.

(85) Author interview with Launie Ziebell, 23 June 1994 and author interview with OSI analyst, 21 July 1994. See also affidavits of George Owens, CIA Information and Privacy Act Coordinator; Karl H. Weber, OSI; Sidney D. Stembridge, Office of Security; and Rutledge P. Hazzard, DS&T; GSW v. CIA Civil Action Case 78-859 and Sayre Stevens, Deputy Director for National Foreign Assessment, memorandum for Thomas H. White, Assistant for Information, Information Review Committee, "FOIA Litigation Ground Saucer Watch," no date.

(86) See "CIA Papers Detail UFO Surveillance," *The New York Times,* 13 January 1979; Patrick Huyghe, "UFO Files: The Untold Story," *The New York Times Magazine,* 14 October 1979, p. 106; and Jerome Clark, "UFO Update," *UFO Report,* August 1979.

(87) Jerome Clark, "Latest UFO News Briefs From Around the World," *UFO Update,* August 1979 and GSW v. CIA Civil Action No. 78-859.

(88) See Wortman, memorandum for DCI Turner, "Your Question, `Are we in UFOs?' Annotated to The *New York Times* News Release Article," 18 January 1979.

(89) See GSW v. CIA Civil Action 78-859. See also Klass, *UFOs,* pp. 10-12.

(90) See John Brennan, memorandum for Richard Warshaw, Executive Assistant, DCI, "Requested Information on UFOs," 30 September 1993; Author interviews with OSWR analyst, 14 June 1994 and OSI analyst, 21 July 1994. This author found almost no documentation on Agency involvement with UFOs in the 1980s.

There is a DIA Psychic Center and the NSA studies parapsychology, that branch of psychology that deals with the investigation of such psychic phenomena as clairvoyance, extrasensory perception, and telepathy. The CIA reportedly is also a member of an Incident Response Team to investigate UFO landings, if one should occur. This team has never met. The lack of solid CIA documentation on Agency UFO-related activities in the 1980s leaves the entire issue somewhat murky for this period.

Much of the UFO literature presently focuses on contactees and abductees. See John E. Mack, *Abduction, Human Encounters with Aliens* (New York: Charles Scribner's Sons, 1994) and Howard Blum, *Out There* (New York: Simon and Schuster, 1990).

(91) See Charles Berlitz and William L. Moore, *The Roswell Incident* (New York: Berkeley Books, 1988); Moore, "The Roswell Incident: New Evidence in the Search for a Crashed UFO," (Burbank, California: Fair Witness Project, 1982), Publication Number 1201; and Klass, *UFOs,* pp. 280-281. In 1994 Congressman Steven H. Schiff (R-NM) called for an official study of the Roswell incident. The GAO is conducting a separate investigation of the incident. The CIA is not involved in the investigation. See Klass, *UFOs,* pp. 279-281; John H. Wright, Information and Privacy Coordinator, letter to Derek Skreen, 20 September 1993; and OSWR analyst interview. See also the made-for-TV film, *Roswell,* which appeared on cable TV on 31 July 1994 and Peebles, *Watch the Skies,* pp. 245-251.

(92) See John Diamond, "Air Force Probes 1947 UFO Claim Findings Are Down to Earth," 9 September 1994,

Associated Press release; William J. Broad, "Wreckage of a `Spaceship': Of This Earth (and U.S.)," *The New York Times,* 18 September 1994, p. 1; and USAF Col. Richard L. Weaver and 1st Lt. James McAndrew, *The Roswell Report, Fact Versus Fiction in New Mexico Desert* (Washington, DC: GPO, 1995).

(93) See Good, *Above Top Secret;* Moore and S. T. Friedman, "Philip Klass and MJ-12: What are the Facts," (Burbank California: Fair-Witness Project, 1988), Publication Number 1290; Klass, "New Evidence of MJ-12 Hoax," *Skeptical Inquirer,* vol. 14 (Winter 1990); and Moore and Jaime H. Shandera, *The MJ-12 Documents: An Analytical Report* (Burbank, California: Fair-Witness Project, 1990), Publication Number 1500. Walter Bedell Smith supposedly replaced Forrestal on 1 August 1950 following Forrestal's death. All members listed were deceased when the MJ-12 "documents" surfaced in 1984. See Peebles, *Watch the Skies,* pp. 258-268.

Dr. Larry Bland, editor of *The George C. Marshall Papers,* discovered that one of the so-called Majestic-12 documents was a complete fraud. It contained the exact same language as a letter from Marshall to Presidential candidate Thomas Dewey regarding the "Magic" intercepts in 1944. The dates and names had been altered and "Magic" changed to "Majic." Moreover, it was a photocopy, not an original. No original MJ-12 documents have ever surfaced. Telephone conversation between the author and Bland, 29 August 1994.

N M C C

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

THE JOINT STAFF

29 October 1975
0605 EST

MEMORANDUM FOR RECORD

Subject: AFB Penetration

1. At 290200 EST AFOC informed NMCC that an unidentified helicopter, possibly two, had been sighted flying low over Loring AFB Maine, in proximity to a weapons storage area.

2, An Army National Guard helo was called in to assist in locating the unidentified helo(s).

3. NORAD was informed of the incident by SAC, requested and recieved authority from Canadian officials to proceed into Canadian airspace if necessary to locate the intruder.

4. At 0404 SAC Command Center informed NMCC that the army helo assisting on the scene had not sighted the unidentified helo(s).

5. A similar incident was reported at Loring the evening of 28 October 1975.

C. D. ROBERTS, JR.
Brigadier General, USMC
Deputy Director for
Operations (NMCC)

Distribution:

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J-35	DIA REP FOR NMIC	
J-38	NSA REP	
	CIA REP	

AFB PENETRATION

(U) At approximately 290200 EST Oct 75, AFOC relayed a report from Loring AFB, ME indicating that one unidentified helicopter, possibly two helicopters, had penetrated Loring AFB from Canadian territory with one helicopter landing briefly in proximity to a weapons storage area. Attempts to locate or identify the intruding helicopters by an Army National Guard helicopter were unsuccessful. Sightings of the unidentified helicopter(s) were limited to security guards. A similar incident with a single helicopter occurred during the early morning of 28 Oct 75. Permission has been granted by Canadian authorities to give pursuit into Canadian airspace if subsequent contact is effected by U.S. helicopters.

[redacted]

[redacted]

DDO UPDATE

AS OF 291300 EST OCT 75

WEST HEM

AFB PENETRATION

(U) At approximately 290100 EST Oct 75, one unidentified helicopter was sighted 300 to 500 meters from the weapons storage area at Loring AFB, Maine. The helicopter was at an altitude of 150 feet and penetrated Loring AFB. An attempt to contact and identify the intruding helicopter was made by an Army National Guard helo, and was unsuccessful. At 290300 EST the helicopter was sighted over the weapons storage area and the Army National Guard helicopter again responded to make contact but was unsuccesful. Loring has coordinated with the Maine State Police and the Royal Canadian Mounted Police and plans to pursue into Canada, if necessary, if there is a reoccurrence. (SOURCE: 42 BW OP LORING AFB 291140Z OCT 75).)

[redacted]

DDO UPDATE

AS OF 292200 EST OCT 75

AFB PENETRATION

(S) At approximately 290100 EST Oct 75, one unidentified helicopter was sighted 300 to 500 meters from the weapons storage area at Loring AFB, Maine. The helicopter was at an altitude of 150 feet and penetrated Loring AFB. An attempt to contact and identify the intruding helicopter was made by an Army National Guard helo, and was unsuccessful. At 290300 EST the helicopter was sighted over the weapons storage area and the Army National Guard helicopter again responded to make contact but was unsuccessful. The CSAF (Ops Div) has requested that the Army NG helo be provided until 300800 EST under the following conditions: To track and identify the intruder; no apprehension to take place; the Canadian Border would not be crossed; and civilian police on board will be for commo with ground units only. The request is under consideration by MG Snifin, DA Director of Operations, DCSOPS. Col Bailey, Mil A to Special Asst to SECDEF/DEPSECDEF has been advised of the s. ation should DoD approval be required. The State Department Canadian Desk Officer has been kept informed. (SOURCE: 42 BW CP LORING AFB 291140Z OCT 75; SAC CP OPS CONTROL 291954Z OCT 75)

[redacted]

[redacted]

DDO UPDATE AS OF 300600 EST OCT

AFB PENETRATION

(U) At approximately 290100 EST Oct 75, an unidentified helicopter was sighted at an altitude of 150 feet at approximately 300 to 500 meters from a weapons storage area at Loring AFB, ME. At 290300 EST Oct 75, the unidentified helicopter was sighted over the weapons storage area. In both instances, an Army National Guard (NG) helicopter responded, but was unable to contact or identify the intruder. MG Sniffin, DA Director for Ops, DCSOPS, approved the following procedures for any similar incident effective until 300800 EST Oct 75:

- NG helicopter and crew placed in "full time training duty" (FTTD).
- NG helicopter may enter Canadian airspace with consent of Canadian authorities.
- NG helicopter employment limited to tracking and identification.
- Only U.S. military personnel and if considered necessary representatives from the FBI, FAA, and Border Patrol will be embarked in the NG helicopter.

(SOURCE: 42 BW CP LORING AFB 291140Z OCT 75; PHONCON DDO/INTERESTED ACTIVITIES)

[redacted]

[redacted]

DDO UPDATE AS OF 301300 EST OCT

AFB PENETRATION

(U) At approximately 290100 EST Oct 75, an unidentified helicopter was sighted at an altitude of 150 feet at approximately 300 to 500 meters from a weapons storage area at Loring AFB, ME. At 290300 EST Oct 75, the unidentified helicopter was sighted over the weapons storage area. In both instances, an Army National Guard (NG) helicopter responded, but was unable to contact or identify the intruder. Procedures were implemented to track and identify the unidentified helicopter should it return during the evening of 29 Oct. The helicopter did not return that evening. Air Force is planning to utilize an Air Force helicopter from Plattsburgh AFB for future operations. (SOURCE: 42 BW CP LORING AFB 291140Z OCT 75; PHONCON NMCC/AFOC)

[redacted]

OPREP-3 REPORT

FROM: AF/XOOCOA

LOG SUP # 1-G

EVENT:

Identified Helicopter Intrusion

DATE/TIME OF EVENT:

30/2255E Oct 1975

LOCATION:

Wurtsmith AFB, MI

TIME REPORTED TO AFOC:

30/2327E Oct 1975

SAC (Lt Col Giordano) reports that an unidentified helicopter with no lights came up over the back gate of Wurtsmith and hovered over the Weapons Storage Area and then moved on. RAPCON had it painted for a short period. A tanker at 2700 feet had visual and skin paint out over Lake Huron for about 20 miles heading SE. Tanker reports he thinks he saw a second skin paint. The tanker lost all contact about 35 miles SE of the base over the lake. Tanker is still flying trying to locate by means of telephonic search with FAA and RAPCON. Increased security initiated at Wurtsmith.

31/0030E Update: Lt Col Giordano (SAC Senior Controller) updates and corrects the above information as follows: An unidentified low flying aircraft came up over the back gate of Wurtsmith and was visually sighted in the vicinity of the motor pool. RAPCON showed several aircraft at the time, one near the WSA (there was no hovering as previously reported). A tanker was dispatched and had visual and skin paint out over Lake Huron of a low flying aircraft (with lights on) heading SE at approximately 150 knots. Tanker reports that the aircraft appeared to be joined by another aircraft (with its lights on also). Tanker reports that both aircraft then turned out their lights simultaneously, as if on signal. Tanker lost all contact approximately 35 NM SE of the base. Upon information that the Dept of Natural Resources sends out aircraft searching for hunters spotting dear, the Dept of Natural Resources was contacted; however, they maintain none of their aircraft were in the area at the time.

NOTIFICATION RECORD AND DISTRIBUTION:

OFFICE	#	PERSON	TIME	TIME	OFFICE	#	PERSON	TIME	TIME
SAFOS	2				AFIG	1			
SAFUS	1				AFIGY	1			
SAFOSA	1				AFPD	1			
SAFOI	1				AFPDD	1			
SAFLL	2				AFIG	1		0330	
AFCC	1				AFIGI	1			
AFCV	2				AFISC	1			
AFXO	2				AFOSI	1		0330	
AFXOX	1				AFSP	1			
AFXOO	2				AFDP	1			
AFXOOS	1				AFDPXJC	1			
AFXOOC	1				AFLC	1			
AFXOOCO	1				LGS	1			
	1				(OMCC)	1	E-M	0336	
AFRPL	1						D.C.	0330	
					XOOSC	1	DUTY	0336	0330
					AFIN	1			
					XOSS	1			

VZCZCNAV741ILN594
RULT
ACTION NMCC
DISTR CJCS(81) CJCS(82) J3(84) JDC ARIC SICCSP1
STATE OPCEN WASH DC
ASD(PA)(21) DIA1
CIA
DIA(18) NSA
WHITE HOUSE WASH DC
MCCC
AOC CARLISLE BKS PA
CRC
CNO WASH DC
CSA WASH DC
ANMCC FORT RITCHIE MD
FILE(1)
(819)

IMMEDIATE

TRANSIT/0100252/0100380/000:05TOR3859827
DE RUCSHIJ 4238 3050825
ZNY CCCCC ZNZ1
O 0100252 NOV 7S
FM 428H CP LORING ME /JJ0002
TO ZEN/3AC CP FORCE STATUS
ZEN/3AC CP LOGISTICS
ZEN/3AF CP FORCE STATUS
ZEN/3AF CP LOGISTICS
ZEN/3099H CP PEASE NH
RUEKJCS/JCS(NMCC)
RUEKAAA/USAF FWD OPS DIV FT RITCHIE MD
RUNDDLA/NGRAD CCC ENT AFB CO
BT

JOPREP JIFFY 0002/FFDPQ0/IN/OPREP-3 PINNAC

PR-000-02231 FINAL
PASS TO 45AD CC

SUBJ 3099TH WING , LORING AIR FORCE BASE MAINE
AT 30172 A VISUAL SIGHTING OF AN UNIDENTIFIED OBJECT WAS REPORTED
BY LORING CRC 4NM NNW OF LORING AFB.

AT 04102 ALERT HELO SAVE72 WAS LAUNCHED TO IDENTIFY THE OBJECT.
SAVE72 RESEARCHED THE AREA AND WAS NOT ABLE TO MAKE CONTACT. LORING
RADAR THEN REPORTED A

PAGE 2

0001001

POSSIBLE TARGET 6 MILES SOUTH OF THE BASE BUT TARGET COULD NOT BE [illegible] QUALLY CONFIRMED BY DAVE72 WHEN VECTORED TO THE AREA. AT 03232Z.

THREE SECURITY POLICE PERSONNEL REPORTED SIGHTING AND HEARING A HELICOPTER OVER THE BASE PROPER AT APPROXIMATELY 030 FT. OBJECTED TRAVELLING EAST TO WEST.

THIS TARGET COULD NOT BE CONFIRMED BY RADAR ON DAVE72. ROYAL CANADIAN MOUNTED POLICE OFFICIALS REPORTED THEY SPOTTED ONE HELICOPT

FLYING LOW OVER THE ST. JOHN RIVER APPROX. 78 MILES SE OF LOCKS AT 03232. CANADIAN OFFICIALS IN THAT AREA HAVE BEEN ALERTED TO CHECK

POSSIBLE LANDING SITES.

AT 03432 RAPCON REPORTED A SLOW MOVING TARGET AT 7NM NNE OF BASE. DAVE72 WAS AGAIN LAUNCHED AND VECTORED TO THE AREA. TARGET DISAPPE FROM RADAR AT 10NM CN

HEADING OF 310 DEGREES. NO VISUAL CONTACT HAVE BY DAVE72. COMMAND DID NOT CONSIDER REQUEST FOR FIGHTER LAUNCH TO BE AN APPROPRIATE

RESPONSE TO ANY OF THESE SIGHTINGS.
[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

MESSAGE CENTER

1964

[redacted]

STATE [illegible] WASH DC
ASD:PA(PI) DIA;
CIA
DIA(:0; ASA
WHITE HOUSE WASH DC
MCCC
AOC CARLISLE BKS PA
CNO
CNO WASH DC
CSA WASH DC
ANMCC FORT RITCHIE MD
FILE(1)
(816) [illegible]

TRANSIT/291140Z/291149Z/BQQ189TCR3321:45
DE RUCSHIJ #1705 3021:40
ZNY CCCCC ZFD RUCSCSA ZNZ1
O 291140Z OCT 75
FM 42BW CP LORING ME /JJ2234
TO ZEN/SAC CP FORCE STATUS
ZEN/SAC CP LOGISTICS
ZEN/8AF CP FORCE STATUS
ZEN/8AF CP LOGISTICS
ZEN/500BW CP PEASE NH
RUEKJCS/JCS(NMCC)
RUEFHQA/CSAF
RUEKAAA/USAF FWD OPS DIV FT RITCHIE MD
BT

JOPREP JIFFY 8034/FRCPUB/IN/OPREP-3 PINNACLE

76-001-02 FINAL
PASS TO 45AD CC
42ND BOMB WING LORING AIR FORCE BASE, MAINE.
AT 2906002 A SIGHTING WAS MADE OF A HELICOPTER IN THE SAME GENERAL
LOCATION AS THE SIGHTING LAST NIGHT.
(REF: OPREP-3 PINNACLE JJ0033) VISUAL CONTACT WAS MADE 352 TO 838
METERS FROM THE WEAPONS STORAGE AREA AT AN ALTITUDE OF 197FT.
AT 290617 AIR GUARD HELICOPTER
850712 WAS LAUNCHED BUT MADE NEGATIVE VISUAL CONTACT. THE HELICOPT
WAS VISUALLY SIGHTED BY CSC AT 2908202 OVER THE WEAPONS STORAGE AR
THE LOCAL GUARD HELICOPTER WAS AIRBORN AT 2908307Z BUT AGAIN MADE

NO CONTACT. THE UNKNOWN AIRCRAFT DID NOT DISPLAY LIGHTING.
GROUND PERSONNEL WERE ABLE TO DIRECT THE AIR GUARD HELICOPTER TO
WITHIN 1000FT OF THE UNKNOWN AIRCRAFT, WITH BOTH HELICOPTERS IN
SIGHT, BUT VISUAL ACQUISITION
WAS NOT MADE. DURING THIS PERIOD A KC-135 WAS ORBITING AT 50000FT
MSL TO AID IN IDENTIFICATION AND TO ACT AS RADIO RELAY.
AT 2330222 ALL CONTACT WAS LOST.
IT IS OUR OPINION THAT THE UNKNOWN HELICOPTER HAS DEMONSTRATED
A CLEAR INTENT IN THE WEAPONS STORAGE AREA, IS SMART AND A MOST
CAPABLE AVIATOR.
LOCAL SECURITY HAS BEEN INCREASED. WE ANTICIPATE FURTHER INCIDEN
ACCORDINGLY, WE WILL REQUEST THE CONTINUED PRESENCE OF AIR GUARD
HELICOPTERS.
WE PLAN TO PURSUE INTO CANADA IF NECESSARY.
WE HAVE COORDINATED WITH MAINE STATE POLICE AND THE ROYAL CANADI
MOUNTED POLICE AND HAVE BEEN ASSURED OF THE COMPLETE COOPERATION
OF BOTH.
R.C.M.P. WILL RESPOND TO ANY LANDING SITE IN CANADIAN TERRITORY.
LOCAL SECURITY POLICE ABOARD AIR GUARD HELICOPTER HAVE BEEN
APPRISED TO USE DISCRETION AND AWAIT
R.C.M.P. ARRIVAL FOR ANY APPREHENSION IN CANADIAN TERRITORY.
DCO 31 DEC 81
87
[illegible]
[illegible]
[illegible]

[illegible]

[illegible] 2

03818

[illegible]

[illegible]
—RULS
ACTION NMEC
DISTR CJCO(SI) CJCO(SC) JCS(SA) JCS ARMY SECDEF
[illegible]
CIA
CIA(ID) NSA
WHITE HOUSE WASH DC
NCCC
ADC CARLISLE BKS PA
CPC
CNO WASH DC
CSA WASH DC
ANMCC FORT RITCHIE MD
FILE(I)
(019)

IMMEDIATE

TRANSIT/0102252/0103302/960:95TOR3053027
DE RUECHIJ 0230 3350828
ZNY CCCCC ZNZ
O 0100252 NOV 79
FM 43BW CP LORING ME /JJ0003
TO ZEN/OAC CP FORCE STATUS
ZEN/OAC CP LOGISTICS
ZEN/OAF CP FORCE STATUS
ZEN/OAF CP LOGISTICS
ZEN/OOOOH CP PEACE NH
RUEKAAA/JCS(NMCC)
RUEKAAA/USAF PNO OPS DIV FT RITCHIE MD
RUHOOLA/NCRAD CCC ENT AFB CO
BT
[illegible] JOPREP JIFFY 0002/FFOP09/IN/OPREP-3 PINNA
PR-000-03201 FINAL
PASS TO 43RD CC

SUBJ 3RD BMBG , LORING AIR FORCE BASE MAINE
AT 0317Z A VISUAL SIGHTING OF AN UNIDENTIFIED OBJECT WAS REPORTED
BY LORING CAC CNR NMN OF LORING AFB.

AT 0310Z ALERT HELO SAVE72 WAS LAUNCHED TO IDENTIFY THE OBJECT.
SAVE72 RESEARCHED THE AREA AND WAS NOT ABLE TO MAKE CONTACT. LORIN
RADION THEN REPORTED A

POSSIBLE TARGET 6 MILES SOUTH OF THE BASE BUT TARGET COULD NOT BE VISUALLY CONFIRMED BY SAVE72 WHEN VECTORED TO THE AREA. AT 0338Z,

[redacted] SECURITY POLICE PERSONNEL REPORTED SIGHTING AND HEARING A

THIS TARGET COULD NOT BE CONFIRMED BY RADAR OR SAVE72. RCMP/ CANADIAN MOUNTED POLICE OFFICIALS REPORTED THEY OBSERVED SAME RELIEVE

FLYING LOW OVER THE ST. JOHN RIVER APPROX. 70 MILES SE-OF LOCKS AT 0330Z. CANADIAN OFFICIALS IN THAT AREA HAVE BEEN ALERTED TO OBSER

POSSIBLE LANDING SITES.

AT 0345Z RADOM REPORTED A SLOW MOVING TARGET AT 7NM NNE OF BASE. SAVE72 WAS AGAIN LAUNCHED AND VECTORED TO THE AREA. TARGET DISAPPEA

[redacted] RADAR AT 10NM ON

BEARING OF 310 DEGREES. NO VISUAL CONTACT MADE BY SAVE72. CONTACT DID NOT CONSIDER REQUEST FOR FIGHTER LAUNCH TO BE AN APPROPRIATE

RESPONSE TO ANY OF THESE SIGHTINGS.

[redacted]

[redacted]

[redacted]

30 October 1975
0445 EST

MEMORANDUM FOR RECORD

Subject: Army National Guard Helicopter Support for Loring AFB

1. At 292035 EST Oct 75, LTC Dyer, Office of the Director of Operations, USAF, requested that the Army National Guard (NG) helicopter and crew currently located at Loring AFB, Maine, be made available to the Commander of the 42nd Bomb Wing until 300800 EST Oct 75. The NG helicopter would be employed to track and identify the unidentified helicopter that has violated the airspace in the vicinity of the weapons storage area at Loring AFB during the early morning hours of 28 and 29 Oct 75. LTC Dyer stated that international borders would not be crossed, and that apprehensions would not be attempted by personnel embarked in the NG helicopter. Any civil police on board the aircraft would participate only to the extent of communicating with appropriate police officials on the ground, with the latter singularly responsible for the apprehension of the suspect aircraft or crew.

2. This request was relayed to MG Sniffin, DA Director of Operations, DCSOPS, at 292100 EST. MG Sniffin indicated his intent to check with Army legal officials on the matter prior to making a decision.

3. The SAC Command Post was informed at 292050 EST of the request by LTC Dyer, and the fact that MG Sniffin was checking with Army legal authorities. Col Freeman, AF Operations Center, was also informed of the status.

4. Col Bailey, Mil Asst to the Special Asst to SECDEF/ DEPSECDEF, has been advised of the helicopter request should DOD approval be required.

5. The State Department Canadian Desk Officer has been kept informed of the situation.

6. At 292230 EST MG Sniffin approved use of the helicopter with the following constraints:

a. Tracking and identification only.

b. Apprehension by U.S. personnel not authorized.

c. No crossing of international borders.

d. Only U.S. personnel, preferably military, but including FBI, FAA, and Border Patrol representatives if necessary, will be on board the NG helicopter.

7. MG Sniffin will initiate appropriate action to place the Army NG helicopter and crew on "Full Time Training Duty" (FTTD). In essence, the NG helicopter will be federalized.

8. OSD, through Col Bailey, has been advised of the approval and constraints in this situation and has stated OSD has no objections to the action.

9. At 292249 EST the DDO (NMCC) established a conference call with SAC (MG Burkhart), AFOC, AOC, and Commander 42nd Bomb Wing, Loring AFB informing them of the approval to use the Army NG helicopter with the constraints listed in para 6 above. Commander 42nd Bomb Wing stated that there was no utility in using the helicopter if it couldn't cross the border. Air Force representative LTC Dyer was brought into the conference and stated that AF had no objection to the border crossing. At 292300 EST the DDO (NMCC) informed MG Sniffin of the border crossing issue.

10. At 292325 EST MG Sniffin informed the DDO (NMCC) that approval was granted for the NG helicopter to cross the border with the consent of Canadian authorities. The DDO (NMCC) assured MG Sniffin that the Canadians were cooperating and had already given consent to cross the border.

11. At 292334 EST another conference call was convened by the DDO (NMCC) with the above conferees, (para 9) informing them of the authority to cross the border if necessary. There were no further questions and all conferees were satisified with the procedures established for the employment of the NG helicopter.

C. D. ROBERTS, JR.
Brigadier General, USMC
Deputy Director for
Operations (NMCC)

Distribution:

CJCS (5)	CSA	PA REP
DJS (3)	CNO	WEST HEM DESK
J-30	CSAF	NWSB
J-31	CMC	NMCC BRIEFER
J-32	CH, WWMCCS OPS & EVAL DIV	
J-32A	DDO (NMCC)	
J-33	ADDO (NMCC)	
J-34	CCOC (NMCC)	
J-35	DIA REP FOR NMIC	
[illegible]	NSA REP	

[redacted]

DDO TALKER

AS OF 010800 EST NOV 75

WEST HEM

HELICOPTER SITED AT LORING

(U) At 312317 EST, a visual sighting of an unidentified object was reported 4 nautical miles northwest of Loring AFB, Maine. The alert helo at Loring was launched to identify the object but was unable to make contact. The alert helo was launched again at 010146 EST in response to a slow moving target picked up by RAPCON. This rtic was also unable to make contact with the object. (SOURCE: .nd SW 0108232 NOV 75)

[redacted]

DDO UPDATE

AS OF 011300 EST NOV 75

HELICOPTER SIGHTED AT LORING

(U) At 312317 EST Oct, a visual sighting of an unidentified object was reported 4 nautical miles northwest of Loring AFB, Maine. The alert helo at Loring was launched to identify the object but was unable to make contact. The alert helo was launched again at 010146 EST Nov in response to a slow moving target picked up by RAPCON. This sortie was also unable to make contact with the object. (SOURCE: 42D BW 010825Z NOV 75)

(U) A copy of messages received regarding unidentified aircraft flying in the vicinity of air bases will be forwarded to the Military Assistant to the SECDEF. (SOURCE: MILASST TO SECDEF).

N M C C

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

THE JOINT STAFF

31 October 1975
0451 EST

MEMORANDUM FOR RECORD

Subject: Low Flying Aircraft/Helicopter Sightings at Wurtsmith AFB, MI.

1. The SAC Command Post notified the NMCC of reported low flying aircraft/helicopter sightings at Wurtsmith AFB, Michigan at 302342 EST.

2. The attached OPREP-3s give a summary of the reported sightings.

DONALD M. DAVIS
Brigadier General, USAF
Deputy Director for
Operations (NMCC)

Attachments
a/s

Distribution:
J-30
J-31
DDO (NMCC)
ADDO (NMCC)
CCOC (NMCC)
WHEM DESK (NMCC)

OPREP-3 REPORT

FROM: AF/XOCOA

LOG SUP # 1-G

EVENT:

Unidentified Helicopter Intrusion

DATE/TIME OF EVENT:

30/2255E Oct 1975

LOCATION:

Wurtsmith AFB, MI

TIME REPORTED TO AFOC:

30/2327E Oct 1975

SAC (Lt Col Giordano) reports that an unidentified helicopter with no lights came up over the back gate of Wurtsmith and hovered over the Weapons Storage Area and then moved on. RAPCON had it painted for a short period. A tanker at 2700 feet had visual and skin paint out over Lake Huron for about 20 miles heading SE. Tanker reports he thinks he saw a second skin paint. The tanker lost all contact about 35 miles SE of the base over the lake. Tanker is still flying trying to locate by means of telephonic search with FAA and RAPCON. Increased security initiated at Wurtsmith.

31/0030E Update: Lt Col Giordano (SAC Senior Controller) updates and corrects the above information as follows: An unidentified low flying aircraft came up over the back gate of Wurtsmith and was visually sighted in the vicinity of the motor pool. RAPCON showed several aircraft at the time, one near the WSA (there was no hovering as previously reported). A tanker was dispatched and had visual and skin paint out over Lake Huron of a low flying aircraft (with lights on) heading SE at approximately 150 knots. Tanker reports that the aircraft appeared to be joined by another aircraft (with its lights on also). Tanker reports that both aircraft then turned out their lights simultaneously, as if on signal. Tanker lost all contact approximately 35 NM SE of the base. Upon information that the Dept of Natural Resources sends out aircraft searching for hunters spotting dear, the Dept of Natural Resources was contacted; however, they maintain none of their aircraft were in the area at the time.

NOTIFICATION RECORD AND DISTRIBUTION

OFFICE	#	PERSON	TIME	TIME	OFFICE	#	PERSON	TIME	TIME
SAFOS	2				AFIG	1			
SAFUS	1				AFIGY	1			
SAFOSA	1				AFPD	1			
SAFOI	1				AFPDO	1			
SAFLL	1				AFIG	1		0330	
AFCC	1				AFIGI	1			
AFCV	1				AFISC	1			
AFXO	2				AFOSI	1		0330	
AFXOX	1				AFSP	1			
AFXOO	1				AFDP	1			
AFXOOS	1				AFDPXJGI				
AFXOOC	1				AFLC	1			
AFXOOCO	1				NGB	1			
	1				(NMCC)	1	EM	0334	
ALCRPL	1						D.C.		
					XOOSC	1	DHER	0334	
					AFIN	1			
					XOOSS	1			

ACTION: NONE-OO.
INFO:
UTUUW RUCSHIJ2068 3040649 NTXS-UUUU--RUEFHOA.

PASS TO WEST ITEM DESK.
ADV GY

R UUUUU ZNZ1
310549Z OCT 75
FM 379BW CP WURTSMITH MI / JJOO65
TO ZEN/SAC CP FORCE STATUS
ZEN/SAC CP LOGISTICS
ZEN/8AF CP FORCE STATUS
ZEN/8AF CP LOGISTICS
RUEFHOA/CSAF
RUEKAAA/USAF FWD OPS DIV FT RITCHIE MD

CLASSIFIED JOPREP JIFFY OO65/FFO340/IN/OPREP-3 BEELINE/76-021-01
0345Z CSC ADVISED CP THAT THE SECURITY GUARD AT BACK GATE
OTTED AN UNIDENTIFIED AIRCRAFT FLYING LOW OVER THE BASE AT
PPROX 0320Z. INITIAL REPORT TO CP SAID THAT AIRCRAFT WAS ALSO
BSERVED IN THE VICINITY OF WSA HOWEVER. LATER REPORTS SAID THAT
IRCRAFT OBSERVED MAY HAVE BEEN A KC-135 IN THE LOCAL TRAFFIC
ATTERN. AT 0330Z KC-135 SAID THAT THEY HAD SKIN PAINTED ON
ADAR AN AIRCRAFT 8 1/2 MILES NE OF BASE BUT COULD NOT SPOT
HE AIRCRAFT VISUALLY. AT APPROX 0350Z THE KC-135 PICKED UP THE
NIDENTIFIED AIRCRAFT NE OF THE BASE AT APPROX 090/21 ON A VISUAL
AGE 02 RUCSHIJ 2068 UNCLAS
IC ING. KC-135 SAID HE SAW TWO AIRCRAFT IN A TRAIL FORMATION
O APPROX 150 KIAS HEADING SOUTH. KC-135 SAID HE LOST CONTACT
ITH THE FORMATION AT 0413Z WITH THE UNIDENTIFIED FORMATION ON
HE KOSC 135/35 KC-135 TRACKED THE AIRCRAFT SOUTH TO THE MICH.
HUMB. AREA AND BACK NORTH TO THE BASE AREA A NUMBER OF TIMES.
ACH TIME THE KC-135 LOST VISUAL SIGHTING. KC-135 LANDED WHEN
UEL APPROACHED OI MINIMUMS. INVESTIGATIONS IN PROGRESS. REPORTS
O FOLLOW AS INFO IS OBTAINED
BT
#2068
OTCUZYUW RUCSHIJ2068 3040649 0034-UUUU 3040648

IMMEDIATE

[redacted]

DDO UPDATE

AS OF 310600 EST OCT 1975

LOW FLYING AIRCRAFT/HELICOPTER SIGHTINGS

(U) The SAC Senior Controller notified the NMCC at 302342 EST of unidentified low-flying aircraft/helicopter sightings at Wurtsmith AFB, MI. One aircraft was visually sighted in the vicinity of the motor pool. RAPCON showed several objects on radar at the same time. A tanker was dispatched to the area and obtained both visual and radar skin paint of two aircraft. Both aircraft had lights on initially but appeared to turn them off simultaneously. (SOURCE: OPREP-3 302327 OCT 75)

[redacted]

[redacted]

DDO UPDATE

AS OF 081400 EST NOV 1975

UFO SIGHTING

(U) From 080253 EST Nov 75 to 080420 EST Nov 75, Malmstrom AFB MT and four SAC sites reported a series of visual and radar contacts with unidentified flying objects. Several reports from the same locations included jet engine sounds associated with the observed bright lights. Two interceptors scrambled from 24th NORAD Region failed to make contact with the UFO's.

(U) The UFO sightings occurred on an extremely clear night. Visibilit was 45 miles. Although northern lights will cause phenomena similar to the received reports, weather services indicated no possibility of northern lights during the period in question. (SOURCE: NMCC MFR 080600 EST NOV 75.

[redacted]

[redacted]

DDO UPDATE

AS OF 032200 EST NOV 75

NORTH DAKOTA

(U) At 032115 EST a penetration of the flight line at Grand Forks AFB by unknown persons was reported by AFOC. At least two KC-135 aircraft were hit by small arms fire. Security forces with dogs are tracking the unknown attackers. (SOURCE: AFOC)

[redacted]

DDO TALKER

AS OF 091400 EST NOV 75

UFO SIGHTING

(U) Unknown sightings vicinity Malmstrom AFB, MT (See MFR). A follow-up with NORAD at 090430 EST provided no additional information. (LTG Smith indicated his continuing interest in phoneson with DDO OT #4 on 8 November 1975).

[redacted]

UNCLASSIFIED

PRIORITY

DE MSG654 PAGE 02 257 DR13

ACTION: NONE-00
INFO:
PATCZYIW RUFKJCS9712 7 DR10 MTMS-CCCC--RUFFHOA
ZNY CCCCC
P 230807Z SEP 76
FM JCS
INFO RUFHC/SECSTATE WASH DC
RUFAIIE/C I A
RUFDIAH/NSA WASH DC
RUFADWU/WHITE HOUSE WASH DC
RUFFHOA/CSAF WASH DC
RUFNAAA/CNO WASH DC
RHEADZD/CRA WASH DC
P 230530Z SEP 76
FM USDAO TEHRAN
TO RUFKJCS/DIA WASHDC
INFO RUFKJCS/SECDEF DEPSECDEF WASHDC
RUFRBAA/COMIDEASTFOR
RUFECA/CINCUSAFE LINDSEY AS GE/INCF
RUFAAB/CINCUSAFE RAMSTEIN AB GE/INOCN
RUSNAAA/FUDAC VAIHINGEN GER
RUSNAAA/USCINCEUR VAIHINGEN GER/ECJ-2
BT
CONFIDENTIAL 1235 SEP76
THIS IS IR 6 846 0139 76
1. (U) IRAN
2. (U) REPORTED UFO SIGHTING
3. (U) NA
4. (U) 19 & 20 SEP 76
5. (U) TEHRAN, IRAN: 20 SEP 76
6. (U) F-6
7. (U) 6 846 0008 (NOTE RD COMMENTS)
8. (U) 6 846 0139 76
9. (U) 77SEP 76
10. (U) NA
11. (U) "INITIATE" IPSP PT-1640
12. (U) USDAO, TEHRAN, IRAN
13. (U) FRANK B. MCKENZIE, COL, USAF, DAT
14. (U) NA
15. (U) THIS REPORT FORWARDS INFORMATION CONCERNING THE SIGHTING OF AN UFO IN IRAN ON 19 SEPTEMBER 1976.
AT ABOUT 1230 AM ON 19 SEP 76 THE
RECEIVED FOUR TELEPHONE CALLS
FROM CITIZENS LIVING IN THE SHEMIRAN AREA OF TEHRAN SAYING

UNCLASSIFIED

PRIORITY

THAT THEY HAD SEEN STRANGE OBJECTS IN THE SKY. SOME REPORTED A KIND OF BIRD-LIKE OBJECT WHILE OTHERS REPORTED A HELICOPTER WITH A LIGHT ON. THERE WERE NO HELICOPTERS AIRBORNE AT THAT TIME.

AFTER HE TOLD THE CITIZEN IT WAS ONLY STARS AND HAD TALKED TO MEHRABAD TOWER HE DECIDED TO LOOK FOR HIMSELF. HE NOTICED AN OBJECT IN THE SKY SIMILAR TO A STAR BIGGER AND BRIGHTER. HE DECIDED TO SCRAMBLE AN F-4 FROM SHAHROKHI AFB TO INVESTIGATE.

B. AT 0130 HRS ON THE 19TH THE F-4 TOOK OFF AND PROCEEDED TO A POINT ABOUT 40 NM NORTH OF TEHRAN. DUE TO ITS BRILLIANCE THE OBJECT WAS EASILY VISIBLE FROM 70 MILES AWAY. AS THE F-4 APPROACHED A RANGE OF 25 NM HE LOST ALL INSTRUMENTATION AND COMMUNICATIONS (UHF AND INTERCOM). HE BROKE OFF THE INTERCEPT AND HEADED BACK TO SHAHROKHI. WHEN THE F-4 TURNED AWAY FROM THE OBJECT AND APPARENTLY WAS NO LONGER A THREAT TO IT THE AIRCRAFT REGAINED ALL INSTRUMENTATION AND COMMUNICATIONS. AT 0140 HRS A SECOND F-4 WAS LAUNCHED. THE BACKSEATER ACQUIRED A RADAR LOCK ON AT 27 NM. 12 O'CLOCK HIGH POSITION WITH THE VC (RATE OF CLOSURE) AT 150 NMPH.

A. AS THE RANGE DECREASED TO 25 NM THE OBJECT MOVED AWAY AT A SPEED THAT WAS VISIBLE ON THE RADAR SCOPE AND STAYED AT 25NM.

C. THE SIZE OF THE RADAR RETURN WAS COMPARABLE TO THAT OF A 707 TANKER. THE VISUAL SIZE OF THE OBJECT WAS DIFFICULT TO DISCERN BECAUSE OF ITS INTENSE BRILLIANCE. THE LIGHT THAT IT GAVE OFF WAS THAT OF FLASHING STROBE LIGHTS ARRANGED IN A RECTANGULAR PATTERN AND ALTERNATING BLUE, GREEN, RED AND ORANGE IN COLOR. THE SEQUENCE OF THE LIGHTS WAS SO FAST THAT ALL THE COLORS COULD BE SEEN AT ONCE. THE OBJECT AND THE PURSUING F-4 CONTINUED ON A COURSE TO THE SOUTH OF TEHRAN WHEN ANOTHER BRIGHTLY LIGHTED OBJECT, ESTIMATED TO BE ONE HALF TO ONE THIRD THE APPARENT SIZE OF THE MOON, CAME OUT OF THE ORIGINAL OBJECT. THIS SECOND OBJECT HEADED STRAIGHT TOWARD THE F-4 AT A VERY FAST RATE OF SPEED. THE PILOT ATTEMPTED TO FIRE AN AIM-9 MISSILE AT THE OBJECT BUT AT THAT INSTANT HIS WEAPONS CONTROL PANEL WENT OFF AND HE LOST ALL COMMUNICATIONS (UHF AND INTERPHONE). AT THIS POINT THE PILOT INITIATED A TURN AND NEGATIVE G DIVE TO GET AWAY. AS HE TURNED THE OBJECT FELL IN TRAIL AT WHAT APPEARED TO BE ABOUT 3-4 NM. AS HE CONTINUED IN HIS TURN AWAY FROM THE PRIMARY OBJECT THE SECOND OBJECT WENT TO THE INSIDE OF HIS TURN THEN RETURNED TO THE PRIMARY OBJECT FOR A PERFECT REJOIN.

SHORTLY AFTER THE SECOND OBJECT JOINED UP WITH THE PRIMARY OBJECT ANOTHER OBJECT APPEARED TO COME OUT OF THE

OTHER SIDE OF THE PRIMARY OBJECT GOING STRAIGHT DOWN AT A GREAT RATE OF SPEED. THE F-4 CREW HAD REGAINED COMMUNICATIONS AND THE WEAPONS CONTROL PANEL AND WATCHED THE OBJECT APPROACH THE GROUND ANTICIPATING A LARGE EXPLOSION. THIS OBJECT APPEARED TO COME TO REST GENTLY ON THE EARTH AND CAST A VERY BRIGHT LIGHT OVER AN AREA OF ABOUT 2-3 KILOMETERS.
THE CREW DESCENDED FROM THEIR ALTITUDE OF 26M TO 15M AND CONTINUED TO OBSERVE AND MARK THE OBJECT'S POSITION. THEY HAD SOME DIFFICULTY IN ADJUSTING THEIR NIGHT VISIBILITY FOR LANDING SO AFTER ORBITING MEHRABAD A FEW TIMES THEY WENT OUT FOR A STRAIGHT IN LANDING. THERE WAS A LOT OF INTERFERENCE ON THE UHF AND EACH TIME THEY PASSED THROUGH A MAG. BEARING OF 150 DEGREE FROM EHRABAD THEY LOST THEIR COMMUNICATIONS (UHF AND INTERPHONE) AND THE INS FLUCTUATED FROM 30 DEGREES - 50 DEGREES. THE ONE CIVIL AIRLINER THAT WAS APPROACHING MEHRABAD DURING THIS SAME TIME EXPERIENCED COMMUNICATIONS FAILURE IN THE SAME VICINITY (KILO ZULU) BUT DID NOT REPORT SEEING ANYTHING.
WHILE THE F-4 WAS ON A LONG FINAL APPROACH THE CREW NOTICED ANOTHER CYLINDER SHAPED OBJECT (ABOUT THE SIZE OF A T-BIRD AT 10M) WITH BRIGHT STEADY LIGHTS ON EACH END AND A FLASHER IN THE MIDDLE. WHEN QUERIED THE TOWER STATED THERE WAS NO OTHER KNOWN TRAFFIC IN THE AREA. DURING THE TIME THAT THE OBJECT PASSED OVER THE F-4 THE TOWER DID NOT HAVE A VISUAL ON IT BUT PICKED IT UP AFTER THE PILOT TOLD THEM TO LOOK BETWEEN THE MOUNTAINS AND THE REFINERY.
5. DURING DAYLIGHT THE F-4 CREW WAS TAKEN OUT TO THE AREA IN A HELICOPTER WHERE THE OBJECT APPARENTLY HAD LANDED. NOTHING WAS NOTICED AT THE SPOT WHERE THEY THOUGHT THE OBJECT LANDED (A DRY LAKE BED) BUT AS THEY CIRCLED OFF TO THE WEST OF THE AREA THEY PICKED UP A VERY NOTICEABLE BEEPER SIGNAL. AT THE POINT WHERE THE RETURN WAS THE LOUDEST WAS A SMALL HOUSE WITH A GARDEN. THEY LANDED AND ASKED THE PEOPLE WITHIN IF THEY HAD NOTICED ANYTHING STRANGE LAST NIGHT. THE PEOPLE TALKED ABOUT A LOUD NOISE AND A VERY BRIGHT LIGHT LIKE LIGHTENING. THE AIRCRAFT AND AREA WHERE THE OBJECT IS BELIEVED TO HAVE LANDED ARE BEING CHECKED FOR POSSIBLE RADIATION.

MORE INFORMATION WILL BE FORWARDED WHEN IT BECOMES AVAILABLE.

~~XXXX 7-11REZBRG~~

RT

E 17

F ZYUW RUEKJCS97 17 2670810 0130-CCCC 2670814

[redacted]

DDO UPDATE

AS OF 110600 EST NOV 75

CJCS COMMENTS RE UFO INCIDENT

(U) CJCS, at 10 Nov morning briefing, indicated that when UFO sightings are reported, the NMCC should ask for temperature gradients in the area (i.e., for possible aloft inversions). The CJCS also questioned the advisability of scrambling aircraft against reported UFOs.

N M C C

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

THE JOINT STAFF

8 November 1975
0600 EST

MEMORANDUM FOR RECORD

Subject: Unidentified Sightings

1. 0308 EST FONECON from NORAD Command Director: at 0253 EST Malmstrom AFB Montana received seven radar cuts on the height-finder radar at altitudes between 9,500' and 15,500'. Simultaneously, ground witnesses observed lights in the sky and the sounds of jet engines similar to jet fighters. Cross-tell with FAA revealed no jet aircraft within 100NM of the sightings. Radar tracked the objects over Lewistown, Montana at a speed of seven (7) knots. Two F-106 intercepters from the 24th NORAD Region were scrambled at 0254 EST and became airborne at 0257 EST. At the time of the initial voice report personnel at Malmstrom AFB and SAC sites K1, K3, L3 and L6 were reporting lights in the sky accompanied by jet engine noise.

2. 0344 EST FONECON, same source:

Objects could not be intercepted. Fighters had to maintain a minimum of 12,000' because of mountainous terrain. Sightings had turned west, increased speed to 150 knots. Two tracks were apparent on height-finder radars 10-12 NM apart. SAC site K3 reported sightings between 300' and 1,000' while site L-4 reported sightings 5NM NW of their position. Sightings disappeared from radar at position 4650N/10920W at a tracked speed of three (3) knots.

3. At 0440 EST, NMCC intiated contact with the NORAD Command Director who reported the following:

0405 EST: Malmstrom receiving intermittent tracks on both search and height-finder radars. SAC site C-1, 10NM SE of Stanford, Montana, reported visual sightings of unknown objects.

0420 EST: Personnel at 4 SAC sites reported observing intercepting F-106's arrive in area; sighted objects turned off their lights upon arrival of interceptors, and back on upon their departure.

0440 EST: SAC site C-1 still had a visual sighting on objects.

4. NORAD stated that Northern Lights will sometimes cause phenomena such as this on height-finder radars, but their check with weather services revealed no possibility of Northern Lights.

5. NMCC notified Washington FAA at 0445 EST of the incidents described above. They had not received any information prior to this time.

6. 0522 EST FONECON with NORAD Command Director: At 0405 EST SAC Site L-5 observed one object accelerate and climb rapidly to a point in altitude where it became indistinguishable from the stars. NORAD will carry this incident as a FADE remaining UNKNOWN at 0320 EST, since after that time only visual sightings occurred.

WILMAN D. BARNES
Brigadier General, USA
Deputy Director for
Operations, NMCC

Copy to:
DDO
ADDO
CCOC
ALL AREA DESKS

[redacted]

DDO UPDATE

AS OF 132200 EST NOV 75

UFO ANALYSIS

(U) In future UFO sightings, the WEST HEM Desk Officer will initiate telephone requests to the Senior Duty Officer at the Air Force Global Weather Central (AFGWC) for a temperature inversion analysis in the vicinity of unusual sightings. The telephone response by AFGWC will be followed with a priority message. (SOURCE: NMCC MFR 132035 EST NOV 75)

THE JOINT STAFF

N M C C

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

13 November 1975
2035 EST

MEMORANDUM FOR RECORD

Subject: Requests for Temperature Inversion Analysis

1. LTC Schmidt, representing Air Force Global Weather Central (AFGWC), visited the NMCC at 131500 EST to discuss arrangements to implement the procurement of weather information desired by CJCS, which is the subject of DDO Environmental Services memo of 13 November 1975. The following agreements with LTC Schmidt were reached:

a. The West Hem Desk Officer will act as the control officer for temperature inversion analysis requests initiated by the NMCC. These requests will be made in conjunction with sightings of unusual phenomenon along the northern US border.

b. Each telephone request will be serialized, i.e., (TIA #1, etc.) and directed to the duty officer at AFGWC, autovon 866-1661 or 271-2586. AFGWC will provide the requested analyses by telephone followed up by a priority message.

c. A record of the serialized requests/responses will be maintained by the West Hem Desk Officer.

C. D. ROBERTS, JR.
Brigadier General, USMC
Deputy Director for
Operations, NMCC

Distribution:
J-30
J-31
J-32
J-32A
J-38
DDO
ADDO
CCOC
West Hem Desk
WWMCCS Ops & Eval Div

N M C C

THE NATIONAL MILITARY COMMAND CENTER
WASHINGTON, D.C. 20301

THE JOINT STAFF

21 Janaury 1976
0630 EST

MEMORANDUM FOR RECORD

Subject: Report of UFO - Cannon AFB NM

Reference: AFOC Phonecon 21055 EST Jan 76

The following information was received from the Air Force Operations Center at 0555 EST:

"Two UFOs are reported near the flight line at Cannon AFB, New Mexico. Security Police observing them reported the UFOs to be 25 yards in diameter, gold or silver in color with blue light on top, hole in the middle and red light on bottom. Air Force is checking with radar. Additionally, checking weather inversion data."

J.B. MORIN
Rear Admiral, USN
Deputy Director for
Operations, NMCC

N M C C

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

THE JOINT STAFF

31 January 1976
1400 EST

MEMORANDUM FOR THE RECORD

Subject: Unidentified Flying Object Sighting

1. At 310805 received phoncon from AFOC: MG Lane, CG, Armanent and Development Test Center, Eglin AFB, Florida called and reported a UFO sighting from 0430 EST to 0600 EST. Security Policemen spotted lights from what they called a UFO near an Eglin radar site.

2. [illegible]ographs of the lights were taken. The Eglin Office of In[illegible]mation has made a press release on the UFO.

3. The temperature inversion analysis indicated no significant temperature inversion at Eglin AFB at that time. The only inversion present was due to radiation from the surface to 2500 feet. The Eglin surface conditions were clear skies, visibility 10-14 miles, calm winds, shallow ground fog on the runway, and a surface temperature of 44 degree F.

FRED A. TREY[illegible]
Brigadier General, USAF
Deputy Director for
Operations (NMCC)

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THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

THE JOINT STAFF

30 July 1976
0545 EDT

MEMORANDUM FOR RECORD

Subject: Reports of Unidentified Flying Objects (UFOs)

1. At approximately 0345 EDT, the ANMCC called to indicate they had received several reports of UFO's in the vicinity of Fort Ritchie. The following events summarize the reports (times are approximate).

a. 0130 - Civilians reported a UFO sighting near Mt. Airy, Md. This information was obtained via a call from the National Aeronautics Board (?) to the Fort Ritchie Military Police.

b. 0255 - Two separate patrols from Site R reported sighting 3 oblong objects with a reddish tint, moving east to west. Personnel were located at separate locations on top of the mountain at Site R.

c. 0300 - Desk Sgt at Site R went to the top of the Site R mountain and observed a UFO over the ammo storage area at 100-200 yards altitude.

d. 0345 - An Army Police Sgt on the way to work at Site R reported sighting a UFO in the vicinity of Site R.

2. ANMCC was requested to have each individual write a statement on the sightings. One individual stated the object was about the size of a 2 1/2 ton truck.

3. Based on a JCS memorandum, subject: Temperature Inversion Analysis, dated 13 November 1975, the NMCC contacted the Air Force Global Weather Central. The Duty Officer, LTC OVERBY, reported that the Dulles International Airport observations showed two temperature inversions existed at the time of the

Subject: Reports of Unidentified Flying Objects (UFOs)

alleged sightings. The first extended from the surface to 1,000 feet absolute and the second existed between 27,000 and 30,000 feet, absolute. He also said the atmosphere between 12,000 and 20,000 feet was heavily saturated with moisture. A hard copy message will follow.

L. J. LeBlanc Jr.

L. J. LEBLANC, Jr.
Brigadier General, USMC
Deputy Director for
Operations, NMCC

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STATISTICAL DATA FOR YEARS 1953-1964

TOTAL CASES BY CATEGORY (Compiled 1 Nov 65)

	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	TOTAL
Astronomical	175	137	135	222	341	231	144	235	203	136	85	123	2167
Aircraft	73	80	124	148	218	106	63	66	77	68	73	71	1167
Balloon	78	63	102	93	114	58	31	22	37	19	28	20	665
Insufficient Data	79	103	95	132	191	111	65	105	115	94	59	99	1248
Other	62	58	65	61	120	93	75	94	77	65	58	88	916
Satellite	0	0	0	0	8	18	0	21	89	77	82	142	417
Unidentified	42	46	24	14	14	10	12	14	13	15	14	19	237
TOTAL	509	487	545	670	1006	627	390	557	591	474	399	562	6817
ASTRONOMICAL SIGHTINGS													
Meteors	70	92	79	88	179	168	100	187	119	95	57	61	1295
Stars and Planets	101	44	52	131	144	58	40	45	78	36	23	55	805
Other	4	1	4	3	18	7	4	3	6	5	5	7	67
TOTAL	175	137	135	222	341	231	144	235	203	136	85	123	2167
OTHER CASES													
Hoaxes, Hallucinations, Unreliable Reports and Psychological Causes	15	6	18	16	37	29	14	13	17	11	16	34	226
Missiles and Rockets	2	1	1	3	2	6	14	12	13	9	13	7	83
Reflections	4	6	4	3	2	7	11	9	3	3	0	2	54
Flares and Fireworks	1	4	8	6	8	3	5	7	4	3	3	7	59
Mirages and Inversions	3	2	4	1	3	2	4	5	6	3	3	2	37
Search and Groundlights	9	6	14	9	12	8	5	6	1	3	2	6	81
Clouds and Contrails	6	3	2	1	9	5	3	4	5	4	5	0	47
Chaff	0	2	0	1	2	6	1	4	3	5	2	1	27
Birds	4	7	2	6	1	1	0	3	2	2	2	4	34
Radar Analysis	15	7	1	8	27	3	8	6	9	0	1	2	87
Photo Analysis	1	1	2	4	1	7	4	6	3	2	3	6	40
Physical Specimens	1	8	5	3	5	10	3	7	4	15	3	8	70
Satellite Decay	0	0	0	0	0	1	0	9	3	3	4	3	23
Other	1	7	4	0	9	5	3	3	4	2	4	6	48
TOTAL	62	58	65	61	120	93	75	94	77	65	58	88	918

STATISTICS FOR 1965

(Compiled 18 Jan 1966)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
ASTRONOMICAL	10	8	11	4	2	10	27	82	30	27	22	12	245
AIRCRAFT	11	8	14	11	14	7	32	61	20	13	14	5	210
BALLOON	3	2	1	3	0	3	7	6	2	7	0	2	36
INSUFFICIENT DATA	5	4	2	4	4	2	16	24	15	5	3	1	85
OTHER	11	8	7	8	5	6	9	42	7	9	11	3	126
SATELLITE	4	5	5	5	15	5	42	41	24	3	0	3	152
UNIDENTIFIED	1	0	2	1	1	0	2	4	4	0	1	0	16
PENDING	0	0	1	0	0	0	0	2	2	6	4	2	17
TOTAL	45	35	43	36	41	33	135	262	104	70	55	28	887

ASTRONOMICAL CASES

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Meteors	6	6	8	2	2	4	14	26	13	6	9	5	101
Stars and Planets	3	1	3	2	0	5	10	55	16	20	13	7	135
Other	1a	1b	0	0	0	1c	3d	1e	1a	1f	0	0	9
TOTAL	10	8	11	4	2	10	27	82	30	27	22	12	245

(a) Solar Image (b) Moon (c) Sun (d) Reflected Moonlight, Parhelia, Moon (e) Reflected Moonlight (f) Comet Ikeya-Seki

OTHER CATEGORY

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Hoaxes, Hallucinations, Unreliable Reports and Psychological Causes	5	3	4	1	2	1	2	12	1	3	0	0	34
Missiles and Rockets					1			3	1	1	3	1	10
Reflections						1	1	2	1	1	1		7
Flares and Fireworks					1		1	1			1		4
Mirages and Inversions							2	3					5
Search and Ground Lights	2	1	0	1	0	0	1	2	0	0	2	0	9
Clouds and Contrails	1							1	1				3
Chaff												1	1
Birds	1	2		2				3	1	1	1		11
Physical Specimens		1c						1r	1w				3
Radar Analysis				1e		1g		3gmn		1m			6
Photo Analysis			2dl		1d	1j	2kj	5x	1j				12
Satellite Decay	0	1	1	1	0	1	0	2	0	1	0	1	8
Miscellaneous	2ab			2bf		1h		4sbbb		1h	3tuv		13
TOTAL	11	8	7	8	5	6	9	42	7	9	11	3	126

(a) Tracer Bullets (b) Misinterpretation of Conventional Objects (c) Metal Ball (d) Developer Smear (e) Anomalous Propagation (f) Kites (g) Electronic Counter Measures (h) Debris in Wind (j) No Image on Film (k) Poor Photo Process (l) Free Falling Object (m) False Targets (n) Weather Returns (p) Emulsion Flaws (r) Plastic Bags (s) Man on Ground (t) Lightning (u) Chemical Trails from Research Rocket (v) Missile Launch Activity (w) Gourd

FIREBALL REPORT

Persons observing a fireball or meteor should report the information to the American Meteor Society. The information desired is contained below.

A very brilliant meteor or fireball is reported to have passed in your vicinity on . . . . at the hour of . . . . . Will you please answer as fully as possible the following questions, which are asked on behalf of the American Meteor Society in order that permanent records of such phenomena may be obtained. When these reports are published each contributor whose report is fairly complete will be mentioned, if possible, and due credit given. It is only by the help of those who can give personal information that data can be secured for the computation of the orbits of meteors. These data are of great scientific value and all reasonable efforts should be made to obtain them. You will be unable probably to answer all questions below, but answer those you can, as they may be of the greatest importance.

(1) Give your name and address.

(2) Where were you when you saw the meteor? (If the town is small please give county as well.)

(3) Give the date, hour and minute when the meteor appeared; also kind of time used.

(4) In what direction did it appear (or in what direction was it first seen)? This is not asking in what direction it was going!

(5) In what direction did it disappear (or in what direction was it last seen)? For questions 4 and 5, simply N, E, S, or W is not accurate enough, unless these were the exact directions. If compass is used, state it; also if magnetic correction has been applied to compass reading.

(6) At what height did it appear? (Use degrees in answering.)

(7) At what height did it disappear? (Use degrees in answering.)

(8) Did it pass directly overhead (i.e., through the zenith)?

(9) If not, to which side of the zenith did it go, and how far from it? (Use degrees in answering.)

(10) Did it appear to reach the horizon? What sort of a horizon have you?

(11) What angle did the path of the meteor make with the horizon and in which direction was it then going?

(12) If you are familiar with constellations describe the path of the meteor through the sky with reference to stars.

(13) Did the meteor appear to explode?

(14) What was the duration of its flight in seconds?

(15) Describe the train if one was left. If it lasted long enough to show drift, most carefully tell in what direction train drifted. Give sketch, if possible, showing this with regard to horizon.

(16) What was the duration of the train in seconds?

(17) Did you hear any sound? How long after seeing the meteor was it before you heard this sound?

Did you hear an actual explosion? How long after seeing the explosion was it before you heard it?

(18) Of what color was the meteor?

(19) What was the size of the meteor? (Compare it with the Moon or with a planet or star.)

(20) Was more than one body seen before the explosion (if any)?

(21) What was condition of sky at time?

(22) Give names and addresses of others who saw the meteor.

(23) Please mail this reply to

Charles P. Oliver
AMERICAN METEOR SOCIETY
521 N. Wynnewood Ave
Narberth, Pennsylvania 19072

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RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

APPENDIX G

Dr. Paul H. Hitt

Psychological Analysis of Reports of Unidentified Aerial Objects

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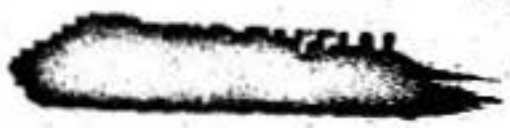

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U. S. AIR FORCE
HEADQUARTERS, AIR MATERIEL COMMAND
ENGINEERING DIVISION

No. of pages - 7

MCREXD/PAT/mnf

MEMORANDUM REPORT ON 26 April 1949

SUBJECT: Psychological Analysis of Reports of Unidentified Aerial Objects

SECTION: Aero Medical Laboratory

SERIAL NO.: MCREXD-694-18D Expenditure Order No. 35A-38

A. PURPOSE:

1. At the request of the Technical Intelligence Division, Intelligence Department, AMC, an analysis has been made, from a psychological point of view, of 212 investigations of persons reporting sightings of unidentified aerial objects.

B. FACTUAL DATA:

2. A report of this analysis is attached as Appendix A.

C. CONCLUSIONS:

3. It is concluded by the writer that there are sufficient psychological explanations for the reports of unidentified flying objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying real stimuli result chiefly from inability to estimate speed, distance and size.

D. RECOMMENDATIONS:

4. Test the ability of pilots to estimate the course of a small lighted balloon while doing aerobatics with it at night. It is suggested that several pilots try to fly pursuit curves and collision courses on such targets at night and report accurately their sensations. It would be desirable, but probably impossible, to keep them from knowing the nature of the light source.

5. In all future reports of unidentified objects specify the location of object with reference to polar coordinates (direction and degrees above the horizon) rather than asking individuals to estimate distance. If possible, obtain an estimate of size in terms of the visual angle subtended by the object.

6. In all future investigations determine the angular position of the sun with respect to the unidentified object and the observer.

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Engineering Division
Memorandum Report No. MCREXD-691-16D
28 April 1949

Also determine the approximate time during which the object was in sight (this information was not available for more than half the reports).

Prepared by: Paul M. Fitts
PAUL L. FITTS, Ph.D.
Chief, Psychology Branch

Prepared by: Shirley C. Brandt
SHIRLEY C. BRANDT
Psychology Branch

Approved by: G. P. Hess
A. F. GRIGG, Lt. Col., MC (USAF)
Chief, Aero Medical Operations

Approved by: G. P. Hess for Hal Haak
EDWARD J. HENDRICKS, Col., MC (USAF)
Chief, Aero Medical Laboratory

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APPENDIX A

PSYCHOLOGICAL ANALYSIS OF REPORTS OF UNIDENTIFIED AERIAL OBJECTS

The Inaccuracy of Human Observation

Psychologists have long know that human perception is fallible. In fact, part of the science of psychology is concerned with the measurement of errors of observation, and with the discovery of the conditions and laws that govern such phenomena.

Errors of observation may be classified as variable or constant. Variable errors are those in which a number of separate observations are found to differ from one another. The distribution of such errors often follows the normal probability curve. Constant errors are those in which observations are consistently biased in one or another direction. For example, individuals often are guilty of a constant error, in the direction of underestimation, in reporting their ages.

Errors of observation may be classified further as precision errors and identification errors. Inaccuracy in estimating the speed of an aircraft is an example of the former. Mistaking an aircraft for a "flying saucer" is an example of the latter.

It is the purpose of the present report to analyze 212 reports of observations of unidentified flying objects in order to see to what extent these reports can be explained in terms of known psychological facts and principles.

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Scientific Method and a Posteriori Data

A word of caution must be injected at the outset of this report. Certain conditions are necessary for drawing valid scientific conclusions.

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These conditions are largely lacking in the case of the data available on unidentified flying objects. It is impossible to say with any assurance what any particular individual in this series of 212 reports was actually observing at any particular time. It is only possible to examine the accumulation of available evidence or the accumulation of all reports of a given class (e.g., all reports from supposedly competent observers) and to consider them in a statistical sense. If certain characteristics appear repeatedly in reports from different people it may be possible to infer causal factors.

It will never be possible, on the other hand, to say with certainty that any given observer could not have seen a space ship or an enemy missile, or some other object. It will only be possible to estimate the probability that he could have seen such things.

The principal hypothesis to be examined in the following discussion is that reports of unidentified flying objects have the characteristics that would be expected if they were cases of failure, on the part of typical normal individuals, to identify common or familiar phenomena.

Possible Sources of Inaccurate Reports of Flying Objects

There are three broad classes of mistakes in human observations. These are the following: 1. Misinterpreting the nature of real stimuli, 2. Mistaking unreal (imaginary) stimuli for real ones, and 3. Deliberate falsifications. Each of these are considered briefly below.

(1) Errors in Identifying Real Stimuli. All normal, intelligene people experience certain errors of observation. The moon appears much larger on the horizon than when it is high in the sky. A stick looks bent when one end is in water. Distant objects appear relatively close in clear, desert atmosphere. A small point-source of light, if viewed in a dark room, will appear to move about in

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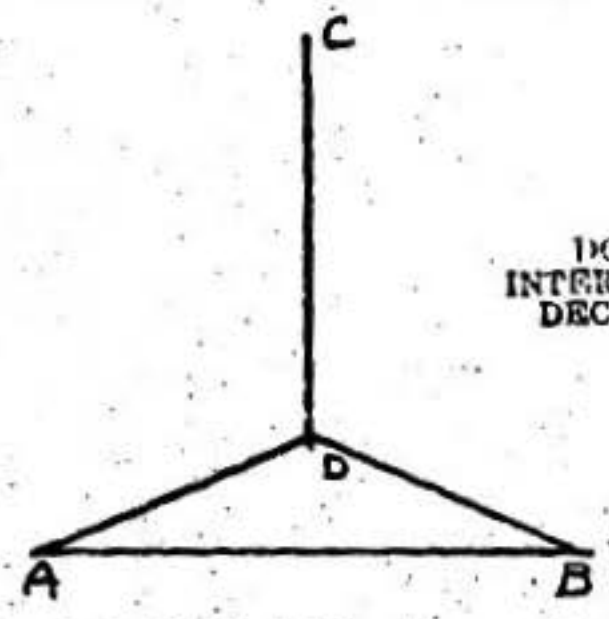
the autokinetic illusion (see Guilford, J. P., 1928). In the accompanying figure the line AB looks approximately as long as the line CD, but when you measure them the two will be found to be of quite different lengths.



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Visual stimuli originating within the eye itself also give rise to mistaken observations. Muscae volitantes or "flying gnats" are small solid particles that float about in the fluids of the eye and cast shadows on the retina. They often can be seen when you look up at the clear sky, or when you are reading. They move as your eyes move. It is sometimes possible also to see corpuscles or other objects that are circulating within the fluids in the retina of the eye.

Then, of course, everyone from time to time mistakes some more or less familiar object for another object. A probable explanation for many reports of unidentified aerial phenomena is that the object is really something quite familiar, such as an aircraft, a light, or a bird. The observer simply fails to identify it correctly. These errors arise chiefly as a result of inability to estimate speed and distance.

(2) Mistaking Imaginary for Real Events. This error of observation is usually made by children, by individuals of low intelligence (people who are very suggestible), by people who see visions, or by the mentally ill. It usually is not difficult for an

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export to spot this type of person. Reports will be received from such persons especially at times when the radio and newspapers carry accounts of strange phenomena. Relatively few of the 212 investigations considered in this report are of this nature, probably because investigators interviewed only the more reliable type of witness.

(3) Deliberate Falsifications. It is always possible that some persons will give false reports. Circulation of false reports has been a standard psychological warfare technique from earliest times. This procedure might have some utility in wartime, but it hardly seems likely that it would be resorted to at this time. Probably, however, some individuals start false reports of "flying saucers" for the same reason that they turn in false fire alarms.

Some Consistent Points in the Reports of Unidentified Objects.

The following section summarizes some significant facts that come out of a tabulation of 212 reports of interrogations, by USAF Intelligence Officer, of some of the individuals who reported seeing unidentified flying objects. It is understood that these interrogations covered primarily persons that were judged to be reliable. Most of the 212 reports were made by pilots, non-flying officers, professional men, government employees, ex-services and other supposedly dependable people.

1. Number of objects. About 75% of the people who reported on the number of objects seen said that they saw only one object.

2. Time the object remained in sight. About half of the persons specifying time in sight saw the object for 60 seconds or less.

3. Altitude and distance of the object. Of those who estimated the distance of the object, two-thirds judged it to be more than a mile away. Ninety percent also thought that it was more than 1,000 feet high.

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4. Speed. About half judged that the speed was less than 500 miles an hour. The other half of the judgments varied from 500 miles an hour all the way to "terrific", "tremendous", "inconceivable" and "blue blazes".

5. Background against which viewed. The great majority of observers saw the object against a clear day or night sky.

6. Time of day sighted. About two-thirds as many observations were reported at night as in the day. There are, of course, many more opportunities for observing things during the day. The most popular hours were from 12 noon to 5:00 P.M. and from 7:00 P.M. to 11:00 P.M. at night. Very few (6 only) observations were made from 5:00 to 7:00 P.M., the usual hours of sunset.

7. Color. Observers almost universally reported seeing a light-colored object. Thirty observers reported "white" and twenty-five said "silver". Over 70 percent described glittering, shiny, luminescent, mirror-like/flame-like or other very bright objects. Only six individuals said black or dark.

8. Shape. Over half described the object as either "round", "disc-shaped", "spherical" or "circular". Other descriptions were similar. Very few observers saw any distinctive shape.

9. Size. The majority of observers did not specify the objects' size. Of those who did over half said it was less than 10 feet in its largest dimension. Many compared it with a dime, a lamp, a dot, a weather ballon, a baseball, etc.

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Interpretation of the Common Points of All Reports

The words used by observers to describe the appearances of the unidentified objects fall into a surprisingly uniform pattern. The objects were usually reported as being far away, small, bright and without a distinctive shape. They were usually seen against a clear sky

and were frequently seen for less than a minute.

First of all, it is obvious that it would usually be impossible for observers to make reliable estimates of the speed, distance, or size of such stimulus objects. It is not possible to estimate accurately the distance of small bright objects viewed against a clear sky, unless the object is identified first. If you know beforehand that an object is a weather balloon, an F-80, or a dirigible you can estimate its speed and distance with some degree of accuracy. In such situations distance is judged on the basis of known size, and speed on the basis of an estimate of distance plus the angular change in position. It must be concluded, therefore, that most of the statements of speed, distance, altitude and size are entirely unreliable and should be disregarded. This is doubly true of observations made at night. The objects seen may actually have been at very great distances, or they may have been relatively close by. In the latter case, of course, they could also have been quite small.

Secondly, it is probable that individuals who saw objects in daylight were in many cases observing either the reflection of the sun on a shiny surface or else looking directly at a light source of high intensity. Aircraft themselves, when viewed against a clear sky, are seen as dark objects against a lighter background unless they are reflecting the sun's rays directly. This fact was recognized during the recent war by camouflage experts who placed bright lights on the leading edges of the wings of aircraft on anti-submarine patrol in order to conceal them from the eyes of submarine lookouts. If observers, during daylight hours, were actually seeing lights, or reflections of the sun, this would account in large measure for their inability to identify the objects. On the other hand, if they were actually seeing enemy missiles, for example, the majority of reports

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of daylight sightings should have been of dark objects. It is possible, of course, that they may have thought the objects were bright because they expected all aerial objects to be bright.

On the basis of the evidence thus far considered, the best guess as to the nature of a visual stimulus that would elicit reports of unidentified flying objects is that in the daytime it would be the reflection of the sun from an aircraft, a wind-blown object, etc., and at night some direct light source, such as an engine exhaust, the light on a weather balloon, a running light on an aircraft, a meteor, etc., or lights from the ground or the moon reflected back by birds or other objects in the air.

Discussion of Several Specific Reports

Discussion of a few specific reports will serve to illustrate some of the points brought up earlier, particularly some of the factors that make observations of aerial phenomena inaccurate.

Incidents No. 81 and 163.

In one case (Investigation No. 81) a civilian employee at Hickam Field at 0900 observed what looked like a balloon with a bright object suspended below it. It was estimated to be at about 6,000 ft. The bright object appeared to reflect the sun's rays at times. After a few minutes he looked away and then could not find the object again.

In another case (No. 163) a reserve officer at Van Nuys, California, about an hour before dark saw an object that looked somewhat like a weather balloon at about 2000 ft. He kept it in sight for about an hour. He later concluded that it was at a great height. At first it had the color of a fluorescent electric light but became orange as the sun went down and then rather suddenly became invisible.

Both of these objects could well have been just what they appeared to resemble most—balloons. The sun was low in the sky in both cases.

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Reflection of the sun's rays may have given an unusual appearance to the object. The second case illustrates the uncertainty of judgments of height or distance. The object looked near, but when it remained in view for an hour the observer decided that it must be very far away. Actually he probably had nothing on which to base an accurate estimate.

Incidents 61 and 61a.

Two couples saw approximately 12 objects flying in formation at what they judged to be 2000 or 3000 feet altitude over Logan, Utah at 22:30. They were judged to be about the size of pigeons and looked white. All four observers agreed that these objects looked and acted somewhat like birds but all thought they were not birds because they appeared to travel much faster than birds.

As we have seen, it is not possible to judge speed accurately under the conditions of these observations, i.e., when looking at objects of unknown size and distance against a night sky. The objects may actually have been a flock of white birds, flying at a relatively low altitude and reflecting the lights of the city.

Incidents 30, 30b, 30c, and 18, 18a, 18b, 18c, 18d.

During the same space of time (about half an hour) on the night of 7 January 1948 observers at Lockbourne Air Force Base, observers at Clinton County AFB and the pilot of an aircraft flying from Dayton to Washington reported an unidentified object in the sky. All reports agreed as to the color and general appearance of the object, and as to the fact that its light at times was visible through a light overcast. All agreed also that it was seen to the southwest. However, persons at all three locations judged the object to be only a few miles away. To all of them it looked motionless at times, then appeared to gain and lose elevation. A very similar object was seen by numerous

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persons at Fort Knox and other towns in Kentucky a few hours earlier. All saw it in the southwest and many thought it was only a few miles away. The Commanding Officer at Goodman Field observed it for 1 1/2 hours, (beginning at 1445). During this time it seemingly remained stationary. It was "chased" by four National Guard pilots, one of whom crashed after having been up to 20,000 feet. It was also reported by persons in Lexington, Madisonville, and Elizabethtown.

The significant fact that emerges from these reports again is the inability to estimate distance. It appears possible that persons over parts of Kentucky and Ohio may have been seeing the same astronomical phenomena which was a great many miles away. Nevertheless each believed it to be relatively near his own location.

Incident No. 172.

A National Guard Pilot returning to Fargo, North Dakota, in a P-51 at approximately 2100 hours saw a small light in the air below him. He was then in the traffic pattern. He dived on the light. The light gained altitude. The pilot "chased" it up to 14,000 feet, making various passes at it and attempts to ram it as he climbed. He finally stalled out.

Several inferences can be drawn from the several reports about this incident. In the first place, when it is night, and a pilot is turning so steeply, and going such violent acrobatics, that he sometimes blacks out, as was the case here, it would be very difficult if not impossible to judge at the same time what another object was doing. In the second place, if the pilot kept his eyes intently on the object, as also was the case here, he would have great difficulty in knowing and reporting later what he himself was doing. The situation is very conducive to loss of orientation. In other words, it is impossible to infer

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maneuvering or not maneuvering. It is quite possible that it was simply climbing steeply on a relatively straight course, such as would be taken by a lighted weather balloon.

As a matter of fact, a lighted weather balloon was released by the Fargo Weather Station within 10 minutes of the time the light was first sighted by the F-51 pilot. It is the opinion of the writer that this lighted balloon easily could have accounted for all of the pilot's observations. (It should be noted that the standard 30 inch and 65 inch weather balloons have a vertical speed of about 600 and 1100 ft./min. respectively.)

General Discussion and Summary

In the preceding section the hypothesis has been advanced that most reports of unidentified flying objects have been the result of persons failing to identify familiar phenomena, such as reflections from bright surfaces in the day or lights in a night sky. It is believed that this explanation will account for many of the reports. However, some reports undoubtedly have other explanation.

Vertigo. The term vertigo covers a large group of miscellaneous phenomena including air sickness, disbelief in one's instruments, and partial loss of orientation. The conditions under which some of the observations of flying objects were made were such that they could have produced loss of orientation on the part of an observer. This is especially true for those experiences occurring at night and those in which attempts were made to "chase" the object. Movement is always relative. If the only outside reference is a point of light, and both the observer and the object observed are moving, it would be practically impossible under certain conditions to tell which was moving and which was not, or to separate out the two motions. It is hard enough

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to fly a good pursuit curve on another aircraft in good daylight, for example, much less to close on a solitary light at night. The difficulty is due chiefly to the inability to judge distance or speed of a point source of light.

Suggestion. Suggestion works in various ways. Sensational radio and newspaper reports lead a few people to imagine they are seeing things they are not seeing. The effect on most people is to dampen their critical judgment. Under such conditions we are more likely to overlook certain factors, and find it easier to accept the suggested explanation uncritically. The expected result would be to make the reports of most observers slightly less accurate than if they had never heard reports of others seeing "flying saucers". Particularly when the stimulus object is fuzzy or ill-defined, persons tend to see it as resembling whatever is suggested to them. Carmichael et. al., for example (1932) showed individuals simple designs and gave them the name of an object. When the individuals drew the design from memory, they drew it to resemble whatever the object was that had been suggested to them.

Precedent. An historical precedent can be found for most errors of human observation. Although the writer has not tried to make an historical survey of reports of earlier unidentified aerial objects, he feels sure that there have been many such reports in years past, particularly during and after World War I.

Small Wind-borne Objects. It is possible that some observers may have seen small objects carried aloft by strong winds, or objects dropped from aircraft. Bits of paper, small cartons, etc., may occationally be carried to a considerable height by strong winds. Aircraft may sometimes jettison small articles. It would be impossible to

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estimate the distance, size or speed of such objects, and it would be easy to fail to recognize them.

Conclusions

It is concluded by the writer that there are sufficient psychological explanations for the reports of unidentified flying objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying real stimuli result chiefly from inability to estimate speed, distance and size.

Recommendations

The following recommendations are offered:

1. Test the ability of pilots to estimate the course of a small lighted balloon while doing acrobatics with it at night. It is suggested that several pilots try to fly pursuit curves and collision courses on such targets at night and report accurately their sensations. It would be desirable, but probably impossible, to keep them from knowing the nature of the light source.

2. In all future reports of unidentified objects specify the location of the object with reference to polar coordinates (direction and degrees above the horizon) rather than asking individuals to estimate distance. If possible, obtain an estimate of size in terms of the visual angle subtended by the object.

3. In all future investigations determine the angular position of the sun with respect to the unidentified object and the observer. Also determine the approximate time during which the object was in sight (this information was not available for more than half the reports).

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Guilford, J. P. Autokinesis and the streaming phenomena. American Journal of Psychology, 1929, 40, 401-417.

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Date: Sun, 16 Jul 2006 07:38:09 -0500, updated 14 Aug 2016
From: Fran Ridge

Subject: Brookings Report, 1960

Cat: 0
Distribution: CE, SHG, NCP

On December 14, 1960, The Brookings Research Institute in Washington released a report prepared during 1960 for NASA entitled "Proposed Studies on the Implications of Peaceful Space Activities for Human Affairs", including a section entitled "Implications of a Discovery of Extraterrestrial Life". (Commonly referred to as "the Brookings Institute report".) The report discusses effects of meeting extraterrestrial life: "It is possible that if the intelligence of these creatures were sufficiently superior to ours, they would choose to have little if any contact with us. . . " (New York Times, Dec. 15, 1960) The original site for the 219-page report and the 50-page summary is listed below. For security reasons, if the site would go down, the NICAP site also hosts the full documents, also listed below. The article in the NICAP UFO Investigator that announced the release of the report in its Dec/Jan issue is produced below. Recently added is the New York Times article transcript,

http://www.nicap.org/papers/brookings.pdf
http://www.nicap.org/papers/brookings_summary.pdf

New York Times article (transcript only)

SPACE-LIFE REPORT COULD BE SHOCK, UFOI, Vol. I, No. II (Dec 1960 - Jan 1961 issue)
The discovery of intelligent space beings could have a severe effect on the public, according to a research report released by the National Aeronautics and Space Administration. The report warned that America should prepare to meet the psychological impact of such a revelation.

The 190-page report was the result of a $96,000 one-year study conducted by the Brookings Institution for NASA's long-range study committee.

Public realization that intelligent beings live on other planets could bring about profound changes, or even the collapse of our civilization, the research report stated.

> "Societies sure of their own place have disintegrated when confronted by a superior society," said the NASA report. "Others have survived even though changed. Clearly, the better we can come to understand the factors involved in responding to such crises the better prepared we may be."

Although the research group did not expect any immediate contact with other planet beings, it said that the discovery of intelligent space races "could nevertheless happen at any time."

Even though the UFO problem was not indicated as a reason for the study, it undoubtedly was an important factor. Fear of public reaction to an admission of UFO reality was cited as the main reason for secrecy in the early years of the AF investigation. (Confirmed to NICAP's present director in 1952-3, when the AF was planning to release important UFO reports, also the famous Utah motion-pictures of a UFO formation.)

Radio communication probably would be the first proof of other intelligent life, says the NASA report. It adds: "Evidences of its existence might also be found in artifacts left on the moon or other planets."

This report gives weight to previous thinking by scholars who have suggested that the earth already may be under close scrutiny by advanced space races. In 1958, Prof. Harold D. Lasswell of the Yale Law School stated:

> "The implications of the UFOs may be that we are already viewed with suspicion by more advanced civilizations and that our attempts to gain a foothold elsewhere may be rebuffed as a threat to other systems of public order." (UFO Investigator, Dec. 1958.)

The NASA warning of a possible shock to the public, from the revelation of more advanced civilizations, support's NICAP's previous arguments against AF secrecy about UFOs. All available information about UFOs should be given to the public now, so that we will be prepared for any eventuality.

Newsclippings & Transcripts

National Investigations Committee On Aerial Phenomena

Form: Research of magazine articles

PDF version is at http://www.nicap.org/articles/Ruppelt_AID_Article_1952.pdf

Date: Wed, 03 May 2011
From: Jean Waskiewicz <etjean@gmail.com>
Subject: **Ruppelt August 1952 Draft for AID (Air Intelligence Digest)**
To: NICAP

NOTE: I took the liberty of inserting the images mentioned in the draft. JW

DRAFT OF ARTICLE FOR AUGUST AIR INTELLIGENCE DIGEST
Ruppelt 1952

((It is suggested that items enclosed in **double parenthesis** be omitted from the article in order that it might be declassified from restricted to unclassified. In this manner the article could be used as press release if necessary.))

I. IN THE WILD BLUE YONDER – WHAT?

No recognition manual prints the picture of a blinding orange light or a whirling disc, yet reports of the sightings of these strange flying objects come in with increasing regularity.

Many times in recent months, the question has been asked: "Why has the USAF renewed its interest in unidentified aerial objects?" The project was dropped as a special priority project in 1949, but it has continued since then as a normal intelligence function. USAF intelligence has nothing to sell except facts, and to pin down the facts in this matter is like pinning down Kilroy.

It is quite understandable why a great many people take a dim view of the study of "flying saucers". The whole subject is so fantastic that anyone studying the pattern of the reports received by the USAF soon finds himself in an atmosphere of "Alice in Wonderland" fantasy. And yet, facts do exist; reports are coming in with increasing frequency and the persons who see these objects are sincere and in most cases mature and competent people. The sighters are, generally speaking, convinced beyond the shadow of a doubt that what they have seen is real. However, they are sometimes sensitive about discussing the matter, for fear of being thought to be off their rocker. This regrettable attitude on the part of the public has been engendered largely by the fanciful, and the occasionally sarcastic, coverage

that has been given the subject in the public press. Fantastic or not, it is desirable that USAF personnel report aerial objects that they can not identify. Such reports are considered important and are always given serious consideration.

"But why", you ask again, "is the Air Force interested in a subject so ethereal?" The ether is the natural habitat of the Air Force, which is charged with the control of the air in the defense of the United States. Hence it becomes imperative that, until such time as all sightings can be explained, alertness if maintained. Of the more than 1200 reports now on file at the Air Technical Intelligence Center, ~~15%~~ 20% cannot be satisfactorily explained or identified. This does not mean that ~~85%~~ 80% of the objects reported can be unquestionably identified. Some can be. Others can be identified well enough to be put in the "very probably identified" category. Others are disregarded, due to the nebulous nature of the information received. The unexplained ~~15%~~ 20% have been examined, the sources and contents of the reports have been evaluated and, to date, no explanation has been found for them. It may be that as more experience is gained, solutions will be found. In addition to the ATIC analysts already charged with evaluating these reports, negotiations are being completed to obtain the services of consultants in the fields of physics, nuclear physics, astronomy, and psychology to assist in the analysis of the reports.

The truth is that objects are flying over the United States which have not been identified. Strange things in the air have been reported for centuries, but this does not preclude the fact that the object reported yesterday or 2000 years ago may have been a mirage, while tomorrow's object may be a new weapon. These objects may be natural phenomena, balloons, high-flying

friendly aircraft, **((**or, since they are as yet unidentified, global missiles or space ships from another planet.**))**

It should be stressed that USAF intelligence has no indications that any foreign nation has a super-weapon capable of flying anywhere in the world at will, nor that craft from outer space are coming near our planet Earth. **[**It would be foolish, however, to say that either is impossible, no matter how highly improbable it may sound. Fifteen years ago, the atomic bomb was highly improbable.**]?**

((The impact of the atom bomb on the entire world is well known, and it immediately posed a problem to any nation that dreams of conquest. It would seem natural for a nation with the apparent plant of the Soviet Union to use any means possible to negate the leadership strength that possession of the bomb has given the U. S. **))**

((It is possible to suppose that UAOs might be a Soviet propaganda weapon, in which case, they could either 1) planted fakes or 2) a clever use of natural phenomena designed to create mass hysteria. If this be true, it has been as miserable a failure as the balloons upon which the Japanese placed so much reliance during World War II.**))**

((If the UAOs are being used for propaganda, it would be reasonable to assume that the USSR would choose first to frighten pro-American nations in Europe with the appearance of a radically new weapon, to compensate for the atom bomb. To support this theory, it will be remembered that strange objects appeared over the Scandinavian countries in 1946. The objects observed there were reported to have unusual range and unusual performance characteristics.

When these incidents subsided, strange objects were reported to be flying over the U. S. The hypothesis here is that the Soviets could be attempting to frighten both the European nations and the U. S. by a new device that they hope will be construed to mean that the Soviets are far ahead of the rest of the world in technical know-how.))

The above theory, however, runs into one big stumbling block. If these objects are weapons or advanced types of aircraft, they are, of necessity, man-made. How is it then possible that, in the four years that the USAF has been studying UAOs, not one has crashed? Man-made devices are not infallible.

To recapitulate, the USAF will maintain an open mind and study all UAO reports until enough information has been gathered to explain the unexplained ~~15%~~ 20%. By continually receiving reports, devising further methods of evaluating them, collating them with other reports, a continual watch is being kept.

II. UAOs over USA

United States Air Force Headquarters continues to receive an increasing number of reports about weird objects in the sky. These reports – carefully checked at the Air Technical Intelligence Center, and when possible, evaluated – range from balloons to unidentified aerial objects of all conceivable shapes, sizes, speeds, and motions.

The dramatic scope of the subject of unidentified aerial objects has piqued America's interest for years. In this atomic age there is fascination in the weird and unknown, since man's inventions themselves approach the incredible. The public press has nurtured and sustained our interest in UAOs ((whenever it could find the slightest excuse to keep the story alive.))

Since the USAF has been keeping books, over ~~1200~~ 1500 UAO sightings have been reported. Many of these reports have come from trained and experienced U.S. Weather Bureau personnel, USAF rated officers, well-qualified civilian pilots, technicians associated with various research projects and, in one case, a group of professors from a Texan university.

Of these sightings, enough remain that cannot be explained by any known cause to justify the USAF in continuing to pursue its investigations.

On 24 June 1947, Kenneth Arnold, a businessman of Boise, Idaho, reported seeing a chain of nine saucer-like objects whipping in out of mountain peaks at 1,200 mph, near Mount Rainier in the state of Washington. Mr. Arnold, who was flying his private aircraft that day, was so impressed that he contacted the press and the incident was played up across the country. Because of the wide publicity this sighting received, many persons consider this the first UAO sighting. ((Nothing could be further from the truth.*))

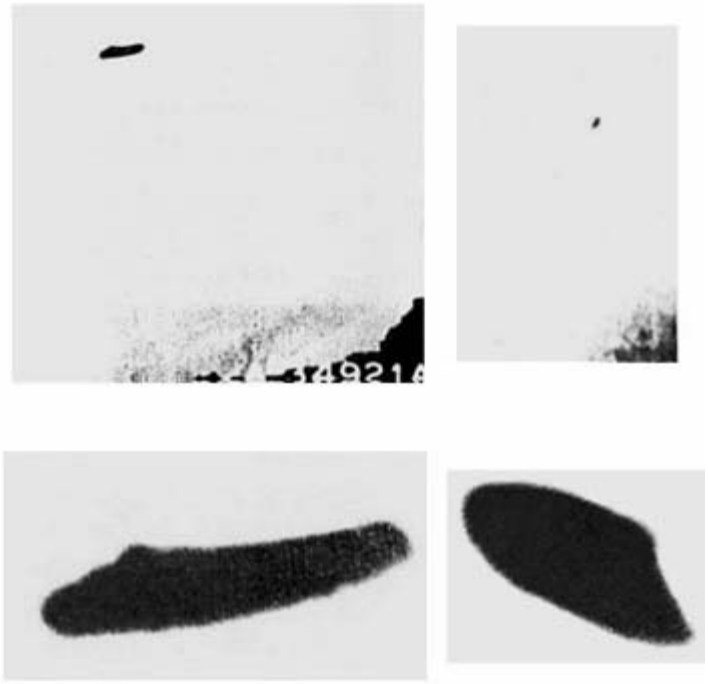
Sightings

There can be no attempt, in this article, to cover all the sightings on file at the Air Technical Intelligence Center. Generally speaking, the configuration of these objects fell into three categories: 1) balls of fire, 2) disc-shaped, 3) roughly cigar-shaped.

Naturally, the most important thing that could possible happen would be for the USAF to come into possession of one of these objects, if objects they be, but next to this in importance is pictorial coverage of the sightings. Few pictures are available, with the exception of obvious hoax shots, for most people do not go about with a camera cocked to catch a breath-taking flash in the sky.

*See the article "Pre-1947 UAO Reports", beginning on page ____.

((One of the best pictures was taken in 1947. On 7 July, William Rhoads of Phoenix, Arizona, saw a disc circling his locality just at sunset, and took two pictures. These pictures, showing a disc-like object with a round front and a square tail, have been examined by experts, who state that they are true photographic images and do not appear to be caused by dirty lenses or imperfections in the emulsion. (See page ____.)))



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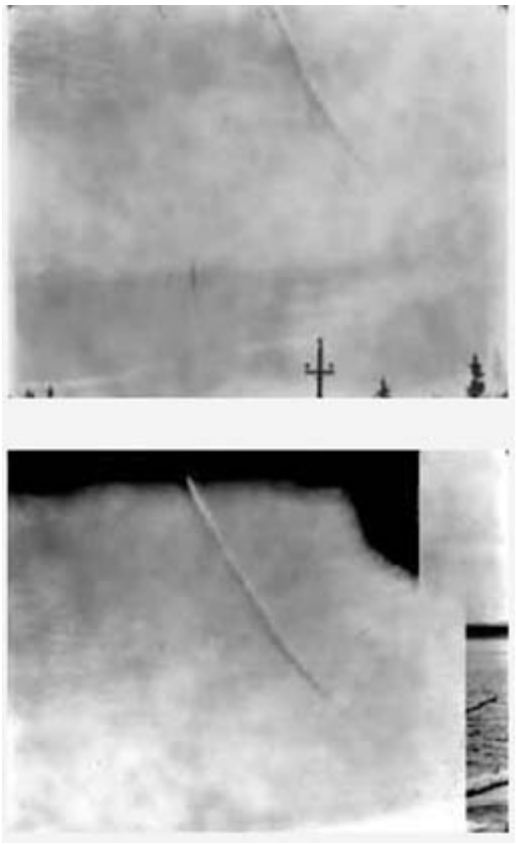
On 10 July 1947, ___Woodruff, a Pan-American Airways mechanic, reported a circular object flying at high velocity, paralleling the earth's surface and leaving a trail which appeared as the "burning-up" (Mr. Woodruff's words) of a cloud formation. The sighting occurred near Harmon Field, Newfoundland. Two other persons also saw a trail, which remained in the sky for about an hour, and it was photographed by another PAA employee. The resulting photographs support Woodruff's observation as far as the long-lasting vapor trail is concerned. See page ____.



Death rode on a "saucer" when, on 7 January 1948, a National Guard pilot, Capt Thomas Mantell, was killed while attempting to chase an unidentified object up to 30,000 feet. ~~While it is presumed that this pilot suffered anoxia, resulting in a crash~~, ~~h~~His last message to the control tower was: "It appears to be a metallic object . . . of tremendous size . . . directly ahead and slightly above . . . I am trying to close for a better look . . ." This sighting was at Godman Air Force Base in Kentucky and was one of the first to be reported from that area.

Lubbock lights

Skipping years and many sightings, we arrive at one of the most puzzling cases to date: a series of sightings over Lubbock, Texas. The high

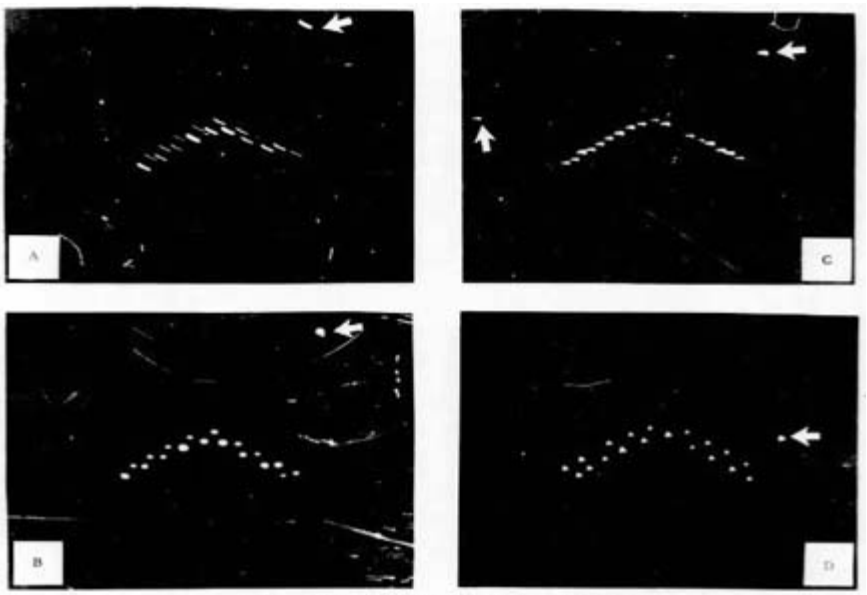
professional standing of the persons who made these observations makes this case especially worthy of note. The observers were all professors of the Texas Technical College at Lubbock: W. I. Robinson, Ph.D., in Geology, but also well versed in all fields of science; A.G. Oberg, Ph.D., professor of Physics; and Prof. W. L. Ducker, head of the Petroleum Engineering Department.

On the evening of 25 August 1951, these men were sitting in Dr. Robinson's garden. It was a clear, mid-summer night, and the men were scanning the skies, counting and discussing meteors as they flashed into view, when suddenly there appeared, in the northeast, a swiftly moving semi-circle of lights. The savants were astounded by the phenomena and decided they would watch carefully for another appearance of this object or objects, and, if it occurred, would attempt to analyze its characteristics.

In about an hour, their watch was rewarded. This time they were ready. One man looked while the others acted as timers. The bluish-green lights were clearly and plainly visible but not brilliant. The individual lights varied in intensity, and each was somewhat larger in appearance than a star. Each of the two flights that night consisted of a series of lights in an accurate V formation which covered about 10° in the sky. The men estimated that the two flights were identical in size, shape, velocity, and course. There was no sound associated with either ghostly passage.

During the week following the first sighting, the original group witnessed the flights between the hours of 9 and 12 p.m. By this time the story had hit the newspapers, and several other people had reported similar

sightings. The most startling incident occurred when the Lubbock Morning Avalanche printed pictures of the flying "What-Is-Its". These pictures were taken by Carl Hart Jr., and amateur photographer and freshman at Texas Tech. ((The negatives have been examined by experts of the Photo Laboratory at Wright Air Development Center and cannot be disproved or declared a hoax.))



Photos of Unidentified Aerial Objects - Lubbock, Texas

Through the week, the men had discussed their experiences. Several characteristics seemed to them outstanding. Perhaps the most amazing was the apparent schedule upon which the objects were operating. The first appearance each night was so close to 9:20 p.m., that observers spoke of it, in railroad parlance, as "old 9:20". The lights never gradually came into view or gradually disappeared. They were suddenly there - - then, just as suddenly, gone.

The group was confident that the angular velocity of the object was 30° a second – this they determined from measurements of several flights. Stop watches and protractors were used to measure time and angles.

On 1 September 1951, the original group of three met again in Dr. Robinson's garden and were joined by E. R. Heineman, professor of mathematics, and Dr. E. F. George, professor of Chemical Engineering.

Once again, at about 9:20 p.m., a flight came over. It was similar to previous flights, but rather more irregularly grouped. On through the evening, at fairly regular intervals, four more flights moved across the sky from North to South. And then at 12:17 a.m., the most unusual sighting was observed. This flight passed directly overhead, flying very low, in the general direction of North to South, and was seen by every member of the group.

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Dr. Robinson observed that in the case of this flight, an irregularly shaped yellow light appeared in the rear. The formation included dark diffuse areas, and the arc itself quivered or pulsated in the direction of its travel.

Each object has an angular magnitude that would be the equivalent of 12 inches across at a distance of 30 or 40 feet, and in violent agitation.

This was the first sighting that Mr. Heineman, who had been skeptical about the whole thing, made. The sighting was so low and so spectacular that he was really jolted, and apparently showed it, for the group jokingly dubbed it "Heineman's Horror". The flight had the appearance of a group of 12 to 15 pale objects in the shape of a quadrant of a circle, producing a pale-yellow blinking light and moving noiselessly.

The professors claim 12 "official sightings." This is their own term, as they would not recognize any sighting that was not witnessed by a least two of their group. They do not completely accept the photographs taken by Carl Hart, and state that, had they felt it possible, they would have made every effort to take photographs themselves, but that the objects moved too fast. They have also taken into consideration the aerial activity that was taking place over the SW United States at that time – the much publicized "Green Fireballs". They attempted to tie up the two, but could find no association between the fireballs and the flying objects that they has seen.

((How green are the fireballs?))

((The reported green fireballs that flashed across the skies of SW United States in great numbers during 1948, '49, and '50 are still a matter

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of great conjecture. They were thought by some scientists to be meteors. Dr. J. Kaplan of the Scientific Advisory Board is one such scientist, but he qualified his belief: "The daytime 'fireball' incidents are completely baffling. No meteor would persist for as long as thirty minutes. (EDITOR'S NOTE: The daytime incident of 27 March 1949 lasted more than half an hour. This duration is much longer than any recorded genuine meteoric incident.) The characteristics of the nocturnal green fireballs, of relatively the same height and having no sound, are ones which are difficult to observe without very careful instrumentation as to their (height).))

((Dr. Lincoln La Paz, director of the Institute of Meteorites, University of New Mexico, Albuquerque, made a comprehensive study of the fireballs and felt that they were not meteors. Dr. La Paz stated: "Most of the reports of 'green fireballs' state that they appear to move in horizontal paths, throughout its entire extent, to the plane of the horizon. Such persistent horizontality stand in the sharpest contract to the downwardly concave paths traversed by genuine meteorites, when these penetrate deeply into the atmosphere of the earth.))

((In the case of genuine meteorite falls, with luminous paths terminating even at heights considerably greater than those at which the real paths of the green fireballs are situated, the observed luminous phenomena are always accompanied by extraordinarily violent noises. No noises whatever have been observed in connection with any of the horizontally-moving green fireballs.))

((“The anomalous greenish luminous phenomena show a curious association with well-known meteor showers, although none of these annual meteor showers normally produce extremely bright green fireballs. The relationship cited

might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is a background of considerable natural meteoric activity.”))

Now “Blue Book”

The study of unidentified aerial objects by the USAF was first assigned the name of Project Sign; this was later changed to Project Grudge; recently the name Project Blue Book has been assigned to it. In order to support Project Blue Book, several conferences have been held with members of a research organization. The highly qualified members of this organization were given access to the USAF files on the project. After a study of the information available, they decided that there are enough reports that cannot be explained to warrant a detailed investigation. Several other engineers and scientists have been contacted and their opinions are much the same.

Still they fly

And so the unidentified aerial objects remain in the realm of the unidentified. There remain practically armed camps of opinion: those who say it is all silly witch-hunting; those who keep an open mind; and those who will fight to the death to defend the validity of “those things that fly.” The answer, if there is one, will eventually materialize, and the USAF will not be caught napping. Until that time, it places itself in the “open mind” category.

HOX (sp? Hoax)

Flying Pie-pan

UAO hoaxes have been almost non-existent in recent years, but Air Force files still contain records of some of the early hoaxes. A typical

incident took place in Shreveport, Louisiana, in July 1947. The papers played the story big, and it was a two-day sensation. Mr. H-----, of Shreveport, decided that he would stop by a used-car lot on his way home from work and try to find a bargain car. As he stood looking over the prospects, he heard a loud whirring and, looking up, saw a bright, silvery disc, which appeared to him to be spitting fire and smoke. It dropped, with a crash, in the street. He rushed over, retrieved the object, then contacted Barksdale AFB.

The thing was crudely made and so obviously a hoax that Barksdale personnel were able to thank Mr. B---- and assure him that it was the work of a practical joker. The next day a very red-faced gentleman admitted that he was the maker of the saucer. He was

employed by an electrical firm whose building was next door to the used-car lot. The saucer-maker had planned the episode as a joke to be played on his boss. He had launched the thing from the roof of the building and, true to plan; it had actually landed near his employer's car. The pay-off was that his boss paid no attention to it, but Mr. H--- did and the joke backfired.

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IS THERE A SIMPLE, NATURAL EXPLANATION?

Astronomical, meteorological, and light phenomena, or simply failure of observers to recognize familiar objects in the air for what they really are, may explain many reported UAO sightings.

It is midnight. A luminous body, seemingly as bright as the sun, streaks across the sky. It emits sparks and puffs of smoke, and trails what appears to be a long, fiery exhaust. The object then disappears with a series of flashes, and shortly after, a fearful roar and earth-shaking explosions are heard. Only one man witnesses this event. Never having observed anything so awesome in the skies before, he is convinced that he must have seen an interplanetary space ship.

Perhaps he has. It will never be possible to say with absolute certainty that he cannot have seen an extra-terrestrial vehicle. There are no other witnesses to the incident and, therefore, by the rules of evidence, no one competent to controvert conclusively his conviction that he has seen space travelers in transit. ~~Chances are~~, Probably, however, if he were more familiar with astronomical phenomena, he would identify his UAO as a more conventional visitor from space – a meteorite. What he has seen and heard tallies very closely with the frequently observed and startling phenomena of light and sound that often accompany the fall of meteorites. Over 100 million meteors fall daily.

One hundred million or more meteors come racing into the earth's atmosphere daily at speeds of 100,000 miles per hour, to meet their doom under the force and tremendous frictional resistance encountered at such

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velocities. Those which partly survive the friction of the earth's atmosphere and fall to the ground, frequently with the startling light and sound effects reported by our observer, are called meteorites. Unusually brilliant meteors are called fireballs. These often leave luminous trains that may persist as long as an hour after the fireball itself has disappeared. Daylight meteors frequently do not appear luminous, but do leave a trail, and often no noise is heard. Sometimes meteors explode in mid-air. These are called bolides.

Of the meteors which fall daily, about 25 million are visible to the naked eye, most of them appearing as the familiar "shooting stars" that occasionally dart across the sky at might. Yet very few of these are even found, for it is probably that most meteors are a body no larger than a pinhead. One no larger than a golf ball may appear as bright as the full moon. Small wonder, then that meteors and their derivatives suggest themselves as likely explanations of many UAO sightings.

Another astronomical phenomenon which may provide as answer to some of these sightings is the recurrent brilliance of our nearest planet, the familiar morning and evening start – the planet Venus. It outshines all celestial bodies except the sun and the moon, and , near the times of its greatest brilliancy, it is plainly visible to the naked eye even at midday,

when attention is directed to it. It outshines Sirius, the brightest star, by fifteen times. Venus, when as bright as this, and shining through interstices in the clouds, could easily give the effect of a flaming object with a tail – a description featured in many UAO reports. So could Mercury, or the red planet Mars.

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Scientific analysis of all UAO reports received to date indicates that almost 40% may be attributed to failure of the observer, for one reason or another, to identify such astronomical phenomena. Additional astronomical and other phenomena of the skies which may be included in this category, although, at most, they explain only an occasional sighting are: 1) zodiacal light (the glow along the zodiac of sunlight reflected by meteoric material; 2) zodiacal light's counterglow, known as gegenschein; 3) the ghostly beams and curtains of light of the aurora boreolis(sp) [borealis] and aurora oustrolis(sp) [Australis], seldom seen in our latitudes, but which are common enough near the magnetic poles; 4) illusory effects of clouds and light in connection with such familiar celestial bodies as the sun and the moon; and 5) ball lightning.

Nothing mysterious about many UAOs

Another 35% of UAO sightings may be attributed to misinterpretation of objects no more mysterious than weather balloons, aircraft, and even commonplace things like birds and wind-borne bits of paper. All normal, intelligent people from time to time mistake some more or less familiar object for another object. These errors arise chiefly from inability to estimate size, speed, and distance. It is not possible to estimate accurately such characteristics of small bright objects against the sky unless the object is first identified. This is doubly true at night. Small objects may occasionally be borne to great heights by strong winds. It would be impossible to estimate the distance, size, and speed of such objects, and it would be easy to fail to recognize them.

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The best guesses as to the non-astronomical objects which elicit many UAO reports include reflections of the sun from distant aircraft, running light on aircraft, searchlights on clouds, flares, and the previously mentioned wind-borne objects. Best guess of all in this category, however, is balloons – weather, research, and even old-fashioned carnival balloons.

More than 10% of UAO reports may reasonably be put down to balloons which are released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service, or the United States Weather Bureau. In addition, U. S. Army units and other public and private institutions, such as universities, make weather balloon observations.

Pibals are released for observation of winds aloft at almost every airport in the United States that has regular military and airline traffic. They rise at about 600 feet per minute, and because of their comparatively small size, just 30 inches in diameter, they are difficult to see above feet. Therefore, they probably account for only a few UAO sightings. RAOBS look like discs at 85,000 feet.

More likely stimuli to UAO reports are instrument-carrying balloons – rawinsonde and radiosonde (RAOBS). RAOBS are six feet in diameter at release, but they inflate to twenty to twenty-five feet before they burst at altitudes ranging up to 90,000 feet. If weather conditions are ideal, they can be seen with the naked eye at altitudes up to 85,000 feet. At this altitude, they can definitely take on the appearance of flying discs. All the sites

in the United States where scheduled instrument balloon releases are made are shown on the map on page ____.

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RAOBS carry lights at night, a fact which may account for some instances when pilots attempted to chase UAOs during hours of darkness. Such conditions could have produced a loss of orientation on the part of the observer. Movement is always relative. If the only outside point of reference is a point of light, and both the object and the observer are moving, it is practically impossible for the observer to separate the two motions. It is difficult enough to fly a good pursuit curve on another aircraft in broad daylight, for example, let alone to close on a solitary, moving light at night.

Another type of balloon figuring in the UAO picture is the kind used in connection with Project Skyhook. These weird plastic bags, which ascend to heights of over 100,000 feet, are shown in the photo at right. They are flown from mobile launching sites, sometimes singly and sometimes in clusters. Ballasted to float at fixed altitudes, they carry radio transmitters so that they may be tracked by means of very-high-frequency direction-finding equipment for the duration of their flight over the United States, or until either their ballast or their batteries are expended. However, these, as well as the less spectacular balloons, may be lost and wind up in the UAO files.

It has been suggested that some UAOs, especially those where the object was described as cigar-shaped, might actually be guided missiles. This appears to be an unlikely explanation. These missiles are launched at only three locations throughout the United

States: 1) Point Magu, north of Los Angeles, Calif.; 2) White Sands, Ariz.; 3) Patrick AFB, Cocoa, Fla.

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Firing is conducted out to sea and over controlled test ranges. Since all unauthorized persons are shood out of the area, there would be no one likely to turn in a UAO report.

After eliminating UAO sightings attributable to the astronomical and the non-astronomical phenomena considered in this article, together with the hoaxes, discussed on page ____, plus those reports lacking sufficient evidence for investigation – after all this, approximately 15% of UAO sightings remain bona fide UAOs. That is, the evidence suggests no ready explanation.

Trick of temperature – inversion and refraction?

One possible explanation ha been advanced by the Harvard astrophysicist, Dr. Donald H. Menzel. (See Look, June 17, 1952, pp. 35-39.) As summarized by Time, June 9, 1952, pp. 54-56, the kernel of Dr. Menzel's hypothesis follows:

"Normally, the atmosphere grows cooler as altitude increases, but under some conditions it may contain layers of warm air with cold air below them. These are called 'inversions.' They occur in all climates but are commonest in deserts, where both the ground and the air get very hot in daytime. As soon as the sun sets, the ground cools off, radiating its warmth into the sky. The air for a few feet up grows cool by contact with the cool earth, but the air a little higher stays warm . . . The warm air overhead turns downward the light from bright objects, such as street lights or auto headlamps."

Temperature inversion and refraction, as propounded by Dr. Menzel, is familiar to most of us as motorists when we see the mirage which looks like shining water in the road ahead. Other inversions occur when a warm layer of air hangs several thousand feet up. A pilot flying just above this

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layer, especially if its power to divert light is increased by dust, may see below him the displaced image of the sun, the moon, or even a brightly lighted cloud. The image may be distorted by waves in the inversion, and a whole formation of objects may then appear to be in rapid motion.

Reflection and refraction theories as natural explanation of UAO reports are questioned by authorities like Dr. Ronald Ives, the Cornell geophysicist, who is an outstanding authority on mirages. Dr. Ives points out that the reflectivity of temperature disparities in the air is so slight that it reduces the intensity of the light source to a negligible degree – far less bright than the brilliantly luminous objects that have been so frequently seen.

Most UAOs can be explained with some degree of certitude. Dr. Menzel or someone else may have the answer to all, some, or none of the unexplained 15%.

19

OTHERS MIGHT BE SPACE SHIPS

DRAFT FROM OUT YONDER COULD BE DISCS, SPHERES, OR BIG V-3s

WITH WINGS

It is just possible that some of the unidentified objects may be space ships from another planet. The idea of space travel is no longer the fantastic subject it was in the years before World War II. In the USAF's study of unidentified objects, space ships have been given serious consideration.

Although we do not know what a space ship from another plant will look like, we do know approximately what a space ship on Earth will look like.

Willy Ley, the rocket expert, says the ship will look like a large rocket – like a V-2, but taller. Its height will be 10 to 12 times its largest diameter. It will have short wings, placed far back. The wings will be either sharply swept back, or will have a delta configuration. Such a ship will have an atomic power plant. Thrust for take-off will be provided by a chemical booster, to avoid making the take-off area radioactive, and the atomic power will be used shortly afterward.

However, a transport from another planet might have the shape of a sphere, or a disc. For travel through the Earth's atmosphere, the sphere would not be nearly as efficient as a thin disc. The sphere could have tremendous strength, but its aerodynamic characteristics would not match those of the disc. In the vacuum of outer space, however, the shape of a space ship would not affect its space at all.

If the unidentified objects are space ships from outside the Earth's orbit, the strange behavior of some of them (hovering, flying in jerky

bursts of speed, changing direction at high speed, spinning, and accelerating suddenly to high speeds) can be explained only by 1) a source of power unknown to Earthlings; 2) materials possessing greater strength and greater ability to resist heat than any now known on Earth; 3) physically superior beings or robots capable of withstanding enormous G forces – or; 4) a new, radical means of overcoming or screening gravity.

Two possibilities: Mars and Venus

Space ships could come here from either Mars or Venus. Other planets in the solar system are considered poor prospects for life to exist. Because of the climatic and atmospheric conditions believed to exist on Mars, it is thought by astronomers that a race of intelligence beings would be more likely to be found on that planet than on Venus. Mars has a rare atmosphere, nearly devoid of oxygen and water, and its nights are much colder than our Arctic winters. The atmosphere of Venus spears to be cloudy, and apparently consists mainly of carbon dioxide with deep clouds of formaldehyde droplets. Venus seems to have little or no water.

Despite these environmental characteristics, it is possible that intelligent beings exist on both planets. Such beings could be types whose body chemistry, size, appearance, and basic requirements for maintenance of life are entirely difference from our own.

When Mars is nearest Earth, it is about 35,000,000 miles away. When Venus is nearest Earth, it is about 26,000,000 miles away. Venus is nearly as large as Earth; Mars is smaller than Venus.

Space ships might come from other solar systems

Arguments such as those applied to Mars and Venus need not necessarily apply to planets orbiting stars other and our sun, according to J. E. Lipp, of the Rand Corporation.

Many planets outside our solar system may have the environmental characteristics of Earth. The existence of life on planets which have the "right conditions" is not only possible, Lipp firmly believes, but inevitable. He assumes, for the sake of his argument, that man is "average", and this that half beings on such planets are ahead of us in knowledge, and have reached various levels of space travel experience. Conceivably, as Lipp suggests, among the myriads of other solar systems in space, one or more races of intelligence beings on planets far removed from our solar system HAVE discovered methods of travel that we could regard only as fantastic. Yet, the greater the astronomical distances that would have to be traversed by space travelers to reach our Earth from outside our solar system, the slighter the chance that space travelers would ever find this planet. The galaxy we are in has a diameter of about 100,000 light years, and a total mass of about 200 billion times that of our sun. Other galaxies, at distances up to billions of light years, have been photographed, numbering several hundred million and each containing millions of individual stars. A race of superior intelligence, unless it occurs frequently in outer space, would not be likely to stumble upon Planet III of Sol, a fifth-magnitude star in the outskirts of our local, or Milky Way, galaxy.

CAPTIONS for SOME OTHERS MIGHT BE SPACE SHIPS

BREAKING ELLIPSES. Space ship coming to Earth might execute several ellipses as shown in order to reduce speed for landing. Drawing is to scale, except that atmosphere (broken circle) is four times too deep.

VII PRE-1947 UAO REPORTS

Early - meaning pre-1947 – reports are rich and varied, and fall consistently, like modern sightings, into three categories: luminous balls; saucer-shaped objects; cigar-shaped objects.

EDITOR'S NOTE: TIME, in a recent article, mentioned the celebrated "airship" reported seen in 1986-97 by thousands of people from Oakland, Calif., to Chicago, and printed part of a clipping about it from the New York HERALD of 11 April 1897. READERS DIGEST, in an article in its July 1952 issue, "Flying Saucers Are New in Name Only," mentioned reported UAO sightings in 1913, 1904, 1897 (the same one mentioned by TIME and READERS DIGEST had extensively researched the subject of early UAO sightings. These eminent magazines, however, for all their reputations for thoroughness and their large research staffs, barely scratched the surface of this rich and extraordinarily interesting subject.

It is rather widely believed that the now-famous "Arnold Report" of 24 June 1947" was the first UAO report. Actually, reported UAO sightings go way, way back – well over a century and possible to Old Testament days. Almost all "early sightings," as they have been short-titled by the Air Force, fall into the same main categories that the modern sightings fall into: luminous balls, saucer-shaped objects, or cigar-shaped objects.

The AIR INTELLIGENCE DIGEST requests its readers to make their own

evaluations of these early reports. Were they – as many modern sightings have turned out to be – illusions, mistaken identifications, or hoaxes?

*See third paragraph of the article, "UAOs over USA," page ____.

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Or were they real, and of terrestrial origin? Or real, and of celestial origin, possible transplanetary or even transstellar?

There are many hundreds of reported early sightings on record, but, after careful screening, the DIGEST has selected for presentation only those discussed and/or reproduced (see accompanying artwork) in this article.

A large percentage of the early reports were in the form of letters to such sober and reputable journals as the London Times; Scientific American; Nature; American Meteorological Journal; U. S. and Canada Monthly Weather Review; l'Astronomie; Astronomische Nechrichten; London, Edinburgh, and Dublin Philosophical Magazine and Journal of Science; The Observatory-Monthly Review of Astronomy; etc. this proves, if it proves nothing else, that the witnesses were deeply moved and excited by what they saw – or thought they saw. M. Lincoln Schuster wrote in his introduction to the book, "A Treasury of the World's Great Letters": "When any person has a soul-shaking experience, he usually can –and frequently does-write a letter about it."

'Ezekial Saw de Wheel."
Zechariah saw a 'roll"

The AIR INTELLIGENCE DIGEST will not quarrel with the readers who dismiss as far-fetched any interpretation of the Biblical quotations below as references to 1) a disc-shaped UAO and 2) a cigar-shaped UAO. These quotations are presented solely for whatever significance, if any, that DIGEST readers may read into them.

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The wording of the well-known reference in Ezekiel is: " . . . a whirlwind came out of the north . . . a fire unfolding . . . and a brightness was about it, out of the midst thereof as the color of ember . . . it sparkled like the color of burnished brass . . . like burning coals of fire, and like the appearance of lamps . . . the appearance of the wheels was like unto the color of a beryl (greenish-blue) . . . as it were a wheel in the middle of a wheel".

Less familiar is a passage in Zechariah: "Then I turned, and lifted up mine eyes, and looked, and beheld a flying roll . . . the length thereof (was) twenty cubits, and the breadth thereof (was) ten cubits." "Roll," in Biblical terminology, usually meant the parchment rolls then used for books. In some translations, the phrase "flying book" is substituted for "flying roll" in the foregoing passage. Converting cubits into feet, Zechariah's "flying roll" measured 30 by 15 feet.

12 January 1838

Extensive controversies raged among astronomers during the 1700s about numerous small objects observed near Venus. Were they optical illusions? Satellites of Venus? A planet between Venus and Mercury? These telescopically observed objects probably have no connection with UAOs, although some commentators, notably Charles Fort, have tried to establish such a connection. We are possibly on firmer ground in quoting a brief reference

in the 1877 Report of the British Association for the Advancement of Science, " . . . a report that at Cherburg, France, on 12 January 1838, was seen a luminous body, seemingly two-thirds the size of the moon. It seemed to rotate on an axis. Central to it there seemed

24 (misnumbered s/b 25)

to be a dark cavity". The similarity of this earliest dated UAO report to many modern sightings is immediately apparent.

Nature: 1880, 1893

The magazine Nature, subtitled A Weekly Illustrated Journal of Science, reported an unusually interesting sighting in its 20 May 1880 issue. The item on "remarkable phenomenon observed at Kaitenau, near Trakehnen (Germany)" described "an enormous number of luminous bodies" which "rose from the horizon and passed in a horizontal direction from east to west. They moved through space like a string of beads, and shone with a remarkably brilliant light." Some were estimated to the "the size of a walnut," others resembling "sparks from a chimney," and, in connection with these estimates of size, it is important to bear in mind that apparent size and real size are two very different things, especially as applied to celestial phenomena.

In the 25 May 1893 issue of Nature appeared the much-quoted sighting report of the "unknown lights of Japan". This stated that "the globes altered in their formation . . . and . . . took the form of a crescent or diamond, or hung festoon-fashion in a curved line".

See, and compare, the material on the modern "Lubbock Lights" sightings, on page ____ of the article, "UAOs over USA."

London Times

On page ___ are reproduced some of the more interesting letters and news items about UAOs that appeared in the great Times of London from 1848 to 1869. An 1870 letter to the Times is our cover picture this month.

25 (misnumbered s/b 26)

Why UAO reports, in all their varied, strange, and sometimes wildly extravagant forms should have poured in on the ultra-conservative Times ("The Thunderer") is a mystery as challenging as that of the UAOs themselves. The serious treatment the Times gave these reports, however, is gratifying to look back on, since, in the 1800s, they must have been even more incredible – seeming than they are in today's age of supersonic flight, radar contact with the moon, and atomic fission.

Here are some selected quotations from Times UAO reports:

"There they shone with a bright flickering light until about 10 o'clock, when they moved, making a slight curve westward. The speed with which they migrated was prodigious." (1848).

" . . . a most extraordinary appearance in the sky this evening, which has quite frightened the superstitious here. At 7:20 a brilliant red light appeared to the sough by east, about half-way between the zenith and horizon . . . its shape was oblong . . . in about 15 minutes it rose to the zenith." (1859).

"This (to me) extraordinary object . . . floated steadily away, northwest by north . . . threw no rays in any direction . . . and was in my sight, from first to last, about three minutes." (1867).

"A falling star would never have remained so long visible in the telescopic field." (1870).

Philosophical Magazine to
Monthly Review of Astronomy

The so-called "Auroral Beam of November 17th, 1882," was the subject of a 20-page article in The London, Edinburgh, Dublin Philosophical Magazine and Journal of Science, and one of the 26 observers of this

26 (misnumbered s/b 27)

amazing phenomenon was none other than the Astronomer Royal. It was described by various observers as "spindle-shaped," "a cigar-ship," "torpedo-like," "weavers' shuttle," and, more specifically, "a bar of yellowish light, with a 'dark something' before the bar and a dark streak where it passed". The compiler and collater of the observations, Mr. J. Rand Capron, wrote: "A primary question is whether the 'beam' was really and truly a part of the auroral display, or a 'meteor,' 'meteoroid,' 'cometary body,' or something allied to any of these, in contra-distinction to an 'auroral beam'". The Observatory – Monthly Review of Astronomy, commenting on the Capron article, spoke of the phenomenon as "unusual and striking, not to say awe-inspiring," but the Observatory editor, Dr. E. W. Maunder, Fellow of the Royal Academy of Science, held that it was an auroral, rather than a meteoric, manifestation. In other words, nobody, not even the best scientists of the day, could figure it out.

"That airship"

Unquestionably, the most famous and most baffling American UAO was the "airship" which, first reported over Oakland, Calif., on November, 1896, finally appeared, according to thousands of observers, including many reputable scientists, over Chicago. The Oakland Tribune of 23 November 1896 led off its goggle-eyed story: "That a huge airship has been hovering over Oakland for the last few nights has, in the minds of many, been conclusively proven". The dispatch said further: "The ship resembled a huge bird in its outlines and seemed to rise and fall in its course." In its 11 April 1897 issue the New York Herald in a dispatch headlined "THAT AIRSHIP NOW AT CHICAGO", wrote: "For weeks, reports have been coming in from various points

27 (misnumbered s/b 28)

between here and California regarding an airship . . . men of unquestioned veracity declare the moving object was an airship . . . some declare they saw two cigar-shaped objects and great wings . . . Chicago and her suburbs are intensely interested, and the subject is almost the sole topic of conversation."

Monthly Weather Review: 1904, 1907

The U. S. Weather Bureau's Monthly Weather Review, in its issues of, respectively, March 1904 and July 1907, printed two of the most mystifying early-sighting reports on record. They were headed "Remarkable Meteors" and "A Possible Case of Ball Lightning".

The author of the 1904 report was Lt. Frank H. Schofield, U.S.N., who stated that he saw "three somewhat remarkable meteors" at 35° 58' North - 128° 36' West, which "appeared near the horizon and below the clouds, travelling in a group from northwest by north (true) directly toward the ship . . . As they approached the ship, they appeared to soar . . ." (EDITOR'S NOTE: To call meteors which soar "somewhat remarkable" was the understatement of the century.)

The 1907 report was by William B. Alexander, official weather forecaster of Burlington, Vt., who wrote about an "explosion so sudden, so sudden, so unexpected, and so terrific that it startled practically the entire city of Burlington." He quoted Bishop John S. Michaud who, at the time of the incident, was standing in conversation with ex-Governor Woodbury of Vermont at the corner of Church and College Streets. Bishop Michaud, after describing the "most unusual and terrific explosion," said: "I observed a torpedo-shaped body some 300 feet away, stationary in appearance and suspended in the air about 50 feet above the tops of the buildings. Although stationary

when first noticed, this object soon began to move, rather slowly . . . "

Mongolia: 1927

In the book "Altai-Himalaya," by Nicholas Roerich, painter, traveler, and mystic, the author wrote that, in Mongolia in 1927, his party saw "something big and shiny reflecting the sun, like a huge oval moving at great speed. Crossing our camp, it changed its direction from south to southwest. We even had time to take out field glasses and saw quite distinctly an oval form".

Interesting . . .

HQ USAF evaluates with only one word these early sightings which it has carefully searched out, sifted, and presented here for your inspection. They are, undeniably, interesting. No other evaluation is, in fact, possible, from knowledge now available. Perhaps only the UAO future - - if and when it finally brings us comprehension of this great, challenging mystery in our skies – will enable us to correlate the UAO present with the UAO past.

CASE HISTORY OF A UAO

Investigators at ATIC first check to see if a UAO is 1) an aircraft, 2) an astronomical body, 3) a balloon; after this routine, each sighting requires a separate and unique course of action.

In mid-July, as this is written, Air Technical Intelligence Center at Wright-Patterson Air Force Base is being swamped with UAO sightings. Reports are coming in at the rate of double that of a year ago. In the two weeks preceding this writing, ATIC's Aerial Phenomena Branch has received 60 such

reports. The reports include such interesting ones as that from two Pan American Airways pilots who reported seeing "eight-glowing red-orange discs" flying 1,000 miles an hour over Norfolk, Va.

There is no doubt that UAO publicity – now increasingly widespread in the public press – has resulted in many of these reports. Project Grudge in 1949 pointed to a correlation between publicity and the number of UAO reports. Today, the same trend is apparent. It's a snowball effect. A sighting receives wide publicity; this results is more reports; these receive publicity; they result in still more reports.

Publicity can be good

Perhaps some of these reports are, as Project Grudge hinted, a "mild form of mass hysteria," sparked by publicity. Yet, the officer in charge of the Aerial Phenomena Section feels that the current large number of reports can be viewed in another light. He believes that in the past some qualified observers who have sighted UAOs failed to report them, due to fear of ridicule. Many of the current reports, he believes, simply reflect a knowledge that the Air Force is genuinely and seriously interested in anything and everything that goes on in the atmosphere above us. This new attitude has also come about through publicity. He also believes that intelligence officers should know the investigative procedure at ATIC, so that they will understand that their reports are given serious consideration. A typical investigation can be summed up in the story of a typical sighting:

At about eight o'clock on the morning of 2 April 1952, four civilian Air Force pilot instructors stood at the airport at Benson, Ariz., observing a cadet cross-country flight. One of the instructors noticed a

"star-like" object motionless in the sky and called it to the attention of the other instructors. They immediately took steps to secure data with the equipment at hand. They wheeled a T-6 around to head toward the UAO. This gave them the magnetic bearing. Sitting in the cockpit, a pilot sighted over the canopy to get a rough-and-ready estimate of the elevation.

One instructor then took off in a T-6. He climbed to 12,000 feet, but the relative size of the object did not change. This indicated that the object was very high. Then, after 52 minutes, the object suddenly disappeared.

When ATIC received the "FLYOBRT" report on this sighting, an officer first checked to see if any other reports correlated with this one. Occasionally, ATIC receives a number of reports on, say, a meteor or fireball and the various reports fit together like a jigsaw puzzle (this explains why ATIC wishes intelligence officers to send in all reports).

First-phase investigation

In this case, there were no other reports. The officer then began his investigation's first phase: to check whether the object could have been 1) a high flying aircraft, 2) an astronomical body, 3) a balloon. He found that B-36s had been flying in the area at the time of the sighting, but he quickly eliminated them as an explanation. Mathematics showed him that a B-36, even flying high enough so that it could not be recognized, would have flown through such a wide arc in 52 minutes that the change in bearing would have been readily apparent.

ATIC is staffed with highly-qualified engineers and scientists. The Center also has on "on-call" contract with scientists and engineers representing such fields as nuclear physics, metallurgy, psychology, mathematics, and chemistry. The investigating officer in

this case asked the consulting astronomer for Project Blue Book to determine whether an astronomical body could have caused the sighting. The astronomer concluded that no astronomical body which could have been seen in daylight had been in the portion of the sky where the object has been seen. Venus, a previous offender, has been too near the sun to have been seen.

A likely possibility

While the astronomer was checking, the officer began his study of balloons, a likely possibility for any object that remains stationary for from five to 60 minutes. He knew that he would be able to check this possibility with reasonable accuracy. "Piball" balloons that are not tracked are seldom reported as UAOs, because of their small size. Large, instrument-carrying balloons are tracked.

The officer checked his map (see page ___.) of U. S. locations where such balloons are launched. He wired stations near Benson AFB asking whether they had a balloon in the air at the time, and, if so, the general path the balloon took, the bearing from the station, and the altitude at which it had burst. His replies were negative, except from Davis-Monthan AFB, at Tucson, ___ nautical miles ___ of Benson. The Davis-Monthan balloon had traveled southeast of Tucson, had reached calm air at about ___ feet altitude, then had risen vertically until it had burst at ___ time.

The officer plotted the location of his balloon during the last part of its flight. The bearing of this plot from Benson Airfield was the same as the bearing of the pilot instructors had reported. The angle of elevation was within 10 degrees of that estimated by the observers – close enough when you remember the rough-and-ready method used by the instructors.

EVALUATION: This UAO was marked down to reflection of the sun from Rawinsonde balloon flying ___ slant miles away from the observers.

Intelligence officers can quickly see, from this story of the UAO sighting at Benson, the value of requested information (see inside front cover). In some instances, for example, a balloon-launching station might lose contact with a balloon. If the reporting officer includes winds aloft as high as they were recorded, it speeds up the investigation. The possibility of the UAO being identified as an aircraft is dependent on the data in the wire from the reporting officer. It is difficult to obtain data on aircraft flights in the area of the sighting several days after a report is made. The "fix" on an object at the beginning and end of its flight is among the data that the astronomer uses.

A report of an unidentified radar return is handled as a special case. All such sightings are referred to the electronics branch of ATIC. The officers at ATIC look forward to receiving radar scope pictures with reports of radar sightings. A special electronics questionnaire is in the mill.

Some are not so easy

The sighting at Benson was comparatively easy to solve. Others are not. The now-famous case of the Lubbock Lights* was investigated for weeks

*See page ___, in article "UAOs over USAF"

and was submitted to several scientists and specialists for comments. The case is still open, the investigation still continuing.

Each UAO that does not yield a tangible result is handled as a special case. It requires a separate and unique course of action. The only SOP is that the investigating officer must dig.

~~SECRET~~ 1968

DRAFT

U F O HYPOTHESIS AND SURVIVAL QUESTIONS

It is the purpose of this monograph to consider briefly some of the human survival implications suggested by the various principal hypothesis concerning the nature of the phenomena loosely categorized as U F O (1).

1. ALL UFO's ARE HOAXES: From the time when hoaxes were first noted in history, they were characterized by infrequency of occurrence and usually by a considerable restriction of their geographical extent. Rarely have men of science, while acting within their professional capacities, perpetrated hoaxes. The fact that UFO phenomenon have been witnessed all over the world from ancient times, and by considerable numbers of reputable scientists in recent times, indicates rather strongly that UFO's are not all hoaxes.(2) If anything, the modern trend is toward increased reports, from all sources. In one three month period in 1953 (June, July, and August) Air Force records show 35 sightings whose nature could not be determined (3). If UFO's, contrary to all

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(1) All flying, sailing or maneuvering aerial objects whether glowing, pulsating, or of a constant metalic hue, whose shape is somewhat circular or cigarish.

(2) Anatomy of a Phenomenon, Jacques Vallee, Henry Regnery Co. Chicago, 1965. p 9-17. (Vallee has degrees in Astronomy and Physics and is currently consultant to NASA's MARS MAP STUDY.)

(3) United States Air Force Projects Grudge and Bluebook Reports 1-12 (1951-1953) National Investigation Committee on Aerial Phenomena. Washington June 1968. p 216.

(2) Visitors from Outer Space, Sputnik, (condensed from the almanac on Land and Sea) Vyacheslav Zaitsev, p 164-181.

DRAFT

indications and expectations, are indeed hoaxes - hoaxes of a world-wide dimension - hoaxes of increasing frequency, then a human mental aberration of alarming proportions would appear to be developing. Such an aberration would seem to have serious implications for nations equipped with nuclear toys - and should require immediate and careful study by scientists.

2. ALL UFO's ARE HALLUCINATIONS: People, of course, do hallucinate. Although groups of people hallucinating is rare, it has been known to happen. Machines have their own form of hallucination; the radar, in particular, "sees" temperature inversions. But a considerable number of instances exist in which there are groups of people and a radar or radars seeing the same thing at the same time; sometimes a person and a guncamera confirm each other's testimony(4). On occasion, physical evidence of a circumstantial nature was reported to have been found to support witnessed sightings (5). A continuing high percentage of reports of unusual aerial objects are being reported by people in responsible positions in science, government, and industry.(6). The sum of such evidence seems to argue strongly against all UFO's being hallucinations. In spite of all the evidence to the contrary, if UFO's did turn out to be largely illusionary, the psychological implications for man would on next page

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(4) ibid., p 208, 192, 149, 146

(5) op. cit., Vallee, p. 70,71, 74.

(6) The Report on Unidentified Flying Objects, Edward J. Ruppelt, Doubleday, New York 1956. p 242. (Ruppelt was Chief of the Bluebook Study at one time.)

certainly bring into strong question his ability to distinguish reality from fantasy. The negative effect on man's ability to survive in an increasingly complex world would be considerable - making it imperative that such a growing impairment of the human capacity for rational judgment be subjected to immediate and thorough scientific study - so that the illness could be controlled before it reaches epidemic proportions (7). (For comments on mass hysteria and UFO's see source 8 below which contains a statement by Dr. Robert L. Hall, a social psychologist formerly with the AF Personnel and Training Research Center and the Program Director, Sociology and Psychology, National Science Foundation.)

3. ALL UFO's ARE NATURAL PHENOMENA: If this hypothesis is correct the capability of air warning systems to correctly diagnose an attack situation is open to serious question.

(→24)a. Many UFO's have been reported by trained military observers to behave like high speed, high performance, high altitude rockets or aircraft. The apparent solidity and craft-like shape of the objects have often been subject to radar confirmation (9). If such objects can appear to trained military men as rockets or air craft and if such objects

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(7) op. cit., Ruppelt p 237 (Dutch Liner, Rome, Italy)

(8) Symposium on Unidentified Flying Objects (Second Session). July 29, 1968 nr 7 (House Committee on Science and Astronautics).

(9) op. cit., Project Grudge, pp.192, 149, 146.

should come over the Artic from the direction of Russia on the United States, they could trigger "false reports of missile attacks". (10)

b. Many responsible military officers have developed a mental "blind spot" to objects which appear to have the characteristics of UFO's.(10) Such an attitude is an open invitation to the enemy to build a replica of the phenomena in order to penetrate the "hole" in his adversaries' defenses - Was this the purpose of the lens shaped reentry vehicle tested by the U.S. Air Force in 1960 and recently featured in the Washington, D.C. Evening Star, dated 24 September 1968, page A4?

c. Sometimes the phenomena appear to defy radar detection and to cause massive electromagnetic interference. Surely it is very important to discover the nature of these objects or plasmas before any prospective enemy can use their properties to build a device or system to circumvent or jam our air and space detection systems - Any nation certainly could use a system or device to penetrate enemy defenses.(11)

4. SOME UFO's ARE SECRET EARTH PROJECTS: The above referenced U.S. Air Force reentry vehicle and an often publicized Canadian "saucer" project (9) leave little doubt as to the validity of this hypothesis. Undoubtedly, all UFO's should be carefully scrutinized to ferret-out such enemy (or "friendly") projects. Otherwise a nation faces the very strong

next page

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(10) Flying Phenomena, Sovietskaya Latviya, No. 287, 10 December 1967, p 3, Col 1-3, by R. Vitolniyek (Director of the Station for the Radio Observation of the Ionosphere and Artificial Earth Satellites).

(11) ibid., Project Grudge.

UFO's and the Colorado Project, Encyclopedia Brittanica Book of the Year 1968, p 123.

possibility of being intimidated by a new secret "doomsday" weapon.

5. SOME UFO's ARE RELATED TO EXTRA-TERRESTRIAL INTELLIGENCE: According to some eminent scientists closely associated with the study of this phenomenon, this hypothesis cannot be disregarded.[12] The well documented sightings over Wash. DC. in 1952 strongly support this view).[13] This hypothesis has a number of far-reaching human survival implications:

a. If "they" discover you, it is an old but hardly invalid rule of thumb, "they" are your technological superiors. Human history has shown us time and again the tragic results of a confrontation between a technologically superior civilization and a technologically inferior people. The "inferior" is usually subject to physical conquest.

b. Often in the past, a technologically superior people are also possessors of a more virile or aggressive culture. In a confrontation between two peoples of significantly different cultural levels, those having the inferior or less virile culture, most often suffer a tragic loss of identity and are usually absorbed by the other people.

c. Some peoples who were technologically and/or culturally inferior to other nations have survived - have maintained their identity - have equalized the differences between them and their adversaries. The Japanese people have given us an excellent example of the methods required to achieve such a survival:

(1) full and honest acceptance of the nature of the inferiorities separating you from the advantages of the other peoples,

(2) complete national solidarity in all positions taken in dealing with the other culture,

(3) highly controlled and limited intercourse with the other side - doing only those actions advantageous to the foreigner which you are absolutely forced to do by circumstances,

(4) a correct but friendly attitude toward the other people,

12. Professor James E. MacDonald, Astronomer, Professor Allen J. Hynek, Astrophysicist Jacques Vallee, Astronomer; Seymour Hess, Astronomer state that some of these objects are probably extra-terrestrial in origin. U is also supported by [illegible] Air Force Scientific Investigators.

13 Op. cit. The Report (1) Washington Background.

(5) A national eagerness to learn everything possible about the other culture - its technological and cultural strengths and weaknesses. This often involves sending selected groups and individuals to the other's country to become one of his kind, or even to help him in his wars against other adversaries.

(6) Adopting as many of the advantages of the opposing people as you can, and doing it as fast as possible - while still protecting your own identity by molding each new knowledge increment into your own cultural cast.

6. COMMENT: Although this paper has hardly exhausted the possible hypotheses related to the UFO phenomena, those mentioned above are the principal ones presently put forward. All of them have serious survival implications. The final answer to this mystery will probably include more than one of the above hypotheses.

Up until this time, the leisurely scientific approach has too often taken precedence in dealing with UFO questions. If you are walking along a forest path and someone yells, "rattler" your reaction would be immediate and defensive. You would not take time to speculate before you act. You would have to treat the alarm as if it were a real and immediate threat to your survival. Investigation would become an intensive emergency action to isolate the threat and to determine it's precise nature - It would be geared to developing adequate defensive measures in a minimum amount of time.

It would seem a little more of this survival attitude is called for in dealing with the UFO problem.

Observations of chimpanzees while in a captive environment have shown that the animals tend to become confused and disoriented. Since they do not usually have adult chimps to teach them how to be good apes, they are not even sure of their behavior. Often their actions are patterned after human behavior and would have virtually no survival value in the wild. Lacking the challenge of environmental adaptation, the bodies of the animals atrophy and become subject to many diseases - mostly unknown in their wild counterparts. Reactions to stimulis usually become less responsive and suitable. Sex often becomes a year-long preoccupation instead of a seasonal madness.

Do the captivity characteristics of modern civilization cause a similar lessening of man's adaptive capability, of his health, of his ability to recognize reality, of his ability to survive?

Perhaps the UFO question might even make man undertake studies which could enable him to construct a society which is most conducive to developing a completely human being, healthy in all aspects of mind and body - and most important able to recognize and adapt to real environmental situations.

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DRAFT

Report No. 83-205 SPR

THE UFO ENIGMA

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Specialist in Aerospace and Telecommunications Systems
Science Policy Research Division

Revised and Updated by
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Science Policy Research Division

June 20, 1983

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ABSTRACT

Unidentified flying objects (UFOs) have been a source of concern, anxiety, and ridicule for more than three decades in the United States, and for centuries on a global scale. The question in the case of UFOs is not whether there is other intelligent life in the universe, but whether it has visited Earth, and if not, then what accounts for the thousands of reports of strange lights and phenomena which seem to have no other explanation? Although the number of reports in the media about UFOs has dwindled in recent years, the film "Close Encounters of the Third Kind" rekindled interest in the UFO debate for a short time, and the movie "E.T. -- the Extraterrestrial" refocused attention on the possible existence of other intelligent life in the universe.

This report is an updated edition of the 1976 CRS study by the same title, and adds material on what has happened since the mid-1970's in terms of U.S. Government involvement in solving the UFO puzzle, and information that has been released under the Freedom of Information Act.

INTRODUCTION *

Although the term UFO (for unidentified flying object) has been popular for only about 36 years, the phenomenon it refers to has been observed throughout recorded history. It is an unfortunate term, for literally anything seen in the sky and not immediately recognized is included. In the ancient skies, UFOs were especially numerous.

What are today's UFOs? And what type of person reports them to authorities? Publicity seekers, practical jokers, or sane, intelligent people genuinely mystified by something they have seen? This report cannot, and does not attempt to, answer those questions. After 36 years of concentrated interest in this country alone, experts cannot agree on what inhabits our skies. The U.S. Air Force had official responsibility in the field for 21 years and concluded that whatever was there, it was non-hostile and non-alien. But there are many who disagree.

In order for Earth to be visited by beings from other planets, there must be other inhabitants in the universe. The subject of extraterrestrial intelligence, as it is called, is too involved to be included here, and the reader is referred to a previous work by this author for the House Science and Technology Committee entitled "Possibility of Intelligent Life Elsewhere in the Universe" (revised October 1977) for a discussion of this topic.

* The 1983 update of this report was prepared by Mr. George D. Havas of the Library of Congress Science and Technology Division while he was on special detail to the Science Policy Research Division of the Congressional Research Service. The original 1976 report was prepared by Marcia S. Smith of the Science Policy Research Division, CRS.

In addition to discussion about UFOs in general, there have been theories advanced that much of our present day knowledge, and indeed our evolution itself, was helped along by aliens. This "ancient astronaut" philosophy and that of the Bermuda Triangle are discussed briefly in an appendix. They are only of peripheral importance to a discussion of UFOs and are included only because they also deal with alien visits to Earth.

I. WHAT IS A UFO?

A. DEFINITIONS

> A UFO is an aerial phenomenon or object which is unknown or appears out of the ordinary to the observer.
>
> U.S. Air Force 1/

> A UFO is a moving aerial or celestial phenomenon, detected visually or by radar, but whose nature is not immediately understood.
>
> Carl Sagan
> Astronomer and Biologist 2/

> A UFO is any reported aerial or surface visual sighting or radar return which remains unexplained by conventional means even after examination by competent persons.
>
> J. Allen Hynek
> Astronomer and Project Blue Book Consultant 3/

The most commonly used definition of a UFO is expressed in both the Air Force and Sagan definitions and encompasses the vast files of sightings that either have or have not been later identified as natural phenomena--12,097 from 1947 to 1967. Hynek's definition is more precise since it covers only those that, after investigation, still remain unidentified and are thought by some to be spaceships from other worlds--697 from 1947 to 1967. 4/

1/ U.S. Air Force. Aids to Identification of Flying Objects. Washington, D.C., U.S. Govt. Print. Off., 1968. p. 28.

2/ Encyclopedia Americana, 1967, p. 43.

3/ Hynek, J. Allen. White Paper on UFOs. Christian Science Monitor, May 23, 1967: 9.

4/ Figures are from U.S. Air Force. Project Blue Book 1968. [n.p., n.d.] p. 7.

Since the term in general use can mean either of the above, one must be careful as to the context in which the term is used. There are naturally thousands upon thousands of reports that would come under the first two definitions, since many people can become confused by natural objects such as the planets and stars, and other natural phenomena like ball lightning are not well understood even by scientists.

For the sake of clarification, William Hartmann (Senior Scientist, Planetary Science Institute, Tucson, Arizona) suggested four groups into which sightings could be classified: UFO--unidentified flying object, the original sighting according to the Air Force and Sagan definitions; IFO--identified flying object, a UFO case that has been concretely solved; EFO--extraordinary flying object, something beyond the bounds of recognized natural phenomena; and AFO--alien flying object. 5/ The last two are relatively subjective, since those who refuse to speculate on the possibility of Earth being visited by extraterrestrial life will classify all unidentifieds into EFOs, and their counterparts on the other side of the question will assume that all unidentifieds are AFOs.

Other acronyms have also been suggested and one that has some support is "anomalistic observational phenomena" (AOP). The term was coined by Dr. Robert M. L. Baker who notes that although some unexplained phenomena may be occurring, it "may not be 'flying,' may not always be 'unidentified,' and, perhaps, may not even be substantive 'objects,'" 6/ Unfortunately UFO has become the accepted term, and changing the habits of the masses is no easy chore.

5/ Hartmann, William K. Historical Perspectives: Photos of UFOs. In Sagan, Carl and Thornton Page eds. UFOs--A Scientific Debate. Ithaca, New York, Cornell University Press, 1972. p. 12.

6/ Baker, Dr. Robert M. L. [Testimony] In U.S. House. Committee on Science and Astronautics. Symposium on Unidentified Flying Objects. Hearings, 90th Cong., 2d Sess., July 29, 1968. Washington, U.S. Govt. Print. Off. p. 126.

Douglass Price-Williams has listed four stages through which a UFO report should travel before a determination can be made as to its nature. 7/ The first step is the actual reporting of an unexplained aerial incident, where it is labeled a UFO (he also notes a preference for AOP, but acknowledges that UFO has become too rigidly entrenched in our vocabulary). In the second stage, the report is broken down into one of three "populations": (1) reports that are easily explained, without controversy, as known phenomena; (2) reports that one group calls known phenomena while a second group questions that conclusion, and (3) reports that all agree are unknown.

The third stage examines those in the third group (and some from the second). This is the key step, for "failure to define the data at this point makes further analysis unamenable to systematic investigation." Here the questions of witness credibility arises (chapter 2), for the data are usually dependent upon the subjective observations of one or more witnesses, not upon exact measurements. Other than rejecting all present UFO reports and starting anew with a more exact reporting system, Price-Williams suggests going through existing reports searching for clues that can be relied upon to some extent, such as reports where some reference point was available to the witness(es) for distance, size, and speed estimates. Also a cross-correlation of what has been seen over the years in terms of these characteristics might prove valuable.

The final stage of the UFO report calls for a confrontation between data and hypotheses. Price-Williams points out that the crucial test for any hypothesis is for it to be tested, and this is the crucial problem with the extraterrestrial hypothesis. He suggests that outside of actually capturing a specimen,

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7/ Price-Williams, Douglass R. Psychology and Epistemology of UFO Interpretations. In Sagan and Page, op. cit., p. 224-231.

one would have to "posit a model embodying aerodynamic and engineering properties that are then matched against the observed data as reported." These models are bounded by an upper limit where literally anything is considered possible due to technologies we may not be aware of, and the lower limit which allows not only that the physical model make sense within our framework of knowledge, but that someone be able to construct a realistic model (although not necessarily a working model).

B. DRAWINGS BY WITNESSES

Since Kenneth Arnold's 1947 sighting that began the current interest in UFOs in this country (see chapter 5), many drawings have been made by witnesses to show others what they saw. A few of these are presented below, reprinted with permission from UFOs: A New Look, National Investigations Committee on Aerial Phenomena, (NICAP) 1969.

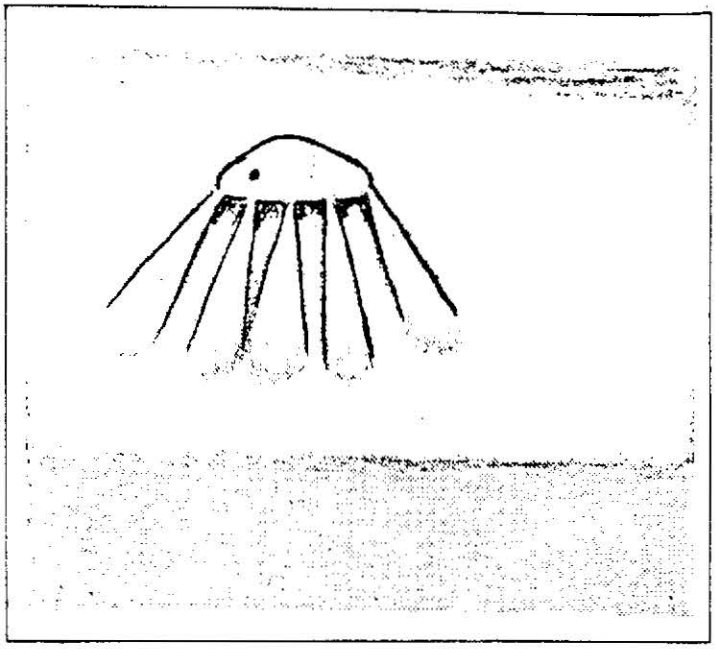
WITNESS SKETCHES

The following graphic portrayal of the UFO mystery makes use of actual witness sketches drawn to describe what they had seen. Some of the drawings had to be touched up for reproduction purposes; however, they have not been altered. A few are artists' renditions carefully based on witness descriptions.

This small sample was selected from hundreds in recent years to illustrate some of the commonly reported types and features. Additional sketches appear throughout the text. (Cf., The UFO Evidence, especially pages 23, 54, 144, 147 and 182).

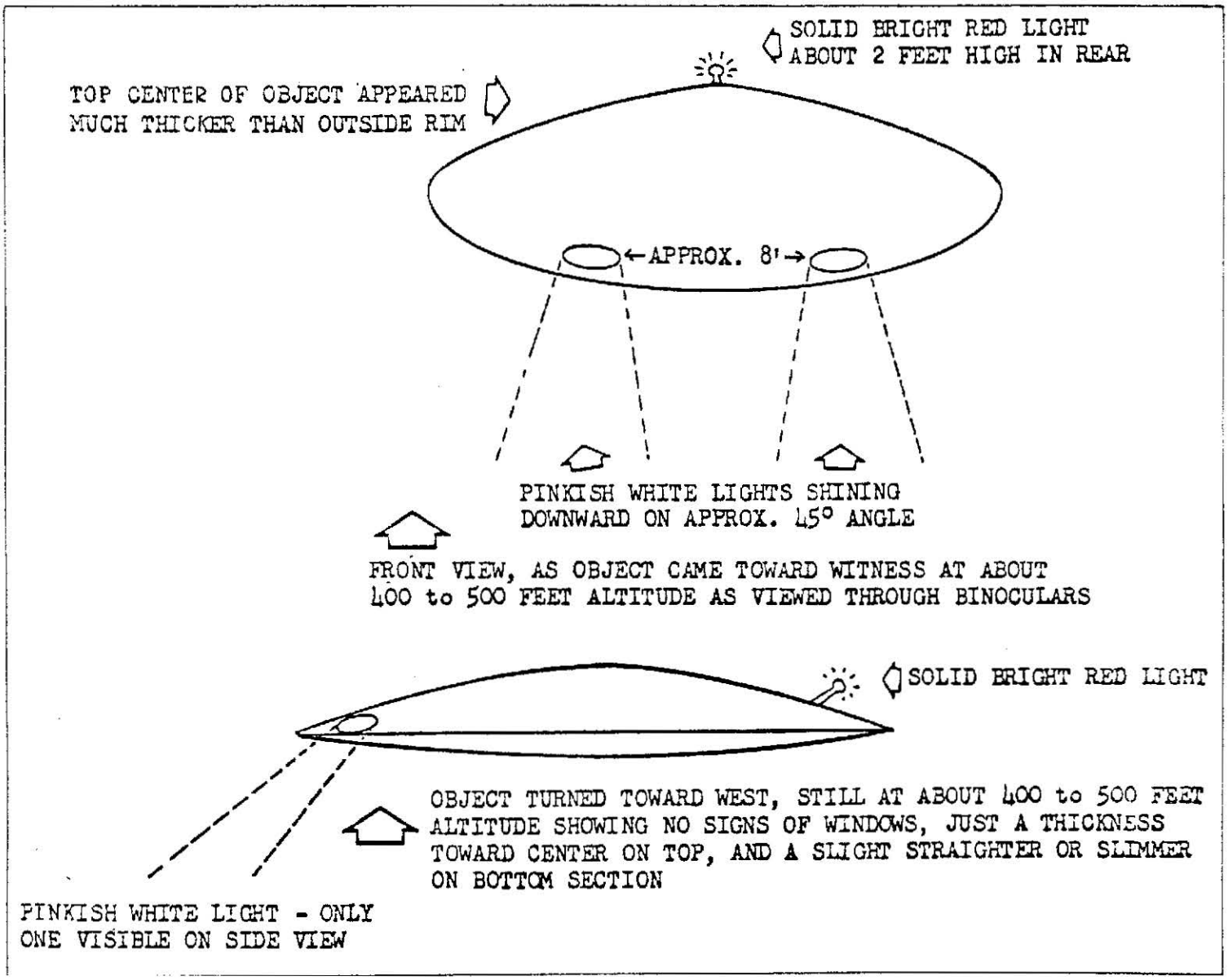
Some of the obvious recurrent features, also typical of thousands of documented verbal reports, are: clear structures most commonly disc-shaped or elliptical; light beams; body lights; rows of "portholes" or lights; domes and other projections; surrounding haze; and physical effects on the environment.

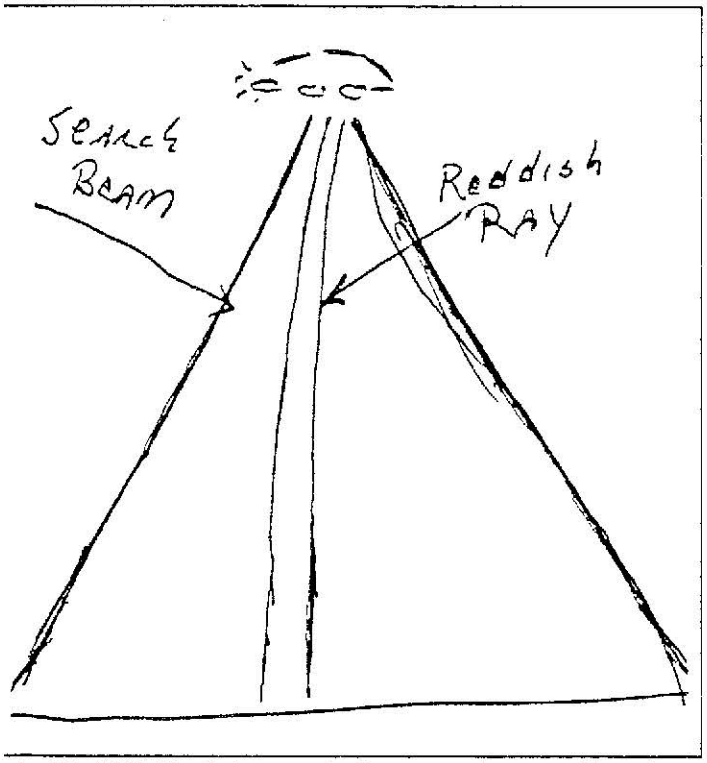
Although it was not possible to give additional details of the sightings here, many of the most complete cases will be reported in full in Volume II of The UFO Evidence scheduled for publication in 1969.



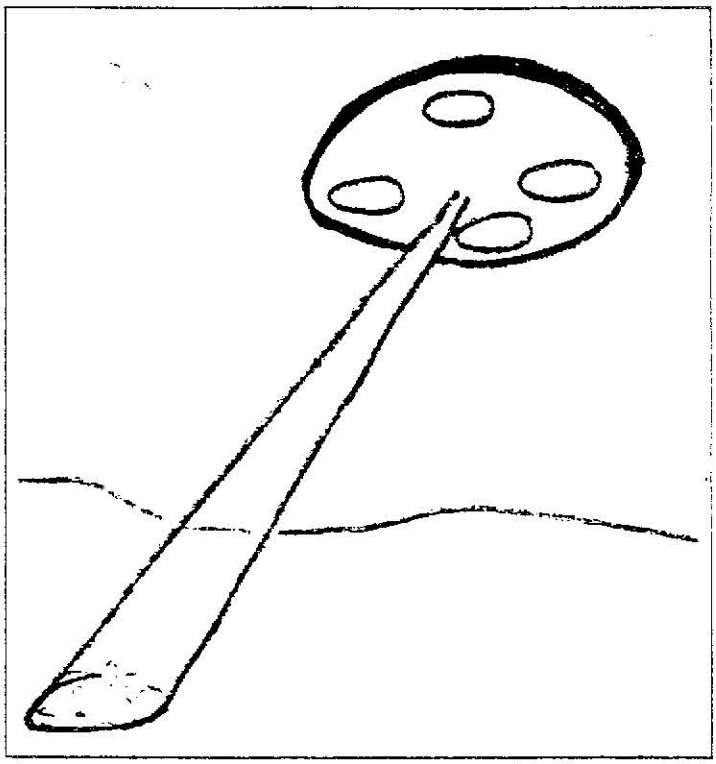
August 16, 1968; Nr. Hamilton, Ohio 11 p.m.; Large group of people saw UFO approach, beam lights down which reflected off Greenbriar Lake.

LIGHT BEAM CASES



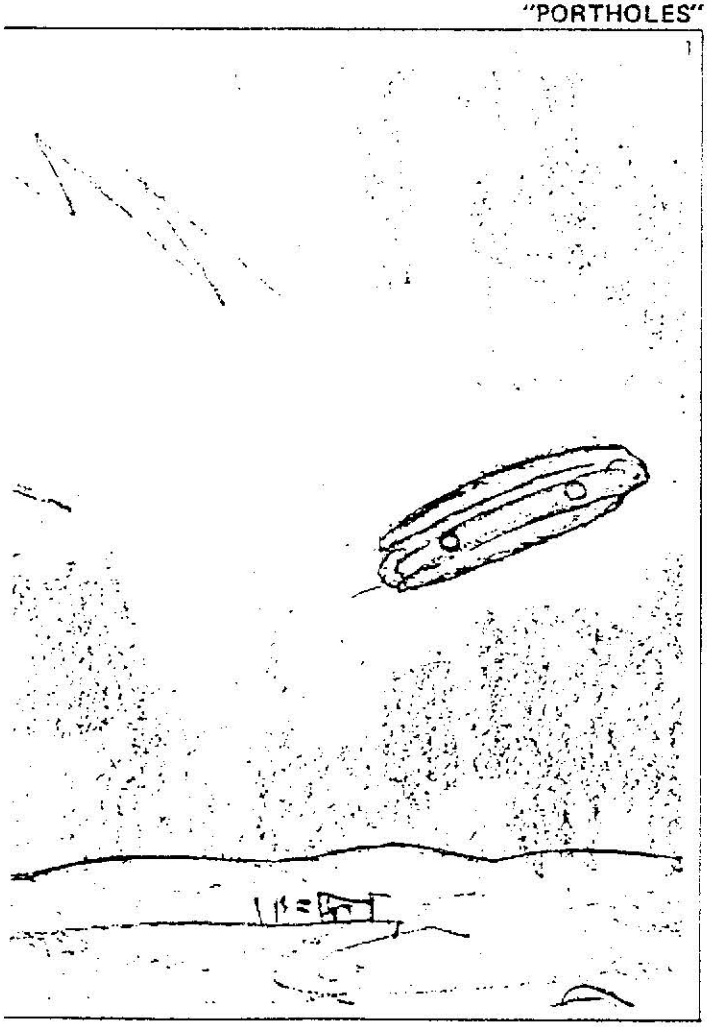


uly 15, 1968; Nr. Columbus, Indiana Abt. 3 a.m.; UFO emitted eam like searchlight to ground; also narrower red beam or ray.

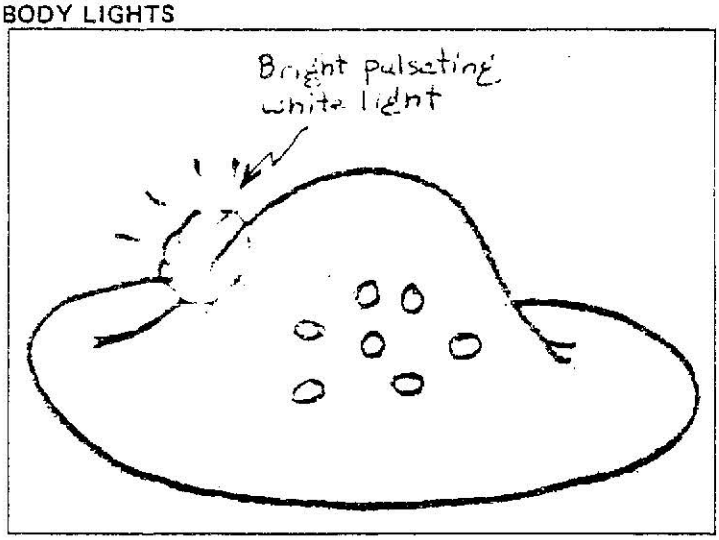


February 16, 1967; Nr. Kingman, Arizona 11:43 p.m.; UFO illuminated ground, joined two other objects as it flew away. three red and one green body lights

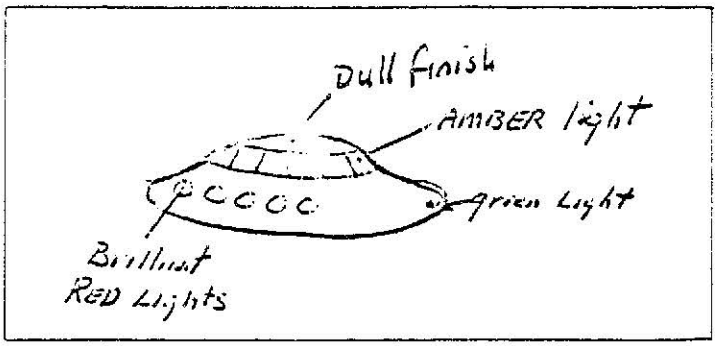
"PORTHOLES" AND BODY LIGHTS



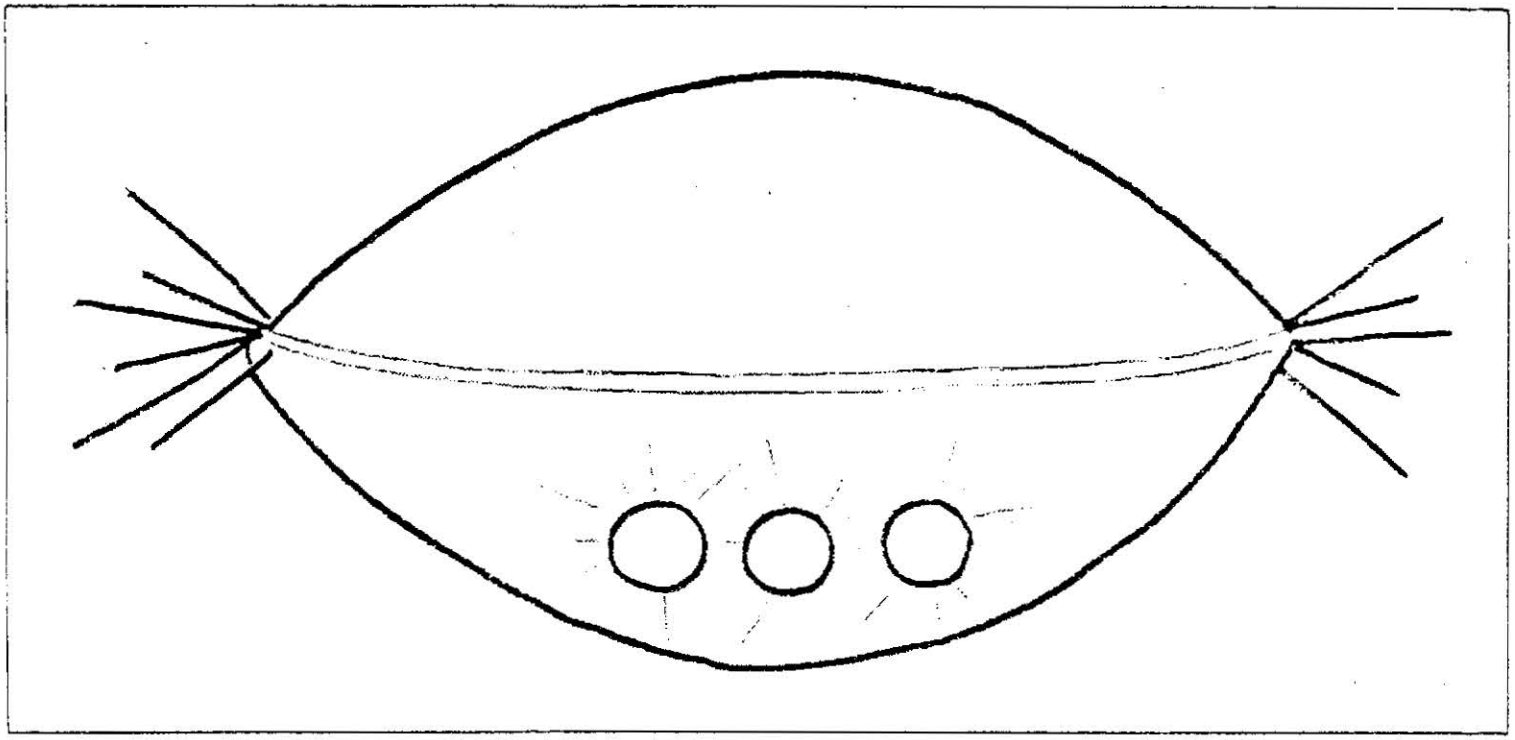
ugust 19, 1968; Oxon Hill, Maryland 8:25 p.m.; UFO approached, hovered, disappeared upward into clouds, visible veral minutes



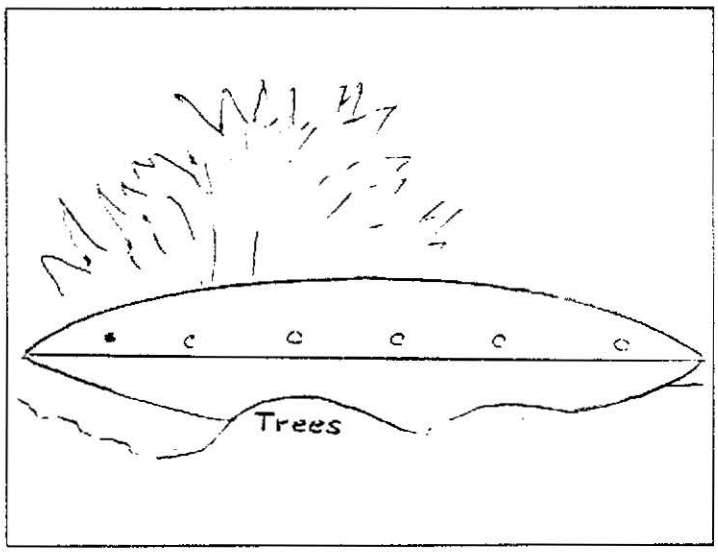
April 12, 1968; Cape Neddick, Maine 11:15 p.m.; UFO seen passing below moon during total eclipse. Body dull red-orange; small red lights, bright pulsating white light on end.



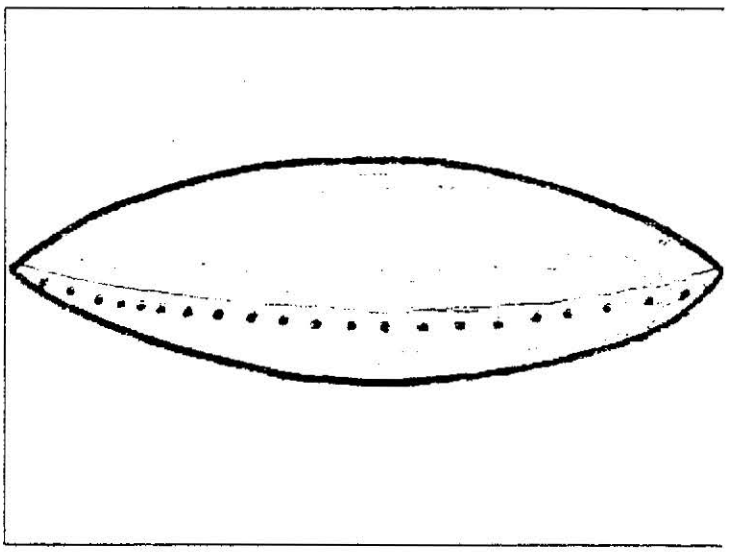
February 22, 1966; So. Kingston, N.H. 9:05 p.m.; UFO maneuvered for 35 minutes; six witnesses; "falling leaf" motion noted.



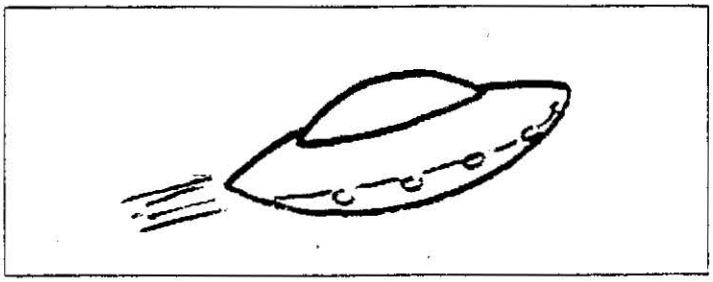
March 22, 1966, Hillsdale, Michigan; UFO sighted in midst of Michigan wave. Yellow light emanated from central band; other lights red, white and green.



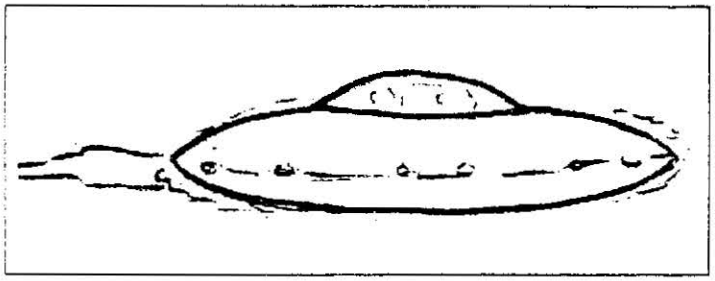
July 26, 1965; Hartshorne, Oklahoma 7 p.m.; UFO hovered 4-5 minutes just above treeline in front of one tall tree, then "whisked away." Upper part silver, lower gray-red; spots like indentations.



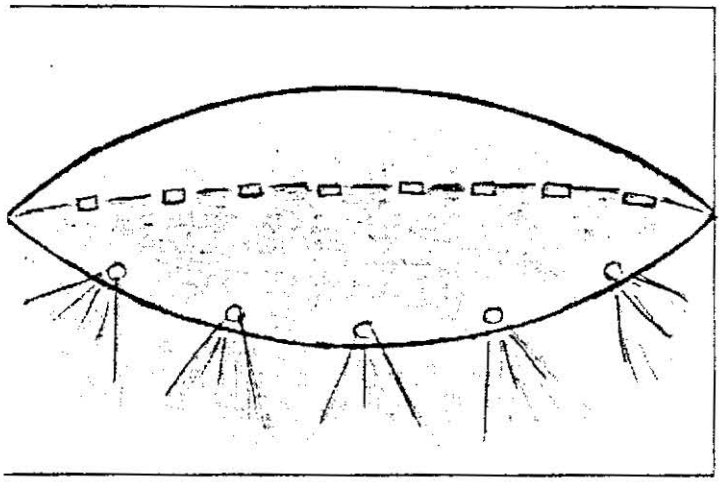
October 14, 1966; Nr. Newton, Illinois 6:45 p.m.; Yellow-orange UFO, blue line around center, red lights just under rim. Object illuminated ground, affected TV, other typical features.



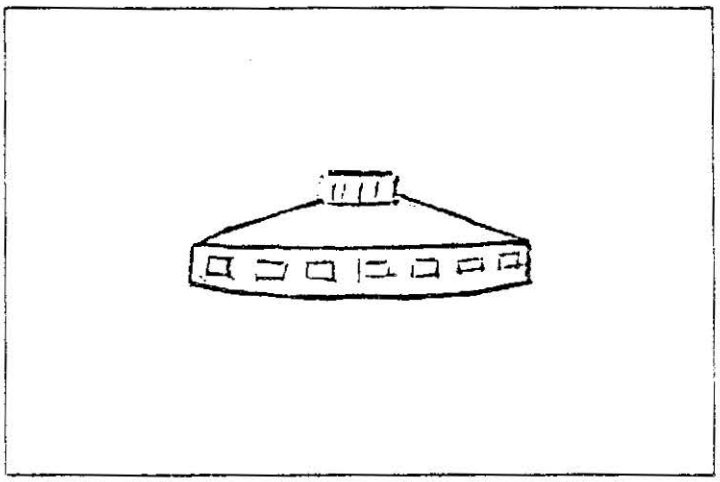
January 15, 1967; No. Granby, Conn. Abt. 5:45 p.m.; UFO emitted white shafts of light from "portholes."



February 15, 1967; Hollywood Bottom, Texas 10:15 p.m.; Family observed UFO with body lights, haze around body, "vibrating" noise. Blue-green light from dome, red-orange from front (r), bright white trail.

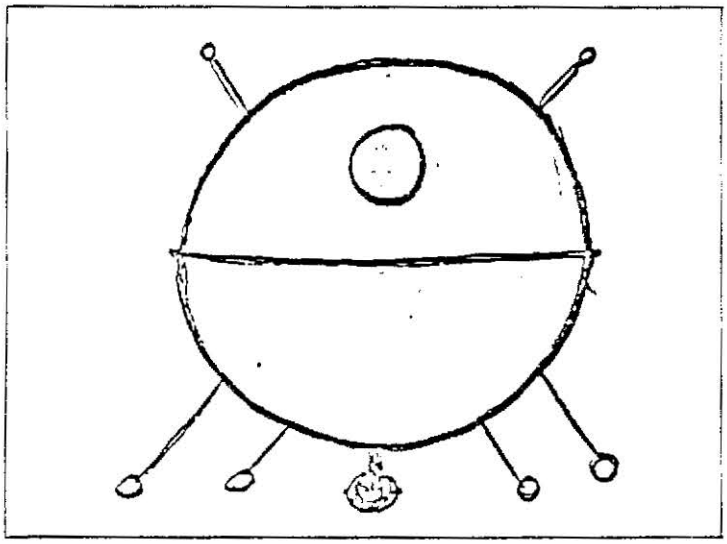


March 19, 1966; Big Rapids, Michigan 5:20 a.m.; UFO surrounded by bluish-white haze. Lights on bottom flicked on and off one at a time. Very similar object sighted 45 miles away at Grand Rapids March 17.

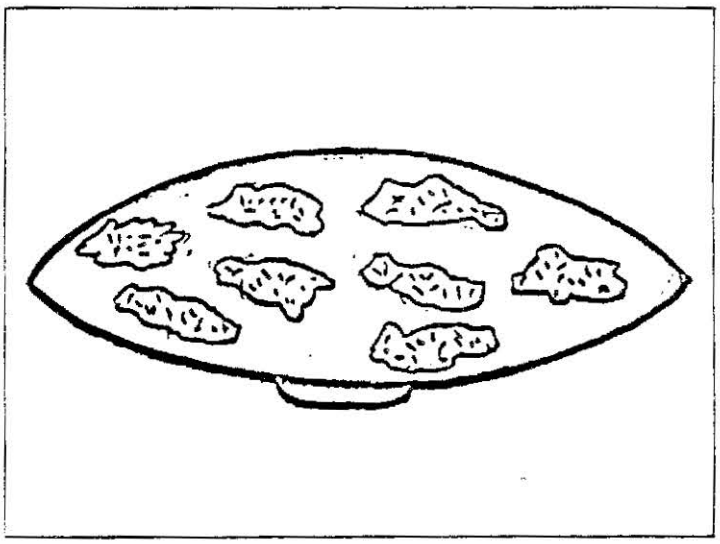


April 22, 1967; Tulsa, Oklahoma 8:10 p.m.; UFO sighted by several witnesses; lights or "ports" appeared to rotate.

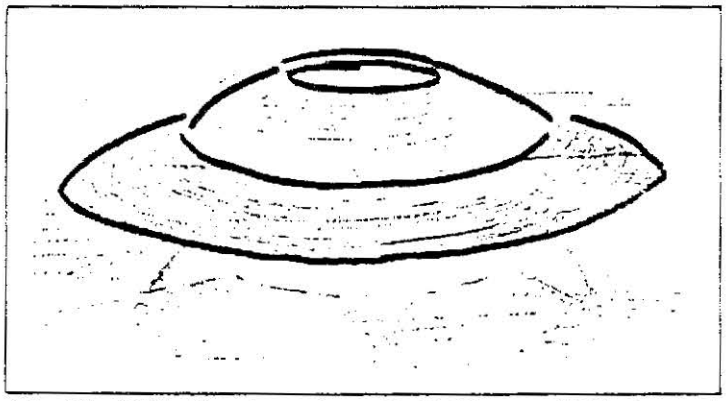
OTHER REPORTS OF STRUCTURED OBJECTS



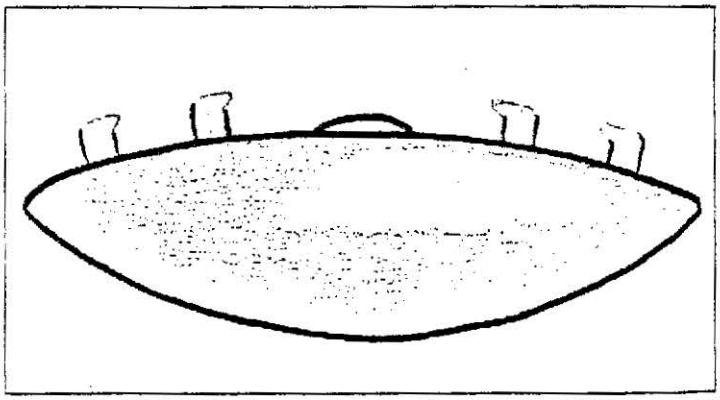
January 19, 1967; Dunbar, W. Va. 9:05 a.m. Merchant saw UFO hovering about 4 feet above Interstate 64, blocking roadway. Aluminum-colored UFO rose rapidly out of sight.



October 7, 1965; Williamstown, N.J. 6 a.m. UFO with patches of shimmering orange light, steady yellow light underneath, moved slowly at tree-top level.



July 19, 1965; Vaucluse, Australia 5:30 p.m.; UFO observed taking off from beach; sound of rushing air; dogs barked loudly.



March 8, 1966; Chesterton, Indiana 2:30 p.m.; UFO hovered above cloudbank 4-5 minutes, surrounded by bright, misty haze,

C. TYPES OF ENCOUNTERS

Encounters with UFOs can be placed into three general categories, herein referred to simply as Type I, II, and III:

> Type I: The witness sees only a moving light or object with the naked eye or an unknown image on a radar screen. These can be seen either at night or during the day, and many have been photographed.
>
> Type II: The UFO is seen close up and physical effects are noticed, either on the witness or, say, on an automobile engine. This type includes landings when marks are left, but not where aliens are seen.
>
> Type III: Alien beings are either observed in the spacecraft during a Type II encounter, or are actually contacted. This would include those reports of visits aboard spaceships (such as the famous Betty and Barney Hill incident in New Hampshire as discussed in appendix A) and the Pascagoula, Mississippi incident in 1973 (see below).

1. Type I

This is by far the most common type of sighting. From objects that move erratically across the skies to radar images picked up by airport controllers, thousands have been catalogued since 1947 alone. A typical example of this kind of case was reported by J. Allen Hynek:

> An example . . . is a case I investigated personally, involving five witnesses, the senior witness being the long-time associate director of a prominent laboratory at MIT. The nocturnal light was first sighted by his son, who had been out airing the dogs. He came bounding into the house crying, 'There's a flying saucer outside.' The senior observer picked up a pair of binoculars on his way out. He told me he didn't expect to see anything unusual but was going out to see what the commotion was all about. For the following ten minutes he was engrossed in what he saw--the nature of the light, its motions, its hovering, and its takeoff. He described the light as having a high color-temperature also though essentially a point source, subtending less than a minute of arc in the binoculars . . . the trajectory of the object was plotted against the framework of the branches of a denuded tree. This observer was a good one, and his report included the condition of his eyes and those of the members of his family. 8/

8/ Hynek J. Allen. Twenty-one Years of UFO Reports. In Sagan and Page, Ibid., p. 45-46.

A case involving radar is typified by the following example:

> Lakenheath, England, August 13, 1956, 11:00 P.M.--3:30 A.M. . . .
>
> Two RAF ground-radar stations detected several objects moving at high speed on a clear moonlit night. The first radar tracked one traveling at about 3,000 miles per hour westward at 4,000 feet altitude; simultaneously, tower operators reported a bright light passing overhead toward the west and the pilot of a C-47 aircraft at 4,000 feet over the airfield saw the bright light streak westward underneath him. The second radar station, alerted by the first, detected a stationary target at about 20,000 feet altitude that suddenly went north at 600 miles per hour. It made several sudden stops and turns. After 30 minutes an RAF fighter was called in and made airborne-radar contacts with the object over Bedford (just north of Cambridge, England). Suddenly the object moved around behind the fighter plane, both being tracked by ground radar. The fighter pilot could not 'shake' the object. A second plane was called in but never made contact and all radar contacts were lost. Several other radar targets were tracked in the same areas and several other small moving lights were seen; all disappeared at 3:30 A.M., by which time a few clouds appeared in the sky. 9/

2. Type II

These are the next most numerous kinds of reports, and can involve several factors. Reports of close encounters with UFOs often include remarks that animals were unusually quiet during the episode or dogs would start whining. Engines have been reported to stop operating in the vicinity of the UFO and cannot be restarted until the object disappears. For those objects which land, reports have been made that the area around the landing site is changed in some manner, whether the grass is burned or bare ground is wet. A good example of a Type II case is given by Ted Phillips, Jr. of the Center for UFO Studies:

9/ Sagan and Page., Ibid., p. xxvi.

Langenburg, Saskatchewan, 1 September 1974. . .

Shortly after 1000 on Sunday morning, 1 September 1974, Edwin Fuhr a 36 year old farmer began harvesting his rape seed crop in a field located some 1,500 feet south of his home. Fuhr had been swathing for nearly an hour, a very light rain had been falling during the morning. As he approached a large slough he slowed the swather and looked up to check his position relative to the grassy area and saw a metal dome about 50 feet away sitting in the grassy area between the slough and the crop. At first he thought it was a metal goose blind. He stopped the machine and walked to within 15 feet of the dome.

As he approached the metal object he noticed that the grass around the base was moving and the object was spinning at a high rate of speed. Fuhr became quite frightened and backed away toward the swather which was still turning at full throttle.

When he reached the machine he moved behind it and climbed up to the seat. At this point he could see the spinning dome from a higher elevation. As he glanced to the left he saw four more metal domes, all the same size and all were spinning. They seemed to be hovering 12 to 18 inches above ground level. . . . He could hear no sound as the swather was still running.

. . . After what seemed several minutes, the objects suddenly burst into the air. The near object left the ground first, followed by the remaining four in order. The objects ascended in a step formation into the overcast sky. At about 200 feet altitude they stopped, a puff of dark gray 'vapor' was seen coming from exhaust-like extensions located at the base of each of the objects. The 'vapor' was about 6 feet in length and was followed by a strong downward gust of wind which flattened the crop that was standing in the immediate area. The ascent took only seconds. After reaching the 200 feet altitude the objects formed a line and remained stationary for about 1-2 minutes. They suddenly ascended into the clouds and were not seen again.

Fuhr learned later that cattle in a nearby field were bellowing and had broken through a fence in four places at about the time of the sighting.

After the objects had disappeared, Fuhr went to the landing area and found five rings of depressed grass. The #2 site has what he described as probe marks where the grass was depressed in 3 foot long areas leading away from the ring on the north side. The grass was swirled in a clockwise fashion at all of the sites. The grass was not dead and had not been burnt. 10/

10/ Phillips, Ted, Jr. Unidentified Flying Objects: The Physical Evidence. New York, American Institute of Aeronautics and Astronautics, 1975. p. 6.

3. Type III

The final class of UFOs is the one responsible for most of the ridicule extended to UFOlogists, for the stories of contacts with extraterrestrial beings seem so implausible. It also is the type depicted in the popular film "Close Encounters of the Third Kind." George Adamski is one of the most famous "contactees" and before he died he authored several books about his trips on board flying saucers to other planets in the solar system. His cases represent an extreme of the Type III encounter, the more common case being something like the Betty and Barney Hill case in Portsmouth, New Hampshire (which is discussed in the appendix under the title "Zeta Reticuli Incident") or the more recent Pascagoula, Mississippi encounter between a spaceship and two shipyard workers. As reported by Philip Klass, the event occurred as follows:

> The incident involved Charles Hickson, age forty-two, employed in the small Walker Shipyards, and nineteen-year old Calvin Parker, who had recently come to work in the same shipyard from his home in Laurel, Mississippi. Parker was living with the Hickson's at the time. . . .
>
> Hickson said the two men had been fishing after dark, within several blocks of downtown Pascagoula, when they heard an unusual buzzing or zipping sound. When they turned toward the sound, Hickson said, they saw a flashing blue light coming from a craft that was hovering several feet above the ground.
>
> . . . as soon as the UFO appeared nearby, Hickson said, three strange-looking creatures suddenly emerged from the craft and 'floated' toward the two men. Two of them, he said, grabbed him, and the third was left to handle young Parker. According to Hickson, he and his friend were 'floated' into the UFO through a door which 'didn't open like a door opens--it just appeared, the opening just appeared.' Hickson said he was floated into a very intensely illuminated room and that Parker, apparently, was taken to another. Hickson said he was 'levitated' in a horizontal position while a large round object floated back and forth over his body as if giving him physical examination. . . .
>
> . . . Despite the intense illumination and reported eye injury, Hickson somehow managed to note that the creatures were about five feet tall, with no necks, had gray wrinkled skin 'like an elephant,' long arms and lobster-like claws for hands. Their legs never separated for walking; instead they 'floated,' Hickson said. On their heads, where human ears and a nose would be located, were

> small cone-shaped appendages. Below the 'nose' was a 'mouth' which Hickson first described as being a 'hole,' but in a later interview as a 'slit.'. . .
>
> After the two men were carried aboard the UFO, Hickson reported he did not see his friend until sometime later when the two men were floated out and deposited on the riverbank. Parker proved unable to supply even sketchy details of his experience because, as Hickson explained, the youth had fainted at the start of the incident and had not regained consciousness until it was over. Hickson said the creatures had quickly boarded their UFO and it had zipped off into the night. 11/

Some of the above cases have been investigated by both sides of the UFO fringe, especially the Pascagoula case, and some will therefore be discussed later in this paper, but it should be borne in mind that they represent only a small sampling of the cases that have been reported throughout the past 36 years. Summaries of 10 selected cases are given in Appendix A.

11/ Klass, Philip. UFOs Explained. New York, Random House, 1974. p. 293-296.

II. WITNESS CREDIBILITY

Although UFO reports have been prevalent since the 1940's, it was only in more recent years that studies were made relating to factors that might affect the credibility of those who report the UFOs. In most sightings, there is no hard evidence of any kind, only the reports of eyewitnesses.

Sociologists and psychologists were asked to give their opinions on what type of person reports UFOs, when the evidence seems to be overwhelming that many more UFOs are seen than are reported, for fear of ridicule. J. Allen Hynek reports that when he asks his audiences how many have seen a UFO, more than 10 percent of the audience will raise a hand. When asked how many of them reported the event, few if any respond.

What then is the make-up of UFO reporters, and equally as important, how accurately can a person judge what he is seeing? The situation is probably a stressful one when all faculties are not at their best, and few reference points are available for accurate determination of distance to the object, its size and speed, if moving.

A. SOCIOLOGICAL AND PSYCHOLOGICAL FACTORS

Apparently the first time public attention was focused on this aspect of UFOs was during the 1968 hearings by the House Committee on Science and Astronautics (see chapter 5). Dr. Robert Hall, head of the Department of Sociology at the University of Illinois was called as a witness, and Dr. Roger N. Shepard, Department of Psychology, Stanford University and Dr. R. Leo Sprinkle, University

of Wyoming, submitted papers for the record. A year later the American Association for the Advancement of Science held a UFO Symposium in Boston which included four people from these fields.

Just as other investigators are widely split on the subject of UFOs in general, so are the sociologists and psychologists on the type of people who report UFOs. Drs. Lester Grinspoon and Alan Persky, for example, seem to consider not only the witnesses but those scientists who are vigorously involved in the study of UFOs to be victims of the classic Freudian breast/penis syndrome, thus accounting for the cigar- or saucer-shapes of UFOs. 12/ This author could find no other papers supporting this hypothesis.

Dr. Robert Hall, who was present both at the House hearings and the AAAS symposium, reports that people first try to explain UFOs in terms of familiar objects. Only after the event does not fit into any known category will the witness conclude it is a UFO. He explains that everyone has a set of belief systems that help determine their frames of reference in day-to-day life.

> What people believe is usually organized into elaborate systems of belief. That is, each person has a cognitive structure consisting of many items of information and belief which are interdependent, and people are organized into social systems in which each person lends support to belief of others in the system. A lonely belief is an unstable belief. . . .
>
> . . . it appears that people tend in most circumstances to hold beliefs consistent with those of people around them. . . . When reasonable men report events which receive no social support from their friends and do not fit their own prior beliefs, we have to take these reports seriously. 13/

By his reasoning then, as long as the witness is of good standing in the community and meets other criteria set forth in section B of this chapter, his story should be believed.

12/ Sagan and Page, op. cit., p. 233-246.

13/ Ibid., p. 215.

Walter Sullivan, Science Editor of the New York Times, however, points out that UFOs are part of most people's belief systems, put there by the media (it was the media, after all, that coined the term "flying saucer" after Kenneth Arnold's sighting).

> It is claimed that witnesses in many of the unexplained UFO cases did not believe in UFOs before their experience with them. My thesis is that we have all been conditioned by the press, radio, and TV--by the general tone of our society--to a hierarchy of beliefs that include for most of the population at least the image of UFOs. 14/

If one does accept that UFOs are a part of virtually everyone's vocabulary, then what other clues can be obtained for determining a witness's reliability? Hall remarks that our legal system has criteria for determining the credibility of witnesses appearing in court, taking into account the person's "reputation in his community, previous familiarity with the event and persons involved in the testimony, apparent motives for prevarication or distortion, and internal characteristics of the testimony such as consistency, recency, verifiable detail and so forth." 15/ Hynek calls this a "credibility index" and feels that "By what right can we summarily ignore [witnesses'] testimony and imply that they are deluded or just plain liars? Would we so treat these same people if they were testifying in court, under oath, on more mundane matters?" 16/

As a consultant for the Air Force for many years, Hynek has had some familiarity with witnesses and has observed that "Very rarely do members of the lunatic fringe make UFO reports. There are many reasons for this; primarily it is simply that they are incapable of composing an articulate, factual, and objective

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14/ Sagan and Page, op. cit., p. 39.

15/ Ibid., p. 259.

16/ Ibid., p. 218.

report." 17/ This is an important statement, for it points out one aspect of UFO reports on which there seems to be general agreement, i.e., the more witnesses, the more believable the report. Hynek states:

> True, occasionally a lone witness of low credibility will make a highly imaginative report, generated by an obviously natural event. But such reports are a warning to beware of UFO reports from single witnesses. . . . 18/

Philip Morrison agrees. "I would say that no witness is credible who bears a sufficiently strange story. The only hope is for independent claims, several independent witnesses, and then the credibility certainly rises." 19/

There is a danger in this as well, however. There is a psychological condition called hysterical contagion in which a group of people can be led to believe that some event is occurring. It is defined as:

> . . . the dissemination of symptoms among a population in a situation where no manifest basis for the symptoms may be established [and where] a set of experiences or behaviors which are heavily laden with the emotion of fear of a mysterious force are disseminated through a collectivity. . . . 20/

The relationship that this condition may have to UFOs is unknown, but both the Condon Report and the AAAS symposium discussed it as a possibility. Two cases cited in both those studies will serve as examples of what the condition entails.

The first is the famous radio broadcast of H. G. Wells' War of the Worlds in 1938. To the listeners of that radio program who had not heard the introductory disclaimer explaining it was only a story and not an actual event, it

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17/ Hynek, J. Allen. [Testimony] In U.S. Congress. House. Committee on Science and Astronautics. Symposium on Unidentified Flying Objects, op. cit., p. 5.

18/ Hynek, J. Allen. The UFO Experience: A Scientific Inquiry. Chicago, Henry Regnery, 1972. p. 20.

19/ Sagan and Page, op. cit., p. 282.

20/ Kerckhoff, A. C. and K. W. Black. The June Bug: A Study of Hysterical Contagion. New York, Appleton-Century-Crofts, 1968.

appeared that Earth was in fact being invaded by aliens from another planet. Their reaction was panic with some literally "heading for the hills" and in a few cases, committing suicide. The broadcast occurred at a time when anxiety was high over the threat of war, for Hitler had just occupied Austria and Japan was advancing in China. The populace was primed for news of war and destruction, and panic ensued.

A second case involves a "June Bug" epidemic in a southern factory. In 1962 workers from a section of a textile factory in the South reported a disease symptomized by nausea, skin rash and fainting spells, caused by a tiny insect. In fact, there was no insect. The symptoms had manifested themselves as an outgrowth of strain and frustration felt by the workers.

The Condon report concludes only that this be kept in mind while studying UFO cases, but did not cite it as a definite cause. Dr. Hall at the AAAS meeting decided to ignore it completely as an explanation.

> Some effort has been made to liken UFO reports to these cases of hysterical contagion. . . but there are many difficulties in trying to argue that the hard-core cases can be explained in this way. For one thing, the persons reporting UFOs frequently do not interpret them as serious personal threats. They often describe a UFO with puzzlement but not fear. For another, the continuation of UFO reports over at least decades and their spread over all parts of the world would both be unprecedented for a case of hysterical contagion. 21/

Where, then, does this leave the researcher attempting to determine the credibility of a witness? Dr. Roger Shepard, in his statement for the House Science and Astronautics Committee, concluded that:

> . . . a scientific study of UFO phenomena is not impossible--just more difficult. For, we are faced for the most part with a problem--not of making physical measurements--but of interpreting

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21/ Sagan and Page, op. cit., p. 217.

> verbal reports. We are faced, in short, with a problem amenable more to the methods of the psychologist than to those of the physical scientists. 22/

The Condon Report concluded that it would be valuable to have sociologists and psychologists as part of the investigating team on UFO reports 23/ and there seems to be a good deal of evidence suggesting that persons from these disciplines could prove valuable to the effort. But even these professions are not in agreement, so it is doubtful that they will solve the controversy. Dr. Hall stated at the AAAS symposium that:

> . . . we find some scientists arguing something like this: 'I can cite hundreds of cases of people who were excited and reported an aircraft, or a star as a UFO and hundreds of humorous cases of unbalanced people with demonstrably false, stories; therefore it is plausible that the rest of the cases are similar.' I know from personal experience as a military flyer in wartime that flyers sometimes shoot at Venus or at an island, believing it to be an aircraft. It would be foolish for me to conclude from this that there were no aircraft in the sky. 24/

> Either there must be a distinctive physical phenomenon which these witnesses have observed, or there must be a powerful and poorly understood motivation rooted in projection, or contagion of belief, or a similar mechanism. Given these alternatives, I find it more plausible to believe that there is a distinctive physical stimulus than to believe that multiple witnesses misperceive in such a way as to make them firmly believe they saw something which jars their own beliefs and subjects them to ridicule of their associates. . . . 25/

And just as there are professionals such as Grinspoon and Persky who feel that all UFOs are psychological manifestations, there are those who agree with Dr. Shepard who is convinced, after studying numerous UFO reports, that most

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22/ Shepard, Roger N. [Testimony] In U.S. Congress. House. Committee on Science and Astronautics. Symposium on Unidentified Flying Objects, op. cit., p. 224.

23/ Rhine, Mark W. Psychological Aspects of UFO Reports. In Condon, Edward U. Scientific Study of Unidentified Flying Objects. New York, Bantam Books, 1968. p. 597. (Note that this is frequently referred to as the Condon Report.)

24/ Sagan and Page, op. cit., p. 221.

25/ Ibid., p. 219.

sightings are not psychological aberrations and that those who say they are "have neglected to study closely either into the literature on psychopathology, or into that on UFOs. . . ." 26/

B. OTHER LIMITATIONS ON WITNESSES

In addition to the above discussion there needs to be recognition of other factors playing upon a witness to a UFO event that have little if anything to do with their psychological make-up. Dr. Frank Drake reported to the AAAS symposium an experience he had when he was a visiting astronomer at the National Radio Astronomy Observatory in Green Bank, West Virgnia. In 1962, a meteor shower occurred in that general area, and while out with colleagues collecting samples of the meteorites, Drake interviewed many witnesses to see what their perception of the shower had been. They found that ". . . a witness's memory of such exotic events faded very quickly. After one day, about half of the reports are clearly erroneous; after two days, about three-quarters are clearly erroneous; after four days, only ten percent are good; after five days, people report more imagination than truth." 27/ As a good example of trying not only to remember certain events but to explain them to an investigator, try to describe a close friend or relative to someone else so that they could pick that person out in a crowd. It is not very easy, even though you may have known that friend or relative for a number of years.

Another, more basic problem is trying to gauge the color, shape, speed and distance to the object. In Drake's example, the meteors were assigned virtually all the colors of the spectrum from red to blue. It is possible that the eye,

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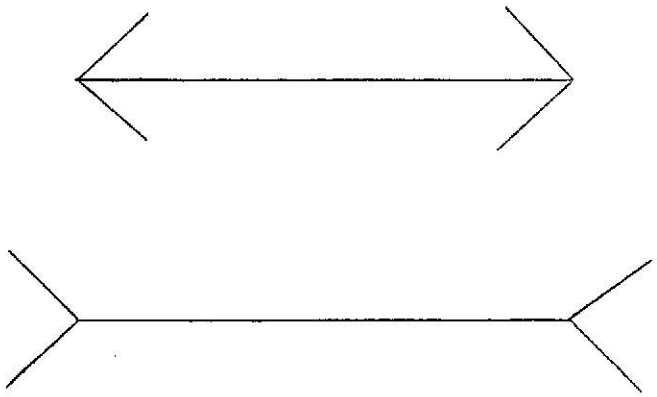
26/ Sagan and Page., op. cit., p. 254.

27/ Sagan and Page., op. cit., p. 254.

responding to a sudden burst of light in an otherwise dark environment, can register any color and therefore render witness reports useless. Similarly, some witnesses thought they knew their exact position relative to the meteor shower, so could give good estimates of distance and position. Upon recreating the event, however, they found they were not sure of their location. In one example, a hunter said he knew exactly where his car had been parked, but upon re-examination found (by the litter he had left from his midnight snack) that he had been 100 yards away from the spot he originally showed to investigators.

A good example where seeing is not believing can be shown below with the standard optical illusion shown below. Although the bottom line looks longer, measurement will prove that both lines are the same length.



In 1968, Sydney Walker III, M.D., suggested that a series of physical checks be made on every UFO reporter. Included in his proposed examination would be: a complete physical examination, including a medical history and selected laboratory studies; a neuro-ophthalmologic examination of the eyes to ensure that the cornea, lens, aqueous humor, vitreous humor, retina, the head of the

optic nerve and the pathways to the brain are in order; a detailed neurological examination to assure that a neurologic disease is not causing hallucinations, delusions, distortions or confabulations; and finally, a psychiatric evaluation. 28/

Mark W. Rhine, writing in the Condon Report, placed a great deal of emphasis on the last step.

> The testimony of any observer who shows no significant medical or psychological conditions which might distort perception or interpretation must gain in credibility. I would suggest . . . the use of psychological testing . . . when recommended by the psychiatrist. A psychiatric interview, if made a routine part of the evaluation of observers, should carry no social stigma. 29/

What neither Dr. Walker nor Mr. Rhine seem to take into account is that the potential reporters of UFOs may very well shy away from reporting if they know they will be subjected to such tests.

In his statement for the House Committee on Science and Astronautics, Dr. Shepard suggested that the witnesses be assisted in retelling their stories in a three-step procedure. First the witness would record what he saw in his own words with care taken that the interviewer does not give him cues that might bias him. Secondly, the witness would look at a standardized set of pictorial material and choose whatever object came closest to what he saw. The final step would allow him to reconstruct the picture with the help of a qualified artist to make it more nearly an exact replica of what he saw. These last two procedures would be similar to that used in police work to make a composite drawing of a criminal. Shepard points out that this has helped solve many cases, including the Richard Speck murders of eight student nurses in Chicago during the 1960s.

28/ Walker, Sydney III, M.D. Establishing Observer Credibility: A Proposed Method. Journal of the Astronautical Sciences, v. IV Mar.-Apr. 19;68: 92-96.

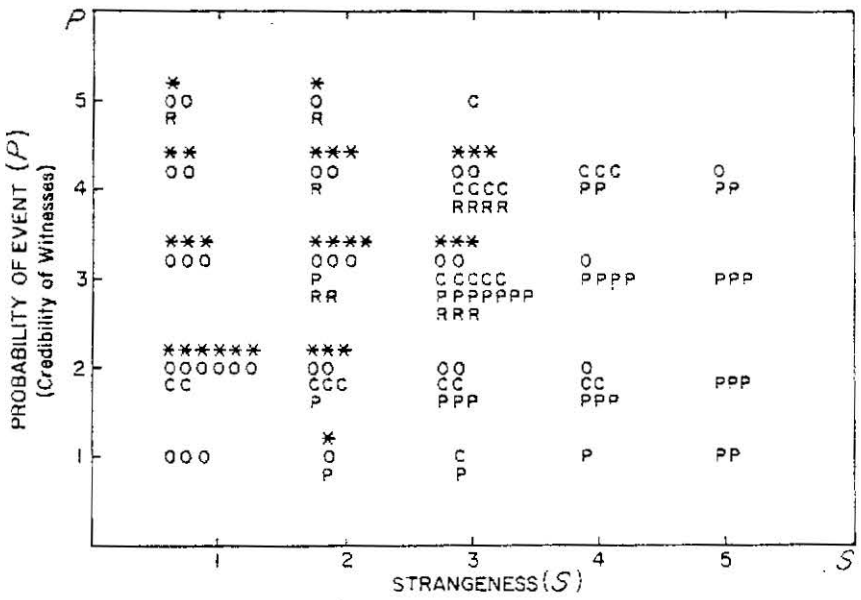
29/ Rhine, Mark W., op. cit., p. 596.

C. STRANGENESS-PROBABILITY CURVE

Faced with all these factors and the problem of how to assimilate them, J. Allen Hynek has devised a "Strangeness-Probability" Curve to determine which cases have the highest probablity of being hard-core cases. A complete discussion of the methods he uses can be found in his book The UFO Experience: A Scientific Inquiry (Chicago, Henry Regenery Co., 1972: 22-31) but in essence he defines "strangeness" as how many individual items, or information bits contained in the report demand explanation, and how difficult it is to explain them on the assumption that the event actually took place. Credibility takes into account several factors: "If there are several witnesses, what is their collective objectivity? How well do they respond to tests of their ability to gauge angular rates of speed? How good is their eyesight? What is their general reputation in the community? What is their reputation for publicity-seeking, for veracity? What is their occupation and how much responsibility does it involve? 30/

Hynek then plots cases to determine which are the best, as shown below. Cases falling in the upper right hand corner would be the most potentially important, and as is seen, that region is scarcely populated. The chart does, however, provide a beginning for the search for "good" cases.

30/ Sagan and Page, op. cit., p. 41-42.



Strangeness/probability diagram of UFO sightings. To be considered important, such a sighting must have both a very high probability of having actually occurred and a very high strangeness. The upper right-hand corner of the diagram is not heavily populated. * = nocturnal lights; O = daylight disks; R = radar cases; C = close encounters with no interaction with the environment; P = close encounters with physical effects (landing marks, burnt rings, engine stoppages, etc.).

31/

31/ Ibid., p. 42.

III. POINT - COUNTERPOINT

It is very difficult in a report like this to express adequately the wide variety of opinions that exist on UFOs. The range goes from the late Donald Menzel who thought there was no possibility that we are being visited by extraterrestrial beings, to Donald Keyhoe who is certain that we are. In the middle would be someone like J. Allen Hynek who is more disposed toward the view that there is value in studying UFOs if for no other purpose than learning more about atmospheric processes, psychology, and other scientific fields.

This chapter presents some of these various views on different aspects of the UFO problem. If one were to make a spectrum with "true believers" on the left and "true nonbelievers" on the right, the four men who are the subjects of this discourse would appear in the following order: Donald Keyhoe, J. Allen Hynek, Carl Sagan, and Donald Menzel. This is, of course, only a rough estimation of where their positions lie, but will serve as a guide. Four essays are offered, and since each stands alone, they admittedly present only one side of the issue. That is the purpose of this chapter, however, so no attempt is made to balance their views.

A. PROBABLE INVALIDITY OF THE EXTRATERRESTRIAL HYPOTHESIS

Carl Sagan, an astronomer and biologist presently at Cornell University, has been a leader in the field of guessing at how many other intelligent civilizations exist in our galaxy. After a series of long computations (the nature of which have no real relevance to this report) he estimates one million other

intelligent, technical civilizations at least as advanced as ours. But Sagan also is one of the leading opponents of the extraterrestrial hypothesis for UFOs. Is this a contradiction?

To demonstrate his point, Sagan uses the "Santa Claus hypothesis" from the fable that each year, in a time span of about eight hours, an "out-sized elf" visits over a hundred million homes in the United States depositing presents. Sagan calculates that if Claus spends only one second per house, he would have to spend three years just filling stockings, not counting the time spent going from house to house.

> This is an example of hypothesis testing independent of reindeer propulsion mechanisms or debates on the origin of elves. We examine the hypothesis itself, making very straightforward assumptions, and derive a result inconsistent with the hypothesis by many orders of magnitude. We would then suggest that the hypothesis is untenable. 32/

Applying this to UFOs, and considering how many "interesting places" there are in our galaxy, he then calculates the number of launches required from his one million galactic civilizations in order for Earth to be visited just once a year: each civilization would have to make 10,000 launches per year. Besides being an enormous technical feat, it would impose a large drain on material resources.

For those who argue that Earth might hold special interest for another civilization, Sagan counters that, at best, certain specialists in, for example, nuclear weapons, would want to visit us. After all, if we discovered a primitive tribe in Africa making fish nets, only anthropologists interested in fish net development would visit the tribe. He considers the idea that we are "special" to the galaxy inconsistent with the theory that there are a million other civilizations

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32/ Sagan, Carl. The Cosmic Connection. Garden City, New York, Doubleday, 1973. p. 200.

in the Milky Way alone, not to mention the rest of the universe (there are approximately 10^{11} stars in the Milky Way and 10^{11} galaxies in the known universe). With that many civilizations, what could we have that is so interesting?

Sagan does not entirely dismiss the possibility that we may have been visited in the distant past or that we might be visited in the distant future. Again using the guesstimate of a million other civilizations in this galaxy, if each one launched one ship per year "and even if all of them could reach our solar system with equal facility, our system would, on the average, be visited only once every 100,000 years." 33/

He recounts the history of Sumer, which was perhaps the first civilization, using the contemporary definition of that word. There have been suggestions that they could not have learned skills such as written language, mathematics, and astronomy without a teacher, and that teacher came from another world. Referencing a theory by Drake and Clarke, Sagan adds that the extraterrestrial instructors might have left a "technology monitor beacon" to alert them once we reached a certain technological level. The monitor might measure radioactivity in the atmosphere, for example, and the instructors would know it was time for them to return. At this point Sagan refers back to his comments about the great distances involved in space, and even if speed-of-light travel were possible, it would still take hundreds of years for them to arrive: "we will have to wait until A.D. 2300 or 2400 for their response." 34/ He does not, however, accept the von Daniken theory of ancient astronauts and the relics purportedly left behind.

33/ U.S. Congress. House Committee on Science and Astronautics. Symposium on Unidentified Flying Objects, op. cit., p. 94.

34/ Shklovskii, I. and C. Sagan. Intelligent Life in the Universe. San Francisco, Holden-Day, 1966. p. 463.

He feels each object has "a variety of plausible, alternative explanations. Representations of beings with large, elongated heads, alleged to resemble space helmets, could equally well be inelegant artistic renditions, depictions of ceremonial head masks or expressions or rampant hydroencephalia." 35/

In answer to what people are seeing, Sagan draws on one of his own experiences.

> Once when I was on the faculty at Harvard I gave a popular lecture on something or other, and in the question period at the end there were some questions about UFO's. I said that I felt at least a great fraction of them were misapprehended natural phenomena. For some reason that I don't understand, policemen are present at all such public gatherings, and as I walked out after the last question, two policemen outside the lecture hall were pointing up at the sky. I looked up and observed a strange brilliant light moving slowly overhead. Of course, I got out of there fast, before the crowd came out to ask me what it was. I joined some friends at a restaurant and said, 'There's something terrific outside.' Everyone went outside. They really liked it--it was great fun. There it was. It wasn't going away. It was clearly visible, slowly moving, fading and brightening, no sound attached to it. Well, I went home, got my binoculars, and returned. Through the binoculars I was able to resolve the lights; the bright white light was really two closely spaced lights, and there were two lights on either side, blinking. When the thing got brighter we could hear a mild drone; when the thing got dimmer, we couldn't hear a thing. In fact it turned out to be a NASA weather airplane.

B. ALLEGED AIR FORCE SECRECY AND COVER-UPS

When the Air Force was given responsibility for investigating the matter of UFOs in 1948, it instituted a policy of secrecy which came under attack from several directions. Donald Keyhoe, a retired Marine Corps Major, was one of the leaders in trying to expose the information he felt certain the Air Force had. Some of the Air Force reports are explained in other parts of this paper, and

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35/ Sagan, Cosmic Connection, op. cit., p. 205-206.

indeed most were kept secret (the Project Sign "Estimate of the Situation," the Robertson Panel's conclusions, and most of the UFO sighting reports, for example).

As someone interested in showing the public that UFOs are for real, Keyhoe found the Air Force a major stumbling block and tried on many occasions to expose their operation. He wrote magazine articles and books, culminating in 1973 with an overview of the entire affair entitled Aliens from Space. In that book he goes through the years of Air Force secrecy and what he called "cover-ups" of incontrovertible evidence that Earth is being visited by spaceships from other worlds.

Keyhoe stated that in December 1969, when the Air Force announced that all UFO cases were solved and cancelled Project Blue Book: "At that very time, AF interceptor pilots were trying to bring down these unknown flying objects by secret orders of the Aerospace Defense Command." 36/ He further said that the Air Force continued to investigate incidents even after 1969, concealing their activities from everyone, including Congress.

Some of the early Air Force records were made available in 1967, and NICAP (under the leadership of Keyhoe at that time) published Blue Book Reports 1-12. Keyhoe stated, and copies of the NICAP publication bear out, that the reports were stamped SECRET or CONFIDENTIAL along with a warning statement that if the contents were transmitted to unauthorized persons, it was a crime under the Espionage Act.

Keyhoe discussed cases which do not show up in other literature, involving, for example, jet crashes. He stated that on July 1, 1954 an F-94 Starfire jet was scrambled by Griffiss AFB to intercept a UFO. As the pilot closed

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36/ Keyhoe, Donald. Aliens from Space. New York, Doubleday, 1973. p. 3.

on the object "Abruptly a furnacelike heat filled both cockpits. Gasping for breath, the pilot jettisoned the canopy. Through a blur of heat waves he saw the radar observer bail out. Stunned, without even thinking, he ejected himself from the plane." The F-94 reportedly crashed in a town, killing four people and injuring five. Keyhoe said this report was still buried in Air Force files, classified SECRET. 37/

Keyhoe also claimed in his book that during the early fifties, the CIA wanted to take over UFO investigations from the Air Force, and they were the ones that first ordered the debunking campaign. The Robertson Panel was the first step in this process, according to Keyhoe and Major Dewey Fournet (Air Force Headquarters Intelligence Unit) was planning to "give the public the facts" but was foiled by the CIA. They ordered him to work up a "national debunking program" and make UFO reports sound like "poppycock." Keyhoe states that similar actions of secrecy and cover-up extended throughout Project Blue Book (including during the Condon study) and continued into the 1970s.

C. HOAXES AND WITNESS CREDIBILITY

The late Donald Menzel, an astrophysicist at Harvard, opposed the UFO "myth" from the early 1950s until his death in 1976. Among the many other problems facing investigators of unfamiliar aerial phenomena are the deliberate hoaxes perpetrated for publicity purposes, and the teen-age pranks. Twenty years ago, Menzel discussed the hoaxes, and explained their origin this way:

> The Arnold story was scarcely 24 hours old before the hoaxers, jokers, and publicity seekers of the Nation moved in. The subject matter lent itself admirably to such activities. People had seen saucers in the sky. People wanted to see more. And so the jokers started tossing wheelshaped objects of all sorts and descriptions

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37/ Ibid., p. 28.

> from the tops of tallest buildings. These activities produced the desired result. The women screamed, as they were supposed to do on such occasions. The men--at least after they realized that the object would not explode--bravely picked it up and showed its true nature. 38/

The most popular hoax seems to be the photograph, for it is considered hard evidence by UFO investigators, although the number of fakes reduces the believability of such "evidence." Menzel discussed the Trindade incident which took place in 1958, wherein the claim was made that the crew of a Brazilian ship had seen a UFO, and a civilian aboard the ship had photographed it. As it turned out, no crew member had seen the UFO, only the photographs of it, and the pictures were considered fraudulent. The three witnesses who had seen the UFO all reported that it was brilliant, but the photos showed only a gray shape. In the one picture that suggested a shape, the mountains in the foreground were quite clear, whereas the UFO was just a dark line with an "indistinct beginning and end, with a faint suggestion of rounding at top and bottom." The photographer was found to have no connection with the Brazilian Navy and was indeed a professional photographer specializing in trick photography. 39/

The pranks add to the noise in the UFO problem, and Menzel provided an excellent example of one, for it also relates to witness credibility. In January 1968, 12 witnesses saw a UFO in Castle Rock, Colorado, a small town 30 miles south of Denver. Their descriptions ranged from "all of a sudden about a dozen lights shined on me, all the color of car headlights that had mud on them"; "a big, real bright light. Not a brilliant light, but a bright one" which moved at different speeds and seemed about 600 feet high and at least 25 feet in

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38/ Menzel, Donald and Lyle Boyd. The World of Flying Saucers: A Scientific Examination of a Major Myth of the Space Age. Garden City, New York, Doubleday, 1963. p. 206-216.

39/ Ibid.

diameter; and an egg-shaped bubble about 50 feet long, 20 feet wide and 20 feet deep. Two days later a "slightly embarrassed" mother came forward to explain that her sons had built the UFO from a clear plastic dry-cleaning bag. 40/

The "ludicrously long" size estimates are part of a fault existing in many UFO reports, according to Menzel, and in addition are perceptual problems common to most observers of a strange, sudden phenomenon. Menzel addressed himself to sensory difficulties both in a statement for the 1968 House Science and Astronautics hearings, and at the 1969 AAAS symposium. He gave the following example: A child gets up to go to the bathroom in the middle of the night and turns on a light. One of his parents awakens, is blinded by the sudden illumination, the light goes off, and the parent happens to glance out the window.

> He is startled to see a peculiar spot of light floating over the trees and making irregular, jerky motions. He watches the UFO for a minute or two until it finally disappears.
>
> He cannot be blamed for failing to realize that the erratic and often rapid movement of his UFO are those of the after-image, drifting with the similar movements of his own eye. 41/

Among the many mundane objects that are reported as UFOs, Menzel listed birds, kites, hats, paper, plastic sacks, feathers, spider webs and seed pods. He commented that "If you want to see flying saucers just look up."

D. POSSIBLE BENEFITS TO SCIENCE FROM A UFO STUDY

Dr. J. Allen Hynek has had a long association with UFOs. As an astronomer at Ohio State University, he was asked by the Air Force to determine which UFO reports came from known astronomical objects. When Project Blue Book was formed,

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40/ Menzel, David. UFOs: The Modern Myth. In Sagan and Page, op. cit., p. 132-3.

41/ U.S. Congress. House. Committee on Science and Astronautics. Symposium on Unidentified Flying Objects, op. cit., p. 202.

Captain Ruppelt formally contracted Hynek to continue that work. His views on the subject have changed during his many years of UFO investigation, and many would now classify him a believer. One of his strongest arguments has been that regardless of whether UFOs are alien spacecraft, the study of UFOs could lead to a greater understanding of other fields of science, such as psychology and physics.

As a scientist himself, Hynek is aware of the methodology needed to deal with the subject and he is also aware of the variety of views of the scientific community. In the latter area, he distinguishes between two classes of scientists who work with the UFO problem:

> (1) those scientists who treat the UFO phenomenon with ridicule and contempt, refusing even to examine it, denouncing the subject out of hand; and (2) those scientists who maintain--or might come to believe after examination--that there is a strong possibility that UFOs are purely psychological phenomena, that is, generated wholly by individual or group mental activity. (No scientist who examines the subject objectively can claim for long that UFOs are solely the product of simple misidentification of normal objects and events). 42/

He feels the latter group's views are entitled to discussion and debate, although the views of the former group are not, since they have not examined the data.

Paucity of data is another concern for Hynek. He feels some of this lack of hard core information is due to the investigator not asking questions that would draw such information from the witness. There is also the "signal-to-noise" problem in which the investigator has to separate real UFO reports (the signal) from hoaxes and misidentifications (the noise). But Hynek points out that astronomers are well accustomed to such problems, for they have instrumental errors and atmospheric distortion to contend with.

42/ Hynek, J. Allen. The UFO Experience: A Scientific Inquiry, op. cit., p. 7.

That so many of the UFO reports are interpreted as extraterrestrial vehicles, Hynek feels is "obviously unwarranted without a detailed study of the content of reports of unidentified sightings. . . . For, the 'U' in UFO simply means unidentified, and may cover a wide range of unrelated causes." 43/

Throughout his writings, Hynek refers back to some of the great scientific discoveries in the history of our planet, and how unlikely they seemed at the time. For example, the discovery of radium by Mme. Curie.

> Let us suppose that . . . there had been a rumor--an old wives' tale, or an alchemist's story--that there existed a miraculous unknown element which could be used in the transmutation of elements, and which had miraculous healing powers and other exotic properties. Would any scientist, . . . have done what Mme. Curie did to lift the signal out of the noise of tons of pitchblende? Hardly, Mme. Curie knew that there was a signal--it wasn't a rumor. 44/

In hearings before the House Science and Astronautics Committee, Hynek asked, "Can we afford not to look toward the UFO skies; can we afford to overlook a potential breakthrough of great significance?" and later added that even though he can only draw conclusions from reliable data, he is allowed a hunch, and that hunch tells him that "there is scientific paydirt in the UFO phenomenon--possibly extremely valuable paydirt--and that therefore a scientific effort on a much larger scale than any heretofore should be mounted for a frontal attack on this problem." 45/

As to which discipline the effort belongs, Hynek suggested an interdisciplinary approach. He found the field more akin to astronomy than physics in that the data are mostly observational, not experimental, and one cannot predict

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43/ Hynek, J. Allen. The Emerging Picture of the UFO Problem. Presented to AIAA 13th Aerospace Science Meeting, Pasadena, Calif., Jan. 20-22, 1975. New York, American Institute of Aeronautics and Astronautics, 1975. p. 3.

44/ Ibid., p. 2.

45/ U.S. Congress. House. Committee on Science and Astronautics. Symposium on Unidentified Flying Objects, op. cit., p. 6 and 14.

when something will occur. He suggested that if UFOs do turn out to be extra-terrestrial, the behavioral sciences would certainly prove valuable. He asked for an international effort to establish world-wide trends, stating that if definite patterns are established "the probability that such correlations happened by chance . . . would be vanishingly small. The probability, therefore, that the UFO represents something truly new in science--new empirical observations--would be a virtual certainty. 46/

46/ Hynek, UFO Experience, op. cit., p. 227.

IV. PRE-1947 ACCOUNTS

Those who believe in UFOs often like to remind skeptics that stories that could be construed to suggest extraterrestrial visitors have been around not just since 1947, but throughout recorded history. Erich von Daniken has studied ancient skies in some detail, as will be discussed in the appendix. Among the references used for this purpose is, perhaps surprisingly, the Holy Bible.

A. BIBLICAL SIGHTINGS

It is difficult to assess what import stories from the Bible really have for the study of UFOs, since the Book concerns itself with powers from the heavens that can visit Earth and perform remarkable feats. Opinions vary on how much of this is actual factual reporting and how much is symbolic interpretation. Some UFOlogists, however, seem to claim that most of the references to the Lord and his angels are in fact references to extraterrestrial visitations misunderstood by the people of those times. Some oft cited examples follow.

> As I looked out, behold a stormy wind came out of the north, and a great cloud, with brightness round about it, and fire flashing forth continually, and in the midst of the fire, as it were gleaming bronze. And from the midst of it came the likeness of four living creatures. And this was their appearance: they had the form of men, but each had four faces and each of them had four wings. Their legs were straight, and the soles of their feet were like the sole of a calf's foot; and they sparkled like burnished bronze. Under their wings on their four sides they had human hands.
>
> Ezekiel 1:4-6

> And the Lord went before them by day in a pillar of cloud to lead them along the way, and by night in a pillar of fire to give to them light, that they might travel by day and by night; the pillar of cloud by day and the pillar of fire by night did not depart from before the people.
>
> Exodus 13:21-22

> When they had crossed, Eli'jah said to Eli'sha, 'Ask what I shall do for you, before I am taken from you.' And Eli'sha said, 'I pray you let me inherit a double share of your spirit,' And he said, 'You have asked a hard thing yet, if you see me as I am being taken from you, it shall be so for you; but if you do not see me, it shall not be so.' And as they still went on and talked, behold, a chariot of fire and horses of fire separated the two of them. And Eli'ja went up by a whirlwind into heaven. And Eli'sha saw it and cried 'My father, my father' the chariots of Israel and its horsemen. And he saw him no more.
>
> 2 Kings 2:9-12

Brinsley Le Poer Trench has written extensively on Biblical sightings (The Sky People, The Eternal Subject) and calls the Bible "really the greatest flying saucer book of them all. . . ." 47/ Certainly if one were scrupulously to read the Bible, one could probably come up with hundreds of incidents that could be called UFO accounts, although some disagree on what the real catalysts for the writings were.

B. OTHER EARLY REPORTS

In addition to Biblical accounts, many other early accounts have been cited. An example of this would be a 213 B.C. episode written about by Jacques Vallee:

> . . . in Hadria an 'alter' was seen in the sky, accompanied by the form of a man in white clothing. A total of a dozen such observations between 222 and 90 B.C. can be listed, but we have eliminated many more sightings reviewed in the literature because we felt that they could best be explained as misinterpretations of meteors or atmospheric phenomena. 48/

The theme expressed in the last sentence is carried through in the Condon Report by Samuel Rosenberg. He keenly points out that:

> The wealth of ancient 'UFOs' is due to a basic fact about man's perception of his contemporary universe. A concentrated glance

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47/ Le Poer Trench, Brinsley. The Eternal Subject. London, Sovenir Press, 1973. p. 36.

48/ Vallee, Jacques. Anatomy of a Phenomenon. Chicago, Henry Rengery Co., 1965. p. 3.

> backward in time quickly reveals that throughout our recorded history (and presumably before that), mankind has always seen UFOs and reported 'sightings' that remained unexplained even after examination by persons believed to be competent. Our earliest ancestor gazed earnestly into terrestrial and outer space to witness an infinite variety of phenomena and--understood virtually none of them. . . . In short, to him everything was a UFO. 49/

He also describes some of the problems facing readers of anthologies of ancient sightings. None of the techniques described in chapter 2 of this report are available to determine the credibility of those reporting the sightings, there is no way to know if the author is quoting from an original document or from someone else's translation, and perhaps most importantly one can't determine author credibility.

An excellent example of the latter is provided by Rosenberg. First, the account of an ancient Indian sighting, as reported by Frank Edwards in Flying Saucers--Serious Business.

> A chronicle of ancient India known as the Book of Dyzan is in a class by itself, not only because of its age, but because of a surprising account given therein. The Book is a compilation of legends passed down through the ages before men were able to write, and finally gathered by the ancient scholars who preserved them for us.
>
> They tell of a small group of beings who came to Earth many thousands of years ago in a metal craft which first went AROUND Earth several times before landing. 'These beings,' says the Book, 'lived to themselves and were revered by the humans among whom they had settled. But eventually differences arose among them and they divided their numbers, several of the men and women and some children settling in another city, where they were promptly installed as rulers by the awe-stricken populace.
>
> The legend continues:
>
> Separation did not bring peace to these people and finally their anger reached a point where the ruler of the original city took with him a small number of warriors and they rose into the air in a huge shining metal vessel. While they were many leagues from

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49/ Condon, op. cit., p. 481-2.

> the city of their enemies they launched a great shining lance that rode on a beam of light. It burst apart in the city of their enemies with a great ball of flame that shot up to the heavens, almost to the stars. All those in the city were horribly burned and even those who were not in the city--but nearby--were burned also. Those who looked upon the lance and the ball of fire were blinded forever afterward. Those who entered the city on foot became ill and died. Even the dust of the city was poisoned, as were the rivers that flowed through it. Men dared not go near it, and it gradually crumbled into dust and was forgotten by men.
>
> When the leader saw what he had done to his own people he retired to his palace and refused to see anyone. Then he gathered about him, those of his warriors who remained, and their wives and their children, and they entered into their vessels and rose one by one into the sky and sailed away. Nor did they return.
>
> This would seem to be an account of an attempt by some extra-terrestrial group to establish a colony on Earth in the distant past. Like so many colonizing attempts by man, it appears to have ended in dissension and conflict. The most interesting portion of the story is the description of the great 'lance that traveled on a beam of light,' which bears a surprising resemblance to a modern rocket and its jet of flame. The effect of this so-called 'lance' brings to mind a rather detailed picture of a nuclear blast and its catastropic sequels.
>
> If this is a mental concoction of some primitive writer, it is at least remarkable. If it is a reasonably accurate piece of factual reporting, then it is even more remarkable. Since it is unverifiable, we must at this late date classify it as 'interesting, but unproven.' 50/

This would certainly be an excellent example of a UFO landing and another civilization trying to colonize Earth--if it were true. Rosenberg investigated the Book of Dyzan and found that it was not "a compilation of legends passed down through the ages" at all, but rather was written in 1886 by Madame Helene Petrovna Blavatsky in The Secret Doctrine. An unauthorized biographer declared that "the mysterious 'Dyzan manuscript' like the 'Senzar' language they were

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50/ Ibid., p. 495-6.

written in, seem wholly to have originated in Madame Blavatsky's imagination" and Rosenberg says that the stanzas are part of "her preposterous Atlantean 'Theory of Cosmic Evolution.'" 51/

The conclusion can be drawn from the above account that second hand reports may lose something in the translation, and even well-meaning authors (which we assume Mr. Edwards to be) can be misled. Therefore, much care should be taken when accounts of ancient extraterrestrial visitors are given.

C. THE WAVE OF 1896

Strange sightings have been made throughout history, including the middle ages in Europe, up to the first "wave" of sightings in 1896. Jacques Vallee in Anatomy of a Phenomenon devotes an entire chapter to sightings preceding the modern wave. Some of the examples he lists involve not only common folk, but astronomers. The latter group was able to explain some of the sightings as astronomical objects, but they themselves experienced some strange events.

> On March 6, 1716, the astronomer Halley saw an object which illuminated the sky for more than two hours in such a way that he could read a printed text in the light of this object. The time of the observation was 7:00 p.m. After two hours, the brightness of the phenomenon was reactivated 'as if new fuel has been cast on a fire.' 52/

It is not surprising that with the advent of the telescope and therefore the rise of interest in astronomy, more UFO reports were forthcoming. More and more students were studying the heavens in an attempt to explain the motion of the planets and stars, and most importantly, the position of the Earth in relation to them. Vallee cites numerous cases and notes:

51/ Ibid., p. 496.

52/ Vallee, op. cit., p. 9.

> It is certainly audacious to declare that astronomers are unaware of any reliable observation of a UFO when so many computations have been made by some of the founders of modern astronomy in an effort to interpret coherently their observations of strange objects. . . .
>
> We are not, however, claiming that the alleged 'objects' were of artificial construction . . . or that they even existed at all. . . . But we do think that such reports should be assimilated into the general body of observations involved in the UFO problem; those who claim that nothing out of the 'ordinary' has ever been seen in the sky by professional astronomers should be reminded of the existence of these data. 53/

Although most of the sightings in this period were made in Europe, a few were made in the United States. The real beginning of UFO sightings here occurred in 1896. These are usually referred to as "airships" since their general description resembles that object; however, airships were not in evidence for several more years. Le Poer Trench notes that many reports were found to be hoaxes or misidentifications, but quotes Donald B. Hanlon as saying:

> After sifting through data . . ., one is left with a hard core of sightings (now over 200) of a rather unlikely looking aerial craft which created much commotion among the observers. The only detectable effect the sightings left on the society of 1896-7 is exactly the same as that left by the modern UFO phenomenon--a psychological impact.
>
> It is clear that the origin of the airship is still very much an open issue. It is also clear that the mystery surrounding its appearance at that particular time in history has deepened. 54/

The sightings occurred over 19 states from November 1896 to May 1897, with a break from January to the middle of March. Descriptions varied considerably from an object 18 inches in diameter and 12 to 30 feet long, to a 70 foot long structure with wings or sails. Lights were usually reported

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53/ Ibid., p. 10-11.

54/ Le Poer Trench, op. cit., p. 96.

on the object and it moved both erratically and smoothly. David Michael Jacobs prepared a history of the airship sightings which is published in his book The UFO Controversy in America. One of the most famous of the airship incidents, involving occupants as well, happened on April 19, 1897 in Leroy, Kansas. Jacobs' recounting of the story goes like this:

> Alexander Hamilton, his son Wall, and his tenant Gid awoke to cattle noises. Going outside they discovered--to Hamilton's 'utter amazement'--'an airship slowly descending over my cow lot about forty rods from the house.' The cigar-shaped object was three hundred feet long with a carriage made of 'panels of glass or other transparent substance alternating with a narrow strip of some other material'; a large searchlight and smaller red and green lights were attached to it. As it descended to thirty feet above ground and witnesses came to within fifty yards of it, Hamilton could see 'six of the strangest beings I ever saw' inside. The occupants were 'jabbering' but Hamilton could not understand anything. Then the witnesses noticed that a heifer was attached to a red 'cable' emanating from the airship and also was caught in a fence. Unable to free the heifer, the witnesses cut the fence and stood in amazement to see the ship, cow and all rise slowly and sail off.' The next day a nieghbor recovered the calf's hide, legs, and head a few miles away. 55/

The case of the mystery airship has never been solved. At that point in time inventors were discussing the building of a vehicle that could travel through the air (not balloons or aircraft, but an airship) and some believed that the first such vehicle had, in fact, been developed and its inventor was making test flights. All those who were working on the problem said that they had not gotten that far in their research or the money was not available for the project. Thus, according to the scientists of the day, no such object was within the technological domain. Just as is done today, some tried to explain all the

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55/ Jacobs, David Michael. UFO Controversy in America. Bloomington, Indiana, Indiana Unviersity Press, 1975, p. 15.

sightings as hoaxes (and there certainly were a lot of them) or astronomical objects. And again just as is done today, believers said that astronomical objects could not move in the way the airship did, have occupants, land and take away cattle, etc. As Jacobs points out:

> To explain the enigma, the public then, as did the public later, looked first for rational explanations--those that would make sense in terms of the scientific and the experimental knowledge of the time. When these were not completely satisfactory, the public turned to more irrational theories. An airship seemed so far out of the realm of current technological knowledge that a gap resulted in people's idea of what should be and what was. Since airships, given the technology of the times, could not have existed, then witnesses who claimed to have seen one obviously had not seen one. . . . This attitude is the crucial link between the 1896-7 phenomenon and the modern unidentified flying object phenomenon beginning in 1947. 56/

D. THE POST-WAR EUROPEAN SIGHTINGS

As can be seen from the preceding discussion, what is called the modern wave of UFO sightings had many precedents, even if one discounts those of ancient origin. From 1897 to 1947, sightings continued, mostly in Europe. Many of these occurred during the last year of World War II and in post-war Europe, centering in Scandinavia.

In 1944, allied bombers reported seeing strange balls of light which paced their planes or danced off their wingtips. Dubbed "foo fighters" from the French word "feu" (fire), they were originally thought to be some type of enemy weapon. Since they never attacked the planes, some considered them psychological warfare weapons, sent to frighten or distract the pilots. Another explanation was that they were static electricity charges, although to date no definite explanation has been uncovered. Jacobs reports that "Ironically,

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56/ Ibid., p. 33-34.

after the war the American public learned that the Germans and Japanese had encountered the same strange phenomenon and had explained it as Allied secret weapons." 57/ No further investigation was made.

After the war, reports began coming in from western and northern Europe, centering on Scandinavia, Sweden in particular. Donald Menzel reported that more than 1,000 sightings were made in 1946 in Sweden alone. 58/ Again the first hypothesis was that these were secret weapons made by the Russians with the help of German scientists, although investigators were able to solve 80 percent of the cases as natural phenomena.

The real importance of these sightings is that they set the stage for the beginning of the UFO controversy in America. Objects of unknown origin had been reported, some described as discs or cylinders. The U.S. Air Force was prepared in some respects when, in 1947, Kenneth Arnold began the modern wave of UFO interest.

57/ Ibid., p. 36.

58/ Menzel, Donald. In Sagan and Page, op. cit., p. 131.

V. 1947-1969 ACCOUNTS

A. UNITED STATES

1. Kenneth Arnold and the 1947 Wave

In 1947, the United States experienced a series of UFO sightings which are considered the beginning of the modern era of UFOs in this country. The most often cited of these cases is Kenneth Arnold's report in June, which was the first of a new wave of sighting reports in the United States. Ted Bloecher wrote a comprehensive analysis of the "wave of 1947" and cited 853 sightings that occurred that summer, mostly in the Northwest. The volume was published privately in 1967 as Report on the UFO Wave of 1947.

On June 24, 1947 Kenneth Arnold, a fire-fighting equipment salesman from Boise, Idaho, flew his private plane from Chehalis to Yakima, Washington and on the way decided to look for a downed plane that had been missing for several days on the slopes of Mt. Rainier. Arnold was an experienced pilot with over 4,000 hours of flying experience over mountains, an air-rescue pilot, as well as deputy sheriff of Ada County.

About 3:00 p.m. Arnold was approaching Mt. Rainier from the west and a flash of light caught his eye, as if something were reflecting off a mirror. He looked around and saw nine objects rapidly approaching the mountain on a southern heading. As they neared, he saw that they were flat, disc shaped objects arranged in a "diagonally stepped-down echelon formation" stretched out over about five miles. Using the peaks of Mt. Rainier and Mt. Adams as

reference points, he clocked their speed at 1,700 miles per hour. Allowing for some degree of error, he subtracted 500 miles per hour, giving the object a speed well above 1,000 miles per hour. In 1947 the only object that could move that fast was a rocket, and Arnold was certain that that was not what he saw.

The objects swerved in and out of the mountain peaks, and Arnold's description of their moving like "a saucer skipping over water" caused the media to coin the term "flying saucer," an unfortunate misnomer which has remained to this day.

Upon landing at Yakima, Arnold immediately told his story to Central Aircraft general manager Al Baxter, and word quickly spread around the airport. Thus, by the time Arnold reached the next stop on his route, Pendleton, Oregon, a skeptical press was waiting for him. Discovering his good standing in the community and experience as a pilot, the press quickly changed their attitude, and reported the incident as a serious news story. Bloecher reports that of 150 newspapers surveyed, virtually all of them reported the story, many on the front page.

Despite the obvious controversy and investigation spurred by the sighting, it has not been resolved to this day. The official Air Force explanation is that it was a mirage in which the tips of the mountain peaks appeared to be suspended above the mountains due to a layer of warm air. J. Allen Hynek, however, in his investigation for the Air Force, concluded that it was probably a fleet of planes. He found irreconcilable differences in Arnold's data which brought Arnold's calculations into doubt. Arnold had reported that the objects were 20-25 miles away and their size about 45-50 feet long. Hynek noted that an object of that size cannot be resolved by the human eye at that distance, so

therefore, Arnold's distance estimate was wrong. This would mean the objects were closer to the pilot and traveling at subsonic speeds, completely within the capability of 1947 aircraft.

Bloecher counters Hynek's arguments by saying that Arnold had used fixed reference points to determine the distance, so it must have been the size estimate that was incorrect. One should note, however, that earlier in his report, Bloecher states that Arnold had originally misidentified the mountain peaks.

> He began to time them as the first object reappeared from behind the outlier peak on the southwest flank of Mountain Rainier. (He later identified this peak as Goat Rocks, but he is probably in error as Goat Rocks is approximately half-way between Mount Rainier and Mount Adams.). 59/

Thus, the accuracy of the distance estimate must also be called into question, leaving the case still unsolved. As mentioned above, the Air Force did not accept Hynek's explanation either or they would have classified it as "possible aircraft."

2. U.S. Air Force Involvement (1948-1969)

A major fear generated by (or a supporting cause of) UFO reports in the late 1940s was that these were new aircraft or secret weapons being tested by the enemy in preparation for another war. Thus, the Air Force was given responsibility for investigating these reports and determining if a threat to the national security existed. The Air Force's involvement began in early 1948 with Project Sign, which was renamed Project Grudge, and later operated under the name Project Blue Book. In total, the Air Force kept records for 21 years (1948-1969) and received over 12,000 reports. Their final conclusion was that

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59/ Bloecher, Ted. Report on the UFO wave of 1947. The Author, 1967. p. 1-2.

although some reported objects remained unidentified, they were not enemy weapons or extraterrestrial craft, but only natural or conventional objects that could not be identified, because of insufficient information.

a. Projects Sign and Grudge (1948-1952)

The many sightings reported in 1947 caused great concern in the Nation, and the Air Force geared up to handle the situation. When the case concerning Thomas Mantell occurred (he died while chasing a UFO in his Air Force plane--see appendix), the Air Force was ready to investigate.

Project Sign was placed under the jurisdiction of the Intelligence Division of the Air Force's Air Material Command at Wright Field, Ohio (now Wright-Patterson Air Force Base). This division was later renamed the Air Technical Intelligence Center (ATIC) and was the base for UFO investigations until 1966 when responsibility was transferred to the newly created Foreign Technology Division. Its function was to "collect, collate, evaluate and distribute to interested government agencies and contractors all information concerning sightings and phenomena in the atmosphere which can be construed to be of concern to the national security."

The wide variety of opinions on UFOs and their origin was present even in 1948 when attention was first focused on the issue. There were those who considered them conventional objects, and those who thought they were extraterrestrial vehicles. Members of the latter group held the reins of power at Sign during its early months, and after the Eastern Airlines incident (see appendix) they issued an "Estimate of the Situation" in which they concluded that UFOs were indeed craft from other worlds. General Hoyt S. Vandenberg, then Chief of

Staff, rejected the report however, citing its lack of evidence to support the theory. The report had been classified Top Secret 60/ and after Vandenberg's action, all copies were reportedly destroyed.

The lack of approval led to a change in policy at Sign, and those who felt UFOs were conventional objects took charge. In February 1949, the Air Force announced that the classified name "Sign" had been compromised, so they were changing the name of the Project to Grudge (and they insist that there was no significance to this title), and the Sign group issued a final report. The change in emphasis was easily spotted in the group's recommendations which read in part:

> Future activity on this project should be carried on at the minimum level necessary to record, summarize and evaluate the data received on future reports and to complete the specific investigations now in progress. When and if a sufficient number of incidents are solved to indicate that these sightings do not represent a threat to the security of the Nation, the assignment of special project status to the activity could be terminated. Future investigations of reports would then be handled on a routine basis like any other intelligence work. 61/

Despite its controversial nature and lack of internal consensus, Sign was handled well. They had quickly realized the "signal-to-noise" problem and taken measures to deal with it. Dr. J. Allen Hynek, an astronomer from Ohio State University (now head of the Center for UFO Studies), and the Air Weather Service were respectively requested to sort out those reports which were clearly astronomical objects or weather balloons (and a large percentage were). The staff's major problem was inexperience in determining which cases deserved further study.

60/ Edward Condon debated the security classification of this report, and the allegation that all copies were destroyed. Edward Ruppelt, later head of Projects Grudge and Blue Book, is the source of the above statement. See Condon, op. cit., p. 506; and Ruppelt, Edward. The Report on Unidentified Flying Objects. New York, Doubleday, 1956. p. 85.

61/ United States Air Force, Unidentified Aerial Objects: Project Sign, No. F-TR-2274-IA, Feb. 1949: vi-vii.

> Because of unfamiliarity with the phenomenon, the staff spent inordinate amounts of time on sightings that were obviously aircraft, meteors, or hoaxes. The staff also spent much time looking into the private lives of witnesses to see if they were reliable. Sign checked routinely with FBI field offices and criminal and subversive files of police departments, and the staff interviewed the witnesses' fellow employees, friends, and acquaintances. The Sign staff, however, did a creditable job considering that these early sightings usually contained too little information on which to base any kind of judgment and that the Air Force had no standardized method of reporting sightings. 62/

The Air Force continued to investigate UFOs under Project Grudge even though most of the people involved were convinced that these were non-hostile and non-military in nature. The Air Force still wanted to have the controlling hand in investigating reports, which prevented the scientific community from conducting studies of its own, since all the "good" reports were in the hands of, and classified by, the Air Force. In this manner, the Air Force shaped the nature of the controversy for the entire 21 years of its involvement, and Project Grudge was determined to explain every sighting.

To assist in the effort to debunk UFOs, Ruppelt reported that the Air Force selectively granted permission to Sidney Shallet of the Saturday Evening Post to have access to their files for an article on the subject. According to Ruppelt, the Air Force wanted to ensure that the article would expose UFOs as a waste of time.

> As a public relations officer later told me 'We had a devil of a time. All of the writers who were after saucer stories had made their own investigations of sightings and we couldn't convince them they were wrong.'. . . I have heard many times, from both military personnel and civilians, that the Air Force told Shallet exactly what to say in his article--play down the UFO--don't write anything that even hints that there might be something foreign in our skies. I don't believe that this is the case. I think he just wrote the UFO story as it was told to him, told to him by Project Grudge. 63/

62/ Jacobs, op. cit., p. 47

63/ Ruppelt, op. cit., p. 88-89.

The article appeared, but had the opposite effect from what the Air Force expected. Phrases such as "rich, full-blown screwiness," and "great flying saucer scare" were meant to convince readers there was nothing to the UFO reports, but within a few days of publication, UFO reports reached a new high. Some attributed this to Shallet's admission that some cases remained unexplained, while others felt that he had thrown suspicion on the Air Force's investigative methods. In any event, Project Grudge was deluged with reports.

This did not deter the Air Force, however, and only six months later Grudge issued its final report. Commenting on 244 of the cases, and despite their best efforts to explain them all (which reportedly were highly speculative in many instances), 23 percent remained unidentified. For these Grudge stated "There are sufficient psychological explanations for the reports of unidentifed flying objects to provide plausible explanations for reports not otherwise explainable." In other words, those that could not be identified were psychologically motivated, and that was that. They concluded that the investigation of UFOs should be reduced in scope so that only those reports "clearly indicating realistic technical applications" would be submitted to ATIC. They did, however, suggest that the Psychological Warfare Division be informed of the study results, since if the enemy simultaneously placed a series of aerial objects over the United States and started rumors that they were alien craft, mass hysteria could ensue.

Although many thought Grudge was terminated at the time of this final report, it did in fact continue to operate, although in a much subdued state, for over two more years. Despite its efforts to debunk the reports, public interest continued and magazine articles flourished, as well as books by such writers as Major Donald Keyhoe, later President of NICAP (National Investigations Committee on Aerial Phenomena).

In 1951, Capt. Edward Ruppelt was placed in charge of Grudge, and brought new life to the project, for he was not as convinced as his predecessors that UFOs were not worth studying. He formally contracted Hynek as a consultant, and through his efforts the project's staff and budget were increased. He recognized the unwillingness of many Air Force pilots to report UFO sightings for fear of ridicule and arranged for a new directive to be issued and standardized reporting forms were made available. Air Force Letter 200-5 directed every Air Force base in the world to immediately telegram information on any UFO sighting to Ruppelt at ATIC and other major Air Force commands, with a complete report sent later to ATIC. By 1952, Grudge was a very well organized effort.

b. Project Blue Book and the Robertson Panel (1952-1953)

Nineteen-fifty-two was a boom year for UFO reports, with a record 1,501 reported in that one year alone. One of the most important, if for no other reason than its location, occurred in Washington D.C. (see appendix). The Air Force had renewed its interest, and upgraded Grudge from a project to a separate organization, named Project Blue Book. Ruppelt's budget and manpower continued to increase along with the number of sightings, and he instituted the practice of receiving monthly reports on the status of all reports under investigation. He briefed top officers of the Air Defense Command on using their radarscope cameras (numbering about 30 nationwide) to help detect UFOs, and contracted with Battelle Memorial Institute to perform a statistical analysis of UFO characteristics. He completely revitalized the project.

By the beginning of 1953, ATIC was overwhelmed with reports. Again opinion was split on the significance. Some skeptics began believing in the extraterrestrial hypothesis while others more firmly held to their "conventional

objects" stance. Regardless of what UFOs were, the Air Force decided that the number of reports had to be drastically reduced to ease the concern of the masses, so they asked the CIA to form a panel of top scientists to study the issue. The group was chaired by Dr. H. P. Robertson, and is therefore usually referred to as the Robertson Panel.

Although a sanitized version of this report had been available for a number of years, it was only in December 1974 that the CIA finally declassified the report and made copies available. The members were finally identifiable, together with their affiliations and areas of expertise:

Dr. H. P. Robertson, California Institute of Technology, physics and weapons systems;
Dr. Luis W. Alvarez, University of California, physics and radar;
Dr. Lloyd V. Berkner, Associated Universities, Inc., geophysics;
Dr. Samuel Goudsmit, Brookhaven National Laboratories, atomic structure; and
Dr. Thornton Page, Johns Hopkins University, astronomy and astrophysics.

In addition to these five panel members, other participants included:

Dr. J. Allen Hynek, Ohio State University, astronomy;
Mr. Frederick C. Durant, III, Arthur D. Little, Inc., rockets and guided missiles (who served as reporter for the panel);
Brig. Gen. William M. Garland, Commanding General, ATIC, scientific and technical intelligence;
Dr. H. Marshall Chadwell, Assistant Director, O/SI, CIA;
Mr. Ralph L. Clark, Deputy Assistant Director, O/SI, CIA; and
Mr. Philip G. Strong, CIA.

After studying 75 UFO reports, the panel concluded that there was no evidence of a "direct physical threat to national security" and that the "continued emphasis on the reporting of these phenomena, in these parlous times, result in a threat to the orderly functioning of the protective organs of the body politic." They therefore recommended:

a. That the national security agencies take immediate steps to strip the Unidentified Flying Objects of the special status they have been given and the aura of mystery they have unfortunately acquired;

b. That the national security agencies institute policies on intelligence, training, and public education designed to prepare the material defenses and the morale of the country to recognize most promptly and to react most effectively to true indications of hostile intent or action.

To accomplish these ends, they proposed a public education program to train people to identify correctly known objects, as well as a "debunking" effort to lower public interest. They were, they said, impressed by the lack of sound data in the majority of case histories, as well as by the "lack of speedy follow-up due primarily to the modest size and limited facilities of the ATIC section concerned." In effect, they suggested that the Air Force Project be continued at its present level, only with a change in emphasis from attempting to determine the nature of UFOs to convincing the public that nothing was awry in the skies. 64/

Not everyone connected with the panel agreed with its recommendation, however. Hynek was not officially a member of the panel and therefore was not asked to sign the final report, but he stated that he would not have done so in any case, since he considered it unreasonable that the panel could come to a conclusion about UFOs in four days, when he himself had spent more than four years in the field. 65/

The effect of the report was significant. Once again the Air Force changed its position, and now the sentiment was that UFOs were not a threat to national security, UFO reports were, and the purpose of Blue Book would be to educate the public. The Air Force could now say that an impartial and independent group of scientists had found no evidence of extraterrestrial visitation or enemy weapons.

64/ Durant, F. C. Report of Meetings of Scientific Advisory Panel on Unidentified Flying Objects. Convened by Office of Scientific Intelligence, CIA, Jan. 14-18, 1953.

65/ Jacobs, op. cit., p. 96.

Contrary to the panel's recommendation, however, Blue Book's staff and budget began to shrink, not remain level. The Battelle statistical report was finally completed, and it corroborated the panel's position that no threat was evident (this report was later released as Special Report #14--see below). Thus, by the time Ruppelt left the Project and the Air Force in August 1953, only he and two assistants remained. When no replacement came for him, the Project was handed over to Airman First Class Max Futch.

c. Special Report #14 and the O'Brien Report: Project Blue Book 1953-1966

The period from 1953 to 1966 was an era of public relations for Blue Book. It set about the task of educating the public as to the "true" nature of UFOs, and tried to counteract the interest raised by believers such as Major Keyhoe. Keyhoe had created public discomfort when he published Air Force regulations which prohibited the release of UFO reports to the public (Air Force Regulation 200-2) and made disclosure of sightings described in JANAP (Joint Army-Navy-Air Force-Publication) 146 forms a criminal offense. AFR 200-2 also allegedly suggested that all UFO reports be solved in any way possible. Predictably, the Keyhoe and Air Force factions disagreed on the meaning of the following paragraphs.

> Air Force activities must reduce the percentage of unidentifieds to the minimum. Analysis thus far has explained all but a few of the sightings reported. These unexplained sightings are carried statistically as unidentifieds. If more immediate, detailed, objective data on the unknowns had been available, probably these, too could have been explained. However, because of the human factors involved, and the fact that analyses of UFO sightings depend primarily on the personal impressions and interpretations of the observers rather than on accurate scientific data or facts obtained under controlled conditions, the elimination of all unidentifieds is improbable. AFR 80-17

> B-4. Response to Public Interest. The Secretary of the Air Force, Office of Information (SAF-OI) maintains contact with the public and the news media on all aspects of the UFO program and related activities. Private individuals or organizations desiring Air Force interviews, briefings, lectures, or private discussions on UFOs will be instructed to direct their requests to SAF-OI. Air Force members not officially connected with UFO investigations will refrain from any action or comment on UFO reports which may mislead or cause the public to construe these opinions as official Air Force findings.
>
> AFR 80-17

Condon maintained that the critics were misreading the paragraphs, that the first did not in any way suggest speculation as to the nature of a sighting, simply that the investigation of a report should be pursued seriously and thoroughly. The second, he maintains, was simply a method to "minimize the circulation of wild stories and premature reports before an investigation is completed." 66/

To counteract these charges, the Air Force, upon Ruppelt's suggestion, commissioned Battelle to determine if anything in the air "represented technological developments not known to this country," and to build a model of a flying saucer from the data. The Battelle findings were released in 1955 and became labeled Special Report #14. The researchers reported that they could neither devise a model of flying saucer nor find physical evidence that they exist; they found no trends in the data. David Saunders, later a member of the Colorado group that produced the Condon Report, stated that whoever performed the study did it in such a way as to minimize the possibility of finding something significant.

> This $100,000 taxpayer-financed report was issued in May of 1955 and purports to be a sophisticated statistical treatment of all the data in the files up through late 1952, a period when the Air Force was still getting much interesting input. The report contains more than 200 tables filled with numbers. It also makes use

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66/ Condon, op. cit., p. 530.

> of an elementary statistic known as chi-square to lend credence to its primary argument. I was impressed by the fact that not even the formula used for calculating chi-square was correct. And with remarkable regularity, whoever did these statistics combined the categories so as to minimize his chances of finding anything significant. 67/

Again the Air Force had misjudged public response. Instead of quelling the controversy it gave it more fuel, especially when it was criticized by Ruppelt himself. The group stated that "the probability that any of the UNKNOWNS considered in this study are 'flying saucers' is concluded to be extremely small, since the most complete and reliable reports from the present data . . . conclusively failed to reveal even a rough model . . . " Ruppelt countered that Battelle had not been asked to explain the unindentified reports or solve the UFO problem, but only to determine if unknown technological developments were evident in their movements.

Nevertheless, the Air Force used Special Report #14 as the foundation of their official stance for many years, for they could still say that the issue had been studied scientifically and the conclusion was drawn that UFOs were not extraterrestrial. As other men became Blue Book Director, public education became the watchword and investigation was left to the private UFO organizations, which began to flourish.

But their public relations campaign was not very effective. More and more people began to think the Air Force was covering up something, that they did indeed have evidence that Earth was being visited by aliens. Two contributing factors to this theory were that the Air Force still refused the media access to their files, and those who knew of Blue Book's activities couldn't believe that such a low-priority, low-budgeted, and minimally staffed operation could

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67/ Saunders, David, and R. Roger Harkins. UFOs? Yes New York, World Publishing Co., 1968. p. 115.

actually be investigating reports to the extent the Air Force itself claimed. Thus they believed that Blue Book was a front for a much higher level investigative team. Hynek disagrees with this theory, citing the high turn-over rate among Blue Book directors. After Ruppelt left, the Project in turn was headed by Captain Harden, Captain Gregory, Major Friend and Major Quintanilla. He also states:

> All my association with Blue Book showed clearly that the project rarely exhibited any scientific interest in the UFO problem. They certainly did not address themselves to what should have been considered the central problem of the UFO phenomenon: is there an as yet unknown physical or psychological or even paranormal process that gives rise to those UFO reports that survive severe screening and still remain truly puzzling?
>
> Such lack of interest belies any charge of 'cover-up'; they just didn't care. 68/

During the period between the issuance of Special Report #14 (1955) and the 1966 O'Brien report, one of Blue Book's prime concerns was that Congress would call for hearings on what they were doing. To prevent this, whenever a Congressman broached the subject to the Air Force, he was given an individual briefing in which the Air Force convinced him that a hearing would only make the populace think that UFOs were something to be concerned about. At this point the Congressman would usually commend the Air Force on its conduct of the matter, and decide not to hold hearings. 69/

One of these briefings was to a subcommittee, not to an individual Congressman. In 1958, the House of Representatives set up the Select Committee on Astronautics and Space Exploration (later Science and Astronautics Committee, now Science and Technology Committee) to deal with the emerging issue of space

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68/ Hynek, UFO Experience, op. cit., p. 180.

69/ See Jacobs, op. cit., chapter 7.

exploration. Rep. John McCormack (D-Mass.) chaired the Subcommittee on Atmospheric Phenomena and decided to hold week-long hearings on UFOs. On August 8, they called on Air Force chief science advisory Francis Arcier, Captain Gregory (head of Blue Book at the time), Majors Best and Byrne of Air Force Intelligence, and Majors Brower and Tacker of the Office Public Information. McCormack announced at the beginning of the session that it was not actually a hearing, and in fact no stenographer was present. Records cited by David Jacobs 70/ were apparently taken by the Air Force participants themselves and are not an official transcript of the meeting. 71/

By the end of the day, Congressman McCormack announced that he was satisfied with the Air Force's handling of the subject and no formal hearings would be necessary. The Air Force had once again averted publicity.

The reprieve did not last long, however, and in 1960 they were called to Capitol Hill again. David Jacobs reports that three committees, House Armed Forces, House Science and Astronautics, and Senate Preparedness, called for a briefing by the Air Force, under the chairmanship of "Congressman Smart." This is an error. Only staff members were present at the briefing, which negates much of the significance given by Jacobs to the briefing. He states that "congressmen for this first time had expressed dissatisfaction with the UFO program and had suggested steps to remedy the situation." In fact, Smart was a staff member of the House Armed Services Committee (not Armed Forces, and his first name is Robert, not Richard) and the other participants listed by

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70/ Jacobs, op. cit., p. 160-162.

71/ The late Dr. Charles Sheldon, who was Chief of the Science Policy Research Division, Congressional Research Service, Library of Congress from 1968 to 1979, served as Assistant Director of the Select Committee on Astronautics and Space and later as Technical Director of the permanent House Science and Astronautics Committee. He was present during this entire session and clarified aspects of Jacobs' account.

Jacobs (Spencer Beresford--not Bereford, Richard Hines, and Frank Hammill--not Hammit) were from the staff of the Science and Astronauctics Committee. Also, there is no indication that the Senate Preparedness Committee staff participated in this briefing, and Jacobs does not list anyone from that committee. 72/

Although the staff members were not as pleased with Air Force performance as Congressman McCormack had been, little was changed in Blue Book. By 1963 congressional interest had dropped considerably, and this lull continued through 1964.

Ninety-sixty-five was a different matter.

> For 17 years, 1947 to 1964, the UFO controversy raged within the confines of special interest groups--the Air Force on one hand and the private UFO organizations on the other. The press, public, and Congress became involved sporadically, but for them the subject of UFOs and the controversy over the phenomenon had only fleeting interest, . . . But the period from 1965 to 1967 marked a turning point in the controversy. Those who had been on the periphery of the controversy became actively engaged in it. The press, public, Congress, and the scientific community all entered the debate over UFOs. As a result, the Air Force finally gave up its near monopoly of the UFO study and asked a university to examine the phenomenon. 73/

By the close of 1965, ATIC had received 887 reports. The media began to report on UFOs again, raising public consciousness, and Hynek suggested that another panel of scientists review the situation and Blue Book's status. As a result, the Ad Hoc Committee to Review Project Blue Book was formed, headed by Dr. Brian O'Brien (its report was called the O'Brien Report).

72/ Dr. Sheldon, at the time of this session, was Technical Director for the Science and Astronautics Committee and again served as the source for the above material. Jacobs' version can be found on pages 176-179 of his book.

73/ Jacobs, op. cit., p. 193.

Joining O'Brien (a physicist) on the panel were: Dr. Launor F. Carter, psychologist, System Development Corporation; Dr. Jesse Orlansky, psychologist, Institute for Defense Analyses; Dr. Richard Porter, electrical engineer; Dr. Carl Sagan, astronomer and space scientist, Smithsonian Astrophysical Observatory; and Dr. Willis H. Ware, electrical engineer, the RAND Corporation. All but Sagan were members of the Air Force Scientific Advisory Board.

They met for only one day, February 3, 1966, reviewing the Robertson Panel report and being briefed by the then head of Blue Book, Major Quintanilla, and the staff of the Air Force's Foreign Technology Division (a newly formed division which took over UFO investigations). In March, the O'Brien group issued its report.

Their assessment of the situation was very similar to the Robertson findings. They stated again that the cases which remained unidentified did so only because of insufficient information to solve them, and cited the fact that even though hundreds of astronomers constantly watched and photographed the sky, they had not recorded any UFOs. They conceded that Blue Book's resources were very scarce (at that time only one officer, a sergeant, and a secretary were involved), but that effort was well organized.

Rather than suggest disbanding Blue Book, the O'Brien panel recommended that it be strengthened.

> . . . there is always the possibility that analysis of new sightings may provide some additions to scientific knowledge of value to the Air Force . . . the committee recommends that the present program be strengthened to provide opportunity for scientific investigation of selected sightings in more detail and depth than had been possible to date. 74/

74/ Special Report of the USAF Scientific Advisory Board Ad Hoc Committee to Review Project Blue Book. Condon, op. cit., p. 543.

d. The Condon Report and Termination of USAF Interest (1967-1969)

Following up on the O'Brien panel's recommendations was no easy matter. UFOs were not considered a subject worthy of investigation by many "impartial" scientists (a requirement on which the Air Force insisted and which ruled out such UFOlogists as Hynek and McDonald) or universities. The Air Force was turned down in turn by MIT, Harvard, the University of North Carolina and the University of California before the University of Colorado accepted the task. Some say that Colorado accepted only because they needed the Government contract, amounting to $500,000 by the time the project was finished. The requirement for matching funds was waived, so Colorado only had to put up $1.

They found a highly respected physicist, Dr. Edward U. Condon, to head the project, and debate is also rampant as to why he accepted the assignment. Many of his professional colleagues had turned it down, if for no other reason than lack of time to devote to it (and Condon himself only committed half-time). Condon stated that it was the appeal to his patriotic duty, since the Air Force requested him specifically to head the project, and after some discussion with colleagues, decided to say yes. He adds that "Had I known of the extent of the emotional commitment of the UFO believers and the extremes of conduct to which their faith can lead them, I certainly would never have undertaken the study." 75/

Along with Condon were principal investigators Stuart W. Cook (psychology), Franklin E. Roach (astrogeophysics), David Saunders (psychology), with William Scott (psychologist) listed as a co-principal investigator. Robert Low, Assistant Dean of the Graduate School acted as Project Coordinator, and five research

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75/ Condon, op. cit., 548.

associates were hired: Norman E. Levine (Ph.D., Engineering), Ronald I. Presnell (M.S., Engineering), Gerald M. Rothberg (Ph.D., Physics), Herbert J. Strentz (M.A., Journalism), and James E. Wadsworth (B.A., Behavioral Sciences).

The choice of Condon seemed to please both believers and non-believers, for they were convinced of his impartiality and willingness to take a stand against popular opinion. During the McCarthy era he had been branded a communist, and, rather than suffer quietly, demanded a hearing and kept the matter in front of the press. He was subsequently cleared. 76/

Shortly after the project began operating in October 1966, however, doubts began to emerge about its impartiality, and especially that of Condon. In January 1967 Condon stated in a speech that the Government should get out of the UFO business and the phenomenon itself had nothing to it. Future speeches and interviews provided much the same negative attitude. 77/ The situation was further aggravated in July 1966 when two of the project members, Saunders and Levine, discovered a memorandum written by Project Coordinator Low on August 9, 1966, shortly before the project got under way. In it, Low set down some thoughts on how the study should be conducted and wrote:

> Our study would be conducted almost exclusively by nonbelievers who, although they couldn't possibly prove a negative result, could and probably would add an impressive body of evidence that there is no reality to the observations. The trick would be, I think, to describe the project so that, to the public, it would appear a totally objective study, but, to the scientific community, would represent the image of a group of nonbelievers trying their best to be objective, but having an almost zero expectation of finding a saucer. 78/

76/ For a biographical sketch of Condon, see Saunders and Harkins, op. cit., p. 32-45.

77/ Jacobs, op. cit., p. 226-227.

78/ The memo was addressed to Dr. E. James Archer, Dean of the Graduate School, and Thurston E. Manning, Faculty Dean. Archer stated that he never

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Saunders and Levine were distressed by the suggestion of "tricks" and sent a copy of the letter to NICAP President, Donald Keyhoe. Keyhoe forwarded a copy to Dr. James McDonald, a UFOlogist from the University of Arizona, who referenced it in a January 1968 letter to Low. Low read McDonald's letter on February 6 and reportedly was furious. He took the matter to Condon who charged that Saunders and Levine had stolen the letter, and should not have sent it outside the project staff. The two were immediately fired for insubordination. Two weeks later, Low's Administrative Assistant, Mary Louise Armstrong, resigned stating that morale was very low within the project and the participants had no confidence in Low's leadership.

The full story of this incident was written up by John Fuller for Look magazine 79/ and created quite a stir within the academic community and Congress, although public reaction was subdued. NICAP and APRO, who had been providing the Condon staff with reports and preliminary investigations by their members as well as providing other valuable services, quit their support of the committee. In Congress, Representative J. Edward Roush (D-Ind.) organized hearings before the House Science and Astronautics Committee on UFOs, although the Condon committee itself was not reviewed, since it did not come within the committee's jurisdiction (see next section).

Condon stated that he was not aware of the memorandum's existence until the McDonald letter arrived in February 1968, well after the project was underway,

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(continued) saw the original memo and was unaware of it until brought to his attention by Roger Harkins. See Saunders and Harkins, op. cit., p. 194. Since the full text of this letter is difficult to obtain, and was such a controversial chapter in the Condon study, it is printed in full as Appendix C.

79/ Fuller, John G. Flying Saucer Fiasco. Look, v. 32, May 14, 1968: 58, 60-63.

and therefore it had no effect on its operation. 80/ Saunders himself had second thoughts about Condon's part in the letter. He had assumed that since Condon was mentioned, he had been aware of it, but admits that Condon might not have been and if he had known that, might have handled the situation differently. 81/ Some criticism may be due both Saunders and Levine for sending the letter to NICAP rather than the Air Force contract monitor.

As a result of the continuing dissension within the group, by the time they finished their study on June 1, 1968, a shadow of suspicion had already fallen over their final recommendations. This may have prompted Condon's decision to send the report to the National Academy of Sciences for review before publication, and the Academy gave the report its stamp of approval.

The NAS panel was comprised of 11 scientists without previous experience in the UFO field, and their review created nearly as much controversy as the report itself. They found that the scope, methodology and conclusions of the work were quite proper:

> In our opinion the scope of the study was adequate to its purposes: a scientific study of UFO phenomena.
>
> We think the methodology and approach were well chosen in accordance with accepted standards of scientific investigation.
>
> We concur with [the] evaluations and recommendations.
>
> We are unanimous in the opinion that this has been a very creditable effort to apply objectively the relevant techniques of science to the solution of the UFO problem. . . . While further study of particular aspects of the topic (e.g., atmospheric phenomena) may be useful, a study of UFOs in general is not a promising way to expand scientific

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80/ Condon, op. cit., p. 550. Note that he says the memo was dated Aug. 10, although the actual date seems to be Aug. 9.

81/ Saunders and Harkins, op. cit., p. 195.

> understanding of phenomena. On the basis of present knowledge the least likely explanation of UFOs is the hypothesis of extra-terrestrial visitations by intelligent beings. 82/

The main conclusion of the Condon report, as stated by Condon in his summary, is:

> Our general conclusion is that nothing has come from the study of UFOs in the past 21 past years that has added to scientific knowledge. Careful consideration of the record as it is available to us leads us to conclude that further extensive study of UFOs probably cannot be justified in the expectation that science will be advanced thereby. 83/

A page later, however, he adds:

> Scientists are no respecters of authority. Our conclusion that study of UFO reports is not likely to advance science will not be uncritically accepted by them. Nor should it be, nor do we wish it to be. For scientists, it is our hope that the detailed analytical presentation of what we were able to do, and of what we were not able to do, will assist them in deciding whether or not they agree with our conclusions. Our hope is that the details of this report will help other scientists in seeing what the problems are and the difficulties of coping with them. . . .
>
> Therefore we think that all of the agencies of the Federal Government, and the private foundations as well, ought to be willing to consider the UFO research proposals along with the others submitted to them on an open-minded, unprejudiced basis. While we do not think at present that anything worthwhile is likely to come of such research each individual case ought be carefully considered on its own merits. 84/

Hynek calls this a "masterpiece of throwing a scrap of political meat to the critic dogs. A more insincere statement can hardly be imagined, and surely Dr. Condon, master in the politico-scientific world, would be the first to recognize it as such." 85/ Whether Condon actually was being devious, or if he simply

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82/ Review of the University of Colorado Report on Unidentified Flying Objects by a Panel of the National Academy of Sciences, 1969.

83/ Condon, op. cit., p. 1.

84/ Condon, op. cit. p. 2-3

85/ Hynek, UFO Experience, op. cit., p. 193.

wanted to call attention to the fact that his was only one committee and anyone can make mistakes, is a matter of opinion.

Besides finding fault with the cases that were chosen to be studied (some claim that since most were recent cases, no trends could be established) and the scientific methodology involved, criticism seemed to center around Condon's participation in the study. Of 23 chapters, he wrote only one, which dealt with the historical aspects of Air Force involvement. He wrote the summary and conclusions, but they did not always seem consistent with what the other participants wrote in the rest of the book.

> To understand the Condon report, which is difficult to read, due in part to its organization, one must study the bulk of the report. It is not enough to read summaries, such as those by Sullivan and by Condon, or summaries of summaries, on which the vast majority of readers and news media seem to rely. There are differences in the opinions and conclusions drawn by the authors of the various chapters, and there are differences between these and Condon's summary. Not all conclusions contained in the report itself are fully reflected in Condon's summary.
>
> Condon's chapter, 'Summary of the Study,' contains more than its title indicates: it disclosed many of his personal conclusions. Making value judgments was no doubt one reason why Condon was asked to handle the project. One is happy to obtain the judgment of so experienced and respected a man; but one need not agree with it. 86/

In effect, although there were many critics of the Condon report in the scientific community, the general public apparently accepted the Condon conclusion that there was no value in continuing a study of the problem. The Air Force used this reasoning to cancel Project Blue Book in December 1969, and since then has had no official interest in the subject. The Condon Report is, at the very least, an extensive reference work on UFOs.

86/ UFO: An Appraisal of the Problem. A Statement by the UFO Subcommittee of the AIAA. Astronautics and Aeronautics, Nov. 1970: 46.

3. Congressional Interest

Due perhaps to the controversial nature of subject, Congress has been somewhat reluctant to get into the practice of making statements or holding hearings related to unidentified flying objects. National interest was so acute in the 1960s, however, that two committees of the House of Representatives did hold hearings to learn more about the matter and to quell concerns of their constituents. The first was in 1966 by the Armed Services Committee, the second in 1968 by the Science and Astronautics Committee. Their purpose was to serve as a forum, not to solve the question.

a. House Armed Services Committee Hearings (1966).

As might be assumed from the committee's name, the main interest of its hearings was Air Force involvement in UFOs from Project Sign through Project Blue Book. The only witnesses called were from the Air Force: Secretary Harold Brown (accompanied by General McConnell), Major Hector Quintanilla, Jr., and Dr. J. Allen Hynek, consultant to the Project.

In his testimony, Secretary Brown explained the methods used by the Air Force to study UFO reports and announced that of 10,147 cases reported from 1947-1965, identifications had been made of 9,501. He noted that although the Air Force had not identified any national security threat or any evidence of extraterrestrial vehicles, they would continue to investigate reports with an open mind.

In a special report of the U.S. Air Force Scientific Advisory Board Ad Hoc Committee to Review Project Blue Book (the O'Brien Report), submitted with the Secretary's testimony, the statement was made that the 646 unidentified sightings

"are simply those in which the information available does not provide an adequate basis for analysis." 87/

The report went on to suggest that the Air Force increase the resources made available, so scientific investigation of selected sightings could be subjected to this study. The reports would be available upon request and given wide unsolicited circulation among Members of Congress and other public persons.

When asked by the chairman of the Armed Services Committee if anyone thought UFOs were from outside the solar system, Secretary Brown responded:

> I know of no one of scientific standing or executive standing or with a detailed knowledge of this, in our organization who believes that they come from extraterrestrial sources. 88/

Dr. Hynek was the next to testify and in response to an accusation that he was an Air Force "puppet" on the subject, he read a statement "which has certainly not been dictated by the Air Force."

Admitting that during his 20 years of association with UFOs, the subject seemed "utterly ridiculous . . . like some fad or craze [that] would subside in a matter of months," Hynek announced that he had chosen 20 cases, still unidentified, for further study to illustrate that no one was hiding the fact that there were still unsolved cases. He also repeated a recommendation he had been making for 13 years that Project Blue Book could not study the reports as closely as was needed and that a civilian group should be appointed.

In questioning from the committee, Rep. Nedzi (D-Mich.) asked about sightings in other countries and when told the Air Force dealt with U.S. sightings

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87/ U.S. Congress. House. Committee on Armed Services. Unidentified Flying Objects. Hearings, 89th Cong., 2nd Sess., Apr. 5, 1966. Washington, U.S. Govt. Print. Off., 1966. p. 5995.

88/ Ibid., p. 6005.

only and no one in the other countries was investigating UFO reports, he suggested that there be an exchange of ideas among U.S. and other scientists. The Chairman said an international effort would not broaden the basic data base and might degrade the quality of data, considering the difficulty encountered in getting details in this country.

In general, the Members of the committee expressed disbelief in extraterrestrial vehicles and confidence in the Air Force and Dr. Hynek. Rep. Hebert (D-La.) asked if Dr. Hynek had conferred with Ray Walston on the matter (Mr. Walston portrayed a Martian on a television show at that time.)

b. House Science and Astronautics Committee Hearings (1968)

Despite the reassurance given by the Armed Services Committee, the controversy over UFOs continued and in 1968 another set of hearings was conducted, this time by the House Science and Astronautics Committee. These proceedings were the opposite of the 1966 hearings in that not only were no Air Force witnesses called, but the other witnesses were not allowed to comment on Project Blue Book at all, since the committee did not feel Air Force activities came under their jurisdiction. 89/

Six men presented testimony and six others prepared statements for the record. Due to space limitations, only the oral testimony will be summarized below, although the other six statements are recommended to the reader, as important to a more complete understanding.

89/ U.S. Congress. House. Committee on Science and Astronautics. Symposium on Unidentified Flying Objects. Hearings, 90th Cong., 2nd Sess., July 29, 1968. Washington, U.S. Govt. Print. Off., 1968: p. 2.

DR. J. ALLEN HYNEK, DEPARTMENT OF ASTRONOMY, NORTHWESTERN UNIVERSITY

Emphasizing that he was appearing "as a private citizen and scientist and not a representative of the Air Force" Hynek again explained that although he originally held no interest in the subject, his official involvement with UFOs eventually led to an acute interest in certain of the reports.

Although some reports are obviously misunderstandings of natural phenomena, some contain information not readily explainable and of scientific interest. Hynek asked "By what right can we summarily ignore [witnesses'] testimony and imply that they are deluded or just plain liars? Would we so treat these same people if they were testifying in court, under oath, on more mundane matters?" 90/

Hynek pointed out that the most crucial problem for a scientist examining the subject is the lack of hard-core data. "His publicly available source material is almost certain to consist of sensational, undocumented accounts of what may have been an actual event." 91/

He also pointed out several misconceptions about UFOs: that only UFO buffs report sightings; that they are never reported by scientifically trained people; they are never seen at close range; they have never been detected by radar; and they have never been recorded by scientific cameras. 92/ All of these statements are untrue.

Stating that "I do not feel that I can be labeled as a flying saucer 'believer'--my swamp gas record in the Michigan UFO melee should suffice to quash any such idea--but I do feel . . . signals continue to point to a mystery that needs to be solved," he made the following recommendations:

90/ Ibid., p. 5.

91/ Ibid., p. 6.

92/ Ibid., p. 13.

1. That Congress establish a UFO Scientific Board of Inquiry to study those cases that come under his definition of UFO [see chapter 1 of this report];

2. That the United States seek the cooperation of the United Nations to set up means for international exchange of information on UFOs.

PROF. JAMES E. MCDONALD, DEPARTMENT OF METEOROLOGY, UNIVERSITY OF ARIZONA

Prof. McDonald explained that his intense interest in UFOs began with a visit to the Project Blue Book offices at Wright-Patterson Air Force Base in 1966. In the two intervening years "I have interviewed several hundred witnesses in selected cases, and I am astonished at what I have found." 93/ He was called by the committee to discuss witnesses because of his expertise in the area, both in the United States and abroad.

He pointed out that, contrary to public opinion, those who report UFOs are not usually interested in notoriety. For example, in Australia "People are quite unwilling to tell you about a UFO sighting, afraid acquaintances would think they have 'gone around the bend,' as the Australians put it. Over and over you encounter that. People are reluctant to report what they are seeing." 94/

> Another characteristic . . . is the tendency . . . to turn first not to the hypothesis that he is looking at a spaceship, but rather it must be an ambulance . . . or that is a helicopter. . . . There is a conventional interpretation considered first, only then does the witness get out . . . and realize the thing is stopped in mid-air and is going backwards. 95/

McDonald also referred to the fluctuating nature of sightings or waves, and suggested it is only because the media do not put the reports on the wire services

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93/ Ibid., p. 18.

94/ Ibid., p. 20.

95/ Ibid., p. 21.

with any regularity. He cites a recent case with over 100 witnesses that received only a short column in a local newspaper. "The ridicule lid keeps these out of sight."

McDonald next turned his attention to a recently espoused theory by Philip Klass that UFOs were in fact ball lightning, a physical phenomenon. He pointed out that during Project Grudge the Air Force concluded that "ball lightning doesn't come near to explaining these sightings" and agreed with that assessment:

> One of the most characteristic features of a plasma is its very short lifetime and exceedingly great instability. . . . To suggest that clear weather conditions can somehow create and maintain plasmas that persist for many minutes, and fool pilots with 18,000 flight hours into thinking that they are white- and red-domed discs . . . is unreasonable. 96/

He concluded that "UFOs are entirely real and we do not know what they are . . . The possibility that these are extraterrestrial devices, that we are dealing with surveillance from some advanced technology, is a possibility I take very seriously." He emphatically agreed with Hynek's recommendations for a broad based study and international cooperation. In his written statement he elaborated upon his oral testimony and cited many cases where there was radar contact, multiple witnesses, daylight sightings, etc. to dispel the misconception that these had never occurred.

DR. CARL SAGAN, ASSOCIATE PROFESSOR OF ASTRONOMY, CENTER FOR RADIOPHYSICS AND SPACE RESEARCH, CORNELL UNIVERSITY

Dr. Sagan was asked to testify on the possibility of extraterrestrial life (see chapter 3). He is a leading proponent of extraterrestrial intelligence and leading skeptic about UFOs being spaceships piloted by other beings.

96/ Ibid., p. 26.

He went through an explanation of how difficult it would be for other civilizations to detect life on Earth, and of communicating with other civilizations in the universe if, in fact, they do exist. (For further information on this subject, see Possibility of Intelligent Life Elsewhere in the Universe, House Committee on Science and Technology, October 1977).

Sagan stated that there is nothing in physics to prevent interstellar travel, although we can't possibly know all the problems that might be involved. He does request "extremely convincing evidence of an advanced technology in a UFO" before he can accept it, though. He stated that he has always kept an open mind, but there are many emotional factors in what makes believers and non-believers.

> There are individuals who very strongly want to believe that UFOs are of intelligent extraterrestrial origin . . . things are so bad down here, maybe somebody up there will come and save us from ourselves. . . . There are also predisposing emotional factors in the other direction; people who very much want to believe UFOs are not of extraterrestrial origin, because that would be threatening to our conception of us as being the pinnacle of creation. 97/

Sagan feels that in order to justify an investigation on the order of that suggested by Hynek, harder evidence is required, even though the study would probably aid the studies of atmospheric physics and psychology. He recommended that if Congress was truly interested in studying extraterrestrial life, it should support the Mariner and Voyager programs of the National Aeronautics and Space Administration, and the radio astronomy programs of the National Science Foundation, rather than UFOs.

DR. ROBERT L. HALL, DEPARTMENT OF SOCIOLOGY, UNIVERSITY OF ILLINOIS

Dealing with UFOs from a purely socio-psychological basis, Hall began by examining mass hysteria. He believes that some cases definitely result from "hysterical contagion."

97/ Ibid., p. 91.

> Once people are sensitized to the existence of some kind of phenomenon . . . where there is an ambiguous situation requiring explanation, when there is emotion or anxiety associated with this, resulting from the uncertainty, there [sic] are precisely the conditions that have been observed repeatedly as resulting in what I shall call 'improvised news.' 98/

He cited several factors in determining whether hysterical contagion would be at issue: reputation of the witnesses; quality and details of the report; if there are motives for distortion or prevarication; if there is preexisting knowledge of whatever is being reported; if there were multiple witnesses; if observation was through more than one medium (visual as well as radar, for example); and so forth. He concluded that some cases looked very good in relation to the above criteria, and that therefore all UFO sightings cannot be attributed to hysterical contagion. He also noted that assimilation (trying to explain the event in conventional terms before reaching the conclusion it is a UFO) is contrary to hysterical contagion in which people want to see strange objects.

Hall concluded that in the hard-core cases "hysterical contagion is highly improbable."

DR. JAMES A. HARDER, ASSOCIATE PROFESSOR OF CIVIL ENGINEERING, UNIVERSITY OF CALIFORNIA AT BERKELEY

Dr. Harder was called as a witness to discuss propulsion systems necessary for interstellar travel and the types of maneuvers allegedly seen by witnesses. In Harder's opinion, "on the basis of the data and ordinary rules of evidence, as would be applied in civil or criminal courts, the physical reality of UFOs has been proved beyond a reasonable doubt." 99/

98/ Ibid., p. 101.

99/ Ibid., p. 113.

With that as a basis, Harder discussed possible propulsion systems that could accomplish incredible maneuvers at high speeds and without noise, since many reports did not include noise as a factor. A 1960 California case was used as an example. The UFO was observed by two police officers and an applied chemist from the University of California. The chemist noted that when he viewed the object through his polarized glasses, a series of rings appeared around it. Harder concluded that this was due to atmospheric disturbances from a magnetic field type of propulsion system.

He did remark that at that time the use of magnetic fields for propulsion was impossible, since each time a north pole is created, a south pole is as well, thus cancelling out any advantage. He therefore suggested that UFOs might use gravitational fields in some way of which we are not aware. His conclusion was that the study of UFOs might prove valuable for our civilization. "In the UFO phenomena we have demonstrations of scientific secrets we do not know ourselves. It would be a mistake, it seems to me, to ignore their existence."

Discussion then turned to what was thought to be a piece of a UFO discovered in Brazil. After many tests in that country and the United States, the material was found to consist of unusually pure magnesium. Harder thought that if other pieces of spaceships were searched for, they might easily be found. No concerted effort was being made, however, which substantially decreased the probability of success. He suggested a three point program for obtaining more scientific data of UFOs:

1. Establish an early warning network;
2. Put together instrument packages that could be shipped to a UFO site on short notice;
3. Cooperate with the Air Force for logistics and high speed transport of these packages.

DR. ROBERT M. L. BAKER, JR., SENIOR SCIENTIST, COMPUTER SCIENCE CORPORATION AND DEPARTMENT OF ENGINEERING, UNIVERSITY OF CALIFORNIA AT LOS ANGELES

Beginning his testimony on semantical grounds, Dr. Baker cited a preference for the term "anomalistic observational phenomena" (AOP) rather than unidentified flying objects for the sake of clarity. Some "UFOs" are not reported to fly at all, and whether they are "objects" or not is still in question.

He then recounted the history of his interest in AOPs beginning in 1954 while he was with Douglas Aircraft Company. He viewed several films sent to Douglas by the Air Technical Intelligence Center for analysis, and became convinced that the objects photographed were not natural phenomena.

Baker then described the problems involved in collecting data that could be used for computer analysis, citing a lack of sensor equipment and systems. He worked only with hard data, such as permanent photographs, rather than soft data such as eyewitness accounts. Therefore, sensitive radar capable of tracking AOPs is crucial. A list of available tracking setups yielded only one which Baker considered adequate, but could not discuss it due to its confidential nature.

Although he felt the phenomena were not natural, he was not willing to say they were extraterrestrial either, and advocated a research program.

> Personally, I feel that it is premature for me to agree that the hard and soft data forces the scientific community to give overriding attention to the hypothesis that the anomalistic observations arise from manifestations of extraterrestrial beings . . . The potential benefit of such a research project to science should not hinge solely on the detection of intelligent extraterrestrial life, it should be justified by the possibility of gaining new insights into poorly understood phenomena, such as ball lightning. . . . 100/

100/ Ibid., p. 132.

He recommended setting up an interdisciplinary task force to obtain hard and soft data supported by a sensor system designed expressly for that purpose, possibly a phased array radar. In addition, a space-based long-wave-length infrared surveillance sensor system should be set up. He also suggested "technological and behavioral pattern forecasting" studies to assess what extraterrestrial life might be like, and that a study be made of the psychiatric/medical problems of determining witness credibility.

Written Statements

As mentioned above, written statements were provided by six other persons. The respondents were:

Dr. Donald Menzel, Harvard College Observatory

Dr. R. Leo Sprinkle, Division of Counseling and Testing, University of Wyoming

Dr. Garry C. Henderson, Senior Research Scientist, Space Sciences, General Dynamics

Mr. Stanton T. Friedman, Westinghouse Astronuclear Laboratory

Dr. Roger N. Shepard, Department of Psychology, Stanford University

Dr. Frank R. Salisbury, Head, Plant Science Department, Utah State University

4. Private Organizations

Although official responsibility for UFO investigations was charged to the U.S. Air Force, many felt the issue was not receiving enough serious attention and therefore formed their own organizations. These have played an important role in the study of UFOs since 1952, when the first was formed in this country, and their importance expanded when Project Blue Book was disbanded in 1969. They are now the only places to which one can report a sighting with any expectation of having it investigated.

Over the years a large number of these groups have come and gone, both in the United States and abroad. A few of the larger groups are described below.

a. APRO

The Aerial Phenomena Research Organization was the first private UFO group formed in the United States. Founded in 1952 by a Wisconsin couple, Coral and Jim Lorenzen, APRO claims approximately 3,000 members. The membership rolls have varied substantially over the 31 years of APRO's operation, with the low point coming just after the Condon Report was issued. As its membership diminished, APRO redirected its efforts from collecting reports to computerizing, synthesizing, and analyzing the reports themselves. To facilitate this, they set up groups of scientific consultants in fields such as metallurgy, plant pathology, and psychiatry. Their 45 consultants are listed under four categories: biological sciences, medical sciences, physical sciences, and social sciences.

APRO publishes a monthly newsletter, APRO Bulletin, and occasionally sponsors symposia and publishes their proceedings. The Lorenzens have written several books, separately and jointly. APRO can be contacted at 3910 E. Kleindale Rd., Tuscon, Arizona 85712; Telephone: (602) 793-1825.

b. AFSCA

Amalgamated Flying Saucer Clubs of America is primarily interested in extraterrestrial contacts, and disseminates descriptions of the experiences of persons who were allegedly contacted by extraterrestrial beings and books dealing with UFOs. Its publication, Flying Saucers International, appeared between 1956 and 1970. The group can be contacted at P.O. Box 39, Yucca Valley, California 92284.

c. CUFOS

Organized in late 1973, the Center for UFO Studies (CUFOS) is quite unlike either of the above organizations. Rather than a membership group, CUFOS is a core of 26 scientists concerned about UFOs and willing to spend some of their time investigating and debating the issue. It was founded by Northwestern University astronomer J. Allen Hynek, who has figured prominently throughout this report as someone who has been involved with UFOs since 1948. He set up CUFOS with the following purposes: (1) To be a place to which persons can report UFO experiences without fear of ridicule, and with the knowledge that their reports will be given serious scientific attention; (2) To pursue a vigorous study of such reports; (3) To be a source of reliable information to schools, universities, scientific organizations, and the general public; (4) To assist and guide in the international study of the phenomenon; and (5) To aid in coordinating the efforts of the researchers.

The board is assisted by field investigators from the Mutual UFO Network (see below). CUFOS keeps a computerized list of UFO cases that are reported to them, as well as others from the past, and has over 50,000 cases on record. They operate a toll free number for police departments across the Nation, so that a UFO sighting can be passed on from the reporter, to the local police, to CUFOS for possible investigation. Some 80 percent of the cases can be explained as natural phenomena, but those that remain unidentified are subject to further investigation.

A tax-exempt, non-profit organization, CUFOS operates on donations from individuals who are also interested in having UFO cases investigated. Contributors receive the bimonthly International UFO Reporter and/or CUFOS Associate Newsletter, as well as information on books in the field that can be purchased through CUFOS. Technical papers are published in The Journal of UFO Studies

(1979 and 1980 annual issues have appeared thus far). For further information, contact: Center for UFO Studies, P.O. Box 1621, Lima, Ohio 45802; Telephone: (419) 223-2531.

d. CSICOP

The Committee for the Scientific Investigation of Claims of the Paranormal (CSICOP) "attempts to encourage the critical investigation of paranormal and fringe-science claims from a responsible, scientific point of view and to disseminate factual information about the results of such inquiries . . ." CSICOP was formed in 1976 and regards UFOs with skepticism. Critical articles about UFOs and reviews of books, films, and other releases dealing with UFOs appear in the committee's journal, The Skeptical Inquirer. In 1977, the UFO Subcommittee was formed "to provide the public and the news media with authoritative, no-nonsense information on Unidentified Flying Objects. . . ." The CSICOP/UFO Subcommittee may be contacted at 1341 Poe Lane, San Jose, California 95130.

e. The Fund

The Fund for UFO Research was organized in 1979 "to seek public support and to channel money into worthwhile [research] projects that show promise of dispelling myths and/or acquiring reliable scientific information [about UFOs]." The Fund seeks scientific data "that will help to evaluate current theories or provide the basis for new ones." At the present time, the Fund is supporting lawsuits to obtain the release of additional documents about UFOs under the Freedom of Information Act. The Fund, among other projects, supported a psychological study of UFO witnesses who claim to have been abducted by alleged alien

beings, a computer study of UFO reports in Great Britain, and a slide/tape presentation on the subject of UFOs for libraries, schools, and community groups. The Fund's address is Box 277, Mount Rainier, Maryland 20822.

f. MUFON

The Mutual UFO Network was formed on May 31, 1969 to answer four questions about UFOS: are they extraterrestrial craft, and if so, what is their method of propulsion, where do they come from, and what can we learn from the beings that pilot them? The organization is divided into three levels of directors: the overall coordinator, International Director Walter Andrus; State Directors; and State-Section Directors. Membership is only by invitation by one of these directors, so that "only qualified, competent, and sincere people may become involved." Currently there are 1,000 such members.

When J. Allen Hynek set up the Center for UFO Studies (see above), MUFON volunteered the services of its 800 field investigators to support the Center's efforts. MUFON publishes the monthly MUFON UFO Journal, as well as the proceedings from its annual MUFON Symposia. In 1971, they prepared a Field Investigator's manual for studying UFOs, which was updated in 1975 and again in 1982 by Raymond E. Fowler.

MUFON can be contacted at 103 Oldtowne Road, Seguin, Texas 78115; Telephone: (512) 379-9216. For subscriptions to MUFON UFO Journal, write: 26 Edgewood Drive, Quincy, Illinois 62301.

g. NICAP

The National Investigations Committee on Aerial Phenomena was formed in 1956 by Major Donald Keyhoe, who believes in the extraterrestrial hypothesis, and was convinced that the Air Force was waging a conspiracy against him

(which reportedly can be substantiated to some extent). For many years, NICAP's main interest was collecting UFO reports and investigating a small number of them, although it did not draw definitive conclusions. Its stated goals were "scientific investigation and research of reported unidentified flying objects, and encouragement of full reporting to the public by responsible authorities of all information which the government has accumulated."

NICAP was originally headquartered in Washington, D.C., but later moved to the Maryland suburbs. In 1973, Keyhoe retired in favor of John Acuff. In 1982, NICAP elected a new Board of Directors which consisted of three individuals who are also members of the board of CUFOS. The relationship with Acuff was terminated, and NICAP's files were transferred to Glenview, Illinois, near CUFOS, to facilitate access to the material by UFO researchers.

For many years, NICAP published a monthly newsletter, UFO Investigator, which ceased duplication in 1980. Other NICAP documents include The UFO Evidence (1964) and UFOs: A New Look (1969) in which the House Science and Astronautics Committee hearings are summarized and analyzed. NICAP can be reached by writing to P.O. Box 607, Lima, Ohio 45804.

h. VISIT

The Vehicle Internal System Investigative Team focuses its efforts on the scientific and engineering study of the internal systems of unidentified space vehicles and of the physiology of the beings which occupy these vehicles. The data come from transcripts of conversations between psychologists or case investigators and alleged abductees, follow-up conversations with alleged abductees, medical analysis of injuries sustained by witnesses during close encounters with UFOs, and other sources. VISIT has catalogued 86 alleged abduction cases.

Members of this group have published articles in The Unexplained Mysteries of Mind Space & Time, a British weekly, the MUFON UFO Journal, and the Rosicrucian Digest.

VISIT's address is P.O. Box 877, Friendswood, Texas 77546.

i. Others

The following additional organizations collect and offer to provide various UFO-related information:

Society for the Investigation of the Unexplained, P.O. Box 265, Little Silver, New Jersey 07739

Space and Unexplained Celestial Events Society (SAUCERS), Box 2228, Clarksburg, West Virginia 26301

UFO Information Retrieval Center, P.O. Box 57, Riderwood, Maryland 21139

B. NON-U.S. REPORTS AND INTERNATIONAL COOPERATION

As mentioned previously, most sightings prior to 1947 took place in Europe--only the 1896 airship wave became an important chapter in U.S. UFO history. The first part of this chapter has dealt with U.S. sightings only, but the United States certainly was not the only country to experience the phenomena. UFOs have been seen in countries as scattered as France, Australia, Scandinavia, Spain, and New Guinea. A comprehensive study of UFOs around the world would require far too much space for this report, so only a few countries will be discussed below.

1. Brazil

Many skeptics have said that the only way they could accept the extraterrestrial hypothesis would be if they could see a UFO and examine first hand pieces of it to determine if it could be made on Earth. Thus, a great deal of excitement occurred in 1957 when a UFO allegedly exploded over Ubatuba, Brazil. Some of the fragments were picked up and given to APRO representative Dr. Olava Fontes. He took them to the Mineral Production Laboratory in the Brazilian Agricultural Ministry and some pieces later found their way to the U.S. Air Force for analysis. The results showed a very high grade magnesium, and original claims held that it was purer than anything made on Earth, and therefore came from outer space.

The U.S. tests, however, showed that although the sample was indeed very pure, it was no more so than some samples made by Dow Chemical Company. The most interesting fact they found was that impurities that were present differed from the Dow samples. In particular, the percentage of strontium (Sr) was very high, and Dow said they did not put any Sr in their commercial samples. Further investigation by the Condon committee revealed that since 1940, experiments had been made with magnesium, and samples containing from 0.1 percent to 40 percent Sr had been produced. They thus concluded that in 1957 technology was available to make that type of magnesium, and no reason existed for believing that it came from another world. 101/ Later, two APRO metallurgists Drs. Walter Walker and Robert Johnson, found that the metal was solidified in such a way that the grains run in one direction. They claim that no studies of directional graining took place before 1957, so the origin of the fragment is still in question. 102/

101/ Condon, op. cit., p. 94-97. See also Saunders and Harkins, op. cit., p. 170-174, and Dr. James Harder in Symposium on Unidentified Flying Objects, op. cit., p. 120.

102/ Kettlekamp, Larry. Investigating UFOs. New York, William Morrow, 1971. p. 38-39.

Another UFO case took place in Brazil five years earlier near Rio de Janeiro and again was reported by Dr. Fontes. According to the official report, a press photographer and reporter from O Cruzerio magazine were on assignment at 4:30 p.m. on May 7, 1952 and suddenly saw what appeared to be an airplane flying sideways. The photographer took five pictures in about 60 seconds. The Brazilian Air Force analyzed the photographs and concluded that due to the distances and altitudes involved, it could not be a hoax.

When the Condon staff investigated the case (although they say they did not look into it thoroughly since all they had was third hand reports) they found an inconsistency first pointed out by Donald Menzel and L. G. Boyd. In one of the frames (plate 20 of the Condon Report), the disc is illuminated from the left, while the hillside is illuminated from the right. Menzel and Boyd labeled the case a hoax, while the Condon Report would only go so far as to state that an internal inconsistency existed which left the case open.

2. Soviet Union

Dr. Feliks Yu. Zigel of the Moscow Aviation Institute appears to be the leading proponent of UFOs in the Soviet Union. In 1968, he published one of the first Soviet articles on UFOs to appear in the West in Soviet Life, a Soviet magazine published for consumption in the United States. In that article he described several USSR sightings; one of them is presented below:

> Not one but several reports came from astronomers at the Mountain Astrophysical Station, USSR Academy of Sciences, 12 miles from Kislovodsk, Caucasus.
>
> In July 1967, the station received letters from local newspapers reporting the flight of a strange reddish crescent across the sky at 9:20 p.m. on July 17.
>
> In the very early morning of July 18, 1967, astronomer H. I. Potter . . . noticed a strange formation against a clear starry sky at 2:50 a.m. Moscow time. A white cloud appeared in the northeast at

> an elevation of about 20 degrees. Its diameter was twice as long as that of the Moon but its nose was several times less bright.
>
> The cloud itself had a dense milky-white color, with a rosy-red nucleus clearly discernible near its northern end. The cloud expanded and grew paler. A few minutes later the white cloud dispersed completely, but the reddish nucleus remained. . . .
>
> At 8:40 p.m. on August 8, 1967, at the same Mountain Station astronomer Anatoli Sazanov observed an unfamiliar flying object. It was shaped like an asymmetrical crescent with its convex side turned in the direction of its movement. Narrow, faintly luminous ribbons resembling the condensation trail of a jet plane followed behind the horns of the crescent. Its diameter was two-thirds that of the Moon, and it was not as bright. It was yellow with a reddish tinge. 103/

One of the most fascinating events that has occurred in recorded history is the Tunguska (or Tungusky) meteorite that landed in Siberia in 1908. Although many call it a meteorite, in actuality, no one knows for certain what it was.

In broad daylight on June 30, 1908, hundreds of people saw an object crash into the Siberian woods near the Tunguska River. Trees were flattened within a 40 mile radius of the center of the impact with their "tops pointing radially away from the epicenter. Witnesses felt intense heat on their skin. Metal objects near the impact point were melted. . . . Barometric waves circled the globe. Magnetic disturbances were reported on many continents. The energy released . . . is estimated between 10^{16} and 10^{17} joules (the energy range of hydrogen bombs)." 104/

No crater has ever been discovered from the impact, and some suggest that the object exploded up to 10 kilometers above ground, while others say a crater did form, but was immediately filled with water. 105/

103/ Zigel, Felix. Unidentified Flying Objects. Soviet Life, Feb. 1968: 28.

104/ Condon, op. cit., p. 746.

105/ Hobana, Ion and Julien Weverbergh. UFOs from behind the Iron Curtain. London, Souvenir Press, 1972. p. 7.

The Condon Report lists five suggested explanations, two dealing with comet impact, two with meteor impact, and the fifth proposing an antimatter meteoroid. They conclude that it was probably a comet, although they admit the antimatter hypothesis is extremely intriguing. In 1968, Zigel suggested yet another hypothesis which the Condon group did not include: an extraterrestrial craft exploded. He stated that if it had been a comet, it would have been noticed by astronomers long before it impacted Earth, and also contended that the object changed course shortly before impact; a comet would not do this. Thus he concluded it was a UFO, but as mentioned earlier, the case is not yet closed.

UFOlogists in the Soviet Union face many of the same problems as their American counterparts, and perhaps even more. There are no private organizations such as APRO and NICAP, and their Air Force (as far as we know) had nothing similar to Blue Book, which at least served as a collecting point for reports.

> The fact that Russia kept quiet about UFOs until the 1960s has its reasons. First of all the Russian authorities just after the Second World War (the Cold War period) felt that UFO reports whether from abroad or originating at home had to be linked with psychological warfare tactics since these 'mysterious' and excited accounts were looked upon as likely to have the sole purpose of creating unrest and fear amongst the people. The second cause . . . is that the Russian authorities, just like the colleagues in the West, did not know what to do apart from debunking all such accounts or hushing them up. For this reason Dr. Donald Menzel's book written in the U.S. in 1953 was published in large numbers in a Russian translation only in 1962. . . . Menzel's book has been fiercely attacked, yet in Russia it enjoys more 'respect' than was ever bestowed on him in his homeland. 106/

The parallel between official Soviet reaction and that in America is amazingly close. Just as happened with the foo fighters during World War II, in which the three major countries all had reports and all assumed they were enemy weapons, Soviet reaction to UFOs was much the same as ours.

106/ Ibid., p. 23.

In effect it can be said that the UFO situation in the Soviet Union appears to be about the same as in this country. The populace and some scientists are interested, but there is no official support. In this regard the United States is in a better situation, for the freedom of the press provision in the Constitution allows for many publications on the subject. In the Soviet Union, without government approval, little is written and the issue does not receive such wide publicity. Both sides are heard, however, and six months after Zigel's work appeared in Soviet Life, the opposing viewpoint was given in Soviet Science in the News.

> . . . three outstanding Soviet scientists, E. Mustel', D. Martynov and V. Leshkovstev, state there are no new facts to support the existence of UFOs. Astronomers, they say, do not see them, scientists who study the Earth's atmosphere do not see them, and the antiaircraft defense forces do not see them. All objects passing over Soviet territory are recognized either by scientists or by the defense forces. The three go on to say that if there really are UFOs, scientists would have been the first to obtain necessary information about them. The Bureau of the Division of General and Applied Physics of the Academy of Sciences recently heard a report . . . that the UFO craze has all the earmarks of 'antiscientific sensation,' and that these conjectures 'have no scientific foundation whatever, and that the observed objects have a very well-known nature.' 107/

Again the similarities are astounding. Zigel quotes cases from astronomers who have seen UFOs and the opposing statement is that astronomers do not see them.

On September 20, 1977, unusual phenomena were observed over Petrozavodsk, capital of the Soviet Republic of Karelia, located about 100 miles northeast of Leningrad. Uncharacteristically, TASS released detailed information about this

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107/ Russian UFOs. Soviet Science in the News. As translated and published by Electro-Optical Systems, Inc., Pasadena, California, 1967. No page number provided.

event, which was then carried by Western newspapers and journals. 108/ In subsequent newspaper and journal articles, James Oberg, an employee of McDonnell Douglas Astronautics Co., offered the explanation that the spectacular phenomena were caused by the rocket booster of Kosmos 955, a military satellite which was launched at that time from the Soviet launch site near Plesetsk, east-northeast from Petrozavodsk. 109/

More recently, members of the UFO Subcommittee of CSICOP correlated various UFO sighting reports from the USSR, Argentina, and Brazil with specific launches of Soviet military satellites of the Kosmos series which had been launched from Plesetsk. 110/

Although the existence and location of the Plesetsk launch site has been publicly known in the West since 1965 (based primarily on the research of Geoffrey Perry, head of England's Kettering Group of amateur satellite trackers), the Soviets only officially acknowledged its existence in June 1983. At that time, they commented that launches from Plesetsk had made "a substantial contribution to the legend of flying saucers." 111/

108/ Soviet Sky Puzzle: 'Jellyfish' of Light. New York Times, Sept. 23, 1977: A4. Soviet UFO Due to Secret Launch. Science News, v. 112, Oct. 8, 1977: 230-231. The Petrozavodsk Phenomenon. Sky and Telescope, v. 55, Jan. 1978: 19.

109/ Mysterious Light Sighted in Soviet Union Is Described as a Rocket Booster. New York Times, Sept. 30, 1977: B2. Soviet UFO Due to Secret Launch. Science News, v. 112, Oct. 8, 1977: 230-231. Oberg, James. Close Encounters of a Fabricated Kind. New Scientist, v. 92, Dec. 24/31, 1981: 896-898. Cruikshank, Dale P. and David W. Swift. The Petrozavodsk Phenomenon. Journal of UFO Studies, v. 2., 1980: 91-94.

110/ Cowen, Robert C. Flying Saucers--or Soviet Satellites? Study says 'alien' ships are really military space shots. Christian Science Monitor, June 9, 1982: 1, 6.

111/ Gubarev, V. Notes on History of Plesetsk Cosmodrome. Pravda, June 20, 1983: 3.

A UFO-related event in the Soviet Union was the 1979 publication "by decision of the Section of General Physics and Astronomy, Presidium, Academy of Sciences, U.S.S.R." of a statistical analysis of 256 Soviet UFO sighting reports. The study, Observations of Anomalous Atmospheric Phenomena in the U.S.S.R.: A Statistical Analysis was prepared by L. M. Gindilis, D. A. Men'kov, and I. G. Petrovskaia, three Soviet scientists of different specialties. All the reports were selected by Zigel.

A copy of the study reached the official French UFO research organization, G.E.P.A.N. (part of the Centre National d'Etudes Spatiales), from whence it was eventually transmitted to interested persons in the United States. An English translation of this study is available from the Center for UFO studies.

J. Allen Hynek and Richard F. Haines published a detailed description and evaluation of this statistical study. 112/ The following are some of the major points.

The majority of the sightings occurred in 1967, a peak year for Soviet sighting reports. Thus, "the data may not be representative of the phenomenon as a whole in the U.S.S.R."

- 66 percent of the sightings were witnessed by two or more persons;
- 15 percent were witnessed by larger groups of persons;
- 42 percent of the witnesses were scientists or engineers;
- 67 percent of the witnesses were professionals;
- 87 percent of the reports described a luminous body against a dark sky.

112/ Hynek, J. Allen and Richard F. Haines. Implications of and Comments on Observations of Anomalous Atmospheric Phenomena in the U.S.S.R.: A Statistical Analysis. Journal of UFO Studies, v. 2, 1980: 95-101.

According to Hynek and Haines, "the rigor and scholarly tenor of the paper as a whole allows one to assume that no invalidating selection factor was employed and that the 256 cases do represent a fair picture of those UFO reports which contain enough data to qualify for a statistical treatment."

In an article in the MUFON UFO Journal, 113/ James Oberg states that 44 (or nearly 80 pecent) of the multiple sighting reports from the May-October 1967 period of the above statistical study correlate with dates of test flights and re-entries of Soviet satellites of the Fractional Orbital Bombardment System. These vehicles were designed to carry nuclear devices around the South Pole and to drop them, on command, onto selected targets. The test flights flew slightly less than one orbit around the earth, followed by a re-entry through the atmosphere.

3. China

The China UFO Research Organization 114/ was established in May 1980. During its first year of operation, it received more than 500 reports about UFO sightings. One sighting, for example, was in Tibet, where residents of five cities reported nearly the same UFO description: "A bright object surrounded by a ring of blue-white light of variable brightness . . . As it moved, the center brightened and began rotating opposite to the movements of its surrounding rings, which began to dim and widen at the same time." 115/

113/ Oberg, James E. The Great Soviet UFO Coverup. MUFON UFO Journal, no. 176, Oct. 1982: 6-10 and no. 177, Nov. 1982: 6-10.

114/ In a broadcast on November 19, 1980, Radio Beijing called it The Chinese Flying Saucer Research Society and said that it collects and analyzes witnesses' reports on UFOs and conducts theoretical studies.

115/ McNutty, Timothy. Close Encounters of the Peoples Liberation Kind. Chicago Tribune, Sept. 20, 1981: 13.

4. France

At the present time, France is the only country known to have a government organization charged with studying UFOs. Called Le Group d'Étude des Phénomènes Aérospatiaux Non-identifiés (GEPAN), it was established in the late 1970's as part of the Centre National d'Etudes Spatiales (CNES), the France equivalent of NASA. The group is small (reportedly only 2-3 employees) but publishes several reports a year on its activities and UFO related subjects. GEPAN can be reached by writing to CNES, GEPAN, 18 Avenue Ed Belin, 30155 Toulouse, France.

5. International Cooperation

As can be read in the preceding sections of this report, many American UFOlogists have called for international cooperation in determining worldwide trends of UFOs, especially during congressional hearings. In 1967, Dr. James McDonald took the case to the Outer Space Affairs Group of the United Nations. Although this author is not aware of any action taken by that UN committee, Drew Pearson and Jack Anderson noted McDonald's appearance, especially since it took place in the middle of the 1967 Mid-East war, and in a column entitled "UFO's High Among Thant's Worries" stated:

> Interesting fact is that U Thant has confided to friends that he considers UFOs the most important problem facing the United Nations next to the war in Vietnam. U Thant made this statement before the war in the Near East, so it's not known how he rates this last international incident compared with UFOs. 116/

116/ Pearson, Drew and Jack Anderson. UFOs High Among Thant's Worries. Washington Post, June 27, 1967: B11.

In his speech to the Outer Space Affairs Group, McDonald emphasized that his contention that the most plausible explanation for UFOs is extraterrestrial vehicles is a hypothesis only, and that an international effort is required to examine the matter. He cited the need for "erasing the ridicule that is quite clearly suppressing open reporting of sightings." In summary, he said:

> I urge the United Nations Organization immediately undertake a review of the UFO problem, possibly through the Outer Space Affairs Group. And I hope that all member Nations will be encouraged to institute review boards and study panels to examine UFO sightings in their own countries. . . .
>
> . . . I know of no other current scientific problem that is more intrinsically international in character than this problem of the nature and origin of the unidentified flying objects. Hence, it seems indispensable to secure United Nations involvement in the study of this problem, the global importance of which may be truly enormous. 117/

In the 30th through 33rd sessions of the United Nations General Assembly (1975 through 1978) and in the Special Political Committee in 1977 and 1978, Sir Eric M. Gairy, Prime Minister and Minister of External Affairs of Grenada proposed the "Establishment of an agency or a department of the United Nations for undertaking, coordinating, and disseminating the results of research into Unidentified Flying Objects and related phenomena." At the 1978 meeting, in addition to Sir Gairy, J. Allen Hynek, Jacques Vallee, and Lt. Col. Larry Coyne, a U.S. Army helicopter pilot who allegedly almost had a mid-air collison with a UFO, also made supporting statements. The proposal got no further.

The First International Congress on the UFO Phenomenon, which met at Acapulco, Mexico, April 18 to 24, 1977, congratulated Mr. Gairy for his efforts in a unanimous resolution.

117/ McDonald, Dr. James. Statement of International Scientific Aspects on the Problem of the Unidentified Flying Objects. Submitted to the Outer Space Affairs Group, United Nations Organizations, June 7, 1967.

VI. 1970-1982 SIGHTINGS AND ACTIVITIES IN THE UNITED STATES

In the wake of the Condon committee's report, membership in private UFO organizations dwindled and UFO reports diminished. Many felt that the Air Force had solved all the truly important cases and no longer felt threatened by invasion from another world. Some cases still were reported in the early 1970s (for example, the Delphos, Kansas report--see appendix), but the field was relatively quiet.

A. 1973 FLAP

This quiet period ended in 1973 when a rash of sightings brought attention to the problem once again, and contactee cases found their way to the front pages of the tabloids. By far the most discussed case was the Pascagoula, Mississippi "abduction" incident described in chapter 1, and although this case officially remains open, skeptics claim that the two men had simply had too much to drink, and dreamt the entire event.

But this was not the only case.

> The 1973-1974 wave mirrored previous large waves, although by mid-1974 not enough time had passed for investigators to scrutinize the reports thoroughly for misidentifications, hoaxes, and the like. Reports fell into a wide range of UFO sighting categories. Among them were high-level and distant sightings, low-level sightings, car chasing incidents, sightings causing electrical and/or mechanical effects or interference, sightings affecting animals, sightings affecting people physically, sightings causing psychological and mental effects on people, landings with traces left behind and occupant cases. 118/

118/ Jacobs, op. cit., p. 265.

If witness credibility is to be taken into account, certainly one of the most valuable reports came from Ohio Governor John Gilligan and his wife. They said that while driving near Ann Arbor, Michigan on the night of October 15, 1973, they watched a "vertical-shaped, amber colored object" for about a half hour. Gilligan said he didn't know what it was, but was certain it wasn't a bird or a plane. 119/

Philip Klass suggests that the Governor saw the planet Mars which was "at its closest and brightest. . . . And it was to the east-southeast in the sky, near the reported position of Gilligan's UFO." 120/ He goes on to say that the Governor received a lot of publicity, a "not unwelcome thing for anyone in public office." This statement does not square with what has been observed for years, that those who report UFOs are frequently subjected to ridicule by their peers and lose credibility in the community. This is hardly welcome for someone in public office.

Another Ohio incident occurred just three days after Gilligan's report. On October 18, 1973, the four-man crew of an Army helicopter near Mansfield, Ohio spotted a bright red light which seemed to be pacing them. Soon the object began to close on the helicopter and the crew feared a mid-air collision. The crew chief decided to dive to avoid the object, and at an altitude of 1,700 feet, put the craft into a 20 dive at 2,000 feet per minute. The red light stayed with them and suddenly the helicopter was illuminated by a green light. After a few seconds, the UFO turned away and disappeared. When the crew chief checked

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119/ UFO is Reported by Ohio Governor. The Washington Post, Oct. 18, 1973: A11.

120/ Klass, op. cit., p. 288.

his instruments he found that instead of descending, the craft had ascended to 3,500 feet and was climbing at 1,000 feet per minute. Their radio equipment was not working.

Klass concluded that the crew had merely seen a fireball, and points out that the altitude reading is in reference to sea-level, not to the ground it is flying over. Thus the 1,700 foot altitude reported by the crew chief translated into their being ony 400 feet above the ground (the altitude of that part of central Ohio is 1,300 feet). He states that someone in the crew instinctively pulled back on the controls to pull the craft out of its dive because he knew they would crash. The radio did not work, either because the tower operator did not answer the crew, which Klass claims happens on occasion, or because the radio operator on board the helicopter was so excited, he did not stop at any one frequency long enough to establish contact. 121/

But there were many cases, and for the first time during a major wave period, there was no official body to investigate the incident. The public was left to its own imagination as to what was happening. David Jacobs summarizes the period in this way:

> Scientists, the news media, the general public, and even the Air Force seemed less opinionated, and more willing to suspend judgment on the phenomenon. The 1973-1974 sighting wave lacked the emotionalism and rancor that had characterized the opposing viewpoints in the waves of the 1950s and 1960s. In general, society seemed more open than ever to the theory that the UFO phenomenon might be legitimate regardless of the objects' origins. The bitter battles of the previous years had ended, and only the phenomenon remained. Yet not all the battle scars had healed, and the spectrum of opinion on UFOs was as wide as ever. 122/

121/ Ibid., p. 333-347.

122/ Jacobs, op. cit., p. 285.

B. ANIMAL MUTILATIONS

The flap of 1973 eventually died down, although some UFO reports continued to come to the attention of private organizations. In late 1974 and early 1975, the focus was on a series of cases that involved mutilation of animals. NICAP reported in its February UFO Investigator that:

> For the past three months, [we have] been inundated with calls and letters of inquiries regarding reports of animals that have been mutilated in different parts of the country. . . . The prime target area of the mutilated animals centers around Meeker County, Minnesota.

Their report went on to explain that on December 1, 1974, a farmer in Meeker County reported that one of his calves had been mutilated. Investigators found that the calf's lips had been cut off from one inch above the nose to behind the rear of the left jaw bone. The tongue was removed and the jugular vein slit. Interestingly, only about one cup of blood was on the ground, indicating that someone had collected the rest. The edge of the left ear and the reproductive organs had also been removed. There was no sign of entry to or departure from the area, and a circular bare spot in the snow was discovered. This led some to conclude that UFOs were responsible, although NICAP expressed reservations about this explanation. They revealed that other such mutilation incidents had occurred in Dallas and in sections of California.

In May, NICAP followed up on the story by printing a letter by two men who investigated the matter further, one from NICAP and one from APRO. They found that the "circular bare spot" was not circular at all and "was in fact an irregularly shaped area caused by the snow being compacted by other cattle as they came to sniff the body." They concluded that the mutilation was part of

initiation rites for a satanic cult, whose members had been arrested by Federal authorities. This cult had moved through different areas of the country and was responsible for all the mutilation reports. 123/

C. INFORMATION OBTAINED THROUGH THE FREEDOM OF INFORMATION ACT

In 1977 and 1978, three organizations interested in UFOs obtained the release of about 3,000 UFO-related documents under the Freedom of Information Act from the FBI, CIA, Air Force, and Naval Intelligence. The organizations were Ground Saucer Watch, Citizens Against UFO Secrecy, and Fund for UFO Research. Approximately 300 pages of these documents were provided to CRS for examination by a representative of the Fund for UFO Research. CRS did not, however, verify the authenticity of these documents with the relevant agencies.

1. FBI

The FBI documents covered the time period from 1947 to about 1963. They consist of reports and memoranda about sightings, evaluations of persons reporting the sightings, and directives about procedures to be followed by agents in the field.

It appears from these documents that the FBI was interested in UFOs only from the perspective of its mandate to protect the country's internal security and only to a limited extent--it did not want to act as an agent for the Air Force and collect alleged UFO artifacts or to do all the field work. The FBI's involvement was limited to receiving sighting reports from its special agents and from the public.

123/ Cornett, Robert C. and Kevin D. Randle. Feedback, Readers Write-Re: Cattle Mutilation in Minnesota. NICAP, UFO Investigator, May 1975: 4.

The following are excerpts from released FBI memoranda and documents:

> . . .there are no War Department or Navy Department research projects presently being conducted which could in any way be tied up with the flying disks. (July 10, 1947--16 days after Kenneth Arnold's reported sighting)
>
> . . . the Army is conducting no experimentation with anything which could possibly be mistaken for a flying disc. (August 19, 1947)
>
> This 'flying saucer' situation is not all imaginary. . . . Something is really flying around. (August 1947)
>
> Several flying objects were observed. They had a mean calculated speed of 27,000 miles an hour. (January 31, 1949)
>
> . . . flying discs are believed to be man-made. . . . It has also been determined that for approximately the past four years the USSR has been engaged in experimentation on an unknown type of flying disc. (March 25, 1949)
>
> Since 1948, approximately 150 observations of aerial phenomena . . . have been recorded in the vicinity of [sensitive] installations in New Mexico. (August 23, 1950)

All the reports dealing with specific sightings of flying objects include similar information regarding the great speed of these objects and their ability to hover. The shapes and sizes of the sighted objects vary.

As the collection, investigation, and filing of reports about UFO sightings became assigned to the Air Force, 124/ the FBI transmitted to that agency the reports it received. Eventually, the FBI received fewer and fewer reports and finally terminated its involvement with UFOs.

124/ As noted in section V, the Air Force initiated Project Sign in 1948 and continued investigating UFO reports officially until 1969.

2. Air Force

The Air Force has a standard reply to any inquiries concerning reports about UFO sightings, as revealed in an unclassified communication dated November 12, 1975 which was released upon the Freedom of Information Act request:

> On December 17, 1969 [after the publication of the Condon Report], the Air Force announced the termination of Project Blue Book, the program for the investigation of UFOs. Since then, no evidence has been presented to indicate further investigation by the Air Force is warranted. There are no plans for renewed Air Force involvement in this area.

In November 1975, this reply was used in connection with the numerous overflights and hoverings of UFOs above weapons storage areas and other sensitive locations at several Strategic Air Command bases. Since these UFOs could, or did, affect national security, reports about them were made in accordance with JANAP 146 or Air Force Manual 55-11 guidelines. Reports of these incidents from 1975 are among the released documents.

3. CIA

About 90 to 95 percent of the documents released by the CIA are merely transcripts or translations of reports about UFO sightings obtained from surveys of open, foreign press reports and broadcasts. The following is an excerpt from a released CIA memorandum dated December 2, 1952:

> At this time, the reports of incidents convince us that there is something going on that must have immediate attention. . . . Sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major U.S. defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles.

4. Naval Intelligence

The documents released by Naval Intelligence deal with UFO sighting reports submitted to it by Navy, or related, personnel. The speed of the sighted flying object from one of these reports was calculated to be about 6,700 miles per hour.

There are also some documents from U.S. military attaches and consular officials which deal with UFO sightings in foreign countries.

D. CARTER ADMINISTRATION ACTIVITIES

A few months after the Carter Administration took office, the White House became a focal point for a new wave of inquiries about UFOs--perhaps as a result of the release of several space-related movies and President Carter's campaign promise to remove the veil of government secrecy from the subject of UFOs. The White House press office requested assistance in this matter from Presidential Science Adviser Frank Press. In a letter dated July 21, 1977, Dr. Press recommended to NASA Administrator Robert A. Frosch that NASA become the focal point for all UFO inquiries and that it should set up a desk to which the White House could forward all the inquiries it received. He also recommended that a small panel of inquiry be formed by NASA to see if any new significant findings had come to light about UFOs since the publication of the Condon Report.

In a September 6, 1977 letter to Press, Frosch replied that NASA was responding to UFO-related inquiries with a form letter. (The form letter, Information Sheet FGM 76-6 of the Office of Public Affairs, stated that an extensive study about UFOs closed with the publication of the Condon Report. It summarized the conclusions of that report and advised where one might purchase a copy.

The form letter went on to say that "investigations are continuing under private auspices" and provided the names and addresses of two private organizations which investigate reported UFO sightings.)

Regarding the panel of inquiry, Frosch said that "Before committing to this, . . . we should assure ourselves that an inquiry is justified."

In a press report dated November 26, 1977, 125/ David Williamson, special assistant to the NASA Administrator, was quoted as not favoring "research on something that is not a measurable phenomenon" and in a letter dated December 21, 1977, Dr. Frosch told Dr. Press that NASA was prepared to "continue responding to public inquiries along the same lines as . . . in the past." Regarding further investigation of UFOs, because of the absence of tangible or physical evidence, "we have not been able to devise a sound scientific procedure for investigating these phenomena. [However,] we stand ready to [analyze] any bona fide physical evidence from credible sources." 126/

E. CURRENT AND RECENT SCIENTIFIC STUDIES

Michael A. Persinger of Laurentian University, Sudbury, Ontario, Canada has published several papers which correlate UFO reportings, tectonic strains, and the release of these strains or earthquakes.

In a 1976 article, Persinger theorized that subsurface geological formations which are under tectonic strains could generate piezoelectric effects just before or during fracturing, as stresses are released, or after unusually intense

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125/ Carter Is Facing Rebuff on Reviving UFO Probe. Washington Post, Nov. 26, 1977: B5.

126/ Letter, dated Dec. 21, 1977, from Robert A. Frosch, NASA Administrator to Frank Press, Director, Office of Science and Technology Policy, Executive Office of the President.

and sudden changes in air pressure such as during the passage of a cold front. The electric fields so created would be highly localized and column-like and would exceed 100,000 V/m. The ambient air thus would become ionized and luminous, with the shape of the luminosity determined by local geophysical structures. The luminosity would move in the same directions as the subsurface strain releases or fractures. Thus, the luminosity could hover in place, dart upward or sideways, or disappear into the ground. The movement of the electric field would induce electromagnetic disturbances in the vicinity, such as changes or failures in radio transmission and reception, electric appliances, lighting systems, and compasses, and indirect or direct effects on human beings. 127/

Four years later, Persinger performed statistical analyses of over 20,000 UFO reports between 1951 and 1965, in six earthquake regions of the United States, which indicated that the combined numbers of seismic events during six-month periods in northeastern, eastern, and central regions correlated as much as 0.70 with the number of UFO reports during preceding six-month intervals. Other lags, as well as correlations with total U.S. seismic numbers were not statistically significant. 128/

Further study led Persinger to conclude that UFO reports were indices of natural events associated with accumulating tectonic strain within the Earth's crust. He reported that more than 80 percent of the variance in a sample of UFO report numbers within the central and eastern United States between 1950 and 1966 could be accommodated by entering the appropriate three to five measures of geomagnetic or seismic activity of the previous one to three years. In general,

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127/ Persinger, Michael A. Transient Geophysical Bases for Ostensible UFO-Related Phenomena and Associated Verbal Behavior. Perceptual and Motor Skills, v. 43, Aug. 1976: 215-221.

128/ Persinger, Michael A. Earthquake Activity and Antecedent UFO Report Numbers. Perceptual and Motor Skills, v. 50, June 1980: 791-797.

UFO report numbers tended to increase two to three years after decreases in geomagnetic activity and the year after increases in the number of local, low-intensity earth tremors. Using these equations, Persinger predicted UFO report numbers within these regions for the years 1967-1981, which he then correlated with actual sightings. 129/

According to Brian Brady of the Denver Research Center of the U.S. Department of Interior, Bureau of Mines, tests are being carried out at that facility in the course of which various rocks and crystals are subjected to pressures until destruction. These pressures are designed to resemble the stresses and pressures which occur in active geological faults. It has been observed that just before their destruction, the pressures cause in these substances piezoelectric effects and visible ionizator luminosity in the air near them. The tests were carried out in air and in various gases. Similar glows were observed in all cases. It is possible that, in addition to visible effects, ultrasonic sounds (inaudible to humans, but perceived by various animals) and electromagnetic and other radiations are also produced during these stressings and structure destructions. 130/

129/ Persinger, Michael A. Geophysical Variables and Behavior: III. Prediction of UFO Reprots by Geomagnetic and Seismic Activity. Perceptual and Motor Skills, v. 53, Aug. 1981: 115-122.

130/ Verbal communication from Brian Brady, Denver Research Center. May 9, 1983.

VII. SUMMARY

Although little media attention has been paid to the subject of UFOs in recent years, the controversy still rages and excites nearly as much emotional response now as it did in 1947. After 21 years of investigating UFOs, the Air Force concluded that whatever was being seen was not hostile, nor a threat to the national security, and therefore needed no further inquiry. The population accepted this view for some time, although questions arose once again as more UFOs were reported, such as during the 1973 flap. Media coverage is still rare in anything but the tabloids and publications of UFO organizations, however.

What then is the future for UFOs? It seems most plausible that the situation will continue on as it has been. Methods have been proposed by different specialists to increase available "hard" data. These suggestions include use of a satellite surveillance system for noting any strange objects in the sky at the time of a "good" UFO report (Eugene Epstein, The Aerospace Corporation); increased study of physical trace evidence, especially soil sample analysis such as that used in the Delphos, Kansas case (Ted Philips, Center for UFO Studies); and correlating similarities in UFO cases from many countries over an extended period of time by use of a computer (Jacques Vall'ee, Institute for the Future). If any of these techniques can produce the data needed to prove, or disprove, the extraterrestrial hypothesis, then headway can certainly be made, however, past experience demonstrates that whatever one camp states is almost immediately challenged if not refuted by the other.

APPENDIX A

SELECTED CASES

This portion of the report gives the basic report and various explanations in ten selected UFO cases. As will be seen, some of the cases are still unsolved. The reports are arranged chronologically, with the title giving date of the event, an identifying name or place, and its type from chapter I.

1. January 7, 1948 (Mantell - Type I)

Captain Thomas Mantell of the Air National Guard led four F-51 planes from Godman Air Force Base near Louisville, Kentucky in chase of a cone-shaped, silvery object tipped with red, approximately 250-300 feet in diameter. Mantell ascended to intercept the object, but it continued climbing. Although there was no oxygen equipment aboard the plane, Mantell continued up to 20,000 feet. Radio contact was lost and several hours later his crashed plane was found; he was dead. The conclusion was drawn that he had blacked out from lack of oxygen.

The original Air Force explanation was that Mantell had been chasing Venus, but in the early 1950s, the Navy released information that they had been testing Skyhook balloons (used for high-altitude photographic reconnaisance) in the area near Louisville on that date. This is now the accepted explanation.

2. July 24, 1948 (Eastern Air Lines - Type I)

Captains Clarence S. Chiles and John B. Whitted, flying an Eastern Air Lines DC-3, reported seeing a large light flying toward them. Only one passenger was awake and he only saw a bright flash outside the window, but the pilots reported that the object was cigar shaped with two rows of windows, and had a red orange flame coming from one end. They estimated its speed as 700 miles per hour and shortly before it would have collided with the plane, made a sharp angular turn and vanished.

This case is still classified unknown, although Hynek and Donald Menzel have concluded it was a meteor.

3. July 2, 1952 (Tremonton, Utah - Type I)

On July 2, 1952, Delbert Newhouse and his family were driving on State Highway 30, seven miles north of Tremonton, Utah, and noticed 10 to 12 objects "milling about in a rough formation" above them. Mr. Newhouse, a Chief Warrant Officer in the Navy with some 2,200 hours logged as a photographer, photographed the objects by means of a hand-held, 16mm motion picture camera equipped with a telephoto lens. As he photographed them, one reversed course and headed in the opposite direction from the rest of the group. No sound was heard and no exhaust trails were observed.

The film was forwarded to Newhouse's superiors, who sent it on to Project Blue Book. That office concluded that they could not have been airplanes or balloons, and probably were a flock of birds. The film was then sent to the Naval Photographic Interpretation Laboratory where analysts studied it frame by frame, and decided the objects were neither planes nor birds, inferring they were extraterrestrial craft. At this time the Robertson Panel was meeting, and

the film and its interpretations were reviewed by the group. In their summary, they listed 11 reasons why they did not believe the objects were extraterrestrial craft, and most likely were birds. They noted that although no information was available on reflectivity of birds, the motion, size and brightness observed strongly suggested that explanation, and if further tests were conducted, the explanation would probably be confirmed. Citing lack of resources, they did not recommend further investigation, and stated that "the burden of proof is on the sighter, not on the explainer."

In 1956, Robert M. L. Baker examined the films for the Douglas Aircraft Corporation and concluded that two phenomena occurring at the same time might possibly account for the objects, although no definite solution could be determined. The case was examined once again during the Condon study, with the investigator presenting a case for and against the bird hypothesis, concluding that "these observations give strong evidence that the Tremonton films do show birds . . . and I now regard the objects as so identified."

4. July 19-20 and July 26, 1952 (Washington, D.C. - Type I)

Between 11:40 p.m. and 3:00 a.m. on the night of July 19-20, two radarscopes at Washington National Airport picked up a group of UFOs that moved slowly at first (100-300 mph) and then sped away at fantastic speeds. During this time airliner crews reported mysterious lights moving erratically up, down and sideways. Two F-96 jet fighters were scrambled from Wilmington, Delaware (the planes were normally stationed at Bolling Air Force Base in Washington, but earlier that day had been moved) and it was a half hour before they reached the scene. As they approached, the objects disappeared. At one time, all three radarscopes at National Airport as well as those at Andrews Air Force Base nearby

picked up the same targets. Early in the morning, National Airport relayed to Andrews that they had a target directly over Andrews' radio tower. The radio operators ran outside and saw a "huge fiery-orange sphere" hovering above them.

The next weekend, July 26, they picked up the objects again. Once again jets were scrambled, and once again the objects disappeared as the jets approached. This time, however, when they disappeared from over Washington, Langley Air Force Base in Virginia (approximately 120 miles south of Washington) reported bright lights and sent a jet to intercept them. As the jet approached, the lights went out "like somebody turning off a light bulb." The targets then reappeared over Washington, and as the jets approached them, instead of disappearing, sped away. After 20 minutes of "tag" the jets ran low on fuel and returned to base. The radar operators noticed a temperature inversion layer surrounding the Washington area, which can cause anomalous radar returns, but stated that they could tell the difference between actual targets and such returns. Nevertheless, the official explanation is that they were radar returns due to weather conditions.

5. July 17, 1957 (RB-47; South Central U.S. - Type I)

An Air Force B-47 (sometimes referred to as an RB-47 due to the special equipment it carried), carrying six officers, was followed by a UFO for over 700 miles as it flew from Mississippi, through Louisiana and Texas into Oklahoma. The intense light was observed visually, was followed by ground radar, and was picked up by electronic gear aboard the plane. In several instances the object appeared or disappeared from all three at once. The object either emitted or reflected electromagnetic radiation at both 2,800 megacycles and in the visible range. It followed the plane at a distance of about ten miles for

quite some time, then changed position rapidly so that it was in front of the plane. The pilot aimed toward the light and as he approached, it disappeared. As the pilot turned to come back, the target reappeared below the plane, and he dove toward it. Again it disappeared. Since the plane was running low on fuel, the crew returned to base.

The Condon committee became aware of this case and decided to investigate, but could find no Air Force records on the incident. Thus they had to rely on the witnesses' testimony, which they considered valid, but since the case was over ten years old and first hand data was impossible to obtain, classified it as unknown. Philip Klass concluded that a combination of various radar returns, relay malfunctions and misidentification or astronomical objects caused the sighting.

6. September 19, 1961 (Hill Encounter; Zeta Reticuli - Type III)

On the night of September 19, Betty and Barney Hill were driving toward their home in Portsmouth, New Hampshire from Canada via Route 3 through the White Mountains. Betty noticed a bright light which seemed to be moving, and and they stopped several times to look at it through binoculars. Finally they discerned a large craft with a double row of windows and after stopping the car, Barney looked at the craft as it hovered over some nearby trees and saw perhaps six figures looking out of the windows. They started to drive away and noticed a beeping sound coming from the trunk, and felt a tingling sensation and drowsiness. Another series of beeps aroused them and they discovered they had traveled 35 miles and could not recall what had happened in between.

After arriving home, Barney noticed a rash on his lower abdomen and that his shoes were scuffed. Betty discovered round, shiny spots on the trunk of the car, which caused a compass to swing wildly when brought near. Ten days later

Betty began having nightmares in which she and Barney had been taken aboard a flying saucer and examined, but it was not until two years later that they both underwent hypnosis in an attempt to find out what happended that night. Separately, they recounted a story of being taken aboard a spacecraft shortly after the first set of beeps. They could communicate with the aliens without speech, and described them as humanoid, with large eyes that reached around to the side of the head, no nose, and a mouth that was a slit without lip muscles. After the beings had performed the physical examinations, the Hills were released and told they would remember nothing of the experience.

As an aftermath of the case, Betty reported that she had been shown a map of the alien's home star group although she was not able to understand it. Under hypnosis she drew the map, in which the stars were connected by lines possibly suggesting trade routes. After several years of research an amateur astronomer, Marjorie Fish, found a star pattern similar to Betty's. The main star is Zeta Reticuli, so this case is now frequently referred to by that title. Although Betty had drawn her map in 1964, the Fish pattern could not have been known until publication of the 1969 edition of Catalog of Nearby Stars.

Other astronomers dispute Fish's findings, however, and note that unless one connects her stars like Betty did, the star patterns themselves bear little resemblance to each other. Betty had observed in 1965 that her stars resembled the constellation Pegasus, and some suggest that there are at least three other patterns that would serve just as well.

7. April 24, 1964 (Socorro, New Mexico - Type II)

At 4:45 p.m., Deputy Marshall Lonnie Zamora was chasing a speeder in Socorro, and noticed a roar and flames off to his right. Upon investigating, he saw a shiny object which he thought was an overturned car, with two people in white coveralls next to it. Upon approaching the object (within 100 feet), he heard a loud roar and saw flames come from under the object. Frightened, he turned and ran back to his car, but did notice that it was egg shaped with a red insignia, and it had risen 20-25 feet off the ground. Soon the roar was replaced by a high-pitched whine, and then silence. Zamora noticed the object heading away from him, and he radioed the sheriff's station to see if the radio operator could catch a glimpse of it. He did not.

Zamora then went back to the site and found burning brush and depressed marks in the ground. Hynek investigated the case for Project Blue Book and seemed convinced that it was secret military aircraft, although nothing matching Zamora's description has yet been found. Philip Klass concludes that the whole affair was a hoax designed to bring tourists to a dying town.

8. March 3, 1968 (Zond IV Reentry - Type I)

About 9:30-9:45 on the evening of March 3, witnesses in at least nine States reported seeing a procession of flying objects. The event sparked dozens of reports to Blue Book, with greatly varying descriptions. Some reported a craft with windows, while others saw three separate objects. The official Air Force explanation, which was accepted at the time by all investigators, was that debris from the Soviet space probe Zond IV (launched March 2) had reentered the atmosphere and disintegrated. Philip Klass cites NORAD as showing in its records that the booster rocket's reentry coincided with the time of the sightings.

A subsequent check of NORAD, RAE and Goddard Satellite Situation reports for that date by this author showed no such reentry. According to those reports, the first debris from Zond IV came down on March 5, two days after the sightings. After checking through the Blue Book files on this incident, several inconsistencies became evident. For example, in a March 4 memo for the record, Sgt. Farrell of SPADATS (part of NORAD) is quoted as saying that the only object that came down March 3 did so over the Pacific, not over the United States. The subsequent Air Force report stated that SPADATS was "quite certain" that it was Zond IV debris.

On April 19, 1968, Major Quintanilla sent a letter to a private citizen stating that "The Space Detection Center, at Colorado Springs, was aware that a piece of satellite debris was reentering our atmosphere and was especially vigilant during this time." They therefore determined that the "target impact point" (TIP) was in either northern Pennsylvania or southern New York. Apparently no search was made to recover fragments from the Soviet vehicle.

Klass later contacted NORAD to find out what he could concerning the discrepancies between their log and the Air Force account. In a January 28, 1976 letter to him, NORAD stated that part of the Zond did decay that night, but the TIP system was not tracking the object and they simply did not notice it (contradicting Major Quintanilla's 1968 letter). Thus, several days later when they discovered fewer objects associated with Zond IV debris in orbit, they "administratively decayed" the third stage of the launch vehicle on March 7, the last day it could have come down. They said the TIP prediction was not made because NORAD thought only a small fragment was decaying. (The RAE estimates this empty stage as weighing 4,000 kilograms).

They suggest the conflicting reports between Sgt. Farrell and Project Blue Book was due to a lack of information on March 4, explaining that Farrell must have been given the wrong information.

NORAD's position now is that they are "quite certain" that it was part of Zond IV that caused the sightings on March 3, 1968, but cannot explain the conflicting reports in Project Blue Book files. Both Air Force memos, one saying it was Zond IV debris and the other saying it was not, were dated March 4, 1968. Someone at NORAD must have known debris from Zond IV had decayed, and therefore it should have been entered in the log.

There is also a question as to why, once the Air Force was aware that a large piece of Zond had decayed (which they must have known on March 4, 1968) they did not send search teams to recover as much of the material as possible. When Kosmos 316 impacted over the Southwestern United States in 1969, three or four States were combed for debris.

James Oberg calculated the Zond IV ground trace for the night of March 3, 1968 and it indicates that the probe was indeed passing over the sighting areas at the time of the reports. The incident still does not have a definitive solution, although no suggestion is made here that the witnesses saw an extraterrestrial vehicle. It could have been a Zond IV fragment, although the NORAD records are of little help on this point, a meteor, or some other natural phenomena. But the Air Force clearly has a number of discrepancies to account for in its records, and this brings into question its thoroughness in investigating other UFO reports.

9. November 2, 1971 (Delphos, Kansas - Type II)

At about 7:00 p.m., a 16 year old boy at his home in Delphos, Kansas, suddenly heard a rumbling sound in his back yard and saw an illuminated object 75 feet away. Although no surface features were seen, he reported that it was domed at the top with a slight bulge at the center. After three to five minutes, the object brightened at the base and ascended with great speed, changing its sound to a high-pitched whine.

Upon investigation of the site, the boy and his parents noticed a glowing ring of soil, and surrounding trees also glowed. The boy's mother touched the soil with her finger and it went numb; when she tried to rub the dirt off on her leg, that also became numb.

Although the soil was not radioactive, it would not permit the entry of water. Soil samples were taken and analysis showed a high presence of organic material, silicate, ferrous oxide and aluminum. The salinity of the soil from the ring was four times greater than that from surrounding soil, and the trace of zinc concentrations was 111 times higher.

Philip Klass considers this case a hoax. He notes that "ring" was actually horseshoe shaped, and concluded that it had been a trough for watering livestock, probably made from galvanized iron which would explain the high zinc and ferrous oxide concentrations. The other properties, such as organic content, could be caused by excrement from the animals that were being watered.

10. September 20, 1976 (Tehran, Iran - Type I)

According to Tehran newspaper reports from September 20 to 22, 1976 and a September 20, 1976 communication from the U.S. consulate in Tehran, during the night of September 18/19, 1976, several reports were received about a bright

object in the sky. When the Mehrabad airport tower operator checked these reports and saw the object with his own eyes, he notified the Imperial Iranian Air Force. The report reached the general in charge, who also looked outside and saw the object and then ordered an F-4 jet fighter aloft to investigate. Ten minutes later, a second F-4 took off after the object.

The pilot of the first plane saw the bright object from a distance of about 80 statute miles and headed toward it. He got within about 29 statute miles of it but could not get closer because the object sped up well beyond the F-4's maximum speed. Furthermore, the F-4's instrumentation and communications went dead at that time. The pilot made several more attempts to close in on the object, but the object evaded him and he headed back to his base. Subsequently, his instruments and communications returned to normal.

The pilot of the second jet saw the bright object from a distance of about 115 statute miles. He closed to within about 31 statute miles and the bright object released a smaller bright object which headed toward him at a great speed. When the pilot attempted to fire an air-to-air missile at this object, his weapons control panel and communications ceased functioning. He then went into a negative G dive to avoid it, and it then went through his loop and flew back to the larger object.

Then another small bright object dropped out of the large object and plummeted toward the earth. However, instead of crashing into the ground, it decelerated just above the ground, made a soft landing, and illuminated an area about two to three kilometers around it.

A commercial airliner which approached the Mehrabad airport about that time also experienced communications failure or interference.

APPENDIX B

ANCIENT ASTRONAUTS AND THE BERMUDA TRIANGLE

Two subjects vaguely associated with the study of UFOs received attention during the early 1970s. The first builds on the Biblical sightings discussed in chapter 4 and presents the theory that much of our present knowledge and civilization came from "ancient astronauts" who journeyed here to assist our developing planet. Erich von Daniken has written most extensively on the subject and his books have sold over 25 million copies. The second theorizes that some extraterrestrial force causes ships and planes to disappear over an area called the Bermuda (or Devil's) Triangle, bounded by Bermuda, Miami and Puerto Rico. Charles Berlitz is a well known author in this field and his writings will serve as the primary discussion point.

Space limitations prevent an extended look at either of these theses, and only one example from each case will be discussed. This is hardly the ideal method for examining these topics, since only a general flavor of the arguments can be gleaned, but the limits of this report dictate such constraints. This author accepts responsibility for the examples chosen, and recommends the cited publications to those who wish to learn more.

1. Ancient Astronauts

Erich von Daniken, a Swiss, is the main promoter of the view that Earth was visited in the past by beings from another world who helped advance our civilization. His book, Chariots of the Gods?, and subsequent works on the

same subject (Gold of the Gods, In Search of Ancient Gods), study various archeological findings and suggest that civilization at that time could not have produced such artifacts. The pyramids, drawings in South America, and the Mayan culture are examples of the areas he explores. The Piri Re'is map will serve here as an example of his theory.

Von Daniken claims that ancient maps belonging to Turkish Navy Admiral Piri (Piri Re'is) in the 1500's show the Mediterranean and Dead Seas, the coasts of North and South America and the contours of the Atlantic. An American cartographer found that when the maps were transferred to a modern globe, they were "absolutely accurate" and reproduced not only the contours of the continents, but the topography of the interiors as well. Specifically, mountain ranges in the Antarctic which were not mapped in modern times until the use of echo-sounding equipment, are shown in detail although they have been covered in ice for thousands of years.

The work of Charles Hapgood, who authored Maps of the Ancient Sea Kings (Chilton Books, 1966), is heavily relied upon by von Daniken, who concludes that the maps could only have been made from an aerial view of the planet, with the focal point above Cairo. This explains the distortion seen in the map, since the curvature of the Earth would alter the appearance of the continents to some extent. Von Daniken states:

> How are we to explain that? Should we be satisfied with the legend that a god gave them [the maps] to a high priest? Or should we simply take no notice of them and pooh-pooh the 'miracle' because the maps do not fit into our mental world picture. Or should we boldly stir up a wasp's nest and claim that this cartography of our globe was carried out from a high-flying aircraft or from a spaceship? 131/

131/ von Daniken, Erich. Chariots of the Gods? New York, Bantam Books, 1970. p. 16.

He then allows that the maps are not originals and indeed are copies of copies. He comments that even if that is the case and the maps do date only from the 18th century, the facts are still unexplainable--an aerial view is needed. Two pictures of the Piri Re'is map are shown in the book. (von Daniken consistently discusses maps, plural, although only one is shown in the book and most other authors refer to it in the singular.)

An extensive challenge to most of von Daniken's hypothesis can be found in Some Trust in Chariots, a collection of essays by prominent scientists. 132/ Dr. A. D. Crown, University of Sydney, addressed the question of the Piri Re'is map. He first takes issue with the above quotation concerning the map being given to a priest by a god. He states the authorship of the map is well known, with Admiral Piri himself claiming that he had drawn it himself based on older works, including some by a sailor who made three voyages with Christopher Columbus.

> No wonder the map is tolerably accurate; it is one of the copies of the cartography of the master explorer. . . . The data do not present a picture of anything but careful cartography of explorers who knew the coast of South America as far south as the Amazon, who had sailed eastwards into the Atlantic parallel to the Brazilian coast, but as yet, had not ventured to the south. That venture was to come in 1519, six years after Piri drew his map. 133/

The next point made by Crown is that the map referred to, and depicted in von Daniken's book, is only a fragment of the original map, showing West Africa, parts of the Indies and South America. With this in mind, he attacks the claim that Antarctica is shown on the map at all. By examining the map, Crown concludes

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132/ Thiering, Barry and Edgar Castle, eds. Some Trust in Chariots: Sixteen Views on Erich von Daniken's Chariots of the Gods? Folkestone, England, Bailey Brothers and Swinfen, Ltd., 1972.

133/ Ibid., p. 28-29.

that the southernmost point on the map is Cape Sao Roque, approximately 5° south of the equator. "Thus, despite the claim of von Daniken, Antarctica, echo soundings or no, is not shown on the map."

Relating this to the "distortion" noted by von Daniken, Crown comments that since the map only extends to 5° south of the equator, there would be no distortion if the map were projected onto an azimuthal grid based on Cairo. Thus an aerial view is not necessary.

2. The Bermuda Triangle

In the past 30 years, a legend has grown up concerning the area bounded by Florida, Bermuda and Puerto Rico called the Bermuda Triangle, Devil's Triangle, Limbo of the Lost, and other such names (sometimes the areas is expended to cover a wider area than this). The legend tells of ships and planes that have disappeared while making routine trips through the Bermuda Triangle, with no SOS call or other sign of danger, and rescue teams do not recover any wreckage or bodies. In some cases, "ghost" ships are found in the middle of the triangle with no living beings aboard except a dog or cat. The sails are set, and dinner is waiting for the vanished crew to eat it. Investigators rule out tropical storms, although they suspect atmospheric aberrations and electromagnetic disturbances might be a cause. Some suspect a space/time warp may exist at that place on Earth and the missing ships and crews have moved into a different dimension. Others theorize that ancient astronauts left a power source or signal device to guide their own future ships back to this planet and these signals disrupt our navigation instruments and the human mind. The device probably does not operate continuously, therefore accounting for the fact that many ships and planes traverse the area without incident.

Many books have been written on the subject, as well as several rebuttals. For the purpose of this report, Charles Berlitz will serve as the author of record in support of the mystery, and Lawrence D. Kusche as the refuter. The one, single account that traditionally is used as the prime example of Bermuda Triangle treachery concerns the disappearance of five Navy bombers and a rescue plane in 1945. First, the Berlitz account.

On December 5, 1945, five Navy Grumman TBM-3 Avenger torpedo bombers took off from Fort Lauderdale Naval Air Station (NAS), on a routine training flight. Designated Flight 19, the five planes carried a total of 14 crew members (each plane was supposed to carry three crew members, but one man had not reported for duty); five officers plus nine enlisted men. They had enough fuel to fly one thousand miles, the temperature was 65 degrees with a moderate wind, and the sun was shining through scattered clouds. Flight time was scheduled for two hours, and the planes took off between 2 and 2:10 p.m., commanded by Lt. Charles Taylor.

At about 3:15 p.m., a radioman at NAS Tower received a message from Taylor reporting that they were in an emergency situation: "We seem to be off course. We cannot see land. . . . Everything is wrong. . . . We can't be sure of any direction--even the ocean doesn't look as it should." The radio operator instructed Taylor to fly due west, which should have brought them back over land, but Taylor stated he couldn't tell which direction was west.

At 3:30 the senior flight instructor (FI) at NAS picked up conversation between the planes wherein one of the student pilots stated that "I don't know where we are. We must have got lost after that last turn." The FI contacted Taylor and learned that both of Taylor's compasses were out and he thought he was over the Florida Keys. He was then advised to fly north, with the sun on the portside. Shortly thereafter Flight 19 radioed that they had passed over a small island with no other land in sight, indicating they were not over the

Keys after all. Radio contact became more difficult, and the planes apparently could not receive messages from NAS, although NAS could overhear their conversation, which alluded to fuel shortages, 75 mile-per-hour winds, and observations that all the gyros and magnetic compasses were "going crazy." Concern mounted and rescue craft were scrambled, including a Martin Mariner Flying Boat patrol plane with a crew of 13.

At 4:00 p.m. the NAS tower learned that Lt. Taylor had turned command over to a senior Marine Pilot, and the message was received that "We are not sure where we are. . . . We think we must be 225 miles northwest of the base. . . . We must have passed over Florida and we must be in the Gulf of Mexico." The flight leader then apparently turned 180 degrees, which would have brought them back over Florida if they had been in the Gulf, but apparently only sent them further out into the Atlantic. "Some report that the last words from Flight 19 were 'It looks like we are. . . . ' Although other listeners seem to remember more, such as "Entering white water. . . . We are completely lost. . . ." 134/ Sometime after 7 p.m., the Miami Naval Air Station picked up a faint "FT . . . FT . . . " which was part of the call letters of the Flight 19 planes. But this would have been two hours after the planes should have run out of fuel.

During this period a message was received from an officer aboard the Martin Mariner rescue plane that there were strong winds above 6,000 feet. This was the last message received from that plane. A merchant ship reported an explosion in the air about 7:30 p.m., "but if this explosion concerned the five Avengers, it would mean that they were still flying hours after their fuel reserves had been exhausted." 135/

134/ Berlitz, Charles. The Bermuda Triangle. New York, Avon Books, 1975. p. 29.

135/ Ibid., p. 30.

Search vessels combed 380,000 square miles of land and sea, including the Atlantic, Caribbean, parts of the Gulf of Mexico and the Florida mainland, with no results. A Naval Board of Inquiry was convened and Berlitz reports that "'Members of the Board of Inquiry were not able to make even a good guess as to what happened.' Another Board member rather dramatically commented: 'They vanished as if they had flown to Mars.'" 136/ In 1974, Art Ford, who reportedly had followed the case since 1945, revealed that Taylor had said "Don't come after me . . . they look like they are from outer space." Ford said the information came from a ham radio operator, and was later corroborated in part by information which the Navy had kept secret until 1974. The phrase "Don't come after me" was indeed part of the transcript of communication with Taylor.

In rebuttal to the standard account, Kusche reprints long excerpts from the Navy Inquiry Board during which actual transmissions to and from Flight 19 are repeated, and the activities of the radio operators and senor flight instructor are reviewed. One point that should be immediately brought out, since the 1974 "revelation" is often cited as proof of extraterrestrial involvement, is that the phrase "Don't come after me" does indeed occur in a transmission from Taylor, but it is response to the FI who was giving Taylor instructions as to which way to fly to get back to base. The FI told Taylor to fly north while he flew south to meet him, and Taylor replied "I know where I am now. I am at 2300 feet. Don't come after me." 137/

According to the Navy records cited by Kusche, Flight 19 was given weather conditions by NAS and told that although it was clear over Fort Lauderdale, the weather was deteriorating over the Bahamas. Interference was becoming more

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136/ Ibid., p. 31-32.

137/ Kusche, Lawrence David. The Bermuda Triangle Mystery--Solved. New York, Harper & Row, 1975. p. 104.

pronounced at this time and Taylor was asked to switch to a less used frequency, but he refused apparently because he feared losing communication with his other planes. Thus contact was lost with NAS, although the tower could pick up transmissions between the planes themselves. Taylor ordered the flight to land in the water together once one of the planes got down to only 10 gallons of gas. The pilots seemed confused as to which direction would take them back to Florida, although Kusche states this was not because all the compasses were malfunctioning, but because they could not get their bearings. Only the commander's plane had lost its compasses.

The planes alternated flying east and west in an attempt to locate land, and made one excursion north to check if they were over the Gulf of Mexico. At approximately 6 p.m., Flight 19's position was calculated by NAS as north of the Bahamas and east of the Florida coast. By this time radio communication from NAS was lost, so the information could not be relayed to the flight. The last communication by any of the planes was 7:04. The fuel supply should have allowed them to remain aloft until 8:00 p.m., and radio communication was attempted until that time. (This directly contradicts the Berlitz account stating that the message heard by the Miami base at 7 p.m. would have occurred two hours after the fuel had been depleted.)

Kusche feels that Flight 19 was lost due to several factors, most importantly the failure of Taylor's compasses. Taylor had recently transferred to Ft. Lauderdale and was therefore not familiar with the geography of the area and could not determine his location by visual references. Other important factors were the refusal to change frequencies and the change in weather over the Bahamas. "Flight 19 was not a group of experienced veterans touching down on a calm sea in the middle of a sunny afternoon--it was one disoriented

instructor and four student pilots attempting to ditch at sea on a dark, stormy night. It was a hopeless situation." 138/ Kusche also states that many of the quotations attributed to the Flight 19 crew do not appear in the Board's records. Nor did Taylor turn command over to a Marine pilot.

Regarding the loss of the rescue plane, Kusche noted that according to the standard account, the Martin Mariner took off from base shortly after 4:25 p.m. In reality it did not leave until 7:27 p.m. and if it had continued on its assigned flight path would have been in the position where the reported explosion took place. The Navy logs state that the time of explosion was 7:50 p.m. which would coincide with the Martin Mariner being at the position where the explosion occurred. "Mariners were nicknamed 'flying gas tanks' because of the fumes that were often present, and a crewman sneaking a cigarette, or a spark from any source, could have caused the explosion." 139/ Also, contrary to the standard version, the Mariner was not the only search plane out at that time, and in fact was not even the first to take off.

In conclusion, Kusche states that the Navy Board was not at all baffled, and it listed 56 "facts" and 56 "opinions" leading to the conclusion that the planes had made forced landings in the sea, and that the weather conditions were not conducive to such a landing.

After examining many such mysteries of the Bermuda Triangle and finding that many of them had solutions for many years that were ignored by writers like Berlitz, Kusche concludes that "There is no theory that solves the mystery. It is no more logical to try to find a common cause of all the disappearances

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138/ Ibid., p. 118.

139/ Ibid., p. 119.

in the Triangle than, for example, to try to find one cause for all automobile accidents in Arizona." 140/ After close examination, he states, one can find that weather conditions were far from clear in many of the cases, that search planes have not "combed the area" thoroughly since it is such a huge area to search, and that many of the mishaps occurred at night, thus giving the sea more time to dissipate any debris.

> The Legend of the Bermuda Triangle is a manufactured mystery. It began because of careless research and was elaborated upon and perpetuated by writers who either purposely or unknowingly made use of misconceptions, faulty reasoning, and sensationalism. It was repeated so many times that it began to take on the aura of truth. 141/

140/ Ibid., p. 275.

141/ Ibid., p. 277.

APPENDIX C
(Concerning the Condon UFO Report)
[Retyped for legibility]

August 9, 1966

MEMO TO: E. James Archer and Thurston E. Manning

FROM: Robert J. Low

SUBJECT: Some Thoughts on the UFO Project

Jim and Ted:

I have pondered the UFO project and talked to a number of persons about it. Here are a few thoughts on the subject.

Branscomb is very much against it. Gordon Little thinks it would be a disaster. George Benton, likewise, is negative. Their arguments, combined, run like this: In order to undertake such a project one has to approach it objectively. That is, one has to admit the possibility that such things as UFOs exits. It is not respectable to give serious consideration to such a possibility. Believers, in other words, remain outcasts. Branscomb suggested that one would have to go so far as to consider the possibility that saucers, if some of the observations are verified, behave according to a set of physical laws unknown to us. The simple act of admitting these possibilities just as possibilities puts us beyond the pale, and we would lose more in prestige in the scientific community than we could possibly gain by undertaking the investigation. Little indicated you do these things sometimes if there is a real national need. You do them in spite of possible adverse consequences. But, in this case, there is no real national need. Branscomb compares the situation to Rhine and the ESP study at Duke.

Walter Roberts, on the other hand, very much favors our undertaking it. He tried to get Will Kellogg, who is associate director of NCAR for the Laboratory of Atmospheric Sciences, to undertake it. Kellogg is very interested and almost did. He felt, however, he was too committed to do it. Walt hopes very much that we will. He says that he has information that Colorado really is the first choice of the Air Force, that others have not been approached and turned it down. He thinks, contrary to Little, that there is a very urgent need to do it, and he feels that we will gain a great deal in favor among the right circles by performing a critically needed service. He said that we must do it right--objectively and critically--and avoid publicity and all that sort of thing. But having the project here would not put us in the category of scientific kooks.

Branscomb says it would be better if the National Academy takes a contract from the Air Force and then subcontracts the money to us to do the work. He feels it would look much better that way, and I agree. There are, however, measures short of this that would accomplish almost the same thing - i.e., having a very distinguished group of consultant and/or advisors, having a committee in the Academy to whom our final report should be submitted.

Comments:

The analogy with ESP, Rhine, and Duke is only partially valid. The Duke study was done by believers who, after they had finished, convinced almost no one. Our study would be conducted almost exclusively by nonbelievers who, although they couldn't possibly prove a negative result, could and probably would add an impressive body of evidence that there is no reality to the observations. The trick would be, I think, to describe the projects so that, to the public, it would appear a totally objective study but, to the scientific community, would present the image of a group of nonbelievers trying their best to be objective but having an almost zero expectation of finding a saucer. One way to do this would be to stress investigation, not of the physical phenomena, but rather of the people who do the observing--the psychology and sociology of persons and groups who report seeing UFOs. If the emphasis were put here, rather than on examination of the old question of the physical reality of the saucer, I think the scientific community would quickly get the message.

There is another reason, it seems to me, to do this. Except possibly in a field like optical meteorology, I can't imagine a paper coming out of the study that would be publishable in a prestigious physical science journal. I can quite imagine, however, that psychologists, sociologists, and psychiatrists might well generate scholarly publications as a result of their investigations of the saucer observers.

I have not, of course, heard the story presented by the Air Force people. That comes Wednesday morning, the 10th. Ed Condon and Will Kellogg have heard it, however, and they say the project is presented in a very reasonable light.

It is premature to have much of an opinion, but I'm inclined to feel at this early stage that, if we set up the thing right and take pains to get the proper people involved and have success in presenting the image we want to present to the scientific community, we could carry the job off to our benefit. At least, it ought not be rejected out of hand.

Notes:

Walt Roberts pledged NCAR's cooperation and assistance, especially in optical meteorology, a very thinly populated field in the United States. (In Boulder it is represented only at NCAR).

The University persons who have expressed an interest in the project so far are chief types. We'll have to be sure, if we take on the work, that we can find properly qualified people who will actually do the work.

END OF MEMO

APPENDIX D

HUMAN INDIVIDUAL METAMORPHOSIS

In 1975, the incident that caused most press coverage involved not a UFO sighting, but rather a man and a woman who were claiming that if one joined their movement, Human Individual Metamorphosis (HIM), sometime within the next ten years a UFO would arrive and take one to a higher level of consciousness.

The couple, who variously referred to themselves and Bo and Peep, The Two, Him and Her and other such names, required that a member of HIM give up all material possessions and earthly pleasures, including sex. They spoke to groups in towns throughout the Pacific Northwest, and attracted anywhere from 20 to 100 followers, depending upon various reports. Most of these came from the State of Oregon, where relatives asked the authorities to look into the matter. Police and FBI were powerless, since those who had joined HIM had done so of their own free will, and had asked relatives not to search for them. Therefore, missing person reports could not be filed.

The two people who lead the cult have been identified as Marshall H. Applewhite, a music teacher from Houston, and Bonnie Lu Trusdale Nettles, a nurse, also from Houston. The pair reportedly had been arrested in a stolen car and records show that Applewhite was wanted on charges of failing to return a rental car in St. Louis, as well as on other charges in Houston, and Nettles was wanted for fraudulent use of credit cards. 142/

142/ See Music Teacher, Nurse Led Search for 'Higher Life'. Washington Post, Oct. 18, 1975. Bo and Peep were interviewed by the New York Times. See Phelan, James S., Looking For: The Next World. New York Times Magazine, Feb. 29, 1976:L 12-13, 58-59, 62, 65-66].

Robert Balch and David Taylor, who joined the UFO group in the fall of 1975 and observed its members, later wrote that nearly all the members were long-time seekers of truth who had been on other religious and spiritual trips before. 143/ According to Balch and Taylor, the members had been searching for self-awareness, for ways to become more open, more loving, more human. They were not starry-eyed, religious fanatics. For a few, the group was an escape from a lifetime of unhappiness, or from the tedium of a meaningless existence.

Bo and Peep told the followers that they could reach the "next level," the Kindgom of Heaven, only through a physical metamorphosis, by leaving their humanity behind, the way a butterfly leaves its caterpillar form. Since the group had not been subjected to indoctrinations and lacked a rigid organization, during the long, idle waiting, when no progress was apparent toward any transformation, no UFO came to rescue them, and The Two were away on long, unexplained absences, many members developed doubts, became disillusioned, and defections were high. 144/

Supposedly, the group was still in existence in 1979, somewhere in Wyoming, considerably reduced in size, and highly regimented. 145/

143/ Balch, Robert W. and David Taylor. Salvation in a UFO. Psychology Today, v. 10, Oct. 1976: 58, 61-62, 66, 106.

144/ Ibid.

145/ Flying Saucers in the Wilderness, Religion column, Time, v. 114, Aug. 27, 1979: 58.

APPENDIX E

SAMPLE DOCUMENT RELEASED THROUGH FREEDOM OF INFORMATION ACT

COMPLAINT FORM

HQ IVOS

I ADMINISTRATIVE DATA

TITLE
KIRTLAND AFB, NM, 8 Aug - 3 Sep 80, Alleged Sigthings of Unidentified Aerial Lights in Restricted Test Range.

DATE: 2 - 9 Sept 80
TIME: 1200

PLACE: AFOSI Det 1700, Kirtland AFB, NM

HOW RECEIVED

X IN PERSON	TELEPHONICALLY	IN WRITING

SOURCE AND EVALUATION
MAJOR ERNEST E. EDWARDS

RESIDENCE OR BUSINESS ADDRESS
Commander, 1608 SPS, Manzano
Kirtland AFB, NM

PHONE
4-7516

CR 44 APPLIES

II SUMMARY OF INFORMATION

REMARKS

1. On 2 Sept 80, SOURCE related on 8 Aug 80, three Security Policemen assigned to 1608 SPS, KAFB, NM, on duty inside the Manzano Weapons Storage Area sighted an unidentified light in the air that traveled from North to South over the Coyote Canyon area of the Department of Defense Restricted Test Range on KAFB, NM. The Security Policemen identified as: SSGT STEPHEN FERENC, Area Supervisor, AIC MARTIN W. RIST and AMN ANTHONY D. FRAZIER, were later interviewed separately by SOURCE and all three related the same statement: At approximately 2350hrs., while on duty in Charlie Sector, East Side of Manzano, the three observed a very bright light in the sky approximately 3 miles North-North East of their position. The light traveled with great speed and stopped suddenly in the sky over Coyote Canyon. The three first thought the object was a helicopter, however, after observing the strange aerial maneuvers (stop and go), they felt a helicopter couldn't have performed such skills. The light landed in the Coyote Canyon area. Sometime later, three witnessed the light take off and leave proceeding straight up at a hight speed and disappear.

2. Central Security Control (CSC) inside Manzano, contacted Sandia Security, who conducts frequent building checks on two alarmed structures in the area. They advised that a patrol was already in the area and would investigate.

3. On 11 Aug 80, RUSS CURTIS, Sandia Security, advised that on 9 Aug 80, a Sandia Security Guard, (who wishes his name not be divulged for fear of harassment), related the following: At approximately 0020hrs., he was driving East on the Coyote Canyon access road on a routine building check of an alarmed structure. As he approached the structure he observed a bright light near the ground behind the structure. He also observed an object he first thought was a helicopter. But after driving closer, he observed a round disk shaped object. He attempted to radio for a back up patrol but his radio would not work. As he approached the object on foot armed with a shotgun, the object took off in a vertical direction at a high rate of speed. The guard was a former helicopter mechanic in the U.S. Army and stated the object he observed was not a helicopter.

4. SOURCE advised on 22 Aug 80, three other security policemen observed the same

DATE FORWARDED HQ AFOSI: HQ IVOS 10 Aug 80

AFOSI FORM 88 ATTACHED ☐ YES ☐ NO

DATE: 9 Sept 80

TYPED OR PRINTED NAME OF SPECIAL AGENT: RICHARD C. DOTY, SA

SIGNATURE: Richard C. Doty

DISTRICT FILE NO. 80 17A 93-0122

OCII RESULTS

NEGATIVE ☐ POSITIVE (See Attached) ☐

AFOSI FORM 1 PREVIOUS EDITION WILL BE USED.

aerial phenonena described by the first three. Again the object landed in Coyote Canyon. They did not see the object take off.

5. Coyote Canyon is part of a large restricted test range used by the Air Force Weapons Laboratory, Sandia Laboratories, Defense Nuclear Agency and the Department of Energy. The range was formerly patrolled by Sandia Security, however, they only conduct building checks there now.

6. On 10 Aug 80, a New Mexico State Patrolman sighted aaerial object land in the Manzano's between Belen and Albuquerque, NM. The Patrolman reported the sighting to the Kirtland AFB Command Post, who later referred the patrolman to the AFOSI Dist 17. AFOSI Dist 17 advised the patrolman to make a report through his own agency. On 11 Aug 80, the Kirtland Public Information office advised the patrolman the USAF no longer investigates such sightings unless they occured on an USAF base.

7. WRITER contacted all the agencies who utilized the test range and it was learned no aerial tests are conducted in the Coyote Canyon area. Only ground tests are conducted.

8. On 8 Sept 80, WRITER learned from Sandia Security that another Security Guard observed a object land near an alarmed structure sometime during the first week of August, but did not report it until just recently for fear of harassment.

9. The two alarmed structures located within the area contains HQ CR 44 material.

National Investigations Committee On Aerial Phenomena

THE NICAP SITE PRESENTS

The RAND Corporation published a paper titled

"UFOs: What to Do?,

Here is the actual RAND Document in pdf format

Fran Ridge:
Originally, the RAND Corporation, a high level research group that had nothing to do with the business-machine firms and one of the most unpublicized yet highly competent contractors to the Air Force, stated in a letter dated June 25, 1969 that they were unable to identify any RAND publication on UFOs "available for external distribution."

Then, in another letter dated August 8th, 1969 RAND stated, "RAND has done very little on the subject of UFOs: therefore, no publications have been written on the subject."

I also have a copy of a letter dated October ? 1969 from the Department of the Air Force, to Mr. William Laub, of Northfield, Illinois. The letter was written by Lt. Col. James H. Aikman, Chief, Civil Branch, Community Relations Division, Office of Information. It states, "The Rand Corporation has never made any reports on unidentified flying objects (UFOs) for the United States Air Force. If any reports were made by this corporation they were made on their own."

RAND finally had to admit the existence of this paper and later stated that it was originally produced as an internal document and not prepared for or delivered to any of RAND's clients. RAND decided to make this paper available to the public if they asked for it.

This document, which crops up for discussion every once in a while, is placed here, with commentary at the end of this page, for the record. In regard to the commentary I have made a request to CUFOS (Nov. 2006) to locate a copy of a letter from George Kocher to Dr. J. Allen Hynek to document the contents mentioned by Jan Aldrich and confirm the date of same.

Below is the text version of the Rand Document

The RAND Corporation

RAND DOCUMENT
UFOs: What to Do?

George Kocher

27 November 1968

For RAND Use Only

DO NOT QUOTE OR CITE IN EXTERNAL RAND PUBLICATIONS OR CORRESPONDENCE

INTRODUCTION

Common sense is the quintessence of the experiences and prejudices of its time. It is a most unreliable advisor when one is confronted with a perfectly new situation. **Gustav Naan**

UFOs -- unidentified flying objects, or flying saucers as they are often called -- have been on the mind of the public for at least the last 22 years. For a number of reasons, we know little more about them now than we did at the outset. There exists a great amount of misinformation about the phenomenon not only in the minds of the public, but among educated groups such as scientists as well. It is the purpose of this series of essays to describe various aspects of the phenomenon, make clear my prejudices and the reasons for them, and to suggest a means of proceeding on this interesting and potentially very significant problem.

But first, a few words about the term UFO. J. A. Hynek, an astronomer having continuous involvement with UFO study for over 20 years, defines UFOs as "any reported aerial or surface visual sighting or radar return which remains unexplained by conventional means even after examination by competent persons. This definition ... specifies neither flying nor objects." (1) I would agree, but would prefer to replace "or radar return" with "or instrumental observation" and "even after examination by competent persons" to "even after competent examination by qualified persons." This, then, is the definition I have adopted in the five essays that follow.

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PART 1: UFOs -- HISTORICAL ASPECTS

Those familiar with the UFO literature are aware that reports of sightings did not begin with Arnold's sighting in 1947, but that phenomenology much the same as is reported today can be found in documents going back to the earliest times. Vallee (2) gives a sampling of this; B.L.P. Trench (3) has made a more thorough study and reports on the research of others able to study the original documents.

What was reported? Luminous discs, shields, globes and elongated objects in the sky, sometimes alone, sometimes in large numbers. Occasional descriptions of interactions with the observers are also mentioned, including landings, and seeing and communicating with occupants. The latter events especially were almost always interpreted in a religious context. A recent example is the repeated appearance of a typical UFO phenomenology at Fatima, Portugal on six successive months in 1917. The October 13 phenomenon was the best reported and was witnessed by a crowd of about 70,000 persons, including a number of scientists, reporters, atheists, and agnostics, as wel as faithful Catholics. One of the scientifically curious was Dr. A Garrett of the University of Coimbra. Rain, which had been falling that day, ceased and the crowd looked up to see the "sun" now visible through the heavy clouds. Professor Garrett wrote, "...I turned toward this (sun) which was attracting all eyes and I could see it like a disk with a clear cut edge, with a vivid rim,

luminous and shining, but without hurting one. The comparison I have heard at Fatima with a disk of dull silver, does

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not seem to me exact. It was a clearer, more vivid, richer color and with shifting tints like the luster of a pearl. It was not at all like the moon on a clear transparent night, for one saw and felt it like a living star. Nor was it spherical like the moon, nor did it have the same quality of lighter and less light. It looked like a burnished wheel cut out of mother-of-pearl. Nor could it be confused with the sun seen through a fog -- there was no fog... This disc spun dizzily round. It was not the twinkling of a star: it whirled round upon itself with mad rapidity... The sun, preserving the celerity of its rotation, detached itself from the firmament and advanced, blood-red, towards the earth, threatening to crush us with the weight of its vast and fiery mass. These moments made a terrifying impression." (4) The relationship of the old phenomenology to religion are discussed by Thomas. (5)

An example of earlier celestial displays of interest is illustrated in Figs 1 and 2. These are broadsheets from Nuremberg (1561) and Basel (1566), respectively. The psychologist, C. G. Jung; provides an analysis of the contents of the woodcuts in his interesting book. (6) Reference 7 has a very interesting reproduction of a fourteenth century fresco in a Yugoslavian church.

The modern period of the phenomenon began with a widely publicized sighting made by Kenneth Arnold in Washington state in 1947. A study by Bloecher of North American reports over the four week period bracketing the Arnold sighting lists 853 events, including 38 sightings made before Arnold's heavily publicized Sighting. (8)

Because the early reports seemed to suggest airborne craft of unusual appearance and kinematics, the problem came to rest with the newly organized U.S. Air Force. Initial fears were that the country was being over flown by advanced foreign aircraft, possibly on intelligence missions. The latter was suggested by the large number of sightings from the White Sands, New Mexico area and from the vicinity of the Hanford, Washington atomic plant.

Serious inquiry proceeded for a few years without any positive results. A number of supposedly knowledgeable people spoke out pointing out the sporadic nature of the sightings, and that since the reported

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Both Broadsheets from the Wickiana Collection, Zurich Central Library

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kinematics were inconsistent with current physical theory, the UFOs were not likely to be from a foreign power. Further, they argued, no other planets in our solar system were believed to support life -- certainly not intelligent life -- and since even the nearest star was over four light years away, the hypothesis of extraterrestrial origin was simply unacceptable from a scientific point of view. (9)

The Air Force investigative effort worked as follows: (10) Whenever a sighting was made, a report was to be made out and turned in to the Air Force at base level. The report was forwarded to Wright-Patterson AFB, Ohio for study. If the report was interesting enough, follow up inquiry was made. By 1952 the number of reports coming in was so large that the CIA was concerned that an actual attack on the country might not be immediately recognized. A panel of scientists was then convened in January 1953 to study the available evidence and see what conclusion could be reached about UFOs. After seven days of hearing evidence and discussing the matter it was concluded that there was only circumstantial evidence of the extraterrestrial hypothesis. The panel recommended a broadened study effort with full disclosure of investigations. In order to unplug the military intelligence channels, however, the CIA recommended that,

since the UFOs apparently posed no threat, the Air Force should debunk UFO reports and try generally to discourage public interest in them, in the hope that they would go away. (11)

It was the CIA's recommendation, apparently, that was made policy, for the investigative procedures used since 1953 have been vestigial and the handling of the subject by the authorities tended to make witnesses look ridiculous. In spite of the unfavorable publicity accorded witnesses, reports persisted, and no doubt in response to official behavior several civilian study groups were formed to receive reports and investigate sightings. The most successful of these groups is the National Investigation Committee on Aerial Phenomena (NICAP). NICAP's membership is well dispersed geographically and acts to learn as much as possible from sightings. The large number of scientific and technical personnel in the NICAP membership aids the quality of their evaluations. A summary of characteristics of the UFO phenomenology published by NICAP

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in 1964 (12) contains 575 reports that were extensively checked by NICAP for accuracy.

A series of sightings in 1965 and 1966 received considerable public attention arid after the poor public reception given the official explanations, the Air Force felt compelled to contract for a 15 month (later stretched to l8 months) scientific study to be performed at the University of Colorado under the leadership of E. U. Condon, a highly respected physicist. The Condon Committee is due to complete investigations at the end of June 1968; its report will be reviewed by the National Academy of Sciences (presumably to validate that the study was indeed the objective pearl of the scientific method that was desired), and is expected to be made public in October 1968. Unfortunately, the dismissal of two members of the Committee in February 1968 resulted in publicity suggesting that the study was not, in fact, objective. It remains, therefore, to see the final report to determine the worth of the study.

In the meantime, the respectability accorded UFOs by the $500,000 study contract permitted a considerable amount of scientific interest to surface. Astronomer Hynek has made a number of public statements on the basis of his long involvement as a consultant to the Air Force; atmospheric physicist James F. McDonald has turned his attention full time to the subject, and a number of scientific and technical journals have printed some dialogue - notably Science, the AIAA Journal, Bulletin of the Atomic Scientists and the Journal of the Astronautical Sciences. It is also noteworthy that the University of Toronto has recently formed a UFO study group.

Even the Soviets, who previously refused even to discuss the subject now admit to having a study group with good qualifications. The USSR Academy of Sciences still holds to the orthodox scientific view that UFOs are a nonproblem, however, using the same arguments we heard so long. These arguments are just as invalid in the USSR as in the USA.

It therefore appears that the subject is slowly and finally being regarded as a fit subject of scientific inquiry. It is hoped that enough scientists will acquaint themselves with the subject so that progress can finally be made.

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(Reference 13 is a good account of how the UFO phenomenon was treated in the U.S. and is recommended to those wondering how science came to consciously ignore the subject.)

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PART 2: UFOs -- ASTRONOMICAL ASPECTS

The astonishing thing would be if they did not exist.
Jean Cocteau

We saw in Part 1 that the historical aspects suggest an extraterrestrial explanation to UFOs. While it has not been established that the contemporary phenomena are extensions of the historical, there does seem to be a continuity in the descriptions of the phenomena described. We shall therefore look at contemporary astronomical knowledge and theories and ascertain the likelihood of the existence of other highly developed life forms.

To begin with, the observable universe -- that is, the distance to which we can observe luminous objects -- is several billion light years in radius (a light year is the distance light travels in a year at a rate of 186,300 miles per second. The sun is 8 light minutes from the earth. The next-nearest star is 4.2 light years away). Within this vast volume we find hundreds of millions of galaxies. Our own (Milky Way) galaxy is similar to many of those we see at great distances. It is a lens-shaped assemblage of some 100 billion stars having a diameter of about 100,000 light years. The sun is but one of its component stars and lies about 30,000 light years from the center, close to the plane of symmetry.

Now let us just consider the stars in our own galaxy -- specifically excluding those in neighboring or distant galaxies. We would like to estimate the number of stars having planets roughly similar to the Earth. From the statistics of stars within 15 light years of the sun we find that only about one-third are single, the rest binary or multiple. Since planetary orbits are often unstable in multiple systems (depending on the details of the configuration) we will say that only 30 billion stars in our galaxy now have a dynamical environment that permits planets to exist around them. Will these stars have planets? We cannot state with assurance that they will; however, current knowledge supports the theory that planetary formation is a natural adjunct to formation of the star itself from the interstellar gas cloud.

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We would therefore expect about 30 billion stars to have one or more planets. Now, we can reject certain classes of stars as candidates or habitable planets, because their lifetimes are too short (these are stars of high mass). Others can be rejected because of variability in light output, a characteristic that would make evolutionary development of life much more difficult. In fact if we select only those stars similar to the sun (whose peak of radiation energy coincides with a region of terrestrial atmospheric transparency) we have only a few percent of the total -- about one in 30. Therefore, we would expect about 1000 million suitable solar type stars exist. Of these, it is estimated by various astronomers that 200-600 million have planets at about the right distance and have been around long enough that life forms as developed as our own could exist. Implicit in further discussion are the assumptions that:

1. Planets and/or life evolves to a mutual compatibility;
2. The life force, whether spontaneous or otherwise, is such that whenever the environment is favorable, life will exist;
3. Our own history of past evolution and development is neither slow nor fast, but average and typical for life forms. (Ours is the only example available and no one has yet demonstrated that the "average" galactic life form should be any different.)

Now let us turn momentarily to time scales. The sun and earth are on the order of 5 billion years old. We might define modern man as being about 5000 years old (Stonehenge is 4000 years old) -- just one millionth of the earth's age. The age of science is certainly not more than 500 years, so our scientific and technical development has thus far occupied only one ten-millionth of the earth's life span. We expect the sun will burn another 5 billion years before significant changes in its brightness occur. Now the age of the galaxy is between 5 and 10 billion years; therefore among the 200-600 million stars we would expect to have acceptable planets, some would be older than the sun, some younger (for star formation is still continuing, even though at a lesser rate than in the galaxy's early history) and some the same age. It should be clear from assumption (3) and the example of our own

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development, that among the populated planets those younger than the sun would be peopled by beings very much behind us technologically, while those on older planets would be extraordinarily advanced (remember our progress of 500 years and note that some planets could be as much as a few billion years older). Indeed, we would be surprised to find someone else at just our stage of technological development. For the purposes of this paper, we can ignore both the multitude younger than ourselves and those at our point of development. Even so, we are left with the possibility of 100,000,000 planets in the galaxy having life forms very much advanced from us. (This number would be reduced significantly if life forms destroyed themselves soon after reaching our age of development. This is a philosophical point on which I am optimistic -- I believe the majority of races will learn to survive.) If these stars are uniformly distributed in the galactic disk, the average separation will be about 10 light years.

The usual scientist's reaction at this point is, well, even if the assumptions are correct and this number of advanced civilizations does exist, contact is still impossible because of the speed of light limitation of the theory of relativity. An excellent example of this kind of reasoning can be found in Ref. 14. My reply is that such a statement would appear to be shortsighted. For the moment, let us ignore the possibilities of overcoming the long time of travel by suspended animation and the like. Recall that our own physical theory has been developed in only 500 years. What can we expect in the next 500? Or 1000 or million or even billion years? I suggest that _if_ a way to circumvent the speed of light restriction is possible, it has already been found by someone in our galaxy. (I haven't the faintest idea how this might be done and I fully agree that our own experimental data appear to accurately confirm the existence of this limitation.) If it has been discovered by one, we certainly would expect it to be used; if no other planet's inhabitants independently discovered the means, it makes little difference for such a thing could be taught by the discoverer. Thus we may conclude that it is very likely that at least one, and probably many of the 100 million advanced planetary populations is capable of interstellar travel.

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The next question is, of course, have any of them been here? That question cannot yet be answered definitively. Without knowing what kind of phenomenology extraterrestrial visitors might exhibit, I will fall back on my scientific, mechanistic attitudes and say it makes sense to look for some kind of vehicle or spaceship. It appears that the class of phenomenology called UFO reports may contain, as a subset, actual observations of such craft. We shall now turn to the reports to see when and where things are seen and by whom and what phenomenology, if any) is revealed by the reports.

(Further information about the astronomical and biological possibilities are in Ref. 15, whose principal defects are (1) the authors uninformed rejection of UFO phenomenology as being relevant to the subject under discussion, and (2) their meek acceptance of the speed-of-light restriction as a universal truth. References 16 and 17 provide more detailed and more technical discussions of some aspects of the problem.)

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PART 3: UFOs -- THE CHARACTER OF REPORTS

Any collection of reports of unknown aerial sightings by the public will include a large percent of noise - sightings of something explainable. The reports are made because the appearance falls outside the range of the observer's experience, and the observer believes it is sufficiently anomalous to warrant the attention of authorities. Thus, any large collection of reports will include descriptions of aircraft, balloons) spacecraft, astronomical objects, atmospheric effects and the like. Often the practiced and perceptive analyst can recognize the stimulus, particularly if he has access to records of aircraft, balloon, and satellite movements, meteorological data and astronomical phenomenology. Recognition of stimulus is aided by a high quality report which is as quantitative as possible and which shows the observer to be able to differentiate between observation and interpretation. Of course a number of reports will be so lacking in details that no conclusion can be reached about what was seen. These are of little use; they may, however, serve as corroborating

evidence to another, higher quality, report and should not, therefore be rejected. The really interesting class of reports is that reporting phenomenology which is clearly extraordinary. The observer's qualifications may be such that the report is not only highly credible but is articulate and quantitative as well. It is this subclass of reports, variously estimated at 5 to 20 percent of the total, that offer hope of our learning what is going on.

Hynek considers two parameters of reports) credibility and strangeness, and suggests that the investigator really needs only to be concerned with reports having high strangeness and high credibility. The physical scientist is in a position to evaluate strangeness, the social scientist should be able to provide some measure of credibility. Hynek also comments on a number of beliefs about UFOs and reports stating, (18) among other things, that most reports are made by people who previously never gave much thought to UFOs; that reports are not always vague; and that well educated, well trained, reliable, stable people also contribute reports. These conclusions have been reached by most people who have taken the trouble to collect and investigate reports first hand.

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To illustrate the character of reports, I will quote several narratives from the literature. (Narratives, of course, are just the beginning of any report. Quantitative information, usually not given in the narrative must be obtained by careful interview of the witness.) The first is taken from a collection of 160 reports by Olsen. (19) It was originally made to NICAP.

Date: 24 April 1962
Place: Springfield (Delaware County), Pennsylvania

First witness, J. A. Gasslein, Jr. (Lt. Colonel, USAR Ret.) reports: "Time: Approximately 1945 hours, weather: clear, cloudless, medium blue sky, visibility good.

"My wife was driving her mother home following the latter's visit to our home. They had driven around the block to higher ground when my wife's mother looked out the car window and saw a large object. It was moving slowly and silently in an east-to-west direction at not over 50 ft. above street level. (Determined by the proximity to and relationship to the size of the Cape-Cod-type bungalows over which the object was passing.) My wife then plainly saw the object herself.

"Anxious to have me see the object, my wife quickly drove the car back to our house and attracted my attention. I had been working in the basement. I ran out of the house and up the street for a view. by the time I saw it, the object appeared to be about a quarter to a half-mile away, moving in a westerly direction. I saw it as an object smaller at the top than at the base, seemingly suspended in the air at an angle of about 45 degrees from my position, and giving off colored lights. I know that the object was not any kind of conventional aircraft of balloon.

"Having had the advantage of a closer viewing than I, my wife describes the object as follows..

" 'The UFO appeared to be about the size of one of the Cape Cod houses over which it passed, which would make it approximately 30 ft. in diameter and about the same dimension in height. It was circular, surmounted by a dome giving off flashes of green light. The center section rotated a series of square shaped "windows", each giving off a brilliant white light. The base section was somewhat saucer-shaped,

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curved upward. Shafts of white light were directed downward from the base.' Unfortunately, my wife cannot recall if the exterior was metallic in appearance. In any event, the object had a well-defined outline. Again, it moved silently. There was no evidence of occupants of the UFO.

"Approximately 20 to 25 minutes following the first sighting described above, the following sighting

occurred: "Returning from taking her mother home, my wife drove the car into our driveway alongside the house, headed westward. In the rear of our home was a wooded park area. My wife walked down the driveway to enter the house. Coming up the driveway was a neighbor friend, a young lady 20 years of age. In a tone of astonishment, she called my wife's attention to the park area, from which was emerging an object of the same description as outlined above moving easterly at low level -- not over 50 ft. above ground level, as judged by the trees in the area -- the UFO proceeded relatively slowly and without sound. It was approaching the rear of our home and adjacent properties.

"Again, my wife called me from the basement. By the time I got outside, the object had made a 90 degree turn northward and was proceeding parallel to the backs of the houses in the same line as ours. It was perhaps 150 - 200 yards distant. My observation of the characteristics of the UFO tallied with my wife's and the young lady's. Each of them independently made a pencil sketch within a few minutes after the sighting, and the sketches were substantially alike. "All told, there were at least 15 persons in the vicinity who acknowledged seeing the object at about the same time as the sightings made by my wife and myself."

Another witness, P. T. Scattergood, reports: "Around 8 (p.m.) I stepped out the front door, facing south and saw a brilliantly lighted object low in the southern sky. At first I took it to be a jet taking off from Philadelphia Airport, which is in that general direction. But I could hear no engine noise and it was traveling too slowly to be a plane. Also it did not have the usual blinking lights.

"It appeared to have a row of yellowish lights (which I took for the windows of the "jet") with a clear green light at the top. As I

watched, the row of lights appeared to be obscured as though a large paddle-wheel were revolving and blotting them out, beginning with the rear lights and proceeding forward. Since the object was moving west, I saw the right hand side of it. The periodic appearance and disappearance of the lights was perfectly regular. The top green light was constantly visible. I stood on the pavement and watched the object sail leisurely to the west until it disappeared behind some trees. The observation probably lasted from 5 to 10 minutes."

This report has the desirable features of the UFO being seen by a number of people (about 15) of which two actually made reports. (Hynek estimates the number of sightings to be about 10 times the number of reports turned in) . Other desirable aspects of this sighting are that it was made during daylight; that it was near enough that some details of its configuration were observable; and, it was visible long enough to allow the observers to consider "explanations" as they watched it.

The second example is reported by James F. McDonald in T. Bloecher's book on an intense period of UFO activity in 1947. The report was made 20 years after the sighting to Prof. McDonald for the reasons given at the end of the quotation.

"Mrs. Olavick was in her kitchen at 2101 East Hawthorne Street, Tucson, while Mrs. Down was out in the back-year patio. Suddenly Mrs. Down called her out excitedly, and both proceeded to observe what had caught Mrs. Down's eye. The time was just after the noon hour; Tucson's skies were completely cloudless. Somewhat north of their zenith lay an unusual, isolated, "steamy-fleecy" cloud at an altitude which Mrs. Olavick found difficult to estimate, though she recalled that it seemed lower than average for that time of year (thus, perhaps at or below 10,000 feet, say.). No other cloud was to be seen in the sky. In and out of the cloud moved a number of dull-white disc-like objects that rose and fell in an erratic manner, occasionally disappearing into or above the unnatural cloud. She said that these objects were round in planform but were not spherical, for they frequently tipped a bit, exposing a flattened-sphere form. She estimates that they watched these objects cavorting near the cloud for perhaps five or six minutes before the entire group suddenly disappeared within the cloud or perhaps above it.

"After a minute or so, as she now recalls it, a new object, perhaps three of four times as large as the little objects, came out of the cloud on its east side. After it emerged, the small objects began to emerge also, taking up a V-formation pattern behind it. The V comprised a line of four-abreast just to the rear of the large object, then a line of three-abreast behind that, and finally two-abreast in the rear. Thus the point of the V was to the rear (in the sense of the emergent and subsequent motion). This formation permitted the first accurate count of the small objects, nine in all. No sooner had the last pair emerged than all ten objects shot off to the northeast, climbing out of sight in a time that she thought was probably two to three seconds. She does not recall what happened to the cloud after the ten objects departed.

"I (McDonald) have spoken with Mrs. Olavick several additional times, following her first call. Her account was presented in an unembellished manner, and her descriptions were carefully framed, specifying just which parts had become less distinct in her memory. But the basic vividness of her memory of this observation she stressed repeatedly. I had to explain that it was by no means clear that the objects she saw were identical with those reported by Kenneth Arnold two months later. When I queried her as to why she had not reported them, she pointed out that she and Mrs. Down were entirely convinced that they had been fortunate enough to witness some new American military vehicles about which the general public had not yet been informed. Later she heard of the "flying saucers," and she and Mrs. Down, when they rejoined their husbands in mid-summer in Iowa, told them about their own observation. The husbands, she recalled, made such a joke of it that they ceased mentioning it.

Again we have a daytime sighting of several minutes duration, with two witnesses. As is often the case when.the phenomenon appears mechanical, it was interpreted as some secret government development. Ridicule of the sighting by family members and friends (if not by authorities) is frequently mentioned as a reason for delayed reporting of sightings.

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A third report is taken from a paper Prof. McDonald presented at the 12 March 1968 Canadian Aeronautics and Space Institute Astronautics Symposium, Montreal.

"At about 5:15 am., PDT, on the morning of July 4, 1967, at least five witnesses (and reportedly others not yet locatable) saw an object of unconventional nature moving over Highway 5 on the edge of Corning, California. Hearing of the event from NICAP, I began searching for the witnesses and eventually telephone-interviewed four. Press accounts from the Corning Daily Observer and Oakland Tribune afforded further corroboration.

"Jay Munger, operator of an all-night bowling alley, was drinking coffee with two police officers, James Overton of the Corning force and Frank Rakes of the Orland force, when Munger suddenly spotted the object out the front windows of his bowling alley. In a moment all three were outside observing what they each described as a dark gray oval or disc-shaped object with a bright light shining upwards on its top and a dimmer light shining downward from the underside. A dark gray or black band encircled the mid-section of the object. When first sighted, it lay almost due west, at a distance that they estimated at a quarter of a mile (later substantiated by independent witnesses viewing it at right angles to the line of sight of the trio at the bowling alley). It was barely moving, and seemed to be only a few hundred feet above terrain. The dawn light illuminated the object, but not so brightly as to obscure the two lights on top and bottom, they stated.

"Munger, thinking to get an independent observation from a different part of Corning, returned almost immediately to telephone his wife; but she never saw it for reasons of tree-obscuration. At my request, Munger re-enacted the telephoning process to form a rough estimate of elapsed time. He obtained a time of 1-1.5 minutes. This time is of interest because, when he completed the call and rejoined Overton and Rakes, the object had still moved only a short distance south on Highway 5 (about a quarter of a mile: perhaps), but then quickly accelerated and passed off to the south, going out of their sight in only about 10 seconds, far to their south.

Paul Heideman, of Fremont, California, was driving south on Highway 5 at the time of the above sighting, along with a friend, Robert King. I located Heideman and obtained from him an account of his observation made from a point on the highway north of Corning. He saw the light from the object, and had veered east (a turn not seen from the more restricted viewing point of the bowling-alley parking lot). Heideman said that, when first seen, it lay almost straight down Highway 5, serving to check the estimate of the other observers that the object lay only a few city blocks to their west.

The weather was clear, no haze, no wind, according to the witnesses. Munger's concise comment was "I've never seen anything like it before." He estimated its "diameter" at perhaps 50-100 ft, and its vertical thickness as perhaps 15-20 ft, with some kind of edge (band) perhaps 5-10 ft thick. No sound was ever heard. Overton stated to me that he had no idea what it was, but that "there was no doubt it was a craft of some sort."

The next example is from a report I personally investigated. It occurred in the area where I was reared; the observers are known to my family; I am familiar with the natural phenomenology of the area.

Date: 10 October 1966
Place: Near Newton, Illinois

First witnesses: Mrs. A (she prefers not to be publicly identified because of the reaction of friends and neighbors). Time: 5:20 p.m.

"Mrs. A was in her kitchen preparing supper; five of her children were playing outdoors. The children shouted to her to "come out and see the silent plane". She writes "I glanced out the south window and there it was coming into sight just south of our 72 foot silo moving very slowly from east to west. It was about 35 feet high. My first thought was that it was a plane making an emergency landing, but when I saw it in full view, I knew it was no plane, not like anything I have ever seen. I hurried outside to join the children in the yard. It

continued to move in a straight line to the west. We could see it clearly as it drifted over a 50 by 100 foot machine shed being built at the time [the workers were, however, in the fields this day]. It appeared to be larger than our car, and was more oval. There was a bluish glow around the ends, top, and bottom of it. It (the glow) wasn't bright, since it was daylight yet, but more like a low cloud, haze, or fog; or a mixture of bluish-grey tiny bubbles floating along around it. The object was seen clearly. It was blue in color and appeared to be made of metal. You could see [longitudinal] seam lines. There was one black window. I thought they (assuming someone was in it) could see out but we could not see them. I kept looking for someone to peep out and wave, but don't recall seeing or feeling anything at the time. There was a brownish-gold design on the lower back half. A raised part was on the top near the back which was noticed by all the children. It moved very quietly, making no sound at all except for a whirling or vibrating sound for 1 or 2 seconds as it drifted on toward the west... We followed it down the yard and lane, continuing to watch it as it was 300 feet, then 200 feet from the north and south gravel road and the REA electric line which is on the west side of the road. We were talking together, all very excited about what it was, where it came from, if there were people in it, and if it would rise to clear the electric line. It did; it rose so quickly and was out of sight in just a few seconds. Our eyes could not follow it fast enough. This was certainly a fantastic thing."

The questionnaire, a lengthy correspondence, an interview in June 1967 and other checking produced the following details:

Meteorology: Clear, warm, dry weather, cloudless.
Astronomical: Moonset 3:51 p.m. EST

UFO: Prolate spheroidial shape.

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The surface appeared to be non-spectacular, like dull aluminum or metal, and blue, the color probably deriving from the self-luminous halo. Longitudinal seams were apparent, but no rivets or such were seen. The black rectangle was assumed to be a window and appeared to be recessed. It was not shiny, but "like the dark of night." The surrounding glow was partly opaque, yet self luminous. It was darker than the sky and extended about 1/4 the object's length in all directions. The halo was particularly opaque at the ends: of the object, obscuring the underlying parts. The design at the lower rear looked like a pattern of crosses and dots.

Mrs. A says the glow obscured the design and in any case her attention was fixed on the "window". The only sound heard occurred when the UFO was nearest the unfinished shed, being constructed of a wooden framework covered with ferrous sheets. It is possible that some sheets were caused to vibrate. No electromagnetic effects were noted (TV was off) and no electrostatic or other effects were noted by Mrs. A or her children. As the UFO disappeared, Mrs. A was just looking along the road for a car; two of the children said the UFO pitched nose-up and as it went up a light or flame of orange color was seen at the rear.

Enough angular data was provided from building and landmark placement and sizes that it is possible to estimate the size of the metallic portion of the UFO at 16 to 20 feet in length, seen at a distance of 150 to 300 feet. Its linear speed was about 4 to 8 miles per hour, based on the above distances and timings obtained by re-enactment. It was visible for 4 minutes. Angular size was 2 3/4" at arms length. In an effort to quantify the colors somewhat, a Nickerson color fan was used by the witnesses to select the colors most nearly like those on the UFO. The color selections were made independently in direct sunlight with the color fan held in front of a white field. The colors given were

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Metallic surface
        Mrs. A.         7.5 PB - 7
        Child 1         2.5 PB - 8/5
        Child 2         7.5 B  - 3/5
Glow (The color of "grayness" was not uniform)
        Mrs. A.         5   PB - 8/5
                        2.5 PB - 8/5
        Child 1         5   PB - 7/7
        Child 2         2.5 PB - 6/8
Orange flare on ascent
        Child 1         5   YR - 7/11
        Child 2         5   YR - 7/11
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Second event: Same day, 6:30 p.m., sky is now dark. Location is in town of Newton, Illinois, about seven miles north west of first event.

Mrs. B was walking down the steps of a friend's house toward her car. "As I started down the steps my eyes were drawn by something in the south eastern sky. I stopped a moment and saw very clearly a luminous bluish object moving quite rapidly from east to west. It seemed to be rather low in the sky, but at night it is difficult to judge distance either as to how high it was or how far away it was. It did appear larger than a full moon, but instead of being round it had a definite oval shape. I would say an elongated oval. There was no sound that I could detect, and while it appeared to be blue and purple, there was also a whitish glow in it. The outline of the object was very distinct. I watched it until it disappeared behind some trees and a house a little less than a block from me.

Further correspondence and discussion brought forth the following information: The major axis of the oval was horizontal; its path was not perfectly horizontal) but somewhat undulatory. Its color was brightest and whitest at the center, becoming more blue and darker toward the edges. Mrs. B. estimated the colors as

shown below (Since the interview was conducted in the evening) the color fan was illuminated by an incandescent lamp).

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In itself, this last report, which describes a sighting of 15 to 20 seconds duration, contains insufficient information to come to any conclusion. However, when put alongside the earlier report there is the possibility of a relationship -- could these be reports of the same thing seen under differing conditions of illumination? We'll never know positively but the suggestion is quite strong.

As far as Mrs. A's sighting is concerned, we have obtained enough data from follow-up inquiry and on-site investigation to rule out known airborne craft, meteorological, and astronomical phenomenon. Yet the observations are sufficiently detailed to give us adequate confidence that some sort of machine was present, behaving in a very extraordinary way. Some parts of the object are similar to other reports (the effervescent glow, the orange color on acceleration, the very black "window" (which sounds like a block-body absorber)). Other parts are unusual -- the UFO's prolate spheroidal shape and the pattern (although seeing the pattern would require the observer to be quite close). The original correspondence and data sheets on Mrs. A's sighting run to over 40 pages. In correspondence and interviews over a period of 8 months no substantial inconsistencies could be found. The geometric data, particularly, are so intricately related that it is most unlikely that the witness could have fabricated a story so well. In addition, acquaintances made it clear that Mrs. A. is not prone to story telling and that "she is too busy to dream up such a tale". Mr. A, who returned from the fields that evening found the household still considerably agitated four hours after the event. He said he had no idea what it was his wife and children saw, but he obviously treated the sighting seriously for he went to considerable trouble to comply with a request to measure the sizes and locations of each building and tree on the farm.

It is this kind of sighting - the kind which is clearly inexplicable in contemporary terms, which causes me (and other interested persons) to take the whole subject so seriously. Hynek suggests that it is just this kind of sighting that often goes unreported, because the witness -- especially if his education or training are appropriate -- knows that what he saw was unambiguously extraordinary. And machine-like. A number of such reports were belatedly made after the University of

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Colorado study effort got underway. Apparently the witnesses waited for the respectability the UOC study brought to the subject. It is hoped that the scientific and intellectual climate will change to the point where witnesses, particularly those having the best qualifications, can feel free to report sightings and know that they are being taken seriously.

Not all reports are visual reports only. An example of a photographic observation studied in detail is given in reference 20. Here, a 16mn movie of two objects sighted in the daytime provided the analyst enough information to conclude that no known phenomena could have caused the images. This report is, hopefully, the first in a series of instrumented sightings carefully and adequately studied.

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PART 4: UFO'S - PHENOMENONOLOGICAL ASPECTS

Since I have made a first hand study of only a dozen sightings, the phenomenology described in this section will necessarily be based on descriptions of reports collected by others, particularly NICAP, APRO, UFOIRC, and Vallee. There is, unfortunately, no central file of reports accessible to the interested scientist, although large numbers of reports are in the hands of the organizations mentioned above. (The extensive Air Force files are of very limited use, from what I can tell, because of the extremely inconsistent quality of investigation.) In an unfortunate number of cases the report consists of little more than a narrative. My experience with the Newton sightings suggests that quantitative information is available if the investigator

takes the trouble to personally make an on-site study. True, it may not be the quality of an instrumented sighting, but enough quantitative data are available to permit meaningful study of sighting reports.

NICAP's document "The UFO Evidence" contains a summary of patterns in appearance and behavior as determined from cases they had studied through 1963. Regarding appearance, the most common type is a disc shape, followed by spherical, oval/elliptical, cylindrical, and triangular. The breakdown of NICAP's 575 cases goes as follows

Disc	**26 %**	**149**	**cases**
Round	**17 %**	**96**	**cases**
Oval/elliptical	**13 %**	**77**	**cases**
Cylindrical	**8.3 %**	**48**	**cases**
Triangular	**2 %**	**11**	**cases**
Other (Radar, light source, not stated)	**33.7%**	**194**	**cases**

Obviously, there may be some mis-classification within the first three groups because of projective effects. Discs may be coin-shaped or lens shaped (double convex). The domed disk is plano-convex, (sometimes double convex) with a smaller radius bulge atop the convex side. The saturn disk is a sphere or oblate spheroid with a thin ring projecting from the equator. Similar objects are

seen without the equatorial ring also. Another subset are the hemispheric variety, sometimes with a small protrusion at the apex and usually seen with the flat side down. All the above mentioned objects are generically oblate with the axis of symmetry usually seen oriented vertically. Another group are prolate, having the major axis horizontal, usually. This includes the elliptical (football) variety, the triangular or tear drop variety, and the cylindrical or cigar shaped species.

Reported colors depend strongly on the luminous environment. NICAP finds that of the 253 cases of daytime observations where color is stated, the results are

Silver or metallic	**34.8 %**	**88 cases**
White	**32.0 %**	**81 cases**
Specular	**13.4 %**	**34 cases**
Gray	**7.5 %**	**19 cases**
Black	**12.3 %**	**31 cases**

It should be noted that a few reports exist suggesting that the brightness of the object first thought by the observer to be reflected sunlight, was in fact self luminosity, as ascertained by the geometry, presence of clouds and the like.

In the dark-sky observations, the outline or shape of the UFO is often not seen. What is seen is a light or series of lights, sometimes extremely bright. Luminous rays are also reported, going up sometimes (particularly from domed discs) downward (from hemispheric types principally, also from discs) and from one UFO to another (spherical types). The luminous column is usually not divergent. Excluding these interesting rays, the reported colors of UFOs seen at night are, for 162 cases

Red	**38.3 %**	**62**	**cases**
Orange	**15.4 %**	**25**	**cases**
Yellow	**17.3 %**	**28**	**cases**
Green	**13.0 %**	**21**	**cases**
Blue	**16.0 %**	**26**	**cases**
Purple	**0**	**0**	

Brightness and color changes are also noted, and while the sample is small (82 cases) NICAP found the following: Of the 25 cases showing a change in brightness, 23 of the changes occurred at the moment of a velocity change (a change of either magnitude or direction). Concerning the change of color, 23 cases

showed a color change related to acceleration. While the supporting data are not conclusive, it appears that the spectral shift is to the red upon acceleration.

It should also be noted that UFOs reported at night have only a star-like appearance unless very close. Distant UFO's sometimes turn off and on. When closer to the observer, reports often indicate a number of lights, located at the top and around the rim usually. Sometimes the lights flash on and off or change color rhythmically. Several cases have been reported of the UFO flashing its lights in response to the witness flashing hand or vehicular lights. In other cases the lights winked off with the approach of another car or an aircraft, only to turn on again when the vehicle had passed.

While practically any luminous behavior could be produced by someone with sufficient time and money, kinematic behavior at odds with experience or, preferably, at odds with Newtonian behavior are suggestive of non-terrestrial origin.

A common kind of motion is called oscillation by NICAP and is subdivided into "wobble on axis" (frequently described also as fluttering, flipping, and tipping); pendulum motion on slow ascent, hovering and decent (also called "falling leaf motion"); and occasionally a side-to-side oscillation observed as the UFO proceeds horizontally. These motions are most often performed by discs, although examples of similar behavior by other forms also exist.

The last class, that of violent and erratic maneuvers, most clearly lacks an explanation from current physical theory. Using terms like bobbing, erratic, jerky, zigzag, dark, and shot away, witnesses describe motions involving high angular accelerations and velocities. A number of radar observations appear to substantiate this anomalous behavior. Among the 40 cases showing such characteristics, NICAP finds that 28 percent were reported by scientific or other appropriately experienced personnel.

Variation of Sightings with Time

It appears that the UFO phenomenology has been with us from the earliest times. In the last twenty-five years, however, there seems to be a drastic increase in the number of sightings. It is practically impossible to estimate the number of world-wide sightings because of the lack of suitable data collection means. In the U.S., the principal depositories are currently the Air Force, NICAP and APRO. It is estimated that currently these sources together receive about 2000 reports per year. Since only about one sighting in 10 is reported, the number of sightings is about 20,000. But of these, 80 to 95% are not interesting, leaving us with "only" 1000 to 4000 worthwhile sightings per year for North America.

In addition to the background of reports more or less constantly flowing in, occasional periods of intense activity are also noted. One such period was October 1954 over most of France. NICAP lists a number of these "flaps". Sometimes they are very localized, covering only a small portion of a state for a period of a few weeks.

APRO concludes, on the basis of the reports available to them, that the patterns of appearance follow phases - atomic test areas and installations in the late 1940s and early 50s, rivers, reservoirs and bodies of water in the late 50s and early 60s and now electrical distribution systems. Convincing evidence to support this hypothesis has not been published; however, if the hypothesis were true it would certainly raise a lot of question.

McDonald and others suggest that reports of the last few years show more sightings of objects at low altitude (or landed) and more sightings made from urban areas (in the 40s and 50s sightings were generally inversely correlated with population densities).

Interactions with the Environment

Interactions of UFOs with the environment produce a kind of believability that pure visual observations will never do. Some examples of interaction are cases showing electromagnetic disturbances in practically every kind of device -- radio, TV, auto ignition, aircraft electronics, compass, magnetometer, magnetic automobile speedometer, etc. NICAP lists 106 examples. NICAP also lists 81 cases of radar

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tracking of UFOs, most of which were simultaneous with visual sightings, and a number of which involved use of interceptors. Among the physiological effects noted are burns, temporary paralysis, prickling sensation, and eyes irritated as by ultraviolet light. A number of witnesses claim to have observed landings; depressions in the ground and damaged vegetation usually result. At a landing site in France, only weeds grow in a nine foot circular area where a disc was seen to land two years ago, despite efforts to replant. (21) At another landing site, French railway officials calculated that a weight of 30 tons would be required to make the depressions found in some railroad ties where a UFO was reported to have landed.

While most UFO's are silent, some have made sounds described as hissing, rushing, swishing, humming, whirring, whining, droning, like thunder, like shotgun, and a series of staccato explosions. In the past the absence of sonic booms from supersonic UFO's bothered many scientists; it appears now that that problem might be overcome by surrounding the craft by a corona discharge (which incidentally would be a luminous blue glow around the object). (23)

I will purposely not comment much on occupants, except to say that there are a few (very few) reasonably reliable and carefully investigated reports of UFO occupants. For the time being, I would prefer to concentrate on reports of the objects, however, as the frequency of reliable occupant reports is so low. I have no bias one way or the other along these lines. If UFOs are of extraterrestrial origin, they may or may not be "manned". If manned, one should expect an occasional appearance. Readers more interested in this aspect of UFOs are referred to reference 24.

In summary, we see a wide, almost exasperating range of reported phenomenology. By careful interviews with witnesses and analysis of a large number of reports the significant patterns in phenomenonology should appear. If the UFOs are a new manifestation of nature, they should exhibit some patterns of appearance or behavior which would aid in identifying and predicting them. If of extraterrestrial origin and intelligently guided it may be possible to anticipate appearances. This will be discussed in the next and final essay.

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PART 5: UFOs -- HOW TO PROCEED AND WHY

> We are so far from knowing all the forces of Nature and the various modes of their action that it is not worthy of a philosopher to deny phenomena only because they are inexplicable in the present state of our knowledge. The harder it is to acknowledge the existence of phenomena, the more we are bound to investigate them with increasing care.
> **Laplace**

Laplace's remarks are certainly as true and significant for us today as for his contemporaries. In the preceeding essays I have suggested that there exists a class of phenomena rather widely occuring today (and perhaps since earliest times) that is elusive, puzzling and often at variance with known scientific and technical experience. What are we going to do about it? What should we, what can we do about it?

J. E. MacDonald suggests that the UFO phenomena lie somewhere in the following categories of explanation:

> **1.** Hoaxes, fabrications, and frauds. Report files contain examples of these; investigators believe about 5 percent of all reports made are in this category. Detailed study, however, usually uncovers

such reports.
2. Hallucinations, mass hysteria, and rumor phenomena. Present understanding of psychology does not admit many of the significant reports to be explained in this way.
3. Misinterpretations of well known physical phenomena (meteorolo- gical, astronomical, optical, etc.). By far the largest percentage of reports fall in this category. Study by an experienced investigator can usually identify these.
4. Poorly understood physical phenomena (rare electrical or moteorological effects, plasmas). Certainly a distinct possibility in a number of cases, it is a category worthy of careful study. Some of the most interesting cases, however have sufficient observational datail to eliminate this possibility (I am referring to reports of unambiguously machine-like objects).

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5. Advanced technologies (test vehicles, satellites, reentry effects). Again, some reports can be attributed to this cause, but most cannot.
6. Poorly understood psychic phenomena (psychic projections, archetypal images, parapsychological phenomena, etc). It is difficult to comment on this possibility because the current lack of knowledge of parapsychology. While a (small) number of UFO reports do exhibit aspects of parapsychological phenomenology (25) general relationships have yet to be convincingly demonstrated. Reference 6 deals with this explanation.
7. Extraterrestrial probes. A possibility commonly held by the public and commonly rejected by scientists. Prof. McDonald believes a number of sightings are best explained by this hypothesis.
8. Messengers of salvation and occult truth. This explanation is listed because of the nature of certain reports (particularly "contact" reports -- reports involving communication of UFO occupants and the witnesses) and because of the historical aspects of the phenomenology. See reference 5 for elaboration.
Perhaps, to play it safe, an additional category should be listed:
9. Other

Clearly, the explanation of UFOs will interest someone. Psychologists have an interest in 1, 2, 3 and 6; theologians in category 8, scientists in 4 and 7. Therefore, whatever the explanation, it is a problem of at least average interest. If, by chance, the explanation is 7, or even 8 (and possibly 6) the value to society would be profound and significant. In this sense, an identification of the phenomenon would be a task of highest potential urgency.

How might it be done?

Because of the transient nature of UFO's we cannot expect to have the interested scientist rush to the spot to make his own observations. Reports so far accumulated, however, show that UFO's sometimes appear frequently in certain areas for a short period of time (a so-called "flap"). One characteristic of the flap is a larger percentage of sightings of objects at low levels than one normally obtains. If the reporting and analysis system were responsive enough, men and instruments

-31-

could be dispatched when a flap was recognized with a reasonable hope of making first hand observations. I would therefore suggest the following:

1. Organization of a central report receiving agency, staffed by a permanent group of experienced UFO investigators and having on call specialists in astronomy, physics, optics, atmospheric physics, psychology and the like for application when needed.

2. This agency should be readily and instantly accessible to the public for the purpose of reporting. (Witnesses should be able to turn to someone other than the press to make reports.) Report forms could be made available in Post Offices, for example. More urgent reports could be made by toll-free telephone lines.

(Radio amateurs have recently begun cooperating with NICAP to provide an alerting system.) Because many sightings are made at night when most services are closed, the local police office should be prepared to receive reports of sightings. Experience indicates that witnesses usually turn first to the police, particularly if the UFO was close or if the witness was frightened. Such a local "data center" would be very useful for identifying flaps and could possibly serve to dispatch personnel to an area of interest. Care must be taken to properly inform the officers involved about the aims of the project and requests for assistance should be made in such a way as to minimize additional police work. An awareness of the problem by a dispatcher or desk sergeant might be sufficient to draw attention to a developing situation. An interested local scientist could then be notified, perhaps in time to make an observation. Hynek also suggests that the police carry cameras in their cars should they become involved as observers. This advice obviously applies to all interested persons.

3. A loose organization of interested scientists should be available to investigate reports in their local areas. A good start toward this has been made by NICAP. It is important that investigations be made rapidly and by properly qualified people.

4. The press should be encouraged to report sightings accurately and in a non-sensational manner. Suitable reporting would encourage other witnesses to come forth.

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5. Existing sensor records could be examined for anomalies, particularly if visual reports are made nearby. Since we don't know what to expect, it is difficult to say what is needed; however records of electric, magnetic and gravitational fields, radioactivity, optical and radio frequency anomalies would be a logical place to start. Radars could also contribute, if they are designed for general purpose use. As it is, most current radar detection and tracking devices are designed to ignore anomalous objects.

After a few years' operation in this mode, it should be possible to study the resulting report statistics to draw generalities about appearance and behavior (such as was done in Part IV) and most importantly to anticipate times and locations of appearances. Only when this is done will it be possible to instrument sightings and therefore obtain the objective data so badly needed If the explanation is #4, some environmental correlations are bound to occur. For #7 it is possible that appearances could be anticipated, if we are clever enough; for #6 and #8 we will likely not be able to anticipate appearances.

Certainly the conclusions drawn by NICAP from reports in their file are startling and, if valid worthy of considerable scientific effort. It would be much more convincing if data could be collected worldwide and if the most interesting reports could be intensively and completely investigated. I believe current reports justify the expanded data collection and analysis effort.

Pages 33 to 40 consist of the basic report form used by the University of Colorado UFO project which have not been included here. A copy of this reporting form is reproduced in "The Final Report of the Scientific Study of Unidentified Flying Objects," Bantam Books, 1968, published in association with Colorado Associated University Press.

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25. An interesting example appears in the July, 1968 issue of Science & Mechanics, starting on page 30

26. A highly recommended collection of recent views on this subject are contained in the Symposium on Unidentified Flying Objects, Hearings Before the House Committee on Science and Astronautics, July 29, 1968

Short Commentaries

30 Dec 1966
Jan Aldrich:
George Kocher worked at RAND. He was interested in the UFOs. He wrote up a short paper for circulation within RAND. It was personal. It was not an official RAND document. Kocher got little or no response to his privately circulated document. One copy of it did make its way to Wright-Patterson. LTC Quintanilla wrote RAND a blazing letter. Once again, Quinanilla's letter was not an official ATIC response, but from Quintanilla's address and his personal opinion.

Kocher's supervisor turned Quintanilla's letter over to Kocher. RAND never responded to Quintanilla. Kocher did not follow up on his paper. The matter went no further. Kocher confirmed all this in a letter to Dr. Hynek which is now at CUFOS with a copy of Quintanilla's letter. CUFOS made copies of Kocher's document available years ago. You can, I believe, still purchase copies from them.

Ruppelt, I believe in his papers, mentioned that the chief of RAND in the early 1950s was hostile towards UFOs. Prior to that RAND had done a "Spaceship" study that COL McCoy requested in 1948. Parts of the study were used in the Project Grudge report.

There were several RAND scientists who, like Kocher, had at one time or another a personal interest in UFOs. NICAP was in contact with one or two. However, over the years contact was lost with these people.

There was one request from a scientist at RAND in 1965 to the Air Force for UFO material. The Air Force forwarded the request to Hynek. Nothing seems to have come of it. Again, it may have just been a personal interest item.

16 Nov 2006
Dick Hall:
It would be perfectly legitimate and accurate to list this document as an "internal RAND document." It is exactly the same sort of thing as the NSA think piece generated by an employee, which was not an "official" NSA document. These documents are part of the history and are revealing and important in their own right. What people in positions like theirs were thinking and trying to do is significant for historians (of which I are one).

Brad Sparks:
The hostile RAND official mentioned by Ruppelt in his papers was NOT the President and founder of RAND, Franklin Collbohm, it was James Lipp, chief of the Missile Division of RAND. Ruppelt also mentioned that RAND astronomer James Thompson was pro-UFO and used to visit him at BB.

The RAND "spaceship" UFO study was done by Lipp in Dec 1948 and included as an appendix to the Sign Report, not the Grudge Report.,

What is Jan's source for what Kocher said or did? Is it solely Kocher's letter to Hynek? Why is there no date or copy of it?

Kocher's RAND report seems to have more status as a RAND document than the NSA paper, given that it has RAND letterhead and the NSA paper has no NSA letterhead or routing.

17 Nov 2006
Jan Aldrich:
There were some UFO fans at RAND. Mary Rorig comes to mind. However, this paper is about as significant as some NICAP member writing a paper supporting contactees. It should be made clear that this was an individual effort within an organization which took no action, and had no discussion on the matter as the result of his effort other than to file it.

Dick Hall:
The agencies represented are not private, pro-UFO citizen groups. They are major Government agencies. So what they did and tried to do even on an in-house basis and the results (or non-results) is very significant for the purposes of historical analysis. The people mentioned all were highly qualified, reasonably high-level or respected employees. To simply label them as "fans" (sounds like "UFO buffs") and compare what they did to an internal NICAP paper is not a reasonable comparison. History has more to do with only what "officially" is said and done. A more apt comparison would be what Ruppelt or Fournet did and tried to do on the subject, and what had success and what didn't.

NICAP Home Page

National Investigations Committee On Aerial Phenomena

PDF Version of actual document (6 pages) and fake document (6 pages)

SECRET

DEPARTMENT OF THE AIR FORCE AFOIR-CO/Lt Col Garrett/mob/4544

28 Oct 47

Intelligence Requirements on Flying Saucer Type Aircraft

CSGID
Attn: Plans and
Collection Branch

Hq. USAF - AFOIR

30 OCT 1947
Lt Col Garrett/mob/4544

1. It is requested that a Collection Memorandum, similar to the attached draft, be issued to the addresses indicated thereon. This is in accordance with conversation between Lt. Colonel Smith and Lt. Colonel Garrett.

2. It will be appreciated if, at the time this Memorandum is reproduced, ten (10) additional copies could be run off and sent to the Directorate of Intelligence, Air Intelligence Requirements Division, Collection Branch, for file purposes.

FOR THE SECRETARY OF THE AIR FORCE:

2 Incls.
1. Intelligence Requirements
2. Draft of Collection Memorandum

GEO. F. SCHULGEN
Brigadier General, U.S.A.F.
Chief, Air Intelligence Requirements Div.
Office of Ass't. Chief of Air Staff-2

SECRET

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DRAFT OF COLLECTION MEMORANDUM

OBJECT

1. This Memo sets forth the current intelligence requirements in the field of Flying Saucer type aircraft.

GENERAL

1. An alleged "Flying Saucer" type aircraft or object in flight, approximating the shape of a disc, has been reported by many observers from widely scattered places, such as the United States, Alaska, Canada, Hungary, the Island of Guam, and Japan. This object has been reported by many competent observers, including USAF rated officers. Sightings have been made from the ground as well as from the air.

2. Commonly reported features that are very significant and which may aid in the investigation are as follows:

a. Relatively flat bottom with extreme light-reflecting ability.

b. Absence of sound except for an occasional roar when operating under super performance conditions.

c. Extreme maneuverability and apparent ability to almost hover.

d. A plan form approximating that of an oval or disc with a dome shape on the top surface.

e. The absence of an exhaust trail except in a few instances when it was reported to have a bluish color, like a Diesel exhaust, which persisted for approximately one hour. Other reports indicated a brownish smoke trail that could be the results of a special catalyst or chemical agent for extra power.

f. The ability to quickly disappear by high speed or by complete disintegration.

g. The ability to suddenly appear without warning as if from an extremely high altitude.

h. The size most reported approximated that of a C-54 or Constellation type aircraft.

i. The ability to group together very quickly in a tight formation when more than one aircraft are together.

j. Evasive action ability indicates possibility of being manually operated, or possibly by electronic or remote control devices.

k. Under certain power conditions, the craft seems to have the ability to cut a clear path through clouds -- width of path estimated to be approximately one-half mile. Only one incident indicated this phenomenon.

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3. The first sightings in the U.S. were reported around the middle of May. The last reported sighting took place in Toronto, Canada, 14 September. The greatest activity in the U.S. was during the last week of June and the first week of July.

4. This strange object, or phenomenon, may be considered, in view of certain observations, as long-range aircraft capable of a high rate of climb, high cruising speed (possibly sub-sonic at all times) and highly maneuverable and capable of being flown in very tight formation. For the purpose of analysis and evaluation of the so-called "flying saucer" phenomenon, the object sighted is being assumed to be a manned aircraft, of Russian origin, and based on the perspective thinking and actual accomplishments of the Germans.

5. There is also a possibility that the Horten brothers' perspective thinking may have inspired this type of aircraft - particularly the "Parabola", which has a crescent plan form. Records show that only a glider version was built of this type aircraft. It is reported to have been built in Hellegenberg, Germany, but was destroyed by fire before having ever been flown. The Horten brothers' latest trend of perspective thinking was definitely toward aircraft configurations of low aspect ratio. The younger brother, Riemar, stated that the "Parabola" configuration would have the least induced drag - which is a very significant statement. The theory supporting this statement should be obtained if possible.

6. The German High Command indicated a definite interest in the Horten type of flying wing and were about to embark on a rigorous campaign to develop such aircraft toward the end of the war. A Horten design, known as the IX, which was designated as the Go-8-229 and the Go-P-60 (night fighter) was to be manufactured by the Gotha Plant. It is reported that a contract for fifty such aircraft was planned, but only three or four were built. This plant is now in the hands of the Russians. A recent report indicates that the Russians are now planning to build a fleet of 1,800 Horten VIII (six engine pusher) type flying wing aircraft. The wing span is 131 feet. The sweepback angle is 30 degrees. The Russian version is reported to be jet propelled.

REQUIREMENTS

1. Requirements appear at Inclosure No. 1.

SPECIAL INSTRUCTIONS

Control No. A-1917

DISTRIBUTION

1. To M.A.'s England, France, Sweden, Finland, USSR, Turkey, Greece, Iran,

China, Norway, Philippines, and to Commander-in-Chief, Far East, and Commanding General, United States Air Forces in Europe, through Commanding General, EUCOM.

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INCLOSURE NO. 1

1. Research and Development

a. What German scientists had a better-than-average knowledge of the Horten brothers' work and perspective thinking; where are these scientists now located, and what is their present activity? Should be contacted and interrogated.

b. What Russian factories are building the Horten VIII design?

c. Why are the Russians building 1,800 of the Horten VIII design?

d. What is their contemplated tactical purpose?

e. What is the present activity of the Horten brothers, Walter and Riemar?

f. What is known of the whereabouts of the entire Horten family, particular- ly the sister? All should be contacted and interrogated regarding any contemplated plans or perspective thinking of the Horten brothers, and any interest shown by the Russians to develop their aircraft.

g. Are any efforts being made to develop the Horten "Parabola" or modify this configuration to approximate an oval or disc?

h. What is the Horten perspective thinking on internal controls or controls that are effective mainly by streams of air or gas originating from within the aircraft to supplant conventional external surface controls?

2. Control

For any aircraft whose shape approximates that of an oval, disc, or saucer, information

regarding the following items is requested:

a. Boundary layer control method by suction, blowing, or a combination of both.

b. Special controls for effective maneuverability at very slow speeds or extremely high altitudes.

c. Openings either in the leading edge top and bottom surfaces that are employed chiefly to accomplish boundary layer control or for the purpose of reducing the induced drag. Any openings in the leading edge should be reported and described as to shape, size, etc. This investigation is significant to justify a disc shape configuration for long-range application.

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d. Approximate airfoil shape in the center and near the tips.

e. Front view and rear view shape.

3. Items of Construction

a. Type of material, whether metal, ferrous, non-ferrous, or non-metallic.

b. Composite or sandwich construction utilizing various combinations of metals, plastics, and perhaps balsa wood.

c. Unusual fabrication methods to achieve extreme light weight and structural stability particularly in connection with great capacity for fuel storage.

4. Items of Arrangement

a. Special provisions such as retractable domes to provide unusual observation for the pilot or crew members.

b. Crew number and accommodation facilities.

c. Pressurized cabin equipment.

d. High altitude or high speed escapement methods.

e. Methods of pressurization or supercharging from auxiliary units or from the prime

power plant.

f. Provisions for towing - especially with short fixed bar, and for re-fueling in flight.

g. Provisions for assisted take off application.

h. Bomb bay provisions, such as dimensions, approximate location, and unusual features regarding the opening and closing of the doors.

5. Landing Gear

a. Indicate type of landing gear - whether conventional, tricycle, multiple wheel, etc.

b. Retractable, and jettison features for hand gear.

c. Provisions for takeoff from ice, snow, or water.

d. Skid arrangements for either takeoff or landing.

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6. Power Plant

a.. Information is needed regarding the propulsion system used in the aircraft. Possible types of engines that could be employed include:

(1) Reciprocating (piston type) engine or gas turbine. Either or both of these could be used to drive propellers of conventional or special design, rotating vanes, ducted fans, or compressors.

(2) Jet propulsion engines including turbo jets, rockets, ramjets, pulse jets, or a combination of all four.

(3) Nuclear propulsion (atomic energy). Atomic energy engines would probably be unlike any familiar type of engine, although atomic engines might be employed in combination with any of the above types.

Aircraft would be characterized by lack of fuel systems and fuel storage place.

b. The power plant would likely be an integral part of the aircraft and could possibly not be distinguished as an item separate from the aircraft. If jet propulsion is used, large air handling capacity, characterized by a large air inlet and large exhaust nozzle, should be evident. The size of entrance and exit areas would be of interest. It is possible that the propulsive jet is governed or influenced for control of the aircraft. The presence of vanes or control surfaces in the exhaust or methods of changing the direction of the object should be observed.

c. Information desired on the propulsion systems pertains to the following items:

(1) Type of power plant or power plants.

(2) General description.

(3) Rating (thrust, horsepower, or air flow).

(4) Type of fuel

(5) Catalytic agents for super-performance or normal cruising power.

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DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

* GPO 1951 - O 911564

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[redacted]

Air Intelligence Report No. 100-203-79

ANALYSIS OF FLYING OBJECT INCIDENTS IN THE U. S.

Air Intelligence Division Study No. 203
10 December 1948

Directorate of Intelligence and Office of Naval Intelligence

DISTRIBUTION "C"

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Directorate of Intelligence
Headquarters United States Air Force

Office of Naval Intelligence
Navy Department

Washington, D. C.

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By [redacted] NARS Date 3/7/85

[redacted]

ANALYSIS OF FLYING OBJECT INCIDENTS IN THE U. S.

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ANALYSIS OF FLYING OBJECT INCIDENTS IN THE U. S.

SUMMARY AND CONCLUSIONS

PROBLEM

1. TO EXAMINE pattern of tactics of "Flying Saucers" (hereinafter referred to as flying objects) and to develop conclusions as to the possibility of existence.

FACTS AND DISCUSSION

2. A DETAILED discussion of information bearing on the problem as set forth above is attached as Appendix "A". The main points established therein are summarized below.

3. THE FREQUENCY of reported incidents, the similarity in many of the characteristics attributed to the observed objects and the quality of observers considered as a whole, support the contention that some type of flying object has been observed. Approximately 210 incidents have been reported. Among the observers reporting on such incidents are trained and experienced U.S. Weather Bureau personnel, USAF rated officers, experienced civilian pilots, technicians associated with various research projects and technicians employed by commercial airlines.

4. THE POSSIBILITY that reported observations of flying objects over the U.S. were influenced by previous sightings of unidentified phenomena in Europe, particularly over Scandinavia in 1946, and that the observers reporting such incidents may have been interested in obtaining personal publicity have been considered as possible explanations. However, these possibilities seem to be improbable when certain selected reports such as the one from U.S. Weather Bureau at Richmond are examined. During observations of weather balloons at the Richmond Bureau, one well trained observer has sighted strange metallic disks on three occasions and another observer has sighted a similar object on one occasion. The last observation of unidentified objects was in April, 1947. On all four occasions the weather balloon and the unidentified objects were in view through the theodolite. These observations at the Richmond Bureau occurred several months before publicity on the flying saucers appeared in a U.S. newspaper.

5. DESCRIPTIONS OF the flying objects fall into three configuration categories: (1) disk-shaped (2) rough cigar-shaped (3) balls of fire. Varying conditions of visibility and differences in angles at which the objects may have been viewed introduces a possibility that a single type object may have been observed rather than three different types. This possibility is further substantiated by the fact that in the areas where such objects have been observed the ratio of the three general configurations is approximately the same.

6. THEREFORE, IT appears that some object has been seen; however, the identification of that object cannot be readily accomplished on the basis of information reported on each incident. It is possible that the object, or objects, may have been domestically launched devices such as weather balloons, rockets, experimental flying wing aircraft, or celestial phenomena. It is necessary to obtain information on such domestic activity to confirm or deny this possibility. Depending upon the degree with which this may be accomplished, foreign devices must then be considered as a possibility.

7. THE PATTERN of sightings is definable. Sightings have been most intense throughout the states bordering the Atlantic and Pacific coast lines, and the central states of Ohio and Kentucky. A map showing location of sightings is attached as Appendix "B"

8. THE ORIGIN of the devices is not ascertainable. There are two reasonable possibilities: (1) The objects are domestic devices, and if so, their identification or origin can be established by a survey of all launchings of airborne objects. Domestic flying wing type aircraft observed in various aspects of flight might be responsible for some of the reported flying objects, particularly those described as disks and rough cigar shapes. (See Appendices "C" and "D".) Among those which have been operational in recent years are the XF5U-1 ("Flying Flapjack") developed by Chance-Vaught, the Northrup B-35, and the turbo-jet powered Northrup YB-49. The present existence of any privately developed flying-wing type aircraft has not been determined but one such aircraft, the Arup tailless monoplane, was operational at South Bend, Indiana, prior to 1935. (2) Objects are foreign, and if so, it would seem most logical to consider that they are from a Soviet source. The Soviets possess information on a number of German flying-wing type aircraft such as the Gotha P60A, Junkers EF 130 long-range, high-speed jet bomber and the Horten 229 twin-jet fighter, which particularly resembles some of the description of unidentified flying objects (See Appendix "D"). As early as 1924 Tscheranowsky developed a "Parabola" aircraft, an all wing design, which was the outcome of considerable Soviet experimentation with gliders of the same general form. Soviet aircraft based on such designs might have speeds approaching transsonic speeds attributed to some flying objects or greater over-all performance assuming the successful development of some unusual propulsion device such as atomic energy engine.

9. THAT THE Soviets have a current interest in flying-wing type aircraft is suggested by their utilization of Dr. Guenther Bock who, at the end of World War II, was in charge of the flying-wing program in Germany (See Appendix "A", paragraph 3, page 4). Achievements satisfactory to the U.S.S.R. are indirectly indicated by the personal recognition he is reported to be receiving in the U.S.S.R. Recently it has been reported that the U.S.S.R. is planning to build a fleet of 1,800 Horten flying-wing aircraft. Information of low evaluation has been received stating that a regiment of jet night fighters, Model Horten XIII, is at Kuzmikha, an air base two miles southwest of Irkutsk. Kuzmikha is identified as one of a number of airfields for the protection of an atomic energy plant at Irkutsk. The Horten XIII as developed by Germany was a glider.

10. ASSUMING THAT the objects might eventually be identified as foreign or foreign-sponsored devices, the possible reason for their appearance over the U.S. requires consideration. Several possible explanations appear noteworthy, viz:

a. To negate U.S. confidence in the atom bomb as the most advanced and decisive weapon in warfare.

b. To perform photographic reconnaissance missions.

c. To test U. S. air defenses.

d. To conduct familiarization flights over U.S. territory.

CONCLUSIONS

11. SINCE the Air Force is responsible for control of the air in the defense of the U.S., it is imperative that all other agencies cooperate in confirming or denying the possibility that these objects have a domestic origin. Otherwise, if it is firmly indicated that there is no domestic explanation, the objects are a threat and warrant more active efforts of identification and interception.

12. IT MUST be accepted that some type of flying objects have been observed, although their identification and origin are not discernable. In the interest of national defense it would be unwise to overlook the possibility that some of these objects may be of foreign origin.

APPENDIX "A"

ANALYSIS OF FLYING OBJECT INCIDENTS IN THE U. S.

AND HYPOTHETICAL TACTICS EMPLOYED

1. INTRODUCTION. To formulate the possible tactics of flying objects reported over the U. S. assumes from the outset that firm conclusions have been reached on both the existence and origin of the reported flying objects. The current status of information on such incidents and over-all analysis does not allow substantiation for such conclusions. However, the lack of such firm conclusions points to the necessity for an immediate and sound statistical analysis of every aspect of the situation and does not preclude a concurrent examination of the reported incidents to develop explanations of their possible tactics. The latter will be useful at some future date should the existence and origin of the flying objects be definitely established. Therefore, the following analysis of available information is advanced in order to present evidence on the actual existence of some type flying object and to relate same to tactical purposes for which the objects are possibly designed. The following discussion must be considered a provisional analysis, pending a further detailed analysis of all aspects of the problem.

2. SOME ASPECTS REGARDING FLYING OBJECT INCIDENTS. A cursory examination of evidence on reported incidents has been made and it is possible to cite certain generalities which it appears may be borne out when detailed analyses have been completed.

Among the incidents reported there are many statements by reliable and experienced persons which tend to confirm that flying objects have been seen. The description of such objects seems to fall roughly into three categories: (1) Silver disks or balls, approximating a Horten wing type aircraft; (2) Balls of fire of various colors and intensities; (3) Cigar or pencil-shaped objects similar in appearance to V-2 type rockets in horizontal flight. The numbers of configurations might be further reduced with the following considerations in mind: Silver disks or balls have, for the greater part, been observed in daylight and a number under clear weather conditions with visibility unlimited. In most instances, balls of fire have been observed at night. Cigar, or pencil-shaped objects have been sighted in fewer numbers but with about equal distribution in daylight and at night. A few accounts tell of the disks having a rough cigar-shape when viewed while maneuvering. Some of the disks are described as having luminosity in daylight. It therefore is possible that a single type of object may be involved in all sightings, and differences in description may result from viewing the objects at various angles and under differing conditions of visibility.

The above tends to indicate that some type object has been seen and the possibility exists that the object or objects seen are conventional domestic devices, such as weather balloons, test rockets, or jet-equipped aircraft with pancake or flying wing configurations.

The possibility exists that the reporting of flying objects may have been influenced by earlier reports on similar incidents in Scandinavia and Central Europe. The publication in newspaper of details on such incidents, both foreign and domestic, may have induced some of the description provided in reported domestic incidents. However, one of the earliest reported sightings in the U.S. was the one observed by U.S. Weather Bureau personnel in April 1947, at Richmond, Virginia, and on the basis of this one report it appears that the disks are not balloons. It would seem that this sighting was not influenced by the reports of foreign incidents, the newspaper accounts of domestic incidents, nor by misidentification of a conventional object.

Although reported domestic incidents are widely scattered throughout the U.S., frequency of sighting and number of observers per sighting assumes a definable pattern. There is a large concentration of sightings along the Eastern Seaboard; another large concentration throughout the Western Coast states, and a few sightings in the Middle West. Distribution of incidents by configuration of object and description of maneuverability is approximately equal in each of these areas and this is believed to further substantiate the possibility that one type of object might have been observed in different aspects of flight.

If sightings are induced by rumor, it seems unusual that more incidents have not been reported from the areas with high concentration of population. Reports from such areas would also have greater facility in channeling either to newspaper or official reporting agencies. For the most part, sightings have been made in fairly open country where there are few restrictions to visibility, which may indicate that obstructed vision has reduced sightings in built-up areas.

It therefore seems that some type of flying object has been observed; the identification of its origin requires the competion of other analyses.

3. POSSIBLE ORIGIN OF UNUSUAL FLYING OBJECTS. Provided, upon the completion of analyses, it is indicated that some or all of the reported flying objects over the U.S. are of foreign origin, the objects could from a logical viewpoint, be considered Soviet. It is evident from the performance characteristics attributed to the unidentified objects at this time that if they are foreign, they involve efficiencies of performance which have not been realized in any operational airborne device in this country. It would, therefore, be a mistake to analyze the technical aspects of the situation within the limits of our own knowledge of practical developments. It is more desirable to consider then the outer limits of possible Soviet developments and objectives in attempting to formulate some idea of the tactics which might be involved.

First of all, the scientific objectives of the U.S.S.R. have been stated many times and indicated in many forms. The most clearcut statement of this objective is probably the one contained in the preamble to the Fourth Five-year Plan (1946-1950) which states that the objective of Soviet science is to overtake and surpass the scientific and technical developments of the capitalist nations. It apparently would be an impossible task for the Soviet Union to accomplish such an objective by proceeding step-by-step along the same lines of development already achieved in the capitalist nations. This would mean that it would be necessary to rapidly proceed through each phase of aeronautical development that has already been accomplished in this country, and this probably would never have any prospects of accelerating Soviet development beyond any point reached by the U.S. The obvious answer to accomplish their objective of not only overtaking, but surpassing the capitalist countries would be a scientific shortcut. This possibility is not so remote when examined on the basis of our knowledge of the current situation in the U.S.S.R. Provided Soviet emphasis was given to the most promising and advanced ideas acquired from Germany in 1945 and the work aided by German scientists, the possibility of catching up and possibly surpassing other nations in technical developments becomes more realistic. It becomes even more realistic if the Soviets have shown a tendency to concentrate on certain developments which have still not received a maximum of priority in our own programs.

It is known that the U.S.S.R. has since 1945 enlisted the services of Dr. Guenther Bock, a German who headed all development of low aspect ratio (flying wing) type aircraft in Germany. Dr. Bock is believed to be the top German scientist in charge at TSAGI and TSIAM which are "Air Materiel Command" type organizations in the U.S.S.R. Further, it is believed that Dr. Bock has made available all German plans for flying wing type aircraft to the Soviets. Among the designs considered by the Germans and possibly exploited by the U.S.S.R., are jet-propelled, flying wing type aircraft whose configuration would be similar to descriptions of certain objects reported flying over the U.S. The estimated speeds of such aircraft are within range of the lower limits of speed attributed to flying objects over the U.S. It is not impossible that emphasis on surpassing foreign developments has led to unusual progress in fuels and propulsion by the U.S.S.R. In connection with possible advancements in the field of fuels and propulsion, it should be observed that

the Russian oil situation (regardless of estimated oil reserves) is quite different from that in the U.S. For example, U.S. oil industry is prepared to turn out tremendous quantities of highly fractionated petroleum products, while the U.S.S.R. cannot reasonably approach such capabilities. This consideration dictates different solutions on fuels for propulsion in the two countries and in turn, dictates the direction taken in development of jet motors or the use of other propulsive devices. We must therefore, arrive at the conclusion that any Soviet device which may have made its appearance over the U.S. as described, would possess unusual performance characteristics which, in all probability, would include unusual range. The possibility that they could have been launched at fairly close range should not be discarded.

4. POSSIBLE REASONS OR TACTICS FOR THE USE OF SOVIET UNCONVENTIONAL AIRCRAFT OVER THE U.S. Predicated on all the foregoing assumptions, Soviet unconventional aircraft may have been flown over the U.S. for one, all, or a combination of the following reasons:

a. TO NEGATE U.S. CONFIDENCE IN ATOM BOMB AS THE MOST ADVANCED AND DECISIVE WEAPON. If the objects have been used in a propaganda sense, it would be reasonable to assume that the Soviets would choose first to frighten pro-American nations in Europe with the appearance of a radically new weapon to counteract the ability of the U.S. to obtain full propaganda effectiveness with the atom bomb. It will be remembered that strange objects first appeared over the Scandinavian countries in 1946. The objects observed there had unusual range and unusual performance characteristics. As this demonstration over the Scandinavian countries occurred the U.S. was making a vigorous campaign for the economic and political alignment of these nations with other pro-American Western European nations. When these incidents subsided, strange flying objects began to be observed at an increasing rate over the U.S. The conclusion on this point is that flying objects may have been used to frighten both European nations and the U.S. by the appearance of a new device, and that failure to identify such a Soviet object would give them invaluable indication that U.S. development is far behind that of the Soviets. Except for this indication, it is believed that the use of the objects to promote fear has been worthless in that the U.S. public has tended to characterize these incidents entirely as hallucinations by "crack pots", misidentification of conventional objects, or that they represent a secret American project which should not be publicized. Any fear that might result from Soviet use will come only by a discovery that the objects have been Soviet aircraft and that they involve radical developments which are in advance of our own accomplishments.

b. FOR PHOTOGRAPHIC RECONNAISSANCE. It is possible that the Soviets have employed the flying objects for the collection of photographic intelligence or the mapping of certain areas in the U.S. The evasive action employed by all objects sighted indicates not so much an attempt to avoid being sighted, as an attempt to prevent disclosure of the exact type of flying craft and its mission. The sighting of objects over the U.S. has been most intense in Eastern and Western Coastal States. In addition, sightings of flying objects have been made near Oak Ridge, Tenn., Las Cruces, N. M., and in the general area of the Hanford Works in Oregon. Generally, sightings have not been made over what we consider strategic industrial areas. The reason for this might be either that the flying objects have been observed only enroute to or from missions over these more concentrated strategic areas, or that the Soviets obtained sufficient information during their World War II liaison with U.S. industry to satisfy their intelligence requirements and have a more active requirement for information on industries and areas which were not available to them during World War II contacts. This is of interest in connection with the sightings near Oak Ridge, Las Cruces, and in the general area of the Hanford Works since these establishments were not, and are not, accessible to Soviet collectors of photographic intelligence.

c. TEST OF U. S. DEFENSES. It is possible that the use of Soviet flying objects over the U.S. is intended only to determine the ability of the U.S. defenses to spot foreign aircraft. This would be of extreme importance to the U.S.S.R. in the event that a one-way all-out attack of Soviet strategic bombers is planned. Ability to operate over the U.S. uninhibited at a time when the U. S. is supposedly re-arming and putting great stress on defenses would provide valuable information on which to base estimates for probability of success in bombing strategic objectives in the U. S.

d. FAMILIARIZATION FLIGHTS OVER U.S. TERRITORY. This possible reason is perhaps the most improbable. It is assumed that, should this purpose be involved, other purposes are probably also accomplished in its execution. Provided the U.S.S.R. has unusually high performance aircraft they might find it advantageous to familiarize themselves with the topography of the U.S. in anticipation of future combat missions to strategic targets.

5. CONCLUSION. The conclusion that some type of flying object has been observed over the U.S. seems to be substantiated. It is not known at this time whether these observations are misidentifications of domestically launched devices, natural phenomena, or foreign unconventional aircraft. It is, therefore, impossible to make any reliable explanation for their appearance over the U.S. or the tactics which they may employ if the objects observed include any foreign developments in aeronautical fields. It is likewise impossible at this time to contain discussions of possible performance characteristics or tactics within limits of practical reason, if for no other reason than the fact that proof of the existence of a foreign development of this type would necessarily introduce considerations of new principals and means not yet considered practical possibilities in our own research and development.

APPENDIX "B"

REPORTED SIGHTINGS OF FLYING OBJECTS

AS OF 1 AUGUST 1948

APPENDIX "C"

SELECTED REPORTS OF FLYING OBJECT INCIDENTS

1. A NUMBER of reports on unidentified flying objects come from observers who, because of their technical background and experience do not appear to be influenced by unfounded sensationalism nor inclined to report explainable phenomena as new types of airborne devices. Some of the details of their reports are presented in this appendix, along with those from possibly less reliable sources who have reported evidence which is of such a nature that it cannot be entirely ignored.

2. DESCRIPTIONS OF significant incidents, arranged chronologically, follow:

a. During April 1947, two employees of the Weather Bureau Station at Richmond, Virginia reported seeing a strange metallic disk on three occasions through the theodolite while making PIBAL observations. One observation was at 15,000 feet when a disk was followed for 15 seconds. The disk appeared metallic, shaped something like an ellipse with a flat bottom and a round top. It appeared below the balloon and was much larger in size. The disk appeared to be moving rather rapidly, although it was impossible to estimate its speed. The other observations were made at 27,000 feet in like manner.

b. The following month, Byron B. Savage, a field engineer for Radio Corporation of America, reported a disk flying near his home in Oklahoma City, Oklahoma. The object was thought to be at an altitude between 10,000 feet and 18,000 feet, and was moving toward the north at a high rate of speed, leaving no trailing effects.

c. While flying at 10,000 feet on a course of 300 degrees, 30 miles northwest of Lake Meade, Nevada, an Air Force lieutenant reported seeing five or six white circular objects in close formation and traveling at an estimated speed of 285 miles per hour. This sighting occurred on 28 June 1947.

d. The following day a party of three, two of them scientists, were motoring along Highway 17 toward the White Sand, New Mexico, V-2 firing grounds and reported seeing a large disk or sphere moving horizontally at a high speed and an estimated altitude of 10,000 feet. It was of uniform shape and had no protruding surfaces such as wings. The object was in sight for about 60 seconds before it disappeared to the northeast. The three observers agreed on the details of the sighting except that one thought he had seen vapor trails.

e. On 7 July 1947, five Portland, Oregon police officers reported varying numbers of disks flying over different parts of the city. All observations were made within a minute or two of 1305 hours.

f. On the same day, William Rhoads of Phoenix, Arizona allegedly saw a disk circling his locality during sunset and took two photographs. The resulting pictures (page 9) show a disk-like object with a round front and a square tail in plan form. These photographs have been examined by experts who state they are true photographic images and do not appear to be imperfection in the emulsion or imperfections in the lens. (See Figs. 1, 2, 3 and 4.)

ORIGINAL PHOTOGRAPHS BY MR. RHOADS

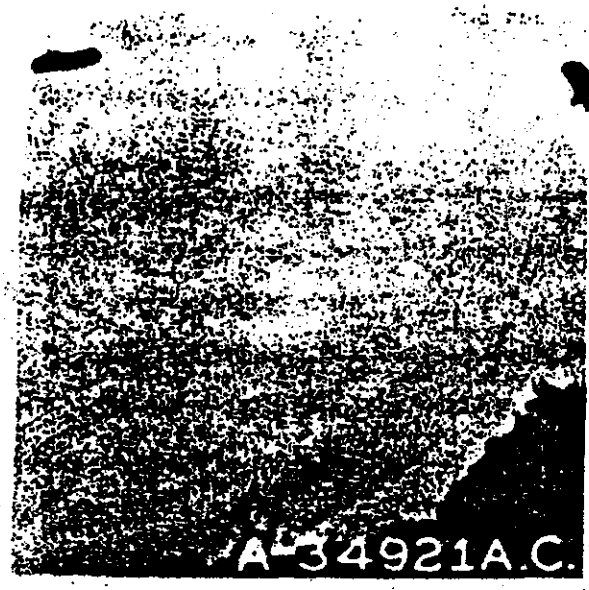

Fig. 1

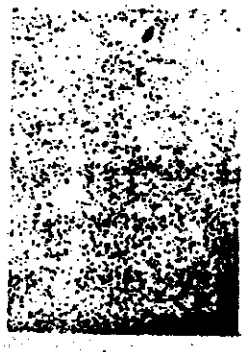

Fig. 2

ENLARGEMENTS OF ORIGINAL PHOTOGRAPHS

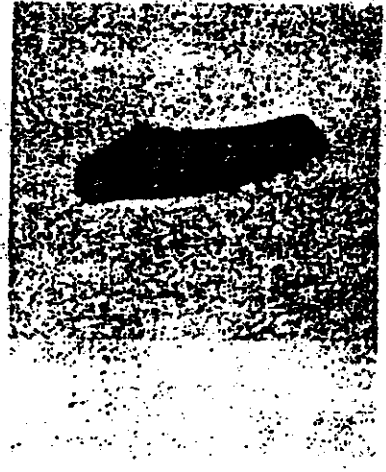

Fig. 3

Fig. 4

g. On 10 July 1947, Mr. Woodruff, a Pan-American Airways mechanic reported a circular object flying at high velocity, paralleling the earth's surface and leaving a trail which appeared as a "burning up" of the cloud formation. The sighting occurred near Harmon Field, Newfoundland. Two other persons also saw the trail which remained in the sky for about an hour and was photographed by another PAA employee. The resulting photographs support Mr. Woodruff's observation as far as the sky cleavage is concerned. (See Figs. 5 and 6.)

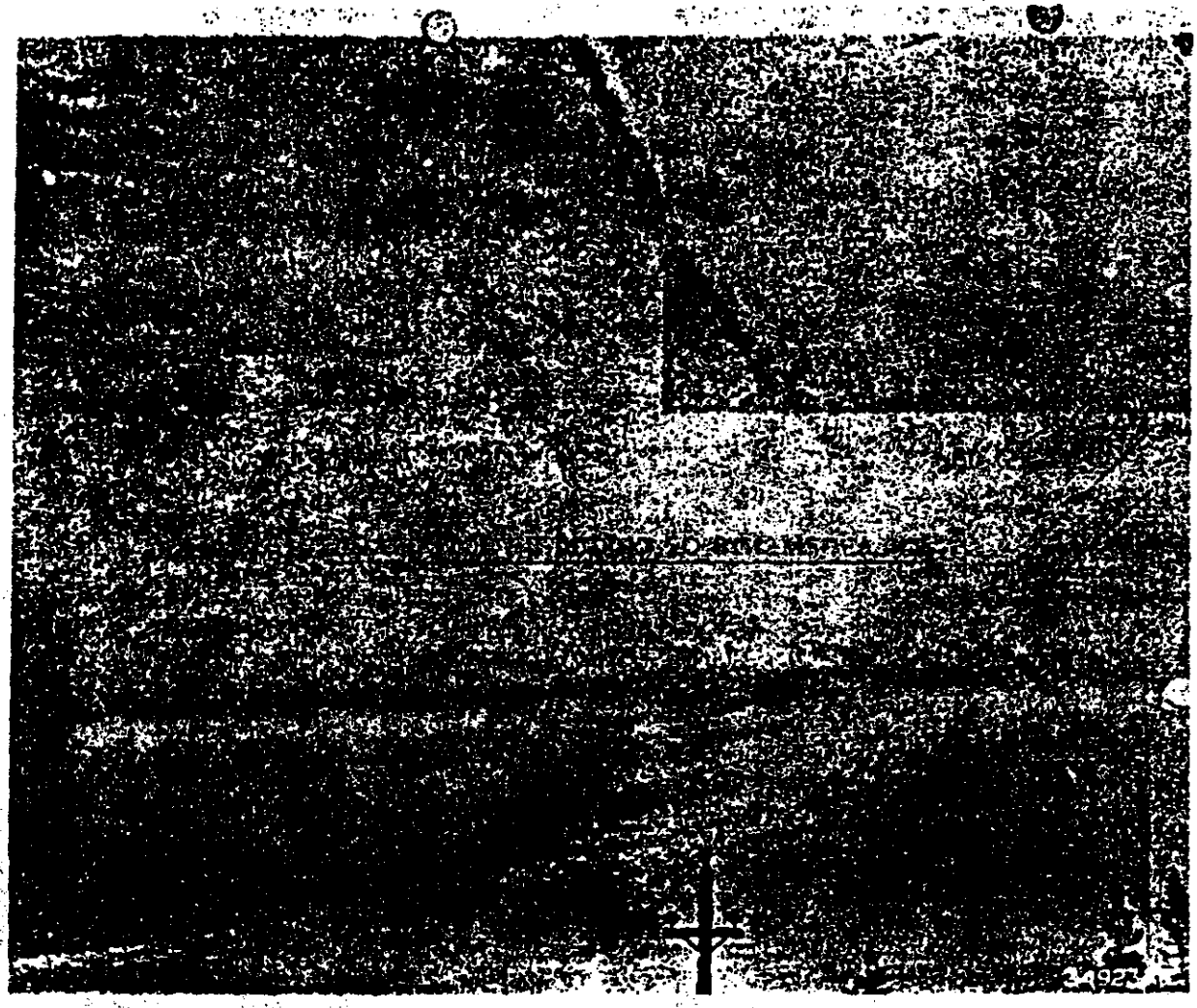

Fig. 5

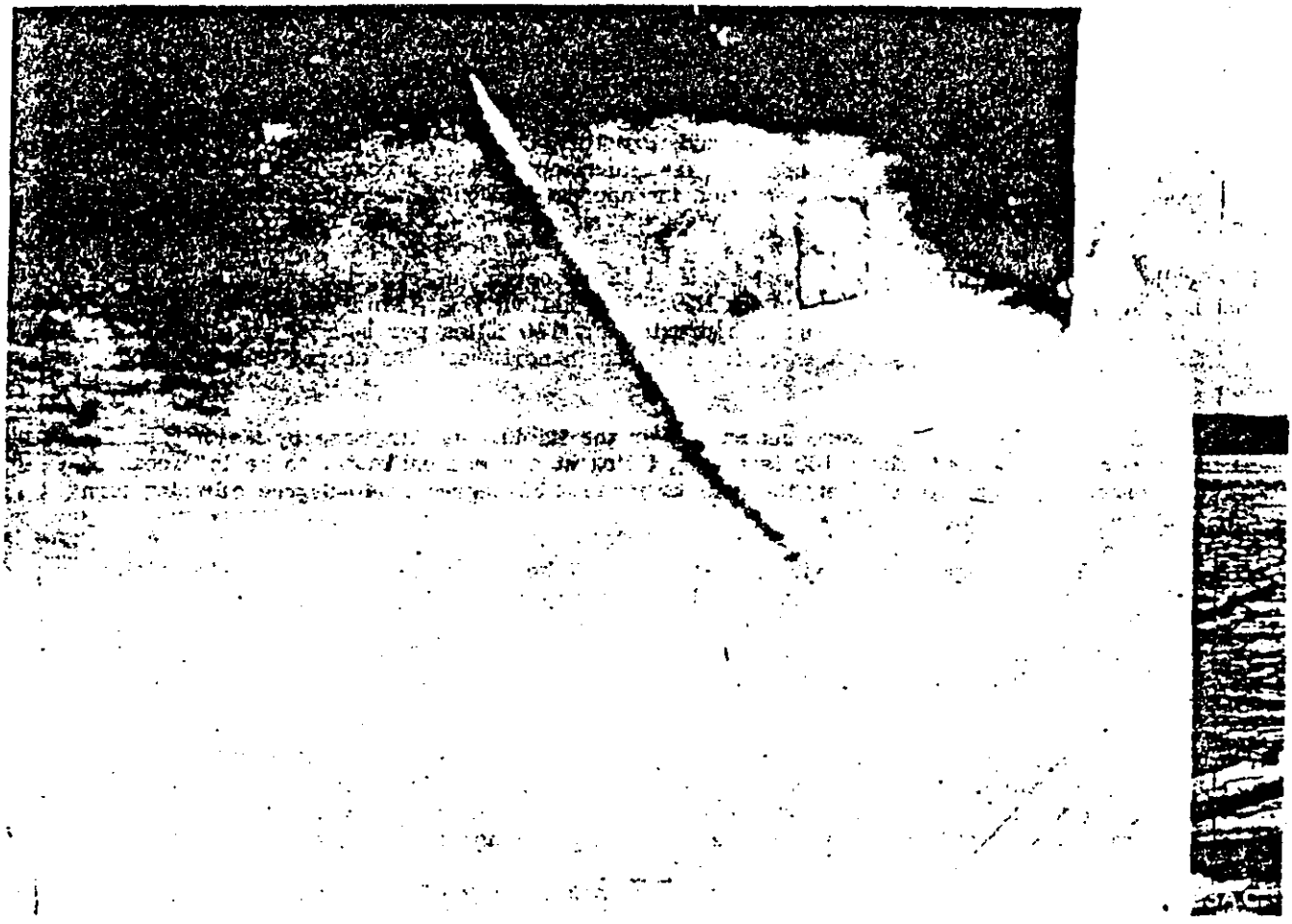

Fig. 6

h. On 29 July 1947, Kenneth Arnold, while flying near Tacoma, Washington, reported a formation of flying objects. His sketch of their shape corresponds closely to that shown in the photographs made by Mr. Rhoads. On the same day, two U. S. Air Force pilots at Hamilton Field reported two flying disks trailing a P-80, following it toward Oakland, California.

i. On 4 August 1947, the pilot and co-pilot of a DC-3, flying for one Al Jones, near Bethel, Alaska, reported a flying disk larger than their aircraft. This disk crossed their path at about 1,000 feet and they turned to give chase. The DC-3 was flying at 170 mph, but the disk flew out of sight in four minutes.

j. On 12 November 1947, two flying disks trailing jet-like streams of fire were reportedly sighted from the bridge of the tanker Ticonderoga, according to the second officer. The Ticonderoga was 20 miles off the Oregon shore. This officer said the disks were in sight 45 seconds, moving at a speed estimated at 700-900 mph, curving in a long, low arc.

k. On 7 January 1948, a National Guard pilot was killed while attempting to chase an unidentified object up to 30,000 feet. While it is presumed that this pilot suffered anoxia, resulting in his crash, his last message to the tower was, "it appears to be metallic object....of tremendous size....directly ahead and slightly above....I am trying to close for a better book."

l. On 5 April 1948, three trained balloon observers from the Geophysics Laboratory Section, Watson Laboratories, N.J. reported seeing a round, indistinct object in the vicinity of Hollman Air Force Base, New Mexico. It was very high and fast, and appeared to execute violent maneuvers at high speed. The object was under observation for approximately 30 seconds and disappeared suddenly.

m. A yellow or light colored sphere, 25 to 40 feet in diameter was reported by Lt. Comdr. Marcus L. Lowe, USN, just south of Anacostia Naval Air Station, D.C., while he was flying on 30 April 1948. It was moving at a speed of approximately 100 miles per hour at an altitude of about 4,500 feet. Although winds aloft were from the north-northwest, its course was to the north.

n. On 1 July 1948, twelve disks were reported over the Rapid City Air Base by Major Hammer. These disks were oval-shaped, about 100 feet long, flying at a speed estimated to be in excess of 500 mph. Descending from 10,000 feet, these disks made a 30-degree to 40-degree climbing turn accelerating very rapidly until out of sight.

o. On 17 July 1948, a report from Kirtland Air Force Base describes a sighting in the vicinity of San Acacia, New Mexico, of seven unidentified objects flying in a "J" formation at an estimated height of 20,000 feet above the terrain. The formation varied from "J" to "L" to circle after passing the zenith. Flashes from the objects were observed after passing 30 degrees beyond the zenith but there was no smoke or vapor trail. If the reported altitude is correct the speed was estimated at 1,500 miles per hour, according to the report.

p. Other sightings of lights and trails, rather than disks, have been reported, viz:

(1) On 12 September 1947, the pilot and co-pilot of a Pan American aircraft, en route from Midway to Honolulu, saw a blue-white light approaching, changing to twin reddish glows upon withdrawal. The pilot estimated the speed of the light at about 1,000 knots.

(2) On 15 June 1948, Mr. Booneville, territory manager for the B.F. Goodrich Company, observed a reddish glow with a jet exhaust in the vicinity of Miles City, Montana. This glowing light made no sound, traveled about twice the speed of a conventional aircraft and flew from noth to south several times in a wide arc, finally disappearing over the horizon.

q. During the early morning of 25 July 1948, two Eastern Airlines pilots reported having seen a huge flying craft similar to a V-2 pass their aircraft in flight. (See Figs. 7 and 8.) The attached drawings made by these two observers very closely resemble a flying object reported to have been seen on 20 July 1948, by A. D. Otter, chief investigator of Court of Damage Inquiry, and his daughter at Arnham, Netherlands. This object appeared to be a wingless aircraft having two decks. The craft, sighted four times through scattered clouds and unlimited visibility, was traveling at high speed at a high altitude. A sound similar to that made by a V-2 was reported.

r. An object, similar in shape to the one in the preceding incident was reported by an experienced American newspaper reporter about 25 kilometers northeast of Moscow on 3 August 1948. A Russian acquaintance identified it as a rigid airship but the reporter disagrees because it flew at a high, but not excessive speed.

s. On 1 October 1948 at approximately 2030 hours the pilot of a F-51 aircraft, 2nd Lt. George F. Gorman (North Dakota Air National Guard), flying near Fargo, North Dakota, sighted an intermittent white light about 3,000 feet below his 4,500 feet cruising altitude. The pilot pursued the light which appeared to then take evasive tactics. The object or light out-turned, out-speeded, and out-climbed the F-51 in every instance during the attempt to intercept. The pilot lost contact 27

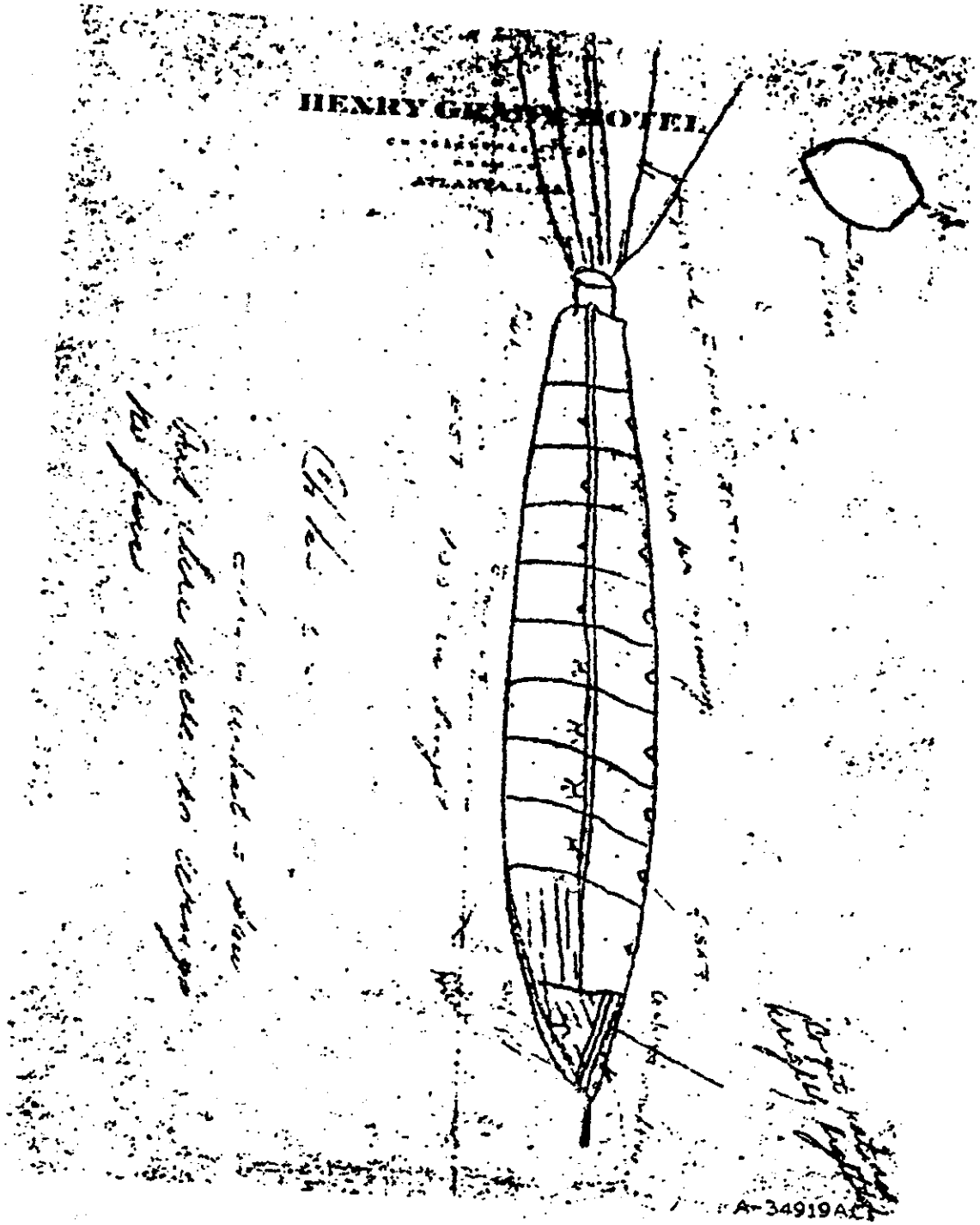

Fig. 7

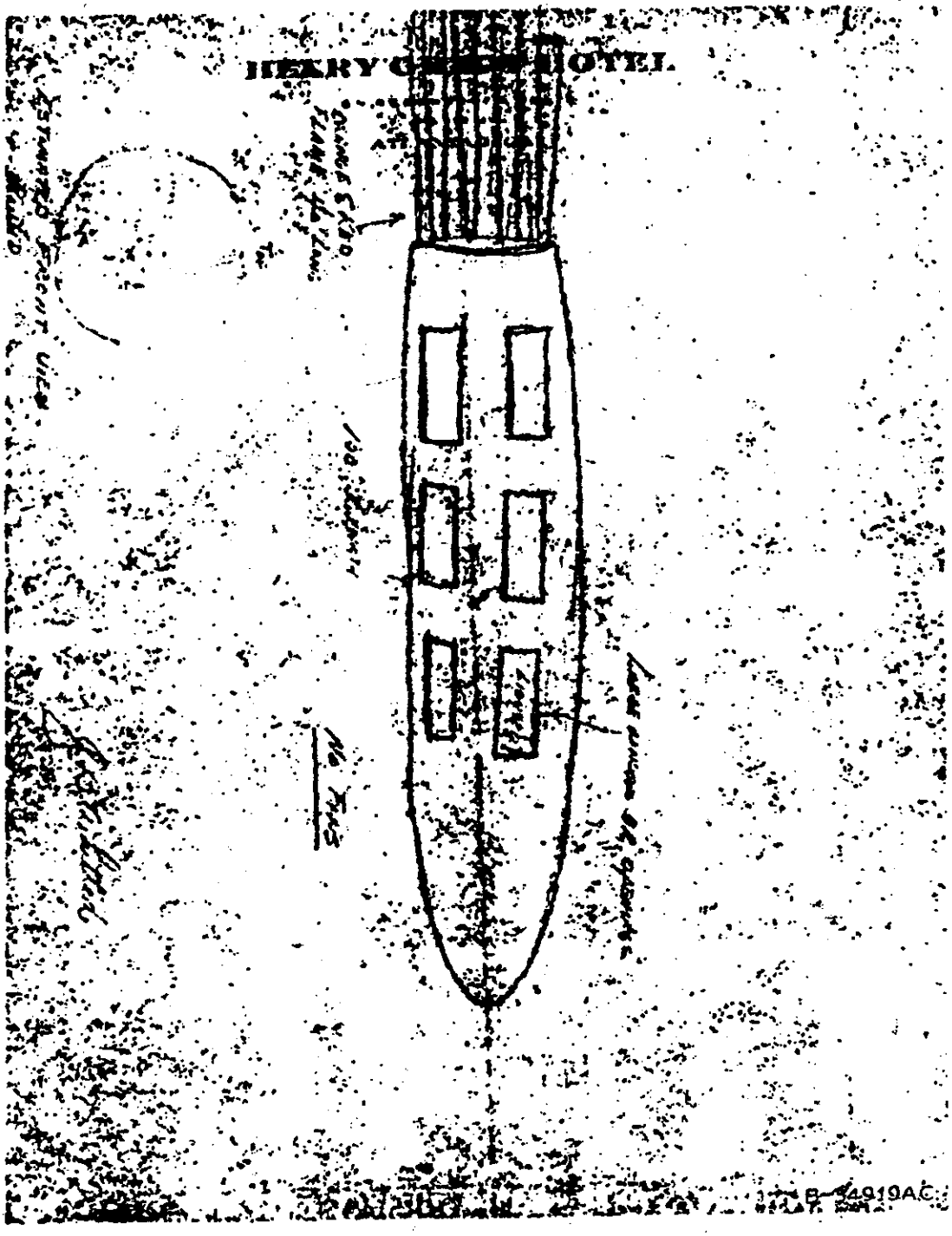

Fig. 8

minutes after the initial sighting. The same light was observed by three other witnesses from the ground: Mr. L. D. Jensen, Air Traffic Controller, Mr. Manuel E. Johnson, Assistant Traffic Controller, and Dr. L. N. Cannon, Oculist. A comparison of all testimony revealed that one object was sighted and that it consisted only of a small round ball of clear white light with no apparent shape attached. It was about 6 to 8 inches in diamter. At times it traveled faster than the F-51 and performed maneuvers in an evasive manner. When first sighted the ball of light was traveling at an estimated 250 miles per hour. Under this condition, the light was not continuous but blinked off and on. At high performance the white light was continuous. Subsequent investigation eliminated the possibility that this incident may have been another aircraft or a meteorological balloon.

t. On 18 November 1948 at approximately 2145 hours, three reserve pilots, 2nd Lt. Kenwood W. Jackson, 2nd Lt. Glen L. Stalker, and 2nd Lt. Henry G. Combs, flying near Andrews Field, Maryland, encountered an unidentified flying object. When first sighted, it appeared to be lighted and flying at about 1,700 feet. Three or four passes were made in an attempt to identify it. The pilot of the aircraft stated that while diving his aircraft at approximately 240 miles per hour, the object would climb vertically and then would drop below the aircraft from behind and continue to circle. On the last pass, the landing light was switched on and momentarily a dull gray glow from the object was observed. Lt. Combs stated he maintained contact for about ten minutes with the object flying between the lights of Washington, D. C. and his aircraft. All that could be observed was an oblong ball with one light, no wings and no exhaust flame. It finally made a very tight turn and headed toward the east coast at an estimated 500 to 600 miles per hour. At the same time Staff Sergeant John J. Kushner observed from the ground an unusual object in the air over Andrews Field. He stated that it was not very high and that it did not look like an aircraft.

3. REPORTS OF radar intercepts point to unusual air activity which may be related to flying objects.

a. On 1 July 1947, a GCA radar at Hokkaido, Japan picked up an unidentified target at 16 miles, with a speed in excess of 500 mph. This target split into two targets, each estimated to be larger than a P-51.

b. On 16 September 1947, an MEW radar at Fukuoka, Japan, picked up a target at 89 miles and trailed it to 19 miles, where it faded. Speed was 840-900 mph. The speed measurement, made by a good crew through a 70-mile track, is believed accurate.

4. Investigations conducted by Headquarters, Air Materiel Command, have definitely established the identification of 18 of approximately 210 so-called flying saucers which have been reported. Approximately nine per cent of the total number of incidents are, therefore, eliminated from further specific consideration. Among those incidents positively explained, three were hoaxes, two were from unreliable witnesses. In the remaining 13 eliminated incidents, objects were actually seen but investigation has shown that they were celestial bodies or phenomena, meteorological and carnival balloons, and airborne cosmic ray experimental equipment. The following examples are presented for comparison of the information reported by witnesses and true identification of the object involved:

a. On 22 July 1948, Captain Henry Glover (Ordnance Reserve) and his wife observed at Van Nuys, California, an object which they were unable to positively identify. Object at first appeared to be round and looked like a weather balloon at about 2,000 feet but there was no characteristic bobbing. The wind was blowing on the ground but the object was quite steady. During the time it was under observation, about an hour, it traveled through a vertical arc of about twenty-five (25°) degrees or more. The observer concluded that it was not a celestial body. It has a bluish luminescence and as the sun set, the object's color gradually changed to orange at dusk and ceased to be illuminated almost instantaneously. The outline was clear and the air was clear with visibility unlimited. The object traveled from the east to the west.

This object was determined by investigation to have been a balloon carrying cosmic ray equipment.

b. On 19 August 1948, at approximately 1050 hours an unidentified flying object was visible from the ground at Godman Air Force Base, Kentucky. This object was estimated to be at about 30,000 to 40,000 feet altitude, spherical in shape, bright silver color and gave a bright reflection from the sun. An F-51 was dispatched from Standiford Air Force Base, Kentucky, to observe the object. During observation from the ground, there was no change in the elevation of the object and it seemed to be moving southwest from Godman Air Force Base. The F-51 which was flying over Godman AFB at an altitude of 30,000 to 36,000 feet reported that it was unable to locate the object although it was still visible from the ground with the naked eye. Azimuth and elevation readings were taken by theodolite every minute and the path of the object was charted.

The object was determined to be the planet Venus by Mr. Moore, the head astronomer at the University of Louisville, Louisville, Kentucky. It is believed that earlier incidents at Godman Field (reference paragraph 2k, page 12, Appendix "C") may also have been observations of the planet Venus.

5. AMONG THOSE incidents still not positively explained, reported observations differ to some extent, but three general categories of sightings emerge -- the flying disk, the ball of fire and the large jet rocket. Interesting observations that were noted are:

a. Most of the objects are a thin disk, round on top and flat on the bottom. The front half of the disk is often circular, sweeping back to a square tail across the full width.

b. A high rate of climb as well as the apparent ability to remain motionless or hover for a considerable length of time is indicated.

c. Reported sizes have varied from that of a 25-cent piece to 250 feet in diameter, and from the size of a pursuit plane to the bulk of six B-29 airplanes.

d. Speeds have been estimated throughout the entire range from very slow or hovering to supersonic.

e. Sounds and visual trails are not normally associated with the sightings.

Page Source **CUFON**.

CUFON 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 1 of 7 Parts

CUFONSM Comment

29 Jan 1996 - If one delves to any depth at all into UFO history, then mention of the 4602nd Air Intelligence Service Squadron (AISS) is sure to crop up. Considering this, and the recent claims that the 4602d AISS involvement in field investigation of UFO incidents is the key to the "real", super secret UFO investigation, we thought that we should make available some of the 4602d AISS documents we obtained via the Freedom of Information Act.

Additionally our philosophical aim of making information freely available so that others may make up their own minds is well served by posing these files.

This material is extracted from the 4602d AISS unit history sent to us in 1994. In time available, over most of 1995, I have retyped the material in these files from copies made one page at a time on the microfilm viewer/printer at the University of Washington, Seattle WA (at $0.10 per page) from the 16mm microfilm on which the material was supplied. In many places, parts of the text is difficult to read; far too poor a text quality to allow scanning for OCR.

This file is one of a series of CUFONSM presentations we've named "samplers." These samplers are collections of extracts from larger groups of documents. The items chosen for inclusion in this sampler were picked entirely at the whim of the CUFONSM SYSOP. The selected items generally either involve UFO, 4602d AISS mission and organization, or other information which is interesting or relevant in some fashion. All UFO related material is included. This sampler contains approximately the equivalent of about 200 typewritten pages of material, selected from over 2000 pages in the 4602d AISS unit history. We make no claims regarding completeness. The material is broken into 7 parts plus a table of "symbols" used in the documents.

The retyping was done as carefully as possible. We cannot rule out the possibility of errors creeping into the text, but we did try to eliminate as much error as possible. Please note that we did not go to our usual lengths to preserve the look of the documents. Some formatting is preserved like the security markings, but line length and line spacing is not always preserved.

Much can be learned from these documents. For example, insights can be gained into the operation and organization of a USAF combat intelligence unit and the military processes and mindset in place at the time as well as a window on part of the military response to UFO.

TEXT STANDARDS

Some symbols and such are used to indicate certain aspects of the original papers, but may not have been uniformly or consistently applied:

1. ======= Double lines of equal signs denotes a break between documents
   =======

2. ======= Single lines of equal signs denotes a break between pages of a document.

3. xxx XXX Lines of x's or X's denote unreadable text.

4. /s/ Indicates an actual signature in the original.

5. {page x} Text in curly brackets are comments by CUFONSM.

6. ... Ellipsis indicates that text continues in the original, but is not reproduced here.

Jim Klotz, CUFONSM SYSOP

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RGS: 2-AF-D2

HISTORICAL DATA

of
4602d AIR INTELLIGENCE SERVICE SQUADRON

Ent Air Force Base, Colorado Springs, Colorado

Assigned: Air Defense Command

Under Operational Control of DCS/I, ADC

Attached to 4600th AB Gp for Adm & Logistic Support

For the Period: 1 March thru 30 June 1952

Prepared By	Approved By:
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History (Mar-Jun 52)
4602d AISS

MISSION

The Mission of the 4602d Air Intelligence Service Squadron is to provide an organization within Air Defense Command which will:

a. Collect positive air intelligence information by overt means from:

(1) Downed enemy air crews
(2) Enemy materiel
(3) Enemy documents

b. Collect information for such Bomb Damage Assessment as may be directed by Headquarters, United States Air Force.

It was established by DCS/I, ADC and the initial planning Staff prior to activation of the unit that the squadron's efforts would be primarily channeled toward collection of information from Soviet prisoners and equipment rather than forming a unit of multi-language and technical capability. All formal training within the unit was based on this plan.

The Bomb Damage assessment capability was limited by xx to that of providing a file of pre-strike photos, charts, xxx, graphs and Photo xxxx and making initial damage assessment reports to ADC from photo samples xxxxxx Tactical Air Command.

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History (Mar-Jun 52)
4602d AISS

BACKGROUND

In the early part of 1951, the Director of Intelligence, Air Defense Command, reviewed all existing requirements and capabilities for (1) immediate first phase examination of enemy air force equipment recovered within the continental Unites States, and (2) First phase interrogation of enemy air force personnel recovered within the continental Unites States, and (3) Providing xxxxx Bomb Damage Assessment of continental Unites States target area.

Although Air Base Commanders are responsible for all crashed aircraft within their areas,[1] it was found that they had no capability for examination of enemy equipment. At the same time, although Air Materiel Command had the capability for thorough examination of enemy equipment, they had only limited first phase and field collection capabilities.[2]

The Department of the Army who xxxxx xxxx xxxxxxxx of xxx and captured documents responsibility within the

ZI. However, there were no provisions for first phase interrogation and interpretation which would be of immediate value to ADC.

Bomb XXXXXXXXXXXXXX in similar conditions. Tactical Air Commanders capable of engineering xx with the actual making of damage photographs. However, no provisions existed for a central library of pre-strike photographs and photo interpretation

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1/ AFR 62-14
2/ Par 53 (12) AFR 23-2

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History (Mar-Jun 52)
4602d AISS

which would be of immediate assistance to ADC Commander.

In an effort to overcome these problems, the DI, ADC proposed that an Air Intelligence Service Squadron be established within ADC. Headquarters, United States Air Force concurred with the basic plan and authorized activation of the unit with a strength of 79 officers and 133 airmen.. However, the responsibilities of the proposed unit were telescoped in a manner which reduced its capability for providing immediate intelligence to ADC. The mission and function were further modified so that this unit would provide cadres for establishment of xxxxxx in other commands and the Air Force complement to the xxxx ASxIC,[3] ASDIC,[4] AND JM1A,[5] rather than being a unit of fixed capabilities to meet ADC requirements. As a result, operational xxxxxx authorized for this unit were

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History (Mar-Jun 52) 6
4602d AISS

ORGANIZATION and ADMINISTRATION

During the early part of this period, the administration of personnel records and related matters were handled by the 4600th Air Base Group. Morning reports, Form 20's and similar administrative forms were prepared by 4600th personnel. As more personnel became available, squadron clerks began to take over these functions, and in April, the personnel function, except for officers' records was moved to Peterson Field. The Command and Operations functions remained in the Domestic Vulnerability Division, R&E, DSC/I, until May, when these functions were also moved to offices at Peterson Field.

Throughout this period, the squadron was attached to the 4600th Air Base Group for Administration and Logistical Support. At a later date, when the unit has sufficient qualified personnel to man its administrative and operational functions, it is to become an independent squadron, attached to the 4600th AB Gp only for logistical support.

The squadron, as organized, provides for a Squadron Headquarters at Peterson Field, three Detachments, with one attached to each Defense Force, and 17 flights. The Fights are divided with 4 in WADF, 4 in CADF, and 9 in EADF areas.

The flights were designed as the basic field collection units for exploitation of crashed enemy aircraft and captured enemy personnel. These units were designed to be highly mobile, semi-self-supporting, and cross-trained in language and technical ability.

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Each Detachment and Squadron Headquarters was also designed to provide field collection units within its basic structure, thus providing an actual total of 21 field collection teams.

The organizational structure was designed to facilitate operational direction and control by DCS/I, ADC, with direct responsibility for operational and administrative control, under the Commanding Officer, 4602d AISS.

The basic structure of the Squadron Headquarters follows fairly closely that of a standard Air Force unit of similar size, with Command, Personnel and Administration, and Operations sections. Some changes, such as the addition of a full time Supply Officer on a Staff level with Operations; and a Training and Library sub-section to Operations and the addition of a Personnel section, with an officer in charge under the Adjutant, have been noted as desirable. It is also apparent that additional officer and enlisted personnel must be allotted the Personnel, Administration, and Operations overhead functions.

Some changes must also be made in the AFSC's authorized for the various functions. Most apparent at the present time is that of changing one airman on each detachment from a 70270 to a 20470 and one airman on each flight from a 20570 to a 20470. These changes will provide the detachments and flights with the necessary administrative, intelligence evaluation and operations capability, not previously provided.

It has also become apparent that enlisted grade authorizations

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as requested in the initial T/D submitted by ADC in July 1951, and approved by USAF for this organization, are not high enough to assure the unit of receiving the type of highly skilled personnel required for operation under the present concept.

Action to facilitate the changes in the AFSC's and functional requirements will be reflected the September 52 T/D. Personnel to man the changes will have to be drawn from within the unit's authorized strength. As the flights were planned on a basis of a total strength of 8, and this number has been reduced to 7 due to the shortage of officers, and is not further reducible without seriously hampering the efficiency of the flight, either the number of flights must be reduced or personnel drawn from the administrative overhead of the detachments. The latter is the most likely.

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CLASSIFIED SECRET
AUTH:
DG, ADC 26MAY53 /s/ RGJ
(Date) (Initial)

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JULY TO 30 JULY 1952

COMPILED AND WRITTEN BY:

/s/
Leo Orlovsky
AF 123xxxxx
A/2C USAF
Squadron Historian

APPROVED BY:

/s/
John M. White, Jr
Colonel USAF
Commanding

REVIEWED BY:

/s/
Richard C. Jones
Lt. Col. USAF
Operations Officer

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The 4602d Air Intelligence Service Squadron was activated 1 March 1952 in order to provide the Air Defense Command with an organization capable of filling a definite gap in ADC Intelligence in the vital field of collection of air combat intelligence. The very existence of the 4602d is predicated on the assumption of a possible enemy air assault against the United States. As a result of the tight security measures inherent in the Soviet system, certain information will never be obtained until the enemy exposes its military potential to us in the form of an attack. This squadron is one of the very few which is concerned with what will happen after the crucial initial attack, at which time it must be a fully trained combat unit capable of immediate movement to any type of terrain regardless of the climactic conditions or difficulty of access. It will be capable of fully investigating crashed enemy equipment, interrogating enemy personnel, translating enemy documents, and reporting Essential Elements of Information in time to be of value to the commanders. Only by means of such an organization will the intelligence agencies be able to obtain the facts concerning what hit us, how they hit us, when they will hit us again, how they will hit us again, and possibly where they will strike again. Information about the enemy Air Order of Battle, about their technological developments, and about their attack strategy, will allow the interceptors to be more effective in their action against the succeeding waves. The savings thereby incurred to the United States in terms of civilian casualties, property, and military installations will be of incalculable value.

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The period with which this historical report is concerned witnesses the activation and deployment of twelve (12) field units dispersed strategically throughout the United States. The limitations of any historical document do not permit a full treatment of the painstaking preparations that were involved in the formation of these intelligence teams or the relentless efforts of the team commanders and their personnel, but it is the aim of this historical report to relate the evolution of the 4602d Air Intelligence Service Squadron from an embryonic state of existence as of 1 July 1952 to that of a full-fledged active member of the United States air defense system by 31 December 1952.

SECURITY INFORMATION

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SECRET 1
SECURITY INFORMATION

ORGANIZATION
Reorganization of 4602d AISS

The 4602d Air Intelligence Service Squadron was activated and organized under authority of Air Defense Command General Order Number 20, dated 28 February 1952, at Peterson field, Ent Air Force Base, Colorado Springs, Colorado with an authorized strength of thirty-four (34) officers and ninety-seven (97) airmen. Under this General Order, three (3) flights, designated as Flights A, B and C were organized to be located at the three (3) Defense Force Headquarters at Hamilton Air Force Base, California, at Kansas City, Missouri, and at Stewart Air Force Base, new York, respectively.

A reorganization of the 4602d AISS was directed by ADC GO #47, dated 17 October 1952. The authorized strength of this organization was increased to sixty-one (61) officers and 133 airmen. Administrative and housekeeping equipment was authorized in accordance with Table of Allowance 1-1, March 1952, Table of Allowance 1-21, December 1951, and Special Equipment List as authorized by Headquarters, United States Air Force and Air Material Command. Under this reorganization, the three (3) original flights located at the Defense Force Headquarters were redesignated as detachments with a greatly reduced personnel strength, and a total of seventeen (17) flights were authorized, each with a strength of two (2) officers and five (5) airmen. ADC GO #47 also served to assign each field unit of the 4602 AISS to the nearest Air Defense Command base for logistical support. It was specifically determined that operational control resided with Headquarters, 4602d AISS.

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SECRET 2
SECURITY INFORMATION

Considerable time and effort was expended during this reporting period in the drafting and submitting of an Air Defense Command Regulation which would prescribe the mission, organization, functions, and responsibilities of the 4602d AISS and the responsibilities within the Air Defense Command for its control, support and general deployment. Acceptance of this regulation was received from Headquarters, Air Defense Command at the close of this reporting period and its publication as Air Defense Command regulation 24-4 was to be effected 3 January 1953.

The 4602d AISS has the combat mission of supporting the Air Defense Command intelligence function through overt collection. limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed.

During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission.

Under ADCR 24-4 the 4602d AISS has been organized as follows: headquarters, located at Headquarters, Air Defense Command; a detachment established and maintained at each Air Defense Headquarters; and numbered flights, each subordinate to one of the detachments, located at various points throughout the area of responsibility of the Air Defense

Forces. In view of the pattern of deployment of these small

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units, it was decided that administrative and operational control would be maintained at squadron headquarters, and that logistical support would be the responsibility of the ADC bases to which the units wee permanently attached.

Under current plans, there will be nineteen (19) strategically deployed intelligence teams trained to fulfill the requirements of our highly specialized mission. the selection of geographical locations has been based on a study of prime target areas coupled with a desire for maximum area coverage. The vital Northeast Area will therefore be covered by the greatest number of teams, while the central and Western Defense Zones, in line with tactical considerations, will be covered by fewer teams. This assignment ratio has been based on the same assignment ratio given the tactical units in those areas.

The most significant feature of ADCR 24-4, insofar as the future of this organization is concerned, is its flexibility to meet any future emergencies. The promulgation of ADCR 24-4 signified the culmination of a series of documents in which the 4602d AISS obtained formal recognition throughout the air defense system.

Key Personnel Changes

Early in this reporting period the 4602d AISS received a new commanding officer. Lieutenant Colonel John M. White, formerly Commanding Officer of the 6004th AISS in Japan, was assigned to the 4602d AISS in July 1952 and formally assumed command of this organization on 4 August 1952, replacing Lieutenant Colonel Richard C. Jones. Lieutenant Colonel

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Jones, in January 1952, received the assignment of writing and obtaining approval of the mission of this unit and activating and assuming command of the 4602d. Lieutenant Colonel Rial F. Callagher, the former Commanding Officer of the 7053 AISS in Germany, was assigned to the 4602d AISS as Deputy Commanding Officer on 17 October 1952.

On 22 December 1952, Major William H. Smith and Captain Milton Bellovin were assigned to this organization as Operations Officer and Training Officer respectively.

Commander's Conference

A Commander's Conference was held at Headquarters, 4602d AISS during the period 15 to 17 December 1952 in order to discuss and resolve problems encountered by the field units and the squadron since activation. The conference proved valuable to all participants and, as revealed in the enclosed copy of the Summary of the Commander's Conference, every phase of this organization's varied activities were discussed. This first conference served to pave the way for future gatherings of the Officer-in-charge which will be held on an ad hoc basis when necessary.

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TRAINING

In order to cover effectively its huge area of responsibilities with a limited number of personnel, the 4602d Air Intelligence Service Squadron has inaugurated an intensive training program designed both to promote greater proficiency in each airman's job specialty and to cross train him in other fields of intelligence activities.

Based on current goals, the ultimate training objectives are as follows:

1. All male personnel trained in skiing and Arctic survival.
2. All field personnel trained in horse and pack animal operations.
3. All linguists cross trained in technical intelligence.
4. All technical personnel intelligence cross trained in intelligence operations.
5. All linguists and intelligence operations specialists instructed in interrogation procedures.
6. At least thirty-four (34) officers and airmen completing the parachute training course at Fort Benning, Georgia.
7. All squadron personnel trained in the essentials of public speaking.

Russian Language Training Program

Two (2) classes of Russian linguists wee graduated during this reporting period, in September and December 1952 respectively.

The original Russian language course at Headquarters 4602d AISS was

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TRAINING

intended to complement the individual proficiencies of the students, many of whom were already highly qualified linguists or possessed a Slavic language capability. The first two (2) classes provided the necessary number of linguists to fill the immediate requirements for manning the field units that were activated during the past six (6) months. The bulk of the students remaining after 19 December 1953 were linguists assigned to the 4602d AISS who were not proficient in the Russian language who required a greater degree of formal training before they could assume duties as linguists at the various field units.

Emphasis in the Russian language training was placed on conversation, orthography, and Air Force terminology. Students whose native tongue was Russian were proficient in the use of colloquialisms; however, grammar and pronunciation had to be stresses in order to achieve the desired standard.

In addition to language training, a program of Russian background and area studies was pursued. Among the subjects covered were Russian history, with particular emphasis being placed on events since the Bolshevik Revolution

of 1917, Soviet armed forces, the Soviet Air Force, and the characteristics of the Russian and satellite peoples as well as the Soviet airman.

Several classes were conducted on intelligence report writing which dealt primarily with the Form 112 since, as potential interrogators, this is the form with which linguists will be most confronted. Specific attention was devoted to Air Defense Command, Essential Elements of Information. Sample interrogation reports were executed in

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SECRET 21
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conjunction with mock interrogations given both in the English and Russian languages. The composition and uses of the Air Interrogation Guide were also explained to the students.

In order to adapt the training program to the specific needs of air intelligence, approximately two-fifths of the language training was devoted to the study of technical terms and the RAF Handbook for Interpreters. The Training Section of the 4602d AISS was most fortunate in receiving fifty (50) copies of the RAF Handbook since only 200 copies have been made available to the entire United States Air Force. It has been considered by members of the Training Section to be the best Russian technical text available, containing in concentrated form, statistics, Soviet Air Force terminology, abbreviations, and conversion tables. During free conversation periods and mock interrogations, the use of colloquial expressions was stressed to give the linguists greater rapport in any actual interrogations they might be called upon to conduct in the future.

It is significant to note that when the linguists underwent proficiency testing in the Russian language at Camp Carson, Colorado, the students, trained at Headquarters 4602d AISS, displayed greater fluency in the writing, speaking and comprehension of the Russian language than did the graduates of the Russian course of the United States Air Force Institute of Technology at Syracuse University.

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Air Technical Intelligence Training

As of 31 December 1952 a total of five (5) officers and forty-four (44) airmen assigned to the 4602d AISS had completed the nine (9) week course at Air Technical Intelligence at the Air Intelligence Center at Wright-Patterson Air Force Base, Dayton, Ohio.[1] In view of the valuable training these personnel received there in technical investigation, it has been planned to detail more personnel of the 4602d AISS to ATIC in the future. Word has been received from the Commanding Officer, Air Technical Intelligence allotting the 4602d AISS ten (10) slots for the ATIC course to be conducted from 5 January through 16 March 1953.[2]

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1. Info supplied by the Training Section
2. Ltr fr CO, ATIC to CO, 4602d AISS, Subj: "ATI Specialist Course," dated 7 November 1952.

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RESTRICTED SECURITY INFORMATION

HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

GENERAL ORDERS
NUMBER 47 17 October 1952

REORGANIZATION OF 4602D AIR INTELLIGENCE
SERVICE SQUADRON. . . . . SECTION I
DESIGNATION AND ORGANIZATION OF AIR INTELLIGENCE
SERVICE FLIGHTS. . . . . SECTION II

SECTION I

1. Effective 10 October 1952, the 4602d Air Intelligence Service Squadron, a Table of Distribution Unit, is reorganized with an authorized strength of 61 officers and 133 airmen.

2. Personnel will be furnished from sources available to this command.

3. Administrative and housekeeping equipment is authorized in accordance with Table of Allowance 1-1, March 1952, Table of Allowance 1-21, December 1951, and Special Equipment List as authorized by Headquarters USAF and Air Material Command.

4. Nonappropriated funds will be governed by the provisions of he AFR 176-1 and AFR 176-2.

5. Concurrent with above action the following detachments of the Air Intelligence Service Squadron are reorganized with strength as indicated:

DETACHMENT	*AUTHORIZED STRENGTH OFF	AMN
Detachment 1 (Hq)	4	8
Detachment 2 (Hq)	4	8
Detachment 3 (Hq)	4	8

6. Authority: AFR 20-52, as amended.

SECTION II

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are designated

and organized at stations and with strength as indicated:

STATION	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-A, McChord Field, Tacoma, Washington	2	5
Flight 1-B, Great Falls AFB, Great Falls, Montana	2	5

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RESTRICTED SECURITY INFORMATION

GENERAL ORDERS (Cont)
NUMBER 47

STATION	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-C, Norton AFB, San Bernardino, California	2	5
Flight 1-D, Kirtland AFB, Albuquerque, New Mexico	2	5
Flight 2-A, Minneapolis-St Paul, Intl Aprt, Minnesota	2	5
Flight 2-B, McGhee-Tyson Aprt, Knoxville, Tennessee	2	5
Flight 2-C, Dobbins AFB, Marietta, Georgia	2	5
Flight 2-D, Tinker AFB, Oklahoma City, Oklahoma	2	5
Flight 3-A, O'Hare Intl Aprt, Chicago, Illinois	2	5
Flight 3-B, Wright-Patterson AFB, Dayton, Ohio	2	5
Flight 3-C, Selfridge Field, Mt Clemens, Michigan	2	5
Flight 3-D, Hancock Field, Syracuse, New York	2	5
Flight 3-E, Ft Ethan Allen, Vermont	2	5
Flight 3-F, Greater Pittsburgh Aprt, Pennsylvania	2	5
Flight 3-G, Presque Isle AFB, Presque Isle, Maine	2	5
Flight 3-H, McGuire AFB, Wrightstown, New Jersey	2	5
Flight 3-I, Andrews AFB, Camp Springs, Maryland	2	5

2. Authority: AFR 20-52, as amended.

SECTION III

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are attached to units indicated for logistics only:

FLIGHT	ATTACHED TO:
Flight 1-A	25th Air Division (Defense)
Flight 1-B	29th Air Division (Defense)
Flight 1-C	27th Air Division (Defense)
Flight 1-D	34th Air Division (Defense)
Flight 2-A	31st Air Division (Defense)
Flight 2-B	74th Air Base Squadron
Flight 2-C	35th Air Division (Defense)
Flight 2-D	33d Air Division (Defense)
Flight 3-A	4706th Defense Wing
Flight 3-B	4602d Air Intelligence Service Squadron
Flight 3-C	4708th Defense Wing
Flight 3-D	32d Air Division (Defense)
Flight 3-E	75th Air Base Squadron

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RESTRICTED SECURITY INFORMATION

GENERAL ORDERS (Cont)
NUMBER 47

FLIGHT	ATTACHED TO:
Flight 3-F	81st Air Base Squadron
Flight 3-G	4711th Defense Wing
Flight 3-H	4709th Defense Wing
Flight 3-I	4602d Air Intelligence Service Squadron

2. Authority: AFR 20-52, as amended.

* (Personnel authorizations for detachments and flights are derived from and not in addition to the total authorized strength of the parent squadron.)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

A TRUE COPY

RICHARD C VAUGHN
2D Lt, USAF
Asst Adj

RESTRICTED SECURITY INFORMATION

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ADCR 24-4
1-5

ADC REGULATION) HEADQUARTERS AIR DEFENSE COMMAND
24-4)

Ent Air Force
Base, Colorado Springs, Colo.
3 January 1953

ORGANIZATION - AIR BASES AND AIR UNITS

1. Purpose. This regulation prescribes the mission, organization, functions and responsibilities of the 4602d Air Intelligence Service Squadron (AISS) and the responsibilities within the Air Defense Command for its control, support and general deployment.

2. References. ADCR 200-1; AFR 23-9; AFM 77-1; AFR 200-5; ADCR 200-3 (Classified), and General Order 47, Headquarters ADC, 1952.

3. Mission. a. The 4602d AISS has the combat mission of supporting the Air Defense Command intelligence function through overt collection, limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed.

b. During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission.

4. Organization, Control and Support. a. The 4602d Air Intelligence Service Squadron is a Table of Distribution Unit allocated to the Air Defense Command by Headquarters USAF for the specific purpose of performing the mission

set forth in paragraph 3, above. it is organized as follows:

(1) Headquarters 4602d Air Intelligence Service Squadron will be located at Headquarters, Air Defense Command.

(2) Detachment Headquarters will be established and maintained at each air defense force headquarters.

(3) Numbered flights, each subordinate to one of the detachments, located at various points throughout the area of responsibility as may be specifically prescribed from time to time by the Commanding General, Air Defense Command.

(4) The squadron headquarters has full administrative capability, but no logistic support capability. detachments and subordinate flights have only limited administrative and no logistical support capabilities.

b. Headquarters, Air Defense Command will ensure over-all logistical support to the 4602d Air Intelligence Service Squadron and its field units throughout the Air Defense Command. This support will be provided by the nearest Air Force base in accordance with AFR 11-4. the squadron commander has direct access to Headquarters Air Defense Command staff agencies.

5. Functions. The functions of the 4602d Air Intelligence Service Squadron are:

a. To fulfill Air Defense Command combat readiness elements of information by overt collection of air combat intelligence in the Air Defense

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ADCR 24-4
5-6

Command area of responsibility through the interrogation of captured enemy personnel, the examination and field analysis of enemy materiel, and the translation of captured enemy documents.

b. To supply the Deputy Chief of Staff/Intelligence with timely information and technical assistance in discharge of responsibility for Weapons Impact Evaluation (Air Defense Command aspects of the Bomb Damage Assessment Program).

c. To procure and/or train and maintain the necessary personnel qualified in general intelligence procedures, written and spoken foreign languages, technical intelligence investigation, photography and photo interpretation, and other such activities as may be necessary for the accomplishment of the mission.

d. To establish through procurement and training, a capability on the part of the personnel for prompt physical access to and effective operations in remote areas, over all types of terrain, and in all conditions of climate and weather. Training will specifically include, but is not confined to, cold weather, desert and swamp survival; skiing, snow shoeing, mountain climbing, animal transport and parachutist operations.

6. Responsibilities. a. The 4602d Air Intelligence Service Squadron will be responsible for:

(1) Exercise of administrative control and, under the general direction of Deputy Chief of Staff Intelligence, Air Defense Command, centralized operational control for deployed units and personnel.

(2) Establishment and maintenance of effective liaison and coordination with military, semi-military, governmental, and civilian agencies listed below:

(a) Military organizations to include, but not limited to, Headquarters Air Defense Command and subordinate units, Army Anti-Aircraft Command, other Air Force commands and subordinate units, Army, Navy, Marine and Coast Guard command and subordinate units.

(b) Semi-military agencies to include, but not limited to, Civil Defense Administration, ground Observer Corps, and Civil Air Patrol.

(c) Governmental agencies to include, but not limited to, Central Intelligence Agency, Federal Bureau of Investigation, Civil Aeronautics Administration, Federal and State Park and Forestry Services, State and local law enforcement agencies.

(d) Civil agencies when appropriate and in accordance with governing regulations, AFR 205-1 and ADCR 190-4, to include, but not limited to, the press, radio, television, telephone and telegraph companies, land grant agencies, flying clubs, etc.

(3) Arranging through local facilities for transportation of requisite personnel to intelligence targets.

(4) Arranging for rapid dissemination of collected intelligence through prescribed channels using organizational communications where appropriate.

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ADCR 24-4
6-7

(5) Keeping fully acquainted with all established training facilities, exploitation of which will further the squadron's training mission, and initiating action pointed toward such exploitation.

(6) Exploitation of squadron capabilities and training activities for the benefit of organizations to which attached to the maximum extent consonant with the squadron mission, along such lines as crash rescue and investigation; language, technical, and intelligence instruction; and direct support of intelligence operations within Air Defense Command.

b. All echelons of Air Defense Command are responsible for the administrative and logistical support o the field units of the 4602d Air Intelligence Service Squadron in discharge of their highly specialized mission. This responsibility includes, but is not limited to the provision of:

(1) Transportation -- surface and air operations officers will authorize flights for 4602d AISS field units for training purposes, photo reconnaissance requirements, and liaison and coordination visits to local governmental and civilian agencies. Transportation officers will authorize vehicles to be used for round trip distances up to 500 miles, in accordance with Chapter 3, paragraph 8h, AFM 77-1.

(2) Communications facilities, as tie lines and teletype.

(3) Office and storage space and supplies.

(4) Billeting and subsistence.

(5) Petty cash facilities. Funding assistance will be rendered field units in obtaining petty cash from bases at which they are located. petty cash facilities normally will be limited to purchased incident to the peculiar mission of the 4602d Air Intelligence Service Squadron. Any other purchases will be rigidly controlled by the limitations of paragraph 11, AFR 70-19.

c. Air defense force and air division (defense) commanders, or their representatives are authorized to provide letters of introduction to of detachments or flights of the 4602d Air Intelligence Service Squadron, within their area of responsibility, in order to facilitate liaison with local governmental and civilian agencies.

d. Headquarters, Air Defense Command will take appropriate action to assist in the procurement of collateral training facilities and equipment to the maximum extent required for accomplishing the squadron mission.

Authority. Letter, this headquarters, 7 January 1952, to DI, Headquarters USAF, Washington, 25, D.C., Subject: Air Intelligence Service Squadron, 1st Ind thereto by Headquarters USAF, 6 February 1952. (ADDIN)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

DISTRIBUTION: 3
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CLASSIFIED SECRET
AUTH: DG, ADC
13Jan53 /S/ xxx
(Date) (Initial)

HEADQUARTERS
4602d AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base, Colorado Springs, Colorado

COMMANDERS CONFERENCE SUMMARY

SECURITY INFORMATION
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{Brigadier General Woodbury M. Burgess was a guest speaker at this Commanders conference}

GENERAL BURGESS

The theme which General Burgess dwelt upon was the readiness of the 4602d AISS to get combat intelligence when the bell rings. That is our full purpose and we must point our efforts in that direction. We must prepare ourselves for immediate readiness. Our constant training is one method of accomplishing our mission. We must fit in with and contribute to, the axiom that "Air Power is Peace Power."

Because time is of the essence, one of our goals is to train to be able to go anywhere in our area of responsibility within six hours. We must train to use any means of transportation; make all possible liaison contacts in order to get our job done. We are reporters out to get facts. We must know how to get things done and to be able to report incidents clearly and concisely. Even though our mission is after the advent of hostilities, we must take advantage of every way now to be ready to make people aware of our mission in order to fulfill the requirements of key EEI's and supply information which the ADC Commanders must know.

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SECURITY INFORMATION

REQUIREMENTS

This Headquarters has only one copy of ADC EEI's. As soon as this Headquarters receives more copies, dissemination will be made in the field. Headquarters ADC is preparing 3 hour and 24 hour SRI's. It is hoped that these will be finalized and disseminated in the near future. (Definition: EEI's are essential elements of information and are of a continuing nature. SRI's are specific requests for information and are usually of one-time nature).

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SECURITY INFORMATION

INTELLIGENCE PUBLICATIONS

The intelligence publications which headquarters will send to all Detachments and Flights are:

1. CONARC Air Intelligence Training Bulletin.

2. USAF Air Intelligence Digest.

3. ADC Weekly Intelligence Review and ADC Mission Intelligence.

We are now getting only 14 copies of USAF AI Digest. We have requested 21 copies. the 5th Air Force Summary and the FEAF Intelligence Roundup will also be ordered for distribution to all flights. Flight 3C stated they have received only one copy so far and they were informed by Lt Stockstill that the first copies go to the Detachments and the remainder will go to the flights on priority distribution.

Colonel Gallagher informed the conference that none of these publications can be copied or reproduced. Intelligence Documents will be distributed as soon as possible to all Flights, but above all, don't reproduce any part or section thereof.

AIR TECHNICAL RESEARCH PUBLICATION

The ATIC studies will be screened by the Tech personnel at headquarters and passed on if applicable. Headquarters has ordered 4 copies of the ATIC Summary, one copy will go to each detachment. This publication is distributed quarterly.

There is a Joint Anglo-American Study of USSR aircraft being compiled and will be available to us in the near future.

The Characteristics and Performance Handbook on USSR Aircraft and Armament is under revision at USAF and will be available after January 53.

ETHNIC CARDS & NIS

Ethnic Cards will prove invaluable to the interrogator. They explain in detail the languages and dialects of the USSR and Satellite Countries. These are on order. The National Intelligence Survey compiled by the CIA on Russia and Satellite Countries will be available after January 1953.

Volume 39, Air Fields and Seaplane Stations of the World has also been placed on order.

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RECOGNITION JOURNAL AND JANAP's

Headquarters 4602d has ordered the Joint Army, Navy, Air Force procedure publications (JANAP) for the headquarters units and all the detachments. We have ordered only the basic JANAP's and ACP's (Allied Command Procedures) for communication format and procedures JANAP (201-B) contains the index of all JANAP's and ACP's.

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Captain Kenyon informed the Conference that JANAP's are of little use to the layman. They are written for Technical Specialists and are not pertinent to our squadron at this time. he would like to have a communications SOP

sent from headquarters to fit his requirements.

Lt Vaughn brought to the attention of the Conference that the "Monthly Aviation Accident" publication would be applicable to our Technical Program.

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SECURITY INFORMATION

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A "Cirvis" booklet compiled by ADC was passed out to Commanders. This booklet is an extract from JANAP - 146 and contains communications instructions for world-wide reporting of vital intelligence sightings from aircraft. This booklet should be brought to the attention of all civilian agencies contacted in our liaison program. Distribution id handled by the Civil Air Patrol.

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SPECIALIZED TRAINING

Specialized training within the 4602d AISS is for the purpose of covering large areas under adverse conditions, under varying climatic conditions, with as much technical knowledge as possible. In view of this, as many persons as possible will attend various specialized training schools such as:

Special Weapons
Evasion and Survival
Guided Missiles
Atomic Weapons Indoctrination
Supply School
Parachutist Training

Because of the restricted number of personnel assigned to this organization, all personnel must be trained and cross-trained to be a double and triple-threat man in order that the squadron mission can be accomplished.

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INTELLIGENCE REPORTS

The squadron regulations 200-2 and 2A are currently being revised and should be completed and distributed to the Field Units within a few weeks. The new regulation governs the submission of reports.

The new regulation 200-2 will to contain all the items formerly contained in the old regulation 200-2. Operational SOP #1 contains all the material which was omitted from the new regulation.

Sample report forms will be attached to the new regulation which will serve as a guide for the report writer. There are three types of transmittal reports:

1. Technical - Essay Type.
2. Interrogation - Essay and enumeration Type.
3. Documents.

All transmittals will be numbered in a prescribed fashion.

T - Technical
I - Interrogation
D - Documents
Example: 1-T-23

Flash reports will also be given a number for follow-up.

Example: 1-F-23

Referencing should be used whenever possible to refer to other reports rather than going to the trouble to reproduce material which is already available.

In writing reports, the telegraphic style should be utilized to the maximum. The word "SOURCE" in interrogation reports is always capitalized.

The OIC of each flight is required to sign all reports forwarded to Headquarters 4602d AISS and is further responsible for editing all reports sent from his individual flight.

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SECURITY INFORMATION

It was pointed out that AFR 205-1 should be reviewed by all personnel and should be adhered to in all matters of classification. The OIC's have the authority to classify matter Secret and Top Secret. The authority for classification should be stamped in the top right hand corner of each document or report and also the transmittal cover sheet.

The OIC's should also put a signature block on the transmittal cover sheet as well as on each report within the material.

For reproduction purposes, all transmittals must be carbon-backed. India ink may be used instead of the carbon-back method if desired.

All units should have or procure AF Form 112.

When naming geographical locations (cities, towns, etc.), always list the geographic coordinates as well as the name. Capitalize all proper nouns.

Enclosures should be attached to the individual report of which they are part and each enclosure should be positively identified to avoid confusion.

All flash reports will have a number whether it is by letter, phone, TWX, or radio in order to positively identify it for future reference.

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Colonel White stated that the policy would be to send the original report (form 112) to Headquarters 4602d AISS in peacetime and in wartime the original would be sent to the D/I Defense Force.

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MAJOR TOOKE'S TEXT

1. Under the restrictive security requirements of ADCR 190-4, page 3, paragraph titled "Identification of Individuals", effective liaison and public relations cannot be conducted by this squadron in the efficient fulfillment of its operations.

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3. Since this organization is based in continental limits of the United States and a part of the Air Defense Command since it is identical in mission with 7050th AISW in Europe and 6004th AISS in the Pacific, the latter two organizations both having considerable contact with personnel of the USSR, the mission and requirements as a collection agency of the 4602d and other like units could hardly remain as restricted as ADCR 190-4 would place them.

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{End of Part 1 of the CUFON 4602d AISS UFO Sampler}

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Go To part 2
NICAP Home

National Investigations Committee On Aerial Phenomena

The Chop Clearance List

updated: 13 Feb 2011

Fran Ridge:
In regard to the famous Albert M. Chop Clearance Letter and the Chop Letter to Henry Holt & Company here is the clearance list referred to in both letters. Items, dates, and locations are exactly as found in the original. Added click-on links take you to the detailed reports with any corrected data. For example, Item #2 shows wrong date. Major Donald E. Keyhoe, later to be NICAP's director, was investigating and reporting on history being made on the UFO subject. His status report turned out to be, "Flying Saucers From Outer Space" in 1953. This page is still under construction.

Jan Aldrich:
As Al Chop revealed in his Sign Historical Group oral history interview, the Air Force policy was if asked about a certain case, the Air Force would release the details. Chop said that Keyhoe had a good network feeding him leads and he also had access to newspaper clippings and was able to ask about many cases which the Air Force released to him in 1952. Keyhoe was very persistant and would not go away or could not be discourage with a simple, "no." Chop said when he came to work, he would find Keyhoe already there with more questions for him. An important point was: one still had to know about a case to get the details. Later, the policy was not so open which led to charges of cover up.

List of Air Technical Intelligence UFO sightings and other information secured and cleared for Major Donald E. Keyhoe by Mr. Albert M. Chop, Air Force Press Desk.

1. Laredo Air Force Base, Tex., December 4, 1952. Air Force pilot's "fight" with a UFO.

2. North Atlantic area, August 29, 1952". Three disc shaped objects seen during tracking of a balloon.

3. Santa Ana, Calif., January 9, 1953. B-29 pilots saw rapidly moving UFO lights, bluish white, in formation.

4. Pesque Isle, Maine; Jan. 29, 1953. Pilots of an F-94 and two other fighter aircraft sighted a dark gray object, with a very definite oval shape.

5. Hempstead, Long Island; October 29, 1952. Two F-94s; very strong statement on object's maneuvering, high speed, that it seemed to be controlled.

6. Duncanville, Tex., January 6, 1953. Strange lighted object seen by CAA tower operator and others.

7. Goose Bay Air Force Base, Labrador, December 15, 1952. Two Air Force crews got a momentary radar lock on a strange object. One pilot had seen similar object before, on November 26, 1952.

8. Gulf of Mexico area, December 6, 1952. B-29 training flight. Radar and visual reports, accurate details, double-checked; speeds computed showed UFO making 9,000 m.p.h.

9. Minneapolis, Minn., October 11, 1951. Extremely important sighting by two airborne balloon observers, General Mills-Navy balloon project; observers were in a plane, sighted two smoky-gray cigar shaped objects moving at terrific speed. Also one of the objects was sighted and briefly seen in a theodolite by a ground observer.

10. March Air Force Base, Calif., September 28 (actually March 23), 1951. F-86s trying to intercept a strange object in controlled orbit at 50,000 feet or higher.

cleared

11. Terre Haute, Ind., October 9, 1951. CAA communicator report; silvery object seen overhead, moving at high speed. (See next case.)

12. Greencastle, Ind. (Paris, Illinois), October 9, 1951. Private pilot sighted silvery object at (estimated) 5,000 feet.

13. Japan. Rotating lights case. December 29, 1952. Extremely accurate details, with ground and airborne radar and visual confirmation; three plane crews confirmed position, movements, and speeds.

14. Northern Michigan area, November 24, 1951. UFO observed from four locations, faster than any jet.

15. Greenville, S.C., May 13, 1952. Four amateur astronomers observed a diamond-shaped formation, oval shaped objects, wobbled in flight.

16. Patrick Air Force Base, Fla., July 18, 1952. Three officers, four airmen, saw a series of UFO lights. Objects hovered, speeded up, stopped, turned.

17. July 29, 1952. An Aircraft and Warning Station in Michigan reported an extremely important case: Ground Control Intercept tracked UFO by radar, target speed 550 knots. Chased by F-94s; one got a radar lock-on; bright flashing light seen at the same time, same position.

18. Los Alamos, N.M., July 29, 1952. Several pilots and a Los Alamos guard saw a UFO, metallic in color, in straight, fast flight object made a 360 degree turn behind fighters trying to intercept it.

19. Albuquerque, N.M.; July 29, 1952. Air Force reserve colonel at Los Alamos saw a strange ellipse shaped light; indicated its rapid speed.

20. Bellefontaine, Ohio, August 1, 1952. Two F-86s chased a strange round object, got gun camera pictures.

21. Truth or Consequences, N. M. Three cylindrical objects sighted.

22. Azores; September 26, 1952. Strange green lights seen by Air Force crews approaching the Azores.

23. Washington, D.C., July 19-20 and July 26-27, 1952. The Washington Airport cases, radar and visual sightings.

24. Norfolk, Va., July 14, 1952. Pan American pilots' extremely' accurate report to ATIC on several lighted objects maneuvering and flying at terrific speeds.

25. Pittsburg, Kans., August 27, 1952. ATIC states basic details and soil sample forwarded from town where sighting occurred. Object reported hovering over open field; bluish lights seen through ports; swift ascent when observed. Soil sample broken up, unable to analyze for radioactivity.

26. Yuma County Airport, February 4, 1953. Theodolite tracking of two elliptical shaped objects.

27. Fort Worth, Tex, February 13, 1953. B-36 radar tracking and visual sightings of strange flying objects.

28. Terre Haute, Ind., February 1, 1953. Sighting of a UFO by a T-33 pilot.

29. Japan, April 19, 1952 (March 29 is the corrected date). A T-6 pilot, Lieut. D. C. Brigham, reported to ATIC the sighting of a small disc shaped object closing in on a fighter, maneuvering around it.

30. Uvalde, Tex., July 22, 1952. Details on separate list.

31. Manhatten Beach, Calif., July 27, 1952. The "stack of coins" sighting.

32. Near Hermanas, N. M., August 24, 1952. F-84 pilot observed two strange objects (disc shaped and maneuvering at high

speeds).

33. Hamilton Air Force Base, Calif., August 3, 1952. Sighting of a series of UFOs; extremely accurate report of maneuvers, speeds.

34. Rosalia, Wash., February 6, 1953. A B-36 report, very accurate sighting description, showing object circled as B36 approached it, and light commenced flashing at short intervals.

35. Truk Island, Feb. 6, 1953. Shiny, metallic looking object sighted by officer in charge of weather station.

36. Korea area (Okinawa), February 7, 1953. Radar picked up a UFO; an F-94 was scrambled, pilot saw bright orange colored object, which changed altitudes, pulled away at high speed.

37. Tunis-Tripoli, February 11, 1953. UFO sighted by crew of an Air Force C-119, closed in, fell back, paced plane for long period.

38. South Carolina. Preliminary report on case, in February, 1953, where a man named Booth fired at an apparently hovering lighted object. (Possibility he fired on a Navy blimp is being investigated.)

39. Falls Church, Va. Preliminary report on a sighting in August, 1952; rotating light UFO seen by ground observers including police. When police officer tilted scout car spotlight upward, object seemed to descend toward it. Light was hurriedly turned off, and object rose to former height, continued rotating.

40. Erie, Pa., February 22, 1953. Former Navy gunner, now plane spotter, reported silvery disc, with very brilliant glow, estimated to be at least 150 feet in diameter.

41. Panama, Canal Zone, November 25-26, 1952. Two UFOs, tracked by defense radar, no visual sighting.

42. Series of questions in regard to Dr. Donald Menzel's theories. Answered by ATIC.

43. Questions regarding claims of Henry J. Taylor, U.S. News and World Report, Dr. Urner Liddel, Frank Scully, Dr. Anthony Mirachi. Answered by ATIC.

44. Questions on Tremonton, Utah, pictures; existence known from outside source, confirmed by Air Force, including confirmation by Intelligence officers at showing of the McLean pictures.

45. Summary of early Air Force investigation; admission by Albert M. Chop that early phase was not well handled, but attitude now changed, with a very serious approach.

46. Fact that an increasing number of Air Force personnel, including officers both in and out of Intelligence and the Project, are convinced that the saucers are interplanetary in origin, unless some strange natural phenomena. (This statement was cleared before the official statement made to Henry Holt and Company.)

47. Fact that classified briefings are given by Intelligence to various important officials (as indicated by the Finletter report).

48. Fact that various highly reputable scientists, astronomers, astrophysicists, engineers, aeronautical experts, guided missile and rocket experts, etc., are used by the Project in analyzing reports and other evidence.

49. Fact that I helped the Air Force secure the McLean pictures for analysis.

50. Fact that Col. William C. Odell submitted an article (through Mr. Chop) indicating possible exodus from an other planet; that he was not allowed to use his rank in connection with it, and that after discussing the matter with True magazine I returned the manuscript to the colonel (again through Mr. Chop).

cleared

51. Clearance of the Tremonton, Utah, case, and the facts I previously had confirmed.

This itemized list bears the following notation.

"As initialed, the above is the true account of subjects discussed, opinions expressed, and material cleared for publication."

(Signed) Albert M. Chop.

Project SIGN

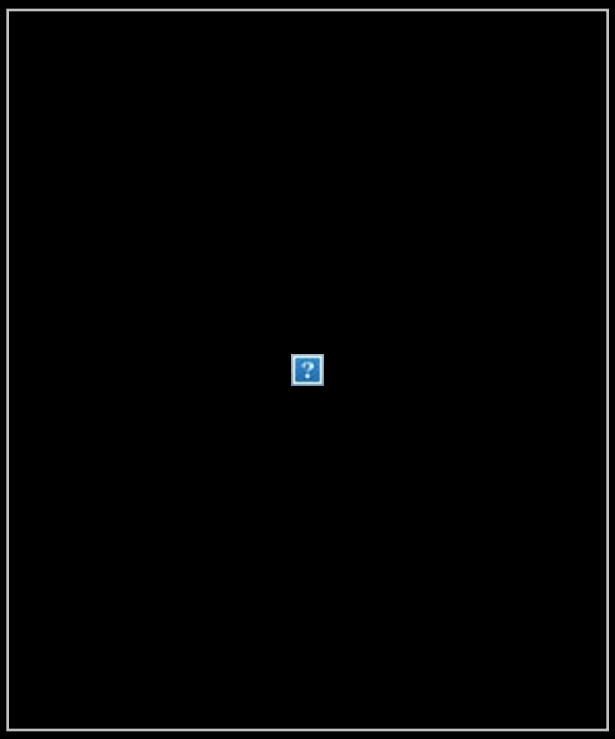
The Project SIGN Group

Reports:

(Secret) Twining Letter - "The reported phenomena are real."
23 April 1948 Project SIGN Quarterly Report #1 as required by Gen Craigie
Early Top Secret UFO Document Discovered - Jan Aldrich
McCoy statement in 1966 (transcript and audio file by NICAP)
Alfred Loedding and the Great Flying Saucer Wave of 1947 (Wendy Connors & Mike Hall)
Project SIGN & the EOTS - Michael Swords
Gen. Schulgen Memo - Secret - Oct. 28, 1947
Preliminary Sign Report (April 23,1948)
(SECRET) Project SIGN Report (Feb 1949)
100-203-79 - April 28, 1949, Top Secret "Evaluation of Flying Object Incidents
SIGN Group - NICAP Site
Project SIGN Historical Group - Project 1947

NICAP Home Page

Project MAGNET



Fran Ridge:

THE COLORADO PROJECT

Report - Criticism of the Air Force Not Allowed - Keyhoe
Report - Flying Saucer Fiasco, LOOK Magazine, May, 1968 - John Fuller
Report - The Condon Report and UFOs, Bulletin of the Atomic Scientist, April 1969, p. 39-42 - Hynek
Report - An Analysis of the Condon Report on the Colorado UFO Project - Sturrock

National Capital Area Skeptics (NCAS) recently placed the full text of the Condon report (all imagery and graphics included) on the web at:
Report

Simulated (not actual) photo of Gen. Samford press conference of July 29, 1952, recreated for UFO documentary (1956) by Greene-Rouse Productions.

THIRD OFFICIAL USAF INVESTIGATION of UNIDENTIFIED FLYING OBJECTS

PROJECT BLUE BOOK RESEARCH CENTER

About Michael David Hall	Project Bluebook 1951-1969	The Report on Unidentified Flying Objects - Ruppelt
Research Articles	NARA Blue Book Microfilm	Bluebook Member Biographies
"Blue List" Unknowns - Berliner 1500 BB Unknowns - Sparks	Project Blue Book Special Reports 1-12 (pdf file)	Captain Edward J. Ruppelt

The Project Blue Book Research Center is under the direction of Michael Hall, a private researcher, specializing in the historical aspects of Project Bluebook. Started in 1998 the Center is devoted to the task of researching the historical aspects of the third official investigation of Unidentified Flying Objects by the United States Air Force. Email mdhall@LAF.CIOE.Com

Mr. Hall takes no formal position regarding UFOs other than the belief the UFO phenomenon is reality based and constitutes a phenomenon that warrants on-going and UNBIASED scientific investigation by private researchers and the various disciplines in the field of academia. The primary goal of the Center is to share the history of Project Blue Book and the military and civilian personnel who were involved.

As research is an on-going endeavor at the Center new information and documents have recently been located that shed new insight on Blue Book's operation. This new information includes insights into the various military and civilian personnel associated with Project Blue Book. You are encouraged to visit this site often as new discoveries and commentary will be posted on a frequent basis.

Please enjoy your visit to the Project Bluebook Research Center. Mr. Hall can be reached by any of the following methods listed and we welcome your comments and assistance regarding Project Blue Book. All inquires to Mr. Hall is held in the strictest of confidence.

Although donations are graciously accepted for research by Mr. Hall, he believes that exchanging ideas, documentation and insight is vastly more important and the Project Blue Book Research Center has a few items available for purchase to assist in researching the history of Project Blue Book.

Mr. Francis Ridge has graciously donated the Project blue bookResearch Center's Web Page. Visitors are encouraged to check out the exciting work being done by Mr. Ridge and the the NICAP website, and the Project SIGN work by Wendy Connors.

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Origin of the UFO Phenomenon - a book by Michael Hall
NICAP Home Page

Training Information Series

TI-1, TAX DEDUCTIONS

This Training Information paper deals with expenses incurred with UFO investigation and research, and tax benefits that can offset these expenses. While this is NOT a policy statement, it is information that each FI/researcher should be aware of. This TI should be kept with other directives.

DEDUCTIBLE

A surprising number of researchers do not realize that their expenses incurred for investigations or administrative duties are tax deductible. As stated on the inside cover of every MUFON UFO Journal: "The Mutual UFO Network, Inc., is exempt from Federal Income Tax under Section 501(c)(3) of the Internal Revenue Code. MUFON is a publicly supported organization of the type described in Section 509(a)(2)." Which is to say, we are a scientific research organization.

ACTUAL EXPENSES

Actual expenses incurred (i.e. not to include estimates of worth for duties performed) include: mailings (stamps/metered costs, materials and photocopying), long distance telephone charges,
equipment purchases (e.g. telephone answering machine or two-drawer file), ID printing (letterhead or calling cards) and transportation pursuant to investigations or meetings (mileage at 12-cents per mile, still in effect this date, meals and lodging if necessary). Certainly good judgment must be used. A word processor or audio cassette recorder may be claimed if used primarily for MUFON purposes. UFO-related handbooks and encyclopedias, science texts used for the subject, nonfiction works on UFO cases that provide background information, and other investigative tools purchased for yourself or your membership are normally deductible. Receipts must be kept for all expenses. In order to submit the claim, you must use IRS Form 1040 schedule A - Itemized Deductions and Form 8283, Noncash Charitable Contributions. (Check with your tax consultant on form numbers or titles which may change over the years). A separate statement must accompany the forms which includes the above-quoted statement regarding MUFON's tax-exempt status.

We hope that this information will help you in determining what expenses are deductible.

May 1986, Revised July 1996

Training Information Series

TI-2, FIELD INVESTIGATION

By Francis L. Ridge

This Training Information paper deals with basic field investigation and local, regional, and state operational tips not covered in the Field Investigator's Manual. This revised paper was originally published in May 1986 in the MUFON UFO JOURNAL (Issue Number 217, Page 16).

REPORT SOURCES

Since the demise of the Air Force Project Blue Book in 1969, to facilitate the receipt and transmission of initial UFO reports, witnesses generally contact local law enforcement personnel, airport, airport control tower operators, weather observers, or nearby military bases. Reports are then usually referred to a local civilian UFO investigator. In the absence of a local operative the caller should be asked to contact the National UFO Reporting Center in Seattle, WA.:

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(206) 722-3000

The person handling the call completes an initial report form or **Message Slip** , which is then sent to the Mutual UFO Network (MUFON) in Seguin, TX. MUFON then submits a copy of this form to the MUFON State Director or the nearest qualified field investigator, who, in turn, contacts the witness directly. Sometimes initial reports are filed with the J. Allen Hynek Center for UFO Studies (CUFOS) in Chicago. In this case, a CUFOS representative may contact the state directly and request an investigation. In most cases the initial report to the state arrives as a form in the mail or a phone call, depending on the urgency. With the widespread use of the internet, preliminary reports and the acceptance of the case for investigation can sometimes be conducted by email. Finally, many times initial reports are made by the witnesses themselves, either in letter form or by calling the nearby field investigator referred by police, sheriff departments or airports.

PRELIMINARY INVESTIGATION

After the witness is contacted, if the object in question appears to evade conventional explanation, an investigation may begin. Depending on the potential value of the incident a number of methods may be used. If the object appears to have been an aircraft, balloon, star/planet, the report simply is noted on the message slip and filed way. Recording it is important, since an incident harder to explain may be linked directly with it later on, indicating both were probable IFOs (Identified Flying Objects). If something in the incident truly qualifies the event as a potential UFO (description or flight characteristic such as hovering, exhibiting anomalistic motion, absence of sound where some type of actual craft is observed at close range, etc.), the case should be thoroughly investigated. This can be done either in-person or by mail depending on the situation. Caution: Investigation by mail has become more and more less productive. And determining the character and reliability of the witness can BE more difficult, if not impossible, by the limited access of written communication. If the FI cannot investigate the incident in-person or on-site it should be conducted over the telephone, the Form 1 (General Case) then mailed to be signed and/or corrected. People in general hate to fill out questionnaires.

DISPOSITION

Preliminary reports on significant cases not received from MUFON direct, but acquired without MUFON HQ knowledge, should be sent to MUFON ASAP, either by phone, "snailmail", or email:

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MUFON_HQ@aol.com

Completed reports are submitted by Field Investigators or State Section Directors to their State Directors, who then forward the original copy to their Regional Director. Some states appoint an Investigation Coordinator to handle UFO investigations, leaving the administration activities to the State Director. After the Regional Director (who usually has about 15-20 states under his jurisdiction) reviews and checks it for completeness, the case report is then forwarded to the DDI (Deputy Director of Investigations). The report is then filed and data placed in the MUFON UFO database program. Copies of the report are retained by the state and the FI in charge. Some states also file duplicate reports, one

copy to CUFOS as a courtesy, especially if they provided the initial or preliminary report.

TRAINING SUGGESTIONS

Field Investigator and Field Investigator Trainee preparation and training should include the following:

1) The acquisition of the MUFON Field Investigator's Manual
2) Completion of the FIE (FI Exam) as soon as possible.
3) The construction of the Field Investigator Kit(s).
4) The establishment of a local hotline or "filter center".
5) Production and distribution of a "status report" or newsletter, sent periodically to local law enforcement dispatchers, airport control towers, selected news media, etc.

THE TRAINING OFFICER

To better facilitate training in a state group I highly recommend the selection of a "Training Officer". This person maintains contact by mail with FITs, sending materials, etc. I use a checklist and training record form (Training Transmittal Record) which lists all the materials available and when they were mailed. The TTR begins with the date the applicant became a member of MUFON, the date the applicant was sent a "welcome aboard" letter and sample newsletter, all the materials in the Training Information Series, and ends with the date the applicant completed the FI Exam, his score, and his promotion to FI and/or State Section Director. There is even a line and date for the "Certificate of Award" if the state uses one, such as Indiana. The trainee must send an SASE (one or two stamps) to the Training Officer for the next step of additional materials until the program is completed. The training ceases when the FIT stops requesting materials or fails to pay the state's annual dues. FITs may call the Training Officer at any time. If the state has no Training Officer, FITs should contact their State Director. If no State Director, trainees should contact Walt Andrus, MUFON's International Director, at 103 Oldtowne Rd., Seguin, TX 78155-4099. (210) 379-9216

THE FI MANUAL

This is a tool many veteran researchers never had available in the early years. The FI Manual was prepared from the combined experience of many respected and experienced UFO researchers. Any fool can ask questions from a questionnaire and write down the answers. There is more to it than that. And separating UFOs from IFOs requires knowledge, attainable through experience and proper use of the Manual. UFOlogy, the scientific study of UFOs, is a "volunteer profession", not a hobby. The FI Manual can be obtained from MUFON for $25 plus $3.50 for postage and handling. I suggest FITs send checks made out to MUFON to their State Director or Training Officer, to be forwarded to MUFON so that a notation can be made on the TTR that the FIT has complied with that requirement. The TTR is not a MUFON form or requirement, but an idea successfully used in Indiana for over ten years.

FI EXAM

As soon as the study of the Manual and other training information are completed, FITs should be ready to take the FI Exam. The State Director or Training Officer will help them acquire and submit the exam papers to the appropriate persons. The exam is an open-book test. If further assistance is needed, contact Walter Andrus at MUFON HQ.

THE FIELD INVESTIGATION KITS

Basic materials needed are listed in the Manual. I suggest at least two kits.

1) Kit One. Should include the Manual, copies of all the necessary forms, pens, paper, everything you might need for a routine on-the-spot investigation.
2) Kit Two. Would actually be the one mentioned in the Manual for collecting physical evidence.
3) Other kits. Could be designed to include everything needed for special investigations and collection. Items that need special care and support materials such as camcorders, which need tapes, batteries, chargers, etc. Or cameras, film, etc.

THE RAPID DEPLOYMENT TEAM

We use a list called a "PLL" or "Prescribed Load List" to include anything and everything a "think tank" might conceive needed during any investigation or deployment. The PLL is a major portion of our basic plan of having an alert team ready to go at any time. Years of experience has improved on the PLL. The list is checked periodically and everything on that list is loaded before we hit the road. The point is, organization and speed is important. You may only get one

chance in your lifetime to document an actual close encounter. When bonified UFOs decide to appear, confusion and panic begins. And Murphy's Law works best in UFOlogy. So, you still want to be a serious Field Investigator?

THE LOCAL HOTLINE

The idea of a UFO investigation means nothing if people can't contact you. And if the UFO sighting is "in progress", you want to view it yourself and possibly identify it or document the rare occurrence with videotape, etc. It is not necessary to have a dedicated line used strictly for UFO reports. But, if you do not, make sure you have "call waiting". I call it "call bothering", but it comes in handy. The phone near a note pad or pad of "message slips" is perfect, but another useful tool is the cordless phone. With that you can be outside actually looking for the locally-reported UFO and talking to the witness, other spotters in your group, or the control tower, etc.

STATUS REPORT OR NEWSLETTER

A tip for FIs and SSDs is to put out a periodic status report to dispatchers (local police, sheriff, state police) and airport tower controllers, and selected news media. Keep your local group up-to-date and constantly reminded of your telephone number and presence. An initial visit in-person is a good idea. Dress appropriate. Don't wear sunglasses or try to look like the CIA! If the newspaper does an article on your efforts, that could suffice. However, if you are good at PR, go for it! If you are in a good state group with a state newsletter being printed periodically, you're in luck. All you have to do is copy the newsletter, add a slip sheet with your information and phone number, and mail out. Caution: If your state newsletter is inappropriate or too radical, make up your own. If you look like a kook, or belong to a group of kooks, law enforcement will have nothing to do with you. Keep your theories to yourself. Remember, you are a serious researcher and you are searching for the truth, no matter what that turns out to be. It's called science. Dispatchers generally don't want to handle UFO reports. If they know you are in place and your phone number is handy, you can bet that they will hand off the report to you, unless they are ardent skeptics. Even then they want to appear to the public as concerned and will probably have the witness call you. Finally, you might make up a card (business or 3x5 or larger) to place under their desk glass or put on the bulletin board.

OTHER SUGGESTIONS

To become familiar with things in the sky, especially at night, you should spend time out on SKYWATCH. These are group learning sessions. And having "spotters" distributed around the county you live in can come in handy, too, if someone reports a UFO in your area. Telephone "patches" are very useful, but must be used with caution. Radio Shack units turn the cassette recorder on and off by simply picking up the phone, great for outdoors use. Other useful items include a strobelight or spotlight, CB radio or cellular phone, bionic ear, etc. One of the most important tools I have saved until last. The camcorder is a valuable piece of equipment in more ways than one. It's better than a movie camera and has sound. If you have one, make sure it is charged, loaded with tape, and ready to go at all times.

FINAL COMMENTS

Being prepared is the most important aspect of being a serious investigator. Most investigations will be routine and somewhat boring. If you must travel to investigate an incident, make sure you are prepared. A later return to complete an extra form may not be in your schedule. And witnesses might decide one session with you is all they want.

Here are a few other suggestions:

1) Use your ID card, but don't abuse it. Laminate it and have it clipped on your pocket or lapel. That way you don't have to make an issue of it.
2) FITs should be accompanied by a trained FI if at all possible.
3) If the witness is a child under 16 or a woman, one of the investigating personnel should be a woman.
4) If you obtain anything from the witness other than a signed report form, leave a receipt.
5) Don't discuss your theories. Get your work done, be courteous, and get out. If they ask questions or want information, tell them you will send some information. There are fact sheets and you have your newsletter.
6) One of the most important things you need to know is to let the witnesses tell what they saw and how it all started, in their own words and without interruption. If you interrogate the witnesses from a questionnaire only, the story you will get will be out-of-sequence and may be lacking a lot of important details. Answering a battery of "Joe Friday" questions is

not only distracting, it is unprofessional.

7) Finally, when investigating a "sight and sound type UFO" report, be sure to look around for an intermittent or continuous conventional sound source nearby. Witnesses may be in unfamiliar territory when they have a sighting, and the sound they associate with it may have a local and conventional explanation. A normal or even noisy (meaning needing maintenance) air conditioner, or blower on a grain dryer, or unfamiliar animal sound, may become associated with the sighting. And this sighting could be a genuine anomaly or a misidentification of a common object, but you must not assume the sound and the sighting event are related.

May 1986, Revised July 1996

Training Information Series

TI-3, SOURCE TESTS & EVALUATION

By Francis L. Ridge

This Training Information paper deals with possible, definite, or not-applicable sources for UFO sightings. It also provides a checklist for the sighting evaluation based on all the information in the report. Used initially as a training aid, copies made of these checklists were designed to be used in each case investigation as part of the final report.

SOURCE TESTS

These two checklists, Natural Source and Man-Made Source, are used to try to identify the sighting and later becomes part of the evaluation record. Due to the lack of space in these forms the appropriate items should be simply checked, then expanded on in the "Comments" portion of the report.

SIGHTING EVALUATION

This form provides a checklist and is the result of the overall analysis of the data collected by the FI. It also becomes part of the final report.

COMMENTS OF INVESTIGATOR

Besides the three pages mentioned above, the final report includes an additional report whereby the person completing the case record can add his/her comments. This is referred to as "Comments of the Investigator". For simpler cases the comments are usually brief. For more complicated or detailed cases the comments are more extensive. It includes comments about the possible cause of the sighting if the sighting may be explainable or reasons why the case remains unexplained. Many of these comments are recorded in letters and notes during the investigation. However, it is suggested that comments be re-capped in a separate report. The investigator should list his comments regarding the possibility or lack thereof of certain stimulus for the sighting based on the Source Test. Special note needs to be made concerning reported sounds noticed during the observation of the UFO. A witness in an unfamiliar area may detect a sound from one source and a visual observation from another source, both identifiable in prosaic terms. Or the object may be unidentified and the sound associated with a nearby, but invisible, power transformer or air conditioner, etc. The investigator should describe where the interrogation took place and who was present, names of other witnesses, etc. This would include who assisted in the investigation. The investigator should give his assessment of the observer(s) or report reliability. The observer may be sincere, but not be able to explain the particulars of the case properly or in terms that are usable to the investigator. His/her report may be too brief or lacking clarity for a determination to be made. A good example is where the witness only answers the questions with brief statements or simply a yes or no. A good witness is a credible person who tries to give as much detail and accurate information as possible.

Case Name _____ Date of Incident _____

FI In Charge _____

SOURCE TEST, Page One

This form, which needs to be attached to the final report itself, is a checklist of what natural objects were considered in an effort to identify the stimulus for the reported UFO. The reasons for rejecting or suspecting the possible stimulus, should be clearly noted. The not applicable items can be left blank. Use right side of form or separate sheets for notes.

NATURAL SOURCE:

1. ORGANIC SOURCE, TERRESTRIAL ( ) a. Animal ( ) b. Bird, Reptile ( ) c. Insect ( ) d. By-Product (spider webs, seeds)

2. INORGANIC SOURCE, TERRESTRIAL ( ) a. Adverse Weather (whirlwind) ( ) b. Atmospheric (clouds, moondogs) ( ) c. Lightning (ball, bolt, heat) ( ) d. Swamp Gas ( ) e. Other (debris, mirage)

3. INORGANIC SOURCE, TRANSTERRESTRIAL ( ) a. Bolides ( ) b. Meteorites/Meteors

4. INORGANIC SOURCE, EXTRATERRESTRIAL ( ) a. Comets ( ) b. Moon ( ) c. Planet(s) ( ) d. Star(s) ( ) e. Sun

5. OTHER (explain)

SOURCE TEST, Page Two

This form, which needs to be attached to the final report itself, is a checklist of what man-made objects were considered in an effort to identify the stimulus for the reported UFO. The reasons for rejecting or suspecting the possible stimulus, should be clearly noted. The not applicable items can be left blank. Use right side of form or separate sheets for notes.

MAN-MADE SOURCE:
1. AIRCRAFT ( ) a. Advertizing ( ) b. Commercial, Military, Private ( ) c. Other (blimp, experimental, helicopter)

2. BALLOON ( ) a. Hot Air ( ) b. Weather, Test, Etc. ( ) c. Other (prank, toy, etc.)

3. FIXED STRUCTURES ( ) a. Buildings ( ) b. Lights (ground, search, etc.) ( ) c. Towers (water, power line, radio)

4. HOAX ( ) a. On Witness ( ) b. By Witness

5. MISSILE ( ) a. Chemical (cloud, smoke, etc.) ( ) b. Cruise-type ( ) c. Launch

6. SATELLITE ( ) a. Orbiting (high-altitude) ( ) b. Re-Entry (similar to meteor)

7. OTHER (explain)

SIGHTING EVALUATION

The result of the overall analysis of the data collected by the field investigator.
1. Berliner Strangeness Scale:
( ) 0 - Identified as a known object/phenomenon or a report lacking clear UFO content
( ) 1 - Night light with no apparent object
( ) 2 - Night object
( ) 3 - Daylight object seen at a distance
( ) 4 - Night Close Encounter of the First Kind (within 500')
( ) 5 - Daylight CE-1
( ) 6 - Ambiguous CE-2 (trace, capable of being understood in more than one way)
( ) 7 - Unambiguous CE-2 (apparently only one explanation)
( ) 8 - CE-3 (occupants on or near craft)
( ) 9 - CE-3 (occupant reaction to witness)
( ) 10- CE-3 (with meaningful communication)

2. Berliner Credibility Scale:
( ) 0 - Witness(es) lacking believability
( ) 1 - Single average witness
( ) 2 - Multiple average witness
( ) 3 - Single exceptional witness
( ) 4 - Multiple Exceptional Witnesse

( ) 5 - Radar/visual observation
( ) 6 - Still photo(s) by amateur
( ) 7 - Still photo(s) by professional
( ) 8 - Movie/video by amateur
( ) 9 - Movie/video by professional
( ) 10- Live television

3. Speiser Strangeness Factor:
( ) S1 - Explainable or explained
( ) S2 - Probably explainable with more data
( ) S3 - Possibly explainable, but with elements of strangeness
( ) S4 - Strange; does not conform to known principles
( ) S5 - Highly strange: suggests intelligent guidance

4. Speiser Probability Factor:
( ) P1 - Not credible or sound
( ) P2 - Unreliable witness; possible hoax
( ) P3 - Somewhat credible or indeterminate
( ) P4 - Credible and sound
( ) P5 - Highly credible, leaving almost no doubt

( ) Great Significance
( ) Significant
( ) Limited Merit
( ) Borderline

Training Information Series

TI-4, RECOMMENDED READING

This Training Information aid, originally produced in a detailed, hard copy version, is now simply a web page link to available sites:

Recommended Reading
Advanced Reading
Book Stores

May 1986, Revised July 1996

Training Information Series

TI-5, CASE SUBMITTAL CHECKLIST

By Francis L. Ridge

This Training Information paper provides what is suggested regarding content of case submittal based on many years experience of field investigators. Although this is covered in the MUFON Field Investigator's Manual, the format used is designed to be as a checklist. Used by the State Director and or DDI , the form can be used to request further information from the Fl. Finally, copies of the form can actually be be used as part of the final report.

SIGHTING BACKGROUND
A description of the circumstances surrounding the receipt of the initial UFO sighting information or abduction report. Simply attach copy of initial report form or "message slip".

Notice of Initial Report - Message Slip
Initial Form/Material Checklist

SIGHTING ACCOUNT
Form 1, General Cases, should include witness notes or brief chronological composite or consolidation of the UFO sighting account.

SIGHTING INVESTIGATION
Activity Log. Simple chronological log by date, time and place denoting the tasks the FI carried out during the investigation. Sample on page two.

INTERVIEW AND INTERROGATION
FI Notes. A description of the interview and interrogation. This should include where and how the interview took place (mail, telephone, or onsite).

ADDITIONAL WITNESS CHECK
FI Notes. The circumstances surrounding how, when, and where additional witnesses were located and any subsequent interviews and interrogations including the FI's personal impressions of these witnesses and their home environment, interests, etc.

SOURCE TEST
A list of what natural or man-made objects were checked in an effort to identify the stimulus for the reported UFO is attached to this report. The reasons for rejecting or suspecting each, as being the stimulus should be clearly noted. (See TI~3).

WITNESS BACKGROUND CHECK
FI Notes. A list of the persons checked, their comments about the witness's character and their relationship to the witness. This section should include the FI's impressions of the witness personality, credibility, etc.

OTHER DATA NEEDED
Includes other forms, drawings, as needed for special evidence.

COMMENTS INTERROGATING FI

THE INVESTIGATION ACTIVITY LOG
If you don't have a computer or word processor, use a typewriter or a notebook. Title the log by location and date. Keep separate logs for different cases.

THE LOG'S CURRENT DATE IS THE DATE OF THE LAST ENTRY. If stored on computer, you simply load it, make a new entry, and save.

SAMPLE LOG

Subject: Investigation Activity Log "Jones" Case, 1/4/95

Jan 5, 9:00 PM. Received preliminary report on Jones case, a CE-2, set date for interview on 1/9 at 7:00 PM, at witness' home.

Jan 6, Sent copy of preliminary report (message slip) to MUFON since this is a priority case.

Jan 9, 7:00 PM. Conducted interview on-site. Witness drove us to location approximately 2 miles from home. Was assisted by FIT Bob 0lson.

The time of entry is important for certain things, such as when you were contacted about the case or when you called checking on a lead. Or when you went to the site and took measurements or photos. It's a good habit to put down the date AND time for each entry. Keep in mind, you don't have to make a formal entry every time you do something, just jot down the date and time on your notes. Then, when you do make your log entries you simply gather your notes in chronological order and summarize the action taken.

When asked by someone (the Deputy Director of Investigation or Regional Director, or members of the media) you will have these notes to refer to.

The Fl Manual tell us we need to keep an activity log on each case. We in Indiana do this on each and every one. In 1993 it became a real lifesaver. On July 13th of that year there was a mini flap in NE Indiana that occurred within the period of one hour and involved 50 witnesses and 20 filed reports. The stack of paperwork was about 2" thick.

Final Report Checklist

Training Information Series

TI-6, FACTS ABOUT UFOS

The subject of this Training Information Series is facts about UFOs. Copies of this TI are periodically and routinely given to news media, law enforcement, airport control towers, etc. Discussed are the phenomenon, the categories, the kinds of physical evidence, the research, and how to report a UFO.

THE PHENOMENON

From time to time throughout history there have been reports of strange things seen in the sky. In 1946 a series of sightings occurred in Sweden. And in the summer of 1947 there were
thousands of sightings in a six week period, and at least 350 people found themselves first and second-hand witnesses to what may have been an actual crash of a UFO with occupants. Since 1947, reports of UFOs have become increasingly numerous in the U.S. and other parts of the world. These reports continue in much the same form today.

UFO sightings are reported to MUFON (Mutual UFO Network) at Seguin, TX, and CUFOS (J. Allen Center for UFO Studies) in Chicago, IL, by a broad spectrum of the public, particularly through local law enforcement agencies. UFOs themselves are reported by many highly responsible people, e.g. military and civilian pilots, air traffic controllers, scientists, etc.

The majority of present-day sightings prove to be misinterpretations of natural phenomena: meteors, planets, and stars, or man-made objects such as airplanes, balloons, and satellites. These are referred to as identified flying objects (IFOs). A smaller number of reports cannot be investigated properly due either to lack of pertinent details or the inaccessibility of witnesses. In any given set of UFO reports, however, there remains a residue of about 5-10% which are truly puzzling, not only to witnesses, but to technically trained investigators who study the reports.

While UFO reports differ in many details, there are also a number of similarities recurring in such features as shape, maneuverability, appearance and disappearance, sound and color. There are several basic observational categories into which the unidentifieds may be classified.

The number of sightings worldwide must be in the millions, but there are over 106,000 entries on the UFOCAT (UFO Catalog) computer database. And over three thousand sightings have been cataloged by Dr. Richard Haines, a leading expert on sightings from aircraft, in his "Selected Sightings From Aircraft", observations from over 40 countries. "A long history of UFOs pacing aircraft or rockets, circling them, and fleeing when pursued by military jets, suggests some form of intelligence and curiosity."

RELATIVELY DISTANT SIGHTINGS

1. Nocturnal Lights (NL): These are sightings of lights in the night sky whose appearance and/or motions are not explainable in terms of conventional light sources. The lights appear most often as red, orange, or white. They form the largest group of UFO reports. Although unexplained, this group generally doesn't provide enough information for scientific study, but is still recorded on computer.

2. Daylight Discs (DD): Daytime sightings are generally of oval or disc-shaped metallic-appearing objects. They can appear high in the sky or close to the ground, and they are often reported to hover. They can seem to disappear in the distance with astounding speed. Daylight sightings are much rarer than nighttime sightings. As mentioned earlier, one of the largest UFO waves in UFO history occurred in a six-week period in the summer of 1947. The wave ended abruptly due to the "balloon" explanation and subsequent ridicule of the Roswell object put forth by the Army Air Force at that time.

3. Sightings From Aircraft. Dr. Richard Haines has presented a summary of his extensive research into pilot-UFO-sighting reports. He now has a catalog of over 3,000 pilot reports. **Sightings From Aircraft**

4. Radar/Visuals (RV): There are literally hundreds of reports of radar contact with UFOs. Of special significance are unidentified "blips" on radar screens which coincide with and confirm simultaneous visual sightings by the same or

other witnesses.

With the Sturrock Panel, Velasco presented information on radar cases drawn in part from the files of GEPAN/SEPRA. He pointed out that one catalog (the "Weinstein catalog" now under development at GEPAN/SEPRA), with 489 cases in all, contains 101 (21%) radar/visual cases (cases that involve both radar detection and visual observation), and the files of the US Air Force Blue Book project contain 363 cases of which 76 (21%) are radar/visual cases. Since 1945, reports of aeronautical cases have been collected by order of the French Air Force Chief of Staff. From 1977 on, information from civil and military observations made in French air-space have been sent to GEPAN/SEPRA.

RELATIVELY CLOSE SIGHTINGS - WITHIN 200 YARDS

1. Close Encounters of the First Kind (CE-1): Though the witness observes a UFO nearby, it does not appear to interact with either the witness or the environment.

2. Close Encounters of the Second Kind (CE-2): In these encounters there is a reported interaction between the UFO and the environment which may vary from interference to imprints or burns on the ground and physical effects on plants, animals, and humans. Of special interest is a group of such sightings involving vehicle interference. CUFOS published a report in 1981 with 441 cases. The report concluded: "Since an earthly origin for machines performing in this way for so many years can be ruled out, ET becomes the simplest and most direct hypothetical explanation."

3. Close Encounters of the Third Kind (CE-3): In this category entities generally of a more-or-less humanlike appearance (now referred to as "humanoids") are reported in or closely associated with the UFO. There is no direct contact or communication with the witness. In regard to this group, based on computer studies of worldwide, national, and regional data, CE-3's have been proven to be extremely rare occurrences. The UFO Filter Center can only vouch for national data from 1986-on for the United States, or from the beginning of the century for regional entries. Regional entries show that CE-3's represent less than 1.7% of the total regional database. The latest entry was for September 20, 1992, at Sullivan, Missouri.

Isolated encounters with humanoids with no apparent UFO or craft in the vicinity are referred to as "Humanoid Reports" and are not classified as CE-3's. An example would be of a humanoid seen in a field or near a road, such as reported in the early 1970's. Encounters with humanoids which interact with humans, such as bedroom visitations or attempted abductions, fall within the CE-4 classification below. Of particular interest is the relationship between CE-3's and the total CE group. Except for Close Encounters since 1985 all events prior to that period indicate simultaneous peaks.

4. Close Encounters of the Fourth Kind (CE-4): Let it be made clear that, prior to the massive press and media coverage of the 80's concerning UFO abductions, there were sightings of solid objects by qualified observers. There have been many reports, since 1980 and increasing in recent years, of incidents involving very close contact, involving temporary detainment of witnesses. These are usually referred to as UFO abductions. A better name might for an alleged abductee might be an "experiencer". Statistics and graphs on CE-4's are impossible to produce because reports are not filed expeditiously as other reports and date and time parameters are almost always unknown. Many are never filed at all because cases are on-going. These incidents appear to have begun early in the century and in many instances follow bloodlines through several generations.

Many believe that if abduction researchers followed the same guidelines as seasoned UFO researchers, the number of unexplained or actual incidents would be only a fraction of the reported total. Since 90% of the UFO sightings are actually "IFOs", honest evaluators might conclude that, in regard to "abductions", the experiencer is reporting what he or she believes actually happened but the causative factor may fall under other contexts with no relation to UFOs at all.

The best cases to ponder would be cases under investigation by qualified researchers and dealing with at least some conscious memory of an alleged abduction. Make no mistake about it. It is apparent that some or many of these incidents are for real.

WHAT ARE UFOS?

The world view now varies between the "nuts and bolts" (ET), "earthlights", "plasmas", "time travelers", and "parallel universes". Since the alleged craft sometimes appear to "dematerialize" right in front of the witnesses, many think UFOs cannot be real physical objects. As amply put by Richard Hall in "Uninvited Guests": "Popular authors have exploited

these themes, especially since the ETH (Extraterrestrial Hypothesis) has bogged down for lack of proof, but they remain essentially science fiction notions inaccessible to scientific verification".

KINDS OF PHYSICAL EVIDENCE

After some sightings, indications of the presence of something most unusual have been found.

1. Physical traces. Compressed and dehydrated vegetation, broken tree branches, and imprints in the ground have all been reported. Sometimes a soil sample taken from an area where a UFO had been close to the ground will be determined by laboratory analysis to have undergone heating or other changes not present in the control sample. CUFOS has a computer file of over 5600 such cases, 4,104 cases involving actual UFO sightings. **Trace Cases**

2. E-M Effects. Includes vehicle interference cases. With E-M (Electro-Magnetic) cases, the UFO appears to cause a number of effects on automobile ignition systems. CUFOS has a computer catalog of over 500 such cases. Within Dr. Haines catalog of over 3,000 pilot reports, approximately 6% involve transient electromagnetic effects allegedly associated with the presence of strange objects. Haines has compiled a catalog of 185 such EM events. **E-M Effects**

3. Physiological effects. Medical verification of burns, eye inflammation or temporary blindness, or other physiological effects attributed to encounters with UFOs, even healings of previous conditions, can also constitute evidence, especially when no other obvious cause for the effect can be found by the medical examiner.

4. Radarscope photos. A series of photographs of a radar screen on which a "blip" of a UFO appears is a powerful adjunct to a visual sighting because it provides quantitative evidence of the UFO's motions and velocity. **Radar Cases**

5. Photographs and videos. While it might seem that photographs would constitute the best evidence for UFOs, this has not been the case. Hoaxes are common but can usually be exposed quite easily, but even those photos which pass the test of microscopic analysis and/or computer enhancement often show no more than an object of unknown nature and frequently out of focus. For proper analysis of a photo it is necessary that the original negative be available and the photographer, witnesses, and circumstances under which the photograph was taken be known. Polaroid photos are more difficult, but not impossible to fake.

Of special interest is the influx of relatively good videos of UFOs. If properly used, a camcorder is almost fully automatic, eliminating most of the problems found in photos and drastically increasing the number of "frames" per study.

THE RESEARCH

The persistence of the UFO phenomenon and its worldwide occurrence have led to a growing number of scientists to involve themselves in UFO research. The attitude of scientific community is slowly changing.

HOW TO REPORT A UFO

If you yourself should see a UFO, first try to get as many other witnesses as possible and take a photograph (or better yet, a video of the object. Take careful note of its appearance, its motion, the time and duration of the sighting (a camcorder mode will give you a time/date) and the directions involved. Caution: A video viewer will temporarily blind at night, so aim the device quickly and try to pan as well as watch. Avoid zooming! Put objects of reference in the background wherever possible.

If you misplace the hotline number to report your sighting, you can call local law enforcement or the nearest airport control tower. The following are the UFO hotline numbers:

National UFO Reporting Center: (206) 722-3000
MUFON: (800) 836-2166

The major UFO organizations are: 1) Mutual UFO Network, Inc., 103 Oldtowne Rd., Seguin, TX 78155; 2) Allen Hynek Center for UFO Studies, 2457 W. Peterson Ave., Chicago, IL 60659; 3) Fund for UFO Research, PO Box 277, Mount Ranier, MD 20712.

Training Information Series

TI-7, PRESCRIBED LOAD LIST

This Training Information Sheet deals with various equipment for field investigators. It is an expansion of page 34 of the MUFON FIELD INVESTIGATOR'S MANUAL. This paper also discusses home office and skywatch equipment. Instructions on the use of said equipment can be found in the MANUAL and TI-2, FIELD INVESTIGATION. Because of the state- of-the-art regarding some equipment, some of these items may be obsolete.

For instructions regarding the use of these items, please refer to other TI's, in particular TI-2, "UFO Investigation".

FINANCIAL LIMITATIONS

The following lists are comprised of items used in field investigations. Because of the financial limitations inherent in any volunteer organization, the items have been divided into three categories: "Necessary", "Desired", and "Optional", according to priority and/or expense. For example, not everyone can afford to purchase a good Geiger counter and be professionally trained in its use. Thus, this piece of equipment has been placed in the optional list. None-the-less, the State and/or State Section Director should contact their local Civil Defense Director or Civil Defense Radiological Monitor. Usually Civil Defense is most cooperative in this respect. In some instances, CD personnel may be interested in becoming field investigators or consultants. Arrangements might be made to utilize their expertise and equipment.

NECESSARY EQUIPMENT

Although the investigator will generally not always employ all of the items in this list during any given investigation, such items, nevertheless, should be readily accessible to him/her when the need arises. Thus, it would be advantageous to store these items in a special container, suitcase, or tool box-type unit. Experience has shown that one kit pertaining to paperwork and related materials should be the primary kit.

MUFON ID Card
Camera & film
MUFON questionnaires
Sample containers (ziplock bags)
Field Investigator's Manual
Tape measure, ruler
Compass (good quality)
Flashlight (extra batteries)
Clipboard or notebook
Farmers almanac (ref 1)
Area maps
Magnifying glass
Paper
String
Pencils, pens
Knife
Star finder (ref 1)
Tweezers

DESIRABLE EQUIPMENT

This second list contains items which are extremely helpful to the UFO investigator and should be added to your kit, if possible and practical.

Cassette recorder & tapes
Supply of stakes
Color chart
Small garden trowel
Elevation indicator
Shovel

Arc indicator
Boots
Binoculars
Disposable polyethylene gloves
100' steel tape
Insect repellent
Several 100' chalk lines
First aid kit
Camera flash attachment
Personal MUFON calling cards
Plaster of Paris or paraffin
Detailed almanac (ref 1)

OPTIONAL EQUIPMENT

The items in this list are valuable tools for any UFO investigator. Some instruments require a trained specialist to operate correctly. Someone with a background in Chemistry or Physics would be a likely candidate for locating and operating a Scintillation Spectrometer. The contents of these kits are dependent upon the capabilities and resources of the Network talent.

Geiger counter
Video camera & videotapes (Ref 3)
Pocket spectroscope
Camera light meter
Scintillation spectrometer
Camera tripod
Magnetometer
Topographical maps
Camera & diffraction grating
Aerial maps (ref 4)
Police scanner (ref 2)
Rangefinder

OPTIONAL EQUIPMENT FOR OFFICE OR CAR

Cordless telephone
Telephone recorder
Cellular telephone

OPTIONAL EQUIPMENT FOR SKYWATCH OR RAPID DEPLOYMENT TEAM

Whisper 2000 or bionic ear
Halogen spotlight
Strobe light
Telescope
Night vision goggles
Polaroid sunglasses (ref 5)

References:

1. A subscription to "Astronomy" or "Sky & Telescope" could replace the almanac. Current star & planet positions are found in each monthly issues of both magazines. Of course, if you have a personal computer, there are numerous inexpensive programs such as "Skyglobe" and "EZ Cosmos".
2. Where legally permitted only.
3. See TI-12, Camcorders & UFOs.
4. Aerial photos and maps in the form of soil surveys can be obtained from your county office of the U. S. Department of Agriculture, Soil Conservation Service.

5. Polaroid lenses are supposed to show areas of polarization around UFOs due to their alleged strong magnetic field. This would be one way of verifying a daylight sighting of a genuine UFO.

Hessdalen Images

Fig A2

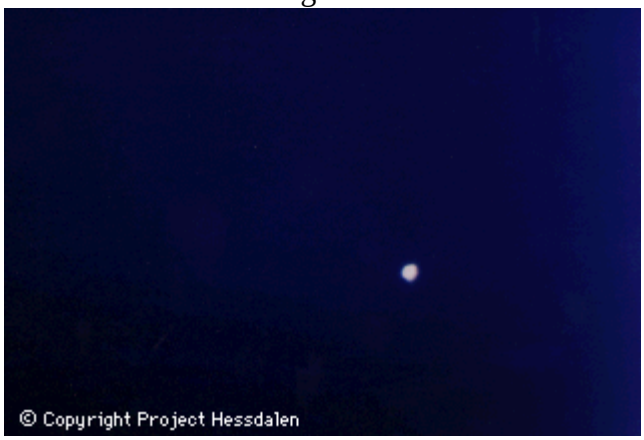


Fig A3

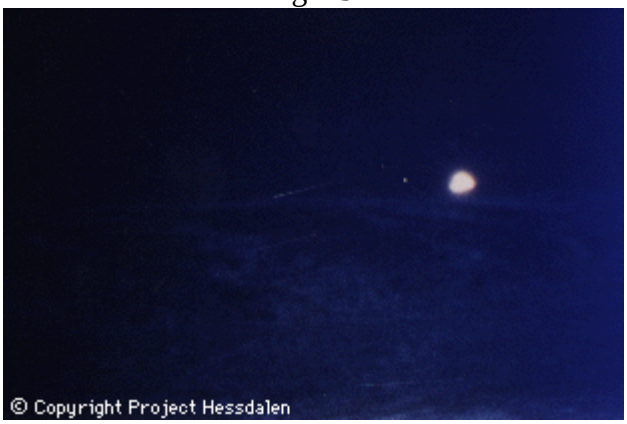


Fig A7

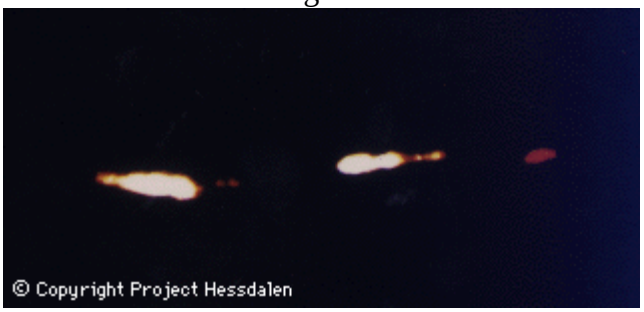
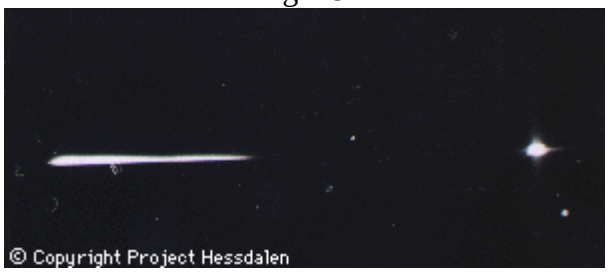


Fig A8



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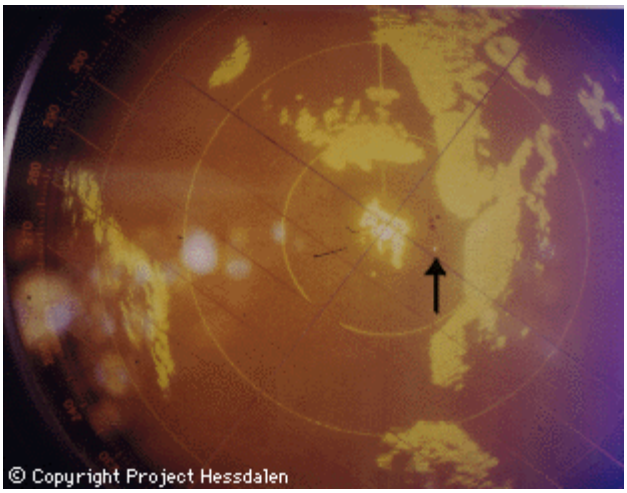
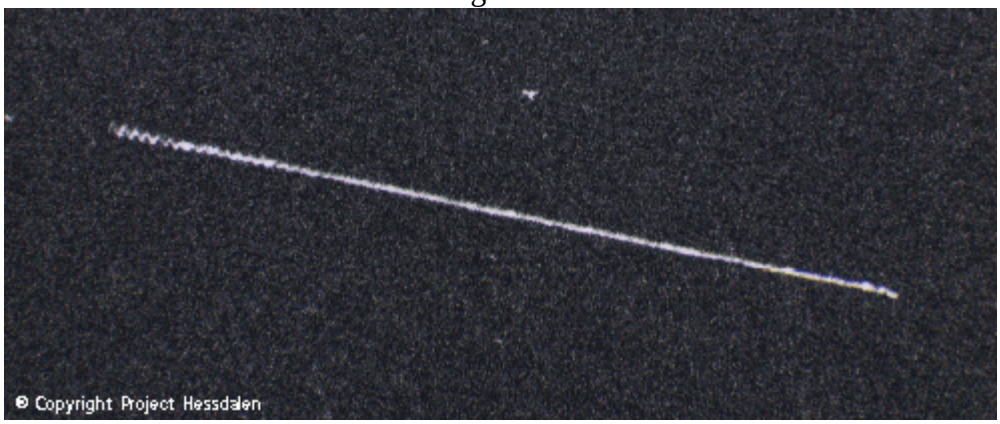


Fig A10

Fig A12



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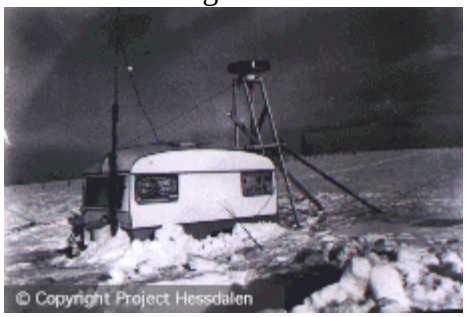

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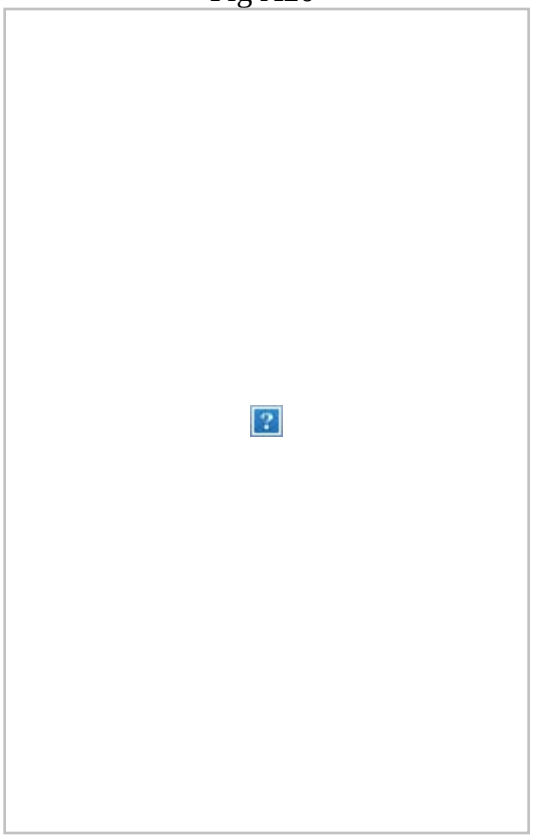

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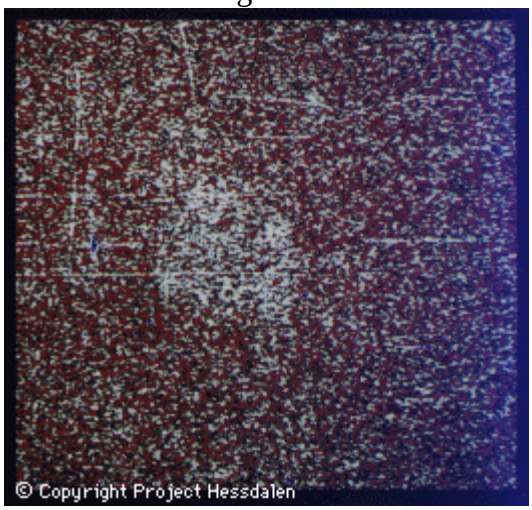


Return to Hessdalen Project

The Early UFO Chronologies

Early Indications

1800-1899

"U.F.O." REVISITED

"Unidentified Flying Objects", 1956 A Greene-Rouse Production.

By Robert Barrow (1976)

cover Official UFO magazine

Note: This great article concerning the documentary film, appeared in 1976 in OFFICIAL UFO Magazine and was very extensive. The entire article [14 pages of regular type] was retyped into two web pages by Jerry Washington & Francis Ridge. Part one is the Al Chop story, of which the documentary was based. Part two covers the other persons portrayed in the movie.

With a number of UFO films currently being made or in the planning stages, we take a look back at the first feature-length UFO documentary. This, then, is a tribute to the Granddaddy of all UFO films on this, it's Twentieth Anniversary.

Most of U.F.O. concerned the official activities of Albert M. Chop. In the fifties, he watched the UFO story in the making with government officials. Today, he has dealings with the government's atomic energy project.

Al chop

Al Chop (Tom Towers) is promoted to Chief of the Press Section at the U.S. Air Force's Air Materiel Command. Soon after, he is transferred to the Pentagon and assigned to Project Blue Book.

"I saw an unidentified

Actor Tom Towers as Al Chop

flying object." Clarence Greene, producer of the 1956 United Artists release, "U.F.O.," Recently gave me this answer when I asked why he decided to make the movie. In 1956, Greene was a partner in Greene-Rouse Productions, Los Angeles. Today, he is President of Tower Productions, located in the same city.

Since "U.F.O.," Greene has produced a number of motion picture features: "The Fastest Gun Alive," "New York Confidential," "The Oscar," "Caper of the Golden Bulls," and others. Because of his simply-stated reason, Clarence Greene produced a major motion picture dealing with the UFO subject which surfaced in 1956, 92 minutes in duration, 8,166 feet in length, and shot in black & white - except for two actual films of UFOs which were offered in their original color.

During an August night in 1952, Greene and a friend were standing outside the formers house. The friend called attention to an object in the sky that looked like a "sphere of light." For five minutes they watched the UFO maneuver through stops and turns until it finally sped away over the horizon. Later, Greene learned that the UFO had also been seen by members of the Ground Observer Corps.

The producer readily admitted that the sighting made "an indelible impression" on him. The next day, he told his partner, Russell Rouse, and the Greene-Rouse staff of the incident. This was a harsh period of time for sighting witnesses who made their reports public, and now Clarence Greene knew how others must have felt in the face of contempt and ridicule.

"I was to learn," he explained, "that hundreds of other sightings had been made, with the sighters reluctant to mention it for fear of ridicule. I found myself becoming irritated at the scoffers. I was at a complete loss to understand why there seemed to be such a determined effort to suppress all news of UFOs by what seemed to be a planned campaign of skepticism and scoffing."

Greene decided the public should know the facts about "flying saucers." He began to delve into the UFO enigma. He discovered that Albert M. Chop, who had once been the Pentagon's Press Information Specialist and handled UFO news was nearby on the West Coast.

I had several meetings with him," Greene stated. "Chop was reluctant to talk at first. But when he realized I was dead serious about the unidentified flying object business, he gave me a breakdown on Project Blue Book, code name for the investigation of UFO." Chop and certain newsmen subsequently arranged a meeting between Greene and Capt. Edward Ruppelt, USAF Reserve, former Director of Project Bluebook.

"Together," Greene continued, "we went into a lengthy and exhaustive study of reports, various documents and affidavits of UFO sightings and reports from radar experts which, with some heretofore top secret motion pictures, in color, of flying saucers, form the basis of the film."

When some of Tom Towers' friends in Detroit learned that U.F.O. was coming to town in 1956, they arranged to have his name put up in lights on the marquee of the KRIM Theater. Towers recalls that his friends owned the theater, and sent him this photo "much to my pleasure and surprise."

Several months ago, Greene assured me that there was no official opposition to his plans to make the movie, nor was there any from his colleagues when they learned of this first-time event. He had no trouble in negotiating for use of the Montana (Mariana) and Utah (Newhouse) UFO films, which had only recently been declassified and made available publicly.

However, according to David Michael Jacobs in his excellent book, "The UFO Controversy in America" (1975, Indiana University Press), there was official concern going on in the background over Green's movie. Jacobs stated that Capt. George T. Gregory, who became head of Project Bluebook in April, 1956, was a UFO "debunker." He and the Air Force were obviously very concerned with "U.F.O."

Quoting Jacobs: "Gregory kept a file of all the movie's reviews, notifications, and advertisements, carefully underlining every statement that might cause problems for the Air Force or generate interest in UFOs. From Richard Dyer McCann's review in the 'Christian Science Monitor,' Gregory singled out the statement, 'It will almost certainly stir up a storm of public controversy,' and added the marginal note, 'This is something that neither PIO (Office of Public Information) or ATIC would like to undergo again!'_ ATIC asked (Dr. J. Allen) Hynek (AF Chief UFO Consultant) and Air Force officers to review the film before its release, and asked photo experts to compare copies of the Mariana and Newhouse films with the excerpts shown in the movie. ATIC Chief Scientist A. Francis Arcier met with agency officials to discuss the preparation of a case file giving the official Air Force explanation for every sighting portrayed in the film.

"When the film was released in May 1956, the 'storm of controversy' turned out to be little more than a light mist. "U.F.O." was successful, but it did not cause flying saucer hysteria, criticism of the Air Force, or more UFO reports."

Air Force concern was probably legitimate at the time, for Greene had gone straight to the source by getting technical assistance from people like Chop, Ruppelt and Dewey J. Fournet Jr. (Fournet, as an AF Major, had been the AF UFO Project Monitor).

Clarence Greene demanded realism in his movie. Several key people played their own roles. Many of the "extras" in "U.F.O." were officials or members of the Los Angeles Sheriff's Department who had experiences with UFOs and UFO reports. They offered their cooperation by "moonlighting" in the movie. And while it is true that "U.F.O." is a film composed of unknown actors, there is a scene during portrayal of the legendary 1952 radar-visual sightings over Washington. DC where a well-known name is involved. The voice of the pilot of "Red Dog One," who is surrounded by UFOs

while in flight, is that of veteran actor Harry Morgan who plays [played] Col. Sherman Potter on the television series, "M*A*S*H."

Despite Greene's painstaking concern for authenticity (even the script went through some severe changes in the interest of accuracy - the final production seems totally unlike many of the original pages of the script). "U.F.O." did not "make bricks" at the theaters. This seems to be a real anomaly, considering the period interest and enthusiasm for unusual and science-fiction films. Why didn't "U.F.O." captivate everybody with its enticement for real oddities?

At any rate, according to Albert Chop in a letter he wrote me in 1966 (he was then Deputy Public Affairs Officer for NASA in Houston), "The documentary "U.F.O." accurately portrays my role in Project Bluebook. We tried, and I think succeeded, in keeping the film honest and accurate.

Perhaps that is the main reason why the producer and all participants failed to realize any monetary gains from the effort. According to the books," Chop certified, "the producer lost over a hundred thousand [dollars].

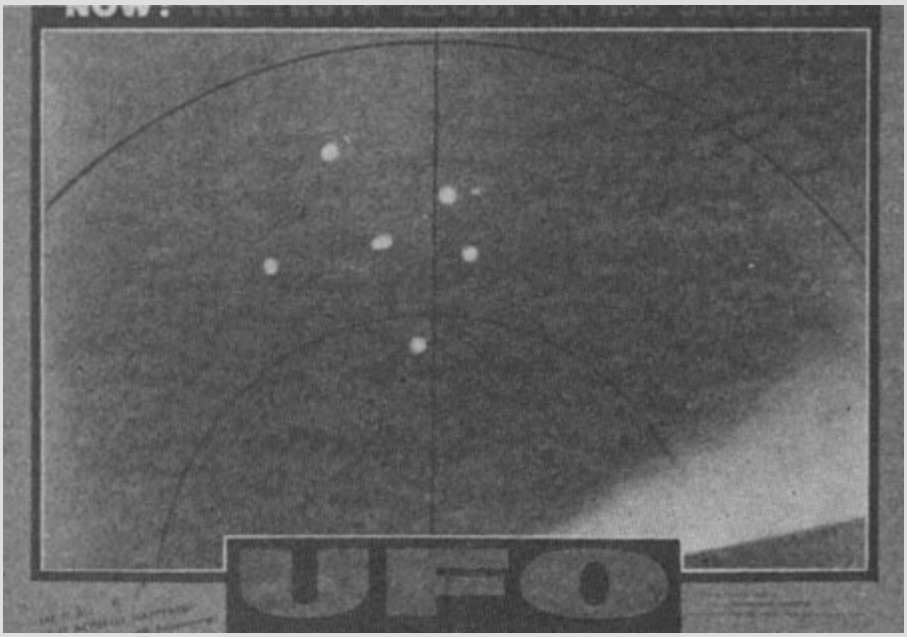
"Maybe a little of the Hollywood touch would have helped."

I asked Greene why the movie lost money at the box office. Was it possible, I queried in a letter, that the country wasn't ready for the documentary-like motion picture in 1956?

"It is possible," he replied, "but the audience wasn't ready."

He had "no way of knowing" how "U.F.O." might have done if it were filmed today instead of in 1956. Further, Greene disclosed that he never considered making a "U.F.O. Part II."

No matter, though, how the movie fared at the theaters. UFO researchers and "fans" can be grateful to Clarence Greene for his concern with honesty in the documentary.



Washington, D.C. UFOs show up on radar, surrounding "Red Dog One" jet interceptor.

"I made "U.F.O." because of a simple, but most urgent belief," Greene stated when the movie opened in 1956, "that the public should know the true facts about flying saucers."

Well, what about Al Chop and UFOs? This is the man whose background of UFO knowledge and work for the government in the early fifties precipitated Clarence Greene's efforts in making a movie about his official UFO experiences.

Prior to Chop's assignment to the Pentagon's UFO Press Desk, Chop acted as Chief of the Press Section, Headquarters, Air Materiel Command, USAF, at Wright-Patterson AFB. At that time

he wrote press releases, unsigned articles and responses to various inquiries. These duties were routine to the job. Among the unsigned pieces Chop wrote was one on helicopters which were becoming popular for use in the Korean conflict. The article saw print in "Newsweek" and assorted newspapers across the country.

Chop's opinion about UFOs at the time was: "this whole saucer business is pure, unadulterated bunk." He was as confirmed a skeptic as there could be.

However, after his promotion to Chief of the Press Section at A.M.C., he began to change his mind. Chop talked with top government personnel who were certain UFOs existed. He learned the government was, indeed, vitally concerned about UFOs.

When he was transferred to the Pentagon's Press Section, by request of Colonel Richard Searles, Chop - much to his surprise - was assigned directly to UFO investigation. It was here that he met Maj. Dewey Fournet of the Current Intelligence Branch. Chop worked closely with Fournet (UFO Project Monitor) and Capt. Ruppelt, head of Project Bluebook. Throughout the months he served with the official project, Chop cautiously began to accept the reality of UFOs.

What caliber of UFO sightings did it take to alter his skepticism of "flying saucers?" One early report from 1951, mentioned in "U.F.O.," Was sophisticated enough to make a big impression on Al Chop. He recently recalled:

"There was a report from General Mills' scientists who were tracking a large weather balloon with a theodolite," Chop began. "They saw an object descend on their balloon and make several passes at it. When the balloon was retrieved, it had a ten-foot dent in its side. The report contained figures on elevation, wind direction, and details on the appearance and exit of the UFO."

Considering the position Al Chop held, enviable from the viewpoint of a UFO researcher, it is easy to realize how the Pentagon's Press Chief became a believer.

"You must remember," he continued, "that I was privy to the project files. These contained hundreds of official reports of UFO encounters made by military personnel from all branches of the service. They were all classified with a high degree of security classification.

"Almost all of these made pretty scary reading from the verbatim descriptions of the pilots concerned."

By the time Chop viewed the famous Utah and Montana films, two years later, his observation of them "merely strengthened my personal beliefs and theories on the subject of UFOs_I leaned heavily toward the extraterrestrial theory prior to viewing the Montana and Newhouse films."

Chop described for me what it was really like to have been on the scene during the incredible incidents depicted in "U.F.O." Without a doubt, his most hectic time with the official project came during the classic month of July 1952, when up to 14 UFOs (at one time) appeared several times over Washington, DC On July 20, when the things first flew over the nation's capital, Chop was home sleeping through the chaos. But for the next week his desk was bombarded with press queries from across the country.

Then, a week later, Al Chop really became firmly involved in UFO history. It was July 26, around midnight, when the phone at his home rang.

"The initial phone call was received from the FAA Public Information Officer at the airport (Washington National)." The officer told Chop the UFOs over DC Were being tracked on radar.

Dewey J. Fournet, Jr., today: In the early fifties Major Fournet was the Monitor of the UFO Project. He, Chop and Ruppelt worked closely together.

"I told him I would be there as quickly as I could make it. After dressing, I called Major Fournet at his home and gave him what information I had. I asked my wife, Dolores, to come with me." This is one of the few points on which the movie and reality differ. In "U.F.O." Chop (played by Tom Towers) tells his wife "don't wait up" and leaves for the airport by himself.

Speeding to Washington National, the Chops' kept looking skyward, hoping to see the objects which some people were seeing visually. There was nothing in sight.

"I was rather apprehensive, but for no particular reason," Chop recalls. "All reports (of previous sightings) failed to mention any hazard to the observers. I did wonder what fate had decreed that I would be a part of the UFO project.

" In my haste I did probably run a few red lights or stop signs. However, there was extremely light traffic at that time of the morning, and I made the trip in a matter of 20 minutes or less."

The movie "U.F.O.," like many written accounts of the Washington National Sightings, concerned itself with the prominent details. I thought it would be interesting to ask Chop about the lesser known, obscure factors of this arrival at the airport.

"Well," he went on, "a routine evening in an airport traffic control center can best be described as exceedingly monotonous at least back in 1952 when most airplanes were slow prop jobs and air travel was not at its heyday. The military planes had their own airport facilities and were not using Washington National runways except on special occasions. So, there usually was very little conversation among tower personnel except the routine conversation and the usual low-key conversation between controllers and aircraft pilots flying in their vicinity."

But, true to the setting of the motion picture which dramatized this summer night in 1952, "The atmosphere was 'electric.' Everyone was aware that something unusual was going on. There were at least a dozen news media representatives on hand. They were confined to an ante room outside the radar room.

They were all clamoring for access to the radar." Chop immediately gave permission for the newsmen to watch the unknowns on the radar scope. "So, we had a mixed bag of reporters, including photographers, government personnel and airport control operators. Major Fournet arrived soon after I let the reporters into the room."

In "U.F.O.," Chop is seen

Al Chop (Tom Towers) watches UFOs on radar as the things continue their maneuvers over Washington, D.C. in 1952. The other officials are portrayed by Los Angeles law enforcement officers, who provided their talents to U.F.O.

to refuse reporters access to the radar, which is inaccurate, though news personnel were asked to leave during intercept attempts, as was Mrs. Chop.

I asked Chop how everyone in the scope room felt when one of the pursuing pilots (Red Dog One) was surrounded by UFOs visually and on radar. Was there a sense of helplessness or disbelief?

"Disbelief No! Helplessness Yes!" he insisted. "As we looked up at each other while watching that intercept attempt, you could imagine each of us trying to think of something that would be helpful.

I might also add there were no disbelievers around that scope. We all knew these objects represented something with which we could not cope."

All of this happened for several hours, while the radar room was in constant contact with the radar personnel at Andrews AFB (where UFOs were simultaneously tracked on radar). "These people were as apprehensive as we."

Skipping ahead to the present year, I asked Chop if his views on UFOs had changed since 1956, when the movie portrayed him as accepting the extraterrestrial theory for UFOs.

"I have not changed my theories on this subject as expressed in the film, except to consider the possibility that these objects could originate from another dimension in time and space.

It does seem improbable that physical objects can travel the vast distances between star systems in a profitable time span as we measure time and longevity here on our planet Earth." Chop has apparently done some thinking in this realm; he has discussed, for example, various theories on what happens to dying stars that eventually become "holes" in space, with top physicists.

Clarence Greene indicated in 1956 that Chop was reluctant to assist with "U.F.O." Chop bears this out.

"When first approached about helping with the documentary back in 1954, I was extremely wary about getting involved. However, in subsequent discussions with Greene and Russell Rouse, I became convinced they really wanted to do an unbiased, objective documentary that would shed some light on this subject for the general public.

"A secondary, yet very important objective, was to try to stimulate more interest in UFOs among the scientific personnel in our country."

Did you like the finished product? Any regrets about the movie?

"I continue to have mixed emotions concerning our efforts. I think we did make a contribution but we didn't achieve our goals. I am reminded of this every time I meet up with, or read about, an individual who flatly states there is nothing to the subject.

"One wonders," Chop considers, "what it will take to get people on Earth vitally interested. I wince when I think of the cost of the University of Colorado's 'Condon Study.'

"It is so damn obvious to anyone involved in the project that the 'findings' are nothing but a calculated farce. But why? Somewhere, there's a reasoned motive I will never understand."

Drawing again on his own experiences with the official UFO investigation, Al Chop commented on a couple of names which are familiar to many UFO researchers.

"It was interesting to observe from the sidelines how Dr. Robert L. Baker changed 180 degrees from a disbeliever to one embracing the extraterrestrial theory as a result of his study of the Montana and Newhouse films. In similar fashion, it was interesting to observe the change in Allen Hynek. I met him many years ago when his primary mission in the project seemed to be that of casting discredit on all those who reported UFO encounters."

Chop finally left the Press Desk at the Pentagon "because it was apparent the lid was back on the project and I don't believe in working in a vacuum." Nor did he like working in the Washington, DC area.

His only recent efforts on the UFO subject went into the syndicated TV documentary, "UFOs: Past, Present and Future," presented by Allen Sandler. Chop had not seen the feature, but heard from various people that it was a "good effort."

"Clarence Greene and Russell Rouse, as well as Allen Sandler, all lived up to my expectations as well as their own word concerning film documentaries. I have no regrets over being part of their efforts. I am disappointed that we could not achieve more with the material we had to work with, but I think we did make a good start."

In response to a question about UFO investigations of today, Chop believes "the news media has come a long way in their treatment of UFO reports. Unfortunately, the government policy has not changed noticeably...it still exudes an air of disinterest in the subject...it is downplayed as being of no particular importance. It is regrettable that our government officials cannot be more candid about their activities in this respect."

Seemingly, Chop doesn't buy the story that the government stopped investigating UFOs when Project Bluebook closed: "Our military forces and national security agencies have the continuing responsibility of investigating everything and anything that might prove a 'possible' threat to our country.

"It follows, then, quite naturally, that UFOs must continue to be investigated thoroughly or the agencies concerned are not doing their assigned job."

Chop indicated a preference that might surprise veteran UFO researchers. "I would welcome an opportunity to be involved in any official government dealing with UFOs.

It would have to be an objective, unclassified effort, with security classification limited to a genuine need to safeguard our own hardware performance. "And," he reflected, offering a quick qualifying remark, "since that will never come about in my lifetime, I prefer to sit on the sidelines as an observer."

"That's my reasoning," Chop said, "and it goes all the way back through Projects Sign, Grudge, and Bluebook, which should tell you something about the continuing need for study efforts."

Al Chop. With his background, he could only be an asset to a private UFO investigation. He departed from NICAP many years ago because "UFO authors" had distorted his image and tried to tie in his UFO-NICAP affiliation with his NASA employment. There was no such connection, but Chop, tired of the lies and angered by the inaccuracies, left the UFO scene.

Aside for his respect for the movie that portrayed him so well, Chop is a good, longtime friend of Major Donald E. Keyhoe (USMC, ret.) and staunchly lauds Keyhoe's pioneering UFO work.

Al Chop. After these years, he keenly reinforces what many UFO researchers tend to forget: "Someone, somewhere, has got to have the responsibility in our national security plans to continue the investigation of unknown objects reported in our skies."

End of Part One.

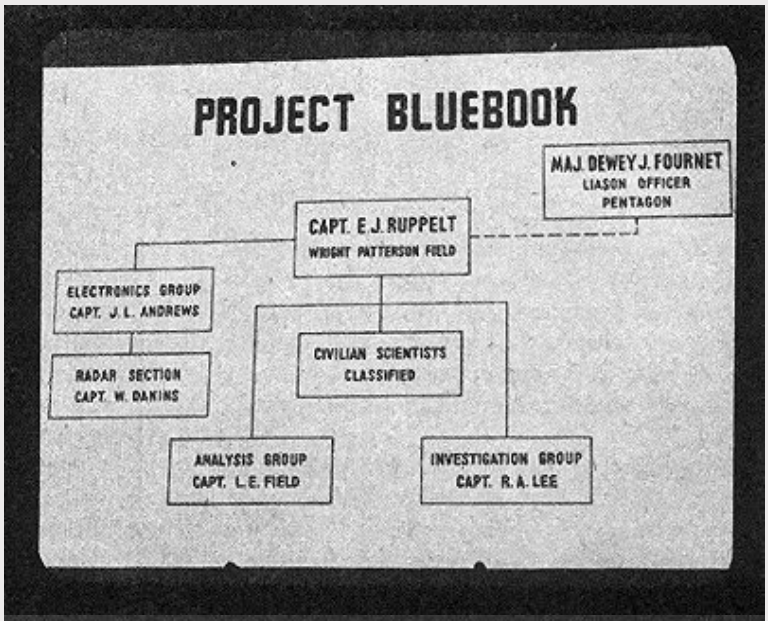
Next and final installment: The other players.

"UNIDENTIFIED FLYING OBJECTS":

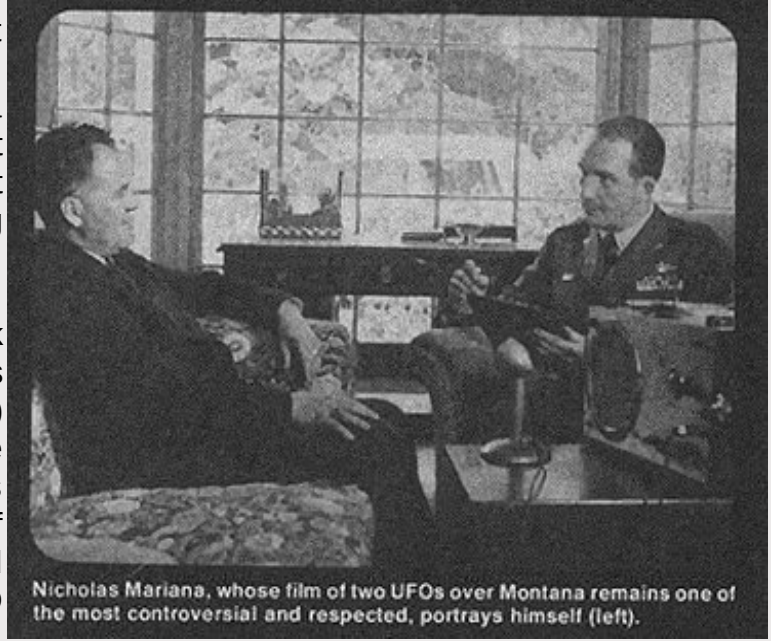
A Most Remarkable UFO Documentary Film

BY ROBERT BARROW (Winter 1977/78, Argosy)

Most science fiction movies which have dealt with the UFO topic have done so in anything but a sober fashion. But, if, you happen to watch the late-late show on TV, you might be lucky enough to catch the pioneer of serious UFO documentaries -- a film entitled, appropriately enough, "Unidentified Flying Objects." You'll be in for a real treat.



Chop (Tom Towers), is given a tour of a military radar facility by radar expert Wendell Swanson.



Nicholas Mariana, whose film of two UFOs over Montana remains one of the most controversial and respected, portrays himself (left).

Every few weeks, somewhere in the United States or overseas, a TV station airs an old 1956 motion picture on its late-late show or afternoon movie feature. *TV Guide* lists its title as "U. F. 0.," though the more wordy program logs might print the elaborate title of the United Artists release, "Unidentified Flying Objects."

Filmed primarily in black and white (except for two short, authentic UFO movies, shown in their original color), this Clarence Green-Russell Rouse production enjoyed only less than moderate success during its initial release to international movie houses 21 years ago.

However, a recent research session on the film's background, which led me to contact people in 17 cities among 12 states, convinced me that "U. F. 0." is truly a documentary, dealing fairly and, for the most part, accurately with the UFO subject is it was treated by the U.S. Government during the late 1940's and early fifties.

And "U.F.O." is a remarkable piece of work for its time. Whereas the other major studios have only recently considered the UFO) theme for *serious* motion picture productions, the l956 United Artists documentary was a far-sighted film. Most of the science-fiction movies which inundated the fifties, you may recall, dealt with the UFO

topic in *anything but* a sober mariner!

What was "U.F.0." about? On the surface, it seemed to make a good case for the existence of UFOs. In a deeper sense, the movie explores a very important historical aspect of the official U.S. investigation of the aerial phenomenon.

Unfortunately, United Artists' U.S.A. pressbook did not describe the film's storyline in detail, but a rare copy of the London, England "U.F.O." pressbook that I stumbled upon does. Following, then, is United Artists' English synopsis of the motion Picture---which I have paraphrased and added to in some spots in order to include other related material about this true motion picture account.

This writer, who openly confesses his respect for "U.F.0.," urges that the reader be on the lookout for the movie. I hope, too, that you enjoy viewing a few of the rare promotional photos herein that accompanied the film during its theater days..

Clarence Greene (Producer) and Wendell Swanson, a radar expert who played his own rule in "UFO," are shown discussing the motion picture script.

Radar expert Wendell Swanson, seated, talks about his field with producer Clarence Greene and the Late Capt. Edward J. Ruppelt, who was probably the best known former chief of Project Bluebook.

Albert M. Chop (played by Tom Towers), right, gives information to a personnel clerk at the Pentagon prior to undertaking his UFO duties.

SYNOPSIS

(1956 Press release by United Artists Corp., notes in italics added by Robert Barrow)

When Albert M. Chop (*played by Tom Towers, a veteran newsman)* reported to work on the Public Information Office desk of Air Materiel Command at Wright Patterson Air Base early in 1950, he airily dismissed press queries about Unidentified Flying Objects with, "This whole saucer business is pure, unadulterated bunk." He believed this despite all reports of sightings and the death of Captain Mantell, in 1948, while chasing a flying saucer.

Promoted to Chief of the Press Section at A.M.C., he soon began to have doubts. Startled to find that a famous scientist, Dr. Reiskaywitz, had an open mind on flying saucers, it was unsettling for Chop to learn from the Public Information Officer that Project Sign had not been closed down but

merely renamed Project Grudge. Most disturbing of all was the Colonel's reluctance to express any opinion on flying saucers.

When Chop was transferred to the Press Section in the Pentagon, by the special request of Col. Richard Searles, he felt sure he was finished with flying saucers. Instead, he was assigned directly to the investigation. Project Grudge was expanded and renamed Project Bluebook by U.S. Air Force Intelligence and Captain Edward J. Ruppelt was made chief of it *(Ruppelt played himself in the movie, adding to its historical value and authenticity). (NICAP note: Robert Barrow advised us that he did not make this statement and that Ruppelt did NOT appear in the film, although others did)*

argosy12a.jpg

Soon afterwards, Chop *(the real Albert Chop approved every line of the script dealing with himself)* learned from Major Dewey Fournet of Current Intelligence Branch, that the Air Force actually had motion pictures of U.F.O's. Fournet showed him the Montana film, explaining that, after thorough analysis, the objects remained unidentified *(the real Dewey J. Fournet, like Chop, also approved every line in the script regarding his official activities, though Fournet's role was played by an actor).*

Chop also learned that more film had been shot in Utah by Navy Photographer Newhouse *(Delbert Newhouse himself was interviewed in the movie),* and that Ruppelt and his staff were analyzing it. Later, after studying thousands of reports and analyses of sightings, Chop joined the top Pentagon brass for a viewing of the secret Utah film *(Nicholas Mariana, having photographed two UFOs in Montana, also appeared in the documentary).* The reports stated, "Not balloons, not aircraft, not birds, not faked," The Official conclusion was "Unknowns." The Utah film was never shown to the press, nor was its existence revealed *(until much later).*

On July 20, 1952, the Unknowns moved in

Chop (Tom Towers), seated at left, sits through a classified showing of the Utah UFO film with highranking military officers. These men and many other extras in "UFO" were really members of the Los Angeles Police Dept.

for the first time over Washington, D.C.- Chop, who had slept through it all, was mobbed by queries from editors all over the country.

One week later, the night of July 26, Chop was called to C.A.A. Headquarters. Radar was again picking up Unknowns over the Nation's Capital. For six hours, Chop and Major Foumet were eye witnesses to the radar contact while UFOs hovered over Washington. Jet interceptors were sent up, and visual contact was made in addition to the radar sightings. This incident also was kept secret from the press and public. Even the White House was misinformed.

Chop and his wife discover that LIFE has hit the nation's newsstands with an important article suggesting that UFOs are very much a reality, and that they may be extraterrestrial.

The press demanded explanations. They knew that interceptors had been sent up, and now they wanted the facts. The; Chief of Staff ordered a press conference the next day (*film clips from the conference are included in the movie).* Chop and Ruppelt were present when General Samford stated there were "credible observers of relatively incredible things."

From that night on, Chop was convinced there was no longer any controversy as to whether or not there were U.F.O's moving in the atmosphere. They were an undeniable fact. The only questions left now were, "What are they?" and "Where do they come from?" He was also convinced that there was intelligence behind the objects and that

At home, Chop gets a fateful telephone call from a government official—UFOs are over Washington, D.C. for the second time in a week.

their source was, space.

(A final note: In the years following his own official UFO activities and the production of "U.F.O.," the real Mr. Albert M. Chop has considered other UFO theories besides the extraterrestrial idea, though he still, to this very day, remains certain that the phenomenon is real and demands a full investigation.)

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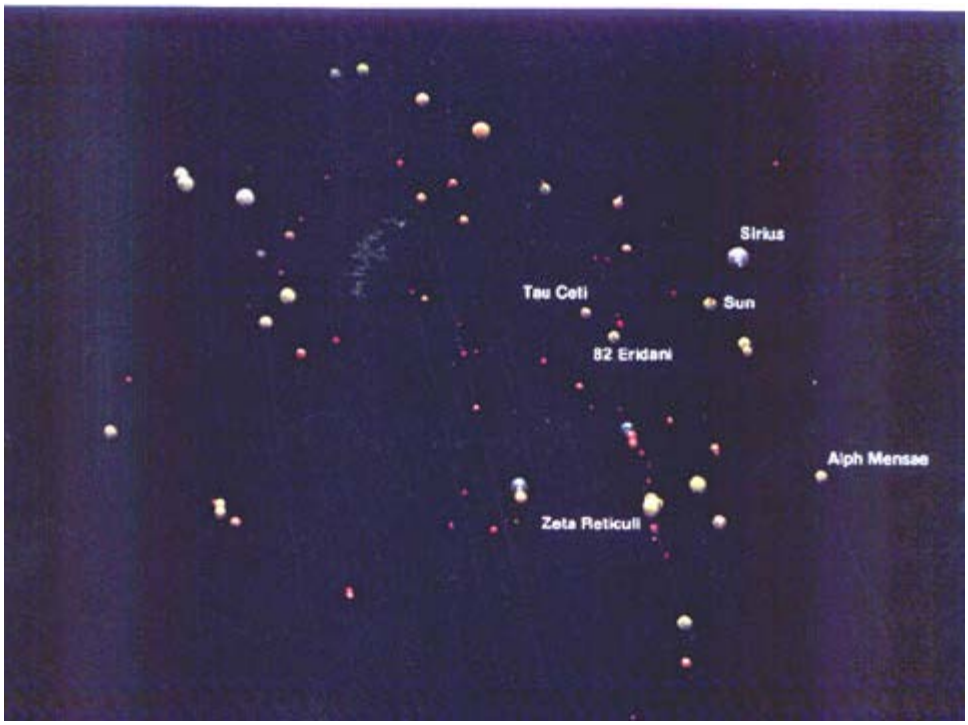
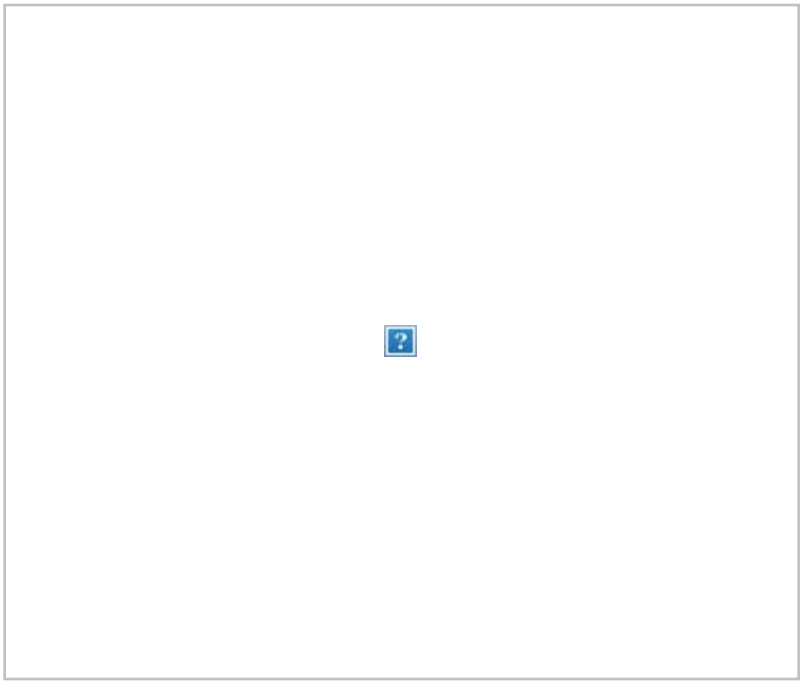


THE ZETA RETICULI INCIDENT

The Age of Nearby Stars

By Jeffrey L. Kretsch



The controversial interpretation of the Hill "star map" conducted by Marjorie Fish includes the sun and 15 nearby stars. These stars make an ideal case study for stellar age determination as described in this article. For further details specifically about this map, see in Focus and the December issue.

Commentary

Editor's Preface

The lead article in the December 1974 issue of ASTRONOMY, entitled "The Zeta Reticuli Incident", centered on interpretation of a map allegedly seen inside an extraterrestrial spacecraft. The intent of the article was to expose to our readers a rare instance where astronomical techniques have been used to analyze a key element in a so-called "close encounter" UFO incident. While not claiming that the analysis of the map was proof of a visit by extraterrestrials, we feel the astronomical aspects of the case are sufficiently intriguing to warrant wide dissemination and further study. The following notes contain detailed follow-up commentary and information directly related to that article.

The age of our own sun is known with some accuracy largely because we live on one of its planets. Examination of Earth rocks -- and, more recently, rocks and soil from the moon -- has conclusively shown that these two worlds went through their initial formation 4.6 billion years ago. The formation of the sun and planets is believed to have been virtually simultaneous, with the sun's birth producing the planetary offspring.

But we have yet to travel to any other planet -- and certainly a flight to the surface of a planet of a nearby star is an event no one reading this will live to witness. So direct measurement of the

ages of nearby stars -- as a by-product of extrasolar planetary exploration -- is a distant future enterprise. We are left with information obtained from our vantage point here near Earth. There is lots of it -- so let's find out what it is and what it can tell us.

When we scan the myriad stars of the night sky, are we looking at suns that have just ignited their nuclear fires -- or have they been flooding the galaxy with light for billions of years? The ages of the stars are among the most elusive stellar characteristics. Now, new interpretation of data collected over the past half century is shedding some light on this question.

Computer models of stellar evolution reveal that stars have definite lifespans; thus, a certain type of star cannot be older than its maximum predicted lifespan. Solar type stars of spectral class F5 or higher (hotter) cannot be older than our sun is today. These stars' nuclear fires burn too rapidly to sustain them for a longer period, and they meet an early death.

All main sequence stars cooler than F5 can be as old or older than the sun. Additionally, these stars are also much more likely to have planets than the hotter suns.

There are several exciting reasons why the age of a star should be tracked down. Suppose we have a star similar to the sun (below class F5). If we determine how old the star is, we can assume its planets are the same age -- a fascinating piece of information that suggests a host of questions: Would older Earthlike planets harbor life more advanced than us? Is there anything about older or younger stars and planets that would make them fundamentally different from the sun and Earth?

Of course we don't know the answer to the first question, but it is provocative. The answer to the second question seems to be yes (according to the evidence that follows).

To best illustrate the methods of star age determination and their implications, let's select a specific problem. "The Zeta Reticuli Incident" sparked more interest among our readers than any other single article in ASTRONOMY's history. Essentially, that article drew attention to a star map allegedly seen inside an extraterrestrial spacecraft. The map was later deciphered by Marjorie Fish, now a research assistant at Oak Ridge National Laboratory in Tennessee.

In her analysis, Ms. Fish linked all 16 prominent stars in the original map (which we'll call the Hill map since it was drawn by Betty Hill in 1966) to 15 real stars in the southern sky. The congruence was remarkable. The 15 stars -- for convenience we will call them the Fish-Hill pattern stars -- are listed on the accompanying table.

Since these stars have been a focus of attention due to Ms. Fish's work and the article mentioned above, we will examine them specifically to see if enough information is available to pin down their ages and (possibly) other characteristics. This will be our case study star group.

The Fish-Hill Pattern Stars

Gliese Cat. No.	Alternate Name	Spectral Type	W - Velocity	Total Space Velocity	Galactic Orbit Eccentricity	Galactic Orbit Incl.
17	Zeta Tucanae	G2	-38	70	.1575	.0529
27	54 Piscium	K0	10	45	.1475	.0260
59	HD 9540	G8	1	26	.0436	.0133
67	HD 10307	G2	0	45	.1057	.0092
	107					

68	Piscium	K1	3	43	.1437	.0134
71	Tau Ceti	G8	12	36	.2152	.0287
86	HD 13445	K0	-25	129	.3492	.0269
86.1	HD 13435	K2	-37	41	undetermined	undetermined
95	HD 14412	G5	-10	33	.1545	.0025
97	Kappa Fornax	G1	-13	35	.0186	.0078
111	Tau 1 Eridani	F6	14	81	.0544	.0078
136	Zeta 1 Reticuli	G2	15	79	.2077	.0321
138	Zeta 2 Reticuli	G1	-27	127	.2075	.0340
139	82 Eridani	G5	-12	37	.3602	.0310
231	Alpha Mensae	G5	13	22	.1156	.0065
Sun	Sol	G5	0	0	.0559	.0091

All the stars listed here are main sequence or spectral group V stars. Tau Ceti has a slight peculiarity in its spectrum as explained in the text. W- velocity is the star's motion in km/sec in a direction above or below (-) in the galactic plane. Total space velocity relative to the sun is also in km/sec. Data is from the Gliese Catalog of Nearby Stars (1969 edition).

Consider, for example, the velocities of these stars in space. It is now known that the composition and the age of a star shows a reasonably close correlation with that star's galactic orbit. The understanding of this correlation demands a little knowledge of galactic structure.

Our galaxy, as far as we are concerned, consists essentially of two parts -- the halo, and the disk. Apparently when the galaxy first took shape about 10 billion years ago, it was a colossal sphere in which the first generation of stars emerged. These stars -- those that remain today, anyway -- define a spherical or halolike cloud around the disk shaped Milky Way galaxy. Early in the galaxy's history, it is believed that the interstellar medium had a very low metal content because most of the heavy elements (astronomers call any element heavier than helium "heavy" or a "metal") are created in the cores of massive stars which then get released into the interstellar medium by stellar winds, novae and supernovae explosions. Few such massive stars had "died" to release their newly made heavy elements. Thus, the stars which formed early (called Population II stars) tend to have a spherical distribution about the center of the galaxy and are generally metal-poor.

A further gravitational collapse occurred as the galaxy flattened out into a disk, and a new burst of star formation took place. Since this occurred later and generations of stars had been born and died to enrich the interstellar medium with heavy elements, these disk stars have a metal-rich composition compared to the halo stars. Being in the disk, these Population I stars (the sun, for example) tended to have motions around the galactic core in a limited plane -- something like the planets of the solar system.

Population II stars -- with their halo distribution -- usually have more random orbits which cut through the Population I hoards in the galactic plane. A star's space velocity perpendicular to the galactic plane is called its W-velocity. Knowing the significance of the W-velocity, one can apply this information to find out about the population classification and hence the ages and compositions of stars in the solar neighborhood -- the Fish-Hill stars in particular.

High W-velocity suggests a Population II star, and we find that six of the 16 stars are so classified while the remaining majority are of Population I. A further subdivision can be made using the W-velocity data (the results are shown in the table below.

Population Classification of the Fish-Hill Stars

Old Population I (1 to 4 Billion Years Old)
Gliese 59
Gliese 67
107 Piscium
Older Population I (4 to 6 BillionYears Old)
Tau 1 Eridani
Tau Ceti
Alpha Mensae
Gliese 95
Kappa Fornax
54 Piscium
Sun
Disk Population II (6 to 8 Billion Years Old)
Zeta 1 Reticuli
Zeta 2 Reticuli
Intermediate Population II (About 10 Billion Years Old)
Zeta Tucanae
Gliese 86
Gliese 86.1
82 Eridani

According to this classification system (based on one by A. Blaauw), most of the 16 stars are in the same class as the sun -- implying that they are roughly of the same composition and age as the sun. The sun would seem to be a natural unit for use in comparing the chemical compositions and ages of the stars of the Fish-Hill pattern because it is, after all, the standard upon which we base our selection of stars capable of supporting life.

Three stars (Gliese 59, 67 and 68) are known as Old Population I and are almost certainly younger than the sun. They also probably have a higher metal content than the sun, although specific data is not available. The Disk Population II stars are perhaps two to four billion years older than the sun, while the Intermediate Population II are believed to be a billion or two years older still.

For main sequence stars like the sun, as all these stars are, it is generally believed that after the star is formed and settled on the main sequence no mixing between the outer layers and the thermo-nuclear core occurs. Thus the composition of the outer layers of a star, (from which we receive the star's light) must have essentially the same composition as the interstellar medium out of which the star and its planets were formed.

Terrestrial planets are composed primarily of heavy elements. The problem is: If there is a shortage of heavy elements in the primeval nebula, would terrestrial planets be able to form? At present, theories of planetary formation are unable to state for certain what the composition of the cloud must be in order for terrestrial planets to materialize, although it is agreed to be unlikely that Population II stars should have terrestrial planets. But for objects somewhere between Population I and II -- especially Disk Population II -- no one really knows.

Although we can't be certain of determining whether a star of intermediate metal deficiencies

can have planets or not, we can make certain of the existence of metal deficiencies in those stars. The eccentricities and inclinations of the galactic orbits of the Fish-Hill stars provide the next step in the information sequence.

The table above also shows that the stars Gliese 136, 138, 139, 86 and 71 have the highest eccentricities and inclinations in their galactic orbits. This further supports the Population II nature of these four stars. According to B.E.J. Pagel of the Royal Greenwich Observatory in England, the correlation between eccentricity and the metal/hydrogen ratio is better than that between the W-velocity and the metal/hydrogen ratio. It is interesting to see how closely the values of eccentricity seem to correspond with Population type as derived from W-velocity -- Old Population I objects having the lowest values. Since the two methods give similar results, we can lend added weight to our classification.

So far all the evidence for metal deficiencies has been suggestive; no direct evidence has been given. However, specific data can be obtained from spectroscopic analysis. The system for which the best set of data exists also happens to be one of the most important stars of the pattern, Zeta 1 Reticuli. In 1966, J.D. Danziger of Harvard University published results of work he had done on Zeta 1 Reticuli using wide-scan spectroscopy. He did indeed find metal deficiencies in the star: carbon, 0.2, compared to our sun; magnesium, 0.4; calcium, 0.5; titanium, 0.4; chromium, 0.3; manganese, 0.4; iron, 0.4; cobalt, 0.4; nickel, 0.2, and so on.

In spite of the possible error range of about 25 percent, there is a consistent trend of metal deficiencies -- with Zeta 1 Reticuli having less than half the heavy elements per unit mass that the sun does. Because Zeta 1 Reticuli has common proper motion and parallax with Zeta 2 Reticuli, it probably also has the same composition. Work done by M.E. Dixon of the University of Edinburgh showing the two stars to have virtually identical characteristics tends to support this.

The evidence that the Zeta Reticuli system is metal deficient is definite. From this knowledge of metal deficiency and the velocities and eccentricities, we can safely conclude that the Zeta Reticuli system is older than the sun. The question of terrestrial planets being able to form remains open.

The other two stars which have high velocities and eccentricities are 82 Eridani (Gliese 139) and Gliese 86. Because the velocities of these stars are higher than those of Zeta Reticuli, larger metal deficiencies might be expected. For the case of Gliese 86, no additional information is presently available. However, some theoretical work has been done on 82 Eridani concerning metal abundances by J. Hearnshaw of France's Meudon Observatory.

Although 82 Eridani is a high velocity star, its orbit lies largely within the galactic plane, and also within the solar orbit. Its orbit is characteristic of the Old Disk Population, and an ultraviolet excess indicates only a mild metal deficiency compared to the sun. Hearnshaw's conclusions indicate that the metal deficiency does not appear to be any worse than that of the Zeta Reticuli pair.

Because Gliese 86 has a velocity, eccentricity and inclination similar to 82 Eridani, it seems likely that its chemical composition may also not have severe metal deficiencies, but be similar to those of 82 Eridani.

Tau Ceti appears to be very much like the sun except for slight deficiencies of most metals in rarely seen abnormal abundances of magnesium, titanium, silicon and calcium. Stars in this class are known as alpha-rich stars, but such properties do not appear to make Tau Ceti unlikely to have planets similar to the sun's.

Tau 1 Eridani, an F6V star, has a life expectancy of 4.5 billion years -- so it cannot be older

than the sun. The low eccentricities and low moderate velocity support an age and composition near that of the sun.

Gliese 67 is a young star of at least solar metal abundances, considering its low velocity and eccentricity.

Having covered most of the stars either directly or simply by classifying them among the different Population classes, it is apparent that there is a wide age range among different stars of this group as well as a range of compositions. It is curious that the stars connected by the alleged "trade routes" (solid lines) are the older and occasionally metal deficient ones -- while the stars connected by dotted lines seem to be younger Population I objects.

A final point concerning the metal deficiencies is rather disturbing. Even though terrestrial planets might form about either star in the Zeta Reticuli system, there is a specific deficiency in carbon to well within the error range. This is disturbing because carbon is the building block of organic molecule chains. There is no way of knowing whether life on Earth would have emerged and evolved as far as it has if carbon were not as common here.

Another problem: If planets formed but lacked large quantities of useful industrial elements, could a technical civilization arise? If the essential elements were scarce or locked up in chemical compounds, then an advanced technology would be required to extract them. But the very shortage of these elements in the first place might prevent this technology from being realized. The dolphins are an example of an intelligent but nontechnical race. They do not have the means to develop technology. Perhaps some land creatures on another planet are in a comparable position by not having the essential elements for technological development. (This theme is explored in detail in "What Chariots of Which Gods?", August 1974.)

This whole speculation certainly is not strong enough to rule out the Fish interpretation of the Hill map given our present state of knowledge. Actually in some respects, the metal deficiencies support the Fish hypothesis because they support an advanced age for several of the stars -- suggesting that if cultures exist in these star systems, they might well be advanced over our own.

The fact that none of the stars in the pattern is seriously metal deficient (especially the vital branch high velocity stars 82 Eridani and Gliese 86) is an encouragement to the Fish interpretation -- if terrestrial planets can form in the first place and give rise to technical civilizations. Once again we are confronted with evidence which seems to raise as many questions as it answers. But the search for answers to such questions certainly can only advance knowledge of our cosmic environment.

Jeffrey L. Kretsch is an astronomy student at Northwestern University working under the advisement of Dr. J. Allen Hynek. For more than a year Kretsch has been actively pursuing follow-up studies to the astronomical aspects of the Fish-Hill map. More of his studies and comment s appear in In Focus.

Pattern Recognition & Zeta Reticuli

by Carl Sagan & Steven Soter

"The Zeta Reticuli Incident" is very provocative. It claims that a map, allegedly shown on board a landed extraterrestrial spacecraft to Betty Hill in 1961, later drawn by her from memory and published in 1966, corresponds well to similar maps of the closest stars resembling the sun based on stellar positions in the 1969 Gliese Catalog of Nearby Stars. The comparison maps were made by Marjorie Fish using a three dimensional physical model and later by a group of Ohio State University students using a presumably more accurate (i.e., less subjective)

computer generated projection. The argument rests on how well the maps agree and on the statistical significance of the comparison.

Figure 1 [not available here] show the Hill map and the Ohio State computer map with connecting lines as given in the ASTRONOMY article. The inclusion of these lines (said to represent trade or navigation routes) to establish a resemblance between the maps is what a lawyer would call "leading the witness". We could just as well have drawn lines as in the bottom of Figure 1 to lead the other way. A less biased comparison of the two data sets, without connecting lines as in Figure 2, shows little similarity. Any residual resemblance is enhanced by there being the same number of points in each map, and can be accounted for by the manner in which these points were selected.

The computer star map includes the sun and 14 stars selected from a list of the 46 nearest stars similar to the sun, derived from the Gliese catalog. It is not clear what criteria were used to select precisely these 14 stars from the list, other than the desire to find a resemblance to the Hill map. However, we can always pick and choose from a large random data set some subset that resembles a preconceived pattern. If we are free also to select the vantage point (from all possible directions for viewing the projection of a three dimensional pattern), it is a simple matter to optimize the desired resemblance. Of course such a resemblance in the case of selection from a random set is a contrivance -- an example of the statistical fallacy known as "the enumeration of favorable circumstances".

The presence of such a fallacy in this case appears even more likely when we examine the original Hill drawing, published in The Interrupted Journey by John Fuller. In addition to the prominent points that Betty Hill connected by lines, her map also includes a number of apparently random dots scattered about -- evidently to represent the presence of background stars but not meant to suggest actual positions. However, three of these dots appear in the version of the Hill map used in the comparison, while the others are absent. Thus some selection was made even from the original Hill map, although not to the same extent as from the Gliese catalog. This allow even greater freedom to contrive a resemblance.

Finally, we lear from The Interrupted Journey that Betty Hill first thought she saw a remarkable similarity between her UFO star map and a map of the constellation Pegasus published in the New York Times in 1965 to show the position of the quasar CTA-102. How many star maps, derived from the Gliese catalog or elsewhere, have been compared with Betty Hill's before a supposed agreement was found? If we suppress information on such comparisons we also overestimate the significance of the result.

The argument on "The Zeta Reticuli Incident" demonstrates only that if we set out to find a pattern correlation between two nearly random data sets by selecting at will certain elements from each and ignoring others, we will always be successful. The argument cannot serve even to suggest a verification of the Hill story -- which in any case is well known to be riddled with internal and external contradictions, and which is amenable to interpretations which do not invoke extraterrestrial intelligence. Those of us concerned with the possibility of extraterrestrial intelligence must take care to demand adequately rigorous standards of evidence. It is all too easy, as the old Chinese proverb says, for the imprisoned maiden to mistake the beating of her own heart for the hoof beats of her rescuer's horse.

Steven Soter is a research associate working under the advisement of Carl Sagan, director of Cornell University's laboratory for Planetary Studies.

Reply: by Terence Dickinson

The question raised by Steven Soter and Carl Sagan concerning the pattern resemblance of the Hill map and the computer generated projection of the Fish pattern stars is certainly a key question worthy of discussion. Next month two authors will make specific comments on this point.

Briefly, there is more to discounting the Fish interpretation than pattern resemblance. We would have discounted the Fish interpretation immediately on pattern resemblance alone. The fact that all the connecting lines join stars in a logical distance progression, and that all the stars are solar type stars, is significant. Ms. Fish tried to fit hundreds of other viewpoints and this one was the only one that even marginally fit and made sense in three dimensions and contained solar type stars. in this context, you could not "have just as well drawn the lines...to lead the other way".

Naturally there was a desire to find a resemblance between a group of nearby stars and the Hill pattern! That's why Marjorie Fish built six models of the solar neighborhood containing the relative positions of up to 256 nearby stars. The fact that she came up with a pattern that fits as well as it does is a tribute to her perseverance and the accuracy of the models. Stars cannot be moved around "to optimize the desired resemblance". Indeed Marjorie Fish first tried models using nearby stars of other than strictly solar type as defined in the article. She found no resemblances.

The three triangle dots selected from the background dots in the Hill map were selected because Mrs. Hill said they were more prominent than the other background stars. Such testimony was the basis of the original map so we either accept Mrs. Hill's observations and attempt to analyze them or reject the whole incident. We feel there is sufficient evidence compelling us not to reject the whole incident at this time.

We too are demanding rigorous standards of evidence to establish the reality of extraterrestrial intelligence. If there is even the slightest possibility that the Hills' encounter can provide information about such life, we feel it is worth pursuing. The map is worthy of examination by as many critical minds as possible.

Reply: by David R. Saunders

Last month, Steven Soter and Carl Sagan offered two counterarguments relating to Terence Dickinson's article, "The Zeta Reticuli Incident" (ASTRONOMY, December 1974).

Their first argument was to observe that the inclusion of connecting lines in certain maps "is what a lawyer would call 'leading the witness'." This was used as the minor premise in a syllogism for which the major premise was never stated. Whether we should consider "leading the witness" a sin or not will depend on how we conceive the purpose of the original article. The implied analogy between ASTRONOMYmagazine and a court of law is tenuous at best; an expository article written for a nonprofessional audience is entitled, in my opinion, to do all it can to facilitate communication -- assuming that the underlying message is honest. Much of what we call formal education is really little more than "leading the witness", and no one who accepts the educational goals objects very strongly to this process. In this context, we may also observe that Soter's and Sagan's first argument provides another illustrative example of "leading the witness"; the argument attacks procedure, not substance -- and serves only to blunt the reader's possible criticism of the forthcoming second argument. This paragraph may also be construed as an effort to lead the witness. Once we have been sensitized to the possibilities, none of us needs to be further misled!

The second argument offered by Soter and Sagan does attack a substance. Indeed, the editorial

decision to publish the original article was a responsible decision only if the issues raised by this second line of possible argument were fully considered. Whenever a statistical inference is made from selected data, it is crucial to determine the strenuousness of that selection and then to appropriately discount the apparent clarity of the inference. By raising the issue of the possible effects of selection, Soter and Sagan are right on target.

However, by failing to treat the matter with quantitative objectivity (by failing to weigh the evidence in each direction numerically, for example), they might easily perform a net disservice.

In some situations, the weight of the appropriate discount will suffice to cancel the clarity of a proposed inference -- and we will properly dismiss the proposal as a mere capitalization on chance, or a lucky outcome. (It is abundantly clear that Soter and Sagan regard the star map results as just such a fortuitous outcome.) In some other situations, the weight of the appropriate discount may be fully applied without accounting for the clarity of the inference as a potentially valid discovery. For example, if I proposed to infer from four consecutive coin tosses observed as heads that the coin would always yield heads, you would properly dismiss this proposal as unwarranted by the data. However, if I proposed exactly the same inference based on 40 similar consecutive observations of heads, you would almost certainly accept the inference and begin looking with me for a more systematic explanation of the data. The crucial difference here is the purely quantitative distinction between 4 and 40; the two situations are otherwise identical and cannot be distinguished by any purely qualitative argument.

When Soter and Sagan use phrases such as "some subset that resembles", "free also to select the vantage point", "simple matter to optimize", and "freedom to contrive a resemblance", they are speaking qualitatively about matters that should (and can) be treated quantitatively. Being based only on this level of argument, Soter's and Sagan's conclusions can only be regarded as inconclusive.

A complete quantitative examination of this problem will require the numerical estimation of at least three factors, and their expression in a uniform metric so that wee can see which way the weight of the evidence is leaning. The most convenient common metric will be that of "bits of information", which is equivalent to counting consecutive heads in the previous example.

One key factor is the degree of resemblance between the Hill map and the optimally similar computer-drawn map. Precisely how many consecutive heads is this resemblance equivalent to? A second key factor is the precise size of the population of stars from which the computer was allowed to make its selection. And a third key factor is the precise dimensionality of the space in which the computer was free to choose the best vantage point. If the first factor exceeds the sum of the other two by a sufficient margin, we are justified in insisting on a systematic explanation for the data.

The third factor is the easiest to deal with. The dimensionality of the vantage-point space is not more than three. A property of the metric system for weighing evidence is that each independent dimension of freedom leads us to expect the equivalent of one more consecutive head in the observed data. Three dimensions of freedom are worth exactly 3.0 bits. In the end, even three bits will be seen as relatively minor.

The second factor might be much larger than this, and deserve relatively more discussion. The appropriate discount for this selection will be log2C, where C is the number of distinct combinations of stars "available" to the computer. If we were to agree that C must represent the possible combinations of 46 stars taken 14 at a time, then log2C would be 37.8 bits; this would be far more than enough to kill the proposed inference. However, not all these combinations are equally plausible. We really should consider only combinations that are adjacent to one another

and to the sun, but it is awkward to try to specify exactly which combinations these are.

The really exciting moment in working with these data came with the realization that in the real universe, our sun belongs to a closed cluster together with just six of the other admissible stars -- Tau Ceti, 82 Eridani, Zeta Tucanae, Alpha Mensae, and Zeta 1 and Zeta 2 Reticuli. The real configuration of interstellar distances is such that an explorer starting from any of the seven should visit all of them before venturing outside. If the Hill map is assumed to include the sun, then it should include the other members of this cluster within an unbroken network of connections, and the other connected stars should be relatively adjacent in the real universe.

Zeta Reticuli occupies a central position in all of the relatively few combinations that now remain plausible. However, in my opinion, the adjacency criteria do leave some remnant ambiguity concerning the combination of real stars to be matched against the Hill map -- but only with respect to the region farthest from the sun. The stars in the closed cluster and those in the chain leading to Gliese 67 must be included, as well as Gliese 86 and two others from a set of five candidates. Log2C for this remnant selection is 3.9 bits. we must also notice that the constraint that Zeta Tucanae be occulted by Zeta Reticuli reduces the dimensionality of the vantage-point space from 3.0 to 1.0. Thus, the sum of factors two and three is now estimated as only 4.9 bits.

The first factor is also awkward to evaluate -- simply because there is no standard statistical technique for comparing points on two maps. Using an approximation based on rank-order correlation, I've guessed that the number we seek here is between 11 and 16. (This is the result cited by Dickinson on page 15 of the original article.) Deducting the second and third factors, this rough analysis leaves us with an empirical result whose net meaning is equivalent to observing at least 6 to 11 consecutive heads. (I say "at least", because there are other factors contributing to the total picture -- not discussed either by Dickinson or by Soter and Sagan -- that could be adduced to enhance this figure. For example, the computed vantage point is in good agreement with Betty Hill's reported position when observing the map, and the coordinate system implicit in the boundaries of the map is in good agreement with a natural galactic coordinate system. Neither have we discussed any quantitative use of the connections drawn on the Hill map, which were put there in advance of any of these analyses.)

In the final interpretation, it will always be possible to argue that 5 or 10 or even 15 bits of remarkable information simply isn't enough. However, this is a matter for each of us to decide independently. In deciding this matter, it is more important that we be consistent with ourselves (as we review a large number of uncertain interpretations of data that we have made) than that we be in agreement with some external authority. I do believe, though, that relatively few individuals will continue a coin-tossing match in which their total experience is equivalent to even six consecutive losses. In scientific matters, my own standard is that I'm interested in any result that has five or more bits of information supporting it -- though I prefer not to stick my neck out publicly on the basis of less than 10. Adhering to this standard, I continue to find the star map results exceedingly interesting.

Dr. David R. Saunders is a Research Associate at the University of Chicago's Industrial Relations Center.

Reply: by Michael Peck

Carl Sagan and Steven Soter, in challenging the possibilities discussed in "The Zeta Reticuli Incident", suggest that without the connecting lines drawn into the Hill map and the Fish interpretation there is little resemblance between the two. This statement can be tested using only X and Y coordinates of the points in the Hill map and a projection of the stars in the Fish pattern. The method used for the comparison can be visualized this way:

Suppose points of the Hill map and the Fish map are plotted on separate glass plates. These plates are held parallel (one behind the other), and are moved back and forth and rotated until the patterns appear as nearly as possible to match. A systematic way of comparing the patterns would be to adjust the plates until corresponding pairs of points match exactly. Then the other points in the patterns can be compared. Repeating this process for all the possible pairs of points (there are 105 in this case), the best fit can be found. Mathematically, this involves a change of scale and a simple coordinate transformation. A computer program was written which, using X and Y coordinates measured from a copy of the Hill map and a projection of the Fish stars, and using the Hill map as the standard, computed new X and Y coordinates for the Fish stars using the process described. >From these two sets of coordinates, six quantities were calculated: the average difference in X and Y; the standard deviation of the differences in X and Y, a measure of the amount of variation of the differences; and correlation coefficients in X and Y. The coefficient of correlation is a quantity used by statisticians to test a suspected relation between two sets of data. In this case, for instance, we suspect that the X and Y coordinates computed from the Fish map should equal the X and Y coordinates of the Hill map. If they matched exactly, the correlation coefficients would be one. If there were no correlation at all, the value would be near zero. We found that, for the best fitting orientation of the Fish stars, there was a correlation coefficient in X of 0.95 and in Y of 0.91. In addition, the average difference and the standard deviation of the differences were both small -- about 1/10 the total range in X and Y. As a comparison, the same program was run for a set of random points, with resulting correlation coefficients of 1/10 or less (as was expected). We can conclude, therefore, that the degree of resemblance between the two maps is fairly high.

From another point of view, it is possible to compute the probability that a random set of points will coincide with the Hill map to the degree of accuracy observed here. The probability that 15 points chosen at random will fall on the points of the Hill map within an error range which would make them as close as the Fish map is about one chance in 10 to the fifteenth power (one million billion). It is 1,000 times more probable that a person could predict a bridge hand dealt from a fair deck.

Michael Peck is an astronomy student at Northwestern University in Illinois.

Rebuttal: To David Saunders and Michael Peck

by Carl Sagan and Steven Soter

Dr. David Saunders last month claimed to have demonstrated the statistical significance of the Hill map, which was allegedly found on board a landed UFO and supposedly depicted the sun and 14 nearby sunlike stars. The Hill map was said to resemble the Fish map -- the latter being an optimal two-dimensional projection of a three-dimensional model prepared by selecting 14 stars from a positional list of the 46 nearest known sunlike stars. Saunders' argument can be expressed by the equation SS = Dr -(SF + VP), in which all quantities are in information bits. SS is the statistical significance of the correlation between the two maps, DR is the degree of resemblance between them, SF is a selection factor depending on the number of stars chosen and the size of the list, and VP is the information content provided by a free choice in three dimensions of the vantage point for projecting the map. Saunders finds SS = 6 to 11 bits, meaning that the correlation is equivalent to between 6 and 11 consecutive heads in a coin toss and therefore probably not accidental. The procedure is acceptable in principle, but the result depends entirely on how the quantities on the right-hand side of the equation were chosen.

For the degree of resemblance between the two maps, Saunders claims that DR = 11 to 16 bits,

which he admits is only a guess -- but we will let it stand. For the selection factor, he at first takes SF = log2C = 37.8 bits, where C represents the combinations of 46 things taken 14 at a time. Realizing that the size of this factor alone will cause SS to be negative and wipe out his argument, he makes a number of ad hoc adjustments based essentially on his interpretation of the internal logic of the Hill map, and SF somehow gets reduced to only 3.9 bits. For the present, we will let even that stand in order to avoid becoming embroiled in a discussion of how an explorer from the star Zeta Reticuli would choose to arrange his/her/its travel itinerary -- a matter about which we can claim no particular knowledge. However, we must bear in mind that a truly unprejudiced examination of the data with no a priori interpretations would give SF = 37.8 bits.

It is Saunders' choice of the vantage point factor VP with which we must take strongest issue, for this is a matter of geometry and simple pattern recognition. Saunders assumes that free choice of the vantage point for viewing a three-dimensional model of 15 stars is worth only VP = 3 bits. He then reduces the information content of directionality to one bit by introducing the "constraint" that the star Zeta Tucanae be occulted by Zeta Reticuli (with no special notation on the Hill map to mark this peculiarity). This ad hoc device is invoked to explain the absence of Zeta Tucanae from the Hill map, but it reveals the circular reasoning involved. After all, why bother to calculate the statistical significance of the supposed map correlation if one has already decided which points represent which stars?

Certainly the selection of vantage point is worth more than three bits (not to mention one bit). Probably the easiest circumstance to recognize and remember about random projections of the model in question are the cases in which two stars appear to be immediately adjacent. By viewing the model from all possible directions, there are 14 distinct ways in which any given star can be seen in projection as adjacent to some other star. This can be done for each of the 15 stars, giving 210 projected configurations -- each of which would be recognized as substantially different from the others in information content. And of course there are many additional distinct recognizable projections of the 15 stars not involving any two being immediately adjacent. (For example, three stars nearly equidistant in a straight line are easily recognized, as in Orion's belt.) Thus for a very conservative lower bound, the information content determined by choice of vantage point (that is, by being allowed to rotate the model about three axes) can be taken as at least equal to VP = log2(210) = 7.7 bits. Using the rest of Saunders' analysis, this would at best yield SS = zero to 4.4 bits -- not a very impressive correlation.

There is another way to understand the large number of bits involved in the choice of the vantage point. The stars in question are separated by distances of order 10 parsecs. If the vantage point is situated above or not too far from the 15 stars, it need only be shifted by about 0.17 parsecs to cause a change of one degree in the angle subtended by some pair of stars. Now one degree is a very modest resolution, corresponding to twice the full moon and is easily detected by anyone. For three degrees of freedom, the number of vantage points corresponding to this resolution is of order (10/0.17) cubed ~ (60) cubed ~ 2 X 10 to the fifth power, corresponding to VP = 17.6 bits. This factor alone is sufficient to make SS negative, and to wipe out any validity to the supposed correlation.

Even if we were to accept Saunders' claim that SS = 6 to 11 bits (which we obviously do not, particularly in view of the proper value for SF), it is not at all clear that this would be statistically significant because we are not told how many other possible correlations were tried and failed before the Fish map was devised. For comparison, there is the well-known correlation between the incidence of Andean earthquakes and oppositions of the planet Uranus. It is unlikely in the extreme that there is a physical causal mechanism operating here -- among other reasons, because there is no correlation with oppositions of Jupiter, Saturn or Neptune. But to have found such a correlation the investigator must have sought a wide variety of correlations of seismic events in many parts of the world with oppositions and conjunctions of

many astronomical objects. If enough correlations are sought, statistics requires that eventually one will be found, valid to any level of significance that we wish. Before we can determine whether a claimed correlation implies a causal connection, we must convince ourselves that the number of correlations sought has not been so large as to make the claimed correlation meaningless.

This point can be further illustrated by Saunders' example of flipping coins. Suppose we flip a coin once per second for several hours. Now let us consider three cases: two heads in a row, 10 heads in a row, and 40 heads in a row. We would, of course, think there is nothing extraordinary about the first case. Only four attempts at flipping two coins are required to have a reasonable expectation value of two heads in a row. Ten heads in a row, however, will occur only once in every 2 to the tenth power = 1,024 trials, and 40 heads in a row will occur only once every 2 to the fortieth ~ 10 to the twelfth power trials. At a flip rate of one coin per second, a toss of 10 coins requires 10 seconds; 1,024 trials of 10 coins each requires just under three hours. But 40 heads in a row at the same rate requires 4 X 10 to the thirteenth power seconds or a little over a million years. A run of 40 consecutive heads in a few hours of coin tossing would certainly be strong prima facie evidence of the ability to control the fall of the coin. Ten heads in a row under the circumstances we have described would provide no convincing evidence at all. It is expected by the law of probability. The Hill map correlation is at best claimed by Saunders to be in the category of 10 heads in a row, but with no clear statement as to the number of unsuccessful trials previously attempted.

Michael Peck finds a high degree of correlation between the Hill map and the Fish map, and thereby also misses the central point of our original criticism: that the stars in the Fish map were already preselected in order to maximize that very correlation. Peck finds one chance in 10 to the fifteenth power that 15 random points will correlate with the Fish map as well as the Hill map does. However, had he selected 15 out of a random sample of, say, 46 points in space, and had he simultaneously selected the optimal vantage point in three dimensions in order to maximize the resemblance, he could have achieved an apparent correlation comparable to that which he claims between the Hill and Fish maps. Indeed, the statistical fallacy involved in "the enumeration of favorable circumstances" leads necessarily to large, but spurious correlations.

We again conclude that the Zeta Reticuli argument and the entire Hill story do not survive critical scrutiny.

Dr. Steven Soter is a research associate in astronomy and Dr. Carl Sagan is director of the Laboratory for Planetary Studies, both at Cornell University in Ithaca, N.Y.

Is the Fish Interpretation Unique?

by Robert Sheaffer

The story of Marjorie Fish's attempts at identifying the star patterns sketched by Betty Hill was told in "The Zeta Reticuli Incident" by Terence Dickinson in the December 1974 issue. This pattern of solar type stars unquestionably bears a striking resemblance to the map that Betty Hill says she saw while she was being examined aboard a flying saucer. But how significant is this resemblance? Is there only one pattern of stars which will match the sketch convincingly?

Betty Hill herself discovered an impressive resemblance in a star map published in the New York Times. In 1965 a map of the stars of the constellation Pegasus appeared in that newspaper, accompanying the announcement by a Russian radio astronomer (Comrade Sholomitsky) the radio source CTA-102, depicted in the map, may be sending out intelligent radio signals. Intrigued by this remarkable claim, Betty Hill studied the map, and added the corresponding star names to her sketch. As you can see, the Pegasus map -- while not exactly like the sketch --

is impressively similar. If CTA-102 -- appearing near the "globes" in her sketch -- was in reality an artificial radio source, that would give the Pegasus map much additional credibility.

However, the case for the artificial origin of quasar CTA- 102 soon fell flat. Other scientists were unable to observe these reported strange variations which had caused Sholomitsky to suggest that CTA-102 might be pulsing intelligently.

In 1966, when Marjorie Fish was just beginning her work, Charles W. Atterberg (employed by an aeronautical communications firm in Illinois) also set out to attempt to identify this star pattern.

"I began my search by perusing a star atlas I had on hand," Atterberg explained. "I soon realized that this was a pointless and futile project." Any star pattern useful for interstellar navigation, he reasoned, would not be Earth-centered as are the familiar constellation figures. Thus Atterberg began to look in three dimensions for a pattern of stars that would approximate the Hill sketch.

Working from a list of the nearest stars, Atterberg "began plotting these stars as they would be seen from various directions. I did this by drawing the celestial position of a star, I would draw a straight line penetrating the sphere at a known position, and measure out to the distance of the star...It at first took me hours to plot this out from any one particular direction."

When plotting the stars as seen from a position indefinitely far away on the celestial equator at 17 hours right ascension, Atterberg found a pattern of stars conspicuously similar to the Hill sketch. After much work he refined this position to 17 hours 30 minutes right ascension, -10 degrees declination. The resulting map resembles the Hill sketch even more strongly than does the Fish map, and it contains a greater number of stars. Furthermore, all of the stars depicted in the Atterberg map lie within 18.2 light-years of the sun. The Fish map reaches out 53 light-years, where our knowledge of stellar distances is much less certain.

Carl Sagan states in *Intelligent Life in the Universe* that, excluding multiple star systems, "the three nearest stars of potential biological interest are Epsilon Eridani, Epsilon Indi and Tau Ceti." These three stars from the heart of the Atterberg map, defining the two spheres in the very center of the heavy lines that supposedly represent the major "trade routes" of the "UFOnauts". Epsilon Eridani and Tau Ceti were the two stars listened to by Project Ozma, the pioneering radio search for intelligent civilization in space.

Other heavy lines connect the spheres with the sun, which we know has at least one habitable planet. Thinner lines, supposedly representing places visited less frequently, connect with Groombridge 1618, Groombridge 34, 61 Cygni and Sigma Draconis, which are designated as stars "that could have habitable planets" in Stephen H. Dole's Rand Corporation study, Habitable Planets for Man. Of the 11 stars (not counting the sun) that have allegedly been visited by the aliens, seven of them appear on Dole's list. Three of the four stars which are not included are stopping points on the trip to Sigma Draconis, which Dole considered to have even better prospects than Epsilon Eridani or Epsilon Indi for harboring a habitable planet.

Another remarkable aspect of the Atterberg map is the fact that its orientation, unlike the Fish map, is not purely arbitrary. Gould's belt -- a concentration of the sky's brightest stars -- is exactly perpendicular to the plane of the Atterberg map. Furthermore, it is vertical in orientation; it does not cut obliquely across the map, but runs exactly up and down. A third curious coincidence: The southpole of the Atterberg map points toward the brightest part of Gould's belt, in the constellation Carina. The bright stars comprising Gould's belt might well serve as a useful reference frame for interstellar travelers, and it is quite plausible that they might base a navigational coordinate system upon it.

No other map interpreting the Hill sketch offers any rationale for its choice of perspectives. The

problem with trying to interpret Betty Hill's sketch is that it simply fits too many star patterns. Three such patterns have been documented to date. How many more exist undiscovered?

Robert Sheaffer is a computer systems programmer currently working at NASA's Goddard Space Flight Center in Greenbelt, MD.

Reply: by Marjorie Fish

Basically, Robert Sheaffer's contention is that at least three patterns can be found that are similar to Betty Hill's map, and therefore, more such interpretations are likely. If one stipulates that any stars from any vantage point can be used, then I agree that many patterns can be found similar to the map. However, if one uses restrictions on the type of stars, according to their probability of having planets and also on the logic of the apparent travel paths, then it is much more difficult. The three maps were: (1) Betty Hill's interpretation of the constellation Pegasus as being similar to her map, (2) Charles Atterberg's work, and (3) my work.

When I started the search, I made a number of restrictions including:

1. The sun had to be part of the pattern with a line connected to it, since the leader of the aliens indicated this to Betty.
2. Since they came to our solar system, they should also be interested in solar type stars (single main sequence G, probably also late single main sequence F and early single main sequence K). These stars should not be bypassed if they are in the same general volume of space.
3. Since there are a number of the above stars relatively near the sun and the pattern shows only 12 stars, the pattern would have to be relatively close to us (or else they would be bypassing sunlike stars, which is illogical).
4. The travel pattern itself should be logical. That is, they would not zip out 300 light-years, back to 10 light-years, then out 1,000, etc. The moves should make a logical progression.
5. Large young main sequence stars (O, B, A, early F) which are unlikely to have planets and/or life would not be likely to be visited.
6. Stars off the main sequence with the possible exception of those just starting off the main sequence would probably be avoided as they are unsuitable for life and, due to their variability, could be dangerous.
7. If they go to one star of a given type, it shows interest in that type star -- so they should go to other stars of that type if they are in the same volume of space. An exception to this might be the closest stars to the base star, which they might investigate out of curiosity in the early stages of stellar travel. For example, they would not be likely to bypass five red dwarfs to stop at the sixth, if all six were approximately equal in size, spectra, singleness or multiplicity, etc. Or, if they go to one close G double, they would probably go to other close G doubles.
8. The base star or stars is one or both of the large circles with the lines radiating from it.
9. One or both of the base stars should be suitable for life -- F8 to K5 using the lowest limits given by exobiologists, or more likely, K1 given by Dole.
10. Because the base stars are represented as such large circles, they are either intrinsically bigger or brighter than the rest or they are closer to the map's surface (the viewer) than the rest -- probably the latter. This was later confirmed by Betty Hill.

Mrs. Hill's interpretation of Pegasus disregards all of these criteria.

Atterberg's work is well done. His positioning of the stars is accurate. He complies with criteria 1, 2, 3, 5, 6 and 8; fairly well with 4; less well with 9, and breaks down on 7 and 10. I will discuss the last three of Atterberg's differences with my basic criteria in the following paragraphs:

Relative to point 9, his base stars are Epsilon Indi and Epsilon Eridani, both of which are near the lower limit for life bearing planets -- according to most exobiologists -- and not nearly as suitable as Zeta 1 and 2 Reticuli.

Concerning point 7, I had ruled out the red dwarfs fairly early because there were so many of them and there were only 12 lined points on the Hill map. If one used red dwarfs in logical consecutive order, all the lines were used up before the sun was reached. Atterberg used red dwarfs for some of his points to make the map resemble Betty Hill's but he bypassed equally good similar red dwarfs to reach them. If they were interested in red dwarfs, there should have been lines going to Gliese 65 (Luyten 76208) which lies near Tau Ceti and about the same distance from Epsilon Eridani as Tau Ceti, and Gliese 866 (Luyten 789-6) which is closer to Tau Ceti than the sun. Gliese 1 (CD-37 15492) and Gliese 887 (CD-36 15693) are relatively close to Epsilon Indi. These should have been explored first before red dwarfs farther away.

Red dwarfs Gliese 406 (Wolf 359) and Gliese 411 (BD + 36 2147) were by passed to reach Groombridge 1618 and Ross 128 from the sun. Barnard's star would be the most logical first stop out from the sun, if one were to stop at red dwarfs, as it is the closest single M and is known to have planets.

Since Atterberg's pattern stars include a number of relatively close doubles (61 Cygni, Struve 2398, Groombridge 34 and Kruger 60), there should also be a line to Alpha Centauri -- but there is not.

Relating to point 10, Atterberg's base stars are not the largest or brightest of his pattern stars. The sun, Tau Ceti, and Sigma Draconis are brighter. Nor are they closer to the viewer. The sun and 61 Cygni are much closer to the viewer than Epsilon Eridani. The whole orientation feels wrong because the base stars are away from the viewer and movement is along the lines toward the viewer. (Betty Hill told me that she tried to show the size and depth of the stars by the relative size of the circles she drew. This and the fact that the map was alleged to be 3-D did not come out in Interrupted Journey, so Atterberg would not have known that.)

Sheaffer notes that seven of Atterberg's pattern stars appear on Dole's list as stars that could have habitable planets. These stars are Groombridge 1618 (Gliese 380, BD + 50 1725), Groombridge 34 (Gliese 15,BD +43 44), 61 Cygni, Sigma Draconis, Tau Ceti, Epsilon Eridani and Epsilon Indi. Of these seven, only Epsilon Eridani, Tau Ceti and Sigma Draconis are above Doles' absolute magnitude minimum. The others are listed in a table in his book Habitable Planets for Man, but with the designation: "Probability of habitable planet very small; less than 0.001." Epsilon Eridani was discussed earlier. Sigma Draconis appears good but is listed as a probable variable in Dorrit Hoffleit's Catalogue of Bright Stars. Variability great enough to be noticed from Earth at Sigma Draconis' distance would cause problems for life on its planets. This leaves Tau Ceti which is one of my pattern stars also.

Another point Sheaffer made was that orientation of my map was arbitrary compared to Atterberg's map's orientation with Gould's belt. One of my first questions to Betty Hill was, "Did any bright band or concentration of stars show?" This would establish the galactic plane and the map's orientation, as well as indicate it was not just a local map. But there was none indicating that if the map was valid it was probably just a local one.

The plane of the face of my model map is not random, as Sheaffer indicated. It has intrinsic value for the viewer since many of the pattern stars form a plane at this viewing angle. The value to the viewer is that these stars have their widest viewing separation at that angle, and their relative distances are much more easily comprehended.

My final interpretation of the map was the only one I could find where all the restrictions

outlined above were met. The fact that only stars most suitable for Earthlike planets remained and filled the pattern seems significant.

Marjorie Fish is a research assistant at Oak Ridge National Laboratory in Tennessee.

Zeta Reticuli -- A Rare System

by Jeffrey L. Kretsch

Zeta Reticuli is a unique system in the solar neighborhood -- a wide physically associated pair of stars almost exactly like the sun. After searching through a list of stars selected from the Gliese catalog on the basis of life criteria, only one other pair within a separation of even 0.3 light-years could be found. (This pair -- Gliese 201 and Gliese 202, a K5e and F8Ve pair separated by 0.15 light-years -- is currently being investigated.) Zeta Reticuli is indeed a rare case.

Based on the Fish interpretation of the Hill map, the Zeta Reticuli pair forms the base of the pattern. If the other stars in the patter fit, it is a remarkable association with a rare star system.

In order to deal with this problem, I decided to computer the three-dimensional positions of the stars and construct a three-dimensional model showing these stars positions.

Speaking quantitatively, I discovered the two patterns are certainly not an exact match. However, if one considers the question of match from the standpoint of how the Hill pattern was made as opposed to the derived pattern's means of reproduction, the quantitative data may not be a complete means of determining whether the two patterns "match" or not. For example, the Hill pattern was drawn freehand -- so one would have to determine how much allowance one must give for differences in quantitative data. In such areas, I am not qualified to give an opinion. However, because the map was drawn freehand from memory, the fact that the resemblance between the Fish map and the Hill map is a striking one should be considered.

In my work I was able to verify the findings of Marjorie Fish in terms of the astronomy used.

Jeffrey L. Kretsch is an astronomy student at Northwestern University.

Hill Directory
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Introductory Remarks by Richard Hall

Dr. James E. McDonald and I met in the early 1960s through the pages of Weatherwise, a publication of the American Meteorological Society. As Executive Secretary of the National Investigations Committee on Aerial Phenomena (NICAP), I had written a letter to the editor expressing NICAP's interest in falls of chunks of ice from the sky, a scientific anomaly that had already come to McDonald's attention.

Having recently graduated from Tulane University, specializing in scientific philosophy and mathematics, I was an admirer and proponent of the text book scientific method that I had studied. I was especially interested in applying it to the fascinating and potentially significant reports of scientific anomalies -- like UFOs, "ice-falls", and another contemporary issue, the so-called "sky-quakes". These were unexplained aerial explosions that often rocked civilian communities and were assumed to be caused by jet aircraft exceeding the spend of sound and causing "sonic booms", even when no jets were in the area.

McDonald had served in naval intelligence and aerology in the U.S. Navy during World War II. He had received a B.A. in chemistry at the University of Omaha, an M.S. in meteorology from M.I.T., and a Ph.D in physics from Iowa State University (1951). He joined the University of Arizona faculty in 1954, teaching physics and meteorology, and became a full professor in 1956. He also served as Associate Director of the Institute of Atmospheric Physics (1954-1956) and Scientific Director (1956-1957). His principal research interests related to physical meteorology, cloud physics and precipitation processes, meteorological optics, atmospheric electricity, and weather modification.

McDonald embodies the principles of science that I had learned, and he understood from the history of science that anomalies often hinted at gaps in our scientific knowledge. The study of them could lead to important discoveries. He was open-minded about human testimony, and thoroughgoing in his analysis of data. His approach was energetic, even zestful, and no stone was left unturned when he was examining some feature of the UFO problem.

We became close friends and comrades in our mutually perceived mission to help make the world aware of the solid basis for taking the UFO phenomenon seriously. The reason: consistent reports of UFOs from members of society whose testimony on other matters would never have been questioned. Over occasional doses of tequila, and with great humor and camaraderie, we regularly debated the omnipresent issue of "grand cover-up" versus "grand foul-up" without ever resolving anything. We also spent countless hours discussing all facets of the subject, comparing notes, and working out strategies.

McDonalds's energy was legendary, and he was an activist scientist who liked to make things happen. When some skeptical objection was made in the name of science, he would study the area of science in question intensively, and usually shoot holes in the skeptic's argument. His incisive mind and analytical powers were impressive. Where others argued qualitatively for some position, McDonald would analyze it quantitatively and demonstrate how reasonable or unreasonable the argument was.

He examined such esoteric topics as ball lightning, "swamp gas" (methane) and its properties, plasmas, balloon patterns in the atmosphere, and radar propagation anomalies, and his writings on those topics in relation to UFO reports remain among the clearest and most cogent ever produced. Those who would cast off UFOs as a nonsense problem are forced to deal with McDonald's analysis indicating otherwise. Here was a scientist who served on panels of the National Academy of Sciences and the National Science Foundation, highly regarded both nationally and internationally, who -- following where the evidence led -- came up with a "politically incorrect" reading of the situation that tended to make him a scientific outcast in some quarters. As wild as it might sound, he said, UFOs do appear most likely to be extraterrestrial probes of some kind, and we had better face up to it.

I treasured his friendship and feel a great and irreplaceable loss as a result of his premature death in 1971. His smiling face and great sense of humor, his human decency and kindness, linger in my memory. McDonald's writings, including his voluminous correspondence, are an important legacy that deserve wider circulation. At this writing, his collected papers are being prepared for public access as a special collection at the library of the

University of Arizona, partly under a grant from the Fund for UFO Research. Also, a biography of McDonald is being written by Ann Druffel.

In compiling and editing this sample of his correspondence and papers taken from our personal collections, we are fortunate to have the services of Valerie Vaughn, former librarian at the Institute of Atmospheric Physics, University of Arizona, where McDonald was employed. His UFO work is here placed in the context of his broader scientific interests and activities. These writings illustrate both McDonald the scientist and McDonald the human being.

- Richard Hall, Chairman
Fund for UFO Research
January 21, 1995

Foreword

In 1989-90 I had the opportunity to work as the sole librarian for the Institute of Atmospheric Physics, University of Arizona, where I first came across the legacy of scientific accomplishments of one of the former professors, Dr. James E. McDonald. I was immediately impressed by McDonald's contributions to scientific literature and set out to compile an annotated bibliography of his writings. Coming from a "regular" scientific background myself, I was typically unfamiliar with certain subjects normally "rejected" by scientific establishment, and was astounded to discover McDonald's "other life," his serious study of UFOs.

By probing and investigating the Institute's locked rooms and cabinets to which McDonald's UFO writings had been banished, I followed a trail that gradually opened up a whole territory of "hidden" knowledge. The pursuit to find and catalog everything McDonald had written led me into contact with his devoted former secretary and his wife Betsy, both of whom had saved original documents that might have otherwise succumbed to the Institute's attempt to cleanse its eighteen-year connection with McDonald and the associated 'taint' of UFOlogy.

In 1990 I produced Science and Conscience, an annotated bibliography of McDonald's writings, but was still unaware of the full extent of his influence in the UFO community 25 years earlier. The publication of this modest bibliographic attempt drew me into contact with experts such as Richard Hall who had been researching UFOs for decades, and I began to realize the historical importance of McDonald and his efforts to bring the UFO problem into a wider, more serious and scientific context of the human quest for knowledge.

From the writings collected through the Institute's library and McDonald's wife, and Richard Hall's personal collection McDonald's letters and transcribed lectures, I have compiled what I believe is a representative sampling of the work of this prolific writer. This collection is by no means complete, for the total volume of McDonald's writings and research on UFOs fills many file cabinets. This book is presented simply as an introduction to the extensive and incomparable contribution of James E. McDonald to the Science of UFOlogy.

Valerie Vaughan
Amherst, Massachusetts

Introduction

These days you can pick up almost any best-selling book about UFOs and you won't see more than a bare mention of Dr. James E. McDonald. Yet, only twenty-five years ago, this man was so instrumental in awakening public interest in UFOs that he could be called one of the founding fathers of today's UFO movement. The fact that his name and his influence are absent from recent, popular encyclopedias and accounts of the history of UFOs is but one of the many curious omissions comprising the general covered-up nature of the whole UFO phenomena.

We look at the overwhelming number of popular books recently published on UFOs, alien contacts, conspiracy theories, and abductions, and we get the impression that much of what has been previously hidden has now been revealed. From this outpouring of true-experience literature we think we have a grasp of the history of the UFO movement. This book you hold in your hands now is an attempt to rectify this mistaken assumption. Through the writings of one man who was both observer and participant, we find a clear documented record of the development of awareness and suppression of UFO data, from 1947 through 1971. We also find the organized approach of one of the very few scientists who ever considered the UFO problem at all. Recognizing that UFOs defied the current understanding of physics, McDonald risked professional credibility in order to examine the sighting evidence in its scientific context, using the available data from radar, meteorology, electromagnetism, and credible witnesses.

McDonald was an atmospheric physicist who wrote highly technical papers for professional journals as well as general science articles "for the people." He was one of that rare breed of scientists who are knowledgeable and interested in many fields outside their own specialty. Topics of McDonald's writings include cloud physics, precipitation enhancement, inadvertent weather modification, the atmospheric effects of fallout, nuclear reactor hazards, unusual atmospheric phenomena (rainbows, cloudrings), air pollution, the effects of supersonic transports on air quality, the ozone and related health problems. He wrote about the physics of baseball, the use of chemical mace, arid lands and hydrology problems, paleoclimtology, and the history of meteorology.

McDonald established himself as a respected authority and leader in the field of atmospheric physics. He was an active member of the American Meteorological Society, the American Geophysical Union, the Arizona Academy of Science, and a senior physicist of the Institute of Atmospheric Physics and Professor of Meteorology at the University of Arizona. Positions he held included Research Associate, Cloud Physics Project, University of Chicago, and member of the Advisory Panel on Weather and Climate Modification for both the National Science Foundation and National Academy of Sciences. He was a member of the Advisory Panel of Project Stormfury and the President's Scientific Advisory Committee Panel on Hurricane Seeding.

But the man also had a conscience. He belonged to the American Civil Liberties Union and the American Humanist Association. He observed the effects of weather modification and warned against the problems. He was one of the first scientists to notice that certain types of emissions would soon affect the ozone layer, he saw the dangers of nuclear reactors and chemical mace, and he spoke out. Always he was the scientist, supporting his ideas with facts about the atmosphere.

This collection of McDonald's writings offers a perspective on the state of science during the 1950s and 60s. They give a view into how scientific ideas were handled or avoided by individuals within academia and the government. These two decades witnessed the growth of Big Science, experimentation with climate modification, the proliferation of nuclear weaponry and chemical warfare, the first serious questioning of atmospheric pollution, and the role that humans and their technology played in the deterioration of the atmosphere. McDonald wrote about all these issues from both a scientific and a conscientious standpoint. He discussed the related political and moral implications which scientists faced at that time ... and still do.

It was McDonald's firm belief that the people's right to know what the scientific establishment was doing was vital in the functioning of a democracy, and that scientists had an important responsibility to be concerned about

the consequences of their research and their role in educating the public. It is the spirit of these ideas that have led the editor to present this collect of writings.

We begin our story with the scientific writings, for that is where McDonald began ... as a scientist.

Form: 97 Report
Date: Fri, 27 Jul 2007 19:16:45 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: The 509th Composite Group and the UFOs/ Tinian, Guam, and Saipan /Radar / Summer 1945

Cat: 1,9
To: Francis Ridge <nicap@insightbb.com>

The 509th Composite Group and the UFOs/
Tinian, Guam, and Saipan

In May 1945, the 509th Composite Group started arriving on Tinian Island in the Mariana Islands. Tinian Island is located between Guam to the south and Saipan to the north. Operating out of North Field, Tinian Island, it was the 509th Composite Group that dropped the two atomic bombs on Japan on August 6 and 9, 1945, at Hiroshima and Nagasaki.

Reportedly:
During the summer of 1945 naval air search radar picked up large groups of unidentified objects traveling over the open sea over an area between Guam and Saipan. These objects were moving at over an estimated one thousand miles per hour.

See the information below.
==========

The 509th Composite Group and the UFOs

During the latter part of the month of May 1945, the greater part of the 509th Composite Group arrived on Tinian Island in the Mariana Islands, western Pacific Ocean. The movement was done via C-54 or B-29 aircraft following a route from the United States to Hickman Field, Hawaii, to Johnston Island, to Kwajalein Island in the Marshall Islands, and then on to Tinian Island. **(1)** The first C-54, number 9009, of the Advanced Air Echelon flew from Kwajelein to Tinian on May 22, 1945.

Sources:

(1) HISTORY OF 509TH COMPOSITE GROUP, 313TH BOMBARDMENT WING, TWENTIETH AIR FORCE, ACTIVATION to 15 AUGUST 1945, pages 19 - 24. http://www.au.af.mil/au/afhra/photo_galleries/509_composite_group_history/509th/509th.pdf

This route can be plotted on the map link below.
https://www.cia.gov/library/publications/the-world-factbook/reference_maps/pdf/oceania.pdf

Northern Mariana Islands

==========

Summer 1945; at sea between Guam and Saipan

A Naval Radar Officer reports:
During the summer of 1945, at sea between Guam and Saipan, our air search radar on several occasions picked up a large group of pips approximately one hundred miles away on a course that would bring them directly overhead. We challenged them but got no response. Their speed on our plot indicated over one thousand miles per hour. These groups passed overhead at approximately two thousand feet and showed up on the radar screen as definite solid (not fuzzy) objects. When our visual spotters reported there was nothing in view, I personally went out and searched the sky with no luck. Our gear was carefully checked and calibrated and was in good order. These were definitely not ioized clouds, inversions, sea gulls, mechanical defects, or any other common explanations. After many months of operating radar gear one knows when they have a definite solid object on the screen, and for my money these were solid although invisible objects. (Reference: Coral and Jin Lorenzen, UFOs THE WHOLE STORY, page 24)

United States General Accounting Office

GAO

Report to the Honorable Steven H. Schiff, House of Representatives

July 1995

GOVERNMENT RECORDS

Results of a Search for Records Concerning the 1947 Crash Near Roswell, New Mexico

GAO/NSIAD-95-187

GAO

United States
General Accounting Office
Washington, D.C. 20548

National Security and
International Affairs Division

B-262046

July 28, 1995

The Honorable Steven H. Schiff
House of Representatives

Dear Mr. Schiff:

On July 8, 1947, the Roswell Army Air Field (RAAF) public information office in Roswell, New Mexico, reported the crash and recovery of a "flying disc." Army Air Forces personnel from the RAAF's 509th Bomb Group were credited with the recovery. The following day, the press reported that the Commanding General of the U.S. Eighth Air Force, Fort Worth, Texas, announced that RAAF personnel had recovered a crashed radar-tracking (weather) balloon, not a "flying disc."

After nearly 50 years, speculation continues on what crashed at Roswell. Some observers believe that the object was of extraterrestrial origin. In the July 1994 Report of Air Force Research Regarding the Roswell Incident, the Air Force did not dispute that something happened near Roswell, but reported that the most likely source of the wreckage was from a balloon-launched classified government project designed to determine the state of Soviet nuclear weapons research. The debate on what crashed at Roswell continues.

Concerned that the Department of Defense (DOD) may not have provided you with all available information on the crash, you asked us to determine the requirements for reporting air accidents similar to the crash near Roswell and identify any government records concerning the Roswell crash.

We conducted an extensive search for government records related to the crash near Roswell. We examined a wide range of classified and unclassified documents dating from July 1947 through the 1950s. These records came from numerous organizations in New Mexico and elsewhere throughout DOD as well as the Federal Bureau of Investigation (FBI), the Central Intelligence Agency (CIA), and the National Security Council. The full scope and methodology of our work are detailed at the end of this report.

Results in Brief

In 1947, Army regulations required that air accident reports be maintained permanently. We identified four air accidents reported by the Army Air Forces in New Mexico during July 1947. All of the accidents involved military aircraft and occurred after July 8, 1947—the date the RAAF public information office first reported the crash and recovery of a "flying disc" near Roswell. The Navy reported no air accidents in New Mexico during July 1947. Air Force officials told us that according to record-keeping requirements in effect during July 1947, there was no requirement to prepare a report on the crash of a weather balloon.

In our search for records concerning the Roswell crash, we learned that some government records covering RAAF activities had been destroyed and others had not. For example, RAAF administrative records (from Mar. 1945 through Dec. 1949) and RAAF outgoing messages (from Oct. 1946 through Dec. 1949) were destroyed. The document disposition form does not indicate what organization or person destroyed the records and when or under what authority the records were destroyed.

Our search for government records concerning the Roswell crash yielded two records originating in 1947—a July 1947 history report by the combined 509th Bomb Group and RAAF and an FBI teletype message dated July 8, 1947. The 509th-RAAF report noted the recovery of a "flying disc" that was later determined by military officials to be a radar-tracking balloon. The FBI message stated that the military had reported that an object resembling a high-altitude weather balloon with a radar reflector had been recovered near Roswell.

The other government records we reviewed, including those previously withheld from the public because of security classification, and the Air Force's analysis of unidentified flying object[1] sightings from 1946 to 1953 (Project Blue Book Special Report No. 14), did not mention the crash or the recovery of an airborne object near Roswell in July 1947. Similarly, executive branch agencies' responses to our letters of inquiry produced no other government records on the Roswell crash.

Reporting Air Accidents

According to press accounts from July 1947, Army Air Forces personnel from RAAF were involved in the recovery of an airborne object near Roswell. Therefore, if an air accident report was prepared, it should have

[1]According to Air Force regulation, an unidentified flying object is an airborne object that by performance, aerodynamic characteristics, or unusual features, does not conform to known aircraft or missiles, or does not correspond to Air Force definitions of familiar or known objects or unidentified aircraft.

been prepared in accordance with Army regulations. According to an Army records management official, in 1947 Army regulations required that air accident reports be maintained permanently. An Air Force official said there was no similar requirement to report a weather balloon crash.

According to an Air Force official who has worked in the records management field since the mid-1940s, air accident reports prepared in July 1947 under Army regulations should have been transferred to Air Force custody in September 1947, when the Air Force was established as a separate service.

The Air Force Safety Agency is responsible for maintaining reports of air accidents. We examined its microfilm records to determine whether any air accidents had been reported in New Mexico during July 1947. We identified four air accidents during this time period.[2] All of the accidents involved military fighter or cargo aircraft and occurred after July 8, 1947—the date the RAAF public information office first reported the crash and recovery of a "flying disc" near Roswell. According to the Army Air Forces' Report of Major Accident, these four accidents occurred at or near the towns of Hobbs, Albuquerque, Carrizozo, and Alamogordo, New Mexico. Only one of the four accidents resulted in a fatality. The pilot died when the aircraft crashed during an attempted take-off.

Search for Records

In searching for government records on the Roswell crash, we were particularly interested in identifying and reviewing records of military units assigned to RAAF in 1947—to include the 509th Bomb Group, the 1st Air Transport Unit, the 427th Army Air Force Base Unit, and the 1395th Military Police Company (Aviation).

Document disposition forms obtained from the National Personnel Records Center in St. Louis, Missouri, indicate that in 1953, the Walker Air Force Base (formerly RAAF) records officer transferred to the Army's Kansas City records depository the histories of units stationed at Walker Air Force Base. These histories included the 509th Bomb Group and RAAF for February 1947 through October 1947; the 1st Air Transport Unit for July 1946 through June 1947; and the 427th Army Air Force Base Unit for January 1946 to February 1947. We could not locate any documentation indicating that records of the 1395th Military Police Company (Aviation)

[2]These records do not include information regarding mishaps of air vehicles belonging to civilian or other government agencies. These records also do not include mishaps involving unmanned air vehicles such as remotely piloted aircraft, low-speed cruise missiles, and most balloons.

were ever retired to the National Personnel Records Center or its predecessor depositories.

The July 1947 history for the 509th Bomb Group and RAAF stated that the RAAF public information office "was kept quite busy . . . answering inquiries on the 'flying disc,' which was reported to be in [the] possession of the 509th Bomb Group. The object turned out to be a radar tracking balloon." By his signature, the RAAF's commanding officer certified that the report represented a complete and accurate account of RAAF activities in July 1947. (Excerpts from the report are contained in app. I.)

In addition to unit history reports, we also searched for other government records on the Roswell crash. In this regard, the Chief Archivist for the National Personnel Records Center provided us with documentation indicating that (1) RAAF records such as finance and accounting, supplies, buildings and grounds, and other general administrative matters from March 1945 through December 1949 and (2) RAAF outgoing messages from October 1946 through December 1949 were destroyed. According to this official, the document disposition form did not properly indicate the authority under which the disposal action was taken. The Center's Chief Archivist stated that from his personal experience, many of the Air Force organizational records covering this time period were destroyed without entering a citation for the governing disposition authority. Our review of records control forms showing the destruction of other records—including outgoing RAAF messages for 1950—supports the Chief Archivist's viewpoint.

During our review of records at FBI headquarters, we found a July 8, 1947, teletype message from the FBI office in Dallas, Texas, to FBI headquarters and the FBI office in Cincinnati, Ohio. An FBI spokesperson confirmed the authenticity of the message.

According to the message, an Eighth Air Force headquarters official had telephonically informed the FBI's Dallas office of the recovery near Roswell of a hexagonal-shaped disc suspended from a large balloon by cable. The message further stated that the disc and balloon were being sent to Wright Field (now Wright-Patterson Air Force Base, Ohio) for examination. According to the Eighth Air Force official, the recovered object resembled a high-altitude weather balloon with a radar reflector. The message stated that no further investigation by the FBI was being conducted. (A copy of the teletype message appears in app. II.)

To follow up on the July 8th message, we reviewed microfilm abstracts of the FBI Dallas and Cincinnati office activities for July 1947. An abstract prepared by the FBI Dallas office on July 12, 1947, summarized the particulars of the July 8th message. There was no mention in the Cincinnati office abstracts of the crash or recovery of an airborne object near Roswell.

Because the FBI message reported that debris from the Roswell crash was being transported to Wright Field for examination, we attempted to determine whether military regulations existed for handling such debris. We were unable to locate any applicable regulation. As a final step, we reviewed Air Materiel Command (Wright Field) records from 1947 to 1950 for evidence of command personnel involvement in this matter. We found no records mentioning the Roswell crash or the examination by Air Materiel Command personnel of any debris recovered from the crash.

Queries to Federal Agencies Regarding Records on the Crash

We sent letters to several federal agencies asking for any government records they might have concerning the Roswell crash. In this regard, we contacted DOD, the National Security Council, the White House Office of Science and Technology Policy, the CIA, the FBI, and the Department of Energy.

The National Security Council, the White House Office of Science and Technology Policy, and the Department of Energy responded that they had no government records relating to the Roswell crash. (Copies of their responses appear in app. III, IV, and V.) The FBI, DOD, and the CIA provided the following information.

Federal Bureau of Investigation

The FBI informed us that all FBI data regarding the crash near Roswell had been processed under Freedom of Information Act (FOIA) requests previously received by the Bureau. We reviewed the FBI's FOIA material and identified the July 8, 1947, FBI teletype message discussing the recovery near Roswell of a high-altitude weather balloon with a radar reflector. (A copy of the FBI's response appears in app. VI.)

Department of Defense

DOD informed us that the U.S. Air Force report of July 1994, entitled Report of Air Force Research Regarding the Roswell Incident, represents the extent of DOD records or information concerning the Roswell crash. The Air Force report concluded that there was no dispute that something

happened near Roswell in July 1947 and that all available official materials indicated the most likely source of the wreckage recovered was one of the project MOGUL balloon trains. At the time of the Roswell crash, project MOGUL was a highly classified U.S. effort to determine the state of Soviet nuclear weapons research using balloons that carried radar reflectors and acoustic sensors. (A copy of DOD's response appears in app. VII.)

Central Intelligence Agency

In March 1995, the CIA's Executive Director responded to our letter of inquiry by stating that earlier searches by the CIA for records on unidentified flying objects produced no information pertaining to the Roswell crash. The Executive Director added, however, that it was unclear whether the CIA had ever conducted a search for records specifically relating to Roswell. In the absence of such assurance, the Executive Director instructed CIA personnel to conduct a comprehensive records search for information relating to Roswell. On May 30, 1995, the CIA's Executive Director informed us that a search against the term "Roswell, New Mexico," in all CIA databases produced no CIA documents related to the crash. (A copy of CIA's response appears in app. VIII.)

Agency Comments

A draft of this report was provided to DOD for comment. DOD offered no comments or suggested changes to the report. The Chief Archivist, National Personnel Records Center offered several comments clarifying matters dealing with records management. These comments have been incorporated into the final report where appropriate.

The CIA, the Department of Energy, the FBI, the National Security Council, and the White House Office of Science and Technology Policy also received excerpts from the report discussing the activities of their respective agencies. They had no substantive comments and made no suggested changes to the report.

Scope and Methodology

To determine the requirements for reporting air accidents in 1947, we interviewed military service records management officials, reviewed military record-keeping regulations in effect during this time period, and examined Army Air Forces and Navy air accident reports.

We also sought to identify any government records related to the Roswell crash. In this regard, we visited and reviewed records at the locations listed in table 1.

Table 1: Locations Visited and Records Reviewed

Locations visited	Records reviewed
National Archives, Washington, D.C.	Air Force papers on unidentified flying objects Army Counterintelligence Corps historical files, 1947-49
National Archives II, College Park, Md.	Project Blue Book Special Report No. 14 National Security Council meeting minutes, 1947-48
National Archives, National Record Center, Suitland, Md.	Army Inspector General reports, 1947-58 Army staff intelligence correspondence, 1947-56 Headquarters Army Air Force message traffic, 1947-54 Army Air Force and Air Materiel Command (Wright Field) research and development files, 1947-50
National Personnel Records Center, St. Louis, Mo.	Morning reports for RAAF units, July 1947 Eighth Air Force messages, 1947-50 Eighth Air Force correspondence, 1947-51 Eighth Air Force weekly activity summaries, July 1947 Service records of key personnel assigned to RAAF, 1947 Project Sign[a] investigative reports, 1948 Army Adjutant General correspondence, 1947-49 Missile test firing reports at White Sands, N. Mex., 1947-54
Department of the Air Force, Washington, D.C.	Current and past records management regulations Report of Air Force Research Regarding the Roswell Incident, July 1994
Department of the Army, Washington, D.C.	Current and past records management regulations
Department of the Navy, Washington, D.C.	Air accident reports, July 1947
Air Force Safety Agency, Kirtland Air Force Base, N. Mex.	Air accident reports, July 1947
Air Force History Support Office, Bolling Air Force Base, Washington, D.C.	509th Bomb Group and RAAF monthly histories, July and August 1947
National Security Agency, Fort Meade, Md.	FOIA records, Citizens Against UFO Secrecy
Military History Institute, Army War College, Carlisle, Pa.	Army Counterintelligence Corps reports, 1947
Army Central Security Facility, Fort Meade, Md.	Army Counterintelligence Corps reports, 1947
Central Intelligence Agency, Langley, Va.	Scientific Advisory Panel on Unidentified Flying Objects (Robertson Panel) report FOIA records, Ground Saucer Watch, Inc.
Federal Bureau of Investigation, Washington, D.C.	FOIA records on unidentified flying objects
National Atomic Museum, Kirtland Air Force Base, N. Mex.	509th Bomb Group historical information, 1947 RAAF base newspaper Atomic Blast, July and August 1947

[a]Project Sign was the predecessor to Project Blue Book.

Our search of government records was complicated by the fact that some records we wanted to review were missing and there was not always an explanation. Further, the records management regulations for the retention and disposition of records were unclear or changing during the period we reviewed.

We also queried the National Security Council, the White House Office of Science and Technology Policy, the Department of Energy, the FBI, DOD, and the CIA to determine what government records they have on the Roswell crash. We did not independently verify the information provided to us in their written responses.

In addition to physically examining government records, we contacted the following federal activities to determine whether they had any information about the Roswell crash:

- Air Force Historical Research Agency, Maxwell Air Force Base, Alabama;
- Air Force Aeronautical Systems Center, Wright-Patterson Air Force Base, Ohio;
- Army Center for Military History, Washington, D.C.; and
- 509th Bomb Wing, Office of the Historian, Whiteman Air Force Base, Missouri.

We conducted our review from March 1994 to June 1995 in accordance with generally accepted government auditing standards.

Unless you publicly announce its contents earlier, we plan no further distribution of this report until 30 days after its issue date. At that time, we will make copies available to other interested parties upon request.

If you or your staff have any questions about this report, please call me on (202) 512-3504. A major contributor to this report is Gary K. Weeter, Assistant Director.

Sincerely yours,

Richard Davis
Director, National Security
Analysis

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Table

Table 1: Locations Visited and Records Reviewed 7

Abbreviations

CIA	Central Intelligence Agency
DOD	Department of Defense
FBI	Federal Bureau of Investigation
FOIA	Freedom of Information Act
RAAF	Roswell Army Air Field

Combined History for July 1947

COMBINED HISTORY
509TH BOMB GROUP
AND
ROSWELL ARMY AIR FIELD
1 JULY 1947 THROUGH 31 JULY 1947

DECLASSIFIED
APR 8 9 1957

RESTRICTED

The other three briefings were those which were given to the VIP and a simulated briefing to a large group of Air Scouts representing all of the troops in New Mexico which was given on 15 July 1947.

Several small projects were completed during the month including signs on all the office doors, a building directory, and a world situation map which is maintained on a day-to-day basis.

The Historical Section of S-2 has been seriously handicapped by the removal of the regular stenographer with the reduction in force.

Due to the fact that the quality of the department reports has in general been so inadequate, lectures are being prepared to be given early in August to properly train the liaison representatives of each department.

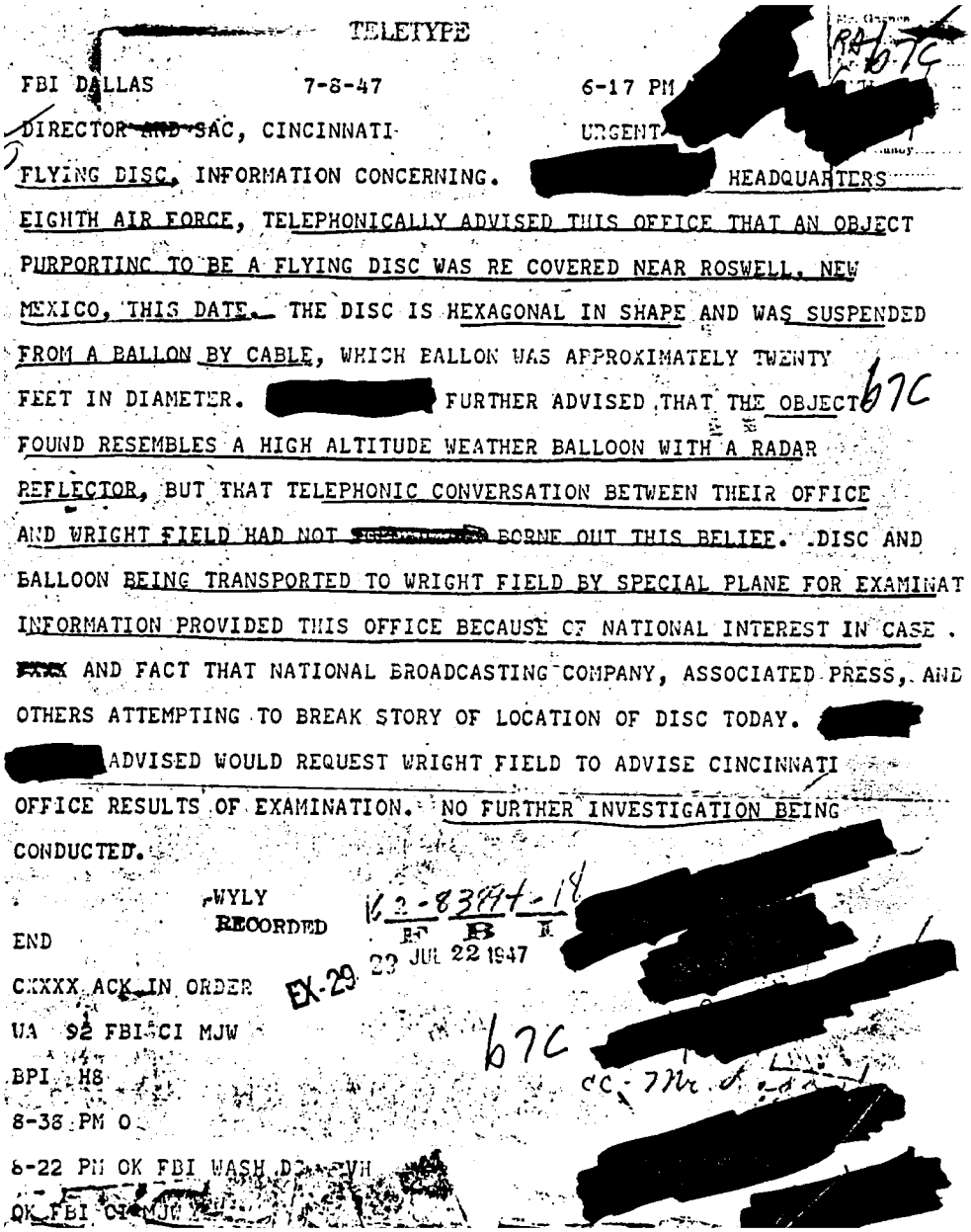
The Office of Public Information was kept quite busy during the month answering inquiries on the "flying disc", which was reported to be in possession of the 509th Bomb Group. The object turned out to be a radar tracking balloon.

The main project of the month was making all arrangements for a successful Air Force Day. Lt. Colonel Oliver LaFarge, Air Reserve Corps, at Santa Fe, made arrangements for Colonel Blanchard to visit the Governor of New Mexico and ask him to declare Air Force Day in New Mexico on 1 August.

RESTRICTED

39

FBI Teletype Message Dated July 8, 1947



TELETYPE

FBI DALLAS 7-8-47 6-17 PM

DIRECTOR AND SAC, CINCINNATI URGENT

FLYING DISC, INFORMATION CONCERNING. [redacted] HEADQUARTERS EIGHTH AIR FORCE, TELEPHONICALLY ADVISED THIS OFFICE THAT AN OBJECT PURPORTING TO BE A FLYING DISC WAS RE COVERED NEAR ROSWELL, NEW MEXICO, THIS DATE. THE DISC IS HEXAGONAL IN SHAPE AND WAS SUSPENDED FROM A BALLON BY CABLE, WHICH BALLON WAS APPROXIMATELY TWENTY FEET IN DIAMETER. [redacted] FURTHER ADVISED THAT THE OBJECT FOUND RESEMBLES A HIGH ALTITUDE WEATHER BALLOON WITH A RADAR REFLECTOR, BUT THAT TELEPHONIC CONVERSATION BETWEEN THEIR OFFICE AND WRIGHT FIELD HAD NOT [redacted] BORNE OUT THIS BELIEF. DISC AND BALLOON BEING TRANSPORTED TO WRIGHT FIELD BY SPECIAL PLANE FOR EXAMINAT INFORMATION PROVIDED THIS OFFICE BECAUSE OF NATIONAL INTEREST IN CASE . [redacted] AND FACT THAT NATIONAL BROADCASTING COMPANY, ASSOCIATED PRESS, AND OTHERS ATTEMPTING TO BREAK STORY OF LOCATION OF DISC TODAY. [redacted] ADVISED WOULD REQUEST WRIGHT FIELD TO ADVISE CINCINNATI OFFICE RESULTS OF EXAMINATION. NO FURTHER INVESTIGATION BEING CONDUCTED.

WYLY

RECORDED 62-8344-18

EX-29

END 23 JUL 22 1947

CXXXX ACK IN ORDER

UA 92 FBI CI MJW

BPI H8

8-38 PM O

8-22 PM OK FBI WASH DC VH

OK FBI CI MJW

b7C

cc - Mr. [redacted]

Comments From the National Security Council

9K 2948

NATIONAL SECURITY COUNCIL
WASHINGTON, D.C. 20506

April 28, 1995

MEMORANDUM FOR MR. JOSEPH E. KELLEY
Director-in-Charge, International
Affairs Issues
General Accounting Office

SUBJECT: Request for NSC Records

I am responding to your April 12, 1995, request for information or NSC records related to the crash of an airborne object near Roswell, New Mexico in July 1947. The NSC has no records or information related to the incident at Roswell.

For information about any government records that may document the crash at Roswell, we suggest you contact the National Archives, Textual Reference Division, 8601 Adelphi Road, College Park, Maryland 20740. Their telephone number is (301) 713-7230.

Andrew D. Sens
Executive Secretary

Comments From the Office of Science and Technology Policy, Executive Office of the President

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF SCIENCE AND TECHNOLOGY POLICY
WASHINGTON, D.C. 20500

April 26, 1995

Dear Mr. Hunt:

In response to your recent inquiry of April 12, 1995. The Office of Science and Technology Policy reviewed its records regarding the Roswell Incident. OSTP has no direct knowledge of what occurred at Roswell and no records, except for the information I received from the Air Force.

I look forward to receiving the GAO report.

Sincerely,

John H. Gibbons
Director

Enclosures
As stated

Mr. William Hunt
Director, Federal Management Issues
United States Government Accounting Office
Washington, DC 20548

Comments From the Department of Energy

Department of Energy
Washington, DC 20585

June 8, 1995

Richard Davis
Director, National Security
Analysis
General Accounting Office
Washington, D.C. 20538

Dear Mr. Davis:

This is in response to your request for records related to the crash of an airborne object near Roswell, New Mexico, in July 1947. We conducted an in-depth search for documents related to the crash and have found no such documents.

If you have any questions regarding this matter, please do not hesitate to contact Barry Uhlig of my staff on 202-586-1910.

Sincerely,

Joseph F. Vivona
Chief Financial Officer

Printed with soy ink on recycled paper

Comments From the Federal Bureau of Investigation

U.S. Department of Justice

Federal Bureau of Investigation

Washington, D. C. 20535

April 24, 1995

Mr. Richard Davis
Director
Attn: Gary K. Weeter
National Security Analysis
General Accounting Office
Washington, D. C.

Dear Mr. Davis:

This is in response to a letter dated April 7, 1995, from Norman J. Rabkin, Director, Administration of Justice Issues, General Accounting Office, to John E. Collingwood, Inspector in Charge, Office of Public and Congressional Affairs, FBI, regarding government records concerning the crash of an airborne object near Roswell, New Mexico, in July 1947 (Code 701034).

A search of FBI indices for information relating to the crash of an airborne object near Roswell, New Mexico, in 1947, determined that all FBI data concerning the incident has been processed under the provisions of the Freedom of Information Act (FOIA) and is available for review in our FOIA Reading Room. A copy of the document forwarded to me by Gary Weeter is among the documents in the Reading Room. If your staff wishes to review the material, please call Margaret Tremblay, a member of my staff, at least 48 hours in advance of the desired appointment. She can be reached on 324-5292.

Sincerely yours,

Swanson D. Carter
Supervisory Special Agent
Office of Public and
Congressional Affairs

Comments From the Department of Defense

INSPECTOR GENERAL
DEPARTMENT OF DEFENSE
400 ARMY NAVY DRIVE
ARLINGTON, VIRGINIA 22202-2884

MAY - 4 1995

Analysis
and Followup

Mr. Richard Davis
Director, National Security Analysis
U.S. General Accounting Office
441 G Street N.W.
Room 5025
Washington, D.C. 20548

Dear Mr. Davis:

The Department of the Air Force July 1994 report is the DoD response to questions posed in your April 12 letter related to GAO Code 701034.

If you have any questions, please contact my action officer, Pattie Cirino, at 703-604-9631. If she is not available, please contact Ms. Merlene L. Scales at 703-604-9626.

Kathryn M. Truex
Deputy Assistant Inspector General
for GAO Report Analysis

Enclosure

Comments From the Central Intelligence Agency

Central Intelligence Agency

Washington, D.C. 20505

30 May 1995

Mr. Richard Davis
Director, National Security Analysis
US General Accounting Office
Washington, D.C. 20548

Dear Mr. Davis,

In a letter dated 30 March 1995, this Agency advised you that it would conduct a comprehensive record search to aid in the completion of your investigation of the crash of an airborne object near Roswell, New Mexico, in July 1947. In accordance with your request, we have searched all of our data bases against the terms "Project Mogul" and "Roswell, New Mexico."

The search did not yield any documents related to either of these terms. Therefore, this Agency has no information, beyond those records already reviewed by Mr. Gary Weeter of your staff, relevant to your investigation.

Sincerely,

Nora Slatkin
Executive Director

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(Note: this refers to the "Roswell Incident")

FL: DALLAS 7-8-47 6-17 PM

DIRECTOR AND SAC, CINCINNATI URGENT

FLYING DISC, INFORMATION CONCERNING. MAJOR CURTAN, HEADQUARTERS EIGHTH AIR FORCE, TELEPHONICALLY ADVISED THIS OFFICE THAT AN OBJECT PURPORTING TO BE A FLYING DISC WAS RECOVERED NEAR ROSWELL, NEW MEXICO, THIS DATE. THE DISC IS HEXAGONAL IN SHAPE AND WAS SUSPENDED FROM A BALLOON BY CABLE, UNION BALLOON WAS APPROXIMATELY TWENTY FEET IN DIAMETER. MAJOR CURTAN FURTHER ADVISED THAT THE OBJECT FOUND RESEMBLES A HIGH ALTITUDE WEATHER BALLOON WITH A RADAR REFLECTOR, BUT THAT TELEPHONIC CONVERSATION BETWEEN THEIR OFFICE AND WRIGHT FIELD HAD NOT SERVED TO BORNE OUT THIS BELIEF. DISC AND BALLOON BEING TRANSPORTED TO WRIGHT FIELD BY SPECIAL PLANE FOR EXAMINATION. INFORMATION PROVIDED THIS OFFICE BECAUSE OF NATIONAL INTEREST IN CASE AND FACT THAT NATIONAL BROADCASTING COMPANY, ASSOCIATED PRESS, AND OTHERS ATTEMPTING TO BREAK STORY OF LOCATION OF DISC TODAY. MAJOR CURTAN ADVISED WOULD REQUEST WRIGHT FIELD TO ADVISE CINCINNATI OFFICE RESULTS OF EXAMINATION. NO FURTHER INVESTIGATION BEING CONDUCTED.

END

CKXXX ACK IN ORDER

UA 9 FBI CI HJW

DPI MS

6-30 PM O

7-22 PM O FBI WASH DC

Date: Thu, 16 Aug 2007 09:47:09 -0300
From: Stan Friedman <fsphys@rogers.com>

Subject: Ref. 9 - Gen. Twining at Roswell

To: Fran Ridge, The Roswell Group

Pages 42-45 of my book TOP SECRET/MAJIC clearly delineate that I was able to prove that Twining went to New Mexico on July 7 and left on July 11, 1947. I had managed to obtain flight logs for him and his pilot William McVey. I met with the latter in the DC area. Twining's daughter had given me his name and location. Twining's log had been in a box that had finally been declassified for me at the Library of Congress Manuscript Division...home of about 120 Archive Boxes of Twining's papers.

The front page of the Roswell Daily Record (An Evening paper) for July 8 (with the famous headline "RAAF Captures Flying Saucer on Ranch in Roswell Region") has an article in the lower right quadrant "Air Force General Says Army Not Doing Experiments" datelined Portland, Oregon, July 8. Twining is the general. Many morning papers carried the headline on July 9. Furthermore the Alamogordo News (a morning paper) of July 10 had a big front page story "Fantasy of "Flying Disc" Explained Here" complete with three pictures of the launch staged (on July 9) for the Press of a weather balloon radar reflector combo. The work was done by Twining's AMC people. The paper on July 14 noted (without any pix) that Twining had made a "routine" inspection of the Alamogordo base with a high powered group on July 11.

Twining had authority in Alamogordo, not in Roswell. Roswell AAF was a SAC base and not an R and D location. The Plains of San Agustin crash wreckage would have gone there and not to Roswell. Please note also the comments in the EBD saying that the covert operation had begun on July 7 and that Twining and Van Bush worked on the investigation. McVey, who was also Twining's aide, said Twining and Bush met often. There is also a July letter from Twining to Boeing on July 17 saying he had had to cancel a long planned trip to Seattle "due to a very important and sudden matter.. I have been away quite a bit". He had been in New Mexico.

There were several printings of TSM beginning in 1996 and of the 2nd edition of 2005. The latter has a 5000 word afterword dealing with objections that have been raised to the EBD, TF, and CT memos. Copies are available and are listed on my website at www.stantonfriedman.com . I guess I am pleased that interest is finally being shown.

Stan Friedman

Letter from Michael Swords to Fran Ridge in August 2007

Pdf version with illustrations

Dear Francis, Early August 2007

I finished reading your essay ("Roswell & the Wave of '47") about a week ago, and am just now getting around to writing.

The essay's good, and, as I have spent so much time with my head in that old history of our favorite hobby, I welcome all the respectable research that I can read.

I'd like to pass on a few meager comments for whatever good they might do. Regarding the base structure at Wright-Pat: as you know the base is a glued-together organization which has three different loc's (T-1, T-2, and T-3 in the old days). T-1, to the east, is Peterson Field, which was a relatively normal airbase, whose commanding officer was junior to the powers in T-2 and T-3. T-3, to the west, was the hi-technology "engineering" area, Wright Field, where the eggheads resided and this included several Nazi post-war "imports". In between, but on the Patterson side is/was T-2, the AMC/ATIC "Intelligence" division, home of Sign, Ruppelt et al. T-2 can be taxi'd to by landing at Patterson. If you could taxi to T-2 by landing at Wright, it wouldn't be a normal procedure, and I don't believe that they did thing that way.

During WWII and just after, the boys picking up air crash "junk" from the war were flying them (the pieces of planes, etc) into T-3 for the engineers to analyze – not the T-2 for the "intelligence" guys. That made sense. The engineers (even Mack McCoy and Alfred Loedding) had their offices (McCoy & Loedding double located) in the T-3 area, and T-3 was where the big "spaces" and equipment was.

I believe that the Roswell "stuff" went to T-3, not T-2.

These are my reasons, bleak as they are:

a) T-3 did that job & was geared to it;

b) T-3 had the on-site brains for it;

c) T-3 had large facilities which could be made secret;

d) The olde rumors have always said Wright, and although there's no "Hangar 18", there is a building 18 which looks (by position & function) to be a good candidate for all this;

e) One of Schmitt's witnesses (Henderson? or I think one of the 1st hands) said he flew to Wright field.

Well, I suppose all that could be viewed as trivial, but it points out one other thing to me if it was true – the T-2 personnel need not have been in this particular loop. I'd guess McCoy and Twining were, and maybe that's why McCoy was very particular about misrepresenting the status of "no crashes" in the so-called "McCoy memo" – in an ultra Top Secret situation he'd been told to absolutely minimize the distribution of knowledge that there might have been a crash. (& the generally-constituted USAF Scientific Advisory Board had no need to know this particular "operation" – it wasn't their job.) Leaks & gossip undoubtedly trickled around WRPAT, and some ultimately got to "us", but the bulk of T-2 was probably left guessing, just like the bulk of

everyone else. (Pentagon USAF, CIA, etc).

That's what (maybe) I know. I've attached a couple of maps for whatever use they might be.

God Bless & Peace,

Mike Swords.

PS. I'd like to hear you continue to analyze the peculiar sightings pattern you've teased out.

NICAP Home Page

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **5**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

Radar Incident Cover-Up At Air Base

August 1947
Holloman Army Air Field, New Mexico

Brad Sparks:
Late Aug. 1947?. Alamogordo [Holloman] Army Air Field, New Mexico (BBU)
Time not given. AMC Watson Labs Project MOGUL engineer P. Rosmovski tracked a stationary target at 200 miles altitude using a modified CPS-4 height-finder radar aimed at 70° elevation. [Normally CPS-4 requires a crew of 6 operators so there may have been other witnesses.] (Sign Microfilm Roll 2, pp. 363, 367-8; FOIA; Loren Gross Aug-Dec 1947 SUPP p. 28; Project 1947) 2+ radar

Fran Ridge:
The radar is modified to track objects at very high altitude. They aim the antenna straight up and pick up a target at 200 miles up. The report leaks out, Project SIGN sends two high-level investigators, but the prime witnesses are conveniently not available. For the full report documents, see links below. Not found in the original Project Blue Book unknowns, this incident IS listed in the updated list by Brad Sparks.

Brad Sparks:
.....the CPS-4 radar had been specially "modified" for the specific purpose of extending its 90-mile range to some 250 miles and to point it straight up into outer space to look for targets -- and then it did exactly what it was specially designed to do.

Detailed reports and documents
Col. Beam and A. Loedding Visit Holloman AFB, May 5, 1948 - MAXW-PBB3 840-846, 107 (Dan Wilson)
ATIC Form 329 - NARA-PBB2-231 (Fran Ridge)
Roswell 200 Miles Up - The Boys Upstairs (Fran Ridge)
Radar Sighting and SIGN Visit Thread (CE)
radomes.org/museum/equip/cps-4.html
The New Mexico Page

NICAP Home Page

Project Moon Dust

Chapter 8
The History of Project Moon Dust
by Kevin D. Randle, Captain, U.S.A.F.R

When United States Senator Jeff Bingaman asked the Air Force about a classified project called Moon Dust, Lieutenant Colonel John E. Madison of the Congressional Inquiry Division, Office of Legislative Liaison, wrote, “There is no agency, nor has there ever been, at Fort Belvoir, Virginia, which would deal with UFO’s or have any information about the incident in Roswell. In addition, there is no Project Moon Dust or Operation Blue Fly. Those missions have never existed.”

What the documentation, now available thanks in part to the Freedom of Information Act, and the pioneering work of Clifford Stone, tells us is that Madison’s letter to a United States Senator is, at best, inaccurate. The question can be asked was he merely uninformed, or was he purposefully lying to a Senator? Stone, a researcher in Roswell, New Mexico, challenged Madison’s response with a series of documents, which had been obtained through Freedom of Information Act requests. He pointed out that documents originally classified as secret and since downgraded, mentioned the code name Moon Dust, and specifically a project for UFO-related materials. It also established as fact the location of the parent unit being at Fort Belvoir, Virginia.

The response to this documented information was another letter to Senator Bingaman, apparently from Madison’s boss in the Congressional Liaison Office. Colonel George M. Mattingley, Jr., wrote, “This is in reply to your inquiry in behalf of Mr. Clifford E. Stone on the accuracy of the information we previously provided to your office. Upon further review of the case (which was aided by the several attachments to Mr. Stone’s letter), we wish to amend the statements contained in the previous response to your inquiry.”

It is necessary here to suggest that the Air Force had been caught in a lie (or misinformation) to Senator Bingaman because the documents were available to positively refute them? We can look at this as a simple mistake, based on the lack of information available to the Congressional Liaison Office and Lieutenant Colonel Madison. It can be suggested that nothing nefarious was going on here. Madison simply wasn’t aware of the classified Project Moon Dust and responded without checking the information, as he should have done.

We could believe that, except for the response written by Mattingley after Madison had been caught. It would seem that once they had been caught, they would be sure their information would be as accurate as possible.

Mattingley, in his letter to Bingaman to correct the previous mistakes, wrote, ”In 1953, during the Korean War, the Air Defense Command organized intelligence teams to deploy, recover, or exploit at the scene downed enemy personnel, equipment, and aircraft. The unit with responsibility for maintaining these teams was located at Fort Belvoir, Virginia. As the occasion never arose to use these air defense teams, the mission was assigned to Headquarters, United States Air Force in 1957 and expanded to include the following peace-time functions: a) Unidentified Flying Objects (UFOs), to investigate reliably reported UFOs within the United States; b) Project MOON DUST, to recover objects and debris from space vehicles that had survived re-entry from space to earth; c) Operation BLUE FLY, to

expeditiously retrieve Soviet Bloc equipment."

Having access to the previously classified 4602d records, I know that Mattingley's statements are not accurate. By the end of 1953, after the wave of summer sightings in 1952, after Blue Book had virtually ceased to exist, the 4602d was involved in UFO sighting investigations. Mattingley suggested the change came in 1957, but Mattingley is wrong. The only question is if he was as ill-informed as Madison, or if he was deliberately trying to suggest something else.

Mattingley also wrote, "These teams were eventually disbanded because of a lack of activity; Project MOON DUST teams and Operation BLUE FLY missions were similarly discontinued. The Air Force has no information that any UFOs were ever confirmed downed in the United States."

Again, this simply isn't the truth.; We know from released documents that Moon Dust wasn't discontinued. Its code name was changed after it was compromised. Robert G. Todd, in a letter from the Air Force dated July 1, 1987, learned that the "nickname Project Moon Dust no longer officially exists." According to Colonel Phillip E. Thompson, deputy assistant chief-of-staff, Intelligence, "It, [Project Moon Dust] has been replaced by another name that is not releasable. FTD's [Foreign Technology Division, headquartered at Wright-Patterson] duties are listed in a classified passage in a classified regulation that is being withheld because it is currently and properly classified."

And, we know, from documentation, much of it recovered from State Department records, that Moon Dust teams were notified and dispatched for various cases, some examples of which will follow here. It should be made clear that most of these cases deal with material and wreckage that is clearly of terrestrial origin. The point here is not to prove an extraterrestrial connection, but to confirm the use of Moon Dust teams, which contradicts the statements made by Colonel Mattingley to Senator Bingaman. The messages also confirm Moon Dust interest in UFOs and the involvement of the State Department.

On the night of March 25-26, 1968, four objects fell in an area of Nepal. The American embassy in Kathmandu, in a secret message dated July 23, alerted the 1127th USAF Field Activities Group, which had once been the 4602d, and the 1006th at Fort Belvoir, that they expected full cooperation with the government of Nepal. The subject of the message was… MOON DUST.

It is clear from the messages that the debris was readily identifiable to the staff at the embassy in Nepal. They had seen photographs of three of the items but had not been allowed to inspect the fourth. They noted that a "technical team should not be sent unless visual examination of the fourth object is felt essential."

This is, of course, a backward way of getting to the point. However, the embassy did prove that technical teams were available and that they were dispatched. The composition of those teams was described in another document that surfaced in the various Freedom of Information Act requests made.

Stone provided me with a copy of a document created in November 1961. It seemed to be directing the creation of the reinforcement of AFCIN Intelligence Team personnel. That document, however, is now wrapped in controversy because two versions have been discovered.

First, we must understand what this document is. The problem, according to the opening statement is, "To provide qualified personnel to AFCIN intelligence teams." The document has a section deleted and then, in paragraph 2, subsection C, says, "In addition to their staff

duty assignments, intelligence team personnel have peacetime duty functions in support of such Air Force Projects such as Moon Dust, Blue Fly, and UFO, and other AFCIN directed quick reaction projects which require intelligence team operational capabilities (see Definitions)."

It should be pointed out that this document ties Moon Dust, Blue Fly, and UFOs together. It points out that their assignments already existed, and they were already assigned personnel.

The definitions mentioned appear in paragraph 5. It covers not only those assigned to the teams, but also the terms used in the document itself. What is important here is the fact that "Moon Dust," "Blue Fly," and "UFO" are all parts of the definitions. Moon Dust is defined "As a specialized aspect of its overall material exploitation program, Headquarters USAF has established Project Moon Dust to locate, recover and deliver descended foreign space vehicles."

Although Mattingley defines Blue Fly as an operation to "expeditiously retrieve downed Soviet Bloc equipment," this document suggests that Blue Fly was "established to facilitate expeditious delivery to FTD of Moon Dust or other items of great technical intelligence interest." Certainly, Soviet Bloc equipment would fit into that definition, but it covers other items, including UFO-related debris, as well.

And finally, under definitions, it says, "Unidentified Flying Objects (UFO): Headquarters USAF has established a program for investigation of reliably reported unidentified flying objects within the United States. AFR 200-2 delineates 1127th collection responsibilities."

The second version of this document, one that I have seen, is exactly the same as the first, but contains a handwritten note that says it was a draft proposal and that it was never implemented. Robert Todd located this version. It is clearly the same as the first document, which I have in my possession, the difference being a handwritten note at the top. Barry Greenwood of Citizens Against UFO Secrecy suggested to me that the version Stone has, a copy of which he supplied to me, is the same as the version Todd has, with the exception of the handwritten note. According to Greenwood, the two versions are the same, and the source id the same, but someone inside the UFO community removed the handwritten note before releasing it to other UFO researchers. Greenwood seems to suspect Stone of having altered the document for the purpose of advancing his belief in Project Moon Dust and the missions it carried out.

Stone, on the other hand, claimed that he received his version from military sources without the handwritten note. His sources were not the same as those used by Todd, and he didn't receive his copy from Todd. Stone also makes the point that the handwritten note is irrelevant and refers only to the "Action Recommended" section at the end of the document. The other material, referring to "Factors Bearing on the Problem" and the "Discussion" reflects the situation as it already existed. In other words, the discussion about the composition of the teams and their missions was not a suggestion to develop those teams. The "not implemented" statement referred to adding, or tasking, additional Air Force personnel with Moon Dust.

So what we have, then, based on the documentation, including the disputed AFCIN intelligence team documents, are two letters from the Air Force to a United States senator that do not reflect accurate information. Even after being caught once, the Air Force came back with information that was less than perfect. And even if Todd and Greenwood are right in asserting that the November 1961 document was merely a draft, it provides information about the various projects and operations that were in existence at the time.

In fact, the information about the composition of the intelligence teams is corroborated by

other documents I recovered through both the Freedom of Information Act and general research conducted through the Air Force Archives at Maxwell Air Force Base in Alabama.

As mentioned elsewhere, I learned that members of the 4602nd and later the 1127th learned parachuting, horseback riding and animal packing, skiing, mountain climbing and various other survival skills. The November document, under "Criteria" notes, "Intelligence personnel can perform effectively only with an adequate background of training and experience. Inadequately qualified personnel in such assignment would be a liability rather than an asset to successful accomplishment of the mission."

The question that must be asked is if the Moon Dust personnel were ever used. Clearly, since the mission began in 1953 and continues today, as far as we can tell from the information available, we must answer, "Yes." This, too, is a contradiction to the letters from Madison and Mattingley.

Stone, in his response to the Madison letter, enclosed two debriefings of Soviet pilots in which UFO sightings were mentioned. If there was no interest in UFOs, Stone wondered what purpose was served by including that information. Mattingley replied, "Enclosures 3 and 4 of Mr. Stone's letter pertain to debriefings of two Soviet sources who were being interviewed for possible military information of interest. Their recounts of UFO sightings, even though they had occurred many times earlier, were included in the report for historical interest and were incidental to the main purpose of the report."

It is possible that Mattingley, in this respect, was being candid. But the question that can be asked is what historical interest can there be in sightings of objects that, according to the Air Force, do not exist? Why waste valuable time and effort recounting old UFO sightings? Just what was the historical context to which he referred?

Stone, in his rebuttal, argued, "Inclosures 3 and 4 were once classified Air Force Intelligence Reports. Enclosure 3 was IIR 1 517 0002 88, dated November 25, 1987, entitled Soviet Aircrew Sightings of Unexplained Phenomena. This report deals with UFO sightings that occurred in 1984 and later."

Stone asks, and rightly so, "What was the main purpose of these reports?? They deal directly with UFO sightings and make no references to Soviet missiles, or MIGs, or tanks. So what was the main purpose of these reports to which UFOs were incidental???"

So exactly what was Project Moon Dust? Did the Air Force ever activate it? Did the team members ever participate in the retrieval of an alien spacecraft?

We have a time frame for the beginning of the project from Mattingley's letter: 1953. As we have seen from the project's history, this was apparently an outgrowth of the situation in the summer of 1952. If Moon Dust came into existence at that time, to take over the investigative duties that had formerly rested with Blue Book, we have one set of answers. Blue Book was too public and the military was afraid of what might be spilled into the public arena because of that.

We must remember that in that time, at least publicly, the Air Force was telling us that there was no evidence for the existence of UFOs. If they were convinced of the accuracy of that statement, then why form teams to recover the material?

Teams were formed. We've already seen the documentation about it. And I know they were deployed. Again, there is documentation, but there is also personal testimony. Brigadier General Arthur Exon was the base commander at Wright-Patterson Air Force Base in the mid-1960s. During an interview I conducted with him in May 1990, he said, "Well, the way

this happened to me was that I would get a call and say that the crew or the team was leaving and they knew…There was such and such a time and they wanted an airplane and pilots to take X number of people to wherever…They might be gone two or three days or might be gone a week.

According to Exon, these were officers assigned to the Washington, D.C., area. They would fly into Wright-Patterson on commercial flights and then deploy on military aircraft. Their missions, according to Exon, were to investigate UFO sightings. He mentioned a case in Arizona where the craft had touched down and left a burned area.

These were, according to Exon, priority missions. He didn't ask questions, just alerted the proper facilities and scheduled the flights using their aircraft. It is clear, however, that these were Moon Dust teams engaging in the collection of UFO-related material Exon retired about the time that Project Blue Book was closed. His information doesn't suggest that any activity survived the end of Blue Book. However, it must be noted that Blue Book was based at Wright-Patterson, and if the officers coming into Ohio had been part of Blue Book, they would have already been there. In other words, it suggests an agency outside of Blue Book was interested in UFOs.

The other documents we've seen show that Moon Dust survived the end of Project Blue Book. There are, of course, the State Department records, and Colonel Thompson's letter telling Todd that the name, Moon Dust, had been changed.

Moon Dust became the real investigation of UFOs, the secret study that all of us claimed existed and that the Air Force denied. It was carried out by specially trained intelligence personnel. And, its existence was denied by the Air Force despite the facts.

Now we have all the data.

Kevin Randle

Source: Project Moon Dust, Pages 151-161
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http://www.AvonBooks.com

(This web page was created for the NICAP web site by Francis Ridge and Tim Edwards)

NICAP Home

National Investigations Committee On Aerial Phenomena

Form: 97 BB Document
Dated: 4 March 2006, updated 19 April 2016
From: Fran Ridge

Subject: The Bolender Draft (Not Memo), Oct 20, 1969

Distribution: nicapresearch, SHG, NCP

Our thanks to Barry Greenwood for the clean version of this draft. Our thanks also to Gildas Bourdais for the first copy of the 3-page document. That reproduction was poor but readable and was a copy made from FUFOR's "U.S. Government Documents" package. The text version presented below was provided by Brad Sparks. Robert Todd obtained the release of the Bolender document in Jan 1979. The implications from this memo, issued just before the shutdown of Project Blue Book, is clear, and is found on page 2: " reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system." Although this comment has been made before in BB memos going back to 1958-9, this is the document often cited.

The Bolender Memo (document not memo) states that "in 1966 the Air Force Office of Scientific Research contracted to have the University of Colorado conduct an independent scientific investigation of unidentified flying objects. This study, directed by Dr. Edward U. Condon and made available as the "Scientific Study of Unidentified Flying Objects," serves as a basis for evaluating the Air Force investigative effort. After an extensive study of this report as well as the review of the report by a panel of the National Academy of Sciences, past studies, Project Blue Book operations and other inputs, the Office of Aerospace Research concluded, and we agree, that the continuation of Project Blue Book cannot be justified, either on the ground of national security or in the interest of science." The flawed study was fully exposed in a May 14, 1968, LOOK Magazine article, Flying Saucer Fiasco, by John G. Fuller.

(Brad Sparks: There were 16 Attachments to the Bolender Memo and Bob Todd spent years trying to get the AF to find and release them, but the AF totally stonewalled him. Several of the 16 Attachments are already known separately and have been released long before, but several are unknown and not released, several more are not described well enough to identify.)

The Bolender Draft

OFFICE ACTION SIGNATURE (Surname and Grade)
1 [AFRDDG ? Draft ? Espey ?] 6 AFCC Coord [illegible]
2 AFRDC Appr Bolender [?] 7 SAFRD Coord [illegible]
3 SAFOI Coord Hogan 8 SAFCS Sig
4 SAFLL Coord Graves [?] 9
5 AFCCS Appr [illegible] 10

SURNAME OF ACTION OFFICER AND GRADE SYMBOL PHONE TYPIST'S INIT.SUSPENSE DATE

Major Espey AFRDDG 52181 vc

SUBJECT DATE

Unidentified Flying Objects (UFO) 20 OCT 1969

SUMMARY

1. For more than twenty years the Air Force has had the responsibility within the Department of Defense for the investigation of unidentified flying objects (UFOs) (Atch 2). As stated in Project Blue Book, this investigative program has two objectives:

a. To determine whether UFOs pose a threat to the security of the United States: and

b. To determine whether UFOs exhibit any unique scientific information or advanced technology which could contribute to scientific or technical research (Atch 3).

Procedures for Project Blue Book reporting are defined in Air Force Regulation 80-17. This regulation requires the Commander of an Air Force base to provide a UFO investigative capability and for Air Force Systems Command to continue Project Blue Book (Atch 4). In response to this regulation most Commanders have appointed a UFO investigating officer, usually as an additional duty. Project Blue Book has two officers, one NCO and one civilian assigned on a full-time basis. In addition, Dr. A. J. Hynek served as a scientific consultant until 1 July 1969.

2. In 1966 the Air Force Office of Scientific Research contracted to have the University of Colorado conduct an independent scientific investigation of unidentified flying objects. This study, directed by Dr. Edward U. Condon and made available as the "Scientific Study of Unidentified Flying Objects," serves as a basis for evaluating the Air Force investigative effort (Atch 5). After an extensive study of this report as well as the review of the report by a panel of the National Academy of Sciences, past studies, Project Blue Book operations and other inputs, the Office of Aerospace Research concluded, and we agree, that the continuation of Project Blue Book cannot be justified, either on the ground of national security or in the interest of science (Atch 6).

3. The general conclusion of the Scientific Study of Unidentified Flying Objects is that "nothing has come from the study of UFOs in the past 21 years that has added to scientific knowledge." As to what the federal government should do with the UFO reports it receives from the general public, the authors add that they are "inclined to think that nothing should be done with them in the expectation that they are going to contribute to the advance of science." A panel of the National Academy of Sciences concurred in these views, and the Air Force has found no reason to question this

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conclusion. For example, it has been the Air Force experience that although a significant portion of the Air Force's environmental research program is

concerned with natural phenomena that could be associated with unidentified flying objects (Atch 7), Project Blue Book reports have not added any useful data to these research efforts (Atch 6). Thus, we concur with the University of Colorado recommendation "that only so much attention to the subject should be given as the Department of Defense deems to be necessary strictly from a defense point of view."

4. As early as 1953, the Robertson Panel concluded "that the evidence presented on Unidentified Flying Objects shows no indication that these phenomena constitute a direct physical threat to national security" (Atch 9). In spite of this finding, the Air Force continued to maintain a special reporting system. There is still, however, no evidence that Project Blue Book reports have served any intelligence function (Atch 8). Moreover, reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system (Atch 10). The Air Force experience therefore confirms the impression of the University of Colorado researchers "that the defense function could be performed withing the framework established for intelligence and surveillance operations without the continuance of a special unit such as Project Blue Book."

5. The conclusion which follows is that Project Blue Book does not merit future expenditures of resources. Accordingly, we recommend that it be terminated and that the actions which follow from this decision, such as cancelling Air Force Regulation 80-17 and not renewing the consultant contract, be initiated. Termination of Project Blue Book would have no adverse effect on Air Force operations or research programs. It would free manpower for useful purposes, eliminate the need for a scientific consultant and relieve base commanders of a minor responsibility and an administrative burden.

6. Termination of Project Blue Book would leave no official federal office to receive reports of UFOs. However, as already stated, reports of UFOs which could affect national security would continue to be handled through the standard Air Force procedures designed for this purpose. Presumably, local police departments respond to reports which fall within their responsibilities. Similarly, as to scientific research, the Colorado researchers conclude that, although they do not see "any fruitful lines of advance from the study of UFO reports, we believe that any scientist with adequate training and credentials who does come up with a clearly defined, specific proposal for study should be supported." We see no reason why the normal channels and criteria for the funding of scientific research should not be adequate for UFO-related research.

7. Some feel that a central reporting center should be established, and a proposal has been made to establish a Rare Atmospheric Phenomena Reporting Center (Atch 11 and 12). Because the problem affects a number of agencies, this center might be under the auspices of the Federal Council on Science and Technology. However, in the light of the University of Colorado recommendation

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that the federal government should not set up a major new agency for the scientific study of UFOs, we do not favor this suggestion and feel that UFO reports should be left to normal scientific and defense channels. If such a center is established, it should not perform an investigative function and should be initiated only on a trial basis for a specified lifetime.

8. Project Blue Book has accumulated records on over 13,000 sighting cases. During his study, Dr. Condon expressed concern about the possible loss of these records and their relative inaccessibility at Wright-Patterson Air Force Base. He was assured by Secretary Brown that we would look into the feasibility and desirability of relocating the files in the Washington area and that no action would be taken until the Colorado report was released (Atch 13). If Project Blue Book is terminated, the records should be transferred to an appropriate archive and preserved for historical value and to prevent charges that the Air Force is concealing facts.

9. To receive the candor and cooperation essential to the successful investigation of UFOs, the Air Force adopted a practice of confidentiality; witnesses were assured that their names would not be used without their permission (Atch 14). Therefore, access to these records and the publications [illegible] access must be carefully reviewed and controlled. SAFOI feels that an Air Force controlled archive away from the Washington, D.C. area is the most appropriate storage facility. Considering the existence of local, privately sponsored UFO investigative organizations, the ready availability of these records in the Washington area would result in an inordinate workload in clearing investigators, providing documentation, and reviewing and clearing manuscripts. Therefore, the Air University was queried about the possibility of storing these documents at the Air Force Archives (Atch 15). Air Force Air University will accept these records providing:

a. SAFOI will answer all requests about Blue Book, and not require AU research to answer such queries.

b. SAFOI will rigidly limit the right of access to recognized, legitimate researchers, and

c. SAFOI will screen researcher's notes to insure that "confidentiality" is maintained (Atch 16).

10. Project Blue Book should be terminated, and Blue Book records should be transferred to the USAF Archives at Air University. The attached memorandum would initiate these actions.

RECOMMENDATION

11. That the memorandum be signed.

3 /s/ C.H. Bolender
C. H. BOLENDER, Brig Gen, USAF 16 Atch
Deputy Director of Development (Listed on Separate Page)
DCS/Research & Development

Brookings Report - The NY Times 12/15/1960

Dateline: *The New York Times*, Thursday, December 15, 1960

Mankind is warned to Prepare for Discovery of Life in Space - Brookings Institution Report Says Earth's Civilization Might Topple if faced by a Race of Superior Beings

Washington. Dec 14 (UPI) -- Discovery of life on other worlds could cause the earth's civilization to collapse, a Federal report said today.

This warning was contained in a research report given to the National Aeronautical and Space Administration with the recommendation that the world prepare itself mentally for the eventuality.

The report, prepared by the Brookings Institution, said "while the discovery of intelligent life in other parts of the universe is not likely in the immediate future, it could nevertheless, happen at any time." Discovery of Intelligent beings on other planets could lead to an all-out effort by earth to contact them, or it could lead to sweeping changes or even the downfall of civilization, the report said.

Even on earth, it added, "societies sure of their own place have disintegrated when confronted by a superior society, and others have survived even though changed."

Responding to Crisis

"Clearly, the better we can come to understanding the factors involved in responding to such crisis the better prepared we may be."

The agency's 100-page report, prepared at a cost of $86,000 was for the space agency's committee on beings-in-space studies. The members, headed by Donald M. Michael also recommended further study of other space activities, including the symptomatic and propaganda effects and the implications of communications and weather satellites.

On the question of life in outer space, the report said that if intelligent or super-intelligent beings were discovered in the next twenty years they would probably be found by radio communications with other solar systems.

Evidence of such existence "might also be found in artifacts left on the moon or other planets," it said.

An attempt already has been made to contact outer space. Government scientist at Greenbank, West Virginia used radio astronomy in an effort to pick up signals that might have been beamed by intelligent beings. They concentrated on a star about fifteen light years away.

Signals were sent from Greenbank were of a kind that would show to anyone receiving on other planets that they were man-made and not natural phenomena.

Back to the Brookings Page

NICAP Home Page

The RAND Corporation
[illegible]

D No.: 18154-PR

Assigned to: _____

Prospective RM: YES ☐ NO ☒

Project No.: _____

Contract No.: _____

Task Order No.: _____

RAND DOCUMENT

UFOs: What to Do?

George Kocher

27 November 1968

For RAND Use Only

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DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330

OFFICE OF THE SECRETARY

Dear Mr. Laub:

This is in response to your inquiry of October 2, 1969.

The Ennis Corporation has never made any reports on unidentified flying objects (UFOs) for the United States Air Force. If any reports were made by this corporation they were made on their own.

We trust this information will be helpful.

Sincerely,

James H. Aikman

JAMES H. AIKMAN
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Mr. William C. Laub
Box 9
Northfield, Illinois 60093

THE RAND CORPORATION 1700 MAIN STREET, SANTA MONICA, CALIFORNIA 90406

6-25-69

Ref: Req Dtd
6-15-69

We are unable to identify any RAND publications on U. F. O.'s available for external distribution.

The Reports Department

THE RAND CORPORATION 1700 MAIN STREET, SANTA MONICA, CALIFORNIA 90406

8-8-69

Ref: Letter Dtd 8-1-69

RAND has done very little research on the subject of UFO's: therefore, no publications have been written on the subject.

The Reports Department

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INTRODUCTION

> Common sense is the quintessence of the experiences and prejudices of its time. It is a most unreliable advisor when one is confronted with a perfectly new situation.
>
> Gustav Naan

UFOs -- unidentified flying objects, or flying saucers as they are often called -- have been on the mind of the public for at least the last 22 years. For a number of reasons, we know little more about them now than we did at the outset. There exists a great amount of misinformation about the phenomenon not only in the minds of the public, but among educated groups such as scientists as well. It is the purpose of this series of essays to describe various aspects of the phenomenon, make clear my prejudices and the reasons for them, and to suggest a means of proceeding on this interesting and potentially very significant problem.

But first, a few words about the term UFO. J. A. Hynek, an astronomer having continuous involvement with UFO study for over 20 years, defines UFOs as "any reported aerial or surface visual sighting or radar return which remains unexplained by conventional means even after examination by competent persons. This definition...specifies neither flying nor objects."[1] I would agree, but would prefer to replace "or radar return" with "or instrumental observation" and "even after examination by competent persons" to "even after competent examination by qualified persons." This, then, is the definition I have adopted in the five essays that follow.

PART I: UFOs -- HISTORICAL ASPECTS

Those familiar with the UFO literature are aware that reports of sightings did not begin with Arnold's sighting in 1947, but that phenomenology much the same as is reported today can be found in documents going back to the earliest times. Vallee[2] gives a sampling of this; B.L.P. Trench[3] has made a more thorough study and reports on the research of others able to study the original documents.

What was reported? Luminous discs, shields, globes and elongated objects in the sky, sometimes alone, sometimes in large numbers. Occasional descriptions of interactions with the observers are also mentioned, including landings, and seeing and communicating with occupants. The latter events especially were almost always interpreted in a religious context. A recent example is the repeated appearance of a typical UFO phenomenology at Fatima, Portugal on six successive months in 1917. The October 13 phenomenon was the best reported and was witnessed by a crowd of about 70,000 persons, including a number of scientists, reporters, atheists, and agnostics, as well as faithful Catholics. One of the scientifically curious was Dr. A. Garrett of the University of Coimbra. Rain, which had been falling that day, ceased and the crowd looked up to see the "sun" now visible through the heavy clouds. Professor Garrett wrote, "...I turned toward this (sun) which was attracting all eyes and I could see it like a disk with a clear cut edge, with a vivid rim, luminous and shining, but without hurting one. The comparison I have heard at Fatima with a disk of dull silver, does

not seem to me exact. It was a clearer, more vivid, richer color and with shifting tints like the luster of a pearl. It was not at all like the moon on a clear transparent night, for one saw and felt it like a living star. Nor was it spherical like the moon, nor did it have the same quality of lighter and less light. It looked like a burnished wheel cut out of mother-of-pearl. Nor could it be confused with the sun seen through a fog -- there was no fog... This disc spun dizzily round. It was not the twinkling of a star: it whirled round upon itself with mad rapidity... The sun, preserving the celerity of its rotation, detached itself from the firmament and advanced, blood-red, towards the earth, threatening to crush us with the weight of its vast and fiery mass. These moments made a terrifying impression."(4) The relationship of the old phenomenology to religion are discussed by Thomas.(5)

An example of earlier celestial displays of interest is illustrated in Figs. 1 and 2. These are broadsheets from Nuremberg (1561) and Basel (1566), respectively. The psychologist, C. G. Jung, provides an analysis of the contents of the woodcuts in his interesting book.(6) Reference 7 has a very interesting reproduction of a fourteenth century fresco in a Yugoslavian church.

The modern period of the phenomenon began with a widely publicized sighting made by Kenneth Arnold in Washington state in 1947. A study by Bloecher of north american reports over the four week period bracketing the Arnold sighting lists 853 events, including 38 sightings made before Arnold's heavily publicized sighting.(8)

Because the early reports seemed to suggest airborne craft of unusual appearance and kinematics, the problem came to rest with the newly organized U.S. Air Force. Initial fears were that the country was being overflown by advanced foreign aircraft, possibly on intelligence missions. The latter was suggested by the large number of sightings from the White Sands, New Mexico area and from the vicinity of the Hanford, Washington atomic plant.

Serious inquiry proceeded for a few years without any positive results. A number of supposedly knowledgeable people spoke out pointing out the sporadic nature of the sightings, and that since the reported

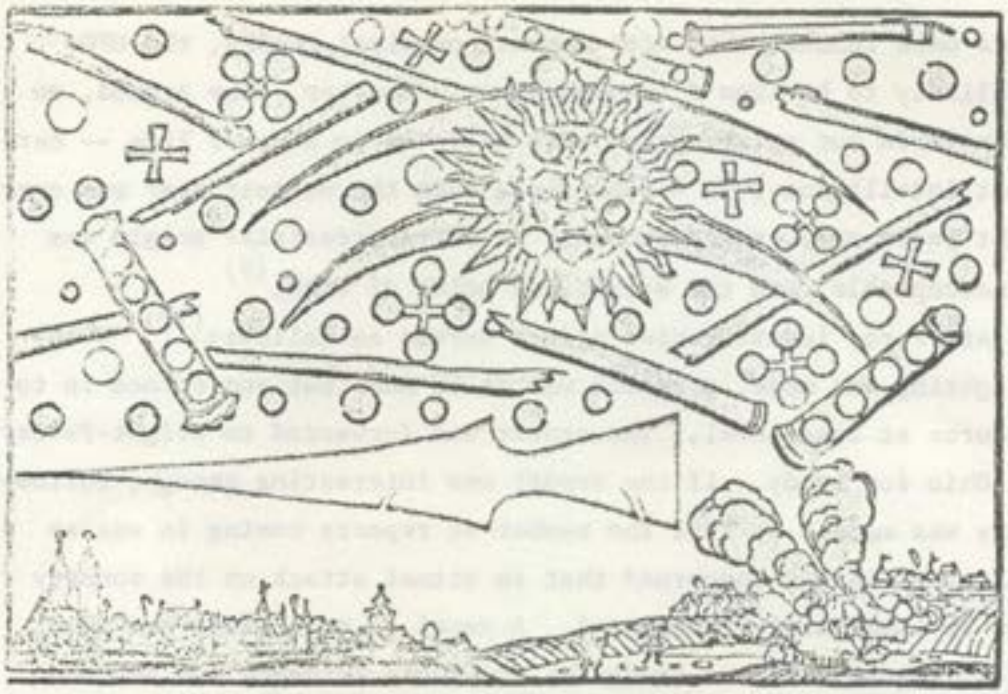


Fig. 1 -- Nuremberg Broadsheet, 1561

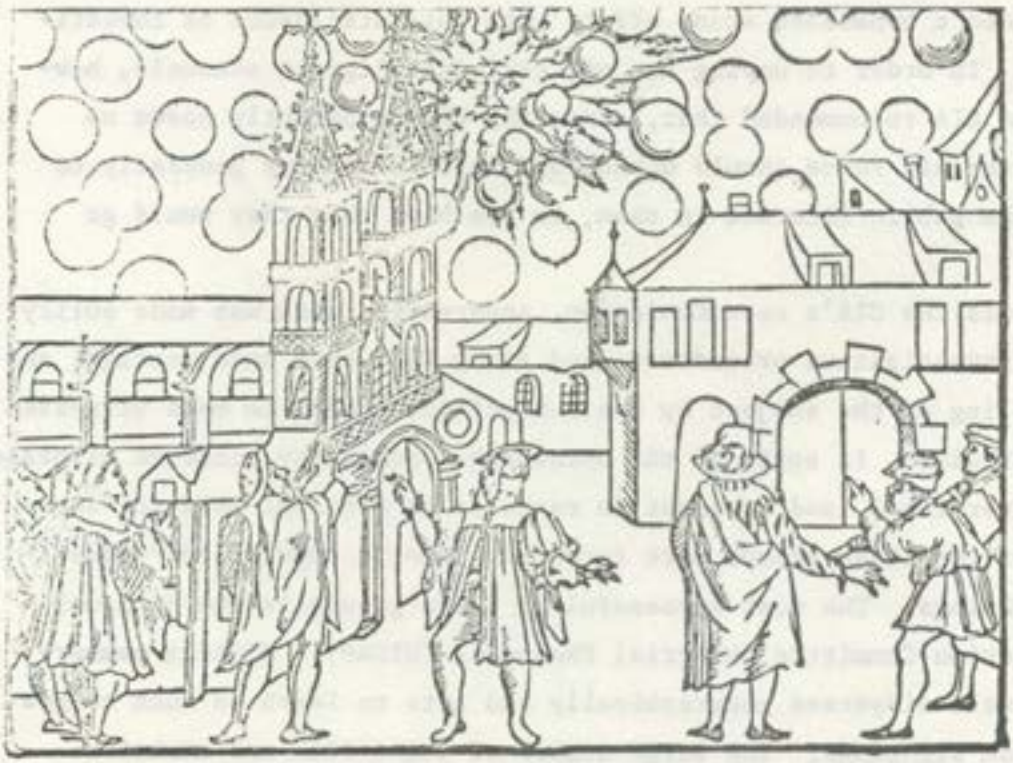


Fig. 2 -- Basel Broadsheet, 1566

Both Broadsheets from the Wickiana Collection,
Zurich Central Library

kinematics were inconsistent with current physical theory, the UFOs were not likely to be from a foreign power. Further, they argued, no other planets in our solar system were believed to support life -- certainly not intelligent life -- and since even the nearest star was over four light years away, the hypothesis of extraterrestrial origin was simply unacceptable from the scientific point of view.(9)

The Air Force investigative effort worked as follows:(10) Whenever a sighting was made, a report was to be made out and turned in to the Air Force at base level. The report was forwarded to Wright-Patterson AFB, Ohio for study. If the report was interesting enough, follow-up inquiry was made. By 1952 the number of reports coming in was so large that the CIA was concerned that an actual attack on the country might not be immediately recognized. A panel of scientists was then convened in January 1953 to study the available evidence and see what conclusion could be reached about UFOs. After seven days of hearing evidence and discussing the matter it was concluded that there was only circumstantial evidence of the extraterrestrial hypothesis. The panel recommended a broadened study effort with full disclosure of investigations. In order to unplug the military intelligence channels, however, the CIA recommended that, since the UFOs apparently posed no threat, the Air Force should debunk UFO reports and try generally to discourage public interest in them, in the hope that they would go away.(11)

It was the CIA's recommendation, apparently, that was made policy, for the investigative procedures used since 1953 have been vestigal and the handling of the subject by the authorities tended to make witnesses look ridiculus. In spite of the unfavorable publicity accorded witnesses, reports persisted, and no doubt in response to official behavior several civilian study groups were formed to receive reports and investigate sightings. The most successful of these groups is the National Investigation Committee on Aerial Phenomena (NICAP). NICAP's membership is well dispersed geographically and acts to learn as much as possible from sightings. The large number of scientific and technical personnel in the NICAP membership aids the quality of their evaluations. A summary of characteristics of the UFO phenomenology published by NICAP

in 1964[12] contains 575 reports that were extensively checked by NICAP for accuracy.

A series of sightings in 1965 and 1966 received considerable public attention and after the poor public reception given the official explanations, the Air Force felt compelled to contract for a 15 month (later stretched to 18 months) scientific study to be performed at the University of Colorado under the leadership of E. U. Condon, a highly respected physicist. The Condon Committee is due to complete investigations at the end of June 1968; its report will be reviewed by the National Academy of Sciences (presumably to validate that the study was indeed the objective pearl of the scientific method that was desired), and is expected to be made public in October 1968. Unfortunately, the dismissal of two members of the Committee in February 1968 resulted in publicity suggesting that the study was not, in fact, objective. It remains, therefore, to see the final report to determine the worth of the study.

In the meantime, the respectability accorded UFOs by the $500,000 study contract permitted a considerable amount of scientific interest to surface. Astronomer Hynek has made a number of public statements on the basis of his long involvement as a consultant to the Air Force; atmospheric physicist James E. McDonald has turned his attention full time to the subject, and a number of scientific and technical journals have printed some dialogue - notably Science, the AIAA Journal, Bulletin of the Atomic Scientists and the Journal of the Astronautical Sciences. It is also noteworthy that the University of Toronto has recently formed a UFO study group.

Even the Soviets, who previously refused even to discuss the subject now admit to having a study group with good qualifications. The USSR Academy of Sciences still holds to the orthodox scientific view that UFOs are a nonproblem, however, using the same arguments we heard so long. These arguments are just as invalid in the USSR as in the USA.

It therefore appears that the subject is slowly and finally being regarded as a fit subject of scientific inquiry. It is hoped that enough scientists will acquaint themselves with the subject so that progress can finally be made.

(Reference 13 is a good account of how the UFO phenomenon was treated in the U.S. and is recommended to those wondering how science came to consciously ignore the subject.)

PART 2: UFOs -- ASTRONOMICAL ASPECTS

The astonishing thing would be if they did not exist.

Jean Cocteau

We saw in Part 1 that the historical aspects suggest an extra-terrestrial explanation to UFOs. While it has not been established that the contemporary phenomena are extensions of the historical, there does seem to be a continuity in the descriptions of the phenomena described. We shall therefore look at contemporary astronomical knowledge and theories and ascertain the likelihood of the existence of other highly developed life forms.

To begin with, the observable universe -- that is, the distance to which we can observe luminous objects -- is several billion light-years in radius (a light year is the distance light travels in a year at a rate of 186,300 miles per second. The sun is 8 light minutes from the earth. The next-nearest star is 4.2 light years away). Within this vast volume we find hundreds of millions of galaxies. Our own (Milky Way) galaxy is similar to many of those we see at great distances. It is a lens-shaped assemblage of some 100 billion stars having a diameter of about 100,000 light years. The sun is but one of its component stars, and lies about 30,000 light years from the center, close to the plane of symmetry.

Now let us just consider the stars in our own galaxy -- specifically excluding those in neighboring or distant galaxies. We would like to estimate the number of stars having planets roughly similar to the Earth. From the statistics of stars within 15 light years of the sun we find that only about one-third are single, the rest binary or multiple. Since planetary orbits are often unstable in multiple systems (depending on the details of the configuration) we will say that only 30 billion stars in our galaxy now have a dynamical environment that permits planets to exist around them. Will these stars have planets? We cannot state with assurance that they will; however, current knowledge supports the theory that planetary formation is a natural adjunct to formation of the star itself from the interstellar gas cloud.

We would therefore expect about 30 billion stars to have one or more planets. Now, we can reject certain classes of stars as candidates for habitable planets, because their lifetimes are too short (these are stars of high mass). Others can be rejected because of variability in light output, a characteristic that would make evolutionary development of life much more difficult. In fact if we select only those stars similar to the sun (whose peak of radiation energy coincides with a region of terrestrial atmospheric transparency) we have only a few percent of the total -- about one in 30. Therefore, we would expect about 1000 million suitable solar type stars exist. Of these, it is estimated by various astronomers that 200-600 million have planets at about the right distance and have been around long enough that life forms as developed as our own could exist. Implicit in further discussion are the assumptions that:

1. Planets and/or life evolves to a mutual compatibility;

2. The life force, whether spontaneous or otherwise, is such that whenever the environment is favorable, life will exist;

3. Our own history of past evolution and development is neither slow nor fast, but average and typical for life forms. (Ours is the only example available and no one has yet demonstrated that the "average" galactic life form should be any different.)

Now let us turn momentarily to time scales. The sun and earth are on the order of 5 billion years old. We might define modern man as being about 5000 years old (Stonehenge is 4000 years old) -- just one millionth of the earth's age. The age of science is certainly not more than 500 years, so our scientific and technical development has thus far occupied only one ten-millionth of the earth's life span. We expect the sun will burn another 5 billion years before significant changes in its brightness occur. Now the age of the galaxy is between 5 and 10 billion years; therefore among the 200-600 million stars we would expect to have acceptable planets, some would be older than the sun, some younger (for star formation is still continuing, even though at a lesser rate than in the galaxy's early history) and some the same age. It should be clear from assumption (3) and the example of our own

development, that among the populated planets those younger than the sun would be peopled by beings very much behind us technologically, while those on older planets would be extraordinarily advanced (remember our progress of 500 years and note that some planets could be as much as a few billion years older). Indeed, we would be surprised to find someone else at just our stage of technical development. For the purposes of this paper, we can ignore both the multitude younger than ourselves and those at our point of development. Even so, we are left with the possibility of 100,000,000 planets in the galaxy having life forms very much advanced from us. (This number would be reduced significantly if life forms destroyed themselves soon after reaching our stage of development. This is a philosophical point on which I am optimistic -- I believe the majority of races will learn to survive.) If these stars are uniformly distributed in the galactic disk, the average separation will be about 10 light years.

The usual scientist's reaction at this point is, well, even if the assumptions are correct and this number of advanced civilizations does exist, contact is still impossible because of the speed of light limitation of the theory of relativity. An excellent example of this kind of reasonsing can be found in Ref. 14. My reply is that such a statement would appear to be shortsighted. For the moment, let us ignore the possibilities of overcoming the long time of travel by suspended animation and the like. Recall that our own physical theory has been developed in only 500 years. What can we expect in the next 500? Or 1000 or million or even billion years? I suggest that if a way to circumvent the speed of light restriction is possible, it has already been found by someone in our galaxy. (I haven't the faintest idea how this might be done and I fully agree that our own experimental data appear to accurately confirm the existence of this limitation.) If it has been discovered by one, we certainly would expect it to be used; if no other planet's inhabitants independently discovered the means, it makes little difference for such a thing could be taught by the discoverer. Thus we may conclude that it is very likely that at least one, and probably many of the 100 million advanced planetary populations is capable of interstellar travel.

The next question is, of course, have any of them been here? That question cannot yet be answered definitively. Without knowing what kind of phenomenology extraterrestrial visitors might exhibit, I will fall back on my scientific, mechanistic attitudes and say it makes sense to look for some kind of vehicle or spaceship. It appears that the class of phenomenology called UFO reports may contain, as a subset, actual observations of such craft. We shall now turn to the reports to see when and where things are seen and by whom and what phenomenology, if any, is revealed by the reports.

(Further information about the astronomical and biological possibilities are in Ref. 15, whose principal defects are (1) the authors' uninformed rejection of UFO phenomenology as being relevant to the subject under discussion, and (2) their meek acceptance of the speed-of-light restriction as a universal truth. References 16 and 17 provide more detailed and more technical discussions of some aspects of the problem.)

PART 3: UFOs -- THE CHARACTER OF REPORTS

Any collection of reports of unknown aerial sightings by the public will include a large percent of noise - sightings of something explainable. The reports are made because the appearance falls outside the range of the observer's experience, and the observer believes it is sufficiently anomalous to warrant the attention of authorities. Thus, any large collection of reports will include descriptions of aircraft, balloons, spacecraft, astronomical objects, atmospheric effects and the like. Often the practiced and perceptive analyst can recognize the stimulus, particularly if he has access to records of aircraft, balloon, and satellite movements, meteorological data and astronomical phenomenology. Recognition of stimulus is aided by a high quality report which is as quantitative as possible and which shows the observer to be able to differentiate between observation and interpretation. Of course a number of reports will be so lacking in details that no conclusion can be reached about what was seen. These are of little use; they may, however, serve as corroborating evidence to another, higher quality, report and should not, therefore be rejected. The really interesting class of reports is that reporting phenomenology which is clearly extraordinary. The observer's qualifications may be such that the report is not only highly credible but is articulate and quantitative as well. It is this subclass of reports, variously estimated at 5 to 20 percent of the total, that offer hope of our learning what is going on.

Hynek considers two parameters of reports, credibility and strangeness, and suggests that the investigator really needs only to be concerned with reports having high strangeness and high credibility. The physical scientist is in a position to evaluate strangeness, the social scientist should be able to provide some measure of credibility. Hynek also comments on a number of beliefs about UFOs and reports stating,[18] among other things, that most reports are made by people who previously never gave much thought to UFOs; that reports are not always vague; and that well educated, well trained, reliable, stable people also contribute reports. These conclusions have been reached by most people who have taken the trouble to collect and investigate reports first hand.

To illustrate the character of reports, I will quote several narratives from the literature. (Narratives, of course, are just the beginning of any report. Quantitative information, usually not given in the narrative must be obtained by careful interview of the witness.) The first is taken from a collection of 160 reports by Olsen.[19] It was originally made to NICAP.

Date: 24 April 1962

Place: Springfield (Delaware County), Pennsylvania

First witness, J. A. Gasslein, Jr. (Lt. Colonel, USAR Ret.) reports:

"Time: Approximately 1945 hours, weather: clear, cloudless, medium blue sky, visibility good.

"My wife was driving her mother home following the latter's visit to our home. They had driven around the block to higher ground when my wife's mother looked out the car window and saw a large object. It was moving slowly and silently in an east-to-west direction at not over 50 ft. above street level. (Determined by the proximity to and relationship to the size of the Cape-Cod-type bungalows over which the object was passing.) My wife then plainly saw the object herself.

"Anxious to have me see the object, my wife quickly drove the car back to our house and attracted my attention. I had been working in the basement. I ran out of the house and up the street for a view. By the time I saw it, the object appeared to be about a quarter to a half-mile away, moving in a westerly direction. I saw it as an object smaller at the top than at the base, seeningly suspended in the air at an angle of about 45 degrees from my position, and giving off colored lights. I know that the object was not any kind of conventional aircraft of balloon.

"Having had the advantage of a closer viewing than I, my wife describes the object as follows..

" 'The UFO appeared to be about the size of one of the Cape Cod houses over which it passed, which would make it approximately 30 ft. in diameter and about the same dimension in height. It was circular, surmounted by a dome giving off flashes of green light. The center section rotated a series of square shaped "windows", each giving off a brilliant white light. The base section was somewhat saucer-shaped,

curved upward. Shafts of white light were directed downward from the base.' Unfortunately, my wife cannot recall if the exterior was metallic in appearance. In any event, the object had a well-defined outline. Again, it moved silently. There was no evidence of occupants of the UFO.

"Approximately 20 to 25 minutes following the first sighting described above, the following sighting occured:

"Returning from taking her mother home, my wife drove the car into our driveway alongside the house, headed westward. In the rear of our home was a wooded park area. My wife walked down the driveway to enter the house. Coming up the driveway was a neighbor friend, a young lady 20 years of age. In a tone of astonishment, she called my wife's attention to the park area, from which was emerging an object of the same description as outlined above moving easterly at low level not over 50 ft. above ground level, as judged by the trees in the area -- the UFO proceded relatively slowly and without sound. It was approaching the rear of our home and adjacent properties.

"Again, my wife called me from the basement. By the time I got outside, the object had made a 90 degree turn northward and was proceeding parallel to the backs of the houses in the same line as ours. It was perhaps 150 - 200 yards distant. My observation of the characteristics of the UFO tallied with my wife's and the young lady's. Each of them independently made a pencil sketch within a few minutes after the sighting, and the sketches were substantially alike.

"All told, there were at least 15 persons in the vicinity who acknowledged seeing the object at about the same time as the sightings made by my wife and myself."

Another witness, P. T. Scattergood, reports:

"Around 8 (p.m.) I stepped out the front door, facing south and saw a brilliantly lighted object low in the southern sky. At first I took it to be a jet taking off from Philadelphia Airport, which is in that general direction. But I could hear no engine noise and it was traveling too slowly to be a plane. Also it did not have the usual blinking lights.

"It appeared to have a row of yellowish lights (which I took for the windows of the "jet") with a clear green light at the top. As I

watched, the row of lights appeared to be obscured as though a large paddle-wheel were revolving and blotting them out, beginning with the rear lights and proceeding forward. Since the object was moving west, I saw the right hand side of it. The periodic appearance and disappearance of the lights was perfectly regular. The top green light was constantly visible. I stood on the pavement and watched the object sail leisurely to the west until it disappeared behind some trees. The observation probably lasted from 5 to 10 minutes."

This report has the desirable features of the UFO being seen by a number of people (about 15) of which two actually made reports. (Hynek estimates the number of sightings to be about 10 times the number of reports turned in). Other desirable aspects of this sighting are that it was made during daylight; that it was near enough that some details of its configuration were observable; and, it was visible long enough to allow the observers to consider "explanations" as they watched it.

The second example is reported by James F. McDonald in T. Bloecher's book on an intense period of UFO activity in 1947. The report was made 20 years after the sighting to Prof. McDonald for the reasons given at the end of the quotation.

"Mrs. Olavick was in her kitchen at 2101 East Hawthorne Street, Tucson, while Mrs. Down was out in the back-year patio. Suddenly Mrs. Down called her out excitedly, and both proceeded to observe what had caught Mrs. Down's eye. The time was just after the noon hour; Tucson's skies were completely cloudless. Somewhat north of their zenith lay an unusual, isolated, "steamy-fleecy" cloud at an altitude which Mrs. Olavick found difficult to estimate, though she recalled that it seemed lower than average for that time of year (thus, perhaps at or below 10,000 feet, say). No other cloud was to be seen in the sky. In and out of the cloud moved a number of dull-white disc-like objects that rose and fell in an erratic manner, occasionally disappearing into or above the unnatural cloud. She said that these objects were round in planform but were not spherical, for they frequently tipped a bit, exposing a flattened-sphere form. She estimates that they watched these objects cavorting near the cloud for perhaps five or six minutes before the entire group suddenly disappeared within the cloud or perhaps above it.

"After a minute or so, as she now recalls it, a new object, perhaps three of four times as large as the little objects, came out of the cloud on its east side. After it emerged, the small objects began to emerge also, taking up a V-formation pattern behind it. The V comprised a line of four-abreast just to the rear of the large object, then a line of three-abreast behind that, and finally two-abreast in the rear. Thus the point of the V was to the rear (in the sense of the emergent and subsequent motion). This formation permitted the first accurate count of the small objects, nine in all. No sooner had the last pair emerged than all ten objects shot off to the northeast, climbing out of sight in a time that she thought was probably two to three seconds. She does not recall what happened to the cloud after the ten objects departed.

"I (McDonald) have spoken with Mrs. Olavick several additional times, following her first call. Her account was presented in an unembellished manner, and her descriptions were carefully framed, specifying just which parts had become less distinct in her memory. But the basic vividness of her memory of this observation she stressed repeatedly. I had to explain that it was by no means clear that the objects she saw were identical with those reported by Kenneth Arnold two months later. When I queried her as to why she had not reported them, she pointed out that she and Mrs. Down were entirely convinced that they had been fortunate enough to witness some new American military vehicles about which the general public had not yet been informed. Later she heard of the "flying saucers," and she and Mrs. Down, when they rejoined their husbands in mid-summer in Iowa, told them about their own observation. The husbands, she recalled, made such a joke of it that they ceased mentioning it.

Again we have a daytime sighting of several minutes duration, with two witnesses. As is often the case when the phenomenon appears mechanical, it was interpreted as some secret government development. Ridicule of the sighting by family members and friends (if not by authorities) is frequently mentioned as a reason for delayed reporting of sightings.

A third report is taken from a paper Prof. McDonald presented at the 12 March 1968 Canadian Aeronautics and Space Institute Astronautics Symposium, Montreal.

"At about 5:15 a.m., PDT, on the morning of July 4, 1967, at least five witnesses (and reportedly others not yet locatable) saw an object of unconventional nature moving over Highway 5 on the edge of Corning, California. Hearing of the event from NICAP, I began searching for the witnesses and eventually telephone-interviewed four. Press accounts from the Corning Daily Observer and Oakland Tribune afforded further corroboration.

"Jay Munger, operator of an all-night bowling alley, was drinking coffee with two police officers, James Overton of the Corning force and Frank Rakes of the Orland force, when Munger suddenly spotted the object out the front windows of his bowling alley. In a moment all three were outside observing what they each described as a dark gray oval or disc-shaped object with a bright light shining upwards on its top and a dimmer light shining downward from the underside. A dark gray or black band encircled the mid-section of the object. When first sighted, it lay almost due west, at a distance that they estimated at a quarter of a mile (later substantiated by independent witnesses viewing it at right angles to the line of sight of the trio at the bowling alley). It was barely moving, and seemed to be only a few hundred feet above terrain. The dawn light illuminated the object, but not so brightly as to obscure the two lights on top and bottom, they stated.

"Munger, thinking to get an independent observation from a different part of Corning, returned almost immediately to telephone his wife; but she never saw it for reasons of tree-obscuration. At my request, Munger re-enacted the telephoning process to form a rough estimate of elapsed time. He obtained a time of 1-1.5 minutes. This time is of interest because, when he completed the call and rejoined Overton and Rakes, the object had still moved only a short distance south on Highway 5 (about a quarter of a mile perhaps), but then quickly accelerated and passed off to the south, going out of their sight in only about 10 seconds, far to their south.

Paul Heideman, of Fremont, California, was driving south on Highway 5 at the time of the above sighting, along with a friend, Robert King. I located Heideman and obtained from him an account of his observation made from a point on the highway north of Corning. He saw the light from the object, and had veered east (a turn not seen from the more restricted viewing point of the bowling-alley parking lot). Heideman said that, when first seen, it lay almost straight down Highway 5, serving to check the estimate of the other observers that the object lay only a few city blocks to their west.

The weather was clear, no haze, no wind, according to the witnesses. Munger's concise comment was, "I've never seen anything like it before." He estimated its "diameter" at perhaps 50-100 ft, and its vertical thickness as perhaps 15-20 ft, with some kind of edge (band) perhaps 5-10 ft thick. No sound was ever heard. Overton stated to me that he had no idea what it was, but that "there was no doubt it was a craft of some sort."

The next example is from a report I personally investigated. It occurred in the area where I was reared; the observers are known to my family; I am familiar with the natural phenomenology of the area.

Date: 10 October 1966

Place: Near Newton, Illinois

First witnesses: Mrs. A (she prefers not to be publicly identified because of the reaction of friends and neighbors).

Time: 5:20 p.m.

"Mrs. A was in her kitchen preparing supper; five of her children were playing outdoors. The children shouted to her to "come out and see the silent plane". She writes "I glanced out the south window and there it was coming into sight just south of our 72 foot silo moving very slowly from east to west. It was about 35 feet high. My first thought was that it was a plane making an emergency landing, but when I saw it in full view, I knew it was no plane, not like anything I have ever seen. I hurried outside to join the children in the yard. It

continued to move in a straight line to the west. We could see it clearly as it drifted over a 50 by 100 foot machine shed being built at the time [the workers were, however, in the fields this day]. It appeared to be larger than our car, and was more oval. There was a bluish glow around the ends, top, and bottom of it. It (the glow) wasn't bright, since it was daylight yet, but more like a low cloud, haze, or fog; or a mixture of bluish-grey tiny bubbles floating along around it. The object was seen clearly. It was blue in color and appeared to be made of metal. You could see [longitudinal] seam lines. There was one black window. I thought they (assuming someone was in it) could see out but we could not see them. I kept looking for someone to peep out and wave, but don't recall seeing or feeling anything at the time. There was a brownish-gold design on the lower back half. A raised part was on the top near the back which was noticed by all the children. It moved very quietly, making no sound at all except for a whirling or vibrating sound for 1 or 2 seconds as it drifted on toward the west... We followed it down the yard and lane, continuing to watch it as it was 300 feet, then 200 feet from the north and south gravel road and the REA electric line which is on the west side of the road. We were talking together, all very excited about what it was, where it came from, if there were people in it, and if it would rise to clear the electric line. It did; it rose so quickly and was out of sight in just a few seconds. Our eyes could not follow it fast enough. This was certainly a fantastic thing."

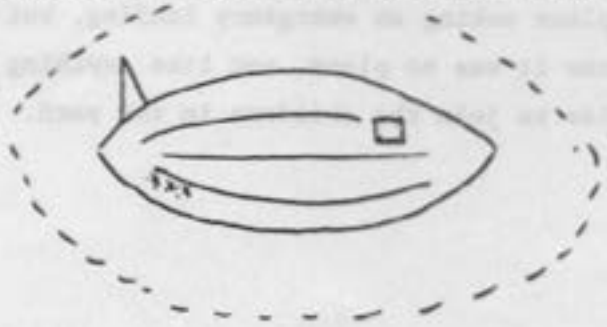
The questionnaire, a lengthy correspondence, an interview in June 1967 and other checking produced the following details:

Meteorology: Clear, warm, dry weather, cloudless.

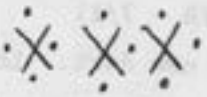
Astronomical: Moonset 3:51 p.m. EST

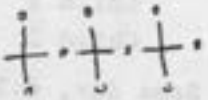
Sunset 5:29 p.m. EST

UFO: Prolate spheroidial shape as shown below.



The surface appeared to be non-specular, like dull aluminum or metal, and blue, the color probably deriving from the self-luminous halo. Longitudinal seams were apparent, but no rivets or such were seen. The black rectangle was assumed to be a window and appeared to be recessed. It was not shiny, but "like the dark of night." The surrounding glow was partly opaque, yet self luminous. It was darker than the sky and extended about 1/4 the object's length in all directions. The halo was particularly opaque at the ends of the object, obscuring the underlying parts. The design at the lower rear looked like a pattern of crosses and dots like (1) or (2)

(1) 

(2) 

Mrs. A says the glow obscured the design and in any case her attention was fixed on the "window". The only sound heard occurred when the UFO was nearest the unfinished shed, being constructed of a wooden framework covered with ferrous sheets. It is possible that some sheets were caused to vibrate. No electromagnetic effects were noted (TV was off) and no electrostatic or other effects were noted by Mrs. A or her children. As the UFO disappeared, Mrs. A was just looking along the road for a car; two of the children said the UFO pitched nose-up and as it went up a light or flame of orange color was seen at the rear.

Enough angular data was provided from building and landmark placement and sizes that it is possible to estimate the size of the metallic portion of the UFO at 16 to 20 feet in length, seen at a distance of 150 to 300 feet. Its linear speed was about 4 to 8 miles per hour, based on the above distances and timings obtained by re-enactment. It was visible for 4 minutes. Angular size was 2 3/4" at arms length.

In an effort to quantify the colors somewhat, a Nickerson color fan was used by the witnesses to select the colors most nearly like those on the UFO. The color selections were made independently in direct sunlight with the color fan held in front of a white field. The colors given were

Metallic surface

Mrs. A.	7.5 PB - 7
Child 1	2.5 PB - 8/5
Child 2	7.5 B - 3/5

Glow (The color of "grayness" was not uniform)

Mrs. A.	5 PB - 8/5
	2.5 PB - 8/5
Child 1	5 PB - 7/7
Child 2	2.5 PB - 6/8

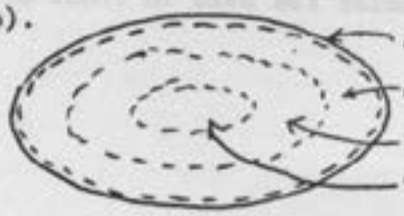
Orange flare on ascent

Child 1	5 YR - 7/11
Child 2	5 YR - 7/11

Second event: Same day, 6:30 p.m., sky is now dark. Location is in town of Newton, Illinois, about seven miles north west of first event.

Mrs. B was walking down the steps of a friend's house toward her car. "As I started down the steps my eyes were drawn by something in the south eastern sky. I stopped a moment and saw very clearly a luminous bluish object moving quite rapidly from east to west. It seemed to be rather low in the sky, but at night it is difficult to judge distance either as to how high it was or how far away it was. It did appear larger than a full moon, but instead of being round it had a definite oval shape. I would say an elongated oval. There was no sound that I could detect, and while it appeared to be blue and purple, there was also a whitish glow in it. The outline of the object was very distinct. I watched it until it disappeared behind some trees and a house a little less than a block from me."

Further correspondence and discussion brought forth the following information: The major axis of the oval was horizontal; its path was not perfectly horizontal, but somewhat undulatory. Its color was brightest and whitest at the center, becoming more blue and darker toward the edges. Mrs. B. estimated the colors as shown below (Since the interview was conducted in the evening, the color fan was illuminated by an incandescent lamp).



In itself, this last report, which describes a sighting of 15 to 20 seconds duration, contains insufficient information to come to any conclusion. However, when put alongside the earlier report there is the possibility of a relationship -- could these be reports of the same thing seen under differing conditions of illumination? We'll never know positively but the suggestion is quite strong.

As far as Mrs. A's sighting is concerned, we have obtained enough data from follow-up inquiry and on-site investigation to rule out known airborne craft, meteorological, and astronomical phenomenon. Yet the observations are sufficiently detailed to give us adequate confidence that some sort of machine was present, behaving in a very extraordinary way. Some parts of the object are similar to other reports (the effervescent glow, the orange color on acceleration, the very black "window" (which sounds like a block-body absorber)). Other parts are unusual -- the UFO's prolate spheroidal shape and the pattern (although seeing the pattern would require the observer to be quite close). The original correspondence and data sheets on Mrs. A's sighting run to over 40 pages. In correspondence and interviews over a period of 8 months no substantial inconsistencies could be found. The geometric data, particularly, are so intricately related that it is most unlikely that the witness could have fabricated a story so well. In addition, acquaintances made it clear that Mrs. A. is not prone to story telling and that "she is too busy to dream up such a tale". Mr. A, who returned from the fields that evening found the household still considerably agitated four hours after the event. He said he had no idea what it was his wife and children saw, but he obviously treated the sighting seriously for he went to considerable trouble to comply with a request to measure the sizes and locations of each building and tree on the farm.

It is this kind of sighting - the kind which is clearly inexplicable in contemporary terms, which causes me (and other interested persons) to take the whole subject so seriously. Hynek suggests that it is just this kind of sighting that often goes unreported, because the witness -- especially if his education or training are appropriate -- knows that what he saw was unambiguously extraordinary. And machine-like. A number of such reports were belatedly made after the University of

Colorado study effort got underway. Apparently the witnesses waited for the respectability the UOC study brought to the subject. It is hoped that the scientific and intellectual climate will change to the point where witnesses, particularly those having the best qualifications, can feel free to report sightings and know that they are being taken seriously.

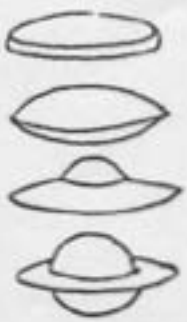
Not all reports are visual reports only. An example of a photographic observation studied in detail is given in reference 20. Here, a 16mm movie of two objects sighted in the daytime provided the analyst enough information to conclude that no known phenomena could have caused the images. This report is, hopefully, the first in a series of instrumented sightings carefully and adequately studied.

PART 4: UFO'S - PHENOMENONOLOGICAL ASPECTS

Since I have made a first hand study of only a dozen sightings, the phenomenology described in this section will necessarily be based on descriptions of reports collected by others, particularly NICAP, APRO, UFOIRC, and Vallee. There is, unfortunatley, no central file of reports accessible to the interested scientist, although large numbers of reports are in the hands of the organizations mentioned above. (The extensive Air Force files are of very limited use, from what I can tell, because of the extremely inconsistent quality of investigation.) In an unfortunate number of cases the report consists of little more than a narrative. My experience with the Newton sightings suggests that quantitative information is available if the investigator takes the trouble to personally make an on-site study. True, it may not be the quality of an instrumented sighting, but enough quantitative data are available to permit meaningful study of sighting reports.

NICAP's document "The UFO Evidence" contains a summary of patterns in appearance and behavior as determined from cases they had studied through 1963. Regarding appearance, the most common type is a disc shape, followed by spherical, oval/elliptical, cylindrical, and triangular. The breakdown of NICAP's 575 cases goes as follows

Disc	26 %	149 cases
Round	17 %	96 cases
Oval/elliptical	13 %	77 cases
Cylindrical	8.3%	48 cases
Triangular	2 %	11 cases
Other (Radar, light source, not stated)	33.7%	194 cases



Obviously, there may be some mis-classification within the first three groups because of projective effects.

Discs may be coin-shaped or lens shaped (double convex). The domed disk is plano-convex, (sometimes double convex) with a smaller radius bulge atop the convex side. The saturn disk is a sphere or oblate spheroid with a thin ring projecting from the equator. Similar objects are

seen without the equatorial ring also. Another subset are the hemispheric variety, sometimes with a small protrusion at the apex and usually seen with the flat side down. All the above mentioned objects are generically oblate with the axis of symmetry usually seen oriented vertically. Another group are prolate, having the major axis horizontal, usually. This includes the elliptical (football) variety, the triangular or tear drop variety, and the cylindrical or cigar shaped species.

Reported colors depend strongly on the luminous environment. NICAP finds that of the 253 cases of daytime observations where color is stated, the results are

Silver or metallic	34.8 %	88 cases
White	32.0 %	81 cases
Specular	13.4 %	34 cases
Gray	7.5 %	19 cases
Black	12.3 %	31 cases

It should be noted that a few reports exist suggesting that the brightness of the object first thought by the observer to be reflected sunlight, was in fact self luminosity, as ascertained by the geometry, presence of clouds and the like.

In the dark-sky observations, the outline or shape of the UFO is often not seen. What is seen is a light or series of lights, sometimes extremely bright. Luminous rays are also reported, going up sometimes (particularly from domed discs) downward (from hemispheric types principally, also from discs) and from one UFO to another (spherical types). The luminous column is usually not divergent. Excluding these interesting rays, the reported colors of UFOs seen at night are, for 162 cases

Red	38.3 %	62 cases
Orange	15.4 %	25 cases
Yellow	17.3 %	28 cases
Green	13.0 %	21 cases
Blue	16.0 %	26 cases
Purple	0	0

Brightness and color changes are also noted, and while the sample is small (82 cases) NICAP found the following: Of the 25 cases showing a change in brightness, 23 of the changes occurred at the moment of a velocity change (a change of either magnitude or direction). Concerning the change of color, 23 cases showed a color change related to acceleration. While the supporting data are not conclusive, it appears that the spectral shift is to the red upon acceleration.

It should also be noted that UFOs reported at night have only a star-like appearance unless very close. Distant UFO's sometimes turn off and on. When closer to the observer, reports often indicate a number of lights, located at the top and around the rim usually. Sometimes the lights flash on and off or change color rhythmically. Several cases have been reported of the UFO flashing its lights in response to the witness flashing hand or vehiclar lights. In other cases the lights winked off with the approach of another car or an aircraft, only to turn on again when the vehicle had passed.

While practically any luminous behavior could be produced by someone with sufficient time and money, kinematic behavior at odds with experience or, preferably, at odds with Newtonian behavior are suggestive of non-terrestrial origin.

A common kind of motion is called oscillation by NICAP and is subdivided into "wobble on axis" (frequently described also as fluttering, flipping, and tipping); pendulum motion on slow ascent, hovering and decent (also called "falling leaf motion"); and occasionally a side-to-side oscillation observed as the UFO proceeds horizontally. These motions are most often performed by discs, although examples of similar behavior by other forms also exist.

The last class, that of violent and erratic maneuvers, most clearly lacks an explanation from current physical theory. Using terms like bobbing, erratic, jerky, zig-zag, dark, and shot away, witnesses describe motions involving high angular accelerations and velocities. A number of radar observations appear to substantiate this anomalous behavior. Among the 40 cases showing such characteristics, NICAP finds that 28 percent were reported by scientific or other appropriately experienced personnel.

Variation of Sightings with Time

It appears that the UFO phenomenology has been with us from the earliest times. In the last twenty-five years, however, there seems to be a drastic increase in the number of sightings. It is practically impossible to estimate the number of world-wide sightings because of the lack of suitable data collection means. In the U.S., the principal depositories are currently the Air Force, NICAP, and APRO. It is estimated that currently these sources together receive about 2000 reports per year. Since only about one sighting in 10 is reported, the number of sightings is about 20,000. But of these, 80 to 95% are not interesting, leaving us with "only" 1000 to 4000 worthwhile sightings per year for North America.

In addition to the background of reports more or less constantly flowing in, occasional periods of intense activity are also noted. One such period was October 1954 over most of France. NICAP lists a number of these "flaps". Sometimes they are very localized, covering only a small portion of a state for a period of a few weeks.

APRO concludes, on the basis of the reports available to them, that the patterns of appearance follow phases - atomic test areas and installations in the late 1940s and early 50s, rivers, reservoirs and bodies of water in the late 50s and early 60s and now electrical distribution systems. Convincing evidence to support this hypothesis has not been published; however, if the hypothesis were true it would certainly raise a lot of question.

McDonald and others suggest that reports of the last few years show more sightings of objects at low altitude (or landed) and more sightings made from urban areas (in the 40s and 50s sightings were generally inversely correlated with population densities).

Interactions with the Environment

Interactions of UFOs with the environment produce a kind of believability that pure visual observations will never do. Some examples of interaction are cases showing electromagnetic disturbances in practically every kind of device -- radio, TV, auto ignition, aircraft electronics, compass, magnetometer, magnetic automobile speedometer, etc. NICAP lists 106 examples. NICAP also lists 81 cases of radar

tracking of UFOs, most of which were simultaneous with visual sightings, and a number of which involved use of interceptors. Among the physiological effects noted are burns, temporary paralysis, prickling sensation, and eyes irritated as by ultraviolet light. A number of witnesses claim to have observed landings; depressions in the ground and damaged vegetation usually result. At a landing site in France, only weeds grow in a nine foot circular area where a disc was seen to land two years ago, despite efforts to replant.(21) At another landing site, French railway officials calculated that a weight of 30 tons would be required to make the depressions found in some railroad ties where a UFO was reported to have landed.

While most UFO's are silent, some have made sounds described as hissing, rushing, swishing, humming, whirring, whining, droning, like thunder, like shotgun, and a series of staccato explosions. In the past the absence of sonic booms from supersonic UFO's bothered many scientists; it appears now that that problem might be overcome by surrounding the craft by a corona discharge (which incidentally would be a luminous blue glow around the object).(23)

I will purposely not comment much on occupants, except to say that there are a few (very few) reasonably reliable and carefully investigated reports of UFO occupants. For the time being, I would prefer to concentrate on reports of the objects, however, as the frequency of reliable occupant reports is so low. I have no bias one way or the other along these lines. If UFOs are of extraterrestrial origin, they may or may not be "manned". If manned, one should expect an occasional appearance. Readers more interested in this aspect of UFOs are referred to reference 24.

In summary, we see a wide, almost exasperating range of reported phenomenology. By careful interviews with witnesses and analysis of a large number of reports the significant patterns in phenomenonology should appear. If the UFOs are a new manifestation of nature, they should exhibit some patterns of appearance or behavior which would aid in identifying and predicting them. If of extraterrestrial origin and intelligently guided it <u>may</u> be possible to anticipate appearances. This will be discussed in the next and final essay.

PART 5: UFOs -- HOW TO PROCEED AND WHY

> We are so far from knowing all the forces of Nature and the various modes of their action that it is not worthy of a philosopher to deny phenomena only because they are inexplicable in the present state of our knowledge. The harder it is to acknowledge the existence of phenomena, the more we are bound to investigate them with increasing care.
>
> Laplace

Laplace's remarks are certainly as true and significant for us today as for his contemporaries. In the preceeding essays I have suggested that there exists a class of phenomena rather widely occuring today (and perhaps since earliest times) that is elusive, puzzling and often at variance with known scientific and technical experience. What are we going to do about it? What should we, what can we do about it?

J. F. MacDonald suggests that the UFO phenomena lie somewhere in the following categories of explanation:

1. Hoaxes, fabrications, and frauds. Report files contain examples of these; investigators believe about 5 percent of all reports made are in this category. Detailed study, however, usually uncovers such reports.

2. Hallucinations, mass hysteria, and rumor phenomena. Present understanding of psychology does not admit many of the significant reports to be explained in this way.

3. Misinterpretations of well known physical phenomena (meteorological, astronomical, optical, etc.). By far the largest percentage of reports fall in this category. Study by an experienced investigator can usually identify these.

4. Poorly understood physical phenomena (rare electrical or meteorological effects, plasmas). Certainly a distinct possibility in a number of cases, it is a category worthy of careful study. Some of the most interesting cases, however have sufficient observational detail to eliminate this possibility (I am referring to reports of unambiguously machine-like objects).

5. Advanced technologies (test vehicles, satellites, reentry effects). Again, some reports can be attributed to this cause, but most cannot.

6. Poorly understood psychic phenomena (psychic projections, archetypal images, parapsychological phenomena, etc). It is difficult to comment on this possibility because of the current lack of knowledge of parapsychology. While a (small) number of UFO reports do exhibit aspects of parapsychological phenomenology[25], general relationships have yet to be convincingly demonstrated. Reference 6 deals with this explanation.

7. Extraterrestrial probes. A possibility commonly held by the public and commonly rejected by scientists. Prof. McDonald believes a number of sightings are best explained by this hypothesis.

8. Messengers of salvation and occult truth. This explanation is listed because of the nature of certain reports (particularly "contact" reports -- reports involving communication of UFO occupants and the witnesses) and because of the historical aspects of the phenomenology. See reference 5 for elaboration.

Perhaps, to play it safe, an additional category should be listed:

9. Other

Clearly, the explanation of UFOs will interest someone. Psychologists have an interest in 1, 2, 3 and 6; theologians in category 8, scientists in 4 and 7. Therefore, whatever the explanation, it is a problem of at least average interest. If, by chance, the explanation is 7, or even 8 (and possibly 6) the value to society would be profound and significant. In this sense, an identification of the phenomenon would be a task of highest potential urgency.

How might it be done?

Because of the transient nature of UFO's we cannot expect to have the interested scientist rush to the spot to make his own observations. Reports so far accumulated, however, show that UFO's sometimes appear frequently in certain areas for a short period of time (a so-called "flap"). One characteristic of the flap is a larger percentage of sightings of objects at low levels than one normally obtains. If the reporting and analysis system were responsive enough, men and instruments

could be dispatched when a flap was recognized with a reasonable hope of making first hand observations. I would therefore suggest the following:

1. Organization of a central report receiving agency, staffed by a permanent group of experienced UFO investigators and having on call specialists in astronomy, physics, optics, atmospheric physics, psychology and the like for application when needed.

2. This agency should be readily and instantly accessible to the public for the purpose of reporting. (Witnesses should be able to turn to someone other than the press to make reports.) Report forms could be made available in Post Offices, for example. More urgent reports could be made by toll-free telephone lines. (Radio amateurs have recently begun cooperating with NICAP to provide an alerting system.) Because many sightings are made at night when most services are closed, the local police office should be prepared to receive reports of sightings. Experience indicates that witnesses usually turn first to the police, particularly if the UFO was close or if the witness was frightened. Such a local "data center" would be very useful for identifying flaps and could possibly serve to dispatch personnel to an area of interest. Care must be taken to properly inform the officers involved about the aims of the project and requests for assistance should be made in such a way as to minimize additional police work. An awareness of the problem by a dispatcher or desk sergeant might be sufficient to draw attention to a developing situation. An interested local scientist could then be notified, perhaps in time to make an observation. Hynek also suggests that the police carry cameras in their cars should they become involved as observers. This advice obviously applies to all interested persons.

3. A loose organization of interested scientists should be available to investigate reports in their local areas. A good start toward this has been made by NICAP. It is important that investigations be made rapidly and by properly qualified people.

4. The press should be encouraged to report sightings accurately and in a non-sensational manner. Suitable reporting would encourage other witnesses to come forth.

5. Existing sensor records could be examined for anomalies, particularly if visual reports are made nearby. Since we don't know what to expect, it is difficult to say what is needed; however records of electric, magnetic and gravitational fields, radioactivity, optical and radio frequency anomalies would be a logical place to start. Radars could also contribute, if they are designed for general purpose use. As it is, most current radar detection and tracking devices are designed to ignore anomalous objects.

After a few years' operation in this mode, it should be possible to study the resulting report statistics to draw generalities about appearance and behavior (such as was done in Part IV) and most importantly to anticipate times and locations of appearances. Only when this is done will it be possible to instrument sightings and therefore obtain the objective data so badly needed. If the explanation is #4, some environmental correlations are bound to occur. For #7 it is possible that appearances could be anticipated, if we are clever enough; for #6 and #8 we will likely not be able to anticipate appearances.

Certainly the conclusions drawn by NICAP from reports in their file are startling and, if valid worthy of considerable scientific effort. It would be much more convincing if data could be collected worldwide and if the most interesting reports could be intensively and completely investigated. I believe current reports justify the expanded data collection and analysis effort.

A REPORT FORM

In order to acquaint the reader with the kind of information solicited on report forms, a copy of the form developed by the University of Colorado study group for its work is reproduced. It is considerably better than most other forms, and it is understood that considerable effort was expended in the psychological aspects of the form.

It is my opinion that little will be learned from study of sightings reported on such forms. They should serve as initial sources of information on which to decide whether field work is desirable. It is the field interview by the interested scientist that will determine the witnesses capability of observation and will permit the scientist to extract the maximum amount of information from the observer. It is regretable that the scientists laboratory is so large, but only by such first hand study will we be able to get enough information to anticipate appearances.

PLEASE PRINT CLEARLY

Location of Sighting: _____ Date of Sighting: _____

Name of Observer: _____

UNIDENTIFIED FLYING OBJECTS PROJECT

UNIVERSITY OF COLORADO
202 Woodbury Hall
Boulder, Colorado 80302

Area Code 303, 443-2211, Ext. 6762

UFO SIGHTING REPORT

I. PERSONAL ACCOUNT

In your own words, Please describe the incident as it happened. (If additional pages are needed, be sure they are numbered.)

Note to observer: In filling out this form, please be as complete and accurate as possible. Some of the information asked for may not apply to your sighting or may be unavailable to you. In such cases, please indicate.

II. ENVIRONMENTAL SITUATION

1. What was your exact location when you observed the UFO(s)? (Include the name of the city or town you were in, or the distance to the nearest city or town.)

2. What was the date? _____

3. How long did you observe the object(s)? Hours: _____ Minutes: _____ Seconds: _____

   From _____ A.M. _____ P.M. _____ ZONE (When FIRST seen)

   To _____ A.M. _____ P.M. _____ ZONE (When LAST seen)

4. Assuming you had stayed in one place, what is the longest time you COULD HAVE OBSERVED the UFO(s)?

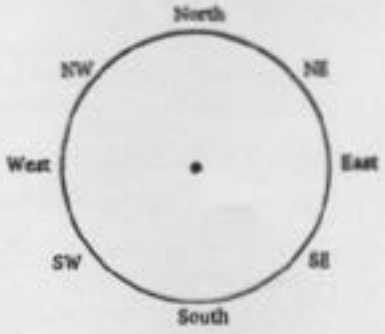
   Hours: _____ Minutes _____ Seconds: _____

5. How did you first happen to notice the object(s)?

6. What had you just been doing?

7. A. In what direction did you FIRST see the Object(s)? (Indicate this in the diagram by drawing an arrow from the center of the circle (observer's position) to the point on edge representing the object's position. Label this point No. 1.

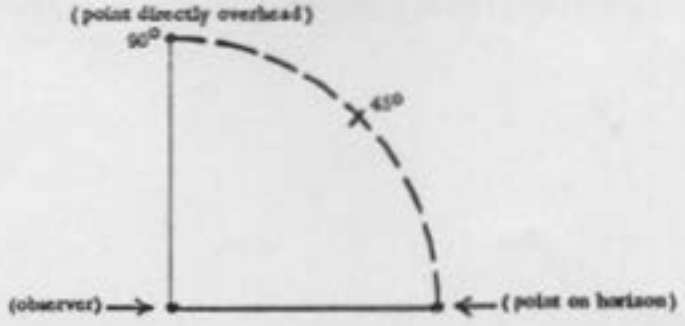
   B. In what direction did you LAST see the object(s)? (Indicate by drawing a second arrow labeled No. 2.)



8. Estimate the MINIMUM distance and altitude of the object(s) from you and how you determined this measurement.

   a. distance: b. altitude:

9. Estimate the elevation (in degrees) of the object(s) in the sky. Mark position on the dotted line in the diagram. If elevation of object changed, please mark BOTH highest position and lowest position.



10. Did you observe the object(s) through any of the following? (Circle) Include information on type of equipment: model, type of film, filters, etc. (See question number 45.)

a.	eyeglasses	f.	binoculars
b.	sunglasses	g.	telescope
c.	windshield	h.	theodolite
d.	windowpane	i.	still camera
e.	movie camera	j.	other

11. Was object(s) observed by radar? _____ If so, where was the radar located? (Give name(s) of radar operator(s) and information on speed and flight path(s), if available.)

12. Please describe weather conditions and type of sky; i.e. bright daylight, nighttime, dusk, etc. Were stars or moon visible?

13. Was there any wind? _____ If so, please give direction and speed as accurately as you can.

14. What was the position of the sun and/or the moon in relation to object(s) and to you? (Please explain.)

15. Briefly describe the type of terrain in the area.

16. Did you see any conventional aircraft in the area immediately before, during, or after the incident? _____

17. Please list any airport, military, governmental, or research installation(s) in the area. Are there any other unique features or landmarks (either natural or manmade) in the vicinity? _____ If so, please describe.

18. Sketch or include a map of the area, labeling north, your position, the apparent course or position(s) of object(s) and any other important landmarks. (Please use separate piece of paper for sketch and attach to this report.)

DESCRIPTION OF OBJECT(S)

19. Were you able to see the object(s) clearly? Please describe any limiting factors.

20. Did you see more than one object? _____ If so, how many? _____ Make a sketch showing formation and position changes

21. Did the objects all appear to be similar to one another? _____ If not, describe the differences in question #22.

22. Please give a detailed description of the object(s), including shape, color, lights, surface features (if any), etc. Sketch the object(s) in detail according to your description.

23. If only lights were seen, did they seem to maintain fixed positions relative to one another? In other words, could they have been attached to a solid object? Please explain.

24. Did object(s) leave any physical evidence of its presence (i.e. burns, radioactivity, disturbed ground, wreckage, other)? Please describe.

Were any samples taken? ☐ Yes ☐ No

By Whom?_____ Where to? _____

Was any analysis done? ☐ Yes ☐ No By Whom? _____

Please summarize results if known. If report is available, please attach copy.

25. Did object(s) make any sound?_____If so, what kind?

26. Did object(s) produce heat?_____If so, please explain.

27. Did object(s) produce an odor?_____If so, please describe it.

28. Did object(s) appear to be solid or gaseous? _____

29. Was object(s): (circle one) a. fuzzy or blurred? b. like a bright star? c. sharply outlined

30. How would you describe the brightness of the object(s)? (Circle one)

a. brighter than the sun?
b. brighter than the moon?
c. brighter than any star (or planet)?
d. brighter than the background?
e. same brightness as the background?
f. darker than the background?
g. other (explain)?

31. Was the object(s): (circle one)

a. self-luminous? b. dull finish? c. reflecting? d. transparent?

32. (Circle the items which apply and DESCRIBE as clearly as you can.) Did the object(s):

a. appear to rotate (as a whole or in part)?
b. change shape?
c. change color?
d. change brightness?
e. give off smoke or vapor?
f. leave any visible trail?
g. drop anything?
h. separate into parts or explode?
i. disappear and reappear?
j. appear to affect any animals?

33. Did the object(s) appear to affect any mechanical or electrical devices (i.e. automobile engine, headlights, radio, T.V., appliances, clocks, watches, etc.)?_____If so, please explain in detail. (Include make, model, transmission type if automobile, etc.)

34. Can you describe the interior of the object(s) in any way?

35. Do you have any reason to believe the object(s) was occupied? If so, please explain.

36. What was the APPARENT size of the object(s) compared with the following familiar objects? (Note: The moon is the same size as a pencil eraser (1/4") held at arms length) Please check the appropriate boxes.

THE OBJECT WAS THAN

smaller	same size	larger	familiar objects
			than a. faint star
			than b. bright star
			than c. object half as large as the moon
			than d. the moon
			than e. dime at arm's length
			than f. nickel at arm's length
			than g. quarter at arm's length
			than h. half-dollar at arm's length
			than i. an orange at arm's length
			than j. other object at arm's length: PLEASE SPECIFY ( )

37. What would you estimate the ACTUAL size of the object(s) to be (measured in feet along its greatest dimension)?

III. MOVEMENT OF OBJECT(S)

38. In what direction was the object(s) traveling? _____

39. Describe the movement of the object(s), including the path(s) and nature of motion (i.e. steady, wobbling, waving, jerky, etc.). Did it (they) move significantly with respect to background of stars or landscape? Sketch path(s) showing orientation of object (s) in sky.

40. Did object pass in front of or behind any fixed physical objects such as trees, clouds, mountains, buildings, etc. Describe any notable relationships to such objects if observed.

41. Can you estimate the speed of the object(s)_____ How was this determined? _____

42. Did the object(s) disappear while you were watching?_____ If so, how? _____

43. Please give names and addresses of other witnesses, if any. Indicate relationship of witnesses to you, if it exists, and whether their sightings occurred before, during or after yours.

44. Have you seen other objects of an unidentified nature?_____ If so, use separate forms or attached pages to describe these sightings.

45. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations or any other background material. IF PHOTOGRAPHS OR MOTION PICTURES ARE ENCLOSED, BE SURE TO INCLUDE ALL INFORMATION ON CAMERA TYPE, FILM TYPE, FILTERS, CAMERA SETTINGS, WHERE DEVELOPED, ETC. ORIGINAL NEGATIVES ARE NECESSARY FOR PHOTOGRAPHIC ANALYSIS. If you wish to have items returned from, please indicate.

46. Have any other groups or individuals interviewed you? If so, please give names and date of interview.

Please give the following information about yourself:

FULL NAME: _____ AGE: _____ SEX _____

ADDRESS: _____ TELEPHONE - HOME _____

BUSINESS: _____

PLACE OF EMPLOYMENT: _____

_____

_____

OCCUPATION:

EDUCATION:

MILITARY SERVICE:

SPECIAL TRAINING OR EXPERIENCE:

You may use my name in connection with this report: ☐

Prefer my name kept confidential: ☐

Date of filling out of this report: _____

Signature: _____

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25. An interesting example appears in the July, 1968 issue of Science & Mechanics, starting on page 30

26. A highly recommended collection of recent views on this subject are contained in the Symposium on Unidentified Flying Objects, Hearings Before the House Committee on Science and Astronautics, July 29, 1968.

THE RAND CORPORATION 1700 MAIN STREET, SANTA MONICA, CALIFORNIA 90406

6-25-69

Ref: Req Dtd
6-15-69

We are unable to identify any RAND publications on U. F. O.'s available for external distribution.

The Reports Department

THE RAND CORPORATION 1700 MAIN STREET, SANTA MONICA, CALIFORNIA 90406

8-8-69

Ref: Letter Dtd 8-1-69

RAND has done very little research on the subject of UFO's: therefore, no publications have been written on the subject.

The Reports Department

DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330

OFFICE OF THE SECRETARY

Dear Mr. Laub:

This is in response to your inquiry of October 2, 1969.

The Rand Corporation has never made any reports on unidentified flying objects (UFOs) for the United States Air Force. If any reports were made by this corporation they were made on their own.

We trust this information will be helpful.

Sincerely,

JAMES H. AIKMAN
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Mr. William C. Laub
Box 8
Northfield, Illinois 60093

CUFON 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 2 of 7 Parts

{The First Page}

SECRET

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JANUARY TO 30 JUNE 1953

COMPILED AND WRITTEN BY: APPROVED BY:

/s/ /s/
Douglas J Fulton John M. White, Jr.
AF 163xxxxx Colonel USAF
A/1C USAF Commander
Squadron Historian

REVIEWED BY: THIS document is classified SECRET In accordance with par23 B (6), AFR 205-1

/s/
Rial F. Gallagher dtd 24 July 1953.
Lt Col USAF
Deputy Commander 20 Nov 53

/s/
William C. Van Norman
Major USAF
Adjutant

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SECURITY INFORMATION This document consists of 20pages
Copy 1 of 5 copies.

ASI 4602D AISS Classified
S01933 Document Log #2264

{The 5th Page}

SECURITY INFORMATION
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INTRODUCTION

The year of 1953 saw the 1st "birthday of the 4602d Air Intelligence Service Squadron pass amid a solid period of building for the organization. The original purpose of the squadron, as outlined in ADCR 24-4 is two-fold. First it has "the combat mission of supporting the Air Defense Command intelligence function through overt collection, limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed." Second, "During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission."[1] It is the youngest and most unique of the five (5) AISO's within the Air Force, and covers the largest area geographically. Consistent with the peace time mission of the 4602d, training is going on at full speed within the squadron. Some is done through special Air Force Schools, some in conjunction with the Army, and those unique courses which cannot be found in the regular curricula are taught in the Squadron Headquarters. Liaison contacts, together with promises of equipment and manpower, have increased more than ten-fold, and many areas of the country have now been well covered. Reporting procedures have left with many military, semi-military, and civilian groups, so that they will know what, where and how to report to the

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1. ADCR 24-4, dtd 3 January 1953

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{The 6th Page}

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4602d in case of an attack.

This reporting period also saw the activation of six (6) new field units, one at Great Falls Air Base, Montana, in January; second at Minneapolis in February, the third at Tinker Air Force Base in February; the fourth at McGuire Air Force Base in February; the fifth at Pittsburgh in March; and the sixth at McGhee-Tyson in May.

It is the aim of this historical report to tell of some of the problems faced by this organization, and report some of the strides forward from 1 January 1953 to 30 June 1953.

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Air Technical Intelligence Training

As of June 1953 a total of 12 officers and 57 airmen had completed the Air Technical Intelligence Course at Wright-Patterson AFB Dayton, Ohio. After this course became an official USAF course, difficulties were encountered in getting authorization for 4602d AISS personnel to attend because of the prerequisites established. However, a letter from Col White to the Commanding General, ATIC, requesting the training of 4602d AISS personnel on an average basis without actually awarding an AFSC is expected to be favorably considered..[1]

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1. Ltr from Cmdr 4602d to CG ATIC, dtd 10 June 53.

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Interrogation Course

Language proficiency was deemed not sufficient in itself to meet the exacting demands of our mission which includes interrogation of captured hostile airmen as one of our responsibilities. Training in interrogation

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procedures and techniques was installed to equip 4602d AISS linguists and operations personnel to successfully discharge that part of our mission requiring interrogations.

The first curse was held at Headquarters 4602d AISS from 16 Feb through 13 March 1953 and included:

1. Importance of Far East Operations (Col White)
2. Wringer Operations (Col Gallagher)
3. Basic Intelligence Terms
4. Psychology of Questioning (Lt Woody, Base Legal Office)
5. The Soviet Mind
6. Basic Interrogation Techniques
7. Map and Compass Reading
8. Soviet Air Force
9. Basic Interrogation Reports, AF Form 112
10. Soviet Psychology and Soviet Intelligence System
11. Geneva Convention
12. Air Interrogation Guide
13. Psychology, Form, and Tactics of Eastern Interrogation
14. Sample USSR Documents, Customs
15. Interrogation Problems and Report Writing
16. Resisting Russian Interrogation (Lt Col Work, SAC)
17. 4602d AISS Operational SOP's
18. Personal Experiences (Col Rankin, ADC)
19. Russian Equivalents and Abbreviations
20. Intelligence References for the Interrogator
21. Air Interrogation Guide, Technical Series
22. Soviet and Satellite Air Forces

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23. Training Films

The second interrogation course, revised and abridged, was held at Headquarters 4602d AISS from 18 May through 29 May 1953. It included the following:

1. Basic Intelligence Terms
2. Basic Interrogation Procedures
3. Soviet and Satellite Characteristics
4. Eastern Cases
5. Recognition of Aircraft
6. Recognition of uniforms
7. Geneva Convention
8. Air Intelligence Guide and Air Intelligence Bulletin
9. Russian methods of Interrogation
10. Interrogation Approaches
11. Basic Interrogation Techniques
12. Map and Compass Reading
13. Case Histories of Eastern Interrogations
14. Soviet Intelligence and Security Agencies

The instructors for these classes were chosen for the most part from squadron personnel. Many of these were experienced interrogators from Project Wringer in Europe, the 6004th AISS in Japan and Korea, and various intelligence agencies in World War II. During this period the 4602d AISS was fortunate in obtaining qualified speakers who addressed the students and permanent party personnel at headquarters, supplementing the regular interrogation classes. These lecturers were:

1. Lt Col Robert E. Work, D/I, 3904th Composite Wg, Stead AFB, Nevada (SAC), on 19 March 53. Col Work is one of the AF experts on interro-

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gation, and his lectures on his experiences in interrogating POW's during World War II proved most enlightening.

2. Col R G Ronka, Hq, ADC, gave two lectures on POW interrogation procedures and techniques. Col Ronka interrogated German prisoners during WW II and, drawing from his personal experiences, gave extremely informative and interesting lectures.

3. Major Arthur Lilly, Human Resources Research Institute, Maxwell AFB, Ala., on 20 Mar 1953, explained the mission and composition of his organization to personnel of the 4602d AISS. Major Lilly stated that the HRRI will soon complete an interrogator's guide based on their research and that the 4602d will be included on the distribution list for this study.

4. On 18 Mar 1953, Piotr Pirogov, a former Soviet Air Force Lt who became famous in 1948 when he flew from the Ukraine to Linz, Austria, spent the afternoon at Headquarters 4602d AISS. Mr. Pirogov described his background and career in the Soviet Air Force and the events leading up to his now historic flight.

5. Major Ellis Vander Pyle of the Intelligence School, Lowry AFB, presented a lecture on the Far East situation to headquarters personnel on 9 April 1953.

6. Lt Col George E Schneider, former USAF Air Attach, to Poland, spoke to headquarters personnel on 18 June 1953. He described his experience during the 2 1/4 years he spent in Poland, the status of Polish airfields, and the observation of Soviet activity in Poland.

Atomic Energy Indoctrination

Information received from Headquarters, USAF indicated that 300 spaces will be available to the Air Force in the Special Weapons Indoctrination Course conducted by the Armed Forces Special Weapons Project at Sandia Base,

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Albuquerque, New Mexico. These spaces will be available during the period 1 May to 31 Dec 1953.

In compliance with the letter (1st Ind, 24 Mar 53) 4602d AISS requested a quota of five (5) spaces in the Special Weapons Indoctrination Course be made available to qualified field grade officers. It was further requested that consideration be given to permit ten (10) company grade officers of this organization to attend this course. This request was based on the requirement for special weapons information in relation to the primary mission of this organization. These company grade officers would possess the required TOP SECRET clearance. Copies of the basic letter and endorsements have been included in the documentation of this history.

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PERSONNEL AND ADMINISTRATION

During this period, due to the increase and intensification of the mission of the organization, the following changes were proposed to Headquarters ADC in the Table of Distribution of the 4602d AISS:

1. To be Deleted: 1 AFSC 20470 (Intell Ops Technician)
1 AFSC 20530 (Tech Intell Specialist)
1 AFSC 70230 (Appr Clerk)
3. AFSC 20471 (Photo Intrp Technician)

2. To be Added: 3 AFSC 20370 (Lang Technician)
1 AFSC 29351 (Sr Ground Radio Op)
1 AFSC 29370 (Sr Ground Radio Technician)
1 AFSC 64132 (Supply Records Clerk))

These changes are now under consideration at Headquarters ADC, and are expected to be approved in the near future. It is felt by this headquarters that the additions to the squadron T/D will be of incalculable value in the performance of the mission of the 4602d.

Since 1 Jan 53, the squadron personnel strength has steadily increased, primarily due to the return of personnel from overseas assignment. This squadron is the only organization the Zone of the Interior to which Intelligence-Linguist personnel can be sent for the best possible utilization upon their return from overseas assignment. Consequently, we have received a number of people from the 6004th AISS in Japan, the 7050th AISW in Germany, the 5004th AISS in Alaska, and the 1142d SAS in Austria. Since there are four OS Intelligence Organizations and only one in the ZI, the percentage of gains to this squadron is not consistent with the percentage of losses.

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ADCR 24-4

1-5

ADC REGULATION) HEADQUARTERS AIR DEFENSE COMMAND
24-4) Ent Air Force
Base, Colorado Springs, Colo.
3 January 1953

ORGANIZATION - AIR BASES AND AIR UNITS

1. Purpose. This regulation prescribes the mission, organization, functions and responsibilities of the 4602d Air Intelligence Service Squadron (AISS) and the responsibilities within the Air Defense Command for its control, support and general deployment.

2. References. ADCR 200-1; AFR 23-9; AFM 77-1; AFR 200-5; ADCR 200-3 (Classified), and General Order 47, Headquarters ADC, 1952.

3. Mission. a. The 4602d AISS has the combat mission of supporting the Air Defense Command intelligence function through overt collection, limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed.

b. During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission.

4. Organization, Control and Support. a. The 4602d Air Intelligence Service Squadron is a Table of Distribution Unit allocated to the Air Defense Command by Headquarters USAF for the specific purpose of performing the mission set forth in paragraph 3, above. it is organized as follows:

(1) Headquarters 4602d Air Intelligence Service Squadron will be located at Headquarters, Air Defense Command.

(2) Detachment Headquarters will be established and maintained at each air defense force Headquarters.

(3) Numbered flights, each subordinate to one of the detachments, located at various points throughout the area of responsibility as may be specifically prescribed from time to time by the Commanding General, Air Defense Command.

(4) The squadron headquarters has full administrative capability, but no logistic support capability. detachments and subordinate flights have only limited administrative and no logistical support capabilities.

b. Headquarters, Air Defense Command will ensure over-all logistical support to the 4602d Air Intelligence Service Squadron and its field units throughout the Air Defense Command. This support will be provided by the nearest Air Force base in accordance with AFR 11-4. The squadron commander has direct access to Headquarters Air Defense Command staff agencies.

5. Functions. The functions of the 4602d Air Intelligence Service Squadron are:

a. To fulfill Air Defense Command combat readiness elements of information by overt collection of air combat intelligence in the Air Defense

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Command area of responsibility through the interrogation of captured enemy personnel, the examination and field analysis of enemy materiel, and the translation of captured enemy documents.

b. To supply the Deputy Chief of Staff/Intelligence with timely information and technical assistance in discharge of responsibility for Weapons Impact Evaluation (Air Defense Command aspects of the Bomb Damage Assessment Program).

c. To procure and/or train and maintain the necessary personnel qualified in general intelligence procedures, written and spoken foreign languages, technical intelligence investigation, photography and photo interpretation, and other such activities as may be necessary for the accomplishment of the mission.

d. To establish through procurement and training, a capability on the part of the personnel for prompt physical access to and effective operations in remote areas, over all types of terrain, and in all conditions of climate and weather. Training will specifically include, but is not confined to, cold weather, desert and swamp survival; skiing, snow shoeing, mountain climbing, animal transport and parachutist operations.

6. Responsibilities. a. The 4602d Air Intelligence Service Squadron will be responsible for:

(1) Exercise of administrative control and, under the general direction of Deputy Chief of Staff Intelligence, Air Defense Command, centralized operational control for deployed units and personnel.

(2) Establishment and maintenance of effective liaison and coordination with military, semi-military, governmental, and civilian agencies listed below:

(a) Military organizations to include, but not limited to, Headquarters Air Defense Command and subordinate units, Army Anti-Aircraft Command, other Air Force commands and subordinate units, Army, Navy, Marine and Coast Guard command and subordinate units.

(b) Semi-military agencies to include, but not limited to, Civil Defense Administration, Ground Observer Corps, and Civil Air Patrol.

(c) Governmental agencies to include, but not limited to, Central Intelligence Agency, Federal Bureau of Investigation, Civil Aeronautics Administration, Federal and State Park and Forestry Services, State and local law enforcement agencies.

(d) Civil agencies when appropriate and in accordance with governing regulations, AFR 205-1 and ADCR 190-4, to include, but not limited to, the press, radio, television, telephone and telegraph companies, land grant agencies, flying clubs, etc.

(3) Arranging through local facilities for transportation of requisite personnel to intelligence targets.

(4) Arranging for rapid dissemination of collected intelligence through prescribed channels using organizational communications where appropriate.

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ADCR 24-4
6-7

(5) Keeping fully acquainted with all established training facilities, exploitation of which will further the squadron's training mission, and initiating action pointed toward such exploitation.

(6) Exploitation of squadron capabilities and training activities for the benefit of organizations to which attached to the maximum extent consonant with the squadron mission, along such lines as crash rescue and investigation; language, technical, and intelligence instruction; and direct support of intelligence operations within Air Defense Command.

b. All echelons of Air Defense Command are responsible for the administrative and logistical support o the field units of the 4602d Air Intelligence Service Squadron in discharge of their highly specialized mission. This responsibility includes, but is not limited to the provision of:

(1) Transportation -- surface and air. Operations officers will authorize flights for 4602d AISS field units for training purposes, photo reconnaissance requirements, and liaison and coordination visits to local governmental and civilian agencies. Transportation officers will authorize vehicles to be used for round trip distances up to 500 miles, in accordance with Chapter 3, paragraph 8h, AFM 77-1.

(2) Communications facilities, as tie lines and teletype.

(3) Office and storage space and supplies.

(4) Billeting and subsistence.

(5) Petty cash facilities. Funding assistance will be rendered field units in obtaining petty cash from bases at which they are located. Petty cash facilities normally will be limited to purchased incident to the peculiar mission of the 4602d Air Intelligence Service Squadron. Any other purchases will be rigidly controlled by the limitations of paragraph 11, AFR 70-19.

c. Air defense force and air division (defense) commanders, or their representatives are authorized to provide letters of introduction to of detachments or flights of the 4602d Air Intelligence Service Squadron, within their area of responsibility, in order to facilitate liaison with local governmental and civilian agencies.

d. Headquarters, Air Defense Command will take appropriate action to assist in the procurement of collateral training facilities and equipment to the maximum extent required for accomplishing the squadron mission.

Authority. Letter, this headquarters, 7 January 1952, to DI, Headquarters USAF, Washington, 25, D.C., Subject: Air Intelligence Service Squadron, 1st Ind thereto by Headquarters USAF, 6 February 1952. (ADDIN)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

DISTRIBUTION: 3
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HEADQUARTERS
AIR DEFENSE COMMAND
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS
NUMBER 23 14 April 1953

AMENDMENT OF GENERAL ORDERS

1. Paragraph 1, Section 111, General Orders 47, 1952, and amending General Orders 20, 1953, is deleted and the following substituted therefor: Effective 11 April 1953, the following flights of the 4602d Air Intelligence Service Squadron are attached to Air Force Bases and units indicated for logistic support:

FLIGHT	ATTACHED TO
Flight 1-A	McChord AFB, Washington
Flight 1-B	Great Falls AFB, Montana
Flight 2-C	Norton AFB, San Bernardino, California
Flight 2-D	Kirtland AFB, Albuquerque, New
Flight 2-A	514th Air Defense Group, Minneapolis- St Paul, International Airport, Minnesota
Flight 2-B	516th Air Defense Group, McGhee-Tyson Airport, Tennessee
Flight 2-C	Dobbins AFB, Marietta, Georgia
Flight 2-D	Tinker AFB, Oklahoma City, Oklahoma
Flight 3-A	501st Air Defense Group O'Hare International Airport, Illinois
Flight 3-B	Wright-Patterson AFB, Dayton, Ohio
Flight 3-C	Selfridge AFB, Mt Clemens, Michigan
Flight 3-D	Griffiss AFB, Rome, New York
Flight 3-E	Ethan Allen AFB, Vermont
Flight 3-F	500th Air Defense Group Greater Pittsburgh Airport, Pennsylvania
Flight 3-G	Presque Isle AFB, Presque Isle, Maine
Flight 3-H	McGuire AFB, Wrightstown, New Jersey
Flight 3-I	Andrews AFB, Camp Springs, Maryland

2. Authority: AFR 20-52, as amended.

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

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RESTRICTED SECURITY INFORMATION

HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

GENERAL ORDERS
NUMBER 47 17 October 1952

REORGANIZATION OF 4602D AIR INTELLIGENCE
SERVICE SQUADRON. . . . . SECTION I
DESIGNATION AND ORGANIZATION OF AIR INTELLIGENCE
SERVICE FLIGHTS . . . . . SECTION II

SECTION I

1. Effective 10 October 1952, the 4602d Air Intelligence Service Squadron, a Table of Distribution Unit, is reorganized with an authorized strength of 61 officers and 133 airmen.

2. Personnel will be furnished from sources available to this command.

3. Administrative and housekeeping equipment is authorized in accordance with Table of Allowance 1-1, March 1952, Table of Allowance 1-21, December 1951, and Special Equipment List as authorized by Headquarters USAF and Air Material Command.

4. Nonappropriated funds will be governed by the provisions of he AFR 176-1 and AFR 176-2.

5. Concurrent with above action the following detachments of the Air Intelligence Service Squadron are reorganized with strength as indicated:

	*AUTHORIZED STRENGTH	
DETACHMENT	OFF	AMN
Detachment 1 (Hq)	4	8
Detachment 2 (Hq)	4	8
Detachment 3 (Hq)	4	8

6. Authority: AFR 20-52, as amended.

SECTION II

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are designated and organized at stations and with strength as indicated:

DETACHMENT	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-A, McChord Field, Tacoma, Washington	2	5
Flight 1-B, Great Falls AFB, Great Montana	2	5

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GENERAL ORDERS (Cont)
NUMBER 47

DETACHMENT	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-C, Norton AFB, San Bernardino, California	2	5
Flight 1-D, Kirtland AFB, Albuquerque, New Mexico	2	5
Flight 2-A, Minneapolis-St Paul, Intl Aprt, Minnesota	2	5
Flight 2-B, McGhee-Tyson Aprt, Knoxville, Tennessee	2	5
Flight 2-C, Dobbins AFB, Marietta, Georgia	2	5
Flight 2-D, Tinker AFB, Oklahoma City, Oklahoma	2	5
Flight 3-A, O'Hare Intl Aprt, Chicago, Illinois	2	5
Flight 3-B, Wright-Patterson AFB, Dayton, Ohio	2	5
Flight 3-C, Selfridge Field, Mt Clemens, Michigan	2	5
Flight 3-D, Hancock Field, Syracuse, New York	2	5
Flight 3-E, Ft Ethan Allen, Vermont	2	5
Flight 3-F, Greater Pittsburgh Aprt, Pennsylvania	2	5
Flight 3-G, Presque Isle AFB, Presque Isle, Maine	2	5
Flight 3-H, McGuire AFB, Wrightstown, New Jersey	2	5
Flight 3-I, Andrews AFB, Camp Springs, Maryland	2	5

2. Authority: AFR 20-52, as amended.

SECTION III

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are attached to units indicated for logistics only:

FLIGHT	ATTACHED TO:
Flight 1-A	25th Air Division (Defense)
Flight 1-B	29th Air Division (Defense)
Flight 1-C	27th Air Division (Defense)
Flight 1-D	34th Air Division (Defense)
Flight 2-A	31st Air Division (Defense)
Flight 2-B	74th Air Base Squadron
Flight 2-C	35th Air Division (Defense)
Flight 2-D	33d Air Division (Defense)
Flight 3-A	4706th Defense Wing
Flight 3-B	4602d Air Intelligence Service Squadron
Flight 3-C	4708th Defense Wing
Flight 3-D	32d Air Division (Defense)
Flight 3-E	75th Air Base Squadron

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GENERAL ORDERS (Cont)
NUMBER 47

FLIGHT	ATTACHED TO:
Flight 3-F	81st Air Base Squadron
Flight 3-G	4711th Defense Wing
Flight 3-H	4709th Defense Wing
Flight 3-I	4602d Air Intelligence Service Squadron

2. Authority: AFR 20-52, as amended.

* (Personnel authorizations for detachments and flights are derived from and not in addition to the total authorized

strength of the parent squadron.)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

A TRUE COPY

RICHARD C VAUGHN
2D Lt, USAF
Asst Adj

RESTRICTED SECURITY INFORMATION

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{First (Title) Page}

CONFIDENTIAL
SECURITY INFORMATION

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

A SUMMARY OF THE SECOND COMMANDER'S CONFERENCE
22, 23, 24, AND 25 JUNE 1953

THIS DOCUMENT CONSISTS OF SIXTY (60) PAGES

COPY NUMBER 21 OF 35 COPIES

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SECURITY INFORMATION
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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953
CONFIDENTIAL

3. THE TEXT OF A SPEECH GIVEN BY BRIGADIER GENERAL WOOBURY M. BURGESS, DCS/I, HEADQUARTERS ADC

Last Friday while Colonel White was away, Lt Col Gallagher called up and said that they had been requested by Washington to send eleven officers to Korea, and to come back, in case of a truce, with the returning U S Prisoners of War for the purpose of interrogation. That, of course, means about sixty days TDY for eleven officers. That will seriously cripple your present capability , especially for interrogation. It will cripple some of your language capability. nevertheless, it's the type of thing which this squadron must be ready to do at any time; and it will certainly have an advantage from the point of view of training, from the point of view of gathering certain information in which the Air Defense Command may be interested. In other words, we can by the use of that addition to the interrogation team have some influence on the type of interrogation. I'm very much interested in the project as it goes forward, and I think we can afford to take the calculated risk of lessening the effectiveness here in the United States.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953 RESTRICTED

5. OPERATIONS (SUMMARY OF LT COL JONES' PRESENTATION)

a. UNIDENTIFIED FLYING OBJECTS

Investigation of unidentified flying objects is not presently part of the mission of this Squadron. Field units are not authorized to make investigations of this type unless so directed or prior approval is obtained from this Headquarters. If ATIC gets a report and feels an investigation is necessary, they will notify this Headquarters and we in turn will then direct the proper field team to make the investigation.

If you are asked by the D/I of your division to make an investigation, let us know about it. If it is not going to involve too much time, you can go ahead and make the investigation based on your own judgment. Don't let this sort of thing get out of hand, but if it will assist you in your relationships with the D/I and you feel that you have the time, go ahead. Otherwise, notify this Headquarters for prior approval.

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2ND CMDRS CONF, 22 JUNE 1953 RESTRICTED

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The EEI will be used as a basis for reporting during the ADX. Develop information outlined in the EEI, but don't refer specifically to the EEI when you submit your intelligence report.

During an actual war, it is permissible to transmit information classified up to and including SECRET in the clear provided it is operationally necessary. However, information classified above RESTRICTED would never be sent in the clear during a training exercise.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953 RESTRICTED

When a field team reaches the scene of a crash, they should send a flash report in immediately stating that they are at the scene of a crash with a brief description of what is found. Three hours after reaching the scene, another flash report should be sent listing all flash intelligence gathered to that time. Twenty-four hours after reaching the scene, a twenty-four hour intelligence summary will be submitted. If the mission lasts for more than one day, a twenty-four hour report will be dispatched for every twenty-four hour period. There is no limit to the number of flash reports which may be transmitted on a single investigation. The number of flash reports will depend on the intelligence value of the information being collected.

Then within seventy-two hours after the field team returns to their station, they will submit a complete report on the investigation on the Form 112 to the local D/I with an information copy to Headquarters 4602d. Only one Form 112 will be submitted per investigation except in rare cases where extremely vital intelligence information may be involved. Time is of the essence - get all intelligence information into intelligence channels just as soon as it is humanly possible.

...

g. POLICY ON PUBLIC RELATIONS: do not try to get the 4602d AISS or the names of 4602d personnel in the paper. When members of this Squadron participate in special activities such as rescue missions where it is virtually impossible to remain anonymous, it is all right to identify yourselves as members of the 4602d Air Intelligence Service Squadron. Inasmuch as this Squadron is new and completely unique, PIO men would like very much to publicize our activities and write-up Squadron personalities. However it is again emphasized that absolutely no publicity is to be given to the Squadron mission or to individuals within the Squadron. the only exception to this will be in special cases such as the one mentioned above where the Squadron activities are necessarily in the public eye. In other words, stay away from publicity except when it becomes a must. If there is any doubt or if special permission is desired to release information in various media, contact this Headquarters for an approval or disapproval.

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SECURITY INFORMATION
4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

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b. SECURITY CLEARANCES

It is necessary that every man in this organization be cleared for access to SECRET information. It is further necessary that no man be given access to classified information above restricted until he is cleared. All clearances are requested by this headquarters. In several instances, clearances have been requested by OIC's through local Provost Marshals. This procedure results in duplication of effort by this Headquarters and, more important, a duplication of effort by investigating agencies. All clearances will be requested by the security section at Squadron Headquarters.

Confusion has existed in the field as to the degree of clearance to which an individual is cleared for access and the clearance previously granted and entered in appropriate personnel records. Because a man's records reflect that an NAC and a BI have been completed and he is cleared for Top Secret does not mean he may have access, within this squadron, to Top Secret. Even though his records reflect clearance to Top Secret, he cannot have access to even confidential information until he is granted such access by the Provost Marshall, Ent AFB. This is not a situation peculiar to this organization or to this command, but a procedure which is Air Force wide. Neither clearance previously granted nor rank authorizes access to classified information. In many instances persons who have previously had access to Top Secret may, in the Squadron have access to Secret only.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

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1. HANDLING OF CLASSIFIED DOCUMENTS

The meaning of a registered document should be clarified. A registered document is a Top Secret, Secret, Confidential, or Restricted document assigned a short title and a copy number with instructions to account for the document periodically. This is not to be confused with a classified document to which a control number is affixed for administrative reasons, with no instructions to account for it periodically.

The first form used in connection with a registered document is AF Form 163, "Registered Material Transfer Report". This report will be prepared each time an Officer in Charge of a field unit is relieved of his duty assignment. This report will be prepared in four copies and signed by the newly assigned officer. distribution of this form is as follows:

1 copy to Air Adj Gen, Hq USAF, ATTN: Custodian of Registered Documents; 1 copy to Commander, ADC, ATTN: Custodian of Registered Documents; 1 copy to Hq 4602d AISS, ATTN: Custodian of Registered Documents; and 1 copy for file of the unit concerned.

AF Form 165, "Registered Material Inventory Report", will be used to report inventory of registered documents only and is due twice yearly. The due dates will be included in the Squadron SOP which is being prepared on this subject.

AF Form 164, "Registered Material Destruction Report". This form is to be used at any time a registered document is destroyed. A registered document will be destroyed upon written instruction from the Office of Record or when a change supersedes individual pages within the registered documents.

Classified documents - An inventory will be effected of all classified documents which are physically present at the time of the inventory and report of transfer signed by the newly assigned officer. Forms are being prepared for this report. It will be prepared in two copies, one copy for Hq 4602d and one copy for file in the unit concerned.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

Certificates of destruction will be prepared an all classified documents destroyed and will include the classified log number assigned by this Headquarters, and the subject or title of the document, and the number of copies destroyed. this report will be prepared in at least two copies, one copy for Hq 4602d and one copy for file in the unit concerned.

The reports mentioned above will bear the following classification: Registered Document Transfer and Registered Document Inventory will be Restricted; Registered Document Destruction will be Confidential; Reports of Transfer, Inventory and Destruction of Classified Documents will be Restricted unless the subject or title of a document is classified. In this case the report will bear the highest degree of classification of the contents.

All Top Secret and Secret matter will show the authority for the classification, the initials of the classifying officer, and the date the classification was affixed, as require by par 28c, AFR 205-1A.

Changes in classification will be made in accordance with 27b (1), AFR 205-1. Individuals authorized to change or cancel the classification of a document will, when taking such action, write or stamp on the cover or first page thereof and such other pages as may be necessary, the following: "Classification canceled or change to _ _ _ _, by authority of (officer authorized to change classification by name and grade) (date)".

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SECURITY INFORMATION
4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

{A SUMMARY OF COLONEL WHITE'S CLOSING REMARKS, Cont}

...

g. WEAPONS AND E-1 KITS

The carbine and the 45 caliber pistol are the only squadron approved weapons. Only in rare cases when the weapons just mentioned are not available will it be authorized to carry 38 caliber p. E-1 kits are strictly for survival purposes and will not be scavenged or used on filed trips unless absolutely necessary.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

{A SUMMARY OF COLONEL WHITE'S CLOSING REMARKS, Cont.}

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o. RESCUE MISSIONS

Let's keep up the kind of rescue service, whenever possible, which Lt. Johnson recently accomplished at San Gorgonio. Your units are in a position to render a great service by helping out in this way. I would rather see one rescue field mission accomplished than fifty classes in Russian. I addition to performing a humanitarian act, these mission do much to establish good relationships with agencies from whom we may desire assistance in the event of war. Never pass up an opportunity to assist in a rescue activity.

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4602d AISS, ENT AFB, COLO

2ND CMDRS CONF, 22 JUNE 1953

{A SUMMARY OF COLONEL WHITE'S CLOSING REMARKS, Cont.}

never take the cold-hearted approach to an air crash when death and disaster are involved. At a time like this, the humanitarian aspects are far more important than performing a technical investigation. So don't ask the Base Commander for permission to exploit a crash for investigation purposes when he is personally worried about the accident, notifying relatives, and recovering bodies. Rather, let the Base Commander know that you have the equipment and know-how, and make the services of your unit available in the event he wishes to call on you.

...

/s/
CALVIN HAMMOND JR
1st Lt, USAF
Conference Project Officer

/s/
JOHN M WHITE JR
Colonel, USAF
Commander

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SECURITY INFORMATION

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SECURITY INFORMATION
RESTRICTED
HEADQUARTERS AIR DEFENSE COMMAND
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

ADPTR-F 353 09 MAR 1953

SUBJECT: (Unclassified) Atomic Energy Indoctrination

TO: Commanding Officer
4602d Air Intelligence Service Squadron
Ent Air Force Base
Colorado Springs, Colorado

1. Information received from Headquarters, USAF indicates three hundred (300) spaces will be available to the Air Force in the Special Weapons Indoctrination Course conducted by the Armed Forces Special Weapons Project a Sandia Base, Albuquerque, new Mexico. These spaces will be available during the period 2 May through 31 December 1953.

2. The mission of the Special Weapons Indoctrination Course is to familiarize designated Army, Navy, and Air Force Officers with the over-all operation of the Atomic Energy program. The scope of the course is:

a. To familiarize the class with the technical functioning, capabilities, and limitations of atomic

weapons.

b. To present the effects of atomic weapons.

c. To outline the logistic requirements for assembly organizations and the delivery services to include changes with new developments.

d. To discuss the employment of atomic weapons, including delivery systems.

e. To present the future developments and improvements that can be expected in the field of atomic weapons.

3. The length of this course is four (4) days, Tuesday through Friday. Frequency of course is approximately every two (2) weeks.

4. Field grade officers and civilian personnel with equivalent of GS-12 rating or higher who in the performance of their duties require access to information indicated above are eligible for attendance to this course.

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SECURITY INFORMATION

Hq, ADC, ADPTR-F 353, Subject: (Unclassified) Atomic Energy Indoctrination (Contd)

5 Personnel selected for attendance to this course must possess a minimum of a TOP SECRET clearance.

6. In order that provisions may be made for your command to participate in this training, it is requested that this headquarters be advised of your training requirements by 3 April 1953.

BY COMMAND OF GENERAL CHIDLAW:

ROBERT N. BRUCE
Lt Col, USAF
Dir of Tng

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SECURITY INFORMATION

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{End of Part 2 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 3
NICAP Home

DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
WASHINGTON 25, D. C.

25 February 1953

Mr. Donald E. Keyhoe
Wellington
Alexandria, Va.

Dear Mr. Keyhoe

The data on "flying saucer" sightings and the answers to your other queries indicated on the attached list, were secured from the Air Force Intelligence files and released to you for publication purposes, as per your request.

Very Truly Yours
Albert M. Chop
Albert M. Chop
AIR FORCE PRESS DESK

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DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
WASHINGTON 25, D. C.

26 January 1953

Henry Holt & Company
383 Madison Avenue
New York 17, N.Y.

Dear Sirs:

This will acknowledge your letter of recent date regarding a proposed book on "flying saucers" by Major Donald E. Keyhoe, U. S. Marine Corps, retired.

We in the Air Force recognize Major Keyhoe as a responsible, accurate reporter. His long association and cooperation with the Air Force, in our study of unidentified flying objects, qualifies him as a leading civilian authority on this investigation.

All the sighting reports and other information he listed have been cleared and made available to Major Keyhoe from Air Technical Intelligence records, at his request.

The Air Force, and its investigating agency, "Project Bluebook," are aware of Major Keyhoe's conclusion that the "Flying Saucers" are from another planet. The Air Force has never denied that this possibility exists. Some of the personnel believe that there may be some strange natural phenomena completely unknown to us, but that if the apparently controlled maneuvers reported by many competent observers are correct, then the only remaining explanation is the interplanetary answer.

Very Truly Yours
Albert M. Chop
Albert M. Chop
Air Force Press Desk

National Investigations Committee On Aerial Phenomena

Audio Files

Keyhoe Hall McCoy

Sound Byte No Longer Atributed To McCoy
February 8, 1966

http://www.nicap.org/audio/McCoy.mp3
I was in intelligence for a long time,
military intelligence. I was in the war.
It is logical (thank you)
not just military thinking, but as logical thinking
there was never a successful military occupation or adventure
where prior to the invasion or prior to the mass landing,
there were not agents sent ahead
This is standard practice
In Germany we and the British inserted Americans and we inserted British
who looked like the the Germans and spoke their language
In Japan we inserted, we had enough nisei
we inserted them into Japan
but we had agents in their country exactly the same as we have agents behind the Iron Curtain now

The main purpose of these people
is to be as exactly like the natives as possible
and yet the fact of life, the fact of military logic,
the fact of cultural logic
and especially since they have not been hostile,
dictates that there would be, if they are humanoid
there can be humanoids picked out
since the range of size shape and color on this planet is,
covers almost the entire spectrum
it almost dictates the fact that there would be agents of the space people,
wherever they come from,
living among us at the present time
and having been here over the last hundred years.

Date: Sat, 24 Sep 2005 16:58:56 -0500
From: mary <m.castner@COMCAST.NET>
Subject: Col. Howard M McCoy and the alien infiltration statment of 2/8/1966
Comments: To: project1947@earthlink.net, SHG <shg@ns2.txbs.net>
To: CURRENT-ENCOUNTERS@LISTSERV.AOL.COM

Last week the son of Howard McCoy, John McCoy, visited CUFOS and the subject of his father's voice on the NICAP tape came up. Turns out that John McCoy and his two brothers had all listened to the tape and claim it wasn't their father's voice. I can't think of anyone better to identify McCoy's voice then his three sons.

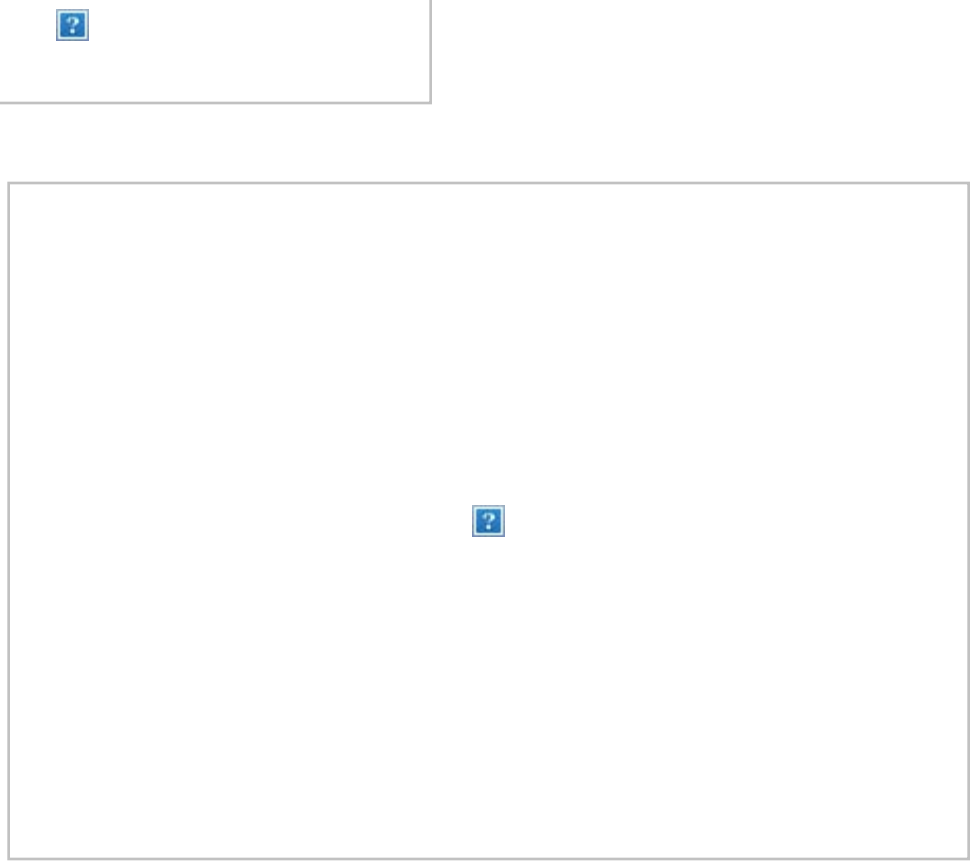
After some email exchanges with Dick Hall, who finally found a copy of the tape and a list of attendees at the NICAP reception for Fontes, he again listened to the tape closely and realized he had made a misidentification, an honest mistake, but an incorrect one. It was not the voice of Howard McCoy, but Howard Wright. He sent notice of this to Wendy Connors and John McCoy two days ago. Also, location of reception for Fontes was at NICAPs not Isabel Davis' apartment as posted back in 1999. Anyway, for the last six years everyone has thought the voice was that of Howard McCoy, but it is not. So we don't know what McCoy thought about alien infiltration or visitation nor can that inference be carried over to indicate how Project Sign was thinking as the initial posting stated. Even if McCoy had thought that way its still too much of a stretch to ASSUME thinking and conclusions of the Project Sign group.

List of attendees at the February 8, 1966 reception held at NICAP.

Olavo Fontes, M.D.
Howard Wright (Col. USAF Ret., UFO sighting witness)
Howard McCoy (Col., USAF Ret.)
Edward C. Russell, President, English Speaking Union (office in same building)
Tom Olsen, engineer
Frank Bloss, Trident engineer
Eli Bernzweig, Government attorney
Frank Rawlinson, NASA physicist
Leon Katchen, NASA physicist
Robert Suggs, PhD, anthropology
Mrs. Suggs
Joan Lusby, NICAP worker (now Joan Woodward)
Gordon Lore, NICAP staff
Richard Hall

The original web page was produced by Francis Ridge and Wendy Connors for the NICAP Web Site's 7th Year Anniversary, December 15, 2004. Copyrighted 2004, but reproduced here in the new format for the NICAP audio file.

Other Audio File Histories - Work In-Progess
nicap.org/audio/
http://www.nicap.org/



In December 1947, the USAF Headquarters approved Special Project HT-304, codename, Project Sign, to investigate and analyze the proliferating number of reports of flying-disc sightings and phenomenon in the atmosphere which can be construed to be of concern to the national security. Assuming that the reports might be caused by Soviet innovations recovered from the Germans, the logical place to conduct the investigation was the Technical Intelligence Division at Wright-Patterson AFB. Most of the early analysis work was carried out by highly trained aeronautical engineers, in the T-3 Engineering Division. Their conclusion after seven months, drafted in an Estimate of the Situation was that the phenomena were best explained as being of interplanetary origin. The Pentagon refused to accept this, which resulted in the breakup of the Sign team and set the tone for USAF behavior toward UFOs for the next two years. The Estimate was declassified and all copies ordered burned, and for years the Air Force would deny that any such report ever existed.

This is one of the few photos taken of the team inside the T-2 Conference Room at Wright Patterson AFB in 1948.

Personnel from the left and around the table are: Lt. Col. Malcolm Seashore, chief of the Material Command Intelligence Technical Analysis (MCIAT); [unidentifiable person blocked by Seashore]; Lt. Col. J.J. Hausman; Col. Howard McCoy, director of Air Material Command T-2 Intelligence Division; [believed to be] Capt. Robert Sneider, Project officer under McCoy and Clingerman; [believed to be] Col. William Clingerman, executive officer for Material Command Intelligence Analysis (MCIA); and John "Red" Honaker, liaison to the AMC Commander Lt Gen. Nathan Twining, with a pipe in his mouth.

Report and photo credit: Wendy Connors, Faded Disc Archives (Copyright 1999)
This web page produced for the NICAP Site by Francis Ridge

HOUSE COMMITTEE ON SCIENCE & ASTRONAUTICS
Criticism of the Air Force, not allowed
Symposium on UFOs, 1968

(NICAP's optimism abruptly ended, when we learned the truth about the supposed hearings)

No criticism of the Air Force or the Colorado UFO project would be allowed.

The orders had been issued by Chairman Miller. They applied to Congressman Roush and all the other members of the Science and Astronautics Committee. The invited scientists also had been warned. Anything that might lead to disparaging statements about the AF investigation or the CU (University of Colorado) project was prohibited.

Although NICAP had played the leading role in securing the so-called hearings, we could not submit any information. Not only was our evidence blocked, we could make no comments on the discussions. No questions from the NICAP staff would be permitted, even if they were devoid of any AF or CU criticism - we could attend the meeting only as silent spectators. Although the discussions were officially called hearings, the meeting was also labeled as a symposium on unidentified flying objects, to remove any idea that this was an actual investigation.

Although the press had been invited, newsmen also were prohibited from asking questions. Some of them knew the inside story and they could have caused trouble. One correspondent, whom I had known for years, expected the muzzling order to cause a row.

"The Air Force must've pushed Miller into that," he told me. "But some of those Space Committee members are sore about it. They were all set to hit the AF and that Colorado Project. I know two who are going to try to buck the order. I'm not going to name them."

"I think I know who you mean.

"Well, it could set off a fight, and what a story that would be. That's the only reason I'm going-I already know most of the things McDonald and the rest will bring out."

Within minutes after the symposium began, Chairman Miller repeated his warning against criticizing the Air Force.

"I want to point out that your presence here is not a challenge to the work that is being done by the Air Force. Unfortunately there are those who are highly critical of the Air Force, saying that the AF has not approached the problem properly. I want you to know that we are in no way trying to go into the field that is theirs by law, and thus we are not critical of what the AF is doing.

"We should look at the problem from every angle. . . . I just want to point out we are not here to criticize the actions of the Air Force."

The first attempt to bypass the muzzling order was made by Congressman Ken Hechler.

"Is it your assumption," he asked Dr. Hynek, "that the AF . . . has not really measured up to a thorough scientific analysis of UFOs?"

But Hynek refused to answer the question. "The letter that came with the invitation to speak here strongly stated that we should not discuss the AF participation."

Congressman William F. Ryan, while questioning Dr. McDonald, tried to get his opinion of the Colorado Project Symposium Chairman Roush, following orders, quickly broke in:

"We agreed this was not the place to discuss that. . . . I'm sure Dr. McDonald would be very happy to confer with you privately on this."

Switching to another approach, Congressman Ryan led to McDonald's disclosing the Low memorandum to the National Academy of Sciences.

"You wrote . . . concerning this [Colorado] project?"

"Yes," McDonald replied. "I received a letter . saying we must let the Colorado Project run its course."

Congressman Roush interrupted. "I would appreciate it if we disposed of that."

But Ryan persisted. "I'm suggesting maybe this committee should make an investigation of the University of Colorado Project."

Committee Chairman Miller immediately stopped him. "That is something we don't have authority to do here."

In spite of the silencing order, a surprising amount of open criticism, hitting at the AF and the CU Project, was printed in the official Hearings Record. Most of it was contained in prepared statements which were not read aloud or quoted at the symposium.

One sharp comment on the project at Boulder came from Dr. Garry C. Henderson, Senior Research Scientist, Space Sciences, General Dynamics, Fort Worth, Texas. Dr. Henderson said prominent scientists had ignored careful research methods in dealing with the UFO problem.

"Such an example," he stated, "is the unfortunate selection of the University of Colorado team headed by a respected scientist, with the result that the squirrel-cage atmosphere usually associated with UFO interest has been augmented by built-in bias and confusion, rather than eliminated by one group of scientists' involvement. . . . The public has been led to believe that everything has been done to either prove or disprove the existence of UFOs - rubbish! Available information of a truly reliable nature should tend to increase activity, not place it in neglect, or worse, in ridicule."

Another paper, inserted in the Hearings Record by Rep. James G. Fulton, was prepared by nuclear physicist Stanton T. Friedman, who has worked on nuclear and radiation projects at General Motors, Westinghouse and the Aerojet Corporation. Friedman said that long studies and UFO investigations had convinced him that Earth is being visited by alien-controlled space vehicles. Referring to the AF debunking explanations, he added, "The low percentage of unknowns [unsolved cases] is the direct result of deception on the part of the U.S. Air Force . ."

Another indication of AF deception appeared in a discussion by Dr. Robert M. L. Baker, Jr., a noted research scientist engaged in NASA, Navy and AF projects. As a Douglas Aircraft Company consultant he made an eighteen-month study and scientific analysis of the famous Utah and Montana films. Oddly enough, this was requested by the AF, although it had debunked the film images as birds and reflections from aircraft. During his extensive examination, Dr. Baker found that the AF explanations were incorrect. He reported his findings, with all the detailed analyses, to Maj. Gen. H. E. Watson, head of Air Technical Intelligence. But the disproved answers were never retracted. (At the time of the hearings, the AF was still using these false explanations.)

Dr. Baker urged a truly scientific UFO investigation, with a mobile force of highly qualified scientists to secure the best information; a special tracking system; "listening posts" to seek out possible alien messages. Plans should be made, he said, to extract valuable information from an advanced society, if the extraterrestrial answer proves correct. He also urged studies to learn the characteristics of an advanced civilization and to be prepared for the psychological impact on our own culture, in case of "contact."

"The goal of understanding, if attained," he said, "may be of unprecedented importance to the human race."

The AF claims that UFOs do not exist were rejected by Dr. James A. Harder, Professor of Engineering, University of California. A prolonged investigation, he stated, had proved UFO reality. He also stressed the need for learning the technical secrets of these superior spacecraft.

The bad effects of ridicule were emphasized by Dr. Robert L. Hall, head of the Sociology Department, University of Illinois, and a former AF psychologist. As an example, he related the case of an American artillery colonel in Korea. While flying in his observer plane he encountered a typical UFO at fairly close range.

"He was an experienced observer," said Dr. Hall,". . . [but] when he returned he was so ridiculed he gave up trying to be taken seriously."

The risk of panic, from sudden contact with aliens, needs to be countered, Dr. Hall warned. Instead of issuing reassuring statements, he said, the public should be given sound information through a careful preparation program.

The most detailed expose of the AF cover-up was made by Dr. James McDonald. It was done without any harsh attack, through a long statement including over thirty pages of verified reports, with proof that public explanations were untrue-most of them AF debunking answers. Almost every important aspect of the UFO problem was covered, analyzed scientifically with confirmed evidence.

Even Dr. Carl Sagan, the least positive of the symposium scientists, made some important admissions. A frequent adviser to NASA, Dr. Sagan has degrees in physics, astronomy and astrophysics. He is an associate professor of astronomy at Cornell University, and is also connected with Cornell's Center for Radiophysics and Space Research. Interstellar flight at nearly the speed of light is not impossible, even with present principles of science, Dr. Sagan told the symposium members. "If we are being visited by representatives of extraterrestrial life, just sticking our heads in the sand would be a very bad policy. . . . If there are other technical civilizations, any random one is likely to be vastly in advance of us. It is unlikely there is any other civilization in the galaxy that is as backward [as we are]."

The only scientist adamantly opposed to acceptance of the UFO evidence was Dr. Donald H. Menzel, former director of Harvard Observatory. In his prepared statement Menzel explained UFOs as mirages, reflections from windows, TV antennae and car fenders and also as optical illusions, after-images, or spots before the eyes. Pilots and other trained witnesses, Dr. Menzel said, often make huge errors. Many unidentified objects, he claimed, were only birds, saucer shaped clouds, or wind-blown hats, spider webs, feathers and seedpods. In conclusion, Dr. Menzel stated: "The time has come for the Air Force to wrap up Project Blue Book. . .

<>Major Donald E. Keyhoe
***Aliens From Space* - 1973**

The extraordinary story of the half-million-dollar "trick" to make Americans believe the Condon committee was conducting an objective investigation

FLYING SAUCER FIASCO

By John G. Fuller

A statement from the director of NICAP

LOOK 5-14-68

A STRANGE SERIES of incidents in the University of Colorado Unidentified Flying Objects study has led to a near-mutiny by several of the staff scientists, the dismissal of two Ph.D's on the staff and the resignation of the project's administrative assistant.

The study, announced as a totally objective scientific investigation of one of the most puzzling phenomena of modern times, has already cost the taxpayer over half a million dollars. The committee is scheduled to release its report by the end of the year.

The announcement by the Secretary of Defense in October 1966, that the Air Force had selected Dr. Edward U. Condon and the University of Colorado for the UFO research contract was welcomed both by skeptical observers and those convinced of the existence of flying saucers.

Maj. Donald Keyhoe and his National Investigations Committee on Aerial Phenomena, who were among the severest critics of the Air Force's study, publicly announced cautious support and offered NICAP's nation-wide UFO reporting system to the new research group.

Condon, then 64, a distinguished physicist, former president of both the American Association for the Advancement of Science and the American Physical Society, had grappled with and subdued the House Un-American Activities Committee, and served as director of the U.S. Government's National Bureau of Standards from 1945 to 1951. His leadership appeared to promise pure scientific objectivity in the study. Only two details seemed to disturb some observers. Four out of the first five investigators appointed were psychologists. And Robert J. Low, project coordinator and key operations man in the study, held a master's degree in business administration (although his bachelor's degree was in electrical engineering). Some critics felt that more physical scientists were needed. Condon assured them that the staff would become more balanced, and later, it was.

The project staff received a minor jolt early in October of 1966, when the Denver *Post* published a story: **CU AIDE SLAPS UFO STUDY.** Low was quoted as saying that the UFO project "comes pretty close to the criteria of non acceptability" as a university function.

But the massive problems of getting the project started left little time for debate over that statement. Briefings were held in which Dr. J. Allen Hynek, chairman of the Department of Astronomy of Northwestern University and one of the few scientists in the country who had given UFO's serious study, gave the staff the background information he had acquired in his 20 years as scientific consultant for the Air Force. Later, such authorities as Major Keyhoe and Richard Hall 'from NICAP, Maj. Hector

Quintanilla, of the Air Force UFO study, and Dr. James McDonald, physicist at the Institute of Atmospheric Physics and professor in the Department of Meteorology at the University of Arizona, addressed the group. McDonald had carried out an extensive investigation on his own.

After examining the hundreds of well-documented reports of sightings by military and airline pilots, radar operators, police, technical observers and articulate, rational laymen, McDonald rejected as highly unlikely such conventional explanations for UFOs as ball lightning (plasma), hallucinations, hoaxes and misinterpretations of natural phenomena. He concluded that "only abysmally limited scientific competence has been brought to the study of UFO's within Air Force circles in the past 15 years. Unfortunately, during all this time, the scientific community and the public were repeatedly assured that substantial scientific talent was being used...."

From the beginning, the relationship between Dr. McDonald and Robert Low, the project coordinator, was abrasive. Low, who speaks softly, smoothly and guardedly, contrasts sharply with McDonald, who is intense and bluntly articulate.

The relationship between the Colorado group and NICAP was especially important. NICAP was large and well-organized, and could supply information on UFO sightings on a nationwide scale. NICAP hoped that the Colorado group would retain its scientific objectivity by concentrating on the estimated ten percent of "high credibility" cases, such as those Dr. McDonald was investigating.

The first major turbulence in the new project came early in February, 1967. Condon, burdened by heavy responsibilities in many public and educational projects, could not spend much time in the project offices. Low assumed the responsibilities for most of the decision-making. But on January, 25, Condon, known for his breezy, anecdotal style, spoke before a chapter of Sigma Xi, the honorary scientific fraternity. The Elmira, N.Y., *Star-Gazette* reported:

"Unidentified flying objects 'are not the business of the Air Force,' ...Dr. Edward U. Condon said here Wednesday night.... Dr. Condon left no doubt as to his personal sentiments on the matter: 'It is my inclination right now to recommend that the Government get out of this business. My attitude right now is that there's nothing to it.' With a smile, he added, 'but I'm not supposed to reach a conclusion for another year...'"

The. story also quoted Condon as saying: "What we're always reduced to is interviewing persons who claim they've had some kind of experience....I don't know of any cases where the phenomenon was still there after the person reports it... and it seems odd, but these people always seem to wait until they get home before they report what they saw."

Keyhoe knew of cases where "the phenomenon was still there after the person reported it," and where the observer didn't wait to get home before he reported it. He bristled. He knew that Condon had not yet investigated any field cases personally, nor had any members of the staff completed any meaningful research. The project was only three months old. "I have to admit," Keyhoe told David Saunders, a key staff member, "that I'm shocked by these statements. Is this a scientific investigation or isn't it?"

Condon wrote Keyhoe that some of his remarks had been taken out of context. NICAP then issued this statement: "Although we retain some reservations about the impressions of Dr. Condon's attitudes conveyed through some press accounts, we find no reason to go along with the skeptics who interpret the project merely as the latest gambit in an Air Force propaganda campaign. Having met most of the scientists involved, we are generally satisfied with their fair-mindedness and their thorough plans..."

The NICAP cooperation made it possible to establish an Early Warning System, and staff investigators were now being dispatched for field reports. Saunders gave particular attention to field surveys, as well as to the development of a master casebook and staff discussions of major cases. Low was giving the staff members considerable leeway in the approach they were taking. Condon, with his office some distance away, did not appear frequently, and some of the staff felt that it was often frustrating to try to reach him.

During this time, it seemed to some of the staff that several potentially interesting cases were turned down for investigation by Low for what were apparently specious reasons.

Another scientific investigator, Dr. Norman Levine, joined the project and immediately became aware of the strained atmosphere developing between Low and several members of the staff. Condon himself was heard to say that he wished the project could give the money back.

A senior member of the staff who was asked to make a speech before a teachers association began looking for specific details on the origin of the project. He was told that he might find some information in the open- files folder under the heading AIR FORCE CONTRACT AND BACKGROUND. The relaxed open-file system was part of a general overall policy to keep the project out of the cloak-and-dagger category. (In a later memo, Low said:

"The key point to keep in mind, it seems to me, is that our own files are not secure, they are not confidential, they can't be kept confidential, nor should they be....It is inconsistent with the purposes of a university to keep confidential any records of research activity....or any other records for that matter.")

The staff member found most of the material about the contract rather dull going, but one memo, written by Low to university officials on August 9, 1966, contained a few fresh details. The memo, labeled "Some Thoughts on the UFO Project," had been written before the contract was signed. In it, Low said, "..... Our study would be conducted almost exclusively by non- believers who, although they couldn't possibly *prove* a negative result, could and probably would add an impressive body of evidence that there is no reality to the observations. The trick would be, I think, to describe the project so that, to the public, it would appear a totally objective study but, to the scientific community, would present the image of a group of nonbelievers trying their best to be objective, but having an almost zero expectation of finding a saucer. One way to do this would be to stress investigation, not of the physical phenomena, but rather of the people who do the observing - the psychology and sociology of persons and groups who report seeing UFO's. If the emphasis were put here, rather than on examination of the old question of the physical reality of the saucer, I think the scientific community would quickly get the message....I'm inclined to feel at this early stage that, if we set up the thing right and take pains to get the proper people involved and have success in presenting the image we want to present to the scientific community, we could carry the job off to our benefit...."

When Levine read the memo, he was disturbed by the word "trick" and the phrase about making the investigation *"appear* a totally objective study" to the public. Others on the staff had a similar reaction.

Many staff members were also disturbed by the news that Condon had decided to attend the June Congress of "Ufologists" in New York. This was a convention of far-out supporters of undocumented and highly colorful UFO sightings.

On September 18, Condon, Low and Saunders met for the first time in many weeks. As a result of his reading of the memo, Saunders was deeply concerned about the negative approach to the UFO problem. It would be easy, he felt, to concentrate on the nut-and-kook cases and persuasively eliminate any serious consideration of the real problem.

The meeting went on for three hours. Low did most of the talking. Condon seemed tired. Low's position was that Saunders was sticking his nose into something that was none of his business. Condon's position was that he didn't understand what Saunders was talking about.

Saunders was led to believe that if by chance the Extra Terrestrial Intelligence (ETI) hypothesis was substantiated, the announcement would be sent by Condon directly to the Air Force and the President, and never be allowed to go to the public. This troubled him, because Saunders had been given a clear understanding that the report would go first to the National Academy of Sciences, then to the public and Air Force simultaneously. Saunders felt he could not let the problem drop. Another meeting was agreed to.

At this point, Keyhoe suddenly sent word that NICAP was going to take a strong stand against the Condon committee and no longer would supply material and reports. The reason, Keyhoe said, was a new speech made by Condon at the Atomic Spectroscopy Symposium at Gaithersburg, Md., on September 13, 1967. A report of the new Condon speech had already reached Dr. McDonald in a letter from a colleague at the University of Arizona, William S. Bickel, assistant professor of physics on the campus.

"..... Dr. Condon's speech was funny and entertaining," Bickel wrote. "But to me, it was also disappointing and surprising. Dr. Condon emphasized mostly funny things. He told of an offer made to him by a contactee, who, for a sizable sum deposited in the right bank, would introduce him to a UFO crew. ... He told how he tracked the case down and concluded that it was very likely a hoax..... My feelings about UFO's are similar to those of many people - I don't know what they are, I believe people are seeing real things, and I believe a scientific attack on the problem will solve the mystery - whatever they are..... The net effect of Dr. Condon's talk was zero, if not negative...."

In reply to Bickel, McDonald wrote, "..... The crackpots are so immediately recognizable that one need not waste any time at all on them.... I fail to understand why a scientific group should be given an address by any member of the Colorado team on the topic of the crackpot fringe...."

Word came from Keyhoe that he was drafting a long letter to the Colorado study group, and NICAP would reconsider its cooperation only if the answers to a list of questions were satisfactory.

On September 27, the *Rocky Mountain News* (Denver, Cob.) published this headline: **UFO RESEARCH CHIEF AT CU DISENCHANTED.** Condon was quoted as saying: "I'm almost inclined to think such studies ought to be discontinued unless someone comes up with a new idea on how to approach the problem.... The 21st century may die laughing when it looks back on many things we have done. This [the UFO study] may be one."

The majority of the staff began exploring several proposals, including the possibility of the entire staff resigning enmasse or issuing a press release or a minority report. Another proposal was the establishment of an independent scientific group to explore the rational sighting reports and eliminate the crackpot-fringe static. There was general agreement that an objective study of the UFO problem should be made and that accurate and unbiased findings should reach the National Academy of Sciences, the public and the Air Force. A confrontation with Low and Condon was arranged. Condon expressed regret that his statements had appeared in the press. Several members of the staff told of their concern that the content and form of the final report would reflect what they now felt was Condon's and Low's prejudice and would be unjustifiably negative. Staff members speculated that Condon was tired as well as disenchanted. He remained an enigma because the staff saw so little of him.

At an informal meeting in Denver on December 12, 1967, Saunders, Levine, McDonald and Hynek agreed that a new organization might be formed consisting only of professional-level members, designed to assure the continuation of intelligent UFO study regardless of whether the Condon report were negative or positive. After Hynek left, McDonald first became aware of Low's memo, and expressed his shock.

On January 19, 1968, Low phoned McDonald at the University of Arizona. McDonald reminded Low of the clearly negative tone of Condon's public statements over a period of time, including Condon's disturbing preoccupation with the crackpot elements. He also brought up Condon's failure to investigate personally significant field cases or to question any of the working staff who had been making a serious UFO study. McDonald stressed that he was not opposed to negative findings. What bothered him was that negative findings were already being clearly expressed by both Low and Condon. Low hung up in anger. McDonald prepared a long letter to Low to review his complaints. Low did not get around to reading the letter until February 6. In it, McDonald mentioned for the first time his concern about the memo, quoting to Low the phrases about "the trick." "I am rather puzzled by the viewpoints expressed there," McDonald wrote, "but I gather that they seem entirely straightforward to you, else this part of the record would, presumably, not be available for inspection in the open Project files...."

Mrs. Mary Louise Armstrong, who had worked directly with Low as his administrative assistant, was in the office as Low finished reading the letter. Low exploded. He said that whoever gave the memo to McDonald should be fired immediately. Then he seemed to cool down.

On Wednesday, February 7, Saunders was summoned to Condon's office. Low and Condon were present. The questioning focused on the memo. Did Saunders know of it and know where it was kept? Saunders said that the memo was only part of the whole problem. It alone did not seem especially important, he felt. The broader issues of scientific integrity were at stake. Condon, furious that he had not immediately been informed that McDonald knew of the memo, told Saunders, "For an act like that, you ought to be ruined professionally."

Saunders countered by saying that Condon and Low seemed to be treating the symptoms rather than the disease. He reminded them of the efforts of the entire staff to get Low and Condon to modify their intractable stance. He reviewed the long sequence of events and reminded Low that he had blocked the investigation of one particularly startling UFO case. Low protested that the investigation on this was completed. No mention was made of any dissatisfaction with Saunders's work.

Dr. Levine was summoned while Saunders was still in Condon's office. Saunders offered to stay. Low rose from his chair and physically ushered him out the door. Levine was unnerved by the forcible ejection of Saunders. Again, the questioning went straight to the memo. Levine said that he was at the Denver meeting when the memo was given to McDonald. He understood there was nothing whatever confidential about the memo, and did not see anything wrong with the action. Condon asked why Levine had not brought the memo to him, and Levine said that Condon's public and private statements had indicated that there was little likelihood of effective communication. He told Condon that Low had slammed the door in his face when he brought up the handling by Low of an Edwards Air Force Base case, and recalled that Condon himself had suggested that Levine call in sick when he was scheduled to make a talk at Colorado's High Altitude Observatory.

Condon accused him of being disloyal and treacherous, and Levine replied that loyalty to a scientific goal might take precedence over personal loyalty. Condon asked why Levine didn't invite him to come over and investigate the important cases. Levine indicated that he did not feel it was his place to invite the chief scientist of the project over. The questioning lasted about an hour. Condon dismissed Levine abruptly.

Mrs. Armstrong had joined the project at its inception with no convictions whatever about UFO's. By February, 1967, she was convinced that the study was being gravely misdirected. When, on February 7, 1968, Condon told her that he was going to fire Saunders and Levine the next day, Mrs. Armstrong's first impulse was to resign immediately. But she then decided first to confront Condon with what she regarded as clear, unassailable documentation of the factors behind the disagreement and low morale of the staff.

She talked to Condon on February 22, 1968, at his office. She told him frankly that there appeared to be an almost unanimous lack of confidence in the project coordinator and his scientific direction of the project. She pointed out that Low had indicated little interest in talking to those who carried out the investigations or in reading their reports. She said that her long, close association with Low gave strong evidence that he was trying very hard to say as little as possible in the final report, and to say that in the most negative way possible. At Condon's request, she wrote a follow- up letter in which she added that the tone of the memo indicated that Low was not unbiased from the beginning. Condon then wrote her: "My position is that that letter is a confidential matter between the two of us and that for you to disclose it to anyone else would be gravely unethical." But after long consideration, Mrs. Armstrong felt that it was more important to the public interest to state her feelings clearly.

The others who left the project also felt they had an obligation to speak out, and when Condon failed to respond positively to his outspoken letter of criticism, McDonald brought the matter before the executive officers of the National Academy of Sciences in a vigorous written protest. Saunders and Levine cleared their desks at Woodbury Hall and left.

Asked about the near-mutiny in the investigating staff, Condon said that he would make no comment. Low stated that he had absolutely "zero comment" to make about the dismissals. Thurston Manning, vice president and dean of the faculties of the University of Colorado, delivered word through his secretary that he had nothing to say. Scott Tyler, in charge of public relations for the university, said that he had no comment.

The hope that the establishment of the Colorado study brought with it has dimmed. All that seems to be left is the $500,000 trick.

END

The Project Blue Book Research Center presents
About Michael David Hall

Mike Hall

At present Michael Hall is researching all aspects of the Project Blue Book days although he has just completed a book primarily dealing with the very early years of Air Force investigations into UFOs. That book, *Origin of the UFO Phenomenon,* documents many fascinating events long forgotten by today's sound bite generation. It is one of very few books that approaches the subject from a historical perspective.

Michael David Hall has previously authored a biography on Indiana Senator Henry S. Lane. In *The Road To Washington, Rise of an Indiana Politician,* Hall traces the drama that took Lane from the chairmanship of the first national Republican Convention in 1856 to his influence four years later in securing Abraham Lincoln with his party's nomination. Dozens of magazine articles on Indiana history followed that work. Several of those continued Mr. Hall's research on the former Indiana senator, taking him from a congressional legislator who worked with Daniel Webster and Henry Clay, to the founder of the Indiana Republican Party, and then on to a powerful Civil War era senator.

Hall holds a B.A. from Illinois College and an M.A. from Western Illinois University in American History. In 1984 he began a museum career at the Illinois State Museum and since 1987 has served as Executive Director of the Montgomery County Historical Society and its Henry S. Lane Historic Home in Crawfordsville, Indiana.

Currently the author is working on a new book, *A Time To Remember, The UFO Wave of 1952* and a co-authored article with researcher Wendy Connors for the *International UFO Reporter* dealing with legendary Project Sign figure, Alfred Loedding. Soon an expanded version of *Origin of the UFO Phenomenon* will be published, titled *UFOs, A Century of Sightings: The Truth Revealed* -detailing the subject all the way up to present day.

As he pursues his research he finds diversion in aviation history as a part time guide at the United States Air Force Museum in Dayton, Ohio. Hall also has interest in the era of the great steam trains, serving as a director at the Linden, Indiana, Monon-Nickel Plate Railroad Museum and Historical Society. Residing in Lafayette, Indiana, with his wife Teresa and their collection of five pampered stray cats, both Mr. and Mrs. Hall developed interests in that area's rich heritage in transportation history spawned by technological influences from nearby Purdue University. In fact, Mr. Hall has taken advantage of his proximity to Purdue to further his studies in history and plans in the near future to complete his Ph. D. in American History.

Interest in the subject of UFOs began quite by accident while working at Purdue on a paper analyzing the effects of American daylight bombing raids on Germany. Mr. Hall then happened across some obscure UFO accounts filed by allied pilots. Called foo-fighters in those days, the stories he found fascinated him. As he came to realize what a huge volume of primary material existed on UFOs in the nation's archives, Hall knew he had an amazing story to tell.

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Project Blue Book 1951-1969

by Michael Hall

September 10th, 1951 marked a series of sightings that would prove to be the impetus for a serious reevaluation of the Air Force investigation into the UFO phenomenon. This would lead directly to the establishment of Project Blue Book.

The incidents began when an Army Signal Corps radar operator at Fort Monmouth, New Jersey, picked up an unknown flying target at 11:10 A.M. moving faster than the automatic setting mode could plot. The UFO followed the coast line, estimated at a speed of 700 miles per hour.

Twenty-five minutes later at 11:35 A.M. a T-33 jet piloted by Lieutenant Wilbert S. Rogers with Major Edward Ballard on board may have encountered that same object. They were flying over Point Pleasant, New Jersey, when Rogers spotted a “dull silver, flat disc-like object.” It appeared far below their aircraft which was then at 20,000 feet. Ballard confirmed the pilot’s observation as both crewmen estimated the craft to be around 30 to 50 feet in diameter. The UFO proceeded to descend toward Sandy Hook as Rogers nosed the jet down to investigate in a 360-degree descending turn. As Rogers executed that maneuver the unknown countered with a 90-degree turn to the left. By then both men knew they were not chasing a balloon. This UFO was not only banking left but was by then out-pacing their jet which Rogers had throttled up to 550 miles per hour! He then attempted to parallel its course from his current altitude of 17,000 feet, but it soon vanished out to sea.

Later that afternoon at 3:15 P.M., Fort Monmouth, New Jersey, radar picked up an object eighteen miles above the earth traveling slowly. Soon ground observers visually confirmed it although they could only see a silver speck. That sighting did later prove to be a balloon, but as a direct result of all of these Fort Monmouth, New Jersey Reports and some other odd radar reports the next day, many senior military leaders became concerned.

So much attention came to bear on the incidents that the Air Force Headquarters Intelligence director at the Pentagon, Major General Cabell, asked Air Technical Intelligence Center chief Harold Watson, in Dayton, Ohio, to look into the matter. Since 1948 the ATIC in Dayton had been responsible for collecting and investigating UFO reports.

Yet even before these incidents took place, General Cabell had come under pressure by many U.S. industrialists and scientists who felt the Air Force should be more forthcoming about UFO reports. They felt a renewed investigation should take place on a scale equal to that of 1948 during the first investigation named Project Sign. Cabell, who had once characterized the later Grudge Project and its report as “the most poorly written piece of unscientific tripe I’ve ever read,” seemed ready himself for a more serious study. That summer Cabell passed the mounting pressure on to Watson at ATIC although after the Fort Monmouth, New Jersey Reports, Cabell sent word down that he was even to be awakened during the middle of the night if he was needed!

Ironically, Watson had such a disdain for UFO sightings that initially he had hesitated to even forward the Fort Mommouth reports to Washington. In fact, when word of the incredible sightings first came into Dayton, the accounts were dismissed by Watson’s head of intelligence analysis, Colonel Bruno Feiling. Feiling completely bypassed Grudge and gave the report directly to James Rodgers who had once been in charge of the Grudge project and was Watson’s right-hand man. Apparently an argument of sorts soon arose within the ATIC offices as the New Jersey incidents gained more and more publicity. Finally, the report was sent to the Pentagon (apparently by some unnamed subordinate going over Watson’s head).

In response, Watson soon found himself in a heated conversation with Cabell. By then Watson knew he had to act fast, so he sent Lieutenant Colonel N.R. Rosengarten to New Jersey to conduct an investigation. Rosengarten then served as chief of Aircraft and Missiles at ATIC and technically had the old Grudge project under his many duties. He took with him intelligence officer Lieutenant Jerry Cummings who had actually taken over the administration of Grudge from James Rodgers. Although Cummings had only recently come to Grudge and, like Edward Ruppelt, had been reactivated with the start of hostilities in Korea. Ruppelt’s opinion of Cummings

was very high, and it is evident from the UFO files that a more serious approach was taken as soon as Cummings was ordered to administer what was left of the Grudge operation. As a matter of fact, both Ruppelt and Cummings had desks in the same building. Ruppelt noticed that when Cummings was given the defunct operation, it had been due to Watson rewarding Rodgers with better duty. Yet during the transition, both Ruppelt and Cummings came to learn the history of Watson and Rodgers' misadministration of Grudge.

Rosengarten and Cummings thus took great interest in their trip to New Jersey because it gave them the chance to finally investigate a really good report without direct interference from Watson and Rodgers. After arriving on the scene via a commercial airliner direct from Dayton, they worked around the clock to interrogate the radar operators and all participating technicians at Fort Monmouth. Following their investigation, Rosengarten and Cummings interrogated the T-33 pilots in New York. After that they headed to Washington to brief Cabell but couldn't get an airliner out of New York in time to catch a scheduled 10:00 A.M. meeting, so they charted a private plane. When they reached the Pentagon they found themselves participating in a very intense briefing with not just Cabell, but other top Pentagon Intelligence officials.

By the start of the meeting it is apparent that Rosengarten and Cummings had not only become impressed with the reports, but decided to take it upon themselves to put an end to Colonel Watson and his anti-UFO policy. We now know that during the meeting Cummings (with approval from Rosengarten) told Cabell all he knew about the behind-the-scenes influences on Project Grudge.

Cabell thus came to the realization that Watson had been deceiving him. He learned that since Watson took charge at ATIC in July of 1949, he had been intentionally downplaying sightings. Watson, he discovered, had been persistently debunking UFOs—even going out of his way to grab publicity to do so. He had even talked with reporters and columnist Bob Considine and branded all those who saw UFOs as "nuts," or "fatigued airline pilots." This greatly insulted U.S. service personnel who had filed many UFO reports themselves. Yet not until this meeting did Cabell fully realize that Watson, along with his confidant and former Grudge project leader James Rodgers, had run Grudge into the ground.

Cabell replaced Watson with Colonel Frank Dunn that very month. Other heads rolled too. Soon anti-UFO men in the Pentagon like Major Jerry Boggs were also out. Cabell then ordered ATIC to reactivate or create a new Project Grudge—hereafter referred to as New Grudge. But as urgent as the orders appeared, no one really seemed to want the added duty. Dunn proceeded to put all the responsibility on Rosengarten who then put it on Cummings, but Cummings soon left the Air Force for an assignment at the California Institute of Technology. So, the task went back up to Rosengarten. On September 16th he passed it on to Lieutenant Edward Ruppelt and Lieutenant Henry Metscher who had worked with Cummings on cases like the famous Lubbock Lights Incidents in Texas.

Ruppelt had been a decorated B-29 bombardier during WWII. In fact, during the war he won five battle stars, two theater combat ribbons, three Air Medals, a Distinguished Flying Cross with Oak Leaf Clusters, and a Presidential Citation. Ruppelt had gone over with the first B-29 squadron to India and followed it to Tinian Island. He remained in the 20th Bomber Command throughout the whole strategic bombing campaign of Japan and even flew on the last conventional raid of the war. After being decommissioned he entered Iowa State College and earned a BS degree in aeronautical engineering by 1950. With the outbreak of war in Korea he received a recall to duty from the Air Force and came into Intelligence at Wright-Patterson AFB. Given work immediately on classified projects, Ruppelt soon gained a reputation at ATIC as a problem solver. Although he would prove to be the best administrator of a UFO project the Air Force would ever have, he did not have the credentials or rank that would normally be drawn upon for what on the surface seemed an important intelligence assignment. Only 28 years old at the time, Ruppelt was not a career officer. Still a lieutenant by that fall, it is very odd that any non-career tracked officer would be put in charge of a project as important as one involving possible aerial intrusions into United States air space.

He had, however, impressed Rosengarten for some work he did on a captured Korean/Soviet Mig jet. Because of the meticulous reports and files Ruppelt kept, he was without doubt highly valued at ATIC during a time that personnel resources were being strained by war in Korea. And as anyone who knew Ruppelt will testify, he became instantly liked by all he served with, winning not only their respect but earning it through a high degree of devotion to duty. In sort, Ruppelt was a team player and sweated the details.

Originally New Grudge existed as a more or less two-man operation, but became a project within an ATIC group in late 1951. By March of 1952 it developed into a full group in ATIC, technically designated the Aerial Phenomena Group. By June 1952 Ruppelt's project became an ATIC section by which time the code name changed from Grudge to Blue Book. Soon promoted to captain, Ruppelt headed these projects

through 1953 with a serious and honest approach, making these years known as “The Age of Ruppelt.”

Ruppelt not only took the job seriously but expected his staff to do so as well. If anyone under him either became too skeptical or too convinced of one particular theory, they soon found themselves off the project. At no time, however, was New Grudge or Blue Book more than fact-finding groups and never regained the serious attention besotted on the early Sign investigation of 1948. Ruppelt’s project was basically a military operation within ATIC and did not have the highly skilled civilian engineers employed by Sign like Alfred Loedding.

Nevertheless, Ruppelt did professionalize the project by using a standardized questionnaire developed by Ohio State University for UFO witnesses to describe their sightings. He sought further scientific help from a preexisting contract with the Battelle Memorial Institute in Ohio. Already code named Project Stork, it assisted in the evaluation of statistical data produced by the Air Force investigations. (Project Stork had originally been set up to evaluate the Soviet Union as a military threat and when UFO analysis was tacked onto their duties, that part of the study became known as Little Stork.) He then secured Dr. Hynek, already an Air Force consultant in astronomy, as chief scientific consultant. Ruppelt contracted the Romeike news clipping service as well, (from May through September, 1952) bringing many UFO reports to ATIC that would have not been reported otherwise. The most visible change Ruppelt made involved a regular series of briefings that he gave to Air Force and military officials around the country. He then moved to implement a suggestion from General Cabell that would put cameras on the Air Defense Command’s more than 30 radar scopes around the country. Inspired by University of California physicist Joseph Kaplan, Ruppelt also attempted to develop special diffraction grid filters for camera lenses that could be used from aircraft or ground stations. Some duel lens models were called Videon cameras. With one of its lenses filtered, Videon cameras would be able to capture an object’s color spectrum and compare it to that of aircraft, stars and meteors, as well as its own unfiltered view. By comparing the two, at least non-anomalous occurrences could be weeded out.

One of Ruppelt’s actions affects us to this day. Prior to 1951 no one used the phrase unidentified flying object. Different combinations of the phrase were mentioned in the Sign project correspondence but as a catch word it did not really exist. Up to that time even stern high-ranking generals commonly talked of discs or saucers. Such phrases made Ruppelt uneasy. Realizing the complexities of the phenomenon, he insisted on popularizing “UFO.” It took several years, but his persistence eventually dissuaded the use of “flying saucer” in serious discussions.

As 1952 dawned, UFO reports began to gradually climb. Ruppelt and ATIC chief Colonel Frank Dunn attended a Pentagon briefing about that time with the new Air Force Intelligence Director, Major General John A. Samford. (Samford had replaced Cabell as head of Air Force Intelligence when Cabell took up the number two position at the CIA.) Samford already seemed very well informed about the UFO problem but soon appointed his Assistant for Production, Brigadier General W.M. Garland, to oversee liaison with ATIC’s New Grudge. Garland had been very close to Samford in the Pentagon and Ruppelt described Garland as a “moderately confirmed believer.” He learned that Garland had once seen a UFO while stationed in Sacramento, California. From the fall of 1952 on, Garland would serve as Ruppelt’s boss.

In the summer 1952 Ruppelt found himself in the middle of the largest UFO wave to date. The excitement caused by that wave led the CIA into the picture because the Truman administration feared a possible hysteria developing over the subject. This in return led to a CIA- sponsored discussion of UFOs known as the Robertson Panel in January of 1953. Stamped “Secret,” the Robertson Panel’s report (formally known as the Scientific Advisory Panel on UFOs) sent its recommendations to the Secretary of Defense, the Director of the Federal Civil Defense Administration, Chairman of the National Resources Board, and former Intelligence Director General Cabell, but not to Ruppelt or his ATIC superior General Garland.

Ruppelt may have been head of Blue Book, but it was not until later that he and Garland were briefed. During their meeting the CIA intentionally lied to them, stating that the panel had actually recommended the expansion of Blue Book and the declassification of its files. Ruppelt left the meeting very excited. He made plans for the utilization of more personnel, the final implementation of the camera surveillance, and media release of more classified files as Air Force press assistant Albert Chop had already done via popular UFO writer Donald Keyhoe. In fact, Keyhoe had just been briefed on the famous Tremonton Movie and eagerly looked forward to a more forthcoming policy from the Air Force. But, it never happened.

While Ruppelt waited for his promised increase in staff and the new projects to be implemented, he received a temporary transfer to non-UFO related duties in Denver. (During that period he attended an advanced intelligence course at Lowry AFB from

April 7, 1953, to July 3, 1953.) Then after a brief return to Blue Book Ruppelt was deactivated with the end of the war in Korea. The increase in staff never came nor did other plans. Fearing that the Air Force's seagull explanation for the Tremonton Movie would not be believed, it remained classified until 1956. General Garland may have then become aware of the true nature of the panel's recommendations because he reframed from speaking out on UFOs until he left the Air Force for a job at Rand. (In late 1953 Garland tried but failed to have Blue Book transferred over to the Air Defense Command.) Ruppelt seemed to have been kept in the dark about the actual magnitude of the Robertson Panel up until the time of his sudden death from a heart attack just seven years later. And, the public as a whole would not learn the full details of the Robertson Panel report until it was declassified in the summer of 1966.

But because of the military's slow bureaucratic nature, the Robertson Panel's recommendations took a great deal of time to be implemented. Through most of the first half of 1953 Ruppelt and his temporary replacement, Lieutenant Bob Olsson, continued operating Blue Book much as it had been the year before. The only major hindrance concerned getting replacements for staff members and of course the fruitless waiting for the increase in staff which never came. After being reduced to only two subordinates, Ruppelt had to become resourceful. He suggested utilizing other intelligence units for field investigations which eventually resulted in the use of the recently activated 4602nd Air Intelligence Service Squadron (or AISS) for that task.

Ruppelt's actual end at Blue Book came with the close of hostilities in Korea in August of 1953, thus ending the most significant period in the project. At the time of his departure only two assistants remained out of what had become a ten-person section. That same year Pentagon liaison Dewey Fournet and Albert Chop left, being the last to openly lean toward the extraterrestrial hypothesis in the "Age of Ruppelt." Chop had actually resigned his post following an accusation by the Air Force that Donald Keyhoe had fraudulently obtained sighting reports for his upcoming book. Yet, Chop had released the reports to him with full permission from Air Force intelligence and produced a signed affidavit to that effect.

For a period, Blue Book fell under the sole authority of one noncommissioned officer, Airman First Class Max Futch. Futch was a hard drinking Coca Cola man who not only kept himself going during the long days of the summer UFO wave of 1952 but served as Ruppelt's right-hand man in the office. Ruppelt placed great confidence in Futch and could always rely on him. But Futch soon left the service along with Bob Olsson—both heading for law school. After that ATIC assisted when needed to investigate reports, but from that point on the project primarily became a repository for files. Most field investigations were turned over to the nineteen scattered 4602nd AISS units of the Air Defense Command.

With Ruppelt's departure from Blue Book, the first significant effects of the Robertson Panel recommendations can be detected. It began with the reissuance of Air Force Regulation 200-2 to all American Air Force bases. This regulation put initial responsibility for investigating UFO sightings back with the commander of the air base closest to the event. Amendments would later state that only the 4602nd should make investigations unless there was not an AISS unit in the vicinity, and then the base commander could send a report to the one nearest him. USAFBs were also warned to treat UFO sightings with a restricted clearance at the very minimum and forbade the release of any information to the public except through Blue Book channels unless the sighting was positively identified. By decreasing attention on investigation and increasing the restriction on public information, the Air Force hoped it could successfully defuse (what the CIA had convinced them was) a growing hysteria over UFOs.

After a brief stint with Ruppelt's former assistants heading up Blue Book, Captain Charles Hardin assumed command of the project in March of 1954 with only a two-man staff at his disposal. Because of Hardin's meager resources, most field investigations by that time were being conducted by the 4602nd AISS. Hardin was assigned the task of concentrating Blue Book on countering public criticism and implementing the CIA's Robertson Panel recommendations which were made known to ATIC sometime by 1956. The 4602nd, however, soon found itself in trouble with the dreaded saucer killer Harold Watson who had regained full reign of ATIC. He felt its men were classifying too many sightings as unidentifieds. Hardin and astronomical advisor to the Air Force, Dr. Hynek (then still more of a UFO debunker than advocate), compiled a field guide known as the UFOB Guide. The UFOB Guide used categories for the 4602nd to more conveniently organize its data into explainable conclusions. Hardin suggested "common sense" as the best way to rule out witnesses' stories that seemed to contain contradictory evidence. Thus, unique or extraordinary details of sightings were not entered into the Blue Book files. As a result, unknowns fell from 60 percent in 1954 to 5.9 percent in 1955 and 0.4 by 1956. Ironically, as the number of unknowns fell, total UFO reports steadily increased.

In April 1956 the zealous debunker Captain George T. Gregory assumed leadership of Blue Book after Captain Hardin transferred to other duty. Other ATIC veterans also

left in 1956, creating a loss of awareness in the project of its own history. During Gregory's tenure UFO reports were carelessly and thoughtlessly classified. For example, if a child reported a UFO, policy dictated it automatically be attributed to an overactive imagination. Any reports coming out of Canada were put into the insufficient data category and overseas sightings were rarely recorded. Gregory, however, was not a poor officer. In Hynek's words, "promotion was the be-all and end-all of existence" to this career-minded man.

That's what Blue Book had become by 1956—a carefully controlled project run by those who could follow orders. No one wanted another Ruppelt who would run off to a comfortable highly paid civilian job and write (what they thought was) a tell-all book. The manner in which Air Force Headquarters required ATIC and thus Blue Book to handle UFO reports was by design, aimed more at public relations than investigation. Blue Book chiefs were made to believe that by dissuading public attention on UFOs, a correlation would result in decreasing numbers of those bothersome sightings. That became a form of results much easier to show to the Pentagon than the more difficult task of conducting expensive investigations into a complex phenomena. It might even mean a promotion and certainly guaranteed every career officer's goal—a paid retirement.

In October 1958 Blue Book received a very needed shot in the arm when Major Robert Friend replaced Captain Gregory as head of the project. His presence significantly bolstered morale because Friend had substantial scientific training and approached his job in a fair and impartial way just as Ruppelt had. But by that time, Blue Book had many limitations Ruppelt never faced. Friend tried very hard to organize a then chaotic project. Fearing many UFO files had been taken as souvenirs just as had been done prior to Ruppelt's time, he proposed microfilming reports. He also suggested cataloging sightings which would create an index to evaluate common characteristics. Both of these plans required funds that Friend was never able to acquire from his superiors, although he did succeed in establishing monthly meetings with an unofficial scientific advisory group chaired by Dr. Hynek to discuss the unexplained cases and hopefully discern trends. (Friend kept in almost daily contact with Hynek throughout his term at Blue Book.) Hynek's panel met with Friend until the end of 1960 and included astronomer L.V. Robinson, public relations expert Theodore J. Hieatt, chaplain Captain R. Pritz, physicist V.J. Handmacher, and psychologist Leroy D. Pigg.

An important suggestion that arose during Friend's tenure urged UFO research to be transferred from ATIC to the more scientifically inclined Air Research and Development Command. ATIC did push for this, but ARDC commander, Lieutenant General Bernard Schriever, apparently did not want the burden of controversy that came with UFOs. In 1961 ATIC became part of the Air Force Foreign Technology Division of the Air Force Systems Command. At that time ATIC again tried to pass off UFO investigations onto other agencies like NASA or the National Science Foundation, but neither wanted the public relations nightmare that came with it.

Friend had so few resources by that late date in the project's history that few cases could be investigated. In February of 1958 the Air Force revised regulation 200-2 for the fifth time. It stated that "Air Force activities must reduce the percentage of unidentified to the minimum." In the wake of this change Blue Book started to look more and more like a mere repository of files with little investigative authority.

Back in July of 1957 ATIC was told that if it deemed further investigation warranted on a particular case, it could assign personnel of the 1006th Air Intelligence Service Squadron or AISS who were to take over the job from the 4602nd —disbanded by the Air Defense Command. By 1958, however, the Air Force cut the AISS's budget, making it impossible to implement effective investigative procedures. By July of 1959 even that system ended when responsibility for follow up investigations was transferred from the 1006th to the 1127th Field Activities Group stationed at Fort Belvoir, Virginia. But the 1127th completed very little work on UFO cases.

In 1963 Friend, by then a Lieutenant Colonel, retired as head of Blue Book—replaced by Major Hector Quintanilla. Quintanilla served merely as a caretaker of the project until it disbanded in 1969. A career-tracked officer, he always stressed the official line of public relations over investigation in strict accordance with orders. Quintanilla had no personal interest in UFOs and as the years went on strained the patience of the more eclectic Dr. Hynek due to his insistence on following Air Force policy at all times.

By 1965 a new UFO wave was well underway, proving to be the largest in history. Reports would flood in from all over the world but prove most numerous in the USSR and the United States. Dreading another onslaught of reports like the 1952 wave, the Air Force considered ways to extricate itself from the whole situation. They still had not overcome the public relations nightmare that UFOs presented and were tired of what they saw as not only an embarrassing problem, but an expensive one as well.

As the USAF continued to downplay sightings, NICAP, a large civilian research and lobbying coalition, became a very vocal critic. But as in the 1952 wave, the military had more on its mind than UFOs. The Cold War remained a real concern as the Robertson Panel's words of forebodings continued to seem just as pertinent as they had been a decade earlier. U.S. involvement in Vietnam escalated in the mid 1960s and civil rights demonstrations continued as America became less and less interested in the mysteries of the universe and more focused on its own problems. Actually the entire Western world entered a period of disillusionment in that decade, spawned not just by European decolonization, but a Third World population explosion, global hunger, and environmental pollution.

Yet even in the midst of that world-wide unrest, The U.S. Congress focused on UFOs but only briefly. Although the Air Force would take considerable heat during the inquiry, they would also learn how to resolve their nagging problem. As the most sensational wave of all time transpired, the Air Force used its authority on the subject to fund a university study into the phenomenon. On the surface it would appear as a purely independent and impartial scientific inquiry. At first it did exactly what the Air Force hoped it would do. NICAP praised the formation of what became known as the Condon Committee and Congress appeared pacified too. As time wore on, however, it became obvious that the committee did not have the desire to enter into a meaningful scientific inquiry. The motivation simply was not there—leading to a poorly organized study, and a very expensive one at that, costing the American taxpayers over a half million dollars. When the committee presented its final report, it recommended the Air Force drop UFO investigations, allowing them to gracefully bring a halt to Project Blue Book in 1969. Because it was published under the respected name of project leader Dr. Edward Condon, the scientific community automatically accepted the conclusions. Most scientists did this without ever reading it let alone even taking the time to pick up a copy of the report.

As America landed men on the moon, the public became even less fascinated with spaceships from other worlds. They now had spaceships of their own and were very proud of them. In connection with the Condon Report, great accomplishments like Apollo made science seem a solution to all of man's problems. This had been a perception since the technological leaps in the 1890s, but prior to the space age, science still seemed a realm full of unlimited magical possibilities. With America's acceleration in education following Sputnik, science lost that mystical veil, becoming a practical tool of even the layman. Yet, out of enlightenment came a hypocrisy which chose to only recognize the scientific laws men were able to utilize at hand.

It is interesting to note however that in 1968 the Committee on Science and Astronautics conducted a symposium at the urging of Representative J. Edward Roush of Indiana. Roush was a confirmed NICAP supporter. He outlined to Congress serious concerns he had developed after talking to Dr. James McDonald about the scientific profundity of the Colorado project. Roush then attracted attention through an interview he gave to the Denver Post, in which he talked about the implications of the Air Force's influence on the Condon committee.

Six distinguished scientists from major universities attended the symposium including sociologist Dr. Robert L. Hall, Dr. Hynek, Dr. Carl Sagan, and Dr. McDonald. Two engineers, Dr. James A. Harder and Dr. Robert M. Baker, also sat on the panel. The committee was prohibited from getting entangled with the Condon committee or criticizing the Air Force as such statements could only have been discussed in a session of the Armed Services Committee.

Dr. Hynek used this as the first public forum to openly indicate that there may indeed be "scientific pay dirt" in the phenomenon. He also freely admitted that the Air Force had little interest in investigating UFO reports after 1953—having come to the conclusion that they did not present a threat to national security. He stressed that a small handful of contactees and pulp magazines had for years made UFOs an illegitimate subject in scientific circles. While he in no way suggested that UFOs were of an extraterrestrial origin, he made it clear that there was no way to even discuss the possibility without generating ridicule. Hynek then suggested the formation of an official "UFO Scientific Board of Inquiry" using the United Nations as a forum for an interchange of sighting reports.

Overall, the conclusions of the committee members stated that UFOs merited serious study and should be given closer and more objective attention. Some, like Sagan and Hall, questioned if UFOs were of an extraterrestrial nature but admitted that it was possible although unlikely. Both agreed with the need to study the subject further and Dr. Hall warned the government that it should release its files on UFOs to defuse concern over the issue. Dr. James Harder of the University of California went so far as to state: "On the basis of the data and ordinary rules of evidence, as would be applied in civil or criminal courts, the physical reality of UFOs has been proved beyond a reasonable doubt." He went on to say that the objects were "interplanetary."

Dr. Robert Baker, a former UCLA professor of astronomy and engineering and editor

of the Journal of the Astronomical Science, concluded—expressing an opinion that the old Newhouse and Mariana Films were most probably of anomalistic objects. He revealed that the Air Defense Command, (which by then could monitor outer space for a possible Soviet missile attack) had produced "a number of anomalistic alarms." Dr. Baker commented that he felt this was the only surveillance system that even had a "slight opportunity" of detecting advanced space visitors. Papers from the long time UFO debunker Dr. Donald Menzel as well as five other scientists with less pessimistic views including Stanton Friedman were then read into the record.

Unfortunately, the symposium's dialogue became completely overshadowed by the release of the Condon Committee's final report in the fall. Its 1,485 page hard back version studied 91 total cases, 61 of which were identified as misperceptions or hoaxes. The rest were classified as unidentified. Some famous UFO cases were reexamined like Major Lewis D. Chase's July 1957 incident in an RB-47. But just as during the Robertson Panel discussions, very few of the thousands of cases available were studied. NICAP had donated some of its best cases and less than one percent were examined. The scientific community, unaware of this, praised the efforts of the Condon report and the press then soon followed with an overall endorsement of its work. The conclusions everyone focused on, especially the Air Force, stated: There has been no advance to science through the study of UFOs in the past, and there likely will be no advance in the future. Consequently, the Air Force should give up its official project. There are, therefore, three main elements to the conclusion:

1. There has been no advance.
2. There almost surely never will be.
3. Project Blue Book should close.

The Air Force, not surprisingly, agreed with the assessments. Condon in fact repeatedly urged in his conclusions that the government as a whole should not be involved with the study of UFOs and agreed with the Air Force's conviction that the phenomenon presented no danger to national security. Condon even went so far as to warn that children in the school system could be "educationally harmed" by studying UFOs—recommending teachers discipline those having interest in the subject! (The Air Force, by the way, was then receiving approximately 3,000 letters per month from children desiring information to assist them in writing papers on UFOs for school projects.)

On December 17th of 1969, virtually a foregone conclusion after the Condon report, the new Secretary of the Air Force, Robert C. Seamans, Jr., announced the termination of Blue Book and all involvement in UFO investigations. The Air Force's justification stated UFOs presented no threat to national security and had no scientific value for study. The dissolution of Blue Book marked the end of an official recognition of the subject. Afterwards, UFOs would occasionally be discussed, but always with the suggestion that they were merely a periodic fad.

Although Blue Book ended in 1969, the speculation continued that the government might still have a secret, high level investigation. The subject was discussed at a meeting at Hynek's home on September 14, 1969, with his close friends affectionately known as the the "Invisible College." Hynek told his friends Jacques Vallee and Bill Powers that there may indeed be another study but that it would undoubtedly have the same data that Blue Book collected. His colleagues, however, disagreed. They felt a real study would go beyond the scope of file clerks. It would have access to radar records that Blue Book was never allowed to see.

After that meeting Vallee made a significant entry in his diary that tells a great deal about the last days of Blue Book and Hynek's association with it. It is so very critical to understanding the hypocrisy of the time:

I have to agree with Fred when he says that the Air Force has kept Hynek around only as long as he was silent. I came to Evanston six years ago and put pressure on him, urging him to change his stance. A string of important cases forced the issue. When he started talking, arguing for a new study, the Air Force simply pushed him aside. First they defused the issue by getting their most vocal opponents to testify before bogus congressional hearings; then they selected Ed Condon, a physicist who was about to retire, and he signed his name to a report which was a travesty of science, yet reassured the establishment. They used that report to bring about the liquidation of Hynek's position, but they were careful not to fire him.

Allen is now fifty-nine years old. He still goes to Dayton regularly and remains on the payroll as a part-time consultant. He never sees Quintanilla, who still works there with a lieutenant and a couple of secretaries. He is received personally by the commander, who hints he might put him on his own list of consultants someday. Colonel Winebrenner, a former military attache with the U.S. Embassy in Moscow and in Prague, takes him to lunch at the officers' club.

'What do you talk about?' asks Fred.

'Oh, we talk about lots of things, ordinary things like the weather,' answers Allen innocently. 'We talk about the places we have both traveled to. Foreign foods, European cuisine. He snaps his fingers and old bottles of Chateau-Latour materialize on the table in front of us. He speaks to me in Czech. He even gave me a copy of a UFO novel, The Fortec Conspiracy.'

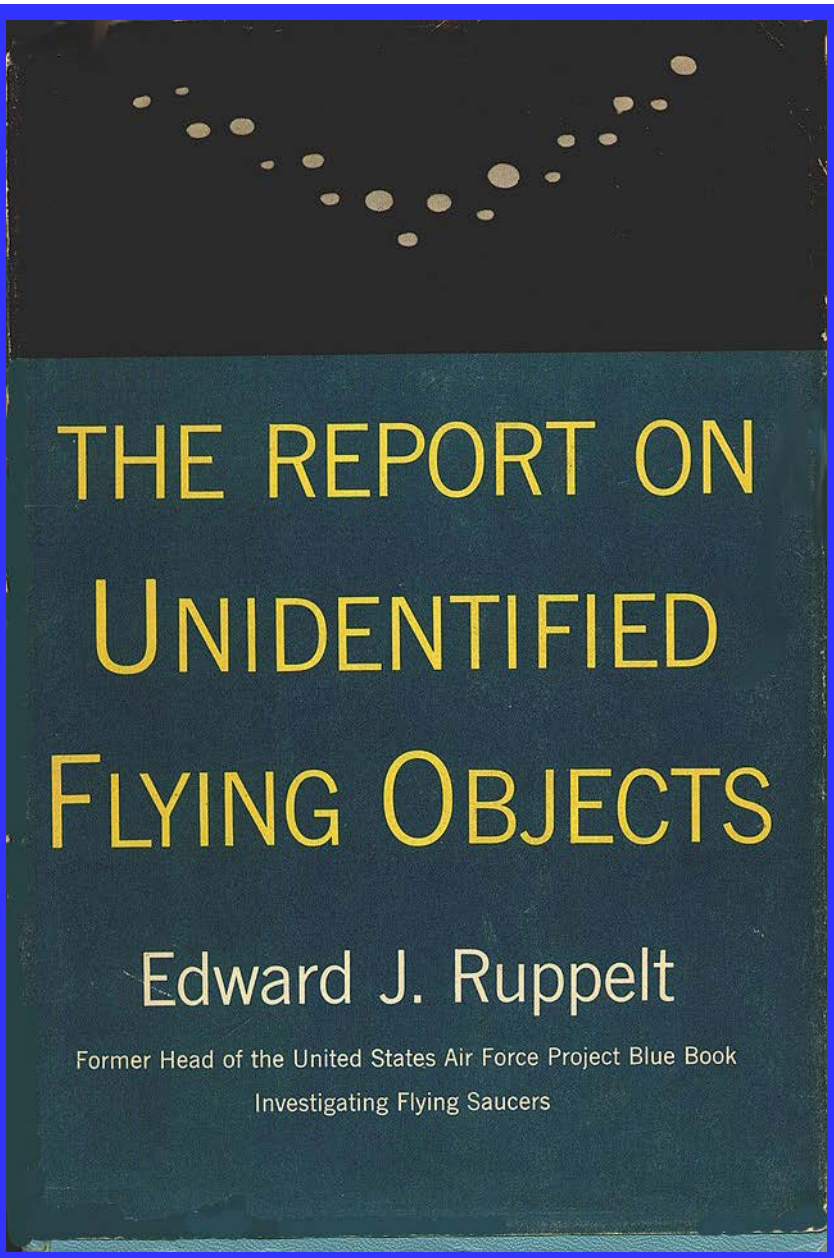
Hynek has been charmed and neutralized by the Air Force. That doesn't mean anything, and it especially doesn't mean there is an ongoing secret study. It is highly undesirable for the air force of any country to have the citizenry believe in the reality of a phenomenon against which our jet fighters are powerless.

In the last year of its existence, Blue Book received 146 UFO reports of which only one received the unidentified classification. Virtually all of the cases that came in by that point were civilian sightings. Military personnel no longer reported UFOs—they weren't supposed to. The Air Force claimed UFOs were no longer seen by the military simply because they are trained observers that cannot be fooled by such things. Historically, however, that was not true. For the 22 years that the Air Force investigated UFOs they received 12,750 reports of which 587 were classified as unidentified. (At one time Air Force files listed 701 unidentifieds but today only 587 are noted in the declassified index.)

A significant percentage of those came from trained military observers and pilots. It is also important to remember that the USAF on average only received reports from about ten percent of those seeing UFOs. Many of the sightings they did get were never investigated, but merely filed according to a predetermined category as Blue Book personnel saw fit. And not all of those reports were given case numbers—making the total count of incidents on file closer to 16,000.

These records are now available on microfilm from the National Archives for anyone to view. Other material can be studied at the Air Force Historical Center at Maxwell AFB. In addition, the Air Force has periodically declassified relevant material about UFO investigations. Combined with determined freedom of information requests filed by researchers from many fields of discipline, new information on UFO events since 1947 are still coming to light. In fact, at the time of this writing 240 pages of UFO-related records have been released from the National Security Agency. Several thousand pages of mid-1950s era UFO case files of the 4602nd Air Intelligence Service Squadron have also been released. The National Archives' Records Center in St. Louis, Missouri, despite stating for years that their Air Force intelligence files were destroyed in a fire, have also announced the existence of 910 pages of old Sign and Grudge files including many of the missing cases. What new evidence will these records and future releases tell us? The history of Blue Book is not complete—not without your help.

NICAP Home Page


THE REPORT ON
UNIDENTIFIED
FLYING OBJECTS
Edward J. Ruppelt
Former Head of the United States Air Force Project Blue Book
Investigating Flying Saucers

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Research Articles

THE RUPPELT NOTES

Figures Associated With Project Blue Book - Captain Edward J. Ruppelt
Breakdown Shows Only 11.21% Explained - Francis Ridge

PERSPECTIVES ON THE ENVIRONMENT IN WHICH BLUE BOOK OPERATED DURING 1952

The Air Defense Command - Michael Hall
Operation Skywatch - Michael Hall
News Clipping Service - Michael hall

HISTORIC CASES

Florida Scoutmaster Update - Michael Hall

A BOOK

Origin of the UFO Phenomenon - Michael Hall

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Project Blue Book Biographies

Comments By Ruppelt
Photos With Comments By Ruppelt
Photo Archive Only

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Source: http://www.parascope.com/articles/0697/bluelist.htm

Project Blue Book "Unknowns"

This list claims 701 UFO reports which represent all of the "unexplained" sightings recorded by the Air Force's Project Blue Book, a seventeen year investigation. The list provides the dates, locations, and Blue Book case numbers for the incidents. However, our count shows only 564. No one I know of has the list of 701 that BB claimed when Blue Book closed down. An updated list with over twice the number (over 1500 incidents) can be found at:

Comprehensive Catalog of 1,500 Project BLUE BOOK UFO Unknowns: Work in Progress (Version 1.7, Dec. 31, 2003) Compiled by Brad Sparks, © 2001-2003

[document begins]

U.S. AIR FORCE PROJECT BLUE BOOK CASES OFFICIALLY LISTED AS "UNKNOWN"

Case No. /Date(s)	Location
12 June 24, 1947	Portland, Oregon
27 July 3, 1947	South Brookville, Maine
34 July 4, 1947	Emmett, Idaho
36 July 6, 1947	Fairfield-Suisan AFB, California
50 July 8, 1947	Muroc AFB, California
69 July 29, 1947	Hamilton Field, California
85 September 3, 1947	Oswego, Oregon
91 October 1947	Dodgeville, Wisconsin
95 October 14, 1947	Phoenix. Arizona
139 April 5, 1948	Holloman AFB, New Mexico
185 July 29, 1948	Indianapolis, Indiana
190 July 31, 1948	Indianapolis, Indiana
191 July-August 1948	Marion, Virginia
208 September 23, 1948	San Pablo, California
218 October 15, 1948	Kyushu, Japan
257 December 3, 1948	Fairfield-Suisan AFB, California
275 January 4, 1949	Hickam Field Hawaii
284 January 27, 1949	Cortex, Florida
319 March 17-18, 1949	Killeen Base, Camp Hood, Texas
358 April 24, 1949	Arrey, New Mexico
361 April 28, 1949	Tucson, Arizona
376 May 5, 1949	Fort Bliss, Texas
379 May 6, 1949	Livermore, California
384 May 9, 1949	Tucson, Arizona
404 May 27, 1949	Southern, Oregon
483 July 24, 1949	Mountain Home, Idaho
496 July 30, 1949	Mount Hood, Oregon
642 February 24, 1950	Albuquerque, New Mexico
645 February 25, 1950	Los Alamos, New Mexico
650 March 3, 1950	Selfridge AFB, Michigan
671 March 20, 1950	Stuttgart, Arkansas
678 March 27, 1950	Motobu, Okinawa
680 March 28, 1950	Santiago, Chile

682	March 29, 1950	Marrowhode Lake, Tennessee
706	April 8, 1950	Kokomo, Indiana
711	April 14, 1950	Fort Monmouth, New Jersey
721	May 7, 1950	East Ely, Nevada
738	June 27, 1950	Texarkana, Texas
758	July 13, 1950	Redstone Arsenal, Georgia
773	August 4, 1950	North Atlantic
793	August 20, 1950	Nicosia, Cyprus
787	August 24, 1950	Air radar, Bermuda
790	August 30, 1950	Sandy Point, Newfoundland
797	September 3, 1950	Spokane, Washington
807	September 20, 1950	Kit Carson, Colorado
809	September 21, 1950	Provincetown, Massachusetts
819	October 15, 1950	Knoxville, Tennessee
821	October 15, 1950	Pope AFB, North Carolina
824	October 23, 1950	Bonlee, North Carolina
829	November 5, 1950	Oak Ridge, Tennessee
845	December 2, 1950	Nanyika, Kenya, Africa
848	December 6, 1950	Fort Meyers, Florida
849	December 11, 1950	Alaska
864	January 8, 1951	South of Fort Worth, Texas
868	January 12, 1951	Fort Benning, Georgia
886	February 1, 1951	Johnson AB, Japan
896	February 26, 1951	Durban, South Africa
897	February 26, 1951	Ladd AFB, Alaska
907	March 13, 1951	McClellan AFB, California
908	March 15, 1951	New Delhi, India
925	May 31, 1951	Niagara Falls, New York
943	July 24, 1951	Portsmouth, New Hampshire
955	August 25, 1951	Albuquerque, New Mexico
962	August 31, 1951	Matador, Texas
964	September 6, 1951	Claremont, California
969	September 13, 1951	Goose AFB, Labrador
980	October 2, 1951	Columbus, Ohio
984	October 3, 1951	Kadena, Okinawa
985	October 9, 1951	Terre Haute, Indiana
989	October 11, 1951	Minneapolis, Minnesota
1011	December 18, 1951	Andrews AFB, Washington, D.C.
1013	December 24,1951	Mankato, Minnesota
1021	December 7, 1951	Oak Ridge, Tennessee
1023	December 7, 1951	Sunbury, Ohio
1037	January 16, 1952	Artesia, New Mexico
1052	February 11, 1952	Pittsburgh, Pennsylvania
1061	February 23, 1952	Sinuiju, North Korea
1074	March 20, 1952	Queen Annes City, Maryland
1076	March 22, 1952	Yakima, Washington
1077	March 24, 1952	Point Conception, California
1082	March 29, 1952	Misawa AFB, Japan
1095	April 5, 1952	Duncanville, Texas
1097	April 5, 1952	Miami, Florida
1099	April 6, 1952	Temple, Texas
1108	April 12, 1952	North Bay, Ontario
1112	April 14, 1952	Memphis, Tennessee
1113	April 14, 1952	La Crosse, Wisconsin
1115	April 15, 1952	Santa Cruz, California
1124	April 17, 1952	Longmeadow, Massachusetts
1127	April 17-18, 1952	Yuma Test Station, Arizona
1128	April 18, 1952	Bethesda, Maryland
1129	April 18, 1952	Corner Brook, Newfoundland
1130	April 18, 1952	Japan
1131	April 18, 1952	Corner Brook, Newfoundland
1144	April 22, 1952	Okinawa
1147	April 24, 1952	Bellevue Hill, Vermont
1148	April 24, 1952	Milton, Massachusetts
1151	April 24, 1952	Clovis, New Mexico
1160	April 27, 1952	Roseville, Michigan
1163	April 27, 1952	Yuma, Arizona

1167	April 29, 1952	Marshall, Texas
1168	April 29, 1952	North of Goodland, Kansas
1174	May 1, 1952	Moses Lake, Washington
1176	May 1, 1952	George AFB, California
1183	May 5, 1952	Tenafly, New Jersey
1185	May 7, 1952	Keesler AFB, Mississippi
1194	May 9, 1952	George AFB, California
1198	May 10, 1952	Ellenton, South Carolina
1213	May 14,1952	Puerto Rico
1219	May 20, 1952	Houston, Texas
1227	May 25, 1952	Walnut Lake, Michigan
1232	May 28, 1952	Saigon, Indochina
1233	May 28, 1952	Albuquerque, New Mexico
1236	May 29, 1952	San Antonio, Texas
1243	June 1, 1952	Rapid City, South Dakota
1245	June 1, 1952	Walla Walla, Washington
1246	June 1, 1952	Soap Lake, Washington
1249	June 2, 1952	Bayview, Washington
1250	June 2, 1952	Fulda, Germany
1255	June 5. 1952	Lubbock, Texas
1256	June 5, 1952	Albuquerque, New Mexico
1257	June 5, 1952	Offutt AFB, Nebraska
	June 6, 1952	Kimpo AB, Korea (Case missing)
1260	June 7, 1952	Albuquerque, New Mexico
1263	June 8, 1952	Albuquerque, New Mexico
	June 9, 1952	Minneapolis, Minnesota (Case missing)
1269	June 12, 1952	Forth Smith, Arkansas
1270	June 12, 1952	Marrakech, Morrocco
1273	June 13, 1952	Middletown, Pennsylvania
1285	June 15, 1952	Louisville, Kentucky
1295	June 16, 1952	Walker AFB, New Mexico
1298	June 17, 1952	McChord AFB, Washington
1299	June 17, 1952	Cape Cod, Massachusetts
1302	June 18, 1952	Columbus, Wisconsin
1305	June 18, 1952	Pontiac, Michigan
1308	June 19, 1952	Goose AFB, Labrador
1310	June 19, 1952	Yuma, Arizona
1313	June 20, 1952	Korea
1319	June 21, 1952	Kelly AFB, Texas
1323	June 22, 1952	Korea
1331	June 23, 1952	Spokane, Washington
1332	June 23, 1952	McChord AFB, Washington
	June 23, 1952	Kirksville, Missouri (Case missing)
1334	June 23, 1952	Oak Ridge, Tennessee
1335	June 23, 1952	Near Owensboro, Kentucky
1340	June 25, 1952	Tokyo, Japan
1344	June 25, 1952	Chicago, Illinois
1347	June 25, 1952	Japan, Korea Area
1348	June 26, 1952	Terre Haute, Indiana
1351	June 26, 1952	Pottstown, Pennsylvania
1355	June 27, 1952	Topeka, Kansas
1361	June 28, 1952	Lake Kishkonoug, Wisconsin
1363	June 28, 1952	Nagoya, Honshu, Japan
1364	June 29, 1951	O'Hare Airport, Chicago, Illinois
1380	July 3, 1952	Selfridge AFB, Michigan
1382	July 3, 1952	Chicago, Illinois
1390	July 5, 1952	Norman, Oklahoma
1397	July 6-12, 1952	Governors Island, New York
1405	July 9, 1952	Colorado Springs, Colorado
1409	July 9, 1952	Kutztown, Pennsylvania
1431	July 12, 1952	Annapolis, Maryland
1436	July 13, 1952	Kirksville, Missouri
1444	July 14, 1952	Norfolk, Virginia
1451	July 15, 1952	West Palm Beach, Florida
1476	July 17, 1952	Lockbourne AFB, Ohio
1479	July 17, 1952	Rapid City, South Dakota
1482	July 18, 1952	Lockbourne AFB, Ohio
1483	July 18, 1952	Miami, Florida

1485	July 18, 1952	Patrick AFB, Florida
1492	July 19, 1952	Williston, North Dakota
1494	July 19, 1952	Elkins Park, Pennsylvania
1501	July 16, 1952	Beverly, Massachusetts
1502	July 17, 1952	White Plains, New York
1504	July 20, 1952	Lavalette, New Jersey
1514	July 21, 1952	Wiesbaden, Germany
1516	July 21, 1952	San Marcos AFB, Texas
1522	July 21, 1952	Randolph AFB, Texas
1524	July 21, 1952	Holyoke, Massachusetts
1533	July 22, 1952	Rockville, Indiana
1536	July 22, 1952	Uvalde, Texas
1538	July 22, 1952	Los Alamos, New Mexico
1554	July 23, 1952	Pottstown, Pennsylvania
1556	July 23, 1952	Boston-Provincetown, Massachusetts
1567	July 23, 1952	Altoona, Pennsylvania
1572	July 23, 1952	Trenton, New Jersey
1578	July 23, 1952	South Bend, Indiana
1584	July 24, 1952	Carson Sink, Nevada
1588	July 24, 1952	Travis AFB, California
1628	July 26, 1952	Kansas City, Missouri
1637	July 26, 1952	Kirtland AFB, New Mexico
	July 26, 1952	Williams, California
1654	July 22, 1952	Stafford, Virginia
1661	July 26, 1952	Washington, D.C.; Andrews AFB
1664	July 27, 1952	Wilmington, Delaware
1680	July 27, 1952	Selfridge AFB, Michigan
1684	July 27, 1952	Witchita Falls, Texas
1700	July 28, 1952	Heidelberg, Germany
1707	July 28, 1952	McGuire AFB, New Jersey
1708	July 28, 1952	McChord AFB, Washington
1731	July 29, 1952	Osceola, Wisconsin
1732	July 29, 1952	Langley APB, Virginia
1738	July 29, 1952	Merced, Calffornia
1739	July 29, 1952	Witchita, Kansas
1747	July 29, 1952	Ennis, Montana
1755	July 30, 1952	Albuquerque, New Mexico
1758	July 30, 1952	San Antonio, Texas
1771	August 1, 1952	Lancaster, California
1783	August 2, 1952	Lake Charles, Louisiana
1812	August 4, 1952	Phoenix, Arizona
1813	August 4, 1952	Mount Vernon, New York
1827	August 5, 1952	Haneda AFB, Japan
1841	August 6, 1952	Tokyo
1843	August 6, 1952	Belleville, Michigan
1845	August 6, 1952	Fort Austin, Michigan
1855	August 7, 1952	San Antonio, Texas
1870	August 9, 1952	Lake Charles AFB, Louisiana
1889	August 13, 1952	Tokyo, Japan
1920	August 18, 1952	Fairfield, California
1928	August 19, 1952	Red Bluff, California
1938	August 20, 1952	Neffesville, Pennsylvania
1944	August 21, 1952	Dallas, Texas
1956	August 23, 1952	Akron, Ohio
1961	August 24, 1952	Hermanas, New Mexico
1964	August 24, 1952	Tucson, Arizona
1969	August 24, 1952	Leveland, Texas
1972	August 25, 1952	Pittsburg, Kansas
1915	August 25, 1952	Delaware, Ohio
1979	August 25, 1952	Holloman AFB, New Mexico
1986	August 26, 1952	Lathrop Wells, Nevada
1987	August 26, 1952	Biloxi, Mississippi
1994	August 26,27,30, 1952	Mexico
2006	August 28, 1952	Chickasaw, Alabama
2013	August 29, 1952	Colorado Springs, Colorado
2022	September 1, 1952	Marietta, Georgia
2023	September 1, 1952	Yaak, Montana

2025	September 2, 1952	Chicago, lllinois
2045	September 6, 1952	Lake Charles AFB, Louisiana
2048	September 6, 1952	Tucson, Arizona
2049	September 7, 1952	San Antonio, Texas
2052	September 7, 1952	San Antonio, Texas
2062	September 9, 1952	Rabat, French Morocco
2077	September 12, 1952	Allen, Maryland
2085	September 13, 1952	Allentown, Pennsylvania
2086	September 14, 1952	Santa Barbara, California
2087	September 14, 1952	Operation Mainbrace
2089	September 14, 1952	White Lake, South Dakota
2092	September 14, 1952	El Paso, Texas
2093	September 14, 1952	Olmsted AFB, Pennsylvania
2099	September 16, 1952	Portland, Maine
2100	September 16, 1952	Warner Robins, Georgia
2105	September 17, 1952	Tucson, Arizona
2119	September 23, 1952	Gander Lake, Newfoundland
2124	September 24, 1952	Charleston, West Virginia
2126	September 26, 1952	41'N-35'W (Atlantic)
2128	September 27, 1952	Inyokern, California
2136	September 29, 1952	England
2138	September 30, 1952	Denver, California [sic]
2140	September 29, 1952	Southern Pines, North Carolina
2142	October 1, 1952	Shaw AFB, South Carolina
2143	October 1, 1952	Pascagoula, Mississippi
2150	October 7, 1952	Alamogordo, New Mexico
2155	October 10, 1952	Otis AFB, Massachusetts
2171	October 17, 1952	Taos, New Mexico
2172	October 17, 1952	Killeen, Texas
2173	October 17, 1952	Tierra Amarilla, New Mexico
2175	October 19, 1952	12-17'N 155-35' W (Pacific)
2177	October 19, 1952	San Antonio, Texas
2179	October 21, 1952	Knoxville, Tennessee
2184	October 24, 1952	Elberton, Alabama
2196	October 29, 1952	Erding Air Depot, Germany
2200	October 31, 1952	Fayetteville, Georgia
2202	November 3, 1952	Laredo AFB, Texas
2206	November 4, 1952	Vineland, New Jersey
2219	November 12, 1952	Los Alamos, New Mexico
2220	November 13, 1952	Clasgow and Opheim, Montana
2224	November 15, 1952	Wichita, Kansas
2246	November 24, 1952	Annandle, Virginia
2249	November 27, 1952	Albuquerque, New Mexico
2253	November 30, 1952	Washington, D.C.
2266	December 8, 1952	Ladd AFB, Alaska
2267	December 9, 1952	Madison, Wisconsin
2302	December 28, 1952	Marysville, California
2315	January 1, 1953	Craig, Montana
2323	January 8, 1953	Larson AFB, Washington
2326	January 10, 1953	Sonoma, California
2337	January 17, 1953	Guatemala
2361	January 28, 1953	Point Muga, California
2364	January 28, 1953	Corona, California
2365	January 28, 1953	Albany, Georgia Area
2384	February 3, 1953	Iceland
2388	February 4, 1953	Yuma, Arizona
2419	February 17, 1953	Port Austin, Michigan
2426	February 20, 1953	Stockton, California
2441	February 24, 1953	Sherman, Texas
2543	February 27, 1953	Shreveport, Louisiana
2490	March 10-11, 1953	Hackettstown, New Jersey
2496	March 14, 1953	37' 25' N 132' 25' E (Sea of Japan)
2511	March 21, 1953	Elmira, New York
2521	March 25, 1953	San Antonio, Texas
2524	March 27, 1953	Mount Taylor, New Mexico
2526	March 29, 1953	Spooner, Wisconsin
2535	April 8, 1953	Fukuoka, Japan
2542	April 15, 1953	Tucson, Arizona

2555 May 1, 1953	Goose AFB, Labrador
2577 May 27, 1953	San Antonio, Texas
2601 June 22, 1953	Goose AFB, Labrador
2605 June 24, 1953	Iwo Jima
2606 June 24, 1953	Simiutak, Greenland
2663 August 3, 1953	Amarillo, Texas
2686 August 20, 1953	California Area
2692 August 27, 1953	Greenville, Mississippi
2838 December 17, 1953	Hassleholm, Sweden
2840 December 24, 1953	El Cajon, California
2844 December 28, 1954	Marysville, California
2913 February 26, 1954	Newburyport, Massachusetts
2923 March 2, 1954	Pennsylvania
2926 March 5, 1954	Nouasseur, French Morocco
2937 March 12, 1954	Nouasseur, French Morocco
2962 April 9, 1954	Chicago, Illinois
2974 April 23, 1954	Pittsfield, Maine
2976 April 24, 1954	Hartland, Maine
2983 April 26, 1954	Athens, Georgia
2994 May 10, 1954	Elsinore, California
2997 May 11, 1954	Washington, D.C.
3009 May 22, 1954	La Porte, Indiana
3020 May 31, 1954	Concord, New Hampshire
3029 June 1, 1954	Minneapolis, Minnesota
303'7 June 9, 1954	Texarkana, Texas
3042 June 10, 1954	Estacado, Texas
3062 June 22, 1954	Miami Beach, Florida
3067 June 24,1954	Danvers, Massachusetts
3072 June 25, 1954	Indian Lake, Ohio
3116 July 18, 1954	Normandy, Missouri
3140 July 30, 1954	Los Angeles, California
3149 August 2, 1954	Westlake, Ohio
3155 August 6, 1954	San Antonio, Texas
3162 August 11, 1954	Pacific Ocean
3166 August 15, 1954	San Marcos, Texas
3180 August 24, 1954	Lagarfiot River, Iceland
3182 August 26, 1954	Danville, Virginia
3185 August 27, 1954	Dorchester, Massachusetts
3189 August 29, 1954	Prince Christian, Greenland
3196 September 5, 1954	Butler, Missouri
3198 September 5, 1954	Butler, Missouri
3213 September 18, 1954	Kimpo AB, Korea
3222 September 21, 1954	Barstow, California
3224 September 21, 1954	Santa Maria Airport, Azores
3226 September 22, 1954	Marshfield, Missouri
3227 September 23, 1954	Gatlinburg, Tennessee
3260 October 13, 1954	Nouasseur, French Morocco
3269 October 15,16,17, 1954	Kingfisher, Oklahoma
3281 October 28, 1954	Miho AB, Japan
3287 October 29, 1954	Azores
3326 November 15, 1954	Augusta, Maine
3331 November 19, 1954	Corvallis, Oregon
3341 November 28, 1954	Manila, Philippines
3352 December 3, 1954	Gulfport, Mississippi
3356 December 7, 1954	Cape Province, South Africa
3382 January 1, 1955	Cochise, New Mexico
3401 January 26, 1955	Lakeland, Florida
3414 February 1, 1955	Cochise, New Mexico
3416 February 2, 1955	Miramar NAS, California
3427 February 10, 1955	Bethesda, Maryland
3517 April 30, 1955	Travis County, Texas
3523 May 4, 1955	Keflavik Airport, Iceland
3565 May 23, 1955	Cheyenne, Wyoming
3673 July 29, 1955	Columbus, Nebraska
3699 August 11, 1955	Iceland
3720 August 23, 1955	Arlington, Virginia
3743 September 3, 1955	Bellingham, Washington

3750	September 7, 1955	Washington, D.C.
3757	September 9, 1955	Rock Garden, Tennessee
3800	October 8, 1955	Loogootee, Indiana
3810	October 11, 1955	Point Lookout, Maryland
3860	November 17, 1955	St. Louis, Missouri
3862	November 20, 1955	Lake City, Tennessee
3869	November 25, 1955	LaVeta, Colorado
3993	December 21, 1955	Caribou, Maine
3969	February 12, 1956	Goose Bay, Labrador
3977	February 19, 1956	Houston, Texas
4050	April 4, 1956	McKinney, Texas
4127	June 6, 1956	Banning, California
4270	August 8, 1956	20 miles south of Quartsite, Arizona
4348	August 27, 1956	Juniata, Pennsylvania
4379	September 4, 1956	Dallas, Texas
4399	September 14, 1956	Highland, North Carolina
4489	November 1, 1956	60 miles east of St. Louis, Missouri
4543	November 30, 1956	Charleston AFB, South Carolina
4577	December 31, 1956	Guam
4706	April 25, 1957	Ringgold, Louisiana
4760	June 12, 1957	Milan, Italy
4841	July 27, 1957	Longmont, Colorado
4847	July 29, 1957	Cleveland, Ohio
4848	July 29, 1957	Oldsmar, Florida
4959	September 20, 1957	Kadena APB, Okinawa
5003	October 8, 1957	Seattle, Washington
5205	November 6, 1957	Boerne, Texas
5227	November 6, 1957	Radium Springs, New Mexico
5254	November 8, 1957	Merrick, Long Island, New York
5419	November 26, 1957	Robins AFB, Georgia
5445	November 30, 1957	New Orleans, Louisiana
5545	December 13, 1957	Col Anahuac, Mexico
5559	December 17, 1957	Fruita, Colorado
5716	March 14, 1958	Healdsburg, California
5763	April 14, 1958	Lynchburg, Virginia
5800	May 9, 1958	Bohol Island, Philippines
5852	June 14, 1958	Pueblo, Colorado
5857	June 20, 1958	Fort Bragg, North Carolina
5999	August 17, 1958	Warren, Michigan
6027	September 1, 1958	Wheelus AFB, Tripoli
6089	October 2, 1958	Stroudsburg, Pennsylvania
6148	October 27, 1958	Lock Raven Dam, Maryland
6153	November 3, 1958	Minot, North Dakota
6317	March 26 or 27, 1959	Corsica, Pennsylvania
6400	June 18, 1959	Edmonton, Alberta, Canada
6409	June 30, 1959	Patuxent River, Maryland
6446	July 25, 1959	Irondequoit, New York
6462	August 10, 1959	Goose AFB, Labrador
6506	September 13, 1959	Gills Rock, Wisconsin
6507	September 13, 1959	Bunker Hill AFB , Indiana
6534	October 1, 1959	Telephone Ridge, Oregon
6538	October 4, 1959	Philippines
6543	October 6, 1959	Lincoln, Nebraska
6563	October 19, 1959	Plainville, Kansas
6600	November 18, 1959	South of Crystal Springs, Mississippi
6663	February 27, 1960	Rome, New York
6667	March 4, 1960	Dubuque, Iowa
6691	March 23, 1960	Indianapolis, Indiana
6711	April 12,1960	La Camp, Louisiana
6721	April 17, 1960	Richards, Gebaur AB, Missouri
672'7	April 25, 1960	Shelby, Montana
6858	July 19,20,21, 1960	St. Louis, Missouri
6914	August 23, 1960	Wichita, Kansas
6929	August 29, 1960	Crete, Illinois
6962	September 10, 1960	Ridgecrest, California
7057	October 5, 1960	Mount Kisco, New York
7133	November 27, 1960	Chula Vista, California

7134	November 29, 1960	South of Kyushu, Japan
7284	February 27, 1961	Bark River, Michigan
7321	Spring 1961	Kemah, Texas
7359	April 24, 1961	35'-50' N 125'40' W (Pacific)
7417	May 22, 1961	Tyndall AFB, Florida
7437	June 2, 1961	Miyako Jima Air Station, Japan
7491	July 7, 1961	Copemiah, Michigan
7499	July 11, 1961	Springfield, Ohio
7510	July 20, 1961	Houston, Texas
7579	August 12, 1961	Kansas City, Kansas
7741	November 21, 1961	Oldtown, Florida
7742	November 23, 1961	Sioux City, Iowa
7754	December 13, 1961	Washington, D.C.
7818	February 25, 1962	Kotzebue, Alaska
7823	March 1, 1962	Salem, New York
7840	March 26, 1962	Ramstein AFB, Germany
7841	March 26, 1962	Naperville, Illinois
7851	April 4, 1962	Wurtland, Kentucky
7930	May 26, 1962	Westfield, Massachusetts
7931	May 27, 1962	Palmer, Alaska
7957	June 21, 1962	Indianapolis, Indiana
7968	June 30-July 1, 1962	Richmond, Virginia
8020	July 19, 1962	Metuchen, New Jersey
8034	July 30, 1962	Ocean Springs, Mississippi
8064	August 19, 1962	Bermuda
8133	September 21, 1962	WSW of Biloxi, Mississippi
8182	October 23, 1962	Farmington, Utah ("Duck Hunter Case")
8215	November 17, 1962	Tampa, Florida
8360	May 18, 1963	New Plymouth, New Zealand
8363	May 22, 1963	Pequannock, New Jersey
8371	Summer 1963	Middletown, New York
8388	June 15, 1963	14'-17" N 69'57" E (Indian Ocean)
8434	July 1, 1963	Glen Ellyn, Illinois
8506	August 11, 1963	Warrenville, Illinois
8514	August 13-14, 1963	St. Calen, Switzerland
8548	September 14. 1963	Susanville, California
8549	September 15, 1963	Vandalia, Ohio
8581	October 4, 1963	Bedford, Ohio
8603	October 23, 1963	Meridian, Idaho
8604	October 24, 1963	Cupar Fife, Scotland
8647	December 11, 1963	McMinnville, Oregon
8654	December 16, 1963	40'-00" N 175'54" W (Pacific)
8729	April 3, 1964	Monticello, Wisconsin
8739	April 11. 1964	Homer, New York
8766	April 24, 1964	Socorro, New Mexico
8787	May 9, 1964	Asheville, North Carolina
8788	May 9, 1964	Chicago, Illinois
8811	May 18, 1964	Mount Vernon, Virginia
8836	May 26, 1964	Cambridge, Massachusetts
8839	May 26, 1964	Pleasantview, Pennsylvania
8870	June 13, 1964	Toledo, Ohio
8924	July 16, 1964	15 miles south of Houghton Lake, Michigan
8942	July 20, 1964	Clinton, Iowa--Littleton, Illinois
8969	July 27, 1964	Norwich, New York
8973	July 27, 1964	Denver, Colorado
9031	August 10, 1964	Wake Island
9048	August 15, 1964	New York City, New York
9049	August 15, 1964	Yosemite Park, California
9053	August I8, 1964	200 miles east of Dover (Atlantic)
9104	September 10, 1964	Cedar Grove, New Jersey
9170	November 14, 1964	Menomonee Falls, Wisconsin
9183	November 19, 1964	34'55" N 164'05" E (Pacific)
9242	January 23, 1965	Williamsburg, Virginia
9301	March 4, 1965	Corvallis, Oregon
9305	March 8, 1965	Mount Airy, Maryland

9345	April 4, 1965	Keesler AFB, Mississippi
9389	May 7, 1965	Oxford, Michigan
9474	July 6, 1965	Kiel, Wisconsin
9550	July 25, 1965	Castalia, Ohio
9675	August 4, 1965	Dallas, Texas
9680	August 4, 1965	Tinley Park, Illinois
9806	August 19, 1965	Cheffy Creek, New York
9864	August 30, 1965	Urbana, Ohio
9890	September 2-3, 1965	Exeter, New Hampshire
9915	September 3, 1965	Damon, Texas
9970	September 25, 1965	Chisholm, Minnesota
9971	September 25, 1965	Rodio, New Mexico
10066	November 4, 1965	Middletown, Ohio
10193	February 2, 1966	Salisbury, North Carolina
10196	February 6, 1966	Nederland, Texas
10247	March 20, 1966	Mims, Florida
10262	March 22, 1966	Houston, Texas
10270	March 23, 1966	Temple, Oklahoma
10291	March 26, 1966	Texahoma, Oklahoma
10329	March 30, 1966	Ottawa, Ohio
10384	April 5, 1966	Alto, Tennessee
10385	April 5, 1966	Lycoming, New York
10535	May 7, 1966	Goodfellow AFB, Texas
10626	June 6, 1966	Spooner, Wisconsin
10629	June 8, 1966	Kansas, Ohio
10663	June 18, 1966	Burnsville, North Carolina
10693	June 27, 1966	19' N 172" E (Pacific)
10739	July 11, 1966	Union, Pennsylvania
10781	July 25, 1966	Vanceboro, North Carolina
10798	July 31, 1966	Presque Isle State Park, Pennsylvania
10872	August 19, 1966	Donnybrook, North Dakota
10888	August 23, 1966	Columbus, Ohio
10899	August 26, 1966	Gaylesville, Alabama
10917	September 1, 1966	Willsboro, New York
10933	September 6, 1966	Suffolk County AFB, New York
10942	September 9, 1966	Franklin Springs, New York
10944	September 13, 1966	Gwinner, North Dakota
10973	September 28, 1966	Wilmington, Ohio
10996	October 5, 1966	Osceola, Wisconsin
11092	October 26, 1966	Cold Bay AFS, Alaska
11135	November 8, 1966	Saginaw, Minnesota
11239	December 25, 1966	Monroe, Oregon
11350	February 9, 1967	Odessa, Delaware
11355	February 12, 1967	Grand Rapids, Michigan
11383	February 16, 1967	Stoughton, Wisconsin
11394	February 20, 1967	Oxford, Wisconsin
11419	February 27, 1967	Grand Haven, Michigan
11454	March 6, 1967	Bentor Harbor, Michigan
11460	March 6-11, 1967	Galesburg, Moline, Illinois
11480	March 9, 1967	Onawa, lowa
11541	March 22, 1967	Wapello, Iowa
11551	March 24, 1967	Belt, Montana
11559	March 26, 1967	New Winchester, Ohio
11677	April 21, 1967	South Hill, Virginia
11744	May 17, 1967	Rural Hall, North Carolina
11815	June 24, 1967	Austin, Texas
11831	June 29, 1967	Scotch Plain, New Jersey
11869	July 10, 1967	Lizelia, Mississippi
12235	February 9, 1968	Groveton, Missouri
12498	September 15, 1968	Ocala, Florida
12567	November 23, 1968	Newton, Georgia
12607	January 17, 1969	Crittendon, Virginia

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THE BLUEBOOK "UNKNOWNS"

The following files (6) are from the work of Don Berliner, who compiled a listing of the Project "unknowns" .

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Bluebook Part 1

THE BLUE BOOK UNKNOWNS

The unexplained UFO reports from the files of the U.S. Air Force's Project Blue Book UFO investigations.

Compiled by Don Berliner, for the Fund for UFO Research.

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THE UNEXPLAINED UFO CASES FROM THE PROJECT BLUE BOOK FILES

In January, 1974, I visited the U.S. Air Force Archives at Maxwell AFB, Montgomery, Ala., to review the files of Project Blue Book as the first step toward writing a book on the subject.

In a full week, I read all the "unexplained" cases in the original files and made extensive notes, including the names and other identifying information on all witnesses where given. The cooperation of the staff of the Archives was excellent, and no restrictions were placed on my work.

A few months later, the files were withdrawn from public view so they could be prepared for transfer to the National Archives in Washington, D.C. This process involved making a Xerox copy of almost 30 file drawers of material, blacking out the names and other identifiers of all witnesses, and then microfilming the censored Xerox copy. The microfilm has been available to the public at the National Archives since 1976. The original Project Blue Book files remain under lock and key at the Archives.

On almost every page of the 12,000+ case files, there are big black marks where information that could be used to cross-check Project Blue Book's controversial work has been censored.

This includes the names of witnesses to widely-publicized cases, and even names in newspaper clippings!

As it was perfectly legal for me to copy witness' names when I visited the Air Force Archives, those names can be found in this report of 585 (less 13 missing) unexplained cases. And since the Privacy Act, which motivated the Air Force to censor the files in the first place, does not apply to reporters or anyone else outside the Government, they can be used as the reader pleases.

Inasmuch as the book I planned to write has never progressed beyond the manuscript stage, I see no reason to keep this information under wraps any longer. Perhaps it will encourage others to re-investigate cases and make the results known.

"Unidentified" says a great deal...and it says almost nothing.

Probably the most controversial aspect of the entire Air Force investigation of UFOs was its handling of individual cases.

The means by which one case was determined to be "identified" and another "unidentified" has no doubt fueled more arguments about Project Blue Book than anything else it did.

For many years, Blue Book's most vocal opponents have insisted that the standards by which cases were allegedly explained were grossly unscientific. Blue Book's goal, according to those who held it low esteem, was to attach some explanation to every case, regardless of logic or common sense. Examples of Blue Book saying a violently maneuvering disc was an aircraft, or of blaming a puzzling radar tracking on a supposedly malfunctioning radar set which it never bothered to check out, are numerous in the popular UFO literature.

And they are even more numerous in the files of Project Blue Book. The urgency with which Blue Book officials tagged answers onto cases without having done the proper investigation is obvious, though not proven. But if the Air Force was so eager to label cases "identified", despite the lack of supporting evidence, then those few cases which it labeled "unidentified" presumably withstood every attempt to apply every other kind of label. And so it may be that those cases are truly unidentifiable in familiar terms.

Indeed, the Air Force defines "unidentifiable" cases as those which "apparently contain all pertinent data necessary to suggest a valid hypothesis concerning the lack of explanation of the report, but the description of the object or its motion cannot be correlated with any known object or phenomenon."

To meet such criteria, a report must obviously come from a reputable source, and it must not bear any resemblance to airplanes, balloons, helicopters, spacecraft, birds, clouds, stars, planets, meteors, comets, electrical phenomena, or anything else known to frequent the air, the sky, or nearby space.

Unfortunately, the Air Force failed to stick to its own rules. Some of the "unidentifiable" cases most certainly can be correlated with known objects or phenomena. But most of them cannot. Moreover, many of the so-called "identified" cases cannot honestly be so correlated. But we are primarily concerned here with those cases which Project Blue Book openly admits it tried to explain and failed.

The amount of detail in these cases varies enormously. Some cases - frequently those which were well publicized at the time of the event - contain considerable information, while others are vague and seriously incomplete. Project Blue Book generally placed the blame for such incompleteness on the witnesses, but it should take its own share of the responsibility. 'In thousands of cases, there is no completed questionnaire in the Project files, nor even any indication that one was sent to the witness. And in most of the instances where a questionnaire was filled out, it was never followed up to get more complete answers to questions which the witnesses failed to deal with properly. For much of the life of Project Blue Book and its predecessors, there was no satisfactory questionnaire at all. And one of those used for a lengthy period was so badly organized that a witness should not be held to blame for giving incomplete answers.

Yet, despite all the roadblocks, many reports are sufficiently complete to tell a pretty clear story of a puzzling experience. With this data now available, anyone can look at Project Blue Book's "unidentified"

UFO reports and make up his own mind.

July 3, 1947; Harborside, Maine. 2:30 p.m. EDT. Witness: astronomer John Cole of South Brooksville, Me. Watched 10-15 seconds while ten very light objects, with two dark forms to their left, moved like a swarm of bees to the northwest. A loud roar was heard.

July 4, 1947; over Emmet, Idaho. 8:17 p.m. PDT. Witnesses: United Air Lines Capt. E.J. Smith, First Officer Ralph Stevens, Stewardess Marty Morrow. Watched for 12-15 minutes while four objects with flat bottoms and rough tops moved at varying speeds, with one high and to the right of the others.

July 6, 1947; Fairfield-Suisan Air Base, California. Daytime. Witnesses: Army Air Forces Capt. and Mrs. James Burniston. Watched for 1 minute while one object having no wings or tail rolled from side-to-side three times and then flew away very fast to the southeast.

July 8, 1947; Muroc Air Base, California. 9:30 a.m. PDT. Witnesses: lst Lt. Joseph McHenry, T/Sgt Ruvolo, S/Sgt Nauman, Miss Janette Scotte. Watched for an unstated length of time while two disc-shaped or spherical objects--silver and apparently metallic--flew a wide circular pattern, and then one of them later flew a tighter circle.

July 9, 1947; Meridian, Idaho. 12:17 p.m. PDT. Witness: Idaho statesman aviation editor and former (AAF) B-29 pilot Dave Johnson. Watched for more than 10 seconds from an Idaho Air National Guard AT-6 while a black disc, which stood out against the clouds, made a half-roll and then a stair-step climb.

July 10, 1947; Harmon Field, Newfoundland, Canada. Between 3 and 5 p.m. local time. Witnesses: three ground crewmen, including Mr. Leidy, for Pan American Airways. Watched briefly while one translucent disc- or wheel-shaped object flew very fast, leaving a dark blue trail and then ascended and cut a path through the clouds.

July 29, 1947; Hamilton Air Base, California. 2:50 p.m. PDT. Witnesses: Assistant Base Operations Officer Capt. William Rhyerd, ex-AAF B-29 pilot Ward Stewart. Watched for unknown length of time while two round, shiny, white objects with estimated 15-25 foot diameters, flew 3-4 times the apparent speed of a P-80, also in sight. One object flew straight and level; the other weaved from side-to-side like an escort fighter.

Sept. 3, 1947; Oswego, Oregon. 12:15 p.m. PDT. Witness: housewife Mrs. Raymond Dupui. Watched for unknown length of time as 12-15 round, silver objects flew an unstated pattern.

Oct., 1947; Dodgeville, Wisconsin. 11 unnamed civilian man. Watched for 1 hour while an undescribed object flew counterclockwise circles.

Oct. 14, 1947; 11 mi. NNE of Cave Creek, Arizona. Noon MDT. Witnesses: ex-AAF fighter pilot J.L. Clark, civilian pilot Anderson, third man. Watched 45-60 seconds while one 3-foot "flying wing"-shaped object, which looked black against the white clouds and red against the blue sky, flew straight at an estimated 380 m.p.h., at 8-10,000 feet, from NW to SE.

April 5, 1948; Holloman AFB, New Mexico. Afternoon. Witnesses: Geophysics Lab balloon observers Alsen, Johnson, Chance. Two irregular, round, white or golden objects. One made three loops then rose and disappeared rapidly; the other flew in a fast arc to the west during the 3O^second sighting.

July 29, 1948: Indianapolis, Indiana. 9:88 a.m. witness*: James Toney, Robert Huggins, both employees of a rug cleaning firm. One shiny aluminum object, shaped something like an airplane's propeller, with 10-12 small cups protruding from either blade. Estimated size 6-8' long, 1.5-2' wide. The object glided across the road a few hundred feet in front of their vehicle and apparently went down in a wooded area.

Sighting lasted a few seconds.

July 31, 1948; Indianapolis, Indiana. 8:25 a.m. Witnesses: Mr. and Mrs. Vernon Swigert; he was an electrician. Object was shaped like a cymbal, or domed disc; about 20' across and 6-8' thick, and was white without any shine. It flew straight and level from horizon to horizon in about 10 seconds, shimmering in the sun as if spinning.

July or August, 1948; vicinity of Marion, Virginia. Shortly after sunset. Witness: Max Abbott, flying a Bellanca Cruisair four-passenger private airplane. A single bright white light accelerated and turned up a valley.

Sept. 23, 1948; San Pablo, California. 12 noon. Witnesses: Sylvester Bentham and retired U.S. Army Col. Horace Eakins. Two objects: one, a buff or grey rectangle with vertical lines; the other a translucent "amoeba" with a dark spot near the center. The arms of the "amoeba" undulated. Both objects traveled very fast.

Oct. 15, 1948; Fusuoka, Japan. 11:05 p.m. Witnesses: pilot Halter and radar operator Hemphill of a P-61 "Black Widow" night fighter. Up to six objects tracked on radar, only one seen visually. Dull or dark object shaped like a dirigible with a flat bottom and clipped tail end. Six seen on radar separately Pilot attempted to close on visual object, but it dove away fast.

Dec. 3, 1948; Fairfield-Suisan AFB, California. 8:15 p.m. Witness: USAF Sgt., control tower operator. One round, white light flew for 25 seconds with varying speed, bouncing motion, and finally a rapid erratic climb.

Jan. 4, 1949; Hickam Field, Hawaii. 2 p.m. Witness: USAF pilot Capt. Paul Storey, on ground. one flat white, elliptical object with a matte top circled while oscillating to the right and left, and then sped away.

Jan. 27, 1949; Cortez-Bradenton, Florida. 10:20 p.m. Witnesses: Capt. Sames, acting chief of the Aircraft Branch, Eglin AFB, and Mrs. Sames. They watched for 25 minutes while a cigar-shaped object as long as two Pullman cars and having seven lighted square windows and throwing sparks, descended and then climbed with a bouncing motion at an estimated 400 m.p.h.

March 17, 1949; Camp Hood, Texas. 7:52 p.m. Witnesses: guards of the 2nd Armored Division. While awaiting the start of a flare firing, they watched, for an hour, while eight large, green, red and white flare-like objects flew in generally straight lines.

April 3, 1949; Dillon, Montana. 11:55 a.m. Witnesses: construction company owner Gosta Miller and three other unnamed persons. One object shaped like two plates attached face-to-face; matte bottom, bright aluminum top; 20' diameter, 4-5' thickness. It rocked or rotated in six cycles, descended, rocked, flew, rocked; all this was very fast.

April 4, 1949; Merced, California. 10:20 p.m. witness: William Parrott, former Air Force pilot and major. One generally round object with a curved bottom and dull coloring. The object gave off a clicking sound until overhead. Parrott's dog reacted. 35 seconds.

April 24, 1949; Arrey, New Mexico. l0:30 a.m. Witnesses: General Mills meteorologist and balloon expert C.B. Moore and others on a balloon launch crew. One white, round ellipsoid, about 2.5 times as long as wide.

April 28, 1949; Tucson, Arizona. 5:45 p.m. Witnesses: Howard Hann, Mr. Hubert, Tex Keahey. One bright, sausage-shaped object was observed for 40 minutes while it rolled and flew fast.

May 5, 1949; Ft. Bliss, Texas. 11:40 a.m. Witnesses: Army officers Maj. Day, Maj. Olhausen, Capt. Vaughn. Two oblong white discs, flying at an estimated 200-250 m.p.h., made a shallow turn during the 30-50 second observation.

May 6, 1949; Livermore, California. 9:35 a.m. Witness: C. G. Green. Two shiny, disc-like objects rotated around each other and banked. Then one shot upwards with a grey trail and rejoined the other. The sighting lasted 5 minutes.

May 9, 1949; Tucson, Arizona. 2:30 p.m. Witness: M/Sgt. Troy Putnam. Two round, flat silvery objects, estimated to be 25' in diameter, flew 750-1,000 m.p.h. in a banked but steady manner.

May 27, 1949; South-central Oregon. 2:25 p.m. Witness: Joseph Shell, ferrying SNJ trainer for North American Aviation, from Red Bluff, California, to Burns, Oregon. Five to eight oval objects, twice as long as wide, and 1/5 as thick. They flew in trail formation, with an interval equal to 3-4 times their length, except that the second and third were closer together.

July 24, 1949; Mountain Home, Idaho. 12 noon. Witness: Henry Clark, manager of a flying service, flying a Piper Clipper. Seven delta-shaped objects, 35-55' in span, 20-30' long, 2-5' thick; light colored except for a 12' diameter dark circle at the rear of each. They flew in a tight formation of twos with one behind, and made a perfect, but unbanked, turn. During the 10 minute sighting, they displayed decreasing smooth oscillations. Clark's engine ran rough during the sighting, and upon landing was found to have all its spark plugs burned out.

July 30, 1949; Mt. Hood, Oregon. 9 p.m. Witnesses: Northwest Airlines Capt. Thrush, two Portland control tower operators, and one flying instructor. One object with one white light and two red lights, maneuvered and hovered.

Feb 5, 1950; Teaticket, Massachusetts. 5:10 p.m. Witnesses: Marvin Odom, former U.S. Navy fighter pilot, USAF Lt. Philip Foushee, pilot from Otis AFB, and two others. Two thin, illuminated cylinders, one of which dropped a fireball, maneuvered together and then disappeared high and fast after 5 minutes.

Feb. 24, 1950; Albuquerque, New Mexico. 1:55 p.m. Witnesses: Municipal Airport Weather Observers Luther McDonald, Harrison Manson. One white, slightly elongated oval was watched for 1.5 minutes through a theodolite while it flew straight and level.

Feb. 25, 1950; Los Alamos, New Mexico. 3:55 p.m. Witnesses: Twelve Atomic Energy Commission security inspectors. One cylinder with tapered ends, silver and flashing, flew slow and hen fast, fluttered and oscillated, and changed course. observations by individuals varied from 3 seconds to 2 minutes.

arch 3, 1950; Selfridge AFB, Michigan. 11:05 p.m. Witness: st Lt Frank Mattson. One intense, dull yellowish light descended vertically, then flew straight and level very fast for 4 minutes.

March 20, 1950; Stuggart, Arkansas. 9:26 p.m. Witnesses: Chicago & Southern Airlines Capt. Jack Adams, First Officer G. W. Anderson, Jr. One 100' circular disc with 9-12 portholes along the lower side emitting a soft purple light, and a light at the top which flashed 3 times in 9 seconds, flew at not less than 1,000 m.p.h. It was seen for 25-35 seconds.

March 27, 1980; Motobo, Okinawa. 10:30 a.m. Witness: USAF radar operator Cpl. Bolfango. Tracked on radar for 2 minutes while it was stationary and then moved at 500 m.p.h.. Visual observation not detailed, only mentioned in summary.

March 28, 1950; Santiago, Chile. 3:15 p.m. Witness: M/Sgt. Patterson, of the office of the U.S. Air Attache. One white object observed for 5-10 seconds through binoculars while it flew high and fast,

crossing 30^ of sky.

March 29, 1950; Marrowbore Lake, Tennessee. 7 a.m. Witnesses: real estate salesmen Whiteside and Williams. Six-twelve dark objects shaped like 300-lb. bombs, estimated 5 feet long. Flew 500 m.p.h. and descended, making a noise like wind blowing through the trees.

April 8, 1950; Kokomo, Indiana. 2 a.m. Witness: Earl Baker. One grey metallic disc, 50' in diameter, 15' thick; top-shaped with a "conning tower" at the top and three ports on the rim giving off a blue light. It hovered for 2 minutes, then flew away. Baker aroused from sleep by his dog.

April 14, 1950; Ft. Monmouth, New Jersey. 2:30 p.m. Witness: Army M/Sgt. James. Four rectangular, amber objects, about 3' by 4'. changed speed and direction rapidly; the group of objects rose and fell during the 3-4 minute sighting.

May 7, 1950; Nine miles sough of Ely, Nevada. 6:45 p.m. Witnesses: Mr. and Mrs. George Smith and their grandson. One silvery white object hovered at 100' altitude, moved back and forth for 10 minutes and then flew up and away. Note in case file: "No investigation."

June 27, 1950; Texarkana, Texas. 7:50 a.m. Witnesses: Terrell and Yates, employees of Red River Arsenal. One object, bright, shaped like two dishpans face-to-face, flew straight and level, fast for 4-5 seconds.

July 13, 1950; Redstone Arsenal, Alabama. 5 p.m. Witnesses: two skilled Arsenal employees including Mr. Washburn. one object, shaped like a bowtie, and like polished aluminum. Flew straight and level, then one triangle rotated 1/4 turn in the opposite direction and returned to its original position. The object then made a right-angle turn and accelerated away after at least 30 seconds.

Aug. 4, 1950; approx. 100 mi. SE of New York City (39' 35' N., 72' 24.5' W.). 10 a.m. EDT. Witnesses: Master Nils Lewring, Chief Mate Jacob Koelwyn, Third Mate, of M/V Marcala. One 10' cylindrical object at 50-100' altitude, flying with a churning or rotary motion, accelerated at end of 15 second sighting.

Aug. 20, 1950; Nicosia, Cyprus. 1:30 p.m. Witnesses: USAF MATS liaison officer Lt. William Ghormley, Col. W. V. Brown, Lt. col. L.w. Brauer. One small, round, bright object flew fast, straight and level for 15-20 seconds.

Aug. 25, 1950; approx. 250 mi. SW of Bermuda (29' 40' N., 67* 28' W.). 8 p.m. Witness: B-29 radarman S/Sgt. William Shaffer. Radar observation, plus possible blue streak 3 minutes later. B-29 followed unidentified target, then passed it at l/4-mile distance, target followed for 5 minutes, then passed B-29 and sped away. Total time of tracking: 20 minutes.

Aug. 30, 1950; Sandy Point, Newfoundland, Canada. 1:30 p.m. Witnesses: three local employees, including Kaeel and Alexander, of the Air Force Base. A dark, barrel-shaped object with a pole down from it into the water, flew at 3-5 m.p.h. and 15-20' altitude for 5 minutes.

Sept. 3, 1950; Spokane, Washington. 2 p.m. Witnesses: Maj R.J. Gardiner, Mrs. Gardiner and neighbor (former saw three objects, others saw one). Metallic bronze discs, 20-30' long, 2-6' thick. Moved independently and erratically for 5 minutes.

Sept. 20, 1950; Kit Carson, Colorado. 10:49 a.m. Witness identified only as a "reliable source". Two large, round, glowing objects and three smaller, internally lit objects. Two hovered for 1 minute, moved, and three smaller ones came from behind or within the two larger objects, and all sped upward and away.

Sept. 21, 1950; Provincetown, Massachusetts. 9:52 a.m. Witness: M.I.T. research associate and Air National Guard Maj. M.H. Ligda. Radar tracking of one object during M.I.T tracking of USAF flight of F-84 or F-86 jet fighters. Object speed was 22 miles/minute (l,200 m.p.h.), made turn of 11-12 gs acceleration during 1 minute observation.

Oct. 15, 1950; Oak Ridge, Tennessee. 3:20 p.m. Atomic Energy Commission Trooper Rymer, J. Moneymaker, Capt. Zarzecki. Two shiny silver objects shaped like bullet or bladder. They dove with a smoke trail and one vanished. The other hovered at 5-6, altitude, 50' away, left and returned several times somewhat further away.

Oct. 15, 1950; Pope AFB, North Carolina. Witness: Daniel. Listed as "unidentified" in folder index, but no supporting data could be found.

Oct 15, 1950; Pope AFB, North Carolina. Witness: Woodward. Same as previous observation.

Oct. 23, 1950; Bonlee, North Carolina. 12:42 p.m. Witness: ex-USAF pilot Frank Risher. One aluminum object shaped like a dirigible or Convair C-99 cargo plane, with 3 portholes, arrived from southeast, hovered 3-5 seconds and flew away to the south- south-east at end of 40 second sighting.

Nov. 5, 1950, Oak Ridge, Tennessee. 11:55 a.m. Witness: Fairchild Aircraft illustrator Don Patrick. One translucent object, light grey with dark core, shaped like a pear or bean. Flew for 5-10 minutes with rapid, darting movements.

Dec. 2, 1950; Nanyika, Kenya. 10:50 a.m. Mr. and Mrs. L. Scott. One pearly, iridescent object with a flattened top, spun while hovering and made a sound like bees buzzing. Only data in files was from East African "Standard" newspaper.

Dec. 6, 1950; Ft. Myers, Florida. 5 p.m. Witnesses: former aircraft purchasing agent Harry Lamp and four boys, using lO-power binoculars. One 75' object, 3-4' thick, bubble on top, silver with a red rim having two white and two orange jets along it. The center revolved when the object hovered; then it flew away very fast.

Dec. 11, 1950; l0 mi. NW of Gulcana, Alaska. 10:13 p.m. Witnesses: crew of Northwest Air Lines flight 802. Two white flashes, followed by a dark cloud which rose and split in two.

Jan. 8, 1951; South of Ft. Worth, Texas. 10:45 p.m. Witnesses: Mr. and Mrs. W.J. Boggus, plus unidentified drivers and passengers in other cars stopped to watch. Two groups of red and green lights in triangular formations were stationary and then moved.

Jan. 12, 1951, Ft. Benning, Georgia. 10 p.m. Witness: U.S. Army 2nd Lt. A.C. Hale. One light with a fan-shaped wake remained motionless like a star about 20 minutes and then sped away.

Jan 16, 1951; Artesia, New Mexico. Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manger of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.

Feb. 1, 1951; Johnson Air Base, Japan. 5:10 p.m. Witnesses: pilot and radar operator of F-82 night fighter. One amber light made three or four 360* turns to the right, reversed toward the F-82 and then climbed out of sight.

Feb. 21, 1951; Durban, South Africa. 4:55 a.m. Witnesses: three men in a truck, several other persons, none named. A dark red, torpedo-shaped object with darker center, flew straight and level.

Feb. 26, 1951; Ladd AFB, Alaska. 7:10 a.m. Witness: USAF Sgt. J.B. Sells. One dull grey, metallic object, estimated to be 120' long and 10-12' thick, hovered, puffed smoke and sped away after 1-1.5 minutes. Note: may have been Feb. 25.

Mar. 10, 1951; Chinnampo, Korea. 9:51 a.m. Witnesses: crew of USAF B-29 bomber, including scanners and tail gunner. A large red-yellow glow burst and became blue-white. No further information in files.

Mar. 13, 1951; McClellan AFB, California. 3:20 p.m. Witnesses: USAF lst Lt. B.J. Hastie, Mrs. Rafferty. A cylinder with twin tails, 200' long and 90' wide, turned north and flew at incredible speed. Two minutes.

Mar. 15, 1951; New Delhi, India. 10:20 a.m. Witnesses: 25 members of a flying club, including the chief aerial engineer and his two assistants. One metallic cigar-shaped object with white exhaust which turned black when it accelerated to an estimated 1,000 m.p.h. and made a large loop. Seven minutes.

June 1, 1951; Niagara Falls, New York. 4:20 a.m. Witnesses: M/Sgt H.E. Sweeney, 2 enlisted men. One glowing yellow-orange, saucer-shaped object with arc-shaped wings, flew straight up. Seen for 30-40 seconds.

July 24, 1951; Portsmouth, New Hampshire. 7:10 Witnesses: Hanscom AFB Operations Officer Capt. Cobb, Cpl. Fein. One 100-200' tubular object, 5 times long as it was wide, with fins at one end, and colored greyish with many black spots. Flew 800-1,000 m.p.h. at 1-2,000' altitude, leaving a faint swath. 20 seconds.

Aug. 25, 1951; Albuquerque, New Mexico. 9:58 p.m. Witnesses: Sandia Base Security Guard Hugh Young and wife. A flying wing- shaped craft passed over their heads at an estimated 800-1,000' altitude with no sound. Size estimated at 1.5 times wingspan of B-36 bomber,or 350'. Dark, chordwise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of "wing". Speed estimated at 300-400 m.p.h., object seen for about 30 seconds.

Aug. 31, ; Matador, Texas. 12:45 p.m. Witnesses: Mrs. Tom Tilson, one or two other women, all apparently of excellent reputations. One pear-shaped object with a length of a B-29 fuselage (100'), aluminum or silver with a port or some type of aperture on the side. It moved with smaller end forward, drifting slowly at about 150' altitude, then headed up in a circular fashion and out of sight after a few seconds.

Sept. 6, 1951; Claremont, California. 7:20 p.m. (not really clear). Witnesses: S/Sgt W.T. Smith, M/Sgt L.L. Duel (?). Six orange lights in an irregular formation, flew straight and level into a coastal fog bank after 3-4 minutes.

Sept. 14, 1951; Goose Bay, Labrador, Canada. 9:30 p.m. Witnesses: T/Sgt W.B. Maupin, Cpl. J.W. Green. Three objects tracked on radar. Two were on a collision course, then one evaded to the right upon the request, by radio, of one of the radar operators! No aircraft were known to be in the area. A third unidentified track then joined the first two. More than 15 minutes.

Oct. 2, 1951; Columbus, Ohio. 6 p.m. Witness: Battelle Memorial Institute graduate physicist Howard Cross. One bright oval with a clipped tail flew straight and level, fading into the distance after 1 minute.

Oct. 3, 1951; Kadena, Okinawa. 10:27 p.m. Witnesses: radar operators Sgt. M.W. Watson and Pvt. Gonzales and one other Sergeant. One large, sausage-shaped blip tracked at an estimated 4,800 m.p.h.

Oct. 9, 1951; Terre Haute, Indiana. 1:42 p.m. Witness: CAA Chief Aircraft Communicator Roy Messmore at Hulman Municipal Airport. One round silver object flew directly overhead, reaching the horizon in 15 seconds. Note: a very similar incident happened 3 minutes later near Paris, Illinois (15 miles NW) and was also listed as "unidentified" for several years, but was eventually reclassified.

Oct. 11, 1951; Minneapolis, Minnesota. 6:30 a.m. Witnesses: General Mills balloon researchers, including aeronautical engineer J.J. Kaliszewski, aerologist C.B. Moore, pilot Dick Reilly in the air, and Doug Smith on the ground. The flight crew saw the first object, a brightly glowing one with a dark underside and a halo around it. The object arrived high and fast, then slowed and made slow climbing circles for about two minutes, and finally sped away to the east. Soon they saw another one, confirmed by ground observers using a theodolite, which sped across the sky. Total time first object was seen was 5 minutes, second was a few seconds.

Nov. 18, 1951; Washington, D.C. 3:20 a.m. Witnesses: Crew of Capital Airlines DC-4 Fliqht 610, Andrews AFB Senior air traffic controller Tom Selby. One object with several lights, followed the DC-4 for about 20 minutes and then turned back.

Nov. 24, 1951; Mankato, Minnesota. 33:53 p.m. Witnesses: USAF or ANG pilots W.H. Fairbrother and D.E. Stewart in P-51 Mustangs. One milky white object shaped like Northrop flying wing (broad, slightly swept-back wing with no fuselage or tail). Estimated 8' span. Flew straight and level for 5 seconds.

Dec. 7, 1951; Sunbury, Ohio. 4:30 p.m. Witness: amateur astronomer Carl Loar. One silvery sphere seen through telescope. Two specks sighted at sides, object seemed to explode and was replaced by a dark cloud and many specks. 30 minutes.

Dec. 7, 1951; Oak Ridge, Tennessee. 8:15 a.m. Witness: Atomic Energy Commission guard J.H. Collins. One 20' square object, white-grey but not shiny flew above ridge to clouds and back again twice, taking 30-40 seconds each time.

Feb. 11, 1952; Pittsburgh, Pennsylvania. 3 a.m. Witnesses: Capt. G.P. Arns and Maj. R.J. Gedson flying a Beech AT-ll trainer. One yellow-orange comet-shaped object pulsed flame for 1-2 seconds of a 1 minute straight and level flight.

Feb. 23, 1952; over North Korea. 11:15 p.m. Witness: Captain/B-29 navigator. One bluish cylinder, three times long as wide, with a tail and rapid pulsations, came in high and fast, made several turns and leveled out under B-29 which was evading mild antiaircraft fire. 45 second sighting.

March 20, 1952; Centreville, Maryland. 10:42 p.m. Witnesses: WWl/WW2 veteran A.D. Hutchinson and son. One dull orange-yellow saucer-shaped light flew straight and level very fast for 30 seconds.

March 23, 1952; Yakima, Washington. 6:56 and 7 p.m. Witnesses: pilot and radar operator of F-94 jet interceptor. On either occasion, a red fireball increased in brightness and then faded over 45 second span. Stationary both times. Note: Project Blue Book Status Report #7 (May 31, 1952) says target was also tracked by ground radar at 78 knots (90 m.p.h.) at 22,500' and 25,000' altitude.

Bluebook Part 2

March 24, 1952; 60 miles west of Pt. Concepcion, California. 8:45 a.m. Witnesses: B-29 navigator and radar operator. One target tracked for 20-30 seconds at estimated 3,000 m.p.h.

March 29, 1952; 20 miles north of Misawa AFB, Japan. 11:20 a.m. Witness: Brigham, pilot of AT-6

trainer. One small, very thin, shiny metallic disc flew alongside the AT-6, then made a pass at an F-84 jet fighter, flipped on edge, fluttered 20' from the F-84's fuselage and flipped in the slipstream...all in 10 seconds.

April 4, 1952; Duncanville, Texas. 7:30 p.m. Witnesses: two radar operators of the 147th AC&W Squadron. One object was tracked for one minute by radar at an estimated 2,160 m.p.h.

April 5, 1952; Phoenix, Arizona. l0:40 a.m. Witnesses: Mr. and Mrs. L.G. Ryan, R.L. Stokes, D. Schook. One large, dull grey circular object, followed by two more, flew straight and level at high speed.

April 5, 1952; Miami, Florida. 9:15 p.m. Witnesses: L.E. VanDercar and 9 year old son. Four dark circular objects with mostly fuzzy edges, crossed face of Moon; each was half the apparent diameter of Moon. 2:59 p.m. Witness: H.L. Russell.

April 6, 1952; Temple, Texas. 2:59 p. 50-75 grey-white discs changed position within formation continually, tilted in unison every 12-15 seconds during 3.8 minute sighting.

April 12, 1952; North Bay, Ontario, Canada. 9:30 p.m. Witnesses: Royal Canadian Air Force Warrant Officer E.H. Rossell, Flight Sgt. R. McRae. One round amber object flew fast, stopped, reversed direction, climbed away at 30' angle during a 2 minute observation.

April 14, 1952; LaCrosse, Wisconsin. 12:35 p.m. Witness: unidentified CAL airline pilot. Several light colored objects flew in V-formation. No further details in files.

April 14, 1952; Memphis, Tennessee. 6:34 p.m. Witnesses: U.S. Navy pilots Lt. jg. Blacky, Lt. jg. O'Neil. One inverted bowl, 3' long and 1' high, with vertical slots, flew fast, straight and level, 100 yards from observers' aircraft for 45-60 seconds.

April 15, 1952; Santa Cruz, California. 7:40 p.m. Witness: Mr. Hayes, brother of Master Sergeant. Two faint objects observed flying fast along the horizon for 6-8 seconds, using 20x spotting telescope.

April 17, 1952; Longmeadow, Massachusetts. 8:30 p.m. Witnesses: S.B. Brooks, chemical engineer J.A. Eaton. One round, deep orange object flew fast and erratic, occasionally emitting a shaft of light to the rear during a 40 minute sighting.

April 17, 1952; Yuma, Arizona. 3:05 p.m. Witnesses: group of Army weather observation students, including several graduate engineers. One flat-white, circular object flew with an irregular trajectory and a brief trail, for about 7 seconds.

April 18, 1952; Yuma, Arizona. Time unknown. Witnesses: two Army weather observation students. One flat-white circular object flew for 5-10 seconds in a very erratic manner.

April 18, 1952; Bethesda, Maryland. l1:30 a.m. Witnesses: R. Poerstal and three other men. Seven to nine circular, orange-yellow lights in a 40^ V-formation flew overhead silently for 4-8 seconds, from south to north.

April 18, 1952; Corner Brook, Newfoundland, Canada. l0:l0 p.m. Witness: reporter Chic Shave. One round, yellow-gold object flew south and returned during 1.5 minute sighting.

April 18, 1952; 50 miles northwest of Kyushu, Japan (129* 51' E., 34' 19' N.). Witness: one radar operator. Tracked unidentified target for 1 minute at 2,700 m.p.h.

April 18, 1952; Corner Brook, Newfoundland, Canada. 4 a.m. Witness: janitor C. Hamilton. One yellow-

gold object made a sharp turn and left a short, dark trail during l minute sighting.

April 22, 1952; Naha AFB, Okinawa. 99 p.m. Witnesses: crew of B-29 bomber, on ground. One elliptical object, followed by two and then another two, each with a white light that blinked every 1-2 seconds as they performed erratic maneuvers for 10 minutes.

April 24, 1952; Bellevue Hill, Vermont. 5 a.m. Witnesses: crew of USAF C-124 transport plane. Three circular, bluish objects in loose "fingertip" formation twice flew parallel to airplane during 3-4 minute period.

April 24, 1952; Milton, Massachusetts. 2:30 p.m. Witnesses: three Cambridge Research Center electronics engineers, one named Buruish. Two flat, red squares flew wobbly in level flight, climbed, leveled out during 1.5 minute observation.

April 24, 1952; Clovis, New Mexico. 8:10 p.m. Witness: USAF light Surgeon Maj. E.L. Ellis. Many orange-amber lights, sometimes separate, sometimes fused, behaved erratically. Speed varied from motionless to very fast during 5 minute sighting.

April 27, 1952; Roseville, Michigan. 4:15 p.m. Witnesses: H.A. Freytag and three male relatives, including a minister. One silver oval rolled, descended and stopped. Two silver cigar- shaped objects appeared, one departing to the east and one to the west. A third silver cigar-shaped object flew by at high speed. Sightings lasted 45 minutes.

April 27, 1952; Yuma, Arizona. 8:30 p.m. Witnesses: M/Sgt. and Mrs. G.S. Porter (he was off-duty control tower operator). Bright red or flame-colored discs, appearing as large as fighter planes. Seven sightings of one disc, one of two in formation during 2 hours. All seen below 11,000' overcast.

April 29, 1952; Marshall, Texas. 3:30 p.m. Witness: private pilot R.R. Weidman. One round, white object which flew straight, with a side-to-side oscillation for 1.5 minutes.

April 29, 1952; Goodland, Kansas. 100 p.m. Witness: B-29 bombardier Lt. R.H. Bauer. One white fan-shaped light pulsed 3-4 times per second for 2 seconds.

May 1, 1952; Moses Lake, Washington. 5:32 a.m. Witnesses: Two Atomic Energy Commission employees, Eggan and Shipley. One silver object without wings flew straight and level for 1.5 minutes.

May 1, 1952; George AFB, California. 10:50 a.m. Witnesses: three men on the arms range, plus one Lt. Colonel 4 miles away. Five flat-white discs about the diameter of a C-47's wingspan (95') flew fast, made a 90^ turn in a formation of three in front and two behind, and darted around, for 15-30 seconds.

May 5, 1952; Tenafly, New Jersey. 10:45 p.m. Witness: Mrs. M.M. Judson. Six or seven translucent, cream-yellow objects. One moved in an ellipse, while the others moved in and out.

May 7, 1952; Keesler AFB, Mississippi. 12:15 p.m. Witnesses: Capt. Morris, a Master Sergeant, a Staff Sergeant, and an Airman First Class. Ten times, an aluminum or silver cylindrical object was seen to dart in and out of the clouds during a 5-10 minute period.

May 9, 1952; George AFB, California. 5:20 p.m. Witness: A/lc G.C. Grindeland. One dull white, arrowhead-shaped object flew straight and level for 10 seconds.

May 10, 1952; Ellenton, South Carolina. 10:45 p.m. Witnesses: 4 Dupont employees at the Savannah River nuclear plant. Up to four yellow, disc-shaped objects were seen on five occasions between 10:45 and shortly after 11:15.

May 14, 1952; Mayaquez, Puerto Rico. 7 p.m. Witnesses: Attorney and ex-USAF pilot Mr. Stipes, Sr. Garcia-Mendez. Two shining orange spheres: one was stationary, while the other darted away and back for 30 minutes.

May 20, 1952; Houston, Texas. l0:l0 p.m. Witnesses: USAF pilots Capt. J. Spurgin and Capt. BB. Stephan. One bright or white oval object moved from side-to-side while making a gradual turn for 90 seconds.

May 25, 1952; Walnut Lake, Michigan. 9:15 p.m. Witnesses: seven persons, including John Hoffman, his family and friends. One large white circular object having dark sections on its rim, flew straight and level for 30 minutes, appearing red when behind a cloud.

May 28, 1952; Saigon, French Indo China. 10:30 a.m. Witnesses: many in crowd watching a ceremony. One white-silver disc-shaped object flew straight and fast for 2 minutes.

May 28, 1952; Albuquerque, New Mexico. 1:45-2:40 p.m. Witnesses: two city fire department employees. Two circular objects--one shiny silver and the other orange or light brown-- were seen three times performing fast maneuvers.

May 29, 1952; San Antonio, Texas. 7 p.m. Witness: USAF pilot Maj. D.W. Feuerstein, on ground. One bright tubular object tilted from horizontal to vertical for 8 minutes, then slowly returned to horizontal, again tilted vertical, accelerated, appeared to lengthen and turned red. The entire sighting lasted 14 minutes.

June 1, 1952; Rapid City, South Dakota. 6 p.m. Witnesses: A/lc Beatty and two civilians. At least five long silver objects flew in a neat box formation with a leader for 15-20 seconds.

June 1, 1952; Walla , Washington. 1 p.m. Witness: ex-military pilot Reserve Maj. W.C. Vollendorf. One oval object with a "definite airfoil" performed a fast climb for 7 seconds.

June l, 1952; Soap Lake, Washington. 3+ p.m. Witness: Ray Lottman. Three glimmering objects flew straight and level for 10 minutes.

June 2, 1952; Bayview, Washington. 5:02 p.m. Witness: Larry McWade. One purple object seen for unknown length of time. No further information in files.

June 2, 1952; Fulda, West Germany. Time unknown. Witness: lst Lt. John Hendry, photo-navigator on an RB-26C reconnaissance bomber. One porcelain-white object flew very fast for an unknown length of time.

June 5, 1952; Lubbock, Texas. 11 p.m. Witnesses: Dan Benson, Mr. Bacon. A total of eight yellow circular objects, like large stars, were seen during 45 minutes. The first two were in a trail formation, the others were seen singly.

June 5, 1952; Albuquerque, New Mexico. 6:45 p.m. Witness: S/Sgt T.H. Shorey. One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds.

June 5, 1952; Offutt AFB, Omaha, Nebraska. 11 p.m. Witnesses: 2nd Lt. W.R. Soper, a Strategic Air Command top secret control officer and former OSI agent; and two other persons. One bright red object remained stationary for 4.5 minutes before speeding away with a short tail.

June 6, 1952; Kimpo AFB, Korea. Case missing from official files.

June 7, 1952; Albuquerque, New Mexico. 11:18 a.m. Witnesses: crew of B-25 bomber #8840 at 11,500'. One rectangular aluminum object, about 6'x4', flew 250-300' below the B-25.

June 8, 1952; Albuquerque, New Mexico. 10:50 a.m. Witnesses: Mr. and Mrs. J.D. Markland. Four shiny objects flew straight and level in a diamond formation.

June 9, 1952; Minneapolis, Minnesota. Case missing from official files.

June 12, 1952; Ft. Smith, Arkansas. 7:30 p.m. Witnesses: U.S. Army Major and Lt. Colonel, using binoculars. One orange ball with a tail flew with a low angular velocity.

June 12, 1952; Marakesch, Morocco. 11:26 a.m. Witness: T/Sgt. H.D. Adams, operating an SCR-584 radar set. One unidentified blip tracked at 650 kts. (750 m.p.h.) at greater than 60,000' altitude.

June 13, 1952; Middletown, Pennsylvania. 8:45 p.m. Witness: R.S. Thomas, Olmstead AFB employee and former control tower operator. One round, orange object traveled south, stopped for 1 second, turned east, stopped 1 second, and went down.

June 15, 1952; Louisville, Kentucky. 11:50 p.m. Witness: Edward Duke, ex-U.S. Navy radar technician. One large, cigar- shaped object with a blunt front, lit sides and a red stern, maneuvered in a leisurely fashion for 15 minutes.

June 16, 1952; Walker AFB, New Mexico. 8:30 p.m. Witness: USAF maintenance specialist S/Sgt. Sparks. Five or six grayish discs, in a half-moon formation, flew at 500-600 m.p.h. for l minute.

June 17, 1952; McChord AFB, Washington. Between 7:30 and 10:20 p.m. Witnesses: many and varied. From one to five large silver-yellow objects flew erratically, stopped and started for about 15 minutes.

June 17, 1952; Cape Cod, Massachusetts. 1:28 a.m. Witness: pilot of USAF F-94 jet interceptor. A light like a bright star crossed the nose of the airplane while being observed for 15 seconds. No further information in the files.

June 18, 1952; Columbus, Wisconsin. 9 a.m. Witness: R.A. Finger. One crescent-shaped object hovered for several seconds and then sped away.

June 18, 1952; Walnut Lake, Michigan. 10 p.m. Witnesses: Marron Hoffman and four relatives, using 4x binoculars. One orange light was observed zigzagging and then hovering for an unspecified length of time.

June 19, 1952; Goose Bay, Labrador, Canada. 2:37 a.m. Witness: 2nd Lt. A'Gostino and unidentified radar operator. One red light turned white while wobbling. Radar tracked a stationary target during the 1 minute sighting.

June 19, 1952; Yuma, Arizona. 2 p.m. Witness: USAF pilot John Lane. One round, white object flew straight and level for 10 seconds.

June 20, 1952; Central Korea. 3:03 p.m. Witnesses: four Marine Corps Captains and pilots of F4U-4B Corsair fighter planes. One 10-20' white or silver oval object made a left-hand orbit at terrific speed for 60 seconds.

June 21, 1952; Kelly AFB, Texas. 12:30 p.m. Witness: T/Sgt. Howard Davis, flight engineer of B-29 bomber at 8,000' altitude. One flat object with a sharply pointed front and rounded rear; white with a dark blue center and red rim, trailed sparks as it dove past the B-29 at a distance of 500', in l second.

June 22, 1952; Pyungthek, Korea. 10:45 p.m. Witnesses: Two Marine Corps Sergeants. One 4 ft. diameter object dove at a runway shooting red flames, hovered briefly over a hill, turned 180 , flashed twice and was gone.

June 23, 1952; Spokane, Washington. 4:05 p.m. Witness: Airport weather observer Rex Thompson. One round disc with a metallic shine flashed, and fluttered like a flipped coin for 5-7 minutes.

June 23, 1952; McChord AFB, Washington. 9 p.m. Witness: 2nd Lt. K. Thompson. One very large light flew straight and level for 10 minutes. No further information.

June 23, 1952; Kirksville, Missouri. Case missing from official files.

June 23, 1952; Oak Ridge, Tennessee. 3:30 a.m. Witness: secretary Martha Milligan. One bullet-shaped object with burnt-orange exhaust flew straight and level for 30-60 seconds.

June 23, 1952; Owensboro, Kentucky. 10:00 a.m. Witness: National Guard Lt. Col. O. L. Depp. Two objects looking like "giant soap bubbles", reflecting yellow and lavender colors, flew in trail for 5 seconds.

June 23, 1952; Location unknown, but information came via Japan Hq. "CV 4359". 6:08 a.m. Witness: USAF pilot of the l8th Fighter-Bomber Group. One black coin-shaped object, 15-20' in diameter, made an irregular descent.

June 25, 1952; Chicago, Illinois. 8:30 p.m. Witnesses: Mrs. Norbury, Mr. Matheis. One bright yellow-white, egg-shaped object which sometimes had a red tail, made seven circles in 1 1/2 hours.

June 25, 1982; Japan-Korea area. Case missing from official files.

June 26, 1952; Terre Haute, Indiana. 2:45 a.m. Witness: USAF 2nd Lt. C. W. Povelites. Undescribed object flew at 600 m.p.h. and then stopped. No further information in files.

June 26, 1952; Pottstown, Pennsylvania. 11:50 p.m. Witness: assistant manager of airport. Three sightings of flashing lights: two lights separated by 2 miles, with the leader flashing steadily and the other irregularly; two similarly flashing lights, but with l mile separation; finally a single light. Speed estimated at 150-250 m.p.h.. Total of 1/2 hour.

June 27, 1952; Topeka, Kansas. 6:50 p.m. Witnesses: USAF pilot 2nd Lt. K. P. Kelly and wife. One pulsating red object which changed shape from a circular to a vertical oval as it pulsed. Was stationary for about 5 minutes, then went out.

June 28, 1952; Lake Kishkanoug, Wisconsin. 6 p.m. Witness: G. Metcalfe. One silver-white sphere became an ellipse as it turned and climbed away very fast. 10 seconds.

June 28, 1952; Nagoya, Japan. 4:10 p.m. Witness: Capt. T. W. Barger, USAF electronics countermeasures officer. One dark blue elliptical-shaped object with a pulsing border flew straight and level at 700-800 m.p.h..

June 29, 1952; O'Hare Airport, Chicago, Illinois. 5:45 p.m. witnesses: three USAF air policemen. One bright silver, flat oval object surrounded by a blue haze, hovered, then moved very fast to the right and to the left, and up and down for 45 minutes.

July 3, 1952; Selfridge AFB, Michigan. 4:15 a.m. Witnesses not identified. Two big lights, estimated at 20' diameter, flew straight and level at tremendous speed.

July 3, 1952; Chicago, Illinois. 11:50 p.m. Witness: Mrs. J. D. Arbuckle. Two bright pastel green discs flew straight and level very fast for 6 seconds.

July 5, 1952; Norman, Oklahoma. 7:58 p.m. Witness: Oklahoma State Patrolman Hamilton in State Patrol airplane. Three dark discs hovered and then flew away, silhouetted against a dark cloud. 15 seconds.

July 6-12, 1952; Elizabeth, New Jersey. 11:00 p.m. Witness: Charles Muhr. Four pictures taken of some indistinct light which was admittedly not seen visually, but which appeared on the negatives.

July 9, 1952; Colorado Springs, Colorado. 12:45 p.m. Witness: USAF pilot Maj. C. K. Griffin. One object shaped like an airfoil less its trailing edge, luminous white, moved slowly and erratically for 12 minutes.

July 9, 1952; Kutztown, Pennsylvania. 6:30 p.m. Witness: farmer John Mittl. One aluminum, oval-shaped object changed direction and attitude, finally tipping on end and departing after 20 seconds. Case file includes three vague photographs.

July 9, 1952; Rapid City AFB, South Dakota. 3:35 p.m. Witnesses: S/Sgt. D.P. Foster and three other persons. Three times, a single white, disc-shaped object sped by, straight and level, in 5 seconds.

July 12, 1952; Annapolis, Maryland. 3:30 p.m. Witness: insurance company president William Washburn. Four large, elliptical-shaped objects were seen to fly very fast, stop, turn 90* and fly away in 7-8 seconds. .

July 12, 1952; Kirksville, Missouri. 9 p.m. Witnesses: many radar controllers who were military officers. Several big blips tracked on radar at 1,500 kts. (1,700 m.p.h.). There was no visual sighting.

July 14, 1952; Norfolk, Virginia. 8:12 p.m. Witnesses: Pan American Airways First Officer William Nash, Second Officer William Fortenberry. Eight large, round, glowing red objects maneuvered below their airliner, in formation.

July 15, 1952; West Palm Beach, Florida. 10:10 p.m. Witnesses: J. Antoneff and two other persons. One discus-shaped object, grayish, except when hovering, when it appeared muddy. Hovered over Palm Beach International Airport, then followed an SA-l6 twin-engined amphibian and flew away after 40-60 seconds.

July 16, 1952; Beverly, Massachusetts. 9:35 a.m. Witness: U.S. Coast Guard photographer Shell Alpert. Four roughly elliptical blobs of light in formation photographed through window of photo lab.

July 17, 1952; White Plains, New York. 3:10 p.m. Witness: Mrs. Florence Daley. Two round objects, bluish-white with brighter rims, flew in formation, making a sound like bombers, only softer. Note: Later, the witness stated she heard many feminine voices coming from the objects.

July 17, 1952; Lockbourne, Ohio. 11 a.m. Witness: Air National Guard employees. One light like a big star was seen for 3 hours, but disappeared when an aircraft approached. Also seen the night of July 20, 22 and 23.

July 18, 1952; Lockbourne, Ohio. 9:10 p.m. Witnesses: T/Sgt. Mahone, A/3c Jennings. One amber-colored, elliptical-shaped object with a small flame at the rear, periodically increased in brightness. It moved very fast for l 1/2 minutes, giving off a resonant beat sound.

July 18, 1952; Miami, Florida. 11 a.m. Witnesses: E. R. Raymer and daughter. One opaque, silvery bubble flew very fast at a right-angle to the wind direction for 10 seconds.

July 18, 1952; Patrick AFB, Florida. 9:45 p.m. Witnesses: three USAF officers and four enlisted men. Over an hour period, a series of hovering and maneuvering red-orange lights were observed moving in a variety of directions.

July 19, 1952; Williston, North Dakota. 2:55 a.m. Witness: one experienced civilian pilot. One elliptical-shaped object with a light fringe, traveled down fast, made a 360* and then a 180* turn in 5 minutes.

July 19, 1952; Elkins Park, Pennsylvania. 11:35 p.m. Witnesses: USAF pilot Capt. C.J. powley and wife. Two star-like lights maneuvered, hovered and sped for 5-7 minutes.

July 20, 1952; Lavalette, New Jersey. 12:20 a.m. Witness: Seton Hall Univ. chemistry professor Dr. A.B. Spooner. Two large orange-yellow lights with some dull red coloring flew in trail, turned and circled for 5-6 minutes.

July 21, 1952; Weisbaden, West Germany. 6:30 p.m. Witnesses: USAF pilot Capt. E.E. Dougher, WAF Lt. J.J. Stong, situated miles apart. Four bright yellowish lights were seen by Dougher to separate, with two climbing and two flying away level in the opposite direction. Stong watched two reddish lights fly in opposite directions. Sightings lasted about 10-15 minutes.

July 21, 1952; San Marcos AFB, Texas. 10:40 p.m. Witnesses: one Lieutenant, two Staff Sergeants, three airmen. One blue circle with a blue trail was seen to hover and then accelerate to near-sonic speed (700+ m.p.h.) after 1 minute.

July 21, 1952; Converse, Texas. 4:30 p.m. Witness: wife of USAF Capt. J. B. Neal. One elongated, fuselage-shaped object flew straight and level, made a right-angle turn and went out of sight at more than 300 m.p.h., all in 3-5 seconds.

July 21, 1952; Rockville, Indiana. 8:10 p.m. Witnesses: one military officer, two enlisted men. One aluminum, delta-shaped object with a vertical fin, flew straight and level, and then hovered during a 3 minute sighting.

July 22, 1952; Holyoke, Massachusetts. After midnight. Witness: Mrs. A. Burgess. One round, yellow, flashing light went downward. No further information in files.

July 22, 1952; Los Alamos, New Mexico. 10:50 a.m. Witnesses: control tower operator Don Weins, and two pilots for Carco. Eight large, round, bright aluminum objects flew straight and level, then darted around erratically during 25 minutes.

July 22, 1952; Uvalde, Texas. 2:46 p.m. Witness: Don Epperly, Trans Texas Airlines station manager and weather observer. One large, round, silver object flew at more than 1,000 m.p.h. for 45 seconds, while gyrating.

July 22, 1952; between Boston and Provincetown, Massachusetts. 10:47 p.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor. One round blue light passed F-94, spinning.

July 22, 1952; Trenton, New Jersey. 10:50 p.m. t.o 12:45 a.m., July 23. Witnesses: crews of several USAF F-94 jet interceptors from Dover AFB, Del. Thirteen visual sightings and one radar tracking of blue-white lights during two hours.

July 23, 1952; Pottstown, Pennsylvania. 8:40 a.m. Witnesses: the two-man crews of three USAF F-94 jet interceptors. One large silver object, shaped like a long pear with two or three squares beneath it, flew at 150-180 kts. (170-210 m.p.h.), while a smaller object, delta-shaped or swept back, flew around it at

1,000-1,500 kts. (1,150-1,700 m.p.h.). Seen by crews for 1-4 minutes.

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July 23, 1952; Altoona, Pennsylvania. 12:50 p.m. Witnesses: two-man crews of two USAF F-94 jet interceptors at 35-46,000' altitude. Three cylindrical objects in a vertical stack formation flew at an altitude of 50-80,000'. Seen for 20 minutes.

July 23, 1952; South Bend, Indiana. 11:35 p.m. Witness: USAF pilot Capt. H. W. Kloth. Two bright blue-white objects flew together, then the rear one veered off after about 9 minutes.

July 24, 1952; Carson Sink, Nevada. 3:40 p.m. Witnesses: two USAF Lt. Colonels McGinn and Barton in a B-25 bomber. Three silver, delta-shaped objects, each with a ridge along the top, crossed in front of and above the B-25 at high speed, in 3-4 seconds.

July 26, 1952; Washington, D.C. 8 p.m. until after midnight. Witnesses: radar operators at several airports, airline pilots. Many unidentified blips tracked by radar all over Washington area, at varying speeds. Pilots spotted unidentified lights.

July 26, 1952; Kansas City, Missouri. 12:15 a.m. Witnesses: USAF Capt. H. A. Stone, men in control towers at Fairfax Field and Municipal Airport. One greenish light with red-orange flashes was seen for 1 hour as it descended in the northwest from 40* elevation to 10* elevation.

July 26, 1952; Andrews AFB, Maryland. This was a continuation of the extensive sightings and radar tracking reports reported throughout the Washington, D.C. area, all night long.

July 26, 1952; Kirtland AFB, New Mexico. 12:05 a.m. Witness: Airman lst Class J.M. Donaldson. Eight to ten orange balls in a triangular or V-formation flew very fast for 3-4 seconds.

July 26, 1952; Williams, California. Case missing from official files.

July 27, 1952; Selfridge AFB, Michigan. 10:05 a.m. Witnesses: three B-29 bomber crewmen on ground. Many round, white objects flew straight and level, very fast. Two at 10:05, one at 10:10, one at 10:15, one at 10:20. Each was seen for about 30 seconds.

July 27, 1952; Wichita Falls, Texas. 8:30 p.m. Witnesses: Mr. and Mrs. Adrian Ellis. Two disc-shaped objects, illuminated by a phosphorus light, flew at an estimated l,000 m.p.h. for 15 seconds.

July 28, 1952; Heidelberg, West Germany. 10:20 p.m. Witnesses: Sgt. B.C. Grassmoen, WAC Pfc. A.P. Turner. One saucer-shaped object having an appearance of light metal and giving off shafts of white light, flew slow, made a 90^ turn and climbed away fast after 4-5 minutes.

July 28, 1952; McGuire AFB, New Jersey. 6 a.m. Witness: Ground Control Approach radar operator M/Sgt. W.F. Dees, and persons in the base control tower. Radar tracked a large cluster of very distinct blips. Visual observation was of oblong objects having neither wings nor tail, which made a very fast turn and at one time were in echelon formation. Entire episode lasted 55 minutes.

July 28, 1952; McChord AFB, Washington. 2:15 a.m. Witnesses: T/Sgt. Walstead, S/Sgt. Calkins of the 635th AC&W Squadron. One dull, glowing, blue-green ball,.the size of a dime at arms' length, flew very fast, straight and level.

July 29, 1952; Osceola, Wisconsin. 1:30 a.m. Witnesses: radar operators on ground, pilot of F-5l

Mustang in flight. Several clusters of up to 10 small radar targets and one large target. Small targets moved from southwest to east at 50-60 kts. (60-70 m.p.h.), following each other. The large one moved at 600 kts. (700 m.p.h.). One hour total time. Pilot confirmed one target.

July 29, 1952; Langley AFB, Virginia. 2:30 p.m. Witness: USAF Capt D.G. Moore, of military air traffic control system. One undescribed object flew at an estimated 2,600 m.p.h., below 5,000' altitude, toward the air base for about 2 minutes.

July 29, 1952; Langley AFB, Virginia. 2:50 p.m. Witnesses: Mr. Moore, Gilfillan electronics representative W. Yhope. One radar target tracked moving away, stopped for 2 minutes, again moved very, very fast. Four minutes.

July 29, 1952; Merced, California. 3:44 or 4:35 p.m. Witnesses: Herbert Mitchell and one employee. One dark, discus-shaped object, trailed by a silvery light 2 lengths behind, tipped on its side, dove, hesitated and then circled very fast during the 2 minute sighting.

July 29, 1952; Wichita, Kansas. 12:35 p.m. Witnesses: USAF shop employees Douglas and Hess at Municipal Airport. One bright white circular object with a flat bottom flew very fast, and then hovered 10-15 seconds over the Cessna Aircraft Co. plant, during the 5 minute sighting.

July 29, 1952; Ennis, Montana. 12:30 p.m. Witnesses: USAF persons, alerted that UFOs were coming from the direction of Seattle, Wash. Two to five flat disc-shaped objects: one hovered 3-4 minutes, while the others circled it. Sighting length of 30 minutes not explained further.

July 30, 1952; Albuquerque, New Mexico. 11:02 p.m. Witness: USAF lst Lt. George Funk. One orange light remained stationary for 10 minutes. No further details in files.

July 30, 1952; San Antonio, Texas. 10 a.m. Witnesses: E.E. Nye and one other person. One round, white object flew slow and then sped away after 20-30 minutes.

Aug. 1, 1952; Lancaster, California. 1:14 a.m. Witnesses: sheriff's deputies and other persons, one named Mallette. Two brilliant red lights hovered and maneuvered for 5 minutes.

Aug. 2, 1952; Lake Charles, Louisiana. 3 a.m. Witnesses: USAF lst Lt. W.A. Theil, one enlisted man. One red ball with a blue flame tail flew straight and level for 3-4 seconds.

Aug. 4, 1952; Phoenix, Arizona. 2:20 a.m. Witness: USAF A/3c W.F. Vain. One yellow ball which lengthened and narrowed to plate shape, flew straight and level for 5 minutes.

Aug. 4, 1952; Mt. Vernon, New York. 11:37 a.m. Witnesses: one woman, two children. One object, shaped like a lifesaver or donut, emitted black smoke from its top and made a 15' arc in 1.5 minutes. Observed for 2 hours.

Aug 5. 1952; Haneda AFB, Japan. 11:30 p.m. Witnesses: USAF F-94 jet interceptor pilots lst Lt. W.R. Holder and lst Lt. A.M. Jones, and Haneda control tower operators. Airborne radar tracked a target for 90 seconds. Control tower operators watched 50-60 minutes while a dark shape with a light flew as fast as 330 kts. (380 m.p.h.), hovered, flew curves and performed a variety of maneuvers.

Aug. 6, 1952; Tokyo, Japan. This is a continuation of the Haneda AFB sightings.

Aug. 6, 1952; Port Austin, Michigan. Case missing from official files.

Aug. 7. 1952; San Antonio, Texas. 9:08 a.m. Witness: Mrs. Susan Pfuhl. Four glowing white discs: one

made a 180* turn, one flew straight and level, one veered off, and one circled during the 70 minute sighting.

Aug. 9, 1952; Lake Charles, Louisiana. 10:50 a.m. Witness: USAF A/3c J.P. Raley. One disc-shaped object flew very fast and then hovered for 2 seconds during a 5-6 minute sighting.

Aug. 13, 1952; Tokyo, Japan. 9:45 p.m. Witness: USAF Marine Corps pilot Maj. D. McGough. One orange light flew a left orbit at 8,000' and 230 m.p.h., spiraled down to no more than 1,500', remained stationary for 2-3 minutes and went out. An attempted interception was unsuccessful.

Aug. 18, 1952; Fairfield, California. 12:50 a.m. Witnesses: three policemen. One object changed color like a diamond, and changed directions during the 30 minute sighting.

Aug. 19, 1952; Red Bluff, California. 2:38 p.m. Witness: Ground Observer Corps observer Albert Lathrop. Two objects, shaped like fat bullets, flew straight and level, very fast for 25 seconds.

Aug. 20, 1952; Neffesville, Pennsylvania. 3:10 a.m. Witnesses: Bill Ford and two others. An undescribed object flew at 500' altitude for several minutes. No further data in files.

Aug. 21, 1952; Dallas, Texas. 11:54 p.m. Witness: Jack Rossen, ex-artillery observer. Three blue-white lights hovered then descended; 1.5 minutes later, one of them descended more.

Aug. 23, 1952; Akron, Ohio. 4:10 a.m. Witnesses: USAF 2nd Lt. H.K. Funseth, a ground radar observer, and two U.S. Navy men. One pulsing amber light was seen to fly straight and level for 7 minutes.

Aug. 24, 1952; Hermanas, Mexico. 10:15 a.m. Witness: Georgia Air National Guard F-84G jet fighter pilot Col. G.W. Johnson. Two 6' silver balls in abreast formation, one turned grey rapidly, the other slowly. One changed to long grey shape during a turn. Sighting lasted about 10 minutes.

Aug. 24, 1952; Tucson, Arizona. 5:40 p.m. Witnesses: Mr. and Mrs. George White. One large round, metallic, white light with a vague lower surface, flew slowly, then fast With a dancing, wavering motion, for about 1 minute.

Aug. 24, 1952; Levelland, Texas. 9:30 p.m., 10:30 p.m. Witnesses: Mr. and Mrs. Elmer Sharp. One object, shaped like a spinning top, changing color from red to yellow to blue, and with a fiery tail, hovered for 20 minutes, whistling, then flew away. It, or another like it, returned an hour later.

Aug. 25, 1952; Pittsburg, Kansas. 5:35 a.m. Witness: radio station musician William Squyres. One dull aluminum object, shaped like two meat platters, face to face, estimated at 75' long, 45' wide, and 15' thick. Through a window in the front section shone a blue light; the head and shoulders of a man could be seen. The mid section had numerous windows through which could be seen some kind of regular movement. A series of small propellers were spaced close together along the outer edge of the object, revolving at high speed. The object was hovering about 10' above the ground, 100 yards off the road, with a slight rocking motion. It then ascended vertically with a sound like a large covey of quail starting to fly at the same time. Vegetation showed signs of having been disturbed under the object.

Aug. 25, 1952; Holloman AFB, New Mexico. 3:40 p.m. Witnesses: civilian supervisor Fred Lee, foreman L.A. Aquilar. One round silver object flew south, turned and flew north, made a 360 turn and flew away vertically after 3-5 minutes.

Aug. 26, 1952; Lathrop Wells, Nevada. 12:10 a.m. Witness: USAF Capt. D.A. Woods. One large, round, very bright object with a V-shaped contrail having a dark cone in the center, flew very fast, hovered, made an instantaneous 90 turn, followed by a gentle climb and finally sudden acceleration.

Aug. 28, 1952; Chickasaw and Brookley AFB, Alabama. 9:30 p.m. Witnesses: USAF control tower operators, officer from USAF Office of Special Investigations, and others. Six objects, varying from fiery red to sparkling diamond appearance, hovered, flew erratically up and down for 1 hour and l5minutes.

Aug. 29, 1952; Colorado Springs, Colorado. 8:35 p.m. Witness: pilot C.A. Magruder. Three objects, 50' in diameter, 10' high, aluminum with red-yellow exhaust, flew in trail at estimated 1,500 m.p.h. for 4-5 seconds.

Aug. 29, 1952; west of Thule, Greenland (77' N., 75* 15' W.) 10:50 a.m. Witnesses: two U.S. Navy pilots flying a P4Y-2 patrol plane. Three white disc-shaped or spherical objects hovered, then flew very fast in a triangular formation, in 2-3 minutes.

Sept. l, 1952; Marietta, Georgia. 10:50 p.m. Witness: ex-AAF B-25 gunner. Two large white disc-shaped objects with green vapor trails flew in trail formation, merged, flew away very fast.

Sept. 1, 1952; Marietta, Georgia. 10:30 p.m. Witness: one unidentified person using binoculars. Two large objects shaped like spinning tops and displaying red, blue and green colors, flew side by side, leaving a sparkling trail for 30 minutes.

Sept. 1, 1952; Atlanta, Georgia. 9:43 p.m. Witnesses: Mrs. William Davis and nine other persons. One light, similar to the evening star, moved up and down for a long period of time.

Sept. l, 1952; Marietta, Georgia. 10:30 p.m. Witnesses: Mr. Bowman (ex-artillery officer) and 24 others. A red, white, and blue-green object which spun and shot off sparks for 15 minutes.

Sept. 1, 1952; Yaak, Montana. 4:45 a.m. Witnesses: Visual sighting by two USAF enlisted men, radar tracking seen by three men using AN/FPS-3 radar set. Two small, varicolored lights became black silhouettes at dawn; flew erratically. One hour.

Sept. 2, 1952; Chicago, Illinois. 3 a.m. Witness: radar tracker Turason (ground controlled approach) at Midway Airport. 40 targets flew in miscellaneous directions, up to 175 m.p.h. Two seemed to fly in formation with DC-6 airliner. Total of 8 hours.

Sept. 3, 1952; Tucson, Arizona. 99 a.m. Witnesses: civilian pilots McCraven and Thomas. One shiny, dark ellipse made three broad, curving sweeps in 1.5 minutes.

Sept. 6, 1952; Lake Charles AFB, Louisiana. l:3O'a.m. Witnesses: T/Sgt. J.E. Wilson and two enlisted men. One bright star-like light moved about the sky for 2 hours.

Sept. 6, 1952; Tucson, Arizona. 4:55 p.m. Witnesses: ex- Congresswoman Mrs. Isabella King and Bill McClain. One orange teardrop-shaped object whirled on its vertical axis, descended very fast, stopped, retraced its path upwards, while whirling in the opposite direction. 1.5 minutes.

Sept. 7, 1952; San Antonio, Texas. 10:30 p.m. Witnesses: chemist J.W. Gibson and others. One orange object or light (the color of 2,000' F.) exploded into view. Seen for from 3-20 seconds by various observers.

Sept. 9, 1952; Rabat, French Morocco. 9 p.m. Witness: E.J. Colisimo, a civilian illustrator with USAF Intelligence. One disc with lights along part of its circumference, flew twice as fast as a T-33 jet trainer, in a slightly curved path for 5 seconds.

Sept. 12, 1952; Allen, Maryland. 9:30 p.m. Witnesses: Mr. and Mrs. David Kolb, of the Ground Observer

Corps, using binoculars. One white light with a red trim and streamers flew northeast for 35 minutes.

Sept. 13, 1952; Allentown, Pennsylvania. 7:40 p.m. Witness: private pilot W.A. Hobler, flying a Beech Bonanza. One object, shaped like a fat football, flaming orange-red color, descended and then pulled up in front of the witness' airplane. Seen for 2 seconds.

Sept. 14, 1952; Santa Barbara, California. 8:40 p.m. Witness: USAF C-54 transport pilot Tarbutton. One blue-white light travelled straight and level, then went up. Seen for 30 seconds.

Sept. 14, 1952; North Atlantic, between Ireland and Iceland. Witnesses: military persons from several countries aboard ships in the NATO "Operation Mainbrace" exercise. Among the sightings: one blue-green triangle was observed flying 1,500 m.p.h; three objects in a triangular formation gave off white light exhaust at 1,500 m.p.h.

Sept. 14, 1952; White Lake, South Dakota. 7 p.m. Witness: Ground Observer Corps observer L.W. Barnes, using binoculars. One red, cigar-shaped object, with three puffs behind it, flew west, then south, and then was gone. Seen 30-40 minutes.

Sept. 14, 1952; Ciudad Jaurez, Mexico. 11:30 p.m. to 1:20 a.m., Sept. 15. Witnesses: consulting engineer R. J. Portis and three others. Six groups of 12-15 luminous spheres or discs, which flew in formations varying from arcs to inverted-Y's, very fast.

Sept. 14, 1952; Olmstead AFB, Pennsylvania. Time not known. Witness: pilot of Flying Tiger Airlines airplane N67977. One blue light flew very fast on a collision course with the airliner. Note: the summary card attached to the file showed completely different information.

Sept. 16, 1952; Portland, Maine. 6:22 p.m. Witnesses: crew of U.S. Navy P2V Neptune patrol plane, visually and via radar. A group of five lights was seen at the same time a long, thin blip was being tracked on radar. Note: consideration was given to this being USAF KC-97 airplanes involved in a refueling operation. The sighting involved 20 minutes.

Sept. 16, 1952; Warner-Robbins AFB, Georgia. 7:30 p.m. Witnesses: three USAF officers, two civilians. Two white lights flew abreast, at 100 m.p.h., for 15 minutes.

Sept. 17, 1952; Tucson, Arizona. 11:40 a.m. Witnesses: Mr. and Mrs. Ted Hollingsworth. Two groups of three large, flat, shiny objects flew in tight formations: the first group slow, the second faster. Seen for 2 minutes.

Sept. 23, 1952; Gander Lake, Newfoundland, Canada. No time shown. Witnesses: Pepperell AFB operations officer and seven other campers. One bright white light, which reflected on the lake, flew straight and level at 100 m.p.h. for 10 minutes.

Sept. 24, 1952; Charleston, West Virginia. 3:30 p.m. Witnesses: crew of USAF B-29 bomber. A lot of bright, metallic particles or flashes, up to 3' in length, streamed past the B-29 for 15 minutes.

Sept. 26, 1952; 400 miles NNW of Azores Islands. 11:16 p.m. Witnesses: pilot, copilot, engineer and aircraft commander of USAF C-124 transport plane. Two distinct green lights were seen to the right and slightly above the C-124, and at one time seemed to turn toward it. The lights alternated leading each other during more than 1 hour of observation.

Sept. 27, 1952; Inyokern, California. 10 p.m. Witnesses: two couples, using a 5x telescope. One large, round object, which went through the color spectrum every 2 seconds, was seen to fly straight and level for 15 minutes.

Sept. 29, 1952; Rochester, England. 3:55 p.m. Witnesses unknown, but report came via the Rochester Police Dept. Two flat objects hovered for 3 minutes, and then sped away.

Sept. 29, 1952; Southern Pines, North Carolina. 8:15 p.m. Witnesses: U.S. Army Res. lst Lt. C.H. Stevens and two others. One green ellipse with a long tail orbited for 15 minutes.

Sept. 29, 1952; Aurora, Colorado. 3:15 p.m. Witness: USAF T/Sgt. B.R. Hughes. Five or six circular objects, bright white but not shiny, circled in trail formation for 5-6 minutes.

Oct. 1, 1952; Shaw AFB, South Carolina. 6:57 p.m. Witness: USAF lst Lt. T.J. Pointek, pilot of RF-8O reconnaissance jet. One bright white light flew straight, then vertical, then hovered, and then made an abrupt turn during a 23 minute attempted intercept.

Oct. 1, 1952; Pascagoula, Mississippi. 7:40 p.m. Witnesses: Mr. and Mrs. C.C. McLean and one other person. One round, milky-white object, shaped like a powder puff, hovered for 5-10 minutes then flew away very fast in an arc. A loud blast was heard at the start of the 22 minute sighting.

Oct. 7, 1952; Alamagordo, New Mexico. 8:30 p.m. Witness: USAF Lt. Bagnell. One pale blue oval, with its long axis vertical, flew straight and level for 4-5 seconds, covering 30 in that time.

Oct. 10, 1952; Otis AFB, Massachusetts. 6:30 p.m. Witnesses: USAF S/Sgt., two other enlisted men. One blinking white light moved like a pendulum for 20 minutes, and then shot straight up.

Oct. 17, 1952; Taos, New Mexico. 9:15 p.m. Witnesses: Four USAF officers One round, bright blue light moved from north to northeast at an elevation of 45* for 2-3 seconds and then burned out.

Oct. 17, 1952; Killeen, Texas. 10:15 p.m. Witnesses: Ministers Greenwalt and Kluck. Ten lights, or a rectangle of lights, moved more or less straight and level for 5 seconds.

Oct. 17, 1952; Tierra Amarilla, New Mexico. 11 p.m. Witness: one military person (no detail). One white streamer moved at an estimated 3,000 m.p.h. in an arc for 20 seconds. No further details in files.

Oct. 19, 1952; San Antonio, Texas. 1:30 p.m. Witness: one ex-USAF aircrewman Woolsey. Three circular aluminum objects, one of which was olive-drab colored on the side, flew in a rough V-formation. One object flipped slowly, another object stopped, during the 3-4 minute sighting.

Oct. 19. 1952; 500 miles south of Hawaii. 6:58 p.m. Witnesses: crew of USAF C-50 transport plane. One round yellow light, with a red glowing edge, estimated at 100' in diameter, flew at 300-400 kts. (350-450 m.p.h.) for 20 seconds.

Oct. 21, 1952; Knoxville, Tennessee. No time given. Witnesses: persons at airport weather station. Six white lights flew in a loose formation for 1-2 minutes, and made a shallow dive at a weather balloon.

Oct. 24, 1952; Elberton, Alabama. 8:26 p.m. Witnesses: USAF Lt. Rau, Capt. Marcinko, flying a Beech T-ll trainer. One object, shaped like a plate, with a brilliant front and vague trail, flew with its concave surface forward for 5 seconds.

Oct. 29, 1952; Erding Air Depot, West Germany. 7:50 a.m. Witnesses: USAF S/Sgt. Anderson, A/2c Max Handy. One round object, silhouetted against a cloud, flew straight and level and smooth at 400 m.p.h. for 20 seconds.

Oct. 31, 1952; Fayetteville, Georgia. 7:40 p.m. Witness: USAF Lt. James Allen. One orange, blimp-shaped object, 80' long and 20' high, flew at treetop level, crossed over Allen's car (at which time his

radio stopped playing), then climbed out at 45' and tremendous speed at the end of a 1 minute sighting.

Nov. 3, 1952; Laredo AFB, Texas. 66:29 p.m. Witnesses: two control tower operators, including Lemaster. One long, elliptical, white-grey light flew very fast, paused, and then increased speed during a 3-4 second observation.

Nov. 4, 1952; Vineland, New Jersey. 5:40 p.m. Witness: housewife Mrs. Sprague. Two groups of 2-3 whirling discs of light flew toward the southeast over a period of 30 seconds.

Nov. 12, 1952; Los Alamos, New Mexico. 10:23 p.m. Witness: security inspector. Four red-white-green lights flew slowly over a prohibited area for 15 minutes.

Nov. 13, 1952; Opheim, Montana. 2:20 a.m. Witness: radar tracking by USAF 779th AC&W station. An unexplained track was followed for 1 hour, 28 minutes, at 158,000' altitude (30 miles) and a speed of 240 m.p.h. Radar was FPS/3 (PPI).

Nov. 13, 1952; Glasgow, Montana. 2:43 a.m. Witness: U.S. Weather Bureau observer Earl Oksendahl. Five oval-shaped objects, with lights all around them, flew in a V-formation for about 20 seconds. Each object seemed to be changing position vertically by climbing or diving as if to hold formation. Formation came from the northwest, made a 90* overhead, and flew away to the southwest.

Nov. 15, 1952; Wichita, Kansas. 7:02 a.m. Witnesses: USAF Maj. R.L. Wallander, Capt. Belleman, A/3c Phipps. One orange object (a blue streak?) varied in shape, as it made jerky upward sweeps with 10-15 second pauses during a 3-5 minute sighting.

Nov. 24, 1952; Annandale, Virginia. 6:30 p.m. Witness: L.L' Brettner. One round, glowing object flew very fast, made right angle turns and reversed course during a 1 hour sighting.

Nov. 27, 1952; Albuquerque, New Mexico. 12:10 p.m. Witnesses: pilot and crew chief of UAAF B-26 bomber. A series of black smoke bursts (4-3-3-4-3), similar to antiaircraft fire, was seen over a 20 minute period.C. 12:30 a.m. Witnesses: radar

Nov. 30, 1952; Washington, D.C. l operators at Washington National Airport. Radar trackings similar to those of July 26, 1952.

Dec. 8, 1952; Ladd AFB, Alaska. 8:16 p.m. Witnesses: pilot lst Lt. D. Dickman and radar operator lst Lt. T. Davies in USAF F-94 jet interceptor (s/n 49-2522). One white, oval light which changed to red at higher altitude, flew straight and level for 2 minutes, then climbed at phenomenal speed on an erratic flight path. Sighting lasted 10 minutes.

Dec. 9, 1952; Madison, Wisconsin. 5:45 p.m. Witnesses: Capt. Bridges and lst Lt. Johneon in USAF T-33 jet trainer. Four bright lights, in diamond formation, flew at 400 m.p.h. and were passed by the T-33 at 450 m.p.h. during the 10 minute sighting.

Dec. 28, 1952; Marysville, California. Case missing from official files.

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Jan. 1, 1953; Craig, Montana. 8:45 p.m. Witnesses: Warner Anderson and two women. A silver, saucer-shaped object with a red glowing bottom, flew low over a river and then climbed fast in a horizontal attitude. Ten second sighting.

Jan. 8, 1953; Larson AFB, Washington. 7:15 a.m. Witnesses: men from the 82nd Fighter-Interceptor Squadron, including the squadron commander; all were on the ground. One green, disc- shaped or round object flew southwest for 15 minutes, with a vertically bobbing motion and sideways movements, below clouds.

Jan. 10, 1953; Sonoma, California. 3:45 p.m. or 4 p.m. Witnesses: retired Col. Robert McNab, and Mr. Hunter of the Federal Security Agency. One flat object, like a pinhead, made three 360* right turns in 9 seconds, made abrupt 90* turns to the right and left, stopped, accelerated to original speed and finally flew out of sight vertically after 60-75 seconds.

Jan. 17, 1953; near Guatemala City, Guatemala. 3:55 p.m. Witness: geologist/salesman J.J. Sackett. One brilliant green-gold object, shaped like the Goodyear blimp with its length twice its height, flew 400 m.p.h. straight and level, stopped, then went straight up with one stop. Sighting lasted 22 seconds.

Jan. 28, 1953; Pt. Mugu, California. 1 p.m. Witness: R.W. Love, owner of Love Diving Co., engaged in retrieving radio- controlled drones. An 18-20' white, flat disc flew straight and level, overhead, for 6 minutes.

Jan. 28, 1953; Corona, California. 6:05 p.m. Witness: USAF T/Sgt. George Beyer. Five 25' green spheres flew in V-formation, then changed to trail formation at which time the end objects turned red. Sighting lasted 12 minutes.

Jan. 28, 1953; Albany, Georgia. No time given. Witnesses: radar maintenance personnel. Radar tracked one stationary target for 20 minutes. A visual sighting about the same time was explained. No further information in the files.

Feb. 3, 1953; Keflavik, Iceland. 5:25 p.m. Witnesses: radar operators. Four unidentified targets were tracked for 24 minutes. No further data.

Feb. 4, 1953; Yuma, Arizona. 1:50 p.m. Witness: U.S. Weather Bureau observer Stanley Brown, using a theodolite. One white, oblong object was tracked flying straight up, leveling off and being joined by a second, similar, object. The second twice flew away and returned to the first. After 5 minutes, both were lost to sight behind clouds.

Feb. 17, 1953; Port Austin. Michigan. 10:04 p.m. Witnesses: two officers and three airmen of USAF AC&W squadron, visually and by radar. Visual object appeared to larger and brighter than a star and changed color; it was seen to move slowly for 5 minutes until 10:09 p.m. Radar picked up a target at 10:08 p.m. moving in a similar direction for 17 minutes, at similar speed.

Feb. 20, 1953; Pittsburg-Stockton, California. #1 time unknown; #2, 10:30 p.m. Witnesses: USAF B-25 bomber pilots. #1 was a bright yellow light seen for 8 minutes. #2 was a bright light which flew on a collision course, dimmed and climbed away fast.

Feb. 24, 1953; Sherman, Texas. 7:43 p.m. Witnesses: Warrant Officer and Mrs. Alden. Two bright red, round objects with big halos flew in small circles, climbed and faded during a 3-7 second sighting.

Feb. 27, 1953; Shreveport, Louisiana. 11:58 a.m. Witness: USAF airman/private pilot. Five yellow discs made circular turns, fluttered, three of them vanished, the other two flew erratic square turns for a total of 4 minutes.

March 11, 1953; Hackettstown, New Jersey. 4 a.m. Witness: Mrs. Nina Cook, an experienced private pilot and wife of a Pan Am flight engineer. A large light, blinking at 10-15 times per minute, moved up and down along a mountain range.

March 14, 1953; north of Hiroshima, Japan. 11:45 p.m. Witnesses: radar and visual observation by 10 crew members of U.S. Navy P2V-5 patrol plane. Groups of 5-10 colored lights, totaling 90-100, slowly moved aft off the left side of the airplane, as detected visually and by airborne radar for 5 minutes.

March 21, 1953; Elmira, New York. 3:05 p.m. Witness: Ground Observer Corps observation post. Six discs in a group flew high and fast for a few seconds.

March 25, 1953; San Antonio, Texas. 3:05 p.m. Witnesses: USAF Capt. and Mrs. D.E. Cox. Several lights, some of which moved straight, others which made 360^ turns for 1.5 hours.

March 27, 1953; Mt. Taylor, New Mexico. 7:25 p.m. Witness: pilot of USAF F-86 jet fighter at 600 kts. (700 m.p.h.). One bright orange circle flew at 800 kts. (900 m.p.h.), and executed three fast rolls. Pilot chased object for 4 minutes.

March 29, 1953; Spooner, Wisconsin. 3:45 p.m. Witness: L.C. Gillette. One aluminum, circular object flew high and fast, twice reversing its course. Note: Mr. Gillette saw a similar object in 1938. Fifteen second sighting.

April 8, 1953; Fukuoka, Japan. 7:55 p.m. Witness: lst Lt. D.J. Pichon, pilot of USAF F-94B jet interceptor. One bright blue light descended, accelerated, flew parallel to the F-94, increased its speed and blinked out after 45 seconds.

April 15, 1953; Tucson, Arizona. 5:45 p.m. Witness: S/Sgt. V.A. Locey. Three orange lights were seen for: 3 minutes, 30 seconds, and a few seconds.

May 1, 1953; Goose AFB, Labrador, Canada. 11:35 p.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor, and control tower operator. One white light evaded interception attempt by F-94 during 30 minute sighting.

May 27, 1953; San Antonio, Texas. 8:30 p.m. Witnesses: many unidentified civilians, including Jacobson. Nine separate meandering lights were seen during 15 minute sighting.

June 21, 1953; Naha, Okinawa. 7 p.m. Witnesses: Nine Japanese and Okinawan weather observers. One unidentified light moved slowly for 20 minutes. No further data in files.

June 22, 1953; Goose AFB, Labrador, Canada. Z:lO a.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor. One red light, flying at an estimated 1,000 kts. (1,100 m.p.h.) eluded the chasing F-94 after 5 minutes.

June 24, 1953; Iwo Jima, Bonin Islands. 11:30 p.m. Witnesses: crew of USAF KB-29 aerial tanker plane. Radar tracked an unidentified target which twice approached to within .5 miles of the airplane, and once to within 6 miles, during a 2 minute observation.

June 24, 1953; Simiutak, Greenland. 11:30 a.m. Witness: weather observer A/2c R.A. Hill. One red triangle hovered and rotated for 15 seconds, then climbed for 5 minutes.

Aug. 3, 1953; Amarillo, Texas. 12:04 p.m. Witness: Airport control tower chief C.S. Brown. One round and reflective or translucent object flew straight, stopped for 7 seconds, sped along, stopped again, was joined by a similar object and they flew off in different directions, after a total of 56 minutes.

Aug. 20, 1953; near Castle AFB, California. 9:05 p.m. Witnesses: crew of TB-29 bomber/trainer plane. One grayish oval object made four passes at the airplane (three times at 10-20 miles distance), then

dived vertically as if two objects.

Aug. 27, 1953; Greenville, Mississippi. 9:45 p.m. Witnesses: USAF pilot, M/Sgt., others, all on the ground. One meandering light was observed for 50 minutes. No further details in file.

Sept. 2, 1953; Sidi Slimane AFB, French Morocco. 9:14 p.m. Witnesses: Lt. Col. William Moore and lst Lt. J.H. McInnis, Dec. 24, 1953; El Cajon, California. 8:04 a.m. Witnesses: U.S. Navy Lts. J.B. Howard and L.D. Linhard, flying F9F-2 jet fighters. Ten silver, oval objects flew at more than 400 kts. (450 m.p.h.), straight and level, for 5 minutes.

Dec. 28, 1953; Marysville, California. 11:55 a.m. Witness: Yuba County Airport Manager Dick Brandt. One saucer, with a brilliant blue light, reflecting on a nearby building, hovered briefly during the 1.5 minute observation.

Jan. 28, 1954; Rangeley, Maine. 110-10:15 a.m. Witness: Wilhelm Reich. Two bright lights moved into valley, and were seen against the mountain background, for 15 minutes.

Feb. 26, 1954; Newburyport, Massachusetts. 2:30 p.m. Witnesses: architect R.M. Pierce, marine engineer George Avery and one other person. One silver disc, with a white trail, made a loud roar for 30-60 seconds.

March 2, 1954; vicinity of Harrisburg, Pennsylvania. 10 p.m. Witness: research engineer R.C. Swengel. Three objects, each with two lights, flew straight and level at medium speed for an unknown length of time.

March 5, 1954; Nouasseur, French Morocco. 8 p.m. Witnesses: crews of USAF KC-97 aerial tanker planes. One object or light made passes at KC-97s, the other flew straight and level. Sighting duration unknown.

March 12, 1954; Nouasseur, French Morocco. 9:35 a.m. Witness: USAF lst Lt. Robert Johnson, flying an F-86 jet fighter. He chased an object at more than 530 m.p.h. for 30 seconds, but was unable to catch it. It appeared to be the size of a fighter plane but had neither tanks nor trails.

April 8, 1954; Chicago, Illinois. 4:30 p.m. Witness: Lelah Stoker. One white round-topped disc, with a humanoid suspended beneath it, skimmed over the water, landed, and an occupant in a green suit walked around. It then took off very, very fast. Sighting lasted 30 minutes.

April 23, 1954; Pittsfield, Maine. 9:30 a.m. Witnesses: Mr. and Mrs. F.E. Robinson. One silver dollar-shaped object with a dome and a flashing light made a sound like a swarm of bees. It hovered and tilted, flew horizontally, then rose vertically without tilting. Stones underneath it moved. Four minute sighting.

April 24, 1954; Hartland, Maine. 6:10 p.m. Witness: D. Robinson. One large, silver, oblong object with a dome and a flashing light flew straight and level and then straight up. Total of 15 minutes under observation.

April 26, 1954; Athens, Georgia. 7:35 p.m. Witnesses: C. Cartey, Mr. and Mrs. H. Hopkins and their daughter. Fifteen to twenty yellow objects in a V-formation, flew from south to north for 10 seconds.

May 10, 1954; Elsinore, California. 12:40 p.m. Witness: U.S. Marine Corps Squadron Leader D.R. Higgin, flying an F3D-2 jet fighter. One dark gunmetal delta-shaped object, 22' long and 10' wide, with a fin on the top, descended at a 25-30' angle under the lead airplane of a formation, and over the airplane of Higgin. Sighting lasted a few seconds.

May 11, 1954; Washington, D.C. 10:45 p.m. Witnesses: three USAF.air policemen at Washington National Airport. Two bright lights were seen on three occasions to fly straight and level, make 90* turns and fade. Each sighting lasted about 45 seconds.

May 22, 1954; LaPorte, Indiana. 9:15 p.m. Witnesses: highway engineer R.W. Dring, engineer Geert Tibma. One bright light made a shallow climb for 45 seconds.

May 31, 1954; Concord, New Hampshire. 10:15 a.m. Witness: Mrs. L.K. Stevens. One very white, elongated object flew very, very fast, and then blinked out after 8-10 seconds.

June 1, 1954; from 400 miles south to Minneapolis, Minnesota. 9 p.m. Witnesses: crew of USAF B-47 jet bomber at 34,000' altitude. One object with running lights flew at 24-44,000' altitude for 1 hour.

June 8, 1954; Texarkana, Texas. 1 a.m. or 2:30 a.m. (file not clear). Witness: L.T. Prewitt, employee of Red River Arsenal. One golden yellow light flew over his house, making a "shhh" or buzzing sound for 2 minutes. 9:09 p.m. Witness: USAF pilot

June 10, 1954; Estacado, Texas. 9:09 p.m. Witness: USAF pilot Capt. Bill McDonald, in flight. One white light descended at 45^ from great altitude, passed under his aircraft, made two 360' turns and went out after 30 seconds.

June 22, 1954; Miami Beach, Florida. 9 p.m. Witnesses: U.S. Marine Corps Maj. E. Buchser and Maj. J.V. Wilkins. One meteor- like object descended, stopped, and became extremely bright. Sighting lasted 7 minutes.

June 24, 1954; Danvers, Massachusetts. 12:45 p.m. Witness: R.B. Tomer, director of commercial engineering for CBS-Hytron. One white, elliptical-shaped object covered 45^ of sky in 30 seconds.

June 25, 1954; Indian Lake, Ohio. 5:05 p.m. Witnesses: experienced private pilot John Mark, flying Navion light plane; radar at Dayton, Ohio airport, tracked very fast target at same location. One silver or aluminum round object with a flat bottom, raised front edge, inverted cone on top, and a diameter of about 60'. Flew horizontally, hovered, made a high-G pull up and then a steep climb into an overcast. Sighting lasted 3-5 minutes.

July 18, ; Normandy, Missouri. 8:40 p.m. Witness: A.T. Chamblin. One greenish-white disc was seen for 30 minutes.

July 25, 1954; Middle Sister Island, on U.S.-Canadian border in western Lake Erie. 7:12 p.m. Witness: attorney L.B. Tussing. One black cylinder, 12 times long as wide, moved fast along the surface of the lake.

July 30, 1954; Los Angeles, California. 10:15 a.m. Witness: Hughes Aircraft test pilots Englert and Peterson, flying a B-25 bomber. One metallic, pencil-shaped object flew slowly or hovered for an unstated length of time.

Aug. 2, 1954; Westlake, Ohio. 5:17 p.m. Witness: ex-AAF B-17 gunner (19 missions) N.E. Schroeder. One thin, bright ellipse, like polished metal, hovered for 5-8 seconds, dropped down 3,000' in 3 seconds, hovered again and faded out after a total of 20 seconds in view.

Aug' 6, 1954; San Antonio, Texas. 6 p.m. Witness: mechanical engineer L.H. Hormer. One intensely white elliptical light changed to yellow, then orange, then pink, four or five times while flying straight and level for 5 minutes.

Aug. 11, 1954; Yoron Jima, near Okinawa. 8:55 p.m. Witness: P.L. Percharde, electrical engineer and assistant manager of Moeller Shipwrecker Co., of Okinawa. A line of blue lights, underneath. a blue circle with a black center. Flew over ship and climbed, illuminating and agitating the clouds.

Aug. 15, 1954; San Marcos, Texas. 10:20 p.m. Witnesses: USAF Maj. W.J. Davis, Capt. R.D. Sauers, flying a C-47 transport plane. One dark blue oblong object paced the C-47, veered away, then crossed in front of it. Five minute sighting.

Aug. 24, 1954; Egilstadir, Iceland. 8:30 p.m. Witness: one unnamed farmer. A cylinder, 2-2.5' long, 4-5' in diameter, made a loud whizzing sound, flew straight and level fast, then slow, then fell into sandbar.

Aug. 26, 1954; Danville, Virginia. 6:15 a.m. Witness: Rev. W.L. Shelton. Two domed ellipses, 20' long, 8' thick, 10' at ends; glowing silver or orange. Hovered, then climbed side-by- side while getting brighter. Observed for 2 minutes.

Aug. 27, 1954; Dorchester, Massachusetts. 1 p.m. Witness: E.A. Srazdes. Seven large, white, teardrop-shaped objects turned blue. Flew in line formation and increased speed during the 2 minute sighting.

Aug. 29, 1954; Prince Christian, Greenland. 11:05 a.m. Witnesses: lst Officer H.G. Gardner, engineer J.V.D. Whitisy, flying Royal Dutch Airlines DC-4 (PH-DBZ). Three or four dark, lens-shaped objects veered north and changed position in formation during the 10 minute sighting.

Sept. 4, 1954; Butler, Missouri. 3 a.m. Witness: J. Faltemeier, CAA communications specialist. Twenty-thirty lights, as if on a string, flew straight and level for 1.5 minutes.

Sept. 5, 1954; Butler, Missouri. 12:23 a.m. Witness: J. Faltemeier, CAA communications specialist. One silver or white object with a slightly swept-back leading edge and a following exhaust, flew straight and level, then veered southwest to south after 30 seconds.

Sept. 18, 1954; Kimpo Air Base, Japan. 5:55 a.m. Witnesses: two control tower operators, a weather forecaster and a weather observer. One round object, like polished aluminum, flew straight and level for 11-13 minutes.

Sept. 21, 1954; Barstow, California. 1 a.m. Witnesses: two local policemen, four U.S. Marine Corps police, one highway patrolman. One red-orange ball giving off sparks, and a smaller light, made a zigzag descent and then hovered. Total of 20 minutes.

Sept. 21, 1954; Santa Maria, Azores Islands. 9:45 p.m. Witness: airport guard. One 10'x5' light metallic blue, pecan-shaped object with a clear glass or plastic nose having a door, and with poles or aerials on the nose. Humming or whining, it hovered, landed vertically, 50' away. A blond man, 5' 10" tall appeared, spoke in a strange language, patted the guard on the shoulder, got in the object, hooked up his harness, pushed a button, took off with the object's nose pointed up, then leveled off and climbed vertically. Sighting lasted 2-3 minutes.

Sept. 22, 1954; Marshfield, Missouri. 9 a.m. Witnesses: private pilot J.N. Williams, E.J. Ash. A thin, translucent tan asymmetrical boomerang-shaped object revolved, then tumbled down behind some trees. Marks were found in the dirt. Sighting lasted 15 minute

Captain Edward J. Ruppelt

UFO Reports From His Book
The Ruppelt Record - Mock Congressional Hearing - By F. Ridge & J. Washington

A Book by Michael Hall

Origin of the UFO Phenomenon

By Michael Hall

Focusing on possibly the greatest saga of all time, *Origin of the UFO Phenomenon* documents many fascinating events long forgotten by today's sound bite generation. It is one of very few books that approaches the subject from a historical perspective. Casting the story in the aura of the past with the mystery already inherent in the phenomenon, Mr. Hall has produced a true to life science fiction thriller. It's chilling, it's mystifying, and it's amazing because it is a very real part of our history.

The stories comprising the book are taken from the best sources available. The first chapters deal with the period from 1896 to 1946 which contain interesting legends and lore. Those years, however, do produce descriptions of not just the classic image of the "flying saucer," but a whole host of strange aerial phenomena that continues to be seen to this day. When the reader comes to 1947, a very shocking and more contemporary story unfolds. That year started the first large "wave" of UFO sightings. The term UFO, however, was yet to be coined, and in the early years saucers or discs were the catch words after a very famous sighting by Kenneth Arnold on June 24th. The phenomena rocked not only the United States but also the world. Beginning in force by July 4th of that year, shiny discs were being seen by hundreds. During that long Independence Day weekend the sightings dramatically increased in frequency from day to day. By July 6th, saucer reports made the front page of the New York Times and would do so for the next three straight days as the military started flying special "saucer patrols" in an attempt to intercept one of the mysterious discs. Every major city and most small towns around North America had sightings which were followed by similar accounts in other countries. Military men, scientists, doctors, lawyers, politicians, engineers, airline pilots, and just everyday citizens were seeing the strange objects, but what were they? Hall's book takes no position, it simply documents the facts.

The reports climbed to as many as a hundred a day from July 6th until July 11th. Then after the 11th, they suddenly declined. As 1947 progressed, only a few sightings were made, but fortunately in the United States the military had laid the groundwork for a very serious investigation of the incidents. By 1948 UFO activity picked up and accounted for some spectacular "classic" cases with a great many reports coming close together in 1949. From that year through 1951 many notable accounts also came to light but unfortunately were not properly investigated. For some unexplainable reason the Air Force had purged its best aeronautical engineers from the project by that point.

By 1952, the most famous UFO wave unfolded. Incidents became so numerous in the United States that in July the Democratic National Convention had to fight for headline space with the flying saucers-especially after they appeared over the White House. Virtually every American newspaper carried the accounts. Where reporters had previously come to take the subject somewhat lightly, by 1952 serious stories made page one features and portrayed notable public figures expressing concern. Fortunately for historians, Air Force Intelligence was then documenting dozens of reports per day via a revived investigation under the very able administration of Captain Edward J. Ruppelt. Ruppelt popularized the term UFO and served as Chief of Air Force investigations on the phenomenon until mid 1953.

Shortly thereafter the UFO saga in the United States becomes much harder to follow. This came about after the 1952 wave scared the United States government into doing something about the situation. They couldn't stop the sightings, but they did think they could discourage interest in the subject and prevent a possible hysteria - a real concern during that very hot period of the Cold War. Thus the book concludes its survey with the end of 1953.

Michael David Hall has previously authored a biography on Indiana Senator Henry S. Lane. In The Road To Washington, Rise of an Indiana Politician, Hall traces the drama that took Lane from the

chairmanship of the first national Republican Convention in 1856 to his influence four years later in securing Abraham Lincoln with his party's nomination. Dozens of magazine articles on Indiana history followed that work. Several of those continued Mr. Hall's research on the former Indiana senator, taking him from a congressional legislator who worked with Daniel Webster and Henry Clay, to the founder of the Indiana Republican Party, and then on to a powerful Civil War era senator.

Hall holds a B.A. from Illinois College and an M.A. from Western Illinois University in American History. In 1984 he began a museum career at the Illinois State Museum and since 1987 has served as Executive Director of the Montgomery County Historical Society and its Henry S. Lane Historic Home in Crawfordsville, Indiana.

Currently the author is working on a new book, *A Time To Remember, The UFO Wave of 1952* and a co-authored article with researcher Wendy Connors for the *International UFO Reporter* dealing with legendary Project Sign figure, Alfred Loedding. Soon an expanded version of *Origin of the UFO Phenomenon* will be published, titled *UFOs, A Century of Sightings: The Truth Revealed* detailing the subject all the way up to present day.

As he pursues his research he finds diversion in aviation history as a part time guide at the United States Air Force Museum in Dayton, Ohio. Hall also has interest in the era of the great steam trains, serving as a director at the Linden, Indiana, Monon-Nickel Plate Railroad Museum and Historical Society. Residing in Lafayette, Indiana, with his wife Teresa and their collection of five pampered stray cats, both Mr. and Mrs. Hall developed interests in that area's rich heritage in transportation history spawned by technological influences from nearby Purdue University. In fact, Mr. Hall has taken advantage of his proximity to Purdue to further his studies in history and plans in the near future to complete his Ph. D. in American History.

Interest in the subject of UFOs began quite by accident while working at Purdue on a paper analyzing the effects of American daylight bombing raids on Germany. Mr. Hall then happened across some obscure UFO accounts filed by allied pilots. Called foo-fighters in those days, the stories he found fascinated him. As he came to realize what a huge volume of primary material existed on UFOs in the nation's archives, Hall knew he had an amazing story to tell.

(The author can be reached by e-mail at mdhall@LAF.CIOE.Com).

Project Blue BookResearch Center Home Page
NICAP Home Page

MESSAGE SLIP

FI-4 PRELIMINARY REPORT

Date of sighting _____ Time _____ AM PM (Circle One)

City _____ State _____

DESCRIPTION:

Shape_____

Estimated size_____

How many witnesses? _____Sound_____

Distance _____ Altitude_____

How long did you watch it?_____

PHYSICAL CHARACTERISTICS: (Check appropriate boxes)

( ) Light form only
( ) Animal reaction
( ) Psychological event
( ) Electromagnetic event
( ) Humanoid or entity case
( ) Vehicle/device
( ) Physical trace
( ) Physiological event
( ) Landing/touchdown
( ) Time loss/memory loss

FLIGHT CHARACTERISTICS:

( ) Passed overhead
( ) Type 2, Under cloud ceiling
( ) Type 4, Continuous flight
( ) Type 1, Within 200' of ground
( ) Type 3, Change in motion
( ) Type 5, Stationary target

REPORTING PARTY:

Name_____

Address_____

City/State/Zip:_____

Age _____ Home phone _____ Office phone_____

Created by Francis Ridge.

Initial Form/Material Check List

Case ID/Date_____ Witness _____

Based on the Message Slip & preliminary report, this is the list of all forms/materials that is to be used in the investigation. The date and location of each action will be listed in the SIGHTING INVESTIGATION ACTIVITY LOG.

( ) Form 1, General Case

( ) Form 2, Computer Input Form

( ) Form 3, Electrical/Magnetic Case

( ) Form 4, Animal Effect Case

( ) Form 5, Psychological/Physiological Effects

( ) Form 6, Landing Trace Case

( ) Form 7, Entity Case

( ) Form 8, Photographic (or video) Case

( ) Form 9, Radar Case

( ) Form 10, Residual Radiation

( ) Form 11, Aerial Sighting Report

( ) Drawing of object (separate from on Form 1)

( ) Map of region

( ) News clippings

( ) Photos/videos

( ) Recording tape, audio

FINAL REPORT CHECKLIST

Date _____

The report of a claimed event (UFO sighting and/or abduction),

witnessed by _____ on _____ is attached. The current case record is considered complete. Included in this report are the following checked items:

( ) SIGHTING BACKGROUND. A description of the circumstances surrounding the receipt of the initial UFO sighting information or abduction report. Simply attach copy of initial report form or message slip

( ) SIGHTING ACCOUNT. Form 1, General Cases (or signed statement), should include witness notes or brief chronological composite or consolidation of the UFO sighting account. Other Forms needed depending on the type of report attached and noted on the Initial Form/Material Check List.

( ) SIGHTING INVESTIGATION. Activity Log. Simple chronological log by date, time, and place denoting the tasks the FI carried out during the investigation. (Actually, part of the FI Notes).

( ) INTERVIEW AND INTERROGATION. FI Notes. A description of the interview and interrogation. This should include where and how the interview took place (mail, telephone, or onsite).

( ) ADDITIONAL WITNESS CHECK. FI Notes. The circumstances surrounding how, when, and where additional witnesses were located and any subsequent interviews and interrogations including the FI's personal impressions of these witnesses and their home environment, interests, etc.

( ) SOURCE TESTS. A list of what natural or man-made objects were checked in an effort to identify the stimulus for the reported UFO is attached to this report. The reasons for rejecting or suspecting each, as being the stimulus should be clearly noted.

( ) WITNESS BACKGROUND CHECK. FI Notes. A list of the persons checked, their comments about the witness's character and their relationship to the witness. This section should include the FI's impressions of the witness personality, credibility, etc.

OTHER DATA NEEDED. Includes other forms, drawings, as needed for special evidence.
( ) Forms _____
( ) Drawings _____
( ) Other _____

( ) COMMENTS INTERROGATING Fl. (Fl Notes).

National Investigations Committee On Aerial Phenomena

Category 11
Sightings From Aircraft

NICAP Sighting Information Database - Sightings listed as Category 11

Updated: 12/16/2014
There are over 4,000 incidents involving sightings from aircraft which have been documented (Haines). And although this page is under construction, it contains many of the best and most important cases. The more recent events were taken from UFO Evidence II (Hall). Just a few. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

Incidents involving Distant Encounters (Cat 1), Close Encounters (Cat 2), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), and Radiation Cases (Cat 10), are listed on their appropriate pages at Evidence By Categories.

Francis Ridge
NICAP Site Coordinator

Other Information

Review Of Selected Sightings From Aircraft From 1973-1978 - Dr. Richard F. Haines (1979)
Review Of Selected Sightings From Aircraft From 1942-1952 - Richard F. Haines (1983)
Fifty-Six Aircraft Pilot Sightings Involving E-M Effects - Richard F. Haines (1992)
Category 11 - Sightings From Aircraft - Bibliographic Database
Selected Sightings From Aircraft (3,600+) - Dr. Richard Haines
Close Encounters With Unknown Missiles - Clas Svahn and Anders Liljegren
Comprehensive Catalog of 1,500 Project BLUE BOOK UFO Unknowns - Brad Sparks
A Catalog of Military, Airliner, and Private Pilots sightings from 1916 to 2000 - Dominique Weinstein/NARCAP
Aircraft UFO Encounters Summaries From Project 1947 Research - Jan Aldrich
UFO Sightings By Pilots - Glenn Campbell
Notes, References and Comments on ACUFOE and Related Matters - Jan Aldrich

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Evidence By Categories
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 6 - Physical Evidence

Trace Cases

NICAP Sighting Information Database - Sightings Listed as Category 6

These cases represent some of the high strangeness trace/landing events from a database of over 4,000 such events. As the reports are processed the entire database will be available on this site.Late breaking landing cases will be posted as received followed by on site investigation and analysis results. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

Francis Ridge
NICAP Site Coordinator

Other Information

To help support this site, please order a book or video about category, Cat 6
Bibliography of Group 6 - Francis Ridge
International Center for Physical Trace Research - Ted Phillips
Physical Trace Catalog - Ted Phillips (Project 1947)
Crop Circless / BLT Research Team - Nancy Talbott
Roswell Directory

Evidence By Categories
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National Investigations Committee On Aerial Phenomena

Category 3 - E-M Cases

Electromagnetic Effects

NICAP originally listed 81 primary cases in its June 1960 report. The UFO Evidence (1964) listed 106 cases of E-M Effects. Later, Mark Rodeghier (CUFOS) compiled a list of over 500 incidents. Dr. Richard Haines catalogued 185 involving aircraft, alone.

Other Categories, involving Distant Encounters (Cat 1), other Close Encounters (Cat 2), Animal Effects (Cat 4), Medical Effects (Cat 5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Categories. If you find an important E-M case that is NOT listed, please email me at: skyking42@gmx.com

Fran Ridge
Research Coordinator & Archivist

Other Information

E-M_Effects_Associated_With_UFOs-NICAP [1960]
Fifty-Six Aircraft Pilot Sightings Involving E-M Effects (Richard F. Haines, Ph.D. [1992])
Special Evidence- Electromagnetic Effects (Richard Hall)
UFO Interference With Vehicles & Self-Starting Engines [1983] (James M. McCampbell)
The Effects of Position and Distance in UFO Ignition-Interference Cases (Donald A. Johnson)
Catalog of Australian Vehicle E-M Cases (Keith Basterfield)
Blackouts & UFOs (Francis Ridge)
Compass Needle Reports - ORION (Eric Herr)
The MADAR Project Study (Francis Ridge)
I Know The Secret Of The Flying Saucers [TRUE, Jan 1966] (Donald Keyhoe)
Project 1947 E-M Effects Catalog (Mark Cashman)
Project Hessdalen Final Report (Erling Strand)
UFO Reports Involving Vehicle Interference [441 Cases] (Mark Rodeghier)
Unconventional Flying Objects: A Scientific Analysis 1997 synopsis (Paul Hill / H.E. Puthoff)

Evidence By Categories
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National Investigations Committee On Aerial Phenomena

RADCAT / Category 9

Radar Cases

Database File 1 - Cat 9 Entries (radar catalog from NICAP DBase in doc file)
Database File 2 - RADCAT - Martin Shough (doc file)...RADCAT_(pdf file) *
Database File 3 - UFO Radar Contacts - Project 1947 - Dominque Weinstein
Database File 4 - UFOCAT Radar Case Extract (on demand)

This page is under construction but contains many key radar cases; many of them radar/visuals (RV's). Database File 3 (Weinstein) radar cases exceed 489; 76 of which are RV's..

UFO incidents involving Distant Encounters (Cat 1), Close Encounters (Cat 2), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat 5), Trace Cases (Cat 6), Photographs (Cat 8), Radiation (Cat 10), and Sightings From Aircraft (Cat 11), are listed on the appropriate pages at Evidence By Categories

If you find an important radar case that is NOT listed below, please email us at: nicap@insightbb.com.

Francis Ridge
NICAP Site Coordinator

*** Small file, full database not yet online**
Code: G=Ground Radar V=Visual A=Airborne Radar P=Photograph

Other Information

Category 9 UFO Bibliographic Database - Francis Ridge
Frequently Asked Questions: Is Radar Used To Monitor UFOs? - CUFOS
Meteorological Factors In Unidentified Radar Returns - Dr. James E. McDonald
What Radar Tells Us About Flying Saucers - Maj. Donald E. Keyhoe
Tracking UFOs By Satellite - Simon Harvey-Wilson
Comprehensive Catalog of 1,500 Project BLUE BOOK UFO Unknowns - Brad Sparks

Evidence By Categories
NICAP Home Page

EARLY SIGNS ?

This page is placed here for several reasons. One being that these items/topics have been brought up many times in the literature and a lot of people have not seen quality renditions. However, the material presented here is real; the text provided is only speculation.

Lake Titicaca
UFO On Ancient Coin?
The Piri Reis Map
15th Century Painting of the Madonna
Piloted Craft in Turkish Fresco?

Back to Chronology
Back to Home NICAP Page

National Investigations Committee On Aerial Phenomena

presents

18th Century
UFO Sighting Chronology

Popular Mechanics, September 1930, #3 depicts an 1897 craft
Credit: http://ufopop.org/ (Jim Klotz)

Released, Dec. 17, 2006; updated 14 Jan 2015
This 6-page report is derived primarily from the Magonia Database, sightings catalogued by Jacques Vallee and presented in his great work, Passport to Magonia. No doubt some of these came from Charles Fort. This report deals only with sightings prior to the 20th Century. Four entries, at the time of this writing that is, were taken from the UFO Evidence, 1964 (Hall). The illustration used above came from Jim Klotz' wonderful web site, ufopop.org/.

Our thanks for ALL these chronologies must go to our documentation team: Richard Hall (the original 1968 chronology from UFOE II), William Wise (Project Blue Book Archive), Dan Wilson (archive researcher), and Brad Sparks (Comprehensive Catalog of Project Blue Book Unknowns). Last, but not least, our thanks to Jean Waskiewicz who created the online NICAP DBase (NSID) that helped make it possible to link from the cases to the reports themselves. .

In regard to the "airship sightings" (particularly the 1897 incidents), on June 23 of this year (2006) I received an email from Thomas Eddie Bullard, the leading expert on these events. His email is presented in its entirety in the link given. To summarize, there are two sentences that say it all: "I've come to the conclusion that there are no genuine UFOs among the 1897 airships, though the matter is more complicated that just hoaxes."....."The reliable airship stories are not spectacular and the spectacular airship stories are not reliable. This pattern repeats throughout the two thousand or more reports until there is nothing left that I would want to stand up and defend as a genuine UFO. There are some impressive UFOs pre-1947, but they are not to be found in the various sightings waves of UFO prehistory."

In December of 2006 Dr. Eddie Bullard provided a report by a medical doctor/amateur astronomer that looks like the first incident that can be classified as an actual UFO. See Brad Sparks' report, April 15, 1897; St. Louis, MO.

Francis Ridge
NICAP Site Coordinator

Aug. 6, 1860; Norfolk, Virginia
Two objects, one red and one green, flew overhead together, moving with an undulating motion. (NICAP UFO Evidence, 1964, Hall)

July 1868; Copiago, Chile
A strange "aerial construction" bearing lights and making engine noises flew low over this town. Local people also described it as a giant bird covered with large scales producing a metallic noise. Although not an actual landing, this is the first instance of close observation of an unknown object at low altitude in the nineteenth century. (Magonia #1, Fort 638; Anatomy 11)

Dec. 7, 1872; Banbury, Great Britain
1:00 a.m. At King's Sutton an object resembling a haystack flew on an irregular course. Sometimes high, sometimes very low it was accompanied by fire and dense smoke. It produced the same effect as a tornado, felling trees and walls. It suddenly vanished. (Magonia #2, Fort 189)

1877; England
Three meteor-like objects moving together with "remarkable slowness" flew across the sky, visible about three minutes, "moving with the same velocity and grade of regularity. . [as] a flock of wild geese." [Credit: Charles Fort, from Report of the British Association, 1877-152]

1880; Aldershot, Great Britain
A strange being dressed in tight-fitting clothes and shining helmet soared over the heads of two sentries, who fired without result. The apparition stunned them with something described as "blue fire." (Magonia #3, FSR 61, 3; Magonia)

May 15, 1879; Persian Gulf
9:40 p.m. Two very large "wheels" were seen spinning in the air and slowly coming to the surface of the sea. Estimated diameter: 40 m. Distance between the objects: 150 m. Speed: 80 km/h/ Duration: 35 min. Witnesses aboard the ship "Vultur" (Magonia #4, Round up 17; Anatomy 12)

1880; Eastern Venezuela
A 14-year-old boy saw a luminous ball descending from the sky and hovering near him. He felt somehow "drawn" to it, but succeeded in backing away in spite of his terror. (Magonia #5, Lor. III 2O6)

March 26, 1880; Lamy, New Mexico
Evening. Four men walking near Galisteo Junction were surprised as they heard voices coming from a "strange balloon," which flew over them. It was shaped like a fish and seemed to be guided by a large fanlike device. There were eight to ten figures aboard. Their language was not understood. The object flew

low over Galisteo Junction and rose rapidly toward the east. (Magonia #6, FSR 65, 3)

June 11, 1881; Between Melbourne and Sydney at sea, Australia
4:00 a.m. The two sons of the Prince of Wales, one of them the future king of England, were cruising aboard "LaBacchante" when an object resembling a fully lighted ship was seen ("a phantom vessel all aglow"). (Magonia #7, Fort 637; Anatomy 12)

July 3, 1884; Norwood, N.Y.
Saturn-shaped UFO (globe with central ring) flew slowly overhead. [Credit: Charles Fort, from Science Monthly, 2-136]

Nov. 2, 1885; Scutari, Turkey
Dawn. A luminous object circled the harbor. Altitude: 5-6 m. Illuminated the whole town. Duration: 1 1/2 min, as a bluish-green flame. Then plunged into the sea. Made several circles above the ferry-boat pier. (Magonia #8, LDLN 48; Anatomy 14)

Oct. 24, 1886; Maracaibo, Venezuela
During the night, which was rainy and tempestuous, a family of nine persons, sleeping in a hut a few leagues from Maracaibo, were awakened by a loud humming noise and a vivid, dazzling light, which brilliantly illuminated the interior of the house. The occupants completely terror stricken, and believing, as they relate, that the end of the world had come, threw themselves on their knees and commenced to pray, but their devotions were almost immediately interrupted by violent vomiting, and extensive swellings commenced to appear in the upper part of their bodies, this being particularly noticeable about the face and lips. It is to be noted that the brilliant lights was not accompanied by a sensation of heat, although there was a smoky appearance and a peculiar smell. The next morning, the swellings had subsided, leaving upon the face and body large black blotches. No trace of lightning could afterward by observed in any part of the building, and all the sufferers unite in saying that there was no detonation, but only the loud humming already mentioned. Another curious attendant circumstance is that the trees around the house showed no signs of injury until the ninth day, when they suddenly withered. (From Warner Cowgill, U. S. Consulate, Maracaibo, Venezuela in a letter posted in Scientific American).

Nov. 12, 1887 Cape Race, Atlantic Ocean
Midnight. A huge sphere of fire was observed rising out of the ocean by witnesses aboard the "Siberian." It rose to an altitude of 16 m, flew against the wind, and came close to the ship, then "dashed oft" toward the southeast. Duration: 5 min. (Magonia #9, LDLN 48; Anatomy 14)

1896-1897--Mysterious "Airship" reported all across United States.

1896; Arolla, near Zermatt, Swiss Alps
Aleister Crowley was walking in the mountains when he suddenly saw two little men. He made a gesture to them, but they did not seem to pay attention and disappeared among the rocks. (Magonia #10, Magic Without Tears, by A. Crowley) (Note: Crowley was the notorious Satanist.)

March 26, 1897; Sioux City, Iowa
Approximate date. Robert Hibnight bard was caught by an anchor dropped from an unknown flying machine 22 km north of the town. He was dragged over 10 m and fell as his clothes were torn. (Magonia #11, FSR 66, 4)

March 28, 1897; Omaha, Nebraska
10:30 p.m. The majority of the population observed an object arriving from the southeast. It looked like a huge light, flew northwestward slowly, came to low altitude. A crowd gathered at a street corner to watch it. (Magonia #12, 185)

April 1, 1897; Everest, Kansas

9:00 p.m. The whole town saw an object fly under the cloud ceiling. It came down slowly, then flew away very fast to the southeast. When directly over the town it swept the ground with its powerful light. It was seen to rise up at fantastic speed until barely discernible, then to come down again and sweep low over the witnesses. At one point it remained stationary for 5 min at the edge of a low cloud, which it illuminated. All could clearly see the silhouette of the craft. (Magonia #13, FSR 66, 4)

April 12, 1897; Nilwood, Illinois
2:30 p.m. On the property of Z. Thacker, 19 km north of Carlinville, an unknown object landed. Before the three witnesses could reach it, the craft, which was shaped like a cigar with a dome, rose slowly and left majestically toward the north. Witnesses: Edward Teeples, William Street and Franklin Metcalf. (Magonia #14, 186; Anatomy 12)

Apr. 12, 1897 Girard, near Green Ridge, Illinois
6:00 p.m. A large crowd of miners saw an unknown object land 3 km north of Green Ridge and 4 km south of Girard. The night operator of the Chicago-and-Alton Railroad, Paul McCramer, stated that he came sufficiently close to the craft to see a man emerge from it to repair the machinery. Traces were found over a large area. The object itself was elongated like a ship with a roof and a double canopy. It left toward the north. (Magonia #15, 186,187)

April 14, 1897; Gas City, Indiana
3:00 p.m. An object landed 2 km south of Gas City on the property of John Roush, terrifying the farmers and causing the horses and cattle to stampede. Six occupants of the ship came out and seemed to make some repairs. Before the crowd could approach the object, it rose rapidly and flew toward the east. (Magonia #16, 188)

April 14, 1897; Cleveland, Ohio
Joseph Singler, captain of the "Sea Wing," was fishing with S. H. Davis, of Detroit, when they saw on the lake what they thought was a ship, about 13 m long, with a canopy. A man, about 25 years old, wearing a hunting jacket and a cap, was fishing from the deck of the object. Near him were a woman and a 10-year old child. When the "Sea Wing" came close to the craft, a large, colored balloon rose from the object, which flew up with it to an altitude of about 150 m and circled "like a hawk" before flying away. (Magonia #17, 189)

April 15, 1897; Linn Grove, Iowa
Morning. A large object was seen to fly slowly toward the north. It seemed ready to land and five men (F. G. Ellis, James Evans, David Evans, Joe Croaskey, Benjamin Buland) drove toward it. About 7 km north of Linn Grove, they found the craft on the ground, came within 700 m of it but it "spread its four giant wings and rose towards the North." Two strange figures aboard the craft made efforts to conceal themselves. Witnesses were surprised at the length of their hair. Most residents of Linn Grove saw the craft in flight. (Magonia #18, 190)

April 15, 1897; Howard-Artesian, South Dakota
Nightfall. A flying object coming closer and closer to the ground followed a train, as reported by the engineer, Joe Wright (Magonia #19, FSR 66,4)

April 15, 1897; St. Louis, MO
7:45 p.m. This is the first report from the entire period to be declared a possible UFO. Dr. Eddie Bullard provided this report to Brad Sparks in Dec. 2006. A Medical doctor/amateur astronomer observed a cigar shaped object with a telescope.

April 15, 1897; Perry Springs, Missouri
9:00 p.m. A passenger train on the Wabash line, going toward Quincy, was followed by a low-flying object for 15 min between Perry Springs and Hersman. All the passengers saw the craft, which had a red and white light. After Hersman it flew ahead of the train and disappeared rapidly, although the train was then running

at 65 km/h. (Magonia #20, 190)

April 15, 1897; Springfield, Illinois
Two farm workers, Adolph Winkle and John Hulle, saw a strange craft in a field. They had a discussion with its occupants, a woman and two men, and were told the ship-had flown from Quincy to Springfield in 30 min and that the crew was making electrical repairs. (Magonia #21, FSR 65,1)

April 16, 1897; Downs Township, Illinois
Approximate date. While working in his field, Haney Savidge saw an aerial craft land near him. Six people emerged from it and spoke to him for a few minutes before leaving again. (Magonia #22, 191)

April 16, 1897; Vincennes, IN
9:00 p.m. A mysterious airship passed over the city twice on the night of Friday, April 16. According to the Vincennes Morning Commercial, the airship first appeared about nine o'clock, traveling along the extreme eastern portion of the horizon: A sphere of golden light was first seen in the vicinity of the Union Depot, from down in the city. Those near the ship claimed they could clearly see the dark lines of its car, although no passengers were observed. (The Valley Advance, Vincennes, Indiana, March 18, 1980 Vol. 16, No. 28. Taken from Vincennes Morning Commercial April 16, 1897)

April 17, 1897; Williamston, Michigan
Morning. At least a dozen farmers saw an object maneuver in the sky for an hour before it landed. A strange man near 3 m tall, almost naked and suffering from the heat, was the pilot of the craft. "His talk, while musical, seemed to be a repetition of bellowings." One farmer went near him and received a blow that broke his hip. (Magonia #23; 196)

April 19, 1897; Leroy, Kansas
10:30 p.m. Alexander Hamilton was awakened by a noise among the cattle and went out with his son and his tenant. They saw an elongated cigar-shaped object, about 100 m long with a transparent cabin underneath showing narrow reddish bands, hovering 10 m above ground. They approached within 50 m of it. It was illuminated and equipped with a searchlight. Inside it were "six of the strangest beings" the witness had seen, also described as "hideous." They spoke a language no witness could understand. A cow was dragged away by the object with the help of a strong red cable; it was found butchered in a field the next day. (Magonia #24, Anatomy 16)

April 20, 1897; Homan, Arkansas
6:00 p.m. Capt. James Hooton was hunting in the vicinity of Homan when he heard the noise of a steam engine and found an object in a clearing. It looked like a cylinder with pointed ends, lateral wheels, and horizontal blade over it. Hooton spoke with a man who wore dark glasses and walked behind the craft. There were three or four occupants. The witness was told this was indeed "The Airship" and that it used compressed air for propulsion. Hooton saw the wheels spin as the craft rose and flew away. (Magonia #25, FSR 66, 4)

April 22, 1897; Rockland, Texas
John M. Barclay was intrigued when his dog barked furiously and a high-pitched noise was heard. He went out, saw a flying object circling 5 m above ground. Elongated with protrusions and blinding lights, it went dark when it landed. Barclay was met by a man who told him his purpose was peaceful and requested some common hardware items to repair the craft. He paid with a ten-dollar bill and took off "like a bullet out of a gun." (Magonia #26, 192)

April 22, 1897; Josserand, Texas
Midnight. Frank Nichols, who lived 3 km east of Josserand and was one of its most respected citizens, was awakened by a machine noise. Looking outside, he saw a heavy, lighted object land in his wheat field. He walked toward it, was stopped by two men who asked permission to draw water from his well. He then had a discussion with a half-dozen men, the crew of the strange machine. He was told how it worked but could

not follow the explanation. (Magonia #27, 193)

April 23, 1897; McKinney Bayou, Arkansas
Judge Lawrence A. Byrne of Texarkana, Arkansas, was surveying a tract of land when he saw a peculiar object anchored on the ground. "It was manned by three men who spoke a foreign language, but judging from their looks one would take them to be Japs." (Farish, in Allende Letters (Magonia #28, Award Special, 1968))

April 25, 1897; Merkel, Texas
Evening. People returning from church observed a heavy object being dragged along the ground by a rope attached to a flying craft. The rope got caught in a railroad track. The craft was too high for its structure to be visible but protrusions and a light could be distinguished. After about 10 min a man came down along the rope cut the end free, and went back aboard the craft, which flew away toward the northeast. The man was small and dressed in a light-blue uniform. (Magonia #29, 194)

April 26, 1897; Aquila-Hillsboro, Texas
Approximate date. A lawyer was surprised to see a lighted object fly over. His horse was scared and nearly toppled the carriage. When the main light was turned off, a number of smaller lights became visible on the underside of the dark object, which supported an elongated canopy. It went down toward a hill to the south, 5 km from Aquila. When the witness was on his way back one hour later he saw the object rising. It reached the altitude of the cloud ceiling and flew to the northeast at a fantastic speed with periodic flashes of light. (Magonia #30, 195)

May. 6, 1897; Hot Springs, Arkansas
Two policemen, Sumpter and McLenore, were riding northwest of Hot Springs when they saw a bright light in the sky. About 7 km farther they saw the light again coming down to the ground. One km farther the horses refused to walk. Two men were seen carrying lights. The lawmen took their rifles, called the strangers, and were told that they crossed the country with a flying craft. The silhouette of the machine, about 20 m long, could be seen in the clearing. There was a woman with an umbrella nearby. It was raining, and the younger of the men was filling a large container with water. The elder man had a beard and suggested that the policemen fly with them "to a place where it does not rain." The same witness went back through the same spot 40 min later and found nothing. (Magonia #31, FSR 66, 4)

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"U.F.O." REVISITED

"Unidentified Flying Objects", 1956

Part Two: The Other Players

Major Dewey J. Fournet Jr.

Dewey J. Fournet Jr. is presently employed as a member of management in a large international chemical company. Like Chop, he stays quite busy with his job, and he isn't a publicity-seeker in any sense. As a matter of fact, when it comes to UFOs these days, Fournet stays very "low key." He offered me some rather profound dialogue, however, dealing with his involvement in the Air force UFO project in the early fifties. He, Chop and Ruppelt worked closely together on the official UFO investigation. And, like many other knowledgeable contributors, Fournet provided technical experience during the making of "U.F.O."

Fournet's role in the Air Force was intelligence. He served in the Army nearly four years in World War II, and for the last three years of that period he performed intelligence work in the Army Air Force. The Air Force became a separate operation soon after the war, and Fournet's reserve commission was transferred from the Army to the Air Force. In April 1951, Fournet found himself recalled to active Air Force duty and he was sent to Air Command and Staff School until August. He was soon assigned to Intelligence at the Pentagon.

"Shortly afterwards," he recalls, "I was assigned official Headquarters responsibility for the UFO program, serving as Monitor for Project Bluebook and handling UFO-related intelligence matters."

Major Fournet left active service - and the UFO project - in January 1953, having racked up five-and-a-half years with the military during the two periods.

"I was indeed a UFO skeptic when I was assigned to the program," Fournet states. "At some point during the first few months of my assignment - probably during early 1952 - I became convinced that the subject deserved serious attention.

"This change," he indicates, "occurred as a result of my exposure to the project files and the study of the steadily increasing volume of sighting reports. "I didn't become a 'believer' in the popular sense," he cautions, "I simply changed my posture from complete disdain of the subject to one of conviction that it needed serious study."

Fournet, whose comments typify an intelligence officer who treated his work seriously, explained that the USAF had to learn as much as it could about the UFO phenomenon, "if for no other reason than to be able to discern a potential Soviet attack through the background 'static' created by the deluge of UFO reports in 1952."

Nowadays, admitting that scientific curiosity had to remain subordinated during his active USAF participation, Fournet hopes that science will take a major role in identifying UFOs. In the movie "U.F.O.," Fournet (who did not play himself, though he approved every line of his part in the script) shows Al Chop the Montana and Utah UFO films. In reality he, like Chop, found the films very

curious. Following lab tests and witness interviews involving the Utah film, Fournet turned out to be one of the people responsible for classifying Delbert Newhouse's filmed UFOs as "unknowns."

Dewey Fournet has played a mostly silent role as a member of NICAP's Board of Governors since 1957. He recently attended the well-attended UFO conference held at Fort Smith, Arkansas (where, in fact, the Lorenzens of APRO kindly told him of my interest in interviewing him).

Again, thinking back, he summed up his views on the government's efforts to explain UFOs.

"Personally, I regret the fact that the government no longer associates itself with this subject, although I feel no remorse whatsoever over the burial of the USAF project because of the extremely negative path that it generally followed after 1953. "Captain Ruppelt confided to me that he could see the negativism developing following the report by the CIA Scientific Panel in early 1953, and this was the main reason for his request to be reassigned from the project."

Fournet is keen, probably with justification, in emphasizing that the Air Force was mainly concerned with whether UFOs were a threat to national security. However, "when the CIA Scientific Panel concluded in 1953 that no threat was evident, the Air Force philosophy seems to have undergone drastic modification with minor variations until the project was disbanded following the infamous Condon report."

If a government agency with a less limited mission had been funded to study UFOs, according to Fournet, we might have had some of the answers to UFOs. "Since this has never been done, I feel that it was proper for privately funded organizations to move into the vacuum." But there are problems.

"For example." Fournet concedes, "there are few totally serious organizations. Too many have sprung up on the fringe element, either to promote preconceived philosophies and/or 'solutions' or to realize monetary windfalls. Then, the few sound organizations represent a fragmentation of resources and overlapping efforts, as a consequence of which no one is able to bring to bear all the available talent in one coordinated attack on the problem."

Dewey Fournet - via Major Fournet - was portrayed in "U.F.O." in several scenes. Like Al Chop, he was present during the famous Washington National sightings in 1952.

"My involvement in the Washington incidents did entail hectic days and nights, although these sightings were merely a small part of an unbelievable hectic period of eight or nine months in 1952." The advantage during the National sightings was that Fournet didn't have to depend on eyewitness accounts. He was on the scene, observing the UFOs on radar.

"My attention to what was going on, however, was far from undivided - long distance phone calls to handle, fighter interceptor requests to make, reporters outside to be satisfied, etc."

At this point in reality, there arises another conflict in what "U.F.O." portrays. "In fact, I wasn't even present when a fighter pilot reported that he was surrounded by UFOs," Fournet explains. "In reviewing the movie script, I had taken issue with Al Chop over this, and only after considerable discussion and reflection did I finally conclude that this occurred when I was on the phone, talking to Bob Ginna of 'Life' [magazine]."

Discussing "U.F.O.," Fournet is careful to assert that the events in the movie are depicted as they are seen through the eyes of a public information officer (Chop). "Although the facts depicted are accurate," Fournet said, "actual operations in Intelligence were materially different in many respects from the impressions the movie can leave. Al happened to be a privileged recipient of considerable information because I had convinced my superiors in 1952 that all non-sensitive UFO information should be made available to the public.

"Because of this," Fournet points out, "I tried to keep Al informed of all developments that I thought would provoke queries from the press and members of the public.

"This was the only 'open' period that I know of in the entire existence of the UFO project."

The written interview with Dewey Fournet included a final question. Do you feel a lot of important UFO information has been and/or is still being censored by certain government agencies?

"To the best of my knowledge," he replied in conclusion, "there has never been any censoring per se, with the exception of deleting names of witnesses and any data pertaining to radar or intercept procedures.

"On the other hand, I'm positive that the public was frequently fed misleading statistics and examples of reports that were atypical, intended only to make the subject appear to be entirely asinine."

Straight talk from Dewey J. Fournet Jr., another important figure in UFO history who helped to add accuracy to "U.F.O."

Clarence Greene was well on his way to making his planned documentary a celluloid reality in late 1955.

Al Chop had given the okay to basing the film on his experiences with the official UFO investigation. Dewey Fournet had offered to lend technical advice. Arrangements were under way for Edward Ruppelt to play his own role as well as give advice. Delbert Newhouse and Nicholas Mariana were available to be interviewed on film about the unexplained UFO films they had made.

In addition, Greene had enlisted the aid of electronics engineer and radar specialist Wendell V. Swanson. Swanson had built our first radar installation at Okinawa, and later analyzed many radar-confirmed UFO reports at Wright Field during the years the movie depicts. By 1954, he was a leading engineer in the missile guidance division of a West Coast aircraft plant. Like Ruppelt, Swanson played himself in "U.F.O."

The production staff was being readied as well. Exhaustive research by screenwriter Francis Martin was being put into script form and undergoing revision. Winston Jones, a Hollywood prop man, was about to assume a more strategic position as the director of "U.F.O."

Amidst all the organizing, documenting and double-checking, however, there was still a key position to be filled. Someone had to play the role of Al Chop. That someone was found in the City Room of the now defunct "Los Angeles Examiner." His name was Tom Towers, a writer who was then a senior member of the Aviation Writers association. Towers recently recounted the events surrounding his selection for the part:

"When 'U.F.O.' came about, Al Chop recommended me to Greene-Rouse Productions as an active newspaperman who would fill the part he played as a member of Project Bluebook. Chop was then working in the public relations department of the Douglas Aircraft Company and I knew him through my aviation writing duties. So, after a few meetings with Greene-Rouse - and a check with my editors at the 'Examiner' - I was able to get a 21-day leave to make the picture.

'The picture was low-budget - under $200,000 I believe - and I furnished almost all my own wardrobe. I also furnished my own car for scenes requiring a vehicle, and the film was made in a small hideaway studio on the outskirts of Hollywood." Towers emphasizes that production was carried out under strict secrecy for fear that other companies might try to rush a competing film into print. Or perhaps to keep reporters away from the studio: "I recall that my dressing room in this 'studio' was the men's room. What a put-down!"

Tom Towers is very opinionated about his role in "U.F.O." He regrets that he wasn't able to give the form of portrayal he had in mind. "This was because I was under the direction of a director who was following the script and taking orders from producers who were genuinely interested in presenting the facts. I do not offer this as a criticism, but only as my own feeling. I felt the film was

too damn factual. It attracted two kinds of people: those who believed and those who did not. The broad middle mass could not have cared less - and you need that market to make a film successful at the box office."

Tom Towers. He admits that as the highest paid performer in "U.F.O.," he only grossed $1,500.

In attempting to reach his goal of making "U.F.O." a documentary of the highest standards, Clarence Greene sought out people and events that had the means to lend authenticity. For instance, even though the Newhouse (Utah) and Mariana (Montana) films had been shot in color - and "U.F.O." was filmed in glorious black and white - Greene insisted on showing the UFO movies in their original color. Therefore, every point of "U.F.O." contains color sections just to accommodate these films.

It might be argued that Clarence Greene left very little to chance in his selection of convincing UFO events. What better form of documentation could there be than to include an interview with a commercial airlines pilot who, with crew and passengers aboard, actually encountered a UFO while in flight? Greene located an American Airlines pilot who was still on duty with the company. His name was Capt. Willis T. Sperry ("Doc" Sperry, as he is known to his friends).

Sperry had made an important UFO sighting on May 29, 1950, at about 9:30 in the evening. There was unlimited visibility, and Sperry's American Airlines flight was 60 miles southwest of Washington, DC, headed for Nashville, Tennessee. His aircraft was flying at 7,500 feet. Sperry (who retired from American in April, 1971, after 32 years of service) was about to make UFO history. A UFO came into view.

"I was turned around in my seat at the moment it appeared, getting a map out of a briefcase. My copilot called out, 'What is that - look out - it's coming right at us.'" Sperry outlined what happened next.

"I made an immediate right turn from a heading of approximately 230 degrees to 320 degrees.

"The object was a very bright shimmering blue light. We were very interested in ascertaining its distance from us."

As Sperry leveled off in flight, the UFO appeared to stop in the sky.

"As I look back on this incident, I recall that, at the time, it did not occur to me that I was seeing an object called a UFO. It was a very puzzling sight." By the time the UFO appeared to stop, the stewardess and eight passengers had seen the light, along with Sperry, the copilot and the flight engineer. The object remained stationary for about 30 seconds before it began moving again. "At this time," continued Sperry, "I started a left turn to keep it in view."

"There was a full moon in the eastern sky; the object passed between us and the moon, and I got a definite silhouette of it. It appeared cigar-shaped, with no external (characteristics) protruding from it.

"It circled around behind us and appeared on our right, where it again came to an apparent stop. How far was it from us? I will take a guess that it was five miles away. We really had no way of judging its distance.

"After about 20 to 30 seconds," Sperry relates, "it started moving eastbound, climbing at about a 30 degree angle. We watched it until it disappeared."

For this interview, "Doc" Sperry surprised this writer with further information on his sighting - data that is not known even to veteran researchers.

"An eastbound American Airlines DC6 between Nashville and Knoxville at 19,000 feet, headed for Washington and flown by Capt. Henry Myers, observed what appeared to be a brilliant shooting star falling eastward from the zenith.

"When it got to the horizon it stopped. They watched it for seconds as it seemed to move horizontally, then it disappeared.

"I talked to Myers after the incident and we correlated the time of my sighting with his, and it was exactly the same time."

Myers told Sperry that what was most interesting was the fact that "shooting stars" don't stop and change direction!

"His aircraft was 450 nautical miles to the southwest of us," Sperry continued.

"I have been reluctant to report this, as he asked me at the time to please keep his sighting out of the news. He is now deceased. Capt. Henry Myers was the pilot of the Sacred Cow, which flew President Roosevelt during World War II," Sperry added. (I double-checked with Sperry to make sure he wanted this information released now; he did, and I'm glad.) Thus, Clarence Greene invited Sperry to tell his story in "U.F.O." The interview took place at L.A. International Airport. Now, twenty years later, Willis Sperry is in partnership with another man, and he's still in the "flying business," though from a different point of view. Instead of just piloting assorted aircraft, Sperry now sells them, at his Orion Aircraft Sales Company (Van Nuys, California).

Sperry was asked if he recalls receiving any public reaction or any reaction from American Airlines after his interview in "U.F.O." appeared across the nation. "The public reaction at that time," he indicates, "and from American Airlines, was genuine interest."

Sperry confirms that no particular physical effects resulted among anybody on the plane during or after the UFO sighting.

"I had no idea that this sighting would generate so much interest," he confesses. "Almost everyone seemed genuinely interested in what I saw. I had several interviews with Air Force Intelligence personnel from Washington.

"American Airlines expressed only interest in what I saw and never issued any censorship orders to me."

In the Greene-Rouse movie, Sperry was asked, "Have you ever seen any similar object, Captain?" He replies, "Never before or since." He feels the same today.

"Although I observe probably more than the average layman for any unusual phenomena, I have never seen anything since then."

Willis Sperry. Like so many pilots, he believes UFOs are more than products of the imagination. What is your opinion of UFOs in 1976? I asked in conclusion.

"I am very much of the opinion that there is some extraterrestrial phenomenon that has not been explained," he advises. He believes that the findings of Erich von Daniken ("Chariots of the Gods?") are very convincing.

But Sperry bases his belief on other events - like sightings by people who know about things that fly - on the Earth and beyond.

"The sightings by Apollo flights to the moon should convince most skeptics that this old Earth has been visited in the past as well as the present."

Willis Sperry. In many ways, he unintentionally acts as a spokesman for many pilots whose views on UFOs are similar to his own. Willis Sperry. Another reason why "U.F.O." can truly be classified a documentary.

All the good, sincere people - all the documentation - all the time and all the planning came to fruition in May 1956, when "U.F.O." Was released by theaters around the world. Movie reviews were generally kind, often ecstatic. Columnist Louella Parsons wrote: "Hollywood is talking about the

incredible interest expressed by fans and those in the industry over the flying saucer film made by Clarence Greene and Russell Rouse with our government's knowledge. It actually shows pictures of the saucers and is attracting front page and editorial attention although what the saucers are is still a mystery."

From "Variety": "An authentic beat! Interesting, informing and important! Gripping climax! Should register well!"

And the movie did register well, but not as well as it should have. The documentary approach just didn't go over as attractively as the producers had planned. Why not, is anybody's guess, and the whole question is irrelevant at this point, anyway.

Greene-Rouse went to great lengths to support their motion picture with facts. Every document that would back up the story line was placed in the custody of a Los Angeles insurance company and made available for public inspection.

Among the documents on file was a weather chart which reported atmospheric conditions over Washington, DC during the July 1952 sightings. The chart reportedly proved that the radar pickup of UFOs could not be attributed to temperature inversions. Also on file was a transcript of General Samford's Pentagon press conference held after the July 26 sightings.

A wire from Al Chop was likewise on display in which he said: "I AM TELLING THE TRUE FACTS TO THE PUBLIC FOR THE FIRST TIME IN YOUR MOTION PICTURE_"

Capt. Edward Ruppelt, USAF Reserve, also had a wire on file, and he stated: "I HEREWITH CONFIRM THE AUTHENTICITY OF THE FACTS AND INCIDENTS DRAMATIZED IN YOUR SCREENPLAY_"

Maj. Dewey Fournet submitted a statement to Greene-Rouse, also kept on file: He certified that the part of the script dealing with his role was "_factually correct and true to the best of my knowledge_"

Delbert C. Newhouse and Nicholas Mariana each placed statements on file regarding their UFO films. The Newhouse film contained up to 12 unknowns; the Mariana film, two.

Some of the documents on file were as much of an anomaly as the UFOs. Part of an official press statement prepared by Albert Chop and Colonel Wendell Smith (Current Intelligence Office Branch, Deputy Chief of Staff, Intelligence USAF) stated that the Newhouse Utah UFO film "could not be produced under simulated conditions."

At the same time, this press statement "was cleared by Col. Adams, Chief of Current Intelligence, and also by the Air Force Office of Information Services." Then, the puzzler: "At the last moment," the statement continued, "this press statement was killed by Col. Teaburg of Air Force Intelligence." Assuredly, the military works in strange ways.

However, Col. Adams sent a letter to Newhouse, telling him that his UFO film "still remains one of the most interesting incidents we have investigated."

The full reports of Thomas Mantell's death while chasing a UFO was also placed on view.

The Gorman case of October 1948, dramatized in "U.F.O.," Was on file, containing information on a blinking, white light that made a pass at the Fargo, North Dakota, Air Base tower. Lt. Gorman, coming in for a landing, dove at the light and chased it for 27 minutes while several observers watched the "dogfight." Substantiating witness reports were on file.

Another official report, from January 1951, was in the hands of the insurance company. A Mid-Continent Airlines DC3 had taken off from Sioux City (Iowa) Airport. As it climbed for altitude, an unidentified light closed in. The object made a head-on pass at the DC3, which swerved to avoid a collision. The incident was observed by several passengers - including a colonel from Military

Intelligence. The chaos ended when the UFO suddenly zoomed straight up in the air and disappeared. This event was also portrayed in the movie.

Capt. Willis Sperry's report, in affidavit form, was the final document kept on file. "Since my experience," he clearly pointed out, "I have talked to many airline pilots who have seen similar objects that absolutely cannot be identified in any known type of aircraft category due to the speed, maneuverability and shape of the object."

Any discussions of "U.F.O." should also make mention of the theme music. The lively, often beautiful score heard throughout the movie was written by Ernest Gold (conducted by Emil Newman) and is entitled "U.F.O.," according to the files of the musical society, A.S.C.A.P. It's one of those scores that, if put into an LP album (as so many movie scores are these days), might be very successful.

Where can "U.F.O." be found these days? Actually, the motion picture can be obtained for special showings (or by TV stations when purchased in a "package"). Write the following for information, and don't fear the price of rental - group showings can be arranged for around $70.00 per viewing: UA Sixteen, 729 Seventh Avenue, New York, N.Y. 10019. "Unidentified Flying Objects."/Clarence Greene.

Maybe if the two of them had made acquaintances today, instead of 1956, the movie would have the same shattering effect on audiences that recent films like "Chariots of the Gods" have had.

Strange, really. Way back in December '75, I wrote Clarence Greene and asked a question that was special to me. Considering how public interest in UFOs has become more heightened and sophisticated over the years, would you ever consider making another UFO film documentary? Green's reply consisted of just one word: "Possibly."

One contemplates what wonders Clarence Greene might work with an updated documentary on the UFO mystery. UFO research owes him a great debt. Unfortunately, he does not owe UFO research another great film documentary.

"U.F.O." Could there ever be another like it?

"Possibly," the sound of the word makes me more hopeful. "Possibly."

**** THE END ****

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A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 3 of 7 Parts

{The First Page}

SECRET

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JULY TO 30 DECEMBER 1953

COMPILED AND WRITTEN BY: APPROVED BY:

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INTRODUCTION

At the termination of WW II, intelligence information was plentiful. It was then possible to accurately assess the effectiveness of our weapons. Documents containing valuable technical data were abundant. Persons having knowledge of a multitude of pertinent subjects were available for interrogation. Inventions of all stages of development were awaiting investigation. Prisoners of War were returning from areas of interest. All this and much more was at our disposal for intelligence exploitation.

An enormous opportunity and challenge existed for military intelligence, and many military programs were initiated to gather as much information as possible. These programs constituted a commendable effort. Reports containing valuable intelligence of all types were evaluated and collated. They clearly showed the potential, but only a minute portion of intelligence information available was being collected.

The CIC, later redesigned by USAF as the OSI, was doing its best to service the intelligence requirements in both Europe and the Far East, but the two-fold mission of collecting counter and positive intelligence precluded any concentrated effort toward the collection of positive air intelligence. Criminal investigation, black market activities, and security investigations were receiving priority while air intelligence exploitation went begging.

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Realizing the need for an organization comparable to the OSI for the collection of positive air intelligence, D/I, USAF gathered a group of linguists to service the D/I of the United States Air Force in Europe with interpreters, translators, and interrogators. In November, 1948, this group was designated the 7001st Air Intelligence Service Squadron.

As relations with the USSR became increasingly strained and the Iron Curtain closed around Russia and the Satellites, the Director of Intelligence, USAF, established "Project Wringer" to exploit, for air intelligence, former prisoners of war repatriated from the USSR and its satellites. The returnees had been scattered in PW camps throughout the "Iron Curtain" countries performing a variety of tasks in semi-skilled and hard labor capacities. In some cases PoW's had worked as specialists in key industries, and a small group of PoW had enjoyed limited freedom of movement in certain areas of USAF interest. Through interrogation of these returnees, the Air Force was able to begin forming a picture of the USSR's air offensive and defensive capabilities, and the extent and vulnerability of the USSR's industry and war making potential.

The results of the intelligence collection efforts proved sufficient to indicate the need for further expansion. The original 7001st AISS of 15 officers and 45 airmen grew into the 7050th Air Intelligence Service Wing with personnel skilled in all phases of intelligence. recognizing the success of this type of unit, the Director of Intelligence, USAF, took action in August, 1950 to develop

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additional 7050th Air Intelligence Service Organizations for certain selected major air commands and areas to intensify the collection of air intelligence in the field. The 6004th AISS in the Far East proved beyond a doubt the value of an AISO during hostilities through overt collection activities. This unit has recently been enlarged and redesignated the 6002d Air Intelligence Service group. the 5004th, activated in Alaska in 1951, although a much smaller unit, is nevertheless producing valuable positive intelligence. The 4602d AISS, activated in March 1952, is the newest AISO, but has the greatest geographical coverage per individual assigned.

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Operations Section has been reorganized to comply more closely to actual functional needs and to the organizational T/D. Under the new set up there are three major sections in Operations: Training, Critique and Analysis (formerly Editing and Evaluation) and Operational Control. Training is broken down into two sections, Language Training and Specialized Training. Operational Control is broken down into Field Coordination (formerly Field Units) and Documents and Dissemination. Personnel assigned to the various sections and the AFSC slots they are occupying are as follows:

OIC Operations	- Lt Colonel Jones 2016
AOIC Operations	- Major Romanoff 2074
Airborne Operations Officer	- Vacant 2064
OIC Operational Control	- Vacant 2064
AOIC Operational Control	- Vacant 2074
OIC Field Coordination	- Lt Hammond 2054
OIC D & D	- Lt Stockstill
OIC Training	- Captain Ivanow 2074
OIC Language Training	- Vacant 2074
OIC Specialized Training	- Lt Jacobs 2054
OIC Evaluation and Editing	- Capt Schottloutner [1]

UFOB Program

On 4 December 1953 Colonel White, Captain Cybulski and Captain Bellovin attended a conference with General Burgess fort he purpose of discussing the role of the 4602d AISS in the Unidentified Flying

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Object (UFOB) Program, and an ATI course for the 4602d. It was proposed that in the future the 4602d will be the agency responsible to ATIC for the investigation of FLYOBRPTS in the ZI. Captain Cybulski was appointed FLYOBRPT officer and departed on 5 December 1953 for Wright-Patterson AFB for the purpose of (1. Establishing the role of the 4602d in the collection of and reporting of FLYOBRPT data and (2. Developing an ATI course to meet 4602d requirements. The course will be designed primarily to instruct our personnel in the latest technological developments in SLRA, ECM, and A-Bomb and Guided Missile techniques as applicable to our responsibilities. [2]

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During the San Gorgonio body recovery operation, in California, our Norton AFB team made five horseback trips into the snow covered mountains, where helicopter operation failed. Horses were the only means of transportation that could get the team to the crash and bring out the recovered bodies.

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{Page 31 (Footnotes only)}

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1. Weekly Bulletin, 10 Jul 53
2. Weekly Bulletin, 11 DEC 53

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CONFIDENTIAL

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base

Colorado Springs, Colorado

A SUMMARY OF THE SECOND COMMANDER'S CONFERENCE
13 - 16 JANUARY 1954

THIS DOCUMENT CONSISTS OF ONE HUNDRED THIRTY ONE (131) PAGES

COPY NUMBER 46 OF 49 COPIES

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4602D AISS Classified
Document Log # 1954 0187

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Hq 4602d AISS, Ent AFB, Colo.
3rd Commanders' Conference Captain J. Cybulski

UNIDENTIFIED FLYING OBJECTS (UFOB)

First I wish to caution you that the regulation on UFOB reporting is only in draft form and that we are waiting for approval to go ahead from Headquarters USAF.

No Flight or Detachment personnel will be authorized to arrange with local Air Defense units for interception action. The 4602d is an investigating agency. We are not operations. Colonel Walton, Intelligence, at the Pentagon asked that we be permitted to go into this, before the regulation becomes final, but so far I have not heard any report on it. The primary reason for our participation in this program is to solve a very perplexing problem for the Air Force and the country as a whole. To the Air Force the investigations of the UFOB is very important. In all but a few cases a satisfactory solution has been reached and the Air Force feels that adequate, thorough investigative procedures can solve the small percentage of unsolved sightings. This is where we come into the picture.

Due to our strategic locations throughout the country, we can be available at a moments notice, to investigate any legitimate sightings. However, before any flight or detachment embarks on an investigation, it should accomplish two major steps: (1) determine the reliability of the reported sighting, (2) obtain permission to investigate from this headquarters by TWX or MARS. It is possible, under some circumstances, to obtain permission by placing a phone call to our headquarters. As a matter of fact that may be necessary in some cases.

For example: If the information indicates that the sighting will be around for some time, it may pay off to obtain permission by telephone, because you want to go out there immediately. Several factors will determine that of course. Distance will be a factor. If you have to go some place 250, 300 miles away and you feel that you should, the time that you have spent placing the phone call would not matter. However, if it was 15 or 20 miles away, and someone calls, reporting an object still in sight, you may want to go immediately. Many factors will have to be taken into consideration when a sighting is reported to one of the flights, or detachments. To better understand the elements and procedures involved in the investigation of UFOB I would like to cover this draft of the regulation. Now you are going to be faced with many, many new problems that you haven't had to face to date, and it will call for and require a great deal of common sense. Determine first how legitimate it is, how serious it is, if there really is something, or if it is a letter from some crackpot. If it is the letter, you'll have to ignore it. Above all, the Air Force is sincere in its attempt to obtain proof one way or the other. When I went to Dayton, the scientist and the astronomer they had hired, were ready to quit. But before they were permitted to say anything I was introduced and told them what I was there for and what I was going to do. They threw their resignations away and decided to stay. Because as the astronomer said - "put yourself in my

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position, I am being ridiculed by members of my profession for chasing those imaginary objects, and when I went into this ,I went into it sincerely, because I thought that both from the astronomical standpoint and also from the scientific value, I could disprove these things. In so doing I would be rendering my profession and my country some service. However, in the past, I have not been able to get support from the Air Force. It seems that they all think this is a hot subject, and they want to drop it. They don't want to have anything to do with it. No one wants to be quoted.

Now that the 4602d has entered the picture, we are assuming quite a serious role. The feeling is, both at Wright_Patterson and Washington, that we could be very very instrumental in bringing this thing to a head, once and for all. They feel that it can be done by personal contact, where a piece of paper fails, because in the past if they had a sighting somewhere, the people looking into it were the people at Wright-Patterson where there was only one officer, and one airman available. So they get a sighting in South Dakota. They send out a form of about 6 or 8 pages, Lt Ledher is quite familiar with it, as probably all of you are. The man takes one look at it, depending on the intelligence level of the person, and he more or less decides that he didn't see anything. Or he'll answer it hastily in a haphazard way, and it doesn't give anyone anything to work with. And that is where we hope to rectify the situation because you will fill out this form if you go out. Let's say that there is a sighting in Kansas City. You go and you look into it and you fill out the form and there's sufficient evidence that it should be looked into, and you've made all efforts to investigate it, it would be turned over from there to ATIC and they would take over. In many cases they would come up with a solution, whereas now it's dropped dead. They don't do anything about it. It just comes to a blank wall, because of insufficient

information. The biggest files at ATIC, are complied of materials that stated insufficient evidence. Of course some of it you can't help. Obviously if somebody calls in and says that he saw an object for 5 seconds, he or she would have to have some very conclusive evidence to substantiate, maybe a picture, maybe some other factor, before you could put any value on it. What can you prove in 5 seconds? But if at La Cross, Wisconsin, where apparently a number of people had seen it for several hours, that's another story. There you could really make something out of it, Then there are cases, like that near Great Falls, Montana where a Warrant Officer shot 40 feet of film. After you blow it up and look at it, you see it's a formation of high-flying geese. Powerful telescopes like those in California or the East, can analyze some of the sightings as stars.

I'd like to say a few words on the analysis portion of this AF Reg. (See Par 4b) After we have gone as far as we can, and we have

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS' CONF

exhausted all efforts to identify a sighting, we will turn it over to ATIC, with a recommendation that it be investigated. You will send it in to us here at Headquarters. I will review it, AND WE WILL PUT AN INDORSEMENT, a cover letter on it and send it on to ATIC. They will investigate from both the astronomical and the scientific standpoint. They will come up with some answer and will notify us. We here in Headquarters will keep a complete file on all the sightings. That's why we want the information copied. We will file them under separate headings, such as the type of personnel involved, military or civilian, or air-lines. We will record it under the type of object it was eventually determined to be.

Cooperation: When requested by ATIC, the 4602d will conduct investigations, within our capability, and furnish air and ground transportation, to ATIC, and 4602d representatives when feasible. Direct communication is authorized between us and ATIC.

Area of Responsibility; All portions of this regulation are equally applicable to us and to ATIC under the following conditions: When the 4602d AISS exhausts all efforts to identify the object, we will turn it over to ATIC. That is one time when the ATIC comes into the picture and the second is when it is actually in their area, and we will be responsible for telling them that. Bear in mind that their military facilities are practically nil. As I cited earlier, they have only one officer. The airman (assigned to this project) was discharged the 31st of December, leaving only the officer and a typist.

Guidance: The thoroughness and quality of the reports and investigations is entirely up to you., It's up to the individual. He can make it or break it. The steps you should take to identify the object are (1) the theodolite measurements, (2) the possibility of interception, (3) contact which is your biggest factor. If it happened in this area, who would you check with? Pueblo Airport? Albuquerque? Denver? Determine if they had any aircraft in the area at that time. Contact AC&W people and find out if they had any information on it. Check with weather people and find out if any balloons had been released at that time and in that area. All these steps you would have to take before you could feel that you had exhausted all efforts. now, consult astronomers in the area to determine if any astronomical body or phenomena could account for it, or have any bearing on the observation. This is optional. if you are fortunate in having an astronomer, or their facilities in your area, go to them, and see if they can help you. However, there cannot be any expense involved, because the astronomer in Dayton is under contract to the Air Force for all investigation, astronomically speaking and he receives funds to contact other people. If you were in the Albuquerque area and had exhausted all efforts, and we turned it over to ATIC, their astronomer would undoubtedly call the local astronomer whom he probably knows, and asks him to look into it.

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF

However you could save time and money if you happened to have that contact yourself. not all people will have that. Originally we were trying to work out something where we could take care of that end of it, but it would entail the task of lining up 18 different astronomers with 18 different contracts. Besides the man at ATIC is getting quite a sum of money for this and they feel that it should be his business. In case you can do it, go ahead. Contact military and civilian tower operators, that, of course, goes without saying. You would almost automatically do that. Contact persons who might have knowledge of experimental aircraft, and so on. Lt. Ledher ran into that. They have firms up there that do experimental work at Niagra Falls. Bell Aircraft does much experimental work with supersonic aircraft and things like that.

Reports: Information relating to UFOB will be reported without delay to the nearest 4602d unit. It will eventually end up at an Air Force Base or an Air Force Channel, regardless of who reports it, whether it's a civilian or the police. The method and priority of the dispatch will be selected in accordance with the apparent value of the material. There's nothing classified about this. We want to make this as unclassified as possible. Unless, and this I rather doubt, unless it happens to be the real thing. In that case additional data will be necessary, and we will have to come back to you to follow it up and you would have to give us the additional information that we need. The only time I can see that coming up is when we turn it over to ATIC and they get together with their astronomer and scientists, and decide that they need more information. They would come directly to you, the people who investigated it. We want to give them every assistance possible. That's where the program has been falling down. All written reports will be prepared on the Form 112, short title, "UFOB". I won't go into the report format because its outlined for you, and is also on this form.

Security: Reports should be unclassified, unless data included necessitates a higher classification.

Evidence: If anyone ever looked up AFR 95-6 and 95-7 as to what you have to do to send photographs forward, the way to mark them, the way to identify them, measurements etc., you'll know its complicated. These regulations outline where you have to send them. The photographs go to Washington. In addition one copy of each print will b forwarded to ATIC, and one to us here at headquarters. Fortunately there will not be too much of that. In almost every case where gun cameras or aircraft cameras have been used, the thing has been too small for identification and the photographs haven't been of too much value.

Material: In case of any physical evidence of UFOB, you're to safeguard it and notify us. We will tell you what to do with it.

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF

10. Release of Information:

a. Inquiries concerning specific local sightings will be referred to the activity information officer. The reporting officer may furnish the latter all raw information except names of principals, Air Force comments, details of intercept procedures involved and classified radar data. Examples of the type of information which may be released are:

(1) The location, time and date
(2) Description of the object
(3) Maneuvers reported
(4) Type of physical evidence
(If requester knows that such evidence exists)
(5) Intercept or other identification attempt made
(6) The fact that the object has been conclusively identified by ATIC or 4602d AISS as a conventional aerial device or other familiar object and no further evaluation is contemplated.

b. general information, such as periodic news releases, summaries of investigations, and status of the program, will be released by Headquarters USAF. ATIC and Headquarters 4602d AISS, will furnish this news release material to Headquarters USAF.

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF LT R M STOCKSTILL

DOCUMENTS AND DISSEMINATION

I. INTRODUCTION

The Documents and Dissemination folder that was passed out to all Officers-in-Charge included all the forms used between D&D and the field units. The sample forms were filled out in a correct manner and contained complete instructions. The few problems that D&D has had with the field units were in the nature of administrative errors in filling out the forms. The D&D folder will guide the personnel that maintain the field unit libraries and classified sections. In addition to standard form, the D&D folder contained the directives that revised the AFR 205-1 and directives that upgraded and downgraded restricted documents. The security directives will be effective pending revision of AFR 205-1, ADCR 205-2, and SR 205-1 and 205-2.

II. REGISTERED DOCUMENTS

The Officer-in-Charge of each field unit will be designated on orders as Custodian of Registered Documents. The as Custodian of Registered Documents is the only officer that can sign Air Force Forms 163, 164, 165, and flyleaf receipts (certificate of entry and destruction) that come with the AIB, AIB #2, and CEI's (Communication-Electronics Instructions which only detachments have). All Registered Document forms with the exception of CEI's will be sent to this headquarters. The office of record for the AIBs is Hq, USAF, Air Adjutant General, ATTN: Custodian of Registered Documents. ADCR 205-2b states that the Custodian of Registered Documents will have at least an interim Top Secret clearance.

III CLASSIFIED DOCUMENTS

JANAPs and ACPs were discussed. The detachments have a letter of authority which will authorize them to order the necessary documents from the Cheli Depot and the Shelby Depot (JANAP - Joint Army-Navy-Air Force Procedures) (ACP -Allied Command Procedures). These publications contain directives covering standard communication format and procedures. All field units will receive the WAF AID as soon as Hq USAF, changes their distribution list. This is done quarterly. All units are receiving CONAC Intelligence Training Bulletin, ADC WIR, ADC Mission Intelligence and SAC Survival Trends.

The ICGM, AFM 200 series, has been upgraded along with the old AIG. The ATIC Studies, Reports, and Bulletins have been requested for all units. The ATIC publications with the AFM-200 series will be the documents used in the new

technical training program being established.

IV. TARGET MATERIALS

Squadron coverage of WACs and classified materials were discussed. A "WAC Bible" composed of WACs annotated in such a manner as to show coverage within the WAC area, was demonstrated. A squadron regulation cov-

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF LT R M STOCKSTILL

ering the filing by numerical order of all target material is being prepared by this Headquarters. A consolidated inventory of all target materials sent to the field units before Jan 54 is being compiled by D&D sections. This type of inventory will be accomplished semi-annually and will incorporate all Form 104Cs issued in the period concerned.

V. CONTROL OF CLASSIFIED DOCUMENTS

The AGO Form 996, until replaced with DD 646, will be used in the transmission of all classified materials to this Headquarters. Certificates of Destruction are to arrive at this Headquarters in two copies. Inventory and Transfer Reports of Classified Documents must be submitted to this Headquarters upon a change of the Officer-in-Charge in accordance with SR 205-2. Classified documents originating in the field must note:

(a) Authority and Reason; par 22 and 23, AFR 205-1
(b) Pages and inclosures numbered in series of total pages
(c) Copy number of total copies produced

The 104C forms that accompany the target material are to be kept as receipts and will be reflected on inventories by the registry number found on each shipment.

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"THIRD COMMANDERS' CONFERENCE, TEXT OF COLONEL WHITE'S SUMMARY OF THE THIRD COMMANDERS' CONFERENCE" (Cont.)}

HEADQUARTERS
4602D AISS Colonel John M. White, Jr.
Ent AFB, Colorado Commander

...

13 UNIDENTIFIED FLYING OBJECTS

When the UFOB program becomes active, Headquarters will issue implementing instructions. I don't want you to implement anything until those instructions become final. Adhere completely to the instructions you received on public

information releases. We are currently reviewing all directives in the Squadron, and we are going to set the example in preparation. We will try to give you the best directives that we can give you, and you've got to apply common sense to see whether these directives are sufficient to answer your needs. If, after a normal study of them, you are still unable to obtain exactly what you need, then let us know. Most of the time I think you'll find that some regulations may be improved as operational conditions change.

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CONFIDENTIAL

Hq 4602D AISS, Ent AFB, Colo.
3RD Commanders' Conference

A D D E N D A

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d. UNIDENTIFIED FLYING OBJECTS: Air Force Regulation 200-2 in draft form was revised to include the participation of the 4602d AISS units, was mimeographed and distributed to all field unit OIC's. Conferees were admonished not to implement subject draft of regulation until further advised by Headquarters 4602d AISS.

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Hq 4602D AISS, Ent AFB, Colo.
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III PSYCHOLOGICAL WARFARE

This was a new topic for the 4602d, and was discussed by Major DeBruler. The classification of Major DeBruler's presentation prevented the inclusion of the text in this summary.

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SECRET

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JANUARY TO 30 JUNE 1954

COMPILED AND WRITTEN BY: APPROVED BY:

/s/ /s/
Stanley A. Vining for John M. White, Jr Henson R. DeBruler
AF 17 323 xxx Colonel USAF [Major USAF]
A/1C USAF Commander Squadron Historian

REVIEWED BY: THIS DOCUMENT CONSISTING OF 44 PAGES IS CLASSIFIED SECRET IN ACCORDANCE WITH PAR 23 B (6), AFR 205-1

/s/
Eugene R Manfrin
Major. USAF
OIC, Material & Services Officer /s/ Ray L Jones Major
Name Grade

This document consists of 185 pages
Copy 1 of 8 copies.

SECRET
RM-57-1640

4602D AISS Classified
Document Log #54 1129

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INTRODUCTION

As time passes and new technological advances are made, the prospect of future war looms more ominous and foreboding; into this atmosphere the 4602d AISS was projected. The increased tempo of activity in all phases of the squadron operations gave rise to new problems and required refinement of procedures already in existence and the reevaluation of the progress made in certain activities. The way in which the 4602d has attempted to solve its problems is in effect the history of the organization.

Time is the most significant factor in solving these problems. War does not wait for the unprepared; therefore, the 4602d has increased its training, liaison, logistical and administrative efforts.

New regulations were issued and old ones revised. A total of twenty-eight (28) were published during the reporting period. Administrative work was simplified, enabling field units to concentrate on peacetime training.

Communications, parachute, interrogation, language and technical training was intensified.

Unwieldy supply procedures were simplified, resulting in greater flexibility and reduced effort.

Issues with the FBI which had temporarily halted liaison activities with law enforcement agencies were resolved. The liaison effort produced proportionately greater pledges of assistance
during the reporting period than in any previous period. Pledges of communication assistance from non-military agencies and increased familiarity with portable communications equipment resulted in some improvement in the communications capability of the squadron. The printing and distribution of 300,000 copies of the new Squadron Brochure provided a new medium for solicitation of assistance.

There was steady advancement in combat readiness at the end of the reporting period.

There was more assurance that the field units of the squadron would be notified in the event of downed enemy aircraft or aircrewmen. The squadron had greater capability to move rapidly to the scene of an enemy crash.

The squadron's intelligence teams were more capable of exploitation of intelligence sources.

While still the weakest phase of squadron operations, there was some increase in the ability of the squadron to transmit intelligence information rapidly into Air Defense Command channels.

The period was characterized by an evaluation of previous efforts. This evaluation was expressed in new and refined procedures and directives. The squadron is more mature and better able to take its place in the Air Defense structure.

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SURVEY OF PERIOD

I. Organization

a. A change occurred in the organization of the 4602d AISS with the issuance of Air Defense Command General Orders #16 [1], dated 21 May 1954. These orders amended Headquarters Air Defense Command General Orders #47 [2], dated 17 October 1952 in the following manner:

(1) So much of General Orders #47 as pertains to organization of Flight 3-B and Flight 3-I was deleted.

(2) Flight 3-B was reorganized and activated effective 24 May 1954. General Orders #16 further assigned Flight 3-B to the Air Materiel Command, Wright-Patterson Air Force Base, Ohio, for administrative and logistical support.

b. A revision of Squadron Regulation 24-1 [3], Organization of the 4602d AISS, dated 29 July 52 was effected on 4 June 54. This new regulation reorganized the headquarters staff. It divided the staff into four departments; Command, Personnel & Administration, Operations, and Materiel & Services. The major revisions took place in the Operations Section. All sub-sections concerned with direct control of peacetime and combat operations of the squadron were placed under the Operations Officer. Control of classified material including all intelligence reference documents was returned to the Officer-in-Charge of Personnel & Administration (Adjutant).

c. The mission, function and responsibilities of field units and Headquarters Staff of the 4602d AISS were described on Squadron Regulation 24-2 [4], dated 16 June 54. It set forth in detail the peacetime mission of training and liaison to prepare the intelligence teams of the squadron for the wartime mission of overt collecting of intelligence from "people,

paper and hardware". This regulation defined duties of field units in respect to the two aspects of the mission.

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1. General Orders # 16, Hq ADC, dtd 21 May 54
2. General Orders # 47, Hq ADC, dtd 17 Oct 52
3. Sq Reg 24-1, dtd 4 June 54
4. Sq Reg 24-2, dtd 16 June 54

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{End of Part 3 of CUFON's 4602d AISS UFO Sampler}

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NICAP Home

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Chapter 17

This is the first serious book about UFOs to be written by anyone actively connected with the official investigation of these phenomena. As chief of the Air Force project assigned to the investigation and analysis of UFOs, Mr. Ruppelt and his staff studied over 4,500 reports and discussed them with everyone from out-and-out crackpots to top-level scientists and generals

All reports received were subjected to military intelligence analysis procedures. Astronomers, physicists, aerodynamic engineers, and psychologists were consulted in the course of the Air Force's exhaustive investigations. The official Air Technical Intelligence Center reports of their findings, many details from which are revealed for the first time in this book, contain some completely baffling detailed accounts of UFO sightings by thoroughly reliable witnesses.

Here are the complete official accounts of the classic cases - the Lubbock Lights, the Utah Movies, the Florida Scoutmaster, the Washington Sightings - as well as a wealth of less-publicized but equally amazing incidents.

While others who have written books and articles on UFOs imply that they were conferring with officials in the inner sanctum, Mr. Ruppelt, as this fascinating book makes clear, *was* the inner sanctum.

About the Author

From early 1951 until September 1953, Edward J Ruppelt was chief of the United States Air Force's Project Blue Book, an operation of the Air Technical Intelligence Center. Since 1953 the author has been in close contact with the present project staff and recently made a trip across the country to check current developments. Mr. Ruppelt is now a research engineer for the Northrop Aircraft Company. - 1956

This online book was produced by NICAP Site Coordinator, Francis L. Ridge, and authorized by the Center for UFO Studies

NICAP Home Page

The Project Blue Book Research Center presents

Figures Associated With Project Blue Book

Captain Edward J. Ruppelt notes:

Ackerman, Brig. Gen. John B.
General Ackerman was Chief of the Collection Division of the D/I all during the big UFO Flap of l952. He had no direct connection with the project but he was very much interested. I used to stop in to see him and he always had definite ideas as to what we had and what we should be doing. He would tend to get all excited about individual sightings. He got copies of the UFO reports and several times he was on the phone wanting to know what I planned to do even before I had time to digest what was in the report. Ackerman had a "direct channel" to the top, to the Secretary of the Air Force and people in the Department of Defense, and every once in awhile he would quote some top dog in the government and what he thought that I should be doing.

Adams, Col. W.A.
Col Adams was the chief of the Topical Intelligence Branch of the D/I and Col. (Weldon H.S.) Smith and Major Dewey Fournet worked for him. He was pretty much sold on the whole thing. I think that Dewey Fournet influenced his thinking to a great extent and he really went to bat for all of Dewey's ideas. He pushed Fournet's study of the motions of the UFO's and he is the one who used to be the most vocal in briefings and at meetings in regard to Blue Book's taking a "negative" attitude. He is the one who became irked in one briefing and asked me if it wasn't true that if we made a few positive assumptions we could prove that the UFO's were real

Alvarez, Louis Dr.
Dr. Louis Alvarez, a physics professor from the University or California in Berkley, developer of MEW radar at the beginning of World War II and one of the "fathers" of the H-bomb. He sat on the panel that met in Washington in January 1953. Alavarz was only lukewarm to the idea that the UFO's might be real.

Burgess, Brig. Gen. Woodbury
General Burgess was the D/I of the Air Defense Command under General Chidlaw. He wasn't a believer in UFOs but he was firmly convinced that we, meaning the Air Force, should make every effort to find out what they were, even if they were all explainable. He bent over backwards to give us all the cooperation that we needed. I would say that his ideas reflected those of General Chidlaw.

Major General John B. Cabell
General Cabell was the Director of Intelligence for the Air Force during the 1947-1951 UFO era. He is the one who ordered Project Grudge reorganized in the summer of 1951. I didn't know him too well because he left to become number two man in the CIA shortly after I got on the project. He is the man who held the initial meeting in the Pentagon that Lt. Jerry Cummings and Col Rosengarten attended. He raised all kinds of hell when he found out that Col Watson and ATIC hadn't been doing anything about the UFO project in 1950. According to what Cummings said, he was pretty much a believer in the UFO's. General Samord replaced Cabell in the summer of1951.

Chapman, ??
This man was in charge of one of the photo labs at Wright Air Development Center and he did all of our work on UFO photos. He was a firm believer. He did do a good job of making unbiased analyses of our photos, however.

Deyarmond, Col. Albert B.
Al Deyarnond was an old hand with the UFO's, he'd been in on the first of Project Sign. From the old memo's I found, signed by him, he was once a firm believer along with Al Loeding, "Red"

Honnacker and the rest of the veterans or Project Sign. But by the time I got into the picture was, at least on the surface, lined up with the scoffers. But once, when I began to knock the UFO's, he raised the devil and chewed me out for not keeping an open mind." I would guess that he was a "scoffer" because he was a deciple of Col. Watson's. Deyarmond is now chief of structures at Ryan Aircraft Company.

Erickson, Col. J.G.
Col Erickson was head of the Policy and Management Branch of the Directorate of Intelligence and in some way he got in on all of the UFO business. He was sort of power behind the throne on what the official policy would be. I gave him quite a few briefings and he seemed to be a "lone wolf" in that he wanted to get the picture for himself. He got a little hacked at Fournet quite often, because he thought that Fournet was pushing his ideas, that the UF0's were real, too hard. I think that Erickson tended to put a lot of faith in the UFO's but he was one of those who was afraid to stick his neck out.

Fournet, Dewey J., Major, USAF
Dewey was Blue Book's liaison man in the D.I. He took over in early 1952 or late 1951 from a Lt. Col. whose name I've forgotten. The Lt. Col. was a completely worthless jerk. Dewey got hot on the subject right away and helped us a great deal in getting things straightened out in the Pentagon. His job was just supposed to be part time, but within a matter of months he was working on it full time. Fournet was the most confirmed believer that I ran into in the Pentagon. He had access to all of our reports, read them all over very carefully, and he was still absolutely convinced. He and I used to argue by the hour and I must say that he had some good arguments. All of his conclusions were based on the "race value" of the reports. If a person said that they saw something and had a good description of it, Dewey took this as the last word. He and I disagreed when I didn't buy the reports lock, stock and barrel. I didn't think that the person was using or having hallucinations, I was sure that they reported what they saw, but I wasn't convinced that what they saw was actually what happened. In other words I played it heavy on the "optical illusion" side and I backed this up with experience. I'd investigated too many reports and found that something that starts out to seem real mysterious can many times prove to be something very simple. No matter how much I talked, however, I never convinced Fournet that I had a point. Dewey is now (1955) a civilian engineer with the Ethyl Corporation in Baton Rouge, La.

Garland, Brig Gen, W. M.
General Garland was my boss at ATIC from the Fall of 1952 until I left. He was a moderately confirmed believer. He had seen a UFO while he was stationed in Sacramento, California. He was Gen. Samford's assistant in the Pentagon before he came to ATIC and he was the inspiration behind the Life article by Ginna. He gave Ginna his ideas and prompted Life to stick their necks out. Gen. Garland is now out of the Air Force and is a consultant to Rand.

Gittings, Homer
Homer Gittings was my contact in Los Alamos. He was a charter member of the group that was trying to correlate recorded radiation from an unknown source with UFO reports. He worked closely with a Ph.D. but I've forgotten the Ph.D.'s name. Gittings, the Ph.D. and several other scientists would fly down to Albuquerque and we'd meet with Col Methaney at Air Defense Headquarters. If I remember correctly, Gittings had an MS degree in Physics and was an instrumentation specialist.

Goudsmidt, Samuel
This man, from AEC's Brookhaven Lab on Long Island, sat on the Panel that met in Washington in January 1953. Goudsmidt was probably the most violent anti-saucer man at the panel meeting. Everything was a big joke to him which brought down the wrath of the other panel members on numerous occasions.

Hardin, Capt Charles
Chuck Hardin is running Project Blue Book at the present time. Since the operation of the project has changed and the 4602nd has taken over the leg work, he doesn't have much to do. By his own admission, he has a good deal at ATIC and is playing it for all it is worth. General Watson doesn't like UFO's so Hardin is keeping things just as quiet as possible and staying out from under everyone's feet. In other words, being a regular Air Force, he is just doing as little as possible because he knows how controversial the subject is and his philosophy is that if you don't do anything you won't get hurt. He definitely doesn't believe in UFO's, in fact he thinks that anyone who is even interested is crazy. They bore him. He has been the one big bottleneck in my getting anything from the Air Force because he is afraid that my book will stir things up too much.

Hayden, Father
Father Hayden was head of the astronomy department at Georgetown University. I never met him but Dr. Steve Possony was always going to him with our UFO problems. Father Hayden seemed to be very much interested in our problems and couldn't at all be classed as a scoffer.

Hynek, Dr. J. Allen
Dr. Hynek has been the consultant astronomer to Projects Sign, Grudge and Blue Book. I won't say that he's a "believer" but he's darn interested. He has devoted a great deal of his valuable time to the project. He has read almost every UFO report in the Air Force files. In the summer of 1952 he debated with Menzel at the American Optical Society meeting in Boston and blasted Menzel right out of the hall. He sat on the panel in Washington in January 1952 and was very much pro-UFO. Dr. Hynek is Head of the Ohio State Univ. Astronomy Department, Director of the Perkins Observatory and Assistant Dean of the USU Graduate School. He is still working for Blue Book.

Kalizewski, J.J.
This was one of the people that I talked to at General Mills. He was one of the members of the original Skyhook balloon launching crew. He had a BS degree in aeronautical engineering and was considered to be a sharp lad. All of the people at General Mills were convinced that the UFO's were real, as they said, they had all seen the UFO's. The boss, Chas. Moore, whom I talked to for only a few minutes, was very put out at the way the Air Force had handled many of the UFO reports and was very indignant. In the summer of 1952, Kalezewski was quoted in the Minneapolis paper as saying that the Air Force should put forth more effort because he was convinced that the UFO's were real.

Kaplan, Dr. Joseph.
"Joe" Kaplan is a physics professor at UCLA. His main UFO interest was the Green Fireballs. He put a lot of stock in Dr. La Paz's theory that the GFB's were man-made, although at one time he thought that they were auroral patches. Dr. Kaplan originated the grid camera idea. Dr. Kaplan is presently "ram rodding" the satellite program for the International Geophysical Year.

Lipp, Dr. James
"Jimmy" Lipp was the Rand Corporations guided missile expert and he was violently anti-saucer. He wrote an analysis of the possibility that other planets were inhabited for the Grudge report. Early in 1953 Col. Don Bower and I tried to enlist Rand's aid, on a contract basis, to try to develop some way of getting more positive answers but, at the recommendation of Lipp, Rand refused to touch it. "Too hot," was their reason. I think controversial would have been a better word than "hot."

Col. Methaney
Col Methaney was the CO of the 34th Air Defense Division in Albuquerque. He is now a Brig General. He was firmly convinced that the UFO's were real and that they were interplanetary space ships. He wrote up a plan that called for a special squadron of stripped down F-94C's to chase the UFO's. The plan went through Western Air Defense Headquarters and to Air Defense Command Headquarters but it was rejected because of the non-availability of the aircraft. It was in the 34th that

the F-86 pilot claimed that he shot at the UFO.

Paige, Thornton
Thornton Paige of John Hopkin's Operations Research Office, editor of the Operations Research Journal, and an astronomer, sat on the panel in Washington D.C. in January 1952. He tended to line up with Hynek against Louis Alvarez and Goudsmidt to stick up for the UFO's. He actually didn't know too much about the subject but, like Hynek, he didn't go along with the idea of being so definite about the UFO's not existing.

Parrish, Lt. Glenn.
This officer fits into the UFO picture because he was the Intelligence Officer at the 34th Air Defense Division at Albuquerque where Col. Methany was the CO. Parrish sent in some of the best reports that we had and he is the man who showed me the report on the pilot who shot at the UFO. With all of the good reports that Parrish sent in, he wasn't a confirmed believer. But he did think that the reports were important enough to warrant careful investigations. In addition to the above, Parrish was the middle man for the reports from the people who were doing the radiation work in Los Alamos. We had most of our meetings in Parrish's, or Col Methaney's office at Kirtland AFB. Parrish didn't have much to do with Dr. Lincoln La Paz in Albuquerque. Again he was the middle man, so to speak. A special agent in the CSI office at Kirtland was the man who did most of our contact work with La Paz. This agent, whose name I've forgotten, was convinced that the Green Fireballs were the real thing and he and La Paz were always out investigating something. Since the Air Force didn't recognize the fireballs as any threat, he did all of this on his own time, but he was tapping Air Force contacts and equipment.

Porter, Col J.J.
Col Porter was the Deputy Director for Estimate of the D/I. He was violently anti-UFO. He was Fournet's boss. At every briefing or meeting he always got his two cents worth in and he minced no words. But he never had a decent argument; he didn't know what was being reported nor did he care, he just didn't believe that there was anything to it. General Cabell is reported to have climbed all over him and Col Hal Watson for conspiring to get rid of the UFO project in 1950.

Possony, Dr. Stephen T.
Steve Possony was the acting chief of the Directorate of Intelligence Special Study Group and he had a direct channel to Samford. Steve was pretty much sold on the whole thing. He did a lot of investigating on his own book and he had Father Hayden, the astonomer, as his special consultant. Steve and his crew used to cruise all over the U.S. and Europe and during these travels they picked up a lot of UFO data. Steve was behind Fournet 100% and tended to push him. He was smart enough to know that the UFO situation was hot so he used Fournet, who was a reserve and didn't plan to stay in the Air Force any longer than he had to, to try out his ideas. Possony didn't much care what he said, however, and he used to go to battle with any or all of the more vocal skeptics. He really got teed off at Menzell and went to all ends to find out everything about the man. It turned out to be very interesting. Possony had a good reputation in the Air Force. Besides being a fairly sharp intelligence man, he is a professor at Georgetown University and he has written quite a bit on the strategy and concepts of airpower. He is considered one the of the world's experts on this subject.

Robertson, Bob
Bob Robertson is now chief scientific advisor to the Commander-in-Chief of NATO. He first came out to ATIC in November 1952, with a group of other scientists, to review our UFO material. He and his party stayed two days and then went back to Washington and suggested to the National Security Council that a group of top scientists get together to look over the reports. At that time, at least, he... (missing page here?) no more info on this man in original typed letter

Rosenzweig, Leslie
Les Rosenzweig worked for Possony. He was sort of a dull tool and whenever Possony said or did

anything Les took it as the gospel. When it came to UFO's there was no difference. Les made quite a few studies on how the UFO's could be powered, how they could be contacted, etc. He pushed the idea of using a huge horizontal movie screen to flash messages to the UFO's. He, or possibly it was Possony himself, made a lot of contacts with Willy Ley. They dropped him fast however, when good old commercial Willy began to try to push himself into the act a little too fast. It is interesting to note that those people in the U.S. who are actually considered to be tops in the fields of interplanetary travel have no use for Willy Ley or Von Braun.

Samford, Major General John
General Samford never committed himself one way or the other on the subject of UFO's. He was always very much interested and gave me the utmost in cooperation, but he never said much. He used to ask many of the other people at meetings what they thought and there were a lot of "pro" answers but he never agreed or disagreed with anyone. The only time that I ever heard him say anything was when Col Porter got real nasty about the whole thing one day and began to knock ATIC, UFO's, me and everything associated with the project. Then the General said something to the effect that as far as he could see, I was the first person in the history of the Air Force's investigation that had taken a serious approach to the investigation and that he didn't see how anyone could decide until I'd collected more data. At the present time the General is the one who is so rabid on the fact that nothing will be released. He got "burned" real bad on the press conference in July 1952. His statements were twisted around and newsreel shots of him were "cut and pieced" to get him saying things that he didn't. He wanted to play along with the writers but they misquoted him so badly that now he is saying absolutely nothing. Donald Keyhoe keeps writing about the "silence group" in the Air Force, those who want to clamp down on UFO news. Gen Sanford is the silence group and friend Keyhoe can take all of the credit for making him that way.

Smith, Weldon H.S. Col
This man was Dewey Fournet's boss. He wasn't quite as sold on the UFO's as Col Bill Adams but he was pretty well sold. He also "brought" Fournet's ideas and studies. I remember specifically the case of the Burned Scoutmaster: Col Smith was "sold" that this was the real thing. He was following the whole show from the Pentagon, through my calls to Fournet and from the wires that I was sending back. Just as soon as I got back from the first trip to Florida I went in to see him and he got quite irked when I said that something about this scoutmaster just didn't ring true. He said that I was biased and wasn't giving the man a chance. According to Keyhoe, he is the person from the D/I that wrote the anonymous letter that Keyhoe quotes in his book. I don't believe it, however, I think that Fournet wrote it.

Thompson, James
When I knew Jim Thompson he was an astronomer working for RAND in Santa Monica. He used to stop in at ATIC quite frequently and spend a day or two reading reports. Whenever I got out to California he used to arrange an unofficial bull session with a dozen or so of the "believers" AND and we'd talk UFO's.

Watson, Col. H.E.
Col Watson, now a Brig Gen and once again Chief of ATIC, was chief of ATIC when I arrived. (He later went to Europe for three years.) He was violently anti-saucer but he crossed himself up too many times trying to constantly grab publicity. He was the one who made the famous remark about all UFO observers being nuts or "fatigued airline pilots". He continually hauled in writers who would plug him and debunk the UFO's. I've overheard him tell how he completely snowed Bob Considine.

White, Major General
I think that this man's name was White. He was from some branch of research and development in the Pentagon. He and his staff religiously attended every one of my briefings and were sold that the UFO's were real. He had Gen Samford's ear but I don't think he quite convinced Samford that the

UFO’s were real.

Zimmerman, Charles
Charley Zimmerman was the technical advisor to the chief of the Analysis Branch at ATIC. I never could figure out exactly where he stood on the subject of UFO’s but I think he was a bit of a believer. Several times I tried to put through an explanation that a UFO was a balloon or other known object and he’d argue like mad against it. Many times he’d come running into my office to show me “a new, red hot report”.

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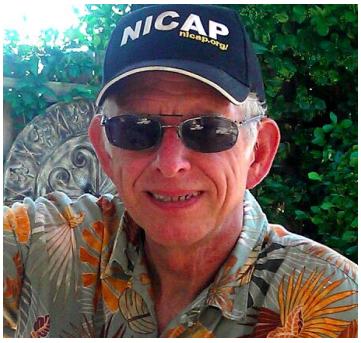
National Investigations Committee On Aerial Phenomena



Fran Ridge

Date: Fri, 21 Aug 1998 12:38:13 -0500

Air Force Figures Tell Real Story: 88.79% Unexplained

To: News Media

Captain Edward Ruppelt, in his 1956 book, "The Report on Unidentified Flying Objects", gave some interesting statistics on the Air Force's Project Blue Book findings. Ruppelt's tenure was at a time when the Air Force was putting its best foot forward and the figures presented were based on 1,593 sightings. Less than 20 years later, in 1969 when Blue Book closed down, there were over 12,618 sightings on the books with 741 Unknowns. That equates to to only 5.8%. I later found out that these figures were derived from the Battelle Institude study which produced Project Blue Book Special Report 14. Let's look at those figures a little closer, the one's Ruppelt quoted in his book.

	Known	Probable	Possible	Total
Balloons	1.57	4.99	11.95	18.51
Aircraft	0.98	7.74	3.04	11.76
Astro	2.79	4.01	7.40	14.20
Other	4.21			4.21*
Hoaxes	1.66			1.66*
Insuff. Data				22.72
Unknowns				26.94
	11.21	16.74	22.39	
				100.00

According to Ruppelt the percentage of Unknowns was 26.94%. A scientific approach to these figures shows that only 11.21% were actually proven explained (total of column 1 which represents 179 cases) leaving, in actuality, 88.79% unexplained! These Blue Book figures (during the most serious time of it's life) were based on the then 1,593 sightings the Air Force had studied.

Actually it's worse! They only "studied" 1,593 sightings, but had "received" over 4,400 with only 179 explained!!! That's less than 4% "explained"! If we were to state that a certain percentage of UFOs were "possible" or "probable" ET, the debunkers would remind us that, "scientifically", only the "proven" could be used in such an analysis. Using the Air Forces's actual numbers11.21% were proven explained, leaving over 88% without a proven explanation.

With something like that going on in U.S. air space, somebody in the Air Force should have been more

concerned. This was a matter of national security and/or scientific interest.

The Project Blue Book Research Center presents

Perspectives On The Environment In Which Blue Book Operated During 1952 series:

The Air Defense Command

By Michael Hall

June marked the real start of the 1952 wave or as Ruppelt put it, flap. Dozens of reports came in per day and while researchers often talk about ten to twenty good reports for a particular year, June alone had over 100. One such case developed on this Sunday morning in Los Angeles when Hughes Aircraft Company technicians were conducting a test of a new experimental radar. The set worked well all morning, tracking civilian and military aircraft in the Los Angeles area. Near the end of their testing the set picked up what they assumed to be a DC-3 coming across the San Gabriel Mountains north of Los Angeles at 11,000 feet. As the scientist monitored the blip they thought it might be the last good airliner target for the morning. It did prove to be one of the last radar targets they would have until the afternoon, but no other aircraft would perform the way this would-be DC-3 did. Soon their instruments tracked it in a 35,000 feet per minute climb traveling at 550 miles per hour! The object then dove until it leveled out at 55,000 feet, heading southeast near Riverside, California. After checking with Edwards AFB, the technicians confirmed that no high performance aircraft had been in the area. The radar set was checked and rechecked, yet Hughes engineers felt confident that the radar recorded the information accurately.

That same day UFO reports came in from Africa, Korea, Rapid City, Iowa; Indianapolis, Indiana; and Walla Walla, Washington. Not since 1947 had as many cases been recorded per day as would be in these summer months. But unlike the ’47 wave, this surge of sightings would last well into the fall.

Central to an understanding of the UFO wave of 1952 is a knowledge of the way in which the military then monitored the skies. UFOs, even by 1952, did not necessarily infer spacecraft from another world. UFOs were considered to be any object flying through the air space of the United States that could not be identified. Then, as now, the military is interested in any “unidentified” air traffic. This is of greatest relevance when realizing that from 1949 to 1989, the threat of a Soviet air attack was perceived to be quite real. Today we take it for granted with our vast technology that the skies are constantly being scanned with satellite and sophisticated radar networks of the United States Space Command — formerly known only as NORAD. But in 1952 no satellite systems existed and very few modern ground radar units were in operation.

There were only three basic means available to the Air Force’s air defense system by 1952. The first consisted of a few large radar stations that had been put in place to scan for attacking Soviet bomber fleets. Although the famous DEW network of northern radar defense was still on the drawing board, installations were already in place, mainly in Alaska and Canada, to scan for a Soviet threat coming out of Siberia. In the lower continental U.S., radar stations dotted various states—designed to follow possible enemy aircraft and direct fighters from Air Defense Command bases. These were basically an outgrowth of about 75 radar stations already in place at the end of the Second World War—known as Ground Control Intercept sites or GCI. Most of these were near major Eastern cities and in the Western regions around nuclear facilities with a few stations in Canada and Mexico. The GCI sites consisted of one or two search radars, a height-finder radar, ground-to-air and air-to-ground communications. The operators at each station worked on shifts but not necessarily on a round-the-clock basis. Each operator filled his hours by watching a small round radar “scope” or screen. When an aircraft was detected it would appear as a “blip” of light on the screen. Each radar site was connected by telephone so a target could be tracked by multiple stations. Information from the radar sights was tied into control centers which had a large illuminated Plexiglas board with geographic features of the local countryside imposed on its surface. Men would stand on ladders behind these

huge clear boards and mark the trajectory of significant targets as reports came in from the various radar stations.

Unfortunately, ever since 1950 the Air Force had been severely stretching its radar resources because of the war in Korea. As a result, experienced radar operators became greatly diluted among the total number of bases. Still more of the experienced personnel were reassigned to serve at the growing number of bomber bases built for the Strategic Air Command or SAC. These units operated their own powerful radar defense equipment. Yet even though most large civilian airports were installing radar, vast areas of the country and sea-side approaches still lay blind by 1952 to aerial intrusions. And even in areas of complete radar coverage, no technology then existed to track very low flying aircraft.

It is apparent from declassified documents that the Air Force was thus very concerned about air defense. One part of a top secret project had evolved from the work of top scientists at the wartime Radiation Laboratory at MIT. Actually a continuation of their work, “Project Charles” and then known as “Project Lincoln,” analyzed possible points of weakness—mainly in America, but also NATO defenses. Jointly sponsored by the Air Force, Army, and Navy, Lincoln (which evolved into the Lincoln labs in July of 1951) described these problems in terms of “chaos.” Uppermost in the minds of military officials was the development of a comprehensive system of early warning air defense.

This brings us to the third important type of defense network relied upon by 1952—known as the Ground Observer Corps. The GOC utilized thousands of civilian volunteers to man government stations to visually spot unknown aircraft. The GOC first began on an experimental basis in September of 1949—then called Operation Lookout. (Actually a very similar operation existed during the Second World War when the same need arose to guard against possible Axis air and submarine attacks.) The goal of the GOC was to eventually have a 24-hour surveillance of the sky by one million volunteers at 24,000 observation posts. The Air Force trained these volunteers and designed procedures for filing reports. Although GOC personnel were administered by civilian authorities under each state government’s civil defense structure, the reports of GOC observation posts came into “filter centers”—run both by the military and state civil defense. Each filter center had an Air Force officer in charge.

Most GOC posts were short staffed. Rarely were they operating on a 24-hour basis. As the Cold War reached a severe state of tension by the summer of 1952, the Air Force initiated a campaign to beef-up the GOC. Operation Skywatch became a direct result of this plan. President Truman even made a personal call for volunteers to man Skywatch. Yet despite agreat deal of publicity, most GOC posts remained severely undermanned during the nighttime hours when even the most dedicated volunteers had to sleep so they could go to their regular jobs. As a result, some researchers have suggested that the Air Force intentionally played-up UFO reports to interest people in the project. Even if this was true, it must be noted that something truly phenomenal was flying through the skies that summer because many Skywatch personnel reported UFOs.

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NICAP Home Page

The Project Blue Book Research Center presents

By Michael Hall

Following are a few very good news articles from the time that reflect the public's perception of Operation Skywatch:

OPERATION 'SKYWATCH' OPENS MONDAY
Washington [July 12, 1952]—President Truman made a bid Saturday for more volunteers to man lookout stations which will go on a round-the-clock watch Monday against air invaders.Without saying directly that his aim was recruitments for "Operation Skywatch" around America's air frontiers, the President still put over the point in a statement saying the project is "a common sense precaution in which Americans can serve proudly." He added that the watchers will be helping to prevent war. The first shifts of some 150,000 volunteers will take their posts early Monday at about 6,000 stations in 27 states to scan the skies for any raiders who might slip through the radar screen for a sneak attack that could set off World War III. The Air Defense Command is announcing the delayed start of the need for at least 350,000 more observers. The president pointed out the need for every possible second of warning in the event of attack, both to speed counter-action and to save lives and vital facilities. "Our greatest hopes for peace lie in being so strong and well prepared that our enemies will not dare attack." Mr. Truman said, "Every citizen who cooperates in "Operation Skywatch" as well as in other defense activities, is helping prevent the war none of us wants to happen." The Air Force wanted to start the watch in May, because the experts said weather conditions are most favorable for a long distance air assault from May through September. The Federal Air Defense Organization was forced to postpone start of the operation because not enough civilians had volunteered to make possible a round-the-clock operation. The Air Force has pressed for the start of the continuous ground observation because Russia now has the atomic bomb and long distance bombers capable of attacking the United States. The start of "Operation Skywatch" follows by a few weeks an Army announcement that antiaircraft men and their guns are now on continuous duty around key target areas across the nation. Despite great advances in electronics development, defense experts stress the essential need for human eyes and brains to spot and report aircraft in areas where natural obstacles, such as mountains, and the earth's curvature, create blind spots for the radar screen that already is operating along the country's coasts, northern borders and around vital areas such as atomic plants. All the New England states and all those in the northern third of the country are taking part in the sky watching. Along the East Coast, civilian observers will take their posts in the states extending southward through Virginia. The three Pacific Coast states are also tied into the observer network."

AIR FORCE DENIES 'SAUCER' REPORTS 'SKYWATCH' CAUSE
Washington-July 24—An Air Force spokesman "emphatically" denied last night the new crop of "flying saucer" reports had anything to do with putting volunteer aircraft spotters on 24-hour duty. The civilian ground observer corps began standing a round-the-clock watch this month in coastal and northern border states, the most likely avenues of enemy plane approach. The spokesman noted that saucer reports come from every direction.

He said the sole function of the ground observers is to supplement the radar network of the Air Defense Command by watching for unidentified low-flying planes. Any flying saucers they see will be strictly incidental.

The Air Force denial followed reports from two New England "Operation Skywatch" stations that

"silver discs" had been spotted in the sky Tuesday night and early today.

Charles Buck, an observer at Westfield, Me., said he saw three discs of different sizes flying at high altitude and heading southwest. Coast Guard Seaman Henry Armpriester said two disc-like objects circled the Nahant, Mass., Coast Guard station at about 2,000 feet and then headed out to sea. Other airborne objects of the flying saucer variety were sighted over Boston, Springfield, Mass. and over several New Jersey points."

NEED MORE VOLUNTEERS FOR AIR SPOTTERS POST
Although no flying saucers, blips, discs, or whatever their name is, have been reported from the Austin Town Hall skywatch station, Lake and Central, volunteers there would know just what to do should any of the nocturnal apparitions show up.

This is the word of Fred. W. Bosserman, boss of the operation, and Town Hall director, who told The Austinite this week that he could use some more help.

He first explained how the station works by telling of a recent "dry run". In this instance, a passing commercial plane was the guinea pig. Sighting it, one of the volunteers noted its position, altitude, type and direction. He then grabbed a telephone and asked for "aircraft flash," was promptly connected with the Air Defense Filter Center in the Museum of Science and Industry, and gave the operator there the information.

The Austin station, known as "Charles Mike 15 Black," is one of 15 in the city and suburbs and is part of a 27-state network designated as "Operation Skywatch."

Bosserman says he can use about 25 more persons for the 8 a. m. to 11 p. m. schedule on which the post is open. They are asked to stand watch only one day a week on one or the other of the following shifts:

8 to 10:30 a.m.
10:30 a.m. to 1 p.m.
1 p.m. to 3:30 p.m.
3:30 p.m. to 6 p.m.
6 p.m. to 8:30 p.m.
8:30 p.m. to 11 p.m.

Heretofore, he added, it has been necessary for those wishing to volunteer to do so by filing applications at the Chicago Civil Defense Corps at 140 South Dearborn. Now they need only phone the Town Hall, Estebrook, 8-0126, or call in person.

Two persons are required for each shift and at the present time, a watcher can just about choose one suiting his convenience. Both men and women, 18 years and over, may volunteer, Bosserman declared. He said that no previous training is necessary. Austin residents, who may be in the prescribed area, were warned this week that an air raid siren test will be conducted Thursday."

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The Project Blue Book Research Center presents

Perspectives On The Environment In Which Blue Book Operated During 1952

series

Newsclippings

By Michael Hall

All during the summer wave of 1952, Blue Book received huge numbers of news accounts dealing with the flying saucer phenomenon. Detailed via the Romeike clippings service subscription Ruppelt initiated—literally thousands of sightings became available that otherwise would have never been reported to ATIC. Unfortunately, due to staff shortages, these accounts could not even be cataloged. In fact, it is doubtful the clippings were ever reviewed. Eventually they were microfilmed, but in the 1960s a later Blue Book director effectively disposed of them by giving the microfilm to a civilian researcher. From that point on, they have remained in private hands. Thus the Romeike clippings are not now part of the National Archives' Blue Book collection. But thanks to UFO researcher Jan Aldrich, this author has been allowed to view and make personal copies of all of the thousands and thousands of clippings. Working in close connection with Aldrich, this author has begun an analysis.

A remarkable series of clippings, for example, come from Friday, August 15, 1952. They all speak of a bright green oval-shaped UFO traversing over the central United States. The sightings began in Dallas, Texas, at 7:59 P.M. describing a "round light" heading north-east. Far to the northeast of Dallas at 9:00 P.M., East St. Louis news accounts talk of a "bright green oval object," but no trajectory is given. By 9:15 P.M., however, many news accounts have Taylorville, Illinois, residents seeing a "bright green disk," placing it on a due north heading. Just a few miles north of there, at 9:30 P.M., the object appeared over Springfield, Illinois.

The Springfield paper reported hundreds seeing an "oval green ball" high over the fair grounds. Approximately 200 calls flooded into the Sangamon County Sheriff's Office from all over the area reporting the same phenomenon. By then the UFO was confirmed as heading east. The Galesburg, Illinois, newspaper also had a "blue-green rocket of some sort" heading east. Then, fifty-one miles due east of Springfield, a UFO appeared over Urbana, Illinois, at 9:32 P.M. (This was the only Illinois sighting that made it into the Blue Book files.) That case contained a report from a Lieutenant Colonel from Chanute AFB. He and his wife told of their observation which took place that night from a drive-in theater. Each described the UFO they saw as a green oval-shaped object very high in the sky that came from the west and made an abrupt right angle turn to the north. Thirty-four miles west of there a Danville, Illinois, paper had five people seeing that same strange "green round object." Two motorists on the road between those two cities saw it too. Then, due north of both Urbana and Danville, news accounts place a strange green oval object over Chicago by midnight or later and jets were scrambled in relation to that UFO.

These August 15th sightings may have just been due to a lighted weather balloon. But the important point is that without the Romeike news clippings, all we would have is one Blue Book sighting in Texas and the one much later in Urbana, Illinois. It is a shame that Blue Book did not have greater staff resources to follow-up on this important source of sightings provided by the clipping service. Thankfully, at least Ruppelt's trusted assistant, Max Futch, conscientiously placed these clippings into file folders although few made it into the official index.

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Florida Scoutmaster Case

August 19, 1952.

Captain Edward J. Ruppelt:
Just as Fournet's theory came under discussion and sightings such as those from Japan were providing better data, a report hit ATIC that seemed to provide some real proof. The case involved a scoutmaster in West Palm Beach, Florida, who had been close enough to a flying saucer to reach out and touch it. In fact, he probably would have if it hadn't stunned him first with a heat ray!

The incident must have really shook up someone in the Air Force, because unlike the Washington sightings, Ruppelt received all the assistance he needed to investigate. Colonel Weldon Smith in particular expressed great interest in the case. An Air Force B-25 came to Blue Book's disposal to give Ruppelt and his assistant, 2nd Lieutenant Robert M. Olsson, personal and speedy transportation from Dayton, Ohio, to Florida. In addition, Ruppelt was under no time constraints. He even received special assistance from two other Air Force Captains, Hoey and Davis, who flew down with them and remained to assist.

Upon arrival, the ATIC team heard an interesting story from the witness. He was a curious character. A Marine during the war and supposedly a widely respected man around town, he was also scoutmaster of Troop 33. Because the incident took place right after a meeting ofthe troop and involved some of the boys, it has ever since been referred to as the Florida Scoutmaster Case.

According to the scoutmaster, D.S. "Sonny" DesVergers, it all began while he was driving three scouts home that night. He turned off the coastal highway and down an inland blacktop to go where one of the boys lived. After traveling about ten miles inland he noticed a bright lightin the palmetto thickets. At first he passed by it, but then stopped some way down the road and turned the car around to go back. He hesitated in doing this, but could not help feeling that the light mighthave been a fire, perhaps indicating a crashed airplane.

Despite the pleas from the scouts who did not want to be left alone, DesVergers got out of the car and headed into the thickets—a very dangerous thing to do in the snake infested south Florida swamps. About50 yards off the road he entered the dense thickets and pushed through waist-high brush. Suddenly a sharp pungent odor came across him. The
temperature also seemed a little warmer as he pushed 30 yards further through the undergrowth. Chopping the brush with a machete that he had taken from the car, DesVergers lit his way with one of two flashlight she had on him. From the car the boys could see the flashlight beam and tracked his progress from its reflection. Knowing this, DesVergers periodically paused and shined the light up on the tree canopy.

After moving near an opening, he stopped again to signal his location. Suddenly at that very moment DesVergers felt overcome by a suffocating moist heat. He paused, wondering if the supposed clearing was actually a quicksand-like bog or a pond. Luckily the ground was quite solid, but by this time he had become a little more concerned about his location. He cast the beam of the flashlight down so he could look up at the stars to try to figure out what direction he was facing. But to his great surprise, the stars were gone. Moments ago there were hundreds—now none. Then he realized they weren't all gone, just the ones directly above him. "This just couldn't be," he thought—unless. Unless something was above him!

As his eyes slowly adjusted he realized there was a large oval object hovering only about 30 feet overhead. Slowly stepping back from this frightening situation, he shined his light up on it. Now he could clearly see a concave bottom beneath a smooth gray circular-craft. Stepping back some more

he could see a dome on top of the object. The edge of this “saucer” looked like it had evenly spaced veins every foot, with a type of nozzle between them. The former Marine was, to say the least, humbled by this sight and continued to give the craft further space. Suddenly, however, he froze in his tracks. A horrifying sound came from the craft. It was the sound of a door, just like a heavy metal safe makes when opened. Feeling as angry as he was scared, he then found himself helplessly enveloped in a red mist. It seemed to originate from a ball of red fire slowly being expelled from the craft. This overwhelmed him, causing DesVergers to lose consciousness.

In the car the boys, Bobby Ruffing, Chuck Stevens, and David Rowan, claimed they saw their leader become surrounded by a big red ball of fire. Severely shaken by the sight, the boys piled out and ran down the road as fast as they could to the nearest house. They found a farmer who called the State Police who were soon on the scene with a deputy sheriff, Mott Partin, to pick them up. Partin then drove the scouts to the sight of the occurrence to find DesVergers running out of the woods. He stated that the scoutmaster appeared sincerely frightened, more so than he had ever witnessed anyone to be in all his years of law
enforcement. The officers went into the thicket and found one of DesVergers’ flashlights still burning near some flattened grass where he had apparently collapsed. His second flashlight was never found. Once they got him to police headquarters, officers noticed that DesVergers’ hands, arms, face, and cap were all burnt. Although the police may have been somewhat doubtful of the heat ray story, they decided to call the Air Force and thus initiated the investigation.

Ruppelt personally questioned DesVergers upon arriving in Florida. He did so at regular intervals, determining that he remembered details well, but did not repeat them in a rehearsed or exact manner. Ruppelt’s experience with hoaxers indicated to him that this testimony stood in great contrast, showing sincere answers. An Air Force flight surgeon then examined his wounds and likened them to a mild sunburn withindications of singed hairs, suggesting in his words “a flash heat source.” The scoutmaster’s nostrils also showed signs of burns.

Ruppelt examined the sight of the encounter and found nothing to contradict the story. Neither, however, were there signs of scorched earth or grass, or residual radiation. But curiously (although not revealed until after laboratory tests were conducted in Dayton) the roots of the samples of grass extracted at the scene were charred. This puzzled Ruppelt because his team personally collected them. They were from undisturbed ground and while they didn’t pay any attention to the roots at the time, the grass blades were certainly not burnt. The scorched hat also fell under lab scrutiny which suggested it had been damaged by sparks of some sort, possibly electrical in nature. Ruppelt felt satisfied it had not been burnt prior to the incident, as the boys had handled it earlier that night at the scout meeting. In fact, Ruppelt personally questioned the boys, even dressing in civilian clothes during the questioning so as not to intimidate them. His impression was that the boys were sincere even though they did not all give the exact same details.

It started to look like one of the better cases, perhaps the best case yet, but then things fell apart. In those early days of Blue Book investigations, background checks were still conducted. The checks revealed DesVergers had been a Marine, but not a decorated hero as he often bragged. His records only had a dishonorable discharge to show for his war service. Nor was DesVergers a widely respected citizen as he claimed—just widely known.

Local area citizens stated that he was a likable enough fellow, but all agreed they wouldn't believe him if he told them the sun was shining on a bright Florida afternoon. Another complication arose when Ruppelt later returned to the area of the sighting and determined the scouts could not have possibly seen DesVergers overcome by the mysterious flame, even if they were standing on top of the car looking for it. The foliage was just too dense. And although Ruppelt interviewed the scouts again, he did not feel they were part of a hoax. Yet he did file it as such in the official report.

Describing the incident in his 1956 book, he indicated that he still felt it had to have been a hoax,

although he did suggest if so, it was the best in UFO history. Other authors and researchers have tried to sensationalize the Florida Scoutmaster Case. Even good books on thesubject claim that the case was so fantastic that the files were never entered into the Blue Book records and that the case does not even appear in the index.

Not true. The case is in the index and Ruppelt's extensive report can also be found in the National Archives. The material is somewhat misplaced but is all there. And any researcher who has the patience and time to study the files will piece together the same story this author has. Unfortunately, no records will ever tell us if DesVergers really saw a UFO or not. What an irony, if the one time in his life he may have been telling the truth—and no one bothered to believe him**.**

Source: Report on Unidentified Flying Objects, Ruppelt, 176

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Some People I (Ruppelt) Knew

Ackerman, Brig. Gen. John B.

General Ackerman was Chief of the Collection Division of the D/I all during the big UFO Flap of l952. He had no direct connection with the project but he was very much interested. I used to stop in to see him and he always had definite ideas as to what we had and what we should be doing. He would tend to get all excited about individual sightings. He got copies of the UFO reports and several times he was on the phone wanting to know what I planned to do even before I had time to digest what was in the report. Ackerman had a "direct channel" to the top, to the Secretary of the Air Force and people in the Department of Defense, and every once in awhile he would quote some top dog in the government and what he thought that I should be doing.

Adams, Col. W.A.

Col Adams was the chief of the Topical Intelligence Branch of the D/I and Col. (Weldon H.S.) Smith and Major Dewey Fournet worked for him. He was pretty much sold on the whole thing. I think that Dewey Fournet influenced his thinking to a great extent and he really went to bat for all of Dewey's ideas. He pushed Fournet's study of the motions of the UFO's and he is the one who used to be the most vocal in briefings and at meetings in regard to Blue Book's taking a "negative" attitude. He is the one who became irked in one briefing and asked me if it wasn't true that if we made a few positive assumptions we could prove that the UFO's were real

Alvarez, Louis Dr.

Dr. Louis Alvarez, a physics professor from the University or California in Berkley, developer of MEW radar at the beginning of World War II and one of the "fathers" of the H-bomb. He sat on the panel that met in Washington in January 1953. Alavarz was only lukewarm to the idea that the UFO's might be real.

Burgess, Brig. Gen. Woodbury

General Burgess was the D/I of the Air Defense Command under General Chidlaw. He wasn't a believer in UFOs but he was firmly convinced that we, meaning the Air Force, should make every effort to find out what they were, even if they were all explainable. He bent over backwards to give us all the cooperation that we needed. I would say that his ideas reflected those of General Chidlaw.

Major General John B. Cabell

General Cabell was the Director of Intelligence for the Air Force during the 1947-1951 UFO era. He is the one who ordered Project Grudge reorganized in the summer of 1951. I didn't know him too well because he left to become number two man in the CIA shortly after I got on the project. He is the man who held the initial meeting in the Pentagon that Lt. Jerry Cummings and Col Rosengarten attended. He raised all kinds of hell when he found out that Col Watson and ATIC hadn't been doing anything about the UFO project in 1950. According to what Cummings said, he was pretty much a believer in the UFO's. General Samord replaced Cabell in the summer of1951.

Chapman, ??

This man was in charge of one of the photo labs at Wright Air Development Center and he did all of our work on UFO photos. He was a firm believer. He did do a good job of making unbiased analyses of our photos, however.

Deyarmond, Col. Albert B.

Al Deyarnond was an old hand with the UFO's, he'd been in on the first of Project Sign. From the old memo's I found, signed by him, he was once a firm believer along with Al Loeding, "Red" Honnacker and the rest of the veterans or Project Sign. But by the time I got into the picture was, at least on the surface, lined up with the scoffers. But once, when I began to knock the UFO's, he raised

the devil and chewed me out for not keeping an open mind." I would guess that he was a "scoffer" because he was a disciple of Col. Watson's. Deyarmond is now chief of structures at Ryan Aircraft Company.

Erickson, Col. J.G.

Col Erickson was head of the Policy and Management Branch of the Directorate of Intelligence and in some way he got in on all of the UFO business. He was sort of power behind the throne on what the official policy would be. I gave him quite a few briefings and he seemed to be a "lone wolf" in that he wanted to get the picture for himself. He got a little hacked at Fournet quite often, because he thought that Fournet was pushing his ideas, that the UF0's were real, too hard. I think that Erickson tended to put a lot of faith in the UFO's but he was one of those who was afraid to stick his neck out.

Fournet, Dewey J., Major, USAF

Dewey was Blue Book's liaison man in the D.I. He took over in early 1952 or late 1951 from a Lt. Col. whose name I've forgotten. The Lt. Col. was a completely worthless jerk. Dewey got hot on the subject right away and helped us a great deal in getting things straightened out in the Pentagon. His job was just supposed to be part time, but within a matter of months he was working on it full time. Fournet was the most confirmed believer that I ran into in the Pentagon. He had access to all of our reports, read them all over very carefully, and he was still absolutely convinced. He and I used to argue by the hour and I must say that he had some good arguments. All of his conclusions were based on the "race value" of the reports. If a person said that they saw something and had a good description of it, Dewey took this as the last word. He and I disagreed when I didn't buy the reports lock, stock and barrel. I didn't think that the person was using or having hallucinations, I was sure that they reported what they saw, but I wasn't convinced that what they saw was actually what happened. In other words I played it heavy on the "optical illusion" side and I backed this up with experience. I'd investigated too many reports and found that something that starts out to seem real mysterious can many times prove to be something very simple. No matter how much I talked, however, I never convinced Fournet that I had a point. Dewey is now (1955) a civilian engineer with the Ethyl Corporation in Baton Rouge, La.

Garland, Brig Gen, W. M.

General Garland was my boss at ATIC from the Fall of 1952 until I left. He was a moderately confirmed believer. He had seen a UFO while he was stationed in Sacramento, California. He was Gen. Samford's assistant in the Pentagon before he came to ATIC and he was the inspiration behind the Life article by Ginna. He gave Ginna his ideas and prompted Life to stick their necks out. Gen. Garland is now out of the Air Force and is a consultant to Rand.

Gittings, Homer

Homer Gittings was my contact in Los Alamos. He was a charter member of the group that was trying to correlate recorded radiation from an unknown source with UFO reports. He worked closely with a Ph.D. but I've forgotten the Ph.D.'s name. Gittings, the Ph.D. and several other scientists would fly down to Albuquerque and we'd meet with Col Methaney at Air Defense Headquarters. If I remember correctly, Gittings had an MS degree in Physics and was an instrumentation specialist.

Goudsmidt, Samuel

This man, from AEC's Brookhaven Lab on Long Island, sat on the Panel that met in Washington in January 1953. Goudsmidt was probably the most violent anti-saucer man at the panel meeting. Everything was a big joke to him which brought down the wrath of the other panel members on numerous occasions.

Hardin, Capt Charles

Chuck Hardin is running Project Blue Book at the present time. Since the operation of the project has changed and the 4602nd has taken over the leg work, he doesn't have much to do. By his own

admission, he has a good deal at ATIC and is playing it for all it is worth. General Watson doesn't like UFO's so Hardin is keeping things just as quiet as possible and staying out from under everyone's feet. In other words, being a regular Air Force, he is just doing as little as possible because he knows how controversial the subject is and his philosophy is that if you don't do anything you won't get hurt. He definitely doesn't believe in UFO's, in fact he thinks that anyone who is even interested is crazy. They bore him. He has been the one big bottleneck in my getting anything from the Air Force because he is afraid that my book will stir things up too much.

Hayden, Father

Father Hayden was head of the astronomy department at Georgetown University. I never met him but Dr. Steve Possony was always going to him with our UFO problems. Father Hayden seemed to be very much interested in our problems and couldn't at all be classed as a scoffer.

Hynek, Dr. J. Allen

Dr. Hynek has been the consultant astronomer to Projects Sign, Grudge and Blue Book. I won't say that he's a "believer" but he's darn interested. He has devoted a great deal of his valuable time to the project. He has read almost every UFO report in the Air Force files. In the summer of 1952 he debated with Menzel at the American Optical Society meeting in Boston and blasted Menzel right out of the hall. He sat on the panel in Washington in January 1952 and was very much pro-UFO. Dr. Hynek is Head of the Ohio State Univ. Astronomy Department, Director of the Perkins Observatory and Assistant Dean of the USU Graduate School. He is still working for Blue Book.

Kalizewski, J.J.

This was one of the people that I talked to at General Mills. He was one of the members of the original Skyhook balloon launching crew. He had a BS degree in aeronautical engineering and was considered to be a sharp lad. All of the people at General Mills were convinced that the UFO's were real, as they said, they had all seen the UFO's. The boss, Chas. Moore, whom I talked to for only a few minutes, was very put out at the way the Air Force had handled many of the UFO reports and was very indignant. In the summer of 1952, Kalezewski was quoted in the Minneapolis paper as saying that the Air Force should put forth more effort because he was convinced that the UFO's were real.

Kaplan, Dr. Joseph.

"Joe" Kaplan is a physics professor at UCLA. His main UFO interest was the Green Fireballs. He put a lot of stock in Dr. La Paz's theory that the GFB's were man-made, although at one time he thought that they were auroral patches. Dr. Kaplan originated the grid camera idea. Dr. Kaplan is presently "ram rodding" the satellite program for the International Geophysical Year.

Lipp, Dr. James

"Jimmy" Lipp was the Rand Corporations guided missile expert and he was violently anti-saucer. He wrote an analysis of the possibility that other planets were inhabited for the Grudge report. Early in 1953 Col. Don Bower and I tried to enlist Rand's aid, on a contract basis, to try to develop some way of getting more positive answers but, at the recommendation of Lipp, Rand refused to touch it. "Too hot," was their reason. I think controversial would have been a better word than "hot."

Col. Methaney

Col Methaney was the CO of the 34th Air Defense Division in Albuquerque. He is now a Brig General. He was firmly convinced that the UFO's were real and that they were interplanetary space ships. He wrote up a plan that called for a special squadron of stripped down F-94C's to chase the UFO's. The plan went through Western Air Defense Headquarters and to Air Defense Command Headquarters but it was rejected because of the non-availability of the aircraft. It was in the 34th that the F-86 pilot claimed that he shot at the UFO.

Paige, Thornton

Thornton Paige of John Hopkin's Operations Research Office, editor of the Operations Research Journal, and an astronomer, sat on the panel in Washington D.C. in January 1952. He tended to line up with Hynek against Louis Alvarez and Goudsmidt to stick up for the UFO's. He actually didn't know too much about the subject but, like Hynek, he didn't go along with the idea of being so definite about the UFO's not existing.

Parrish, Lt. Glenn.

This officer fits into the UFO picture because he was the Intelligence Officer at the 34th Air Defense Division at Albuquerque where Col. Methany was the CO. Parrish sent in some of the best reports that we had and he is the man who showed me the report on the pilot who shot at the UFO. With all of the good reports that Parrish sent in, he wasn't a confirmed believer. But he did think that the reports were important enough to warrant careful investigations. In addition to the above, Parrish was the middle man for the reports from the people who were doing the radiation work in Los Alamos. We had most of our meetings in Parrish's, or Col Methaney's office at Kirtland AFB. Parrish didn't have much to do with Dr. Lincoln La Paz in Albuquerque. Again he was the middle man, so to speak. A special agent in the CSI office at Kirtland was the man who did most of our contact work with La Paz. This agent, whose name I've forgotten, was convinced that the Green Fireballs were the real thing and he and La Paz were always out investigating something. Since the Air Force didn't recognize the fireballs as any threat, he did all of this on his own time, but he was tapping Air Force contacts and equipment.

Porter, Col J.J.

Col Porter was the Deputy Director for Estimate of the D/I. He was violently anti-UFO. He was Fournet's boss. At every briefing or meeting he always got his two cents worth in and he minced no words. But he never had a decent argument; he didn't know what was being reported nor did he care, he just didn't believe that there was anything to it. General Cabell is reported to have climbed all over him and Col Hal Watson for conspiring to get rid of the UFO project in 1950.

Possony, Dr. Stephen T.

Steve Possony was the acting chief of the Directorate of Intelligence Special Study Group and he had a direct channel to Samford. Steve was pretty much sold on the whole thing. He did a lot of investigating on his own book and he had Father Hayden, the astronomer, as his special consultant. Steve and his crew used to cruise all over the U.S. and Europe and during these travels they picked up a lot of UFO data. Steve was behind Fournet 100% and tended to push him. He was smart enough to know that the UFO situation was hot so he used Fournet, who was a reserve and didn't plan to stay in the Air Force any longer than he had to, to try out his ideas. Possony didn't much care what he said, however, and he used to go to battle with any or all of the more vocal skeptics. He really got teed off at Menzell and went to all ends to find out everything about the man. It turned out to be very interesting. Possony had a good reputation in the Air Force. Besides being a fairly sharp intelligence man, he is a professor at Georgetown University and he has written quite a bit on the strategy and concepts of airpower. He is considered one the of the world's experts on this subject.

Robertson, Bob

Bob Robertson is now chief scientific advisor to the Commander-in-Chief of NATO. He first came out to ATIC in November 1952, with a group of other scientists, to review our UFO material. He and his party stayed two days and then went back to Washington and suggested to the National Security Council that a group of top scientists get together to look over the reports. At that time, at least, he... (missing page here?) no more info on this man in original typed letter

Rosenzweig, Leslie

Les Rosenzweig worked for Possony. He was sort of a dull tool and whenever Possony said or did anything Les took it as the gospel. When it came to UFO's there was no difference. Les made quite a

few studies on how the UFO's could be powered, how they could be contacted, etc. He pushed the idea of using a huge horizontal movie screen to flash messages to the UFO's. He, or possibly it was Possony himself, made a lot of contacts with Willy Ley. They dropped him fast however, when good old commercial Willy began to try to push himself into the act a little too fast. It is interesting to note that those people in the U.S. who are actually considered to be tops in the fields of interplanetary travel have no use for Willy Ley or Von Braun.

Samford, Major General John

General Samford never committed himself one way or t>

Transfer interrupted!

was always very much interested and gave me the utmost in cooperation, but he never said much. He used to ask many of the other people at meetings what they thought and there were a lot of "pro" answers but he never agreed or disagreed with anyone. The only time that I ever heard him say anything was when Col Porter got real nasty about the whole thing one day and began to knock ATIC, UFO's, me and everything associated with the project. Then the General said something to the effect that as far as he could see, I was the first person in the history of the Air Force's investigation that had taken a serious approach to the investigation and that he didn't see how anyone could decide until I'd collected more data. At the present time the General is the one who is so rabid on the fact that nothing will be released. He got "burned" real bad on the press conference in July 1952. His statements were twisted around and newsreel shots of him were "cut and pieced" to get him saying things that he didn't. He wanted to play along with the writers but they misquoted him so badly that now he is saying absolutely nothing. Donald Keyhoe keeps writing about the "silence group" in the Air Force, those who want to clamp down on UFO news. Gen Sanford is the silence group and friend Keyhoe can take all of the credit for making him that way.

Smith, Weldon H.S. Col

This man was Dewey Fournet's boss. He wasn't quite as sold on the UFO's as Col Bill Adams but he was pretty well sold. He also "brought" Fournet's ideas and studies. I remember specifically the case of the Burned Scoutmaster: Col Smith was "sold" that this was the real thing. He was following the whole show from the Pentagon, through my calls to Fournet and from the wires that I was sending back. Just as soon as I got back from the first trip to Florida I went in to see him and he got quite irked when I said that something about this scoutmaster just didn't ring true. He said that I was biased and wasn't giving the man a chance. According to Keyhoe, he is the person from the D/I that wrote the anonymous letter that Keyhoe quotes in his book. I don't believe it, however, I think that Fournet wrote it.

Thompson, James

When I knew Jim Thompson he was an astronomer working for RAND in Santa Monica. He used to stop in at ATIC quite frequently and spend a day or two reading reports. Whenever I got out to California he used to arrange an unofficial bull session with a dozen or so of the "believers" AND and we'd talk UFO's.

Watson, Col. H.E.

Col Watson, now a Brig Gen and once again Chief of ATIC, was chief of ATIC when I arrived. (He later went to Europe for three years.) He was violently anti-saucer but he crossed himself up too many times trying to constantly grab publicity. He was the one who made the famous remark about all UFO observers being nuts or "fatigued airline pilots". He continually hauled in writers who would plug him and debunk the UFO's. I've overheard him tell how he completely snowed Bob Considine.

White, Major General

I think that this man's name was White. He was from some branch of research and development in the Pentagon. He and his staff religiously attended every one of my briefings and were sold that the UFO's were real. He had Gen Samford's ear but I don't think he quite convinced Samford that the UFO's were real.

Zimmerman, Charles

Charley Zimmerman was the technical advisor to the chief of the Analysis Branch at ATIC. I never could figure out exactly where he stood on the subject of UFO's but I think he was a bit of a believer. Several times I tried to put through an explanation that a UFO was a balloon or other known object and he'd argue like mad against it. Many times he'd come running into my office to show me "a new, red hot report".

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UFO REPORTS

From

The Report on Unidentified Flying Objects.

November 18, 1948 - Andrews AFB T-6 Chases UFO - Washington, DC
November 23, 1948 - F-80 Radar/Visual - Munich, Germany
April 24, 1949 - The McLaughlin Crew - White Sands, NM (C.B. Moore)
March 8, 1950 - Radar/Visual Over ATIC
January 22, 1952 - Nenana, AK Radar Case (UT)
June 21, 1952 - RV Near Oak Ridge AEC Plant
The Summer of 1952 - Air Force F-86 Shot At A Flying Saucer - Albuquerque, NM
July 24, 1952 - The Carson, NV, Sink Case
December 10, 1952 - RV Near Hanford AEC Plant
August 12, 1953 - R/V - Ellsworth Air Force Base, E. of Rapid City, SD

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
19160131	Rochford, Essex	UK	11	A	5				British A/c Encounters Object With Row of Illuminated Windows
260100	Witicha	KS	11	A	5				Several Circular Objects Surrounded Plane
260900	Salt Lake City (near)	UT	11						11:00 PM. An air mail pilot was repeatedly buzzed by a long, cylindrical object. Each time the object came within about 50 yards, the aircraft engine would begin to sputter and misfire, until the pilot was forced to make an emergency landing in a pasture.
420325	Zuider Zee	Holland	11						An RAF bomber returning from a raid on Essen, Germany, was followed by a luminous orange disc or sphere. As it came closer the tail gunner opened fire on it, to no apparent effect. Finally it sped away at an estimated 1,000 m.p.h. (Ref. 3; Flying Saucer Review, March-April 1962.)
430405	Long Beach	CA	11						Flight instructor and student pilot saw a glowing orange disc dive at their aircraft and hover alongside, then accelerate and climb away out of sight. (Ref. 3; Witness report to Jan Aldrich, Project 1947.)
431014	Schweinfurt	Germany	11						During a bombing run a B-17 crews of the 384th Group noticed, as fighter attacks suddenly fell off, they encountered a cluster of small discs, described as 3" wide by 1" thick. (Martin Caiden/Andy Roberts)
431024	Schweinfurt	Germany	11	A	5				Discs Put Up Protective Shield Around B-17 Formation ???
440129	Location Unknown	Unknown	11						Red ball; yellow/red flames followed aircraft through evasive action. (Page 56 Ref.1)
440200	Bass Strait	AU	11						At 2:30 a.m. a bomber crew at 4,500 feet altitude saw a dark shape pull alongside the plane and pace it at a distance of about 100 feet for about 18-20 minutes. (Ref. 3; Bill Chalker, The Oz Files, 1996, pp. 35-36.)
440300	Carlsbad	NM	11						Air Force pilot saw fast-moving UFO speed out of sight over horizon. [NICAP UFO Evidence, 1964, Hall, III]
440600	Adriatic Sea	At Sea	11						At 11:00 a.m. a flight of three P-38 fighters at 33,000 feet saw above them, at an estimated altitude of 50,000 feet, a silver disc. The object descended to about 40,000 feet and paced the fighters for 3 minutes, then accelerated and sped away. (Ref. 3; Jan Aldrich, Project ACUFOE, from CUFOS report form.)
440810	Unknown City	Sumatra	11						Sighting of maneuvering UFO which paced B-29 (Reida case) during mission. [NICAP UFO Evidence, 1964, Hall, III]
440810-11	Palembang	Sumatra	11						Reida Case (M) Reddish orange balls, about the size of a baseball; spherical object, probably 5 or 6 feet in diameter, of a very bright and intense red or orange in color. (Page 71-74 Ref.1)
441100	Unknown City	France	11						415th Night Fighter Squadron pilot saw formation of round objects. [NICAP UFO Evidence, 1964, Hall, III]
441200	Austria	Austria	11						B-17 pilot (William D. Leet) and crew, on a lone wolf mission, were followed by an amber-colored disc. [NICAP UFO Evidence, 1964, Hall, III]

441226-27	Unknown City	Germany	11						Multiple sightings: red balls of fire; two yellow streaks of flame & disappeared from view; the crew thought they felt prop wash; a group of lights that made distinct lines, somewhat like arrows; row of vertical white lights. (Page 103,131 Ref.1)
450100	Unknown City	Germany	11						Another 415th Night Fighter Squadron pilot was followed by three red and white lighted objects over Germany. [NICAP UFO Evidence, 1964, Hall, III]
450101-02	Strasbourg (north of)	France	11						Foo fighters. (Page 131 Ref.1)
450110	Iwo Jima	Japan	11						An amber light pass parallel and at same altitude. (Page 125 Ref.1)
450200	Chemnitz	Germany	11						Flying wing, giving off a yellowish-red intermittent glow. (Page 149 Ref.1)
450213-14	Rastatt and Bishwiller bt.	Germany	11						Two sets of lights; separated after being attacked and then returned to original position. (Page 136 Ref.1)
450215-16	Viareggio	Italy	11						Alleged jet; multiple spurts of flame; no radar return. (Page 136 Ref.1)
450216	La Spezia	Italy	11						Possible jet: dropped what looked like white flares; no radar contact. (Page 136-137 Ref.1)
450217	Po Valley (Central)	Italy	11						Observed two very bright lights appear directly in front of aircraft; fired upon without result. (Page 137 Ref.1)
450217	Massa and Po Valley (Central)	Italy	11						Red ball of fire that did not appear to be Jet A/C. (Page 137 Ref.1)
450217-18	La Spezia	Italy	11						Multiple sightings:(1) blinking light; (2) reddish white light going off and on in spurts, faded out during chase; (3) light, a glow alternating between weak and bright was chased several times, never caught. (Page 138-139 Ref.1)
450221	Piacenza	Italy	11						Two large red balls of fire; hovering. (Page 140 Ref.1)
450227	Bologna	Italy	11						Chased three lights in shape of triangle observed; no radar contact. (Page 141-142 Ref.1)
450309	North Fresian Islands	Germany	11						Three lights; had the appearance of white flares dropped in air; called foo fighters. (Page 145-146 Ref.1)
450313	Bologna	Italy	11						Two sightings: (1) 100 hundred balls of orange fire; (2) two balls of foo fire. (Page 147 Ref.1)
450318	Florence	Italy	11						Chased light, no radar contact, then light disappeared. (Page 148 Ref.1)
450319-20	Speyer	Germany	11						Saw 2 Foo fighters; one orange and one greenballl. (Page 148 Ref.1)
450323	Bergamo/Ghedi	Italy	11						2 balls of foo fire. (Page 150 Ref.1)
450403	Kawasaki	Japan	11						The records of the 20th Air Force reveal that as early as this date, flying from the Marianas on a night incendiary mission, some crews reported "Balls of Fire followed our aircraft."
450403-04	Honshu	Japan	11						Multiple balls of fire sightings: size of basketball; streamer of light behind the ball of fire; ball of fire emitting a steady phosphorescent glow; wing in connection with ball of fire &; amber colored searchlight; stream of fire emanating from object, twelve inches in diameter, followed through evasive action. (Page 157-158 Ref.1)
450502	Fala Island	Truk Atoll	11						Two airborne objects & red circles of light
450525	Atlantic Ocean	At Sea	11						In early morning on a sunny day with intermittent clouds, a B-17 bomber was en route from Morocco to Dakar, Senegal. A silvery disc or ellipse was observed opposite the sun position, estimated to be 5 to 10 miles distant. The object paced the aircraft, hovering at times. (Ref. 3; Harley D. Rutledge, Project Identification, 1981, p. 251.)

450525-26	Tokyo	Japan	11						Fireball follows a B-29 of the 39th Bombardment Group for 50 miles
450619	Unknown City	Japan	11						B-29 followed by strong white light. (Page 180 Ref.1)
450704	Yokohama (near)	Japan	11						"After coming away from our bomb drop, we saw the UFO's. I especially recall seeing two groups of them in single file. One group of six were lower than we were and coming towards us from the front, their heading taking them off to or left. The other group was more distant and headed in the opposite direction, but were at about our level.
450707	Sasebo	Japan	11						Foo fighter; a big ball of fuzzy orange-red light; B-29 fired on object, appearing to hit with no affect. (Page 186 Ref.1)
450712	Honshu	Japan	11						Light Phenomenon.Spotted enemy aircraft apparently trailed by large orange light traveling with it at same speed. (Page 186-187 Ref.1)
460801	Unknown City	FL	11						Observation of cigar-shaped UFO by Air Corps transport pilot. [NICAP UFO Evidence, 1964, Hall, III]
46July/Aug	Unknown City	Sweden	11						"Ghost rocket" sightings. [NICAP UFO Evidence, 1964, Hall, X]
460801	Tampa (near)	FL	11						Puckett Case (M)
460814	Bt. Malingsbo and Krylbo	Sweden	11						10:02 a.m. Two witnesses flying a SAAB B-18 bomber on a navigational training flight at 200 meter altitude observed a cigar-shaped object described as 1 meter wide by 15 meters long.
470602	Rehoboth Beach	DE	11	A	5	BBU			Pilot in aircraft saw a silvery jar-shaped object (Project 1947; McDonald list; FOIA; Bloecher 1967)
470624	Mt. Ranier	WA	11	A	5				Arnold Case (P)
470628	Fort Mead (30 miles NW of)	NV	11	A	5	BBU			3:15 [1:15 PST?] p.m. Pilot saw a tight formation of 5-6 white circular 3 ft objects (Ruppelt p. 19; FOIA; FUFOR Index; Bloecher 1967).
470630	Grand Canyon (Near S rim of)	AZ	11	A	5	BBU			9:10 a.m. (MST?). 2 gray, circular objects about 8 or 10 ft diameter
470704	Emmett	ID	11	A	5	34			5 disc-shaped objects with flat bottoms and rough tops. Smith/Stevens Case (AL)
470706	Clay Center	KS	11	A	5	BBU			30-50' Circular Object Paces B-25, Accelerates
470707	Shreveport (7 miles N of)	LA	11			BBU			Military aircraft pilot Harston saw a bright silver object
470708	Los Angeles (near)	CA	11						F-51 pilot (M)
470709	Boise (Bet. Meridian and)	ID	11	A	5	BBU			a black disc, standing out against the clouds (Johnson Case (P))
470728	Bt. Mountain Home & Boise	ID	11	A	5				DC-3 Crew Observes Disc
470800	Media	PA	11						Boyce Case, (M)
470804	Bethel	AK	11	A	5	BBU			smooth surfaced black object larger than a DC-3
470804	Everett	MA	11	A	5	BBU			a bright orange or deep-gold colored cigarette-shaped (Project 1947; McDonald list; FOIA; FUFOR Index)
470814	Harmon Field, Newfoundland	CAN	11			BBU			2 small crescent-shaped objects pass over them on a zigzag path
470818	Mountain Home (near)	ID	11			BBU			2 "skeet target" shaped objects flying under the plane
470913	Midway Island to Oahu, Hawaii	in airspace	11	A	5	BBU			a bright light with no blue or red tinge split in 2
471115	Wichita	KS	11			2224			Man watched an orange object varied in shape, as it made jerky upward sweeps with 10-15 sec pauses. 3-5 mins. (Berliner)
471115	Wichita	KS	11			BBU			8:25 p.m. USAF B¬47 crew and passengers saw an elliptical blue-white object with orange or red tail, moving erratically. (BB Status Rpt?) [Same case as above??]
471230	Pilot Hill (1 mile W of)	CA	11			BBU			high speed low altitude object trailing red, green and other colored flames
471230	Sawtooth National Forest	ID	11			BBU			a high speed object trailing green and blue flames

480107	Fort Knox	KY	11	A	5				Mantell Case (M)
480107	Columbus (Lockbourne AFB)	OH	11	A	5	BBU			Object Circles Base At High Speed / Touches Down
480109	Cartersville (near)	GA	11	A	5	BBU			a blue circular flame pass the plane, turn, then blink [out?]
480111	Hartford	CT	11	A	5	BBU			Transport Crew Sees Diving Disc
480401	Luzon Island	Philippines	11			BBU			pilot saw a half-moon shaped "flying wing" about 30 ft wide 20 ft long
480409	Montgomery	AL	11	A	5	BBU			a silver parachute-shaped 8 ft disc with a 5 ft long cable
480430	Anacostia NAS	MD	11	A	5	BBU			yellow sphere in opposite course S to N at constant altitude
480528	Monroe	MI	11						3 objects seen - 300 to 400 feet in size, silvery-gold in color, and traveling at well over 500 MPH
480709	Unknown City	AK	11						Two Air Force officers reported approximately 20 discs or spheres milling around in formation and making a jet-like sound. (Fund Report * C-7; 2 pp.)
480724	btn Blackstone, Va and Greensboro, N.C.	Various	11						aircraft observed what they thought was an unusual meteor traveling in a southerly direction
480724	Robbins AFB	GA	11						Massey, a member of civilian alert, observed a squash-shaped object with flaming exhaust
480724	Montgomery (near)	AL	11	A	5	BBU			Chiles/Whitted Case (AL)
480731	Marion	VA	11	A	5	191			Light Spotted By Pilot
480922	Albany (near Turner AFB)	GA	11	A	5	BBU			Co-Pilot in C-47 Sees Wingless Metallic Object
481001	Fargo	ND	11			BBU			small 6-8-inch round white ball of light with a flat, no-depth disc-like appearance Gorman "Dogfight" (M)
481118	Camp Springs	MD	11	A	5	BBU			The Lt. Combs / T-6 Encounter
481205	Las Vegas (W of)	NM	11	A	5	BBU	NC	LC	AFOSI Case 8; AF C-47 Pilot Observes UFO Similar To Green Flare
481205	Albuquerque	NM	11	A	5	BBU	NC	LC	AFOSI Case 9; Commercial Pilot Reports Green Flare
481208	Las Vegas (20 miles E of)	NM	11	A	5	BBU	NC	LC	AFOSI Case 11; Agents In T-7 Observe Intense Green Fireball At 13,000'
481209	Pittsburgh (near)	PA	11			BBU			USAF officers saw round object tothe N on converging course
490101	Jackson	MS	11	A	5	BBU			Cigar-shaped object cross the sky in front of his plane (Project 1947; McDonald list; FUFOR Index)
490124	Bermuda (About 250 miles SW of)	At Sea	11			BBU			pilots saw a red glow on the ocean 1 mile in size emitting beams of light. (Project 1947)
490210	Dayton (North of)	OH	11	A	1				Meteor or UFO Observed By Air Crew
490223	Sanberg Pass	CA	11	A	5	BBU			"Sausage" Circles T-11 At High Speed
490329	Shemya AFB - Aleutian Islands	AK	11			BBU			bombers see a dull-yellowish light flying at 2,400 ft
490407	March AFB, Riverside	CA	11	A	5	BBU			Four Dome-Shaped Objects Separate From Tank-Shape
490527	Hart Mtn (near)	OR	11	A	5	404			Pilot Encounters 5-8 Egg-Shaped Metallic Objects
490531	Misawa AFB, Honshu	Japan	11	A	5	BBU			F-80 Pilot Sees Circular Object At High Speed
490610	Boston (20 miles SW of)	MA	11	A	5	BBU			T-6 Chases / Loses 100' Tubular UFO
490610	White Sands	NM	11						Two round white UFOs maneuvered around a missile in flight. (Confirmed by Capt. R. B. McLaughlin, USN) [II]
490721	Mount Pleasant	UT	11	A	5	BBU			Two Silver Objects On Headon Course
490724	Mountain Home	ID	11	A	5	483			Piper Clipper Encounters Seven Delta-Shaped Objects
490905	Lebec	CA	11	A	5	BBU			2 USAF pilots flying military aircraft saw an oval object climb at tremendous speed to the S. (Project 1947)
490909	Goose Bay AFB, Labrador	CAN	11	A	5	BBU			High-Speed Egg-Shaped Object Goes Into Clouds
491001	Jackson	MS	11						Rush Case (P)

491103	Baja (near)	CA	11						Donnelly Case, (M)
491204	Hammond (bet Covington and)	LA	11	A	5	BBU			C-47 Crew Encounters 600 MPH+ Silver Sphere
491229	Greenwood (Bet Hamlet and)	NC	11			BBU			blimp-shaped object outdistance the [4?] planes at high speed. (Project 1947; FUFOR Index)
500106	Howard (near)	KS	11	A	5	BBU			crew of C-47 transport saw a 30-60 ft silver football-shaped object flying in straight level flight. (Project 1947; FUFOR Index)
500118	Denver	CO	11	A	5	BBU			T-6 Crews Encounter Object At 15,000'
500122	Kodiak NAS (near)	AK	11			BBU			maneuvering red exhaust-like or orange ball of fire circle
500124	Blackstone (near)	VA	11	A	5	BBU			C-45 Transport Crew Encounters Object
500131	Aleutian Islands (north of)	AK	11			BBU			3 ft red and white elliptical object flying
500208	Tampa	FL	11	A	5	BBU			B-29 Crew, Others, See 300' Object At 2,000 MPH
500227	Coulterville	IL	11						object in the shape of a discus approximately 60 feet in diameter, 10 feet thick in the middle and thin at the edges seen from private plane
500308	Dayton	OH	11						Kerr/Miller/Rabenek Case (AL) Three Aircraft Spot UFO / Radar Track At ATIC
500318	Bradford (near)	IL	11						Fisher Case (P)
500320	Stuttgart	AR	11	A	5	671			100 ft flat cylinder-section circular disc
500323	Jacksonville	FL	11	A	2				Blue-White Flame Approaches C-47
500326	Washington (near)	D.C.	11						Mar 26, 1950; near Washington, DC, Totten (P)
500418	Memphis (near)	TX	11	A	5	BBU			Object Triangulated, Observed From F-61C
500427	Goshen	IN	11			BBU			Adickes/Manning Case (AL)
500427	Plymouth	MA	11			BBU			light-brown flat oval object that climbed to 28,000 ft
500529	Mt. Vernon	VA	11						Sperry/Gates Case (AL)
500616	Tucson	AZ	11	A	5	BBU			Triangular Object Passes C-47 At 700 MPH
500624	Daggett	CA	11			BBU			Navy transport pilot Case (AL, M)
500711	Osceola (near)	AR	11			BBU			Martin/Moore Case (M)
500713	Fort Peck	MT	11			BBU			Weather Recon flight crew saw 4 groups of round metallic silver objects
500807	Santa Fe	NM	11	A	5	BBU	**NC**		Black Object Chased At 620 MPH
500824	Bermuda (250 Miles SW of)	At Sea	11			787			distinct bright unidentified target travel at same speed
500913	Effingham (5 miles SW of)	IL	11	A	5	BBU			Red Lights On Collision Course With Aircraft
501005	San Fernando	CA	11						California Central Airlines plane buzzed by wing-like UFO. [V]
501005	San Francisco (near)	CA	11						Hardin/Conroy Case (AL)
501015	Pope AFB	NC	11			821			4 round shiny 100 ft objects
501107	Lakehurst (E of)	NJ	11	A	5	BBU			Light Makes 5-6 Head On Passess At Navy Plane
501114-15	Key West	FL	11			BBU			(24.58° N, 81.80° W). (McDonald list)
501127	Evansville	WI	11						Blair Case (P)
501220	Oak Ridge	TN	11			BBU	**NC**		Another Radar Report. Log of the 663rd AN and C Squadron, F-82 Intercept
501227	Bradford (near)	IL	11						Shutts Case (AL)
510114	Jolon	CA	11	A	5	BBU			Private Pilot Reports Mile-Wide Rectangles
510114	Big Bear Lake	CA	11	A	5	BBU			Pilot Sees 150' Circular Object At 30,000'
510120	Sioux City	IA	11	A	5	BBU			UFO Buzzes DC-3
510122	Holloman AFB (50 miles SE of)	NM	11	A	5	BBU	**NC**		C-47 Crew Encounter Object Near "Gopher"
510201	Johnson AFB	Japan	11	A	5	886			F-82 Encounters Maneuvering Amber Light
510210	Gander, Newfoundland	CAN	11						Bethune Case (M)
510219	Mt. Kilimanjaro, Kenya	Africa	11	A	5	BBU			Lodestar Crew Sees Stationary Silver Elongated Object

510522	Dodge City (near)	KS	11						Hunt Case (AL)
510709	Dearing	GA	11			BBU			Pilot saw high speed white oval disc about twice size of his plane
510709	Augusta	GA	11						Augusta, Georgia (M)
510808	Port Clinton (NE of)	OH	11			BBU			20 ft dark cigar-shaped object flying at high speed
510811	Portland	OR	11						Dodge Case (P)
510917	Marion (3 miles NE of)	OH	11	A	5	BBU			Cessna In Near-Miss with Swept Wing UFO
510923	March AFB	CA	11						Swept Wing Aircraft At Above 50,000' / Tracked By GCI
511009	Paris	IL	11	A	5		NC		Hulman Fld (IN); Paris (IL); Newport atomic plant Unknown
511009	Terre Haute	IN	11						CAA and pilot, "flattened sphere".
511010	St. Croix Falls (10 miles E of)	WI	11	A	5	BBU			Maneuvering Object Spotted By Private Pilot
511011	Minneapolis	MN	11	A	5	989			Kalizewski sighting (P).
511016	Whidbey Island NAS	WA	11	A	5	BBU			3 F-94's Encounter Round Grey Object / Photos Taken
511021	Battle Creek (20 miles E of)	MI	11	A	5	BBU			classic domed disc and a Navion aircraft
511118	Washinton	D.C.	11	A	5	BBU			object with several lights, follow the DC-4 for about 20 mins
511124	Coopersville	MI	11	A	5				Capital Airlines Pilot Confirms Michigan Sightings
511124	Mankato	MN	11	A	5	BBU			Wingshaped Object Hovers Then Passes P-51
511212	Hastings (or near Prescott?)	MN	11	A	5	BBU			"Deke" Slayton / P-51 Encounter
511218	Andrews AFB	D.C.	11			1011			Civilian pilot. [Nov. 18, 1951, case??] (NARA)
511222	Columbus (5 miles E of)	OH	11	A	5	BBU			F-84 Encounters Odd Object At 20,000'
520000	Albuquerque	NM	11				NC		Summer 1952; Albuquerque, NM, Secret Fighter Base (M)
520000	N.Y. to Puerto Rico	Various	11						1952, Fall; N.Y. to Puerto Rico, Zamott/Harris/Hutchins (AL)
520100	Weston	WY	11			BBU			a "shooting star" stop in mid-air between him and a mountain, spinning
520121	Mitchell AFB	NY	11	A	5				TBM And Possible Balloon?
520122	Mitchell AFB (SE of)	NY	11			BBU			bomber chased a a white circular domed-disc which shot away
520129	Wonsan (30 miles SW of)	South Korea	11	A	5	BBU			orange luminous rotating and pulsating 3 ft sphere with blue flame halo
520129-30	Sunchon	South Korea	11	A	5	BBU			USAF crew saw an orange sphere follow the B-29
520211	Pittsburgh	PA	11	A	5	1052			AT-11 Encounters Object
520212	Baltimore (Bet. Friendship Airfield and)	MD	11	A	5	BBU			MATS C-47 Crew Encounter Object
520217	Roswell (25 miles SE of)	NM	11	A	5	BBU			Unusual Fireball Near B-29 Crew
520220	Mt. Diablo	CA	11	A	5	BBU			On Collision Course & Definitely Not Aircraft
520224	Sinuiju	N. Korea	11	A	5	1061			Auto-Sized Cylinder Tries To Intercept B-29?
520304	Ashiya AFB (15 miles W of)	Japan	11	A	5	BBU			Huge Oval Encountered By C-54 Crew
520307	Tulsa (Bet. Claremore and)	OK	11	A	5	BBU			Bright Light Passes C-54, Drops Down
520314	Pacific Ocean (near Hawaii)	HI	11	A	5				Admiral Radford & Navy Sec. Kimball Planes Buzzed
520322	Yakima (20 miles S of)	WA	11			1076			F-94 Crew Made Two Sightings / Gnd Radar Track
520329	Misawa (20 miles N of)	Japan	11	A	5	1082			Brigham/T-6 Case: UFO Makes Pass At F-84 (BBU 1082)
520329	Elizabethville	Belgian Congo	11	A	5	BBU	NC		Two Discs Over Uraniam Mines / Jet In Pursuit
520400	Hawaii (near)	HI	11						Navy Sec. Exec. Plane Encounters UFOs (M)
520409	Barksdale AFB (Bet. Shreveport and)	LA	11	A	5	BBU			Crew Of C-46 Encounters Cream-Colored Disc
520414	Memphis	TN	11	A	5	1112			Inverted Bowl Passes Aircraft At 300'
520414	La Crosse	WI	11	A	5	1113			CIRVIS Report / V-Formation Seen By Pilot
520424	Bellevue Hill	VT	11	A	5	1147			C-124 Crew Encounter Three Circular Objects
520425	Rheim-Main AFB	West Germany	11	A	5	BBU			C-47 Has Near Collision With UFO

520429	Goodland (North of)	KS	11	A	5	1168			B-29 Encounters Pulsing Light
520501	Tucson (Davis-Monthan AFB)	AZ	11	A	5	BBU			The Case of the Missing Report
520501	George AFB	CA	11			1176			5 flat white discs about the diameter of a C-47's wingspan
520508	Jacksonville (over the Atlantic 600 Miles E of)	FL	11	A	5	BBU			Three UAO Sighted By Constellation Crew
520509	George AFB	CA	11	A	5	1194-1			Two F-86 Pilots Sight Round Silver Object
520509	George AFB	CA	11			1194-2			2 [3?] PM MST - dull white arrowhead-shaped object fly straight and level
520513	George AFB	CA	11	A	5	BBU			Observers In T-6 Watch Round Object
520513	El Centro NAS	CA	11	A	5				F9F Encounters "Shooting Star"
520514	George AFB	CA	11	A	5	BBU			T-6G Crew Encounters Hovering Metallic-Looking Object
520515	S of Changsong-ni and N of Nangnim Mt - #1	North Korea	11	A	5	BBU			(11 AM) silvery oval shaped object larger than a MiG jet airplane
520515	S of Changsong-ni and N of Nangnim Mt - #2	North Korea	11	A	5	BBU			(6 PM) silvery oval shaped object larger than a MiG jet airplane
520519	San Angelo (30 miles SW of)	TX	11	A	5	BBU			RB-36 Crew Sees Seven Stacked Donuts
520520	Houston	TX	11			1219			bright or white oval object
520524	Zuni	NM	11	A	5	BBU	**NC**		Two Reddish Torpedos Near TWA
520526	unknown location	North Korea	11			BBU			bright white object that accelerated to high speed and tracked by ground radar. (Weinstein; FUFOR Index)
520530	Oshima island (Japan Sea, S of)	Japan	11	A	5	BBU			C-54 Crew Encounters Round Black Object
520531	Chorwon (South of)	Korea	11			BBU			Radar Visual case in Korea, (M)
520600	Tombstone	AZ	11						Williams Case (M)
520602	Fulda	West Germany	11			1250			porcelain-white object fly very fast for an unknown length of time
520607	Albuquerque	NM	11	A	5	1260	**NC**		B-25 Crew Encounters Rectangular Object / Close Encounter
520620	Central Korea	Korea	11						F4U-4B Corsairs Encounter Circling UFO
520618	March AFB (100 miles E of)	CA	11	A	5	BBU			UFO Paces B-25
520619	Yuma	AZ	11			1310			pilot saw a round, white object fly straight and level
520620	Central Korea	Korea	11	A	5				F4U-4B Corsairs Encounter Circling UFO
520621	Kelly AFB	TX	11	A	5	1319			B-29 Encounters Flat Object With Pointed Front
520621	Oakridge	TN	11			BBU	**NC**		Radar Visual Near AEC Plant
520628	Pacific bet. Hawaii and Calif.	in airspace	11	A	5	BBU			Bright Light Crosses C-97's Path
520705	Norman	OK	11	A	5	1390			Three Dark Discs Sighted From State Patrol Airplane
520705	Hanford AEC Plant (at Richland)	WA	11	A	5		**NC**		C-46 Crew Observe Disc Over AEC Plant
520710	Quantico (near)	VA	11	A	5	BBU			Light Maneuvers Near C-60 Airliner
520712	Arlington	IL	11			BBU			oblong yellowish lighted object with a trail flying in a straight course (Project 1947)
520712	Greenfield (near)	IN	11			BBU			co-pilot saw object paralleling the plane then dropping down
520712	Dayton	OH	11			BBU			2 brilliant round white lights hovering at 21,000 ft
520713	Washington (60 miles SW of)	D.C.	11			BBU			saw round ball of bluish-white light hovering Bruen Case (AL)
520714	Norfolk (20-25 miles N of)	VA	11	A	5	1444			Nash/Fortenberry Case (AL)
520714	Langley AFB	VA	11						OSI doc confirms Nash/Fortenberry Incident
520715	McChord AFB (20 miles S of)	WA	11	A	5	BBU			Object "Rolling" Between Two Fighters
520718	Denver	CO	11						Carpenter Case (AL)
520719-20	Washington	D.C.	11			BBU			Washington National Airport Air Route Traffic Control radar tracked the UFO to within about 4 miles of the airport **(1st event)**

520720	Washington	D.C.	11						Pierman/Wheaton Case (AL)
520720	Herndon	VA	11						Airlines Flight Visual / Ground Radar Tracks
520721	Wiesbaden	West Germany	11	A	5	1514			Separated Witnesses Observe Maneuvering Lights
520722	Boston (near Braintree between Provincetown and)	MA	11			1556			F-94B Chases Object / With Airborne radar Tracking
520722	Peterson Field (12 miles E of)	CO	11	A	5	BBU			ADC Personnel In Cessna See Silver Object
520722	New Smryna (near)	FL	11	A	5				Very Large Disc Sighted By Private Pilot
520723	Washington	DC	11	A	0				Saucer Hit By Jet Gunfire, Fragment Recovered? No Evidence.
520723	Boston	MA	11			BBU			[Same as or continuation of July 22 sightings near Braintree?]
520723	Misawa AFB (E of)	Japan	11			BBU			USAF pilot flying F-94 jet fighter chased blue-green fireball.
520723	Pottstown	PA	11			1554			silver object, shaped like a long pear with 2-3 squares beneath
520723	Altoona	PA	11			1567			3 cylindrical objects in a vertical stack formation
520723	Trenton	NJ	11			1572			Crews of several USAF F-94 jet interceptors saw 13 visuals
520723	South Bend	IN	11			1578			USAF pilot Capt. H. W. Kloth saw 2 bright blue-white objects flying together, then the rear one veered off. 9 mins. (Berliner
520723	Lockbourne AFB	OH	11						Numerous witnesses observed four (4) objects hovering in the vicinity of the Lockbourne AFB, Columbus, Ohio. Two F-84 jets were dispatched from Lockbourne AFB, but were unable to identify the objects. Approximately 90 per cent of the personnel at the base observed the objects
520724	Carson Sink	NV	11	A	5	1584			B-26 Crew Encounters 3 Triangular UFOs
520725	Manassas	VA	11	A	5				F-94 Checks Out Object Sighted By 647th AC&W
520726-27	Washington - Andrews AFB	D.C.	11			1661			Andrews AFB and Washington National Airport **(2nd event)**
520726	Plainview	TX	11	A	5	BBU			T-33 Crew Encounters Light
520726	Florence	SC	11	A	5	BBU			Eastern Flight 606 Encounters H. S. Light
520727	Columbus (10 miles SSW of)	OH	11	A	5	BBU			B-25 Crew & Pentagon Brass See Lights
520728	Central Michigan	MI	11			BBU			UFO by radar, target speed 550 knots
520729	Osceola	WI	11			1731			Clusters of Small Targets & One Large Target
520729	Los Alamos	NM	11	A	5	BBU	**NC**		Jets scrambled from Kirtland
520729	Los Alamos	NM	11	A	5	BBU	**NC**		white object moving E to W & light-brown egg shaped object
520731	Yokota AFB (15 miles E of)	Japan	11			BBU			pilot saw object at 7,000 ft off their left
520805	Haneda AFB	Japan	11			1827			dark shape with a light flew as fast as 330 knots (M)
520809	Pohang (K-3 area E of)	Korea	11			BBU			fireball with stream of flame pass an aircraft
520812	Big Spring	TX	11			BBU			light flying at 500 mph and 15,000 ft pass his aircraft
520813	Dallas	TX	11						Jacoby/McNaulty (AL)
520813	Tucson	AZ	11						Stanley Case (M)
520819	Red Bluff	CA	11			1928			USAF pilot saw tailess object
520822	Ontario	CA	11	A	5	BBU			Two Teardrop-Shaped Objects Cross Flight Path
520824	Hermanas	NM	11	A	5	1961	**NC**		two 6 ft silver balls in abreast formation
520829	Thule (West of)	Greenland	11	A	5	BBU			Three Objects Shake Up Air Crew
520914	Operation Mainbrace	At Sea	11			2087	**NC**		North Sea area/military exercise Ruppelt's version
520914	Olmsted AFB	PA	11			2093			blue light fly very fast on a collision course with airliner
520916	Warner Robins AFB	GA	11			2100			white lights fly abreast at 100 mph
520919	Operation Mainbrace	At Sea	11			BBU			September 19, 1952; Operation Mainbrace color photos (Denmark & Norway)
520919	Yorkshire (Topcliffe RAF Station)	UK	11	A	5	BBU			Swaying Silver Object Follows Jet

520921	North Sea (Operation Mainbrace)	At Sea	11	A	5	BBU			Six RAF Jets Approached By Shiny Sphere
520924	Guantanamo Bay	Cuba	11			BBU			TBM-18 chased an orange light with greenish tail
520926	Azores Islands (400 miles NNW of)	At Sea	11	A	5	2126			Air Crews Observe Green Lights
521019	Hawaii (500 miles S of)	At Sea	11	A	5	2175			Transport Crew Encounters 100' Light
521019	Momence	IL	11	A	5				CAP Pilot Sees Silver Ball At 1000'
521029	Hempstead, Long Island	NY	11	A	5	BBU			Two F-94's Encounter Controlled Object
521029	Richmond (near)	VA	11						Oct 29, 1952; near Richmond, Virginia, Rivas Case (AL)
521104	Caribou	ME	11	A	5	BBU			T-6 Crew Observes Unidentified White Light
521115	Pyongyang (near)	North Korea	11	A	5	BBU			Sphere Circles Below T-6
521115	Wichita	TX	11			BBU			B-47 crew and passengers saw an elliptical blue-white object with orange or red tail, moving erratically
521115	Wichita	KS	11			2224			elliptical blue-white object with orange or red tail
521120	Salton Sea	CA	11	A	2	BBU			B-50 Pilot Spots Object Changing Colors
521121	Carribean Sea	At Sea	11	A	5				Bright Red Object Paces Aircraft (Photo ?)
521126	Goose Bay AFB, Labrador	CAN	11			BBU			F-94 chased maneuverable disc that changed color from white to red
521204	Laredo (8 miles SW of)	TX	11	A	5	BBU			blue white object almost crashes into fighter (M)
521205	Lackland AFB	TX	11			BBU			pilot saw blue light maneuver in a counterclockwise orbit
521206	Gulf of Mexico (89 miles S of Louisiana)	At Sea	11			BBU			More than six separate unknowns, seen on the B-29 radarscopes (M)
521208	Chicago	IL	11						Thorpe/Plowe (M)
521210	Hungnam	Korea	11			BBU			USN pilot flying aircraft in near-collision with orange fireball
521210	Hanford AEC Plant	WA	11			BBU	**NC**		Near Hanford Plant, Washington, DC, (M)
521219	Anderson AFB	Guam	11	A	5	BBU			B-17 Crew Encounters Cylinder Reported By Ground Crew
521227	Borger	TX	11	A	5	BBU	**NC**		Pilot Reports* Object Seen Six Minutes Later From Ground
521229	Chitose AFB	Japan	11			BBU			object emitting 3 beams of light and tracked on airborne radar
521229	Chitose AFB	Japan	11			BBU			object emitting 3 beams of light and tracked on airborne radar
521231	Ramey AFB (NE of)	Puerto Rico	11	A	5	BBU			Red-Orange Ball Passes RB-36
530000	Location: Confidential	unknown	11	A	5				A3-D's Approach Rocket-Shaped UFO
530000	Anaco	Venezuela	11						Avensa Airlines pilot reported round gray object paced plane. [UFOE, X]
530109	Santa Ana	CA	11	A	5				B-29 Bomber Crew Watch V-Formation
530127	Mather AFB	CA	11	A	5				Crew Of T-29 Encounters Several Objects
530127	Livermore (near)	CA	11						Bean (P)
530128	El Toro Marine Base	CA	11	A	5				Marine Fighter Asked To Check On Amber Object
530128	Stuttgart	Germany	11	A	5				C-47 Encounters Light Making Volent Maneuvers
530128	Stuttgart	Germany	11	A	5				C-47 Encounters Maneuvering Light
530129	Mailbu Beach	CA	11	A	5				Four B-36-Sized Discs Observed By 3-Man Crew
530129	Presque Isle AFB	ME	11	A	5	BBU			Radar tracking
530201	Terre Haute	IN	11	A	5				Sighting of a UFO by a T-33 pilot
530206	Rosalia	WA	11	A	5	BBU			B-36 Encounters Light At 7,000'
530209	Washington	NC	11	A	5				F9F Chases Silver Object
530209	Virginia	NC	11						Border. Marine Corps pilot chased rocket-like object. [UFOE, IV]
530211	Bet. Tunis, Tunisia, and Tripoli	Libya	11	A	5	BBU			UFO Paces C-119 Crew
530212	Vichy	MO	11	A	5	BBU			Object On Apparent Collision Course With C-47

530216	Willow	AK	11	A	5	BBU			C-47 Chases Maneuvering Light
530303	Luke AFB (130 miles W of)	AZ	11	A	5	BBU			Three F-84 Pilots Encounter Manta-Ray, Gun Camera Shots
530312	RCAF Station Chatham, New Brunswick	CAN	11	A	5				Steep Climb Observed By Ground and Airborne Witnesses
530314	N of Hiroshima (Sea of Japan)	Japan	11	A	5	2496			Sea of Japan Radar Case (BBU 2496)
530321	Prescott	AZ	11						Beers Case (P)
530327	Mount Taylor	NM	11	A	5	2524	NC		900 MPH Target Pursued By F-86
530331	Honshu	Japan	11	A	5	BBU			F-84 Encounters Object With "Legs"
530331	Williams AFB	AZ	11	A	5				Silver Disc Encountered By Test Pilot
530400	Laredo	TX	11						Wilford Case (M)
530408	Fukuoka	Japan	11	A	5	2535			F-94 Encounters Maneuvering Light
530408	Goose Bay AFB, Labrador (between Sondrestrom AFB, Greenland and)	CAN	11	A	5	BBU			MATS Crew Sees Light In Descending Turn
530412	Sweetwater	NV	11	A	5	BBU			Ten Round Flat Objects Changing Formation
530501	Goose Bay AFB, Labrador	CAN	11	A	5	2555			Unidentified Evades Interception By F-94
530600	Otis AFB	NJ	11	A	5				F-94C Disappears During UFO Intercept Mission
530622	Goose Bay AFB, Labrador	CAN	11	A	5	2601			Red Light Eludes F-94
530713	Shaw AFB	SC	11	A	5				Elliptical Object Encountered By RF-80
530809	Moscow	ID	11	A	5				Three F-86's Chase Disc Spotted By GOC
530812	Rapid City	SD	11						Date is incorrect - see 530805-06 entry
530820	Castle AFB (near)	CA	11	A	5	2686			TB-29 Crew Files CIRVIS Report
530902	Sidi Slimane AFB	Fr. Morocco	11	A	5	BBU			Air Force C-47 Encounters Maneuvering Light
530907	Vandalia	IL	11						Navy pilots (M)
531018	English Channel	UK	11						Fletcher/Lemon Case (AL)
531030	Norton AFB	CA	11	A	5				Daytime Bright Object In Vertical Climb Near C-45
531120	36.55N 76.00 (Atlantic)	At Sea	11	A	5				Silver Egg Observed By Navy Unit
531127	Keflavik AFB	Iceland	11	A	5				Climbing Blue Light Observed From C-47
531216	Agoura (Ground site 3 miles WNW of)	CA	11	A	5	BBU			The Lockheed UFO Case
531224	El Cajon	CA	11	A	5	2840			Navy Lts. Encounter 10 Oval Objects
531226	CS 4859 (Mil Grid)	Korea	11	A	5				T-6 Encounters Strange Object
540101	Unknown City	AU	11						Airline pilot saw huge, apparently metallic, elliptical UFO. [UFOE, V]
540114	New York City	NY	11			BBU			passengers saw a fiery object hit the aircraft wing without any damage
540128	Cold Bay	AK	11	A	5	BBU			Red Fireball Hovers Near C-54
540128	Blackstone	VA	11	A	5				Circular Bright Light Observed by Air & Ground Observers
540201	Tuscaloosa (35 miles SW of	AL	11	A	5	BBU			Naval Research A/c Encounters 6 Objects Nr Cosmic Ray Balloon
540305	Nouasseur	Fr. Morocco	11	A	5	2926			Aircraft (2) Encounter Lights On Collision Course
540312	Nouasseur AFB	Fr. Morocco	11	A	5	2937			F-86 Chases Object At 500 MPH
540325	Ft Lauderdale	FL	11	A	5	BBU			Ball With Golden Ring Stops Near F-9F
540407	Fentress (3 miles SW of)	VA	11	A	5	BBU			Navy F-6F Follows Two Saucers
540513	Pacific bet. Hawaii and Calif	At Sea	11	A	5	BBU			Object Signals In Reponse To A/C Blink Lights (LBR)
540514	Dallas	TX	11	A	5	BBU			Four Navy Fighters Encounter 16 UFOs
540518	Elsinore	CA	11	A	5	2994			dark blue almost black gun-metal "glint" delta-shaped object
540524	Dayton (15 miles NW of)	OH	11			BBU			2 USAF crew members of RB-29 saw circular object below the plane

540601	Minneapolis	MN	11	A	5	3029			object with running lights fly at 24,000-44,000 ft altitude
540610	Estacado	TX	11	A	5	3042			AF Pilots See Light Descend, Maneuver
540623	Columbus (near)	OH	11	A	5	BBU			F-51 Trailed By Object / Lt. Roe Sighting
540623	Bt. Dayton & Columbus	OH	11	A	5	BBU			Something Follows C-47 & Observed By RB-47 Crew
540625	Indian Lake	OH	11	A	5	3072			Navion Encounters Flat-Bottomed Object / Tracked On Ground Radar
540626	Columbus (near)	OH	11	A	5				Airliner Investigates Strange Object
540702	Walesville	NY	11				NC		Walesville, New York, G,A,V
540711	Hunterdon County	NJ	11			BBU			4 bombers saw a disc-shaped object pace their planes
540730	Los Angeles (15 miles SE of)	CA	11	A	5	3140			Pencil-Shaped Object Encountered By B-25 Crew
540811	Maxwell AFB, Montgomery	AL	11	A	5	BBU			Two Helicopters Encounter Saucer
540815	San Marcos	TX	11	A	5	3166			C-47 Encounters Blue Object
540829	Prince Christian	Greenland	11	A	5	3189			Lens-shaped objects veer north
540831	Nowra	AU	11						O'Farrell Case (Sea Fury Incident) (M)
540926	Altoona	PA	11	A	5	BBU			DC-6 Crew Paced By Object
541004	North Weald, Essex	UK	11	A	5				Gloster "Meteor" Encounters Disc / Salandin Case
541119	New Orleans (130 miles ESE of)	LA	11	A	5	BBU			DC-6 Crew Encounters Blue Object
541121	Rio de Janeiro	Brazil	11	A	5				Shiny Objects Encountered By Airliner
541207	Edenton	NC	11	A	5				Object Accelerates Away From Marine TV-2
541229	San Diego	CA	11			BBU			Crew flying B-47 saw 2 objects pass the plane
550000	Virginia, nr. Washington, D. C	VA	11						Navy pilot observed domed disc. [UFOE, IV]
550101	Cochise	NM	11	A	5	3382	NC		Huge Metallic Disc Paces B-25
550102	Punta San Juan (near)	Venezula	11						Airliner enroute to Maracaibo approached by luminous UFO. [UFOE, X]
550114	Bet. Virginia and Kansas	air space	11			BBU			Airliner pilot saw a dark object leaving a contrail
550119	Pacific Ocean	At Sea	11			BBU			military pilot saw a white-reddish globular object
550129	Winterset	IA	11	A	5	BBU			Light Outmaneuvers T-33
550131	Fuju [?],	Japan	11			BBU			military pilots saw a white circular object, no trail moving against wind
550207	Harrisburg	PA	11	A	5	BBU			Flying Tiger Pilot Sees Brilliant Object
550207	Ft. Wayne	IN	11	A	5	BBU			Airliner Encounters 5 Objects That Departed At High Speed
550211	Ryukyu Islands	South Japan	11	A	5	BBU			C-124 Encounters 1,000 MPH Jack 'o' Lantern
550211	Miami to New York	In Airspace	11						Pan American Airways flight saw two reddish-green objects speed past under wing. [UFOE, V]
550217	Blackstone	VA	11			BBU			pilot saw an extremely large light-blue object at 35,000 ft
550316	Salton Sea (35 miles N of)	CA	11	A	5	BBU			B-47 Pilot Sees Circular Object
550408	Rockford	IL	11	A	5				Silver Disc Shot Down Over Rockford
550421	New Orleans (3 miles NE of Moisant Airport)	LA	11	A	5	BBU			L-19 Encounters Silver Delta
550512	Thurmon	CO	11	A	5	BBU			DC-7 Encounters Object At 20,000'
550518	Niagara Falls	NY	11	A	5				F-86 Pilot Encounters 10' Sphere
550520	Tokyo	Japan	11	A	5				Swept Wing Object Over Tokyo
550525	Alexandra Park, London	UK	11						Circular, luminous object approached B-47, quickly reversed direction and shot away. [UFOE, II]
550604	Parker	AZ	11	A	5	BBU			Two Sightings From T-33 / Magnetic Variations Reported
550700	In air over S. Alabama	AL	11	A	5				Col. Coleman Case / Chases UFO At Low Altitude
550705	Goose Bay, Newfoundland	CAN	11			BBU			during refueling mission pilots saw 2 bright objects at 20,000 ft

550705	Pepperrell AFB, Newfoundland	CAN	11			BBU			Newfoundland, G,V; Archie 29 KC-97 Radar Case (BBU)
550720	Portland	OR	11			BBU			2 fighter pilots saw round object with/silver lower part climb when approached
550725	Syracuse (near)	NY	11			BBU			pilot flying F-86 fighter saw an orange object
550726	Kansas City	KS	11	A	5	BBU			B-47 Encounters Moving At 1,300 Knots
550823	Cincinnati	OH	11	A	5	BBU			Jet Fighters Dogfight With UFO Picked Up On Radar
551002	Poughkeepsie	NY	11	A	5				Airline Pilots Report Round Blue-White Object
551031	Nr. Auckland	NZ	11						Bright object passed National Airlines DC-3. [UFOE, X]
551114	San Bernardino Mts	CA	11						Pilot saw a globe of white light approach plane, blinked landing lights; object blinked in seeming response, reversed course. [UFOE, V]
551114	Deming	NM	11	A	5	BBU	NC		Fast Object With Light On Rear Observed By Airliner
560000	North/South Dakota Airspace	Various	11						Fall/Winter 1956; North/South, Dakota, Military a/c CE
560118	Itazuke AFB	Japan	11	A	1	BBU			Object With No Trail Zooms Over Aircraft
5602XX	Nr. Fishguard	S. Wales	11	A	5				Test Pilot Chases Disc
560211	Japan (S of)	At Sea	11	A	5	BBU			C-124 Encounters "Jack O'Lantern" At 1,000 Knots
560212	Goose Bay, Labrador	CAN	11			3969			Green & Red Object Circles Jet, Tracked on Radar (BBU 3969)
560215	Riverside	CA	11	A	5	BBU			F9F Encounters Brown Cigar
560219	Houston	TX	11	A	5	3977			Object Evades Crew of Airliner
560323	Goose Bay AFB, Labrador	CA	11	A	5				Object Trailing Sparks Observed By Aircrew
560408	Schenectady	NY	11	A	5	BBU			Air Force Requests Plane Loaded With Passengers To Chase UFO
560522	Monroe (58 miles NW of)	LA	11	A	5	BBU			Elliptical Object Comes Straight At T-33
560602	Newton	MS	11			BBU			Military pilot of Convair T-29 saw white-green light on parallel course
560717	Westover (Otis AFB)	MA	11	A	5	BBU			Jet Pilot Sees Object Reverse Course
560717	Mastic, Long Island	NY	11	A	2				Brief Sighting By AF Pilot
560726	Atlantic 43.12N 49.30W	At Sea	11	A	5				DC-7 Encounters Object Over Atlantic
560808	Quartsite (20 miles south of)	AZ	11			4270			blue-white pulsating light fly fast straight and level
560813	Lakenheath AFB, Bentwaters	UK	11			BBU			Aug 13, 1956; Lakenheath AFB, Bentwaters, England RV (M)
560816	Near Azores	At Sea	11	A	5	BBU			Object Makes Passes / DC-4 Takes Evasive Action
560821	Wyoming-Montana	In Air	11						Dumbbell-shaped UFOs approached plane. (UFOE, VII)
560821	Hamilton AFB	CA	11	A	3				F-89 Crew Encounter Daylight Object
560827	Ft. Macleod, Alberta	CAN	11	A	5				RCAF Pilot Photographs Object Radiating Power
560906	Pasadena	CA	11	A	5				Airline Pilot Reports UFO To Air Defense Command
560913	Stockton	CA	11	A	5	BBU			Commercial Pilots Report High Speed Object
560925	Grand Rapids	MI	11			BBU			pilot saw 2 delta-shaped objects flying S under the right wing
561101	St. Louis (60 miles east of)	MO	11	A	5	4489			H. S. Yellow Object Observed By T-33 Crew
561109	Destin	FL	11			BBU			pilot saw a long narrow object with a series of bright orange lights
561114	Jackson	AL	11	A	5	BBU			Capital Airlines Pilots Sees Acrobatic UFO
561231	Airspace over Guam	Guam	11			4577			pilot saw a round, white object fly under the jet
56Late	Between N. Dakota and S. Dakota	various	11						UFO filmed by AF crew. Radar.
570116	Lubbock (Bet. Ft. Worth and)	TX	11	A	5	BBU			Object Maneuvers Near B-25's
570124	Unknown City	IN	11						Commercial pilot and many others saw four brilliant white lights, in-line formation; trailing object larger, egg-shaped and pulsating. [NICAP UFOE, V]
570308	Houston (near) Pasadena	TX	11	A	5				UFO Maneuvers Near DC-3

570309	San Juan (near)	PR	11						Pan American Airways pilot took evasive action as fiery round, greenish-white object passed plane. [NICAP UFOE, V]
570309	Jacksonville	FL	11	A	5				DC-6A Crew Take Evasive Action
570309	Atlantic Ocean (off Carolinas)	At Sea	11	A	3				Airliner Encounters Green Object
570309	Columbia	SC	11	A	2				Fiery Ball With Tail Passes C-47
570311	Glynco NAS	GA	11	A	5				Two White Lights Observed From Navy Aircraft
570327	Roswell	NM	11	A	5	BBU	NC		C-45 Encounters Three Objects
570329	Off East Coast	FL	11						Pan American Airways pilot observed brilliant pulsating light, confirmed by radar. [UFOE, V]
570504	Near Calif. coast (McClellan AFB)	CA	11	A	5	BBU			Lights Pass In Front & Below RC-121
570505	Santa Rosa Island	CA	11	A	5	BBU			Orange Objects Fly Over & Under Aircraft
570630	Belo Horizonte	Brazil	11						Disc-like object paced, maneuvered around airliner. [UFOE, X]
570704	Campos (near)	Brazil	11						Disc with dome and portholes paced airliner. [UFOE, X]
570717	Mississippi, through Louisiana and Texas and into Oklahoma	Various	11						South-Central States, RB-47 case (M)
570724	Nemuro Strait	Japan	11			BBU			86 jet fighters scrambled to intercept disc-shaped object
570729	Cleveland	OH	11	A	5	4847			Airliner Unable To Catch Object
570827	Dry Tortugas	FL	11			BBU			Crew of aircraft saw object/ bright red to reddish-yellow pulsating light
570904	Unknown City	Portugal	11	A	5				Portuguese Air Force Jets Have 40-Minute Encounter
571008	Boston (near)	MA	11						Pan American Airways pilot saw a brilliant object flying at high speed in daylight. [UFOE, V]
571021	RAF Gaydon (Warwickshire)	UK	11	A	5	BBU			Meteor Jet Almost Collides With Object
571103	Ararangua	Brazil	11						Airliner direction finder and transmitter - receiver burnt during UFO sighting
571111	Los Angeles (near)	CA	11						Airline passenger saw elliptical UFO flying low over ground below plane. [UFOE, VII]
571122	Tarakly (10 miles SE of)	Turkey	11			BBU			Turkish Air Force pilot saw a 10 ft regular-hexagon-shaped object
571125	Eglin AFB	FL	11			BBU			USAF B-66 crew saw 3 objects, tracked by ground radar
571126	Sea of Okhotsk, W of Kamchatka	USSR	11			BBU			crew of RB-50, saw a brilliant red object with bluish-green tail
571126	Joliet	IL	11			BBU			pilot saw a stationary yellowish object disappear
571127	Toledo	OH	11			BBU			Northwest pilots saw an object flying straight at about 4,800 knots
571211	Guthrie	PA	11			BBU			USAF pilots saw orange circular or crescent-shaped object
571212	Chatham, Windsor area	CAN	11						Trans-Canada Airlines pilot, many police, saw orange oval UFO curving rapidly at low altitude. [UFOE, X]
571223	Sea of Japan	At Sea	11	A	5	BBU			Projectile Sighted From RB-47/ Tracked By Air & Ground Radar
580104	SW Libya	Libya	11			BBU			Military aircraft pilot saw a bright orange light streaking across the sky
580114	Bering Sea	At Sea	11			BBU			Military Aircraft Crew Encounters 3 Lights Tracked at 400 MPH
580131	Tokyo (25 miles SW of)	Japan	11			BBU			USAF pilots saw 12 yellow-orange lights fly S in 3 groups
580112	Wake Island (W of)	At Sea	11			BBU			pilot saw a greenish-blue object emitting a bright flash
580407	Dayton (airport)	OH	11			BBU			pilot saw a very dark blue 6-8 ft cloud-shaped object on a SW heading
580414	Albuquerque	NM	11						Air Force Staff Sergeant saw large formation of unidentified lights. [UFOE, III]
580414	Lynchberg	VA	11	A	2	5763			Grey Black Rectangle Encountered By C-47 (CIRVIS)
580505	Pan De Azucar	Uruguay	11	A	5				Top-Like Object Heats Up Piper Cub
580509	Bohol Island	Philippines	11			5800			pilot saw object w/shiny metallic surface, falling and spinning
580515	Caracas	Venezuela	11	A	5	BBU			Formation of Circular Saucers

580515	Fort Bragg	NC	11			BBU			airline pilots saw an orange round object heading N at high speed
580527	Bahia State Coast	Brazil	11						Varig Airlines pilot watched a brightly luminous circular object maneuver under his plane. [UFOE, X]
580609	Central Puget Sound	WA	11	A	5	BBU			Cylinder Maneuvers Around F-102
580612	Huntsville (10 miles W of)	TX	11	A	2	BBU			B-52 Crew Member Observes Object / Spuynik III Rocket?
580620	Crystal Lake	IL	11			BBU			Pilot saw a white disc the size of a basketball in straight line flight
580720	Hamar	Norway	11	A	2				Two Bright Rocket-Shaped Objects Nr Navy Aircraft
580817	Kansas City	KS	11						Dome-shaped disc with "portholes" followed jets, hovered. [NICAP, XII]
581104	Pope AFB	NC	11	A	5	BBU			Object On Collision Course With KB-50 Tanker, Circles
581108	Brazilia	Brazil	11			BBU			Air Force pilot and 500 observers saw a moving saucer at 40,000 ft
581120	W of Calif. coast	At Sea	11	A	5	BBU			Man in C-118 Reports Silver Object
590104-05	Taft	CA	11	A	5	BBU			Three Airliners See Silver Object
590204	Swan Island, Gulf of Mexico	at Sea	11	A	5				Reddish Light Performs Maneuvers Near Airplane
590224	Williamsport (13 miles SW of)	PA	11	A	5	BBU			Killian case
590622	Macao (South China Sea S of)	China	11			BBU			gunner of RB-66 saw 4 groups of 8 dark round objects heading SW
590704	Macao (South China Sea S of)	China	11			BBU			USAF pilot and gunner of RB-66 saw a group of 18 cream-colored objects
590705	Macao (South China Sea S of)	China	11			BBU			USAF pilot and gunner of RB-66 gunner of RB-66 saw 5 oval objects
590711	N Pacific, 800 n.mi. from	HI	11			BBU			pilots (Wilson & Moffatt) and crew saw a big bright light followed by 3-4 smaller lights
590714	Pampulha, Belo Horizonte, Minas Gerais State	Brazil	11						Luminous object followed FAB (Brazilian Air Force) B-26, hovered near airport. [NICAP UFOE, X]
590810	Goose Bay AFB, Labrador	CAN	11			6462			pilot saw large star-like light cross 53° of sky
590813	Corona (Bet. Roswell and)	NM	11	A	5	BBU	**NC**		Fmr Navy PBY pilot enc EME and elliptical object
590814	NE of Hawaii	HI	11			BBU			Military pilot saw a very bright white light change color to red as it moved
590819	Elburn	IL	11			BBU			Airline pilot saw a string of 3-4 white lights seemingly part of one object
590924	Redmond	OR	11	A	5	BBU			Huge Disc Sparks Scramble
591007	Forest City	AR	11						Kentucky Air National Guard pilot chased glowing object. [NICAP UFOE, V]
591015	Terre Haute	IN	11	A	5				Ground/Air Visuals Over City Stir Air Force
591019	Plainville	KS	11			6563			bright yellowish light on collision course with the T-33
600000	Cincinnati	MI	11						Kentucky Air National Guard pilot chased round UFO. [NICAP UFOE, V]
600702	Maiquetia (near)	Venezuela	11						Pilot and crew of Venezuelan Airlines Super-Constellation arriving from Spain, reported plane was followed by a luminous UFO. [NICAP UFOE, X]
600714	Miho AFB (2 miles E of)	Japan	11	A	1	BBU			Pilot Sees Oblong Object At Very High Speed
601117	Lexington	KY	11						Three UFOs were seen to follow two jet aircraft. One object closed in on the jets, then stopped, repeating this several times. Witnesses described it as round, rotating, color changing from gray to silver as it turned.
601129	Kyushu (South of)	Japan	11	A	5	7134			Light Paces T-33
601229	Miho	Japan	11	A	5				T-33 Crew Observed Bright Light

610110	Wichita Falls	TX	11	A	5	BBU			A/c Sees Object Maneuver and Land
610110	Benjamin	TX	11						Glowing red, zig-zagging UFO observed from air by pilot (also from ground by others); maneuvered and landed on large overgrown field. [NICAP UFOE, V]
610424	San Francisco (200 miles SW of)	At Sea	11	A	5	7359			RC-121 Crew Tracks Object With Sextant
610704	Akron	OH	11	A	5				Object Dives At Plane, Climbs Away At Tremendous Speed
610724	Ilha Grande	Brazil	11						An intensely luminous UFO maneuvered sharply around a VASP Airlines plane. [NICAP UFOE, X]
610921	Pacific Ocean near	Wake Island	11						Airline pilots, ship, reported a bright white circular UFO. [NICAP UFOE, X]
611002	Salt Lake City	UT	11						Disc-shaped UFO maneuvered away from investigating aircraft. [NICAP UFOE, I]
620326	Ramstein AFB	West Germany	11	A	5	7840			Missile-Like Object Observed From Aircraft
620500	Unknown City	Argentina	11						At least twelve UFOs sighted in May. Official reports and newspaper chronology given NICAP by Argentine Embassy include four sightings by Argentine Navy pilots, two reported landing cases. (NICAP UFO Evidence, See Section XII; Argentine Chronology.)
620521	Unknown City	UK	11						Irish International Airlines pilot watched spherical UFO pass below aircraft. [NICAP UFO Evidence, X]
620621	Indianapolis	IN	11	A	5	7957			Three Strange Lights Observed By B-52 Crew
620717	Edwards AFB	CA	11						X-15 flight, Maj. Bob White pilot. Photographs and visual sighting of unidentified object "like a piece of paper," gray-white. Observed to left of aircraft "going along with the ship" for about 5 seconds, then "darted above and behind the plane." [NICAP UFO Evidence]
620802	Liberal	KS	11	A	2				Colored Lights Lit Up Runways
620908	Floresta	Argentine	11						"Burnished metal" lens-shaped UFO sighted by Argentine Navy pilot. [NICAP UFO Evidence, X, XII]
621221	Angel Falls	Venezuela	11						Bright teardrop-shaped light apparently rising from jungle floor filmed from aircraft. [NICAP UFO Evidence, VIII]
630205	Washington (near)	DC	11						Private pilot, newsman passenger, watched a pulsating yellow-white light maneuver around their plane. [UFOE, V]
630205	Charlottesville	VA	11	A	5		NC		UFO Hovers Over Missile Battery
630206	Montibello	VA	11	A	5				Very Bright Light On Horizon Seen By Pilot of C-46
630311	Oahu	HI	11						Brilliant light headed west and leaving a trail observed by many people just after 8:00 p.m. Two National Guard pilots flying jets about 40 miles west of Honolulu reported UFO was "much higher" than their altitude of 40,000 feet and moving "very fast."
640225	Liberty	NY	11						8:30 p.m. Two pulsating white lights with reddish tinge paced an aircraft, twice turning and approaching it on apparent collision course. The pilot twice took evasive action. A third light joined the first two and they moved away after 5-10 minutes. (NICAP report form.)
640410	Merced	CA	11	A	5				6-12 UFOs / F-106's Scrambled
640716	Houghton Lake (15 miles south of)	MI	11	A	5	8924			Maneuvering Echelon Formation Closes On Airplane
640818	Dover (Atlantic, 200 miles E of)	DE	11	A	5	9053			Object On Collision Course With C-124
641011	Brockton	MA	11						Engineer, others, observed dome-shaped object following jet fighters. UFO shot straight up and out of sight (UFOE Section IV).

650211	Pacific Ocean	At Sea	11						3 ovals pace Flying Tiger crew (radar)
650318	Himeji	Japan	11						Object paced plane (E-M)
650321	Osaka (near Himeji)	Japan	11	A	5				Object Paces Japanese Airliner
650427	McClelland AFB	CA	11	A	5				Blue-White Object Too Fast For Aircraft
650528	Townsville, Queensland	AU	11	A	5				Flattened Sphere Buzzes DC-6 / Photos Confiscated
650810	Nashville	IN	11	A	5				Two Discs Below Clouds
650812	Springfield	OH	11	A	5	BBU			Object Has 3 Ascents & 3 Descents
6510xx	Lake Norman	NC	11	A	5		NC		Three UFOs over McGuire Nuclear Power Station
651007	Edwards AFB	CA	11			BBU	NC		Major alert. Audio recordings
651014	Sawyer AFB	MI	11	A	5	BBU			KC-135 Crew Watches Object Accelerate
651221	Putnam	CT	11	A	5	BB			Object Flies In Front Of DC-6, Accelerates
660116	El Paso	TX	11						10:00 p.m. CST. An American Airlines flight from San Francisco to Houston, Texas, was paced by a bright object just after take-off from El Paso en route to Houston via San Antonio.
660420	Over	PA	11						Early morning. An airline pilot observed an unidentified bright orange object. (Project 1947 reports, Aldrich fit Greenwood; cited in Weinstein, 1999, p. 34)
660425	Ocala	FL	11	A	5				Governor's plane paced by globes
660430	Pasadena	CA	11	A	5				Three objects near airplane
660504	Charleston	WV	11			BBU			Braniff Airlines Flt. 42 (AL)
660517	New Orleans	LA	11						Day. A Boeing engineer was among the witnesses who saw two discs flying off each wingtip of an airliner. The outer discs lagged briefly during a turn by the airliner. (NICAP report form.)
660521	Willow Grove	PA	11	A	5				Domed Disc Observed By Pilot & Passenger (Powell Case)
660623	Placitas	NM	11						3:42 a.m. MDT. Julian Sandoval, a NASA contract flight engineer, also an experienced pilot and navigator, and two independent witnesses saw a glowing elongated object with ablunt end. lt had a series of four body lights varying from brilliant green to a bluish tinge, and was hovering at an estimated 12,000 feet. When the object moved, its glow brightened and it appeared to be a powered craft (luminosity/motion correlation). The witness watched the object for an hour and a half, after which it climbed vertically, accelerated to a high velocity and disappeared to the northeast in about 12 seconds. In a report to NICAP, Sandoval estimated the departure speed at "Mach 6 or better." (Christian Science Monitor, July 11, 1966; I/. P.O. Investigator, Vol. Ill, No. 9, Aug.-Sept. 1966, p. 3.)
660815	Regina, Saskatchewan	CAN	11	A	5				Elongated Sphere Encountered By C-130
660920	Sebring	FL	11	A	5				Giant Cone Shadows Private Aircraft
660930	New Kingston	PA	11	A	5				Disc hovered near Cessna
661011	Jonesboro	TN	11						7:10 p.m. EDT. Several people sighted a cigar-shaped object which, after about 2 minutes, lit up brightly and moved quickly to the north. A short while later two round objects appeared. Each had a "bulge" (dome?) on top and bright light shining from the bottom.
661130	New Kingston	PA	11						Time not reported. A private pilot watched a disc with a blinking red light hover alongside his Cessna 150, then : shoot straight up and out of sight. (Pittsburgh NICAP Subcommittee report.)

661230	Peruvian Coast (near)	At Sea	11	A	5				Pair Of Luminous Objects Hover Near DC-8
670113	Winslow (near)	AZ	11			BBU			Lear/Nat'l Airlines (P, AL)
670120	Over Lake Ontario	in air space	11						10:15 p.m. EST A pilot and his three passengers saw a round, glowing white object the size of a large apartment building, with a ring of red lights around it that blinked off and on. The object was above the plane at about 2,000 feet. (Letter to APRO dated April 2, 1967, posted on NICAP web site.)
670202	Lima	Peru	11						Cone paced airliner (E-M)
670300	NE of Cuba	Cuba	11	A	0				The 1967 Cuban Jet Incident
670311	Taranaki (off coast of)	NZ	11						10:20 p.m. LT. A pilot, copilot, and hostess of an airliner flying at 17,000 feet saw a cluster of 10-12 soft-glowing, amber-colored lights approach their aircraft at a lower altitude, passing below and out of sight. (Witness reports in NICAP files; U.F.O. Investigator, Vol. IV, No. 3, Nov.-Dec. 1967, p. 1; Weinstein, 1999, p. 35.)
670314	Southeast Asia	Asia	11						Daytime. A U.S. Air Force flight surgeon aboard and the pilot and crew of a KC-135 flving at 15,000 feet observed a vertically inclined, huge, black metallic cylinder an estimated 2 miles from the plane. (Jacksonville Daily News, Arkansas, 3/27/69, copy in NICAP files; phone conversation with surgeon's wife 5/12/69, notes in : NICAP files.)
670324	Atlantic Ocean	in air space	11						2134Z (4:34 p.m. EST). An Irish Airlines flight crew saw an object that was as bright as Venus, but that also was being tracked on ground radar. (Weinstein, 1999, p. 35.)
670400	Tortuguero, Islagrande	PR	11						11:15 a.m. A flight instructor and student in a U.S. Navy Cessna aircraft saw a flat oval object, which appeared to be a metallic dull white in color, that followed the aircraft. (Weinstein, 1999, p. 35.)
670406	Edmonton, Alberta	CAN	11						Object paced airliner (radar)
670417	Saigon, Vo Than	Viet Nam	11						Time not given. Five white oval objects, oriented vertically, moved across the sky in 5 seconds, periodically passing behind small scattered clouds. Five minutes later jet aircraft at high altitude flew in the same direction as the objects. (Haines, 1994, pp. 88-89; Smith 1997, UNICAT #371).
670418	Point Pleasant	WV	11						8:00 p.m. EST. A pilot and ground observers reported an anomalous "light-bearing object." The pilot attempted to close in on the object and flashed his landing lights, but there was no response and the object disappeared. (West Virginia Register, 4/1/67,(??) copy in NICAP files.)
670418	Athens	OH	11						At 8:05 p.m. About 40 miles north of Point Pleasant, a Ph.D. professor at Ohio University, who is also a private pilot, and four others saw an unidentified light source that alternated between yellow and pink as it moved over a wide arc of sky at moderate speed. It was observed for 10 minutes. (NICAP report form.)
670428	Shelley	ID	11						9:35 p.m. MDT (11:35 p.m. EDT). A private pilot and his family saw a flattened ellipse with a superstructure and a large orange light. (Ricks-Carter report dated 5/24/67, NICAP files; U.F.O. Investigator, Vol. IV, No. 1, May-June 1967, p. 3)

670513	Colorado Springs	CA	11						At 1640 MDT, at the Colorado Springs airport an object was picked up on radar. During this time a Braniff flight was coming in for a landing on runway 35. The track of the object behaved like a ghost echo, perhaps a ground return being reflected from the Braniff aircraft.
670517	Rural Hall	NC	11			11744			round, orange-colored obj. zigzag back and forth over jet
67Mid-Year	Manchester	UK	11						Daytime. The co-pilot of a BEA Vanguard Airliner saw a fast-moving, disc-shaped object estimated to be nearly 100 feet in diameter flying to the right of the aircraft. (Weinstein, 1999, p. 35, from Good, 1996.)
670603	Extremadura	Spain	11						Two Spanish Air Force fighter pilots chased UFO, radios failed. Cat and mouse pursuit. Object shot straight up and disappeared (section II).
670606	Extremadura	Spain	11						Time not reported. A Spanish Air Force jet trainer flying at 1,200 meters altitude encountered an unidentified object that played "cat and mouse" with the plane. The object speeded up and slowed down, and moved above and below the T-33. The aircraft's radio emitted static and ceased to function (EM effects) when the object was close to the plane. (Good, 1987, p. 149; from Flying Saucer Review, Vol. 14, No. 3, 1968, p. 26.)
670611	Da Nang	Vietnam	11						Two F-102's chased silver cylinder
670719	Enderby, B.C.	CAN	11						Object zigzagged near aircraft
670727	Alexandria-Leesville	LA	11						2:00 a.m. EDT. Throughout several states, distress calls were heard on Citizen's Band radio from a pilot whose plane reportedly crashed. The pilot said that a red glowing object with a bright glow toward the tail approached the side of the aircraft and then the tail, forcing the aircraft down. (Shreveport Times, LA., 7/28/67, copy in NICAP files.)
670824	Cape Perry, Northwest Territories	CAN	11						Time not reported. (Beauford Sea) - Officials at Cape Perry Distant Early Warning radar site saw a large, translucent spherical object moving so slowly it was in the vicinity for 10 hours. It did not register on radar.
670829	Toledo	OH	11						Evening, EDT. A pilot was requested by Toledo airport control tower to check out an unidentified light. He saw a large, bright orange light at 6,000 feet and estimated its diameter as 50-60 feet. The pilot chased the light but it eluded him over Lake Erie. (Phone call to NICAP from Walter Stroud, Toledo, 8/30/67, NICAP files.) ,
670910	Barcelona	Spain	11	A	3				Aircraft Encounter Near Barcelona
670914	Western part of State	VA	11						4:00 p.m. EDT. A man onboard a plane enroute from Atlanta to Pittsburgh saw a flat object that appeared orange at long range and white when closer. The object moved past the plane in the same direction of travel, but at much greater speed. (Report from Colorado NICAP Subcommittee, 9/26/67, NICAP files.)
671027	Jacksonville (Over Atlantic Ocean NE of)	FL	11						3:00 a.m. EDT. The pilot of a Piper-Twin Comanche, plus two pilots and a passenger on board, saw a " bright light, then visible as six huge, round, bright-white lights in a horizontal row on a darker object (body lights). (Haines, 2000, pp. 58-59.)

671115	Florence	Italy	11						2:30 p.m. LT. The pilot and crew of a British European Airways plane flying at 27,000 feet had a 10-minute encounter with an object that passed over them at about 50,000 feet. (Roth Volunteer Flight Officers Network report, NICAP files; U.F.O. Investigator, Vol. IV, No. 4, Jan.-Feb. 1968, p. 3.)
68Summer	Unknown City	Viet Nam	11						In 1968, when I was an Intelligence Officer, I briefed General George S. Brown, at 7th Air Force Headquarters in Saigon, Vietnam about UFOs near the DMZ. General Brown states in a Department of Defense transcript of press conference in Illinois, October 16, 1973. "I don't know whether this story has ever been told or not. They weren't called UFOs." (George Filer)
680604	Punta Arenas	Chile	11						Cylinder above airliner
680707	Seattle	WA	11						Eight ovals near Cherokee-6
680708	Warren	OH	11						Object darted back & forth near Cessna 172
680822	Kalgoorlie	AU	11						Object emitted 6 "cigars" near Piper Navajo
680930	Louisville	KY	11						1:00 a.m. Commercial pilot, Dogie Stockmar, and four passengers observed a light source with 2-3 beams toward ground. One beam was longer than the others. Lights pulsated. (Phone call to NICAP)
681126	Bismarck	ND	11						Pilots, FAA, radar confirm UFOs
681126	Lake Cyprus	FL	11						Two pilots report four ovals in echelon
690314	Thailand	Thailand	11						KC-135 crew reported hovering cylinder, scramble
690314	in air space	Thailand	11			BBU			crew of KC-135 tanker saw a cylindrical object larger than the plane
690317	Lake Havasu	AZ	11						Cessna 150 encountered 15-20 ovals
710809	Uberaba (near)	Brazil	11						Glowing disc startles veteran Brazilian
711229	San Martin de Los Andes	Arg	11						B-727 crew
730202	Ohura Beacon (area)	NZ	11						Sphere illum. cabin, E-M
730214	McAlester	OK	11						Disc Cavorts Near Airliner / Confirmed By Radar
730412	Piedmont (SE of)	MO	11						10:30 p.m. Orange ball of light observed from Cessna 150 at 2500'.
730412	Farmington	MO	11						10:30 p.m. OBOL was chased by Piper Cherokee, same night as Piedmont incident. (PID,18)
730716	Between Palamo and Playa de Oro	Spain	11						6:30 p.m. Miguel Romera Fernandez de Cordoba was flying a forest fire aircraft he saw a strange object which looked like a rugby ball cut on lower part.
730919	Teheran	Iran	11						F-4 Phantom radar/E-M Case
731000	Red Bud	IL	11						2:30 p.m. Four-engine prop plane took evasive action to avoid collision with strange, horseshoe-shaped object.
731018	Rosewood	OH	11						7:30 p.m. American Airlines Flight 21, a Boeing 747 at 33,000' encountered apparently the same UFO witnessed by Capt. Coyne and his crew over Mansfield, OH
731018	Mansfield (near)	OH	11						Coyne Case (M) E-M
731019	Indianapolis	IN	11						Cessna pilot, object on radar
731108	La Paz	Bolivia	11						Top-shaped object with windows moved with "incredible speed," darted behind jet interceptor, shot straight up in sky (UFOE II, Section II).
731111	La Paz	Bolivia	11						Airlines crew & interceptor pilot
731130	Turin	Italy	11	A	5				UFO Darts To & Fro, Observed From 3 Aircraft & Gnd Radar
740126	Lisbon	Portugal	11						B-727 crew rep v-form of 10-15 objects

740126	Santa Ana	CA	11						Pilots report 5 objects circling plane
740309	Milan	Italy	11						Pilot reports chasing object (radar)
740313	Cordoba	Arg	11						Airline crew flanked by objects
740317	Taiwan	Taiwan	11						Airline pilot reported cigar and five smaller objects
740502	Guerrero state	Mexico	11						Morning. Carlos Antonio de los Santos Montiel was flying en route from Guerrero state to Mexico city in his Piper Aztec 24, he became aware of three objects positioned extremely close around the plane. (APRO Bulletin, Vol. 24 No. 2, Aug 1975)
741010	Central Newfoundland	CAN	11	A	5				Cessna 150 Encounters UFO / UFO Drops Below Radar
741024	Northern area	IN	11						Incident similar to "Disappearance of Flight 412". UFO incident date coincides with emergency landing of two jet interceptors with one crashing and the pilot ejecting somewhere in Indiana. (Source: UFOFC)
741111	Pensacola	FL	11	A	5				Red Sphere Paces Training Jet
741128	Between Dekalk & Mendota	IL	11	A	5				Pilot Says Compass Affected
741128	Shabonna	IL	11						Pilot reported object and E-M effects on compass
750317	Gander, Newfoundland	CAN	11						11:02 p.m. NDT . Air Canada Flight 872 reported a green pulsating object at 35,000 feet, crossing his flight path from north to south. Luftansa Flight 401, 120 miles south of of Air Canada 872, reported a solid green object at 31,000 feet crossing his flight path north to south. Current time zone offset: UTC/GMT -2:30 hours (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742, N75/033)
750410	Carman, Manitoba	CAN	11						9:35 p.m. Mr. Robert Diemert sighted a UFO. Diemert was at his airfield, Friendship Field, when the object was sighted. The object was flying in a north-westerly direction at an approximate altitude of 300 feet. The UFO was described as being approximately 50 feet in length. (Reference: Royal Canadian Mounted Police report, April, 11, 1975, Carman, Manitoba, Carman Detachment, National Research Council of Canada Record Group 77, Vol. 308, reel number 1742 N/039)
750503	Tequesquitengo Lake	Mexico	11	A	5				UFOs 'Escort' Mexican Aircraft / Radar Confirmed
750611	Quebec City, Quebec	CAN	11	A	5				Shiny Triangular Object Encountered By Two Jets
750704	Fairfield	NJ	11						Cessna 150 pilot & large oval object
750706	Wilkes-Barre	PA	11						BAC-111 crew encountered daylight disc
750720	Williams AFB	AZ	11						An orange-red metallic disc flew past a plane flying near Williams Air Force Base. The plane was being flown by a man named Royce. It disappeared at great speed. (Source: Dominique Weinstein, Aircraft UFO Encounters, p. 39; Saga UFO Report, July 1977, p. 37).
750814	Stockton	CA	11						ANG helo pilot & ATC's reported disc
750923	Cambrai, Nord	France	11						10:30 p.m. An elongated fuselage-shaped object 15 meters long with several big, lighted portholes appeared. It moved rapidly and vanished instantaneously when chased by a French Air Force Mirage III jet. (Source: Dominique Weinstein, Aircraft UFO Encounters, p. 39).
751028	Belgrade	Yugo	11						DC-9 pilot followed by UFOs, E-M, radar
751030	Wurtsmith AFB	MI	11	A	5		**NC**		Shiny Disc Hovers Over Restricted Area (Cat 2,9,10,11)
751122	Savannah	GA	11	A	5		**NC**		Pilots observe UFO near nuclear plant

760303	Tours, Indre-et-Loire	France	11						Night. French AF T-33, object illuminates aircraft. Testimony of French fighter pilot Colonel Claude Bosc. On night training flight in a T-33, Bosc saw a bright light approach at high speed on a collision course. His jet was then enveloped in green phosphorescent light for several seconds. Radar showed nothing, but two other pilots saw the encounter from a distance.
760311	Palma de Majorca	Spain	11						Object paced airliner
760622	Central India	India	11						DC-10 encountered object with windows
760919	Teheran	Iran	11						F-4 chase (M), R/V with E-M
761017	Akita Airport	Japan	11	A	5				Disc Hovers Near Japanese Airport
770121	Bogota	Columbia	11						Airliner, R/V, reaction to landing lites
770307	Chaumont, Haute-Marne	France	11						Object made passes at Mirage IV
770312	Syracuse (south of)	NY	11						9:05 PM. The pilot and first officer of an United Airlines DC-10 observed a round bright white object. The object had strong effects on the autopilot and the three compasses. (Reference: Catalog of Military, Airline, Private Pilots Sightings from 1916 to 2000 Dominique F. Weinstein)
770321	Los Angeles	CA	11						8:50 PM. Two witnesses on a flight at 1500', two UFOs at 1/2-mile range,15 seconds duration. (Haines printout)
770414	Luxembourg	Germany	11						2:00 AM. Three witnesses on board a flight at 31,000'. Seen briefly four times. Radar and E-M. (Haines printout)
770526	Dowagiac	MI	11						4:10 PM. An ovoid object followed an airliner for 30 seconds according to one of the passengers aboard. The witness, a radio announcer, reported that the object was larger than the airliner and flew away toward the east. (Source: Allan Hendry, International UFO Reporter, July 1977, p. 3).
770701	Timaru, South Canterbury	NZ	11						2:10 PM. A Piper Cherokee pilot observed a black cigar-shaped object enveloped in a "heat of haze" flying at 1,800 to 2,000 feet. (Reference: UNIDENTIFIED AERIAL PHENOMENA EIGHTY YEARS OF PILOT SIGHTINGS Catalog of Military, Airline, Private Pilots Sightings from 1916 to 2000 Dominique F. Weinstein)
770807	Cairo	Egypt	11						3:43 AM. Two witnesses on a flight, one UFO. (Haines printout)
770904	Billings	MT	11						Airlines pilot encountered object
770922	El Paso	TX	11						Object w/row of lights overtook DC-10
771026	In Air Space	Japan	11						5:20 PM. Flight with two witnesses observed 4-5 UFOs. Very brief. (Haines printout)
771026	Dallas	TX	11						Private pilot & T-38 pilot enc object, E-M
771027	In Air Space	Sardinia	11						5:35 PM. Flight with 5 witnesses observed UFO, unknown altitude, range, 1,000', 5-mins. (Haines printout)
771118	Troy	MO	11						Light a/c paced for three minutes, E-M
771208	Los Angeles	CA	11						R/V involving airline crew
771209	Kunanurra, N. Territory	AU	11						Oval passed Cessna 206
771212	In Air Space	TN	11						2:25 PM. Two witnesses on flight at 37,000', range unknown, three UFOs, 4-mins 45 sec. (Haines printout)

771215	Saint Ciers du Taillon	France	11						A domed disc illuminated the area of Saint Ciers du Taillon like day, then flew away. It came back again the same site 20 minutes later. That same night a blindingly bright light came up close to a French Navy Nord-262 transport plane with three crew members aboard and followed it, circling it for five minutes.
771222	N. Atlantic	At Sea	11						Circular object paced TWA for 20 minutess
771227	In Air Space	NC	11						10:54 PM. Two witnesses, two UFOs on flight at 2,000'. E-M effects. 6-10 min. duration of sighting. (Haines printout)
780101	Santa Monica	CA	11	A	5				Cessna Encounters Disc With Dome & Windows
780105	Klamath Falls	OR	11						V-formation of 10 lights passed plane
780111	Los Angeles	CA	11						Sphere flew below Cessna 150
780115	Washinton County	IN	11						A single engine Sundowner flying from Evansville, Indiana to Cincinnati, Ohio, encountered a UFO flying a collision course approximately 22 miles north of Louisville, Kentucky. The pilot accompanied by his instructor and girlfriend, related that he was flying at 5,500' when he spotted two bright lights at eye level at some unknown distance ahead.
780611	Los Angeles	CA	11						Cessna pilot observed small silvery oval that maneuvered near his plane (section III).
780624	Madison	WI	11						Oval w/red lights circled airliner
780704	Santa Paula	CA	11						A small domed disc-shaped object, about 3-4 feet in diameter with rotating parts on top, made a head-on pass at two witnesses in an airplane.
780704	Los Angeles	CA	11						3:15 PM. US private aircraft at 2800', two witnesses, 1 minute (Haines printout)
780716	In air space	Iran	11						A Lufthansa airliner flying over the northern part of Iran encountered a glowing UFO floating in the sky. The presence of the object caused electrical interference with the aircraft's instruments.
780822	Perth	AU	11						Large object w/satellite objects near a/c. E-M
780827	Provincetown	MA	11						A private plane flying over Massachusetts Bay, 10 miles north-northwest of Provincetown had a near collision at 2500' with a 18-foot diameter silver disc. Ground radar confirmed the presence of the unknown craft.
781021	Bass Strait	AU	11	A	5				Famous "Valentich" Cessna 182 case
781030	Santiago	Chile	11						Pilots, ATC's rep object near airport
781121	Newfoundland	CAN	11						Domed disc w/legs encountered by TWA
781216	Calama	Chile	11						Shortly after Midnight. Near the city of Antofagasta in northern Chile a Chilean Air Force jet sighted and tried to intercept a huge luminous rectangular flying object.
781216	Las Vegas	NV	11						At McCarran Airport a married couple and a child saw a disc-shaped object with glowing white lights. An airline pilot flying in the vicinity also reported that a UFO streaked by his airliner although the UFO did not appear on radar.
781230	In air space	NZ	11						12:12 AM. Foreign commercial aircraft, 4 witnesses at 10-14,000', 53 minutes. (Haines printout)

790209	Baleares Islands (near)	Mediterranean Sea	11						Over 50 UFOs surrounded the butane freighter "Tamames" in the Mediterranean Sea as it approached the Escombreras refinery in the Baleares Islands. The radar of a second ship also reported the presence of the UFOs, but not ground radar.
790215	Fano	Italy	11						A 15 meter in diameter luminous domed disc was seen over the Metauro River in Fano, Italy during a rainstorm. It shot out "black rays" or beams.
790526	Hailey	ID	11						Pilots enc string of objects, R/V
790809	Hayford	CA	11						Two discs below plane
791111	Mediterranean Isle of Majorca	At Sea	11	A	2				Spanish Radar Visual Case? Probably Not.
791111	Ibiza	Canary Islands	11						The pilot of a Spanish jetliner that made an emergency landing after being pursued by 2 UFOs at 14,000 feet.
800614	Santiago	Chile	11						An LAN Chile airline pilot reported that a UFO made a head-on pass at his plane at 50,000 feet altitude. The glowing yellow object was moving faster than his aircraft.
800620	In air space	Kuwait	11						While descending through 15,000 feet for a landing, a senior Kuwait Airways pilot and crew observed a huge, brightly illuminated hemispherical object with a flat base moving steadily eastward at a slightly lower speed than his aircraft.
800922	Caribbean Sea (south of)	Haiti	11						Another air collision nearly occured over the Caribbean Sea south of Haiti between Pan Am flight 440 and an unidentified bluish-green cigar-shaped object. The UFO had a horizontal row of 5-6 steady lights, which the flight crew presumed were windows.
800928	Boca Raton	FL	11						Two discs circle Aerostar PA60
810209	San Jose	CA	11						Red object buzzed Cessna 150
810225	Tallinn (northwest of)	Estonia	11						An Aeroflot YAK-40 airliner flying northwest of Tallinn, Estonia was paced by two orange, elongated objects at 9:24 p.m. The UFOs flew parallel to the plane and then approached from 70 degrees to the right
810404	San Luis Reservoir, Merced County	CA	11						The complete failure of an aircraft's electronics, including the transponder, DME, navigation equipment, and two-way radios, occurred when a bullet-shaped UFO passed within 500 feet of an airplane being flown by Mr. Dennis,
810420	Reno	NV	11						3-5' object hovered below Cessna 210
810704	Lake Huron	MI	11	A	5				L-1011 Encounters Disc
810725	between Valencia and Barcelona	Spain	11						A bright silver disc with six round portholes was seen by the crew of an Iberia B-727 airliner as it flew between Valencia and Barcelona, Spain. It appeared to be reflecting sunlight in the dawn sky.
810808	San Jose	CA	11						A teardrop shaped UFO with a spinning ring paced an airplane off its left wing over San Jose, California on this day. Instruments onboard the plane experienced failures, but the effects ended when the object departed upwards. The aircraft briefly disappeared from FAA radar during the encounter.
811031	Marcos-Juarez	Arg	11						2 airliners report object
820208	near Petrolina to Rio de Janeiro	Brazil	11						3:11 AM. A large, multicolored flying object paced a commercial aircraft for 82 minutes.
820308	Metter (near)	GA	11						Three former Air Force pilots flying in a private corporate jet saw a ten foot diameter silver disc that flew within 25 feet of their left wingtip.

820627	Launceston, Tasmania (NW of)	AU	11						A mechanical engineer on an airliner flying northwest of Launceston, Tasmania watched a metallic sphere pace the Boeing 737 aircraft for two minutes, then ascend, flying off toward the north.
821024	Lowell	IN	11						Pilot & student enc dbl globular object
821102	Maxial	Portugal	11						Round object made pass at AF trainer
830706	In air space	Poland	11						Daytime. Sighting of a Polish Air Force pilot and co-pilot of a near collision with 2 cylindrical objects that were 6 meters long and a diameter of 2 meters.
830826	Ventspils	Russia	11						Russian Jets Blasted Out of the Sky
840122	Toledo (30 miles east of)	OH	11						7:25 AM. The cabin crew of United Airlines flight 729, flying westbound at 43,000 feet, observed a blurry bright red object about the size of a DC-9 airliner move from northeast to southwest.
840424	Chimayo	NM	11						7:10 PM. Radar visual confirmation. A 1000 foot long cigar-shaped object followed a KC-135 USAF tanker aircraft through a U-turn over the mountains of Chimayo, New Mexico while separate nocturnal lights cavorted about in the sky.
840923	Cordoba to Resistensia	Argentina	11						8:00 PM. A large disc-shaped UFO followed a Piper airplane from Cordoba to Resistensia, Argentina. It reportedly maneuvered at great speed, and changed color from silver to orange. The plane's compass oscillated between 0.5 and 270 degrees, and there were several other variations noted in other onboard instruments.
860511	Sedona	AZ	11						Head-on pass of object below Cessna 172
860519	Rio de Janeiro Sao Paulo	Brazil	11	A	5				Brazilian Aircraft / UFO Encounter / Radar-Visual
880211	Beira, Mozambique	Africa	11						Airliner encounters huge object with lights
890722	Blue Hill Bay	ME	11						Obj hov/darted around Beechcraft
900321	Pereslavl-Zalesskiy	USSR	11						Interceptor pilot enc, R/V
910113	Pittsburgh	PA	11						U.S. Air flight crew saw a rectangular, light-reflective object that flew into clouds (section 111).
910306	Kingston, Ontario	CAN	11						Cigar stopped ahead of Flight 866
910318	Kunshan	China	11						Airliner encounters ring-shaped object, 2 rect
910421	London	UK	11						Missile crossed path of MD-80, RV
910608	Concepcion	Paraguay	11						Paced Cessna 210 & airliner, R/V, E-M.
930520	Ottawa	CAN	11	A	5				Airliner crew saw dark blue, metallic-appearing triangular object (section III).
931202	Indianapolis (near)	IN	11	A	5				Pilot Spots Unidentified Aircraft Near Indy
940127	Kazakhstan Republic	USSR	11	A	3				B-747 encounters maneuvering object
950525	Bovina	TX	11						America West crew sees cigar shaped object at 39,000 feet.
951117	Long Island	NY	11	A	5				Lufthansa 405 / Boc Flight 226
970809	Kennedy Airport (near)	NY	11	A	5				Near miss with object
020726	Waldorf	MD	11						UFO Sighting Over Waldorf, MD, radar, scramble mission

On the NICAP site, sightings of UFOs have been categorized by type of evidence. Below, the left column is the link to the specific category page where information and sources are filed. The right column, besides describing each category briefly, has links to the sightings themselves as listed in the NICAP Sighting Information Database (NSID).

Category 01 - Distant Encounters: Daylight Discs & Nocturnal Lights
Category 02 - Close Encounters: Objects within 500 feet of the witness
Category 03 - E-M (Electro-Magnetic) Cases
Category 04 - Animal Effects Cases
Category 05 - Psychological/Physiological Cases
Category 06 - Physical Evidence - Trace Cases
Category 07 - Entity Cases Humanoid Reports, CE-III Reports
Category 08 - Photographic Evidence, Stills, Motion Pictures & Videos
Category 09 - Radar Cases
Category 10 - Radiation & Nuclear Connection Cases
Category 11 - Sightings From Aircraft

NICAP Home Page

A REVIEW OF SELECTED SIGHTINGS FROM AIRCRAFT

FROM 1973 TO 1978

RICHARD F. HAINES **Copyright 1979**

Introduction

There are five major reasons for reviewing sightings of anomalous phenomena from aircraft. First, pilots and other crew members tend to be educated, stable people who are taught to recognize a wide variety of meteorological and other aerial phenomena; they are also trained to be observant - to see and be seen during flight. As pilots accumulate more and more flight time they also have an opportunity to see and identify unusual illusory effects in nature (Minnaert, 1954*;* Wood, 1968). These factors tend to enhance their reliability as witnesses This is not to say that pilots are not as subject to certain motion- induced (and other) visual illusions as observers on the ground but, rather, that pilots are more likely than not, to be good eye witnesses.

The second reason is the unique vantage point from which the sighting can take place. Aircraft flying high above the earth make it possible to view the aerial phenomenon below them, seen against the earth background. This is important in helping to establish the maximum distance to the phenomenon, a far more difficult task when the phenomenon is seen against a sky background. Not only this but pilots usually have available a wide field of view and they can quickly maneuver their aircraft to see in other directions as well.

Third, almost all commercial, military, and research aircraft and even some private aircraft are equipped with a wide range of on-board equipment helpful in detecting, reporting, and even analyzing certain characteristics of the phenomenon encountered. Radar transmitters and receivers, UHF and VHF radios, radio-magnetic and gyro-compasses, automatic direction finders, air temperature and pressure sensors, and other standard equipment can become important during aerial sightings. The rapid use of the aircraft's radio can also alert ground monitoring facilities to search the skies for the phenomenon over a broad geographic region and can request the visual search assistance of other pilots flying in the vicinity. The pilot can also request detailed weather information via the radio so as to determine if the phenomenon might somehow be associated with a particular weather pattern.

The fourth reason is namely that, particularly for commercial aircraft flying at high altitudes, the possibility that the phenomenon is a bird, prank balloon, or other deliberately contrived hoax launched from the air becomes smaller and smaller with increasing altitude.

The fifth reason for studying sightings by pilots is the fact that professional pilots have reputations at stake. What is the basis of this statement? It is that most commercial airlines conduct specially prepared screening programs for candidate air crews in order to try to eliminate those individuals who are psychologically unstable, those who are unable to cope with stress in an appropriate manner, those who can not assume a leadership role as their professional career continues, and those who cannot demonstrate an ability to make rapid, sound judgments in emergencies. And thus, by predisposition, selection, and training, pilots tend to possess such traits as leadership, dominance, alertness, achievement, and consistency of behavior to mention a few. Maintenance of such a public and corporate image is very important. Therefore, if pilots do come forward with details of an airborne sighting it is reasonable to believe that they have, indeed, seen something very strange to them, strange enough to file a report and risk some degree of ridicule.

Certainly, the above is not to suggest that pilots are less (or more) likely to perceive illusory effects or misinterpret a natural phenomenon about which they may know little. Rather, it is reasonable to assume that pilots will be more likely to test a wide variety of hypotheses concerning

the sighting before making their report and, if a particular hypothesis is reasonable they will probably not make a formal report.

To help improve the chances of obtaining reliable sighting details of truly anomalous aerial phenomena only sightings by two or more persons on-board the aircraft were analyzed here. And, to help reduce the chances that the phenomenon (or object) was a weather or research balloon, a bird, or meteor, the duration of the sighting was taken into account. In general, the lower the sighting altitude (i.e., the altitude of the phenomenon) the longer the duration had to be to be included here.

Troy Challenger and the author reviewed a total of more than 300 sightings from the air for the period 1947 to 1959 (1979). The present review is meant as a continuation of this earlier review. The interested reader should also consult the following articles involving pilot sightings from the air (Greenawald, 1977; Ruppelt, 1956; Shanklin, 1955; Wichman, 1971; Wilkins, 1954; Zeidman, 1978; Zigel, 1968).

The objective of this paper is to present the results of a review of aerial sightings predominately by pilots for the period 1 January 1973 through 31 December 1978.

(NICAP site note: The following is a partial text file (first few columns: Date, Time, Location) created for use with the Global Sighting Information Database search engine on the NICAP site. The full and correct page representations of Table 1, pages 116, 117, & 118 can be found as large GIFS on the active links provided at the beginning of each page chart below.)

Table 1, Full page 116 (Click here)

(1973)
Date/Time/Location
Feb 2 - 0220 - New Zealand
Feb 12 - 2130 - England
Apr 12 - 2230 - Missouri
May 17 - 2337 - S. Atlantic
May 18 - 0216 - N. Atlantic
May 19 - 1855 - Turkey
May 20 - 0415 - England
Jul 16 - 1830 - Spain
Oct 18 - 2310 - Ohio
Oct 19 - 2035 - Ohio
Nov 8 -1640 - Bolivia
Nov 12 - 0830 - Toronto

(1974)
Jan 26 - 0259 - Lisbon
Mar 13 - ???? - Argentina
Mar 17 - 1130 - Taiwan
Apr 2 - 0930 - Argentina
Jul 14 - l600 - Quebec
Jul 15 - 0900 - Ontario
Oct ? - Day - Texas
Oct 10 - 2210 - Newfoundland
Oct 11 - 0415 - Newfoundland
Nov 16 - 2105 - New York
Nov 23 - 1800 - New York

Nov 24 - 2100 - New York

(1975)
Jan 15 - 1808 - Japan
Jan ? - 0300 - Mid Pacific
Apr 13 - 2245 - Spain
Jun 8 - 1530 - Manitoba
Jul ? - ???? - Indonesia
Jul 4 - 2200 - New Jersey
Jul 6 - 1700 - Pennsylvania
Sep ? - 0330 - Atlantic Ocean

Table 1, Full page 117 (Click here)

Partial text only
Sep 28 - 2000 - Argentina
Oct 28 - ???? - Yugoslavia
Nov 22 - 1750 - S. Carolina
Nov 22 - 0740 - Arizona

(1976)
Feb 25 - 1915 - England
Feb 25 - 1915 - England
Mar 11 - night - Spain
Jun ? - 2130 - Michigan
Jun 24 - 1115 - Ontario
Jul 22 - 2300 - India
Jul 30 - 1930 - Portugal
Jul 30 - 2100 - Portugal
Jul 31 - 2004 - Rhodesia
Aug 20 - 1100 - Arizona
Sep 19 - 0130 - Tehran
Sep 19 - 0215 - Lisbon

(1977)
Jan 21 - dusk - Colombia
Mar 21 - 2050 - Los Angeles
Apr 14 - 0200 -: Luxembourg
Aug 7 - 0343 - Cairo
Sep 4 - 2250 - Montana
Sep 22 - 0525 - Texas
Oct 26 - 1720 - Japan
Oct 27 - 1735 - Sardinia
Dec 12 - 1425 - Tennessee
Dec 22 - 2340 - N. Atlantic
Dec 22 - 0200 - N. Atlantic
Dec 27 - 2254 - N. Carolina

(1978)
Jun 11 - 1300 - Los Angeles
Jun 24 - 2245 - Wisconsin
Jul 4 - 1515 - Los Angeles

Table 1, Full page 118 (Click here)

Partial text file only here
Aug 27 - 1340 - Massachusetts
Aug 28 - 1243 - West Germany
Dec 21 - 0336 - New Zealand
Dec 21 - 2400 - New Zealand
Dec 30 - 0012 - New Zealand

Notes:

1. The following abbreviations are used: F = foreign; U = USA (registration); C = commercial; P = private; M = military.

2. Altitude/range are in feet unless otherwise noted (e.g., ft feet). k = one thousand. The term "near" simply indicates that the original report stated directly or implied that the phenomenon was estimated to be relatively near the aircraft.

3. The value before the slash represents by Y = yes or N = no whether ground radar made contact with the UFO. The value after the slash indicates whether radar on board the aircraft made contact.

4. A ? indicates that the report did not contain this information. Use of the term indicates that the author's estimate of the encounter was less than 15 seconds.

5. This sighting was reported by the same pilot who reported the November 16, 1974 event, presumably following the same flight path.

6. An asterisk indicates that the value is only approximate. The value supplied is derived from details available in the original report.

7. This period of multiple sightings extended until 2130 (for a total of 5.5 hours).

6. This sighting of December 12, 1977 occurred in three parts, taking place at approximately 1425 (duration - 2.5 min); 1526 (duration -0.25 min); and 1527 (duration - 2 min).

TABLE 2
Summary of Cases Involving Electromagnetic Effects

Date **Details of E-M Effect(s)**
02-02-73 "About thirty yards from the aircraft was a ball of intense bluish-white light, much like a welding arc, that was twenty to forty feet in diameter, and stayed with his aircraft for about twenty to twenty-five seconds. The Automatic Direction Finding Compass, and both the gyroscopic compass and magnetic one, went haywire and spun at a speed of about twelve revolutions per minute. All directional equipment remained non-functional until he passed over the Wanganui area.

07-14-54 A foreign military pilot flying at 35,000 feet altitude over the Charlevoix region, N.E. of Quebec city reported sighting a triangular shaped object about 5,000 feet above his altitude. "He reported having lost radio contact and experienced troubles with his navigation equipment while flying ...close to the "Balloon." (Note: The story had been circulating during the event that the object was a balloon, however the National Research Council in Ottawa placed the case in "Non-Meteorite Sighting File No. 74- 052.").

07-00-75 American 747 aircraft crew near Indonesia reported temporary electrical failure as a UFO came along side the aircraft.

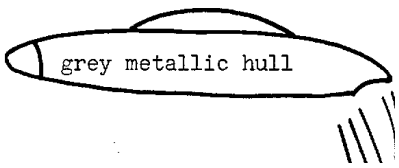
10-28-75 Foreign DC-9 aircraft were followed by "glowing UFOs" between Zagreb and Belgrade, Yugoslavia. "...some disturbances in the functioning of some instruments on (the) jets" was reported.

09-19-76 Foreign military jets (F-4 Phantom) weapons systems jammed during approaches to the UFO, a commercial aircraft's radio was also "jammed." The military aircraft malfunctions occurred within a 15 to 20 mile range. During an interview with Lt. Gen. Azarbarzin, Deputy Commander in Chief of Operations, Imperial Iranian Air Force, Thran on 1-4-77 he is quoted as saying, "...this technology they were using for jamming was something we haven't had before and we don't have it. It doesn't exist because it was a very wide band and this jammer could jam different bands, different frequencies at the same time. It's very unusual."

Figure 1
Appearances of Phenomena
(ordered by common features)
Pages 119-128

Category: Angularly Large, Sources with Definite Shape

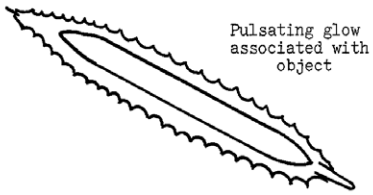
10-18-73. Drawing by pilot (L.C.). Constant red light on front, green light on rear moves as a spotlight does.



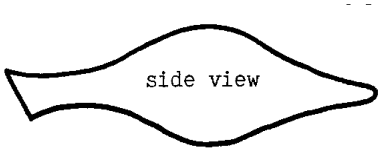
Drawing by crew chief (R.Y.).

06-08-75. Drawing by pilot (L.A.G.). Object disappeared in "cloud of smoke"

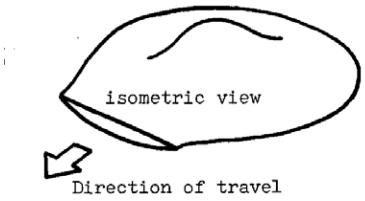
12-12-77. Drawing by passenger (R.S.). Object No.3. Pulsating glow associated with object.



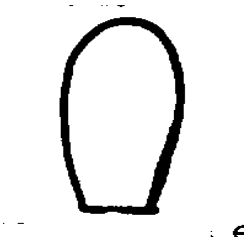
12-22-77. Drawing by UFO investigator (D.R. Tucker, Project VISIT).



Estimated width: 60'. Thickness: 20'.



07-16-73. Drawing by artist after pilot's description. Looked like a rugby ball in a vertical position with its lower end cut off, top half was greenish; bottom half shaded from orange to reddish; light emitted from bottom.



Estimated height: 20m, width: 10m

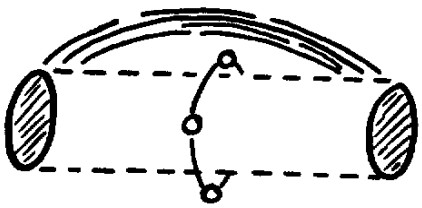
10-19-73. (No drawing available) Private pilot reported seeing a "huge (size of two story house) glowing green glob of light in a rough pyramid shape" which "swooped alongside his plane from nowhere." This object "changed shape and would pulsate; as it dimmed, radar contact was lost, as it brightened, radar contact was re-established."

11-08-73. (No drawing available) Foreign commercial pilot reported seeing a small, luminous top-shaped object with small window openings.

07-22-76. (No drawing available) Foreign commercial pilot reported seeing an object at his altitude of 35,000 feet which resembled a "dirigible gondola, with four very large windows, each about 25 feet apart." It was estimated as being "... much larger than (their) DC-10." Intense illumination was seen inside the "windows."

09-22-77. (No drawing available) American commercial pilot reported seeing "no distinct shape...but it appeared to be elongated with a row of brightly illuminated "windows" running front to rear."

09-19-76. Drawing by Mehrabad (Tehran) airport control tower, night shift supervisor (H.P.) from the ground.



Object 1. Hazy-yellow-blue arc. Elliptical disc of pulsating whitish-blue light (at ends) Estimated length: 8m, thickness: 2m.

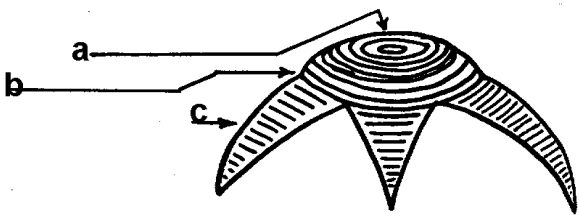
Main body invisible.

One round red light circling the main body, and pausing very briefly every quarter-turn. "...it took about a second or two to make a full circle."

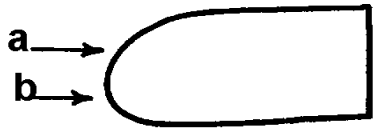
The entire object "oscillated like a see-saw--with the two ends describing 20 degree arcs." (viewed for 5 mm).

Object 2. Same witness (H.P.) then saw about two miles farther south a "circle of blue color - probably about six meters in diameter ." (viewed for about 3 mm)

Object 3. Same witness (H.P.) then saw object change shape to appear ".. like a fan with sometimes three, sometimes four, drooping and tapered blades." Glowing red core ("a"); Green ring ("b"). Dark orange extension ("c") as though flowing out of the green area. Became more yellow than orange toward each tip. Witness is certain that there was only one such extension which kept revolving to create an illusion of four and sometimes three different extensions, each extension was estimated to be about 2m long. Extension outlines were fuzzy.

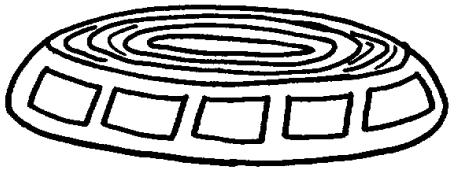


Object 4. The same witness (H.P.) and many others at control tower also witnessed seeing a fourth object or change in shape of the same object. Main part was orange-red ("a"). Corner glowed red ("b"). "While stationary, the UFO seemed like a beehive of activity: rhythmically glowing oscillating, and emanating lights that rotated around it."

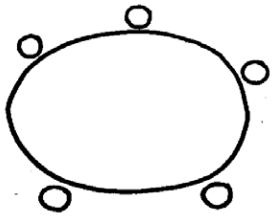


"Every few minutes the UFO would also change positions- seemingly disappearing from the observers at the control tower, and almost instantaneously reappearing at another spot in the sky miles away."

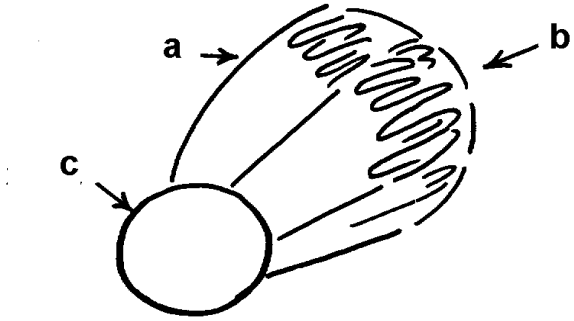
9-19-76. Drawing by first officer (A.P.) An intensely white, fluorescent light was emitted by the object. It left a non-continuous, sparkling trail.



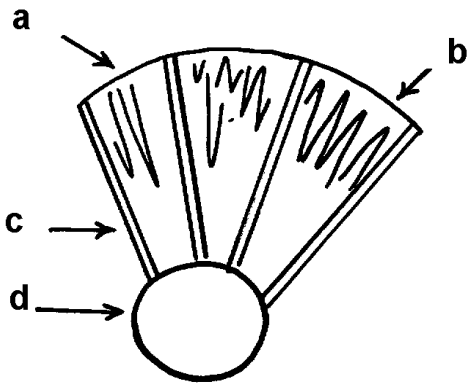
Drawing by pilot (Anon.). Horizontal oval of primarily white light but with a "constant blend of different shades of colors appearing across the surface." Outline was diffuse. Estimated width: 15'. Apparent angular diameter: 0.25 deg. Five small, distinct red lights located at edge.



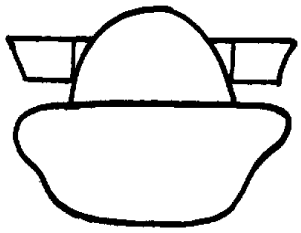
12-27-77. Drawing by pilot (R.A.). Curved edge ("a"); silver ("b"), white light ("c").



Drawing by observer on board helicopter (H.D.). Rounded top ("a"); silver ("b"); four ribs (maybe more) ("c"); white light ("d").



7-4-78. Drawing by pilot (F.P.H.). Hemispheric dome was bright chrome. Base was dull gray. Protrusions from dome rotated "back and forth" rapidly - the eyes could see the motion. "UFO was very close and clearly defined in clear air and skies." Estimated width of base: 36". Total height: 36"



6-11-78. Drawing ny pilot (F.W.W.) "...solid metallic aircraft of ovoid shape having a definite axis about which it moved... symmetrical in shape with a continuous highly reflective surface with no visible seams, markings, bolts, rivets, lights or protrusions of any kind." Estimated width: 2' to 3'. Thickness: 1.5' to 2.5'.

5-20-73. (No drawing available) Foreign commercial pilot reported seeing a "...silver oblong body, hanging vertically.

2-2-73. (No drawing available) Foreign commercial pilot reported seeing a ".... ball of intense bluish-white light, much like a welding arc.. .twenty to forty feet in diameter." It stayed with his aircraft for about 20 to 25 seconds.

4-12-73. (No drawing available) American private pilot (and passenger) reported seeing a "circular-shaped UFO that was bright white which became tinged with orange at times and "seemed to give off heat waves."

12-30-78. (No drawing available; l6mm color film 10 fps obtained for approx. 7 minutes) Film image shapes vary from circular. to oblate spheroid to thick streaks (both curved and straight) to complex closed polygons.

Colors on color film are typically yellow-white with occasional small areas of green and red.

9-4-77. (No drawing available) American commercial pilot reported seeing an oval UFO "...about 150 feet in diameter, flying at an altitude of 15,000 to 18,000 feet.... It was pulsating from a circular shape toward oblong, and giving off a reddish-green glow speckled by throbbing white, green and red lights on its side."

10-27-77. (No drawing available) Foreign military pilots in three separate aircraft reported seeing an orange circular UFO within 1000 ft. of one aircraft.

12-22-77. (No drawing available) American commercial pilot and co-pilot reported seeing a circular UFO with predominantly white lights. "There was a red blinking light on top of the thing with all those twinkling, silvery-white lights on around the middle... there was darkness between the red light on top and the white lights around the middle, and then darkness below the lights again.... and there was another red blinking light on the bottom of it. About every dozen or so lights around the middle, there was a reddish-purple one, and in between THEM, (sic) there was a blue one. But they were all blinking off and on intermittently."

This UFO then emitted a neon-green smoke ring from its bottom side which descended to the ocean's surface and "submerged! We saw the glowing green circle of water where it went in, and then the glow disappeared!.... Seconds later, two more green rings dropped out. The second one dropped away and submerged like the first one, but the third one dropped down and then shot straight ahead to disappear toward the coast."

"**...** the big UFO paced us for about twenty minutes, then all of a sudden the lights around the middle began going out in clusters -- not in banks of say, six or eight in a row, but six or eight separate individual lights at the same time..." "The top and bottom blinking red lights went out too with only scattered blue lights around the middle still blinking."

Finally, "... we could faintly see the silhouette of... like two inverted shallow soup bowls put together. Then very faintly just above the mid-lateral line we could see a soft subdued green glow emanating (sic) from what appeared to be trapezoidal shaped windows.. you know... wider at the bottom than at the top.

"Just about the time our eyes got focused on the windows, the thing assumed an overall bluish corona. Then it took off straight ahead like a cut cat, leaving nothing in front of us but a blue streak in the sky."

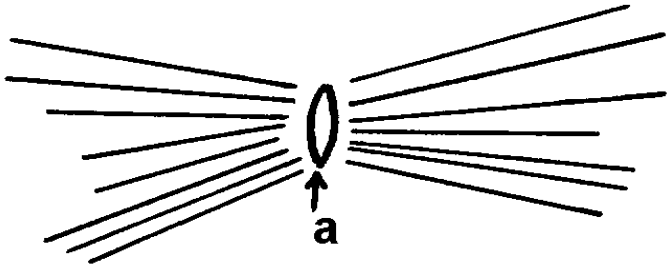
7-6-75. (No drawing available) American commercial pilot and co-pilot reported seeing a "...very dark rust" colored disc that at times appeared "almost black."

3-11-76. (No drawing available) Foreign commercial pilot reported seeing "an object which emitted a strange, intense light which seemed to come out from windows or similar openings, for to each luminous spot corresponded a dark one," It disappeared immediately after becoming intensely white.

8-20-76. Drawing by commercial aircraft passenger (J.S.). Object was seen near the ground, "reflecting sunlight brightly." A round shadow was seen on the ground beneath the object... the shadow then merged with the object. Reddish-brown spot ("a"), silvery, shiny disc ("b").

5-19-73. Drawing by pilot (E.M.). Bright light at center ("a"); a trail of paler light ("b"). Glare (as seen on horizon).

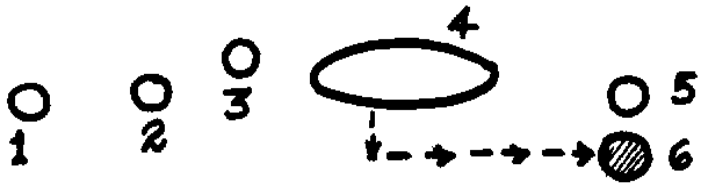
As seen on at Zenith. Bright light at "a".



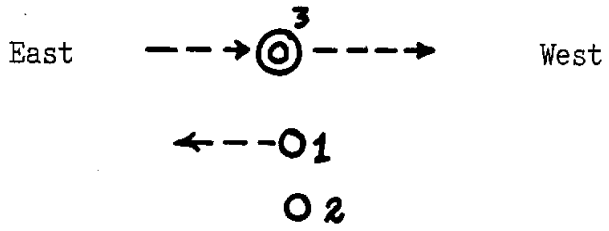
7-4-75. (No drawing available) Private pilot and passenger reported seeing the outline of a craft of light coloration and oval or cigar shape that appeared "...quite large." As it accelerated out of sight it "...changed brightness slightly."

Category: More Than One Object with Finite Angular Size

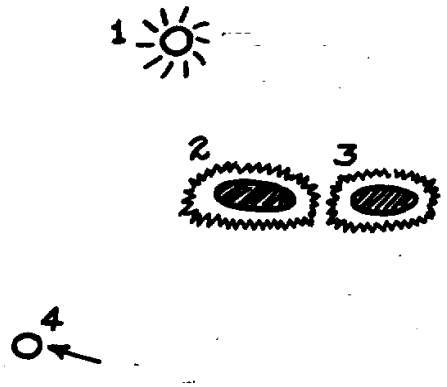
3-17-74. Drawing by pilot (W.K.) "While I was watching objects 3, 4, and 5.. with my binoculars (along with two other crew members)" another object (number 6) dropped out the bottom of number 4. Object number 6 dropped down "...approx. 2,000 feet and then shot out to join up with no. 5." They all disappeared since we passed under them in about the opposite direction. The objects were sharply outlined and reflected the daylight.



8-28-78. Drawing by pilot (P.C.). Two small, round objects 1 & 2 were seen motionless ahead and above the aircraft. The captain "then noticed a circular halo-shaped object 3 approach from the East." It passed "very close" to the two round objects and continued. "As it passed, one of the round objects (number 1) accelerated to the East very rapidly and was soon lost to sight. "All these objects were very high up, but quite clear. They all shown white.".



7-30-76. Drawing by pilot (D.W.) Pilot reported seeing light 1 for 8 minutes, object 2 appeared 2 min later and 3rd at same time. Object 1 was "incredibly bright." As we were looking a long cigar shaped object or sausage shaped brown affair appeared below it and to the starboard side of it, it just materialized...and then another one appeared next to it. 1: "Very large bright headlamp". 2 & 3: First object appeared. Second object (30-sec later).



: Second smaller bright object appeared about here.

First officer (C.T.) said that, "...its shape (number 1) was very difficult to discern. Rather like an enormous headlamp in the sky. It was not a star, planet or satellite." "Whilst watching this light an incredible occurrence was witnessed. At a much lower level, a large rectangular object suddenly materialized. It had the appearance of a thick, foreshortened condensation trail. The periphery was of a vapor appearance and colored, probably by the setting sun. The center was very dark, solid looking, somewhat cigar like and appeared stationary." About 30 sec later object 3 appeared "...just behind the first....I was under the impression that a third one appeared underneath the second (object 3) but couldn't swear to it. Another light then appeared (object 4); seven o'clock to the headlamp, but was lower on the horizon, not so intense and may be unrelated to this situation."

Category: Miscellaneous Descriptions Involving Perceived Shape

1-26-78. (No drawing available) Foreign commercial pilot and crew reported seeing from 10 to 15 orange glowing saucer-shaped objects flying in precise formation. The separation distances were maintained throughout the approx. 60 second-long sighting.

4-2-74. (No drawing available) Foreign commercial pilot and four other crew members reported

seeing an extremely bright round, somewhat flat object. An estimated 70 passengers on board also saw it.

7-14-74. (No drawing available) Foreign commercial pilot reported seeing a luminous triangle while at an altitude of 33,000 feet.

7-15-74. (No drawing available) Foreign commercial pilot and other passengers reported seeing a bright, silver-white cigar or triangular-shaped object above their aircraft. The object appeared to change from red to orange and yellow to blue.

10-??-74. (No drawing available) American commercial pilot and passenger reported seeing a bright white rectangular object seen against the clear blue sky. It finally accelerated upward out of sight after remaining visible for about eight minutes.

8-27-78. (No drawing available) American private pilot and passenger reported seeing a bright, reflective silvery-white oval or sphere, partly translucent, with no protrusions. Object appeared to darken as it neared the aircraft.

Category: Continuously Visible Single Point Sources - White

05-18-73	11-24-74	07-30-76
11-12-73	04-13-75	01-21-77
03-13-74	09-??- 75	04-14-77
11-16-74	09-28-75	04-23-77
11-23-74	11-22-75	

Category: Continuously Visible Single Point Sources - Colored

05-17-73 Very bright, blue-white with a red tail.

10-10-74 Greenish light, followed aircraft for 25 minutes.

11-22-75 Greenish-white light and orange sparks trail - changed to ragged patch of orange - changed to flowing orange "embers"- changed to darkness over 4.5 minute duration.

06-24-76 White light with a greenish tint traveling at about Mach 1.

07-31-76 Orange object seen "low on NW horizon."

10-26-77 Four or five "fireballs" seen falling into Pacific Ocean.

12-21-78 Brilliant white with intermittent reddish tinge. Two or three lights followed aircraft for about10 minutes.

03-21-77 Bright orange with blue flames trailing behind.

Category: Flashing Point Sources - White and Colored

02-12-73 Two white flashing lights, one on top of the other, accelerated vertically out of sight.

10-11-74 Object had red and white flashing lights. Object "pulled along side the aircraft for about 5 miles as aircraft descended 5,000 feet."

01-?? -75 Dull white source flashed on and off "sharply" for three minutes. Disappeared suddenly.

02-25-76 White light with a tint of red, hazy outline, flashed at 5 second intervals. (FP)

02-25-76 Brilliant white, rapidly flashing, sharply defined. (FC)

Data Base

A total of 72 sighting reports of 69 separate cases or an average of 11.5 sightings per year involving relatively long durations and two or more eye witnesses of the UFO were found in my own files and in reports sent to me by numerous foreign and domestic investigators. Of these, 72.2 percent involved commercial, *19.5* percent involved private and 8.3 percent involved military pilots. Table 1 summarizes these cases which includes the basic "objective" sighting data, i.e., radar (ground sites on-board) and electromagnetic (E-M) effects on-board the aircraft. (1)

Six cases were found involving some type of electromagnetic effect on-board the aircraft. The basic details of these six cases are given in Table 2. One report (4-13-75) was too abbreviated and in Spanish to afford enough details to include here.

A number of subjectively determined characteristics were also reported for these sightings. Both verbal descriptions as well as drawings of the phenomena were available in some instances. The many hundreds of pages of original documents have been abbreviated and grouped by common features in Figure 1 (pages a - j) for cross comparison.

Data Analysis

The distribution of sightings by year and foreign or domestic aircraft registry is given in Figure 2. The total number of sightings appears to be relatively constant except for 1978. Perhaps this is because not all of the available reports for 1978 have yet been submitted. There also appears to be a small increase in the number of American aircraft involved.

That there tends to be a small increase in the total number of sightings from the air as the year progresses with a dominant peak occurring in July is illustrated in Figure 3. These monthly frequencies may be compared with those given on pages 33 - 38 of Hall's (1964) review of military, commercial, and private pilot sightings for the period August 1944 to March 1963 (224 months). A total of 112 sightings are listed (2) in Hall's review for an average of two sightings per month in comparison to an average of one sighting for each of the 72 months covered in the present review. The numbers in parentheses for each month in Figure 2 represent the percentage of all 112 sightings in Hall's review for comparison purposes. The peak (i.e., maximum) frequency of sightings in July is evident in both sets of data as it was in the U.S. Air Force's Project Blue Book, Special Report No. 14 (Davidson, 1971) covering the period June 1947 through December 1952 and including about 4,000 UFO sighting reports. While the relatively large sample size represented

in the Air Force graph indicates a more symmetrical distribution of sightings around the July - August peak months, the criterion that was used to place sightings into the "in sufficient information" category in the first place is open to question for reasons that are beyond the scope of the present paper.

Figure 2. Number of Sightings By Year & Registration Classification
Figure 3. Number of Sightings by Month & Registration Classification

The present data were also analyzed by duration of the sighting. Figure 4 presents these findings by year. The top of each bar is the maximum and the bottom the minimum duration in minutes with the mean shown by a short horizontal line and number (in minutes). While the means are relatively long and may surprise some readers, comparison may be made to other research on the same subject by Davidson (1971) and Vallee and Vallee (1966, pg. 178) which indicates roughly comparable durations for sightings predominantly from the ground. A direct comparison among these three sets of duration data is not possible since each investigator used a different method of compiling data. It is valid to say that the present sighting durations tend to be of shorter duration than either those of the Air Force's Special Report 14 or those presented by Vallee and Vallee. These comparative duration graphs are given in Figure 5.

What time of the day did the present group of sightings occur? The answer is illustrated in Figure 6 using a 24 hour clock and plotting the frequency of the sightings' local time within one-hour intervals. It may be seen that the largest proportion of sightings occurred between 2100 and 2500 hours with a second "peak" occurring between 0200 and 0300 hours.

The major "peak" extending between 2100 and 2500 hours local time in Figure 6 corresponds to the major peak cited by Vallee and Vallee (1966) for Type III cases, namely, "...an unusual object of spherical, discoidal or elliptical shape stationary in the sky." However, no secondary "peak" is found for the 0200 to 0300 hours period in the data presented by Vallee and Vallee. In addition, a peak in the number of object sightings was found to occur between 2000 and 2300 hours in the U.S. Air Force study (Davidson, 1971; Fig. 41) and a much smaller peak at 1400 to 1500 hours. Thus, the present data appears to fall within the same general frequency of occurrence and time of day patterns as previously reported sighting data (primarily sightings from the ground). A previous analysis of aerial sightings (Challenger and Haines, 1979) has shown that these two frequency "peaks" are influenced by season of the year and by the latitude at which the sighting is made. Interested readers may also wish to consult other "time of day" data reported elsewhere (Ballester-Olmos and Vallee, 1971; Hynek and Vallee, 1975; Phillips, 1975) which include predominately sightings from the ground.

It is also instructive to compare the distribution of the various types of "objective' data with the subjective date. Objective data is any automatically or instrumentally derived data that occurs *without* the direct, continuous involvement of the human being. This is done in Figure 7 in the form of a Ven diagram. Numbers in parentheses represent the percentage of the total 72 sighting reports for each type of data indicated. These data were extracted from the "Radar" and "E-M" columns of Table 1 for each sighting for which there was a "Y" (yes). Referring to Figure 7 it may be seen that some form of objective data was found to occur on 21 (29 percent) of the 72 total sightings. Also, seven percent involved both on-board and ground radar of the aerial phenomenon and one percent involved both on-board radar contact and some type of E-M effect. Interestingly, in no instance was there the situation where an objective indication of a phenomenon was obtained without a visual sighting. These data may be considered as a continuation of other reported E-M effects accompanying UFO phenomenon reported elsewhere (Hall, 1964, Section 8) in which aircraft pilots reported such effects as engine failure, jammed radar, blocked radio transmission on various frequencies, "strange" radio signals received, ADF burnt out, etc. In the majority of such cases a high energy field seems implicated. Determination of the exact nature of the phenomenon would depend upon a careful study of extremely well documented cases where on-board sensing

systems are affected in a way that may be "recalibrated" after the fact. For Instance, if an ADF coil is shorted out it is possible to trace each circuit segment to find out where the break occurred and the likely current density that would have been required to cause the damage. A detailed analysis of various E-M data associated with the New Zealand sighting of 12-30-78 is currently underway.

Figure 4. Sighting Duration (minimum, mean, maximum) by Year
Figure 5. Cumulative Percentage Distribution of Sighting Duration
Figure 6. Time Distribution of Sightings (1973-1978)
Figure 7. Diagram of the Quantitative Distribution of Subjective & Objective Data

Some general observations are in order concerning the shapes and other reported "subjective" features of these objects: (1) Of the 18 drawings analyzed, ten (55.5 percent) were symmetrical. This value is close to the 59.7 percent of symmetrical UFO drawings by 139 participants in a special UFO drawing test who indicated that they had seen a UFO (Haines, 1979 (b)), (2) The majority of these drawings were oriented with the long axis parallel to the earth's surface (assuming that the paper used for the sketch was oriented long dimension vertically), (3) In most of these verbal descriptions the object or source of light was clearly defined, and (4) Numerous descriptions involve one or more:

(a) Luminous rays emanating from the object: (10-18-73; 12-12-77; 9-19-76 Object 1, Object 3; 5-19-73; 7-16-73)

(b) Either steady or pulsating homogeneous luminance over the entire surface of the object; (2-2-73; 4-12-73; 10-19-73; 1-26-74; 4-2-74; 7-14-74; 7-15-74; 10-??-74; 7-30-76; 9-19-76 Object 2, Object 4; 9-19-76; 10-27-77; 12-30-78)

(c) Highly complex colored lights accompanying a main object: (2-12-73; 10-11-74; 9-19-76 Object 1, Object 4; 9-4-77; 12-22-77; 6-24-78)

(d) Passively reflecting object(s): (5-20-73; 3-17-74; 7-6-75: 8-20-76; 6-11-78; 7-4-78; 8-27-78; 8-28-78)

(e) Some variation of "windows" and/or internal illumination seen within the object(s): (11-8-73; 3-11-76; 7-22-76; 9-22-77; 12-22-77)

Referring to the descriptions of the phenomena given in Figure 1, it can be seen that these descriptions could be placed into one of six basic classifications: 3

(1) Angularly large sources with a definite shape (27 cases)

(2) More than one object with finite angular size (3 cases)

(3) Miscellaneous descriptions involving perceived shape (6 cases)

(4) Continuously visible single point source(s) - white (14 cases)

(5) Continuously visible single point source(s) - colored (8 cases)

(6) Flashing point source(s) - white and colored (5 cases)

It did not appear warranted to develop more categories than these.

Some General Observations

Perhaps the most general observation to be drawn from this review is that there are some patterns that emerge. As discussed, they are the same kinds of time of day and month of the year patterns that have been reported previously and which derive mainly from observers on the ground. Certainly, there is no particular reason why details of sightings from the air should differ significantly from sightings from the earth's surface. Another general conclusion is that private, military, and commercial pilots and passengers continue to see and report bizarre phenomena while flying; this occurs in many foreign countries as well as in America. Also, while some of the present sightings seem to involve passive, free-floating objects like balloons (e.g., 7-6-75 and 6-11-78) the majority do not. The appearance of the phenomena seems to fall within approximately the same broad range of perceived shapes as are cited in the UFO literature (e.g., Vallee and Vallee, 1966). This occurs in spite of the supposedly high observational capabilities of pilots outlined briefly in the introduction; this observation raises some intriguing questions concerning the validity of the sighting details. If one assumes that pilots are seeing and reporting the same phenomena as ground observers are seeing and reporting then one would expect the subjective and objective data obtained from the two observer groups to be similar (and with comparable range of features). Apparently this is what is occurring. If one assumes, on the other hand, that pilots are seeing and reporting a different sub-set of phenomena than are seen by ground observers one would expect some qualitative (and quantitative?) differences in the reports from the two observer groups. While a statistically reliable test of the similarity and differences of these two observer groups' reports must await a larger sample size made up of more valid data, it now appears reasonable to suggest that the aerial phenomena reported by pilots and passengers flying is very similar to the aerial phenomena seen from the ground.

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FOOTNOTES

1. One reason they are listed here is to invite comments and corrections from the reader, If you happen to know the explanation of any particular sighting please correspond directly with the author.

2. Only those dates for which the month is given are included here.

3. As is indicated in the drawings of Table 2, almost all of the drawings were by the pilot(s) involved. Every attempt was made to faithfully reproduce the original line weight, shading, orientation, and other features of the original drawing in keeping with recommendations made elsewhere (Haines, 1979) (b).

Source: MUFON 1979 UFO Symposium Proceedings, pages 113-140.

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Official Comments

NICAP Home Page

A REVIEW OF SELECTED AERIAL PHENOMENON SIGHTINGS

FROM AIRCRAFT FROM 1942 TO 1952

Richard F. Haines, Ph.D.

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ABSTRACT

Sightings of so-called anomalous phenomena made from the air have the same fundamental features as phenomena reported by ground witnesses. This conclusion is based on a previous review of 69 cases from aircraft for the period 1975 to 1978 (reference 1). It is significant in that several prosaic explanations offered are either totally or partially eliminated because of it (e.g., radio controlled models, birds, balloons). The present review of an earlier period seeks patterns in the data that may be diagnostic in understanding something about the core identity of UFO phenomena. A total of 285 aircrew reports are reviewed for the period 1 January 1942 to 31 December 1952. It was found that 93 percent involved American and 7 percent foreign aircraft. Of the total 68 percent were military, 20 percent commercial, 11 percent private, and 1 percent unspecified. Twenty-nine cases (10.2 per cent) involved some form of electro-magnetic effect; they are reviewed in some detail. General statistics on temporal, spatial, and other factors are provided.

INTRODUCTION

A previous MUFON symposium paper (reference 1) gives five reasons for the author's continuing interest in the analysis of unidentified aerial phenomena reported by aircrew during flight. The present review is a continuation of an attempt to find pattern(s) of characteristics predictive and/or diagnostic of the phenomenon's basic nature. A total of 72 reports of 69 separate cases from 1975 to 1978 involving two or more aircrew witnesses in flight was presented at the 1969 annual MUFON convention in San Francisco. There it was concluded that the basic nature of the phenomenon (phenomena?) seen by aircrew was remarkably similar to that reported by ground witnesses representing an extremely wide range of occupations. Because many of the aircrew sightings took place at high altitudes, over extended periods of time, and during (airplane) travel at high velocities, a number of prosaic explanations could be readily eliminated. Among these explanations are birds, balloons, radio-controlled flying models, and kites. Meteors, and rocket launches and re-entries also are generally precluded because of the relatively long viewing durations and sometimes violent flight maneuvers displayed. It should be remembered that the space age did not begin in earnest until October 4, 1957 with the launch of Sputnik 1.

Of particular interest from the earlier MUFON paper were five cases of the 69 (7 percent) that involved some kind of electro-magnetic (EM) effect. They included: (1) abnormal deviations of a gyro - and a magnetic-compass in addition to a burnt-out automatic direction finding compass, (2) navigation and radio equipment malfunction, (5) temporary failure of the electrical system, (4) malfunctions in cockpit instruments, and (5) temporary but total failure of the weapons firing system on an American built F-4 Phantom jet aircraft with wide frequency band jamming. Each of these events occurred when an unidentified phenomenon flew in the vicinity of the airplane. Other EM cases are presented elsewhere (references 2 - 6). All of the aircraft flying during the period reviewed here had some kinds of sensors, emitters, or other passive instrumentation on-board that could give clues as to the frequencies, magnetic field strengths, and power densities on the airplane allegedly produced by the phenomenon. It is the author's belief that a systematic search of the spectral frequency plot(s) of the aerial phenomena will be particularly helpful in understanding what

the phenomenon is and also in enlisting the assistance of other professionals in such studies.

Finally, since almost all of the information reviewed here is historical and not particularly complete (obtained largely from USAF Project Blue Book files), the earlier restrictions of requiring two or more eyewitnesses and a combination of high altitude and low air speed or lower altitudes but higher air speeds were not applied. It is finally becoming an accepted truth in UFO studies that the validity and scientific usefulness of the evidence obtained is only as high as the reliability of the observer(s) and the care with which the data is dealt by the investigator(s). Witness reliability is influenced by many external (environmental) and internal (socio-psychological) factors each of which can contribute to the final perception and memory reconstruction of what took place (references 7,8,12). Unfortunately, much early UFO research was carried out by untrained people; much of the early U.S. Air Force "research" conducted under Project Sign and Grudge was haphazard in terms of both its quality and quantity. Because the present review covers this early period the data base is not as complete or useful as it otherwise might have been. Nevertheless, it is better than nothing and does form a base upon which to build explanatory models.

THE DATA BASE

Appendix 1 presents a listing of the 285 cases found in the open literature for the period in question. A blank or question mark indicates that data was missing in the original report. An "L" in the column labeled "Time" stands for local time while a "Z" stands for Greenwich Mean time (also called "Z" or zulu time). "Loc" stands for the general location of the sighting (also refer to the latitude and longitude columns). "Flt." stands for the flight registration of the airplane where "U" = USA, "F" = foreign, "M" = military, "C" = commercial, and "P" = private. A "yes" in the EM column indicates the cases where some kind of EM effect was reported. Duration of the sighting is given in minutes (m) or seconds (s). A hyphen indicates a range of values. "Brief" and "few" is assumed to represent two.

Appendix 1 - Summary of Cases Reviewed

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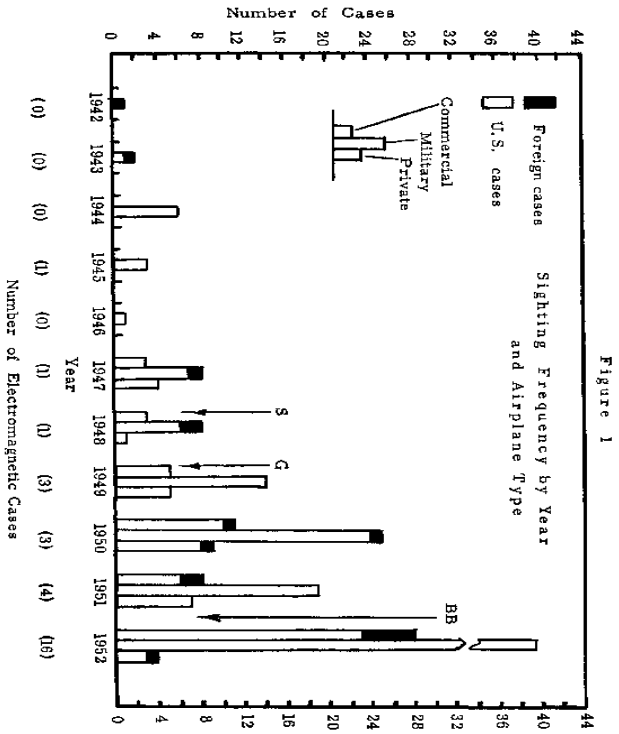
RESULTS OF THE ANALYSIS

Sighting Frequency by Year and Airplane Type

How do the present 285 cases distribute themselves over this 11- year period? Figure 1 illustrates the answer. The now well publicized "flap" of 1952 took place within a longer period of activity which extended several years previously.



Better Version of Figure 1, Number of Electromagnetic Cases (Click Here)

The filled bars represent foreign aircraft and the clear bars American. Each year has as many as three vertical bars. They are: (left) = commercial, (center) military, (right) private. It may be noted that while the number of U.S. sighting reports tended to rise over this period no such rise is seen for the foreign aircrew data. A Chi square analysis (footnote 1) showed that there were significantly more domestic sightings than foreign

$$x^2 = 24;\ df = 10;\ p<0.01$$

The proportion of foreign to U.S. sighting reports switched to a more equitable balance for the 1975 to 1978 period (reference 1, page 131).

Project Sign was officially created on 22 January 1948 (see point "S" in Figure l). It was the first USAF study of UFO phenomena conducted by the Air Technical Intelligence Center of the Air Material Command located at Wright-Patterson AFB, Ohio. It was replaced in both name and (most) personnel on 16 December 1948 by Project Grudge (see point "G" in Figure 1). As Jacobs (reference 9) points out, many personnel in Project Sign who "...leaned toward the extraterrestrial hypothesis" were replaced by others with no such bent. Jacobs continues, "Instead of seeking the origin of a possibly unique phenomenon, as Sign had done, Grudge usually denied the objective reality of that phenomenon. In this way Grudge shifted the focus of its investigation from the phenomenon to the people who reported it." Despite the fact that reporting a UFO was not made mandatory until 29 April 1952 when AF 200-5 was issued, there was a continual rise in the number of sighting reports from US aircrew during both Project Sign and Grudge. No doubt the increased publicity surrounding the Air Force's involvement in the subject contributed to the rise as did the often spectacular nature of the phenomenon.

A comparison of the number of "unidentifieds" from a Project Blue Book official press release of February 1966 (reference 10) for the period 1947 to 1952 is given in Table 1 with the number of cases uncovered during the present review. Clearly, the author included more cases in the unidentified category than did Project Blue Book officials for 1947 through

1951. A non significant Product-Moment correlation of r = 0.71 was found between the present distribution of six frequencies for 1947 to 1952 and the corresponding distribution for 1973 to 1978 (reference 1). These two distributions were statistically different from each other

$$x^2 = 5.1; df = 11; p<0.05.$$

Table 1
Comparison of Number of "Unidentifieds"
from Project Blue Book and the Present Review

Year	Project Blue Book Total No. Reports	No. UFOs (%)	Present Review
1942			1
1943			2
1944			6
1945			3
1946			1
1947	122	12 (9.8)	17
1948	156	7 (4.5)	13
1949	186	22 (11.8)	24
1950	210	27 (12.8)	45
1951	169	22 (13.0)	34
1952	1,501	303 (20.2)	137
Totals	2,344	393	283

Sighting Frequency by Month and Year

Several previous reviews have suggested a consistent "month" effect with certain months producing more sightings than others. No such pattern was found in a previous analysis of pilot sightings for the period 1947 to 1959 (reference 11). A sighting shift phenomenon was found, however, such that during summer months most sightings occurred in northerly latitudes (37-degrees to 49-degrees) and during winter months most occurred in southerly latitudes (25-degrees to 36-degrees). But what about the present data base?

Figure 2 provides a month by month frequency plot of the number of sighting reports over this eleven-year period. The monthly totals added across all eleven years are: (Jan) = 19, (Feb) = 13, (Mar) = 18, (Apr) = 13, (May) = 24, (Jun) = 29, (Jul) = 46, (Aug) = 28, (Sep) = 17, (Oct) = 20, (Nov) = 23, (Dec) = 27, (no month cited) = 6. The sighting report frequency appears to be fairly consistent over the twelve months of the year with but a small increase in the May - June period.

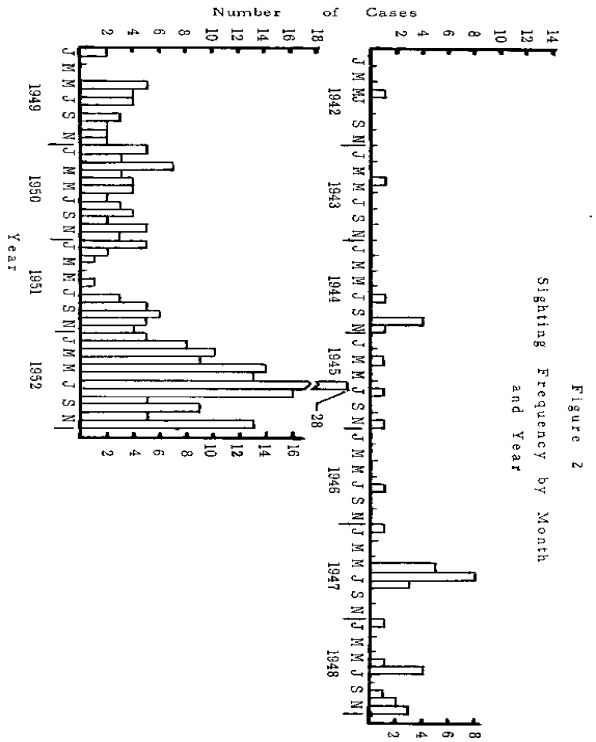


Figure 2, Sighting Frequency by Month and Year (Better Version)

Sighting Duration

Another parameter of interest is the maximum, minimum, and mean duration sighti g. Of course many things can influence this parameter in both directi e reference 12, chapter 10). It was assumed here that the number of temporal eswhich were longer than the actual event would tend to average out the number which were shorter than the actual event; i.e., the mean ought to be fairly representative of its "actual" value. Figure 3 presents these data. The top and bottom of each bar represents the maximum and minimum sighting duration, respectively with the mean shown by the short horizontal line and numeric value (in minutes). The grand mean duration of 7.3 minutes is less than the grand mean duration of 8.5 minutes found for the 1973 to 1978 period (reference 1).

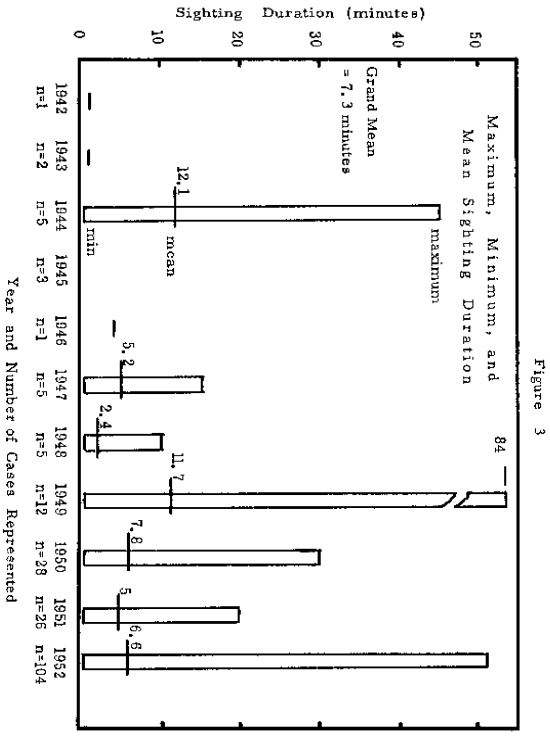


Figure 3

Figure 3, Year and Number of Cases Represented (Better Version)

For an airplane traveling at 150 miles per hour a period of 7.3 minutes corresponds to more than 18 miles of travel in straight, level flight (neglecting winds). Of course not all airplanes included here continued flying straight and/or level. Many pilots turned to be able to keep the phenomenon in sight or follow it (them). Various so-called "natural" phenomenon such as ball lightning and meteoritic passage through the atmosphere normally do not last even half as long as 7.3 minutes! These relatively long viewing durations make possible careful observation of the phenomenon by the aircrew.

The frequency distribution of measured or estimated sighting duration has been re-plotted in Figure 4 as a histogram (along with comparable duration data from reference 1. Dashed bars are for the present review and solid for the 1973 to 1978 review period. These two data sets differ significantly at the $p < 0.001$ level of confidence according to a

X^2 value of 37 (df = 13).

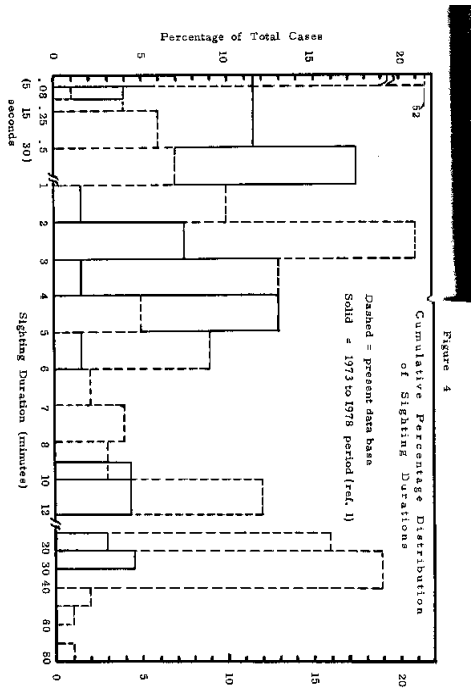


Figure 4, Sighting Duration (minutes) (Better Version)

Number of Eye Witnesses

It is instructive to know how many eye witnesses were involved if for no other reason than to gain an idea of the approximate reliability of the overall data base. In general, the more eye witnesses involved the more potentially useful information is available to the investigator, particularly when the eye witnesses are pilots and other highly trained and motivated air crew members. Figure 5 presents a histogram giving the number of cases (vertical axis) involving the number of eye witnesses shown along the horizontal axis. The large numbers of cases involving two or more witnesses is (largely) due to the high proportion of cases involving commercial and military airplanes. Numbers in parentheses beneath each eye witness number category are the corresponding number of cases from the 1973 to 1978 period review out of a total of 69. (Note: three cases in the previous review were unspecified in terms of duration)

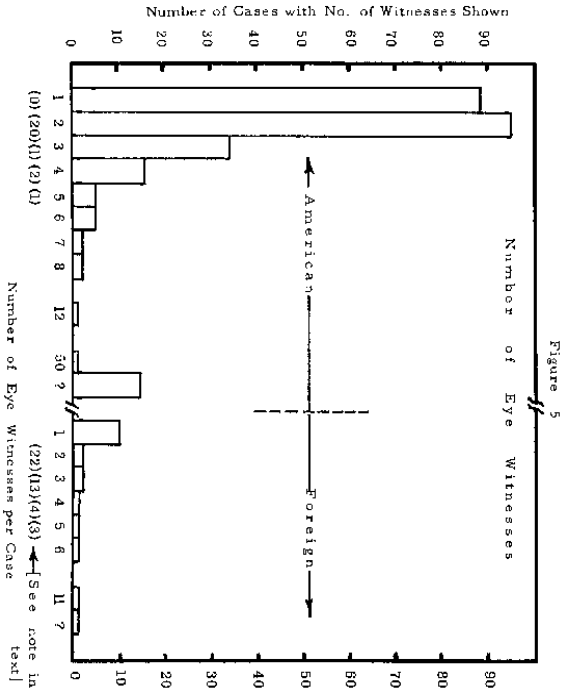


Figure 5, Number of Eyewitnesses per Case (Better Version)

Local Time Frequency Distribution

What time of day did these sightings occur? Figure 6 gives the answer using a 24-hour clock notation, that is, all 24 hours of the day are shown around the circumference of an imaginary circle. Midnight is at the top and noon at the bottom. The number of tick marks measured outward from the center of the figure give the number of cases that occurred within each hour. The largest number of cases in the present review took place between 8:00 and 9:00 pm and the second largest between 9:00 and 10:00 pm local time. A two-hour long peak frequency was also found for the 1973 to 1978 period but was shifted one hour later. In addition, a secondary peak (involving 6 cases) was found between 2:00 and 3:00 am local time for the 1973 to 1978 period but not here. All six of them were reported by foreign aircrews. It is possible that flight schedules of commercial aircraft may well have changed between the present and earlier reviews.

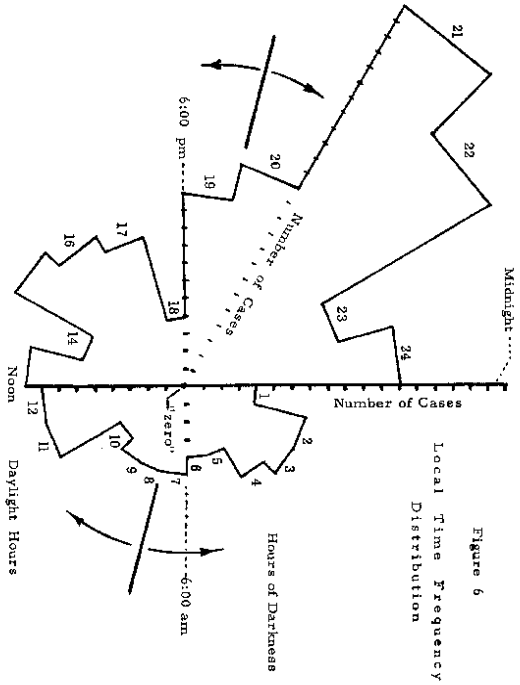


Figure 6, Local Time Frequency Distribution (Better version)

A Chi square analysis was performed on the present hourly frequency data compared with the corresponding hourly frequency data for the 1973 to 1978 period. They did not differ significantly

$$X^2 = 25; df = 23$$

Another analysis showed that there is no statistically significant difference between the number of sightings reported during am hours as with pm hours

$$X^2 = 13; df = 11.$$

Finally, an analysis of the number of sightings occurring during predominately daylight hours (i.e., 8:00 am to 7:00 pm) with predominately nighttime (darkness) hours (i.e., 8:00 pm to 7:00 am) showed that significantly more sightings occurred during nighttime

$$X^2 = 40; df = 11; p < 0.001.$$

Electro-Magnetic Effect Cases

Among the 283 cases reviewed were 24 (8.5 percent) that involved some form of EM disturbance, malfunction, or other effect. Table 2 summarizes these interesting cases by category.

Table 2

Summary of Electro-Magnetic Cases

EM Effect Reported	Date	No. Cases	(Percent)
Aircraft Radar Contact only (no visual)	1-12-50 1-21-51 3-24-52 12-24-52	4	15.4
Aircraft and Ground Radar Contact only (no visual)	1-22-52 8-6-52	2	7.6
Aircraft Radar Contact and Visual Contact by Aircrew	9- -50 9-17-51 10-18-51 3-26-52 12-10-52	5	19.2
Ground Radar and Visual Contact by Aircrew	6-16-48 3-23-52 5-26-52 7-20-52 Summer 1952 8-9-52 Autumn 1952 12-6-52 12-15-52	9	34.6
Aircraft Engine Stopped while in-flight	7-23-47 6-16-48 6- -49	3	11.5
Aircraft Engine Trouble	8-28-45 7-24-49	2	7.6
Aircraft Radio Transmission Jamming	9- -50	1	3.8
	Total =	26*	99.7

Note: Two cases fall into two different categories, viz., 6-16-48; 9- -50.

Click Here for Readable Copy of Table 2, Summary of Electro-Magnetic Cases

Following is a synopsis of each of these 24 cases grouped by general category.

Aircraft Radar Contact Only (no visual)

12 January 1950 2325 Hrs (local) $24^{0}00'$N $85^{0}20'$W Gulf of Mexico

A USAF B-29 was flying at 10,000 ft altitude when three radar paints were made. The radar screen "blips" orbited the B-29 with velocities estimated up to 3,000 mph. One blip traveled across the screen in 15 to 20 seconds (100 mile range setting). Two more blips then appeared and joined the first. A blip would enter the screen on one side, pass through the center (where it was lost temporarily) and then emerge on the opposite side, Blips were also seen on the 20 and 50 mile range settings. The main blip would hover in one location for from 5 to 15 seconds. The total sighting lasted about 30 minutes. The radar was jammed for about 10 minutes while in the vicinity of the Texas border.

21 January 1951 1620 Hrs (local) $36^{0}00'$ N $84^{0}22'$ W Oak Ridge, Tenn.

A USAF F-82 jet fighter flying at 7,000 ft. altitude established a radar contact over the Oak Ridge X-10 Atomic energy project plant. Initial contact was at about 10 miles, One of two aircraft made a lock-on approach at 4.5 miles where the unidentified EM source descended below the aircraft's beam. When the nose was dropped the target was once more acquired. Two other passes were made over the plant area. (Note: On 16 January 1951 at 1645 Hrs five people driving in the control zone security area reported seeing an "unusually brilliant object.")

The Air Force Material Command analysis of this incident concluded that the radar return was probably due to refraction to the ground (and back) of the airplane's radar beam by a temperature and/or moisture duct which was located at about the same altitude as the jet interceptor. Weather records for 21 January 1951 at 2100 Hrs showed a 6-degree inversion between 2,000 and 5,000 ft altitude (below the aircraft flying at about 7,000 ft) and another 3-degree inversion existing between 8,000 and 11,000 feet altitude. Air temperature near the ground was 58-degrees F and dew point of 19-degrees. Winds were very low.

March 1952 0845 Hrs (local) $34^{0}30'$N $121^{0}30'$W off California coast.

A U.S. Air Force B-29 navigator and radar operator viewed a radar return from an unidentified source for from 20 to 30 seconds while flying at 25,000 ft altitude and 200 mph, at a point 60 miles west of Point Conception, California. The radar return was calculated to be moving at about 3,000 mph on the APQ 13 set and was at about 25,000 feet altitude. Although visibility was unlimited nothing was seen.

The official USAF conclusion was "unidentified" even though some conjecture was given to radar reflections off a part of the aircraft and/or machine gun bullets which were fired for practice during the sighting.

December 1952 1215 Hrs (local) $33^{0}00'$N $96^{0}15'$W Dallas, Texas

The crew of a USAF B-36 reported radar contact with an unidentified EM source while flying at 40,000 ft altitude about 80 miles northeast of Dallas, Texas. The return occurred intermittently over 30 minutes at a range of from 2,000 to 4,000 yards within +/- 30-degree azimuth and -5 to -15-degree elevation angle (relative to level). Indicated air speed was 180 mph. The radar set was type AN/APG-41. The returns were photographed with a type ANO/15 camera and C-15 type film.

This event occurred during and after practice intercepts were made on the bomber by two F-84 interceptors (made to check out a new type of gun radar). Both radar sets on the B-36 showed the return at the same location. Radar interference was experienced for 30 minutes after the two jets had left the area. When the B-36 changed heading or climbed or dove the radar return remained in the same location.

Aircraft and Ground Radar Contact (no visual)

22 January 1952 0020 Hrs (local) $64^{0}30'$N 149000'W Alaska

An Alaskan ground radar site first detected an unknown object traveling away from their location at about 1350 to 1500 knots. An Air Force F-94 jet interceptor was scrambled to investigate and its on-board (type AN/APG-33) radar also locked on. The unknown reversed its course, returning toward the ground site. The ground radar tracked the F-94 near Nenana (near Fairbanks). The first airborne contact was of two returns ahead and about 500 feet below the aircraft's altitude of 30,000 feet**.** One return was bright and the other faint. Contact was lost at 200 yards range. About 60 minutes later the aircraft made a second contact dead ahead and at the same altitude as the aircraft; rate of closure was 100 knots. The pilot did not see anything during either pass. The aircraft was checked for radiation on 23 January 1952 with negative results. The ground site used a pulse repetition rate (PRR) of 600 and was set to MTI operation (a mode that cancels out fixed ground clutter from being displayed on the screen).

The F-94 radar observer said, "All during this flight, I had picked up an occasional mutual inductance line on the scope, but it would appear at different positions in azimuth and for only one sweep. I attributed this to a possible malfunction of the set and ignored it."

Since contact was lost each time the ground radar unit switched to short range, an Air Force radar expert said the return was probably caused by some kind of "freak weather." Note case: 21 January 1951 near Oak Ridge, Tennessee.

6 August 1952 0025 Hrs (local) $35^{0}48'$N $139^{0}54'$E Japan

An F-94B jet interceptor was scrambled from Johnson AFB, Japan because of an unidentified contact with an airborne object from ground radar (type AN/CPS-1; AN/CPS-4) of the 528th AC & W Group. The unidentified aerial return was tracked making a right-hand (circling) orbit over Tokyo Bay. No height information was available. The unknown was also detected on the APQ-33 on-board radar, however, nothing was seen visually. All radar sets were (later) checked and found to be in working order. The weather was exceptionally good at the time with winds at 5,000 feet altitude at 20 knots at 2000. Cloud cover was 3/l0ths at 14,000 feet.

Aircraft Radar Contact and Visual Contact by Aircrew

? September 1950 0700 Hrs (local) 40^0N 127^0E Korea

The pilot of a U.S. Navy night combat fighter aircraft reported seeing two huge shadows traveling over the ground below him at a high rate of speed. He was flying at 10,000 feet altitude just before sunrise and estimated the shadows were moving about 1,000 mph. Then they both stopped suddenly and backed up and appeared to vibrate or jitter. He looked up and saw two apparently solid objects with a silver, mirror surface above him. He readied his guns and his radar screen bloomed (became very bright) indicating some form of jamming. Turning down the set's sensitivity had no effect. when he tried to radio his ship a strange buzzing noise was heard. He stated, "Each time I switched frequencies the band was clear for a moment then the buzzing began." Using the radar screen's initial image size and indicated range as indicators, he judged their diameters to be at least 600 or 700 feet. Both were described as looking like a coolie's hat with oblong ports emitting copper-green light which gradually shifted to pale pastel colors. A shimmering red ring encircled the top portion of each object. A jet black circle was also seen on the bottom of each object. During the entire period when the objects seemed to jitter the black circle appeared to remain stationary.

Note. It may be significant to point out a closely similar sighting investigated by the author which took place on 4 July 1981 at l645 Hrs (local) over Lake Michigan, USA by a commercial aircrew. The main eyewitness was an ex-Navy combat fighter pilot in Korea.' (Reference 13).

17 September 1951 0420 (Z) $61^0$30'N $68^0$50' W West of So. Greenland tip

A USAF B-36 crew flying at 18 000 feet altitude over the Atlantic ocean d radar (jammi g) interference on their APQ-24 set. The alleged source of inte e was an "unidentified aircraft" at 28 miles away. The anti-jamming system was act..but there was no change in the jamming pattern on the radar scope." Fif nutes later radar interference was received c ming from the right side of the a through a horizontal arc of 1200. The unknown source was tr cked at a vel f 238 knots. Several aircrew members had seen running lights which wer "...not rd...all were white with twin white tail lights." The electronic counterme (ECM) officer picked up carrier waves on 867, 849, 822, 991, 730, 715, and 730 megaHertz. "Frequencies in the 700-800 and 900 megacycle group are unexplainable since no radar stations, U.S. or Canadian, are known to exist in the area within range of the B-36... .there are no aircraft assigned to the NEAC area that have night lights as described...or (that) fly at the altitude and airspeed indicated."

One day later two other B-36 aircraft left Goose Air Base (Labrador) enroute to Resolute, NWT. The first aircraft was flying at an altitude of 18,000 feet and 210 knots airspeed. Its

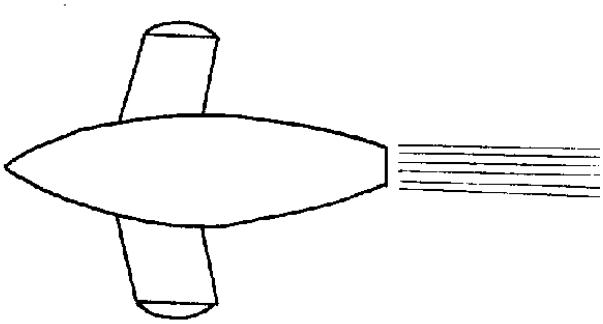
ECM operator detected a shifting carrier wave and identified it on each of the following frequencies: 867, 849, 822, 991, 730, 715, and 730 megaHertz. Nine minutes later "...very powerful signals were picked up on (the) 38 to 42 and the 48 to 57 megaHertz" band. The second aircraft was flying 20 minutes behind the first. Its ECM operator reported detecting a signal of 240 megaHertz with a one microsecond pulse duration. At 0000 Hrs (Z) a continuous signal of the "tracking" type was picked up on 53 megaHertz. Its pulse duration was 1 microsecond. From 0000 Hrs to 0100 Hrs signals were picked up on 37.5, 43.5, 44 to 58, 58.5 to 63, and 89.5 to 92 megaHertz. At 0100 Hrs (Z) an "image signal" was identified on a frequency of 180 megaHertz.

The official Air Force conclusion was "aircraft" and "Not a UFO report."

18 October 1951 0333 (Z) $35^0$48'N $123^0$16'E Tsingtao, China

The waist gunner and rest of the crew of a Navy PBM-Mariner type BD-5 aircraft reported sighting a "...long conically shaped flame." They were flying at 5,000 feet altitude 140 miles from Tsingtao, China over the Yellow Sea. The length of the flame varied during the 16 to 22 minutes-long sighting. On board radar also detected the phenomenon. When the pilot turned toward the phenomenon it veered away, maintaining an almost constant separation. The flame was an orange-red hue. When it grew longer it changed to a white-orange hue. The crew could still see it after radar contact was lost "...until the estimated range became three or four miles." Its "hull" was estimated to be 60 feet long with a "wing" shape (as viewed through binoculars) with a dihedral at the tips. It flew at a high (25-degree) angle of attack. It accelerated slowly at first and then more rapidly, finally being lost to radar at 22 miles range. Its calculated velocity near the end of the encounter was 530 knots.

Witness sketch of object:



26 March 1952 2030 Hrs (local) $31^0$10'N $103^0$30'W Texas

A flight of four USAF B-5OD aircraft were flying from Ft. Stockton to Pecos, Texas at 8:30 pm at 27,800 feet altitude. Aircraft no. 9299 of the 509th Bomb Group was maintaining its rearward relative position to the lead aircraft by means or its radar (set on 2 mile range). The radar observer picked up a return for five minutes on a reciprocal scope face position as the lead aircraft which then suddenly disappeared from its one mile range position. Nothing was seen visually at this time. At 10:13 pm the radar observer saw the return "move rapidly" toward the lead aircraft. He quickly called the right (side) scanner who subsequently saw something like red and green running lights during a 10 - 15 minute-long period of observation. The object was also seen by the crews of the lead and number 4 aircraft visually and on radar.

10 December 1952 1915 Hrs (local) $47^0$20'N $118^0$40'W Washington state

Both crew members of an Air Force F-94 interceptor flying near Odessa, Washington

between 26,000 and 27,000 feet altitude reported seeing six round, reddish-white objects with 2 "windows" traveling at about 240 knots. They flew in formation and then suddenly reversed direction. They dipped instantaneously as they headed almost head-on toward the aircraft. They were detected on the ARC-33 radar during the 15 minute sighting. At first they hovered and appeared as dim reddish-white lights in the clear, moonless, dark night sky. They disappeared suddenly at one point.

The official Air Force conclusion was "possibly research balloon."

Ground Radar and Visual Contact by Aircrew

16 June 1948 time not known location not known within Soviet Union

A Soviet Air Force aircraft allegedly experienced engine failure and electrical system failure when a light beam struck him. It seemed to come from a "mysterious apparatus" at an estimated range of 5.6 miles. The pilot was temporarily blinded by the conical ray of light. Ground radar first sighted the unidentified object which was described as a cucumber shape by the pilot.

23 March 1952 1805 Hrs (local) $46^0$20'N $120^0$25'W Washington state

A U.S. Air Defense Command Alert F-94 aircraft was scrambled at 6:33 pm as a result of the ground radar contact of an airborne object some 20 miles south of Yakima, Washington. The radar operator on the aircraft first detected the unknown at 22,500 feet altitude and a second contact was made at 10-degrees above a level line of sight when they were at 25,000 feet. The pilot reported seeing a large "ball of fire" on two occasions which would "...build up and then fade out" over a 45-second long period. Its size and shape were not discernible. It was red with no tail or exhaust. The F-94 was traveling at 360 knots while the unknown was tracked during one eight-minute period traveling at 78 knots toward the SE. Winds were to the SE at 80 to 100 knots.

The official USAF conclusion was "unidentified." This is interesting in that they might well have relied upon a balloon explanation in light of the data on local winds.

26 May 1952 0320 Hrs (local) location not known exactly North Korea

(Incident a)

The crew of an F-94 interceptor was informed by ground radar of an unidentified on its tail. After making a 180-degree turn the radar operator locked onto an object at 7,000 yards range. As the separation range diminished both crew members saw a "brilliant white light straight ahead." It then performed a steady climbing turn and "accelerated at a tremendous speed drawing away from the F-94 which now had cut in its after-burner." Radar contact was lost after 15 seconds. A later equipment check found the radar system to be in perfect condition.

(Incident b)

The same aircrew (later) reported making seven passes on a UFO with very similar features as in incident a (above) except that nothing was seen visually. The F-94 was traveling at about 250 knots when the object quickly and constantly accelerated away. The object traveled from 6,000 to 25,000 yards in about 14 seconds (calculated velocity of 2,777 mph). The radar was set to long range so it was not possible to gauge the size of the object accurately. A slight image fading occurred as the radar lock was broken. Page 4 of USAF Report 52-85 indicated that the calculated distance covered by the object is (sic)

approximately 68,500 feet. Acceleration is 650 ft/sec or approximately 20 "G" acceleration (which is far more than the human body can stand for more than a fraction of a second). Its final velocity was 9,450 ft/sec or about 5,580 knots (6,420 mph).

The official USAF conclusion was "Possible malfunction of airborne radar set."

20 July 1952 0100 Hrs (local) $39^0$25'N $78^0$00'W West Virginia

An Airway Traffic Control Center (ATCC) controller at Washington, D.C. National airport radioed the crew of a Capital Airlines flight soon after its takeoff. At an altitude of about 4,000 feet the crew witnessed two or three unidentified objects traveling at a high rate of speed about nine miles ahead of their DC-4. ATCC requested them to investigate. From three to five minutes later the objects were about five miles ahead of the aircraft and were on radar. From one to three seconds later another DC-4 aircraft passed them in the opposite direction. From four to five minutes later the copilot saw one bluish-white object moving in a steep 25-degree dive moving from NE to SW at a "tremendous rate of speed." The DC-4 was then at 6,000 feet altitude over Charlestown, West Virginia. Both pilots then saw a "brilliant bluish white flash" pass them at a tremendous speed. They then saw another brilliant bluish white light appear where the previous light had disappeared. It moved rapidly from their right side to their left along an arc 30-degrees above the horizon.

Note. This incident took place during a six hour-long period of very intense UFO activity in the vicinity of the nations' Capital. A TV electrical engineer in Cumberland, Maryland reported unusual TV interference within a few hours of this case.

Summer 1952 night exact location not known Florida

The crew of a U.S. Strategic Air Command B-29 aircraft of the 809th Air Base Group, MacDill AFB, Florida was asked by field radar to investigate a ground radar contact at 40,000 feet altitude and traveling at 400 knots. At about midnight the captain sighted a "glowing white light shaped like a football" while flying at 20,000 feet. As the aircraft was turned to chase it, it accelerated quickly out of sight. No other data was available. The weather was clear and calm with no temperature inversions.

9 August 1952 2057 Hrs (local) 38^0W 127^0E Korea

A pilot in the First Marine Air Wing was flying at 15,000 feet altitude near grid position K-3 Korea when he reported sighting a "moving ball of fire with a stream of flame." It was at an estimated altitude of about l0,500 feet. Ground radar sweep time was ten seconds. The unidentified screen image length was equivalent to about two miles and was curved. Its calculated velocity would have been about 1,600 knots on the controller's Plan 12 scope.

The official USAF conclusion was a "meteorite." Note, a meteor was seen at about this time and locale by ground personnel.

Autumn 1952 2200 Hrs (local) $40^0$12'N $74^0$45'W New Jersey

The crew of an Eastern Airlines Martin 404 commercial aircraft were flying over Trenton, New Jersey at from 7,000 to 9,000 feet altitude at about 10:00 pm when they reported sighting a yellowish navigation-type light at about ten miles away. They asked ground radar for confirmation of any unscheduled traffic and ground radar locked on to it. Both the aircraft and the unknown were traveling at about 260 mph. As it approached them it looked like an incandescent yellow elliptical shape; it passed across their nose within about one mile and then suddenly began a 30-degree climb toward the SE gradually accelerating and

changing color to a blue-white. Long Island radar confirmed its ascent and acceleration. The total sighting from the cockpit was from three to four minutes. No red or green navigation lights were seen.

6 December 1952 2325 Hrs (local) $20^0$18'N $92^0$4'W Gulf of Mexico

Six members of a USAF B-29 bomber flying at 18,000 feet altitude over the Gulf of Mexico 100 miles south of the Louisiana coast at 5:24 am sighted a series of blue streaks passing them in groups, generally front to rear. The sky was clear and visibility was unlimited. At 5:25 am one of the aircraft radar picked up a single return moving very fast. A second return was noticed at the edge of the screen. At about 5:32 am a third group of returns was picked up. One group had (apparently) taken up a pacing position about 40 miles behind the aircraft. This group suddenly changed direction and accelerated directly toward the aircraft (from behind). At an unspecified range they slowed and kept pace for about ten seconds. Then they suddenly accelerated off to one side. As the pilot looked at his radar screen an unidentified image 0.5 inch diameter was seen. A group of smaller objects merged into the larger image. Then they all flew off at over 9,000 mph. Contact was broken off at 5:35 am. There were from 20 to 25 objects in all passing within about 20 miles of the aircraft.

The official USAF conclusion was "unknown."

15 December 1952 2315 Hrs (local) $53^0$00'N $60^0$40'W Labrador

Pilots of a USAF T-33 and an F-94B reported sighting a bright red and white light after being vectored to a given location by ground control approach (GCA) personnel. The light had no definite shape and was seen during a 25 minute period. The F-94B attempted an intercept without success traveling at 375 mph. Ground radar tracked the unknown for 40 miles at an altitude of from 1,500 to 2,000 feet. The unknown was within 15 miles west of Goose Air Base, Labrador.

The official USAF conclusion was "unknown."

Aircraft Engine Stopped While In-Flight

23 July 1947 daytime exact location not known Eastern USA

A private pilot flying at 6,000 feet altitude reported first sighting a very bright ray of light coming from above his altitude. Then his engine began to "...perform peculiarly. It coughed and sputtered spasmodically." He administered carburetor heat without success. His engine stopped but, much to his utter amazement, he claimed that his aircraft maintained its level attitude. When he checked his air speed it was at zero He felt "...an odd prickling, electric-like sensation coursing through my body." Then he saw an object above him and to his left; a strange "wraith-like craft." It had a projecting flanged rim; either side had "streamer-like portholes." It hung motionless about 1/4-mile away and appeared a metallic hue. He then switched both magnetos to on and his engine came to life. Then the aircraft nosed into a stall and picked up speed. (Reference 14).

16 June 1948 time not known location not known within Soviet Union

(Note. This case has been reviewed (above) in the section dealing with "Ground Radar and Visual Contact by Aircrew").

June 1949 time not known 20^0N 90^0W Mexico

The crew of a four engine USAF transport reported encountering an unusual hovering at abo ut 8,000 feet altitude above the Yucatan peninsula near the Tierras Calientes hills. The captain and others saw a "...light layer of vapor or whitish smoke hovering around it." It oscillated a number of times around its vertical axis and then suddenly began to move directly toward the aircraft. It seemed to narrowly miss the left wing and then circled the aircraft. The pilot nosed into a dive to an altitude of 3,000 feet and the object repeated its passes around the plane, "gleaming like a mirror in the sunlight." Then all four engines began to fire irregularly and "...the ailerons and the tail began to show signs of weakening." The pilot commanded his crew to bail out and as they did so they watched the object ascend vertically to its original altitude. The aircraft crashed into the swamp. (Reference 15)

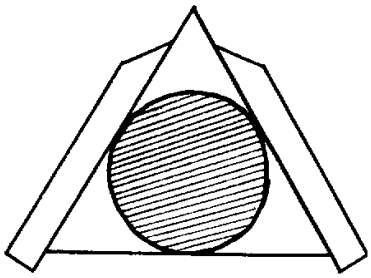
Aircraft Engine Trouble

28 August 1945 time not known exact location not known Iwo Jima, Pacific

A U.S. Army Air Corp C-46, two engine aircraft experienced engine trouble and lost altitude during the period when three unidentified objects were seen nearby.

24 July 1949 1203 Hrs (local) $43^0$10'N $115^0$35'W Mt. Home, Idaho

The pilot of an American Piper Clipper aircraft flying at 19,000 feet altitude reported being passed by two rows of three objects each flying in perfect formation with a seventh object slightly to the rear of the others. When they passed they turned right about 1,500 feet ahead and 500 feet below his aircraft. Then they turned right again and passed his right side at a velocity estimated to be from 450 to 500 mph. They were all the same shape (see sketch below) with a delta shaped wing and a dark colored circle about 12 feet in diameter located midway between the tips of the object. Its top surface was perfectly flat and a shallow dome was seen on top about 2 to 5 feet high. Each object had a needle sharp nose and a flat tail. Some type of outer panels seemed to oscillate. They disappeared from full view suddenly. The wing to wing span was 35 to 55 feet. They had



no visible means of propulsion and the trailing edge of the wings were flat (not tapered).

As the pilot flew through the objects' flight path he expected some turbulence but there was none. His Lycoming 4 cylinder opposed engine was brand new but began to malfunction at this time. Upon landing a mechanic found all four spark plugs to have been shorted and burned out.

September 1950 0700 Hrs (local) 40^0N 127^0E Korea

A U.S. Navy night combat fighter was flying just before sunrise at 1,000 feet altitude over Korea. The primary details of this case have been presented above. When he attempted to radio his ship about sighting two huge unidentified aerial objects it was blocked by a "strange bussing noise." Each time he switched frequencies the band was clear for a moment and then the buzzing began again. No specific information is given concerning the

frequencies used, output power, or other technical details.

Electro-magnetic effects on board aircraft due to the presence of some unknown airborne phenomenon nearby continues to be a challenge to the serious investigator. The above cases are to be added to the growing lists of such cases (References 1 - 6). A highly technically trained team of scientists and engineers must assess the best documented cases in terms of the most probable cause(s) of the effects reported. It must not be presumed that the Air Force has done this for the present set of cases. A great deal of detailed knowledge is now available concerning the electrodynamics of the Earth's atmosphere and near volume of space. Atmospheric and plasma physicists are needed to deduce the possibility that microwave and shorter wavelength emissions from the Earth are playing some role in exciting on board sensors (cf. References 16 - 17). It seems reasonable to say that the state of technology in radiative transfer between 1942 and 1952 was not sufficiently advanced as to be able to produce all of the effects noted here, particularly engine malfunction. Of course another source of such interference lies on board the aircraft itself due to various electrical system static discharge problems, however, the rather precisely timed and frequency selective interference or jamming in some instances makes this explanation difficult to hold.

GENERAL CONCLUSIONS

The present review of aircrew sightings has shown that there are a relatively large number of reports by highly credible and trained observers who have under their control, sensitive, tunable sensors of various kinds. It was shown that there was a rapid increase in the number of sightings up to 1952 by U.S. aircrew but not foreign. No particular month of the year stands out in terms of having more sightings represented. The distribution of sighting durations showed a tri-modal distribution with one peak at less than five seconds, a second peak at between two and three minutes and a third at between 20 and 40 minutes. It might be suggested that the longer modes probably represent fundamentally different phenomena than the shortest mode which are more likely misidentifications of some well known object which, with longer observation time, would be correctly identified. When an observer has two or more minutes to view something, however, this explanation is significantly more tenuous. With regard to the number of eye witnesses, well over half of the cases involved two or more witnesses which makes the well known hallucination hypothesis impossible.

Considering the fact that both this and the previous review (Reference 1) found that a predominant number of sightings occurred well after sunset raises interesting questions that are not related to sun- illuminated objects seen against the darkening sky background (see Reference 10, pp. 72 - 88). Future reviews should attempt to take into account air traffic density at different hours of the day; this was not possible here due to a lack of such records. The present distribution of sightings by time of day suggests that sky darkness may play a role in the increased frequency of sightings since the human eye will continue to increase in sensitivity for about an hour (or more) after entering darkness after which it will maintain a fairly stable sensitivity level. Of course this fact cannot then explain the rapid drop in sightings just after midnight when the sky brightness is still very dark.

The author requests that readers with further information on these and other aircrew sightings contact him directly.

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FOOTNOTES

1. The Chi Square tests the probability (p) that two data distributions are drawn from the same population. It is expressed in terms of a probability that there is no difference in the frequency distribution of the two groups. In this first use of the x^2 statistic one group is the foreign cases and the other is the U.S. group. A p value less than 0.05 indicatos that one would not expect to obtain the same results more than five times out of one hundred purely on the basis of chance.

Source: MUFON 1983 UFO Symposium Proceedings, pages 13-44.

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Official Comments
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FIFTY-SIX AIRCRAFT PILOT SIGHTINGS INVOLVING ELECTROMAGNETIC EFFECTS

Richard F. Haines, Ph.D.

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ABSTRACT

Reports of anomalous aerial objects (AAO) appearing in the atmosphere continue to be made by pilots of almost every airline and air force of the world in addition to private and experimental test pilots. This paper presents a review of 56 reports of AAO in which electromagnetic effects (E-M) take place on-board the aircraft when the phenomenon is located nearby but not before it appeared or after it had departed. These effects are not related to the altitude or airspeed of the aircraft. The average duration of these sightings was 17.5 minutes in the 37 cases in which duration was noted. There were between one and 40 eye witnesses (average = 2.71) on the aircraft. Reported E-M effects included radio interference or total failure, radar contact with and without simultaneous visual contact, magnetic and/or gyro-compass deviations, automatic direction finder failure or interference, engine stopping or interruption, dimming cabin lights, transponder failure, and military aircraft weapon system failure. There appears to be a reduction of the E-M energy effect with the square of increasing distance to the AAO. These events and their relationships are discussed. This area of research should be concentrated on by other investigators because of the wealth of information it yields and the physical nature of AAO including wavelength/frequency and power density emissions.

INTRODUCTION

The subject of pilot reports of anomalous aerial phenomena has been of deep interest to me for over 15 years for several reasons. (1) Pilots possess a high level of training and personal motivation for making careful observations. (2) Their (usually) high level of experience in flight helps them make rapid and accurate assessments of often ambiguous situations. (3) Their capability to radio for immediate assistance or confirmation of events (e.g., ground radar, etc.) often provides corollary data. (4) Their ability to fly in different directions and altitudes provides them an opportunity to gain a better view of the anomalous phenomena or objects (5) Maintenance of their professional reputations is important to them so that they will usually consider all of the alternative explanations before making a final report of an unknown object. Finally, (6) Their aircraft often possess sensitive electronic equipment that sometimes detect various aspects of the phenomenon. In short, pilots are usually very good observers whose reports contain valuable information for the investigator.

I have prepared several review articles of pilot sightings for the periods 1942 to 1952 (Haines, 1983), 1950 to 1954 from the Korean War (Haines, 1990), and from 1973 to 1979 (Haines, 1979). In the first of these reviews, 283 cases were covered and in the second and third, 40 and 72 reports, respectively. More than 300 pilot cases were summarized by Challenger and Haines (1980). Other reviews of individual pilot sightings have been published by Del Giudice (1987), Haines (1980, 1982(a), 1982(b), NICAP (1980), Shanklin (1955), Stacy (1987-88), Wichman (1971), and Zeidman (1979).

In addition, Gillmor (1968), Greenawald (1971), Ruppelt (1956), Wilkins (1954), and Zigel (1968), to mention a few, have published books or articles that include pilot sightings, some of which involve electromagnetic effects on board the aircraft. Perhaps the broadest conclusions that can be drawn from this large body of information are: (1) AAO seen from the air possess the same physical

characteristics as do those that are reported from the ground; (2) some AAO are clearly capable of out-flying any aerial device mankind has yet built, (3) some AAO possess electromagnetic radiation characteristics which can interact with and interfere with man-made avionic systems at a distance. This report deals with this third matter in particular.

Several UFO investigators have reviewed E-M and ignition-interference cases including Hall (1964), on behalf of the National Investigations Committee on Aerial Phenomena (NICAP) who listed 106 cases. Johnson (1983, 1988), McCampbell (1973), and Rodeghier (1988) also reviewed such incidents. Johnson (1983) reviewed 276 reports involving motorized land vehicles whose electrical systems and/or ignition systems were interfered with by the presence of one or more UFO. He analyzed the influence of UFO position and distance upon strength of the interference on the electrical system and reported, "The likelihood of a vehicle stalling out consistently increases as the distance between the vehicle and the UFO becomes small." In his 1988 paper Johnson expanded this review by adding the influence of UFO size and event duration. He found 78 relatively complete cases involving UFO size, distance, and duration.

In his 1988 paper Rodeghier catalogued 441 cases of UFO-caused vehicle interference including (engine and electrical system; engine only, radios only; power reduced to engine; headlights only; radio and lights). It has been speculated that ionized air near an engine's distributor can lead to reciprocating engine failure through a change in shape of the generated spark (Klass, 1968, pg. 97), however no supporting evidence for this presumption is given. Hall's 1964 review of 106 perhaps controlled explosions which incidentally interfere with electrical circuits under certain conditions." Falla (1979) also summarized 420 EM cases. More recently, Smith (1991) provided me with a listing of 126 cases from his UNICAT computer file in which the parameter electromagnetic (EM) was included. These cases include 113 from surface vehicles and technology and 13 (10.3 percent) from aircraft and related technology. Only three of these are included in the present listing.

THE DATA BASE

The following 56 cases involving E-M effects on board aircraft were drawn from my personal collection of almost 3,600 pilot sightings going back to 1926 when cockpits didn't have much more instrumentation than a simple barometer to indicate air pressure (altitude) change. These 56 cases represent 1.5 percent of all pilot sighting reports. Interested readers may contact me for a copy of the abbreviated list of cases analyzed here.

The following topics are summarized below from these tables:

(a) Year distribution

(b) Time of day

(c) Geographic location

(d) Aircraft registration (Class)

(e) Type of aircraft

(f) Number of witnesses

(g) Sighting duration

(h) Number of AAO

(i) Shape of AAO

(j) AAO Motion Characteristics

(k) E-M effects upon aircraft systems

(a) **Yearly distribution**. These E-M cases cover a period of 45 years (1945 to 1990). No cases were found for 15 of these years. The highest number of reports were made in 1952, the well-known "flap" year of UFOlogy in America. No apparent patterns are found in these data.

(b) **Time of day.** Figure 1 presents the (local) time at which these events took place. The now-familiar bimodal distribution was found peaking with six cases between 8 to 9 p.m. and midnight to 1 a.m. local time. I found a somewhat similar double peak in the 1942 - 1952 sample of 283 cases (Haines, 1983). Except for possible disruption of VHF radio transmission at night due to ionization in the upper atmosphere one would not expect to see any particular temporal distribution of E-M cases on a natural basis. Very few aircraft can fly at altitudes high enough to experience this kind of radio disruption.

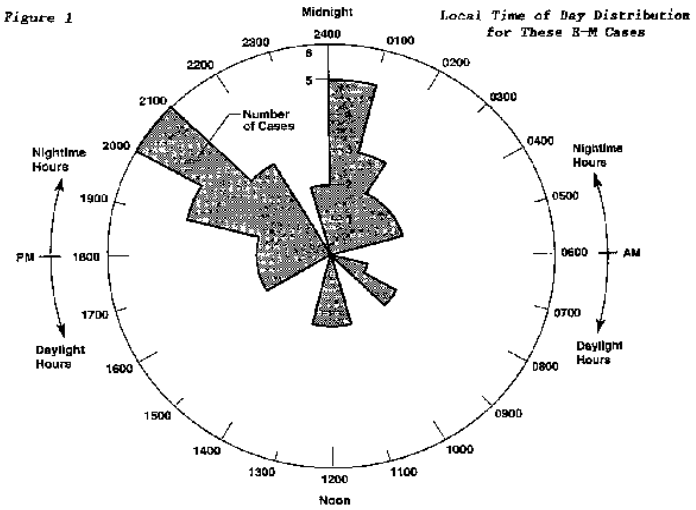

Figure 1 - Local Time-of-Day Distribution for E-M Cases
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The time of day at which EM interference occurred in the 126 ground and aircraft cases from a recent UNICAT analysis (Smith, 1991) found that most took place at 2300 - 2400 hours local time (23 cases; 18.2 percent). The number of EM cases fell rapidly to five cases during the one hour after midnight (1200 - 0100L), rose to nine cases (7.1 percent) (0100 - 0200L). Before midnight the number of EM cases was four cases (1800 - 1900L), four cases (1900 - 2000L), eight cases (2000 - 2100L), 10 cases (8 percent) (2100 - 2200L), 15 cases (12 percent) (2200 - 2300L), 14 cases (11 percent) (2300 - 2400L).

(c) **Geographic location.** The present 56 cases occurred in 24 countries and in 19 American states as well as over the following major bodies of water of the world (Antarctica; Bering Sea; Gulf of Mexico; Sea of Japan). Fifty of the 56 cases (89 percent) took place in the northern hemisphere and only six (11 percent) in the southern hemisphere. Concerning longitude, 34 cases (61 percent) took place in the western hemisphere and 22 (39 percent) in the eastern hemisphere. These findings are a result of the location of the flight paths flown by these aircraft. Unfortunately, it is not feasible to normalize these data against actual flight path locations. Localized concentrations of (iron-bearing) magnetized rock can produce fairly slow compass needle deviations. These areas are well known and are marked on aviation charts in addition to the earth's global magnetic fields. None of the compass deviation events reported here were the result of these well known phenomena.

(d) **Aircraft registration (Class)**. Table 1 summarizes the different types of aircraft registration involved in this set of data. Most of the cases associated with U.S. military aircraft took place before 1960. In general private aircraft do not have as much advanced electronic equipment on-board to be affected by AAO radiation.

Table 1

Aircraft Class Distribution

	(Number of Cases) Foreign	American
Private	2	6
Commercial	15	2
Military	6	25

(e) **Type of aircraft.** Table 2 lists all of the aircraft types involved in these cases. Of the 41 different aircraft types involved here 17 (41 percent) were propeller driven with internal combustion engines.

Table 2

Types of Aircraft

Private		Cessna 150	Piper-Clipper
		Cessna 170	Piper-Navajo
		Cessna 182	Piper-Cub
		Seneca	
Commercial		DC-4	B-737
		DC-9	B-747
		DC-10	Caravelle
		Beaver	Bristol 170MK31
		Aero-commander	IL-14
Military	C-46	B-29	F-4
	C-47	B-36	F-15C
	C-130	RB-47H	F-16
	Transport	B-50D	F-82
			F-86
		T-33	F-86D,K
			F-89D
		BD-5	F-89J
		P2V-5F	F-94
			F-94B
		UH-1H	F-104

(f) **Number of witnesses**. The number of witnesses either of the E-M effect or the AAO itself ranged from one to more than forty (see the case dated 11-16-67 that lasted over an hour!). There was an average of 2.7 eye witnesses per case.

(g) **Sighting duration**. Figure 2 presents the distribution of sighting durations for these cases. They range from seconds to three hours. The longer durations (and higher altitudes) tend to eliminate most prosaic explanations for AAO including meteorites, balloons, model planes, gliders, kites, and remotely piloted vehicles. This distribution is similar to what I found in my review of all pilot sightings for the period 1973 through 1978 (Haines, 1979).

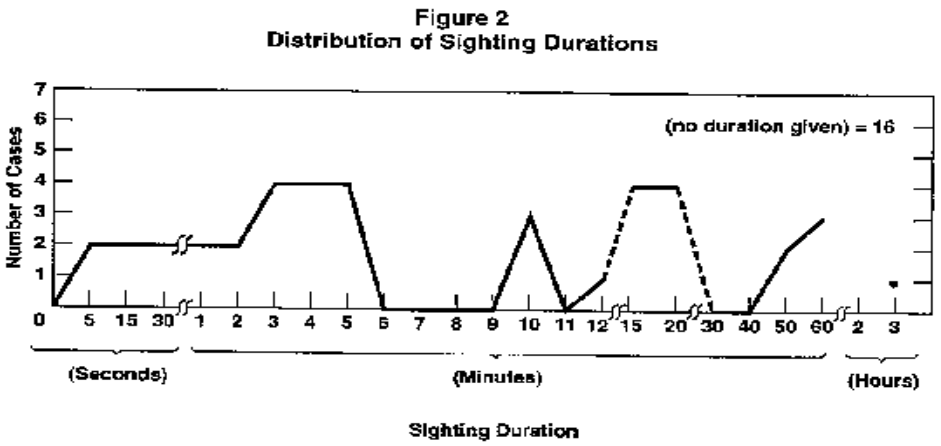

Figure 2 - Distribution of Sighting Durations
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(h) **Number of AAO**. The number of AAO in each case was counted in relation to the type of aircraft registration involved. These findings are presented in Figure 3. Note that there were from one to thirteen separate AAO in any given case and that there does not appear to be any particular distribution in the number of AAO by private, commercial, or military aircraft type which might occur if the AAO could detect, in advance, what classification of aircraft was present and then arrange to bring a particular number of their own vehicles near the aircraft. In three cases the pilot wasn't sure about the number of objects.

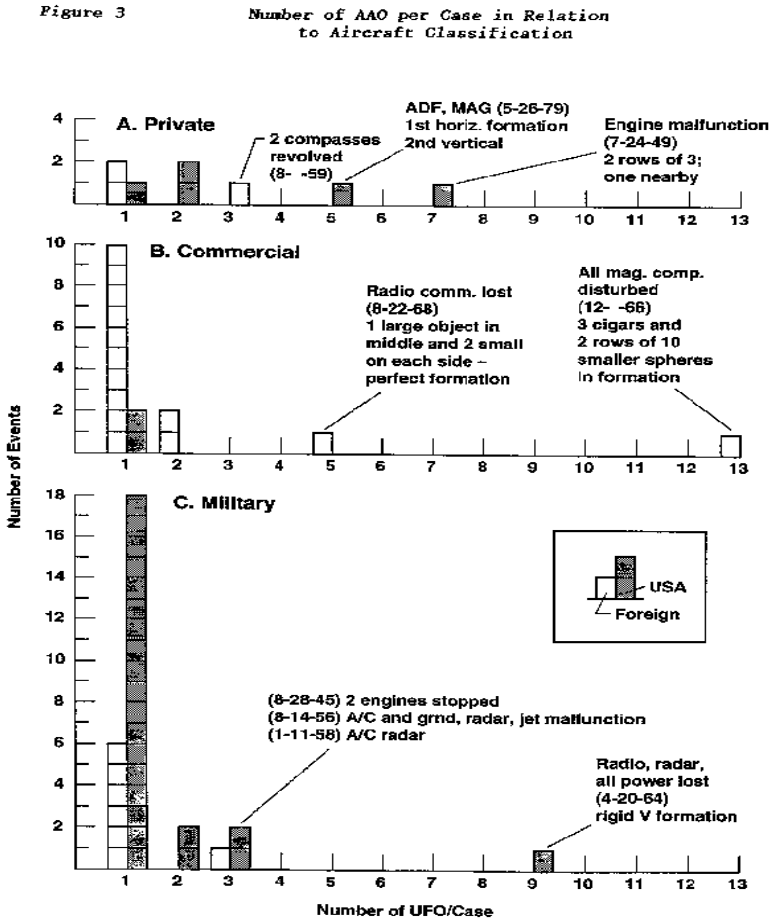

Figure 3- Number of AAO Per Case in Relation to Aircraft Classification
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In the December 1966 case from Finland both pilots reported seeing a "formation of odd lights" flying in formation (see Figure 4 for an artist's rendition). Three were cigar shaped objects which kept a rigid formation relative to one another. There was a straight row of ten dark and ten light colored round objects. Flight crews on four other commercial flights reported seeing the same formation. The two compass systems on the Caravelle jet aircraft showed different readings. As the formation moved on ahead of the aircraft both compasses returned smoothly to normal (accurate) orientation.

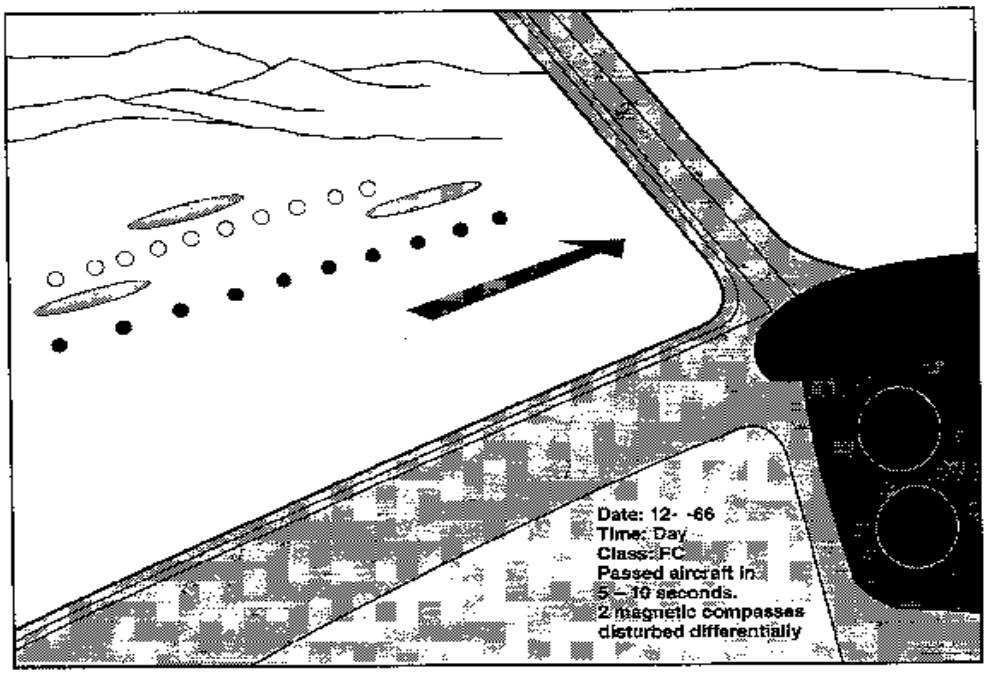

Figure 4.
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Figure 5 is an artist's rendering of another highly interesting multiple UFO sighting of (8-22-68) from Australia which lasted more than ten minutes. The lines labeled (A), (B), and (C) merely represent passage of time, not three parallel flight paths. The larger objects appeared to divide into two sections and rejoin and also to change shape as shown. The smaller spherical objects would fly in rigid formation with the larger objects and then move away and return to it. Radio transmission interference occurred only when these objects were near the aircraft. It isn't known whether the intensity of timing of interference occurred during any of the particular AAO activity shown here.

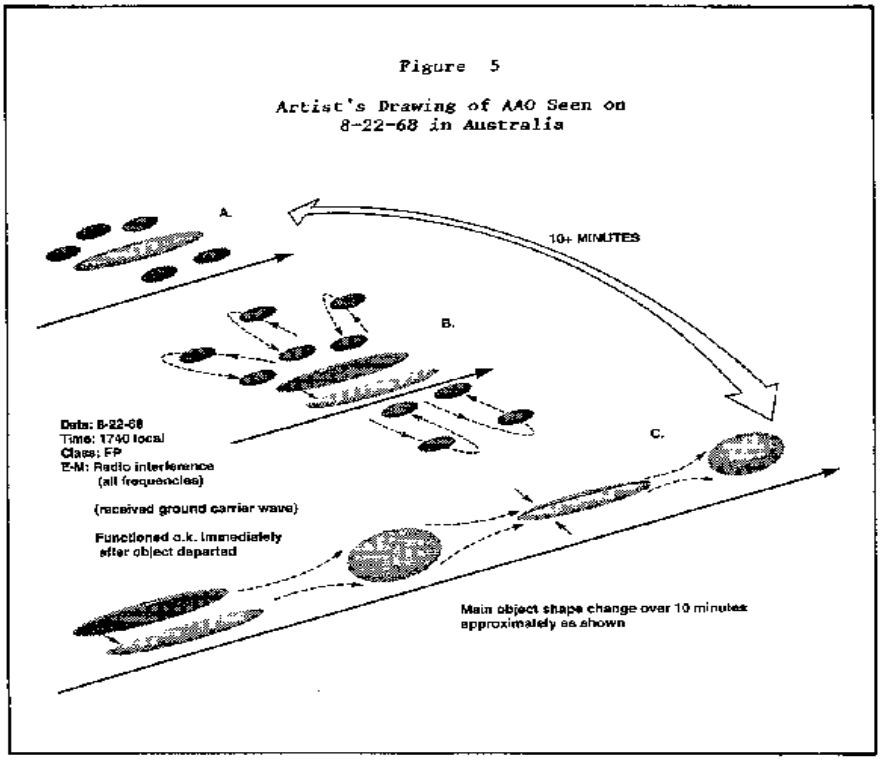

Figure 5
92-figure5L.gif

I suggest that the larger is the number of closely spaced AAO near an aircraft the stronger will be their integrated E-M "field" produced at the aircraft's location. This seems to be supported by the private and commercial aircraft class data in Figure 3. In part A of Figure 3 the formations of five and seven AAO produced ADF and magnetic compass deviations and engine malfunction, respectively. In part B of this figure the formations of five and thirteen AAO yielded blocked radio communication and magnetic compass disturbances, respectively. In part C three and nine AAO interfered with engines, and radio/electrical power, respectively.

(i) **Shape of AAO**. Table 3 presents a summary of verbal descriptions of the various AAO observed. They have been grouped by angular size and apparently self-emitting versus passively reflecting. It is impossible to be certain whether an entry in any category may not also be part of another category at a difference time.

Table 3

Summary of AAO Shapes, Size, and Luminance*

	Self-emitting	Passively reflecting
	white(1)	
	white-2 red dim red windows(1)	
	orange(1)	no shape (polished metal)(1)
Angular Point	white & red(1)	
	white, red & green(1)	
	red & green(1)	
	red(1)	
	no color cited(1)	
	Sphere-greenish(1)	Cigar-grey (2)
	Sphere-amber(1)	Egg (1)
Angularly Large**	Sphere-white(1)	Cone (red flames(1)
	Sphere-white-yellow-Red(2)	Oblate spheroid(1)
	Oval-grey(1)	Bullet (1)
	Top-green/red mid-band(1)	Triangle, flattop (4)
	Top-red & blue flashing(1)	Domed disk, flat bottom(2)
		Domed disk, grey-blue(1)
		Wreath & flanged rim (1)

Notes: * Seventeen cases (55%) involved only a radar screen image spot and eight cases involved "not available" or "not indicated."

** Larger than about 30 minutes of arc.

(j) **AAO Motion Characteristics**. Are there patterns of relationships between different AAO shapes/luminance and AAO motions? The answers are found in Tables 4 and 5 which list the motion codes of 39 cases (70%) of the total in which both shape and motion characteristics are given. Table 4-A and B probably represent the same objects and phenomena but seen from different distances rather than representing differences in the physical size of the AAO.

Table 4-A

AAO Motion(s) Relative to Nine Cases of Self-Luminous (Small) Point Sources*

Date	Shape	Motion				Type				
11-18-77	White light			H	J					T
9-19-57	White light	A	C				N	P	S	
9- 7-58	White, red & green			H						V
3-26-52	Red & green	high speed travel								
11- 4-57	Red	A						P		
5-26-79	Orange	A	C					P		
1- 3-63	None (projected white beam							P		
	Total =	3	2	2	1		1	4	1 1	1
	Pct. =	19	13	13	6		6	25	6 6	6

* These sixteen motions represent 20.5% of all those reported.

Table 4-B

AAO Motion(s) Relative to Nine Cases of Self Luminous Angularly Large Sources*

Date	Shape	Motion			Type			
3- 1-86	Amber sphere (Sp)	A				P		T
2- 2-73	Blue-white Sp					P		
6- 4-55	White, yellow & Red Sp				H			
3-12-77	Bright white Sp				H	P		
5-31-52	Intense Sp 450 kts.							
8- -59	Grey oval 250 mph							
2- 3-54	Top (green-top; Red mid-band)		D	E				
11-16-67	Top (red & blue flashing lights)	A					S	
11- -68	Pale blue disk & 12 windows	A						T
	Totals =	3	1	1	2	3	1	2
	Pct. =	23	8	8	15	23	8	15

* These thirteen motions represent 16.4% of all those reported.

Table 4-C

Motion Coding Explanations
(Letters are Included in Following Tables)

A	Approached aircraft on a straight path and/or collision course
B	Circled behind aircraft quickly
C	Flew in curved path
D	Descended vertically
E	Revolved about an axis
F	Multiple objects flew in rigid formation
G	Flew in straight path cross aircraft path
H	Hovered or appeared almost motionless
J	Flew parallel with aircraft
K	Sudden stop in mid-air
L	Flew on straight flight path
M	Jumps invisibly from place to place
N	Made a right angle (or very sharp) turn
O	Oscillated about its vertical axis
P	Paced aircraft at close distance
R	Sudden reversal of flight direction
S	Flew in one or more circles around aircraft
T	Accelerated away from aircraft
U	Sudden disappearance
V	Ascended vertically

Table 5-A

AAO Motion(s) Relative to Two Cases of Reflecting Point Sources*

(See Table 2)

Date	Shape	Motion Type				
6- -49	None (polished metal)	A	O		S	V
9-26-67	None	A		P		
	Total =	2	1	1	1	1
	Pct. =		17	17	17	17

* These six motions represent 7.5% of all those reported.

Table 5-B

AAO Motion(s) Relative to Nineteen Cases of Angularly Extended Reflecting Sources*

Date	Shape	Motion Type												
12- -66	Cigar							P		T				
10-18-73	Grey cigar 600 kts	A						P		T				
7-16-73	Egg											V		
10-18-51	Cone (red flames) 530 kts													
7-23-47	Wreath & flanged rim							P						
12-10-52	Oblate Spheroid, white				H				R					
1-29-62	Oblate Sp.				H							V		
4-20-64	Oblate Sp., white	A						P						
3-21-65	Oblate Sp., greenish	A						P		S	T			
9-19-76	Oblate Sp.,	A						P	R					
3- -71	Bullet			G				P			T	U		
12-17-56	Domed disk, flat bottom 1500kts				H						T			
6-18-68	Domed disk, grey-blue	A									T			
9- -50	Coolie hat 1000 mph													
7-24-49	Triangle, flat top & shallow bottom	A					N							
7-14-74	Triangle				H									
3-30-90	Triangle 1800 kts		D		H	K			R			U	V	
8-22-68	None given			F				P						
2- 4-90	None given				H	K					T		V	
	Total =	6	1	1	1	6	2	1	8	3	1	7	2	4
	Pct. =	14	2	2	2	14	5	2	19	7	2	16	7	9

* These 43 motions represent 55.1% of all those reported.

The rank order of AAO motions from most to least frequent occurrence (with percentage of the total 95 cases) is given in Table 6. Note that the first four categories account for more than 60 percent of all reported AAO motions. The first three items typically require both a sufficiently long viewing duration and relatively near distance to the AAO in order for the pilot to be able to visually discriminate these features.

Let us only consider those types of motion where the aircraft appears to be the center of focus or attention of the AAO. Only two of the present 20 motion types (viz., A and P) together account for almost 35 percent of all of these types of cases! When three other (similar) motion types (B, J, and S) are added the total rises to 42.1 percent! If AAO are nothing but natural atmospheric phenomena why would they be attracted in these particular ways to the aircraft and remain nearby for such a long time? Indeed, this is strong evidence for some kind of intelligence associated with AAO.

Table 6

Ranked Frequency of AAO Motions

	AAO Motion	Percentage	Mean Alt. (x1000')	Mean Dur. (min.)
P	Paced aircraft at close distance	20.0	16.9	13.5
A	Approached aircraft on straight path and/or collision course	14.7	16.7	18.9
H	Hovered or appeared almost motionless	13.7	23.1	25.0
T	Accelerated away from aircraft	11.7	9.7	6.3
V	Ascended vertically	7.4		
D	Descended vertically	4.3		
R	Sudden reversal of direction of flight	4.3		
S	Flew in 1 or more circles around aircraft	4.3		
K	Sudden stop in mid-air	3.1		
U	Sudden disappearance	3.1		
C	Flew in curved path	2.1		
J	Flew parallel with aircraft	2.1		
N	Right angle (very sharp) turn	2.1		
B	Circled behind aircraft (quickly)	1.0		
E	Revolved (about an axis)	1.0		
F	Multiple objects flew in rigid formation	1.0		
G	Flew in straight path across A/C path	1.0		
L	Straight flight path	1.0		
M	Jumps invisibly from place to place	1.0		
O	Oscillation (about vertical axis)	1.0		
	Total =	99.9%		

An analysis was made to discover whether the four types of AAO sizes and luminance's were differentially related to AAO motions when the distance between the AAO and the aircraft was decreasing, increasing, or remaining at about the same distances during the sighting. The results of this analysis are presented in Table 7. These motion categories are not mutually exclusive and several could apply equally well to the other categories depending on the direction of the AAO relative to the aircraft

Table 7

Frequency of Occurrence Between
AAO Sizes-Luminance and Motions

	Type of Motion	AAO Size-Luminance Category			
1.	Distance Decreases	Self-lumin.	Self-lumin Refl.	Refl.	
A	Approached aircraft	3	3	2	1
C	Curved path	2	0	0	0
G	Straight path across aircraft's path	0	0	0	1
H	Hovered	2	2	0	6
K	Sudden stop	0	0	0	1
L	Straight path	0	0	0	0
N	Right angle turn	1	0	0	1
R	Sudden reversal of direction	0	0	0	3
	Total =	8	5	2	13
	Pct. =	28.6	17.8	7.1	46.4
2.	Distance Increases	Self-lumin.	Self-lumin. Refl.	Refl.	
T	Accel. away from aircraft	2	0	0	0
C	Curved path	2	0	0	0
D	Descended vertically	0	1	0	1
G	Straight path across aircraft's path	0	0	0	1
H	Hovered	2	2	0	6
K	Sudden stop in mid air	0	0	0	2
L	Straight flight path	0	0	0	0
N	Right angle turn	1	0	0	3
R	Sudden reversal	0	0	0	3
V	Ascended vertically	1	0	1	4
	Total =	7	5	1	25
	Pct. =	18.4	13.1	2.6	65.7
3.	Distance Change	Self-lumin.	Self-lumin. Refl.	Refl.	
P	Paced aircraft at close distance	4	3	1	8
B	Circled behind A/C	0	0	0	0
J	Parallel with A/C	1	0	0	0
L	Straight flight path	0	0	0	0
S	Circled aircraft	1	1	1	1
	Total =	6	4	2	9
	Pct. =	28.6	19	9.5	42.8

Table 7

Note that the relative percentage of cases for the four AAO size luminance categories is approximately the same across these three categories of approach-recede-no change.

Table 8 presents the AAO motions associated with radar contact cases

Table 8

AAO Motions Associated with
Radar Contact Cases

Date	Shape	Motion Type
1-12-50	Radar spot	3,000 mph
1-21-51	Radar spot	D
9-17-51	Radar spot	238 kts
1-22-52	Radar spot	1,350 mph & 1,500 mph
3-24-52	Radar spot	3,000 mph
5-26-52	Radar spot	20g acceleration
8- 6-52	Radar spot	none cited
12-24-52	Radar spot	180 mph
5-13-55	Radar spot	1000 kts P T
8-14-56	Radar spot	B H R U
10-18-56	Radar spot	D
1-11-58	Radar spot	900 kts
10-28-75	Radar spot	H P
?- -82	Radar spot	700 kts H K M
5-16-87	Radar spot	5000 mph J

Total =	1	2	3	1	1	1	2	1	1	1
Pct. =	7	14	21	7	7	7	14	7	7	7

Table 8

A great majority of these particular cases represent very high speed AAO.

(k) **E-M effect upon aircraft systems**. Now that various aspects of the surrounding flight conditions and related events of these sightings have been reviewed we turn to the main subject of this paper. For each physical system we seek the failure point that is common to the most instruments. For example, since many cockpit instruments are operated electrically an interruption to the electrical power distribution system can temporarily affect many different instruments. If the ammeter indicates a slow battery discharge the electrically driven instruments and displays will cease functioning in well known ways. But if only one or two electrically driven instruments are affected by the AAO this suggests either that: (1) the E-M radiation from the AAO wasn't strong enough to cripple the entire electrical system (but only the few instruments), (2) its radiation was tuned only to the instruments affected, or (3) the affected instruments were not adequately shielded from the radiation. The following topics are treated here: (1) electrically driven systems, (2) magnetically actuated systems, (3) engine malfunctions, and (4) hydraulic aircraft systems.

Figure 6 illustrates, by area of circles, the basic categories of E-M effects reviewed here and the relative proportion of each one. Three circles lie partially outside the main circle because these systems were either on the ground (e.g., radar) or could have involved mechanical problems (e.g., engine malfunction) as well as electrical problems.

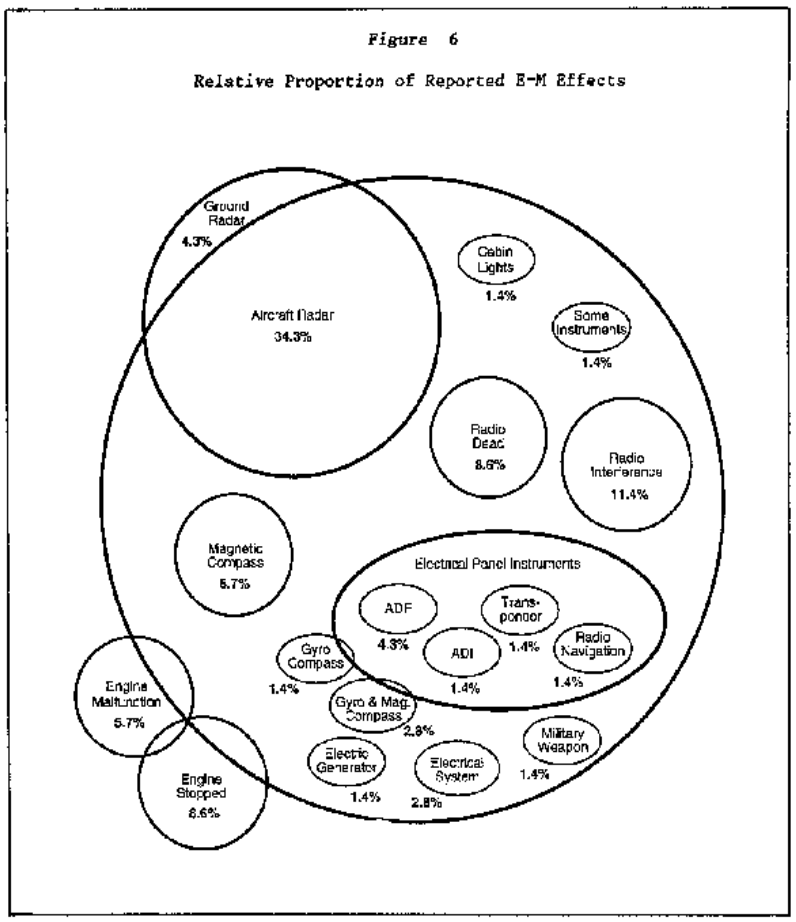

Figure 6
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1. **Electrically Driven Systems.** Modern aircraft have a large number of displays and controls that are electrically controlled and powered. Only a few have emergency battery backup systems. In addition, modern aircraft have highly efficient electrical shielding around each bundle of cables to prevent various kinds of malfunctions.

Of the 65 total E-M effects reviewed here, 51 (78%) involved the electrical system in one way or another (including the 21 radar cases which require electrical energy and which involved positive

contact with the object by 27 different ground and aircraft sets). Table 9 summarizes these effects; radar cases are omitted. It is not known whether the individual instrument or system failed by itself or because of temporary or permanent loss of input electrical power.

Table 9

Direct or Indirect E-M Effects Involving Aircraft Electrical Systems

	Cases	Date
1. Electrical System Power Lost (unknown cause)	2	
all power lost		4-20-64
system failed only when AAO was nearby		7- -75
2. Electrical Generator burnt out (right side)	1	11- 4-57
3. Automatic Direcction Finder (ADF) "interference"	4	
"violent reaction"		11- 4-57
needle rotated "aimlessly long after event		3-21-65
Spun at AAO passed A/C		2- 2-73
		5-26-79
4. Cabin lights dimmed to "dull glow" when AAO approached and returned to normal as it departed		11-16-67
5. Radio communication (permanently dead)	2	2- 3-54
		11-16-67
6. Radio transmission complete failure	5	
Failed only when AAO was nearby		3-21-65
Failed only during AAO encounter		6- 1-68
Failed at all available frequencies		8-22-68
Failed as AAO passed aircraft		7-16-73
Failed only when AAO was near aircraft		7-14-74
7. Radio interference (static, buzzing)	7	
Buzz heard soon after freq. changed many times/many frequencies		9- -50
Interference occurred only when AAO nearby		11- 4-57
Interference occurred only when AAO nearby		4-20-64
VHF interference when AAO paced aircraft at est. distance of about 5 meters		6-18-68
Interference occurred only when AAO nearby		11- -68
Static occurred as AOO passed aircraft		5-26-79
Static occurred when AAO was nearby		3- 1-86
8. Radio navigation equipment	1	
Problem developed only when AAO was nearby		7-14-74
9. Electric (Magnesyn) gyro compass	3	
Needle precessed at 20 deg per 12 miles (with large magnetic compass variations)		6- 4-55
Revolved and pointed at AAO as it circled the Cessna 170		8- -59
All 3 systems pointed in different directions for 3-4 minutes		3-12-77
10. Military weapon system (Sidewinder Missile) control panel ceased functioning	1	9-19-76
11. Transponder stopped working	1	11-18-77
Total Cases =	28	

For a relatively small area source of E-M radiation its strength decreases inversely with the square of the distance to the source as illustrated in Figure 7. Thus, if the aircraft is 2D units from the AAO the radiation strength at that location is one-fourth of what it would be at distance D. By increasing the distance to 3D the strength decreases to one-sixteenth, etc. The grey curved line shows that as D decreases E-M strength increases toward infinity very very rapidly. What are some consequences of

this fact with regard to these particular sightings? If the AAO radiates a constant field strength and it approaches the aircraft we would expect increasingly more powerful effects on aircraft systems and vice versa. In fact, there were 14 different E-M effects noted for the A motion category (Approached the Aircraft) and only two for motion category T (Accelerated Away from the Aircraft). The H (Hovered nearby) category had 10 E-M effects and P (Paced the Aircraft) had 16 E-M effects. These and other findings are consistent with the expected effects of E-M radiation upon physical systems and also show that the phenomena are not optical in nature but possess some form of electromagnetic radiation.

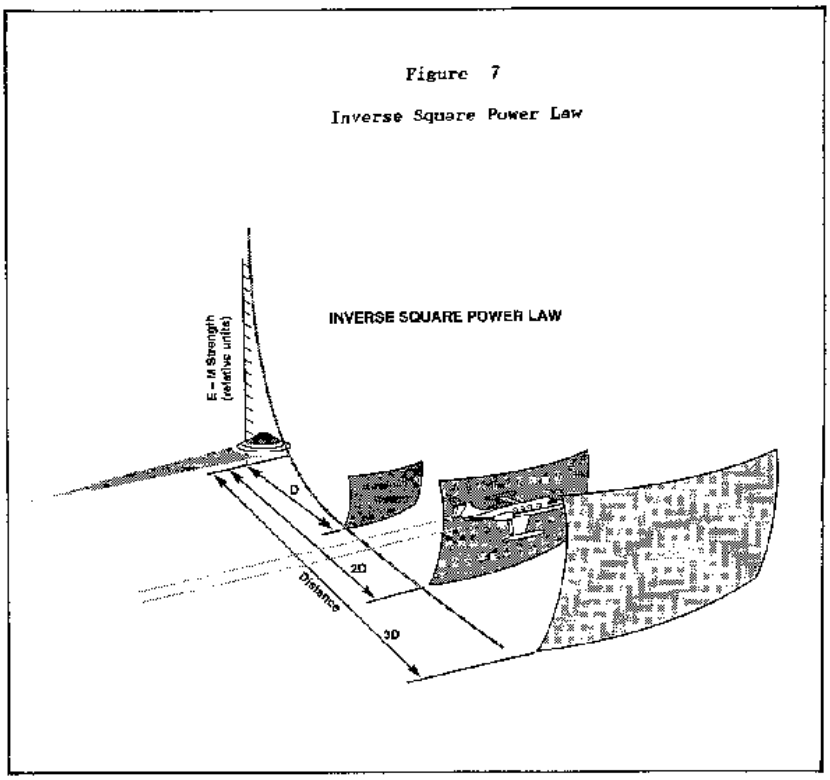

Figure7
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McCampbell (1973; pg. 51) reviewed published E-M cases involving UFO and stated, ". . . the (automobile) engines, radios, and lights appear to be roughly equal in their sensitivity to UFOs . . the mechanism of UFO interference is something other than low frequency, electromagnetic radiation." Yet this assessment may be premature as shown by the following data.

2. **Magnetically Actuated Systems**. The magnetic compass is a navigational system almost as old as mankind, indeed its basic design has not changed in thousands of years. There are many documented instances of spinning compasses on both ships and aircraft (Berlitz, 1977; pg. 43) including the famous case of the disappearance of Flight 19 on December 5, 1945 and another on March 25, 1945 when a U.S. Navy PBM pilot reported that his ".... radio compass started to circle. The magnetic compass was also spinning. Our radio became useless because of static. All our flight instruments went out." However, these cases did not (apparently) involve the simultaneous presence of anomalous aerial objects nearby the aircraft arid so are not included here.

Clark and Corbitt (1942) point out that deflection of a magnetic (compass) needle is produced by two primary causes: (1) proximity of ferro-magnetic metals inside the aircraft structure, and/or (2) the presence of varying electromagnetic fields in the area of the compass produced by the flow of relatively large electric currents in the region of the cockpit. Since great effort is taken to remove ferro-magnetic metals inside aircraft compass deflections in flight must be due to an imposed magnetic field(s). It is the DC or AC nature and strength of such fields that are of primary

importance.

Thanks to experimental work by McCampbell (1991) some of the dynamic parameters of the relationship between time-varying strength of a magnetic field and spin rate of various types of compasses are known. He used both a liquid filled and a "card or rose movement" compass and a powerful nickle steel permanent bar magnet (1" x 0.63" x 4.75") He brought the magnet's north end radially toward and away from each compass (normal to the needle) at different approach/recede "pumping" rates as well as different closest approach distances. He found that: (1) Spinning, i.e., complete needle rotation, began (and continued) at about 0.07 gauss (peak power) at 33 RPM rotation rate. This field strength is about 35 percent of the earth's magnetic field strength of approximately 0.2 gauss, (2) Increasing the peak field strength drives the compasses to a relatively high RPM as long as the pulses are kept in proper synchronization. If field strength is greater than some undetermined value the needle begins to move erratically. (3) The liquid filled compass exhibited spin rates ranging from 4 to 20 RPM. This corresponds to pulses of 0.13 to 0.33 pulses per second (i.e., 7.7 to 3.0 seconds per pulse. (4) The card compass exhibited higher spin rates ranging from 33 to 126 RPM. (5) Field strength had to be about two to three times greater for the liquid filled compass than for the card compass to achieve the same rate of spin due to viscous friction effects, (6) The relationship between spin rate and closest approach distance of the magnet to the compass is approximately linear (between 8 - 13 cm).

It is interesting to calculate the strength of the magnetic field that would exist D distance (feet) from the aircraft at its source if its field strength was 0.07 gauss at the aircraft. Table 10 provides several calculated values.

Table 10

Calculated Magnetic Field Strength With Distance from an Aircraft (Assumes 0.07 gauss at aircraft and no effective shielding)

Distance (Ft.)	g (gauss)
100	700
250	4,375
500	17,500
1,000	70,000
5,280 (st. mile)	1,951,488
2 st. miles	7,805,952

If AAO possess magnetic fields of millions of gauss or more then we can also expect to see various optical effects such as Faraday rings in the atmosphere surrounding the AAO (when viewed through polarizing lenses). Such reports have been made by observers from the ground and so cannot be treated here.

There were seven cases of the total (10.7%) that involved the magnetic and/or gyro-compass(es) on the aircraft. These cases are listed in Table 11.

Table 11

E-M Effects Involving Magnetic and/or Gyro Compasses

	Cases	Date
1. Single magnetic compass deviations	3	
Rotated at several rpm		2- 2-73
Rotated clockwise at about 4 rpm		10-18-73
Rotated as AAO passed by		5-26-79
2. Multiple magnetic compass deviations	1	
Each disturbed differently when AO nearby		12- -66
3. Multiple gyro compass deviations	1	
All three pointed in different directions for 3-4 minutes while AAO was pacing the aircraft		3-12-77
4. Magnetic and Gyro compass deviations	2	
Precessed at 20 deg. per 12 miles		6- 4-58
Revolved and pointed at AAO as it circled the Cessna model 170		8- -58
Total =	7	

The 2-2-73 and 10-18-73 cases appear consistent with a magnetic field of about 0.02 gauss that is pumping the needle at something less than 0.3 pulses per second (18 pulses per minute). The 5-26-79 and 8-58 cases both are consistent with a DC magnetic field. The 3-12-77 case is very puzzling because it implies both a DC magnetic field effect and an inertial effect.

Modern aircraft have the compass sensors mounted remotely from the cockpit display, usually on the external skin of the airplane. This is done to help avoid artifacts that can be produced through electrostatic charge accumulation in flight, lightning strikes, etc. Based upon the above data it is likely that the emitting field(s) of AAO are, in some cases, of a magnetic character, either AC, DC, or both.

3. **Engine Malfunction.** There was a total of nine cases (16%) in which reciprocating aircraft engines either stopped completely in flight or lost power. These events are listed in Table 12.

Table 12

E-M Effects Involving Aircraft Engine Malfunction

	Cases	Date
Single Engine Reciprocating Engine stopped	1	3- -71
One of Multiple Reciprocating Engine stopped	2	7-23-47
		1- 3-63
Two Reciprocating Engines stopped	2	8-28-45
AAO within 800m, restarted as it departed		9-29-67
Reciprocating Engine Malfunction	4	6- -49
Four cylinders involved, all plugs burnt out		7-24-49
Single engine (Piper Cub) increased RPM		8-31-58
Engine ran "rough"		5-26-79
Turbojet Engine Malfunction	1	8-14-56
Total =	10	

Aircraft engines are known to fail in flight more often than many people realize so that such instances must be shown to be extraordinary and clearly unrelated to more common explanations as fuel starvation. All of the events cited above took place when one or more aerial objects were in close (visual) proximity to the aircraft Still it is possible that the pilot was so fascinated by the

unexpected phenomenon that he forgot to switch fuel tanks or to take other required action.

An operating engine can be disrupted either by air, spark, and/or fuel supply. However, as long as the engine and aircraft are moving through the air, the carburetion system is functioning correctly, and the pistons are pumping up and down, the flow of fuel and air are drawn into the cylinders regardless of whether the engine is delivering power. "The only way to stop a running engine, therefore, is to disrupt the electrical system." (McCampbell, 1973, pg. 51) What can interrupt an electrical system?

It is known that a strong magnetic DC field by itself is not likely to cause key electrical system components of a reciprocating engine to fail. A national U.S. testing laboratory used an electromagnetic which could produce a field strength up to 10 kilogauss (kg) across an area nine inches in diameter. They found insignificant effects on a spark plug at atmospheric pressure (gap = 0.025") oriented both coaxially and normal to the field. A tungsten filament light bulb did not change in brightness or current (resistance) for field strengths up to 20 kg. In addition, the voltage of a lead acid battery (with resistive load of 1 amp current) oriented with the magnetic field parallel to the plates decreased in voltage from 12.3 at zero field to 12.0 volts at 20 kg. Gillutor (1968) also reported that a typical steel-encased coil placed in a 20 kg magnetic field interrupted the spark only occasionally. When the coil was encased in an aluminum container the spark plug (attached to the coil) started missing at about 4 kg and ceased altogether at 17 kg. Since aircraft reciprocating engines use a (rotating electromagnet) magneto system and not a coil and distributor electrical system one would **not** expect the above cited result to apply directly.

High frequency E-M radiation could affect the electrical system of an automobile by inducing high voltage surges in the secondary windings of the coil leading to incorrect timing of the ignition system.

4. **Hydraulic Aircraft Systems**. It is interesting to note that no incidences of malfunction or failure of aircraft hydraulic systems were reported due to AAO proximity. The nature of fluid dynamics would probably preclude most hydraulic system failures (brakes, aileron control, etc.) from occurring due to imposed E-M radiation.

DISCUSSION

Normalizing the Database. Given sufficient statistical data concerning the number of aircraft flying at any hour of the day, day of the week, or in specific geographic locales, etc., it is possible to normalize data such as these. Unfortunately, it was not possible to achieve such normalization. This was done by Rodeghier (1988) for surface vehicles for time of day effects; the surprising result found was that the peak hour for E-M effects to occur was between 0300 and 0400 local time with a secondary peak from 0100 to 0200 local time! This is important, according to Rodeghier, in that the hourly distribution of thunderstorms over the United States is highly skewed toward the late afternoon hours. His data apparently were not related to thunder- storms. Unfortunately, such statistical data is almost impossible to obtain for military and private type airplanes and very difficult to interpret for commercial airplanes. Given sufficient manpower and computer power it would be possible to normalize part of the present data.

Concerning surface vehicle ignition interference cases Johnson's (1988) analyses suggested that ignition failure is **not** the result of natural causes such as sand, dust, damp weather, etc. as suggested by Sharp (1977) and Menzel and Boyd (1963). Such simple minded explanations do not explain the present aircraft engine interference or failure cases either.

Operator-Caused Effect. We cannot overlook the possibility that in some cases the pilots themselves caused the effects that were reported but were not aware of their behavior or forgot about it in the confusion of the encounter due to his or her emotional state. This explanation is not tenable in those cases where there are multiple pilots present who cross-check each other and who

can calm one another in emotional conditions.

Piezo-electric Effects. Persinger has postulated in many papers that intense E-M field generated by the stress of tectonic plate movements in the Earth's crust can produce plasmoid luminous balls of varying color, size, and brief duration (typically under 15-20 seconds) (1976, 1979). Klass (1968) has proposed a somewhat less precise but similar hypothesis for the UFO phenomena involving ball lightning. Both gentlemen have failed to explain how such a phenomenon can travel high into the atmosphere (as is reported by many airplane pilots) or how the contained plasma can sustain itself for periods of time as long as those reported here (conservatively up to 20 minutes). And, as Rodeghier (1988) has stated, ". . . there is no a priori reason to expect anything but a random distribution of piezo-electric events by hour of the day. in direct contrast with the bimodal distribution shown in Figure 1. Until such explanations are forthcoming and are supported by field observations and laboratory research the piezo-electric effect should be placed near the bottom of any list of credible explanations of the present high altitude E-M events.

Plasma Sheath Interference. A plasma is a particular region within a gas discharge containing very nearly equal number of positive and negative ions. Apparently, its neutral charge affords it some stability of character over time. It's form is thought to result from magnetic fields which establish a reasonably defined interface with surrounding air. It is well known that radio transmission can be disrupted or blocked altogether by atmospheric ionization. This occurred during the re-entry of manned spacecraft into the Earth's atmosphere as the plasma sheath surrounding the space capsule blocked radio communication. The charged particles of a natural plasma move at random and would be expected to produce an apparently random interference pattern known as white noise or static in radio and television transmissions. Klass (1968; pg. 95) has suggested that most UFO phenomena are explained by natural atmospheric plasmas without ever considering the possibility that such plasmas are not a natural phenomenon at all but a by-product of the UFO phenomenon itself! Of course a contained ball of plasma could not reach beneath the hood of a car without being dissipated by the metal hood of an automobile or the engine cowling of an airplane, or could it? There are numerous verified accounts of ball lightning contacting a commercial aircraft in flight and somehow finding its way inside the passenger and crew compartment(s), sometimes to exit silently at some point or other times to explode with a loud clap. How the plasma enters the fully enclosed volume has never been explained but it does! It is a scientific fact that a magnetic field will be generated by the electrically charged particles within a plasma.

Power Interruption and AAO. This topic has received some attention over the years mainly because of its broad social implications. Smith (pg. 272, 1980) compared the number of UFO reports in the U.S. Air Force Project Blue Book project and the number of U.S. Federal Power Commission reports of power failure for the period 1954 through 1969. He noted that the two curves "are in phase and track each other from year to year. Out of phase conditions do exist, however, for the years of 1956 and 1967."

SUMMARY AND CONCLUSIONS

This paper has reviewed some of the details surrounding 56 E-M cases reported by pilots in flight. In the great majority of these cases the cockpit instruments, cabin lights, weapon systems, radar contact, engine(s), and other electromechanical devices on board each evidenced behavior consistent with known laws of physics. In only a few (e.g., 6-4-55; 8-31-58; 3-12-77) were there truly anomalous effects from the point of view of modern-day physics. These data deserve further scrutiny

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Source: MUFON 1992 UFO Symposium Proceedings, pages 101-129.

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NICAP Home Page

Category 11 - Sightings From Aircraft

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
1955 MARINE PILOT SIGHTING	NELSON	MUJ-166,11	11	
AIR FORCE WARNS PILOT	CERNY	MUJ-186,08	11	
CAR PACING, PILOT SIGHTING, BUZZING UFO	HALL	MUJ-164,06	11	
COYNE CASE: CORRECTION & UPDATE	ZEIDMAN	IUR-14-2,17	11	
DID UFO ABDUCT TWO U.S. FIGHTERS?	MARTIN	MUJ-261,20	11	D
DO OUR SPY SATELLITES SEE UFOS?	REGEHR	MUJ-312,06	11	D
ENCONTER OVER SIBERIA	HAINES	IUR-16-6,12	11	F
FREDERICK VALENTICH ENCOUNTER UPDATE	NORMAN	MUJ-174,08	11	F
GREEN LIGHT OVER MANSFIELD	ZEIDMAN	IUR-13-6,13	11	
HISTORICAL NOTES: THOMAS MANTELL	JONES	MUJ-264,18	11	H
KENNETH ARNOLD: UFO PIONEER	LONG	MUJ-165,07	11	H
KENTUCKY CHOPPER CASE	RUTHERFORD	MUJ-302,09	11	
MANSFIELD HELICOPTER CASE	ZEIDMAN	89 SYMP,012	11	
MANTELL DIARY, A	CRAIN	MUJ-217,09	11	H
MORE ON BRAZILIAN OVNIS	SMITH	MUJ-221,04	11	F
PILOT TWICE ENCOUNTERS RINGED UFO	PAGE	MUJ-168,03	11	
PLANE DISAPPEARANCE OPEN (VALENTICH)	SUFOI	MUJ-144,11	11	F
REPORTED UFO SIGHTING	BECHTEL/McKENNA	MUJ-259,19	11	
REPTD OBSERVATION FROM A/C AUSTRALASIA	BASTERFIELD	MUJ-147,03	11	F
REVIEW OF SELECT A/P FROM A/C 1942-1952	HAINES	83 SYMP,013	11	
RICHARD HAINES: AN INTERVIEW	STACY	MUJ-210,12	11	H
SENSE OF AWE, A	NELSON	MUJ-222,08	11	
SPACE SHUTTLE DISCOVERY VOICE RECORDING	ANDRUS	MUJ-255,11	11	
TIME-LINE ANALYSIS GOES UNCHALLENGED	ZEIDMAN	MUJ-194,15	11	
UFO DISASTER AT GRIFFISS-ROME AF BASE	CERNY	MUJ-191,13	11	
UFO INTERCEPTS AIRCRAFT OVER PARAGUAY	RAMIREZ	MUJ-310,08	11	F
UFO SIGHTED FROM AIRCRAFT	CHANDLER	MUJ-154,08	11	
UFO SIGHTING BY PILOT OVER PENNSYLVANIA	GORDON	MUJ-200,05	11	

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NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
18970412	Girard (near Green Ridge)	IL	6						6:00 p.m. A large crowd of miners saw an unknown object land 3 km north of Green Ridge and 4 km south of Girard. The night operator of the Chicago-and-Alton Railroad, Paul McCramer, stated that he came sufficiently close to the craft to see a man emerge from it to repair the machinery. Traces were found over a large area. The object itself was elongated like a ship with a roof and a double canopy.
19090518	Caerphilly, Wales	UK	6						11:00 p.m. Mr. Lethbridge was walking along a road near the mountains when he saw on the grass a large tubelike machine. Aboard were two men wearing furs and talking excitedly in a language the witness could not understand. The grass was found depressed at the site after the object had flown off.
220222	Hubbell	NE	6						5:00 a.m. William C. Lamb was following strange tracks when he heard a high-pitched sound and saw a circular object intercepting starlight. It became brilliantly lighted and landed in a hollow. Soon afterword, a creature over 2.4 m tall was seen flying from the direction where the object had landed. It left tracks in the snow, which Lamb followed without results.
4206-Late	Cussey-sur-l'Ognon, Doubs	France	6						Several witnesses heard a motor-like sound and saw a blue-gray oval object with a dome on top hovering just above the ground in a wooded area. (Ref. 3; Michel Bougard, Des Soucoupes Volantes aux OVNI, 1977.)
421000	Radway Green, Cheshire	UK	6						In the evening two witnesses saw an elongated object with a dome on top and lights at either end descend toward the ground. At the apparent landing site a circular burned area and footprints were found. (Ref. 3; Bougard, 1977.)
430900	Oncativo	Argentina	6						4:00 a.m. Navarro Ocampo, driving between Rosario and Cordoba, saw a large, saucer-shaped object on the ground 500 m to the left of the road. It glowed with a bluish-green light, made a whistling sound, rose to 100 m altitude, then left at fantastic speed. A strange metal block is said to have been found at the spot. (Magonia #50, GEPA Dec., 68)
431200	Oslo	Norway	6						At 10:30 p.m. four women in a car saw an orange bell-shaped object ascending. Three automobiles in the vicinity experienced EM effects and the engines stalled. A 1.5-meter diameter area of melted snow was found on the ground. (Ref. 3; Australian Flying Saucer Review, No. 7, 1967; cited by Project 1947.)
460500	Angelholm	Sweden	6						At twilight while walking home, a prominent industrialist saw a light in the woods and went to investigate. He saw a disc with dome and oval windows on the ground. Around it were about 11 beings with transparent helmets and uniform-like clothing apparently working on the craft. Later he saw the craft take off emitting bright red light, then speed away. Burned grass and other trace marks were found at the site. (Ref. 3; Flying Saucer Review, March-April 1972.)
470621	Maury Island	WA	6						Maury Island Incident
470703	Roswell	NM	6				NC		Famous alleged UFO crash

470703	St. Maries (near)	ID	6						landing, seen by a family of ten in Northern Idaho, of eight huge objects (Bloecher)
470800	Danforth	IL	6						Specimens of an alleged “Flying Saucer” were brought to AMC by Col. H. M. McCoy
520818	West Palm Beach (near)	FL	6						August 18, 1852; near West Palm Beach, FL. "Desvergers Case", "Scoutmaster Case".
530319	New Haven	CT	6						A small round object -- flaming like red-hot iron -- plunged from the sky
541022	Marysville	OH	6						School principal, teacher, 60 students saw silver cigar-shaped UFO with "portholes" hover over school, then speed away; "angel's hair" fell. [UFOE, VIII]
570914	Ubatuba	Brazil	6						UFO explodes and leaves fragments
571106	Montville	OH	6	T	5	BBU			Olden Moore Case / Close Encounter /
600524	Ocumare del Tuy	Venezuela	6						Several doctors, a topographer and policemen saw three UFOs, in-line formation, which landed in a heavily wooded area on a hilltop; diamond-shaped scorched marking found at landing site. [NICAP UFOE, VIII]
600928	Sheppard AFB, Wichita Falls	TX	6						OSI document says crash reported and mention of "Moon Dust", asks ATIC to come to the scene.
610110	Wichita Falls	TX	6	T	5	BBU			A/c Sees Object Maneuver and Land
631021	Trancas	Arg	6						Disc, EM, occupants, numerous traces
640505	Comstock	MN	6						Object landed in field, physical traces (UFOE Section VII).
640629	Lavonia (near)	GA	6						Vehicle encounter, top-shaped UFO, strange effects
6406Late	Rome	IN	6						Mysterious Markings in Field Baffle Perry County Farm Family. A five foot circular burned circle, with three intensely burned circles arranged in a triangular shape as though made by table legs were discovered in the alfalfa field.
640716	Conklin	NY	6						Humanoid with dark suit and helmet, climbed on top of craft. Physical traces found at site (UFOE Section XII).
650524	Mackay	AU	6						Circular UFO with three legs on or near the ground, trees illuminated. Departed rapidly with buzzing sound. Circular ring impression found at site (UFOE II, Section VII).
650819	Cherry Creek	NY	6	T	5	9806			Cherry Creek (Butcher) Trace Case
650916	Silverton	S. Africa	6						Multiple police, landing, traces. (#214)
660119	Tully	AU	6						January 19, 1966; Tully, Australia. Daylight sighting, single witness, HS (#223).
660206	Madrid	Spain	6						8:00 p.m. LT. Several civilians and soldiers saw a glowing orange disc with three legs landing and taking off again. Rectangular imprints of the legs (15 cm x 30 cm) and scorch marks were found at the site. Electromagnetic (EM) effects occurred in the area at the time of the sighting. (Ballester-Olmos, 1976, p. 9; Flying Saucer Review, 12:3, 1966:28-31, Flying Saucer Review, 15:5, 1969:3-4.)

660225	Quipapa	Brazil	6						10:15 p.m. LT. Two young female factory workers while walking home saw lights in the road, then saw that it was a large disc with two bright lights (body lights) and three small beings about the size of 9-year-old children standing alongside, along with one being over 6 feet tall. The object rose, then landed in a new location. The girls ran home with the object following. It circled the area near their house, then flew away. No sound was heard. One of the girls suffered unspecified "effects" for a period of time. Grass was found depressed (imprints) at the landing spot. (Phillips, 1975. p. 40; from Flying Saucer Review, March 1971 .)
660324	Cook	MN	6						6:50 p.m. CST. A trapper and guide saw an oval object with glass dome on the front approach angling downward, flashing lights visible around its center, and emitting a loud generator-like humming sound. The object was rotating clockwise around a horizontal axis. It appeared to land in the distance. Next day a large melted oval area about 35 feet by 100 feet and apparent landing gear or skid marks (physical traces) were found in the snow at the landing site. (NICAP report.)
660329	Hampton (area)	NH	6						Box like object landed in woods
660423	Yorktown	IA	6						2:10 a.m. CDT. A farm family saw a cigar-shaped object with lights at each end illuminating the ground with red light. The object had two blue lights extending above the left end, a red light at the right end, and an amber glow emanating from its underside. A loud roaring sound was heard as it settled onto the ground. Then they heard loud crackling sounds like gunshots, and their cattle bolted. An odor of ozone was in the air. Later they found imprints in the field where the object had landed, apparently caused by the undercarriage. (Keyhoe & Lore, 1969a, p. 22.)
660500	Whiteman AFB	MO	6						Multi witness, daylight landing, (#234) occupants
660619	Mt. Mitchell	NC	6						12:05 a.m. EDT. A group of Boy Scouts while camping out, saw three red pulsating lights in a triangular pattern approaching (body lights), then hovering from about midnight to 5:00 am. At sunrise the object lifted up, appearing red and bell-shaped through binoculars, Six smaller objects were hovering nearby on either side of the larger object, changing formations, and then the group disappeared behind a mountain. When the Scouts started to explore in the direction of the objects, about 60 feet from their camp they discovered trees with broken branches and some crushed undergrowth, plus three holes in the ground forming an equilateral triangle (physical traces). (Report to Center for UFO Studies.)
660627	Cistella	Spain	6						4:00 a.m. LT. A farm woman and farm hands saw a large disc-shaped object with bright green, red, yellow and blue body lights descend behind some woods about 500 meters away. A few minutes later two cylindrical objects also with body lights appeared, and the disc reappeared, taking up position between the two cylinders, which closed in on the disc, turned, and all three as a unit shot up at terrific speed and disappeared in less than a second.

660815	Wood Green, London	UK	6						2:00 a.m. LT. A couple saw an intensely bright glowing disc approach and hover about 1 50 yards from their house above an old tree. Some apparent damage to foliage, circular holes in the ground, and a large depression with flattened grass were found beneath the area where the object had hovered. (Flying Saucer Review, Vol. 12, No. 6, Nov.-Dec. 1966, pp. 4-5.)
661122	Roaring River	MO	6						Multiple witness, daylight, (#253) photos
670125	South Ashburnham	MA	6						Betty Andreassen abduction case. Craft described as oval with a rim around its circumference, and resting on three legs. (Hall, 2001, pp. 529-30, from Fowler, 1979, 1982, 1990, 1995, section XIII).
670210-11	Cincinnati	OH	6						11:45 p.m. EST. A number of independent sightings were reported of a reddish, glowing cigar- or football-shaped object either hovering or moving slowly overhead. At about 1:45 a.m. the following morning, in Milford (eastern suburb of Cincinnati), a railroad employee and companion were driving when they noticed a white glowing light in the woods. (McDonald, 1967, Case 8, reprinted in Vaughan, 1995, p. 206; Keyhoe and Lore, 1969a, p. 21, and 1969b, p. 54; Ridge, 1994, p. 21.)
670214	Hannon, Ontario	CA	6						Time not reported. A saucer-shaped object (disc) with blinking red lights (body lights) forced a car off the road. It returned and hovered in view of many witnesses, landing in a nearby field. Marks were found in the snow (physical traces) at the landing spot next day. (Letter dated 2/23/67 in NICAP files.)
670320	Tuscumbia	MO	6						Daylight landing, (#1014), occupants, close approach
670321	New Baden	IL	6						Multiple witnesses, landing, (#268).
670426	Kitchener, Ontario	CAN	6						9:30 p.m. EDT. A witness saw a small cylinder, estimated 3 feet in diameter and 5 feet tall, with flashing lights. The object landed, deploying six legs when it was about 4 feet from the ground. A whirring sound during landing stopped once the object was at rest. Ground impressions (physical traces) were found at the landing site. (NICAP report form and unidentified newspaper clipping dated 9/8/67 in NICAP files.)
670506	Schirmeck, Bas-Rhein	Germany	6						7:00 p.m. LT. Seven lenticular (disc-shaped) black objects, aligned diagonally, each with a diameter estimated as 50 feet or more, were seen above a grove of trees about 2 km away. Each had a "smoky halo" around it. The objects suddenly vanished, then reappeared and vanished again, leaving traces in the forest. Truncated light beams ("solid light") were emitted from three of the objects, one white and two greenish. (Haines, 1994, pp. 91-92, from UNICAT catalogue #403.)
670507	Edmonton, Alberta	CAN	6						2:00 a.m. MST. A 14-year-old boy and four others saw a spherical object with spinning top and bottom and with red and green lights (body lights) which they followed and observed for 4 hours. Black streaks were found on the charred road surface (physical traces). (Edmonton Journal, 5/8/67, copy in Donald E. Keyhoe Archives files; L/.F.O. Investigator, Vol. IV, No. 1, May-June 1967, p. 3; APRO Bulletin, May-June 1967, p. 7; Phillips, 1975, p. 48.)

670531	Beausejour, Manitoba	CAN	6						11:30 p.m. CDT. A woman reported a luminous red, saucer-shaped object with blue light that approached from the south and hovered about 125 yards away. The object landed and left physical traces, including a burned area and radioactive soil. (Winnipeg Free Press, Manitoba, 7/21/67, copy in NICAP files; APRO Bulletin, May-June 1967, p. 2.)
670601	Santa Monico, Madrid	Spain	6						Time not reported. A yellow-orange disc with windows and three less (tripod landing gear) landed , leaving three holes and burned grass (physical traces) at the landing site. (BallesterOlmos, 1976, p. 11.)
670613	Caledonia, Ontario	CAN	6						2:30 a.m. Three 3 to 4' tall beings, light colored clothing, helmets, moved around beneath cigar-shaped craft with windows. Physical traces found at site. (Hall, 1964-1967, pages 474-482, Vol. II, The UFO Evidence)
670615	Caledonia, Ontario	CAN	6						2:35 a.m. EDT. Two people saw two stationary objects, one disc-shaped and the other cigar-shaped, on or near the ground in the vicinity of a factory for about 20 minutes. Three occupants less than 4 feet tall, in light colored uniforms, and wearing "helmets" with four lights, were observed scurrying around outside the cigar. Physical traces found at the site included a burned area, disturbed grass, and an oily substance. (Cuneo letter, 6/19/67, NICAP files; APRO Bulletin, Nov. - Dec. 1967, p. 4.)
670618	Falcon Lake	CAN	6						Evening. A family crossing the lake by boat saw a shiny, metallic-appearing oval object with a slight rise on top. Trees with wilted leaves on top were later noted (physical effects). (Bondarchuk, 1979, p. 31-34.)
670621	Mechanicsville	VA	6						3:00 a.m. EDT. A woman saw a large lighted object with a rounded bottom and domed top that rose straight up from the woods into the sky with a roar like a jet. Trees in the woods reportedly were bent and broken (physical traces), all at the same height. (Heath letter 6/26/67, NICAP files.)
670806	San Bernadino	Venezuela	6						Approx. 2:00 a.m. LT. Two sleeping witnesses were awakened by a small being with a large head (humanoid) wearing a "rubber suit." The being jumped out a window toward an object outside that had blinding, multicolored lights. Investigators found scrape marks and footprints (physical traces) at the site. (El Universal, 8/8/67, and El Mundo, 8/9/67, copies in NICAP files.)
670823	Joyceville, Ontario	CAN	6						4:00 a.m. EDT. A man drove down a side road to investigate a green light he saw in a field. His headlights illuminated a large, metallic-appearing disc on or near the ground. It was shaped like an inverted bowl and had three legs. Burn marks and impressions (physical traces) were found at the site. (Hall, 2001, p. 480; MUFON UFO Journal, August 1987, p. 19.)
670823	Hamilton County	IN	6						Landing report. Source and details unknown.
670905	Port Townsend	WA	6						2:00 a.m. PDT. Four witnesses saw a white, dome-shaped object come from behind a hill and appear to land on a golf course. A burned ring (physical traces) was found on the golf course next day. (Port Townsend Leader, 9/7/67, copy in NICAP files.)

670917	Belo Horizonte, Minas Gerais State	Brazil	6						Time not given. Two witnesses reported that a saucer with portholes landed on a soccer field. Physical traces were left by the object. (Baltimore Morning Sun, Maryland, 9/25/67, copy in NICAP files.)
671004	Shag Harbour, Nova Scotia	CAN	6						Evening, ADT. From early evening until 11:30 pm, numerous independent witnesses observed unexplained aerial activity. Near Sambro at 9:00 pm, the captain and crew of a fishing boat saw four brilliant red lights in a box formation that appeared to be on or just above the water. (Ledger and Styles, 2001, pp. 14-17, 21-44.)
680300	Berezovsky (near)	Russia	6						Alleged crash/retrieval on the web, and earlier shown on the History Channel. Shows footage of the alleged crashed UFO near Berezovsky (Sverdlovsk region) in 1968 and related alleged KGB documents.
680700	Southlands	TN	6						Crash/retrieval report by one witness. (Source: RUEGG, unknown)
680812	Mercedes	Argentina	6						8:00 p.m. A woman staying by herself at a house on the outskirts of Mercedes heard a buzzing sound and her dogs began barking. The next day several ground traces were found in the same area where the objects were seen. (Albert S. Rosales, Humanoid Contact Database 1968, case #6, citing Richard Heiden, quoting R. Banchs).
680920	Wichita Falls	TX	6						Police officer saw a huge ball of fire falling directly downward. Other officers said the ball appeared to be 20' in diameter. NARA document mentions UFO "crash" and references "Moon Dust".
690713	Van Horne	IA	6						Multiple witnesses, HS traces. (#390)
700830	Itatiaia	Brazil	6						2145, close approach, human effects, traces. (#441)
710516	Chesterton	IN	6						9:30 p.m. Four witnesses observed an object after power failed in their house. Saturn type UFO, high frequency sound, 20 Mins. House size silver ball illuminated brilliant red, green, blue,and white lights around it on rim. Moved at tractor speed, hovered over hog farmyard setting off pandamonium in dogs, chickens, pigs, and parrott. (Ted Phillips)
711102	Delphos	KS	6						(#494) confirming witnesses
720626	Fort Beufort	S. Africa	6						Daylight, multi witness, (#526) long duration
720817	Norton Sound	AK	6						Multi witness, long duration (#533) landing
720914	Houston	MO	6						Multi witness, two events, animal (#537), EM effects
730313	Salta Province	Arg	6						Jorge Roberto Herrera humanoid encounter, landing with physical traces
730628	Columbia	MO	6						Multi witness, (#585) human reaction, EM effects
730930	Columbus	OH	6						9:30 p.m. Franklin County man found landing site of object he saw hovering near his home.
740228	Hirson (Aisne)	France	6						5:30 a.m. The witness was riding his motorcycle to work, when suddenly he found himself face to face with two humanoid beings and having no memory of having stopped the motorcycle. It was still dark at this hour. In an adjacent field he saw a dark circular object. Physical traces were found at the landing site.
740901	Langenburg, Saskatchewan	CAN	6						Close approach, (#746) daylight
75Jan-Mar	Algeria	Africa	6						The UFOs in this report were seen by multiple witnesses. The objects landed and took off. They were also spotted on radar and seen visually simultaneously. Message sent to Henry Kissinger, from the American embassy in Algiers, Algeria.

750210	Annandale	NY	6						7:00 p.m. Two 15-year-old teenagers saw a low-level, 20-meter diameter disc for ten minutes, then watched it shrink away to nothing. At the site there were snapped tree branches and scorched earth. (Sources: CUFOS files, report dated February 27, 1975; NICAP UFO Investigator, April 1975; Skylook, December 1975, p. 16; Margaret Sachs, Celestial Passengers, p. 108).
750612	Big Chimney	WV	6						Shortly before 10:00 p.m. A diamond shaped object landed on a gravel road in a mountainous area. It was witnessed by four members of the Crichfield family. Four landing gear imprints were found at the site. (Sources: Center for UFO Studies case files, letter dated August 3, 1975; Larry Hatch, U computer database, citing Alan Landsburg, In Search of Extraterrestrials, p. 8)
750706	Mount Pleasant, Ontario	CAN	6						5:00 p.m. A shiny metallic domed disc was seen in a tobacco field. A thirty-foot diameter area of plants was flattened, the tobacco plants were wilted and burned, and an oily residue was found. (Sources: NICAP UFO Investigator, October 1975; Canadian UFO Report, Summer 1976, p. 1; Center for UFO Studies, on-site investigation, report dated September 13, 1975; Richard Hall, The UFO Evidence, Volume II: A Thirty-Year Report, pp. 122 & 264).
751224	Cotes-du-Nord	France	6						10:00 p.m. Power circuit breakers were tripped four times when a glowing ball of light came down near the ground in Ploubazlanec, Cotes-du-Nord, France. A 0.2 meter area of burnt grass was found at the site were it apparently touched down. (Source: Jean-F. Boedec, Les OVNI en Bretagne: Anatomie d'un Phenomene, p. 75).
770307	Gatchelville	PA	6						7:30 PM. Nine independent witnesses watched a red ball of light maneuver against the wind. Holes were found burnt in the ground at a possible landing site. (Sources: Allan Hendry, The UFO Handbook, p. 120; Larry Hatch, U computer database, case 11471).
770323	Farmland	IN	6						5:40 AM. Snowy morning. Blue lights were ahead which lady thought was a snow plough. One blinking light of unknown shape flew across in; front of her then suddenly 6 to 12 blue lights took up position 2 to 3 feet in front of her slowly traveling car. Next day at spot in road her car radio went dead. (Worley files)
770408	Cedar Springs	MI	6						2:00 AM. A domed disc-shaped object flew around two witnesses, hovering and flashing over some nearby trees. Ring ground marks were found on the ground. (Source: CUFOS files, report dated April 10, 1977).
770419	Little Haven, Pembrokeshire	Wales	6						2:00 AM. The radio of hotel owner Rosa Gremville suddenly went dead. Moments later she heard a loud humming noise outside and looking out she was dazzled by a "huge moon lighting up the area, moving about like a seesaw." It descended and landed in a field 100 yards behind the hotel. Burn marks were found on the ground at the site the next day. (Sources: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-18; Randall Jones Pugh, FSR, August 1977, p. 6 for BUFORA).

771025	Asbygda Ringerike	Norway	6						5:30 PM. Three witnesses, including two deaf 14 year olds, Johny Myhr and Frank Sverre Mandt, sighted a disc-shaped object some ten meters in diameter that hovered and then descended behind some bushes. Tracks were later found in the newly plowed field.
771213	Leitchville, Victoria	AU	6						An orange-red, disc-shaped object descended over a paddock. It then emitted three smaller objects that operated independently. One of these zigzagged, abruptly shot up to higher elevation, then descended again. The UFOs appeared to signal back and forth. Soil and grass samples collected from a circle of burnt grass found on the ground reveal the burn marks were caused by an electrical discharge.
780604	Bellaria	Italy	6						Motorists observed flashing lights in the woods, stopped to investigate and saw a bright red, revolving hemispherical object about 10 meters above the ground. It was approximately 10-12 meters in diameter. Next morning physical traces including a deep imprint were found at the site and separate witnesses were located.
780708	Lempdes, Puy-de-Dome	France	6						A motorist saw a sharp white gleam of light some 300 meters ahead on the road. As he came to the curve, he saw that the gleam came from a mass approximately 5 meters in height. He can not observe the base of the object, which is below the side of the road. The top was rounded in the form of a dome, surmounted by a white light. As he drove by he saw through a transparent wall in the UFO numerous human like figures wearing helmets and tight-fitting suits. Ground traces were found at the site.
780708	Katta-Kurgan	Uzbekistan	6						An 80 meter long ovoid object flew over toward the southeast, then landed in a vineyard at 11:45 p.m. Ground marks were later found on the ground, and the vegetation (grape vines) were effected.
780711	Can Cifre, Ibiza	Spain	6						Two young boys were playing in a tree and heard a loud noise coming from the nearby woods. They were confronted by a strange robot-like being. As they ran to town they were chased by a bright blue light most of the way. Strange tracks were later found at the site of the encounter.
780717	Castanheira de Pera	Portugal	6						A one-meter diameter sphere was seen spinning 1.5 meters above the ground. At the site witnesses found scorched earth and burnt rocks.
780902	San Michele	Italy	6						A man heard a hissing sound and saw a metallic-looking cigar-shaped object about 10 meters long rising from a maize field. An area about 3 x 7 meters was found in the field where plants were bent and dehydrated.
780925	Greenfield	IN	6						Three woman observed an object coming down from the sky into the field. Dog barked. UFO was oblong, very, very huge with a kind of greenish-gray color. It had three lights, one red and two white. No sound and it moved flying sideways behind the barn and then took off flying frontways. 140' imprint left in soybean field.
781008	Jenkins	MO	6						Multiple witnesses, daylight, two objects, (#1320).

781215	Catania	Italy	6						Two young boys were playing in a yard on the island of Sicily, near a large TV antenna. The sky darkened and then a large disc-shaped craft approached and tilted at an angle, just above the TV antenna. A bright beam of light shot out of the opening and a strange, 1.5 meter tall monster descended within the beam. The being was described as "ugly" with two large eyes and two antenna-like protrusions on its head. A second similar being reportedly descended carrying a "laser" type gun and shot at a rock causing it to burn and explode
790222	Meanwood	UK	6						In Meanwood, near Leeds an eight-foot long ovoid object landed for three minutes. It left behind landing traces. (Source: Timmothy Good, Above Top Secret, p. 72).
790226	Serodino, Santa Fe province	Argentina	6						Ernaldo Camusoni, age 49, was clearing an overgrown field at the entrance to a farm in Serodino late in the evening when everything became illuminated behind him, turning the darkness into day. When he turned around he saw an approaching object land 40 meters away from him. As he approached the object, he saw a strange luminous figure emerge from the rear of the craft. The whole encounter lasted five minutes. Ground traces were found the next day.
790327	Isere	France	6						An oval-shaped or saucer-shaped UFO flew over the Tabouret Reservoir in Isere, France and then landed on the ground, leaving ground marks. A man was seen outside the craft, according to the police report.
790407	Bigand	Argentina	6						Several cars experienced electrical system failures on highway 33 in Bigand, Argentina. Mr. Celotto, a farmer, saw an eight meter wide disc land, and circular ground traces were found later in a soybean field.
790827	Marshall County	MN	6	T	5				Val Johnson Case
790902	Petushka	Russia	6						witness was out picking mushrooms and saw a landed UFO which effected the ground
800706	Bear River, Nova Scotia	CAN	6						A silent, fifteen-meter diameter round object hovered only 500 feet away. A dog hid in fear. A six-meter long indentation was discovered on the ground.
800930	Rosedale, Victoria	AU	6						Object with whistling noise lands on farm
801229	Huffman	TX	6	T	5				Cash/Landrum Case
810108	Trans en Provence	France	6						Object descends onto a nearby hill. Update
810128	Colle Maddalena	Italy	6						A disc was sighted maneuvering over some woods and landing behind some trees in Colle Maddalena, Italy. A burnt circle of grass and some charred tree branches were found at the landing site.
810213	Fuentecen	Spain	6						The witness observed several golden lights on a nearby field. He approached the lights but these suddenly rose up, circled, and landed again, this time closer to his home. At the same time his dogs were going berserk. Later he heard footsteps and his dog attracted him to a "figure" standing by the fence. The figure was a meter and a half tall, square in shape and metallic almost robotic in nature; it lacked a head, arms or feet. A scorched area was found on the ground by government authorities.
810504	Minas Gerais state	Brazil	6						a bright disc landed on the ground in Belo Horizonte, Minas Gerais state, Brazil and then vanished. A witness felt pulled toward the spot. Burnt grass was found at the site.

820720	Vejer de la Frontera, Cadiz	Spain	6						A a local cattleman walked to what he thought was a tanker truck a hundred meters away, but when he got to about 30 meters away from it he saw two huge human-like figures standing in the middle of the road. The beings then walked back to the object as if in slow motion. They entered the object through an open hatch, which took off silently towards the north. Ground traces were reportedly found at the site.
830000	Puebla	MX	6						A handful of mysterious seeds have been delivered to Earth by space aliens
830410	Ross	OH	6						Object lands in field near a house

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Category 6 - Trace Cases / Crash-Retrievals

Bibliographic Database

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3 HOURS THAT SHOOK THE PRESS	SHANDERA/MOORE	MUJ-269,03	6	R
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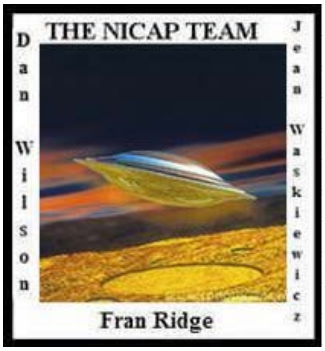

TRACECAT Case Directory
Category 6, Physical Traces

Preliminary Rating: **5**

The Roswell Incident

July 2, 1947
Roswell, New Mexico

April 30, 2009; Updated March 29, 2015
Fran Ridge:
July 2, 1947; Roswell, New Mexico
I have always held that something extremely unusual happened at Roswell, something that was recognized as such by people in the know in July of 1947. I cannot believe for one minute that this was a balloon or cluster of balloons. A five-year-old may have wondered what the alleged balloons were used for, but would not have mistaken the materials, all off-the-shelf items of the day. There is a lot more to the story than I can mention at present, but the NICAP site will provide the reader with all the material and links that are worth mentioning and possible to list at this time.

Detailed reports and documents
The Roswell Story - The Primary Witnesses
More witnesses
Reluctant_Roswell_Widows2.doc (Robert Hastings)
Roswell List of Witnesses - Kevin Randle
The press conference
The Timeline

The CIC Agents
Cavitt to Rickett on Roswell: "We Both Know What Really Happened Out There!" - Carey/Schmitt
"It Looks Like Something Landed Here." - Carey/Schmitt
Did Sheridan Cavitt Visit The Same Crash Site? (Maccabee)

GAO Report (General Accounting Office)
Found: The Archaeologists - Update, 12/1/98 (Randle)
Col. Blanchard's Press Release (Miller)
Kent Jeffrey & Roswell (Friedman)
Mack Brazel, Reconsidered, IUR 24-4 (Carey & Schmitt)
Roswell: Clashing Visions of the Possible, IUR 22-3 (Swords)
The *Popular Mechanics* Roswell Hoax (Durant)
Major Jesse Marcel's Postwar Service Evaluations (Rudiak)

The Roswell Incident (CUFOS): includes....

The Roswell Case Summary, The Whole Story, Rebuttal to the Air Force's Roswell Report Case Closed, The Glue Explanation Just Won't Stick, An Engineer Looks at the Project Mogul Hypothesis, A Conversation with Jesse Marcel, Jr., SOM 1-01 Manual: Alleged MJ-12 Document, Roswell: 52 Years of Unanswered Questions

Other Roswell Web Sites

The UFOLOGY Resource Center: Roswell (Sci-Fi Channel) - 14 Articles
(Ramey Memo) Computer Enhancements (Burleson)
(Ramey Memo) Roswell Proof: What Really Happened? (Rudiak)
Story about J. Bond Johnson - VJ Enterprises (Shapiro)
The Project 1947 Roswell Page
Truthseeker At Roswell (Balthaser)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 3 - E-M Cases

Electromagnetic Effects

The NICAP UFO Evidence (1964) listed 106 cases of E-M Effects. Later, CUFOS compiled a list of over 500 incidents. Dr. Richard Haines catalogued 185 involving aircraft, alone. Other Categories, involving Distant Encounters (Cat 1), other Close Encounters (Cat 2), Animal Effects (Cat 4), Medical Effects (Cat 5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Categories. If you find an important E-M case that is NOT listed, please email me at: slk@evansville.net

Francis Ridge
NICAP Site Coordinator

Fifty-Six Aircraft Pilot Sightings Involving E-M Effects - Richard F. Haines, Ph.D.(1992)
(Special Evidence) Electromagnetic Effects - Richard Hall

The UFO Evidence (106 of the cases listed in link below) - Richard Hall
The UFO Evidence II (more cases listed in link below) - Richard Hall
UFO Interference With Vehicles and Self-Starting Engines - James M. McCampbell (1983)
The Effects of Position and Distance in UFO Ignition-Interference Cases - Donald A. Johnson (????)
Catalog of Australian Vehicle E-M Cases - Keith Basterfield
Blackouts & UFOs - Francis Ridge
Category/Group 3 - A UFO Bibliography - Francis Ridge
Compass Needle Reports - ORION - Eric Herr
MADAR Project Study - Francis Ridge
I Know The Secret Of The Flying Saucers - Donald Keyhoe (TRUE, Jan 1966)
Project 1947 E-M Effects Catalog - Mark Cashman
Project Hessdalen Final Report - MSc.EE. Erling Strand
RSID CE-II - Regional Sighting Information Database (Midwest) - Francis Ridge
UFO Reports Involving Vehicle Interference (441 Cases) - Mark Rodeghier

This following pages are under construction. The cases listed represent reports in which a distinct UFO was observed at the same time and place that a definite electro-magnetic effect (E-M) such as a car-stalling occurred.

Cat 3 Case Listings - Early Case Up To End Of 1963
Cat 3 Case Listings - Cases From 1964 On

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UFO INTERFERENCE WITH VEHICLES AND SELF-STARTING ENGINES

James M. McCampbell

ABSTRACT

Disruption of automobile engines by UFOs is a familiar phenomenon. Less well known are instances where an engine that had been killed comes back to life again when the UFO departs, that is, the engine restarts itself without assistance from the driver. Twenty- seven such cases are summarized. A key observation by a mechanic whose engine had been stopped by a UFO suggests a mechanism by which self-starting might be understood. Should a non-firing engine come to rest with one cylinder past top-dead-center, it would entrap a suitable mixture of fuel and air to be ignited by the next arriving spark thereby cranking the engine. Such an event might result from collapse of a gaseous discharge across open breaker points in the distributor. If the discharge had been sustained by ionization of the atmospheric gases caused by the UFO, it would collapse shortly after departure of the UFO.

INTRODUCTION

Unidentified flying objects are frequently reported to have exerted some influence upon the physical environment. All of these events are full of technical implications. One category in particular draws attention because of the promise that much scientific knowledge may be gained from it. A large number of UFO sightings have been made at the same time that a vehicle being driven by the witness suffered some sort of malfunction. UFOs appear to exploit a technology in advance of our own. But there is no reason to assume that the mechanisms by which vehicle interferences take place are beyond the capacity of contemporary science. On the contrary, design of internal combustion engines is a sophisticated endeavor. Engineers who design engines or others who understand them should be able to analyze any phenomenon that causes their failure. At least, every prospect encompassed by existing knowledge should be explored before appealing to esoteric theories.

Progress in understanding very complex subjects sometimes proceeds upon recognizing a basic structure, or pattern, that is inherent in the problem. Most students of UFOlogy fully appreciate the variety of details relating to vehicle interferences. But most of them fall conveniently into the following categories:

1. Engine Disruption And Failure. A normally operating engine begins to run roughly and loses power, with accompanying reduction in speed. It may shortly resume normal operation. Either following the disruption, or occurring suddenly, the engine simply stops running altogether.

2. Failure To Restart. Efforts of the operator to start the engine are unavailing in the presence of a UFO. Usually, it can be turned over, but does not catch. After the UFO has departed, however, starting is again normal. In a few instances, permanent damage has been suffered.

3. Self-Starts. Without any assistance from the operator, the engine starts by itself at the time the UFO flies away or very shortly thereafter.

HYPOTHESIS TO BE INVESTIGATED

Scientific progress is frequently achieved by a single hypothesis having a wide range of implications. A number of different suggestions intended to resolve separate elements of the overall

problem, known as ad hoc hypotheses, is an offense to science. They are eventually supplanted by a more comprehensive and useful concept. The hypothesis to be investigated here is that -

> The proximate cause of engine interferences in the above categories is ionization of the atmosphere. (Reference 1) (Ionization is the process by which electrons become detached from their parent atoms, leaving as separate particles the electron itself and the positively charged remnant of the atom that is called an ion.

ENGINE DISRUPTION AND FAILURE

UFOs evidently ionize the atmosphere. Luminous, colored halos sometimes surrounding them must be produced by the recombination of free electrons with ions of the atmospheric gases. (Reference 2) At other times UFOs are reported to be buried inside a dazzling white cloud that is clearly a plasma, a highly dissociated state of electrons and ions. Beyond the luminous boundary one would expect that gases are also being ionized but to a lesser degree. Witnesses repeatedly tell of feeling electricity in the air, hair standing up, prickly sensations, or electrical shocks. Such expressions point directly to electrical phenomena. They are well enough understood, but investigators may have no mental framework into which the message can be fitted, so they may be ignored or forgotten.

Until recently it has been nearly impossible to deal with engine interference cases properly because the mass of data was so widely scattered throughout the literature. It would have required a monumental effort to collect the cases, summarize them, perform statistical analyses, and publish a reference document. But two such documents have now become available. One by the British UFO Research Association (BUFORA) in 1979 (Reference 3) and the other by the Center for UFO Studies (CUFOS) in 1981 (Reference 4). Their respective authors, Geoffrey Falla and Mark Rodeghier, deserve admiration and gratitude for these outstanding contributions. It is now relatively easy to scan the worldwide record of vehicle interferences.

Where was the witness when his engine failed? -- In the driver's seat. What could he see when looking under the hood at a dead engine? -- Nothing. Where was he when attempting to re-start the car? -- Back in the driver's seat. These circumstances contrive to prevent the witness from observing anything significant, except in one crucial case. (Reference 5) Relevant details of that case are extracted from the British summary. As a very bright light approached a car it mimicked several series of flashlight signals. "....The car radio started to be affected and the engine faltered, the interior of the car became very hot, then the engine failed completely. The driver got out of the car, noted that the object was directly overhead and felt a *prickling sensation like small electric shocks*. He lifted the car hood and *asked his wife to try to start the engine*. The engine turned over, but *sparks were seen to jump from the plug leads across the coil to the metal side of the car* and back again. The man was a master mechanic and had never seen such an effect before. As another vehicle approached the *object moved away at high speed. The car engine could then be started immediately...."* (Emphasis supplied by the present author.) It is fortuitous that this event took place at 10 o'clock at night as the sparks may not have been noticed in daylight. So of several hundred cases of engine interference, we have one in which the cause was actually observed. And by a mechanic at that:

What does this mean? Very strong electrical surges of 15,000 to 20,000 volts are delivered to the spark plugs through heavily insulated wires. These wires fan out from the distributor to each plug, lying rather snugly to the engine block and grounded components. In normal operation, rubber insulation plus that provided by spatial separation assures that the electrical surge is delivered to the plugs. The insulating properties of air are impressive. It can sustain an electrical tension without breakdown of about 76,000 volts per inch. For a wire carrying a charge of 15,000 volts only half an

inch from the engine block, the electric field strength would be roughly 30,000 volts per inch; so the margin for preventing the charge from shorting out is not great. Now comes a UFO that ionizes the air. Free electrons in such a strong electrical gradient will be accelerated. They will quickly acquire sufficient speed and kinetic energy to knock electrons off of other atoms. These, in turn, produce grandchildren, etc. The net result is an avalanche of charge as the atmosphere breaks down in a spark. By this method, Geiger counters register the passage of a single ionizing particle. Once the charge has been dissipated to ground, the conducting path heals itself. This mechanism would prevent the high-voltage surge from reaching the spark plugs. The onset of this condition would first be observed as a disruption of the engine when one or a few cylinders was starved, because their wires were closer to ground or their insulation had deteriorated. When a sufficient number of cylinders do not receive a spark, the engine will fail.

FAILURE TO RESTART

Having reached a possible understanding of how UFOs could interfere with internal combustion engines, it is relatively simple to see why the engine might not restart as long as the UFO is present. Turning the ignition switch will crank the engine, but it could not be started as long as high-voltage pulses intended for the spark plugs are shorted to ground by the breakdown of ionized air. There is another sub-category of this phenomenon, namely, cases in which the starting motor reportedly refuses to crank the engine at all. This problem, focusing upon the starter solenoid, is extremely complex, and since it is apparently unrelated to ionization, it must be set aside for the present .

SELF- STARTS

The most exasperating aspect of engine interference cases is the claim that an engine started by itself when the UFO departed, even though the driver's efforts were futile while it was nearby. This is such a ridiculous notion that even trained mechanics scoff at it. Others find it an impossible concept. (Reference 6) Yet it has happened, if witnesses are to be believed at all. Appendix A gives 27 abstracts of cases taken from the Rodegheir catalogue. Obvious push-starts are not included and the list may not be comprehensive.

Rodeghier found a total of 268 engine failures not including, of course, instances of mere rough running or loss of power. Comparing this number with the 27 self starts, one sees that the latter phenomenon is rare, amounting to only about 10% of the time. At any rate, these cases are adequate to establish some essential factors for self starting. The presence of a UFO is obviously required, usually at rather short range. (No mysterious engine failures followed by self starts are known to the author to have been reported apart from a UFO sighting.) Self- starts occur only in conjunction with departure of the UFO, either simultaneously, within seconds, or a few minutes at most. Cars, trucks, vans, and motorcycles are subject to the phenomenon. All are presumed to have had internal combustion engines using spark plugs as none of the available summaries indicated diesel engines. Based upon conditions within the engines that are necessary for self starting, the rarity of these events will become explicable.

Most people have a pretty clear, if not detailed, idea of how car engines work. Electric current from the battery flows through the primary circuit of the coil until it is broken by the opening of the breaker points. The resulting collapse of a magnetic field in the coil induces a high-voltage surge in the secondary windings that is distributed in a certain order to the spark plugs. A fuel-air mixture is then ignited to create high pressure within the cylinder. Not so well known is the fact that the spark is normally timed somewhat early because the propagation of the flame front in the cylinder and the build up of pressure are relatively sluggish. At idling speed, the spark is ignited while the cylinder is still approaching top-dead-center (TDC) on the compression stroke. It is usually set at about 5 degrees of crankshaft rotation ahead of TDC, but automatic devices advance it much farther in proportion to the engine speed.

There is a natural threat of sparking across the opening points that would rapidly erode the point surfaces. To offset this problem, a small condenser is included in the circuit to take up the current temporarily when the points open. Thus sparking is prevented. If the air around the points was ionized, however, an electrical breakdown between the points would be likely. Fairly high electrical field strengths exist at the instant of point separation. With a supply of free electrons and ions around the points, a spark over could easily occur and persist while the points continued to recede to their maximum spacing. Such a current is technically known as an arc discharge. These arcs, having a negative resistance characteristic, produce a runaway current unless it is limited by resistance in the circuit itself. As the current under normal conditions is limited by the resistance in the primary circuit, it will be limited in the arc to exactly the design value. Only when the UFO leaves the scene would the ionization be reduced until the arc could no longer be sustained. It would then extinguish itself instantly. As far as the electrical behavior of the primary circuit is concerned, this event would not be distinguishable from normal opening of the points, that is, a sudden breaking of the circuit. A strong surge must then be induced in the secondary circuit. It could then reach the spark plugs if departure of the UFO has removed the cause of such surges being shorted to ground. So a cylinder in a warm engine, being fully charged with a fuel-air mixture is ignited. If it had come to rest somewhat past TDC, the force due to firing will crank the engine gingerly. One need only remember how push-starts were done in manual shift cars. One cylinder firing and off you went:

Cranking of the engine would be effective from a cylinder position between a few degrees past TDC to 1200 or so. But the crankshaft rotates twice for each power stroke of a cylinder in a 4-cycle engine. So, as a first approximation, one could estimate the favorable circumstances for a given cylinder to be about (120/2x360) x 100 16.4%, if the rest position was purely random. However, it is not. Cylinders act in pairs with one in the compression stroke being balanced by another in the power stroke. If the valves opened and closed at exactly O and 180-degrees, the trapped gases in a non-firing engine would merely act as efficient springs, balancing out the net torque on the shaft. Again, because of the relatively sluggish movement of the gases into and out of the cylinders, valves are timed to operate in anticipation of these two angles. A net torque causes a coasting and stopping engine to approach, then slightly back away from TDC. Its companion would correspondingly approach and slightly back away from its bottom position at 180-degrees, an unfavorable location for self starting. Hence the probability of favorable circumstances for a given cylinder should be much less than 16%. Furthermore, if the engine remained dead for a long time, the fuel-air mixture would leak out past the rings, making self starts impossible. The duration of engine failure is seldom reported, but it must be limited to a matter of minutes, or even to several seconds. While calculating the probability of self starts seems to be impossible, these conditions illustrate why it is so small in the case histories.

One would expect stronger influences upon automobiles from UFOs that are quite close. This question was subjected to statistical analysis by Johnson who found that the distance factor was strongly related to engine disruptions and failures. (Reference 8) Fifty-six cases were subdivided into three groups according to whether the UFO was closer than 30 meters, between 30 and 120 meters, or beyond 120 meters. This corresponded to a grouping of the data and changes in the selected cut offs had no effect. Of a total of 43 failures, the number of events in the three categories were 16, 18, and 9, respectively. In other words, 79% of the failures were produced at distances less than 120 meters. The maximum recorded distance for engine failure was not given.

Additional data on this point is available from Rodeghier in the form of a bar chart. (Reference 9) Distances were broken down generally into increments of 200 feet, but intervals of 50 feet were used in the first 200 feet. By estimating from the scale and suitably combining the first four categories, one obtains the following results:

Range (ft)	Number of Events
0-100	64
100-200	28
200-300	14
300-400	15
400-500	6
500-600	7
600-700	3
700-800	5

From 800 to 2,000 feet the distances were clustered in four intervals of 200 feet, then one of 400 feet, and finally, one for all distances beyond 2,000 feet. Therefore, the above table cannot be extended further. Let it suffice to observe that the remaining data give a fair approximation to an exponential tail. A surprising total of 15 cases were greater than 2,000 feet. The importance of UFO proximity is clearly evidenced by the large number of cases within 100 feet and the steady fall- off out to 800 feet. The above table certainly suggests a decrease in the influence from UFOs according to the inverse square of the distance, as would be the case for isotropic radiation. The data are somewhat contaminated, however, by a few instances where beams of "light" were directed at the vehicles.

Many cases in the record do not give information on the distances of the UFO possibly because the size was not known and no distance could be judged, or the event took place at night so reference points were missing, or the investigator didn't ask. So it is with the record of self starts. Of the 27 such cases under review, estimated distances are available for only 10, but they are instructive. The distance figures are 12, 25, 45, 60, 200, 300, 600, 1000, and greater than 2000 feet. Four cases are within 100 feet, but others range to beyond 2000 feet. It seems that the previous table of general interference and these self starts are consistent; proximity increases the likelihood of the effect. There is no threshold distance within which it takes place, and interference may take place up to a half mile or more.

CAUSE OF IONIZATION

What possible means could cause ionization in the engine compartment and inside the distributor housing? One prospect would be the photoelectric effect that pries electrons out of material surfaces up on absorption of a photon. As iron is in great abundance under the hood, it should be suspect. The energy required to pull an electron out of iron, called the work function, is 4.4 volts. Electromagnetic radiation having photons of that energy or greater would have to have wavelengths of

$$2.76 \times 10^{-5} \text{ cm}$$

or shorter, which lie in the ultraviolet region of the spectrum near the visible. This is the radiation used in psychedelic displays and because it is invisible it is called black light. It could enter the engine compartment through the air passages in the radiator or by scattering through the open areas around the bottom of the engine. As both the steel distributor housing and the phenolic cap are opaque to ultraviolet, it could not be responsible for ionization inside the housing. Therefore, this potential source of free electrons must be ruled out. Another possibility would be direct photoionization of the air molecules. But again, the photons would have to be in the ultraviolet. Many natural materials exhibit florescence, but none has been reported in the vicinity of UFOs. It is unlikely that UFOs emit ultraviolet radiation, because there is no evidence indicating that they do.

On the other hand, radiation in the microwave region has long been suspected as contributing to

UFO effects. Wavelengths in the range from 0.5 cm. down to 0.5 mm. are resonantly absorbed by oxygen molecules and water vapor. (Reference 10) The absorption throws the absorbing molecules into higher states of rotation, but that energy is instantly transferred to neighboring molecules by collision. The increased kinetic motion of some receiving molecules should become vigorous enough to dislodge electrons. Considering what is suspected about other aspects of such radiation near UFOs, microwave radiation should be considered as a candidate means of ionization.

CONCLUSIONS

The hypothesis that ionization of the atmospheric gases by UFOs appears to have some merit. It has pinpointed physical processes that can clarify the malfunctioning and killing of engines and, in particular, the hitherto incredible claims that engines restarted themselves. It teaches us that credence should be lent to sighting reports no matter how bizarre their content. The success of the hypothesis also implies that some UFOs are probably physical machines because their reported influence upon motor vehicles is physical. Radiation from UFOs is apparently associated with their propulsion system and every effort should be made to determine all the electromagnetic parameters. In doing so, one would expect to find, not a group of accidental quantities, but an integrated design optimization by those who manufacture UFOs.

Concepts discussed here are subject to experimental verification. Although the equipment required may not be available to an independent researcher, it could easily be assembled by a substantial laboratory. A research program is envisioned in three stages:

1. Investigate individual components of the electrical system in a *simulated* environment to establish the level of ionization required to produce high-voltage sparks and low-voltage arcs.

2. Attempt to disrupt running engines with *simulated* sources of ionization such as a radioactive source lowered into the engine compartment and, particularly, near the distributor.

3. Measure the ionization produced by microwave radiation over a broad range of wavelengths and intensities. Then flood a running engine with ionizing microwaves, measuring the level of ionization and microwave intensity. Determine the values required to produce engine malfunction and stoppage. Test the present hypothesis concerning selfstarts and measure the relevant factors.

This program, while modest, could go far toward elucidating the observed phenomena and, more importantly, quantifying the radiation that may be emanating from UFOs. Should results prove to be unproductive, then research can be redirected away from microwave radiation in continuing efforts to understand the numerous puzzling details of UFO reports.

(NICAP note: Appendix chart A below is abbreviated with only the date, time, location & vehicle shown, for use with the NICAP search engine to locate case information by keyword. The GIFs of each full page can be found onsite by clicking the active link preceding each abbreviated page)

APPENDIX A. Vehicle Selfstart Cases (from Rodeghier)

Click here for 83-54.gif

Date Time Location Vehicle

Spring 44 or '45 ???? Auberry, CA car
Dec 8, 1957 1730 Woodward, OK car
Aug 5, 1962 0145 Argentina truck
May 10, 1964 2130 Argentina van
Jan 14, 1965 2200 Enfield, NH car
Oct 8, 1965 0025 England car
Nov ?, 1966 2300 Belgium motorcy
Feb 13, 1967 2200 Bigfork, MT pickup
Apr 10, 1967 1920 Jonestown, PA car
Oct 11, 1967 2000 Canada car
Dec 24, 1967 Evening Tucson, AZ car
Jul *25*, 1968 Argentina car

83-55.gif
Feb 2, 1969 Night Chile 2 cars
May ?, 1972 U.S.S.R. car
Jul 25, 1972 Evening Australia car
Nov 10, 1972 2300 England motorcyc
Jan 1, 1973 Midnight Chile car
Feb 9, 1973 0300 England car
May 2, 1973 1930 Australia truck
Jul 21, 1973 2100 France car
Oct 24, 1973 2100 Dobson, NC car
Jan 24, 1974 1600 Belgium car

83-56.gif
Apr ?, 1974 Evening Belgium car
Dec 23, 1975 2300 Goodridge, MN car
Sep 17, 1976 0330 Australia car
Jun 23?, 1977 0515 South Africa van
Aug 24, 1978 2200 Ottumwa, IA car

APPENDIX B. HISTORICAL MUSING

The only reported self-start prior to 1957 occurred in the spring of 1944 or 1945 in Auberry, California. As this predated the wave of 1947 by 2 or 3 years the case may be suspect, but it is provisionally accepted at face value. (Reference 11) As there were a great many UFO sightings in the decade from 1947 to 1957, one wonders about the paucity of self-start reports in that period. Whether witnesses were reluctant to report them or UFOs were keeping greater distances from automobiles will never be known, but the timing is curious. It is possible that the onset of self-start reports began in 1957 because of design changes about that time in the electrical system of automobiles. In 1953 the luxury cars (Buick, Cadillac, Chrysler, and Oldsmobile) converted from 6-volt to 12-volt electrical systems. Other manufacturers followed suit and by 1957 all new American cars (except Willys) had adopted the 12-volt system. (Reference 12) European manufacturers made a similar transition with a delay of about 5 years. Of course, in 1957 the majority of cars on the road still were 6-volt.

In the new designs, the 6-volt coil was retained, but a resistor was added to the primary circuit to limit voltage at the points to 6 volts. Various methods were developed to switch this resistor out of the circuit when the engine was dead to allow for easier starts with the full 12 volts across the points. It is then switched into the circuit during operation, since the use of 12 volts for extended periods would erode the points. So automobiles began in 1953 to have 12 volts across the points,

whereas prior to that year they all had 6-volt systems. The question is whether the arc discharge herein postulated is substantially easier to generate and sustain in the newer systems. Applying a large voltage across a gap of air produces a weak trickle of current that increases as the voltage is increased. At the time of electrical breakdown of the air, the current rises to very high values and the voltage drops across the gap to about the ionization potential of the gases in it. (Reference 13) Ionization potential is the energy required to remove an electron from a molecule or an atom. For the principal constituents of air, molecular nitrogen and oxygen, the ionization potentials are respectively 15.8 ev and 11.2 ev. (An electron volt, ev, is the kinetic energy acquired by an electron being accelerated through an electrical potential difference of one volt.) For trace gases the ionization potentials are higher. So a potential difference of 12 volts across the gap would accelerate electrons to energies sufficient to ionize oxygen. This additional source of free charges would certainly improve the chances of sustaining an arc. The mechanism would probably by ineffective in a 6-volt gap because the accelerated electrons would not acquire sufficient energy to ionize the gases.

REFERENCES AND NOTES

1. A previous suggestion by the author that increased resistance of the tungsten breaker points due to absorption of microwave radiation caused engine failure may be incorrect and, for the present, must be disregarded. Such is the nature of research. McCampbell, James M., "Further Evidence of UFO Radiation," *MUF0N Symposium Proceedings*, (Scottsdale, Arizona, July 16 and l7, 1997.

2. McCampbell, James M., *UFOlogy*, Chapter 3, "Composition and Luminosity," (Celestial Arts, 1976).

3. Fallas, Geoffrey, Vehicle Interference Project, edited by Charles F. Lookwood and Anthony Pace, British UFO Research Association, 1979).

4. Rodeghier, Mark, *UFO Reports Involving Vehicle Interference, A Catalogue and Analysis*, edited by Mimi Hynek and Sanna Hans Longden, (Center for UFO Studies, October, 1981).

5. Originally published as an apparent series of articles by Bill Chalker, Road Hazard, Conclusion, *AFRO Bulletin*, Vol. 25, No. 2, pp 1 and 3. This case was summarized by Falla, then independently by Rodeghier. Extracts of key elements from the Falla summary, verified by consulting the original report, are used as the details relating to electrical phenomena and were omitted in the Rodeghier version. This deficiency illustrates the problem of producing summaries, namely, the absence of guidelines for assuring preservation of significant details.

6. Rodeghier, op cit, p. 128, well expresses a widely held opinion as follows regarding "...the act of disappearing and re-starting of a vehicle's engine by itself. These last two characteristics are positively associated, not surprisingly, because both are nonsensical, extraordinary, unphysical events. Things do not disappear, nor machines start themselves, at least in this world." And again on p. 131, "It is true that the engine was reported to have started by itself, but that only confirms the messy nature of the EM data and the need for statistical methods to sort out patterns." The messy nature of the data is readily acknowledged, but statistical methods, while powerful and revealing in the larger view of things, must give way to the perspectives of engineering and science in the analysis of details.

7. The assistance of Richard K. Sooy is gratefully acknowledged. He is the owner/manager of a modern service station, Carlmont Village Shell, 2000 Ralson Avenue, Belmont, California and holds, among other qualifications, a current

certificate in Engine Tune-Up from the National Institute for Automotive Service Excellence. He also provided access to some old repair manuals that must be quite rare.

8. Johnson, Donald A., *The Effects of Position and Distance in UFO Ignition Interference Cases*, Journal of UFO Studies, 1981, 3_, (in press). He also presented a paper at an international conference sponsored by CUFOS, "Size, Distance, and Duration Parameters of the Ignition Interference Effect," Proceedings of the 1981 CUFOS Conference, Evanston, Illinois, CUFOS 1981, (in press). Three variables found to be significant were (a) duration of the event, (b) size of the UFO, and (c) distance to the UFO. Sophisticated statistical methods showed that disruption cases were associated with brief encounters with small objects. Also, that complete stalling was associated with the observation or contact with strange creatures. This cannot do justice to the work that is eagerly awaited in the open literature.

9. Rodeghier, op. cit., p. 82.

10. Technical data were reviewed in McCampbell, James M., "*An Hypothesis Concerning the Origin of UFOs -- Horses Under the Hood,"* Thesis - Antithesis Proceedings, (Los Angeles and Orange County Chapters of the American Institute of Aeronautics and the Los Angeles Chapter of the World Futures Society, September 27, 1975, p. 37).

11. Bloecher, Ted, *Report on the UFO Wave of 1947*, privately published, 1976. The classical sighting by Kenneth Arnold, marking the onset of the modern era for UFOs, was accompanied during June and July, 1947, by "many hundreds" of sightings in the United States. A truly remarkable document".

12. *Motor's Auto Repair Manual*, 21st Edition, The Hearst Corporation, 1958.

15. This subject is covered to various degrees in many textbooks on at atomic physics and electronics. An excellent, general reference that is available in many libraries is the McGraw-Hill Encyclopedia of Science and Technology , 1967. Articles are accessible through the index volume.

Source: MUFON 1983 UFO Symposium Proceedings, pages 45-59.

(This web page was created by Francis Ridge for the NICAP web site. The paper was the work of James M. McCampbell and scannable copies of the Proceedings were generously made available by John Schuessler).

Official Comments Page
NICAP Home Page

THE EFFECTS OF POSITION AND DISTANCE IN UFO IGNITION-INTERFERENCE CASES

Donald A. Johnson

Abstract

Some reports of UFO sightings involve events in which motorized land vehicles experience ignition or electrical system interference in the presence of a UFO; 276 such reports were collected from the UFO literature. These events were analyzed to determine the role played by position of UFO and distance from UFO to vehicle in the severity of the reported electrical system interference. A highly significant relationship (p .001) was found between position of UFO and severity of effect. A substantial majority of the cases experiencing complete engine failures (stalls) occurred when the UFO was reported either directly in front of or above the witness' vehicle. A significant inverse relationship (p .03) was found between reported distance from the UFO and severity of effect. A significant interaction between position and distance was discovered (p .04). UFOs appearing in front of or above the witness' vehicle were reported as being closer than those observed behind or off to one side. It was hypothesized that this interaction may be responsible for the correlation between position and severity of effect. Constructing a multidimensional contingency model to test for relative effects was not possible due to incomplete data. It was recommended that investigators of future events make a special effort to obtain distance and position estimates.

The analysis of close encounter cases of the second kind (CE-IIs), *i.e.,* UFO cases involving reported physical effects, offer the potential of the richest rewards to scientific inquiry. Such cases offer the greatest promise for instrumental, quantitative data (Hynek, 1972)**.** Even in cases where there are no lasting physical effects, it may still be possible to sort out physically meaningful information from the qualitative and general testimony of the UFO witnesses (McCampbell, 1976b).

Reports of motor vehicle electrical system interference during a UFO encounter usually involve no lasting physical effects or damage. However, there is one major advantage these reports have to reports involving simple close UFO observations: the presence of a physical device capable of serving as a measuring instrument, namely, the motor vehicle. McCampbell presents this argument in the following way:

> A common lament in ufology is the lack of so-called hard, or instrumental, data. Such information is generally lacking in the sighting report. But it should bc observed that an automobile is merely an assemblage of components and circuitry that is reportedly responding to changes in the environment. In other words, the automobile functions as an instrument notwithstanding its design for other purposes. (1976, p. 164)

Viewed in this manner, the reported effect on the motor vehicle could provide us with the means to test certain hypotheses about the physical nature of the interference effect. An essential step is to notice the elements that are common to a large number of independent sightings.

The purpose of this paper is to investigate the role two variables -- position of UFO and distance from UFO -- play in the severity of the reported electrical system interference. These two variables were selected because they appear to have a role in the literature and because they relate to

questions of physical causality of the reported effect.

Hall (1960) and McCampbell (1976b) both point to the same pattern in UFO ignition interference reports. The UFOs are reported as being directly ahead of the automobiles and at a low altitude at the time of electrical interference. McCampbell believes that this positioning plays a crucial role in headlight failures, and postulates that intense microwave radiation may be the cause. The radiation would collect on the headlight filament which would increase the resistivity of the tungsten in the filament, thereby reducing the flow of current and extinguishing the lights when the flow of the current becomes too low to keep the filament incandescent (McCampbell, 1976a)**.** Position of the UFO would play an important role because the UFO would need to be within a narrow region directly ahead of the headlights in order for the microwave radiation to be focused by the parabola of the headlamp on the filament (McCampbell, 1976a).

Other hypotheses involving the possible effect of microwave radiation on the timing of the sparks in a standard ignition system vehicle and the resistivity of the tungsten alloy in the distributor points, are offered in explanation for the engine failures. Whether position would have any effect on the cause of these engine failures was not discussed by McCampbell. Nevertheless, there are a great many cases mentioned in the literature where engine failure alone is correlated with the UFO being directly in front or above the vehicle. We can hypothesize that a possible shielding effect occurs whenever too much shielding material (in the form of the roof, trunk, and passengers of the car) is positioned between the UFO and the engine of the motor vehicle.

This is only one hypothesis; other causal explanations could equally well be advanced. The intent of this paper is only to establish whether a statistically significant relationship exists, not to prove its causes.

If the cause of the interference effect is high frequency electromagnetic radiation, as McCampbell and some others contend (McCampbell, 1976a, then one should expect to observe an inverse relationship between distance and intensity of effect. This expectation would correspond to known physical parameters, such as the inverse-square law. McCampbell argues that such a relationship exists, and mentions some of the better documented cases which appear to reveal a graddational distance effect (1976a). On the other hand, Rodeghier (1978) could find no such relationship between distance and intensity of the interference effect in his analysis of automobile electromagnetic interference data. The lack of such a relationship could argue against a physical basis for the phenomenon, or it could be used to argue that the physical force involved is transient or only applied selectively. It is not clear, however, what type of statistical test Rodeghier applied to his data, or the number of cases on which he based his conclusion. An additional intent of this paper, therefore, is to determine whether proximity to the UFO at the time of the ignition interference plays a statistically important role in the severity of the effect noted.

A final intent of this paper is to shed light on the relative effects of these two factors by examining whether any interaction exists between position and distance, and what the strength of that relationship might be.

Method

A computer-generated listing of all possible cases involving electromagnetic effects in the vicinity of a UFO and also involving a motor vehicle was obtained from the Center for UFO Studies' (CUFOS) computerized catalogue of UFO reports (UFOCAT) in November 1978. This listing contained 570 cases. Working from this and other sources, an eventual file of 276 cases was compiled that involved confirmed reports of motor vehicle ignition or electrical system interference attributable by the witnesses to a close UFO encounter.

These cases involved headlights and engine near failure and complete failure, but were limited to cases involving land vehicles and did not include reports of car radio interference. Because

interference cannot be directly linked to a vehicle's electrical system, because it frequently results from a wide variety of mundane causes, and because the reports themselves were sometimes vague about the nature of the radio interference, it was felt it would be better to exclude these more ambiguous cases from the study.

Of the 276 cases, 154 were obtained from books or catalogues published by UFO researchers. The remaining 122 came from periodicals, newspaper accounts, and private investigators' files. Over 100 separate sources were consulted in compiling this file, and for the majority of cases, multiple references existed on the same report to check and compare. Table 1 breaks down the reports by their principal source.

Table 1

Principle Source for 276 UFO Events

books		periodicals	
Vallee	47	FSR	46
Hall	29	APRO	34
Lorenzens	17	ACOS(Australia)	15
Phillips	12	IUR	4
Ballester-Olmos	11	NICAP	3
Michel	9	other	11
Hynek	4		
other	25	Newspapers	7
	154	Files	2
			122

While making no pretensions about this list being totally exhaustive, nevertheless it would be safe to say that due to the extensive nature of the search and the powerful bibliographic assistance provided by UFOCAT, this compilation contains the great majority of cases ever reported.

No discussion or exemplification of particular cases will be presented in this paper. For such a presentation, the reader is referred to Chapter 9 of J. Allen Hynek's book, The UFO Experience (1972).

Description of the Reports

The earliest reported case occurred in 1909 and the latest added to the file occurred in December 1978. Only seven cases occurred before 1954. Reports have been associated with every region of the world with the exception of Japan and the Far East.

Table 2 presents the number of reports for each major region of the world.

Table 2
UFO Vehicle Electrical System
Interference Reports
by Region of World

US and Canada	145	E. Europe & USSR	2
Latin America	40	Africa	4
Great Britain	13	Australia & N.Z.	22
Western Europe	50		

All cases were coded in terms of the nature of the effect on the motor vehicle and the type of vehicle involved. Categories of vehicle included 219 (79%) involving automobiles, 36 involving trucks or vans, 12 involving motorcycles, 8 involving farm vehicles, and 1 incident with a snowmobile.

These cases involved collectively over 500 witnesses. Perhaps surprisingly, over 60% of the cases involved multiple witnesses. The number- of-witnesses per incident data can be broken down as: single witness, 112 cases; two witnesses, 73 cases; three witnesses, 28 cases; four or more witnesses, 32 cases; information not given, 31 cases.

For types of electrical interference noted there were 83 incidents where both the engine and headlights of the vehicle died, 124 cases where only the engine was reported stalled, 9 cases where the vehicle had not been in operation but could not be started, 31 cases where the engine faltered and lost power but did not stall completely, and 29 cases where only the headlights failed while the engine performance was unaffected. With the exception of only 16 cases, all of these effects were apparently temporary and in some cases, power returned spontaneously once the UFO had left the area. In many cases, multiple vehicles were involved in the same incident. In particular, on two separate occasions a diesel-powered and a standard-ignition-powered motor vehicle were involved together. (The two cases referred to are the Forli, Italy case, occurring November 14, 1954**,** and involving two farm tractors, and the Fordingbridge, England case, occurring November 5, 1967**,** involving a diesel-powered Leyland truck and a Jaguar sports car.) In both instances, the ignition-system-powered vehicle stalled while the diesel-powered vehicle continued to run. For the record, no case involving the failure of a diesel-powered engine has ever been recorded, although at least two more cases involving diesel-powered trucks had reports of head light failures.

Results

Of the 276 cases of ignition or electrical system interference reported in the UFO literature, a total of 176 contain some mention of the position of the UFO relative to the witnesses' vehicle. For these 176cases, the evidence reveals 86 cases (48.9%) where the UFO was reported directly in front of the vehicle at the time of ignition interference, 51 cases (29.0%) where the UFO was reported as hovering above the vehicle, and 39 cases (22.2%) where the UFO was reported as positioned behind or off to one side of the vehicle. Of 18 cases involving headlight failure alone, only 5 occurred when the UFO was directly in front of the automobile. This seems to contradict McCampbell's contention that "UFOs hovering directly overhead, standing or maneuvering off to the side, or chasing cars seldom, if ever, have killed the lights . . ." (McCampbell, p. 168).

A 3X3 contingency table was constructed comparing position of UFO with effect on vehicle's electrical or ignition system. Interference effects were categorized in decreasing degree of severity as (1) incidents where both engine and headlights failure were reported, (2) incidents where only engine failure was reported (obviously encompassing all daytime reports), and (3) incidents where the engine missed or slowed but did not stall completely or where headlights failure was reported.

The results are presented in Table 3.

Table 3
Vehicle Interference Effect by Position of UFO

	In front	Above	Behind or Alongside	
Engine and headlights died	36	13	11	60
Engine stalled	39	28	10	77
Engine missed or headlights only affected	11	10	18	39
	86	51	39	176

Pearson's chi-square = 21.14 $p < .001$
Degrees of freedom = 4

Position 39

Clearly, a highly significant relationship exists between the reported position of the UFO at the time of the ignition interference and the severity of the effect. The strength of the reported effect appears to be greatly enhanced when the UFO is either directly in front or directly above the motor vehicle. This relationship is even more clearly shown by reducing the number of categories to a 2x2 contingency table. Effect is then categorized as "stall" or "no stall," and position categorized as "in front or above" or "other." This new categorization is shown in Table 4.

Table 4
Effect (Stall/No Stall) by Position
Above or In front/Other

	Position: Above or In front	Position: Behind or Alongside	
Stall	116	21	137
No stall	21	18	39
	137	39	176

Pearson's chi-square = 14.98 $p < .001$
Degrees of freedom = 1

With one degree of freedom, the chi-square value is 14.98**,** indicating a highly significant relationship ($p < .ooi$). In terms of measures of association, the phi coefficient, which for 2x2 tables is directly translatable into a correlation coefficient, is equal to .31. This indicates a moderately positive relationship between position and effect, with approximately 10% of the variance observed in the ignition interference effect (whether the vehicle stalls or not) attributable to the position of the UFO vis-à-vis the witnesses' automobile, truck, or motorcycle.

We next turn our attention to the role that distance from the UFO plays in the severity of the ignition interference effect reported. It is well known among perceptual psychologists and other

experts that humans are poor judges of distance, and our ability to estimate distances at night - when most of these incidents occur-is especially poor (Haines, 1979**.** Even under the best conditions, such estimates must be viewed as only rough approximations and not precise statements.

The difficulty in obtaining meaningful distance estimates probably discourages some witnesses from making any estimate at all, and probably further discourages investigators from recording and transmitting them. Only 56 cases contain an estimate (in feet or meters) of the distance from the observer to the UFO. This paucity of data is understandable.

However, estimates of distances, while only crude at best and certainly varying in accuracy from one observer to the next, can nevertheless provide some ballpark notion of whether the presence of the UFO was close by or far away. For this reason, reported distance in this study is treated as an ordinal variable with only three categories: close, intermediate, and far.

Close refers to all reported distances of less than 30 meters. In such instances, the observer should be able to rely on such distance cues as size and features of the UFO, as well as inter- positional cues, for instance, if the UFO was observed between the witness and a nearby tall tree. Such encounters are usually regarded emotionally by the witnesses as close and immediate, and very impressive.

An intermediate distance would be from 30 meters to 120 meters. More cases fall into this category than any other. The observer perceives the UFO to be a close but not overpowering presence, usually no more than a stone's throw away. Interpositional or size cues allow the witness to approximate the distance to be within the length of a large soccer field. A "far" distance would refer to anything beyond 120 meters.

The cutpoints for these categories were derived in part experientially as described above, and in part by looking at the data to derive categories of approximately equal size. To check for any spurious effects caused by the choice of cutpoints in the results reported below, the data were recalculated at cutpoints of 15 meters and 200 meters. Practically identical results were obtained. The ignition interference effects were dichotomized as either a complete engine stall or not. The results arc presented in Table 5.

Table 5
Distance as an Ordinal Variable Affecting Ignition Failure

	Distance			
	Close	Intermediate	Far	
Stall	16	18	9	43
No stall	2	5	6	13
	18	23	15	56

Jonckheere's S = 185
z = 1.92
p < .03 (one-tailed)

An appropriate test of significance, more powerful than the chi-square test which makes rank order distance from close to far, is the nonparametic statistic called the Jonckheere test with tics (Leach, 1979)**.** For our data, we will regard our explanatory variable (distance) as having the three ordinal values we discussed. We will treat every observation within a category as a tie. The test statistic, S, is the same as used in the Wilcoxon Rank-Sum test, and it is evaluated-- after a continuity

correction is made--by approximation to the normal curve. Since our alternative hypothesis is that the data should conform to the "inverse square law" of effect over distance common to all physical forces, this will properly be a one-tailed test.

Our results show a significant relationship ($p < .03$) between severity of the ignition interference effect and the distance to the UFO. The likelihood of a vehicle stalling out consistently increases as the distance between the vehicle and the UFO becomes small.

As a measure of association, Goodman and Kruskal's gamma statistic was found to equal .48. This can be given a probabilistic interpretation by noting that the probability of a vehicle not stalling, given that it is further away from the UFO, is .74, while the probability that it would stall is 26**.** Gamma is then the difference of these two probabilities (Leach, 1979)**.**

The logical next step in the analysis is to look for any interaction between position and distance which might further account for the association of both variables with severity of ignition interference effect. if no interaction is found, then we can conclude that each variable contributes to the interference effect independent of the other. If, on the other hand, a positive association between position and distance is found--"positive" defined in terms of close proximity being associated with advantageous positioning--then we must allow for the possibility that the position effect may only be an artifact caused by the proximity effect, or vice versa.

The test to use in this situation is again the Jonckheere test with ties. Since we are only interested in the alternative hypothesis that position and distance are positively associated, our test will legitimately be in the one-tailed direction only. The results are presented in Table 6 and we find that the relationship between position and distance is significant at the .04 level.

Table 6

The Interaction of Distance with Position

	Close	Intermediate	Far	
Directly in front or above	8	16	16	40
Behind or alongside	2	4	6	12
	18	20	14	52

Jonckheere's S = 176
Z = 1.83 $p < .04$ (one-tailed)

At this point we have conducted tests for all two-way interactions by summing over the third variable. Unfortunately, this method is not sufficient to allow any statements about the relative effects of position and distance on severity of effect. Indeed, to base our analysis solely on two-dimensional tables is risky, as situations of partial or conditional independence may arise where a two-dimensional treatment of the data alone could be misleading (Everitt, 1977).

The preferred course of analysis would have been to have developed a three-dimensional table of position x distance x effect. Such a multidimensional table would have allowed for testing the relative contributions of position and distance to severity of effect as well as testing for the possibility of a second order or three-way interaction. Unfortunately, due to a great lack in the number of distance estimates reported in the literature, the number of cases remaining in the analysis (N=52) is too few to perform such an analysis. With a 3X2X2 table, a chi-square test of mutual independence, with seven degrees of freedom, fails to achieve significance (Pearson's chi-square = 10.66, $p < .20$). One concludes that further analysis of the table would be unfruitful.

Discussion

In reviewing the evidence for headlight failures only, we find that 13 out of i8 cases occurred when the UFO was situated somewhere other than in front of the car. It appears that we need to provide another causal model for these 13 cases, as McCampbell's tungsten resistivity hypothesis is not sufficient to explain all the evidence.

On the other hand, position of UFO seems in extricably linked to the phenomenon of vehicle electrical system failure. One hundred sixteen cases, or nearly two-thirds of those cases describing the position of the UFO, list it as directly in front or directly above the automobile. The criteria applied in coding these observations was quite strict and refers to a very limited area around the automobile: "directly in front" of the vehicle refers to exactly that, usually on or hovering low over the roadway and barring the way; "directly above" refers to the situation when the UFO hovers or passes directly over the hood or the roof of the car. Hall (1960) and McCampbell appear to have correctly alerted our attention to this relationship. Whether there exists a causal relationship between position and effect is difficult to assess, particularly since the position variable is confounded with proximity to the UFO. The position variable, however, might help explain those cases where a UFO passes in close proximity to a motor vehicle and no interference effect is noticed.

Distance and severity of ignition interference effect appear to have an established relationship in a manner compatible with what would be expected from a high frequency, electromagnetic force. The closer the UFO, the more likely the vehicle responds with complete engine failure. These conclusions are compatible with those observations of MeCampbell (1976a) but contradict those of Rodeghier (1981). A possible reason for Rodeghier's conclusions could be that his test simply lacked statistical power due to inappropriate design, small sample size, or the choice of the wrong test statistic.

The most attractive interpretation of the interaction found to exist between position of UFO and distance to UFO, from the point of view of someone who would like to show that a physical force is responsible for the engine and headlights failures, is the viewpoint that ascribes all of the interference effect to the close proximity of the UFO. The position effect is seen simply as an artifact of proximity and of no real importance. This argument would hold that since UFOs appearing in front of cars are actually closer, there is no great mystery in why more of these cars are stalling.

This view would be in accord with the results. It should be pointed out that the distance effect might still someday be accounted for by the position effect (or another variable not even considered here). Or, as is usually the case, the truth may be somewhere in the middle.

One criticism that might be made of the data and of UFO reports in general is that the events are not independent. Put another way, the possibility exists that the witnesses fabricated their reports or colored their own testimony so that it would be in line with the commonly "known" description of how a UFO should look and behave. Lack of independence violates a critical assumption of the statistical tests we have employed.

At least two considerations argue against this type of interpretation. First, I had hoped to show by including the data on region-of-world that the phenomenon is global in nature. Reports were contributed by witnesses from a wide variety of educational and professional backgrounds from just about every major cultural language group in the world. It is unlikely that witnesses in one culture would be familiar with testimony of similar events in other areas of the world, particularly when the news has to cross language barriers. Surprising as it may seem to those unfamiliar with the field of UFO research, the details of these events are simply not considered newsworthy by the international press. One must also keep in mind that it appears there is little that could be gained from fabricating

a UFO encounter.

Second, a wide range of descriptions are obtained about such variables as color, size, shape, number of objects, the lack or presence of noise, as well as such subjective assessments as inferred intent on the part of the UFO. This seems to argue against the assumption that the witnesses are adopting a conventional story line.

An obvious direction for future research would be to compare ignition interference UFO events to other events involving UFOs with witnesses in automobiles where no electrical system interference is noted. Data for the variables position and distance would be compared.

In view of the findings of this report, it is recommended that all investigators conducting investigations of similar cases in the future make a special effort to obtain position and distance estimates.

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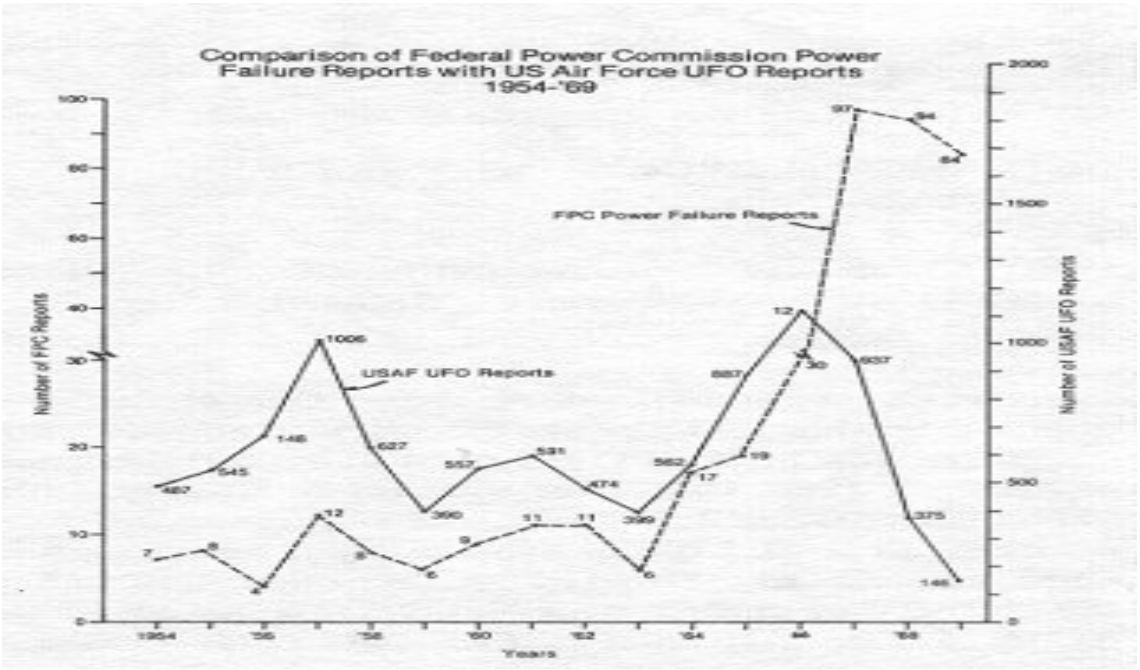
Official Comments Page
NICAP Home Page

Power Outages & UFOS



"The graph above is a comparison of the Federal Power Commission's power failure reports with U.S. Air Force records of UFO reports from 1954-1969. Using this data, one can plot two curves as shown on the graph. It can be seen from the graph PF and UFO reports are in phase and track each other from year to year. Out of phase conditions do exist, however, for the years 1956 and 1967." - Paul C. Smith.

Below is the part of the testimony by Dr. James E. McDonald before the House Committee on Science & Astronautics, July 29, 1968:

Mr. Ryan:
Let me ask a further question: In the course of your investigation and your study of UFO sightings, have you found any cases where contemporaneously with the sighting of UFO's allegedly, there were any other events which took place, which might or might not be related to the UFO's?

Dr. McDonald.
Yes. Certainly there are many physical effects. For instance, in Mr. Pettis' district, several people found the fillings in their mouth hurting while this object was nearby, but there are many cases probably on record of car ignition failure. One famous case was at Levelland, Tex., in 1957. Ten vehicles were stopped within a short area, all independently in a 2-hour period, near Levelland, Tex. There was no lightning or thunder storm, and only a trace of rain. There is another which I don't know whether to bring to the committee's attention or not. The evidence is not as conclusive as the car stopping phenomenon, hut there are too many instances for me to ignore. UFO's have often been seen hovering near power facilities. There are a small number but still a little too many to seem pure fortuitous chance, of system outages, coincident with the UFO sighting. One of the cases was Tamaroa, Ill. Another was a case in Shelbyville, Ky., early last year.

Even the famous one, the New York blackout (Nov 9 1965), involved UFO sightings. Dr. Hynek probably would be the most appropriate man to describe the Manhattan sighting, since he interviewed several witnesses involved. I interviewed a woman in Seacliff, N.Y.

She saw a disk hovering and going up and down. And then shooting away from New York just after the power failure. I went to the FPC for data, they didn't take them seriously although they had many dozens of sighting reports for that famous evening. There were reports all over New England in the midst of that blackout, and five witnesses near Syracuse, N.Y., saw a glowing object ascending within about a minute of the blackout. First they thought it was a dump burning right at the moment the lights went out. It is rather puzzling that the pulse of current that tripped the relay at the Ontario Hydro Commission plant has never been identified, but initially the tentative suspicion was centered on the Clay Substation of the Niagara Mohawk network right there in the Syracuse area, where unidentified aerial phenomenon has been seen by some of the witnesses.

This extends down to the limit of single houses losing their power when a UFO is near. The hypothesis in the case of car stopping is that there might be high magnetic fields, d.c. fields, which saturate the core and thus prevent the pulses going through the system to the other side. Just how a UFO could trigger an outage on a large power network is however not yet clear. But this is a disturbing series of coincidences that I think warrant much more attention than they have so far received.

Mr. Ryan.
As far as you know, has any agency investigated the New York blackout in relation to UFO?

Dr. McDonald.
None at all. when I spoke to the FPC people, I was dissatisfied with the amount of information I could gain. I am saying there is a puzzling and slightly disturbing coincidence here. I'm not going on record as saying, yes, these are clear-cut cause and effect relations. I'm saying it ought to be looked at. There is no one looking at this relation between UFO's and outages.

Mr. Roush:
Our time is really running short, Mr. Ryan.

Mr. Ryan:
One final question. Do you think it is imperative that the Federal Power Commission, or Federal Communications Commission, investigate the relation if any between the sightings and the blackout?

Dr. McDonald:
My position would call for a somewhat weaker adjective. I'd say extremely desirable.

Mr. Roush:
Thank you. Thank you, Dr. McDonald.

(Dr. McDonald's testimony is noteworthy because of its directness and force. He considers the extraterrestrial hypothesis the most likely explanation of the phenomena. On examining the *best* UFO evidence, it is certainly possible to rule out practically every other hypothesis, and it is on this basis that Dr. McDonald and others lean toward the theory that we are undergoing surveillance from intelligently guided craft from extraterrestrial sources.)

On Wednesday, July 15, 1998, Joel Carpenter wrote:
"In 1992 "Time" magazine published an article called "The Doomsday Blueprints," an expose of Cold War secrets. The article contained an interview with J. Leo Bourassa, an Air Force officer (I don't think they gave his rank but I would guess he was a Colonel - he supposedly delivered the news of the 1960 U-2 shoot down to Eisenhower) who was the former commander of "High Point" - a bomb shelter complex for the President and

executive branch officials. It's better known as Mt. Weather, and is located in West Virginia. The complex was built in the late 1950s. Bourassa had been the commander of the complex for its whole active lifetime - presumably until shortly before the 1992 article was written. He said that during the entire time he had been in charge of the base, he had put it on alert exactly one time. Remember what happened between around 1957 and 1992 - the Berlin crisis, the Cuban missile crisis, several Mideast wars, the KAL shoot down, etc. The one single alert was called on November 9, 1965, the day of the Northeast blackout - because Bourassa thought a surgical nuclear attack was under way. I wonder if some nuclear sensors somewhere were giving false alarms, or if he just made the assumption on his own." - Joel Carpenter

Nov.65: Power failure and faulty bomb alarms.
"Special bomb alarms were installed near military facilities and near cities in U.S.A. so that news of a nuclear attack would be transmitted before the expected communication failure. The alarm circuits were set up to display a red signal at command posts the instant that the flash of a nuclear detonation reached the sensor and before the blast could put it out of action. Normally the display would show a green signal, and yellow if the sensor was not operating or was out of communication for any other reason. During the commercial power failure in NE United States in November 1965, displays from all the bomb alarms for the area should have shown yellow. In fact two of them from different cities showed red because of circuit errors. The effect was consistent with the power failure being due to nuclear weapon explosions, and the Command Center of the Office of Emergency Planning went on full alert. Apparently the military did not.".

Twenty Mishaps That Might Have Started Accidental Nuclear War

(This web page was produced for the NICAP site by Francis Ridge)

NICAP Home Page

Category 9 - Radar Cases

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
F-16 RADAR TRACKS UFO	de BROSSES	MUJ-268,03	9	F
FURTHER NOTES ON CANAL ZONE RADAR CASE	GREENWELL	MUJ-159,14	9	F
INVISIBLES, THE	WHITEHURST/CRAW	MUJ-245,05	9	
JAL SIGHTING UPDATE	ANDRUS	MUJ-227,04	9	
JAL: KLASS DISPUTED	WHITEHURST	MUJ-235,12	9	
MICHIGAN VISUAL & RADAR SIGHTINGS	COYNE	MUJ-317,08	9	
NEW PHYSICAL EVIDENCE CASES IN AUSTRALIA	BASTERF/CHALKER	MUJ-156,03	9	F
NEW ZEALAND R/V FILM CASES, PART II	MACCABEE	MUJ-147,07	9	F
NEW ZEALAND R/V-FILM CASES, PART I	MACCABEE	MUJ-146,03	9	F
NIGHT NORAD WENT ON TOP ALERT	RIDGE	MUJ-192,05	9	
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-186,11	9	
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-181,06	9	
RADAR-VISUAL UFO SIGHTINGS	LaPORTE	MUJ-166,08	9	
RADAR/SONAR CONTACT	WEBB	MUJ-199,07	9	
RADAR/VISUAL UFOS & AIR FORCE DEBUNKING	HALL	IUR-18-3,15	9	H
STRANGE ALASKAN ENCOUNTER	ANDRUS	MUJ-226,03	9	
STRANGE ENCOUNTER OVER ALASKA	NEWSCLIP	MUJ-225,01	9	
U.S. NAVY 1942 SIGHTING	CERNY/NEVILLE	MUJ-185,14	9	F
UFOS AND U.S. RADAR	HALL	MUJ-154,07	9	

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NICAP Home Page

Frequently asked questions about UFOs -- a UFO FAQ

Is radar used to monitor UFOs?

Although there are cases in which UFOs are tracked by radar (Radar-Visual sightings), radar is not considered a practical surveillance technique for ufology. Radar, including the sophisticated systems of the FAA and NORAD, has many shortcomings that limit its value to UFO research. A UFO may be too low for it to be detected or too fast to appear on the radar screen for more than a few sweeps of the antenna. UFOs that hover or move erratically may be filtered out by a radar's sophisticated computer system as ground scatter or noise. Also, planes with transponders return stronger radar signals than targets not so equipped, and radars are often tuned only to transponder signals. It is also possible that UFOs might not return radar signals at all.

In spite of the inadequacies of radar in the search for UFOs, FAA supervisors do report "unusual air traffic" in their operational logs, and radar confirmation of a UFO sighting can help verify a report and details of a UFO's physical characteristics. A serious problem for ufologists, however, is that the FAA keeps radarscope tapes of air traffic for only two weeks, and computer printouts of this information can be very expensive. As a result, radar data is only available for cases reported immediately.

Although rare, one Radar-Visual case is more significant than dozens of nocturnal light reports for increasing our understanding of the UFO phenomenon.

Meteorological Factors in Unidentified Radar

The University of Arizona, Tucson, Arizona

Meteorological Factors in Unidentified Radar Returns

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1. Introduction:

Radar meteorology might be said to have its earliest roots in attempts to account for unexplained echoes detected with Navy shipboard CXAM radar on the U.S.S. Yorktown 450 miles off the southern California coast in the summer of 1940 (Page, 1962). The echoes were demonstrated to be multiple-sweep returns from the distant San Diego coastal area, seen via the now notorious anomalous propagation (AP) conditions prevalent in that area.

Similarly, productive research on what ultimately proved to be a wide variety of types of "radar angels" stemmed from efforts to account for peculiar echoes not identifiable as aircraft or precipitation or ground returns. Lightning echoes went through a similar period of existence as unidentified returns, as did those caused by intense tornado vortices, sea breeze fronts, etc. Clearly, unidentified radar returns, and the meteorological factors contributing to them, have provided a fruitful source of stimulating new problems in radar meteorology over the past three decades. Perhaps the most recent example thereof is found in current studies of the meteorological implications of the astonishing breaking-wave echoes seen on certain ultrasensitive, ultra-high-resolution radars, such as the new CW/FM vertically-pointing set developed at the Naval Electronics Laboratory. The curious scalloped and braided echo-patterns went unidentified for a time after being first noted some years back, but are now reliably attributed to index discontinuities whose shear-generated undulations and refractivity variance must come as a distinct surprise to every meteorologist on first seeing graphic records of these phenomena. In these and other cases of initially unidentified radar returns, experience has shown that close attention to recurrent features of the patterns of puzzling returns has paid off in new and important understanding of the atmosphere and its electromagnetic propagation characteristics.

The present paper will comment upon and cite some examples of a category of unidentified radar returns that do not seem to be well-known to investigators in radar meteorology, despite the fact that the phenomena have frequently been attributed to anomalous propagation and other weather effects. These are a type of returns observed on operational radars, chiefly military and air traffic radars, intermittently over a period of about twenty years, yet never subjected to any very careful, systematic, and extended scientific scrutiny, as near as I have been able to ascertain.

2. Past Studies:

It is to be understood that I exclude from this discussion (a) all really extensive layer-type returns of the sort now fairly familiar to radar meteorologists from many studies, (b) dot-angels of both wind-independent (insects, birds) and wind-dependent (atmospheric refractive anomalies) types, (c) ring angels, and (d) intense but generally really extensive and only slowly changing ground returns due to AP. After that elimination, there still remains a class of wind-independent returns, often highly localized and often exhibiting apparent speeds of propagation well above ambient wind speeds and sometimes even well above known aircraft speeds. In Plank's (1956) review of angel phenomena, he appears to have been cognizant of such a residual class, which he labeled Type III Angels ("Echoes, frequently erratic-moving, from localized, non-wind carried sources"). That he had in mind returns of the category here under consideration seems further confirmed by his subsequent treatment (Plank, 1959, p. 23) of what he termed "a

type of non-aircraft echo that suddenly appears, moves for a matter of minutes in a semi-straight line path at velocities of some 600-2000 mph, and then disappears." Echoes of this nature were discussed earlier by Borden and Vickers (1953) following two widely publicized episodes at Washington National Airport on July 19 and 26, 1952. (See also Air Weather Service, 1954.) Plank (1958) has also briefly discussed those two episodes and described the prevailing conditions as "exceedingly super-refractive." However, my own computations of the relevant N-gradients in the weak surface-inversion layer present showed a value of only about half the ducting value, and subsequent checks by Plank (personal communication) revealed that a factor of two had been inadvertently omitted from his earlier computations when his estimated gradients were in error by a factor of two, on the high side. Thayer's gradient computations confirm this (he does show a thin duct on 7/26/52, but its elevation of 1 km essentially rules out trapping), yet he too attributes the episode to AP, which is difficult to understand. To my present knowledge, the only discussion of any substantial number of cases in the category of unusual radar returns to be considered here is that of Thayer (1969), presented as part of the University of Colorado's study of unidentified flying objects (UFOs). Since Thayer attributes many of his cases to AP, his analyses are of present interest. Blackmer et al. (1965) ostensibly addressed themselves to the present category, but in fact do not discuss a single specific instance that falls in the class of interest here; they merely review known propagation anomalies. Hardy (1969) has also described unusual radar echoes in a symposium whose context was that of the long-puzzling UFO problem; but all of his examples, like those touched on by Blackmer et al., were drawn from categories of known types of angels and gravity-wave effects and none from the category here under discussion, In the same symposium, I discussed in considerable detail (McDonald, 1969) four specific cases in the category of present interest, two of which cases Thayer (1969) had attributed to AP effects. I gave reasons for rejecting such an interpretation (McDonald 1969). For brevity, the category of present interest will be referred to as "radar UFOs" in the remainder of these remarks.

3. Some Illustrative Examples of Radar UFOs Attributed to Atmospheric Effects:

We do face a semantic problem here as to what shall be understood by the term "radar UFO." I would emphasize, first, as did Plank in describing his "Type III angels", that they must be discrete echoes (often as intense as or more intense than, conventional aircraft at corresponding ranges); and, second, they must exhibit motions whose kinematic characteristics are quite distinct from those of conventional aircraft or of familiar ground-return effects. I would also add a third stipulation that they must be unlike any of the familiar interference and ECM effects (spoking, running-rabbits, blanking, etc.). Those three stipulations may at least be suggestive of relevant elimination criteria, even if each calls for much more careful specification than is possible within present space-limitations. Plank stressed "erratic" motion; but in many instances of radar UFOs, strong targets have moved in straight-line paths from one side of an operational scope to the other at speeds far in excess of aircraft speeds (i.e., several thousands of miles per hour) without any change of apparent course. In other instances, high-speed tracks have exhibited sharp direction-changes, stops, closed one-sweep course-reversals, or closed orbits at extreme g-levels, in fashion quite inexplicable in terms of known aeronautical devices. Plank's term "erratic" is thus somewhat misleading, although there certainly are cases on record where that description would fit rather well. His speed range, 600-2000 mph, is not acceptable here, at either its lower or upper limit. Cases that I have looked into include targets whose speeds have, within a single tracking episode, varied from zero to several times his suggested upper limit. However, I believe that, for initial purposes of discussion, there is probably rough correspondence between what Plank referred to as "Type III angels" and what I shall here term "radar UFOs", though his omission of specific details of cases he had in mind renders that conclusion a bit uncertain. Thayer was definitely concerned with the same general category that I wish to discuss, as will be seen in examples below; Hardy (1969) and Blackmer et al. (1969), to repeat, simply were not, in my opinion, treating the present problem.

3.1 Case 1: Kincheloe AFB, Sept. 11-12, 1967:

Between 2242E, Sept. 11 and 0001E, Sept. 11-12, 1967, targets were observed with an MPN-14 radar (S-band, 60- mile range, 20 rpm scan, beam tilt-range 0-10 degrees) at the Rapcon Site, Kincheloe AFB, Michigan. The phenomena to be described below were officially explained as "probable anomalous propagation" by Air Force Project Blue Book; and Thayer (1969), p. 164) concludes that this is a "case of observations of moving AP- echoes produced by unusually well-stratified atmospheric conditions." Thus we confront here a case of some unusual echoes that have been attributed to atmospheric effects by two investigations.

My examination of the episode is based on study of file material in Air Force archives and on direct interviews with Sgt M. Y. Burns, the senior radar operator on duty during the episode. It is relevant to remark that Burns, at that time, had 7 years' experience in radar, 3 of them at Kincheloe AFB working with the equipment involved in this case. Useful information on the case has also been provided by Dr. Norman E. Levine, who was one of two investigators representing the University of Colorado UFO Project in an on-site check carried out approximately three weeks after the incident. Thayer was not at the site, nor did he interview personnel involved. Like most other cases of interest in the category of radar UFOs, this one is too involved to describe in full detail here; but salient futures will be noted, in order to suggest the kind of problems that I regard as still unsolved.

A total of 17 targets were followed during the roughly 80 minutes' duration of this episode. On only two occasions were two targets painting on the scope at the same time; the other 13 were singles. At the time of the appearance of the first target, a B-52 which was outbound about 30 mi west was being followed routinely (recounted to me by Levine, confirmed to me by Burns in direct interview, and confirmed in Blue Book case-file in archives), when a second blip was noted heading N to S on a potential collision course with the B-52. The pilot was alerted but never saw any other aircraft or object. He was asked if he was "playing with radar" but no ECM was involved. Burns estimates that the target's initial speed was somewhat faster than that of the bomber; but then it suddenly slowed to roughly half its initial apparent speed and the B-52 cleared it, the target seeming to pass southward behind the aircraft. The blip then abruptly turned eastward and accelerated to a speed that Burns and other duty personnel estimated at approximately 2000 mph (1.5 mi/sweep, roughly). Burns could not recall if this first target crossed the scope; all of his original notes were given to Levine and hence are presumably in the University of Colorado archives. Burns told me that this target, like most of the subsequent targets, was stronger than the B-52 return, and that he had MTI on and it was taking out all ground clutter. In response to my query, he stated that he had looked for AP all that night but saw none at any time. He contacted Minneapolis ARTC and the ADC SAGE center, but they had nothing on such a target.

Eight minutes later a second target appeared. (Following data from official case-file, and only rather sketchy information is given on most of the targets; but, on directly querying TSgt Burns, I learned that all were hard targets, not diffuse echoes of the sort typical of small elements of ground-return from AP.) This second target was seen at 250 degrees azimuth, heading towards 50=F8 azimuth, speed not specified in case file. Then between 2250E and 2330E "nine other UFOs" were observed on the MPN-14: (1) at 270 degrees tracking towards 90 degrees; (2) at 230 degrees, tracking 30 degrees; (3) at 380 degrees, tracking 100 degrees; (4) at 270 degrees, tracking 90 degrees; (5) at 230 degrees, tracking 30 degrees for 20 miles, then changed course, heading 360 degrees; (6) at 280 degrees tracking 100 degrees for 20 miles, then turned to 180 degrees. Then these last two targets (5 and 6) "joined at 30 miles due west of Kincheloe AFB and both went eastbound at 2000 mph," passing overhead but not visually observed. (Quote from original TWX from Kincheloe to Project Blue Book, in case-file.) The remaining three UFOs were: (7) at 160 degrees, tracki ng 360 degrees; (8) at 30 degrees, tracking 200 degrees; and (9) at 30 degrres, tracking 270 degrees. Then, at 2338E another target was picked up at 200 degrees, tracking 360 degrees. At 2358E, another at 280 degrees, tracking 120 degrees from 60 miles out until 20 miles out then

turned and headed towards 270 degrees.

At 0000E (on the 12th), Burns logged the second of two instances in which two unidentified targets were on-scope concurrently. One was at azimuth 200 degrees, tracking 90 degrees but then turned to a heading of 360 degrees, slowed down over an interval of 8 miles, turned to a 270 degrees heading, and "disappeared from scope" (sic). The second of the two was at 250 degrees initially, and tracking 90 degrees, but then turned towards a heading of 360 degrees and left the scope.

Finally, the seventeenth observed anomalous target, detected at 0001E, was first picked up at 270 degrees, tracking 30 degrees, but turned to a 360 degrees heading, slowed down, turned to 270 degrees, then turned again to a 360 degrees heading, and speeded up again.

The case-file includes further comments and clarifications Lt. T. E. Leaman at Kincheloe and Lt. W. B. Stoecker, ADC (SAGE) Duluth, as well as by Blue Book officers. These include the statement noting that the sergeant who reported the sighting "is very experienced and would probably know what it was if it was anomalous propagation," and statements that no interceptor scramble from Kincheloe was called because no scramble capability existed there, while none was called from SAGE Duluth because their remoted scopes did not show the unknowns (with single exception of a strobe seen from the 753rd AC&Wron near Sault Ste. Marie). Stoecker suggested that the objects may have been too low over Kincheloe to be seen from the SAGE sites; on the other hand, as the file states (and as Burns stressed to me), tower personnel at Kincheloe saw nothing visually despite good visibility and only scattered high clouds, which is puzzling, though by no means unprecedented. Burns tried beam-tilting and tended to get stronger returns at high than at low tilt. No RHI equipment was locally available, unfortunately. The case-file states that Sgt. Burns tried switching channels, as a cross-check against possible ECM, but got no change in target intensity, tending to discount that possibility. I asked Burns if he tried IFF, and he said he did but got no IFF, just skin-return. He pointed out that the 752d AC&Wron at Empire, Mich., queried him at one point during this episode, asking if he was getting a retum at about 100 mi SE, heading his way. But his MPN-14 had only 60-mi range and could not then detect it; nor did a target subsequently enter his scope from that sector. The only target that he carried which he knew to be concurrently carried by another radar was one at a bearing of about 250 degrees from Kincheloe that was also seen at least briefly by radar at the 753d at Sault Ste. Marie. Burns recalled that the 753d had a height on that target, but they did not release it to him. There is no indication in the casefile that this important point was checked by anyone.

Because targets in the radar UFO category have often been reported to stop for variable periods of time, I asked Burns what he felt the slowest speed had been. He replied that in several instances some of these targets hovered motionless for a time of the order of 10-15 seconds (3-5 scans). The MTI was set to function out to approximately 15 miles; whether the hovering targets lay within or beyond the MTI limit is not now clear. What interpretation is to be put on a radar episode such as the above? At Project Blue Book, the considerable experience of the senior man on duty and his specific yet unsuccessful search for AP symptoms were rather casually ignored in the following evaluative comment by V. D. Bryant, dated 15 January 1968 and included in the official case-file: "The obvious 'excuse' or 'explanation' for the sightings appears to be temperature inversion. The erratic courses taken by the 'objects', their wide variations in speed (150 to 2000 mph), and the fact that no noise was heard, even at the low altitudes assumed, all point toward anomalous propagation due to temperature inversions." And, on that basis, the Kincheloe sighting is so carried in the official files. This is a representative Blue Book radar evaluation, I have found.

Thayer (1969), reviewing this case in the Condon Report, states: "This is a good example of moving radar targets that cannot be seen visually, where there is a 'forbidden cone' over the radar site. Some of the returns were even seen to approach within 5-15 mi of the radar and disappear, apparently subsequently reappearing on the other side of the radar scope at about the same range that they disappeared. This sort of behavior is

symptomatic of AP-echoes." [That gross misinterpretation of the blind spot over-head in all search-type radars is made by Thayer in other cases he analyzes in the Condon Report, including the extremely significant Lakenheath case of 1956 in England (Thayer, 1969, p. 163).]

Thayer displays refractivity profiles for the time and general vicinity of the Kincheloe episode and, on the basis of an elevated duct in the 300-500m layer, suggests that "strong partial reflection should be expected," and that "moving AP-echoes, produced in the manner described by Borders and Vickers (1953), could be expected to appear at apparent heights of between 2000-3000 ft and 7000-9000 ft." Confusingly, those heights do not match either of the diagrams he displays, one of which is, in fact, labeled 9 Nov. 1967, a month and a half after this episode. Also, Thayer systematically plots his index profiles on A-Z coordinates, yet always labels the super-refractive layers in terms of the vertical N-gradient, not the A-gradient. This is more than merely confusing; it promotes the misinterpretation that ducting is present in cases (numerical value between about -115 km^-1 and -157 km^-1), where it really is not.

A basic difficulty in examining the validity of Thayer's assertion concerning "strong partial reflection" is that he does not define his usage of that term. In usual practice, it has acquired two distinct meanings: (1) Partial direct reflection, i.e., back-scatter, to put it more precisely, or (2) partial forward-scatter. Neither of those interpretations offers any hope of accounting for the kinematics of the reported Kincheloe targets, and certainly the former could not conceivably yield apparent radar cross-sections rather greater than that of a B-52, as Sgt. Burns characterized the intensities of these unidentified returns.

Nor does Thayer clarify his position by seeming to equate "strong partial reflections" with the ideas proposed by Borden and Vickers (1953). Their discussion postulates essentially specular reflection from moving waves on an inversion surface, the propagation speeds being of the order of the wind speed and the apparent targets thus being assigned roughly twice the speed at inversion level, for reasons of simple relfection-geometry. First, it must be remarked that, although the Borden and Vickers report has often been cited as if it settled the July, 1952 Washington radar UFO episodes, I find that view unsupported by the very sketchy and entirely qualitative mode they propose. Secondly, the upper-level winds at Kincheloe that night were less than 10 kts up to the 850 mb level (below which lay the only index gradients of any significance), which would scarcely account for the reported target speeds on anything remotely like the Borden-Vickers hypothesis. And third, the Borden-Vickers hypothesis of "glint" reflections from favorably disposed undulations on an inversion surface could scarcely be invoked to account for apparent target movements, whose directional variability matched that seen on the Kincheloe MPN-14 during this episode; nor could it possibly account for sudden turns, hovering, and accelerations described in the official case-file. Other slightly subtler objections could easily be raised, but those simple ones seem sufficient to reject Thayer's loose explanation (let alone the still less meaningful one contained in the official case file).

One might ask how Thayer would suggest that any form of propagation anomaly or "partial reflection" could explain the complex kinematics reported by the Kincheloe Rapcon Site for this night. One partial answer may be that he offers that suggestion in a mere 4-paragraph account of this intriguing case, an account that gives the reader no hint that 17 distinct targets were seen, that says nothing about turns, hovering periods, or accelerations, that omits any mention of speeds of the order of 2000 mph, and that gives no suggestion that in one instance two such targets converged from opposite directions, turned eastward together, and then moved across the scope side-by-side at about Mach 3, passing over and beyond Kincheloe AFB. Unfortunately, I must add that my detailed checking of the discussions of the 35 "optical and radar analyses" in the Condon Report has established that such omissions of crucial sighting details are typical, not exceptional in that Report.

Plank (1958, 1959) has suggested that perhaps some of the "erratically moving angels" (his Type III) might be caused by

"shock waves, echo being the product of direct back scatter or diversion of energy to the ground." He then notes that shock waves are thin, on the order of microns, yet can have refractive index differences across them of "several hundred N-units." The high speeds exhibited by some of the targets in this Kincheloe episode (and in many others of interest) might vaguely suggest shock phenomena, so perhaps a few remarks negating that hypothesis are in order. First, Plank really does not offer any geometric model to support the kind of kinematics found in interesting radar UFO cases. (Quite possibly he is unaware of the content of most such cases.) Only extremely simple paths would be possible; certainly his emphasis upon erratic movement goes wholly unexplained on any such model. But the greater objections are the quantitative objections. He mentions N-changes of several hundred units; but this is quite unreasonable. First, only temperature jumps and not humidity jumps could accompany shockwave passage.

Secondly, in the lower atmosphere, one N-unit change is associated with approximately 1 degree C of temperature change. Third, the Rankine-Hugoniot equations permit one to relate shock-front temperature changes to concomitant peak overpressures; and an over-pressure of, say, 5 psi, is found to lead to a transient shock-heating of only about 30 degrees C (hence about 30 N-units jump across shock-front), yet this is an overpressure not only great enough to take out all nearby windows but to level weak structures and collapse roofs. In brief, the only shock waves capable of giving significant radar-reflecting characteristics would be of rather severely damaging nature, would leave unmistakable after-effects, and yet could influence a radar beam for only fractions of a second. The shock-wave suggestion seems unpromising for explaining radar UFOs, in general, and the Kincheloe targets in particular. Indeed, one of the characteristic puzzles of high-speed radar UFOs (and the Kincheloe UFOs in particular) is that no discernible sonic boom is associated with cases where the radar-deduced speeds are markedly supersonic.

In summary, it is by no means clear that one can accept any known kind of anomalous propagation for targets in the class exemplified by the Kincheloe targets. However, we are doubtless still unaware of certain types of propagation anomalies in our atmosphere, and the breaking-wave echoes may attest to interesting surprises yet to come. But there seems to exist so large a margin of separation between any of the now-suspected atmospheric effects and the characteristics of what I am terming radar UFOs that I do find it difficult to understand how AP and "weather effects" have so long been casually employed to explain radar unidentified targets within Project Blue Book, and how they have more recently been invoked in the Condon Report by Thayer in essentially similar manner.

Perhaps a clue to the latter is found in a curious introductory definition of what Thayer (1969, p.117) terms "blip-like" radar returns: "Cases where the radar target (or targets shared characteristics similar to the return from a solid object (such as an aircraft, etc.) and where the target did not display erratic or discontinuous behavior. Acceleration or velocity in excess of known aircraft capabilities, or periods of immobility were not considered to be contrary to normal target behavior." I fear that this definition be paraphrased fairly by saying that Thayer adopted at the outset explicatory rules by which completely abnormal radar returns were agreed to be quite normal. Many examples in support of such a paraphrase have come to my attention in follow-up investigations of the Condon Report, whose handling of the radar UFO cases I find almost wholly uncritical, generally tendentious, and often absurd -- and, more than that, disturbingly incomplete with respect to the scientifically most puzzling features of many of the cases (cf. McDonald, 1969). If we are to learn anything meteorologically interesting from radar UFOs, it will come only from much more discriminating and more thorough analyses than any now at hand.

3.2 Case 2: U. S. Naval Air Station, North Island, San Diego, Calif., Oct. 14 1957:

As another illustration of past radar UFO cases that have been officially explained in terms of meteorological effects, we might consider one that, unlike the preceding case, involves visual as well as radar observations, and for which the radar

observations were made from the air rather than from the ground. Cases of both the latter types are scattered through the Air Force archives, and some, like this one, emanated from another service. I have not interviewed any of the observers in this particular case, so, in order to fulfill written agreements with the Air Force, I cannot cite witness-names. Instead, I shall be forced to use merely initials of the Navy personnel involved. (I am currently challenging Air Force structures against citation of names of military and government-agency witnesses in past UFO cases, contending that they are blocking full and credible scientific discussion of case details and arguing that these strictures stand in violation of P.L. 552. It is the present Air Force position (SAFOI letter, 7 Aug 1970) that scientific citation of witness names would constitute an "invasion of privacy", despite the fact that these were personnel of the military, FAA, USWB, etc,, whose observations and official reports were made in regular line of duty. At this writing, my efforts to get the Air Force to rescind these strictures have not yet proved successful, so unfortunately I am obliged to omit all names from this account of my checks on this scientifically significant case.

No strictures against citation of names of investigative and evaluative personnel have ever been imposed in the course of my investigations, so I do cite certain names in those categories, since they, too, are of obvious documentational relevance.)

Slightly before 1900 PST, on October 14, 1957, at NAS North Island, AC/3 VEE (initials of enlisted Navy tower controller) noted "a bright, round, white light, about the size of a dime, bearing 210 degrees T from the tower and approximately 300 ft above the Point Loma land mass," according to a 17 October 1957 report to the Air Force Office of Special Investigations from the District Intelligence Officer, Eleventh Naval District. VEE observed the object remain stationary for about 2 minutes and then fade out. One or two minutes later a similar light, presumably the same, suddenly reappeared slightly farther north and a bit lower than before, and now somewhat brighter. After remaining stationary about two minutes, it again faded away, the report notes. Somewhere in this sequence, VEE alerted two other enlisted personnel, DC and MD, also on duty in the tower; and all used binoculars in the later portions of the visual observations, according to the intelligence summary. It soon reappeared once more, again farther north and again lower; it seemed now to wobble slightly and exhibited a half-halo on its upper portion, with a bluish tint on one side. No angular estimate is given.

Concurrently, a Navy S2F tracker (anti-sub-marine search aircraft), attached to VS-21 at NAS North Island, moved into position for takeoff, and AC/3 VEE had to divide his attentions between the unexplained light over Pt. Loma and the S2F ready for takeoff. In the process of controlling the takeoff and vectoring the aircraft to attempt a search, VEE lost the object, the reasons becoming clearer below.

According to Air Intelligence Information Report 01-03-57, dated 23 October 1957, prepared by Maj. L. W. Bruner, 27th Air Division, Norton AFB, Calif., based on a signed summary statement by the S2F pilot, Lt. ALR (initials), the aircrew, during engine warmup, had heard the tower operator take three radio calls to an "unidentified aircraft", requesting identity and intentions, but getting no reply. On requesting and getting takeoff clearance, Lt. ALR was asked by the tower operator to maintain 200 ft altitude after liftoff and proceed to Pt. Loma to identify a stationary light source apparently hovering at that estimated altitude. Lt. ALR notes that both the copilot, Lt.(jg) GTC, and he observed the light, while still on the runway before starting their run.

"After take-off, I turned outbound over the channel," Lt. ALR wrote in VS-21 msg 152348Z of Oct 1957, "and climbed to 200 feet, all the while keeping the light in view. My intentions were to proceed seaward of the light so as to silhouette its airframe against the lights of San Diego. However, when we drew abreast of it off our right wingtip, we observed it undergoing a rapid acceleration away from us and to the west. I noted relative motion between it and the lights of San Diego. As our range opened the light began to alternately vary in color and intensity. The extremes were bright red and a blue white, with

no regular period of change from one to the other."

"I turned West and assumed a heading of 230 mag. with the light then dead ahead. In about four or five minutes (warm-up time) our radar operator reported a target dead ahead at seventeen miles and above us. The weather was clear ahead and above, with a discernable horizon and low clouds 30 miles west. The stars were bright and clear but small and dim compared with the light we were following. During the chase there was always evident a relative motion between this object and the background of stars."

"From Pt. Loma on out the object climbed steadily and I followed in a gradual ascent at 240 knots IAS, closing irregularly. At 4500 ft the object leveled off 12 miles ahead, and then drifted right 10 degrees in about five seconds. I turned right to 240 mag., leveled off and increased speed to 160 knots. The range closed to 10 miles and stabilized. After following for about three minutes at 10 miles I decreased speed to 120 knots but observed no range-rate on radar. I then advanced speed to 180 knots IAS and still observed no range-rate."

"The object in the meantime drifted 20 degrees to the left (220 mag.) in no more than 10 seconds, and then closed range to 8 miles in one rotation of the radar antenna (7.5 seconds). The range stabilized again at 8 miles and we began another gradual climb. At 8000 ft and about 40 miles from Pt. Loma the object leveled off and shortly after disappeared visually and on radar. Fifteen seconds later it reappeared visually but not on radar although the operator switched to sector-scan and searched continuously."

Lt. ALR concluded his summary with the comment that they maintained visual contact until the S2F was 50 miles from Pt. Loma, at which time they lost visual contact, too (fadeout), terminating the incident. His statement notes that all four aircrewmen saw it and can substantiate his descriptions. (The two enlisted men aboard were WES and WPC.)

This is only one more of many radar UFO cases I have recently been studying as a result of extensive searches through the Air Force archives and only one of many hundreds of UFO cases I have checked during the past four years. Each case has certain unique features, but many have the common feature that it is exceedingly difficult to propose for them conventional explanations. Yet, here as in almost all the rest that have received the Project Blue Book evaluations, a conventional explanation has been assigned by Blue Book.

I quote from that explanation, extracted from Air Force archives, since it invokes atmospheric phenomena of potential interest to radar meteorologists and atmospheric physicists:

"Distortion of light and changing colors attributed to probable inversion off coast. That Arcturus was the object is ... indicated by the fact that the pilots could not close on the object. Its jumping around and the spurious radar returns caused by inversion or other weather conditions conclusive to distortion of atmospheric optics. Sighting was of short duration and Arcturus set at about the time of object's disappearance."

(Actually, I must note that there is a slight confusion on the official evaluation of this case, Although the above case-summary explains the sighting in terms of Arcturus and some form of anomalous propagation, the casecard in the archives shows it as "Possible Balloon." There is no evidence of any real analysis of either hypothesis, no weather data, no computations of positions, or other quantitative assessment; but the original teletype message from AIRASRON-21 to Wright-Patterson AFB, which notes how the object "drifted across chase plane's course at speeds estimated by pilot to be in excess of 1000 mph," has a pencil-sketch of a top-view of an aircraft flying past a sphere, with arrows and lines evidently intended to depict the viewpoint contained in evaluating annotations that nearly obliterate parts of the TWX: "Tests have shown that when a/c slipstream from wing tip hits balloons it sends it rapidly sideways." The sketch and pencilled evaluative comments, typical of many documents in the UFO archives, are signed by Capt. George T. Gregory, who was

Project Blue Book officer in the 1957-59 period. Many of such UFO reports were processed in about this way over the years.

But this one has the alternative (and evidently officially preferred) explanation of suggested inversion effects on Arcturus and the S2F's radar. Consider certain difficulties with that explanation: (1) The tower observers reported to Navy intelligence interrogators that the light shifted three times, from its azimuth of first appearance at 210 degrees T. At about 1900 PST on this date, Arcturus was nearing the horizon at about 290 degrees T. This light over Pt. Loma was seen by the cockpit crew from the runway and held in sight until they drew nearly abreast of it, viewing it off the right wingtip, whereupon it suddenly accelerated westward and started climbing. (2) The subsequent air chase involved a sequence of pursuit headings stated to be 230 degrees mag, then 240 degrees mag, then 220 degrees mag, the source finally pulling away and fading out at 230 degrees mag, after an approximately 20-minute visual-radar chase, at about 230 degrees mag. The magnetic variation off the San Diego coast is about 15 degrees E, whence the bearing to Arcturus would have been about 275 degrees mag, some 35 to 50 degrees from the luminous object's reported azimuth, far in excess of uncertainties that would affect observations under these conditions. (3) Viewed from the S2F, the object appeared to climb, then level out, on two occasions. And it executed fast lateral shifts to both left and right, through arcs stated by the Navy pilot to approximate 10 degrees and 20 degrees of relative azimuth. (4) The aircraft was flying, after the first few minutes, at altitudes well above the coastal subsidence inversion whose refractive effects are adduced in the official explanation to account for angular image-excursions whose amplitudes dwarf the 10's of seconds of arc displacement associated with stellar scintillation effects, even under unfavorable viewing conditions at the surface, let alone at 4-8000 ft level. (5) Nor does the official explanation that the "inversion and weather conditions" were responsible make better sense of the reported radar behavior. Ranges opened and closed, angular altitude varied, and azimuths shifted, all this during a 40-mile pursuit, at altitudes ultimately near 8000 ft. (6) The estimated lateral speeds (order of 1000 mph) came from rough calculations based on radar ranges, plus compass-based angular estimates. A target at 10-mile radar range that moves 20 degrees in 10 seconds has exhibited an apparent velocity near 1200 mph.

To suggest that optical refraction effects plus anomalous propagation could cause such extreme behavior, and to suggest it without the slightest supporting argument, is simply not reasonable.

Could there be some truly phenomenal optical and radar-propagational anomalies of the atmosphere that might be capable of yielding visual and radar indications of this sort? The archives have many more such anomalies that will require at least equal extensions of present scientific knowledge if we are to account for them along the lines of application of atmospheric physics that I have found typical of Project Blue Book UFO explanations over the past two decades.

3.3 Case 3: Gulf of Mexico, B-29, Dec. 6, 1952:

With so large a number of previously unknown cases that I could discuss and so little space available here, it is difficult to select a final example. But because of my strong concern over the serious inadequacies of the radar-optical UFO case-analyses in the Condon Report, I choose a last one that exhibits some of those deficiencies, that is explained in terms of alleged atmospheric effects, and that happens to be a rather famous case in UFO annals. I believe that the ad hoc panel that reviewed and endorsed the Condon Report (NAS, 1969) could not possibly have scrutinized carefully the level of analysis of cases such as this in that Report, a point that I have elaborated elsewhere (McDonald, 1969b).

In the early morning hours of December 6, 1952, a B-29, on the return leg of a training flight out of Randolph AFB had turned around over Tampa and taken up a generally westbound course across the Gulf. When about 100 miles south of the Louisiana coast at an altitude of 20,000 ft, visual sighting of oilwell flares on the coast led the Instructor Navigator, 1/Lt WN, to request a student radar operator to turn on his set and try to pick up the coastline on 100 mile range. After the student

operator's failure to detect the coast, WN confirmed that no coastline echo was discernible, so called for a set calibration. Some time later he was alerted to presence of some four blips ahead and in rapid closure with the B-29. [Air Intelligence Information Report No. IR-86-52, filed from Randolph AFB by Maj. J. R. Sheffield, Wing Operations Officer, 3510th Flying Training Wing, includes a summary of the events, the sightings, a map, and signed statements by three officers and two enlisted men who figure in the incident. These items, plus the original TWX and other materials in the archived case-file indicate that the B-29 had turned to a heading of 320 degrees at some earlier time, after the unsuccessful search for the coastline on the navigational radar, and had reached coordinates of 28 degrees 10'N, 92 degrees 04'W when the sightings began. I cite these points because they are quite relevant to a point that Thayer (1969) regards as crucial, yet seem to me to be a misinterpretation of the intelligence report. I infer from coordinates and times that inability to pick up the coastline occurred while the B-29 was still just over 100 miles offshore, beyond the set's 100-mile range. Furthermore, the set was then uncalibrated, as the Instructor Navigator makes clear in his signed statement.]

The first 4 targets were sighted at 0525 CST, "with no specific grouping such as a radar beacon transmits apparent on the scope at 330 degrees," Lt. WN stated. The radar had azimuth stabilization; its scan rate was 25 rpm. The navigator, 2/Lt RKE, verified WN's assertion that these first blips advanced southeastward about 5 mi/scan, and MSgt BRP, the aircraft performance technician, using 1/Lt NK's stopwatch data and the indicated displacements per scan, informed the crew that the computed target speed was about 5000 mph. These targets, viewed on three repeater scopes, passed to the right of the B-29 and moved offscope at a bearing of about 70 degrees.

Then, immediately after a calibration-check, a second group of blips was seen coming in along a similar path. This time the pilot called off relative bearings from his repeater scope, with instructions for the crew to watch on the starboard. SSgt WJD states: "I immediately looked in that position (3 o' clock bearing called out from cockpit) and saw two flashes of approximately 3 seconds, which did not alter course whatsoever. The flash was of a blue-white nature and did not change brilliance... when it disappeared." Two objects were also seen by MSgt BRP, and he was evidently forward for he saw them move rearward and disappear under the wing. In 1/Lt WN's accounc, he confirms that these flashes were seen to "go from front to rear under our wing "

The interrogating officer, Maj. J. R. Sheffield, in his intelligence report from Randolph AFB, gives 18,000 ft as the approximate altitude of the objects and 20,000 ft as the B-29's altitude, accepting the crew's statements that the objects came in below the B-29. Despite this, Sheffield states in his report that: "Visual sightings are indecisive an of little confirmatory value," but no explanation of why he discounts the two crewmen's observations is given. Like many other Blue Book reports, this case-file leaves unanswered a number of pertinent questions. The total number of objects followed on radar is not clearly specified. 1/Lt NK says he observed: "about twenty objects in all, sometimes as many as two and three on the scope at one time." Crewmen refer to one radar-observed event involving a merger of targets (a feature that I have now found in a number of reports of radar UFOs). As WN described it: "Contact was broken off at 0535 after a group of blips merged into a half-inch curved arc about 30 miles from our a/c at 320 degrees and proceeded across the scope and off it at a computed speed of over 9000 mph." WN also stresses one other significant target-movement: "One group of blips, after the scope was calibrated, were noted, after moving from 330 degrees to 150 degrees across the scope, to arc about and swing in behind us at approximately 30 miles and maintain speed and distance for approximately 10 seconds and then disappear." Given that summary, consider Thayer's (1969) explanation of this case (which Blue Book has carried as "unidentified" since 1953): "The visual sightings were probably Geminid meteors," he writes. No supporting discussion; just that assertion. In fact, one finds that the radiant of this December shower lay at about 280 degrees azimuth and about 55 degrees elevation angle at 0535C on this date. Hence, any Geminids seen to the starboard of an aircraft on 315-320 degrees heading at 0530C would have been descending almost

perpendicular to the NE horizon, a 90 degrees direct mismatch with Thayer's explanation.

The above-described multiple radar target events Thayer explains in terms of a ducting layer that showed on the 0900C Burwood radar. "The strange moving targets seen on the radar were probably caused by imperfections in the atmospheric layer forming the radio duct allowing radio energy to enter the ducting layer at various points. This would create sporadic returns." The failure to pick up the coastline just prior to the UFO episode he explains as follows: "A transmitter located above a radio duct and emitting a high enough frequency to be affected, as the radar undoubtedly was, does not excite propagation within the duct. This implies that the coastline below the duct would not be visible to the radar located above the duct." Thayer's argument is, of course, quite erroneous; he has his argument upside down. And casual suggestion that the complex target behavior reported in this case was the result of "a series of gravity waves running along the duct" is mere verbalism.

Thus were radar UFOs discounted in the Condon Report. Perhaps the above examples will give at least some indication that there remains an unsolved scientific problem here, that there exist unidentified radar returns of a category for which atmospheric effects have been proposed as explanations, but on ground that are to date less than satisfactory.

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Lake Titicaca from space, May 1985.

The origin of the name Titicaca is unknown. It has been translated as "Rock Puma", allegedly because of its resemblance to the shape of a puma hunting a rabbit, combining words from the local languages Quechua and Aymara, and as "Crag of Lead". Locally, the lake goes by several names.

Because the southeast quarter of the lake is separated from the main body by the Strait of Tiquina, the Bolivians call this smaller part *Lago Huiñaymarca* and the larger part *Lago Chucuito*. In Peru, these smaller and larger parts are referred to as *Lago Pequeño* and *Lago Grande*, respectively.

Centuries' Old UFO Coin Remains Mystery

Fri Jan 28, 2005 4:24 pm

An unidentified flying object on a 17th century French coin continues to mystify rare coin experts.

Colorado Springs, CO (PRWEB) January 28, 2005 -- After decades of seeking possible answers about a mysterious UFO-like design on a 17th century French copper coin, a prominent numismatic expert says it remains just that: an unidentified flying object. After a half-century of research, the design has defied positive identification by the numismatic community.

"It was made in the 1680s in France and the design on one side certainly looks like it could be a flying saucer in the clouds over the countryside," said Kenneth E. Bressett of Colorado Springs, Colorado, a former President of the 32,000-member American Numismatic Association and owner of the curious coin.

"Is it supposed to be a UFO of some sort, or a symbolic representation of the Biblical Ezekiel's wheel? After 50 years of searching, I've heard of only one other example of it, and nothing to explain the unusual design."

Bressett said the mysterious piece is not really a coin, but a "jeton," a coin-like educational tool that was commonly used to help people count money, or sometimes used as a money substitute for playing games. It is about the size of a U.S. quarter-dollar and similar to thousands of other jetons with different religious and educational designs that were produced and used in Europe during the 16th and 17th centuries.

"The design on this particular piece could be interpreted as showing either a UFO or Ezekiel's wheel, but little else. Some people think the Old Testament reference to Ezekiel's wheel may actually be a description of a long-ago UFO," he explained.

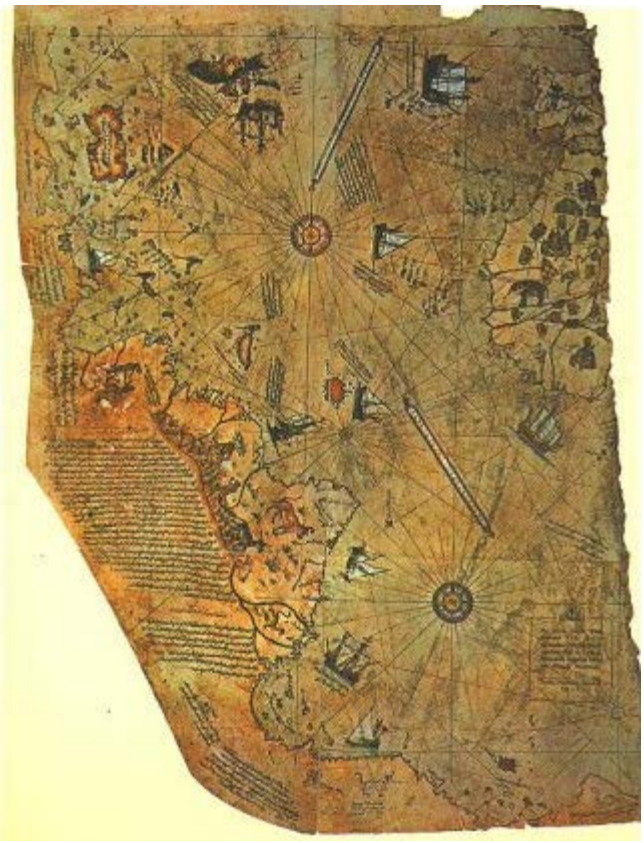
"The legend written in Latin around the rim is also mystifying. 'OPPORTUNUS ADEST' translates as 'It is here at an opportune time.' Is the object in the sky symbolic of needed rainfall, or a Biblical reference or visitors from beyond? We probably will never know for certain," said Bressett.

"It is part of the lure of numismatics that makes coin collecting so intriguing."

PROBVS AVGVSTVS

Chronology
NICAP Home

THE PIRI REIS MAP



Piri Reis was a famous Turkish admiral in the sixteenth century who had a passionate interest in his collection of old maps. When the admiral's flagship tied up in some new port, Piri Reis and his aides scoured the bazaars for ancient charts and maps. During a now-forgotten sea battle, the admiral captured several enemy sailors. One of the captives boasted of sailing with Columbus on his three voyages to the new world.

Reis, ever on the lookout for new information and maps, questioned the man, who turned out to be one of Columbus's pilots. Reis asked if Columbus was mad, or if he knew that there was land across the ocean. The pilot said he knew, that he had maps, and that the pilot still had the maps!

The admiral's eyes scanned the yellowed charts. The tracings on the parchment were precise. Using his collection of antique charts, Admiral Piri Reis compiled a world map in 1513. In 1929, a group of historians, poking around in the harem section of the Palace of Topkapi in Constantinople, found the Piri Reis map in a pile of rubble. These scholars were astonished to discover that the map showed the coastal outlines of South and North America. It also included precise data on the southern polar continent, Antarctica, supposedly not discovered until 1818.

Arlington T. Mallerey, an authority on ancient maps, eventually came into possession of these documents. He was puzzled to find that the geographical data on the map was not in the correct position. Assisted by the U.S. Navy Hydrographic Bureau, Mallerey made a grid and transferred the Piri Reis map onto a globe. The map was totally accurate.

Later, studies by Professor Charles H. Hapgood and Richard W. Strachan revealed that the originals of the Piri Reis charts may have been aerial pictures snapped at a great height. The rivers, mountain ranges, islands, desserts, and plateaus, were drawn with unusual accuracy. As an example, Greenland was represented as being two separate islands. This was confirmed just recently by a French polar expedition; their seismic soundings beneath the surface indicated ice covers the space between the two islands.

In Antarctica, an exploratory profile was made by seismic soundings. It revealed mountains and valleys beneath the ice cap that matched the markings on the Piri Reis map. In the January, 1966, issue of Fate magazine, Professor Charles H. Hapgood explained the sensational discovery.

"Now this was extraordinary. In the first place, nobody is supposed to have discovered Antarctica until 1818, three hundred years after Piri Reis, and it is regarded as unthinkable that the Greeks, Romans, Babylonians or Phoenicians could have sailed that far. In the second place, the ice cap in Antarctica is supposed to be millions of years old, and therefore to have been in existence long before man evolved on earth. Mallerey's suggestion (that someone had mapped the south polar continent before the ice cap originated) appeared outrageous and scientists in general refused to concern themselves with it."

It seems incredible that ancient cartographers had maps that were more accurate than the best charts produced today. Yet, Captain Mallerey stated that "it was evident that there was very little ice then, at either pole. But, secondly, they had a record, for example, of every mountain range in Northern Canada and Alaska, including some ranges that the Army Map Service did not have. The U.S. Army has since found them! Just how they were able to do it, we do not know. But, you will probably recall that the Greeks had the legend of an airplane. We don't know how they could map so accurately without an airplane. But, map it they did. Not only that, but they knew their longitude correctly, something we could not do until two hundred years ago."

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Some facts AND some speculation
Chronology
NICAP Home

Painting of the Madonna and Saint Giovannino

Painting in the Palazzo Vecchio in Florence, attributed to the 15th Century school of Filippo Lippi. Look in the upper right section of the painting. A man and dog are apparently looking at something ithe sky! See blow-up of upper right section below.

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FRESCO IN TURKEY HINTS AT PILOTED CRAFT

The fresco is on the wall behind an alter in a church in Turkey, I believe. The 'pilot' is looking back and around the curved painting to the other side where another craft with a different being in it is looking at the occupant of the craft in the picture.

Unfortunately my UFO Library is in storage at the moment as Sue and I separated a couple of months ago and my current space is too small for most of my 'stuff' and I don't have access to the book to get a scan of the other craft.

Errol Bruce-Knapp

(As soon as we can get more images and further information, this web page will be updated. F. Ridge)

Chronology
NICAP Home

Date: Fri, 23 Jun 2006 10:00:19 -0400
From: "Bullard, Thomas E" <tbullard@indiana.edu>

Subject: No Genuine Airships in 1897

To: Francis Ridge <nicap@insightbb.com>

Hi Fran,

Good to hear from you again. I've come to the conclusion that there are no genuine UFOs among the 1897 airships, though the matter is more complicated that just hoaxes. Many honest and reliable people reported a light in the sky, but their description of how the light sank slowly toward the horizon makes it clear that they were looking at Venus or some other heavenly body. Other honest people reported a structured object with lights, moving in a manner and direction no heavenly body could manage, but these people were the victims of a hoax. What they saw was a fire balloon (hot air), a sort of device popular as a form of 4th of July "firework" but available in drug stores (the Targets and Wal-Marts of the day) all year 'round. A follow-up of airship sightings in a town often revealed who the jokesters were, or reported the burnt-out carcass of the fire balloon had landed in some farmer's field, now and then starting a fire. Then we have the out-and-out hoaxes. Fakery was an accepted form of newspaper entertainment in those days, with snake stories and ghosts being popular and credited to the "snake editor." Airships opened a new opportunity and the newspapers welcomed it. The local correspondent, paid by the column inch, could buy the groceries by cranking out an elaborate airship story. One town could play a joke on a neighboring town by attributing airship sightings to it and then commenting on its lapse from temperance. Tall-tale tellers could regale their audiences with a good airship yarn, and practical jokers could contrive wood-and-sheet-metal contraptions and claim that it crashed. In a day when people knew their neighbors face to face, affidavits meant little and airship lies left no blemish on a man's reputation--witness Alexander Hamilton's calfnapping airship and support of him by the prominent people of the county, all of whom were in on the joke as members of a local liars' club.

I was sorry to see the Aurora crash come back to life recently, since it was effectively killed off long ago. In the first place, only one newspaper story reported it. The Dallas Morning News account was repeated in other newspapers, but no other reporter went to the scene for independent confirmation. This contrasts with a Waterloo, Iowa, hoax where the jokers left a model airship in a field and many papers covered the story, also many people came to town or took a look while passing through, then commented on what they had seen when they returned home. None of this happened with Aurora. Local histories, one of them written only ten years or so after 1897, fail to mention the crash even though it would have been the most sensational event in the history of the town. Most old residents knew nothing of the crash when it became popular in the mid-1970s, and those who claimed that the story was true had ulterior motives or a fanciful disposition. The real motive behind the story seems to have been an attempt to attract some attention to a town that had suffered the recent disappointment of being bypassed by the railroad. In any case, for a long list of reasons, Aurora was a hoax.

And so it goes: The reliable airship stories are not spectacular and the spectacular airship stories are not reliable. This pattern repeats throughout the two thousand or more reports until there is nothing left that I would want to stand up and defend as a genuine UFO. There are some impressive UFOs pre-1947, but they are not to be found in the various sightings waves of UFO prehistory.

Best regards,
Eddie Bullard

Form: Analysis
Date: 24 Dec 2006
From: Brad Sparks
Subject: Analysis: Amateur Astronomer (Medical Doctor) Sighting, April 15, 1897 St Louis, MO

St. Louis Post-Dispatch of April 16, 1897, pp.1-2 [Credit: Thomas Bullard.]

Airship Viewed by Telescope /
Dr. Leo Caplan Watched the Aerial Visitor /
Distinctly Saw the Car....

The airship visited St. Louis again Thursday night. This time the bright searchlight was not only seen by thousands but the object was observed through a telescope and the outlines of the craft were seen.

[The observer was a medical doctor.]

Dr. Caplan is a dabbler in astronomy and frequently gazes at the heavenly bodies. He knows that he did not see a star....

"I was walking to my home on Washington avenue last night about 7:45...when I saw a bright light almost overhead. It was northwest of the zenith...

"But the moment I saw this light I realized it was something unusual and I hastened home, ran to the roof and brought my telescope to bear on the object. Before taking a sight I noticed the light was swaying from side to side. The effect was exactly that of a searchlight that was being manipulated.

"The moment I looked through the glass I discovered a long black body behind the light. It was exactly the cigar shape that has been described.

"I thought something must be the matter with the lens and I turned the telescope on different stars and planets. There was no unnatural effect evident and I brought the glass to bear again on the mysterious visitor. At first I could not locate the light, then I found that it had moved several degrees to the north. When I caught it again I once more made out the cigar-shaped craft.

"The airship...moved over considerable space in five minutes, and I followed it all the time. It took a northwesterly course, then veered to the West and finally to North. Then it darted off in that direction and was lost to sight. I had the light in view fully ten minutes from the time I first saw it on the street....

"It could not have been a star?"

"No sir. I looked at Venus, at Sirius and other bright stars several times, then back at the mysterious object. Besides, through my glass the object behind the light was distinctly visible."

ANALYSIS

This is a fairly impressive sighting by someone who was obviously technically trained, as an MD and familiar with astronomy and astronomical terms and concepts (zenith, degrees, etc.), equipped with a telescope actually used in the sighting. Dr. Caplan has time, date, duration, location, directional data, and states he did control checks of stars and planets, naming Sirius and Venus and excluding them. The UFO he saw was NW of Zenith when first seen, moved several degrees to the N, then seemed to head NW then W then N when it "darted off" to the N out of sight after a total of 10 minutes. In the telescope he saw a "cigar shape" "long black body behind the light" that had been "swaying" like a searchlight.

In fact Sirius was indeed up in the SW sky at azimuth 222 degs elevation 23 degs at 7:45 PM in St Louis that night of April 15, 1897. Venus was low on the horizon in the WNW at 294 degs azimuth, elevation 7 degs, dropping to 5 degs by the end of the sighting at 7:55 PM. Venus was nowhere near the Zenith (which is 90 degs elevation) and did not set until about 8:30 PM, still in the WNW (now at 301 degs azimuth).

Is there any reason to doubt this account? This would seem to go a long ways towards establishing the reality of a UFO phenomenon in the 1897 wave, including "cigar shape" dark body behind a brilliant white light. I would definitely like to see more amateur astronomer accounts.

I am having real trouble seeing how Dr Caplan's sighting can possibly be explained by a fire balloon carrying a Japanese lantern, as has been suggested. The fundamental characteristic of a "fire balloon" is FIRE. Caplan did not report 2 lights (fire balloon and Japanese lantern), only one light. If the Japanese lantern suspended below the fire balloon was what was "swaying" like a searchlight then Caplan should have seen the fire in the fire balloon as well. Moreover he reports no color let alone multicolors of a Japanese lantern, evidently it was white light.

Caplan reported a "cigar-shaped" "long black body behind the light" when viewing through his telescope, which does not at all seem like a Japanese lantern, designed to be lit up ("lantern") not be dark. He should have been able to resolve the fine details of the Japanese lantern construction through his telescope. He did not report seeing flames or flame coloration to the one and only light, which should have been obvious when viewed through his telescope, to say nothing of seeing an obvious Japanese lantern shape in the scope had it been such.

Form: 97 UFO Report
Date: Sun, 24 Jun 2007 20:36:33 -0400
From: Francis Ridge <nicap@insightbb.com>

Subject: Early Airship in Vincennes Sky, April 16, 1897

Source: The Valley Advance, Vincennes, Indiana, March 18, 1980 Vol. 16, No. 28,
Cat: 1

UFOs and the Media
Vincennes Morning Commercial
April 16, 1897

Unidentified flying objects are nothing new for the people of Vincennes. In 1897 a mysterious airship passed over the city twice on the night of Friday, April 16. According to the Vincennes Morning Commercial, the airship first appeared about nine oclock, traveling along the extreme eastern portion of the horizon: A sphere of golden light was first seen in the vicinity of the Union Depot, from down in the city. Those near the ship claimed they could clearly see the dark lines of its car, although no passengers were observed.

Many reputable citizens witnessed the flight. From his home on Burnetts Heights, Sam Judah said he could plainly see the ship with its fluttering wings, its movements resembling a side wheeler steam-boat, sailing through the air with incredible velocity.

From his doorway, where he had gone to look at his thermometer, Col. Ewing saw the light, which he at first thought was a falling star, but as it moved so slowly, soon became convinced that it was the inevitable airship. Ewing watched it for about four minutes.

Anton Simon noticed a ball of fire, moving in a north-westerly to southeasterly course, which he later realized was an airship.

Victor Schonfeld, somewhat of an expert observer, having made airships and balloons, a life-long study, and having even made several ascensions in his time, testified that this was a genuine airship.

Among many others who saw the airship were Col. M.P. Ghee, Thomas Eastham, Judge DeWolf, Will Mason, Scott Emison, Jesse Foulks, all highly reputable witnesses.

The airship first passed rapidly overhead in a southwesterly direction. An hour and a half later, it was seen again, passing over the northern portion of the city, traveling in a northwesterly direction:

The last time it seemed to pass directly over the fairgrounds (present-day Gregg Park) and traveled more slowly than in its first swift passage straight over the city.

It is thought that the navigator turned his flying machine around and started back, or that the ship landed near the city and started back.

Some say voices could be heard in the airship, and one gentleman, who saw it from Burnetts Heights says he could see a man moving about in the ship and that he appeared to be adjusting the machinery.

The Commercial concluded: Other cities have seen the airship and now Vincennes is strictly up to date'.

In fact, the Vincennes encounter was only one of some 200 sightings made by thousands of people in 19 states, during our nations first UFO flap of 1896-1897.

In his article, Close Encounters of the Earliest Kind, in the December, 1979 issue of American Heritage magazine, Ron Genini described the beginning of the flap in (where else?) California, in November of 1896. There were elements of hoax in some of the accounts, but many people believed they saw something. Many of the eyewitness accounts agreed that a traveling light or airship moved against the wind at an altitude of from 50 to 2,000 feet. It was cigar- or egg-shaped, with wing-like propellers or fan-like wheels revolving rapidly . . . and a doubly powerful arc light at its bottom center.

Soon, hoaxters got into the act, claiming to have ridden the flying machine, or to have talked with its crew, or even to have invented it. When some of these hoaxes were exposed, newspapers became skeptical, questioning the veracity or sobriety of witnesses, and making the airship the butt of jokes. After the excitement died down on the West Coast, the airship reappeared in the skies of the Midwest and South in April, 1897. In the first chapter of his book The UFO Controversy in America, David Michael Jacobs details the many sightings over Chicago, St. Louis, Milwaukee, Omaha, Kansas City, Dallas, and many other cities and towns.

Colored or intensely bright white lights were the most characteristic feature of the airship descriptions; in many other particulars the descriptions agreed with those from California--a cylindrical, or cigar-shaped body with a propeller or propellers.

As Jacobs points out, the first modern airship or dirigible was built in France in 1898, but there is no record of any American inventor producing an airship at this time. And the speeds attributed to the mysterious airship--estimated at up to 200 miles per hour--far exceeded anything possible at the time. Again, there were some hoaxters, and again the newspapers were skeptical.

In Vincennes, the evening Western Sun, having been scooped by the morning paper, wrote a kind of tongue-in-cheek parody:

The Air Ship Sails the Azure Depths like a Tongue of Light; It Floats through Space Leaving Multitudes of Worshipping People on the Earth Beneath-- Supposed to Contain Five Passengers and to be Enroute to Jacksonville, Fla.
The Sun described the effects upon the supposed superstitious inhabitants of that aristocratic colored suburb known as Idaho,who were scared to death.

A few days later the airship lent itself to advertising:

The airship seems to be an assured fact. But it is not attracting so much attention as the slashing prices that are being made on hardware and bicycles at Scott & Sons. Millers Drug Store on Main Street used the airship to draw attention to its ice cream and sodas.

There was not another sighting flap until 1946.

The chief difference was that while people in 1896-7 thought that the UFOs were man-made objects, in the modern ear the tendency is to believe that they are not of this earth.

A winged ship in the sky was how the San Francisco Call described a mysterious airship seen at Sacramento on Nov. 17, 1896. The illustration closely matches the description of one seen over Vincennes in April, 1897.

FLYING MATTRESS? -- With wings like mattress ticking, a California airship is depicted shining its light earthward. Also shown is a four-man crew in a canopied cockpit. Singing to the accompaniment of a phonograph supposedly could be heard coming from the craft.

CUFONSM 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 4 of 7 Parts

{Unnumbered Page 1 of 2}

Sq Reg 55-6
HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base Colorado Springs, Colorado

SQUADRON REGULATION 26 June 1954
NUMBER 55-6

OPERATIONS

Combat Intelligence Team

Paragraph	
Purpose.	1
Scope	2
References	3
Responsibility	4
Definition	5

1. Purpose. To define and establish the concept of the 4602d AISS Combat Intelligence Team.

2. Scope. This regulation is applicable to all units of the 4602d Air Intelligence Service Squadron.

3. References. Squadron Regulation 50-3, 56-1, 200-2

4. Responsibility. It is the responsibility of OIC's of 4602d AISS field units to insure compliance with provisions of this regulation.

5. Definition.

a. Combat Intelligence Team: The smallest operational unit of 4602d AISS which functions as a team in the investigation of downed enemy aircraft or interrogation of enemy crewmen or in training for the performance of the combat mission. The team will consist of one officer or noncommissioned officer and two airmen. At least one of the three team members must have a technical intelligence skill. If one team member has two or more of the required skills, that advantage will not obviate the necessity for the teams to have three members, each of whom will have a minimum of one of the three required skills.

b. Team Commander: The one officer or noncommissioned officer in charge of the Intelligence Team will be designated the Team Commander.

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{Page 2}
Sq Reg 55-6

BY ORDER OF THE COMMANDER

OFFICIAL: RAY L. JONES
Major, USAF
Adjutant

/s/
RAY L. JONES
Major, USAF
Adjutant

DISTRIBUTION: "D"

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{Unnumbered Page 1 of 2}

HEADQUARTERS

AIR DEFENSE COMMAND
Colorado Springs, Colorado

20 January 1954
Mr. Norman Philcox
Liaison Section
Federal Bureau OF Investigation
9th and Pennsylvania
Washington, D.C.

Dear Mr. Philcox:

Colonel White recently held his semi-annual Commanders' Conference for Flights and Detachments of the 4602nd Air Intelligence Service Squadron. I addressed the conference at its start and covered among other things the need for establishing effective liaison and working relationships with pertinent elements of the FBI. As background. I covered the nature and wherefore of relations and business with local law enforcement agencies. I stated my understanding of the agreement reached at the conference in your offices which I attended during December.

All present at the 4602nd Commanders' Conference were apparently in full understanding and agreement and reported excellent progress in field relationships with local FBI agents.

Last Friday, 15 January, I was informed in a telephone conversation with Colonel George Perry in Washington, that certain incidents had been reported which seemed to indicate either a different interpretation or a misunderstanding by 4602nd personnel or by FBI agents or both in three different parts of the country.

This was further clarified on 18 January in another conversation with Colonel Perry. There is undoubtedly some basic difference in our previous interpretation of agreements reached at the Washington conference in December. As a result of my 18 January conversation with Colonel Perry, I believe I am fully aware of the Bureau's interpretation and wishes. As a result, I have had Colonel White clarify his directives and my advice to his conference by sending new TWX instructions to the field.

Because understanding is even more difficult at a distance, I am inclosing a copy of these latest instructions for the perusal and comment of the Bureau. I would appreciate early advice if there is any disagreement with or suggested addition to these instructions.

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{ Page 2}

Mr. Norman Philcox, FBI - 20 Jan 1954

I feel certain I correctly assessed the governing spirit of our conference and agreement in Washington. The basic mission of the 4602nd was recognized together with the need for an understanding of that mission and assistance to it where practical by law enforcement agencies throughout the country. I believe we recognized the need for this assistance and the prior preparation therefore as being a basic part of one of the vital elements of our national air defense.

On the other hand, we recognized the basic legal and traditional relationship of the FBI to all law enforcement agencies. Because of the necessity to avoid any possible confusion in the minds of anyone, and especially of law enforcement agencies, it was agreed that the manner and amount of 4602nd liaison and assistance arrangements with law enforcement agencies were legally and properly the responsibility of the FBI. Only in the actual manner of how the FBI proposed to exercise that responsibility was there any misunderstanding on the part of myself or my representatives. We are glad to correct any wrong interpretations we have had. I sincerely hope that the enclosure meets FBI approval and understanding. If not it will be amended accordingly. At the risk of repetition, we feel that effective and smooth arrangements for law enforcement agencies to assist the 4602nd as practical, are an essential and important aspect of preparing foe the air defense of our country. Hence we greatly appreciate the past and continuing efforts of the FBI to this end.

Sincerely yours,

W.M. BURGESS
Brigadier General, USAF
DCS/Intelligence

cc: Col George Perry
Exec, D/I, USAF

Rm 4A940, Pentagon
Wash 25, D.C.

THIS IS A TRUE COPY

/s/
HENSON R. DEBRULER
Major, USAF

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{Unnumbered Page 1 of 1}

INFORMATION COPY FOR COMMANDER: 4602D AISS

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D.C.
January 26, 1954

Brigadier General W.M. Burgess
Deputy Chief of Staff, Intelligence
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

Dear General Burgess:

I wish to acknowledge your letter of January 20, 1954, addressed to Mr. Philcox of our Liaison Section. Your instructions issued to the Flight and Detachment Commanders, 4602d Air Intelligence Service Squadron, by the AISS Headquarters on January 19, 1954, have been reviewed and appear to be in accordance with our previous agreement and understanding. I wish to express my appreciation for your prompt handling of this matter and for your past efforts in effecting satisfactory liaison relations between the AISS and the FBI

Sincerely yours,

/s/
John Edgar Hoover
Director

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{The First Page (Cover Page)}

SECRET

History of
4602d AIR INTELLIGENCE SERVICE SQUADRON

RM-57-1634

VOL. 1

SECRET
1 JULY - 31 DEC. 1954

4602D AISS Classified
Document Log # 55 0534

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{The Second Page (Title Page)}

SECRET

S Q U A D R O N H I S T O R Y

4602d

Air Intelligence Service Squadron

Air Defense Command

1 July to 31 December 1954

Approved by: Prepared and written by:
/s/ /s/
Major E. R Manfrin Captain Nicholas G. Handgis
M & S OIC Squadron Historian

Approved by:

/s/
Colonel John M. White, JR.
Commander

RM 57-1634
SECRET

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{ Page 1 (Part)}

SECRET

I. SURVEY OF PERIOD

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The beginning of this period marked a new phase of squadron development. The activation phase was over. Reassessment and standardization of directives and policies was completed early in this historical period. The squadron entered into a period of determining the best solutions to problems and procedures of training, liaison, personnel,

records maintenance and supply and administration. Refinement of squadron policies and directives was the keynote of this period.

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SECRET

Unidentified Flying Object (UFOB) Program

With the publication of AFR 200-2 [3] in August 1954, ADC was given the responsibility of conducting all field investigations within the Zone of the Interior to determine the identity of any UFOB. Further, AFR 200-2 noted that the 4602d AISS had the capability to investigate these reports for ADC, and stipulated that Air Force activities should establish and maintain liaison with the nearest element of the 4602d. Thus the 4602d AISS was indirectly designated as ADC investigating and collection agency of UFOB reports. The Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Ohio was responsible for analyzing and evaluating the reports. The 4602d, therefore, worked directly with ATIC in formalizing agreements, plans and policies, and in the actual conduct of the UFOB program. On the 17th and 18th of November, 1954, the Commander, 4602d AISS and his staff met with ATIC representative, Captain Charles Hardin, and Doctor Allen Hynek, USAF Contract Astronomer, to discuss ATIC-4602d AISS relationships in the investigation and processing of Unidentified Flying Object reports. During the course of the conference, general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of UFOB reports and the criteria for the evaluation of reports and conducting investigations were discussed. This meeting resulted in a report being drawn up and submitted to ATIC [4] wherein were recommended certain agreements and

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3 AF reg 200-2, dtd 12 Aug 1954 Doc 28
4 Lttr to ATIC: Report of visit of Representatives Doc 29

SECRET

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{ Page 13}

SECRET

procedures relative to the UFOB program. ATIC, in a 1st endorsement to this letter report, concurred in the agreements and procedures recommended. [5] Following the above agreement, ATIC sent to the 4602d a UFOB Guide [6] designed for use in determining the feasibility of follow-up investigation of Unidentified Flying Object reports and in identifying the objects or phenomena concerned. At the close of this period the squadron was in the process of compiling a detailed UFOB Guide of its own. The squadron was also in receipt of U.S. Air Force Technical Information Forms [7] for use in questioning observers of unidentified flying phenomena.

In an effort to establish firm Squadron and ADC policies regarding the UFOB program, the 4602d submitted to ADC, for comments and approval, draft copies of the following Regulations and Memoranda: [8]

Proposed ADCR, Subj: UFOB's
Proposed ADC Staff memorandum, Subj: UFOB's
Proposed 4602d Squadron Regulation, Subj: UFOB's

Since the receipt of AFR 200-2 (UFOB), dtd 12 August, 1954, to 31 December, 1954, the 4602d AISS had received 112 preliminary UFOB reports. Out of these, twenty-five (25) follow-up field investigations were conducted by 4602d personnel. Although the 4602d was responsible for only for follow-up field investigation and reporting and not the final analysis and identification of UFOB's, nevertheless, seventy-seven (77) reports were resolved by analysis at this squadron.

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6 UFOB Guide
7 USAF Technical Information Sheet Doc 30
8 Proposed drafts, copies of ADCR-UFOB; ADC Staff Doc 31
Memorandum-UFOB: 4602d AISS Reg UFOB Doc 32

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{ Page 14 (part)}

SECRET

Of all the UFOB reports forwarded to ATIC, only thirty-five (35) were unresolved. [9]

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9 Include 1 to Command Data Doc 15

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{Title Page}

CONFIDENTIAL

GUIDE FOR 4602D AISS
COMMITTEE DISCUSSIONS

4602D AISS Classified
Document Log # 54 1021

CONFIDENTIAL

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{ Page 1 (Part)}

CONFIDENTIAL

CONAD INTELLIGENCE CONFERENCE

1 - 3 November 1954

GUIDE FOR 4602D AISS COMMITTEE DISCUSSIONS

I. INTRODUCTION: There are two problems for consideration by this committee which are related. The first part of the problem is to determine who shall exercise operational control over the field units of the 4602d AISS. The second problem pertains to the difficulties experienced by our field units in obtaining sufficient logistical support from the base support organization. the problems attendant to the tenant status of 4602d field units will in some degree be affected by the recommendations of the committee with respect to the first problem. Namely, that of who will exercise operational control. Therefore, the problem of operational control will be considered first.

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CONFIDENTIAL

This document consists of 75 pages 4602D AISS
Classified
Copy 14 of 15 copies. Document Log # 54 1021

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{ Page 8 (Part)}

CONFIDENTIAL

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I. The following activities are presently controlled or monitored by the Squadron Headquarters:

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CONFIDENTIAL

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{ Page 9 (Part)}

CONFIDENTIAL

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3. The program of investigation of Unidentified Flying Objects.

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CONFIDENTIAL

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{ Page 23 (Part)}

CONFIDENTIAL

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M. UFOBS

1. Who will provide funding citation for UFOB investigations?
2. Who will control preliminary investigations?
3. Who will provide transpiration for UFOB investigations?
4. Who will determine the mode of transportation of UFOB investigations?
5. Who will be responsible for notifying the appropriate agencies?
6. Who will evaluate and determine the requirement for a preliminary UFOB investigation?
7. Who will determine the need for a follow-up field investigation of UFOBS?
8. Who will designate the personnel to conduct preliminary and follow-up field investigations of UFOBS?
9. Who will evaluate the field investigations prepared on Form 112?
10. Who will determine whether all efforts to identify the UFOB have been exhausted?
11. Who will maintain centralized records of all UFOBS?

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{ Page 24 (Part)}

CONFIDENTIAL

12. Who will maintain liaison with ATIC on UFOBS forwarded to ATIC for further analysis?
13. Who will provide for reproduction and distribution of Form 112 UFOB reports?
14. Who will establish the standards for proper UFOB Investigations?
15. Who will establish the proper reporting procedures?
16. Who will effect the proper disposition of UFOB evidence? (Photographs and materiel)?
17. Who will control the release of information concerning UFOBS?
18. Who will select the appropriate unit to conduct the UFOB investigation?
19. Who will prepare the subsequent year's budget for UFOB investigations?

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CONFIDENTIAL

23

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{Cover, Weekly Bulletin (sample copy in History file)}

WEEKLY BULLETIN

{Drawing showing a 3-men parachuting from a 2-engine propeller driven cargo-type airplane into the countryside}

4602
Air Intelligence
Service Squadron

DATE OCT 15 1954 ISSUE 54-42

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{Page 10 (Part)}

(7) Captain Chaney, Headquarters ADC, was contacted to determine the expected effect Operation Flying Cloud will have on reports of UFOB's. Captain Chaney stated that this operation has been in effect for some time and he does not anticipate a rush of UFOB reports.

{ FOIA request for records of Operation Flying Cloud have produced the information that it was a high-altitude balloon-delivered weapons system test program.}

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(10) Telephone conversation between Major Cybulski and Captain Matsuo, OIC, Flight 3-B, reference the ATIC letter of agreement on UFOB investigations, resulted in the information that Captain Matsuo will contact ATIC again to determine the status of this letter of agreement. This conversation on 13 October 1954, pointed out again the fact that the letter of agreement is necessary for the full implementation of AFR 200-2. Captain Matsuo stated that he would ask the ATIC UFOB Officer to expedite subject letter.

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{Line drawing map of continental map of U.S. with symbols indicating disposition of UFOB sightings}

SECRET
UFOB SIGHTINGS
12 AUG. 54 - 31 DEC. 54

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{First Unnumbered Page of 4}

*AFL 200-5
1-5

AIR FORCE REGULATION DEPARTMENT OF THE AIR FORCE
No. 200-2 WASHINGTON, 12 AUGUST 1954

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: FLYOBRPT)

Paragraph

Purpose and Scope 1

Definitions 2

Objectives. 3

Responsibility 4

Guidance 5
.
ZI Collection 6
Reporting 7
Evidence 8
.
Release of Facts. 9

1. Purpose and Scope: This Regulation establishes procedures for information and evidence materiel pertaining to unidentified flying objects and sets forth the responsibility of Air Force activities in this regard. It applies to all Air Force Activities.

2. Definitions:

a. Unidentified Flying Objects (UFOB) relates to any airborne object which by performance, aerodynamic characteristics, or unusual features, does not conform to any presently known aircraft or missile type, or which cannot be positively identified as a familiar object.

b. Familiar Objects - Include balloons, astronomical bodies, birds, and so forth.

3. Objectives: Air Force interest in unidentified flying objects is twofold: First as a possible threat to the security of the United States and its forces, and secondly, to determine technical aspects involved.

a. Air Defense. To date the flying objects reported have imposed no threat to the security of the United States and its Possessions. However, the possibility that new air vehicles, hostile aircraft or missiles may first be regarded as flying objects by the initial observer is real. This requires that sightings be reported as rapidly and as completely as information permits.

b. Technical Analysis thus far has failed to provide a satisfactory explanation for a number of sightings reported. The Air Force will continue to collect and analyze reports until all sightings can be satisfactorily explained., bearing in mind that:

(1) To measure scientific advances, the Air Force must be informed on experimentation and development of new air vehicles.

(2) The possibility exists that an air vehicle of revolutionary configuration may be developed.

(3) The reporting of all pertinent factors will have a direct bearing on the success of the technical analysis.

4. Responsibility:

a. Reporting. Commanders of all Air Force activities will report all information and evidence that may come to their attention, including that received from adjacent commands of the other services and from civilians.

b. Investigation. Air Defense Command will conduct all field investigations within the ZI, to determine the identity of any UFOB.

c. Analysis. The Air Technical Intelligence Center (ATIC), Wright-Patterson Air Force Base, Ohio, will analyze and evaluate: All information and evidence reported within the ZI after the Air Defense Command has exhausted all efforts to identify the UFOB; and all information and evidence collected in overseas areas.

d. Cooperation. All activities will cooperate with Air Defense Command representatives to insure the economical and prompt success of an investigation, including the furnishing of air and ground transportation, when feasible.

5. Guidance. The thoroughness and quality of a report or investigation into incidents of unidentified flying objects are limited only by the resourcefulness and imagination of the person responsible for preparing the report. Guidance set forth below is based on experience and has been found helpful in evaluating incidents.

a. Theodolite measurements of changes of azimuth and elevation and angular size.

b. Interception, identification, or air search

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*This Regulation supersedes AFR 200-2, 26 August 1953,
Including Change 200-2A, 2 November 1953.

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AFL 200-5
5-7

action. these actions may be taken if appropriate and within the scope of existing air defense regulations.

c. Contact with local aircraft control and Warning (AC&W) units, ground observer corps (GOC) posts and filter centers, pilots and crews of aircraft aloft at the time and place of sighting whenever feasible, and any other persons or organizations which may have factual data bearing on the UFOB or may be able to offer corroborating evidence, electronic or otherwise.

d. Consultation with military and civilian weather forecasters to obtain data on: Tracks of weather balloons released in the area, since these often are responsible for sightings; and any unusual meteorological activity which may have a bearing on the UFOB.

e. Consultation with astronomers in the area to determine whether any astronomical body or phenomenon would account for or have bearing on the observation.

f. Contact with military and civilian tower operators, air operations offices, and so forth, to determine whether the sighting could be the result of misidentification of known aircraft.

g. Contact with persons who might have knowledge of experimental aircraft of unusual configuration, rocket and guided missile firings, and so forth in the area.

6. ZI Collection. The Air Defense Command has a direct interest in the facts pertaining to UFOB's reported within the ZI and has, in the 4602d Air Intelligence Service Squadron (AISS), the capability to investigate these reports. The 4602d AISS is composed of specialists trained for field collection and investigation of matters of air intelligence interest which occur within the zone of the ZI. This squadron is highly mobile and deployed throughout the ZI as follows: Flights are attached to air defense divisions, detachments are attached to each of the defense forces, and the squadron headquarters is located at Peterson Field, Colorado, adjacent to Headquarters, Air Defense Command. Air Force activities, therefore, should establish and maintain liaison with the nearest element of this squadron. This can be accomplished by contacting the appropriate echelon of the Air Defense Command as outlined above.

a. All Air Force activities are authorized to conduct such preliminary investigation as may be required for reporting purposes; however, investigations should not be carried beyond this

point, unless such action is requested by the 4602d AISS.

b. On occasions - after initial reports submitted -additional data is required which can be developed more economically by the nearest Air Force activity, such as narrative statements, sketches, marked maps, charts, and so forth. Under such circumstances, appropriate commanders will be contacted by the 4602d AISS.

c. Direct communication between echelons of the 4602d AISS and Air Force activities is authorized.

7. Reporting. Information relating to unidentified flying objects will be reported promptly. The method (electrical or written) and priority of the dispatch will be selected in accordance with the apparent intelligence value of the information. In most instances, reports will be made by electrical means: Information over 24 hours old will be given a "deferred" precedence. reports over 3 days old will be made by written report prepared on AF Form 112, Air Intelligence Information report, and AF Form 112a, Supplement to AF Form 112,

a. Addressees:

(1) Electrical Reports. All electrical reports will be multiple addressed to:

(a) Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado.

(b) Nearest Air Division (Defense) (For ZI only.)

(c) Commander, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio.

(d) Director of Intelligence, Headquarters, USAF, Washington 25, D.C.

(2) Written Reports:

(a) Within the ZI, reports will be submitted direct to the Air Defense Command. Air Defense Command will reproduce the report and distribute it to interested ZI intelligence agencies. The original report together with the notation of the distribution effected then will be forwarded to the Director of Intelligence, Headquarters, USAF, Washington 25, D.C.

(b) Outside the ZI, reports will be submitted direct to the Director of Intelligence, Headquarters, USAF, Washington 25, D.C. as prescribed in "Intelligence Collection Instructions" (ICI), June 1954.

b. Short Title. "UFOB" will appear at the beginning of the text of electrical messages and in the subject of written reports.

c. Negative Data. The word "negative"

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in reply to any numbered item of the report format will indicate that all logical leads were developed without success. The phrase "not applicable" (N/A) will indicate that the question does not apply to the sighting being investigated.

d. Report Format Reports will include the following numbered items:

(1) Description of the object(s):

(a) Shape

(b) Size compared to known object (use one of the following terms: Head of a pin, pea, dime, nickel, quarter, half dollar, silver dollar, baseball, grapefruit, or basketball) held in the hand at about arms length.

(c) Color.

(d) Number.

(e) Formation, if more than one.

(f) Any discernible features or details.

(g) Tail, trail, or exhaust, including size of same compared to size of object(s).

(h) Sound. If heard, describe sound.

(i) Other pertinent or unusual features.

(2) Description of course of object(s):

(a) What first called the attention of the observer(s) to the object(s)?

(b) Angle of elevation and azimuth of the objects when first observed.

(c) Angle of elevation and azimuth of the objects upon disappearance.

(d) Description of flight path and maneuvers of object(s).

(e) Manner of disappearance of objects(s)

(f) Length of time in sight

(3) Manner of observation:

(a) Use one or a combination of the following items: Ground-visual, ground-electronic, air-electronic. (If electronic, specify type of radar.)

(b) Statement as to optical aids (telescopes, binoculars, and so forth) used and description thereof.

(c) If the sighting is made while airborne, give type of aircraft, identification number, altitude, heading, speed and home station.

(4) Time and date of sighting:

(a) Zulu time-date group of sighting.

(b) Light conditions (use one of the following terms): Night, day, dawn, dusk.

(5) Locations of observer(s). Exact latitude and longitude of each observer or Georef position,

or position with reference to a known landmark.

(6) Identifying information of all observer(s):

(a) Civilian - Name, age, mailing address, occupation.

(b) Military - Name, grade, organization, duty, and estimate of reliability.

(7) Weather and winds-aloft conditions at time and place of sightings:

(a) Observer(s) account of weather conditions.

(b) Report from nearest AWS or U.S. Weather Bureau Office of wind direction and velocity in degrees and knots at surface, 6,000', 10,000', 16,000', 20,000', 30,000', 50,000', and 80,000', if available.

(c) ceiling.

(d) Visibility.

(e) Amount of cloud cover.

(f) Thunderstorms in area and quadrant in which located.

(8) Any other unusual activity or condition, meteorological, astronomical, or otherwise, which might account for the sighting.

(9) Interception and identification action taken. (Such action may be taken whenever feasible, complying with existing air defense directives.)

(10) Location of any air traffic in the general area at the time of the sighting.

(11) Position title and comments of the preparing officer, including his preliminary analysis of the possible cause of the sighting(s).

e. Security. Reports should be unclassified unless inclusion of data required by c and d below mandates a higher classification.

8. Evidence. The existence of physical evidence (photographs or materiel) will be promptly reported.

a. Photographic:

(1) Visual: the negative and two prints will be forwarded, all original film, including wherever possible both prints and negatives, will be titled or otherwise properly identified as to place, time, and date of the incident

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{Page 4 (Unnumbered)}

AFL 200-5
8-9

(see "Intelligence Collection Instructions" (ICI), June 1954)

(2) Radar: Two copies of each print will be forwarded. Prints of radarscope photography will be titled in accordance with AFR 95-7 and forwarded in accordance with AFR 95-6.

b. Materiel Suspected or actual items of materiel which come into the possession of any Air Force Echelon will be safeguarded in such manner as to prevent any defacing or alteration which might reduce its value for intelligence examination and analysis.

9. Release of Facts: Headquarters USAF will release summaries of evaluated data which will inform the public on this subject. In response to local inquiries, it is permissible to in form news media representatives on UFOB's when the object is positively identified as a familiar object (see paragraph 2b), except that the following type of data warrants protection and should not be revealed: Names of principles, intercept and investigation procedures, and classified radar data. For those objects which are not explainable, only the fact that ATIC will analyze the data is worthy of release, due to many unknowns involved.

By Order of the Secretary of the Air Force:

Official: N.F. Twining
K.E. THIEBAUD Chief of Staff, United States Air Force
Colonel, USAF
Air Adjutant General

DISTRIBUTION:
S; X
ONI, Department of the Navy 200
G-2, Department of the Army 10

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{Unnumbered Page 1 of 4}

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

AISOP
23 November 1954

SUBJECT: Report of Visit of ATIC Representatives

TO: Commander
Air technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

1. On 17 and 18 November 1954, the Commander, 4602dAISS and his staff met with Captain Charles Hardin, ATIC and Doctor Allen Hynek, USAF Contract Astronomer, for the purpose of discussing ATIC-4602d AISS relationships in the investigation and processing of Unidentified Flying Object reports. During the course of the conference general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of UFOB reports and the criteria for the evaluation of reports and conducting investigations were discussed.

2. The evaluation of all UFOB reports as well as the lines of inquiry of investigations, will be governed by the application of certain hypotheses to the data available. In the majority of cases, provided the information concerning the sightings is sufficiently complete, the data will suggest that the sighting was probably some known object or natural

phenomena. For example, the data available might suggest to the investigator the hypothesis that the object was an aircraft. A check list will then be applied to the data using the hypothesis that the sighting was an aircraft. the check list will contain those items which, in combination, characterize aircraft from other possible objects or phenomena. For example, if the object was an aircraft, then there should have been noise, there should have been radar observation I certain areas, etc. The application of these check lists will suggest the lines of a follow-up investigation in the event the data is insufficient to satisfy the elements of proof necessary to identification. ATIC will furnish the 4602d AISS with the check lists referred to above which will assist in the identification of UFOB's and will cover, for example, aircraft, balloons, astronomical phenomena, guided missiles, etc. In addition a special evaluation of preliminary UFOB reports must be made to determine whether follow-up investigations can reasonably be expected to result in additional reliable and usable data.

3. Evaluation of Preliminary reports

a. ATIC will furnish the 4602d AISS with "rule of thumb" criteria to be used by the Squadron Headquarters in determining the necessity for

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{Page 2}

Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

a follow-up, field investigation of a UFOB report. These criteria will cover, among others, the following subjects:

(1) Duration of sighting

(2) Number of persons reporting the sighting.

(3) Distance from location of sighting to nearest 4602D AISS field unit.

(4) Reliability of person or persons reporting the sighting.

(5) Number of independent sightings reported.

(6) The value in obtaining additional information immediately.

(7) Existence of physical evidence (photographs, material, hardware).

b. It was noted that a single extraordinary circumstance might require follow-up, field investigation even though the general application of the criteria furnished by ATIC indicates that further investigation would probably yield little additional information.

c. In general follow-up field investigation of a preliminary UFOB report will not be warranted when the hypothesis suggested by the preliminary report of the incident cannot be tested by facilities available.

4. Exhaustion of Effort in the Investigation of UFOB's: Effort will be considered as exhaustive when every logical, physical hypothesis suggested by a qualified report of the incident has been tested by the facilities available.

a. Qualified preliminary reports shall be considered to be those which merit further investigation under the criteria set forth in paragraph 3 above.

5. Unsolved Cases: A case shall be considered unsolved after every suggested hypothesis has been tested by available facilities and a large percentage of the data in the report does not correlate with the characteristics of known objects or

natural phenomena.

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{Page 3}

Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

6. The following procedures were agreed upon:

a. In case a UFOB sighting is reported initially by non-Air Force sources in letter form to either ATIC or the 4602d AISS, the file card will be made in duplicate by the recipient, and one copy forwarded to the other agency. This card will indicate that the UFOB was reported by letter and will show the action taken.

b. ATIC will be forwarded a file card indicating the action taken by the 4602d AISS on preliminary reports transmitted to the 4602d by electrical means.

c. The results of follow-up field investigations made by the 4602d AISS and reported on AF Form 112 will, in all cases, be sent to ATIC, DI USAF, and such other agencies as the Commander, 4602d AISS, deems necessary.

d. ATIC may require specific information for aid in analyzing a reported UFOB sighting which can be furnished by a field unit of the 4602d AISS. provided travel is not involved, ATIC may contact the appropriate unit directly. In case ATIC desires detailed investigation or action which would necessitate travel, request will be made by ATIC to the Commander, 4602d AISS.

e. File card reflecting action taken or conclusions reached by ATIC on either a preliminary or follow-up UFOB report will be sent to Commander, 4602d AISS under the following circumstances.

(1) When conclusions of ATIC relative to identification of the sighting are at variance with those reached by 4602d AISS.

(2) When additional action is initiated by ATIC following the completion of action by the 4602d AISS.

7. Exchange of information: As a result of the ATIC experience in the field of investigations of UFOB reports, information of a general interest was discussed during the visit of ATIC representatives and will be furnished to the 4602d AISS on a continuing basis. Examples of such information follow:

a. Grid cameras. Information relative to the present distribution of grid cameras and changes in the current distribution.

b. Statistics. Consolidation of statistics reflecting trends.

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
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total reports and studies conducted by contract agencies.

c. Examples of proper and improper UFOB reporting.

d. List of standard replies to letters requesting action or information concerning reported sightings.

8. It is requested that the guides for evaluation of reports referred to in paragraphs 2 and 3 above be furnished at the earliest practicable date. Concurrence or comments relative to the procedures and agreements contained herein are solicited.

/s/
JOHN M. WHITE JR.
Colonel, USAF
Commander

ATIAE-5 1st Ind

AIR TECHNICAL INTELLIGENCE CENTER,
Wright-Patterson Air Force Base, Ohio
10 DEC 1954

TO: Commander, 4602d AISS (ADC) Ent Air Force Base Colorado Springs, Colorado

1. The Air Technical Intelligence Center concurs in the agreements and procedures as outlined in basic letter.

2. A "Standard Operating Procedure" is being prepared for use in the unidentified flying object program. This will be furnished to Hq 4602d AISS as a suggested guide.

3. The SOP will include the procedures listed in the basic letter together with guides for evaluation of reports and criteria for determining the necessity for field investigations.

FOR THE COMMANDER

/s/
R. C. SCHUM
CWO, USAF
Asst. Adj.

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{Unnumbered Title (cover) Page (Enclosure No.1 to previous letter)}

UFOB GUIDE

This guide is designed for use in determining the feasibility of follow-up investigation of Unidentified Flying Object reports and in identifying the objects or phenomena concerned.

AIR TECHNICAL INTELLIGENCE CENTER

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

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{Unnumbered Page 1}

PART I

FOLLOW-UP INVESTIGATIONS

GENERAL

An UFOB report is worthy of follow-up investigation when it contains information to suggest that a positive identification with a well known phenomenon may be made or when it characterizes an unusual phenomenon. The report should suggest almost immediately, largely by the coherency and clarity of the data, that there is something of identification value and/or scientific value.

In general, reports which should be given consideration are those which involve several reliable observers, together or separately, and which concern sightings of greater duration than one quarter minute. Exception should be made to this when circumstances attending the report are considered to be extraordinary.

Special attention should be given to reports which give promise of a "fix" on the position and to those reports involving trajectories.

RULES OF THUMB

Every UFOB case should be judged individually but there are a number of "rules of thumb," under each of the following headings, which should prove helpful in determining the necessity for follow-up investigation.

1. Duration of Sighting

When the duration of a sighting is less than 15 seconds, the probabilities are great that it is not worthy of follow-up. As a word of caution, however, should a large number of individual observers concur

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on an unusual sighting of a few seconds duration, it should not be dismissed.

When a sighting has covered just a few seconds, the incident, when followed-up in the past, has almost always proved to be meteor or a gross misidentification of a common object owing to the lack of time in which to observe.

2. Number of Persons Reporting the Sighting

Short duration sightings by single individuals are seldom worthy of follow-up.

Two or three competent independent observations carry the weight of 10 or more simultaneous individual observations. As an example, 25 people at one spot may observe a strange light in the sky. This, however, has less weight than two reliable people observing the same light from different locations. In the later case a position-fix is indicated.

3. Distance from Location of Sighting to Nearest Field Unit

Reports which meet the preliminary criterion stated above should all be investigated if their occurrence is in the

immediate operating vicinity of the squadron concerned.

For reports involving greater distances, follow-up necessity might be judged as being inversely proportional to the square of the distances concerned. For example, an occurrence 150 miles away might be considered to have four times the importance (other things being equal) than one that is 300 miles away.

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4. Reliability of Person or Persons reporting

In establishing the necessity of follow-up investigation only "short term" reliability of individuals can be employed. Short term reliability is judged from the logic and coherency of the original report and by the age and occupation of the person. Particular attention should be given to whether the occupation involves observation reporting or technical knowledge.

5. Number of Individual Sightings Reported

Two completely individual sightings, especially when separated by a mile or more constitutes sufficient cause for follow-up, assuming previous criterion have not been violated.

6. The Value of Obtaining Additional Information Immediately.

If the information cannot be obtained within seven days, the value of such information is greatly decreased.

It is of great value to obtain additional information immediately if previously stated criteria have been met. Often, if gathered quickly, two or three items (weather conditions, angular speed, changes in trajectory, duration, etc.) are sufficient for immediate evaluation.

If investigation is undertaken after weeks or months the original observers cease to be of value as far as additional new information is concerned. Generally, later interrogation yields only bare repetition of facts originally reported plus an inability on the part of the observer to be objective.

7. Existence of Evidence (Photographs, Material, Hardware)

In cases where any physical evidence exists, a follow-up should

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be made if some of the above criteria have not been met.

CONCLUSION - Part I

It is understood that all above criteria must be evaluated in terms of "common sense." The original report, from its wording and clarity will almost always suggest to the reader whether there is any "paydirt" in the report.

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PART II

IDENTIFICATION CRITERIA

GENERAL

When a UFO report meets, in large measure, the criteria projected in Part I and a follow-up investigation is instituted, then the interrogator should ask what physical object or objects might have served as the original stimulus for the report. The word "object" here includes optical phenomena such as reflections from clouds, sundogs, etc.

Frequently one or perhaps two solutions will be immediately suggested by the nature of the report. The word "solution" cannot be used here in the scientific sense. A solution in UFOB work means that a hypothesis has been arrived at which appears to have the greatest probability of having given rise to the given report.

Following is a group of hypotheses or examples which should prove helpful in arriving at solutions. A check should be made to see how many of the items are satisfied by the report and how many are missing. An effort should be made to obtain any missing items as soon as possible.

Each typical hypothesis is listed on a separate page.

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AIRCRAFT

1. Shape: From conventional to circular or elliptical.

2. Size: Pinpoint to actual.

3. Color: Silver to bright yellow (night - black or color of lights).

4. Speed: Generally only angular speeds can be observed. This depends on distance but small objects crossing major portion of the sky in a minute can be ruled out. Aircraft will nor cross a major portion of the sky in less than a minute whereas a meteor certainly will.

5. Formation: Two to twenty. numbers greater than 20 more likely birds than aircraft.

6. Tails: May or may not have (vapor and exhaust).

7. Sound: Zero to loud shrill or low depending on altitude.

8. Course: Steady, straight or gently curving (not erratic - may appear still if approaching head-on). Right angle turns and sudden reversals, changes in altitude ruled out. Note: Although report may indicate erratic course, if other items check, follow-up should proceed on basis of aircraft because of psychological tendencies of excited people to exaggerate course changes.
9. Time In Sight: More than 15 seconds, generally of the order of a minute or two.

10. Lighting conditions: Night or Day.

11. Radar: Should show normal aircraft returns.

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BALLOONS

1. Shape: Round to cigar or pinpoint

2. Size: Balloons up to a hundred feet will generally appear from pinpoint to size of a pea held at armslength

3. Color: Silver, white or many tints. It may possibly appear dark as when projected against the clouds.

4. Speed: Large scale erratic speed ruled out. In general hovering to slow apparent speed.

5. Formation: Single to cluster.

6. Trails: None.

7. Sound: None.

8. Course: Straight with a gradual ascent, unless falling.

9. Time In Sight: Generally long. Note: Balloon may suddenly burst and disappear.

10. Lighting conditions: Night or day but especially at sunset.

11. Radar: No return except when carrying sonde equipment.

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METEOR

1. Shape: Round to elongated.

2. Size: Pinpoint to size of moon.

3. Color: Flaming yellow with red, green or blue possible.

4. Speed: Crosses major portion of sky in few seconds except if coming head-on.

5. Formation: Generally single - can break into shower at end of trajectory. Occasionally (but rare) small groups.

6. Trails: At night almost always a luminous train which can persist as long as half an hour (rarely). daytime meteors are much less frequently observed. In daytime, leaves a whitish to dark smoke trail.

7. Sound: None, although occasionally reported (believed psychological).

8. Course: Generally streaking downward, but not necessarily sharply downward. Can on rare occasion give impression of slight rise.

9. Time In Sight: Longest reported about 30 seconds, generally less than 10.

10. Lighting conditions: Day or night. Mostly night.

11. Radar: Return from meteor itself is highly improbable, however, the train left by a meteor, is a good radar reflector.

12. Other: An exceptionally bright meteor is called a fireball. These are rare but extremely spectacular and on occasion have been known to light surroundings to the brightness of daylight.

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STARS OR PLANETS

GENERAL

The planets, Venus, Mars, Jupiter, and Saturn are generally brighter than any star, but they twinkle much less (unless very close to the horizon). Stars twinkle a great deal and when near the horizon can give impression of flashing light in many colors.

1. Shape: Pinpoint - starlike.

2. Size: Never appreciable.

3. Color: Yellow with rainbow variations.

4. Speed: Stars apparent speed carries them from east to west in the course of the night but they are often reported as erratic. The effect is psychological, most people being unable to consider a point as being stationary. Occasionally turbulence in the upper atmosphere can cause a star to appear to jump (rare) but somehow twinkling stars give the impression of movement to many people. Note: Just because the report says the light moves does not rule out the possibility of it being a star unless motion is from one part of the sky to another in relatively short time.

5. Formation: There are no clusters of very bright stars but faint stars are grouped in their familiar constellations. Note: A report of 4 or 5 bright clustering lights would rule out stars.

6. Trails: None.

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7. Sound: None.

8. Course: Always describe a 24 hour circle around pole of sky from east to west.

9. Time In Sight: When clear, stars are always visible. most stars rise or set during the course of the night. Stars low in western sky set within an hour or two. Stars in east, always go higher in the sky.

10. Lighting conditions: Night - Twilight.

11. Radar: None.

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OPTICAL PHENOMENA

GENERAL

This can cover a multitude of things. Original scanning of the report should be made to attempt to determine whether it more likely describes a material object or an optical illusion.

Optical phenomena which have been reported as UFOBs run from reflections on clouds and layers of ice crystals (sundogs) to the many types of mirages. No one set of optical phenomena can be set down as representation for the whole class.

There is no limit to the speed of optical phenomena. Reflections can travel from incredible speed , as in the case of a search-beacon on high clouds, to stationary.

These cases if well reported will almost always warrant follow-up. Their variety and connection with upper atmospheric conditions make these observations especially valuable scientifically.

1. Shape: Generally round but can be elliptical or linear.

2. Size: Starlike to large luminous glow.

3. Color: Generally yellow.

4. Speed: Stationary to fantastic.

5. Formation: Any.

6. Trails: None.

7. Sound: None.

8. Course: Any.

9. Time In Sight: Any

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10. Lighting conditions: Day and night.

11. Radar: No return. In special cases radar response will occasionally have to do with unusual clouds, and meteorological phenomena such as described in Minnaert's book "Light and Color in the Open Air."

12. Other: One of the standard types is the "sundog." In this a large luminous halo is seen around the sun with one to four images of the sun placed along the halo at intervals of 90 degrees. Another report often has to do with a bright planet or even the moon shining through a light overcast. Mirages reflections are said to occur frequently when temperature inversions exist in the atmosphere. If an optical phenomena is suspected, routine check of the

meteorological records should be made to establish whether such inversions existed.

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{ CUFONSM NOTE: The following 9 pages, contain a copy of "U. S. AIR FORCE TECHNICAL INFORMATION SHEET" This UFO sighting report form was developed by the Battelle Memorial Institute in conjunction with the USAF during Project STORK. Several versions of this form were used over the years. This version is the same as the one reproduced in the book Project Blue Book, edited by Brad Steiger, 1976, ConFucian Press and Ballantine Books, ISBN 0-345-34525-8 }

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{End of Part 4 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 5
NICAP Home

FOREWORD

This is a book about unidentified flying objects - UFO's - flying saucers." It is actually more than a book; it is a report because it is the first time that anyone, either military or civilian, has brought together in one document all the facts about this fascinating subject. With the exception of the style, this report is written exactly the way I would have written it had I been officially asked to do so while I was chief of the Air Force's project for investigating UFO reports - Project Blue Book.

In many instances I have left out the names of the people who reported seeing UFO's, or the names of certain people who were associated with the project, just as I would have done in an official report. For the same reason I have changed the locale in which some of the UFO sightings occurred. This is especially true in CHAPTER FIFTEEN, the story of how some of our atomic scientists detected radiation whenever UFO's were reported near their "UFO detection stations." This policy of not identifying the "source," to borrow a term from military intelligence, is insisted on by the Air Force so that the people who have co-operated with them will not get any unwanted publicity. Names are considered to be "classified information."

But the greatest care has been taken to make sure that the omission of names and changes in locale has in no way altered the basic facts because this report is based on the facts - all of the facts - nothing of significance has been left out.

It was only after considerable deliberation that I put this report together, because it had to be told accurately, with no holds barred. I finally decided to do it for two reasons. First, there is world-wide interest in flying saucers; people want to know the facts. But more often than not these facts have been obscured by secrecy and confusion, a situation that has led to wild speculation on one end of the scale and an almost dangerously blasé'
attitude on the other. It is only when all of the facts are laid out that a correct evaluation can be made.

Second, after spending two years investigating and analyzing UFO reports, after talking to the people who have seen UFO's - industrialists, pilots, engineers, generals, and just the plain man-on-the-street, and after discussing the subject with many very capable scientists, I felt that I was in a position to be able to put together the complete account of the Air Force's struggle with the flying saucer.

The report has been difficult to write because it involves something that doesn't officially exist. It is well known that ever since the first flying saucer was reported in June 1947 the Air Force has officially said that there is no proof that such a thing as an interplanetary spaceship exists. But what is not well known is that this conclusion is far from being unanimous among the military and their scientific advisers because of the one word, proof; so the UFO investigations continue.

The hassle over the word "proof" boils down to one question: What constitutes proof? Does a UFO have to land at the River Entrance to the Pentagon, near the Joint Chiefs of Staff offices? Or is it proof when a ground radar station detects a UFO, sends a jet to intercept it, the jet pilot sees it, and locks on with his radar, only to have the UFO streak away at a phenomenal speed? Is it proof when a jet pilot fires at a UFO and sticks to his story even under the threat of court-martial? Does this constitute proof?

The at times hotly debated answer to this question may be the answer to the question, "Do the UFO's really exist?"

I'll give you the facts - all of the facts - you decide.

July 1955 E. J. RUPPELT

Chapter 1, Project Blue Book & the UFO Story, 1

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CHAPTER ONE

Project Blue Book and the UFO Story

In the summer of 1952 a United States Air Force F-86 jet interceptor shot at a flying saucer.

This fact, like so many others that make up the full flying saucer story has never before been told.

I know the full story about flying saucers and I know that it has never before been told because I organized and was chief of the Air Force Project Blue Book, the special project set up to investigate and analyze unidentified flying object, or UFO reports. (UFO is the official term that I created to replace the words 'flying saucers.")

There is a fighter base in the United States which I used to visit frequently because, during 1951, 1952, and 1953, it got more than its share of good UFO reports.

The commanding officer of the fighter group, a full colonel and command pilot, believed that UFO's were real. The colonel believed in UFO's because he had a lot of faith in his pilots - and they had chased UFO's in their F-86's. He had seen UFO's on the scopes of his radar sets, and he knew radar.

The colonel's intelligence officer, a captain, didn't exactly believe that UFO's were real, but he did think that they warranted careful investigation. The logic the intelligence officer used in investigating UFO reports - and in getting answers to many of them - made me wish many times that he worked for me on Project Blue Book.

One day the intelligence officer called me at my base in Dayton, Ohio. He wanted to know if I was planning to make a trip his way soon. When I told him I expected to be in his area in about a week, he asked me to be sure to look him up. There was no special hurry, he added, but he had something very interesting to show me.

When we got wind of a good story, Project Blue Book liked to start working on it at once, so I asked the intelligence officer to tell me what

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he had. But nothing doing. He didn't want to discuss it over the phone. He even vetoed the idea of putting it into a secret wire. Such extreme caution really stopped me, because anything can be coded and put in a wire.

When I left Dayton about a week later I decided to go straight to the fighter base, planning to arrive there in midmorning. But while I was changing airlines my reservations got fouled up, and I was faced with waiting until evening to get to the base. I called the intelligence officer and told him about the mix-up. He told me to hang on right there and he would fly over and pick me up in a T-33 jet.

As soon as we were in the air, on the return trip, I called the intelligence officer on the interphone and asked him what was going on. What did he have? Why all the mystery? He tried to tell me, but the interphone wasn't working too well and I couldn't understand what he was saying. Finally he told me to wait until we returned to his office and I could read the report myself.

Report! If he had a UFO report why hadn't he sent it in to Project Blue Book as he usually did?

We landed at the fighter base, checked in our parachutes, Mae West's, and helmets, and drove over to his office. There were several other people in the office, and they greeted me with the usual question, "What's new on the flying saucer front?" I talked with them for a while, but was getting impatient to

find out what was on the intelligence officer's mind. I was just about to ask him about the mysterious report when he took me to one side and quietly asked me not to mention it until everybody had gone.

Once we were alone, the intelligence officer shut the door, went over to his safe, and dug out a big, thick report. It was the standard Air Force reporting form that is used for all intelligence reports, including UFO reports. The intelligence officer told me that this was the only existing copy. He said that he had been told to destroy all copies, but had saved one for me to read.

With great curiosity, I took the report and started to read. What had happened at this fighter base?

About ten o'clock in the morning, one day a few weeks before, a radar near the base had picked up an unidentified target. It was an odd target in that it came in very fast - about 700 miles per hour - and then slowed down to about 100 miles per hour. The radar showed that it was located northeast of the airfield, over a sparsely settled area.

Unfortunately the radar station didn't have any height finding equipment. The operators knew the direction of the target and its distance from the station but they didn't know its altitude. They reported the target, and two F-86's were scrambled.

Project Blue Book and the UFO Story.3

The radar picked up the F-86's soon after they were airborne, and had begun to direct them into the target when the target started to fade on the radarscope. At the time several of the operators thought that this fade was caused by the target's losing altitude rapidly and getting below the radar's beam. Some of the other operators thought that it was a high flying target and that it was fading just because it was so high.

In the debate which followed, the proponents of the high flying theory won out, and the F-86's were told to go up to 40,000 feet. But before the aircraft could get to that altitude, the target had been completely lost on the radarscope.

The F-86's continued to search the area at 40,000 feet, but could see nothing. After a few minutes the aircraft ground controller called the F-86's and told one to come down to 20,000 feet, the other to 5,000 feet, and continue the search, The two jets made a quick letdown, with one pilot stopping at 20,000 feet and the other heading for the deck.

The second pilot, who was going down to 5,000 feet, was just beginning to pull out when he noticed a flash below and ahead of him. He flattened out his dive a little and headed toward the spot where he had seen the light. As he closed on the spot he suddenly noticed what he first thought was a weather balloon. A few seconds later be realized that it couldn't be a balloon because it was staying ahead of him. Quite an achievement for a balloon, since he had built up a lot of speed in his dive and now was flying almost straight and level at 3,000 feet and was traveling "at the Mach."

Again the pilot pushed the nose of the F-86 down and started after the object. He closed fairly fast, until he came to within an estimated 1,000 yards. Now he could get a good look at the object. Although it had looked like a balloon from above, a closer view showed that it was definitely round and flat saucer shaped. The pilot described it as being "like a doughnut without a hole."

As his rate of closure began to drop off, the pilot knew that the object was picking up speed. But he pulled in behind it and started to follow. Now he was right on the deck.

About this time the pilot began to get a little worried. What should he do? He tried to call his buddy, who was flying above him somewhere in the area at 20,000 feet. He called two or three times but could get no answer. Next he tried to call the ground controller but he was too low for his radio to

carry that far. Once more he tried his buddy at 20,000 feet, but again no luck.

By now he had been following the object for about two minutes and during this time had closed the gap between them to approximately 500

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yards. But this was only momentary. Suddenly the object began to pull away, slowly at first, then faster. The pilot, realizing that he couldn't catch it, wondered what to do next.

When the object traveled out about 1,000 yards, the pilot suddenly made up his mind - he did the only thing that he could do to stop the UFO. It was like a David about to do battle with a Goliath, but he had to take a chance. Quickly charging his guns, he started shooting. . . . A moment later the object pulled up into a climb and in a few seconds it was gone. The pilot climbed to 10,000 feet, called the other F-86, and now was able to contact his buddy. They joined up and went back to their base.

As soon as he had landed and parked, the F-86 pilot went into operations to tell his story to his squadron commander. The mere fact that he had fired his guns was enough to require a detailed report, as a matter of routine. But the circumstances under which the guns actually were fired created a major disturbance at the fighter base that day.

After the squadron commander had heard his pilot's story, he called the group commander, the colonel, and the intelligence officer. They heard the pilot's story.

For some obscure reason there was a "personality clash," the intelligence officer's term, between the pilot and the squadron commander. This was obvious, according to the report I was reading, because the squadron commander immediately began to tear the story apart and accuse the pilot of "cracking up," or of just "shooting his guns for the hell of it and using the wild story as a cover-up."

Other pilots in the squadron, friends of the accused pilot - including the intelligence officer and a flight surgeon - were called in to "testify." All of these men were aware of the fact that in certain instances a pilot can "flip" for no good reason, but none of them said that he had noticed any symptoms of mental crack-up in the unhappy pilot.

None, except the squadron commander. He kept pounding home has idea - that the pilot was "psycho" - and used a few examples of what the report called "minor incidents" to justify his stand.

Finally the pilot who had been flying with the "accused" man was called in. He said that he had been monitoring the tactical radio channel but that he hadn't heard any calls from his buddy's low flying F-86. The squadron commander triumphantly jumped on this point, but the accused pilot tended to refute it by admitting he was so jumpy that he might not have been on the right channel. But when he was asked if he had checked or changed channels after he had lost the object and before he had finally contacted the other F-86, he couldn't remember.

So ended the pilot's story and his interrogation.

The intelligence officer wrote up his report of a UFO sighting, but at the last minute, just before sending it, he was told to hold it back. He was a little unhappy about this turn of events, so he went in to see why the group commander had decided to delay sending the report to Project Blue Book.

They talked over the possible reactions to the report. If it went out it would cause a lot of excitement, maybe unnecessarily. Yet, if the pilot actually had seen what he claimed, it was vitally important to get the report in to ATIC immediately. The group commander said that he would make his decision after a talk with his executive officer. They decided not to send the report and ordered it destroyed.

When I finished reading, the intelligence officer's first comment was, "What do you think?"

Since the evaluation of the report seemed to hinge upon conflicts between personalities I didn't know, I could venture no opinion, except that the incident made up the most fascinating UFO report I'd ever seen. So I batted the intelligence officer's question back to him.

"I know the people involved," he replied, "and I don't think the pilot was nuts. I can't give you the report, because Colonel told me to destroy it. But I did think you should know about it." Later he burned the report.

The problems involved in this report are typical. There are certain definite facts that can be gleaned from it; the pilot did see something and he did shoot at something, but no matter how thoroughly you investigate the incident that something can never be positively identified. It might have been a hallucination or it might have been some vehicle from outer space; no one will ever know. It was a UFO.

The UFO story started soon after June 24, 1947, when newspapers all over the United States carried the first flying saucer report. The story told how nine very bright, disk shaped objects were seen by Kenneth Arnold, a Boise, Idaho, businessman, while he was flying his private plane near Mount Rainier, in the state of Washington. With journalistic license, reporters converted Arnold's description of the individual motion of each of the objects like "a saucer skipping across water"- into "flying saucer," a name for the objects themselves. In the eight years that have passed since Arnold's memorable sighting, the term has become so common that it is now in Webster's Dictionary and is known today in most languages in the world.

For a while after the Arnold sighting the term "flying saucer" was used to describe all disk shaped objects that were seen flashing through the

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sky at fantastic speeds. Before long, reports were made of objects other than disks, and these were also called flying saucers. Today the words are popularly applied to anything seen in the sky that cannot be identified as a common, everyday object.

Thus a flying saucer can be a formation of lights, a single light, a sphere, or any other shape; and it can be any color. Performance wise, flying saucers can hover, go fast or slow, go high or low, turn 90 degree corners, or disappear almost instantaneously.

Obviously the term "flying saucer" is misleading when applied to objects of every conceivable shape and performance. For this reason the military prefers the more general, if less colorful, name: unidentified flying objects. UFO (pronounced Yoo-foe) for short.

Officially the military uses the term "flying saucer" on only two occasions. First in an explanatory sense, as when briefing people who are unacquainted with the term "UFO": "UFO - you know- flying saucers." And second in a derogatory sense, for purposes of ridicule, as when it is observed, "He says he saw a flying saucer."

This second form of usage is the exclusive property of those persons who positively know that all UFO's are nonsense. Fortunately, for the sake of good manners if for no other reason, the ranks of

this knowing category are constantly dwindling. One by one these people drop out, starting with the instant they see their first UFO.

Some weeks after the first UFO was seen on June 24, 1947, the Air Force established a project to investigate and analyze all UFO reports. The attitude toward this task varied from a state of near panic, early in the life of the project, to that of complete contempt for anyone who even mentioned the words "flying saucer."

This contemptuous attitude toward "flying saucer nuts" prevailed from mid 1949 to mid 1950. During that interval many of the people who were, or had been, associated with the project believed that the public was suffering from "war nerves."

Early in 1950 the project, for all practical purposes, was closed out; at least it rated only minimum effort. Those in power now reasoned that if you didn't mention the words "flying saucers" the people would forget them and the saucers would go away. But this reasoning was false, for instead of vanishing, the UFO reports got better and better.

Airline pilots, military pilots, generals, scientists, and dozens of other people were reporting UFO's, and in greater detail than in reports of the past. Radars, which were being built for air defense, began to pick up some very unusual targets, thus lending technical corroboration to the unsubstantiated claims of human observers.

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As a result of the continuing accumulation of more impressive UFO reports, official interest stirred. Early in 1951 verbal orders came down from Major General Charles P. Cabell, then Director of Intelligence for Headquarters, U.S. Air Force, to make a study reviewing the UFO situation for Air Force Headquarters.

I had been back in the Air Force about six months when this happened. During the second world war I had been a B-29 bombardier and radar operator. I went to India, China, and later to the Pacific, with the original B-29 wing. I flew two DCF's, and some Air Medals' worth of missions, got out of the Air Force after the war, and went back to college. To keep my reserve status while I was in school, I flew as a navigator in an Air Force Reserve Troop Carrier Wing.

Not long after I received my degree in aeronautical engineering, the Korean War started, and I went back on active duty. I was assigned to the Air Technical Intelligence Center at Wright-Patterson Air Force Base, in Dayton, Ohio. ATIC is responsible for keeping track of all foreign aircraft and guided missiles. ATIC also had the UFO project.

I had just finished organizing a new intelligence group when General Cabell's order to review past UFO reports came down. Lieutenant Colonel Rosengarten, who received the order at ATIC, called me in and wanted to know if I'd take the job of making the review. I accepted.

When the review was finished, I went to the Pentagon and presented my findings to Major General Samford, who had replaced General Cabell as Director of Intelligence.

ATIC soon got the word to set up a completely new project for the investigation and analysis of UFO reports. Since I had made the review of past UFO reports I was the expert, and I got the new job. It was given the code name Project Blue Book, and I was in charge of it until late in 1953. During this time members of my staff and I traveled close to half a million miles. We investigated dozens of UFO reports, and read and analyzed several thousand more. These included every report ever received by the Air Force.

For the size of the task involved Project Blue Book was always under- staffed, even though I did have ten people on my regular staff plus many paid consultants representing every field of science. All of us on Project Blue Book had Top Secret security clearances so that security was no block in our investigations. Behind this organization was a reporting network made up of every Air Force base intelligence officer and every Air Force radar station in the world, and the Air Defense Command's Ground Observer Corps. This reporting net sent Project Blue Book reports on every conceivable type of UFO, by every conceivable type of person.

8.The Report on Unidentified Flying Objects

What did these people actually see when they reported that they had observed a UFO? Putting aside truly unidentifiable flying objects for the present, this question has several answers.

In many instances it has been positively proved that people have reported balloons, airplanes, stars, and many other common objects as UFO's. The people who make such reports don't recognize these common objects because something in their surroundings temporarily assumes an unfamiliar appearance.

Unusual lighting conditions are a common cause of such illusions. A balloon will glow like a "ball of fire" just at sunset. Or an airplane that is not visible to the naked eye suddenly starts to reflect the sun's rays and appears to be a "silver ball." Pilots in F-94 jet interceptors chase Venus in the daytime and fight with balloons at night, and people in Los Angeles see weird lights.

On October 8, 1954, many Los Angeles newspapers and newscasters carried an item about a group of flying saucers, bright lights, flying in a V formation. The lights had been seen from many locations over Southern California. Pilots saw them while bringing their airplanes into Los Angeles International Airport, Air Force pilots flying out of Long Beach saw them, two CBS reporters in Hollywood gave an eyewitness account, and countless people called police and civil defense officials. All of them excitedly reported lights they could not identify. The next day the Air Force identified the UFO's; they were Air Force airplanes, KC-97 aerial tankers, refueling B-47 jet bombers in flight. The reason for the weird effect that startled so many Southern Californians was that when the refueling is taking place a floodlight on the bottom of the tanker airplane lights up the bomber that is being refueled. The airplanes were flying high, and slowly, so no sound was heard; only the bright floodlights could be seen. Since most people, even other pilots, have never seen a night aerial refueling operation and could not identify the odd lights they saw, the lights became UFO's.

In other instances common everyday objects look like UFO's because of some odd quirk in the human mind. A star or planet that has been in the sky every day of the observer's life suddenly "takes off at high speed on a highly erratic flight path." Or a vapor trail from a high flying jet - seen a hundred times before by the observer - becomes a flying saucer.

Some psychologists explain such aberrations as being akin to the crowd behavior mechanism at work in the "bobby sox craze." Teen-agers don't know why they squeal and swoon when their current fetish sways and croons. Yet everybody else is squealing, so they squeal too. Maybe that great comedian, Jimmy Durante, has the answer: "Everybody wants to

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get into the act." I am convinced that a certain percentage of UFO reports come from people who see flying saucers because others report seeing them.

But this "will to see" may have deeper roots, almost religious implications, for some people.

Consciously or unconsciously, they want UFO's to be real and to come from outer space. These individuals, frightened perhaps by threats of atomic destruction, or lesser fears - who knows what - act as if nothing that men can do can save the earth. Instead, they seek salvation from outer space, on the forlorn premise that flying saucer men, by their very existence, are wiser and more advanced than we. Such people may reason that a race of men capable of interplanetary travel have lived well into, or through, an atomic age. They have survived and they can tell us their secret of survival. Maybe the threat of an atomic war unified their planet and allowed them to divert their war effort to one of social and technical advancement. To such people a searchlight on a cloud or a bright star is an interplanetary spaceship.

If all the UFO reports that the Air Force has received in the past eight years could be put in this "psychological quirk" category, Project Blue Book would never have been organized. It is another class of reports that causes the Air Force to remain interested in UFO's. This class of reports are called "Unknowns."

In determining the identity of a UFO, the project based its method of operation on a well known psychological premise. This premise is that to get a reaction from one of the senses there must be a stimulus. If you think you see a UFO you must have seen something. Pure hallucinations are extremely rare.

For anything flying in the air the stimulus could be anything that is normally seen in the air. Balloons, airplanes, and astronomical bodies are the commoner stimuli. Birds and insects are common also, but usually are seen at such close range that they are nearly always recognized. Infrequently observed things, such as sundogs, mirages, huge fireballs, and a host of other unusual flying objects, are also known stimuli.

On Project Blue Book our problem was to identify these stimuli. We had methods for checking the location, at any time, of every balloon launched anywhere in the United States. To a certain degree the same was true for airplanes. The UFO observer's estimate of where the object was located in the sky helped us to identify astronomical bodies. Huge files of UFO characteristics, along with up-to-the-minute weather data, and advice from specialists, permitted us to identify such things as sun dogs, paper caught in updrafts, huge meteors, etc.

This determination of the stimuli that triggered UFO sightings, while

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not an insurmountable task, was a long, tedious process. The identification of known objects was routine, and caused no excitement. The excitement and serious interest occurred when we received UFO reports in which the observer was reliable and the stimuli could not be identified. These were the reports that challenged the project and caused me to spend hours briefing top U.S. officials. These were the reports that we called "Unknowns."

Of the several thousand UFO reports that the Air Force has received since 1947, some 15 to 20 per cent fall into this category called unknown. This means that the observer was not affected by any determinable psychological quirks and that after exhaustive investigation the object that was reported could not be identified. To be classed as an unknown, a UFO report also had to be "good", meaning that it had to come from a competent observer and had to contain a reasonable amount of data.

Reports are often seen in the newspapers that say: "Mrs. Henry Jones, of 5464 South Elm, said that 10:00 A.M. she was shaking her dust mop out of the bedroom window when she saw a flying saucer"; or "Henry Armstrong was driving between Grundy Center and Rienbeck last night when he saw a light. Henry thinks it was a flying saucer." This is not a good UFO report.

This type of UFO report, if it was received by Project Blue Book, was stamped "Insufficient Data for Evaluation" and dropped into the dead file, where it became a mere statistic.

Next to the "Insufficient Data" file was a file marked "C.P." This meant crackpot. Into this file went all reports from people who had talked with flying saucer crews, who had inspected flying saucers that had landed in the United States, who had ridden in flying saucers, or who were members of flying saucer crews. By Project Blue Book standards, these were not "good" UFO reports either.

But here is a "good" UFO report with an "unknown" conclusion:

On July 24, 1952, two Air Force colonels, flying a B-25, took off from Hamilton Air Force Base, near San Francisco, for Colorado Springs, Colorado. The day was clear, not a cloud in the sky.

The colonels had crossed the Sierra Nevada between Sacramento and Reno and were flying east at 11,000 feet on "Green 3," the aerial highway to Salt Lake City. At 3:40 P.M. they were over the Carson Sink area of Nevada, when one of the colonels noticed three objects ahead of them and a little to their right. The objects looked like three F-86's flying a tight V formation. If they were F-86's they should have been lower, according to civil air regulations, but on a clear day some pilots don't watch their altitude too closely.

In a matter of seconds the three aircraft were close enough to the B-25

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to be clearly seen. They were not F-86's. They were three bright silver, delta wing craft with no tails and no pilot's canopies. The only thing that broke the sharply defined, clean upper surface of the triangular wing was a definite ridge that ran from the nose to the tail.

In another second the three deltas made a slight left bank and shot by the B-25 at terrific speed. The colonels estimated that the speed was at least three times that of an F-86. They got a good look at the three deltas as the unusual craft passed within 400 to 800 yards of the B-25.

When they landed at Colorado Springs, the two colonels called the intelligence at Air Defense Comman d Headquarters to make a UFO report. The suggestion was offered that they might have seen three F-86's. The colonels promptly replied that if the objects had been F-86's they would have easily been recognized as such. The colonels knew what F-86's looked like.

Air Defense Command relayed the report to Project Blue Book. An investigation was started at once.

Flight Service, which clears all military aircraft flights, was contacted and asked about the location of aircraft near the Carson Sink area at 3:40 P.M. They had no record of the presence of aircraft in that area.

Since the colonels had mentioned delta wing aircraft, and both the Air Force and the Navy had a few of this type, we double-checked. The Navy's deltas were all on the east coast, at least all of the silver ones were. A few deltas painted the traditional navy blue were on the west coast, but not near Carson Sink. The Air Force's one delta was temporarily grounded.

Since balloons once in a while can appear to have an odd shape, all balloon flights were checked for both standard weather balloons and the big 100 foot diameter research balloons. Nothing was found.

A quick check on the two colonels revealed that both of them were command pilots and that each had several thousand hours of flying time. They were stationed at the Pentagon. Their highly classified assignments were such that they would be in a position to recognize anything that the

United States knows to be flying anywhere in the world.

Both men had friends who had "seen flying saucers" at some time, but both had openly voiced their skepticism. Now, from what the colonels said when they were interviewed after landing at Colorado Springs, they had changed their opinions.

Nobody knows what the two colonels saw over Carson Sink. However, it is always possible to speculate. Maybe they just thought they were close enough to the three objects to see them plainly. The objects might have been three F-86's: maybe Flight Service lost the records. It could be that the three F-86's had taken off to fly in the local area of their base

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but had decided to do some illegal sight-seeing. Flight Service would have no record of a flight like this. Maybe both of the colonels had hallucinations.

There is a certain mathematical probability that any one of the above speculative answers is correct - correct for this one case. If you try this type of speculation on hundreds of sightings with "unknown" answers, the probability that the speculative answers are correct rapidly approaches zero.

Maybe the colonels actually did see what they thought they did, a type of craft completely foreign to them.

Another good UFO report provides an incident in which there is hardly room for any speculation of this type. The conclusion is more simply, "Unknown," period.

On January 20, 1952, at seven twenty in the evening, two master sergeants, both intelligence specialists, were walking down a street on the Fairchild Air Force Base, close to Spokane, Washington.

Suddenly both men noticed a large, bluish white, spherical shaped object approaching from the east. They stopped and watched the object carefully, because several of these UFO's had been reported by pilots from the air base over the past few months. The sergeants had written up the reports on these earlier sightings.

The object was traveling at a moderately fast speed on a horizontal path. As it passed to the north of their position and disappeared in the west, the sergeants noted that it had a long blue tail. At no time did they hear any sound. They noted certain landmarks that the object had crossed and estimated the time taken in passing these landmarks. The next day they went out and measured the angles between these landmarks in order to include them in their report.

When we got the report at ATIC, our first reaction was that the master sergeants had seen a large meteor. From the evidence I had written off, as meteors, all previous similar UFO reports from this air base.

The sergeants' report, however, contained one bit of information that completely changed the previous picture. At the time of the sighting there had been a solid 6,000-foot-thick overcast at 4,700 feet. And meteors don't go that low.

A few quick calculations gave a rather fantastic answer. If the object was just at the base of the clouds it would have been 10,000 feet from the two observers and traveling 1,400 miles per hour.

But regardless of the speed, the story was still fantastic. The object was no jet airplane because there was no sound. It was not a searchlight because there were none on the air base. It was not an

automobile spotlight

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because a spotlight will not produce the type of light the sergeants described. As a double check, however, both men were questioned on this point. They stated firmly that they had seen hundreds of searchlights and spotlights playing on clouds, and that this was not what they saw.

Beyond these limited possibilities the sergeants' UFO discourages fruitful speculation. The object remains unidentified.

The UFO reports made by the two colonels and the two master sergeants are typical of hundreds of other good UFO reports which carry the verdict, "Conclusion unknown."

Some of these UFO reports have been publicized, but many have not. Very little information pertaining to UFO's was withheld from the press - if the press knew of the occurrence of specific sightings. Our policy on releasing information was to answer only direct questions from the press. If the press didn't know about a given UFO incident, they naturally couldn't ask questions about it. Consequently such stories were never released. In other instances, when the particulars of a UFO sighting were released, they were only the bare facts about what was reported. Any additional information that might have been developed during later investigations and analyses was not released.

There is a great deal of interest in UFO's and the interest shows no signs of diminishing. Since the first flying saucer skipped across the sky in the summer of 1947, thousands of words on this subject have appeared in every newspaper and most magazines in the United States. During a six-month period in 1952 alone 148 of the nation's leading newspapers carried a total of over 16,000 items about flying saucers.

During July 1952 reports of flying saucers sighted over Washington, D.C., cheated the Democratic National Convention out of precious head- line space.

The subject of flying saucers, which has generated more unscientific behavior than any other topic of modern times, has been debated at the meetings of professional scientific societies, causing scientific tempers to flare where unemotional objectivity is supposed to reign supreme.

Yet these thousands of written words and millions of spoken words - all attesting to the general interest - have generated more heat than light. Out of this avalanche of print and talk, the full, factual, true story of UFO's has emerged only on rare occasions. The general public, for its interest in UFO's, has been paid off in misinformation.

Many civilian groups must have sensed this, for while I was chief of Project Blue Book I had dozens of requests to speak on the subject of UFO's. These civilian requests had to be turned down because of security regulations.

14.The Report on Unidentified Flying Objects

I did give many official briefings, however, behind closed doors, to certain groups associated with the government - all of them upon request.

The subject of UFO's was added to a regular series of intelligence briefings given to students at the Air Force's Command and Staff School, and to classes at the Air Force's Intelligence School.

I gave briefings to the technical staff at the Atomic Energy Commission's Los Alamos laboratory, where the first atomic bomb was built. The theater where this briefing took place wouldn't hold all of the people who tried to get in, so the briefing was recorded and replayed many times. The same thing happened at AEC's Sandia Base, near Albuquerque.

Many groups in the Pentagon and the Office of Naval Research requested UFO briefings. Civilian groups, made up of some of the nation's top scientists and industrialists, and formed to study special military problems, worked in a UFO briefing. Top Air Force commanders were given periodic briefings.

Every briefing I gave was followed by a discussion that lasted anywhere from one to four hours.

In addition to these, Project Blue Book published a classified monthly report on UFO activity. Requests to be put on distribution for this report were so numerous that the distribution had to be restricted to major Air Force Command Headquarters.

This interest was not caused by any revolutionary information that was revealed in the briefings or reports. It stemmed only from a desire to get the facts about an interesting subject.

Many aspects of the UFO problem were covered in these official briefings. I would give details of many of the better reports we received, our conclusions about them, and how those conclusions were reached. If we had identified a UFO, the audience was told how the identification was made. If we concluded that the answer to a UFO sighting was "Unknown," the audience learned why we were convinced it was unknown.

Among the better sightings that were described fully to interested government groups were: the complete story of the Lubbock Lights, including the possible sighting of the same V-shaped light formations at other locations on the same night; the story of a group of scientists who detected mysterious nuclear radiation when UFO's were sighted; and all of the facts behind such famous cases as the Mantell Incident, the Florida scoutmaster who was burned by a "flying saucer," and headline capturing sightings at Washington, D.C.

I showed them what few photographs we had, the majority of which everyone has seen, since they have been widely published in magazines and newspapers. Our collection of photographs was always a disappointment as far as positive proof was concerned because, in a sense, if you've

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seen one you've seen them all. We had no clear pictures of a saucer, just an assortment of blurs, blotches, and streaks of light.

The briefings included a description of how Project Blue Book operated and a survey of the results of the many studies that were made of the mass of UFO data we had collected. Also covered were our interviews with a dozen North American astronomers, the story of the unexplained green fireballs of New Mexico, and an account of how a committee of six distinguished United States scientists spent many hours attempting to answer the question, "Are the UFO's from outer space?"

Unfortunately the general public was never able to hear these briefings. For a long time, contrary to present thinking in military circles, I have believed that the public also is entitled to know the details of what was covered in these briefings (less, of course, the few items pertaining to radar that were classified "Secret," and the names of certain people). But withholding these will not alter the facts in any way.

A lot has already been written on the subject of UFO's, but none of it presents the true, complete

story. Previous forays into the UFO field have been based on inadequate information and have been warped to fit the personal biases of the individual writers. Well-meaning though these authors may be, the degree to which their books have misinformed the public is incalculable.

It is high time that we let the people know.

The following chapters present the true and complete UFO story, based on what I learned about UFO's while I was chief of Project Blue Book, the Air Force's project for the investigation and analysis of UFO reports. Here is the same information that I gave to Secretary of the Air Force, Thomas K. Finletter, to the Air Force commanders, to scientists and industrialists. This is what the Air Force knows about unidentified flying objects.

You may not agree with some of the official ideas or conclusions - neither did a lot of people I briefed - but this is the story.

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CHAPTER TWO

The Era of Confusion Begins

On September 23, 1947, the chief of the Air Technical Intelligence Center, one of the Air Force's most highly specialized intelligence units, sent a letter to the Commanding General of the then Army Air Forces. The letter was in answer to the Commanding General's verbal request to make a preliminary study of the reports of unidentified flying objects. The letter said that after a preliminary study of UFO reports, ATIC concluded that, to quote from the letter, "the reported phenomena were real." The letter strongly urged that a permanent project be established at ATIC to investigate and analyze future UFO reports. It requested a priority for the project, a registered code name, and an over-all security classification. ATIC's request was granted and Project Sign, the forerunner of Project Grudge and Project Blue Book, was launched. It was given a 2A priority, lA being the highest priority an Air Force project could have. With this the Air Force dipped into the most prolonged and widespread controversy it has ever, or may ever, encounter. The Air Force grabbed the proverbial bear by the tail and to this day it hasn't been able to let loose.

16.The Report on Unidentified Flying Objects

The letter to the Commanding General of the Army Air Forces from the chief of ATIC had used the word "phenomena." History has shown that this was not a too well chosen word. But on September 23, 1947, when the letter was written, ATIC's intelligence specialists were confident that within a few months or a year they would have the answer to the question, "What are UFO's?" The question, "Do UFO's exist?" was never mentioned. The only problem that confronted the people at ATIC was, "Were the UFO's of Russian or interplanetary origin?" Either case called for a serious, secrecy shrouded project. Only top people at ATIC were assigned to Project Sign.

Although a formal project for UFO investigation wasn't set up until September 1947, the Air Force had been vitally interested in UFO reports ever since June 24, 1947, the day Kenneth Arnold made the original UFO report.

As Arnold's story of what he saw that day has been handed down by the bards of saucerism, the true facts have been warped, twisted, and changed. Even some points in Arnold's own account of his sighting as published in his book, The Coming 0f The Saucers, do not jibe with what the official files say he told the Air Force in 1947. Since this incident was the original UFO sighting, I used to get many inquiries about it from the press and at briefings. To get the true and accurate story of what did happen to Kenneth Arnold on June 24, 1947, I had to go back through old newspaper files, official reports, and talk to people who had worked on Project Sign. By cross-checking these data and talking to people who had heard Arnold tell about his UFO sighting soon after it happened, I finally came up with what I believe is the accurate story.

Arnold had taken off from Chehalis, Washington, intending to fly to Yakima, Washington. About 3:00 P.M. he arrived in the vicinity of

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Mount Rainier. There was a Marine Corps C-46 transport plane lost in the Mount Rainier area, so Arnold decided to fly around awhile and look for it. He was looking down at the ground when suddenly he noticed a series of bright flashes off to his left. He looked for the source of the flashes and saw a string of nine very bright disk shaped objects, which he estimated to be 45 to 50 feet in length. They were traveling from north to south across the nose of his airplane. They were flying in a reversed echelon (i.e., lead object high with the rest stepped down), and as they flew along they

weaved in and out between the mountain peaks, once passing behind one of the peaks. Each individual object had a skipping motion described by Arnold as a "saucer skipping across water."

During the time that the objects were in sight, Arnold had clocked their speed. He had marked his position and their position on the map and again noted the time. When he landed he sketched in the flight path that the objects had flown and computed their speed, almost 1,700 miles per hour. He estimated that they had been 20 to 25 miles away and had traveled 47 miles in 102 seconds.

I found that there was a lot of speculation on this report. Two factions at ATIC had joined up behind two lines of reasoning. One side said that Arnold had seen plain, everyday jet airplanes flying in formation. This side's argument was based on the physical limitations of the human eye, visual acuity, the eye's ability to see a small, distant object. Tests, they showed, had proved that a person with normal vision can't "see" an object that subtends an angle of less than 0.2 second of arc. For example, a basketball can't be seen at a distance of several miles but if you move the basketball closer and closer, at some point you will be able to see it. At this point the angle between the top and bottom of the ball and your eye will be about 0.2 of a second of arc. This was applied to Arnold's sighting. The "Arnold-saw-airplanes" faction maintained that since Arnold said that the objects were 45 to 50 feet long they would have had to be much closer than he had estimated or he couldn't even have seen them at all. Since they were much closer than he estimated, Arnold's timed speed was all wrong and instead of going 1,700 miles per hour the objects were traveling at a speed closer to 400 miles per hour, the speed of a jet. There was no reason to believe they weren't jets. The jets appeared to have a skipping motion because Arnold had looked at them through layers of warm and cold air, like heat waves coming from a hot pavement that cause an object to shimmer.

The other side didn't buy this idea at all. They based their argument on the fact that Arnold knew where the objects were when he timed them.

After all, he was an old mountain pilot and was as familiar with the area around the Cascade Mountains as he was with his own living room. To cinch this point the fact that the objects had passed behind a mountain peak was brought up. This positively established the distance the objects were from Arnold and confirmed his calculated 1,700-miles-per-hour speed. Besides, no airplane can weave in and out between mountain peaks in the short time that Arnold was watching them. The visual acuity factor only strengthened the "Arnold-saw-a-flying-saucer" faction's theory that what he'd seen was a spaceship. If he could see the objects 20 to 25 miles away, they must have been about 210 feet long instead of the poorly estimated 45 to 50 feet.

In 1947 this was a fantastic story, but now it is just another UFO report marked "Unknown." It is typical in that if the facts are accurate, if Arnold actually did see the UFO's go behind a mountain peak, and if he knew his exact position at the time, the UFO problem cannot be lightly sloughed off; but there are always "ifs" in UFO reports. This is the type of report that led Major General John A. Samford, Director of Intelligence for Headquarters, Air Force, to make the following comment during a press conference in July 1952: "However, there have remained a percentage of this total [of all UFO reports received by the Air Force], about 20 per cent of the reports, that have come from credible observers of relatively incredible things. We keep on being concerned about them."

In warping, twisting, and changing the Arnold incident, the writers of saucer lore haven't been content to confine themselves to the incident itself; they have dragged in the crashed Marine Corps' C-46. They intimate that the same flying saucers that Arnold saw shot down the C-46, grabbed up the bodies of the passengers and crew, and now have them pickled at the University of Venus Medical School. As proof they apply the same illogical reasoning that they apply to most everything. The military never released photos of the bodies of the dead men, therefore there were no bodies.

There were photographs and there were bodies. In consideration of the families of air crewmen and passengers, photos of air crashes showing dead bodies are never released.

Arnold himself seems to be the reason for a lot of the excitement that heralded flying saucers. Stories of odd incidents that occur in this world are continually being reported by newspapers, but never on the scale of the first UFO report. Occasional stories of the "Himalayan snowmen," or the "Malayan monsters," rate only a few inches or a column on the back pages of newspapers. Arnold's story, if it didn't make the headlines, at least made the front page. I had the reason for this explained to me one day when I was investigating a series of UFO reports in California in the spring of 1952.

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I was making my headquarters at an air base where a fighter bomber wing was stationed. Through a mutual friend I met one of the fighter- bomber pilots who had known Arnold. In civilian life the pilot was a news paper reporter and had worked on the original Arnold story. He told me that when the story first broke all the newspaper editors in the area were thoroughly convinced that the incident was a hoax, and that they intended to write the story as such. The more they dug into the facts, however, and into Arnold's reputation, the more it appeared that he was telling the truth. Besides having an unquestionable character, he was an excellent mountain pilot, and mountain pilots are a breed of men who know every nook and cranny of the mountains in their area. The most fantastic part of Arnold's story had been the 1,700-miles-per-hour speed computed from Arnold's timing the objects between two landmarks. "When Arnold told us how he computed the speed," my chance acquaintance told me, "we all put a lot of faith in his story." He went on to say that when the editors found out that they were wrong about the hoax, they did a complete about-face, and were very much impressed by the story. This enthusiasm spread, and since the Air Force so quickly denied ownership of the objects, all of the facts built up into a story so unique that papers all over the world gave it front-page space.

There was an old theory that maybe Arnold had seen wind whipping snow along the mountain ridges, so I asked about this. I got a flat "Impossible." My expert on the early Arnold era said, "I've lived in the Pacific Northwest many years and have flown in the area for hundreds of hours. It's impossible to get powder snow low in the mountains in June. Personally, I believe Arnold saw some kind of aircraft and they weren't from this earth." He went on to tell me about two other very similar sightings that had happened the day after Arnold saw the nine disks. He knew the people who made these sightings and said that they weren't the kind to go off "half cocked." He offered to get a T-6 and fly me up to Boise to talk to them since they had never made a report to the military, but I had to return to Dayton so I declined.

Within a few days of Arnold's sighting, others began to come m. On June 28 an Air Force pilot in an F-51 was flying near Lake Mead, Nevada, when he saw a formation of five or six circular objects off his right wing. The time was about three fifteen in the afternoon.

That night at nine twenty, four Air Force officers, two pilots, and two intelligence officers from Maxwell AFB in Montgomery, Alabama, saw a bright light traveling across the sky. It was first seen just above the horizon, and as it traveled toward the observers it "zigzagged," with bursts of high speed. When it was directly overhead it made a sharp 90 degree turn and was lost from view as it traveled south.

20.The Report on Unidentified Flying Objects

Other reports came in. In Milwaukee a lady saw ten go over her house "like blue blazes," heading south. A school bus driver in Clarion, Iowa, saw an object streak across the sky. In a few seconds twelve more followed the first one. White Sands Proving Ground in New Mexico chalked up the first

of the many sightings that this location would produce when several people riding in an automobile saw a pulsating light travel from horizon to horizon in thirty seconds. A Chicago housewife saw one "with legs."

The week of July 4, 1947, set a record for reports that was not broken 952. The center of activi y was the Portland, Oregon, area. At 11:00 A.M. aof people driving near Redmond saw four disk shaped objects streaking past Jefferson. At 1:05 P.M. a policeman was in the parking lot behind t e Portla Police Headquarters when he noticed some pigeons suddenly began to flutter ar if they were scared. He looked up and saw five large disk shaped objects, ng south and three going east. The were traveling at a high rate of spee eemed to be oscillating about their lateral axis. Minutes la er two other polic oth ex-pilots, reported three of the same things flying in trail. Before long th r pat ol called into headquarters. A crew of four patrolmen had seen three tha the disks, "shaped like chrom hub caps," traveling very fast. They also oscillat hey flew. Then the citizens of Portland began to se e them. A man saw one going east and two going north. At four thirty a woman called in and had just seen one that looked like "a new dime flipping around." Another man reported two, one going southeast, one northeast. From Milwaukee, Oregon, three were reported going northwest. In Vancouver, Washington, sheriff's deputies saw twenty to thirty.

The first photo was taken on July 4 in Seattle. After much publicity it turned out to be a weather balloon.

That night a United Airlines crew flying near Emmett, Idaho, saw five. The pilot's report read:

Five "somethings," which were thin and smooth on the bottom and rough appearing on top, were seen silhouetted against the sunset shortly after the plane took off from Boise at 8:04 P.M. We saw them clearly. We followed them in a northeasterly direction for about 45 miles. They finally disappeared. We were unable to tell whether they out sped us or disintegrated. We can't say whether they were "smear like," oval, or anything else but whatever they were they were not aircraft, clouds or smoke.

Civilians did not have a corner on the market. On July 6 a staff sergeant in Birmingham, Alabama, saw several "dim, glowing lights" speeding across the sky and photographed one of them. Also on the sixth the crew

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of an Air Force B-25 saw a bright, disk shaped object "low at nine o'clock." This is one of the few reports of an object lower than the aircraft. At Fairfield-Suisun AFB in California a pilot saw something travel three quarters of the way across the sky in a few seconds. It, too, was oscillating on its lateral axis.

According to the old hands at ATIC, the first sighting that really made the Air Force take a deep interest in UFO's occurred on July 8 at Muroc Air Base (now Edwards AFB), the super secret Air Force test center in the Mojave Desert of California. At 10:10 A.M. a test pilot was running up the engine of the then new XP-84 in preparation for a test flight. He happened to look up and to the north he saw what first appeared to be a weather balloon traveling in a westerly direction. After watching it a few seconds, he changed his mind. He had been briefed on the high altitude winds, and the object he saw was going against the wind. Had it been the size of a normal aircraft, the test pilot estimated that it would have been at 10,000 to 12,000 feet and traveling 200 to 225 miles per hour. He described the object as being spherically shaped and yellowish white in color.

Ten minutes before this several other officers and airmen had seen three objects. They were similar except they had more of a silver color. They were also heading in a westerly direction.

Two hours later a crew of technicians on Rogers Dry Lake, adjacent to Muroc Air Base, observed another UFO. Their report went as follows:

On the 8 July 1947 at 11:50 we were sitting in an observation truck located in Area #3, Rogers Dry Lake. We were gazing upward toward a formation of two P-82's and an A-26 aircraft flying at 20,000 feet. They were preparing to carry out a seat ejection experiment. We observed a round object, white aluminum color, which at first resembled a parachute canopy. Our first impression was that a premature ejection of the seat and dummy had occurred but this was not the case. The object was lower than 20,000 feet, and was falling at three times the rate observed for the test parachute, which ejected thirty seconds after we first saw the object. As the object fell it drifted slightly north of due west against the prevailing wind. The speed, horizontal motion, could not be determined, but it appeared to be slower than the maximum velocity F-80 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct oval shaped outline, with two projections on the upper surface which might have been thick fins or knobs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke, flames, propeller arcs, engine noise, or other plausible or visible means of propulsion were noted. The color was silver, resembling an aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that it came into line of vision of the mountain tops, it was lost to the vision of the observers.

It is estimated that the object was in sight about 90 seconds. Of the five people sitting in the observation truck, four observed this object.

The following is our opinion about this object: It was man-made, as evidenced by the outline and functional appearance. Seeing this was not a hallucination or other fancies of sense.

Exactly four hours later the pilot of an F-51 was flying at 20,000 feet about 40 miles south of Muroc Air Base when he sighted a "flat object of a light reflecting nature." He reported that it had no vertical fin or wings. When he first saw it, the object was above him and he tried to climb up to it, but his F-51 would not climb high enough. All air bases in the area were contacted but they had no aircraft in the area.

By the end of July 1947 the UFO security lid was down tight. The few members of the press who did inquire about what the Air Force was doing got the same treatment that you would get today if you inquired about the number of thermonuclear weapons stock-piled in the U.S.'s atomic arsenal. No one, outside of a few high-ranking officers in the Pentagon, knew what the people in the barbed wire enclosed Quonset huts that housed the Air Technical Intelligence Center were thinking or doing.

The memos and correspondence that Project Blue Book inherited from the old UFO projects told the story of the early flying saucer era. These memos and pieces of correspondence showed that the UFO situation was considered to be serious; in fact, very serious. The paper work of that period also indicated the confusion that surrounded the investigation; confusion almost to the point of panic. The brass wanted an answer, quickly, and people were taking off in all directions. Everyone's theory was as good as the next and each person with any weight at ATIC was plugging and investigating his own theory. The ideas as to the origin of the UFO's fell into two main categories, earthly and non earthly. In the earthly category the Russians led, with the U.S. Navy and their XF-5-U-l, the "Flying Flapjack," pulling a not too close second. The desire to cover all leads was graphically pointed up to be a personal handwritten note I found in a file. It was from ATIC's chief to a civilian intelligence specialist. It said, "Are you positive that the Navy junked the XF-5-U-1 project?" The non earthly category ran the gamut of theories, with space animals trailing interplanetary craft about the same distance the Navy was behind the Russians.

This confused speculating lasted only a few weeks. Then the investigation narrowed down to the Soviets and took off on a much more methodical course of action.

The Era of Confusion Begins.23

When World War II ended, the Germans had several radical types of aircraft and guided missiles under development. The majority of these projects were in the most preliminary stages but they were the only known craft that could even approach the performance of the objects reported by UFO observers. Like the Allies, after World War II the Soviets had obtained complete sets of data on the latest German developments. This, coupled with rumors that the Soviets were frantically developing the German ideas, caused no small degree of alarm. As more UFO's were observed near the Air Force's Muroc Test Center, the Army's White Sands Proving Ground, and atomic bomb plants, ATIC's efforts became more concentrated.

Wires were sent to intelligence agents in Germany requesting that they find out exactly how much progress had been made on the various German projects.

The last possibility, of course, was that the Soviets had discovered some completely new aerodynamic concept that would give saucer performance.

While ATIC technical analysts were scouring the United States for data on the German projects and the intelligence agents in Germany were seeking out the data they had been asked for, UFO reports continued to flood the country. The Pacific Northwest still led with the most sightings, but every state in the Union was reporting a few flying saucers.

At first there was no coordinated effort to collect data on the UFO reports. Leads would come from radio reports or newspaper items. Military intelligence agencies outside of ATIC were hesitant to investigate on their own initiative because, as is so typical of the military, they lacked specific orders. When no orders were forthcoming, they took this to mean that the military had no interest in the UFO's. But before long this placid attitude changed, and changed drastically. Classified orders came down to investigate all UFO sightings. Get every detail and send it direct to ATIC at Wright Field. The order carried no explanation as to why the information was wanted. This lack of an explanation and the fact that the information was to be sent directly to a high-powered intelligence group within Air Force Headquarters stirred the imagination of every potential cloak- and- dagger man in the military intelligence system. Intelligence people in the field who had previously been free with opinions now clammed up tight.

The era of confusion was progressing.

Early statements to the press, which shaped the opinion of the public, didn't reduce the confusion factor. While ATIC was grimly expending maximum effort in a serious study, "certain high placed officials" were officially chuckling at the mention of UFO's.

24.The Report on Unidentified Flying Objects

In July 1947 an International News Service wire story quoted the public relations officer at Wright Field as saying, "So far we haven't found anything to confirm that saucers exist. We don't think they are guided missiles." He went on to say, "As things are now, they appear to be either a phenomenon or a figment of somebody's imagination."

A few weeks later a lieutenant colonel who was Assistant to the Chief of Staff of the Fourth Air Force was widely quoted as saying, "There is no basis for belief in flying saucers in the Tacoma area [referring to a UFO sighting in the area of Tacoma, Washington], or any other area."

The "experts," in their stories of saucer lore, have said that these brush offs of the UFO sightings were intentional smoke screens to cover the facts by adding confusion. This is not true; it was merely a lack of coordination. But had the Air Force tried to throw up a screen of confusion, they couldn't

have done a better job.

When the lieutenant colonel from the Fourth Air Force made his widely publicized denunciation of saucer believers he specifically mentioned a UFO report from the Tacoma, Washington, area.

The report of the investigation of this incident, the Maury Island Mystery, was one of the most detailed reports of the early UFO era. The report that we had in our files had been pieced together by Air Force Intelligence and other agencies because the two intelligence officers who started the investigation couldn't finish it. They were dead.

For the Air Force the story started on July 31, 1947, when Lieutenant Frank Brown, an intelligence agent at Hamilton AFB, California, received a long-distance phone call. The caller was a man whom I'll call Simpson, who had met Brown when Brown investigated an earlier UFO sighting, and he had a hot lead on another UFO incident. He had just talked to two Tacoma Harbor patrolmen. One of them had seen six UFO's hover over his patrol boat and spew out chunks of odd metal. Simpson had some of the pieces of the metal.

The story sounded good to Lieutenant Brown, so he reported it to his chief. His chief OK'd a trip and within an hour Lieutenant Brown and Captain Davidson were flying to Tacoma in an Air Force B-25. When they arrived they met Simpson and an airline pilot friend of his in Simpson's hotel room. After the usual round of introductions Simpson told Brown and Davidson that he had received a letter from a Chicago publisher asking him, Simpson, to investigate this case. The publisher had paid him $200 and wanted an exclusive on the story, but things were getting too hot, Simpson wanted the military to take over.

Simpson went on to say that he had heard about the experience off Maury Island but that he wanted Brown and Davidson to hear it firsthand.

He had called the two harbor patrolmen and they were on their way to the hotel. They arrived and they told their story.

I'll call these two men Jackson and Richards although these aren't their real names. In June 1947, Jackson said, his crew, his son, and the son's dog were on his patrol boat patrolling near Maury Island, an island in Puget Sound, about 3 miles from Tacoma. It was a gray day, with a solid cloud deck down at about 2,500 feet. Suddenly everyone on the boat noticed six "doughnut shaped" objects, just under the clouds, headed toward the boat. They came closer and closer, and when they were about 500 feet over the boat they stopped. One of the doughnut shaped objects seemed to be in trouble as the other five were hovering around it. They were close, and everybody got a good look. The UFO's were about 100 feet in diameter, with the "hole in the doughnut" being about 25 feet in diameter. They were a silver color and made absolutely no noise. Each object had large portholes around the edge.

As the five UFO's circled the sixth, Jackson recalled, one of them came appeared to make contac with the disabled craft. The two objects maintained contactfew minutes, then began to separate. Whi le this was going on, Jackson was taking photos. Just as they began to separate, there was a dull "thud" and the next second the UFO began to spew out sheets of very light metal from the hole in the center. As these were fluttering to the water, the UFO began to throw out a harder, rocklike material. Some of it landed on the beach of Maury Island. Jackson took his crew and headed toward the beach of Maury Island, but not before the boat was damaged, his son's arm had been injured, and the dog killed. As they reached the island they looked up and saw that the UFO's were leaving the area at high speed. The harbor patrolman went on to tell how he scooped up several chunks of the metal from the beach and boarded the patrol boat. He tried to use his radio to summon aid, but for some

unusual reason the interference was so bad he couldn't even call the three miles to his headquarters in Tacoma. When they docked at Tacoma, Jackson got first aid for his son and then reported to his superior officer, Richards, who, Jackson added to his story, didn't believe the tale. He didn't believe it until he went out to the island himself and saw the metal.

Jackson's trouble wasn't over. The next morning a mysterious visitor told Jackson to forget what he'd seen.

Later that same day the photos were developed. They showed the six objects, but the film was badly spotted and fogged, as if the film had been exposed to some kind of radiation.

Then Simpson told about his brush with mysterious callers. He said that Jackson was not alone as far as mysterious callers were concerned, the

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26.The Report on Unidentified Flying Objects

Tacoma newspapers had been getting calls from an anonymous tipster telling exactly what was going on in Simpson's hotel room. This was a very curious situation because no one except Simpson, the airline pilot, and the two harbor patrolmen knew what was taking place. The room had even been thoroughly searched for hidden microphones.

That is the way the story stood a few hours after Lieutenant Brown and Captain Davidson arrived in Tacoma.

After asking Jackson and Richards a few questions, the two intelligence agents left, reluctant even to take any of the fragments. As some writers who have since written about this incident have said, Brown and Davidson seemed to be anxious to leave and afraid to touch the fragments of the UFO, as if they knew something more about them. The two officers went to McChord AFB, near Tacoma, where their B-25 was parked, held a conference with the intelligence officer at McChord, and took off for their home base, Hamilton. When they left McChord they had a good idea as to the identity of the UFO's. Fortunately they told the McChord intelligence officer what they had determined from their interview.

In a few hours the two officers were dead. The B-25 crashed near Kelso, Washington. The crew chief and a passenger had parachuted to safety. The newspapers hinted that the airplane was sabotaged and that it was carrying highly classified material. Authorities at McChord AFB confirmed this latter point, the airplane was carrying classified material.

In a few days the newspaper publicity on the crash died down, and the Maury Island Mystery was never publicly solved.

Later reports say that the two harbor patrolmen mysteriously disappeared soon after the fatal crash.

They should have disappeared, into Puget Sound. The whole Maury Island Mystery was a hoax. The first, possibly the second-best, and the dirtiest hoax in the UFO history. One passage in the detailed official report of the Maury Island Mystery says:

> Both _____ (the two harbor patrolmen) admitted that the rock fragments had nothing to do with flying saucers. The whole thing was a hoax. They had sent in the rock fragments [to a magazine publisher] as a joke. _____ One of the patrolmen wrote to _____ [the publisher] stating that the rock could have been part of a flying saucer. He had said the rock came from a flying saucer because that's what [the publisher] wanted him to say.

The publisher, mentioned above, who, one of the two hoaxers said, wanted him to say that the rock fragments had come from a flying saucer, is the same one who paid the man I called Simpson $200 to investigate the case.

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The report goes on to explain more details of the incident. Neither one of the two men could ever produce the photos. They "misplaced" them, they said. One of them, I forget which, was the mysterious informer who called the newspapers to report the conversations that were going on in the hotel room. Jackson's mysterious visitor didn't exist. Neither of the men was a harbor patrolman, they merely owned a couple of beat-up old boats that they used to salvage floating lumber from Puget Sound. The airplane crash was one of those unfortunate things. An engine caught on fire, burned off, and just before the two pilots could get out, the wing and tail tore off, making it impossible for them to escape. The two dead officers from Hamilton AFB smelled a hoax, accounting for their short interview and hesitancy in bothering to take the "fragments." They confirmed their convictions when they talked to the intelligence officer at McChord. It had already been established, through an informer, that the fragments were what Brown and Davidson thought, slag. The classified material on the B-25 was a file of reports the two officers offered to take back to Hamilton and had nothing to do with the Maury Island Mystery, or better, the Maury Island Hoax.

Simpson and his airline pilot friend weren't told about the hoax for one reason. As soon as it was discovered that they had been "taken," thoroughly, and were not a party to the hoax, no one wanted to embarrass them.

The majority of the writers of saucer lore have played this sighting to the hilt, pointing out as their main premise the fact that the story must be true because the government never openly exposed or prosecuted either of the two hoaxers. This is a logical premise, but a false one. The reason for the thorough investigation of the Maury Island Hoax was that the government had thought seriously of prosecuting the men. At the last minute it was decided, after talking to the two men, that the hoax was a harmless joke that had mushroomed, and that the loss of two lives and a B-25 could not be directly blamed on the two men. The story wasn't even printed because at the time of the incident, even though in this case the press knew about it, the facts were classed as evidence. By the time the facts were released they were yesterday's news. And nothing is deader than yesterday's news.

As 1947 drew to a close, the Air Force's Project Sign had outgrown its initial panic and had settled down to a routine operation. Every intelligence report dealing with the Germans' World War II aeronautical research had been studied to find out if the Russians could have developed any of the late German designs into flying saucers. Aerodynamicists at ATIC and at Wright Field's Aircraft Laboratory computed the maximum performance

28.The Report on Unidentified Flying Objects

that could be expected from the German designs. The designers of the aircraft themselves were contacted. "Could the Russians develop a flying saucer from their designs?" The answer was, "No, there was no conceivable way any aircraft could perform that would match the reported maneuvers of the UFO's." The Air Force's Aeromedical Laboratory concurred. If the aircraft could be built, the human body couldn't stand the violent maneuvers that were reported. The aircraft structures people seconded this, no material known could stand the loads of the reported maneuvers and heat of the high speeds.

Still convinced that the UFO's were real objects, the people at ATIC began to change their thinking. Those who were convinced that the UFO's were of Soviet origin now began to eye outer space, not because there was any evidence that the UFO's did come from outer space but because they were convinced that UFO's existed and only some unknown race with a highly developed state of technology could build such vehicles. As far as the effect on the human body was concerned, why couldn't these people, whoever they might be, stand these horrible maneuver forces? Why judge

them by earthly standards? I found a memo to this effect was in the old Project Sign files.

Project Sign ended 1947 with a new problem. How do you collect interplanetary intelligence? During World War II the organization that was ATIC's forerunner, the Air Materiel Command's secret "T-2" had developed highly effective means of wringing out every possible bit of information about the technical aspects of enemy aircraft. ATIC knew these methods, but how could this be applied to spaceships? The problem was tackled with organized confusion.

If the confusion in the minds of Air Force people was organized the confusion in the minds of the public was not. Publicized statements regarding the UFO were conflicting.

A widely printed newspaper release, quoting an unnamed Air Force official in the Pentagon, said:

The "flying saucers" are one of three things:
1. Solar reflections on low hanging clouds.
2. Small meteors that break up, their crystals catching the rays of the sun.
3. Icing conditions could have formed large hailstones and they might have flattened out and glided.

A follow-up, which quoted several scientists, said in essence that the unnamed Air Force official was crazy. Nobody even heard of crystallized meteors, or huge, flat hailstones, and the solar reflection theory was absurd.

Life, Time, Newsweek, and many other news magazines carried articles

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about the UFO's. Some were written with tongue in cheek, others were not. All the articles mentioned the Air Force's mass hysterical induced hallucinations. But a Veterans' Administration psychiatrist publicly pooh-poohed this. "Too many people are seeing things," he said.

It was widely suggested that all the UFO's were meteors. Two Chicago astronomers queered this. Dr. Gerard Kuiper, director of the University of Chicago observatory, was quoted as flatly saying the UFO's couldn't be meteors. "They are probably man-made," he told the Associated Press. Dr. Oliver Lee, director of Northwestern University's observatory, agreed with Dr. Kuiper and he threw in an additional confusion factor that had been in the back of many people's minds. Maybe they were our own aircraft.

The government had been denying that UFO's belonged to the U.S. from the first, but Dr. Vannevar Bush, the world-famous scientist, and Dr. Merle Tuve, inventor of the proximity fuse, added their weight. "Impossible," they said.

All of this time unnamed Air Force officials were disclaiming serious interest in the UFO subject. Yet every time a newspaper reporter went out to interview a person who had seen a UFO, intelligence agents had already been flown in, gotten the detailed story complete with sketches of the UFO, and sped back to their base to send the report to Project Sign. Many people had supposedly been "warned" not to talk too much. The Air Force was mighty interested in hallucinations.

Thus 1947 ended with various sized question marks in the mind of the public. If you followed flying saucers closely the question mark was big, if you just noted the UFO story titles in the papers it was smaller, but it was there and it was growing. Probably none of the people, military or civilian, who had made the public statements were at all qualified to do so but they had done it, their comments had been printed, and their comments had been read. Their comments formed the question mark.

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CHAPTER THREE

The Classics

1948 was only one hour and twenty-five minutes old when a gentleman from Abilene, Texas, made the first UFO report of the year. What he saw, "a fan shaped glow" in the sky, was insignificant as far as UFO

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reports go, but it ushered in a year that was to bring feverish activity to Project Sign.

With the Soviets practically eliminated as a UFO source, the idea of interplanetary spaceships was becoming more popular. During 1948 the people in ATIC were openly discussing the possibility of interplanetary visitors without others tapping their heads and looking smug. During 1948 the novelty of UFO's had worn off for the press and every John and Jane Doe who saw one didn't make the front pages as in 1947. Editors were becoming hardened, only a few of the best reports got any space. Only the "Classics" rated headlines. "The Classics" were three historic reports that were the highlights of 1948. They are called "The Classics," a name given them by the Project Blue Book staff, because: (1) they are classic examples of how the true facts of a UFO report can be twisted and warped by some writers to prove their point, (2) they are the most highly publicized reports of this early era of the UFO's, and (3) they "proved" to ATIC's intelligence specialists that UFO's were real.

The apparent lack of interest in UFO reports by the press was not a true indication of the situation. I later found out, from talking to writers, that all during 1948 the interest in UFO's was running high. The Air Force Press Desk in the Pentagon was continually being asked what progress was being made in the UFO investigation. The answer was, "Give us time. This job can't be done in a week." The press respected this and was giving them time. But every writer worth his salt has contacts, those "usually reliable sources" you read about, and these contacts were talking. All during 1948 contacts in the Pentagon were telling how UFO reports were rolling in at the rate of several per day and how ATIC UFO investigation teams were flying out of Dayton to investigate them. They were telling how another Air Force investigative organization had been called in to lighten ATIC's load and allow ATIC to concentrate on the analysis of the reports. The writers knew this was true because they had crossed paths with these men whom they had mistakenly identified as FBI agents. The FBI was never officially interested in UFO sightings. The writers' contacts in the airline industry told about the UFO talk from V.P.'s down to the ramp boys. Dozens of good, solid, reliable, experienced airline pilots were seeing UFO's. All of this led to one conclusion: whatever the Air Force had to say, when it was ready to talk, would be newsworthy. But the Air Force wasn't ready to talk.

Project Sign personnel were just getting settled down to work after the New Year's holiday when the "ghost rockets" came back to the Scandinavian countries of Europe. Air attaché's in Sweden, Denmark, and

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Norway fired wires to ATIC telling about the reports. Wires went back asking for more information.

The "ghost rockets," so tagged by the newspapers, had first been seen in the summer of 1946, a year before the first UFO sighting in the U.S. There were many different descriptions for the reported objects. They were usually seen in the hours of darkness and almost always traveling at extremely high speeds. They were shaped like a ball or projectile, were a bright green, white, red, or yellow and

sometimes made sounds. Like their American cousins, they were always so far away that no details could be seen. For no good reason, other than speculation and circulation, the newspapers had soon begun to refer authoritatively to these "ghost rockets" as guided missiles, and implied that they were from Russia. Peenemunde, the great German missile development center and birthplace of the V-2 and V-2 guided missiles, came in for its share of suspicion since it was held by the Russians. By the end of the summer of 1946 the reports were widespread, coming from Denmark, Norway, Spain, Greece, French Morocco, Portugal, and Turkey. In 1947, after no definite conclusions as to identity of the "rockets" had been established, the reports died out. Now in early January 1948 they broke out again. But Project Sign personnel were too busy to worry about European UFO reports, they were busy at home. A National Guard pilot had just been killed chasing a UFO.

On January 7 all of the late papers in the U.S. carried headlines similar to those in the Louisville Courier: "F-51 and Capt. Mantell Destroyed Chasing Flying Saucer." This was Volume I of "The Classics," the Mantell Incident.

At one fifteen on that afternoon the control tower operators at Godman AFB, outside Louisville, Kentucky, received a telephone call from the Kentucky State Highway Patrol. The patrol wanted to know if Godman Tower knew anything about any unusual aircraft in the vicinity. Several people from Maysville, Kentucky, a small town 80 miles east of Louisville, had reported seeing a strange aircraft. Godman knew that they had nothing in the vicinity so they called Flight Service at Wright-Patterson AFB. In a few minutes Flight Service called back. Their air Traffic control board showed no flights in the area. About twenty minutes later the state police called again. This time people from the towns of Owensboro and Irvington, Kentucky, west of Louisville, were reporting a strange craft. The report from these two towns was a little more complete. The towns people had described the object to the state police as being "circular, about 250 to 300 feet in diameter," and moving westward at a "pretty good

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clip." Godman Tower checked Flight Service again. Nothing. All this time the tower operators had been looking for the reported object. They theorized that since the UFO had had to pass north of Godman to get from Maysville to Owensboro it might come back.

At one forty-five they saw it, or something like it. Later, in his official report, the assistant tower operator said that he had seen the object for several minutes before he called his chiefs attention to it. He said that he had been reluctant to "make a flying saucer report." As soon as the two men in the tower had assured themselves that the UFO they saw was not an airplane or a weather balloon, they called Flight Operations. They wanted the operations officer to see the UFO. Before long word of the sighting had gotten around to key personnel on the base, and several officers, besides the base operations officer and the base intelligence officer, were in the tower. All of them looked at the UFO through the tower's 6 x 50 binoculars and decided they couldn't identify it. About this time Colonel Hix, the base commander, arrived. He looked and he was baffled. At two thirty, they reported, they were discussing what should be done when four F-51's came into view, approaching the base from the south.

The tower called the flight leader, Captain Mantell, and asked him to take a look at the object and try to identify it. One F-51 in the flight was running low on fuel, so he asked permission to go on to his base. Mantell took his two remaining wing men, made a turn, and started after the UFO. The people in Godman Tower were directing him as none of the pilots could see the object at this time. They gave Mantell an initial heading toward the south and the flight was last seen heading in the general direction of the UFO.

By the time the F-51's had climbed to 10,000 feet, the two wing men later reported, Mantell had

pulled out ahead of them and they could just barely see him. At two forty-five Mantell called the tower and said, "I see something above and ahead of me and I'm still climbing." All the people in the tower heard Mantell say this and they heard one of the wing men call back and ask, "What the hell are we looking for?" The tower immediately called Mantell and asked him for a description of what he saw. Odd as it may seem, no one can remember exactly what he answered. Saucer historians have credited him with saying, "I've sighted the thing. It looks metallic and it's tremendous in size.... Now it's starting to climb." Then in a few seconds he is supposed to have called and said, "It's above me and I'm gaining on it. I'm going to 20,000 feet." Everyone in the tower agreed on this one last bit of the transmission, "I'm going to 20,000 feet," but didn't agree on the first part, about the UFO's being metallic and tremendous.

The two wing men were now at 15,000 feet and trying frantically to call Mantell. He had climbed far above them by this time and was out of sight. Since none of them had any oxygen they were worried about Mantell. Their calls were not answered. Mantell never talked to anyone again. The two wing men leveled off at 15,000 feet, made another fruitless effort to call Mantell, and started to come back down. As they passed Godman Tower on their way to their base, one of them said something to the effect that all he had seen was a reflection on his canopy.

When they landed at their base, Standiford Field, just north of Godman, one pilot had his F-51 refueled and serviced with oxygen, and took off to search the area again. He didn't see anything.

At three fifty the tower lost sight of the UFO. A few minutes later they got word that Mantell had crashed and was dead.

Several hours later, at 7:20 P.M., airfield towers all over the Midwest sent in frantic reports of another UFO. In all about a dozen airfield towers reported the UFO as being low on the southwestern horizon and disappearing after about twenty minutes. The writers of saucer lore say this UFO was what Mantell was chasing when he died; the Air Force says this UFO was Venus.

The people on Project Sign worked fast on the Mantell Incident. Contemplating a flood of queries from the press as soon as they heard about the crash, they realized that they had to get a quick answer. Venus had been the target of a chase by an Air Force F-51 several weeks before and there were similarities between this sighting and the Mantell Incident. So almost before the rescue crews had reached the crash, the word "Venus" went out. This satisfied the editors, and so it stood for about a year; Mantell had unfortunately been killed trying to reach the planet Venus.

To the press, the nonchalant, offhand manner with which the sighting was written off by the Air Force public relations officer showed great confidence in the conclusion, Venus, but behind the barbed wire fence that encircled ATIC the nonchalant attitude didn't exist among the intelligence analysts. One man had already left for Louisville and the rest were doing some tall speculating. The story about the tower-to-air talk, "It looks metallic and it's tremendous in size," spread fast. Rumor had it that the tower had carried on a running conversation with the pilots and that there was more information than was so far known. Rumor also had it that this conversation had been recorded. Unfortunately neither of these rumors was true.

Over a period of several weeks the file on the Mantell Incident grew

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in size until it was the most thoroughly investigated sighting of that time, at least the file was the thickest.

About a year later the Air Force released its official report on the incident. To use a trite term, it was a masterpiece in the art of "weasel wording." It said that the UFO might have been Venus or it could have been a balloon. Maybe two balloons. It probably was Venus except that this is doubtful because Venus was too dim to be seen in the afternoon. This jolted writers who had been following the UFO story. Only a few weeks before, The Saturday Evening Post had published a two-part story entitled "What You Can Believe About flying Saucers." The story had official sanction and had quoted the Venus theory as a positive solution. To clear up the situation, several writers were allowed to interview a major in the Pentagon, who was the Air Force's Pentagon "expert" on UFO's. The major was asked directly about the conclusion of the Mantell Incident, and he flatly stated that it was Venus. The writers pointed out the official Air Force analysis. The major's answer was, "They checked again and it was Venus." He didn't know who "they" were, where they had checked, or what they had checked, but it was Venus. The writers then asked, "If there was a later report they had made why wasn't it used as a conclusion?" "Was it available?" The answer to the last question was "No," and the lid snapped back down This interview gave the definite impression that the Air Force was unsuccessfully trying to cover up some very important information, using Venus as a front. Nothing excites a newspaper or magazine writer more than to think he has stumbled onto a big story and that someone is trying to cover it up. Many writers thought this after the interview with the major, and many still think it. You can't really blame them either.

In early 1952 I got a telephone call on ATIC's direct line to the Pentagon. It was a colonel in the Director of Intelligence's office. The Office of Public Information had been getting a number of queries about all of the confusion over the Mantell Incident. What was the answer?

I dug out the file. In 1949 all of the original material on the incident had been microfilmed, but something had been spilled on the film. Many sections were so badly faded they were illegible. As I had to do with many of the older sightings that were now history, I collected what I could from the file, filling in the blanks by talking to people who had been at ATIC during the early UFO era. Many of these people were still around, "Red" Honnacker, George Towles, Al Deyarmond, Nick Post, and many others. Most of them were civilians, the military had been transferred out by this time.

Some of the press clippings in the file mentioned the Pentagon major

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and his concrete proof of Venus. I couldn't find this concrete proof in the file so I asked around about the major. The major, I found, was an officer in the Pentagon who had at one time written a short intelligence summary about UFO's. He had never been stationed at ATIC, nor was he especially well versed on the UFO problem. When the word of the press conference regarding the Mantell Incident came down, a UFO expert was needed. The major, because of his short intelligence summary on UFO's, became the "expert." He had evidently conjured up "they" and "their later report" to support his Venus answer because the writers at the press conference had him in a corner. I looked farther.

Fortunately the man who had done the most extensive work on the incident, Dr. J. Allen Hynek, head of the Ohio State University Astronomy Department, could be contacted. I called Dr. Hynek and arranged to meet him the next day.

Dr. Hynek was one of the most impressive scientists I met while working on the UFO project, and I met a good many. He didn't do two things that some of them did: give you the answer before he knew the question; or immediately begin to expound on his accomplishments in the field of science. I arrived at Ohio State just before lunch, and Dr. Hynek invited me to eat with him at the faculty club. He wanted to refer to some notes he had on the Mantell Incident and they were in his office, so we discussed UFO's in general during lunch.

Back in his office he started to review the Mantell Incident. He had been responsible for the weasel worded report that the Air Force released in late 1949, and he apologized for it. Had he known that it was going to cause so much confusion, he said, he would have been more specific. He thought the incident was a dead issue. The reason that Venus had been such a strong suspect was that it was in almost the same spot in the sky as the UFO. Dr. Hynek referred to his notes and told me that at 3:00 P.M., Venus had been south southwest of Godman and 33 degrees above the southern horizon. At 3:00 P.M. the people in the tower estimated the UFO to be southwest of Godman and at an elevation of about 45 degrees. Allowing for human error in estimating directions and angles, this was close. I agreed. There was one big flaw in the theory, however. Venus wasn't bright enough to be seen. He had computed the brilliance of the planet, and on the day in question it was only six times as bright as the surrounding sky. Then he explained what this meant. Six times may sound like a lot, but it isn't. When you start looking for a pinpoint of light only six times as bright as the surrounding sky, it's almost impossible to find it, even on a clear day.

Dr. Hynek said that he didn't think that the UFO was Venus.

I later found out that although it was a relatively clear day there was considerable haze.

I asked him about some of the other possibilities. He repeated the balloon, canopy reflection, and sundog theories but he refused to comment on them since, as he said, he was an astrophysicist and would care to comment only on the astrophysical aspects of the sightings.

I drove back to Dayton convinced that the UFO wasn't Venus. Dr. Hynek had said Venus would have been a pinpoint of light. The people in the tower had been positive of their descriptions, their statements brought that out. They couldn't agree on a description, they called the UFO "a parachute, an ice cream cone tipped with red," "round and white," "huge and silver or metallic," "a small white object," "one fourth the size of the full moon," but all the descriptions plainly indicated a large object. None of the descriptions could even vaguely be called a pinpoint of light.

This aspect of a definite shape seemed to eliminate the sundog theory too. Sundogs, or perihelia, as they are technically known, are caused by ice particles reflecting a diffused light. This would not give a sharp outline. I also recalled two instances where Air Force pilots had chased sundogs. In both instances when the aircraft began to climb, the sundog disappeared. This was because the angle of reflection changed as the airplane climbed several thousand feet. These sundog-caused UFO's also had fuzzy edges.

I had always heard a lot of wild speculation about the condition of Mantell's crashed F-51, so I wired for a copy of the accident report. It arrived several days after my visit with Dr. Hynek. The report said that the F-51 had lost a wing due to excessive speed in a dive after Mantell had "blacked out" due to the lack of oxygen. Mantell's body had not burned, not disintegrated, and was not full of holes; the wreck was not radioactive, nor was it magnetized.

One very important and pertinent question remained. Why did Mantell, an experienced pilot, try to go to 20,000 feet when he didn't even have an oxygen mask? If he had run out of oxygen, it would have been different. Every pilot and crewman has it pounded into him, "Do not, under any circumstances, go above 15,000 feet without oxygen." In high altitude indoctrination during World War II, I made several trips up to 30,000 feet in a pressure chamber. To demonstrate anoxia we would leave our oxygen masks off until we became dizzy. A few of the more hardy souls could get to 15,000 feet, but nobody ever got over 17,000. Possibly Mantell thought he could climb up to 20,000 in a hurry and get back down before he got anoxia and blacked out, but this would be a foolish

chance. This point was covered in the sighting report. A long-time friend of Mantell's went on record as saying that he'd flown with him several years and knew him personally. He couldn't conceive of Mantell's even thinking about disregarding his lack of oxygen. Mantell was one of the most cautious pilots he knew. "The only thing I can think," he commented, "was that he was after something that he believed to be more important than his life or his family."

My next step was to try to find out what Mantell's wing men had seen or thought but this was a blind alley. All of this evidence was in the ruined portion of the microfilm, even their names were missing. The only reference I could find to them was a vague passage indicating they hadn't seen anything.

I concentrated on the canopy reflection theory. It is widely believed that many flying saucers appear to pilots who are actually chasing a reflection on their canopy. I checked over all the reports we had on file. I couldn't find one that had been written off for this reason. I dug back into my own flying experience and talked to a dozen pilots. All of us had momentarily been startled by a reflection on the aircraft's canopy or wing, but in a second or two it had been obvious that it was a reflection. Mantell chased the object for at least fifteen to twenty minutes, and it is inconceivable that he wouldn't realize in that length of time that he was chasing a reflection.

About the only theory left to check was that the object might have been one of the big, 100-foot-diameter, "skyhook" balloons. I rechecked the descriptions of the UFO made by the people in the tower. The first man to sight the object called it a parachute; others said ice cream cone, round, etc. All of these descriptions fit a balloon. Buried deep in the file were two more references to balloons that I had previously missed. Not long after the object had disappeared from view at Godman AFB, a man from Madisonville, Kentucky, called Flight Service in Dayton. He had seen an object traveling southeast. He had looked at it through a telescope and it was a balloon. At four forty five an astronomer living north of Nashville, Tennessee, called in. He had also seen a UFO, looked at it through a telescope, and it was a balloon.

In the thousands of words of testimony and evidence taken on the Mantell Incident this was the only reference to balloons. I had purposely not paid too much attention to this possibility because I was sure that it had been thoroughly checked back in 1948. Now I wasn't sure.

I talked with one of the people who had been in on the Mantell investigation. The possibility of a balloon's causing the sighting had been mentioned but hadn't been followed up for two reasons. Number one

was that everybody at ATIC was convinced that the object Mantell was after was a spaceship and that this was the only course they had pursued. When the sighting grew older and no spaceship proof could be found, everybody jumped on the Venus band wagon, as this theory had "already been established." It was an easy way out. The second reason was that a quick check had been made on weather balloons and none were in the area. The big skyhook balloon project was highly classified at that time, and since they were all convinced that the object was of interplanetary origin (a minority wanted to give the Russians credit), they didn't want to bother to buck the red tape of security to get data on skyhook flights.

The group who supervise the contracts for all the skyhook research flights for the Air Force are located at Wright Field, so I called them. They had no records on flights in 1948 but they did think that the big balloons were being launched from Clinton County AFB in southern Ohio at that time. They offered to get the records of the winds on January 7 and see what flight path a balloon launched

in southwestern Ohio would have taken. In a few days they had the data for me.

Unfortunately the times of the first sightings, from the towns outside Louisville, were not exact but it was possible to partially reconstruct the sequence of events. The winds were such that a skyhook balloon launched from Clinton County AFB could be seen from the town east of Godman AFB, the town from which the first UFO was reported to the Kentucky State Police. It is not unusual to be able to see a large balloon for 50 to 60 miles. The balloon could have traveled west for a while, climbing as it moved with the strong east winds that were blowing that day and picking up speed as the winds got stronger at altitude. In twenty minutes it could have been in a position where it could be seen from Owensboro and Irvington, Kentucky, the two towns west of Godman. The second reports to the state police had come from these two towns. Still climbing, the balloon would have reached a level where a strong wind was blowing in a southerly direction. The jet stream winds were not being plotted in 1948 but the weather chart shows strong indications of a southerly bend in the jet stream for this day. Jet stream or not, the balloon would have moved rapidly south, still climbing. At a point somewhere south or southwest of Godman it would have climbed through the southerly moving winds to a calm belt at about 60,000 feet. At this level it would slowly drift south or southeast. A skyhook balloon can be seen at 60,000.

When first seen by the people in Godinan Tower, the UFO was south of the air base. It was relatively close and looked "like a parachute," which a balloon does. During the two hours that it was in sight, the observers reported that it seemed to hover, yet each observer estimated the time

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he looked at the object through the binoculars and time wise the descriptions ran "huge," "small," "one fourth the size of a full moon," "one tenth the size of a full moon." Whatever the UFO was, it was slowly moving away. As the balloon continued to drift in a southerly direction it would have picked up stronger winds, and could have easily been seen by the astronomers in Madisonville, Kentucky, and north of Nashville an hour after it disappeared from view at Godman.

Somewhere in the archives of the Air Force or the Navy there are records that will show whether or not a balloon was launched from Clinton County AFB, Ohio, on January 7, 1948. I never could find these records. People who were working with the early skyhook projects "remember" operating out of Clinton County AFB in 1947 but refuse to be pinned down to a January 7 flight. Maybe, they said.

The Mantell Incident is the same old UFO jigsaw puzzle. By assuming the shape of one piece, a balloon launched from southwestern Ohio, the whole picture neatly falls together. It shows a huge balloon that Captain Thomas Mantell died trying to reach. He didn't know that he was chasing a balloon because he had never heard of a huge, 100-foot-diameter skyhook balloon, let alone seen one. Leave out the one piece of the jigsaw puzzle and the picture is a UFO, "metallic and tremendous in size."

It could have been a balloon. This is the answer I phoned back to the Pentagon.

During January and February of 1948 the reports of "ghost rockets" continued to come from air attaches in foreign countries near the Baltic Sea. People in North Jutland, Norway, Denmark, Sweden, and Germany reported "balls of fire traveling slowly across the sky." The reports were very sketchy and incomplete, most of them accounts from newspapers. In a few days the UFO's were being seen all over Europe and South America. Foreign reports hit a peak in the latter part of February and U.S. newspapers began to pick up the stories.

The Swedish Defense Staff supposedly conducted a comprehensive study of idents and conclu ed that they were all explainable in terms of astronomical phenome e this was UFO history, I ma de several attempts to get some detailed and official information on this report and the sightings, but

I was never successful.

The ghost rockets left in March, as mysteriously as they had arrived.

All during the spring of 1948 good reports continued to come in. Some were just run-of-the-mill but a large percentage of them were good, coming from people whose reliability couldn't be questioned. For example, three scientists reported that for thirty seconds they had watched a round object streak across the sky in a highly erratic flight path near the Army's secret

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White Sands Proving Ground. And on May 28 the crew of an Air Force C-47 had three UFO's barrel in from "twelve o'clock high" to buzz their transport,

On July 21 a curious report was received from the Netherlands, The day before several persons reported seeing a UFO through high broken clouds over The Hague. The object was rocket shaped, with two rows of windows along the side. It was a poor report, very sketchy and incomplete, and it probably would have been forgotten except that four nights later a similar UFO almost collided with an Eastern Airlines DC-3. This near collision is Volume II of "The Classics."

On the evening of July 24, 1948, an Eastern Airlines DC-3 took off from Houston, Texas. It was on a scheduled trip to Atlanta, with intermediate stops in between. The pilots were Clarence S. Chiles and John B. Whitted. At about 2:45 A.M., when the flight was 20 miles southwest of Montgomery, the captain, Chiles, saw a light dead ahead and closing fast. His first reaction, he later reported to an ATIC investigation team, was that it was a jet, but in an instant he realized that even a jet couldn't close as fast as this light was closing. Chiles said he reached over, gave Whitted, the other pilot, a quick tap on the arm, and pointed. The UFO was now almost on top of them. Chiles racked the DC-3 into a tight left turn. Just as the UFO flashed by about 700 feet to the right, the DC-3 hit turbulent air. Whitted looked back just as the UFO pulled up in a steep climb.

Both the pilots had gotten a good look at the UFO and were able to give a good description to the Air Force intelligence people. It was a B-29 fuselage. The underside had a "deep blue glow." There were "two rows of windows from which bright lights glowed," and a "bright trail of orange red flame" shot out the back.

Only one passenger was looking out of the window at the time. The ATIC investigators talked to him. He said he saw a "strange, eerie streak of light, very intense," but that was all, no details. He said that it all happened before he could adjust his eyes to the darkness.

Minutes later a crew chief at Robins Air Force Base in Macon, Georgia, reported seeing an extremely bright light pass overhead, traveling at a high speed. A few days later another report from the night of July 24 came in. A pilot, flying near the Virginia North Carolina state line, reported that he had seen a "bright shooting star" in the direction of Montgomery, Alabama, at about the exact time the Eastern Airlines DC-3 was "buzzed."

According to the old timers at ATIC, this report shook them worse than the Mantell Incident. This was the first time two reliable sources had been really close enough to anything resembling a UFO to get a good

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look and live to tell about it. A quick check on a map showed that the UFO that nearly collided with the airliner would have passed almost over Macon, Georgia, after passing the DC-3. It had been

turning toward Macon when last seen. The story of the crew chief at Robins AFB, 200 miles away, seemed to confirm the sighting, not to mention the report from near the Virginia North Carolina state line.

In intelligence, if you have something to say about some vital problem you write a report that is known as an "Estimate of the Situation." A few days after the DC-3 was buzzed, the people at ATIC decided that the time had arrived to make an Estimate of the Situation. The situation was the UFO's; the estimate was that they were interplanetary!

It was a rather thick document with a black cover and it was printed on legal sized paper. Stamped across the front were the words TOP SECRET.

It contained the Air Force's analysis of many of the incidents I have told you about plus many similar ones. All of them had come from scientists, pilots, and other equally credible observers, and each one was an unknown.

The document pointed out that the reports hadn't actually started with the Arnold Incident. Belated reports from a weather observer in Richmond, Virginia, who observed a "silver disk" through his theodolite telescope; an F47 pilot and three pilots in his formation who saw a "silver flying wing," and the English "ghost airplanes" that had been picked up on radar early in 1947 proved this point. Although reports on them were not received until after the Arnold sighting, these incidents all had taken place earlier.

When the estimate was completed, typed, and approved, it started up through channels to higher command echelons. It drew considerable comment but no one stopped it on its way up.

A matter of days after the Estimate of the Situation was signed, sealed, and sent on its way, the third big sighting of 1948, Volume III of "The Classics," took place. The date was October 1, and the place was Fargo, North Dakota; it was the famous Gorman Incident, in which a pilot fought a "duel of death" with a UFO.

The pilot was George F. Gorman, a twenty-five-year-old second lieutenant in the North Dakota Air National Guard.

It was eight thirty in the evening and Gorman was coming into Fargo from a cross-country flight. He flew around Fargo for a while and about nine o'clock decided to land. He called the control tower for landing instructions and was told that a Piper Cub was in the area. He saw the Cub below him. All of a sudden what appeared to be the taillight of

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another airplane passed him on his right. He called the tower and complained but they assured him that no other aircraft except the Cub were in the area. Gorman could still see the light so he decided to find out what it was. He pushed the F-51 over into a turn and cut in toward the light. He could plainly see the Cub outlined against the city lights below, but he could see no outline of a body near the mysterious light. He gave the '51 more power and closed to within a 1,000 yards, close enough to estimate that the light was 6 to 8 inches in diameter, was sharply outlined, and was blinking on and off. Suddenly the light became steady as it apparently put on power; it pulled into a sharp left bank and made a pass at the tower. The light zoomed up with the F-51 in hot pursuit. At 7,000 feet it made a turn. Gorman followed and tried to cut inside the light's turn to get closer to it but he couldn't do it. The light made another turn, and this time the '51 closed on a collision course. The UFO appeared to try to ram the '51, and Gorman had to dive to get out of the way. The UFO passed over the '51's canopy with only a few feet to spare. Again both the F-51 and the object turned and closed on each other head on, and again the pilot had to dive out to prevent a collision. All of a sudden the light

began to climb and disappeared.

"I had the distinct impression that its maneuvers were controlled by thought or reason," Gorman later told ATIC investigators.

Four other observers at Fargo partially corroborated his story, an oculist, Dr. A. D. Cannon, the Cub's pilot, and his passenger, Einar Neilson. They saw a light "moving fast," but did not witness all the maneuvers that Gorman reported. Two CAA employees on the ground saw a light move over the field once.

Project Sign investigators rushed to Fargo. They had wired ahead to ground the plane. They wanted to check it over before it flew again. When they arrived, only a matter of hours after the incident, they went over the airplane, from the prop spinner to the rudder trim tab, with a Geiger counter. A chart in the official report shows where every Geiger counter reading was taken. For comparison they took readings on a similar airplane that hadn't been flown for several days. Gorman's airplane was more radioactive. They rushed around, got sworn statements from the tower operators and oculist, and flew back to Dayton.

In the file on the Gorman Incident I found an old memo reporting the meeting that was held upon the ATIC team's return from Fargo. The memo concluded that some weird things were taking place.

The historians of the UFO agree. Donald Keyhoe, a retired Marine Corps major and a professional writer, author of The Flying Saucers Are Real and Flying Saucers from Outer Space, needles the Air Force about

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the Gorman Incident, pointing out how, after feebly hinting that the light could have been a lighted weather balloon, they dropped it like a hot UFO. Some person by the name of Wilkins, in an equally authoritative book, says that the Gorman Incident "stumped" the Air Force. Other assorted historians point out that normally the UFO's are peaceful, Gorman and Mantell just got too inquisitive, "they" just weren't ready to be observed closely. If the Air Force hadn't slapped down the security lid, these writers might not have reached this conclusion. There have been other and more lurid "duels of death."

On June 21, 1952, at 10:58 P.M., a Ground Observer Corps spotter reported that a slow moving craft was nearing the AEC's Oak Ridge Laboratory, an area so secret that it is prohibited to aircraft. The spotter called the light into his filter center and the filter center relayed the message to the ground control intercept radar. They had a target. But before they could do more than confirm the GOC spotter's report, the target faded from the radarscope.

An F-47 aircraft on combat air patrol in the area was vectored in visually, spotted a light, and closed on it. They "fought" from 10,000 to 27,000 feet, and several times the object made what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, and blinking until it put on power. The pilot could see no silhouette around the light. The similarity to the Fargo case was striking.

On the night of December 10, 1952, near another atomic installation, the Hanford plant in Washington, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. The crew called their ground control station and were told that no planes were known to be in the area. They closed on the object and saw a large, round, white "thing" with a dim reddish light coming from two "windows." They lost visual contact, but got a radar lock-on. They reported that when they attempted to close on it again it would reverse direction and dive away. Several times the plane altered course itself because collision seemed imminent.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

The other dogfight occurred September 24, 1952, between a Navy pilot of a TBM and a light over Cuba.

The pilot had just finished making some practice passes for night fighters when he spotted an orange light to the east of his plane. He checked on aircraft in the area, learned that the object was unidentified,

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and started after it. Here is his report, written immediately after he landed:

As it [the light] approached the city from the east it started a left turn. I started to intercept. During the first part of the chase the closest I got to the light was 8 to 10 miles. At this time it appeared to be as large as an SNJ and had a greenish tail that looked to be five to six times as long as the light's diameter. This tail was seen several times in the next 10 minutes in periods of from 5 to 30 seconds each. As I reached 10,000 feet it appeared to be at 15,000 feet and in a left turn. It took 40 degrees of bank to keep the nose of my plane on the light. At this time I estimated the light to be in a 10-to-l 5 mile orbit.

At 12,000 feet I stopped climbing, but the light was still climbing faster than I was. I then reversed my turn from left to right and the light also reversed. As I was not gaining distance, I held a steady course south trying to estimate a perpendicular between the light and myself. The light was moving north, so I turned north. As I turned, the light appeared to move west, then south over the base. I again tried to intercept but the light appeared to climb rapidly at a 60 degree angle. It climbed to 35,000 feet, then started a rapid descent.

Prior to this, while the light was still at approximately 15,000 feet, I deliberately placed it between the moon and myself three times to try to identify a solid body. I and my two crewmen all had a good view of the light as it passed the moon. We could see no solid body. We considered the fact that it might be an aerologist's balloon, but we did not see a silhouette. Also, we would have rapidly caught up with and passed a balloon.

During its descent, the light appeared to slow down at about 10,000 feet, at which time I made three runs on it. Two were on a 90 degree collision course, and the light traveled at tremendous speed across my bow. On the third run I was so close that the light blanked out the airfield below me. Suddenly it started a dive and I followed, losing it at 1,500 feet.

In this incident the UFO was a balloon.

The following night a lighted balloon was sent up and the pilot was ordered up to compare his experiences. He duplicated his dogfight - illusions and all. The Navy furnished us with a long analysis of the affair, explaining how the pilot had been fooled.

In the case involving the ground observer and the F-47 near the atomic installation, we plotted the winds and calculated that a lighted balloon was right at the spot where the pilot encountered the light.

In the other instance, the "white object with two windows," we found that a skyhook balloon had been plotted at the exact site of the "battle."

Gorman fought a lighted balloon too. An analysis of the sighting by the Air Weather Service sent to ATIC in a letter dated January 24, 1949, proved it. The radioactive F-51 was decontaminated by a memo from a Wright Field laboratory explaining that a recently flown airplane will be

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more radioactive than one that has been on the ground for several days. An airplane at 20,000 to 30,000 feet picks up more cosmic rays than one shielded by the earth's ever present haze.

Why can't experienced pilots recognize a balloon when they see one? If they are flying at night, odd things can happen to their vision. There is the problem of vertigo as well as disorientation brought on by flying without points of reference. Night fighters have told dozens of stories of being fooled by lights.

One night during World War II we had just dumped a load of bombs on a target when a "night fighter" started to make a pass at us. Everyone in the cockpit saw the fighter's red-hot exhaust stack as he bore down on us. I cut loose with six caliber-.50 machine guns. Fortunately I missed the "night fighter" - if I'd have shot it I'd have fouled up the astronomers but good because the "night fighter" was Venus.

While the people on Project Sign were pondering over Lieutenant Gorman's dogfight with the UFO - at the time they weren't even considering the balloon angle - the Top Secret Estimate of the Situation was working its way up into the higher echelons of the Air Force. It got to the late General Hoyt S. Vandenberg, then Chief of Staff, before it was batted back down. The general wouldn't buy interplanetary vehicles. The report lacked proof. A group from ATIC went to the Pentagon to bolster their position but had no luck, the Chief of Staff just couldn't be convinced.

The estimate died a quick death. Some months later it was completely declassified and relegated to the incinerator. A few copies, one of which I saw, were kept as mementos of the golden days of the UFO's.

The top Air Force command's refusal to buy the interplanetary theory didn't have any immediate effect upon the morale of Project Sign because the reports were getting better.

A belated report that is more of a collectors' item than a good UFO sighting came into ATIC in the fall of 1948. It was from Moscow. Someone, I could never find out exactly who, reported a huge "smudge like" object in the sky.

Then radar came into the picture. For months the anti saucer factions had been pointing their fingers at the lack of radar reports, saying, "If they exist, why don't they show up on radarscopes?" When they showed up on radarscopes, the UFO won some converts.

On October 15 an F-61, a World War II "Black Widow" night fighter was on patrol over Japan when it picked up an unidentified target on its radar. The target was flying between 5,000 and 6,000 feet and traveling about 200 miles per hour. When the F-61 tried to intercept it would get to within 12,000 feet of the UFO only to have it accelerate to an estimated

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1,200 miles per hour, leaving the F-61 far behind before slowing down again. The F-61 crew made six attempts to close on the UFO. On one pass, the crew said, they did get close enough to see its silhouette. It was 20 to 30 feet long and looked "like a rifle bullet."

Toward the end of November a wire came into Project Sign from Germany. It was the first report where a UFO was seen and simultaneously picked up on radar. This type of report, the first of many to come, is one of the better types of UFO reports. The wire said:

At 2200 hours, local time, 23 November 1948, Capt. saw an object in the air directly east of this base. It was at an unknown altitude. It looked like a reddish star and was moving in a southerly direction across Munich, turning slightly to the southwest then the southeast. The speed could have been between 200 to 600 mph, the actual speed could not be estimated,

not knowing the height. Capt. called base operations and they called the radar station. Radar reported that they had seen nothing on their scope but would check again. Radar then called operations to report that they did have a target at 27,000 feet, some 30 miles south of Munich, traveling at 900 mph. Capt. reported that the object that he saw was now in that area. A few minutes later radar called again to say that the target had climbed to 50,000 feet, and was circling 40 miles south of Munich.

Capt. - is an experienced pilot now flying F-80's and is considered to be completely reliable. The sighting was verified by Capt. , also an F-80 pilot.

The possibility that this was a balloon was checked but the answer from Air Weather Service was "not a balloon." No aircraft were in the area. Nothing we know of, except possibly experimental aircraft, which are not in Germany, can climb 23,000 feet in a matter of minutes and travel 900 miles per hour.

By the end of 1948, Project Sign had received several hundred UFO reports. Of these, 167 had been saved as good reports. About three dozen were "Unknown." Even though the UFO reports were getting better and more numerous, the enthusiasm over the interplanetary idea was cooling off. The same people who had fought to go to Godman AFB to talk to Colonel Hix and his UFO observers in January now had to be prodded when a sighting needed investigating. More and more work was being pushed off onto the other investigative organization that was helping ATIC. The kickback on the Top Secret Estimate of the Situation was beginning to dampen a lot of enthusiasms. It was definitely a bear market for UFO's.

A bull market was on the way, however. Early 1949 was to bring "little lights" and green fireballs.

The "little lights" were UFO's, but the green fireballs were real.

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CHAPTER FOUR

Green Fireballs, Project Twinkle, Little Lights, and Grudge

At exactly midnight on September 18, 1954, my telephone rang. It was Jim Phalen, a friend of mine from the Long Beach Press-Telegram, and he had a "good flying saucer report," hot off the wires. He read it to me. The lead line was: "Thousands of people saw a huge fireball light up dark New Mexico skies tonight."

The story went on to tell about how a "blinding green" fireball the size of a full moon had silently streaked southeast across Colorado and northern New Mexico at eight forty that night. Thousands of people had seen the fireball. It had passed right over a crowded football stadium at Santa Fe, New Mexico, and people in Denver said it "turned night into day." The crew of a TWA airliner flying into Albuquerque from Amarillo, Texas, saw it. Every police and newspaper switchboard in the two state area was jammed with calls.

One of the calls was from a man inquiring if anything unusual had happened recently. When he was informed about the mysterious fireball he heaved an audible sigh of relief, "Thanks," he said, "I was afraid I'd gotten some bad bourbon." And he hung up.

Dr. Lincoln La Paz, world-famous authority on meteorites and head of the University of New Mexico's Institute of Meteoritics, apparently took the occurrence calmly. The wire story said he had told a reporter that he would plot its course, try to determine where it landed, and go out and try to find it. "But," he said, "I don't expect to find anything."

When Jim Phalen had read the rest of the report he asked, "What was it?"

"It sounds to me like the green fireballs are back," I answered.

"What the devil are green fireballs?"

What the devil are green fireballs? I'd like to know. So would a lot of other people.

The green fireballs streaked into UFO history late in November 1948, when people around Albuquerque, New Mexico, began to report seeing mysterious "green flares" at night. The first reports mentioned only a

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"green streak in the sky," low on the horizon. From the description the Air Force Intelligence people at Kirtland AFB in Albuquerque and the Project Sign people at ATIC wrote the objects off as flares. After all, thousands of GI's had probably been discharged with a duffel bag full of "liberated" Very pistols and flares.

But as days passed the reports got better. They seemed to indicate that the "flares" were getting larger and more people were reporting seeing them. It was doubtful if this "growth" was psychological because there had been no publicity - so the Air Force decided to reconsider the "flare" answer. They were in the process of doing this on the night of December 5, 1948, a memorable night in the green fireball chapter of UFO history.

At 9:27 P.M. on December 5, an Air Force C-47 transport was flying at 18,000 feet 10 miles east of Albuquerque. The pilot was a Captain Goede. Suddenly the crew, Captain Goede, his co-pilot, and his engineer were startled by a green ball of fire flashing across the sky ahead of them. It looked

something like a huge meteor except that it was a bright green color and it didn't arch downward, as meteors usually do. The green- colored ball of fire had started low, from near the eastern slopes of the Sandia Mountains, arched upward a little, then seemed to level out. And it was too big for a meteor, at least it was larger than any meteor that anyone in the C-47 had ever seen before. After a hasty discussion the crew decided that they'd better tell somebody about it, especially since they had seen an identical object twenty-two minutes before near Las Vegas, New Mexico.

Captain Goede picked up his microphone and called the control tower at Kirtland AFB and reported what he and his crew had seen. The tower relayed the message to the local intelligence people.

A few minutes later the captain of Pioneer Airlines Flight 63 called Kirtland Tower. At 9:35 P.M. he had also seen a green ball of fire just east of Las Vegas, New Mexico. He was on his way to Albuquerque and would make a full report when he landed.

When he taxied his DC-3 up to the passenger ramp at Kirtland a few minutes later, several intelligence officers were waiting for him. He reported that at 9:35 P.M. he was on a westerly heading, approaching Las Vegas from the east, when he and his co-pilot saw what they first thought was a "shooting star." It was ahead and a little above them. But, the captain said, it took them only a split second to realize that whatever they saw was too low and had too flat a trajectory to be a meteor. As they watched, the object seemed to approach their airplane head on, changing color from orange red to green. As it became bigger and bigger, the captain said, he thought sure it was going to collide with them so he

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racked the DC-3 up in a tight turn. As the green ball of fire got abreast of them it began to fall toward the ground, getting dimmer and dimmer until it disappeared. Just before he swerved the DC-3, the fireball was as big, or bigger, than a full moon.

The intelligence officers asked a few more questions and went back to their office. More reports, which had been phoned in from all over northern New Mexico, were waiting for them. By morning a full-fledged investigation was under way.

No matter what these green fireballs were, the military was getting a little edgy. They might be common meteorites, psychologically enlarged flares, or true UFO's, but whatever they were they were playing around in one of the most sensitive security areas in the United States. Within 100 miles of Albuquerque were two installations that were the backbone of the atomic bomb program, Los Alamos and Sandia Base. Scattered throughout the countryside were other installations vital to the defense of the U.S.: radar stations, fighter interceptor bases, and the other mysterious areas that had been blocked off by high chain link fences.

Since the green fireballs bore some resemblance to meteors or meteorites, the Kirtland intelligence officers called in Dr. Lincoln La Paz.

Dr. La Paz said that he would be glad to help, so the officers explained the strange series of events to him. True, he said, the description of the fireballs did sound as if they might be meteorites - except for a few points. One way to be sure was to try to plot the flight path of the green fireballs the same way he had so successfully plotted the flight path of meteorites in the past. From this flight path he could determine where they would have hit the earth - if they were meteorites. They would search this area, and if they found parts of a meteorite they would have the answer to the green fireball riddle.

The fireball activity on the night of December 5 was made to order for plotting flight paths. The good reports of that night included carefully noted locations, the directions in which the green

objects were seen, their heights above the horizon, and the times when they were observed. So early the next morning Dr. La Paz and a crew of intelligence officers were scouring northern New Mexico. They started out by talking to the people who had made reports but soon found out that dozens of other people had also seen the fireballs. By closely checking the time of the observations, they determined that eight separate fireballs had been seen. One was evidently more spectacular and was seen by the most people. Everyone in northern New Mexico had seen it going from west to east, so Dr. La Paz and his crew worked eastward across New Mexico to the west border of Texas, talking to dozens of people. After many sleepless hours

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they finally plotted where it should have struck the earth. They searched the area but found nothing. They went back over the area time and time again-nothing. As Dr. La Paz later told me, this was the first time that he seriously doubted the green fireballs were meteorites.

Within a few more days the fireballs were appearing almost nightly. The intelligence officers from Kirtland decided that maybe they could get a good look at one of them, so on the night of December 8 two officers took off in an airplane just before dark and began to cruise around north of Albuquerque. They had a carefully worked out plan where each man would observe certain details if they saw one of the green fireballs. At 6:33 P.M. they saw one. This is their report:

At 6:33 P.M. while flying at an indicated altitude of 11,500 feet, a strange phenomenon was observed. Exact position of the aircraft at time of the observation was 20 miles east of the Las Vegas, N.M., radio range station. The aircraft was on a compass course of 90 degrees. Capt. was pilot and I was acting as copilot. I first observed the object and a split second later the pilot saw it. It was 2,000 feet higher than the plane, and was approaching the plane at a rapid rate of speed from 30 degrees to the left of our course. The object was similar in appearance to a burning green flare, the kind that is commonly used in the Air Force. However, the light was much more intense and the object appeared considerably larger than a normal flare. The trajectory of the object, when first sighted, was almost flat and parallel to the earth. The phenomenon lasted about 2 seconds. At the end of this time the object seemed to begin to burn out and the trajectory then dropped off rapidly. The phenomenon was of such intensity as to be visible from the very moment it ignited.

Back at Wright-Patterson AFB, ATIC was getting a blow-by-blow account of the fireball activity but they were taking no direct part in the investigation. Their main interest was to review all incoming UFO reports and see if the green fireball reports were actually unique to the Albuquerque area. They were. Although a good many UFO reports were coming in from other parts of the U.S., none fit the description of the green fireballs.

All during December 1948 and January 1949 the green fireballs continued to invade the New Mexico skies. Everyone, including the intelligence officers at Kirtland AFB, Air Defense Command people, Dr. La Paz, and some of the most distinguished scientists at Los Alamos had seen at least one.

In mid February 1949 a conference was called at Los Alamos to determine what should be done to further pursue the investigation. The Air Force, Project Sign, the intelligence people at Kirtland, and other interested parties had done everything they could think of and still no answer.

Green Fireballs, Project Twinkle, Little Lights, and Grudge.51

Such notable scientists as Dr. Joseph Kaplan, a world-renowned authority on the physics of the upper atmosphere, Dr. Edward Teller, of H-bomb fame, and of course Dr. La Paz, attended, along with a lot of military brass and scientists from Los Alamos.

This was one conference where there was no need to discuss whether or not this special type of UFO, the green fireball, existed. Almost everyone at the meeting had seen one. The purpose of the conference was to decide whether the fireballs were natural or man-made and how to find out more

about them.

As happens in any conference, opinions were divided. Some people thought the green fireballs were natural fireballs. The proponents of the natural meteor, or meteorite, theory presented facts that they had dug out of astronomical journals. Greenish colored meteors, although not common, had been observed on many occasions. The flat trajectory, which seemed to be so important in proving that the green fireballs were extraterrestrial, was also nothing new. When viewed from certain angles, a meteor can appear to have a flat trajectory. The reason that so many had been seen during December of 1948 and January of 1949 was that the weather had been unusually clear all over the Southwest during this period.

Dr. La Paz led the group who believed that the green fireballs were not meteors or meteorites. His argument was derived from the facts that he had gained after many days of research and working with Air Force intelligence teams. He stuck to the points that (1) the trajectory was too flat, (2) the color was too green, and (3) he couldn't locate any fragments even though he had found the spots where they should have hit the earth if they were meteorites.

People who were at that meeting have told me that Dr. La Paz's theory was very interesting and that each point was carefully considered. But evidently it wasn't conclusive enough because when the conference broke up, after two days, it was decided that the green fireballs were a natural phenomenon of some kind. It was recommended that this phase of the UFO investigation be given to the Air Force's Cambridge Research Laboratory, since it is the function of this group to study natural phenomena, and that Cambridge set up a project to attempt to photograph the green fireballs and measure their speed, altitude, and size.

In the late summer of 1949, Cambridge established Project Twinkle to solve the mystery. The project called for establishing three cinetheodolite stations near White Sands, New Mexico. A cinetheodolite is similar to a 35 mm. movie camera except when you take a photograph of an object you also get a photograph of three dials that show the time the photo was taken, the azimuth angle, and the elevation angle of the camera.

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If two or more cameras photograph the same object, it is possible to obtain a very accurate measurement of the photographed object's altitude, speed, and size.

Project Twinkle was a bust. Absolutely nothing was photographed. Of the three cameras that were planned for the project, only one was available. This one camera was continually being moved from place to place. If several reports came from a certain area, the camera crew would load up their equipment and move to that area, always arriving too late. Any duck hunter can tell you that this is the wrong tactic; if you want to shoot any ducks pick a good place and stay put, let the ducks come to you.

The people trying to operate Project Twinkle were having financial and morale trouble. To do a good job they needed more and better equipment and more people, but Air Force budget cuts precluded this. Moral support was free but they didn't get this either.

When the Korean War started, Project Twinkle silently died, along with official interest in green fireballs.

When I organized Project Blue Book in the summer of 1951 I'd never heard of a green fireball. We had a few files marked "Los Alamos Conference," "Fireballs," "Project Twinkle," etc., but I didn't pay any attention to them.

Then one day I was at a meeting in Los Angeles with several other officers from ATIC, and was introduced to Dr. Joseph Kaplan. When he found we were from ATIC, his first question was, "What ever happened to the green fireballs?" None of us had ever heard of them, so he quickly gave us the story. He and I ended up discussing green fireballs. He mentioned Dr. La Paz and his opinion that the green fireballs might be man-made, and although he respected La Paz's professional ability, he just wasn't convinced. But he did strongly urge me to get in touch with Dr. La Paz and hear his side of the story.

When I returned to ATIC I spent several days digging into our collection of green fireball reports. All of these reports covered a period from early December 1948 to 1949. As far as Blue Book's files were concerned, there hadn't been a green fireball report for a year and a half.

I read over the report on Project Twinkle and the few notes we had on the Los Alamos Conference, and decided that the next time I went to Albuquerque I'd contact Dr. La Paz. I did go to Albuquerque several times but my visits were always short and I was always in a hurry so I didn't get to see him.

It was six or eight months later before the subject of green fireballs came up again. I was eating lunch with a group of people at the AEC's Los Alamos Laboratory when one of the group mentioned the mysterious

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kelly-green balls of fire. The strictly unofficial bull-session-type discussion that followed took up the entire lunch hour and several hours of the afternoon. It was an interesting discussion because these people, all scientists and technicians from the lab, had a few educated guesses as to what they might be. All of them had seen a green fireball, some of them had seen several.

One of the men, a private pilot, had encountered a fireball one night while he was flying his Navion north of Santa Fe and he had a vivid way of explaining what he'd seen. "Take a soft ball and paint it with some kind of fluorescent paint that will glow a bright green in the dark," I remember his saying, "then have someone take the ball out about 100 feet in front of you and about 10 feet above you. Have him throw the ball right at your face, as hard as he can throw it. That's what a green fireball looks like."

The speculation about what the green fireballs were ran through the usual spectrum of answers, a new type of natural phenomenon, a secret U.S. development, and psychologically enlarged meteors. When the possibility of the green fireballs' being associated with interplanetary vehicles came up, the whole group got serious. They had been doing a lot of thinking about this, they said, and they had a theory.

The green fireballs, they theorized, could be some type of unmanned test vehicle that was being projected into our atmosphere from a "spaceship" hovering several hundred miles above the earth. Two years ago I would have been amazed to hear a group of reputable scientists make such a startling statement. Now, however, I took it as a matter of course. I'd heard the same type of statement many times before from equally qualified groups.

Turn the tables, they said, suppose that we are going to try to go to a far planet. There would be three phases to the trip: out through the earth's atmosphere, through space, and the re-entry into the atmosphere of the planet we're planning to land on. The first two phases would admittedly present formidable problems, but the last phase, the re-entry phase, would be the most critical. Coming in from outer space, the craft would, for all practical purposes, be similar to a meteorite except that it would be powered and not free falling. You would have myriad problems associated with aerodynamic heating, high aerodynamic loadings, and very probably a host of other problems that no one can now conceive of. Certain of these problems could be partially solved by laboratory

experimentation, but nothing can replace flight testing, and the results obtained by flight tests in our atmosphere would not be valid in another type of atmosphere. The most logical way to overcome this difficulty would be

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to build our interplanetary vehicle, go to the planet that we were interested in landing on, and hover several hundred miles up. From this altitude we could send instrumented test vehicles down to the planet. If we didn't want the inhabitants of the planet, if it were inhabited, to know what we were doing we could put destruction devices in the test vehicle, or arrange the test so that the test vehicles would just plain burn up at a certain point due to aerodynamic heating.

They continued, each man injecting his ideas.

Maybe the green fireballs are test vehicles-somebody else's. The regular UFO reports might be explained by the fact that the manned vehicles were venturing down to within 100,000 or 200,000 feet of the earth, or to the altitude at which atmosphere re-entry begins to get critical.

I had to go down to the airstrip to get a CARGO Airlines plane back to Albuquerque so I didn't have time to ask a lot of questions that came into my mind. I did get to make one comment. From the conversations, I assumed that these people didn't think the green fireballs were any kind of a natural phenomenon. Not exactly, they said, but so far the evidence that said they were a natural phenomenon was vastly outweighed by the evidence that said they weren't.

During the kidney jolting trip down the valley from Los Alamos to Albuquerque in one of the CARGO Airlines' Bonanzas, I decided that I'd stay over an extra day and talk to Dr. La Paz.

He knew every detail there was to know about the green fireballs. He confirmed my findings, that the genuine green fireballs were no longer being seen. He said that he'd received hundreds of reports, especially after he'd written several articles about the mysterious fireballs, but that all of the reported objects were just greenish colored, common, everyday meteors.

Dr. La Paz said that some people, including Dr. Joseph Kaplan and Dr. Edward Teller, thought that the green fireballs were natural meteors. He didn't think so, however, for several reasons. First the color was so much different. To illustrate his point, Dr. La Paz opened his desk drawer and took out a well worn chart of the color spectrum. He checked off two shades of green; one a pale, almost yellowish green and the other a much more distinct vivid green. He pointed to the bright green and told me that this was the color of the green fireballs. He'd taken this chart with him when he went out to talk to people who had seen the green fireballs and everyone had picked this one color. The pale green, he explained, was the color reported in the cases of documented green meteors.

Then there were other points of dissimilarity between a meteor and the green fireballs. The trajectory of the fireballs was too flat. Dr. La Paz

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explained that a meteor doesn't necessarily have to arch down across the sky, its trajectory can appear to be flat, but not as flat as that of the green fireballs. Then there was the size. Almost always such descriptive words as "terrifying," "as big as the moon," and "blinding" had been used to describe the fireballs. Meteors just aren't this big and bright.

No ---Dr. La Paz didn't think that they were meteors.

Dr. La Paz didn't believe that they were meteorites either.

A meteorite is accompanied by sound and shock waves that break windows and stampede cattle. Yet in every case of a green fireball sighting the observers reported that they did not hear any sound.

But the biggest mystery of all was the fact that no particles of a green fireball had ever been found. If they were meteorites, Dr. La Paz was positive that he would have found one. He'd missed very few times in the cases of known meteorites. He pulled a map out of his file to show me what he meant. It was a map that he had used to plot the spot where a meteorite had hit the earth. I believe it was in Kansas. The map had been prepared from information he had obtained from dozens of people who had seen the meteorite come flaming toward the earth. At each spot where an observer was standing he'd drawn in the observer's line of sight to the meteorite. From the dozens of observers he had obtained dozens of lines of sight. The lines all converged to give Dr. La Paz a plot of the meteorite's downward trajectory. Then he had been able to plot the spot where it had struck the earth. He and his crew went to the marked area, probed the ground with long steel poles, and found the meteorite.

Of all the successful expeditions in his file this was just one case that he showed me. He had records of many more similar expeditions.

Then he showed me some other maps. The plotted lines looked identical to the ones on the map I'd just seen. Dr. La Paz had used the same techniques on these plots and had marked an area where he wanted to search. He had searched the area many times but he had never found anything.

These were plots of the path of a green fireball.

When Dr. La Paz had finished, I had one last question, "What do you think they are?"

He weighed the question for a few seconds then he said that all he cared to say was that he didn't think that they were a natural phenomenon. He thought that maybe someday one would hit the earth and the mystery would be solved. He hoped that they were a natural phenomenon.

After my talk with Dr. La Paz I can well understand his apparent calmness on the night of September 18, 1954, when the newspaper reporter called him to find out if he planned to investigate this latest green fireball

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report. He was speaking from experience, not indifference, when he said, "But I don't expect to find anything."

If the green fireballs are back, I hope that Dr. La Paz gets an answer this time.

The story of the UFO now goes back to late January 1949, the time when the Air Force was in the midst of the green fireball mystery. In another part of the country another odd series of events was taking place. The center of activity was a highly secret area that can't be named, and the recipient of the UFO's, which were formations of little lights, was the U.S. Army.

The series of incidents started when military patrols who were protecting the area began to report seeing formations of lights flying through the night sky. At first the lights were reported every three or four nights, but inside of two weeks the frequency had stepped up. Before long they were a nightly occurrence. Some patrols reported that they had seen three or four formations in one night. The sightings weren't restricted to the men on patrol. One night, just at dusk, during retreat, the entire garrison watched a formation pass directly over the post parade ground.

As usual with UFO reports, the descriptions of the lights varied but the majority of the observers reported a V formation of three lights. As the formation moved through the sky, the lights changed in color from a bluish white to orange and back to bluish white. This color cycle took about two seconds. The lights usually traveled from west to east and made no sound. They didn't streak across the sky like a meteor, but they were "going faster than a jet." The lights were "a little bigger than the biggest star." Once in a while the GI's would get binoculars on them but they couldn't see any more details. The lights just looked bigger.

From the time of the first sighting, reports of the little lights were being sent to the Air Force through Army Intelligence channels. The reports were getting to ATIC, but the green fireball activity was taking top billing and no comments went back to the Army about their little lights. According to an Army G-2 major to whom I talked in the Pentagon, this silence was taken to mean that no action, other than sending in reports, was necessary on the part of the Army.

But after about two weeks of nightly sightings and no apparent action by the Air Force, the commander of the installation decided to take the initiative and set a trap. His staff worked out a plan in record time. Special UFO patrols would be sent out into the security area and they would be furnished with sighting equipment. This could be the equipment that they normally used for fire control. Each patrol would be sent to a specific location and would set up a command post. Operating out of the command

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post, at points where the sky could be observed, would be sighting teams. Each team had sighting equipment to measure the elevation and azimuth angle of the UFO. Four men were to be on each team, an instrument man, a timer, a recorder, and a radio operator. All the UFO patrols would be assigned special radio frequencies.

The operating procedure would be that when one sighting team spotted a UFO the radio operator would call out his team's location, the location of the UFO in the sky, and the direction it was going. All of the other teams from his patrol would thus know when to look for the UFO and begin to sight on it. While the radio man was reporting, the instrument man on the team would line up the UFO and begin to call out the angles of elevation and azimuth. The timer would call out the time; the recorder would write all of this down. The command post, upon hearing the report of the UFO, would call the next patrol and tell them. They too would try to pick it up.

Here was an excellent opportunity to get some concrete data on at least one type of UFO. It was something that should have been done from the start. Speeds, altitudes, and sizes that are estimated just by looking at a UFO are miserably inaccurate. But if you could accurately establish that some type of object was traveling 30,000 miles an hour, even 3,000 miles an hour - through our atmosphere, the UFO story would be the biggest story since the Creation.

The plan seemed foolproof and had the full support of every man who was to participate. For the first time in history every GI wanted to get on the patrols. The plan was quickly written up as a field order, approved, and mimeographed. Since the Air Force had the prime responsibility for the UFO investigation, it was decided that the plan should be quickly coordinated with the Air Force, so a copy was rushed to them. Time was critical because every group of nightly reports might be the last. Everything was ready to roll the minute the Air Force said "Go."

The Air Force didn't O.K. the plan. I don't know where the plan was killed, or who killed it, but it was killed. Its death caused two reactions.

Many people thought that the plan was killed so that too many people wouldn't find out the truth about UFO's. Others thought somebody was just plain stupid. Neither was true. The answer was

simply that the official attitude toward UFO's had drastically changed in the past few months. They didn't exist, they couldn't exist. It was the belief at ATIC that the one last mystery, the green fireballs, had been solved a few days before at Los Alamos. The fireballs were meteors and Project Twinkle would prove it. Any further investigation by the Army would be a waste of time and effort.

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58. The Report on Unidentified Flying Objects

This drastic change in official attitude is as difficult to explain as it was difficult for many people who knew what was going on inside Project Sign to believe. I use the words "official attitude" because at this time UFO's had become as controversial a subject as they are today. All through intelligence circles people had chosen sides and the two UFO factions that exist today were born.

On one side was the faction that still believed in flying saucers. These people, come hell or high water, were hanging on to their original ideas. Some thought that the UFO's were interplanetary spaceships. Others weren't quite as bold and just believed that a good deal more should be known about the UFO's before they were so completely written off. These people weren't a bunch of nuts or crackpots either. They ranged down through the ranks from generals and top grade civilians. On the outside their views were backed up by civilian scientists.

On the other side were those who didn't believe in flying saucers. At one time many of them had been believers. When the UFO reports were pouring in back in 1947 and 1948, they were just as sure that the UFO's were real as the people they were now scoffing at. But they had changed their minds. Some of them had changed their minds because they had seriously studied the UFO reports and just couldn't see any evidence that the UFO's were real. But many of them could see the "I don't believe" band wagon pulling out in front and just jumped on.

This change in the operating policy of the UFO project was so pronounced that I, like so many other people, wondered if there was a hidden reason for the change. Was it actually an attempt to go underground - to make the project more secretive? Was it an effort to cover up the fact that UFO's were proven to be interplanetary and that this should be withheld from the public at all cost to prevent a mass panic? The UFO files are full of references to the near mass panic of October 30, 1938, when Orson Welles presented his now famous "The War of the Worlds" broadcast.

This period of "mind changing" bothered me. Here were people deciding that there was nothing to this UFO business right at a time when the reports seemed to be getting better. From what I could see, if there was any mind changing to be done it should have been the other way, skeptics should have been changing to believers.

Maybe I was just playing the front man to a big cover-up. I didn't like it because if somebody up above me knew that UFO's were really space craft, I could make a big fool out of myself if the truth came out. I checked into this thoroughly. I spent a lot of time talking to people who had worked on Project Grudge.

The Dark Ages.59

The anti saucer faction was born because of an old psychological trait, people don't like to be losers. To be a loser makes one feel inferior and incompetent. On September 23, 1947, when the chief of ATIC sent a letter to the Commanding General of the Army Air Forces stating that UFO's were real, intelligence committed themselves. They had to prove it. They tried for a year and a half with no success. Officers on top began to get anxious and the press began to get anxious. They wanted an answer. Intelligence had tried one answer, the then Top Secret Estimate of the Situation that "proved" that UFO's were real, but it was kicked back. The people on the UFO project began to think maybe the brass didn't consider them too sharp so they tried a new hypothesis: UFO's don't exist. In

no time they found that this was easier to prove and it got recognition. Before if an especially interesting UFO report came in and the Pentagon wanted an answer, all they'd get was an "It could be real but we can't prove it." Now such a request got a quick, snappy "It was a balloon," and feathers were stuck in caps from ATIC up to the Pentagon. Everybody felt fine.

In early 1949 the term "new look" was well known. The new look in women's fashions was the lower hemlines, in automobiles it was longer lines. In UFO circles the new look was cuss 'em.

The new look in UFO's was officially acknowledged on February 11, 1949, when an order was written that changed the name of the UFO project from Project Sign to Project Grudge. The order was supposedly written because the classified name, Project Sign, had been compromised. This was always my official answer to any questions about the name change. I'd go further and say that the names of the projects, first Sign, then Grudge, had no significance. This wasn't true, they did have significance, a lot of it.

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CHAPTER FIVE

The Dark Ages

The order of February 11, 1949, that changed the name of Project Sign to Project Grudge had not directed any change in the operating policy of the project. It had, in fact, pointed out that the project was to continue to investigate and evaluate reports of sightings of unidentified flying objects. In doing this, standard intelligence procedures would be used. This nor-

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mally means the unbiased evaluation of intelligence data. But it doesn't take a great deal of study of the old UFO files to see that standard intelligence procedures were no longer being used by Project Grudge. Everything was being evaluated on the premise that UFO's couldn't exist. No matter what you see or hear, don't believe it.

New people took over Project Grudge. ATIC's top intelligence specialists who had been so eager to work on Project Sign were no longer working on Project Grudge. Some of them had drastically and hurriedly changed their minds about UFO's when they thought that the Pentagon was no longer sympathetic to the UFO cause. They were now directing their talents toward more socially acceptable projects. Other charter members of Project Sign had been "purged." These were the people who had refused to change their original opinions about UFO's.

With the new name and the new personnel came the new objective, get rid of the UFO's. It was never specified this way in writing but it didn't take much effort to see that this was the goal of Project Grudge. This unwritten objective was reflected in every memo, report, and directive.

To reach their objective Project Grudge launched into a campaign that opened a new age in the history of the UFO. If a comparative age in world history can be chosen, the Dark Ages would be most appropriate. Webster's Dictionary defines the Dark Ages as a period of "intellectual stagnation."

To one who is intimately familiar with UFO history it is clear that Project Grudge had a two phase program of UFO annihilation. The first phase consisted of explaining every UFO report. The second phase was to tell the public how the Air Force had solved all the sightings. This, Project Grudge reasoned, would put an end to UFO reports.

Phase one had been started by the people of Project Sign. They realized that a great many reports were caused by people seeing balloons or such astronomical bodies as planets, meteors, or stars. They also realized that before they could get to the heart of the UFO problems they had to sift out this type of report. To do this they had called on outside help. Air Weather Service had been asked to screen the reports and check those that sounded like balloons against their records of balloon flights. Dr. J. Allen Hynek, distinguished astrophysicist and head of Ohio State University's Astronomy Department, had been given a contract to sort out those reports that could be blamed on stars, planets, meteors, etc. By early March the Air Weather Service and Dr. Hynek had some positive identifications. According to the old records, with these solutions and those that Sign and Grudge had already found, about 50 per cent of the reported UFO's could now be positively identified as hoaxes, balloons,

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planets, sundogs, etc. It was now time to start phase two, the publicity campaign.

For many months reporters and writers had been trying to reach behind the security wall and get the

UFO story from the horse's mouth, but no luck. Some of them were still trying but they were having no success because they were making the mistake of letting it slip that they didn't believe that airline pilots, military pilots, scientists, and just all around solid citizens were having "hallucinations," perpetrating "hoaxes," or being deceived by the "misidentification of common objects." The people of Project Grudge weren't looking for this type of writer, they wanted a writer who would listen to them and write their story. As a public relations officer later told me, "We had a devil of a time. All of the writers who were after saucer stories had made their own investigations of sightings and we couldn't convince them they were wrong."

Before long, however, the right man came along. He was Sidney Shallet, a writer for The Saturday Evening Post. He seemed to have the prerequisites that were desired, so his visit to ATIC was cleared through the Pentagon. Harry Haberer, a crack Air Force public relations man, was assigned the job of seeing that Shallet got his story. I have heard many times, from both military personnel and civilians, that the Air Force told Shallet exactly what to say in his article - play down the UFO's - don't write anything that even hints that there might be something foreign in our skies. I don't believe that this is the case. I think that he just wrote the UFO story as it was told to him, told to him by Project Grudge.

Shallet's article, which appeared in two parts in the April 30 and May 7, 1949, issues of The Saturday Evening Post, is important in the history of the UFO and in understanding the UFO problem because it had considerable effect on public opinion. Many people had, with varying degrees of interest, been wondering about the UFO's for over a year and a half. Very few had any definite opinions one way or the other. The feeling seemed to be that the Air Force is working on the problem and when they get the answer we'll know. There had been a few brief, ambiguous press releases from the Air Force but these meant nothing. Consequently when Shallet's article appeared in the Post it was widely read. It contained facts, and the facts had come from Air Force Intelligence. This was the Air Force officially reporting on UFO's for the first time.

The article was typical of the many flying saucer stories that were to follow in the later years of UFO history, all written from material obtained from the Air Force. Shallet's article casually admitted that a few UFO sightings couldn't be explained, but the reader didn't have much chance to think about this fact because 99 per cent of the story was devoted

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to the anti saucer side of the problem. It was the typical negative approach. I know that the negative approach is typical of the way that material is handed out by the Air Force because I was continually being told to "tell them about the sighting reports we've solved - don't mention the unknowns." I was never ordered to tell this, but it was a strong suggestion and in the military when higher headquarters suggests, you do.

Shallet's article started out by psychologically conditioning the reader by using such phrases as "the great flying saucer scare," "rich, full blown screwiness," "fearsome freaks," and so forth. By the time the reader gets to the meat of the article he feels like a rich, full blown jerk for ever even thinking about UFO's.

He pointed out how the "furor" about UFO reports got so great that the Air Force was "forced" to investigate the reports reluctantly. He didn't mention that two months after the first UFO report ATIC had asked for Project Sign since they believed that UFO's did exist. Nor did it mention the once Top Secret Estimate of the Situation that also concluded that UFO's were real. In no way did the article reflect the excitement and anxiety of the age of Project Sign when secret conferences preceded and followed every trip to investigate a UFO report. This was the Air Force being "forced" into reluctantly investigating the UFO reports.

Laced through the story were the details of several UFO sightings; some new and some old, as far as the public was concerned. The original UFO report by Kenneth Arnold couldn't be explained. Arnold, however, had sold his story to Fate magazine and in the same issue of Fate were stories with such titles as "Behind the Etheric Veil" and "Invisible Beings Walk the Earth," suggesting that Arnold's story might fall into the same category. The sightings where the Air Force had the answer had detailed explanations. The ones that were unknowns were mentioned, but only in passing.

Many famous names were quoted. The late General Hoyt S. Vandenberg, then Chief of Staff of the Air Force, had seen a flying saucer but it was just a reflection on the windshield of his B-17. General Lauris Norstad's UFO was a reflection of a star on a cloud, and General Curtis E. Le May found out that one out of six UFO's was a balloon; Colonel McCoy, then chief of ATIC, had seen lots of UFO's. All were reflections from distant airplanes. In other words, nobody who is anybody in the Air Force believes in flying saucers.

Figures in the top echelons of the military had spoken.

A few hoaxes and crackpot reports rounded out Mr. Shallet's article.

The reaction to the article wasn't what the Air Force and ATIC expected. They had thought that the public would read the article and

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toss it, and all thoughts of UFO's, into the trash can. But they didn't. Within a few days the frequency of UFO reports hit an all-time high. People, both military and civilian, evidently didn't much care what Generals Vandenberg, Norstad, Le May, or Colonel McCoy thought; they didn't believe what they were seeing were hallucinations, reflections, or balloons. What they were seeing were UFO's, whatever UFO's might be.

I heard many times from ex-Project Grudge people that Shallet had "crossed" them, he'd vaguely mentioned that there might be a case for the UFO. This made him pro saucer.

A few days after the last installment of the Post article the Air Force gave out a long and detailed press release completely debunking UFO's, but this had no effect. It only seemed to add to the confusion.

The one thing that Shallet's article accomplished was to plant a seed of doubt in many people's minds. Was the Air Force telling the truth about UFO's? The public and a large percentage of the military didn't know what was going on behind ATIC's barbed wire fence but they did know that a lot of reliable people had seen UFO's. Airline pilots are considered responsible people - airline pilots had seen UFO's. Experienced military pilots and ground officers are responsible people - they'd seen UFO's. Scientists, doctors, lawyers, merchants, and plain old Joe Doakes had seen UFO's, and their friends knew that they were responsible people. Somehow these facts and the tone of the Post article didn't quite jibe, and when things don't jibe, people get suspicious.

In those people who had a good idea of what was going on behind ATIC's barbed wire, the newspaper reporters and writers with the "usually reliable sources," the Post article planted a bigger seed of doubt. Why the sudden change in policy they wondered? If UFO's were so serious a few months ago, why the sudden debunking? Maybe Shallet's story was a put-up job for the Air Force. Maybe the security had been tightened. Their sources of information were reporting that many people in the military did not quite buy the Shallet article. The seed of doubt began to grow, and some of these writers began to start "independent investigations" to get the "true" story. Research takes time, so during the summer and fall of 1949 there wasn't much apparent UFO activity.

As the writers began to poke around for their own facts, Project Grudge lapsed more and more into a period of almost complete inactivity. Good UFO reports continued to come in at the rate of about ten per month but they weren't being verified or investigated. Most of them were being discarded. There are few, if any, UFO reports for the middle and latter part of 1949 in the ATIC files. Only the logbook, showing incoming reports, gives any idea of the activity of this period. The meager effort that was

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being made was going into a report that evaluated old UFO reports, those received prior to the spring of 1949. Project Grudge thought that they were writing a final report on the UFO's.

From the small bits of correspondence and memos that were in the ATIC files, it was apparent that Project Grudge thought that the UFO was on its way out. Any writers inquiring about UFO activity were referred to the debunking press release given out just after the Post article had been published. There was no more to say. Project Grudge thought they were winning the UFO battle; the writers thought that they were covering up a terrific news story - the story that the Air Force knew what flying saucers were and weren't telling.

By late fall 1949 the material for several UFO stories had been collected by writers who had been traveling all over the United States talking to people who had seen UFO's. By early winter the material had been worked up into UFO stories. In December the presses began to roll. True magazine "scooped" the world with their story that UFO's were from outer space.

The True article, entitled, "The Flying Saucers Are Real," was written by Donald Keyhoe. The article opened with a hard punch. In the first paragraph Keyhoe concluded that after eight months of extensive research he had found evidence that the earth was being closely scrutinized by intelligent beings. Their vehicles were the so-called flying saucers. Then he proceeded to prove his point. His argument was built around the three classics: the Mantell, the Chiles-Whitted, and the Gorman incidents. He took each sighting, detailed the "facts," ripped the official Air Force conclusions to shreds, and presented his own analysis. He threw in a varied assortment of technical facts that gave the article a distinct, authoritative flavor. This, combined with the fact that True had the name for printing the truth, hit the reading public like an 8 inch howitzer. Hours after it appeared in subscribers' mailboxes and on the newsstands, radio and TV commentators and newspapers were giving it a big play. UFO's were back in business, to stay. True was in business too. It is rumored among magazine publishers that Don Keyhoe's article in True was one of the most widely read and widely discussed magazine articles in history.

The Air Force had inadvertently helped Keyhoe in fact, they made his story a success. He and several other writers had contacted the Air Force asking for information for their magazine articles. But, knowing that the articles were pro saucer, the writers were unceremoniously sloughed off. Keyhoe carried his fight right to the top, to General Sory Smith, Director of the Office of Public Information, but still no dice - the Air Force wasn't divulging any more than they had already told. Keyhoe

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construed this to mean tight security, the tightest type of security. Keyhoe had one more approach, however. He was an ex-Annapolis graduate, and among his classmates were such people as Admiral Delmar Fahmey, then a top figure in the Navy guided missile program and Admiral Calvin Bolster, the Director of the Office of Naval Research. He went to see them but they couldn't help him. He knew that this meant the real UFO story was big and that it could be only one thing - interplanetary spaceships or earthly weapons - and his contacts denied they were earthly weapons. He played this security angle in his True article and in a later book, and it gave the story the needed punch.

But the Air Force wasn't trying to cover up. It was just that they didn't want Keyhoe or any other saucer fans in their hair. They couldn't be bothered. They didn't believe in flying saucers and couldn't feature anybody else believing. Believing, to the people in ATIC in 1949, meant even raising the possibility that there might be something to the reports.

The Air Force had a plan to counter the Keyhoe article, or any other story that might appear. The plan originated at ATIC. It called for a general officer to hold a short press conference, flash his stars, and speak the magic words "hoaxes, hallucinations, and the misidentification of known objects," True, Keyhoe and the rest would go broke trying to peddle their magazines. The True article did come out, the general spoke, the public laughed, and Keyhoe and True got rich. Only the other magazines that had planned to run UFO stories, and that were scooped by True, lost out. Their stories were killed they would have been an anti-climax to Keyhoe's potboiler.

The Air Force's short press conference was followed by a press release. On December 27, 1949, it was announced that Project Grudge had been closed out and the final report on UFO's would be released to the press in a few days. When it was released it caused widespread interest because, supposedly, this was all that the Air Force knew about UFO's. Once again, instead of throwing large amounts of cold water on the UFO's, it only caused more confusion.

The report was officially titled "Unidentified Flying Objects Project Grudge," Technical Report No. 102-AC-49/15-lOO. But it was widely referred to as the Grudge Report.

The Grudge Report was a typical military report. There was the body of the report, which contained the short discussion, conclusions, and recommendations. Then there were several appendixes that were supposed to substantiate the conclusions and recommendations made in the report.

One of the appendixes was the final report of Dr. J. Allen Hynek, Project Grudge's contract astronomer. Dr. Hynek and his staff had studied

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237 of the best UFO reports. They had spent several months analyzing each report. By searching through astronomical journals and checking the location of various celestial bodies, they found that some UFO's could be explained. Of the 237 reports he and his staff examined, 32 per cent could be explained astronomically.

The Air Force Air Weather Service and the Air Force Cambridge Research Laboratory had sifted the reports for UFO's that might have been balloons. These two organizations had data on the flights of both the regular weather balloons and the huge, high flying skyhooks. They wrote off 12 per cent of the 237 UFO reports under study as balloons.

This left 56 per cent still unknown. By weeding out the hoaxes, the reports that were too nebulous to evaluate, and reports that could well be misidentified airplanes, Project Grudge disposed of another 33 per cent of the reports. This left 23 per cent that fell in the "unknown" category.

There were more appendixes. The Rand Corporation, one of the most unpublicized yet highly competent contractors to the Air Force, looked over the reports and made the statement, "We have found nothing which would seriously controvert simple rational explanations of the various phenomena in terms of balloons, conventional aircraft, planets, meteors, bits of paper, optical illusions, practical jokers, psycho pathological reporters, and the like." But Rand's comment didn't help a great deal because they didn't come up with any solutions to any of the 23 per cent unknown.

The Psychology Branch of the Air Force's Aeromedical Laboratory took a pass at the psychological

angles. They said, "there are sufficient psychological explanations for the reports of unidentified objects to provide plausible explanations for reports not otherwise explainable." They pointed out that some people have "spots in front of their eyes" due to minute solid particles that float about in the fluids of the eye and cast shadows on the retina. Then they pointed out that some people are just plain nuts. Many people who read the Grudge Report took these two points to mean that all UFO observers either had spots in front of their eyes or were nuts. They broke the reports down statistically. The people who wrote the report found that over 70 per cent of the people making sightings reported a light colored object. (This I doubt, but that's what the report said.) They said a big point of these reports of light colored objects was that any high flying object will appear to be dark against the sky. For this reason the UFO's couldn't be real.

I suggest that the next time you are outdoors and see a bomber go over at high altitude you look at it closely. Unless it's painted a dark color it won't look dark.

The Dark Ages.67

The U.S. Weather Bureau wrote an extremely comprehensive and interesting report on all types of lightning. It was included in the Grudge Report but contained a note: "None of the recorded incidents appear to have been lightning."

There was one last appendix. It was entitled, "Summary of the Evaluation of Remaining Reports." What the title meant was, We have 23 per cent of the reports that we can't explain but we have to explain them because we don't believe in flying saucers. This appendix contributed greatly to the usage of the analogy to the Dark Ages, the age of "intellectual stagnation."

This appendix was important - it was the meat of the whole report. Every UFO sighting had been carefully checked, and those with answers had been sifted out. Then the ones listed in "Summary of the Evaluation of Remaining Reports" should be the best UFO reports - the ones with no answers.

This was the appendix that the newsmen grabbed at when the Grudge Report was released. It contained the big story. But if you'll check back through old newspaper files you will hardly find a mention of the Grudge Report.

I was told that reporters just didn't believe it when I tried to find out why the Grudge Report hadn't been mentioned in the newspapers. I got the story from a newspaper correspondent in Washington whom I came to know pretty well and who kept me filled in on the latest UFO scuttlebutt being passed around the Washington press circles. He was one of those humans who had a brain like a filing cabinet; he could remember everything about everything. UFO's were a hobby of his. He remembered when the Grudge Report came out; in fact, he'd managed to get a copy of his own. He said the report had been quite impressive, but only in its ambiguousness, illogical reasoning, and very apparent effort to write off all UFO reports at any cost. He, personally, thought that it was a poor attempt to put out a "fake" report, full of misleading information, to cover up the real story. Others, he told me, just plainly and simply didn't know what to think - they were confused.

And they had every right to be confused.

As an example of the way that many of the better reports of the 1947-49 period were "evaluated" let's take the report of a pilot who tangled with a UFO near Washington, D.C., on the night of November 18, 1948.

At about 9:45 EST I noticed a light moving generally north to south over Andrews AFB. It appeared to be one continuous, glowing white light. I thought it was an aircraft with only one landing light so I moved

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68.The Report on Unidentified Flying Objects

in closer to check, as I wanted to get into the landing pattern. I was well above landing traffic altitude at this time. As I neared the light I noticed that it was not another airplane. Just then it began to take violent evasive action so I tried to close on it. I made first contact at 2,700 feet over the field. I switched my navigation lights on and off but got no answer so I went in closer - but the light quickly flew up and over my airplane. I then tried to close again but the light turned. I tried to turn inside of its turn and, at the same time, get the light between the moon and me, but even with my flaps lowered I couldn't turn inside the light. I never did manage to get into a position where the light was silhouetted against the moon.

I chased the light up and down and around for about 10 minutes, then as a last resort I made a pass and turned on my landing lights. Just before the object made a final tight turn and headed for the coast I saw that it was a dark gray oval-shaped object, smaller than my T-6. I couldn't tell if the light was on the object or if the whole object had been glowing.

Two officers and a crew chief, a master sergeant, completely corroborated the pilot's report. They had been standing on the flight line and had witnessed the entire incident.

The Air Weather Service, who had been called in as experts on weather balloons, read this report. They said, "Definitely not a balloon." Dr. Hynek said, "No astronomical explanation." It wasn't another airplane and it wasn't a hallucination.

But Project Grudge had an answer, it was a weather balloon. There was no explanation as to why they had so glibly reversed the decision of the Air Weather Service.

There was an answer for every report.

From the 600 pages of appendixes, discussions of the appendixes, and careful studies of UFO reports, it was concluded that:

1. Evaluation of reports of unidentified flying objects constitute no direct threat to the national security of the United States.

2. Reports of unidentified flying objects are the result of:

a. A mild form of mass hysteria or "war nerves."

b. Individuals who fabricate such reports to perpetrate a hoax or seek publicity.

c. Psycho pathological persons.

d. Misidentification of various conventional objects.

It was recommended that Project Grudge be "reduced in scope" and that only "those reports clearly indicating realistic technical applications" be sent to Grudge. There was a note below these recommendations. It said, "It is readily apparent that further study along present lines would only confirm the findings presented herein."

Somebody read the note and concurred because with the completion and approval of the Grudge Report, Project Grudge folded. People could

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The Presses Roll-The Air Force Shrugs.69

rant and rave, see flying saucers, pink elephants, sea serpents, or Harvey, but it was no concern of ATIC's.

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CHAPTER SIX

The Presses Roll -The Air Force Shrugs

The Grudge Report was supposedly not for general distribution. A few copies were sent to the Air Force Press Desk in the Pentagon and reporters and writers could come in and read it. But a good many copies did get into circulation. The Air Force Press Room wasn't the best place to sit and study a 600 page report, and a quick glance at the report showed that it required some study - if no more than to find out what the authors were trying to prove - so several dozen copies got into circulation. I know that these "liberated" copies of the Grudge Report had been thoroughly studied because nearly every writer who came to ATIC during the time that I was in charge of Project Blue Book carried a copy.

Since the press had some questions about the motives behind releasing the Grudge Report, it received very little publicity while the writers put out feelers. Consequently in early 1950 you didn't read much about flying saucers.

Evidently certain people in the Air Force thought this lull in publicity meant that the UFO's had finally died because Project Grudge was junked. All the project files, hundreds of pounds of reports, memos, photos, sketches, and other assorted bits of paper were unceremoniously yanked out of their filing cabinets, tied up with string, and chucked into an old storage case. I would guess that many reports ended up as "souvenirs" because a year later, when I exhumed these files, there were a lot of reports missing.

About this time the official Air Force UFO project had one last post death muscular spasm. The last bundle of reports had just landed on top of the pile in the storage case when ATIC received a letter from the Director of Intelligence of the Air Force. In official language it said, "What gives?" There had been no order to end Project Grudge. The answer went back that Project Grudge had not been disbanded; the project functions had been transferred and it was no longer a "special"

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project. From now on UFO reports would be processed through normal intelligence channels along with other intelligence reports.

To show good faith ATIC requested permission to issue a new Air Force wide bulletin which was duly mimeographed and disseminated. In essence it said that Air Force Headquarters had directed ATIC to continue to collect and evaluate reports of unidentified flying objects. It went on to explain that most UFO reports were trash. It pointed out the findings of the Grudge Report in such strong language that by the time the recipient of the bulletin had finished reading it, he would be ashamed to send in a report. To cinch the deal the bulletins must have been disseminated only to troops in Outer Mongolia because I never found anyone in the field who had ever received a copy.

As the Air Force UFO investigating activity dropped to nil, the press activity skyrocketed to a new peak. A dozen people took off to dig up their own UFO stories and to draw their own conclusions.

After a quiet January, True again clobbered the reading public. This time it was a story in the March 1950 issue and it was entitled, "How Scientists Tracked Flying Saucers." It was written by none other than the man who was at that time in charge of a team of Navy scientists at the super hush-hush guided missile test and development area, White Sands Proving Ground, New Mexico. He was Commander R. B. McLaughlin, an Annapolis graduate and a Regular Navy officer. His story had been cleared by the military and was in absolute, 180 degree, direct contradiction to every press release that had been made by the military in the past two years. Not only did the commander believe

that he had proved that UFO's were real but that he knew what they were. "I am convinced," he wrote in the True article, "that it," referring to a UFO he had seen at White Sands, "was a flying saucer, and further, that these disks are spaceships from another planet, operated by animate, intelligent beings."

On several occasions during 1948 and 1949, McLaughlin or his crew at the White Sands Proving Ground had made good UFO sightings. The best one was made on April 24, 1949, when the commander's crew of engineers, scientists, and technicians were getting ready to launch one of the huge 100-foot-diameter skyhook balloons. It was 10:30 AM. on an absolutely clear Sunday morning. Prior to the launching, the crew had sent up a small weather balloon to check the winds at lower levels. One man was watching the balloon through a theodolite, an instrument similar to a surveyor's transit built around a 25 power telescope, one man was holding a stop watch, and a third had a clipboard to record the measured data. The crew had tracked the balloon to about 10,000 feet when one of them suddenly shouted and pointed off to the left. The whole crew

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looked at the part of the sky where the man was excitedly pointing, and there was a UFO. "It didn't appear to be large," one of the scientists later said, "but it was plainly visible. It was easy to see that it was elliptical in shape and had a 'whitish silver color.'" After taking a split second to realize what they were looking at, one of the men swung the theodolite around to pick up the object, and the timer reset his stop watch. For sixty seconds they tracked the UFO as it moved toward the east. In about fifty-five seconds it had dropped from an angle of elevation of 45 degrees to 25 degrees, then it zoomed upward and in a few seconds it was out of sight. The crew heard no sound and the New Mexico desert was so calm that day that they could have heard "a whisper a mile away."

When they reduced the data they had collected, McLaughlin and crew found out that the UFO had been traveling 4 degrees per second. At one time during the observed portion of its flight, the UFO had passed in front of a range of mountains that were visible to the observers. Using this as a check point, they estimated the size of the UFO to be 40 feet wide and 100 feet long, and they computed that the UFO had been at an altitude of 296,000 feet, or 56 miles, when they had first seen it, and that it was traveling 7 miles per second.

This wasn't the only UFO sighting made by White Sands scientists. On April 5, 1948, another team watched a UFO for several minutes as it streaked across the afternoon sky in a series of violent maneuvers. The disk shaped object was about a fifth the size of a full moon.

On another occasion the crew of a C-47 that was tracking a skyhook balloon saw two similar UFO's come loping in from just above the horizon, circle the balloon, which was flying at just under 90,000 feet, and rapidly leave. When the balloon was recovered it was ripped.

I knew the two pilots of the C-47; both of them now believe in flying saucers. And they aren't alone; so do the people of the Aeronautical Division of General Mills who launch and track the big skyhook balloons. These scientists and engineers all have seen UFO's and they aren't their own balloons. I was almost tossed out of the General Mills offices into a cold January Minneapolis snowstorm for suggesting such a thing but that comes later in our history of the UFO.

I don't know what these people saw. There has been a lot of interest generated by these sightings because of the extremely high qualifications and caliber of the observers. There is some legitimate doubt as to the accuracy of the speed and altitude figures that McLaughlin's crew arrived at from the data they measured with their theodolite. This doesn't mean much, however. Even if they were off by a factor of 100 per cent, the speeds and altitudes would be fantastic, and besides they looked at

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the UFO through a 25 power telescope and swore that it was a flat, oval- shaped object. Balloons, birds, and airplanes aren't flat and oval shaped.

Astrophysicist Dr. Donald Menzel, in a book entitled Flying Saucers, says they saw a refracted image of their own balloon caused by an atmospheric phenomenon. Maybe he is right, but the General Mills people don't believe it. And their disagreement is backed up by years of practical experience with the atmosphere, its tricks and its illusions.

When the March issue of True magazine carrying Commander McLaughlin's story about how the White Sands Scientists had tracked UFO's reached the public, it stirred up a hornets' nest. Donald Keyhoe's article in the January True had converted many people but there were still a few heathens. The fact that government scientists had seen UFO's, and were admitting it, took care of a large percentage of these heathens. More and more people were believing in flying saucers.

The Navy had no comment to make about the sightings, but they did comment on McLaughlin. It seems that several months before, at the suggestion of a group of scientists at White Sands, McLaughlin had carefully written up the details of the sightings and forwarded them to Washington. The report contained no personal opinions, just facts. The comments on McLaughlin's report had been wired back to White Sands from Washington and they were, "What are you drinking out there?" A very intelligent answer- and it came from an admiral in the Navy's guided missile program.

By the time his story was published, McLaughlin was no longer at White Sands; he was at sea on the destroyer Bristol. Maybe he answered the admiral's wire.

The Air Force had no comment to make on McLaughlin's story. People at ATIC just shrugged and smiled as they walked by the remains of Project Grudge, and continued to "process UFO reports through regular intelligence channels."

In early 1950 the UFO's moved down to Mexico. The newspapers were full of reports. Tourists were bringing back more saucer stories than hand tooled, genuine leather purses. Time reported that pickpockets were doing a fabulous business working the sky gazing crowds that gathered when a plativolo was seen. Mexico's Department of National Defense reported that there had been some good reports but that the stories of finding crashed saucers weren't true.

On March 8 one of the best UFO sightings of 1950 took place right over ATIC.

About midmorning on this date a TWA airliner was coming in to land at the Dayton Municipal Airport. As the pilot circled to get into the

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traffic pattern, he and his copilot saw a bright light hovering off to the southeast. The pilot called the tower operators at the airport to tell them about the light, but before he could say anything, the tower operators told him they were looking at it too. They had called the operations office of the Ohio Air National Guard, which was located at the airport, and while the tower operators were talking, an Air Guard pilot was running toward an F-51, dragging his parachute, helmet, and oxygen mask.

I knew the pilot, and he later told me, "I wanted to find out once and for all what these screwy flying saucer reports were all about."

While the F-51 was warming up, the tower operators called ATIC and told them about the UFO and where to look to see it. The people at ATIC rushed out and there it was - an extremely bright light, much brighter and larger than a star. Whatever it was, it was high because every once in a while it

would be blanked out by the thick, high, scattered clouds that were in the area. While the group of people were standing in front of ATIC watching the light, somebody ran in and called the radar lab at Wright Field to see if they had any radar "on the air." The people in the lab said that they didn't have, but they could get operational in a hurry. They said they would search southeast of the field with their radar and suggested that ATIC send some people over. By the time the ATIC people arrived at the radar lab the radar was on the air and had a target in the same position as the light that everyone was looking at. The radar was also picking up the Air Guard F-51 and an F-51 that had been scrambled from Wright-Patterson. The pilots of the Air Guard '51 and the Wright-Patterson '51 could both see the UFO, and they were going after it. The master sergeant who was operating the radar called the F-51's on the radio, got them together and started to vector them toward the target. As the two airplanes climbed they kept up a continual conversation with the radar operator to make sure they were all after the same thing. For several minutes they could clearly see the UFO, but when they reached about 15,000 feet, the clouds moved in and they lost it. The pilots made a quick decision; since radar showed that they were getting closer to the target, they decided to spread out to keep from colliding with one another and to go up through the clouds. They went on instruments and in a few seconds they were in the cloud. It was much worse than they'd expected; the cloud was thick, and the airplanes were icing up fast. An F-51 is far from being a good instrument ship, but they stayed in their climb until radar called and said that they were close to the target; in fact, almost on it. The pilots had another hurried radio conference and decided that since the weather was so bad they'd better come down. If a UFO, or something, was in the clouds, they'd hit it before they could see it. So

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they made a wise decision; they dropped the noses of their airplanes and ck down into the clear. They circled awhile but the clouds didn't break. In a few minutes the master sergeant on the radar reported that the target was fading fast. The F-51's went in and landed.

When the target faded on the radar, some of the people went outside to visually look for the UFO, but it was obscured by clouds, and the clouds stayed for an hour. When it finally did clear for a few minutes, the UFO was gone.

A conference was held at ATIC that afternoon. It included Roy James, ATIC's electronics specialist and expert on radar UFO's. Roy had been over at the radar lab and had seen the UFO on the scope but neither the F-51 pilots nor the master sergeant who operated the radar were at the conference. The records show that at this meeting a unanimous decision was reached as to the identity of the UFO's. The bright light was Venus since Venus was in the southeast during midmorning on March 8, 1950, and the radar return was caused by the ice laden cloud that the F-51 pilots had encountered. Ice laden clouds can cause a radar return. The group of intelligence specialists at the meeting decided that this was further proved by the fact that as the F-51's approached the center of the cloud their radar return appeared to approach the UFO target on the radarscope. They were near the UFO and near ice, so the UFO must have been ice.

The case was closed.

I had read the report of this sighting but I hadn't paid too much attention to it because it had been "solved." But one day almost two years later I got a telephone call at my office at Project Blue Book. It was a master sergeant, the master sergeant who had been operating the radar at the lab. He'd just heard that the Air Force was again seriously investigating UFO's and he wanted to see what had been said about the Dayton Incident. He came over, read the report, and violently disagreed with what had been decided upon as the answer. He said that he'd been working with radar before World War II; he'd helped with the operational tests on the first microwave warning radars developed early in the war by a group headed by Dr. Luis Alvarez. He said that what he saw on that radarscope was no ice

cloud; it was some type of aircraft. He'd seen every conceivable type of weather target on radar, he told me; thunderstorms, ice laden clouds, targets caused by temperature inversions, and the works. They all had similar characteristics - the target was "fuzzy" and varied in intensity. But in this case the target was a good, solid return and he was convinced that it was caused by a good, solid object.

And besides, he said, when the target began to fade on his scope he had raised the tilt of the antenna and the target came back, indicating that whatever it was, it was climbing. Ice laden clouds don't climb, he commented rather bitterly.

Nor did the pilot of one of the F-51's agree with the ATIC analysis. The pilot who had been leading the two ship flight of F-51's on that day told me that what he saw was no planet. While he and his wing man were climbing, and before the clouds obscured it, they both got a good look at the UFO, and it was getting bigger and more distinct all the time. As they climbed, the light began to take on a shape; it was definitely round. And if it had been Venus it should have been in the same part of the sky the next day, but the pilot said that he'd looked and it wasn't there. The ATIC report doesn't mention this point.

I remember asking him a second time what the UFO looked like; he said, "huge and metallic" - shades of the Mantell Incident.

The Dayton Incident didn't get much of a play from the press because officially it wasn't an unknown and there's nothing intriguing about an ice cloud and Venus. There were UFO reports in the newspapers, however.

One story that was widely printed was about a sighting at the naval air station at Dallas, Texas. Just before noon on March 16, Chief Petty Officer Charles Lewis saw a disk shaped UFO come streaking across the sky and buzz a high flying B-36. Lewis first saw the UFO coming in from the north, lower than the B-36; then he saw it pull up to the big bomber as it got closer. It hovered under the B-36 for an instant, then it went speeding off and disappeared. When the press inquired about the incident, Captain M. A. Nation, commander of the air station, vouched for his chief and added that the base tower operators had seen and reported a UFO to him about ten days before.

This story didn't run long because the next day a bigger one broke when the sky over the little town of Farmington, New Mexico, about 170 miles northwest of Albuquerque, was literally invaded by UFO's. Every major newspaper carried the story. The UFO's had apparently been congregating over the four comers area for two days because several people had reported seeing UFO's on March 15 and 16. But the seventeenth was the big day, every saucer this side of Polaris must have made a successful rendezvous over Farmington, because on that day most of the town's 3,600 citizens saw the mass fly-by. The first reports were made at 10:15 A.M.; then for an hour the air was full of flying saucers. Estimates of the number varied from a conservative 500 to "thousands." Most all the observers said the UFO's were saucer shaped, traveled at almost unbelievable speeds, and didn't seem to have any set

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flight path. They would dart in and out and seemed to avoid collisions only by inches. There was no doubt that they weren't hallucinations because the mayor, the local newspaper staff, ex-pilots, the highway patrol, and every type of person who makes up a community of 3,600 saw them.

I've talked to several people who were in Farmington and saw this now famous UFO display of St. Patrick's Day, 1950. I've heard dozens of explanations - cotton blowing in the wind, bugs' wings

reflecting sunlight, a hoax to put Farmington on the map, and real honest-to-goodness flying saucers. One explanation was never publicized, however, and if there is an explanation, it is the best. Under certain conditions of extreme cold, probably 50 to 60 degrees below zero, the plastic bag of a skyhook balloon will get very brittle, and will take on the characteristics of a huge light bulb. If a sudden gust of wind or some other disturbance hits the balloon, it will shatter into a thousand pieces. As these pieces of plastic float down and are carried along by the wind, they could look like thousands of flying saucers.

On St. Patrick's Day a skyhook balloon launched from Holloman AFB, adjacent to the White Sands Proving Ground, did burst near Farmington, and it was cold enough at 60,000 feet to make the balloon brittle. True, the people at Farmington never found any piece of plastic, but the small pieces of plastic are literally as light as feathers and could have floated far beyond the city.

The next day, on March 18, the Air Force, prodded by the press, shrugged and said, "There's nothing to it," but they had no explanation.

True magazine came through for a third time when their April issue, which was published during the latter part of March 1950, carried a roundup of UFO photos. They offered seven photos as proof that UFO's existed. It didn't take a photo interpretation expert to tell that all seven could well be of doubtful lineage, nevertheless the collection of photos added fuel to the already smoldering fire. The U.S. public was hearing a lot about flying saucers and all of it was on the pro side. For somebody who didn't believe in the things, the public thought that the Air Force was being mighty quiet.

The subject took on added interest on the night of March 26, when a famous news commentator said the UFO's were from Russia.

The next night Henry J. Taylor, in a broadcast from Dallas, Texas, said that the UFO's were Uncle Sam's own. He couldn't tell all he knew, but a flying saucer had been found on the beach near Galveston, Texas. It had USAF markings.

Two nights later a Los Angeles television station cut into a regular program with a special news flash; later in the evening the announcer

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said they would show the first photos of the real thing, our military's flying saucer. The photos turned out to be of the Navy XF-5-U, a World War II experimental aircraft that never flew.

The public was now thoroughly confused.

By now the words "flying saucer" were being batted around by every newspaper reporter, radio and TV newscaster, comedian, and man on the street. Some of the comments weren't complimentary, but as Theorem I of the publicity racket goes, "It doesn't make any difference what's said as long as the name's spelled right."

Early in April the publication that is highly revered by so many, U.S. News and World Report, threw in their lot. The UFO's belonged to the Navy. Up popped the old non flying XF-5-U again.

Events drifted back to normal when Edward R. Murrow made UFO's the subject of one of his TV documentaries. He took his viewers around the U.S., talked to Kenneth Arnold, of original UFO fame, by phone and got the story of Captain Mantell's death from a reporter "who was there." Sandwiched in between accounts of actual UFO sightings were the pro and con opinions of top Washington brass, scientists, and the man on the street.

Even the staid New York Times, which had until now stayed out of UFO controversy, broke down and ran an editorial entitled, "Those Flying Saucers - Are They or Aren't They?"

All of this activity did little to shock the military out of their dogma. They admitted that the UFO investigation really hadn't been discontinued. "Any substantial reports of any unusual aerial phenomena would be processed through normal intelligence channels," they told the press.

Ever since July 4, 1947, ten days after the first flying saucer report, airline pilots had been reporting that they had seen UFO's. But the reports weren't frequent - maybe one every few months. In the spring of 1950 this changed, however, and the airline pilots began to make more and more reports - good reports. The reports went to ATIC but they didn't receive much attention. In a few instances there was a semblance of an investigation but it was halfhearted. The reports reached the newspapers too, and here they received a great deal more attention. The reports were investigated, and the stories checked and rechecked. When airline crews began to turn in one UFO report after another, it was difficult to believe the old "hoax, hallucination, and misidentification of known objects" routine. In April, May, and June of 1950 there were over thirty five good reports from airline crews.

One of these was a report from a Chicago and Southern crew who

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were flying a DC-3 from Memphis to Little Rock, Arkansas, on the night of March 31. It was an exceptionally clear night, no clouds or haze, a wonderful night to fly. At exactly nine twenty-nine by the cockpit clock the pilot, a Jack Adams, noticed a white light off to his left. The copilot, G. W. Anderson, was looking at the chart but out of the corner of his eye he saw the pilot lean forward and look out the window, so he looked out too. He saw the light just as the pilot said, "What's that?"

The copilot's answer was classic: "No, not one of those things."

Both pilots had only recently voiced their opinions regarding the flying saucers and they weren't complimentary.

As they watched the UFO, it passed across the nose of their DC-3 and they got a fairly good look at it. Neither the pilot nor the copilot was positive of the object's shape because it was "shadowy" but they assumed it was disk shaped because of the circular arrangement of eight or ten "portholes," each one glowing from a strong bluish white light that seemed to come from the inside of whatever it was that they saw. The UFO also had a blinking white light on top, a fact that led many people to speculate that this UFO was another airliner. But this idea was quashed when it was announced that there were no other airliners in the area. The crew of the DC-3, when questioned on this possibility, were definite in their answers. If it had been another airplane, they could have read the number, seen the passengers, and darn near reached out and slugged the pilot for getting so close to them.

About a month later, over northern Indiana, TWA treated all the passengers of one of their DC-3 flights to a view of a UFO that looked like a "big glob of molten metal."

The official answer for this incident is that the huge orange red UFO was nothing more than the light from the many northern Indiana blast furnaces reflecting a haze layer. Could be, but the pilots say no.

There were similar sightings in North Korea two years later - and FEAF Bomber Command had caused a shortage of blast furnaces in North Korea.

UFO sightings by airline pilots always interested me as much as any type of sighting. Pilots in general should be competent observers simply because they spend a large part of their lives looking around the sky. And pilots do look; one of the first things an aviation cadet is taught is to "Keep your

head on a swivel"; in other words, keep looking around the sky. Of all the pilots, the airline pilots are the cream of this group of good observers. Possibly some second lieutenant just out of flying school could be confused by some unusual formation of ground lights, a meteor, or a star, but airline pilots have flown thousands of hours or they

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wouldn't be sitting in the left seat of an airliner, and they should be familiar with a host of unusual sights.

One afternoon in February 1953 I had an opportunity to further my study sightings by airline pilots I had been out at Air Defense Command Headqua Colorado Springs and was flying back East on United Airlines DC-6. There wa my passengers on the airplane that afternoon but, as usual, the c aptain came strolling back through the cabin to chat. When he got to me he sat down in the next seat. We talked a few minutes; then I asked him what he knew about flying saucers. He sort of laughed and said that a dozen people a week asked that question, but when I told him who I was and why I was interested, his attitude changed. He said that he'd never seen a UFO but he knew a lot of pilots on United who had. One man, he told me, had seen one several years ago. He'd reported it but he had been sloughed off like the rest. But he was so convinced that he'd seen something unusual that he'd gone out and bought a Leica camera with a 105 mm. telephoto lens, learned how to use it, and now he carried it religiously during his flights.

There was a lull in the conversation, then the captain said, "Do you really want to get an opinion about flying saucers?"

I said I did.

"O.K.," I remember his saying, "how much of a layover do you have in Chicago?"

I had about two hours.

"All right, as soon as we get to Chicago I'll meet you at Caffarello's, across the street from the terminal building. I'll see who else is in and I'll bring them along."

I thanked him and he went back up front.

I waited around the bar at Caffarello's for an hour. I'd just about decided that he wasn't going to make it and that I'd better get back to catch my flight to Dayton when he and three other pilots came in. We got a big booth in the coffee shop because he'd called three more off duty pilots who lived in Chicago and they were coming over too. I don't remember any of the men's names because I didn't make any attempt to. This was just an informal bull session and not an official interrogation, but I really got the scoop on what airline pilots think about UFO's.

First of all they didn't pull any punches about what they thought about the Air Force and its investigation of UFO reports. One of the men got right down to the point: "If I saw a flying saucer flying wing tip formation with me and could see little men waving - even if my

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whole load of passengers saw it - I wouldn't report it to the Air Force." Another man cut in, "Remember the thing Jack Adams said he saw down by Memphis?" I said I did.

"He reported that to the Air Force and some red-hot character met him in Memphis on his next trip.

He talked to Adams a few minutes and then told him that he'd seen a meteor. Adams felt like a fool. Hell, I know Jack Adams well and he's the most conservative guy I know. If he said he saw something with glowing portholes, he saw something with glowing portholes - and it wasn't a meteor."

Even though I didn't remember the pilots' names I'll never forget their comments. They didn't like the way the Air Force had handled UFO reports and I was the Air Force's "Mr. Flying Saucer." As quickly as one of the pilots would set me up and bat me down, the next one grabbed me off the floor and took his turn. But I couldn't complain too much; I'd asked for it. I think that this group of seven pilots pretty much represented the feelings of a lot of the airline pilots. They weren't wide-eyed space fans, but they and their fellow pilots had seen something and whatever they'd seen weren't hallucinations, mass hysteria, balloons, or meteors.

Three of the men at the Caffarello conference had seen UFO's or, to use their terminology, they had seen something they couldn't identify as a known object. Two of these men had seen odd lights closely following their airplanes at night. Both had checked and double-checked with CAA, but no other aircraft was in the area. Both admitted, however, that they hadn't seen enough to class what they'd seen as good UFO sighting. But the third man had a lulu.

If I recall correctly, this pilot was flying for TWA. One day in March 1952 he, his copilot, and a third person who was either a pilot dead-heading home or another crew member, I don't recall which, were flying a C-54 cargo airplane from Chicago to Kansas City. At about 2:30 P.M. the pilot was checking in with the CAA radio at Kirksville, Missouri, flying 500 feet on top of a solid overcast. While he was talking he glanced out at his No.2 engine, which had been losing oil. Directly in line with it, and a few degrees above, he saw a silvery, disk shaped object. It was too far out to get a really good look at it, yet it was close enough to be able definitely to make out the shape.

The UFO held its relative position with the C-54 for five or six minutes; then the pilot decided to do a little on-the-spot investigating himself. He started a gradual turn toward the UFO and for about thirty seconds he was getting closer, but then the UFO began to make a left turn. It had apparently slowed down because they were still closing on it.

About this time the copilot decided that the UFO was a balloon; it just looked as if the UFO was turning. The pilot agreed halfway - and since the company wasn't paying them to intercept balloons, they got back on their course to Kansas City. They flew on for a few more minutes with "the darn thing" still off to their left. If it was a balloon, they should be leaving it behind, the pilot recalled thinking to himself; if they made a 45 degree right turn, the "balloon" shouldn't stay off the left wing; it should drop way behind. So they made a 45 degree right turn, and although the "balloon" dropped back a little bit, it didn't drop back far enough to be a balloon. It seemed to put on speed to try to make a turn outside of the C-54's turn. The pilot continued on around until he'd made a tight 360 degree turn, and the UFO had followed, staying outside. They could not judge its speed, not knowing how far away it was, but to follow even a C-54 around in a 360 degree turn and to stay outside all of the time takes a mighty speedy object.

This shot the balloon theory right in the head. After the 360 degree turn the UFO seemed to be gradually losing altitude because it was getting below the level of the wings. The pilot decided to get a better look. He asked for full power on all four engines, climbed several thousand feet, and again turned into the UFO. He put the C-54 in a long glide, headed directly toward it. As they closed in, the UFO seemed to lose altitude a little faster and "sank" into the top of the overcast. Just as the C-54 flashed across the spot where the UFO had disappeared, the crew saw it rise up out of the overcast off their right wing and begin to climb so fast that in several seconds it was out of sight.

Both the pilot and copilot wanted to stay around and look for it but No.2 engine had started to act up soon after they had put on full power for the climb, and they decided that they'd better get into Kansas City.

I missed my Dayton flight but I heard a good UFO story.

What had the two pilots and their passenger seen? We kicked it around plenty that afternoon. It was no balloon. It wasn't another airplane because when the pilot called Kirksville Radio he'd asked if there were any airplanes in the area. It might possibly have been a reflection of some kind except that when it "sank" into the overcast the pilot said it looked like something sinking into an overcast - it just didn't disappear as a reflection would. Then there was the sudden reappearance off the right wing. These are the types of things you just can't explain.

What did the pilots think it was? Three were sold that the UFO's were interplanetary spacecraft, one man was convinced that they were some U.S. "secret weapon," and three of the men just shook their heads. So did I. We all agreed on one thing - this pilot had seen something and it was something highly unusual.

82.The Report on Unidentified Flying Objects

The meeting broke up about 9:00 P.M. I'd gotten the personal and very candid opinion of seven airline captains, and the opinions of half a hundred more airline pilots had been quoted. I'd learned that the UFO's are discussed often. I'd learned that many airline pilots take UFO sightings very seriously. I learned that some believe they are interplanetary, some think they're a U.S. weapon, and many just don't know. But very few are laughing off the good sightings.

By May 1950 the flying saucer business had hit a new all-time peak. The Air Force didn't take any side, they just shrugged. There was no attempt to investigate and explain the various sightings. Maybe this was because someone was afraid the answer would be "Unknown." Or maybe it was because a few key officers thought that the eagles or stars on their shoulders made them leaders of all men. If they didn't believe in flying saucers and said so, it would be like calming the stormy Sea of Galilee. "It's all a bunch of damned nonsense," an Air Force colonel who was controlling the UFO investigation said. "There's no such thing as a flying saucer." He went on to say that all people who saw flying saucers were jokers, crackpots, or publicity hounds. Then he gave the airline pilots who'd been reporting UFO's a reprieve. "They were just fatigued," he said. "What they thought were spaceships were windshield reflections."

This was the unbiased processing of UFO reports through normal intelligence channels.

But the U.S. public evidently had more faith in the "crackpot" scientists who were spending millions of the public's dollars at the White Sands Proving Grounds, in the "publicity mad" military pilots, and the "tired, old" airline pilots, because in a nationwide poll it was found that only 6 per cent of the country's 150,697,361 people agreed with the colonel and said, "There aren't such things."

Ninety-four per cent had different ideas.

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CHAPTER SEVEN

The Pentagon Rumbles

On June 25, 1950, the North Korean armies swept down across the 38th parallel and the Korean War was on - the UFO was no longer a news item. But the lady, or gentleman, who first said, "Out of sight is out of mind," had never reckoned with the UFO.

On September 8, 1950, the UFO's were back in the news. On that day it was revealed, via a book entitled Behind the Flying Saucers, that government scientists had recovered and analyzed three different models of flying saucers. And they were fantastic - just like the book. They were made of an unknown super-duper metal and they were manned by little blue uniformed men who ate concentrated food and drank heavy water. The author of the book, Frank Scully, had gotten the story directly from a millionaire oilman, Silas Newton. Newton had in turn heard the story from an employee of his, a mysterious "Dr. Gee," one of the government scientists who had helped analyze the crashed saucers.

The story made news, Newton and "Dr. Gee" made fame, and Scully made money.

A little over two years later Newton and the man who was reportedly the mysterious "Dr. Gee" again made the news. The Denver district attorney's office had looked into the pair's oil business and found that the pockets they were trying to tap didn't contain oil. According to the December 6, 1952, issue of the Saturday Review, the D.A. had charged the two men with a $50,000 con game. One of their $800,000 electronic devices for their oil explorations turned out to be a $4.00 piece of war surplus junk.

Another book came out in the fall of 1950 when Donald Keyhoe expanded his original UFO story that had first appeared in the January 1950 issue of True magazine. Next to Scully's book Keyhoe's book was tame, but it convinced more people. Keyhoe had based his conjecture on fact, and his facts were correct, even if the conjecture wasn't.

Neither the seesaw advances and retreats of the United Nations troops in Korea nor the two flying saucer books seemed to have any effect on the number of UFO reports logged into ATIC, however. By official count, seventy-seven came in the first half of 1950 and seventy-five during the latter half. The actual count could have been more because in 1950, UFO reports were about as popular as sand in spinach, and I would guess that at least a few wound up in the "circular file."

In early January 1951 I was recalled to active duty and assigned to Air Technical Intelligence Center as an intelligence officer. I had been at ATIC only eight and a half hours when I first heard the words "flying saucer" officially used. I had never paid a great deal of attention to flying saucer reports but I had read a few, especially those that had been made by pilots. I'd managed to collect some 2,000 hours of flying time and had seen many odd things in the air, but I'd always been able to figure out what they were in a few seconds. I was convinced that if a pilot, or any crew member of an airplane, said that he'd seen some-

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thing that he couldn't identify he meant it - it wasn't a hallucination. But I wasn't convinced that

flying saucers were spaceships.

My interest in UFO's picked up in a hurry when I learned that ATIC was the government agency that was responsible for the UFO project. And I was really impressed when I found out that the person who sat three desks down and one over from mine was in charge of the whole UFO show. So when I came to work on my second morning at ATIC and heard the words "flying saucer report" being talked about and saw a group of people standing around the chief of the UFO project's desk I about sprung an eardrum listening to what they had to say. It seemed to be a big deal, except that most of them were laughing. It must be a report of hoax or hallucination, I remember thinking to myself, but I listened as one of the group told the others about the report.

The night before a Mid Continent Airlines DC-3 was taxiing out to take off from the airport at Sioux City, Iowa, when the airport control tower operators noticed a bright bluish white light in the west. The tower operators, thinking that it was another airplane, called the pilot of the DC-3 and told him to be careful since there was another airplane approaching the field. As the DC-3 lined up to take off, both the pilots of the airliner and the tower operators saw the light moving in, but since it was still some distance away the DC-3 was given permission to take off. As it rolled down the runway getting up speed, both the pilot and the copilot were busy, so they didn't see the light approaching. But the tower operators did, and as soon as the DC-3 was airborne, they called and told the pilot to be careful. The copilot said that he saw the light and was watching it. Just then the tower got a call from another airplane that was requesting landing instructions and the operators looked away from the light.

In the DC-3 the pilot and copilot had also looked away from the light for a few seconds. When they looked back, the bluish white light had apparently closed in because it was much brighter and it was dead ahead. In a split second it closed in and flashed by their right wing, so close that both pilots thought that they would collide with it. When it passed the DC-3, the pilots saw more than a light - they saw a huge object that looked like the "fuselage of a B-29."

When the copilot had recovered he looked out his side window to see if he could see the UFO and there it was, flying formation with them. He yelled at the pilot, who leaned over and looked just in time to see the UFO disappear.

The second look confirmed the Mid Continent crew's first impression -

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the object looked like a B-29 without wings. They saw nothing more, only a big "shadowy shape" and the bluish-white light - no windows, no exhaust.

The tower had missed the incident because they were landing the other airplane and the pilot and the copilot didn't have time to call them and tell them about what was going on. All the tower operators could say was that seconds after the UFO had disappeared the light that they had seen was gone.

When the airliner landed in Omaha, the crew filed a report that was forwarded to the Air Force. But this wasn't the only report that was filed; a full colonel from military intelligence had been a passenger on the DC-3. He'd seen the UFO too, and he was mighty impressed.

I thought that this was an interesting report and I wondered what the official reaction would be. The official reaction was a great big, deep belly laugh.

This puzzled me because I'd read that the Air Force was seriously investigating all UFO reports.

I continued to eavesdrop on the discussions about the report all day since the UFO expert was about

to "investigate" the incident. He sent out a wire to Flight Service and found that there was a B-36 somewhere in the area of Sioux City at the time of the sighting, and from what I could gather he was trying to blame the sighting on the B-36. When Washington called to get the results of the analysis of the sighting, they must have gotten the B-36 treatment because the case was closed.

I'd only been at ATIC two days and I certainly didn't class myself as an intelligence expert, but it didn't take an expert to see that a B-36, even one piloted by an experienced idiot, could not do what the UFO had done - buzz a DC-3 that was in an airport traffic pattern.

I didn't know it at the time but a similar event had occurred the year before. On the night of May 29, 1950, the crew of an American Airlines DC-6 had just taken off from Washington National Airport, and they were about seven miles west of Mount Vernon when the copilot suddenly looked out and yelled, "Watch it - watch it." The pilot and the engineer looked out to see a bluish white light closing in on them from dead ahead. The pilot racked the DC-6 up in a tight right turn while the UFO passed by on the left "from eleven to seven o'clock" and a little higher than the airliner. During this time the UFO passed between the full moon and DC-6 and the crew could see the dark silhouette of a "wingless B-29." Its length was about half the diameter of the full moon, and it had a blue flame shooting out the tail end.

Seconds after the UFO had passed by the DC-6, the copilot looked

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out and there it was again, apparently flying formation off their right wing. Then in a flash of blue flame it was gone - streaking out ahead of the airliner and making a left turn toward the coast.

The pilot of the DC-6, who made the report, had better than 15,000 hours' flying time.

I didn't hear anything about UFO's, or flying saucers, as they were then known, for several weeks but I kept them in mind and one day I asked one of the old hands at ATIC about them - specifically I wanted to know about the Sioux City Incident. Why had it been sloughed off so lightly? His answer was typical of the official policy at that time. "One of these days all of these crazy pilots will kill themselves, the crazy people on the ground will be locked up, and there won't be any more flying saucer reports."

But after I knew the people at ATIC a little better, I found that being anti saucer wasn't a unanimous feeling. Some of the intelligence officers took the UFO reports seriously. One man, who had been on Project Sign since it was organized back in 1947, was convinced that the UFO's were interplanetary spaceships. He had questioned the people in the control tower at Godman AFB when Captain Mantell was killed chasing the UFO, and he had spent hours talking to the crew of the DC-3 that was buzzed near Montgomery, Alabama, by a "cigar shaped UFO that spouted blue flame." In essence, he knew UFO history from A to Z because he had "been there."

I think that it was this controversial thinking that first aroused my interest in the subject of UFO's and led me to try to sound out a few more people.

The one thing that stood out to me, being unindoctrinated in the ways of UFO lore, was the schizophrenic approach so many people at ATIC took. On the surface they sided with the belly laughers on any saucer issue, but if you were alone with them and started to ridicule the subject, they defended it or at least took an active interest. I learned this one day after I'd been at ATIC about a month.

A belated UFO report had come in from Africa. One of my friends was reading it, so I asked him if I could take a look at it when he had finished. In a few minutes he handed it to me.

When I finished with the report I tossed it back on my friend's desk, with some comment about the whole world's being nuts. I got a reaction I didn't expect; he wasn't so sure the whole world was nuts - maybe the nuts were at ATIC. "What's the deal?" I asked him. "Have they really thoroughly checked out every report and found that there's nothing to any of them?"

He told me that he didn't think so, he'd been at ATIC a long time. He hadn't ever worked on the UFO project, but he had seen many of their reports and knew what they were doing. He just plain didn't buy a lot of their explanations. "And I'm not the only one who thinks this," he added.

"Then why all of the big show of power against the UFO reports?" I remember asking him.

"The powers-that-be are anti flying saucer," he answered about half bitterly, "and to stay in favor it behooves one to follow suit."

As of February 1951 this was the UFO project.

The words "flying saucer" didn't come up again for a month or two. I'd forgotten all about the two words and was deeply engrossed in making an analysis of the performance of the Mig-15. The Mig had just begun to show up in Korea, and finding out more about it was a hot project.

Then the words "flying saucer" drifted across the room once more. But this time instead of belly laughter there was a note of hysteria.

It seems that a writer from Life magazine was doing some research on UFO's and rumor had it that Life was thinking about doing a feature article. The writer had gone to the Office of Public Information in the Pentagon and had inquired about the current status of Project Grudge. To accommodate the writer, the OPI had sent a wire out to ATIC: What is the status of Project Grudge?

Back went a snappy reply: Everything is under control; each new report is being thoroughly analyzed by our experts; our vast files of reports are in tiptop shape; and in general things are hunky-dunky. All UFO reports are hoaxes, hallucinations, and the misidentification of known objects.

Another wire from Washington: Fine, Mr. Bob Ginna of Life is leaving for Dayton. He wants to check some reports.

Bedlam in the raw.

Other magazines had printed UFO stories, and other reporters had visited ATIC, but they had always stayed in the offices of the top brass. For some reason the name Life, the prospects of a feature story, and the feeling that this Bob Ginna was going to ask questions caused sweat to flow at ATIC.

Ginna arrived and the ATIC UFO "expert" talked to him. Ginna later told me about the meeting. He had a long list of questions about reports that had been made over the past four years and every time he asked a question, the "expert" would go tearing out of the room to try to find the file that had the answer. I remember that day people spent a lot of

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time ripping open bundles of files and pawing through them like a bunch of gophers. Many times, "I'm sorry, that's classified," got ATIC out of a tight spot.

Ginna, I can assure you, was not at all impressed by the "efficiently operating UFO project." People weren't buying the hoax, hallucination, and misidentification stories quite as readily as the Air Force believed.

Where it started or who started it I don't know, but about two months after the visit from Life's representative the official interest in UFO's began to pick up. Lieutenant Jerry Cummings, who had recently been recalled to active duty, took over the project.

Lieutenant Cummings is the type of person who when given a job to do does it. In a few weeks the operation of the UFO project had improved considerably. But the project was still operating under political, economic, and manpower difficulties. Cummings' desk was right across from mine, so I began to get a UFO indoctrination via bull sessions. Whenever Jerry found a good report in the pile - and all he had to start with was a pile of papers and files - he'd toss it over for me to read.

Some of the reports were unimpressive, I remember. But a few were just the opposite. Two that I remember Jerry's showing me made me wonder how the UFO's could be sloughed off so lightly. The two reports involved movies taken by Air Force technicians at White Sands Proving Ground in New Mexico.

The guided missile test range at White Sands is fully instrumented to track high, fast-moving objects - the guided missiles. Located over an area of many square miles there are camera stations equipped with cinetheodolite cameras and linked together by a telephone system.

On April 27, 1950, a guided missile had been fired, and as it roared up into the stratosphere and fell back to earth, the camera crews had recorded its flight. All the crews had started to unload their cameras when one of them spotted an object streaking across the sky. By April 1950 every person at White Sands was UFO conscious, so one member of the camera crew grabbed a telephone headset, alerted the other crews, and told them to get pictures. Unfortunately only one camera had film in it, the rest had already been unloaded, and before they could reload, the UFO was gone. The photos from the one station showed only a smudgy dark object. About all the film proved was that something was in the air and whatever it was, it was moving.

Alerted by this first chance to get a UFO to "run a measured course," the camera crews agreed to keep a sharper lookout. They also got the official O.K. to "shoot" a UFO if one appeared.

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Almost exactly a month later another UFO did appear, or at least at the time the camera crews thought that it was a UFO. This time the crews were ready - when the call went out over the telephone net that a UFO had been spotted, all of the crews scanned the sky. Two of the crews saw it and shot several feet of film as the shiny, bright object streaked across the sky.

As soon as the missile tests were completed, the camera crews rushed their film to the processing lab and then took it to the Data Reduction Group. But once again the UFO had eluded man because there were apparently two or more UFO's in the sky and each camera station had photographed a separate one. The data were no good for triangulation.

The records at ATIC didn't contain the analysis of these films but they did mention the Data Reduction Group at White Sands. So when I later took over the UFO investigation I made several calls in an effort to run down the actual film and the analysis. The files at White Sands, like all files, evidently weren't very good, because the original reports were gone. I did contact a major who was very cooperative and offered to try to find the people who had worked on the analysis of the film. His report, after talking to two men who had done the analysis, was what I'd expected - nothing concrete except that the UFO's were unknowns. He did say that by putting a correction factor in the

data gathered by the two cameras they were able to arrive at a rough estimate of speed, altitude, and size. The UFO was "higher than 40,000 feet, traveling over 2,000 miles per hour, and it was over 300 feet in diameter." He cautioned me, however, that these figures were only estimates, based on the possibly erroneous correction factor; therefore they weren't proof of anything - except that something was in the air.

The people at White Sands continued to be on the alert for UFO's while the camera stations were in operation because they realized that if the flight path of a UFO could be accurately plotted and timed it could be positively identified. But no more UFO's showed up.

One day Lieutenant Cummings came over to my desk and dropped a stack of reports in front of me. "All radar reports," he said, "and I'm getting more and more of them every day."

Radar reports, I knew, had always been a controversial point in UFO history, and if more and more radar reports were coming in, there was no doubt that an already controversial issue was going to be compounded.

To understand why there is always some disagreement whenever a flying saucer is picked up on radar, it is necessary to know a little bit about how radar operates.

Basically radar is nothing but a piece of electronic equipment that

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"shouts" out a radio wave and "listens" for the echo. By "knowing" how fast the radio, or radar, wave travels and from which direction the echo is coming, the radar tells the direction and distance of the object that is causing the echo. Any "solid" object like an airplane, bird, ship, or even a moisture laden cloud can cause a radar echo. When the echo comes back to the radar set, the radar operator doesn't have to listen for it and time it because this is all done for him by the radar set and he sees the "answer" on his radarscope - a kind of a round TV screen. What the radar operator sees is a bright dot, called a "blip" or a "return." The location of the return on the scope tells him the location of the object that was causing the echo. As the object moves through the sky, the radar operator sees a series of bright dots on his scope that make a track. On some radar sets the altitude of the target, the object causing the echo, can also be measured.

Under normal conditions the path that the radar waves take as they travel through the air is known. Normal conditions are when the temperature and relative humidity of the air decrease with an increase in altitude. But sometimes a condition will occur where at some level, instead of the temperature and/or relative humidity decreasing with altitude, it will begin to increase. This layer of warm, moist air is known as an inversion layer, and it can do all kinds of crazy things to a radar wave. It can cause part of the radar wave to travel in a big arc and actually pick up the ground many miles away. Or it can cause the wave to bend down just enough to pick up trucks, cars, houses, or anything that has a surface perpendicular to the ground level.

One would immediately think that since the ground or a house isn't moving, and a car or truck is moving only 40, 50, or 60 miles an hour, a radar operator should be able to pick these objects out from a fast-moving target. But it isn't as simple as that. The inversion layer shimmers and moves, and one second the radar may be picking up the ground or a truck in one spot and the next second it may be picking up something in a different spot. This causes a series of returns on the scope and can give the illusion of extremely fast or slow speeds.

These are but a few of the effects of an inversion layer on radar. Some of the effects are well known, but others aren't. The 3rd Weather Group at Air Defense Command Headquarters in Colorado Springs has done a lot of work on the effects of weather on radar, and they have developed

mathematical formulas for telling how favorable weather conditions are for "anomalous propagation," the two-bit words for false radar targets caused by weather.

The first problem in analyzing reports of UFO's being picked up on

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radar is to determine if the weather conditions are right to give anomalous propagation. This can be determined by putting weather data into a formula. If they are, then it is necessary to determine whether the radar targets were real or caused by the weather. This is the difficult job. In most cases the only answer is the appearance of the target on the radar-scope. Many times a weather target will be a fuzzy and indistinct spot on the scope while a real target, an airplane for example, will be bright and sharp. This question of whether a target looked real is the cause of the majority of the arguments about radar detected UFO's because it is up to the judgment of the radar operator as to what the target looked like. And whenever human judgment is involved in a decision, there is plenty of room for an argument.

All during the early summer of 1951 Lieutenant Cummings "fought the syndicate" trying to make the UFO respectable. All the time I was continuing to get my indoctrination. Then one day with the speed of a shotgun wedding, the long overdue respectability arrived. The date was September 12, 1951, and the exact time was 3:04 P.M.

On this date and time a teletype machine at Wright-Patterson AFB began to chatter out a message. Thirty-six inches of paper rolled out of the machine before the operator ripped off the copy, stamped it Operational Immediate, and gave it to a special messenger to deliver to ATIC. Lieutenant Cummings got the message. The report was from the Army Signal Corps radar center at Fort Monmouth, New Jersey, and it was red-hot.

The incident had started two days before, on September 10, at 11:10 A.M., when a student operator was giving a demonstration to a group of visiting brass at the radar school. He demonstrated the set under manual operation for a while, picking up local air traffic, then he announced that he would demonstrate automatic tracking, in which the set is put on a target and follows it without help from the operator. The set could track objects flying at jet speeds.

The operator spotted an object about 12,000 yards southeast of the station, flying low toward the north. He tried to switch the set to automatic tracking. He failed, tried again, failed again. He turned to his audience of VIPs, embarrassed.

"It's going too fast for the set," he said. 'That means it's going faster than a jet!"

A lot of very important eyebrows lifted. What flies faster than a jet?

The object was in range for three minutes and the operator kept trying, without success, to get into automatic track. The target finally went off the scope, leaving the red-faced operator talking to himself.

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The radar technicians at Fort Monmouth had checked the weather - there wasn't the slightest indication of an inversion layer.

Twenty-five minutes later the pilot of a T-33 jet trainer, carrying an Air Force major as passenger and flying 20,000 feet over Point Pleasant, New Jersey, spotted a dull silver, disk like object far

below him. He described it as 30 to 50 feet in diameter and as descending toward Sandy Hook from an altitude of a mile or so. He banked the T-33 over and started down after it. As he shot down, he reported, the object stopped its descent, hovered, then sped south, made a 120 degree turn, and vanished out to sea.

The Fort Monmouth Incident then switched back to the radar group. At 3:15 P.M. they got an excited, almost frantic call from headquarters to pick up a target high and to the north - which was where the first "faster-than-a-jet" object had vanished - and to pick it up in a hurry. They got a fix on it and reported that it was traveling slowly at 93,000 feet. They also could see it visually as a silver speck.

What flies 18 miles above the earth?

The next morning two radar sets picked up another target that couldn't be tracked automatically. It would climb, level off, climb again, go into a dive. When it climbed it went almost straight up.

The two-day sensation ended that afternoon when the radar tracked another unidentified slow moving object and tracked it for several minutes.

A copy of the message had also gone to Washington. Before Jerry could digest the thirty-six inches of facts, ATIC's new chief, Colonel Frank Dunn, got a phone call. It came from the office of the Director of Intelligence of the Air Force, Major General (now Lieutenant General) C. P. Cabell. General Cabell wanted somebody from ATIC to get to New Jersey - fast - and find out what was going on. As soon as the reports had been thoroughly investigated, the general said that he wanted a complete personal report. Nothing expedites like a telephone call from a general officer, so in a matter of hours Lieutenant Cummings and Lieutenant Colonel N. R. Rosengarten were on an airliner, New Jersey bound.

The two officers worked around the clock interrogating the radar operators, their instructors, and the technicians at Fort Monmouth. The pilot who had chased the UFO in the T-33 trainer and his passenger were flown to New York, and they talked to Cummings and Rosengarten. All other radar stations in the area were checked, but their radars hadn't picked up anything unusual.

At about 4:00 A.M. the second morning after they had arrived, the investigation was completed, Cummings later told. He and Lieutenant

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Colonel Rosengarten couldn't get an airliner out of New York in time to get them to the Pentagon by 10:00 A.M., the time that had been set up for their report, so they chartered an airplane and flew to the capital to brief the general.

General Cabell presided over the meeting, and it was attended by his entire staff plus Lieutenant Cummings, Lieutenant Colonel Rosengarten, and a special representative from Republic Aircraft Corporation. The man from Republic supposedly represented a group of top U.S. industrialists and scientists who thought that there should be a lot more sensible answers coming from the Air Force regarding the UFO's. The man was at the meeting at the personal request of a general officer.

Every word of the two-hour meeting was recorded on a wire recorder. The recording was so hot that it was later destroyed, but not before I had heard it several times. I can't tell everything that was said but, to be conservative, it didn't exactly follow the tone of the official Air Force releases - many of the people present at the meeting weren't as convinced that the "hoax, hallucination, and misidentification" answer was quite as positive as the Grudge Report and subsequent press releases made out.

Toward the end of the two-hour conference a general asked Lieutenant Cummings to review the activity of the UFO investigation for the past year and a half. Maybe it was just a lack of sleep, or maybe it was just Cummings, but the general got the straight answer - for all practical purposes the project was dead. Then Cummings proceeded to elaborate on the details, the attitude at ATIC, the opposition to his reorganizing the project, and the methods of processing reports. Lieutenant Cummings didn't miss a point. He later told me that all of the generals and about three fourths of the full colonels present at the meeting turned the shade of purple normally associated with rage while a sort of sickly grin graced the faces of the remaining few. Then one of the generals on the purple-faced team glared at the sickly grin team and cut loose.

The first thing the general wanted to know was, "Who in hell has been giving me these reports that every decent flying saucer sighting is being investigated?"

Then others picked up the questioning.

"What happened to those two reports that General sent in from Saudi Arabia? He saw those two flying saucers himself."

"And who released this big report, anyway?" another person added, picking up a copy of the Grudge Report and slamming it back down on the table.

Lieutenant Cummings and Lieutenant Colonel Rosengarten came back to ATIC with orders to set up a new project and report back to General

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94.The Report on Unidentified Flying Objects

Cabell when it was ready to go. But Cummings didn't get a chance to do much work on the new revitalized Project Grudge - it was to keep the old name - because in a few days he was a civilian. He'd been released from active duty because he was needed back at Cal Tech, where he'd been working on an important government project before his recall to active duty.

The day after Cummings got his separation orders, Lieutenant Colonel Rosengarten called me into his office. The colonel was chief of the Aircraft and Missiles branch and one of his many responsibilities was Project Grudge. He said that he knew that I was busy as group leader of my regular group but, if he gave me enough people, could I take Project Grudge? All he wanted me to do was to get it straightened out and operating; then I could go back to trying to outguess the Russians. He threw in a few comments about the good job I'd done straightening out other foul-up projects. Good old "Rosy." With my ego sufficiently inflated, I said yes.

On many later occasions, when I'd land at home in Dayton just long enough for a clean clothes resupply, or when the telephone would ring at 2:00 A.M. to report a new "hot" sighting and wake up the baby, Mrs. Ruppelt and I have soundly cussed my ego.

I had had the project only a few days when a minor flurry of good UFO reports started. It wasn't supposed to happen because the day after I'd taken over Project Grudge I'd met the ex-UFO "expert" in the hall and he'd nearly doubled up with laughter as he said something about getting stuck with Project Grudge. He predicted that I wouldn't get a report until the newspapers began to play up flying saucers again. "It's all mass hysteria," he said.

The first hysterical report of the flurry came from the Air Defense Command. On September 23, 1951, at seven fifty-five in the morning, two F-86's on an early patrol were approaching Long Beach, California, coming in on the west leg of the Long Beach Radio range. All of a sudden the flight leader called his ground controller - high at twelve o'clock he and his wing man saw an object. It was

in a gradual turn to its left, and it wasn't another airplane. The ground controller checked his radars but they had nothing, so the ground controller called the leader of the F-86's back and told him to go after the object and try to identify it. The two airplanes started to climb.

By this time the UFO had crossed over them but it was still in a turn and was coming back. Several times they tried to intercept, but they could never climb up to it. Once in a while, when they'd appear to be getting close, the UFO would lazily move out of range by climbing

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slightly. All the time it kept orbiting to the left in a big, wide circle. After about ten minutes the flight leader told the ground controller, who had been getting a running account of the unsuccessful intercept, that their fuel was low and that they'd have to break off soon. They'd gotten a fairly good look at the UFO, the flight leader told the ground controller, and it appeared to be a silver airplane with highly swept back wings. The controller acknowledged the message and said that he was scrambling all his alert airplanes from George AFB. Could the two F-86's stay in the area a few more minutes? They stayed and in a few minutes four more F-86's arrived. They saw the UFO immediately and took over.

The two F-86's with nearly dry tanks went back to George AFB.

For thirty more minutes the newly arrived F-86's worked in pairs trying to get up to the UFO's altitude, which they estimated to be 55,000 feet, but they couldn't make it. All the time the UFO kept slowly circling and speeding up only when the F-86's seemed to get too close. Then they began to run out of fuel and asked for permission to break off the intercept.

By this time one remaining F-86 had been alerted and was airborne toward Long Beach. He passed the four homeward bound F-86's as he was going in, but by the time he arrived over Long Beach the UFO was gone.

All the pilots except one reported a "silver airplane with highly swept back wings." One pilot said the UFO looked round and silver to him.

The report ended with a comment by the local intelligence officer. He'd called Edwards AFB, the big Air Force test base north of Los Angeles, but they had nothing in the air. The officer concluded that the UFO was no airplane. In 1951 nothing we had would fly higher than the F-86.

This was a good report and I decided to dig in. First I had some more questions I wanted to ask the pilots. I was just in the process of formulating this set of questions when three better reports came in. They automatically got a higher priority than the Long Beach Incident.

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CHAPTER EIGHT

The Lubbock Lights, Unabridged

When four college professors, a geologist, a chemist, a physicist, and a petroleum engineer, report seeing the same UFO's on fourteen different occasions, the event can be classified as, at least, unusual. Add the facts that hundreds of other people saw these UFO's and that they were photographed, and the story gets even better. Add a few more facts - that these UFO's were picked up on radar and that a few people got a close look at one of them, and the story begins to convince even the most ardent skeptics.

This was the situation the day the reports of the Lubbock Lights arrived at ATIC. Actually the Lubbock Lights, as Project Blue Book calls them, involved many widespread reports. Some of these incidents are known to the public, but the ones that added the emphasis and intrigue to the case and caused hundreds of hours of time to be spent analyzing the reports have not been told before. We collected all of these reports under the one title because there appeared to be a tie-in between them.

The first word of the sightings reached ATIC late in September 1951, when the mail girl dropped letters into my "in" basket. One of the letters was from Albuquerque, New Mexico, one was from a small town in Washington State, where I knew an Air Defense Command radar station was located, and the other from Reese AFB at Lubbock, Texas.

I opened the Albuquerque letter first. It was a report from 34th Air Defense at Kirtland AFB. The report said that on the evening of August 25, 1951, an employee of the Atomic Energy Commission's super secret Sandia Corporation and his wife had seen a UFO. About dusk they were sitting in the back yard of their home on the outskirts of Albuquerque. They were gazing at the night sky, commenting on how beautiful it was, when both of them were startled at the sight of a huge airplane flying swiftly and silently over their home. The airplane had been in sight only a few seconds but they had gotten a good look at it because it was so low. They estimated 800 to 1,000 feet. It was the shape of a "flying wing" and one and a half times the size of a B-36. The wing was sharply swept back, almost like a V. Both the husband and wife had seen B-36's over their

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home many times. They couldn't see the color of the UFO but they did notice that there were dark bands running across the wing from front to back. On the aft edge of the wings there were six to eight pairs of soft, glowing, bluish lights. The aircraft had passed over their house from north to south.

The report went on to say that an investigation had been made immediately. Since the object might have been a conventional airplane, air traffic was checked. A commercial airlines Constellation was 50 miles west of Albuquerque and an Air Force B-25 was south of the city, but there had been nothing over Albuquerque that evening. The man's back ground was checked. He had a "Q" security clearance. This summed up his character, oddballs don't get "Q" clearances. No one else had reported the UFO, but this could be explained by the fact the AEC employee and his wife lived in such a location that anything passing over their home from north to south wouldn't pass over or near very many other houses. A sketch of the UFO was enclosed in the report.

I picked up the letter from Lubbock next. It was a thick report, and from the photographs that were attached, it looked interesting. I thumbed through it and stopped at the photos. The first thing that struck me was the similarity between these photos and the report I'd just read. They showed a series of lights in a V shape, very similar to those described as being on the aft edge of the "flying wing" that was reported from Albuquerque. This was something unique, so I read the report in detail.

On the night of August 25, 1951, about 9:20 P.M., just twenty minutes after the Albuquerque sighting, four college professors from Texas Technological College at Lubbock had observed a formation of soft, glowing, bluish green lights pass over their home. Several hours later they saw a similar group of lights and in the next two weeks they saw at least ten more. On August 31 an amateur photographer had taken five photos of the lights. Also on the thirty first two ladies had seen a large "aluminum colored," "pear shaped" object hovering near a road north of Lubbock. The report went into the details of these sightings and enclosed a set of the photos that had been taken.

This report, in itself, was a good UFO report, but the similarity to the Albuquerque sighting, both in the description of the object and the time that it was seen, was truly amazing.

I almost overlooked the report from the radar station because it was fairly short. It said that early on the morning of August 26, only a few hours after the Lubbock sighting, two different radars had shown a target traveling 900 miles per hour at 13,000 feet on a northwesterly heading. The target had been observed for six minutes and an F-86 jet interceptor

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had been scrambled but by the time the F-86 had climbed into the air the target was gone. The last paragraph in the report was rather curt and to the point. It was apparently in anticipation of the comments the report would draw. It said that the target was not caused by weather. The officer in charge of the radar station and several members of his crew had been operating radar for seven years and they could recognize a weather target. This target was real.

I quickly took out a map of the United States and drew in a course line between Lubbock and the radar station. A UFO flying between these two points would be on a northwesterly heading and the times it was seen at the two places gave it a speed of roughly 900 miles per hour.

This was by far the best combination of UFO reports I'd ever read and I'd read every one in the Air Force's files.

The first thing I did after reading the reports was to rush a set of the Lubbock photos to the intelligence officer of the 34th Air Division in Albuquerque. I asked him to show the photos to the AEC employee and his wife without telling them what they were. I requested an answer by wire. Later the next day I received my answer: "Observers immediately said that this is what they saw on the night of 25 August. Details by airmail." The details were a sketch the man and his wife had made of a wing around the photo of the Lubbock Lights. The number of lights in the photo and the number of lights the two observers had seen on the wing didn't tally, but they explained this by saying that they could have been wrong in their estimate.

The next day I flew to Lubbock to see if I could find an answer to all of these mysterious happenings.

I arrived in Lubbock about 5:00 P.M. and contacted the intelligence officer at Reese AFB. He knew that I was on my way and had already set up a meeting with the four professors. Right after dinner we met them.

If a group had been hand-picked to observe a UFO, we couldn't have picked a more technically qualified group of people. They were:

Dr. W. I. Robinson, Professor of Geology.

Dr. A. G. Oberg, Professor of Chemical Engineering.

Professor W. L. Ducker, Head of the Petroleum Engineering Department.

Dr. George, Professor of Physics.

This is their story:

On the evening of August 25 the four men were sitting in Dr. Robinson's back yard. They were discussing micro meteorites and drinking tea. They jokingly stressed this point. At nine twenty a formation of lights streaked across the sky directly over their heads. It all happened so fast that none

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of them had a chance to get a good look. One of the men mentioned that he had always admonished his students for not being more observant; now he was in that spot. He and his colleagues realized they could remember only a few details of what they had seen. The lights were a weird bluish green color and they were in a semicircular formation. They estimated that there were from fifteen to thirty separate lights and that they were moving from north to south. Their one wish at this time was that the lights would reappear. They did; about an hour later the lights went over again. This time the professors were a little better prepared. With the initial shock worn off, they had time to get a better look. The details they had remembered from the first flight checked. There was one difference; in this flight the lights were not in any orderly formation, they were just in a group.

The professors reasoned that if the UFO's appeared twice they might come back. Come back they did. The next night and apparently many times later, as the professors made twelve more observations during the next few weeks. For these later sightings they added two more people to their observing team.

Being methodical, as college professors are, they made every attempt to get a good set of data. They measured the angle through which the objects traveled and timed them. The several flights they checked traveled through 90 degrees of sky in three seconds, or 30 degrees per second. The lights usually suddenly appeared 45 degrees above the northern horizon, and abruptly went out 45 degrees above the southern horizon. They always traveled in this north-to-south direction. Outside of the first flight, in which the objects were in a roughly semicircular formation, in none of the rest of the flights did they note any regular pattern. Two or three flights were often seen in one night.

They had tried to measure the altitude, with no success. First they tried to compare the lights to the height of clouds but the clouds were never near the lights, or vice versa. Next they tried a more elaborate scheme. They measured off a base line perpendicular to the objects' usual flight path. Friends of the professors made up two teams. Each of the two teams was equipped with elevation measuring devices, and one team was stationed at each end of the base line. The two teams were linked together by two-way radios. If they sighted the objects they would track and time them, thus getting the speed and altitude.

Unfortunately neither team ever saw the lights. But the lights never seemed to want to run the course. The wives of some of the watchers claimed to have seen them from their homes in the city. This later proved to be a clue.

100.The Report on Unidentified Flying Objects

The professors were not the sole observers of the mysterious lights. For two weeks hundreds of other people for miles around Lubbock reported that they saw the same lights. The professors checked many of these reports against the times of the flights they had seen and recorded, and many checked out close. They attempted to question these observers as to the length of time they had seen the lights

and angles at which they had seen them, but the professors learned what I already knew, people are poor observers.

Naturally there has been much discussion among the professors and their friends as to the nature of the lights. A few simple mathematical calculations showed that if the lights were very high they would be traveling very fast. The possibility that they were some natural phenomena was, of course, discussed and seriously considered. The professors did a lot of thinking and research and decided that if they were natural phenomena they were something altogether new. Dr. George, who has since died, studied the phenomena of the night sky during his years as a professor at the University of Alaska, and he had never seen or heard of anything like this before.

This was the professors' story. It was early in the morning when we returned to Reese AFB. I sat up a few more hours unsuccessfully trying to figure out what they had seen.

The next day I again met the intelligence officer and we went to talk to Carl Hart, Jr., the amateur photographer who had taken the pictures of the lights. Hart was a freshman at Texas Tech. His story was that on the night of August 31 he was lying in his bed in an upstairs room of the Hart home. He, like everyone else in Lubbock, had heard about the lights but he had never seen them. It was a warm night and his bed was pushed over next to an open window. He was looking out at the clear night sky, and had been in bed about a half hour, when he saw a formation of the lights appear in the north, cross an open patch of sky, and disappear over his house. Knowing that the lights might reappear as they had done in the past, he grabbed his loaded Kodak 35, set the lens and shutter at f 3.5 and one tenth of a second, and went out into the middle of the back yard. Before long his vigil was rewarded when the lights made a second pass. He got two pictures. A third formation went over a few minutes later and he got three more pictures. The next morning bright and early Hart said he took the roll of unexposed film to a friend who ran a photo finishing shop. He explained that he did all of his film processing in this friend's lab. He told the friend about the pictures and they quickly developed them.

I stopped Hart at this point and asked why he didn't get more excited

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about what could be the biggest news photos of the century. He said that the lights had appeared to be so dim that he was sure he didn't have anything on the negatives; had he thought that he did have some good pictures he would have awakened his friend to develop the negatives right away.

When he developed the negatives and saw that they showed an image, his friend suggested that he call the newspaper. At first the paper wasn't interested but then they decided to run the photos. I later found out that they had done some checking of their own.

We went with Hart into his back yard to re-enact what had taken place. He described the lights as being the same dull, glowing bluish green color as those seen by the professors. The formation was different, however. The lights Hart saw were always flying in a perfect V. He traced the path from where they appeared over some trees in the north, through an open patch of sky over the back yard, to a point where they disappeared over the house. From the flight path he pointed out, the lights had crossed about 120 degrees of open sky in four seconds. This 30-degree-per-second angular velocity corresponded to the professors' measured angular velocity.

We made arrangements to borrow Hart's negatives, thanked him for his information, and left.

Armed with a list of names of other observers of the mysterious lights, the intelligence officer and I started out to try to get a cross-section account of the other UFO sightings in the Lubbock area. All the stories about the UFO's were the same; various types of formations of dull bluish green lights, generally moving north to south. A few people had variations. One lady saw a flying venetian blind

and another a flying double boiler. One point of interest was that very few claimed to have seen the lights before reading the professors' story in the paper, but this could get back to the old question, "Do people look up if they have no reason to do so?"

We talked to observers in nearby towns. Their stories were the same. Two of them, tower operators at an airport, reported that they had seen the lights on several occasions.

It was in one of these outlying towns, Lamesa, that we talked to an old gentleman, about eighty years old, who gave us a good lead. He had seen the lights and he had identified them. Ever since he had read the story in the papers he had been looking. One evening he and his wife were in their yard looking for the lights. All of a sudden two or three appeared. They were in view for several seconds, then they were gone. In a few minutes the lights did a repeat performance. The man admitted he had been scared. He broke off his story of the lights and launched into

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his background as a native Texan, with range wars, Indians, and stage coaches under his belt. What he was trying to point out was that despite the range wars, Indians, and stagecoaches, he had been scared. His wife had been scared too. We had some difficulty getting back to the lights but we finally made it. The third time they came around, he said, one of the lights emitted a sound. It said, "Plover." The old gentleman had immediately identified it as a plover, a water bird about the size of a quail. Later that night, and on several other occasions, they had seen the same thing. After a few more hair-raising but interesting stories of the old west Texas, we left.

Our next stop was the federal game warden's office in Lubbock. We got the low-down on plovers. We explained our interest and the warden was very helpful. He had been around west Texas all of his life so he was familiar with wildlife. The oily white breast of a plover could easily reflect light, but plovers usually didn't travel in more than pairs, or three at the most. He had never seen or heard of them traveling in a flock of fifteen to thirty but, of course, this wasn't impossible. Ducks, yes, but probably not plovers. He did say that for some unknown reason there were more than the usual number of plovers in the area that fall.

I was anxious to get the negatives that Hart had lent us back to the photo lab at Wright Field, but I had one more call to make. I wanted to talk to the two ladies who had seen a strange object hovering near their car, but I also wanted to write my report before I left Lubbock. Two Air Force special investigators from Reese AFB offered to talk to the ladies, so I stayed at the air base and finished my report.

That night when the investigators came back, I got the story. They had spent the whole day talking to the ladies and doing a little discreet checking into their backgrounds.

The two ladies, a mother and her daughter, had left their home in Matador, Texas, 70 miles northeast of Lubbock, about twelve thirty P.M. on August 31. They were driving along in their car when they suddenly noticed "a pear shaped" object about 150 yards ahead of them. It was just off the side of the road, about 120 feet in the air. It was drifting slowly to the east, "less than the speed required to take off in a Cub airplane." They drove on down the road about 50 more yards, stopped, and got out of the car. The object, which they estimated to be the size of a B-29 fuselage, was still drifting along slowly. There was no sign of any exhaust blast and they heard no noise, but they did see a "porthole" in the side of the object. In a few seconds the object began to pick up speed and rapidly climb out of sight. As it climbed it seemed to have a tight spiraling motion.

The investigation showed that the two ladies were "solid citizens," with absolutely no talents, or reasons, for fabricating such a story. The daughter was fairly familiar with aircraft. Her husband was an Air Force officer then in Korea, and she had been living near air bases for several years. The ladies had said that the object was "drifting" to the east, which possibly indicated that it was moving with the wind, but on further investigation it was found that it was moving into the wind.

The two investigators had worked all day and hadn't come up with the slightest indication of an answer.

This added the final section to my now voluminous report on the Lubbock affair.

The next morning as I rode to the airport to catch an airliner back to Dayton I tried to put the whole puzzle together. It was hard to believe that all I'd heard was real. Did a huge flying wing pass over Albuquerque and travel 250 miles to Lubbock in about fifteen minutes? This would be about 900 miles per hour. Did the radar station in Washington pick up the same thing? I'd checked the distances on the big wall map in flight operations just before leaving Reese AFB. It was 1,300 miles from Lubbock to the radar site. From talking to people, we decided that the lights were apparently still around Lubbock at 11:20 P.M. and the radar picked them up just after midnight. They would have had to be traveling about 780 miles per hour. This was fairly close to the 900-mile-per-hour speed clocked by the two radars. The photos of the Lubbock Lights checked with the description of what the AEC employee and his wife had seen in Albuquerque. Nobody in Lubbock, however, had reported seeing a "flying wing" with lights. All of this was swimming around in my mind when I stepped out of the staff car at the Lubbock airport.

My plane had already landed so I checked in at the ticket counter, picked up a morning paper, and ran out and got into the airplane. I sat down next to a man wearing a Stetson hat and cowboy boots. I soon found out he was a retired rancher from Lubbock.

On the front page of the paper was an account of a large meteor that had flashed across New Mexico, west Texas and Oklahoma the night before. According to the newspaper account, it was very spectacular and had startled a good many people in Lubbock. I was interested in the story because I had seen this meteor. It was a spectacular sight and I could easily understand how such things could be called UFO's. My seat partner must have noticed that I was reading the story of the meteor because he commented that a friend of his, the man who had brought him to the airport, had seen it. We talked about the meteor. This led to a discussion of other odd happenings and left a perfect opening for him to

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bring up the Lubbock Lights. He asked me if I'd heard about them. I said that I had heard a few vague stories. I hoped that this would stave off any detailed accounts of stories I had been saturated with during the past five days, but it didn't. I heard all the details all over again.

As he talked on, I settled back in my seat waiting for a certain thing to happen. Pretty soon it came. The rancher hesitated and the tone of his voice changed to a half proud, half apologetic tone. I'd heard this transition many times in the past few months; he was going to tell about the UFO that he had seen. He was going to tell how he had seen the bluish green lights. I was wrong; what he said knocked me out of my boredom.

The same night that the college professors had seen their formation of lights his wife had seen something. Nobody in Lubbock knew about the story, not even their friends. He didn't want anyone to think he and his wife were crazy. He was telling me only because I was a stranger. Just after dark his wife had gone outdoors to take some sheets off the clothesline. He was inside the house reading the paper. Suddenly his wife had rushed into the house, as he told the story, "as white as the sheets

she was carrying." As close as he could remember, he said, this was about ten minutes before the professors made their first sighting. He stopped at this point to tell me about his wife, she wasn't prone to be "flighty" and she "never made up tales." This character qualification was also standard for UFO storytellers. The reason his wife was so upset was that she had seen a large object glide swiftly and silently over the house. She said it looked like "an airplane without a body." On the back edge of the wing were pairs of glowing bluish lights. The Albuquerque sighting! He said he didn't have any idea what his wife had seen but he thought that it was an interesting story.

It was an interesting story. It hit me right between the eyes. I knew the rancher and his wife couldn't have possibly heard the Albuquerque couple's story, only they and a few Air Force people knew about it. The chances of two identical stories being made up were infinitesimal, especially since neither of them fitted the standard Lubbock Light description. I wondered how many other people in Lubbock, Albuquerque, or any where in the Southwest had seen a similar UFO during this period and hesitated to mention it.

I tried to get a few more facts from the rancher but he'd told me all he knew. At Dallas I boarded an airliner to Dayton and he went on to Baton Rouge, never knowing what he'd added to the story of the Lubbock Lights.

On the way to Dayton I figured out a plan of attack on the thousands

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of words of notes I'd taken. The best thing to do, I decided, was to treat each sighting in the Lubbock Light series as a separate incident. All of them seemed to be dependent upon each other for importance. If the objects that were reported in several of the incidents could be identified, the rest would merely become average UFO reports. The photographs taken by Carl Hart, Jr., became number one on the agenda.

As soon as I reached Dayton I took Hart's negatives to the Photo Reconnaissance Laboratory at Wright Field. This laboratory, staffed by the Air Force's top photography experts, did all of our analysis of photographs. They went right to work on the negatives and soon had a report.

There had originally been five negatives, but when we asked to borrow them Hart could only produce four. The negatives were badly scratched and dirty because so many people had handled them, so it was difficult to tell the actual photographic images from the dust spots and scratches. The first thing that the lab did was to look at each spot on the negatives to see if it was an actual photographic image. They found that the photos showed an inverted V formation of lights. In each photo the individual image of a light was badly blurred due to motion of the camera, but by careful scrutiny of each blurred image they were able to determine that the original lights that Hart had photographed were circular, near pinpoint sources of light. Like a bright star, or a distant light bulb. Next they made enlargements from the negatives and carefully plotted the position of each light in the formation.

In each photograph the individual lights in the formation shifted position according to a definite pattern.

One additional factor that was brought out in the report was that although the photos were taken on a clear night no images of the stars could be found in the background. This proved one thing, the lights, which were overexposed in the photograph, were a great deal brighter than the stars, or the lights affected the film more than the light from the stars.

This was all that the photos showed. It was impossible to determine the size of each image of the group, speed, or altitude.

The next thing was to try to duplicate what Hart said he had done. I enlisted the aid of several friends and we tried to photograph a moving light. When we were talking to Hart in Lubbock, he had taken us to his back yard, where he had shot the pictures. He had traced the flight path of lights across the sky. We had him estimate the speed by following an imaginary flight of lights across the sky. It came out to about four seconds. We had a camera identical to the one that Hart had used and

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set up a light to move at the same speed as the UFO's had flown. We tried to take photographs. In four seconds we could get only two poor shots. These were badly blurred, much worse than Hart's, due to the one-tenth-of-a-second shutter speed. We repeated our experiment several times, each time with the same results. This made a lot of people doubt the authenticity of Hart's photos.

With the completed photo lab report in my hands, I was still without an The report was intere ting but didn't prove anything. All I could do was opinions from as qualified sources as I could find. A physiologist at the Aeromed oratory knocked out the timing theory immediately by saying that if Ha rt had been excited he could have easily taken three photos in four seconds if we could get two in four seconds in our experiment. Several professional photographers, one of them a top Life photographer, said that if Hart was familiar with his camera and was familiar with panning action shots, his photos would have shown much less blur than ours. I recalled what I heard about Hart's having photographed sporting events for the Lubbock newspaper. This would have called for a good panning technique.

The photographs didn't tally with the description of the lights that the professors had seen; in fact, they were firmly convinced that they were of "home manufacture." The professors had reported soft, glowing lights yet the photos showed what should have been extremely bright lights. Hart reported a perfect formation while the professors, except for the first flight, reported an unorderly group. There was no way to explain this disagreement in the arrangement of the lights. Of course, it wasn't impossible that on the night that Hart saw the lights they were flying in a V formation. The first time the professors saw them they were flying in a semicircle.

The intensity of the lights was difficult to explain. Again I went to the people in the Photo Reconnaissance Laboratory. I asked them if there was any possible situation that could cause this. They said yes. An intensely bright light source which had a color far over in the red end of the spectrum, bordering on infrared, could do it. The eye is not sensitive to such a light, it could appear dim to the eye yet be "bright" to the film. I asked them what kind of a light source would cause this. There were several things, if you want to speculate, they said, extremely high temperatures for one. But this was as far as they would go. We have nothing in this world that flies that appears dim to the eye yet will show bright on film, they said.

This ended the investigation of the photographs, and the investigation ended at a blank wall. My official conclusion, which was later given

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to the press, was that "The photos were never proven to be a hoax but neither were they proven to be genuine." There is no definite answer.

The emphasis of the investigation was now switched to the professors sighting. The meager amount of data that they had gathered seemed to be accurate but it was inconclusive as far as getting a definite answer was concerned. They had measured two things, how much of the sky the objects had crossed in a certain time and the angle from one side of the formation to the other. These figures

didn't mean a great deal, however, since the altitude at which the formation of lights was flying was unknown. If you assumed that the objects were flying at an altitude of 10,000 feet you could easily compute that they were traveling about 3,600 miles per hour, or five to six times the speed of sound. The formation would have been about 1,750 feet wide. If each light was a separate object it could have been in the neighborhood of 100 feet in diameter. These figures were only a guess since nobody knew if the lights were at, above, or below 10,000 feet. If they had been higher they would have been going faster and have been larger. If lower than 10,000 feet, slower and smaller.

The only solid lead that had developed while the Reese AFB intelligence officer and I were investigating the professors' sightings was that the UFO's were birds reflecting the city lights; specifically plover. The old cowboy from Lamesa had described something identical to what the professors described and they were plover. Secondly, whenever the professors left the vicinity of their homes to look for the lights they didn't see them, yet their wives, who stayed at home, did see them. If the "lights" were birds they would be flying low and couldn't be seen from more than a few hundred feet. While in Lubbock I'd noticed several main boulevards lighted with the bluish mercury vapor lights. I called the intelligence officer at Reese AFB and he airmailed me a city map of Lubbock with the mercury-vapor-lighted streets marked. The place where the professors had made their observations was close to one of these streets. The big hitch in this theory was that people living miles from a mercury-vapor-lighted boulevard had also reported the lights. How many of these sightings were due to the power of suggestion and how many were authentic I didn't know. If I could have found out, it would have been possible to plot the sightings in Lubbock, and if they were all located close to the lighted boulevards, birds would be an answer. This, however, it was impossible to do.

The fact that the lights didn't make any perceivable sound seemed as if it might be a clue. Birds or light phenomena wouldn't make any sound, but how about some object of appreciable size traveling at or above them

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speed of sound? Jet airplanes don't fly as fast as the speed of sound but they, make a horrible roar. Artillery shells, which are going much faster than aircraft, whine as they go through the air. I knew that a great deal of the noise from a jet is due to the heated air rushing out of the tail pipe, but I didn't know exactly how much of the noise this caused. If a jet airplane with a silent engine could be built, how much noise would it make? How far could it be heard? To get the answer I contacted National Advisory Committee for Aeronautics Laboratory at Langley AFB, a government agency which specializes in aeronautical research. They didn't know. Neither they nor anybody else had ever done any research on this question. Their opinion was that such an aircraft could not be heard 5,000 or 10,000 feet away. Aerodynamicists at Wright Field's Aircraft Laboratory agreed.

I called the Army's Ballistic Research Laboratories at Aberdeen Proving Grounds, Maryland, to find out why artillery shells whine. These people develop and test all kinds of shells so they would have an answer if anybody did. They said that the majority of the whine of an artillery shell is probably caused by the flat back end of the shell. If a perfectly streamlined shell could be used it would not have any perceivable whine.

What I found out, or didn't find out, about the sound of an object moving at several times the speed of sound was typical of nearly every question that came up regarding UFO's. We were working in a field where there were no definite answers to questions. In some instances we were getting into fields far advanced above the then present levels of research. In other instances we were getting into fields where no research had been done at all. It made the problem of UFO analysis one of getting opinions. All we could do was hope the opinions we were getting were the best.

My attempts to reach a definite conclusion as to what the professors had seen met another blank wall. I had no more success than I'd had trying to reach a conclusion on the authenticity of the photographs.

A thorough analysis of the reports of the flying wings seen by the retired rancher's wife in Lubbock and the AEC employee and his wife in Albuquerque was made. The story from the two ladies who saw the aluminum colored pear shaped object hovering near the road near Matador, Texas, was studied, checked, and rechecked. Another blank wall on all three of these sightings.

By the time I got around to working on the report from the radar station in Washington State, the data of the weather conditions that existed on the night of the sighting had arrived. I turned the incident folder over to the electronics specialists at ATIC. They made the analysis

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and determined that the targets were caused by weather, although it was a borderline case. They further surmised that since the targets had been picked up on two radars, if I checked I'd find out that the two targets looked different on the two radarscopes. This is a characteristic of a weather target picked up on radars operating on different frequencies. I did check. I called the radar station and talked to the captain who was in charge of the crew the night the target had been picked up.

The target looked the same on both scopes. This was one of the reasons it had been reported, the captain told me. If the target hadn't been the same on both scopes, he wouldn't have made the report since he would have thought he had a weather target. He asked me what ATIC thought about the sighting. I said that Captain James thought it was weather. Just before the long-distance wires between Dayton and Washington melted, I caught some comment about people sitting in swivel chairs miles from the closest radarscope. . . . I took it that he didn't agree the target was caused by weather. But that's the way it officially stands today.

Although the case of the Lubbock Lights is officially dead, its memory lingers on. There have never been any more reliable reports of "flying wings" but lights somewhat similar to those seen by the professors have been reported. In about 70 per cent of these cases they were proved to be birds reflecting city lights.

The known elements of the case, the professors' sightings and the photos, have been dragged back and forth across every type of paper upon which written material appears, from the cheapest, coarsest pulp to the slick Life pages. Saucer addicts have studied and offered the case as all conclusive proof, with photos, that UFO's are interplanetary. Dr. Donald Menzel of Harvard studied the case and ripped the sightings to shreds in Look, Time, and his book, Flying Saucers, with the theory that the professors were merely looking at refracted city lights. But none of these people even had access to the full report. This is the first time it has ever been printed.

The only other people outside Project Blue Book who have studied the complete case of the Lubbock Lights were a group who, due to their associations with the government, had complete access to our files. And these people were not pulp writers or wide-eyed fanatics, they were scientists, rocket experts, nuclear physicists, and intelligence experts. They had banded together to study our UFO reports because they were convinced that some of the UFO's that were being reported were interplanetary spaceships and the Lubbock series was one of these reports.

The fact that the formations of lights were in different shapes didn't bother them; in fact, it convinced them all the more that their ideas of how a spaceship might operate were correct.

This group of scientists believed that the spaceships, or at least the part of the spaceship that came relatively close to the earth, would have to have a highly swept back wing configuration. And they believed that for propulsion and control the craft had a series of small jet orifices all around its edge. Various combinations of these small jets would be turned on to get various flight attitudes. The lights that the various observers saw differed in arrangement because the craft was flying in different flight attitudes.

(Three years later the Canadian Government announced that this was exactly the way that they had planned to control the flying saucer that they were trying to build. They had to give up their plans for the development of the saucer like craft, but now the project has been taken over by the U.S. Air Force.)

This is the complete story of the Lubbock Lights as it is carried in the Air Force files, one of the most interesting and most controversial collection of UFO sightings ever to be reported to Project Blue Book. Officially all of the sightings, except the UFO that was picked up on radar, are unknowns.

Personally I thought that the professors' lights might have been some kind of birds reflecting the light from mercury vapor street lights, but I was wrong. They weren't birds, they weren't refracted light, but they weren't spaceships. The lights that the professors saw - the backbone of the Lubbock Light series - have been positively identified as a very commonplace and easily explainable natural phenomenon.

It is very unfortunate that I can't divulge exactly the way the answer was found because it is an interesting story of how a scientist set up complete instrumentation to track down the lights and how he spent several months testing theory after theory until he finally hit upon the answer. Telling the story would lead to his identity and, in exchange for his story, I promised the man complete anonymity. But he fully convinced me that he had the answer, and after having heard hundreds of explanations of UFO's, I don't convince easily.

With the most important phase of the Lubbock Lights "solved" - the sightings by the professors- the other phases become only good UFO reports.

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CHAPTER NINE

The New Project Grudge

While I was in Lubbock, Lieutenant Henry Metscher, who was helping me on Project Grudge, had been sorting out the many bits and pieces of information that Lieutenant Jerry Cummings and Lieutenant Colonel Rosengarten had brought back from Fort Monmouth, New Jersey, and he had the answers.

The UFO that the student radar operator had assumed to be traveling at a terrific speed because he couldn't lock on to it turned out to be a 400-mile-an-hour conventional airplane. He'd just gotten fouled up on his procedures for putting the radar set on automatic tracking. The sighting by the two officers in the T-33 jet fell apart when Metscher showed how they'd seen a balloon.

The second radar sighting of the series also turned out to be a balloon. The frantic phone call from headquarters requesting a reading on the object's altitude was to settle a bet. Some officers in headquarters had seen the balloon launched and were betting on how high it was.

The second day's radar sightings were caused by another balloon and weather - both enhanced by the firm conviction that there were some mighty queer goings on over Jersey.

The success with the Fort Monmouth Incident had gone to our heads and we were convinced that with a little diligent digging we'd be knocking off saucers like an ace skeet shooter. With all the confidence in the world, I attacked the Long Beach Incident, which I'd had to drop to go to Lubbock, Texas. But if saucers could laugh, they were probably zipping through the stratosphere chuckling to themselves, because there was no neat solution to this one.

In the original report of how the six F-86's chased the high flying UFO over Long Beach, the intelligence officer who made the report had said that he'd checked all aircraft flights, therefore this wasn't the answer.

The UFO could have been a balloon, so I sent a wire to the Air Force weather detachment at the Long Beach Municipal Airport. I wanted the track of any balloon that was in the air at 7:55 A.M. on September 23, 1951.

112.The Report on Unidentified Flying Objects

While I was waiting for the answers to my two wires, Lieutenant Metscher and I began to sort out old UFO reports. It was a big job because back in 1949, when the old Project Grudge had been disbanded, the files had just been dumped into storage bins. Hank and I now had four filing case drawers full of a heterogeneous mass of UFO reports, letters, copies of letters, and memos.

But I didn't get to do much sorting because the mail girl brought in a copy of a wire that had just arrived. It was a report of a UFO sighting at Terre Haute, Indiana. I read it and told Metscher that I'd quickly whip out an answer and get back to helping him sort. But it didn't prove to be that easy.

The report from Terre Haute said that on October 9, a CAA employee at Hulman Municipal Airport had observed a silvery UFO. Three minutes later a pilot, flying east of Terre Haute, had seen a similar object. The report lacked many details but a few phone calls filled me in on the complete story.

At 1:43 P.M. on the ninth a CAA employee at the airport was walking across the ramp in front of the

administration building. He happened to glance up at the sky - why, he didn't know - and out of the corner of his eye he caught a flash of light on the southeastern horizon. He stopped and looked at the sky where the flash of light had been but he couldn't see anything. He was just about to walk on when he noticed what he described as "a pinpoint" of light in the same spot where he'd seen the flash. In a second or two the "pinpoint" grew larger and it was obvious to the CAA man that something was approaching the airport at a terrific speed. As he watched, the object grew larger and larger until it flashed directly overhead and disappeared to the northwest. The CAA man said it all happened so fast and he was so amazed that he hadn't called anybody to come out of the nearby hangar and watch the UFO. But when he'd calmed down he remembered a few facts. The UFO had been in sight for about fifteen seconds and during this time it had passed from horizon to horizon. It was shaped like a "flattened tennis ball," was a bright silver color, and when it was directly overhead it was "the size of a 50 cent piece held at arm's length."

But this wasn't all there was to the report. A matter of minutes after the sighting a pilot radioed Terre Haute that he had seen a UFO. He was flying from Greencastle, Indiana, to Paris, Illinois, when just east of Paris he'd looked back and to his left. There, level with his airplane and fairly close, was a large silvery object, "like a flattened orange," hanging motionless in the sky. He looked at it a few seconds, then hauled his plane around in a tight left bank. He headed directly toward the UFO,

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but it suddenly began to pick up speed and shot off toward the northeast. The time, by the clock on his instrument panel, was 1:45 P.M. - just two minutes after the sighting at Terre Haute.

When I finished calling I got an aeronautical chart out of the file and plotted the points of the sighting. The CAA employee had seen the UFO disappear over the northwestern horizon. The pilot had been flying from Greencastle, Indiana, to Paris, Illinois, so he'd have been flying on a heading of just a little less than 270 degrees, or almost straight west. He was just east of Paris when he'd first seen the UFO, and since he said that he'd looked back and to his left, the spot where he saw the UFO would be right at a spot where the CAA man had seen his UFO disappear. Both observers had checked their watches with radio time just after the sightings, so there couldn't be more than a few seconds' discrepancy. All I could conclude was that both had seen the same UFO.

I checked the path of every balloon in the Midwest. I checked the weather - it was a clear, cloudless day; I had the two observers' back-grounds checked and I even checked for air traffic, although I knew the UFO wasn't an airplane. I researched the University of Dayton library for everything on daylight meteors, but this was no good. From the description the CAA employee gave, what he'd seen had been a clear-cut, distinct, flattened sphere, with no smoke trail, no sparks and no tail. A daylight meteor, so low as to be described as "a 50 cent piece held at arm's length," would have had a smoke trail, sparks, and would have made a roar that would have jolted the Sphinx. This one was quiet. Besides, no daylight meteor stops long enough to let an airplane turn into it. Conclusion: Unknown.

In a few days the data from the Long Beach Incident came in and I started to put it together. A weather balloon had been launched from the Long Beach Airport, and it was in the vicinity where the six F-86's had made their unsuccessful attempt to intercept a UFO. I plotted out the path of the balloon, the reported path of the UFO, and the flight paths of the F-86's. The paths of the balloon and the F-86's were accurate, I knew, because the balloon was being tracked by radio fixes and the F-86's had been tracked by radar. At only one point did the paths of the balloon, UFO, and F-86's coincide. When the first two F-86's made their initial visual contact with the UFO they were looking almost directly at the balloon. But from then on, even by altering the courses of the F-86's, I couldn't prove a thing.

In addition, the weather observers from Long Beach said that during the period that the intercept was taking place they had gone outside and

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looked at their balloon; it was an exceptionally clear day and they could see it at unusually high altitudes. They didn't see any F-86's around it. And one stronger point, the balloon had burst about ten minutes before the F-86's lost sight of the UFO.

Lieutenant Metscher took over and, riding on his Fort Monmouth victory, tried to show how the pilots had seen the balloon. He got the same thing I did - nothing.

On October 27, 1951, the new Project Grudge was officially established. I'd written the necessary letters and had received the necessary endorsements. I'd estimated, itemized, and justified direct costs and manpower. I'd conferred, inferred, and referred, and now I had the money to operate. The next step was to pile up all this paper work as an aerial barrier, let the saucers crash into it, and fall just outside the door.

I was given a very flexible operating policy for Project Grudge because no one knew the best way to track down UFO's. I had only one restriction and that was that I wouldn't have my people spending time doing a lot of wild speculating. Our job would be to analyze each and every UFO report and try to find what we believed to be an honest, unbiased answer. If we could not identify the reported object as being a balloon, meteor, planet, or one of half a hundred other common things that are sometimes called UFO's, we would mark the folder "Unknown" and file it in a special file. At some later date, when we built up enough of these "Unknown" reports, we'd study them.

As long as I was chief of the UFO project, this was our basic rule. If anyone became anti flying saucer and was no longer capable of making an unbiased evaluation of a report, out he went. Conversely anyone who became a believer was through. We were too busy during the initial phases of the project to speculate as to whether the unknowns were spaceships, space monsters, Soviet weapons, or ethereal visions.

I had to let three people go for being too pro or too con.

By the latter part of November 1951 I knew most of what had taken place in prior UFO projects and what I expected to do. The people in Project Sign and the old Project Grudge had made many mistakes. I studied these mistakes and profited by them. I could see that my predecessors had had a rough job. Mine would be a little bit easier because of the pioneering they had done.

Lieutenant Metscher and I had sorted out all of the pre 1951 files, refiled them, studied them, and outlined the future course of the new Project Grudge.

When Lieut. Colonel Rosengarten and Lieutenant Cummings had been at the Pentagon briefing Major General Cabell on the Fort Monmouth

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Incidents, the general had told them to report back when the new project was formed and ready to go. We were ready to go, but before taking my ideas to the Pentagon, I thought it might be wise to try them out on a few other people to get their reaction. Colonel Frank Dunn, then chief of ATIC, liked this idea. We had many well known scientists and engineers who periodically visited ATIC as consultants, and Colonel Dunn suggested that these people's opinions and comments would be valuable. For the next two weeks every visitor to ATIC who had a reputation as a scientist, engineer,

or scholar got a UFO briefing.

Unfortunately the names of these people cannot be revealed because I promised them complete anonymity. But the list reads like a page from Great Men of Science.

Altogether nine people visited the project during this trial period. Of the nine, two thought the Air Force was wasting its time, one could be called indifferent, and six were very enthusiastic over the project. This was a shock to me. I had expected reactions that ranged from an extremely cold absolute zero to a mild twenty below. Instead I found out that UFO's were being freely and seriously discussed in scientific circles. The majority of the visitors thought that the Air Force had goofed on previous projects and were very happy to find out that the project was being re-established. All of the visitors, even the two who thought we were wasting our time, had good suggestions on what to do. All of them offered their services at any future time when they might be needed. Several of these people became very good friends and valuable consultants later on.

About two weeks before Christmas, in 1951, Colonel Dunn and I went to the Pentagon to give my report. Major General John A. Samford had replaced Major General Cabell as Director of Intelligence, but General Samford must have been told about the UFO situation because he was familiar with the general aspects of the problem. He had appointed his Assistant for Production, Brigadier General W. M. Garland, to ride herd on the project for him.

Colonel Dunn briefly outlined to General Samford what we planned to do. He explained our basic policy, that of setting aside the unknowns and not speculating on them, and he told how the scientists visiting ATIC had liked the plans for the new Project Grudge.

There was some discussion about the Air Force's and ATIC's responsibility for the UFO reports. General Garland stated, and it was later confirmed in writing, that the Air Force was solely responsible for investigating and evaluating all UFO reports. Within the Air Force, ATIC was the responsible agency. This in turn meant that Project Grudge

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was responsible for all UFO reports made by any branch of the military service. I started my briefing by telling General Samford and his staff about the present UFO situation.

The UFO reports had never stopped coming in since they had first started in June 1947. There was some correlation between publicity and the number of sightings, but it was not an established fact that reports came in only when the press was playing up UFO's. Just within the past few months the number of good reports had increased sharply and there had been no publicity.

UFO's we're seen more frequently around areas vital to the defense of the United States. The Los Alamos-Albuquerque area, Oak Ridge, and White Sands Proving Ground rated high. Port areas, Strategic Air Command bases, and industrial areas ranked next. UFO's had been reported from every state in the Union and from every foreign country. The U.S. did not have a monopoly.

The frequency of the UFO reports was interesting. Every July there was a sudden increase in the number of reports and July was always the peak month of the year. Just before Christmas there was usually a minor peak.

The Grudge Report had not been the solution to the UFO problem. It was true that a large percentage of the reports were due to the "misidentification of known objects"; people were seeing balloons, airplanes, planets, but this was not the final answer. There were a few hoaxes, hallucinations, publicity seekers, and fatigued pilots, but reports from these people constituted less than 1 per cent of the total. Left over was a residue of very good and very "unexplainable" UFO sightings that were

classified as unknown.

The quality of the reports was getting better, I told the officers; they contained more details that could be used for analysis and the details were more precise and accurate. But still they left much to be desired.

Every one of the nine scientists and engineers who had reviewed the UFO material at ATIC had made one strong point: we should give top priority to getting reasonably accurate measurements of the speed, altitude, and size of reported UFO's. This would serve two purposes. First, it would make it easy to sort out reports of common things, such as balloons, airplanes, etc. Second, and more important, if we could get even one fairly accurate measurement that showed that some object was traveling through the atmosphere at high speed, and that it wasn't a meteor, the UFO riddle would be much easier to solve.

I had worked out a plan to get some measured data, and I presented it to the group for their comments.

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I felt sure that before long the press would get wind of the Air Force's renewed effort to identify UFO's. When this happened, instead of being mysterious about the whole thing, we would freely admit the existence of the new project, explain the situation thoroughly and exactly as it was, and say that all UFO reports made to the Air Force would be given careful consideration. In this way we would encourage more people to report what they were seeing and we might get some good data.

To further explain my point, I drew a sketch on a blackboard. Suppose that a UFO is reported over a fair-sized city. Now we may get one or two reports, and these reports may be rather sketchy. This does us no good - all we can conclude is that somebody saw something that he couldn't identify. But suppose fifty people from all over the city report the UFO. Then it would be profitable for us to go out and talk to these people, find out the time they saw the UFO, and where they saw it (the direction and height above the horizon). Then we might be able to use these data, work out a triangulation problem, and get a fairly accurate measurement of speed, altitude, and size.

Radar, of course, will give an accurate measurement of speed and altitude, I pointed out, but radar is not infallible. There is always the problem of weather. To get accurate radar data on a UFO, it is always necessary to prove that it wasn't weather that was causing the target. Radar is valuable, and we wanted radar reports, I said, but they should be considered only as a parallel effort and shouldn't take the place of visual sightings.

In winding up my briefing, I again stressed the point that, as of the end of 1951 - the date of this briefing - there was no positive proof that any craft foreign to our knowledge existed. All recommendations for the reorganization of Project Grudge were based solely upon the fact that there were many incredible reports of UFO's from many very reliable people. But they were still just flying saucer reports and couldn't be considered scientific proof.

Everyone present at the meeting agreed - each had read or had been briefed on these incredible reports. In fact, two of the people present had seen UFO's.

Before the meeting adjourned, Colonel Dunn had one last question. He knew the answer, but he wanted it confirmed. "Does the United States have a secret weapon that is being reported as a UFO?"

The answer was a flat "No."

In a few days I was notified that my plan had been given the green light. I already had the plan

written up in the form of a staff study so I sent it through channels for formal approval.

118.The Report on Unidentified Flying Objects

It had been obvious right from the start of the reorganization of Project Grudge that there would be questions that no one on my staff was technically competent to answer. To have a fully staffed project, I'd need an astronomer, a physicist, a chemist, a mathematician, a psychologist, and probably a dozen other specialists. It was, of course, impossible to have all of these people on my staff, so I decided to do the next best thing. I would set up a contract with some research organization who already had such people on their staff; then I would call on them whenever their services were needed.

I soon found a place that was interested in such a contract, and the day after Christmas, Colonel S. H. Kirkland, of Colonel Dunn's staff, and I left Dayton for a two-day conference with these people to outline what we wanted. Their organization cannot be identified by name because they are doing other highly secret work for the government. I'll call them Project Bear.

Project Bear is a large, well known research organization in the Midwest. The several hundred engineers and scientists who make up their staff run from experts on soils to nuclear physicists. They would make these people available to me to assist Project Grudge on any problem that might arise from a UFO report. They did not have a staff astronomer or psychologist, but they agreed to get them for us on a subcontract basis. Besides providing experts in every field of science, they would make two studies for us; a study of how much a person can be expected to see and remember from a UFO sighting, and a statistical study of UFO reports. The end product of the study of the powers of observation of a UFO observer would be an interrogation form.

Ever since the Air Force had been in the UFO business, attempts had been made to construct a form that a person who had seen a UFO could fill out. Many types had been tried but all of them had major disadvantages. Project Bear, working with the psychology department of a university, would study all of the previous questionnaires, along with actual UFO reports, and try to come up with as near a perfect interrogation form as possible. The idea was to make the form simple and yet extract as much and as accurate data as possible from the observer.

The second study that Project Bear would undertake would be a statistical study of all UFO reports. Since 1947 the Air Force had collected about 650 reports, but if our plan to encourage UFO reports worked out the way we expected this number could increase tenfold. To handle this volume of reports, Project Bear said that they would set up a complete UFO file on IBM punch cards. Then if we wanted any bit of information from the files, it would be a matter of punching a few buttons on an

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IBM card sorting machine, and the files would be sorted electronically in a few seconds. Approximately a hundred items pertaining to a UFO report would be put on each card. These items included everything from the time the UFO was seen to its position in the sky and the observer's personality. The items punched on the cards would correspond to the items on the questionnaires that Project Bear was going to develop.

Besides giving us a rapid method of sorting data, this IBM file would give us a modus operandi file. Our MO file would be similar to the MO files used by police departments to file the methods of operations of a criminal. Thus when we received a report we could put the characteristics of the reported UFO on an IBM punch card, put it into the IBM machine, and compare it with the characteristics of other sightings that had known solutions. The answer might be that out of the one

hundred items on the card, ninety-five were identical to previous UFO reports that ducks were flying over a city at night reflecting the city's lights.

On the way home from the meeting Colonel Kirkland and I were both well satisfied with the assistance we believed Project Bear could give to Project Grudge.

In a few days I again left ATIC, this time for Air Defense Command Headquarters in Colorado Springs, Colorado. I wanted to find out how willing ADC was to help us and what they could do. When I arrived I got a thorough briefing on the operations of ADC and the promise that they would do anything they could to help solve the UFO riddle.

All of this co-operation was something that I hadn't expected. I'd been warned by the people who had worked on Project Sign and the old Project Grudge that everybody hated the word UFO - I'd have to fight for everything I asked for. But once again they were wrong. The scientists who visited ATIC, General Samford, Project Bear, and now Air Defense Command couldn't have been more co-operative. I was becoming aware that there was much wider concern about UFO reports than I'd ever realized before.

While I traveled around the United States getting the project set up, UFO reports continued to come in and all of them were good. One series of reports was especially good, and they came from a group of people who had had a great deal of experience watching things in the sky - the people who launch the big skyhook balloons for General Mills, Inc. The reports of what the General Mills people had seen while they were tracking their balloons covered a period of over a year. They had just sent them in because they had heard that Project Grudge was being reorganized and was taking a different view on UFO reports. They, like so many other reliable observers, had been disgusted with the previous

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Air Force attitude toward UFO reports, and they had refused to send in any reports. I decided that these people might be a good source of information, and I wanted to get further details on their reports, so I got orders to go to Minneapolis. A scientist from Project Bear went with me. We arrived on January 14, 1952, in the middle of a cold wave and a blizzard.

The Aeronautical Division of General Mills, Inc., of Wheaties and Betty Crocker fame, had launched and tracked every skyhook balloon that had been launched prior to mid 1952. They knew what their balloons looked like under all lighting conditions and they also knew meteorology, aerodynamics, astronomy, and they knew UFO's. I talked to these people for the better part of a full day, and every time I tried to infer that there might be some natural explanation for the UFO's I just about found myself in a fresh snowdrift.

What made these people so sure that UFO's existed? In the first place, they had seen many of them. One man told me that one tracking crew had seen so many that the sight of a UFO no longer even especially interested them. And the things that they saw couldn't be explained.

For example: On January 16, 1951, two people from General Mills and four people from Artesia, New Mexico, were watching a skyhook balloon from the Artesia airport. They had been watching the balloon off and on for about an hour when one of the group saw two tiny specks on the horizon, off to the northwest. He pointed them out to the others because two airplanes were expected into the airport, and he thought that these might be the airplanes. But as they watched, the two specks began to move in fast, and within a few seconds the observers could see that "the airplanes" were actually two round, dull white objects flying in close formation. The two objects continued to come in and headed straight toward the balloon. When they reached the balloon they circled it once and flew off to the northwest, where they disappeared over the horizon. As the two UFO's circled the balloon, they tipped on edge and the observers saw that they were disk shaped.

When the two UFO's were near the balloon, the observers also had a chance to compare the size of the UFO's with the size of the balloon. If the UFO's were as close to the balloon as they appeared to be they would have been 60 feet in diameter.

After my visit to General Mills, Inc., I couldn't help remembering a magazine article I'd read about a year before. It said that there was not a single reliable UFO report that couldn't be attributed to a skyhook balloon.

I'd been back at ATIC only a few days when I found myself packing up

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to leave again. This time it was for New York. A high priority wire had come into ATIC describing how a Navy pilot had chased a UFO over Mitchel AFB, on Long Island. It was a good report.

I remember the trip to New York because my train passed through Elizabeth, New Jersey, early in the morning, and I could see the fires caused by an American Airlines Convair that had crashed. This was the second of the three tragic Elizabeth, New Jersey, crashes.

The morning before, on January 21, a Navy pilot had taken off from Mitchel M. He was a lieute ant commander, had flown in World War II, and was now ar at the Navy Special Devices Cente on Long Island. At nine fifty he had c the traffic pattern and was at about 2,500 feet, circling aroun the airfield. southeast of the field when he first noticed an object below him and "about unway length off the end of Runway 30." The object looked like the top of a ute canopy, he told me; it was whit and he thought he could see the wedges or He said that he thought that it was moving across t he ground a little bit too fast to be drifting with wind, but he was sure that somebody had bailed out and that he was looking at the top of his parachute. He was just ready to call the tower when he suddenly realized that this "parachute" was drifting across the wind. He had just taken off from Runway 30 and knew which direction the wind was blowing.

As he watched, the object, whatever it was (by now he no longer thought that it was a parachute), began to gradually climb, so he started to climb, he said, staying above and off to the right of the object. When the UFO started to make a left turn, he followed and tried to cut inside, but he overshot and passed over it. It continued to turn and gain speed, so he dropped the nose of the TBM, put on more power, and pulled in behind the object, which was now level with him. In a matter of seconds the UFO made a 180 degree turn and started to make a big swing around the northern edge of Mitchel AFB. The pilot tried to follow, but the UFO had begun to accelerate rapidly, and since a TBM leaves much to be desired on the speed end, he was getting farther and farther behind. But he did try to follow it as long as he could. As he made a wide turn around the northern edge of the airfield he saw that the UFO was now turning south. He racked the TBM up into a tight left turn to follow, but in a few seconds the UFO had disappeared. When he last saw it, it had crossed the Long Island coast line near Freeport and it was heading out to sea.

When he finished his account of the chase, I asked the commander some specific questions about the UFO. He said that just after he'd

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decided that the UFO was not a parachute it appeared to be at an altitude of about 200 to 300 feet over a residential section. From the time it took it to cover a city block, he'd estimated that it was traveling about 300 miles an hour. Even when he pulled in behind the object and got a good look, it still looked like a parachute canopy -- dome shaped --white -and it had a dark under surface. It had

been in sight two and a half minutes.

He had called the control tower at Mitchel during the chase, he told me, but only to ask if any balloons had been launched. He thought that he might be seeing a balloon. The tower had told him that there was a balloon in the area.

Then the commander took out an aeronautical chart and drew in his flight path and the apparent path of the UFO for me. I think that he drew it accurately because he had been continually watching landmarks as he'd chased the UFO and was very careful as he drew the sketches on the map.

I checked with the weather detachment at Mitchel and they said that they had released a balloon. They had released it at nine fifty and from a point southeast of the airfield. I got a plot of its path. Just as in the Long Beach Incident, where the six F-86's tried to intercept the UFO, the balloon was almost exactly in line with the spot where the UFO was first seen, but then any proof you might attempt falls apart. If the pilot knew where he was, and had plotted his flight path even semi accurately, he was never over the balloon. Yet he was over the UFO. He came within less than 2,000 feet of the UFO when he passed over it; yet he couldn't recognize it as a balloon even though he thought it might be a balloon since the tower had just told him that there was one in the area. He said that he followed the UFO around the north edge of the airfield. Yet the balloon, after it was launched southeast of the field, continued on a southeast course and never passed north of the airfield.

But the biggest argument against the object's being a balloon was the fact that the pilot pulled in behind it; it was directly off the nose of his airplane, and although he followed it for more than a minute, it pulled away from him. Once you line up an airplane on a balloon and go straight toward it you will catch it in a matter of seconds, even in the slowest airplane. There have been dogfights with UFO's where the UFO's turned out to be balloons, but the pilots always reported that the UFO "made a pass" at them. In other words, they rapidly caught up with the balloon and passed it. I questioned this pilot over and over on this one point, and he was positive that he had followed directly behind the UFO for over a minute and all the time it was pulling away from him.

This is one of the most typical UFO reports we had in our files. It is

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typical because no matter how you argue there isn't any definite answer. If you want to argue that the pilot didn't know where he was during the chase - that he was 3 or 4 miles from where he thought he was - that he never did fly around the northern edge of the field and get in behind the UFO - then the UFO could have been a balloon.

But if you want to believe that the pilot knew where he was all during the chase, and he did have several thousand hours of flying time, then all you can conclude is that the UFO was an unknown.

I think the pilot summed up the situation very aptly when he told me, "I don't know what it was, but I've never seen anything like it before or since - maybe it was a spaceship."

I went back to Dayton stumped - maybe it was a spaceship.

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CHAPTER TEN

Project Blue Book and the Big Build-Up

Just twenty minutes after midnight on January 22, 1952, nineteen and a half hours after the Navy lieutenant commander had chased the UFO near Mitchel AFB, another incident involving an airplane and something unknown was developing in Alaska. In contrast with the unusually balmy weather in New York, the temperature in Alaska that night, according to the detailed account of the incident we received at ATIC, was a miserable 47 degrees below zero. The action was unfolding at one of our northern-most radar outposts in Alaska. This outpost was similar to those you may have seen in pictures, a collection of low, sprawling buildings grouped around the observatory like domes that house the antennae of the most modern radar in the world. The entire collection of buildings and domes are one color, solid white, from the plastering of ice and snow. The picture that the outpost makes could be described as fascinating, something out of a Walt Disney fantasy - but talk to somebody who's been there - it's miserable.

At 0020, twenty minutes after midnight, an airman watching one of the outpost's radarscopes saw a target appear. It looked like an airplane because it showed up as a bright, distinct spot. But it was unusual because it was northeast of the radar site, and very few airplanes ever flew over

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this area. Off to the northeast of the station there was nothing but ice, snow, and maybe a few Eskimos until you got to Russia. Occasionally a B-50 weather reconnaissance plane ventured into the area, but a quick check of the records showed that none was there on this night.

By the time the radar crew had gotten three good plots of the target, they all knew that it was something unusual - it was at 23,000 feet and traveling 1,500 miles an hour. The duty controller, an Air Force captain, was quickly called; he made a fast check of the targets that had now been put on the plotting board and called to a jet fighter interceptor base for a scramble.

The fighter base, located about 100 miles south of the radar site, acknowledged the captain's call and in a matter of minutes an F-94 jet was climbing out toward the north.

While the F-94 was heading north, the radar crew at the outpost watched the unidentified target. The bright dots that marked its path had moved straight across the radarscope, passing within about 50 miles of the site. It was still traveling about 1,500 miles an hour. The radar had also picked up the F-94 and was directing it toward its target when suddenly the unidentified target slowed down, stopped, and reversed its course. Now it was heading directly toward the radar station. When it was within about 30 miles of the station, the radar operator switched his set to a shorter range and lost both the F-94 and the unidentified target.

While the radar operator was trying to pick up the target again, the F-94 arrived in the area. The ground controller told the pilot that they had lost the target and asked him to cruise around the area to see if he and his radar operator could pick up anything on the F-94's radar. The pilot said he would but that he was having a little difficulty, was low on fuel, and would have to get back to his base soon. The ground controller acknowledged the pilot's message, and called back to the air base telling them to scramble a second F-94.

The first F-94 continued to search the area while the ground radar tried to pick up the target but neither could find it.

About this time the second F-94 was coming in, so the ground radar switched back to long range. In a minute they had both of the F-94's and the unidentified target on their scope. The ground controller called the second F-94 and began to vector him into the target.

The first F-94 returned to its base.

As both the second F-94 and the target approached the radar site, the operator again switched to short range and again he lost the jet and the target. He switched back to long range, but by now they were too close to the radar site and he couldn't pick up either one.

The pilot continued on toward where the unidentified target should have been. Suddenly the F-94 radar operator reported a weak target off to the right at 28,000 feet. They climbed into it but it faded before they could make contact.

The pilot swung the F-94 around for another pass, and this time the radar operator reported a strong return. As they closed in, the F-94's radar showed that the target was now almost stationary, just barely moving. The F-94 continued on, but the target seemed to make a sudden dive and they lost it. The pilot of the jet interceptor continued to search the area but couldn't find anything. As the F-94 moved away from the radar station, it was again picked up on the ground radar, but the unidentified target was gone.

A third F-94 had been scrambled, and in the meantime its crew took over the search. They flew around for about ten minutes without detecting any targets on their radar. They were making one last pass almost directly over the radar station when the radar operator in the back seat of the F-94 yelled over the interphone that he had a target on his scope. The pilot called ground radar, but by this time both the F-94 and the unidentified target were again too close to the radar station and they couldn't be picked up. The F-94 closed in until it was within 200 yards of the target; then the pilot pulled up, afraid he might collide with whatever was out in the night sky ahead of him. He made another pass, and another, but each time the bright spot on the radar operator's scope just stayed in one spot as if something were defiantly sitting out in front of the F-94 daring the pilot to close in. The pilot didn't take the dare. On each pass he broke off at 200 yards.

The F-94 crew made a fourth pass and got a weak return, but it was soon lost as the target seemed to speed away. Ground radar also got a brief return, but in a matter of seconds they too lost the target as it streaked out of range on a westerly heading.

As usual, the first thing I did when I read this report was to check the weather. But there was no weather report for this area that was detailed enough to tell whether a weather inversion could have caused the radar targets.

But I took the report over to Captain Roy James, anyway, in hopes that he might be able to find a clue that would identify the UFO.

Captain James was the chief of the radar section at ATIC. He and his people analyzed all our reports where radar picked up UFO's. Roy had been familiar with radar for many years, having set up one of the first stations in Florida during World War II, and later he took the first aircraft control and warning squadron to Saipan. Besides worrying about

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keeping his radar operating, he had to worry about the Japs' shooting holes in his antennae.

Captain James decided that this Alaskan sighting I'd just shown him was caused by some kind of freak weather. He based his analysis on the fact that the unknown target had disappeared each time the ground radar had been switched to short range. This, he pointed out, is an indication that the radar was picking up some kind of a target that was caused by weather. The same weather that caused the ground radar to act up must have caused false targets on the F-94's radar too, he continued. After all, they had closed to within 200 yards of what they were supposedly picking up; it was a clear moonlight night, yet the crews of the F-94's hadn't seen a thing.

Taking a clue from the law profession, he quoted a precedent. About a year before over Oak Ridge, Tennessee, an F-82 interceptor had nearly flown into the ground three times as the pilot attempted to follow a target that his radar operator was picking up. There was a strong inversion that night, and although the target appeared as if it were flying in the air, it was actually a ground target.

Since Captain James was the chief of the radar section and he had said "Weather," weather was the official conclusion on the report. But reports of UFO's' being picked up on radar are controversial, and some of the people didn't agree with James's conclusion.

A month or two after we'd received the report, I was out in Colorado Springs at Air Defense Command Headquarters. I was eating lunch in the officers' club when I saw an officer from the radar operations section at ADC. He asked me to stop by his office when I had a spare minute, and I said that I would. He said that it was important.

It was the middle of the afternoon before I saw him and found out what he wanted. He had been in Alaska on TDY when the UFO had been picked up at the outpost radar site. In fact, he had made a trip to both the radar site and the interceptor base just two days after the sighting, and he had talked about the sighting with the people who had seen the UFO on the radar. He wanted to know what we thought about it.

When I told him that the sighting had been written off as weather, I remember that he got a funny look on his face and said, "Weather! What are you guys trying to pull, anyway?"

It was obvious that he didn't agree with our conclusion. I was interested in learning what this man thought because I knew that he was one of ADC's ace radar trouble shooters and that he traveled all over the world, on loan from ADC, to work out problems with radars.

"From the description of what the targets looked like on the radar-

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scopes, good, strong, bright images, I can't believe that they were caused by weather," he told me.

Then he went on to back up his argument by pointing out that when the ground radar was switched to short range both the F-94 and the unknown target disappeared. If just the unknown target had disappeared, then it could have been weather. But since both disappeared, very probably the radar set wasn't working on short ranges for some reason. Next he pointed out that if there was a temperature inversion, which is highly unlikely in northern Alaska, the same inversion that would affect the ground radar wouldn't be present at 25,000 feet or above.

I told him about the report from Oak Ridge that Captain James had used as an example, but he didn't buy this comparison. At Oak Ridge, he pointed out, that F-82 was at only 4,000 feet. He didn't know how the F-94's could get to within 200 yards of an object without seeing it, unless the object was painted a dull black.

"No," he said, "I can't believe that those radar targets were caused by weather. I'd be much more inclined to believe that they were something real, something that we just don't know about."

During the early spring of 1952 reports of radar sightings increased rapidly. Most of them came from the Air Defense Command, but a few came from other agencies. One day, soon after the Alaskan Incident, I got a telephone call from the chief of one of the sections of a civilian experimental radar laboratory in New York State. The people in this lab were working on the development of the latest types of radar. Several times recently, while testing radars, they had detected unidentified targets. To quote my caller, "Some damn odd things are happening that are beginning to worry me." He went on to tell how the people in his lab had checked their radars, the weather, and everything else they could think of, but they could find absolutely nothing to account for the targets; they could only conclude that they were real. I promised him that his information would get to the right people if he'd put it in a letter and send it to ATIC. In about a week the letter arrived-hand-carried by no less than a general. The general, who was from Headquarters, Air Material Command, had been in New York at the radar laboratory, and he had heard about the UFO reports. He had personally checked into them because he knew that the people at the lab were some of the sharpest radar engineers in the world. When he found out that these people had already contacted us and had prepared a report for us, he offered to hand carry it to Wright-Patterson.

I can't divulge how high these targets were flying or how fast they were going because it would give an indication of the performance of

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our latest radar, which is classified Secret. I can say, however, that they were flying mighty high and mighty fast.

I turned the letter over to ATIC's electronics branch, and they promised to take immediate action. They did, and really fouled it up. The person who received the report in the electronics branch was one of the old veterans of Projects Sign and Grudge. He knew all about UFO's. He got on the phone, called the radar lab, and told the chief (a man who possibly wrote all of the textbooks this person had used in college) all about how a weather inversion can cause false targets on weather. He was gracious enough to tell the chief of the radar lab to call if he had any more "trouble."

We never heard from them again. Maybe they found out what their targets were. Or maybe they joined ranks with the airline pilot who told me that if a flying saucer flew wing tip to wing tip formation with him, he'd never tell the Air Force.

In early February I made another trip to Air Defense Command Headquarters in Colorado Springs. This time it was to present a definite plan of how ADC could assist ATIC in getting better data on UFO's. I briefed General Benjamin W. Chidlaw, then the Commanding General of the Air Defense Command, and his staff, telling them about our plan. They agreed with it in principle and suggested that I work out the details with the Director of Intelligence for ADC, Brigadier General W. M. Burgess. General Burgess designated Major Verne Sadowski of his staff to be the ADC liaison officer with Project Grudge.

This briefing started a long period of close co-operation between Project Grudge and ADC, and it was a pleasure to work with these people. In all of my travels around the government, visiting and conferring with dozens of agencies, I never had the pleasure of working with or seeing a more smoothly operating and efficient organization than the Air Defense Command. General Chidlaw and General Burgess, along with the rest of the staff at ADC, were truly great officers. None of them were believers in flying saucers, but they recognized the fact that UFO reports were a problem that must be considered. With technological progress what it is today, you can't afford to have anything in the air that you can't identify, be it balloons, meteors, planets or flying saucers.

The plan that ADC agreed to was very simple. They agreed to issue a directive to all of their units explaining the UFO situation and telling specifically what to do in case one was detected. All radar units equipped with radarscope cameras would be required to take scope photos of targets that fell into the UFO category - targets that were not airplanes or known weather phenomena. These photos, along with a completed technical

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questionnaire that would be made up at ATIC by Captain Roy James, would be forwarded to Project Grudge.

The Air Defense Command UFO directive would also clarify the scrambling of fighters to intercept a UFO. Since it is the policy of the Air Defense Command to establish the identity of any unidentified target, there were no special orders issued for scrambling fighters to try to identify reported UFO's. A UFO was something unknown and automatically called for a scramble. However, there had been some hesitancy on the part of controllers to send airplanes up whenever radar picked up a target that obviously was not an airplane. The directive merely pointed out to the controllers that it was within the scope of existing regulations to scramble on radar targets that were plotted as traveling too fast or too slow to be conventional airplanes. The decision to scramble fighters was still up to the individual controller, however, and scrambling on UFO's would be a second or third priority.

The Air Defense Command UFO directive did not mention shooting at a UFO. This question came up during our planning meeting at Colorado Springs, but, like the authority to scramble, the authority to shoot at anything in the air had been established long ago. Every ADC pilot knows the rules for engagement, the rules that tell him when he can shoot the loaded guns that he always carries. If anything in the air over the United States commits any act that is covered by the rules for engagement, the pilot has the authority to open fire.

The third thing that ADC would do would be to integrate the Ground Observer Corps into the UFO reporting net. As a second priority, the GOC would report UFO's - first priority would still be reporting aircraft.

Ever since the new Project Grudge had been organized, we hadn't had to deal with any large-scale publicity about UFO's. Occasionally someone would bring in a local item from some newspaper about a UFO sighting, but the sightings never rated more than an inch or two column space. But on February 19, 1952, the calm was broken by the story of how a huge ball of fire paced two B-29's in Korea. The story didn't start a rash of reports as the story of the first UFO sighting did in June 1947, but it was significant in that it started a slow build-up of publicity that was far to surpass anything in the past.

This Korean sighting also added to the growing official interest in Washington. Almost every day I was getting one or two telephone calls from some branch of the government, and I was going to Washington at least once every two weeks. I was beginning to spend as much time telling people what was going on as I was doing anything about it. The answer was to get somebody in the Directorate of Intelligence in the

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Pentagon to act as a liaison officer. I could keep this person informed and he could handle the "branch office" in Washington. Colonel Dunn bought this idea, and Major Dewey J. Fournet got the additional duty of manager of the Pentagon branch. In the future all Pentagon inquiries went to Major Fournet, and if he couldn't answer them he would call me. The arrangement was excellent

because Major Fournet took a very serious interest in UFO's and could always be counted on to do a good job.

Sometime in February 1952 I had a visit from two Royal Canadian Air Force officers. For some time, I learned, Canada had been getting her share of UFO reports. One of the latest ones, and the one that prompted the visit by the RCAF officers, occurred at North Bay, Ontario, about 250 miles north of Buffalo, New York. On two occasions an orange red disk had been seen from a new jet fighter base in the area.

The Canadians wanted to know how we operated. I gave them the details of how we were currently operating and how we hoped to operate in the future, as soon as the procedures that were now in the planning stages could be put into operation. We agreed to try to set up channels so that we could exchange information and tie in the project they planned to establish with Project Grudge.

Our plans for continuing liaison didn't materialize, but through other RCAF intelligence officers I found out that their plans for an RCAF sponsored project failed. A quasi official UFO project was set up soon after this, however, and its objective was to use instruments to detect objects coming into the earth's atmosphere. In 1954 the project was closed down because during the two years of operation they hadn't officially detected any UFO's. My sources of information stressed the word "officially."

During the time that I was chief of the UFO project, the visitors who passed through my office closely resembled the international brigade. Most of the visits were unofficial in the sense that the officers came to ATIC on other business, but in many instances the other business was just an excuse to come out to Dayton to get filled in on the UFO story. Two RAF intelligence officers who were in the U.S. on a classified mission brought six single-spaced typed pages of questions they and their friends wanted answered. On many occasions Air Force intelligence officers who were stationed in England, France, and Germany, and who returned to the U.S. on business, took back stacks of unclassified flying saucer stories. One civilian intelligence agent who frequently traveled between the U.S. and Europe also acted as the unofficial courier for a German group - transporting hot newspaper and magazine articles about UFO's that I'd collected. In return I received the latest information on

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European sightings - sightings that never were released and that we never received at ATIC through official channels.

Ever since the fateful day when Lieutenant Jerry Cummings dropped his horn rimmed glasses down on his nose, tipped his head forward, peered at Major General Cabell over his glasses and, acting not at all like a first lieutenant, said that the UFO investigation was all fouled up, Project Grudge had been gaining prestige. Lieutenant Colonel Rosengarten's promise that I'd be on the project for only a few months went the way of all military promises. By March 1952, Project Grudge was no longer just a project within a group; we had become a separate organization, with the formal title of the Aerial Phenomena Group. Soon after this step-up in the chain of command the project code name was changed to Blue Book. The word "Grudge" was no longer applicable. For those people who like to try to read a hidden meaning into a name, I'll say that the code name Blue Book was derived from the title given to college tests. Both the tests and the project had an abundance of equally confusing questions.

Project Blue Book had been made a separate group because of the steadily increasing number of reports we were receiving. The average had jumped from about ten a month to twenty a month since December 1951. In March of 1952 the reports slacked off a little, but April was a big month. In April we received ninety-nine reports.

On April 1, Colonel S. H. Kirkland and I went to Los Angeles on business. Before we left ATIC we had made arrangements to attend a meeting of the Civilian Saucer Investigators, a now defunct organization that was very active in 1952.

They turned out to be a well-meaning but Don Quixote-type group of individuals. As soon as they outlined their plans for attempting to solve the UFO riddle, it was obvious that they would fail. Project Blue Book had the entire Air Force, money, and enthusiasm behind it and we weren't getting any answers yet. All this group had was the enthusiasm.

The highlight of the evening wasn't the Civilian Saucer Investigators, however; it was getting a chance to read Ginna's UFO article in an advance copy of Life magazine that the organization had obtained - the article written from the material Bob Ginna had been researching for over a year. Colonel Kirkwood took one long look at the article, sidled up to me, and said, "We'd better get back to Dayton quick; you're going to be busy." The next morning at dawn I was sound asleep on a United Airlines DC-6, Dayton bound.

The Life article undoubtedly threw a harder punch at the American public than any other UFO article ever written. The title alone, "Have

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We Visitors from Outer Space?" was enough. Other very reputable magazines, such as True, had said it before, but coming from Life, it was different. Life didn't say that the UFO's were from outer space; it just said maybe. But to back up this "maybe," it had quotes from some famous people. Dr. Walter Riedel, who played an important part in the development of the German V-2 missile and is presently the director of rocket engine research for North American Aviation Corporation, said he believed that the UFO's were from outer space. Dr. Maurice Biot, one of the world's leading aerodynamicists, backed him up.

But the most important thing about the Life article was the question in the minds of so many readers: "Why was it written?" Life doesn't go blasting off on flights of space fancy without a good reason. Some of the readers saw a clue in the author's comments that the hierarchy of the Air Force was now taking a serious look at UFO reports. "Did the Air Force prompt Life to write the article?" was the question that many people asked themselves.

When I arrived at Dayton, newspapermen were beating down the door. The official answer to the Life article was released through the Office of Public Information in the Pentagon: "The article is factual, but Life's conclusions are their own." In answer to any questions about the article's being Air Force inspired, my weasel worded answer was that we had furnished Life with some raw data on specific sightings.

My answer was purposely weasel worded because I knew that the Air Force had unofficially inspired the Life article. The "maybe they're interplanetary" with the "maybe" bordering on "they are" was the personal opinion of several very high-ranking officers in the Pentagon - so high that their personal opinion was almost policy. I knew the men and I knew that one of them, a general, had passed his opinions on to Bob Ginna.

Oddly enough, the Life article did not cause a flood of reports. The day after the article appeared we got nine sightings, which was unusual, but the next day they dropped off again.

The number of reports did take a sharp rise a few days later, however. The cause was the distribution of an order that completed the transformation of the UFO from a bastard son to the family heir. The piece of paper that made Project Blue Book legitimate was Air Force Letter 200-5, Subject: Unidentified Flying Objects. The letter, which was duly signed and sealed by the Secretary of the Air

Force, in essence stated that UFO's were not a joke, that the Air Force was making a serious study of the problem, and that Project Blue Book was responsible for the study. The letter stated that the commander of every Air Force

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installation was responsible for forwarding all UFO reports to ATIC by wire, with a copy to the Pentagon. Then a more detailed report would be sent by airmail. Most important of all, it gave Project Blue Book the authority to directly contact any Air Force unit in the United States without going through any chain of command. This was almost unheard of in the Air Force and gave our project a lot of prestige.

The new reporting procedures established by the Air Force letter greatly aided our investigation because it allowed us to start investigating the better reports before they cooled off. But it also had its disadvantages. It authorized the sender to use whatever priority he thought the message warranted. Some things are slow in the military, but a priority message is not one of them. When it comes into the message center, it is delivered to the addressee immediately, and for some reason, all messages reporting UFO's seemed to arrive between midnight and 4:00 A.M. I was considered the addressee on all UFO reports. To complicate matters, the messages were usually classified and I would have to go out to the air base and personally sign for them.

One such message came in about 4:30 A.M. on May 8, 1952. It was from a CAA radio station in Jacksonville, Florida, and had been forwarded over the Flight Service teletype net. I received the usual telephone call from the teletype room at Wright-Patterson, I think I got dressed, and I went out and picked up the message. As I signed for it I remember the night man in the teletype room said, "This is a lulu, Captain."

It was a lulu. About one o'clock that morning a Pan-American airlines DC-4 was flying south toward Puerto Rico. A few hours after it had left New York City it was out over the Atlantic Ocean, about 600 miles off Jacksonville, Florida, flying at 8,000 feet. It was a pitch-black night; a high overcast even cut out the glow from the stars. The pilot and copilot were awake but really weren't concentrating on looking for other aircraft because they had just passed into the San Juan Oceanic Control Area and they had been advised by radio that there were no other air planes in the area. The copilot was turning around to look at number four engine when he noticed a light up ahead. It looked like the taillight of another airplane. He watched it closely for a few seconds since no other airplanes were supposed to be in the area. He glanced out at number four engine for a few seconds, looked back, and he saw that the light was in about the same position as when he'd first seen it. Then he looked down at the prop controls, synchronized the engines, and looked up again. In the few seconds that he had glanced away from the light, it had moved to the right so that it was now directly ahead of the DC-4, and it had increased in size. The copilot reached over and slapped the pilot

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on the shoulder and pointed. Just at that instant the light began to get bigger and bigger until it was "ten times the size of a landing light of an airplane." It continued to close in and with a flash it streaked by the DC-4's left wing. Before the crew could react and say anything, two more smaller balls of fire flashed by. Both pilots later said that they sat in their seats for several seconds with sweat trickling down their backs.

It was one of these two pilots who later said, "Were you ever traveling along the highway about 70 miles an hour at night, have the car that you were meeting suddenly swerve over into your lane and then cut back so that you just miss it by inches? You know the sort of sick, empty feeling you get when it's all over? That's just the way we felt."

As soon as the crew recovered from the shock, the pilot picked up his mike, called Jacksonville Radio, and told them about the incident. Minutes later we had the report. The next afternoon Lieutenant Kerry Rothstien, who had replaced Lieutenant Metscher on the project, was on his way to New York to meet the pilots when they returned from Puerto Rico.

When Kerry talked to the two pilots, they couldn't add a great deal to their original story. Their final comment was the one we all had heard so many times, "I always thought these people who reported flying saucers were crazy, but now I don't know."

When Lieutenant Rothstien returned to Dayton he triple checked with the CAA for aircraft in the area - but there were none. Could there have been airplanes in the area that CAA didn't know about? The answer was almost a flat "No." No one would fly 600 miles off the coast without filing a flight plan; if he got into trouble or went down, the Coast Guard or Air Rescue Service would have no idea where to look.

Kerry was given the same negative answer when he checked on surface shipping.

The last possibility was that the UFO's were meteors, but several points in the pilots' story ruled these out. First, there was a solid overcast at about 18,000 feet. No meteor cruises along straight and level below 18,000 feet. Second, on only rare occasions have meteors been seen traveling three in trail. The chances of seeing such a phenomenon are well over one in a billion.

Some people have guessed that some kind of an atmospheric phenomenon can form a "wall of air" ahead of an airplane that will act as a mirror and that lights seen at night by pilots are nothing more than the reflection of the airplane's own lights. This could be true in some cases, but to have a reflection you must have a light to reflect. There

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are no lights on an airplane that even approach being "ten times the size of a landing light."

What was it? I know a colonel who says it was the same thing that the two Eastern Airlines' pilots, Clarence Chiles and John Whitted, saw near Montgomery, Alabama, on July 24, 1948, and he thinks that Chiles and Whitted saw a spaceship.

Reports for the month of April set an all time high. These were all reports that came from military installations. In addition, we received possibly two hundred letters reporting UFO's, but we were so busy all we could do was file them for future reference.

In May 1952 I'd been out to George AFB in California investigating a series of sightings and was on my way home. I remember the flight to Dayton because the weather was bad all the way. I didn't want to miss my connecting flight in Chicago, or get grounded, because I had faithfully promised my wife that we would go out to dinner the night that I returned to Dayton. I'd called her from Los Angeles to tell her that I was coming in, and she had found a baby sitter and had dinner reservations. I hadn't been home more than about two days a week for the past three months, and she was looking forward to going out for the evening.

I reached Dayton about midmorning and went right out to the base. When I arrived at the office, my secretary was gone but there was a big note on my desk: "Call Colonel Dunn as soon as you get in."

I called Colonel Dunn; then I called my wife and told her to cancel the baby sitter, cancel the dinner reservations, and pack my other bag. I had to go to Washington.

While I'd been in California, Colonel Dunn had received a call from General Samford's office. It seems that a few nights before, one of the top people in the Central Intelligence Agency was having a lawn party at his home just outside Alexandria, Virginia. A number of notable personages were in attendance and they had seen a flying saucer. The report had been passed down to Air Force intelligence, and due to the quality of the brass involved, it was "suggested" that I get to Washington on the double and talk to the host of the party. I was at his office before 5:00 P.M. and got his report.

About ten o'clock in the evening he and two other people were standing near the edge of his yard talking; he happened to be facing south, looking off across the countryside. He digressed a bit from his story to explain that his home is on a hilltop in the country, and when looking south, he had a view of the entire countryside. While he was talking to the two other people he noticed a light approaching from the west. He had assumed it was an airplane and had casually watched it, but

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when the light got fairly close, the CIA man said that he suddenly realized there wasn't any sound associated with it. If it were an airplane it would have been close enough for him to hear even above the hum of the guests' conversations. He had actually quit talking and was looking at the light when it stopped for an instant and began to climb almost vertically. He said something to the other guests, and they looked up just in time to see the light finish its climb, stop, and level out. They all watched it travel level for a few seconds, then go into a nearly vertical dive, level out, and streak off to the east.

Most everyone at the party had seen the light before it disappeared, and within minutes several friendly arguments as to what it was had developed, I was told. One person thought it was a lighted balloon, and a retired general thought it was an airplane. To settle the arguments, they had made a few telephone calls. I might add that these people were such that the mention of their names on a telephone got quick results. Radar in the Washington area said that there had been no airplanes flying west to east south of Alexandria in the past hour. The weather station at Bolling AFB said that there were no balloons in the area, but as a double check the weather people looked at their records of high altitude winds. It couldn't have been a balloon because none of the winds up to 65,000 feet were blowing from west to east - and to be able to see a light on a balloon, it has to be well below 65,000 feet; the man from CIA told me that they had even considered the possibility that the UFO was a meteor and that the "jump" had been due to some kind of an atmospheric distortion. But the light had been in sight too long to be a meteor. He added that an army chaplain and two teetotaler guests had also seen the light jump.

There wasn't much left for me to do when I finished talking to the man. He and his guests had already made all of the checks that I'd have made. All I could do was go back to Dayton, write up his report, and stamp it "Unknown."

Back in March, when it had become apparent that the press was reviving its interest in UFO's, I had suggested that Project Blue Book subscribe to a newspaper clipping. Such a service could provide several things. First, it would show us exactly how much publicity the UFO's were getting and what was being said, and it would give us the feel of the situation. Then it would also provide a lot of data for our files. In many cases the newspapers got reports that didn't go to the Air Force. Newspaper reporters rival any intelligence officer when it comes to digging up facts, and there was always the possibility that they would uncover and print something we'd missed. This was especially true in the few

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cases of hoaxes that always accompany UFO publicity. Last, it would provide us with material on

which to base a study of the effect of newspaper publicity upon the number and type of UFO reports.

Colonel Dunn liked the idea of the clipping service, and it went into effect soon after the first publicity had appeared. Every three or four days we would get an envelope full of clippings. In March the clipping service was sending the clippings to us in letter sized envelopes. The envelopes were thin - maybe there would be a dozen or so clippings in each one. Then they began to get thicker and thicker, until the people who were doing the clipping switched to using manila envelopes. Then the manila envelopes began to get thicker and thicker. By May we were up to old shoe boxes. The majority of the newspaper stories in the shoe boxes were based on material that had come from ATIC.

All of these inquiries from the press were adding to Blue Book's work load and to my problems. Normally a military unit such as ATIC has its own public information officer, but we had none so I was it. I was being quoted quite freely in the press and was repeatedly being snarled at by someone in the Pentagon. It was almost a daily occurrence to have people from the "puzzle palace" call and indignantly ask, "Why did you tell them that?" They usually referred to some bit of information that somebody didn't think should have been released. I finally gave up and complained to Colonel Dunn. I suggested that any contacts with the press be made through the Office of Public Information in the Pentagon. These people were trained and paid to do this job; I wasn't. Colonel Dunn heartily agreed because every time I got chewed out he at least got a dirty look.

Colonel Dunn called General Samford's office and they brought in General Sory Smith of the Department of Defense, Office of Public Information. General Smith appointed a civilian on the Air Force Press Desk, Al Chop, to handle all inquiries from the press. The plan was that Al would try to get his answers from Major Dewey Fournet, Blue Book's liaison officer in the Pentagon, and if Dewey didn't have the answer, Al had permission to call me.

This arrangement worked out fine because Al Chop had been through previous UFO publicity battles when he was in the Office of Public Information at Wright Field.

The interest in the UFO's that was shown by the press in May was surpassed only by the interest of the Pentagon. Starting in May, I gave on the average of one briefing in Washington every two weeks, and there was always a full house. From the tone of the official comments to the public about UFO's, it would indicate that there wasn't a great deal of

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interest, but nothing could be further from the truth. People say a lot of things behind a door bearing a sign that reads "Secret Briefing in Progress."

After one of the briefings a colonel (who is now a brigadier general) presented a plan that called for using several flights of F-94C jet interceptors for the specific purpose of trying to get some good photographs of UFO's. The flight that he proposed would be an operational unit with six aircraft - two would be on constant alert. The F-94C's, then the hottest operational jet we had, would be stripped of all combat gear to give them peak performance, and they would carry a special camera in the nose. The squadrons would be located at places in the United States where UFO's were most frequently seen.

The plan progressed to the point of estimating how soon enough airplanes for two flights could be stripped, how soon special cameras could be built, and whether or not two specific Air Force bases in the U.S. could support the units.

Finally the colonel's plan was shelved, but not because he was considered to be crazy. After considerable study and debate at high command level, it was decided that twelve F-94C's couldn't be

spared for the job and it would have been ineffective to use fewer airplanes.

The consideration that the colonel's plan received was an indication of how some of the military people felt about the importance of finding out exactly what the UFO's really were. And in the discussions the words "interplanetary craft" came up more than once.

Requests for briefings came even from the highest figure in the Air Force, Thomas K. Finletter, then the Secretary for Air. On May 8, 1952, Lieutenant Colonel R. J. Taylor of Colonel Dunn's staff and I presented an hour-long briefing to Secretary Finletter and his staff. He listened intently and asked several questions about specific sightings when the briefing was finished. If he was at all worried about the UFO's he certainly didn't show it. His only comment was, "You're doing a fine job, Captain. It must be interesting. Thank you."

Then he made the following statement for the press:

"No concrete evidence has yet reached us either to prove or disprove the existence of the so-called flying saucers. There remain, however, a number of sightings that the Air Force investigators have been unable to explain. As long as this is true, the Air Force will continue to study flying saucer reports."

In May 1952, Project Blue Book received seventy-nine UFO reports compared to ninety-nine in April. It looked as if we'd passed the peak and were now on the downhill side. The 178 reports of the past two

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months, not counting the thousand or so letters that we'd received directly from the public, had piled up a sizable backlog since we'd had time to investigate and analyze only the better reports. During June we planned to clear out the backlog, and then we could relax.

But never underestimate the power of a UFO. In June the big flap hit - they began to deliver clippings in big cardboard cartons.

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CHAPTER ELEVEN

The Big Flap

In early June 1952, Project Blue Book was operating according to the operational plan that had been set up in January 1952. It had taken six months to put the plan into effect, and to a person who has never been indoctrinated into the ways of the military, this may seem like a long time. But consult your nearest government worker and you'll find that it was about par for the red tape course.

We had learned early in the project that about 60 per cent of the reported UFO's were actually balloons, airplanes, or astronomical bodies viewed under unusual conditions, so our operational plan was set up to quickly weed out this type of report. This would give us more time to concentrate on the unknown cases.

To weed out reports in which balloons, airplanes, and astronomical bodies were reported as UFO's, we utilized a flow of data that continually poured into Project Blue Book. We received position reports on all flights of the big skyhook balloons and, by merely picking up the telephone, we could get the details about the flight of any other research balloon or regularly scheduled weather balloon in the United States. The location of aircraft in an area where a UFO had been reported was usually checked by the intelligence officer who made the report, but we double checked his findings by requesting the location of flights from CAA and military air bases. Astronomical almanacs and journals, star charts, and data that we got from observatories furnished us with clues to UFO's that might be astronomical bodies. All of our investigations in this category of report were double checked by Project Bear's astronomer.

Then we had our newspaper clipping file, which gave us many clues. Hydrographic bulletins and Notams (notices to airmen), published by

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the government, sometimes gave us other clues. Every six hours we received a complete set of weather data. A dozen or more other sources of data that might shed some light on a reported UFO were continually being studied.

To get all this information on balloons, aircraft, astronomical bodies, and what have you, I had to co-ordinate Project Blue Book's operational plan with the Air Force's Air Weather Service, Flight Service, Research and Development Command, and Air Defense Command with the Navy's Office of Naval Research, and the aerology branch of the Bureau of Aeronautics; and with the Civil Aeronautics Administration, Bureau of Standards, several astronomical observatories, and our own Project Bear. Our entire operational plan was similar to a Model A Ford I had while I was in high school - just about the time you would get one part working, another part would break down.

When a report came through our screening process and still had the "Unknown" tag on it, it went to the MO file, where we checked its characteristics against other reports. For example, on May 25 we had a report from Randolph AFB, Texas. It went through the screening process and came out "Unknown"; it wasn't a balloon, airplane, or astronomical body. So then it went to the MO file. It was a flock of ducks reflecting the city lights. We knew that the Texas UFO's were ducks because our MO file showed that we had an identical report from Moorhead, Minnesota, and the UFO's at Moorhead were ducks.

Radar reports that came into Blue Book went to the radar specialists of ATIC's electronics branch.

Sifting through reams of data in search of the answers to the many reports that were pouring in each

week required many hours of overtime work, but when a report came out with the final conclusion, "Unknown," we were sure that it was unknown.

To operate Project Blue Book, I had four officers, two airmen, and two civilians on my permanent staff. In addition, there were three scientists employed full time on Project Bear, along with several others who worked part time. In the Pentagon, Major Fournet, who had taken on the Blue Book liaison job as an extra duty, was now spending full time on it. If you add to this the number of intelligence officers all over the world who were making preliminary investigations and interviewing UFO observers, Project Blue Book was a sizable effort.

Only the best reports we received could be personally investigated in the field by Project Blue Book personnel. The vast majority of the reports had to be evaluated on the basis of what the intelligence officer who had written the report had been able to uncover, or what data we

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could get by telephone or by mailing out a questionnaire. Our instructions for "what to do before the Blue Book man arrives," which had been printed in many service publications, were beginning to pay off and the reports were continually getting more detailed.

The questionnaire we were using in June 1952 was the one that had recently been developed by Project Bear. Project Bear, along with psychologists from a Midwestern university, had worked on it for five months. Many test models had been tried before it reached its final form - the standard questionnaire that Blue Book is using today.

It ran eight pages and had sixty eight questions which were booby- trapped in a couple of places to give us a cross check on the reliability of the reporter as an observer. We received quite a few questionnaires answered in such a way that it was obvious that the observer was drawing heavily on his imagination.

From this standard questionnaire the project worked up two more specialized types. One dealt with radar sightings of UFO's, the other with sightings made from airplanes.

In Air Force terminology a "flap" is a condition, or situation, or state of being of a group of people characterized by an advanced degree of confusion that has not quite yet reached panic proportions. It can be brought on by any number of things, including the unexpected visit of an inspecting general, a major administrative reorganization, the arrival of a hot piece of intelligence information, or the dramatic entrance of a well stacked female into an officers' club bar.

In early June 1952 the Air Force was unknowingly in the initial stages of a flap - a flying saucer flap - the flying saucer flap of 1952. The situation had never been duplicated before, and it hasn't been duplicated since. All records for the number of UFO reports were not just broken, they were disintegrated. In 1948, 167 UFO reports had come into ATIC; this was considered a big year. In June 1952 we received 149. During the four years the Air Force had been in the UFO business, 615 reports had been collected. During the "Big Flap" our incoming message log showed 717 reports.

To anyone who had anything to do with flying saucers, the summer of 1952 was just one big swirl of UFO reports, hurried trips, midnight telephone calls, reports to the Pentagon, press interviews, and very little sleep.

If you can pin down a date that the Big Flap started, it would probably be about June 1.

It was also on June 1 that we received a good report of a UFO that had been picked up on radar. June 1 was a Sunday, but I'd been at the

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office all day getting ready to go to Los Alamos the next day. About 5:00 P.M. the telephone rang and the operator told me that I had a long- distance call from California. My caller was the chief of a radar test section for Hughes Aircraft Company in Los Angeles, and he was very excited about a UFO he had to report.

That morning he and his test crew had been checking out a new late- model radar to get it ready for some tests they planned to run early Monday morning. To see if their set was functioning properly, they had been tracking jets in the Los Angeles area. About midmorning, the Hughes test engineer told me, the jet traffic had begun to drop off, and they were about ready to close down their operation when one of the crew picked up a slow moving target coming across the San Gabriel Mountains north of Los Angeles. He tracked the target for a few minutes and, from the speed and altitude, decided that it was a DC-3. It was at 11,000 feet and traveling about 180 miles an hour toward Santa Monica. The operator was about ready to yell at the other crew members to shut off the set when he noticed something mighty odd - there was a big gap between the last and the rest of the regularly spaced bright spots on the radarscope. The man on the scope called the rest of the crew in because DC-3's just don't triple their speed. They watched the target as it made a turn and started to climb over Los Angeles. They plotted one, two, three, and then four points during the target's climb; then one of the crew grabbed a slide rule. Whatever it was, it was climbing 35,000 feet per minute and traveling about 550 miles an hour in the process. Then as they watched the scope, the target leveled out for a few seconds, went into a high speed dive, and again leveled out at 55,000 feet. When they lost the target, it was heading southeast somewhere near Riverside, California.

During the sighting my caller told me that when the UFO was only about ten miles from the radar site two of the crew had gone outside but they couldn't see anything. But, he explained, even the high flying jets that they had been tracking hadn't been leaving vapor trails.

The first thing I asked when the Hughes test engineer finished his story was if the radar set had been working properly. He said that as soon as the UFO had left the scope they had run every possible check on the radar and it was O.K.

I was just about to ask my caller if the target might not have been some experimental airplane from Edwards AFB when he second guessed me. He said that after sitting around looking at each other for about a minute, someone suggested that they call Edwards. They did, and Edwards' flight operations told them that they had nothing in the area.

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I asked him about the weather. The target didn't look like a weather target was the answer, but just to be sure, the test crew had checked. One of his men was an electronics/weather specialist whom he had hired because of his knowledge of the idiosyncrasies of radar under certain weather conditions. This man had looked into the weather angle. He had gotten the latest weather data and checked it, but there wasn't the slightest indication of an inversion or any other weather that would cause a false target.

Just before I hung up I asked the man what he thought he and his crew had picked up, and once again I got the same old answer: "Yesterday at this time any of us would have argued for hours that flying saucers were a bunch of nonsense but now, regardless of what you'll say about what we saw, it was something damned real."

I thanked the man for calling and hung up. We couldn't make any more of an analysis of this report

than had already been made, it was another unknown.

I went over to the MO file and pulled out the stack of cards behind the tab "High Speed Climb." There must have been at least a hundred cards, each one representing a UFO report in which the reported object made a high speed climb. But this was the first time radar had tracked a UFO during a climb.

During the early part of June, Project Blue Book took another jump up on the organizational chart. A year before the UFO project had consisted of one officer. It had risen from the one man operation to a project within a group, then to a group, and now it was a section. Neither Project Sign nor the old Project Grudge had been higher than the project-within-a-group level. The chief of a group normally calls for a lieutenant colonel, and since I was just a captain this caused some consternation in the ranks. There was some talk about putting Lieutenant Colonel Ray Taylor of Colonel Dunn's staff in charge. Colonel Taylor was very much interested in UFO's; he had handled some of the press contacts prior to turning this function over to the Pentagon and had gone along with me on briefings, so he knew something about the project. But in the end Colonel Donald Bower, who was my division chief. decided rank be damned, and I stayed on as chief of Project Blue Book.

The location within the organizational chart is always indicative of the importance placed on a project. In June 1952 the Air Force was taking the UFO problem seriously. One of the reasons was that there were a lot of good UFO reports coming in from Korea. Fighter pilots reported seeing silver colored spheres or disks on several occasions, and radar in Japan, Okinawa, and in Korea had tracked unidentified targets.

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In June our situation map, on which we kept a plot of all of our sightings, began to show an ever so slight trend toward reports beginning to bunch up on the east coast. We discussed this build-up, but we couldn't seem to find any explainable reason for it so we decided that we'd better pay special attention to reports coming from the eastern states.

I had this build-up of reports in mind one Sunday night, June 15 to be exact, when the OD at ATIC called me at home and said that we were getting a lot of reports from Virginia. Each report by itself wasn't too good, the OD told me, but together they seemed to mean something. He suggested that I come out and take a look at them - so I did.

Individually they weren't too good, but when I lined them up chronologically and plotted them on a map they took the form of a hot report.

At 3:40 P.M. a woman at Unionville, Virginia, had reported a "very shiny object" at high altitude.

At 4:20 P.M. the operators of the CAA radio facility at Gordonsville, Virginia, had reported that they saw a "round, shiny object." It was southeast of their station, or directly south of Unionville.

At 4:25 P.M. the crew of an airliner northwest of Richmond, Virginia, reported a "silver sphere at eleven o'clock high."

At 4:43 P.M. a Marine pilot in a jet tried to intercept a "round shiny sphere" south of Gordonsville.

At 5:43 P.M. an Air Force T-33 jet tried to intercept a "shiny sphere" south of Gordonsvllle. He got above 35,000 feet and the UFO was still far above him.

At 7:35 P.M. many people in Blackstone, Virginia, about 80 miles south of Gordonsville, reported it. It was a "round, shiny object with a golden glow" moving from north to south. By this time radio

commentators in central Virginia were giving a running account of the UFO's progress.

At 7:59 P.M. the people in the CAA radio facility at Blackstone saw it.

At 8:00 P.M. jets arrived from Langley AFB to attempt to intercept it, but at 8:05 P.M. it disappeared.

This was a good report because it was the first time we ever received a series of reports on the same object, and there was no doubt that all these people had reported the same object. Whatever it was, it wasn't moving too fast, because it had traveled only about 90 miles in four hours and twenty five minutes. I was about ready to give up until morning and go home when my wife called. The local Associated Press man had called our home and she assumed that it was about this sighting. She had just said that I was out so he might not call the base. I decided that I'd better keep working so I'd have the answer in time to keep the

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story out of the papers. A report like this could cause some excitement. The UFO obviously wasn't a planet because it was moving from north to south, and it was too slow to be an airplane. I called the balloon- plotting center at Lowry AFB, where the tracks of the big skyhook balloons are plotted, but the only big balloons in the air were in the western United States, and they were all accounted for.

It might have been a weather balloon. The wind charts showed that the high altitude winds were blowing in different directions at different altitudes above 35,000 feet, so there was no one flow of air that could have brought a balloon in from a certain area, and I knew that the UFO had to be higher than 35,000 feet because the T-33 jet had been this high and the UFO was still above it. The only thing to do was to check with all of the weather stations in the area. I called Richmond, Roanoke, several places in the vicinity of Washington, D.C., and four or five other weather stations, but all of their balloons were accounted for and none had been anywhere close to the central part of Virginia.

A balloon can travel only so far, so there was no sense in checking stations too far away from where the people had seen the UFO, but I took a chance and called Norfolk; Charleston, West Virginia; Altoona, Pennsylvania; and other stations within a 150 mile radius of Gordonsville and Blackstone. Nothing.

I still thought it might be a balloon, so I started to call more stations. At Pittsburgh I hit a lead. Their radiosonde balloon had gone up to about 60,000 feet and evidently had sprung a slow leak because it had leveled off at that altitude. Normally balloons go up till they burst at 80,000 or 90,000 feet. The weather forecaster at Pittsburgh said that their records showed they had lost contact with the balloon when it was about 60 miles southeast of their station. He said that the winds at 60,000 feet were constant, so it shouldn't be too difficult to figure out where the balloon went after they had lost it. Things must be dull in Pittsburgh at 2:00 A.M. on Monday mornings, because he offered to plot the course that the balloon probably took and call me back.

In about twenty minutes I got my call. It probably was their balloon, the forecaster said. Above 50,000 feet there was a strong flow of air southeast from Pittsburgh, and this fed into a stronger southerly flow that was paralleling the Atlantic coast just east of the Appalachian Mountains. The balloon would have floated along in this flow of air like a log floating down a river. As close as he could estimate, he said, the balloon would arrive in the Gordonsville-Blackstone area in the late afternoon or early evening. This was just about the time the UFO had arrived.

"Probably a balloon" was a good enough answer for me.

The next morning at 8:00 A.M., Al Chop called from the Pentagon to tell me that people were crawling all over his desk wanting to know about a sighting in Virginia.

The reports continued to come in. At Walnut Lake, Michigan, a group of people with binoculars watched a "soft white light" go back and forth across the western sky for nearly an hour. A UFO "paced" an Air Force B-25 for thirty minutes in California. Both of these happened on June 18, and although we checked and rechecked them, they came out as unknowns.

On June 19 radar at Goose AFB in Newfoundland picked up some odd targets. The targets came across the scope, suddenly enlarged, and then became smaller again. One unofficial comment was that the object was flat or disk shaped, and that the radar target had gotten bigger because the disk had banked in flight to present a greater reflecting surface. ATIC's official comment was weather.

Goose AFB was famous for unusual reports. In early UFO history someone had taken a very unusual colored photo of a "split cloud." The photographer had seen a huge ball of fire streak down through the sky and pass through a high layer of stratus clouds. As the fireball passed through the cloud it cut out a perfect swath. The conclusion was that the fireball was a meteor, but the case is still one of the most interesting in the file because of the photograph.

Then in early 1952 there was another good report from this area. It was an unknown.

The incident started when the pilot of an Air Force C-54 transport radioed Goose AFB and said that at 10:42 P.M. a large fireball had buzzed his airplane. It had come in from behind the C-54, and nobody had seen it until it was just off the left wing. The fireball was so big that the pilot said it looked as if it was only a few hundred feet away. The C-54 was 200 miles southwest, coming into Goose AFB from Westover AFB, Massachusetts, when the incident occurred. The base officer-of-the-day, who was also a pilot, happened to be in the flight operations office at Goose when the message came in and he overheard the report. He stepped outside, walked over to his command car, and told his driver about the radio message, so the driver got out and both of them looked toward the south. They searched the horizon for a few seconds; then suddenly they saw a light closing in from the southwest. Within a second, it was near the airfield. It had increased in size till it was as big as a "golf ball at arm's length," and it looked like a big ball of fire. It was so low that both the OD and his driver dove under

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the command car because they were sure it was going to hit the airfield. When they turned and looked up they saw the fireball make a 90 degree turn over the airfield and disappear into the northwest. The time was 10:47 P.M.

The control tower operators saw the fireball too, but didn't agree with the OD and his driver on how low it was. They did think that it had made a 90 degree turn and they didn't think that it was a meteor. In the years they'd been in towers they'd seen hundreds of meteors, but they'd never seen anything like this, they reported.

And reports continued to pour into Project Blue Book. It was now not uncommon to get ten or eleven wires in one day. If the letters reporting UFO sightings were counted, the total would rise to twenty or thirty a day. The majority of the reports that came in by wire could be classified as being good. They were reports made by reliable people and they were full of details. Some were reports of balloons, airplanes, etc., but the percentage of unknowns hovered right around 22 per cent.

To describe and analyze each report, or even the unknowns, would require a book the size of an unabridged dictionary, so I am covering only the best and most representative cases.

One day in mid June, Colonel Dunn called me. He was leaving for Washington and he wanted me to come in the next day to give a briefing at a meeting. By this time I was taking these briefings as a matter of course. We usually gave the briefings to General Garland and a general from the Research and Development Board, who passed the information on to General Samford, the Director of Intelligence. But this time General Samford, some of the members of his staff, two Navy captains from the Office of Naval Intelligence, and some people I can't name were at the briefing.

When I arrived in Washington, Major Fournet told me that the purpose of the meetings, and my briefing, was to try to find out if there was any significance to the almost alarming increase in UFO reports over the past few weeks.

By the time that everyone had finished signing into the briefing room in the restricted area of the fourth floor "B" ring of the Pentagon, it was about 9:15 A.M. I started my briefing as soon as everyone was seated.

I reviewed the last month's UFO activities; then I briefly went over the more outstanding "Unknown" UFO reports and pointed out how they were increasing in number - breaking all previous records. I also pointed out that even though the UFO subject was getting a lot of publicity, it wasn't the scare type publicity that had accompanied the earlier flaps - in fact, much of the present publicity was anti saucer.

Then I went on to say that even though the reports we were getting were detailed and contained a great deal of good data, we still had no proof the UFO's were anything real. We could, I said, prove that all UFO reports were merely the misinterpretation of known objects if we made a few assumptions.

At this point one of the colonels on General Samford's staff stopped me. "Isn't it true," he asked, "that if you make a few positive assumptions instead of negative assumptions you can just as easily prove that the UFO's are interplanetary spaceships? Why, when you have to make an assumption to get an answer to a report, do you always pick the assumption that proves the UFO's don't exist?"

You could almost hear the colonel add, "O.K., so now I've said it."

For several months the belief that Project Blue Book was taking a negative attitude and the fact that the UFO's could be interplanetary spaceships had been growing in the Pentagon, but these ideas were usually discussed only in the privacy of offices with doors that would close tight.

No one said anything, so the colonel who had broken the ice plunged in. He used the sighting from Goose AFB, where the fireball had buzzed the C-54 and sent the OD and his driver belly whopping under the command car as an example. The colonel pointed out that even though we had labeled the report "Unknown" it wasn't accepted as proof. He wanted to know why.

I said that our philosophy was that the fireball could have been two meteors: one that buzzed the C-54 and another that streaked across the airfield at Goose AFB. Granted a meteor doesn't come within feet of an airplane or make a 90 degree turn, but these could have been optical illusions of some kind. The crew of the C-54, the OD, his driver, and the tower operators didn't recognize the UFO's as meteors because they were used to seeing the normal "shooting stars" that are most commonly seen.

But the colonel had some more questions. "What are the chances of having two extremely

spectacular meteors in the same area, traveling the same direction, only five minutes apart?"

I didn't know the exact mathematical probability, but it was rather small, I had to admit.

Then he asked, "What kind of an optical illusion would cause a meteor to appear to make a 90 degree turn?"

I had asked our Project Bear astronomer this same question, and he couldn't answer it either. So the only answer I could give the colonel was, "I don't know."

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I felt as if I were on a witness stand being cross-examined, and that is exactly where I was, because the colonel cut loose.

"Why not assume a point that is more easily proved?" he asked. "Why not assume that the C-54 crew, the OD, his driver, and the tower operators did know what they were talking about? Maybe they had seen spectacular meteors during the hundreds of hours that they had flown at night and the many nights that they had been on duty in the tower. Maybe the ball of fire had made a 90 degree turn. Maybe it was some kind of an intelligently controlled craft that had streaked northeast across the Gulf of St. Lawrence and Quebec Province at 2,400 miles an hour.

"Why not just simply believe that most people know what they saw?" the colonel said with no small amount of sarcasm in his voice.

This last comment started a lively discussion, and I was able to retreat. The colonel had been right in a sense - we were being conservative, but maybe this was the right way to be. In any scientific investigation you always assume that you don't have enough proof until you get a positive answer. I don't think that we had a positive answer - yet.

The colonel's comments split the group, and a hot exchange of ideas, pros and cons, and insinuations that some people were imitating ostriches to keep from facing the truth followed.

The outcome of the meeting was a directive to take further steps to obtain e identification of the UF 's. Our original idea of attempting to get several te reports from one sighting so we could use tri angulation to measure speed, altitude, and size wasn't working out. We had given the idea enough publicity, but reports where triangulation could be used were few and far between. Mr. or Mrs. Average Citizen just doesn't look up at the sky unless he or she sees a flash of light or hears a sound. Then even if he or she does look up and sees a UFO, it is very seldom that the report ever gets to Project Blue Book. I think that it would be safe to say that Blue Book only heard about 10 per cent of the UFO's that were seen in the United States.

After the meeting I went back to ATIC, and the next day Colonel Don Bower and I left for the west coast to talk to some people about how to get better UFO data. We brought back the idea of using an extremely long focal length camera equipped with a diffraction grating.

The cameras would be placed at various locations throughout the United States where UFO's were most frequently seen. We hoped that photos of the UFO's taken through the diffraction gratings would give us some proof one way or the other.

The diffraction gratings we planned to use over the lenses of the cameras were the same thing as prisms; they would split up the light

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from the UFO into its component parts so that we could study it and determine whether it was a meteor, an airplane, or balloon reflecting sunlight, etc. Or we might be able to prove that the photographed UFO was a craft completely foreign to our knowledge.

A red-hot, A-1 priority was placed on the camera project, and a section at ATIC that developed special equipment took over the job of obtaining the cameras, or, if necessary, having them designed and built.

But the UFO's weren't waiting around till they could be photographed. Every day the tempo and confusion were increasing a little more.

By the end of June it was very noticeable that most of the better reports were coming from the eastern United States. In Massachusetts, New Jersey, and Maryland jet fighters had been scrambled almost nightly for a week. On three occasions radar equipped F-94's had locked on aerial targets only to have the lockon broken by the apparent violent maneuvers of the target.

By the end of June there was also a lull in the newspaper publicity about the UFO's. The forthcoming political conventions had wiped out any mention of flying saucers. But on July 1 there was a sudden outbreak of good reports. The first one came from Boston; then they worked down the coast.

About seven twenty five on the morning of July 1 two F-94's were scrambled to intercept a UFO that a Ground Observer Corps spotter reported was traveling southwest across Boston. Radar couldn't pick it up so the two airplanes were just vectored into the general area. The F-94's searched the area but couldn't see anything. We got the report at ATIC and would have tossed it out if it hadn't been for other reports from the Boston area at that same time.

One of these reports came from a man and his wife at Lynn, Massachusetts, nine miles northeast of Boston. At seven thirty they had noticed the two vapor trails from the climbing jet interceptors. They looked around the sky to find out if they could see what the jets were after and off to the west they saw a bright silver "cigar shaped object about six times as long as it was wide" traveling southwest across Boston. It appeared to be traveling just a little faster than the two jets. As they watched they saw that an identical UFO was following the first one some distance back. The UFO's weren't leaving vapor trails but, as the man mentioned in his report, this didn't mean anything because you can get above the vapor trail level. And the two UFO's appeared to be at a very high altitude. The two observers watched as the two F-94's searched back and forth far below the UFO's.

Then there was another report, also made at seven thirty. An Air

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Force captain was just leaving his home in Bedford, about 15 miles northwest of Boston and straight west of Lynn, when he saw the two jets. In his report he said that he, too, had looked around the sky to see if he could see what they were trying to intercept when off to the east he saw a "silvery cigar shaped object" traveling south. His description of what he observed was almost identical to what the couple in Lynn reported except that he saw only one UFO.

When we received the report, I wanted to send someone up to Boston immediately in the hope of getting more data from the civilian couple and the Air Force captain; this seemed to be a tailor-made case for triangulation. But by July 1 we were completely snowed under with reports, and there just wasn't anybody to send. Then, to complicate matters, other reports came in later in the day.

Just two hours after the sighting in the Boston area Fort Monmouth, New Jersey, popped back into

UFO history. At nine thirty in the morning twelve student radar operators and three instructors were tracking nine jets on an SCR 584 radar set when two UFO targets appeared on the scope. The two targets came in from the northeast at a slow speed, much slower than the jets that were being tracked, hovered near Fort Monmouth at 50,000 feet for about five minutes, and then took off in a "terrific burst of speed" to the southwest.

When the targets first appeared, some of the class went outside with an instructor, and after searching the sky for about a minute, they saw two shiny objects in the same location as the radar showed the two unidentified targets to be. They watched the two UFO's for several minutes and saw them go zipping off to the southwest at exactly the same time that the two radar targets moved off the scope in that direction.

We had plotted these reports, the ones from Boston and the one from Fort Monmouth, on a map, and without injecting any imagination or wild assumptions, it looked as if two "somethings" had come down across Boston on a southwesterly heading, crossed Long Island, hovered for a few minutes over the Army's secret laboratories at Fort Monmouth, then proceeded toward Washington. In a way we half expected to get a report from Washington. Our expectations were rewarded because in a few hours a report arrived from that city.

A physics professor at George Washington University reported a "dull, gray, smoky colored" object which hovered north northwest of Washington for about eight minutes. Every once in a while, the professor reported, it would move through an arc of about 15 degrees to the right or left, but it always returned to its original position. While he was watching the UFO he took a 25 cent piece out of his pocket and held it at arm's length

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so that he could compare its size to that of the UFO. The UFO was about half the diameter of the quarter. When he first saw the UFO, it was about 30 to 40 degrees above the horizon, but during the eight minutes it was in sight it steadily dropped lower and lower until buildings in downtown Washington blocked off the view.

Besides being an "Unknown," this report was exceptionally interesting to us because the sighting was made from the center of downtown Washington, D.C. The professor reported that he had noticed the UFO when he saw people all along the street looking up in the air and pointing. He estimated that at least 500 people were looking at it, yet his was the only report we received. This seemed to substantiate our theory that people are very hesitant to report UFO's to the Air Force. But they evidently do tell the newspapers because later on we picked up a short account of the sighting in the Washington papers. It merely said that hundreds of calls had been received from people reporting a UFO.

When reports were pouring in at the rate of twenty or thirty a day, we were glad that people were hesitant to report UFO's, but when we were trying to find the answer to a really knotty sighting we always wished that more people had reported it. The old adage of having your cake and eating it, too, held even for the UFO.

Technically no one in Washington, besides, of course, Major General Samford and his superiors, had anything to do with making policy decisions about the operation of Project Blue Book or the handling of the UFO situation in general. Nevertheless, everyone was trying to get into the act. The split in opinions on what to do about the rising tide of UFO reports, the split that first came out in the open at General Samford's briefing, was widening every day. One group was getting dead serious about the situation. They thought we now had plenty of evidence to back up an official statement that the UFO's were something real and, to be specific, not something from this earth. This group wanted Project Blue Book to quit spending time investigating reports from the standpoint of trying to

determine if the observer of a UFO had actually seen something foreign to our knowledge and start assuming that he or she had. They wanted me to aim my investigation at trying to find out more about the UFO. Along with this switch in operating policy, they wanted to clamp down on the release of information. They thought that the security classification of the project should go up to Top Secret until we had all of the answers, then the information should be released to the public. The investigation of UFO's along these lines should be a maximum effort, they thought, and their plans called for lining up many top scientists to devote their full time to the project. Someone once said that enthusiasm

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is infectious, and he was right. The enthusiasm of this group took a firm hold in the Pentagon, at Air Defense Command Headquarters, on the Research and Development Board, and many other agencies throughout the government. But General Samford was still giving the orders, and he said to continue to operate just as we had - keeping an open mind to any ideas.

After the minor flurry of reports on July 1 we had a short breathing spell and found time to clean up a sizable backlog of reports. People were still seeing UFO's but the frequency of the sighting curve was dropping steadily. During the first few days of July we were getting only two or three good reports a day.

On July 5 the crew of a non-scheduled airliner made page two of many newspapers by reporting a UFO over the AEC's super secret Hanford, Washington, installation. It was a skyhook balloon. On the twelfth a huge meteor sliced across Indiana, southern Illinois, and Missouri that netted us twenty or thirty reports. Even before they had stopped coming in, we had confirmation from our astronomer that the UFO was a meteor.

But forty two minutes later there was a sighting in Chicago that wasn't so easily explained.

According to our weather records, on the night of July 12 it was hot in Chicago. At nine forty two there were at least 400 people at Montrose Beach trying to beat the heat. Many of them were lying down looking at the stars, so that they saw the UFO as it came in from the west north west, made a 180 degree turn directly over their heads, and disappeared over the horizon. It was a "large red light with small white lights on the side," most of the people reported. Some of them said that it changed to a single yellow light as it made its turn. It was in sight about five minutes, and during this time no one reported hearing any sound.

One of the people at the beach was the weather officer from O'Hare International Airport, an Air Force captain. He immediately called O'Hare. They checked on balloon flights and with radar, but both were negative; radar said that there had been no aircraft in the area of Montrose Beach for several hours.

I sent an investigator to Chicago, and although he came back with a lot of data on the sighting, it didn't add up to be anything known.

The next day Dayton had its first UFO sighting in a long time when a Mr. Roy T. Ellis, president of the Rubber Seal Products Company, and many other people, reported a teardrop shaped object that hovered over Dayton for several minutes about midnight. This sighting had an interesting twist because two years later I was in Dayton and stopped in at ATIC to see a friend who is one of the technical advisers at the center.

Naturally - the conversation got around to the subject of UFO's, and he asked me if I remembered this specific sighting. I did, so he went on to say that he and his wife had seen this UFO that night but they had never told anybody. He was very serious when he admitted that he had no idea what it could have been. Now I'd heard this statement a thousand times before from other people, but coming from this person, it was really something because he was as anti saucer as anyone I knew. Then he added, "From that time on I didn't think your saucer reporters were as crazy as I used to think they were."

The Dayton sighting also created quite a stir in the press. In conjunction with the sighting, the Dayton Daily Journal had interviewed Colonel Richard H. Magee, the Dayton-Oakwood civil defense director; they wanted to know what he thought about the UFO's. The colonel's answer made news: "There's something flying around in our skies and we wish we knew what it was."

When the story broke in other papers, the colonel's affiliation with civil defense wasn't mentioned, and he became merely "a colonel from Dayton." Dayton was quickly construed by the public to mean Wright- Patterson AFB and specifically ATIC. Some people in the Pentagon screamed while others gleefully clapped their hands. The gleeful handclaps were from those people who wanted the UFO's to be socially recognized, and they believed that if they couldn't talk their ideas into being they might be able to force them in with the help of this type of publicity.

The temporary lull in reporting that Project Blue Book had experienced in early July proved to be only the calm before the storm. By mid July we were getting about twenty reports a day plus frantic calls from intelligence officers all over the United States as every Air Force installation in the U.S. was being swamped with reports. We told the intelligence officers to send in the ones that sounded the best.

The build-up in UFO reports wasn't limited to the United States- every day we would receive reports from our air attaché in other countries. England and France led the field, with the South American countries running a close third. Needless to say, we didn't investigate or evaluate foreign reports because we had our hands full right at home.

Most of us were putting in fourteen hours a day, six days a week. It wasn't at all uncommon for Lieutenant Andy Flues, Bob Olsson, or Kerry Rothstien, my investigators, to get their sleep on an airliner going out or coming back from an investigation. TWA airliners out of Dayton were more like home than home. But we hadn't seen anything yet.

All the reports that were coming in were good ones, ones with no answers. Unknowns were running about 40 per cent. Rumors persist

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that in mid July 1952 the Air Force was braced for an expected invasion by flying saucers. Had these rumormongers been at ATIC in mid July they would have thought that the invasion was already in full swing. And they would have thought that one of the beachheads for the invasion was Patrick AFB, the Air Force's Guided Missile Long Range Proving Ground on the east coast of Florida.

On the night of July 18, at ten forty five, two officers were standing in front of base operations at Patrick when they noticed a light at about a 45 degree angle from the horizon and off to the west. It was an amber color and "quite a bit brighter than a star." Both officers had heard flying saucer stories, and both thought the light was a balloon. But, to be comedians, they called to several more officers and airmen inside the operations office and told them to come out and "see the flying saucer." The people came out and looked. A few were surprised and took the mysterious light seriously, at the expense of considerable laughter from the rest of the group. The discussion about the light grew livelier and bets that it was a balloon were placed. In the meantime the light had drifted over the base, had stopped for about a minute, turned, and was now heading north. To settle the bet,

one of the officers stepped into the base weather office to find out about the balloon. Yes, one was in the air and being tracked by radar, he was told. The weather officer said that he would call to find out exactly where it was. He called and found out that the weather balloon was being tracked due west of the base and that the light had gone out about ten minutes before. The officer went back outside to find that what was first thought to be a balloon was now straight north of the field and still lighted. To add to the confusion, a second amber light had appeared in the west about 20 degrees lower than where the first one was initially seen, and it was also heading north but at a much greater speed. In a few seconds the first light stopped and started moving back south over the base.

While the group of officers and airmen were watching the two lights, the people from the weather office came out to tell the UFO observers that the balloon was still traveling straight west. They were just in time to see a third light come tearing across the sky, directly overhead, from west to east. A weatherman went inside and called the balloon tracking crew again - their balloon was still far to the west of the base.

Inside of fifteen minutes two more amber lights came in from the west, crossed the base, made a 180 degree turn over the ocean, and came back over the observers.

In the midst of the melee a radar set had been turned on but it couldn't pick up any targets. This did, however, eliminate the possibility of the

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lights' being aircraft. They weren't stray balloons either, because the winds at all altitudes were blowing in a westerly direction. They obviously weren't meteors. They weren't searchlights on a haze layer because there was no weather conducive to forming a haze layer and there were no searchlights. They could have been some type of natural phenomenon, if one desires to take the negative approach. Or, if you take the positive approach, they could have been spaceships.

The next night radar at Washington National Airport picked up UFO's and one of the most highly publicized sightings of UFO history was in the making. It marked the beginning of the end of the Big Flap.

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CHAPTER TWELVE

The Washington Merry-Go-Round

No flying saucer report in the history of the UFO ever won more world acclaim than the Washington National Sightings.

When radars at the Washington National Airport and at Andrews AFB, both close to the nation's capital, picked up UFO's, the sightings beat the Democratic National Convention out of headline space. They created such a furor that I had inquiries from the office of the President of the United States and from the press in London, Ottawa, and Mexico City. A junior sized riot was only narrowly averted in the lobby of the Roger Smith Hotel in Washington when I refused to tell U.S. newspaper reporters what I knew about the sightings.

Besides being the most highly publicized UFO sightings in the Air Force annals, they were also the most monumentally fouled-up messes that repose in the files. Although the Air Force said that the incident had been fully investigated, the Civil Aeronautics Authority wrote a formal report on the sightings, and numerous magazine writers studied them, the complete story has never fully been told. The pros have been left out of the con accounts, and the cons were neatly overlooked by the pro writers.

For a year after the twin sightings we were still putting little pieces in the puzzle.

In some aspects the Washington National Sightings could be classed as a surprise - we used this as an excuse when things got fouled up --- but

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in other ways they weren't. A few days prior to the incident a scientist, from an agency that I can't name, and I were talking about the build-up of reports along the east coast of the United States. We talked for about two hours, and I was ready to leave when he said that he had one last comment to make - a prediction. From his study of the UFO reports that he was getting from Air Force Headquarters, and from discussions with his colleagues, he said that he thought that we were sitting right on top of a big keg full of loaded flying saucers. "Within the next few days," he told me, and I remember that he punctuated his slow, deliberate remarks by hitting the desk with his fist, "they're going to blow up and you're going to have the granddaddy of all UFO sightings. The sighting will occur in Washington or New York," he predicted, "probably Washington."

The trend in the UFO reports that this scientist based his prediction on hadn't gone unnoticed. We on Project Blue Book had seen it, and so had the people in the Pentagon; we all had talked about it.

On July 10 the crew of a National Airlines plane reported a light "too bright to be a lighted balloon and too slow to be a big meteor" while they were flying south at 2,000 feet near Quantico, Virginia, just south of Washington.

On July 13 another airliner crew reported that when they were 60 miles southwest of Washington, at 11,000 feet, they saw a light below them. It came up to their level, hovered off to the left for several minutes, and then it took off in a fast, steep climb when the pilot turned on his landing lights.

On July 14 the crew of a Pan American airliner enroute from New York to Miami reported eight UFO's near Newport News, Virginia, about 130 miles south of Washington.

Two nights later there was another sighting in exactly the same area but from the ground. At 9:00

P.M. a high ranking civilian scientist from the National Advisory Committee for Aeronautics Laboratory at Langley AFB and another man were standing near the ocean looking south over Hampton Roads when they saw two amber colored lights, "much too large to be aircraft lights," off to their right, silently traveling north. Just before the two lights got abreast of the two men they made a 180 degree turn and started back toward the spot where they had first been seen. As they turned, the two lights seemed to "jockey for position in the formation." About this time a third light came out of the west and joined the first two; then as the three UFO's climbed out of the area toward the south, several more lights joined the formation. The entire episode had lasted only three minutes.

The only possible solution to the sighting was that the two men had seen airplanes. We investigated this report and found that there were several B-26's from Langley AFB in the area at the time of the sighting, but none of the B-26 pilots remembered being over Hampton Roads. In fact, all of them had generally stayed well south of Norfolk until about 10:30 P.M. because of thunderstorm activity northwest of Langley. Then there were other factors - the observers heard no sound and they were away from all city noises, aircraft don't carry just one or two amber lights, and the distance between the two lights was such that had they been on an airplane the airplane would have been huge or very close to the observers. And last, but not least, the man from the National Advisory Committee for Aeronautics was a very famous aerodynamicist and of such professional stature that if he said the lights weren't airplanes they weren't.

This then was the big build-up to the first Washington national sighting and the reason why my friend predicted that the Air Force was sitting on a big powder keg of loaded flying saucers.

When the keg blew the best laid schemes of the mice and men at ATIC, they went the way best laid schemes are supposed to. The first one of the highly publicized Washington national sightings started, according to the CAA's logbook at the airport, at 11:40 P.M. on the night of July 19 when two radars at National Airport picked up eight unidentified targets east and south of Andrews AFB. The targets weren't airplanes because they would loaf along at 100 to 130 miles an hour then suddenly accelerate to "fantastically high speeds" and leave the area. During the night the crews of several airliners saw mysterious lights in the same locations that the radars showed the targets; tower operators also saw lights, and jet fighters were brought in.

But nobody bothered to tell Air Force Intelligence about the sighting. When reporters began to call intelligence and ask about the big sighting behind the headlines, INTERCEPTORS CHASE FLYING SAUCERS OVER WASHINGTON, D.C., they were told that no one had ever heard of such a sighting. In the next edition the headlines were supplemented by, AIR FORCE WON'T TALK.

Thus intelligence was notified about the first Washington national sighting.

I heard about the sighting about ten o'clock Monday morning when Colonel Donald Bower and I got off an airliner from Dayton and I bought a newspaper in the lobby of the Washington National Airport Terminal Building. I called the Pentagon from the airport and talked to Major Dewey Fournet, but all he knew was what he'd read in the

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papers. He told me that he had called the intelligence officer at Bolling AFB and that he was making an investigation. We would get a preliminary official report by noon.

It was about 1:00 P.M. when Major Fournet called me and said that the intelligence officer from

Bolling was in his office with the preliminary report on the sightings. I found Colonel Bower, we went up to Major Fournet's office and listened to the intelligence officer's briefing.

The officer started by telling us about the location of the radars involved in the incident. Washington National Airport, which is located about three miles south of the heart of the city, had two radars. One was a long-range radar in the Air Route Traffic Control section. This radar had 100 mile range and was used to control all air traffic approaching Washington. It was known as the ARTC radar. The control tower at National Airport had a shorter range radar that it used to control aircraft in the immediate vicinity of the airport. Boiling AFB, he said, was located just east of National Airport, across the Potomac River. Ten miles farther east, in almost a direct line with National and Bolling, was Andrews AFB. It also had a short-range radar. All of these airfields were linked together by an intercom system.

Then the intelligence officer went on to tell about the sighting.

When a new shift took over at the ARTC radar room at National Airport, the air traffic was light so only one man was watching the radarscope. The senior traffic controller and the six other traffic controllers on the shift were out of the room at eleven forty, when the man watching the radarscope noticed a group of seven targets appear. From their position on the scope he knew that they were just east and a little south of Andrews AFB. In a way the targets looked like a formation of slow airplanes, but no formations were due in the area. As he watched, the targets loafed along at 100 to 130 miles an hour; then in an apparent sudden burst of speed two of them streaked out of radar range. These were no airplanes, the man thought, so he let out a yell for the senior controller. The senior controller took one look at the scope and called in two more of the men. They all agreed that these were no airplanes. The targets could be caused by a malfunction in the radar, they thought, so a technician was called in - the set was in perfect working order.

The senior controller then called the control tower at National Airport; they reported that they also had unidentified targets on their scopes, so did Andrews. And both of the other radars reported the same slow speeds followed by a sudden burst of speed. One target was clocked at 7,000 miles an hour. By now the targets had moved into every sector of the

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scope and had flown through the prohibited flying areas over the White House and the Capitol.

Several times during the night the targets passed close to commercial airliners in the area and on two occasions the pilots of the airliners saw lights that they couldn't identify, and the lights were in the same spots where the radar showed UFO's to be. Other pilots to whom the ARTC radar men talked on the radio didn't see anything odd, at least that's what they said, but the senior controller knew airline pilots and knew that they were very reluctant to report UFO's.

The first sighting of a light by an airline pilot took place shortly after midnight, when an ARTC controller called the pilot of a Capital Airlines flight just taking off from National. The controller asked the pilot to keep watch for unusual lights or anything. Soon after the pilot cleared the traffic pattern, and while ARTC was still in contact with him, he suddenly yelled, "There's one - off to the right - and there it goes." The controller had been watching the scope, and a target that had been off to the right of the Capitaliner was gone.

During the next fourteen minutes this pilot reported six more identical lights.

About two hours later another pilot, approaching National Airport from the south, excitedly called the control tower to report that a light was following him at "eight o'clock level." The tower checked their radar-scope and there was a target behind and to the left of the airliner. The ARTC radar also

had the airliner and the UFO target. The UFO tagged along behind and to the left of the airliner until it was within four miles of touchdown on the runway. When the pilot reported the light was leaving, the two radarscopes showed that the target was pulling away from the airliner.

Once during the night all three radars, the two at Washington and the one at Andrews AFB, picked up a target three miles north of the Riverdale Radio beacon, north of Washington. For thirty seconds the three radar operators compared notes about the target over the intercom, then suddenly the target was gone - and it left all three radarscopes simultaneously.

But the clincher came in the wee hours of the morning, when an ARTC traffic controller called the control tower at Andrews AFB and told the tower operators that ARTC had a target just south of their tower, directly over the Andrews Radio range station. The tower operators looked and there was a "huge fiery orange sphere" hovering in the sky directly over their range station.

Not too long after this excitement had started, in fact just after the

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technician had checked the radar and found that the targets weren't caused by a radar malfunction, ARTC had called for Air Force interceptors to come in and look around. But they didn't show, and finally ARTC called again - then again. Finally, just about daylight, an F-94 arrived, but by that time the targets were gone. The F-94 crew searched the area for a few minutes but they couldn't find anything unusual so they returned to their base.

So ended phase one of the Washington National Sightings.

The Bolling AFB intelligence officer said he would write up the complete report and forward it to ATIC.

That afternoon things bustled in the Pentagon. Down on the first floor Al Chop was doing his best to stave off the press while up on the fourth floor intelligence officers were holding some serious conferences. There was talk of temperature inversions and the false targets they could cause; but the consensus was that a good radar operator could spot inversion- caused targets, and the traffic controllers who operated the radar at Washington National Airport weren't just out of radar school. Every day the lives of thousands of people depended upon their interpretation of the radar targets they saw on their scopes. And you don't get a job like this unless you've spent a good many years watching a luminous line paint targets on a good many radarscopes. Targets caused by inversions aren't rare - in the years that these men had been working with radar they had undoubtedly seen every kind of target, real or false, that radar can detect. They had told the Bolling AFB intelligence officer that the targets they saw were caused by the radar waves' bouncing off a hard, solid object. The Air Force radar operator at Andrews backed them up; so did two veteran airline pilots who saw lights right where the radar showed a UFO to be.

Then on top of all this there were the reports from the Washington area during the previous two weeks - all good - all from airline pilots or equally reliable people.

To say the least, the sighting at Washington National was a jolt.

Besides trying to figure out what the Washington National UFO's were, we had the problem of what to tell the press. They were now beginning to put on a squeeze by threatening to call a congressman - and nothing chills blood faster in the military. They wanted some kind of an official statement and they wanted it soon. Some people in intelligence wanted to say just, "We don't know," but others held out for a more thorough investigation. I happened to be in this latter category. Many times in the past I had seen what first seemed to be a good UFO report completely fall apart under a thorough

investigation. I was for stalling

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the press and working all night if necessary to go into every aspect of the sighting. But to go along with the theme of the Washington National Sightings - confusion - there was a lot of talk but no action and the afternoon passed with no further investigation.

Finally about 4:00 P.M. it was decided that the press, who still wanted an official comment, would get an official "No comment" and that I would stay in Washington and make a more detailed investigation.

I called Lieutenant Andy Flues, who was in charge of Project Blue Book while I was gone, to tell him that I was staying over and I found out that they were in a deluxe flap back in Dayton. Reports were pouring out of the teletype machines at the rate of thirty a day and many were as good, if not better, than the Washington incident. I talked this over with Colonel Bower and we decided that even though things were popping back at ATIC the Washington sighting, from the standpoint of national interest, was more important.

Feeling like a national martyr because I planned to work all night if necessary, I laid the course of my investigation. I would go to Washington National Airport, Andrews AFB, airlines offices, the weather bureau, and a half dozen other places scattered all over the capital city. I called the transportation section at the Pentagon to get a staff car but it took me only seconds to find out that the regulations said no staff cars except for senior colonels or generals. Colonel Bower tried - same thing. General Samford and General Garland were gone, so I couldn't get them to try to pressure a staff car out of the hillbilly who was dispatching vehicles. I went down to the finance office - could I rent a car and charge it as travel expense? No - city buses are available. But I didn't know the bus system and it would take me hours to get to all the places I had to visit, I pleaded. You can take a cab if you want to pay for it out of your per diem was the answer. Nine dollars a day per diem and I should pay for a hotel room, meals, and taxi fares all over the District of Columbia. Besides, the lady in finance told me, my travel orders to Washington covered only a visit to the Pentagon. In addition, she said, I was supposed to be on my way back to Dayton right now, and if I didn't go through all the red tape of getting the orders amended I couldn't collect any per diem and technically I'd be AWOL. I couldn't talk to the finance officer, the lady informed me, because he always left at 4:30 to avoid the traffic and it was now exactly five o'clock and she was quitting.

At five one I decided that if saucers were buzzing Pennsylvania Avenue in formation I couldn't care less. I called Colonel Bower, explained my troubles, and said that I was through. He concurred, and I caught the next airliner to Dayton.

When I returned I dropped in to see Captain Roy James in the radar branch and told him about the sighting. He said that he thought it sounded as if the radar targets had been caused by weather but since he didn't have the finer details he naturally couldn't make any definite evaluation.

The good UFO reports that Lieutenant Flues had told me about when I called him from Washington had tripled in number before I got around to looking at them. Our daily take had risen to forty a day, and about a third of them were classified as unknowns.

More amber red lights like those seen on July 18 had been observed over the Guided Missile Long Range Proving Ground at Patrick AFB, Florida. In Uvalde, Texas, a UFO described as "a large, round, silver object that spun on its vertical axis" was seen to cross 100 degrees of afternoon sky in

forty eight seconds. During part of its flight it passed between two towering cumulus clouds. At Los Alamos and Holyoke, Massachusetts, jets had chased UFO's. In both cases the UFO's had been lost as they turned into the sun.

In two night encounters, one in New Jersey and one in Massachusetts, F-94's tried unsuccessfully to intercept unidentified lights reported by the Ground Observer Corps. In both cases the pilots of the radar nosed jet interceptors saw a light; they closed in and their radar operators got a lock-on. But the lock-ons were broken in a few seconds, in both cases, as the light apparently took violent evasive maneuvers.

Copies of these and other reports were going to the Pentagon, and I was constantly on the phone or having teleconferences with Major Fournet.

When the second Washington National Sighting came along, almost a week to the hour from the first one, by a stroke of luck things weren't too fouled up. The method of reporting the sighting didn't exactly follow the official reporting procedures that are set forth in Air Force Letter 200-5, dated 5 April 1952, Subject: Reporting of Unidentified Flying Objects - but it worked.

I first heard about the sighting about ten o'clock in the evening when I received a telephone call from Bob Ginna, Life magazine's UFO expert. He had gotten the word from Life's Washington News Bureau and wanted a statement about what the Air Force planned to do. I decided that instead of giving a mysterious "no comment" I would tell the truth: "I have no idea what the Air Force is doing; in all probability it's doing nothing." When he hung up, I called the intelligence duty officer in the Pentagon and I was correct, intelligence hadn't heard about the sighting. I asked the duty officer to call Major Fournet and ask him if he would go out to the airport, which was only two or three miles from his home. When

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he got the call from the duty officer Major Fournet called Lieutenant Holcomb; they drove to the ARTC radar room at National Airport and found Al Chop already there. So at this performance the UFO's had an official audience; Al Chop, Major Dewey Fournet, and Lieutenant Holcomb, a Navy electronics specialist assigned to the Air Force Directorate of Intelligence, all saw the radar targets and heard the radio conversations as jets tried to intercept the UFO's.

Being in Dayton, 380 miles away, there wasn't much that I could do, but I did call Captain Roy James thinking possibly he might want to talk on the phone to the people who were watching the UFO's on the radarscopes. But Captain James has a powerful dislike for UFO's- especially on Saturday night.

About five o'clock Sunday morning Major Fournet called and told me the story of the second sighting at Washington National Airport:

About 10:30 P.M. on July 26 the same radar operators who had seen the UFO's the week before picked up several of the same slow moving targets. This time the mysterious craft, if that is what they were, were spread out in an arc around Washington from Herndon, Virginia, to Andrews AFB. This time there was no hesitation in following the targets. The minute they appeared on the big 24 inch radarscope one of the controllers placed a plastic marker representing an unidentified target near each blip on the scope. When all the targets had been carefully marked, one of the controllers called the tower and the radar station at Andrews AFB - they also had the unknown targets.

By 11:30 P.M. four or five of the targets were continually being tracked at all times, so once again a call went out for jet interceptors. Once again there was some delay, but by midnight two F-94's from New Castle County AFB were airborne and headed south. The reporters and photographers were

asked to leave the radar room on the pretext that classified radio frequencies and procedures were being used in vectoring the interceptors. All civilian air traffic was cleared out of the area and the jets moved in.

When I later found out that the press had been dismissed on the grounds that the procedures used in an intercept were classified, I knew that this was absurd because any ham radio operator worth his salt could build equipment and listen in on any intercept. The real reason for the press dismissal, I learned, was that not a few people in the radar room were positive that this night would be the big night in UFO history - the night when a pilot would close in on and get a good look at a UFO and they didn't want the press to be in on it.

But just as the two '94's arrived in the area the targets disappeared

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from the radarscopes. The two jets were vectored into the areas where the radar had shown the last target plots, but even though the visibility was excellent they could see nothing. The two airplanes stayed around a few minutes more, made a systematic search of the area, but since they still couldn't see anything or pick up anything on their radars they returned to their base.

A few minutes after the F-94's left the Washington area, the unidentified targets were back on the radarscopes in that same area.

What neither Major Fournet nor I knew at this time was that a few minutes after the targets left the radarscopes in Washington people in the area around Langley AFB near Newport News, Virginia, began to call Langley Tower to report that they were looking at weird bright lights that were "rotating and giving off alternating colors." A few minutes after the calls began to come in, the tower operators themselves saw the same or a similar light and they called for an interceptor.

An F-94 in the area was contacted and visually vectored to the light by the tower operators. The F-94 saw the light and started toward it, but suddenly it went out, "like somebody turning off a light bulb." The F-94 crew continued their run and soon got a radar lock-on, but it was broken in a few seconds as the target apparently sped away. The fighter stayed in the area for several more minutes and got two more lock-ons, only to have them also broken after a few seconds.

A few minutes after the F-94 over Newport News had the last lock-on broken, the targets came back on the scopes at Washington National.

With the targets back at Washington the traffic controller again called Defense Command, and once again two F-94's roared south toward Washington. This time the targets stayed on the radarscopes when the airplanes arrived.

The controllers vectored the jets toward group after group of targets, but each time, before the jets could get close enough to see anything more than just a light, the targets had sped away. Then one stayed put. The pilot saw a light right where the ARTC radar said a target was located; he cut in the F-94's afterburner and went after it, but just like the light that the F-94 had chased near Langley AFB, this one also disappeared. All during the chase the radar operator in the F-94 was trying to get the target on his set but he had no luck.

After staying in the area about twenty minutes, the jets began to run low on fuel and returned to their base. Minutes later it began to get light, and when the sun came up all the targets were gone.

Early Sunday morning, in an interview with the press, the Korean veteran who piloted the F-94, Lieutenant William Patterson, said:

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I tried to make contact with the bogies below 1,000 feet, but they [the radar controllers] vectored us around. I saw several bright lights. I was at my maximum speed, but even then I had no closing speed. I ceased chasing them because I saw no chance of overtaking them. I was vectored into new objects. Later I chased a single bright light which I estimated about 10 miles away. I lost visual contact with it about 2 miles.

When Major Fournet finished telling me about the night's activity, my first question was, "How about the radar targets, could they have been caused by weather?"

I knew that Lieutenant Holcomb was a sharp electronics man and that Major Fournet, although no electronics specialist, was a crackerjack engineer, so their opinion meant a lot.

Dewey said that everybody in the radar room was convinced that the targets were very probably caused by solid metallic objects. There had been weather targets on the scope too, he said, but these were common to the Washington area and the controllers were paying no attention to them.

And this something solid could poke along at 100 miles an hour or outdistance a jet, I thought to myself.

I didn't ask Dewey any more because he'd been up all night and wanted to get to bed.

Monday morning Major Ed Gregory, another intelligence officer at ATIC, and I left for Washington, but our flight was delayed in Dayton so we didn't arrive until late afternoon. On the way through the terminal building to get a cab downtown, I picked up the evening papers. Every headline was about the UFO's:

FIERY OBJECTS OUTRUN JETS OVER CAPITAL - INVESTIGATION VEILED IN SECRECY FOLLOWING VAIN CHASE

JETS ALERTED FOR SAUCER - INTERCEPTORS CHASE LIGHTS IN D.C. SKIES

EXPERT HERE TO PUSH STUDY AS OBJECTS IN SKIES REPORTED AGAIN

I jokingly commented about wondering who the expert was. In a half hour I found out - I was. When Major Gregory and I walked into the lobby of the Roger Smith Hotel to check in, reporters and photographers rose from the easy chairs and divans like a covey of quail. They wanted

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my secrets, but I wasn't going to tell nor would I pose for pictures while I wasn't telling anything. Newspaper reporters are a determined lot, but Greg ran interference and we reached the elevator without even a "no comment."

The next day was one of confusion. After the first Washington sighting the prevailing air in the section of the Pentagon's fourth floor, which is occupied by Air Force Intelligence, could be described as excitement, but this day it was confusion. There was a maximum of talk and a minimum of action. Everyone agreed that both sightings should be thoroughly investigated, but nobody did anything. Major Fournet and I spent the entire morning "just leaving" for somewhere to investigate "something." Every time we would start to leave, something more pressing would come up.

About 10:00 A.M. the President's air aide, Brigadier General Landry, called intelligence at President

Truman's request to find out what was going on. Somehow I got the call. I told General Landry that the radar target could have been caused by weather but that we had no proof.

To add to the already confused situation, new UFO reports were coming in hourly. We kept them quiet mainly because we weren't able to investigate them right away, or even confirm the facts. And we wanted to confirm the facts because some of the reports, even though they were from military sources, were difficult to believe.

Prior to the Washington sightings in only a very few of the many instances in which radar had picked up UFO targets had the targets themselves supposedly been seen visually. Radar experts had continually pointed out this fact to us as an indication that maybe all of the radar targets were caused by freak weather conditions. "If people had just seen a light, or an object, near where the radar showed the UFO target to be, you would have a lot more to worry about," radar technicians had told me many times.

Now people were seeing the same targets that the radars were picking up, and not just at Washington.

On the same night as the second Washington sighting we had a really good report from California. An ADC radar had picked up an unidentified target and an F-94C had been scrambled. The radar vectored the jet interceptor into the target, the radar operator in the '94 locked-on to it, and as the airplane closed in the pilot and RO saw that they were headed directly toward a large, yellowish orange light. For several minutes they played tag with the UFO. Both the radar on the ground and the radar in the F-94 showed that as soon as the airplane would get almost within gunnery range of the UFO it would suddenly pull away

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at a terrific speed. Then in a minute or two it would slow down enough to let the F-94 catch it again.

When I talked to the F-94 crew on the phone, the pilot said that they felt as if this were just a big aerial cat-and-mouse game - and they didn't like it - at any moment they thought the cat might have pounced.

Needless to say, this was an unknown.

About midmorning on Tuesday, July 29th, Major General John Samford sent word down that he would hold a press conference that afternoon in an attempt to straighten out the UFO situation with the press.

Donald Keyhoe reports on the press conference and the events leading up to it in detail in his book, Flying Saucers from Outer Space. He indicates that before the conference started, General Samford sat behind his big walnut desk in Room 3A138 in the Pentagon and battled with his conscience. Should he tell the public "the real truth" - that our skies are loaded with spaceships? No, the public might panic. The only answer would be to debunk the UFO's.

This bit of reporting makes Major Keyhoe the greatest journalist in history. This beats wire tapping. He reads minds. And not only that, he can read them right through the walls of the Pentagon. But I'm glad that Keyhoe was able to read the General's mind and that he wrote the true and accurate facts about what he was really thinking because I spent quite a bit of time talking to the General that day and he sure fooled me. I had no idea he was worried about what he should tell the public.

When the press conference, which was the largest and longest the Air Force had held since World War II, convened at 4:00 P.M., General Samford made an honest effort to straighten out the

Washington National Sightings, but the cards were stacked against him before he started. He had to hedge on many answers to questions from the press because he didn't know the answers. This hedging gave the impression that he was trying to cover up something more than just the fact that his people had fouled up in not fully investigating the sightings. Then he had brought in Captain Roy James from ATIC to handle all the queries about radar. James didn't do any better because he'd just arrived in Washington that morning and didn't know very much more about the sightings than he'd read in the papers. Major Dewey Fournet and Lieutenant Holcomb, who had been at the airport during the sightings, were extremely conspicuous by their absence, especially since it was common knowledge among the press that they weren't convinced the UFO's picked up on radars were weather targets.

But somehow out of this chaotic situation came exactly the result

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that was intended - the press got off our backs. Captain James's answers about the possibility of the radar targets' being caused by temperature inversions had been construed by the press to mean that this was the Air Force's answer, even though today the twin sightings are still carried as unknowns.

The next morning headlines from Bangor to Bogota read:

AIR FORCE DEBUNKS SAUCERS AS JUST NATURAL PHENOMENA

The Washington National Sightings proved one thing, something that many of us already knew: in order to forestall any more trouble similar to what we'd just been through we always had to get all of the facts and not try to hide them. A great deal of the press's interest was caused by the Air Force's reluctance to give out any information, and the reluctance on the part of the Air Force was caused by simply not having gone out to find the answers.

But had someone gone out and made a more thorough investigation a few big questions would have popped up and taken some of the intrigue out of the two reports. It took me a year to put the question marks together because I just picked up the information as I happened to run across it, but it could have been collected in a day of concentrated effort.

There was some doubt about the visual sighting of the "large fiery-orange-colored sphere" that the tower operators at Andrews AFB saw when the radar operators at National Airport told them they had a target over the Andrews Radio range station. When the tower operators were later interrogated they completely changed their story and said that what they saw was merely a star. They said that on the night of the sighting they "had been excited." (According to astronomical charts, there were no exceptionally bright stars where the UFO was seen over the range station, however. And I heard from a good source that the tower men had been "persuaded" a bit.)

Then the pilot of the F-94C changed his mind even after he'd given the press and later told me his story about vainly trying to intercept unidentified lights. In an official report he says that all he saw was a ground light reflecting off a layer of haze.

Another question mark arose about the lights that the airline pilots saw. Months after the sighting I heard from one of the pilots whom the ARTC controllers called to learn if he could see a UFO. This man's background was also impressive, he had been flying in and out of Washington since 1936. This is what he had to say:

The most outstanding incident happened just after a take-off one night from Washington National. The tower man advised us that there was

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a UFO ahead of us on the take-off path and asked if we would aid in tracking it down. We were given headings to follow and shortly we were advised that we had passed the UFO and would be given a new heading. None of us in the cockpit had seen anything unusual. Several runs were made; each time the tower man advised us we were passing the UFO we noticed that we were over one certain section of the Potomac River, just east of Alexandria. Finally we were asked to visually check the terrain below for anything which might cause such an illusion. We looked and the only object we could see where the radar had a target turned out to be the Wilson Lines moonlight steamboat trip to Mount Vernon. Whether there was an altitude gimmick on the radar unit at the time I do not know but the radar was sure as hell picking up the steamboat.

The pilot went on to say that there is such a conglomeration of lights around the Washington area that no matter where you look you see a "mysterious light."

Then there was another point: although the radars at Washington National and Andrews overlap, and many of the targets appeared in the overlap area, only once did the three radars simultaneously pick up a target.

The investigation brought out a few more points on the pro side too. We found out that the UFO's frequently visited Washington. On May 23 fifty targets had been tracked from 8:00 P.M. till midnight. They were back on the Wednesday night between the two famous Saturday night sightings, the following Sunday night, and again the night of the press conference; then during August they were seen eight more times. On several occasions military and civilian pilots saw lights exactly where the radar showed the UFO's to be.

On each night that there was a sighting there was a temperature inversion but it was never strong enough to affect the radar the way inversions normally do. On each occasion I checked the strength of the inversion according to the methods used by the Air Defense Command Weather Forecast Center.

Then there was another interesting fact: hardly a night passed in June, July, and August in 1952 that there wasn't an inversion in Washington, yet the slow moving, "solid" radar targets appeared on only a few nights.

But the one big factor on the pro side of the question is the people involved - good radar men - men who deal in human lives. Each day they use their radar to bring thousands of people into Washington National Airport and with a responsibility like this they should know a real target from a weather target.

So the Washington National Airport Sightings are still unknowns.

Had the press been aware of some of the other UFO activity in the

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United States during this period, the Washington sightings might not have been the center of interest. True, they could be classed as good reports but they were not the best that we were getting. In fact, less than six hours after the ladies and gentlemen of the press said "Thank you" to General Samford for his press conference, and before the UFO's could read the newspapers and find out that they were natural phenomena, one of them came down across the Canadian border into Michigan. The incident that occurred that night was one of those that even the most ardent skeptic would have difficulty explaining. I've heard a lot of them try and I've heard them all fail.

At nine forty on the evening of the twenty-ninth an Air Defense Command radar station in central Michigan started to get plots on a target that was coming straight south across Saginaw Bay on Lake Huron at 625 miles an hour. A quick check of flight plans on file showed that it was an unidentified target.

Three F-94's were in the area just northeast of the radar station, so the ground controller called one of the F-94's and told the pilot to intercept the unidentified target. The F-94 pilot started climbing out of the practice area on an intercept heading that the ground controller gave him. When the F-94 was at 20,000 feet, the ground controller told the pilot to turn to the right and he would be on the target. The pilot started to bring the F-94 around and at that instant both he and the radar operator in the back seat saw that they were turning toward a large bluish white light, "many times larger than a star." In the next second or two the light "took on a reddish tinge, and slowly began to get smaller, as if it were moving away." Just then the ground controller called and said that he still had both the F-94 and the unidentified target on his scope and that the target had just made a tight 180 degree turn. The turn was too tight for a jet, and at the speed the target was traveling it would have to be a jet if it were an airplane. Now the target was heading back north. The F-94 pilot gave the engine full power and cut in the afterburner to give chase. The radar operator in the back seat got a good radar lock-on. Later he said, "It was just as solid a lock-on as you get from a B-36." The object was at 4 miles range and the F-94 was closing slowly. For thirty seconds they held the lock-on; then, just as the ground controller was telling the pilot that he was closing in, the light became brighter and the object pulled away to break the lock-on. Without breaking his transmission, the ground controller asked if the radar operator still had the lock-on because on the scope the distance between two blips had almost doubled in one sweep of the antenna. This indicated that the unknown target had almost doubled its speed in a matter of seconds.

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For ten minutes the ground radar followed the chase. At times the unidentified target would slow down and the F-94 would start to close the gap, but always, just as the F-94 was getting within radar range, the target would put on a sudden burst of speed and pull away from the pursuing jet. The speed of the UFO - for by this time all concerned had decided that was what it was - couldn't be measured too accurately because its bursts of speed were of such short duration; but on several occasions the UFO traveled about 4 miles in one ten second sweep of the antenna, or about 1,400 miles an hour.

The F-94 was getting low on fuel, and the pilot had to break off the chase a minute or two before the UFO got out of range of the ground radar. The last few plots on the UFO weren't too good but it looked as if the target slowed down to 200 to 300 miles an hour as soon as the F-94 turned around.

What was it? It obviously wasn't a balloon or a meteor. It might have been another airplane except that in 1952 there was nothing flying, except a few experimental airplanes that were far from Michigan, that could so easily outdistance an F-94. Then there was the fact that radar clocked it at 1,400 miles an hour. The F-94 was heading straight for the star Capella, which is low on the horizon and is very brilliant, but what about the radar contacts? Some people said "Weather targets," but the chances of a weather target's making a 180 degree turn just as an airplane turns into it, giving a radar lock-on, then changing speed to stay just out of range of the airplane's radar, and then slowing down when the airplane leaves is as close to nil as you can get.

What was it? A lot of people I knew were absolutely convinced this report was the key - the final proof. Even if all of the thousands of other UFO reports could be discarded on a technicality, this one couldn't be. These people believed that this report in itself was proof enough to officially accept the fact that UFO's were interplanetary spaceships. And when some people refused to believe even this report, the frustration was actually pitiful to see.

As the end of July approached, there was a group of officers in intelligence fighting hard to get the UFO "recognized." At ATIC, Project Blue Book was still trying to be impartial - but sometimes it was difficult.

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CHAPTER THIRTEEN

Hoax or Horror?

To the military and the public who weren't intimately associated with the higher levels of Air Force Intelligence during the summer of 1952 - and few were - General Samford's press conference seemed to indicate the peak in official interest in flying saucers. It did take the pressure off Project Blue Book - reports dropped from fifty per day to ten a day inside of a week - but behind the scenes the press conference was only the signal for an all out drive to find out more about the UFO. Work on the special cameras continued on a high priority basis, and General Samford directed us to enlist the aid of top ranking scientists.

During the past four months we had collected some 750 comparatively well documented reports, and we hoped that something in these reports might give us a good lead on the UFO. My orders were to tell the scientists to whom we talked that the Air Force was officially still very much interested in the UFO and that their assistance, even if it was only in giving us ideas and comments on the reports, was badly needed. Although the statement of the problem was worded much more loosely, in essence it was, "Do the UFO reports we have collected indicate that the earth is being visited by a people from another planet?"

Such questions had been asked of the scientists before, but not in such a serious vein.

Then a secondary program was to be started, one of "educating" the military. The old idea that UFO reports would die out when the thrill wore off had long been discarded. We all knew that UFO reports would continue to come in and that in order to properly evaluate them we had to have every shred of evidence. The Big Flap had shown us that our chances of getting a definite answer on a sighting was directly proportional to the quality of the information we received from the intelligence officers in the field.

But soon after the press conference we began to get wires from intelligence officers saying they had interpreted the newspaper accounts of General Samford's press conference to mean that we were no longer interested in UFO reports. A few other intelligence officers had evidently

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also misinterpreted the general's remarks because their reports of excellent sightings were sloppy and incomplete. All of this was bad, so to forestall any misconceived ideas about the future of the Air Force's UFO project, summaries of General Samford's press conference were distributed to intelligence officers. General Samford had outlined the future of the UFO project when he'd said:

"So our present course of action is to continue on this problem with the best of our ability, giving it the attention that we feel it very definitely warrants. We will give it adequate attention, but not frantic attention."

The summary of the press conference straightened things out to some extent and our flow of reports got back to normal.

I was anxious to start enlisting the aid of scientists, as General Samford had directed, but before this could be done we had a backlog of UFO reports that had to be evaluated. During July we had been swamped and had picked off only the best ones. Some of the reports we were working on during August had simple answers, but many were unknowns. There was one report that was of special interest because it was an excellent example of how a UFO report can at first appear to be absolutely

insoluble then suddenly fall apart under thorough investigation. It also points up the fact that our investigation and analysis were thorough and that when we finally stamped a report "Unknown" it was unknown. We weren't infallible but we didn't often let a clue slip by.

At exactly ten forty five on the morning of August 1, 1952, an ADC radar near Bellefontaine, Ohio, picked up a high speed unidentified target moving southwest, just north of Dayton. Two F-86's from the 97th Fighter Interceptor Squadron at Wright-Patterson were scrambled and in a few minutes they were climbing out toward where the radar showed the UFO to be. The radar didn't' have any height finding equipment so all that the ground controller at the radar site could do was to get the two F-86's over or under the target, and then they would have to find it visually.

When the two airplanes reached 30,000 feet, the ground controller called them and told them that they were almost on the target, which was still continuing its southwesterly course at about 525 miles an hour. In a few seconds the ground controller called back and told the lead pilot that the targets of his airplane and the UFO had blended on the radar scope and that the pilot would have to make a visual search; this was as close in as radar could get him. Then the radar broke down and went off the air.

But at almost that exact second the lead pilot looked up and there in the clear blue sky several thousand feet above him was a silver colored

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sphere. The lead pilot pointed it out to his wing man and both of them started to climb. They went to their maximum altitude but they couldn't reach the UFO. After ten minutes of unsuccessful attempts to identify the huge silver sphere or disk - because at times it looked like a disk - one of the pilots hauled the nose of his F-86 up in a stall and exposed several feet of gun camera film. Just as he did this the warning light on his radar gun sight blinked on, indicating that something solid was in front of him - he wasn't photographing a sundog, hallucination, or refracted light.

The two pilots broke off the intercept and started back to Wright- Patterson when they suddenly realized that they were still northwest of the base, in almost the same location they had been when they started the intercept ten minutes before. The UFO had evidently slowed down from the speed that the radar had measured, 525 miles an hour, until it was hovering almost completely motionless.

As soon as the pilots were on the ground, the magazine of film from the gun camera was rushed to the photo lab and developed. The photos showed only a round, indistinct blob - no details - but they were proof that some type of unidentified flying object had been in the air north of Dayton.

Lieutenant Andy Flues was assigned to this one. He checked the locations of balloons and found out that a 20-foot-diameter radiosonde weather balloon from Wright-Patterson had been very near the area when the unsuccessful intercept took place, but the balloon wasn't traveling 525 miles an hour and it couldn't be picked up by the ground radar, so he investigated further. The UFO couldn't have been another airplane because airplanes don't hover in one spot and it was no atmospheric phenomenon. Andy wrote it off as an unknown but it still bothered him; that balloon in the area was mighty suspicious. He talked to the two pilots a half dozen times and spent a day at the radar site at Bellefontaine before he reversed his "Unknown" decision and came up with the answer.

The unidentified target that the radar had tracked across Ohio was a low flying jet. The jet was unidentified because there was a mix-up and the radar station didn't get its flight plan. Andy checked and found that a jet out of Cleveland had landed at Memphis at about eleven forty. At ten forty five this jet would have been north of Dayton on a southwesterly heading. When the ground controller blended the targets of the two F-86's into the unidentified target, they were at 30,000 feet and were looking for the target at their altitude or higher so they missed the low flying jet - but they did see the

balloon. Since the radar went out just as the pilots saw the balloon, the ground controller couldn't see that the

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unidentified target he'd been watching was continuing on to the south- west. The pilots didn't bother to look around any more once they'd spotted the balloon because they thought they had the target in sight.

The only part of the sighting that still wasn't explained was the radar pickup on the F-86's gun sight. Lieutenant Flues checked around, did a little experimenting, and found out that the small transmitter box on a radiosonde balloon will give an indication on the radar used in F-86 gun sights.

To get a final bit of proof, Lieutenant Flues took the gun camera photos to the photo lab. The two F-86's had been at about 40,000 feet when the photos were taken and the 20 foot balloon was at about 70,000 feet. Andy's question to the photo lab was, "How big should a Biot balloon appear on a frame of 16 mm. movie film when the balloon is 30,000 feet away?"

The people in the photo lab made a few calculations and measurements and came up with the answer, "A 20 foot balloon photographed from 30,000 feet away would be the same size as the UFO in the gun camera photos."

By the middle of August, Project Blue Book was back to normal. Lieutenant Flues's Coca-Cola consumption had dropped from twenty bottles a day in mid July to his normal five. We were all getting a good night's sleep and it was now a rare occasion when my home telephone would ring in the middle of the night to report a new UFO.

But then on the morning of August 20 I was happily taking a shower, getting ready to go to work, when one of these rare occasions occurred and the phone rang - it was the ATIC OD. An operational immediate wire had just come in for Blue Book. He had gone over to the message center and gotten it. He thought that it was important and wanted me to come right out. For some reason he didn't want to read it over the phone, although it was not classified. I decided that if he said so I should come out, so I left in a hurry.

The wire was from the intelligence officer at an air base in Florida. The previous night a scoutmaster and three boy scouts had seen a UFO. The scoutmaster had been burned when he approached too close to the UFO. The wire went on to give a few sketchy details and state that the scoutmaster was a "solid citizen."

I immediately put in a long distance call to the intelligence officer. He confirmed the data in the wire. He had talked briefly to the scoutmaster on the phone and from all he could gather it was no hoax. The local police had been contacted and they verified the story and the fact of the burns. I asked the intelligence officer to contact the scoutmaster and ask

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if he would submit to a physical examination immediately. I could imagine the rumors that could start about the scoutmaster's condition, and I wanted proof. The report sounded good, so I told the intelligence officer I'd get down to see him as soon as possible.

I immediately called Colonel Dunn, then chief at ATIC, and gave him a brief rundown. He agreed that I should go down to Florida as soon as possible and offered to try to get an Air Force B-25, which would save time over the airlines.

I told Bob Olsson to borrow a Geiger counter at Wright Field, then check out a camera. I called my wife and asked her to pack a few clothes and bring them out to me. Bob got the equipment, ran home and packed a bag, and in two hours he and I and our two pilots, Captain Bill Hoey and Captain David Douglas, were on our way to Florida to investigate one of the weirdest UFO reports that I came up against.

When we arrived, the intelligence officer arranged for the scoutmaster to come out to the air base. The latter knew we were coming, so he arrived at the base in a few minutes. He was a very pleasant chap, in his early thirties, not at all talkative but apparently willing to co-operate.

While he was giving us a brief personal history, I had the immediate impression that he was telling the truth. He'd lived in Florida all of his life. He'd gone to a private military prep school, had some college, and then had joined the Marines. He told us that he had been in the Pacific most of the war and repeated some rather hairy stories of what he'd been through. After the war he'd worked as an auto mechanic, then gone to Georgia for a while to work in a turpentine plant. After returning to Florida, he opened a gas station, but some hard luck had forced him to sell out. He was now working as a clerk in a hardware store. Some months back a local church had decided to organize a boy scout troop and he had offered to be the scoutmaster.

On the night before the weekly scout meeting had broken up early. He said that he had offered to give four of the boys a ride home. He had let one of the boys out when the conversation turned to a stock car race that was to take place soon. They talked about the condition of the track. It had been raining frequently, and they wondered if the track was flooded, so they drove out to look at it. Then they started south toward a nearby town to take another of the boys home. They took a blacktop road about 10 miles inland from the heavily traveled coastal highway that passes through sparsely settled areas of scrub pine and palmetto thickets.

They were riding along when the scoutmaster said that he noticed a light off to his left in the pines. He slowed down and asked the boys if

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they'd seen it; none of them had. He started to drive on, when he saw the lights again. This time all of the boys saw them too, so he stopped. He said that he wanted to go back into the woods to see what was going on, but that the boys were afraid to stay alone. Again he started to drive on, but in a few seconds decided he had to go back. So he turned the car around, went back, and parked beside the road at a point just opposite where he'd seen the lights.

I stopped him at this point to find out a little bit more about why he'd decided to go back. People normally didn't go running off into palmetto thickets infested with rattlesnakes at night. He had a logical answer. The lights looked like an airplane crashing into the woods some distance away. He didn't believe that was what he saw, but the thought that this could be a possibility bothered him. After all, he had said, he was a scoutmaster, and if somebody was in trouble, his conscience would have bothered him the rest of his life if he hadn't investigated and it had been somebody in need of help.

A fifteen minute radio program had just started, and he told the boys that he was going to go into the woods, and that if he wasn't back by the time the program ended they should run down the road to a farmhouse that they had passed and get help. He got out and started directly into the woods, wearing a faded denim billed cap and carrying machete and two flashlights. One of the lights was a spare he carried in his back pocket.

He had traveled about 50 yards off the road when he ran into a palmetto thicket, so he stopped and

looked for a clear path. But finding none, he started pushing his way through the waist high tangle of brush.

When he stopped, he recalled later, he had first become aware of an odd odor. He couldn't exactly describe it to us, except to say that it was "sharp" or "pungent." It was very faint, actually more like a subconscious awareness at first. Another sensation he recalled after the incident was a very slight difference in temperature, hardly perceivable, like walking by a brick building in the evening after the sun has set. He hadn't thought anything about either the odor or the heat at the time but later, when they became important, he remembered them.

Paying no attention to these sensations then, he pushed on through the brush, looking up occasionally to check the north star, so that he could keep traveling straight east. After struggling through about 30 yards of palmetto undergrowth, he noticed a change in the shadows ahead of him and stopped to shine the flashlight farther ahead of him to find out if he was walking into a clearing or into one of the many ponds that dot that particular Florida area. It was a clearing.

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The boy scouts in the car had been watching the scoutmaster's progress since they could see his light bobbing around. Occasionally he would shine it up at a tree or across the landscape for an instant, so they knew where he was in relation to the trees and thickets. They saw him stop at the edge of the open, shadowed area and shine his light ahead of him.

The scoutmaster then told us that when he stopped this second time he first became consciously aware of the odor and the heat. Both became much more noticeable as he stepped into the clearing. In fact, the heat became almost unbearable or, as he put it, "oppressively moist, making it hard to breathe."

He walked a few more paces and suddenly got a horrible feeling that somebody was watching him. He took another step, stopped, and looked up to find the north star. But he couldn't see the north star, or any stars. Then he suddenly saw that almost the whole sky was blanked out by a large dark shape about 30 feet above him.

He said that he had stood in this position for several seconds, or minutes - he didn't know how long - because now the feeling of being watched had overcome any power of reasoning he had. He managed to step back a few paces, and apparently got out from under the object, because he could see the edge of it silhouetted against the sky.

As he backed up, he said, the air became much cooler and fresher, helping him to think more clearly. He shone his light up at the edge of the object and got a quick but good look. It was circular shaped and slightly concave on the bottom. The surface was smooth and a grayish color. He pointed to a gray linoleum topped desk in the intelligence officer's room. "Just like that," he said. The upper part had a dome in the middle, like a turret. The edge of the saucer shaped object was thick and had vanes spaced about every foot, like buckets on a turbine wheel. Between each vane was a small opening, like a nozzle.

The next reaction that the scoutmaster recalled was one of fury. He wanted to harm or destroy whatever it was that he saw. All he had was a machete, but he wanted to try to jump up and strike at whatever he was looking at. No sooner did he get this idea than he noticed the shadows on the turret change ever so slightly and heard a sound, "like the opening of a well oiled safe door." He froze where he stood and noticed a small ball of red fire begin to drift toward him. As it floated down it expanded into a cloud of red mist. He dropped his light and machete, and put his arms over his face. As the mist enveloped him, he passed out.

The boy scouts, in the car, estimated that their scoutmaster had been gone about five minutes when they saw him stop at the edge of the clear-

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ing, then walk on in. They saw him stop seconds later, hesitate a few more seconds, then shine the light up in the air. They thought he was just looking at the trees again. The next thing they said they saw was a big red ball of fire engulfing him. They saw him fall, so they spilled out of the car and took off down the road toward the farmhouse.

The farmer and his wife had a little difficulty getting the story out of the boys, they were so excited. All they could get was something about the boys' scoutmaster being in trouble down the road. The farmer called the Florida State Highway Patrol, who relayed the message to the county sheriff's office. In a few minutes a deputy sheriff and the local constable arrived. They picked up the scouts and drove to where their car was parked.

The scoutmaster had no idea of how long he had been unconscious. He vaguely remembered leaning against a tree, the feeling of wet, dew covered grass, and suddenly regaining his consciousness. His first reaction was to get out to the highway, so he started to run. About halfway through the palmetto thicket he saw a car stop on the highway. He ran toward it and found the deputy and constable with the boys.

He was so excited he could hardly get his story told coherently. Later the deputy said that in all his years as a law enforcement officer he had never seen anyone as scared as the scoutmaster was as he came up out of the ditch beside the road and walked into the glare of the headlights. As soon as he'd told his story, they all went back into the woods, picking their way around the palmetto thicket. The first thing they noticed was the flashlight, still burning, in a clump of grass. Next to it was a place where the grass was flattened down, as if a person had been lying there. They looked around for the extra light that the scoutmaster had been carrying, but it was gone. Later searches for this missing flashlight were equally fruitless. They marked the spot where the crushed grass was located and left. The constable took the boy scouts home and the scoutmaster followed the deputy to the sheriff's office. On the way to town the scoutmaster said he first noticed that his arms and face burned. When he arrived at the sheriff's office, he found that his arms, face, and cap were burned. The deputy called the Air Force.

There were six people listening to his story. Bob Olsson, the two pilots, the intelligence officer, his sergeant, and I. We each had previously agreed to pick one insignificant detail from the story and then requestioning the scoutmaster when he had finished. Our theory was that if he had made up the story be would either repeat the details perfectly or not remember what he'd said. I'd used this many times before, and it was a good indicator

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of a lie. He passed the test with flying colors. His story sounded good to all of us.

We talked for about another hour, discussing the event and his background. He kept asking, "What did I see?" - evidently thinking that I knew. He said that the newspapers were after him, since the sheriff's office had inadvertently leaked the story, but that he had been stalling them off pending our arrival. I told him it was Air Force policy to allow people to say anything they wanted to about a UFO sighting. We had never muzzled anyone; it was his choice. With that, we thanked him, arranged to pick up the cap and machete to take back to Dayton, and sent him home in. a staff car.

By this time it was getting late, but I wanted to talk to the flight surgeon who had examined the man

that morning. The intelligence officer found him at the hospital and he said he would be right over. His report was very thorough. The only thing he could find out of the ordinary were minor burns on his arms and the back of his hands. There were also indications that the inside of his nostrils might be burned. The degree of burn could be compared to a light sunburn. The hair had also been singed, indicating a flash heat.

The flight surgeon had no idea how this specifically could have happened. It could have even been done with a cigarette lighter, and he took his lighter and singed a small area of his arm to demonstrate. He had been asked only to make a physical check, so that is what he'd done, but he did offer a suggestion. Check his Marine records; something didn't ring true. I didn't quite agree; the story sounded good to me.

The next morning my crew from ATIC, three people from the intelligence office, and the two law officers went out to where the incident had taken place. We found the spot where somebody had apparently been lying and the scoutmaster's path through the thicket. We checked the area with a Geiger counter, as a precautionary measure, not expecting to find anything; we didn't. We went over the area inch by inch, hoping to find a burned match with which a flare or fireworks could have been lighted, drippings from a flare, or anything that shouldn't have been in a deserted area of woods. We looked at the trees; they hadn't been hit by lightning. The blades of grass under which the UFO supposedly hovered were not burned. We found nothing to contradict the story. We took a few photos of the area and went back to town. On the way back we talked to the constable and the deputy. All they could do was to confirm what we'd heard.

We talked to the farmer and his wife - but they couldn't help. The few

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facts that the boy scouts had given them before they had a chance to talk to their scoutmaster correlated with his story. We talked to the scout master's employer and some of his friends; he was a fine person. We questioned people who might have been in a position to also observe something; they saw nothing. The local citizens had a dozen theories, and we thoroughly checked each one.

He hadn't been struck by lightning. He hadn't run across a still. There was no indication that he'd surprised a gang of illegal turtle butchers, smugglers, or bootleggers. There was no indication of marsh gas or swamp fire. The mysterious blue lights in the area turned out to be a farmer arc-welding at night. The other flying saucers were the landing lights of air- planes landing at a nearby airport.

To be very honest, we were trying to prove that this was a hoax, but were having absolutely no success. Every new lead we dug up pointed to the same thing, a true story.

We finished our work on a Friday night and planned to leave early Saturday morning. Bob Olsson and I planned to fly back on a commercial airliner, as the B-25 was grounded for maintenance. Just after dinner that night I got a call from the sheriff's office. It was from a deputy I had talked to, not the one who met the scoutmaster coming out of the woods, but another one, who had been very interested in the incident. He had been doing a little independent checking and found that our singed UFO observer's background was not as clean as he led one to believe. He had been booted out of the Marines after a few months for being AWOL and stealing an automobile, and had spent some time in a federal reformatory in Chillicothe, Ohio. The deputy pointed out that this fact alone meant nothing but that he thought I might be interested in it. I agreed.

The next morning, early, I was awakened by a phone call from the intelligence officer. The morning paper carried the UFO story on the front page. It quoted the scoutmaster as saying that "high brass" from Washington had questioned him late into the night. There was no "high brass," just four

captains, a second lieutenant, and a sergeant. He knew we were from Dayton because we had discussed who we were and where we were stationed. The newspaper story went on to say that "he, the scout master, and the Air Force knew what he'd seen but he couldn't tell - it would create a national panic." He'd also hired a press agent. I could understand the "high brass from the Pentagon" as literary license by the press, but this "national panic" pitch was too much. I had just about decided to give up on this incident and write it off as "Unknown" until this happened. From all appearances, our scoutmaster was going to make a fast buck on his experience. Just before leaving for Dayton, I called

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Major Dewey Fournet in the Pentagon and asked him to do some checking.

Monday morning the machete went to the materials lab at Wright- Patterson. The question we asked was, "Is there anything unusual about this machete? Is it magnetized? Is it radioactive? Has it been heated?" No knife was ever tested so thoroughly for so many things. As in using a Geiger counter to check the area over which the UFO had hovered in the Florida woods, our idea was to investigate every possible aspect of the sighting. They found nothing, just a plain, unmagnetized, unradioactive, unheated, common, everyday knife.

The cap was sent to a laboratory in Washington, D.C., along with the scoutmaster's story. Our question here was, "Does the cap in any way (burns, chemicals, etc.) substantiate or refute the story?"

I thought that we'd collected all the items that could be analyzed in a lab until somebody thought of one I'd missed, the most obvious of them all - soil and grass samples from under the spot where the UFO had hovered. We'd had samples, but in the last minute rush to get back to Dayton they had been left in Florida. I called Florida and they were shipped to Dayton and turned over to an agronomy lab for analysis.

By the end of the week I received a report on our ex-Marine's military and reformatory records. They confirmed a few suspicions and added new facts. They were not complimentary. The discrepancy between what we'd heard about the scoutmaster while we were in Florida and the records was considered a major factor. I decided that we should go back to Florida and try to resolve this discrepancy.

Since it was hurricane season, we had to wait a few days, then sneak back between two hurricanes. We contacted a dozen people in the city where the scoutmaster lived. All of them had known him for some time. We traced him from his early boyhood to the time of the sighting. To be sure that the people we talked to were reliable, we checked on them. The specific things we found out cannot be told since they were given to us in confidence, but we were convinced that the whole incident was a hoax.

We didn't talk to the scoutmaster again but we did talk to all the boy scouts one night at their scout meeting, and they retold how they had seen their scoutmaster knocked down by the ball of fire. The night before, we had gone out to the area of the sighting and, under approximately the same lighting conditions as existed on the night of the sighting, had re-enacted the scene - especially the part where the boy scouts saw their scoutmaster fall, covered with red fire. We found that not even by standing on top of the car could you see a person silhouetted in the clearing where the scoutmaster supposedly fell. The rest of their stories fell apart

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to some extent too. They were not as positive of details as they had been previously.

When we returned to Dayton, the report on the cap had come back. The pattern of the scorch showed that the hat was flat when it was scorched, but the burned holes - the lab found some minute holes we had missed - had very probably been made by an electrical spark. This was all the lab could find.

During our previous visit we repeatedly asked the question, "Was the hat burned before you went into the woods?" and, "Had the cap been ironed?" We had received the same answers each time: "The hat was not burned because we [the boy scouts] were playing with it at the scout meeting and would have noticed the burns," and, "The cap was new; it had not been washed or ironed." It is rumored that the cap was never returned because it was proof of the authenticity of the sighting. The hat wasn't returned simply because the scoutmaster said that he didn't want it back. No secrets, no intrigue; it's as simple as that.

Everyone who was familiar with the incident, except a few people in the Pentagon, were convinced that this was a hoax until the lab called me about the grass samples we'd sent in. "How did the roots get charred?" Roots charred? I didn't even know what my caller was talking about. He explained that when they'd examined the grass they had knocked the dirt and sand off the roots of the grass clumps and found them charred. The blades of grass themselves were not damaged; they had never been heated, except on the extreme tips of the longer blades. These had evidently been bending over touching the ground and were also charred. The lab had duplicated the charring and had found that by placing live grass clumps in a pan of sand and dirt and heating it to about 300 degrees F. over a gas burner the charring could be duplicated. How it was actually done outside the lab they couldn't even guess.

As soon as we got the lab report, we checked a few possibilities ourselves. There were no hot underground springs to heat the earth, no chemicals in the soil, not a thing we found could explain it. The only way it could have been faked would have been to heat the earth from underneath to 300 degrees F., and how do you do this without using big and cumbersome equipment and disturbing the ground? You can't. Only a few people handled the grass specimens: the lab, the intelligence officer in Florida, and I. The lab wouldn't do it as a joke, then write an official report, and I didn't do it. This leaves the intelligence officer; I'm positive that he wouldn't do it. There may be a single answer everyone is over looking, but as of now the charred grass roots from Florida are still a mystery.

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Writing an official report on this incident was difficult. On one side of the ledger was a huge mass of circumstantial evidence very heavily weighted against the scoutmaster's story being true. On our second trip to Florida, Lieutenant Olsson and I heard story after story about the man's aptitude for dreaming up tall tales. One man told us, "If he told me the sun was shining, I'd look up to make sure." There were parts of his story and those of the boy scouts that didn't quite mesh. None of us ever believed the boy scouts were in on the hoax. They were undoubtedly so impressed by the story that they imagined a few things they didn't actually see. The scoutmaster's burns weren't proof of anything; the flight surgeon had duplicated these by burning his own arm with a cigarette lighter. But we didn't make step one in proving the incident to be a hoax. We thought up dozens of ways that the man could have set up the hoax but couldn't prove one.

In the scoutmaster's favor were the two pieces of physical evidence we couldn't explain, the holes burned in the cap and the charred grass roots.

The deputy sheriff who had first told me about the scoutmaster's Marine and prison record had also said, "Maybe this is the one time in his life he's telling the truth, but I doubt it."

So did we; we wrote off the incident as a hoax. The best hoax in UFO history.

Many people have asked why we didn't give the scoutmaster a lie detector test. We seriously considered it and consulted some experts in this field. They advised against it. In some definite types of cases the lie detector will not give valid results. This, they thought, was one of those cases. Had we done it and had he passed on the faulty results, the publicity would have been a headache.

There is one way to explain the charred grass roots, the burned cap, and a few other aspects of the incident. It's pure speculation; I don't believe that it is the answer, yet it is interesting. Since the blades of the grass were not damaged and the ground had not been disturbed, this one way is the only way (nobody has thought of any other way) the soil could have been heated. It could have been done by induction heating.

To quote from a section entitled "Induction Heating" from an electrical engineering textbook:

A rod of solid metal or any electrical conductor, when subjected to an alternating magnetic field, has electromotive forces set up in it. These electromotive forces cause what are known as "eddy currents." A rise in temperature results from "eddy currents."

Induction heating is a common method of melting metals in a foundry.

Replace the "rod of solid metal" mentioned above with damp sand, an

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electrical conductor, and assume that a something that was generating a powerful alternating magnetic field was hovering over the ground, and you can explain how the grass roots were charred. To get an alternating magnetic field, some type of electrical equipment was needed. Electricity - electrical sparks - the holes burned in the cap "by electric sparks."

UFO propulsion comes into the picture when one remembers Dr. Einstein's unified field theory, concerning the relationship between electromagnetism and gravitation.

If this alternating magnetic field can heat metal, why didn't everything the scoutmaster had that was metal get hot enough to burn him? He had a flashlight, machete, coins in his pocket, etc. The answer - he wasn't under the UFO for more than a few seconds. He said that when he stopped to really look at it he had backed away from under it. He did feel some heat, possibly radiating from the ground.

To further pursue this line of speculation, the scoutmaster repeatedly mentioned the unusual odor near the UFO. He described it as being "sharp" or "pungent." Ozone gas is "sharp" or "pungent." To quote from a chemistry book, "Ozone is prepared by passing air between two plates which are charged at a high electrical potential." Electrical equipment again. Breathing too high a concentration of ozone gas will also cause you to lose consciousness.

I used to try out this induction heating theory on people to get their reaction. I tried it out one day on a scientist from Rand. He practically leaped at the idea. I laughed when I explained that I thought this theory just happened to tie together the unanswered aspects of the incident in Florida and was not the answer; he was slightly perturbed. "What do you want?" he said. "Does a UFO have to come in and land on your desk at ATIC?"

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Digesting the Data

It was soon after we had written a finish to the Case of the Scoutmaster that I went into Washington to give another briefing on the latest UFO developments. Several reports had come in during early August that had been read with a good deal of interest in the military and other govern-

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mental agencies. By late August 1952 several groups in Washington were following the UFO situation very closely.

The sighting that had stirred everyone up came from Haneda AFB, now Tokyo International Airport, in Japan. Since the sighting came from outside the U.S., we couldn't go out and investigate it, but the intelligence officers in the Far East Air Force had done a good job, so we had the complete story of this startling account of an encounter with a UFO. Only a few minor questions had been unanswered, and a quick wire to FEAF brought back these missing data. Normally it took up to three months to get routine questions back and forth, but this time the exchange of wires took only a matter of hours.

Several months after the sighting I talked to one of the FEAF intelligence officers who had investigated it, and in his estimation it was one of the best to come out of the Far East.

The first people to see the UFO were two control tower operators who were walking across the ramp at the air base heading toward the tower to start the midnight shift. They were about a half hour early so they weren't in any big hurry to get up into the tower - at least not until they saw a large brilliant light off to the northeast over Tokyo Bay. They stopped to look at the light for a few seconds thinking that it might be an exceptionally brilliant star, but both men had spent many lonely nights in a control tower when they had nothing to look at except stars and they had never seen anything like this bright before. Besides, the light was moving. The two men had lined it up with the corner of a hangar and could see that it was continually moving closer and drifting a little off to the right.

In a minute they had run across the ramp, up the several hundred steps to the tower, and were looking at the light through 7x50 binoculars. Both of the men, and the two tower operators whom they were relieving, got a good look at the UFO. The light was circular in shape and had a constant brilliance. It appeared to be the upper portion of a large, round, dark shape which was about four times the diameter of the light itself. As they watched, the UFO moved in closer, or at least it appeared to be getting closer because it became more distinct. When it moved in, the men could see a second and dimmer light on the lower edge of the dark, shadowy portion.

In a few minutes the UFO had moved off to the east, getting dimmer and dimmer as it disappeared. The four tower men kept watching the eastern sky, and suddenly the light began to reappear. It stayed in sight a few seconds, was gone again, and then for the third time it came back, heading toward the air base.

This time one of the tower operators picked up a microphone, called

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the pilot of a C-54 that was crossing Tokyo Bay, and asked if he could see the light. The pilot didn't see anything unusual.

At 11:45 P.M., according to the logbook in the tower, one of the operators called a nearby radar site and asked if they had an unidentified target on their scopes. They did.

The FEAF intelligence officers who investigated the sighting made a special effort to try to find out if the radar's unidentified target and the light were the same object. They deduced that they were since, when the tower operators and the radar operators compared notes over the telephone, the light and the radar target were in the same location and were moving in the same direction.

For about five minutes the radar tracked the UFO as it cut back and forth across the central part of Tokyo Bay, sometimes traveling so slowly that it almost hovered and then speeding up to 300 miles an hour. All of this time the tower operators were watching the light through binoculars. Several times when the UFO approached the radar station - once it came within 10 miles - a radar operator went outside to find out if he could see the light but no one at the radar site ever saw it. Back at the air base the tower operators had called other people and they saw the light. Later on the tower man said that he had the distinct feeling that the light was highly directional, like a spotlight.

Some of the people who were watching thought that the UFO might be a lighted balloon; so, for the sake of comparison, a lighted weather balloon was released. But the light on the balloon was much more "yellowish" than the UFO and in a matter of seconds it had traveled far enough away that the light was no longer visible. This gave the observers a chance to compare the size of the balloon and the size of the dark, shadowy part of the UFO. Had the UFO been 10 miles away it would have been 50 feet in diameter.

Three minutes after midnight an F-94 scrambled from nearby Johnson AFB came into the area. The ground controller sent the F-94 south of Yokohama, up Tokyo Bay, and brought him in "behind" the UFO. The second that the ground controller had the F-94 pilot lined up and told him that he was in line for a radar run, the radar operator in the rear seat of the F-94 called out that he had a lock-on. His target was at 6,000 yards, 10 degrees to the right and 10 degrees below the F-94. The lockon was held for ninety seconds as the ground controller watched both the UFO and the F-94 make a turn and come toward the ground radar site. Just as the target entered the "ground clutter" - the permanent and solid target near the radar station caused by the radar beam's striking the ground - the lock-on was broken. The target seemed to pull away swiftly from the jet

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interceptor. At almost this exact instant the tower operators reported that they had lost visual contact with the UFO. The tower called the F-94 and asked if they had seen anything visually during the chase - they hadn't. The F-94 crew stayed in the area ten or fifteen more minutes but couldn't see anything or pick up any more targets on their radar.

Soon after the F-94 left the area, both the ground radar and the tower operators picked up the UFO again. In about two minutes radar called the tower to say that their target had just "broken into three pieces" and that the three "pieces," spaced about a quarter of a mile apart, were leaving the area, going northeast. Seconds later tower operators lost sight of the light.

The FEAF intelligence officers had checked every possible angle but they could offer nothing to account for the sighting.

There were lots of opinions, weather targets for example, but once again the chances of a weather target's being in exactly the same direction as a bright star and having the star appear to move with the false radar target aren't too likely - to say the least. And then the same type of thing had happened twice before inside of a month's time, once in California and once in Michigan.

As one of the men at the briefing I gave said, "It's incredible, and I can't believe it, but those boys in

FEAF are in a war - they're veterans - and by damn, I think they know what they're talking about when they say they've never seen anything like this before."

I could go into a long discourse on the possible explanations for this sighting; I heard many, but in the end there would be only one positive answer - the UFO could not be identified as something we knew about. It could have been an interplanetary spaceship. Many people thought this was the answer and were all for sticking their necks out and establishing a category of conclusions for UFO reports and labeling it spacecraft. But the majority ruled, and a UFO remained an unidentified flying object.

On my next trip to the Pentagon I spent the whole day talking to Major Dewey Fournet and two of his bosses, Colonel W. A. Adams and Colonel Weldon Smith, about the UFO subject in general. One of the things we talked about was a new approach to the UFO problem - that of trying to prove that the motion of a UFO as it flew through the air was intelligently controlled.

I don't know who would get credit for originating the idea of trying to analyze the motion of the UFO's. It was one of those kinds of ideas that are passed around, with everyone adding a few modifications. We'd been talking about making a study of this idea for a long time, but we hadn't had many reports to work with; but now, with the mass of data that we

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had accumulated in June and July and August, the prospects of such a study looked promising.

The basic aim of the study would be to learn whether the motion of the reported UFO's was random or ordered. Random motion is an unordered, helter-skelter motion very similar to a swarm of gnats or flies milling around. There is no apparent pattern or purpose to their flight paths. But take, for example, swallows flying around a chimney - they wheel, dart, and dip, but if you watch them closely, they have a definite pattern in their movements - an ordered motion. The definite pattern is intelligently controlled because they are catching bugs or getting in line to go down the chimney.

By the fall of 1952 we had a considerable number of well documented reports in which the UFO's made a series of maneuvers. If we could prove that these maneuvers were not random, but ordered, it would be proof that the UFO's were things that were intelligently controlled.

During our discussion Major Fournet brought up two reports in which the UFO seemed to know what it was doing and wasn't just aimlessly darting around. One of these was the recent sighting from Haneda AFB, Japan, and the other was the incident that happened on the night of July 29, when an F-94 attempted to intercept a UFO over eastern Michigan. In both cases radar had established the track of the UFO.

In the Haneda Incident, according to the sketch of the UFO's track, each turn the UFO made was constant and the straight "legs" between the turns were about the same length. The sketch of the UFO's flight path as it moved back and forth over Tokyo Bay reminded me very much of the "crisscross" search patterns we used to fly during World War II when we were searching for the crew of a ditched airplane. The only time the UFO seriously deviated from this pattern was when the F-94 got on its tail.

The Michigan sighting was even better, however. In this case there was a definite reason for every move that the UFO made. It made a 180 degree turn because the F-94 was closing on it head on. It alternately increased and decreased its speed, but every time it did this it was because the F-94 was closing in and it evidently put on speed to pull out ahead far enough to get out of range of the F-94's radar. To say that this motion was random and that it was just a coincidence that the UFO made the 180 degree turn when the F-94 closed in head on and that it was just a coincidence that the UFO

speeded up every time the F-94 began to get within radar range is pushing the chance of coincidence pretty hard.

The idea of the motion analysis study sounded interesting to me, but we were so busy on Project Blue Book we didn't have time to do it. So

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Major Fournet offered to look into it further and I promised him all the help we could give him.

In the meantime my people in Project Blue Book were contacting various scientists in the U.S., and indirectly in Europe, telling them about our data, and collecting opinions. We did this in two ways. In the United States we briefed various scientific meetings and groups. To get the word to the other countries, we enlisted the gratis aid of scientists who were planning to attend conferences or meetings in Europe. We would brief these European bound scientists on all of the aspects of the UFO problem so they could informally discuss the problem with their European colleagues.

The one thing about these briefings that never failed to amaze me, although it happened time and time again, was the interest in UFO's within scientific circles. As soon as the word spread that Project Blue Book was giving official briefings to groups with the proper security clearances, we had no trouble in getting scientists to swap free advice for a briefing. I might add that we briefed only groups who were engaged in government work and who had the proper security clearances solely because we could discuss any government project that might be of help to us in pinning down the UFO. Our briefings weren't just squeezed in either; in many instances we would arrive at a place to find that a whole day had been set aside to talk about UFO's. And never once did I meet anyone who laughed off the whole subject of flying saucers even though publicly these same people had jovially sloughed off the press with answers of "hallucinations," "absurd," or "a waste of time and money." They weren't wild eyed fans but they were certainly interested.

Colonel S. H. Kirkland and I once spent a whole day briefing and talking to the Beacon Hill Group, the code name for a collection of some of the world's leading scientists and industrialists. This group, formed to consider and analyze the toughest of military problems, took a very serious interest in our project and gave much good advice. At Los Alamos and again at Sandia Base our briefings were given in auditoriums to standing room only crowds. In addition I gave my briefings at National Advisory Committee for Aeronautics laboratories, at Air Research and Development centers, at Office of Naval Research facilities and at the Air Force University. Then we briefed special groups of scientists.

Normally scientists are a cautious lot and stick close to proven facts, keeping their personal opinions confined to small groups of friends, but when they know that there is a sign on a door that says "Classified Briefing in Progress," inhibitions collapse like the theories that explain all the UFO's away. People say just what they think.

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I could jazz up this part of the UFO story as so many other historians of the UFO have and say that Dr. So-and-So believes that the reported flying saucers are from outer space or that Dr. Whosita is firmly convinced that Mars is inhabited. I talked to plenty of Dr. So-and-So's who believed that flying saucers were real and who were absolutely convinced that other planets or bodies in the universe were inhabited, but we were looking for proven facts and not just personal opinions.

However, some of the questions we asked the scientists had to be answered by personal opinions because the exact answers didn't exist. When such questions came up, about all we could do was to

try to get the largest and most representative cross section of personal opinions upon which to base our decisions. In this category of questions probably the most frequently discussed was the possibility that other celestial bodies in the universe were populated with intelligent beings. The exact answer to this is that no one knows. But the consensus was that it wouldn't be at all surprising.

All the briefings we were giving added to our work load because UFO reports were still coming in in record amounts. The lack of newspaper publicity after the Washington sightings had had some effect because the number of reports dropped from nearly 500 in July to 175 in August, but this was still far above the normal average of twenty to thirty reports a month.

September 1952 started out with a rush, and for a while it looked as if UFO sightings were on the upswing again. For some reason, we never could determine why, we suddenly began to get reports from all over the southeastern United States. Every morning, for about a week or two, we'd have a half dozen or so new reports. Georgia and Alabama led the field. Many of the reports came from people in the vicinity of the then new super-hush-hush Atomic Energy Commission facility at Savannah River, Georgia. And many were coming from the port city of Mobile, Alabama. Our first thought, when the reports began to pour in, was that the news papers in these areas were possibly stirring things up with scare stories, but our newspaper clipping service covered the majority of the southern papers, and although we kept looking for publicity, none showed up. In fact, the papers only barely mentioned one or two of the sightings. As they came in, each of the sighting reports went through our identification process; they were checked against all balloon flights, aircraft flights, celestial bodies, and the MO file, but more than half of them came out as unknowns.

When the reports first began to come in, I had called the intelligence officers at all of the major military installations in the Southeast unsuc-

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cessfully trying to find out if they could shed any light on the cause of the sightings. One man, the man who was responsible for UFO reports made to Brookley AFB, just outside of Mobile, Alabama, took a dim view of all of the proceedings. "They're all nuts," he said.

About a week later his story changed. It seems that one night, about the fourth night in a row that UFO's had been reported near Mobile, this man and several of his assistants decided to try to see these famous UFO's; about 10:00 P.M., the time that the UFO's were usually reported, they were gathered around the telephone in the man's office at Brookley AFB. Soon a report came in. The first question that the investigator who answered the phone asked was, "Can you still see it?"

The answer was "Yes," so the officer took off to see the UFO.

The same thing happened twice more, and two more officers left for different locations. The fourth time the phone rang the call was from the base radar station. They were picking up a UFO on radar, so the boss himself took off. He saw the UFO in air out over Mobile Bay and he saw the return of the UFO on the radarscope.

The next morning he called me at ATIC and for over an hour he told me what had happened. Never have I talked to four more ardent flying saucer believers.

We did quite a bit of work on the combination radar visual sighting at Brookley. First of all, radar visual sightings were the best type of UFO sightings we received. There are no explanations for how radar can pick up a UFO target that is being watched visually at the same time. Maybe I should have said there are no proven explanations on how this can happen, because, like everything else associated with the UFO, there was a theory. During the Washington National Sightings several people proposed the idea that the same temperature inversion layer that was causing the radar beam

to bend down and pick up a ground target was causing the target to appear to be in the air. They went on to say that we couldn't get a radar visual sighting unless the ground target was a truck, car, house, or something else that was lighted and could be seen at a great distance. The second reason the Brookley AFB sighting was so interesting was that it knocked this theory cold.

The radar at Brookley AFB was so located that part of the area that it scanned was over Mobile Bay. It was in this area that the UFO was detected. We thought of the theory that the same inversion layer that bent the radar beam also caused the target to appear to be in the air, and we began to do a little checking. There was a slight inversion but, according to our calculations, it wasn't enough to affect the radar. More important was the fact that in the area where the target appeared there were no

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targets to pick up - let alone lighted targets. We checked and rechecked and found that at the time of the sighting there were no ships, buoys, or anything else that would give a radar return in the area of Mobile Bay in which we were interested.

Although this sighting wasn't as glamorous as some we had, it was highly significant because it was possible to show that the UFO couldn't have been a lighted surface target.

While we were investigating the sighting we talked to several electronics specialists about our radar visual sightings. One of the most frequent comments we heard was, "Why do all of these radar visual sightings occur at night?"

The answer was simple: they don't. On August 1, just before dawn, an ADC radar station outside of Yaak, Montana, on the extreme northern border of the United States, picked up a UFO. The report was very similar to the sighting at Brookley except it happened in the daylight and, instead of seeing a light, the crew at the radar station saw a "dark, cigar shaped object" right where the radar had the UFO pinpointed.

What these people saw is a mystery to this day.

Late in September I made a trip out to Headquarters, ADC to brief General Chidlaw and his staff on the past few months' UFO activity.

Our plans for periodic briefings, which we had originally set up with ADC, had suffered a bit in the summer because we were all busy elsewhere. They were still giving us the fullest co-operation, but we hadn't been keeping them as thoroughly read in as we would have liked to. I'd finished the briefing and was eating lunch at the officers' club with Major Verne Sadowski, Project Blue Book's liaison officer in ADC Intelligence, and several other officers. I had a hunch that something was bothering these people. Then finally Major Sadowski said, "Look, Rupe, are you giving us the straight story on these UFO's?"

I thought he meant that I was trying to spice things up a little, so I said that since he had copies of most of our reports and had read them, he should know that I was giving them the facts straight across the board.

Then one of the other officers at the table cut in, "That's just the point, we do have the reports and we have read them. None of us can understand why Intelligence is so hesitant to accept the fact that something we just don't know about is flying around in our skies - unless you are trying to cover up something big."

Everyone at the table put in his ideas. One radar man said that he'd looked over several dozen radar reports and that his conclusion was that the UFO's couldn't be anything but interplanetary spaceships.

He started to give his reasons when another radar man leaped into the conversation.

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This man said that he'd read every radar report, too, and that there wasn't one that couldn't be explained as a weather phenomenon - even the radar visual sightings. In fact, he wasn't even convinced that we had ever gotten such a thing as radar visual sighting. He wanted to see proof that an object that was seen visually was the same object that the radar had picked up. Did we have it?

I got back into the discussion at this point with the answer. No, we didn't have proof if you want to get technical about the degree of proof needed. But we did have reports where the radar and visual bearings of the UFO coincided almost exactly. Then we had a few reports where airplanes had followed the UFO's and the maneuvers of the UFO that the pilot reported were the same as the maneuvers of the UFO that was being tracked by radar.

A lieutenant colonel who had been sitting quietly by interjected a well chosen comment. "It seems the difficulty that Project Blue Book faces is what to accept and what not to accept as proof."

The colonel had hit the proverbial nail on its proverbial head.

Then he went on, "Everyone has a different idea of what proof really is. Some people think we should accept a new model of an airplane after only five or ten hours of flight testing. This is enough proof for them that the airplane will fly. But others wouldn't be happy unless it was flight tested for five or ten years. These people have set an unreasonably high value on the word 'proof.' The answer is somewhere in between these two extremes."

But where is this point when it comes to UFO's?

There was about a thirty second pause for thought after the colonel's little speech. Then someone asked, "What about these recent sightings at Mainbrace?"

In late September 1952 the NATO naval forces had held maneuvers off the coast of Europe; they were called Operation Mainbrace. Before they had started someone in the Pentagon had half seriously mentioned that Naval Intelligence should keep an eye open for UFO's, but no one really expected the UFO's to show up. Nevertheless, once again the UFO's were their old unpredictable selves - they were there.

On September 20, a U.S. newspaper reporter aboard an aircraft carrier in the North Sea was photographing a carrier take-off in color when he happened to look back down the flight deck and saw a group of pilots and flight deck crew watching something in the sky. He went back to look and there was a silver sphere moving across the sky just behind the fleet of ships. The object appeared to be large, plenty large enough to show up in a photo, so the reporter shot several pictures. They were developed right

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away and turned out to be excellent. He had gotten the superstructure of the carrier in each one and, judging by the size of the object in each successive photo, one could see that it was moving rapidly.

The intelligence officers aboard the carrier studied the photos. The object looked like a balloon. From its size it was apparent that if it were a balloon, it would have been launched from one of the ships, so the word went out on the TBS radio: "Who launched a balloon?"

The answer came back on the TBS: "Nobody."

Naval Intelligence double checked, triple checked and quadruple checked every ship near the carrier but they could find no one who had launched the UFO.

We kept after the Navy. The pilots and the flight deck crew who saw the UFO had mixed feelings - some were sure that the UFO was a balloon while others were just as sure that it couldn't have been. It was traveling too fast, and although it resembled a balloon in some ways it was far from being identical to the hundreds of balloons that the crew had seen the aerologists launch.

We probably wouldn't have tried so hard to get a definite answer to the Mainbrace photos if it hadn't been for the events that took place during the rest of the operation, I explained to the group of ADC officers.

The day after the photos had been taken six RAF pilots flying a formation of jet fighters over the North Sea saw something coming from the direction of the Mainbrace fleet. It was a shiny, spherical object, and they couldn't recognize it as anything "friendly" so they took after it. But in a minute or two they lost it. When they neared their base, one of the pilots looked back and saw that the UFO was now following him. He turned but the UFO also turned, and again it outdistanced the Meteor in a matter of minutes.

Then on the third consecutive day a UFO showed up near the fleet, this time over Topcliffe Aerodrome in England. A pilot in a Meteor was scrambled and managed to get his jet fairly close to the UFO, close enough to see that the object was "round, silvery, and white" and seemed to "rotate around its vertical axis and sort of wobble." But before he could close in to get a really good look it was gone.

It was these sightings, I was told by an RAF exchange intelligence officer in the Pentagon, that caused the RAF to officially recognize the UFO.

By the time I'd finished telling about the Mainbrace Sightings, it was after the lunch hour in the club and we were getting some get-the-hell-out of-here looks from the waiters, who wanted to clean up the dining room. But before I could suggest that we leave, Major Sadowski repeated his

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original question - the one that started the whole discussion- "Are you holding out on us?"

I gave him an unqualified "No." We wanted more positive proof, and until we had it, UFO's would remain unidentified flying objects and no more.

The horizontal shaking of heads illustrated some of the group's thinking. We had plans for getting more positive proof, however, and I said that just as soon as we returned to Major Sadowski's office I'd tell them what we contemplated doing.

We moved out onto the sidewalk in front of the club and, after discussing a few more sightings, went back into the security area to Sadowski's office and I laid out our plans.

First of all, in November or December the U.S. was going to shoot the first H-bomb during Project Ivy. Although this was Top Secret at the time, it was about the most poorly kept secret in history - everybody seemed to know all about it. Some people in the Pentagon had the idea that there were beings, earthly or otherwise, who might be interested in our activities in the Pacific, as they seemed to be in Operation Mainbrace. Consequently Project Blue Book had been directed to get transportation to the test area to set up a reporting net, brief people on how to report, and analyze

their reports on the spot.

Secondly, Project Blue Book was working on plans for an extensive system to track UFO's by instruments. Brigadier General Garland, who had been General Samford's Deputy Director for Production and who had been riding herd on the UFO project for General Samford, was now chief at ATIC, having replaced Colonel Dunn, who went to the Air War College. General Garland had long been in favor of trying to get some concrete information, either positive or negative, about the UFO's. This planned tracking system would replace the defraction grid cameras that were still being developed at ATIC.

Thirdly, as soon as we could we were planning to gather together a group of scientists and let them spend a full week or two studying the UFO problem.

When I left ADC, Major Sadowski and crew were satisfied that we weren't just sitting around twiddling our UFO reports.

During the fall of 1952 reports continued to drop off steadily. By December we were down to the normal average of thirty per month, with about 20 percent of these falling into the "Unknown" category.

Our proposed trip to the Pacific to watch for UFO's during the H-bomb test was canceled at the last minute because we couldn't get space on an airplane. But the crews of Navy and Air Force security forces who did

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go out to the tests were thoroughly briefed to look for UFO's, and they were given the procedures on how to track and report them. Back at Dayton we stood by to make quick analysis of any reports that might come in - none came. Nothing that fell into the UFO category was seen during the entire Project Ivy series of atomic shots.

By December work on the planning phase of our instrumentation program was completed. During the two months we had been working on it we had considered everything from giving Ground Observer Corps spotters simple wooden tracking devices to building special radars and cameras. We had talked over our problems with the people at Wright Field who knew about missile tracking equipment, and we had consulted the camera technicians at the Air Force Aerial Reconnaissance Laboratory. Astronomers explained their equipment and the techniques to use, and we went to Rome, New York, and Boston to enlist the aid of the people who develop the Air Force's electronic equipment.

Our final plan called for visual spotting stations to be established all over northern New Mexico. We'd picked this test location because northern New Mexico still consistently produced more reports than any other area in the U.S. These visual spotting stations would be equipped with a sighting device similar to a gun sight on a bomber. All the operator would have to do would be to follow the UFO with the tracking device, and the exact time and the UFO's azimuth and elevation angles would be automatically recorded. The visual spotting stations would all be tied together with an interphone system, so that as soon as the tracker at one station saw something he could alert the other spotters in the area. If two stations tracked the same object, we could immediately compute its speed and altitude.

This visual spotting net would be tied into the existing radar defense net in the Albuquerque-Los Alamos area. At each radar site we proposed that a long focal length camera be synchronized to the turning radar antenna, so that any time the operator saw a target he could press a button and photograph the portion of the sky exactly where the radar said a UFO was located. These cameras

would actually be astronomical telescopes, so that even the smallest light or object could be photographed.

In addition to this photography system we proposed that a number of sets of instruments be set out around the area. Each set would contain instruments to measure nuclear radiation, any disturbances in the earth's magnetic field, and the passage of a body that was giving off heat. The instruments would continually be sending their information to a central "UFO command post," which would also get reports directly from the radars and the visual spotting stations.

This instrumentation plan would cost about $250,000 because we planned to use as much surplus equipment as possible and tie it into existing communications systems, where they already existed. After the setup was established, it would cost about $25,000 a year to operate. At first glance this seemed like a lot of money, but when we figured out how much the UFO project had cost the Air Force in the past and how much it would probably cost in the future, the price didn't seem too bad - especially if we could solve the UFO problem once and for all.

The powers-that-be at ATIC O.K.'d the plan in December and it went to Washington, where it would have to be approved by General Samford before it went to ADC and then back to the Pentagon for higher Air Force official blessing. From all indications it looked as if we would get the necessary blessings.

But the majority of the effort at Project Blue Book during the fall of 1952 had gone toward collecting together all of the bits and pieces of data that we had accumulated over the past year and a half. We had sorted out the best of the "Unknowns" and made studies of certain aspects of the UFO problem, so that when we could assemble a panel of scientists to review the data we could give them the over-all picture, not just a basketful of parts.

Everyone who knew about the proposed panel meeting was eager to get started because everyone was interested in knowing what this panel would have to say. Although the group of scientists wouldn't be empowered to make the final decision, their recommendations were to go to the President if they decided that the UFO's were real. And any recommendations made by the group of names we planned to assemble would carry a lot of weight.

In the Pentagon and at ATIC book was being made on what their recommendations would be. When I put my money down, the odds were 5 to 3 in favor of the UFO.

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CHAPTER FIFTEEN

The Radiation Story

The idea for gathering together a group of scientists, to whom we referred as our "panel of experts," had been conceived early in 1952 - as soon as serious talk about the possibility that the UFO's might be interplanetary

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spaceships had taken hold in both military and scientific circles. In fact, when Project Grudge was reorganized in the summer of 1951 the idea had been mentioned, and this was the main reason that our charter had said we were to be only a fact finding group. The people on previous UFO projects had gone off on tangents of speculation about the identity of the UFO's; they first declared that they were spacecraft, then later, in a complete about face, they took the whole UFO problem as one big belly laugh. Both approaches had gotten the Air Force into trouble. Why they did this I don't know, because from the start we realized that no one at ATIC, in the Air Force, or in the whole military establishment was qualified to give a final yes or no answer to the UFO problem. Giving a final answer would require a serious decision - probably one of the most serious since the beginning of man.

During 1952 many highly qualified engineers and scientists had visited Project Blue Book and had spent a day or two going over our reports. Some were very much impressed with the reports - some had all the answers.

But all of the scientists who read our reports readily admitted that even though they may have thought that the reports did or did not indicate visitors from outer space, they would want to give the subject a good deal more study before they ever committed themselves in writing. Consequently the people's opinions, although they were valuable, didn't give us enough to base a decision upon. We still needed a group to study our material thoroughly and give us written conclusions and recommendations which could be sent to the President if necessary.

Our panel of experts was to consist of six or eight of the top scientists in the United States. We fully realized that even the Air Force didn't have enough "pull" just to ask all of these people to drop the important work they were engaged in and spend a week or two studying our reports. Nor did we want to do it this way; we wanted to be sure that we had something worth while before asking for their valuable time. So, working through other government agencies, we organized a preliminary review panel of four people. All of them were competent scientists and we knew their reputations were such that if they recommended that a certain top scientist sit on a panel to review our material he would do it.

In late November 1952 the preliminary review panel met at ATIC for three days.

When the meeting ended, the group unanimously recommended that a "higher court" be formed to review the case of the UFO. In an hour their recommendation was accepted by higher Air Force authorities, and the men proceeded to recommend the members for our proposed panel.

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They picked six men who had reputations as being both practical and theoretical scientists and who were known to have no biased opinions regarding the UFO's.

The meeting of the panel, which would be held in Washington, was tentatively scheduled for late December or early January - depending upon when all of the scientists who had been asked to attend would be free. At Project Blue Book activity went into high gear as we made preparations for the meeting. But before we were very far along our preparations were temporarily sidetracked - I got a lead on the facts behind a rumor. Normally we didn't pay attention to rumors, but this one was in a different class.

Ever since the Air Force had become interested in UFO reports, the comment of those who had been requested to look them over and give a professional opinion was that we lacked the type of data "you could get your teeth into." In even our best reports we had to rely upon what someone had seen. I'd been told many times that if we had even one piece of information that was substantiated by some kind of recorded proof - a set of cinetheodolite movies of a UFO, a spectrum photograph, or any other kind of instrumented data that one could sit down and study - we would have no difficulty getting almost any scientist in the world interested in actively helping us find the answer to the UFO riddle.

The rumor that caused me to temporarily halt our preparations for the high level conference involved data that we might be able to get our teeth into.

This is the way it went:

In the fall of 1949, at some unspecified place in the United States, a group of scientists had set up equipment to measure background radiation, the small amount of harmless radiation that is always present in our atmosphere. This natural radiation varies to a certain degree, but will never increase by any appreciable amount unless there is a good reason.

According to the rumor, two of the scientists at the unnamed place were watching the equipment one day when, for no apparent reason, a sudden increase of radiation was indicated. The radiation remained high for a few seconds, then dropped back to normal. The increase over normal was not sufficient to be dangerous, but it definitely was unusual. All indications pointed to equipment malfunction as the most probable explanation. A quick check revealed no obvious trouble with the gear, and the two scientists were about to start a more detailed check when a third member of the radiation crew came rushing into the lab.

Before they could tell the newcomer about the unexplained radiation they had just picked up, he blurted out a story of his own. He had driven

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to a nearby town, and on his return trip, as he approached the research lab, something in the sky suddenly caught his eye. High in the cloudless blue he saw three silvery objects moving in a V formation. They appeared to be spherical in shape, but he wasn't sure. The first fact that had hit him was that the objects were traveling too fast to be conventional aircraft. He jammed on the brakes, stopped his car, and shut off the engine. No sound. All he could hear was the quiet whir of a generator in the research lab. In a few seconds the objects had disappeared from sight.

After the first two scientists had briefed their excited colleague on the unusual radiation they had detected, the three men asked each other the $64 question: Was there any connection between the two incidents? Had the UFO's caused the excessive radiation?

They checked the time. Knowing almost exactly when the instruments had registered the increased radiation, they checked on how long it took to drive to the lab from the point where the three silver objects had been seen. The times correlated within a minute or two. The three men proceeded to check their radiation equipment thoroughly. Nothing was wrong.

The rumor stopped here. Nothing that I or anyone else on Project Blue Book could find out shed any further light on the source of the story. People associated with projects similar to the research lab that was mentioned in the rumor were sought out and questioned. Many of them had heard the story, but no one could add any new details. The three unknown scientists, at the unnamed lab, in an unknown part of the United States, might as well never have existed. Maybe they hadn't.

Almost a year after I had first heard the UFO radiation story I got a long-distance call from a friend on the west coast. I had seen him several months before, at which time I told him about this curious rumor and expressed my wish to find out how authentic it was. Now, on the phone, he told me he had just been in contact with two people he knew and they had the whole story. He said they would be in Los Angeles the following night and would like very much to talk to me.

I hated to fly clear to the west coast on what might be a wild goose chase, but I did. I couldn't afford to run the risk of losing an opportunity to turn that old recurrent rumor into fact.

Twenty hours later I met the two people at the Hollywood Roosevelt Hotel. We talked for several hours that night, and I got the details on the rumor and a lot more that I hadn't bargained for. Both of my informants were physicists working for the Atomic Energy Commission, and were recognized in their fields. They wanted no publicity and I promised them that they would get none. One of the men knew all the details behind the

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rumor, and did most of the talking. To keep my promise of no publicity, I'll call him the "scientist."

The rumor version of the UFO radiation story that had been kicking around in Air Force and scientific circles for so long had been correct in detail but it was by no means complete. The scientist said that after the initial sighting had taken place word was spread at the research lab that the next time the instruments registered abnormal amounts of radiation, some of the personnel were to go outside immediately and look for some object in the sky.

About three weeks after the first incident a repetition did occur. While excessive radiation was registering on the instruments in the lab, a lone dark object was seen streaking across the sky. Again the instruments were checked but, as before, no malfunction was found.

After this second sighting, according to the scientist, an investigation was started at the laboratory. The people who made the visual observations weren't sure that the object they had seen couldn't have been an airplane. Someone thought that perhaps some type of radar equipment in the airplane, if that's what the object was, might have affected the radiation- detection equipment. So arrangements were made to fly all types of aircraft over the area with their radar in operation. Nothing unusual happened. All possible types of airborne research equipment were traced during similar flights in the hope that some special equipment not normally carried in aircraft would be found to have caused the jump in radiation. But nothing out of the ordinary occurred during these tests either.

It was tentatively concluded, the scientist continued, that the abnormally high radiation readings were "officially" due to some freakish equipment malfunction and that the objects sighted visually were birds or airplanes. A report to this effect was made to military authorities, but since the conclusion stated that no flying saucers were involved, the report went into some unknown file. Project Blue Book never got it.

Shortly after the second UFO radiation episode the research group finished its work. It was at this time that the scientist had first become aware of the incidents he related to me. A friend of his, one of the men involved in the sightings, had sent the details in a letter.

As the story of the sightings spread it was widely discussed in scientific circles, with the result that the conclusion, an equipment malfunction, began to be more seriously questioned. Among the scientists who felt that further investigation of such phenomena was in order, were the man to whom I was talking and some of the people who had made the original sightings.

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About a year later the scientist and these original investigators were working together. They decided to make a few more tests, on their own time, but with radiation detection equipment so designed that the possibility of malfunction would be almost nil. They formed a group of people who were interested in the project, and on evenings and weekends assembled and set up their equipment in an abandoned building on a small mountain peak. To insure privacy and to avoid arousing undue interest among people not in on the project, the scientist and his colleagues told everyone that they had formed a mineral club. The "mineral club" deception covered their weekend expeditions because "rock hounds" are notorious for their addiction to scrambling around on mountains in search for specimens.

The equipment that the group had installed in the abandoned building was designed to be self operating. Geiger tubes were arranged in a pattern so that some idea as to the direction of the radiation source could be obtained. During the original sightings the equipment malfunction factor could not be definitely established or refuted because certain critical data had not been measured.

To get data on visual sightings, the "mineral club" had to rely on the flying saucer grapevine, which exists at every major scientific laboratory in the country.

By late summer of 1950 they were in business. For the next three months the scientist and his group kept their radiation equipment operating twenty-four hours a day, but the tapes showed nothing except the usual background activity. The saucer grapevine reported sightings in the general area of the tests, but none close to the instrumented mountain top.

The trip to the instrument shack, which had to be made every two days to change tapes, began to get tiresome for the "rock hounds," and there was some talk of discontinuing the watch.

But persistence paid off. Early in December, about ten o'clock in the morning, the grapevine reported sightings of a silvery, circular shaped object near the instrument shack. The UFO was seen by several people.

When the "rock hounds" checked the recording tapes in the shack they found that several of the Geiger tubes had been triggered at 10:17 A.M. The registered radiation increase was about 100 times greater than the normal background activity.

Three more times during the next two months the "mineral club's" equipment recorded abnormal radiation on occasions when the grapevine reported visual sightings of UFO's. One of the visual sightings was substantiated by radar.

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After these incidents the "mineral club" kept its instruments in operation until June 1951, but nothing more was recorded. And, curiously enough, during this period while the radiation level remained normal, the visual sightings in the area dropped off too. The "mineral club" decided to concentrate on determining the significance of the data they had obtained.

Accordingly, the scientist and the group made a detailed study of their mountain top findings. They

had friends working on many research projects throughout the United States and managed to visit and confer with them while on business trips. They investigated the possibility of unusual sunspot activity, but sunspots had been normal during the brief periods of high radiation. To clinch the elimination of sunspots as a cause, their record tapes showed no burst of. radiation when sunspot activity had been abnormal.

The "rock hounds" checked every possible research project that might have produced some stray radiation for their instruments to pick up. They found nothing. They checked and rechecked their instruments, but could find no factor that might have induced false readings. They let other scientists in on their findings, hoping that these outsiders might be able to put their fingers on errors that had been overlooked.

Now, more than a year after the occurrence of the mysterious incidents that they had recorded, a year spent in analyzing their data, the "rock hounds" had no answer.

By the best scientific tests that they had been able to apply, the visual sightings and the high radiation had taken place more or less simultaneously.

Intriguing ideas are hard to kill, and this one had more than one life, possibly because of the element of mystery which surrounds the subject of flying saucers. But the scientific mind thrives on taking the mystery out of unexplained events, so it is not surprising that the investigation went on.

According to my friend the scientist, a few people outside the laboratory where the "rock hounds" worked were told about the activities of the "mineral club," and they started radiation detection groups of their own.

For instance, two graduate astronomy students from a southwestern university started a similar watch, on a modest scale, using a modified standard Geiger counter as their detection unit. They did not build a recorder into their equipment, however, and consequently were forced to man their equipment continuously, which naturally cut down the time they were in operation. On two occasions they reportedly detected a burst of high radiation.

Although the veracity of the two astronomers was not doubted, the scientist felt that the accuracy of their readings was poor because of the rather low quality of their equipment.

The scientist then told me about a far more impressive effort to verify or disprove the findings of the "mineral club." Word of the "rock hounds" and their work had also spread to a large laboratory in the East. An Air Force colonel, on duty at the lab, told the story to some of his friends, and they decided to look personally into the situation.

Fortunately these people were in a wonderful spot to make such an investigation. At their laboratory an extensive survey of the surrounding area was being made. An elaborate system of radiation detection equipment had been set up for a radius of 100 miles around the lab. In addition, the defenses of the area included a radar net.

Thanks to the flashing of silver eagles, the colonel's group got permission to check the records of the radiation survey station and to look over the logs of the radar stations. They found instances where, during the same period of time that radiation in the area had been much higher than normal, radar had had a UFO on the scope. These events had occurred during the period from January 1951 until about June 1951.

Upon learning of the tentative but encouraging findings that the colonel's group had dug out of their

past records, people on both the radiation survey crews and at the radar sites became interested in co-operating for further investigation. A tie-in with the local saucer grapevine established a three way check.

One evening in July, just before sunset, two of the colonel's group were driving home from the laboratory. As they sped along the highway they noticed two cars stopped ahead of them. The occupants were standing beside the road, looking at something in the sky.

The two scientists stopped, got out of their car, and scanned the sky too. Low on the eastern horizon they saw a bright circular object moving slowly north. They watched it for a while, took a few notes, then drove back to the lab.

Some interesting news awaited them there. Radar had picked up an unidentified target near the spot where the scientists in the car had seen the UFO, and it had been traveling north. A fighter had been scrambled, but when it got into the proper area, the radar target was off the scope. The pilot glimpsed something that looked like the reported UFO, but before he could check further he had to turn into the sun to get on an interception course, and he lost the object.

Several days passed before the radiation reports from all stations could be collected. When the reports did come in they showed that

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stations east of the laboratory, on an approximate line with the radar track, had shown the highest increase in radiation. Stations west of the lab showed nothing.

The possible significance of this well covered incident spurred the colonel's group to extend and refine their activities. Their idea was to build a radiation detection instrument in an empty wing tank and hang the tank on an F-47. Then when a UFO was reported they would fly a search pattern in the area and try to establish whether or not a certain sector of the sky was more radioactive than other sectors. Also, they proposed to build a highly directional detector for the F-47 and attempt actually to track a UFO.

The design of such equipment was started, but many delays occurred. Before the colonel's group could get any of the equipment built, some of the members left the lab for other jobs, and the colonel, who sparked the operation, was himself transferred elsewhere. The entire effort collapsed.

The scientist was not surprised that I hadn't heard the story of the colonel's group. All the people involved, he said, had kept it quiet in order to avoid ridicule. The scientist added that he would be glad to give me all the data he had on the sightings of his "mineral club," and he told me where to get the information about the two astronomers and the colonel's group.

Armed with the scientist's notes and recorder tapes, I left for my office at Wright-Patterson Air Force Base, Dayton.

With the blessings of my chief, I started to run down the rest of the radiation information. The data we had, especially that from the scientist's "mineral club," had been thoroughly analyzed, but we thought that since we now had access to more general data something new and more significant might be found.

First I contacted the government agency for which all of the people involved in these investigations had been working, the scientists who recorded the original incident, the scientist and his "mineral club," the colonel's group, and the rest.

The people in the agency were very co-operative but stressed the fact that the activities I was investigating were strictly the extracurricular affairs of the scientists involved, had no official sanction, and should not be tied in with the agency in any way, shape, or form. This closed door reaction was typical of how the words "flying saucer" seem to scare some people.

They did help me locate the report on the original incident, however, and since it seemed to be the only existing copy, I arranged to borrow it.

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About this same time we located the two graduate astronomy students in New Mexico. Both now had their Ph.D.'s and held responsible jobs on highly classified projects. They repeated their story, which I had first heard from the scientist, but had kept no record of their activities.

On one occasion, just before dawn on a Sunday morning, they were on the roof, making some meteorological observations. One of them was listening to the Geiger counter when he detected a definite increase in the clicking.

Just as the frequency of the clicks reached its highest peak - almost a steady buzz - a large fireball, described by them as "spectacular," flashed across the sky. Both of the observers had seen several of the green fireballs and said that this object was similar in all respects except that the color was a brilliant blue white.

With the disappearance of the fireball, the counter once more settled down to a steady click per second. They added that once before they had detected a similar increase in the frequency of the clicks but had seen nothing in the sky.

In telling their story, both astronomers stressed the point that their data were open to a great deal of criticism, mainly because of the limited instrumentation they had used. We agreed. Still their work tended to support the findings of the more elaborate and systematic radiation investigations.

The gods who watch over the UFO project were smiling about this time, because one morning I got a call from a colonel on Wright-Patterson Air Force Base. He was going to be in our area that morning and planned to stop in to see me.

He arrived in a few minutes and turned out to be none other than the colonel who had headed the group which had investigated UFO's and radiation at the eastern laboratory. He repeated his story. It was the same as I had heard from the scientist, with a few insignificant changes. The colonel had no records of his group's operations, but knew who had them. He promised to get a wire off to the person immediately, which he did.

The answer was a bit disappointing. During the intervening months the data had been scattered out among the members of the colonel's group, and when the group broke up, so did its collection of records.

So all we had to fall back on was the colonel's word, but since he now was heading a top priority project at Wright, it would be difficult not to believe him.

After obtaining the colonel's story, we collected all available data concerning known incidents in which there seemed to be a correlation

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between the visual sighting of UFO's and the presence of excess atomic radiation in the area of the sightings.

There was one last thing to do. I wanted to take the dates and times of all the reported radiation increases and check them against all sources of UFO reports. This project would take a lot of leg work and digging, but I felt that it would offer the most positive and complete evidence we could assemble as to whether or not a correlation existed.

Accordingly, we dug into our files, ADC radar logs, press wire service files, newspaper morgues in the sighting area, and the files of individuals who collect data on saucers. Whenever we found a visual report that correlated with a radiation peak we checked it against weather conditions, balloon tracks, astronomical reports, etc.

As soon as the data had all been assembled, I arranged for a group of Air Force consultants to look it over. I got the same old answer - the data still aren't good enough. The men were very much interested in the reports, but when it came time to putting their comments on paper they said, "Not enough conclusive evidence." If in some way the UFO's could have been photographed at the same time that the radiation detectors were going wild, it would have been a different story, they later told me, but with the data I had for them this was the only answer they could give. No one could explain the sudden bursts of radiation, but there was no proof that they were associated with UFO's.

The board's ruling wrote finish to this investigation. I informed the colonel, and he didn't like the decision. Later I passed through the city where the scientist was working. I stopped over a few hours to brief him on the board's decision. He shook his head in disbelief.

It is interesting to note that both the colonel and the scientist reacted in the same way. We're not fools - we were there - we saw it - they didn't. What do they want for proof?

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CHAPTER SIXTEEN

The Hierarchy Ponders

By early January 1953 the scientists who were to be members of our panel of experts had been contacted and had agreed to sit in judgment of the UFO. In turn, we agreed to give them every detail about the UFO.

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We had our best reports for them to read, and we were going to show them the two movies that some intelligence officers considered as the "positive proof" - the Tremonton Movie and the Montana Movie.

When this high court convened on the morning of January 12, the first thing it received was its orders; one of three verdicts would be acceptable:

1. All UFO reports are explainable as known objects or natural phenomena; therefore the investigation should be permanently discontinued.

2. The UFO reports do not contain enough data upon which to base a final conclusion. Project Blue Book should be continued in hopes of obtaining better data.

3. The UFO's are interplanetary spacecraft.

The written verdict, the group was told, would be given to the National Security Council, a council made up of the directors of all U.S. intelligence agencies, and thence it would go to the President of the United States - if they should decide that the UFO's were interplanetary spacecraft.

Because of military regulations, the names of the panel members, like the names of so many other people associated with the UFO story, cannot be revealed. Two of the men had made names for themselves as practical physicists - they could transform the highest theory for practical uses. One of these men had developed the radar that pulled us out of a big hole at the beginning of World War II, and the other had been one of the fathers of the H-bomb. Another of the panel members is now the chief civilian adviser to one of our top military commanders, and another was an astronomer whose unpublished fight to get the UFO recognized is respected throughout scientific circles. There was a man who is noted for his highly theoretical physics and mathematics, and another who had pioneered operations research during World War II. The sixth member of the panel had been honored by the American Rocket Society and the International Astronautical Federation for his work in moving space travel from the Buck Rogers realm to the point of near reality and who is now a rocket expert.

It was an impressive collection of top scientific talent.

During the first two days of the meeting I reviewed our findings for the scientists. Since June 1947, when the first UFO report had been made, ATIC had analyzed 1,593 UFO reports. About 4,400 had actually been received, but all except 1,593 had been immediately rejected for analysis. From our studies, we estimated that ATIC received reports of only 10 per cent of the UFO sightings that were made in the United States, therefore in five and a half years something like 44,000 UFO sightings had been made.

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Of the 1,593 reports that had been analyzed by Project Blue Book, and we had studied and evaluated every report in the Air Force files, we had been able to explain a great many. The actual breakdown was like this:

Balloons

Known	1.57%
Probable	4.99%
Possible	11.95%
Total	18.51%

Aircraft

Known	0.98%
Probable	7.74%
Possible	3.04%
Total	11.76%

Astronomical Bodies

Known	2.79%
Probable	4.01%
Possible	7.40%
Total	14.20%

Other: 4.21%

i.e. Searchlights on clouds, birds, blowing paper, inversions, reflections, etc.

Hoaxes: 1.66%

Reports with insufficient data to evaluate: 22.72%

(In addition to those initially eliminated)

Unknowns: 26.94%

By using the terms "Known," "Probable," and "Possible," we were able to differentiate how positive we were of our conclusions. But even in the "Possible" cases we were, in our own minds, sure that we had identified the reported UFO.

And who made these reports? Pilots and air crews made 17.1 per cent from the air. Scientists and engineers made 5.7 per cent, airport control tower operators made an even 1.0 per cent of the reports, and 12.5 per cent of the total were radar reports. The remaining 63.7 per cent were made by military and civilian observers in general.

The reports that we were interested in were the 26.94 per cent or 429 "Unknowns," so we had studied them in great detail. We studied the reported colors of the UFO's, the shapes, the directions they were traveling, the times of day they were observed, and many more details,

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but we could find no significant pattern or trends. We did find that the most often reported shape was elliptical and that the most often reported color was white or "metallic." About the same number of UFO's were reported as being seen in daytime as at night, and the direction of travel equally covered the sixteen cardinal headings of the compass.

Seventy per cent of the "Unknowns" had been seen visually from the air; 12 per cent had been seen visually from the ground; 10 per cent had been picked up by ground or airborne radar; and 8 per cent

were combination visual radar sightings.

In the over-all total of 1,593 sightings women made two reports for every one made by a man, but in the "Unknowns" the men beat out women ten to one.

There were two other factors we could never resolve, the frequency of the sightings and their geographical distribution. Since the first flurry of reports in July of 1947, each July brought a definite peak in reports; then a definite secondary peak occurred just before each Christmas. We plotted these peaks in sightings against high tides, world-wide atomic tests, the positions of the moon and planets, the general cloudiness over the United States, and a dozen and one other things, but we could never say what caused more people to see UFO's at certain times of the year.

Then the UFO's were habitually reported from areas around "technically interesting" places like our atomic energy installations, harbors, and critical manufacturing areas. Our studies showed that such vital military areas as Strategic Air Command and Air Defense Command bases, some A-bomb storage areas, and large military depots actually produced fewer reports than could be expected from a given area in the United States. Large population centers devoid of any major "technically interesting" facilities also produced few reports.

According to the laws of normal distribution, if UFO's are not intelligently controlled vehicles, the distribution of reports should have been similar to the distribution of population in the United States - it wasn't.

Our study of the geographical locations of sightings also covered other countries. The U.S. by no means had a curb on the UFO market

In all of our "Unknown" reports we never found one measurement of size, speed, or altitude that could be considered to be even fairly accurate. We could say only that some of the UFO's had been traveling pretty fast.

As far as radar was concerned, we had reports of fantastic speeds - up to 50,000 miles an hour - but in all of these instances there was some doubt as to exactly what caused the target. The highest speeds reported

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for our combination radar visual sightings, which we considered to be the best type of sighting in our files, were 700 to 800 miles an hour.

We had never picked up any "hardware" - any whole saucers, pieces, or parts - that couldn't be readily identified as being something very earthly. We had a contract with a materials testing laboratory, and they would analyze any piece of material that we found or was sent to us. The tar covered marble, aluminum broom handle, cow manure, slag, pieces of plastic balloon, and the what-have-you that we did receive and analyze only served to give the people in our material lab some practice and added nothing but laughs to the UFO project.

The same went for the reports of "contacts" with spacemen. Since 1952 a dozen or so people have claimed that they have talked to or ridden with the crews of flying saucers. They offer affidavits, pieces of material, photographs, and other bits and pieces of junk as proof. We investigated some of these reports and could find absolutely no fact behind the stories.

We had a hundred or so photos of flying saucers, both stills and movies. Many were fakes some so expert that it took careful study by photo interpreters to show how the photos had been faked. Some were the crudest of fakes, automobile hub caps thrown into the air, homemade saucers suspended by

threads, and just plain retouched negatives. The rest of the still photos had been sent in by well meaning citizens who couldn't recognize a light flare of flaw in the negative, or who had chanced to get an excellent photo of a sundog or mirage.

But the movies that were sent in to us were different. In the first place, it takes an expert with elaborate equipment to fake a movie. We had or knew about four strips of movie film that fell into the "Unknown" category. Two were the cinetheodolite movies that had been taken at White Sands Proving Ground in April and May of 1950, one was the Montana Movie and the last was the Tremonton Movie. These latter two had been subjected to thousands of hours of analysis, and since we planned to give the panel of scientists more thorough reports on them on Friday, I skipped over their details and went to the next point I wanted to cover - theories.

Periodically throughout the history of the UFO people have come up with widely publicized theories to explain all UFO reports. The one that received the most publicity was the one offered by Dr. Donald Menzel of Harvard University. Dr. Menzel, writing in Time, Look, and later in his Flying Saucers, claimed that all UFO reports could be explained as various types of light phenomena. We studied this theory thoroughly because it did seem to have merit. Project Bear's physicists studied it. ATIC's scientific consultants studied it and discussed it with several

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leading European physicists whose specialty was atmospheric physics. In general the comments that Project Blue Book received were, "He's given the subject some thought but his explanations are not the panacea."

And there were other widely publicized theories. One man said that they were all skyhook balloons, but we knew the flight path of every skyhook balloon and they were seldom reported as UFO's. Their little brothers, the weather balloons, caused us a great deal more trouble.

The Army Engineers took a crack at solving the UFO problem by making an announcement that a scientist in one of their laboratories had duplicated a flying saucer in his laboratory. Major Dewey Fournet checked into this one. It had all started out as a joke, but it was picked up as fact and the scientist was stuck with it. He gained some publicity but lost prestige because other scientists wondered just how competent the man really was to try to pass off such an answer.

All in all, the unsolicited assistance of theorists didn't help us a bit, I told the panel members. Some of them were evidently familiar with the theories because they nodded their heads in agreement.

The next topic I covered in my briefing was a question that came up quite frequently in discussions of the UFO: Did UFO reports actually start in 1947? We had spent a great deal of time trying to resolve this question. Old newspaper files, journals, and books that we found in the Library of Congress contained many reports of odd things being seen in the sky as far back as the Biblical times. The old Negro spiritual says, "Ezekiel saw a wheel 'way up in the middle of the air." We couldn't substantiate Ezekiel's sighting because many of the very old reports of odd things observed in the sky could be explained as natural phenomena that weren't fully understood in those days.

The first documented reports of sightings similar to the UFO sightings as we know them today appeared in the newspapers of 1896. In fact, the series of sightings that occurred in that year and the next had many points of similarity with the reports of today.

The sightings started in the San Francisco Bay area on the evening of November 22, 1896, when hundreds of people going home from work saw a large, dark, "cigar shaped object with stubby wings" traveling northwest across Oakland.

Within hours after the mystery craft had disappeared over what is now the northern end of the Golden Gate Bridge, the stories of people in other northern California towns began to come in on the telegraph wires. The citizens of Santa Rosa, Sacramento, Chico, and Red Bluff- several thousand of them saw it.

I tried to find out if the people in these outlying communities saw the

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UFO before they heard the news from the San Francisco area or afterward, but trying to run down the details of a fifty-six-year-old UFO report is almost hopeless. Once while I was on a trip to Hamilton AFB I called the offices of the San Francisco Chronicle and they put me in touch with a retired employee who had worked on a San Francisco paper in 1896. I called the old gentleman on the phone and talked to him for a long time. He had been a copy boy at the time and remembered the incident, but time had canceled out the details. He did tell me that he, the editor of the paper, and the news staff had seen "the ship," as he referred to the UFO. His story, even though it was fifty six years old, smacked of others I'd heard when he said that no one at the newspaper ever told anyone what they had seen; they didn't want people to think that they were "crazy."

On November 30 the mystery ship was back over the San Francisco area and those people who had maintained that people were being fooled by a wag in a balloon became believers when the object was seen moving into the wind.

For four months reports came in from villages, cities, and farms in the West; then the Midwest, as the airship "moved eastward." In early April of 1897 people in Iowa, Nebraska, Missouri, Wisconsin, Minnesota, and Illinois reported seeing it. On April 10 it was reported to be over Chicago. Reports continued to come in to the newspapers until about April 20; then it, or stories about it, were gone. Literally thousands of people had seen it before the last report clicked in over the telegraph wires.

A study of the hundreds of newspaper accounts of this sighting that rocked the world in the late 1890's was interesting because the same controversies that arose then exist now. Those who hadn't seen the stubby winged, cigar shaped "craft" said, "Phooey," or the nineteenth- century version thereof. Those who had seen it were almost ready to do battle to uphold their integrity. Some astronomers loudly yelled, "Venus," "Jupiter," and "Alpha Orionis" while others said, "We saw it." Thomas Edison, the man of science of the day, disclaimed any knowledge of the mystery craft. "I prefer to devote my time to objects of commercial value," he told a New York Herald reporter. "At best airships would only be toys."

Thomas - you goofed on that prediction.

I had one more important point to cover before I finished my briefing and opened the meeting to a general question-and-answer session.

During the past year and a half we had had several astronomers visit Project Blue Book, and they were not at all hesitant to give us their opinions but they didn't care to say much about what their colleagues were thinking, although they did indicate that they were thinking. We decided

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that the opinions and comments of astronomers would be of value, so late in 1952 we took a poll. We asked an astronomer, whom we knew to be unbiased about the UFO problem and who knew every outstanding astronomer in the United States, to take a trip and talk to his friends. We asked him not to make a point of asking about the UFO but just to work the subject into a friendly conversation.

This way we hoped to get a completely frank opinion. To protect his fellow astronomers, our astronomer gave them all code names and he kept the key to the code.

The report we received expressed the detailed opinions of forty five recognized authorities. Their opinions varied from that of Dr. C, who regarded the UFO project as a "silly waste of money to investigate an even sillier subject," to Dr. L, who has spent a great deal of his own valuable time personally investigating UFO reports because he believes that they are something "real." Of the forty five astronomers who were interviewed, 36 per cent were not at all interested in the UFO reports, 41 per cent were interested to the point of offering their services if they were ever needed, and 23 per cent thought that the UFO's were a much more serious problem than most people recognized.

None of the astronomers, even during a friendly discussion, admitted that he thought the UFO's could be interplanetary vehicles. All of those who were interested would only go so far as to say, "We don't know what they are, but they're something real."

During the past few years I have heard it said that if the UFO's were really "solid objects" our astronomers would have seen them. Our study shed some light on this point - astronomers have seen UFO's. None of them has ever seen or photographed anything resembling a UFO through his telescope, but 11 per cent of the forty five men had seen something that they couldn't explain. Although, technically speaking, these sightings were no better than hundreds of others in our files as far as details were concerned, they were good because of the caliber of the observer. Astronomers know what is in the sky.

It is interesting to note that out of the representative cross section of astronomers, five of them, or 11 per cent, had sighted UFO's. For a given group of people this is well above average. To check this point, the astronomer who was making our study picked ninety people at random - people he met while traveling - and got them into a conversation about flying saucers. These people were his "control group," to borrow a term from the psychologists. Although the percentage of people who were interested in UFO's was higher for the control group than for the group of astronomers, only 41 per cent of the astronomers were interested while 86 per cent of the control group were interested; 11 per cent of the

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astronomers had seen UFO's, while only about 1 per cent of the control group had seen one. This seemed to indicate that as a group astronomers see many more UFO's than the average citizen.

When I finished my briefing, it was too late to start the question- and- answer session, so the first day's meeting adjourned. But promptly at nine o'clock the next morning the group was again gathered, and from the looks of the list of questions some of them had, they must have been thinking about UFO's all night.

One of the first questions was about the results of photography taken by the pairs of huge "meteorite patrol" cameras that are located in several places throughout North America. Did they ever photograph a UFO? The cameras, which are in operation almost every clear night, can photograph very dim lights, and once a light is photographed its speed and altitude can be very accurately established. If there were any objects giving off light as they flew through our atmosphere, there is a chance that these cameras might have photographed them. But they hadn't.

At first this seemed to be an important piece of evidence and we had just about racked this fact up as a definite score against the UFO when we did a little checking. If the UFO had been flying at an altitude of 100 miles, the chances of its being picked up by the cameras would be good, but the chances of photographing something flying any lower would be less.

This may account for the fact that while our "inquiring astronomer" was at the meteorite patrol camera sites, he talked to an astronomer who had seen a UFO while operating one of the patrol cameras.

Many people have asked why our astronomers haven't seen anything through their big telescopes. They are focused light years away and their field of vision is so narrow that even if UFO's did exist and littered the atmosphere they wouldn't be seen.

Another question the panel had was about Orson Welles' famous War of the Worlds broadcast of October 1938, which caused thousands of people to panic. Had we studied this to see if there were any similarities between it and the current UFO reporting?

We had.

Our psychologist looked into the matter and gave us an opinion - to make a complete study and get a positive answer would require an effort that would dwarf the entire UFO project. But he did have a few comments. There were many documented cases in which a series of innocent circumstances triggered by the broadcast had caused people to completely lose all sense of good judgment - to panic. There were some similar reports in our UFO files.

But we had many reports in which people reported UFO's and obviously

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hadn't panicked. Reports from pilots who had seen mysterious lights at night and, thinking that they might be a cockpit reflection, had turned off all their cockpit lights. Or the pilots who turned and rolled their airplanes to see if they could change the angle of reflection and get rid of the UFO. Or those pilots who climbed and dove thousands of feet and then leveled out to see if the UFO would change its relative position to the airplane. Or the amateur astronomer who made an excellent sighting and before he reluctantly reported it as a UFO had talked to a half dozen professional astronomers and physicists in hopes of finding an explanation. All of these people were thinking clearly, questioning themselves as to what the sightings could be; then trying to answer their questions. These people weren't panicked.

The question-and-answer period went on for a full day as the scientists dug into the details of the general facts I had given them in my briefing.

The following day and a half was devoted to reviewing and discussing fifty of our best sighting reports that we had classed as "Unknowns."

The next item on the agenda, when the panel had finished absorbing all of the details of the fifty selected top reports, was a review of a very hot and very highly controversial study. It was based on the idea that Major Dewey Fournet and I had talked about several months before - an analysis of the motions of the reported UFO's in an attempt to determine whether they were intelligently controlled. The study was hot because it wasn't official and the reason it wasn't official was because it was so hot. It concluded that the UFO's were interplanetary spaceships. The report had circulated around high command levels of intelligence and it had been read with a good deal of interest. But even though some officers at command levels just a notch below General Samford bought it, the space behind the words "Approved by" was blank - no one would stick his neck out and officially send it to the top.

Dewey Fournet, who had completed his tour of active duty in the Air Force and was now a civilian, was called from Houston, Texas, to tell the scientists about the study since he had worked very closely with the group that had prepared it.

The study covered several hundred of our most detailed UFO reports. By a very critical process of elimination, based on the motion of the reported UFO's, Fournet told the panel how he and any previous analysis by Project Blue Book had been disregarded and how those reports that could have been caused by any one of the many dozen known objects - balloons, airplanes, astronomical bodies, etc., were sifted out. This sifting took quite a toll, and the study ended up with only ten or twenty reports that fell into the "Unknown" category. Since such critical methods of

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evaluation had been used, these few reports proved beyond a doubt that the UFO's were intelligently controlled by persons with brains equal to or far surpassing ours.

The next step in the study, Fournet explained, was to find out where they came from. "Earthlings" were eliminated, leaving the final answer - spacemen.

Both Dewey and I had been somewhat worried about how the panel would react to a study with such definite conclusions. But when he finished his presentation, it was obvious from the tone of the questioning that the men were giving the conclusions serious thought. Fournet's excellent reputation was well known.

On Friday morning we presented the feature attractions of the session, the Tremonton Movie and the Montana Movie. These two bits of evidence represented the best photos of UFO's that Project Blue Book had to offer. The scientists knew about them, especially the Tremonton Movie, because since late July they had been the subject of many closed door conferences. Generals, admirals, and GS-16's had seen them at "command performances", and they had been flown to Kelly AFB in Texas to be shown to a conference of intelligence officers from all over the world. Two of the country's best military photo laboratories, the Air Force lab at Wright Field and the Navy's lab at Anacostia, Maryland, had spent many hours trying to prove that the UFO's were balloons, airplanes, or stray light reflections, but they failed - the UFO's were true unknowns. The possibility that the movie had been faked was considered but quickly rejected because only a Hollywood studio with elaborate equipment could do such a job and the people who filmed the movies didn't have this kind of equipment.

The Montana Movie had been taken on August 15, 1950, by Nick Mariana, the manager of the Great Falls baseball team. It showed two large bright lights flying across the blue sky in an echelon formation. There were no clouds in the movie to give an indication of the UFO's speed, but at one time they passed behind a water tower. The lights didn't show any detail; they appeared to be large circular objects.

Mariana had sent his movies to the Air Force back in 1950, but in 1950 as no interest in the UFO so , after a quick viewing, Project Grudge had written them off as "the reflections from two F-94 jet fighters that were in the area."

In 1952, at the request of the Pentagon, I reopened the investigation of the Montana Movie. Working through an intelligence officer at the Great Falls AFB, I had Mariana reinterrogated and obtained a copy of his movie, which I sent to the photo lab.

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When the photo lab got the movie, they had a little something to work with because the two UFO's had passed behind a reference point, the water tower. Their calculations quickly confirmed that the objects were not birds, balloons, or meteors. Balloons drift with the wind and the wind was not

blowing in the direction that the two UFO's were traveling. No exact speeds could be measured, but the lab could determine that the lights were traveling too fast to be birds and too slow to be meteors.

This left airplanes as the only answer. The intelligence officer at Great Falls had dug through huge stacks of files and found that only two airplanes, two F-94's, were near the city during the sighting and that they had landed about two minutes afterwards. Both Mariana and his secretary, who had also seen the UFO's, had said that the two jets had appeared in another part of the sky only a minute or two after the two UFO's had disappeared in the southeast. This in itself would eliminate the jets as candidates for the UFO's, but we wanted to double check. The two circular lights didn't look like F-94's, but anyone who has done any flying can tell you that an airplane so far away that it can't be seen can suddenly catch the sun's rays and make a brilliant flash.

First we studied the flight paths of the two F-94's. We knew the landing pattern that was being used on the day of the sighting, and we knew when the two F-94's landed. The two jets just weren't anywhere close to where the two UFO's had been. Next we studied each individual light and both appeared to be too steady to be reflections.

We drew a blank on the Montana Movie - it was an unknown.

We also drew a blank on the Tremonton Movie, a movie that had been taken by a Navy Chief Photographer, Warrant Officer Delbert C. Newhouse, on July 2, 1952.

Our report on the incident showed that Newhouse, his wife, and their two children were driving to Oakland, California, from the east coast on this eventful day. They had just passed through Tremonton, Utah, a town north of Salt Lake City, and had traveled about 7 miles on U.S. Highway 30S when Mrs. Newhouse noticed a group of objects in the sky. She pointed them out to her husband; he looked, pulled over to the side of the road, stopped the car, and jumped out to get a better look. He didn't have to look very long to realize that something highly unusual was taking place because in his twenty one years in the Navy and 2,000 hours' flying time as an aerial photographer, he'd never seen anything like this. About a dozen shiny disk like objects were "milling around the sky in a rough formation."

Newhouse had his movie camera so he turned the turret around to a 3 inch telephoto lens and started to photograph the UFO's. He held the camera still and took several feet of film, getting all of the bright objects

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in one photo. All of the UFO's had stayed in a compact group from the time the Newhouse family had first seen them, but just before they disappeared over the western horizon one of them left the main group and headed east. Newhouse swung his camera around and took several shots of it, holding his camera steady and letting the UFO pass through the field of view before it disappeared in the east.

When I received the Tremonton films I took them right over to the Wright Field photo lab, along with the Montana Movie, and the photo technicians and I ran them twenty or thirty times. The two movies were similar in that in both of them the objects appeared to be large circular lights - in neither one could you see any detail. But, unlike the Montana Movie, the lights in the Tremonton Movie would fade out, then come back in again. This fading immediately suggested airplanes reflecting light, but the roar of a king-sized dogfight could have been heard for miles and the Newhouse family had heard no sound. We called in several fighter pilots and they watched the UFO's circling and darting in and out in the cloudless blue sky. Their unqualified comment was that no airplane could do what the UFO's were doing.

Balloons came under suspicion, but the lab eliminated them just as quickly by studying the kind of a reflection given off by a balloon - it is a steady reflection since a balloon is spherical. Then, to further scuttle the balloon theory, clusters of balloons are tied together and don't mill around. Of course, the lone UFO that took off to the east by itself was the biggest argument against balloons.

Newhouse told an intelligence officer from the Western Air Defense Forces that he had held his camera still and let this single UFO fly through the field of view, so the people in the lab measured its angular velocity. Unfortunately there were no clouds in the sky, nor was he able to include any of the ground in the pictures, so our estimates of angular velocity had to be made assuming that the photographer held his camera still. Had the lone UFO been 10 miles away it would have been traveling several thousand miles an hour.

After studying the movies for several weeks, the Air Force photo lab at Wright Field gave up. All they had to say was, "We don't know what they are but they aren't airplanes or balloons, and we don't think they are birds."

While the lab had been working on the movies at Wright Field, Major Fournet had been talking to the Navy photo people at Anacostia; they thought they had some good ideas on how to analyze the movies, so as soon as we were through with them I sent them to Major Fournet and he took them over to the Navy lab.

The Navy lab spent about two months studying the films and had just

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completed their analysis. The men who had done the work were on hand to brief the panel of scientists on their analysis after the panel had seen the movies.

We darkened the room and I would imagine that we ran each film ten times before every panel member was satisfied that he had seen and could remember all of the details. We ran both films together so that the men could compare them.

The Navy analysts didn't use the words "interplanetary spacecraft" when they told of their conclusions, but they did say that the UFO's were intelligently controlled vehicles and that they weren't airplanes or birds. They had arrived at this conclusion by making a frame-by-frame study of the motion of the lights and the changes in the lights' intensity.

When the Navy people had finished with their presentation, the scientists had questions. None of the panel members were trying to find fault with the work the Navy people had done, but they weren't going to accept the study until they had meticulously searched for every loophole. Then they found one.

In measuring the brilliance of the lights, the photo analysts had used an instrument called a densitometer. The astronomer on the panel knew all about measuring the density of an extremely small photographic image with a densitometer because he did it all the time in his studies of the stars. And the astronomer didn't think that the Navy analysts had used the correct technique in making their measurements. This didn't necessarily mean that their data were all wrong, but it did mean that they should recheck their work.

When the discussion of the Navy's report ended, one of the scientists asked to see the Tremonton Movie again; so I had the projectionists run it several more times. The man said that he thought the UFO's could be sea gulls soaring on a thermal current. He lived in Berkeley and said that he'd seen gulls high in the air over San Francisco Bay. We had thought of this possibility several months before because the area around the Great Salt Lake is inhabited by large white gulls. But the speed of

the lone UFO as it left the main group had eliminated the gulls. I pointed this out to the physicist. His answer was that the Navy warrant officer might have thought he had held the camera steady, but he could have "panned with the action" unconsciously. This would throw all of our computations way off. I agreed with this, but I couldn't agree that they were sea gulls.

But several months later I was in San Francisco waiting for an airliner to Los Angeles and I watched gulls soaring in a cloudless sky. They were "riding a thermal," and they were so high that you couldn't see them until they banked just a certain way; then they appeared to be a bright white

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flash, much larger than one would expect from sea gulls. There was a strong resemblance to the UFO's in the Tremonton Movie. But I'm not sure that this is the answer.

The presentation of the two movies ended Project Blue Book's part of the meeting. In five days we had given the panel of scientists every pertinent detail in the history of the UFO, and it was up to them to tell us if they were real - some type of vehicle flying through our atmosphere. If they were real, then they would have to be spacecraft because no one at the meeting gave a second thought to the possibility that the UFO's might be a super secret U.S. aircraft or a Soviet development. The scientists knew everything that was going on in the U.S. and they knew that no country in the world had developed their technology far enough to build a craft that would perform as the UFO's were reported to do. In addition, we were spending billions of dollars on the research and development and the procurement of airplanes that were just nudging the speed of sound. It would be absurd to think that these billions were being spent to cover the existence of a UFO type weapon. And it would be equally absurd to think that the British, French, Russians or any other country could be far enough ahead of us to have a UFO.

The scientists spent the next two days pondering a conclusion. They reread reports and looked at the two movies again and again, they called other scientists to double check certain ideas that they had, and they discussed the problem among themselves. Then they wrote out their conclusions and each man signed the document. The first paragraph said:

We as a group do not believe that it is impossible for some other celestial body to be inhabited by intelligent creatures. Nor is it impossible that these creatures could have reached such a state of development that they could visit the earth. However, there is nothing in all of the so-called "flying saucer" reports that we have read that would indicate that this is taking place.

The Tremonton Movie had been rejected as proof but the panel did leave the door open a crack when they suggested that the Navy photo lab redo their study. But the Navy lab never rechecked their report, and it was over a year later before new data came to light.

After I got out of the Air Force I met Newhouse and talked to him for two hours. I've talked to many people who have reported UFO's, but few impressed me as much as Newhouse. I learned that when he and his family first saw the UFO's they were close to the car, much closer than when he took the movie. To use Newhouse's own words, "If they had been the size of a B-29 they would have been at 10,000 feet altitude." And the Navy man and his family had taken a good look at the objects - they

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looked like "two pie pans, one inverted on the top of the other!" He didn't just think the UFO's were disk shaped; he knew that they were; he had plainly seen them. I asked him why he hadn't told this to the intelligence officer who interrogated him. He said that he had. Then I remembered that I'd sent the intelligence officer a list of questions I wanted Newhouse to answer. The question "What did the

UFO's look like?" wasn't one of them because when you have a picture of something you don't normally ask what it looks like. Why the intelligence officer didn't pass this information on to us I'll never know.

The Montana Movie was rejected by the panel as positive proof because even though the two observers said that the jets were in another part of the sky when they saw the UFO's and our study backed them up, there was still a chance that the two UFO's could have been the two jets. We couldn't prove the UFO's were the jets, but neither could we prove they weren't.

The controversial study of the UFO's' motions that Major Fournet had presented was discarded. All of the panel agreed that if there had been some permanent record of the motion of the UFO's, a photograph of a UFO's flight path or a photograph of a UFO's track on a radarscope, they could have given the study much more weight. But in every one of the ten or twenty reports that were offered as proof that the UFO's were intelligently controlled, the motions were only those that the observer had seen. And the human eye and mind are not accurate recorders. How many different stories do you get when a group of people watch two cars collide at an intersection?

Each of the fifty of our best sightings that we gave the scientists to study had some kind of a loophole. In many cases the loopholes were extremely small, but scientific evaluation has no room for even the smallest of loopholes and we had asked for a scientific evaluation.

When they had finished commenting on the reports, the scientists pointed seriousness of the decisi n they had been asked to make. They said that th tried hard to be objective and not to be picayunish but actually all we had wasstantial evidence. Good circumstantial evidence, to be sure, but we had othcrete, no hardware, no photos showing any detail of a UFO, no measured speedsdes, or siz es - nothing in the way of good, hard, cold, scientific facts. To stake the future course of millions of lives on a decision based upon circumstantial evidence would be one of the gravest mistakes in the history of the world.

In their conclusions they touched upon the possibility that the UFO's might be some type of new or yet undiscovered natural phenomenon. They explained that they hadn't given this too much credence; however, if the

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UFO's were a new natural phenomenon, the reports of their general appearance should follow a definite pattern - the UFO reports didn't.

This ended the section of the panel's report that covered their conclusions. The next section was entitled, "Recommendations." I fully expected that they would recommend that we as least reduce the activities of Project Blue Book if not cancel it entirely. I didn't like this one bit because I was firmly convinced that we didn't have the final answer. We needed more and better proof before a final yes or no could be given.

The panel didn't recommend that the activities of Blue Book be cut back, and they didn't recommend that it be dropped. They recommended that it be expanded. Too many of the reports had been made by credible observers, the report said, people who should know what they're looking at - people who think things out carefully. Data that was out of the circumstantial - evidence class was badly needed. And the panel must have been at least partially convinced that an expanded effort would prove something interesting because the expansion they recommended would require a considerable sum of money. The investigative force of Project Blue Book should be quadrupled in size, they wrote, and it should be staffed by specially trained experts in the fields of electronics, meteorology, photography, physics, and other fields of science pertinent to UFO investigations. Every effort should be made to set up instruments in locations where UFO sightings are frequent, so that data could be measured and

recorded during a sighting. In other locations around the country military and civilian scientists should be alerted and instructed to use every piece of available equipment that could be used to track UFO's.

And lastly, they said that the American public should be told every detail of every phase of the UFO investigation - the details of the sightings, the official conclusions, and why the conclusions were made. This would serve a double purpose; it would dispel any of the mystery that security breeds and it would keep the Air Force on the ball - sloppy investigations and analyses would never occur.

When the panel's conclusions were made known in the government, they met with mixed reactions. Some people were satisfied, but others weren't. Even the opinions of a group of the country's top scientists couldn't overcome the controversy that had dogged the UFO for five years. Some of those who didn't like the decision had sat in on the UFO's trial as spectators and they felt that the "jury" was definitely prejudiced - afraid to stick their necks out. They could see no reason to continue to assume that the UFO's weren't interplanetary vehicles.

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CHAPTER SEVENTEEN

What Are UFO's?

While the scientists were in Washington, D.C., pondering over the UFO, the UFO's weren't just sitting idly by waiting to find out what they were - they were out doing a little "lobbying" for the cause - keeping the interest stirred up.

And they were doing a good job, too.

It was just a few minutes before midnight on January 28, 1953, when a message flashed into Wright-Patterson for Project Blue Book. It was sent "Operational Immediate," so it had priority handling; I was reading it by 12:30 A.M.. A pilot had chased a UFO.

The report didn't have many details but it did sound good. It gave the pilot's name and said that he could be reached at Moody AFB. I put in a long distance call, found the pilot, and flipped on my recorder so that I could get his story word for word.

He told me that he had been flying an F-86 on a "round robin" navigation flight from Moody AFB to Lawson AFB to Robins AFB, then back to Moody - all in Georgia. At exactly nine thirty five he was at 6,000 feet, heading toward Lawson AFB on the first leg of his flight. He remembered that he had just looked down and had seen the lights of Albany, Georgia; then he'd looked up again and seen this bright white light at "ten o'clock high." It was an unusually bright light, and he said that he thought this was why it was so noticeable among the stars. He flew on for a few minutes watching it as he passed over Albany. He decided that it must be an extremely bright star or another airplane - except it just didn't look right. It had too much of a definitely circular shape.

It was a nice night to fly and he had to get in so much time anyway, so he thought he'd try to get a little closer to it. If it was an airplane, chances were he could close in and if it was a star, he should be able to climb up to 30,000 feet and the light shouldn't change its relative position. He checked his oxygen supply, increased the r.p.m. of the engine, and started to climb. In three or four minutes it was obvious that he was getting above the light, and he watched it; it had moved in relation to the

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stars. It must be an airplane then, he'd decided - an airplane so far away that he couldn't see its red and green wing tip lights.

Since he'd gone this far, he decided that he'd get closer and make sure it was an airplane; so he dropped the nose of the F-86 and started down. As the needle on the machmeter nudged the red line, he saw that he was getting closer because the light was getting bigger, but still he couldn't see any lights other than the one big white one. Then it wasn't white any longer; it was changing color. In about a two second cycle it changed from white to red, then back to white again. It went through this cycle two or three times, and then before he could realize what was going on, he told me, the light changed in shape to a perfect triangle. Then it split into two triangles, one above the other. By this time he had leveled off and wasn't closing in any more. In a flash the whole thing was gone. He used the old standard description for a disappearing UFO: "It was just like someone turning off a light - it's there, then it's gone."

I asked him what he thought he'd seen. He'd thought about flying saucers, he said, but he "just couldn't swallow those stories." He thought he had a case of vertigo and the more he thought about it, the surer he was that this was the answer. He'd felt pretty foolish, he told me, and he was glad that he was alone.

Up ahead he saw the sprawling lights of Fort Benning and Lawson AFB, his turning point on the flight, and he'd started to turn but then he'd checked his fuel. The climb had used up quite a bit, so he changed his mind about going to Robins AFB and started straight back to Moody.

He called in to the ground station to change his flight plan, but before he could say anything the ground radio operator asked him if he'd seen a mysterious light.

Well - he'd seen a light.

Then the ground operator proceeded to tell him that the UFO chase had been watched on radar. First the radar had the UFO target on the scope, and it was a UFO because it was traveling much too slowly to be an airplane. Then the radar operators saw the F-86 approach, climb, and make a shallow dive toward the UFO. At first the F-86 had closed in on the UFO, but then the UFO had speeded up just enough to maintain a comfortable lead. This went on for two or three minutes; then it had moved off the scope at a terrific speed. The radar site had tried to call him, the ground station told the F-86 pilot, but they couldn't raise him so the message had to be relayed through the tower.

Rack up two more points for the UFO - another unknown and another confirmed believer.

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Two or three weeks after the meeting of the panel of scientists in Washington I received word that Project Blue Book would follow the recommendations that the panel had made. I was to start implementing the plan right away. Our proposal for setting up instruments had gone to the Pentagon weeks before, so that was already taken care of. We needed more people, so I drew up a new organizational cable that called for more investigators and analysts and sent it through to ATIC's personnel section.

About this time in the history of the UFO the first of a series of snags came up. The scientists had strongly recommended that we hold nothing back - give the public everything. Accordingly, when the press got wind of the Tremonton Movie, which up until this time had been a closely guarded secret, I agreed to release it for the newsmen to see. I wrote a press release which was O.K.'d by General Garland, then the chief of ATIC, and sent it to the Pentagon. It told what the panel had said about the movies, "until proved otherwise there is no reason why the UFO's couldn't have been sea gulls." Then the release went on to say that we weren't sure exactly what the UFO's were, the sea gull theory was only an opinion. When the Pentagon got the draft of the release they screamed, "No!" No movie for the press and no press release. The sea gull theory was too weak, and we had a new publicity policy as of now - don't say anything.

This policy, incidentally, is still in effect. The January 7, 1955, issue of the Air Force Information Services Letter said, in essence, people in the Air Force are talking too much about UFO's - shut up. The old theory that if you ignore them they'll go away is again being followed.

Inside of a month the UFO project took a few more hard jolts. In December of 1952 I'd asked for a transfer. I'd agreed to stay on as chief of Blue Book until the end of February so that a replacement could be obtained and be broken in. But no replacement showed up. And none showed up when Lieutenant Rothstien's tour of active duty ended, when Lieutenant Andy Flues transferred to the Alaskan Air Command, or when others left. When I left the UFO project for a two month tour of temporary duty in Denver, Lieutenant Bob Olsson took over as chief. His staff consisted of Airman First Class Max Futch. Both men were old veterans of the UFO campaign of '52, but two people can do only so much.

When I came back to ATIC in July 1953 and took over another job, Lieutenant Olsson was just

getting out of the Air Force and Al/c Futch was now it. He said that he felt like the President of Antarctica on a non expedition year. In a few days I again had Project Blue Book, as an additional duty this time, and I had orders to "build it up."

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While I had been gone, our instrumentation plan had been rejected. Higher headquarters had decided against establishing a net of manned tracking stations, astronomical cameras tied in with radars, and our other proposed instrumentation. General Garland had argued long and hard for the plan, but he'd lost. It was decided that the cameras with diffraction gratings over the lenses, the cameras that had been under development for a year, would suffice.

The camera program had started out as a top priority project, but it had lost momentum fast when we'd tested these widely publicized instruments and found that they wouldn't satisfactorily photograph a million candle power flare at 450 yards. The cameras themselves were all right, but in combination with the gratings, they were no good. However, Lieutenant Olsson had been told to send them out, so he sent them out.

The first thing that I did when I returned to Project Blue Book was to go over the reports that had come in while I was away. There were several good reports but only one that was exceptional. It had taken place at Luke AFB, Arizona, the Air Force's advanced fighter bomber school that is named after the famous "balloon buster" of World War I, Lieutenant Frank Luke, Jr. It was a sighting that produced some very interesting photographs.

There were only a few high cirrus clouds in the sky late on the morning of March 3 when a pilot took off from Luke in an F-84 jet to log some time. He had been flying F-51's in Korea and had recently started to check out in the jets. He took off, cleared the traffic pattern, and started climbing toward Blythe Radio, about 130 miles west of Luke. He'd climbed for several minutes and had just picked up the coded letters BLH that identified Blythe Radio when he looked up through the corner glass in the front part of his canopy - high at about two o'clock he saw what he thought was an airplane angling across his course from left to right leaving a long, thin vapor trail. He glanced down at his altimeter and saw that he was at 23,000 feet. The object that was leaving the vapor trail must really be high, he remembered thinking, because he couldn't see any airplane at the head of it. He altered his course a few degrees to the right so that he could follow the trail and increased his rate of climb. Before long he could tell that he was gaining on the object, or whatever was leaving the vapor trail, because he was under the central part of it. But he still couldn't see any object. This was odd, he thought, because vapor trails don't just happen; something has to leave them. His altimeter had ticked off another 12,000 feet and he was now at 35,000. He kept on climbing, but soon the '84 began to mush; it was as high as it would go. The pilot dropped down 1,000 feet and continued on - now he was below

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the front of the trail, but still no airplane. This bothered him too. Nothing that we have flies over 55,000 feet except a few experimental airplanes like the D-558 or those of the "X" series, and they don't stray far from Edwards AFB in California. He couldn't be more than 15,000 feet from the front of the trail, and you can recognize any kind of an airplane 15,000 feet away in the clear air of the sub stratosphere. He looked and he looked and he looked. He rocked the F-84 back and forth thinking maybe he had a flaw in the Plexiglas of the canopy that was blinking out the airplane, but still no airplane. Whatever it was, it was darn high or darn small. It was moving about 300 miles an hour because he had to pull off power and "S" to stay under it.

He was beginning to get low on fuel about this time so he hauled up the nose of the jet, took about 30

feet of gun camera film, and started down. When he landed and told his story, the film was quickly processed and rushed to the projection room. It showed a weird, thin, forked vapor trail - but no airplane.

Lieutenant Olsson and Airman Futch had worked this one over thoroughly. The photo lab confirmed that the trail was definitely a vapor trail, not a freak cloud formation. But Air Force Flight Service said, "No other airplanes in the area," and so did Air Defense Command, because minutes after the F-84 pilot broke off contact, the "object" had passed into an ADIZ - Air Defense Identification Zone - and radar had shown nothing.

There was one last possibility: Blue Book's astronomer said that the photos looked exactly like a meteor's smoke trail. But there was one hitch:

the pilot was positive that the head of the vapor trail was moving at about 300 miles an hour. He didn't know exactly how much ground he'd covered, but when he first picked up Blythe Radio he was on Green S airway, about 30 miles west of his base, and when he'd given up the chase he'd gotten another radio bearing, and he was now almost up to Needles Radio, 70 miles north of Blythe. He could see a lake, Lake Mojave, in the distance.

Could a high altitude jet stream wind have been blowing the smoke cloud? Futch had checked this - no. The winds above 20,000 feet were the usual westerlies and the jet stream was far to the north.

Several months later I talked to a captain who had been at Luke when this sighting occurred. He knew the F-84 pilot and he'd heard him tell his story in great detail. I won't say that he was a confirmed believer, but he was interested. "I never thought much about these reports before," he said, "but I know this guy well. He's not nuts. What do you think he saw?"

I don't know what he saw. Maybe he didn't travel as far as he thought he did. If he didn't, then I'd guess that he saw a meteor's smoke trail. But if he did know that he'd covered some 80 miles during the chase, I'd say

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that he saw a UFO - a real one. And I find it hard to believe that pilots don't know what they're doing.

During the summer of 1953, UFO reports dropped off considerably. During May, June, and July of 1952 we'd received 637 good reports. During the same months in 1953 we received only seventy six. We had been waiting for the magic month of July to roll around again because every July there had been the sudden and unexplained peak in reporting; we wanted to know if it would happen again. It didn't - only twenty one reports came in, to make July the lowest month of the year. But July did bring new developments.

Project Blue Book got a badly needed shot in the arm when an unpublicized but highly important change took place: another intelligence agency began to take over all field investigations.

Ever since I'd returned to the project, the orders had been to build it up - get more people - do what the panel recommended. But when I'd asked for more people, all I got was a polite "So sorry." So, I did the next best thing and tried to find some organization already in being which could and would help us. I happened to be expounding my troubles one day at Air Defense Command Headquarters while I was briefing General Burgess, ADC's Director of Intelligence, and he told me about his 4602nd Air Intelligence Squadron, a specialized intelligence unit that had recently become operational. Maybe it could help - he'd see what he could work out, he told me.

Now in the military all commitments to do something carry an almost standard time factor. "I'll expedite it," means nothing will happen for at least two weeks. "I'll do it right away," means from a month to six weeks. An answer like, "I'll see what I can work out," requires writing a memo that explains what the person was going to see if he could work out, and sealing it in a time capsule for preservation so that when the answer finally does come through the future generation that receives it will know how it all started. But I underestimated the efficiency of the Air Defense Command. Inside of two weeks General Burgess had called General Garland, they'd discussed the problem, and I was back in Colorado Springs setting up a program with Colonel White's 4602nd.

The 4602nd's primary function is to interrogate captured enemy airmen during wartime; in peacetime all that they can do is participate in simulated problems. Investigating UFO reports would supplement these problems and add a factor of realism that would be invaluable in their training. The 4602nd had field teams spread out all over the United States, and these teams could travel anywhere by airplane, helicopter, canoe, jeep, or skis on a minute's notice. The field teams had already established a

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working contact with the highway patrols, sheriffs' offices, police, and the other military in their respective areas, so they were in an excellent position to collect facts about a UFO report. Each member of the field teams had been especially chosen and trained in the art of interrogation, and each team had a technical specialist. We couldn't have asked for a better ally.

Project Blue Book was once more back in business. Until the formal paper work went through, our plan was that whenever a UFO report worth investigating came in we would call the 4602nd and they would get a team out right away. The team would make a thorough investigation and wire us their report. If the answer came back "Unknown," we would study the details of the sighting and, with the help of Project Bear, try to find the answer.

A few weeks after the final plans had been made with the 4602nd, I again bade farewell to Project Blue Book. In a simple ceremony on the poop deck of one of the flying saucers that I frequently have been accused of capturing, before a formation of the three-foot-tall green men that I have equally as frequently been accused of keeping prisoner, I turned my command over to Al/c Max Futch and walked out the door into civilian life with separation orders in hand.

The UFO's must have known that I was leaving because the day I found out that officers with my specialty, technical intelligence, were no longer on the critical list and that I could soon get out of the service, they really put on a show. The show they put on is still the best UFO report in the Air Force files.

I first heard about the sighting about two o'clock on the morning of August 13, 1953, when Max Futch called me from ATIC. A few minutes before a wire had come in carrying a priority just under that reserved for flashing the word the U.S. has been attacked. Max had been called over to ATIC by the OD to see the report, and he thought that I should see it. I was a little hesitant to get dressed and go out to the base, so I asked Max what he thought about the report. His classic answer will go down in UFO history, "Captain," Max said in his slow, pure Louisiana drawl, "you know that for a year I've read every flying saucer report that's come in and that I never really believed in the things." Then he hesitated and added, so fast that I could hardly understand him, "But you should read this wire." The speed with which he uttered this last statement was in itself enough to convince me. When Max talked fast, something was important.

A half hour later I was at ATIC - just in time to get a call from the Pentagon. Someone else had gotten out of bed to read his copy of the wire.

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I used the emergency orders that I always kept in my desk and caught the first airliner out of Dayton to Rapid City, South Dakota. I didn't call the 4602nd because I wanted to investigate this one personally. I talked to everyone involved in the incident and pieced together an amazing story.

Shortly after dark on the night of the twelfth, the Air Defense Command radar station at Ellsworth AFB, just east of Rapid City, had received a call from the local Ground Observer Corps filter center. A lady spotter at Black Hawk, about 10 miles west of Ellsworth, had reported an extremely bright light low on the horizon, off to the northeast. The radar had been scanning an area to the west, working a jet fighter in some practice patrols, but when they got the report they moved the sector scan to the northeast quadrant. There was a target exactly where the lady reported the light to be. The warrant officer, who was the duty controller for the night, told me that he'd studied the target for several minutes. He knew how weather could affect radar but this target was "well defined, solid, and bright." It seemed to be moving, but very slowly. He called for an altitude reading, and the man on the height finding radar checked his scope. He also had the target - it was at 16,000 feet.

The warrant officer picked up the phone and asked the filter center to connect him with the spotter. They did, and the two people compared notes on the UFO's position for several minutes. But right in the middle of a sentence the lady suddenly stopped and excitedly said, "It's starting to move - it's moving southwest toward Rapid."

The controller looked down at his scope and the target was beginning to pick up speed and move southwest. He yelled at two of his men to run outside and take a look. In a second or two one of them shouted back that they could both see a large bluish white light moving toward Rapid City. The controller looked down at his scope - the target was moving toward Rapid City. As all three parties watched the light and kept up a steady cross conversation of the description, the UFO swiftly made a wide sweep around Rapid City and returned to its original position in the sky.

A master sergeant. who had seen and heard the happenings told me that in all his years of duty - combat radar operations in both Europe and Korea - he'd never been so completely awed by anything. When the warrant officer had yelled down at him and asked him what he thought they should do, he'd just stood there. "After all," he told me, "what in hell could we do - they're bigger than all of us."

But the warrant officer did do something. He called to the F-84 pilot he had on combat air patrol west of the base and told him to get ready for an intercept. He brought the pilot around south of the base and gave him a course correction that would take him right into the light, which

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was still at 16,000 feet. By this time the pilot had it spotted. He made the turn, and when he closed to within about 3 miles of the target, it began to move. The controller saw it begin to move, the spotter saw it begin to move and the pilot saw it begin to move - all at the same time. There was now no doubt that all of them were watching the same object.

Once it began to move, the UFO picked up speed fast and started to climb, heading north, but the F-84 was right on its tall. The pilot would notice that the light was getting brighter, and he'd call the controller to tell him about it. But the controller's answer would always be the same, "Roger, we can see it on the scope."

There was always a limit as to how near the jet could get, however. The controller told me that it was just as if the UFO had some kind of an automatic warning radar linked to its power supply. When

something got too close to it, it would automatically pick up speed and pull away. The separation distance always remained about 3 miles.

The chase continued on north - out of sight of the lights of Rapid City and the base - into some very black night.

When the UFO and the F-84 got about 120 miles to the north, the pilot checked his fuel; he had to come back. And when I talked to him, he said he was damn glad that he was running out of fuel because being out over some mighty desolate country alone with a UFO can cause some worry.

Both the UFO and the F-84 had gone off the scope, but in a few minutes the jet was back on, heading for home. Then 10 or 15 miles behind it was the UFO target also coming back.

While the UFO and the F-84 were returning to the base - the F-84 was planning to land - the controller received a call from the jet interceptor squadron on the base. The alert pilots at the squadron had heard the conversations on their radio and didn't believe it. "Who's nuts up there?" was the comment that passed over the wire from the pilots to the radar people. There was an F-84 on the line ready to scramble, the man on the phone said, and one of the pilots, a World War II and Korean veteran, wanted to go up and see a flying saucer. The controller said, "O.K., go."

In a minute or two the F-84 was airborne and the controller was working him toward the light. The pilot saw it right away and closed in. Again the light began to climb out, this time more toward the northeast. The pilot also began to climb, and before long the light, which at first had been about 30 degrees above his horizontal line of sight, was now below him. He nosed the '84 down to pick up speed, but it was the same old story - as soon as he'd get within 3 miles of the UFO, it would put on a burst of speed and stay out ahead.

Even though the pilot could see the light and hear the ground controller

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telling him that he was above it, and alternately gaining on it or dropping back, he still couldn't believe it - there must be a simple explanation. He turned off all of his lights - it wasn't a reflection from any of the airplane's lights because there it was. A reflection from a ground light, maybe. He rolled the airplane - the position of the light didn't change. A star - he picked out three bright stars near the light and watched carefully. The UFO moved in relation to the three stars. Well, he thought to himself, if it's a real object out there, my radar should pick it up too; so he flipped on his radar ranging gun sight. In a few seconds the red light on his sight blinked on - something real and solid was in front of him. Then he was scared. When I talked to him, he readily admitted that he'd been scared. He'd met MD 109's, FW 190's and ME 262's over Germany and he'd met MIG-21's over Korea but the large, bright, bluish white light had scared him - he asked the controller if he could break off the intercept.

This time the light didn't come back.

When the UFO went off the scope it was headed toward Fargo, North Dakota, so the controller called the Fargo filter center. "Had they had any reports of unidentified lights?" he asked. They hadn't.

But in a few minutes a call came back. Spotter posts on a southwest- northeast line a few miles west of Fargo had reported a fast moving, bright bluish white light.

This was an unknown - the best.

The sighting was thoroughly investigated, and I could devote pages of detail on how we looked into every facet of the incident; but it will suffice to say that in every facet we looked into we saw nothing. Nothing but a big question mark asking what was it.

When I left Project Blue Book and the Air Force I severed all official associations with the UFO. But the UFO is like hard drink; you always seem to drift back to it. People I've met, people at work, and friends of friends are continually asking about the subject. In the past few months the circulation manager of a large Los Angeles newspaper, one of Douglas Aircraft Company's top scientists, a man who is guiding the future development of the super secret Atlas intercontinental guided missile, a movie star, and a German rocket expert have called me and wanted to get together to talk about UFO's. Some of them had seen one.

I have kept up with the activity of the UFO and Project Blue Book over the past two years through friends who are still in intelligence. Before Max Futch got out of the Air Force and went back to law school he wrote to me quite often and a part of his letters were always devoted to the latest about the UFO's.

Then I make frequent business trips to ATIC, and I always stop in to

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see Captain Charles Hardin, who is now in charge of Blue Book, for a "What's new?" I always go to ATIC with the proper security clearances so I'm sure I get a straight answer to my question.

Since I left ATIC, the UFO's haven't gone away and neither has the interest. There hasn't been too much about them in the newspapers because of the present Air Force policy of silence, but they're with us. That the interest is still with us is attested to by the fact that in late 1953 Donald Keyhoe's book about UFO's, Flying Saucers From Outer Space, immediately appeared on best seller lists. The book was based on a few of our good UFO reports that were released to the press. To say that the book is factual depends entirely upon how one uses the word. The details of the specific UFO sightings that he credits to the Air Force are factual, but in his interpretations of the incidents he blasts way out into the wild blue yonder.

During the past two years the bulk of the UFO activity has taken place in Europe. I might add here that I have never seen any recent official UFO reports or studies from other countries; all of my information about the European Flap came from friends. But when these friends are in the intelligence branches of the U.S. Air Force, the RAF, and the Royal Netherlands Air Force, the data can be considered at least good.

The European Flap started in the summer of 1953, when reports began to pop up in England and France. Quality wise these first reports weren't too good, however. But then, like a few reports that occurred early in the stateside Big Flap of 1952, sightings began to drift in that packed a bit of a jolt. Reports came in that had been made by personal friends of the brass in the British and French Air Forces. Then some of the brass saw them. Corners of mouths started down.

In September several radar sites in the London area picked up unidentified targets streaking across the city at altitudes of from 44,000 to 68,000 feet. The crews who saw the targets said, "Not weather," and some of these crews had been through the bloody Battle of Britain. They knew their radar.

In October the crew of a British European Airways airliner reported that a "strange aerial object" had paced their twin-engined Elizabethan for thirty minutes. Then on November 3, about two thirty in the afternoon, radar in the London area again picked up targets. This time two Vampire jets were scrambled and the pilots saw a "strange aerial object" The men at the radar site saw it too; through

their telescope it looked like a "flat, white-colored tennis ball."

The flap continued into 1954. In January those people who officially keep track of the UFO's pricked up their ears when the report of two

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Swedish airline pilots came in. The pilots had gotten a good look before the UFO had streaked into a cloud bank. It looked like a discus with a hump in the middle.

On through the spring reports poured out of every country in Europe. Some were bad, some were good.

On July 3, 1954, at eight fifteen in the morning, the captain, the officers and 463 passengers on a Dutch ocean liner watched a "greenish colored, saucer shaped object about half the size of a full moon" as it sped across the sky and disappeared into a patch of high clouds.

There was one fully documented and substantiated case of a "landing" during the flap. On August 25 two young ladies in Mosjoen, Norway, made every major newspaper in the world when they encountered a "saucer- man." They said that they were picking berries when suddenly a dark man, with long shaggy hair, stepped out from behind some bushes. He was friendly; he stepped right up to them and started to talk rapidly. The two young ladies could understand English but they couldn't understand him. At first they were frightened, but his smile soon "disarmed" them. He drew a few pictures of flying saucers and pointed up in the sky. "He was obviously trying to make a point," one of the young ladies said.

A few days later it was discovered that the man from "outer space" was a lost USAF helicopter pilot who was flying with NATO forces in Norway.

As I've always said, "Ya gotta watch those Air Force pilots - especially those shaggy haired ones from Brooklyn."

The reporting spread to Italy, where thousands of people in Rome saw a strange cigar shaped object hang over the city for forty minutes. Newspapers claimed that Italian Air Force radar had the UFO on their scopes, but as far as I could determine, this was never officially acknowledged.

In December a photograph of two UFO's over Taormina, Sicily, appeared in many newspapers. The picture showed three men standing on a bridge, with a fourth running up with a camera. All were intently watching two disk shaped objects. The photo looked good, but there was one flaw, the men weren't looking at the UFO's; they were looking off to the right of them. I'm inclined to agree with Captain Hardin of Blue Book - the photographer just fouled up on his double exposure.

Sightings spread across southern Europe, and at the end of October, the Yugoslav Government expressed official interest. Belgrade newspapers said that a "thoughtful inquiry" would be set up, since reports had come from "control tower operators, weather stations and hundreds of farmers." But the part of the statement that swung the most weight was, "Scientists in astronomical observatories have seen these strange objects with their own eyes."

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During 1954 and the early part of 1955 my friends in Europe tried to keep me up-to-date on all of the better reports, but this soon approached a full time job. Airline pilots saw them, radar picked them up, and military pilots chased them. The press took sides, and the controversy that had plagued the

U.S. since 1947 bloomed forth in all its confusion.

An ex-Air Chief Marshal in the RAF, Lord Dowding, went to bat for the UFO's. The Netherlands Air Chief of Staff said they can't be. Herman Oberth, the father of the German rocket development, said that the UFO's were definitely interplanetary vehicles.

In Belgium a senator put the screws on the Secretary of Defense - he wanted an answer. The Secretary of Defense questioned the idea that the saucers were "real" and said that the military wasn't officially interested. In France a member of parliament received a different answer - the French military was interested. The French General Staff had set up a committee to study UFO reports.

In Italy, Clare Boothe Luce, American Ambassador to Italy, said that she had seen a UFO and had no idea what it could be.

Halfway around the world, in Australia, the UFO's were busy too. At Canberra Airport the pilot of an RAAF Hawker Sea Fury and a ground radar station teamed up to get enough data to make an excellent radar visual report.

In early 1955 the flap began to die down about as rapidly as it had flared up, but it had left its mark - many more believers. Even the highly respected British aviation magazine, Aeroplane, had something to say. One of the editors took a long, hard look at the over-all UFO picture and concluded, "Really, old chaps- I don't know."

Probably the most unique part of the whole European Flap was the fact that the Iron Curtain countries were having their own private flap. The first indications came in October 1954, when Rumanian newspapers blamed the United States for launching a drive to induce a "flying saucer psychosis" in their country. The next month the Hungarian Government hauled an "expert" up in front of the microphone so that he could explain to the populace that UFO's don't really exist because, "all 'flying saucer' reports originate in the bourgeois countries, where they are invented by the capitalist warmongers with a view to drawing the people's attention away from their economic difficulties."

Next the U.S.S.R. itself took up the cry along the same lines when the voice of the Soviet Army, the newspaper Red Star, denounced the UFO's as, you guessed it, capitalist propaganda.

In 1955 the UFO's were still there because the day before the all important May Day celebration, a day when the Soviet radio and TV are

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normally crammed with programs plugging the glory of Mother Russia to get the peasants in the mood for the next day, a member of the Soviet Academy of Sciences had to get on the air to calm the people's fears. He left out Wall Street and Dulles this time - UFO's just don't exist.

It was interesting to note that during the whole Iron Curtain Flap, not one sighting or complimentary comment about the UFO's was made over the radio or in the newspapers; yet the flap continued. The reports were obviously being passed on by word of mouth. This fact seems to negate the theory that if the newspaper reporters and newscasters would give up the UFO's would go away. The people in Russia were obviously seeing something.

While the European Flap was in progress, the UFO's weren't entirely neglecting the United States. The number of reports that were coming into Project Blue Book were below average, but there were reports. Many of them would definitely be classed as good, but the best was a report from a photo reconnaissance B-29 crew that encountered a UFO almost over Dayton.

About 11:00 A.M. on May 24, 1954, an RB-29 equipped with some new aerial cameras took off from Wright Field, one of the two airfields that make up Wright-Patterson AFB, and headed toward the Air Force's photographic test range in Indiana. At exactly twelve noon they were at 16,000 feet, flying west, about 15 miles northwest of Dayton. A major, a photo officer, was in the nose seat of the '29. All of the gun sights and the bombsight in the nose had been taken out, so it was like sitting in a large picture window - except you just can't get this kind of a view anyplace else. The major was enjoying it. He was leaning forward, looking down, when he saw an extremely bright circular shaped object under and a little behind the airplane. It was so bright that it seemed to have a mirror finish. He couldn't tell how far below him it was but he was sure that it wasn't any higher than 6,000 feet above the ground, and it was traveling fast, faster than the B-29. It took only about six seconds to cross a section of land, which meant that it was going about 600 miles an hour.

The major called the crew and told them about the UFO, but neither the pilot nor the copilot could see it because it was now directly under the B-29. The pilot was just in the process of telling him that he was crazy when one of the scanners in an aft blister called in; he and the other scanner could also see the UFO.

Being a photo ship, the RB-29 had loaded cameras - so the logical thing to do would be to take a picture, but during a UFO sighting logic sometimes gets shoved into the background. In this case, however, it

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didn't, and the major reached down, punched the button on the intervalometer, and the big vertical camera in the aft section of the airplane clicked off a photo before the UFO sped away.

The photo showed a circular shaped blob of light exactly as the major had described it to the RB-29 crew. It didn't show any details of the UFO because the UFO was too bright; it was completely overexposed on the negative. The circular shape wasn't sharp either; it had fuzzy edges, but this could have been due to two things: its extreme brightness, or the fact that it was high, close to the RB-29, and out of focus. There was no way of telling exactly how high it was but if it were at 6,000 feet, as the major estimated, it would have been about 125 feet in diameter.

Working with people from the photo lab at Wright-Patterson, Captain Hardin from Project Blue Book carried out one of the most complete investigations in UFO history. They checked aircraft flights, rephotographed the area from high and low altitude to see if they could pick up something on the ground that could have been reflecting light, and made a minute ground search of the area. They found absolutely nothing that could explain the round blob of light, and the incident went down as an unknown.

Like all good "Unknown" UFO reports, there are as many opinions as to what the bright blob of light could have been as there are people who've seen the photo. "Some kind of light phenomenon" is the frequent opinion of those who don't believe. They point out that there is no shadow of any kind of a circular object showing on the ground - no shadow, nothing "solid." But if you care to take the time you can show that if the object, assuming that this is what it was, was above 4,000 feet the shadow would fall out of the picture.

Then all you get is a blank look from the light phenomenon theorists.

With the sighting from the RB-29 and the photograph, all of the other UFO reports that Blue Book has collected and all of those that came out of the European Flap, the big question - the key question - is: What have the last two years of UFO activity brought out? Have there been any important developments?

Some good reports have come in and the Air Force is sitting on them. During 1954 they received some 450 reports, and once again July was the peak month. In the first half of 1955 they had 189. But I can assure you that these reports add nothing more as far as proof is concerned. The quality of the reports has improved, but they still offer nothing more than the same circumstantial evidence that we presented to the panel of scientists in early 1953. There have been no reports in which the speed or altitude of a UFO has been measured, there have been no reliable

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photographs that show any details of a UFO, and there is no hardware. There is still no real proof.

So a public statement that was made in 1952 still holds true: "The possibility of the existence of interplanetary craft has never been denied by the Air Force, but UFO reports offer absolutely no authentic evidence that such interplanetary spacecraft do exist."

But with the UFO, what is lacking in proof is always made up for in opinions. To get a qualified opinion, I wrote to a friend, Frederick C. Durant. Mr. Durant, who is presently the director of a large Army Ordnance test station, is also a past president of the American Rocket Society and president of the International Astronautical Federation. For those who are not familiar with these organizations, the American Rocket Society is an organization established to promote interest and research in space flight and lists as its members practically every prominent scientist and engineer in the professional fields allied to aeronautics. The International Astronautical Federation is a world-wide federation of such societies.

Mr. Durant has spent many hours studying UFO reports in the Project Blue Book files and many more hours discussing them with scientists the world over - scientists who are doing research and formulating the plans for space flight. I asked him what he'd heard about the UFO's during the past several years and what he thought about them. This was his reply:

This past summer at the Annual Congress of the IAF at Innsbruck, as well as previous Congresses (Zurich, 1953, Stuttgart, 1952, and London, 1951), none of the delegates representing the rocket and space flight societies of all the countries involved had strong feelings on the subject of saucers. Their attitude was essentially the same as professional members of the American Rocket Society in this country. In other words, there appear to be no confirmed saucer fans in the hierarchy of the professional societies.

I continue to follow the subject of UFO's primarily because of my being requested for comment on the interplanetary flight aspects. My personal feelings have not changed in the past four years, although I continue to keep an objective outlook.

There are many other prominent scientists in the world whom I met while I was chief of Project Blue Book who, I'm sure, would give the same answer - they've not been able to find any proof, but they continue to keep an objective outlook. There are just enough big question marks sprinkled through the reports to keep their outlook objective.

I know that there are many other scientists in the world who, although they haven't studied the Air Force's UFO files, would limit their comment to a large laugh followed by an "It can't be." But "It can't be's"

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are dangerous, if for no other reason than history has proved them so. Not more than a hundred years ago two members of the French Academy of Sciences were unseated because they supported the idea

that "stones had fallen from the sky." Other distinguished members of the French Academy examined the stones, "It can't be - stones don't fall from the sky," or words to that effect. "These are common rocks that have been struck by lightning."

Today we know that the "stones from the sky" were meteorites.

Not more than fifty years ago Dr. Simon Newcomb, a world famous astronomer and the first American since Benjamin Franklin to be made an associate of the Institute of France, the hierarchy of the world science, said, "It can't be." Then he went on to explain that flight without gas bags would require the discovery of some new material or a new force in nature.

And at the same time Rear Admiral George W. Melville, then Chief Engineer for the U.S. Navy, said that attempts to fly heavier-than-air vehicles was absurd.

Just a little over ten years ago there was another "it can't be." Ex President Harry S. Truman recalls in the first volume of the Truman Memoirs what Admiral William D. Leahy, then Chief of Staff to the President, had to say about the atomic bomb. "That is the biggest fool thing we have ever done," he is quoted as saying. "the bomb will never go off, and I speak as an expert in explosives."

Personally, I don't believe that "it can't be." I wouldn't class myself as a "believer," exactly, because I've seen too many UFO reports that first appeared to be unexplainable fall to pieces when they were thoroughly investigated. But every time I begin to get skeptical I think of the other reports, the many reports made by experienced pilots and radar operators, scientists, and other people who know what they're looking at. These reports were thoroughly investigated and they are still unknowns. Of these reports, the radar visual sightings are the most convincing. When a ground radar picks up a UFO target and a ground observer sees a light where the radar target is located, then a jet interceptor is scrambled to intercept the UFO and the pilot also sees the light and gets a radar lock on only to have the UFO almost impudently outdistance him, there is no simple answer. We have no aircraft on this earth that can at will so handily outdistance our latest jets.

The Air Force is still actively engaged in investigating UFO reports, although during the past six months there have been definite indications that there is a movement afoot to get Project Blue Book to swing back to the old Project Grudge philosophy of analyzing UFO reports - write

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them all off, regardless. But good UFO reports cannot be written off with such answers as fatigued pilots seeing a balloon or star, "green" radar operators with only fifteen years' experience watching temperature inversion caused blips on their radarscopes; or "a mild form of mass hysteria or war nerves." Using answers like these, or similar ones, to explain the UFO reports is an expedient method of getting the percentage of unknowns down to zero, but it is no more valid than turning the hands of a clock ahead to make time pass faster. Twice before the riddle of the UFO has been "solved," only to have the reports increase in both quantity and quality.

I wouldn't want to hazard a guess as to what the final outcome of the UFO investigation will be, but I am sure that within a few years there will be a proven answer. The earth satellite program, which was recently announced, research progress in the fields of electronics, nuclear physics, astronomy, and a dozen other branches of the sciences will furnish data that will be useful to the UFO investigators. Methods of investigating and analyzing UFO reports have improved a hundred fold since 1947 and they are continuing to be improved by the diligent work of Captain Charles Hardin, the present chief of Project Blue Book, his staff, and the 4602nd Air Intelligence Squadron. Slowly but surely these people are working closer to the answer - closer to the proof.

Maybe the final proven answer will be that all of the UFO's that have been reported are merely

misidentified known objects. Or maybe the many pilots, radar specialists, generals, industrialists, scientists, and the man on the street who have told me, "I wouldn't have believed it either if I hadn't seen it myself," knew what they were talking about. Maybe the earth is being visited by interplanetary spaceships.

Only time will tell.

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National Investigations Committee On Aerial Phenomena

Group /Category 6
Landing Trace Cases

Case Directory

The Florida Scoutmaster/Desvergers Case

West Palm Beach, Florida
August 19, 1952

Francis Ridge:
This incident is reported herein for the record. I have no comments other than the fact that if future or current researchers/students need information pertaining to it, it will be here onsite. Updates and new findings will be posted as they are provided. Initially this case was written off as a hoax.

Case Report - Ruppelt
Best Hoax - Pflock
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National Investigations Committee On Aerial Phenomena

Group /Category 9 - Radar Case

Case Directory

Radar-Visual Over ATIC

Wright-Patterson AFB, Dayton, Ohio
March 8, 1950

Francis Ridge:
According to the then Project Blue Book Director, Captain Edward Ruppelt, one of the best UFO sightings of 1950 took place right over the Air Technical Intelligence Center at Dayton, Ohio.

Richard Hall:
In mid-morning, the CAA received a report from Capt. W.H. Kerr, Trans-World Airways pilot, that he and two other TWA pilots had a UFO in sight. A gleaming UFO was visible, hovering at high altitude. CAA also had 20 or more reports on the UFO from the Vandalia area when WPAFB was notified, and sent up four P-51 interceptors. The UFO was also visible to control tower operators and personnel of Air Technical Intelligence Center on the base. Radar had an unidentified target in the same position. (See full report below).

Brad Sparks:
The date was definitely March 8 not 9, 1950 -- the case was investigated while it happened and newspaper articles the next day March 9 prove that it happened "yesterday." It has long been thought to be an IFO, or a bunch of them -- sun reflection off ice laden clouds, Venus, and/or the ice laden clouds themselves, and some later radar trackings of a large cloud-like layer which tracks had nothing to do with the visual sightings. Because this happened right in AMC Project Grudge's backyard and was investigated by AMC personnel including Roy James and James J. Rodgers, it was dragged out by Col Watson's stooges James and Rodgers as "proof" that UFO's were only ice crystals, year after year. However the data do not all add up to simple IFO explanations. But it is not a very good UFO case either, just some fragmentary details that don't hang together very well.

March 8, 1950; Nr Dayton, Ohio - Edward Ruppelt
Object Over ATIC - Not a Good Case - Brad Sparks
The P-51 Mustang

NICAP Home Page

NENANA, ALASKA RADAR CASE (UT)

Just twenty minutes after midnight on January 22, 1952, nineteen and a half hours after the Navy lieutenant commander had chased the UFO near Mitchell AFB, another incident involving an airplane and something unknown was developing in Alaska.....

At 0020, twenty minutes after midnight, an airman, watching one of the outpost's radarscopes saw a target appear. It looked like an airplane because it showed up as a bright, distinct spot. But it was unusual because it was northeast of the radar site, and very few airplanes ever flew over this area. Off to the northeast of the station there was nothing but ice, snow, and maybe a few Eskimos until you got to Russia. Occasionally a B-5O weather reconnaissance plane ventured into the area, but a quick check of the records showed that none was there on this night.

By the time the radar crew had gotten three good plots of the target, they all knew that it was something unusual - it was at 23,000 feet and traveling 1,500 miles an hour. The duty controller, an Air Force captain, was quickly called; he made a fast check of the targets that had now been put on the plotting board and called to a jet fighter-interceptor base for a scramble.

The fighter base, located about 100 miles south of the radar site, acknowledged the captain's call and in a matter of minutes an F-94 jet was climbing out toward the north.

While the F-94 was heading north, the radar crew at the outpost watched the unidentified target. The bright dots that marked its path had moved straight across the radarscope, passing within about 50 miles of the site. It was still traveling about 1,500 miles an hour. The radar had also picked up the F-94 and was directing it toward its target when suddenly the unidentified target slowed down, stopped, and reversed its course. Now it was heading directly toward the radar station. When it was within about 30 miles of the station, the radar operator switched his set to a shorter range and lost both the F-94 and the unidentified target.

While the radar operator was trying to pick up the target again, the F-94 arrived in the area. The ground controller told the pilot that they had lost the target and asked him to cruise around the area to see if he and his radar operator could pick up anything on the F-94's radar. The pilot said he would but that he was having a littie difficulty, was low on fuel, and would have to get back to his base soon. The ground controller acknowledged the pilot's message, and called back to the air base telling them to scramble a second F-94.

The first F-94 continued to search the area while the ground radar tried to pick up the target but neither could find it.

About this time the second F-94 was coming in, so the ground radar switched back to long range. In a minute they had both of the F-94's and the unidentified target on their scope. The ground controller called the second F-94 and began to vector him into the target.

The first F-94 returned to its base.

As both the second F-94 and the target approached the radar site, the operator again switched to short range and again he lost the jet and the target. He switched back to long range, but by now they were too close to the radar site and he couldn't pick up either one.

The pilot continued on toward where the unidentified target should have been. Suddenly the F-94 radar operator reported a weak target off to the right at 28,000 feet They climbed into it but it faded before they could make contact.

The pilot swung the F-94 around for another pass, and this time the radar operator reported a strong return. As they closed in, the F-94's radar showed that the target was now almost stationary, just barely moving. The F-94 continued on, but the target seemed to make a sudden dive and they lost it. The pilot of the jet interceptor continued to search the area but couldn't find anything. As the F-94 moved away from the radar station, it was again picked up on the ground radar, but the unidentified target was gone.

A third F-94 had been scrambled, and in the meantime its crew took over the search. They flew around for about ten minutes without detecting any targets on their radar. They were making one last pass almost directly over the radar station when the radar operator in the back seat of the F-94 yelled over the interphone that he had a target on his scope. The pilot called ground radar, but by this time both the F-94 and the unidentified target were again too close to the radar station and they couldn't be picked up. The F-94 closed in until it was within 200 yards of the target; then the pilot pulled up, afraid he might collide with whatever was out in the night sky ahead of him. He made another pass, and another, but each time the bright spot on the radar operator's scope just stayed in one spot as if something were defiantly sitting out in front of the F-94 daring the pilot to close in. The pilot didn't take the dare. On each pass he broke off at 200 yards.

The F-94 crew made a fourth pass and got a weak return, but it was soon lost as the target seemed to speed away. Ground radar also got a brief return, but in a matter of seconds they too lost the target as it streaked out of range on a westerly heading.

As usual, the first thing I did when I read this report was to check the weather. But there was no weather report for this area that was detailed enough to tell whether a weather inversion could have caused the radar target.

But I took the report over to Captain Roy James, anyway, in hopes that he might be able to find a clue that would identify the UFO.

Captain James was the chief of the radar section at ATIC. He and his people analyzed all our reports where radar picked up UFO's. Roy had been familiar with radar for many years, having set up one of the first stations in Florida during World War II, and later he took the first aircraft control and warning squadron to Saipan. Besides worrying about keeping his radar operating, he had to worry about the Japs' shooting holes in his antennae.

Captain James decided that this Alaskan sighting I'd just shown him was caused by some kind of freak weather. He based his analysis on the fact that the unknown target had disappeared each time the ground radar had been switched to short range. This, he pointed out, is an indication that the radar was picking up some kind of a target that was caused by weather. The same weather that caused the ground radar to act up must have caused false targets on the F-94's radar too, he continued. After all, they had closed to within 200 yards of what they were supposedly picking up; it was a clear moonlight night, yet the crews of the F-94's hadn't seen a thing.

Taking a clue from the law profession, he quoted a precedent. About a year before over Oak Ridge, Tennessee, an F-82 interceptor had nearly flown into the ground three times as the pilot attempted to follow a target that his radar operator was picking up. There was a strong inversion that night, and although the target appeared as if it were flying in the air, it was actually a ground target.

Since Captain James was the chief of the radar section and he had said "Weather," weather was the official conclusion on the report. But reports of UFO's' being picked up on radar are controversial, and some of the people didn't agree with James's conclusion.

A month or two after we'd received the report, I was out in Colorado Springs at Air Defense Command Headquarters. I was eating lunch in the officers' club when I saw an officer from the radar operations section at ADC. He asked me to stop by his office when I had a spare minute, and I said that I would. He said that it was important.

It was the middle of the afternoon before I saw him and found out what he wanted. He had been in Alaska on TDY when the UFO had been picked up at the outpost radar site. In fact, he had made a trip to both the radar site and the interceptor base just two days after the sighting, and he had talked about the sighting with the people who had seen the UFO on the radar. He wanted to know what we thought about it.

When I told him that the sighting had been written off as weather, I remember that he got a funny look on his face and said, "Weather! what are you guys trying to pull, anyway?"

It was obvious that he didn't agree with our conclusion. I was interested in learning what this man thought because I knew that he was one of ADC's ace radar trouble shooters and that he traveled all over the world, on loan from ADC, to

work out problems with radars.

"From the description of what the targets looked like on the radarscopes, good, strong, bright images, I can't believe that they were caused by weather," he told me.

Then he went on to back up his argument by pointing out that when the ground radar was switched to short range both the F-94 and the unknown target disappeared. If just the unknown target had disappeared, then it could have been weather. But since both disappeared, very probably the radar set wasn't working on short ranges for some reason. Next he pointed out that if there was a temperature invenion, which is highly unlikely in northern Alaska, the same inversion that would affect the ground radar wouldn't be present at 25,000 feet or above.

I told him about the report from Oak Ridge that Captain James had used as an example, but he didn't buy this comparison. At Oak Ridge, he pointed out, that F-82 was at only 4,000 feet. He didn't know how the F-94's could get to within 200 yards of an object without seeing it, unless the object was painted a dull black,

"No," he said, "I can't believe that those radar targets were caused by weather. I'd be much more inclined to believe that they were something real, something that we just don't know about."

Captain Edward J. Ruppelt
Former Head of Project Blue Book

The following is the Air Force report listed as explained: "Target caused by weather phenomena".

Case Summary : (from Project Blue Book - Report # 7- 31 May 1952)

No visual sighting, ground and airborne radar only

1. Description of incident :

At 1020Z (Zulu Time) on 22 January 1952, a radar station at Murphy's Dome, Alaska, observed an unidentified radar return. The target was going away from the station on an azimuth of 210°, at a speed of about 1500 mph when first observed but appeared to reverse its direction and returned toward the station. The set was adjusted so that the target could be observed as it closed in on the station but after this change was made the target was again observed, however, at about its original location, and again going away from the station. Just before it faded, it appeared to be making a turn back toward the station.

At 1030Z an F-94 was airborne to search for the object. At this time the object was going away from the station at a high rate of speed so the F-94 was told to orbit. About this time the ground station lost contact with the object but continued to track the F-94.

At about 1100Z as the F-94 was approaching Nenana (near Fairbanks), the radar observer in the F-94 observed two targets, one faint and one bright. The aircraft was at 30,000 ft and the target was at 25,000 ft. The targets crossed from right to left and appeared to be traveling slowly and as the F-94 approached the target a high rate of closure was indicated. The contact was lost at a range of 200 yards.

Approximately one hour later, again near Nenana, another contact was made by the F-94. In this instance the target was kept dead ahead and level. When the target was at a range of 200 yards, the pilot pulled up and the target was lost. The rate of closure during the run was 100 knots even though the F-94 had flaps down. No other contacts were made and the aircraft was released at 1210Z.

During the two airborne contacts the F-94 was being tracked by the ground station but the object was not being picked up.

The weather was clear but no visual sighting was made. On the same night, the same crew had visually identified a C-

54, a C-47, and a small civilian aircraft from 300 to 500 yards. There were no clouds in the sky but it was a dark night.

No malfunctions were found in either radar set.

2. Status of investigation :

Report by electronic branch of ATIC.

Target being slanted instead of perpendicular to radii from radar station indicates possible weather target. Speed may be accounted for by the momentary appearance and disappearance of other weather targets . Further explanation cannot be made.

3. Conclusion :

Target caused by weather phenomena.

Other sources :

Radar-visual UFO case in 1952, by Richard Hall, FUFOR, 1996

(This web page produced for **NICAP InterLink:UFO** by Francis Ridge & Dominque Weinstein)

RV NEAR OAK RIDGE AEC PLANT
June 21, 1952

On June 21, 1952, at 10:58 PM**,** a Ground Observer Corps spotter reported that a slow-moving craft was nearing the AECs Oak Ridge Laboratory, an area so secret that it is prohibited to aircraft. The spotter called the light into his filter center and the filter center relayed the message to the ground control intercept radar. They had a target. But before they could do more than confirm the GOC spotter's report, the target faded from the radarscope.

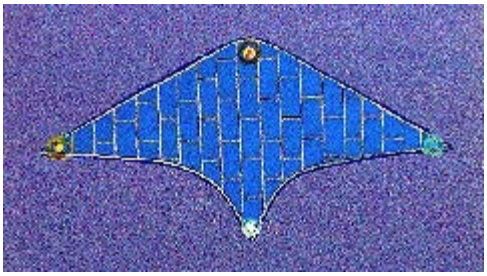
An F-47 aircraft on combat air patrol in the area was vectored in visually, spotted a light, and closed on it. They "fought" from 10,000 to 27,000 feet, and several times the object made what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, and blinking until it put on power. The pilot could see no silhouette around the light. The similarity to the Fargo case was striking.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they bad seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

(This web page produced for **InterLink:UFO** by Francis Ridge)

THE CARSON SINK CASE



This object, similar to the one discussed below, was observed 30 years later at Floyd Knobs, Indiana, on March 4, 1990. It still hasn't shown up in any world military inventory.

Michael David Hall:
One such case had to be believed because it came from extremely reliable witnesses. Their sighting occurred over Carson Sink, Nevada. It involved two competent observers who were both Air Force officers. These witnesses, Lieutenant Colonel John L. McGinn and Lieutenant Colonel John R. Barton, were also intimately familiar with every type of aircraft or missile in the world at that time. For that reason their sighting drew great attention at both ATIC and the Pentagon when it surfaced. The incident took place while on board a twin engine B-25 bomber that they had requisitioned for a cross-country flight beginning from Hamilton AFB (formerly Hamilton Field). After take off they were headed for Colorado Springs on a very clear day with unlimited visibility. Such perfect flying conditions are appreciated by any veteran flyer, especially the two lieutenant colonels who were looking forward to a smooth ride and the chance to take in some beautiful scenery. While over the Sierra Nevada, McGinn and Barton did see some amazing terrain but soon saw something even more spectacular.

Between Sacramento and Reno they entered “Green 3,” the airway’s version of a highway into Salt Lake City. At 3:40 P.M. MST while at 11,000 feet over the Carson Sink area of Nevada, the pilots spotted three aircraft ahead of them and to their right. At first the lieutenant colonels assumed these must be F-86 jet fighters. The “bogies” were moving much like the new jets - although something just didn’t add up. If they were F-86s, they should be lower in accordance with civil air regulations, and it also appeared odd to see military jets fly in what appeared to be a perfect V formation.

In short order their B-25 closed in on the objects, close enough for a better look. The pilots then immediately realized they weren’t F-86s at all, but what were they? Each craft appeared very bright silver in color with a delta wing-like airfoil. They thought these couldn’t be a new type of delta jet because they had no tails or pilot’s canopies. The craft all displayed a clean upper triangular wing with a definite ridge running from nose to tail. Before McGinn and Barton fully grasped the fantastic sight before them, the strange objects made a left bank and zoomed within 400 to 800 yards of their B-25, an uncomfortably short amount of space in the air. Their speed was estimated by the men to be at the very least three times that of any conventional jet then flying! Yet after four short seconds the hair raising maneuver was over and the UFOs were gone.

As soon as McGinn and Barton landed at Colorado Springs they were on the phone to Air Defense Command Headquarters. When they learned that no civilian or military aircraft were anywhere near them at 3:40 P.M., the magnitude of their sighting finally sunk in. McGinn and Barton were both command pilots with very distinguished service careers, having logged several thousand hours flying time each. They were assigned to the Pentagon with highly classified assignments and were perfectly familiar with even the most secret foreign and domestic aircraft designs. Neither had seen anything remotely like those objects before, but they indicated
that they had probably witnessed what friends of theirs had observed, “flying saucers.”

Blue Book made their own study and located all delta wing jets, then exclusively flown by the Navy, yet none were in the Green 3 area. They also checked other sources, which had no records of aircraft, balloons, or anything of any kind over Carson Sink at the time.36 Although only one of 22 reports which made it into ATIC that day, and just one of

about 100 worldwide sightings for the 24th, the Carson Sink Sighting, case number 1584, is the best of those in the files marked unidentified.

Edward J. Ruppelt version:
Here is a "good" UFO report with an "unknown" conclusion:

On July 24, 1952, two Air Force colonels, flying a B-25, took off from Hamilton Air Force Base, near San Francisco, for Colorado Springs. The day was clear; not a cloud in the sky.

The colonels had crossed the Sierra Nevada between Sacramento and Reno and were flying east at 11,000 feet on "Green 3," the aerial highway. At 3:40 P.M., they were over the Carson Sink area of Nevada when one of the colonels noticed three objects ahead of them and a little to the right. The objects looked like three F-86's flying a tight V formation. If they were F-86's the should have been lower, according to civil air regulations, but on a clear day some pilots don't watch their altitude too closely.

In a matter of seconds the three aircraft were close enough to the B-25 to be clearly seen. They were not F-86's. They were three bright silver, delta wing craft with no tails and no pilot's canopies. The only thing that broke the sharply defined, clean upper surface of the triangular wing was a definite ridge that ran from the nose to the tail.

In another second the three deltas made a slight left bank and shot by the B-25 at terrific speed. The colonels estimated that the speed was at least three times that of an F-86. They got a good look at the three deltas as the unusual craft passed within 400 to 800 years of the B-25.

When they landed at Colorado Springs, the two colonels called the intelligence people at Air Defense Command Headquarters to make a UFO report. The suggestion was offered that they might have seen three F-86's. The colonels promptly replied that if the objects had been F-86's they would have been able to recognize them as such. They colonels knew what F-86's looked like.

Air Defense Command relayed the report to Project Blue Book. An investigation was started at once.

Flight Service, which clears all military aircraft flights, was contacted and asked about the location of aircraft near the Carson Sink area at 3:40 PM. They had no record of the presence of aircraft in that area.

Since the colonels had mentioned delta wing aircraft, and both the Air Force and the Navy had a few of this type, we double-checked. The Navy's delta's were all on the east coast, at least all of the silver ones were. A few deltas painted the traditional navy blue were on the west coast, but not near Carson Sink. The Air Force's one delta was temporarily grounded.

Since balloons once in a while can appear to have an odd shape, all balloon flights were checked for both standard weather balloons and the big 100'-diameter research balloons. Nothing was found.

A quick check on the two colonels revealed that both of them were command pilots and that each had several thousand hours of flying time. They were stationed at the Pentagon. Their highly classified assignments were such that they would be in a position to recognize anything that the United States known to be flying anywhere in the world.

Both men had friends who had "seen flying saucers" at some time, but both had openly voiced their skepticism. Now, from what the colonels said when they were interviewed after landing at Colorado Springs, they had changed their opinions.

(Source: Michael David Hall, "UFOs, A Century of Sightings", Page 187 & Captain Edward J. Ruppelt's, Report on Unidentified Flying Objects, Page 10).

RV NEAR HANFORD AEC PLANT

On the night of December 10, 1952, near another atomic installation. the Hanford plant in Washington, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. The crew called their ground control station and were told that no planes were known to be in the area. They closed on the object and saw a large, round, white "thing" with a dim reddish light corning from two "windows." They lost visual contact but got a radar lock-on. They reported that when they attempted to close on it again it would reverse direction and dive away. Several times the plane altered course itself because collision seemed imminent.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

(This web page produced for **InterLink:UFO** by Francis Ridge)

Form 97-BB
Date: 24 Oct 2005
From: Francis Ridge

Subject: C-47 Crew Reports Possible Crash of Object, Dec. 30, 1947, Nr. Pilot Hill, California

Category: 11
Distribution: CE, SHG

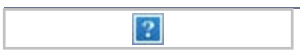
Dec. 30, 1947. 1 mile W of Pilot Hill, Calif. (BBU)
7:25 p.m. (PST). Crew of McClellan Field C-47 saw a high speed low altitude object trailing red, green and other colored flames headed E over hills. At 7:58 the crew found a growing ground fire about 7 miles E of Pilot Hill, at 38°50' N, 120°53' W, another C-47 crew sent to investigate found a triangular fire area with 2 points emitting bright blue-green flames, going out at 9:55 p.m. (FOIA

Pages 373-379

Page ID (PID) : NARA-PBB2-373
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 2

Page ID (PID) : NARA-PBB2-374
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 2

Page ID (PID) : NARA-PBB2-375
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 2



Page ID (PID) : NARA-PBB2-376
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 2

Page ID (PID) : NARA-PBB2-377
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 2

Page ID (PID) : NARA-PBB2-378
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 2

Page ID (PID) : NARA-PBB2-379
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 2

63769

Form: 97 BB
Date: Fri, 10 Mar 2006 14:42:22 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Jan. 31, 1950; N of Aleutian Islands, Alaska (BBU) Cat: 11
To: Francis Ridge <nicap@insightbb.com>

Jan. 31, 1950; N of Aleutian Islands, Alaska (BBU)
6:55 p.m. USAF pilot saw 3 ft red and white elliptical object flying E. (Project 1947
==========

Jan. 31, 1950; N of Aleutian Islands, Alaska (BBU)

At 0555 Zulu, a USAF pilot made an aerial observation of an elliptical red and white, 3 foot in diameter object at 11,000 - 12,000 feet in altitude. The observation lasted for 2 minutes. The object was traveling earthward.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1171

Page ID (PID)	MAXW-PBB7-1171
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 7
Document Code	N/A

Frames 1171 - 1172

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

THE NICAP TEAM
Dan Wilson
Jean Waskiewicz
Fran Ridge

AVCAT is a special project being conducted by NICAP, with the help and cooperation of the original compiler of AIRCAT, Dr. Richard Haines, and other sources, to create a comprehensive listing of sightings from aircraft with detailed documentation from these sources, including Projects SIGN, GRUDGE & BLUE BOOK.

Light Makes 5-6 Head On Passess At Navy Plane

Nov. 7, 1950
E. of Lakehurst, New Jersey

7:15 p.m. EST	Military
Duration 25-30 mins	2 observers
aircraft AD-4Q (Navy)	No EMI
United States	No radar contact

Brad Sparks:
Nov. 7, 1950; E of Lakehurst, New Jersey (BBU)
7:15 p.m. USN pilot Lt. jg Robert Haven flying AD-4Q at 3,500 ft heading W saw a steady white light [estimated later at 10-12 inches during close approach] to his right at about 4,000 ft 5 miles away heading SE, made a slight climbing turn to the left to get on the tail of the object but it responded by making a head on pass about 100-200 ft over the AD-4Q in a slight dive at high speed. Haven made a tight turn to pursue, noted no wash or slipstream from the object traveling at about 900 mph, which made 5-6 head on passes at the AD-4Q, climb rate >2,000 ft/min, chase abandoned at 11,500 ft., as object outmaneuvered aircraft. When jets arrived object reached about 25,000 ft and disappeared. (Hynek UFO Rpt pp. 68-70; NARCAP)

Dan Wilson:
Nov. 7, 1950; E of Lakehurst, New Jersey (BBU)
LTJG Robert Haven stated that the light had a speed range much greater than a jet fighter. It appeared to circle his aircraft at a terrific rate of speed, even when climbing. The rate of climb was estimated to be over 2000 feet per minute, therefore, it would not be possible to class this incident as a lighted weather balloon. Project Blue Book's Evaluation: Balloon

Fran Ridge:
The testimony in this particular incident was detailed enough and of substantial importance that I had Jean do a transcript of page 6 from Dan Wilsons's report and pdf file.

Martin Shough:
The crucial part of this report is the implication that the object repeatedly turned *outside* the climbing plane, making an estimated two orbits to the plane's one. Up to that point BB's "balloon" could be defended. The repeated "head on passes" a la Gorman could be explained by a lighted balloon, and the

estimated average rate of climb of the light (total estimated height over total duration) is probably in the ballpark for a balloon. But turning outside the AD-4Q's spiralling climb is clearly impossible, as the letter from Col Harris to BB points out.

Detailed reports and documents
reports/501107lakehurst_report.htm (Dan Wilson)
reports/501107lakehurst_transcript.htm (Jean Waskiewicz)

NICAP Home Page

Form: 97BB
Date: Sat, 13 May 2006 19:47:54 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Aug. 8, 1951; NE of Port Clinton, Ohio (BBU)

To: Francis Ridge <nicap@insightbb.com>
Cat: 11

Aug. 8, 1951; NE of Port Clinton, Ohio (BBU)

Pilot Skelpos enroute to Jamestown, NY, reported at 1410E, approximately 2 miles off Lake Erie shore from Port Clinton, a cigar-shaped object 18-20 feet long heading 290 degrees past him at a very high rate of speed.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1292

Page ID (PID)	MAXW-PBB8-1292
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 8
Document Code	N/A

Frames 1292 - 1295

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

THE NICAP TEAM
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Jean Waskiewicz
Fran Ridge

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TBM Chases Climbing & Accelerating Object

Jan. 21, 1952
Mitchel AFB, New York

9:50 a.m. EST	Military
Duration 2-1/2 mins	1 observer
TBM aircraft	No EMI
United States	No radar contact

Brad Sparks:
Jan. 21, 1952. 3 miles ESE of Mitchel AFB runway 30, New York (BBU)
9:50 a.m. (EST). USN pilot Lt. James R. Zeitvogel, USN Special Devices Center, Long Island, flew USN TBM-3W bomber heading 45° (NE) at 160 knots (200 mph) at 6,000 ft shortly after takeoff from Mitchel AFB, sighted a 20-30 ft white circular domed or parachute-shaped, with parachute-like segmentation and dark underside, about 1/3 ratio thickness to diameter, which appeared to be about 1-1/2 miles to the WNW or half way between TBM and end of runway 30 at Mitchel AFB, silhouetted against the ground at a depression angle of about 45° at a very low altitude of 200-300 ft (consistent with ground range of 1-1/2 miles from TBM at 6,000 ft height). Pilot then chased object which was at first traveling about 300 knots (350 mph), by turning left in the TBM in a sharp 2-3 g turn, having to bank at almost 90° to see the low altitude object about 1- 1/2 mins into sighting when TBM about completed 360° turn, object cutting on inside of TBM's turn apparently accelerating. Object at about 2 mins into sighting started climbing in altitude while still accelerating, disappearing suddenly not due to distance about 7 miles to the SW at 500+ knots (600+ mph) and about 10° above TBM's horizontal level. (Sparks; GRUDGE Rpts. No. 3, p. 8, No. 4, pp. 9-11ff.; Project 1947; NICAP)

Capt. Edward J. Ruppelt:
I think the pilot summed up the situation very aptly when he told me, "I don't know what it was, but I've never seen anything like it before or since - maybe it was a spaceship." I went back to Dayton stumped - maybe it was a spaceship.

Detailed reports and documents
The Report (Edward Ruppelt, 121-123)
The Documents - BB Microfilm (Dan Wilson)
docs/520121mitchell_docs.pdf (Robert Powell)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

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Brigham/T-6 Case: UFO Makes Pass At F-84 (BBU 1082)

March 29, 1952
Misawa, Japan

11:20 local	Military, USAF
Duration 10 secs?	1 observer
T-6 aircraft	No EMI
Japan	No radar contact

Fran Ridge:
This report is case #29, on the official clearance list. of 41 formerly classified Air Technical Intelligence UFO reports cleared for Maj. Donald E. Keyhoe by Albert M. Chop, Air Force Press Desk. Throughout UFO history; small discs have been reported from time to time that may be remote-controlled devices. The estimates of size range from about eight inches to a few feet in diameter.

Richard Hall:
March 29, 1952; Misawa, Japan
11:20 a.m. local. Lt. David C. Brigham, flying a T-6 as target plane for an intercept exercise by two F-84 jet fighters, saw a small, shiny disc about eight inches in diameter make a pass at one of the F-84s. It flew a pursuit curve and closed rapidly. Just as it would have flown into Brigham's fuselage it decelerated to his airspeed, almost instantaneously In doing so, it flipped up on its edge at an approximate 90-degree bank. It fluttered within two feet of his fuselage for perhaps two or three seconds. Then it pulled away around his starboard wing, appearing to flip once as it hit the slipstream behind his wing-tip fuel tank. Then it passed him, crossed in front, and pulled up abruptly appearing to accelerate, and shot out of sight in a steep, almost vertical climb. An unusual flight characteristic was a slow, fluttering motion. It rocked back and forth in 40-degree banks, at about one-second intervals throughout its course. (10 secs?)

Dan Wilson:
This was a hot zone for the Russians were moving bombers into China in 1952 (having to do with the Korean War) not far from Japan. It was in December of 1952, that the US Fifth Air Force moved the 49th's 9th Fighter-Bomber Squadron of F-84Gs from Korea to Japan to train its aircrews in the delivery of tactical atomic weapons.

Detailed reports and documents
MISC-PBB2 868-869 (Fran Ridge)

MISC-AFOSR4 108-111 (Fran Ridge)
MAXW-PBB9 1147-1155 (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

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Two F-86 Pilots Sight Round Silver Object

May 9, 1952
George AFB, California

10:30 a.m. PST	Military
Duration 10-13 mins	2 air/3 control tower observers
aircraft F-86's	No EMI
United States	No radar contact

Brad Sparks:
May 9, 1952; George AFB, Calif. (BBU 1194)
10:30 a.m. 2 USAF F-86 pilots (Crown and another) in the air and a witness on the ground saw a round silver object. (Berliner; FUFOR Index)

Dan Wilson:
May 9, 1952; George AFB, California
At around 10:30 a.m. PST, 2 F-86 pilots observed a silvery round object overhead and set out in pursuit. When the two F-86s reached an altitude of 36,000 feet the object appeared to be at least twice their height. Both USAF pilots observed the object to be motionless and then it accelerated in an easterly direction. The object also executed various port and starboard turns of 180 degrees and then it would hover motionless. The pursuit of the object continued for approximately 5 minutes when the aircraft ran low on fuel. The object was also observed by three experienced control towers operators.

Detailed reports and documents
reports/520509georgeafb_report.htm (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

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Observers In T-6 Watch Round Object

May 13, 1952
George AFB, California

2:25 p.m. PDST	Private Aircraft
Duration 30 mins	2 observer
aircraft T-6	No EMI
United States	No radar contact

Dan Wilson:
May 13, 1952; George AFB, California (BB)
At 2:25 p.m. PDST, a pilot and an observer in an T-6G aircraft flying at 10,500 feet altitude observed a white or silver round object at an estimated altitude of 45,000 feet. The passenger stated that he was looking at the object almost directly overhead when it disappeared very fast, almost like a light being turned off. The object was observed for approximately 30 minutes.

Detailed reports and documents
reports/520513georgeafb_report.htm (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

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Two Reddish Torpedos Near TWA

May 24, 1952
Zuni, New Mexico

1:27 a.m. MST	Commercial
Duration 15 secs	1 observer
aircraft TWA	No EMI
United States	No radar contact

Brad Sparks:
May 24, 1952; Zuni, New Mexico (BBU)
1:27 a.m. Pilot of TWA airliner Brass saw 2 reddish torpedo-shaped objects appear in front of the aircraft. (Project 1947; FUFOR Index)

Dan Wilson:
May 24, 1952; Zuni, New Mexico (BBU)
At 1:27 a.m. MST, the pilot, Glenn Bras, of a TWA airliner observed two torpedo shaped objects appear directly in front of the aircraft. The objects moved through 60 degrees arc at 45 degrees elevation. The aircraft was flying east at 15,000 feet at 7 miles SW of Zuni, New Mexico, at a speed of 280 mph. The objects were observed for 15 seconds.

Fran Ridge:
Some sightings seem trivial until you compare them with later years. But something was going on in 1952 as we all know, and there were four incidents in New Mexico within three days, two of which occurred the same day as this one (see NARA-PBB1-52 below).

Detailed reports and documents
reports/520524zuni_report.htm (Dan Wilson)
bb/NARA-PBB1-52.jpg (Fran Ridge)

NICAP Home Page

Form: 97 BB
Date: Mon, 20 Mar 2006 20:03:22 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 23, 1952; South Bend, Indiana (BBU 1578)

Cat: 11
To: Francis Ridge <nicap@insightbb.com>

July 23, 1952; South Bend, Indiana (BBU 1578)
11:35 p.m. USAF pilot Capt. H. W. Kloth saw 2 bright blue-white objects flying together, then the rear one veered off. 9 mins. (Berliner
==========

July 23, 1952; South Bend, Indiana (BBU 1578)

At 11:35 P.M. CDT, USAF Capt. Harold W. Kloth, Regional Air Provost Marshal, and a rated pilot, observed two objects giving off a blue-white light. The objects were moving south and were observed for approximately 9 minutes. Before contact was lost the rear-most object appeared to swerve to the west. No sound was heard from the objects. A pair of 6x35 binoculars were used to view the objects for the last 4 minutes of the sighting.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-1348

Page ID (PID)	MAXW-PBB12-1348
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 1348 - 1349

Form: 97BB
Date: Mon, 20 Mar 2006 15:13:27 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 23, 1952; Altoona, Penna (BBU 1567)

Cat: 11
To: Francis Ridge <nicap@insightbb.com>

July 23, 1952; Altoona, Penna (BBU 1567)
12:50 p.m. 2-man crews of 2 USAF F-94 jet interceptors reported 3 cylindrical objects in a vertical stack formation fly at an altitude of 50,000 - 80,000 ft. 20-mins. (Berliner)
==========

July 23, 1952; Altoona, Penna (BBU 1567)

Two 2 man crews of F-94D fighter aircraft observed 3 unidentified objects at approximately 1250 EDT. The objects were cylindrical or rectangular in shape, silver in color, in a stack formation, one directly above the other at 50,000 to 80,000 feet in altitude. The objects were under observation for approximately 20 minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-1277

Page ID (PID)	MAXW-PBB12-1277
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 1277 - 1280

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National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

THE NICAP TEAM
Dan Wilson
Jean Waskiewicz
Fran Ridge

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TB-29 Crew Files CIRVIS Report

August 20, 1953
Nr. Castle AFB, California

1:05 p.m. PST	Military
Duration 2-3 mins	2 observer
aircraft TB-29	No EMI
United States	No radar contact

Brad Sparks:
Aug. 20, 1953. Near Castle AFB, Calif. (BBU 2686)
9:05 p.m. Crew of TB-29 bomber/trainer plane saw a greyish oval object make 4 passes at the airplane (3 times at 10-20 miles distance), then dive vertically as if two objects [?]. (Berliner)

Fran Ridge:
Richard Hall had mentioned this CIRVIS Report in a Journal of UFO History which provided a small copy of the CIRVIS Report. He later attached a better copy to an email to me which can be seen in the link below. On May 5, 2007, Dan Wilson found seven Project Blue Book documents.

Dan Wilson:
Aug. 20, 1953; Near Castle AFB, Calif. (BBU 2686)
Time and date given on the Index Card are 20/2105Z which are August 20 at 1:05 p.m. PST.

Detailed reports and documents
reports/530820castleafb_report.htm (Dan Wilson)
CIRVIS Report/docs/hamilton530820doc.htm (Dick Hall)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

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Object Accelerates Away From Marine TV-2

Dec. 7, 1954
Edenton, North Carolina

3:05 p.m. EST	Military
Duration 20-23 secs	2 observers
aircraft Marine TV-2	No EMI
United States	No radar contact

Dan Wilson:
Dec. 7, 1954; Edenton, North Carolina (BB)
At 3:05 p.m. Capt. Dayton Robinson, Jr. was flying a Marine TV-2 aircraft near Norfolk, Va., with his passenger Cpl. Edwin G. Capone, when they observed a dull white balloon-shaped object. Robinson rolled the aircraft toward the object with the intention of circling the object. At this time the object appeared to accelerate rapidly and moved to the south in a slight climb at approximately 15,000 feet. The speed of the object was estimated to be 2,700 to 3,000 mph. The object was observed for approximately 20-23 seconds. (BB files).

Detailed reports and documents
reports/541207edenton_report.htm (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **5**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

Huge Disc Sparks Scramble

Sept, 24, 1959
Redmond, Oregon

Fran Ridge:
A cat 9,11 incident. A huge disc hovered over the city. Six F-102 fighters were scrambled from Portland. As they took off, the Air Force radioed the pilots of a B-47 bomber and a F-89 fighter on routine flights nearby, ordering them to join the chase. The Air Force radar at Klamath Falls tracked the disc. Given the Air Force "explanations" and some incorrect data in 1959 and published in the UFO Evidence (1964), the validity and seriousness of this encounter is much clearer in the MUFON report published much later in 1989. Dan Wilson located 55 documents on this case in the Blue Book files.

Brad Sparks:
Sept. 24, 1959; near Redmond Oregon (BBU)
About 4:55 a.m. (PST). Redmond Police officer Robert Dickerson saw a strange bright light [white ball shaped?] rapidly descending north of the airport then stopped and hovered several hundred [200?] feet above ground for several mins where it lit up the juniper trees below. He drove toward it on the Prineville Hwy then turned toward the airport, when the object turned orange [reddish-orange?] and moved rapidly to [dive and hover?] about 10 miles NE of the airport at about 3,000 ft [height? altitude? Redmond is at 3,000 ft elevation MSL]. Dickerson arrived at the airport to report sighting in person at 4:59 a.m. at Redmond FAA Air Traffic Communication Station. FAA Flight Service Specialist Laverne Wertz, Dickerson and others viewed object through binoculars. FAA station reported UFO to Seattle Air Route Control Center at 5:10 a.m., which in turn reported it to Hamilton AFB, Calif., which scrambled 6 F-102 jets from Portland [?] to intercept UFO. FAA station observers saw object hover and emit long tongues of red, yellow and green light which extended and retracted at irregular intervals. As F-102's approached the object from the SE [?] it turned into mushroom shape, emitted red and yellow flames from lower side and ascended rapidly, disappearing above scattered clouds at about 14,000 ft [altitude? height?]. [Object's departure forced one F-102 to swerve to avoid collision, another nearly lost control from UFO's turbulent wake; tracked on F-102 airborne radars but jets unable to intercept.] Object reappeared about 20 miles S of Redmond at about 25,000 ft. Seattle Center reported at 6:20 a.m. radar contact with object about 25 miles S of Redmond at 52,000 ft was made by USAF ADC radar site at Klamath Falls, Ore., which tracked a large 300-400 ft[?] target and vectored B-47 and F-89 aircraft to identify. Redmond FAA controllers lost sight of object. Seattle FAA reported at 7:11 a.m. that Klamath Falls radar still tracked object at 25 miles S of Redmond but varying altitude from 6,000 to 52,000 ft. (Fran Ridge/NICAP UFOE, V)

Detailed reports and documents

The Redmond Oregon Case - *UFO HISTORY* - Loren Gross
The Redmond Report (MUFON UFO Journal #257)
Original report from NICAP files (1964) - UFOE, 113 (Hall)
Copy of Letter to NICAP - Jan 15, 1960 (FAA)
Aviation Experts Othan Than Pilots Report UFO At Redmond - UFOE, 44 (Hall)
reports/590924redmond_report.htm (Dan Wilson)
reports/590924redmond_report2.htm (Vicente-Juan Ballester Olmos)

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National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

THE NICAP TEAM
Dan Wilson
Jean Waskiewicz
Fran Ridge

AVCAT is a special project being conducted by NICAP, with the help and cooperation of the original compiler of AIRCAT, Dr. Richard Haines, and other sources, to create a comprehensive listing of sightings from aircraft with detailed documentation from these sources, including Projects SIGN, GRUDGE & BLUE BOOK.

Light Paces T-33

Nov. 29, 1960
Kyushu, Japan

6:38 p.m. local	Military
Duration 19 mins	2 observer
aircraft T-33	No EMI
United States	No radar contact

Brad Sparks:
Nov. 29, 1960; S of Kyushu, Japan (BBU 7134)
6:38 p.m. USAF Lt. Col. R. L. Blwlin [sp?] and Maj. F. B. Brown, flying a T-33 jet trainer, saw a white light slow and parallel the course of the T-33. (Berliner)

Fran Ridge:
Even Blue Book says this was an UNIDENTIFIED. There may be more here than meets the eye. Moved against star background and was visible for 19 minutes.

Detailed reports and documents
reports/601129kyushu_report.htm (Dan Wilson)
bb/NARA-PBB1-239.jpg (Fran Ridge)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

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Ground/Air Visuals Over City Stir Air Force

Oct. 15, 1959
Terre Haute, Indiana

6:10 p.m. local CST	Civilian
Duration over 50 min period	observer, several
aircraft ???	No EMI
United States	No radar contact

Dan Wilson:
Oct. 15, 1959; Terre Haute, Indiana (BB)
6:10 - 7:00 p.m. local. Several sightings were brought up for Congressional Inquiry by the President of local UFO Club RECAP. At 6:10 witnesses saw a white light overhead the size of Saturn, at about 6:45 several people saw red lights south of Terre Haute, at 6:45 to 6:50 one witness (pilot?) says two big green balls of fire approaching, they reversed course and sped out of sight. At 7:00 a pilot saw two orange balls of fire ahead of him, seconds later he saw a white flash. (Note: This sighting may be important though because of the crashed B-52. One hundred miles southeast of Terre Haute at Hardinsburg, Kentucky, on October 15 (same day) a B-52 bomber and a KC-135 tanker collided and crashed --7 dead. The B-52 was carrying nuclear bombs.)

Fran Ridge:
This series of incidents was posted for its historical value. RECAP was a group copying off the name of NICAP but the Air Force took interest in this. See the documents below.

Detailed reports and documents
reports/591015terrehaute_report.htm (Dan Wilson)
articles/591015terrehaute_article.pdf (Dan Wilson)
articles/591015A_BOMB_Intact_After_Crash.pdf (Dan Wilson)

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National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

THE NICAP TEAM
Dan Wilson
Jean Waskiewicz
Fran Ridge

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Reddish Light Performs Maneuvers Near Airplane

Feb. 4, 1959
Swan Island, Gulf of Mexico

3 AM	Commercial
45 secs Duration	3 observers
DC6 aircraft	No EMI
Gulf of Mexico	No radar contact

Fran Ridge:
Feb. 4, 1959; Gulf of Mexico
Reddish light sped back and forth across course of Pan American Airways plane, then disappeared at high speed in vertical climb. [NICAP UFOE, V]

Bill Nash:
At 3 A.M., 2/4/59, enroute in a DC6B Aircraft flying from New Orleans, direct to Panama, Captain H. Dunker and his copilot and engineer saw an unexplainable device perform unexplainable maneuvers in the sky in front of them. They were just South of Swan Island at 17,500 ft when a reddish light sped across their course from their right to their left (West to East). About 45 lateral degrees to their left, it stopped abruptly with a rapid fade in color intensity. A few seconds later it sped back across their course to a position about 10 degrees to their right, and again stopped abruptly, in only a few more seconds, the object sped back to the 45 degree left position, again stopping "on a dime" and again, as each time before, with a quick fade of color intensity, when the object started to move again, it moved right straight up at the same tremendous speed until out of sight. Total sighting about 45 seconds. The pilots were impressed by the stops and accelerations, and can think of no other term to apply to the object than "UFO".

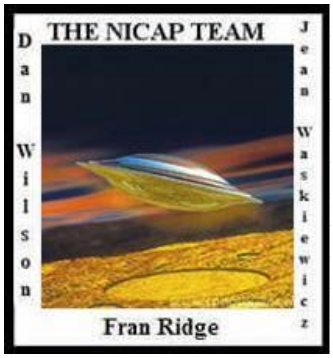
Detailed reports and documents
reports/590204swanisland_report.htm (Fran Ridge)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

TRACECAT Case Directory
Category 6, Physical Traces

Preliminary Rating: **5**



A/c Sees Object Maneuver and Land

Jan. 10, 1961
Wichita Falls (Benjamin), Texas

Brad Sparks:
Jan. 10, 1961; Wichita Falls, Kansas (BBU)
(McDonald list)

Dan Wilson:
Jan. 10, 1961; Wichita Falls, Texas
9:18 p.m. CST. A round, bright, white light, with an amber-red color on its lower side was observed from a Beechcraft Debonair aircraft flying from Tulsa, Okla. to Abilene, Texas. The plane was approximately 15 miles from Wichita Falls on an outbound heading at an altitude of 6,500 feet and at a speed of 160 mph. Thinking the object was an aircraft in trouble, the pilot took up course of 268 degrees toward Benjamin, Texas, in pursuit of the object. At approximately 9:24 p.m., the object disappeared toward the ground near Benjamin. About 10 seconds later a red flash was seen on the ground. The aircraft continued toward a red glow at the point of the flash and at about 9:29 p.m. another red flash on the ground was observed. At a point about 4 1/2 miles from Benjamin, the aircraft flew directly over the area of the red glows. The two red glows were approximately 1/4 mile apart. The aircraft circled the area with its landing lights on in an attempt to guide men on the ground to the source of the glows. The aircraft ran low on fuel and the search was discontinued. Duration: Approx. 6 minutes in the air (Dan Wilson)

Fran Ridge:
Jan. 10, 1961; Benjamin, Texas
Glowing red, zigzagging UFO observed from air by pilot (also from ground by others); maneuvered and landed on large overgrown field. [NICAP UFOE, V]. This is historically interesting and is double listed as an AVCAT. OSI document of previous September (28th) says crash (was) reported and mention of "Moon Dust", asks ATIC to come to the scene.

Detailed reports and documents
reports/610110wichitafalls_report.htm (Dan Wilson)
docs/600928wichitafalls_docs2.pdf [Moon Dust case from previous Sept](Dan Wilson)
moondust/wichfalls600928doc.htm
moondust/moondust600928doc.htm

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National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **0**

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The 1967 Cuban Jet Incident

March 1967
NE of Cuba

Fran Ridge:
March 1967; NE of Cuba
Time not stated. This incident has been explained to my satisfaction, but is placed here for the historical record. Briefly, this is what was supposed to have happened. Nuclear physicist Stanton Friedman, one of America's leading UFO researchers, obtained details of an alarming incident which included a statement by a security specialist attached to a unit of the Air Force Security Service, based with the 6947th Security Squadron whose mission was the monitoring of all Cuban military communications: In March of 1967... Cuban radar installations reported a bogey approaching the Cuban land mass from the northeast. Two MiG-21 interceptors were scrambled. After a futile attempt to contact the object for identification, Cuban Air Defense headquarters ordered the wing leader to arm his weapons and destroy the object. The wing leader reported his missiles armed and his radar locked-on. Seconds later the wing man began screaming to the ground controller that the wing leader's aircraft had exploded. The best version of this incident was written up in JUST CAUS, but is not available. However, the best-available source that we have is CLEAR INTENT, which for this now non-UFO case is linked below.

Detailed reports and documents
The 1967 Cuban Jet Incident - Barry Greenwood & Lawrence Fawcett (CLEAR INTENT)
The 1967 Cuban Jet Incident: Explained - Tom Deuley
MiG-21, A.I.Mikoyan/M.I.Gurevich 'Fishbed'/'Mongol'

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: **5**

THE NICAP TEAM
Dan Wilson
Jean Waskiewicz
Fran Ridge

AVCAT is a special project being conducted by NICAP, with the help and cooperation of the original compiler of AIRCAT, Dr. Richard Haines, and other sources, to create a comprehensive listing of sightings from aircraft with detailed documentation from these sources, including Projects SIGN, GRUDGE & BLUE BOOK.

Shiny Triangular Object Encountered By Two Jets

June 11, 1975
Quebec City, Quebec, Canada

4:00 p.m. EST	Military & Commercial
Duration ??	observers ?
aircraft T-33 & DC-8	No EMI
Canada	No radar contact

Dan Wilson:
June 11, 1975; Quebec City, Quebec, Canada
4:00 p.m. A large shiny triangular object was observed over Quebec City at an estimated altitude above 40,000 feet. Observers were a T-33 at 29,000 feet and a DC-8 at 31,000 feet and personnel of Quebec Terminal. The object moving very slowly to the NNW was observed on the Monteal/Quebec radar. There was no radar contact on the 22nd NORAD Region radars due to outages. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742 N75/071)

Martin Shough:
<>This sounds like another of those big "tetrahedral" balloons.

Detailed reports and documents
docs/750611quebec_docs.pdf (Dan Wilson)

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National Investigations Committee On Aerial Phenomena

Category 1 - Distant Encounters

Daylight Discs and Nocturnal Lights

NICAP Sighting Information Database - Sightings listed as Category 1

There have been millions of sightings in this category with over 100,000 listed in UFOCAT. This page is under construction and contains only a few, but important, incidents.

Incidents involving Close Encounters (Cat 2), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence By Categories. If you find an important case that is NOT listed, please email me at: skyking42@gmx.com

Francis Ridge
NICAP Site Coordinator & Archivist

Other Information

Category/Group 1 - A Regional UFO Bibliography - Francis Ridge
NUFORC - National UFO Reporting Center - Peter Davenport
Project1947 - UFO Internet Group - Jan Aldrich
Project 1947 UFO Sightings - (1909-1954) - Jan Aldrich
Chronological Catalog of Interesting UFO Sightings - Mark Cashman

Evidence By Categories
NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
18600806	Norfolk	VA	1						Two objects, one red and one green, flew overhead together, moving with an undulating motion. (NICAP UFO Evidence, 1964, Hall)
18770000	Unknown City	UK	1						Three meteor-like objects moving together with "remarkable slowness" flew across the sky, visible about three minutes, "moving with the same velocity and grade of regularity.
18810611	Between Melbourne and Sydney at sea	AU	1						4:00 a.m. The two sons of the Prince of Wales, one of them the future king of England, were cruising aboard "LaBacchante" when an object resembling a fully lighted ship was seen ("a phantom vessel all aglow").
18970415	St. Louis	MO	1						7:45 p.m. This is the first report from the entire period to be declared a possible UFO. Dr. Eddie Bullard provided this report to Brad Sparks in Dec. 2006. A Medical doctor/amateur astronomer observed a cigar shaped object with a telescope.
18970425	Merkel	TX	1						Evening. People returning from church observed a heavy object being dragged along the ground by a rope attached to a flying craft. The rope got caught in a railroad track. The craft was too high for its structure to be visible but protrusions and a light could be distinguished.
19040228	San Francisco (North Pacific off)	CA	1						Formation of three objects sighted by U.S.S. Supply in North Pacific off San Francisco. (NICAP UFO Evidence, 1964, Hall, II) (These were apparently fireball meteors. See report and analysis by Brad Sparks.)
160719	Huntington	WV	1	D	5				Elongated Oval Object Hovers Near Ground
270805	Himalayan Mts.	Nepal	1						We all saw, in the direction north to south, something big and shiny reflecting sun, like a huge oval moving at great speed.
311101	Unknown City	WV	1						Flaming, one-hundred foot blimp (Page 6 Ref. 1)
32 or 33	Oakland	CA	1						About seven brilliant objects in a group flew from 30 degrees elevation in the east to 45 degrees elevation in the west, in an arc.
32 or 33	Hawthorne	CT	1						The object was cigar-shaped, emitting a pink glow at its front and a light swirl of grey smoke along its sides. It was huge compared to any other plane, and it had no rudder, [wings,] or elevator.
320129	Unknown City	NJ	1						Aluminum-like disc with periphery of yellowish lights or "portholes" on underside. (NICAP UFO Evidence, 1964, Hall)
32April/May	Durham	NY	1						Airplane. (Page 6 Ref. 1)
330705	Sussex	UK	1						Gigantic light (Page 6-7 Ref. 1)
33Aug-Dec	East Coast United States	East Coast	1						East Coast and Britain, mysterious aircraft (Page 7 Ref. 1)
331224	Kalix	Sweden	1						Beam of light coming from machine (Page 7 Ref. 1)
340203	Sweden, Northern Finland, Norway	Various	1						Ghost aviators (as reported by the New York Times) (Page 8 Ref. 1)
351124	Palestine	TX	1						Bright shaft of light (Page 10 Ref. 1)
351200	Unknown City	Brazil	1						Snake-like shafts of light hanging motionless in sky (Page 10 Ref. 1)
370720	London	UK	1						Light (Nicknamed Ghost Flier) (Page 11 Ref. 1)
370722	500 miles off US coast	In Air Space	1						Lights of alleged aircraft (Page 11 Ref. 1)
37Late	German-Polish border	In Air Space	1						Objects described as coffins and swords (Page 11 Ref. 1)
380208	Unknown City	UK	1						Things like glowing spheres that were floating in the British sky (Page 11-12 Ref. 1)

390700	Unknown City	PA	1						Resembled a modern day jet airliner without wings; weird glow (Page 14 Ref. 1)
391000	Wisconsin Rapids	WI	1						Egg-shaped object with spots like portholes observed through an astronomical reflector telescope. (Ref. 3; Report in NICAP files.)
40Spring	Hinsdale	IL	1						William T. Powers (later associated with the Center for UFO Studies) saw five disc-shaped objects traveling at about 100-200 m.p.h. They disappeared into a cloud and did not re-emerge. (Ref. 3; Jerry Clark Encyclopedia, 1992, Vol. II, p. 380.)
400530	Toledo	OH	1						At sunrise a dark ellipse was seen moving northeast, then making a 90-degree turn. Color visible on the dark object changed from red to orange to yellow. (Ref. 3; Report in NICAP files.)
400600	Hoy Island, The Orkneys	Scotland	1						On a bright sunny day an anti-aircraft unit member focused a height- and range-finder on a flattened sphere moving rapidly on a horizontal course and tracked it for 10 seconds. It's height was computed to be 38,000 feet. (Ref. 3; Randles & Warrington, 1985, p. 9.)
411200	Mozambique	Africa	1						Mozambique and Island of Madagascar strange globe glowing with greenish light about half the size of full moon. (Page 17 Ref. 1)
411200	Unknown City	GA	1						Light moving in counterclockwise circles (Page 17-18 Ref. 1)
411222	Unknown City	NY	1						Round sharply outlined object with bright aluminum or chrome finish (Patrick, delete single quotes) (Page 18 Ref. 1)
420227	Timor Sea	At Sea	1						Large disc; departed location at 3,500 miles per hour (Page 23 Ref. 1)
42Spring	Unknown City	KY	1						Powerful searchlight shining down, emanating from unidentifiable object; sometimes remained motionless (Page 23 Ref. 1)
42Spring	Unknown City	IL	1						Light gray, sharply defined rectangle; gray in color (Page 23 Ref. 1)
420625	Unknown City	Holland	1						Shining copper object, like setting sun, the size of a full moon (Page 23-25 Ref. 1)
420805	Unknown City	Solomon Isl	1						Saucer shaped cigar with round dome on top; approximately ninety feet in diameter (Page 27 Ref. 1)
420811-12	Aachen (near)	Germany	1						A phenomenon described as a bright white light (Page 29-30 Ref. 1)
420812	Unknown City	Solomon Isl	1						Formation of silvery objects directly overhead, numbering close to 150; mighty roaring sound (Page 28 Ref. 1)
420817-18	Osnabruk	Germany	1						A rocket with a long white tail of light (Page 30 Ref.1)
4208Mid	Tula Region, near Moscow	Russia	1						Huge cigar-shaped object something like a Zeppelin, but much bulkier and rounder at the front; aluminum hued color. (Page 30-31, Ref 1)
42Fall	Long Branch	NJ	1						A research engineer saw a dark elliptical object sharply outlined against the star field in the night sky. A flickering light was visible at the trailing end as it sped from horizon to horizon in 10-15 seconds. "I saw a nose view, side view, and tail view", the witness said. (Ref. 3; Report in NICAP files.)
421128-29	Turin	Italy	1						Object two to three hundred feet in length 500 mph &.four red lights spaced at equal distances along its body. (Page 34-35 Ref. 1)
421100	Bay of Biscay	UK	1						Thing massive in size; no wings; electronic interference. (Page 35-36 Ref. 1)
421200	French coast (mouth of Somme River)	At Sea	1						Two amber and orange lights, flying in unison; not aircraft. (Page 36 Ref.1)
43Approx	Washington	DC	1						Sighting of UFO formation by Metropolitan policeman. [NICAP UFO Evidence, 1964, Hall, VII]

430313	Naples	Italy	1						Roman candlelights; bright very large red light that looked like a huge irregular mass of neon. (Page 39, Ref. 1)
430512-13	Duisburg	Germany	1						Object like meteor; reddish orange in color; emitted a burst giving off a green star. (Ref. 1 Page 39)
430523-24	Dortmund	Germany	1						Large number of so-called rockets (Page 39-40 Ref.1)
430527-28	Essen	Germany	1						Cylindrical object, silvery-gold in color, with several portholes evenly spaced along its side; motionless until speeding away at several thousand miles per hour. (Page 40-41 Ref.1)
430500	English Channel	UK	1						Large, stationary orange balloon on or near the sea. (Page 41 Ref.1)
430906	Stuttgart	Germany	1						Objects resembling silver discs. (Page 43 Ref.1)
431211	Edmen	Germany	1						Unidentified object; size of thunderbolt aircraft; streak-like vapor trail. (Page 51 Ref.1)
431214	Naples	Italy	1						Small round bright light. (Page 52 Ref.1)
43Approx	Unknown City	CA	1						Object, international orange in color, elliptical shape; wobbled in unstable manner; no wings, jet exhaust, smoke, or vapor trails. (Page 51 Ref.1)
440102-03	Halberstadt	Germany	1						Two rockets; altered course; fiery head and blazing stern. (Page 54 Ref.1)
440105	Kiel	Germany	1						Black plate-sized discs. (Page 55 Ref.1)
440128	Somewhere over France	In Air	1						Airborne red light. (Page 56 Ref.1)
440219-20	Leipzig-Berlin area	Germany	1						Two objects: glowing balls; snake-like motion. (Page 59-60 Ref.1)
440219-20	Coblence and Aachen	Germany	1						Silvery cigar-shaped object like an airship; appeared to be a line of windows along the bottom of the object. (Page 60 Ref.1)
440224-25	St. Quentin	France	1						Three silver objects & resembling zeppelins & moving independently of the wind & not interconnected. (Page 60 Ref.1)
440411	Location unknown, probably	Germany	1						Projectiles resembling glider bombs; a large orange glow & smoke trail. (Page 66 Ref.1)
440425	Unknown City	France	1						Black tear-dropped craft; probable Me-163. (Page 63 Ref.1)
440426	Essen	Germany	1						Things; four orange glows; short stubby wings; football-sized¬; looking like large oranges. (Page 64-65 Ref.1)
440600	Normandy	France	1						Luminescent discus-shaped object. (Page 67-68 Ref.1)
440606	Normandy Coast	France	1						Dark ellipsoidal object & blunted on each end like sausage. (Page 67 Ref.1)
44June/July	Normandy	France	1						Spheres approximately the size of a football. (Page 70 Ref.1)
440700	Brest	France	1						Two men of the 175th Infantry Regiment, 29th Infantry Division, saw a large rectangular object with no apparent source of propulsion move steadily over the front lines and out to sea. The UFO at one point passed in front of the moon, briefly obscuring it from view. [NICAP UFO Evidence, 1964, Hall, IV]
440700	Normandy	France	1						Targets flying at extremely high altitudes. (Page 81 Ref.1)
44Summer	Unknown City	Italy	1						Egg-shaped, metallically glistening motionless object. (Page 78 Ref.1)
440800	Bt. St. Lo and Vire	France	1						Cherry-red light; size of large star; sat motionless in sky before disappearing into clouds. (Page 79-80 Ref.1)
440801	Ploesti	Rumania	1						Reddish orange balls, about the size of a baseball; spherical object, probably 5 or 6 feet in diameter, of a very bright and intense red or orange in color. (Page 71-74 Ref.1)

440812	Pelice	France	1						Enormous disc; circular lights (changing from bright yellow top white) like portholes in a ship; motionless. (Page 75 Ref.1)
440813	Kaoe Bay	Indonesia	1						Very brilliant light appearing to hover in air for at least five minutes. (Page 76 Ref.1)
440900	Unknown Island	Japan	1						White object & egg-shaped & very brilliant. (Page 76 Ref.1)
440900	Unknown City	UK	1						Bright spherical object & like a rolling ball. (Page 83 Ref.1)
440900	Antwerp	Belgium	1						Glowing globe, cloudy gas with a light inside; & three to four feet in diameter. (Page 82-83 Ref.1)
4409Late	Dover	UK	1						Solid black cylindrical-shaped; red glow emitting from rear. (Page 81-82 Ref.1)
43Fall	Unknown City	Holland	1						Light moving high in night sky. (Page 84 Ref.1)
441000	Southeast	Holland	1						Field Artillery officer and men saw a brilliant object moving from NW to SW, crossing an arc of about 90 degrees in about 45 minutes. [NICAP UFO Evidence, 1964, Hall, IV]
441016	Formosa	Taiwan	1						Small black dot; hanging stationary. (Page Ref.1)
441020	Po Valley	Italy	1						Red light appearance of an aircraft light. (Page 84 Ref.1)
441020	N. Florence	Italy	1						Two orange balls diving into the hills. (Page 84 Ref.1)
441025	Omura	Japan	1						Multiple sightings of possible balloons. (Page 78 Ref.1)
441029	Munich	Germany	1						Light blue colored ball of fire approximately three feet in diameter. (Page 85-86 Ref.1)
441030-31	Cologne	Germany	1						A ball of fire; circular, pale orange, clean edged light. (Page 86 Ref.1)
441105	Singapore	Malaya	1						A long purple-blue parabolic trail. (Page 77-78 Ref.1)
441105-06	Aachen/Bonn/Cologne	Germany	1						Possible jet; single light; 5 free lance visuals on jets, no A.I. or G.C.I. contacts; several flares similar to jets. (Page 86-87 Ref.1)
441122	Unknown City	Germany	1						Spherical object, fluctuating in brightness, pyrotechnic pink in color, changing speeds violently, swift and jerking movements. (Page 89 Ref.1)
441126	Mannheim	Germany	1						Red light that disappeared in long red streak. (Page 93-94 Ref.1)
4410Late	Strasbourg	Germany	1						Eight to ten lights in a row, glowing orange, and moving at terrific speed. (Page 95 Ref.1)
4410Late	Lingayen Gulf	Philippines	1						Bright green globe. (Page 95-96 Ref.1)
441200	Ardennes offensive	Germany	1						Amorphous reddish-glow that at times appeared cigar-shaped. (Page 97-98 Ref.1)
441202	Villafranca	Italy	1						A steady, seemingly hanging light. (Page 96 Ref.1) Ghedi Airdrome area
441205	Rhine River area	Germany	1						Alleged aircraft that climbed out of range in nothing flat. (Page 96 Ref.1)
441214-15	Erstein	Germany	1						Brilliant red light & appeared to be 4 or 5 times larger than a star going 200 mph. (Page 96,130 Ref.1)
441216-24	Unknown City	Germany	1						Amorphous reddish-glow that at times appeared cigar-shaped. (Page 103-104 Ref.1)
441217	Breisach	Germany	1						5 or 6 flashing red and green lights in T-shape. (Page 100,130 Ref.1)
441222-23	Hagenau	Germany	1						Two lights that appeared to be a large orange glow coming from ground - followed plane - appeared to be under perfect control (Page 102,130 Ref.1)
441223-24	Unknown City	Germany	1						Red streak in sky. (Page 103,130 Ref.1)

441223-24	Unknown City	Germany	1						Glowing red object shooting straight up; appeared to be aircraft doing a wingover and going into a dive and disappearing. (Page 103,130 Ref.1)
441226-27	Worms	Germany	1						Circular, fiery ball; triangle of ovals three circular, reddish-blue in color, vivid lights, looking like flames, in a tight inverted triangle formation. (Page 104-106 Ref.1)
441227	Luneville	France	1						Two sets of three red and white lights. (Page 107-108,131 Ref.1)
441227	Unknown City	France	1						Orange lights, singly and in pairs, suspended in air, moving slowly before disappearing. (Page 108 Ref.1)
441228	Neuwied / Koblenz	Germany	1						A green ball about six inches in diameter; motionless and did not appear to have anything supporting it. (Page 108 Ref.1)
441228	Ardennes	Belgium	1						Large white light; no radar contact; went straight up at a tremendous speed; disappeared. (Page 108-110 Ref.1)
441200	Strasbourg and Manheim Btn.	Germany	1						Bright fuzzy round ball, twice the size of full moon; yellow, white, red tint that was not solid color; no radar return. (Page 118-119 Ref.1)
441200	Frankfurt and Karlsrhue btn.	Germany	1						Three to four very bright balls, completely illuminated red, yellow, white and blue in color; size of tennis ball at arms length. (Page 119 Ref.1)
441200	Somewhere bt. eastern France and Western Germany	Europe	1						String of lights, twelve to fifteen in number, orange to yellow in color, approximately four feet in diameter, stretching twice the length of crews aircraft; no radar contact. (Page 120 Ref.1)
450000	Habbebishopsheim	Germany	1						An American soldier saw a disk-shaped object come down rapidly, oscillate, and land. The site could not be found in the dark. The event took place 35 km northwest of the town. (Magonia #52, Atic)
450101	Ardennes	Belgium	1						Pair of fog lights; bright yellowish orange; flying in tandem; three feet in diameter. (Page 114-117 Ref.1)
450114-15	Ingweiller	Germany	1						A large orange glow in sky approx. 5 ft. in diameter. (Page 131 Ref.1)
450118	Vancouver Island	CAN	1						Large silvery cylinder or balloon that appeared to discharge another balloon or object, each traveling in separate directions. (Page 132 Ref.1)
450129	Wissembourg and Landau bt.	Germany	1						Two amber colored lights about one foot in diameter. (Page 129,131 Ref.1)
450201	Colmar	France	1						Unusual green light & moving rapidly. (Page 133 Ref.1)
450204	Frankfurt	Germany	1						Two sightings: stationary object of tear-drop shape, resembling a balloon; shiny silver ball looking like a very bright weather balloon with a metal sheen. (Page 59 Ref.1)
450204	Dutch Coast	Holland	1						One long black stationary object, similar to a small flak burst floating. (Page 59 Ref.1)
450208	Frankfurt	Germany	1						Silver-colored ball-like object changing stationary. (Page 59 Ref.1)
450208	Strasbourg (near)	France	1						Yellow light. (Page 133 Ref.1)
450209-10	Riegel	Germany	1						Very bright light moving slowly. (Page 133 Ref.1)
450214-15	Freiburg	Germany	1						String of lights & (1 red one in center, 4 white ones on each side) blinking off and on. (Page 136 Ref.1)
450215-16	Pisa	Italy	1						Multiple sightings: flare; flare that seemed to spiral. (Page 136 Ref.1)
450221	Po Valley	Italy	1						Alleged flares: cluster of 11 or more colored flares that remained motionless; cluster of 15 orange balls of fire. (Page 139-140 Ref.1)
450222	Leghorn (near)	Italy	1						Three lights red-orange in color that did not appear to be flares. (Page 141 Ref.1)
450303	Misburg	Germany	1						Two balloon-like silver balls. (Page 143 Ref.1)

450305	Either Holland or North Germany	Germany	1						Two sightings: (1) large orange ball hanging in air; (2) similar ball that was moving horizontally at same altitude. (Page 145 Ref.1)
450323	Germersheim	Germany	1						Stationary airborne object. (Page 150 Ref.1)
4503Mid	Unknown City	New Guinea	1						Object, silver in color, very shiny & much larger than the brightest star; unaffected by gunfire; departed upward at a fantastic rate of speed . (Page 151-152 Ref.1)
450324	Nagoya	Japan	1						Multiple sightings: yellow ball of fire about 6 inches in diameter; orange and red flashes; six white balls of fire; grayish ball of fire about size of soccer ball; red ball of fire. (Page 152-153 Ref.1)
450325	Mannheim and Darmstadt bt.	Germany	1						Six or seven circular, yellowish-orange objects, solid color, and brightness; apparently individually controlled. (Page 153-154 Ref.1)
450407	North Sea	At Sea	1						A wingless object, able to stop in mid-flight and travel thousands of miles per hour. (Page 158-159 Ref.1)
450407	Nagoya	Japan	1						Ball of fire changing colors; orange to red. (Page 161 Ref.1)
450514	Nagoya	Japan	1						Red or flame-colored light, constant position, same size as B-29 landing light. (Page 166 Ref.1)
450618	Unknown City	Japan	1						A fluctuating light round in shape that changed from bright red, to dim orange. (Page 180 Ref.1)
450619	Fukuoka	Japan	1						One bright ball of fire; no fuselage or any wings. (Page 180 Ref.1)
450702	Unknown City	Japan	1						Several balls of fire much larger than supercharger glow, but of somewhat the same color. (Page 182-183 Ref.1)
4507Mid	Unknown City	WA	1						Object was very bright and had saucer-like appearance; was the size of three aircraft carriers, side-by side, oval shaped, very streamlined like a stretched-out egg and, and pinkish in color; Hovered in fixed position and then went straight-up and disappeared. (Page 188 Ref.1)
450800	Okinawa	Japan	1						Cigar-shaped, metallic, and without markings or visible openings, and 35 to 50 feet in length. (Page 189-190 Ref.1)
450900	Buckner Bay, Okinawa	Japan	1						A stationary bluish-whitelight, about the size of a dime at arms length, move and then return to original position. (Page 195-196 Ref.1)
460500	LaGrange	FL	1						A Navy gunnery and radar officer observed a dark elliptical object which moved slowly overhead, disappearing in a cloud bank. [NICAP UFO Evidence, 1964, Hall, I]
4704xx	Richmond	VA	1	D	5	BBU			Silvery Disc Seen Through Theodolite
470517	Oklahoma City	OK	1	D	5	BBU			8:30-9 p.m Field Engineer Savage saw a frosty white round and flat objectRound & Flat Object Observed By Field Engineer
470519	Manitou Springs	CO	1	D	5				Silver Object Gyrates Then Heads WNW
4705Late	Beaufort (near)	SC	1	D	5				Four Discs Flying Overhead
470612	Weiser	ID	1			BBU			6:15 p.m. 2 high speed round objects glistening in the sun at high altitude (McDonald list; FOIA; FUFOR Index; Bloecher 1967)
470614	Bakersfield	CA	1	D	5	BBU			Ten "Almost Round" Objects In Formation
470620	Hot Springs	NM	1						8:00 PM MST. Woman and her daughter observed three revolving groups of three discs in trianglular formation , straight course, S-NE (Bloecher,17,II-9)
470621	Spokane	WA	1	D	5	BBU			Eight Disc-Shaped Objects Big As A House
470621	Richland	WA	1	D	5				Three Flat Objects Faster Than P-38's
470623	Cedar Rapids	IA	1						Railroad engineer saw 10 shiny disc-shaped objects, very high, fluttering along in a string toward NW. [UFOE, XII]

470628	Rockfield	WI	1			BBU			3:43 [3:45 CST?] p.m. saw 7-10 saucer-shaped objects fly overhead heading S at high speed (McDonald list; FOIA; FUFOR Index; Bloecher 1967)
470628	Maxwell AFB, Montgomery	AL	1	D	5	BBU			Object Zig-Zags With Bursts of Speed
470629	Des Moines	IA	1	D	5	BBU			Line Of Saucers Headed SSE
470629	Jacksonville	OR	1						V-formation of nine UFOs seen by a group of people west of Medford
470629	Las Cruces	NM	1	D	5	BBU	NC		Naval Research Lab Rocket Scientists See Silver Disc
470703	South Brooksville-Harborside	ME	1	D	5	27			Astronomer Observes Ten Large Objects
470704	Redmond (near)	OR	1			BBU			11 a.m. witnesses in a car near Redmond saw 4 discs
470704	Portland and Milwaukie, OR, Vancouver, WA	various	1			BBU			many over a wide area saw 5 large discs moving at high speed
470704	Portland	OR	1			BBU			3 metallic discs glinting sunlight
470704	Portland	OR	1			BBU			a silvery disc-shaped object flipping in an erratic path
470704	Portland and Milwaukie, OR, Vancouver, WA	various	1	D	5	BBU			Seven Discs Observed By Many Witnesses
470705	Albuquerque	NM	1						9:00 AM. Five discs flew toward the east over the city; one circled back over the city. In the afternoon five witnesses saw a sphere maneuver in-and-out of clouds
470706	Fairfield-Suisan AFB	CA	1	D	5	36			Round Flat Object Size Of C-54
470706	S. Central	WY	1						Aviation engineer saw oval UFO. [UFOE, VI]
470707	Willow Springs	IL	1						Robert Meegan and his 14 year old son John saw "13 round objects all going east, single file in a straight line
470707	Lakeland	FL	1	D	5	BBU			Five "Turtle-Backed" Objects Headed NE (Sound Heard)
470707	Hickam Field	HI	1			BBU			a bright silver object about the angular size of the moon
470707	Muroc Army Air Field	CA	1	D	5	BBU			Oscillating Sphere Observed By Test Pilot & Others
470707	Arlington	VA	1			BBU			Bet. 10:30 and 11 p.m. (EDT) "blob," the size of a small airplane, reflecting white light (FOIA; FUFOR Index)
470708	Muroc AFB	CA	1			50			9:30 AM: 2 disc-shaped or spherical objects, silver and apparently metallic
470708	Muroc AFB	CA	1			BBU			11:50 AM - Noon: Sightings of discs had impact on EOTS. A round silver or aluminum-white object at first thought to be a parachute was seen
470708	Muroc AFB	CA	1			BBU			Noon. Others witnesses independently, including Muroc CO Col. Signa A. Gilkey and engineer Major Richard R. Shoop and wife saw from a different location 5-8 miles away
470708	Muroc AFB (40 miles S of)	CA	1			BBU			4 PM: a flat reflective object with no vertical fin or wings
470710	Ft. Sumner (near)	NM	1			BBU	NC		a sharply outlined, white ellipsoidal seemingly luminous 200 ft object
470711	Elmendorf AFB, Anchorage	AK	1	D	5	BBU			Round 3' Aluminum Object At Great Speed
470729	Canyon Ferry (Helena?)	MT	1	D	5	BBU			3' Bright Disc Maneuvers At High Speed
470729	Hamilton Field	CA	1	D	5	69			Two 15-25' Spheres Observed By AF Men
470813	Twin Falls	ID	1	D	5	BBU			Two Discs 6' In Diameter Near Dam
470814	Placerville	CA	1			BBU			metallic highly polished chromium surface obj 4-6 ft wide(McDonald list; FOIA; FUFOR Index)
470815-20	Rapid City AFB	SD	1	D	5	BBU			12 B-29-Sized Elliptical Objects Seen
481018	Pacific Heights, Oahu	HI	1	D	5	BBU			Bright Silver Object Cruises Across Sky
470819	Twin Falls	ID	1			BBU			55 [?] [luminous?] objects in horizontal flight looking like electric lights

470903	Lake Oswego	OR	1			85			Housewife saw 12-15 round, silver objects
470908	Logan	UT	1			BBU			5 groups of a total of 12 [?] white or yellowish objects traveling at high speed
470709	Meridian	ID	1			BBU			black disc made a half-roll and then a stair-step climb
470710	Harmon Field, Newfoundland	CAN	1			BBU			disc-shaped object flew very fast, leaving a dark blue trail
470917	Ft. Richardson	AK	1			BBU			a 2-3 ft silver sphere traveling S at tremendous speed (McDonald list; Mary Castner/CUFOS)
471001	Dodgeville	WI	1			91			man saw an undescribed object fly counterclockwise circles
471008-09	Las Vegas	NV	1			BBU			AAF reserve Capt. Moore saw object traveling at 700 mph (McDonald list; FOIA; FUFOR Index)
471014	Cave Creek (11 miles NNE of)	AZ	1			95			3-foot “flying wing,” black against the white clouds and red against the blue sky (Berliner)
471020	Xenia	OH	1			BBU			saw a round 1 ft object at 1,500 ft
471020	Dayton	OH	1			BBU			2 cigar-shaped objects reflecting brilliant sunlight (McDonald list; FOIA; Mary Castner/CUFOS)
471102	Houston	TX	1			BBU			an almost round or oval or saucer-shaped object with bright light
471112	Cape Blanco (40 miles from)	OR	1			BBU			2 balls of fire with a fiery trail headed NW at 700-900 mph
471208	Las Vegas	NV	1						Moving reddish UFO emitted flash of light, shot upwards out of sight. [XII]
480107	Wilmington	OH	1						appearance of a flaming red cone in the skies of Wilmington, Ohio, on January 7, 1948, at between 7:20 and 7:55 P.M.
480110	Wildwood	NJ	1			BBU			saw a "saucer" or "queer light" approach from the ocean
480201	Circleville	OH	1			BBU			large 60 ft domed disc, with bright orange-amber glow from within
480301	Coast of	Sweden	1			BBU			a missile-like object flying at 20,000 ft
480405	Holloman AFB	NM	1			139	**NC**		Team watches 35 meter disc executing a series of violent turns and maneuvers
480408	Ashley	OH	1			BBU			Delaware?]. Paines
480409	Holloman AFB	NM	1			BBU	**NC**		2:06 p.m. (MST). (Trakowski GRUDGE rpt)
480411	Alton	IL	1			BBU			(38.90° N, 90.17° W). Siegmund.
480418	North Atlantic	At Sea	1			BBU			N Atlantic bet. Iceland and Greenland
480418	Fairbanks	AK	1			BBU			a noiseless object with a flat discus shaped object 8 inches in size
480419	Greenville AFB	SC	1			BBU			a stationary silvery or white sphere directly overhead. Size estimated at slightly smaller than a 42 ft AT-6 at the indicated altitude. (FOIA; FUFOR Index)
480505	Adapasari	Turkey	1			BBU			[or Adapazari], Turkey (40°45' N, 30°23' E).
480506	Wake Island (near)	At Sea	1			BBU			a ball of fire explode like a shell
480507	Memphis	TN	1			BBU			(35.14° N, 90.03° W) Bray and Kaiser
480531	Wilmington	NC	1			BBU			(34.23° N, 77.94° W). Alspach and Colvin
48Summer	Erie	PA	1						Engineer saw elliptical UFO which flew horizontally, then ascended rapidly. [UFOE, VI]
48Summer	Easton	PA	1						Physicist watched 3 luminescent greenish discs cross sky. [UFOE,VI]
480620	Belleville	IL	1			BBU			Scott AFB
480629	W. Uniontown	PA	1			BBU			an oval luminous object "rolling" vertically on its edge
480630	Knoxville	TN	1			BBU			(35.98* N, 83.92° W) Whitehouse
480630	Hecla	SD	1			BBU			Pfutzenreuter. (McDonald list; FUFOR Index)
480704	Dravesburg	PA	1			BBU			Jannicky. (McDonald list; FUFOR Index)

480704	Nr. Longmont	CO	1						Revolving silver circular object soared upward at "terrific speed." [UFOE, XII]
480708	McKeesport	PA	1			BBU			Veway and Geltz. (McDonald list; FUFOR Index)
480709	Fielding Lake	WA	1			BBU			Caramia. (McDonald list; FUFOR Index)
480709	Osborn	OH	1			BBU			luminous yellowish-white object traveling E to W
480717	San Acacia Dam	NM	1			BBU	NC		group of 7 aluminum circular possibly spherical objects
480720	Arnhem	Netherlands	1						two Eastern Airlines pilots reported having seen a huge flying craft similar to a V-2 pass their aircraft in flight
480721	Van Nuys	CA	1			BBU			(34.18° N, 118.45° W). (McDonald list)
480724	Altoona	PA	1			BBU			Griebel. (McDonald list; FUFOR Index)
480725	Yakima	WA	1						At 2:00 P.M. and at 4:20 P.M., a silvery moon-sized flying blob was seen by hundreds of witnesses over the city of Yakima. Hundreds of calls flooded into the CAA office concernig the flying object.
480726	Chamblee	GA	1			BBU			green light with a silver tail about the size of a football
480727	Albuquerque	NM	1				NC	LC	AFOSI Case 3: 08:33-08:45 - Flat, round obj reflecting light, stationary at times
480729	Indianapolis	IN	1			185			shiny propeller-shaped aluminum object
480731	Indianapolis (central)	IN	1			190			cymbal shaped or domed disc object
480802	Columbus	OH	1			BBU			(39.98° N, 82.99° W). Saunders
480803	Moscow	USSR	1			BBU			(55°45' N, 37°42' E).
480804	North Powder	OR	1			BBU		LC	(McDonald list)
480811	Hamel	MN	1			BBU			a round, dull gray or silver object 2 ft diameter
480912	Pittsburgh (8-12 miles SE of)	PA	1			BBU			round white object moving at high speed
480918	Shreveport	LA	1			BBU			bright white aluminum half-spherical object
480923	San Pablo	CA	1			208			fast-flying irregularly shaped translucent white “amoeba”
480928	San Simeon	CA	1			BBU			(McDonald list; FUFOR Index)
481011	Munich	West Germany	1			BBU			Neubiberg AFB
481013	South Bend	IN	1			BBU			(41.68° N, 86.26° W). Brooke and Thompson
481014	Between Dayton, Ohio, and Indianapolis, Ind	various	1						Air Force pilot, major, saw a UFO flying in an oscillatory path, up and down motions. Intelligence report missing. (Fund Report * C-13; 2 pp.) (Project GRUDGE Report Case No. 181)
481015	50 miles E of Virginia coast	At Sea	1			BBU			bright nearly moon-shaped object with distinct bright center
481016	Sterling	UT	1			BBU			a flattened football or lozenge shaped black object
481017	Crescent City	CA	1			BBU			Blimplike object much too fast and maneuverable for a blimp
481018	Pacific Heights, Oahu	HI	1			BBU			round or elliptical bright silver object 10-15 ft in size
481024	Junction City (10 miles SW of)	KS	1			BBU			Huber. (McDonald list; FUFOR Index
481024	Phoenix	AZ	1			BBU		LC	Peterson. (McDonald list; FUFOR Index)
481024	Moorhead (4 miles SE of)	MN	1			BBU			brilliant golden-white round object suddenly appear
481031	Unknown Location	Azores	1			BBU			(McDonald list)
481103-04	Vaughn	NM	1			BBU	NC	LC	AFOSI Case 6; app 22;00 - white round obj larger than basketball (McDonald list, FUFOR index)
481112	Clark AFB, Manila	Philippines	1			BBU			very large 300 ft long 140 ft wingspan snow-white aircraft
481117	Peace River, Alberta	CAN	1			BBU			bright orange flaming egg-shaped object flying
481123	Vaughn	NM	1				NC	LC	AFOSI Case 7; app 22;00 - Colonel Hayes obs ball of light, descending vertically, which burst 100-200 feet from the ground
481126	Washington and Oregon	various	1			BBU			Young. (McDonald list; FUFOR Index)

481200	Los Alamos	NM	1				NC		Dec. 5 - 8,11,13,14,20 & 28, 1948; Los Alamos, NM. OSI, pilots, Los Alamos
481203	Fairfield-Suisan AFB	CA	1			257			round, white light fly with varying speed, bouncing motion
481203	Dayton	OH	1			BBU			(39.75° N, 84.18° W). Hoffman
481206	Albuquerque	NM	1			BBU	NC	LC	AFOSI Case 10; AESS Observed Green Flare Directly Over Sandia Base
481208	Chanute AFB	IL	1			BBU			(McDonald list; FUFOR Index)
481212	Starvation Peak (near Bernal)	NM	1			BBU	NC	LC	AFOSI Case 13; LaPaz, Captain, CAP Intel Officer Observed Green Fireball
481217	North Ambridge	PA	1			BBU			formation of 8 white luminescent rotating spherical objects
481220	Los Alamos (W of)	NM	1			BBU	NC	LC	AFOSI Case 14; AESS OP Sighted Green Fireball With Triangulation
481228	Los Alamos	NM	1				NC	LC	AFOSI Case 15: 04:31 - white obj disappeared w/greenish flash
481230	Unknown Location	Sweden	1			BBU			(McDonald list)
490104	Hickam Field	HI	1			275			a flat white, elliptical object, with a matte top
490106	Kirtland AFB, Albuquerque	NM	1				NC	LC	AFOSI Case 16: 17:50 - bright white diamond shaped obj faster than jet disappeared
490106	Los Alamos	NM	1			BBU	NC	LC	AFOSI Case 17: 03:10 - brilliant green obj at high speed disappeared behind mountainous horizon - Mexico (35.89° N, 106.31° W). (McDonald list)
490123	Tillamook (4 miles S of)	OR	1			BBU			shiny, silvery, round stationary object about 10-15 ft size (FOIA; FUFOR Index)
490127	Cortez-Bradenton	FL	1			284			a cigar shaped object as long as 2 pullman cars with 7 lighted square windows and throwing sparks (Berliner; FUFOR Index)
490214	Canado	NM	1				NC	LC	AFOSI Case 22: 18:40 - brilliant white, slightly green stationary obj fell to the west
490217	Grants	NM	1				NC	LC	AFOSI Case 23: 10:00 - oval orange luminous object moving south in vertical climb
490217	Albuquerque	NM	1			BBU	NC	LC	AFOSI Case 24; time unknown - Vertical Climb, Then Leveled Off
490227	Los Alamos	NM	1			BBU	NC	LC	AFOSI Case 25; 19:05 - Green-white fireball in horizaontal flight low in the sky
490302	Los Alamos	NM	1			BBU	NC	LC	AFOSI Case 26; 00:10 - AESS Inspector Reports High Speed Light
490303	Los Alamos	NM	1				NC	LC	AFOSI Case 27; 01:59 - bright green obj went straight down and disappeared
490307	Los Alamos	NM	1				NC	LC	AFOSI Case 32-34; PFC. Max Eugene Manlove, 1st Provost Squadron, Camp Hood, Texas, observed a teardrop-shaped object
490308	Los Alamos	NM	1				NC	LC	AFOSI Case 36; 18:36 - bright white w/greenish tint went out or disappeared behind cloud
490308	Los Alamos	NM	1				NC	LC	AFOSI Case 37; 18:35 - white aluminum colored elliptical obj disappeared behind trees
490308	Killeen Base, Camp Hood	TX	1			BBU			one white and one yellowish-red light in level flight
490313	Albuquerque	NM	1				NC	LC	AFOSI Case 40; 21:55 - Bluish-greenish white obj 1/2 diameter of full moon
490317	Killeen Base, Camp Hood	TX	1			319			7 separate sightings by trained artillery observers
490318	Fort Chimo, Quebec	CAN	1			BBU			red light like an aircraft light traveling W to E at high altitude
490327	Tucumcari	NM	1			BBU	NC	LC	AFOSI Case 42; 18:00-18:05 - amber colored, long and narrow obj faded out in distance
490327	Montoya	NM	1			BBU	NC	LC	AFOSI Case 43; 18:00 - a contrail-like yellow-amber-orange object

490327	Tucumcari	NM	1			BBU	NC	LC	AFOSI Case 44; 10:15 - bright orange, long and narrow obj faded in distance
490327	Tucumcari	NM	1			BBU	NC	LC	AFOSI Case 45; 18:00 - orange obj about the size of C-47 at 10,000 ft
490331	Killeen Base, Camp Hood (east of)	TX	1			BBU			a reddish white ball of fire pass horizontally over the base airstrip
490403	Dillon (1 mile SE of)	MT	1			BBU			Object like 2 inverted plates-matte blue-grey non-reflected bottom (Berliner; cf. FOIA; Jan Aldrich)
490405	Los Alamos	NM	1				NC	LC	AFOSI Case 47; 22:00 - green w/red afterglow obj of tremendous speed disappeared
490406	Los Alamos	NM	1				NC	LC	AFOSI Case 48; 12:05 - btwn light and dark green object traveling very fast
490407	Los Alamos	NM	1				NC	LC	AFOSI Case 49; 01:35 - green obj sighted about 200 yds from top of hill moved slowly
490407	Los Alamos	NM	1				NC	LC	AFOSI Case 50; 01:00 - green obj going S to N moving slowly
490406-07	Memphis	TN	1			BBU			6-9 climbing, diving, whirling yellow or silvery oval objects which avoided 3-4 airplanes (FOIA) 2-4 hrs
490412	Albuquerque	NM	1				NC	LC	AFOSI Case 51; 19:30 - white round obj 1/8 size of moon just extinguished
490412	El Paso	TX	1					LC	AFOSI Case 52; Witness reported grayish object rose straight up leaving smoke trail, 15 minutes duration
490420	Ludington	MI	1			BBU			fast-moving "comet with a tail" cross the sky disappearing over lake Michigan
490422	Cliff	NM	1				NC	LC	AFOSI Case 54; 09:05 - round, flat thin disc-shaped aluminum obj disappeared behind mtns
490424	Arrey (3 miles N of)	NM	1			358	NC	LC	AFOSI Case 55; 10:33 - white-yellow ellipsoid obj disappeared at tremendous rate of speed
490425	Springer Lake	NM	1			BBU	NC	LC	AFOSI Case 56; 00:50 - silvery spherical objects over a lake at high speed
490427	Killeen Base, Camp Hood (SE of)	TX	1			BBU			blinking violet object passing through branches of a tree
490428	Tucson	AZ	1			361	NC	LC	AFOSI Case 57; app 17:45 - a very large bright, sausage-shaped object
490428	Killeen Base, Camp Hood (SE of)	TX	1			BBU			a variety of strange lights, mostly slow-moving changing color from white to red to green
490430	Albuquerque	NM	1				NC	LC	AFOSI Case 58; 22:15 - Blue-green round obj abt 10th size of moon just went out
490500	Los Alamos	NM	1				NC		saw 13 saucer shaped objects in a perfect straight line formation
490502	Elko	NV	1			BBU			3 flying discs 30 ft diameter at 14,000 ft make a left turn and depart ahead of a United airliner taking off from Elko airport. (FOIA; FUFOR Index)
490503	Los Alamos	NM	1				NC	LC	AFOSI Case 59; 21:43 - bright white obj went very fast (up to 1,000 mph)
490503	Los Alamos	NM	1				NC	LC	AFOSI Case 60; 21:26;21:43;22:05 - Large white size like airplane landing lights obj
490503	Los Alamos	NM	1				NC	LC	AFOSI Case 61; 21:26-white baseball diamond lights; 21:40 - slightly larger than firebox lights
490503	Sidney	OH	1			BBU			bright shiny disc high overhead wavering, climbing and descending slightly on a straight path. (FOIA; FUFOR Index)
490504	Maplewood (4.5 Miles W of)	OH	1			BBU			bright silver flat circular object to the SE traveling NE
490505	Fort Bliss	TX	1			376			2 oblong white discs, flying at about 200-250 mph

490506	Sidney	OH	1			BBU			object with no trail or sound-too bright to see the shape
490506	Livermore	CA	1			379			2 shiny, disc-like objects rotate around each other
490506	Killeen Base, Camp Hood	TX	1			BBU	NC	LC	AFOSI Case 62; 21:40 - 21:30 - Army artillery observers est 2 days earlier, tracks its first object
490506	Los Alamos	NM	1				NC	LC	AFOSI Case 63; 01:05 - round green obj 1/8 sz of moon disappeared W of Jamez mtns
490507	St. Louis	MO	1			BBU			sun glinting off a flat reddish-brown object "somewhat triangular" shaped
490507	Killeen Base, Camp Hood	TX	1			BBU	NC	LC	AFOSI Case 64; 20:25-21:05 - brilliant white diamond-shaped obj at triangulated location
490507	Killeen Base, Camp Hood	TX	1				NC	LC	AFOSI Case 65; 19:40 - reddish greenish white diamond shaped obj dimmed and went out
490508	Killeen Base, Camp Hood	TX	1			BBU	NC	LC	AFOSI Case 66; 20:08-20:17 - brilliant white diamond-shaped object caused severe radio interference
490508	Tucson	AZ	1				NC	LC	AFOSI Case 67; 09:30-11:00 - white metallic circular obj from motionless to faster than jet
490509	Tucson	AZ	1			384	NC	LC	AFOSI Case 68; app 14:30 - silvery, round and flat obj at 750-1000 mph faded from view
490512	Holloman AFB	NM	1			BBU			Donald H. Menzel sighting
490512	Alamogordo	NM	1				NC	LC	AFOSI Case 69; 21:15-21:30 - white w/greenish twinge 1/4 diameter of full moon
490516	Davis Monthan AFB	AZ	1						Object was described as black, round and flat in shape, similar to a washtub. It maintained the same altitude, fluttering as it disappeared behind an obstacle. Ground/visual from a military source. 8-10 seconds
490516	Tucson	AZ	1				NC	LC	AFOSI Case 70; app 17:00 - black round solid flat obj at 800-1000 mph
490519	Fort Bliss	TX	1				NC		Numerous military witnesses observed a round silver thin object
490524	Bend	OR	1						Rogue River Incident
490524	Gold Beach	OR	1	D	5	BBU			hamburger-shaped metallic disc about 25-35 ft to 100 ft wide (1-1/2 miles E of Rogue River)
490601	Stewart Field, Newburgh	NY	1			BBU			yellow oblong soundless object appear and disappear every few mins
490602	Los Alamos	NM	1				NC	LC	AFOSI Case 71; 00:40 - green ball of light with no sound
490606	Killeen Base, Camp Hood	TX	1			BBU			9:05-9:08 p.m. Williams, Jones and others in UFO observation and triangulation network tracked a hovering orange object about 30-70 ft in diameter, 2 mils angular size, 1 mile above ground, 3 miles S of the observation post, 4-1/2 miles S of the Plotting Center, which suddenly started moving in level flight then exploded in a shower of particles.
490611	Los Alamos	NM	1				NC	LC	AFOSI Case 72; 20:57 - obj green then red at end of flight - about the size of a star
490614	White Sands	NM	1			BBU	NC		McLaughlin crew sights UFO pacing Navy missile
490614	Killeen Base, Camp Hood	TX	1			BBU			hovering orange object about 30-70 ft in diameter
490620	Los Alamos	NM	1				NC	LC	AFOSI Case 73; 20:10 - round, green obj turned red before vanishing
490620	Los Alamos	NM	1				NC	LC	AFOSI Case 74; 20:10 - blue-green obj directly overhead vanished
490624	Mesa	AZ	1						Five objects observed by two witnesses. One object moved vertical. Described as steel gray and at least one was a disc with two flanges
490627	Albuquerque	NM	1				NC	LC	AFOSI Case 76; 01:38 - round obj slightly more orange than star went behind building

490629	White Sands	NM	1				NC		Naval rocket expert observed a silvery disc
490703	Longview	WA	1	D	5	BBU			Metallic Discus Object Observed By 150-200 Observers
490723	Delphi (north of)	IN	1						2 observers fishing saw some 12-meter objects circle and play in the sky
490724	Socorro (near)	NM	1			BBU	NC		Green fireball sighting-left possible copper particles
490730	Mount Hood	OR	1			496			object with 1 white light and 2 red lights
490806	Las Cruses	NM	1				NC	LC	AFOSI Case 85; 20:00 - round bluish green obj disappeared behind building
490806	Las Cruses	NM	1				NC	LC	AFOSI Case 86; 20:00 - reddish blue/green round obj app 6" in diameter disappeared
490806	Alamogordo	NM	1				NC	LC	AFOSI Case 87; 20:00 - round, bright white w/slight reddish cast 1/2 size of moon
490806	Alamogordo	NM	1				NC	LC	AFOSI Case 88; 20:00-20:05 - white obj large as auto at arm's length disappeared
490806	Alamogordo	NM	1				NC	LC	AFOSI Case 89; 20:15 - round, whitish yellow w/red tail obj twice as fast as falling star
490806	Alamogordo	NM	1				NC	LC	AFOSI Case 90; 20:30 - round, white/bluish obj similar to falling star went out
490808	Medford	OR	1						objects, varying from 1 to 7, traveling slow to very fast. Air Force Conclusion: Balls of thistle
490820	Las Cruses	NM	1			BBU	NC		a rigid formation of faint bluish-green rectangles
490905	Reno (east of)	NV	1						perfectly round, silver object with curved sides coming to a smooth round edge, about the size of a P-38 wingspan
491012	Davis-Monthan AFB, Tucson	AZ	1	D	5				Four Airman View Metallic Craft
491012	Holloman AFB	CA	1	D	5	BB			H. S. Object Observed By Flight Engineer & Mechanics
491017	Mt. Palomar Observatory and Palomar Gardens	CA	1			BBU			Observatory Asst. Superintendent-Electrical B. B. Traxler saw a small black object without apparent projections moving at high speed (Sparks)
491021	Mt. Palomar Observatory	CA	1			BBU			elongated slightly curved or banana shaped object
491030	Novato (10 miles N of)	CA	1						observed a white round solid disc-shaped object that was approximately 50 feet in diameter.
491121	Akita, Honshu	Japan	1			BBU			rectangular object flying at 500 mph
491213	Holloman AFB	NM	1				NC		Unknown Aerial Phenomenon Sighted
500107	Corona (south of)	NM	1			BBU	NC		OSI Case 161 yellowish-white ball of light at about 45° elevation changing color to orange with trailing flame (FOIA; FUFOR Index)
500110	Las Vegas AFB	NV	1						A man and his father stated that an object was within their vision for approximately twenty five (25) seconds and that the appearance of the object was pure silver, round "like a balloon" and apparently constructed of. a solid material, "a metal".
500113	Holloman AFB	NM	1				NC		observed a bright white object that changed color to red and green in northern sky
500202	Davis-Monthan AFB, Tucson	AZ	1			BBU			saw object trailing smoke
500205	Teaticket	MA	1			BBU			2 thin, illuminated cylinders, one dropped a fireball, both maneuvered together then disappeared high and fast. (Berliner) 5 mins
500224	Albuquerque	NM	1			642	NC		UAO observed over Los Alamos
500225	Los Alamos	NM	1			645	NC		AEC Investigators Sighted cylinder with tapered ends, silver and flashing
500303	Selfridge AFB	MI	1			650			an intense, dull yellowish light descend vertically
500310	Orangeburg	SC	1						Disc hovered over city, sped away. [XII]

500311	Punta Arenas	Chile	1			BBU			silver ping-pong-shaped object at extreme altitude
500313	Clarksburg	CA	1						Saucer-shaped object descended, hovered with swaying motion, moved away. [IV]
500313	Mexico City	MX	1						Airport observers saw 4 UFOs, one through theodolite. [V, Xl
500316	Dallas	TX	1						Navy Chief Petty Officer at Naval Air Station saw a flat oval UFO pass under a B-36 bomber.
500317	Farmington	NM	1						Retired Army Captain, others, saw dozens of discs gyrating in sky. [IV]
500320	Clovis (35 miles SE of)	NM	1			BBU	NC		spherical then elongated object flying at 2,000 mph
500321	Kirtland AFB, Albuquerque	NM	1				NC		4925th Test Group Sees UFO
500322	Kirtland AFB, Albuquerque	NM	1				NC		4925th Test Group Sees UFO
500326	Reno	NV	1						CAA control tower operator saw maneuvering light source. [V]
500328	Santiago	Chile	1			680			white object through binoculars flying at extreme altitude and speed
500329	Marrowhode Lake	TN	1			682			6-12 dark objects shaped like 300-lb. bombs
500407	Boston (Logan Airport)	MA	1			BBU			deep-blue ellipsoid object at 15° elevation moving SW-NE opposite the winds
500410	Mobile (Brookley AFB & Bates Field)	AL	1			BBU			object flying to the NE or E over Brookley AFB at 3,500 ft
500414	Fort Monmouth	NJ	1			711			4 rectangular, amber objects
500427	Hachinohe (NE of Camp Haugen)	Japan	1			BBU			rectangular cream-colored flat object about 20 ft high, 60 ft long
500507	Ely (9 miles S of)	NV	1			721			silvery white object hover at 100 ft altitude
500509	Selfridge AFB	MI	1						object with erratically varying height, position and speed
500520	Flagstaff	AZ	1						Astronomer/meteorologist observed a "powered" disc-like object from the grounds of Lowell Observatory. [I]
500529	Mt. Vernon (about 7 miles W of)	VA	1			BBU			a spindle-shaped 150 ft long metallic object
500612	Unknown City	CA	1						Geologist saw disc-shaped object loop around plane. [VI]
500614	Oak Ridge	TN	1						4:45 PM. Fairchild plant workers at the nuclear research facilities watched a brilliant fiery ball of light hover over restricted military airspace for about two minutes. (Source: Loren E. Gross, UFOs: A History. 1951, p. 3).
500621	Misawa AFB	Japan	1	D	5				30' Disc Seen From Golf Course
500621	Hamilton AFB	CA	1	D	5				Disc Makes Five Passes At Control Tower
500623	Gulf of Mexico	At Sea	1			BBU			huge ball of fire descend slowly in 1-1/2 mins in a wavy spiral path
500627	Texarkana	TX	1	D	5	738			Huge "Dishpan" Flies Over Arsenal
500700	Cincinnati	OH	1						CAA flight engineer observed a "wingless, fuselage-shaped" UFO. [V]
500713	Huntsville	GA	1			758			polished aluminum object, shaped like a bowtie
500804	North Atlantic	At Sea	1	U	5	773			Object 100' Above Sea Observed By Ship MV Marcala
500820	Nicosia	Cyprus	1			793			small, round or elliptical, bright object overhead
500827	Brockton (near)	MA	1			BBU			shiny white spherical object about 20 ft diameter
500830	Sandy Point, Newfoundland	CAN	1			790			a black or dark round object
500830	S of Kippens, Newfoundland	CAN	1			790			(BB# may be wrong) black or yellowish-brown object
500830	Alamogordo (Holloman AFB)	NM	1	D	5	BBU	NC		Two Objects Filmed During Shrike Missile Test
500901	McKorryuk, Nunivak Island, Aleutians	AK	1			BBU			strange deep red ball of fire near the horizon
500903	Spokane	WA	1	D	5	797			Three Pancake-Shaped Objects Observed
500908	Unkown location	Germany	1			BBU			(McDonald list)
500918	Poplar (Bluff?)	MT	1			BBU			round object moving erratically at high speed then hover

500920	Kit Carson	CO	1			807			brilliant white star like object accelerate and decelerate
501003	Pomona	CA	1						Disc-shaped UFO reported by scientist. [VI]
501015	Knoxville	TN	1			819			saw 2 shiny silver objects shaped like bullet
501016	Oak Ridge	TN	1				NC		Oak Ridge Security Guard Reports Spinning Object
501020	Oak Ridge	TN	1				NC		UFOs sighted over "Control Zone"
501020	Kirtland AFB (and over Camp Hood, TX)	NM	1				NC		Flying Saucers Observed Over Kirtland AFB and Camp Hood
501023	Oak Ridge	TN	1				NC		Lab Employee Sees Flash/Radiation Detected at Oak Ridge
501023	Bonlee	NC	1			824			aluminum object shaped like a dirigible
501105	Oak Ridge	TN	1			829	NC		Aircraft Illustrator Reports Darting Pear-Shaped Object Over Oak Ridge
501123	Maxwell AFB, Montgomery	AL	1			BBU			(32.37° N, 86.36° W). Thompson. (McDonald list; FUFOR Index)
501127	Huron	SD	1						CAA personnel saw hovering maneuvering UFO. [V]
501130	Knoxville	TN	1			BBU	NC		More UFOs, Radar-Jamming, and Radiation at Oak Ridge
501200	Cheyenne (near)	WY	1						USAF officer saw aluminum-like oval UFO. [III]
501202	Nanyika, Kenya	Africa	1			845			pearly, iridescent object with a flattened top
501205	Oak Ridge	TN	1				NC		Wife of Security Officer Reports Object Made of Polished Metal
501205	Oak Ridge	TN	1				NC		FBI Memo - Detection of UFOs Over Oak Ridge
501206	Fort Meyers	FL	1			848			75 ft object, 3-4 ft thick, bubble on top, silver with a red rim having 2 white and 2 orange jets
501206	Westover AFB	MA	1	D	5				Sighting 2 Hours Before National Alert
501211	Gulkana (10 miles NW of)	AK	1			849			2 white flashes, followed by dark cloud - rose and split in 2
501227	Lakehurst	NJ	1			BBU			(40.01° N, 74.31° W). Folean. (McDonald list; FUFOR Index)
510108	Fort Worth (South of)	TX	1			864			watch 2 stationary groups of red and green lights
510112	Fort Benning	GA	1			868			light with a fan-shaped wake remain motionless like a star
510116	Artesia (near)	NM	1	D	5	BBU			Two Discs Approach Skyhook
510214	Alamogordo	NM	1						Two Air Force pilots, while watching a large balloon, saw a flat, round white object hovering at high altitude. [III]
510219	Rodeo	NM	1			BBU	NC		pilot saw a green flare [fireball?] pass his plane.
510221	Durban	S. Africa	1			896			dark red, torpedo-shaped object with darker center
510226	Ladd AFB	AK	1	D	5	897			Oblong Object Hovers Over Runway
510310	Chinnampo	Korea	1			BBU			large red-yellow glow burst and become blue-white
510313	McClellan AFB, Sacramento	CA	1	D	5	907			Cylinder With Twin Trails
510315	New Delhi	India	1	D	5	908			20+ Top Shelf Witnesses / Metallic Cigar
510324	Holloman AFB	NM	1			BBU	NC		Project Twinkle Photographed UFO
510601	Niagara Falls	NY	1			925			glowing yellow-orange, saucer shaped object
510601	Dayton	OH	1						Wright-Patterson AFB official watched disc make sharp turn. [III]
510709	Corona	NM	1			BBU	NC		red glowing ball about size of full moon
510724	Portsmouth	NH	1			943			greyish 100-200 ft tubular object
510800	Central	NM	1						Mining engineer sighted two discs with "portholes." [VI]
510803	Pinckney (near)	MI	1						NICAP Adviser saw a glowing, yellowish UFO which moved on an undulating course. [VI]
510820	Finland AFS	MN	1			BBU			(McDonald list; FUFOR Index)
510825	Albuquerque	NM	1			955	NC		wife saw a flying wing-shaped craft pass overhead
510827	Vandalia	IL	1			BBU			large blinding orange light to the SW
510906	Claremont	CA	1			964			6 orange lights in an irregular formation, fly straight and level

510923	Victorville (1st jets scrambled from)	CA	1			BBU			a bright silvery aircraft with highly swept back 45° wings
511002	White Sands	NM	1				NC		Three Separate Reports
511002	Columbus	OH	1			980			bright oval with a clipped tail fly
511009	Terre Haute	IN	1	D	5	985			object appearing as a silvery "flattened tennis ball"
511009	Terre Haute	IN	1						CAA employee saw h.s. "flattened tennis ball"
511102	AZ, NM, TX, OK	various	1			BBU			Green fireball. (LIFE Incident 10; [FUFOR Index?])
511102	Mojave (30 (35?) miles N of)	CA	1			BBU			30 ft disk-shaped flying object in the SW, 10 ft thick, blue green
511107	Lake Superior	MI	1						Steamship Captain and crew watched elongated orange object with six glowing "portholes" speed towards Ontario. [XII]
511110	Albuquerque	NM	1						The eighth fireball in 13 days was seen here and as far away as Wyoming. (United Press)
511124	Coopersville	MI	1			BBU			a large round object flying at 500-1,000 ft height at about 1,000 mph
511126	Milwaukee (25 miles E of)	WI	1			BBU			an orange ball of fire with blue tail flying on a level trajectory
511030	Yucca Flats	NV	1				NC		Squadrons of UFOs over atomic test site
511200	Peru (NW of)	NB	1			BBU			blue light in the NW, vanish to the SE
511207	Oak Ridge	TN	1			1021	NC		20' square obs by secty guard; F-47's scrambled
511224	Mankato	MN	1			1013			Military witness(es). [Nov. 24, 1951, case??] (NARA)
511207	Sunbury	OH	1			1023			silvery sphere through telescope; 2 specks sighted at sides
520000	London, Ont	CAN	1						Astronomer observed elliptical UFO with 2 bright body lights. [UFOE, VI]
520116	Artesia	NM	1			1037	NC		a motionless dull white, round object 5/3 larger than the balloon
520120	Fairchild AFB	WA	1			BBU			bluish-white spherical object with a long blue tail that flew beneath a solid overcast
520201	Terre Haute (10 miles W of)	IN	1			BBU			close group of moving lights changing color from blue to green to yellow
520220	Greenfield	MA	1						Congregational Minister saw three very bright silver objects, apparently spherical, traveling in a perfect V. [VII]
520226	Albany	NY	1						Minimum 3-5 Minute Incident Described As Possible Meteor????
520310	Oakland	CA	1						An engineering metals inspector watched two dark wing (or hemisphere) shaped objects pass overhead, swaying back and forth like a pendulum. (NICAP report.)
520315	Sandia Base	NM	1			BBU	NC		4:30 p.m. (MST). (McDonald list; BB Rpt 7) Flattened Oval As Large As B-29
520320	Centreville	MD	1			1074			dull orange-yellow saucer-shaped light fly straight and level
520329	Butler	MO	1						Chairman of Industrial Commission of Missouri saw cylinder-shaped, silver UFO, [UFOE, VII]
520402	Lake Mead	NV	1						a man observed a UFO. It was silver in color, very large and at a tremendous altitude
520403	Marana	AZ	1			BBU			bright aluminum shiny oblong object above 54,000 ft (Project 1947; FUFOR Index)
520405	Phoenix (Glendale?)	AZ	1			1096			large, dull grey circular object, followed by 2 more, fly straight and level at high speed. (Berliner)
520405	Miami	FL	1			1097			4 dark circular objects with mostly fuzzy edges each ½ the angular size of Moon. (Berliner)
520406	Temple	TX	1			1099			50-75 grey white discs
520408	Big Pines (near)	CA	1						Disc-like UFO observed by TV network engineer. [UFOE, VI]

520409	Pecos (6 miles W of near Lackland AFB)	TX	1			BBU			Bethune. (Hynek UFO Rpt p. 43; FUFOR Index)
520412	North Bay CFS, Ontario	CAN	1			1108			The round amber object came in from the southwest and moved across the RCAF Station airfield at North Bay, stopped and moved off again in the reverse direction
520415	Santa Cruz	CA	1			1115			2 faint objects flying fast along the horizon
520416	Madison	WI	1						observed 5 or 6 semi-circular objects almost overhead, glowing with a yellowish-white light
520416	Shreveport	LA	1			BBU			Course reversing light. (Willy Smith pp. 25-29; FUFOR Index)
520417	Longmeadow	MA	1			1124			round, deep orange object fly fast and erratic
520417	Yuma Test Station	AZ	1			1127			flat-white, circular object flew with an irregular trajectory
520417	Nellis AFB	NV	1						Large group of circular UFOs. [UFOE, III]
520418	Bethesda	MD	1			1128			7-9 circular, orange-yellow lights
520418	Corner Brook, Newfoundland	CAN	1			1129			Janitor saw a yellow-gold object make a sharp turn, leaving a short, dark trail. (Berliner; FUFOR Index)
520418	Corner Brook, Newfoundland	CAN	1			1131			round, yellow-gold object fly S then return
520420	Flint	MI	1	D	5	BBU			Twenty Groups of Objects Observed
520422	Naha AFB	Okinawa	1			1144			elliptical object followed by 2 then another 2
520424	Milton	MA	1	D	5	1148			Squarish Objects Observed By Tower Crew
520424	Colorado Springs	CO	1						Dark (object) with luminous glow, swept wing, no fuselage. Straight and level maneuvers
520424	Clovis	NM	1			1151	NC		orange-amber lights, sometimes separate, sometimes fused
520427	Roseville	MI	1			1160			silver oval roll, descend and stop
520427	Yuma	AZ	1			1163			bright red or flame-colored discs
520428	Homewood	IL	1						Two civilian witnesses reported to the Air Force that an object in the SE that resembled a white parachute was apparently circling a large airplane for about three minutes. Not listed in BB unknowns
520501	Moses Lake	WA	1			1174			Civilian AEC employees observed a slow moving wingless silver object at 5,000 feet altitude in the Hanford area
520505	Tenafly	NJ	1			1183			6-7 objects translucent, cream-yellow
520507	Keesler AFB	MS	1			1185			aluminum or silver cylindrical object dart in and out of the clouds 10 times. (Berliner)
520510	Albuquerque	NM	1			BBU	NC		saw 2 silvery disc-shaped objects
520510	Paphos, SW	Cyprus	1			BBU			luminous circular object rise from sea level
520510	New Ellenton	SC	1			1198	NC		UFO Incident at Savannah River (AEC) Plant
520511	George AFB	CA	1			BBU			(McDonald list; FUFOR Index)
520512	Roswell (near)	NM	1						An object was seen that was blue-green in color and its estimated altitude above the terrain was 30,000 to 40,000 feet.
520513	Greenville	SC	1	D	5	BBU			4 oval reddish-yellow or reddish-brown luminous objects
520513	National City	CA	1						meteor-like obj seen descending in a curving path to the northwest over the San Diego Bay area
520514	Mayaquez	Puerto Rico	1			1213			2 shining orange spheres
520515	Georgetown, Washington	D.C.	1			BBU			soft golden glowing oval object
520518	Greenville	SC	1						Four amateur astronomers observed a diamond-shaped formation, oval shaped objects, wobbled in flight
520520	George AFB	CA	1			BBU			1:25 p.m. (PST) (McDonald list; FUFOR Index)
520522	Alexandria	VA	1	D	5	BBU	NC		Top CIA Official & Guests Have Notable Sighting

520523	Kirtland AFB, Albuquerque	NM	1	D	5	BBU	NC		silvery or aluminum color flat on the bottom, slightly rounded on top
520525	Randolph AFB	TX	1			BBU			12 orange-white tear-drop shaped lights (McDonald files; Jan Aldrich; cf. Ruppelt p. 140; FUFOR Index)
520525	Walnut Lake	MI	1			1227			large white circular object having dark sections on its rim
520528	Saigon	Indochina	1			1232			white-silver disc-shaped object
520528	Albuquerque	NM	1			1233	NC		(1:45-2:40 PM) 2 circular objects
520528	Albuquerque	NM	1			1233	NC		(8:20-8:40 PM) 2 circular objects
520529	San Antonio	TX	1			1236			bright tubular object tilt from horizontal to vertical
520601	Rapid City	SD	1			1243			USAF A/1c Beatty and two civilians saw at least 5 long silver objects which flew in a neat box formation with a leader. (Berliner)
520601	Walla Walla	WA	1			1245			oval object with a "definite airfoil" perform a fast climb
520601	Soap Lake	WA	1			1246			3 glimmering objects fly straight and level
520602	Bayview	WA	1			1249			purple object for unknown length of time
520604	Stuttgart	West Germany	1			BBU			circular object with white lights on the leading edge
520605	Lubbock	TX	1			1255			8 yellow circular objects
520605	Albuquerque	NM	1			1256	NC		shiny round object fly 5-6x as fast as an F-86 jet
520605	Offutt AFB, Omaha	NE	1			1257			bright red stationary object for 4-5 mins
520606	Kimpo AB	Korea	1			BBU			(Case missing) cylinder-section flat disc-shaped object
520608	Albuquerque	NM	1	D	5	1263	NC		4 shiny objects fly straight and level in a diamond formation
520609	Minneapolis	MN	1			BBU			(Case missing) Berliner
520612	Fort Smith	AR	1			1269			orange ball with a tail fly with a low angular velocity
520613	Le Bourget (airport)	France	1						Control tower operators and pilot watched brilliant light source cross sky SW of field after hovering for about an hour. [UFOE, X]
520613	Middletown	PA	1			1273			orange object travel S, stop for 1 sec
520615	Louisville	KY	1			1285			large, cigar-shaped object with a blunt front
520616	Walker AFB, Roswell	NM	1			1295	NC		S/Sgt. Sparks saw 5-6 greyish discs, in a half-moon formation fly at 500-600 mph. (Berliner)
520617	McChord AFB	WA	1			1298			Many witnesses saw 1-5 large silver yellow objects flying erratically, stop and start. (Berliner)
520617	Hasselbach	East Germany	1			BBU			40-50 ft frying pan-shaped object with two rows of 1 ft holes
520617	Cape Cod	MA	1			1299			light like a bright star cross the nose of a jet
520618	Columbus	WI	1			1302			crescent-shaped object hover then speed away
520618	Walnut Lake	MI	1			1305			orange light zigzag then hover
520620	Paulette (near)	MS	1			BBU			cone-shaped object
520622	Pyungthek	Korea	1			1323			4 ft diameter orange object
520623	Spokane	WA	1			1331			round disc with a metallic shine flash and flutter like a flipped coin. (Berliner)
520623	McChord AFB	WA	1			1332			a very large light fly straight and level
520623	Oak Ridge	TN	1			1334	NC		Secretary Martha Milligan saw a bullet-shaped object with burnt-orange exhaust fly straight and level. (Berliner)
520623	unknown location	Japan	1			BBU			black coin-shaped object, 15-20 ft in diameter
520623	Owensboro (near)	KY	1			1335			2 obj looking like “giant soap bubbles” reflecting
520625	Tokyo	Japan	1			1340			no information
520625	Japan, Korea Area	Far East	1			1347			Military witness(es). Case missing [?]. (NARA)
520625	Chicago	IL	1			1344			bright yellow-white, egg-shaped object
520625	unknown location	MI	1			BBU			(FUFOR Index)
520626	Terre Haute	IN	1			1348			undescribed object fly at 600 mph

520626	Pottstown	PA	1			1351			3 different sightings of flashing lights
520627	Topeka	KS	1			1355			pulsating red object change shape from circular to a vertical oval
520628	Kirtland AFB, Albuquerque	NM	1			BBU	NC		2 silvery disc-like objects high in the sky
520628	Lake Kishkonoug	WI	1			1361			silver-white sphere become an ellipse
520628	Nagoya, Honshu	Japan	1			1363			dark blue elliptical-shaped object
520629	O'Hare Airport, Chicago	IL	1			1364			a bright silver smooth surfaced, flat oval 30 ft object (Jan Aldrich; unpublished Ruppelt manuscript)
520630	Columbia	MO	1			BBU			object at extreme distance irregularly changing color from red to green
520630	Phoenix	AZ	1			BBU			Gaudet [and Wolf?]. (Jan Aldrich; FUFOR Index)
520630	Sea of Japan	at sea	1			BBU			circular object flattened on top and bottom
520701	Boston	MA	1						7:25 am. Two silvery elliptical UFOs were observed visually near Boston, where an F-94 interceptor was sent up to investigate
520703	Selfridge AFB	MI	1			1380			2 big lights about 20 ft diameter
520703	Chicago	IL	1			1382			2 bright pastel green discs fly straight and level very fast
520705	Elmendorf AFB, Anchorage	AK	1			BBU			(FUFOR Index)
520709	Colorado Springs	CO	1			1405			object shaped like an airfoil less its trailing edge, luminous white, move slowly and erratically. 12-mins. (Berliner)
520709	Kutztown	PA	1			1409			aluminum, oval-shaped object change direction
520709	Rapid City AFB	SD	1			BBU			A sergeant and three airmen reported that three milky white discs were between 30,000 and 40,000 feet. The airmen observed the objects which appeared between 3 and 4 inches in diameter (at arm's length), moving faster than any jet aircraft they have seen (FUFOR Index)
520712	Annapolis	MD	1			1431			3:30 p.m. Insurance company president William Washburn saw 4 large, elliptical-shaped objects fly very fast, stop, turn 90° and fly away. 7-8 secs. (Berliner)
520712	Chicago	IL	1						Air Force weather officer, many others at Montrose Beach saw large red object with small white lights on side reverse course directly overhead. [UFOE, III]
520714	Okinawa (near)	Guam	1						a spherical object to the north of the base. The object was moving straight down, but its course changed immediately as it moved to the northeast across the sky
520715	West Palm Beach	FL	1			1451			discus-shaped object, greyish, except when hovering
520715	Pendleton	OR	1						Many civilians in 5 cars and an Oregon State Trooper observed a spherical-shaped object
520716	Hampton Roads	VA	1			BBU			2 amber-colored objects approach from the S
520717	Batesville	MS	1						State Highway Patrolmen observed two or three round blue flourescent colored objects approximately 100 feet in diamter. The objects were observed for approximately 30 minutes.
520717	White Plains	NY	1			1502			2 round objects, bluish white with brighter rims, fly in formation
520717	Lockbourne AFB	OH	1			1476			amber-colored elliptical-shaped object with a small flame
520717	Rapid City	SD	1			1479			Military (USAF?) witness(es).
520717	Tsuiki Air Base, Kyushu	Japan	1						a formation of twelve circular luminous objects moving in the same direction as balloons just released
520718	Lockbourne AFB	OH	1			1482			a light like a big star that disappeared when an aircraft approached
520718	Miami	FL	1			1483			opaque, silvery bubble fly very fast at a right-angle to the wind
520718	Patrick AFB	FL	1	D	5	1485			series of hovering and maneuvering red-orange lights

520719	unknown location	Unknown	1			BBU			2 cigar-shaped objects, one hovering the other moving to the E (Battelle Unknown #4)
520719	River Edge	NJ	1						Associated Press reporter Saul Pett about midnight saw an intensely glowing, non-blinking orange ball of light moving steadily overhead from the northwest to the southeast for 1-2 minutes
520719	Williston	ND	1			1492			elliptical-shaped object with a light fringe, descend fast
520719	Elkins Park	PA	1	D	5	1494			saw 2 star-like lights maneuver, hover and speed
520720	Lavalette	NJ	1	D	5	1504			2 large orange-yellow lights with some dull red color fly in trail
520721	Baltimore	MD	1						Brilliant orange, cone-shaped object size of four engine aircraft sighted at 15,000 to 20,000 feet then dove to 2000 feet
520721	San Marcos AFB	TX	1			1516			a blue circle with a blue trail hover then accelerate
520721	Randolph AFB	TX	1			1522			an elongated, fuselage-shaped object fly straight and level
520721	Holyoke	MA	1			1524			round, yellow, flashing light fly downward
520722	Rockville	IN	1			1533			an aluminum delta-shaped object with vertical fin
520722	Uvalde	TX	1	D	5	1536			large, round, silver object fly at 1,000+ mph while gyrating
520722	Maxwell	TX	1						At 2240 CST one bluish green object was observed at 8,000 feet. The object climbed to 14,000 in arc very rapid.
520722	Los Alamos	NM	1			1538	NC		saw 8 large, round, bright aluminum objects fly straight and level
520722	Brookley AFB (Mobile)	AL	1			BBU			barrel-shaped black object 3.5-4 ft diameter, emitting black smoke trail
520722	Stafford	VA	1			1654			bright ovoid object hover then move in stops and starts
520723	Long Beach	CA	1	D	5				Oval Object Zig Zags Over Naval Ship Yard
520723	Culver City	CA	1	D	5				Two Discs Emerge From Elliptical Object
520723	Alexandria	VA	1						9:00 p.m. A red object, size undetermined, was sighted southwest of Alexandria, Virginia. The object hovered for 10 minutes, then disappeared in a westerly direction at a high rate of speed
520723	Springfield	OH	1						Bt. 8:05 and 10:15 p.m. two lights, some described them as white globes, were seen high in the sky.
520723	Nahant	MA	1						2:15-218 a.m. A Seaman on watch at Nahant Coast Guard Station observed two (2) bluish lights approximately 5 feet in diameter, appearing as flat, disc-shaped objects having no aerodynamic features
520723	Lockbourne AFB	OH	1						Numerous witnesses observed four (4) objects hovering in the vicinity of the Lockbourne AFB, Columbus, Ohio. The objects were round and flourescent white in color.
520724	Clovis (Clovis AFB)	NM	1						2 oval-shaped objects, reddish-orange neon glow, approx 3-4 mi high and trav E approx speed 400-600 MPH. In formation approx 1-1½ mi apart on level course-no vapor trails, no sound. Duration approx 4 mins
520724	Travis AFB	CA	1			1588			At 2215 hours PDST, thirteen witnesses of the 1501st Maintenance Squadron observed a round object with a reddish center with a halo around the object. (NARA)
520725	Wilmington	DE	1			BBU			Afternoon VA employee saw 2 discs reflecting light in a climb
520726	Kansas City	MO	1			1628			light with red-orange flashes descend in the NW
520726	Kirtland AFB, Albuquerque	NM	1			1637	NC		8-10 orange balls in triangular or V-formation flying fast
520726	New York City (Atlantic 200 miles S of)	NY	1			BBU			3 amber edged [?] white flashing objects traveling at Mach 1
520727	Wilmington	DE	1						James R. Thomas observed one cylindrical object with a domed top and bottom moving northwest to southeast
520727	Wilmington	DE	1			1664			[Same as July 25 case?] (NARA)

520727	Selfridge AFB	MI	1			1680			many round white objects fly straight and level, very fast
520727	Ann Arbor	MI	1						Biologist reported "flotilla" of rocket-like UFOs. [UFOE, VI]
520727	Washington	DC	1						At 7:30 p.m. Both Air Force personnel and National Airport employees observed a large round object reflecting sunlight as it hovered over the U.S. Capitol Building.
520727	Witchita Falls	TX	1			1684			2 disc-shaped objects illuminated by a phosphorus light
520727	Manhattan Beach	CA	1	D	5	BBU			Large Object Separates Into 7 Discs
520727-28	Washington (The Pentagon)	DC	1						At 2000 hours July 27 and 0200 hours July 28, 1952, Mrs. XXXXXXX observed a white light immediately over the Pentagon, then it made a direct descent toward the Pentagon, stopped and veered off.
520728	Heidelberg	West Germany	1			1700			saucer-shaped object having appearance of light metal
520728	McChord AFB	WA	1			1708			dull, glowing, blue green ball, size of a dime at arms' length
520728	Baltimore	MD	1						FLYOBRPT. Mr. S. Robert Tralins observed 17 shooting lights moving in varied directions at extremely high speed
520729	Walker AFB, Roswell	NM	1			BBU	**NC**		sighted several high-speed discs through theodolite
520729	Merced	CA	1			1738			dark, discus shaped object, trailed by a silvery light
520729	Witchita	KS	1			1739			bright white circular object with a flat bottom fly very fast
520729	Albuquerque	NM	1	D	5				Air Force reserve colonel at Los Alamos saw a strange ellipse shaped light
520730	Atlanta	GA	1			BBU			(FUFOR Index)
520730	Albuquerque	NM	1			1755	**NC**		stationary orange light. No further details in files
520730	San Antonio	TX	1			1758			round, white object fly slow then speed away
520730	Holloman AFB, Alamogordo	NM	1			BBU	**NC**		(FUFOR Index)
520800	Washington County (Skylight Mtn.)	AR	1			BBU			Inverted tin colored saucers
520800	Falls Church	VA	1	D	5				Rotating light UFO seen by ground observers, including police.
520801	Sharonville	OH	1						Brilliant white disc observed at low altitude. Others reported oval object. [UFOE, XII]
520801	Albuquerque	NM	1						At 9:50 p.m. a Scripps-Howard reporter saw a cluster of glowing white objects overhead
520801	Lancaster	CA	1			1771			2 brilliant red lights hovering and maneuvering
520801	Vincennes	IN	1						Three men witness maneuvering disc
520802	Lake Charles	LA	1			1783			red ball with blue flame tail fly straight and level
520802	Lubbock	TX	1						five civilian men observed a metallic looking spherical shaped object hanging in the air. The only apparent movement was a quivering motion.
520802	Houlton	ME	1			BBU			saw 21 objects traveling 200-600 mp
520803	Truth or Consequences	NM	1	D	5	BBU	**NC**		3 light green cylindrical objects hovering at 45° elevation
520804	Phoenix	AZ	1			1812			yellow ball which lengthened and narrowed to plate shape
520804	Mount Vernon	NY	1			1813			object, shaped like a lifesaver or donut emitting black smoke from its top
520805	Baltimore	MD	1						Experienced amateur astronomer observed two copper-like discs. [UFOE, VI]
520805	Huacho (between Lima and)	Peru	1			BBU			3 saucer-shaped objects in a V-formation maneuver
520806	Tokyo	Japan	1			1841			Continuation of Haneda AFB sightings. (NARA)
520806	Belleville	MI	1			1843			Military witness(es) (NARA)
520806-07	Port Lyautey	Fr. Morocco	1			BBU			brilliant white disc-shaped luminous object with red blinking light

520806-07	Kerkrade	Holland	1						Marine engineer designer saw two disc-shaped objects with superstructures. [UFOE, X]
520807	San Antonio	TX	1			1855			4 glowing white discs
520808	Warren AFB	WY	1			BBU			object immediately stop without appearing to decelerate
520809	Lake Charles AFB	LA	1			1870			disc-shaped object fly S at 5,000 ft at high speed
520810	In airspace over	Japan	1			BBU			object moving down from 8,000 to 1,500 ft then hovering and vanishing
520811	Hampton	VA	1			BBU			series of 7 yellowish-orange low-flying objects climb away
520811	Rockford	IL	1						Fifty - four "flying saucers" were sighted streaking over Rockford Sunday evening by at least 14 persons
520812	Cape May (near)	NJ	1			BBU			stationary glowing object lose brightness and diminish in size
520812	Wink (70 miles W of)	TX	1			BBU			several pie-pan-shaped aluminum colored objects
520813	Tokyo	Japan	1			1889			orange light fly a left orbit at 8,000 ft and 230 mph
520817	Athens	GA	1			BBU			an intensely bright bright white round object hovering
520817	Abilene	TX	1			BBU			oblong polished metal object climbing at 500 mph
520818	Fairfield	CA	1			1920			object change color from red green-orange-blue
520819	Boron	CA	1			1928			GOC Observer saw 2 objects, shaped like fat bullets
520821	Dallas	TX	1			1944			3 blue-white lights hover then descend
520822	Elgin	IL	1						USAF jets, guided by Ground Observer Corps, chased a pulsating yellowish light. [UFOE, VII]
520823	Sinuiju	North Korea	1			BBU			orange-red cigar-shaped object
520823	Akron	OH	1			1956			pulsing amber light fly straight and level
520824	Tucson	AZ	1			1964			a large round, metallic, white light with a vague lower surface
520824	Leveland	TX	1			1969			object shaped like a spinning top, changing color
520825	Frontenac-Pittsburg	KS	1			1972			70-75 ft inverted platter-shaped dull aluminum color
520825	Delaware	OH	1			1915			(NARA; FUFOR Index)
520825	Holloman AFB	NM	1			1979	**NC**		round silver object fly S, turn and fly N
520826	Lathrop Wells	NV	1			1986			V-shaped contrail, a dark cone in the center
520826	Biloxi	MS	1			1987			(NARA)
520826-30	Veracruz	Mexico	1			1994			object traveling in straight line out to sea with buzzing noise
520828	Brookley AFB, Mobile	AL	1			2006			multiple red stationary and maneuvering objects
520828	LeRoy	NY	1						Disc circled airliner verttically. [UFOE, II]
520828	Atlanta	GA	1						Police watched maneuvering UFO. [UFOE, VII]
520829	Villacoublay	France	1						Unidentified bright blue light observed through theodolite; once appeared as luminous white bar edged with black. [UFOE, X]
520829	Colorado Springs	CO	1			2013			3 objects 50 ft in diameter, 10 ft high, aluminum
520830	Santa Monica	CA	1			BBU			horizontal bar-shaped objects appearing and disappearing
52Fall	NY to Puerto Rico	In Airspace	1						Three Pan American Airways pilots watched UFO hover, speed away. [UFOE, V]. Zammett/Harris/Hutchins (AL)
520901	Atlanta	GA	1			BBU			light, similar to the evening star, move up and down
520901	Marietta	GA	1			2022			red, white, and blue-green object which spun and shot off sparks
520901	Marietta	GA	1			BBU			2 large white disc-shaped objects with green vapor trails
520903	Tucson	AZ	1			BBU			shiny, dark ellipse make three broad, curving sweeps
520906	Lake Charles AFB	LA	1			2045			bright star-like light move about the sky
520907	Tucson	AZ	1			2048			orange teardrop-shaped object whirl on its vertical axis,
520907	San Antonio	TX	1			2049			orange object or light (color temperature 2,000° F.)
520907	San Antonio	TX	1			2052			(NARA)
520909	Portland	OR	1						Two oval objects observed in searchlight beam. [UFOE, XII]

520909	Rabat	Fr. Morocco	1			2062			disc with lights along part of its circumference (Berliner)
520912	Allen	MD	1			2077			a white light with red trim and streamers fly NE
520913	Allentown	PA	1			2085			a white light with red trim and streamers fly NE
520914	Santa Barbara	CA	1			2086			blue white light travel straight and level, then fly up
520914	White Lake	SD	1			2089			red, cigar-shaped object, with three puffs behind it
520914	El Paso	TX	1			2092			(NARA)
520914-15	Ciudad Jaurez	Mexico	1			BBU			6 groups of 12-15 luminous spheres or discs
520916	Belle Glade	FL	1						Circular object with row of lights on underside passed low overhead; cattle bolted. [UFOE, XII]
520917	Tucson	AZ	1			2105			2 groups of 3 large, flat, shiny objects
520922	Fairfax County	VA	1						Police observed 3-4 UFOs maneuvering erratically. [UFOE, VII]
520923	Gander Lake	CAN	1			2119			bright white light, which reflected on the lake
520924	Charleston	WV	1			2124			bright metallic particles or flashes, up to 3 ft in length
520927	Hempstead	TX	1			BBU			white-silver circular flat disc flying erratically at 600-700 mph
520927	Inyokern	CA	1			2128			2 couples using a 5x telescope saw a large, round object
520928	Tsushima Island	Japan	1			BBU			(35°11’ N, 136°45’ E). (McDonald list)
520929	Rochester, England	UK	1			2136			2 flat objects hovering then speeding away
520929	Aurora	CO	1			BBU			5-6 circular objects, bright white but not shiny
520930	Denver	CO	1			2138			[Same as Sept. 29 Aurora case?] (NARA)
520930	Edwards AFB	CA	1						Aviation photographer, others, observed two discs alternately hovering and darting around. [UFOE, VI]
520929	Southern Pines	NC	1			2140			green ellipse. with a long tail
521001	Shaw AFB	SC	1			2142			bright white light fly straight, then vertical
521001	Pascagoula	MS	1			2143			heard a loud blast and saw a round, milky-white object
521007	Alamogordo	NM	1			2150	**NC**		pale blue oval, with its long axis vertical, fly straight and level
521010	Otis AFB	MA	1			2155			blinking white light move like a pendulum then shoot straight up
521011	Newport News	VA	1						Ground Observer Corps spotter saw disc-shaped UFO with "dome". [UFOE, XII]
521012	Palo Alto	CA	1						V-formation of six apparent discs. [UFOE, V]
521013	Oshima	Japan	1						Air Force pilot and engineer saw round object in cloud formation; object became elliptical in appearance, sped away disappearing in seconds. [UFOE, III]
521017	Taos	NM	1			2171	**NC**		round bright blue light move from N to NE at an elevation of 45°
521017	Killeen	TX	1			2172			rectangle of 10 lights, move more or less straight and level
521017	Tierra Amarilla AFS	NM	1			2173	**NC**		whites streamer move at an estimated 3,000 mph in an arc
521019	San Antonio	TX	1			2177			3 circular aluminum objects, one olive-drab colored on the side
521021	Knoxville	TN	1			2179			6 white lights fly in a loose formation, make a shallow dive
521024	Elberton	AL	1			2184			object, shaped like a plate, with a brilliant front and vague trail
521027	Gaillac	France	1						Hundreds of citizens saw 16 UFOs in formation surrounding a cigar-shaped object. "Angel's hair" fell. [UFOE, VIII]
521029	Erding Air Depot	West Germany	1			2196			round object, silhouetted against a cloud
521103	Laredo AFB	TX	1			2202			a long, elliptical, white-grey light fly very fast
521104	Columbia (Congaree AFB)	SC	1			BBU			(McDonald list)
521104	West Hokkaido	Japan	1			BBU			(FUFOR Index)
521104	Vineland	NJ	1			2206			2 groups of 2-3 whirling discs of light fly toward the the SE
521112	Los Alamos	NM	1			2219	**NC**		4 red-white-green lights fly slowly over prohibited area
521113	Glasgow	MT	1			2220			5 oval- shaped objects with lights

521116	Landrum (near)	SC	1						Hundreds of people saw a huge disc, watched through binoculars by air-traffic controller. (UFOE)
521124	Annandale	VA	1			2246			round, glowing object fly very fast, make right angle turns
521125	White Sands	NM	1			BBU	NC		(McDonald list)
521127	Albuquerque	NV	1			2249			series of 20 ft black smoke bursts similar to antiaircraft fire
521204	Colorado Springs	CO	1			BBU			(McDonald)
521206	Angoon	AK	1			BBU			2 shiny spheres connected by a solid rod heading S
521208	Ladd AFB	AK	1			2266			white, oval light which changed to red at higher altitude
521209	Madison	WI	1			2267			4 bright lights, in diamond formation
521214	Charlottesville	VA	1			BBU			light orange elliptical shaped object
521215	Greensboro	NC	1			BBU			bright circular or spherical silvery object, losing and gaining altitude
521217	San Diego	CA	1			BBU			two or more objects described as cigar or disc shaped that emanated bright light in smooth flight
521222	Moses Lake (Larson AFB)	WA	1			BBU			hat-shaped glowing object rising vertically in odd spurts right and left
521224	Camp Carson	CO	1			BBU			(McDonald list)
521228	Marysville	CA	1			2302			Civilian witness(es). (NARA)
521229	Amarillo (About 35 miles W of)	TX	1			BBU			extremely large and intense bright round bluish-white light
521230	Terrigal, New South Wales	AU	1			BBU			extremely brilliant carbon-arc bright object
530101	Mobile	AL	1			BBU			bluish-white object 1-2 ft size with a short exhaust trail in rapid level flight
530101	Craig	MT	1			2315			silver, saucer-shaped object with a red glowing bottom
530108	Moses Lake (Larson AFB)	WA	1			2323			green disc shaped or round object fly SW
530110	Sonoma	CA	1	D	5	2326			Flat Object At 2,400 MPR
530117	Guatemala City (near)	Guatemala	1			2337			brilliant green-gold object, shaped like the Goodyear blimp
530122	Harmon AFB	Newfoundland	1						An unidentified flying object described as red, white and blue and oval-shaped, was observed visually from the weather station, control tower, base operations office, and a nearby AC&W site
530122	Patrick AFB	FL	1						At 2400 Z four airmen at Patrick AFB, Florida, visually observed for three minutes a fiery red-orange ball traveling soundlessly from north to south at high speed.
530126	Sampson AFB	NY	1						At 2320 Z an airman at Sampson AFB, New York, visually observed one large luminous rectangular shaped unidentified flying object. In one minute the object traveled through an arc of 70 or 80 degrees, while emitting a humming sound.
530128	Point Mugu	CA	1			2361			18-20-inch white, flat disc with fuzzy or shimmering edges
530128	Corona	CA	1	D	5	2364			five 25 ft green spheres fly in V-formation
530128	St. Georges	DE	1			BBU			rose-orange 7-inch [?] shiny disc-shaped object with a "white tail"
530200	Finland AFS	MN	1			BBU			6:29 a.m. (CST). (McDonald list; FUFOR Index)
530204	Yuma	AZ	1	D	5	2388			white, oblong object with a solid dull pure white color
530206	Truk Atoll	At Sea	1	D	5				Bullet-Shaped Object At 500'
530208	Barter Island	AK	1	D	5	BBU			Object With Falling Leaf Motions Over Airfield
530216	Ramer	AL	1			BBU			Hawk and Stern. (McDonald list; FUFOR Index)
530217	Elmendorf AFB, Anchorage	AK	1			BBU			Nocturnal light with rapid vertical takeoff
530220	Pittsburg-Stockton	CA	1			2426			bright yellow light seen for 8 mins
530222	Erie	PA	1	D	5				150' Silvery Disc Reported By Former Navy Gunner
530224	Sherman	TX	1			2441			2 bright red, round objects with big halos fly in small circles
530227	Shreveport	LA	1			2543			5 yellow discs make circular turns, flutter

530305	Congaree AFB	SC	1			BBU			At 3:45 p.m. (EST), the assistant director of security at the Savannah River Project, Mr. J. Howard Jones, observed a silver crescent-shaped object at a very high altitude over the project.
530305	Shaw AFB	SC	1			BBU			(McDonald list)
530309	Kyushu (Ashiya AFB)	Japan	1			BBU			(McDonald list; FUFOR Index)
530310-11	Hackettstown	NJ	1			2490			large light, blinking at 10-15 times per minute
530321	Elmira	NY	1			2511			6 discs in a group fly high and fast
530325	San Antonio	TX	1			2521			several lights, some moving straight, others making 360° turns
530329	Spooner	WI	1			2526			aluminum, circular object fly high and fast
530504	Antung, Manchuria	China	1			BBU			(McDonald list; FUFOR Index)
530415	Tucson	AZ	1			2542			3 orange lights
530415	East Prairie	MO	1						Several persons observed UFOs. Objects were circular, about 230' feet in diameter, and silver in color. Speed estimated at 400-600 mph.
530504	Goose Bay AFB, Labrador	CAN	1			BBU			football-shaped light metal colored object
530505	Goose Bay AFB, Labrador	CAN	1			BBU			light above at 7,000 to 8,000 ft maneuvering in spiral pattern over airfield
530505	Yuma	AZ	1						Scientist observed silvery disc; concentric rings visible through Polaroid glasses. [UFOE, VI]
530507	Yuma	AZ	1						Air Force officers at a gunnery meet observed about 12 disc-shaped objects that dove down and hovered over the base during the meet. [AP story, Mar. 9th; UFOE, III]
530521	Prescott	AZ	1						A veteran private pilot watched as eight disc-like objects "swooped around in formation, peeled off, and shot directly up and down in a manner that could not be duplicated by a plane." The objects maneuvered overhead for about an hour. [UFOE, V]
530527	San Antonio	TX	1			2577			9 separate meandering lights sighted by many
530616	San Antonio	TX	1			BBU			(McDonald list)
530621	Naha	Okinawa	1			BBU			weather observers saw an unidentified light move slowly
530624	Hampton Bays, Long Island	NY	1			BBU			"a large aircraft" of exotic design with a lighted red band around the middle
530624	Simiutak	Greenland	1		5	2606			saw through a theodolite a rotating red delta shaped
530630	Ramore, Ontario	CAN	1						Pinetreeline Radar Site. UFO was observed for, a period of twenty minutes in the northern sky moving to the southeast by at least 10 personnel of the 912th AC&W Squadron. (not tracked)
530703	Tipp City	OH	1			BBU			(McDonald list)
530709	Columbus	OH	1						Circular, silver UFO seen at North American Aviation plant. [UFOE, VII]
530719	Oak Ridge	TN	1				**NC**		Black objects maneuvered over area near an F-86
530724	Mt. Vernon	OH	1						Large silver object circled over town. [UFOE, VII]
530726	Perrin AFB	TX	1						ground observed seven unidentified objects with one bright red light on each object hovering at estimated altitudes from five to eight thousand feet. Visually observed from Perrin Tower and citizens of Denison and Sherman Texas.
530731	Port Clinton	OH	1						Unidentified white light viewed through field glasses. [UFOE, VII]
530801	Toledo	OH	1						UFO, changing color, flickered and jumped in sky. [UFOE, VII]
530802	Saraland	AL	1			BBU			highly polished spinning top or cone-shaped object
530803	Amarillo	TX	1			2663			round and reflective or translucent object fly straight

530814	Columbus	OH	1						Lighted object came straight down out of sky, stopped, then sped out of view. [UFOE, VII]
530815	Crestline	ID	1						Circling light changed color, white, red, green. [UFOE, VII]
530821	Maumee	OH	1						Black oval with green and red lights around perimeter. [UFOE, VII]
530823	Columbus	OH	1						Red and white object moving very slowly upward, observed by Ground Observer Corps. (UFOE)
530827	Greenville	MS	1			2692			USAF pilot, M/Sgt., others, all on the ground, saw a light
530907	Cleveland	OH	1						Technical writer watched rotating triangle pass overhead (cf., May 22, 1960, Majorca sighting). [UFOE, VII]
530911-13	Chiloquin	OR	1						Police Chief, others, watched top-like UFOs three consecutive nights. [UFOE, VII]
530924	Columbus (Bexley)	OH	1						Ground Observer Corps report: silvery disk followed plane. [UFOE, VII]
531015	Minneapolis	MN	1			BBU			40 ft object leaving brief vapor trail was seen by 3 gm employees
531028	Omaha (Offutt AFB)	NE	1			BBU			(McDonald list)
531030	Mt. Vernon	OH	1						Round, silver object circled at low altitude. [UFOE, VII]
531114	Toledo (near)	OH	1						UFO flashing various colors observed climbing. [UFOE, VII]
531203	Newark	NJ	1			BBU			a tiny reddish-brown oval luminous object flying steady
531203	Houston (Ellington AFB)	TX	1			BBU			silver grey bright light with "skipping" motion
531205	Houston	TX	1			BBU			children saw yellow-orange ellipse with 40x telescope
531213	Central	OH	1						Rocket-like UFO with white lights at both ends observed by Ground Observer Corps. [UFOE, VII]
531216	Toledo	OH	1						Group of lights changing from red to white, each appearing to revolve. [UFOE, VII]
531217	Hassleholm	Sweden	1			2838			(NARA)
531223	Bismarck	ND	1			BBU			4 yellowish-white oval objects in trail formation
531224	Scott AFB	IL	1			BBU			2 oval extremely brilliant silver objects with mirror-like reflections
531228	Marysville	CA	1			2844			saucer with a brilliant blue light
540000	Dayton	OH	1						Air Force Lt. Colonel saw two maneuvering UFOs. [UFOE, III]
540101	Toms River, Marlton, Woodbury, and Surf City	NJ	1	D	5	BBU			Multiple-Witness Sightings Triangulate Location
540104	Quantico	VA	1						Red revolving or blinking lights, hovering and moving soundlessly at tree-top height reportedly seen for six nights
540104	Marignane Airfield	France	1						9:00 p.m. Shortly after, a round luminous machine, coming from the South, landed at the Marignane airfield in Bouches-du-Rhone Department.
540107	Arras	France	1						4:27 a.m. A fiery disk, followed by a luminous trail, was sighted in Arras, Pas-de-Calais department
540109	Luneville	France	1						6:00 a.m. Three residents of Meurthe-et-Moselle Department claim to have seen a round object flying from North to South
540110	Sonoita (5 mi N of)	AZ	1			BBU			brilliant white stationary object, stellar magnitude
540118	Constantine Department	Algeria	1						1:30 p.m. Many persons in Saint Arnaud observed an object leaving a double trail of white smoke, describing an immense circle over the town. Several officers at La Remonte Military base nearby even heard a strange sound made by the object which seemed to have come from the north.
540129	Rangeley	ME	1						Two bright lights moved into valley

540222	York	PA	1			BBU			observers saw 14 discs climb when the fighters approached
540226	Newburyport	MA	1			2913			silver disc, with a white trail make a loud roar
540301	Montevideo	Uruguay	1						Time not given. Numerous bathers at the beaches near Montevideo observed a "flying saucer," a sort of metallic disk emitting yellowish reflections
540302	Harrisburg (near)	PA	1			2923			saw 3 objects, each with two lights, fly straight and level
540309	Cincinnati	OH	1			BBU			pulsating bluish-white luminous halo surrounding a dark ellipsoidal object
540318	Alexandria	VA	1						six round or disc-shaped, shiny aluminum objects were observed traveling in a "V" shaped formation
540324	Baltimore	MD	1						maneuvering formation of UFOs observed by Civil Defense official. [UFOE, VII]
540415	Saint Mexant	France	1						Two residents of Correge Department, observed an elongated, cone-shaped object with two red and green lights at the base, flying at a high altitude from the northwest toward the southwest.
540416	Grand Canton	AZ	1						School superintendent, explorer, watched elongated UFO with "portholes" pass overhead. [UFOE, VII]
540422	San Nicholas Island	CA	1			BBU			4-6 ft long gray cigar-shaped object with pointed nose
540423	Pittsfield	ME	1			2974			silver circular saucer shaped object with a dome
540424	Hartland	ME	1			2976			very large silver, oblong object with a dome on top
540426	Athens	GA	1			2983			saw 15-20 yellow objects in a V shaped formation
540426	Newburyport	MA	1						Round UFO making sharp turn observed by architect. [UFOE, VII]
540428	Pyrenees	France	1						A group of persons taking a walk near Sare in the region close to the Pyrenees border observed a cigar-shaped object traveling rapidly
540510	Northern Area	Sweden	1						Week of UFO sightings investigated by military authorities. Scores of residents reported strange glowing objects maneuvering low over forests. (UFOE)
540511	Washington	D.C.	1			2997			piloceman saw 2 bright lights on 3 occasions fly straight and level
540513	Norrbotten Province	Sweden	1						Morning. Three persons in three different areas observed a "brilliant, silver colored sphere with a tail."
540515	Vienna	Austria	1						Three discs in formation. [UFOE, X]
540518	Cannon AFB	NM	1			BBU	**NC**		house-size lens-shaped object land near railroad tracks
540522	La Porte	IN	1			3009			a bright light make a shallow climb
540530	Bambridge	NY	1						Silvery elliptical UFO with four "portholes" accelerated and shot away. [UFOE, XII]
540531	Concord	NH	1			3020			very white, elongated object fly extremely fast then blink out
540601	Boston (near)	MA	1	A	5	BBU			TWA Crew Spot White Disc / Kratovil Case
540607	unknown Location	West Germany	1			BBU			2 glowing discs descend vertically then rise rapidly
540609	Texarkana	TX	1			3037			man saw golden yellow light fly over his house
540611	Baltimore	MD	1						Huge glowing object seen by GOC observers; alternately hovered, moved rapidly. [UFOE, VII]
540618	French Equatorial	Africa	1						sighted an unidentified flying object over Laketi in the Likuala Mossaka region of the middle Congo.
540621	Savannah	GA	1						Object appeared to be similar to an airplane with a glass bottom with orange lights shining through the object. Mr. XXXXX had sighted the same object on 21 and 23 June 1954.
540621	Delray Beach	FL	1			BBU			bright round disc-shaped object with dome-like stucture on top
540622	Miami Beach	FL	1			3062			meteor like object descend, stop, and become extremely bright

540624	Danvers	MA	1			3067			white, elliptical-shaped object cover 45° of sky
540630	Oslo	Norway	1						Two silvery disks observed and photographed from eclipse expedition planes. [UFOE, VIII]
540705	West Berlin	West Germany	1			BBU			(Jan Aldrich)
540708	Lancashire	UK	1						British astronomer saw a silvery object with 15-20 smaller satellite objects. [NICAP, II]
540709	Lowry AFB	CO	1						6-7 objects appeared to be triangular in shape
540714	St. Louis	MO	1			BBU			1.5-foot sheet-like object maneuvering
540718	Normandy	MO	1			3116			greenish-white disc
540719	French Equatorial	Africa	1			BBU			(Jan Aldrich)
540725	Middle Sister Island	CAN	1			BBU			black cylinder, 12:1 length/width ratio, moving fast
540725	Southern Rhodesia	Africa	1						J. H. Flanagan (a policeman) and some friends recently observed six unidentified objects in the sky over Enkeldoorn
540728	North Atlantic	At Sea	1						Dutch ship observed disc with apparent portholes. [UFOE, XII]
540729	unknown location	Korea	1			BBU			(McDonald list)
540729	Key Largo	FL	1			BBU			huge, bright pale blue or whitish-blue egg or blimp-shaped 300-500 ft object
540802	Westlake	OH	1			3149			thin bright ellipse, like polished metal, hover for 5-8 secs
540804	The Hague	Netherlands	1						Bt. 11:00 and 12:00 p.m. Ten firemen and their chief observed the two flying saucers.
540806	San Antonio	TX	1			3155			white elliptical light change to yellow, orange, pink
540807	unknown location	West Germany	1			BBU			(Jan Aldrich)
540811	Yoron-Jima Island	Okinawa	1			3162			line of blue lights underneath a blue circle with a black center
540822	N France or W Germany	Europe	1			BBU			Jan Aldrich (date could be 23rd)
540824	Egilstadir	Iceland	1			3180			flat cylinder, 2-2.5 ft long, 4-5 ft in diameter
540826	Danville	VA	1			3182			2 domed ellipses, 20 ft long, 8 ft thick, 10 ft at ends
540827	Dorchester	MA	1			3185			7 large, white, teardrop-shaped objects turn blue
540905	Butler	MO	1			3196			3 AM CST 20-30 lights, as if on a string, fly straight and level
540905	Butler	MO	1			3198			12:23 AM CST silver or white object with a slightly swept-back leading edge
540914	Helsinki	Finland	1						Several people reported having seen a circular flying object. The object, flying at an altitude of 800 meters, gave off an intense light and left a trail of reddish smoke about three times its diameter
540915	Bihar	India	1						Gray disc hovered, emitted smoke and climbed away at high speed. [UFOE, X]
540918	Kimpo AB	Korea	1			3213			round object, like polished aluminum, fly straight and level
540918	Denver (near)	CO	1			BBU			Green fireball seen by thousands of witnesses heading SE
540919	Danane	Fr. West Africa	1						Officials watched oval UFO with dome and "searchlights". [UFOE, X]
540920	Cuyahoga Falls	OH	1						Dark saucer-shaped UFO arced overhead, levelled off and moved into distance. [UFOE, XII]
54Fall	Unknown City	Korea	1						Marine Corps weather observer saw 7 discs oscillating in formation.[UFOE, XII]
540921	Barstow	CA	1			3222			a red-orange ball giving off sparks
540921	Santa Maria Airport	Azores	1			3224			10 ft x 5 ft light metallic blue, pecan-shaped object
540922	Marshfield (3 miles E of)	MO	1			3226			thin, translucent, tan asymmetrical boomerang-shaped object
540923	Gatlinburg	TN	1			3227			2 bright silver, wheel-shaped objects fly N to S in trail
541000	Cherry Valley	NY	1						Engineer sighted maneuvering disc. [UFOE, I]

541013	Nouasseur	Fr. Morocco	1			3260			round, flat, silver object fly straight and level
541015-16	Kingfisher	OK	1			3269			50 objects with illuminated bottoms were seen flying
541024	Porto Alegre	Brazil	1						Formation of silver, circular objects sped over Air Force base. [UFOE, X]
541025	Belgrade	Yugoslavia	1						High speed objects some egg-shaped seen by hundreds. [UFOE, X]
541028	Rome	Italy	1						Mrs. Clare Booth Luce, American Ambassador, others sighted luminous, round UFO. [UFOE, X]
541028	Miho AB	Japan	1			3281			brilliant white, round-oval object climb in front of clouds
541029	SE of Taiwan	Taiwan	1			BBU			long narrow bright blue object emitting deep-orange sparks
541029	Terciera Islands	Azores	1			3287			grey object, shaped like a stovepipe
541105	Lookout Point	NZ	1						Orange elliptical object with blue "portholes" observed. [UFOE, XII]
541115	Augusta	ME	1			3326			10 gold, circular objects fly in vertical V-formation
541119	Corvallis	OR	1			3331			bright white light hover 8.5-9 mins
541125	Cordoba	Argentina	1						Meteorologist, control tower operator at airport watched two hovering luminous objects (official report from Argentine Embassy). [UFOE, X]
541126	Matasquan	NJ	1						Formation of round objects. (Confidential report from college professor.) [UFOE, VII] Millville, N. J. Disc with four body lights. [UFOE, II]
541128	Manila	Philippines	1			3341			flat-bottomed, domed object 65-70 ft across, 18-20 ft high
541203	Gulfport	MS	1			3352			a translucent grey, round, flat object rotating
541203	Wilmington	NC	1						Civil Aeronautics Administration personnel watched round, yellowish UFO through binoculars. [UFOE, V]
541207	Cape Province	S. Africa	1			3356			white, semi-circular, flat object with a dome
541219	Vienna	Austria	1						High-speed UFOs reported. [UFOE, X]
541220	Pontiac	MI	1						Red-orange circular UFO, with white glow from "portholes" at front, sped overhead. [UFOE, XII]
550126	Lakeland	FL	1			3401			a black smoke trail/circle-explosion and some objects fell
550201	Cochise (20 miles E of)	NM	1			3414	**NC**		pilot saw a very bright round object with red and white hues
550202	Miramar NAS	CA	1			3416			highly polished sphere, with reddish-brown coloring
550207	Knights Landing	CA	1	D	5				Winged Unidentified Executes Verical Climb Near Jets
550210	Bethesda	MD	1			3427			object, shaped like a small portion of the bottom of moon
550214	Green City	MO	1	D	5				Disc Hovers At 500' / Air Force Doesn't Investigate
550324	Ryukyu Islands	South Japan	1			BBU			hat-shaped object with 3 windows on top section change color
550406	Beaumont	CA	1			BBU			Briggs. (Hynek UFO Rpt p. 44; FUFOR Index)
550422	Tintinara	AU	1						Saturn-shaped UFO made sharp turn, ascended. [UFOE, XII]
550430	Travis County	TX	1			3517			4 black objects in a cluster make a whooshing sound
550504	Keflavik Airport	Iceland	1			3523			10 round, white objects, one of which left a brief smoke trail
550523	Cheyenne	WY	1			3565			2 slender, vertical rectangles low on the horizon
550617	Adelaide (near)	AU	1						Silver oblong UFO viewed through binoculars; hovered; moved away behind clouds as an aircraft neared. [UFOE, XII]
550626	Holt	FL	1			BBU			Civilian and military witnesees. (Hynek UFO Rpt p. 45)
550701	China Lake	CA	1			BBU			(McDonald list)
550709	Santa Catalina Channel	CA	1						Family aboard boat saw a round cylinder, greyish and white, surrounded by a "haze of fumes." UFO zig-zagged upward, then sped away. [UFOE, XII]
550711	Toulab	France	1	A	5	BBU			C-47 Pilot Sees Light Changing Color
550716	Eastern United States	various	1						UFOs observed over wide area, jets scrambled. [UFOE, III]

550717	Nr. Adelaide	AU	1						Silver oblong UFO viewed through binoculars; hovered; moved away behind clouds as an aircraft neared. [UFOE, XII]
550717	Canton	OH	1						Disc hovered, climbed away as airliner approached. [UFOE, XII]
550726	Lasham, Hants	UK	1						Members of British Gliding Association watched boomerang -shaped object (or flattened triangle) hover above glider then speed away. [UFOE, XII]
550729	Cincinnati	OH	1						Zigzagging UFO made shrill sound. [UFOE, VIII]
550729	Columbus	NE	1			3673			4 orange flashing lights and a white flashing light
550806	Cincinnati	OH	1						Oval-shaped UFO observed ascending at high speed. [UFOE, XII]
550811	Unknown Location in Iceland	Iceland	1	D	5	3699			12 Objects Observed By AF Officer
550821	Chalmette	LA	1						Glowing-white Saturn-shaped object hovered, rotating; turned sideways and shot away. [UFOE, XII]
550823	Arlington	VA	1			3720			several (6+) orange lights moving singly or in groups
550828	Yonkers	NY	1						Board of Education official and others saw a white Saturn-shaped object through a telescope. [UFOE, XII]
550903	Bellingham	WA	1			3743			white pinpoint move slowly across 30° of sky
550907	Washington	D.C.	1			3750			glowing round object fly an arc
550909	Rock Garden	TN	1			3757			brown, almost square object fly with a circular motion
551002	Akron and Alliance	OH	1						Hovering disc- like UFO observed over wide area. [UFOE, VII]
551008	Loogootee	IN	1			3800			round, silver or white object fly straight and level
551011	Point Lookout	MD	1			3810			round object, white in daylight and turning red
551014	Transcaucasus region	Russia	1						Senator Richard B. Russell, Jr. (D-GA)—then chairman of the Armed Services Committee—was on a Soviet train when he spotted a disc-shaped craft taking off near the tracks.
551026	Minneapolis	MN	1			BBU			[Same as Oct. 21, 1955, case?] (McDonald list)
551101	Mojave Desert	CA	1						Astronomer observed cigar-shaped UFO and smaller disc. [UFOE, VI]
551102	Williams	FL	1						Police, others saw as many as six oval-shaped objects in formation. [UFOE, VIII]
551105	Cleveland	OH	1						Minister observed elliptical UFO with square "windows". [UFOE, VIl]
551109	Philadelphia	PA	1						Newspaper photographers and others saw 12 silvery-white round objects in formation. [UFOE, VII]
551117	St. Louis	MO	1			3860			saw 12 round, flat objects, silver on top/dark on bottom
551120	Lake City	TN	1			3862			2 oblong, bright orange, semi-transparent objects
551123	Spirit Lake	IA	1						Ground Observer Corps spotters reported a brilliant object which changed color, moved erratically. [UFOE, VII]
551125	LaVeta	CO	1			3869			dirigible-shaped object, fat front, tapered toward the tail
551206	Ashfield & Greenfield	MA	1						Several people watched a cigar-shaped object with long rows of brilliant, reddish body lights, moving slowly south. [UFOE, XII]
551221	Caribou	ME	1			3893			round, very bright gold, domed disc in short climb, then rotate
551229	New Britain	CT	1						Shiny object hovered, sped away. [UFOE, XII]
560122	Gulf of Mexico (nr. New Orleans)	At Sea	1						PanAm engineer saw large elongated object, emitting yellow flame [UFOE, V]
560202	Camp Irwin	CA	1	D	5	BBU			Radar Tracks Objects In Three Instances
560207	Biloxi (Keesler AFB)	MS	1			BBU			(McDonald list; FUFOR Index)
560218	Montelimar Airdrome (N of)	France	1			BBU			a round dot change color every 30 secs from white to red to green
560303	Spokane	WA	1			BBU			(McDonald list; FUFOR Index)
560404	McKinney	TX	1			4050			fat, oblong, stationary object with two lines around its middle

560405	Newport (Almy Pond)	RI	1			BBU			circular silver object with no trail or sound descending from 45° elevation
560406	McKinney (5 miles E of)	TX	1			BBU			6 ft silvery, balloon-shaped craft land in a field 300 ft away from them
560416	Henderson	NC	1			BBU			top-shaped object as large as the road pass over their car, no sound
560428	Newport (near)	UK	1			BBU			bright white star increase in brightness in the E at “high altitude”
560606	Banning	CA	1			4127			thin disc with a small dome, shimmering silver
560627	Trieste	IT	1						Luminous object hovered, sped away. (UFOE, XII)
560719	Phoenix	AZ	1						Luminous round object hovered, sped away. (UFOE, XII)
560800	Boulder City	NV	1						Research technician observed formation of five flat, circular UFOs. (UFOE, VI)
560808-19	Various Cities	CT	1						Concentration of sightings over 12-day period. Retired fire department engineer in Hartford saw an oblong UFO with halo (August 8); an egg-shaped UFO was seen over West Redding (August 11); unidentified white lights reported over West Hartford by Ground Observer Corps (August 14) (UFOE)
560819	Newington	CT	1						Fiery object made turn, dimmed, window-like markings became visible. (UFOE, XII)
560820	Citrus Heights	CA	1						Man & wife saw 25 or more bright, Saturn-like UFOs in a rough semi-circle formation. (UFOE, XII)
560827	Juniata	PA	1			4348			bright disc with a clear dome fly vertically, then N
560904	Dallas	TX	1			4379			family saw a large star, changing to red color, remain stationary
560914	Highland	NC	1			4399			policeman saw 14 yellow-to-red round objects
561119	Frankfurt	Germany	1						V-formation of blue-white, elliptical UFOs. (UFOE, X)
561130	Charleston AFB	SC	1			4543			unspecified object fly at an estimated 100 ft altitude over water
561227	Los Angeles	CA	1						Real estate investor saw three spherical UFOs reflecting sunlight. (UFOE, VII)
570213	Burbank	CA	1						Police received many calls about oval-shaped objects over city. Officer Robert Wells, who went to investigate, confirmed sighting. [NICAP UFOE, XII]
570308	Btn Mockville and Arrity	NC	1	D	5				Long Object With Green Light In Nose
570322	Point Mugu	CA	1			BBU			(McDonald list)
570322	Oxnard AFB	CA	1			BBU			several independent witnesses saw maneuvering lights
570328	Reseda	CA	1						cigar-shaped, golden in color, glowing object was observed at approximately 60 degrees above the horizon
570425	Ringgold	LA	1			4706			Military witness Robertson. Case missing
570429	Virginia	MN	1						10:15 p.m. Robert Lerdahl and Alex Ellison saw about 36 UFOs which passed overhead in groups of 6 and 8 during a forty minute period.
57April/May	Moriah Center	NY	1						"Television started to have all sorts of trouble"; witness called out-doors in time to see red disc pass overhead.
570512	Moab	UT	1						Round, blue-green UFO sped past below observer's altitude. [UFOE, IV]
570612	Milan	Italy	1	D	5	4760			Object Approaches, Zigzags, Shoots Up
570615	Lancashire	UK	1						Saturn-like UFO with "portholes" observed through telescope in bright daylight. [UFOE, XII]
570618	Jackson	MS	1						Physics professor sighted UFO with "a halo of light around it and what appeared to be three portholes." [UFOE, VI]

570618	Pacific Ocean, 150 miles off San Francisco	at Sea	1						Captain and crew of freighter Hawaiian Fisherman saw three brightly lighted objects "like small moons." [UFOE, II]
570701	Azusa	CA	1						"Disc with amber lights around edge made wobbling vertical descent. [UFOE, XII]
570701	Avon	MA	1						Cigar-shaped UFO with green lights like windows. [UFOE, XII]
570709	Hamilton, Ont.	CAN	1						Attorney saw speeding, white elliptical UFO. [UFOE, X]
570727	Longmont	CO	1			4841			a thick disc, ice blue, with a top like honeycomb
570729	Oldsmar	FL	1			4848			a pale yellow fireball glide into the water and exploded
570731	Calistoga	CA	1						Businessman watched two erratically maneuvering brilliant white objects. [VII]
570801	Toronto, Ontario	CAN	1						Large glowing object hovered 20 minutes, sped away. [UFOE, VII]
570815	Woodland Hills	CA	1						Retired Navy pilot watched disc wobble, climb away. [UFOE, IV]
570822	Cecil NAS	FL	1			BBU			car chased a 50 ft black, bell shaped object
570829	Paso Robles	CA	1			BBU			silver circular object flying N to W.
570917	Devens	MA	1						Army report on eight round, orange UFOs which flew over base, one oscillating up and down. [UFOE, IV]
570919	Point Pleasant	NJ	1			BBU			boomerang-shaped object bigger than a house land. Grass flattened
570920	Kadena AFB	Okinawa	1			4959			object like a coke bottle w/o the neck, translucent and fluorescent
570926	Paris	France	1						Confidential report, from U.S. Embassy officer and wife, of bright elliptical UFO. [UFOE, X]
571001	Shippingport	PA	1				NC		UFO circled atomic plant
571007	Cape Canaveral	FL	1						White oval object seen near Cape for second consecutive night. [UFOE, XII]
571008	Seattle	WA	1			5003			2 flat, round, white objects fly in trail formation
571012	Martha's Vineyard	MA	1						3:20 p.m., a strange round object bearing southeast-appeared to be a sphere with sensing elements or spikes protruding from it
571016	Unknown City	AU	1						Round UFO sighted by former Commander-in-Chief of Royal Australian Air Force. [UFOE, X]
571022	Pittsburgh	PA	1						Family saw six UFOs in two separate groups, changing position in formation. [UFOE, II]
571023	London	UK	1						Disc traveling on edge. [UFOE, XII]
571103	Levelland (9 miles E of)	TX	1			BBU			white or aluminum-colored oval-shaped object flat on the bottom
571104	Elmwood Park	IL	1			BBU			police and witness saw red-orange cigar-shaped object - they chased it
571104	El Paso (3 miles SE of airport)	TX	1			BBU			egg shaped object w/bluish glow approaching from the SW
571104	Albuquerque (Kirtland AFB)	NM	1			BBU	NC		highly maneuverable 15-20 ft egg-shaped object w/white light at its base
571105	Long Beach (Airport)	CA	1			BBU			Zibello (McDonald list; FUFOR Index)
571105	Scotia	NE	1			BBU			balloon-like, elongated object coming to ground level, w/o touching down
571105	East St. Louis	IL	1						Three Alton & Southern Railroad employees saw two silvery, egg-shaped UFOs.(UFOE)
571105	Haverhill	MA	1						Ground Observer Corps reported a circular or spherical glowing object which appeared to vibrate up and down and from side to side while hovering. [UFOE, VII]
571106	Boerne	TX	1			5205			oval object, about 15 ft long, bright orange
571106	Kagoshima	Japan	1			BBU			(McDonald list)
571106	Lake County	OH	1			BBU			unbearably bright round object, landed on a ridge, then took off

571106	Radium Springs	NM	1			5227	NC		round object changing from red to green to blue to white
571106	Soeul	S. Korea	1			BBU			luminous bluish-white barrel-shaped object
571107	Harlingen AFB	TX	1			BBU			(McDonald list; FUFOR Index)
571108	Merrick, Long Island	NY	1			5254			a bar-shaped object, 3.5 ft long, giving off blue flashes
571109	Lake City	MO	1			BBU			man saw object 50 ft long. Car engine died as he approached
571111	Canoga Park	CA	1						four engineers observed three UFOs flying in formation in bright daylight
571111	San Fernando Valley	CA	1						Rocketdyne engineers observed three UFOs climbing at high speed. [UFOE, VI]
571115	Carthage	TN	1						Highway patrolman, sheriff, others saw many flashing revolving red lights which moved around slowly, hovered. [UFOE, VII]
571122	Canutillo	TX	1						Silvery UFO sped back and forth, ascended. [UFOE, VII]
571126	Robins AFB	GA	1			5419			many saw silver, cigar-shaped object, which suddenly vanished
571127	Yakima	WA	1			BBU			control tower operator on the ground saw a bright red glow
571130	New Orleans	LA	1			5445			round object turn white, then gold, then separate into 3 parts
571213	Col Anahuac	Mexico	1			5545			14-15 [or 30] circular, tapered discs, very bright, fly in a formation
571216	Old Saybrook	CN	1						Elliptical UFO with "portholes." [UFOE, XII]
571217	Fruita-Grand Junction	CO	1			5559			round object change from yellow to white to green to red
580103	Old Westbury, Long Island	NY	1			BBU			Fensterstock. (Hynek UFO Rpt p.43; FUFOR Index)
580109	Marion	IL	1						Three reports of seven red lighted objects in straight line formation. [UFOE, II]
580202	New South Wales	AU	1						Elliptical UFO with two "porthole" like markings. [UFOE, XII]
580220	Winslow (NW of)	AZ	1			BBU			12 military officers saw a round or cigar-shaped stationary object
580225	Glenwood, Newfoundland	CAN	1			BBU			(McDonald list; FUFOR Index)
580302	Tampa	FL	1			BBU			balloon-shaped object with bright light land on the airfield
580303	Marshall (near)	TX	1						Family saw two bright, planet-like objects with 6 or 7 smaller lights moving around them. [UFOE, II]
580314	Healdsburg	CA	1			5716			3ft round, black object come from the W
580320	Henrietta	MO	1						Saturn-like disc descended hovered, moved away. [UFOE, XII]
580402	Columbus	OH	1						Cigar-shaped UFO with long row of "portholes or windows." [UFOE, XII]
580404	Santa Monica	CA	1						Cigar-shaped UFO with "windows" observed in rapid vertical climb. [UFOE, XII]
580409	Cleveland	OH	1						Nine yellow UFOs in V-formation; split into two groups (5 and 4). [UFOE, II]
580411	Johannesburg	S. Africa	1						Airport instrument inspector, others watched reddish-white UFO arc back and forth. [UFOE, X]
580517	Ft. Lauderdale	FL	1						UFO sped away when light was shone at it. [UFOE, II]
580525	Kirchberg, Hunsruck	Germany	1						Circular silvery UFO observed moving through clouds. [UFOE, X]
580528	Templehof	Germany	1			BBU			(McDonald list; FUFOR Index)
580604	Sarasota	FL	1						White oval-shaped object zigzagged overhead. [UFOE, XII]
580614	Pueblo	CO	1			5852			a theodolite sighted an object shaped like Saturn
580620	Fort Bragg	NC	1			5857			silver, circular object, its lower portion seen through green haze
580620	Glennie (4 miles N of)	MI	1			BBU			an object hit water of a private lake making a circle 10 ft across w/foam
580726	Durango	CO	1						Ground Observer Corps Supervisor spotted a round silvery object moving "at tremendous speed." [UFOE, VII]
580811	Osel Island and Gulf of Finland	At Sea	1			BBU			(McDonald list)

580811	Chautauqua Lake	NY	1						Engineering professor observed unidentified lights arranged as if on oval object. [UFOE, VI]
580812	Las Vegas (12 miles NW of)	NV	1			BBU			(McDonald list)
580817	Warren	MI	1			5999			extremely bright object shaped first like a bell, then a saucer
580824	Westwood	NJ	1						Police reported a circular, orange UFO which hovered, sped away. [UFOE, VII]
580901	Wheelus AFB, Tripoli	N. Africa	1			6027			a round, blue-white object fly at varying speeds
580907	Mission	KS	1						Publisher saw white disc speed overhead. [UFOE, VII]
580921	Sheffield Lake	OH	1			BBU			woman inside her house saw a circular, aluminum color flat object
581002	Stroudsburg	PA	1			6089			Naturalist Ivan Sanderson saw a dull-grey object w/flat bottom
581002	Blairstown (near)	NJ	1						Zoologist watched disc circling and maneuvering. [UFOE, VI]
581007	Nantucket	MA	1						Ship's Master, others watched a grayish oval object hover for several minutes, then climb away at high speed. [UFOE, VII]
581007	Alexandria	VA	1			BBU			saturn shaped “silvery” or “aluminum clad” oblate spherical object
581012	Aurora	IL	1						Police reported several yellowish UFOs moving in all directions. [UFOE, VII]
581017	Grand Rapids	MI	1			BBU			(Hynek UFO Rpt p. 44)
581026	Lafayette	IN	1						Research chemist saw 2-3 bright objects pass through field of telescope. [VI]
581031	Caledon East, Ontario	CAN	1			BBU			Civilian saw an elliptical, aluminum-colored
581103	Minot	ND	1			6153			bright green object and one smaller, silver round object
581105	Conway	NH	1						Hovering light suddenly sped away. [UFOE, XII]
581119	Montauk AFB, Long Island	NY	1			BBU			(McDonald list)
581220	Dunellen	NJ	1						Police witnesses, vehicle encounter, vertical ascent
590101	Newport Beach	CA	1						County Harbor Department guards watched UFO split in four parts; two rose vertically at high speed, one headed SE, one remained stationary. [NICAP UFOE, XII]
590108	Walworth (near)	WI	1						Former control tower operator and flight controller saw UFO descend slowly, then speed away like meteor. [NICAP UFOE, V]
590202	Sandusky (near)	OH	1			BBU			UofM professor saw a yellow half-sphere in the sky
590209	Imperial Beach	CA	1						Bright UFO with halo filmed. [NICAP UFOE, VIII]
590216	Benghazi	Libya	1			BBU			silvery blue to reddish to dark round object with dome, sharply outlined
590226	London	UK	1						Air Traffic Controllers, others saw a bright yellow disc which hovered for 20 minutes above airport, then climbed away at high speed. [NICAP UFOE, X]
590314	Ellsworth AFB	SD	1			BBU			(McDonald list)
590322	Ann Arbor	MI	1			BBU			(McDonald list)
590326-27	Corsica	PA	1			6317			dark red, barrel-shaped object, 20 ft long, 6-7 ft high
590403	Ocoee	FL	1						Treasury enforcement officer saw UFO ascending and descending. [NICAP UFOE, VII]
590412	Montreal	CAN	1						St. Hubert Air Base Control Tower Operators, others saw red light which hovered over base, then darted away. [NICAP UFOE, X]
590513	Omaha (Offutt AFB)	NE	1			BBU			(McDonald list)
590514	Des Moines	IA	1						UFO hovered, sped away. [NICAP UFOE, XII]
590514	Philadelphia	PA	1			BBU			(McDonald list)
590518	Greenbush	KS	1			BBU			(McDonald list)

590521	Rapid City (8 miles E of)	SD	1			BBU			(McDonald list)
590603	Genoa	Italy	1			BBU			(McDonald list)
590603	Bloomington (near)	IN	1						Torpedo-shaped UFO hovered, dove out of sight. [NICAP UFOE, XII]
590611	Henderson	NV	1						Security officers observed a formation of four disc-like objects. [NICAP UFOE, VII]
590616	Meridian (SE of)	MS	1			BBU			(McDonald list)
590618	Pacific bet. Hawaii and Calif	At Sea	1			BBU			(McDonald list)
590618	Forest Park	IL	1			BBU			(McDonald list)
590618	Stephenson-Sault Ste. Marie	MI	1			BBU			(McDonald list)
590618	Enon	OH	1			BBU			(McDonald list)
590618	Lyons	OH	1			BBU			(McDonald list)
590618	Edmonton, Alberta	CAN	1			6400			brown, cigar-shaped object come from below the horizon
590625	Taegu (S) of	Korea	1			BBU			(McDonald list)
590627	Dunville	VA	1			BBU			(McDonald list)
590630	Patuxent River	MD	1			6409			metallic gold, oblate-shaped object
590703	Needles	CA	1			BBU			(McDonald list)
590709	unknown location	Bahamas	1			BBU			(McDonald list)
590712	Ridgecrest (near)	CA	1						Electronics mechanic at China Lake U. S. Naval Ordnance Test Station saw three disc-like UFOs which alternately hovered and moved at high speeds over desert to the Southwest. [NICAP UFOE, IV]
590713	Blenheim	NZ	1						Domed disc descended, hovered. (NICAP UFOE, XIV)
590714	New Delhi	India	1			BBU			(McDonald list)
590725	Irondequoit	NY	1			6446			thin, crescent moon-shaped object, with a small white dome
590728	Corpus Christi	TX	1			BBU			(McDonald list)
590728	unknown location E of	FL	1			BBU			(McDonald list)
590802	Washington	D.C.	1			BBU			(McDonald list)
590803	Silver Springs	MD	1			BBU			(McDonald list)
590816	Macon and Forsyth	GA	1			BBU			(McDonald list)
590819	80 miles E of U.S. [?].	Unk	1			BBU			(McDonald list)
590824	Emmitsburg (near)	MD	1						Planet-like UFO hovered, took off straight up. [NICAP UFOE, XII]
590828	Charlotte Island	CAN	1			BBU			(McDonald list)
590905	Naha	Okinawa	1			BBU			(McDonald list)
590907	Wallingford	KY	1			BBU			15-ft burned mark left by object on takeoff
590910	Camp Kinser	Okinawa	1			BBU			(McDonald list)
590913	Gills Rock	WI	1			6506			round yellow light, with 8 blue lights in it, 5 larger red lights
590928	Detroit	MI	1	D	5				spherical-shaped white to blue in color object
591001	Telephone Ridge	OR	1			6534			bright light approach hover about 30 mins, then disappear
591002	Seattle	WA	1			BBU			(McDonald list)
591004	Quezon	Philippines	1			6538			large round or oval object, changing from red to red orange
591006	Lincoln	NE	1			6543			round, white-yellow light make several abrupt turns at high speed
591012	Washington	GA	1			BBU			(McDonald list)
591019	Langley AFB (N of)	VA	1			BBU			(McDonald list)
591020	Key West	FL	1						Navy enlisted men watched two UFOs rendezvous, speed away. [NICAP UFOE, IV]
591021	Warsaw	NY	1			BBU			(McDonald list)
591022-23	Loring AFB (near)	ME	1			BBU			(McDonald list)

591026	Toccoa	GA	1			BBU			(McDonald list)
591028	Valparaiso	Chili	1						Astronomer, others, observed maneuvering orange disc. [NICAP UFOE, X]
591103	Utica	NY	1			BBU			stationary round yellow-white obj move away, disappear, then reappear
591118	Crystal Springs (South of)	MS	1			6600			a row of red lights fly slow, then accelerate immensely
591218	S Victoria Island	CAN	1			BBU			(McDonald list)
600203	Intervale, New Haven	CT	1						Former Air Force PT Boat Commander watched UFOs rendezvous, travel in formation. [NICAP UFOE, VII]
600205-06	Hollywood	CA	1						Several witnesses (about 11:15 p.m. each night) saw a distinct round UFO hover and maneuver slowly
600214	Nome	AK	1						Airline employee, others, saw a silvery rocket-like object with orange flame trail curving up and away "as if it were manned and controlled." A similar second UFO was sighted at Unalakleet moving rapidly NW leaving contrails. [NICAP UFOE, X]
600216	Laguna Beach	CA	1						Retired chemical manufacturing company executive observed rendezvous of two oval UFOs. [NICAP UFOE, VII]
600227	Rome AFB	NY	1			6663			light trailing a white fan shape make a mild descent
600304	Dubuque	IA	1			6667			3 elliptical-shaped objects make a slight climb
600323	Indianapolis	IN	1			6691			a series of balls, arranged like an “X” with one diagonal line
600412	La Camp	LA	1			6711			a fiery-red disc from the S touch the ground about 1,000 ft
600417	Richards-Gebaur AFB	MO	1			6721			(Berliner)
600425	Shelby	MT	1			6727			saw 5 circular objects fly in trail formation
600504	Sarasota	FL	1						Cigar-shaped UFO with four window-like markings sighted by architect. [NICAP UFOE, XII]
600518	Wellington	NZ	1						Cigar-shaped UFO with "portholes." [NICAP UFOE, XII]
600519	Dillingham	AK	1			BBU			Silver-colored round object 20-25 ft wide with hanging appendages
600522	Majorca Isle	Mediterranean Sea	1						Palma Observatory reported morning observation of a white triangular UFO, about one-fourth the size of the moon, spinning on its axis. [NICAP UFOE, VI]
600604	Pacific Ocean	At Sea	1			BBU			(McDonald list)
600608	New York City	NY	1						Elliptical UFO sighted by biochemist. [NICAP UFOE, VI]
600701	Leefe (near)	WY	1						hovering disc like "two dinner plates face to face," ascended and sped away. [NICAP UFOE, XII]
600719-21	St. Louis	MO	1			6858			round, bright red light fly overhead, stop, hover, and back up
600724	Portville	NY	1						State policeman reported two dumbbell-like UFOs. [NICAP UFOE, VII]
600813-18	Northern Area	US	1						Concentration of UFO sightings, mostly in north, including -many police witnesses. (NICAP UFOE, XII)
600816	Oak Forest	IL	1						Former Air Force pilot saw disc-like UFO which hovered, bobbed around. [NICAP UFOE, V]
600823	Wichita	KS	1			6914			dull orange round object, with yellow lights
600826	Mesa	AZ	1						UFO observed by chemistry teacher, pilot. [NICAP UFOE, VII]
600829	Crete	IL	1			6929			shiny, round, silver object fly straight up at high speed
600904	Lexington	KY	1						Former Strategic Air Command radar technician saw a glowing sphere traveling from horizon to horizon. [NICAP UFOE, VI]

600905	Sonoma County	CA	1						Sheriffs observed six vari-colored UFOs flying in V-formation. [NICAP UFOE, VII]
600910	Ridgecrest	CA	1			6962			2 light gray glowing objects, saucer or boomerang-shaped
600915	Carrizales	Venezuela	1						Professor of engineering observed accelerating luminous object. [NICAP UFOE, X]
600917	Kirksville AFS	MO	1			BBU			(McDonald list)
600919	Susanville	CA	1			BBU			(McDonald list)
600920	Farmington (SE of)	NM	1			BBU	NC		(McDonald list)
600925	Midway Isles	At Sea	1			BBU			(McDonald list)
600928	Arlington	TX	1						Aeronautical engineer observed erratically maneuvering UFO. [NICAP UFOE, V]
601003	City unknown	Tasmania	1						The sighting of six flying saucers and a 'mother ship' has been reported from the Australian island state of Tasmania. A Church of England minister says he saw the mysterious craft nearly one week ago, but was reluctant to report them.
601005	Mount Kisco	NY	1			7057			bright, star-like light move across 120° of sky
601009	Longpoint	IL	1						Minister and others saw a golden, elliptical UFO hover, move away. [NICAP UFOE, VII]
601015	Cressy (30 miles from)	Tasmania	1			BBU			spherical 75 ft object flying at great speed at 36,000 ft
601027	Lexington	KY	1						Attorney saw disc hover, move away. [NICAP UFOE, VII]
601124	Unknown City	OH	1						White elliptical UFO observed by scientist. [NICAP UFOE, VI]
601127	Chula Vista	CA	1			7133			orange-red point of light, with white sparkler-like light
601129	Vincennes	IN	1						Observed for 25 minutes, an object with a bright, pulsating light was seen by Francis Ridge, a NICAP subcommittee chairman, and many other witnesses.
610200	Western Europe	France	1				NC		Disc near nuclear power station
610205-07	Unknown City	ME	1						Many reports of strange lights flashing around in sky. Some blinked and moved up and down.
610223	Misawa AFB	Japan	1			BBU			(McDonald list)
610226	Tyndall AFB	FL	1			BBU			(McDonald list)
610227	Herndon	VA	1			BBU			(McDonald list)
610227	Bark River	MI	1			7284			fiery-red, round object, preceded by light rays
610316	Unknown City	Antarctica	1						Meteorologist observed a fireball-like object, multi-colored, below overcast. [NICAP UFOE, VI]
61Spring	Kemah	TX	1			7321			Case missing (Berliner)
610409	Kingsville	TX	1						Round red UFO descended, hovered, sped away. [NICAP UFOE, XII]
610519	Bay Minette (About 7 miles W of)	AL	1			BBU			silver-like object with tapered edges reflecting sunlight to the NNE
610519	Long Beach	CA	1						Twelve shiny UFOs maneuvered erratically over the area at 3:50 p.m., with an odd fluttering motion; then two loud "skyquakes" were heard. [NICAP UFOE, XII]
610522	Tyndall AFB	FL	1			7417			big silver-dollar disc hover and revolve, then disappear
610525	Shepperton, Middlesex	UK	1						Domed UFO with "portholes." [NICAP UFOE, XII]
610602	Miyako Jima Air Station	Japan	1			7437			blue-white light fly erratic course at varying speed
610604	Blue Ridge Summit	PA	1						A cigar-shaped or long elliptical UFO with a cluster of smaller UFOs was observed by a librarian. First motionless, the smaller objects then streaked across the sky to the large UFO and all vanished behind trees. [NICAP UFOE, VIII]

610707	Copemiah	MI	1			7491			a large ball fly slow, split into 4 after 45 mins flying
610710	Golden	CO	1			BBU			(McDonald list)
610711	Springfield	OH	1			7499			round bright light like shiny aluminum, pass overhead
610717	Las Vegas (Bonnie Springs? near)	NV	1			BBU			2 in/car saw in mirror a low-flying object that overtook their car
610812	Kansas City	KS	1			7579			oval object with/fin extending from one edge to the center
610902	Albuquerque	NM	1			BBU	NC		Object stops twice and emits several small silvery objects
610913	Crawfordsville	IN	1						4:00 a.m. Three people reported a round, orange UFO which moved rapidly east to west, stopped and hovered for 5 minutes, then accelerated rapidly disappearing in the distance. [NICAP UFOE, XII]
611012	Indianapolis	IN	1						Spherical UFO with a row of pulsating lights viewed from many angles by different observers. [NICAP UFOE, XII]
611121	Oldtown	FL	1			7741			round, red-orange object fly straight up and fade.
611030	Ligonier	PA	1						Engineer observed four luminous blue discs with bands of lights or "portholes" on outer periphery. [NICAP UFOE, I]
611122	Grafton (near)	ND	1						Metallurgist observed a hovering, grayish cigar-shaped UFO with "portholes". [NICAP UFOE, VI]
611123	Sioux City	IA	1			7742			bright red star fly straight and level
611213	Washington	D.C.	1			7754			dark diamond-shaped object w/bright tip fly straight and level
620112	Winnemucca AFB	NV	1			BBU			(McDonald list)
620207	Kennebunkport	ME	1						The president of an advertising agency saw a bright red hemispherical UFO which hovered, then suddenly sped away. [NICAP UFOE, VII]
620211	Parque del Este, Caracas	Venezuela	1						UFOs, described as "a body giving off a brilliant light. . . moving at great altitude as if towards the moon." [NICAP UFO Evidence, X]
620219	Dauphin Island	AL	1			BBU			reddish-orange object change shape from round to cigar shape covered with fog
620225	Kotzebue	AK	1			7818			red light, trailed 30 secs later by a blue light
620301	Salem	NY	1			7823			gold-colored box fly straight and level across the horizon
620326	Naperville	IL	1			7841			6-8 red balls, arranged in a rectangular formation become 2
620526	Westfield	MA	1			7930			large red ball fly or fall down, then rise back up
620404	Wurtland	KY	1			7851			telescope spotted a small object changing brightness
620412	Kunia	HI	1			BBU			(McDonald list)
620424-25	Philadelphia	PA	1						Series of UFO sightings over area. Circular UFO with body lights, apparent dome on top, shafts of white light directed downward from base. Center section had rotating row of square "windows." [NICAP UFO Evidence, XII]
620428	Ft. Worth	TX	1			BBU			egg shaped light crossing the sky brighter than the Echo I satellite
620518	Marksville (and Leesville, Colfax)	LA	1			BBU			(McDonald list)
620518	Pompano Beach	FL	1						Cigar-shaped UFO, brilliantly lighted below, dark on top. Hovered, sped away. [NICAP UFO Evidence, VII]
620520	Defiance	OH	1						Scientist, others, watched maneuvering light source, brilliant blue changing to yellow. [NICAP UFO Evidence, VI]
620526	Westfield	MA	1			7930			"Round, slightly oval, bright red object, giving off sparks from top and bottom. Center. . . yellowish or white. . .case is listed as unidentified." (Air Force Project Blue Book 1962 Summary.)
620527	Palmer	AK	1			7931			(NARA)
620607	Hallett Station	Antarctica	1			BBU			(McDonald list)
620630 - 620701	Richmond	VA	1			7968			saw a red, star-like light for unspecified length of time

620719	Metuchen	NJ	1			8020			3-5 lights from different parts of the sky dart about the sky
620730	Ocean Springs	MS	1			8034			bright cherry-red, diamond-shaped object fly slow, hover
620819	Unknown location in Bermuda	Bermuda	1			8064			3 dull-white, egg-shaped objects waver as they moved
620915	Oradell	NJ	1			BBU			Bright luminous object surrounded with a glow
620918	Westwood	NJ	1						4 a.m.. Two policemen reported a 7-8 second observation of a huge object, round at the top and tapering to a cone. 4:45 a.m.; Two Oradell policemen reported a - brilliant light in the sky. [NICAP UFO Evidence]
620918	Northeast	OH	1						Six policemen sighted UFOs about the same time. One hovering object, two maneuvering. [NICAP UFO Evidence, VII]
620920	Hawthorne	NJ	1						Early in the morning, a watchman, William Stock, of Hawthorne, reported a saucer-shaped object which hovered and moved from side to side as it shone bright enough to illuminate a huge area. [NICAP UFO Evidence]
620921	Biloxi (WSW of)	MS	1			8133			2 objects, red and black with orange streaks
620921	Btn Hawthorne & N. Haledon	NJ	1						At 3:40 a.m., William Stock and four invited policemen spent a half hour watching a round object with two apparently revolving body lights. At 4 a.m., two policemen, between Hawthorne and North Haledon, watched a bright light revolving and moving up and down and from side to side for about 35 minutes. [NICAP UFO Evidence]
620921	Hawthorne	NJ	1						That night, 4 young persons in Hawthorne reported seeing a bright star-like object with light beams coming from it. [NICAP UFO Evidence]
620923	Hawthorne	NJ	1						In the middle of the day a Hawthorne woman and her son saw an oblong, silvery object, for about 10 seconds. [NICAP UFO Evidence]
620924	Hawthorne	NJ	1						Early in the morning, a group consisting of the head of an independent news agency, a photographer and numerous policemen watched, for 10 minutes, an object which changed from red to silver to green and back to red. In the evening, a Hawthorne patrolman watched a light approach, hover for 15 minutes and then move away. [NICAP UFO Evidence]
620928	Hawthorne (7 counties near)	NJ	1						Police from seven counties reported seeing UFOs between 2:30 and 3:30 a.m. Most reported three objects which changed color. [NICAP UFO Evidence]
621003	Chicago	IL	1						City of Chicago official watched circular UFO with dome move across lower half of moon. [NICAP UFO Evidence, VII]
621023	Farmington	UT	1			8182			grey and silver ball, trailing what looked like twine
621117	Tampa	FL	1			8215			bright star-like lights approach, hover and bounce and fade
621212	Amagasaki City	Japan	1						Five students saw, and independently sketched, Saturn-shaped UFO. [NICAP UFO Evidence, X]
630105	Nantucket Point, Long Island	NY	1			BBU			(Hynek UFO Rpt p. 45-46)
630124	Lexington	KY	1						Post Office safety engineer saw a round UFO traveling east to west, and a delta-wing aircraft north to south. UFO's line of flight intersected aircraft path at right angles. [Report via Bluegrass NICAP Affiliate, Lexington, Ky.]
630312	Paine	Chile	1						Members of the Santiago NICAP Subcommittee observed a pulsating luminous white sphere about 7:50 p.m. The UFO moved from north to south, disappearing in the distance after about a minute.

630318	Cape Canaveral	FL	1						Minuteman Veers Off Course
630518	New Plymouth	NZ	1			8360			white, fuzzy, flashing light hover and dart around
630522	Pequannock	NJ	1			8363			4 pink wheels spin or roll very fast from E to W in succession
63Summer	Middletown	NY	1			8371			8-10 lights move at random, then in an oval formation
630615	Venezuela (200 miles N of)	At Sea	1			8388			luminous disc travel at 1.5 times the angular speed of a satellite
630616	Palmerston, North City	NZ	1						A college student observed two brilliant lights descending in zig-zag fashion. The UFOs hovered stationary for about 5 seconds, then "suddenly shot off at very great speed, at first in level flight across my front, then climbed up into the sky at approximately 45 degrees to disappear." [Witness interviewed by NICAP Adviser Harold H. Fulton.]
630618	Niagara Falls	NY	1						An unidentified object flashing various colors moved around erratically for over two hours. Witnesses in separate locations described the maneuvers similarly. About 10:00 p.m., the UFO moved from west to east, reversed direction and headed back west. Later, it headed southeast rising higher in the sky. Local astronomers and airport officials could not account for the object. [Report from NICAP member.]
630619	Burlington	MA	1						An unidentified white light was observed descending, changing color; finally appeared silvery. The UFO then circled the area, disappearing behind objects on the visible horizon. [Report via Walter N. Webb, Boston NICAP Adviser.]
630626	Pine Crest	CA	1						Four glowing greenish objects with halos were observed by a technician, many others. Three objects moving westerly were approached by a similar object from the west. The fourth object stopped and hovered as the three approached, split formation, and continued west. Then the fourth object continued east. [Report via Bay Area NICAP Subcommittee.]
630700	Boston	MA	1						An advertising plane caused several erroneous UFO reports. (Aircraft identified by NICAP Adviser, Walter N. Webb.)
630701	Glen Ellyn	IL	1			8434			theodolite saw a light, the size of a match head at arm's length
630702	Tuscon	AZ	1						Large blimp like object reported. [In this area is the Davis Monthan AFB Titan II Missile Site, home of the 390th Strategic Missile Wing consisting of 18 Launch Facilities around the Tucson area].
630720	Springfield	IL	1						About 7:50 p.m., a shiny silver object was observed hovering at high altitude. The UFO moved up and down, back and forth, but remained in the same area of the sky. About dusk, the object (now resembling a bright star) began moving across the sky, picking up speed, and disappeared in the distance. [Witness filed NICAP report form.]
630801	Garston, Herts	UK	1						A former RAF pilot, and flying instructor, observed a triangular UFO which hovered for a -long period of time, then climbed out of sight. An air traffic controller four miles away also observed the UFO. [FLIGHT International, 15 August 1963.]
630806	Sanford	Fl	1						Orville Hartle, Chairman of the LaPorte, Indiana NICAP Subcommittee, on a brief visit to Florida, observed a UFO. He obtained a full report with signatures of 13 additional witnesses.
630811	Warrenville	IL	1			8506			Boersma saw a light move around the sky

630813-14	St. Calen	Switzerland	1			8514			saw a fireball become a dark object after 4 mins
630813	Honolulu	HI	1						While vacationing in Hawaii, a chemist observed a UFO and reported it to NICAP. Dr. Richard Turse, Princeton, N.J., about 11:30 p.m., saw a round reddish object pass overhead from southwest to northeast. The UFO "traveled across the sky at great speed making two sharp turns at the same speed."
630914	Susanville	CA	1			8548			round object intercept a long object &attach to it or disappear
630915	Vandalia	OH	1			8549			2 very bright gold objects one staying stationary, the other moving
630818	Ft. Kent	ME	1						A silvery disc-shaped UFO was seen by two young boys, whose parents agreed they must have seen something unusual. The disc passed from north to south, emitting a hum intermittently.
630920	Huntsville	AR	1						A rancher reported watching an egg-shaped UFO moving eastward about 10 degrees above the southern horizon. Through binoculars, a dark spot was visible near the top of the object. As it proceeded west, the UFO dimmed, turning orange, and faded from view after 10-15 minutes. [Witness reported sighting to NICAP.]
630926	Sunnyvale	CA	1						Police officer, many others, observed a gray disc with central bright spot, moving on a westerly course at high speed. [UFOE, VII]
631004	Bedford	OH	1			8581			intense oblong light with tapered ends
631006	Philadelphia	PA	1			BBU			Freidman. (Mary Castner/CUFOS)
631007	Lanham	MD	1			BBU			Freidman. (Mary Castner/CUFOS)
631023	Meridian	ID	1			8603			object shaped like a circle from below and a football from the side
631024	Cupar Fife	Scotland	1			8604			light move for an unspecified length of time
631103	Corona	NY	1						A Pan American Airways mechanic, about 1:30 a.m., noticed a star-like object maneuvering across the northern sky. The light moved rapidly, slowed and seemed to "shudder," then changed course by about 45 degrees. Finally it made a 90-degree turn, accelerated, turned again and disappeared from view. [Report obtained by New York NICAP Subcommittee.]
631112	Unknown City	Argentina	1						An official Argentine Navy UFO report. Combined visual and E-M incident involved the Navy transport A.R.A. "Punta Medanos." A large airship (never identified) was sighted from the stern of the vessel. The huge UFO was round-shaped, and it was moving at great speed
631112	Port Huron	MI	1						Deputy Sheriffs chased a low-flying UFO which first appeared as a white flashing light. At times the object seemed to have a "big divided window" on it. When the UFO hovered, the deputies approached and flashed their squad car light. Then a flashing red light became visible on the UFO. The object finally moved away to the northwest making a motor-like sound. Other residents reported a flashing light and "high-pitched" or "whining" noises at the same time.
631202	Grand Rapids	MI	1						A motorist stopped at a traffic light about 9:30 a.m., noticed a strange object "glittering in the sun." Then the object tipped on edge (revealing a disc shape) and quickly sped away to the southeast. The shape was "like a pancake."
631205	Carrasco (near)	Uruguay	1						An oval UFO, metallic-looking like aluminum, was observed hovering in the clear morning sky by hundreds at a resort. One description said the object "balanced gently in the air."

631206-07	APO 253	France	1			BBU			(McDonald list)
631210	White Plains	NY	1			BBU			Freidman. (Mary Castner/CUFOS)
631211	McMinnville	OR	1			8647			Professor saw a bright star-like light hover, slow, dim and flash
631216	Midway Island (800 miles N of)	At Sea	1			8654			white light blink 2-3 times per second moving very fast
640403	Monticello	WI	1			8729			4 huge red lights in a rectangular formation
640411	Homer	NY	1			8739			2 cloud-like objects darken, one shot away and returned
640426	Las Vegas	NV	1			BBU			(McDonald list)
640426	La Madera	NM	1			BBU	**NC**		(McDonald list)
640430	Canyon Ferry Reservoir	MT	1			BBU			egg-shaped object size of an automobile land about 150 [125?] ft away
640430	Stallion Test Site	NM	1				**NC**		B-57 radios white object landed, phto recon
640509	Asheville	NC	1			8787			(NARA)
640509	Chicago	IL	1			8788			3 light green crescent-shaped objects
640518	Mount Vernon	VA	1			8811			glowing white oval split twice after moving
640526	Cambridge	MA	1			8836			thin, white ellipsoid (3.5x length/width ratio) fly straight and level
640526	Pleasantview	PA	1			8839			yellow-orange light, shaped like the bottom of a ball
640613	Toledo	OH	1			8870			3 glowing white spheres, glowing red on their sides
640720	Clinton	IA	1			8942			60 ft diameter round topped, flat-bottomed object
640720	Littleton	IL	1			8942			60 ft diameter round topped, flat-bottomed object
640727	Norwich	NY	1			8969			aluminum sphere with a flourescent luminous ring
640727	Denver	CO	1			8973			white ball of fire, the size of a car, climb slowly, then speed up
640810	Wake Island (on the airstrip)	Wake Island	1			9031			saw a reddish, blinking light approach the runway
640815	New York City	NY	1			9048			10 ft x 5 ft bullet-shaped object with wavy lines on the front part
640815	Yosemite Park	CA	1			9049			3 bright silver, round objects, in a stack formation
640910	Cedar Grove	NJ	1			9104			4 white lights, 3-4 [degrees?] apart, to the N, going W
641114	Menomonee Falls	WI	1			9170			3 dim, reddish lights fly through 160° arc
641119	Tokyo (Pacific, 1400 miles E of)	At Sea	1			9183			bright white flashing light traveling from horizon to horizon
650101	Norfolk	VA	1	D	5				Large Light Leading 7-8 Smaller Lights
650105	Lynchburg	VA	1	D	5				Light Stops & Starts
650108	Georgetown	SC	1	D	5	BB			Two Lighted Objects Make U-Turn & TVI
650110	South Boston	VA	1	D	2				Hissing Object With Sparks
650110	Silver Springs	MD	1	D	2				White Light In Level Flight
650111	Washington	DC	1	D	5				Over A Dozen Ovals Chased By AF Jets
650114	Thaxton	VA	1	D	5				Cigar Larger Than B-52
650118	Buchanan	VA	1	D	5				Object With Rings Observed
650121	Richmond	VA	1	D	5				Light Hovers Over Radio Tower
650122	Baltimore	MD	1	D	5				Egg-Shaped Object Goes Up Then Dives
650125	Bedford	VA	1	D	5				Square Object Size of Football Field
650127	AltaVista	VA	1	D	2				Bright Light In Erratic Pattern
650127	Plum Tree Island	VA	1	D	5				Zig-Zagging Object Lands / Takes Off
650130	Newport News	VA	1	D	5				Triangular Object With No Sound
650303	Point au Fer Reef	LA	1	D	5				Ball Of Light Hovers Over Water
650304	Corvallis	OR	1			9301			3 yellow-orange spheres rise rapidly from the ground
650304	New York	NY	1	D	5				Rapid Blimp-Like Object Over Hudson River
650308	Mount Airy	MD	1	D	5	9305			Six Lights Just Miss House
650507	Oxford	MI	1	D	5	9389			Object Splits In Two, Then Three
65068-9	unknown location	Turkey	1			BBU			(McDonald list)

650605	Lynn/Nahant	MA	1				NC		UFOs over GE facility
650629	Frankfurt	West Germany	1			BBU			(McDonald list)
650704	Massillon	OH	1	D	5	BB			"Hubcaps" Change Course & Fly Straight Up
650706	Kiel	WI	1			9474			flashing light, like a satellite
650706	Sunnyvale	CA	1						Police lieutenant and officer saw hovering white object that undulated, darted here and there, zigzagged, and sped away (UFOE II, Section, V).
650706	Fossil	OR	1	D	5	BB			Three Silver Cigars Moving Side By Side
650722	Forbes AFB	KS	1	D	5	BBU			Flat Silver Object Near Airbase
650725	Castalia	OH	1			9550			astronomer saw a bright blue star cross 90° of sky
650801	Ent AFB	CO	1	D	5	BBU			Military Observers Report 3-4 Ovals
650801-02	Whiteman AFB	MO	1			BBU			(McDonald list)
650802	Justin	TX	1			BBU			deputy sheriffs saw an object as bright as burning magnesium
650802	Oklahoma City	OK	1			BBU			brilliant, round object without wings, close to the ground
650803	Cocoa	FL	1	D	5	BBU			Police Observe Four Objects In Diamond Formation
650803	Lake Hefner	OK	1			BBU			Young man saw an object rise from the lake area
650804	Dallas	TX	1			9675			9:30 PM - light fly fast, straight and level
650804	Tinley Park	IL	1			9680			unnamed 14 year-olds saw a light move around the sky
650810	Pacific Northwest	Various	1						9:40 P.M. Fireball meteor traveling easterly across northeast sky.
650828	Glasgow AFB	MT	1	D	5	BBU			Round Silver Object Maneuvers Over Base
650922	Landis	NC	1	D	5	BB			Two Orange Discs Fly In Straight Line
650925	Chisholm	MN	1			9970			5 orange lights in a row fly fast make an abrupt turn
650927	Columbus	OH	1						At 5:15 P.M., scientist saw metallic-appearing, cigar-shaped object that changed course (UFOE II, Section, IV).
650929	Swanlake	NY	1			BBU			(McDonald list)
651104	Middletown	OH	1			10066			bright, flashing red and white object, w/sparks shooting off
651104	Middletown	OH	1	D	5	10066			Object Lands on River Bank
651208	Tangent	OR	1	D	5	BB			Luminous Loops Seen
66Unknown	Elista, Kalmuk (east of)	Russia	1						9:50 p.m. Russian coal and gas scientists watched a high-flying silent disc-shaped object spiral through the sky east of Elista, Kalmuk. (Source: Larry Hatch, *U* Database, case #7772, citing Lumieres dans la Nuit, issue #204)
660103	Los Altos	CA	1						Night. Army colonel expert on rockets and missiles sighted a group of bright light sources speeding overhead at an estimated 1,000-1,200 m.p.h., maneuvering back and forth. Soon afterwards he observed several searchlights sweeping the area as if trying to spot the flying objects. (NICAP report; U.F.O. Investigator, Vol. Ill, No. 6, Jan.-Feb. 1966, p. 2.)
660111	Pacific Ocean	At Sea	1						Large, cigar shaped object passes within 1 mile of ship
660120	Katanning	AU	1						11-12:30 a.m. An object with a row of bright body lights was observed to hover, and to move up and down, while emitting a blinding light and making a sound like bees humming. After a long period of time, the lights brightened and the object suddenly sped away (luminosity/speed correlation). (Flying Saucer Review, May-June 1966, p. 32; Newcastle Morning Herald, Jan. 24, 1966.)
660202	Salisbury	NC	1			10193			silver, diamond-shaped object with several balls

660214	Witbank	S. Africa	1						7:40 p.m. LT. A farm woman heard a very loud sound and saw a cigar-shaped object descend and hover, the sound level increasing. The UFO had a very bright light at the front, small portholes along the side, and a bluish glow at the trailing end. The object suddenly shot upwards and disappeared. (Flying Saucer Review, 12(4), July-August 1966, pp. 32-33.)
660308	Chesteron	IN	1						2:30 p.m. EST. An ex-Marine airplane mechanic and another witness saw an inverted silvery disc with four projections on top, surrounded by bright haze, that hovered above a cloud bank for 4-5 minutes. The object then tilted and sped away. (NICAP report.)
660316	Burnham	ME	1						7:45 p.m. Two large, moon-sized orange discs flying slowly, then accelerating, body lights blinking on and off. (NICAP notes.)
660317	Grand Rapids	MI	1						Sunset, EST. Three young girls saw a large oval with glowing red light, evenly spaced portholes around the rim from which lights flashed alternately. The UFO moved slowly, then accelerated and sped away. (NICAP notes.)
660319	Bethesda	MD	1						9:05 p.m. EST. Col. Howard Wright, retired Air Force pilot, and family saw a bright white light approach from the south, stop and hover, accelerate, zig-zag, then continue north, joined by a second light. (NICAP notes.)
660320	Miami	FL	1			10247			pulsating light, varying from white to intense blue
660321	Hillsdale	MI	1			BBU			college students saw a football-shaped object with red-green-white lights
660322	Normal	IL	1						7:15 p.m. CST. At least 10 witnesses watched a large oval object with four blinking body lights fly overhead, hover over some trees, then move away. (NICAP notes.)
660323	Trinidad	CO	1						5:00 p.m. MST. At least a dozen witnesses saw two light-reflective disc-shaped objects with domes flying in-line, traveling with a bobbing motion over the terrain. (McDonald, 1968a, Case 14, pp. 51-52; NICAP notes).
660323	Fort Pierce	FL	1			BBU			bright object like a balloon covered with fluorescent paint in woods
660323	Joppa	IL	1						Night, CST. An oblong object surrounded by smaller bright lights was observed by a dozen people. (NICAP notes.)
660324	New Orleans	LA	1						7:10 p.m. CST. A retired Air Force colonel and a General Electric computer programmer watched a glowing oval object speed across the sky. Two smaller lights also hovered, and maneuvered around. (NICAP notes.)
660326	Texahoma	OK	1			10291			object with waffle like surface glowing intense red light
660327	Vancouver, British Columbia	CAN	1						Time not reported. About 100 people watched a revolving disc-shaped object that hovered for an hour, flashing red, blue, green, and white lights (body lights). The object then slowly ascended and disappeared. (Flying Saucer Review, Vol. 12, No. 6, 1966, p. 32; from Vancouver Sun).
660329	Columbus	GA	1						2:30 a.m. EST. A red oval object was observed moving with an oscillating motion, swinging like a pendulum. The object suddenly brightened and made a rapid departure (luminosity/speed correlation). (Hitt, 1999.)

660330	Ottawa	OH	1			10329			(NARA)
660403	Playa Del Ray	CA	1						6:50 p.m. PST. Along the coast of the Pacific Ocean near Los Angeles International Airport, a Coast Guard helicopter pilot and another witness reported seeing four pairs of flashing red lights in changing geometric formations, estimated to be one mile offshore. The pilot reported seeing an oblong object with body lights. (NICAP report forms.)
660405	Lycoming	NY	1			10385			spinning vapor-like sphere, 10 ft in diameter
660407	Mansfield	OH	1						Time not reported. Two sheriffs deputies while on patrol chased a bright round object at high speed, seeing it or a similar object five times. The UFO alternately hovered and sped up, the last time departing vertically upward. (NICAP notes.) [Compare to April 17, 1966, Ravenna, Ohio, sheriffs deputies case.]
660410	Lebanon	IN	1						Night. An engineering draftsman and his wife saw a cone of nine white lights, with a line of 10-12 small blue lights below it. The lights abruptly blinked off. (NICAP notes.)
660411	Greensburg	PA	1			BBU			well-defined cigar shaped object 50 ft long with no wings or tail
660412	Brockton	MA	1						10:00 p.m. EST. An elongated elliptical (or cigar-like) object with a bright red-orange light at each end was seen hovering off Route 24. (Fowler, 1974, p. 337.)
660413	Kalamazoo	MI	1						Time not reported. A police officer and other witnesses saw an elliptical object with flashing white lights, alternating red and green lights. (NICAP report; police department form.)'
660415	F. E. Warren AFB	WY	1						UFO over missile silo (NUFORC)
660417	Danvers	MA	1						7:15 p.m. EST. Several groups of witnesses reported an elliptical object with rotating white lights around its perimeter. The object circled slowly, then disappeared into clouds. (Fowler 1974, p. 337.)
660418	Peabody	MA	1						7:15 p.m.EST. Several witnesses reported an oval object with blue glow, reddish-green flashing lights on each end. The object hovered, and sped back and forth several times. (Fowler 1974, p. 338.)
660418	Cohasset	MA	1						9:45 p.m. EST. About 25 miles southeast of I Peabody, witnesses reported an oval object with flashing red lights around its-circumference, and two smaller white body lights. The object reacted to searchlights (light reaction) shone on it by zig-zagging, accelerating straight up and disappearing. (Fowler 1974, p. 339.)
660418	Battle Creek	MI	1			BBU			egg-shaped object, 75 ft long, 15 ft high, gray-colored
660419	Quincy	MA	1						11:45 p.m. EST. Several persons saw a large disc-shaped object accompanied by two smaller discs that flashed red and white lights, hovered and swung back and forth like a pendulum. (Fowler 1974, < p. 339.) [Note: Bellingham, Cohasset, Quincy, Sharon, and Stoughton, Mass., all are within about a 30-mile radius of Boston, in an arc from the southeast to the southwest.]
660420	Charlevoix	MI	1						Time not reported. A couple reported watching six gray objects make a sharp turn in unison, separate slightly, climb and take off at high speed. (NICAP notes.)
660422	Beverly	MA	1			BBU			a platter shaped object the size of a large car with 3 red-green-white lights

660422	Long Island, Douglastown	NY	1						Time not reported. A Department of Defense engineering technician saw a disc with a row of windows like mercury vapor lamps. (NICAP report form.)
660430	Sacramento	CA	1			BBU			woman saw a light move around the sky
660507	Goodfellow AFB	TX	1			10535			short, cylindrical object with pointed ends
660516	Temple City	CA	1						12:30 p.m. PDT. A newspaper editor and office manager were called outdoors to see a grayish-green object high in the northern sky changing shape from rectangular, or roughly diamond-shaped, to domed disc. The object, apparently metallic, was reflecting sunlight. Haze-like heat waves surrounded it. For 15 minutes the object moved around lazily, then suddenly sped off to the northeast and disappeared. The editor compared the departure speed to that of a jet aircraft.
660516	Temple City	CA	1						About 1:10 p.m. at a school in the area, the principal noticed the children on the playground staring at something in the sky. He looked and saw a dark disc-shaped object with dome on top moving from high overhead toward the east. Several other witnesses made similar reports between 1:00 and 1:30 pm. (Los Angeles NICAP Subcommittee report.)
660517	Mentor	OH	1						Time not reported. An aircraft design engineer saw a bluish-white object pickup 10 smaller objects in groups, brightening each time a pick-up was made, then dimming (luminosity/motion correlation). The parent object then turned to the west and accelerated away. (NICAP notes.)
660606	Spooner	WI	1			10626			2 domed discs with sparkling upper surfaces
660608	Toledo (Between Kansas and)	OH	1			10629			bright silver, cigar-shaped object, as long as an airliner
660616	Elista, Kalmuk	USSR	1				**NC**		Scientist report UFO maneuv nr missile test
660617	Abington, Berkshire	UK	1						8:50 p.m. LT. Two nuclear scientists reported seeing a very bright yellow object above a cloud bank on the western horizon, moving slowly. The object then accelerated northward and disappeared behind a tall bank of clouds. About 10 minutes later the same or a similar object appeared traveling from north to south, stopped and hovered in the northwest sky for about 30 minutes. The object then diminished in apparent size and was hidden by clouds near the horizon. When viewed through 10 x 60 binoculars, the object had a conical shape and was reflecting sunlight. Its length was computed to be about 60 feet. (Flying Saucer Review, Vol. 12, No. 5, Sept.-Oct. 1966, pp. 27-28.)
660618	Burnsville	NC	1			10663			red bell shaped object with 3 flashing red lights
660624	Richmond	VA	1						3:30 a.m. EDT. A police officer on patrol saw a hovering elliptical object with body lights, surrounded by mist or vapor. The lights were alternately yellow and green. As he approached to investigate, the UFO began moving away, leading him on a cat-and-mouse chase. Finally the object accelerated and sped away. Separate police witnesses observed a UFO in the same general area about 40 minutes later. (U.F.O. Investigator, Vol. III, No. 9, Aug.-Sept. 1966, p. 3; Keyhoe & Lore, 1969a, p. 9.)

660624	Charlotte	NC	1						Night. A school teacher, ex-member of Army intelligence saw a flattened ellipse with fuzzy edges, two or three port-like black spots along the body, flying overhead. The object was visible for about 2 minutes in hazy conditions. (NICAP report form.)
660627	Wake Island (Pacific, 400 miles E of)	At Sea	1			10693			Radio Officer saw a "cloud" expand with a light inside
660711	Union-Kirkwood	PA	1			10739			large (100 ft wide, 20 ft high) bright red luminous object
660725	Vanceboro	NC	1			10781			pulsating object change color
660731	Erie (Presque Isle State Park)	PA	1			10798			square or hexagonal object with edges lit or reflecting light
660731	Lake Canandaigua	NY	1						9:30 p.m. EDT. An engineer with the Federal Communications Commission saw a maneuvering light that descended with a falling leaf motion (oscillating from side to side). Then he discerned it as three lights in V formation. (New York NICAP Subcommittee report.)
660805	Erie	PA	1						9:30 p.m. EDT. A woman and four children saw an aluminum-colored oblong object with five evenly spaced yellow windows for about 30 seconds. (Pennsylvania NICAP Subcommittee report.)
660813	McDonald	OH	1						Time not reported. A policeman and others saw a large object accompanied by about 10 smaller objects. When an airplane approached, the smaller objects rushed to the large object, (aircraft avoidance). The sighting lasted 4 hours. (NICAP notes.)
660815	Boston	MA	1						2:30 p.m. EST. An art instructor saw a thin disc with flat dome, and vertical ribbing visible on the dome, for 1 -2 minutes. The object was beneath a cloud or fog layer. (Walter N. Webb report.)
660815	Forest Park	IL	1						5:40 p.m. CST. A Navy technician watched a flat, round object (disc) with red and yellow segments on the underside. The object had a dark center section, and colors around the rim. It flew slowly overhead for 5 minutes as a storm gathered. (NICAP report form.)
660816	Duluth	MN	1						10:45 p.m. CST. Three persons in a car saw a very large, spinning greenish-blue object that had revolving red body lights. The object at one point emitted an extremely bright light beam that blinded the driver. (NICAP report form, newspaper clippings.)
660816	Minot (15 miles south of)	ND	1						football-shaped object that was white with an orange tint appear in front of their car
660817	Ashtabula	OH	1						family saw a silvery disc-shaped object hovering and emitting a humming sound. The object then dove down and disappeared from view. (NICAP notes.)
660819	Donnybrook	ND	1			10872			bright, shiny, round disc, 30 ft in diameter and 15 ft high
660820	Unitah Basin	UT	1						Dusk, MDT. About a dozen witnesses saw a glowing orange disc that hovered, emitting a red light beam from the underside. When children ran toward it, the object took off and disappeared. (Salisbury 1974, Appendix B, Table 1.)
660822	Easton	PA	1						10:15 p.m. EDT. An orange-red mass of light undergoing apparent shape changes was reported. The object fluttered down, moved away, changed to cone shape, then to a thin line, and finally sped away disappearing in seconds. (NICAP report form.)
660823	Da Nang	Vietnam	1			BBU			(McDonald list)
660823	Columbus	OH	1			10888			circular, luminous white object split into 5 objects

660823	New York City	NY	1						8:45 p.m. EDT. A businessman saw an oblong obiect with a row of lights or windows around the middle, antennas (projections) on top, and lights at each end (body lights). The object moved silently at variable speed. (NICAP report form.)
660825	Malibu	CA	1						Sunrise, PDT. A diesel mechanic and former Navy aircraft crewman saw a lens-shaped disc with dome on top, apparent windows or portholes rotating slowly around it. The object performed complex, high-speed maneuvers. (NICAP report form.)
660825	Omaha	NE	1						11:30 p.m. CDT. A radio station staff and dozens of others saw a dark disc-shaped object with flashing red light, surrounded by white or pale green haze, hover, swoop down, and reverse direction. The object was visible for 15 minutes. (NICAP report form.)
660826	Gaylesville	AL	1			10899			cluster of 4 small, glowing, orange yellow lights
660827	Civero	IL	1						9:30 p.m. CDT. A production engineer saw a lens-shaped disc with domes on top and bottom, surrounded by a soft bluish glow. The object was visible for 3 minutes. (NICAP report form.)
660901	Willsboro	NY	1			10917			oval object with lights flashing red and white, and blue
660903	Harlingen	TX	1			BBU			fantastic spinning object same as aug 6th sighting
660906	Suffolk County AFB	NY	1			10933			white cylinder of light come from the E at high speed
660909	Franklin Springs	NY	1			10942			object larger than an army tank, w/3 horizontal bands of light
660913	Stirum	ND	1			10944			silvery-grey elliptical object w/a clear bubble dome on top
660921	Burton	CAN	1						Early on that same morning two fisherman at Burton, 45 miles northwest of Summerside, saw a rapidly-moving light like a "particularly bright star" traveling from west to east in the general direction of Summerside. Both coastal towns face the Northumberland Strait. (Weinstein, 1999, p. 34; U.F.O. Investigator, Vol. III, No. 10, Oct.-Nov. 1966, p. 4.)
660923	Decatur	AL	1						7:30 p.m. CDT. A former army aerial photo specialist and others saw two large objects (shape not specified in notes), one making a high-frequency whistling noise. The two objects performed complex flight patterns for about an hour. (NICAP report form.)
660926	Bridgeport	NJ	1						3:30 p.m. EDT. A group of people saw a metallic-appearing oblong object (shaped like a cold capsule), emitting a brilliant glow even when in clouds. The object tilted upward, spun, and turned on its side. (NICAP notes from newspaper story.)
660928	Wilmington	OH	1			10973			3 round, oval-shaped, aluminum-colored objects w/rotating rings
661005	Osceola	WI	1			10996			small, bright orange, moon-shaped object stationary in the NE
661010	Wanaque	NJ	1						9:15 p.m. EDT. Police officers observed a spherical object with a protrusion on one side emitting an extremely bright, blinding light that lit up the terrain (environmental illumination). The UFO hovered, and moved around erratically at high speeds, making sharp turns and leaving a misty trail in its wake when it moved. (U.F.O. Investigator, Vol. Ill, No. 10, Oct.-Nov. 1966, p. 6; NICAP report, investigation by John Pagano.)

661011	Davenport	IA	1						6:15 p.m. CDT. Several persons saw two brightly luminous objects in daylight, one sped below a jet aircraft's contrail moving like a sailed plate (oscillating motion), once stopping abruptly. (NICAP report form.)
661021	Livermore	CA	1						4:25 p.m. PDT. Two Sandia Corporation ; engineers saw a sphere which at first appeared translucent, then reflecting light. The object hovered, then ascended very rapidly until out of sight. (NICAP * report form, newspaper clippings.)
661023	Southhampton, Long Island	NY	1			BBU			object with arms in front of it which sparkled like an arc-light
661030	Southhampton, Long Island	NY	1			BBU			same as 10/23 case[Same as Oct. 23 case?] (FUFOR Index)
661106or12	White Plains (3 miles W of)	NY	1			BBU			rectangular object emitting steady bluish light moving slowly to the N
661108	Saginaw	MI	1			11135			group of lights flash and change color while hovering
661110	Pinellas Park	FL	1						9:20 p.m. EST. A young boy saw a very bright red, self-luminous, cigar-shaped object emerging from clouds. Then 10 smaller objects like dishes approached and entered the larger object. The parent object had what looked like portholes near its upper edge. (NICAP report in Donald E. Keyhoe Archives.)
661214	Cedarville	CA	1						Early a.m. An elliptical object with visible undercarriage (legs), and a red body light was observed. At one point the object emitted a red ball of light. (NICAP notes.)
661224	Charleston	WV	1						7:40 p.m. EST. Two Air Force pilots in a T-33 at 27,000 feet above a solid undercast saw a bright object in clear sky above them, at an estimated 1,000 feet. The object hovered for about 2 minutes, then suddenly rushed away. (NICAP report form, confidential report.)
661225	Monroe	OR	1			11239			3 round objects, as large as cars, give off vapor
670105	Philadelphia	PA	1						5:40 p.m. EST. A bank employee and three others watched a disc-shaped object with alternate red and green lights around it. The object circled over the area and emitted a buzzing sound. Shortly afterwards, many aircraft were active in the sky. (U.F.O. Investigator, Vol. III, No. 11, Jan.-Feb., 1967, p. 4.)
670107	St. Louis	MO	1						5:45 p.m. CST. A man first saw 4-5 square lights in a tilted row (body lights). The object, a domed disc shaped like a straw hat with flickering lights on the dome, then turned bright red. It appeared to be metallic. It hovered, tilted, leveled off, and sped away. (Letter dated 1/21/67 in NICAP files.)
670116	Charleston	SC	1			BBU			(McDonald list)
670122	Providence	NC	1						8:35 p.m. EST. A man saw a bright light that changed to a series of lights which maneuvered, hovered, and bobbed like a cork on water. The object seemed to ascend with less effort than when it descended . (Compare to Sept. 20, 1966, Sebring, Fla., case.) A wind-like sound was heard. (NICAP report form.)
670124	Astoria	NY	1						1:00 a.m. EST. A witness saw a large solid object with two bright red vertical blinking body lights descend, emitting a sound like an electric shaver (buzzing). (NICAP report form.)
670126	Coffeen (near)	IL	1			BBU			60 ft object, flat on the bottom, rounded on top 10 ft thick

670126	Kirkwood	MO	1						5:40 a.m. CST. A woman saw a disc-shaped object that was flat on the bottom and had a rounded top (dome). A group of closely spaced red lights was visible on the bottom. The object flew straight for 5-6 seconds before disappearing. (NICAP report form.)
670126	Havre	MT	1						8:15 p.m. MST. A man saw a solid ball (sphere) with blinking yellow body light(s) which descended, circled a mountain, and flew off. (NICAP report form.)
670126	Heidelberg	Germany	1						8:30 p.m. LT. Witnesses first heard a -pulsating sound, then saw a shiny, metallic dirigible-shaped (elliptical) object; hovering over a building. As jets approached the object, it took off (aircraft avoidance) with its lights flashing in a regular cycle. (APRO Bulletin, May-June 1967, p. 4.)
670128	Irish Valley	PA	1						6:00 p.m. Members of three families saw two objects, one saucer shaped (disc) with projections and a dome on top, blinking red and green lights across the front and a silver object protruding from the top. The objects variously maneuvered and hovered, together and independently. Many other area sightings also were reported. (Shamokin News Dispatch, Pa., 1/29/67, copy in NICAP files.)
670130	Crosby (5 miles SW and 20 miles W of)	ND	1			BBU			bright white sharply outlined lozenge-shaped object
670131	Kirkwood	MO	1						12:01 a.m. CST. A McDonnell aviation company engineer saw a brilliant bluish-white light going fast in a zig-zag path. (NICAP report form.)
670200	Brown County	IN	1						5:30 a.m. EST. A woman saw a shiny round object with a flat bottom hover over her house and then fly away. The object made a loud whistling sound. (Brown Co. Democrat, Nashville, Ind., 2/9/67, copy in NICAP files.)
670200	San Antonio	TX	1						Night. FAA Flight Service Specialists plus control tower personnel saw a large round red object that moved slowly under the cloud layer. Smaller objects emerged from the larger and flew away rapidly toward the southwest. (Letter dated 2/22/67, in NICAP files
670202	Sumner	IL	1						A well-known craftsman, who requested anonymity, reported to the Lawrenceville-Vincennes Airport that he observed an object for one and a half hours that was doing some pretty good stunts. (Ridge, NICAP files).
670206	Hazard	KY	1						11:30 p.m. EST. Four policemen and a rescue worker saw an object with red flashing lights and blue lights (body lights) that flew very low making a roaring sound. (Hazard Herald 2/13/67, copy in NICAP files.)
670207	Oakhurst	CA	1						11:55 p.m.PST. A couple saw a solid round object and a silver cigar-shaped object oriented vertically. The round object emitted many "contrails" and apparently disintegrated, then the cigar-shaped object flew rapidly away. (NICAP report form.)
670209	Odessa	DE	1			11350			saturn shaped object, 50 ft in diameter and 20 ft high
670212	Grand Rapids	MI	1			11355			4 fluorescent, football-shaped objects

670213	Novato	CA	1						12:30 p.m. PST. A witness watching aircraft first saw a white disc passing overhead at high speed. Three other discs then appeared from different directions and fell in behind the first (rendezvous). The last one was black. (NICAP report form.)
670214	Abington	VA	1						9:00 p.m. EST (8:00 p.m. CST). A woman saw a triangular object with green lights at two points and a red light at the third (body lights). It moved across the sky and then returned to its original position (maneuvered). (NICAP report form.)
670216	Amherst	MA	1						10:15 p.m. EST. Three independent reports from five witnesses (including two policemen) of a glowing bright white, light-bulb-shaped object that hovered in the sky, ejected a small red object, moved back and forth, then suddenly accelerated away. A swishing sound was reported. (Fowler, 1974, p. 344.)
670216	Topeka	KS	1						10:40 p.m. CST (11:40 p.m. EST). Three witnesses, one identified as a colonel, saw a bright object which appeared to drip white phosphorus-like fire. The object was stationary for 4 minutes and then faded out. (Topeka Daily Capital 2/18/67, copy in NICAP files.) [Note: Very likely a flare- or candle-carrying hot-air balloon hoax.]
670218	Chatsworth	GA	1						4:30 p.m. EST. Three people saw a shiny cigar-shaped object along with two round objects for several minutes. The objects hovered, then accelerated away. "Low roaring sound" heard. (NICAP report form.)
670218	Carmel	NY	1						5:30 p.m. EST. A man saw two glowing ovals that hovered, accelerated, and vanished into a funnel-shaped cloud. The objects were viewed through binoculars. (NICAP report form.).
670220	Laconia	NH	1						5:45 p.m. EST. A man saw a bright light with smaller associated lights above it (satellite objects). The larger object swung like a pendulum (oscillation), then suddenly accelerated away. (NICAP report form.)
670224	Lucan, Ontario	CAN	1						10:00 p.m. EST. Two members of a family saw a glowing orange object, also seen separately by an Ontario provincial policeman. The policeman described it as a "flashing orangey-colored object." (London Free Press, Ontario, 2/27/67, copy in NICAP files.)
670225	Minneapolis	MN	1						7:02 p.m. CST. Seven witnesses saw three "brushed aluminum" discs with a row of lights or ports around the edges. At one point the lead disc glowed red like molten iron, then the glow diminished. The three objects banked into a turn in unison. (Air Force Intelligence Report in Colorado Project and in NICAP files.)
670225	Fargo	ND	1						7:50 p.m. CST. Two teenaged boys saw around or disc-shaped brightly illuminated object. It moved higher gaining speed (accelerated) and flew away to the northeast. (Fargo Forum, 2/25/67, copy in NICAP files.)
670227	Port McNeil, British.Columbia	CAN	1						7:30-8:30 p.m. PST. Four people saw a large bright oval with a tail, white on top, blue on bottom and later bright red. The object at times traveled in a straight line, made turns (maneuvered), disappeared, and reappeared. I was also viewed through a 45x telescope. (Letter in NICAP files.)

670227	Omaha	NE	1						8:00 p.m. CST. A couple saw a round bright light, pulsating and changing color. Red lights were either blinking or moving around the main white light (body lights). (Omaha World Herald, 2/28/67, copy in NICAP files.)
670227	Grand Haven	MI	1			11419			large white light, with smaller red and green lights to the sides
670227	Edmonton, Alberta	CAN	1						9:00 p.m. MST (8:00 p.m.). A woman saw a cigar-shaped object with a red light on bottom and a white light on top (body lights) that was hovering over a hospital and spinning. The object emitted a siren-like sound. Other sightings reported about the same time were identified as RCAF aircraft. (Edmonton Journal, 2/28/67, copy in NICAP files.)
670302	Memphis	TN	1						11:30 p.m. A slender ellipse or cigar-shaped object with body lights along its length was reported. The lights were pulsating in a rhythmic pattern opposite to the direction of motion. (Air Force report, Project Blue Book files, National Archives.)
670303	Dorchester	MA	1						7:25 p.m. EST. Two people watched a glowing yellow disc with a small red body light moving slowly to the west. The object stopped and hovered for a long time, then flew away to the east. A sound like a swarm of bees (buzzing) could be heard. (Letter 3/8/67, in NICAP files.)
670306	Bentor Harbor	MI	1			11454			oval-shaped object with red, green and yellow lights
670306	Galesburg-Moline	IL	1			11460			object shaped like a rubber cup placed under a furniture
670309or11	Galesburg	IL	1			BBU			object shaped like a pancake with a rounded top,red lights on rim
670309	Follansbee	WV	1			BBU			car-sized obj, lights on underside, hovering, left at high speed
670309	Onawa	IA	1			11480			bright white, saucer-shaped object fly straight and fast
670322	Wapello	IA	1			11541			fluorescent, solid, multicolored lights stand still, then fly away
670323	Lawrenceville	IL	1						11:30 a.m. Man requesting his name be kept confidential reported that he observed an object, near the airport, in the west that appeared to be an aircraft fuselage (DC-3) without wings. It was white in color, and after a minute of observation, took off fast towards the northwest into a cloud. (Ridge, NICAP files)
670324	Kent	CT	1						7:18 p.m. EST. Many people saw an object hovering in the sky to the northwest. It was changing colors in a cycle from red to blue-green to white, and back to red. After about 25 minutes, the object made a swift departure. (Unidentified newspaper clipping, 3/25/67, copy in Donald E. Keyhoe Archives.)
670324	Georgetown	MA	1						9:00 p.m. EST. Three witnesses described an object as being shaped like a turtle shell with flashing red and white lights. The object hovered over Rock Pond before moving off faster than a jet aircraft. (Fowler, UFOS: INTERPLANETARY VISITORS, December 1979, Bantam Edition, page 331)
670324	Los Alamos	NM	1				**NC**		Disc hovers for 10 minutes
670325	Canton	IL	1						6:25 p.m.CST. A man and his 11-year-old son saw a hovering, dark egg-shaped object that began to glow red when it moved low overhead (luminosity/motion correlation). It made a sound like a quiet washing machine (swishing). The sound varied and pulsated as did the light. (NICAP report form and letter in NICAP files.)
670326	New Winchester	OH	1			11559			oval object, like copper or brass fly with tumbling motion

670329	North Granby	CT	1						7:35 p.m. EST. A woman sighted a glowing disc. She drove home and returned with two more witnesses. The object moved slowly, and disappeared when aircraft approached (aircraft avoidance). (NICAP report form.)
670330	Eastern Seaboard	in air space	1						7:20-7:40 p.m. EST. A NASA launch that created a sodium vapor cloud in the atmosphere caused several false UFO reports.
670330	Westmont	IL	1						8:25 p.m. CST. Three people saw a disc with a dome and two red body lights hovering near the horizon. They observed it through binoculars, and it appeared to oscillate erratically. Report from local resident, received 10/25/67, NICAP files.)
670405	Davis	CA	1						1:50 a.m. PST (4:40 p.m. EST).-A woman saw a basket-shaped (truncated cone) object with flashing lights for 10 minutes. The object was described as tumbling end over end. (NICAP report form.)
670417	Worthing, Sussex	UK	1						2:15 a.m. (9:15 p.m. EST, April 16). A loud humming sound was heard as a glowing object shaped like an upturned saucer flew across the sky. The sound was heard again later and the object was seen moving sideways. (Flying Saucer Review, July-Aug. 1967, p. 30.)
670419	Port Clinton	OH	1						9:00 p.m. EST. Six neighbors saw a bright light that moved straight up, then crossed the sky, stopped, brightened, and emitted two smaller lights. The observation lasted 3 hours. (Port Clinton Daily News 4/20/67, copy in NICAP files.)
670420	Georgetown	MA	1						8:30 p.m. EST. Six witnesses saw two dark objects with two bright flashing red lights and two dimmer white lights (body lights). The objects moved in a pattern, stopping and reversing direction (maneuvering) at times. (Fowler, 1974, p. 347.)
670421	Georgetown	MA	1						7:45 p.m. EST. Three witnesses saw two groups of lights, each composed of three red and one white lights flashing in sequence. A large white light viewed through binoculars showed the appearance of rectangular windows. The object moved into the overcast when aircraft converged on the area (aircraft avoidance). (Fowler, 1974, p. 347.)
670422	Maryville	TN	1						9:50 p.m. EST. An airline mechanic and his wife w observed a bright disc that climbed slowly, sped up, slowed, changed direction (maneuvered), with erratic motions. (NICAP report form.)
670427	Green Lake	WI	1			BBU			cone-shaped object w/blue underside come lower with oscillating motions
670502	Montezuma	IA	1						8:25 p.m. CDT. A gray misty oval object was reported with red blinking lights and a steady white light on top (body lights). It hovered, then rose straight up. (APRO Bulletin, May-June 1967, p. 8.)
670512	Putney	UK	1						11:10 p.m. GMT. A glowing yellow elliptical object with three round spots on the underside passed below clouds and was observed through binoculars. (Flying Saucer Review, Sept.-Oct. 1967, p. 31.)
670515	Scarborough, Ontario	CAN	1						10:00 p.m. EDT. Three witnesses 500 miles to the northeast, in Scarborough, Ontario, Canada, saw an elongated object with one red and one white light. (Air Force report form, NICAP files.)

670517	Ust'kamenogorsk	Russia	1						2:30 a.m. LT. An engineer named T.N. Kanshov saw a bright body twice as large as the moon moving across the sky from south to north for over two minutes. It expanded to three times its original size before disappearing. (Ref. 3)
670517	Bakhrushev	Russia	1						10:05 p.m. LT. By a warm, quiet evening several witnesses including S.V. Ostrovskiy saw a bright point descending in the western sky. It flew down to an altitude estimated as about one mile, when it changed to a horizontal course. (Ref. 3)
670520	Lexington	KY	1						10:45 p.m. EDT. A couple saw an intensely glowing object with shimmering white lights. The object alternated between hovering and moving at an estimated altitude of 1,500-2,000 feet. (Witness letter, 5/25/67, NICAP files.)
670525	Shreveport	LA	1						8:55 p.m. CDT (9:55 p.m. EDT). Two people saw a cigar-shaped object with a string of white lights down the center and a red light at front, and a green light at the rear (body lights). (Witness letter, NICAP files.)
670525	Castro Valley	CA	1						10:30 p.m. PDT. A couple saw a metallic-appearing disc that descended to about 5,000 feet above the ground, emitting a bright red flame which shot from a 3-4 foot round aperture in the underside. (NICAP report form; U.F.O Investigator, Vol. IV, No. 3, Nov.-Dec. 1967, p. 3.)
670528	Wallingford	CT	1						12:01 p.m. EDT. An engineer and his son (age 12) saw a bright silver, wingless object, apparently longer than a Boeing 707 jetliner. Two large transparent domes were visible on top of the object and three oblong windows along the side. (Letter dated 6/5/67, NICAP files.)
6706Early	Khoper River	Russia	1						11:00 p.m. LT. While walking along the banks of the river M. Gavrilyuk and his wife saw a luminous object shaped like a half moon. (Ref. 3)
670600	Fremont	OH	1						Evening. A pilot and his wife saw an object with amber to red body lights moving an estimated 100 mph at about 2,000 feet altitude. (Stroud letter, 7/21/67, NICAP files.)
670601	St. Augustine	FL	1						8:12 a.m. EDT. A woman saw a revolving disc with peaked top for 2-3 minutes. It passed in front of a cloud and made a sound like a jet aircraft. (NICAP report form.)
670601	Warrensburg	MO	1						Witnesses in their car on the way home from College classes at Central Mo. State University in Warrensburg on Hwy. 13. They reported two lights cross in front of their windshield very, very rapidly.
670602	McKeesport	PA	1			BBU			Conflicting data on whether to ID this as meteor.
670602	Philadelphia	PA	1						10:20 p.m. EDT. A man saw a glowing orange disc for 8-10 minutes. The object moved slowly, then suddenly accelerated away. (NICAP report form.)

670605	Selkirk, Manitoba	CAN	1						1:00 p.m. CDT. A Mounted Policeman and a Royal Canadian Air Force squadron leader saw a silvery circular or slightly oblong object flying rapidly to the north with a wobbling motion. The object was “visible for about 15 seconds. (Winnipeg Free Press, Manitoba, 6/29/67, copy in NICAP files; Winnipeg Free Press 6/7/67 with date of sighting indicated as June 6, copy in NICAP files; case reported to the University of Colorado Project).
670606	Pine Grove	PA	1						11:55 p.m. EDT. A woman and her son saw a silvery disc-shaped object that flew two to three times the speed of a jet. (Witness letter to Cook, 7/12/67, NICAP files.)
670609	Pittsburgh	PA	1						9:35 p.m. EDT. Three adults and three children ! saw a fast-flying object with a large white light on top (body lights). The object ; also had lights around the edge like windows, which appeared to revolve. (Letter dated 6/20/67, NICAP files.)
670610	Freeport	TX	1						6:30 a.m. CDT. A man saw four light sources for about an hour that moved fast, stopped, zigzagged, straightened, made right-angle turns and other maneuvers. One object emitted a red flash. (Texas NICAP Subcommittee report, NICAP files.)
670622	Danville	VA	1						9:30 p.m. EDT. A couple saw a central white light surrounded by alternating rows of revolving yellow lights or ports on a dark object. The object tipped 45 degrees, righted, hovered, and reversed direction before disappearing. (Letter dated 6/23/67, NICAP files.).
670624	Austin	TX	1			11815			solid, blue-white, elliptical object fly in response to flashlight
670624	Warrenton	VA	1						11:00 p.m. EDT. Two people saw three small objects and a large object that was white, blue, green, and red colored (multicolored lights). Finally the three smaller objects merged with the larger one and disappeared after about an hour. (Pickrell report, NICAP files.)
670624	Manchester	UK	1						A group of International Sky Scouts in England saw a cigar-shaped object while engaging in a skywatch near London. In Manchester, five unidentified objects were observed making "gyrations and extraordinary maneuvers." (Baltimore Sun 6/26/67, copy in NICAP files.)
670626	Wailuku, Maui	HI	1						8:40 a.m. HDT. A woman and her son saw a double disc (like one plate inverted on top of the other) that hovered and was observed through a 20x telescope. (Witness interviewed by Richard Hall who was visiting in Maui at the time; report in NICAP files.) :
670628	Tehran	Iran	1						8:00 p.m. LT. Reportedly 10,000 people saw a bright round, glowing object three times larger than the full moon. It hovered, sped away, landed, and took off. (Tehran Yomiori, 7/1/67, NICAP files.)
670629	Newington	CT	1						10:50 p.m. EDT. The 18-year-old daughter of an engineering instructor saw a luminous disc for 1 minute as it darted among clouds with abrupt motions. (Letter from witness' father dated 7/6/67, NICAP files.)
670629	Scotch Plain	NJ	1			11831			oyster-shaped object 200 ft wide 25-30 ft thick
670700	Taipei	Taiwan	1						Time not reported. Personnel at Yuanshan Observatory saw a red, cigar-shaped object that flew low and fast to the southwest. (Pacific Stars & Stripes, 7/6/67, copy in NICAP files.)

670703	Saginaw	MI	1						12:05 a.m. EDT. Two people saw a large bright object that emitted four smaller objects, each with an attached ray of light (light beam). At a certain point, these rays of light disappeared, and the four objects sped off in different directions and disappeared after about 3 minutes. (NICAP , report form, 7/18/67.)
670703	Richards-Gebauer AFB (near)	MO	1						9:30 p.m. CDT. At least seven adults saw a highly reflective disc with three bright orange lights on the rim (body lights) approach from the northeast going on a southerly course. (Report submitted to University of Colorado UFO Study, copy in NICAP files.)
670703	Durban	S. Africa	1						Evening. Four people, including a retired U.S. Air Force major with missile tracking experience, saw an egg-shaped, bright orange, glowing light that hovered, moved erratically, and flashed. (Cape Argus 7/5/67, copy in NICAP files.)
670704	Shakhty	Russia	1						9:15 p.m. Docent Y. Krasuntsev and his son were resting near the Don River when they saw a half moon shaped object. They first noticed two luminous points that looked like artificial satellites. (Ref.3)
670706	Palmer Park	MD	1						9:30 p.m. EDT. A 13-year-old girl saw an oval object with pointed ends (ellipse), a dome on top, a red light at each end, and two rapidly blinking white lights in the center (body lights). (Telephone call 7/7/67, notes in NICAP files.)
670715	San Jose	CA	1						2:00 a.m. PDT. Two people saw two bright lights that flew in parallel emitting a sound. (California NICAP Subcommittee report, NICAP files.)
670716	Kudepst	Russia	1						V.N. Chernyavski and his wife, with N. Ognevoy and S. Voronov, were close to the shore when they saw a yellow-rose disk-shaped object moving from west to east in the sky from the direction of the sea. (Ref. 30)
670717	Washington	DC	1						2:00 a.m. EDT. A witness saw a "blob" described as yellow and "rosy gold" (i.e., red-orange) that contracted and expanded in one spot until it disappeared after 10 minutes. (Phone call to NICAP)
670723	Popponessett Beach	MA	1			BBU			(Hynek-CUFOS-Willy Smith files; FUFOR Index)
670729	Olympia	WA	1						9:00 p.m. PDT. A woman saw an oval light, sometimes silver and sometimes red and blue, that descended suddenly, hovered moved laterally, then descended until lost behind the horizon. (Civil Defense report form, 8/28/67, NICAP files.)
670731	Kavkazkiy	Russia	1						9:15 p.m. I. Kosov, his wife and farmer P.I. Marchenko saw a dark red disk flying from the southwest to the northeast. The witness had time to count to forty-two before the object disappeared. (Ref. 3)
670730	Kernville	CA	1			BBU			(McDonald list; FUFOR Index)
670805	Perm	Russia	1						8:50 p.m.Y.G. Solovyev, his wife and his son observed a ring-shaped object flying across the sky. An airliner flying at an altitude of 1,200 feet would have fit inside this ring. It was observed for over ten minutes in the western part of the sky. (Ref. 3)

670808	Kislovodsk	Russia	1						8:40 p.m. An object shaped like a sharply outlined asymmetrical crescent flew over the mountain astronomical station of the Academy of Sciences. The object was slightly smaller than the moon, about twenty minutes of arc, with a color described as reddish by some observers, yellow for others. (Ref.3)
670809	Grey Friars, Stattordshire	UK	1						2:30 AM. A disc-shaped object about the size of a rugby ball was sighted by a married couple in Grey Friars. It flashed blue lights all around its rim, and seemed to be spinning in time with sound coming from it. It caused their dog to begin barking.
670811	Little Rock	AS	1						Orange hovering object chased by Air Force jets. (NUFORC)
670811	Churchtown	PA	1						11:00 p.m. EDT. Two people saw a cigar-shaped object with a row of lights along its length that flashed in sequence (body lights). The object seemed to be as big as an aircraft and maneuvered erratically. (Pennsylvania NICAP Subcommittee report, 9/7/67, NICAP files.)
670812	Barrie, Ontario	CAN	1						9:15 a.m. EDT. A man saw two dark-colored, elongated objects that hovered, started moving, banked, and accelerated, out of sight leaving a red trail. An aircraft passed beneath the objects during the sighting. (NICAP report form.)
670816	El Dorado Hills	CA	1						9:30 p.m. PDT. Two witnesses saw two saucer-shaped objects with flashing red and white body lights. The objects hovered in separate parts of the sky, suddenly accelerated out of sight leaving a "trail of light" on departure. (Sacramento Bee, Calif., 8/18/67, NICAP files.)
670818	Mechanicsburg	PA	1						10:20 p.m. EDT. A woman saw a horizontal row of blinking red and white lights. They appeared to hover, and then moved off and disappeared behind a mountain. A high-pitched hum was heard that diminished as the object moved away. (Pennsylvania NICAP Subcommittee report, 9/7/67, NICAP files.)
670819	Greensboro	NC	1						5:30 a.m. EDT. A man saw a sphere with triangular fin-like projections . The object moved erratically and appeared to "bounce," approaching the witness. At one point it made a U-turn in the space of its own diameter, before eventually moving off. (Witness letter, 8/23/67, NICAP files.)
670828	Rockport	MA	1						7:15 p.m. EST. Three witnesses saw a row of 8-10 revolving white lights and a parallel upper row of yellowish lights (body lights) apparently attached to a curved surface of an object concealed behind the lights. (Fowler, 1974, p. 350.)
670830	Dneprodzerzhinsk	Russia	1						8:50 p.m. A round, bright, uniformly illuminated light yellow disk was seen describing a wide arc in the sky. It disappeared to the north-northeast. There was no sound. (Ref. 3)
670903	Edina	MA	1						5:07 p.m. CDT. A man saw a silver sphere that approached an incoming aircraft on an apparent collision course. The object passed above the aircraft at close range and disappeared in the distance. It appeared to be about one-fourth the size of the plane and traveling twice as fast. (NICAP report form.)

670904	Yevpatoriya	Russia	1						9:17 p.m. N.N. Pronin, senior editor with the "Mysl" publishing house in Moscow, accompanied by his wife, saw a white, crescent-shaped object fly over from the northeast to the southwest along a straight line at an altitude of about 2,500 feet. The object moved with the convex part facing forward. The weather was clear. (Ref. 3)
670905	Nantwich, Cheshire	UK	1						8:55 p.m. LT (4:55 p.m. EDT). Two witnesses saw a brilliant white oval, its light flickering, hovering in the northeast sky. After about 2 minutes, the object began moving, accelerated rapidly and disappeared in the west. No sound was heard. (Stanway and Pace, 1968, p. 14.)
670905	Waterford	CT	1						9:40 p.m. EDT. A man saw a dark, metallic-appearing, cigar-shaped object with a red glow at one end and a white light at the other (body lights). As the object crossed the sky, a bright white light flashed three times amid the red glow. (NICAP report form.)
670908	Newton	NH	1						10:30 p.m. EDT. Four people saw a Saturn-shaped object with two white lights on its leading edge. Pinkish lights were visible along its rim, and a red light on top (body lights). (Massachusetts NICAP Subcommittee report, NICAP files; Fowler, 1974, p. 349.)
670910	Shepherdstown	PA	1						10:35 p.m. EDT. Two men in separate cars stopped and discussed their sighting of a bullet-shaped object with a flashing red light on each end (body lights) and a white glow on the bottom that moved slowly across the sky at low altitude. (Pennsylvania NICAP Subcommittee report, 10/4/67, NICAP files.)
670914	Rockville	MD	1						Unspecified time. A boy saw a bright sphere hovering near the moon. The sphere divided into three parts, two of which accelerated out of sight, and the third lingered, then sped away in a different direction from the first two. (Phone call from witness's father, 9/15/67, NICAP files.)
670914	Barstow	CA	1						7:50 p.m. PDT (10:50 p.m. EDT). A man saw n a green light in the sky that sometimes appeared white. It circled, zig-zagged, moved up and down (maneuvered), and appeared to circle an aircraft. (NICAP report form and letter, NICAP files.)
670915	Winsted	CT	1						7:50 p.m. EDT. Two witnesses saw a red-orange, clam-shell-shaped (disc), fuzzy object move across the sky. The object stopped and hovered, then moved away. (NICAP report form.)
670920	Bucknall, Stoke-On-Trent, Staffordshire	UK	1						8: 30 p.m. LT. At twilight, with a clear sky and bright moon, seven witnesses watched a large, bright silvery oval move slowly overhead, stop, and hover. Two (possibly three) smaller bright round silvery objects emerged and sped off in different directions. (Stanway and Pace, 1968, p. 16.)
670923	Amherst	MA	1						1:37 p.m. EST. A geology professor saw an elongated, silver object and then a second similar object about 5 degrees from the first. (Hall, 2001, p. 161; letter to Raymond E. Fowler, Massachusetts NICAP Subcommittee Chairman, copy in NICAP files; Fowler, 1974, p. 349.)

670923	Mount Holly Springs	PA	1						9:35 p.m. EDT. A policeman saw two lights, one was stationary. The second light moved toward the first, and the two merged. The resultant single light hovered, then divided, with one light moving away and the other remaining motionless. (Pennsylvania NICAP Subcommittee report, NICAP files.)
670924	Minot	ND	1						10:30 p.m. CDT. A podiatrist and his wife saw two disc-shaped objects with domes on top. They first appeared as a string of lights flying at high altitude. (North Dakota NICAP Subcommittee report, received 11 /7/68, NICAP files.) [Minot AFB Minuteman ICBM Complex]
670928	San Mateo	CA	1						3:24 p.m. PDT. Two witnesses saw six silver discs that moved rapidly across the sky, entered clouds, emerged with a 7th disc, then moved off until lost in clouds. (Letter from witness, NICAP files.)
670930	Lakewood	CO	1						9:45 p.m. MST. A couple and their children saw a hat-shaped object (disc with dome), an "antenna" extending from the top that moved steadily in level flight across the sky, hovered, and dropped three fireballs. (Colorado UFO Project report form, NICAP files.)
671002	Rockford	IL	1						Time not reported. A policeman, an FAA specialist, and another man saw an unidentified silver-white, egg-shaped object. (Omaha World Herald, Nebraska, 10/3/67, NICAP files.)
671010	Leek, Staffordshire	UK	1						7:00 p.m. LT (3:00 p.m. EDT). Three witnesses using 7 x 50 binoculars saw a yellowish oval with a small dome on top, a yellow light rotating around the dome. The object also had one red and two green body lights that pulsated off and on. (Stanway and Pace, p. 16.)
671012	Roanoke	VA	1						6:37 p.m. EDT. A man saw a bright, blue-white sphere hovering over a mountain. The object moved laterally when an aircraft approached it (aircraft avoidance), then accelerated and sped away. Witness had seen similar objects before. (NICAP report form.) .
671017	Somerset County	NJ	1						9:20 p.m. EDT. A policeman and another man saw red and green lights in a square pattern that glided, hovered, ascended, then divided into two groups which moved off. A popping sound, like fireworks, was heard during the sighting. (Plainfield Courier-News, N.J., 10/18/67, NICAP files.)
671018	Pyatigorsk	Russia	1						6:00 p.m. Astronomer Z. Kadikov, from Kazan Engelgardt observatory, saw a bright object in the northwest. It was a crescent with sharp edges and pointed horns, yellow in color with a pale bluish tail, moving at about 1.5 degrees per second. (Ref. 3)
671022	Maritimes, Nice	France	1						3:38 p.m. LT. Two witnesses saw a metallic-appearing sphere with a dark central band. The object crossed the sky quickly in a zig-zag pattern. (Report from local investigator, NICAP files.)
671024	Castine	ME	1						6:45 p.m. EDT. A man saw three oval orange lights in step formation which ascended by constantly repositioning the bottom light to the top, the bottom light fading out and then appearing in the top position. This cycle repeated and the formation ascended. (Letter, NICAP files.)
671025	Otradnoy Stanista	Russia	1						4:05 p.m. Witness N. Savrasov, an advanced geography student, and his mother-in-law were able to observe two spherical objects flying from the northwest to the southeast. (Ref. 3)

671026	Wales	UK	1						7:00 a.m. LT. Two men saw two cross-shaped objects hovering in the sky for 20 minutes. (From Hennessey, NICAP report form.)
671026	Middlesex	UK	1						7:10 a.m. LT. Two copoles saw a soft glowing orange ball (sphere) that changed to long star shape (cross shape) which disappeared leaving a black ball with pinpoints of light on each side. (Hennessey report received 12/11/67.)
671027	Hampshire	UK	1						2:20 p.m. LT (10:20 a.m. EDT) A man saw a black, mushroom-shaped object being chased by two aircraft. (Unidentified newspaper clipping and NICAP report form.)
671030	S. Allentown	PA	1						7:10 p.m. EST. A woman and her son saw two luminous globe-shaped objects with red, green, and white body lights, at first moving slowly, then maneuvering rapidly as if in a "dogfight." (NICAP report forms and letter.)
671031	Bournemouth, Southampton	UK	1						8:50 p.m. LT. A man and his family saw two dull red metallic objects shaped like a spinning top or discus. (NICAP report form, received from Hennessey 11/30/67.)
671104	Fort Riley	KS	1						5:00 a.m. CST. Multiple witnesses saw four bright lights that hovered, moved off, changed direction (maneuvered), and went out of sight. An Army unit was dispatched to investigate at the request of local police. (Topeka Capital-Journal, Kans., 11/5/67, NICAP files.)
671105	Alderwood Manor	WA	1						5:35 p.m. PST. A witness saw a bright orange oblong object that passed overhead, maneuvered, hovered, and descended. It produced a humming sound. (Washington State NICAP Subcommittee report, NICAP files.)
671106	Kazan	Russia	1						Night. A luminous red Saturn-shaped object hovered for 7-10 minutes spinning on its axis, then accelerated and sped away. (Vallee, 1992, p. 194.)
671109	Miass (near Chelyabin)	Russia	1						A white cigar-shaped object with some black dashes at one end was seen moving through the sky by I.S. Lunyanov. It was flying toward Zlatoust. (Ref. 3)
671110	Wabash	IN	1						2:00 a.m. EST. A woman heard a sound like a sonic boom and went to the window to investigate. She saw a glimmering, white-green-yellow egg-shaped object hovering in the northwest. (Witness notes and NICAP report form.)
671113	Springfield	OH	1						4:00 a.m. LT. Described as a 30' diameter orange object. When witness shown spotlight on it it changed to a pinkish object and came towards him. (NARA-PBB90-354)
671115	Fort Simpson, NWT	CAN	1						7:11 a.m. PST. A weather observer at a local airport saw a spherical object glowing blue-green that moved across the sky, made a 90-degree turn, slowed down, turned around, and resumed its original flight path. (Letter from witness, NICAP files; U.F.O. Investigator, Vol. IV, No. 4, Jan.-Feb. 1968, p. 3.)
671115	Carlisle	PA	1						8:30 p.m. EST. Two women saw an oblong object which had white glowing lights in front and back (body lights). (Pennsylvania NICAP Subcommittee report and NICAP report form, NICAP files.)

671115	Harrisburg	PA	1						10:00 p.m. EST. Several witnesses saw a shiny metallic-appearing ball with small discs positioned to each side. (Pennsylvania NICAP Subcommittee report, NICAP files.)
671117	Winona	MN	1						5:20 p.m. CST. A man saw a metallic-appearing saucer that had a large canopy (dome) on top and a smaller one underneath. Once it seemed to hover. (Unidentified newspaper clipping, NICAP files.)
671118	Kingston	Jamaica	1						8:00 p.m. LT. Four people saw two red lights (body lights) on an object with a row of windows below. The object circled, approached the witnesses, tilted, circled, and sped off. (Letter, NICAP files.)
671119-20	Burlington County	NJ	1						Bt. 3:30-4:00 a.m. EST. A police officer, who is also a private pilot who has tracked aircraft with NORAD, saw a bright circular object about 50 feet in diameter that traveled under the cloud deck at an estimated 1,000 mph. (Letter, NICAP files.)
671125	Mikhaylovka	Russia	1						Midnight. V. Rogov was listening to the radio inside his home when a bright green light called his attention outside. He saw an object flying at great speed across the sky. (Ref. 3)
671201	Coarsegold	CA	1						Time not reported. A man saw 12 objects displaying green, blue-green, yellow, red, and white lights (body lights). (Phone call, NICAP file memo.)
671203	Wakaw, Saskatchewan	CAN	1						7:45-10:00 p.m. CST. Numerous witnesses in several small towns saw four white or orange objects that appeared and disappeared over a 2-hour period. (Saskatoon UFO Club report, NICAP files.)
671211	Chico	CA	1						Night. Two women saw a hat-shaped object with a rounded top (domed disc), a glowing light in the center of the underside, and a series of blinking white and green lights along the rim (body lights). (Unidentified newspaper clipping, NICAP files.)
671212	Grand Rapids	MI	1						Exact time not given. A woman and four others saw three silvery-white, oblong objects that were flat on the bottom, hat-shaped on top (domed disc). (Unidentified newspaper clipping, NICAP files.)
671213	North Granby	CT	1						5:10 p.m. EST. Three members of a family saw multiple cloud-like rings with dark centers that appeared from behind a storm cloud. Unidentified newspaper clipping, NICAP files.)
671224	Belmont	MA	1						Night. Eight witnesses saw 6-7 lights move across the sky one after the other (procession), spaced 30 seconds apart and each following the same path. (Haines, 1994, p. 44, from UNICAT #302.)
680303	Northeastern and Central United States	various	1						About 9:50 P.M. (CST). Hundreds of people reported fiery objects streaking across the sky, some showering sparks, leaving bright trails. Zond IV Soviet satellite reentry and decay (Sagan and Page, 1972, 155-161).
680306	Amarillo	TX	1			BBU			(McDonald list; FUFOR Index)
68Spring	Aurora	IL	1						Evening. An oval shaped light, red at the front (the direction of travel at the time), yellow in the middle and blue at the back was observed for a few passes, then moved off, silently and quickly to the north without gaining altitude, getting smaller until it was out of sight. (Brian Vike, Director, HBCC UFO Research)

680614	Mendiozaca	Argentina	1						3:00 a.m. Jorge Yaru, 35, saw a strange light outside and a bright object, the size of a bus, 30 m away. It had yellow, green and red lights at the bottom. (Magonia #908; LDLN 95)
680812	Gloucester	MA	1						8:15 p.m. EDT. A golden-white globe surrounded by a dark ring that looked like the planet Saturn flew over Gloucester. (Raymond E. Fowler, case investigation report dated August 15, 1968; Raymond E. Fowler, UFOs: Interplanetary Visitors, p. 354).
680917	Nellis AFB	NV	1			BBU	**NC**		Two military ATCs including supervisor saw nocturnal light and report violent maneuvers
681000	Bt. Boston Bar and Yale, B.C	CAN	1						3:00 a.m.The first sighting took place in the Fraser Canyon between Boston Bar and Yale in an area where the Canyon is quite deep. What they saw was very strange as there seemed to be a fog or mist in the canyon and inside the fog they could make out a luminous, sort of translucent oval light source that was probably several hundred feet long and hovering above the Fraser River. (Brian Vike, Director HBCC UFO Research)
681122-27	SE and NW U.S	various	1						Flurry of sightings primarily in the southeastern and northwestern United States.
69Unknown	Paris	TN	1						Witness was driving back to college with roommate. It was a clear, dark, starry night. They suddenly saw a long streak of light coming down from the top of the windshield. The sparks of light looked similar to holding a piece of metal to a grinding wheel.
690117	Crittendon	VA	1			12607			amber lights, one blinking, in elliptical formation
690403	Southern part	UK	1						7:38 P.M. Bright fireball meteor traveling south-southeast to north-northwest, leaving long trail, sparks.
690618	Apollo 11 Sighting	in space	1						Object apparently not the S4B. Buzz Aldrin recounts encounter. Brad Sparks is convinced this is debris, a piece of mylar covering for the LM, that came off when attitude control rockets blew it off when the controls kept misfiring. Its trajectory and timing and size and shape all fit.
691000	Leary	GA	1						7:15 p.m. Jimmie Carter sighting reported in 1973. Document is hard to read but the sighting was was investigated by the International UFO Bureau, Hayden Hewes. Exact date not known.
700321	Camp Pendleton	CA	1						8:00 p.m. 15-20 minutes While using night vison scopes, Marines witnessed three saucer craft hovering near Camp Pendleton rifle range during night firing exercises. (NUFORC)
700415	Mar del Plata	Argentina	1						Daylight disc photo similar to August 3, 1965, Santa Ana, CA, photos (UFOE II, Section VII).
700900	Jessup	PA	1						9:00 p.m. While walking home from a high school football game, Frank Scassellati (16) observed a glowing white, apparently metallic silvery disc in the southeast sky moving from left to right. Around the dome on top was a row of rectangular windows and three spheres and a flat circle were visible on the underside. (Case documented by Thomas M. Olsen, filed report with several major UFO groups).

710413	Hermissio Sonora (near)	Mexico	1						9:30 p.m. Witness reported an incredible UFO sighting in Mexico while on vacation in Sonora. One night a brillant electric blue UFO flew right by the window of the motel where they were staying. (ufoevidence.org,Unevaluated)
710430	Carlyle	IL	1						11:50 p.m. Herb Williams was filling a truck with diesel fuel at the Ready-Mix Plant at 2090 Washington, on the west side of Carlyle, when he saw the object approximately 100 feet above the ground. (MUFON)
710524	Mendoza	Argentina	1						Saturn-shaped object darted around, rocked back and forth while hovering, rapid acceleration upward at angle (UFOE II, Section VI).
710728	Sackville; New Brunswick	CAN	1						Two men photographing the stars observed a triangular object with colored lights moving rapidly at high altitude. Turning their telescope on it, the men said it suddenly reversed direction and changed both the pattern and color of its lights. (UFO Investigator / Aug. 1971, page 3)
711005	Springfield	IL	1						Evening. Seven reports from Illinois State Troopers over 2 hour period. (UFOI, 71)
711107	Norris City	IL	1						Evening. Former Navy weather observer and wife observed for 9 minutes a bright, slowly-moving "white-orange" light approaching from the East. Object appeared to be about 1500-2000', changed course and disappeared.(UFOI, 71, page 3)
720119	Phoenixville	PA	1						three police officers reported observing a strange object in the shape of a "boomerang" hovering over the High School
720308	Muskegon	MI	1						A large number of witnesses, including police officers, FAA officials, U.S. Coast Guard personnel and numerous other Muskegon citizens observed a brightly colored UFO around 9:15 P.M
720310	Milhousen	IN	1						4:00 a.m. Giant orange glowing boomerang object with no sound, one hour duration
720514	Germantown	IL	1						Three sisters who live on a farm about two miles southwest of Germantown, watched a brilliantly lighted UFO near their home at dusk.
720611	Belleville	IL	1						10:00 p.m. Couple from Millstadt, IL, were driving on 59th St. Lady noticed strange configuration of lights describing a circle. (SL-56, page 7)
720619	George AFB	CA	1						1:00 a.m. Two airman at George AFB, California, verified each other's report of seeing a "bright orange object", that seemed to be 375 feet in diameter as it sank behind a building southwest of their security-police beat at the base. (Skylook 57, page 12).
720703	South Shore	MA	1						7:00 p.m.. More than two dozen witnesses reportedly observed a silvery "triangular-shaped" UFO for almost one hour (7-8 p.m.) before it disappeared behind clouds. (NICAP UFOI, Oct 1972, page 3)
721124	Patoka	IL	1						6:45 p.m. A lady was on her way to Patoka from her home on RR 2, 2 miles SW of the city, when she saw a sudden flash in the sky. First expected to be a "falling star" she then saw it was moving rapidly in a zig-zag fashion from W-E and she slowed her car to watch. (SL-62, Page 11)
730208	Pana	IL	1						Evening. Three boys reported they saw an orange ball coming out of the west

730212	Unknown City	UK	1						Table 1, 116,
730301	Eastern Area	PA	1						A major UFO "wave" apparently hit a three-county area of eastern Pennsylvania. Mostly round and oval lighted objects were reported. On March 20th Bushkill Township Police Chief Harold Kostenbader reportedly observed three objects himself. (Reference: UFO INVESTIGATOR, May 1973, pages 1, 4)
730301	Saylors Lake	PA	1						There were 42 objects with flashing lights observed by multiple witnesses during a three-hour period
730313	Brecksville	OH	1						At 7:30 p.m. a light hovered low over trees making a “throaty sucking sound”
730315	Milton	PA	1						Police reportedly were swamped with calls regarding a "giant ball" which moved quickly across the evening sky from east to west
730324	Piedmont	MO	1						Rapidly moving multi-colored lights, widespread sightings.
730401-08	Los Angeles Basin	CA	1						At least 16 sightings of round or egg-shaped objects (UFOE II, Section VIII).
730415	Bt. Manor & Penn	PA	1						During the late afternoon on the road between Manor and Penn, Pennsylvania twelve witnesses saw a disc-shaped object, between 35-60 feet in diameter
730419	Stoddard County	MO	1						Sheriffs and others on April 10 reported at least three UFOs over Bernie and in Dexter.
730424	Spring Mills	PA	1						three adults observed an oval-shaped fluorescent-white UFO
730511	Piedmont	MO	1						8:10 p.m. Row of seven lights observed for 45 seconds by Harley Rutledge
730517	South Atlantic	At sea	1						Table 1, 116,
730518	North Atlantic	At sea	1						Table 1, 116,
730518	Pekin	IL	1						10:00 p.m. A large "unidentified flying object with an orange glow" was spotted
730519	Unknown City	Turkey	1						Table 1, 116,
730520	Unknown City	UK	1						Table 1, 116,
730524	Farmington	MO	1						Evening. Noiseless, winglike object of unidentified nature observed by four members of Project Identification team.
730602	Divernon	IL	1						2:15 to 2:30 a.m. The UFO had a series of bright running lights then a large orange-red light was turned on beneath the UFO which lit up the entire landscape.
730614	Princton	IL	1						UFOs were sighted by three young girls had seen a silver, gray and black flying object emitting a green mellow light.
730619	Cape Girardeau	MO	1						7:12 p.m. Dull gray, bullet-shaped object observed for several seconds by Harley Rutledge of Project Identification
730620	Fort Wayne	IN	1						10:30 p.m. One resident reported seeing a large hovering aerial object described as round or pear-shaped with four or five red lights on top and bottom and a large white light atop.
730623	Piedmont	MO	1						10:30 p.m. From a cabin on the Rothwell Ranch, two men watched as a bright light that had a ring around it rose from low on the ESE horizon, moved up-down, then left-right
730629	Bayview	ID	1						Thirteen UFOs, which appeared as "steady white lights," were reported

730706	Fairfield	IL	1						Four boys (ages 14-18) saw an illuminated object shaped like a "flat football" near Fairfield Airport about 10 p.m.
730800	Elizabethtown	KY	1						A newsclipping mentioned that a 16-year-old boy had seen a UFO "shaped like a trapazoid, only rounded off on the bottom"
730804	Greenup	IL	1						The fast moving object was rectangular "and had the shape of a large boxcar," Sedgwick said. He described it as being "all the same color, a pale color."
730804	Greenup	IL	1						Evening. Man saw the object across the top of a farm house owned by Walter Gabel. "It was as big as a house,
730804	Greenup	IL	1						Patty Markwell, 13, was in her mother's car on the way to the Tastee Freeze when she saw the object. "I just saw the end of it over the trees," she said* "It was real bright, it looked like light bulbs.
730830	Southern	GA	1						Midnight. Reports of unidentified flashing lights The objects changed colors as they moved through the night, flashing blue, yellow, and green."
730902	Big Bear Lake	CA	1						11:00 p.m. Residents reported a series of sightings at night of unidentified objects with flashing lights.
730911	El Ferrol del Caudillo	Spain	1						"Bright, circular, with two hoops, appeared to have feet on bottom part. Emitted a very powerful light."
730912	Long Barn	CA	1						Two motorists in the early morning observed a “silverish-yellowish orange disc” hovering silently over a canyon
730913	Gravatay	Brazil	1						While driving toward Ijui about 1:30 a.m., a group of motorists saw a luminous yellow egg-shaped object approach their car and begin pacing them to the left side apparently 2-3 km away.
730923	Ft. Wayne	IN	1						7:20 p.m. Witness waiting to turn into Glenbrook Shooping Center. Observed huge object shaped like an ocean liner with rounded back and flat bottom and top.
730924	Ft. Wayne	IN	1						Evening. Two patrolmen saw an unidentified light while checking on a report from a woman from Churubosco. Object moved slowly.
730929	Quincy	IL	1						8:30 p.m. Sheriff's officers trailed an unidentified flying object {UFO) from the edge of Quincy to Baldwin Field before it disappeared .
730929	Hollywood	FL	1						A woman observed an object for 3 to 4 minutes which appeared to be solid, oval shaped with slightly obtuse-angled ends and glowing with a red-orange color, brighter at the edge than in the center.
731000	between Columbus and Mansfield	OH	1						While driving after midnight, a man saw a light flashing to his left, then right, then in front. It gained speed and disappeared ahead of his car.
731001	Blyton	TN	1						6:00 p.m. A lady and her son observed a large domed disc came out of the north, heading south.
731003	Polo	IL	1						Evening. Police officer saw object over Mt. Morris that appeared to project its orange glow in a beam toward the ground and moved with occasional stops.
731005	Laurel	IN	1						6:16 p.m. No sound/3 mins. House sized object seen through binoculars.
731005	Connersville	IN	1						7:17 p.m. Buzzing sound heard by some. Police received about 100 calls. Approx 1.5 hours. Unseen shape with red and white lights. A few saw circular shape.

731005	Waterloo	IN	1						8:15 p.m. 3 Hours 45 Mins. Object sat in eastern sky from 8:15 to nearly midnight, when it finally diminshed into a light point. Mushroon shaped with flat bottom. Red flashing light on top.
731007	Middleton	OH	1						10:00 pm.Cigar shaped object with disks. No sound.
731011	Montgomery County	OH	1						Dawn. About fifty motorists pulled off the expressway to watch two plate-like objects.
731013	Hollywood	FL	1						8:30 p.m. A former naval pilot, his wife and two children spotted a "flying saucer like" object.
731014	West Central	OH	1						About 80 reports of UFOs (discs with red and green lights, elliptical objects) by citizens and police.
731014	Greenfield	IN	1						Three men in their late teens observed a very bright round object having sequentially flashing white lights on the periphery and steady red and white lights
731015	Morgantown	WV	1						Numerous witnesses at Raleigh County Airport reported a UFO with red, green, and white lights.
731015	Connersville	IN	1						4:30 p.m. No sound, three witnesses, 45 seconds. Appeared six blocks from witnesses home. Silver colored oval dome on top with three green doors.
731016	London	OH	1						School bus driver saw a glowing yellow-orange oblong object moving west to east.
731016	Chillicothe	OH	1						Motorist buzzed by three luminous objects; one with blinding green light followed her home.
731016	Burbank	CA	1						Two children, ages 2 and 4, reported a UFO with a pointed dome and rays emanating from the bottom.
731017	Princeton	IN	1						4:40 p.m. Two young boys spotted a strange object just before dark. Described as silver and looking like a "fish"
731017	Connersville	IN	1						8:00 p.m. An 11-year-old girl and her cousin heard a humming sound and The object was saucer-shaped, silver gray on top,with bright lights along the bottom.
731017	Clinton	IL	1						Police and citizens saw as many as eight yellow-orange, highly maneuverable objects. (UFOE II, Section VIII)
731017	Crowley	LA	1						Offshore oil platform crew saw oblong object with several colored lights hovering about 1,000 feet overhead emitting a whining sound.
731017	Powhatan	LA	1						At least 10 reports from central Louisiana. Pulsating luminous object changing colors seen near woods
731017	Pikesville	MD	1						A woman was awakened by a sound like an explosion. She heard a loud humming, walked out onto the front porch ana saw a red, transparent oblong object,
731018	Ft. Knox	KY	1						7:15 a.m. Sergeant First Class Ralph E. Green caught sight of this extreme burst of light twirling in the air. It had a bright red light on top and a bright red light on bottom.
731018	Galion	OH	1						local network of a Ham radio group talking with a Technical Sergeant in the Air Force, said, "There's something strange. First of all, it's a strange light.
731018	Shelby	OH	1						9:00 p.m. (+-) Now it so happens that Mr. Eldon Heck sent his wife out in the yard to scan the skies while he was on the air. She came back to report that she was sighting something strange over the Shelby area.

731018	Mansfield (area)	OH	1						9:00 p.m. (+-) Then we have a report from Gordon Sponseller who was also in the Air National Guard, and he reported while on the air, "There is a strange object.
731019	Campbellsville	KY	1						9:30 p.m. Two men followed an object that looked about the size of a B-52, then lost sight of it behind a cluster of trees
731022	Upton	IN	1						6:50 p.m. A man was farming and noticed an object which looked like it was going to land. No sound was heard.
731022	Mauni	IL	1						Unconfirmed date & insufficient data report of an object seen flying over a train.
731024	Mt. Airy	NC	1						Rash of UFO sightings by citizens and police. Round, red-orange objects, rapid flight, erratic maneuvers. (UFOE II, Section V)
731024	Fayette County	IN	1						No sound,15 secs. Dark object with blue and red lights and one intense white light which blinded him.
731101	Bufkin	IN	1						10:40 p.m. Blue and green object with humming noise observed near Mt. Vernon for 10 minutes.
731102	Mt. Vernon	IN	1						10:40 p.m. The witness was a 23-year-old warehouseman at Mt. Vernon Milling Co. and reported a wedge-shaped object.
731102	Mt. Vernon	IN	1						10:37 p.m. Cop observed an OBOL (Orange Ball of Light) which reacted to light.
731107	Chesapeake	VA	1						Disc-shaped object surrounded by bright green halo, red light emitted from underside. (UFOE II, VIII)
731108	Blythe	CA	1						Motorist observed circular object with red, green, and amber lights moving up and down, side to side. (UFOE II, Section VIII)
731112	Toronto	CAN	1						No Details
731211	Malaga	Spain	1						"Circular, like a flying saucer, had an intense red light." Hovered for about 15 minutes
731213	Ellwood City	PA	1						On a crisp, clear night a couple reported seeing a frightening object as they were about to get in their car. The UFO was described as a red light in the sky.
740213	Barrington	NH	1						A student from the University of New Hampshire reported observing a cigar-shaped object that appeared to have brilliant white lights on both sides. The witness further described the UFO as having an elongated dome on the top (Reference: UFO INVESTIGATOR, April 1974, page 4)
740217	Stuart	FL	1						An unidentified flying object was reported to have landed on Fifth and Jackson Streets. The witness immediately called the local newspaper to report the sighting. The newspaper man then noticed a brilliant object only about 5,000 feet off the ground. It blinked on and off like a light bulb. (Reference: UFO INVESTIGATOR, May 1974, page 2)
740528	Albuquerque	NM	1						A resident was awakened to see a large glowing object moving across the western face of the Sandia Mountains. It was so bright that no discernable structure could be seen. (Reference: UFO INVESTIGATOR, July 1974, page 3)
741006	Mt. Vernon	IN	1						8:20 p.m. SKYWATCH patrol "Money Man" radioed "Sky King" (Fran Ridge) and "Sailor" about a "bogey" crossing the Ohio River S-N with same description as nights previous. (UFOFC, Fran Ridge files)

741010	Owensboro	KY	1						Daytime. Two 9-year-old girls playing on the bank of the Ohio River near the Mid-South Mobile Home Park reported spotting an unidentified flying object on the south side of the river. The girls said the object, about the size of a small automobile, was shaped like a saucer with a handleless cup atop it. (Newsclipping, Messenger & Inquirer, Owensboro, KY)
750102	Baltimore	MD	1						7:35 p.m., John Goode and his wife Margy were driving in their car on the Baltimore Beltway near Route 83 when they saw four bright white lights to the west of Route 83. The lights were traveling in a glide-like motion that Mr. Goode described as "like a gliding ladder." (Reference: UFO INVESTIGATOR, February 1975, pages 1-2)
750103	Cape Girardeau	MO	1						8:30 p.m. Dr. Harley Rutledge logged this report in his book. He and his wife saw an object emerge from behind trees, left to right. Described as semi-convex, self illuminated with dim yellow light on top. 3 secs. (PID,195)
750217	Roundup	MT	1						The Wheatland County Sheriff's office was contacted by radio about 9:00 p.m. Sunday, February 17th by a Highway Patrol radio station who reported that three deputies in Roundup had spotted three UFOs on the horizon heading towards Harlowton. (Harlowton Times newspaper)
750309	Belt	MT	1						Time unknown. Egg-shaped object, bluish lights beaming. (NIDS UFO 89)
750620	Genova	Italy	1						A luminous globe, described also like a large incandescent ball, was seen to fall into the sea some miles off the coast of the port of Genova, Italy. (Source: Marco Bianchini, USOCAT by Italian Center for UFO Studies (CISU), citing Liberta, June 22, 1975 and La Stampa, June 21, 1975).
750706	Wilkes Barre (near)	PA	1						Daytime. A disc made a turn and entered the base of a thunderhead cloud, thirty miles north-northwest of Wilkes Barre. (Sources: NICAP UFO Investigator, October 1975; Richard Hall, The UFO Evidence, Volume II: A Thirty-Year Report, pp. 122 & 264).
750714	Washburn	ND	1						12:30 a.m. A college adminstrator and his wife sighted two unknown objects. The objects were highly-illuminated in white light which pulsed intermittently in an irregular pattern. (Reference: UFO INVESTIGATOR, October 1975, page 3)
750720	Bay Village	OH	1						10:00 p.m. On this cloudy evening an enormous disc-shaped object shot huge beams of energy at four witnesses. It was estimated to be at an altitude of one thousand feet and made no sound. It also reportedly had legs or landing gear. (Sources: Center for UFO Studies case files, report dated August 5, 1975; FSR, April 1976, p. 24).
750815	Vaughn	MT	1						9:32 p.m. UFO with white and red beams. (NIDS UFO 1)
751003	Quincy	MA	1						On this night a large mass of white light, with smaller blue lights inside, hung stationary over Quincy. (Source: CUFOS News Bulletin, February 1976, p. 7).

751004	Ramsey	NJ	1						2:55 a.m. Two police officers, Francis J. Gross and C. Ragazzo were on routine patrol when officer Ragazzo received a radio call from Gross informing him of five "strange looking" lights in the south-west sky. Both officers were able to observe the objects for a period of five minutes. (Reference: UFO INVESTIGATOR. December 1975, page 1)
751016	Davis	CA	1						8:20 p.m. Seven witnesses including the main witness named Landeros sighted two UFOs maneuvering in the sky. The first object was triangular in shape with white and yellow lights. (Source: CUFOS News Bulletin, February 1976, p. 9).
751020	Priest Butte	MT	1						4:30 p.m. A couple living on a ranch near Priest Butte, Montana, reported that they had seen a UFO about half a mile from their home, on the east slope of Priest Butte. Using binoculars, they described it as being egg-shaped, with the large end of the craft on the ground. (Reference: Lawrence Fawcett and Barry J. Greenwood, Clear Intent, page 34)
751030	Ford Creek at Augusta	MT	1						12:00 a.m. Football shaped UFO. (NIDS UFO 42)
751111	Sudbury, Ontario	CAN	1						3:00 a.m. EST. Six nurses at the Pioneer Manor Sudbury, observed a very bright object over the Sudbury Stadium. The object seemed to hover at first and then suddenly shot into the sky. It was still visible when the Sudbury Regional Police arrived at 4:55 a.m. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)
751111	Sudbury, Ontario (near)	CAN	1						5:00 a.m. EST. Constables Keables and Whiteside, Sudbury Regional Police, observed a cylindrical-shaped object with shafts of light bright enough to light up clouds in immediate area. (National Research Council of Canada, Record Group 77, Vol. 308, reel number 1742)
751111	Sudbury, Ontario	CAN	1						4:55 a.m. EST. Sudbury Regional Police constables came on a follow up call by six nurses at the Pioneer Manor to check on a reported UFO. The constables observed four objects clearly in the sky. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)
751111	Beltsville	MD	1						Lawrence Albert sighted a solid, spherical, evenly distributed green light. The object was much brighter than the sky background and was sharply outlined. The witness stated the apparent size of the object was that of a quarter held at arm's length. The speed of the object was twice that of a jet plane. (Reference: UFO INVESTIGATOR, January 1976, page 1)
751113	midwestern and southern	USA	1						On this night in 1975 a number of multi-colored nocturnal lights were reported in the midwestern and southern United States. Sparkling white, red, and yellow lights flew in formation erratically in Whitewater, Wisconsin. Red, green, and white lights were sighted in Eau Claire, Wisconsin, moving up-and-down and diagonally. In Fort Atkinson, Wisconsin bright white lights that dimmed, disappeared, and then re-appeared were sighted. In Mobile, Alabama a UFO, changing colors, moved across the horizon. A round silver object was seen moving slowly in the northwest sky in Orlando, Florida. It suddenly disappeared. (Source: CUFOS News Bulletin, February 1976, p. 13.)

751114	Falconbridge AFS, Ontario	CAN	1						9:02 p.m. EST (event time). Message of Nov. 15: "0533z (12:33 a.m. EST)...UFO report from Falconbridge, occurrence time 0202z. Report sent to NCOC Surveillance, referred to Assistant Command Director Space Defense Center, and Intelligence. These three individuals considered the report a UFO report and not an unknown track report."
751115	Sudbury, Ontario	CAN	1						6:30 a.m. EST. Lyman Paquette, his wife, plus his brother and sister in law observed one bright white object that looked like a cup in a bowl due east at 70 degrees elevation. Witnesses using binoculars observed the object climb quite high and can hardly now be seen without the aid of binoculars. The object was observed for 20 minutes. (National Research Council of Canada, Record Group 77, Vol. 308, reel number 1742 N75/182)
751115	Falconbridge AFS, Ontario	CAN	1						7:42 a.m. UFO 23rd NORAD REGION. From Falconbridge Radar Site a civilian, Oliver Kizioja, Sudbury, Ontario, at 0615 was standing in back yard facing south. Observed one bright yellow object moving up and back, leaving a tail. It was very high but did not change position in regard to other stars. He watched for 15 minutes, then called radar site. Not observed on radar.
751115	Falconbridge AFS, Ontario	CAN	1						11:30 a.m. event. 12:29 p.m. 23rd NORAD REGION. From Falconbridge. At 1130, Lyman Paqutte, married student, residence Laurentian Univ., Sudbury, Ontario. Reported he had been looking due east, sky partly cloudy, saw one bright white object about 70° elevation, high out of range of binoculars. It climbed high out of range of binoculars. Observed for 20 minutes and witnessed by his wife, brother-in-law and sister-in-law. Negative radar contact.
751116	Curiel, Valladolid	Spain	1						Red ellipse hovering 1-1.5 km. away; suddenly flew away. Flying Saucer Review, Vol. 22, No. 6; see Rodeghier, 1981, p. 66 (E) car
751116	Manitoulin Island, Ontario	CAN	1						9:30 p.m. EST. 17 November 1975 1705 23rd NORAD region; UFO reported 0230z from a Mr. John Dunlops. Two objects, oval shaped with two yellow flashing lights, moving north to south, then became stationary, observed for 10 minutes, one above the other, sky was cloudy.
751117	Falconbridge AFS, Ontario	CAN	1						24 NORAD Region UFO at 132345z Large orange ball with 2 red lights stationary; Azimuth 045° from River Court, Ontario. No radar contact.
751118	Kevin/Dunkirk area	MT	1						4:31 a.m. UFO. RAPCON notified. (NIDS UFO 20)
751118	Strathclair, Manitoba	CAN	1						At 6:30 a.m. Reginald Jack Langstaff while traveling in a vehicle observed a bright orange to red object with a curved dome shaped top and the sides were sloped 70 to 80 degrees. (Reference: Royal Canadian Mounted Police report, November 26, 1975. Shoal Lake Detachment RCMP File References: 75-700-126, National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)
751204	Sturgeon Falls, Ontario	CAN	1						11:05 p.m. Wayne Major, reporter for the North Bay Nugget, observed two quiet triangular shaped objects moving SE. The North Bay Tower advised one light aircraft in the area who reported sighting something else in the area. Possibility of pictures.

751205	Clarkston	GA	1						Evening. An object that looked like a Ferris wheel on its side was sighted on this night. It had yellow and amber colored lights spinning around it as the object moved forward. (Source: CUFOS News Bulletin, February 1976, pp. 11 & 14).
751205	Montville	NJ	1						Evening. A flying object with two large clear lights in front, and a red light in the rear was encountered this evening. A string of lights connected the three large lights and would change colors from red to green to brown to yellow. The UFO moved erratically, in rapid short spurts (Source: CUFOS News Bulletin, February 1976, pp. 11 & 14).
751209	Freeze Out Lake	MT	1						5:00 p.m. UFO flying near B-52. (NIDS UFO 35)
751218	Ancy	France	1						7:45 a.m. A "dah-dit" noise accompanied the slow ascent of an eight-meter wide, gray domed disc over a residential area. The object had square shaped windows. It flew away toward the southeast. (Source: Lumieres dans la Nuit, May 1976).
760101	Marle	France	1						1:00 a.m. Three witnesses watched a 15-meter long football-shaped object hover 800 meters above a road then shot straight up in the sky fast. (Source: Lumieres dans la Nuit, January 1979).
760108	Shale Plant on "Bootlegger"	MT	1						5:30 p.m. Several saucer shape (UFO 51 NIDS)
760208	Manchester	MT	1						5:30 p.m. Two domed objects, white and blue. (UFO 70 NIDS)
760218	Rancho Cordova	CA	1						6:45 p.m. PST 8-10 discs were sighted flying in a V formation over Rancho Cordova, California. The objects were 3 to 6 meters in diameter, gray in color, and made no sound. Afterwards the witness saw ten aircraft circling that portion of the sky. (Source: CUFOS investigation file, report dated March 1, 1976).
760219	Chesapeake Bay	MD	1						About 8:10 p.m. "...went on deck for another check and saw two balls of light moving very rapidly toward the eastern shore ..., altitude approximately 2000 feet heading due east. (Letter to CUFOS from Warren Ballard, Mar. 4, 1981, from ship's log.)
760219	Marysville	CA	1						7:00 p.m. Sutter County sheriff's office received a call reporting a UFO being observed by two witnesses. Deputy Gerald Teplansky was dispatched to the scene and was able to observe the objects for about five minutes. (Reference: UFO INVESTIGATOR, July 1976, page 3)
760219	Lake Hiawatha	NJ	1						9:15 p.m. Numerous witnesses reported a strange object to the Parsipany Police Department. The object was a large rectangularly shaped object seen hovering in the vicinity of Jersey City Reservoir. (Reference: UFO INVESTIGATOR, April 1976, page 1)
760220	Essex County	MA	1						7:00 p.m. A young man and woman saw some odd red lights in the sky in Essex County, Massachusetts. Then two flattened disc-shaped objects with three triangular lights descended close to their car and maneuvered nearby for about 10 minutes. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 394, citing MUFON case file).
760226	Long Island	NY	1						6:15 P.M. Mrs. Audrey Manny observed a large dome shaped object hovering to the south of her home. After about three minutes it started moving toward her at a rapid rate of speed. (Reference: UFO INVESTIGATOR, April 1976, page 3)

760315	NW	MD	1						9:20 p.m. The sighting lasted until 1:30 a.m. on March 16. The first observer happened to have a citizens band radio and began communications with other people regarding the light that was displaying unusual movements in the clear night sky. Reference: UFO INVESTIGATOR, April 1976, pages 3-4)
760326	Great Falls (10 mi. S of)	MT	1						9:15 p.m. UFO described as a light that zig-zagged in the sky. (UFO 78 NIDS)
760327	Mt. Vernon	IN	1						5:95 p.m. Distant cylindrical object described as a jumbo jet with no wings observed for 25 seconds moving SE to NW and climbing at a high rate of speed. No sound. (Ridge files, UFO Filter Center)
760405	Great Falls	MT	1						7:10 p.m. Cylindrical object, aluminum colored. (UFO 80 NIDS)
760413	Alliance	OH	1						C1, no details. (EGBA,685)
760509	Braine-le-Comte	Belgium	1						10:30 p.m. A 22-year-old couple saw a rectangular object in the northwestern part of the sky. In the middle portion of the object protruded something like a funnel. It flew off to the north, describing a large circle in the sky as it did so. (Source: Rudy de Groote, UFO Register (Volume 7), 1977, p. 32, citing the Gazzette Antwerpen).
760730	Fort Ritchie	MD	1						0345 EDT. NMCC in Washington, DC put out this memo at 0545 EDT: 1. At approximately 0345 EDT, the ANMCC called to indicate they had received several reports of UFO's in the vicinity of Fort Richie. The following events summarize the reports (times are approximate) 0130 - Civilians reported a UFO sighting near Mt. Airy Md. (Actual FOIA document)
760901	Missile M-1	MT	1						12:38 a.m. UFO described as two red lights on top, silver bottom. (UFO 105 NIDS)
760905	Cape Girardeau	MO	1						10:30 a.m. A fast-moving disc with dome was observed, vertical ascent. One witness. (Rutledge, PID,200)
760908	India 3 and India site	MT	1						10:03 p.m. White, triangular object with red lights. (UFO 107 NIDS)
761021	Stockholm	Sweden	1						5:40 p.m. Several witnesses saw a glowing red circular object moving slowly south at an estimated 1500 meters altitude. Two rows of square windows were visible along the perimeter, and a white light beam shone upwards from the object. (Bertil Soderquist, MUFON representative in Sweden.)
77Jan-May	Various Cities	UK	1						Miniwave of UFO sightings, including round and triangular objects (NICAP UFOE II, Section VIII).
770101	Creysseilles	France	1						1:30 AM. A pink glowing sphere hovered in the sky for six minutes, then flew away to the east toward the Mezayon Valley.
770207	Newcastle-under-Lyme	UK	1						12:30 PM. School students from a school saw a gray flattened cigar-shaped object moving slowly through the sky, surrounded by a vapor or mist. It changed color to orange, then to green, and flew off toward the east-southeast. The sighting lasted 10 minutes. (Sources: Northern Network files, case report dated March 1, 1977; Awareness, July 1977, p. 20).

770405	Deerfield	IL	1						2:17 PM. 1-1.5 mins. Pilot driving on I-94 northbound on a cold, cloudy day (overcast at 5,000') saw object coming toward him (southbound) first in distance then directly above him later on. Described as a silver mushroom three times the apparent size of the moon, moved silently toward Chicago against the wind. (IUR,2,5)
770508	Joliet	IL	1						2:00 PM. Adult couple driving westbound watched as a silver "straw hat" the size of the moon rush eastbound over I-80 (and their car) making no noise. Object, which was in view 30-seconds, was flying against the wind. (IUR,2,6)
770508	Joliet	IL	1						2:30 PM. Adult couple experienced object like a silver sphere with "saturn ring" or halo around it, heading eastbound. 30-secs. (IUR,2,6)
770509	Harding Township	NJ	1						9:30 PM. Mrs.Nancy Allocco and her two children, Lee, age twelve and Nell, age fourteen, observed a large glowing object in the sky. (Reference: UFO INVESTIGATOR, July 1977, page 1)
770509	Harding Township	NJ	1						9:30 PM. Leslie Hendricks while walking out of the Livingston Shopping Mall observed a large glowing sphere high up in the southwestern sky. The sphere was about the size and color of a harvest moon. (Reference: UFO INVESTIGATOR, July 1977, page 1)
770517	Lothian	Scotland	1						9:00 PM In Tranent and seven surrounding towns in Lothian, a domed disc-shaped object and other objects were seen in the skies on a clear evening. (Source: FSR, November 1978, pp. 30-31).
770517	Belem do Para, Para State (near)	Brazil	1						9:30 PM. In the village of Icoaraci, two fiery balls of light were seen in the sky. One was green, and the other was red, and they came from opposite directions and collided causing a tremendous flash and a sound like thunder. (Source: Otto Raymundo, MUFON UFO Journal, July 1977, p. 8).
770704	Arlington	VA	1						Prior to a fireworks display, a retired USAF Colonel, his wife and another couple observed two starlike objects for thirty minutes. Both objects moved at random speeds. (Reference: UFO INVESTIGATOR, December 1977, page 4)
770712	Mt. Vernon	IL	1						2:10 AM. Our local police dispatcher reported to the UFO Filter Center at Mt. Vernon, INDIANA, that multiple witnesses were reporting unusual lights to police at Mt. Vernon, ILLINOIS, which is 60 miles to the NW. (UFOFC, Ridge files)
770712	Mayfield	KY	1						2:10 AM. Police radios were reporting unusual lights being observed at Mayfield, KENTUCKY, which is 85 miles SW of the UFOFC at Mt. Vernon, INDIANA. (UFO Filter Center, Ridge files)
770724	Henderson	KY	1						8:40 PM. Report not phoned in to UFO Filter Center but came over police scanner (KNI Net) at UFOFC. Report of an "aircraft going down" prompted law enforcement officials to look for a crash. None found. (UFOFC, Ridge files)
770811	South Brunswick	NJ	1						A silent disc-shaped object came over the horizon and was seen by five witnesses, including police. There was something that looked like a "radar mast" on the object that was rotating.
771003	Flemingsburg	KY	1						Dayt. Daylight disc, one witness. (EGBA,506)

771013	Champaign	IL	1						3:55 PM. Retired ploice officer, ex-pilot, watched, along with other young men, a "star" in clear daylight rush from SSE to NNE, passing E of overhead in straight path w/o sound or trail. (IUR NF, 10/31/77)
771014	Toledo	OH	1						Dayt. daylight disc. (EGBA,721)
771113	Columbia	KY	1						Daylight disc. (EGBA,504)
771215	Saint Ciers du Taillon	France	1						A domed disc illuminated the area of Saint Ciers du Taillon like day, then flew away. It came back again the same site 20 minutes later. That same night a blindingly bright light came up close to a French Navy Nord-262 transport plane with three crew members aboard and followed it, circling it for five minutes.
780124	Leicester and Hinckley (btn)	UK	1						At least 17 people saw a delta-shaped object that flew low overhead, making no noise. It had steady red, blue, and yellow lights and as it headed south from Leicester it was seen by 12 more witnesses in Hinckley.
780300	Many Locations	MN	1						Widespread UFO sightings, including formations and disc-shaped objects with windows (section VIII).
780310	Toledo	OH	1						7:30 PM (IUR,3,12)
780310	Sylva	NC	1						A round object with glowing blue and red lights was seen by several witnesses. It made a humming sound, gave off beeps and flew in circles at a low altitude
780718	Lurate Caccivio	Italy	1						A red-orange object hovered over Lurate Caccivio, Italy. It resumed revolving and emitted a hissing sound as it departed
780820	Toledo	OH	1						A 64-year old security guard was on patrol in downtown Toledo looking at a "large plane" approaching from the north against a clear, pre-sunset sky. As it passed overhead at a uniform speed, about 1500-2000 feet up, it could be resolved that it was actually a cigar shape.
780821	Indianapolis	IN	1						A 33-year old housewife, in the company of her 8- and 10-year old children, watched a silver "frisbee" from their front porch. Standing outdoors, looking up at the clear sky, they saw the saucer in the SE, much larger than a full moon would look (at night)
780822	Moscow	PA	1						Four rnen were driving in a car pool to work watched a small circular, vague "cloud" descend suddenly in the South. As they watched the cloud before them while driving at expressway speeds, they watched it change to a bright silver and hover, though rocking from side to side. It now looked solid and metallic.
780829	Guemes, Cordoba province	Argentina	1						An ovoid object with reddish flashes moved at a low altitude in the proximity of the local observatory. Residents discarded the notion that it was a plane.
780917	Maatsuyker Island, Tasmania	AU	1						At the Maatsuyker Island Lighthouse an electrical power failed twice when a big glowing light flew by south of the island. It was seen by four men at the lighthouse
780923	Rosario	Argentina	1						That morning a florist in the city of Rosario saw a reddish-orange lighted sphere make several 90-degree turns impossible for any conventional aircraft.
781003	Bogota	Columbia	1						Thousands of witnesses saw two UFOs in an unusually clear sky. One was shaped like a "croissant" and the other was cylinder-shaped. Both gave off an intense luminosity.

781023	Kansu Province	China	1						At an open-air motion picture film showing, several Chinese Air Force pilots sighted a large, bright rectangular object at an estimated 21,000-foot altitude. They watched it for two to three minutes. They said it carried intensely bright lights.
781215	Ragusa	Italy	1						A truck driver suddenly experienced radio interference and stopped to fix it. He then saw two very tall humanoids standing only five meters away. Seconds later the witness saw a dome-shaped craft take off with a bright flash.
781216	Caracas	Venezuela	1						Early morning, predawn hours five UFOs emitted different colors, made a semi-circular turn, and then hovered over a mountain for several minutes before finally shooting away.
781216	Las Vegas	NV	1						At McCarran Airport a married couple and a child saw a disc-shaped object with glowing white lights. An airline pilot flying in the vicinity also reported that a UFO streaked by his airliner although the UFO did not appear on radar.
781219	Montebello di Bertona	Italy	1						A single witness reported that a UFO shaped like a cylindrical space capsule landed and then lifted off again. It had rotating lights.
781220	Sorrento	Italy	1						Three people on the balcony of their house south of the city watched a huge sphere low in the sky over the shoreline of the Mediterranean.
781221	Resistencia	Argentina	1						Shortly after two o'clock in the morning several witnesses saw 6-7 objects moving in formation through the sky at great speed. Power outages were reported throughout the city.
781221	Santa Fe	Argentina	1						A giant light was observed in the western sky. It was blue and green in color, and spewed fiery particles, resembling an airplane on fire.
781221	La Rioja	Argentina	1						At 2:45 a.m. a very large glowing disc-shaped UFO headed a formation of three other craft that flew from north to south at an estimated 1000 meters altitude. They reportedly lit up the sky like day. Each object was white in color with a green halo, and they left behind a bluish trail. A truck driver said his trucks radio stopped working at the time.
781225	San Martin department	Peru	1						A fleet of six UFOs was seen by Peruvian fishermen over the Caynarachi River
781225	San Bernardino County	CA	1						Two huge UFOs came screaming over Lake Arrowhead
781225	Cicagna, Liguria	Italy	1						A three-meter long, oddly shaped UFO was seen at a low altitude over Cicagna, Liguria, Italy. It had what looked like iron claws on one end of the object.
781228	Hemel Hempstead	UK	1						A round orange object with six lights underneath and the size of a double decker bus, and emitted a zooming sound
781228	Santa Tecla	Italy	1						a dark disc shaped object rose from the sea surface and flew to the west. Rays of light beamed down from the object, and several metallic satellite objects jumped around it.
781231	Bayford	UK	1						Mr. and Mrs. Mason sighted a cigar-shaped object at 7:00 p.m. moving silently through the sky from the west to the east
781231	Carlisle, Cumbria	UK	1						7:00 PM. A silver triangle crossed the sky from west to east.
781231	Edinborough	Scotland	1						7:02 PM. A triangle with a grayish hue crossed the sky from west to east.
781231	Hull	UK	1						7:05 PM. A huge triangle was seen flying in the same direction.

781231	Zermatt	Switzerland	1						Two people witnessed a luminous round object over the alpine glacier, brightly illuminating the ice. Later that night, at 2:30 a.m. the next morning (Jan 1, 1979), a big electrical power outage occurred in the city.
790116	City of David	Panama	1						Two women teachers, Ms. Griselda and Ms. Gonzalez, sighted an oval-shaped UFO while walking home from night school. The UFO was spinning and gave off orange and blue lights.
790209	Baleares Islands (near)	Mediterranean Sea	1						Over 50 UFOs surrounded the butane freighter "Tamames" in the Mediterranean Sea as it approached the Escombreras refinery in the Baleares Islands. The radar of a second ship also reported the presence of the UFOs, but not ground radar.
790218	Lardit, Aveyron district	France	1						An incident involving missing time and vehicle electrical system interference occurred. Dark objects flew over a reservoir, followed by a 1.5 meter in diameter metallic disc. The witness experienced semi-paralysis and the car's electrical system failed.
790419	Talisay	Philippines	1						Police witnesses reported seeing a mother ship which later spewed out smaller UFOs,all of which landed in a valley. Military authorities were investigating.
790429	Makapu'u	HI	1						An airline stewardess was at the shore in Makapu'u, when she sighted a huge triangular UFO with many lights. It moved at an estimated 100 mph and made a humming sound. It maneuvered in the sky and flew away out to sea.
790526	Manila	Philippines	1						A UFO with two antennae was sighted over the city. With the aid of binoculars figures could reportedly be seen inside the craft.
790718	Belfort	France	1						A metallic disc flew over the city in the afternoon. It had a shiny top and dark bottom section. It sped up, and then shot straight up.
790909	Chicago	IL	1						The silver disc had angular size about half that of the full moon. The black center could be resolved on the underside and the outline was distinct against the clear blue sky.
790917	Eichstatt	Germany	1						In the Bavarian town of Eichstatt three pentagon-shaped UFOs were seen by many, including 10 police officers.
800306	Warren	Az	1						A disc hovered over mine tailings in Warren and then flew along the ridge of a mountain. It turned on its edge and flew off to the south. The entire sighting lasted eight minutes.
800306	Hudson	NH	1						On this night a witness reported seeing a slow flying disc-shaped UFO over the town. The object made a low, steady humming sound. A second object was seen flying toward the west.
800315	Bannock County	OH	1						Huge cigar UFO in Ohio. Three witnesses for one hour.
800420	Lake Norman Reservoir	NC	1						Two roofers working in the late evening sighted a bright yellow disc-shaped UFO rise vertically from Lake Norman Reservoir, not far from a nuclear power plant in Rutherford County.
800502	San Jose	CA	1						Shiny sphere flying with rapid up and down motions observed through binoculars; stopped, spinning, over Lick Observatory, accelerated rapidly and sped away
800614	Cordoba and Rosario	Arg	1						Flurry of UFO sightings by numerous witnesses, including airport personnel and meteorologists, with extensive newspaper coverage.

800704	Mt. Vernon	IL	1						11-year-old boy reported a disc-shaped object with dome-circle on bottom. Object was moving from overhead to the south, lost the object as it moved behind his home.
800831	between Ashbourne and Derby	UK	1						A witness named Lister reported seeing a disc-shaped object making a humming noise. According to the report it maneuvered in the sky, and there were other independent witnesses.
800911	Easley	SC	1						L. Garrett, age 40, saw a huge gray domed blimp or ovoid UFO making a buzzing noise. It was purplish metallic gray in color. It had a pipe protruding from it, and long windows.
801023	Morenci	AZ	1						Boomerang-shaped object with body lights shone brilliant light beam down smoke stacks, accelerated, made noninertial turn. Satellite objects (section I).
801118	Kirksville	MO	1						Hundreds of people in north-central Missouri, including a dozen police officers, saw a large, triangular object over a period of more than four hours. At one time, the object was tracked on radar moving erratically at a speed of about forty-five miles an hour.
801129	Todmorden, West Yorkshire	UK	1						Two on duty uniformed traffic officers were parked up in a pub car park when they observed a very bright UFO low on the horizon.
801217	Greenup County	KY	1						No details except 5 witnesses of a C1.
801227	Greenup County	KY	1						No details except 5 witnesses of a C1.
810106	Payson	AZ	1						Four silvery discs executed turns, maneuvers, in a diamond formation. Objects flashed in sunlight as they turned, crossed western sky (sections V, X).
810108	Flinders Island (near)	Tasmania	1						On a boat near Flinders Island two men saw two nocturnal lights exchange light beams. The sea was illuminated by the UFO display, and the batteries on board the boat were found to be dead.
810724	Zigong, Henan Province	China	1						A huge silent disc-shaped UFO was seen for three to ten minutes by thousands over Ningsia, China. It flew at a very high altitude and left a spiral trail. It made no sound. Photographs of the object were taken, and several drawings were published.
810900	Todmorden, West Yorkshire	UK	1						Over several nights over 20 members of the public saw a cigar shaped UFO over the town of Todmorden in West Yorkshire. On one of those nights two uniformed police officers also saw the object. (Source: Daily Star 30/03/82, The 5TH ANNUAL PRUFOS POLICE REPORT 2006 by Detective Constable 1877 HESELTINE, British Transport Police)
811000	Texas Gulf Coast	TX	1						Local concentration of sightings (Volume II, The UFO Evidence, Section VIII).
811201	Hessdalen	Norway	1						On this night a bullet-shaped object, a sphere, and several nocturnal lights were sighted flying to the north over Hessdalen Valley, Norway toward Trondheim. According to John Spencer, this report was the first of a four-year wave of reports from the Hessdalen Valley.
811204	Hartford	CT	1						7:10 PM. Two groups of witnesses about twenty miles east of Hartford, CT, saw strange lights or objects travel at a rather slow speed from east to west along a path north of the witnesses. Known as The Case of the Flying Christmas Tree. (Complete report by Bruce Maccabee). (On Dec. 22, 1989 there was a similar event at Vernon, IN)

811208	Reserve (South of)	NM	1						An enormous UFO shaped like an orange ball, and estimated to be 750 feet in length, made a number of turns in the sky south of Reserve, New Mexic and then executed a ninety-degree turn near Luna Mountain. The five witnesses said they saw a jet aircraft chase the UFO out of sight.
820124	Stockdale	TX	1						A flashing light with irregular flashes of red and white traveled from west to east silently across the sky in Stockdale, Texas. It arced slightly and appeared to hover in the eastern sky, 30 degrees above the horizon.
820313	Frankfurt (near)	Germany	1						Several teenagers watched three groups of four lights arranged in squares in the night sky. The first two formations of objects moved slowly, and then hovered. The third group flew fast.
820401	North Washington	PA	1						A reddish triangular object with rounded apexes and a light in each corner was sighted by three witnesses. The witnesses reported suffering from headaches after their close encounter.
820610	Albany	NY	1						While driving home, a woman and several children observed a disc-shaped object with dome on top and blinking red lights, and a row of rectangular windows on the side, hovering in the sky.
820615	Romeoville	IL	1						A fireball with an odd shape flew rapidly toward the power plant in Romeoville, Illinois. It stopped and hovered, then flew away fast toward the west.
820725	Latrobe	PA	1						Several independent witnesses reported seeing a blunt gray, 300-foot long cigar-shaped object with windows fly over woods and the sewage treatment plant heading west.
820917	Ipswich	MA	1						While walking his dog, a man saw a boomerang-shaped object traveling southeast with erratic, zig-zagging motions. His wife came outside to join him, and together they saw three disc-shaped objects pass overhead.
820917	At sea	South Atlantic	1				**NC**		A bright patch of light exploded into an orange fireball near the M.V. Strathdee, a Romanian registry ship sailing in the South Atlantic. According to the article in the MUFON UFO Journal, it flashed rays of light and made no sound. A geiger counter reading indicated a radiation level of 5-7 rads.
821002	Springfield	MO	1						8:00 PM. Ten witnesses of a deltoid object with no sound. (IUR-8,1)
821002	Des Moines (near)	MO	1						8:00 PM. Ten witnesses of a deltoid object with no sound. (IUR-8,1)
821016	Boyd County	KY	1						4:00 PM. Cube-shaped object tumbles across sky while being pursued by two military jets. Any sound masked by jets. (MUJ-189)
821018	Lake Norman	NC	1				**NC**		Silver oval with "four legs"
821106	Lombard	IL	1						3:45 PM. A brilliant round, intense light was seen in the sky over Lombard, Illinois. There appeared to be very small airplanes circling this huge unmoving object.
821231	Kent Cliffs	NY	1						In the lower Hudson River Valley a police officer and his wife spotted a delta-shaped UFO making a faint, low frequency hum. The colored lights on the object switched off and three bright white lights lit up the ground. He was able to shoot some movie film of the UFO, but the images are of low quality
830119	Cardiff, Wales	UK	1						Hundreds Watch Massive UFO

830219	Swansea, Glamorgan, South Wales	UK	1						Daytime. Up to 200 people observed a huge triangular shaped UFO pass overhead in various places along the South Wales coast. They included a class of schoolchildren and a football team.
830315	Reading	UK	1						UFO Alert as Mystery Light Passes over Berks
830324	Bedford	NY	1						Wing or V-shaped UFO hovered, emitted light beam downward. (NICAP UFO Evidence II, Section IX)
830324	Happy Camp	CA	1						4:45 PM. California Highway Patrol officer Harold R. Chandler was on routine patrol near the Northern California border with Oregon when he spotted a dark, circular object, flat with no protuberances, flying overhead across his path.
830330	Shrub Oak	NY	1						8:00 PM. Delta-shaped flying objects were seen widely over suburban Shrub Oak, New York. (Source: J. Allen Hynek, Philip Imbrogno, and Bob Pratt, Night Siege: The Hudson Valley UFO Sightings, p. 202).
830411	Mt. Vernon	IN	1						7:05 PM. Young man & two friends saw a light with light-beam. (Ridge files)
830513	Romsey	AU	1						Bizarre cone-shaped UFOs were spotted over Australia by hundreds of people
830520	Various cities in Victoria	AU	1						Hundreds of people living in the Australian state of Victoria reported seeing brightly colored UFOs
830612	Cupira	Brazil	1						UFO Turns Night into Day
830621	Dubno, Ukraine	Russia	1						A wingless cigar-shaped object circled a strategic nuclear facility at Dubno, Ukraine for 18 minutes. (Source: Larry Hatch, U computer database, case # 13365, citing FSR, volume 37, no. 4).
830722	Houston	TX	1						9:30 PM. A huge silent, stationary, boomerang shaped UFO with two large orange lights and many smaller lights in the middle of the V was sighted hovering over the suburbs in Houston, Texas. It then moved away past many witnesses.
830809	Selma	IN	1						8:50 PM. Close Encounter with two winesses for 11 minutes. Light only, possibly explainable with some elements of strangeness. (NUFORC & MUFON Indiana/Ridge files)
830826	Cedar Lake	IN	1						(IUR-9,1)
831003	Split	Croatia	1						8:00 PM. Nine amateur astronomers sighted at blue ovoid object orbited by smaller objects over Split, Croatia. (Source: MUFON UFO Journal, December 1983).
831031	Rio de Janeiro	Brazil	1						5:10 PM. An F-5E interceptor was scrambled by the Brazilian Air Force as many witnesses in Rio de Janeiro, Brazil reported a silvery spot maneuvering over city.
831212	Byron	IL	1						A triangular flying object was sighted by three men. It moved erratically and made no sound. It had blinking red and white lights. Its erratic path was detected on FAA radar at the Greater Rockford, Illinois airport. (Source: APRO Bulletin, September 1984, p. 8).
840103	Lake Michigan	MI	1						4:14 AM. An ovoid UFO flew low over Lake Michigan and was sighted by three women in Port Washington, Wisconsin. The UFO had three portholes. (Source: Donald R. Schmitt, International UFO Reporter, March-April 1984, p. 3).

840127	Valley Center	CA	1						5:40 AM. Four witnesses observed five large, brilliant, stationary white lights in the northern sky. Four of the lights were in a diamond formation with the fifth light in the center of the formation. After watching the display for several minutes they noticed smaller white lights maneuvering around the large lights.
840130	Miami (40 miles west of)	FL	1						9:00 PM. Mine men working on an oil platform observed a bright orange object descending from the sky at a high rate of speed. When at an estimated altitude of 10,000 feet and about five miles distant, the object came to an instant stop. The bright orange glow faded and the crew observed an object with a bright chrome dome-shaped top and dozens of flashing lights on the underside.
840222	Columbus	OH	1						4:00 PM. This sighting was by five highly educated witnesses. The object's appearance underwent a regular change (possible rotation) approximately every 60 seconds from an upside-down ice cream cone to a rectangle.
840306	Norris (west of)	ND	1						10:00 PM. A large boomerang or U-shaped UFO was seen by two police officers, Jensen and Myers, west of Norris, South Dakota, after having been called out on a reported sighting of the UFO by a citizen ten minutes earlier.
840518	Mt. Vernon	IN	1						10:40 PM. A Skywatch team observed a flashing strobe light coming out of the NE heading SW. The object then passed directly over the team at high altitude and exhibited anamalistic motion during final distant five minutes of the 12 minute observation.
840519	Williams	IN	1						Midnight. The witness said that he was outside behind his house working on equipment. He was working by electric light and suddenly noticed everything around him became brightly lit. He looked up to see that the light source was a brilliant orangish-colored light, low in the northwest.
840520	Monroe City	IN	1						Evening. Black triangle came in, stopped over car for one minute, 200-300 feet overhead, moved off. (UPRO)
840531	Yorktown	NY	1						8:45 PM A V-shaped formation of lights were seen by Mr. D. Boyd in Yorktown, New York. An engineer and private pilot, he watched them turn and fly away toward the west.
840625	Blairgowrie in The Orkney Islands	Scotland	1						A bright circle trailing a red tail and flashing a beam of light from its circumference was seen hovering
840705	Cape Girardeau	MO	1						9:38 PM. A disc with an orange halo hovered over a park in Cape Girardeau, Missouri at an estimated altitude of 1,000 feet.
840712	Hudson Valley	NY	1						On this night hundreds of witnesses in the Hudson Valley, Westchester County, New York saw a number of small round lights which hovered, made abrupt right angle turns, disappeared and reappeared.
840719	Pound Ridge	NY	1						8:20 PM. A huge boomerang-shaped object with lights running along its leading edge was seen flying over Pound Ridge.
840727	Lummi Island	WA	1						At 3:45 a.m. a spark-tailed fireball splashed down 1000 yards south of Lummi Island in Washington State. The impact sent a plume of water 100 feet into the air before the object sank and the water as the surface of the sea rolled and bubbled

840830	Mt. Vernon	IN	1						9:05 PM. Pulsating orange object sighted by MUFON SSD Ridge's 8-year-old daughter. Object was in the north heading east at low level for approximately 10 minutes. This NL was logged as an OBOL (Orange Ball Of Light) and witnessed by the SSD and his son, Brian (15), who observed the object from the roof of their home north of town.
841000	Hudson Valley	NY	1						Astronomer and UFO expert J. Allen Hynek, accompanied by field investigators Philip Imbrogno and Dennis, saw a "Ferris wheel" shaped UFO in the sky in Hudson Valley, New York that turned on its side and then disappeared.
841123	Monroe City	IN	1						10:30 PM. Another black triangle report by two witnesses. No details. (UPRO)
851119	Madison	WI	1						Silent, triangular object with body lights (section IX).
851122	DeForest	WI	1						Silent, triangular object (section IX).
870811	Osbornville	NJ	1						Shiny oval, hovered; brightened, took off like a shot, left white trail; stopped abruptly, maneuvered, lights flashed, shot straight up out of sight (sections IX, X).
920224	Pacific Northwest	OR	1						12:15 A.M. Bright green fireball meteor, wavered, split up, bright illumination, sonic boom.
920814	Homer City	PA	1						Triangular silvery object passed over car, blue flashing body lights; made sharp turns, moved out of sight (section IX).
921009	Kentucky to New York	Various	1						About 7:50 P.M. Green-orange fireball meteor southwest to northeast on flat trajectory for about 17 seconds, broke up over southeastern New York; large meteorite fell in Peekskill, NY.
930720	Antelope Valley	CA	1						Round UFO with satellite objects (section X).
940706	Budabest	Hungary	1						Test pilot encounters fast-moving, maneuvering, object
940909	Racoon	IN	1						reen- and red-lighted object with satellite objects (section I).
950715	Harwinton	CT	1						500' diameter disc observed in broad daylight

Close encounters are normally described as incidents where the object is within 500' of the witness(es). However, we have included cases where the size or viewing conditions allow stereoscopic vision of a superstructure.

Incidents involving Distant Encounters (Cat 1), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Special Evidence by categories. However, many classic Close Encounters are also listed on this page. If you find an important case that is NOT listed, please email me at: skyking42@gmx.com

Francis Ridge
NICAP Site Coordinator & Archivist

Other Information

Category/Group 1 - A Regional UFO Bibliography - Francis Ridge
RSID CE-I - Regional Sighting Information Database - Francis Ridge
NUFORC - National UFO Reporting Center - Peter Davenport
Project1947 - UFO Internet Group - Jan Aldrich
Project 1947 UFO Sightings - (1909-1954) - Jan Aldrich
Chronological Catalog of Interesting UFO Sightings - Mark Cashman

Evidence By Categories
NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
18680700	Copiago	Chile	2						A strange "aerial construction" bearing lights and making engine noises flew low over this town. Local people also described it as a giant bird covered with large scales producing a metallic noise.
18721207	Banbury	UK	2						1:00 a.m. At King's Sutton an object resembling a haystack flew on an irregular course. Sometimes high, sometimes very low it was accompanied by fire and dense smoke. It produced the same effect as a tornado, felling trees and walls.
18790515	At sea	Persian Gulf	2						9:40 p.m. Two very large "wheels" were seen spinning in the air and slowly coming to the surface of the sea.
18800000	Eastern area	Venezuela	2						A 14-year-old boy saw a luminous ball descending from the sky and hovering near him. He felt somehow "drawn" to it, but succeeded in backing away in spite of his terror.
18800326	Lamy	NM	2						Evening. Four men walking near Galisteo Junction were surprised as they heard voices coming from a "strange balloon," which flew over them. It was shaped like a fish and seemed to be guided by a large fanlike device. There were eight to ten figures aboard.
18840703	Norwood	NY	2						Saturn-shaped UFO (globe with central ring) flew slowly overhead. [Credit: Charles Fort, from Science Monthly, 2-136]
18851102	Scutari	Turkey	2						Dawn. A luminous object circled the harbor. Altitude: 5-6 m. Illuminated the whole town. Duration: 1 1/2 min, as a bluish-green flame. Then plunged into the sea. Made several circles above the ferry-boat pier.
18861024	Maracaibo	Venezuela	2						During the night, which was rainy and tempestuous, a family of nine persons, sleeping in a hut a few leagues from Maracaibo, were awakened by a loud humming noise and a vivid, dazzling light, which brilliantly illuminated the interior of the house.
18871112	Cape Race	Atlantic Ocean	2						Midnight. A huge sphere of fire was observed rising out of the ocean by witnesses aboard the "Siberian." It rose to an altitude of 16 m, flew against the wind, and came close to the ship, then "dashed oft" toward the southeast.
18970328	Omaha	NE	2						10:30 p.m. The majority of the population observed an object arriving from the southeast. It looked like a huge light, flew northwestward slowly, came to low altitude. A crowd gathered at a street corner to watch it.
18970401	Everest	KS	2						9:00 p.m. The whole town saw an object fly under the cloud ceiling. It came down slowly, then flew away very fast to the southeast. When directly over the town it swept the ground with its powerful light.
18970412	Nilwood	IL	2						2:30 p.m. On the property of Z. Thacker, 19 km north of Carlinville, an unknown object landed. Before the three witnesses could reach it, the craft, which was shaped like a cigar with a dome, rose slowly and left majestically toward the north.

18970412	Girard (near Green Ridge)	IL	2						6:00 p.m. A large crowd of miners saw an unknown object land 3 km north of Green Ridge and 4 km south of Girard. The night operator of the Chicago-and-Alton Railroad, Paul McCramer, stated that he came sufficiently close to the craft to see a man emerge from it to repair the machinery. Traces were found over a large area. The object itself was elongated like a ship with a roof and a double canopy.
18970414	Gas City	IN	2						3:00 p.m. An object landed 2 km south of Gas City on the property of John Roush, terrifying the farmers and causing the horses and cattle to stampede. Six occupants of the ship came out and seemed to make some repairs.
18970414	Cleveland	OH	2						Joseph Singler, captain of the "Sea Wing," was fishing with S. H. Davis, of Detroit, when they saw on the lake what they thought was a ship, about 13 m long, with a canopy.
18970415	Linn Grove	IA	2						Morning. A large object was seen to fly slowly toward the north. It seemed ready to land and five men drove toward it. About 7 km north of Linn Grove, they found the craft on the ground, came within 700 m of it but it "spread its four giant wings and rose towards the North." Two strange figures aboard the craft made efforts to conceal themselves.
18970415	Howard-Artesian	SD	2						Nightfall. A flying object coming closer and closer to the ground followed a train, as reported by the engineer, Joe Wright (Magonia #19, FSR 66,4)
18970415	Perry Springs	MO	2						9:00 p.m. A passenger train on the Wabash line, going toward Quincy, was followed by a low-flying object for 15 min between Perry Springs and Hersman. All the passengers saw the craft, which had a red and white light.
18970415	Springfield	IL	2						Two farm workers, Adolph Winkle and John Hulle, saw a strange craft in a field. They had a discussion with its occupants, a woman and two men, and were told the ship-had flown from Quincy to Springfield in 30 min and that the crew was making electrical repairs.
18970416	Downs Township	IL	2						Approximate date. While working in his field, Haney Savidge saw an aerial craft land near him. Six people emerged from it and spoke to him for a few minutes before leaving again.(Magonia #22, 191)
18970416	Vincennes	IN	2						9:00 p.m. A mysterious airship passed over the city twice on the night of Friday, April 16. According to the Vincennes Morning Commercial, the airship first appeared about nine oclock, traveling along the extreme eastern portion of the horizon
18970417	Williamston	MI	2						Morning. At least a dozen farmers saw an object maneuver in the sky for an hour before it landed. A strange man near 3 m tall, almost naked and suffering from the heat, was the pilot of the craft.
18970419	Leroy	KS	2						10:30 p.m. Alexander Hamilton was awakened by a noise among the cattle and went and saw an elongated cigar-shaped object, about 100 m long with a transparent cabin underneath showing narrow reddish bands, hovering 10 m above ground. Inside it were "six of the strangest beings" the witness had seen, also described as "hideous." A cow was dragged away by the object with the help of a strong red cable; it was found butchered in a field the next day.

18970420	Homan	AR	2						6:00 p.m.Capt. James Hooton was hunting in the vicinity of Homan when he heard the noise of a steam engine and found an object in a clearing. It looked like a cylinder with pointed ends, lateral wheels, and horizontal blade over it. Hooton spoke with a man who wore dark glasses and walked behind the craft. There were three or four occupants.
18970422	Rockland	TX	2						John M. Barclay was intrigued when his dog barked furiously and a high-pitched noise was heard. He went out, saw a flying object circling 5 m above ground. Elongated with protrusions and blinding lights, it went dark when it landed.
18970422	Josserand	TX	2						Midnight. Frank Nichols, who lived 3 km east of Josserand and was one of its most respected citizens, was awakened by a machine noise. Looking outside, he saw a heavy, lighted object land in his wheat field. He walked toward it, was stopped by two men who asked permission to draw water from his well.
18970423	McKinney Bayou	AR	2						Judge Lawrence A. Byrne of Texarkana, Arkansas, was surveying a tract of land when he saw a peculiar object anchored on the ground. "It was manned by three men who spoke a foreign language, but judging from their looks one would take them to be Japs."
18970426	Aquila-Hillsboro	TX	2						Approximate date. A lawyer was surprised to see a lighted object fly over. His horse was scared and nearly toppled the carriage.
18970506	Hot Springs	AR	2						Two policemen, Sumpter and McLenore, were riding northwest of Hot Springs when they saw a bright light in the sky. About 7 km farther they saw the light again coming down to the ground. One km farther the horses refused to walk.
19001032	At sea	Gulf of Guinea	2						3:05 a.m. Three persons aboard the "Fort Salisbury," including Second Officer A. H. Raymer, saw a huge, dark object bearing lights in the sea ahead. It was observed sinking slowly. Estimated length: 200 m.
19001172	Helmer	IN	2						During the early evening a family watched a brilliantly glowing cigar-shaped object hovering at treetop level. It had two rows of evenly spaced windows.
19040000	Rolling Prairie	IN	2						Tom Darby, with his brother and mother, saw two whitish-blue objects about 400 m away, from a point situated 3 km north of Rolling Prairie. The objects hovered 2 or 3 m above ground, flew toward a barn, came closer to each other, and were hidden from view by a hill.
19090513	King's Lynn	UK	2						9:45 PM. A cigar-shaped object illuminated the terrain brightly in King's Lynn. Looking up, he saw the airship-like object speed overhead, two men visible in an undercarriage, and disappear in the distance within a few minutes.
19090518	Caerphilly, Wales	UK	2						11:00 p.m. Mr. Lethbridge was walking along a road near the mountains when he saw on the grass a large tubelike machine. Aboard were two men wearing furs and talking excitedly in a language the witness could not understand. The grass was found depressed at the site after the object had flown off.

19090616	Donghoi	Annam	2						4:10 a.m. An elongated object following a west to east trajectory flew over the town. It gave off a strong light and was seen by two fishermen to plunge into the sea 6 km away from the coast, after a steady flight of about 9 min.
19091222	Worcester	MA	2						"Mysterious Airship" emitting a bright beam of light appeared moving SE to NW, hovered over city, moved away. Seen again two hours later; hovered, moved away to south and turned east.
19100100	Invercargill, New Zealand	AU	2						11:00 p.m. Several witnesses among them the vicar, the Mayor, and a policeman saw a cigar-shaped object hovering at 30 m altitude. A man appeared at a lateral door and was heard shouting some words in an unknown language.
1910Summer	Vernal	UT	2						A man on horseback at night dismounted when his horse became disturbed, and walked to the edge of a clearing in the woods. There he saw a low-hovering disc with a row of lights.
140600	Hamburg	Germany	2						4:00 a.m. Gustav Herwagen opened the door of his house and saw in a field a shining cigar- shaped object with illuminated windows. Near it were four or five dwarfs 1.20 m tall, clad in light clothing.
140800	Georgian Bay	CAN	2						William J. Kiehl and seven other persons saw a spherical craft on the surface of the water. On its deck were two small men wearing green-purple clothes. They seemed to be busy with a hose, plunging it into the water. (This was shown to be as a hoax a long time ago.)
161000	Youngstown	PA	2						John Boback, 17, was walking along the railroad tracks between Youngstown and Mt. Braddock when he saw a saucer-shaped object with a platform and rows of lights, sitting in a field 30 m to his left.
18Early	Waco (near)	TX	2						Reddish cigar-shaped object, with no motor or rigging, passed silently from SW to NE. (NICAP UFO Evidence, 1964, Hall)
220222	Hubbell	NE	2						5:00 a.m. William C. Lamb was following strange tracks when he heard a high-pitched sound and saw a circular object intercepting starlight. It became brilliantly lighted and landed in a hollow. Soon afterword, a creature over 2.4 m tall was seen flying from the direction where the object had landed. It left tracks in the snow, which Lamb followed without results.
220909	Barmouth, Wales	UK	2						John Morris and William James saw an object fall into the ocean so slowly that it was thought to be a plane. A boat was sent out, but nothing was found. (Magonia #45, Fort 639)
230000	Greencastle	IN	2						Revolving red object passed over-head from NE to SW. Two witnesses were college professors. (NICAP UFO Evidence, 1964, Hall)
240100	Unknown City	OK	2						White oval-shaped object lit up ground, moved out of sight over horizon. (NICAP UFO Evidence, 1964, Hall)
281100	Milton	ND	2						A UFO, round "like an inverted soup plate," sped overhead emitting rays of light which illuminated the ground and startled cattle. (NICAP UFO Evidence, 1964, Hall)
290612	Fermeneuve	CAN	2						11:00 p.m. Levis Brosseau, 20 was returning home when he saw a dark object with a yellow light and his horse became very nervous. Within 6 m of the object four or five dwarfish figures were running back and forth.

290700	Robsart	CAN	2						Five persons among them Einar Rostivold, saw a huge ball of light giving off fiery colors, 25 km from Robsart. It landed slowly, vanished gradually after illuminating the whole countryside for 30 min.
310101	Cobden, Ont	CAN	2						UFO sighted in early morning, had bright light on front which lit up tree-tops, flashing lights on rear. Object made sweeping curve, sped up and climbed out of sight. (NICAP UFO Evidence, 1964, Hall)
33Summer	Chrysville	PA	2						Morning. A man observed a faint violet light in a field between this town and Morrestown. Walking to it, he found an ovoid object 3 m in diameter and 2 m thick with a circular opening similar to a vault door.
331230	Unknown City	Sweden	2						Low-flying aeroplane (Page 7 Ref. 1)
340401	Oslo	Norway	2						A very large aeroplane with eight propellers (Page 8 Ref. 1)
370101	Unknown City	NC	2						30-40 foot in diameter object, no propellers, gun metal color (Page 10-11 Ref. 1)
370211	Kvalsik	Norway	2						Large aeroplane with red and green glowing lights (Page 11, Ref. 1)
380725	Guadalaraja	Spain	2						Soldiers at the Spanish Civil War battlefront were illuminated by a bright glow, then saw an oval object about 10-12 meters in diameter shaped like “two inverted plates” hovering near the ground. A cylindrical column came down from the center and two beings emerged.
38Summer	Unknown City	MA	2						Silvery object with rectangular portholes (Page 12 Ref. 1)
391113	Brockworth	UK	2						Motorist heard high-pitched humming sound, saw a gray bell-shaped object hovering over a field, dark window-like patches visible on its side. (Ref. 3; Jenny Randles & Peter Warrington, Sience & The UFOs, 1985, p. 3.)
420829	Columbus	MS	2						Control tower operator at Army Air Base saw two round reddish objects hover over field. [NICAP UFO Evidence, 1964, Hall, III]
430900	Oncativo	Argentina	2						4:00 a.m. Navarro Ocampo, driving between Rosario and Cordoba, saw a large, saucer-shaped object on the ground 500 m to the left of the road. It glowed with a bluish-green light, made a whistling sound, rose to 100 m altitude, then left at fantastic speed. A strange metal block is said to have been found at the spot. (Magonia #50, GEPA Dec., 68)
431100	Escondido	CA	2						On a dark moonless night a family heard a soft humming sound and saw a disc with dome and square windows hovering about 15 feet above the roof of their house. Human-like silhouettes were visible through the windows. When the woman shone a flashlight, the object blinked out and disappeared. (Ref. 3; Greenwood, UFO Historical Revue, June 1998.)
44Summer	Normandy	France	2						Los Angeles columnist George Todt, in a party of four Army officers including a Lt. Col., watched a pulsating red fireball sail up to the front lines, hover for 15 minutes, then move away. [NICAP UFO Evidence, 1964, Hall, IV]
440900	Antwerp	Belgium	2						Around 9 p.m. in the evening a Canadian soldier, stationed near the front lines close to Antwerp, observed "a glowing globe traveling from the direction of the front line towards Antwerp.

441010	Alghut	Sweden	2						At 8:00 p.m. a man on a bicycle was suddenly illuminated by a light beam from the woods, then he saw a large shining sphere rise rapidly from the ground and hover at treetop height. It appeared moon-like; golden in color, and made no sound. After about 5 minutes the object abruptly disappeared. (Ref. 3; Anders Liljegren AFU archives.)
450300	Belfast	ME	2						A man out hunting observed an elongated object flying very slowly, tilted toward the earth. It crashed into some trees at the end of a clearing. (Magonia #53, FS May., 59)
450300	Unknown City	NM	2						Object aluminum colored, 12 to 14 feet off ground, motionless ,swept away like dragonfly. (Page 142-143 Ref.1)
450300	Aleutian Islands	At Sea	2						Aboard the US attack transport "Delarof," 14 sailors saw a dark sphere rise out of the ocean, follow a curved trajectory, and fly away after circling their ship. (Magonia #54, Evidence 30) [NICAP UFO Evidence, 1964, Hall, IV]
45Summer	Aleutian Islands	At Sea	2						Crew saw large round object emerging from sea; 150-20 feet in diameter; object circled ship; three white flashes observed in direction object departed. (Page 188-189 Ref.1)
460500	Angelholm	Sweden	2						At twilight while walking home, a prominent industrialist saw a light in the woods and went to investigate. He saw a disc with dome and oval windows on the ground. Around it were about 11 beings with transparent helmets and uniform-like clothing apparently working on the craft. Later he saw the craft take off emitting bright red light, then speed away. Burned grass and other trace marks were found at the site. (Ref. 3; Flying Saucer Review, March-April 1972.)
4608Late	Oklahoma City	OK	2						Disc-shaped craft with windows, humanoid figures visible inside, hovered at low altitude. After about 1-1/2 minutes the object rotated, then sped away disappearig in seconds. (Ref. 3; Case summary by Ted Bloecher, 14 pages. Interviews by Bloecher, Lucius Farish, and Mildred Higgins.)
470813	Snake River	ID	2	C	5	BBU			Snake River Case
4708Late	Vaughn (near)	NM	2				NC	LC	AFOSI Case 2: approx 20:00 - Basketball-Sized Object Explodes Near Colonel
480829	Maplewood	OH	2			BBU			Farmer Niswenger saw a large silvery sphere rise from a wooded area and hover above his farm, dropping a silvery substance that disintegrated before touching the ground. (Vallée Magonia 67; FUFOR Index)
490306	Killeen Base, Camp Hood	TX	2			BBU			blue-white object about 2 ft x 1 ft in size
490428	Homer	MI	2			BBU			pursued 6 flying discs 10 inches diameter by car (FOIA)
500304	Newburgh (near)	IN	2						A man was driving east approximately two miles east of the junction of Indiana State Hwy 66 and 261 north of Newburgh, when he observed an object he believed to be a rocket at a distance of approximately 50-75 yards in front of his automobile.
500305	Bloomfield	NM	2						Night. A dark, five-foot diameter disc paced a car. When the driver stopped the car the object circled the car, then sped away at a high speed.
500408	Kokomo	IN	2			706			grey metallic disc, 50 ft in diameter, 15 ft thick, top-shaped
500617	Hasselbach	East Germany	2			BBU			40-50 ft frying pan-shaped object with two rows of 1 ft holes

500630	Kingman (near)	KS	2						Rotating disc hovered, sped away when car approached [XII]
501013	Oak Ridge	TN	2				NC		Sightings by AEC security patrols
501015	Oak Ridge	TN	2			BBU	NC		AEC Security Patrol Encounters Object 200' Away
510831	Matador	TX	2			962			pear-shaped object the length of a B-29 fuselage (100 ft),
520329	Glen Burnie	MD	2			BBU			50 ft flat silver disc with cupola/dome
520425	San Jose	CA	2						Scientists close encounter with small daylight disc
520427	Pontiac	MI	2						11:06 pm. Witness observed an object approximately 200 feet in daiameter and approximately 200 feet off the ground.
520427	Birmingham	MI	2			BBU			Witness observed an object approximately 200 feet in daiameter and approximately 200 feet off the ground
520613	Fox Hill	VA	2						object described as similar to a discus used in athletics, about 25 to 30 feet in diameter hovering
520719	Savanna River	SC	2						Hundreds of employees from AEC witnessed UFO cavort
520728	Hallock	MN	2			BBU			(FUFOR Index)
520820	Neffesville	PA	2			1938			undescribed object flying at 500 ft altitude
520827	Pittsburg	KS	2	T	5				Object reported hovering over open field; bluish lights seen through ports; swift ascent when observed
521031	Fayetteville	GA	2			2200			orange blimp-shaped object, 80 ft long 20 ft wide
530307	Yuma	AZ	2						Air Force officers at a gunnery meet observed about 12 disc-shaped objects that dove down and hovered over the base during the meet. [AP story, Mar. 9th; UFOE, III]
540812	Yoron-Jima Island	Okinawa	2	C	5	BBU			S. S. Docteur Close Encounter
540907	Origny	France	2						12:30 a.m. Robert Chovel and his wife and father-in-law were driving home from the theater in Hirson, Aisne Department when they saw a luminous, red-orange "disk" flying above the railroad tracks.
540916	Roanoke (near)	VA	2						Shiny, round object buzzed radio tower; transmitter failed to operate properly. [UFOE, VIII]
541003	Waben (near)	France	2						UFO paced car. [UFOE, II]
541022	Marysville	OH	2						School principal, teacher, 60 students saw silver cigar-shaped UFO with "portholes" hover over school, then speed away; "angel's hair" fell. [UFOE, VIII]
550302	Huntley	IL	2	C	5	BBU			Car Followed By Three Black Objects With Lights
551028	Galloway	UK	2						Disc with row of blue lights on rim, maneuvered slowly over car on lonely road. [UFOE, XII]
560117	Orangeville	CAN	2						Disc-shaped UFO seen at close range; rings of light visible on bottom. [UFOE, XII]
561100	Malibu	CA	2						Flat oval object with three window-like markings on underside flew low, through searchlight beam. (UFOE, XII)
571008	Bua Province	Fiji Islands	2						Natives in small boat saw UFO descend vertically, hover about 20 feet above sea.
571106	Atlanta (near)	GA	2						Three truckers independently reported seeing reddish elliptical objects on the road.(UFOE)
571106	Merom	IN	2						Gilham Case. Ironworker stood under UFO for ten minutes, treated at hospital for burns
571110	Madison	OH	2						Close encounter with domed-top 40' UFO

580407	Newport Beach	CA	2						Police watched two UFOs with flashing body lights, maneuver near coastline. [UFOE, VII] Similar sightings for two nights in El Toro and Santa Ana.
581003	Wasco	IN	2	C	5				The Monon RR UFO Incident
581027	Union Dale	PA	2			BBU			Large gray cigar-like object with an assembly tail flew at treetop height
581026	Lock Raven Dam	MD	2	C	5	6148	NC		Egg-Shaped Object & E-M Effects Over Bridge
581220	Dunellen	NJ	2						Police witnesses, vehicle encounter
590708	Columbus	IN	2						Family in car chased three pulsating object seen moving slowly at low altitude in V-formation. (Two WTTV employees saw similar formation few minutes earlier, 25-30 miles away.) [NICAP UFOE, II]
600413	Red Bluff	CA	2						State Police encounter with highly ma-neuverable elliptical object, red light beams swept ground (NICAP UFOE, V).
600425	Plymouth	NH	2						Former Town Selectman saw bright red cigar-shaped UFO hover, speed away. [NICAP UFOE, VII]
610418	Eagle River	WI	2			BBU			CE-3 case involving ETs giving 'pancakes' for water
610500	Union Mills	IN	2						First Week of May - Hemispherical UFO with "portholes", on road; took off as car approached. [NICAP UFOE, XII]
610817	Stillwater	MN	2						A V-formation of yellowish lights (or V-shaped UFO with body lights) passed behind trees at low altitude. [NICAP UFOE, II]
611021	Datil (near)	NM	2						Four lights paced car, maneuvered, shot away upward. [NICAP UFOE, II]
620710	New Iberia	LA	2						Disc-shaped UFO with rotating dome on top swept low over Naval Auxiliary Air Station, slowed over area of runway and hangar, then climbed out of sight at 20 to 30 degrees angle accelerating rapidly. [NICAP UFO Evidence, IV]
620807	Oracle	AZ	2	C	5		NC		UFO over missile silo
620815	Denver (near)	CO	2						Large UFO hovering over a high line tower, chased by Air Force helicopters.[This is in the area of the Lowry AFB Titan I ICBM Complex].
620918	Hawthorne	NJ	2						7:55 p.m.; A family in Hawthorne watched a greenish disc descend low over their house. [NICAP UFO Evidence]
621025	Delta	CO	2						Police dispatcher saw round glowing object from radio room window. State patrolman and Cedaredge Marshal observed two UFOs "like an inverted umbrella with a number of bright, tail-like appendages." [NICAP UFO Evidence, VII]
621222	Buenos Aires	Argentina	2						At Ezeiza Airport, pilots and control tower operators saw circular UFO rise from end of runway. [NICAP UFO Evidence, X]
630128	Shilton	UK	2			BBU			object on the ground with 4 windows, emitting yellow-orange light
630128	Mamina	Chile	2			BBU			2 disk-shaped objects followed truck driver
630205	Ascension	Paraguay	2			BBU			an object land on the school grounds
630521	Mt. Gambler (near)	AU	2						Unconfirmed report that a brilliant light followed a car. A youth stated the object was at side of road, rose suddenly as he approached, hovered overhead, then followed car. The Dominion. Adelaide, reported May 22 this was "the second report of such an occurrence in a week."
630523	Sunnyvale	CA	2						Bluish disc observed hovering and circling slowly, apparently at tree-top height; rose vertically and disappeared. [Report via Bay Area NICAP Subcommittee.]

630621	Chicago	IL	2						A student saw a gray, apparently spherical UFO with a central row of yellow lig3hts. Apparently at low altitude, the object made a "sizzling sound" as it moved east, turned sharply and disappeared to the north. [Witness filed NICAP report form.]
630626	Rockland	MA	2						About 1:00 a.m., witnesses attracted by a loud roar observed a Saturn-shaped UFO. The object hovered, then moved away horizontally. The shape was observed in silhouette, partly illuminated by a white light on top and orange light on bottom. [Witnesses interviewed by NICAP member Raymond Fowler.]
630809	Mount Vernon	IL	2	C	5				Big As A Washtub
630813	Ellsworth (near)	ME	2						A family and their housekeeper observed an elliptical object, apparently on the ground adjoining Molasses Pond, for more than an hour. Body lights were visible along its length, and rays of light shone upward from each end of the object occasionally. [Witnesses interviewed by Walter N. Webb, NICAP Adviser.]
631004	East Hartland	CT	2						State Representative L. B. Martin, about 1:00 p.m., saw a silvery triangular object with a row of black dots across the leading edge. The UFO passed overhead, emitting a flame-like tail, at an estimated speed of 2000 mph. [Report obtained by NICAP-CONN Affiliate.]
631031	Daylston, Victoria	AU	2						A deliveryman on his rounds at 4:15 a.m., was frightened by a UFO which approached his van, turned and followed his course just ahead. The object seemed to be 8-12 feet long, glowing orange and red. It then darted to the side of the road, continuing to pace the van for a while, finally zooming ahead over a hill and apparently descending. It was not seen again. Other witnesses reported seeing a maneuvering light at the time of the sighting.
631120	Neche	ND	2						Two high school girls reported that a bright orange, oval-shaped object circled their car at night while they were en route home. They were on highway 55 east of town when they first saw the UFO. It appeared to be surrounded by a light haze. The glowing object sped across in front of the car and circled around the side before disappearing to the southeast.
640126	Moultrie	GA	2						7:30 p.m. Dull red sphere rose up from behind trees, crossed highway at low altitude, turned, appeared to follow car, then fell back and seemed to head toward ground. Driver was physics student at Georgia Institute of Technology. (NICAP report form.)
640517	Tipton	IN	2						10:15 p.m. Citizens and police officers called to the scene, witnessed a UFO. The reddish object appeared round while hovering, then darted across the sky and appeared flattened while in motion. (UFOI-II,7)
640728	Lake Chelan	WA	2	C	5	BBU			Round Object Descends To Ground
650105	Wallops Island	VA	2	D	1				Bright Yellow Light Flies Overhead
650112	Blaine AFB	WA	2	C	5	BBU			Driver Avoids Collision With 30' Object
650127	Hampton	VA	2						NASA engineer saw V-shaped object with red-orange lights zigzagging at low level. Object touched down briefly, took off, and rapidly climbed out of sight (UFOE II, Section IV).
650201	Tallahassee	FL	2	C	5	BB			Saucer With Domed Top / Humming Sound / 32-40 Witnesses
650404	Keesler AFB	MS	2	C	5	9345			40' Black Oval Object 500' Away

650423	Rivesville	WV	2			BBU			Woman saw a 25 ft object land near her house shaped like a disc
650601	Knob Noster	MO	2						Close encounter. Obj. 45' above the ground
650720	Chesterville, Ontario	CAN	2						Domed object paced car, climbed out of sight (UFOE II, Section, XII).
650804	Dallas	TX	2			BBU			1:30 AM - Man in a car was passed by a huge, orange object flying at ground level
650830	Urbana	OH	2	C	5	9864			White Ball Hits Road Flies Away
650903	Damon	TX	2	C	5	9915			Dark Grey Disc Shadows Police Car
650903	Exeter	NH	2	C	5	9890			The Exeter / Muscarello Case
650916	Pretoria	S. Africa	2	C	5				Saucer Blasts Off From Highway
650922	Clover	MN	2	C	5	BBU			Close Encounter With 4' Sphere
650925	Rodeo	NM	2	C	5	9971	NC		Two Lights Illuminate Car At 30-50' Altitude
651002	Salem	MA	2	C	5				Cigar Hovers Over Smoke Stacks
660107	Winslow	UK	2						4:10 a.m. LT. Hearing a high-pitched whine, a police constable turned to investigate and saw a domed disc (rounded on top, flat on bottom) hovering low above a field. A greenish glow was visible around the top. After 5 seconds the UFO flew away rapidly. An independent witness later corroborated the sighting. (Flying Saucer Review, 12(2), March-April 1966, p. 3.)
660111	Wanaque	NJ	2						6:20 p.m. EST. Police and citizens reported first a brilliant light source, then later a bright egg-shaped object that hovered at low altitude, flew in circular patterns over a reservoir, occasionally making abrupt changes in altitude (vertical maneuvers). Sightings continued for more than an hour. (NICAP notes; U.F.O. Investigator, Vol. Ill, No. 6, Jan.-Feb. 1966, p. 3; New York Journal-American, Jan. 12, 1966).
660111	Myerstown	PA	2						7:40 p.m. EST. About 140 miles west-southwest of Wanaque, N.J., in the vicinity of Harrisburg, Pennsylvania, a nurse and others together in a car saw a luminous disc, like one saucer inverted on top of another, at relatively close range as it hovered above the car. After about 5 minutes, the object suddenly accelerated and sped away. (Hynek, 1972, pp. 89-90, 238.)
660118	New Britain	CT	2						6:00 p.m. A round object rotating slowly in a clockwise direction was observed by a senior metallurgist for about 7 to 10 minutes as it passed overhead at his workplace. It had a string of red lights that blinked on and off. (U.F.O. Investigator, Vol. Ill, No. 6, Jan.-Feb 1966, p. 3.)
660129	Rexburg	ID	2			BBU			flat, well-defined object blocking the road, the size of a truck
660216	Brunswick NAS	ME	2			BBU			luminous object flashing red, blue, and green lights lands in the woods
660225	Quipapa	Brazil	2						10:15 p.m. LT. Two young female factory workers while walking home saw lights in the road, then saw that it was a large disc with two bright lights (body lights) and three small beings about the size of 9-year-old children standing alongside, along with one being over 6 feet tall. The object rose, then landed in a new location. The girls ran home with the object following. It circled the area near their house, then flew away. No sound was heard. One of the girls suffered unspecified "effects" for a period of time. Grass was found depressed (imprints) at the landing spot. (Phillips, 1975. p. 40; from Flying Saucer Review, March 1971 .)
660226	Farmington (5 miles E of)	IL	2			BBU			flying oval object, the size of a car, came within 10 ft of car

660303	Oswego	NY	2			BBU			object fly slowly to the S, hover, come within 50 ft, then fly off to the SW
660311	Indio	CA	2						2:30 a.m. PST. Three glowing yellowish objects with legs were seen resting on the ground in the California Desert. The brilliant luminosity concealed the exact shape of the objects. "Antennas" (projections) extended and retracted rapidly from the objects, their tips glowed green. One of the objects paced a car for 3 hours between Indio, California, and Salome, Arizona. (NICAP notes; NICAP report.)
660311	Ringwood	NJ	2						Time not reported. A Catholic Mother Superior reported seeing a very bright UFO hovering over the Ringwood iron mines. A distant smaller light flashed as if signaling, and the larger object flew away to the west leaving a red glow in its wake. (NICAP notes.)
660313	Portsmouth	NH	2						Time not available. A reporter and his family saw an egg-shaped object about 150 feet over power lines. TV and house lights dimmed (EM effects), and a vibration was felt. (New Hampshire NICAP Subcommittee report.)
660314	Southport	CT	2						9:00-9:30 p.m. EST. A motorist saw an unidentified aerial object with a dome on top, and a row of red and white flashing lights, that paced his car. The object then changed color to white and sped away (color change-motion correlation). Later (11:30 p.m.), an unidentified aerial object with domed top, flat bottom, and red and white flashing lights, descended abruptly in front of the witness's car, and hovered inches off the road. The driver slammed on the brakes, and the object took off. The object was so large that it overlapped the road. (NICAP report, investigation by John Fuller).
660314	Dexter and Hillsdale	MI	2						Landing, structured object, multiple witnesses
660315	Youngstown	OH	2						Time not reported. A police officer and other witnesses saw a metallic-appearing circular object with blue lights in apparent portholes along its side. The UFO stopped overhead, trailing two exhaust flames, then shot away to the northwest. (NICAP notes.)
660316	Eliot	ME	2						6:30-6:45 p.m. EST. A family saw a bright red ball of light with halo effect at close range for 10-15 minutes. The UFO emitted a high-pitched "beep" every 1 -2 seconds synchronized with a blinking red light. Dogs barked and howled (animal reactions), and ran toward the object, which gradually | disappeared behind trees to the southeast. (New Hampshire NICAP Subcommittee s report.)
660317	Milan	MI	2			BBU			Object w/colored lights spinning came within 80 ft of the patrol car
660319	Big Rapids	MI	2						5:20 a.m. CST. Several witnesses saw an elliptical object with a row of rectangular windows, and with a surrounding blue-white haze. Lights on the bottom (body lights) flicked on and off one at a time. A light beam shone into the house. (Keyhoe & Lore, 1969a, p. 46)
660319	LaPorte	In	2						Dawn, EST. Police and others saw a round luminous yellow-white object with projections on top. The UFO paced a car, swerving from side to side, its light reflected from the hood of the car. (NICAP notes.)

660319-20	Freeport	TX	2						1:25 a.m. CST. Witnesses saw a bright flash of blue light, then a hovering oval UFO was sighted by crew members of the Coast Guard Cutter "Legare." EM effects were experienced on local electric power systems, house lights blinked off and on rapidly. The UFO was orange and had windows or ports with a hazy appearance in the interior. After a while the object slowly rose about 1,000 feet, emitted a blue glow, then disappeared. Shortly afterwards, two bright lights shot up from the ground and disappeared within seconds. An extensive power failure occurred in Freeport about 2 hours earlier (11:10 p.m.) (NICAP report)
660320-21	Exeter	NH	2						10:00 p.m.- 2:40 a.m. EST. Police and citizens saw an egg-shaped object with flashing body lights across the center (red-white-blue-green-red) that hovered over power lines, bobbed around and rocked in a pendulum motion. Through binoculars, a dome-like area was visible on top. The object finally ascended to the east, moved out over the ocean and disappeared. (Fuller, 1966; Massachusetts NICAP Subcommittee report.)
660320	Dexter	MI	2			BBU			hovering object over swamp about 1,500 ft away car-sized
660322-23	Key West	FL	2						Night, EST. FL. Several discs with flashing lights around their edges (body lights) were reported from an outdoor theater. The objects hovered for 4-5 seconds, then shot away northward out of sight in about 1 second. (NICAP notes.)
660322	Houston	TX	2			10262			white flashing lights light up witness' apartment
660323	Temple	OK	2			10270			road blocked by a wingless aircraft, perch fish-shaped
660323	Bangor	ME	2						Landed ellipse with body lights, within 50 ft., humming sound. Report in NICAP files. (E,L) car. Section II
660323	Crown Point	NY	2						8:40 p.m. EST. An elongated object with rays of light (light beams) from its underside was observed hovering above a neighbor's house. The witness called out another neighbor to see the object, which finally shot upwards out of sight. (NICAP report.)
660324	Ypsilanti-Hillsdale	MI	2						Time not reported. A train crew watched a UFO pace their train, pull ahead, hover, and climb (maneuver). The Civil Defense director was notified, and also saw the object. Together with other witnesses he watched a "docking" operation as a second UFO linked with the first. (NICAP notes.)
660324	Holland	MI	2						Time not reported. A car was buzzed by a glowing circular object with red and white body lights at an estimated 150-200 feet altitude. (NICAP notes.)
660324	China Grove	NC	2						8:30 p.m. EST. A round silver object with multi-colored body lights was seen about 200 feet above a house. Witnesses were attracted to it by a "weird" humming sound. Several other North Carolina sightings were reported on the same date. (NICAP notes.)
660324	Sheboygan	WI	2			BBU			a glowing bowl-shaped object on the road hovering
660325	Upper Sandusky	OK	2						1:00 a.m. EST. A top-shaped object with bright body lights visible on its outer edge was seen hovering about 25 feet over woods, point downward, by a farm couple for about an hour. (Associated Press story, few details.)

660326	Ann Arbor	MI	2						Time not reported. Engineers and technicians watched a glowing red disc maneuver, descend to about 10 feet, and fly parallel with the road for several moments. (U.F.O. Investigator, Vol. Ill, No. 7, Mar.-Apr. 1966, p. 4.)
660327	Loraine	OH	2						7:10 p.m. EST. A family saw what appeared to , be a double-decked craft with brightly lit windows on the upper surface. The object hovered, dimmed, shot eastward, returned, got brighter again, then sped away to the west. (NICAP notes.)
660328	Niles	MI	2						Early a.m. EST. A truck driver reported that an unidentified aerial object with red, green, and white body lights had paced his truck. When he blinked his headlights, the UFO blinked in apparent response (light reaction), veered away and disappeared. (NICAP notes.)
660328	Wilmington	DE	2						11:30 p.m. EST. Two witnesses in separate locations independently reported watching a hovering object that was flashing brilliant lights. The object, which made a humming sound, gyrated around erratically. (NICAP notes.)
660328	Fayetteville	TN	2			BBU			large lighted object 3 ft above the road on a hilltop
660329	Haverhill-Merrimac	MA	2						9:15 p.m. EST. About 15-20 miles southwest of Hampton, New Hampshire, several professional people including a deputy sheriff and a teacher saw a pulsating luminous white object moving back and forth. Its color changing from white to red to green to blue, and back to white. The object, circled, hovered, and then sped away leaving a short bluish tail, disappearing in an estimated 3 seconds. (Fowler, 1974, p. 336.)
660329	Hamilton, Ontario	CAN	2						9:15 p.m. EST. A teenage boy saw two luminous oval objects about 8 feet in diameter descend and land, making a buzzing sound. The objects had a row of multicolored lights around the rims (body lights) "flickering like a computer." He approached for a closer look, and touched the nearest object, which felt hard and smooth like metal. No heat or cold was felt. The boy then touched an antenna-like projection at the end of one of the objects and received a shock. Frightened, he ran home. His parents confirmed a 3-inch burn mark on his hand and questioned him thoroughly before reporting the incident to authorities. His first-degree burn was treated at a hospital and healed normally. (Keyhoe & Lore, 1969b, pp. 4-5; Bondarchuk, pp. 45-46, from the Hamilton Spectator, Apr. 2, 1966.)
660329	London, Ontario	CAN	2						11:15 p.m. EST. A bright saucer-shaped (disc) object with central dome and two protuberances (projections) on one side was seen hovering above Westminster Hospital for about 5 minutes. The object then flipped on edge, blue flame was emitted from the protuberances, and it rose into the clouds leaving a comet-like trail. An independent witness confirmed the sighting. (Flying Saucer Review, Vol. 12, No. 4, July-August 1966, P. 31.)

660330	Rehoboth	MA	2			BBU			8:00 p.m. EST. Three separate groups of witnesses had a series of sightings over a period of nearly two hours, including an object with amber body lights that passed over a car and hovered just off the road; an oval object with bright red and orange body lights that hovered over the road ahead of a car, taking off at high speed just as another car approached: and an object with flashing red body lights emitting a whistling or humming sound. (BB files, Fowler, 1974, pp. 125-27.)
660330	Pecos	TX	2						Time not reported. An oblong object estimated to be 85-100 feet long, with lights at top and bottom (body lights), landed near a highway, then took off about 5 minutes later. (NICAP notes; United Press International story.)
660330	Lexisburg (10 miles N of)	IN	2			BBU			family saw an oval object crossing the road as they were driving
660401	Tangier (5 miles S of)	OK	2			BBU			green object wider than the road flying N at very high speed
660403	Franklin	NJ	2						Time not reported. A disc-shaped object with three portholes hovered near a radio transmitter tower, seen by the station owner and his wife after hearing a deep rumbling noise. The object appeared to be "twice the size of a jet fighter plane." (Brief United Press International story.)
660403	Burlington, Ontario	CAN	2						10:15 p.m. EST. A domed UFO emitting a yellow glow hovered about 75 feet above Bronte Gorge, followed a car, then sped up and disappeared to the northeast. (NICAP report form.)
660404	Liberal	KS	2						Time not reported. A blue-green sphere hovered at low altitude, ascended and departed to the southwest. (NICAP notes.)
660404	Hague (<1 mile SE of)	FL	2			BBU			elongated object on the ground, 6 ft long, 2 ft high, with 6 openings
660405	Kittery	ME	2			BBU			4 people saw a landed object through binoculars
660405	Alto	TN	2			10384			Object 100 ft long oval with a dark top appeared cone-shaped
660406	Selkirk	NY	2						Time not reported. A huge grayish-white egg-shaped object with body lights and portholes hovered above trees, rocking back and forth. Finally it accelerated and sped away leaving a trail. (NICAP notes.)
660407	Beulah	MI	2						Time not reported. A cigar-shaped object with red and green body lights flew ahead of a car, circled back emitting sound (unspecified), and settled down behind a ridge. (NICAP notes.)
660407	Lincoln	NE	2						7:00-8:00 p.m. CST. A group of doctors, lawyers, and pilots saw a constellation of lights, including a large white "beacon" with 4-5 bright red lights, hovering at low altitude (estimated to be about 400 feet) for about 7 minutes during heavy rain. The object(s) suddenly sped away at "fantastic speed." (NICAP report.)
660409	Westport	MA	2						Time not reported. An unidentified object approached a car from behind, hovered over it, moved ahead, and ascended vertically out of sight. (NICAP notes.)
660416	Portage County	OH	2			BBU			various officers chased 30-45 ft metallic object from Ohio to PA
660416	Sherborn	MA	2						7:55 p.m. EST. An elongated elliptical object with bright red light on each end and blue lights along its perimeter was seen hovering off Route 16. [Compare to April 12, Brockton, Mass., sighting.] (Fowler, 1974, p. 337.)

660417	Peabody	MA	2						7:30-7:45 p.m. EST. Fifteen minutes later 5 miles south of Danvers, a series of sightings was reported by independent witnesses. An oval object with dome on top, and red, green, blue, and white flashing body lights, was seen flying in circular and zig-zag patterns. The object suddenly darted away at high speed and disappeared. One UFO hovered over a school, then moved away rapidly with up and down oscillatory motion. (Fowler 1974, p. 338.)
660417	Wakefield	MA	2						8:30 p.m. EST. About 9 miles southwest of Peabody, witnesses reported an oval object making a humming sound. It bobbed up and down rapidly and emitted white, red, and blue light beams as it descended to low level above Lake Quannapowitt. (Fowler 1974, p. 338.)
660417	Millersville	TX	2			BBU			man in car saw an sun-reflecting oval, car-sized object follow him
660419	Sharon	MA	2						12:15 a.m. EST. Citizens and police called to the scene to investigate saw an oval or egg-shaped obiect with a glowing rim that looked like lighted windows, and a steady red light on each end. The object hovered, then disappeared when an aircraft approached (aircraft avoidance), reappearing after it left. (Fowler 1974, pp. 128-130, 340; NICAP report.)
660419	Peabody	MA	2						12:00 p.m. EST. On the north-northeast side of the Boston metroplex, witnesses reported an oval object with red, green, f and white body lights, oscillating up and down when in motion. The object appeared to land in a field. Later two witnesses approached the field and saw unidentified lights rise and fly away. (Fowler, 1974, p. 339.)
660419	Hartford	Ct	2						8:00 p.m. EST. Two oval objects with red and green body lights hovered directly over the Rock Hill Veterans Home and Hospital. (Fowler 1974, p. 339.)
660419	Bellingham	Ct	2						10:00 p.m. EST. Two hours later about 80 miles east-northeast of Hartford, an elongated elliptical object with bright red lights on each end flew low, hovered, and made a hissing sound when moving. A separate report was received of a "piercing, humming object" two hours earlier at Stoughton. (Massachusetts NICAP Subcommittee report; Fowler 1974, p. 339)
660422	Halifax	MA	2						Time not reported. About 60 miles south of Beverly, three women saw a round object with colored blinking body lights pace above and ahead of heir car. A low humming sound was heard. (NICAP report form.)
660422	Springfield	MA	2						Time not reported. About 110 miles west-southwest of Beverly, a teacher and a boy saw a dome-shaped object with three lights on its underside hover, then accelerate away. (NICAP report form.)
660422	Alliance	OH	2						12:15 a.m. A disc emitting bright white light from a dome on top and with rotating red lights around the rim approached a car within about 40 feet, and hovered. The frightened witnesses fled at high speed, and the UFO apparently followed. The object was finally seen speeding away to the northeast. (Keyhoe & Lore, 1969a, p. 8; report by Walter N. Webb.)

660422	Wenham	MA	2						9:30 p.m. EST. Several witnesses at a college saw an orange circular object approach to within 600 feet at about 100 feet altitude. The object made a right angle turn and moved out of sight behind trees. (Fowler 1974, p. 340.) [Note: There are two towns named Wenham, one north and one south of Boston.]
660423	Warren	OH	2						Time not reported. A round white object approached and followed a car. (NICAP notes.)
660423	Randolph	MA	2						8:40 p.m. EDT. Police and others in a rural lake area sighted an "elongated egg shaped" (elliptical) object with white lights around its perimeter, colored flashing lights on its underside. (Fowler 1974, p. 340.)
660424	Ashby	MA	2			BBU			silent object with a bright blue light on top dive within 100 ft of a car
660423-24	Dorchester	MA	2						10:30 p.m. EST. Members of a family about 13 miles north of Randolph, Mass., saw a disc with dome on top and blinking red lights around the edge, and a brilliant yellow light on top of the dome, bobbing up and down as it moved. The yellow light blinked or flashed alternately with the red lights. The object stopped, hovering over a building. After a while it approached the family's apartment building and maneuvered between it and the adjacent building, emitting a humming sound. It hovered again briefly at the end of the alley, then moved away erratically to the east and disappeared. The same or an identical object was seen again several hours
660424	Johnson City	TX	2						3:30 a.m. CDT. An architect and Naval reserve officer camping out with his daughter heard a fluttering sound, then they saw a disc-like object (estimated 20 feet diameter) with a double row of lights or ports around the rim hovering 150-200 feet away at treetop height. It appeared to be rotating, and a blue light pulsated around its rim. The UFO gradually accelerated and moved away to the southwest. (NICAP report form; U.F.O. Investigator, Vol. Ill, No. 8, May-June 1966, p. 8).
660426	Follansbee	WV	2			BBU			silent 30 ft object shaped like 2 bowls, at 100 ft altitude ahead of a car
660429	Paraguay, Ascuncion	Argentina	2						3:55 p.m. LT. The pilot of a Beechcraft Bonanza en route to Posadas, Argentina, saw a gray object like one plate inverted on top of the other (disc) with portholes, and emitting an apparent exhaust. (Weinstein, 1999, p. 34, from Lumieres Dan La Nuit, No. 125)
660501	Watertown	MA	2						10:00 p.m. EDT. Four witnesses saw an oval object with bright rotating red, green, and white lights pass over the Watertown Arsenal. (Fowler 1974, p. 341)
660504	Cardington	OH	2						Time not reported. About 10 people watched a saucer-shaped glowing object hover above the trees for 30 minutes. Smaller lights, occasionally flashing, darted to and from it. The object departed when an aircraft approached the area (aircraft avoidance). (NICAP notes.)

660506	Carnestown	FL	2						2:05 a.m. EDT. In Collier County, southwest Florida, vicinity of Naples, a shaken motorist made a statement to Naples police about his car being approached from behind by a "large white light" that came within about 100-150 feet of his car, changing color to blue-green. He tried to flee, but the UFO zoomed past him making a "whooshing" noise, and circled around to the left and disappeared. (NICAP notes, police statement in Donald E. Keyhoe Archives.)
660523	Gainesville	FL	2						University campus police saw a round glowing object with outer ring of red lights, and a white flashing light in the center, hover above the athletic field, then fly away. (NICAP notes from newspaper story.)
660524	Temple City	CA	2						4:15 p.m. PDT. A woman driving in Temple City saw a strange object approach from the southwest, hover and bob around. She stopped and observed the object at relatively close range, at treetop level across a wide highway. "It was the shape of two geranium pots put together with the bands in the center," she said. Although the object was clearly outlined, there was a slight haze surrounding it. The color was bright green. Flashes of sunlight reflected off the surface, giving it a metallic sheen. On the body were what appeared to be a row of louvers and an antenna-like projection. After several minutes the object climbed to the northeast, observed as it moved away by employees of a nearby restaurant who were alerted by the witness. (Los Angeles NICAP Subcommittee report.)
660601	Lake Ontario	CAN	2						10:30 p.m. LT. A former RCAF pilot and a friend were cruising on the lake when they saw lights on the water ahead. As they approached within a mile, the lights rose with an audible "swish" and a pulsating humming sound. The two men now could see that it was a disc with dome on top, and it cast an oval reflection on the lake surface. Around the dome was a row of bright yellow lights, and blue-green lights were visible around the lower perimeter (body lights). After hovering briefly, the UFO took off at high speed and quickly disappeared. (U.F.O. Investigator, Vol. Ill, No. 9, Aug.-Sept. 1966, p. 5)
660602	Massillon	OH	2						Day. A moving luminous cigar-shaped object stopped, then discharged three smaller objects which rose, separated, and flew off in different directions. The parent object then went straight up at terrific speed. (NICAP notes.)
660608	Castlegar, British Columbia	CAN	2						11:00 p.m. LT. Three persons reported that their car was followed by an oval object about 6 feet in diameter moving about 10 feet above the power lines on a parallel path. The object was emitting a bluish glow, and two light beams extended from it, one pointing upward and the other downward. No sound was heard. (Flying Saucer Review, Vol. 12, No. 6, Nov.-Dec. 1966, p. iii; from the Castlegar News.)
660611	Westport	MA	2						3:45 a.m. EDT. A disc shaped like two plates one on top of the other, with a dome on top, white, yellow, blue, and green flashing lights around the circumference (body lights), buzzed over a car and hovered ahead over the road. (Fowler, 1974, p. 341; Boston Traveler, June 13, 1966, quoted in Flying Saucer Review, Vol. 12, No. 5, Sept.-Oct. 1966, p. 30.)

660613	Milan	MI	2			BBU			cops saw object on 3/17 and another on the ground on 6/13
660616	Mt. Sunapee	NH	2						Time not reported. A woman saw a large glowing obiect hovering near telephone lines. An articulated glowing pink to red-colored rod extended to the wires, withdrew, and then the object sped away over the mountains. (New Hampshire NICAP Subcommittee report.) The time probably is included in the NICAP file report.)
660623	Hamburg	NY	2			BBU			an intense red light lit the ground near a house
660718	Baytown	TX	2						9:00 a.m. CDT. Service station personnel saw a white object shaped like two saucers face to face (disc) with a row of square windows in between. The object was hovering above a store about 100 yards distant, then it began moving, rapidly accelerated and sped away. (McDonald, 1968a, pp. 57-58; Houston Post, Oct. 8, 1966.)
660720	Jaffrey	NH	2						10:30 p.m. EDT. An elliptical object with two rows of body lights passed over a religious center. As it progressed, the lights changed color from white to red to orange to yellow to green and back to white. (Fowler 1974, p. 341.)
660722	Fremont	IN	2						11:25 p.m.. While driving his son home from the railway station, a realtor (retired WWII Navy officer) and his son saw an illuminated, 25-foot diameter disc with portholes on its lower convex surface. The object descended low over the car and hovered above it. When two other cars approached, the object extinguished its lights, then shot straight up into the sky leaving a trail of bluish light. (Hynek, 1972, pp. 95-96, 238; Ridge, 1994, pp. 12-13; NICAP notes.)
660801	Prince George's County	MD	2						12:30 a.m. EDT. Citizens and police in College Park, Lanham, Bowie, Seat Pleasant, and elsewhere around the region saw maneuvering, fast-moving lighted objects. When a police officer approached a hovering object that had pulsating red, green, and white lights, it began a series of maneuvers, descended almost to the ground, then sped away "like a shot." Before it sped away, the object emitted a strange multi-colored light beam that moved rapidly to the ground, also observed by another officer. Andrews AFB denied to a County police dispatcher that they had any unknown objects on radar, but the dispatcher said a control tower operator had acknowledged seeing a fast-moving lighted object, and he later learned that Andrews did have a UFO on its radar but would not admit it officially. (U.F.O. Investigator, Vol. Ill, No. 9, Aug. -Sept. 1966, p. 4.)
660802	Vancouver, B.C.	CAN	2						10:30 p.m. LT. A man saw a disc-shaped object behind his house hovering about 400-500 feet off the ground. The object made no sound . It was a darker gray than the overcast sky. After about 45 seconds it accelerated, displaying twinkling lights, and disappeared. (Flying Saucer Review, Vol. 12, No. 6, Nov. -Dec. 1966, p. iii.)
660806	Harlingen	TX	2			BBU			dark obj hover over house and a dwarf in shiny overalls appears
660818	Oil City	PA	2						Time not reported. A train crew saw a thin elongated (cigar-shaped) object whose glow cast a green light over the area (environmental illumination). The glow lasted for about 7 seconds, and then the object shot away and disappeared. (NICAP notes.)

660819	Sault Ste. Marie	MI	2						Time not reported. A disc like an inverted dinner plate, with red and green body lights on top and bottom and flashing lights on the circumference, hovered over the Algoma steel plant. The object abruptly took off to the north at high speed, seen over a wide area. (NICAP notes; U.F.O. Investigator, Vol. Ill, No. 9, Aug. -Sept. 1966, p. 4.)
660831	Makklya	Finland	2						8:20 p.m. LT. A woman was called by her two daughters to observe from a balcony an object shaped like two plates, one inverted on top of the other (disc), flying at an altitude of about 200 meters. (Flying Saucer Review, 12(6), November-December 1966; from the He/s/ng/a Sanomet, Sept. 1, 1966.)
660905	unknown location	TX	2			BBU			peculiar light phenomenon and a small figure that entered a bedroom
660908	Marquette	MI	2						11:50 p.m. EDT. A legal secretary saw a yellow-white disc shaped like a soup plate that made a soft swishing sound as it flew across the highway, climbed, leveled off, and flew away. (NICAP report form.)
660917	Cranes Beach, Ipswich Bay	MA	2						4:45 a.m. EDT. A glowing cigar-shaped object oriented vertically, tilted at times, was observed for about an hour near the edge of the water. (Massachusetts NICAP Subcommittee report; U.F.O. Investigator, Vol. Ill, No. 10, Oct.-Nov. 1966, p. 4; Fowler 1974, p. 341.)
660921	Summerside, Prince Edward Island	CAN	2						6:30 a.m. LT. Eight RCAF pilots and crew members observed a bright circular object flying at high speed and maneuvering. The object stopped abruptly, descended and hovered near the ground for about 20 minutes. It then shot straight up and disappeared.
660922	Deadwood	SD	2						3:00 a.m. CDT. Police from several vantage points saw a large white hovering object, changing color to green, red, and back to white. When a spotlight was shone on it, the object would black out (light reaction). Two smaller white objects operating independently approached and hovered nearby. The large object bobbed around and emitted light beams toward the ground, and finally sped away. (Sagan & Page, 1972, pp. xxii-xxiii.)
660930	Anderson	IN	2						2:00 a.m. EDT. Police sighted a white ball of light surrounded by a bluish-white pulsating glow (halo effect), sometimes flashing red. The object maneuvered, made a sharp turn and flew southwest beneath an overcast, hovered over trees, rose and descended. (Indiana NICAP Subcommittee report; NICAP report form; police department report).
661014	Newton	IL	2						6:45 p.m. CDT. A yellow-orange disc-shaped object with a blue rim and a row of red lights just under the rim was observed at low level, its glow illuminating the ground. Static interfered with the telephone, and TV interference also was experienced (EM effects) during the sighting. (Keyhoe & Lore, 1969a, p. 45.)
661023	Randolph Twp	NJ	2						8:45 p.m. EDT. A policeman watched as a bright yellow oval UFO approached slowly at low altitude, then sped away when he shone a spotlight on it (light reaction.). (NICAP notes, from newspaper story-)
661026	Cold Bay AFS	AK	2			11092			tower operator saw a white object approach runway

661028	Lawrence	MD	2						1:00 a.m. EDT. A newspaper editor responding to phone calls saw a glowing white, cigar-shaped object hovering at a 45-degree angle over water towers. A closer witness saw bright white lights along its side. (Fowler 1974, p. 342.)
661112	Fort Ontario	NY	2						9:35 p.m. EST. A number of witnesses including a former Navy radarman reported a dark domed disc with a row of orange portholes along the lower portion. The object, illuminated by a faint glow, first hovered and then shot upwards out of sight. (NICAP report form.)
661113	Fords	NJ	2						5:35 p.m. EST. Several witnesses including a private pilot saw a very bright, round, pulsating orange light that hovered over a school emitting a humming sound. (NICAP notes.)
661115	Gaffney	MA	2						7:15 a.m. EST. Two hunters in a boat off the coast saw two cigar-shaped objects hovering in a horizontal position over the Beverly Farms area. (Fowler 1974, p. 342.)
661118	McMinnville	OR	2						12:25 a.m. PST. Several witnesses in a car reported an elongated greenish-white oval that hovered or moved slowly at low altitude. The driver felt and heard a deep vibration. (NICAP report.)
661118	Hawkinsville	GA	2						9:30 p.m. EST. Several witnesses including the chief of police saw a dark gray or black disc, with red, blue, green, and white body lights around its perimeter, hovering silently. It had a length to width ratio of 4:1. After a while the object started to move away, and receded into the distance where six more objects were visible (rendezvous). After 5-10 minutes, the objects suddenly disappeared. (Hitt, 1999.)
661201	Middleboro	MA	2						6:35 p.m. EST. An obiect with a curved surface, apparently oval, with two large bright red pulsating lights, dived in front of a car and hovered over woods just off the road. (Fowler 1974, p. 342.)
661202	Lake Sarah	MN	2						2:00 a.m. CST. A farmer saw a disc-shaped object an estimated 40 feet in diameter hovering over a corn field, making a noise like whirling wind. The object moved away, returned and hovered again, then lifted straight up and moved away to the east emitting a red glow. (NICAP notes based on newspaper story.)
661213	Rowley	MA	2						1:00 a.m. EST. A glowing red-orange oval object with a halo of light around it descended and approached the witnesses, t then disappeared behind an embankment. (Fowler 1974, p. 343.)
661230	Haynesville	LA	2			BBU			bright, pulsating glow, changing from orange to white, in the woods
1/0/1967	Galesburg	IL	2						One Knoxville farmer and several motorists reported that the UFO "was round, big as a house, had no flying lights, but let off a greenish-blue light." Vibrations from the craft could be felt in the farmer's truck as it followed him along the Victoria blacktop about 7:00 PM. (Skylook 41, p. 13)
670105	Winsted	MN	2			BBU			75 ft object landed on road, man dressed in blue overalls exited craft
670106	Harwich	MA	2						11:45 p.m. EST. A man and his daughter saw a thick, double-convex (lens-) shaped disc with a dark upper surface, trapezoidal sections of fluorescent light on the lower portion, and pulsating colored lights (body lights). The obiect responded to house spotlights by blinking in the same sequence (light reaction). (Air Force report form in Colorado Project files.)

670110	Bruceville	IN	2						8:30 p.m. EST. A woman and her son, 16, were driving home when they saw an elliptical dull gray object glowing a bluish color around the rim. It was estimated to be 25 feet over the car, 30 feet in diameter and 8 feet thick. The object hovered, moved slowly, then accelerated away. It displayed a disc shape when it banked slightly, and it had several dim lights (body lights) on its rim. (Ridge, 1994, p. 19. from APRO Bulletin No. 15.)
670110	Bangor	ME	2						10:50 p.m. EST. An electronics technician heard an intermittent sound that changed in pitch, then saw over the treetops two brilliant lights. Each light was dome-shaped and had a ring at the outer circumference. (Narrative from witness in Donald E. Keyhoe Archives files.)
1/15?/1967	Boxford	MA	2						3:00 a.m. EST. A witness saw a bright red object that looked like an upside down saucer (disc) with a white glowing rim. The object approached and circled the witness's home before moving away and disappearing. (Fowler, 1974, p. 343.).
670115	Granville	MA	2						5:45 p.m. EST. A woman and her two nieces saw a domed disc with white light emanating from portholes in its base. The object was seen three times within 20 minutes before disappearing. (Hartford Courant, Conn., 1/16/67; Gillmor, 1969, case 13; Keyhoe and Lore, 1969a, p. 45; U.F.O Investigator, Vol. Ill, No. 11, Jan. -Feb., 1967, p. 4.)
670115	North Granby	CN	2						Unspecified time. Six miles to the southeast of Granville, MA in North Granby, Conn., two women saw a disc-shaped object with a flange around it and white beams of light from portholes. The object passed between witnesses and a mountain. (Springfield Union, Mass., 2/22/67, copy in Keyhoe Archives)
670115	Roosevelt	UT	2						6:00 p.m. MST. Two couples saw a yellow glow coming from inside a dome-shaped object estimated to be two miles away. The object hovered and moved around slowly. (Salisbury, 1974, Case 40, Table 1)
670116	Warner	NH	2						5:00 p.m. EST. A motorist noticed a bright light seemingly pacing him. A long cigar-shaped object with amber windows eventually came toward him on a slow and steady course, and he heard a soft purring sound. (New Hampshire NICAP Subcommittee report, NICAP files.)
670116	Warner	NH	2						5:15 p.m. A couple in the same area reported seeing a slow-moving gray object with body lights. At 5:30 pm a woman and her daughter saw an object that looked like a box kite without paper (presumably rectangular) with two bright headlights on the front. The object was moving slowly, and hovering soundlessly, but there was a purring sound when it started to move away rapidly. All witnesses reported the object to be huge. (U.F.O Investigator, Vol. Ill, No. 12, Mar.-Apr., 1967, p. 5.)
670117	Freetown	IN	2						Francis Bedel, Jr., (23) of Portland, Indiana, was driving on State Highway 135, a two-lane blacktop road, north of Freetown, he later reported to State Police, when a brilliant glowing white light darted into his field of vision. (NICAP files)

670117	Freetown	IN	2						On the same stretch of highway on the same night, Mr. & Mrs. Phil Patton of Freetown, reported to State Police that a brightly lighted disc-shaped craft, about 30 feet in diameter, came down alongside their car. (NICAP files)
670118	Williamstown	MA	2						12:15 a.m.EST. Four witnesses saw a flash in the sky just before a power failure occurred. Then they saw a domed disc with body lights. It was near the ground on the opposite bank of the Green River. A red glowing object buzzed their car as they drove away. (Air Force report, Project Blue Book files, National Archives; Fowler, 1974, p. 343.)
670118	Norton	MA	2						6:30-6:45 a.m. EST. A man saw a cloud-like object with flat bottom, a dome on top, and a blue stripe. It hovered over an airport, then accelerated and sped away, disappearing in 3 seconds. (Robinson letter, NICAP files.)
670118	Shamokin	PA	2						6:00 p.m. EST. A family watched a disc with a red light on a projection at the rear approach at low altitude (estimated 400-500 feet), viewed through binoculars. As it neared, the object emitted two pinkish-white light beams downward at about a 45-degree angle from its forward edge. It then turned, rose suddenly, joined a second object and both sped away. (Keyhoe and Lore,1969a, p.43.)
670119	Dunbar	WV	2						9:05 a.m. EST. The owner of an appliance store saw a dull aluminum-colored sphere with a flange around the middle and a window at the top hovering about 4 feet over the road ahead of him. He estimated it to be 25 feet in diameter. When he was 10 feet from it, the object took off and swiftly rose out of sight. (NICAP report; Charleston Gazette, 1/20/67; Huntington Herald 1/20/67; Keyhoe and Lore, 1969a, sketch p. 46; Flying Saucer Review, 13 (3), May-June 1967, p. 4; U.F.O. Investigator, Vol. Ill, No. 11, Jan.-Feb., 1967, p. 4, dated as Jan. 17.)
670119	Shamokin (area)	PA	2						Around 6:00 p.m. Another family reported two objects, one with light beams with red/green blinking lights across the front, a halo of bright light, and two "antennae" on the top. About 45 minutes later, a pastor reported following an object in his car that had two antennae on the top near the rear of the object. (U.F.O. Investigator, Jan.-Feb., 1967, p. 8.)
670121	Gering	NE	2						4:15 a.m. MST. Two men saw a white or silver object with red, white, and blue pulsating body lights. It hovered for about 2 minutes and then seemed to follow their car. (Hall letter, Scottsbluff, NE., in NICAP files.)
670124	Westport	CN	2						6:00 a.m. EST. A driver for a news service saw an elliptical object with many colored lights or ports on the underside, some red, some green. The object hovered over a house for 15 minutes, then flew away. (Westport News, 1/26/67, copy in NICAP files.)
670203	Lindsborg	KS	2						7:40 p.m. CST (8:40 p.m. EST). Five people watched a disc or ellipse that first flew like an airplane, but then moved with irregular, jerky, up and down motions, and sometimes with hesitating forward motion. The object hovered over the highway for 15-20 seconds, then sped from sight in 15 seconds. Witnesses could see military bombing practice in the distance at the same time. (NICAP report form.)

670203	Hamilton, Ontario	CAN	2						8:30 p.m. EST. A man saw an object estimated to be 30 feet in diameter and 15 feet thick with a row of white lights and a tangerine-colored light on the bottom (body lights). The object zipped back and forth at terrific speed. Observations were made from various points coordinated by two-way radios. (Hamilton Spectator, 2/4/67, copy in NICAP files.)
670204	Gary	IN	2						7:00 p.m. CST. A woman saw two large, square amber lights with a green light between them from her home. The lights approached silently and hovered an estimated 30 feet above the ground about 100 feet away from her. (Letter from witness, 2/5/67, Donald E. Keyhoe Archives files.)
670204	Homer City	PA	2						9:15 p.m. EST. A sales engineer and a county assessor saw an egg-shaped object for 10 minutes, apparently on or near a hill at a reservoir. The object rose slowly to around 50 feet, hovered, then moved away after performing several radical maneuvers. (Johnstown Tribune-Democrat, Pa., 3/11/67, copy in NICAP files.)
670205	Oakland City	IN	2						1:45 a.m. EST. Seven members of a band saw an object that first looked like a boomerang, then appeared like a teardrop. It was a pale greenish-blue color with a cluster of white lights (body lights). The object also was seen by people in another car as it moved northwest. (Ridge, 1994, p. 20.)
670205	Crothersville	IN	2						2:30 a.m. Richard D. Barker of the Seymour State Police post reported he followed a huge ball of greenish-blue and white lights for some 10 miles about 2:30 AM before the light moved west towards Bedford. (Ridge, NICAP files)
670205	Bedford	IN	2						6:00 a.m. The woman reporting requested anonymity. The report she gave to the DAILEY HERALD-TELEPHONE provided the most vivid description of an unidentified flying object observed as far southwest as Oakland City and as far east as Crothersville.....35 miles away. At this time she arose because of noises on the roof roof. (Ridge, Clipping in NICAP files)
670205	Barkhamsted	CT	2						8:00 p.m. EST. Two couples in a car at the Barkhamsted Reservoir saw a dark sphere with randomly blinking red, green and white lights (body lights) around the edge. The object approached the witnesses, then hovered over the reservoir. (NICAP report form and report from Ted Thorben, NICAP investigator, 10/20/67.)
670206	Deming	NM	2						Noon MST. A woman saw two green cigar-shaped objects with a row of windows. Two small "propellers" were on top of each end. One object hovered over the highway, then paced the car and was joined by the second object that rose up from the ground. (Lubbock Avalanche-Journal, Texas, 8/10/67; NICAP report form.)
670206-07	St. Louis	MO	2						Midnight CST (1:00 a.m. EST). A couple was approached by an oval object that hovered just above the ground displaying red, blue, green, and white flashing lights. The object then flew away. (St. Louis Post Dispatch, 2/7/67, copy in NICAP files.)

670207	Westport	CT	2						12:20 a.m. EST. A former Navy pilot and airline navigator saw a brilliant white light, sometimes with a strong red light. The object oscillated as it flew along over the Merritt Parkway and returned. (Westport News, 2/9/67, copy in NICAP files.)
670207	Westport	CT	2						1:00 a.m. A woman saw an elliptical object with two flashing white lights and two steady white light beams. It flew at low altitude, slowly and silently. (Westport News 2/9/67, copy in NICAP files.)
670207	Owen County	IN	2						8:00 p.m. An egg-shaped object was reported by Paul Poorman on a farm near some strip mines. Poorman was a 33-year-old specialized police officer and qualified pilot. The object was white and well-defined, turned to a blood-red color, then a pale blue. (Don Worley files)
670208	Rossville	KS	2						Night. Three teenaged boys saw what looked like two car lights that came down to within 20 feet of the ground. The object shone a light beam on the witnesses after they had pointed a spotlight at it (light reaction). (Topeka State Journal, Kans., 2/18/67, copy in NICAP files.)
670208	Pleasant Valley	CT	2						10:00 p.m. EST. A newspaper reporter watched a bright orange ball or cylinder hovering over pine trees for several minutes. (Hartford Courant, Conn., 2/14/67, copy in NICAP files and in Donald E. I Key hoe Archives files.)
670209	Chester	MT	2						6:30 a.m. PST. A railroad foreman saw a saucer (disc) with a bright body light hovering over the railroad depot. The depot was engulfed in light (environmental illumination). The object departed straight up. (Spokane Spokesman-Review, Wash. State, 2/12/67, copy in NICAP
670209	Seymour	IN	2						7:50 p.m. EST. A state policeman saw a huge object, moving slowly, changing colors from white to red to orange, the color change associated with changes of speed (color/speed correlation). Venus was visible separately at the same time. (Ridge, 1994, p. 21.)
670210	Caledonia, Ontario	CAN	2						2:20 a.m. EST. A couple saw a metallic-appearing, saucer-shaped object with bright red and white lights (body lights). The object hovered for about 15 minutes and then flew away. A whirring sound was heard. (Hamilton Spectator, Ontario, 2/11/67, copy in NICAP files.)
670210	Alton	IL	2						7:30 p.m. CST. A couple saw a round, rotating, 25-foot diameter luminous object which changed color from red to white with occasional flashes of green. The object also had white lights in a triangle on the bottom (body lights). It flew, hovered, and passed over the witnesses. While hovering, a humming or droning sound was heard. (St. Louis Globe-Democrat, Missouri, 2/11/67, copy in NICAP files.)
670210	McCune	KS	2						10:30 p.m. CST. A high school teacher saw an unidentified light that changed from red to white to green. The object hovered, then left with a tremendous burst of speed (rapid acceleration). (NICAP report form.).
670210	Sandusky	OH	2				**NC**		Saucer hovers over AEC facility with blue beam
670211	Greenwich	CT	2						Night. An engineer and his wife saw a cylinder with a string of red and white lights (body lights). A steady light beam was emitted from the bottom. The object descended rapidly, then rose again. (Westport News, Conn., 2/16/67, copy in NICAP files.)

670212	Wharton	TX	2						Evening. Many people, including an airport manager, saw a bell-shaped object with bright light in the dome and revolving red, green, blue, and amber lights at the bottom edge (body lights). The object flew over the witness's car just above phone wires along the road, appearing big enough to cover the highway. It was later seen at tree-top level, where it hovered, banked, and took off. (Hall, 2001, p. 160; Houston Chronicle, Texas, 2/15/67.)
670212	Barrow	AK	2						Night. A man saw a basically red object that also emitted some bright green light. The object maneuvered and reportedly landed on ice for up to 20 minutes. It also hovered over a theater. A power failure occurred about the same time. (Fairbanks News-Miner, Alaska, 2/14/67, copy in NICAP files.)
670212	Kensington	CT	2						6:00 p.m. EST. Two known witnesses (plus other curious motorists) stopped to observe a bright white glowing object that had a red light on each side (body lights) hovering just off the road. (Fowler, 1974, p. 344.)
670212	Willington	CT	2						6:10 p.m. A man saw a bright white object that looked like a welding arc hovering over power lines. It was blindingly bright and brought tears to his eyes. (The Hartford Courant, Conn., 2/14/67, copy in Donald E. Keyhoe Archives files.).
670213	Tabor	IA	2						Early Evening. A man saw a large round red object with a searchlight (light beam) directed downwards that was sweeping the ground. The object moved slowly at first, then accelerated. (Letter dated 2/22/67 in NICAP files.)
670213	Davis	CA	2						7:15 p.m. PST. Two women driving home saw an object that came within 100 yards of their car. The initial light resolved itself into three huge lights in a triangular formation. (NICAP report form; McDonald, 1967, case 7; reprinted in Vaughan, 1995, pp. 205-6.)
670213	Woodland	CA	2						8:30 p.m. PST. An ex-Air Force man with pilot training saw a bright light for 25 minutes which maneuvered and seemed to pace his car. (NICAP report form, Los Angeles NICAP Subcommittee report, NICAP files.)
670214	Bellingham	WA	2						6:30 p.m. PST (8:30 p.m.). A woman saw a cigar-shaped object with rotating red, green, orange, and white lights (body lights). The object both hovered and darted around in various directions. The witness could see its reflection in the lake. (NICAP report form.)
670214	Suncrest	WV	2						6:45 p.m. EST. Two women and other family members saw a silvery disc, with porthole-like openings visible around the perimeter. Rays of light (light beams) occasionally were emitted from these openings in a variety of colors. The object hovered, then moved off making a sound like a strong wind. (Morgantown Dominion News, West Virginia, 2/15/67, copy in NICAP files; undated Kalapaca investigation report in NICAP files.)

670214	Lee's Summit	MO	2						7:50-8:30 p.m. CST. Two women saw a house-sized oval object with red, green, and blue blinking lights (body lights). The object hovered at about 40-50 feet altitude. Later it maneuvered around a U.S. Air Force plane that was searching for it, directed by one of the women via telephone. According to the newspaper report, the pilot was unable to see the object. (Kansas City Star, 2/16/67, copy in NICAP files.)
670214	West Frankfort	IL	2						8:20 p.m. CST. A woman saw an object shaped like a derby hat (domed disc) with a metallic sheen. The object hovered, then flew low over trees, remaining visible for 3-4 minutes. (NICAP report form.)
670215	Denton	TX	2						8:10-8:40 p.m.. CST. A teacher's car was followed by a flashing red light at various distances (car pacing). Two of the witness's students confirmed the report. (Letter dated 2/17/67 in NICAP files.)
670215	Arizona, Tennessee and Texas	Various	2						8:30 p.m. Widespread reports from Arizona, Tennessee, and Texas of a prominent fiery object shedding sparks and leaving a trail. A loud sound, flames, falling debris reported. Estimated duration 1-2 minutes. [Note: Positively identified as a satellite re-entry.]
670216	Towanda	PA	2						6:00 p.m. EST. A woman saw a big round light that moved and hovered, then shot out of sight. (NICAP report form.)
670216	Bombay	NY	2						7:15 p.m. A woman saw a round, white shiny object with a ring of orange stars around it at treetop level. The object stopped, hovered, and bobbed around. (Letter in NICAP files.) (Ogdensburg Journal, N.Y., 2/17/67, copy in NICAP files.)
670216	Augusta	GA	2						11:00 p.m. EST. A very bright luminous orange obiect rose out of the woods, its glow illuminating the terrain (environmental illumination). The object followed two women in a car on U.S. 1 south of the city, disappearing after about 5 minutes. (Hitt, 1999.)
670216	Kingman	AZ	2						11:45 p.m. MST. A soldier and his wife saw an pval object with red and green body lights approach their car at low altitude late on a cloudy night. The ground was illuminated (environmental illumination) by a moving light beam emitted from its bottom center. (Letter from witness, 9/14/67, NICAP files; U.F.O. Investigator, Vol. IV, No. 3, Nov.- Dec.. 1967, p. 3; Keyhoe and Lore, 1969a, p.44).
670216	Stoughton	WI	2			11383			a light with faded edges follow car
670217	Dorchester	MA	2						6:55 p.m. EST. A witness saw a cymbal-shaped object (disc) with a dome on top and 4-5 purplish lights around its perimeter (body lights). The object hovered at treetop height over a housing project for the elderly, then moved away. It made a whirring/beeping sound, which two other people also heard. (Fowler, 1974, p. 344.)
670217	Andover	MA	2						About 6:55 p.m. An airline salesman driving on route 93 slowed his car as he saw an object hovering silently just over the road. Uncomfortably, he drove underneath it and saw other people in cars looking at it. (Massachusetts NICAP Subcommittee Report, NICAP files; Project Blue Book files, National Archives; U.F.O. Investigator, Vol.. Ill, No. 12, March-April 1967, p. 6; Fowler, 1974, p. 344.)

670217	Lawrence	MA	2						7:45 p.m. An electrical engineer and his wife going south on Route 93 saw a loose cluster of 8-9 red, green, and white lights apparently on an object at low altitude and moving very slowly. A bright white light was at the bottom of the cluster (body lights). The object, going NE, passed over the road. (U.F.O. Investigator, Vol. Ill, No. 12, March-April 1967, p. 6).
670217	Palmer	MA	2						8:15 p.m. EST. Three yellow-reddish-orange globes of light moving with a smooth gliding motion were seen within 50 feet of a power line. The objects sometimes bounced up and down, and they moved away as a car approached. (Haines, 1994, p. 114; from Story, 1980, p. 202.)
670219	Putnam	CT	2						2:00 a.m. EST. Two police officers saw and pursued a large orange glowing object that moved with a fluttering side-to-side (oscillatory) motion. The object moved fast, hovered, moved slowly, and changed color to pink. (Worcester Evening Gazette, Mass. 2/20/67, and Hartford Courant, 2/21/67, copies in NICAP files.)
670219	Wharton	TX	2						Night. A series of independent sightings was reported overnight southwest of Houston near the Gulf coast in Wharton, Bay City, and Lane City. Witnesses included businessmen and prominent citizens. Exact times generally were not specified. (Houston Tribune, Texas, 2/23/67, copy in NICAP files and in Donald E. Keyhoe Archives files.)
670220	Oxford	WI	2			11394			an orange red object fly parallel to a truck
670220	Wharton	TX	2						Evening. Three bank employees in the Wharton area watched a moving red light that when viewed through binoculars appeared to be a saucer-shaped object, like two incandescent platters inverted one on top of the other and glued together at the rims. The object was flashing red, blue, yellow, and white lights (body lights). It hovered over smoke-stacks, shot up at a 90 degree angle, then dove and retraced its pattern several times.
670220	Binghampton	NY	2						9:10 p.m. EST. A Salvation Army Director while driving saw an object with airplane-like lights (body lights), but it then acquired a brilliant glow and flame was emitted from one end. The object hovered over the car, then sped away. (Binghampton Sun Bulletin, 2/21/67, copy in NICAP files.)
670221	Hungerford	TX	2						9:55 a.m. CST. A rancher saw a glowing disc at low altitude. The object was viewed for 10 minutes, until it shot straight up making an impossible L-shaped maneuver. (Houston Tribune, 2/23/67, copy in NICAP files and in Donald E. Keyhoe Archives files.)
670221	Parkville	MD	2						12:45 p.m. EST (11:45 a.m. CST). A man along with his mother saw a metallic-appearing object that hovered, circled (maneuvered), then accelerated and flew away rapidly. (Letter dated 3/25/67 in NICAP files.)

670221	Winfield	KS	2						8:35-9:00 p.m. CST. Two people saw a brilliant white cylinder that moved up and down, and back and forth, with a "quivering" motion. The object flew off, returned, hovered again, changed color to glowing red and departed. It then returned, hovered again for 3 minutes, and finally sped away. (Winfield Daily Courier 2/23/67, copy in NICAP files.) [Note: There is a Titan II ICBM Missile site located near Winfield.]
670222	Hagerstown	IN	2						Evening. A minister and his wife saw two airborne lights like headlights along with other colored lights. (Richmond Palldium-ltem, Ind., 3/3/67, copy in NICAP files; Keyhoe and Lore, 1969b, p. 34.)
670223	Boneta	UT	2						8:00 p.m. MST (9:00 p.m. CST). A milk truck driver saw a luminous orange object that paced his truck. When he stopped his truck and turned the lights off, the object shot straight up and out of sight. (Salisbury, 1974, Table 1, Case 41F.)
670223	Carterville	IL	2						8:10 p.m. CST. Two women saw a light so bright it hurt their eyes to look directly at it (brilliant luminosity). The object hovered, accelerated, and appeared to land in a clump of trees. It emitted a constant humming sound. The object disappeared after about 25 minutes. (NICAP report form.)
670223	Marion	IL	2						9:30 p.m. CST. A woman saw a red oval object surrounded by a pink glow (halo effect). The object hovered over a truck, then over the witness's car after the truck moved away. (Report in NICAP files; Marion Weekly Leader 2/23/67, copy in NICAP files.)
670226	Marlboro	MA	2						2:00-2:20 a.m. EST. A former teacher and her husband were awakened by an intermittent roaring sound. They sighted a white T glowing egg-shaped object with a red light on each side (body lights). Fowler, 1974, p. 345; Massachusetts NICAP Subcommittee report in NICAP files.)
670226	Abbotstown	PA	2						3:45 p.m. EST. A couple saw a small gray object approach just above the treetops and hover for about 2 minutes, glowing like white-hot metal and wobbling while stationary. (NICAP report form, 3/28/67.)
670226	Wiarton, Ontario	CAN	2						7:30 p.m. EST. Nine people in southeastern Ontario, including four provincial policemen, saw a bright shining object with lights changing color from white to green (body lights). (London Free Press (Ontario) 2/27/67, copy in NICAP files.)
670226	Coshocton	OH	2						7:45 p.m. EST. Two policemen saw two light-colored saucers of different sizes with associated red flames. The larger object was stationary and the smaller object hovered about it (satellite object). (Dover Daily Reporter, Ohio, 2/28/67, copy in NICAP files.)
670228	Madisonville	KY	2						6:30 p.m. EST. A couple saw a round object hovering overhead for about a minute. It had red and green body lights. The object then accelerated and sped away. It made a sound like a "low roar." (NICAP report form.)
670228	Grand Haven	MI	2						Night. Twelve people, including six deputy sheriffs, observed an unexplained object for several minutes. They provided two descriptions: (1) a reddish-orange object, and (2) a cluster of lights with bright center, reddish edges, and oval shape. (Ann Arbor News, Michigan, 3/1/67, copy in NICAP files.) .

670300	New Cuyama	CA	2						Night. A teacher saw a dome-shaped object with orange body lights on the ground (landed), which then rose, hovered, and departed. The witness claimed to be silenced by the U.S. Air Force. (Los Angeles NICAP Affiliate report, NICAP files.)
670301	Blairsville	PA	2						7:00 p.m. EST. Two witnesses watched an object the shape of a lamp shade (truncated cone) with a bright center stripe. The object hovered level, tilted, then accelerated and flew away very fast after 5 minutes. (Air Force UFO report form, copy in NICAP files.)
670301	Sharon	MA	2						7:25 p.m. EST. Two separate witnesses saw a white glowing oval object which moved about in the area of their homes. The object was silent and left a white flowing fuzzy trail in its wake. (Fowler, 1974, p. 345.)
670301	Toledo	OH	2						7:30 p.m. EST. Two couples saw a saucer-shaped object with flashing red and green lights. The object hovered briefly, then suddenly accelerated and zoomed out of sight. It was observed several times over a period of 20 minutes. (Toledo Record, 3/4 or 3/5/67, copy in NICAP files.)
670301	Gosport	IN	2						9:30 p.m. EST. Five people in a car saw a red object, fuzzy around the edges, estimated 50 feet long and 9 feet high (narrow oval or cigar-shaped). The object stopped, hovered, moved back and forth 500 feet away, then accelerated and departed at high speed. (Ridge, 1994, p. 21.)
670301	Poland	IN	2						10:05 p.m. About 20 miles northwest of Gosport, four people in a car saw a luminous red disc with a dome. It followed the car for miles (vehicle encounter), then hovered. (Ridge, 1994, p. 21.)
670302	Piggott	AR	2						11:30 p.m. CST. About 130 miles north-northwest of Memphis, Tenn., a junior high school science teacher and coach saw four lights that hovered at treetop level, then joined by more lights (rendezvous). (Memphis Press-Scimitar, 3/4/67, copy in NICAP files.)
670303	Wheaton	IL	2						7:00 p.m. CST (8:00 p.m. EST). Two people had several sightings of a bright fuzzy ball of light (spherical) one-fourth of a degree in diameter. It moved rapidly and made direction changes (maneuvered). (Letter dated 3/3/67 in NICAP files.)
670303	Wheaton	MA	2						7:25 p.m. EST. Two people watched a glowing yellow disc with a small red body light moving slowly to the west. The object stopped and hovered for a long time, then flew away to the east. A sound like a swarm of bees (buzzing) could be heard. (Letter 3/8/67, in NICAP files.)
670303	Plantation	FL	2						9:00 p.m. EST. Seven high school students saw two glowing pyramids (truncated cones?), followed by an orange flash. The objects landed in the middle of a road, then rose and disappeared. Other sightings were reported in the area. (Pompano Beach Sun-Sentinel, Florida, 3/7/67, copy in NICAP files.)
670303	Lewiston	IL	2						10:20 p.m. CST. A couple saw a large oblong object with 4-6 large square luminous windows in a row along the side. (Lewistown newspaper, copy in NiCAP files; Air Force report, Project Blue Book files, National Archives.)

670304	Vicco	KY	2						2:30 a.m. EST. Two witnesses saw a half-egg-shell (dome-) shaped object; its color varied from brown-red to dull orange to bright white. The object hovered and maneuvered at low level, as smaller objects emerged from its underside. The sighting lasted more than 35 minutes. (NICAP report form.)
670308	Goodland	KS	2						2:00 a.m. MST. A newspaper editor and two policemen saw a torpedo-shaped object with multi-colored flashing body lights that flew irregularly at high speed. The object had bright light beams at each end, and a made a sound like a huge vacuum cleaner. (Wichita Eagle, Kansas, 3/9/67, copy in NICAP files; McDonald, 1967, Case 6, reprinted in Vaughan, 1995, p. 205.)
670308	Sidney	AU	2						10:10 a.m. LT. Two women saw a grayish disc come out of clouds, disappear behind a railroad station, reappear and go back into the clouds, disappearing after 15 minutes. The object made a weird humming sound. (Sydney Sun-Herald, 3/12/67, copy in NICAP files.)
670308	Aurora	IL	2						12:00 Noon CST. A couple saw a brilliant red and blue circular object that emitted a beam of light. The object hovered, approached, then rose up and disappeared into or behind a small cloud after 3-4 minutes. (Aurora Beacon-News, 3/9/67, copy in NICAP files.)
670308	Westmont	IL	2						6:55 p.m. CST (7:55 p.m. EST). About 300 miles to the West of Grosse Pointe Woods, Mich. (see previous entry), several witnesses saw red and green lights that approached slowly at treetop level, then shot upwards, leveled off and moved quickly across the sky, disappearing behind trees and radio towers near the horizon. (Report by local resident received 10/25/67, NICAP files.)
670308	Caledonia	MO	2						7:15 p.m. ST (8:15 p.m. EST). A couple saw a shiny metallic watermelon-(elliptical-) shaped object with many body lights around the perimeter (green and red, plus white, blue, and yellow-orange). The object hovered overhead, then moved away rapidly. (Bardstown Standard, Kentucky, 3/16/67, copy in NICAP files.)
670308	Grosse Pointe Woods	MI	2						7:45-8:10 p.m. EST. Five witnesses saw a fiery glowing object shaped like a camp lantern or cone. Pictures were taken but reportedly show little. There were also reports of both civilian and military radar contact. (Frey report in NICAP files, NICAP report form.)
670308	Oswego	NY	2						8:10 p.m. EST (7:10 p.m. CST). A woman and her young daughter saw an oval with three red ports. The object emitted green" flashes as it passed overhead in straight level flight at moderate speed. (NICAP report form.)
670308	Houston	TX	2						8:35 p.m. CST (9:35 p.m. EST). A woman and four children saw an object described as "tower" shaped, with large "wings" and red, green, and white body lights. The object hovered over some trees for several minutes, then took off straight up and disappeared. (Houston Post, 3/9/67, copy in NICAP files.)
670308	Denver	CO	2						9:00 p.m. MST (10:00 p.m. CST). A greenish disc with dome was observed moving on a level course, then curving downward. (Air Force report No. 00534B in Colorado UFO Project files.)

670309	Shamokin	PA	2						Time not reported. A bank treasurer and his wife saw an enormous row of lights that eventually took on a round shape as an object neared and hovered over a mountain tree line. (U.F.O. Investigator, Vol. Ill, No. 12, Mar.-Apr. 1967, p. 8.) .
670309	Savanna	IL	2						8:35 p.m. CST (9:35 p.m. EST). Police and others saw a glowing disc with flashing red, green, and yellow body lights. The object hovered at first, then moved at high speed. Many other sightings were reported in the area. (Clinton Herald, Iowa, 3/10/67, copy in NICAP files.)
670309	Fort Wayne	IN	2						9:15 p.m. EST. A man (minister, ex-prison guard) saw a group of lights in an X formation that hovered, blinked on and off in sequence, turned like a top (rotated), and shot away. (Federspiel letter in NICAP files.)
670309	Las Cruces	NM	2						9:30 p.m. MST (10:30 p.m. CST). Two administrative staff members of the White Sands Test Facility northeast of Las Cruces saw a fuzzy, fluorescent orange light moving in front of the Organ Mountains to the southeast. (Tillett report in NICAP files).
670310	Phillipston	MA	2						12:20 a.m. EST. A witness saw an object shaped like a half ball with its flat side down (dome-shaped). The object glowed a bright orange-red all over and was about 10 times the apparent diameter of the moon, which was visible. (Fowler, 1974, p. 346.)
670310	Dareton	AU	2						6:30 p.m. An oval object with a tall dome, surrounded by haze, hovered above the road ahead of a car, and then accelerated away. (Flying Saucer Review, July-Aug. 1967, p. 30; APRO Bulletin, Mar.-Apr. 1967, p. 11.)
670310	Pawtucket	RI	2						9:00 p.m. EST. A man saw a large dark oval object that appeared solid and metallic, with a small light in front. It moved on an erratic path, tipping from side to side at 5-10 mph. After being in view for; about 30 seconds, it disappeared behind the gas station. (Massachusetts NICAP , Subcommittee report.)
670310	Salol	MN	2						9:45 p.m. CST. Two women and three youngsters in northwest Minnesota saw a bright orange oval which pulsated. The object hovered for 3-4 minutes, then went up and out of sight with a roar. (Roseau County Times-Region, Minn., 3/16/67, copy in NICAP files.)
670310	Ft. Chaffee	AR	2						11:30 p.m. CST. Three teenagers saw a house-sized object that had three huge lights. The object hovered over trees as if to land for about 5 minutes, then disappeared. (Ft. Smith SW Times Record, Arkansas, 3/12/67, copy in NICAP files.)
670311	Ashtabula	OH	2						Time not reported. An electrical engineer and four other witnesses saw three glowing, golden-colored objects approach from the northeast. The objects circled (maneuvered), and departed to the northeast very fast. (Columbus Dispatch 3/12/67, copy in NICAP files.)
670312	Paragould	AR	2						Early morning CST. Four witnesses saw a disc with bright white light beams that swept the ground. Red lights like roman candles shot out from all sides. The object floated low, and hovered. Witnesses felt vibrations and heard a sound like an alternating frequency beep. (Arkansas Gazette, 3/14/67, copy in NICAP files.)
670312	Rochester	MN	2			BBU			car-sized inverted mushroom-shaped object hovering 30 ft above ground

670312	Vernal and Roosevelt bt.	UT	2						8:15 p.m.MST. A couple saw the ground illuminated in front of their car. Looking for the source of the light, they saw a large object an estimated 150 feet above the ground shoot by. The object was shaped like a tapered boxcar and flame was coming out the rear. (Salisbury, 1974, pp. 46-48.)
670312	Glens Falls	NY	2						10:30 p.m. EST. A man saw a gun-metal-gray object shaped like a child's musical top, with lights around the circumference. Vapor trails emerged from points along the outer edge of the object. It hovered silently near the ground, then rose silently. Signs of life reportedly were seen inside. (Glens Falls Times, 3/14/67, copy in NICAP files.)
670314	Daytona Beach	FL	2						12:45 p.m. EST. Two woman saw a disc with a flat bottom and peaked top moving very slowly. The object was described as a very bright white, brighter than a conventional aircraft. It moved south parallel to U.S. Route A1A, then turned to the right and disappeared to the southwest after 3-5 minutes. (NICAP report form.)
670315	Linda	CA	2						4:30 a.m. PST. A woman saw a triangular object surrounded by red glow (halo effect). The object had two blinking red lights and four steady white body lights. It hovered over a highway intersection, then moved away after 10-15 minutes. (Marysville Appeal-Democrat, Calif., 3/15/67, report in NICAP files.)
670316	Free Soil	MI	2						12:30 a.m. EST. A woman saw a glowing egg-shaped object with lights around it as if they were on wires. The object was 6-8 feet above the ground. It dropped rapidly, then went straight up and repeated the maneuver. The object made a loud humming sound. (Manistee News-Advocate, Manistee County, Mien., 3/17/67, copy in NICAP files.)
670316	Keene	NH	2						11:10 p.m. EST. An associate editor of a local newspaper saw a glowing cigar that drifted back and forth about 30 feet above a snowy field in front of trees for 8 minutes. (NICAP report form.)
670317	Central area	PA	2						7:00 p.m.EST. A couple and their three children saw a fat boomerang-shaped object with three red lights in the center (body lights). It flew overhead, changing color, and seemed to follow their car. (Letter dated 3/29/67 in NICAP files.)
670317	Ann Arbor	MI	2						7:45 p.m. A man saw a red light that changed to blue as it moved slowly across the sky and disappeared. Then what he thought was the same light reappeared but as two white lights that slowly passed overhead (body lights). (Letter from witness dated 1 /9/68 in NICAP files.)
670317	Ohio Pyle	PA	2						8:00 p.m. EST. About 345 miles southeast of Ann Arbor, Mich., a couple in southwest Pennsylvania saw a fiery orange object that paced their car for more than a mile, then hovered over their home. (Uniontown Morning Herald, Pa., 3/18/67, copy in NICAP files.)
670317	Evansville	VT	2						10:30 p.m. EST. A couple saw an oval with a body light changing color from red to blue. The object seemed to follow their car before flying away over the horizon after 15 minutes. (White letter, 4/8/67, NICAP files.)

670318	Stow	MA	2						7:50 p.m. EST. Three witnesses saw a domed oval object surrounded with a ring of vapor. When the object was stationary (hovering), it glowed violet but when moving, it turned to reddish orange (color change/motion correlation). It moved with a dancing motion. (Fowler, 1974, p. 346.)
670318	Champaign	IL	2						7:30 p.m. CST (8:30 p.m. EST). Three people saw an oval or bowl-like object with a dome on too and a series of red lights around the circumference (body lights) that flashed in a pattern. There was a bright white spotlight on the bottom near the front. The object hovered over a field before disappearing, possibly landing. (Munday report, Urbana, 9/6/67, NICAP files.)
670321	Minneapolis	MN	2						7:45 p.m. CST. A couple saw a bright red oval that approached, stopped and hovered, four times emitting light or lighted objects toward the ground. (NICAP report form.)
670323	Omaha	NE	2						3:00-3:30 a.m. CST. A nurse, a nursing supervisor, and an aide saw a slowing white light that at times had a surrounding red glow (halo effect). The shape was said to be " like a bowl atop a plate" (domed disc).
670323	Omaha	NE	2						During the same time period, a woman in another area of Omaha saw two large (moon-size) lights making turns (maneuvering) in the sky. (Omaha World Herald, 3/23/67, copy in NICAP files.)
670323	Great Falls	MT	2						9:00 p.m. MST. Sheriff's deputies and other witnesses saw a yellow object with a red glow coming from the top and the bottom. The object hovered, then flew away. Many sightings reported all over the state. (Great Falls Leader, 3/24/67, copy in NICAP files.) [Malmstrom AFB, MT, Minuteman ICBM Complex]
670324	Los Alamos	NM	2						Disc hovers for 10 minutes.
670324	Belt	MT	2	C	5	11551			Dome-Shaped Object Lands In Ravine
670325	Joplin	MO	2						Early a.m. CST. Two reoorters saw three discs with domes and flat bottoms (domed discs) that were later joined by a fourth. White light was coming from windows positioned around the circumference of the domes. The discs hovered over a highway, then slowly moved away. (Joplin Globe, Missouri, 3/26/67, copy in NICAP files; APRO Bulletin, May-June 1967, p. 1.)
670325	Memphis	TN	2						7:00 p.m. CST. About 480 miles south of Canton, >> Illinois (see previous entry), two witnesses saw a solid, self-luminous, bright ^ reddish-orange circular object that at one point passed in front of a house and in front of power lines. The object disappeared but was then seen again, & and finally departed at tremendous speed. (NICAP report form.)
670329	Newulm	MN	2						7:45 p.m. CST (8:45 p.m. EST). A disc with windows hovered, then accelerated away. (Air Force report in Project Blue Book files, National Archives.)
670330	Burghfield, Berkshire	UK	2						7:30 p.m. GMT. Five people saw a carrot-shaped (cone-shaped) object about twice the size of an airliner. It moved sideways at first, then climbed and accelerated away. (Reading Evening Post, England, 3/31/67, copy in NICAP files.)

670331	Wellington	TX	2						10:30 p.m. CST. A witness reported seeing a cylindrical object about 100 feet long that was hovering just off the ground and emitting a motor-like sound. Other sounds also were heard, including a voice requesting that he undergo a physical examination. When the witness refused to do so, the craft took off. (Washington Star, D.C. (United Press International), 4/2/67; Flying Saucer Review, July-Aug. 1967, p. 31; Air Force report in Project Blue Book files, National Archives.)
670400	Moberly	MO	2						Evening. A couple saw an object with a short cylindrical body, dome-shaped top, and flat bottom (turret shape). Eventually it sped up and crossed the road in front of the car. (MoberLy Monitor-Indexand Evening Democrat, 7/14/67, copy in NICAP files.)
670401	Wayne County	IN	2						5:45 a.m. A farm wife was putting milkers on cows in a barn when she observed a round, red-yellow object the size of the full moon for about a minute. It hovered about 200 yards away, then climbed and disappeared in about three seconds. (Don Worley files)
670401	Hessel	CA	2						7:15 p.m. PST (10:15 p.m. EST). A family saw an unusual reddish light that approached their car after they flashed their headlights at it (light reaction). The object hovered in front of the car, glowing red with a dome visible on top. It had a hazv indefinite lower part at least as large as the upper part. (NICAP report form; U.F.O. Investigator, Vol. IV, No. 2, Oct. 1967, p. 3; NICAP report form.)
670401	Harrisburg	PA	2						9:15 p.m. EST. A woman reported an illuminated bell-shaped object, estimated to be 35 feet long and 20 feet high (length to height ratio 1.75:1), with white lights and a pulsating red light (body lights). (Pennsylvania NICAP Subcommittee report, NICAP files.)
670405	Menominee	MI	2						4:00 a.m. EST. Two University of Wisconsin students saw three large orange oval objects in formation that appeared behind their car, then moved in front of it, north of town. When they stopped the car, the objects hovered over the trees, their color changing from orange to purple. They then emitted a blinding light that lit up the area, and vanished suddenly. (Escanaba Daily Press, Mich., 4/6/67, copy in NICAP files.)
670405	Peterborough, Ontario	CAN	2						7:45 p.m. EST. About 450 miles north-northwest of Jonestown, a woman and her two children saw a small glowing sphere with a metallic band aooroach their car. (Peterborough Examiner 4/14/67.) About 45 minutes later in Welland, Ontario, about 165 miles northeast of Peterborough, a man saw an obiect with bright blue light that moved slowly and hovered, emitting a strange humming sound. (Letter 4/9/67 in NICAP files.)
670405	Belleville	KS	2						8:30 p.m. CST (9:30 p.m. EST). A manager of the Chamber of Commerce, his wife and grandson saw a disc with a peaked top surmounted by a green light. Its body was yellowish (like house lights) with red sections. The object flew over their car at an estimated 3,000 feet altitude. (Belleville Telescope, 4/6/67, NICAP files.)
670406	North Salinas	CA	2						8:45 p.m. PST; 9:45 p.m. MST). A couple watched a fly-by of a red disc with windows at low altitude. ((NICAP report form.)

670406	Los Angeles	CA	2						10:05 p.m. PST (11:05 p.m. MST). Two peoplen saw a fat, solid-gray cigar (ellipse) with a blinking red light for about 4 minutes. ^ The object flew tilted, and two smaller objects came from the path of the first (satellite objects). The objects were viewed through binoculars. (NICAP report form.)
670408	Millersburg	PA	2						Afternoon. Three women and three children saw an elongated object, split in the middle, possibly saucer-shaped, that was hovering near a telephone tower on a mountain. It then shot straight up and disappeared. (Harrisburg Patriot-News, Pa., 4/9/67, copy in NICAP files)
670410	Fayette County	IN	2						9:45 p.m. A glowing orange-yellow ball that swung in a large arc was observed by two witnesses for 20 minutes. It moved closer and became a huge dark object which reminded the witnesses of a passenger coach of a train with seven tall windows emitting light. (Don Worley)
670410-15	Danville	PA	2						3:30-4:00 a.m. EST. A woman saw a shiny inverted bowl with flashing red lights hovering above trees. It emitted five light beams from the underside, took off in "three steps" and quickly disappeared. (NICAP report form.)
670411	Orange	MA	2						6:45 p.m. EST. Three people saw a flattened disc or ellipse with a rotating red light on the underside. The object hovered 100 feet over a pond, moved slowly, then sped away. (Massachusetts NICAP Subcommittee report, NICAP files; Fowler, 1974, p. 346.)
670411	Royalston	MA	2						6:50 p.m. EST. (11 miles northeast of Orange). Two witnesses saw a mass of very bright lights, brighter than the moon which was visible. They descended and hovered, before moving slowly out of sight on an upward course. (Fowler, 1974, p. 346.)
670411	Woodville	ID	2						9:30 p.m. PST. While driving, a woman saw an amber-colored object shaped like a disc with a tall dome. She estimated that it was at a height of two telephone poles and as large as a car. (Ricks letter, NICAP files; The l/.F.O. Investigator, Vol. IV, No. 1, May-June 1967, p. 1.)
670412	Hackettstown	NJ	2						Night. Five people, including a policeman, watched a revolving object with a red middle, green lights on both ends, and white lights on the bottom (body lights) for 1.25 hours. The object left a white trail, and it started and stopped many times, becoming all white when not moving (color/motion correlation). (NICAP report form.)
670412	Toronto, Ontario	CAN	2						8:15 p.m. EST. An adult leader and :! 18 Girl Guides saw four lens-shaped discs with flashing lights on the rims (body lights). The objects circled the witnesses, and two shot away when an airplane Jet approached (aircraft avoidance). (Henry McKay report, 4/17/67, in NICAP files.)
670412	North Granby	CT	2						8:30 p.m. EST. A woman and her two "< children, ages 11 and 8, saw a glowing, red-orange bowl-shaped object that was emitting very bright light ("painful to stare at"). The object made rapid motions and hovered. A rod extended from it for about 5 minutes. Finally it shot ;-away to the northwest. (NICAP report form.)

670412	Coastal Keys Highway	CA	2						8:30 p,m. EST. Six members of a team while doing underwater film work for ABC News saw five bright white lights in formation, “pulsating bright-dim on a 1/2-second cycle and maneuvering around each other as they passed at about 200 feet altitude. (Letter to Herb Roth, 5/5/67, in NICAP files.)
670416	Ramey AFB(Shoreline at NE corner of)	Puerto Rico	2			BBU			disc shaped object with two levels -Hovering just above water
670416	Downsville, Ontario	CAN	2						1:15 a.m. EST. Two rotating red, glowing dome-shaped objects separated by a bar (dumbbell shape) hovered overhead, then accelerated away. (Letter dated 4/16/67 in NICAP files.)
670417	Shelley	ID	2						9:30-10:00 p.m. PST. A woman and her daughter, age 16, saw a large amber-colored light approaching their car at an altitude of 60-80 feet. As it moved closer, the object was seen to be round with windows on top, and light coming from a bottom bulge. (Ricks letter in NICAP files; U.F.O. Investigator, Vol. IV, No. 1, May-June 1967, p. 1.)
670417	Jefferson City	MO	2			BBU			300 ft WWI helmet shaped object come over a car bathing it in intense light
670419	Tully	MA	2						7:30 p.m. EST. Four witnesses saw a cream-colored domed object with flashing lights, bright white at first and then turning to red. The object hovered, made sharp turns, and moved off slowly. (Fowler, 1974, p. 347.)
670419	Huntinton	WV	2						8:45 p.m. EST. A witness reported to the newspaper having seen a round object with red and white colors which followed their car and appeared to move with a gliding motion. (Point Pleasant Register, W.Va., 4/22/67, copy in NICAP files.)
670420	Orange	MA	2						7:15 p.m. EST. Four witnesses saw an object with eight red blinking lights and two white lights (body lights). The object hovered, then moved away slowly. (Fowler, 1974, p. 347.)
670420	Coldwater	MI	2						8:15 p.m. EST. A man saw a large cigar-shaped object with many body lights arranged in groupings. It flew low and slow from east to west. (NICAP report form.)
670420	Bolten	MA	2						9:40 p.m. EST. Three people saw a domed disc with eight glowing yellow ports around the perimeter, white light on top, and red light on the bottom, turauoise lights front and rear (body lights). (Massachusetts NICAP Subcommittee report in NICAP files; Fowler, 1974, p. 347.)
670421	Ephrata	WA	2						1:30 a.m. PST. Two couples saw an unexplained light ahead and chased it in their car. Then they came upon an unidentified object sitting on the road and had to slam on the brakes to avoid hitting it . (June Larson report, 8/1/67, in NICAP files.)
670421	Cocoa Beach	FL	2						4:00 p.m. EST. A woman saw a shiny disc with a dome and hazy underside. The object hovered, and tilted as a small aircraft passed beneath it. The plane reversed course possibly to look at the UFO. (Florida NICAP Subcommittee report, NICAP report form, in NICAP files.)

670421	Phillipston	MA	2						8:00 p.m. EST. Three witnesses plus another separate individual reported a dark object with 2-3 bright red body lights that hovered and descended behind trees. Aircraft seemed to have been chasing it. (Fowler, 1974, p. 348.) .
670421	Tucson	AZ	2						9:55 p.m. MST. A yellow, dome-shaoed object with a flat bottom (hemisphere) and with a shaft of light (light beam) pointed upward, descended , tipping and swaying. (APRO Bulletin, May- June 1967, p. 7.)
670421	Maeser -Vernal	UT	2						10:30 p.m. MST A retired Air Force man saw nine silver, lens-shaped objects (discs) making violent maneuvers at an estimated 20,000 feet altitude. Viewed through binoculars, the objects had no visible rudders or tails and no vapor trails. (Salisbury, 1974, Table 1, case 46.)
670421	South Hill	VA	2			11677			road blocked by storage tank-shaped obj w/dome top
670423	Orange	MA	2						8:45 p.m. EDT,. A witness saw a circle of nine white lights that enclosed two red lights, hovering near a church. (Fowler, 1974, & p. 348.)
670426	Richmond	VA	2						8:30 p.m. EDT. Two siblings, 13 and 16 yearsb old, saw a silver oval object that had central flashing green lights and a bright light underneath (body lights). The object was hovering near the ground. (NICAP report form and letter.)
670426	Mt. St. Helens	WA	2						Night. Two teenagers saw a saucer-shaped object with a dome, swept back wings, and red body lights. As it pursued the witnesses' car and illuminated it with a light beam, a whistling sound could be heard. (Unidentified newspaper clipping, NICAP files.)
670427	Bloomfield	NM	2						4:34 p.m. MDT. Two men, one a Federal Aviation Administration electronic technician, saw a huge, polished, metallic-appearing ball that hovered, started to descend, and then disappeared when an aircraft approached (aircraft avoidance). (Letter received 11 /28/67, NICAP files.)
670427	SW part of State	OK	2						8:30 p.m. Three witnesses saw an object that flashed light beams onto a car and paced the car at J an estimated altitude of 200 feet, remaining visible for several minutes. (Arkansas ' Gazette, 4/29/67, copy in NICAP files.) .
670427	Kingston	NH	2						10:10 p.m. EDT (9:30 p.m. CDT). Three adults independently saw a dirigible-shaped (elliptical) object with "bubble" dome on top and two protrusions on its underside. (NICAP report form; Reynolds report received 7/26/67, NICAP files; U.F.O. Investigator, Vol. IV, No. 2, Oct. 1967, p. 3; Fowler, 1974, p. 348.)
670428	Toronto, Ontario	CAN	2						9:00 p.m. EDT. A real estate agent and occupants of three other cars saw a shiny, metallic-appearing flattened sphere ^ an estimated 20 feet in diameter and 15 feet tall, with a band of alternate non- ; blinking red and green body lights around the middle. (NICAP report 1 form; U.F.O. Investigator, May-June 1967, p. 3.)
670430	Orange	MA	2						Evening. Many witnesses reported five objects with three green lights in a row and two red lights (body lights) underneath. (The Worcester Evening Gazette, Mass., -5/2/67, copy in NICAP files.) [See previous case re: dropped "fire ball."]

670500	Samoset	FL	2						9:00 p.m. EDT. A couple saw a cigar-shaped object that resembled a plane about to land. It appeared to have lights inside and a red light on top (body lights), an estimated 4-5 feet from the body of the craft. (NICAP report form, copy in Donald E. Keyhoe Archives files.)
670506	St. George	UT	2						1:43 a.m. MDT. A motorist on U.S. 91 heard a loud hum, stoooed the car, and saw a 40-foot diameter, amber-colored, circular object with domed top hovering 20-30 feet overhead. (Salt Lake City Tribune, 5/7/67, copy in NiCAP files; L/.F.O. Investigator, Vol. IV, No. 1, May-June 1967, p. 6; APRO Bulletin, May-June 1967, p. 6 (case misdated as May 13.)
670508	Chester Heights	PA	2						11:00 p.m. EDT. A woman saw a round object with four red lights (body lights) in a curving row and a very bright center light that flashed on and off. (Ritter report received 7/28/67, copy in NICAP files.)
670509	Champaign	IL	2						Evening. Two people saw a white-lighted object that changed color to red as it flew rapidly from north to south. The object circled the airport, turned on a bright light, made turns, and hovered, then moved south above the witnesses, who followed it in a car at speeds over 90 m.p.h. (Witness letter, NICAP files.)
670509	Beloit	WI	2						9:05 p.m. CDT. On the same evening, about 200 miles 11 north-northeast of Champaign, Illinois, a woman heard a hissing sound, then saw an object with flashing blue, red, green, and yellow lights. The object "swayed, jumped," and shot out of sight. (The Daily News, 5/10/67, copy in NICAP files.)
670510	Wayne County	IN	2						3:00 a.m.EDT. Fishermen saw a missile-shaped (elongated) object that had a glowing red ball at each end. A white glowing object seemed to land and grew increasingly bright causing the witnesses to fear an explosion. Witnesses left to get the sheriff. No physical traces found. (Ridge, 1994, -? P-22.)
670511	Wareham	MA	2						2:05 a.m. EDT. Four witnesses saw two inverted- -I dish (saucer-) shaped objects with rotating lights. The objects hovered, descended behind trees into a bog, bobbed up and down like a yo-yo, and sped away when police shone a light at them (light reaction). (Fowler, 1974, p. 348.)
670512	Neola	UT	2						8:00 p.m. MDT (2:00 a.m. GMT, May 13). Two men saw a silver ellipse or disc, 45 feet long and 15 feet thick (3:1 length to width ratio), ; with a distinct outline, that approached, slowed, descended level with a road, tilted and went over a hill. (Salisbury, 1974, Appendix B, Table 1, Case 48.)
670513	Vermillion	SD	2						8:00 p.m. CDT. A University of South Dakota faculty member and five others saw a lens-shaped object (disc) that passed under clouds, turned over, and changed direction (maneuvered). (Witness report, 7/18/67, in NICAP files.)
670516	Half Moon Bay	CA	2						1:30 a.m. PDT. A family saw a triangular object with a row of red lights and a white light on one end (body lights). The object hovered over the ground near a pond, made a roaring sound, then took off soaring over the house. (Redwood City Times, Calif., 5/16/67, copy in NICAP files.)

670517	Kamyshin	Russia	2						10:00 p.m. LT. Major Y.B. Popov, of Novosibirsk, together with Junior Lieutenant A.S. Nikitenko and several local residents saw a cascade of lights rushing across the night sky from the northeast in even rows. It was observed for two or three minutes. It passed almost over-head and took off into space. (Ref. 3)
670519	Grove City	OH	2						4:00-4:30 a.m. EDT. Four men saw a cigar-shaped object for 20 minutes that made various movements (maneuvered). One witness said it descended to within 150 feet of the ground, then made a 90-degree turn and flew off to the west. (Grove City Record, 5/25/67, copy in NICAP files.)
670521	Union County	IN	2						3:00 a.m. A dark object with a circle of red pulsating lights which lit up the area was observed for two minutes by two witnesses. The object moved slowly along a highway below tree-top level. (Don Worley files)
670521	Union County	IN	2						8:00 a.m. A farmer out hunting looked up when he heard a brief swishing sound. Six or eight light gray watermelon shaped objects in semicircle formation at undetermined height were moving rapidly to the east. (Don Worley files)
670528	Corinth	NY	2						1:25 a.m. EDT. A couple saw three light green glowing discs that flew low above treetops and then went straight up and out of sight. (Letter dated 5/28/67, NICAP files.)
670529	Saugus	MA	2						2:40 a.m. EDT. One witness saw a glowing red scallop-shaped object (disc) that had white flashing lights along its surface. The object moved slowly with a rocking motion, then departed upward at high speed. (Fowler, 1974, p. 348.)
670529	Bay City	MI	2						Night. Two teenagers saw a large, shiny circular object with whirling lights. The object hovered, moved, descended near a grove of trees, then later rose straight up, hovered, and flew away. (Bay City Times, 6/14/67, copy in NICAP files.)
670531	Danville	PA	2						Evening. A woman and three children saw an object with red and green rotating lights. It took off down river, and turned after a short distance. The colored lights were not visible after the turn, but there was a large light like a locomotive headlight visible. (NICAP report form.)
670601	Richmond	VA	2						11:30 a.m. EDT. A pre-teen boy and a 16-year-old S girl saw a hubcap-shaped (disc) object with red and green lights (body lights) 4 around the perimeter, white and golden at the bottom. The Volkswagen-sized J object landed in a clearing in the woods. (U.F.O. Investigator, Vol. IV, No. 1, May-June f 1967, p. 7; unidentified newspaper clipping, 6/2/67, NICAP files.)
670601	Shaunavon, Saskatchenwan	CAN	2						5:00 p.m. MDT. A school-bus driver saw a circular, dull aluminum object that had a superstructure with eight circular marks or portholes around its midsection. Above that was a glass-like dome. The object paced the bus for 2 miles. (Clausen report, NICAP files; U.F.O Investigator, school bus Vol. IV, No. 1, May-June, p. 3.)

670605	Uncasville	CT	2						9:20 p.m. EDT. A man saw three lights in triangular formation that hovered over a power station, emitted a brilliant blue flash, and moved away. Two of the lights were red and pulsating, and the third was a steady white. They were viewed through binoculars. (NICAP report form.)
670605	Vancouver Island, BC	CAN	2						10:30 p.m. PDT. Five neighbors saw a large saucer-shaped, orange-yellow object with distinct"* edges. The object flew into view, hovered for 2 minutes, tilted on edge, and took off at high speed. (Letter dated 6/9/67, NICAP files.)
670606	Colonsay, Saskatchewan	CAN	2						8:40 p.m. CDT. A former World War II paratrooper and others saw an object with shiny, bright, white oval lights (body lights). It approached within 400 feet, stopped, glided from side-to-side, then sped away. (NICAP report form.)
670611	Harrisburg	PA	2						11:15 p.m. EDT. A woman saw a bright cigar-shaped object with a red light. The object hovered, accelerated straight up and disappeared. The red light turned green when the object ascended (color/motion correlation). (NICAP report form.)
670611	Dorval, Montreal	CAN	2						11:30 p.m. EDT. Two witnesses, including a graduate student in psychology at Harvard, saw an oval, dull gray object with three colored lights (body lights) and a glowing pink band around the middle. The object moved slowly at tree-top level from lake to shore, hovered, then moved behind trees, finally disappearing. It was estimated to have passed 100-150 feet away from the witnesses at eye level. (NICAP report form.)
670618	Falcon Lake	CAN	2						Evening. A family crossing the lake by boat saw a shiny, metallic-appearing oval object with a slight rise on top. The object was an estimated 30 feet in diameter and 15 feet thick. When the object approached the witnesses' boat, it took on an orange tinge. (Bondarchuk, 1979, p. 31-34.)
670621	Los Angeles	CA	2						2:30 a.m. PDT (5:30 a.m. EDT). Two witnesses in a very barren area outside of the city observed two bright, cone-shaped objects, one after the other, that undulated, appeared to change to disc shape, and rose abruptly, the second joining the first in the sky. After hovering briefly, the objects vanished. (Los Angeles NICAP Subcommittee report in NICAP files.)
670621	Kenmare	ND	2						10:45 p.m. CDT. Three boys and a policeman saw a hovering oblong object that had a row of lighted windows or ports. They viewed it through binoculars for about one minute. (North Dakota NICAP Subcommittee report, NICAP files.)
670624	Trenton	ME	2						10:00 a.m. EDT. Two people saw a silver-gray, hat-shaped object hovering over the ocean about 500 feet from the shore. The object emitted vapor at its base. Finally it ascended into a fog bank, descended again farther away (maneuvered), then moved out of sight. (Fowler, 1974, p. 349.)
670624	Paso de los Libres	Argentina	2						At 10:00 pm in Paso de los Libres, policemen saw 8-10 bright lights that flew in formation over a military post at an estimated 15,000 feet altitude. (La Voz Del Interior 6/26/67, NICAP files.)

670625	Wilmington	DE	2						9:30 p.m. A man saw a lens-shaped, metallic-appearing object (disc) with a "deck" and a "pole" (protrusion) at the rear. The object passed over the house, turned about a half mile away, and came back over the house again before disappearing. (Phone call from witness, 7/20/67, NICAP files.)
670627	Winnipeg, Manitoba	CAN	2						1:00 pm. CDT. A couple saw a glowing yellow object shaped like a large soup bowl (dome shaped). The object hovered about 300 feet over a service station, moved slowly, hovered again over a river, then disappeared below the tree line. (McPhillips report, NICAP files.)
670630	Rapid City	SD	2						2:00 a.m. MDT. Three patrolmen saw a large object with red, green, and white flashing lights (body lights) and windows that emitted light illuminating the ground. The object took off and hovered just above trees, exhibited jerky movements, landed again, the white light growing brighter as it neared the ground (luminosity/motion correlation). (Rapid City Journal, 7/2/67, copy in NICAP files.)
670704	Corning	CA	2						5:15 a.m. PDT. At least five witnesses from two independent locations saw an odd oblong, metallic-appearing object with a brilliant light on top and a smaller light on the bottom near the front (body lights). (Corning Daily Observer, 7/6/67, UFO NICAP files; McDonald, 1968b, p. 74, reprinted in Vaughan, 1995, pp. 129-30.)
670704	Harrisburg	PA	2						9:30 p.m. EDT. A woman saw a torpedo-shaped object with two bright white lights and three vertical lines of light toward the rear (body lights). The object was directly over the trees about 300 feet away, and as it approached two smaller red lights were seen. (Cook report, NICAP files.)
670707	Canyon Ferry	MT	2						Nr. midnight. A relative of NICAP member George Earley saw a bright cigar-shaped object with revolving lights of red, white, and blue, that hovered for 12 minutes (timed by watch). He looked away for a moment, and when he looked back the object was gone. (Letter to George Earley, 1/4/69.)
670708	North Sea off English Coast	At sea	2						Time not reported. A ship captain and his crew saw a saturn-shaped object hovering over the sea. It then moved off until out of sight. (Letter from captain, NICAP files.)
670709	Harrisburg	PA	2						10:25 p.m. EDT. Two boys, 12 and 14, saw a round1 object with red lights on top and bottom and two bright white lights on the front , (body lights). The object approached about 60 feet off the ground with a fluttering motion and making a humming sound. (The Evening News, Harrisburg, 7/12/67, copy in , NICAP files; Cook report, NICAP files.)
670710	Lizelia	MS	2			11869			5:50 p.m. CDT. A golf pro, also Marine Corps retired, saw a domed object, the top gunmetal blue and the bottom the color of old lead. The object moved across the highway, tilted up, accelerated and disappeared into the clouds with a swishing sound. (Air Force unexplained case, Project Blue Book files, National Archives.)
670712	Irving	NJ	2						9:47 p.m. EDT. Three witnesses saw a solid disc with a thick rim and windows. Light was coming out of the windows. The object revolved and disappeared behind trees after 2-3 minutes. (NICAP report form.)

670712	Bristol	VT	2						Bt. 10:00-11:00 p.m. EDT. Several witnesses saw a bright object with two sets of lights, some of them green (body lights). The object landed in a pasture about 500 feet from the witnesses. (Burlington Free Press, Vt., 7/14/67, copy in NICAP files.)
670712	Orion	MI	2						Nr. midnight. A family saw two large orange; spheres that hovered over their driveway. One ball disappeared inside the other t (objects merged), which then ascended and disappeared. (Pontiac Press, Mich., 7/14/67, copy in NICAP files.)
670714	Palmerston North	NZ	2						1:30 a.m. LT. A youth saw a "ring of lights" (also described as a huge white oval light the length of a football field). The object(s) stopped (hovered) two or three times. (Evening Standard 7/15/67, copy in NICAP files.)
670714	Harrisburg	PA	2						10:30 p.m. EDT. Two couples, including an ex-military pilot, saw an orange ball (sphere) hovering at low altitude, clearly visible beneath a heavy overcast. (NICAP report form.)
670715	Harrisburg	PA	2						10:30 p.m. EDT. A couple saw an object with a red light on one end and green light on the other, with a row of revolving flashing white lights on the top (body lights). The object moved slowly at low altitude until lost behind trees. (Pennsylvania NICAP Subcommittee report, 9/15/67, NICAP files.)
670715	Enola	PA	2						10:30 p.m. EDT. About 50 witnesses reported seeing an orange-red ball (see July 12, Orion, Mich., and July 14, Harrisburg, Pa.) that hung over the WHP radio towers, moved toward a mountain, hovered again, then dropped out of sight behind the mountain. (Cook report, NICAP files.)
670715	Silver Spring	MD	2						11:30 p.m. EDT. An MIT graduate and retired Army engineer saw a small cylinder (estimated 4 feet long and 1 foot diameter) made of material like clear plastic with lighted grillwork and an open top. Initially, the object approached in the sky as a red light.
670715	Kirkwood	MO	2						10:30 p.m. CDT (11:30 p.m. EDT). A chemist and other witnesses saw a luminous orange sphere (see above reports) at tree-top level. The object slowly ascended, then broke in half. Each half broke into two pieces and their light went out (multiple lights/objects). (Epstein letter, NICAP files.)
670716	Lovelock	NV	2						Time not reported. Three miners reported a honeycomb-shaped object with windows and with glowing lights inside. First seen on the ground (landed), the object then ascended vertically. No marks were found on the ground. (Reno Evening Gazette, Nev., 7/20/67, copy in NICAP files.)
670717	Belfast	Ireland	2						Evening. Two silver-suited humanoids emerged from a craft and entered the woods. They returned and drifted back into the craft. (Flying Saucer Review, Nov.-Dec. 1967, p. 31.
670717	Sukhumi (Agudzeri)	Russia	2						11:00 p.m. L.V. Antonova, an editor with the publishing house "Thought", and T.I. Dantseva, fellow of the Kurchatov scientific institute, observed a strange object along with four other people. The weather was clear at the time. The object looked like a flat disk with shining edge, flying at an altitude of some 350 feet at the speed of a propeller aircraft. (Ref. 3)

670718	Amvrosiyevka	Russia	2						2:47 p.m. Student Y. Divak and a friend were fishing when they saw the reflection of a strange flying object in the water. Looking up, they saw a lusterless craft in the sky. It seemed to affect the sounds from the trains and from the nearby town. (Ref. 3)
670718	Miami	FL	2						10:20 p.m. EDT. Seven witnesses saw an orange, yellow, and red (red-orange) glowing oval, apparently translucent, pass by at an estimated altitude of less than 500 feet. One of the witnesses was a World War II flier. (NICAP report form, Stokesberry report, NICAP files.)
670719	Webster City	IA	2						11:30 p.m. CDT. Two brothers saw a circular object with a large white light in the middle, two red lights and two green, lights along the outer edge (body lights). The object approached at low altitude, passed overhead, made a tight U-turn (maneuvered) and returned, hovered, and moved away slowly. (Letter : received 12/26/67, NICAP files.)
670720	Titusville	FL	2						9:15 p.m. EDT. A woman and her daughter saw a bell-shaped object with a dull metal finish and five square windows. An intense white light came from the inside. A humanoid with slim torso, an egg-shaped head, and long rubbery-looking arms was visible at one of the windows, and "shadowy movements" were seen in other windows. (NICAP report form; Florida NICAP Subcommittee report, 8/11/67, NICAP files.)
670720	Summerdale	PA	2						10:45 p.m. EDT. Three people saw a round green light hovering over the WHP radio towers. The light turned red and descended to 200 feet above the ground. (Cook report, NICAP files.)
670725	Southern part of State	MI	2						11:30 p.m. EDT (10:30 p.m. CDT). A woman and several teenagers about 1,200 miles to the southeast reported a very similar phenomenon. They saw 5-6 objects radiating bright white lights "wobbling" over a field. When a plane flew into the area, the objects (lights) rapidly disappeared after turning bright red (color change/speed correlation). As the color changed, dogs in the area howled (animal reactions). (Stinson letter, NICAP files.)
670726	Rowley	MA	2						11:15 p.m. EDT. A woman looked out her bedroom window when she heard a loud whining, whirring sound and saw a glowing orange object in the sky. (Fowler, 1974, pp. 151-52, 349.)
670721	Jewish Creek [Homestead?],	FL	2			BBU			yellow "jagged" object rise above a swamp and land on a hill
670726	Dauphin	PA	2						11:20 p.m. EDT. A woman saw a red light hovering near her house and illuminating the interior of her house. The color changed to white and then to rose, and the light seemed to rotate as the color changed. (Pennsylvania NICAP Subcommittee report, 10/4/67, NICAP files.)
670727	Farmville	NC	2						12:30 a.m. EDT. Two witnesses saw an orange-yellow, "tri-level" object with lights coming from the upper area, apparently from within. The object appeared to be spinning. (Greenville Reflector, N.C., 7/28/67, copy in NICAP files.)
670727	Newton	NH	2						1:00 a.m. EDT. Three people, including an electronics technician and former Air Force radar operator, and a laboratory technician and former Navy radar operator, saw an orange-red starlike light that began to move. (Fowler report, 8/14/67, NICAP files; NICAP report forms; U.F.O. Investigator, Vol. IV, No. 2, Oct. 1967, p. 3; Fowler, 1974, pp. 152-55, 349.)

670728	Gilroy	CA	2						9:30 p.m. PDT. A state forestry employee at a fire lookout tower saw an oval blue-white light coming toward him at low altitude, a dark band visible around the middle (see July 4, Corning, Calif.). A bright white light also was visible on the top (body lights). The object alternately hovered and moved around, circling the fire tower. At one point it emitted a blue-white light beam which illuminated the ground. As the object circled the tower, the citizen's band radio emitted a variable pitch whining noise (EM effects), interfering with any effort to communicate. (NICAP report form; U.F.O, Investigator, Vol. IV, No. 2, October1967, p. 3; Gillmor, 1969, case 28.)
670729	Arnold	CA	2						1:00 a.m. PDT. Two witnesses saw an orange light "like a ball of fire" that approached from the horizon. It stopped (hovered), changed color to white, ascended slowly, changed direction (maneuvered), and continued ascending. After the color change, it moved in a "pulsating fashion as though leaping through space." (NICAP report form.)
670800	Venice	CA	2						Daytime, PDT. A summer school class and teacher saw a disc-shaped object that was making a loud roaring noise. The object moved directly overhead, now making a sound like an "electronic police car siren." (Amos letter, 9/26/68, NICAP files.)
670801	Chester	PA	2						9:00 p.m. EDT. The wife and daughter of a pastor saw three red, metallic-appearing, saucer-shaped objects with domes and portholes. The object was estimated to be about the size of a two-engine plane. (WXUR News report, copy in NICAP files.)
670803	Sawyer	ND	2						11:30 p.m. CDT. Two men saw a small white glowing object like a "light bulb" that flew from west to east, disappearing behind hills. The object reappeared at about 100 feet altitude, hovered over a wheat field and , slowly landed. (North Dakota NICAP Subcommittee report, NICAP report form.)
670804	La Guaira, Federal District	Venezuela	2						Morning. A lawyer who was fishing from a boat saw a gray-blue, double-saucer (Saturn-shaped) object with a rotating ring around the circumference and triangular windows. The ring was red and blue. (El Universal, Caracas, 8/20/67, 8/28/67 copies in NICAP files; U.F.O. Investigator, March 1968, p. 5.)
670804	Stoke-On-Trent, Kidsgrove, Staffordshire	UK	2						11:00 p.m. LT (7:00 p.m. EDT). Four witnesses saw a bright metallic-appearing disc with bright red dome moving from northeast to the south. Visible around the perimeter of the underside were 15-20 bright red rotating lights.
670804	Syracuse	NY	2						9:20 p.m. EDT. Four people saw a bell-shaped object with a horizontal row of red lights around the top, a series of white lights near the middle, and white-green light coming from the bottom (body lights). (Lorczak letter, NICAP files.)
670805	Eglin AFB	FL	2						6:40 p.m. CDT. A man saw three whitish oval objects approach Eglin at high speed in a V-formation. They stopped abruptly, hovered over the base at the radar station, then accelerated out over the Gulf of Mexico. The departure course appeared to follow the path of a radio navigation beam. (Hunkins letter, NICAP files.)

670806	Wyoming Flats	PA	2						3:30 p.m. EDT. Six witnesses saw a shiny metal-like, saucer-shaped object about 3 feet in diameter descend from above high tension lines with a buzzing sound. The object gave off a red glow as it descended, landed, then shot back up and away to the east. (Unidentified clipping and Bufalino report, 8/9/67, NICAP files.)
670806	Mexico City	Mexico	2						8:17 p.m. LT. Airport control tower personnel and others saw 10 yellow-orange-red objects moving in close formation going south to north. The objects changed formation (maneuvered) as they passed over the airport. (Ramos letter, 8/8/67, NICAP files.)
670809	Belye Krinitsy	Russia	2						3:00 p.m.Mr. Lytkiny and his wife were on vacation resting by the shore of a lake, when they saw a fast-moving oval object. It was milky white, with some small black rods arranged randomly on its surface. (Ref. 3)
670810	Harrisburg	PA	2						9:40 p.m. EDT. A top official with a telephone company saw a huge object, estimated 75 feet long, that was hovering about 125 feet over a field. It was an elongated, diamond-shaped object with white lights at each end, a red light on one side, a blue-green light on the other side (body lights), and a girder-type structure in the middle. (Pennsylvania NICAP Subcommittee report, NICAP files; U.F.O. Investigator, Vol. IV, No. 3, Nov.-Dec. 1967, p. 3.)
670811	Enola	PA	2						Time not reported. Two men saw a glowing object, with a light beam, that moved slowly in a rectangular pattern at low altitude, then accelerated upward and out of sight. At one point the witnesses drove to within one-half block of the object. (Pennsylvania NICAP Subcommittee report, 9/7/67, NICAP files.)
670814	Walnut Creek	CA	2						10:30 p.m. PDT. Four people saw a boomerang-shaped object with a white light on the front and a green light on the rear (body lights). The object was dull gray and apparently solid. It glided slowly along a low-altitude, horizontal path. (NICAP report forms.)
670823	Porthill, Newcastle-Under-Lyme, Staffordshire	UK	2						11:00 p.m. LT (7:00 p.m. EDT). A bright yellow-white elongated oval object was observed hovering in the northeast sky, sharply outlined and solid appearing. The yellowish glow pulsated or flickered in brightness. (Stanway and Pace, 1968, p. 6.)
670824	Pultneyville	NY	2						9:25 p.m. EDT. A woman saw three bright white ovals or elongated objects, each the size of the moon, that moved over Lake Ontario in a V-formation. The objects suddenly ascended and accelerated out of sight. A "beeping" sound was heard during the sighting. (Hall letter, 8/28/67, NICAP files.)
670825	Paragould	AR	2						Early the following morning, witnesses in Paragould, Ark., saw three oval objects, two red and one white, that hovered, then moved in straight-line formation "in circular manner." Other witnesses reportedly heard a buzzing or humming sound. (Arkansas Democrat, 8/25/67, copy in NICAP files.)
670825	Catia La Mar	Venezuela	2						5:00 p.m. LT. A man on the beach saw precipitous movement of water out of which three huge plate-shaped discs emerged and streaked out of sight. (U.F.O. Investigator, Vol. IV, No. 5, March 1968, p. 5.)

670825	Roswell	NM	2						5:25 a.m. MDT. A man with training in aircraft identification and his wife saw a bright white light and a blue glow with three vertical bands of lights (body lights) between them. The object approached at an estimated altitude of 500 feet, disappeared into a cloud bank and reappeared at closer range, hovered, and at one point approached the witnesses. (NICAP report form.)
670828	Rivers, Manitoba	CAN	2						Time not reported. A couple reported that an object hovered over their car, followed them, then hovered to the rear of the car. The car was illuminated by light beams and was reported to heat up. (Brandon Sun, Manitoba, 10/4/67, copy in NICAP files.)
670829	Crewe, Cheshire	UK	2						8:30 am .LT (4:30 a.m. EDT). Two witnesses saw an oval object with tall transparent dome approach from the west, slow and hover at an estimated 100-200 feet above them for about 30 seconds. (Stanway and Pace, 1968, p. 8.)
670829	North York	PA	2						Twilight. Five people, two of them adults, saw a round object with a dome. Soft red light was seen in the dome, and a string of white lights was visible around the bottom of the object (body lights). (Pennsylvania NICAP Subcommittee report, 9/19/67, NICAP files.)
670829	Oka, Quebec	CAN	2						11:10 p.m.EDT. A man saw a round object with pulsating, multicolored lights around the circumference and a white light on top (body lights). The object moved slowly at tree-top level, retraced its path, hovered, and suddenly ascended. The witness had physiological effects (not specified) afterwards. (Montreal Le Petit Journal, 10/1/67, copy in NICAP files.)
670830	Stoke-On-Trent, Staffordshire	UK	2						10:00-10:30 p.m. LT (6:00-6:30 p.m. EDT). Multiple independent witnesses had a complex series of UFO sightings. One witness gave a detailed description of an object first seen with unaided eye, then through a telescope. Other sightings in the area featured "bright" or "brilliant," often red-orange objects that alternately hovered and moved around. (Stanway and Pace, 1968, pp. 29-34.)
670831	Bentilee, Stoke-On-Trent, Staffordshire	UK	2						9:30 p.m. LT (5:30 p.m. EDT). Two young women reported watching a large, silvery-white object shaped like an inverted soup bowl (dome-shaped) that approached and hovered over a high school for about 5 minutes. (Stanway and Pace, 1968, pp. 10, 34-35.)
670831	Lewisberry	PA	2						8:35 p.m. EDT. A woman, her sister, and her children saw a dark gray, disc-shaped object with a row of white lights on the bottom (body lights). Harrisburg airport control tower had reported an odd cloud the same day. (Pennsylvania NICAP Subcommittee report, 10/4/67, NICAP files.)
670900	Drumheller, Alberta	CAN	2						Time not reported. A couple saw an object like two saucers rim to rim (disc) that swooped down toward their car so that the witnesses expected a collision. Then it moved up into the sky and flew away. (Ca/gary Albertan, 10/18/67, NICAP files.)

670902	Bentilee, Stoke-On-Trent, Staffordshire	UK	2						9:15 p.m. LT (5:15 p.m. EDT). Several witnesses watched an orange disc with bright red glowing dome as it flew low overhead and apparently landed in a field about 400 yards away. No sound was heard, but one witness felt "wind" as it passed overhead. A complex case with many facets. (Stanway and Pace, 1968, pp. 11,13, 40-43; witness interview transcripts 46i-46xii.)
670906	Meier, Stoke-On-Trent, Staffordshire	UK	2						9:50 p.m. LT. Several witnesses saw a vertically oriented "sausage-shaped cloud" in the eastern sky, behind which a light flashed for about 20 seconds at irregular intervals. (Stanway and Pace, 1968, pp. 14-15.)
670911	Port Elgin, Ontario	CAN	2						3:30 p.m. EDT. Six or more employees of a nuclear power plant saw a saucer-shaped object passing over the plant going east. The object hovered about 1.5 miles out over the lake and dropped something into the water. (Bondarchuk, 1979, pp. 122-24.)
670911	Silver Spring	MD	2						9:30 p.m. EDT. A couple and their five children saw a flash of bright orange light, then resolved into a bright light seemingly mounted on an object about the size of an automobile. The object appeared to make a search of a park area, moving back and forth and in figure 8's, at about 200-300 feet altitude. (Letter and visit to NICAP Office 11/8/68, NICAP files.)
670911	Arlington	VA	2						12:35 p.m. EDT. A witness in the vicinity of Washington National Airport saw a silver disc with a dome (sombrero shape) hovering, then it banked and moved out of sight behind trees. (Phone call from witness, 9/12/67, NICAP files.)
670913	East Bridgewater	MA	2						10:53 p.m. EDT. A man saw a row of orange-yellow lights (body lights) with a vague form behind them. The object hovered, changed to one light, then returned to its original appearance. (Letter from witness, 9/15/67, NICAP files.)
670913	Southbridge	MA	2						Evening, time not specified. Multiple witnesses, including a pilot, saw a cigar-shaped object with a row of white lights (body lights) on the side. The object hovered and maneuvered around, and once appeared to approach an airport as if to land. (Southbridge Evening News, 9/14/67 and 9/15/67, copies in NICAP files.)
670914	Washington	DC	2						2:20 a.m. EDT. A woman saw a bright, orange-yellow sphere that hovered and then sped away. The object was many times brighter than the moon and was seen for 10 minutes. (NICAP report form.)
670918	Cannock, Staffordshire	UK	2						9:00 p.m. LT (5:00 p.m. EDT). A family had several sightings of red lights like glowing coals beginning about 8:30 pm. At 9:00 pm, two red lights glided in front of a full moon, disappearing behind nearby rooftops. (Stanway and Pace, 1968, p. 15.)
670918	Sault Ste. Marie	MI	2						6:00 p.m. CDT (7:00 p.m. EDT). A woman saw a flat, round (disc-shaped), dark-colored object with a band of light around its circumference. The object landed in a field, ascended, then moved out of sight. No traces of the landing were found in the field. (Evening News, Sault. Ste. Marie, 9/20/67, copy in NICAP files.)

670919	Belgogradskaya	Russia	2						7:40 p.m. A witness named A. Serdyukov, who was traveling with a group of communications technicians, observed a luminous half-moon rising high in the sky directly in front of them. It descended rapidly, leaving a cone-shaped tail. (Ref. 3)
670920	Leek, Staffordshire	UK	2						Around 8:30 p.m. Three witnesses saw a very bright round, slightly oval object "bright as a car headlight" hover overhead in the clear sky for about 30 seconds. (Stanway and Pace, 1968, p. 16.)
670925	Tavigny, Buret	France	2						Daytime. Two hemispherical objects with flat bottoms were seen by a woman to emerge from some mist. One of the objects flew around a house and the other seemed about to land, then both rose and flew off. (Haines, 1994, p. 84, from UNICAT #629.)
670925	Toronto, Ontario	CAN	2						Night. Five policemen saw a white light that moved at low altitude over the highway ahead of a pursuing police car. The object suddenly stopped, then veered and accelerated away. (Toronto Telesram, 9/25/67, copy in NICAP files.)
671000	Sukhumi	Russia	2						Noon. Engineer V.N. Chechyanov and his coworkers saw a strange object in the clear blue sky for half an hour. It hovered for a while, then moved along the shore, rose and disappeared. (Ref. 3)
671000	Glencoe, Ontario	CAN	2						Night. Three adults and their children saw a cluster of unidentified red and white lights that seemed to be spinning as they apparently paced the witnesses' car. (London Free Press, Ontario, 10/12/67, copy in NICAP files.)
671002	Melville	NY	2						7:30 p.m. EDT. An aircraft company engineer and his children saw a white disc with rectangular windows, and a white light on top (body lights). A white light beam from the bottom illuminated the ground. (light reaction). (Hall, 2001, p. 161.)
671005	Johnson City	TN	2						10:15 p.m. EDT (11:15 p.m. ADT). Multiple witnesses reported an object with blinking multicolored lights, three portholes, and a prism-like component on the bottom that emitted light rays. The object hovered, moved slowly, sometimes rising and falling, and ascended. (Johnson City newspapers of 10/5/67 and 10/17/67, copies in NICAP files.)
671010	Bow River Forest, Alberta	CAN	2						Time not reported. A forest fire lookout saw an oval object with a rim around the circumference and a green light on top. The light rotated, and when the object moved it turned white (color/motion correlation). (London Evening Free Press,Ontario, 10/16/67, copy in NICAP files.)
671011	Unitah Basin	UT	2						8:30-9:00 p.m. MDT. Many people, singly and in groups, independently reported seeing a brilliant reddish-orange object moving south to north. It was described as a large, flat-bottomed dome (hemisphere) with pulsating red, green and yellow lights (body lights). Its light illuminated the ground as bright as day. (Salisbury, 1974, p. 55-61.)
671012	Dubuque	IA	2						6:30 p.m.CDT. Seven children saw a silver, egg-shaped object with legs that appeared to be preparing to land in the yard where the children were. Reportedly a similar object was seen several hours later over a nearby town. (Stars 6t Stripes, 10/15/67, NICAP files.)

671013	Elnora and Mirror, Alberta bt.	CAN	2						1:50 a.m. A locomotive engineer reported that his freight train was paced by an unidentified object for 30 miles. The object once came within 100 yards. was seen to be flat on the bottom with a dark dome-like structure on top (domed disc). It was estimated to be 40-50 feet wide and 15-18 feet tall. Possible EM effect noted on radio. (Keyhoe and Lore, 1969a, pp. 10-11.)
671014	Ouray	UT	2						7:45 p.m. MDT. Two men in a car saw a sharp-edged, bright orange object shaped like a "haystack on fire" (hemisphere), flat on the bottom, that rose from on or near the ground emitting blinding light as their car approached. (Salisbury, 1974, pp. 53-55.)
671017	Holmeschapel, Cheshire	UK	2						6:00 p.m. LT (2:00 p.m.EDT). A truck driver on the M6 Motorway watched a dark circular craft moving parallel to his path for 5-1/2 miles as he drove at 35-40 m.p.h. He stopped and got out to better observe the object, which was disc-shaped with a rim around the center and had illuminated portholes. (Stanway and Pace, 1968, pp. 17, 44-46.)
671017	Roosevelt	UT	2						10:00 p.m. MDT. A couple saw a large orange, ball of light that hovered over a corral. It was joined by a second orange ball (rendezvous), and they flew away together to the east. (Salisbury, 1974, Appendix B, Table 1, case 54.)
671017	Berkeley	CA	2						10:04 p.m. PDT (11:04 p.m. MDT). A woman saw an egg-shaped object which swooped down, skimmed over rooftops, stopped, retreated, then fell to the ground. (Letter from witness, 10/23/67, NICAP files.)
671018	Lake Charles	LA	2			BBU			bright, fiery ball flash 4 times while moving E, just above tree tops
671019	Medicine Hat, Alberta	CAN	2						9:45 p.m. MDT. Five teenagers saw a disc with two white lights at one end and a red light at the other (body lights). The object appeared to be spinning. It swooped down from high altitude, leveled off, and moved away at high speed. (Unidentified newspaper clipping, NICAP files.)
671020	Milledgeville	GA	2						4:36 a.m. EDT. Two police officers reported that a bright red ellipse followed and illuminated the interior of their patrol car. Later police sightings that morning very possibly or probably were astronomical. (Hitt, 1999.)
671022	Newnan	GA	2						4:30 a.m. EDT. Two police officers saw a ball of white light flying at treetop level. They stopped to get a fix on it, then tried to approach it, but it apparently outdistanced them so they turned back. (Hitt, 1999.)
671022	Winnipeg, Manitoba	CAN	2						Evening, CDT. Two real ! estate salesmen saw three brilliant, 2-3 foot diameter, pulsating red lights floating over a field, apparently body lights on a larger craft. A car stopped with six people who also saw the lights. (Bondarchuk, 1979, p. 47-50.)
671022	Humboldt, Saskatchewan	CAN	2						7:45-8:00 p.m. CDT. Two witnesses saw three lights that were about 4 feet in diameter. The two outer lights were orange/amber and blinked or flickered. The center light was a bright red inverted teardrop shape that moved up and down at regular 2-3 second intervals. (Clausen report, NICAP files.)

671022	Milledgeville	GA	2						Night. Two groups of policemen about a half-mile apart, while in radio communication, saw a glowing orange-yellow, cylindrical object rise from near the ground about one-quarter of a mile away from one of the groups. (McDonald letter, 12/1/68, Donald E. Keyhoe Archives files.)
671023	Bristol, Avon	UK	2						4:50 a.m. LT. A woman saw a cigar-shaped object, slightly narrower at one end, with a blinding blue light. Hovering near it were three separate, smaller orange and yellowish lights or objects. (Hennessey report, NICAP files.)
671023	Carlisle	PA	2						1:30 a.m. EDT. A man saw a silver egg-shaped object with a light blue ring around the center. The object hovered and then flew away, the blue ring changing color to bright pink (color change/motion correlation). (Pennsylvania NICAP Subcommittee report and NICAP report form.)
671024	Hatherleigh, Devon	UK	2						4:00 a.m. LT. Two policemen saw a bright cross-shaped light that moved at treetop level with witnesses it in pursuit. (Unidentified newspaper clippings and letter from local investigator, NICAP files.)
671026	Rock Hill	SC	2						Dusk, EDT. Two women saw a silver bell-shaped object with red revolving lights at the top (body lights) and an apparent row of windows around the upper portion. (Unidentified newspaper clipping, NICAP files.)
671027	Parshall	ND	2						3:00 a.m. CDT (4:00 a.m. EDT). A waitress driving home saw a large, round, revolving object with alternating triangular areas of coloration. The object was low and moving horizontally an estimated two blocks away. As it paced her car, she saw 2-3 white streaks of light (light beams) coming down vertically from the object.
671027	Max	ND	2						3:30 a.m. CDT. A milk truck driver reported a round, spinning red object that followed his truck for about an hour. At one point it hovered silently over his truck. (Hall, 2001, p. 188; MUFON UFO Journal, Oct. 1987, p. 19; U.F.O. Investigator, Vol. IV, No. 5, March 1968, p. 3; McDonald letter, 12/19/68, Donald E. Reyhoe Archives files; Keyhoe and Lore, 1969a, p. 6.)
671027	Weston Coyney, Stoke-On-Trent, Staffordshire	UK	2						7:15 p.m. LT (3:15 p.m. EDT). A witness saw an object dropping vertically from the sky. The object stopped about 100 feet above the ground and hovered. Its shape was like "squared off" spinning top with a dark band around the center. (Stanway and f, Pace, 1968, p. 18.)
671027	Parshall	ND	2						Sphere rose, paced car, which began steering hard. Object hovered near missile base, shot straight up out of sight in seconds (section V).
671030	Holland	MI	2						4:00 a.m. EST. A policeman saw a bright orange half-moon (hemisphere) shaped object that was three times the size of the moon. The object hovered, but moved off when the witness approached, disappearing behind trees. It reappeared briefly and then moved out of sight. (Holland Sentinel, 10/30/67, copy in NICAP files.)
671031	Stoke-On-Trent, Werrington	UK	2						10:35 p.m. LT. A witness saw through a window a glowing orange-red, cigar-shaped object hovering low in the sky, a bluish-green area visible on its underside. It was a clear, starry night. (Stanway and Pace, 1968, p. 18.)

671103	Verner, Ontario	CAN	2						10:45 p.m. EST. While driving, a couple and their children saw an oval light that moved alongside the highway, crossed over it, crossed back and went out of sight. (NICAP report form.)
671104	Greenfield	CA	2						12:35 a.m. PST (2:35 a.m. CST). Two women saw a bright circular object about 100 feet in diameter hovering 100-150 feet above a house at an angle. (California NICAP Subcommittee report, NICAP report form; U.F.O. Investigator, Vol. IV, No. 5, March 1968, p. 3.)
671106	Treysa	Germany	2						3:30-5:45 a.m. LT. Five UFOs were reported hovering over Hartdurg area. Two of the UFOs were approximately 15 to 20 feet in diameter and three were approximately eight to ten feet in diameter. All of the UFOs were of a red and white color with a green fringe. Witness photographed the UFOs on color film and submitted the unprocessed film to the Military Police. (NARA-PBB92-607)
671108	Charleston	SC	2						4:00 a.m. EST. A policeman saw a bright oval light with a red light on one end. It hovered at low altitude, moved back and forth (maneuvered), then disappeared. (Unidentified newspaper clipping, NICAP files.)
671109	Erin (near)	TN	2						11:45 p.m. CST. Two nurses driving home from a Waverly, Tennessee hospital stopped for a traffic light in Erin, Tennessee. While stopped they saw a large UFO approach and land on the highway in front of them. (MUFON Sympap81, p. 23)
671114	Liepaya	Russia	2						A large, luminous object shaped like a hemisphere hovered low over the ground. It moved away quickly with a fiery light that was painful to the eye. There were several witnesses. (Ref. 3)
671115	Yerecoin	AU	2						Time not reported. A farm manager saw a dome-shaped object with two square portholes bracketed by two round ports and emitting a loud humming sound. Possible EM effects on TV. (The West Australian, 11/17/67; Flying Saucer Review, Jan.-Feb. 1968, p. 32.)
671115	Sasnava	Russia	2						4:30 a.m. V. Treychis observed a round object in the sky for thirty-five minutes, twenty degrees above the northeast horizon. It seemed to measure 300 feet in diameter. (Ref. 3)
671115	Summerdale	PA	2						Bt. 10:50 and 11:15 pm. Multiple witnesses saw a white ball of light, possibly with red blinking lights on the side, bounce around over WTPA TV towers for 2-10 minutes. (Pennsylvania NICAP Subcommittee report and NICAP report forms, NICAP files.)
671120	Roosevelt	UT	2						10:00 p.m. MST. A man saw pulsating, rotating , red, green, and amber lights about 100 yards away. A shadowy round area could be seen below the lights. (Salisbury, 1974, Appendix B, Table 1, case 58.)
671121	Sofia	Bulgaria	2						5:10 p.m. LT. An unknown number of witnesses saw a slowly moving, high altitude object emitting a pale blue light over the city. First it looked like a large ball, then it stopped directly over Sofia and had a trapezoid shape. (U.F.O. Investigator, 5 Vol. IV, No. 4, Jan.-Feb. 1968, p. 3.) [Possible high-altitude plastic research balloon]
671127	Fayette County	IN	2						9:00 p.m. The object was observed by four witnesses at a rural home. The object dropped down near three other witnesses in a car on a rural road northwest of the Philco-Ford Manufacturing Plant. (Don Worley files)

671129	Quinan, Nova Scotia	CAN	2						2:00 a.m. AST. A man saw an object the size of a car with a rounded back, a pointed end, and two or three lights (body lights). It descended and landed in a clearing in woods for about 5 minutes. (The Vanguard, Yarmouth, Nova Scotia, 12/6/67, copy in NICAP files; U.F.O. Investigator, Vol. IV, No. 4, Jan.-Feb. 1968, p. 6.)
671203	Ashland	NE	2						2:30 a.m.CST. A police patrolman (Herbert Schirmer) saw a hovering, bright aluminum, elliptical object estimated to be 15 feet tall and 20 feet wide with flashing red lights inside. (Hall, 2001, p. 530-32, from: Blum and Blum, 1974, pp. 109-121; Gillmor, 1969, pp. 389-91; Story, 1980, pp. 318-19.)
671204	Newfield	NY	2						1:30 p.m. EST. A couple saw two round convex (disc-like) silver objects with windows around the rim. Their size was estimated as 15-20 feet in diameter and 5 feet thick in the center. The objects hovered at about 100 feet, separated, came back together and disappeared. (Unidentified newspaper clipping, NICAP files.)
671206	Harrisburg	PA	2						9:25 p.m. EST. A woman saw an object with a hump (dome) on top and a "window effect" on the underside showing soft white light, and pulsating blue lights on each end (body lights). (NICAP report form.)
671207	El Paso	TX	2						Early evening. An attorney saw a shiny gray cylindrical object with legs and body lights on the underside. The object hovered at 200 feet, then moved away across the mountains. (Unidentified newspaper clipping, NICAP file; U.F.O. Investigator, Vol. IV, No. 5, March 1968, p. 3.)
671207	Saskatoon, Saskatchewan	CAN	2						8:00 p.m. CST. An 11- and a 4-year old saw a large red object that emitted a small fiery object about 8 inches in diameter with manv swirling colors, especially green, pink, and white. (Report from Saskatchewan UFO club, NICAP files.)
671214	Clinton	MI	2						11:30 p.m. EST. Two aircraft pilots in a car saw a triangular object with a red light at each tip (body lights). (Unidentified newspaper clipping, NICAP files; U.F.O. Investigator, Vol. IV, No. 4, Jan.-Feb. 1968, p. 6.)
671215	Saxon	WI	2	0					1:00 a.m. CST. Three men driving to Saxon saw a rapidly spinning sphere with a white light on top and on the bottom, and red and green lights around the equator (body lights). The object approached at low altitude, hovered over a nearby field. (U.F.O. Investigator, Vol. IV, No. 4, Jan.-Feb. 1968, p. 6.)
671222	Millersburg	OH	2						Time not reported. A silvery disc with multicolored body lights revolving around its perimeter buzzed a car. (UFO Fact & Comment, Goodyear UFO Society, Akron, OH, Jan. 9, 1968.)
680000	Canon AFB	NM	2						1:00 a.m. to 2:00 a.m. On one particular night glowing objects were spotted beyond the fence line of the base and in the distant perimeter. The staff at the Air Force Base pretty much ignored these lights on the first night, wondering if it was just someone playing around, or not thinking a whole lot about it. (Brian Vike, HBCC UFO Research)

680800	Fayette County	IN	2						11:00 p.m. Object, humming sound, 5 mins. Dark football shaped object hovered 200 ft. over barn and projected bright bluish beam into cornfield. Moved off south still projecting fan shaped beam over countryside Witnesses 1? (Selby) (Don Worley files)
680120	Vermillion	SD	2						Round orange-red object hovered near ground, moved abruptly to position behind car, road illuminated; made repeated passes at car (Section XII, Vol. II, The UFO Evidence).
680124	Fayette County	IN	2						10:15 p.m. Two orange, glowing saturn-shaped UFO. Motor sound. Twenty minutes. Approaching from distance, objects hovered over woods across road, then one seemed to land while other moved over house. Three women terrified and got bibles and prayed. No landing indications in frozen ground. (Browning) (Worley files)
680204	Redlands	CA	2			BBU			200 witnesses see low-flying disc - 50-60 ft circular obj with 7 lights on the bottom, 8-10 lights on top
680213	Missoula	MT	2						Luminous elliptical object followed car for 30 minutes, moved back and forth across road, made sharp turns and unusual maneuvers, suddenly disappeared (Section IV, Vol. II, The UFO Evidence).
680307	Madison	OH	2						Time not given. CE, one witness (Robbin) No details. (SL-12)
680319	Beallsville	OH	2						Time not given. CE-2, one witness (Wells). No details. (APROB-16)
680616	El Choro	Argentina	2						Night. Chief of Provincial Police German Rocha and Police Major Niceforo Leon observed a round object with a vivid blue light. It landed, left a strange, powerful odor, and burned grass and shrubs. (Magonia #909, FSR 68, 5)
680621	Miramar	Argentina	2						A man riding his bicycle encountered a large object, 50 cm above the ground. The top part was spinning, and it cast a vertical beam of red light toward the ground. Calcinations traces were found by police. (Magonia #911, LDLN 95)
690718	Strongsville	OH	2						7:00 p.m. Walter Rogers was ten years old at the time, a very bright metallic silver disc, reflecting sunlight, descended as if going down a flight of steps, then went straight over the nearby farm field very fast. Viewed about 10 seconds. (Page 31, Regional Encounters: The FC Files, Ridge)
680701	Botucatu	Brazil	2						12:30 a.m. Three boys saw an object, about 8 m wide, 350 m away. It had a large tripod under carriage and a ladder reaching down to the ground. These devices were retracted, and the object rose a few meters, then flew off at high speed. (Magonia #914, FSR 68, 6)
680715	Columbus	TN	2						3:00 a.m. UFO emitted beam-like searchlight to ground. Also narrower red beam or ray in center. (See drawing. UFOs: A New Look, pg. 44)
680716	Indianapolis (near)	IN	2						11:00 p.m. 15 minutes. Two men in a car stopped to rest in a field after long drive. While driving into the field, with headlights on only long enough to avoid obstructions, they encountered a light. Shortly after, a large crimson red object hovered over trees. (MUJ, issue and page unknown)
68LateSummer	Lake Norman	NC	2				**NC**		Domed UFO near nuclear plant.

680800	Fayette County	IN	2						11:00 p.m. Object, humming sound, 5 mins. Dark football shaped object hovered 200 ft. over barn and projected bright bluish beam into cornfield. Moved off south still projecting fan shaped beam over countryside Witnesses 1? (Selby) (Don Worley files)
680816	Hamilton	OH	2						11:00 p.m. Large group of people saw a UFO approach, beam lights down which reflected off Greenbriar Lake. (See drawing. UFO's: A New Look, g. 43)
680816	Fayette County	IN	2						10:30 p.m. Slowly moving round white ball projecting white beam of light onto fields and woods as it moved south. One witness (W. Stanton) No sound. 9.5 mins (Don Worley files)
680818	Cluj	Romania	2						Round silver object flew overhead, reversed direction, three photos taken. Object finally shot upward out of sight (Section VII, Vol. II, The UFO Evidence).
680908	Evansville	In	2						3:00 p.m. Single witness (confidential). Lady and her son were driving and talking. It didn't look to be very far away (1/4 mile or more) and the witness said it didn't look big enough to hold an upright man. (See drawing, Regional Encounters: The FC Files, pg. 27)
681026	Greenfield	IN	2						10:00 p.m. Witnesses: Mr. & Mrs. R. E. Foster. While driving near Greenfield, they saw UFO come to rest on road about two miles ahead of them. It rose up and landed two or three times, and when the car reached the landing site on the road, car lights went out for half a minute or more in each place. (Letter to NICAP)
681122	Biloxi	MS	2						Domed disc descended, flew over shrimp boat, hovered briefly, shone light down on boat, then took off straight up out of sight (Section IX, Vol. II, The UFO Evidence).
681122	Fleury-d'Aude	France	2						9:00 p.m. A dozen witnesses saw a lens-shaped object surrounded with a blue glow, making a noise similar to that of a jet and emitting flashes, which landed in a field briefly. It suddenly took off and was lost to sight at the horizon. (Magonia #923, France-Soir Nov. 24, 1968)
681127	Belcourt	ND	2						Round object with body lights hovered, shone red light beam to ground. When officer shone flashlight at object, it immediately blacked out (Section V, Vol. II, The UFO Evidence).
681208	Grey	S. AU	2						Top-shaped object paced car, sped away (Section XII).
690310	Westhope	ND	2						Disc with dome passed overhead, stopped, emitted light beam onto road, illuminating police chief's car. Finally ascended, flew away to south (Ref. 1, Section V).
690531	Memphis	TN	2						C1 reported by Baird. No details available. (MUFON Skylook 8, 6)
691030	Waipukurau	NZ	2						Circular object with lights hovering over airport sped away making high, whining sound when security guard shone spotlight on it (Ref. 1, Section VI).
700101	Duncan, B.C.	CAN	2						Hospital nurse saw craftlike object hovering near building, two humanoid figures visible in upper portion (UFOE II, Section XII).
700420	Evansville (near)	IN	2						4:10 p.m. 10 minutes. Saucer shaped object above cornfield. (NUFORC)
700830	Vincennes	IN	2						11:30 a.m. Girl (7), saw a metallic disc in the ENE hovering over Wheatland Road and reported it to her parents. Her father went outside and saw the object, too. (See MADAR event Sept. 9)

701029	Helleland	Norway	2						Disc with dome descended, hovered over car, driver blinded by strong blue-white light, physiological effects. Object departed rapidly straight up (UFOE II, Section VI).
710107	Dennis	MA	2						A strange metallic object that shone with an orange glow as it moved through the sky may now be resting at the bottom of a lake. The object was observed independently by two school boys on the morning of the 7th on Cape Cod. (The UFO Investigator, Feb.1971, p.1)
710418	Pittsburgh	PA	2						Dusk. A man and a woman while driving on a rural road north of Pittsburgh, observed a football-shaped object resting on the ground or deployed just a few feet above the ground. The observation was made at a distance of approximately 80 yards. (UFO Investigator / May 1971, page 3)
710425	Pottstown	PA	2						About 9:00 p.m. A woman spotted a luminous object over a farmer's field while driving on a rural road. It was a very bright, pulsating light. It would move and stop, move and stop, in a jerking manner. (UFO Investigator, May 1971, page 3)
710529	Oxford (near)	MA	2						4:00 a.m. EDT. A shiny black "discus" that hovered, gyrated, and flipped over on its side was reported to have been observed at a recreational area near Oxford. (UFO Investigator / July 1971, page 3)
710531	Newmarket	NH	2						Two witnesses sighted a grayish white upright egg-shaped object with dark ports around its perimeter. It hovered a few feet above the ground in plain view in front of trees before ascending straight up and out of sight. (Raymond Fowler, UFOs: Interplanetary Visitors, pages 175-180, 340.)
71Summer	Karnes City	TX	2						Night shift. UFO encounter over open pit uranium mine, near Conoco Oil Co. (rense.com, Unevaluated)
710708	Chesterfield	IN	2						Evening. Saturn type UFO with high frequency whine. (Missing time, abduction) Same type UFO returns to farm (See May 16).Witness loses conciousness while watching it from upstairs bedroom. (Worley files)
710801	Westminster	MD	2						10:30 p.m. Report of an egg-shaped UFO with two rows of colored lights on its underside was received by state police. Charles P. Kenyon, 39, of New Windsor, Md., had driven his wife and their four children to a location outside Westminster to observe a violent Thunder and lighting storm then in progress. (Investigated by NICAP's Capital Area Subcommittee, chaired by astronomer John Carlson).
710920	Northern	Sweden	2						10:45 p.m. Engineer Sten Ceder was driving home when his car was suddenly brightly illuminated by multiple beams of light and he saw a square black object race past. He was then surrounded by a perceived dense black cloud that seemed to extinguish all light. (Flying Saucer Review Case Histories, Supp. No. 10, June 1972.)
711000	Florence	NC	2						6:00 p.m. Traingular Shape - black colored lights on the bottom- no other lights observed approximately 300 ft across completely silent moved slowly app. 30- 40 mph. No. of Witnesses: 1; Duration: 10 min. (ufoevidence.org., Unevaluated).

711012	Mattawan	MI	2						A teenager, four friends, and at least one adult reported observing "a bright white cloud flying in circles but traveling in a west to easterly direction" over Mattawan. Witnesses estimated the object was several hundred feet wide. (UFO Investigator/ Nov. 1971, page 3)
711105	Coarsegold	CA	2						About midnight a rancher and his wife observed a brilliant orange triangular-shaped object with a blinking red light on top. Two more identical objects then appeared alongside the first. (Los Angeles NICAP Subcommittee report filed by Mrs. Idabel Epperson, who interviewed the witnesses by telephone.)
711106	Pickaway County	OH	2						A UFO resembling a plate turned upside down on another plate that glowed with a white light, reportedly followed the president of a local school board and his wife as they were driving on a rural road just south of Lockbourne AIr Force Base. The object flying at an altitude of approximately 500 - 1000 feet, was observed for more than one hour, and appeared to to follow the couple to their farm and orbited the area for about 45 minutes. (UFO Investigator/ Dec. 1971, page 3)
711214	Cavetown	MD	2						11:45 p.m. Several residents (near Hagerstown), including a Maryland State Trooper and a college professor, reported seeing a bright light circling over Holiday Acres, a local subdivision. The object has been reported by local residents on several occasions, and is usually seen around 11 p.m. (UFO Investigator / Jan 1972, page 3)
720211	Apollo Beach	FL	2						A 24-year-old college graduate reported observing a disc-shaped UFO about 300 to 500 feet in the air and not more that 100 yards in front of the witness, flying right in front of his car around 10:40 P.M
720616	Gary	IN	2						No details on this close encounter listed in EGBA. Witness was "Alterwitz". (EGBA, page 672)
720719	Chicago	IL	2						10:42 p.m. Peter Reich, aerospace writer for CHICAGO TODAY, saw a UFO and wrote 4 column article. Incredible high-speed of object that looked like anti-collision beacon (red) over Lake Michigan. Estimated at 1/2 mile and 600 mph, object suddenly stopped, reversed course sharply and appeared to fly along a downward curve in opposite direction. (SL-58, page 12)
720722	St. Louis	MO	2						8:30 p.m. Sixteen witnesses. Large UFO observed over highway intersection I-55 and Union Rd. by three children. KXOK received 13 calls. (SL-72, page 10)
720731	Belleville	IL	2						9:45 p.m. 3-4 Mins. Four people observed a yellow discoid object, 50-60' in diameter at 300' altitude while driving. There was an unconfirmed radar track at Scott AFB. (SL-59, page 13)
720801	Lebanon	IN	2						Early morning. 45-min. First observed as a triangle of lights that just hovered. Object turned and flashed away at high speed. At this time there were three bright orange-red lights which illuminated the "saucer" which appeared to have "bat-like" wings. Observers watched with field glasses. (SL-60, page 9)

720811	Bensonville	IL	2						5:30 a.m. "It was shaped like a football and had a rim around it." Described as 50' long and windowless it continued to pulsate colors. First, a bright orange, then gray, then bright orange again. Estimated at 200' altitude other motorists in vicinity got out of their cars and looked at the object. (SL-59, page 11)
720811	Elgin	IL	2						5:30 a.m. Orange "football-shaped" object hovered over the ground, sighted by motorists. State Police in Elgin, the DuPage County Sheriff's Office, and suburban police departments reportedly received calls concerning the strange object. (See Bensonville, IL) (SL-59, page 11)
720811	Oak Brook	IL	2						5:30 a.m. Same object seen. (SL-59, page 11)
720812	Taize	France	2						Elliptical object with bright lights hovered near ground emitting light beams downward; satellite objects emerged. UFO reacted to flashlight (UFOE II, Section VI).
720819	Colby	KS	2						Luminous, bowl-shaped object hovered near ground; blinding white light brightly illuminated terrain; object made "whooshing" noise, shot straight up (UFOE II, Section - V).
720820	Reading	PA	2						Three city police officers, including a sergeant, observed an oval-shaped object hovering several thousand feet in the sky above Mt. Penn. They said the object changed color from white to red to bluish-green. (NICAP UFOI, Oct 1972, page 3)
720821	Portland	OR	2						9:45 p.m. A 39-year-old woman reported what appeared to be a solid object surrounded by pulsating lights. She first spotted the "elongated" object and observed it for approximately 20 minutes before it disappeared behind some tall fir trees. (NICAP UFOI, Oct 1972, page 3)
720821	Portland	OR	2						9:45 p.m. A 39-year-old woman reported what appeared to be a solid object surrounded by pulsating lights. She first spotted the "elongated" object and observed it for approximately 20 minutes before it disappeared behind some tall fir trees. (NICAP UFOI, Oct 1972, page 3)
720829	Reading	PA	2						Three city police officers, including a sergeant, observed an oval-shaped object hovering several thousand feet in the sky above Mt. Penn. (Reference: UFO INVESTIGATOR, October 1972, page 3)
720911	Butler	IN	2						1:55 p.m. 8-10' altitude!!! City Editor of the Aubury Evening News was in the Butler Police Station when a woman walked in. She came up over the crest of a high hill and there it was, about 3' above my car. It was about a car length long, but perfectly round with what looked like red fluorescent paint along the top, and it had four feet coming out of the bottom." . (SL-60, page 5)
720913	Burlington	CO	2						A rural family, who police say are responsible people, reported that a UFO "as big as a house" flew parallel to their car as they were driving down a country road at night. One witness said the object landed and took off twice in a nearby field. (NICAP UFOI, Oct 1972, page 3)

721009	Vincennes	IN	2						10:00 a.m. Several area residents reported sighting a silvery, blimp-shaped object high in the sky over Knox County at midmorning today, but Vincennes and Knox County police said they had no clues to its identity. Meanwhile, city police received a telephone can from a woman who "followed the UFO from Bicknell to Vincennes." No figures were available on apparent size, speed or height of the object, but all observers gave similar descriptions of its shape.
721014	Lorraine	IL	2						9:00 p.m. A gentleman, while driving a tractor on a side road, observed a dark, rectangular-shaped object (more like a trapezoid) outlined in blue light. Observed suddenly for 3seconds it then switched off. (SL-62, Page 10)
730102	Santa Ana	CA	2						At least eight witnesses observed a large oval-shaped object that appeared to hover as low as two hundred feet from the ground.
730221	Elsinore	MO	2						Evening. Six witnesses reported a close encounter with an object with a row of lights, hovering at 50' altitude. (Reggie Bone incident)
730303	Kampala	Uganda	2						President Idi Amin was among a large number of people who saw a UFO splash down into Lake Victoria
730406	Charleston	MO	2						Mrs. Dorothy Thompson saw an egg-shaped object at treetop level after her TV set went off and on
730406	Ellsinore	MO	2						At 11:30 a.m. a domed disc-shaped object with portholes and landing gear came down and landed in the woods four miles west of Ellsinore
730429	Shamokin	PA	2						More than a dozen residents of the Ferndale sub-division told state police they observed a UFO with "flashing lights" land on Burnside Mountain.
730430	between Kinchela and Gladstone, NSW	AU	2						Four teenagers driving saw a bright yellow domed disc or domed-ovoid craft dive quickly toward the ground.
730500	Catanduva, Sao Paulo (near)	Brazil	2						A man and his wife employed at the Fazenda Secap claimed to have seen an oval shaped flying craft, "with two figures like people, in big hats and linked together by a sort of tube."
730506	Kokomo	IN	2						Humanoid report, no details,
730512	Kent (Near)	OH	2						9:20 p.m. The witness was driving west on Route 76, near Kent, when he observed a group of flashing lights overhead, almost directly above the car.
730519	Springfield	MO	2						9:00 p.m. A blue cylindrical shaped UFO made a low silent pass.
730523	Mount Gambier	So. AU	2						A round spinning UFO with red, green, blue and purple lights buzzed a car with three teenagers
730527	Sao Jose Do Rio Preto, Sao Paulo	Brazil	2						2:00 a.m. saw a luminous flying object approaching her property. The object circled her garden and hovered
73Summer	Littleyork	IN	2						9:30 p.m. Four people in a car were driving near Weston Lake when a bright floodlight-type light was pointed at them. The object was behind the witnesses and off to the right. They stopped their car and watched the object, described as a "flat-bottomed catfish-shaped" object, as it passed overhead and off to the right at 65-70 mph and about 100' up. Duration: 10 mins. (FI-4 /Palmiter/ MUFON Indiana)
730614	Seville (200 miles north of)	Spain	2						4:30 a.m. A man driving saw an object shaped like a pot (truncated cone) flying rapidly toward him at low altitude

730628	Sandoval	IL	2						At 9:00 p.m. Mr. & Mrs. Sanders saw a cone-shaped UFO with multicolored lights at treetop level while driving
730800	Princeton	IN	2	C	5				Three see flying saucer during thunderstorm
730814	Traverse City	MI	2						A 19-year-old Lake Ann, Michigan, resident and his companion claim they observed a cylindrically-shaped object, about 50 feet in length, pass in front of their car around 10:30 p.m.
730819	Greenup	IL	2						One report report came from a Charleston resident who said a UFO had landed "about 200 feet from my car
730900	Brownsville	IN	2						2:00 a.m. Main features of case; disk craft observed at very close range.
730906	bt. Penong and Ivy Tanks	AU	2						The witness was a passenger in a semi-trailer on Route 1 enroute to Perth. She awoke to observe a brightly-lit egg-shaped object on the ground to the left of the road.
730908	Hunter Army Air Field	GA	2						"Saucer-shaped" object with flashing bright red and white lights dove at MP patrol vehicle
730908	Savannah	GA	2						A Savannah police officer saw “a large circular craft something like a flying saucer.
730914	Cuesmes	Belgium	2						At 7:45 p.m. a young woman and her father were driving through a mostly swampy area, when upon rounding a bend in the road they saw a luminous bright orange object shaped like a flower pot (truncated cone) hovering at low altitude
730916	Elmwood Township	MI	2						Brightly glowing ellipse hovered near house. (UFOE II, page 341)
730929	Obiob County	KY	2						Evening. Couple saw a bright-red light swoop down close enough to the earth to light up 1-1/2 acres of land
731000	Puy-Verday	France	2						While enroute to work, the witness' motorcycle misfired and stopped as dazzling bright light appeared on the road ahead. As he approached, he saw it was a luminous ovoid object, with smoke underneath, hovering just above the ground.
731001	Giles	TN	2						Evening. Two witnesses reported egg-shaped object with brilliant light on top disappear behind nearby trees.
731004	Chatsworth	CA	2						Elliptical object with dome hovered about 10 feet off ground, swaying back and forth. Humanoid being appeared,
731004	Simi Valley	CA	2						A man driving on the Simi Freeway saw a 30 by 50 foot triangular object in a dust cloud near the road
731005	Ziegler	IL	2						3:00 a.m. 15 mins. Lady saw object emitting high intensity light that hovered near her residence.
731006	St. Mathias, Quebec	CAN	2						Shortly after midnight a married couple saw bright lights on their property.
731009	Eaton	IN	2						7:30 p.m. No. sound. One hour plus. Object hovered above canning factory in residential area of town.
731010	Dayton (Near)	OH	2						8:00 p.m. At least 15 sightings of unidentified flying objects "covered with red, green and blue lights" zooming about at tree-top level, were reported in Southwestern Ohio
731011	Laurel	IN	2						7:30 p.m. 3-Mins. Sounded like swarm of bees. Object hovered over little town at tree top height. Jiggled up and down and sideways. Looked like two saucers together with cabin on top.

731011	Connersville	IN	2						7:50 p.m. Four witnesses reported two objects flew over at 400-800 feet and headed east. Each oval-shaped object looked like it had around 25 yellow and green lights, with a mist around them.
731014	Connersville	IN	2						Around 8:00 p.m. Grey fish-shaped object with plastic-like compartment on front and portholes on sides.
731014	Boston	OH	2						Evening. About eighty reports. Woman "hysterically" told law officers an oblong object with blinking lights landed in a field in Highland County
731015	Martinsville	IN	2						Evening. In South Central Indiana, Morgan County Deputy Sheriff Robert Williams said he saw an unidentified flying object that "took off from the ground"
731015	Huntington	IN	2						Dusk. UFO terrorized Indiana farmer and his wife by chasing his truck as he raced for home. Object vanished in a dazzling bursts of speed.
731015	Lambert and Marks	MS	2						Woman saw an orange oval giving off red glow hovering at treetop height
731015	Henryville	MS	2						Motorist encountered elliptical object with blue and orange body lights, legs, standing on the road.(UFOE II, Section VIII)
731015	Connersville	IN	2						7:30p.m. Forty-five workers saw a round object during their break. Five men from the D & M Dishwashing Manufacturing Co. saw a round object over the AVCO test area.
731015	Connersville	IN	2						9:00 p.m. Oval with dome, no sound, 1 Min. Seen at rear of D&M Mfg. plant when workers stepped outside for break. Craft with row of yellow lights and intersecting lines on bottom hovered
731015	Berea (Near)	TN	2						10:30 p.m. Awakened by the barking of their dogs, a farm family saw lights from a UFO in the woods.
731015	Connersville	IN	2						11:30 p.m. Three witnesses. No sound. Fishlike object suddenly grew larger and in the blink of an eye appeared just above the ground over a field on the north edge of E.
731015-16	Pine	LA	2						Sheriffs saw and chased pulsating orange objects that alternately hovered, swinging like pendulum, darted around at high speed (UFOE II, Section V, VIII).
731016	Hattiesburg	MS	2						Motorist driving to work, object landed on top of his car, all four doors flew open, then closed and he felt weight lift off car, saw a lighted object with blue, yellow, and gold rings around it moving away to south. (UFOE II, Section VIII)
731016	Between Gulfport and Biloxi	MS	2						A cab driver reported that he was confronted with a. blue, oblong UFO that landed in front of his car on Interstate 90.
731017	Pikesville	MD	2						At three o'clock in the morning a woman saw a red, transparent ovoid object, 15 feet long and 6-8 feet high. On top was a bubble. Inside she saw a human figure standing up.
731017	Warner Robins	GA	2						9 p.m. A cigar-shaped object chased a vehicle, making a humming sound.
731017	Wayne (Near)	NJ	2						Two men, driving on Route 23 to New York City from work, saw a large, round, silver craft hover over a field, then land.
731017	Johnson City	TN	2						Several sightings of UFOs: circular copper-colored object that descended, hovered near ground, took off straight up

731017	Danielsville (Near)	GA	2						A silver, oval-shaped object landed on C.S, Rt 29, 300 feet ahead of Paul Brown's car
731017	Loxley	AL	2						Clarence Patterson and his pickup truck were sucked up into a huge/cigar-shaped object with a green light.
731018	Mt. Vernon	IN	2						10:30 p.m. red flashing light on the rear, long and narrow described as like a squared-off cigar.
731019	Goshen	OH	2						9:00 p.m. (=-) While out on his farm with his coon dogs, "Sam" came upon a dimly lit object sitting in a field on tripod legs, approx. 300 ft away. The object was saucer-shaped with a dome atop
731019	Copeland	NC	2						A farm couple encountered a blue, oval UFO hovering near their mobile home.
731020	Campbellsville	KY	2						2:00 a.m. An early morning encounter with a "triangular-shaped object about the size of two cars" hovering about tree-top high not more than 100 yards" from home.
731024	Fredericktown	OH	2						About 9:00 p.m. CE-III; possible CE-IV. Woman in car pulling into drive, notices her headlights appear to cause a "washtub" object to light up and illuminate her back yard.
731025	Christy Creek	KY	2						9:00 p.m. Glowing orange oval hovered 300 feet above car, light reflected brightly off of car hood; object then sped out of sight.
731031	Okawville	IL	2						Time not given. About 20 miles southwest of Okawville. Eight; high school students were driving a station wagon when they spotted an unexplainable light hovering above the road
731101	Morehead City	NC	2						Round object with red and green blinking lights around circumference hovered near car. (UFOE II, Section VIII)
731106	Evansville	IN	2						2:09 a.m. Owner of Stadium Inn saw huge glowing object from front of place of business, chased at high speed
731108	Johnstown	NY	2						2:40 p.m. A group of elementary school students saw a gray-white object shaped like an Apollo capsule (truncated cone) descending as if to land less than 200 feet away. (Marlin Daily Democrat, Texas, Nov. 9, 1973, UPI story)
731116	Evansville	IN	2						9:45 p.m. Young man (15) and three others (l boy & 2 girls) saw object come down and land twice, Had round thing on it like an electric eye and glowing red basket-like bottom section.
731123	Matthews	MO	2						11:30 p.m. This close encounter began with the observation of five red lights in a curve, indicating something round.
731128	Bufkin (2 miles East of)	IN	2						7:15 p.m. This incident involved three witnesses who reported two orange-red balls of light that hovered low to the ground in the west for about six minutes.
731210	Ouzoues-sur-Loire	France	2						About 6:20 p.m. A 50-year-old couple, several other witnesses, and gendarmes watched a silent, 5 meter tall cone-shaped UFO only 20 meters from the ground fly away toward the southwest.
731210	Hochries	Germany	2						About 8:30 p.m. Near the Austrian-Bavarian border, Friedrich Lennartz, 33, and Peter Zettel, 29, had a close encounter of the second kind when a multi-colored, ovoid UFO

731213	Bradenton	FL	2						8:50 p.m. While checking on a strange object seen near the Braden River, the witness started to turn his car around, and the high beams from his car picked up a silvery reflecting object hovering 20 feet above the river.
740104	Berwyn	IL	2						5:15 p.m. Two women were driving, saw hovering object (about 75' high) with two bright lights in front shining straight ahead, and smaller lights around the sides. (SL 75,15)
740104	Santa Ana	CA	2						Martin W Barry, a Marine sergeant, was making his usual early morning 5 mile run in a park, in a driving rain, when he came up with a 7-foot tall, bulky figure standing in a slumped forward posture, long arms dangling nearly to the ground. Behind it, hovering only a few feet off the ground was an orange pulsating flying saucer.
740122	Norton	MA	2						A man on his way home from work spotted what he described as a flying saucer near a gravel pit in this New England town. He saw a light in the air and as he approached it, the light became brighter and larger. (Reference: UFO INVESTIGATOR, February 1974, page 2)
740125	Evansville	IN	2						6:30 p.m. WTVW's David Goodnow (later CNN anchorman) saw three glittering red-colored objects like illuminated sign, blinking at random, very bright, with smaller white light on each side (like oOOOo) with no sound. (Ridge files, UFOFC)
740228	Hirson (Aisne)	France	2						5:30 a.m. The witness was riding his motorcycle to work, when suddenly he found himself face to face with two humanoid beings and having no memory of having stopped the motorcycle. It was still dark at this hour. In an adjacent field he saw a dark circular object. Physical traces were found at the landing site.
740408	Fayetteville	IN	2						Close encounter with two witnesses. No details. (Hynek 4-19?, possibly Don Worley Files)
740414	Vedrin & Courriere	Belgium	2						8:00 p.m. ...and continuing for close to two hours a flurry of UFO sightings was reported. The SOBEPS organization conducted a thorough investigation. (Easter UFO: A SOBEPS Inquiry by Frank Boitte, Brussels, Belgium.)
740415	Adelaide	AU	2						Two motorists from Adelaide reported loss of power from their automobiles after sighting UFOs. These reports were made simultaneously with calls pouring into RAAF officials regarding other sightings in the area. (Reference: UFO INVESTIGATOR, July 1974, page 1)
740606	South Hampton	NH	2						9:30 p.m. A family driving along Route 150 encountered a structured object with a row of body lights. They fled in fear with the object following. When they stopped, the object hovered with a bobbing, fluttering motion above an adjacent field. (Christian Science Monitor, Aug. 2, 1974. Investigation by Raymond B. Fowler.)
740611	Lincolnshire	IL	2						No details but recorded as close encounter one with seven witnesses. (CUFOS)

740614	Medellin Castle	Spain	2						5:30 a.m. Lasted 1-1/2 hours and was seen to the East in the direction of Venus and disappeared as Venus would at sunrise. Some investigators report that the witness may have been the town drunk, but here for-the-record is what he reported. This man driving 200 miles north of Seville saw an object shaped like a pot (truncated cone) flying rapidly toward him at low altitude (estimated 100 meters). (Inforespace, No. 22, August 1975; translated from French by Jacques Deschenes.)
740618	Metcalf	IL	2						4:30 a.m. Second elderly farmer watched fiery object take off from bean field. (Worley files)
740709	Kingston	NY	2						Elliptical object with body lights hovered low, moved toward police car; officer turned spotlight on it, brilliant white beam from object illuminated patrol car (Reference 1, Section I).
740730	Solitude	IN	2						8:50 p.m. Near Solitude, Indiana, just a little over three miles north of us, a Mt. Vernon couple and their little boy were on their way home from a play in New Harmony, heading south on Hwy 69. They observed an object silhouetted against the moonlit haze in the southwest. . (UFOFC files, Fran Ridge)
740811	Concord	NH	2						In the early morning hours eight police officers from several jurisdictions observed low-flying saucer-like objects with red, blue, white, and yellow body lights. (Concord Monitor & Patriot, Aug. 12, 1974.)
740813	Laurel	MS	2						Just after midnight Aug. 12/13 two motorists driving between Laurel and Meridian independently reported to police that they had seen UFOs. In one car an Air Force officer and his family saw two large saucer-shaped objects displaying a blinding bright blue light approach, then buzz the car three times. (New Orleans States-Item, Associated Press story, Aug, 13, 1974.)
740821	Sparta	IL	2						Time not given, or other details. CE-1, multiple witnesses. (CUFOS)
740908	Causses	France	2						10:30 p.m. And continuing until 1:30 a.m. next morning, residents saw an odd red-orange light, then a luminous sphere that rose from behind a hill. A motorist blinked his headlights a couple of times at the object, and it immediately darted toward him and stopped overhead emitting a humming sound, its light illuminating the terrain. (Ouranos No. 14, 2nd Quarter 1975. Investigated by M. Grazzioli and M. De Cordova.)
740924	Brunswick	ME	2						9:00 p.m. Police officers reported a brilliant elliptical object hovering above the Wiscasset Nuclear Power Station. After severl minutes it rose straight up, leveled off and flew away in an arc across the sky. (National Enquirer report July 8, 1975)
741004	Mt. Vernon	IN	2						8:45 p.m. Strange night close encounter with three MUFON FIs out on routine SKYWATCH patrol. This report was not filed for eleven years because of the nature of the incident. Witnesses feel that the UFO knew where they were and was there BECAUSE they were there. See report synopsis. (UFOFC, Fran Ridge files)
741005	Mt. Vernon	IN	2						8:30 p.m. About same time as night before, this 3-5 minute observation of 6-10 white lights in string heading south to north was logged by the SKYWATCH patrol. (UFOFC, ran Ridge files)

741020	Elkhart	IN	2						9:45 p.m. Close encounter with spinning object 15-25' away from two witnesses and their automobile, car engine died. See clippings (main link is page 1) and Page 2. http://www.nicap.org/741020elkhart2.jpg
741031	Barrington	IL	2						Evening. Two 7th graders and one of their moms reported something quite large with lights all around it. Described as round and black, going around in a circle, bigger than an airplane. A beeping sound was heard. The mother reported the object as shaped like a cigar "and it had little square lights that went on and off." (Newsclipping from NCS)
741100	Kampsville	IL	2						6:00 p.m. Lady and her son saw sharply-outlined hovering object through bedroom window, become brighter, made "whirring sound" As it came closer the light changed from white to red, size of plate at arm's length, passed over house. (MUFON, Skylook 89)
741219	Louisville	KY	2						CE1, no details. (CUFOS)
741221	Darmstadt	IL	2						11:30 p.m. Three Illinois youths report UFO descended into woods. While driving, at a point approximately four miles west of Darmstadt, they were suddenly aware of a bright light illuminating the area around them. (MUFON Skylook 90,12)
75Jan-Mar	Algeria	Africa	2						The UFOs in this report were seen by multiple witnesses. The objects landed and took off. They were also spotted on radar and seen visually simultaneously. Message sent to Henry Kissinger, from the American embassy in Algiers, Algeria.
750101	Kankakee	IL	2						9:00 p.m. Two witnesses (William Caldwell) reported that a "large, orange ball" with the apparent size of the full moon was observed from their car, 15-20 degrees above the horizon. MUFON's Walt Andrus told reporters the Moon wasn't visible at the time. (SL-89,10)
750102	Navarra	Spain	2						Dome-shaped object observed on ground by guard at Air Force base. Body lights visible, ground illuminated as object took off (NICAP UFO Evidence II, Section II).
750102	Baltimore	MD	2						7:45 p.m. At Finksburg, about 20 miles west of Baltimore, Mr. Kenneth C. Ryan, an electrical engineer and a private pilot, went to his back door to let the dog in. He immediately noticed four very bright lights about 10 degrees above the horizon in the southwest sky. (Reference: UFO INVESTIGATOR, February 1975, pages 1-2)
750104	Mariemont	OH	2						Close Encounter II listed by CUFOS. No details.
750105	Laulne, Manche Department	France	2						6:50 p.m. A domed disc with three landing gear legs, 15 meters long with portholes, took off from a landing on a farm. It left behind ground imprint marks and an odor like petroleum. (Sources: Roland Godefroy, Phenomenes Spatiaux, March 1975, p. 9).
750105	Mt. Vernon	IN	2						Close Encounter I listed by CUFOS. Two witnesses. No other details.
750105	Bloomington	IL	2						CE-1, one witness. No other details (CUFOS)
750108	Auckland	NZ	2						11:30 p.m. As Dale & Sheryl Ricard were driving home, a brightly lit globe appeared in the sky in front of them; then it approached & paced the car at a distance of 24 ft. About the size of a car, it had a flange bearing 2 red & 2 white lights surrounding a transparent, brightly lit dome, inside of which 3 dark shadowy moving figures were visible. (Humcat 1975-3 Source: New Zealand Spaceview, Auckland # 66 Type: A)

750120	Pike	IL	2						5:00 a.m. Awakened by a brilliant red light shining in her bedroom window, Marjorie Nighbert scurried to the window thinking one of her neighbor's houses was on fire. It wasn't a fire, but a large red blinking ball of light, larger than a "washtub", moving slowly from the north in a southeasterly direction. She described the object as tadpole in shape. (Skylook, newsclipping)
750120	Vinita	OK	2						8:30 p.m. A UFO was reported to the Sheriff's office by a woman who was driving to work. She spotted a round object lit by white lights making a fast circular motion hovernig over a house six miles southeast of town. (Reference: UFO INVESTIGATOR, May 1975, page 3)
750121	Cape Girardeau	MO	2						Listed with no details as a CE-1. No details. (EGBA,562)
750123	Indianapolis	IN	2						9:00 p.m. Listed as a CE-2 by CUFOS, upgraded from an NL. No other details.
750124	Barham, Kent	UK	2						On this night an orange glowing ball flew over and illuminated the area. It stopped and hovered for awhile, then engaged in some maneuvers. It finally flew off toward the south. (Source: Larry Hatch, U computer database, case 11648, citing FSR, volume 21, number 1).
750128	Dolianova	Italy	2						An ovoid-shaped UFO hovered over a football field. Only 10 meters above the ground, the object rose slowly into the sky at an angle when a car approached. (Source: ITACAT computer catalogue).
750209	Carmi	IL	2						7:20 p.m. Witness reported he and his wife saw a blue object with either beams of light coming down or lighted legs or struts. Conventional aircraft seen simultaneously N & S of object at same relative altitude. (UFOFC, Ridge files)
750216	Caribbean	At sea	2						R.M.S. Carmania (UK) observes bright white circular light appear and rise to 20 degrees, leaving comet-like trail, circle and disappear. Repeated four more times at exact hourly intervals. (Soviet scalar EM weapons tests. May have been a ship borne device.) (Clear Intent)
750217	Harlowton	MT	2						Sheriff, county and state officials observed bright, round object hovering near missile base. Object made rapid darting movements, bobbed up and down (NICAP UFO Evidence II, Section I).
750218	Harlowton	MT	2						2:00 a.m. Several Air Policemen from the K-1 missile base [Kilo Flight Launch Control Facility] north of Harlowton reported they had spotted an object hovering over K-10 which is located 7 miles north of the Harlowton airport...(Harlowton Times newspaper)
750226	Lake Sorell	Tasmania	2						Intensely bright domed disc, orange glow, emitted conical light beam down on lake, illuminated terrain, sped away at "colossal speed" (NICAP UFO Evidence II, Section VI).
750300	Lexington	SC	2				**NC**		CE with octagon near nuclear site
750302	Golfo San Matias	Argentina	2						North of the Valdez Peninsula, a group of men on a fishing boat saw a bright light with a definite form behind it moved horizontally through the evening sky at a low altitude. (Source: Wendelle C. Stevens, Saga UFO Report, March 1977, p. 39).
750302	Mehmke Hill	MT	2						A UFO reported 20 feet over highway, size of car. (NIDS, Summary Report on A Wave of UFO/Helicopters and Animal Mutilations in Cascade County, Montana 1974-1977, Frame 16 of 24 Appendix 1)

750308	Elmwood	WS	2						8:00 p.m. A UFO attempted to land in front of a car with the Forster family inside, while the children in the car screamed. The UFO was a disc the size of a car, white in color with lights all around it, and sticklike legs or landing gear. (Source: Jay Rath, The W-Files: True Reports of Wisconsin's Unexplained Phenomena, p. 67).
750308	Stayner, Ontario (near)	CAN	2						8:30 p.m. The witness and two daughters, 18 and 10 years old, while traveling east on Highway 26, observed a huge circular object similiar to the shape of a large water tower moving overhead. The object was 100 to 200 feet in size. (Reference: Letter to the Ontario Provincial Police)
750403	Lumberton	NC	2						1:45 a.m. . The first sighting occurred on Highway 301 where a delta-shaped object the size of a car was sighted by police officers hovering over a water tower. It then shot off to the north.
750403	Lumberton	NC	2						2:05 a.m. Two sheriff deputies in Hoke County pursued a delta-shaped object flying northeast toward Sampson County.
750403	Roseboro	NC	2						2:20 a.m. A silent object with a searchlight flew over Highway 55 at 200 feet altitude and lit up some pecan trees.
750403	Elizabethtown	NC	2						3:30 a.m. A police officer on Highway 701 chased an object along Highway 701 before losing it into the cloud cover.
750403	Grimesland	NC	2						10:30 p.m. A police officer named Godley sighted a disc-shaped object with red, blue and white lights that zigzagged through the sky.
750403	Rowland (north of)	NC	2						11:45 p.m. There were sightings in Robeson County and in Scotland County on Highway 71.
750403	Lumberton	NC	2						11:47 p.m. A Sheriff's deputy named Lewis pursued a V-shaped craft flying to the northeast toward Red Springs.
750409	Lumberton	NC	2						2:30 a.m. A delta-shaped UFO hovered over a house three miles south of Lumberton, and all the lights in the house went out. The lights came back on when the UFO moved away toward the east. (Sources: Center for UFO Studies case files, report dated May 4, 1975; Jennie Zeidman, Lumberton Report: UFO Activity in southern North Carolina, p. 35; Richard Hall, The UFO Evidence Volume II: A Thirty Year Report, p. 19).
750415	San Jose	CA	2						Disc-shaped object with dome, light beam, made right-angle turn, approached, hovered; began to oscillate, shot straight up out of sight in seconds (NICAP UFO Evidence II, Section IV).
750604	Holland, Manitoba	CAN	2						7:40 a.m. Henry Francois while driving east on a municipal road 1 mile south and 1/4 of mile west of the junction of P.T.H. #34 and 2, he observed an oval disc shaped object with a very brilliant light close to the top and center. (Reference: Royal Canadian Mounted Police report 11 June 1975. Treherne Detachment RCMP File Reference: 75-079-4)
750624	Queensland	AU	2						7:45 p.m. Mr. Eric Falkenburger saw a bright object from his car. The object passed within about 1500 feet of his car and was just above tree top level. (Reference: UFO INVESTIGATOR, October 1975, page 2)
750627	Pont-a-Mousson	France	2						3:30 a.m. A 25 meter in diameter metallic disc hovered just 15 meters above a gasoline service station. It illuminated the ground as bright as day. (Source: Lumieres dans la Nuit, March 1976).

750627	Pont-a-Mousson	France	2						11:20 p.m. A vertical cylinder hung in the sky at only 10 meters altitude in Bouillancourt-la-Bataille, Somme, France. It had two antennae. (Source: Lumieres dans la Nuit, March 1976).
750704	Parsippany	NJ	2						12:05 a.m. A college student and friend were on their way home when they observed a huge oval-shaped object approxiamtely 60 to 80 feet in diameter at about 75 feet in altitude. (Reference: UFO INVESTIGATOR, September 1975, pages 1-2
750822	St. Omer, Pas-de-Calais	France	2						11:30 p.m. Two young men were making a bulk newspaper delivery between Boulogne and Lille by motorbike when they were followed briefly by an unknown "vehicle" in the vicinity of St. Omer, Pas-de-Calais, France. A short distance further they saw a light in a field a few hundred meters from the road. (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1975-40, citing Joel Mesnard & Jean Marie Bigorne).
750829	Muret, Haute-Garonne	France	2						Gray, disc-shaped UFO, bright illumination, darted above car, hovered, cast pulsating light beam down on it. Physiological effects (NICAP UFO Evidence II, Section VI).
750902	Chesterland	OH	2						12:30 a.m. A silent, dark disc-shaped object was seen pulsating on the roadside of a highway. It then hovered at treetop level, and shot straight up very quickly. (Source: FSR, April 1976, p. 25, citing CUFOS).
750914	Geyser	MT	2						2:30 a.m. Round 30' UFO with two vivid green lights (NIDS)
751018	Helena (25 miles NW of)	MT	2						12:30 a.m. John Struble was driving his truck when he noticed a large object, fifty feet in diameter and twenty-five to thirty feet in the air. The object passed over his truck from the rear and then stopped and hovered about one hundred yards ahead of him. (Reference: Lawrence Fawcett and Barry J. Greenwood, Clear Intent, page 33)
751019	Hailey	ID	2						11:00 p.m. Two men walking just west of town noticed a red light approaching their position at high speed. It stopped over them, and was described as an almond shaped craft pointed at the ends. It then turned bluish in color and began to hover. (HC addition # 744, CUFOS Reports,Type: A)
751028	Sudbury, Ontario	CAN	2						12:15 a.m. EST. One cup and saucer hat shaped object, very bright, low about 500 feet, was observed over the slag pit Murray Mine, Sudbury. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)
751028	Loring AFB	ME	2						7:45 - 8:20 p.m. While patrolling the weapons storage area, Staff Sgt. Lewis, along with Sgt. Clifton W. Blakeslee and Sgt. William J. Long, again spotted the lights of an unidentified aircraft approaching Loring AFB from the north at an altitude of about 3,000 feet.
751029	Loring AFB	ME	2						1:00 a.m. EST. Actual transcript: One unidentified helicopter was sighted 300 to 500 meters from the weapons storage area at Loring AFB, Maine. The helicopter was at an altitude of 150 feet and penetrated Loring AFB. (SOURCE: 42 BW CP LORING AFB 291140Z OCT 75; SAC CP OPS CONTROL 291954Z OCT 75. (Actual document below. See page 1 & 2)
751030	Wurtsmith AFB	MI	2	C	5		**NC**		Shiny Disc Hovers Over Restricted Area (Cat 2,9,10,11)

751101	Monarch	MT	2						Time not given. UFO hovered 75' away, one foot off ground. (NIDS UFO 92)
751104	Lussault-sur-Loire (near)	France	2						At 6:50 p.m. a red disc-shaped object flanked by two nocturnal lights stopped in place, then descended slowly into some woods near Lussault-sur-Loire, France. (Source: Lumieres dans la Nuit, February 1977).
751105	Redwater, Alberta (north of)	CAN	2	C	5				40' Object Causes Van to Hit Ditch
751105	Raynesford (near)	MT	2						4:10 a.m. At least six UFOs near ground. (NIDS UFO 14)
751105	Bowden, Alberta (10 mi south of)	CAN	2						9:50 p.m. (Approximate) Mr. Wayne Morrow, observed an unidentified object flying 10 miles south of Bowden, Alberta. Mr. Morrow was proceeding northbound on NBR 2 Highway at the time of the sighting. The object was approximately 50 feet above the ground traveling in a southerly direction at 100 mph. The object was sighted for approximately 5 to 10 seconds. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742 N75/149)
751106	Merxheim	France	2						10:00 p.m. A domed disc landed on three legs. The dome on the craft opened, and the head and shoulders of an occupant was seen partially emerging from it. The dome closed and the UFO rose up into the air, then took off toward the east-southeast (Source: Larry Hatch, U computer database, case #11518).
751115	Marseille	France	2						A disc-shaped UFO rose from the sea near a large radio antenna in Marseille, France. It circled, then made a 90 degree turn to the south and flew out to sea.
751119	Oak Brook	IL	2						On this night in 1975 in Oak Brook, Illinois, a boy saw a domed disc hovering near his home. The UFO had a red light on top and two clear lights on the side. (Source: CUFOS News Bulletin, February 1976, p. 13).
751120	Camilla	GA	2						The police chief of Camilla, Georgia reported that a big, round UFO hovered just 80 meters above his police station at two a.m. It had bright lights on the top and bottom. It flew away slowly to the southeast and was in view for three minutes. (Source: Michael Hitt, Georgia UFO Phenomenon 1947-1987, p. 73).
751125	Goodridge	MN	2						On this night in a field nine miles west of Goodridge, Minnesota, a disc-shaped object eight feet in diameter was seen in a field. It rose off the ground, then relanded. The witness's car stalled, and later required major tune-up repair work. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, p. 66).
751208	Simms (area)	MT	2						6:00 a.m. UFO landed on ground, like bean. (NIDS UFO 33)
751209	Missoula (Coming from)	MT	2						8:43 p.m. UFO, tan or orange, 500'. (NIDS UFO 28)
751211	Great Falls	MT	2						7:00 p.m. Great Falls International Airport. UFO sighted, oblong object 10' above ground. (NIDS UFO 44)
751215	La Neuvelot	France	2						11:00 p.m. On a farm, a five-meter in diameter disc landed in a field. It rose up fast and shot away toward the west-southwest. At the same time there were several unexplained nocturnal lights in the sky.
751219	Roy (to Fergus)	MT	2						11:30 p.m. SAC men witnessed UFO on ground. (NIDS UFO 43)
751223	Great Falls	MT	2						6:00 a.m. Great Falls International Airport. Egg-shaped UFO on ground. (NIDS UFO 46)

751224	Bar-sur-Aube	France	2						8:00 p.m. (+) A huge disc covered the entire N19 highway. It vanished at 8:10 p.m. when a car approached. (Source: Lumieres dans la Nuit, May 1976).
760106	Stanford	KY	2						Domed disc with body lights descended, illuminated car interior with blue light; missing time, abduction, physiological effects (Ref. 1, Section XIII).
760110	Belt (NE of)	MT	2						11:00 p.m. Two pulsating red lights at 500' (UFO 48 NIDS)
760117	Augusta (15 miles W. of)	MT	2						5:30 p.m. 70' altitude, light bulb shape (UFO 55 NIDS)
760117	Great Falls	MT	2						5:40 p.m. UFO. NORAD did not confirm. (UFO 54 NIDS)
760119	Heislerville	NJ	2						About 7:30 p.m. Witnesses saw an object with two bright lights hovering over woods about 300 yards away. After about 2 minutes the object sped away, passing directly overhead making a low whirring noise. (The Press, Atlantic City, NJ, Jan. 21, 1976.)
760121	Cannon AFB	NM	2						Sometime before 3:55 a.m. MST. NMCC Memo: The following information was received from the Air Force Operations center at 0555 EST: "Two UFOs are reported near the flight line at Cannon AFB, New Mexico. (Actual FOIA document)
760121	Fairfield	MT	2						9:00 p.m. 300' craft on ground with others. (UFO 52 NIDS)
760125	Gillette	WY	2						8:09 p.m. A Sheriff's deputy was driving with his family when an object started coming toward the car. The deputy immediately stopped the car and turned off the headlights. The object appeared to be the size of a semi-truck and had rotating lights of many different colors. (Reference: UFO INVESTIGATOR, May 1976, page 1)
760127	Key West	FL	2						4:25 a.m. Mrs. Rosemary Heitmeyer was still awake looked out her hall window and observed three objects that looked like upside down soup bowls with domed tops. The objects were bobbing and moving very slowly. (Reference: UFO INVESTIGATOR, April 1976, page 3)
760205	Fort Shaw	MT	2						9:48 p.m. UFO landed near ranch house, 300' long. (UFO 57 NIDS) A report of a UFO landing came in from the Simms area February 5, 1976, and for the first time in their long and frustrating investigation, officers arrived on the scene in time to see the object for themselves. But they were thwarted in their attempts to get a closer look. (Reference: MYSTERY STALKS THE PRAIRIE by Roberta Donovan and Keith Wolverton, pages 48-49)
760207	Farmersville	IN	2						5:15 a.m. The rniddle-aged couple lived in a mobile home. The whole area was lit up "like a dusk to dawn light that wasn't supposed to be there." He was at the back of the trailer looking south at the object, which was less than 200' off the ground and 500-600 yards distant at first. (Ridge files, UFO Filter Center)
760208	Kissimmee	FL	2						At 10:30 p.m. a silvery white disc-shaped object flew over at less than 300 meters altitude, making a whistling noise. (Source: NICAP UFO Investigator, May 1976).
760210	High Spring	FL	2						11:00 p.m. A woman living near Lake City called the sheriff's office to report a "flying saucer." Sheriff deputies were dispatched to investigate and reported seeing a UFO hovering about 500 to 600 feet in the air. (Reference: UFO INVESTIGATOR, July 1976, page 1)

760214	Fort Benton	MT	2						7:20 p.m. Black Horse Lake. UFO, 500' high, landed near lake. (UFO 59 NIDS)
760218	Okatchee (near)	AL	2						8:00 p.m. EST. Two women driving in a rural area reported that lights high in the sky paced their car for 13-14 miles from Chatchee to Lincoln, Alabama. Near Okatchee, The two objects that had paced the car were egg-shaped and glowing with a fluorescent light. (Sources: CUFOS investigation file, report dated May 17, 1976; Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 392, citing CUFOS).
760224	Stratham	NH	2						9:27 p.m. A six meter in diameter domed disc hovered over a road. There were four legs on the bottom of the craft, and it was silent. (Source: Raymond E. Fowler, Skylook, May 1976, p. 3).
760225	Kettering	Tasmania	2						1:00 a.m. A glowing, domed object landed on the beach at 1:00 a.m., making a humming noise. Beings were seen through the windows in the craft. The domed disc made a louder noise as it took off, and flew away toward the east.
760302	Theville	France	2						8:10 p.m. A silver box, about five meters in diameter, flew low over the trees in Theville, France. Two men, Messrs. Leveziel and Mahaut witnessed the UFO, which was described as having 30 round holes on each side. It flew off toward the northwest. (Source: Francis Leblond, Phenomenes Spatiaux, September 1976, p. 12, citing Lumieres dans la Nuit, issue 163).
760325	Belt	MT	2						11:40 p.m. UFO descended over vehicle, 50' diameter. (UFO 77 NIDS)
760328	Villa park	IL	2						No details on this close encounter (C1) (CUFOS)
760404	Huntington	IN	2						C1. Close Encounter listed but no details, one witness. (EGBA,673)
760407	Kontich	Belgium	2						11:40 p.m. A couple driving their car saw a dirigible-shaped UFO cross the road at a fairly low altitude. It had red and white spotlights around its perimeter. (Sources: J. Delaire, UFO Register, Volume 7 (1976), p. 31; Larry Hatch, U computer database, case 11691).
760426	Fayetteville	TN	2						C1. No details. (EGBA,493)
760603	Troy	MI	2						9:55 p.m. Two people saw a disc-shaped object the color of silver or chrome moving nearby in the sky. They followed it in their car for some time as it changed directions and moved erratically about. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 398, citing personal investigation).
760605	Merced	CA	2						11:30 p.m. A glowing cigar-shaped object hovered at a 40-degree angle over highway 140. It appeared to have windows. It then made erratic maneuvers in the sky. (Source: NICAP UFO Investigator, July 1976).
760607	Cincinnati	OH	2						C2, one witness. (CUFOS, 9/76)
76June/July	Liberty	IN	2						7:20 a.m. Father driving girl student to school. Object sitting in sky somewhere beyond train that was passing. Grey-silver metallic bar bell shaped object with a few black places she thought were windows. In bar between the two balls was open space. (Worley files)
760704	Bilbao	Spain	2						12:45 p.m. A huge disc-shaped object hovered for a long time over Bilbao, Spain. It flew back over the city and surrounding area several times, then made a ninety-degree turn and flew off toward the south. (Source: Larry Hatch, U computer database, case 11764).

760716	Tokyo	Japan	2						About 6:30 p.m. Seven staff members of the National Police Agency criminal investigation section saw an unidentified object that circled over the Imperial Palace, about 400 yards from the police building. The object circled at a low altitude for about 10 minutes, then flew out of sight. (Agence France-Presse story, Washington Post, July 18, 1976.)
760718	Gravel Switch	KY	2						C2, no details. Witness: Gilpin (SRUFOS,242)
760722	Germantown	WI	2						10:50 p.m. A hexagonal object with a flat bottom hovered over the highway. No color was noted, but it had 4-5 lights in front, with a green light on one end and a red on the other. It hovered for five minutes, and had a red flame coming from the bottom the entire time. (Source: CUFOS News Bulletin, September 1976, p. 6).
760728	Winsted (near)	CT	2						3:45 p.m. Fourteen boys and their camp counselor Mr. Leifer, from Camp Delaware, were hiking in the afternoon on Blueberry Mountain, three miles southwest of Winsted, Connecticut. The group was astonished to see a shiny, metallic domed disc hovering over their heads. (Source: International UFO Reporter, November 1976, p. 6).
760810	Vancouver, BC	CAN	2						A number of objects were observed at Penticton Tower. The objects had steady flashing green and red lights and were seen by civilians and members of the Royal Canadian Mounted Police. (Reference: Fawcett and Greenwood, Clear Intent, page 47)
760815	Connersville	IN	2						10:55 p.m. Object (repeat appearance three days later with artifact.), vacuum cleaner sound, 2.5 mins. Site of events was creek bed off Harrisburg road. Wife of rural family out in backyard notices wide band of white light in creek bed under trees. (Worley files)
760818	Central	FL	2						8:30 p.m. A family of four was traveling about 30 miles outside of Orlando, Florida. Suddenly they noticed a saucer-shaped craft appear at a very close altitude of approximately 1000 yards over their auto. (Reference: UFO INVESTIGATOR,
760818	Fayette County	IN	2						11:15 p.m. Object, no sound, 2.5 mins., five witnesses. Lady, out shaking rug on porch and sees glow in creek bed. Family watches as object again (See Aug. 15) rises from same place near creek and take the same route into the sky and away. (Worley files)
760910	Colusa	CA	2						Low-hovering disc with dome, rotating rim and bright lights, power failure. Object moved away, shone beams of light down (Ref. 1, Section I).
761023	Winchester	MA	2						About 7:15 p.m. A couple driving saw a row of very bright rotating lights rising above the trees, then stopping and hovering. They stopped the car to investigate, and saw that the lights were on a dark, elongated object. (Walter N. Webb investigation report.)
761024	Hobling	France	2						10:30 p.m. A man driving home with his young daughter encountered two globes of light hovering near the highway. When he passed, the object (apparently dumbbell-shaped) followed and confronted him. (Lumieres dans La Nuit No. 169, November 1977.)

761028	Evansville	IN	2						7:05 p.m. A close encounter case with six witnesses. Although a nocturnal sighting, the case has a high degree of strangeness, as can be deduced from the testimony of witness Lee Golden: "This is no hallucination. This thing came right over the top of the house (which was 50' from the witness), I'd say a hundred-150' over the top of the house. Duration: 15 minutes. Moved slowly at first, then seemed to stop, then moved quickly away and out of sig
761114	Kolsva and Aland Island	Sweden	2						Multiple sightings in the early evening, including a silver helmet-shaped (domed disc) object emitting yellow-red light from the underside hovering low above the treetops. (Bertil Soderquist, MUFON representative in Sweden.)
761205	Sollefted	Sweden	2						2:30 p.m. Several witnesses observed an elongated object (estimated 45 meters long) with round openings along the fuselage. A blue-green light shone from the openings, a red light at the front, and a diffuse orange glow from the underside. The object hovered above a military base built into the mountainside at an elevation of about 50 meters. (Bertil Soderquist, MUFON representative in Sweden.)
761218	Caribou County	ID	2						12:55 a.m. On Soda Springs Mountain Road, three police officers had a close encounter with a 30-foot diameter oval-shaped UFO. (Sources: J. Allen Hynek Center for UFO Studies case investigations file, December 1976; International UFO Reporter, February 1977, p. 6).
770101	Eyragues,Bouches-Rhone Department	France	2						10:00 PM. A luminous hemisphere-shaped object, about .65 meters in diameter, maneuvered and glowed among trees. Broken branches were found later in the area.
770121	St. Bernard Parish	LA	2						Boat brightly illuminated by round glowing object, abnormal silence, heat, boat held back as if by invisible force, light beam, time loss (NICAP UFOE II, Section VI).
770121	St. Bernard Parish	LA	2						8:45 PM. Two hunters spotted an extremely bright light which seemed to appear from nowhere. The light moved over them and just hovered. (Reference: UFO INVESTIGATOR, February 1977, page 4)
770202	Pineville	MO	2						CE-II, one witness (EGBA,577)
770202	Louisville	KY	2						Close encounter (CE-II) one witness. (EGBA, 510)
770203	Tasmania	AU	2						9:30 PM. Several children at a youth camp at Seven-Mile Beach observed a stationary, dome-shaped object hovering near the beach. The object then moved behind some trees, partially obscuring it. The object disappeared from view behind the trees. (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-68, citing Tasmanian UFO Investigation Centre).
770210	Tucson	AZ	2						7:30 PM. From a window in her house Ms. Lois Stovall saw a luminous object in the sky approach her house from the north. She and her grandmother, Mrs. Alice Buckner, went out to the yard for a better view and saw it hovering over a small tree less than 50 feet away. (Sources: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Encounters, case 1977-8, citing Coral Lorenzen, APRO; Coral & Jim Lorenzen, APRO Bulletin).

770217	Pembrokeshire	Walws	2						During the day a teacher and two canteen workers at Broad Haven school watched a silvery yellow cigar-shaped object glide over a field emitting a loud humming sound. (Source: Albert S. Rosales, Humanoid Contact Database 1977, case # 1386, citing J. A. Brooks, Ghosts and Legends of Wales).
77Spring	Lumberton	OH	2						Alleged skirmish between U.S. military forces and a landed (or disabled) alien craft. (Case B-13 in Status Report II, Leonard Stringfield; SYMPAP, 1978,77)
770306	Sylmar	CA	2						1:05 AM. Mr. Kiese, a security guard, age 18, witnessed an orange, domed disc-shaped UFO descend into the field near his factory's security gate. The UFO either landed or hovered close to the ground for five minutes, but no noticeable landing traces were found at the site. (Source: Ann Druffel, MUFON UFO Journal, March 1978, p. 12).
770306	Evansville	IN	2						5:55 PM. Four witnesses, 5-mins. Two objects, three minutes apart. First one big enough to hold an 18-wheeler. (Ridge files)
770315	West Jacksonport	WI	2						8:30 PM. Mrs. Joan Le Clair and four other local people saw a UFO hovering over some nearby trees. Mrs. Le Clair looked through binoculars and could see an elongated object, green on top and bottom, with a red band around the center. "There appeared to be another compartment on the bottom of this disc, and I could see windows in this lower part. There appeared to be a figure inside the object." (Sources: Sturgeon Bay Advocate, March 17, 1977; David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-14 (A1715), citing Thomas Heiman).
770429	Oxford	OH	2						A car being driven by a 47-year-old woman and accompained by another female passenger was paced by a white glowing object for three minutes. The description of the shape differed, but one of the women described it as a disc-shaped object. The incident occurred near a Nike missile base. (Source: Allan Hendry, International UFO Reporter, June 1977, p. 3).
770505	Tabio, Cundinamarca province	Colombia	2						9:15 AM. A 22-year-old Cessna 150 pilot trainee, Sr. Lopez Ojeda, had a close encounter with a white object that looked like an inverted plate while flying over Tabio, Cundinamarca province, Colombia. (Sources: Richard H. Hall, Uninvited Guests, p. 291; MUFON UFO Journal, June 1977; Dominique Weinstein, Aircraft UFO Encounters, p. 50; CUFOS files, citing newspaper clipping dated May 6, 1977).
770506	Encinitas	CA	2						A large domed disc-shaped object descended into canyon. A school teacher and fifteen students witnessed the descent, and said that they could see figures inside the craft. It was seen again one hour later. (Source: Larry Hatch, U computer database, case 12693).

770507	Undersaker, Jamtland	Sweden	2						A powerful spotlight from a silent, delta-shaped object lit the forest in Undersaker on this night. A very large second object, also triangle shaped and with three large windows rose in the beam of light. Both objects hovered over the trees, then changed shape from triangular to rectangular. (Sources: Allan Hendry, International UFO Reporter, November 1977, p. 8; Richard F. Haines, Project Delta: A Study of Multiple UFO, p. 191; UNICAT database, case 195, citing Allan Hendry).
770509	Morristown	NJ	2						9:30 PM. Leslie Hendricks while walking out of the Livingston Shopping Mall observed a large glowing sphere high up in the southwestern sky. The sphere was about the size and color of a harvest moon. It appeared to be hovering at an altitude higher than that of an ordinary commercial aircraft. (Reference: UFO INVESTIGATOR, July 1977, page 1)
770511	Clearfield	PA	2						3:00 AM. A housewife reported sighting a green glowing ball with a dark equator hovering near her home. It shot straight up into the sky and was gone in less than a second. (Source: Allan Hendry, International UFO Reporter, June 1977, p. 8).
770511	Bonner Springs	KS	2						9:45 PM. A silent disc-shaped object with white windows hovered for 75 seconds, then flew away slowly. (Source: Allan Hendry, International UFO Reporter, June 1977, p. 36).
770520	Vienna	VA	2						9:45 PM. Doris Cuningham and her nine year old son were proceeding toward their apartment building when the child suddenly motioned for his mother to look over the pool. Hovering no more than twelve stories above the ground was a large circular shaped object. (Reference: UFO INVESTIGATOR, May 1977, page 4)
770523	Santiago	Chile	2						6:00 AM. 8A fiery looking torus-shaped object hovered and tilted over Santiago. A beam extended from the object, and swung back and forth like a pendulum. At ball of light was at the end of the beam. (Source: Lumieres dans la Nuit, January 1978).
770617	Austin	TX	2						2:00 AM. A 29-year-old man returned home in Austin and saw a light in the distance he thought was an airplane but heard no engine sound. The object, a yellow-orange disc, flew along the shoreline of the lake, passing in front of the witness at his lake front home, and flew from view into the distance. (Source: MUFON Investigation files, case #890709).
770621	Salford and Bury btn.	UK	2						On this day a 10 meter long silver cigar shaped object followed two people riding on a motorcycle between Salford and Bury. It replicated all of their turns and was completely silent. It finally flew off behind a house. (Source: FSR, August 1978, p 10).
770628	Abadan and Ahvaz btn.	Iran	2						On this night a man with a flat tire was stopped on the highway between Abadan and Ahvaz, Iran when he suddenly felt heat from a "huge, bright object" that was very close to him. (Source: Allan Hendry, International UFO Reporter, January 1981, p. 15).

770700	Connersville	IN	2						Evening. Three young boys, Todd being 12-years old, were playing on the-playground north of Maplewood School. But as the lights approached, not changing position, they couldn't see any stars between them. The other two boys fled, but Todd was entranced as this now massive triangle-shaped thing came in over the trees in the east and moved overhead at, what he thought, was about 150'. There was a low-toned hum as it moved at about 25-30 mph. (Worley files)
770701	Aviano	Italy	2						Luminous round object with dome hovered above a NATO base security zone, spinning; changed color, emitted sound like swarm of bees (NICAP UFOE II, NICAP UFOE II, Section II).
770704	Toppenish	WA	2						7:45 P.M. PST Four witnesses observed a disk-shaped object approximately 20-22 feet in diameter hovering overhead for around five minutes. Description: I saw people in a disk shaped object approximately 20- 22 feet around hovering over me for around 5 minutes with 6-7 people on board.
770706	Steynsburg	South Africa	2						5:50 PM. A spherical light--larger than the apparent size of Venus--moved, hovered for two minutes, and then shot away. (Source: Awareness, April 1979, p. 4).
770707	Zhang Po	China	2						Three thousand residents of Zhang Po saw two huge, orange-colored UFOs descend from the sky during the showing of an outdoor movie. Eyewitnesses heard a humming sound and felt heat emanating from the objects, which maneuvered just above the crowd. (Anthony Lee, FSR, March 1983, pg. 24).
770709	Flat Rock	MI	2						2:30 AM. A dull silver saucer-shaped UFO hovered off to the left side of a road. It was only about 200 feet above and the ground and 150 feet from the road. (Source: J. Allen Hynek Center for UFO Studies case files).
770715	Bellevue	KY	2						10:45 PM. Mrs. Fern Frey (name changed) was lying in bed with her 11-year-old daughter who was asleep. She cautiously peeked through the curtain and watched in bewilderment as the green light retreated, "just like a liquid being drawn up through a straw." In a matter of seconds the light was "siphoned" up into a low hovering object that was shaped like an inverted saucer a couple of hundred feet away. She guessed it was about 30' in diameter and was metallic. (MUJ-122,9)
770718	Palomares	Spain	2						A red, round object hovered over some olive trees in Palomares, Spain at 2:10 a.m. It directed a beam of light to the ground. (Source: Lumieres dans la Nuit, May 1978).
770721	Porter	TX	2						4:15 AM. Officer John W. Bruner, a deputy sheriff, was on duty and was the first person to observe the phenomenon. Officer Bruner and his partner Officer Coogler were parked west of the object which appeared to be approximately 1/2 to 1 mile away. Bruner and Coogler got out of their vehicle and tried to observe the object better by shinning their light on it. The object moved toward the men and the officers turned off the light because they became nervous at seeing the object's response to their light. (Reference: UFO INVESTIGATOR, October 1977, page 4)

770722	Croix-en-Plaine	France	2						An 18 meter in diameter domed, bowl-shaped disc hovered 50 meters over a house in Croix-en-Plaine, France at 10:30 p.m. Rays from the UFO converged on the roof of the house. (Source: Lumieres dans la Nuit, November 1979).
770731	Normal	IL	2						6:30 PM. University professor called wife and secretary to see a silver "stretched cigar" three times (apparent) diameter in length. Object flew in slow straight path from 30-degrees in SW to 30-degrees in NE and was lost in the trees. (IUR,2,9)
770828	Windermere, Cumbria	UK	2						12:10 AM An on duty police officer PC IAN MACKENZIE observed two very bright horizontal lights in the vicinity of Langdale Pike that moved towards him and grew brighter. He ruled out any type of aircraft. At the same time PS JOHN McMULLEN also spotted the UFO from his location whilst walking through Keswick with three other officers.
77Fall	Lewes, Sussex (near)	UK	2						5:20 PM. The policewoman noticed a curious, silent object, estimated to be as large as a four-inch plate held at arm's length, at no more than 300 feet altitude. (Good, Above Top Secret, 115 457)
770907	Havelock North (south of)	NZ	2						Five members of a family, traveling in a car south of the city of Havelock North, sighted a cigar-shaped, solid-appearing object moving parallel to the road
771000	Lima	OH	2						Evening. CE-1, three witnesses, saucer hovered, paced car. (CIQ,24)
771025	Asbygda Ringerike	Norway	2						5:30 PM. Three witnesses, including two deaf 14 year olds, Johny Myhr and Frank Sverre Mandt, sighted a disc-shaped object some ten meters in diameter that hovered and then descended behind some bushes. Tracks were later found in the newly plowed field.
77OctLate	Salisbury Plain, Wiltshire	UK	2						A uniformed officer observed a UFO at an altitude of only 500-700 feet above the Plain. He described it as being oblong with a rounded top and a flat bottom. The object was seen to travel at a very slow speed across the landscape. Source BUFORA Vol 6 No 6 March/April (Reference: THE 5TH ANNUAL PRUFOS POLICE REPORT 2006 by Detective Constable 1877 HESELTINE British Transport Police
771129	Waimata Valley, Gisborne	NZ	2						Hovering dome-shaped object sped toward witness, stopped, beamed blue light onto dead tree, which fluoresced in bright colors. Sheep fled (NICAP UFOE II, Section VI).
771116	Ellsworth AFB	SD	2						Ellsworth AFB Hoax
771200	Fort Mitchell	KY	2						1:10 AM. CE-1 (50-100' distant) with egg-shaped object, two witnesses. (MUJ-122,9)
771200	Danville	KY	2						CE-2, landing, two women reluctant to talk. (MUJ-122)
771200	Novy Georgy Island (near)	Russia	2						The crew of the fishing trawler Vasily Kiselev also observed something quite extraordinary. Rising vertically from under the water was a doughnut-shaped object. Its diameter was between 300 and 500 meters. It hovered at the altitude of four to five kilometers. The trawler's radar station was immediately rendered inoperative.
771207	Tatapouri	NZ	2						A red, disc-shaped object came over land from the direction of the sea. It followed a car with three people inside. The headlights on the car dimmed but did not go out during the sighting, which ended when the UFO veered off into the sky.

771213	Leitchville, Victoria	AU	2						An orange-red, disc-shaped object descended over a paddock. It then emitted three smaller objects that operated independently. One of these zigzagged, abruptly shot up to higher elevation, then descended again. The UFOs appeared to signal back and forth. Soil and grass samples collected from a circle of burnt grass found on the ground reveal the burn marks were caused by an electrical discharge.
771216	Uzes (just north of)	France	2						On a highway just north of Uzes witnesses on two separate motorbikes both had their bikes stall in the presence of a Saturn-shaped UFO with a red ring around it.
771216	La Aurora	Uruguay	2						There was a great flash in the northeastern sky, followed by a UFO gyrating downward as if out of control. Huge sparks fell to the ground, and the UFO descended as if going to land, but then suddenly rose up into the sky at tremendous speed.
771217	St-Nazaire, Loire-Atlantic department	France	2						A flaming disc-shaped UFO flew to the south and out to sea. The same or a similar object continued to hover offshore.
771221	Fort Mitchell	KY	2						A green glow was first seen by a married couple. This was followed by the sighting of a 12-foot-long ovoid UFO moving at a low altitude, at an estimated distance of only 75 feet. The UFO ascended slowly, then show away fast into the nearby woods.
771228	Norman	OK	2						Morning. A lenticular object flew over Reaves Park at a low altitude. It was silent and had three lights that blinked in sequence. It was estimated to be flying at only 100 meters altitude. If moved away to the south, away from a grassfire. (Source: Norman (Oklahoma) Transcript, March 1, 1978).
780106	Santo Antonio de Caparica, Estremadura	Portugal	2						Two men leaving a beachfront cafe saw a bright bluish light flying low over the ocean descend at a steep angle at high speed. The light then stopped, and descended more slowly into a wooded area next to a nearby campground. Both men ran into the woods, which were now illuminated by a bluish glow. Upon entering a clearing, they saw a 2.1 meter tall human-like figure, standing eight meters away from them.
780110	Grafton, New South Wales (near)	AU	2						A 25-year-old man observed two irregularly shaped bright yellow objects in the night sky while driving.One of the objects approached and appeared to slowly move down a mountainside. It seemed to periodically issue a "shower of sparks". This initial sighting lasted for about 20 minutes. The man then drove on but had difficulty recollecting the next part of his journey. Some 30 minutes later he observed a very bright object that looked like a "chicken coop" at a place called Bakers Creek Falls, near Armidale, New South Wales. The object was on the ground, stationary for 10 minutes, and then it moved.
780110	Chicago	IL	2						A 31-year-old paramedic was driving to pick up her husband (a policeman) from work when the 3-year-old son drew her attention to a "moving star" nearly overhead. At destination a few seconds later she noted a silver disc-shaped object which reversed direction, moved forward again and moved off behind building to which she was parked.

780127	Fordsham, Cheshire County	UK	2						Four men were out in a field by the River Weaver when they sighted a silvery balloon-like object float down along the course of the river and land on the bank. It emitted a strong purplish glow that made it hard to look at. Two figures of normal height emerged. They wore silvery suits and had miner's lamps on their heads, and these glowed purple. Cows on a nearby field seemed to become paralyzed and unable to move. Using a metal cage, the UFOnauts penned in one cow and seemed to measure it.
780131	Pawleena	Tasmania	2						A round object with two brilliant lights in its center approached a farmhouse and circled the paddock at low altitude.
780201	Gainsborough, Lincolnshire	UK	2						The witness saw a large silvery disc-shaped object shoot overhead and land behind some nearby trees. Two figures about six feet tall were next seen standing next to the landed UFO.
780209	Saline	MI	2						Residents saw a boomerang or triangular object hovering near their homes.
780223	Sesto Fiorentino, Toscana	Italy	2						Mr. & Mrs. Morello were sitting in their car listening to their car's stereo when they began getting heavy interference on the radio. Mr. Morello got out of the car to investigate and found himself engulfed in a warm, violet cloud of light. He saw four humanoid "shapes" and other lights around him.
780329	Indianapolis	IN	2						9:30 PM. Truckers engulfed by "UFO" light.(MUJ-126,3)
780330	Albury, New South Wales	AU	2						A chrome colored cigar-shaped object hovered over a nearby hillside, casting a shadow on the ground. A second stingray shaped object swept through the sky in a slow arc and came to a position beside the larger object.
780402	Strinestown	PA	2						Round object with body lights hovered ahead of car, made pulsating sound; tilted down, beamed a bright light from the top onto car (section XII).
780407	Evansville	IN	2						Three boys saw two lights. Then they could see four lights; two in front and two in the back. Then a blue light appeared between the two lights in the rear, and flashed about 7 or 8 times. Each flash was accompanied by a beep, then the blue light stayed on. The object was about as big as a jet and approximately 200-300' high and about 70 yards from the witnesses.
780502	Escazu	Costa Rica	2						A 10 year-old boy was out playing, saw a cat and ran to a field when he suddenly noticed a hovering silvery disc-shaped object that was about 15 meters in diameter, and it was hovering at about 200 meters above the ground with a slight wobbling motion. He watched as a mist-like vapor assumed the shape of a human-like figure that remained suspended above the ground. The figure was about 170 meters tall. The cat also apparently observed the spectacle, since the animal's fur stood on end and it quickly scurried from the scene

780510	Pelotas, Rio Grande do Sul	Brazil	2						The witness was walking home alone when he observed a very bright object in the sky that began to descend at a high speed. The object came low over a nearby fenced field, and he could now see that it was a shiny circular metallic craft within a fiery ball of flames. The area around the witness seemed to darken, and he felt compelled to walk towards the fence. He was quickly grabbed by two short humanoids who wore shiny white tight fitting suits.
780517	Emilcin	Poland	2						A woman cooking heard a sound like thunder which seemed to be coming from the ground. A short time later her son Adas came inside to tell her that he had seen a box-shaped aircraft, like "a little house," fly low over their barn.
780604	Bellaria	Italy	2						Motorists observed flashing lights in the woods, stopped to investigate and saw a bright red, revolving hemispherical object about 10 meters above the ground. It was approximately 10-12 meters in diameter. Next morning physical traces including a deep imprint were found at the site and separate witnesses were located.
780610	New Paltz	NY	2						A dark, silent wedge-shaped object with a square formation of white lights in the back and a triangular formation of red and white lights in the front paced the car of two students, ages 21 and 19, as they drove eastbound on Route 299.
780614	Williamson	WV	2						A 60-foot diameter disc directed beams of light at two boys. The boys found they were paralyzed and couldn't move. They reported an episode of missing time.
780625	Medway	MA	2						At an evening baseball game a silvery-gray domed disc came down low over the field and hovered, bobbed, wobbled, and moved behind some trees. It re-emerged, wobbled and hovered again for about a minute. Its distance was about 200-300 feet from the by-standers.
780626	Ayacucho	Argentina	2						A UFO landed for several minutes on the patio of a residence in Ayacucho, Argentina. Mr. and Mrs. Belloq--the couple who lived there--awoke to a humming noise, looked out and saw that only a few meters over the treetops was the flying disc.
780704	Mt. Etna, Sicily	Italy	2						Saucer-shaped object 40' in diameter, transparent dome on top. Brightly-lighted, red in color. Two tall human-like beings. Long golden hair, wearing white robes. Three or four smaller beings with space suits and helmets.
780704	Schaumburg	IL	2						34-year old school principal watched a distinctly outlined metallic sphere the size of airplane rush in from the East (Chicago) at speed faster than a/c exceptionally high. Object stopped dead over his house and remained stationary for 2-3 minutes.
780708	Lempdes, Puy-de-Dome	France	2						A motorist saw a sharp white gleam of light some 300 meters ahead on the road. As he came to the curve, he saw that the gleam came from a mass approximately 5 meters in height. He can not observe the base of the object, which is below the side of the road. The top was rounded in the form of a dome, surmounted by a white light. As he drove by he saw through a transparent wall in the UFO numerous human like figures wearing helmets and tight-fitting suits. Ground traces were found at the site.

780711	Can Cifre, Ibiza	Spain	2						Two young boys were playing in a tree and heard a loud noise coming from the nearby woods. They were confronted by a strange robot-like being. As they ran to town they were chased by a bright blue light most of the way. Strange tracks were later found at the site of the encounter.
780716	Farningham	UK	2						A metallic gray cigar-shaped object descended over a highway, causing a car on the highway to stop. The witness reported that the car was then levitated inside a beam and brought up inside the craft through an opening.
780716	Iracauba	Brazil	2						On this night J. R. B. and his family observed a dome-shaped metallic object land in a field. A short humanoid with greenish skin and large oval-shaped eyes emerged briefly from the craft.
780717	Castanheira de Pera	Portugal	2						A one-meter diameter sphere was seen spinning 1.5 meters above the ground. At the site witnesses found scorched earth and burnt rocks.
780723	Lake Michigan	At Sea	2						Several Coast Guard stations observed cigar-shaped object with same pattern of body lights, moving at very high rate of speed (section II).
780727	Union	MO	2						Woman reported brilliantly lighted object buzzed her car, briefly lifted it off road (section VII).
780727-28	Union	MO	2						Rash of UFO sightings reported to police over two days, probably including Delta Aquarid meteors (section VIII).
780801	Clarksville	TN	2						A woman had been taking a nap when she woke up to see a large craft hovering outside the upstairs window, over a nearby wood shack. She fainted and then heard a voice telling her to open her eyes. When she did she was confronted by a tall creature resembling an insect, thin and white in color, wearing a dark outfit. It communicated with her by using telepathy.
780807	Peoria	IL	2						9:00 PM. Light with whirring noise paced car for several minutes. (IUR,3,9)
780810	General Belgrano, Santa Fe	Argentina	2						A mushroom-shaped object was sighted at close range over a military base in General Belgrano. The object was several meters in diameter, and had an array of flashing lights around its rim. It flew at a low altitude, and hovered for 10 minutes.
780826	Hyannis	MA	2						Two witnesses in a car on Cape Cod watched an oval-shaped craft hovering low over the US Route 6 road. Within the craft several figures could be seen moving about behind several rectangular windows.
780830	Union County	IN	2						Witness driving on State road 44 observed an orange egg shaped object. Light suddenly engulfed her car and she remembers nothing until she found herself driving about 5 miles down the road. At home troubled mentally and discovered two puncture wounds on her buttocks and small lumps in mid chest.
780831	San Juan and San Luis (btn)	Argentina	2						Two men, Srs. De Cesare and Martin, were driving in a truck on Highway 147 in Argentina when they were circled closely by a group of UFOs. Their truck's engine stopped and they got out, throwing themselves to the ground and hiding among the roadside vegetation.
78Fall	Waterford	OH	2						Two very bright but distant lights approached four witnesses, then moved toward them, hovering within 500-600 over some power lines. All natural sounds stopped at this point.

780901	Llanerchymedd, Anglesey, Wales	UK	2						several villagers including a man hunting rabbits watched a bright white light descend slowly behind a new housing estate. Other independent witnesses saw a large silvery sphere above a field, and watched the cows panic and neighborhood dogs start barking furiously. A woman and her young daughter looked out and saw three tall men in gray uniforms with caps or helmets attached to their suits walk across a field.
780902	San Michele	Italy	2						A man heard a hissing sound and saw a metallic-looking cigar-shaped object about 10 meters long rising from a maize field. An area about 3 x 7 meters was found in the field where plants were bent and dehydrated.
780906	Venado Tuerto	Argentina	2						Round object, 30' in diameter, 15' high, hemispherical dome on top. Several round windows. Multicolored lights. One giant humanoid, over 7' tall. Green hand, blue conical nails, long gloves, cylindrical helmet.
780915	Delano	TN	2						A woman stood at the south window and saw vaguely, object with lights in a long shape, red and pink as if on fire in SW sky. Angular size was somewhat less than moon's. No sound . Two "normal" men dressed in white suits could be seen about 100 yards from window, too dark for details They started for the house, but then stopped and turned back. The UFO came in fast at this point and came very close to ground then left very fast climbing to the West.
780915	Carpentersville	IL	2						A 26-year-old woman was awakened by a whirring sound and she went to her bedroom window to look outside. The noise stopped, but then she saw the figure of a six-foot tall man. He was dressed in a silvery suit. Several feet away from him she saw a small, silver, domed disc sitting on the edge of the grass. It was opaque and smooth and was the source of the whirring sound. The witness then screamed at her husband to wake up, and her dog started barking furiously. They both tried to phone the police but the phone was not working.
780925	Greenfield	IN	2						Three woman observed an object coming down from the sky into the field. Dog barked. UFO was oblong, very, very huge with a kind of greenish-gray color. It had three lights, one red and two white. No sound and it moved flying sideways behind the barn and then took off flying frontways. 140' imprint left in soybean field.
780928	Omaha	NE	2						Two twenty-year-old female steel company employees were driving in a residential area when they drove by a dark, cone-shaped UFO with three white rotating lights on the underside. The tape cassette in the VW car's tape player erased as the car drove close to the object, but other cassette tapes in a cardboard box on a car seat were undamaged.
781025	Tagliocozzo, Abruzzi	Italy	2						A 51-year-old farmer name Giovanni was searching for a stray cow in the hills near his home when he came to an open field and spotted a large light brown object shaped like a shoeshine box on the ground. Lighted windows surrounded the craft. He approached to within three feet and saw six to seven humanoid beings inside.

781030	Carmo Da Cachoeira, Minas Gerais	Brazil	2						Some men were traveling by Jeep on their way to a local farm when suddenly an unknown force halted the vehicle in its tracks, then pulled it backwards into the mud on the side of the road. The UFO flew over them at very low altitude and then descended to hover a few meters away from the witnesses. The light from the object was so bright that it temporarily blinded the three young people. The older man nearly fainted from fright. After awhile they began to hear what seemed to be human voices coming from the object, but the voices spoke in an unknown language. The terrified witnesses began screaming for help because they began to feel a bizarre effect: all three felt as if they were "floating."
781109	In oil fields	Kuwait	2						Technicians observed landing of disc-shaped object in oil field, E-M effects on oil pumps and communications (section IV).
781111	Bragg Creek, Alberta	Can	2						Late in the evening four witnesses traveling by car noticed a bright white light approaching their vehicle. As it got closer they could see that it was a huge object resembling a hovercraft. It had numerous lighted square windows. One witness was able to see several human-like figures standing behind the windows. At one point the witnesses became disoriented and there appears to have been some time loss.
781120	Rowlands Castle (near)	UK	2						A mushroom-shaped UFO, bigger than a double-decker bus, with a blue flashing light on top, hovered over a car near Rowlands Castle. It shot off, circled around, and hovered over the car again for an additional ten seconds.
781125	Atlantic Ocean	At Sea	2						While participating in a trans-Atlantic crossing during a yacht race, the skipper of the yacht "Salamandre" watched a very shiny white disc come down to right above the boat. The greenish-blue color surrounding the object was so brilliant that it was blinding.
781129	Richmond	KY	2						Three witnesses. A car had been chased down a rural road by a flashing UFO. At one time it shot a blue flame out of the front and the car stalled and the lights went out. After the car chase the object was seen to circle a house and surrounding fields at 100-300' off the ground.
781200	Rapatee	IL	2						Two teenage girls from London Mills reported a tubular aircraft approached their car as they drove on Illinois Rt.11 near Rapatee. It came within about 10 feet of their vehicle, circled them once, and left "toward the east at a fantastic speed, but there wasn't any noise at all."
781201	Giulianova	Italy	2						A small dark disc with a luminous underbody, estimated to be about 1.5 meters in diameter, flew slowly along the coast heading south in Giulianova, Italy. About four hours later, in Milan, Italy the entire electrical system of a car failed when a luminous, orange and green saucer-shaped UFO flew overhead.
781203	Leme	Brazil	2						A brightly lit globular shaped object was seen flying at a low altitude over Leme. Several moving figures could be seen moving inside through a large opening.
781206	Siberia (Amur region of)	Russia	2						In the isolated taiga in the Amur region of Siberia a metallic UFO shaped like a mushroom was found apparently having crashed. The body of a short dwarf-like humanoid was found inside, which was delivered for autopsy to the scientific research institute in Novosibirsk.

781208	Portegrandi	Italy	2						A seven-meter diameter domed disc hovered over a road in Portegrandi. It had four windows on its side and emitted rays of light.
781209	Reggio di Calabria, Sicily	Italy	2						Police watched a multi-colored object with intermittent flashing lights. When spotlighted the UFO seemed to enlarge, then emitted a beam down onto the police car.
781211	Navelli, Abruzzi	Italy	2						A taxi driving on a road near the town of Navelli was forced to brake when two luminous globes were blocking the road ahead. The engine of the vehicle then died. Two humanoids glided across the surface without touching the ground.
781211	Arembepe	Brazil	2						On this night a tall human-like figure with light colored skin, dark hair, and wearing a tight fitting silvery suit and boots was seen coming out of a metallic basin-shaped object about 12 meters in diameter that had landed in a field.
781212	Burghausen, Bavaria	Germany	2						Ms. Adele Holzer was in her car driving to work when she saw a hemispherical white disc. As the UFO hovered over some nearby trees, six beams of green light shot from it and she felt slightly paralyzed by one of them. Her watch had stopped at 08:01 a.m. and her car's ignition key, that she believed had been in her hand the entire time, was bent.
781212	Navelli (near)	Italy	2						Alfonso Marinelli was traveling when his engine suddenly quit. He then noted two bright lights approaching slowly in his direction. As the lights approached Marinelli was able to make out two short human-like figures. The figures wore silvery suits, resembling those of astronauts.
781213	Brindisi AFB	Italy	2						Two soldiers on guard duty at the AFB saw a UFO with pulsating lights maneuver and hover near them. As the object was leaving a strange being shot up from the ground skywards, quickly disappearing from sight.
781214	Brewer	ME	2						A man drove in a daze along a very desolate stretch of road. All of a sudden his car's motor went completely dead and he coasted to a stop. He turned to his right and slightly ahead of his car was a huge, long dark rectangular object, about 50 feet from the road. He also felt himself sink into a trance. He remained fully aware but could not move a muscle. He then heard a voice say: "Do not be afraid.
781214	Park Ridge	IL	2						Two 12-year-old girls in Park Ridge who were tobogganing in the city park saw a saucer-shaped object with a row of flashing red lights on the top and bottom and flashing yellow lights in between.
781214	London Mills	IL	2						On Highway 116 a tubular-shaped craft hovered and circled a car being driven by two teenage girls. The craft circled the car "close enough to have touched it."
781214	Pomeroy	WA	2						A large UFO paced a car with three women inside. The object had two transparent blue lights and followed them to one of their homes.
781214	Sarandi del Yi	Uruguay	2						A UFO with bright red lights suddenly appeared and started to circle the car driven by Mr. La Bandera and his two passengers.

781215	Catania	Italy	2						Two young boys were playing in a yard on the island of Sicily, near a large TV antenna. The sky darkened and then a large disc-shaped craft approached and tilted at an angle, just above the TV antenna. A bright beam of light shot out of the opening and a strange, 1.5 meter tall monster descended within the beam. The being was described as "ugly" with two large eyes and two antenna-like protrusions on its head. A second similar being reportedly descended carrying a "laser" type gun and shot at a rock causing it to burn and explode
781216	Francavilla	Italy	2						A college coed saw an ovoid UFO surrounded by a white mist. It descended onto the surface of the sea and became a very bright flourescent white light that reflected off the surface of the water. She next noticed two short figures standing in the garden at the adjacent apartment. They were very thin with large squarish heads and large feet. Both were wearing dark gray tight-fitting uniforms.
781216	Abbington	IN	2						Dark object three times the size of a moon came over low above trees and hovered near auto causing its motor and radio to stop. As it hovered in front of the auto three red lights were seen and a large white light was on the rear.
781231	Posada	Italy	2						A 3-meter in diameter glowing sphere appeared over a marsh. It had dark triangular spots that moved back and forth on the surface of the object.
781231	Homestead	FL	2						Three men saw a silver disc hovering only one block away from one of their residences in Homestead.
790101	Denbigh	North Wales	2						A member of the public, Keith Jones was about to go into the restaurant where he worked near Denbigh when he observed a UFO at an altitude of 100-150 feet.
790103	Miami	FL	2						Mr. Filiberto Cardenas, age 45, was driving on Okeechobee Road just north of Miami, Florida with three family friends when the car engine suddenly failed. He and another man got out of the car to check under the hood when a large luminous object emitting a humming sound descended over the vehicle. The witness vanished in plain sight of the others, apparently taken up into the object by a beam of light.
790105	Bannalec, Finistere	France	2						A 15 meter in diameter circular object hovered near the ground at around 10 p.m. for three minutes. It had a blue halo, and shot away very fast. (Source: Lumieres dans la Nuit, February 1979).
790105	Sturbridge	MA	2						CE-II case with EM effects on car. (Raymond Fowler investigation report)
790108	Rome City	IN	2						Mr. Marion Ritchie and his wife viewed a UFO on County Road 138 for a continuous 5 minutes. Mr. Ritchie, a credible man in his community, viewed a cylinder-shaped object over an open field about 50' from the road with lights of white, red, and green.
790108	San Croce Sull'Arno	Italy	2						In the Tuscany region of Italy a 40-meter wide domed disc with an antenna flew over a farm at only ten meters above the ground. The farm animals were panicked and a tree bent over as the object passed. (Source: Maurizio Verga, ITACAT Italian UFO catalogue).

790108	Tunis	Tunisia	2						A group of people witnessed a small disc, about 1.5 meters in size, hovering near a lake for 10 minutes. It then shot away and was gone in a split second. (Sources: Lumieres dans la Nuit, February 1979)
790113	Viterbo	Italy	2						A farmer spotted a large fiery red sphere descend and land in a nearby pasture. The sphere changed color to a bright orange, then it began to dim revealing a two-meter wide metallic sphere. A small man wearing a silvery white suit emerged from the object and walked around the object, frequently bending down as if he was picking things up.
790118	Metzeral	France	2						A two-meter wide orange disc-shaped UFO made two passes over two witnesses. The UFO made a buzzing sound and had lights at both ends. Both witnesses' eyes hurt after the close encounter.
790118	Lusiana	Italy	2						A witness's car engine died when an ovoid UFO landed nearby. A door in the craft opened and two humanoids emerged. They reportedly had vibrating antennae-like ears or antennae on the sides of their heads
790124	Tyler	TX	2						Close-range sighting and humanoid encounter.
790124	Lindale (near)	TX	2						20-year-old John Scott Cates had stopped his car and gotten out to relieve himself when a blue beam of light from the sky struck him. It caused his hair to stand up like an electric static charge. Two UFOs appeared, and he experienced a six-hour long memory lapse. His next recollection was being back in his car, where he noticed that his engine restarted when a ringing noise sounded.
790124	Toquilla (near Tunja)	Colombia	2						A dentist and three students were traveling by car when their engine suddenly stalled. They then saw two metallic disc-shaped objects land on tripod landing gear nearby, and three men wearing tight fitting silvery outfits and large helmets exited from a hatch in one of the objects.
790128	Vannes	France	2						A 1.5-meter long ovoid hovered over a house in Vannes. A UFO witness to repeated UFO encounters experienced lasting physiological effects due to the close approach of 2 disc-shaped UFOs.
790129	Cornwall County	UK	2						In the early morning hours a married couple in Bissoe Truro, Cornwall County, England were awakened to find their bedroom lit up brightly. One of the witnesses looked out the window and was amazed to see a bright hovering oval-shaped craft. Inside could be seen two human-looking men with long wavy blond hair.
790208	Wiltshire (near)	UK	2						6:00 PM. An oval-shaped flying object approached a car driving between Broad Hinton and Clyffe Pypard in Wiltshire, England. It came to within 150 to 300 feet at its closest approach. It had a cluster of very bright strobe-like lights that lit up ground.
790226	Serodino, Santa Fe province	Argentina	2						Ernaldo Camusoni, age 49, was clearing an overgrown field at the entrance to a farm in Serodino late in the evening when everything became illuminated behind him, turning the darkness into day. When he turned around he saw an approaching object land 40 meters away from him. As he approached the object, he saw a strange luminous figure emerge from the rear of the craft. The whole encounter lasted five minutes. Ground traces were found the next day.

790302	Rivera	Uruguay	2						People watched an ovoid object dive at a truck and circle a radio tower. The encounter lasted for a few minutes; helmeted figures were reportedly seen onboard the craft.
790306	Westminster	SC	2						Dome-shaped object skimmed tree-tops, moved up and down, illuminated area. Similar object hovered over highway, swept area with light beam (section VI).
790407	Bigand	Argentina	2						Several cars experienced electrical system failures on highway 33 in Bigand, Argentina. Mr. Celotto, a farmer, saw an eight meter wide disc land, and circular ground traces were found later in a soybean field.
790419	Croy	UK	2						Two witnesses to a UFO in Croy ran from their car when the brightly lit object passed low overhead. They reported an abnormal silence, as they could no longer hear the car engine or the door slam when they fled
790427	St. Jacques de Nehou, Manche department	France	2						A four meter in diameter, intense reddish-orange colored sphere with "stiff waving arms" or appendages was seen over a farm
790516	Baependi, Minas Gerais State (near)	Brazil	2						Sr. dos Santos next saw an object descend towards the ground in a clearing. He approached to within 180 meters, and saw that the object was shaped like a "telephone booth" about 1 meter in height.
790516	Charleston	SC	2						A mechanic felt compelled to return to a spot where he had previously seen a UFO. A disc-shaped craft landed, and he was given a metal bar as a gift, along with the message that the occupants will return again.
790519	Bukit Mertajam	Malaysia	2						Six school children reported sighting a landed object and four tiny humanoid figures near it. The creatures were only about 4 inches tall. One of the students attempted to catch one of the creatures but was shot in the hand.
790525	Charleston	MO	2						A nocturnal light came down and landed behind a store in the town of Charleston, Missouri. A neon sign was effected and a clock in the vicinity was later found to be 18 minutes slow.
790525	Colusa	CA	2						1:10 AM. A silver colored, heel-shaped or bullet-shaped object hovered between fifty and five hundred feet above some trees near the Sacramento River for three minutes. It made a sound like an electric motor as it moved very slowly toward the two witnesses, Ruben and Carlos Genera. Many animals reacted to its presence.
790526	Colusa	CA	2						Two fishermen observed a hemispherical object with blinding white headlights and a row of body lights. It hovered in one spot for 2-3 minutes, then flew overhead emitting a humming sound like an electric generator.
790526	Kulim	Malaysia	2						A disc with three legs for landing gear hovered just a half a meter above the ground. The witness was temporarily blinded by beams of light from the object.
790612	Pine Ridge	SC	2						Members of a rock band practicing in a barn stepped outside to watch an ovoid shaped object hovering low over the containment building and smokestack of the Carolina Power & Light nuclear power plant one half mile away to their northeast.

790618	Mirassol, Sao Paolo State	Brazil	2						Sr. A. Ferreira was returning home from his job as a security guard when a metallic oval-shaped craft landed on three legs near his home. Three humanoids came out of the craft and paralyzed him with red beams of light, from boxes that they carried on their chests. These humanoid beings also carried boxes on their backs and had an insignia on their chests. He was floated onboard the craft alongside and once inside he believed he passed out.
790619	Rauma	Finland	2						A man and a woman saw a silvery object with a dome on top emitting a blue beam of light into a nearby forest. The woman went to investigate, and saw the object, which was about one meter in diameter, at close range. Inside the dome were two very small creatures with large eyes and frog-like skin. When she started to touch the object, she was temporarily blinded by a bright light and the craft sped away.
790622	Gorgona (offshore of)	Italy	2						The yacht Rainbow II was heading for Corsica,. On board was the owner of the boat, his wife and children and a crew of 11 people. About three miles ahead of the prow of the boat they saw a black cylindrical shape. This object was coming out from the surface of the sea like a tower and rose 30 meters into the air. Although the compass showed the yacht as headed in the right direction, the yacht instead drifted about 12 miles south and ended up in Bastia. Another strange occurrence was that the dog on board started barking and appeared scared and terrified.
790626	Wheeling	IL	2						A dog started barking when a six-foot diameter balloon-shaped object glowed and hovered over the yard of a home in Wheeling, Illinois. The object flew toward the southwest.
790713	Santa Clarita Valley	CA	2						Ed knew immediately that the object was not a helicopter or a plane-it was flatter and wider with lights around the outside of the main front area. He ran to the house, calling his family, but only his wife joined him. The object, some 75-100 feet in diameter, was now directly over their house and pool.
790721	West Plains	MO	2						Six witnesses to a close encounter with a capsule-shaped object for several minutes.
790725	Canoga Park	CA	2						A large white light made several passed at a car. One hour later a diffuse white ball of light maneuvered in the sky for 30 minutes over the Chatsworth Reservoir. At 3:15 a housewife and cocktail waitress was abducted while driving home from work by a UFO she thought was a plane crashing
7908xx	Merom	IN	2	C	5				Round Object Hovers Over Wheat Field
790802	Le Delus	France	2						One of the spheres shot towards the rear of their vehicle while the other descended close to the ground. A large rectangular shaped opening became visible in the second object and three humanoid figures were seen descending a ladder.
790804	Canoga Park	CA	2						Large, glowing disc with bubble-like dome on top, two humanoid beings visible through transparent dome (section XII).
790829	Ernestowo	Poland	2						Silvery cigar with orange light and square windows approached, hovered, and finally sped away over horizon (section IX)

790902	Petushka	Russia	2						witness was out picking mushrooms and saw a landed UFO which effected the ground
790903	Gateshead	UK	2						Following a series of low level sightings in Gateshead by the main witness and her family, the woman awoke in the middle of this night to see a small metallic disc-shaped object inside her bedroom.
790914	Canoga Park	CA	2						Disc with flamelike jets around perimeter hovered ahead of car, darted from point to point; took off at "very high speed" (section X).
790914	Oakenholt, Wales	UK	2						A beam of light shone through the witness's bedroom window and she suddenly felt dizzy. She then felt herself being levitated through some form of a tunnel and encountered two aliens in a field.
790919	Barrio La Gloria, Mendoza province	Arg	2						A man was surprised to see a circular gray metallic object on the ground near his house. A short human-like figure appeared next to the craft.
790921	Sztum	Poland	2						Two men working in garden saw landed UFO and entities
790923	Dexter	Ia	2						A silver cigar-shaped object approached a cattle lot two miles north of Dexter. It was only 150 feet above the ground, had no wings or windows, and made no sound.
790923	Nord	France	2						A near collision occurred on the D136 highway between an automobile and a six-meter wide disc on the highway.
790925	Talco	Chile	2						In a farming region of Talco a peasant out plowing the fields encountered a landed disc-shaped craft. A tall humanoid emerged from the object and briefly chased the peasant. The humanoid caught up with the farmer placing its hand on his shoulder.
790926	Monsey	NY	2						A witness in Monsey watched a saucer-shaped craft hover above some nearby power lines. The craft emitted a soft humming sound and was about 35 feet in diameter. Then he saw a shadowy figure.
791120	Laborie	France	2						A witness stopped his car at a certain spot. He then saw a diamond-shaped UFO hovering and maneuvering in front of him at a low altitude.
791202	Mt. Vernon	IN	2						Six witnesses observed a descending object for 15 minutes that went from a bright distant light in the NW to a pair of bright headlights to what appeared to be a huge jet aircraft with external lights, but with NO sound
791202	Mt. Vernon & Evansville (btn)	IN	2						Blimp-like object seen my motorists on Hwy. 62 between Mt. Vernon & Evansville.
791204	Vastervik	Sweden	2						A young woman was taking a walk when she suddenly became paralyzed and unable to move. Nearby, she could see a luminous object hovering close to the ground. Two five-foot tall thin humanoids appeared from behind the object.
791210	Grays Harbor	WA	2						A fireball or missile flew in over the Grays Harbor area from the sea, executed a 180-degree turn, and headed west. It crashed in a clear-cut forest near Elk River, on the south side of the bay.
791210	Caravac de la Cruz	Spain	2						A UFO with blue lights and a light green hue approached a family in their car at a low height. The driver stopped and signaled with his headlights. The UFO responded by flashing its lights.
791212	Romans	France	2						A multi-colored disc passed by fast a residential neighborhood in Romans, France at a low altitude, spinning as it went. It left behind a luminous trail.

791219	Lunel	France	2						A white, egg-shaped UFO¬one meter in diameter¬landed in an upright orientation in a yard.
791219	Gainesville	FL	2						A large bright disc chased a car down a road, hovered over a house, then shot away at a high rate of speed heading south.
8001or02	Evansville	Il	2						Woman walking dog sees blimp-like UFO overhead
800112	Huayana	Bolivia	2						a man saw a lenticular-shaped object over him. The UFO projected a beam of light and formed a dome shaped luminous form on the ground, not far from the witness. He was met there by a tall, blond-haired humanoid that had tanned skin and slanted eyes with a very prominent chin
800211	Botafuegos	Spain	2						A man spotted a low flying whitish-orange luminous object lifting off from some nearby woods. Minutes later the object divided into three separate luminous sections, then re-united again into one luminous spot. Near the ground two huge man-like silhouettes appeared in front of the lights.
800211	Rio Negro province	Arg	2						A man was driving home when he noticed a strong glowly light over a field 200 meters away, on the left side of his truck and at about 30 meters altitude. He blacked out and remembered entities.
800309	Newcastle	KY	2						Lady said barking dogs drew her attention to a strange very bright object hovering motionless 20' away from ground near back of house. Three antenna-like sticks at slight angle pointing to ground.
800313	Warwickshire	UK	2						A 31-year-old man saw a huge cigar-shaped object with red lights at both ends fly silently south to north over the A422 highway east of Alcester, Warwickshire, England. The man's steering wheel became unbearably hot during the flyover, and it caused burns on his hands.
800402	Pudasjarvi	Finland	2						Car drove into "fog," headlights deflected upwards, driver abducted onto silvery domed object with portholes, examined on metallic table (section XIII).
800406	Lodz	Poland	2						Three bright spheres hovered low over a house in Lodz, Poland spreading a blinding light.
800409	Bollwiller, Alsace	Germany	2						A woman driving through a forested area saw a bright light descending toward her car, first mistaking it for an aircraft landing light. The object then stopped and hovered ahead just off the road.
800410	Lincolnton	NC	2						Red disc-shaped object emitted light beam to ground; took off with intense humming sound leaving exhaust trail (section IX).
800420	San Mateo	CA	2						Five apparently metallic Saturn-shaped objects, high-speed flight in formation at low altitude, visible against local terrain (section IV).
800512	Bulawayo, Zimbabwe	Africa	2						A brilliant blue disc hovered at a low altitude for ten minutes over Bulawayo. It shot straight up, stopped, then shot up again and was gone.
800705	Lake Navsjon	Sweden	2						A large silent sphere dropped to the surface of Lake Navsjon north of Naveksvarn, Sweden. It changed colors while on the surface of the lake
800706	Lake Navsjon	Sweden	2						A large silent sphere dropped to the surface of Lake Navsjon north of Naveksvarn, Sweden. It changed colors while on the surface of the lake
800706	Bear River, Nova Scotia	CAN	2						A silent, fifteen-meter diameter round object hovered only 500 feet away. A dog hid in fear. A six-meter long indentation was discovered on the ground.

800716	Pecos	NM	2						A Civil Air Patrol cadet along with several other witnesses observed a dull metallic, circular object maneuvering near Pecos, New Mexico. The cadet got closer to the object after it landed in a nearby clearing and took some photographs. He then observed a human looking figure dressed in a metallic suit emerge from the object and walk a few feet away from it.
800718	Pine Bush	NY	2						Seven delta-shaped objects cavorted and landed at 10:15 p.m. in Pine Bush. Ellen Crystal approached them in her car, and they in turn took off and paced her car.
800803	Norton AFB, San Bernardino	CA	2						Three airmen and five civilians at separate locations sighted an object that looked like a "metallic balloon" with two flat sides, according to a base spokesman. It either landed or hovered just above a grassy area near a taxiway on the base.
800808	Pine Bush	NY	2						Author Ellen Crystal was out in an isolated field near Pine Bush by herself when she noticed a large lighted object descend among some nearby trees. With a flashlight caught sight of a four-foot tall thin humanoid with a large head and huge yellow cat-like eyes.
800911	Anderson	SC	2						Two friends saw a rounded, seamless disc-shaped UFO that made a whining noise. It hovered over trees in a yard 100 feet away from his bedroom window. It rotated and wobbled. Physiological effects included red burning eyes, swollen glands in neck, headache.
801005	Ta Kang (near)	China	2						On this night near Ta Kang, several sailors off the coast in a ship on the Yellow Sea, including a witness named Hung, saw a reddish cone-shaped object with an intense bluish-green electric-arc glow fly overhead. It was close enough that they were able to feel heat from the object.
801026	Greene County	IN	2						A lopsided triangle shaped UFO was observed by a husband and wife on their farm in a close encounter. The object can be described two full moons spaced about 12 feet apart with a flashing red light in back like a lopsided triangle. Their animals were effected while the UFO was over the barn.
801101	Monroe City	IN	2						Sheriff deputy involved in CE-III. Organization never provided any documentation or report.
801114	Heidelberg	Germany	2						Two students saw a flat cylindrical UFO hovering over an athletic field in Heidelberg. The object had powerful headlights with a pinkish glow, and smaller red and yellow lights. It approached the witnesses and stayed over them for 10 minutes.
801203	McLain	MS	2						On Highway 57 in McLain, Mississippi Mr. and Mrs. Lowrey had the FM radio of their car quit, the car's headlights dim, and the car heater quit when a luminous, blue-white ball of light came briefly over the right side of the car's hood.
801204	Foxboro	MA	2						A young man had a close encounter with a saucer-shaped object with a row of rectangular windows around the circumference, and was struck by a light beam on the chest and felt paralyzed. Perceived communication, apparent abduction, burn marks on chest corresponding to light beam position.

801215	London	UK	2						Over 40 people in the southeastern part of London, England saw a UFO hover, divide into pieces, re-group, dart a short distance, and then shoot straight up.
801229	Huffman	TX	2	C	5				Cash/Landrum Case
810128	Colle Maddalena	Italy	2						A disc was sighted maneuvering over some woods and landing behind some trees in Colle Maddalena, Italy. A burnt circle of grass and some charred tree branches were found at the landing site.
810200	Quindira	Brazil	2						2:00 AM. A woman was awakened by a loud engine type noise coming from outside, she ran out and watched a round object hovering nearby and emitting multi-colored beams of light. Three human like beings cold be clearly seen inside, one them glanced briefly at the witness then the object rose and disappeared. The next day two dead bloodless horses were found on the field where the object had hovered.
810203	Ross	Tasmania	2						A luminous ovoid object maneuvered at 30 meters altitude in Ross, Tasmania and paced a car. When the car approached a hotel, it shot straight up and out of sight.
810210	Auburn	WA	2						The witness had parked her car in her apartment parking lot when she saw a huge lighted object with a ring of flashing lights. The UFO left but a second smaller craft appeared and descended with a falling leaf motion. She later recalled abduction experiences.
810213	Fuentecen	Spain	2						The witness observed several golden lights on a nearby field. He approached the lights but these suddenly rose up, circled, and landed again, this time closer to his home. At the same time his dogs were going berserk. Later he heard footsteps and his dog attracted him to a "figure" standing by the fence. The figure was a meter and a half tall, square in shape and metallic almost robotic in nature; it lacked a head, arms or feet. A scorched area was found on the ground by government authorities.
810214	Greensburg	PA	2						1:45 AM. A 17-year old girl was baby-sitting when she spotted an object hovering at treetop level about 50 feet away. The object was silent and had three white lights forming the point of an equilateral triangle. Inside the craft two humanoid beings could be seen. These were described as having very large heads, oriental like eyes, gill like ears, and two holes instead of a nose. One appeared to be sitting and the other standing behind an instrument panel.
810215	Franklin	OH	2						2:00 AM. A brilliant white light that began filling her room awakened the witness. She got out of bed and through her window saw a bright hovering disc shaped object. Under hypnosis she recalled being taken onboard by several seven-foot tall humanoids with pointed chins and yellow cat like eyes
810218	Manzano Amargo, Neuquen Province	Arg	2						Jose Fermin Albornoz, an illiterate shephard, awoke at 4:00 a.m. to the sounds of his animals causing a commotion. Looking out from his hut he saw a "beautiful" blue light hovering over a field about 20 meters away. His animals were effected and he recalled an abduction experience.

810300	Birstall West Yorkshire	UK	2						Late night, Jane Murphy had gone to bed late when she suddenly woke up standing in a field feeling very cold and wet. She then noticed a huge metallic object hovering over the field, suddenly a group of figures, as many as 10 approached her. When she woke up she was on a bed in a strange room. Several figures were around her communicating via telepathy telling her to look at them. One of the entities was seven-foot tall, human looking with totally black eyes.
810300	Algeciras (near)	Spain	2						10:30 AM. A truck driver was delivering produce to a nearby village when he noticed strange lights on a nearby field behind a row of eucalyptus trees. As the witness entered the field he spotted a large metallic dome shaped craft on the ground about 50 yards away. The object seemed to be supported by three "telescopic" legs like protrusions. He then noticed several man-like figures sitting behind the windows, these were human like, wore helmets and brown uniforms.
810300	Memphis	TN	2						4:40 PM. 5-min duration, two witnesses. Responsible woman, secretary in an executive office, was out driving, which she said was most unusual for her. She had intended to stop for coffee when she sees three shining objects in the sky, and so engrossed in them drives right past the local Pancake House. Suddenly the objects disappear into "what looked like puffs of smoke." A minute later one reappears "directly over the street in front of me, so close that I could have counted the lights on the bottom of the object, had I not panicked."
810310	Skipton, North Yorkshire (near)	UK	2						At Carleton Moors, two uniformed police officers observed a large glowing oval shaped UFO as it moved over the moors. (Source: Yorkshire Post, The 5TH ANNUAL PRUFOS POLICE REPORT 2006 by Detective Constable 1877 HESELTINE British Transport Police).
810330	Magny	France	2						A metallic sphere descended from the sky at a 45º angle and stopped over a house in Magny, France. It then shot straight up and away. A check with authorities showed there were no scheduled balloon releases at that time.
810330	Alton	IL	2						Huge bright light went to very dim, had lights on the bottom as it hovered over trees for ten minutes. Object moved towards witnesses at about 10 mph. Frogs stopped croaking and dogs began barking excitedly
810401	Mount Vernon	OR	2						7:30 PM. The main witness and a friend were driving back home when they noticed three bright lights above the highway. As they approached the top of a hill another larger light appeared. The witness pulled off to the side of the road and then saw a huge lighted bowl shaped object. They both attempted to leave the area but they apparently went into a trance and lost consciousness. The next thing they remembered was sitting in their vehicle and noticing something moving quickly away from the car, moments later a flash of light shot up into the sky
810412	Goodhue	MN	2						Two-foot diameter aluminum-like disc hovered a few feet off road about 40 feet away; climbed rapidly through sky and disappeared in distance (section IV).

810415	Mount Sunapee	NH	2						A huge metallic triangular object with several red lights on the sides and very bright white light on the leading edge flew over Mount Sunapee, New Hampshire. It flew very low to the ground, and passed over a car flying off to the west.
810415-20	Catania, Sicily	Italy	2						12:20 AM. Two police officers in their car saw a strong reddish light descending from the sky. The engine and electrical components to their vehicle become inoperative as a saucer about 3 m in diameter and 1 m in height lands on the street about 50 meters away from their vehicle. A small door opened on the saucer and the witnesses see two human forms emerge; the figures began gesticulating and "jumping" around.
810500	Mennecy	France	2						3:00 AM. Traveling on a road, 3 women, 34-year old Sandra, Viviane and Marie France see a horizontal orange cigar-shaped object, hovering on the right side of the road. As they drove to the top of the hill the cigar vanishes. Soon a white sphere follows their vehicle. Later under hypnosis Sandra remembered seeing humanoids inside the object, described as of normal size, elongated eyes, thin bodies and wearing white coveralls from head to toes.
810501	Clark County	WA	2						A 26-year-old woman reported a large white glowing disc-shaped object just 150 feet from her home in Clark County, Washington. It made a humming sound and flew off to the south toward Oregon. The incident lasted slightly less than a minute.
810504	Minas Gerais state	Brazil	2						a bright disc landed on the ground in Belo Horizonte, Minas Gerais state, Brazil and then vanished. A witness felt pulled toward the spot. Burnt grass was found at the site.
810512	Clatskanie (near)	OR	2						A man and a woman, a truck driver and a cashier, were driving near Clatskanie, Oregon. A large delta-shaped UFO surrounded by a turbulent fog or mist "like smoke from a chimney" followed their truck for 15 miles.
810514	in space, from onboard the Soyuz T-4 spacecraft	Space	2						Cosmonauts Savinikh and Kovlenok observed a strange object from their space station. At first the object was 1/2 mile away but it eventually approached to a distance to 300 feet. Inside the cosmonauts saw three brown skin beings with slanted bright blue eyes straight noses and bushy eyebrows.
810516	Cocklebiddy (near)	AU	2						A couple named Winsome were driving in the desert when they noticed a red glowing dome low on the side of the road. It vanished as the car approached, but a glowing light flew off to the west.
810606	Little Rock	AK	2						Two teenagers in Little Rock saw a small, four-foot long rectangular UFO and a small disc cavorting over a backyard garage and shed. They came very close and the leaves on some trees were withered.
810613	Chia-Li	Taiwan	2						12:20 AM. A spinning transparent cone, 3 meters in length, touched down on the ground in Chia-Li, Taiwan. It expelled a mist, then took off and shot away to the north. (Source: Paul Dong and Wendelle Stevens, UFOs over Modern China, p. 272).

810711	Port Byron	IL	2						10:30 PM. 5-1/2 mins duration. Girl Scout supervisor at camp headquarters suddenly hears his dog barking in a warning manner. The witness moves to an unobstructed view of the pool and notices the pool lights are not on. Instead, directly above the pool, and higher than the regular lights, is a brilliant light. Suddenly the lights go out. He hears a whirring noise that rises in pitch as it apparently rises into the sky. When he turns on the lights he noticed the pump is not running and the water level is down three feet. (IUR-3,6)
810712	South Canterbury	NZ	2						Brightly lighted, dome-shaped object with windows approached, turned, followed car, bright illumination. Object finally shot away (section I).
810716	Atcham, Shropshire (near)	UK	2						2:00 AM. Three women were on their way back home on the A5 expressway when they all suddenly experienced a strange mood change, they all sat very quiet going into some type off limbo state. Then across an open field besides the road four white and two red lights appear. They seemed to be attached to a dark object. The object was round and began pacing the vehicle. At this point the vehicle seem to lose power and would not accelerate. There was an apparent time lapse noted when they reached their destination. Later under hypnosis one of the women recalled the car being floated up to the sky and entering the bottom of an object through two large double doors.
810731	Lieksa	Finland	2						Black sphere and satellite lights seen, two approached motorboat, one surrounded by "fog." Paralysis felt, missing time, physiological effects (Volume II, The UFO Evidence, Section VII).
810810	Apple Valley	MN	2						Russell Matson and another man were driving down a road in Apple Valley when they sighted a hexagonal object nearly overhead, at perhaps a distance of 500 feet. It had two green, two red, and white lights on its corners.
810816	Winnipeg, British Columbia (near)	CAN	2						Midnight, the witness was driving alone outside of Winnipeg when he saw a huge UFO gliding over the roadway. Dimly outlined from the glow inside the "windows" of the central mass were two or three figures, whose features were not discernible, but whose heads and shoulders indicated they were humanoid in shape.
810819	Franklin	OH	2						Daylight. The witness was driving along a highway when a brilliant silvery object descended over her vehicle and forced her to pull off the side of the road. She was then taken onboard by several seven-foot tall humanoids and examined.
810900	Dusheti, Georgia	Russia	2						In the evening the main witness was coming back from school when she saw a man pointing up to the sky. She looked up to see a ball shaped object about 3 meters in diameter slowly descending over them. The object stopped at about 5 meters above the pair. It was described as white in color with some visible figures on its surface.
810900	Meinau Island, Bodensee	Germany	2						Midnight the witness was vacationing in the area and had camped on the south side of the lake. While he slept that night a very loud noise awakened him, looking out of the tent he saw a bright sphere descending rapidly overhead. Through an open port he was briefly able to see a humanoid figure apparently wearing a green outfit.

810912	Trino Vercellese, Piemonte	Italy	2						A man saw a bright football-shaped light that appeared to descend into the thick woods. When he arrived he was overcome by a strange malaise, and soon saw a reddish orange yellow light floating about 100 meters away. Terrified, Cavallo felt himself being levitated up towards the light.
810918	Conejo Valley	CA	2						Triangular objects with body lights, humming sound, observed three times over freeway and valley area (section VI).
811008	Praglia	Italy	2						3:00 PM. Six boys were racing dirt bikes near a lake when one of them fell and hit his head. Two of the other boys went to assist him, when suddenly a bright green light was seen descending over the surface of the lake. Inside the light appeared to be a gray metallic oval shaped craft that descended on telescopic like legs near the witnesses. A door became visible on the craft and a tall human like figure then appeared, his arms seemed to be extended up into the air. It wore a loose fitting silvery outfit, its arms were very long, and its feet resembled oval appendages.
811109	Esengul, Karasu Region	Kazakhstan	2						A large boat shaped, green colored UFO with an open cab or hatch fell into Lake Zaysan. Four humanoid wearing the same color green coveralls were apparently inside. Apparently the craft and its occupants were damaged upon impact.
811121	Naveksvarn (west of)	Sweden	2						Mid-afternoon. An eight-meter wide red disc, giving off a weak blue glow, flew at treetop level west of Naveksvarn, Sweden towards the east. Photographs were taken. (Source: AFU Sweden).
811124	Marshall	TX	2						Domed disc hovered nearby, beamed light down onto truck. Driver fled, object followed and beamed light on truck a second time before departing (section VI).
81End	Fuenlabrada	Spain	2						The witness, Magdalena Sobrino, was out in her yard hanging clothing when she noticed a bright light approaching over the nearby Coca-Cola factory. The light became bigger as it approached her position. It came closer without emitting any noise until the witness was able to notice what appeared to be a transparent cabin-like section.
811215	San Luis Del Palmar	Arg	2						A 42-year old Ruben Meneses was driving a dump truck on a dirt road. Suddenly he observes a bright object that approaches the truck, the truck begins to vibrate, and he is filled with a tingling sensation all over the body. He was not able to move as the truck rises up in the air and apparently becomes transparent. Meneses apparently then passes out.
811217	Bladenboro	NC	2						Daniel Edwards was awakened by the furious barking of his dog towards a pine forest behind his house. He walked out of the house and was startled to see a huge fire like light, illuminating a mass clump of trees a few hundred yards away.
811219	Areal	Brazil	2						Silo-shaped object swooped over vehicle, blocked road ahead of car. (Volume II, The UFO Evidence, Section XII).
811229	Brooklyn	MI	2						Two boys playing in a snow fort behind their house heard a humming sound then saw a lighted disc shaped craft with red lights shining on its top and multicolored lights on the bottom fly overhead and disappear from sight. They saw a four-foot tall human like figure float over a nearby fence and come towards them.

820000	Voronezh (near)	Russia	2						10:00 PM+. Two local militia sergeants were driving a "UAZ-469" vehicle (Russian patrol jeep) in an area about 10-15 kilometers from the city when suddenly they saw a very bright beam of light shining down to earth from somewhere in the sky. The beam of light appeared to be scanning the surface of the ground, and every blade of grass appeared to be lit by it. Several seconds later a hatch opened on the hull of the craft and several tall (about 3-4 meters in height) humanoids exited the object and went to a nearby field. The men could only speak in stuttering voices. At first they were subjected to alcohol tests but it proved negative, both were then sent to a mental hospital.
820124	village of Ipoh in Perak	Malaysia	2						7:00 AM. Five early morning joggers watched a Saturn-shaped object with a revolving rim and sharp lights descend nearby them. (Source: Ahmad Jamaludin, FSR, December 1988, p. 22).
820131	Mechanicsville	VA	2						A general contractor and his wife observed a very large grayish cone-shaped object with rows of amber and blue body lights and two huge white light beams in front through their south-facing window. The object was issuing bright illumination about 400-500 feet from their home.
820208	Bakersfield	VT	2						A delta-shaped object followed a car home, then flew overhead. The witness ran inside his house to hide. The UFO made no sound.
820210	Willernie	MN	2						A UFO with an intense, lime green light hovered just six feet above the snow-covered ground in Willernie, Minnesota. Five spots of fire fell to the ground as the object rose, and melted holes in the snow.
820210	Escanaba	WI	2						On Highway C537 three seventeen-year-old young women were driving in a car near a river when they encountered a low flying domed disc.
820214	Santa Cruz das Palmeiras	Brazil	2						At night, two witnesses, Fernando Antonio Martins & Edson Maragon watched a luminous triangular shaped craft land on an open field. Three humanoids exited the object.
820215	New York City	NY	2						Barbara Warmoth was asleep when a brilliant light filled her bedroom. She looked out the window and spotted a luminous disc-shaped craft hovering nearby. That is the last she remembered for one hour and 15 minutes.
820219	Rio Negro Province	Arg	2						E-M effects on car, dome-shaped object overhead, driver blacked out, taken to hospital with memory loss, physiological effects (section VII).
820220	Rio Negro Province	Arg	2						41-year old Juan Fattorel was traveling in his truck along a secondary road when suddenly the engine cut out; He saw close UFO and aliens and his eyesight was effected.
820224	Fleetwood	PA	2						A bright round, lighted object flew over a car in Fleetwood, Pennsylvania. Its passage was accompanied by radio interference effects. (Source: Richard H. Hall, MUFON UFO Journal, February 1984, p. 14).
820225	Saltsburg	PA	2						A large disc with a dome on top flew over the witness's car and shone a beam of light onto the ground. The UFO came very near the ground and may have landed temporarily, then rose up and flew off over the witness's house and out of sight.

820522	Cleveland	TX	2						Diamond-shaped object with body lights, bright "headlights," flew overhead, seen clearly in police spotlight. Abnormal silence. (section V).
820300	Springfield	MO	2						The witness was traveling in her car when she suddenly lost control of the steering. She felt her vehicle being pulled by an unknown force towards a light that was hovering at tree top level straight ahead. Soon she found herself in a clearing in a wooded area. Nearby sat a silvery metallic disc resting on three legs.
820304	Hellifield	UK	2						A car on the A65 highway in Hellifield, England was surrounded by blue lights and levitated up into the air. The woman driver felt a strong sensation of cold, and experienced 30 minutes of missing time.
820315	San Dimas (near)	CA	2						A mother and her two children were driving on a busy highway when they spotted a rectangular glowing object with a cross in the center hovering over the area. As the car drew closer the mother heard a low humming sound and felt dizzy and had difficulty driving.
820318	Flatwoods	KY	2						Mr. J. Duty, an Army reservist, watched a domed disc-shaped UFO hover off to the left side of a highway in Flatwoods, Kentucky. The disc had red, green, blue, and white lights around its base, which blinked in rotation.
820321	Toledo	OH	2						On an overcast evening a UFO shaped like a vertical football with three tube-like appendages banked to the north across the Ohio Turnpike in Toledo, Ohio and next came in low over a residential area at 200 feet altitude.
820322	Slanesville	VA	2						The witness had gone outside to investigate a commotion among his dogs and cats and saw two lights descend from the sky and land. He approached with his car but the vehicle stalled. He approached on foot holding a flashlight and encountered a five-foot six-inch tall man dressed in a silvery coverall with a hood.
820325	Milton Keynes, Buckinghamshire	UK	2						Two uniformed officers, PS. Ian Victory and PC Anthony Underwood were driving a marked police vehicle when they observed a yellow lozenge shaped UFO in the sky. Stopping the vehicle they sat and watched it pass overhead.
820330	Charlottesville	VA	2						11:15 PM. An ovoid or "submarine"-shaped object flew over a car. It then hovered over the road, made a U-turn, and then paced the car for 15 blocks. It flew away toward the north.
820400	Sedona	AZ	2						Nancy and her daughter were in a camping tent in Fey Canyon, her baby granddaughter was also with her. That night she saw a lighted disk and a small entity entered the tent and grabbed her arm. All three were abducted.
820400	V (near)	Denmark	2						A lone witness out for an early morning walk spotted a large shiny silver oval shaped craft on the ground on a nearby field. Next to the object stood two short man-like figures, described as very thin, with long arms, and elongated egg shaped heads.

820403	Bolingbrook	IL	2						A woman schoolteacher in Bolingbrook was awakened by a high pitched sound "like a blender running in a box." She looked out at the cloudy, windy and cold weather conditions in her residential neighborhood and saw a bright blue domed disc-shaped object land next to some power lines.
820407	Ft. Wayne	IN	2						A mushroom cap shaped flying disc paced two people in a car. It had hazy lights and made odd maneuvers, not jerky but always smoothly executed.
820408	Escanaba (west of)	MI	2						An 80-foot wide boomerang shaped object, with a convex curved rear end, paced a car being driven by two teenagers. The UFO followed as close as 30 feet altitude, and the two girls feared capture.
820418	Houston	TX	2						A woman heard a loud noise, stepped onto her patio and saw a cigar-shaped object beneath the overcast, thick in the middle and tapered on both ends. The object flew at treetop level directly over her townhouse.
820429	Plattsburgh Air Force Base (near)	NY	2						A woman named Mary E. Boule saw a silent dome-shaped object near Plattsburgh Air Force Base. The object had a turquoise blue light on top and portholes. It flew low at 400-500 feet altitude, and definitely entered the air base's restricted air space.
820500	Comodoro Rivadavia, Chubut (near)	Arg	2						Several Argentine soldiers riding in a UNIMOG (Army) vehicle spotted several short man-like figures with large heads running towards a dark hovering disc shaped object. The craft hovered only a few cm from the ground. As the vehicle approached the object its engine began to sputter without any apparent cause.
820502	Ripley, Queensland	AU	2						In an isolated area, some kangaroo hunters were walking down an electrical fence when they came upon a large disc shaped craft on the ground. Groups of seven-foot tall beings stood or walked on a large glass rim.
820512	Turis	Spain	2						A large, disc-shaped UFO was seen by the roadside in Turis, Spain. It perimeter was revolving and it appeared to be searching the area with beams of light. It rose up and flew away.
820520	Caboolture, Queensland	AU	2						A couple noted a saucer shaped object with portholes in the lower section. The object emitted a blue beam of light and came around to the front of the car. The couple appeared to have experienced a short period of missing time, and recalled seeing a 2-meter tall silver suited entity
820522	Cleveland	TX	2						Diamond-shaped object with body lights, bright "headlights," flew overhead, seen clearly in police spotlight. Abnormal silence (section V).
820523	Bowna, New South Wales	AU	2						A nocturnal light paced a car in Bowna, New South Wales, Australia only 3 meters above the ground. It hovered when the car stopped. A diamond shaped object was seen hovering over the car's destination.
820603	Brooklyn	NY	2						A young woman was awakened by a voice slowly calling her name. When she got up from bed she saw a large glowing object outside her window. She saw two man-like figures staring at her from inside the craft, and a small table inside the object.

820700	Mersin	Turkey	2						A lone witness reported seeing a 15-meter diameter disc-shaped object hovering at about 100 meters from the ground. Through an apparent opening he saw several short helmeted humanoids moving about in stiff mechanical movements resembling those of robots.
820720	Vejer de la Frontera, Cadiz	Spain	2						A a local cattleman walked to what he thought was a tanker truck a hundred meters away, but when he got to about 30 meters away from it he saw two huge human-like figures standing in the middle of the road. The beings then walked back to the object as if in slow motion. They entered the object through an open hatch, which took off silently towards the north. Ground traces were reportedly found at the site.
820722	Katy	TX	2						Three witnesses saw a dark boomerang-shaped (or V-shaped) object with bright orange-yellow "headlights" hovering in the sky. As they watched, they noticed a total silence in the area. The object finally began moving and as it passed by their location, they heard a deep humming sound.
820723	Ste-Dorothee, Quebec	CAN	2						Four 16 year olds saw an intense beam of white light from a multi-colored UFO in a field. Ehen they shone a spotlight in the direction of the noise it revealed a five to six foot tall being with a large brown head and orange eyes. They all suffered from intense stomach pain
820725	Punta Umbria	Spain	2						A bullfighter observed blinking red and yellow lights near the beach. He thought it was the scene of a car accident and approached. What he saw was a square-shaped craft and a 3-meter (10 foot) tall robot standing at the side of the UFO.
820802	Lake Sawyer	WA	2						A couple and their son while driving home to Kent and noticed an illuminated object above the treeline, projecting a beam of light into the sky which moved back and forth like a searchlight. The object had four red body lights.
820900	Corby	UK	2						Late night. Ros Reynolds and her boyfriend were driving to visit friend when their vehicle was suddenly engulfed in light and an object then flew over them. The object then began to follow the car, traveling alongside them. Suddenly the car engine went dead, the car stopped and then she went blank. She could only remember getting back in the car and by the time she arrived at her friends they had lost nearly three hours.
820900	Girard	PA	2						A man driving around dusk on the I90 road saw an object hovering above the tree line. The craft was wedge shaped and triangular from below. His vehicle engine ran rough then stalled, and the lights inside flashed as the object approached. He was able to see two figures that seemed clothed in silver like material.
821000	Des Moines (near)	IA	2						Looking out the window he was able to see glowing green colored disc shaped craft hovering above the barnyard. On the ground below several small shadowy figures could be seen moving around. Suddenly thee of the short figures appeared at the bedroom door. The beings took the witnesses by their hands and led them to the hovering disc shaped object at the orchard.

820610	Madbury	NH	2						Wedge-shaped object with body lights hovered low over reservoir, lights reflecting in water; instant relocation, red light beam shone on house, then on car (section I).
821018	Lake Norman	NC	2				**NC**		Silver oval UFO with "four legs"
821022	Westort	IN	2						8:00 PM A large dull grey triangular shaped object with a humming sound came slowly from the southeast,flew over witnesses in yard of rural home, paused to hover in the northeast over a 10 foot tree, then moved out of sight in the northeast.
821118	Santa Cruz de Tenerife	Canary Islands	2						Late at night Andreas Schneider sighted a maneuvering disc-shaped object over Santa Cruz de Tenerife in the Canary Islands. He lost consciousness and had an out-of-body experience, feeling that his "astral" body was taken into the object. Inside he encountered several short beings with wrinkly rough gray skin and huge heads.
821119	Temperanceville	VA	2						Circular object with body lights shone light beam down into field, three humanoid silhouettes visible inside. Object rose, flew directly over car, humming sound (sections IX, XII).
821127	Palatine	IL	2						Luminous object brightly illuminated police car, changed direction when pursued. Domed disc shape seen to east, light beam toward ground, descended behind tree line (section V).
821127	Castroville	TX	2						Two hunters in a deer blind in Castroville, Texas saw a multi-colored V-shaped object nearly over their heads, moving very slowly toward the west. It would stop, drop suddenly several thousand feet, move laterally very fast, and then turn without banking.
821221	Maddington	AU	2						1:50 PM. An orange light followed a car down a highway in Maddington. The UFO would hide when the car slowed down, then come back and pace the car when the driver sped up. (Sources: Australian Center for UFO Studies)
821221	Penthereaz	Switzerland	2						9:00 PM. A small glowing sphere followed a car for ten minutes and lit up the vehicle's interior. The luminous ball was estimated to be only 12 centimeters in diameter. ((SWICAT Swiss UFO catalogue).
830203	Mobile (near)	AL	2						1:10 AM. A 28-year-old woman observed a very large metallic, cylindrical flying object with structural detail up close while driving on a highway near Mobile. She could see 20-30 occupants inside through the windows.
830226	Kent Cliffs	NY	2						A mother and daughter named O'Driscoll, driving near the frozen White Pond in Kent Cliffs saw a silent, multi-colored 200-300 foot wide boomerang-shaped object with many lights, at a minimum distance of 100 meters, which seemed to respond to their thoughts. Their car radio experience RF interference.
830326	Careme, Tarn-Garonne	France	2						Evening. Two witnesses driving in Careme encountered sudden fog, and then a huge disc-shaped UFO. Their car turned unaccountably onto an unknown dirt road, and they had a possible missing time experience. The entire experience lasted 50 minutes. (Source: Lumieres dans la Nuit, issue 317).

830428	Huepul	Chile	2						A UFO came along and flew over a soccer match in progress in Huepul, Chile at only 5 meters above the field. It stopped the game as the 200 people present stared at the incredible sight before them. (Source: FSR, December 1983, p. 8).
830504	Lawrence	KS	2						3:50 AM. A silent yellowish orange ball of light was seen by a Mr. J. Philips hovering 350 feet over a power line pole in Lawrence, Kansas. It flew away toward the northeast slowly at 35 mph.
830523	McHenry	IL	2						7:30 PM. A disc-shaped object with a black top, blue sides, square windows, and a reddish golden metallic bottom maneuvered over trees in McHenry, Illinois.
830706	Hampshire, Tasmania	AU	2						7:30 PM. A motorist in his 1982 Toyota was driving home on a clear evening when his car gradually lost power and coasted to a stop. He saw beyond the fence an object about 100 feet away and 15-20 feet above the ground, dark cigar-like in shape with a blue haze around it
830722	Melbourne	AU	2						Two dazzling UFOs flew rings around a town, buzzing an important army base
830810	Flint	MI	2						1:10 AM. Two witnessed a domed disc-shaped object at low altitude around their mobile home and garage west of Flint, Michigan. The object had two "headlights." (Source: MUFON UFO Journal, September 1983).
830812	Aldershot	UK	2						Fisherman taken aboard UFO
830813	Shipley, West Yorkshire	UK	2						A motorist stopped at a scenic overlook saw a bright pulsating light. As it neared he could see that its light was pulsating every two seconds. He could now see that the light was on a disc-shaped object with shiny domed top that was revolving and dark underside. It passed out of sight in about 2-3 minutes.
831025	Bend	OR	2						8:00 PM. An experienced sky observer named Kraus at the Pine Mountain Observatory in Bend, Oregon watched a red light, possibly with antennas shoot toward him.
831107	Skipton, North Yorkshire	UK	2						Police Sgt Tony Dodd's Experience
831215	Glasgow	Scotland	2						6:25 AM. Mr. Coventry reported seeing a fog in which all sounds stopped. A gray flying object the shape of a railroad car, but with a convex curved roof, then appeared, making crackling and humming sounds.
831220	Riverside	CA	2						5:30 PM. Witness driving in Riverside had his car buzzed by a 7" wide sphere that had pegs protruding from it. It flew by the car at eye level. (Source: MUFON UFO Journal, December 1983, p. 4).
831227	Indianapolis	IN	2						10:30 PM. A small disc-shaped object with eight bright green lights descended from the sky and landed in an open field across the street from the home of the witness.
840108	Framingham	MA	2						3:00 AM. EST. In the witness's bedroom a short humanoid pointed a beam at the witness in bed. When the being had left a three-foot long by 18" cylinder shot straight up into the sky outside. (Source: MUFON UFO Journal, August 1991).

840108	Cozad (outside)	NE	2						3:15 AM. CST. On Interstate 80 three people driving in a van outside Cozad saw a 100-foot diameter disc hover 80 feet over the highway. It was blazingly brilliant and had more than 15 colored circular lights around the rim. They heard an intermittent beeping on the van's CB radio.
840109	Capron	IN	2						6:30 AM. While driving his truck down a country road, the witness described the object as looking like a football turned up on end, metallic-grey in color, about 150 feet tall and moving about 50 feet off the ground and about 100 feet from his vehicle.
840109	Pearsonville	CA	2						7:30 PM. A metallic object described as blimp like with red lights buzzed two cars on US Highway 395 south of Pearsonville, near the China Lake Weapons Center in Kern County on a clear night.
840109	Torrington (10 miles west of)	CT	2						9:30 PM. Mr. & Mrs. Sprinster had a close encounter with a multi-colored triangular shaped UFO 10 miles west of Torrington on Route 4. The object moved very slowly, and dropped in altitude to pace their car.
840109	Hawthorne (north of)	NJ	2						9:33 PM. Two witnesses in a car driving north of Hawthorne saw two silent 75-foot in diameter parabolic discs 200 feet above SR 208. The objects seemed to be avoiding being seen by passing cars.
840109	Mojave, Kern County (north of)	CA	2						10:30 PM. Several independent witnesses reported seeing a huge silent cigar shaped object over the highway on SR 14 15 miles north of Mojave, Kern County, California. It was only 100 feet over the road and had red lights on the bottom; it flew off to the north.
840121	Jasper (near)	NY	2						9:30 PM.While driving home to Edison, a mother and two children watched in amazement as an enormous gold, oval-shaped object appeared to pace their car. As they watched, the object appeared to land on a nearby ridge and after a few seconds it ascended into the sky.
840122	Way Cross (near)	GA	2						7:00 PM. ¬: While parked in a wooded area, a young couple spotted a large object approaching their car at treetop level. The object crossed the logging road near their car, went across an open area to a stand of trees, then turned end-for-end.
840122	Arnold	MO	2						7:00 PM. Two occupants of a car observed a circular object with three brilliant white lights and a corona of white light covering its entire surface. As the object approached the car the driver made a 180 degree evasive turn only to have the object pull alongside and pace his vehicle.
840122	Huntington	WV	2						7:09 PM. On the way outdoors to start his car the witness observed a large brilliant ball of orange light in a stationary position about 900 feet above the neighbors house. The glow from the ball illuminated the entire ground area.
840127	King Of Prussia	PA	2						6:15 AM. Two young boys delivering papers observed a big circular object with lights around the edge hovering over houses about two blocks distant. They watched the object for several seconds, then it ascended into the sky at about a 45 degree angle
840128	Flemington	NJ	2						6:30 PM. A young couple sighted an orange ball descending through the cloud layer and appeared to land on a ridge behind the tree line.

840203	Tingsryd	Sweden	2						1:00 AM. Mr. Jonsson was driving home when he saw a disc-shaped object 80 meters across and some 5-10 meters above the road ahead of him. He got to his home, got his camera, and went back to the site of his encounter. His car stalled, and he recalled seeing several beings who attempted to abduct him. He had nearly two hours of missing time.
840207	Atco	NJ	2						4:00 AM. The witness got out of bed and went to the window and saw a bright white circular object with a hump on top in a stationary position about four feet above his neighbors yard. He estimated that the object was about 200 feet from him and the size of a small car. He saw an image like a man next to the object.
840229	Columbus	OH	2						3:30 PM. On the campus of Ohio State University in Columbus, Ohio witnesses observed a black sphere half a meter in diameter that hovered just over a University building, then shot off very fast toward the southeast.
840229	Mechanicsburg	PA	2						9:00 PM. A man and his dog in Mechanicsburg witnessed a 40 foot wide diamond-shaped object wobbling in the southeast sky at an estimated 50 feet altitude. He also reported interference on his TV set.
840311	Wolcott	CT	2						A mother and daughter observed a large cylindrical-shaped UFO hovering outside their family room window in Wolcott, Connecticut. The object was just seven feet above the ground, and only four feet from the window.
840321	Albany (south of)	NY	2						7:45 PM. A truck driver driving on Interstate highway I-87 south of Albany saw a delta-shaped UFO that looked larger than a Boeing 747. It paced his truck for five minutes.
840321	Claxton	GA	2						8:00 PM. Three 12-meter long boomerang-shaped objects hovered at low altitude over a highway in Claxton. One of the object flew directly overhead at treetop level.
840400	Stanmore, Middlesex	UK	2						PC Richard Milthorp was one of at least 20 uniformed officers who observed a dome shaped circular UFO that appeared to ‘fire’ balls of light to the ground for two hours.
840418	Lakenheath Air Base	UK	2						A rectangular UFO hovered only 100 feet above the side of a road near the RAF Lakenheath Air Base in England. It had red, green and white lights, and was silent.
840419	Llano	TX	2						8:05 PM. Five people in Llano, Texas, witnessed a huge dome-shaped UFO fly over their house at only 200 feet altitude. It made a loud humming noise and had lights on the rim.
840419	At an eastern airport	UK	2						16.00 GMT. Air traffic controllers at an eastern airport in England witnessed a glowing sphere that looked like "masses of silver paper crinkled up" touch down on a cross runway, then rocket skyward in a maneuver they judged impossible for aircraft.
840425	The Orkney Islands	Scotland	2						5:30 PM. A silver colored, 150 foot long, bulbous-shaped object with a long tail hung in the sky, rocking back and forth 80 feet above the ground over a garden in Blairgowrie, The Orkney Islands, Scotland. Mrs. Freeman's dog cowered, and she was temporarily blinded by a ball of light from the object that struck her and entered her body, and she felt the warmth emitted by it but at the same time felt a sensation of calm.

840425	Napa	CA	2						9:55 PM. Structural details of a UFO were observed by three witnesses in a car as the UFO passed over them at 100 feet while they were driving down American Canyon Road in Napa, California.
840426	Macomer, Sardinia (west of)	Italy	2						11:00 AM. A humanoid wearing an odd helmet was seen in the woods west of Macomer, Sardinia, Italy by two children. A disc-shaped object rose from the forest floor, then flew off to the east-northeast.
840506	Williston	FL	2						Time not given. A 13-year-old boy working at a kennel in Williston, Florida heard a humming noise, and noticed that the dogs were attempting to hide in their pens and whining. As he went out to investigate the area turned red with illumination, and a bright red disc-shaped object hovered only 20 feet over his head.
840531	Hawthorne	NY	2						8:15 PM. A V-Shaped formation of 15 lights, estimated to be the size of a Boeing 747 airliner if all connected to one object, passed directly over the home of an IBM engineer in Hawthorne, Westchester County, New York It made no sound as it passed overhead except a faint humming.
840531	Pleasantville	NY	2						8:30 PM. A V-shaped object was seen from Route 117 in Pleasantville, New York. It was reported to be larger than a football field, and it followed a car being driven on the Taconic Parkway.
840604	Staunton	VA	2						A very luminous object shone a bright light into the window of a mobile home in Staunton, Virginia. The UFO was football-shaped, about the size of a car, and made a faint buzzing noise.
840606	Pine Bush	NY	2						UFO investigators went to a Jewish cemetery in the UFO hotspot of Pine Bush, New York. A close encounter with a landed, delta-shaped UFO scared them away.
840614	Indian Pt Nuclear Plant	NY	2				**NC**		10:30 PM. Guards at the Indian Point nuclear power plant on the Hudson River, New York sighted a dark disc-shaped object with lights, 30 feet in diameter, that stayed over the nuclear reactor for 15 minutes
840622	Adelanto	CA	2						11:00 AM. An object shaped like the rounded-off "tail fin" of an airplane with a very short fuselage came straight down over a woman's car in her driveway
840715	Detroit	ME	2						9:05 PM. Carol Cloukey and Robert White had been on their way to Pittsfield, Maine for dinner. After traveling about a mile they rounded a bend and Carol, who was driving, was the first to see a bright yellowish-orange light. Suddenly the light made a perfect vertical drop in mid-air. They sped up to get ahead of the object, but the light dropped lower again, and was now dead center above the car windshield.
840724	Indian Pt Nuclear Plant	NY	2				**NC**		9:00 PM. A very large boomerang-shaped UFO hovered only 300 feet over an active vent of the Indian Point Nuclear Plant cooling tower for 15 minutes on the Hudson River in Westchester County, New York.
841023	Tyrone (north of)	PA	2						8:30 PM. A disc-shaped object with an amber light on the bottom and red lights in a circle on top of the disc buzzed a witness driving in a car
841024	Park Rapids	MN	2						Diamond-shaped object, blue & white. One humanoid four feet tall, large head, large eyes, slender arms. Occupant outside of hovering object. Approached farm. Stood in light for ten minutes, returned to craft and departed. (Humrep, Molon)

841126	Gloucester	MA	2						6:15 PM. A UFO seen by Mr. & Mrs. Hoel in Gloucester, Massachusetts seemed to respond to their comments while flying over Magnolia Bay. The dark triangular object, 150 feet wide, with a canopy underneath, flew at 125 feet altitude and passed over Magnolia Bay and surrounding trees
841230	Martinsburg	WV	2						10:00 PM. A 30 foot long X-shaped object paced a car for 20 minutes along a highway in Martinsburg, West Virginia. There were five lights on the bottom of the craft and it made a humming noise.
850915	Bagshot Heath, Surrey	UK	2						Disc-shaped object hovered ahead of car; second object paced alongside car, bright illumination of area (section IX)
860107	Butler	PA	2						UFO emitted six light beams toward ground. About 20 minutes later in Pittsburgh, silver-gray disc with body lights hovered, mist formed around it. Object tilted, moved out of sight (section IX).
860426	Chernobyl, Ukraine	USSR	2	C	5		NC		Object Observed After Chernobyl Explosion
870207	Potters Mills	PA	2						Motorists encountered hovering large oval object, lights around perimeter, terrain brightly illuminated (section IX).
870722	Hawesville	KY	2						The Hawesville Encounter
870901	Bangor	WA	2						Ellipse with windows beamed light down on children in playground, two humanoids visible in object (section XII).
880119	Launceston	AR	2						Glowing red object followed car, moved up and down as if following contours of local terrain (section X).
880304	Eastlake	OH	2	C	5		NC		Eastlake Close Encounter
890831	Butler Township	PA	2						Luminous mushroom-shaped object hovered over field, two smaller objects with red lights emerged, operated independently, departed at high speed (section X).
890921-1007	Voronezh	Russia	2						UFO sighting concentration in vicinity. Four landings and three different kinds of entities reported (sections VIII, XII); geodesic engineer saw maneuvering airship-like object September 24 (section IV).
891129	Eupen	Belgium	2						Police patrol car illuminated by brilliant light beam, hovering dark triangular object, humming noise, alternately moved and hovered (section I).
900302	Beavercreek	IL	2						Brilliant white pulsating oval paced truck, hovered over road, instant relocation over truck; cast light beam down (sections IX, X).
900304	Wood End, Provincetown	MA	2						Sphere with windows seen from boat near lighthouse. Several objects took off at high speed with loud booms, stopped, hovered, and flashed bright white lights (section VI).
900327	Kokomo	IN	2						Blindingly bright oval object approached car, passed low overhead. Driver fled, looked back, saw object hovering over a field (section XII).
920819	Tucson	AZ	2						Manta ray-shaped object with body lights approached car, falling leaf motions, hovered, light beam brightly illuminated terrain (section VI).
940724	Melbourne, Victoria	AU	2						Motorists encountered glowing orange oblong objects, one followed car; diamond-shaped object hovered overhead when they stopped to look. Missing time period discovered upon arrival home (Basterfield, 1997b).
941200	Trumball County	OH	2						Multiple reports of low-flying object

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
19080000	At sea	DE	3						The English ship "Mohican," piloted by Capt. Urghart, was going to Philadelphia when it was surrounded by a thick, luminous cloud which "magnetized" everything on board. The compass was observed to swing wildly.
260900	Salt Lake City (near)	UT	3						11:00 PM. An air mail pilot was repeatedly buzzed by a long, cylindrical object. Each time the object came within about 50 yards, the aircraft engine would begin to sputter and misfire, until the pilot was forced to make an emergency landing in a pasture.
431200	Oslo	Norway	3						At 10:30 p.m. four women in a car saw an orange bell-shaped object ascending. Three automobiles in the vicinity experienced EM effects and the engines stalled. A 1.5-meter diameter area of melted snow was found on the ground. (Ref. 3; Australian Flying Saucer Review, No. 7, 1967; cited by Project 1947.)
440200	Bass Strait	AU	3						At 2:30 a.m. a bomber crew at 4,500 feet altitude saw a dark shape pull alongside the plane and pace it at a distance of about 100 feet for about 18-20 minutes. (Ref. 3; Bill Chalker, The Oz Files, 1996, pp. 35-36.)
450828	Iwo Jima (near)	At Sea	3						C-46 had engine trouble, lost altitude, as three UFOs were observed from plane. [2.]
470624	Mt. Adams	WA	3	E	5	12			Prospector Compass Incident
500122	Kodiak NAS	AK	3			BBU			USN P2V3 Patrol Plane and USS Tillamook Encounter "threatening" Radar Target and E-M
500900	City not noted	Korea	3						Navy planes on mission approached by two large discs, radar jammed, radio transmitter blocked by buzzing noise each time new frequency tried
510000	Iron Triangle, near Chorwon	Korea	3						Craft hit soldier with light beam
510210	Gander, Newfoundland	CAN	3						Bethune Case. Several onboard aircraft compasses slowly rotated or spun during UFO encounter
511224	Selfridge AFB	MI	3						Two men at Selfridge AFB, Michigan sighted a large oblong and brilliantly lighted object moving at a rapid rate of speed with no apparent audible sound.
520109	Kerrville	TX	3						January 9, 1952; Kerrville, Texas. Odd 'roaring" interference on radio as UFO circled town.
520326	Long Beach	CA	3						Two yellowish discs passed by slowly; "as they passed the radio was agitated twice."
520429	Marshall	TX	3			1167			Private pilot saw a round white object fly straight with side-to-side oscillation (Berliner; FUFOR Index)
521031	Fayetteville	GA	3			2200			orange blimp-shaped object, 80 ft long 20 ft wide
530929	Easton	PA	3						Television picture "began going up and down real fast," as UFO passed overhead
540129	Santa Ana (near)	CA	3						car radio quit and motor missed as UFO passed low over car
540500	La Porte	IN	3						Car lights and radio went off, motorist saw three round or oval UFOs moving as unit, emitting beams of light toward ground
540501	Tokyo	Japan	3						TV pictures distorted as UFO passed over

540621	Ridgeway, Ontario	CAN	3						Car motor quit as UFO crossed highway ahead of car
540728	Brentwood	CA	3						"Sparkling green light" appeared to land in orchard, television reception interrupted
540830	Porto Alegre	Brazil	3						House lights failed as UFO passed
540916	Marion	VA	3						Radio station transmitter failed to operate properly as round shiny UFO passed tower
540918	City not noted	NM	3				NC		Large green fireball observed; radio and television interference noted over wide area
541007	St.-Jean-d'Asse	France	3						Car motor and headlights failed; UFO over road.
541009	Cuisy (Seine-Et-Marne)	France	3						Car motor and headlights failed as cigar-shaped UFO passed above
541011	Brosses-Thillot, Saone-Et-Loire (near)	France	3						Motorcycle stalled, round lighted UFO observed about 50 yards ahead
541011	Chateauneuf-Sur-Charente	France	3						Car motor and headlights failed; two UFOs observed at low altitude ahead of car
541011	Clamecy (Nievre)	France	3						Car motor and headlights failed, passengers felt shock and numbness; round UFO took off from nearby field
541011	Fronfrede (Loire)	France	3						Car motor and headlights failed as UFO crossed road ahead of car, below cloud cover
541016	Banlolet, Seine-Infeneure	France	3						4 UFOs at low altitude ahead of car. One descended toward road; driver felt shock, numbness, car motor, headlights failed
541018	Coheix, Puy-De-Dorne	France	3						Driver of light truck felt half paralyzed, motor began missing; dark elongated object seen in nearby field
541020	Schirmeck	France	3						Motorist felt paralyzed, motor stalled, heat felt; UFO on road
541021	La Rochelle (near)	France	3						Motorist and child felt shock and heat, motor and headlights failed; then luminous UFO became visible ahead of car
541023	Cincinnati	OH	3						Radio made harsh shrieking noise, volume increased; then reddish disc seen circling overhead
541027	Linzeux (near)	France	3						Headlights and motor failed, passengers felt "electric shock"; UFO passed ahead of car
541114	Forli	Italy	3	E	5				UFO Disables One Tractor But Not The Diesel
541205	North East	PA	3						House radio "pulsated" as UFO observed hovering low over Lake Erie
550000	Agrinion	Greece	3						Truck driver and hotel manager driving over mountain road saw luminous object fly overhead, truck engine stopped
550202	Valera (near)	Venezula	3						airliner en route fr Barquisimeto; radio went dead both at Valera and Barq. as pilot started to report a UFO sighting
550517	Mojave	CA	3	E	5				Nine Moving Red Objects / TV Interference
550606	City not noted	NM	3				NC		Three unusual green fire balls; heavy radio and TV disturbance reported
550626	Washington	D.C.	3						A brilliant round object with trail 4 or 5 times its own length approached National Airport, stopped, oscillated, and moved off at high speed. Ceiling lights at airport went out when object approached; returned to operation when UFO left. [UFOE, VIII, XII]
550825	Bedford	IN	3						House lights dimmed and brightened as hovering UFO pulsated
561000	Oslo	Norway	3						October 1956; Oslo, Norway. Motorist felt "prickly sensation," wristwatch magnetized when UFO flew in front of car and hovered over road
561028	Minot	ND	3						October 28, 1956; Minot, North Dakota, photos by missile crew, radar

561116	Lemmon	SD	3						November 16, 1956; Lemmon, S.D. Railroad phones, automatic block system "mysteriously dead" as UFO passed over railroad yards
561200	Far East	Asia	3						December 1956, Far East. Visual & radar sighting of round UFO by Air Force jet pilot. Radar jammed by strong Interference
570000	Moriah Center	NY	3						April or May 1957; Moriah Center, N. Y. "Television started to have all sorts of trouble"; witness called out-doors in time to see red disc pass overhead
570414	Vins sur Caramy (1/2 mile E of)	France	3			BBU			5 ft tall 3 ft wide metallic top-shaped object covered with vibrating sharp spines
570419	Maiquetia	Venezula	3						Airliner en route to Maiquetia sighted UFO; strange radio signals received at Maiquetia airport at same time
570531	Kent	UK	3						Airliner suffered radio failure during UFO sighting. Normal functions returned when UFO left
570625	Baltimore	MD	3						Car radio stopped playing and street lights went out as formation of seven white discs with red rims passed overhead
570814	Joinville (near)	Brazil	3						Airliner cabin lights dimmed and engine sputtered during UFO sighting
571015	Covington	IN	3						Combine engine failed as hovering UFO began to rise
571030	Casper	WY	3						Car motor kept stalling as motorist tried to turn around to avoid UFO sitting on road
571031	Lumberton	NC	3						Car motor failed as UFO observed
571102	Levelland	TX	3	E	5	BBU			Many witnesses, series of sightings, watched egg-shaped UFOs on or near ground, nine instances of car interference
571102	Seminole (near)	TX	3						Car motor and headlights failed, UFO seen on road
571102	Canadian (3 miles W of)	TX	3			BBU			submarine-shaped object, red and white, 2-3x car length & 10ft high
571103	Ararangua	Brazil	3						Airliner direction finder and transmitter - receiver burnt during UFO sighting
571103	Sao Vicente	Brazil	3						ltaipu Fort electrical system failed, sentries received burns as UFO approached and hovered
571103	Calgary, Alta. (near)	CAN	3						Car motor missed, headlights flickered as UFO arced overhead
571104	Elmwood Park	IL	3						Squad car lights and spotlight dimmed as police pursued low-flying UFO
571104	Kodiak	AK	3						A "steady dit-dit-dit" interference on police radio during UFO sighting
571104	Toronto, Ont.	CAN	3						TV interference (audio); viewers called out by neighbors to see UFO
571105	Ft. Oglethorpe	GA	3						Brilliant round orange object hovered, revolving; television blacked out
571105	Hedley	TX	3						Farmer saw UFO; neighbor reported TV off at same time
571105	Hobbs	NM	3				NC		Speeding car, motor failed, lights went out as UFO swooped over car
571105	Philadelphia	PA	3						Apartment lights dead, electric clock stopped; bright light awakened couple. Milkman reported flaming disc
571105	Ringwood	IL	3						UFO followed car returning to town. TV sets in town dimmed, finally lost both picture and sound during same period of time
571105	San Antonio (near)	TX	3						Car radio quit, headlights dimmed, engine stopped; UFO seen hovering low over field
571105	Springfield	OH	3						Car and cab stalled as UFO observed
571106	Danville	IL	3						Police chased UFO, unable to notify headquarters "because their radio went mysteriously dead."
571106	Houston	TX	3						Car motor stalled, radio blanked with static, during UFO sighting

571106	Ottawa (north of)	CAN	3						Battery radio and portable short wave radio failed, tone signal heard on one short wave frequency. UFO hovering
571106	Pell City	AL	3						Car motor stalled, as driver attempted to approach UFO hovering low over ground
571106	Santa Fe	NM	3			BBU	NC		Car motor failed, car clock and wristwatch stopped as UFO passed low over car
571107	Orogrande (near)	NM	3				NC		Car traveling about 60 mph. Speedometer waved wildly between 60 and 110. UFO then sighted
571107	Lake Charles	LA	3						Silvery disc hovered, car motor failed.(UFOE)
571109	White Oaks (near)	NM	3				NC		Car lights failed as UFO observed
571110	Hammond	IN	3						Loud beeping caused radio interference as police chased UFO. TV blackout in city, motorist reported radio failure
571112	Hazelton	PA	3						TV disrupted as UFO seen
571112	Rumney	NH	3						Car motor and lights failed. Ground Observer Corps reported UFO at same time
571114	Tamaroa	IL	3						Power failed for 10 minutes in a four mile area, just after hovering UFO flashed
571115	Cachoeira	Brazil	3						Several car motors failed as drivers attempted to approach UFO hovering low above ground
571123	Tonopah (30 miles W of)	NV	3			BBU			Car engine stalled, saw 4 landed 50-foot saucer-shaped UFO's
571125	Mogi Mirim	Brazil	3						All city lights failed as three UFOs passed overhead
571203	Cobalt, Ont	CAN	3						Radio static as several UFOs seen over area
571203	Ellensburg (near)	WA	3						Truck motor "almost stopped, "caught again, as UFO sighted. Sighting confirmed by police
571208	Coulee City (near)	WA	3						Automobiles stalled, headlights flickered and went out, as large fiery object passed overhead
571218	Sarasota	FL	3						White light source glided overhead, TV interference noted
580113	Casino, N.S.W	AU	3						Interference on car radio as UFO followed car
580130	Lima (near)	Ohio	3						Truck, bus, and car passengers felt shock; motors of all three vehicles failed, as UFO descended and hovered
580224	Santa Antonio de Jesus (near)	Brazil	3						Car motor failed; passengers then noticed a Saturn-shaped disc hovering overhead
580500	Richmond (near)	VA	3						Engine of car began running roughly, driver then noticed UFO following car
580505	Pan De Azucar	Uruguay	3						Aerial encounter, heat, between Piper Cub and "top-shaped" object
580803	Rome	Italy	3						Luminous UFO observed passing overhead as city lights failed; one report of car radio failure
580831	La Verde	Arg	3						Light aircraft (Piper) engine increased its revolutions abnormally during UFO sighting. Engine normal after UFO left
581003	Fukushima-Ken	Japan	3						Portable radio emitted strange buzz as green fireball passed
581026	Baltimore	MD	3						UFO observed hovering over bridge ahead of car; motor and headlights failed, two passengers felt heat
581216	Hawk Inlet	AK	3	E	5				Diesel Generator Disrupted On Fishing Boat
590113	Bygholm	Den	3						Car motor failed as UFO passed overhead; headlights and spotlight functioned normally
590113	Pymatuning Lake	PA	3						Truck motor, lights and radio failed as UFO hovered over truck

590225	Hobbs	NM	3				NC		Signals on car radio (steady succession of two dots and a dash) as UFO passed
590319	Kyger	OH	3						Buzzing static-like sound on car radio. Lights dimmed; unidentified light source seen ahead of car
590622	Salta	Arg	3						Luminous sphere observed passing in sky, city lights failed
590714	Salisbury	NC	3						Television sets blacked out, some lights reported off, as circular UFO observed; loud oscillating high frequency noise reported
590813	Freeport	TX	3						UFO crossed road ahead of car at low altitude. Motor and headlights failed
590813	Corona (Bet. Roswell and)	NM	3	E	5	BBU	NC		Fmr Navy PBY pilot enc EME and elliptical object
590817	Uberlandia	Brazil	3						Automatic keys at power station turned off as round UFO passed over following trunk line. After UFO left, keys turned back on.
591022	Cumberland	MD	3						Car motor, headlights, and radio failed as UFO hovered low over road ahead
600118	Lakota (near)	ND	3						Car lights dimmed as UFO descended toward field, apparently about a mile off highway
600813	Red Bluff	CA	3			BBU			Police, vehicle encounter, light beam, E-M, maneuvers, cat-and-mouse pursuit
610228	Lakeville	MA	3						House lights dimmed three times, went out on two occasions as elongated UFO twice passed overhead
620209	Ashton Clinton, Beds.	UK	3						Car motor lost power, headlights not affected, as UFO passed ahead of car
620730	Pojucara, Bela Horizonte (near)	Brazil	3						Car motor stopped, then oval UFO seen alongside road
630804	Wayne City	IL	3	E	5	BBU	NC		The Wayne City Car Chase (EM & NUCAT)
630920	Wonthaggi, Victoria	AU	3						TV difficulty, viewer called outside to see UFO. Object hovered, darted at h.s. TV I/F noted in area of 3 towns
631107	San Francisco	CA	3						Fireball observed, shock wave felt, over Bay area. Unidentified signal picked up by local radio station
631112	Unknown City	Argentina	3						An official Argentine Navy UFO report. Combined visual and E-M incident involved the Navy transport A.R.A. "Punta Medanos." A large airship (never identified) was sighted from the stern of the vessel. The huge UFO was round-shaped, and it was moving at great speed
631114	Carson City	NV	3						Disc with bluish-green glow hovered emitting beam which illuminated hilltop; house radio failed, came back on when UFO left
640510	La Rioja	Arg	3						Light beam, landed craft, humming noise, physical traces. (E,L) See Section VI. Van
640524	Millinocket	ME	3	E	5	BBU			Sphere Near Side of Road / Car Wouldn't Start
640629	Lavonia (near)	GA	3						Vehicle encounter, top-shaped UFO and strange effects
641221	Staunton	VA	3						Cone-shaped object crossed road, landed, sound heard. Radioactivity detected. (E) See Section I. Car
641221	Harrisonburg	VA	3	E	5	BBU			Car Engine Fails After Object Lands
650108	Georgetown	SC	3	E	5	BB			Two Lighted Objects Make U-Turn & TVI
650115	Wilmot	NH	3	E	5				E-M Effects on Car and Radio
650123	Williamsburg	VA	3	E	5	9242			UFO Hovering Over Field Stalls Cars
650318	Himeji	Japan	3						Object paced plane (E-M)
650321	Osaka (near Himeji)	Japan	3	E	5				Object Paces Japanese Airliner

650703	Undisclosed city in Argentina	Arg	3						UFO interfered with instruments measuring magnetic fields
650703	unknown location	Antarctica	3	E	5	BBU			The Antarctica Sightings (E-M Case, Photos)
650804	Abilene	TX	3						Domed disc swooped over truck, landed on road, blocked highway. (L) See Section VI
650818	Noblesville	IN	3						Top-shaped object with dome, body lights, hovered over car. Report in NICAP files (E,R)
650914	Langenhoe, Essex	UK	3						Glowing blue domed disc approached, buzzing sound; paralysis and shock See Section IV (E,L)
651109	many cities	NY	3						NE power grid failure & possibly related sightings
651112	Undisclosed city in Argentina	Arg	3						UFO caused compass on ship to swing off course.
651220	Herman	MN	3						Disc with dome, green light, hovered just above road, whistling sound, truck thrown off road. Report in NICAP files (E,L) truck
660107	Georgetown (3 miles SW of)	AL	3	E	5	BBU			E-M Effects On Car and Watch
660109	Chascomus	Arg	3						Object with blue light beam observed flying away. Flying Saucer Review Histories, Supplement 17 (E.L.) car
660206	Nederland	TX	3			10196			tadpole-shaped object about 14 ft long 2 ft wide
660313	Portsmouth	NH	3						Time not available. A reporter and his family saw an egg-shaped object about 150 feet over power lines. TV and house lights dimmed (EM effects), and a vibration was felt. (New Hampshire NICAP Subcommittee report.)
660319-20	Freeport	TX	3						1:25 a.m. CST. Witnesses saw a bright flash of blue light, then a hovering oval UFO was sighted by crew members of the Coast Guard Cutter "Legare." EM effects were experienced on local electric power systems, house lights blinked off and on rapidly. The UFO was orange and had windows or ports with a hazy appearance in the interior. After a while the object slowly rose about 1,000 feet, emitted a blue glow, then disappeared. Shortly afterwards, two bright lights shot up from the ground and disappeared within seconds. An extensive power failure occurred in Freeport about 2 hours earlier (11:10 p.m.) (NICAP report)
660330	East Hampton, Montauk, LI	NY	3						9:00 p.m. EST. A tree surgeon and his family saw a bright white object maneuvering around power lines and a radio tower, making a "swooshing" sound. Static was heard on the radio (EM effect) at the time. A "light beam was emitted downward from the object onto a utility pole. Domestic animals in the area were excited and agitated (animal reactions) while the UFO hovered, circled, and moved quickly from point to point. At 11:30 p.m... a Ford truck experienced total electrical failure as a cigar-shaped or elliptical object was seen low over sand dunes. The object circled the area and flew overhead. (Keyhoe & Lore, 1969a, p. 8; New York NICAP Subcommittee report; U.F.O. Investigator, Vol. Ill, No. 7, Mar.-Apr. 1966).
660331	Vicksburg	MI	3						2:00 a.m. CST. A motorist encountered a brightly lighted disc-like object, grayish with various body lights, hovering just off the road surface, blocking the roadway. The car was violently buffeted as the object darted around from point to point, emitting a hum like a swarm of bees. The object finally rose and sped away at a steep angle. (NICAP investigation report; Keyhoe & Lore, 1969a, p. 23; U.F.O. Investigator, Vol. Ill, No. 7, Mar.-Apr. 1966, p. 3)

660400	Malmstrom AFB	MT	3				NC		UFOs, alarms, 10 missiles inoperative
660401	Dearborn	MI	3						12:30 a.m. EST. An elliptical object with domes on top and bottom, and blinking red and green body lights, maneuvered near a car. Static (EM effect) was experienced on the car radio. (NICAP report.)
660401	Conception Del Uruguay	Argentina	3						Night. A luminous green object surrounded by haze approached a truck, which experienced EM effects as the object neared. The truck slowed and overturned. (Rodeghier, 1981, p. 29)
660404	Burkes Flat, Victoria	AU	3						8:00 p.m. LT. As a strange light phenomenon (including an oval with a cone containing multi-colored shafts or tubes of light moving up and down) hovered near ground level off the road, an approaching motorist reported his headlights were bent (gravitational effect) toward the object. The object seemed to close in on itself and then disappeared. (Chalker, 1996, pp. 114-15.)
660405	Heflin	AL	3						4:00 p.m. CST. An obiect emitting a humming sound was observed, and reportedly caused "anti-gravitational effects," finally disappearing in clouds. (Letter, NICAP report form, clipping.)
660407	Grove City	PA	3						Night. Motorists saw lights rise from the ground, then an unidentified object passed over their car causing E-M effects, noise (unspecified), physical and psychological effects. Independent observation: Same day at Ligonier, 105 miles to the southeast in Pennsylvania, silver cigar-shaped objects were observed flying into a storm. (NICAP notes)
660407	Littleton	CO	3						Time not reported. A group of people on a picnic saw white, blue, and red lights in a wooded area, and heard a weird buzzing sound. EM effects occurred on their car when a white object followed them as they left the area. (NICAP notes.)
660412	Dorchester	MA	3						7:45 p.m. EST. Witnesses reported a low-flying oval object with dome on top and colored lights around its perimeter, circling over a schoolhouse and bobbing up and down. Coincident power failure (EM effects) in nearby Roxbury. (Fowler 1974, p. 337; Boston Record American, Apr. 13, 1966, quoted in Flying Saucer Review, 12(4), pp. iii-iv.)
660415	Interior	SD	3						UFO tracked on USAF radar over Minuteman ICBM complex.. Two tracking radar systems that were looking for a Low level B-52 at the time got a lockon to a UFO that was later confirmed to be hovering over a missle silo.

660424	Dorchester	MA	3						5:00 a.m. EDT. The same family as in the previous entry saw an identical oval or discoidal object with dome and yellow light on top and red lights around the edge. flashing in the same pattern as the night before. The object emitted a humming sound and "weird, whirring, mechanical noises" as it bobbed around apparently close to the building. An explosive sound was heard, the windows rattled and furniture shook, and the lights went out. The family German shepherd doa whined and scratched at the door (animal reaction). The start of a power failure, which affected about 2,500 homes in the area, was officially timed at 4:57 a.m. It was later attributed to a breakdown in the insulation of the wiring at a point very near the apartment building. Later that evening investigators detected some abnormal radiation on the window sill where the object had been seen. (Keyhoe & Lore, 1969b, pp. 45-47; Walter N. Webb investigation report; U.F.O. Investigator, Vol. Ill, No. 8, May-June 1966, pp. 7-8; Fowler 1974, p. 340.)
660425	Towanda	PA	3						Night. As their car engine and headlights failed and they felt heat, motorists saw a UFO with four portholes hovering about 350 feet away, flames shooting off of it. (Rodeghier, 1981, p. 29)
660615	Whiteman AFB	MO	3						Military sighting of saucer like object in Missouri
660619	Nha Trang	Vietnam	3	E	5				Major E-M Case Over Missile Site
660824	Minot AFB	ND	3	E	5	BBU	**NC**		missile site personnel sight a multi-colored light high in the sky
661014	Newton	IL	3						6:45 p.m. CDT. A yellow-orange disc-shaped object with a blue rim and a row of red lights just under the rim was observed at low level, its glow illuminating the ground. Static interfered with the telephone, and TV interference also was experienced (EM effects) during the sighting. (Keyhoe & Lore, 1969a, p. 45.)
661015	Split Rock Pond	NJ	3						Disc-shaped object near car, effects associated with light; extreme physiological effects. See Section I, (E,L) car
661026	La Plata	MD	3						11:45 p.m. EDT. A drug store owner reported that he was paralyzed with fear as he observed a large round "craft" with flashing red and green lights on the underside, and a central light beam that illuminated a field. During the sighting he heard a whirring sound and experienced heavy static (EM effects) on his car radio. (Washington, D.C, NICAP Subcommittee, report.)
661104	Alton	VA	3						10:30 p.m. EST. While watching television, a woman saw her set experience severe interference, then black out completely (EM effects). She glanced out the window and saw a huge red light that appeared to be rotating behind a glassy surface of some kind. Above the light was a very large object surrounded by a halo of white light. (U.F.O. Investigator, Vol. HI, No. 11, Jan.-Feb. 1967, p. 3)
661130	Taylorsville	IN	3						Ellipse approached car, slowed, buzzing sound heard. CUFOS report; see Rodeghier, 1981, p. 31, (E,L) car
670103	New Richmond	IN	3						Dome-shaped object hovered over car, roadway brightly illuminated. Forward motion slowed, unable to accelerate, loss of steering control (Section VI).

670111	Aveyon	France	3						White ball, oval near ground, whistling sound; heat, paralysis, car vibrating road sign, Flying Saucer Review, Vol. 17, No.1; see Rodeghier, 1981, p. 31, (E,L)
670120	Methuen	MA	3						Inverted-bowl shaped object moving slowly, accelerated. Fowler, 1974, pp. 138-143; Sagan & Page, 1972, pp. xxvixxvii (E,R,L) car
670208	Deep River, Ontario	CAN	3						6:43 p.m. EST. Several witnesses saw a circular object with a core of dazzling, pulsating central yellow lights. From this core, red lights appeared to be pulsating outward toward the rim. The object was an estimated quarter of a mile away and remained visible for 40 minutes, during which the witnesses' TV would not work (EM effect). (Bondarchuk, 1979, pp. 124-126.)
670210	Woodstock	CT	3						5:45 p.m. EST. Two separate groups of four and three people, respectively, reported seeing a triangular object with a white light at each apex. The object was silent when hovering but made a rumbling or roaring sound when it moved. EM effects were reported on TV. (Fowler, 1974, p. 344.)
670220	Limerick, Saskatchewan	CAN	3						10:30 p.m. A woman saw a bright lighted object speed in and hover under a power line, then retrace its approach path (reverse direction) as it left. House lights dimmed (EM effects) while the light hovered. (NICAP report form.)
670221	Toledo	OH	3						7:40 p.m. EST. A registered nurse encountered a large pulsating orange-yellow ball of light that flattened out and changed color to pink-red, and hovered over the highway at treetop height emitting a ray of light (light beam) toward the ground. EM effects were noted on the speedometer and on her new wristwatch, which stopped for several days. (Letter dated 3/8/67 in NICAP)
670227	Topeka	KS	3						7:05 p.m. CST. A woman saw a top-shaped object with red and blue body lights hovering over trees, remaining in view for 3 minutes. A neighbor reported TV interference (EM effects) at that time. (Topeka State Journal, 2/28/67, copy in NICAP files.)
670227	Vernal	UT	3						7:20 p.m. MST (8:20 p.m. CST). A registered nurse while driving encountered a luminous orange dome-shaped object (ball with bottom third cut off), clearly outlined, with blue-green, occasionally red, flame-like streaks coming from the underside. The object paced her car and dipped low before disappearing after 30 minutes. (Salisbury, 1974, p. 39-46.)
670300	Hillsboro	KS	3						Evening. Three people saw a flash of light, then an object that appeared flat , and like an upside down saucer. ; The object turned red and approached the car, which began to rock violently * (physical effect). As the object neared the engine quit (EM effect). (Salina Journal, Kansas, 4/2/67, copy in NICAP files.)
670300	Dry Creek Basin	CO	3						Luminous inverted bowl-shaped object approached within 100 ft., heat felt. Gillmor, 1969, pp. 295-297 (E,R,L) car

670300	Trenton	NJ	3						Night. Multiple witnesses reported a two-tiered, green-red disc with a halo, and a white light on top. The object was visible for 3 hours. It hovered and maneuvered over the city. A radio station reportedly blacked out when it passed over. Other EM effects also were reported. Jets appeared to chase the object. (Trenton/an, 9/12/67, copy in NICAP files.)
670301	Portland	IN	3						10:06 p.m. A dark-colored disc with a dome, performing slow and low flights in Owen County, was reported to have followed persons in an auto for miles until they reached their home at Poland, in Clay County. The flight was reported as as low as 40' and two automobiles had their hoods up, indicating possible E-M effects. (Don Worley files)
670305	Pierre/Hayes	SD	3						Night. A family's car was paced at telephone-wire heiaht by a V-shaped object emittina a bright light that illuminated the ground for oerhaps 5 minutes. (Rapid City Journal, S. Dak., 3/7/67, copy in NICAP files.)
670308	Leominster	MA	3						Luminous oval hovering, rocking; witness felt shock, paralysis. See Section VI (E,R,L) car
670308	Newpoint	VT	3						9:30 p.m. EST (8:30 p.m. CST). Two women saw a greenish-blue oval hovering over a field, moving up and down. The object changed color to yellow, then to bright white. When the object began moving toward their car, the car refused to start (EM effects). The object was visible for about 7 minutes. (Letter 3/11/67 in NICAP files.)
670308	Manistique	MI	3						Night. A woman and three children saw a diamond-shaped object, green on top, white in the middle, red on the bottom. The object hung motionless (hovered) for an hour and then faded out of sight. A power failure occurred during the sighting (EM effect). (Marquette Mining Journal, Midi., 3/10/67, copy in NICAP files.)
670308	Leominster	MA	3						Luminous oval, hovering, rocking, witness felt shock, paralysis. (See Section VI) (E.R.L.) car.
670313	San De Fuca	WA	3						8:15 p.m. PST. Two men watched a pulsating yellow-orange light for a half hour as it paced their car at close range. The following car had an electrical system failure (EM effects). (Washington State NICAP Subcommittee report, copy in NICAP files.)
670316	Roy (near)	MT	3			BBU			deactivation of 6-8 missiles during red saucer-shaped object
670316	Lewistown (15 miles N of)	MT	3			BBU			deactivation of 10 missiles for 1 day after UFOs hovered near silos
670316	Malmstrom AFB	MT	3	E	5		**NC**		"Echo Flight" Missile Incident
670321	Hillsboro	KS	3						"Upside-down cup on a saucer" hovered over car, which rocked violently. APRO Bulletin, May-June 1967, (E) p. 5, car
670324	Malmstrom AFB (Nr. Roy)	MT	3	E	5	BBU	**NC**		Oscar Flight / Malmstrom AFB Missile Incident
670405	Jonestown	PA	3						Round object, flashing blue light, moved over car, tilted, sped away; car lifted off ground as UFO departed. See Section VI, (E,L) car
670412	Phoenix	AZ	3						8:59 p.m MST. A bell-shaped object buzzed a car, which experienced EM effects on its engine. The object then banked, s turned, and flew away. (Project Blue Book files, National Archives.)
670412	Phoenix	AZ	3						Bell-shaped object buzzed car, banked, turned and flew away. Project Blue Book files, (E) National Archives, car

670414	Melville	NY	3						Circular object landed, small figure seen in doorway; radio (off) made strange noises. CUFOS report; See Rodeghier, 1981, p. 34, (E,R) car
670501	Peel Tree	WV	3						Elliptical object hovered close to car, intense heat felt; later headaches and vision problems. Report in NICAP files, (E,R) car
670526	Albuquerque	NM	3				NC		Luminous object chased car, hovered above it; able to restart engine after UFO sped away. APRO Bulletin, May-June 1967 (E,L) car
670605	Shamokin	PA	3						Evening. A school principal, teachers, and many elementary school students saw three objects for 1 ½ hours. Two were high, and one was low near transmission lines. The sighting occurred during an area electric power blackout (EM effects). The local newspaper reported damaged generators at Shamokin Dam Plant. (Cook report, NICAP files; The Shamokin Dam News.)
670606	Itajuba	Brazil	3						Mushroom-shaped buzzed car, humanoid faces seen through window. Flying Saucer Review, Vol. 14, No. 6; Rodeghier, 1981, p. 35 (E,L) car
670606	Extremadura	Spain	3						Time not reported. A Spanish Air Force jet trainer flying at 1,200 meters altitude encountered an unidentified object that played "cat and mouse" with the plane. The object speeded up and slowed down, and moved above and below the T-33. The aircraft's radio emitted static and ceased to function (EM effects) when the object was close to the plane. (Good, 1987, p. 149; from Flying Saucer Review, Vol. 14, No. 3, 1968, p. 26.)
670618	Falcon Lake	CAN	3						Evening. A family crossing the lake by boat saw a shiny, metallic-appearing oval object with a slight rise on top. No sound was heard. Others on shore were alerted during the 15-minute sighting, and one person reported static on the radio (EM effects). Trees with wilted leaves on top were later noted (physical effects). (Bondarchuk, 1979, p. 31-34.)
670624	Asuncion	Paraguay	3						In Paraguay, Asuncion, many residents saw six objects in formation maneuvering over the city. Communications interference (EM effects) was reported by the airport control tower director. (Baltimore Sun 6/26/67,.copy in NICAP files.)
670726	Dauphin	PA	3						11:20 p.m. EDT. A woman saw a red light hovering near her house and illuminating the interior of her house. TV interference was reported (EM effects). (Pennsylvania NICAP Subcommittee report, 10/4/67, NICAP files.)
670827	Texas Creek	CO	3						Oval on ground beside road; one driver walked toward it, flash of light knocked him out, APRO Bulletin, Mar.-Apr. 1969 (E,L) 3 cars
670900	Taber, Alberta	CAN	3						Evening. A truck driver saw a green oval object with double decks (like two flattened bells, one above the other) hovering near the ground. Beeps were heard over the truck radio during the sighting and the engine died (EM effects). (Calgary Herald, 9/5/67, copies in NICAP files.)
670903	Rockport	MA	3						1:00 a.m. EDT. Many witnesses saw two yellow-orange lights that were stationary in the sky and blinking off and on randomly. Police radar reportedly suffered interference (EM effects) at the time of the sighting. (Massachusetts NICAP Subcommittee report, 9/12/67, NICAP files.)

671011	Aldersyde, Alta.	CAN	3						Oval with dome circled car, driver felt cold; engine restarted by itself as object departed. CUFOS report; see Rodeghier, 1981, p. 37 (E,L) car
670914	Kanagulk, Victoria	AU	3						Night. A man saw an object shaped like an inverted bowl (dome-shaped) flashing red and white for 10 minutes. The object hovered, moved to another position, and hovered again. The man's car radio would not work (EM effect) during the sighting. (Unidentified newspaper clipping, NICAP files.)
670929	Zaporoje and Volgograd Bt.	Russia	3						Time not reported. An airliner encountered an unidentified object flying above the plane. The aircraft's engines stopped (EM effects) and then started again when the object disappeared. (Weinstein, 1999, pp. 36, 50.)
671022-28	Lancashire	UK	3						4:00 a.m. LT (12:00 midnight EDT). Interference on VHF radio (EM effects) caused a witness to go outside where he saw a cigar-shaped metallic object with an incandescent glow and portholes, and heard a whirring sound. (Unidentified newspaper article, copy in NICAP files.)
671024	Newfield	NY	3						9:30 p.m. EDT. A disc-like object with a knob and antenna (protrusions) on top approached in a tilted down position. (EM effects). (Hall, 2001, p. 458, from: APRO Bulletin, Sept.-Oct. 1967, p.10; Gillmor, 1969, pp. 376-78, case 38.)
671025	Hooks, Hampstead	UK	3						Domed disc hovered ahead, driver felt pressure on eardrums. Flying Saucer Review, Nov.-Dec. 1967, p. 6 (E,R,L) truck
671028	Tunbridge Wells, Kent	UK	3						Triangular object with bright white lights ahead. Slowly rose and moved away; car could then be restarted. Flying Saucer Review, Vol. 14, No. 3; see Rodeghier, 1981, p. 37 (E,L) car
671030	Kulikup	AU	3						Luminous, pulsating ellipse, forward motion stopped abruptly. Flying Saucer Review, July-Aug. 1968, pp. 15-16; Journal of UFO Studies, New Series, v.2, 1990, pp. 27-28 (E,L) car
671031	Finucane	AU	3						9:20 p.m. LT. A man was driving when he saw a tube of light close to his windshield. He then saw a football-shaped object about 30 feet in diameter that was pulsating and was an iridescent blue. The car engine failed (EM effects). (Unidentified newspaper clipping and police report, NICAP files.)
671102	Ririe	ID	3						Disc with dome above car, two small beings descended, entered car. See Section XII (E) car
671105	Fordingbridge	UK	3						Just before midnight. A diesel lorry (truck) driver experienced engine and radio failure (EM effects) and saw a glowing green, egg-shaped object, with a whitish dome or projection underneath, hovering 10 feet over the road. (Flying Saucer Review, Nov. -Dec. 1967, p. 4; London Daily Express, 11/7/67, copy in NICAP files; Hennessey report, NICAP files; U.F.O. Investigator, Vol. IV, No. 5, March 1968, p. 3.)
671105	Fordingbridge	UK	3						Luminous green ellipse hovered just above road, whining sound; batteries dead after sighting. See Section VI. (E,R,L) truck & car
671106	River Avon, Hampshire	UK	3	E	5				Disables Engine Continues To Run
671108	Elsinore	CA	3						Red-orange disc, witness felt pressure on head and shoulders. Gillmor, Case 39, 1969, p. 380 (E,R,L) car

671115	Yerecoin	AU	3						Time not reported. A farm manager saw a dome-shaped object with two square portholes bracketed by two round ports and emitting a loud humming sound. Possible EM effects on TV. (The West Australian, 11/17/67; Flying Saucer Review, Jan.-Feb. 1968, p. 32.)
671128	High River, Alta.	CAN	3						Elongated blue-green object, sound like "jet motor," flew by, after which lights, radio worked normally. CUFOS report; see Rodeghier, 1981, p.39 (R,L) car
671212	Ithaca & Auburn bt.	NY	3						6:45 p.m. EST. A woman driving with a child in the car reported that a disc with dome, red and green square windows, and white light from underneath passed near the car illuminating its interior and forcing the car off the road. (Syracuse Herald-Journal, N.Y., 12/21/67, copy in NICAP files. Case investigated by Ted Bloecher and J. E. McDonald, report in NICAP files.)
671213	Edmonton, Alberta	CAN	3						Dome-shaped object hovering, rocking, heat felt. CUFOS report; see Rodeghier.1981, p. 39 (E,L) car
680102	Whitehorse, Yukon	CAN	3						Bright pulsating yellow-orange object nearby, heat felt. U.F.O. Investigator, May- June 1968, p. 3; Star, Jan. 4, 1968 (E) snowmobile
680221	Winsted	CT	3						12:12 a.m. Ms. Cecilia Brewer and five companions were driving home from work between Barkhamsted and Winsted and heading west when their car's engine started to miss and they encountered a silvery domed disc-shaped UFO on the left side of the highway in a forest clearing. (Source: Donald A. Johnson, Flying Saucer Observer, citing Lawrence Fawcett, APRO field investigator).
680304	Syracuse	NY	3	E	5				Cigar Flies Low Over Car / E-M
680404	Cochrane	WI	3						Object glowing orange while standing still, bright red while moving, hovered over car; heat, "weightlessness felt". CUFOS report; see Rodeghier, 1981, p. 40 (E,L) 2 cars
680500	Centralia	IL	3						Eveing. Several minutes. Several strange occurrences. Strange glow moved (1:00 a.m.) E-M effects (stopped clock), burned trees, brood son vanished (animal effects). (SL, Sept 72)
680527	Punta Gorda	FL	3						Domed disc, green-blue glow, below treetop height, landed. CUFOS report; see Rodeghier, 1981, p. 41 (E,L) car
680716	Andacollo	Arg	3						National Police officers saw disc with blue light nearby, moving slowly. Flying Saucer Review Case Histories, Supplement 18; see Rodeghier, 1981, p. 41 (E) jeep
680725	LaPastora	Arg	3						Silvery, spinning top hovered near road, rose quickly and sped away; engine restarted by itself. Flying Saucer Review Case Histories, Supplement 16; see Rodeghier, 1981, p. 41 (E) car
680729	La Atalaya	Spain	3						Object like upside-down bowl, glowing underside, flew low over road, landed. Flying Saucer Review Case Histories, Supplement 13, February 1973, p. 14 (E,L) car
680901	Mendoza	Arg	3						Huge circular object hovering nearby, three small humanoids. Flying Saucer Review, November 1968; see Rodeghier,1981, p. 43 (E,L) car
681028	Minot	ND	3						photos by missile crew, radar
681101	Los Monegros	Spain	3						Orange disc approached car, landed; after UFO took off, car and watches operated normally. Flying Saucer Review, Vol. 15, UFO No.1; see Rodeghier, 1981, p. 43. (E,L) car effects, watches stopped

681122	Albany	GA	3						Glowing yellow-white oval ahead of car, light beam struck car; color changed to orange-red as object flew away. Project Blue Book files, National Archives, same as Nov. 23, Newton, Ga.; U.F.O Investigator, IV-9, p. 8. (E,R,L) car
681123	Newton	GA	3			12567			oval-shaped yellowish-white about 100 ft wide-stopped car
681125	Marcellus	NY	3						Object with red blinking light on top within 100 ft. of car; made 2nd car pass; E-M effects again. Keyhoe & Lore, 1969b, pp. 40-41. (E,R) car
690125	Plattevillie	IL	3						Cone-shaped object approached, outside farm lights went out. CUFOS report; see Rodeghier, 1981, p. 44. (E,L) car
690220	Undisclosed city in Australia	AU	3						Luminous cigar followed car; object rose quickly raising dust and leaves. Perth West Australian, Norseman, Feb. 21, 1969. (E) car
690304	Atlanta	MO	3						Luminous red object paced ahead of car, effects associated with beam of light from object. See Section I. (R,L) car
690311	Campinas, Sao Paulo	Brazil	3						Erratically moving, color-changing object hovered in front of car, witness felt paralysis. Flying Saucer Review Case Histories, Supplement 6; see Rodeghier, 1981, p. 45 (E) car
6904or05	Gulf of Mexico	At sea	3						The event occurred while the "British Grenadier" was sailing through the Gulf of Mexico. The UFO (like an arrowhead) appeared directly above the ship at exactly noon on the first day. E-M effects
690414	Hill City	KS	3						Multi-colored object came within 100 ft., hovered. Ulysses, Kans., News, Apr. 24, 1969; CUFOS report, dated as Apr 19.(E) car
690619	Docking	UK	3						Glowing blue mushroom-shaped object hovered about a mile away. See Section IV (E.L.) car
690805	Raleigh	NC	3						Shiny object approached, hovered over road ahead of car. Letter from B.C.M., dated Aug. 7, 1969, in NICAP files (R,L) car
700130	Mrewa, Zimbabwe	Africa	3						Three shiny ovals hovering nearby; headlights remained off until 10 minutes after UFOs departed. Flying Saucer Review, Vol. 16, No. 5; see Rodeghier, 1981, p. 48 (L) police car
700813	Haderslav	Den	3						Ellipse approached at low altitude, heat felt. See Section V (E,R,L) police car
701125	Nova Scotia	CAN	3						The RCMP report states that while on patrol at 9:50 PM on the night of November 25 Constable Ralph Keeping was contacted by Lawrence Smith of Lower Shag Harbour. (This Close Encounter incident was investigated separately by Don Ledger and Chris Styles and is supported by documents from the Royal Canadian Mounted Police. Styles interviewed Lawrence Smith while Ledger interviewed both Smith and Ralph Keeping a year or so later. Both Ledger and Styles interviewed Colonel Rushton who Ledger tracked down).
710000	in the Bermuda Triangle	At Sea	3						Sometime in 1971; U.S.S. John F. Kennedy stopped by UFO
710525	Ibstock, Leicestershire	UK	3						Luminous white disc passed over car, bright illumination; lights dimmed, engine lost power. Flying Saucer Review Case Histories, Suppl. 11, August 1972, pp. 9-11 (E,R,L) car
710808	Kadina	S. AU	3						Glowing orange disc illuminated area, buzzing sound. See Section VI (E)
710924	Caleta, Buena	Chile	3						Luminous oval with dome approached car. APRO Bulletin, Mar.-Apr. 1972 (E,R) police car
720310	Normandy	France	3						Ellipse with red light landed about 200 meters away. APRO Bulletin, May-June, 1972 (E) car

720609	Algodonales, Cadiz	Spain	3						Pulsating yellow oval on road 5 meters ahead. Ballester Olmos, 1976, p. 37 (E) car
720710	Alcaracejos, Cordoba	Spain	3						Luminous object beamed light at car, engine lost power (UFOE II, Section VII).
720821	Waukesha County	WI	3						Orange object hovering over treetops, beeping sound, radiator boiled over. Flying Saucer Review, Vol. 18, No. 6; see Rodeghier, 1981, p. 55 (E,L) car
720827	Lafayette	IN	3						9:45 p.m. A 39-year-old woman reported what appeared to be a solid object surrounded by pulsating lights. She first spotted the "elongated" object and observed it for approximately 20 minutes before it disappeared behind some tall fir trees. (NICAP UFOI, Oct 1972, page 3)
721130	Murray Bridge	S. AU	3						Diamond-shaped object in paddock, "beeping" sounds on radio. Frola, 1990, p. 121 (E,R,L) car
730101	Osorno	Chile	3						Disc with green light and flashing, red light flew over car, engine restarted. Flying Saucer Review, Vol. 19, No. 3; see Rodeghier, 1981, p. 55 (E) car
730202	Ohura Beacon (area)	NZ	3						Aircraft encounters object, gyroscopic & magnetic compass went haywire
730209	St. Albans	UK	3						Bright yellow sphere hovered low over road, engine restarted by itself when UFO departed. Flying Saucer Review, Vol. 19, No. 2; see Rodeghier, 1981, p. 56 (E) car
730406	Charleston	MO	3						Mrs. Dorothy Thompson saw an egg-shaped object at treetop level after her TV set went off and on
730410	City not noted	RI	3						Orange-red object surrounded by green haze passed over car. APRO Bulletin, May-June 1973; see Rodeghier, 1981, p. 56 (E,L.) car
730422	Guadalcanal	Spain	3						Four yellow lights as if on one object, beside rode, buzzed car; burn marks found where UFO first seen. Ballester Olmos, 1976, pp. 40-41 (E) car
730522	Itajobi	Brazil	3						Oval object hovering overhead, blue light beam shone onto car, heat felt. Flying Saucer Review, Vol. 21, No. 3-4; see Rodeghier, 1981, p. 57 (E,R) car
730607	Sousas	Brazil	3						Yellow "fireball" approached, stopped 50 meters away, prickling sensation felt, later intense headaches. Flying Saucer Review Case Histories, Supplement 17; see Rodeghier, 1981, p. 57 (E) car
730628	Columbia	MO	3						Several dogs undisturbed by oval object w/ light beams/wind
730721	Gavignano, Corisica	France	3						E-M effects, paralysis, cold felt; bright object rose from ground and shot into sky, power returned, engine restarted by itself. Flying Saucer Review, Vol. 23, No. 6; see Rodeghier, 1981, p. 57 (E, R,L) car
730727	Lake Isabella	CA	3						Dome-shaped object 15 ft. in diameter on roadside; rose and crossed road. MUFON UFO Journal, July 1988, p. 19 (R,L) car
730903	Athens	GA	3						Radio "went berserk," silver ellipse landed on road ahead of car, humanoid encounter. See Section XII (R) car
730905	Morris	IL	3						11:30 p.m. 20-mins. Discoid object hovered over Northern Petro Chemical Company plant. Brief power failure reported.
730919	Teheran	Iran	3						F-4 Phantom radar/E-M Case

731017	Europa	MS	3						Bluish object landed on road, creature encounter. See Section XII (E,L) car
731019	Ashburn	GA	3						A woman was driving on Interstate 75 when her engine, power brakes and steering quit. No UFO was seen, but a small, metallic man appeared after she had pulled the car to the roadside.
731019	Draguignan	France	3						During humanoid encounter lights went out, car displaced off road. See Section XII (L) car
731020	Fort Smith	AR	3						Glowing disc descended within 6 ft. of car, "computer-like" sound. Southwest Times Record, Oct 21, 1973; cited in Rodeghier, 1981, p. 59 (E,R,L) car
731020	Mt. Vernon	IN	3						UFO disables train (diesel) & effects blocking system
731024	Dobson	NC	3						Oval, 12 ft. in diameter, landed, humanoid encounter, engine restarted by itself when being departed. D. Webb, 1976, p. 17 (E,L) car
731119	Sidrolandia	Brazil	3						Orange oval emerged from white cloud, hovered near truck, small humanoid visible inside object. See Section XII (E) truck
731120	Mt. Vernon	IN	3	E	5				UFO Stops Train
740107	Warneton	Belgium	3						Helmet-shaped object with tripod legs on ground nearby, shock, humanoid encounter. See Section XII (E,R,L) car
740108	Springfield	OH	3						3:13 a.m. Leaving his job, witness's car lights dimmed and motor stalled. He saw multicolored lights descend just yards in front of car, followed by the appearance of a blinding white oval of light 6 ft in diameter, apparently tht interior of the object. Five small (3-4 ft) occupants observed, sitting to one side on high-backed seats. A maintenance man on the premises had noticed a failure on his "pager" radio four times between 7 and 10 p.m., although no lights or UFOs were then observed. 5 minutes, E-M effects (CHR 74-02. Investigator: Leonard Stringfield, CUFOS)
740124	Aische-en-Refail	Belgium	3						Disc-like object on ground near road; engine restarted by itself when object departed. See Section VI (E,R) car
740204	Shores Community	TN	3						6:00 p.m. UFO shaped like wooden shoe with transparent dome atop seen outside witness's house, hovering 6 ft over garden. Emitted buzzing sound and disrupted TV reception. (CHR- 74-04, W.A. Darbro, ANLEY Ingram)
740214	Ely	NV	3						Round orange object, others, moved nearby, force felt, truck lifted off road. See Section VI (E,L) rental truck
740321	Valdehijaderos, Salamanca	Spain	3	E	5				Two Remarkable Encounters: Humanoids & E-M Effects
740330	Hombreiro, Lugo	Spain	3						Blinding yellow-green object beside road, buzzing sound; three squarish imprints found. Ballester Olmos, 1976, pp. 46.47 (E,L) car
740523	Calhoun	IL	3						10:00 p.m. State Police at Parkersburg, Illinois, took this call and relayed the information to CUFOS.Three witnesses reported a close encounter with telephone affected. Few details. (CUFOS)
741128	Between Dekalk & Mendota	IL	3	E	5				Pilot Says Compass Affected

741222	Fairfield	OH	3						10:00 p.m. Noticing a bright light shining in her bedroom, the 82-year-old witness looked outside and saw a "boat-shaped," or oblong, object hovering over a neighboring house. The beings, who ignored the witness, were visible only from the waist up. The object remained over the church nearly a half hour, rising and falling slightly, then moved horizontally a short distance and shot upward at high speed. (SYMPAP 1975,64)
750106	Lordsburg	NM	3						11:00 p.m. Three peopIe listening to a CB radio in their parked car saw lights approaching them from behind. As the driver tried to move the car, the CB radio broke into static and the engine wouldn't start. The battery on the car went dead a few days later. (Sources: APRO BuIletin, June 1975; Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 376, citing APRO).
750110	St. Thomas, Ontario	CAN	3						On this night three teenagers named Jones, Symms, and Dencie were driving by Lake Erie in St. Thomas, Ontario when a blue light came and hovered over their car, and then followed it along road. They made a sharp turn in their car, and the UFO made an even sharper turn. The car then stalled, and the radio went off as the light drew closer. (Source: London [Ontario] Free Press, January 10, 1975).
750219	Orbak	Den	3						Large circular object descended over car, heat, prickly sensation felt. MUFON UFO Journal, Aug. 1976, p. 15; Jylland Posten, Feb. 25, 1975 (E,L) car
750503	San Antonio	TX	3						Saturn-shaped UFO over truck, beamed light down; humanoids visible in dome. See Section XII (E,L) truck
750503	Tequesquitengo Lake	Mexico	3	E	5				UFOs 'Escort' Mexican Aircraft / Radar Confirmed
751017	Helena	MT	3						Object with flashing green lights flew over truck, hovered over road ahead, shone light beam toward truck. MUFON UFO Journal, October 1990, p. 20, 22 (E,L) cement truck
751104	Ross	OH	3						Cylinder hovering at treetop level, windows, body lights visible. Skylook, MUFON, January 1976, p. 6 (E,L) car
751111	Freeze Out Lake	MT	3						A Montana Fish and Game Department employee saw a light flying directly behind a B-52 bomber. Using his rifle scope to get a better look, he noted that the strange object seemed to be pacing the aircraft. The object then briefly attached itself to the B-52, detached itself, and climbed out of sight. The sighting was reported to Sheriff Pete Howard of Choteau County. Howard conducted follow-up interviews with military personnel and learned that as the object attached itself to the B-52, the plane's radar equipment went out. (Reference: Lawrence Fawcett and Barry J. Greenwood, Clear Intent, page 35)
751115	Pacific	MO	3						A red flying object approached a car driven by a Mrs. Prichard with three passengers in Pacific, Missouri, then ejected several white balls of light (BOLs). The metal of the car was magnetized after the encounter. (Sources: Lumieres dans la Nuit, September 1976; Mark Rodeghier, UFO Reports)
751116	Curiel, Valladolid	Spain	3						Red ellipse hovering 1-1.5 km. away; suddenly flew away. Flying Saucer Review, Vol. 22, No. 6; see Rodeghier, 1981, p. 66 (E) car

751125	Goodridge	MN	3						On this night in a field nine miles west of Goodridge, Minnesota, a disc-shaped object eight feet in diameter was seen in a field. It rose off the ground, then relanded. The witness's car stalled, and later required major tune-up repair work. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, p. 66).
751223	Goodridge	MN	3						Flat, round, orange object passed nearby, engine restarted by itself. Rodeghier, 1981, p. 67 (E,L) car
751223	Goodridge	MN	3						Night. Three 19-year-old girls driving together noticed a bright light in the sky, and their car's engine and lights failed. The light came closer and they saw it was an orange colored object, flat on top and round on the sides. (Sources: Warren (Minnesota) Sheaf, December 31, 1975; Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 391).
760213	Berridale (between Tarraleah and)	Tasmania	3						4:00 a.m. A truck driver driving saw a bright object ahead and to his left.. It was low to the ground. The light had maintained its position relative to his truck for some time, so the driver woke up his companion. The driver estimated the object was about one kilometer away and 300 meters in altitude. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 392, citing ACOS Bulletin, June 1976)
760305	Redmond	OR	3						9:25 p.m. A 23-year-old woman saw an object high in the sky, which then dropped down to an altitude of only 75 feet. The radio in her car went dead when the object came near, and although the woman kept driving, the radio did not work again until two miles down the road. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 395, citing CUFOS)
760327	St. Denis, Reunion	France	3						6:45 a.m. The engine and headlights of a car died in St. Denis, Reunion, a French territory in the Indian Ocean, while in the presence of a small cloud by the roadside. The small cloud then rose up vertically, and shot off toward the southwest. (Source: Lumieres dans la Nuit, October 1976).
760422	Elmwood	WI	3						Huge orange object, figures moving inside, blue flash, witness stunned; TV interference coincided. Rodeghier, 1981, p. 68; Schuessler, 1995, p. 109 (E,R,L) police car
760611	Hotstun, Drome	France	3						Orange dome-shaped object hovered over bridge, memory loss, apparent abduction. See Section XIII (E,L) car
760611	Le Martinet, Drome	France	3						Orange dome-shaped object hovered above road and over bridge, E-M effects on car; missing time, abduction (Ref. 1, Section XIII).
770127	Prospect	KY	3						1:05 AM. A teenager spotted a rectangular, orangish-red object coming down to near his jeep. His jeep's radio failed 15 seconds into the sighting. The electrical system on his jeep went haywire the day after the sighting. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 406, citing CUFOS; IUR,2,4)

770204	Basford, Staffordshire	UK	3						2:25 AM. An automobile club patrolman sighted a luminous orange object at some distance from his car. His two-way radio had heavy static while the object was in view. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 407, citing Northern UFO Network News, 1977)
770309	Nelson, Lancashire	UK	3						Ellipse with red-orange lights approached, hovered, tingling sensation felt, physiological effects. See Section VI (E,L) car
770323	Farmland	IN	3						5:40 AM. Snowy morning. Blue lights were ahead which lady thought was a snow plough. One blinking light of unknown shape flew across in; front of her then suddenly 6 to 12 blue lights took up position 2 to 3 feet in front of her slowly traveling car. The car was illuminated with a blue light and static came on radio. (Worley files)
770419	Little Haven, Pembrokeshire	Wales	3						2:00 AM. The radio of hotel owner Rosa Gremville suddenly went dead. Moments later she heard a loud humming noise outside and looking out she was dazzled by a "huge moon lighting up the area, moving about like a seesaw." It descended and landed in a field 100 yards behind the hotel. "It was round, with flames coming from the top of a dome. (Sources: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-18; Randall Jones Pugh, FSR, August 1977, p. 6 for BUFORA).
770606	Yorkshire	UK	3						Oval object over two vehicles; heat felt, mass displacement. Flying Saucer Review, Vol. 23, No. 5; see Rodeghier, 1981, p. 70 (E) cars
770616	Middelburg	S. Africa	3						Glowing object, van enveloped in light, buzzing sound, engine restarted by itself. Die Vaterland, June 23, 1977 (E,L) van
770623	Noupoort and Middelburg (btn)	S.Africa	3						A driver of a newspaper delivery van saw a dull glow at a quarry beside the road. A glowing phosporescent UFO then came out of the quarry and hovered in front of the delivery van, causing the van's engine and headlights to fail.
770624	La Caleta	Dominican Republic	3						1:00 AM. A UFO was sighted hovering over the sea from the coastal town of La Caleta. Sr. Cruz watched as the object extended a tube from its bottom, and then sucked up water. Two occupants could be seen inside the object, viewed through windows in the craft. Sr. Cruz's car engine failed, and he felt a numbing sensation in his arms and legs. (Sources: Leonte Objio, APRO Bulletin, January 1982, p. 6; Stendek, September 1978, p. 5).
770708	Jessup	MD	3						Silver disc with dome, green windows, moved erratically around farm for 20-25 minutes, flew away slowly. CUFOS report; see Rodeghier, p. 71 (E) tractor
770712	Roseto Degli Abruzzi	Italy	3						1:50 AM. A domed disc passed over a hill in Roseto Degli Abruzzi. Two kids playing with walkie-talkies experienced RFI radio interference. (Source: Maurizio Verga, ITACAT: Italian UFO Catalogue).

770723	Lindley	NY	3						12:45 AM. A 26-year old woman and her 13-year-old niece looked out their bedroom window before retiring and saw 11 or 12 white lights in a "dipper" shaped formation that were moving about in the sky. One bright light appeared on a hill 300 yards away. They then saw a figure on a distant hill shining a light on a tombstone there, and the stone seemed to rise up into the air and move back and forth. A figure taller than the others, who were less than four feet tall, stood near the light on the hill and called out with an "ooh, ooh" signal.
770803	Thaxted, North Essex	UK	3						Orange-red objects hovered nearby, car lost power (NICAP UFOE II, Section VII).
770926	Griselles	France	3						Five silent disc-shaped object flew along some power lines. One of the UFOs shot away very quickly. An electric oven stopped working when the UFOs approached.
771007	Soviet Navy submarine tender	At Sea	3						Nine disc-shaped UFOs circled a Soviet Navy submarine tender on this day. The radio, electronics, and on-board communications were all disrupted.
771030	Sonora (near)	CA	3						A woman was driving with her husband near Sonora when suddenly a cloud of blue smoke engulfed their car. The car stopped and its lights went out. She lost consciousness and then woke up with several humanoids carrying her to a landed oval-shaped craft standing on legs.
771200	Novy Georgy Island (near)	Russia	3						The crew of the fishing trawler Vasily Kiselev also observed something quite extraordinary. Rising vertically from under the water was a doughnut-shaped object. Its diameter was between 300 and 500 meters. It hovered at the altitude of four to five kilometers. The trawler's radar station was immediately rendered inoperative.
771207	Tatapouri	NZ	3						A red, disc-shaped object came over land from the direction of the sea. It followed a car with three people inside. The headlights on the car dimmed but did not go out during the sighting, which ended when the UFO veered off into the sky.
771216	Uzes (just north of)	France	3						On a highway just north of Uzes witnesses on two separate motorbikes both had their bikes stall in the presence of a Saturn-shaped UFO with a red ring around it.
771217	Kenyon	RI	3						Blue-white glowing oval, windows; one witness reported eye irritation. APRO Bulletin, July 1978; see Rodeghier, 1981, p. 72 (E) pickup truck & car
771218	Guadalajara	Spain	3						A 34-year-old man, Mr. Herrero Sierra was driving his pickup truck down a road at a few minutes past midnight when the vehicles lights and radio suddenly died. A man dressed in a divers suit approached and told him through telepathy to come aboard a hat-shaped UFO.
771230	Keith (near)	S.AU	3						A white, oval light about 27 feet in diameter paced a car 30 meters away. The two witnesses, a brother and sister, reported that as they slowed their car to 8-15 kph, the engine began misfiring.
780223	Sesto Fiorentino, Toscana	Italy	3						Mr. & Mrs. Morello were sitting in their car listening to their car's stereo when they began getting heavy interference on the radio. Mr. Morello got out of the car to investigate and found himself engulfed in a warm, violet cloud of light. He saw four humanoid "shapes" and other lights around him.

780423	Goleta	CA	3						Mrs. Castro was driving on Highway 101 when her car engine lost power, and her car radio went off. A bright light in the sky made a "zinging" sound, then dimmed to reveal four revolving green and blue lights on the UFO, estimated to be about 10 meters in diameter.
780524	Tuscaloosa	AL	3						Driving in the city a 21-year-old college student saw a metallic object nearby. His car radio experienced a burst of static as he sighted the object, which was glowing yellow-white with blue, orange, green, and yellow lights rotating on its bottom.
780706	Mendoza	Argentina	3						Car levitated, altered environment, memory loss, translocation of vehicle (sections XII, XIII).
780712	Wiener Neustadt (near)	Austria	3						A watch stopped when an orange glowing domed disc-shaped UFO came out from under the clouds
780716	In air space	Iran	3						A Lufthansa airliner flying over the northern part of Iran encountered a glowing UFO floating in the sky. The presence of the object caused electrical interference with the aircraft's instruments.
780716	Farningham	UK	3						A metallic gray cigar-shaped object descended over a highway, causing a car on the highway to stop. The witness reported that the car was then levitated inside a beam and brought up inside the craft through an opening.
780727	Sheffield Village	OH	3						Elongated object with flashing lights, humming sound, close to ground, moved up and down for about 15 minutes, flew away. Trouble restarting engine. International UFO Reporter, September 1978, see Rodeghier, 1981, p. 72 (E,L) car
780811	Roosevelt	UT	3						Silver dome-shaped object, green glow, hovered overhead, began circling; E-M effects, dogs whined; UFO finally took off at high speed (section V).
780811	Buffalo Shoals	NC	3						Glowing, yellow domed disc passed nearby, hovered, shot straight up, humming noise. MUFON UFO Journal, August 1988, p. 16; Maiden, N.C. Times, Aug. 16, 1978 (E,L) motorcycle
780824	Ginghamsburg	OH	3						Two orange lights, humming sound, light beam shone onto car. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E,R) car
780824	Ottumwa	IA	3						Red-orange object flew in front of car, windshield fogged up; engine restarted by itself. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E) car
780830	Nisula	MI	3						Cone-shaped object with body lights flew overhead. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E) pickup truck
780831	San Juan and San Luis (btn)	Argentina	3						Two men, Srs. De Cesare and Martin, were driving in a truck on Highway 147 in Argentina when they were circled closely by a group of UFOs. Their truck's engine stopped and they got out, throwing themselves to the ground and hiding among the roadside vegetation.
780906	Cordoba	Argentina	3						A luminous UFO, giving off red and blue sparks, started to emit a high-pitched whistling sound. Power outages occurred throughout the neighborhood. The first UFO was joined by two or three other UFOs in an undulating motion, and together they flew off in a V-shaped formation.

780915	Carpentersville	IL	3						A 26-year-old woman was awakened by a whirring sound and she went to her bedroom window to look outside. The noise stopped, but then she saw the figure of a six-foot tall man. He was dressed in a silvery suit. Several feet away from him she saw a small, silver, domed disc sitting on the edge of the grass. It was opaque and smooth and was the source of the whirring sound. The witness then screamed at her husband to wake up, and her dog started barking furiously. They both tried to phone the police but the phone was not working.
780917	Maatsuyker Island, Tasmania	AU	3						At the Maatsuyker Island Lighthouse an electrical power failed twice when a big glowing light flew by south of the island. It was seen by four men at the lighthouse
780917	Torrita di Siena	Italy	3						Orange domed disc ahead of car illuminated area, light beams humanoid encounter, physical traces. See Section XII (E,L) car
780922-23	Buenos Aires Province	Argentina	3						Car participating in road rally brightly illuminated by glowing object, lifted off road, driver and passenger blinded, steering control lost (section VI).
780926	Strongsville	OH	3						Disc with dome moved back and forth, heavy static on FM radio, headlights out briefly. International UFO Reporter, July 1979; see Rodeghier, 1981, p. 73 (R,L) car
780928	Omaha	NE	3						Two twenty-year-old female steel company employees were driving in a residential area when they drove by a dark, cone-shaped UFO with three white rotating lights on the underside. The tape cassette in the VW car's tape player erased as the car drove close to the object, but other cassette tapes in a cardboard box on a car seat were undamaged.
781109	Oil Fields	Kuwait	3						Technicians observed landing of disc-shaped object in oil field, E-M effects on oil pumps and communications (section IV).
781030	Carmo Da Cachoeira, Minas Gerais	Brazil	3						Some men were traveling by Jeep on their way to a local farm when suddenly an unknown force halted the vehicle in its tracks, then pulled it backwards into the mud on the side of the road. The UFO flew over them at very low altitude and then descended to hover a few meters away from the witnesses. The light from the object was so bright that it temporarily blinded the three young people. The older man nearly fainted from fright. After awhile they began to hear what seemed to be human voices coming from the object, but the voices spoke in an unknown language. The terrified witnesses began screaming for help because they began to feel a bizarre effect: all three felt as if they were "floating."
781109	In oil fields	Kuwait	3						Technicians observed landing of disc-shaped object in oil field, E-M effects on oil pumps and communications (section IV).
781109	Oil Fields	Kuwait	3	E	5				Major UFO/E-M Incidents Over Kuwait
781129	Richmond	KY	3						Three witnesses. A car had been chased down a rural road by a flashing UFO. At one time it shot a blue flame out of the front and the car stalled and the lights went out. After the car chase the object was seen to circle a house and surrounding fields at 100-300' off the ground.

781201	Giulianova	Italy	3						A small dark disc with a luminous underbody, estimated to be about 1.5 meters in diameter, flew slowly along the coast heading south in Giulianova, Italy. About four hours later, in Milan, Italy the entire electrical system of a car failed when a luminous, orange and green saucer-shaped UFO flew overhead.
781211	Navelli, Abruzzi	Italy	3						A taxi driving on a road near the town of Navelli was forced to brake when two luminous globes were blocking the road ahead. The engine of the vehicle then died. Two humanoids glided across the surface without touching the ground.
781212	Marzocca	Italy	3						Luminous UFO emitted light beam, shone onto car, tape player malfunctioned. See Section VIII, 1978 Sighting Wave (E,L) car
781212	Burghausen, Bavaria	Germany	3						Ms. Adele Holzer was in her car driving to work when she saw a hemispherical white disc. As the UFO hovered over some nearby trees, six beams of green light shot from it and she felt slightly paralyzed by one of them. Her watch had stopped at 08:01 a.m. and her car's ignition key, that she believed had been in her hand the entire time, was bent.
781212	Navelli (near)	Italy	3						Alfonso Marinelli was traveling when his engine suddenly quit. He then noted two bright lights approaching slowly in his direction. As the lights approached Marinelli was able to make out two short human-like figures. The figures wore silvery suits, resembling those of astronauts.
781214	Brewer	ME	3						A man drove in a daze along a very desolate stretch of road. All of a sudden his car's motor went completely dead and he coasted to a stop. He turned to his right and slightly ahead of his car was a huge, long dark rectangular object, about 50 feet from the road. He also felt himself sink into a trance. He remained fully aware but could not move a muscle. He then heard a voice say: "Do not be afraid.
781215	Ragusa	Italy	3						A truck driver suddenly experienced radio interference and stopped to fix it. He then saw two very tall humanoids standing only five meters away. Seconds later the witness saw a dome-shaped craft take off with a bright flash.
781216	Abbington	IN	3						Dark object three times the size of a moon came over low above trees and hovered near auto causing its motor and radio to stop. As it hovered in front of the auto three red lights were seen and a large white light was on the rear.
781221	Resistencia	Argentina	3						Shortly after two o'clock in the morning several witnesses saw 6-7 objects moving in formation through the sky at great speed. Power outages were reported throughout the city.
781221	La Rioja	Argentina	3						At 2:45 a.m. a very large glowing disc-shaped UFO headed a formation of three other craft that flew from north to south at an estimated 1000 meters altitude. They reportedly lit up the sky like day. Each object was white in color with a green halo, and they left behind a bluish trail. A truck driver said his trucks radio stopped working at the time.
781228	L'Aquila	Italy	3						A luminous object surrounded by a red halo stopped several hundred meters over an electric power generating plant. The generator stopped working for five minutes

781231	Zermatt	Switzerland	3						Two people witnessed a luminous round object over the alpine glacier, brightly illuminating the ice. Later that night, at 2:30 a.m. the next morning (Jan 1, 1979), a big electrical power outage occurred in the city.
790103	Miami	FL	3						Mr. Filiberto Cardenas, age 45, was driving on Okeechobee Road just north of Miami, Florida with three family friends when the car engine suddenly failed. He and another man got out of the car to check under the hood when a large luminous object emitting a humming sound descended over the vehicle. The witness vanished in plain sight of the others, apparently taken up into the object by a beam of light.
790105	Auburn	MA	3						Three red triangles hovered over road; heat, paralysis, physiological effects, car slowed. MUFON UFO Journal, Mar.-Apr. 1979, pp. 8-9 (R) car
790105	Sturbridge	MA	3						CE-II case with EM effects on car. (Raymond Fowler investigation report)
790118	Lusiana	Italy	3						A witness's car engine died when an ovoid UFO landed nearby. A door in the craft opened and two humanoids emerged. They reportedly had vibrating antennae-like ears or antennae on the sides of their heads
790124	Lindale (near)	TX	3						20-year-old John Scott Cates had stopped his car and gotten out to relieve himself when a blue beam of light from the sky struck him. It caused his hair to stand up like an electric static charge. Two UFOs appeared, and he experienced a six-hour long memory lapse. His next recollection was being back in his car, where he noticed that his engine restarted when a ringing noise sounded.
790124	Toquilla (near Tunja)	Colombia	3						A dentist and three students were traveling by car when their engine suddenly stalled. They then saw two metallic disc-shaped objects land on tripod landing gear nearby, and three men wearing tight fitting silvery outfits and large helmets exited from a hatch in one of the objects.
790205	Lawitta, Tasmania	AU	3						Car engulfed in intense white light, memory loss, dazed, witness admitted to hospital. MUFON UFO Journal, August 1980, p. 6 (E,R,L) car
790208	Liverpool Creek, Qnsld.	AU	3						Beehive-shaped object beside road, rose about one meter, light flash. MUFON UFO Journal, December 1979 (E,L)
790218	Lardit, Aveyron district	France	3						An incident involving missing time and vehicle electrical system interference occurred. Dark objects flew over a reservoir, followed by a 1.5 meter in diameter metallic disc. The witness experienced semi-paralysis and the car's electrical system failed.
790407	Bigand	Argentina	3						Several cars experienced electrical system failures on highway 33 in Bigand, Argentina. Mr. Celotto, a farmer, saw an eight meter wide disc land, and circular ground traces were found later in a soybean field.
790505	Pampulhas, Belo Horizonte	Brazil	3						Object with portholes, blinding red-orange light, landed within 50 meters. Cronica, May 7, 1979 Buenos Aires, Argentina (E,R) police car
790506	Brisbane, Queensland	AU	3						Bright orange lights on road ahead, terrain illuminated, lights shot straight up at high speed. Frola, 1990, p. 204 (E,L) car

790525	Charleston	MO	3						A nocturnal light came down and landed behind a store in the town of Charleston, Missouri. A neon sign was effected and a clock in the vicinity was later found to be 18 minutes slow.
790622	Gorgona (offshore of)	Italy	3						The yacht Rainbow II was heading for Corsica,. On board was the owner of the boat, his wife and children and a crew of 11 people. About three miles ahead of the prow of the boat they saw a black cylindrical shape. This object was coming out from the surface of the sea like a tower and rose 30 meters into the air. Although the compass showed the yacht as headed in the right direction, the yacht instead drifted about 12 miles south and ended up in Bastia. Another strange occurrence was that the dog on board started barking and appeared scared and terrified.
790716	Great Bear Lake, NWT	Can	3						A flat metallic disc with rivets visible was seen by two men fishing on Great Bear Lake. They were able to take 12 photographs of the object as it passed over their boat. Reportedly a wristwatch being worn by one of the men malfunctioned.
790801	Lewisboro	NY	3						White ball made two passes, two-way and portable radios failed. International UFO Reporter, September-October 1979, see Rodeghier, 1981, p. 74 (R) police car
790811	Wheatridge	CO	3						Radio interference was experienced over a wide area of Wheatridge, Colorado when a UFO was seen hovering in the sky for three minutes. The UFO dropped toward a mountainside and was lost from sight.
800211	Council Bluffs	IA	3						Brilliant orange light in field, memory loss, physiological effects. MUFON UFO Journal, February 1990, pp. 20-21; Omaha, Nebr., Morning World-Herald, Feb. 14, 1980 (E,R,L) car
800313	Warwickshire	UK	3						A 31-year-old man saw a huge cigar-shaped object with red lights at both ends fly silently south to north over the A422 highway east of Alcester, Warwickshire, England. The man's steering wheel became unbearably hot during the flyover, and it caused burns on his hands.
800507	Valdese	NC	3						Disc with dome maneuvered near car, E-M effects on radio (section XII).
800514	Simpson County	MS	3						Glowing disc shone light beam on road, E-M when car entered light beam. Biloxi-Gulfport, Miss., Daily Herald, May 14, 1980 (L) car
800809	Albuquerque	NM	3				**NC**		UFO landing near Kirtland, AFB
800821	East	TX	3						Young woman and daughter driving home, E-M effects on car, car lifted off road onto craft, humanoids examined them on tables in room with "fog" on floor (section XIII).
801119	Longmont	CO	3						Blue beam engulfed car, swishing sound, car levitated; abduction. See Section XIII (R,L) car
801203	McLain	MS	3						On Highway 57 in McLain, Mississippi Mr. and Mrs. Lowrey had the FM radio of their car quit, the car's headlights dim, and the car heater quit when a luminous, blue-white ball of light came briefly over the right side of the car's hood.
810108	Flinders Island (near)	Tasmania	3						On a boat near Flinders Island two men saw two nocturnal lights exchange light beams. The sea was illuminated by the UFO display, and the batteries on board the boat were found to be dead.

810213	Fuentecen	Spain	3						The witness observed several golden lights on a nearby field. He approached the lights but these suddenly rose up, circled, and landed again, this time closer to his home. At the same time his dogs were going berserk. Later he heard footsteps and his dog attracted him to a "figure" standing by the fence. The figure was a meter and a half tall, square in shape and metallic almost robotic in nature; it lacked a head, arms or feet. A scorched area was found on the ground by government authorities.
810415-20	Catania, Sicily	Italy	3						12:20 AM. Two police officers in their car saw a strong reddish light descending from the sky. The engine and electrical components to their vehicle become inoperative as a saucer about 3 m in diameter and 1 m in height lands on the street about 50 meters away from their vehicle. A small door opened on the saucer and the witnesses see two human forms emerge; the figures began gesticulating and "jumping" around.
810504	Minas Gerais state	Brazil	3						a bright disc landed on the ground in Belo Horizonte, Minas Gerais state, Brazil and then vanished. A witness felt pulled toward the spot. Burnt grass was found at the site.
810612	Alice	TX	3	E	5				Truck Slows Down, Water In Tank Heats Up
810711	Port Byron	IL	3						10:30 PM. 5-1/2 mins duration. Girl Scout supervisor at camp headquarters suddenly hears his dog barking in a warning manner. The witness moves to an unobstructed view of the pool and notices the pool lights are not on. Instead, directly above the pool, and higher than the regular lights, is a brilliant light. Suddenly the lights go out. He hears a whirring noise that rises in pitch as it apparently rises into the sky. When he turns on the lights he noticed the pump is not running and the water level is down three feet. (IUR-3,6)
810716	Atcham, Shropshire (near)	UK	3						2:00 AM. Three women were on their way back home on the A5 expressway when they all suddenly experienced a strange mood change, they all sat very quiet going into some type off limbo state. Then across an open field besides the road four white and two red lights appear. They seemed to be attached to a dark object. The object was round and began pacing the vehicle. At this point the vehicle seem to lose power and would not accelerate. There was an apparent time lapse noted when they reached their destination. Later under hypnosis one of the women recalled the car being floated up to the sky and entering the bottom of an object through two large double doors.
810731	Lieksa	Finland	3						Black sphere and satellite lights seen, two approached motorboat, one surrounded by "fog." Paralysis felt, missing time, physiological effects (section VII).
811219	Areal	Brazil	3						Silo-shaped object with three legs landed on road ahead of car. See Section VI (E,L) car
820219	Allen, Rio Negro Province	Arg	3						Mushroom-shaped object above car, sound, witness blacked out; later physiological effects. La Razon, Feb. 23, 1982 (E,L) car

811215	San Luis Del Palmar	Arg	3						A 42-year old Ruben Meneses was driving a dump truck on a dirt road. Suddenly he observes a bright object that approaches the truck, the truck begins to vibrate, and he is filled with a tingling sensation all over the body. He was not able to move as the truck rises up in the air and apparently becomes transparent. Meneses apparently then passes out.
820118	Hessdalen	Norway	3						7:30 PM. A luminous metallic ovoid flew over telephone lines in a mining area. Magnetic anomalies were recorded. (Source: International UFO Reporter, November-December 1983, p. 7).
820219	Rio Negro Province	Arg	3						E-M effects on car, dome-shaped object overhead, driver blacked out, taken to hospital with memory loss, physiological effects (section VII).
820220	Rio Negro Province	Arg	3						41-year old Juan Fattorel was traveling in his truck along a secondary road when suddenly the engine cut out; He saw close UFO and aliens and his eyesight was effected.
820224	Fleetwood	PA	3						A bright round, lighted object flew over a car in Fleetwood, Pennsylvania. Its passage was accompanied by radio interference effects. (Source: Richard H. Hall, MUFON UFO Journal, February 1984, p. 14).
820300	Springfield	MO	3						The witness was traveling in her car when she suddenly lost control of the steering. She felt her vehicle being pulled by an unknown force towards a light that was hovering at tree top level straight ahead. Soon she found herself in a clearing in a wooded area. Nearby sat a silvery metallic disc resting on three legs.
820315	San Dimas (near)	CA	3						A mother and her two children were driving on a busy highway when they spotted a rectangular glowing object with a cross in the center hovering over the area. As the car drew closer the mother heard a low humming sound and felt dizzy and had difficulty driving.
820322	Slanesville	VA	3						The witness had gone outside to investigate a commotion among his dogs and cats and saw two lights descend from the sky and land. He approached with his car but the vehicle stalled. He approached on foot holding a flashlight and encountered a five-foot six-inch tall man dressed in a silvery coverall with a hood.
820403	Bolingbrook	IL	3						A woman schoolteacher in Bolingbrook was awakened by a high pitched sound "like a blender running in a box." She looked out at the cloudy, windy and cold weather conditions in her residential neighborhood and saw a bright blue domed disc-shaped object land next to some power lines.
820720	Vejer de la Frontera, Cadiz	Spain	3						A a local cattleman walked to what he thought was a tanker truck a hundred meters away, but when he got to about 30 meters away from it he saw two huge human-like figures standing in the middle of the road. The beings then walked back to the object as if in slow motion. They entered the object through an open hatch, which took off silently towards the north. Ground traces were reportedly found at the site.

820900	Corby	UK	3						Late night. Ros Reynolds and her boyfriend were driving to visit friend when their vehicle was suddenly engulfed in light and an object then flew over them. The object then began to follow the car, traveling alongside them. Suddenly the car engine went dead, the car stopped and then she went blank. She could only remember getting back in the car and by the time she arrived at her friends they had lost nearly three hours.
820900	Girard	PA	3						A man driving around dusk on the I90 road saw an object hovering above the tree line. The craft was wedge shaped and triangular from below. His vehicle engine ran rough then stalled, and the lights inside flashed as the object approached. He was able to see two figures that seemed clothed in silver like material.
821004	Ukraine	USSR	3	E	5		NC		Russian Base Loses Control of Nuclear Missiles
830226	Kent Cliffs	NY	3						A mother and daughter named O'Driscoll, driving near the frozen White Pond in Kent Cliffs saw a silent, multi-colored 200-300 foot wide boomerang-shaped object with many lights, at a minimum distance of 100 meters, which seemed to respond to their thoughts. Their car radio experience RF interference.
830310	Ventilla	Bolivia	3	E	5				Train Stalled By Huge UFO
830326	Careme, Tarn-Garonne	France	3						Evening. Two witnesses driving in Careme encountered sudden fog, and then a huge disc-shaped UFO. Their car turned unaccountably onto an unknown dirt road, and they had a possible missing time experience. The entire experience lasted 50 minutes. (Source: Lumieres dans la Nuit, issue 317).
830410	Ross	OH	3						Luminous object descended, power failure, animal reaction, traces. See Section I (E,L) two cars
830706	Hampshire, Tasmania	AU	3						7:30 PM. A motorist in his 1982 Toyota was driving home on a clear evening when his car gradually lost power and coasted to a stop. He saw beyond the fence an object about 100 feet away and 15-20 feet above the ground, dark cigar-like in shape with a blue haze around it
831015	Altoona	PA	3						Silvery disc passed overhead, right wheels lifted off road; physiological effects. See Section VI (E,L) car
840108	Cozad (outside)	NE	3						3:15 AM. CST. On Interstate 80 three people driving in a van outside Cozad saw a 100-foot diameter disc hover 80 feet over the highway. It was blazingly brilliant and had more than 15 colored circular lights around the rim. They heard an intermittent beeping on the van's CB radio.
840203	Tingsryd	Sweden	3						1:00 AM. Mr. Jonsson was driving home when he saw a disc-shaped object 80 meters across and some 5-10 meters above the road ahead of him. He got to his home, got his camera, and went back to the site of his encounter. His car stalled, and he recalled seeing several beings who attempted to abduct him. He had nearly two hours of missing time.
840229	Mechanicsburg	PA	3						9:00 PM. A man and his dog in Mechanicsburg witnessed a 40 foot wide diamond-shaped object wobbling in the southeast sky at an estimated 50 feet altitude. He also reported interference on his TV set.
840624	Peekskill	NY	3	E	5		NC		UFO Hovers Over Nuclear Power Plant

840923	Cordoba to Resistensia	Argentina	3						8:00 PM. A large disc-shaped UFO followed a Piper airplane from Cordoba to Resistensia, Argentina. It reportedly maneuvered at great speed, and changed color from silver to orange. The plane's compass oscillated between 0.5 and 270 degrees, and there were several other variations noted in other onboard instruments.
841214	Launceston, Northern Tasmania	AU	3						Gray ellipse, blinding light from underside, landed ahead of car, car dragged toward UFO. Clark, 1990, p. 21, dated 1987; Chalker, 1996, pp. 182-183 (E,L) car
861020	Edmonton, Queensland	AU	3						Bright blue-green oval paced ahead of car, buzzing sound, forward motion impeded. Chalker, 1987, p. 176 (E,L) car
871214	Launceston	Tasmania	3						Elliptical object landed ahead of car, blocked road; headlights and engine failed, blinding light from underside. Car dragged toward object (section XII).
880120	Mundrabilla	AU	3						Knowles family encounter with oval object that buzzed car, car lifted off road, physical traces (section VI).
880323	East Tamar Highway	Tasmania	3						Motorists saw bright light ahead, engine lost power, radio failed. Four square yellow lights and light beam visible. Car returned to normal after lights disappeared (Basterfield, 1997a).
900120	Boyle	MS	3						Silvery object with flashing, blue-green lights paced ahead of car. MUFON UFO Journal, April 1990, p. 15 (E,L) car
900320	Carney	OK	3						Object approached car, hovered, red illumination, heat felt. MUFON UFO Journal, May 1990, p. 17; MUFON Log #900416 (R,L) car
920319	Haines City	FL	3						Domed object approached police car, green illumination, chill, wind felt. See Section V (E,R,L) car
940201	Badalucco, Liguria	Italy	3						Cigar-shaped object illuminated car with light beam, E-M effects (section I).
940215	Enkoping	Sweden	3						Vehicle encounter with glowing oblong object, E-M effects (section I).
020114	Paintsville	OH	3						At exactly 2:47 a.m., while working a coal train enroute from Russell Kentucky to Shelbiana Kentucky, a locomotive trailing unit and first two cars were severely damaged as they struck an unknown floating or hovering object. The entire electrical systems on both locomotives "went haywire."

National Investigations Committee On Aerial Phenomena

Category 4
Animal Effect Cases

NICAP Sighting Information Database - Sightings Listed as Category 4

The NSID listing above is a comprehensive list with many links to case material. Incidents involving Distant Encounters (Cat 1), Close Encounters (Cat 2), E-M (Cat 3), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographic Cases (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Categories. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

This page represents the work being done by Joan Woodward (Animal Reaction Specialist) and Jean Waskiewicz (NICAP's Computer Database Specialist) and is under construction.

Joan Woodward's excellent report us linked below. This is summarized version from the original paper, Animal Reactions to UFOs: A Preliminary Investigation from the Animals' Perspective, MUFON Special Publication, July 2005, 60 pp, published as a submitted paper in the 36th Annual International UFO Symposium, (2005) pp. 229-278.

Francis Ridge
NICAP Site Coordinator

Other Information

Animal Reactions to UFOs: A Summary of the Evidence - Joan Woodward (doc. file)
Group 4 UFO Bibliography - Francis Ridge

Evidence By Categories
NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
18970414	Gas City	IN	4						3:00 p.m. An object landed 2 km south of Gas City on the property of John Roush, terrifying the farmers and causing the horses and cattle to stampede. Six occupants of the ship came out and seemed to make some repairs.
18970419	Leroy	KS	4						10:30 p.m. Alexander Hamilton was awakened by a noise among the cattle and went and saw an elongated cigar-shaped object, about 100 m long with a transparent cabin underneath showing narrow reddish bands, hovering 10 m above ground. Inside it were "six of the strangest beings" the witness had seen, also described as "hideous." A cow was dragged away by the object with the help of a strong red cable; it was found butchered in a field the next day.
18970422	Rockland	TX	4						John M. Barclay was intrigued when his dog barked furiously and a high-pitched noise was heard. He went out, saw a flying object circling 5 m above ground. Elongated with protrusions and blinding lights, it went dark when it landed.
18970426	Aquila-Hillsboro	TX	4						Approximate date. A lawyer was surprised to see a lighted object fly over. His horse was scared and nearly toppled the carriage.
18970506	Hot Springs	AR	4						Two policemen, Sumpter and McLenore, were riding northwest of Hot Springs when they saw a bright light in the sky. About 7 km farther they saw the light again coming down to the ground. One km farther the horses refused to walk.
281100	Milton	ND	4						A UFO, round "like an inverted soup plate," sped overhead emitting rays of light which illuminated the ground and startled cattle. (NICAP UFO Evidence, 1964, Hall)
290612	Fermeneuve	CAN	4						11:00 p.m. Levis Brosseau, 20 was returning home when he saw a dark object with a yellow light and his horse became very nervous. Within 6 m of the object four or five dwarfish figures were running back and forth.
461000	Paterson	NJ	4						Horse reacts to circular light
490404	Merced	CA	4			BBU			witness and dog heard an intense clicking sound coming from the sky and saw a dark object
500920	Murray	KY	4						Dog cowers at bolide (IFO)
530129	Conway	SC	4	aM	5	BBU			Fowl and mules vocalize as disc passes overhead
550800	Jedburgh, Scotland	UK	4						Dog bolts as cigar-shaped object flies by
570306	Great Meadows-Hope	NJ	4			BBU			white derby-hat-shaped object 50+ ft wide hovering low over a field
570730	Galt, Ontario	CAN	4						Dog snarled and barked at landed domed disc
571110	Madison	OH	4						Close encounter with domed-top 40' UFO
590224	Victorville	CA	4			BBU			witness sighted a biconvex dull red object about 25 ft wide
630215	Willow Grove	AU	4			BBU			25 ft blue and battleship-gray metallic object, 9-10 ft high
630807	Fairfield (4 miles E of)	IL	4	An	5	BBU			Dogs Sense UFO, Object Approaches Witnesses
640519	Hubbard	OR	4						Cow fearful as square object landed
641030	Somerset	UK	4						50 cows reacted to low object
641125	New Berlin	NY	4						Dog fearful as bright light hovered
650520	Leroy Township	OH	4	An	5				Disc With Ports Spooks Dog And Horse

650719	Vaucluse, N.S.W.	AU	4	An	5				Glowing Disc On Legs Freaks Dogs
650727	Carnarvan	W. Aus	4	An	5				Squashed Football Hovers Over Road
650811	Beaver	PA	4						Dog "went crazy" at hovering disc
650819	Cherry Creek	NY	4	An	5	9806			Cherry Creek (Butcher) Trace Case
650903	Exeter	NH	4	An	5	9890			The Exeter / Muscarello Case
660313	LaCross	WI	4						9:30 p.m. CST. Police and citizens saw two bluish-green lighted objects and heard a beeping noise as if signals were being exchanged between the two. Dogs reacted to the objects (animal reactions.) (NICAP notes.)
660314	Dexter and Hillsdale	MI	4						Landing, structured object, multiple witnesses, animal reaction
660316	Eliot	ME	4						6:30-6:45 p.m. EST. A family saw a bright red ball of light with halo effect at close range for 10-15 minutes. The UFO emitted a high-pitched "beep" every 1 -2 seconds synchronized with a blinking red light. Dogs barked and howled (animal reactions), and ran toward the object, which gradually | disappeared behind trees to the southeast. (New Hampshire NICAP Subcommittee s report.)
660317	Milan	MI	4			BBU			Object w/colored lights spinning came within 80 ft of the patrol car
660329	Eliot	ME	4						7:50 p.m. EST. While driving, a nurse's aide saw a large, bright red elliptical object with dome, five or six portholes emitting bright white light. The object was surrounded by a halo, and hovering near electric power transmission lines. Its body was dull silver and "like crumpled aluminum foil." Dogs were barking (animal reactions) and a pinging sound attracted other witnesses to the UFO. The object descended before finally moving out of sight. (Fowler, 1974, pp. 116, 335, 337; NICAP notes.)
660329	undisclosed rural area	NH	4						Dog does not react to landed box
660407	Springfield	KY	4						Time not reported. A large object described as an "overgrown washtub" moved southeast over the airport, dog barked (animal reactions). (NICAP notes.)
660424	Dorchester	MA	4						5:00 a.m. EDT. The same family as in the previous entry saw an identical oval or discoidal object with dome and yellow light on top and red lights around the edge. flashing in the same pattern as the night before. The object emitted a humming sound and "weird, whirring, mechanical noises" as it bobbed around apparently close to the building. An explosive sound was heard, the windows rattled and furniture shook, and the lights went out. The family German shepherd doa whined and scratched at the door (animal reaction). The start of a power failure, which affected about 2,500 homes in the area, was officially timed at 4:57 a.m. It was later attributed to a breakdown in the insulation of the wiring at a point very near the apartment building. Later that evening investigators detected some abnormal radiation on the window sill where the object had been seen. (Keyhoe & Lore, 1969b, pp. 45-47; Walter N. Webb investigation report; U.F.O. Investigator, Vol. Ill, No. 8, May-June 1966, pp. 7-8; Fowler 1974, p. 340.)

661012	Jonesboro	TN	4						Noon. Prolonged sighting (more than 5 hours) by many witnesses of numerous discs, fall of so-called "angel's hair," which was sticky and reportedly caused physiological effects on some who touched it (burning sensation, itching, nausea). According to reports, dogs and cows in the neighborhood "acted odd." (Tennessee NICAP Subcommittee report; U.F.O. Investigator, Vol. Ill, No. 10, Oct.-Nov. 1966, pp. 5-6.)
670109	Malta	MT	4						Dog barks as rectangular object flies by
670126	Jamaica	NY	4						1:30 a.m. EST. Three witnesses saw an oblong or oval object, gray or silver, with a red top. On top were several protrusions, along which moved green flashes of light. The object moved in erratic flight with a swirling motion and made a "weird" noise. A dog was reported to be upset by the phenomenon (animal reaction) during the sighting. (New York NICAP Subcommittee report and letter with a copy of Air Force report form, in NICAP files.)
670203	Piggott	AR	4						Time not reported. Numerous witnesses saw maneuvering objects with domes and flashing lights. Separate (satellite) and merging objects also were reported. Dogs reacted (animal reactions). (Keyhoe and Lore, 1969b, p. 71.)
670216	Helena	NY	4						7:00 p.m. EST. A woman saw a large round white light with a ring of stars. The color changed and the shape changed to oval. The object was low near a barn and slowly disappeared over the horizon to west. Dogs barked wildly (animal reaction). (Letter from witness, NICAP files.)
670219	Ozarks	MO	4						Dog alerts owner to near-ground object
670222	Milton	IN	4						Dogs excited/fearful of oval with lights
670228	Piggott	AR	4						Night. Several independent reports overnight. A 21-year-old man reported that an unidentified object glided parallel to his car about 300 yards away. The object then abruptly headed for the car (vehicle encounter), swerved away, and left at terrific speed. (Memphis Press-Scimitar, 3/4/67, copy in NICAP files.)
670302	Patterson	AR	4						9:30 p.m. CST. A man saw an unexplained object with red lights (body lights) which hovered over homes and then moved on. Dogs barked during the sighting (animal reaction). (Memphis Press-Scimitar, Tenn., 3/4/67, copy in NICAP files.)
670303	Red Hill	NH	4						Object paced car at 100 feet, dog reacted
670307	Keeneyville & Bartlett, between	IL	4						Dog in car alarmed as disc directs light beam into vehicle
670315	Nebo	NC	4						9:15 p.m. EST. A woman saw a teardrop-shaped object, long axis horizontal, with two lighted portholes. Its body was blue-brown and dull. The witness's dog reacted to the presence of the object. (Witness letter in NICAP files, NICAP report form.)
670317	Lebanon	OH	4						Night. A woman reported an object so bright she could look at it only brieflv (brilliant illumination). The object hovered over her home, and made a loud sound (unspecified). Her dog was greatly upset (animal reaction). Possible EM effect on car headlights. (Unidentified clipping in NICAP files.)

670321	Homer	AK	4						7:30 p.m. AKST (10:30 p.m. CST). Two families saw an object that had a long row of square windows of different colors. Cows reacted violently (animal reactions). The object hovered, then disappeared beyond the trees. (Report in NICAP files.)
670322	Camarillo	CA	4						8:50 p.m. PST (10:50 p.m. CST). A barking dog alerted five witnesses (animal reactions), who saw 5 or 6 lights in a cluster. The lights moved across the sky, and suddenly climbed straight up and disappeared after being visible for several minutes. (Camarillo News, 3/23/67, copy in NICAP
670326	Minatare	NE	4						7:30 p.m. MST. Two separate groups of 1 witnesses reported a variety of UFO activity. In one case a man saw two "solid :-lights" that hovered near the ground. A 5-1/2-foot tall humanoid being in what 3 looked like white coveralls was seen, and the man's dog was disturbed at this time (animal reaction). The other witnesses described strange footprints found at the site and apparently also saw the humanoid being but do not describe it. (NICAP report form.)
670401	Fishing Creek Valley	PA	4						Two dogs barked at object 150' away
670417	New Haven	WV	4						Dog and pony reacted to beam of light
670422	LaPoint	UT	4						Evening. A witness drove into a driveway and saw a 50-foot diameter red ellipse resting on the ground. The object rose,-,. And departed rapidly when the car lights were turned off. Dogs were barking animal reaction). (Salisbury, 1974, Table 1, Case 47.)
670423	Elizabeth	IL	4						12:15 a.m. CST. A man saw a very large^ elongated object (estimated 50 feet long and 20 feet in width; 2.5:1 length to 4 width ratio) with a red light at one end and a green light at the other end. It roared louder than a jet, and cattle and dogs r reacted (animal reaction).(NICAP report form; Elizabeth Weekly News, 4/26/67, a copy in NICAP files.)
670426	St. Catherines, Ontario	CAN	4						Dog sitting very quietly as engulfed in UFO beam
670625	Harrisburg	PA	4						2:05 a.m. EDT. A couple saw a bright sparkling white light for 10-15 minutes about 10-20 feet above the ground, emitting a "low-pitched, constant droning sound." Dogs were barking and howling (animal reactions). (Cook report, NICAP files.)
670711	Lone Butte, BC	CAN	4						Evening. Witnesses saw 13 objects in units of three, with red and green blinking lights (body lights). One was seen to be saucer shaped. Dogs, cattle and horses reacted. (Vancouver Sun, British Columbia, 7/27/67, copy in NICAP files.)
670725	Southern part of State	MI	4						11:30 p.m. EDT (10:30 p.m. CDT). A woman and several teenagers about 1,200 miles to the southeast reported a very similar phenomenon. They saw 5-6 objects radiating bright white lights "wobbling" over a field. When a plane flew into the area, the objects (lights) rapidly disappeared after turning bright red (color change/speed correlation). As the color changed, dogs in the area howled (animal reactions). (Stinson letter, NICAP files.)
670721	Pompano Beach	FL	4						Dog in car fearful at low flying light
670725	Garrison	ND	4						Cattle nervous and dog looks toward round glowing object

670804	Philpot	KY	4						Nr. midnight. A man saw an object the size and shape of a large can (cylinder). Following a "squealing sound" and a slight explosion, it went straight up with flame coming from the bottom (exhaust). The object leveled off about 50-100 feet off the ground and flew away to the southeast. A scorched area 20 feet in diameter was found in the bean field where the object was seen (physical traces), and a sample was sent to NICAP. Investigation found no evidence of a hoax. (Christol letter, NICAP files.)
670809	Grey Friars, Stattordshire	UK	4						2:30 AM. A disc-shaped object about the size of a rugby ball was sighted by a married couple in Grey Friars. It flashed blue lights all around its rim, and seemed to be spinning in time with sound coming from it. It caused their dog to begin barking.
670812	Omega	WI	4						2:30 a.m. CDT. A couple saw a glowing object with a light beam for 2-1/2 hours. Barking dogs (animal reaction) alerted the witnesses. The object was hovering and the beam of light was directed toward a farm building near the witnesses. (Unidentified newspaper clipping, 10/27/67, NICAP files.)
670900	White Pine	MI	4						Dog unaffected by hovering disc
670900	DeSoto	MO	4						12:30 a.m. CDT. Two couples saw five round objects with flashing, multi-colored lights. The objects circled and maneuvered rapidly in the sky. Barking dogs (animal reactions) first attracted the witnesses' attention to the objects. (DeSoto Press Times, 9/25/67, NICAP files.)
671002	Ipswich	MA	4						8:30 p.m. EDT. Four witnesses who were together plus two other single, independent witnesses saw red, greenish blue, and white lights (body lights) apparently on an oval object that save off a yellowish glow. Dogs were barking (animal reaction) during the sighting. (Massachusetts NICAP Subcommittee report, NICAP files; Fowler, 1974, p. 350.)
671026	South Dorset	UK	4						Dog worried by hovering odd shaped object
671026	Newton	NH	4						9:30 p.m. EDT. Four witnesses saw a dark object with two horizontal rows of red lights, a green light, and a white light (body lights). The object circled, hovered, reversed direction (maneuvered) and emitted a humming sound. Dogs in the area barked and whined (animal reactions) during the sighting. (Fowler, 1974, p. 350.)
680204	Redlands	CA	4			BBU			Barking dog alerts to slow moving round object at 300 feet
680209	Groveton	MO	4			12235			100 ft circular obj hover 20-25 ft above ground sends cattle running toward barns
680219	Behgough, Saskatchewan	CAN	4						Dog and cattle fearful of slow moving domed disc
680702	Sierra Chica	Argentina	4						11:25 a.m. Oscar H. Iriart, 15, saw two men of normal height, with short, white hair and red clothes, semi-transparent legs, motioning to him. The witness's horse and dog were paralyzed for several minutes. (Magonia #916, FSR 68, 5)
680730	Claremont	NH	4						Dogs in house disturbed as domed-shaped object hovered low

680812	Mercedes	Argentina	4						8:00 p.m. A woman staying by herself at a house on the outskirts of Mercedes heard a buzzing sound and her dogs began barking. The next day several ground traces were found in the same area where the objects were seen. (Albert S. Rosales, Humanoid Contact Database 1968, case #6, citing Richard Heiden, quoting R. Banchs).
681120	Hanbury	UK	4						rabbits moved away from hovering object
681125	Marcellus	NY	4						Dog in car distressed as domed object was seen
690306	Lancaster	MO	4						Dog disturbed as domed disc sends light beam to road
690423	Silver Spring	MD	4						Dogs, cats, and horses reacted to object
690511	Pembroke, Ontario	CAN	4						Dog raised alarm to a landed object
690831	Stover	MO	4						Flock of turkeys react to orange-red hemisphere or domed disc
691010	Glenwood	MO	4						Dog in car agitated by domed disc
700602	Apache Junction	AZ	4						Horses react as if to predator
700629	Apopka	FL	4						Dog in car did not respond; dog outside of car did respond
701005	Walsh	IL	4						Cows' behavior supports IFO theory
711102	Delphos	KS	4						Sheep become agitated during landing event
720513	Canterbury	NH	4						Dog undisturbed by top-shaped object; cat ran
720715	Morton	MN	4						Dog alerts, chases triangle
730500	Houston	TX	4						One of the few UFO encounter cases which also involved animal mutilation.
730628	Columbia	MO	4						Several dogs undisturbed by oval object w/ light beams/wind
730713	Emden	MO	4						Dog is afraid of low glowing object (UFO)
731019	Owego	NY	4						Cows run as object passes over
731108	Falmouth, Nova Scotia	CAN	4						Family dog greatly agitated when two red lights observed
731125	Falmouth, Nova Scotia	CAN	4						9:50 p.m. The RCMP report he and his brother Manus Smith had been driving on old Highway 3 near the western Bear Point turnoff when they encountered some lights in the sky.
740106	Lawrencetown, Nova Scotia	CAN	4						Dog's barking caused woman to look out window
740218	Chelsea	OK	4						Dog and cattle frightened by slow moving oval
740901	Langenburg, Saskatchewan	CAN	4						Cattle found to have broken fence/domed object
741015	Ramona	CA	4						Many types of animals reacted to a round object that landed
741017	Maitland, N.S.W	AU	4						Dogs barked furiously, circular yellow-white object emitted two light beams to ground, illuminated terrain brightly (Reference 1, Section IX).
750224	Enfield	CT	4						9:50 p.m. Two young men witnessed a 60-foot wide disc-shaped UFO hovering over a nearby field. The UFO effected their TV reception, and their dogs howled in the presence of the object. (Source: E. Jahn, field investigator, CUFOS case file report dated March 11, 1975; NICAP UFO Investigator, August 1975, p. 1).
750226	San Carlos Reservoir	AZ	4						witness saw an oddly structured craft and noticed fish jumping out of the water
750314	Mellen	WI	4						Dog reacted to domed object over treetops
750930	Orland	CA	4						Cows bolted at descent of domed disc
760523	Sedona	AZ	4						9:00 p.m. A dog and cat reacted with panic when a bottle-shaped silver UFO flew near a mountainside in Sedona. There were separate witnesses to the nocturnal fly by. (Source: APRO Bulletin, May-June 1976, p. 5).
760615	Strathmore	CA	4						Dog alerts to huge cigar then hides

770104	Carapito Beira Alta	Portugal	4						12:30 a.m. A man was training his German shepherd dog in a pine grove when the animal suddenly became agitated and sat next to him. He then saw hovering 10 meters from the ground a dark metallic domed object that was emitting a beeping sound. The witness suffered from severe headaches soon after the incident, and his dog died with no obvious cause of death in August of the same year.
770126	Anchorage	KY	4						dogs bark while object is present
770218	Salto	Uruguay	4						Dog and cows reacted to low hovering disc
770313	Pen-Y-Cwm, Pembrokeshire	Wales	4						9:00 PM. Stephen Taylor, age 17, was walking home from a visit to his girlfriend's house when he saw an orange, luminous, pear-shaped UFO in the sky. The dog behaved normally the next day. (Source: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977 -13, citing Randall Jones Pugh, BUFORA).
770526	Orange	Australia	4						Dog and Horse raise alert to bright object near ground
770713	Emden	MO	4						Dog started barking at 3:30 AM. This barking was unusual, described as a “scared” bark
770806	Pelham	GA	4						10:30 AM. Tom Dawson, 63, a retired car salesman, was taking a walk down to his favorite fishing pond, when suddenly a disc-shaped craft silently came into view, hovering just a few feet off the ground between nearby trees. Simultaneously, Dawson found himself unable to move, and noted that his two dogs and some twenty head of cattle seemed to suffer from the same affliction. (Source: The Encyclopedia of Extraterrestrial Encounters, edited by Ronald D. Story. New American Library, a division of Penguin Putnam Inc., 375 Hudson Street, New York, N.Y. 10014. 2001. Feature submitted by researcher Billy J. Rachels. (mysterious-america.net)
771129	Waimata Valley, Gisborne	NZ	4						Hovering dome-shaped object sped toward witness, stopped, beamed blue light onto dead tree, which fluoresced in bright colors. Sheep fled (NICAP UFOE II, Section VI).
780127	Fordsham, Cheshire County	UK	4						Four men were out in a field by the River Weaver when they sighted a silvery balloon-like object float down along the course of the river and land on the bank. It emitted a strong purplish glow that made it hard to look at. Two figures of normal height emerged. They wore silvery suits and had miner’s lamps on their heads, and these glowed purple. Cows on a nearby field seemed to become paralyzed and unable to move. Using a metal cage, the UFOnauts penned in one cow and seemed to measure it.
780204	Orange	CA	4						Dog in house responds to hovering object
780502	Escazu	Costa Rica	4						A 10 year-old boy was out playing, saw a cat and ran to a field when he suddenly noticed a hovering silvery disc-shaped object that was about 15 meters in diameter, and it was hovering at about 200 meters above the ground with a slight wobbling motion. He watched as a mist-like vapor assumed the shape of a human-like figure that remained suspended above the ground. The figure was about 170 meters tall. The cat also apparently observed the spectacle, since the animal's fur stood on end and it quickly scurried from the scene

780901	Llanerchymedd, Anglesey, Wales	UK	4						several villagers including a man hunting rabbits watched a bright white light descend slowly behind a new housing estate. Other independent witnesses saw a large silvery sphere above a field, and watched the cows panic and neighborhood dogs start barking furiously. A woman and her young daughter looked out and saw three tall men in gray uniforms with caps or helmets attached to their suits walk across a field.
780915	Carpentersville	IL	4						A 26-year-old woman was awakened by a whirring sound and she went to her bedroom window to look outside. The noise stopped, but then she saw the figure of a six-foot tall man. He was dressed in a silvery suit. Several feet away from him she saw a small, silver, domed disc sitting on the edge of the grass. It was opaque and smooth and was the source of the whirring sound. The witness then screamed at her husband to wake up, and her dog started barking furiously. They both tried to phone the police but the phone was not working.
780925	Greenfield	IN	4						Three woman observed an object coming down from the sky into the field. Dog barked. UFO was oblong, very, very huge with a kind of greenish-gray color. It had three lights, one red and two white. No sound and it moved flying sideways behind the barn and then took off flying frontways. 140' imprint left in soybean field.
790103	Mindalore	S, Africa	4						Dog barked, mother and child saw craft on ground, humanoid encounter (section XII).
790108	San Croce Sull'Arno	Italy	4						In the Tuscany region of Italy a 40-meter wide domed disc with an antenna flew over a farm at only ten meters above the ground. The farm animals were panicked and a tree bent over as the object passed. (Source: Maurizio Verga, ITACAT Italian UFO catalogue).
790525	Colusa	CA	4						1:10 AM. A silver colored, heel-shaped or bullet-shaped object hovered between fifty and five hundred feet above some trees near the Sacramento River for three minutes. It made a sound like an electric motor as it moved very slowly toward the two witnesses, Ruben and Carlos Genera. Many animals reacted to its presence.
790622	Gorgona (offshore of)	Italy	4						The yacht Rainbow II was heading for Corsica,. On board was the owner of the boat, his wife and children and a crew of 11 people. About three miles ahead of the prow of the boat they saw a black cylindrical shape. This object was coming out from the surface of the sea like a tower and rose 30 meters into the air. Although the compass showed the yacht as headed in the right direction, the yacht instead drifted about 12 miles south and ended up in Bastia. Another strange occurrence was that the dog on board started barking and appeared scared and terrified.
790626	Wheeling	IL	4						A dog started barking when a six-foot diameter balloon-shaped object glowed and hovered over the yard of a home in Wheeling, Illinois. The object flew toward the southwest.
791026	Colusa	CA	4						Roosters crowed, ducks quacked, geese honked, and bullfrogs started croaking loudly in response to silver bullet-shaped craft that hovered briefly

800308	Wilmington	NC	4						Object buzzed car, jet-like sound, bright illumination; dog howled as if his ears hurt (section XII).
800706	Bear River, Nova Scotia	CAN	4						A silent, fifteen-meter diameter round object hovered only 500 feet away. A dog hid in fear. A six-meter long indentation was discovered on the ground.
800930	Rosedale, Victoria	AU	4						Horses and cattle reacted to top-shaped object
801026	Greene County	IN	4						A lopsided triangle shaped UFO was observed by a husband and wife on their farm in a close encounter. The object can be described two full moons spaced about 12 feet apart with a flashing red light in back like a lopsided triangle. Their animals were effected while the UFO was over the barn.
801218	Rio	Brazil	4						Cows and horses alerted, then ran as small light flew by
810218	Manzano Amargo, Neuquen Province	Arg	4						Jose Fermin Albornoz, an illiterate shephard, awoke at 4:00 a.m. to the sounds of his animals causing a commotion. Looking out from his hut he saw a "beautiful" blue light hovering over a field about 20 meters away. His animals were effected and he recalled an abduction experience.
810330	Alton	IL	4						Huge bright light went to very dim, had lights on the bottom as it hovered over trees for ten minutes. Object moved towards witnesses at about 10 mph. Frogs stopped croaking and dogs began barking excitedly
810711	Port Byron	IL	4						10:30 PM. 5-1/2 mins duration. Girl Scout supervisor at camp headquarters suddenly hears his dog barking in a warning manner. The witness moves to an unobstructed view of the pool and notices the pool lights are not on. Instead, directly above the pool, and higher than the regular lights, is a brilliant light. Suddenly the lights go out. He hears a whirring noise that rises in pitch as it apparently rises into the sky. When he turns on the lights he noticed the pump is not running and the water level is down three feet. (IUR-3,6)
810801	Newport	DE	4						Dog oddly silent as domed disc passed over house
811217	Bladenboro	NC	4						Daniel Edwards was awakened by the furious barking of his dog towards a pine forest behind his house. He walked out of the house and was startled to see a huge fire like light, illuminating a mass clump of trees a few hundred yards away.
820322	Slanesville	VA	4						The witness had gone outside to investigate a commotion among his dogs and cats and saw two lights descend from the sky and land. He approached with his car but the vehicle stalled. He approached on foot holding a flashlight and encountered a five-foot six-inch tall man dressed in a silvery coverall with a hood.
820906	Auberry	CA	4						Dogs bark and lights dim as disc follows power line
830324	Ossining Reservoir	NY	4						Dog did not respond to boomerang
830324	Yorktown	NY	4						Cat appears frightened when V-shaped lights appear
830331	Sandy Hook	CT	4						Dog barked at boomerang
830410	Ross	OH	4						Dog vocalized and bristled when objected landed
840000	Rockdale	TX	4						Aggressive dogs become uneasy in presence of red light

840425	The Orkney Islands	Scotland	4						5:30 PM. A silver colored, 150 foot long, bulbous-shaped object with a long tail hung in the sky, rocking back and forth 80 feet above the ground over a garden in Blairgowrie, The Orkney Islands, Scotland. Mrs. Freeman's dog cowered, and she was temporarily blinded by a ball of light from the object that struck her and entered her body, and she felt the warmth emitted by it but at the same time felt a sensation of calm.
840506	Williston	FL	4						Time not given. A 13-year-old boy working at a kennel in Williston, Florida heard a humming noise, and noticed that the dogs were attempting to hide in their pens and whining. As he went out to investigate the area turned red with illumination, and a bright red disc-shaped object hovered only 20 feet over his head.
860228	New Castle	PA	4						Hovering oval object, body lights, brightly illuminated the area, moved up, down, and sideways. Dog agitated during sighting (section VII).
861102	Bay Port	MI	4						Cow and horse responded to hovering object
871123	Shreve	OH	4						Dogs and cats non reactive to quad search lights (IFO).
871225	Coon Rapid	MN	4						Barking dogs alerted witness to treetop hovering sphere
880125	Sharon	PA	4						Barking dogs alerted to triangle, treetop height
880222	Irwin	PA	4						Cat fearful as disc at treetop level emitted beam
880316	Yukon Territory near Carcross	CAN	4						Dog responds and hides in close encounter
880700	MacMillan Pass, NWT/Yukon Border	CAN	4						Horses panic as object flies by (UFO)
881024	Valparaiso	FL	4						Dog and cat wanted to approach rectangle above treetops
890118	Glen Allen	MS	4						Forest animals freeze as cylinder passes overhead
890118	Somerville	OH	4						Barking dogs alert witness to domed objects
890208	Gulf Breeze	FL	4						Dogs barked constantly as 2 small discs landed
890405	Cantonment	FL	4						Excited barking as disc emitted light beam and stirred tree
890405	Plainfield	IN	4						Dog growling awoke witness to see hovering disc
890408	Baton Rouge	LA	4						Dogs are unaffected by fly over of three amber lights in formation
890421	Crestview	FL	4						Barking alerted witness to disc, which put light on witness
890813	Mansura	LA	4						Dog reacted as oval bobbed near ground
890819	Cantonment	FL	4						Normally noisy dogs silent as disc hovers across the street
890822	Gulf Breeze	FL	4						Cats indifferent to triangle at tree level.
890831	Ispwich	MA	4						Dog in house curious/alert to disc outside
890911	Kalamazoo	MI	4						Dogs excited as cigar-shape with wings hovers over houses
890914	Cantonment	FL	4						Dogs hid while diamond shaped object passed over
891009	Gulf Breeze	FL	4						Dogs barking at hum of boomerang
891030	Ft. Walton Beach	FL	4						Insects silent as lights are seen
891101	Gulf Breeze	FL	4						Dogs barking excitedly at hum of 3 bell-shaped objects
900222	Henryville	IN	4						Dogs vocalized as disc generated wind that affected trees
900521	Trenton	NY	4						Blind dog on porch indifferent to boomerang
900524	North Huntington	PA	4						Dog became still and quite before a boomerang appeared
900607	Waymart	PA	4						Dog barked continuously, oval object w/light beams near
900718	New Hartford	CT	4						Dogs were indifferent to hovering domed disc
901000	Ochoco National Forest	OR	4						Coyotes spooked by descending blue white light
901016	Dallas	OR	4						Dogs vocalizing while domed disc was nearby
910131	North Branch	MN	4						Puppy indifferent to presence of domed, hat shaped object

920320	Dundee	OH	4						Animal reactions to physical traces
920729	Purcell	OK	4						Dog did not respond to oval that divided
920800	Casey	IA	4						Dog curious about small object near ground
921000	Canton	OH	4						Dog barking at bullet-shaped object with searchlights alerted witness
930109	Slagle	MO	4						Cattle ran from area of blue oval ring
930121	Tuttle	OK	4						Dogs barking throughout town as triangle was in area
930614	Piketon	OH	4						Dog barked at hovering oval dome; also fearful
930713	Ligonier	IN	4						Kenneled dogs barking during 20 min. sighting of 3 rotating lights
930713	Syracuse	IN	4						Dogs howled as a cigar-shaped object passed
930810	Norman	OK	4						Dogs barked, light passed (excitement of witnesses a factor?)
930905	Depoe Bay	OR	4						Cat indifferent to glowing, yellow orange object
940203	Lincolntown	NC	4						Roosters crowed as cigar-shaped object with lights passed
940412	Granville	TN	4						Farm animals reported unusually calm after a rectangular object passed
940831	Mongo	IN	4						Dogs do not react to close object
941011	Custer	SD	4						Dogs alerted to white lights
950102	Tekoa	WA	4						Dog curious and fearful as star-like lights landed
950915	Oklahoma City	OK	4						Dogs excited as disc emitted a light beam
960725	Akron	OH	4						Dogs hid as boomerang passed
961122	San Francisco (1896)	CA	4						Seals dive as airship emits beam of light
971000	Jefferson	GA	4						Three dogs in circle under a glowing ball
971230	Sioux City	IA	4						Dogs howled when thin rectangle was in area
980102	Sao Paulo	Brazil	4						Dogs barked a small sphere roamed area
980127	Woodland	WA	4						Animals become still as object hovers
991116	Antrim	MI	4						Fireball chain and coincidental barking of dog (IFO)
991116	Madison	WI	4						Dog does not react as large fireball flies over (IFO)
000218	Asheboro	NC	4						Dogs react to horizontal row of bright lights hovering in the sky
000927	Challis	ID	4						Mules do not respond to low triangle
010330	Nipomo	CA	4						Dogs bark/howl during aurora display
010823	Atlantic Ocean	NJ	4						Fish come to surface as cylinder hovers
020122	Salisbury	MD	4						Dogs bark at fireball that lights terrain and is heard (IFO)
020131	Jewel Valley	CA	4						Large flying disc, smaller discs & triangle startles police dog
020726	Brandywine	MD	4						Famous jet scramble case, but two dogs did not react
020812	Jackson-Covington	GA	4						Dog frightened during sighting of nocturnal lights (IFO)
020813	Cow Bay, Nova Scotia	CAN	4						Dog retreated into house when black triangle appeared
021208	Bellingham	WA	4						Dogs began howling and at about the same time, an odd cyclic humming sound was heard
030503	North Richland Hills	TX	4						Horses startled, dogs bark, as object hovers over pasture
030605	Houston, British Columbia	CAN	4						Dogs did not appear to notice enormous boomerang moving slowly and silently over treetops
030913	Seamon	OH	4						Coyotes were reported howling loudly during a sighting of a large stationary triangle
030925	Marstons Mills	MA	4						Dogs fearful as large dark object observed
031114	Niles	OH	4						Dogs non-reactive to lights in sky. (IFO)
031214	Atlanta	GA	4						Dog excited as people see meteor (IFO)
040610	Lilburn	GA	4						Dog barks as small white lights are observed (IFO)
050509	Carlisle	PA	4						Dog fearful of glowing chevron
050825	Port Charlotte	FL	4						Cat fearful as distant light is viewed (IFO)

051016	Santa Maria	CA	4						Dog barks when dark object is near
051110	Camarillo	CA	4						Dogs aggressively bark and visually track disc
051115	Martinez	CA	4						Beagle reacts to movement in the sky of white, glowing oval
051224	Waxhaw	NC	4						Dog sees and barks at disc over house
060228	Des Plaines	IL	4						Dog raises alarm and barks at hovering object in daytime sky

National Investigations Committee On Aerial Phenomena

Category 5
Medical Effects *

NICAP Sighting Information Database - Sightings Listed as Category 5

This page involves psychological or physiological effects and is under construction and lists only the most prominent case at this point in time. Other Categories, involving Distant Encounters (Cat 1), other Close Encounters (Cat 2), E-M Effects (Cat 3), Animal Effects (Cat 4), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Special Categories. If you find an important Abduction case that is NOT listed, please email me at: nicap@insightbb.com

Francis Ridge
NICAP Site Coordinator

Other Information

Group 5 UFO Bibliography - Francis Ridge
Eye & Skin Irritations In UFO Reports - Mark Cashman
Medical Injury Catalog - John Schuessler- Catalog of 400 close encounters
To help support this site, please order a book or video about category, Cat 5

Evidence By Categories
NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
18970326	Sioux City	IA	5						Approximate date. Robert Hibnight bard was caught by an anchor dropped from an unknown flying machine 22 km north of the town. He was dragged over 10 m and fell as his clothes were torn.
150821	Gallipoli	Turkey	5						During severe fighting in the Dardanelles a peculiar cloud engulfed a British regiment which was never seen again. This was observed by 22 men of the First Field Company, NZ Army Corps and stated in an affidavit.
441124	Unknown City	Italy	5						Round amber light, luminous orange-yellow, blinding light; felt unbearable heat. (Page 89-93 Ref.1)
571110	Madison	OH	5						Close encounter with domed-top 40' UFO
640629	Lavonia (near)	GA	5						Vehicle encounter, top-shaped UFO and strange effects
640904	Cisco Grove (near)	CA	5			BBU			Humanoids and "robots", physiological effects
650315	Everglades	FL	5	M	5				Everglades / James Flynn Case
650813	Baden	PA	5	M	5	BBU			Object Crosses Moon / Medical Effects on Witness
650819	Cherry Creek	NY	5	M	5	9806			Cherry Creek (Butcher) Trace Case
660225	Quipapa	Brazil	5						10:15 p.m. LT. Two young female factory workers while walking home saw lights in the road, then saw that it was a large disc with two bright lights (body lights) and three small beings about the size of 9-year-old children standing alongside, along with one being over 6 feet tall. The object rose, then landed in a new location. The girls ran home with the object following. It circled the area near their house, then flew away. No sound was heard. One of the girls suffered unspecified "effects" for a period of time. Grass was found depressed (imprints) at the landing spot. (Phillips, 1975. p. 40; from Flying Saucer Review, March 1971 .)
660329	Hamilton, Ontario	CAN	5						9:15 p.m. EST. A teenage boy saw two luminous oval objects about 8 feet in diameter descend and land, making a buzzing sound. The objects had a row of multicolored lights around the rims (body lights) "flickering like a computer." He approached for a closer look, and touched the nearest object, which felt hard and smooth like metal. No heat or cold was felt. The boy then touched an antenna-like projection at the end of one of the objects and received a shock. Frightened, he ran home. His parents confirmed a 3-inch burn mark on his hand and questioned him thoroughly before reporting the incident to authorities. His first-degree burn was treated at a hospital and healed normally. (Keyhoe & Lore, 1969b, pp. 4-5; Bondarchuk, pp. 45-46, from the Hamilton Spectator, Apr. 2, 1966.)
660407	Grove City	PA	5						Night. Motorists saw lights rise from the ground, then an unidentified object passed over their car causing E-M effects, noise (unspecified), physical and psychological effects. Independent observation: Same day at Ligonier, 105 miles to the southeast in Pennsylvania, silver cigar-shaped objects were observed flying into a storm. (NICAP notes)

660418	Lancaster	OH	5						11:55 p.m. A motorist almost struck a> blindingly bright object which had landed on the highway. It had brilliant white lights and intense red body lights. When he turned back to investigate, the UFO flew off through a corn field, at one point illuminating the terrain. Then the lights blinked off and the obiect disappeared. Next day his eyes were sore and bloodshot (physiological effects). (U.F.O. Investigator, Vol. Ill, No. 8, May-June 1966, p. 7.)
660428	Sawtry, Cambridgeshire	UK	5						5:00 a.m. LT. Two men suddenly awoke in their van, with an acidic taste in their mouths and difficulty breathing (physiological effects), birds were shrieking. They looked out and saw two large spherical objects moving away. (Flying Saucer Review, May/June 1967. cited in Schuessler, 1996, p. 42).
660627	Cistella	Spain	5						4:00 a.m. LT. A farm woman and farm hands saw a large disc-shaped object with bright green, red, yellow and blue body lights descend behind some woods about 500 meters away. A few minutes later two cylindrical objects also with body lights appeared, and the disc reappeared, taking up position between the two cylinders, which closed in on the disc, turned, and all three as a unit shot up at terrific speed and disappeared in less than a second.
661012	Jonesboro	TN	5						Noon. Prolonged sighting (more than 5 hours) by many witnesses of numerous discs, fall of so-called "angel's hair," which was sticky and reportedly caused physiological effects on some who touched it (burning sensation, itching, nausea). According to reports, dogs and cows in the neighborhood "acted odd." (Tennessee NICAP Subcommittee report; U.F.O. Investigator, Vol. Ill, No. 10, Oct.-Nov. 1966, pp. 5-6.)
670503	Philadelphia	PA	5						6:30 a.m. EDT. A metallic-appearing gray disc paced ahead of a car, top section revolving and a row of window-like markings visible around the center. A vapor stream was produced, which changed to red sparks. (APRO Bulletin, May-June 1967, p. 12.)
670520	Falcon Lake, Manitoba	CAN	5	M	5				Falcon Lake/Michalak Encounter
670525	Fostoria	OH	5						9:30 p.m. A witness saw a flat-bottomed , object, with a domed top (domed disc) that had rainbow-like light. When his car headlights shone on the object, its light flared up and within seconds it took off , straight up (light reaction). The witness felt his hair stand on end and a tingling like static electricity (physiological effects). (Letter from Chuck Thaxton, NICAP files.)
671208	Deputy	IN	5						12:30 a.m. EST. A woman reported a large bowl-shaped orange object that levitated her, and she suffered unspecified physiological effects. She had a time confusion and later reported visits by small beings and physical marks left on her body (suggested abduction). (Ridge, 1994, p. 24.)
680625	Bouchard	Argentina	5						1:05 a.m. Jorge Ribles, electrician at the Carmal Chemical Plant, noticed that the engines were at a standstill, while the countryside was lit up with intensive reddish light. Another man, 52-year-old Jose J. Rociski, fell unconscious as a vivid light enveloped him. (Magonia #912, FSR 68, 5)

681102	Unknown City	France	5						3:55 a.m. During a thunderstorm, a medical doctor was awakened by his crying 14-month-old son. He saw two luminous objects outside his house, and observed them coming close together and merging about 180 m away. Persistent nightmares and various physiological phenomena were later recorded. (Magonia #921, 1)
731003	Jackson	MO	5						6:15 a.m. Truck driver injured by UFO: The Eddie Doyle Webb case.
731102	Goffstown	NH	5						UFO with bright yellow light paced car, moved in front of it; motorist felt dizzy and numb.
750731	Loxton	South Africa	5						Oval object, occupants visible; light struck witness in face, nose bleed and vomiting. Physical traces at site (NICAP UFO Evidence II, Section XII).
751025	Sao Gondolo do Amarante, Ceara state	Brazil	5						6:00 p.m. A young woman with the surname of Dira had bathed in a lagoon in Sao Gondolo do Amarante on the river and was washing clothes when she felt a heat wave and saw an oscillating blue light in the sky nearby. She managed to escape inside her house, but she had a high body temp, bloodshot eyes, and her skin looked like it had a sunburn. (Source: Claude Bourtembourg, SOBEPS News, March 1976, p. 18; Charles Bowen, Saga UFO Report, December 1976, p. 80; both sources cite J. Gualberto.)
751025	Sao Gondolo do Amarante, Ceara state	Brazil	5						Bt. 6:00 & 7:00 p.m. A local man was struck by a blue beam of light, reputedly from a disc. He subsequently died. Several other witnesses reported being attacked and terrified by the experience. Some reported being paralyzed by a blue light. (Source: Charles Bowen, FSR, July 1976, p. 33 and Saga UFO Report, citing La Razon, October 27, 1975).
751217	Sao Paulo	Brazil	5						In the city of Americana, 16-year old Mr. Salles de Andrade encountered an intense beam of light while walking home at night and woke up the next day in a thicket, 28 kilometers away. He had no recollection for the time that he had been missing, but he had strange marks on his forehead and arms, and experienced headaches. (Richard Hall, MUFON UFO Journal, August 1976, p. 19).
770101	Chabeiul, Drome	France	5						7:50 PM. A lenticular metallic disc with flames coming from the bottom made a 180-degree turn and flew off toward the south. The witness's eyes were sore from the glare of the light.
770101	Valence	France	5						8:00 PM. Mr. and Mrs. Perez had a close encounter with a ten-meter long ovoid object that chased their car. They also complained of eye pain and conjunctivitis as a result of the encounter, and a watch of theirs had stopped working.
770104	Carapito Beira Alta	Portugal	5						12:30 a.m. A man was training his German shepherd dog in a pine grove when the animal suddenly became agitated and sat next to him. He then saw hovering 10 meters from the ground a dark metallic domed object that was emitting a beeping sound. The witness suffered from severe headaches soon after the incident, and his dog died with no obvious cause of death in August of the same year.
770118	Bussieres-Saint-Georges	France	5						1:00 AM. A UFO witness was thrown into some bushes when three glowing balls of light flew overhead at one a.m. The witness had 75 minutes of missing time, and the incident was followed by many days of persistent headaches. (Source: Lumieres dans la Nuit, issue 317).

770307	Winchester, Hampshire	UK	5						9:00 PM. Mrs. Jane Bowles was driving with a friend, Mrs. Ann Strickland, along a country road when their car stopped and a brilliant glow "like a white sun" lit up the area around them. An oval object was observed that was luminous and making a humming sound. A man emerged from the UFO, one similar in appearance to the one involved in Mrs. Bowles earlier close encounter. The women returned to Winchester, and Mrs. Bowles observed that her hands were red and swollen. She had to remove her wedding ring and she found the skin underneath raw. (Source: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Encounters, case 1977-12, citing Lionel Beer, BUFORA).
780106	Santo Antonio de Caparica, Estremadura	Portugal	5						Two men leaving a beachfront cafe saw a bright bluish light flying low over the ocean descend at a steep angle at high speed. The light then stopped, and descended more slowly into a wooded area next to a nearby campground. Both men ran into the woods, which were now illuminated by a bluish glow. Upon entering a clearing, they saw a 2.1 meter tall human-like figure, standing eight meters away from them.
780110	Grafton, New South Wales (near)	AU	5						A 25-year-old man observed two irregularly shaped bright yellow objects in the night sky while driving.One of the objects approached and appeared to slowly move down a mountainside. It seemed to periodically issue a "shower of sparks". This initial sighting lasted for about 20 minutes. The man then drove on but had difficulty recollecting the next part of his journey. Some 30 minutes later he observed a very bright object that looked like a "chicken coop" at a place called Bakers Creek Falls, near Armidale, New South Wales. The object was on the ground, stationary for 10 minutes, and then it moved.
780515	Caujimolpa and Obregon (btn)	Mexico	5						A man walking observed a hovering multi-colored luminous cube shaped object that was making a buzzing sound and emitting a yellow beam. He then received telepathic thoughts telling him that the cube was not occupied, but soon human-like beings would arrive on Earth
780614	Williamson	WV	5						A 60-foot diameter disc directed beams of light at two boys. The boys found they were paralyzed and couldn't move. They reported an episode of missing time.
780830	Union County	IN	5						Witness driving on State road 44 observed an orange egg shaped object. Light suddenly engulfed her car and she remembers nothing until she found herself driving about 5 miles down the road. At home troubled mentally and discovered two puncture wounds on her buttocks and small lumps in mid chest.

781030	Carmo Da Cachoeira, Minas Gerais	Brazil	5						Some men were traveling by Jeep on their way to a local farm when suddenly an unknown force halted the vehicle in its tracks, then pulled it backwards into the mud on the side of the road. The UFO flew over them at very low altitude and then descended to hover a few meters away from the witnesses. The light from the object was so bright that it temporarily blinded the three young people. The older man nearly fainted from fright. After awhile they began to hear what seemed to be human voices coming from the object, but the voices spoke in an unknown language. The terrified witnesses began screaming for help because they began to feel a bizarre effect: all three felt as if they were "floating."
781212	Burghausen, Bavaria	Germany	5						Ms. Adele Holzer was in her car driving to work when she saw a hemispherical white disc. As the UFO hovered over some nearby trees, six beams of green light shot from it and she felt slightly paralyzed by one of them. Her watch had stopped at 08:01 a.m. and her car's ignition key, that she believed had been in her hand the entire time, was bent.
781214	Brewer	ME	5						A man drove in a daze along a very desolate stretch of road. All of a sudden his car's motor went completely dead and he coasted to a stop. He turned to his right and slightly ahead of his car was a huge, long dark rectangular object, about 50 feet from the road. He also felt himself sink into a trance. He remained fully aware but could not move a muscle. He then heard a voice say: "Do not be afraid.
790118	Metzeral	France	5						A two-meter wide orange disc-shaped UFO made two passes over two witnesses. The UFO made a buzzing sound and had lights at both ends. Both witnesses' eyes hurt after the close encounter.
790124	Lindale (near)	TX	5						20-year-old John Scott Cates had stopped his car and gotten out to relieve himself when a blue beam of light from the sky struck him. It caused his hair to stand up like an electric static charge. Two UFOs appeared, and he experienced a six-hour long memory lapse. His next recollection was being back in his car, where he noticed that his engine restarted when a ringing noise sounded.
790128	Vannes	France	5						A 1.5-meter long ovoid hovered over a house in Vannes. A UFO witness to repeated UFO encounters experienced lasting physiological effects due to the close approach of 2 disc-shaped UFOs.
790218	Lardit, Aveyron district	France	5						An incident involving missing time and vehicle electrical system interference occurred. Dark objects flew over a reservoir, followed by a 1.5 meter in diameter metallic disc. The witness experienced semi-paralysis and the car's electrical system failed.
790519	Bukit Mertajam	Malaysia	5						Six school children reported sighting a landed object and four tiny humanoid figures near it. The creatures were only about 4 inches tall. One of the students attempted to catch one of the creatures but was shot in the hand.
790526	Kulim	Malaysia	5						A disc with three legs for landing gear hovered just a half a meter above the ground. The witness was temporarily blinded by beams of light from the object.

790619	Rauma	Finland	5						A man and a woman saw a silvery object with a dome on top emitting a blue beam of light into a nearby forest. The woman went to investigate, and saw the object, which was about one meter in diameter, at close range. Inside the dome were two very small creatures with large eyes and frog-like skin. When she started to touch the object, she was temporarily blinded by a bright light and the craft sped away.
800817	Lima	OH	5						Witness knocked back by light beam. 5-min duration and three witnesses.
800911	Anderson	SC	5						Two friends saw a rounded, seamless disc-shaped UFO that made a whining noise. It hovered over trees in a yard 100 feet away from his bedroom window. It rotated and wobbled. Physiological effects included red burning eyes, swollen glands in neck, headache.
801204	Foxboro	MA	5						A young man had a close encounter with a saucer-shaped object with a row of rectangular windows around the circumference, and was struck by a light beam on the chest and felt paralyzed. Perceived communication, apparent abduction, burn marks on chest corresponding to light beam position.
801212	Huffman	TX	5						Burns and radiation damage. Cash/Landrum inc
810731	Lieksa	Finland	5						Black sphere and satellite lights seen, two approached motorboat, one surrounded by "fog." Paralysis felt, missing time, physiological effects (Volume II, The UFO Evidence, Section VII).
810830	Alpine (near)	CA	5						UFO brightly illuminated car, witness badly frightened, memory loss. Fired pistol at object circling the car, fled at high speed. Red dots like puncture marks found on wrists (section IV).
820000	Voronezh (near)	Russia	5						10:00 PM+. Two local militia sergeants were driving a "UAZ-469" vehicle (Russian patrol jeep) in an area about 10-15 kilometers from the city when suddenly they saw a very bright beam of light shining down to earth from somewhere in the sky. The beam of light appeared to be scanning the surface of the ground, and every blade of grass appeared to be lit by it. Several seconds later a hatch opened on the hull of the craft and several tall (about 3-4 meters in height) humanoids exited the object and went to a nearby field. The men could only speak in stuttering voices. At first they were subjected to alcohol tests but it proved negative, both were then sent to a mental hospital.
820219	Rio Negro Province	Arg	5						E-M effects on car, dome-shaped object overhead, driver blacked out, taken to hospital with memory loss, physiological effects (section VII).
820220	Rio Negro Province	Arg	5						41-year old Juan Fattorel was traveling in his truck along a secondary road when suddenly the engine cut out; He saw close UFO and aliens and his eyesight was effected.
820304	Hellifield	UK	5						A car on the A65 highway in Hellifield, England was surrounded by blue lights and levitated up into the air. The woman driver felt a strong sensation of cold, and experienced 30 minutes of missing time.
820723	Ste-Dorothee, Quebec	CAN	5						Four 16 year olds saw an intense beam of white light from a multi-colored UFO in a field. Ehen they shone a spotlight in the direction of the noise it revealed a five to six foot tall being with a large brown head and orange eyes. They all suffered from intense stomach pain

840425	The Orkney Islands	Scotland	5						5:30 PM. A silver colored, 150 foot long, bulbous-shaped object with a long tail hung in the sky, rocking back and forth 80 feet above the ground over a garden in Blairgowrie, The Orkney Islands, Scotland. Mrs. Freeman's dog cowered, and she was temporarily blinded by a ball of light from the object that struck her and entered her body, and she felt the warmth emitted by it but at the same time felt a sensation of calm.
881204	Harrisburg	PA	5						Silvery oval object hovered, brilliant illumination, physiological effects. UFO maneuvered erratically, emitted silvery white trail when flew away (section V).

National Investigations Committee On Aerial Phenomena

Category 7 - Entity Cases

Humanoid Encounters

NICAP Sighting Information Database - Sightings Listed as Category 7

Francis Ridge:
Entity cases are usually associated with Close Encounters of the Third Kind (CE-III), but many are humanoid reports indirectly related to UFOs. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

The most recent addition to this directory is the premier issue of the JAR (Journal of Abduction-Encounter Research).. See link below which also has the free first issue and subscription information on future issues.

The Air Force Academy textbook chapter gives the description of UFO occupants by Zamora, the Hills and many others who have observed occupants near landed UFOs. One portion of the text states:

> "The most commonly described alien is about three and one-half feet tall, has a round head (helmet?), arms reaching to or below his knees, and is wearing a silvery space suit or coveralls. Other aliens appear to be essentially the same as earthmen, while still others have particularly wide (wrap-around) eyes and mouths with very thin lips. And, there is a rare group reported as about four feet tall, weight of around 35 pounds, and covered with thick hair or fur (clothing?). Members of this last group are described as being extremely strong."

Other Information

Physical UFOlogy & Alien Command Structure: A Hypothetical Overview (2008)
Humanoid Sighting Reports - Compiled by Albert Rosales
JAR (Journal of Abduction-Encounter Research)- Susan Swiatek
CE-III Catalog (pdf file) - Bruno Molon
UFO Occupant Sightings - Richard H. Hall
Category/Group 7 Regional UFO Database - Francis Ridge
Intruders Foundation - Budd Hopkins
Occupant Database - Steven Dunn
Australian UFO Entity Catalog - Keith Basterfield
1973 - Year Of The Humanoids - David Webb
RSID CE-III Regional Sighting Information Database - Francis Ridge
Pilots and Passengers (Ufology Chapter 8) - James M. McCampbell
Whitley Strieber's Website

Evidence By Categories
NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
18800000	Aldershot	UK	7						A strange being dressed in tight-fitting clothes and shining helmet soared over the heads of two sentries, who fired without result. The apparition stunned them with something described as "blue fire."
18960000	Arolla (near Zermatt)	Swiss Alps	7						Aleister Crowley was walking in the mountains when he suddenly saw two little men. He made a gesture to them, but they did not seem to pay attention and disappeared among the rocks.
18970414	Gas City	IN	7						3:00 p.m. An object landed 2 km south of Gas City on the property of John Roush, terrifying the farmers and causing the horses and cattle to stampede. Six occupants of the ship came out and seemed to make some repairs.
18970415	Linn Grove	IA	7						Morning. A large object was seen to fly slowly toward the north. It seemed ready to land and five men drove toward it. About 7 km north of Linn Grove, they found the craft on the ground, came within 700 m of it but it "spread its four giant wings and rose towards the North." Two strange figures aboard the craft made efforts to conceal themselves.
18970417	Williamston	MI	7						Morning. At least a dozen farmers saw an object maneuver in the sky for an hour before it landed. A strange man near 3 m tall, almost naked and suffering from the heat, was the pilot of the craft.
18970419	Leroy	KS	7						10:30 p.m. Alexander Hamilton was awakened by a noise among the cattle and went and saw an elongated cigar-shaped object, about 100 m long with a transparent cabin underneath showing narrow reddish bands, hovering 10 m above ground. Inside it were "six of the strangest beings" the witness had seen, also described as "hideous." A cow was dragged away by the object with the help of a strong red cable; it was found butchered in a field the next day.
18970420	Homan	AR	7						6:00 p.m.Capt. James Hooton was hunting in the vicinity of Homan when he heard the noise of a steam engine and found an object in a clearing. It looked like a cylinder with pointed ends, lateral wheels, and horizontal blade over it. Hooton spoke with a man who wore dark glasses and walked behind the craft. There were three or four occupants.
18970422	Josserand	TX	7						Midnight. Frank Nichols, who lived 3 km east of Josserand and was one of its most respected citizens, was awakened by a machine noise. Looking outside, he saw a heavy, lighted object land in his wheat field. He walked toward it, was stopped by two men who asked permission to draw water from his well.
18970423	McKinney Bayou	AR	7						Judge Lawrence A. Byrne of Texarkana, Arkansas, was surveying a tract of land when he saw a peculiar object anchored on the ground. "It was manned by three men who spoke a foreign language, but judging from their looks one would take them to be Japs."

19090513	King's Lynn	UK	7						9:45 PM. A cigar-shaped object illuminated the terrain brightly in King's Lynn. Looking up, he saw the airship-like object speed overhead, two men visible in an undercarriage, and disappear in the distance within a few minutes.
19090518	Caerphilly, Wales	UK	7						11:00 p.m. Mr. Lethbridge was walking along a road near the mountains when he saw on the grass a large tubelike machine. Aboard were two men wearing furs and talking excitedly in a language the witness could not understand. The grass was found depressed at the site after the object had flown off.
140600	Hamburg	Germany	7						4:00 a.m. Gustav Herwagen opened the door of his house and saw in a field a shining cigar- shaped object with illuminated windows. Near it were four or five dwarfs 1.20 m tall, clad in light clothing.
140800	Georgian Bay	CAN	7						William J. Kiehl and seven other persons saw a spherical craft on the surface of the water. On its deck were two small men wearing green-purple clothes. They seemed to be busy with a hose, plunging it into the water. (This was shown to be as a hoax a long time ago.)
210000	Marseilles	France	7						Undocumented report of an "abduction" by two beings. (Magonia #43, Quincy)
2306xx	Northern Wayne County	IL	7	En	5				Early Humanoid Report
290612	Fermeneuve	CAN	7						11:00 p.m. Levis Brosseau, 20 was returning home when he saw a dark object with a yellow light and his horse became very nervous. Within 6 m of the object four or five dwarfish figures were running back and forth.
380725	Guadalaraja	Spain	7						Soldiers at the Spanish Civil War battlefront were illuminated by a bright glow, then saw an oval object about 10-12 meters in diameter shaped like “two inverted plates” hovering near the ground. A cylindrical column came down from the center and two beings emerged.
38Fall	Juminda	Estonia	7						Two persons saw a strange "frog-man" 1 m tall with a round head, no neck, and a hump in front of the body. The mouth was a large, straight slit, the eyes were like smaller slits.
41Spring	Cape Girardeau	MO	7						Charlotte Mann, a Texas woman whose grandfather was a pastor of the Red Star Baptist Church, told Leonard Stringfield, that her grandfather was called out to give last rights to some crash victims, who were described as from a crashed object. There were three bodies. All described as "not human".
410405	Charleston	MS	7						Farmer abducted into submarine on Mississippi
42Summer	Bass Strait	Tasman Peninsula	7						A singular airfoil of glistening bronze color; domed upper surface; possible crew member, Cheshire cat emblem on dome. (Page 29 Ref 1)
430500	Norwich	UK	7						Sighting of dome-shaped object and humanoid beings. (Ref. 3; Anders Liljegren, AFU Bibliography.)
431100	Escondido	CA	7						On a dark moonless night a family heard a soft humming sound and saw a disc with dome and square windows hovering about 15 feet above the roof of their house. Human-like silhouettes were visible through the windows. When the woman shone a flashlight, the object blinked out and disappeared. (Ref. 3; Greenwood, UFO Historical Revue, June 1998.)

4408End	Mattoon	IL	7						A mysterious man appeared at windows, as if in search of someone. He stunned witnesses by pointing at them a device that "made consciousness dissolve" and left a strange cloying smell behind (Magonia #51, FSR 61, 3) (Needs to be checked. This did not check out, no newspaper reports could be found. Apparently the entire story was made up many years later.
460500	Angelholm	Sweden	7						At twilight while walking home, a prominent industrialist saw a light in the woods and went to investigate. He saw a disc with dome and oval windows on the ground. Around it were about 11 beings with transparent helmets and uniform-like clothing apparently working on the craft. Later he saw the craft take off emitting bright red light, then speed away. Burned grass and other trace marks were found at the site. (Ref. 3; Flying Saucer Review, March-April 1972.)
4608Late	Oklahoma City	OK	7						Disc-shaped craft with windows, humanoid figures visible inside, hovered at low altitude. After about 1-1/2 minutes the object rotated, then sped away disappearig in seconds. (Ref. 3; Case summary by Ted Bloecher, 14 pages. Interviews by Bloecher, Lucius Farish, and Mildred Higgins.)
470228	Lima	Peru	7	En	5				Three "Figures" Near Disc
470619	Webster	MA	7						unidentified woman who saw an occupant inside an object who looked like "a Navy officer."
470624	Pendelton	OR	7						A humanoid report on the same day Arnold had his sighting (Bloecher).
470700	Nashville	TN	7						Area of a sighting of a landed disc and two occupants. (Bloecher)
470700	Near Malta, Mediterrian Sea	At Sea	7						2:30 p.m. (EDT). Fishermen rep "little men" on "sub".
470703	Roswell	NM	7				NC		Famous alleged UFO crash and bodies recovered
470707	Tacoma	WA	7						Bloecher's case 547, from his book, is a humanoid report.
470708	Houston	TX	7						Bloecher's case 698, from his book, is a humanoid report.
470814	Friuli	Italy	7	En	5				Professor Encounters "Lens" & Creatures
540408	Chicago	IL	7	E	5	2962			Lady Observes Saucer / Small Entity Gets Out
550821-22	Kelly (7 miles N of Hopkinsville)	KY	7	En	5	BBU			Sutton (Kelly / Hopkinsville) Encounter
571015	Minas Gerais State	Brazil	7						Villas Boas abduction, sexual encounter case (UFOE, section XIII).
58XXXX	Carribean near Cuba	At Sea	7	E	5				Huge Cigar Observed With "Entities"
590626	Papua (Boianai Mission)	New Guinea	7			BBU			Father Gill Case -saw Platform shaped object with "men" on top
590627	Papua (Boianai Mission)	New Guinea	7			BBU			Object returned from previous night with 2 others
590628	Papua (Boianai Mission)	New Guinea	7			BBU			Father Gill saw up to 8 lights at varying heights
610919	Indian Head	NH	7	E	5	BBU			Betty & Barney Hill Case
640424	Socorro	NM	7			8766	NC		Lonnie Zamora case
640424	Newark Valley	NY	7						Farmer found shiny elliptical object in field, confronted by two small humanoids who spoke with him (UFOE Section XII).
640517	Lawrence (near)	OH	7						Close encounter II, no details. (UFOI-2,7)
64Summer	Point Isabel	OH	7						Late evening. A couple saw a creature over 6' tall with gold, glowing eyes and wide shoulders. Body hair not obvious; had pointed chin and large ears. Just vanished from short distance. (Stringfield; Skylook-93,9)
640716	Conklin	NY	7						Humanoid with dark suit and helmet, climbed on top of craft. Physical traces found at site (UFOE Section XII).
640904	Cisco Grove (near)	CA	7			BBU			hunter in tree saw 3 flying silvery lighted objects 1/4 mile away

650119	Brand's Flats	VA	7	En	5				Two Humanoids Approach Witness
650120	Long Beach	MS	7	En	5				Occupants Observed In Glass-Like Object
650302	Nr. Brooksville	FL	7	En	5	BBU			Landed Object And Entity Case / Hoax
650701	Valensole	France	7	En	5				Humanoids Near Elliptical Object With Legs On Ground
650819	Cherry Creek	NY	7	En	5	9806			Cherry Creek (Butcher) Trace Case
651023	Long Prairie (4 miles from)	MN	7	En	5	BBU			Road Blocked By "Rocket", Three "Creatures"
660422	Bagley	MN	7						3:30 p.m. CST. Several witnesses reported seeing an object flying at low altitude and apparently landing. Four small occupants (described as "dwarfs") apparently made repairs and the craft flew away. (Vallee, 1969, pp. 329-30).
660615	Whiteman AFB	MO	7						Military sighting of saucer like object in Missouri
661117	Gaffney	MA	7						4:00 a.m. EST. Two police officers saw a round, glowing object with a wide, flat rim around the center resting on the ground. They estimated the diameter to be about 20 feet. As they watched from less than 50 feet away, a door opened and a small humanoid being descended. The observation lasted several minutes. Footprints later were found at the site. (Phillips 1975, p. 44.)
670105	Winsted	MN	7			BBU			75 ft object landed on road, man dressed in blue overalls exited craft
670113	Iola	KS	7						1:30 a.m. CST. A 9-year-old saw a circular object with lighted dome, numerous body lights, short wings, three wheels hanging down, a door, and windows. A strange-looking man wearing a crinkley green suit stood in the door, sometimes illuminated by a rotating red light. The object hovered over a field, circled the house, and flew away. (Report from a dairy farm owner, Iola , KS, in NICAP files.)
670205	Hilliard	OH	7						Same evening. Humanoid sighting. An object that was described as an ellipse, landed, humanoid beings emerged and placed small spheres on the ground around the craft. Witnesses observed them interacting with humans. Further, up-to-date research, would show many more HR cases for the year, but at least 14 were found without much effort. (UFOE II, p. 326)
670214	Jefferson City	MO	7						7:00 a.m. CE-III. A disc-shaped object was seen resting on a shaft in a field. Small beings were reportedly moving around rapidly beneath it. They disappeared behind the shaft, the object rocked back and forth, took off, and sped away. (UFOE II, p. 327)
670219	Hollywood	FL	7						4:30 p.m. EST. Two people saw a gun-metal gray oval object hovering 20 feet high. The object had a rough bottom, a row of revolving green lights (body lights), a row of shield-shaped yellow-lit windows, and "antenna." Heads of people (occupants) were seen in the windows. (Hollywood Sun-Tattler 3/11/67, copy in NICAP files.)
670312	Virginia	MN	7						Time not reported. In St. Louis County, northeast Minnesota, about 250 miles from Rochester, four bovs 9-12 vears old reportedly encountered a landed craft and one or more humanoid beings. (Boyer letter dated 5/5/67 in NICAP files.)

670326	Minatare	NE	7						7:30 p.m. MST. Two separate groups of 1 witnesses reported a variety of UFO activity. In one case a man saw two "solid :-lights" that hovered near the ground. A 5-1/2-foot tall humanoid being in what 3 looked like white coveralls was seen, and the man's dog was disturbed at this time (animal reaction). The other witnesses described strange footprints found at the site and apparently also saw the humanoid being but do not describe it. (NICAP report form.)
670300	Medicine Lodge	KS	7						On some unspecified date in the spring, some 525 miles southeast of Minatare, Nebraska, a man saw a large craft on the ground and small humanoids who disembarked and circled around the craft. Footprints of the humanoids reportedly were photographed. (Miller letter, Kirksville, MO, NICAP files.)
670328	Munroe Falls	OH	7						2:30 a.m. EST. A 20-year-old electric company worker saw a glowing red-orange, cone-shaped object just off the ground. The object was estimated to be 12 feet wide at the base and 25 feet high to the point, where there was a ball-shaped object. Large-headed humanoids were seen moving rapidly back and forth. The report said that one being was hit by the car, leaving visible damage on the vehicle. (Ravenna Record-Courier, Ohio, 3/31/67; Keyhoe and Lore, 1969a, p. 30; Keyhoe and Lore,1969b, pp.28-29; APRO Bulletin, March-April 1967, p. 1.)
67Spring	Haverhille	MA	7						2:00 a.m. EST,. An airport owner, alerted by a whirring sound, saw an object like two silver saucers placed rim-to-rim (disc) with a transparent dome. Inside the dome were two moving figures. Portholes glowed on the perimeter of the object. An odor was reported, and a yard light was affected (EM effects). (Fowler, 1974, p. 348.)
670613	Caledonia, Ontario	CAN	7						2:30 a.m. Three 3 to 4' tall beings, light colored clothing, helmets, moved around beneath cigar-shaped craft with windows. Physical traces found at site. (Hall, 1964-1967, pages 474-482, Vol. II, The UFO Evidence)
670615	Caledonia, Ontario	CAN	7						2:35 a.m. EDT. Two people saw two stationary objects, one disc-shaped and the other cigar-shaped, on or near the ground in the vicinity of a factory for about 20 minutes. Three occupants less than 4 feet tall, in light colored uniforms, and wearing "helmets" with four lights, were observed scurrying around outside the cigar. Physical traces found at the site included a burned area, disturbed grass, and an oily substance. (Cuneo letter, 6/19/67, NICAP files; APRO Bulletin, Nov. - Dec. 1967, p. 4.)
670717	Newville	PA	7						1:00 a.m. EDT. Three people saw a round object (10-15 feet diameter) with a bright orange hue. (See above reports.) The interior appeared to be partly visible, and a creature or being of some kind was seen within it. (NICAP report form and letter from Pennsylvania NICAP Subcommittee, 8/29,67, NICAP files.)

670720	Titusville	FL	7						9:15 p.m. EDT. A woman and her daughter saw a bell-shaped object with a dull metal finish and five square windows. An intense white light came from the inside. A humanoid with slim torso, an egg-shaped head, and long rubbery-looking arms was visible at one of the windows, and "shadowy movements" were seen in other windows. (NICAP report form; Florida NICAP Subcommittee report, 8/11/67, NICAP files.)
670731	Churchville	NY	7						Two small beings, shiny black garb. Saturn-shaped craft seen near ground in truck headlights. Beings boarded, took off straight up. (Hall, 1964-1967, pages 474-482, Vol. II, The UFO Evidence)
670803	Caracus	Venezuela	7						11:30 p.m. LT. A 3-foot-tall being (humanoid) emerged from a hovering, luminous disc and took gravel samples. (APRO Bulletin, Sept.-Oct. 1967, p. 12.)
670806	San Bernadino	Venezuela	7						Approx. 2:00 a.m. LT. Two sleeping witnesses were awakened by a small being with a large head (humanoid) wearing a "rubber suit." The being jumped out a window toward an object outside that had blinding, multicolored lights. Investigators found scrape marks and footprints (physical traces) at the site. (El Universal, 8/8/67, and El Mundo, 8/9/67, copies in NICAP files.)
670819	Chambersburg	PA	7						9:45 pm.m EDT. Two men saw a white light hovering over a field and maneuvered their car to illuminate the area. In their headlights they saw a small creature (humanoid) with unusual hands and dressed in shiny clothing. (Pennsylvania NICAP Subcommittee report, 10/4/67, NICAP files)
670823	Joyceville, Ontario	CAN	7						4:00 a.m. EDT. A man drove down a side road to investigate a green light he saw in a field. His headlights illuminated a large, metallic-appearing disc on or near the ground. It was shaped like an inverted bowl and had three legs. The witness saw three beings about 3-4 feet tall and wearing helmets (humanoids). They appeared to be gathering specimens. (Hall, 2001, p. 480; MUFON UFO Journal, August 1987, p. 19.)
670824	Wodonga, Victoria	AU	7						Two humanoid beings in silvery suits, round helmets, emerged from disc with dome (sections IX, XII).
670826	Eagle Lake, Allagash Waterway	ME	7						Campers saw glowing oval that beamed light down, engulfed canoe. Memory loss and abduction. (See section XIII bibliography, Fowler, 1990a.)
670831	Cussac	France	7						Time not reported. Two small humanoids in black garb were seen. They entered a disc-shaped craft and took off. Cows were agitated (animal reactions) during the sighting. (APRO Bulletin, Sept.-Oct. 1967, p. 8)
670915	Winsted	CT	7						8:50 p.m. EDT. Separate witnesses in Winsted reported seeing a large glowing, pulsating object hovering nearby and several small beings with large heads (humanoids) moving around it. The object's light dimmed when cars approached. (Report in NICAP files; Gillmor, 1969, p. 347.)

670917	Belo Horizonte, Minas Gerais State	Brazil	7						Time not given. Two witnesses reported that a saucer with portholes landed on a soccer field. (Beings seen in association with the object were over 6 feet tall, hefty, used breathing apparatus, and had bulging eyes. (Baltimore Morning Sun, Maryland, 9/25/67, copy in NICAP files.)
670921	Barcelona	Spain	7						12:30 a.m. Small beings (humanoids) with large heads and white garb were seen moving toward a brilliant round object on the ground. Their car was lifted (mass displacement) and witnesses were in shock. (Ballester Olmos, 1976, p. 12.)
671109	Erin (near)	TN	7						11:45 p.m. CST. Two nurses driving home from a Waverly, Tennessee hospital stopped for a traffic light in Erin, Tennessee. While stopped they saw a large UFO approach and land on the highway in front of them. The lights on their car went out. The next recollection was of the object high in the sky leaving them, but they perceived no time lapse nor did they ever check the time. (MUFON Sympap81, p. 23)
671119	Calgary, Alberta	CAN	7						5:45 p.m. MST. While walking home, a 14-year-old boy saw a silver-grayish object with flashing , multi-colored lights (body lights) around the center. The object was making a high-pitched sound. He ran home, discovered that 45 minutes of time was missing, and an abduction was revealed under hypnosis. (Bondarchuk, 1979, pp. 83-88.)
671124	Rio de Janeiro	Brazil	7						2:30 p.m. Three small white-clad figures (humanoids) were seen around a disc that had a dome and red body lights. Physical traces were found at the site. (APRO Bulletin, Nov.-Dec. 1967, p. 3.)
671203	Ashland	NE	7						2:30 a.m.CST. A police patrolman (Herbert Schirmer) saw a hovering, bright aluminum, elliptical object estimated to be 15 feet tall and 20 feet wide with flashing red lights inside. Under hypnosis, the officer recalled EM effects on his vehicle, meeting with beings, and being on the craft. (Hall, 2001, p. 530-32, from: Blum and Blum, 1974, pp. 109-121; Gillmor, 1969, pp. 389-91; Story, 1980, pp. 318-19.)
671208	Deputy	IN	7						12:30 a.m. EST. A woman reported a large bowl-shaped orange object that levitated her, and she suffered unspecified physiological effects. She had a time confusion and later reported visits by small beings and physical marks left on her body (suggested abduction). (Ridge, 1994, p. 24.)
671208	Idaho. Falls	ID	7						7:40 p.m. MST. A 15-year-old girl saw a very bright white illuminated circular object (disc) the size of a car hovering over her house. (Hall, 2001, p. 459, from: Keyhoe and Lore, 1969a, pp. 29-30.)
680201	Criacao do Cabrito	Azores	7						Serafim Vieira Sebastiao, a watchman at the Azores Air Station, saw "an oval object with a metallic gleam, topped by a glass tower with a small balustrade on which two beings were standing." (Magonia #904; FSR 68, 5)
680300	Berezovsky (near)	Russia	7						Alleged crash/retrieval on the web, and earlier shown on the History Channel. Shows footage of the alleged crashed UFO near Berezovsky (Sverdlovsk region) in 1968 and related alleged KGB documents.

680614	Cabañas, Pinar Del Rio (near)	Cuba	7						After midnight. Several bursts of machine gun fire were heard coming from a location in the vicinity where militia member Isidro Puentes Ventura was on guard duty. At dawn, Puentes was found unconscious by an Army patrol and taken to a hospital in Pinar Del Rio, where he remained in shock and unable to speak for six days. (Timothy Good, "Beyond Top Secret" quoting Jacques Vallee)
680619	Cabreria	Argentina	7						Night. A settler, Romulo Velasco, 25, saw a bright object land. From it emerged a strange "tall, slim being" who came toward the witness, who fainted. (Magonia #910, FSR 68, 5)
680701	Ricardone	Argentina	7						4:00 a.m. Raul Calcedo met two giants, almost 3 m tall, in Ricardone. He fled in terror, in spite of a strange power that tended to make him stay. (Magonia #913, FSR 68, 5)
680702	Cofico	Argentina	7						8:15 a.m. A boy, Sola, saw, a few meters away, a strange being, about 2.10 m tall, hovering in the air, his body emitting a peculiar glow, near a bright, unknown object. (Magonia #915, FSR 68, 5)
680702	Sierra Chica	Argentina	7						11:25 a.m. Oscar H. Iriart, 15, saw two men of normal height, with short, white hair and red clothes, semi-transparent legs, motioning to him. Near them was an elliptical, silvery machine, 2 m long, 60 cm high, with three 50 cm legs. (Magonia #916, FSR 68, 5)
680722	Mendoza	Argentina	7						1:20 a.m. Entities observed. Ms. Adela Casalvieri, night nurse at the Neuropsychiatry Hospital, heard a loud penetrating humming noise outside in the hospital courtyard. Going out to see what it was, she observed a saucer-shaped landed object only 20 meters away. It was brightly luminous and sitting in the middle of the courtyard. A luminous red beam came from the object and struck her, and she found that her legs were paralyzed. (David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1968-89, citing G. J. Gianza Paz & A. M. Baragiola).
680731	Plaine-des-Cafres, La Reunion Island	Indian Ocean	7						9:00 a.m. Luce Fontaine, 31, a farmer, was in a clearing when he suddenly saw an oval object, 25 m away, less than 5 m above ground. In the object stood two beings, 90 cm tall, wearing coveralls. (Magonia #917, LDLN 96)
680807	Buff Ledge	VT	7						Dual abduction of male and female summer camp staff members. Independent recall of event years later (Section XIII, Vol. II, The UFO Evidence).
680812	Mercedes	Argentina	7						8:00 p.m. A woman staying by herself at a house on the outskirts of Mercedes heard a buzzing sound and her dogs began barking. The witness then saw a second object on the ground from which the figure of a man wearing a brilliant silvery outfit was seen to emerge. (Albert S. Rosales, Humanoid Contact Database 1968, case #6, citing Richard Heiden, quoting R. Banchs).
680827	Lins	Brazil	7						early. Maria Josa Cintra, who worked at the Clemente Ferreira Sanatorium, was awakened by a noise. At the front door was a "foreign-looking" woman of normal height, wearing light-colored clothes, and a headdress exposing only her face. (Magonia #918, FSR 69, 1)
68Fall	Point Isabel	OH	7						No time given. One witness (Abbott), humanoid report. (SRUFOS)

680901	Mendoza	Arg	7						Huge circular object hovering nearby, three small humanoids. Flying Saucer Review, November 1968; see Rodeghier,1981, p. 43 (E,L) car
681009	Lins	Brazil	7						6:20 a.m. Doribio Pereira, 41, municipal employee, suddenly observed a golden, cigar-shaped object, and a figure armed with a flashing weapon that immobilized him. Three beings were standing on a platform under the craft. (Magonia #920, FSR 69, 1)
681100	Kent	IN	7						Abduction report. First investigated by Bay Area (CA) Subcommittee, then turned over to Indiana NICAP Subcommittee. (Ridge files)
681120	Hanbury	UK	7						Entities within domed craft. AR Case
700101	Duncan, B.C.	CAN	7						Hospital nurse saw craftlike object hovering near building, two humanoid figures visible in upper portion (UFOE II, Section XII).
700107	Imjarvi	Finland	7						Two skiers saw disc-shaped object approach, hover, humanoid appeared in light beam from object. Memory loss, extensive physiological effects (Humcat 1970-4 ; UFOE II, Section XII).
710122	Peabody	KS	7						Pre-dawn. Stewart and Lyle Leppke, doing their early morning farm chores, observed a lighted object in a cattle lot. When they flashed their light on it, they saw a diminutive figure, less than 2-feet tall, moving about near the object, which had small windows on it. (Humcat 1971-3; Source: Humcat, quoting newspaper source).
710205	Kangaskyla Kinnula	Finland	7						3:00 p.m. Two young men, P. Aliranta and E J Sneck, were working in the woods when Aliranta noticed a 15 foot metallic object, shaped like two saucers put together, and with four thin legs, descending in a clearing 50 feet away. As it landed, a little entity just under 3-foot tall glided to the ground from an opening in the underside; dressed in green one-piece "diver's suit," it wore a helmet with a circular faceplate. (Humcat 1971-6, Tapani Kuningas, FSR Vol. 17 # 5)
710414	Gallery	PA	7						Close-range sighting of disc with windows, two humanoid figures visible inside, light beam upward from top (UFOE II, Section VI).
710515	Passapatanzy	WV	7						10:00 p.m. Michael D, 15, was on his way home after camping out with two other boys; while crossing a grassy field, alone, he saw a bright object slowly approaching at low altitude, passing over some high-tension wires that crossed the field. A door 'came down" out of which emerged a "huge" figure, who was hunched over, had long arms, and wore shiny, light reflecting clothing. (Humcat 1971-17; John Carlson, Bruce Maccabee for NICAP)
710521	West Leisenring (near)	PA	7						1:10 a.m. A man was returning home when as he was rounding a bend in a rural road he noticed an unusual object hovering about 20 feet above the ground. The craft was saucer shaped with a dome on top and an antenna like protrusion. After two minutes the witness saw a figure walk back and forth in the opening of the object. The figure was dressed in a gray white metallic suit with a hood and was about six-foot tall. (Stan Gordon, Mufon Journal # 189).
710600	Sharpsville	IN	7						Humanoid report. No details except witness' name, which was King. (EGBA, 680)

710727	Valcourt, Quebec	CAN	7						8:30 p.m. The witness was at home watching television when he was distracted by the sounds of his cows bellowing on a nearby field. They also saw a dark spherical object hovering above the field, a reddish light shone out of what appeared to be an open door on the object. Three small men who glowed a pale green color were moving around the object. They seem to glide just above the ground in rapid darting movements. (HC addition # 1011, Source: Francois Bourbeau, Spectra, Quebec Canada, Type: B)
720920	Howard	IN	7						Humanoid report. No details, but witness' name was Eastman.(EGBA, Page 673)
721014	McChord AFB	WA	7						2:00 p.m. Two airmen were instructed to check the tactical air navigational (TACAN) facility located eight miles east of McChord Air Force Base. Briggs exited the building to investigate the sound. Once outside, Briggs observed a saucer shaped object directly above the TACAN building. Briggs watched as the object landed just south of the TACAN compound. Briggs was startled by the object and entered the TACAN building to summoned Hillsgeck. Once Hillsgeck and Briggs exited the building together, they observed two "creatures" walking towards the fence. (See report by Bill Hamilton)
721126	Bt. Bedoga Bay and Woodland	CA	7						Judy Kendall abduction, three types of beings (UFOE II, Section XIII).
730214	McAlester	OK	7						Disc Cavorts Near Airliner / Confirmed By Radar
730500	Catanduva, Sao Paulo (near)	Brazil	7						A man and his wife employed at the Fazenda Secap claimed to have seen an oval shaped flying craft, "with two figures like people, in big hats and linked together by a sort of tube."
730700	Kokkaido	Japan	7						Witness said light descended to an altitude of about 20 meters (75 feet) above the surface of the water and stopped, and then from the underside of the light came what appeared to be a glass-like transparent tube
730809	Exeter	NH	7						A father and his son were driving along a main highway in the Exeter area when they saw a landed UFO alongside the highway. A humanoid was standing beside it.
730810	Ibague	Columbia	7						Four grade-school students and a policeman saw four small humanoids beneath a bridge.
730827	Greensburg	PA	7						On this night a woman reported seeing a large boomerang shaped craft hovering over a heavily wooded area in Beech Hill. When her husband went out to investigate he encountered a large hairy, biped creature with a wolf-like face.
730909	Savannah	GA	7						"Ten big, black hairy dogs" emerged from a landed UFO in Laurel Grove Cemetery and ran through the cemetery.
730927	Bedarrides	France	7						Humanoid occupant case. No details. (UFOE II, Section XII).
731000	Uden	Netherlands	7						A woman arising from bed glanced out a window and clearly saw three "little men" outside of her house.
731000	Anthony Hill	TN	7						Three teenagers saw a huge-hairy robot-like creature that walked mechanically with its hands upraised. It had a large round head. An egg-shaped UFO was also seen at the same time.
731005	Saint-Mathias-de-Chambly	CAN	7						Five small humanoids in orange garb observed in vicinity of orange domelike object.

731010	Magnolia	MS	7						Round, shiny, metallic object on or near ground, something rectangular about the size of a small person emerged; later reentered, and object took off. (UFOE II, page 341)
731011	Pascagoula	MS	7	E	5				Hickson/Parker Incident
731011	Tanner Williams	AL	7						A three-year old boy reported to his mother that he had been playing with "some old monster" in the backyard. He said it was gray with wrinkled skin and pointed ears.
731012	Cincinnati	OH	7						Humanoid being observed in object like transparent "bell jar" (UFOE II, Section XII)
731015	Omro	WI	7						The witness was awakened sometime after midnight by a brief, high-pitched sound; the room was lit up with a bright, orange-red glow, and he saw three humanoids 4-5 feet tall materialize.
731016	Burbank	CA	7						Landed UFO with humanoid figures inside (UFOE II, Section VIII, XII)
731016-17	Lehi	UT	7						A woman was abducted front her home, as well as possibly three of her children and a neighbor boy, and given a medical examination on board a craft.
731017	Falkville	AL	7						Alleged humanoid photo. Police Chief Jeff Greenhaw photographed a 5' foot being in a silvery suit after investigating a reported UFO landing.
731017	Watauga	TN	7						Evening. A circular, copper-colored UFO hovered just off the ground while a 6 ft being reached out of a doorway and tried to grab two children.
731018	Chatham (Near)	VA	7						Two youths were chased by a white "thing" 3-4 feet tall on White Oak Mountain. The thing had a shimmering body, large head with no eyes and ran sideways.
731018	Savannah (near)	GA	7						A tiny silver being was seen standing beside U.S. Rt. 17.
731019	Ashburn	GA	7						Woman had power failure in car, encountered a small humanoid with metallic-appearing garb and bubble helmet
731019	Copeland	NC	7						Bluish oval object hovered near mobile home, three-foot-tall humanoid in golden metallic suit seen nearby
731019	Albany	OH	7						7:30 p.m. Upon arriving home, witness saw a "ghost-like" figure floating about 50 ft above the ground at 1000 ft distance; it was about 4 ft tall and thin, "like a person draped in a close-fitting sheet." It was seen only briefly when she noticed a bright white object moving
731021	Covedale	OH	7						A mother and her son observed a gray humanoid near a UFO.
731022	Hartford City	IN	7						9:45 p.m. Couple in car with baby approach small bright silver figures bouncing on highway 9 miles east of Hartford City.
731023	Hartford City	IN	7						12:15 a.m. A wrecker truck driver, gas station owner, encountered these same figures about one mile south of the first sighting.
731023	Russell Springs	KY	7						A woman saw two 3-ft tall beings in her carport who walked around the side of the house, entered a craft "shaped like a washing tub" sitting on the ground
731028	Villa Bordeu, Bahia Blanca	Arg	7						Dionisio Llanca humanoid encounter, abduction. (UFOE II, Section XIII).
731102	Goffstown	NH	7						UFO with bright yellow light paced car, moved in front of it; motorist felt dizzy and numb.

731104	Goffstown	NH	7						There was another very interesting report involving two glowing creatures collecting items from the ground in the front yard of Rex Snow.
731107	Winnfield	LA	7						Woman driving from Winnfield to Sikes on this foggy night encountered along the roadway a three-foot-tall humanoid being with a large oval head and two bright red eyes (UFOE II, Section XII).
731100	Quebec	CAN	7						Numerous reported landings, humanoids, and E-M effects on cars in province (UFOE II, Section VIII).
731219	Vilvorde	Belgium	7						2:00 a.m. Round disc. 16 1/2 ft. dia. Upper half orange, lower half dark red. Transparent cupola on top. Emblem on side of disc. Flashing body lights. Greenish glow. Muffled chirring sound. One humanoid. 3 1/2 ft. tall. Medium build, normal proportions. Dark face with glowing yellow eyes exhibiting oval vertical pupils and veinlets. Pointed ears. (V.M., 28, Ref. Bruno Molon)
740104	Santa Ana	CA	7						Martin W Barry, a Marine sergeant, was making his usual early morning 5 mile run in a park, in a driving rain, when he came up with a 7-foot tall, bulky figure standing in a slumped forward posture, long arms dangling nearly to the ground. Behind it, hovering only a few feet off the ground was an orange pulsating flying saucer.
740123	Llandrillo	Wales	7						8:30 p.m. The entire village heard a terrific explosion preceded by the violent shaking of the ground. Going outside people saw blue and orange lights floating in a circle around Cader Mountain, east of the village. Aa retired military man using the name of "Robert Prescott" that told him that he and some others had been assigned to transport two crates from the crash site at a place called Porton Down military personnel opened the crates and the Prescott saw two humanoid figures about 5 to 6 ft tall, very thin, almost skeletal in nature with a covering skin. Other units supposedly transported live aliens from the "crash" site. (HC addition # 3925; CSETI, Nicholas Redfern, "Cosmic Crashes", Type: H)
740214	Petite-Ile (Reunion)	France	7						1:30 p.m. A man was walking along a rural road when he suddenly felt a force pulling at him and a tingling sensation. He then saw a white, disc-shaped object with transparent dome hovering just above the ground. A light beam was directed at him from the apparent craft. Three small beings, about 1.0 to 1.2 meters tall, were moving in and out of an opening and acting interested in the terrain. (Ouranos No. 14, 2nd Quarter 1975. Investigated by M.J. Bertil. Translated from the French by Jacques Deschenes.)
740228	Hirson (Aisne)	France	7						5:30 a.m. The witness was riding his motorcycle to work, when suddenly he found himself face to face with two humanoid beings and having no memory of having stopped the motorcycle. It was still dark at this hour. In an adjacent field he saw a dark circular object. Physical traces were found at the landing site.

740416	Casale Monferrato	Italy	7						Morning. Disc. Dark ring with transparent cockpit on top. Row of lights around circumference of ring. Object rotated. No sound. Three humanoid beings. Object hovered, occupants visible in lighted transparent cockpit stared at witness. (Carla and Mauro Bellingeri, Ref. 5, Reference 1, Section XII).
740507	Coatsville	PA	7						9:00 p.m. Disc with lighted dome on top. Four silvery legs. Three gray humanoids. <5 ft. tall. Large elongated heads. Short legs. No helmets. Occupants beside landed object seemed to examine disc's legs, re-entered object and disappeared. (Witness: Margaret K. Roffe; Ref.5)
740509	Daylight	IN	7						(Date may not be correct) Evening. Local man (and six others) cllaim he was abducted. Jordan. (Investigated by Mike Cristol)
740520	Hampton Beach	NH	7						00:30 a.m. Disc. 50-60 feet in diameter. Domed above and below with central rim. Four landing legs. Hatch folded down, ramp came out. Humming sound. One humanoid-like being 6' tall. Light colored coveralls. (Ref.5, Molon)
740522	Fairfield	OH	7						10:00 p.m. Boat-shaped or oblong object 50-60' wide. Green and white lights around lower part rotating 3 to 4 square windows emanating white light. Brightly lit transparent area on top. Two small, dark humanoids. (Ref.5)
740531	Salisbury	South Africa	7						2:30 a.m. Prolonged car-pacing case during which motorists experienced E-M effects, loss of steering control for their vehicle, abnormal cold and silence, translocation from one place to another, altered appearance of the terrain, humanoid encounter, and amnesia. (Skylook No. 88, March 1975, Mutual UFO Network.)
740618	Metcalf	IL	7						Midnight. Beginning of a series of abductions. Son of farmer had been apparently abducted and no one knew it for some 12 years or spring of 1986. Natural recall of abduction into craft and removal of sperm. Elderly farmer saw object land in soybean field around 12:00 a.m. (Don Worley files)
741025	Rawlins	WY	7						Carl Higdon abduction (Reference 1, Section XIII).
741027	Aveley	UK	7						Abduction case (Reference 1, Section XIII).
741029	Melrose Park	IL	7						CE-1. No details (CUFOS)
750112	North Bergen (in Hudson Park)	NJ	7						2:30 a.m. Ten 3.5-foot-tall humanoids gathered soil samples for three minutes only 100 feet from the street. They wore coveralls with helmets and got back into a domed disc-shaped craft. (Sources: Ted Bloecher, Proceedings of the CUFOS Conference: 1976, p. 33; Mark Rodeghier, UFO Reports Involving Vehicle Interference, p. 64).
750214	Petite-He, Reunion	France	7						Three humanoid beings in protective gear emerged from domed disc, witness injured, paralyzed, by flash of light (NICAP UFO Evidence II, Sections IX, XII).

750223	Kofu	Japan	7						At sometime between 6 p.m. and 7 p.m. two seven-year-old boys named Kono and Yamahata watched a luminous orange UFO approach Kofu, Japan while making a "ticking" sound. The creature reportedly wore a silver uniform and carried something that looked like a gun. (Sources: CUFOS files, report dated July 14, 1975; APRO Bulletin, November-December 1976, p. 5; David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1975-10 (A1391), citing Hayashi Ichinan andYoshihiko Honda).
750406	Wausau	WS	7						2:00 a.m. Two 18-year-old youths, Rod Seagraves and Mike Lewandowski, were driving west on highway A from Wausau, Wisconsin toward Athens when their CB radio stopped working. Mike saw a UFO about 1500 feet north of the road. (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1975-19, citing Richard Heiden for CUFOS).
750505	Pleasanton	TX	7						9:20 p.m. A domed disc-shaped object was seen on the ground with two figures inside the dome. The witness, who was in a truck, was hit by a blinding light, and his hands went numb. The encounter lasted for two minutes. (Source: John Schuessler, Physiological Effects from UFOs, p. 64).
750611	Smith River	MT	7						6:45 p.m. Small men with huge UFO. (NIDS UFO 87)
750813	Alamogordo	NM	7						1:20 a.m. Mr. Moody, age 32, was driving through the desert when he encountered a metallic, disc-shaped UFO. He then experienced a lapse of time or memory loss of an hour and a half. He later was able to recall an abduction by two Grey aliens about 4 feet 8 inches tall. (Sources: Coral E. Lorenzen & Jim Lorenzen, Abducted! Confrontations with Beings from Outer Space, p. 38; David F. Webb, Proceedings of the CUFOS Conference: 1976, p. 267).
750826	Buffalo	ND	7						4:00 a.m. Near the Grand Forks AFB ICMB Complex. Sandra Larson, age 32, and her daughter Jackie, age 15, were being driven from Fargo to Bismarck, North Dakota by Jackie's boyfriend when they heard a loud rumbling, thunder-like noise and saw eight glowing orange spheres descend from the sky. The objects stopped in mid-air, and three of the objects shot back upwards. This being had a luminosity around its head and shoulders, and it had long metallic-appearing arms. Its body was like "brown vinyl." (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1975-28, citing Jerome Clark and Dr. R. Leo Sprinkle).
750903	Manassas	VA	7						Night. When Miss Melinda Chow got off her homebound bus she saw an orange disc glowing above some nearby treetops & descending. She came out in a clearing to see the UFO resting on stilts 200 ft away. Near it was walking a humanoid being about 5 ft tall, with long narrow legs, very short arms, & "a face that occupied about half the height of his body." His skin was gray & leathery, and he walked "in a bouncing, hopping motion." (Humcat 1975-31 Source: Richard Hall Type: C)

751027	Oxford	ME	7						David Stephens was one of the principals of this famous abduction case. It's one of the most interesting such incidents, not only for the abduction itself but for its curious aftermath. The case is also discussed in Thomas E. Bullard's UFO Abductions: The Measure of a Mystery and in my The UFO Encyclopedia, 2nd Ed., pp. 685-90. (Jerry Clark)
751105	Snowflake	AZ	7	E	5				Travis Walton Case
760105	Domene, Isere	France	7						5:50 p.m. Jean Claude Silvente, age 10, was walking through a vacant lot overgrown with brush and surrounded by buildings in Domene, Isere, France when he heard a noise, and saw that a bell-shaped UFO had landed next to some bushes. It was about 30 feet away from him, about 15 feet high, a luminous white color, and resting on five thin legs. A door in the craft opened and a very tall man, at least two meters tall, emerged. (Sources: Charles Bowen, Saga UFO Report, November 1976, p. 62; Bil Gil Helair, Skylook, May 1976, p. 5; Alain Gamard, UFO Register, volume 7, p. 44; Jean-Claude Bourret, OVNI l' Armee Parle, p. 146; David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Human Reports, case 1976-02, citing Michel Levy, Lumieres dans la Nuit, issue # 159).
760200	Woodlawn	OH	7						Humanoid report. No details. (SR,89)
760205	Unknown City	France	7						Two women saw a dark domed disc with red and white lights through a second floor bedroom window. Inside the transparent dome they could see two human like figures. They had tight fitting hoods on their heads. The UFO flew away over an orchard. (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case A1861, citing Joel Mesnard).
760210	Hamden	CT	7						On Denslow Hill two 14-year-old teenagers, Grey and Barnet, saw two very short humanoid beings shuffle rapidly across a road. They wore purple-colored luminous one-piece suits and their waists were 20-22 inches above the ground. (Source: James P. Barrett, case investigation files, and HUMCAT: Catalogue of Humanoid Encounters, case A1457).
760222	Great Falls (near)	MT	7						10:00 a.m. Leonard Hegele, a 29-year old student, spotted a seven-foot tall humanoid with three-foot wide shoulders walking through a field about a mile from Interstate I-15 south of Great Falls, Montana. It walked with a non-human gait. (Sources: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1976-41 (A1463), citing Jerome Clark; Great Falls Tribune, February 23, 1976).
760225	Maneru	Spain	7						4:00 p.m. Five school children saw a UFO descend and land in a nearby field. The UFO was 8-10 meters wide, and had a transparent dome. A two-meter tall being emerged dressed in a black coverall suit. (Source: Gordon Creighton, FSR, April 1977, p. 27).
760225	Nashville	IL	7						Evening. Humanoid report. Woman encountered two "beings" while driving on a country road NW of Nashville. The being flashed a blue light at her before she sped away. Beings described as very tall "with large feet and no necks." (MUFON 100-7, CUFOS-AP)

760303	Refrigerio	Brazil	7						4:00 p.m. A 12-year-old boy named Ojeda saw a 40-foot in diameter shiny disc in a clearing in the forest in Refrigerio, Brazil. It sat upon some type of metallic platform. Two beings in shiny suits, less than five feet tall, were seen outside making repairs. (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case A1465, citing Gray Barker, UFO Report, June 1977, p. 37).
760402	Chalus	Iran	7						Mr. Bazargani from Chalus, Iran was walking through a forest near his home on this day in 1976 when he had a UFO stop directly overhead. He realized he was paralyzed and could not move when he saw four beings emerge from the craft via a ladder. (Source: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case A1466).
760423	Flintville	TN	7						Humanoid report, witnessed by Robertson. (EGBA,493)
760423	Matapozuelos	Spain	7						11:15 p.m. While half the town was watching a reddish oval shaped craft maneuvering overhead, 14-year-old Fidel Hernandez Rolla was playing with some friends in a field outside of town, when they saw the reddish spheres slowly descend and land on a nearby field. The craft was topped by a crystal dome and inside the dome several very tall, human-like figures could be seen moving about. He then saw three tall man-like figures appear from behind the object, not very far from his location. (Source: Albert S. Rosales, Humanoid Contact Database 1976, citing Iker Jimenez, Enigmas Sin Resolver).
760511	Manchester	UK	7						6:15 a.m. A silver suited figure stood next to silver sphere on the ground in Leigh, Greater Manchester, England. It was sighted by a Mrs. Kent at 6:15 a.m. as she passed by. Both were gone 20 minutes later when she passed by the site again. (Source: J. Bernard Delair, Northern Network News, June 1976, vol. 25, p. 8; Jenny Randles, FSR, October 1976, p. 27).
760514	Olavarria	Argentina	7						Mr. Urruti, age 47, was driving his truck when he encountered an unusual fog while crossing over a bridge. An oyster shaped UFO emitted a blinding light beam, and both he and his truck were somehow picked up and abducted. (Sources: FSR, October 1976, p. 31, citing La Razon, May 22, 1976; Geoffrey Falla, BUFORA Vehicle Interference Project Report, p. 77; Thomas E. Bullard, UFO Abductions: The Measure of a Mystery, case 92, citing FSR; David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case A1472, citing La Razon).
760518	Sant'Onofrio, Abruzzi	Italy	7						10:30 p.m. A man and his family observed a large, house-sized object hovering close to a nearby hill. The object approached the witnesses' home and from its top section a strong yellow light was directed over the area. The UFO had a large round opening from which a red light shone. From inside the porthole a dark, shadowy, man-like figure could be seen looking out at the witnesses for a brief period. (Source: Maurizio Verga, ITACAT Italian catalogue, case 85)
760520	Jamestown	TN	7						C1, one witness, no details. (EGBA,494)

760521	Alamogordo	NM	7						A luminous UFO shaped like coolie hat paced a car in the desert near Alamogordo, containing three occupants. One of the passengers, a 28-year-old woman named Bryant, experienced five hours of missing time and later related an abduction experience. She reported being taken aboard the UFO where she was given intensive medical examinations and had several body samples taken. (Sources: Thomas E. Bullard, UFO Abductions: The Measure of a Mystery, case 093, citing the San Antonio (Texas) Light, March 20, 1983; John F. Schuessler, Physiological Effects from UFOs, p. 70).
760622	Galdar, Canary Islands	W. Africa	7						10:30 p.m. Spherical object, transparent, huge, brightly luminous, no sound. Two human-like beings over 6' tall, flesh color, large bright eyes. Pointed wing-like appendages for hands. Brilliant red suits covered body, halo around heads. Object moved in, hovered, made 90-degree turns. Diameter varied greatly. Occupants visible inside object operating instrument panel. Object departed out to sea. (Bruno Molon CEIII study)
760705	Gitchie Manitou Park	IA	7						9:00 a.m. Two brothers, 8-year-old Andy and 6 year-old Joel Rygh were playing when they heard "strange noises followed by a grunting sound and then a whistle." When they looked in the direction of the noises they saw a seven-foot tall man standing behind a bush. (Source: Pat Miller, Sioux Falls (SD) Argus-Leader, August 15, 1976).
761000	Rigdon	IN	7						Abduction report. Two witnesses. Disc observed. Confidential report. (MUFON Indiana, Ridge files)
770104	Carapito Beira Alta	Portugal	7						12:30 a.m. A man was training his German shepherd dog in a pine grove when the animal suddenly became agitated and sat next to him. He then saw hovering 10 meters from the ground a dark metallic domed object that was emitting a beeping sound. Near the object was a very tall, heavy set figure, human like.
770127	Prospect	KY	7						1:05 AM. A teenager spotted a rectangular, orangish-red object coming down to near his jeep. Later under hypnosis, however, he related being taken inside the object and examined by three strange creatures who were shaped like machines. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, case 406, citing CUFOS; IUR,2,4)
770127	Clarksville	TN	7						Evening. Humanoid report. Concerned businessman while driving through Clarksville had a bizarre experience. (MUJ-110)
770224	Langenargen, Lake Constance	Germany	7						Humanoid encounter (NICAP UFOE II, Section XII).
770305	McNatt	MO	7						11:00 PM. Lonnie Stites and his wife, Deborah, were driving their pickup truck around a bend in the road when "the whole area lit up like a football field light was turned on, and a very bright light was shined on our windshield." He saw a man of normal height or slightly smaller stature standing alongside the road. He was human looking, but dressed in green coveralls with square glasses and a tight green cap over his ears. He was "waving us down." (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-11, citing Monte Blue Skelton & Bob Pratt).

770307	Winchester, Hampshire	UK	7						9:00 PM. Mrs. Jane Bowles was driving with a friend, Mrs. Ann Strickland, along a country road when their car stopped and a brilliant glow "like a white sun" lit up the area around them. An oval object was observed that was luminous and making a humming sound. (Source: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Encounters, case 1977-12, citing Lionel Beer, BUFORA).
770313	Pen-Y-Cwm, Pembrokeshire	Wales	7						9:00 PM. Stephen Taylor, age 17, was walking home from a visit to his girlfriend's house when he saw an orange, luminous, pear-shaped UFO in the sky. Around its underside there was a dim glow of light. As he watched he heard footsteps, and looking around only a few yards away was a figure "like a skinny human six-foot tall." HUMCAT: Catalogue of Humanoid Reports, case 1977 -13, citing Randall Jones Pugh, BUFORA).
770320	Pebble Beach	CA	7						On this night a husband and wife were in a pair of sleeping bags by the seashore when they saw a bright disc-shaped object come from the ocean straight towards them. The woman had a brief recollection of seeing several tall humanoids without mouths, who communicated with her telepathically and showed her a book.
770404	Tucson	AZ	7						1:30 AM. A 52-year-old woman was watching jackrabbits by moonlight on the Veterans Administration Hospital grounds when she heard a whirring noise and looked up to see a luminous white UFO coming down for a landing. Then a human like figure, well over six-foot tall with very broad shoulders, walked toward her from the UFO.
770404	Gorham	NH	7						8:15 PM.. Susanne Fortier was walking on the lawn behind her house with her collie dog. Whe heard a sound like a "wind or whistle" and she then observed a small object land in the vicinity of the children's playhouse. It was about five feet in diameter, with eight "pods or legs", windows or doors all around it, and an antenna on top. The interior was a bright red, and it contained six three-foot-tall occupants who had long slit-like eyes, ape like noses, and no hair. (Source: David F. Webb & Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-15, citing investigator Mrs. Lorraine Duchesne, MUFON).
770406	Ste. Dorothee, Quebec	CAN	7						7:00 PM. The witness, a woman in her thirties living on Rue Cleroux, Ste. was in her kitchen when she saw a strong light come in her back window. When she raised the blind she saw a disc-shaped object with a dazzling, pulsating white luminosity, about 35 feet in diameter. After four or five minutes a humanoid being appeared, visible from the waist up because of the terrain. He had a helmeted head, shiny red and metallic shoulders, and was seen from the rear. He appeared in front of the object. (Sources: Marc Leduc, UFO Quebec, April 1977, issue # 10; HUMCAT: Catalogue of Humanoid Reports, case 1977-74, citing Marc Leduc).

770407	Milford Haven, Pembrokeshire	Wales	7						5:00 AM. Mr. Cyril John, age 64, a former local political leader, was up early for an early start to London when he noticed a light shining in his bedroom window. Looking out he observed two objects. The first was a silvery-gray egg-shaped object with a bright orange-red light on top of it. It was about four feet across and was rocking gently in the air about 60 meters away. The second was a seven to eight foot tall humanoid figure, who floated in the air with arms out and legs bent back, like a "free fall parachutist." (Source: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-17 [A1719], citing Randall Jones Pugh, British UFO Research Association).
770412	Rising Sun	IN	7						Humanoid report. No details. (EGBA,680)
770412	Tucson	AZ	7						3:30 PM. Two young girls walking under a highway overpass by a canal in were following a path up a small hill when they saw a UFO hovering above some nearby brush. From out of some bushes beneath where the object had been hovering, a thin, human-like figure emerged. It had long brown hair and was wearing a blue top and dark pants, but it also wore strange looking boots. (Source: Albert S. Rosales, Humanoid Contact Database 1977, case # 1810, citing Virgilio Sanchez Ocejo, Destino, Vol. 27 # 3, quoting APRO).
770419	Little Haven, Pembrokeshire	Wales	7						2:00 AM. The radio of hotel owner Rosa Gremville suddenly went dead. Moments later she heard a loud humming noise outside and looking out she was dazzled by a "huge moon lighting up the area, moving about like a seesaw." It descended and landed in a field 100 yards behind the hotel. Two creatures 8 or 9-feet tall emerged from the dome through the flames. (Sources: David F. Webb and Ted Bloecher, HUMCAT: Catalogue of Humanoid Reports, case 1977-18; Randall Jones Pugh, FSR, August 1977, p. 6 for BUFORA).
770420	Herbrandston, Pembrokeshire, Wales	UK	7						Mark Marston, age 11, was looking for bird's nests in a hedge when "a red glow appeared in the sky 50 yards away." A few moments later a figure appeared and drifted through a closed gate at the other end of the field. It was dressed in a silver suit, like a diver, with a large helmet and a square, featureless face.
770425	Pampa Lluscuma	Chile	7						3:50 AM. Eight soldiers on a military patrol suddenly saw a bright light nearby. The soldiers' dog and horses remained still while the lights hovered nearby. The leader of the group, Corporal Armando Valdes, ordered the other soldiers to put out their campfire. The two large lights were about 800 meters away, and hovering close to the ground. Cpl. Valdes suddenly reappeared. He had a strange look on his face and he emitted a sinister laugh, asking several times where his mother was. (Source: Albert S. Rosales, Humanoid Contact Database 1977, case # 3062, citing Diego Contreras & Raul Nunez).

770505	Ragusa (near)	Italy	7						Midnight. The witness, a truck driver, had made a rest stop at a truck stop on the major highway near Ragusa, Italy when he saw a yellow light illuminate the cab. The light originated from a gray metallic, oval-shaped object that was hovering near the truck and close to the ground. A figure wearing a dark gray coverall and a helmet could be seen inside one of the openings. It seemed to be controlling and directing the yellow beam of light. (Sources: Maurizio Verga, ITACAT: Italian UFO catalogue, case 93; Albert S. Rosales, Humanoid Contact Database 1977, case # 1522, citing ITACAT).
770518	Pacific	MD	7						Humanoid report. No details. (EGBA, 576)
770612	Crystal Lake	IL	7						Time not given nor any details except this was reported as a CE-III. (SYMPAP, 1978,14)
770704	Toppenish	WA	7						7:45 P.M. PST Four witnesses observed a disk-shaped object approximately 20-22 feet in diameter hovering overhead for around five minutes. Description: I saw people in a disk shaped object approximately 20- 22 feet around hovering over me for around 5 minutes with 6-7 people on board.
770710	Pinheiro	Brazil	7						1:00 AM. A chicken farmer was walking to town to catch a bus. A bright greenish blue light appeared and swooped down from the sky to chase him. It circled back and came to hover above some nearby woods, and he could now make out a V-shaped craft. At one point he awoke briefly to see several men staring at him. They examined him in silence. (Source: Bob Pratt, UFO Danger Zone: Terror and Death in Brazil--Where Next? and in Timothy Good (ed.), The UFO Report 1991).
770716	Wakefield	MA	7						Multiple UFO abductee Betty Andreasson had her sixth close encounter experience on this night in Wakefield, Massachusetts. (Source: Raymond E. Fowler, Casebook of a UFO Investigator, p. 137).
770717	Barra do Corda (near)	Brazil	7						A domed disc-shaped UFO, resembling a straw hat, landed on a ranch near Barra do Corda, Brazil. The ranch owner saw a short, hairy humanoid get out of the object, carrying "tools." (Source: Larry Hatch, U computer database, case 12248).
770724	Cruis (east of)	France	7						10:30 PM. On Route 951 east of Cruis, a couple, Mr. & Mrs. Gaizand, reported seeing a white luminous form shaped like a hemisphere sitting on the ground by the side of the road. Next to the craft stood two human-like figures. The figures were about 1.65 meters in height and wore gray uniforms and helmets. (Source: Lumieres dans la Nuit, November 1980, issue # 195).
770800	Berlin Heights	OH	7						CE-2. No details other than 1-witness last name Elmer. (EGBA,688)
770803	Campos	Brazil	7						On this day a gray disc-shaped object was seen on the ground and three tall, thin, baldheaded figures were seen moving around the object performing various tasks. They wore gray coveralls with green belts. (Source: Albert S. Rosales, Humanoid Contact Database 1977, citing Antonio Faleiro).

770806	Pelham	GA	7						10:30 AM. Tom Dawson, 63, a retired car salesman, was taking a walk down to his favorite fishing pond, when suddenly a disc-shaped craft silently came into view, hovering just a few feet off the ground between nearby trees. Dawson described the object as being about 50 feet in diameter and 15 feet high, encircled by what appeared to be portholes, with a dome on top. As he watched helpless, a ramp was extended down to the ground and seven hairless, snow-white entities appeared. (Source: The Encyclopedia of Extraterrestrial Encounters, edited by Ronald D. Story. New American Library, a division of Penguin Putnam Inc., 375 Hudson Street, New York, N.Y. 10014. 2001. Feature submitted by researcher Billy J. Rachels. (mysterious-america.net)
770810	Pinheiro, Maranhao State	Brazil	7						Early morning hours. A man named Bogea was chased by a delta-shaped flying object through the forest. He reported being abducted and shown a strange city for hours.
770810	Madison County	IN	7						Humanoid report. No details. (EGBA,676)
770827	Aurora	MO	7						Humanoid report. No details. (EGBA, 560)
770831	Mediania Alta Loiza	PR	7						Two witnesses suddenly noticed a disc-shaped craft flying above a nearby palm grove. The craft stopped to hover. It had a large white light on the bottom and a green and a blue flashing light, plus several brightly lit windows could be seen on its side. The object then shut off its lights and vanished. Later that night a woman had gone out in his yard to empty some cooking waste when she saw four little men wearing silvery outfits standing by a water faucet.
770927	Bellbrook	OH	7						CE-3. (EGBA,687)
771030	Sonora (near)	CA	7						A woman was driving with her husband near Sonora when suddenly a cloud of blue smoke engulfed their car. The car stopped and its lights went out. She lost consciousness and then woke up with several humanoids carrying her to a landed oval-shaped craft standing on legs.
771116	Ellsworth AFB	SD	7						Ellsworth AFB Hoax
771218	Guadalajara	Spain	7						A 34-year-old man, Mr. Herrero Sierra was driving his pickup truck down a road at a few minutes past midnight when the vehicles lights and radio suddenly died. A man dressed in a divers suit approached and told him through telepathy to come aboard a hat-shaped UFO.
780106	Santo Antonio de Caparica, Estremadura	Portugal	7						Two men leaving a beachfront cafe saw a bright bluish light flying low over the ocean descend at a steep angle at high speed. The light then stopped, and descended more slowly into a wooded area next to a nearby campground. Both men ran into the woods, which were now illuminated by a bluish glow. Upon entering a clearing, they saw a 2.1 meter tall human-like figure, standing eight meters away from them.
780109-10	South Middleton	MA	7						Humanoid case (section XII)
780118	Fort Dix/McGuire AFB	NJ	7						Alien being shot dead by MPs

780127	Fordsham, Cheshire County	UK	7						Four men were out in a field by the River Weaver when they sighted a silvery balloon-like object float down along the course of the river and land on the bank. It emitted a strong purplish glow that made it hard to look at. Two figures of normal height emerged. They wore silvery suits and had miner's lamps on their heads, and these glowed purple. Cows on a nearby field seemed to become paralyzed and unable to move. Using a metal cage, the UFOnauts penned in one cow and seemed to measure it.
780201	Gainsborough, Lincolnshire	UK	7						The witness saw a large silvery disc-shaped object shoot overhead and land behind some nearby trees. Two figures about six feet tall were next seen standing next to the landed UFO.
780223	Sesto Fiorentino, Toscana	Italy	7						Mr. & Mrs. Morello were sitting in their car listening to their car's stereo when they began getting heavy interference on the radio. Mr. Morello got out of the car to investigate and found himself engulfed in a warm, violet cloud of light. He saw four humanoid "shapes" and other lights around him.
780318	Summerville	SC	7						William J. Herrmann abduction case (section XIII).
780502	Escazu	Costa Rica	7						A 10 year-old boy was out playing, saw a cat and ran to a field when he suddenly noticed a hovering silvery disc-shaped object that was about 15 meters in diameter, and it was hovering at about 200 meters above the ground with a slight wobbling motion. He watched as a mist-like vapor assumed the shape of a human-like figure that remained suspended above the ground. The figure was about 170 meters tall. The cat also apparently observed the spectacle, since the animal's fur stood on end and it quickly scurried from the scene
780510	Pelotas, Rio Grande do Sul	Brazil	7						The witness was walking home alone when he observed a very bright object in the sky that began to descend at a high speed. The object came low over a nearby fenced field, and he could now see that it was a shiny circular metallic craft within a fiery ball of flames. The area around the witness seemed to darken, and he felt compelled to walk towards the fence. He was quickly grabbed by two short humanoids who wore shiny white tight fitting suits.
780704	Mt. Etna, Sicily	Italy	7						Saucer-shaped object 40' in diameter, transparent dome on top. Brightly-lighted, red in color. Two tall human-like beings. Long golden hair, wearing white robes. Three or four smaller beings with space suits and helmets.
780708	Lempdes, Puy-de-Dome	France	7						A motorist saw a sharp white gleam of light some 300 meters ahead on the road. As he came to the curve, he saw that the gleam came from a mass approximately 5 meters in height. He can not observe the base of the object, which is below the side of the road. The top was rounded in the form of a dome, surmounted by a white light. As he drove by he saw through a transparent wall in the UFO numerous human like figures wearing helmets and tight-fitting suits. Ground traces were found at the site.

780711	Can Cifre, Ibiza	Spain	7						Two young boys were playing in a tree and heard a loud noise coming from the nearby woods. They were confronted by a strange robot-like being. As they ran to town they were chased by a bright blue light most of the way. Strange tracks were later found at the site of the encounter.
780716	Iracauba	Brazil	7						On this night J. R. B. and his family observed a dome-shaped metallic object land in a field. A short humanoid with greenish skin and large oval-shaped eyes emerged briefly from the craft.
780801	Clarksville	TN	7						A woman had been taking a nap when she woke up to see a large craft hovering outside the upstairs window, over a nearby wood shack. She fainted and then heard a voice telling her to open her eyes. When she did she was confronted by a tall creature resembling an insect, thin and white in color, wearing a dark outfit. It communicated with her by using telepathy.
780826	Hyannis	MA	7						Two witnesses in a car on Cape Cod watched an oval-shaped craft hovering low over the US Route 6 road. Within the craft several figures could be seen moving about behind several rectangular windows.
780901	Llanerchymedd, Anglesey, Wales	UK	7						several villagers including a man hunting rabbits watched a bright white light descend slowly behind a new housing estate. Other independent witnesses saw a large silvery sphere above a field, and watched the cows panic and neighborhood dogs start barking furiously. A woman and her young daughter looked out and saw three tall men in gray uniforms with caps or helmets attached to their suits walk across a field.
780906	Venado Tuerto	Argentina	7						Round object, 30' in diameter, 15' high, hemispherical dome on top. Several round windows. Multicolored lights. One giant humanoid, over 7' tall. Green hand, blue conical nails, long gloves, cylindrical helmet.
780915	Delano	TN	7						A woman stood at the south window and saw vaguely, object with lights in a long shape, red and pink as if on fire in SW sky. Angular size was somewhat less than moon's. No sound . Two "normal" men dressed in white suits could be seen about 100 yards from window, too dark for details They started for the house, but then stopped and turned back. The UFO came in fast at this point and came very close to ground then left very fast climbing to the West.
780915	Carpentersville	IL	7						A 26-year-old woman was awakened by a whirring sound and she went to her bedroom window to look outside. The noise stopped, but then she saw the figure of a six-foot tall man. He was dressed in a silvery suit. Several feet away from him she saw a small, silver, domed disc sitting on the edge of the grass. It was opaque and smooth and was the source of the whirring sound. The witness then screamed at her husband to wake up, and her dog started barking furiously. They both tried to phone the police but the phone was not working.
780918	Melaria, Porto Nogaro district	Italy	7						Whistling sound, disc-shaped object with dome on mudflat. Small humanoid emerged, made repair to craft, took off with loud explosive sound (section XII).

781025	Tagliocozzo, Abruzzi	Italy	7						A 51-year-old farmer name Giovanni was searching for a stray cow in the hills near his home when he came to an open field and spotted a large light brown object shaped like a shoeshine box on the ground. Lighted windows surrounded the craft. He approached to within three feet and saw six to seven humanoid beings inside.
781111	Bragg Creek, Alberta	Can	7						Late in the evening four witnesses traveling by car noticed a bright white light approaching their vehicle. As it got closer they could see that it was a huge object resembling a hovercraft. It had numerous lighted square windows. One witness was able to see several human-like figures standing behind the windows. At one point the witnesses became disoriented and there appears to have been some time loss.
781125	Kordel	Germany	7						Pam Owens abduction case. (MUFON investigation report)
781125	Trier	Germany	7						Pam Owens abduction case. (MUFON investigation report)
781203	Leme	Brazil	7						A brightly lit globular shaped object was seen flying at a low altitude over Leme. Several moving figures could be seen moving inside through a large opening.
781206	Siberia (Amur region of)	Russia	7						In the isolated taiga in the Amur region of Siberia a metallic UFO shaped like a mushroom was found apparently having crashed. The body of a short dwarf-like humanoid was found inside, which was delivered for autopsy to the scientific research institute in Novosibirsk.
781211	Navelli, Abruzzi	Italy	7						A taxi driving on a road near the town of Navelli was forced to brake when two luminous globes were blocking the road ahead. The engine of the vehicle then died. Two humanoids glided across the surface without touching the ground.
781211	Arembepe	Brazil	7						On this night a tall human-like figure with light colored skin, dark hair, and wearing a tight fitting silvery suit and boots was seen coming out of a metallic basin-shaped object about 12 meters in diameter that had landed in a field.
781212	Burghausen, Bavaria	Germany	7						Ms. Adele Holzer was in her car driving to work when she saw a hemispherical white disc. As the UFO hovered over some nearby trees, six beams of green light shot from it and she felt slightly paralyzed by one of them. Her watch had stopped at 08:01 a.m. and her car's ignition key, that she believed had been in her hand the entire time, was bent.
781212	Navelli (near)	Italy	7						Alfonso Marinelli was traveling when his engine suddenly quit. He then noted two bright lights approaching slowly in his direction. As the lights approached Marinelli was able to make out two short human-like figures. The figures wore silvery suits, resembling those of astronauts.
781213	Brindisi AFB	Italy	7						Two soldiers on guard duty at the AFB saw a UFO with pulsating lights maneuver and hover near them. As the object was leaving a strange being shot up from the ground skywards, quickly disappearing from sight.
781214	Brewer	ME	7						A man drove in a daze along a very desolate stretch of road. All of a sudden his car's motor went completely dead and he coasted to a stop. He turned to his right and slightly ahead of his car was a huge, long dark rectangular object, about 50 feet from the road. He also felt himself sink into a trance. He remained fully aware but could not move a muscle. He then heard a voice say: "Do not be afraid.

781215	Ragusa	Italy	7						A truck driver suddenly experienced radio interference and stopped to fix it. He then saw two very tall humanoids standing only five meters away. Seconds later the witness saw a dome-shaped craft take off with a bright flash.
781215	Catania	Italy	7						Two young boys were playing in a yard on the island of Sicily, near a large TV antenna. The sky darkened and then a large disc-shaped craft approached and tilted at an angle, just above the TV antenna. A bright beam of light shot out of the opening and a strange, 1.5 meter tall monster descended within the beam. The being was described as "ugly" with two large eyes and two antenna-like protrusions on its head. A second similar being reportedly descended carrying a "laser" type gun and shot at a rock causing it to burn and explode
781216	Francavilla	Italy	7						A college coed saw an ovoid UFO surrounded by a white mist. It descended onto the surface of the sea and became a very bright flourescent white light that reflected off the surface of the water. She next noticed two short figures standing in the garden at the adjacent apartment. They were very thin with large squarish heads and large feet. Both were wearing dark gray tight-fitting uniforms.
781228	Marzano Di Torriglia	Italy	7						A policeman was out patrolling told that he had lost control of his vehicle. It sped down a mountain road on its own accord. When the car finally stopped, he got out to investigate a nearby strange light in the sky. He was later found lying incoherent next to his car.
790103	Mindalore	S, Africa	7						Dog barked, mother and child saw craft on ground, humanoid encounter (section XII).
790103	Miami	FL	7						Mr. Filiberto Cardenas, age 45, was driving on Okeechobee Road just north of Miami, Florida with three family friends when the car engine suddenly failed. He and another man got out of the car to check under the hood when a large luminous object emitting a humming sound descended over the vehicle. The witness vanished in plain sight of the others, apparently taken up into the object by a beam of light.
790113	Viterbo	Italy	7						A farmer spotted a large fiery red sphere descend and land in a nearby pasture. The sphere changed color to a bright orange, then it began to dim revealing a two-meter wide metallic sphere. A small man wearing a silvery white suit emerged from the object and walked around the object, frequently bending down as if he was picking things up.
790118	Lusiana	Italy	7						A witness's car engine died when an ovoid UFO landed nearby. A door in the craft opened and two humanoids emerged. They reportedly had vibrating antennae-like ears or antennae on the sides of their heads
790124	Tyler	TX	7						Close-range sighting and humanoid encounter.
790124	Lindale (near)	TX	7						20-year-old John Scott Cates had stopped his car and gotten out to relieve himself when a blue beam of light from the sky struck him. It caused his hair to stand up like an electric static charge. Two UFOs appeared, and he experienced a six-hour long memory lapse. His next recollection was being back in his car, where he noticed that his engine restarted when a ringing noise sounded.

790124	Toquilla (near Tunja)	Colombia	7						A dentist and three students were traveling by car when their engine suddenly stalled. They then saw two metallic disc-shaped objects land on tripod landing gear nearby, and three men wearing tight fitting silvery outfits and large helmets exited from a hatch in one of the objects.
790129	Cornwall County	UK	7						In the early morning hours a married couple in Bissoe Truro, Cornwall County, England were awakened to find their bedroom lit up brightly. One of the witnesses looked out the window and was amazed to see a bright hovering oval-shaped craft. Inside could be seen two human-looking men with long wavy blond hair.
790226	Serodino, Santa Fe province	Argentina	7						Ernaldo Camusoni, age 49, was clearing an overgrown field at the entrance to a farm in Serodino late in the evening when everything became illuminated behind him, turning the darkness into day. When he turned around he saw an approaching object land 40 meters away from him. As he approached the object, he saw a strange luminous figure emerge from the rear of the craft. The whole encounter lasted five minutes. Ground traces were found the next day.
790302	Rivera	Uruguay	7						People watched an ovoid object dive at a truck and circle a radio tower. The encounter lasted for a few minutes; helmeted figures were reportedly seen onboard the craft.
790327	Isere	France	7						An oval-shaped or saucer-shaped UFO flew over the Tabouret Reservoir in Isere, France and then landed on the ground, leaving ground marks. A man was seen outside the craft, according to the police report.
790419	Croy	UK	7						Two witnesses to a UFO in Croy ran from their car when the brightly lit object passed low overhead. They reported an abnormal silence, as they could no longer hear the car engine or the door slam when they fled
790501	Vizcacheras	Argentina	7						Oil held landing, reaction to light, landing traces (sections VII, X).
790516	Charleston	SC	7						A mechanic felt compelled to return to a spot where he had previously seen a UFO. A disc-shaped craft landed, and he was given a metal bar as a gift, along with the message that the occupants will return again.
790519	Bukit Mertajam	Malaysia	7						Six school children reported sighting a landed object and four tiny humanoid figures near it. The creatures were only about 4 inches tall. One of the students attempted to catch one of the creatures but was shot in the hand.
790526	Manila	Philippines	7						A UFO with two antennae was sighted over the city. With the aid of binoculars figures could reportedly be seen inside the craft.
790618	Mirassol, Sao Paolo State	Brazil	7						Sr. A. Ferreira was returning home from his job as a security guard when a metallic oval-shaped craft landed on three legs near his home. Three humanoids came out of the craft and paralyzed him with red beams of light, from boxes that they carried on their chests. These humanoid beings also carried boxes on their backs and had an insignia on their chests. He was floated onboard the craft alongside and once inside he believed he passed out.

790619	Rauma	Finland	7						A man and a woman saw a silvery object with a dome on top emitting a blue beam of light into a nearby forest. The woman went to investigate, and saw the object, which was about one meter in diameter, at close range. Inside the dome were two very small creatures with large eyes and frog-like skin. When she started to touch the object, she was temporarily blinded by a bright light and the craft sped away.
790725	Canoga Park	CA	7						A large white light made several passed at a car. One hour later a diffuse white ball of light maneuvered in the sky for 30 minutes over the Chatsworth Reservoir. At 3:15 a housewife and cocktail waitress was abducted while driving home from work by a UFO she thought was a plane crashing
790802	Le Delus	France	7						One of the spheres shot towards the rear of their vehicle while the other descended close to the ground. A large rectangular shaped opening became visible in the second object and three humanoid figures were seen descending a ladder.
790819	East Didsbury	UK	7						Mother and children abducted
790826	Sitio Dentro, Rio Grande do Norte	Brazil	7						Two men were walking and they looked up and saw a huge object coming towards them
790902	Petushka	Russia	7						witness was out picking mushrooms and saw a landed UFO which effected the ground
790903	Gateshead	UK	7						Following a series of low level sightings in Gateshead by the main witness and her family, the woman awoke in the middle of this night to see a small metallic disc-shaped object inside her bedroom.
790914	Oakenholt, Wales	UK	7						A beam of light shone through the witness's bedroom window and she suddenly felt dizzy. She then felt herself being levitated through some form of a tunnel and encountered two aliens in a field.
790919	Barrio La Gloria, Mendoza province	Arg	7						A man was surprised to see a circular gray metallic object on the ground near his house. A short human-like figure appeared next to the craft.
790921	Sztum	Poland	7						Two men working in garden saw landed UFO and entities
790925	Talco	Chile	7						In a farming region of Talco a peasant out plowing the fields encountered a landed disc-shaped craft. A tall humanoid emerged from the object and briefly chased the peasant. The humanoid caught up with the farmer placing its hand on his shoulder.
790926	Monsey	NY	7						A witness in Monsey watched a saucer-shaped craft hover above some nearby power lines. The craft emitted a soft humming sound and was about 35 feet in diameter. Then he saw a shadowy figure.
791204	Vastervik	Sweden	7						A young woman was taking a walk when she suddenly became paralyzed and unable to move. Nearby, she could see a luminous object hovering close to the ground. Two five-foot tall thin humanoids appeared from behind the object.
800112	Huayana	Bolivia	7						a man saw a lenticular-shaped object over him. The UFO projected a beam of light and formed a dome shaped luminous form on the ground, not far from the witness. He was met there by a tall, blond-haired humanoid that had tanned skin and slanted eyes with a very prominent chin

800211	Botafuegos	Spain	7						A man spotted a low flying whitish-orange luminous object lifting off from some nearby woods. Minutes later the object divided into three separate luminous sections, then re-united again into one luminous spot. Near the ground two huge man-like silhouettes appeared in front of the lights.
800211	Rio Negro province	Arg	7						A man was driving home when he noticed a strong glowly light over a field 200 meters away, on the left side of his truck and at about 30 meters altitude. He blacked out and remembered entities.
800716	Pecos	NM	7						A Civil Air Patrol cadet along with several other witnesses observed a dull metallic, circular object maneuvering near Pecos, New Mexico. The cadet got closer to the object after it landed in a nearby clearing and took some photographs. He then observed a human looking figure dressed in a metallic suit emerge from the object and walk a few feet away from it.
800808	Pine Bush	NY	7						Author Ellen Crystal was out in an isolated field near Pine Bush by herself when she noticed a large lighted object descend among some nearby trees. With a flashlight caught sight of a four-foot tall thin humanoid with a large head and huge yellow cat-like eyes.
800821	East	TX	7						Young woman and daughter driving home, E-M effects on car, car lifted off road onto craft, humanoids examined them on tables in room with "fog" on floor (section XIII).
801128	Todmorden, West Yorkshire	UK	7						Constable Alan Godfrey encountered craft on road, time loss. Abduction scenario emerged under hypnosis (section XIII).
801204	Foxboro	MA	7						A young man had a close encounter with a saucer-shaped object with a row of rectangular windows around the circumference, and was struck by a light beam on the chest and felt paralyzed. Perceived communication, apparent abduction, burn marks on chest corresponding to light beam position.
810200	Quindira	Brazil	7						2:00 AM. A woman was awakened by a loud engine type noise coming from outside, she ran out and watched a round object hovering nearby and emitting multi-colored beams of light. Three human like beings cold be clearly seen inside, one them glanced briefly at the witness then the object rose and disappeared. The next day two dead bloodless horses were found on the field where the object had hovered.
810210	Auburn	WA	7						The witness had parked her car in her apartment parking lot when she saw a huge lighted object with a ring of flashing lights. The UFO left but a second smaller craft appeared and descended with a falling leaf motion. She later recalled abduction experiences.
810213	Fuentecen	Spain	7						The witness observed several golden lights on a nearby field. He approached the lights but these suddenly rose up, circled, and landed again, this time closer to his home. At the same time his dogs were going berserk. Later he heard footsteps and his dog attracted him to a "figure" standing by the fence. The figure was a meter and a half tall, square in shape and metallic almost robotic in nature; it lacked a head, arms or feet. A scorched area was found on the ground by government authorities.

810214	Greensburg	PA	7						1:45 AM. A 17-year old girl was baby-sitting when she spotted an object hovering at treetop level about 50 feet away. The object was silent and had three white lights forming the point of an equilateral triangle. Inside the craft two humanoid beings could be seen. These were described as having very large heads, oriental like eyes, gill like ears, and two holes instead of a nose. One appeared to be sitting and the other standing behind an instrument panel.
810215	Franklin	OH	7						2:00 AM. A brilliant white light that began filling her room awakened the witness. She got out of bed and through her window saw a bright hovering disc shaped object. Under hypnosis she recalled being taken onboard by several seven-foot tall humanoids with pointed chins and yellow cat like eyes
810218	Manzano Amargo, Neuquen Province	Arg	7						Jose Fermin Albornoz, an illiterate shephard, awoke at 4:00 a.m. to the sounds of his animals causing a commotion. Looking out from his hut he saw a "beautiful" blue light hovering over a field about 20 meters away. His animals were effected and he recalled an abduction experience.
810300	Birstall West Yorkshire	UK	7						Late night, Jane Murphy had gone to bed late when she suddenly woke up standing in a field feeling very cold and wet. She then noticed a huge metallic object hovering over the field, suddenly a group of figures, as many as 10 approached her. When she woke up she was on a bed in a strange room. Several figures were around her communicating via telepathy telling her to look at them. One of the entities was seven-foot tall, human looking with totally black eyes.
810300	Algeciras (near)	Spain	7						10:30 AM. A truck driver was delivering produce to a nearby village when he noticed strange lights on a nearby field behind a row of eucalyptus trees. As the witness entered the field he spotted a large metallic dome shaped craft on the ground about 50 yards away. The object seemed to be supported by three "telescopic" legs like protrusions. He then noticed several man-like figures sitting behind the windows, these were human like, wore helmets and brown uniforms.
810401	Mount Vernon	OR	7						7:30 PM. The main witness and a friend were driving back home when they noticed three bright lights above the highway. As they approached the top of a hill another larger light appeared. The witness pulled off to the side of the road and then saw a huge lighted bowl shaped object. They both attempted to leave the area but they apparently went into a trance and lost consciousness. The next thing they remembered was sitting in their vehicle and noticing something moving quickly away from the car, moments later a flash of light shot up into the sky
810500	Yakima	WA	7						The main witness had seen for the past 2 months numerous slow flying UFOs and strange lights over the area. She then heard a sound similar to a sewing machine, she turned around and saw the figure of a "feminine appearing" man with small rounded narrow shoulders, a thin head and thick turtle like neck. She could not make out any eyes, legs, or arms. The next thing she remembered was floating through the air over the cornfields behind her house.

810500	Mennecy	France	7						3:00 AM. Traveling on a road, 3 women, 34-year old Sandra, Viviane and Marie France see a horizontal orange cigar-shaped object, hovering on the right side of the road. As they drove to the top of the hill the cigar vanishes. Soon a white sphere follows their vehicle. Later under hypnosis Sandra remembered seeing humanoids inside the object, described as of normal size, elongated eyes, thin bodies and wearing white coveralls from head to toes.
810514	in space, from onboard the Soyuz T-4 spacecraft	Space	7						Cosmonauts Savinikh and Kovlenok observed a strange object from their space station. At first the object was 1/2 mile away but it eventually approached to a distance to 300 feet. Inside the cosmonauts saw three brown skin beings with slanted bright blue eyes straight noses and bushy eyebrows.
810716	Atcham, Shropshire (near)	UK	7						2:00 AM. Three women were on their way back home on the A5 expressway when they all suddenly experienced a strange mood change, they all sat very quiet going into some type off limbo state. Then across an open field besides the road four white and two red lights appear. They seemed to be attached to a dark object. The object was round and began pacing the vehicle. At this point the vehicle seem to lose power and would not accelerate. There was an apparent time lapse noted when they reached their destination. Later under hypnosis one of the women recalled the car being floated up to the sky and entering the bottom of an object through two large double doors.
810731	Lieksa	Finland	7						Black sphere and satellite lights seen, two approached motorboat, one surrounded by "fog." Paralysis felt, missing time, physiological effects (Volume II, The UFO Evidence, Section VII).
810816	Winnipeg, British Columbia (near)	CAN	7						Midnight, the witness was driving alone outside of Winnipeg when he saw a huge UFO gliding over the roadway. Dimly outlined from the glow inside the "windows" of the central mass were two or three figures, whose features were not discernible, but whose heads and shoulders indicated they were humanoid in shape.
810819	Franklin	OH	7						Daylight. The witness was driving along a highway when a brilliant silvery object descended over her vehicle and forced her to pull off the side of the road. She was then taken onboard by several seven-foot tall humanoids and examined.
810900	Dusheti, Georgia	Russia	7						In the evening the main witness was coming back from school when she saw a man pointing up to the sky. She looked up to see a ball shaped object about 3 meters in diameter slowly descending over them. The object stopped at about 5 meters above the pair. It was described as white in color with some visible figures on its surface.
810900	Meinau Island, Bodensee	Germany	7						Midnight the witness was vacationing in the area and had camped on the south side of the lake. While he slept that night a very loud noise awakened him, looking out of the tent he saw a bright sphere descending rapidly overhead. Through an open port he was briefly able to see a humanoid figure apparently wearing a green outfit.

810912	Trino Vercellese, Piemonte	Italy	7						A man saw a bright football-shaped light that appeared to descend into the thick woods. When he arrived he was overcome by a strange malaise, and soon saw a reddish orange yellow light floating about 100 meters away. Terrified, Cavallo felt himself being levitated up towards the light.
811008	Praglia	Italy	7						3:00 PM. Six boys were racing dirt bikes near a lake when one of them fell and hit his head. Two of the other boys went to assist him, when suddenly a bright green light was seen descending over the surface of the lake. Inside the light appeared to be a gray metallic oval shaped craft that descended on telescopic like legs near the witnesses. A door became visible on the craft and a tall human like figure then appeared, his arms seemed to be extended up into the air. It wore a loose fitting silvery outfit, its arms were very long, and its feet resembled oval appendages.
811109	Esengul, Karasu Region	Kazakhstan	7						A large boat shaped, green colored UFO with an open cab or hatch fell into Lake Zaysan. Four humanoid wearing the same color green coveralls were apparently inside. Apparently the craft and its occupants were damaged upon impact.
811215	San Luis Del Palmar	Arg	7						A 42-year old Ruben Meneses was driving a dump truck on a dirt road. Suddenly he observes a bright object that approaches the truck, the truck begins to vibrate, and he is filled with a tingling sensation all over the body. He was not able to move as the truck rises up in the air and apparently becomes transparent. Meneses apparently then passes out.
811217	Bladenboro	NC	7						Daniel Edwards was awakened by the furious barking of his dog towards a pine forest behind his house. He walked out of the house and was startled to see a huge fire like light, illuminating a mass clump of trees a few hundred yards away.
811229	Brooklyn	MI	7						Two boys playing in a snow fort behind their house heard a humming sound then saw a lighted disc shaped craft with red lights shining on its top and multicolored lights on the bottom fly overhead and disappear from sight. They saw a four-foot tall human like figure float over a nearby fence and come towards them.
820000	Voronezh (near)	Russia	7						10:00 PM+. Two local militia sergeants were driving a "UAZ-469" vehicle (Russian patrol jeep) in an area about 10-15 kilometers from the city when suddenly they saw a very bright beam of light shining down to earth from somewhere in the sky. The beam of light appeared to be scanning the surface of the ground, and every blade of grass appeared to be lit by it. Several seconds later a hatch opened on the hull of the craft and several tall (about 3-4 meters in height) humanoids exited the object and went to a nearby field. The men could only speak in stuttering voices. At first they were subjected to alcohol tests but it proved negative, both were then sent to a mental hospital.
820210	in the Black Sea	Russia	7						Six Soviet sailors discover and investigate a "disabled ship" in the fog. They are missing for five days. When they are returned they report that they had been pulled up into a cigar-shaped UFO, and the beings onboard the UFO communicated with them by gestures.

820214	Santa Cruz das Palmeiras	Brazil	7						At night, two witnesses, Fernando Antonio Martins & Edson Maragon watched a luminous triangular shaped craft land on an open field. Three humanoids exited the object.
820215	New York City	NY	7						Barbara Warmoth was asleep when a brilliant light filled her bedroom. She looked out the window and spotted a luminous disc-shaped craft hovering nearby. That is the last she remembered for one hour and 15 minutes.
820219	Rio Negro Province	Arg	7						E-M effects on car, dome-shaped object overhead, driver blacked out, taken to hospital with memory loss, physiological effects (section VII).
820220	Rio Negro Province	Arg	7						41-year old Juan Fattorel was traveling in his truck along a secondary road when suddenly the engine cut out; He saw close UFO and aliens and his eyesight was effected.
820300	Springfield	MO	7						The witness was traveling in her car when she suddenly lost control of the steering. She felt her vehicle being pulled by an unknown force towards a light that was hovering at tree top level straight ahead. Soon she found herself in a clearing in a wooded area. Nearby sat a silvery metallic disc resting on three legs.
820304	Hellifield	UK	7						A car on the A65 highway in Hellifield, England was surrounded by blue lights and levitated up into the air. The woman driver felt a strong sensation of cold, and experienced 30 minutes of missing time.
820315	San Dimas (near)	CA	7						A mother and her two children were driving on a busy highway when they spotted a rectangular glowing object with a cross in the center hovering over the area. As the car drew closer the mother heard a low humming sound and felt dizzy and had difficulty driving.
820322	Slanesville	VA	7						The witness had gone outside to investigate a commotion among his dogs and cats and saw two lights descend from the sky and land. He approached with his car but the vehicle stalled. He approached on foot holding a flashlight and encountered a five-foot six-inch tall man dressed in a silvery coverall with a hood.
820400	Sedona	AZ	7						Nancy and her daughter were in a camping tent in Fey Canyon, her baby granddaughter was also with her. That night she saw a lighted disk and a small entity entered the tent and grabbed her arm. All three were abducted.
820400	V (near)	Denmark	7						A lone witness out for an early morning walk spotted a large shiny silver oval shaped craft on the ground on a nearby field. Next to the object stood two short man-like figures, described as very thin, with long arms, and elongated egg shaped heads.
820401	North Washington	PA	7						A reddish triangular object with rounded apexes and a light in each corner was sighted by three witnesses. The witnesses reported suffering from headaches after their close encounter.
820500	Comodoro Rivadavia, Chubut (near)	Arg	7						Several Argentine soldiers riding in a UNIMOG (Army) vehicle spotted several short man-like figures with large heads running towards a dark hovering disc shaped object. The craft hovered only a few cm from the ground. As the vehicle approached the object its engine began to sputter without any apparent cause.

820502	Ripley, Queensland	AU	7						In an isolated area, some kangaroo hunters were walking down an electrical fence when they came upon a large disc shaped craft on the ground. Groups of seven-foot tall beings stood or walked on a large glass rim.
820520	Caboolture, Queensland	AU	7						A couple noted a saucer shaped object with portholes in the lower section. The object emitted a blue beam of light and came around to the front of the car. The couple appeared to have experienced a short period of missing time, and recalled seeing a 2-meter tall silver suited entity
820603	Brooklyn	NY	7						A young woman was awakened by a voice slowly calling her name. When she got up from bed she saw a large glowing object outside her window. She saw two man-like figures staring at her from inside the craft, and a small table inside the object.
820700	Mersin	Turkey	7						A lone witness reported seeing a 15-meter diameter disc-shaped object hovering at about 100 meters from the ground. Through an apparent opening he saw several short helmeted humanoids moving about in stiff mechanical movements resembling those of robots.
820720	Vejer de la Frontera, Cadiz	Spain	7						A a local cattleman walked to what he thought was a tanker truck a hundred meters away, but when he got to about 30 meters away from it he saw two huge human-like figures standing in the middle of the road. The beings then walked back to the object as if in slow motion. They entered the object through an open hatch, which took off silently towards the north. Ground traces were reportedly found at the site.
820723	Ste-Dorothee, Quebec	CAN	7						Four 16 year olds saw an intense beam of white light from a multi-colored UFO in a field. Ehen they shone a spotlight in the direction of the noise it revealed a five to six foot tall being with a large brown head and orange eyes. They all suffered from intense stomach pain
820900	Corby	UK	7						Late night. Ros Reynolds and her boyfriend were driving to visit friend when their vehicle was suddenly engulfed in light and an object then flew over them. The object then began to follow the car, traveling alongside them. Suddenly the car engine went dead, the car stopped and then she went blank. She could only remember getting back in the car and by the time she arrived at her friends they had lost nearly three hours.
820900	Girard	PA	7						A man driving around dusk on the I90 road saw an object hovering above the tree line. The craft was wedge shaped and triangular from below. His vehicle engine ran rough then stalled, and the lights inside flashed as the object approached. He was able to see two figures that seemed clothed in silver like material.
821000	Des Moines (near)	IA	7						Looking out the window he was able to see glowing green colored disc shaped craft hovering above the barnyard. On the ground below several small shadowy figures could be seen moving around. Suddenly thee of the short figures appeared at the bedroom door. The beings took the witnesses by their hands and led them to the hovering disc shaped object at the orchard.

821118	Santa Cruz de Tenerife	Canary Islands	7						Late at night Andreas Schneider sighted a maneuvering disc-shaped object over Santa Cruz de Tenerife in the Canary Islands. He lost consciousness and had an out-of-body experience, feeling that his "astral" body was taken into the object. Inside he encountered several short beings with wrinkly rough gray skin and huge heads.
830112	Tippecanoe County	IN	7						4:30 PM. CE-III, humanoid report by three witnesses, "L-shaped" object held. UFO not seen and no sound heard.
830203	Mobile (near)	AL	7						1:10 AM. A 28-year-old woman observed a very large metallic, cylindrical flying object with structural detail up close while driving on a highway near Mobile. She could see 20-30 occupants inside through the windows.
830302	Ckolo	Bolivia	7						Space Aliens Terrorize Tiny Mountain Village
830324	Mount Storm	NY	7						Night. After a dramatic UFO sighting that occurred on this night in Mount Storm, New York a man given the pseudonym "Wright", a 16-year-old youth, and his 13-year-old sister had recurrent dreams of being abducted aboard a UFO by Grey aliens, which included a physical exam in a chair with a scan by some type of scanning equipment.
830326	Careme, Tarn-Garonne	France	7						Evening. Two witnesses driving in Careme encountered sudden fog, and then a huge disc-shaped UFO. Their car turned unaccountably onto an unknown dirt road, and they had a possible missing time experience. The entire experience lasted 50 minutes. (Source: Lumieres dans la Nuit, issue 317).
830600	Liberty	KY	7						Abduction report (Ridge files)
830630	Indianapolis	IN	7						Kathy Davis Abduction at Kitley Woods. (Budd Hopkins)
830714	Frunze	Russia	7						Space Alien Baby Found Alive
830809	Winifreda	Arg	7						A respected businessman says he was abducted by aliens
830812	Aldershot	UK	7						Fisherman taken aboard UFO
830815	Evansville	IN	7						6:00 AM. Complicated abduction report, with many reports of previous encounters. (Ridge files)
831003	Indianapolis	IN	7						2:00 AM. The second Kathy Davis abduction. (Sympap,84)
831100	Spencer	IN	7						Dawn. Humanoid report. No details. (Sympap,84)
831126	Indianapolis	IN	7						Evening. Humanoid Report, one witness. (SYMP84)
840108	Framingham	MA	7						3:00 AM. EST. In the witness's bedroom a short humanoid pointed a beam at the witness in bed. When the being had left a three-foot long by 18" cylinder shot straight up into the sky outside. (Source: MUFON UFO Journal, August 1991).
840203	Tingsryd	Sweden	7						1:00 AM. Mr. Jonsson was driving home when he saw a disc-shaped object 80 meters across and some 5-10 meters above the road ahead of him. He got to his home, got his camera, and went back to the site of his encounter. His car stalled, and he recalled seeing several beings who attempted to abduct him. He had nearly two hours of missing time.
840207	Atco	NJ	7						4:00 AM. The witness got out of bed and went to the window and saw a bright white circular object with a hump on top in a stationary position about four feet above his neighbors yard. He estimated that the object was about 200 feet from him and the size of a small car. He saw an image like a man next to the object.

840426	Macomer, Sardinia (west of)	Italy	7						11:00 AM. A humanoid wearing an odd helmet was seen in the woods west of Macomer, Sardinia, Italy by two children. A disc-shaped object rose from the forest floor, then flew off to the east-northeast.
840700	St. Phillips	IN	7						Highly paranormal activity and reported abduction during the first part of the month of July. Witness later reported this incident while in prison and again when out on work release, after drug-related incarceration. Reported his ex-wife would back him up. Case never investigated. (Ridge files)
841024	Park Rapids	MN	7						Diamond-shaped object, blue & white. One humanoid four feet tall, large head, large eyes, slender arms. Occupant outside of hovering object. Approached farm. Stood in light for ten minutes, returned to craft and departed. (Humrep, Molon)
841117	Savah	IN	7						8:45 PM. Abduction near Mt. Vernon, IN. Two percipients, several hours. (Ridge files).
841231	Level Green	PA	7						6:10 PM. In Level Green, Pennsylvania in the UFO hotspot of Westmoreland County, two residents of the community heard a tapping sound on one of their house windows. They saw what looked like an eye-like orb peering in through the window.
851226	Ulster County	NY	7						Whitley Strieber alien encounter (section XIII).
860815	Calalzo di Cadore	Italy	7						UFO landed, witness had two-hour memory loss, strong physical traces at site. Memory later returned of two humanoid beings, views inside a craft (section XIII).
880120	Mundrabilla	AU	7						Knowles family encounter with oval object that buzzed car, car lifted off road, physical traces (section VI).
880320	Unknown City	WI	7						John Salter, Jr., and John, III, abduction (section XIII).
890921-1007	Voronezh	Russia	7						UFO sighting concentration in vicinity. Four landings and three different kinds of entities reported (sections VIII, XII); geodesic engineer saw maneuvering airship-like object September 24 (section IV).
891130	New York City	NY	7						Linda Cortile's (pseudonym) abduction from 12th floor apartment, allegedly witnessed by international figure and security guards (Hopkins, 1996).
930808	Melbourne, Victoria	AU	7						Five people in two separate cars encountered UFO on road, experienced missing time. Memories returned gradually without hypnosis, including tall beings who abducted them (Chalker, 1996).
940724	Melbourne, Victoria	AU	7						Motorists encountered glowing orange oblong objects, one followed car; diamond-shaped object hovered overhead when they stopped to look. Missing time period discovered upon arrival home (Basterfield, 1997b).

National Investigations Committee On Aerial Phenomena

Category 8 - Photographic Evidence

Photos, Films, Videos of UFOs

NICAP Sighting Information Database - Sightings Listed as Category 8
UFO Shapes Chart
Group 8 - Bibliographic Database - Francis Ridge
Index of some images - Photos from some of the links plus others.

FOTOCAT is an in-progress project owned and managed by Vicente-Juan Ballester Olmos, a catalog of world-wide UFO photo events occurred up to December 31, 2005, with 12,600 entries at July 2020. Project's blogsite is http://fotocat.blogspot.com/" Author-compiler can be reached at ballesterolmos@yahoo.es

Francis Ridge
NICAP Site Coordinator

Evidence By Categories
NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
000000	No location Details	Belgium	8						Year unknown; Belgium
000000	No location Details	Unknown	8						Year unknown; B-57 photo
2904xx	Ward	CO	8	I	5				Possible UFO In Old Photo
320500	Paris	OH	8						Sutton photo of domed disc
420000	Tientsien, Hopeh Province	N. China	8						China
420225	Los Angeles	CA	8						Los Angeles, CA, searchlight case
470704	Seattle	WA	8						Frank Ryman-1st known photo of Circular obj which moved across the wind [UFOE, VII, XII]
470707	Phoenix	AZ	8	I	5				The Rhodes Photo Case
470710	Harmon Field, Newfoundland	CAN	8	I	5	BBU			Harmond Field Photo
470710	Morristown	NJ	8						6 DD from aircraft
480405	Holloman AFB	NM	8			139	NC		Team watches 35 meter disc executing a series of violent turns and maneuvers
490130	El Paso (Near Amarillo and Lamesa)	TX	8			BBU	NC	LC	AFOSI Case 18; 20: 17:54 - green ball shaped obj broke into pieces
490130	Roswell	NM	8			BBU	NC	LC	AFOSI Case 19: 200 observers. W-E, 2000', horizontal flight, blue green, moving slowly, disappeared in shower of lighted fragments
490614	White Sands	NM	8			BBU	NC		Two UFOs Pace V-2 Rocket
490819	Norwood	OH	8						UFO in searchlight
500224	Datil	NM	8			BBU	NC		saw and photographed a circular luminous object
500423	Red Bud	IL	8						Red Bud, IL
500427	Alamogordo (Holloman AFB)	NM	8	I	5	BBU	NC		Cinetheodolite Film Taken By Tracking Station
500511	McMinnville (9 miles W of)	OR	8	I	5	BBU			Paul Trent Photos
500524	Alamogordo (Holloman AFB)	NM	8	I	5	BBU	NC		Askania Theodolite Films Objects At Tracking Station
500529	White Sands	NM	8				NC		theodolite photo
500627	Louisville	KY	8			BBU			Movie film of UFO taken by newspaper reporter Al Hixenbaugh
500815	Great Falls	MT	8	I	5				Nick Mariana / Montana UFO Color Film
500831	Alamogordo (Holloman AFB)	NM	8	I	5	BBU	NC		Objects Filmed After V-2 Launch
510324	Holloman AFB	NM	8			BBU	NC		Project Twinkle Photographed UFO
510714	Holloman AFB	NM	8			BBU	NC		Tracking Camera Film
510719	Maldonado	Uraguay	8						Puerto Maldonado, Cigar Photo
510825	Lubbock	TX	8						Lubbock, TX; (Hart photos)
520507	Barra da Tijuca	Brazil	8						Brazil photos
520702	Tremonton	UT	8	I	5				The Tremonton, Utah / Newhouse Color Film
520706-12	Governors Island	NY	8			1397			4 photos of some indistinct light
520716	Beverly	MA	8			1501			roughly elliptical irregular blobs of light in formation filmed
520718	Lac Chauvet	France	8						Fregnale Photos
520719	Porto Maldo	Peru	8						Photograph of oval UFO taken by customs official. [UFOE, VIII]
520719	Washington	DC	8	I	0				Famous Photo of Objects Over Capitol
520729	Miami	FL	8						Movies taken of high-speed UFO; film submitted to Air Force, never released. [UFOE, VIII]
520729	Ennis	MT	8	I	5	1747			Twelve Witnesses Observe Discs / Movies & Stills Taken (BBU 1747)
520820	Dayton (WPAFB)	OH	8						August 20, 1952; WPAFB, Ohio, gun-camera photos

520919	Operation Mainbrace	At Sea	8			BBU			September 19, 1952; Operation Mainbrace color photos (Denmark & Norway)
530000	Muskogee	OK	8						The “flying cup” photo. Blue Book listed as hoax, which it probably was.
530303	Glendale	AZ	8						March 3, 1953; Luke AFB, Glendale, AR. Contrail
53Summer	Muskogee	OK	8						2:00 p.m. The photo was allegedly taken in the Summer of 1953 by Mr. XXXXX of Tulsa, Oklahoma. According to Air Force report, at 1400 hours he took a photo of an unidentified flying object which appeared in the sky
530812	Ellsworth AFB	SD	8						gun-camera
530823	Port Moresby	New Guinea	8			BBU			movie film taken by Drury
530823	Australia	AU	8						The Drury Film
540300	Rouen	France	8						Disc-shaped UFO photographed. (UFOE)
540524	Richmond	IN	8	I	5	BBU			B-17 Photographic Mission Case
540909	Nelson	NZ	8						Hovering disc photographed. [UFOE, VIII]
550605	Namur	Belgium	8						Namur, Belgium (images)
560000	North/South Dakota Airspace	Various	8						1956, Late; Bet. N. & S. Dakata. Filmed by AF crew
560305	Honolulu	HI	8						UFO formation photographed. (UFOE, VIII)
561028	Minot	ND	8						Oct 28, 1956; Minot, ND, photo from missile crew, RV
56Late	Between N. Dakota and S. Dakota	various	8						UFO filmed by AF crew. Radar.
570000	Rouen	France	8						1957; Rouen, France, RAF Flying Review photo (hoax)
570502	Edwards AFB	CA	8	I	5				Edwards AFB Case
570820	Fujisawa City	Japan	8						August 20, 1957; Fujisawa City, Japan, Takeda photo
571200	Pacific Ocean	At Sea	8						Photograph of alleged disc-shaped UFO. [UFOE, VIII]
571201	Los Angeles	CA	8						Formation of oval UFOs photographed. [UFOE, VIII]
580103	Unknown City	HI	8						Group of round UFOs reportedly photographed. [UFOE, VIII]
580109	Troy	MI	8						Oval UFO photographed. [UFOE,VIII]
580116	Trindade Island (NE of)	At Sea	8	I	5	BBU			Trindade Island Photo (E-M, Radar, AR) Case
580209	Troy	MI	8						Oval UFO photographed. [UFOE,VIII]
580623	England AFB (near)	LA	8						State policeman photographed two round UFOs. [UFOE, VIII]
580908	SAC HQ, Offutt AFB, Omaha	NE	8			BBU			Offutt air traffic control tower personnel, saw an brilliantly white elongated cylindrical object hovering in the W
600825	Bethpage	NY	8	I	5				Grumman mystery satellite photo
610122	Eglin AFB	FL	8						An elliptical UFO, metallic looking, approached from over the Gulf, made a U-turn and sped back over the Gulf. Photographed on 8 mm movie film by a businessman. [NICAP UFOE, VIII]
610529	Newark	OH	8						Boy filmed unidentified light. [NICAP UFOE, VIII]
620430	Edwards AFB	CA	8						X-15 flight, piloted by Joe Walker; Photograph (no visual sighting) of 5 or 6 "disc-shaped or. . .cylindrical" objects. Slides later shown in Seattle conference. NICAP unable to obtain prints. [NICAP UFO Evidence]
621221	Angel Falls	Venezuela	8						Bright teardrop-shaped light apparently rising from jungle floor filmed from aircraft. [NICAP UFO Evidence, VIII]
630718	Sunnyvale	CA	8						A technical writer for United Technology Center saw a disc-shaped UFO hovering in the sky. He exposed 8 mm color film of the object using a 36 mm tele-photo lens. (A few frames of the film were submitted to NICAP, but the image is too small to show detail.) [Report via Bay Area NICAP Subcommittee.]

640915	Big Sur	CA	8	I	5		NC		The Big Sur Filming / UFO Disables Dummy Warhead ?
650418	Bernacillo	NM	8				NC		Bernacillo, NM
650703	unknown location	Antarctica	8	I	5	BBU			The Antarctica Sightings (E-M Case, Photos)
650802	Sherman	TX	8	I	5				The Sherman, Texas, Photo Case
650803	Santa Ana	CA	8	I	5				Santa Ana / Rex Heflin Photos
650803	Tulsa	OK	8	I	0				The Smith / Tulsa Photo Case
650808	Beaver	PA	8	I	5				Lucci Photo
660402	Melbourne (near)	AU	8						Brown photo
660415	Catalina Island	CA	8						Catalina Island, CA
660816	Various in MN, ND, WI	Various	8						MN, N. Dakota, Wisconsin, scope photo
660824	Battle Creek	MI	8						8:20 a.m. EDT. A disc inclined at an angle was observed by a railroad conductor and his family for 5 minutes, using 7x50 binoculars. Super 8mm movie film reportedly was taken of the object, but the film was not made available for study. (NICAP report form.)
661112	Montevideo, Buenos Aires	S.America	8						Local astronomer took twelve slides of the sun and a saucerlike object was visible in the foreground. (See Dec. 19, Dept. of State AIRGRAM)
661218	E Lake Tiorati (Bear Mtn. State Park)	NY	8			BBU			silver-brown domed-disc, wobbling, noiseless
670109	Lake St. Clair	MI	8						2:30 p.m. Photos by Grant and Dan Jaroslaw, Mt. Clemens, Michigan, four Polaroids depicting a flying saucer. The boys claimed that they observed the saucer pass over low and silently not far from their home. The object remained in view for ten minutes, after which they reported seeing an Air Force helicopter give chase. Dr. Hynek examined the photos and stated in a Detroit News article that there appeared to be no indication of a hoax. Unfortunately, it was. In 1976 the Jaroslaw brothers admitted to perpetrating the prank.
670119	Milan	IN	8						3:00 p.m. A photograph was reportedly taken of a UFO by Reed Thompson, a 15-year-old boy from Milan. The town constable stated that the boy was reliable and said that he had seen the photo himself. (Ridge, APRO & NICAP files)
670124	Yorba Linda	CA	8						5:25 p.m. PST. A 14-year-old boy saw and photographed a metallic-appearing object shaped like a top hat with four legs projecting from the bottom. (Hall, 2001, pp. 286-87, from "The Yorba Linda Photograph" in Flying Saucer Review, Special Issue, Nov. 1967, pp. 26-35.)
670200	Zanesville	OH	8						Ralph Ditter, a Zanesville, Ohio barber took two photographs of this unknown object. Ditter was an amateur astronomer, and avid sky watcher. He made the two photos available to the press. Later found to be a hoax.
670202	Lima	Peru	8						This is the only surviving photo of the funnel-shaped flying object that paced the Fawcett Airlines DC-4 passenger liner in flight from Piura to Lima on February 2, 1967, at 06:30 P.M. One passenger, who insisted on remaining anonymous, succeeded in saving his film from which this single photograph was made.

670208	Newbury	MA	8						2:00 p.m. EST. A commercial photographer and his son saw two silvery cigar-shaped objects that flew in a straight line, then separately zoomed up and away. A photo was taken but shows little. (A. Collis, USNR retired, letter in NICAP files.)
670226	Oxford	MA	8						6:30 p.m. EST. Five people, including a newspaper reporter, saw a bright amber oval which at times turned red. The object alternately hovered and moved at high speed. According to the story, the reporter took a photograph of the object. (Worcester Evening Gazette, 2/27/67, copy in NICAP files.)
670300	Yungay	Peru	8						March 1967; Yungay, Peru
670309	Moline	IL	8						Policeman spotted two UFOs in the afternoon. Police officer William Fisher said he was riding his motorcycle on patrol when he spotted a boxcar-sized object hovering at about 3,000 feet. Fisher took color motion pictures of the objects, one frame of which is displayed at the top of this page. (NICAP & MUFON files)
670309	Plain City	OH	8						8:30 p.m. EST. Two men saw a cigar-shaped object with flashing red, blue, and green body lights. Something was attached to its underside. The object moved slowly, then accelerated and sped away and disappeared to the southeast after 30 minutes. The report said that a Polaroid photo was taken. (Columbus Dispatch, Ohio, 3/10/67, copy NICAP files.)
670316	Montevideo	Uraguay	8						Daytime. Personnel of Antares astronomical observatory saw an oval object with dark colored dome and an open hatch in the middle. Numerous color and black-and-white photographs were reported to have been taken and offered for sale. (El Universal, Caracas, Venezuela, 3/18/67, copy in NICAP files.)
670322	Yungay	Peru	8						5:30 p.m. Hundreds of Yungainos and tourists, were reportedly visited by two UFOs. They flew over the snow covered Huascaran mountains and the city of Yungay-Peru. Photo by: Augusto Arrando.
670327	Picaco Park	NM	8						Photograph. No other information available at this time.
670511	Torrance	CA	8						This picture, although a fairly clear shot, does not have a lot of details. Taken on a Saturday night, a group of pals, Allen, Bobby, Rick, and Danny were hanging out when they saw this object that "glowed reddish-white." One of the boys had a camera, and allegedly took this photo.
670618	Woodsocket	RI	8						The photo actually appears to be from a much earlier time period as it has a strange resemblence to an Adamski ship of the 1950s. Probable hoax.
670627	Wichita	KS	8						Wichita, KS
670703	Calgary, Alberta	CAN	8						Dr. J. Allen Hynek stated: "best daylight disc photograph I have personally investigated. That says it all! Warren Smith and two of his friends were returning from a weekend prospecting trip when they spotted the object. Smith grabbed the camera, and took two photos of the object. Definitely one of the best of the early days.

670718	Rome	Italy	8						10:00 a.m. Drew Wright took this picture. "I had a terrible hangover from all the cheap red wine I had imbibed the night before, my first night in Italy. As I saw the "thing," some local boys were saying "il disco," and pointing skyward. I snapped this quick shot before it vanished. I never made it to the Sixtine Chapel."
671106	Treysa	Germany	8						3:30-5:45 a.m. LT. Five UFOs were reported hovering over Hartdurg area. Two of the UFOs were approximately 15 to 20 feet in diameter and three were approximately eight to ten feet in diameter. All of the UFOs were of a red and white color with a green fringe. Witness photographed the UFOs on color film and submitted the unprocessed film to the Military Police. (NARA-PBB92-607)
671123	Zagreb	Yugoslavia	8						Picture taken by Farcich Zoran, near Zagreb.
681028	Minot	ND	8						photo from missile crew, RV
700627	Rio de Janeiro	Brazil	8						Domed disc on ocean surface, two humanoid figures visible, took off in an arc, headed out to sea (UFOE II, Section V).
710816	Aldrich, Staffordshire	UK	8						2:30 a.m. The constabulary (police) station received a phone call at 2:30 a.m. that an unidentified object was hovering over a garage. Constable Leslie G. Leek and Constable Ian Barnes responded, arriving in time to see the object. They took 12 photographs of the object (bright luminous, shape undefined) as it slowly ascended. (Staffordshire County and Stoke-on-Trent Constabulary Report, Aug. 19, 1971, filed by Constable Leslie G. Leek.)
710904	Lake Lago de Cote	Costa Rica	8						Lake Lago de Cote, Costa Rica
730920	In Space	In Space	8						Skylab III's crew photographed a strange red object not more than 30-50 nautical miles from them
730200	Wood River Junction	RI	8						More than 250 people have reportedly have seen the object since it was first sighted in February. The UFO has been observed by many residents hovering soundlessly at tree at tree-top level for minutes at a time before disappearing. Many have claimed the object is huge, with estimates ranging from "bigger that a car" to 1/2 the size of a house. (Reference: UFO INVESTIGATOR, May 1973, page 2)
730208	Conejo	CA	8						Youths photographed disc-shaped object, analysis supported authenticity (UFOE II, Section VII)
730307	City not noted	SC	8						South Carolina
730920	In Orbit	Skylab	8	I	5				Skylab III Photo Incident
731017	Elkhorn	WV	8						Pulsating object photographed during sighting wave (UFOE II, Section VII).
740323	Albiosco	France	8						Albiosco, France
740505	Lincolnshire	IL	8						Six photos taken. Boys sight UFO, Hynek called in. (Review Vernon, IL, May 23, 1974 clipping)
740717	Beloite	Yugo	8						Yugoslavia

750101	Quintanaortuno	Spain	8						6:25 a.m. Four soldiers at a military base saw a luminous yellow-white cone-shaped object descend at a high rate of speed and hover near their car. The object went dark. Soon four more UFOs appeared, forming a row "emitting jets of white light downward." Traces were found and photographed at the site. (Sources: Vicente-Juan Ballester Olmos, Catalogue of 200 Type-I UFO Events in Spain and Portugal, case 199; Skylook, April 1975, p. 1).
750102	Kauai	HI	8						Photo of Saturn-shaped object with squarish ring, similar to July 7, 1989, case (NICAP UFO Evidence II, Section VII).
750105	Brownstown	IL	8						2:30 p.m. 15-year old David Mahon was behind his house photographing his dog when he heard a loud drone and saw a black disc-shaped object passing over. He took 5 photographs; then he felt himself drawn upward, & lost consciousness. (Humcat 1975-2. Source: Eileen Sperber & David Shert, Type: G High Strangeness Index: 8 Reliability of Source: 7) [Comments: This case appears to have been an early abduction that maybe was not thoroughly investigated. Hypnotic regression might have revealed more of what occurred to Mahon.]
750318	Hamilton, Ontario	CAN	8						Hamilton, Ontario, Canada
750512	Howrah	Tasmania	8						4:10 p.m. A solid looking flying object, trailing exhaust, flew northeast through the sky. The UFO changed shape and then made a ninety-degree turn. A movie film was made of the UFO. (Source: Richard Hall, Skylook, December 1975, p. 15).
750702	Unknown City	HI	8						Photos of Saturn-shaped object, very similar to Hamazaki videotape of July 6-7, 1989 (NICAP UFO Evidence II, Section VII).
750926	Asservent	France	8						9:30 p.m. A very large disc-shaped object was watched by some 12 witnesses. This disc was only 20 meters from the ground. A cone-shaped object detached from it and rose vertically. Eight photographs were taken. (Source: Richard Hall, Skylook, May 1976, p. 9).
760131	Eglin AFB	FL	8						4:30 EST (3:30 CST). UFOs were spotted over the base's Armament Development and Test Center, just like it happened in Loring AFB in 1975. This 31 jan 1976 NMCC memo dated the same day at 1400 EST states: 1. At 310805 received phoncon from AFOC: MG Lane, CG, Armament and Development Test Center, Eglin AFB, Florida called and reported a UFO sighting from 0430 EST to 0600 EST. (NMCC) (Actual FOIA document)
760225	Location unknown	MT	8						8:30 p.m. UFO photos, daylight sighting. (UFO 66 NIDS)
760312	Paso Fondo	Brazil	8						Paso Fondo, Brazil
770101	Leca de Palmeira, Oporto Province	Portugal	8						9:00 PM. A TV crew filmed a UFO. It made a sound like an electric motor.
770116	Moscow	Russia	8						On a clear and cloudless morning a giant flying saucer appeared over the southwestern part of Moscow, Russia. It was photographed as it hovered for more than an hour. (Source: Paul Stonehill, The Soviet UFO Files, p. 69).
770310	Indianapolis	IN	8						4:00 PM. Hoax photo. (APRO Bulletin)
770621	Centeno	Arg	8						Centeno, Argentina
770726	Maldonada	Uraguay	8						Maldonada, Uraguay

771000	Fostoria	OH	8						Evening. CE-1 from train. looked like 90' diameter "birthday cake". (MORA)
781211	Avellino	Italy	8						A police trooper took a photograph of a round, possibly disc-shaped object that was directing an intense beam of energy at the ground. The photograph, taken from a highway patrol car, shows a black dot on white background.
781231	South Island air space	NZ	8						Early morning hours shortly after midnight, a famous motion picture film was taken by a news crew while flying off the eastern coast of South Island, New Zealand near the town of Kaikoura. The luminous UFO was seen by everyone on board the aircraft and was tracked by radar at the same time.
790716	Great Bear Lake, NWT	Can	8						A flat metallic disc with rivets visible was seen by two men fishing on Great Bear Lake. They were able to take 12 photographs of the object as it passed over their boat. Reportedly a wristwatch being worn by one of the men malfunctioned.
800404	Charleston	SC	8						Charleston, SC
800716	Pecos	NM	8						A Civil Air Patrol cadet along with several other witnesses observed a dull metallic, circular object maneuvering near Pecos, New Mexico. The cadet got closer to the object after it landed in a nearby clearing and took some photographs. He then observed a human looking figure dressed in a metallic suit emerge from the object and walk a few feet away from it.
801227-30	Rendlesham	UK	8						Air Force security police encounter with landed craft in Rendlesham Forest, physical evidence (section II).
810125	Chatsworth	CA	8						Hovering cigar- or spindle-shaped object, disc with dome, darting motions, numerous photographs taken (section VII).
810718	Patras	Greece	8						Two students in Patras, Greece took a photograph of a silver, saucer-shaped object performing maneuvers over some nearby islands.
810724	Zigong, Henan Province	China	8						A huge silent disc-shaped UFO was seen for three to ten minutes by thousands over Ningsia, China. It flew at a very high altitude and left a spiral trail. It made no sound. Photographs of the object were taken, and several drawings were published.
811100	Hessdalen	Norway	8						Localized concentration began, continuing off and on for several years. Many structured object cases, photographs (January-February 1984).
811008	Vancouver Island, B.C.	CAN	8						Daylight disc photo (section VII).
811121	Naveksvarn (west of)	Sweden	8						Mid-afternoon. An eight-meter wide red disc, giving off a weak blue glow, flew at treetop level west of Naveksvarn, Sweden towards the east. Photographs were taken. (Source: AFU Sweden).
821231	Kent Cliffs	NY	8						In the lower Hudson River Valley a police officer and his wife spotted a delta-shaped UFO making a faint, low frequency hum. The colored lights on the object switched off and three bright white lights lit up the ground. He was able to shoot some movie film of the UFO, but the images are of low quality
831107	Skipton, North Yorkshire	UK	8						Police Sgt Tony Dodd's Experience
840505	In Space by the ultra-sensitive orbiting USDSP satellites	In Space	8	I	5		**NC**		DSP Satellite Tracks Fast Walker

840724	Brewster	NY	8						10:20 PM. A videotape was made by a Mr. Pozzouli of a ring of lights in the dark sky over Brewster, New York in the Hudson River Valley, suggesting a dark circular, ellipsoid, or disc-shaped object.
870823	Corydon	IN	8						Corydon, Indiana
871111	Gulf Breeze	FL	8						First five photos reported taken by builder Ed Walters (section VII).
890706	Hakui City	Japan	8						Videorecorder film taken of a white, Saturn-shaped object with squarish ring that changed direction, rose at a steep angle at high speed (section VII).
890810	Estepona	Spain	8						Videotape taken of hovering object that rotated, split in two, then faded or "dissolved." (section VII).
900118	Gulf Breeze	FL	8						Dark round or oblong object with red body light photographed by several people
900404	Petit-Rechain	Belgium	8						Belgium, triangle
910919	Medjugorje	Yugoslavia	8						merican tourist took photo of church, unexplained image showed up in picture when developed (section VII).
910915	In Space	In Space	8						STS-48 Images
910930	Las Vegas (near)	NV	8						Nellis Video
940000	Australia	AU	8						1994; Australia
940000	Las Vegas (near)	NV	8						Nellis AFB Video
940831	Mongo	IN	8						Mongo Photos
961201	In Space	In Space	8						STS-80 video, Shuttle Columbia
970806	Mexico City	Mexico	8						Mexico City video

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
421009-10	Unknown City	Guadalcanal	9	R	5				During the Guadalcanal invasion U.S. Navy fleet radar detected an incoming unidentified object which also was observed through binoculars. (Ref. 3; MUFON UFO Journal, No. 185, July 1983; tape-recorded witness interview.)
450000	Hanford Nuclear Plant	WA	9	R	5		NC		Hanford Nuclear Plant, Washington, (M)
450000	Okinawa (near)	Guam	9	R	5				Nr. Okinawa, G
450300	Admiralty Islands (near)	At Sea	9	R	0				**(IFO-Venus)** Sailors and Marines on the Battleship U.S.S. New York near the Admiralty Islands at 1:00 p.m. saw through binoculars and radar detected an object hovering overhead at about 20,000 feet. (Ref. 3; MUFON UFO Journal, No. 203, March 1985.)
450700	Hanford AEC Plant	WA	9	R	5		NC		UFO over AEC plant tracked by radar, F84's scrambled
470116	North Sea, 50 miles from Holland	At Sea	9	R	5	BBU			10:30 p.m. (GMT). RAF pilot of Mosquito pursued unidentified radar target
470117	North Sea, 50 miles from Holland	At Sea	9	R	5	BBU			10:30 p.m. (GMT). RAF pilot of Mosquito pursued unidentified radar target
470701	White Sands	NM	9	R	0		NC		This alleged incident is listed for-the-record only and has been declared a hoax.
470701	Chitose AAB, Hokkaido	Japan	9	R	5				GCA Unit Tracks UFOs
4708Late	Holloman AFB	NM	9	R	5	BBU	NC		tracked stationary target at 200 miles altitude using a modified CPS-4 radar
470828	Fukuoka	Japan	9	R	5				Target Tracked In A Climb
470916	Fukuoka	Japan	9	R	5				Radar Tracks Incoming Object
480500	Oxford/Bicester	England	9	R					100' Oval with Three Bumps Tracked By Radar
48Summer	Goose Bay, Labrador	CAN	9	R	5				UFO tracked on radar at 9,000 m.p.h. [UFOE,VIII]
481015	Fukuoka	Japan	9	R	5	218			Japan, A,V 6 interceptions of objects tracked on airborne radar
481029	Goose Bay AFB, Labrador	CAN	9	R	5	BBU			slow moving unidentified targets were tracked at low altitude
481030	Gray's Harbor	WA	9	R	5	BBU			Kunsman. (McDonald list; FUFOR Index) ADC Directs F-82 to 10-20 Egg-Shaped Objects
481031	Goose Bay AFB, Labrador	CAN	9	R	5	BBU			(53.33° N, 60.41° W). (McDonald list)
481101	Goose Bay AFB, Labrador	CAN	9	R	5	BBU			(53.33° N, 60.41° W). (Ruppelt manuscript) G 600 MPH Track
481106	Wakkanai	Japan	9	R	5	BBU			(45°26' N, 141°43' E). (McDonald list) Target Circles Radar Site
481123	Munich	West Germany	9	R	5	BBU			Furstenfeldbruck AFB reddish star-like object G,V
490105	Sea of Japan	Japan	9	R	5				Unknown Object On Radar in Far East
490521	Hanford AEC plant	WA	9	R	5	BBU	NC		silvery disc-shaped object hovering over Hanford - F-82/RV Case
49Fall	Key Atomic Base	NM	9	R	5		NC		Five Objects Cross Radarscope At Key Atomic Base
500112	Gulf of Mexico (SW of Florida)	At Sea	9	R	5	BBU			at 24° 0' N, 85°20' W. (McDonald list) B-29 Radar Tracks Objects
500122	Kodiak NAS	AK	9	R	5	BBU			USN P2V3 Patrol Plane and USS Tillamook Encounter "threatening" Radar Target and E-M
500114	Key West	FL	9	R	5				F6F Picks Up Object Tracked By Gnd Radar At 480 MPH
500115	Key West	FL	9	R	5				UFO Tracked By Gnd Radar Nr. Two F6F Aircraft
500301	Knoxville	TN	9	R	0				Radio amateur tracks UFO with radar
500308	Dayton	OH	9	R	5				Three Aircraft Spot UFO / Radar Track At ATIC
500309	Selfridge AFB	MI	9	R	5	BBU			Selfridge AFB, Michigan, G,V,A air defense ground radar trackings of an object erratically varying height & speed

500327	Motubu Peninsula	Okinawa	9	R	5	678			tracked stationary target on radar at 18 miles range for 10 mins
500428	Wakkanai (About 2 miles W of)	Japan	9	R	5	BBU			Unidentified Target Tracked / F-80 Intercepts
500519	Honshu (100 miles E of)	Japan	9	R	5	BBU			Triangular Object Tracked By Gnd Radar & Observed By F-80
500630	Dartmouth, NS	CAN	9	R	5				Royal Canadian NAS, G,V Navy Men Report Radar Contact
500707	Weisbaden	Germany	9	R	5				GCA Scope Notices Targets Near Aircraft
500711	Osceola (near)	AR	9	R	5	BBU			USN pilots of 2 planes saw a domed disc A,V
500814	Cromer (10 miles N of)	UK	9	R	5	BBU			Neatishead radar tracked an unidentified aircraft
500830	Ernest Harmon AFB, Newfoundland	CAN	9	R	5				a black or dark round object
500921	Provincetown	MA	9	R	5	809			SCR-615B Tracks UFO (BBU 809)
501012	Knoxville	TN	9	R	5	BBU	NC		Military Radar at Knoxville Tracks Eleven Objects
501016	Oak Ridge	TN	9	R	5		NC		Security Guards Report Spinning Object/ Radar Detects UFO
501024	Oak Ridge	TN	9	R	5		NC		Assistant Chief of Security sees UFO and radar tracks at Knoxville
501110	South Ruislip	UK	9	R	5	BBU			(McDonald list) Uncorrelated Targets Comparable to B-29
501114-15	Key West	FL	9	R	5	BBU			(24.58° N, 81.80° W). (McDonald list)
501129-30	Knoxville	TN	9	R	3	BBU	NC		Radar jamming and radiation at AEC plant (Nov 29-30)
501206	Northeastern U.S	Various	9	R	5		NC		Radar-Inspired National Alert
501214	Knoxville	TN	9	R	5		NC		Radar Targets Over AEC Plant
501220	Oak Ridge	TN	9	R	5	BBU	NC		Another Radar Sighting / Small Smoke Cloud
510000	in airspace over	Korea	9	R	5				UFO Circles Fleet of Fourteen Ships / Tracked By Radar
510121	Oakridge	TN	9	R	5	BBU	NC		F-82 Attempts Intercept of UFO Over AEC Plant / Radar
510124	Westover AFB	MA	9	R	5	BBU			(McDonald list; FUFOR Index) Three Uncorrelated Targets Like A B-36
510126	Sea of Japan (off coast of South Korea)	At Sea	9	R	5	BBU			Radar tracking of unidentified target at 3,000 knots
510215	Sea of Japan (off coast of South Korea)	At Sea	9	R	5	BBU			Radar tracking of unidentified target at 12,000 - 14,000 mph
510300	Off Cape May	NJ	9	R	5				U.S.S. Dyess Tracks Object at 3,000 MPH
510309	Tsushima Island (about 20 miles SE of)	Japan	9	R	5	BBU			Radar tracking of unidentified target at 3,350 mph
510400	E. coast of Korea	Korea	9	R	5				U.S.S. Princeton Tracks Fast-Moving Targets
510414	Yellow Sea	At Sea	9	R	5	BBU			Radar tracking of unidentified target at 3,755 mph.
510701	Seoul	South Korea	9	R	2	BBU			Several Pilots Saw Fireballs (Probable IFO)
510714	Holloman AFB	NM	9	R	5	BBU	NC		White Sands Radar / Visual (McDonald list; FUFOR Index)
510723	March Field	CA	9		5				Radar-visual sighting of silvery object circling high above aircraft. [VIII]
510730	Selfridge AFB	MI	9	R	5	BBU			(McDonald list; FUFOR Index) CPS-6B Picks Up High Speed Object
510821	Sea of Japan	At Sea	9	R	5	BBU			(at 41°55' N, 133°52' E). 12:05 p.m. Radar tracking of unidentified target
510826	Larson AFB	WA	9	R	5	BBU			Two Radars Track 900 MPH Target
510900	Prom. E. Coast AF Base	unknown	9		5				Sept of 1951 to Nov of 1952, Prom. E. Coast AF Base, G
510909	50 miles off coast of North Korea	At Sea	9	R	5	BBU			radar tracking of multiple unidentified targets at 900 mph
510910	Fort Monmouth	NJ	9	R	5				The Fort Monmouth Radar Incident
510910	Sandy Hook	NJ	9	R	5	BBU			The Sandy Hook / T-33 Incident
510913	Goose Bay AFB, Labrador	CAN	9	R	5	969			Two GCA operators observed what appeared to be three targets on the PPI (Plan Position Indicator) scope. (See report and reference to an attached photo on NARA-PBB89-1203)
510917	Hudson Strait to Baffin Island	CAN	9	R	5	BBU			B-36 Radar Picks Up Object Seen Visually

510918	ADC radar sites, Mich, Wisc, Minn	various	9	R	5	BBU			6,000 MPH Targets Tracked By Radar In Three States
510923	March AFB	CA	9	R	5				Swept Wing Aircraft At Above 50,000' / Tracked By GCI
511007	Honshu	Japan	9	R	5				CPS-5 Established Radar Contact With UFO
511003	Kadena AFB	Okinawa	9	R	5	984			large, sausage-shaped blip on radar
511007	Honshu (a few miles off the coast)	Japan	9	R	5	BBU			radar tracking of unidentified target at 420 mph
511018	Over Yellow Sea	At Sea	9	R	5				Craft With Sweptback Wings Tracked By Radar
511021	North Truro	MA	9	R	5	BBU			(McDonald files; Jan Aldrich; FUFOR Index)
511022	North Truro	MA	9	R	5				Radar Tracks Near Truro
511124	Selfridge AFB	MI	9	R	4				Radar Rumor /Radar Ceases Operation & Antenna Moves
520000	Albuquerque	NM	9		5		NC		Summer, 1952; Secret fighter base, Albuquerque, NM, G,V
520000	MacDill AFB	FL	9		5				Summer of 1952; MacDill AFB, Florida, G,V
520122	Nenana (E of)	AK	9	R	5	BBU			radar operator at ADC tracks object Alaska, G,A
520202	Pusan (40 miles E of)	South Korea	9	R	5	BBU			Radar track of 767 mph unidentified target
520213	Granite City	IL	9	R	5	BBU			The 3903rd Radar Bomb Scoring Group observed an unusual radar return while attempting to score a bomb run (McDonald list; BB Rpt 6)
520216	Pusan (60 miles E of)	South Korea	9	R	5	BBU			Large Target Tracked By GCI CPS-5
520222	Key West	FL	9	R	5				Ground/Visual
520227	Ft. Stockton	TX	9		5	BBU			B-29 and radar (McDonald list; BB Rpt 5)
5203xx	Finland AFS	MN	9	R	5				CPS-3 Tracks "Unknown Or Flying Saucer"
520313	Keflavik	Iceland	9	R	5				Eight Radar Tracks by GCA Team
520322	Yakima (20 miles S of)	WA	9	R	5	1076			F-94 Crew Made Two Sightings / Gnd Radar Track
520324	Point Conception (60 miles W of)	CA	9	R	5	1077			Airborne Radar Tracks 3,000 MPH Object
520326	Fort Stockton	TX	9	R	5	1079			(Now an IFO) B-50 Radarscope / Scope Photos (Downgraded)
520404	Duncanville	TX	9	R	5	1095			Secret Report: Unidentified Radar Return (BB 1095)
520413	Moriarty AFB	NM	9	R	5	BBU	NC		CPS Tracks Silver Disc
520417	Alaska	At Sea	9	R	5		NC		Another Radar-Inspired National Alert
520418	Kyushu (50 miles northwest of)	Japan	9	R	5	1130			Object Tracked At 2,700 MPH (Berliner; FUFOR Index)
520420	Toronto (west of)	CAN	9	R	5				Pilot Tracks 11 Objects on radar
520430	Moriarty AFB	NM	9	R	5	BBU	NC		radar tracking of 4,000 mph first
520500	NAS, Willow Grove	PA	9	R	5				Target Follows Sweep
520501	George AFB	CA	9	R	5	1176			5 flat white discs about the diameter of a C-47's wingspan
520525	Tierra Amarilla AFS	NM	9	R	5				Unknown Tracked At 1800 MPH
520526	unknown location	North Korea	9	R	5	BBU			bright white object that accelerated to high speed and tracked by ground radar. (Weinstein; FUFOR Index)
520529	near the Florida Keys	at sea	9	R	5				Carrier Oriskany OSI Report Describes Domed Discs & Radar Track
520531	Chorwon (South of)	Korea	9	R	5	BBU			multiple sightings, RV
52Summer	Kirtland AFB, Albuquerque	NM	9		5				Famous F-86 shooting incident. Date unknown. Case report destroyed.
52Summer	MacDill AFB	FL	9	R	0				USAF Colonel, B-29 pilot investigated radar target, saw glowing ellipse which reversed direction and sped away. [UFOE, III]
520601	Los Angeles	CA	9	R	5				Radar Tracks Object Which Suddenly Climbs To 55,000 Feet
520603	Chicago	IL	9	R	5				Ten Targets With Gnd Radar / No Visuals By Jets
520612	Marrakech	Morocco	9	R	5	1270			unidentified target at 650 knots at 60,000+ ft altitude
520619	Goose Bay AFB, Labrador	CAN	9	R	5	1308			One red light turned white while wobbling. Radar tracked a stationary object G,V

520621	Oakridge	TN	9	R	5	BBU	NC		Radar Visual Near AEC Plant
520623	Kirksville	MO	9	R	5	BBU			(Case missing) Seven ADC Men Track 3,600 MPH Target
520701	Fort Monmouth	NJ	9	R	5	BBU			2 big lights about 20 ft diameter fly straight and level, G,V
520710	Korea (near)	Korea	9	R	0				Navy Destroyer Observes Two Discs / Tracks On Radar
520712	Arlington	IL	9	R	5				F-86 On Scramble Mission / Strange Radio Transmission
520712	Williams Bay	WI	9	R	5				radars had picked up strange objects in several areas heading west and north at different altitudes, 3000 mph and above.
520712	Kirksville	MI	9	R	5	1436			several big radar blips tracked at 1,500 knots
520712	Williams Bay	WI	9	R	5				Three Radars Track Objects At High Speed
520712	Belleville	IL	9	R	5				Five Radar Tracks In 50 Minutes
520713	Fordland	MO	9	R	5				Very Large Object Tracked, No Visual
520713	Osceola	WI	9	R	5				Eleven UFOs Tracked On Radar
520714	Holloman AFB	NM	9	R	5				strange red and green lights slowly rolling between the aircraft
520719-20	Washington	D.C.	9	R	5	BBU			Washington National Airport Air Route Traffic Control radar tracked the UFO to within about 4 miles of the airport **(1st event)**
520720	Andrews AFB	MD	9	R	5				Air Force radar tracked up to 10 UFOs for 15-20 minutes
520720	Andrews AFB (2)	MD	9		5				Air Force radar tracked up to 10 UFOs for 15-20 minutes
520720	Andrews AFB (3)	MD	9	R	5				Air Force radar tracked up to 10 UFOs for 15-20 minutes
520720	Herndon	VA	9	R	5				Airlines Flight Visual / Ground Radar Tracks
520721	Dobbins (Turner AFB)	GA	9	R	5	BBU			Blip Makes Passes On Wind-Finding Target
520721	Dobbins (Turner AFB)	GA	9		5				Dobbins AFB, Georgia, G
520721	Beluga Lake	AK	9	R	5				Aircraft Has Radar Contact But No Visual
520722	Boston (near Braintree between Provincetown and)	MA	9	R	5	1556			F-94B Chases Object / With Airborne radar Tracking
520723	Jamestown	RI	9	R	5	BBU			USN radar tracked high speed target heading N at 42,000 ft
520723	Jamestown	RI	9	R	5	BBU			Jets Scrambled Again / High Speed Target At 42,000'
520723	Trenton	NJ	9	R	5	1572			Crews of several USAF F-94 jet interceptors saw 13 visuals
520723	Santa Cruz	CA	9	R	5				"Possible GCI Sighting" of Circular Lights
520723	Braintree	MA	9		5				G,A,V
52Summer	MacDill AFB	FL	9	R	5				USAF Colonel, B-29 pilot investigated radar target, saw glowing ellipse which reversed direction and sped away. [UFOE, III]
520724	Elmendorf AFB, Anchorage	AK	9	R	5	BBU			(FUFOR Index) F-94 Makes Radar Contact
520724	MacDill AFB	FL	9	R	5				USAF Colonel, B-29 pilot investigated radar target, saw glowing ellipse which reversed direction and sped away. [UFOE, III]
520725	Osceola	WI	9	R	1				Ground Radar and Air Visuals
520726	Hampton (and between Newport News and Langley AFB)	VA	9	R	5	BBU			Navy Ground Radar / & Airborne Radars Track UFOs
520726	Williams	CA	9	R	5	BBU			F-94 Intercept With ADC Detection
520726	Langley AFB	CA	9	R	5				At 1450 hours an unidentified target was observed on a radar scope. The target stopped and hovered for 2 minutes and then resumed its flight at an extremely high speed.
520726-27	Washington - Andrews AFB	D.C.	9	R	5	1661			Andrews AFB and Washington National Airport **(2nd event)**
520727	Belleville	IL	9	R	1				Four Large Objects Tracked On Ground Radar
520728-29	Port Huron (20 miles W of)	MI	9		5	BBU			Jets vectored to UFO during ECM exercise
520728	McGuire AFB	NJ	9	R	5	1707			GCA Radar/Visual Of Blip Cluster
520728	Central Michigan	MI	9		5	BBU			Radar visual that raised eyebrows

520729	Osceola	WI	9	R	5	1731			Clusters of Small Targets & One Large Target
520729	Langley AFB	VA	9	R	5	1732			2,600 MPH Target Approaches Base
520729	Washington	DC	9		5				CAA radar in the early morning tracked 8 to 12 UFOs at a time traveling about 100-120 m.p.h. in a 10-mile arc around the Nations Capital. When an Eastern Airlines pilot tried to check on the radar targets at CAA request at 3:00 a.m., he saw nothing.
520729	Port Huron	MI	9	R	5				9:40 p.m. CST an Air Force radar station plotted an unidentified target moving at 550 knots. An F-94 in the area was asked to investigate, and its airborne radar locked onto the UFO which appeared as a bright flashing colored light. The object, showing on ground radar along with the F-94, outdistanced the interceptor.
520730	Keesler AFB	MS	9	R	5				PPI Scope Of CPS-5 Tracks Slow Target
520731	Yaak (near)	MT	9						This entry has the incorrect date. Go the the entry for Sept 1, 1952
520801	Troy (near)	OH	9	R	5	BBU			Gun Camera R/V Case
520801	Dayton (WPAFB)	OH	9		5	BBU			gun-camera photos Smith/Hemer Case (M)
520801	Bellefontaine	OH	9	R	5	BBU			AF F-86's Smith/Hemer Case (M)
520803	Hamilton AFB	CA	9	R	5	BBU			August 3, 1952; Hamilton AFB, California, G,V
520805	Haneda AFB	Japan	9	R	5	1827			F-94 Pilots Tracked Object For 90-Seconds
520805-06	Washington	D.C.	9	R	5				Up to 10 Targets On Radar
520806	Andrews AFB	MD	9	R	5				Several Targets Over Andrews AFB
520806	Port Austin	MI	9	R	5	1845			FPS-3 Radar Tracks Objects At 1200 Knots
520809	Pohang (K-3 area E of)	Korea	9	R	5	BBU			fireball with stream of flame pass an aircraft
520813	Washington	D.C.	9	R	5				Multiple Targets C
520818	Duncanville	TX	9	R	5				Lights Tracked By Ground Radar (R/V)
520820	Congaree AFB	SC	9	R	5				ADC Tracks Object At 4,000 MPH
520828	Brookley AFB, Mobile	AL	9	R	5	2006			multiple red stationary and maneuvering objects
5209XX	Albuquerque	NM	9	R	5				F-86 Shooting Incident / 700 MPH Target
520901	Yaak	MT	9	R	5	2023			Radar/Visual At Air Force Radar Site (BBU 2023)
520902	Tokyo	Japan	9	R	5	BBU			(McDonald list) GCI Has Radar Targets At Two Sites
520902	Chicago	IL	9	R	5	2025			Midway Airport 40 targets flying in miscellaneous directions
520916	Portland	ME	9	R	5	2099			RV: Navy Patrol Plane Crew / Five UFOs Picked Up On Radar
520928	Goose Bay AFB, Labrador	CAN	9	R	5	BBU			Object Similar to Aircraft Tracked on GCA Radar
521015	Ashiya	Japan	9	R	5	BBU			As Many As Five Targets Observed (McDonald list)
521021	Nr. Gloucestershire	England	9	R	5				RAF Meteor VII Encounters Object Tracked by Ground Radar
521108	Tierra Amarilla AFS	NM	9	R	5	BBU	**NC**		(McDonald list; FUFOR Index) FPS-3 Tracks Maneuvering Object
521113	Opheim	MT	9	R	5	2220			tracked an unidentified target on FPS-3 radar at 158,000 ft
521125	Panama Canal	Panama	9	R	5				Two Objects Tracked By A/A Gun Radar
521130	Washington National Airport	D.C.	9		5	2253			Radar trackings similar to those of July 26, 1952
521204	Congaree AFB	SC	9	R	5				Object Tracked By AN/MPS-5 At 6,000 MPH
521206	Gulf of Mexico (89 miles S of Louisiana)	At Sea	9	R	5	BBU			tracked on radar 4 high speed targets
521210	Pope AFB	SC	9	R	5	BBU			(McDonald list) Four Radars Paint Bright Circular Object
521210	Odessa	WA	9	R	5	BBU			F-94 R/V With Round Object
521210	Hanford AEC Plant	WA	9		5	BBU	**NC**		Object appeared large, round and white with reddish light
521215	Goose Bay AFB, Labrador	CAN	9	R	4	BBU			F-94 pilot chased disc - changed from bright red to white, A,V
521215	Honshu	Japan	9	R	5	BBU			(McDonald list) Large Blip on AN/TPS Radar At 1320 MPH

521218	Itazuke AFB	Japan	9	R	5				Five Plots on AN/MPS-5
521218	Oakridge	TN	9		5		NC		Oak ridge, TN, RV
521224	Dallas (near)	TX	9	R	5				Intelligent Behavior / Object Tracked by Two Radars
521229	Chitose AFB	Japan	9		5	BBU			object emitting 3 beams of light and tracked on airborne radar
521229	Chitose AFB, Misawa	Japan	9	R	5	BBU			USAF crews of B-26 (Ashley and Wood) and F-84G (Col. Donald J.M. Blakeslee) saw object emitting 3 beams of light and tracked on airborne radar.
52WINT	Goose Bay AFB, Labrador	CAN	9	R	5				Blips Cause Scramble of F-94s
530000	Salisbury Plain	UK	9	R	5				Daytime. This incident, witnessed by none other than George Townsend Withers
530000	Yaak	MT	9		5				Summer of 1953; Yaak, Montana, G,V
530106	Dallas (near)	TX	9		5	BBU			(McDonald list; FUFOR Index)
530106	Duncanville	TX	9	R	5				Strange lighted object seen by CAA tower operator and others.
530109	Misawa AFB	Japan	9	R	5	BBU			(McDonald list) F-94 Radar/Visual of Rotating UFO
530109	Unknown Location in Japan	Japan	9		5				Japan, A,V
530123	Bergstrom AFB	TX	9	R	5	BBU			(McDonald list; FUFOR Index) Unidentified Return For 19 Minutes
530126	Continental Divide	NM	9	R	5		NC		At 2115 MST Air Force personnel stationed at an AC&W station in this area observed an aerial phenomenon simultaneously by electronic and visual means. To the naked eye the object appeared as a very bright reddish-white object estimated to be 10 miles west of the radar site
530128	Dobbins (Turner AFB)	GA	9	R	5	2365			radar tracked 3 moving targets and a stationary target
530203	Keflavik Airport	Iceland	9	R	5	2384			Radar operators tracked 4 unidentified targets
530207	unknown location	Okinawa	9	R	5	BBU			bright orange object change color to red and green at intervals
530207	Korea (near)	Korea	9		5				Korean area, G,V
530210	Misawa AFB	Japan	9	R	5	BBU			(McDonald list; FUFOR Index)
530213	Ft. Worth (Carswell AFB)	TX	9	R	5	BBU			3 bright lights of equal intensity in stacked vertical echelon formation
530217	Port Austin	MI	9	R	5	2419			object larger and brighter than a star change color
530225	Charleston	WV	9	R	5	BBU			(McDonald list; FUFOR Index) FPS-3 Sights Unusual Target
530226	Thule Air Base	Greenland	9	R	5				Prominent Blip on GCA PPI While Tracking C-124
530227	Great Falls AFB	MT	9	R	5	BBU			(McDonald list; FUFOR Index)
530314	N of Hiroshima (Sea of Japan)	Japan	9	R	5	2496			5-10 colored lights, totalling 90-100, slowly move aft, R/V
530320	Pork Chop Hill	Korea	9	R	5	BBU			AP radio news service summary of April 5, 1953, indicates that luminous objects traveling at supersonic speeds have been observed and tracked on radar within the past few days in Pork Chop and Old Baldy Hills area, Western Korean Front
530523	Cape	S. Africa	9		5				Cape, So. Africa, G
530323	Pasadena	TX	9	R	5	BBU			(McDonald list; FUFOR Index) Object On Radar 25 Seconds
530325	Rabat (Nouasseur AFB)	Fr. Morocco	9	R	5	BBU			light above at 7,000 to 8,000 ft maneuvering in spiral pattern over airfield
530412	Torbay Airport, Newfoundland	CAN	9	R	5				GCA Radar Tracks Unidentified Object
530419	Calumet	MI	9	R	5	BBU			7:19 PM (CST): Lake Superior area (McDonald list)
530512	Pacific Northwest	OR	9	R	5				Ground & Airborne Contacts / No Visuals
530523	Capetown, Union of South Africa	Africa	9	R	5				South African headquarters announced in November that on May 23, radar had tracked an unidentified object near the Cape at over 1000 mph. [Prescott Evening Courier, May 22; UFOE, VIII]
530523	Lackland AFB	TX	9	R	5				AN/FPS-3 Tracks Five Or More Targets
53Summer	Yaak	MT	9		5				Radar-visual sighting of six UFOs in formation. [UFOE, VIII]

530610-11	Goose Bay AFB, Labrador	CAN	9	R	5	BBU			radar tracks 25 separate unidentified objects near base
530618	unknown location	Iwo Jima	9	R	5	BBU			(McDonald list)
530624	Bonin Islands	Iwo Jima	9	R	5	2605			radar tracked an unidentified target that twice approached
530720	Omaha (Offutt AFB)	NE	9	R	5	BBU			(McDonald list) Rawin Crew Tracks 3 UFOs On SCR-584
530805-06	Rapid City (east of)	SD	9	R	5	BBU			pilots vectored and saw silvery object like the brightest star
530812	Rapid City	SD	9		5				Date is incorrect - see 530805-06 entry
530900	London	UK	9		5				London, England, G
530928	Palmdale	CA	9	R	5	BBU			(McDonald list) F-94C Tracks UFO at 200 Knots
531013	Offutt AFB, Omaha	NE	9	R	5	BBU			Object Detected on SCR-584
531013	Dobbins AFB	GA	9	R	5				Object At 500' On Weather RADAR
531016	Presque Isle	ME	9	R	5	BBU			(McDonald list) 25 Targets on GCA Radar
531103	London	UK	9	R	5				London, England, G,V Heavy Anti-Aircraft Regiment Tracks Huge UFO
531123	Kinross AFB	MI	9	R	5				Kinross AFB, Michigan, G; UFO Intercept/Missing F-89 Case
531203	North Truro	MA	9	R	5	BBU			(McDonald list) B-25 / (Gnd) Radar/Visual of 700 MPH Object
531203	Holloman AFB	NM	9	R	5	BBU	**NC**		(McDonald list) Four Objects Detected on Ground Radar PPI
531216	Mediterranean	At Sea	9	R	5	BBU			(McDonald list) Ground Radar Picks Up Objects
540000	White Plains	NY	9		5				August or September 1954; White Plains, New York, G,A,V
540114	Kelly AFB	TX	9	R	5	BBU			(McDonald list) One to three blips on PPI Scope with speeds of 100 to 6,000 mph in 30 mile area.
540204	Ft. Worth (Carswell AFB)	TX	9	R	5	BBU			(Shough) Radar/Visual With Two Radars
540215	Savannah River AEC (near)	SC	9	R	5	BBU	**NC**		radar tracked high speed unidentified target the size of 2 normal aircraft
540311-12	Pittsburgh	PA	9	R	5	BBU			(McDonald list) Anti-Aircraft Units Track Objects For Over 6 Hours
540506	Washington	D.C.	9		5				Washington, DC, G,V
540507	Washington (near)	D.C.	9		5				Nr. Washington, DC, G
540513	Washington	D.C.	9	R	5				Ground Visual Over WNA For 3 Hours
540514	Great Yarmouth (10 miles NNW of)	UK	9	R	5	BBU			30 ft silver or gray round object as seen from below, showing thin silhouette
540612	Baltimore & Washington, DC area	Various	9	R	5				Baltimore & Washington, DC area, G
540629-30	E of Seven Isles, Quebec	CAN	9	R	5	BBU			large opaque or black object with 6 smaller satellite objects on a horizontal line - BOAC Case (AL)
540630	Brookley AFB (Mobile)	AL	9	R	5	BBU			Object With Short Stubby Wings Tracked On Radar
540702	Walesville	NY	9	R	5		**NC**		Walesville, New York, G,A,V
540703	Albuquerque	NM	9	R	5		**NC**		Albuquerque, New Mexico, G,V
540703	Bermuda (near)	At Sea	9	R	5	BBU			radar scope photos of a geometric formation of 7 objects. G
540727	Pepperrell AFB, Newfoundland	CAN	9	R	5	BBU			Two Objects From Aircraft Radar Tracked (McDonald list)
5408xx	New York State	NY	9	R	5				Round UFO Tracked By RADAR & GOC
540828	Tinker AFB	OK	9	R	5	BBU			a triangular formation of 15 objects, tracked by ground radar
540831	Nowra	AU	9	R	5				O'Farrell Case (Sea Fury Incident), G,V
540900	City not noted	UK	9		5				England, G
540917	Rome	Italy	9		5				Rome, Italy, G,V
541005	Houston	TX	9	R	5	BBU			(McDonald list; Mary Castner/CUFOS)
531009	Dutch Islands, Harwich area	UK	9	R	5				Three UFOs Flew Over Area, Tracked on Radar
541023	Tinker AFB	OK	9	R	5	BBU			(McDonald list) FPS-10 Tracks UFO at 3200 MPH
541112	Kentucky (Indiana & Ohio)	Various	9		5				Kentucky (Indiana & Ohio), G,V
541202	Cueta	Sp. Morocco	9	R	5	BBU			Gnd Radar/ Air Visual
541223	Nogales (NE of)	AZ	9	R	5	BBU			Air Radar/Visual For 40 Minutes

550128	Fairbanks	AK	9	R	5				GCI Tracks Uncorrelated Target Over Alaska
550300	Los Angeles (SW OF)	CA	9	R	5				M-33 Radar Tracks Unidentified A/C At 2000 MPH
550320	Tokyo	Japan	9	R	5	BBU			pilots flying 2 aircraft tracked an unidentified target by airborne radar
550329	Sonoma (and Soledad)	CA	9	R	5	BBU			(McDonald list) Object Rises Almost Vertically, Blip On Radar (BBU)
550428	Dahlgren	VA	9	R	5	BBU			(McDonald list) Theodolite Tracks UFO & Radar Confirms
550513	Duluth	MN	9	R	5	BBU			(McDonald list) F-89D Locks Onto Target at 1000 Knots
550623	Utica, NY / Boston, MA	Various	9	R	5				150' Object Passes Over DC-3 Crew From Behind
550701	Sacramento	CA	9	R	5				Air/Grd Radar Tracks Vertical Descent of Silver Object
550705	Pepperrell AFB, Newfoundland	CAN	9	R	5	BBU			Newfoundland, G,V; Archie 29 KC-97 Radar Case (BBU)
550708	Augusta	ME	9	R	5				Green Object With Trail Tracked
550711	China Lake	CA	9	R	5				round reddish-orange light changing color to bright white
550823	Cincinnati	OH	9	R	5	BBU			Jet Fighters Dogfight With UFO Picked Up On Radar
550825	Fordland	MO	9	R	5	BBU			(McDonald list; FUFOR Index) Catch-Me-If-You-Can UFO on Radar
551019	Knoxville (40 miles NW of)	TN	9	R	5	BBU			(McDonald list; FUFOR Index) F-86 Unable to Close on Radar/Visual Target
551020	Minneapolis	MN	9	R	5	BBU			Object Makes 90-Degree Turns & Tracked On Radar
551206	Marianna	FL	9	R	5	BBU			MATS Pilot Tracks Unidentifed Target (BBU)
551211	Jacksonville (near)	FL	9		5	BBU			fast maneuvering orange-red round object, with ground radar tracking
551213	Caddo Lake	LA	9	R	5	BBU			B-47 Tracks Oblong Object
551217	Laguna	CA	9	R	5	BBU			(McDonald list) Radar Ops Tracked Target For 13 Minutes / Up To 3000 Knots
560000	Castle AFB	CA	9						Late 1956; Castle AFB, CA, luminous elliptical object and two F-86's, radar
560000	Modesto (near)	CA	9						Late 1956; Castle AFB, CA. Luminous ellipt. object and two F-86's
560000	North/South Dakota Airspace	Various	9	R	5				RB-36H Encounter / Gnd radar Track of UFO
560111	Wurtsmith AFB	MI	9	R	5	BBU			Culpepper and Complaer. (McDonald list; FUFOR Index) F-89 Has Radar Lock-On
560124	Wheelus AFB, Tripoli	Libya	9	R	5	BBU			(McDonald list; FUFOR Index) Object Tracked For 12 Minutes
560202	Camp Irwin	CA	9	R	5	BBU			Radar Tracks Objects In Three Instances
560212	Goose Bay, Labrador	CAN	9	R	5	3969			Green & Red Object Circles Jet, Tracked on Radar (BBU 3969)
560217	Paris	France	9		5				Paris, France, G,V
560218	Orly Airport, Paris	France	9	R	5	BBU			light red blinking light flying erratically, tracked by ground radar
560303	Spokane	WA	9	R	5	BBU			4:40 PM PST, (04/0040Z) 1st Lt. Donald A. Stoner flying an F-86D at 22,000 feet on an air defense mission saw a target on his radar that moved up the scope rapidly and faded.
560326	Westover AFB	MA	9	R	5				At 9:17 PM. A strange blip appeared on Westover tower radar scopes. Jets were quickly scrambled, then vectored toward the circling UFO.
560508	Aliquippa	PA	9	R	5	BBU			(McDonald list) RV Draws Scramble of F-86
560629	Los Angeles to San Diego	CA	9	R	5	BBU			(McDonald list; FUFOR Index) Object Tracked At 59,000'
560706	Euclid	OH	9	R	5	BBU			9:37 AM. One spherical object, large, white in color, appeared to be revolving at 5 to 6 thousand feet. Ground visual and ground radar sighting.
560717	Westover (Otis AFB)	MA	9	R	5	BBU			Uncorrelated Target Tracked At 2400 MPH
560719	Hutchinson	KS	9	R	5				July 19, 1956; Hutchinson, Kansas, G,V; NAS Tracks UFO
560726	Rio de Janeiro (USS FDR)	Brazil	9	R	5				Huge Cigar Observed & Tracked On Radar
560729	Pasedena	CA	9		5				July 29, 1956; Pasadena, California, G,V

560800	Bornholm Island	Den	9		5				August-September 1956; Bornholm Island, Denmark, G
560804	Copenhagen	Den	9		5				September 4, 1956; Copenhagen, Denmark, G,V
560810-11	Dallas (near Duncanville AFS	TX	9	R	5	BBU			McConnell. (Jan Aldrich; McDonald list; FUFOR Index) Radar / Visual With CPS-6B
560813	Lakenheath AFB, Bentwaters	UK	9	R	5	BBU			August 13, 1956; Eastern England, G,V,A
560817	Spragueville (SSW [of])	ME	9	R	5	BBU			(McDonald list) F-89 Tracks Object 500 Knots
560820	North Bend	OR	9	R	5	BBU			Camillo. (McDonald list; FUFOR Index) Object Tracked At 54,000 Feet
560822	Bornholm Island	Den	9	R	5	BBU			(McDonald list; FUFOR Index); Objects Orbiting Location & Tracked on Radar
560904	Copenhagen	Denmark	9		5				Radar tracking of several UFOs at about 1800 mph. (UFOE, VIII)
560911	Baltic Sea	At Sea	9		5				Radar sightings of “mysterious objects” during previous three weeks (Altus (Okla.) Times-Democrat; 7-11-56.) (UFOE)
561006	Wetherfield, Essex	UK	9	R	5	BBU			USAF witness Pollock. (McDonald list; FUFOR Index) GCA Targets Big As B-36's
561017	Wheelus AFB, Tripoli	Libya	9	R	5	BBU			(McDonald list; FUFOR Index) F-86's Had Radar Contact With Slow-Moving Objects
561028	Minot	ND	9		5				October 28, 1956; Minot, N. Dakota, Missile base, RV, Photo, EM
561104	Point Arena	CA	9	R	5	BBU			(McDonald list; FUFOR Index) Two Objects Tracked By Ground Radar
561108	Miami	FL	9		5				November 8, 1956; Miami, Florida, G
561111	El Toro Marine Corps Air Station	CA	9	R	5	BBU			Objects Seen & Tracked For Eight Hours
561124-25	Pierre (near)	SD	9	R	5				Ground/air/visual. Widespread UFO sightings for several days. State police chased UFO, Air Force jets scrambled. (UFOE, VII)
561125	Hot Springs	SD	9		5				November 25, 1956; Hot Springs, So. Dakota, G,A,V
561200	Far East	Asia	9		5				December 1956; Far East, A,V
561217	Itazuke AFB	Japan	9	R	5	BBU			Radar / Visual From F-86
56Late	Castle AFB, nr. Modesto	CA	9		5				Cat.9/11. Luminous elliptical object and two F-86's, radar.
56Late	Between N. Dakota and S. Dakota	various	9		5				UFO filmed by AF crew. Radar.
570207	Las Cruces	NM	9	R	5	BBU	**NC**		(McDonald list; FUFOR Index) 54 Targets / Two Ground Radars & Four Aircraft
570213	Lincoln AFB	NE	9	R	5	BBU			radar tracked several targets flying behind an airliner , G,V
570213	Marrero	LA	9	R	5	BBU			Martin (McDonald list; FUFOR Index) Nebulous Targets At High Altitude (R/V)
570213	Tierra Amarilla AFS	NM	9	R	5	BBU	**NC**		Meyer. (McDonald list; FUFOR Index) Two Objects On AN/FPS-3
570214	Stead AFB	NV	9	R	5				Two Radar Sites Track UFOB
570227	Castle AFB	CA	9	R	5	BBU			(McDonald list; FUFOR Index) 6,000 MPH Objects On Three CPN-18 Radars
570322	Long Beach-Los Angeles Airport	CA	9	R	5	BBU			(McDonald list; FUFOR Index) Rectangular Targets Tracked On Radar? Maybe Not.
570322	Long Beach-Los Angeles Airport	CA	9		5	BBU			At 11:55 p.m., two objects then one were picked up on radar at Los Angeles International Airport. The targets were rectangular and the size of a conventional target.
570404	Wigtownshire, Scotland	UK	9	R	5				Three Radars Track Maneuvering UFO
570429	English Channel	UK	9	R	5				Mysterious Objects Sighted Over English Channel
570520	East Anglia	UK	9	R	5				Milton Torres / Intercept Mission
570529	Houma	LA	9	R	5	BBU			(McDonald list) AN/MPS-7 Tracks Object at 100,000'

570530	Detroit	MI	9	R	5	BBU			(McDonald list) Blip Size of Two Aircraft
570603	Shreveport (near)	LA	9		5	BBU			Shortly after takeoff from Shreveport Airport a small light was visible nearby, G,V
570607	New Jersey & Atlantic coast	various	9		5				New Jersey & Atlantic coast, G
570614	McChord AFB	WA	9	R	0	BBU			(McDonald list; FUFOR Index) One Vertical Descending Radar Target
570616	Las Vegas	NV	9		5	BBU			radar tracked an inbound target at average speed of about 6,200 mph for 48 secs
570617	Gulfport	MS	9		5	BBU			radar-transmitting UFO which correlated with visual of brilliant white-red light
570716	Las Vegas	NV	9	R	5	BBU			radar tracked an inbound target at average speed of about 6,200 mph for 48 secs [?] when it "stopped abruptly" and "remained stationary" for 12 secs
570717	Mississippi, through Louisiana and Texas and into Oklahoma	Various	9	R	5				South-Central States, RB-47 case (M)
570718	Mt. Lemmon	AZ	9	R	5	BBU			height-finder radars tracked a stationary target at 42,000 ft
570725	Niagara Falls	NY	9	R	5	BBU			CPS6 ADC Radar Tracks Brilliant White Light
570803	San Francisco	CA	9	R	5	BBU			radar detected a target on IFF Mode 2 transponder only
570807	Piqua (area)	OH	9	R	5				Sightings Over Wide Area / Radar Track In Ohio
570822-23	Cambria AFS	CA	9	R	5	BBU			(McDonald list; FUFOR Index) Radar/Visual; F2H Fighter & FPS-6 Radar
570827	Dry Tortugas	FL	9	R	5	BBU			Crew of aircraft saw object/ bright red to reddish-yellow pulsating light
570830	Chesapeake Bay, nr. Norfolk	VA	9	R	5				Two Aircraft Observe Object / Excellent Blip On Radar
570912	Tulsa	OK	9	R	0	BBU			(McDonald list; FUFOR Index) APS-64 Tracks Object At 24,000 MPH
570920	Montauk	NY	9	R	5	BBU			High speed 2,300 mph radar target at 50,000 ft altitude tracked/ multiple radars
571019	Mildenhall	UK	9	R	5	BBU			(McDonald list) Targets on Lakenheath Radar (BBU)
571021	RAF Gaydon (Warwickshire)	UK	9	R	5	BBU			Meteor Jet Almost Collides With Object
571022	Wiesbaden	Germany	9	R	0	BBU			(McDonald list; FUFOR Index) AN/TPS-1D Tracks Object Three Times
571104	Kirtland AFB, Albuquerque	NM	9	R	5		NC		Egg-shaped UFO hovers over base
571105	Eglin AFB	FL	9	R	5	BBU			(McDonald list) AN/FPS-16 Tracks at High Altitude
571105	Selma	AL	9	R	5	BBU			3 USAF pilots at Selma saw a bright object flash from S to N; The CG Cutter Sebago Case
571105	Gulf of Mexico	At Sea	9	R	5				The Coast Guard Cutter Sebago Case
571106	Cannon AFB	NM	9	R	5				17 Targets of Slow-Moving Object
571106	Laredo AFB	TX	9	R	5	BBU			(McDonald list) GCA Picks Up More Than Seven Targets
571106	Whiteman AFB	MO	9	R	5	BBU			Whiteman AFB, Missouri, G , (McDonald list)
571114	Rothwesten	West Germany	9	R	5	BBU			Numerous Targets Tracked (McDonald list; FUFOR Index)
571121	Houma	LA	9	R	5	BBU			(McDonald list) Huge Target Picked Up On Three Radars
571123	Joliet	IL	9	R	5	BBU			(McDonald list; FUFOR Index) Radar Contact On Visuals By Five Pilots
571125	Eglin AFB	FL	9	R	5	BBU			USAF B-66 crew saw 3 objects, tracked by ground radar
571126	West Mesa AFS	NM	9	R	5	BBU	NC		(McDonald list; FUFOR Index)
571130	Minot	ND	9	R	5	BBU			(McDonald list; FUFOR Index) FPS-6 Blip Travels 100 Miles in 20 Seconds
571211	Guthrie	PA	9	R	5	BBU			USAF pilots saw orange circular or crescent-shaped object

571211	Lake City AFS	TN	9	R	5	BBU			(McDonald list) FPS-10 Picks Up Target Large As Three B-47's
571212-15	Misawa Chitose, Hokkaido	Japan	9	R	5	BBU			(McDonald list; FUFOR Index) Jets Scrambled After Radar/Visual UFO
571212	Tokyo	Japan	9		5				Tokyo, Japan, G,V
571219	Pepperrell AFB, Newfoundland	CAN	9	R	5	BBU			Red Egg-Shaped Object Also Tracked On Radar / 5 Photos Taken
571223	Sea of Japan	At Sea	9	R	5	BBU			Projectile Sighted From RB-47/ Tracked By Air & Ground Radar
580000	Location unknown	unknown	9		5				Dewline radar, G
580000	Unnamed AF Base	various	9		5				AF Base, SW United States, G,V
580104	SW Libya	Libya	9	R		BBU			Military aircraft pilot saw a bright orange light streaking across the sky
580109	El Paso (Biggs AFB)	TX	9	R	5	BBU			(McDonald list; FUFOR Index) Uncorrelated Targets on Gnd radar
580111	Atka Island, Aleutian Islands	AK	9	R	5	BBU			P2V-5F Encounters 3 Lights Tracked at 1,000 MPH
580114	Bering Sea	At Sea	9	R	5	BBU			Military Aircraft Crew Encounters 3 Lights Tracked at 400 MPH
580213	Wake Island (west of)	At Sea	9	R	5				Radar Contacts & Flare-Like Explosion
580219	Hokkaido	Japan	9	R	5	BB			Giant Radar Return Reported to Air Force PBB
580225	Gander AFB, Newfoundland	CAN	9	R	5	BBU			Radar Tracks Zigzagging Object (McDonald list; FUFOR Index)
580308	Korea	Korea	9		5				Korea, G
580309	Panama Canal Zone	Panama	9	R	5				Radar Lock Broken By UO
580331	Walnut Ridge	AR	9	R	5				Uncorrelated Target Doing 1300 Knots
580503	Flagstaff	AZ	9	R	5	BBU			Elongated Object Seen & Tracked By F3D Aircraft (McDonald list; FUFOR Index)
580515	Malmstrom AFB	MT	9	R	5				Object Flies Low Over Base, Tracked On Radar
58Summer	Air Force Base, Southwest US	In Airspace	9	R	5				Radar Confirms Incident
580717	Chitose AFB	Japan	9		5				Radar-visual sighting of circling reddish light. [UFOE, III]
580804	Malmstrom AFB	MT	9	R	5	BBU			(McDonald list) Delta Craft Observed & Tracked On Radar At Key Base
580830	Killeen (Gray AFB)	TX	9	R	5	BBU			(McDonald list) Uncorrelated Target At 3,300 Knots
580905	Atlantic (at 29° 3' N, 68°56' W).	At Sea	9	R	5	BBU			Pan Am Pilot Observes Object / Tracked By Airborne Radar
580907	Minot (Miles City AFS, Ellsworth AFB)	ND	9	R	5	BBU			Uncorrelated Targets Vanish When A/C Approached
580914	Wheelus AFB, Tripoli	Libya	9	R	5	BBU			Unidentified Returns on GCI Scope (McDonald list)
580923	Kindley AFB	Bermuda	9	R		BBU			(McDonald list) Red Object Tracked At Mach 1
581011	Laredo	TX	9	R	5	BBU			(McDonald list) Unidentified Target During Radar Mission 164
581100	DEW Line		9		5				Radar tracked UFO which descended, moved horizontally, climbed out of radar beam. [UFOE, VIII]
581113	Troy Peak (and Tonopah Airport)	NV	9	R	5	BBU			(McDonald list) Three Radars Track Slow Object
590123	Panama Canal	Panama	9		5				Panama Canal, G,V
590310	Grand Bahama Island	West Indies	9	R	5	BBU			(McDonald list) UFO Maneuvers ON FPS-8, Converges On Missile
590313	Duluth	MN	9	R	5	BBU			A/C Crew Saw Lights / Radar Targets Confirmed
590325	N Montana	MT	9	R	5	BBU			(McDonald list) B-52 & Gnd Radar / Radar Visual / Radar Freqs From UFO
590413	Antigo & Madison	WI	9	R	5	BBU			(McDonald list) Highly Maneuverable Lights Tracked / Fighter Scrambled
590502	Pease AFB	NH	9	R	5	BBU			(McDonald list) Three Radars Have 18 Tracks, 10+ Aircraft Scrambled
590609	Manassas-Roanoke	VA	9	R	5	BBU			(McDonald list) Two Sites Track At 62,000'
5909xx	Westover AFB	MA	9	R	5				B-52 On Flight Line Tracks Seven Targets
590913	Bunker Hill AFB	IN	9	R	5	6507			nearly motionless white,cream and metallic pear-shaped obj

590915	Kadena AFB	Okinawa	9	R	5	BBU			Radar Target Illuminated By Rotating Beacon
590924	Redmond	OR	9	R	5	BBU			Huge Disc Sparks Scramble
591105	Montauk AFB, Long Island	NY	9	R	0	BBU			Three Radars Track Blip (McDonald list)
591223	Albuquerque (W of)	NM	9	R	5	BBU	NC		(McDonald list) Three Objects Tracked By MPS-14 At 70,000'
600118	Gulf of Mexico	At Sea	9	R	5				Two Radars On B-52 Track UFO At 14,000 Knots
600507	Regina, Saskatchewan	CAN	9	R	5	BBU			(McDonald list) Sightings Backed By FPS-20 & FPS-6A
600813	Red Bluff	CA	9		5	BBU			Red Bluff, California, G,V
600917	Kirksville AFS	MO	9	R	5	BBU			Multiple Targets Tracked Several Times (McDonald list)
600928	Kirksville	MO	9	R	5	BBU			(McDonald list) Slow Radar Return At 100,000'
601114	Dillsboro	IN	9	R	5				S. Indiana/Dillsboro Nike Missile Station, G,V
610110	Cape Canaveral	FL	9		5				UFO alters launch of U.S. Navy Polaris missile, G
610110	Atlantic bet. Cuba and Haiti	At Sea	9	R	5	BBU			(McDonald list) UFO "Alters" Navy Polaris Missile Test
610216	Atlantic N of Bermuda	At Sea	9	R	5	BBU			(McDonald list) High Speed Object Tracked on APS-95
610227	Yuma	AZ	9	R	5	BBU			(McDonald list) Uncorrelated Target With Diffused Echoes
610227	Ft. Meade	MD	9	R	5				Cluster of 3 Objects Tracked at 900 Knots
610228	Waverly AFB	IA	9	R	5	BBU			(McDonald list)
610303	Ephrata	WA	9	R	5	BBU			(McDonald list)
610310	RAF Upper Heyford	UK	9	R	5	BBU			(McDonald list) Slow-Moving Object Tracked on Gnd Radar
610323	Ft. Pierce	FL	9	R	5	BBU			Beechcraft pilot and passenger saw an intense bright light rise
610411	Cape Canaveral	FL	9	R	5	BBU			(McDonald list) Object Tracked Prior to Launch of Polaris Missile
610414	Marianas Islands	Asia	9	R	5	BBU			Four Small Objects Tracked 10-15 Minutes
610420	Hanna City AFS	IL	9	R	5	BBU			Object at 97,000' Tracked on FPS-6A (McDonald list)
610520	Maxwell AFB, Montgomery	AL	9	R	5	BBU			Dime-Shaped Object Observed / Weather Radar Tracked? (McDonald list)
610520	Tyndall AFB	FL	9	R	5	BBU			Gnd Radar Tracks Object Chased By Fighter & Heli Pilots
610523	Bronson and Cross City	FL	9	R	5				Oval Tracked By AN/FPS-6A
610602	Tampa	FL	9	R	3	BBU			(McDonald list) Object Tracked At 34,000' /F-102 Scrambled
610619	Exeter	UK	9		5				Exeter, England; Edinburgh, Scotland, G,V
610625	Pacific Ocean	At Sea	9	R	5	BBU			(McDonald list) Two Blips At 4800 Knots
610720	Houston	TX	9	R	5	7510			pilot in DC3 saw 2 bright white lights fly in formation
610907	Cape Canaveral	FL	9	R	5	BBU			(Hynek UFO Rpt p. 44) Object Moves Vertically During Missile Launch
610919	Lincoln (Pease AFB)	NH	9	R	5				Radar Tracks Object Before & After Hill Abduction
610927	Pacific Coast	At Sea	9	R	5	BBU			(McDonald list) Uncorrelated Targets on APS-95
610930	Las Vegas	NV	9	R	5	BBU			(McDonald list) Object Tracked and Observed For 45-Mins
611107	Arlington Heights	IL	9	R	5	BBU			(McDonald list) Sharp Radar Returns at 4000 Knots
620122	Kirksville	MO	9	R	5	BBU			(McDonald list) FPS-6A Height Finder Tracks UFO
620129	Eastern Holland	Holland	9		5				Eastern Holland, G,A,V
620212	Winnemucca AFB	NV	9	R	5	BBU			(McDonald list) Object Tracked By AN/FPS-9 at 74,000'
620402	Goose Bay, Labrador	CAN	9	R	5	BBU			(McDonald list) Ground & Air Radar Tracks Object At 47,000'
620418	New York to Eureka, Utah, to Nellis AFB	various	9	R	5	BBU			High speed brilliant maneuverable object is tracked by radars
620524	Albuquerque	NM	9	R	4	BBU	NC		White Object Seen / Tracked On Radar For Hours (McDonald list)
6/22-23/1962	Columbus	GA	9	R	5				From 10:25 p.m. local time, June 22, until 3:00 a.m. local time, June 23, multiple witnesses reported at least seven sightings of flying objects in the Columbus area.

621000	Palermo AFB	NY	9	R	5		NC		UFO Incident During the Cuban Missile Crisis
621110	North Bay	Greenland	9	R	5				Fast Moving Target on Gnd Radar
630228	Arctic Ocean	At Sea	9	R	5				Object Tracked on Royal Navy RADAR & SONAR
630306	Louisiana, Arkansas, Texas	various	9	R	5	BBU			(McDonald list) Bright Flash & Radar Track in 3 States
630531	Atlantic Ocean	At Sea	9	R	5				1400 MPH Airborne Radar Tracks
631002	Mediterranean, Off the coast of Sardinia	At sea	9	R	5				USS Roosevelt Encounter / Radar Track of UFO
631221	Pacific Ocean	At Sea	9	R	5				MATS A/C Radar Tracks Object Making Passes
640410	Merced	CA	9	R	5				6-12 UFOs / F-106's Scrambled
640417	Fallon AFS	NV	9	R	3	BBU			(McDonald list) Two Stacked Blips on AFS Radar
640428	Minot AFB	ND	9	R	5	BBU			(McDonald list) Radar Tracks Object "Orbiting" 5-Mile Circle
640515	White Sands	NM	9	R	3		NC		Two scrambles, radar/vis, UFOs sent proper IFF
640524	White Sands	NM	9	R	5				AFB Twice Tracked UFO
640710	Cape Guardeau	MO	9	R	5	BBU			(McDonald list) Air/Grn Visual & Radar Confirmation
640724	Langley AFB	VA	9	R	5	BBU			(McDonald list) Brilliant Objects Tracked on GCA Radar
641025	Caribbean	At Sea	9		5	BBU			US Navy radar tracking
641116	Caribbean	At Sea	9		5	BBU			Navy radar tracking of unidentified object
641117	Caribbean	At Sea	9		5	BBU			Navy radar tracking of unidentified object
641118	Caribbean	At Sea	9		5	BBU			Navy radar tracking of unidentified object
641118-19	S Puerto Rico	Puerto Rico	9		5	BBU			radar tracking of low altitude low speed object
641119	220 miles NW of Puerto Rico	At Sea	9	R	5				U.S.S. Gyatt Tracks Bogey
641124	Caribbean	At Sea	9		5	BBU			Navy radar tracking of unidentified object
641204	Baker	OR	9	R	5	BBU			(McDonald list) Object Observed & Tracked on Radar For Two Hours
641219	Patuxent River NAS	MD	9	R	5	BBU			radar tracked 2 large target 10 miles apart heading directly toward the radar
650128	Various Locations	AK	9	R	5	BBU			(McDonald list) Tear Drop Shaped Object Tracked on Radar
650202	VA, DC, MD	various	9	R	5				Airborne & Ground Sightings, Radar Track
650211	Bt. Anchorage, Alaska & Tachikawa Air Base	Japan	9	R	5				Radar/Visual Over Pacific Ocean
650318	Himeji	Japan	9						Object paced plane (E-M)
650410-14	Misawa AFB	Japan	9	R	5	BBU			(McDonald list) Uncorrelated Targets On GCA Radars
650506	Philippine Sea	At Sea	9	R	5	BBU			radar detected 4 targets at extremely high speed 3,000 knots, G,V
650608	Ankara	Turkey	9	R	5	BBU			Radar/Visuals of High Speed Objects (McDonald list)
650706	Arlington	TX	9	R	3	BBU			(McDonald list) Civilians Report Object / Possible Radar Confirmation
650713	Penna. and Ohio	various	9	R	5	BBU			(McDonald list) At Least Three Radars Track Object Over Two States
650725	Truax Field	WI	9	R	5				Missile Radar Picks Up Target At 100,000'
650728	Carswell AFB	TX	9	R	5				RAPCON Fails To Identify Low Flying Manta Ray
650730	East Coast U.S.A.	Various	9	R	5	BBU			Sighting wave mostly in Southwestern U.S. and northward through the central tier of states, later in eastern U.S. (See separate chronology, UFOE II, Section, VIII.)
650731	Wynnewood	OK	9	R	5				Gnd/Visual and AF Radar
650801	Topeka	KS	9	R	5				707 Picks Up 12-15 Targets
650801	Tinker AFB	OK	9	R	5				Four Lights Observed, Radar Contact On One
650802	Wichita	KS	9		5				G,V. weather radar tracked 4-5 UFOs
650804	Calumet AFS	MI	9		5	BBU			USAF radar tracking of 10 targets in V-formation traveling from the SW
650804	Michigan-Minnesota	Various	9		5				Michigan-Minnesota, G,V, USAF & RCAF 7-10 UFOs
650805	Chicago (area)	IL	9	R	5				Two Objects Picked Up On Radar

650810	Suffolk County	NY	9	R	5				GCA Vectors KC-97 To UFO
650811	Whiteman AFB	MO	9	R	5				Radar At Minuteman Site Tracks UFOs (R/V)
650819	Cherry Creek	NY	9	R	5	9806			Cherry Creek (Butcher) Trace Case
650820	Plattsburgh	NY	9	R	5	BBU			(McDonald list) GCA Radar Tracks Flat Disc
650820	Pease AFB	NH	9	R	5				CPN-18 Tracks UFO / Visual Sighting
650831	Tonopah & Winnemucca	NV	9	R	5	BBU			(McDonald list) Two Ground Radars Track Object at 15,000'
650926	Licking County	OH	9	R	5	BBU			(McDonald list) High Speed Object Tracked On Radar
651007	Edwards AFB	CA	9	R	5	BBU	**NC**		Ground radar tracked 12 objects and pilot sighted objects, G,V
651027	Anderson AFB	Guam	9	R	5				24 total Radar Sightings
660211	Skowhegan	ME	9	R	5				Radar Tracks Maneuvering Object Seen Over City
660314	Dexter and Hillsdale	MI	9						G,V, Selfridge AFB & UFOs over L. Erie
660325	Truax Field	WI	9	R	5				Yellow Object Tracked By Telescope & Radar
660327	Columbus	GA	9		5				G,V, CTO RV of maneuv. UFO
660327	Muscogee County	GA	9		5				5:30 a.m. Both Federal Aviation Administration and military control tower operators reported a radar-visual sighting of a maneuvering, oblong, green-white object. (NICAP notes; Columbus Ledger, Ohio, Mar. 28, 1966.) A Georgia investigator reports that on this date at 5:30 am in Muscogee County, a radar-visual sighting was made of an object that appeared to change shape from cigar to wedge to triangle; apparently the same sighting. (Hitt, 1999)
660405	Anderson AFB	Guam	9	R	5				Radar Sighting, #6 of 24 Incidents
660415	Interior	SD	9		5				UFO tracked on USAF radar over Minuteman ICBM complex.. Two tracking radar systems that were looking for a Low level B-52 at the time got a lockon to a UFO that was later confirmed to be hovering over a missle silo.
660427	Anderson AFB	Guam	9	R	5				Radar Sighting, #7 of 24 Incidents
660504	Charleston	WV	9	R	5	BBU			air traffic controller & pilot saw white-blue object, G,V
660628	Anderson AFB	Guam	9	R	5				Air Intercept & Radar Tracks
6607XX	Pacific bt. Pearl Harbor & Seattle, Washington	At Sea	9	R	0				Saucer Enters & Exits Water Tracked by Sonar & Radar
660726	Atlanta	GA	9		5				G,V, FAA & oval UFOs
660725	Fulton County Airport	GA	9	R	5				3:50 a.m. Federal Aviation Administration officials observed multi-colored oval objects that alternately hovered and moved around, confirmed on radar. One sped away. At 4:25 am another oblong object was observed hovering. Similar sightings occurred early the following morning, but this time not seen on radar. (Hitt, 1999.)

660801	Prince George's County	MD	9		5				12:30 a.m. EDT. Citizens and police in College Park, Lanham, Bowie, Seat Pleasant, and elsewhere around the region saw maneuvering, fast-moving lighted objects. When a police officer approached a hovering object that had pulsating red, green, and white lights, it began a series of maneuvers, descended almost to the ground, then sped away "like a shot." Before it sped away, the object emitted a strange multi-colored light beam that moved rapidly to the ground, also observed by another officer. Andrews AFB denied to a County police dispatcher that they had any unknown objects on radar, but the dispatcher said a control tower operator had acknowledged seeing a fast-moving lighted object, and he later learned that Andrews did have a UFO on its radar but would not admit it officially. (U.F.O. Investigator, Vol. Ill, No. 9, Aug. -Sept. 1966, p. 4.)
660905	Finland AFS	MN	9	R	5	BBU			Egg-Shaped Object Tracked By Air & Gnd Radar (McDonald list; FUFOR Index)
670107	Goose Bay AFB, Labrador	CAN	9	R	5	BBU			pilot and ground radar operators tracked object at 2,100 knots
670113	Winslow (near)	AZ	9	R	5	BBU			Arizona, G,V
670223	Glasgow AFB	MT	9	R	5	BBU			(McDonald list; FUFOR Index) MG-13 Radar Confirms Two Separate Visuals
670224	Atlantic City	NJ	9		5				G,V, FAA tracked 2-mins
670300	NE of Cuba	Cuba	9	R	0				The 1967 Cuban Jet Incident
670302	Alamogordo	NM	9		5		NC		Objects sighted and tracked on radar
670302	White Sands	NM	9	R	5		NC		Two Radars Plotted 20 silver objects, radar blips at 7 mile alt
670305	Minot AFB	ND	9	R	5	BBU	NC		Disc Hoveres 500' Over Missile Silos / ADC Radar Confirms
670306	Alberta	CAN	9		5				G,V, civil & mil radar, airline crew obs
670311-13	Tillamook	OR	9	R	5				Colored Lights & Radar Returns
670322	Biscay Bay	Spain	9		5				Night. The crew of an airliner flying above the French-Spanish border saw two unexplained blinking lights that changed color and were tracked by ground radar. (Weinstein, 1999, p. 35, from Good, 1996.)
670330	Malmstrom AFB	MT	9		5		NC		Radar/visual, UFO 10 missiles shut down
670400	Brixham, Devon	UK	9	R	5				Huge Cone-Shaped UFO Tracked on Radar
670406	Edmonton, Alberta	CAN	9		5				Object paced airliner (radar)
670410-11	Houma	LA	9	R	5	BBU			(McDonald list; FUFOR Index) Radar Visuals / MPS-14 & FPS-10 Radars
670428	Brixham, Devon	UK	9		5				G,V
670505	Minot	ND	9		5				North Dakota, G,V
670513	Colorado Springs	CA	9	R	5				At 1640 MDT, at the Colorado Springs airport an object was picked up on radar. During this time a Braniff flight was coming in for a landing on runway 35. The track of the object behaved like a ghost echo, perhaps a ground return being reflected from the Braniff aircraft.
670515	Indianapolis (NE of)	IN	9		5				7:30 p.m. EDT. A pilot and a sheriffs deputy saw a 50-foot cigar-shaped object with a brilliant white light in front, a rapidly blinking red light on the rear, and red lights pulsating from front to back underneath (body lights). Indianapolis airport radar reportedly tracked the object. (Telephone call report from Frank Edwards, 5/18/67, NICAP files; Ridge, 1994, pp. 22-23 from Edwards, 1968, p. 152.)
670516	Gulf of Mexico	At Sea	9		5	BBU			U.S.S Point Sur (Hynek UFO Exp ch. 7, case RV-9)

670706	Winnipeg	CAN	9	R	5				Radar Shows Acceleration of 720 to 3600 Knots in 70 Secs.
670707	Kenora, Ontario	CAN	9		5				Evening. Air traffic controllers, while monitoring an eastbound Air Canada flight on radar, noticed an unidentified object moving at high speed toward Kenora.For three hours the object executed various maneuvers, including 180-degree turns, and twice followed Air Canada flights before resuming its northeast course and disappearing off the radar scope. (Good, 1987, p. 200.)
67Summer	Wurzburg	Germany	9		5				9:00 p.m. LT. A glowing, round, pale yellow object that sometimes pulsated, moved slowly and precisely in a pattern over a military facility was seen by many witnesses. Radar contact with an unidentified object was reported. (Campbell letter, 8/31/67, NICAP files.)
670823	Halifax, Nova Scotia	CAN	9	R	5				Lights Observed / Tracked On Radar
670911	Kincheloe AFB	MI	9	R	5	BBU			(McDonald list; FUFOR Index) 17 Unknowns In 80 Minute Period
671006	Vandenburg AFB	CA	9	R	3				Condon Case 35
671021	Blytheville AFB	AR	9	R	5	BBU			RAPCON Tracks Object Two Objects Observed From Ground
671108	Ramsgate Harbor	UK	9		5				5:05 p.m. GMT. A large unidentified object was seen on radar. It was stationary (hovering) at first, then accelerated to 5 miles/second flying in a semicircle near the harbor, then shot off the scope. (Hennessey report, NICAP files.)
671111	North Olmsted	OH	9	R	5				Primary Target Tracked 90 Minutes
680711	Eielson AFB	AK	9	R	5	BBU			(McDonald list; FUFOR Index) Fairbanks RAPCON Has Returns
680915	Ocala	FL	9	R	4	12498			Twin Beach C45H Encounters UFO / Gnd Radars Pickup (BBU 12498)
681024	Minot AFB (About 30 miles NW of)	ND	9	R	5	BBU			Minot Tracks Object, B-52 Sees & Tracks UFO
681028	Minot	ND	9		5				Missile base, RV, Photo, EM
681126	Bismarck	ND	9	R	5				Pilots, FAA, Radar Confirm UFOs
681128	Nakhon Phanom	Thailand	9	R	5				GCA Has Two Uncorrelated Targets
690605	St. Louis	MO	9	R	5				Four Dart-Shaped Objects / Tracked On Gnd Radar ???
691024	Chilean Navy	Chile	9	R	5				Six Objects Observed & Tracked By Destroyer
700000	Kingsley	OR	9	R	5				Early 1970's; Kingsley, OR; Keno Mountain LRR case, G
710000	Salisbury Plain	UK	9	R	5				Fleet of "Spaceships" Tracked on Radar
720909	North Bay, Ontario	CAN	9	R	5				Radar / Visual At North Bay
720914	Palm Beach	FL	9	R	5				Ground/Visual; Two 106's Scrambled
730214	McAlester	OK	9	R	5				Disc Cavorts Near Airliner / Confirmed By Radar
730919	Teheran	Iran	9		5				F-4 Phantom radar/E-M Case
731009	Ft. Wayne	IN	9		5				Evening, Military radar at nearby Baer Field picked up the object,
731019	between Vernon and Sherritts	OH	9		5				8:35 p.m. Radar/visual, 2 witnesses. No details
731130	Turin	Italy	9	R	5				UFO Darts To & Fro, Observed From 3 Aircraft & Gnd Radar
740309	Milan	Italy	9		5				G,V, pilot chase & Milan radar track
740900	Pacific Ocean	Guam	9	R	5				USO Apparently Tracked By Radar At Some Point
741010	Central Newfoundland	CAN	9	R	5				Cessna 150 Encounters UFO / UFO Drops Below Radar
741030	Wurtsmith AFB	MI	9	R	5				UFO Chased By KC-135 Tanker

75Jan-Mar	Algeria	Africa	9		5				The UFOs in this report were seen by multiple witnesses. The objects landed and took off. They were also spotted on radar and seen visually simultaneously. Message sent to Henry Kissinger, from the American embassy in Algiers, Algeria.
750503	Tequesquitengo Lake	Mexico	9	R	5				UFOs 'Escort' Mexican Aircraft / Radar Confirmed
750728	Sierra Aitana	Spain	9		5				6:00 a.m. A radar installation in the mountains had a close encounter with a dark gray football-shaped UFO. The object was described as the size of a Sabre jet (about 12 meters in length) with well defined edges. (Source: UNICAT database, case 588, citing Vicente-Juan Ballester Olmos, Lanib, July 1986).
7510xx	Cheyenne Mountain	CO	9	R	5		NC		Security Option 5 Alert At NORAD
751027	Loring AFB	ME	9	R	5		NC		UFO circles weapons storage area
751030	Wurtsmith AFB	MI	9	R	5		NC		Shiny Disc Hovers Over Restricted Area (Cat 2,9,10,11)
751031	Loring AFB (4 miles NW of)	ME	9	R	5				At 11:17 p.m. EST, a visual sighting of an unidentified object was reported 4 nautical miles NW of Loring AFB, Me. The alert helo was launched to identify the object but was unable to make contact. The alert helo was launched again at 0146 hours EST, November 1, 1975, in response to a slow moving target picked up by RAPCON (Radar Approach Control).
751107	Lewiston	MT	9		5				Malmstrom AFB, Montana, RV,E-M
751107	Malmstrom AFB	MT	9		5		NC		Targeting system tampered with
751108	Malmstrom AFB	MT	9	R	5		NC		F-106's scrambled after UFOs
751110	Minot AFB	ND	9		5				A long entry from the 24th NORAD Region Senior Director's Log said: "UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015. Approximately 1120, the object passed over the radar station, 1000-2000 feet high, no noise heard.
751111	Falconbridge, Ontario	CAN	9	R	5				Spherical Object Tracked on Height Finder Radar
751112	Falconbridge, Ontario	CAN	9		5				7:15 a.m. 23rd NORAD Region. UFO Reported from Radar site at Falconbridge Ontario, Canada (Sudbury). Reported by Mr. Julian Prince of Sudbury thru Ontario Provincial Police (also observed by 2 OPP constables ZADOW & BRETT) 2 objects seen appeared to be artificial light fading on and off with jerky motion. Broken cloud layer with no estimated base. No radar contact made and no request for fighter scramble initiated.
751207	Choteau	MT	9		5				5:57 p.m. Slow-moving UFO. RAPCON on radar. (NIDS UFO 22)
751218	Dutton	MT	9		5				??? a.m. UFO, radar lock, Penroy. Pentagon notified of UFO. (NIDS UFO 40)
760730	In air space	Portugal	9	R	5				Battleship-Sized Object Tracked By 3 Airlines
760906	Port Austin	MI	9		5				G,V, AF radar & 5 UFOs
760919	Teheran	Iran	9	R	5				Iranian F-4 Phantom Jet Chase, Radar/Visual
761214	Contrexeville	France	9		5				Three unknowns detected at Air Force Base #292
770121	Bogota	Columbia	9		5				G,A,V, mult. radars, airliner report
770329	W. of California	Pacific Ocean	9	R	5				Object Tracked on Radar by B-1 Bomber
770922	Omaha	NE	9		5				G, FAA radar & 3 UFOs
771208	Oxnard to Los Angeles	CA	9		5				G,V, FAA radar
771217	Colorado & So. Dakota	Various	9		5				G,V, strong returns

780514	Pinecastle Electronic Warfare Range	FL	9	R	5				G,V, Radar Confirms Unidentified Lights
780624	Wisconsin airspace	WI	9		5				Radar-Visual
780808	Belton	MO	9		5				Heavily-witnessed radar-visual case near Kansas City. In Belton, Missouri several military personnel witnessed the flyover of a UFO that was tracked on radar.
780827	Provincetown	MA	9		5				A private plane flying over Massachusetts Bay, 10 miles north-northwest of Provincetown had a near collision at 2500' with a 18-foot diameter silver disc. Ground radar confirmed the presence of the unknown craft.
780828	In air space	W. Germany	9		5				US private aircraft with three witnesses at 33,000' observed three UFOs for 1/2 minute. (Haines printout)
781108	San Benedetto del Tronto	Italy	9	R	3				Ship Tracks Submerged Object / Boat Observes Light
781221	New Zealand	NZ	9		5				G,V, R/V by a/l crews, photos
781231	South Island air space	NZ	9	R	5				Early morning hours shortly after midnight, a famous motion picture film was taken by a news crew while flying off the eastern coast of South Island, New Zealand near the town of Kaikoura. The luminous UFO was seen by everyone on board the aircraft and was tracked by radar at the same time.
790526	Hailey	ID	9		5				G,V, FAA radar, pilot & a/l visuals
790705	Gulf of Alaska, S. of Seward	AK	9	R	5				Object Just Off The Water / Radar Tracked From Boat
791015	Dover	DE	9		5				G,V, AF radar & 2 UFOs, state police vis.
791229	North Area	IL	9		5				We had a call from the sheriff's department at 11:00 PM, and they said they were looking at a UFO. We looked on the radar and observed the target in the area westbound, very fast.
800322	Burlington	VT	9		5				G, FAA & 3 UFOs
801118	Kirksville	MO	9		5				Hundreds of people in north-central Missouri, including a dozen police officers, saw a large, triangular object over a period of more than four hours. At one time, the object was tracked on radar moving erratically at a speed of about forty-five miles an hour.
801204	Perth	AU	9		5				G,V, Four UFOs on a/port radar
810808	San Jose	CA	9		5				A teardrop shaped UFO with a spinning ring paced an airplane off its left wing over San Jose, California on this day. Instruments onboard the plane experienced failures, but the effects ended when the object departed upwards. The aircraft briefly disappeared from FAA radar during the encounter.
830327	Gorky (50 nautical miles north of)	Russia	9		5				Evening. Russian Air Traffic Controllers had radar-visual reports of a steel-gray colored UFO, the shape of a cigar and the size of an airliner, in view and on their screens for 40 minutes.
830623	North Sea	Japan	9	R	5				USS Tuscaloosa Encounters UFOs / Midway Tracks
831212	Byron	IL	9		5				A triangular flying object was sighted by three men. It moved erratically and made no sound. It had blinking red and white lights. Its erratic path was detected on FAA radar at the Greater Rockford, Illinois airport. (Source: APRO Bulletin, September 1984, p. 8).
840000	Hessdalen Valley	Norway	9		5				Hessdalen Valley, Norway, G,V, numerous

840424	Chimayo	NM	9		5				7:10 PM. Radar visual confirmation. A 1000 foot long cigar-shaped object followed a KC-135 USAF tanker aircraft through a U-turn over the mountains of Chimayo, New Mexico while separate nocturnal lights cavorted about in the sky.
860519	Rio de Janeiro Sao Paulo	Brazil	9	R	5				Brazilian Aircraft / UFO Encounter / Radar-Visual
861117	NE Alaska	AK	9	R	5				JAL Flight 1628 (C), Saturn-shaped, R/V
870131	In air space	AK	9	R	5				Large Discs / Flight 53 Tracks At A Mile A Second
870316	Toronto to Winnipeg	CAN	9		5				A, weather radar, giant
880312	Edwards AFB (near)	CA	9		5				Nr Edwards AFB, California, G
900321	Pereslavl-Zalesskiy	USSR	9		5				G,A,V, a/l pilots, jet scram
900330	Wavre (near)	Belgium	9	R	5				Three Lights in Triangle Are Also Picked Up On Radar
900331	Wavre (near)	Belgium	9	R	5				Three Lights in Triangle Are Also Picked Up On Radar
901010	Skibo	MN	9		5				G,V, FAA & ANG radar, visuals by police
910608	Concepcion	Paraguay	9		5				G,V, civil radar, pilot sightings
940128	Paris	France	9		5				Air France airliner-UFO encounter, tracked on military radar (section I).
950525	Bovina	TX	9	R	5				America West crew sees cigar shaped object at 39,000 feet.
000622	Wurtsmith AFB	MI	9	R	5				F-89 Has Radar Lock-On
020813	Cow Bay, Nova Scotia	CAN	9	R	5				Huge Cone-Shaped UFO Tracked on Radar
080108	Stephenville	TX	9	R	5				Large Object Seen / Tracked By Radar / Near Bush Ranch

National Investigations Committee On Aerial Phenomena

Category 10
Nuclear Connection Cases
Includes Missile Incidents

NICAP Sighting Information Database - Sightings Listed as Category 10

Originally designed to list limited cases of nuclear radiation and UFOs, this category now includes those incidents with potential nuclear connections. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

For a comprehensive study of the "nuclear connection" please do visit the Nuclear Connection Project site which also lists related incidents from all over the globe.

Francis Ridge
NICAP Site Coordinator

Other Information

UFO Intelligence Summary of Nuclear Connection Cases - NCP - Francis Ridge
Missile Incidents - Under Construction - Francis Ridge
UFO Sightings at ICBM Sites and Nuclear Weapons Storage Areas - Robert L. Hastings
Group 10 - UFO Bibliographic Database - Francis Ridge
The Radiation Story - Captain Edward J. Ruppelt
The UFO Vehicle Classification System - McCampbell

Evidence By Categories
NICAP Home Page

Date	City	State or Country	Cat	Code	Rating	BB	NC flag	LC	Description
19080630	Podkamennaia Tunguska	Russia	10						Tunguska event. Mainstream scientists generally hold that it was a comet or asteroid (in actuality a comet could not have survived to such low altitude, but a stony asteroid might have, but the radioactivity remains unexplained).
440900	Oak Ridge	TN	10	M	5		NC		Oak Ridge, TN. Metal tube hovers over gaseous diffusion plant
480700	Pasco	WA	10	M	5		NC		Pilot reports domed disc near AEC area
480923	Los Alamos	NM	10	M	5	BBU	NC		sun-reflecting glint in the sky from a flat circular metallic object
491014	Mt. Palomar Observatory	CA	10			BBU			perfect "V of V's" formation of about 16-18 silver [round?] objects
491125	Mt. Palomar	CA	10						Flying discs first observed near the observatory at Mt. Palomar. A recording geiger counter was so activated at the times of these sightings, that it went completely off scale
501218	Oak Ridge	TN	10	M	5	BBU	NC		NEPA Employees Report Light In Control Area
520329	Elizabethville	Belgian Congo	10	N	5	BBU	NC		Two Discs Over Uraniam Mines / Jet In Pursuit
520525	Los Alamos	NM	10						Radiation was detected at Los Alamos at 2330 hours
520705	Richland	WA	10			BBU			Hanford Atomic Works - perfect circular white disc above the site
540407	At Sea (USS Curtiss)	At Sea	10				NC		US Carrier Carrying Nuclear Weapons Buzzed By UFO (USS Curtiss)
571021	RAF Gaydon (Warwickshire)	UK	10	M	5	BBU			Meteor Jet Almost Collides With Object
571103	White Sands	NM	10			BBU	NC		MP incident, taped radio report
571104	Orogrande	NM	10	E	5	BBU	NC		Stokes Case
571106	Merom	IN	10						Gilham Case
610000	Moscow (near)	USSR	10				NC		Report of Russian tact missiles being fired on UFO
610110	Cape Canaveral	FL	10						UFO blocks tracking of U.S. missile, G
620807	Oracle	AZ	10	M	5		NC		UFO over missile silo
640629	Lavonia (near)	GA	10						Vehicle encounter, top-shaped UFO
651007	Edwards AFB	CA	10			BBU	NC		Major alert. Audio recordings
660615	Whiteman AFB	MO	10						Military sighting of saucer like object in Missouri
670305	Minot AFB	ND	10	N	5	BBU	NC		Disc Hoveres 500' Over Missile Silos / ADC Radar Confirms
671026	Portland	UK	10				NC		Cylinder w/ 4 arms over nuc plant, A-R
680000	Lake Norman	NC	10				NC		Late Summer, 1968; Lake Norman, NC. Domed UFO near AEC plant
720000	Lake Norman	NC	10				NC		July or August, 1972; Lake Norman, NC. Saucer near nuclear facility
720115	Malmstrom AFB	MT	10	M	0				Rumors Of Red Alert & Possible Major Incident (Unfounded)
730322	Grand Tower	IL	10						9:15 p.m. Object approximately 1,500' high hovered over power plant. Witness estimated the object's size at 25' in diameter
751030	Wurtsmith AFB	MI	10	N	5		NC		Shiny Disc Hovers Over Restricted Area (Cat 2,9,10,11)
771116	Ellsworth AFB	SD	10						Ellsworth AFB Hoax
800420	Lake Norman Reservoir	NC	10						Two roofers working in the late evening sighted a bright yellow disc-shaped UFO rise vertically from Lake Norman Reservoir, not far from a nuclear power plant in Rutherford County.
801227-30	Rendlesham Forest	UK	10						Late Dec. 1980; Rendlesham Forest, England, Col. Halt Case
820917	At sea	South Atlantic	10				NC		A bright patch of light exploded into an orange fireball near the M.V. Strathdee, a Romanian registry ship sailing in the South Atlantic. According to the article in the MUFON UFO Journal, it flashed rays of light and made no sound. A geiger counter reading indicated a radiation level of 5-7 rads.

831013	Gaffney	SC	10				**NC**		UFO near Cherokee Nuclear Station
840614	Indian Pt Nuclear Plant	NY	10				**NC**		10:30 PM. Guards at the Indian Point nuclear power plant on the Hudson River, New York sighted a dark disc-shaped object with lights, 30 feet in diameter, that stayed over the nuclear reactor for 15 minutes
940312	Derby	UK	10						a major Flying Triangle incident occurred with the possible crash of a RAF Tornado fighter jet during a chase of a Flying Triangle
980422	various cities	WA	10				**NC**		UFOs sighted at sub base and nuc storage facility

TABLE 1

Summary of Cases Reviewed

Date	Local Time	Latitude ° '	Longitude ° '	Location (approx)	Flight (note 1)	No Wit	No UFOs	Alt/Rng (note 2)	Radar (note 3)	E-M	Duration (note 4)
(1973)											
Feb 2	0220	38 51 S	177 59 E	New Zealand	FC	2	1	10k/90 ft	N/N	Y	.41 min
Feb 12	2130	53 25 N	01 22 E	England	FC	2	1	2.5k/2 mi	?/?	N	?
Apr 12	2230	37 30 N	90 40 W	Missouri	UP	2	1	3.5k/?	?/?	N	1.0 min
May 17	2337	06 00 N	28 00 W	S. Atlantic	FC	2	1	33k/?	N/N	N	2.5 min
May 18	0216	51 55 N	31 25 W	N. Atlantic	FC	2	1	35k/?	N/N	N	1.0 min
May 19	1855	41 46 N	27 59 E	Turkey	FC	3	1	33k/?	?/?	N	5 min
May 20	0415	53 45 N	02 06 W	England	FC	4	1	25k/?	?/?	?	10 min
Jul 16	1830	42 ?? N	03 ?? E	Spain	FC	2	1	3k/?	?/?	?	11 min
Oct 18	2310	40 50 N	82 40 W	Ohio	UM	4	1	2.5k/?	N/N	N	5 min
Oct 19	2035	38 42 N	82 35 W	Ohio	UP	2	1	?/?	Y/N	N	?
Nov 8	?	16 40 S	67 50 W	Bolivia	FM,FC	3	1	?/?	?/?	?	?
Nov 12	0830	44 30 N	75 40 W	Toronto	FP	2	1	2.5k/10k	N/N	N	.33 min
(1974)											
Jan 26	0259	38 40 N	09 00 W	Lisbon	FC	3	10-15	31k/?	?/?	N	1.0 min
Mar 13	?	31 28 S	68 35 W	Argentina	FC	2	2	20k/?	?/?	?	2.0 min
Mar 17	1130	23 30 N	121 00 E	Taiwan	UC	4	6	45k/15 mi	N/N	N	5.0 min
Apr 2	0930	32 30 S	52 00 W	Argentina	FC	5	1	?/?	?/?	?	?
Jul 14	1600?	45 50 N*	72 20 W*	Quebec	FM,FC,FP	3*	1	33k/?	?/?	Y	?
Jul 15	0900	46 23 N	81 00 W	Ontario	FC	3	1	38k/?	N/?	N	5-6 min
Oct ?	Day	31 ?? N	98 40 W	Texas	UC	2	1	9k/20 mi	N/N	?	8 min*
Oct 10	2210	49 20 N	55 20 W	Newfoundland	FP	2	1	3k*/?	Y/N	?	25 min
Oct 11	0415	48 50 N	49 20 W	Newfoundland	FC	2	1	7.5k/near	?/?	?	5 min
Nov 16	2105	42 ?? N	71-74 W	New York	UC	2	1	16k/?	?/?	?	20 min
Nov 23	1800	42 ?? N	71-74 W	New York	UC	2	1	?/?	?/?	?	10 min (note 5)
Nov 24	2100	42 ?? N	71-74 W	New York	UC	2	1	?/?	?/?	?	5 min (note 5)
(1975)											
Jan 15	1808	35 50 N	193 40 E	Japan	FC	2	15-16	7k/5 mi	N/N	N	0.7 min*
Jan ?	0300	22 ?? N*	166 ?? E*	Mid Pacific	UC	3	1	?/?	N/N	N	3 min
Apr 13	2245	38 30 N	05 15 W	Spain	FC	2	1	26k/?	?/?	Y	?
Jun 8	1530	52 50 N	96 30 W	Manitoba	FC	3	2	?/?	?/?	?	3-4 min
Jul ?	?	?? ??	?? ??	Nr/Indonesia	UC	5	1	?/?	?/?	Y	?
Jul 4	2200	40 52 N	74 17 W	New Jersey	UP	2	1	?/5 mi	N/N	N	1.0 min
Jul 6	1700*	41 39 N	76 01 W	Pennsylvania	UC	2	1	17k/?	N/N	N	2.7 min
Sep ?	0330*	55 00 N	17-08 W	Atlantic Ocean	FC	3	1	34k/?	?/?	?	27 min

https://nicap.org/papers/79-116chart.gif[20/10/2021 08:01:36]

79-117chart.gif %d×%d pixels

TABLE 1 (cont)

Date	Local Time	Latitude o '	Longitude o '	Location (approx)	Flight (note 1)	No Wit	No UFOs	Alt/Rng (note 2)	Radar (note 3)	E-M	Duration (note 4)
Sep 28	2000	30 20 S	57 50 W	Argentina	FC	3	1	14k/?	N/N	N	60 min
Oct 28	?	45-44 N	16-20 E	Yugoslavia	FC	2	2	?/?	?/?	Y	?
Nov 22	1750	32 53 N	80 42 W	S. Carolina	UP	2	1	20k/6 mi*	?/?	?	4-5 min
Nov 22	0740	32 15 N	112 54 W	Arizona	UC	2	1	29k/?	Y/N	?	4.5 min
(1976)											
Feb 25	1915	51 10 N	01 00 E	England	FC	3	1	0-5k/1 mi	N/N	N	0.58 min
Feb 25	1915	51 40 N	00 30 E	England	FP	2	1	?/?	N/N	N	0.5 min
Mar 11	night	39 30 N	03 00 E	Spain	FC	2	1	?/?	N/Y	?	3 min*
Jun ?	2130	42 43 N	84 34 W	Michigan	UP	2	1	?/2 mi	N/N	N	?
Jun 24	1115*	46 20 N	79 30 W	Ontario	FM	2	1	?/?	Y/N	?	?
Jul 22	2300	19 06 N	78 09 E	India	FC	3	1	35k/near	N/N	?	0.2 min
Jul 30	1930*	38 45 N	09 00 W	Portugal	FC	4	1	?/?	?/Y	N	30 min
Jul 30	2100	38 30 N	08 30 W	Portugal	FC	3	3	?/7 mi	Y/Y	N	8 min
Jul 31	2004	17 00 S	32 00 E	Rhodesia	FC	2	1	?/?	?/?	?	?
Aug 20	1100	32 24 N	110 47 W	Arizona	UC	2	1	?/?	?/?	N	?
Sep 19	0130	36 ?? N	52 ?? E	Tehran	FM	2	1	grnd/?	N/Y	Y	10 min
Sep 19	0215	38 40 N	09 00 W	Lisbon	FC	4	1	4k/3 mi	N/N	N	0.75 min
(1977)											
Jan 21	dusk	04 30 N	75 25 W	Colombia	FC	5	1	25k/?	Y/N	N	3 min
Mar 21	2050	33 50 N	118 00 W	Los Angeles	UP	2	2	1.5k/0.5 mi	N/N	?	0.25 min
Apr 14	0200	50 20 N	06 00 E	Luxembourg	FC	3	1	31k/near	Y/Y	N	brief (4 times)
Aug 7	0343	30 00 N	28 47 E	Cairo	FC	2	1	?/?	?/?	?	0.03 min
Sep 4	2250	45 47 N	108 45 W	Montana	UC	3	1	15k/?	N/N	N	75 min
Sep 22	0525	31 38 N	105 10 W	Texas	UC	3	1	?/?	N/?	N	0.75 min
Oct 26	1720	38 ?? N*	143 ?? E*	Japan	FC	2	4-5	?/?	?/?	N	brief
Oct 27	1735	39 20 N	09 00 E	Sardinia	FM	5	1	?/1000 ft	?/?	?	5 min
Dec 12	14258	34 13 N	90 27 W	Tennessee	UC	2	3	37k/?	N/N	N	4.75 min
Dec 22	2340	?? ?? N	?? ?? W	N. Atlantic	UC	2	4	21k/near	N/N	N	20 min
Dec 22	0200	?? ?? N	?? ?? W	N. Atlantic	FC	2	1	?/1 mi	?/?	?	0.33 min
Dec 27	2254	35 12 N	80 50 W	N. Carolina	UP	2	2	2k/?	N/Y	N	6-10 min
(1978)											
Jun 11	1300	34 07 N	117 57 W	Los Angeles	UP	2	1	4.5k/?	N/N	N	10 min
Jun 24	2245	42 46 N	89 26 W	Wisconsin	UC	2	1	18k/?	Y/N	N	23 min
Jul 4	1515	34 17 N	119 05 W	Los Angeles	UP	2	1	2.8k/?	N/N	N	0.58 min

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79-118chart.gif %d×%d pixels

TABLE 1 (cont)

Date	Local Time	Latitude ° '	Longitude ° '	Location (approx)	Flight (note 1)	No Wit	No UFOs	Alt/Rng (note 2)	Radar (note 3)	E-M	Duration (note 4)
Aug 27	1340	42 09 N	70 14 W	Massachusetts	UP	2	1	2.5k/?	Y/N	N	1.0 min
Aug 28	1243	48 45 N	09 12 W	West Germany	FC	5	3	33k/?	N/N	N	0.5 min
Dec 21	0338	42-43 S	173 30 E	New Zealand	FC	2	2-3	2.5k/near	Y/Y	N	11 min
Dec 21	2400	42-43 S	173 30 E	New Zealand	FC	2	1	?/?	Y/Y	N	?
Dec 30	0012	42 28 S	174 00 E	New Zealand	FC	4	1	10-14k/?	Y/Y	N	53 min

Notes:

1. The following abbreviations are used: F = foreign; U = USA (registration); C = commercial; P = private; M = military.

2. Altitude/range are in feet unless otherwise noted (e.g., ft = feet). k = one thousand. The term "near" simply indicates that the original report stated directly or implied that the phenomenon was estimated to be relatively near the aircraft.

3. The value before the slash represents by Y = yes or N = no whether ground radar made contact with the UFO. The value after the slash indicates whether radar on board the aircraft made contact.

4. A ? indicates that the report did not contain this information. Use of the term "brief" indicates that the author's estimate of the encounter was less than 15 seconds.

5. This sighting was reported by the same pilot who reported the November 16, 1974 event, presumably following the same flight path.

6. An asterisk indicates that the value is only approximate. The value supplied is derived from details available in the original report.

7. This period of multiple sightings extended until 2130 (for a total of 5.5 hours).

8. This sighting of December 12, 1977 occurred in three parts, taking place at approximately 1425 (duration - 2.5 min); 1526 (duration - 0.25 min); and 1527 (duration - 2 min).

https://nicap.org/papers/79-118chart.gif[20/10/2021 08:01:37]

79-131.gif %d×%d pixels

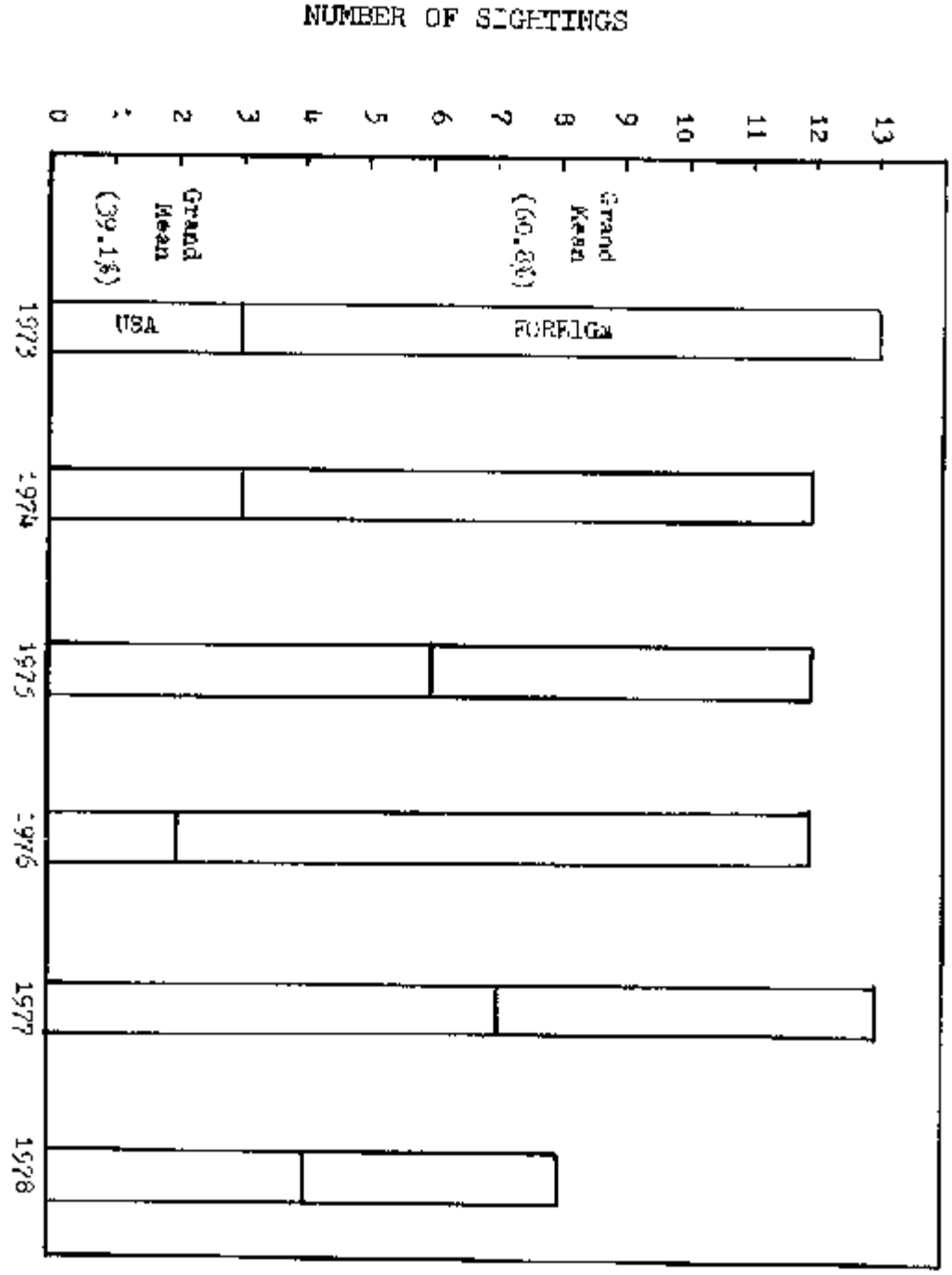


Figure 2. Number of Sightings by Year and Registration Classification

https://nicap.org/papers/79-131.gif[20/10/2021 08:01:39]

79-132.gif %d×%d pixels

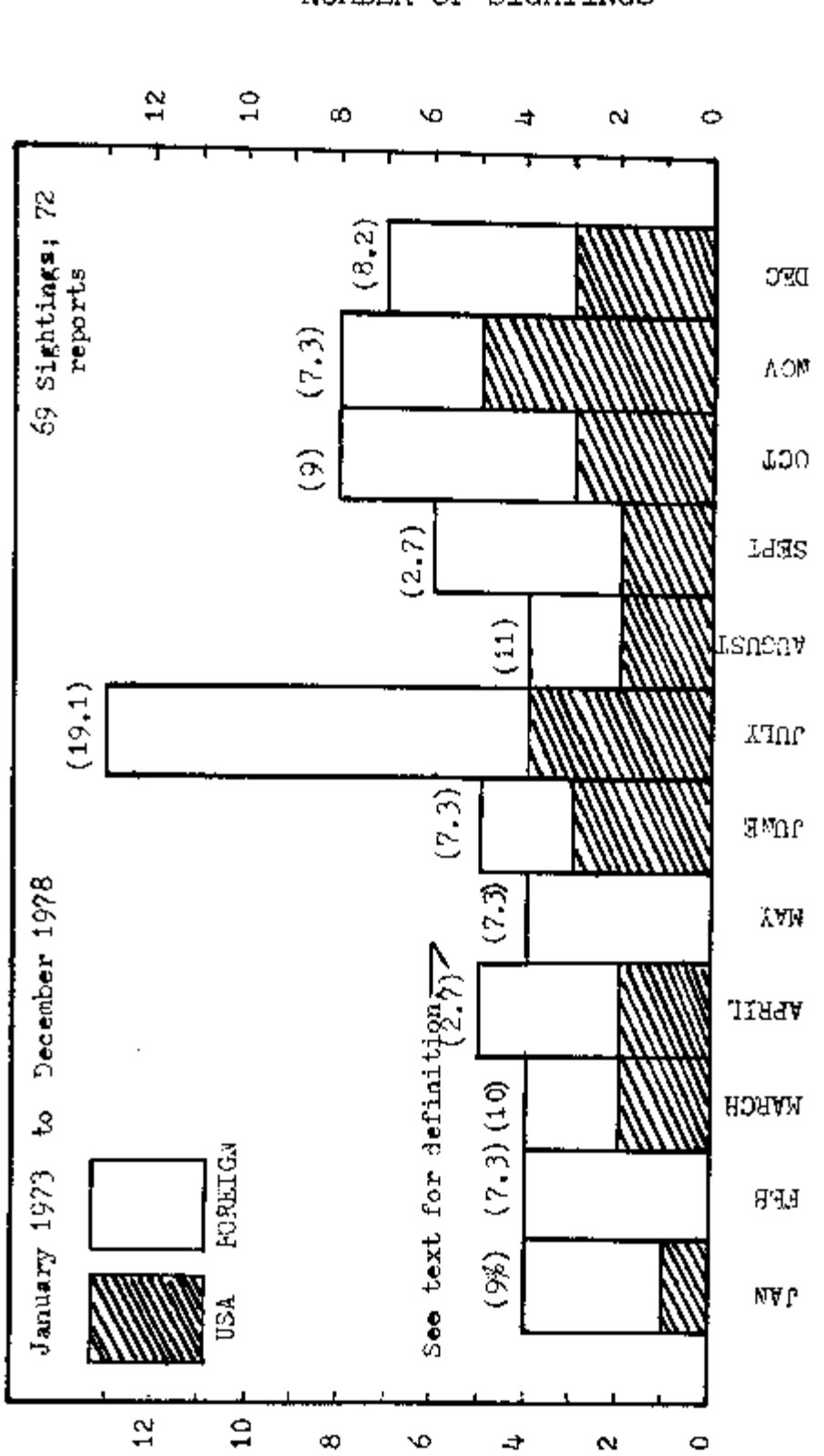


Figure 3. Number of Sightings by Month and Registration Classification

https://nicap.org/papers/79-132.gif[20/10/2021 08:01:41]

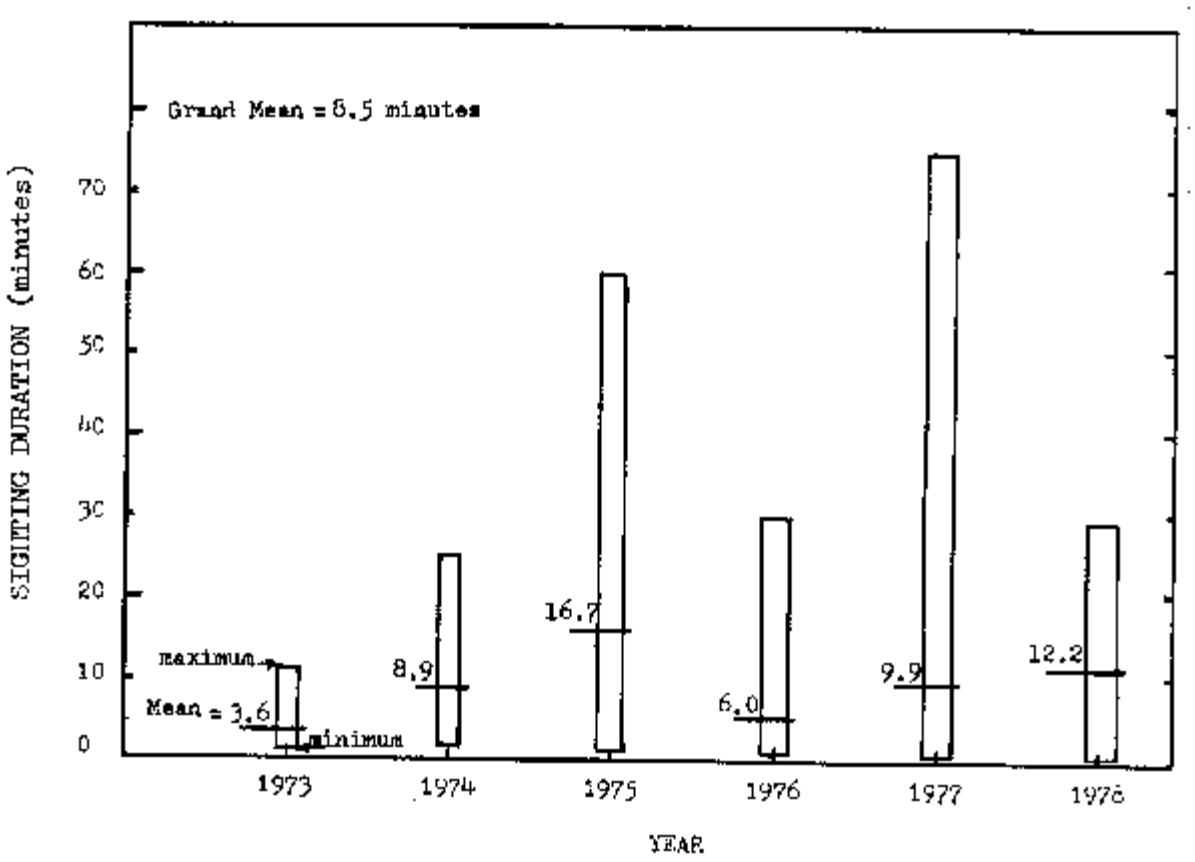


Figure 4. Sighting Duration (minimum, mean, maximum) by Year

79-135.gif %d×%d pixels

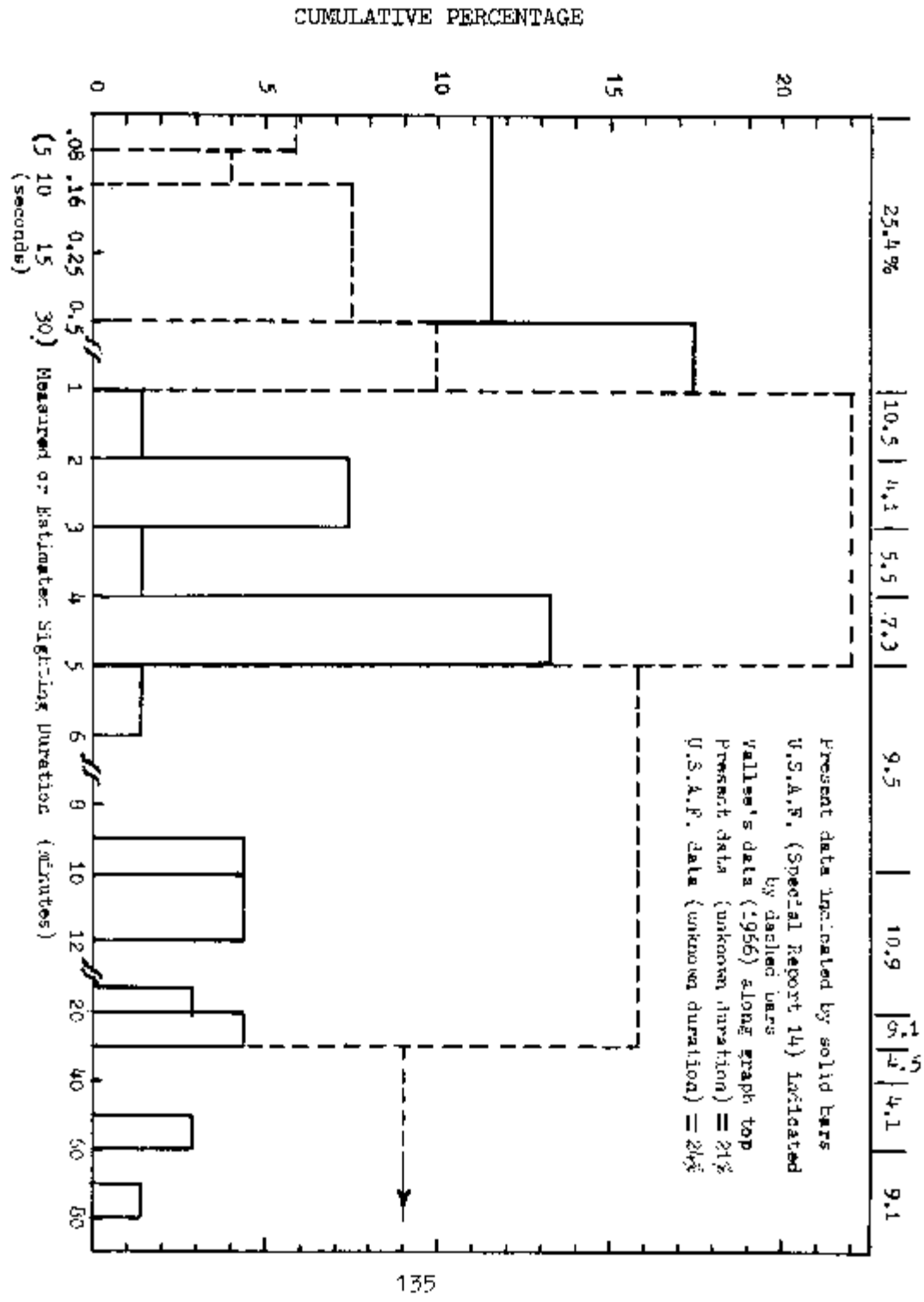


Figure 5. Cumulative Percentage Distribution of Sighting Duration

https://nicap.org/papers/79-135.gif[20/10/2021 08:01:42]

79-136a.gif %d×%d pixels

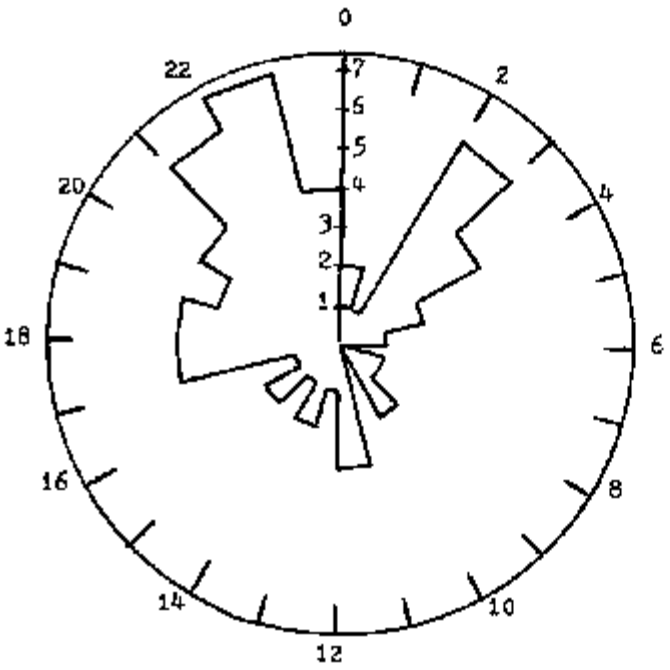


Figure 6
Time Distribution of Sightings
(1973 - 1978)
(Local Time)

https://nicap.org/papers/79-136a.gif[20/10/2021 08:01:43]

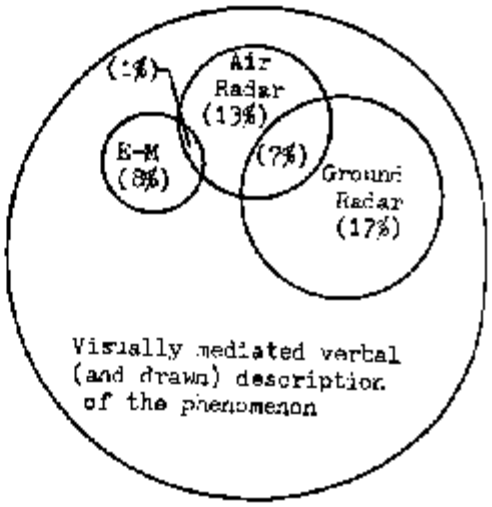
79-136b.gif %d×%d pixels

Figure 7

Diagram of the Quantitative Distribution of Subjective and Objective Data

"Objective Data" three smaller circles inside major circle. N = 21 sightings in which at least one "objective" response was obtained. (46 percent)

"Subjective Data" major circle N = 72 sightings (100 percent)



https://nicap.org/papers/79-136b.gif[20/10/2021 08:01:44]

Appendix 1
Summary of Cases Reviewed

Date mo.day	Time (1)	Latitude °	'		Longitude °	'		Loc. (2)	Fit. (3)	No. wit.	No. UFO	EM (4)	Duration (5)
(1942)													
6-25	night	51	20	N	4	00	E	Holland	FM	3	1	---	2 m
(1943)													
?-?								N.Atlantic	UM	2	1	---	2 m
5-27	0115L	51	30	N	7	00	E	Essen,G.	FM	6	1	---	30 s
(1944)													
8-10	0030L	2	59	S	105		E	Sumatra	UM	3	1	---	8 m
11-?	night							Germany	UM	1	5	---	30 s
11-23	night	93	55	N	6	00	E	Strasbourg	UM	3	8-10	---	5 m
11-24		46	38	N	14	20	E	Germany	UM	1	?	---	45 m
11-27	night	49	18	N	8	26	E	Mannheim	UM	2	1	---	?
12-22	0600L	46	38	N	14	20	E	Hagenau	UM	1	?	---	2 m
(1945)													
4-?	morn.	48	19	N	14	18	E	Linz,Aus	UM	1	1	---	?
8-28								Iwo Jima	UM	2	3	yes	?
12-5		29	15	N	79		W	off Fl.	UM	5	?	---	?
(1946)													
3 1	1000L	28	16	N	82		W	Tampa	FIUM	3	1	---	3 m
(1947)													
1 16	2230L	55		N	3		E	Nc.Sea	FM	1	1	---	15 m
6-14	1400L	35	13	N	119	00	W	Calif.	UP	1	10	---	?
6-24	1400L	46	40	N	122	00	W	Wash.st.	UP	1	9	---	?
6-29	1400L	36	12	N	114	30	W	Nevada	UM	1	6	---	?
6-28	2000L	32	20	N	86	20	W	Alabama	UM	2	1	---	?
6-30	0910L							Arizona	UC	1	2	---	?
7-4	2100L	43	52	N	116	30	W	Portland	UD	3	5	---	10 m
7-6	1545L	39	10	N	94	40	W	Kansas	DUM	1	1	---	?
7-7	1145L	43		N	89		W	S.Wisc.	UM	2	1	---	15 s
7-7	1430L	43		N	89		W	S.Wisc.	UM	2	1	---	20 s
7-8	1000L	34	50	N	117	52	W	Muroc Ca	UT	1	1	---	?
7-8	1550L	34	50	N	117	52	W	Muroc Ca	UM	1	1	---	?
7-9	1215L	43	41	N	116	20	W	Idaho	UM	1	sev	---	?
7-23	day							E.USA	UP	1	2	yes	?
8-4	1600L	42	20	N	71	20	W	Boston	UC	2	1	---	?
8-4		60	15	N	160	27	W	Alaska	UT	2	1	---	?
8-6	1815L	42	57	N	123	18	W	Oregon	UP	2	1	---	45 s
(1948)													
?-?	night	55		N	35		W	N.Atlan.	UC	1	1	---	90 s
1-7	1443L	36	40	N	86	38	W	Kentucky	UM	3	1	---	30 s
6-16								USSR	FM	1	1	yes	?
7-?	1300L							Pasco,Wn	UP	1	1	---	?

7-20		52	3	N	4	15	E	Hague	FM	?	1	---	?
7-23	0200L							Georgia	UP	?	?	---	?
7-23	0245L	32	20	N	86	40	W	Alabama	UC	3	1	---	10 s
10-15	2300L	35		N	131		E	S.Japan	UM	?	?		?
11-18	2145L	38	42	N	76	54	W	Marylnd	UM	2	1	---	10 m
11-23	2200L	48	50	N	11	20	E	W.Germy	UM	3	1	---	?
12-5	2127L	35	05	N	107	20	W	N.Mexico	UM	3	1	---	?
12-5	2135L	35	40	N	105	20	W	LasVegas	UC	2	1	---	?
12-8	1833L	36	10	N	113	45	W	LasVegas	UM	2	1	---	2 s
(1949)													
1-1	1700L	32	20	N	90	02	W	Miss.	UP	1	1	---	?
1-24	2000L	29	30	N	67	29	W	At.ocean	UM	4	1	---	84 m
5-12	2300Z	40	01	N	86	10	W	Indiana	UC	1	1	---	?
5-19	2100L	38	40	N	90	10	W	St.Louis	UM	1	1	---	5 s
5-21	2130Z	47	10	N	119	20	W	Wash.st.	UC	?	1	---	5 m
5-27	1425L	42	27	N	120		W	S.Oregon	UC	1	5-6	---	?
5-31		40	43	N	141	22	E	Japan	UM	1	1	---	10 m
6-?		20		N	90		W	Mexico	UM	4	1	yes	?
6-8	0845Z	59	15	N	136		W	Alaska	UM	2	1	---	?
6-8	1109Z	12	25	N	140	20	E	Guam	UM	2	1	---	1 m
6-10	0845L	42	40	N	71	30	W	Boston	UM	?	1	---	?
7-21	2013Z	40	12	N	80	45	W	Ohio	UM	1	2	---	3 s
7-24	1203L	43	10	N	115	35	W	Idaho	UP	1	7	yes	1-2 m
7-29		64	10	N	172	00	W	Pacific	UM	1	4	---	?
7-30	2100L	45	25	N	121	50	W	Portland	UC	4	1	---	30 m
9-5	1445L	39	12	N	81	30	W	W.Virg.	UC	1	1	---	?
9-5	2000Z	34	15	N	118	35	W	Cent.CA	UP	2	1	---	2 m
9-8	0400Z	15	15	N	120	29	E	Philip.	UM	5	1	---	?
10-10	1700Z	40	40	N	152		E	NE Japan	UM	2	3	---	?
10-31	1215L	34	35	N	118		W	Palmdale	UP	3	1	---	?
11-18	1840L	49		N	141		W	Pacific	UM	3	1	---	10 s
11-21	1100Z	39	40	N	140	10	E	Japan	UM	1	1	---	2 s
12-4	1635L	30	30	N	90	15	W	Louisian	UM	3	1	---	3 m
12-28	1645L	35	00	N	80	20	W	N.Carol.	UP	2	1	---	2-3 m
(1950)													
1-6	1410L	37	28	N	96	27	W	Kansas	UM	3	1	---	1-2 m
1-12	2325L	24	00	N	85	20	W	GulfMex.	UM	3	1-2	yes	15 m
1-18	1859L	39	30	N	105	00	W	Denver	UM	8	1	---	5 s
1-22	0240L	57	30	N	152	10	W	Kodiak	UM	1	1	---	?
1-24	1650L	37	05	N	78	01	W	Virginia	UM	3	1	---	15 m
2-1	0555Z	53		N	171	11	W	Atka,AL	UM	2	1	---	2 m
2-7	1955L	35	00	N	106	35	W	Albuquer	UM	2	1	---	2-4 s
2-8	2345L	28	00	N	82	40	W	Tampa FL	UM	3	1	---	?
3-8	midAM	39	45	N	84	20	W	Dayton OH	UM	2	1	---	15 m
3-13		40	35	N	75	00	W	Montreal	FC	1	4-2	---	?
3-17	1630L	34	44	N	92	15	W	Arkansas	UP	1	6-12	---	2 m
3-18	0840L	41	10	N	89	40	W	Illinois	UP	1	1	---	?
3-23	0300L	31	00	N	80	34	W	Florida	UM	2	1	---	?
3-26	1115L	31	10	N	81	30	W	Georgia	UP	2	5	---	?
3-31	2129L	34	15	N	90		W	SE USA	UC	2	1	---	?
4-18		34	40	N	100	30	W	Texas	UP	3	1	---	10 m
4-27	1445L	40	30	N	141	20	E	Japan	UM	?	1	---	3 m
4-27	2025L	41	42	N	85	48	W	Indiana	UC	2	1	---	?

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5-14	1430L	39	15	N	88	45	W	Illinois	UP	4	1	---	few s
5-19	1040L	40	30	N	143	26	E	Japan	UM	2	1	---	12 m
5-29	2130L	38	20	N	78	00	W	Wash DC	UC	12	1	---	1 m
5-29	2130L	38	45	N	77	30	W	Tens	UC	1	1	---	15 s
6-16	2025L	32	00	N	110	35	W	Tucson	UM	?	1	---	?
6-23	1940L	28	45	N	80	45	W	Gulf Mex	UM	3	1	---	15-30m
6-24		34	43	N	116	55	W	Los Arg.	UC	4	1	---	3 m
6-26	2000L	36	08	N	115	10	W	LasVegas	UC	50	1	---	2 m
7-11		35	30	N	90	00	W	Arkansas	UM	3	1	---	?
7-13	1151L							Montana	UM	1	5	----	15 m
8-?	1530L	69	00	N	162		E	USSR	FM	1	1	----	?
8-7	0450L	35	30	N	106	00	W	New Mex.	UM	1	1	----	5 m
8-27	1830L	42	05	N	71	00	W	Mass.	UP	2	1	----	?
9-?	0700L	40		N	127		E	Korea	UM	2	2	yes	1 m
9-13	1930L	39	03	N	84	36	W	Illinois	UP	1	?	---	?
9-20	2243L	39	55	N	105	15	W	Colorado	UM	1	1-20	---	20 s
9-20	2245L	38	50	N	104	45	W	Colorado	UC	2	1	---	?
10-15	1620L							N.C.	UC	2	4	----	10 s
10-31	2035Z	78	30	N	21	06	W	Cuba	FP	4	1	----	3 s
11-2	1935L	43	15	N	75	25	W	Rome NY	UM	?	1	----	2 s
11-2	1937L	42	30	N	83	25	W	Michigan	UP	?	1	---	?
11-7	1915L	40	03	N	74	20	W	N.Jersey	UM	2	1	----	25 m
11-13	1650L	32	00	N	88	40	W	Miss.	UM	1	?	----	25 m
11-27	2100L	35	15	N	119	20	W	Calif.	UC	2	1	---	5 m
12-11		62	14	N	144	01	W	Alaska	UM	?	?	----	?
12-25	0232L	21	20	N	157	53	W	Hawaii	UM	3	1	---	?
12-27	sunset	41	80	N	89	35	W	Illinois	UC	2	1	----	25 m
(1951)													
1-14	1140L	38	25	N	121	25	W	Calif.	UP	1	3	----	?
1-14	1238L	34	15	N	116	53	W	Calif.	UC	4	1	---	?
1-20	2030L	42	30	N	96	25	W	Iowa	UC	3	1	----	14 m
1-21	1620L	36	00	N	84	72	W	DakRidge	UM	1	1	yes	?
1-27	1600Z	32	40	N	106	00	W	Arizona	UM	3	1	----	3 m
2-8	0055Z	49	50	N	50	03	W	At.ocean	UM	7	1	---	4 m
2-19	0720L	3	00	S	37	30	E	Africa	FC	11	1	---	17 m
3-10	0051Z	39		N	125	30	E	Korea	UM	9	1	---	1 s
6-9	0100Z	77		N	68	00	W	Greenland	UM	4	2	----	?
7-?	day	33	30	N	82	00	W	Georgia	UM	1	1	---	5-10 m
8-?	day	36	50	N	76	15	W	Virginia	UM	1	2	...	5 m
8-8	1410L	41	30	N	81	30	W	New York	UP	1	1	---	?
8-27	2000L	39	01	N	89	10	W	Illinois	UP	3	1	----	?
9-10	2000L	38	55	N	77	00	W	Wash DC	UM	2	1	---	2 m
9-10	2335L	40	10	N	74		W	N.Jersey	UM	2	1	----	2 m
9-16	1217Z	40	38	N	83	05	W	Ohio	UP	1	1	----	few s
9-17	0420Z	61	30	N	68	50	W	At.ocean	UM	4	1	yes	20 m
9-23	0755L	34	20	N	117	40	W	Calif.	UM	7	1	---	?
10-?	day	44	40	N	92	50	W	Minn.	UM	1	?	---	15 m
10-9	1345L	39	35	N	87	42	W	Illinois	UP	1	1	---	30 s
10-10	1010L	45	25	N	92	48	W	Wisc.	UC	2	_	----	2 m
10-11	0630L	45	00	N	93	05	W	Minn.	UP	2	4	---	5 m
10-18	0333Z	35	48	N	123	16	E	China	UM	4	1	yes	15 m
10-21	1250L	40	19	N	84	55	W	Michigan	UP	1	1	---	3-5 s
11-2	0715L	32	30	N	99	30	W	Texas	UC	2	1	...	brief
11-2	2304Z	47		N	57	35	W	Newfndld	UM	2	1	---	2 s

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11-18	0330L	38	50	N	77		W	Wash DC	UC	2	1	---	4	m
11-24	2153Z	44	30	N	93	51	W	Minn.	UM	2	1	---	5	s
11-26	0532L							Wisc.	UC	4	1	---	10	s
12-12	1550L	44	35	N	92	50	W	Minn.	UM	1	1	---	3-4	m
12-22	1030L	40	05	N	82	50	W	Columbus	UM	1	1	---	1	m
12-23	1900L	48	25	N	58	45	W	Newfndld	UM	2	5	---	?	
12 20	2335Z	38	40	N	77	20	W	Virginia	UM	2	1	---	2	m
Winter	2043L	42	15	S	173	57	E	NZealand	FC	1	1	---	2	m
(1952)														
1-19	1956L	29	10	N	83	19	W	Florida	UM	3	1	---	3	s
1-21	0950L	40	45	N	73		W	Long Is.	UM	1	1	---	2	m
1-22	0120L	64	30	N	149	00	W	Alaska	UM	6	1	yes	?	
1-29	2300a	39	26	N	125	55	E	Korea	UM	5	1	---	5	m
1-29	2324L	39	26	N	125	55	E	Korea	UM	5	1		1	m
2-11	0300L	40	25	N	80	00	W	Pittsbrg	UM	2	1	---	1	m
2-12	2030L	39	10	N	76	40	W	Maryland	UM	2	1	---	2	m
2-17	0845Z	33	15	N	104	10	W	N.Mexico	UM	3	1	---	2	s
2-20	2330L	37	54	N	121	22	W	Calif.	UM	2	1	---	8	m
2-21	0145L	31	45	W	159	10	E	Pacific	UM	2	1	---	5	m
2-23	2315L	40	00	N	124	20	E	Korea	UM	1	1	---	45	s
2-23	0215Z	36	50	N	8	50	W	Atlantic	UM	1	1	---	16	m
2-26	1110L	43		N	74		W	New York	UM	2	1	---	20	m
3 ?	1430L	40		N	92	30	W	Missouri	UC	3	1	---	16	m
3-1	1544Z	53		N	60	40	W	Labrador	UM	2	1	---	?	
3-3	0351L	49	52	N	54	30	W	Atlantic	UM	1	1	---	brief	
3-4	0135Z	33	53	N	130	40	E	Japansea	UM	3	1	---	2	m
3-23	1805L	46	20	N	120	25	W	Wash.	UM	1	1	yes	45	s
3-24	0845L	34	30	N	121	30	W	Calif.	UM	2	1	yes	25	s
3-25	2030L	31	10	N	103	30	W	Texas	UM	1	1	yes	5	m
3-26	2213L	32	35	N	109	41	W	Arizona	UM	3	1	yes	10	m
3-29	1120L	40	42	N	141	23	E	Japan	UM	1	1	---	10	s
3-29		10		S	27		E	DelCongo	FM	1	2	---	10	m
4-2	2110L							Texas	UM	?	4	---	6	m
4-3	0823L	31	50	N	110	20	W	Arizona	UM	6	1	---	52	m
4-4	1430L	32	30	N	93	50	W	Louisian	UM	2	1	---	2	m
4-14	1834L	35	10	N	90	00	W	Tenn.	UM	2	1	---	1	m
4-20	1152L	43	40	N	78	30	W	Canada	FC	2	5	---	?	
4-22	2100L	27		N	127	30	E	Okinawa	UM	3	5	---	10	m
4-24	0500L	40	30	N	72	15	W	Vermont	UM	3	3	---	2	m
4-25	2115L	49	10	N	8	30	E	Germany	UM	2	1	---	2	m
4-29	2200L	39	38	N	101	40	W	Kansas	UM	1	1	---	2	s
5-8	0220L	31		N	70	00	W	Atlantic	UC	2	3	---	3	m
5-8	2206	40	40	N	141	27	E	Japan	UM	2	1	---	4	s
5-9	1030L	34	50	N	117	18	E	China	UM	2	1	---	?	
5-11	0120L	47	30	N	122	20	W	Wash.st.	UC	2	1	---	4	s
5-13	1425L	34	50	N	117	50	W	Calif.	UM	2	1	---	30	m
5-15	1100Z							N.Korea	UM	2	1	---	10	s
5-15	1835Z							N.Korea	UM	2	1	---	15	s
5-19	2005L	30	37	N	100	47	W	Texas	UM	8	7	---	15	m
5-24	0127L	35		N	109		W	N.Mexico	UC	1	2	---	15	s
5-26	0320L							N.Korea	UM	?	2	yes	14	s
5-29	0310Z	34	20	N	105	40	W	SW-Amer.	UM	?	?	---	1	m
5-30		34	15	N	139	30	E	Japan	UM	3	1	---	6	m
5-31	1920Z	40		N	125		E	Korea	UM	?	1	---	2	m

5-31	0345L	38	02	N	127	07	E	N.Korea	UM	2	1	---	4 m
6-2	1545L	46	58	N	123	55	W	Pacific	UM	2	1	---	?
6-2		50	35	N	9	30	E	WGermany	UM	?	1	---	?
6-4	2107Z	48	40	N	9		E	WGermany	UM	?	1	---	3 m
6-6	0245Z	45	10	N	93	10	W	Minn.	UM	1	20	---	3 m
6-13	2400L	48	50	N	2	30	E	Paris	FC	3	1	---	30 m
6-15	1743L	37	05	N	78	00	W	Virginia	UM	1	1	---	?
6-18		33	92	N	117	26	W	Calif.	UM	2	1	---	30 m
6-20	2026L	33	02	N	88	26	W	Miss.	UM	2	1	---	5 s
6-20	1505L	38		N	127		E	Korea	UM	4	1	---	1 m
6-21	1230L							Texas	UM	1	1	---	1 s
6-23	1945Z	26	50	N	149	45	W	Pacific	UM	1	1	---	4 s
6-23	0608L							Korea	UM	1	1	---	?
6-28		25		N	150		W	Pacific	UM	1	1	---	6 s
7-?	2300L	34	30	S	151		E	N.S.W.	FC	1	1	---	?
7-?		78		N	12		E	Spitzbgn	FM	5	1	---	?
7-1	1730	40	43	N	73	25	W	New York	UC	1	1	---	30 m
7-4		37		N	76	30	W	Virginia	UC	2	8	---	?
7-5		46	34	N	119	30	W	Wash.	UC	4	1	---	?
7-5	1948L	35	10	N	97	30	W	Oklahoma	UP	1	3	---	15 s
7-5	0600L	46	50	N	119	45	W	Wash.	UC	4	1	---	10 s
7-7	1030L	41	20	N	112	20	W	Ogden	UM	1	1	---	?
7-10	2018L	38	20	N	77	20	W	Virginia	UC	2	1	---	7 m
7-11	night	35	40	N	89	40	W	Arkansas	UM	3	1	---	3 m
7-12	2004L	40	35	N	88	00	W	Illinois	UC	2	1	---	15 s
7-12	2005L	50	52	N	87	10	W	Indiana	UC	1	1	---	?
7-12	2005L	39	55	N	85	50	W	Indiana	UP	1	1	---	?
7-12	2104L	42		N	88		W	Illinois	UM	1	1	---	20 s
7-12	2105L	39	45	N	84	10	W	Dayton	UM	1	1	---	?
7-12	2105L	39	46	N	85	50	W	Indiana	UC	2	1	---	?
7-12		42	00	N	88	20	W	Illinois	UM	1	1	---	20 s
7-12	2113L	39	40	N	84	10	W	Dayton	UM	2	2	---	20 s
7-13	0300L	38	25	N	77	52	W	Virginia	UC	2	1	---	?
7-14	2015L	37	05	N	76	45	W	Virginia	UC	2	8	---	15 s
7-16	0750Z	47	08	N	122	25	W	Tacoma	UM	2	1	---	15 s
7-17	1100L	41	25	N	82	30	W	Ohio	UC	1	1	---	?
7-18	1855L	36	00	N	140	00	E	Tokyo	UM	5	1	---	7 m
7-18	0245L	39	40	N	105	00	W	Denver	UC	2	2	---	4 s
7-20	0100L	39	25	N	78	00	W	W. Virg.	LC	2	6-7	yes	14 m
7-24	1540l	39	50	N	119		W	Nevada	UM	2	3	---	3 s
7-26	2100L	39	10	N	122	12	W	Wash DC	LM	1	7	---	?
7-29	0730Z	45	00	N	92		W	St. Paul	LM	1	many	---	?
Summer	night							Florida	UM	3	1	yes	?
8-?	2125L	33		N	99		W	Texas	UC	2	1	---	?
8-1	?							Ohio	UM	2	1	---	?
8-6	0025L	35	48	N	139	54	E	Japan	LM	1	?	yes	?
8-7	2020L	34	00	N	7	00	W	Morocco	UM	2	1	---	?
8-9	2057L	38		N	127		E	Korea	LM	1	1	yes	?
8-10	2145L							Iwakuni	UM	1	1	---	3 m
8-12	0448Z	31	32	N	104	30	W	Texas	UC	2	2	---	?
8-17	0247L	34	49	N	87	11	W	Alabama	UM	1	1	---	5 s
8-17	1649L	32	35	N	99	13	W	Texas	UM	1	1	---	1.5 m
8-18	1220Z	35	00	N	130	10	W	Pacific	UM	4	1	---	3 m
8-19	2000L							Calif.	UM	1	1	---	?
8-22	1500L	34	10	N	117	55	W	Calif.	UP	1	2	---	2 s

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8-23	0104L	40	00	N	124	30	E	N.Korea	UM	6	1	---	3 s
8-24	am	31	50	N	103	02	W	Texas	UM	1	2	---	?
8-24	2330Z	34	30	N	12	41	W	Morocco	UM	2	1	---	brief
8-27	2015L	32	25	N	88	40	W	Miss.	UM	1	1	---	10 s
Autumn	2200L	40	12	N	74	45	W	N.Jersey	UC	2	1	yes	3-4 m
9-19	1052L	54		N	1		W	Yorkshir	FM	1	1	---	20 s
9-23	?	33	10	N	7	30	W	Casablca	FP	1	1	---	?
9-24	?	20		N	75	00	W	Cuba	UM	1	1	---	?
9-24	1530L	38	15	N	81	40	W	W.Virg.	UM	4	1	---	brief
9-27	0905L	30	00	N	96	15	W	Houston	UM	2	1	---	2-3 m
10-1	1857L							S.Carol.	UM	1	1	---	23 m
10-7	1930L	43	35	N	6	20	E	France	FC	2	1	---	30 s
10-16	0650L	40		N	127		E	Korea	UM	2	1	---	3 m
10-19	1915L	41	10	N	88	40	W	Illinois	UM	2	1	---	21 m
10-19	0458Z	12	17	N	155	35	W	Pacific	UM	1	1	---	20 s
10-24	2026L	30	25	N	87	35	W	Alabama	UM	2	1	---	5 s
10-27	1830L	33	53	N	130	40	E	Japan	UM	4	1	---	25 m
10-27	1356Z	18	15	N	65		W	Virgin I	UC	2	1	---	3 s
10-28	1813L	33	37	N	97	15	W	Oklahoma	UM	3	1	---	10 s
11-16	1345L	38	00	N	126	00	E	Korea	UM	2	1	---	5-7 m
11-18	1217Z	17	10	N	82	35	W	Carrib.	UC	?	1	---	20 m
11-22	2005L	33	30	N	116	00	W	Calif.	UM	1	1	---	?
11-27	1210L	34		N	111	20	W	Arizona	UM	2	many	---	20 m
11-29	1945L	39	00	N	112	54	W	Utah	UM	2	1	---	20 m
12-4	2048L	27	33	N	99	27	W	Texas	UM	1	1	---	2 m
12-6	0115L	57	30	N	135	00	W	Alaska	UM	1	2		3 m
12-6	1900L	50	00	N	6	30	E	Germany	FC	1	1	---	4-5 s
12-6	2325L	20	18	N	92	4	W	G Mexico	UM	6	20	yes	10 m
12-8	1900L	40	00	N	74	30	W	N.Jersey	UM	6	1	---	45 m
12-8	2016L	64	49	N	147	42	W	Alaska	UM	2	1	---	10 m
12-9	1745L	42	57	N	89	20	W	Wisc.	UM	2	4	---	10 m
12-10	1517L	64		N	146	25	W	Alaska	UC	2	1	---	4-10 s
12-10	1915L	47	20	N	118	40	W	Wash.	UM	2	6	yes	15 m
12-15	0915L	53	00	N	60	40	W	Labrador	UM	1	1	---	12 s
12-15	2315L	53	00	N	60	40	W	Labrador	UM	1	1	yes	25 m
12-24	1215L	33	00	N	96	15	W	Dallas	UM	2	1	yes	20 m
12-29	2105L	35	15	N	102	25	W	Texas	UM	2	1	---	10 m

83-17L.gif %d×%d pixels

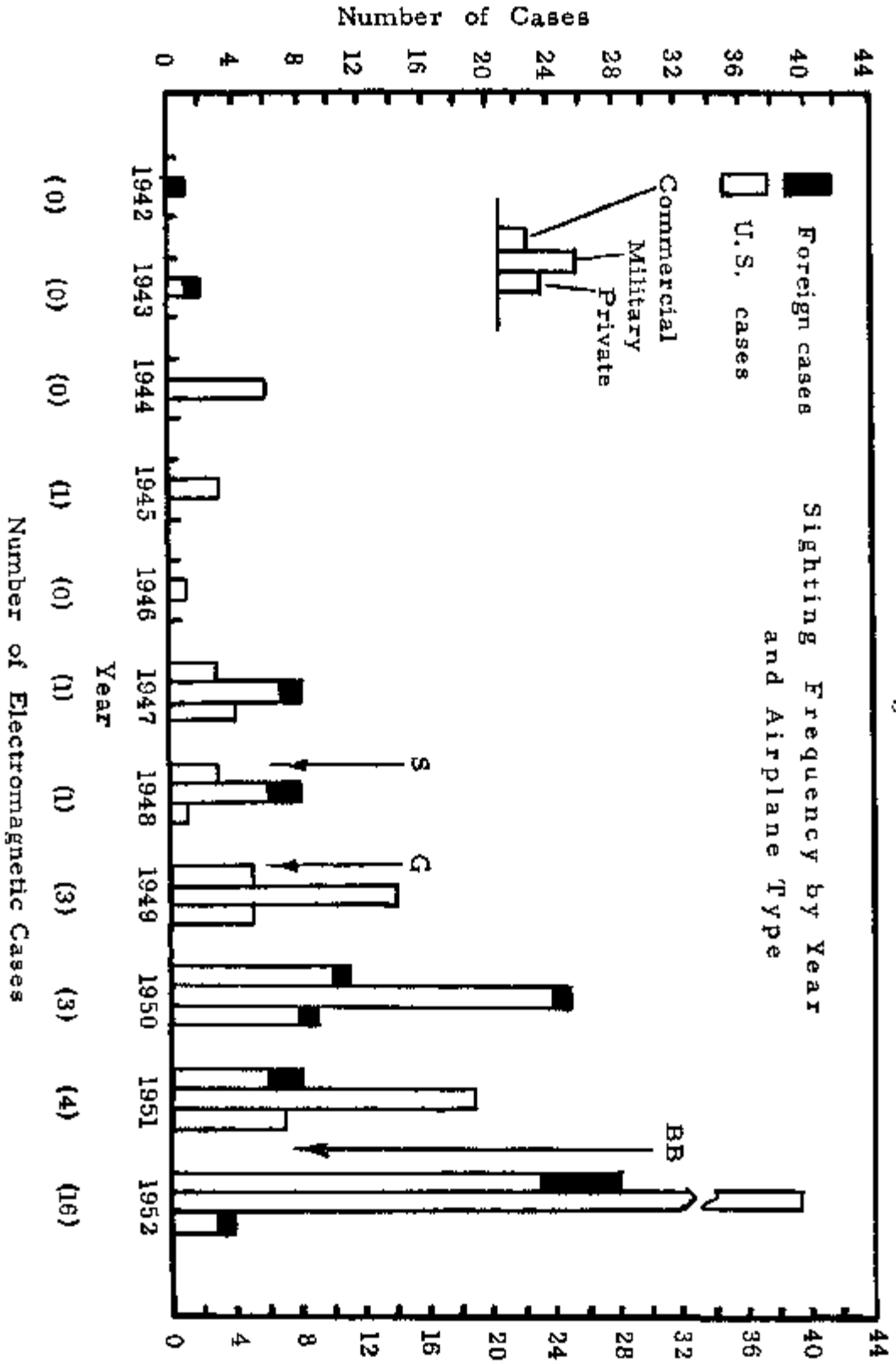


Figure 1

https://nicap.org/images/83-17L.gif[20/10/2021 08:01:55]

83-19L.gif %d×%d pixels

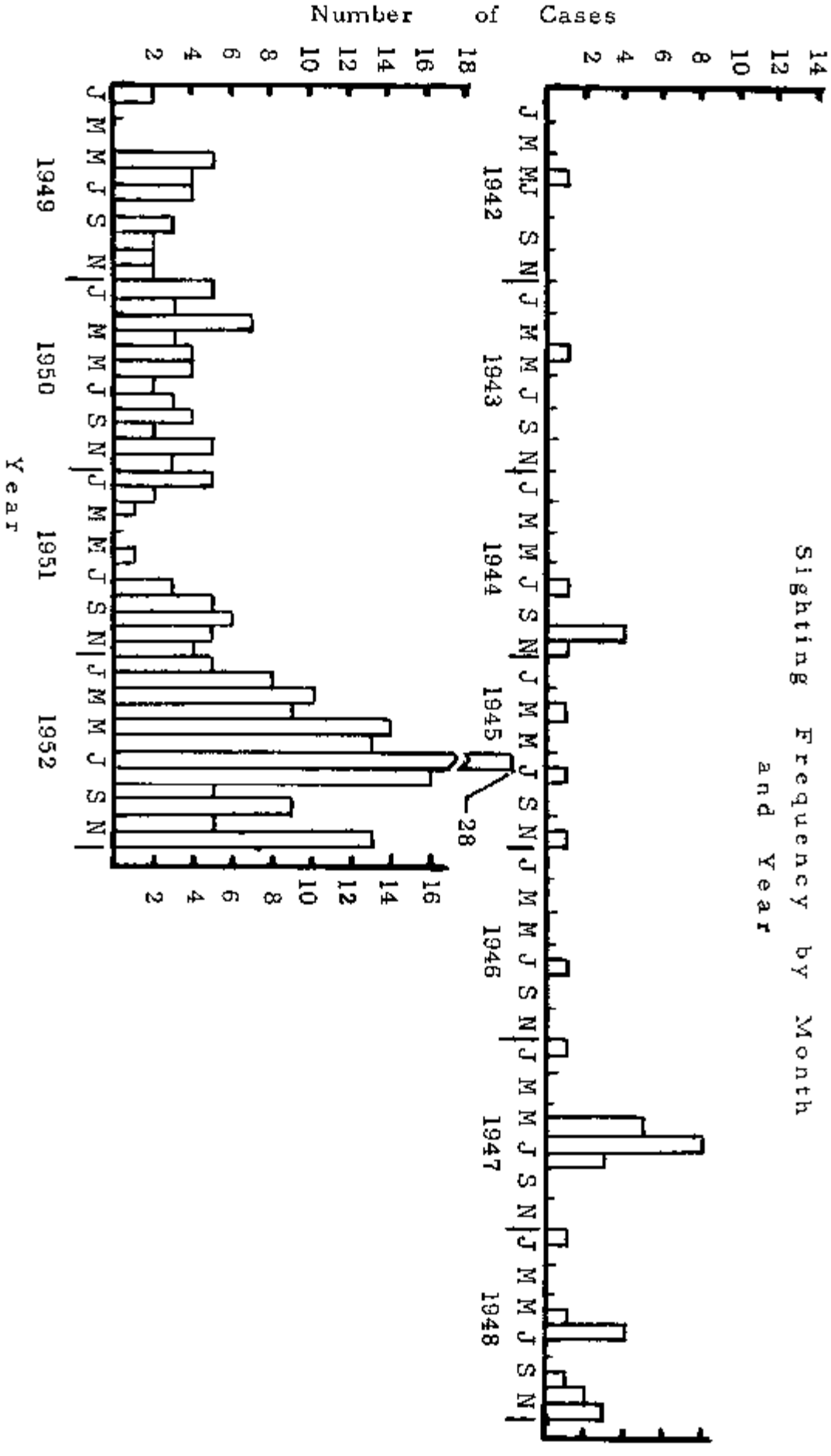
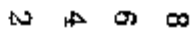


Figure 2

Sighting Frequency by Month and Year

https://nicap.org/images/83-19L.gif[20/10/2021 08:01:56]


2
4
6
8

83-21L.gif %d×%d pixels

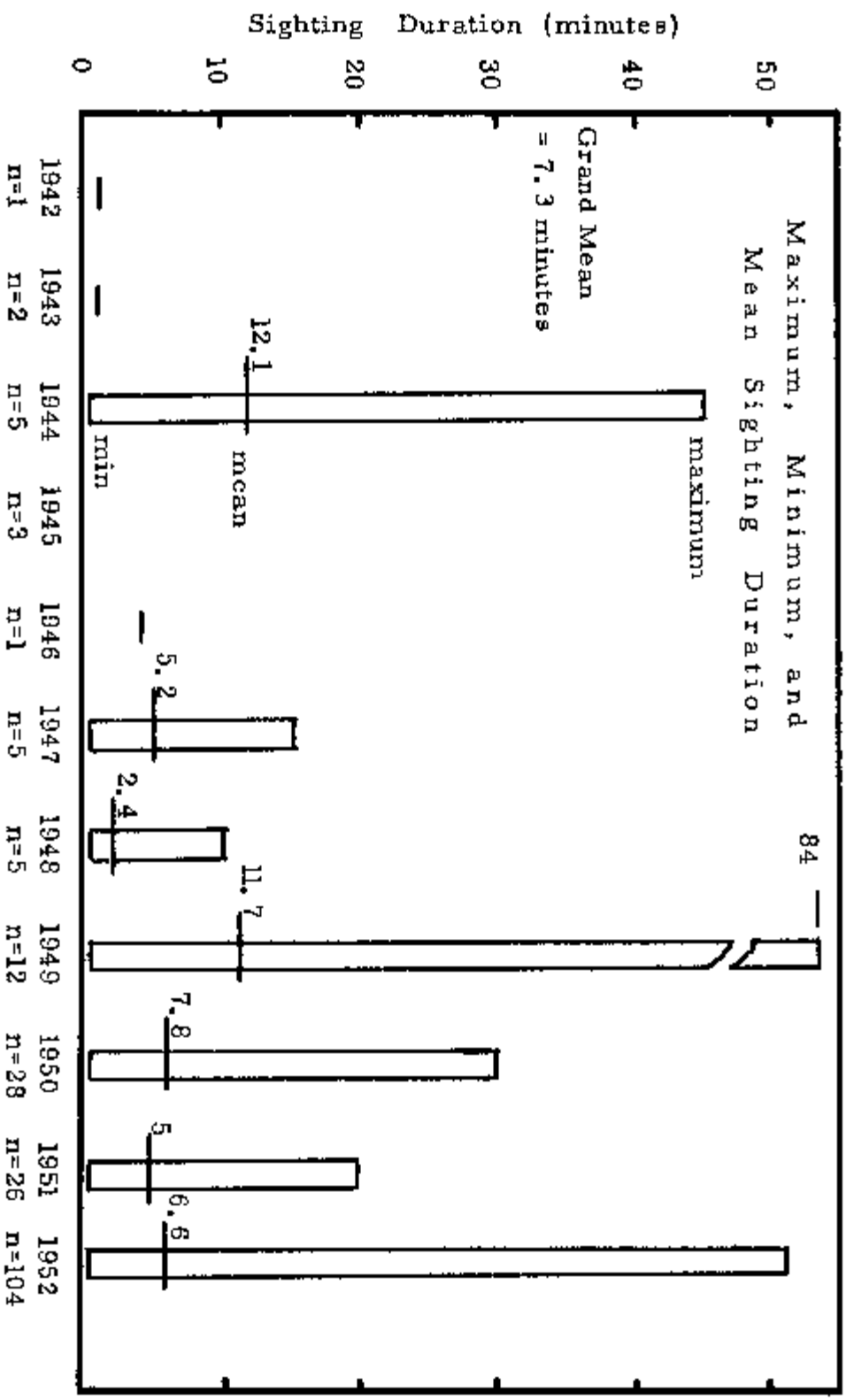


Figure 3

https://nicap.org/images/83-21L.gif[20/10/2021 08:01:57]

83-22L.gif %d×%d pixels

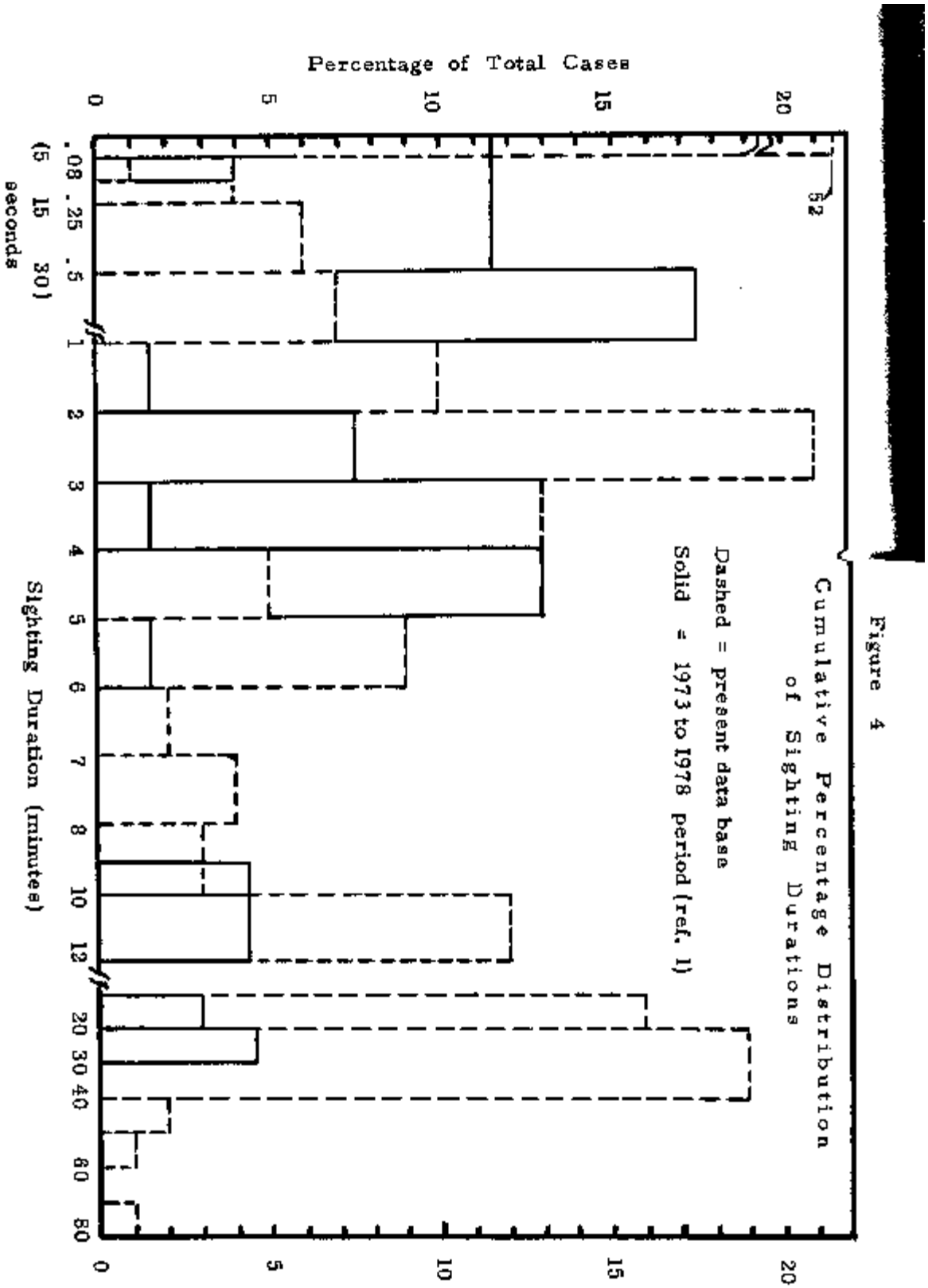


Figure 4

https://nicap.org/images/83-22L.gif[20/10/2021 08:01:57]

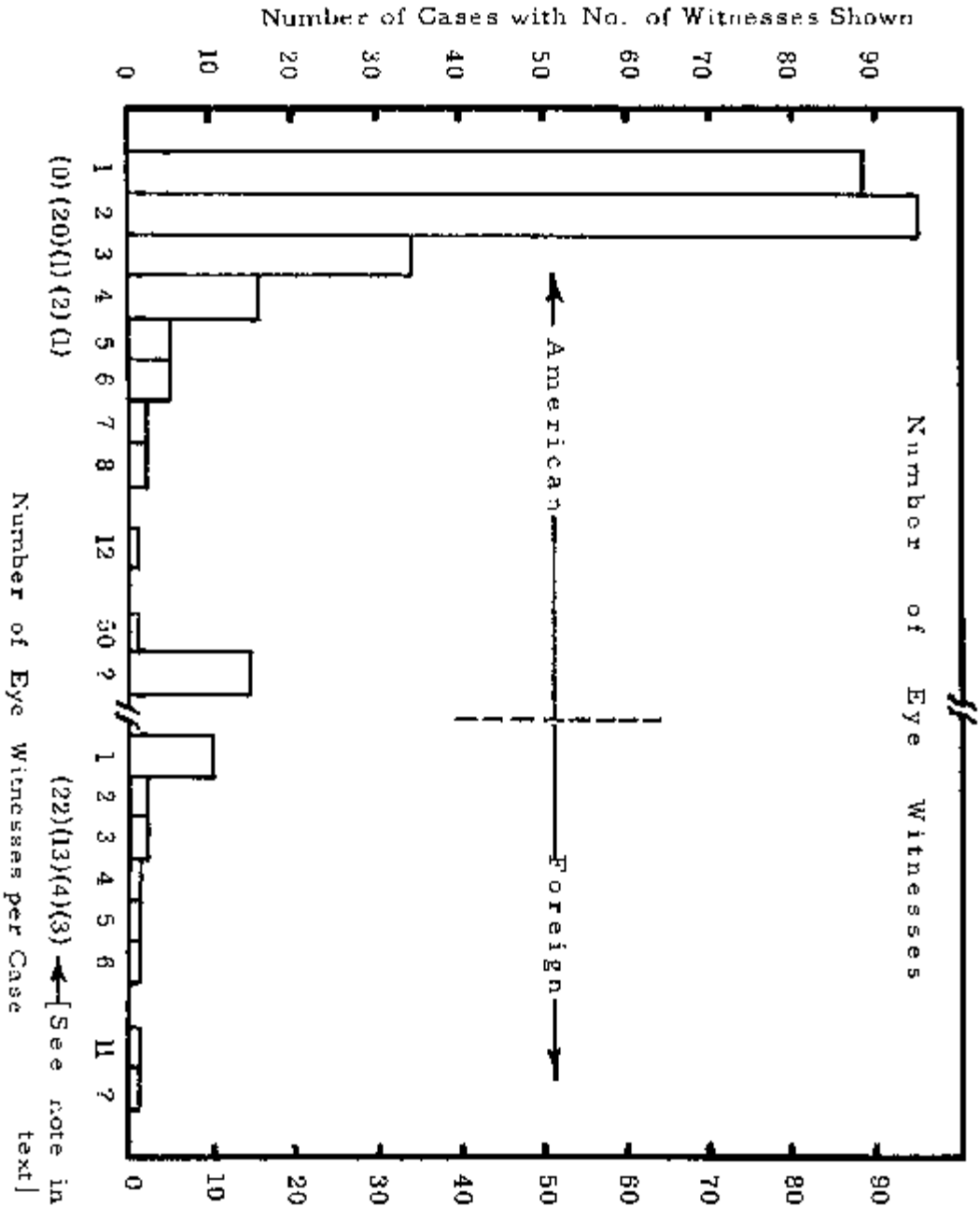

Number of Cases with No. of Witnesses Shown
0
10
20
30
40
50
60
70
80
90
1 2 3 4 5 6 7 8 12 30 ?
(0) (20)(1) (2) (1)
American
Foreign
1 2 3 4 5 6 11 ?
(22)(13)(4)(3)
Number of Eye Witnesses per Case
[See note in text]
Number of Eye Witnesses

Figure 5

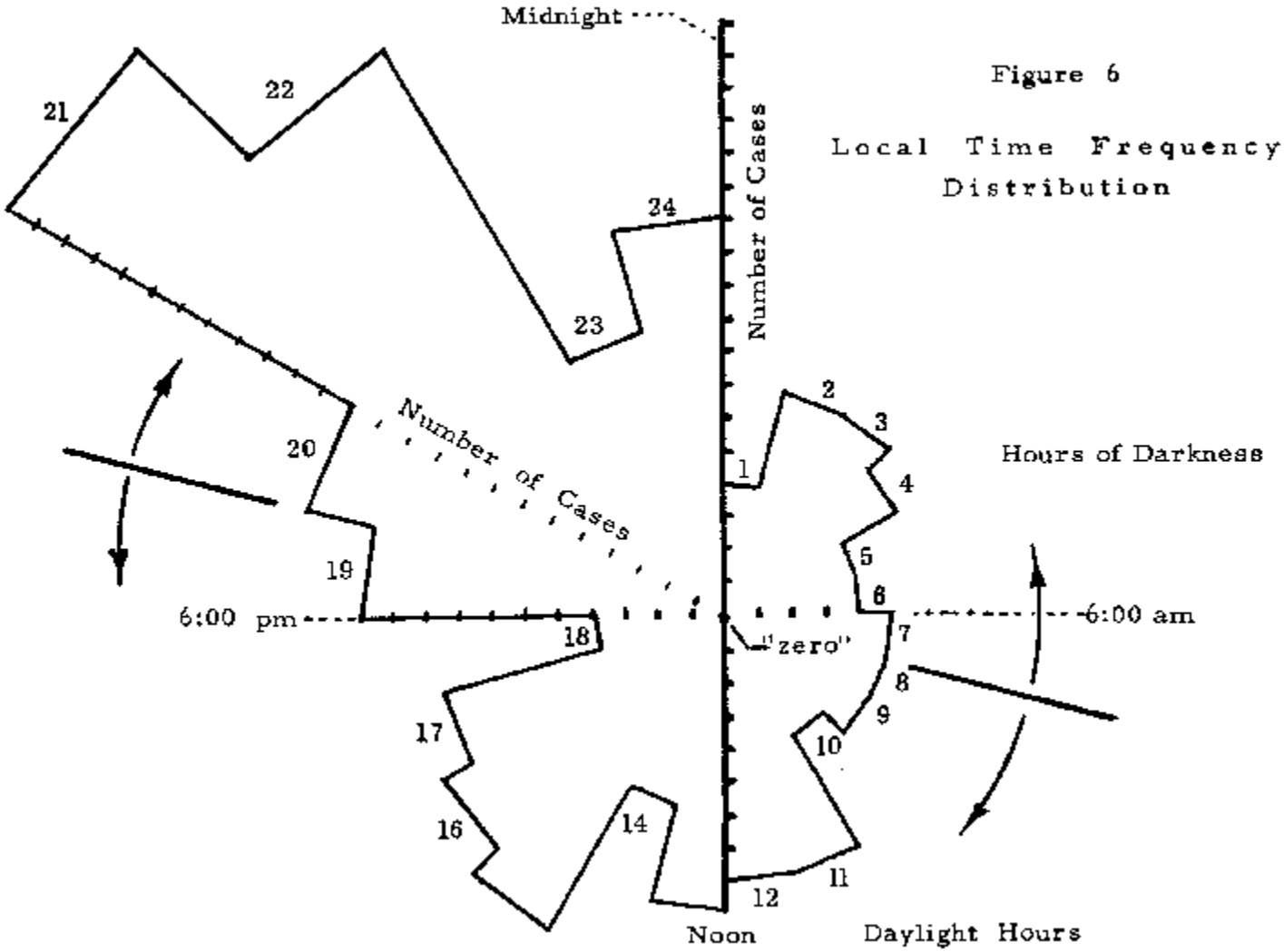


Figure 6

Local Time Frequency Distribution

83-25L.gif %d×%d pixels

https://nicap.org/images/83-25L.gif[20/10/2021 08:02:02]

83-26L.gif %d×%d pixels

Table 2

Summary of Electro-Magnetic Cases

EM Effect Reported	Date	No. Cases	(Percent)
Aircraft Radar Contact only (no visual)	1-12-50 1-21-51 3-24-52 12-24-52	4	15.4
Aircraft and Ground Radar Contact only (no visual)	1-22-52 8-6-52	2	7.6
Aircraft Radar Contact and Visual Contact by Aircrew	9- -50 9-17-51 10-18-51 3-26-52 12-10-52	5	19.2
Ground Radar and Visual Contact by Aircrew	6-16-48 3-23-52 5-26-52 7-20-52 Summer 1952 8-9-52 Autumn 1952 12-6-52 12-15-52	9	34.6
Aircraft Engine Stopped while in-flight	7-23-47 6-16-48 6- -49	3	11.5
Aircraft Engine Trouble	8-28-45 7-24-49	2	7.6
Aircraft Radio Transmission Jamming	9- -50	1	3.8
	Total =	26*	99.7

Note: Two cases fall into two different categories, viz., 6-16-48; 9- -50.

https://nicap.org/images/83-26L.gif[20/10/2021 08:02:03]

Figure 1

Local Time of Day Distribution for These E-M Cases

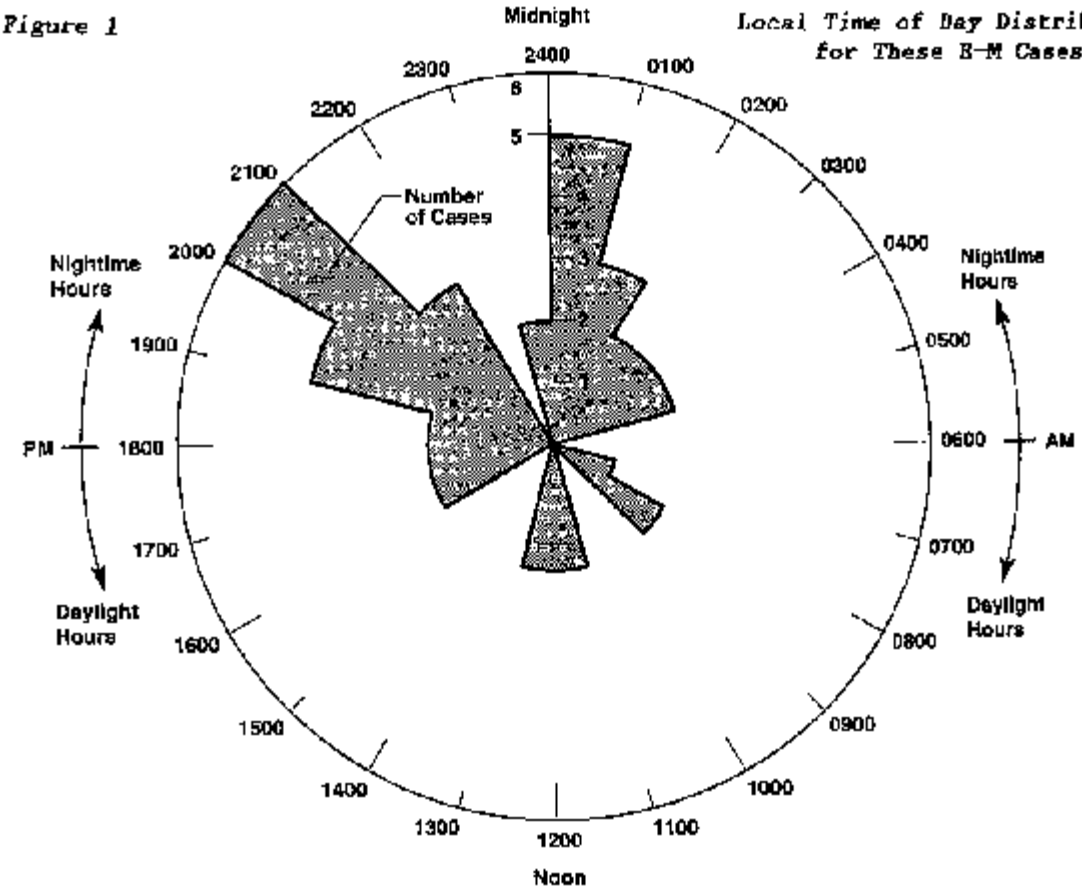
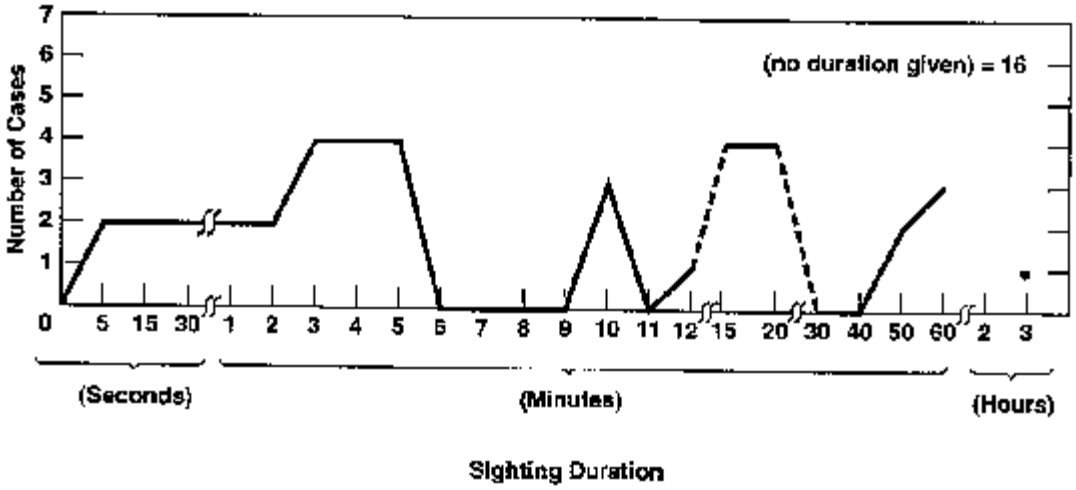
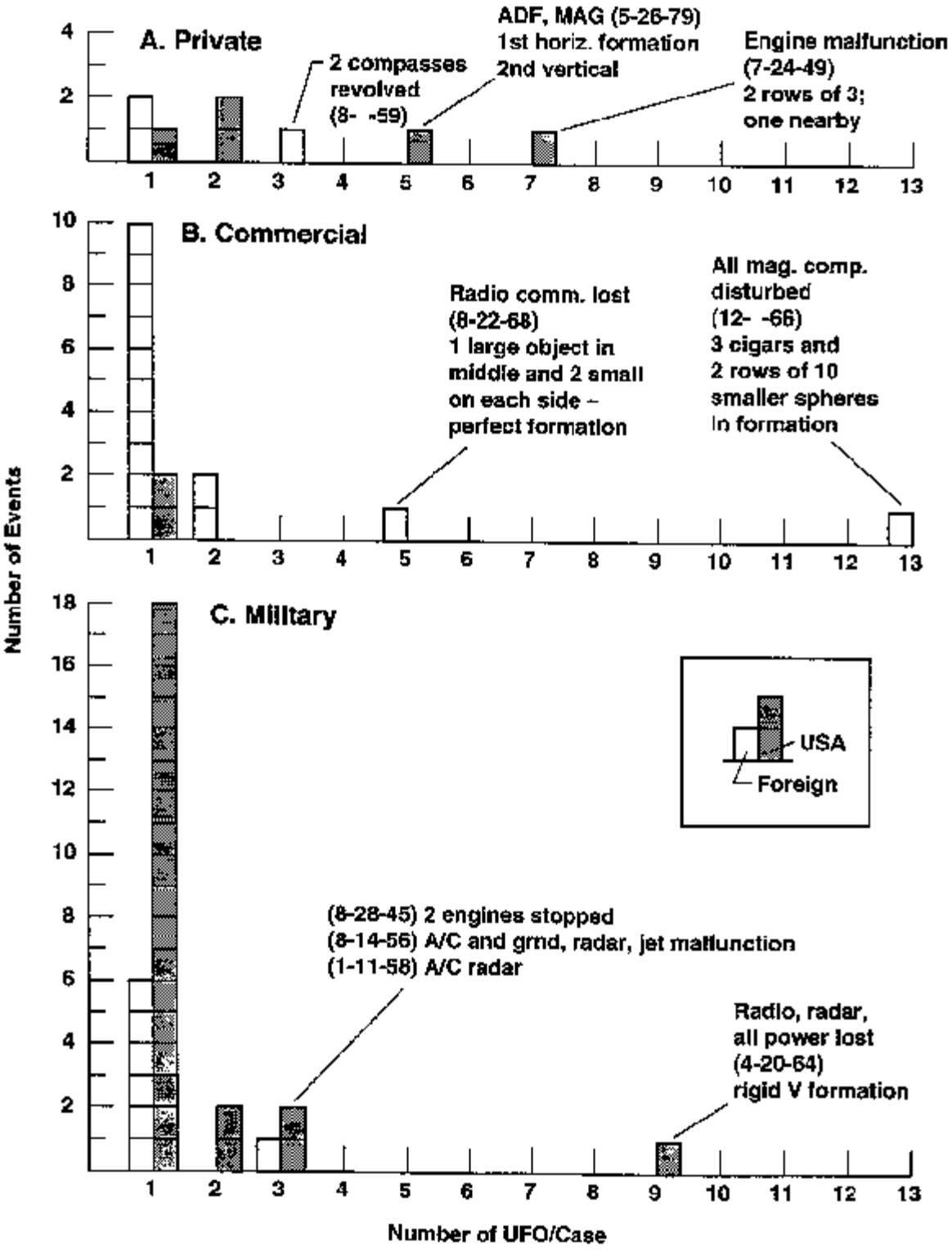


Figure 2
Distribution of Sighting Durations



Sighting Duration

Figure 3 Number of AAO per Case in Relation to Aircraft Classification



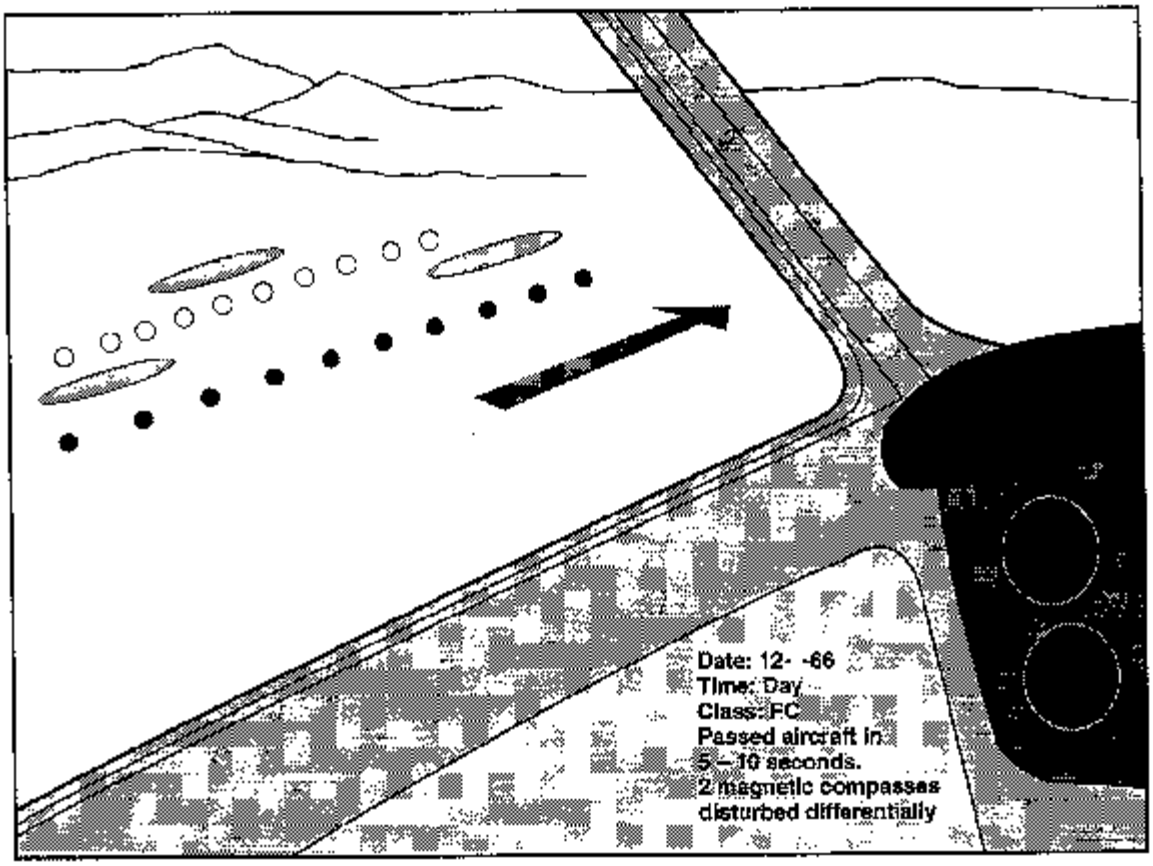

Date: 12- -66
Time: Day
Class: FC
Passed aircraft in
5 – 10 seconds.
2 magnetic compasses
disturbed differentially

Figure 5

Artist's Drawing of AAO Seen on
8-22-68 in Australia

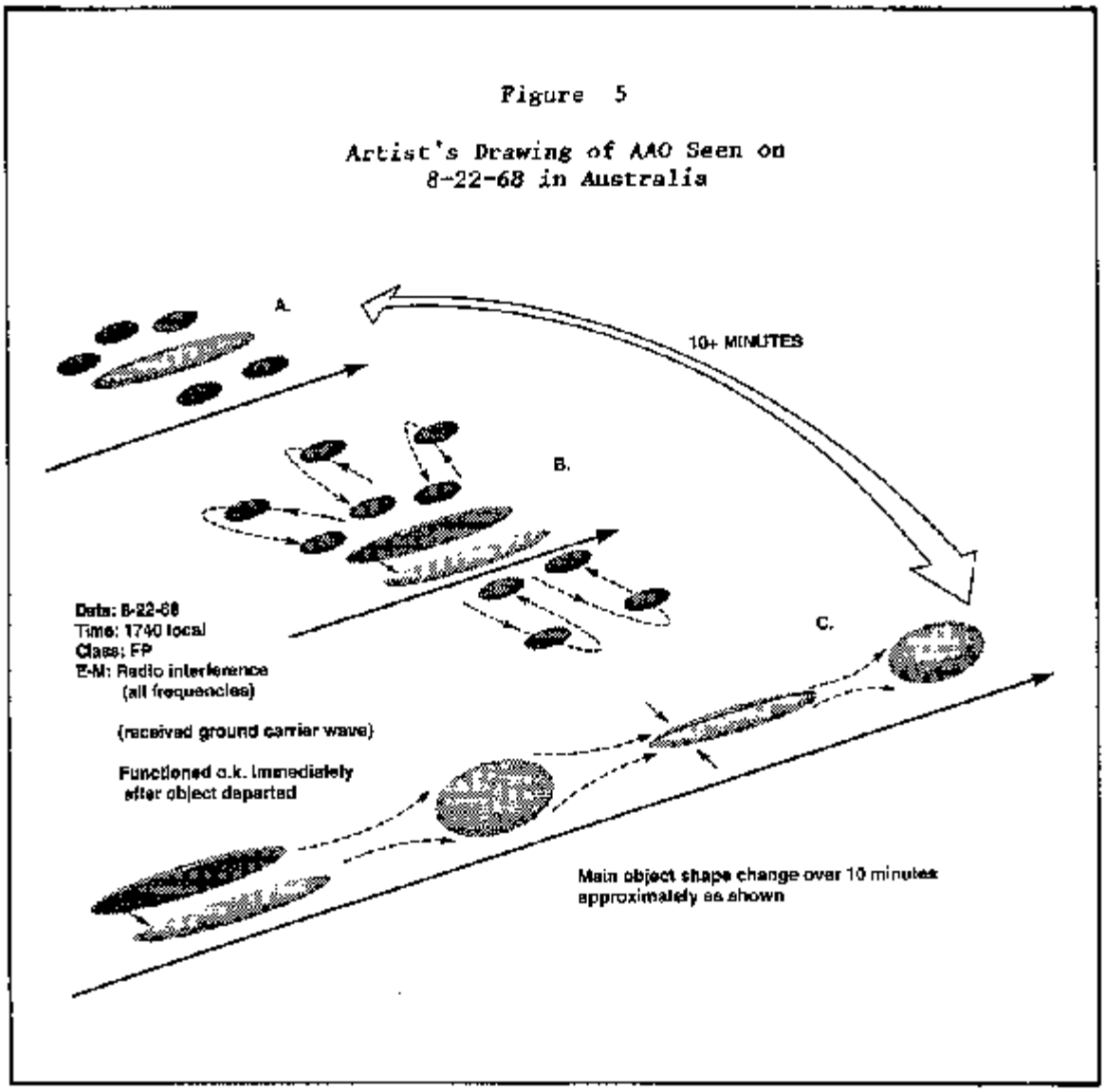


Figure 6

Relative Proportion of Reported E-M Effects

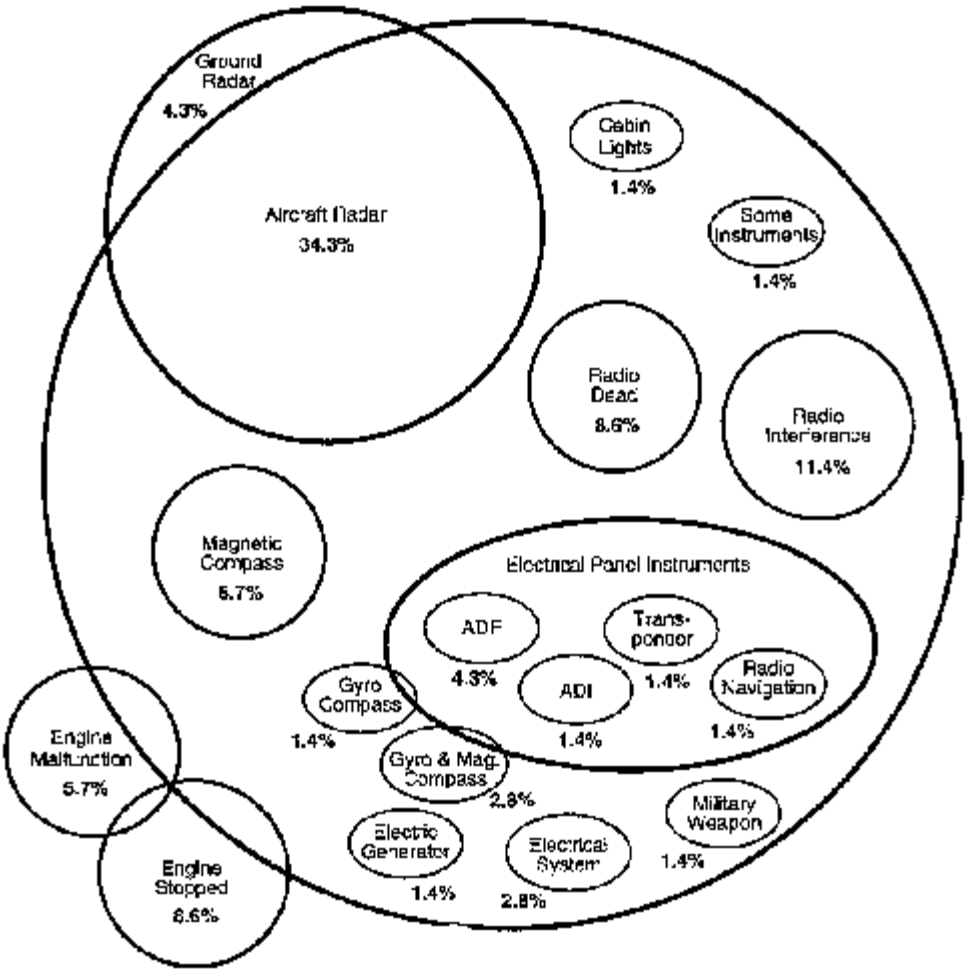
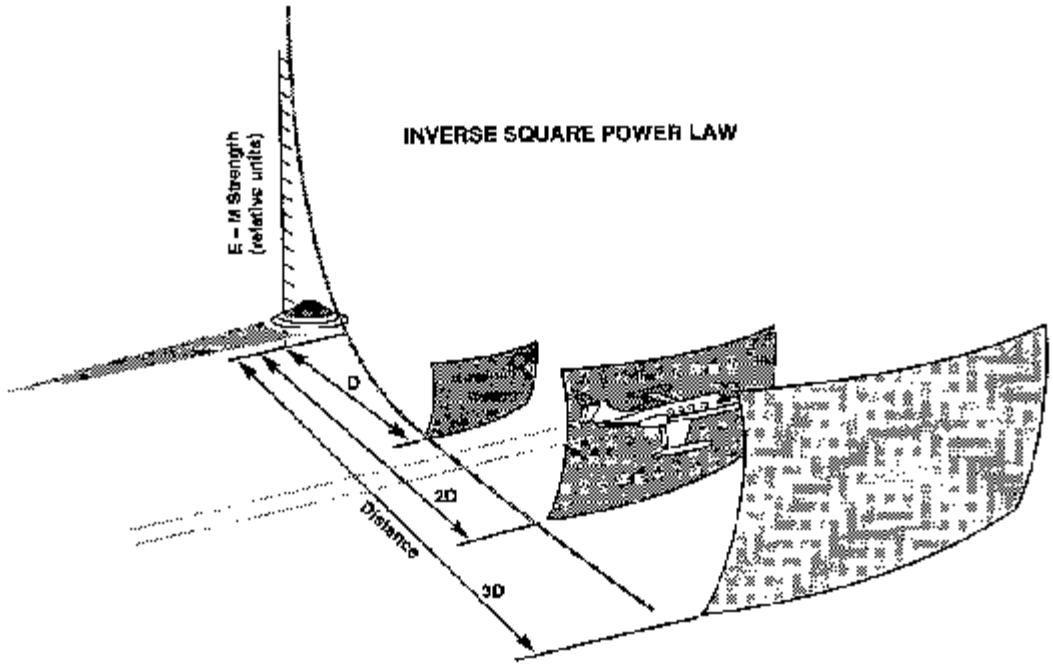


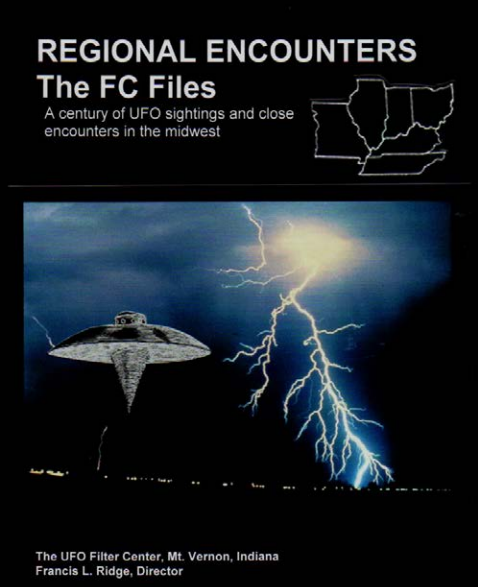
Figure 7

Inverse Square Power Law



"Regional Encounters: The FC Files"

By Francis L. Ridge



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NICAP Home Page

More Witnesses To The Roswell Incident

The second flight out of Roswell. The nine men who flew the debris to Fort Worth on July 8, 1947. Maj. Jesse A. Marcel, Lt. Col. Payne Jennings, Lt. Col. Robert I Barrowclough, and Maj. Herb Wunderlich.

Capt William E. Anderson, M/Sgt. Robert R. Porter, T/Sgt. William A. Cross, T/Sgt. George M. Ades.

T/Sgt. Sterling P. Bone

The July 8 flight was the second confirmed flight to move the debris east out of Roswell. The first took place on July 6. According to DuBose, it was ordered by Gen. Clements McMullen, deputy commander of SAC, who wanted some of the original debris brought into Roswell by Mac Brazel that very day to be flown to Washington for inspection. The flight passed through Fort Worth where DuBose checked the container (a pouch) holding the debris prior to sending it on its way to its final destination. The destination was Wright Field, after a brief stop at Fort Worth. The flight was piloted by Roswell's base deputy commander, Lt. Col. Payne Jennings.

Lt. Col. Joe C. Briley

Lt. Col. Joe Briley confirmed that Col. Blanchard's "leave" was just a "blind", when in actuality he was at the impact site.

Brigadier Gen. Martin F. Scanlon

Brigadier Gen. Scanlon was involved in the clandestine retrieval of the craft at Roswell.

Major Edwin Easley

After decades of silence, provost marshal, Major Edwin Easley confirmed the bodies as well as the impact site north of Roswell just before his death in 1992. Col. Blanchard ordered Easley to post guards on the access roads to the debris field.

Capt. "Pappy" Henderson

Material had been brought from the debris field and loaded on a C-54, this time flown by Capt. Pappy Henderson to Wright Field in Dayton, Ohio.

Next, go to the July 8, 1947 Press Conference.

Roswell: The Real Story	Roswell: The Time Line
July 8, 1947: The Press Conference	The Roswell Link Directory

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The Roswell "Witness" List

Alphabetical listing of those involved in the Roswell incident (as reported in UFO CRASH AT ROSWELL by Kevin D. Randle and Donald R. Schmitt (Avon, 1991):

Armstrong, Captain
- Collected pieces of the crash from the Brazels' two years after the crash

Barnett, Grady L. "Barney"
- Claimed to have found wreckage and bodies on the Plains of San Agustin, about 120 miles from where Mac Brazel found wreckage.

Barrowclough, Lt. Colonel Robert
- Executive Officer of Roswell Army Air Field, Roswell, New Mexico.

Blanchard, Colonel William
- Commander, 509th Bomb Group, Roswell Army Air Field. Upon seeing the material collected at the site by Major Jesse A. Marcel, he ordered the roads leading to the crash site blocked, and later made a special trip to the site.

Brazel, W.W. "Mac"
- Foreman at the Foster ranch in Lincoln County, near Corona, New mexico. He found the crash site on the ranch.

Brazel, Bill
- Son of Mac Brazel and a major witness.

Briley, Lt. Colonel Joe
- In mid-July, 1947 he became the Operations Officer at Roswell Army Air Base.

Brown, Dr. Jerry
- NASA engineer who had worked at White Sands Missile Range. He speculated that the metal found was Duraluminum alloy or a V-2 rocket.

Brown, Sergeant Melvin E.
- Was at the second site, guarding the truck containing alien bodies. He also guarded the hanger at Roswell Army air Field while crates from the site were held there.

Chavez, Senator Dennis
- US Senator from New Mexico. He supposedly called Walter Whitmore, Sr. and suggested that he not air the recorded interview with Mac Brazel.

Clark, Deputy, B.A.
- Took the initial report from Mac Brazel at the Chaves County sheriff's office.

Dubose, Colonel Thomas J.
- Chief of Staff to Brigadier General Roger Ramey. He was photographed in Ramey's office with the "debris."

Easley, Major Edwin D.
- Provost Marshal in charge of the troops clearing the crash site.

Foster, Iris
- Owned a cafe in Taos, New Mexico. She often heard a man call "Cactus Jack," an amateur

archeologist, talk about seeing a downed alien ship.

Gardner, Mary Ann
- Nurse at St. Petersburg Hospital, Florida. She heard an archeologist on her deathbed tell about discovering an alien ship and bodies.

Gardner, Norma
- Typist with top security clearance at Wright-Patterson Air Force Base. She typed autopsy reports on alien beings and saw two bodies.

Haut, 1st Lieutenant Walter
- Public Information Officer at Roswell Army Air Field. He was ordered by Colonel Blanchard to issue a press release stating that a flying disc had been recovered.

Henderson, Captain Oliver W. "Pappy"
- Member, First Air Transport Unit, Roswell Army Air Field, and co-pilot of the first B-29 flight from Roswell to Fort Worth. He also was the pilot of a C-54 flight carrying wreckage from Roswell to Wright-Patterson Field, Dayton, Ohio.

Henderson, Sappho
- Wife of Pappy Henderson. She was told by her husband that he had flown the C-54 to Wright Field.

Jennings, Colonel Payne
- Deputy base and group commander at Roswell Army Air Field. He was the pilot of the first B-29 flight from Roswell to Fort Worth.

Johnson, J. Bond
- Staff reporter for the "Fort Worth Star Telegram." He took photographs of the "wreckage" in General Ramey's office.

Joyce, Frank
- Reporter and announcer for Roswell radio station KGFL. He interviewed Mac Brazel on the telephone before the military arrived and later told a different story.

Kaufman, Frank
- Friend of Warrant Officer Robert Thomas. He said the bodies were sealed in a wooden crate, while still at the hospital.

Lapaz, Dr. Lincoln
- Expert in meteorites; degrees in mathematics and astronomy. He was called in to investigate the crash site.

Maltais, L.W. "Vern"
- Said Barney Barnett had told him he had seen bodies in one- piece grey suits, after which archaeologists and the military arrived.

Marcel, Major Jesse A.
- Intelligence Officer at Roswell Army Air Field, 509th Bomb Group Intelligence Office. He picked up material at the ranch and later flew it to Fort Worth Army Air Field.

Marcel, Jesse Jr.
- Son of Jesse A. Marcel. He saw debris samples that his father brought home and, under hypnosis, was able to recall the designs marking the I-beam.

McBoyle, Johnny
- Station Manager of radio station KSWS, Roswell, New Mexico. He attempted to put the Roswell story out over the wire.

McGuire, Phyllis
- Daughter of Sheriff George A. Wilcox. She saw the military arrive very soon after he father called them.

McQuiddy, Art
- Editor "Roswell Morning Dispatch". Walter Hunt delivered a press release to him, which other military personnel later tried to retrieve.

Newton, Warrant Office Irving
- Weather officer at Fort Worth Army Air Field. He was ordered to General Ramey's office to identify the "wreckage." a Rawin target balloon.

Parker, Jim
- Ranch hand of Mac Brazel's. His some came home from school one day in 1988 reported an Air Force truck in the area.

Payne, Bud
- Neighbor of Mac Brazel. He had gotten thrown off the Foster ranch by the military while chasing a stray cow. He knew exactly where the crash site was.

Porter, Sergeant Robert
- Crewman on the B-29 that flow packages from Roswell Army Air Field to Fort Worth Army Air Field. He claims that Jesse Marcel was on the flight.

Proctor, Floyd
- Mac Brazel's nearest neighbor and husband of Loretta Proctor. Brazel came to their house to show them a piece of the metal.

Proctor, Loretta
- Mac Brazel's nearest Neighbor and wife of Floyd Proctor. She said she remembers her husband trying to whittle on the metal but failing to make a mark.

Proctor, Timothy D.
- Son of Floyd and Loretta Proctor. He found the crash site with Mac Brazel.

Ramey, Brigadier General Roger
- Commander, eight Air Force, of which the 509th Bomb Group was a part.

Rickett, Lewis S.
- Army counter-intelligence (CIC) agent, who assisted in the retrieval of debris from the crash site.

Roberts, Jud
- Minority owner of radio station KGFL, Roswell, New Mexico. He said the military picked up copies of Haut's press release from the media there.

Shirkey, Robert
- Saw wreckage taken by eight or nine men through the Operations Building at Roswell Army Air Field.

Sleepy, Lydia

- Secretary to Merle Tucker in Albuquerque, New Mexico. She was ordered over the telephone to stop transmitting the crash story.

Smith, Sergeant Robert E.
- Member of the First Air Transport Unit at Roswell Army Air Field. He spent an entire day loading three aircraft with the material from the crash site.

Strickland, Lymann
- Neighbor of Mac Brazel. He saw Brazel in Roswell being escorted out of the newspaper offices by three military officers.

Strickland, Marian
- Neighbor of Mac Brazel, wife of Lymann Strickland. An upset Brazel visited them after his release from custody at Roswell Army Air Field.

Thomas, Robert
- Warrant Officer who came in on a special flight to assist in recovery of debris.

Tucker, Merle
- Owner of several New Mexico radio stations. He arrived back from out of town to find that his Roswell station manager had tried to put the crash story out over the wire.

Tyree, Tommy
- Hand for Mac Brazel. He began to work about one month after the crash and remembers that Brazel was irritated because the sheep would not cross the debris field and had to be driven the long way
around to water.

Whitmore, Walter Sr.
- Majority owner of radio station KGFL in Roswell, New Mexico. He hid Mac Brazel from the Military.

Wilcox, Sheriff George A.
- Sheriff of Chaves County, in which Roswell is located. Mac Brazel showed him a piece of the debris and he suggested Brazel contact the military.

Wilmot, Dan
- Resident of Roswell, N.M. He and his wife saw an oval- shaped object fly over their house on July 2, 1947, the probable date of the crash.

Zorn, Vernon D.
- Non-commissioned officer in charge of the Third Photo Unit at Roswell Army Air Field. He said no photos of the crash site were taken by his men.

Next, proceed to Press Conference at Fort Worth.

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July 8th, 1947

The Roswell Newspaper & Fort Worth Press Conference

This page chronicles the press releases of July 8, 1947. Quite a bit has already been reported (see Timeline) about the discovery and recovery of the actual crash material. At 11:00 A.M. Lt. Walter Haut finishes the press release he'd been ordered to write and prepares to take it into town. He takes it first to one of the radio stations. By noon he has given a copy of the release to both radio stations and to both daily newspapers.

Roswell Daily Record

RAAF Captures Flying Saucer On Ranch in Roswell Region

Claims Army Is Stacking Courts Martial

House Passes Tax Slash by Large Margin

No Details of Flying Disk Are Revealed

Some of Soviet Satellites May Attend Paris Meeting

Miners and Operators Sign Highest Wage Pact in History

At 2:26 P.M. the story is out on the AP wire. The story announces: "The army air forces here today announced a flying disc had been found."

At 3:00 P.M. Marcel is told that he is going to Fort Worth with the wreckage. Only a few packages are loaded onto the plane. One, a triangular package about two feet long, is wrapped in brown paper. The other three are about the size of shoe boxes. They are so light that it feels as if there is nothing in them. The special flight, a B-29, takes off for the Fort Worth Army Air Field.

Calls come into Roswell from all over the world as the press release hits the various news wires.

Late in the afternoon, reporter J. Bond Johnson of the Fort Worth Star-Telegram is instructed to drive to the base. His editor tells him a flying saucer is coming from Roswell. Four photographs are taken by Mr. Johnson a couple of hours before the press conference, two showing Maj. Gen Roger M. Ramey by himself, and another two with Colonel Thomas J. DuBose. A couple of hours later the press conference takes place.

Brig. Gen. Roger M. Ramey, Commander of the 8th Air Force and "staged" balloon debris

Gen. Ramey and Col. Thomas J. DuBose

General Ramey and Lt. Col. DuBose

Some time before the press conference, at 3:53 PM. Roger Ramey announces that the flying disk has been sent on to Wright Field near Dayton, Ohio.

The press conference is held. Other reporters are present who take more photographs, some of which are shown below.

Marcel with substituted balloon debris on the floor of General Ramey's office

Marcel is shown here in Ramey's office. Before this, the general wants to see where the debris was found. Marcel accompanies him to the map room. Once Ramey is satisfied, they walk back to the general's office, but the debris is gone. In its place is a ripped-apart weather balloon with debris scattered on the floor.

Marcel was told to keep his mouth shut

Warrant Officer Irving Newton properly identifies the substituted debris as a balloon

Warrant Officer Irving Newton is ordered from the weather office at the Fort Worth Army Air Field to Ramey's office. Newton, in front of five or six reporters and officers of the Eighth Air Force, **immediately** identifies the wreckage on the office floor as a balloon. He is photographed and then sent back to his regular duties. Ramey orders his aide, Captain Roy Showalter, to cancel the special flight.

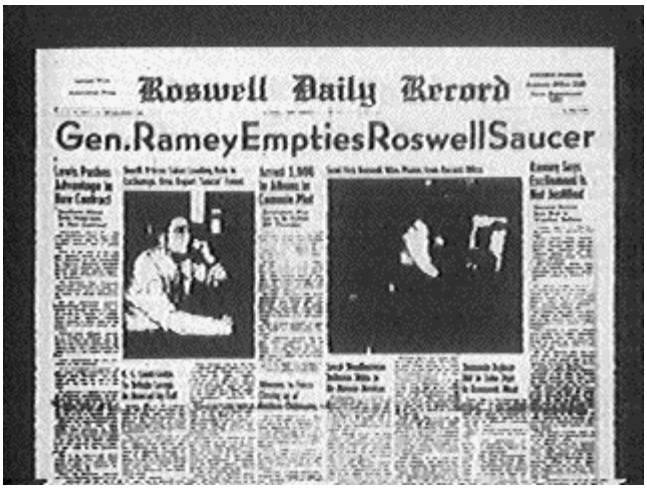
Years later DuBose acknowledges that the weather balloon story was designed to get reporters "off the general's back". And although Ramey, with the reporters watching, ordered the special flight cancelled, it was not. According to DuBose, Major General Clements McMullen, deputy commander of the Strategic Air Command, ordered Ramey to cover up the whole thing. They wanted to "put out the fire" as quickly as they could.

At 6:17 PM. the FBI sends a Teletype message to FBI Director J. Edgar Hoover telling him that a balloon is responsible for the reports. It is on its way to Dayton for examination by army air force experts.

At 7:30P.M. the AP breaks into its last message with a bulletin telling the world that the Roswell flying disk is nothing more than a balloon. Lt. Col. DuBose later told Roswell investigators that the balloon explanation was staged.

Ramey, with the identity of the wreckage established, announces to the world that the officers at Roswell had been fooled by a weather balloon. Ramey also appears on Fort Worth-Dallas radio station WBAP.

An unscheduled flight from Bolling Field (Washington, D.C.) arrives. Lewis Rickett meets it at Roswell and gives the crew a sealed box with wreckage in it. He is required to get a signature before he can surrender it.


Roswell Daily Record

Gen.RameyEmptiesRoswellSaucer

At 10:00 PM. ABC News "Headline Edition" tells the audience that Roger Ramey has identified the Roswell wreckage as a weather balloon.

Harassed Rancher who Located 'Saucer' Sorry He Told About It

And "Mac" Brazel, a very patriotic person, kept the story to himself the rest of his life. If it hadn't been for Maj. Jesse Marcel the Roswell investigation would have never been initiated. Since his announcement hundreds of persons have come forth describing different parts of the incident back in July of 1947.

Roswell: The Real Story	More witnesses
Roswell: The Time Line	The Roswell Link Directory

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National Investigations Committee On Aerial Phenomena

The Roswell Incident

Timeline

Updated: 6-27-07; 2:20 pm

Wednesday. July 2, 1947
At 9:50 p.m. Mr. and Mrs. Dan Wilmot see an oval object, "like two inverted saucers faced mouth to mouth," passing over their house in Roswell, New Mexico. The object, moving at a high rate of speed, is heading northwest. (Ref. 1)

Friday. July 4, 1947
The first of the special flights from Washington arrives. On the plane is Warrant Officer Robert Thomas. Thomas and his companions are in uniform upon arrival, but quickly change to civilian clothes. Thomas wants an on-site briefing as soon as it could be arranged. These men remain at Roswell throughout the retrieval. (Ref. 1)

William Woody and his father watch a flaming object, white with a red trail, fall toward the ground north of Roswell. (Ref. 1)

During a thunderstorm near Corona, New Mexico, W W. "Mac" Brazel hears a tremendous thunderclap that sounds like an explosion but is somehow different from the rest of the thunder. Others in the area report the same phenomenon. (Ref. 1)

At 11:27 PM. the radar sites continue to watch the object. It seems to pulsate a number of times, then explodes into a starburst. The belief is that the object has now crashed. (Ref. 1)

Jim Ragsdale and Trudy Truelove see a bright flash of light and hear a roaring sound that passes overhead. Ragsdale knows that something has struck the ground close to their campsite. (Ref. 1)

Saturday, July 5.1947
Jason Ridgway (name changed), a sheepherder in central New Mexico, finds the remains of a crashed saucer He spends little time on the site and refuses to tell anyone about it until many years later. Ridgway is a friend of Mac Brazel. (Ref. 1)

Archaeologists, including W. Curry Holden, working the sites around Roswell stumble across the impact site where the object has crashed. One of them heads to the closest phone to tell Sheriff George Wilcox of the discovery of the remains of a crashed aircraft of some kind. (Ref. 1)

Wilcox calls the local fire department to alert them about the crash. One truck, with Dan Dwyer on it, responds to the call. The site is about thirty-five miles north of Roswell. (Ref. 1)

The Roswell Fire Department, escorted by members of the Roswell Police Department, makes a run along Pine Lodge Road northwest ofRoswell. These are among the first civilians to stumble across the impact site. (Ref. 1)

At 5:30 A.M. the military knowing the approximate location of the saucer crash, move in with a carefully

selected team for the recovery of the craft. The soldiers find civilians on the site already. They escort them off while others secure the area. Five bodies are found on the site. The site is cleaned and secured in six hours. (Ref. 1)

Following the rain the night before, Brazel inspects the pastures surrounding the ranch house. Riding with him is the young son of the Proctors, William D. Proctor. During the inspection, Brazel discovers a large debris field. Scattered on the slopes and into the sinkhole and depressions are metal, plastic like beams, pieces of lightweight material, foil, and string. The debris is thick enough that the sheep refuse to cross the field and are driven around it to water more than a mile away. (Ref. 1)

Thomas and his crew move out to the impact site. The bodies, originally covered by sheets, are now in lead-lined body bags. Only those with the highest clearance are allowed close to the center of the impact. Guards are posted, facing out, to keep the curious away (Ref. 1)

John McBoyle, a reporter for radio station KSWS in Roswell, tries to reach the crash site. He phones to report an object looking like a crushed dishpan. He tells Lydia Sleppy, who works at the parent station in Albuquerque, to hang on. She overhears an argument and then McBoyle tells her to forget it, he has made a mistake. McBoyle is about forty miles north of Roswell. (Ref. 1)

Sleppy tries to put a message out on the Teletype. According to Sleppy, the message is intercepted by the FBI in Dallas and she is ordered not to complete the transmission. (Ref. 1)

Melvin F. Brown, who is on guard duty at the impact site, is warned to climb into the back of the truck. Although he has been ordered not to look under the tarp, the moment that everyone's back is turned, he does. He finds the bodies of the alien flight crew. They are small, with large heads and skin that is yellow or orange. (Ref. 1)

Glenn Dennis, the mortician working at the Ballard Funeral Home in Roswell, receives a call from the base mortuary officer, who asks him about small caskets. (Ref. 1)

In Roswell for a conference, C. Bertram Schultz, a vertebra paleontologist, drives north from the city on Highway 285. To the west he sees a number of guards along the highway. Schultz isn't interested in driving to the west, so he doesn't stop, nor is he bothered by the guards. (Ref. 1)

The Roswell base mortuary officer calls again. He asks Glen Dennis questions about what various chemicals would do to blood and tissue. He also wants to know the procedures for preparing a body that has lain out in the elements. Dennis suspects a fatal crash involving a VIP. (Ref. 1)

Glenn Dennis receives a call from downtown Roswell, where an airman had been injured. The funeral home where Dennis works also operates the ambulance service. Dennis drives the injured airman to the base, is waved through the gate, and stops at the rear of the hospital. Parked behind it, at the loading dock and in front of the emergency room, are three ambulances. In the rear Dennis sees small, canoe like devices and strange debris of some sort. (Ref. 1)

The bodies arrive at the base and are taken to the hospital for examination. Dr. Jesse Johnson pronounces them dead. Two doctors who are not assigned to the base but who have arrived on one of the special flights begin the preliminary autopsy. (Ref. 1)

Brazel, taking a few scraps of the material, heads to the home of his closest neighbors, Floyd and Loretta Proctor. He shows them "a little sliver" of material that he can neither burn nor cut. The Proctors suggest he take it into town to show the sheriff. (Ref. 1)

Inside the base hospital at Roswell, Dennis is confronted by two officers. A red haired captain tells Dennis that he has seen nothing and heard nothing; if he opens his mouth, they will be picking his bones out of the sand. (Ref. 1)

Military bases along the West Coast have fighters on standby in case the flying disks are seen. A few bases in Oregon and Washington have planes equipped with gun cameras on airborne alert. (Ref. 1)

Sherman Campbell of Circleville, Ohio, reports to the sheriff that he has what he thinks is an explanation for some of the flying disk sightings. He has found a weather balloon on his farm. It is metallic, with a kite like appendage on it. The device is displayed at the local newspaper office and then returned to Campbell. Jean Campbell (Romero), Campbell's daughter, reports that it is kept in a barn for years afterward. (Ref. 1)

Later that evening, Brazel removes the large, circular piece of the debris from the range. Brazel either loads it into the back of his truck or drags it along behind. He stores it in a livestock shed about three miles north of the crash site. (Ref. 1)

The bodies are sealed into a long crate, which is taken to a hangar. It is left there overnight with spotlights playing on it while MPs stand guard around it. They never approach it. (Ref. 1)

Melvin Brown, along with other soldiers, is ordered to stand guard outside the hanger. Brown's commanding officer approaches and says, "Come on, Brownie, let's have a look inside." But there is nothing to see because everything has been packed and crated, ready for shipment. (Ref. 1)

Sunday, July 6, 1947
Brazel gets up early, completes his chores, and then drives into Roswell, about seventy-five miles away He stops at the office of Sheriff George A. Wilcox. Contrary to published reports, Wilcox is excited about the find and suggests the military at the Roswell Army Air Field be notified. (Ref. 1)

At 11:30 A.M. Dennis finally locates his friend, the nurse, who agrees to meet him for lunch. He drives out to the base to meet her at the officers' club. (Ref. 1)

While waiting for the military officers to arrive, Wilcox dispatches two of his deputies to the ranch. They have only the directions given by Brazel, but both men are familiar with the territory; and Wilcox believes they will be able to find the debris field. (Ref. 1)

William Woody and his father try to drive out toward the area where they'd seen the object coming down, but the roads are blocked. The side roads off Highway 285, from Vaughn and to the west, are guarded by military police who allow no one to pass. (Ref. 1)

Frank Joyce, a reporter and announcer for radio station KGFL, calls the sheriff and asks if anything interesting is happening at the office. Wilcox refers him to Brazel. (Ref. 1)

Colonel William Blanchard, commanding officer, entrusted with oversight of the first and only atomic-bomb strike force in the world, the 509th Bomb Group, orders Jesse A. Marcel, the air intelligence officer, to investigate. Marcel immediately drives to the sheriff's office. Marcel interviews Brazel, examines the pieces of the material that Brazel brought in, and decides he had better visit the ranch to examine the field for himself. (Ref. 1)

Marcel, taking some of the debris with him, returns to the base and reports to Blanchard what he has seen. Blanchard, convinced that he is in possession of something highly unusual, perhaps Soviet, alerts the next higher headquarters. Marcel and Blanchard (and later, Cavitt) all knew this was from not any type of balloon. (Ref. 1)

Marcel returns to the sheriff's office with the senior counterintelligence agent assigned to the base, Captain Sheridan Cavitt. They escort Brazel back to his ranch and examine the debris field. (Ref. 1)

Acting on orders from Major General Clements McMullen, deputy commander of the Strategic Air Command, Blanchard obtains, from the sheriff's office, more of the debris. It is sealed in a courier pouch and loaded on an airplane to be flown on to the Fort Worth Army Air Field, where it is given to Colonel

Thomas DuBose for transport on to Washington, D.C. (Ref. 1)

After Marcel and Cavitt leave with Brazel, the two deputies return to say they did not find the debris field but observed a burned area in one of the pastures. There the sand has been turned to glass and blackened. It looks as if something circular has touched down. (Ref. 1)

At the Fort Worth Army Air Field, DuBose and Colonel Alan D. Clark, the base commander, meet the aircraft from Roswell. Clark receives the plastic bag with the debris and walks to the "command" B-26 to fly it to Washington, D.C., and General McMullen. (Ref. 1)

Because of the distance to the ranch over roads that are less than adequate, Brazel, Marcel, and Cavitt do not arrive until after dark. They stay at the "Hines" house (an old ranch house close to the debris field), eat cold beans, and wait for daylight. Marcel runs a Geiger counter over the large piece of wreckage Brazel has stored in the cattle shed. He detects no sign of radiation. (Ref. 1)

Monday, July 7,1947
At 2:00A.M. a special flight leaves for Andrews AAF in Washington, D.C. Some of the debris and the bodies are on that flight. (Ref. 1)

Brazel takes the two military officers out to the crash site. It is three-quarters of a mile long and two to three hundred feet wide. A gouge starting at the northern end of it extends for four or five hundred feet toward the other end. It looks as if something has touched down and skipped along. The largest piece of debris is recovered at the southern edge of the gouge. (Ref. 1)

The debris is as thin as newsprint, but incredibly strong. There is foil that, when crumpled, unfolds itself without a sign of a wrinkle, I beams that flex slightly and have some symbols on them, and material resembling Bakelite. (Ref. 1)

Walt Whitmore, Frank Joyce's boss at KGFL, arranges for someone to go and grab Brazel at the ranch and bring him back to Roswell. By this time Whitmore figures Brazel was about to become a heavily sought-after man, so what better place to hide him than Whitmore's home? (Ref. 3)

Marcel and Cavitt walk the perimeter of the field and then range out looking for more details or another crash site, but find nothing else. Finally they return and spend the remainder of the day collecting debris. They load the rear of Marcel's car and then the jeep carryall driven by Cavitt. About dusk they begin the trip back to Roswell. (Ref. 1)

Lt. Haut was aware that someone had reported the remains of a downed vehicle by midmorning after his return to duty at the base. He was also aware that Major Jesse A. Marcel, head of intelligence, was sent by the base commander, Col. William Blanchard, to investigate. (Affidavit, Haut)

By late in the afternoon that same day, haut would learn that additional civilian reports came in regarding a second site just north of Roswell. He would spend the better part of the day attending to my regular duties hearing little if anything more. (Affidavit, Haut)

Lieutenant General Nathan E Twining, the commander of the Air Materiel Command, the parent organization at Wright Field, Ohio, and the next higher headquarters for both the Alamogordo Army Air Field and the Kirtland Army Air Field, changes his plans and flies into Alamogordo. (Ref. 1)

General Carl Spaatz, commander of the army air forces, on "vacation" in the Pacific Northwest, tells reporters that he knows nothing about the flying disks or the plans of various local units to search for them. (Ref. 1)

Intrigued by the story Joyce has told him about the telephone interview he'd conducted with Brazel, Walt Whitmore, Sr., wants to learn more. Whitmore, who knows many of the ranchers and is familiar with the

area, drives out to find Brazel. (Ref. 1)

Walt Whitmore, Sr., who asked Brazel to stay the night in Roswell at his home, now brings the KGFL men in..
That eveing the station's minority owner and newsman, "Jud" Roberts, conduct a wire-recorded interview with Brazelr KGFL by now was off the air so the broadcast would have to wait until morning. (Ref. 3)

Tuesday. July 8.1947
At 2:00 A.M. Marcel stops at his house on the way to the base. He awakens his wife, Viaud Marcel, and son, Jesse, Jr., to show them the material. Over the next hour they examine the debris on the kitchen floor. Marcel, Sr., says it was a flying saucer. Marcel is not breaking regulations since nothing has yet been classified. With the help of his son, Marcel loads it into the car to be taken to the base. (Ref. 1)

At 6:00 A.M. Marcel and Cavitt visit with Blanchard in his quarters and tell him what they have seen. (Ref. 1)

Blanchard calls the provost marshal and orders him to post guards on the roads around the debris field, armed guards encircled the primary areas, denying access to anyone without official business. Easley is directed to locate Brazel and have him escort the MPs to the crash site. (Ref. 1)

Blanchard calls Eighth Air Force headquarters and advises them of the new find. By this time no one believes the material is from a Soviet device. (Ref. 1)

Eighth Air Force relays the message up the chain of command to SAC headquarters. (Ref. 1)

7:30 a.m. The regular 8:00 AM staff meeting is moved up to 7:30 A.M. Lt. Haut would attend the regularly scheduled staff meeting. Besides Blanchard, Marcel; CIC [Counterintelligence Corp] Capt. Sheridan Cavitt; Col. James I. Hopkins, the operations officer; Lt. Col. Ulysses S. Nero, the supply officer; and from Carswell AAF in Fort Worth, Texas, Blanchard's boss, Brig. Gen. Roger Ramey and his chief of staff, Col. Thomas J. Dubose were also in attendance. The main topic of discussion was reported by Marcel and Cavitt regarding an extensive debris field in Lincoln County approx. 75 miles NW of Roswell. A preliminary briefing was provided by Blanchard about the second site approx. 40 miles north of town. Samples of wreckage were passed around the table. It was unlike any material I had or have ever seen in my life. Pieces which resembled metal foil, paper thin yet extremely strong, and pieces with unusual markings along their length were handled from man to man, each voicing their opinion. No one was able to identify the crash debris. (Affidavit, Haut)

One of the main concerns discussed at the meeting was whether we should go public or not with the discovery. Gen. Ramey proposed a plan, which I believe originated from his bosses at the Pentagon. Attention needed to be diverted from the more important site north of town by acknowledging the other location. Too many civilians were already involved and the press already was informed. I was not completely informed how this would be accomplished. (Affidavit, Haut)

7:30 A.M. Regular morning staff meeting is moved up to 7:30 A.M. Blanchard discusses the new find and its possible disposition. Attending the meeting are Marcel and Cavitt; Lieutenant Colonel James I. Hopkins, the operations officer; Major Patrick Saunders, the base adjutant; Major Isidore Brown, the personnel officer; and Lieutenant Colonel Ulysses S. Nero, the supply officer There is reason to believe that Lieutenant Colonel Charles W Horton, Lieutenant Colonel Fernand L. Andry; Lieutenant Walter Haut, and Master Sergeant Lewis Rickett may have also been there. (Ref. 1)

Whitmore, his wire-recorded interview with Brazel completed, takes Brazel out to the military base. (Ref. 1)

At 9:00 A.M. Cavitt and Rickett, having returned from assignment in Carlsbad, drive a staff car to the impact site, followed by MPs. They are stopped by the guards who are still posted. When they arrive, they

see that a small containment of debris remains which Rickett is allowed to examine. (Ref. 1)

Whitmore of KGFL receives a phone call from the FCC in Washington. He is told not to air the interview with Mac Brazel. If he does, the station will lose its broadcast license. Later, Senator Dennis Chavez, chairman of the Senate Appropriation's committee, phoned Whitmore to strongly advise him to do as he was instructed. (Ref. 1)

Blanchard and members of the staff confer by phone with higher headquarters. Brigadier General Roger Ramey orders Marcel to Fort Worth. (Ref. 1)

Mack Brazel, the ranch foreman who first discovered the debris field, was abducted and detained by the U.S. Army Air Forces at the guest house for four or five days while cleanup. Military officers begin to interrogate. Brazel was denied access to a phone, was given an Army physical, and was subjected to rigorous questioning and intimidation while under arrest. (Ref. 3)

At 11:00 A.M. Roswell AAF Commanding Officer Col. William Blanchard announced the recovery of a flying disc. Lt. Walter Haut finishes the press release he'd been ordered to write and is preparing to take it into town. He takes it first to one of the radio stations. By noon he has given a copy of the release to both radio stations and to both daily newspapers. (Ref. 1)

Sheriff Wilcox, wondering what happened out at the crash site, sends two more deputies out. This time they run into the cordon thrown up by the rnilitary and are turned back. The army is letting no unauthorized personnel onto the crash site. (Ref. 1)

At 2:26 P.M. the story is out on the AP wire. The story announces: "The army air forces here today announced a flying disc had been found." (Ref. 1)

The phones at the base start ringing. Irritated at his inability to get a line out, Blanchard orders Haut to do something about all the incoming calls. Haut says there is nothing he could do about incoming calls. (Ref. 1)

Robert Shirkey, standing in the operations building, watches as MPs begin carrying wreckage through to load onto a C-54 from the First Air Transport Unit. To see better, he has to step around Colonel Blanchard. (Ref. 1)

At 2:30 PM. Blanchard decides it is time to go on leave. Too many phone callers into the base are asking to speak with him. He, along with a few members of his staff, drive out to the debris field. Those left at the base are told to inform the reporters that the colonel is now on leave. (Ref. 1)

At 2:55 PM. the AP reports in a "95," just under a bulletin in importance, that a flying disk had been found. (Ref. 1)

At 3:00 P.M. Marcel is told that he is going to Fort Worth with the wreckage. Only a few packages are loaded onto the plane. One, a triangular package about two feet long, is wrapped in brown paper. The other three are about the size of shoe boxes. They are so light that it feels as if there is nothing in them. The special flight, a B-29, takes off for the Fort Worth Army Air Field. (Ref. 1)

Calls come into Roswell from all over the world as the press release hits the various news wires. (Ref. 1)

Reporter J. Bond Johnson of the Fort Worth Star-Telegram is instructed to drive to the base. His editor tells him a flying saucer is coming from Roswell. (Ref. 1)

Marcel is in Ramey's office with some of the debris. The general wants to see where the debris was found. Marcel accompanies him to the map room. Once Ramey is satisfied, they walk back to the general's office, but the debris is gone. In its place is a ripped-apart weather balloon with debris scattered on the floor. (Ref.

1)

At 3:53 PM. Roger Ramey announces that the flying disk has been sent on to Wright Field near Dayton, Ohio. (Ref. 1)

More men arrive at the debris field and are assigned to assist in cleaning it. Soldiers with wheelbarrows move across the field, tossing in the debris. When the wheelbarrows are filled, the soldier take the debris to collection points. The debris is then loaded into covered trucks to be driven into Roswell. (Ref. 1)

4:30 PM. CST. General Roger Ramey, the commander of the Eighth Air Force and Blanchard's supervising officer, presented to the press an alternate story: He claimed the Army had recovered a rawin target device suspended by a Neoprene rubber balloon. ("Rawin" is a method of determining wind speed and direction by using radar or radio waves to track a balloon carrying either a radar-sensitive target or radio transponder.) Mack Brazel, the ranch foreman who first discovered the debris field, was abducted and detained by the U.S. Army Air Forces for four or five days while cleanup (Ref. 3)

At 5:30 PM. a solution for the mystery is offered by Major E. M. Kirton who tells the *Dallas Morning News* that a balloon is responsible for all the excitement. (Ref. 1)

5:26 P.M. EDT. ABC_News_July 8. ABC News "Headline Edition" First aired at about 5:26 P.M. this broadcast was re-broadcast at 10:00 P.M. (Rudiak)

Warrant Officer Irving Newton is ordered from the weather office at the Fort Worth Army Air Field to Ramey's office. Newton, in front of a small number of reporters and officers of the Eighth Air Force, identifies the wreckage on the office floor as a balloon. He is photographed and then sent back to his regular duties. (Ref. 1)

At 6:17 PM. CST the FBI sends a Teletype message from the Dallas office to FBI Director J. Edgar Hoover telling him that a balloon is responsible for the reports. It is on its way to Dayton for examination by army air force experts. This telex disputes Gen. Ramey's announcement to the press that the special flight transporting wreckage to Wright Field (Dayton) had been cancelled, as well as Ramey's explanation of a balloon and foil radar target. (Ref. 1)

At 7:30P.M. the AP breaks into its last message with a bulletin telling the world that the Roswell flying disk is nothing more than a balloon. (Ref. 1)

Ramey, with the identity of the wreckage established, announces to the world that the officers at Roswell had been fooled by a weather balloon. Ramey also appears on Fort Worth-Dallas radio station WBAP. (Ref. 1)

An unscheduled flight from Boiling Field (Washington, D.C.) arrives. Lewis Rickett meets it at Roswell and gives the crew a sealed box with wreckage in it. He is required to get a signature before he can surrender it. (Ref. 1)

At 10:00 PM. ABC_News_July 8. ABC News "Headline Edition" 5:26 P.M. re-broadcast (Rudiak).

At 11:59 PM. one of the photographs taken by J. Bond Johnson is transmitted to New York on the news wire. (Ref. 1)

Wednesday, July 9,1947
Morning newspapers trumpet the story that the "flying saucer" found near Roswell is a weather device. Some quote Ramey while others quote "informed" sources, including senators in Washington. (Ref. 1)

Clean-up on the various sites resumes at sunup. The military is trying to get everything picked up before any more civilians stumble across the field. (Ref. 1)

8:00 a.m. Members of the First Air Transport Unit begin loading crates into C-54s. They load three or four aircraft with an intermediate destination of Kirtland. From there they are to be taken on to Los Alamos. Armed guards watch the loading of the aircraft. (Ref. 1)

At approximately 9:30 a.m. Col. Blanchard phoned my office and dictated the press release of having in our possession a flying disc, coming from a ranch northwest of Roswell, and Marcel flying the material to higher headquarters. I was to deliver the news release to radio stations KGFL and KSWS, and newspapers the Daily Record and the Morning Dispatch. (Affidavit, Haut)

By the time the news release hit the wire services, Haut's office was inundated with phone calls from around the world. Messages stacked up on his desk, and rather than deal with the media concern, Col Blanchard suggested that he go home and "hide out." (Affidavit, Haut)

Before leaving the base, Col. Blanchard took Haut personally to Building 84 [AKA Hangar P-3], a B-29 hangar located on the east side of the tarmac. Upon first approaching the building, he observed that it was under heavy guard both outside and inside. Once inside, he was permitted from a safe distance to first observe the object just recovered north of town. It was approx. 12 to 15 feet in length, not quite as wide, about 6 feet high, and more of an egg shape. Lighting was poor, but its surface did appear metallic. No windows, portholes, wings, tail section, or landing gear were visible. Also from a distance, Haut was able to see a couple of bodies under a canvas tarpaulin. Only the heads extended beyond the covering, and he was not able to make out any features. The heads did appear larger than normal and the contour of the canvas suggested the size of a 10 year old child. At a later date in Blanchard's office, he would extend his arm about 4 feet above the floor to indicate the height. Haut was informed of a temporary morgue set up to accommodate the recovered bodies. Haut was informed that the wreckage was not "hot" (radioactive). (Affidavit, Haut)

Jud Roberts along with Walt Whitmore, Sr., attempt to drive out to the debris field but run into the military cordon and are turned back. (Ref. 1)

According to Roswell Army Air Field head secretary Elizabeth Kyle, the telephones at the base are still tied up by the incoming calls. (Ref. 1)

More of the wreckage is brought into the base and is now being taken to be boxed into crates of various sizes and shapes. (Ref. 1)

Bud Payne, a rancher in the Corona area, is chasing a stray cow As he crosses onto the Foster ranch, a jeep carrying soldiers roars over a ridgeline and bears down on him. He is carried from the Foster ranch. (Ref. 1)

At 12:00 PM. the crate that has been sitting in the empty hangar guarded by the MPs is moved out to bomb pit number one. Nothing other than weapons has ever been stored in the bomb pit. (Ref. 1)

In Roswell Floyd Proctor and Lyman Strickland see Mac Brazel under escort by three military officers. He ignores both of them, something that he wouldn't have done under normal circumstances. (Ref. 1)

At lunch the nurse tells Dennis she is sick and wants to return to the barracks. In the course of the meal, she has provided Dennis with an account of what has happened and given him a drawing of the alien bodies. (Ref. 1)

Sometime that morning, Robin Adair, a photographer with AP received a call from main office in New York, was told to get to Roswell immediately, "even if it meant leasing a plane". Before land at Roswell, Adair flew over the sites (2). Many troops, vehicles, and MPs covered the large open field. "One of them (sites) wasn't very distinct. The other was." Something had descended, impacted the ground, and then ascended into the air. (Ref. 3)

Under military escort Brazel is taken into town and into the offices of the *Roswell Daily Record.* There he gives reporters, including Robin A. Adair and Jason Kellahin from Albuquerque, a new story. Now he claims to have found the debris on june 14. He also says he has found weather observation devices on two other occasions, and what he found is no weather balloon. (Ref. 1)

Ramey's weather officer; Irving Newton, says the weather balloon is a special kind. "We use them because they go much higher than the eye can see. (Ref. 1)

An officer from the base sweeps through Roswell picking up copies of Haut's press release, including those at the two radio stations. (Art McQuiddy said that a military officer had retrieved the copies of the press release written by Haut.) (Ref. 1)

Late in the afternoon, a flight crew at the skeet range is told they have a special flight coming up. The squadron operations officer; Edgar Skelly, tells the aircraft commander to keep everyone together. (Ref. 1)

The aircraft loaded by Robert Smith and other members of the First Air Transport Unit takes off for Albuquerque. The crates will eventually reach Los Alamos. All the crates are marked with stencils saying TOP SECRET. (Ref. 1)

Members of the flight crew pulled from the skeet range quickly preflight their aircraft. Once that is accomplished, they taxi out to the bomb pit. The only places on the base where the bomb pit can be observed are the tower and portions of the flight line. (Ref. 1)

A sealed, unmarked wooden crate is brought out and loaded into the bomb bay of the B-29, tail number 7301. Six armed MPs guard it, never allowing it out of their sight. (Ref. 1)

At Fort Worth a number of officers meet the aircraft. One is a man the bombardier recognizes as a mortician with whom he went to school. (Ref. 1)

When the crate is unloaded and taken from the flight line, Jesse Marcel is driven up to the aircraft. He and the crew are told to return to Roswell. There was no briefing given to them at fort Worth. It is clear now that this flight was a diversion. The bodies had already been sent to Andrews. (Ref. 1)

At 6:00 PM. Joseph Montoya returns to the base to catch the courier flight to land. He wants to get out of Roswell and forget what he has seen. (Ref. 1)

Mac Brazel calls on Frank Joyce, this time with a new story, significantly different from the one he told on Sunday. When Joyce points that out, Brazel responds that it "would go hard on him" if he didn't tell the new story. (Ref. 1)

At 8:00 PM. the flight crew is back. Again, they were not debriefed, but are told that they have flown the general's furniture to Fort Worth. They are cautioned not to tell anyone, including their families, what they have done. As far as everyone is concerned, the flight has not taken place. (Ref. 1)

Upon his return, Marcel confronts Cavitt in the intelligence office. Marcel wants to the reports flied in his absence, but Cavett refuses. Marcel points out that he is the senior officer but is told the orders came from Washington. If he has a problem, to "take it up with them." (Ref. 1)

Upon his return from Fort Worth, Major Marcel described to Haut taking pieces of the wreckage to Gen. Ramey's office and after returning from a map room, finding the remains of a weather balloon and radar kite substituted while he was out of the room. Marcel was very upset over this situation. haut and Marcel would not discuss it again. (Affidavit, Haut)

Haut would be allowed to make at least one visit to one of the recovery sites during the military cleanup. He would return to the base with some of the wreckage which he would display in my office. He was aware

two separate teams would return to each site months later for periodic searches for any remaining evidence and was convinced that what he personally observed was some type of craft and its crew from outer space. (Affidavit, Haut)

The *Las Vegas Review-Journal*, along with dozens of other newspapers, carries a United Press story. "Reports of flying saucers whizzing through the sky fell off sharply today as the army and the navy began a concentrated campaign to stop the rumors." The story also reports that AAF headquarters in Washington "delivered a blistering rebuke to officers at Roswell." (Ref. 1)

Thursday, July 10, 1947
As he reads the morning newspaper, Bill Brazel learns about his father's activities in Roswell. He realizes that no one will be at the ranch and makes plans to get down there to help. (Ref. 1)

At the debris field and impact site men are working to get everything cleaned up. They want nothing left and no signs of their presence. (Ref. 1)

Military personnel return to Sheriff Wilcox's office and ask for the box of debris he has been storing for them. Wilcox surrenders it without protest. (Ref. 1)

Mac Brazel is being held in the guest house on the base. The officers there are still trying to convince him that he is not to say anything about what he has seen. They are also trying to keep him out of the way of reporters. He is given a physical by doctors at the base hospital. (Ref. 1)

Sheriff Wilcox calls on Glenn Dennis's father, telling him that his son has gotten himself into trouble out at the base. The sheriff had been visited by a sergeant who wants to ensure Glenn's silence. (Ref. 1)

Major W. D. Prichard from Alamogordo claims that a unit from his base in Roswell launched balloons around June 14. That, according to the article reported in the Roswell Daily Record, is undoubtedly what Brazel had found. (Ref. 1)

Friday, July 11, 1947
The debriefings of all the participants are under way. Participants are taken into a room in small groups and told that the recovery is a highly classified event. No one is to talk about it to anyone. Everyone is to forget that it ever happened. (Ref. 1)

When he tries to contact his nurse friend, Glenn Dennis is informed that she has been transferred from the base and that no one knows where she has gone. (Ref. 1)

Members of the military warn those civilians around Roswell who know something of the events that they can never talk about what happened. In some cases, the witnesses are threatened with death should they speak to anyone. (Ref. 1)

Saturday, July 12, 1947
Bill Brazel and his wife, Shirley, arrive at the ranch, but no one is around. Brazel begins his work, first surveying the ranch to see what needs to be done. He sees no evidence of a continued military presence. The trucks, jeeps, soldiers, and cordon are gone. (Ref. 1)

This weekend no aircraft with gun cameras search for the flying disks. No aircraft on standby wait for orders to take off. In fact, all aircraft are ordered grounded to prevent further searching. (Ref. 1)

Tuesday, July 15, 1947
Mac Brazel returns from Roswell. All he will say about his experience is that his interrogators kept asking him the same questions over and over again and that Bill is better off not knowing what happened. Besides, Mac has taken an oath that he will never reveal, in detail, what he saw. By now most of the world has forgotten that a flying saucer supposedly crashed in New Mexico. (Ref. 1)

Late July 1947
A deeply upset Mac Brazel tells the Lyman Stricklands what happened in Roswell. Through he complains bitterly about his treatment there, he honors his oath of secrecy and says nothing about what he found. (Ref. 1)

Bill Brazel finds one of the pieces of foil-like material his father had described. Brazel shows this bit of debris to Sallye Strickland (later Tadolini). (Ref. 1)

August 1947
Mac Brazel and ranch hand Tommy Tyree spot a piece of wreckage floating in the water at the bottom of a sinkhole. Neither man bothers to climb down to retrieve it. (Ref. 1)

September 1947
Lewis S. Rickett is assigned to assist Dr. Lincoln La Paz from the University of New Mexico. La Paz's assignment is to determine, if possible, the speed and trajectory of the craft when it hit. According to Rickett, they discover a touchdown point five miles from the debris field where the sand has crystallized, apparently from the heat, and they find more of the foil-like material. La Paz, who apparently does not know that bodies were recovered, concludes that the object was an unoccupied probe from another planet. (Ref. 1)

Glenn Dennis learns that his nurse friend has been killed. A letter returned as undeliverable indicates the addressee is deceased. Nurses at the Roswell base tell him that she was killed in an aircraft accident while stationed in London, England. (Ref. 1)

November 1947
Arthur Exon, assigned at Wright Field, flies over the debris field and the impact site. The tracks of the trucks and jeeps are still visible, as is the gouge. (Ref. 1)

September 1948
Rickett, while in Albuquerque, meets with La Paz. La Paz remains convinced that an unoccupied probe from another planet crashed in New Mexico the year before. In his secret dealings with various government projects La Paz has found nothing to cause him to change his mind. (Ref. 1)

October 1948
Rickett meets with John Wirth, another CIC agent. Rickett asks Wirth about the status of the material recovered at Roswell and is told that they had yet to figure it out. According to Wirth, they hadn't been able to cut it. (Ref. 1)

Summer 1950
From time to time in the two years following the crash, Bill Brazel has found "scraps" of the craft. His father confirms this, saying, "That looks like some of the contraption I found." Bill Brazel, in Corona, mentions his discoveries. The next day Captain Armstrong and three others from the Roswell base arrive and ask for the material. Armstrong reminds Brazel that his dad cooperated with them. It is the younger Brazel's patriotic duty to give it up. Brazel can't think of a good reason to deny it to them and surrenders it. (Ref. 1)

Boyd Wettlaufer discusses the crash of an alien spacecraft with Dr. Lincoln La Paz. (Ref. 1)

1952
Major Ellis Boldra, an engineer stationed at Roswell, discovers samples of the debris locked in a safe in the engineering office. In the course of his experiments, he tries to burn and melt it with an acetylene torch and to cut it with a large variety of tools. Although extremely thin, the metal resists his efforts. When crumpled, it quickly returns to its original shape. (Ref. 1)

1961
UPI stringer Jay West is working in Alamogordo, in the area of White Sands Missile Range, when the base public information officer confides he has found a file that mentions the Roswell crash. The file includes a map. The PlO obtains a topographical map of the crash site. He and West make several trips out to try to locate the site. The maps show the debris field and then, to the east, a second site. (Ref. 1)

1969
As Americans walk on the moon, Melvin F. Brown tells his family that he has seen the wreckage of an extraterrestrial craft and the bodies of the crew. He assisted in the recovery; taking the bodies into Roswell. (Ref. 1)

1972
Inez Wilcox tells her granddaughter Barbara Dugger of the involvement of the Chaves County sheriff in the events of 1947. She says her husband, Sheriff Wilcox, was informed that one of the beings survived the crash. Mrs. Wilcox says rnilitary personnel used death threats to keep the family from talking about the events. (Ref. 1)

1978
Pappy Henderson confides in his close friend John Kromschroeder that he flew wreckage from a crashed saucer out of Roswell and to Dayton, Ohio. He shows Kromschroeder a fragment of the debris and tells his friend that he saw alien bodies. (Ref. 1)

Jesse Marcel is interviewed by a number of researchers, including Leonard H. Stringfield and Stanton Friedman. Marcel tells them that he is sure the wreckage is nothing from earth. Later, Marcel grants interviews to various news organizations, but those reports do not gain wide dissemination. (Ref. 1)

December 1979
Reporter Bob Pratt interviews and later publishes his interview with Jesse Marcel in which Marcel "admitted that he was the intelligence officer who had recovered the parts of a flying saucer." (Ref. 1)

1980
Syndicated television program "In Search Of" airs an episode about UFO coverups and interviews Marcel. In the course of that interview, Marcel again insists the material he saw had no earthly origin. (Ref. 1)

January 1980
Charles Berlitz and William L. Moore publish *The Roswell Incident,* the first attempt at a comprehensive analysis of the events at Roswell. In the course of his research, Moore located and interviewed more than seventy witnesses who had some knowledge of the event. (Ref. 1)

1982
After reading a story about the events at Roswell in a tabloid newspaper, Pappy Henderson tells his wife, Sappho, that everything in the story was true. He knows from his own personal involvement. He is surprised that the story is being released and, moreover; that it is accurately reported. He says even the descriptions of the bodies are accurate. (Ref. 1)

October 1988
Jim Parker's son sees a strange pickup truck on the ranch where the debris was found in 1947. Parker and his son chase it down and discover two men sitting in a U.S. Air Force pickup with a camper on the back. Inside are maps of the local area. The men are in their late twenties or early thirties and apparently of low rank. They claim they are surveying the area to put in a radar site to monitor low-flying aircraft. (Ref. 1)

Ref. 1 - The Truth About Roswell - Randle, Schmitt

Ref. 2 is the Haut Affidavit, so marked.

Ref. 3 - Witness to Roswell - Carey, Schmitt (2007)

Roswell Directory
NICAP Home Page

Found: The Archaeologists

Update: 11/27/98

Kevin Randle

The following information supports the evidence that Barney Barnett was telling the truth when he told others he had been at the crash site of a strange object and saw something other than a balloon, an object and alien-looking bodies in the summer of 1947. It also indicates why there has not been found any supporting evidence for a crash in the Plains of San Agustin. The crash site was just north of Roswell. Not only have the previously unidentified archaeologists been found, but several confirmed the information mentioned by Barney Barnett. Earlier, there was no proof that Barnett had been on the Plains on the day in question. And never has anyone accused Barnett of lying. The following updated report convincingly explains what happened and why some previous information has been conflicting. This is only the beginning. There are more witnesses to be found. Our thanks to Kevin Randle for his permission to post this web page.

Francis Ridge
NICAP Site Coordinator

Kevin D. Randle:
It was Barnett who introduced the concept of archaeologists into the Roswell crash case. Or rather, it was those repeating the Barnett story since Barnett died before any researchers began to investigate. (1) It was Jean Maltais who said they were affiliated with the University of Pennsylvania.(2) The stage was set for an area of investigation that would bear little fruit for more than a decade.

Bill Moore, writing in his 1985 paper about the status of his Roswell investigation, said that the link to the University of Pennsylvania had been confirmed. (3) He offered nothing in the way of evidence that it had been confirmed, just that statement.

As our investigation began in 1989, there was no reason to assume that the Barnett testimony was in error in any fashion. The conventional wisdom accepted the Barnett story at face value, and the search for the archaeologists, potential first-hand witnesses to the craft and bodies, was launched. Following the well-mapped route, we began the task of learning who was working in the state of New Mexico in July 1947, with an emphasis on those working in the area of the Plains of San Agustin.

Records were available listing who was where and what was being done. The archaeological literature provided additional clues, and while some of the records available at the Museum of New Mexico, and the Laboratories of Anthropology both in Santa Fe and the University of New Mexico in Albuquerque, might be incomplete, the articles contained acknowledgement sections listing local help and amateurs who assisted on the projects. In other words, there was a paper trail that would lead back to the archaeologists if any had been involved.

The archaeologists who were working on the Plains or near the Plains in July have been identified and eliminated. All of them have denied knowledge of anything happening there.

(4) Friends of them were located and questioned, in the hope of a lead, but none developed. The only conclusion that could be drawn was that none of them had been involved.

Given the situation, it would be easy to decide that the story of archaeologists had somehow been created between what Barnett actually said and what those he spoke to heard. The Barnett end of the story was created from second-hand testimony, and it is possible that something had been misunderstood. Since no one can now interview Barnett to ask him, investigators were forced to speculate about his testimony

It would have been easy to ignore the archaeologist connection if not for two additional facts. On February 15, 1990, just about a year after we began to actively investigate the Roswell case, a man claiming to be one of the archaeologists called.

According to him, they had been surveying the general area looking for "signs of occupation that predated the arrival of the white man."

That was interesting but entirely irrelevant. Anyone reading anything about the Roswell case would have been able to invent that detail. It was clear from the little that had been said that early-man sites were of interest to archaeologists working in New Mexico. However, when asked if he was one of the archaeologists who had been on the Plains, he said, "No. We were working north of the Capitan Mountains."

That was the new wrinkle. No one had suggested that the archaeologists had been working anywhere other than the Plains of San Agustin. He took it further, saying they had been driving cross-country, searching for evidence that the Indians had been in the area in the ancient past. They came up over a rise, and in the area below, "maybe half a mile, maybe more... was something that looked like a crashed airplane without wings." The caller said that it looked like an aircraft fuselage that was badly damaged, with no sign of a dome, porthole, or hatch. (5)

Interestingly, the man said that he saw another man already there. The archaeologist didn't pay much attention to the other witness, being so concerned with the crashed craft that he said he now knew wasn't an airplane. "It was more rounded." It was so badly damaged that he couldn't tell if it had been disk-shaped or not.

He only saw three bodies. They were small with big heads and big eyes. He said that the head was turned to one side, so that it was difficult to see the facial features. The beings were wearing silver-colored flight suits.

The military arrived moments later. The archaeologist thought there was an officer with them but wasn't sure. All were armed with pistols, and a couple of them had rifles. The archaeologists were ordered away from the craft and stood facing away from it. The man in charge told them that it was of vital national interest that they forget what they had seen. The man then took the names and school affiliations, telling them that grant programs and government funding could disappear if they mentioned what they had seen. (6)

They were then escorted from the area by armed guards. The archaeologist didn't mention what happened to the man who had been there first.

The intriguing aspects of the account were that he didn't report a disk and that they had been escorted from the site. Although nothing had been published about the military cordon, the archaeologist described it correctly, saying that there was an army car sitting at the side of the road with a couple of soldiers standing near it. They were turning back everyone who tried to use the road.

It was an interesting story and the man sounded sincere, but the same could be said for Gerald Anderson. In fact, from one point of view, the Anderson testimony was better because it wasn't anonymous and Anderson did supply some documentation. Only after it all fell apart was the Anderson story rejected for the hoax it was. (7)

The archaeologist changed, significantly, the location of the crash site. He placed it in Lincoln County, near the Brazel ranch. He changed the description of the craft and mentioned only three bodies. It was interesting corroboration of part of the Barnett story, but there were enough differences to suggest the man was relating what he'd seen as opposed to what he read. Unfortunately, with no other information, there was little that could be done to investigate.

But that wasn't the only lead to the archaeologists. After the "Unsolved Mysteries" broadcast of September 1989, Mary Ann Gardner came forward. She had been watching the program with her husband when she turned white and felt her stomach flip over. The story of the archaeologists was one that she'd heard about ten years earlier from a dying cancer patient.

The woman (Gardner couldn't remember her name) had been alone in the hospital. Feeling sorry for her because she had no visitors, Gardner spent as much time as she could listening to the woman's stories. Several times she told about the crash of the ship and the little men she had seen.

According to Gardner, "Basically... they had stumbled upon a spaceship of some kind and... there were bodies on the ground. The army showed up... and chased them away and... told them that if they ever told anything about it, that the government could always find them."

Gardner couldn't get the woman to say much other than that they had been "little people with big heads," and later she added, "large heads and large eyes.

Gardner thought that the military officers had covered the bodies the way police covered accident victims.

Under questioning, Gardner remembered that the woman had used the word "spaceship." Gardner thought that one of the men had entered the ship. He didn't explore it too far and then "the military was everywhere, the army people were everywhere."

The woman, according to Gardner, wasn't supposed to be there. They had been "looking for fossils. That's what she said. They were hunting rocks and looking for fossils.... She went with a friend."

Gardner said that when she first heard the story, in 1976 or 1977, she thought it was the result of a drug-induced fantasy. The woman was on painkillers because of her cancer, but she told the story half a dozen times. It wasn't until the "Unsolved Mysteries" broadcast that Gardner began to believe it. (8)

Of course, there were things to be investigated. Gardner remembered which hospital it had been and was able to provide a time frame for the event. It seemed simple enough to check the records at the hospital for the names of women who died of cancer during those years.

The hospital had been sold, but the hospital administrator said that if someone could get to Florida, the records would be available. But once that happened, there was a series of excuses as to why the records weren't available. Gardner was sure she would recognize the name if she heard it, but there was no way to learn it through the hospital.

The next best thing was to check the obituary pages of the local newspapers, but it was soon

evident that the task was overwhelming. All deaths in the area, and many from the rest of the state, were listed. All hospitals were included. Without a little more information, or another way to limit the search parameters, the task was impossible. (9)

These two cases, one second hand and one from an anonymous source, suggested that the Barnett data-that a group of civilian archaeologists had stumbled onto the crash site-was accurate. It was clear through research that the archaeologists had been neither on the Plains of San Agustin nor from the University of Pennsylvania, and that was about all that was known.

There was, as outlined elsewhere, very good evidence that something unusual happened near Roswell. The Mac Brazel story had a wide range of first-hand sources, documentation, and corroboration. The Barnett story had none of these.

Tom Carey, in fact, remembered the statement made by Moore in 1985 in which Moore claimed that he had confirmed the connection to the University of Pennsylvania. He called Moore and learned that he had spoken to an archaeologist at Pennsylvania who, according to Moore, remembered the story. Moore identified him as Bernard Wailes, who was still at Penn. Wailes denied it was he, said that he hadn't arrived in this country until the 1960s and knew nothing about the UFO crash near Roswell. He didn't even remember meeting Moore. (10)

The search then had to center on the area around the Brazel ranch and the areas north of Roswell. That was where something could be documented to have happened. It was the general area identified by the anonymous archaeologist, and it was about the only clue that was left.

Those at the Laboratory of Anthropology in Santa Fe took a look at all the reports filed from the area north of the Capitan Mountains east toward Roswell. The Museum of New Mexico provided the names of those who had been working in that area from 1945 through 1955.

The two names that popped up were Donald Lehmer and Jane H. Kelly Both were professionals who had written monographs that included information from the proper region. Lehmer, unfortunately, had been killed in an automobile crash, (11) but Kelly was alive and teaching. The scientific director of the Center for UFO Studies (CUFOS), Mark Rodeghier, spoke with her, and she said that she hadn't gotten into the region to make her study until sometime after 1948 (12) That seemed to be documented by her monograph.

Friends and advisors to Lehmer were found and interviewed. Fred Wendorff knew Lehmer well and said that Lehmer had never mentioned a thing to him. Wendorff believed that had Lehmer been involved, he would have said something. Others who knew Lehmer said that he had never mentioned it. Family members were eventually found, including a daughter, Megan, who wrote Tom Carey, "I've talked to my brothers and my father's cousin. He never mentioned anything about the Roswell incident or anything about UFOs to them." (13) That seemed to eliminate Donald Lehmer.

Since we'd already searched through the lists of professional archaeologists who had been working in New Mexico during the summer of 1947, the only thing left was to try to find the amateurs. These ranged from pot hunters to untrained people with an interest in archaeology They rarely, if ever, produced a written record, but professionals often tapped into the amateur network as they conducted their research. Often, when they finished their reports, the names of the amateurs were appended to thank them for their assistance.

The Laboratory of Anthropology library filed not only the monographs prepared by professionals, but the surveys conducted at the request of the Bureau of Land Management.

Using those documents, it was possible to learn the names of some of the amateurs.

There were a number of amateurs who led back into Lincoln and Chaves counties. Lists of amateurs working around the Fort Stanton area, north and south of Roswell, and with the Museum and Art Center in Roswell were obtained. There are a number of important sites in the area, especially along the Hondo River valley leading to the west from Roswell. Those who had worked the sites were identified and, if still alive, contacted. It was another dead end. No one had any first-hand knowledge of the events, and no one was able to think of who it might have been.

Another amateur surfaced by the name of Cactus Jack. After the "Unsolved Mysteries" broadcast, Iris Foster called, telling of an old pot hunter she knew only as Cactus Jack. He told Foster that he had seen the "object which was round but not real big." He claimed to have seen four bodies and said they were small. Their blood, according to Cactus Jack, was like tar, thick and black, and stained the silver uniforms they wore. (14)

Foster couldn't remember Cactus Jack's real name, but her sister Peggy Sparks could. She said it was Larry Campbell, an old-timer who had drifted through parts of New Mexico, Texas, and Arizona his whole life. Campbell, she believed, had been burned a number of years earlier in a fire in Taos and lived at a nursing home in Las Vegas, New Mexico. (15)

A search initiated at the *Taos* News failed to reveal any information about a fire or Larry Campbell. Carey tried to learn if Campbell had ever been in the nursing home in Las Vegas, and the answer was no. (16)Campbell, it seemed, was another dead end.

Interestingly, another Cactus Jack was located. Unfortunately he was in prison in Anthony, New Mexico. A quick check revealed that he was not old enough to be the Cactus Jack of the Roswell crash. (17)

Long lists of archaeologists and anthropologists had been located and many of the people were interviewed. They included Joe Ben Wheat, Jesse Jennings, William Pearce, Art Jelinek, Ridgely Whitman, John Speth, Regge Wiseman, and many more. The lists ranged from people who might have been involved to people who might have known who was involved.

For two years it seemed that nothing concrete could be learned. Had it not been for Gardner and the unidentified archaeologist who called, who seemed to have some inside knowledge, it would be simple to ignore this aspect of the case. The long searches, the checks at universities all over the United States, had failed to find a clue. With few exceptions, all who were interviewed were friendly and interested.

They wanted to help, but a point was reached when the names being given were the same ones already interviewed. There was nowhere to go.

Then Tom Carey received the break. A friend of a new member of Mutual UFO Network (MUFON) told Carey that her father, C. Bertram Schultz, had been telling the story of a crashed flying saucer for years. Although he wasn't an anthropologist, he was a vertebra paleontologist. He had spent time in Roswell and he had spoken to a group of archaeologists in Roswell who knew about the crash. He did, however, see the military cordon as he drove out of Roswell, speaking of guards on the western side of the highway Since he didn't want to drive off to the west, he was curious but unconcerned. (18)

The big question was: could Schultz remember the names of any of those archaeologists. According to him, W. Curry Holden was the leader of the group. (19)

Holden, at one time the chairman of the Department of History and Anthropology at Texas Tech in Lubbock, Texas, was ninety-six years old when he was discovered. Holden, when interviewed in 1992, said that he had been there. He could remember nothing about the event, other than that he had been there and had seen it all. Each time the question was asked during the short meeting, he confirmed that he had seen it all. (20)

Later, both his wife and daughter said that he was easily confused. Memories from his life were jumbled and reordered, and he had never mentioned, to either one, that he had been involved in a flying saucer crash. (21) But Holden had been asked the question three separate times in three separate ways, giving him the opportunity to answer it differently, yet he always responded that he had been there.

Holden's papers, nearly a quarter of a million sheets, had been given to Texas Tech and were there for review. With luck, there would be something in the papers to answer the questions one way or the other.

The weekend when the ship crashed had been a three-day holiday. Holden's records revealed that he had written a check in Lubbock on July 3, that he had been invited to a wedding on July 8, and that he made a bank deposit on July 9. There was no way to prove that he had been in Lubbock on the critical Sunday when the archaeologists had been on the impact site. (22) With Roswell only two to three hours away, and given the history of the region, there was no reason not to believe that he had been there.

Schultz was sure that Holden had been one of the archaeologists. Schultz mentioned that he had seen the cordon himself, (23) and his daughters confirmed that he had been to Roswell many times, particularly to a region south of Roswell. (24)

There are records of Schultz's research as well. Schultz was in southern Nebraska before and after the right date, collecting samples, but again, there is no record of where he was on the critical dates. The field notes, available at the University of Nebraska, were inconclusive, and Schultz's personal diaries were not available. (25)

Interestingly, records from Texas Tech did put Schultz and Holden together at the University of New Mexico for the 46th Annual Meeting of the American Anthropological Association, December 2~31, 1947. Holden attended the meeting, and Schultz spoke about "The Lime Creek Sites: New Evidence of Early Man in Southwestern Nebraska." (26)

Here were two major finds, archaeologists who had claimed to have knowledge of the events in Roswell, one first hand and one who had both first- and second hand information. But more important, both of them placed the site of the event in the Roswell area and not anywhere near the Plains of San Agustin.

The archaeologists had been found, but there weren't the revelations that had been expected. Holden, who died in April 1993, had been unable to share any additional data, and his age prevented a detailed questioning. Schultz, who could be interviewed, only related what he'd heard from Holden, and the little he'd seen himself.

Without these clues, the search would have been abandoned, but Carey couldn't let go. Without the data from the anonymous source and without the new data, the search would have to be ended. There would have been no hope.

But Carey stayed after it, reinterviewing those who had been found and rejected. He talked to Dr. George Agogino, who formally admitted that he had heard the story himself. He knew who had been there. When Carey read him the notes from the conversation with the anonymous source, Agogino said, "That's what he told me." (27)

Agogino didn't want to identify the archaeologist, because the man had made him promise not to tell. Fear of the goverument seemed to be the reason. He didn't want to get into trouble. But Agogino did tell, (28) providing a name as well as a corroborating source.

The search for the archaeologists has nearly ended. Their leader, Dr. W. Curry Holden, has been identified, and he confirmed his involvement. Corroborating witnesses have been found and interviewed. The story of archaeologists on the impact site, just north of Roswell, is true. The details provided by them have been sketchy, but we now have a better understanding of what happened on that New Mexican desert in July 1947. All that remains is to learn the names of the other witnesses and add them to the growing list of people who kept the greatest secret of the twentieth century.

Kevin D. Randle
Updated report, 11/27/98

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NICAP Home Page

COLONEL BLANCHARD'S PRESS RELEASE

Date: Sat, 14 Mar 1998 15:41:57 -0600
To: slk@world.evansville.net
Subject: File: "CURRENT-ENCOUNTERS LOG9803"

Larry Miller has submitted some interesting material that we are posting. Here is his bio.

Francis Ridge
NICAP Site Coordinator

Lawrence E. (Larry) Miller was raised in Chattanooga Tennessee and attended college at Duke University. After that, he served a 26 year career in the United States Navy as a nuclear submarine officer. Since retirement in 1991, he has worked as a nuclear engineer. His main hobby is investigation of the paranormal. He is 54 years old and lives in Burke, VA. He can be reached on the internet at lemillerla@aol.com.

Colonel Blanchard's Press Release
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It is my personal opinion that the UFO phenomenon is real and very complex in nature. However, I find the Roswell story full of what appear to me to be gross inconsistencies, logical absurdities and strong, unsettling indicators of hidden agendas being worked by the various "terrestrial" forces that seem to be feeding into it. I also appears to me to have been deliberately manipulated into a world class legend about extraterrestrial contact and government cover up complete with a cast of heroes, villains, saints, and a rigid dogma that seems to have virtually captured most of the attention and resources of the various mainstream UFO groups at the expense of more meaningful research into the UFO phenomenon.

I will hereafter refer to this as the Roswell Legend.

For these reasons, Roswell has come to fascinate me, and I have devoted considerable time and thought to analyzing its many facets. To try to cover all of the reasons why I believe that the "king has no clothes" with respect to the Roswell Legend in one article for TAUFON is impossible.

When discussing the Roswell Legend with my friends, I like to start by sharing my thoughts about a key element in the beginning of the Legend which is the press release by the Roswell base commander, Colonel Blanchard, announcing unequivocally that the U.S. Army Air Force at Roswell had recovered a crashed disc. These comments are strictly my opinions based solely on my reading of material referenced in the next paragraph.

The authors on the subject whose work I have read and studied and who want to promote the Roswell Legend seem to use the press release as some sort of prima facie item of proof of their case without ever subjecting it to any critical examination. I would argue that a close examination of that element of the story raises significant suspicions of something else going on and something quite different from that which the pro-Roswell Legend elements would like to believe. I have read thoroughly The Roswell Incident by Berlitz and Moore, UFO Crash At Roswell by Randle and Schmitt, Crash At Corona by Friedman and Berliner,

and a host of articles on the subject in various newspapers and periodicals including a recent interview with former Roswell Base Public Information Officer, Walter Haut, by the Albuquerque Journal during the Roswell 50th year celebration.

The fairly consistent basics of the story of the events leading to the press release from all my various sources are that Major Marcel returned from the debris field in the wee hours of the morning with a car load of allegedly strange material. Eventually, he had an early morning staff meeting with Colonel Blanchard who is supposedly shown a few small pieces of this strange stuff. Blanchard's reported immediate actions are logical and consistent with standard military procedure in cases where a commanding officer doesn't know what he is dealing with and suspects potentially significant national security issues may be involved. He reportedly orders the entire area sealed off and strong security measures put in place.

So far so good, and his actions make sense, especially in light of the testing of all sorts of advanced rockets, etc. at nearby ultra secret bases such as White Sands. Then, out of the blue, Colonel Blanchard calls Lt. Haut into his office and orders him to make a press release announcing as a certainty that a crashed disc had been recovered.

I very much believe that the precipitous nature of the order and the unqualified certainty of the press release is very important to note and, to me, strongly indicate that a hidden agenda was at work. In other words, I would argue that, at this point, the story of Blanchard's role in things departs logic and common sense unless there was more going on than has been revealed. Ordering the press release was totally inconsistent with his own just delivered instructions for tight security and totally in violation of all the training in such matters that a senior military officer gets during their career.

As a former career military officer, I can assure the reader that every professional military officer knows that press releases from senior military commanders in the field on anything other than trivial, non-controversial matters must be reviewed and approved at the highest levels in Washington. Violation of this rule gets your career ruined very quickly. That Blanchard would on his own initiative order such a momentous press release, which was roughly equivalent to announcing the Second Coming of Christ, after only a cursory look at a few small pieces of the debris and a brief conversation with one major on his staff is not remotely believable to me, especially since he suffered no adverse consequences for his action and was later reportedly promoted to general.

Further, according to the above sources, a sizable force of federal agents and soldiers conveniently and instantly materialized all over not just the Roswell area, but all over New Mexico to cause what appears to have been deliberate mayhem among the local citizens with rather dramatic efficiency, speed, organization and heavy handed, gestapo-style theatrics. I would argue that the reported heavy handed actions of this army of agents and soldiers was totally unprofessional and totally unnecessary in the context of the situation unless they were part of a bigger, hidden agenda. As I study the accounts of this blitz, I sense "showmanship" at work. This certainly arouses my suspicions that these forces were pre-staged with a well orchestrated game plan and were just waiting for their cue, which was Blanchard's expected press release.

I found it interesting to note that Randle and Schmitt in their book noted above made what I regard as a rather clumsy effort to explain why Blanchard would, in the context of the story to that point, do something so illogical as to order his famous press release. Unable to come up with my postulated reason that made any sense, they finally state on page 57 of my Avon 1991 paperback copy, "Blanchard acting on orders issued in Washington, D.C., ordered Walter Haut, the PIO, to issue a press release saying they had recovered a flying disc.'" (Italics added by this author for emphasis.) Having casually dropped this devastating bomb

right into the guts of the traditional Roswell Legend in the form of a definitive statement of alleged fact, they just simply ignore the incredible implications and moved on. They offer no source for such a definitive statement nor do they offer any comment or speculation as to who in Washington might give such an order and why.

In summary, based solely on the version of events related in the above referenced sources, I am forced to strongly suspect that Blanchard, when he ordered his famous press release, was following orders from the highest levels in Washington in accordance with a scripted plan. I believe that pursuing who in Washington gave him his orders for that press release and why is where real Roswell investigators ought to be looking.

The Roswell Directory
NICAP Home Page

Francis Ridge:
This page is a text file mirror site for use with our search engine on the NICAP web pages. The original link can be found HERE.

by Stanton T. Friedman

Kent Jeffrey's anti-Roswell conclusions (MUFON Journal, June, 1997) are based on the same kind of false reasoning that led to his pro-Roswell views: Don't bother me with the facts, my mind's made up; be enthusiastic and ready to put ones money where ones mouth is, but don't have the facts in hand first; don't bother finding out how security works; believe what one wants to believe. Do one's research by proclamation rather than investigation. Select from the data available to back up your conclusions, and ignore the facts that don't.

Kent stated on a recent radio show with me that he has never had a security clearance and his article certainly shows over and over again that he doesn't understand: that higher classification info cannot be presented in lower classification documents; that having a particular level clearance is not enough to gain access to classified information; that one must have a need-to-know for that information; that people with high level security clearance do not pass on classified information to people not having a clearance and need-to-know for the information.
Kent decided the Santilli footage was fraudulent because of the curled phone cord. I asked if he had checked with the phone company. He said he didn't need to. He knew there were no curled cords in 1947. He was wrong. The patent was granted in 1937 and production began in 1938. I tried to keep him from wasting big money on attorneys because no evidence had been presented that Frank Kaufman had played any roll in intelligence in 1947 (he was a civilian clerk on the base) or needed legal counsel. Kent didn't need any evidence because he and his father had a good visit with Frank. So he wasted thousands of dollars.

I tried to get him to understand that it was ridiculous to jump from talking about events in New Mexico in July, 1947 to demanding the president declassify everything learned about ETs since 1947 which might, of course, include technology of great importance from a military viewpoint. I didn't sign the Roswell Initiative because I do not believe technical data (defensive or offensive) should be put on the table for the Saddam Husseins of the world. Remember that one can't tell one's friends without telling one's enemies.

Kent can't seem to understand the utter foolishness of his comment that information about ETs is "knowledge of profound importance to which we are all entitled". Important? Certainly. But why does he think we are all entitled? There is an annual black budget of $30 Billion. Our elected representatives obviously believe there is a great deal of information to which we are not entitled. Other foolish nonsense includes "The existence of a crashed alien spacecraft would have been much more of a social and scientific issue than a national security issue." Is there no understanding that the government was confronted with a vehicle having exotic flight capability (clearly potentially useful for weapons delivery, for defense, for reconnais- sance) whose origin wasn't known, whose purpose wasn't known, and whose technology would be useful, not only to the US, but to our enemies? What weapons did the aliens have? Would aliens work with our enemies? would they be attacking Earth? These are major security issues.

Kent hardly mentions the security level of the many documents to which he refers, and which he proclaims would have certainly told about a crashed saucer. He acts as if he has seen all the relevant documents, and as though all members of the advisory board would

have had a need-to-know for compartmentalized information. Only one document, as it happens, was TOP SECRET and it dealt with "Analysis of Incidents", not analysis of wreckage; two very different areas of technological investigation. I have been to 17 Archives now. At none of them did I have access to Special Compartmented Information rated, for example, TOP SECRET/UMBRA or ULTRA, or MAJIC. W.B. Smith, in a 1950 TOP SECRET memo said the matter of flying saucers was the most classified subject in the USA, even more than the H-bomb. And Kent thinks we are all entitled to know all about them !!!

Kent talked to 3 former officers of the FTD, none of whom were at Wright Pat in 1947. He insults them by saying if they had known anything highly classified about crashed saucers, they would have told him (no clearance and no need to know) what they knew. The very reason they might have been so kind to him is that they wanted to be sure to dissuade someone so naive that there was anything. Furthermore, I have several times been inside a vault at FTD when I was a project engineer on a contract with them for Aerojet General Nucleonics. It was a very compartmentalized place. The primary focus at FTD was paperwork from foreign scientists, spies, and intelligence analysts. I have trouble believing it was ever FTD's job to go from analyzing wreckage to developing new technology. The U-2, Stealth, SR-71, and a myriad of other technologies were devised by industry under contract to major CIA, USAF, NAVY, or Army groups, NOT at FTD.

General Arthur Exon told me in person that he did NOT have a need to know for all the activities at WPAFB even when he was base commander in the mid 60's. We cannot even be certain that the three officers would have been told about events and wreckage brought there more than a decade earlier. Their concern was the here and the now, the near future, and enemy (not alien) technology. It would have been much more likely to ship wreckage to a highly classified facility such as Area 51 (supposedly established in the late 1940s), or a part of Los Alamos or Sandia. With the very successful Manhattan Project as a shining example, it seems most likely that a Special Project would have been established outside the US Air Force, Navy, or Army.... let's call it Operation Majestic 12.

Kent talks about conversations with B-29 pilots. Why would they have had a need to know for info about crashed saucers? That wouldn't help them be better bomber pilots. Again he insults them by saying that if they knew or had known anything beyond what was in the papers they would have told him. I should mention I attended the 50th anniversary reunion of the 509th in Wendover, Utah and another reunion in Roswell, and talked with loads of people from the 509th. I was also very impressed with the men of the 509th. Kent proclaims, "The most significant and dramatic event in recorded history would surely have been discussed by these men". Security doesn't work this way. In the first place, no need to know. In the second place, if they did know they would have known better than to talk to anybody. Remember that Jesse Marcel was in Intelligence; Cavitt and Rickett were in the Counter Intelligence Corps. None were pilots.

Kent denigrates Pappy Henderson. I spoke with his wife, with his daughter, with his son, with his world War 2 Bombardier. He told none of these people before seeing a newspaper article about the crash after 1980. He did tell his good friend, Dentist John Kromsohroeder, before the article appeared, but with his promise on his honor as a former naval officer, he wouldn’t talk about it. John didn't talk until after the Unsolved Mysteries broadcast which included Sappho Henderson. Pappy, after all, was entrusted with flying VIP’s over the harbor in the Pacific after nuclear weapons were detonated there during Operation Crossroads in 1946.

Kent rattles on about the high reliability of today's aircraft engines implying that alien spacecraft would be much more reliable. One would think the only reason an airplane

could crash was engine failure. Yet Kent himself tells of an MD-88 that crashed because the flaps weren't set properly. The Valujet and TWA 800 crashes didn't occur because there was engine failure, but apparently because of unexpected events having nothing to do with engine reliability. Landing gear have collapsed on airplanes. I hate to remind Kent, a professional pilot, that occasionally pilots make errors too. Sometimes birds are ingested into engines; no fault of the engine. Kent states the craft must be capable of interstellar flight. Why? There are many reports of huge mother ships carrying smaller saucers. Fighters attacking North Vietnam didn't fly there directly from the USA on each mission. Many flew from aircraft carriers located near the front.
Kent acts as though the debris found by Mac Brazel must have been all there was. There have been aircraft accidents where an engine was found many miles from the fuselage. I am convinced, partly from the Eisenhower briefing, as delineated in "TOP SECRET/MAJIC", that alien bodies (NOT time shifted crash test dummies) and other wreckage from inside the craft, were found just a few miles from the debris field. Kent complains about nothing exotic being found because he apparently thinks he knows all about alien spacecraft construction. One of the things that Jesse Marcel senior impressed upon me in 1978 was the LACK of anything conventional.

Kent doesn't know, for example, what the outer hull (skin?) of an alien vehicle would look like. How could indestructible material be spread out? By an incredible explosion induced by a lightning bolt dumping a huge amount of energy into a magnetoaerodynamic propulsion system. The steel left after the Oklahoma city bombing was still very strong even though broken. A radar beam known to be on could have disrupted a propulsion or guidance system causing a collision. After all 40% of the UFO sightings in the summer of 1947, according to Bloecher, involved more than one vehicle. There is ample evidence that another vehicle went down in the Plains of San Augustin, as described in "Crash at Corona", having a gash in the outer hull like two parentheses face to face. This is ignored totally by Kent and others who, for whatever reason, do not want it to be true.

Jesse Marcel spoke to Walter Haut about a piece of the very strong lightweight metal being rested on a rock with the other end on the ground. A sledgehammer was applied with no dent; hardly paper backed foil radar reflector easily torn by a 4 year old. And do you REALLY believe you couldn’t dent a paper-backed foil lying on the ground using a sledgehammer at will ?????

One of the worst things about Kent's article is that it employs tunnel vision. What about the testimony of Bill Brazel, who found strange wreckage himself? Of Judd Roberts the radio station man? Of Elizabeth Tulk and Phyllis McGuire the sheriff's daughters? Of Loretta Procter, of other ranchers? I spoke with all of these in April. What about all the testimony relating to the Plains of San Augustine crash and the easy proof that the NSA and CIA are withholding UFO related information. Why does Kent act as though flying disc and UFO mean the same thing? My lecture is Flying Saucers are Real, NOT UFOs are real because only some UFOs are flying saucers, though all flying saucers are UFOs.

He acts as though the US government would never lie. When the Trinity Site nuclear explosion occurred in July, 1945, a cover story was issued saying an ammunition dump had blown up, but fortunately, no one was injured. During WWII elaborate disinformation schemes were used to misdirect enemy activity. Yes, Virginia, governments do lie, and yes, the US government has recovered two crashed alien saucers in New Mexico in July 1947 complete with bodies, as described in "Crash at Corona" in spite of the attacks of noisy negativists.

Kent blindly accepts the current stories from Cavitt and Newton although they completely contradict earlier stories told by them long before Roswell became a big deal. Their

stories even contradict each other as well as the testimony of Jesse Marcel and Lou Rickett told to me first hand long ago. The only basis for even considering a Mogul balloon explanation is the disinformation newly told by Mac Brazel after having been reprogrammed, (according to Judd Roberts, Bill Brazel, Loretta Proctor, the Stricklands, Frank Joyce) and reported in the Daily Record on July 9, 1947 along with the supposed June 14 recovery date and the sticks and foil nonsense. July 8 articles say the stuff was recovered "last week". Even the RDR says the stuff covered an area 200 yards in diameter; neat trick for a few sticks and foil from a radar reflector. Brazel would never have made the difficult trip to Roswell for a tiny radar reflector. If Cavitt was being truthful, Brazel would have tossed the wreckage (Cavitt said it would fit in one vehicle) in the back of his pickup, and there would have been nothing to take Marcel back to see.

But wait, Cavitt now says he immediately recognized it as a balloon covering an area 20 feet square. Captain McAndrew says it was a huge Mogul train of balloons over 500 feet long with 23 balloons and sonobuoys and radar reflectors. How could that come down in an area 20 feet on a side? Why didn't Cavitt describe any foil and sticks? Could he have thought that he was supposed to say a balloon, rather than a Mogul Balloon? Why had Cavitt tried to convince Don Schmitt and Kevin Randle he wasn't even based in Roswell in early July, 1947 when he now, many years later, has clear recall of a simple balloon? Why did Cavitt lie when he said he went out with Jesse and Rickett and saw nobody else. There was no way he could ever have gone to the debris field without following Brazel.

Marcel and Rickett each said they had gone out separately with Cavitt. Why doesn't Kent tell us the last line of the July 9 article, "I am sure what I found was not any weather observation balloon." Remember that Brazel had previously recovered balloons. Why doesn't Kent mention that Colonel Weaver, in the huge AF report, intentionally eliminated a most important phrase from a July 8, 1947, FBI memo about the supposed balloon, "The object found resembles a high altitude weather balloon with a radar reflector (but that telephonic conversation between their office and Wright Field had not borne out this belief) disc and balloon being transported". The intent is clearly to deceive.

Newton's testimony is very different now from what it was in 1979 to Bill Moore after I had located him. Could it possibly be relevant that both are loyal career officers on nice pensions who need no hassles in retirement? Remember that almost 20 years ago Jesse told me that the wreckage covered a huge area hundreds of yards long and that he and Cavitt each took away only a small portion of it. Remember too that Mrs. Cavitt told Bill Moore, "He's not going to tell you anything. They told him not to." Bill had unfortunately mentioned at the Toronto MUFON conference that we had located Cavitt before he had been visited.

Kent says the symbols drawn based upon Jesse Jr's testimony are the same as recalled by Newton. They look about as much alike to me as Greek and Russian letters. Did it not occur to Kent that Newton might have seen Jesse’s symbols at the Roswell museum or on an extruded replica? Funny, he hadn't mentioned the symbols years ago. Funny that the CIA's most sophisticated photo analysis couldn't find any of that wonderful toy factory tape in the photos.
In short, Kent Jeffrey's enthusiastic "definitive" article is a splendid example of propaganda, NOT investigation.

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Mack Brazel RECONSIDERED

BY THOMAS J. CAREY and DONALD R. SCHMITT

Maggie and Mack Brazel in 1951, four years after the Roswell Incident. Photo courtesy of Bill Brazel Jr.

Were it not for William Ware "Mack" Brazel (1899-1963), there would never have been a Roswell Incident - at least not one known to the general public. In July 1947, the 48- year-old Brazel was scratching out a living as foreman of the J. B. Foster sheep ranch located 30 miles southeast of the small cattle town of Corona, New Mexico. The family lived in Tularosa, while Mack stayed on the ranch in a shack without a telephone, electricity, or even running water. The nearest neighbor was 10 miles.

As has been reported many times before, one day he discovered a mass of material strewn over a section of the vast hardscrabble grazing grounds and thought it strange and significant enough to warrant notifying the Chaves County sheriff, probably on July 6, who in turn called the Roswell Army Air Field. He did this not just because of a sense of patriotism, but also because the material was interfering with ranch operations, as the sheep wouldn't cross the debris field.

The military, in the persons of Maj. Jesse Marcel and Capt. Sheridan Cavitt, followed Brazel back to the ranch that same day. After spending the night, they spent the next day inspecting and collecting the debris, which they took to the base by the early morning of July 8. In short order, Col. William Blanchard, the commanding officer at Roswell, issued a press release stating that a "flying disk" had been recovered. Almost immediately after Blanchard's astonishing claim, Brig. Gen. Roger Ramey, his superior in the chain of command, held a press conference in Fort Worth, Texas, in which a battered balloon-borne radar reflector was said to be the "disk" found by Brazel.

A follow-up article in the Roswell newspaper on July 9 is the only contemporary published record of what Brazel said ("Harassed Rancher Who Located 'Saucer' Sorry He Told About It"). It was based on an interview conducted in the offices of the *Roswell Daily Record* on the afternoon of July 8. The description of the debris he furnished sounds much like a small part of a Project Mogul balloon array, similar to that from weather balloons, which is the accepted skeptical explanation today for the event. Though Project Mogul was indeed a top-secret project, the neoprene rubber balloons and paper-backed aluminum foil radar targets used in it were not. In the article, Brazel describes a collection of "tinfoil", "tape," "sticks," and "rubber," which was so limited in size that it could be rolled up in a small bundle. But then he said the debris took up an area about 200 yards in diameter, vastly greater than the remains a Mogul array would produce.

Apparently unnoticed and certainly unappreciated by reporters at the time were Brazel's final comments. The article concluded by noting that Brazel had previously found weather balloons on the ranch on at least two occasions, and he firmly stated, "I am sure what I found was not any weather observation balloon."

Brazel concluded by venting obvious frustration, saying that with the possible exception of a bomb, he would never report another object found on the ranch. The contradiction between his mundane description of the debris and his claim that this was not a weather balloon would reverberate almost endlessly when the Roswell controversy exploded into public consciousness.

THE HISTORICAL MACK BRAZEL

With that, Brazel and the Roswell disk faded into obscurity. It was not until 31 years later that Marcel spoke out, saying that what he found at the Foster ranch was "not from this Earth." Roswell was revisited by researchers, who produced persuasive circumstantial evidence indicating that the original Blanchard disk story was closer to the truth than the weather-balloon explanation.

What follows is an attempt to piece together the historical Mack Brazel and his role in the Roswell events. To this end, we have relied on the recollections of family, friends, and the few others who had contact with him during the critical days of July 1947. You may have read some of this information before, but in this article we refine our picture of Brazel's role and present new findings about what he may have discovered.

In preparing this overview, we have relied on the original interviews made and published by William Moore, Stanton Friedman, Kevin Randle, and Donald Schmitt when he was Randle's research partner, as well as our own recent field work.

W. WARE "MACK" BRAZEL

We'll begin with his nickname. Most accounts refer to him as "Mac," partly because researchers heard the name and applied the most logical phonetic spelling. And his family tells us he was so named after former President William McKinley. However, family documents show that the spelling "Mack" was always used. Indeed, the inscription on his tombstone reads *W. Ware Mack Brazel.*

The Brazel's final resting place in Tularosa, New Mexico

In addition to the first-person interview with Brazel at the *Roswe// Daily Record,* we know

of three other interviews. The first was done on the spur of the moment by Roswell radio station KGFL announcer Frank Joyce on Sunday, July 6. Joyce made it a practice to call Chaves County Sheriff George Wilcox for news leads. It happened that Brazel was in Wilcox's office at the time, relating his discovery of strange debris. Wilcox put Brazel on the telephone, and Joyce proceeded to interview him.

The second instance was an interview conducted at the home of Walt Whitmore, the owner of KGFL. This was probably done late on Monday, July 7. The interview was recorded on a wire recorder, which was the technology available at the time. The interview was meant to be aired as a scoop, but was never played on the air. Unfortunately, the recording has been lost to us because it was confiscated by the Army on the afternoon of July 8 and never returned during their operation to kill the original disk-retrieval story and remove all contrary evidence.

The third and last interview was conducted by an El Paso radio station. We know only that it took place, and can only guess that Brazel repeated the story he gave the *Roswell Daily Record.*

Based on our investigations and reasonable deduction, it seems almost certain that only the Joyce and Whitmore interviews presented Brazel's story in honest, undistorted fashion. At some point on July 7-8, Brazel was placed in military custody at the base. His statements during this period are therefore suspect and may be the result of coercion. Family members believe that Brazel was frightened or bought off by the military, and that his July 8 *Roswell Daily Record* interview, in particular, was, at least in the main outlines, dictated to him by the Army. One of the goals of our reinvestigation of Brazel has been to determine why he, alone among Roswell witnesses, was detained by the military.

THE HARASSED RANCHER

Mack Brazel's name first surfaced in public in the July 9 *Roswell Daily Record* article. Although the paper did not print a photo of Brazel, many other papers throughout the country did. Apparently his picture was the first Wirephoto electronically transmitted from Roswell. When this picture appeared in the *Albuquerque Journal,* it alerted his son Bill Jr. to the fact that his father was the center of a large controversy and that he might need some help.

The same page of the *Journal* carried the debunking story from Ramey's Fort Worth office, headlined "Gen. Ramey Empties Roswell Saucer." Brazel is also mentioned by name in this article.

FAMILY LORE

Mack Brazel died in 1963 at the age of 64, and his wife Maggie died in 1975 at the age of 73. Thus both were dead well before any researcher could interview them about the events in 1947

But there remain a number of family members who can fill us in on Mack's character and personality. They tell us he was a throwback to the "old-time cowboys." Frank Joyce, the KGFL announcer, described him to researcher William Moore as dirt-in-the-pores-of-the-skin type of guy." Joyce continued, "He didn't say a whole lot," and "(he) was a man of few words," but "his word and hand-shake were bond."

Mack's son Bill was interviewed by various researchers, including Moore, Friedman, Randle, and Schmitt. Bill maintained that he was able to learn very little directly from his father about the Roswell events. Moreover, Bill says that his father confided nothing about it

to his mother. But Bill believes that Mack did pass on at least some fragments of the story to Bill's wife Shirley, but that she was never given all the facts. Shirley Brazel died in 1996. Randle and Schmitt interviewed her on several occasions prior to her death. It has never been clear which details of Bill's recollections of his father's Roswell adventures came from discussions with Mack or from what Shirley told him.

Bill Jr. believes that his father ". . . took the most part of what he knew to the grave with him." His father did tell him that he was upset and bitter at being "put in jail" for a week for simply doing what he thought was a "good deed." All family members interviewed by Moore gave it as a truism that Mack had been sworn to secrecy for reasons patriotic, and that he took his oath very seriously because he was a man of his word. Other relatives swear that the military threatened his family. Another family story has it that Mack was particularly incensed at having endured a "head to foot" physical examination by the military before they would release him and allow him to return home.

Mack's older sister Lorrene Ferguson died in 1983, but she confirmed for Moore her brother's extreme reluctance to talk about the events. This is also confirmed by Mack's daughter, Bessie Brazel Sebreiber, who was 14 years old at the time of the Roswell events. She told Carey and Schmitt in a July 1999 interview, "We were told not to talk about this at all." She testified to her father's veracity most emphatically, saying, "If Dad said something happened, it happened! No ifs, ands, or buts about it." Mack's youngest child, Vernon, was 7 years old at the time of the incident. Unfortunately, he disappeared under mysterious circumstances in 1960 and has never been heard of again. Another son, Paul, died in 1997. He was employed running a ranch in Texas for the same J. B. Foster that employed his father in 1947, but when interviewed said he had no direct knowledge of the events.

FRIENDS AND NEIGHBORS

Brazel's friends and neighbors had much to say, particularly about his "change of life" after his return from military custody. According to his nearest neighbor, Floyd Proctor (d. 1987), when interviewed by Moore in 1979, Mack was in a state of excitement and very talkative about his discovery when he saw Proctor a day or two prior to his trip to Roswell and the sheriff's office. According to Proctor, Mack "just wouldn't shut up about it." Proctor's wife Loretta said Mack was returning her 7-year-old son Dee, who had been visiting the Foster ranch that day. He had brought a small piece of the wreckage with him to show the Proctors, who encouraged him to report it to the authorities for the $3,000 reward offered for proof of "flying disks."

Floyd and Loretta Proctor, Brazel's nearest neighbors in 1947, who saw a piece of the debris and advised Mack to go to the authorities in Roswell.

Proctor confirmed for Moore that Brazel had been kept in military custody for about a week, after which he would not talk about the event, preferring instead to change the subject or briefly repeat the balloon story if pressed. Proctor also described being in Roswell with another neighbor, L. D. Sparks, during the period of Brazel's detention. Brazel was surrounded by about half a dozen military escorts as he walked down the street. He was behaving strangely, according to Proctor, and pretended that he did not recognize Proctor and Sparks when they passed. This episode was corroborated in a 1988 interview we conducted with Sparks in his Roswell home, and also by Leonard Porter and Bill Jenkins, two other neighbors of Brazel who were there at the time.

L.D. Sparks, who saw Brazel under military custody in 1947.

In a 1998 interview, former real estate salesman Howard Scoggin of Las Cruces, New Mexico, described a 1959 encounter with Mack Brazel. Scoggin had gone to a local restaurant for lunch with a friend who pointed out Brazel sitting alone at another table. Against his friend's advice, Scoggin got up and approached Brazel, and asked him about the 1947 incident. Without saying a word, Brazel clenched his fist tightly, grimaced, and contorted his face, and then slowly rose out of his chair. Fearing for his personal safety, the surprised Scoggin backed away, while Brazel slowly stalked past him and out of the restaurant, leaving his food on the table. It was like watching one of those werewolf movies, when the star turns into the monster," said Scoggin almost 40 years after the encounter.

A former ranch hand of Brazel's, Ernest Lueras, was recently interviewed by the authors at his Corona filling station. Lueras recalled a time when he and Mack drove from Corona to Tularosa, a drive that on today's modern roads takes three hours to complete. The trip was made sometime after the 1947 events but before Mack left Corona for good to open his own business in Las Cruces (a meat-packing enterprise). The reason Lueras recalls this drive so vividly after all these years is Brazel's very odd behavior. After making several attempts at conversation, Lueras finally gave up. The rest of the trip was made in total silence. Lueras was nonplussed, and did not know what to make of the silent treatment from his boss.

Today, Lueras states his belief that 'They (the military) really messed him up."

WHAT BRAZEL FOUND

As related by William Moore in *The Roswell Incident*, Mack told friends and family that the debris came from an airborne explosion not a crash~because it consisted of separate pieces spread over a large area. Vegetation in the area of the debris was singed. The debris was like nothing he had ever seen before: "very odd... the strangest stuff he had ever seen." The metal was different from any metal he was familiar with because he could not cut, scratch or whittle it with his knife.

Strange writing or symbols on some of the Roswell debris have been described by other witnesses, such as Maj. Marcel and his son, Jesse Marcel Jr. Mack told friends and family about seeing similar markings, including Bill Jr., Mack's older sister Lorrene Ferguson, and Proctor. Bill recalled his father describing the writing as like "figures," and thought his father meant it resembled the ancient Indian petroglyphs or rock figures common in the Southwest. On the other hand, Ferguson and Proctor recalled Mack's description as being more like the "wiggles" one finds on wrappers of Chinese or Japanese firecrackers, and that they were in various pastel colors.

Of great importance is Bill Jr.'s statement that his father told him the Army had admitted they had definitely established that "it wasn't anything made by us." Mack may well have been told this during his detention as a means to convince him of the need for his cooperation. However, there is nothing in the record to indicate that either Mack, his family, or friends ever raised or broached the topic of bodies.

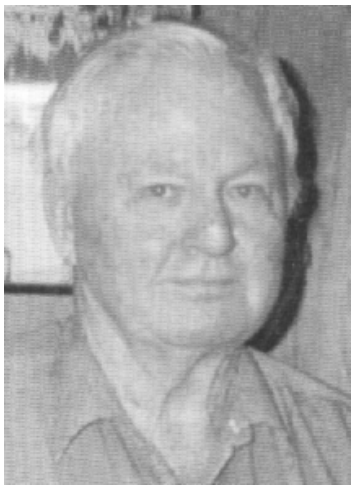
BRAZEL SEES THE SHERIFF

These maddeningly fragmentary descriptions are all we can gather from Brazel's family and friends, conveyed to them at first enthusiastically, and later most grudgingly. What-ever it was that fell on the ranch, Brazel packed a small amount of it in a box and delivered it to the Chaves County sheriff. When the military was advised of the discovery, they found it so provocative that they immediately dispatched two senior officers to follow Brazel to the remote site to investigate - on Sunday of the Fourth of July week end.

Significantly, those officers were the head intelligence officer of the 509th Bomb Group and the officer in charge of the Counterintelligence Corps unit at Roswell. They were not accompanied by any other enlisted personnel, another fact underscoring the extraordinary importance and sensitivity the military lent to Brazel's story. A fair speculation is that the Foster ranch discovery was not the first anomalous debris to be found in the Roswell area. This would explain the quick, high-level military response to Brazel's account.

FRANK JOYCE RECALLS "W. W."

Joyce was not interviewed until 1982 when Moore, following a tip, located him in Albuquerque. In 1947, Joyce was a 24-year-old announcer for KGFL in Roswell. He was also a stringer for the United Press wire service, meaning that he would place interesting stories on the press wire for national pickup. It was in this capacity that he got into trouble with the Army Air Force for placing the Blanchard "captured disk" release on the UP wire. This made the claim an international sensation, instead of a story confined to Roswell. Joyce left town in 1948, never to return, and settled in Albuquerque where he worked in radio and television as a news and features announcer for over 40 years.



Frank Joyce today.

Joyce said the Blanchard press release was delivered to him by hand by Lieut. Walter Haut, the Roswell public information officer. At the time of the interview with Moore, Joyce was still leery of talking about his involvement in the 1947 events, citing his reluctance to reveal information about what seemed a top-secret topic that could harm national security if disclosed, as well as concerns about his job as a media personality. So it would seem that, understandably, Joyce told the truth to Moore then, but not the entire truth.

According to Joyce, he had been "spinning records" and reporting the local news on his Sunday afternoon radio show on July 6. As was his habit, he called Sheriff Wilcox while a record was playing to inquire about newsworthy items. Wilcox put Brazel on the telephone and Joyce interviewed him off the air. Joyce then suggested to Wilcox that the military be contacted, and Wilcox followed the advice.

Curiously, Joyce went into detail for Moore about what Brazel did ***not*** tell him he found during that first interview, such as "balloon parts" and "balsa parts." But there is nothing about Brazel's description of what he *did* find, which must have formed the substance of the interview. Instead, Joyce talked about Brazel's frame of mind during the conversation, characterizing him as "terrified," but without elaboration or explanation.

He then discussed a second interview that he had with Brazel. We didn't mention this earlier because, unlike the other four interviews discussed previously, this second interview with Joyce is the only one where Brazel admitted he was coerced. Joyce described how Brazel came into the radio station a few days after the Sunday phone call to change his story. Upon hearing the new version, Joyce confronted Brazel off the air. "Just a minute!" said Joyce, "You know that this story that you've told me now in no way matches the story you told me on the phone." After a pause, Brazel leaned closer and told Joyce, "Look, son. You keep this to yourself. *They* told me to come in here and tell you this story or it would go awfully hard on me *and you" (*emphasis added per our interview with Joyce in 1998).

"I CAN'T GO INTO THAT"

Moore asked Joyce if Brazel had mentioned bodies to him on the phone. Joyce's cryptic response was, I can't go into that. I don't want to say." Moore pressed for more, but Joyce concluded by saying, "I think I've said all I want to on that. I made up my mind a long time ago that I would only go so far with that part of the story. That rancher apparently died with what he knew.... Whatever that thing was, the rancher *saw it all,* and it didn't originate on this planet. What I heard later about the Air Force having bodies of little men from space... was totally consistent with what I had heard at the time." We have to wonder about this last statement. Heard from whom at the time?

It is interesting that when this interview was done, the topic of bodies at Roswell had never been raised. The only flying-saucer account that mentioned bodies and seemed to fit the Roswell/ Corona timefrarne was that of Barney Barnett (d. 1969), who placed a crash with bodies on the Plains of San Agustin, 150 miles west of Roswell.

Although Moore wrote extensively on Roswell after this interview, he apparently never interviewed Joyce again, as the information in his articles from Joyce remained essentially unchanged.

JOYCE TALKS TO RANDLE AND SCHMITT

Joyce was approached again in 1989 by the team of Kevin Randle and Donald Schmitt. Joyce was still nervous about talking and refused to allow the interview to be taped. He repeated much the same story he had given Moore seven years before, but provided a few minor additions. Joyce said that Sheriff Wilcox was not impressed with Brazel's story and did not believe it. Because of this, Brazel asked Joyce for advice, and Joyce told him to call the air base. This is a minor change from his first version, where Joyce claimed he told Wilcox directly to call the base.

Joyce told Randle and Schmitt that Brazel had related "everything" on the telephone, but, as in the Moore interview, then refused to say more or answer specific questions about what it was that Brazel had found. Now he added that when Brazel visited the radio station several days later, there were several military men waiting outside in the lobby. And in this retelling, Joyce added a new and extremely provocative detail. "As he was leaving, Brazel turned and said, 'You know how they talk about little green men? Well, they weren't green.'"

Randle and Schmitt interviewed Joyce again in 1990. Joyce appeared to be more open and forthcoming, but little new was learned, although Joyce again reiterated that Brazel had told him the "whole story" during that first phone call. And he ended his account with Brazel uttering the same "little green men" line.

Joyce was interviewed four more times by Randle and Schmitt between March 1991 and September 1992. He added details to his previous accounts, such as where Brazel was standing during the discussion at the station, and how he (Joyce) conducted himself during what seems to have been a very lively discussion between the two men. He added that Brazel had said nothing during the telephone conversation about his family being at the ranch (an important point, given later claims by Besse Brazel Schreiber about her presence there). Also, the size of the debris field Brazel described in the telephone conversation was much larger than that conveyed during the later meeting.

And when Joyce retold the part where he confronted Brazel about the discrepancies between the first and second accounts, he now quoted himself as specifically saying, "The story is different, especially about the little green men." To which Brazel replied, "Only they weren't green."

Researcher Karl Pilock interviewed Joyce in 1992 and got the same account. Joyce repeated this version for the *Albuquerque Journal* during the 50th anniversary of the Roswell Incident, capping the "little green men" statement with, "And that is Gospel."

So there has been an evolution over the years from "I won't talk about it," to "The stories about bodies are consistent with what I heard at the time," to "Brazel said, 'You know how they talk about little green men?'" to Joyce asking, "What about the little green men?" This evolving testimony took 10 years for Joyce to produce the current, and presumably final,

version. Interestingly, Joyce says he did not speak about Roswell at all for 20 years after the event. Why has he slowly revealed more that he knows? Are the changes in his original account believable? Perhaps he feels more secure as the years have passed and the Roswell Incident has become known to a wide public. In our judgment, the trend in Joyce's story has been in the direction of a more complete recounting of his exchanges with Mack Brazel, rather than confabulation or falsehood. We conclude that Joyce is a credible witness, whose story is substantially correct.

Given Joyce's testimony, we must seriously consider the idea that Brazel saw bodies associated with the crash. Maybe the military showed Mack a body to convince him to keep quiet. But that doesn't make sense. Why show the find of the millennium to a civilian? So despite all the interviews with Joyce, we felt another was important to clarify this matter.

JOYCE TALKS TO CAREY AND SCHMITT

In May 1998 we visited Frank Joyce. After preliminary niceties, Joyce turned into a man on a mission. "I'm going to tell you fellows something I've never told anyone. Don't stop me once I get started, or I might realize what I am doing and shut up."

"When Wilcox put W. W. (Joyce calls Brazel "W. W.") on the phone, I could tell right away that here was a very distraught man on the other end of the line. He started in complaining about a lot of stuff scattered all over his ranch, and that the sheep wouldn't go around it to get to their usual watering place."

The following is a reconstruction of the original telephone conversation between Brazel and Joyce, based on Joyce's comments to us in this interview.

Brazel: [angrily] Who's gonna clean all that stuff up? That's what I wanna know. I need someone out there to clean it up.

Joyce: What stuff? What are you talking about?

Brazel: [somberly] Don't know. Don't know what it is. Maybe it's from one of them flying saucer things.

Joyce: Oh, really? Then you should call the Army air base. They are responsible for everything that flies in the air. They should be able to help you or tell you what it is.

Brazel: [At this point, according to Joyce, Brazel really started "losing it."] Oh, God. Oh, my God. What am I gonna do? It's horrible, horrible, just horrible.

Joyce: What is? What's horrible? What are you talking about?

Brazel: The stench! Just awful.

Joyce: Stench? From what? What are you talking about?

Brazel: They're dead.

Joyce: What? Who's dead?

Brazel: Little people.

[At this point, Joyce thought to himself, "This is crazy!" He decided to play the role of devil's advocate to a story he did not believe.]

Joyce: What the...? Where are they? Where did you find them?

Brazel: Somewhere else.

Joyce: Well, you know, the military is always firing rockets and experimenting with monkeys and things. So, maybe...

Brazel: [Shouting] God dammit! They're not monkeys, and they're not human!

With that, Brazel ended the conversation.

Joyce continued, "A day or so later W. W. called me at the station to tell me that he didn't have the story quite right the first time. So, I invited him over to the station. When he arrived, I could see the military waiting for him outside in the lobby, and he appeared to be under a great deal of stress. He then told me the new story, and that's when I challenged him about it and made the little green men comment, referring back to our original telephone conversation. That's when he replied that they weren't green, and out he went.

KGFL as it appeared in the 1940's (left); today the old station is a hair salon.

BRAZEL AND BODIES

Did Brazel find bodies? Even though we consider Joyce to be a credible witness, his testimony needs independent corroboration, particularly with such an important claim. It is one thing to say, as Marcel said many times, that the debris was "not of this Earth." But adding bodies - also not of this earth - raises the stakes immensely.

Just before she died in 1985, Wilcox's widow Inez stated that her husband was informed about the incident by "someone who came into town." Then her husband "Went out there to the site. There was a big burned area, and he saw debris. It was in the evening. There were 'space beings.' Their heads were large. They wore suits like silk."

Recall that the family and the neighbors and friends of Mack Brazel were told nothing about bodies by Mack. On the other hand, there exists a collection of testimony to the effect that alien bodies were recovered. Some parties state this plainly, others are circumspect. A review of all this testimony is beyond the scope of this article. Suffice it to say that Joyce's version of Brazel's statements finds considerable support, including new information that we have uncovered. Here are two examples.

We have located a woman currently living in Ruidoso, New Mexico, who recounted an intriguing story involving her ex-husband, who had been an enlisted man stationed at

Roswell. It was the summer of 1947, and she remembers him coming home one evening in a state of high excitement. She tried calming him down, and it was then that she noticed an unusually foul smell coming from his uniform. After she got him calmed down, she was able to get from him that he had been sent on a detail to a ranch "up near Corona" where some bodies had been found. She immediately washed his clothing and he took a long shower to remove the smell, which lingered.

We are in contact with the family of the late Meyers Wahnee, who was a pilot and air crew commander of the 714th Bomb Squadron, 448th Bomb Group. His picture is stamped on the back, "Official Photo, Air Force Photo Services, Roswell, New Mexico." The "Chief," as he was called, told his family of the 1947 Roswell events during the last year of his life (he died in 1981). He told them that the incident was true and that he was involved. He said that there were *three* separate sites. Bodies were found and first flown to Texas. Of special interest to us here, besides his mention of a third site, is his testimony to his wife and two children about "decomposing body parts" found among the debris at the Foster ranch. "It really happened," he told them. We can speculate that he felt free to talk about the events in 1981 because Roswell had become widely known.

Finally, there is this bit of evidence. Five years ago, the 81-year-old Loretta Proctor became extremely ill. With a life-threatening blood clot in her neck, her reclusive son Dee felt compelled to drive her to a remote location on the former Foster ranch where he told her that Mack Brazel had found "something else." This site is located ahout *2.5* miles east-southeast of the debris field. Loretta Proctor eventually recovered, but what was it that would cause a son to risk the health of his mother to embark on such a dangerous and uncomfortable trek? The question now seems to us to have been answered. Loretta will not volunteer anything beyond the "something else" statement for now, and Dee, who is now 59, will not talk to anyone.

SOME THINGS ARE BETTER LEFT ALONE

Clearly, in light of the new information presented here regarding Mack Brazel's role, there are more questions that require answers. We are confident our investigation is heading in the right direction, whatever the outcome. The reticence of some witnesses only adds fuel to the suspicion that something more was involved than debris.

Like so many others involved, former KGFL owner Walt Whitmore took secrets to his grave. Near his death, Joyce visited him and the talk turned to Roswell. Joyce asked the critical question: Were there bodies? Whitmore replied, "Some things are better left alone." And he would
say no more.

Thomas J. Carey is a CUFOS board member specializing in the Roswell Incident; Dona/d R. Schmitt is a longtime investigator and coauthor of two hooks on the subject. This report was published by the J. Allen Hynek Center for UFO Studies in the Winter 1999 issue of the IUR (International UFO Reporter).

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NICAP Home Page

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Roswell: Clashing Visions of the Possible

By Michael Swords
IUR, Fall 1997, Volume 22, Number 3

Michael D. Swords is professor of natural sciences at Western Michigan University, Kalamazoo, and a former editor of the ***Journal of UFO Studies.***

Roswell is obviously a highly divisive topic in ufology. People accept or reject it, often emotionally, for reasons which seem to the listener unclear, even after patient attention. The possibility of a crashed disk, and the necessary astoundingly successful security required, alternatively violates or coheres with visions of reality held dear by the loudest, and occasionally less civil, discussants. But these deeper visions of reality, or what the writers and speakers of these schools want to believe, remain largely undescribed. This paper would like to pretend for the moment that such individuals and their constricting views of reality are not part of the serious Roswell exploration, as I believe they are not, no matter how much we are lumbered with them.

Instead I would like to present a few thoughts on what is a more intriguing and potentially productive aspect of the Roswell debate: that intellectually honest and unprejudiced ufologists *also* differ markedly in their views about the crashed disk hypothesis, and what the mode of reality is that seems to be acceptable to some and not to others. I have sat around tables with reasonable people (and good friends) such as Mark Rodeghier and Tom Deuley, and listened as one researcher fails to convince another, and they end by amicably agreeing to disagree.

The main problem in these discussions between reasonable people has been the unique complexity of the Roswell case. Nothing in ufology has been remotely like it in terms of numbers of witnesses, variety and quality of researchers, fragmented information, and *the lack of a comprehensive, clear research document* to which all discussants can refer. Because of this complexity, perhaps no single researcher can wrap his mind completely around the case, and so all commentators work partly from ignorance. Whereas this situation should inspire humility in the intensity of conclusions, it unfortunately encourages the opposite in persons of strongly constricting visions of reality, and even muddies the exchanges between good, honest seekers of the truth.

Documents like the recent Air Force releases can appear to be reasonable to many people, only because of the case's complexity and the absence of a clear, comprehensive research document. This, and this alone, allows shoddy, incomplete research and "explanation" to address tiny elements of the case and pretend to address the entire complex. Some anti-Roswell ufologists have become masters of the "cut-a-branch-and-say-you-killed-the-tree" methodology. And Kent Jeffrey's recent change of mind about the case seems also influenced by this style of analysis. In many simpler UFO cases this approach might be reasonable. They are usually dependent upon very few elements. In the Roswell case, potshots and tree trimmings are important, but some humility and perspective should be applied when it comes to claiming what that trimming has actually done to the tree. In the real world, trimming often makes a tree healthier. Again, I want to emphasize that without a clear and comprehensive research document defining the ease, no one, supporter or detractor, has a clear idea of what they're aiming at. My friends and colleagues, Kevin Randle and Donald Schmitt, wrote good books but not this sort of document. That was not their intent in made-for-the-public publications. We are still looking for the research-usable publication from some source, however.

Because I cannot unravel the whole Roswell case in an article (due mainly to my patchy understanding of the details, let alone the length it would take), I would like to present what I believe to be the general hypothetical model that the reasonable pro-crash researchers are working with, and examine its strength and weakness. The pro-crash researchers base their views strongly in the historical context of the UFO phenomenon of the late 1940s and early 1950s. The anti-crash researchers seem to base their views in a different historical context: not UFOs, but their view of the way government and the military "should really work."

What ingredients interest the pro-crash researchers from which they build their working hypothesis? The first stone is really the foundation stone, and surprisingly almost never enters the discussion: that there was a huge wave of flying disk sightings being reported all over the country in the summer of 1947, and which continued intermittently as essentially the same phenomenon through 1952. This outbreak of anomalous aerial events was apparently well-witnessed and very convincing to those who studied it. What were they convinced of? That these *were flying disks;* technical craft performing beyond our own capabilities of the time, and of a very unusual configuration. Almost every discussion of the Roswell event skips lightly over this UFO context, and most begin talking as if the report were to be properly viewed as an isolated event.

This apparently stems from the time-honored tendency in UFO research to view each case separately and to admit that X never can prove Y. This, of course, is true. But at the same time, X very often can form a relevant context for Y, and make of Y a reasonable working hypothesis. This seems to me to be important in the sociology of the discussion. Accepting that Y is a reasonable working hypothesis due to its context in the 1947 wave, would take some of the ridicule and attack-dog mentality out of the discussion at the beginning. "I can see where you're coming from, but here's where I disagree." Perhaps, the debate could then proceed upon hypotheses, rather than ad hominems ("how could anyone be so foolish... etc."). And a second, perhaps irresolvable, concern: We should generally be more willing to credit the context of individual cases in ufology. As long as everyone insists on fighting every case in isolation to the death, there will never be any ufology. A field of study is always composed of a whole constellation of related or potentially related phenomena, for which there exist theories and working models which organize the pieces, have a remembered history, and direct subjective discussion. Our pseudoufology tends to feature isolation, no memory or history, and subjective argument.

Every pro-crash researcher that I know well feels that there is strong evidence of a large wave of aerial anomalies taking place in 1947, and that a reasonable and strong hypothesis for this is that craft beyond our current technical capabilities were being seen. I am not certain that the anti-crash researchers (again, I am not speaking of debunkers or other intellectually dishonest writers) feel as strongly about the 1947 wave and key cases such as Kenneth Arnold, C. J. Zohn, and E. J. Smith. For the pro-crash researcher, though, the wave and its several-year continuance of disks and radar reports form a powerful context within which the possibility of a crash is reasonable.

So what of the case itself? Lying on top of the foundation stone context are the three "columns" from which all the rest of the research on Roswell has sprung:

A. The news story release by the air base that they had in fact captured a flying saucer;

B. The testimony of Major Jesse Marcel, combined with his job responsibility, qualifications, and presumed character; and

C. The several descriptions of the Brazel ranch debris and the site.

The news release. At least this is something no one doubts happened, and apparently no one doubts that it was ordered by the base commander. Pro-crash researchers view this in regard to the simplest hypothesis: the release meant what it said. Any other hypothesis is entertainable, but it must make a case for a not insignificant reinterpreting of the release. When the second release comes out denying the conclusions of the first, the roles of the pro- and anti- crash researchers are reversed, but, I believe, not equally. The first release clearly inspired the second. Almost as clearly, that "inspiration" came from somewhere off the base. In that sense, it is reasonable to view the first release as originating at the site which was in contact with the material in the fullest and most direct way; and the second release not. There is still much latitude for rationalization upon this either way, but the fact of the release exists, and the simplest hypothesis is that the commander meant it.

One can imagine that the commander issued this press release whimsically or without much thought or having even bothered to look at the materials and the facts themselves, but that sort of behavior too would require some major rationalizing or guesswork. I submit that it is not unreasonable to suppose that base commander Blanchard familiarized himself quite extensively with whatever in formation and materials he had available before composing his release. If so, one is left with the problem of how Blanchard could have looked over and handled whatever his personnel had brought in, and decided that it was a flying disk, if in fact it was nothing more than U.S. produced balloon technology? For thc school-of-nothing-really-happened, one would hope that the required hypothesis of:

A. Blanchard didn't even look at the materials and still ordered an astounding release; or

B. Blanchard didn't think the stuff was really unusual, but wrote this anyway would be at least a little uncomfortable. And, in a civilized ufology, it would be nice to hear the anti-forces admit the discomfort, as, I believe, the reasonable pro-forces do when it comes to the "how could you keep that secret?" problem.

Major Jesse Marcel. Rightly or wrongly, pro-crash researchers view Major Marcel as a responsible and competent soldier, of good qualifications to distinguish between mundane balloon debris and something extraordinary, and of good character well beyond the creation of elaborate public hoaxes on potentially important matters. This characterization of Marcel may be in error, but, given his position in July 1947, some serious rationalization by counterviews must be made to cast him into a light of incompetence, irresponsibility, and/or dishonesty. Realizing how important Marcel is to the case has apparently spawned just such attempts to attack him.

I might add that the ad hominem attack is becoming a standard weapon in the arsenal of ufological debaters. In a field so dependent upon testimony and researcher competence and honesty, *maybe* one can understand this, but in today's climate it seems well out of control and terminally destructive. We have often seen that debunkers fall back on this as a last (vicious) line of defense: Father Gill messianicly lording it over the "primitive," impressionable Papuans; Cash and Landrum trying to rip off the government for "faked" injuries; Levelland or Socorro inventing cases to boost tourism. But perhaps we can do better as a community of cooperating colleagues. We have gone for years without good reason to doubt Jesse Marcel's character and competence. Now that the anti-forces recognize that the Roswell case is unlikely to fall as long as Major Marcel stands, we are seeing a variety of attempts to chop him down. Let us hope that this "analysis" is at least done civilly, honestly, sensitively.

7he debris field and the debris. It is the (apparent) fact that not only Major Marcel but several persons saw the crash debris (piecemeal or at the ranch) and that the descriptions are roughly consistent. Some people describe a self-forming metal (crumple-up, uncrumple by

itself) which, if real, would be extremely strange even now (even given Nitinol as its cousins), let alone in 1947. Marcel does not describe this. But even without the miracle fold-out metal, the debris seems very unusual for strength and lightness, and inconsistent with things like balloons and their instrument packages. The amount of debris stated to be at the ranch site also seems inconsistent with any balloon project.

Taking these three elements together in the historical context of the UFO wave, pro-crash researchers have reasoned this way:

1. There seem to have been a lot of reports of technological disk-shaped craft of superior aeronautical performance flying about.

2. Roswell Army Air Field's commander reported that he and the base had found a crashed one.

3. The head of base intelligence reported (many years later) that this was true and that it wasn't any balloon, and that as far as he could tell the material was unearthly.

4. The characteristics and amounts of the debris reported seem inconsistent with any known U.S. (or other) technical project which could have crashed there.

Conclusion. 'The Roswell event was a crashed non- terrestrial technology" is a reasonable working hypothesis.

A large amount of research and writing then exploded from there, as we all know. Some of the testimonies seemed to fit nicely with the hypothesis, some not. Everyone chose how and where they wanted to rationalize. But a second major debate front occurred. This was the anti-crash writers' context: How in the world could you have a real ET-Roswell, and also have the near-total silence from military, science, NASA et al, as if it never happened? The simple anti-answer: It *didn't* happen. Who knows what went on with the 1947 UFOs, the release, Marcel, and the debris, but it must have been mainly a packet of errors of some kind. This is not an unreasonable set of concerns, and it taxes the pro-crash researcher to model what could have happened. Here is a rough characterization of the pro-crash reality model vis-a-vis what happened post-crash and "cleanup."

The pro-crash view of the importance of the military gaining possession of materials from a piece of extraterrestrial technology is that this would be seen by the Pentagon *immediately* to be of highest importance and needing highest secrecy. Therefore, extreme precautions would be taken and plans made to place all aspects of this under such secrecy. Other than the mess at Roswell itself, this sort of plan should have been doable, maybe easier than we know. There have been many secret projects kept very "dark," and many, apparently, with very few persons aware of what the whole picture was all about. I am reminded of the following situation from (roughly) the same era.

In 1954 Eisenhower was scared to death about the possibility of a surprise nuclear attack by the USSR. He had grave reasons for keeping his feelings and what he might do about this problem absolutely secret. Ike had an Office of Defense Management which contained a Science Committee with many of the nation's elite and war-tested scientists on board. He spoke to J. Robert Oppenheimer and the good doctor suggested this committee.

Normally Ike would have discussed such momentous matters with his National Security Council, but, in his mind, this was too big even for them. Science Committee big wheels, James Conant of Harvard and James R. Killian of MIT, were called in. They suggested a special group of highest secrecy to make the necessary study. Its name was the Technological Capabilities Panel, and it was composed of an elite group of academics,

industrialists, and the military. There were only 50 (or so) persons involved who knew what was going on, and they reported only to Ike.

The structure of the Panel was a Steering Committee with three Project Teams, plus a military advisory committee, and a "communications working group." I don't know what this latter was, but perhaps it was the "service" group which handled all the materials, documents, communique's, etc. for the big brains. When their study was done, Ike listened to their report without inviting his National Security Council to attend.

What the pro-Roswellians imagine is something like the model in Diagram 1: an unavoidably messy situation in the Roswell area, both physically and socially, which was "cleaned up" by whatever means available as quickly as possible. Lots of leaks and unauthorized knowledge would be part of that mess, and lots of leaks occurred as expected. Secondly, almost no one would have to be in the know at Fort Worth, and that would be easy to secure. Thirdly, almost no one (other than a few lab scientists) would have to be in the know at Wright Field (or wherever), and that would be easy to secure. The number of people in the Pentagon (and related D.C. scientists) would initially be a little messier, but the problem could be kicked far upstairs very quickly and generally organized and controlled. The vast majority of military, political, and intelligence functions would be left entirely out of this situation, as it would be imperative for them to go forward with their business as if we had nothing hot to hide. Only if anything of real technical importance ever emerged from the testing would a decision have to be made to "alter human history." That decision would not be a crude decision, but as subtle an "interference" as possible. All decisions made would be driven by security issues alone. None would be driven by "science" or desire to explore.

This sort of highest-level elite program and security is what the pro-crash people require (and feel would be reasonable) in order to deal with the post-cleanup research and information blackout on the crashed disk. They see this project as being set up in principle (i.e., minimizing the number of persons, even within the Pentagon or at the research labs, who would be exposed to the materials or information in any way which would be suggestive of their nonterrestrial provenance) immediately; and tightening the security to a narrower need-to-know group with time. This is why pro-crash researchers aren't shocked by highly placed intelligence officers (like General George Schulgen or Colonel Howard McCoy) acting like they knew nothing about the reality of a crashed disk. People in their same positions weren't in on things like Ike's TC Panel; small elite extra-secret projects can be extremely selective, and should be. In analogy to the TCP, if there were only about 50 persons in the know totally, who would they be? There were only about a half-dozen military in Ike's group. The bulk were the Conants and Killians of the country.

This scenario seems unacceptable to the anti-crash researchers. They (apparently) feel that either:

A. You couldn't form this program effectively; or

B. Leaks would occur all over the place in time; or

C. Certain persons should have been in on this no matter how elite it was and that the persons (in their opinion) didn't act as if they were in on the secret.

Well, who really is to say? Without documentation either way this falls apart into another rationalization debate. As a person who tends to defend the reasonability of the ET-hypothesis for Roswell, I will (without grave claims of certitude) offer this:

A. It seems to me that the military, CIA, et al., have formed all sorts of extremely effective

secrecy programs, and had ready-made secret labs at Wright-Patterson T-3 Engineering (and elsewhere) immediately available to lock almost anything up tight.

B. Same answer as above, regarding "leaks." I would add that although no catastrophic leaks have occurred other than Major Marcel himself, a case could be made for a slow but steady number of minor leaks occurring over the whole 50-year period.

C. And as for who should or should not have been in the inner circle, that is guesswork, and I haven't heard many compelling arguments that any one person lower than someone like Vandenburg absolutely had to be part of this. To speak to the case of one of my favorite guys, Colonel Howard McCoy of Wright Patterson's T-2 intelligence division: As bright a guy as Mack was, he was the wrong guy for this task. His division was for analyzing intelligence reports, not testing metals and materials, or even biological specimens. I realize that many reasonable people will not be able to accept this sort of scenario, but we should (I believe) accept one another's viewpoint to the extent that we recognize where we're coming from, and admit that neither side knows what the upper echelons of the Pentagon would do or were capable of doing in the face of such a problem.

Schools of thought on Roswell are numerous, and every person seems to have his own unique take on it. I believe that it is informative, however, to break the schools of people who have an opinion down into four: the extra positive (X+), the positive (+), the negative (-), and the extra negative (X-) The extra positive and extra negative schools write and speak as if they have concretely made up their minds, and that there's nothing any longer to be said except monitor one another and release occasional nuclear volleys. Maybe something can come of this sort of behavior, but I doubt it. Almost by definition, concrete does not meditate, grow, and evolve. Unfortunately for most of us and the public, these nuclear volleys are all we tend to hear. They polarize the issue so strongly, and create false impressions of the unity of all elements of testimony at play, that people begin to see the case as an all-or-nothing situation (accept everything that I believe or none of it). Even worse, some people get the impression that the entirety of ufology is riding on the ease, a peculiar notion only explainable by watching too much pop media.

But more quietly, positive and negative individuals try to discuss the issues with more give and take and civility to their colleagues. We need to hear more of this sort of exchange and less from bomb-throwers.

In my observation of these debates (the saner sides of them anyway), the responsible anti-crash discussants cannot buy the level of secrecy and selectiveness of need-to-know personnel required by the pro-crash people to understand Pentagon and Project Sign behavior. They, therefore, doubt the crash evidence.

The responsible pro-crash discussants begin by being impressed with the debris-related testimonies, and therefore are led to imagine secrecy scenarios of an extreme nature. I believe that the pro-crash researchers (like pro UFO researchers) tend to trust testimony, especially when it is corroborated somehow, and the anti-crash persons do not. Also, the pro-crash side tends to see the case as a large constellation of many elements, and the anti-crash side tends to isolate bits, pick away at them, and, sometimes, forget case elements which are less easy targets.

My article has had the goal of clarifying a little of the different worlds that even good UFO scholars live in when it comes to Roswell. In my opinion there has never been a good focused debate on critical aspects of this ease, nor a research resource that would make such a debate feasible. But it's something that the serious people in the field need to do if the status of the crash event is ever to be made more understandable to any of us and to the

history of our field. We need a workshop of rational and respectful give-and take on this ease, and a solid research document on case elements and their sources to emerge from it. Is anyone interested?

(This web page was created for the NICAP Site by Francis Ridge)

The Roswell Directory
NICAP Home Page

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DAN WILSON

Dan Wilson was born in 1951 and lives in Painesville, Ohio. He began studying nuclear weapons, the entire nuclear weapons complex, nuclear weapons testing, and nuclear power production in 1988. He has read extensively on the UFO phenomena and has interviewed various witnesses from the Air Force, Navy, and the Atomic Energy Commission. He contributed very interesting information to the newly released book, UFOs and Nukes, by Robert Hastings. Since 1998 he had extracted thousands of vital documents from the Project Blue Book Archives for the NICAP site and discovered many new reports that others have been able to add to the collection of BB unknowns. What most people did not know was that he had done all of this from a computer at the local library! It wasn't long after finding this that we were able to buy him his own personal computer. Since 2003 he had provided valuable researched information regarding UFOs and the nuclear connection and was an official member of the Nuclear Connection Project. In 2006 when I re-opened the Mantell case, Dan discovered documents that proved that the object identified as the source of the incident was over 400 miles away when encountered by Mantell. With the help of numerous members of NICAP's A-Team, including Jean Waskiewicz, Brad Sparks, Barry Greenwood, Mary Castnor and others, we were able to produce a major investigative report* with an analysis by Brad Sparks proving a cover-up in the Mantell case. Dan had been working on UFO cases involving UFOs and aircraft accidents and I created a folder on the site called /aca/.

On Jan 27, 2015, I received the last email from Dan Wilson. After months of harassment by unknown sources his computer had been hacked in December and by now it had been destroyed. Only Robert Hastings may know of what happened after that. (Fran Ridge)

The Mantell case Directory
The Mantell_Incident. An Anatomy of an Investifation: A 60-Year-Old Cover-Up (Fran Ridge) *

POSITION STATEMENT:
Pending

Original document: http://www.roswellproof.com/marcel_evaluations.html

ROSWELL & MAJOR JESSE MARCEL'S POSTWAR SERVICE EVALUATIONS

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See also:
Marcel's pre-Roswell UFO sighting
Marcel's debris descriptions

BACKGROUND

Major Jesse Marcel was the head intelligence officer, or A-2, at Roswell Army Air Field during the famous Roswell events of July 1947. He was the first to investigate the crash material found by rancher Mac Brazel on his ranch 75 miles northwest of Roswell. Upon returning to Roswell base, he was ordered by the Roswell base commanding officer, Col. William "Butch" Blanchard, to fly the material he recovered to Wright Field, Ohio, first stopping at Fort Worth to show what had been found to Brig. Gen. Roger Ramey, head of the Eighth Air Force, and Blanchard's superior officer. In the meantime, Blanchard issued a press release saying that they had recovered a "flying disc," and that it was being flown to higher headquarters. Within an hour, Gen. Ramey was publicly retracting the flying disc press release, and telling the media that what had been found was a weather balloon with its radar target. Upon Marcel's arrival at Fort Worth, Ramey then had a civilian press photographer take photos of himself, his chief of staff, Col. Thomas Dubose, and Marcel with balloon material, and declared that to be what was found at Roswell. In addition, a press conference was held shortly afterwards, where Ramey had one of his weather officers (Irving Newton) identify the displayed material as coming from a weather balloon.

But when located 30 years later, Marcel told a different story. He said the material at Brazel's ranch had highly unusual physical properties beyond human technology and was "not of this earth," definitely NOT balloon material of any kind. He further added that the material publicly shown by Ramey in Fort Worth was a substituted weather balloon swapped for the real debris he had brought Ramey from Roswell, a statement further corroborated by Dubose, then a retired Air Force brigadier-general when he testified. While Ramey was displaying the weather balloon for the press, the real material was forwarded to Wright Field and the material analyses labs there.

Despite other witnesses backing up Marcel's statements of unusual debris and a cover-up, debunkers of Marcel and Roswell have generally claimed that Marcel was somehow caught up in the flying saucer hysteria of the time, overreacted and misidentified simple balloon debris, misled Blanchard, somehow causing Blanchard to issue the inflammatory press release, and then further compounded matters by misbehaving in front of Ramey and the press. If this debunking portrait of Marcel were true, then some note of Marcel's poor judgment and misbehavior as an intelligence officer during the Roswell events should have been made subsequently by Marcel's superior officers. Also his future career as an intelligence officer should have been severely affected.

As it turns out, once Marcel's service record began making the rounds in 1996 and 1997, it became clear that Marcel was generally very well thought of by his superior officers both before and after the Roswell events, including those directly involved in Roswell, such as Col. Blanchard and Gen. Ramey. There are no clear references to the Roswell events in his post-Roswell evaluations, which are

overwhelmingly laudatory. Blanchard's evaluations of 6 May 1948 and 2 Aug 1948, and Ramey's evaluation of 19 Aug 1948 are particularly relevant here.

In addition, Marcel's career did not seem to suffer any adverse effects. He remained the head intelligence officer at Roswell for another year. He was promoted to Lt.-Colonel in the Air Force Reserve the following November (both Blanchard and Dubose recommended approval) and was not quietly let go when his commission ran out in early 1948, as might well have happened if the Air Force felt they had a rash and unreliable intelligence officer who caused them a great deal of public embarrassment. Instead he was recommissioned, and was soon transferred to Washington D.C. in August 1948 for higher intelligence work. (Ramey registered a mild protest, saying he had nobody to replace him.)

First he was made the SAC (Strategic Air Command) Chief of a presumed foreign technology intelligence division, an odd assignment for somebody who allegedly couldn't identify even mundane balloon debris. (Actual job position: Chief, Alien Capabilities Section, Intelligence Division, Hq. SAC) Then at the Pentagon's insistence, he was soon transferred to the Top Secret Special Weapons Project, given access to highly sensitive material, and served as the primary briefing officer for the higher brass in the project. There he also received two highly laudatory evaluations. Obviously the Air Force continued to feel Marcel was an extremely competent and trustworthy intelligence officer following the Roswell incident. None of this fits the profile of someone who badly bungled his intelligence job at Roswell, as the debunkers contend.

Included is a collection of Marcel's postwar evaluations and commendations, both before and after the Roswell events. Background material and my comments as to their significance are included. Interested readers can look them over for themselves and form their own opinion of Marcel as an intelligence officer and as a person.

Some of the evaluations were clipped at the edges by whomever originally copied Marcel's service file. In the case of Blanchard's two 1948 evaluations, the missing portions of the standardized word descriptions have been pasted in from another evaluation so they can be read in full. Some cleaning up of otherwise difficult-to-read text has also been done. Otherwise, the various documents are exactly as I received them.

LIST OF EVALUATIONS AND COMMENDATIONS; COMMENTS ON SIGNIFICANCE

1. Lt. Col. James Hopkins, 30 June 1946, Efficiency Report, Roswell (1 page, 1 page missing from back)

Significance: First post-war military evaluation of Marcel, useful for comparison and baseline purposes. As in many other evaluations, special note is made of Marcel's exceptional hard work. But Marcel is marked down slightly for organizational abilities, force, and leadership. Otherwise generally excellent and superior marks with overall numerical rating of high excellence. The average numerical score (5.2) is identical to the next two evaluations by Blanchard and Jennings.

Lt. Col. James Hopkins, 509th Operations Officer

2. Brig. General Roger M. Ramey, 26 July 1946, Commendation, Operation Crossroads, South Pacific (1 page)

Significance: Establishes that Ramey, head of the Eighth Air Force, was already well-acquainted with Marcel and his intelligence work before the Roswell events. Ramey commends Marcel for his handling of security, complex intelligence reports, and staff briefings for the 509th Bomb Group during Operation Crossroads (South Pacific A-bomb tests). Ramey as a major player in the later Roswell events would have known if Marcel bungled or mishandled his job during the Roswell events. (Compare with Ramey's evaluation of Marcel, 18 Aug 1948, a year after Roswell.)

3. Major General W.E. Kepner, 16 August 1946, Commendation, Operation Crossroads (1 page)

Gen. W. E. Kepner

Significance: Another commendation for Crossroads, this time from Gen. Kepner, Deputy Task Force Commander for Aviation. **Kepner commends Marcel for "superior performance."** These various commendations indicate that Marcel was instrumental in handling security for the A-bomb tests and also the assembling of "vast amounts of information needed for the training of crews." Given Marcel's involvement in security for the A-bomb tests, it makes it very unlikely he would have later broken security at Roswell to announce a crashed flying saucer, another charge by some debunkers contrary to all evidence. As in many places in his record, Marcel's exceptional hard work and devotion to duty are also noted. **Also states that Marcel can wear the Army Commendation Ribbon by direction of the Secretrary of War.** Compare to very similar commendation for Crossroads from Admiral Blandy, issued in Oct. 1948.

Kepner became chief of the A.F.'s Atomic Energy Division and Special Weapons Group at the Pentagon. He may have been one of those at A.F. headquarters requesting Marcel's transfer to the Special Weapons Project in the summer of 1948.

4. Vice Admiral William H. P. Blandy, 31 October, 1946, Endorsement, Operation Crossroads (1 page)

Adm. Blandy & Gen. Ramey at Operation Crossroads, 1946

Significance: Blandy, a famous WWII admiral, Commander of the Joint Task Force, and Commander-in-Chief of the Pacific Fleet, **personally wrote a brief endorsement "highly recommending" Marcel for the permanent award of the Army Commendation Ribbon.** Despite Blandy's recommendation and previous permission by the Sec'y of War that Marcel could wear the ribbon, a later review panel turned it down. This resulted in Blandy issuing his own commendation to Marcel in Oct. 1948, several months after the Roswell events.

5. Col. William Blanchard, 8 Jan 1947, Efficiency Report, Roswell (1 page)

Significance: First of three such reports by Marcel's Commanding

Col. Blanchard greets Gen. Ramey at Roswell, 1947

Officer (C/O) at Roswell. Compare with following one by Jennings and Blanchard's two other evaluations. Blanchard rates Marcel's work as "Excellent" overall (compare numerical ratings to Hopkins and Jennings), and compliments him on his exceptional experience in intelligence work and for his diligence and hard work.

This evaluation was written while the 509th was hurridly trying to become operational by February 19 as a permanent atomic bomber base. Qualified personnel were being assembled and training missions run to satisfy requirements to become operational. A base history lists Marcel as being one of seven "key personnel" in this process, along with Blanchard, Jennings, and Hopkins.

6. Lt. Col. Payne Jennings, 30 June 1947, Efficiency Report, Roswell (1 page)

Lt. Col. Payne Jennings, Roswell Deputy Base Commander

Significance: Jennings was the Roswell Deputy C/O and this evaluation was written a week before the Roswell events. Jennings later personally piloted Marcel's plane with crash debis to Fort Worth to meet Gen. Ramey. Marcel was obviously not Jennings' kind of officer. This is the least complimentary of Marcel's service evaluations, Jennings, unlike Blanchard and others, downgrading Marcel for overdiligence and lack of imagination and initiative. The numerical ratings, however, were nearly identical to those of Blanchard's, with the same overall rating of "Excellent." Notice that somebody examining this evaluation before I received a copy attached a "Post-It" to the document singling out the phrase "lacking imagination and initiative." This one phrase in isolation was all that was quoted from Marcel's many evaluations and was used to debunk him in a San Francisco/Oakland television broadcast in 1996 (KTVU), where the reporter was a former Air Force intelligence officer.

7. Admiral William. H. P. Blandy, Oct. 1947, Commendation, Operation Crossroads (1 page)

Adm. William H. P. Blandy

Significance: Written for Marcel by Blandy (now Commander-in-Chief of the Atlantic Fleet) after a review board on decorations ignored Blandy's personal recommendation that Marcel receive the Army Commendation Ribbon. Note this was written four months after the Roswell events. The fact that a famous admiral would go out of his way at a later date to issue the commendation is a good indication of the regard in which Marcel was held by the upper brass before and after Roswell. Almost the identical wording as Gen. Kepner's commendation in August, 1946, and obviously quoted from it, **noting Marcel's essential contributions to security and the handling of intelligence used in the training of crews for Operation Crossroads**. Blandy became a well-known admiral in the U.S. because of the heavy American press coverage of Crossroads. On July 9, 1947, he was

widely quoted in various Roswell press stories expressing moderate skepticism about the flying saucers. (See, e.g., New York Times, July 9, 1947) Whether he was "put up to it" or just doing this on his own is unknown. However, immediately prior to this, on July 7, Blandy had a unique private meeting with Pres. Truman and his Naval aide, one of a number of unusual "coincidences" surrounding the Roswell incident. A similar private meeting occurred with New Mexico Senator Carl Hatch, requested suddenly by Hatch, also on July 7.

8. Col. William Blanchard, 6 May 1948, Efficiency Report, Roswell (3 pages)

Significance: **The first of Marcel's evaluations following Roswell, Blanchard gives Marcel high numerical ratings in all categories, and his descriptions of Marcel as an intelligence officer and person are overwhelmingly complimentary**. Given Blanchard's deep involvement in the Roswell events, including his "flying disk" press release, his strong praise of Marcel soon after Roswell seriously undercuts debunker arguments that Marcel was an incompetent and rash intelligence officer who bungled the Roswell events and embarrassed his C/O and the Air Force. Debunkers, however, neglect to mention the rest of this evaluation and only note the one slightly negative comment, "His only known weakness is an inclination to magnify problems he is confronted with." But a thorough reading of this report and the next one indicates that it was unlikely that Blanchard was referring to Marcel's conclusions or work product, which received high ratings, but to something else (perhaps his perfectionist tendencies noted in other evaluations, such as Jennings'). Blanchard wouldn't be recommending Marcel for higher intelligence work and calling him highly dependable in his next evaluation if Marcel had magnified simple balloon material into a flying saucer, resulting in Blanchard being publicly embarrassed. Also observe that Blanchard notes that Marcel was exceptionally well qualified, cool-headed, highly logical, businesslike, and well-respected by all, again belying efforts to portray him as impulsive and incompetent.

This evaluation is also interesting in that it was endorsed by Col. Thomas Dubose, Gen. Ramey's Chief of Staff, who later backed up Marcel's story of Ramey swapping a weather balloon for the real Roswell material. Dubose states he doesn't personally know Marcel and is trusting Blanchard's judgment. Despite this, Dubose recommended Marcel for Air Staff and Training School, which would be preparation for possible future command positions. Furthermore Blanchard and Dubose (acting on behalf of Gen. Ramey) recommended Marcel's promotion to Lt.-Colonel in the Reserves the previous October & November, just 4 months after Roswell. Obviously Dubose knew of Marcel's record even if he didn't know him personally. Dubose also met Marcel in Fort Worth during the Roswell events and was a high-level eyewitness to what happened. So not only does Dubose have nothing negative to say about Marcel, he was also recommending him for promotion and advanced training following the Roswell incident. This again indirectly supports

that Marcel handled his job properly.

9. Col. William Blanchard, 2 Aug 1948, Efficiency Report, Roswell (3 pages)

Significance: **Written at the time Marcel was being transferred from Roswell to Washington for higher intelligence work, the report has even more highly complimentary personal comments about Marcel but slightly lower numerical ratings than Blanchard's previous report.** The only real significant negative is Blanchard rating Marcel at the bottom of eight officers of the same grade that he had evaluated in terms of overall usefulness to the Air Force. This might be mitigated by Roswell being the only atomic bomber base at the time and composed of elite, hand-picked men. Marcel would have faced unusually high-caliber competition. Furthermore, unlike most other officers at Roswell, Marcel was a civilian WWII draftee and not a West Point graduate (as was, e.g., Col. Blanchard). Academy graduates are almost automatically going to be given preference over draftees. Similarly, because Roswell was a bomber base, Blanchard was a bomber pilot himself, and this was the Air Force, Blanchard would again probably give preference to pilots as Air Force assets over intelligence officers (assuming most of these other men were pilots). Comments like these came from Gen. Ramey below, where he states that he thought Marcel command officer material, but he would never make general because he lacked a pilot's rating. Otherwise, Blanchard's personal comments definitely indicate that he had very high regard for Marcel both as an intelligence officer and person. **Note that Blanchard calls Marcel highly dependable, highly qualified, and highly recommends him for higher intelligence work**.

(Blanchard was a 4-star general and AF Vice Chief of Staff from 1965-66 when he died suddenly, just before becoming Chief of Staff.)

10. Col. John D. Ryan, 12 Aug 1948, Recommendation, Roswell (1 page)

Gen. John D. Ryan, Air Force Chief of Staff, 1967-1971

Significance: Although this was a routine recommendation, note that **Ryan terms Marcel's work and service "most exemplary" and "most outstanding."** Who was Ryan? He was a future A.F. Chief of Staff and Chairman of the Joint Chiefs of Staff. (An historical side note, his son Gen. Michael Ryan was A.F. Chief of Staff from 1997-2001. Another side note, Blanchard was destined to be the next AF Chief instead of Ryan, but he died of a heart attack at the Pentagon in 1966.) When this recommendation for Marcel was written, Ryan was about to replace Blanchard at Roswell as C/O, while Blanchard became the Director of Operations for the 8th AF in Fort Worth. At the time of the Roswell events, Ryan had been Ramey's Operations Officer, or A3. There is some circumstantial evidence linking him to the Roswell affair. The day before Gen. Ramey's weather balloon/radar target debunking of Roswell, Ryan was talking to the press about radar targets in a story musing about the origins of the flying saucers. Given Ryan's prior

remarks and his position as Op Officer for the base, Ryan could conceivably have been responsible for procuring a radar target as part of a cover story.

11. Major General Roger Ramey, 19 Aug 1948, Evaluation, Roswell (1 page)

Significance: Another important post-Roswell evaluation of Marcel by a superior officer familiar with him and closely involved in the Roswell events. **Ramey first calls Marcel's services to his command "outstanding," and then notes at the end that he believed Marcel would eventually become a Command Officer based on the progress and high caliber of his past performance and growth.** More highly complimentary remarks from somebody in-the-know, belying debunker contentions that Marcel had mishandled earlier events in Roswell and in Ramey's office in Fort Worth. **Ramey also registers a mild protest over Marcel's transfer, noting he had nobody to replace him.**

(In 1950 Ramey became USAF Director of Operations at the Pentagon. From 1954-1956 he was commanding officer of the 5th AF in Korea and Japan. He retired a three-star general in 1956 after a brief stint as head of the Air Defense Command)

12. Lt. Col. Ray McDuffee, 30 June 1949, Report of Officer Effectiveness, Special Weapons Program, Pentagon, Washington D.C. (3 pages)

Significance: First of two evaluations by McDuffee during Marcel's new assignment with the Special Weapons Program. This was a Top Secret program to assess the ongoing development of Soviet nuclear capabilities. Marcel was named Officer in Charge of War Room, and according to Marcel's job description in these evaluations, was in charge of a staff that prepared special briefings and reports for the higher brass on the latest changes in intelligence. Marcel also had a job title of Assistant for Atomic Energy during this period. **McDuffee is highly complimentary about the way Marcel handled his job, his personal intelligence, and his unusually diverse technical and intelligence background. Like Blanchard, he also makes special note of Marcel's high moral integrity, extreme hard work, and high standards for his work product** (in modern terminology, he might be seen as a workaholic with a streak of perfectionism).

13. Lt. Col. Ray McDuffee, 30 July 1950, Report of Officer Effectiveness, Special Weapons Program, Pentagon, Washington D.C. (3 pages)

Significance: Written as Marcel was in the process of getting a hardship discharge from the service. **Very similar to McDuffee's previous evaluation of Marcel with slightly higher numerical ratings placing him in a superior category.** The indorsing officer took

exception, saying the numerical ratings were too high, since McDuffee was primarily rating Marcel's briefing room presentation work rather than his overall 9301 (combat intelligence officer) duties. **McDuffee does make special note, however, that Marcel was a "thoroughly qualified" combat intelligence officer. Section VI giving Marcel's primary job description, places him squarely in the intelligence loop as the primary briefing officer for the higher brass**, relevant to another controversy about Marcel, whether he might have written a special report later used by Truman to announce the first Soviet A-bomb blast.

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Category 3 - E-M Cases

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MERCURY- POSS CLUE TO UFO PROPULSION	DRUFFEL	MUJ-196,15	3	
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Regional Sighting Information Database (RSID-C2)

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2703XX		FRANKFORT, W	IL	C2				SL-27,9
41XXXX	MORN	MIDDLETOWN	OH	C2	01	BELL		SL-57
480829		MAPLEWOOD	OH	C2				EGBA,709
5106XX		CAMBRIDGE	OH	C2	01			EGBA,689
520521		PEORIA	IL	C2	01			EGBA,550
521023		INDIANAPOLIS	IN	C2	01			EGBA,674
531114		WARREN	OH	C2	01			EGBA,721
540117	EVEN	CINCINNATI	OH	C2	01	OBJ	6	CR,05/54
5405XX		LAPORTE	IN	C2	01	LTS, LB	3	UFOE,74
540922		MARSHFIELD	MO	C2	01			HUR,178
541022	1515	MARYSVILLE	OH	C2	60	CIGAR	6	CR,12/54
541023		CINCINNATI	OH	C2				CR,12/54
5411XX		KANKAKEE	IL	C2				CR,XX,57
550309		PARIS	IL	C2	01			EGBA,549
550706		WAUKEGAN	IL	C2	01			EGBA,555
550806	0100	CINCINNATI	OH	C2	01	OVOID	6	CR,09/56
550825	EVEN	BEDFORD	IN	C2	XX	OBJECT	3	UFOE,74
550903	2115	CINCINNATI	OH	C2	02	SPHEROID		CR,10/55
551002		UHRICHSVILLE	OH	C2	01			EGBA,721
551009		CINCINNATI	OH	C2				CR,12/55
560709		BLOOMINGTON	IN	C2				FSSB,28
560927	0300	CINCINNATI	OH	C2		LIGHTS		CR,11/56
56SUMR		DONELSON	TN	C2	01			EGBA,493
56XXXX	0300	BLOOMINGTON	IN	C2	05	OW LB	3	FSSB,28
56XXXX		STOVER	MO	C2			6	PTAW,19
570121	2030	KNOXVILLE	TN	C2	01	FIREBALL		CR,03/57
570125		KNOXVILLE	TN	C2				CR,XX/57
570625		GREENCASTLE	IN	C2	01			EGBA,672
5706XX		WARRENSBURG	MO	C2				UE,240
571015	DAYT	COVINGTON	IN	C2	01	DISC	3	UFOE,136
571104	0317	ELMWOOD PARK	IL	C2	03	EGG		HUR,172
571105	EVEN	RINGWOOD	IL	C2		OBJECT	3	UFOE,74
571105		SPRINGFIELD	OH	C2				EGBA,719
571106	EVEN	MEROM	IN	C2	07	CIRCwLB	5	FSSB,32
571106	EVEN	DANVILLE	IL	C2		LIGHT	3	UFOE,64
571106		MONTVILLE	OH	C2	01			UFOE,114
571108		CHICAGO	IL	C2				EGBA,531
571109		LAKE CITY	MO	C2				EGBA,572
571110	1900	HAMMOND	IN	C2	05	OWL	3	UFOE,64
571110		MADISON	OH	C2	01		10	EGBA,708
571114	EVEN	TAMAROA	IL	C2	MW	OBJECT	3	UFOE,75
5804XX		LAPORTE	IN	C2				CE,148
581003	0310	ROSSVILLE	IN	C2	05	DISCS		FSSB,62
590319		KYGER	OH	C2				EGBA,706
590830		NOBLESVILLE	IN	C2	01			EGBA,678
590907	DAYT	WALLINGFORD	KY	C2	01	DISC	6	UFOE,151
59SUMR	EVEN	MANSFIELD	OH	C2	04	EGG		MORA
600722		MARTIN	TN	C2	01			PTAW,24
6203XX	EVEN	WHEATFIELD	IN	C2	01	LIGHT	1310	CE,164
630621		HILLSIDE	IL	C2	01			EGBA,540
630804	2330	WAYNE CITY	IL	C2	MW	WBOL	135	
630807	2045	FAIRFIELD	IL	C2	02	DIAMOND	4	
630813	EVEN	GREENVILLE	IL	C2	26	CONE	FI-4	NCS
640507		N. LAWRENCE	OH	C2				UI,2,7
640517		MASSILLON	OH	C2				EGBA,710
640517		N. LAWRENCE	OH	C2				UFOI-2,7
640614	2100	DALE	IN	C2	01	RBOL	1356	
6407XX		GREENEVILLE	TN	C2	01			EGBA,494
6410XX	EVEN	CIRCLEVILLE	OH	C2	04	OWW		RUFOS
65/66	EVEN	PEPPERTOWN	IN	C2	03	DOMESHAP	1	
650520		LEROY TWP.	OH	C2	01			UI-3,5
6509XX	2030	INDIANAPOLIS	IN	C2	03	DISC	1	
65XXXX		INDIANAPOLIS	IN	C2	MW	SATURN		UFOI
65XXXX		GERALD	MO	C2	01			EGBA,566
660226		TRIVOLI	IL	C2				EGBA,555
660328		FAYETTEVILLE	TN	C2	01			EGBA,493

660330	EVEN	LEWISBURG	IN	C2	05	OVAL		EGBA,676
660418		LANCASTER	OH	C2	01			UI,3,7
660422	0015	ALLIANCE	OH	C2	02	DDISC		NL,8
6605XX		SEDALIA	MO	C2				PTAW,41
660622		MIDDLEBURY	IN	C2	01			EGBA,677
660727	EVEN	FRANKFORT	IN	C2	01	LIGHT	13	FSHN,66
660801		SPRINGFIELD	MO	C2				PTAW,43
660819		E. LIVERPOOL	OH	C2	01			EGBA,701
660924		PEORIA	IL	C2				SL-16,12
661001	0200	OWEN CO.	IN	C2	04	BALL		
661005	0530	CONNERSVILLE	IN	C2	02	DOMED		APROB,15
661012		JONESBORO	TN	C2	01			UI-3,5
661014	1845	NEWTON	IL	C2	01	DISC		NL-45
661021	2040	CONNERSVILLE	IN	C2	01	OVAL		
6610XX		BENTONVILLE	IN	C2	01			EGBA,667
66SUMR	2300	MONTICELLO	IN	C2	02			
670103		NEW RICHMOND	IN	C2				EGBA,678
670115	2100	SHELBYVILLE	KY	C2	MW	ELONGATE	3	APROB,15
670120		VICTORIA	TN	C2	01			EGBA,500
670210		SANDUSKY	OH	C2	01			UI,3,6
670211	EVEN	MILFORD	OH	C2	02	MUSHROOM		NL,21
670228	2100	OWEN CO.	IN	C2	01	LIGHT		
670318		LEBANON	OH	C2	01			APROB-15
670321	0200	MASCOUTAH	IL	C2	02	OVAL	6	SL-71
670321		NEW BADEN	IL	C2				PTAW,46
670815		HUEY	IL	C2			6	SL-33,11
671219		MAHOMET	IL	C2	01			EGBA,544
671222		HOLMES CO.	OH	C2				EGBA,705
671229		BREESE	IL	C2	01			SL-17,11
67SUMR	EVEN	ELDON	MO	C2	01	DDISC		SL-71
67XXXX		BARNETT	MO	C2	01	DISC		SL-43,10
67XXXX		ELDON	MO	C2	01			SL-43,10
67XXXX		IRONTON	MO	C2				PTAW,46
680115		VILLA PARK	IL	C2	01		3	APROB,16
680124		HILLSIDE	IL	C2	01		3	APROB,16
680209		GROVETON	MO	C2				HUR,193
680304		CAROL STREAM	IL	C2	01			APROB,16
680319		BEALLSVILLE	OH	C2	01		3	APROB-16
680401	2245	FRANKFORT	KY	C2	02			UE,239
6805XX		CENTRALIA	IL	C2				SL-58,11
680628		AKRON	OH	C2				EGBA,685
681026	2200	GREENFIELD	IN	C2	02	OBJ/TD	6	NICAP
6902XX		LUTESVILLE	MO	C2	01			PTAW,61
690304		ATLANTA	MO	C2	01			SL-17,1
690306		LANCASTER	MO	C2				SL-18,4
690416		MADISON	MO	C2				SL-19,3
690518		RISING SUN	IN	C2	01			EGBA,680
690821		DUPO	IL	C2				EGBA,535
690829		HAMILTON	IL	C2	02			SL-23,5
691130		PLAINVILLE	IL	C2	01		3	SL-26,7
691219		QUINCY	IL	C2	01			SL-42,7
69XXXX		SEDALIA	MO	C2				SL-22,7
700402		EATON	OH	C2	01			SL-37,7
701129		NAUVOO	IL	C2				SL-40,13
70XXXX		NEWARK	MO	C2	02		3	SL-50,13
710516		ANDERSON	IN	C2	04	OBJECT	6	PTAW,76
710516	2130	CHESTERFIELD	IN	C2	04	BALL		PTAW,76
71XXXX		CANTON	OH	C2	01			EGBA,690
7202XX		QUINCY	IL	C2				EGBA,551
720310	0400	MILHOUSEN	IN	C2	02	BOOMERNG		
720310		GAYNORSVILLE	IN	C2	01			APROB,21
7207XX		BARBERTON	OH	C2	01			EGBA,687
720801	EMOR	LEBANON	IN	C2	02	SwBATWNG		SL-60,9
7208XX		GALVA	IL	C2	01			EGBA,538
720914		HOUSTON	MO	C2				SL-66,10
72XXXX		BRUNSWICK	MO	C2				PTAW,80
7301XX		BLUE CREEK	TN	C2	01			EGBA,491
7302XX	2020	TENNYSON	IN	C2	01	LIGHTS	135	
730307		AKRON	OH	C2				PTAW,56
730328		CLEARWATER D	MO	C2	01			APROB,21
730403		ELLSINORE	MO	C2	01			EGBA,564
730502		ST. CHARLES	MO	C2	01			SL-74,16
730510	2115	SCHAUMBURG	IL	C2	10	LIGHTS		SL-68,5
730510		ELK GROVE VL	IL	C2	01			EGBA,536

730628		COLUMBIA	MO	C2	01			SYM74,46
730822		ST. JOSEPH	MO	C2	01			PTAW,579
730930	2130	COLUMBUS	OH	C2	01	OBJECT		NCS
730930		SHORES	TN	C2	01			HR,76,18
731001	EVEN	GILES	TN	C2	02	EGG		SL-76,17
731003	0615	JACKSON	MO	C2	01	TURNIP	3	SYM,93
731003		MALTA BEND	MO	C2				PTAW,93
731005	0300	ZEIGLER	IL	C2	01	LIGHT		EGBA,557
731014		COLUMBUS	OH	C2	01			EGBA,697
731014		MUNFORDVILLE	KY	C2	01			EGBA,511
731015	1430	RED BUD	IL	C2	01	HORSESHO		SL-76,4
731015		CHATTANOOGA	TN	C2	01			EGBA,492
731016		MT. REPOSE	OH	C2	01			SR,156
731017		LAKE TWP.	OH	C2	01			EGBA,706
731017		CHATTANOOGA	TN	C2	01			SR,126
731017		PIGEON FORGE	TN	C2	01			EGBA,498
731018	2300	MANSFIELD	OH	C2	04	CIGAR	11	SYM79,
731018		DEKALB CO.	IN	C2				EGBA,670
731018		O'FALLON	IL	C2				PTAW,95
731020	0650	ST. PHILLIPS	IN	C2	03	WBOL	13	
731028		BELPRE	OH	C2			3	APROB,22
731028		HIGHLAND	IL	C2	01			EGBA,540
731031		GILES CO.	TN	C2				EGBA,494
7310XX		ETNA GREEN	IN	C2	01			EGBA,670
731104		KANSAS CITY	MO	C2				PTAW,96
731112		LYNCHBURG	OH	C2	01			SR,152
73XXXX		JOHNSON CITY	TN	C2	01			PTAW,494
740320		AVON LAKE	OH	C2				EGBA,687
740408		FAYETTEVILLE	IN	C2	02		6	HYNEK
7404XX		MARSHALL	MO	C2				PTAW,99
740523	2200	CALHOUN	IL	C2	04		1	CUFOS
741020	2145	ELKHART	IN	C2	02	BALL		EGBA,670
741128	1143	SHABBONA	IL	C2	01	DISC	311	SL-89,5
741221	2330	DARMSTADT	IL	C2	03	DISC		SL-90,12
74XXXX		SEDALIA	MO	C2				PTAW,99
750101	2120	BELLEVILLE	IL	C2	02	OBLONG	6	EGBA,523
750101	2130	KEYESPORT	IL	C2	01	OBLONG		SL-89,10
750104	XXXX	MARIEMONT	OH	C2				PTAW,106
750123	2100	INDIANAPOLIS	IN	C2	02		3	C 8/75
750506	XXXX	DAYTON	OH	C2				SR,173
750510	XXXX	FLORENCE	KY	C2				SR,63
750911		GALVESTON	IN	C2		DISC		CUFOS
751104	XXXX	ROSS	OH	C2	01			SR,38
751115		PACIFIC	MO	C2	01			SL-99,11
751119	XXXX	CINCINNATI	OH	C2	01			SR,38
760207	0515	FARMERSVILLE	IN	C2	02	RECTANGL	14	
760718	XXXX	GRAVEL SWITC	KY	C2	01			SR,242
770202	XXXX	LOUISVILLE	KY	C2	01			APROB,25
7702XX	XXXX	PINEVILLE	MO	C2	01			EGBA,577
770323	0540	FARMLAND	IN	C2	01	LIGHTS	3	
770715	2245	BELLEVUE	KY	C2	01	SAUCER		MUJ-122
7707XX	EVEN	CONNERSVILLE	IN	C2	03	TRIANGLE	5	
7708XX	XXXX	BERLIN HTS	OH	C2	01			EGBA,688
780121		KENTON CO.	KY	C2				EGBA,508
780122		KENTON CO.	KY	C2				EGBA,508
780329	2130	INDIANAPOLIS	IN	C2	MW	BEAM	3	MUJ-126
780615		COLE CAMP	MO	C2	01			EGBA,563
7806XX		ST. CHARLES	MO	C2		LIGHT		UFORN
780727	0030	UNION	MO	C2	01	LIGHT	3	UFORN
780727		SHEFFIELD	OH	C2				IUR,3,6
780804		ELSBERRY	MO	C2				EGBA,565
781008	0700	JENKINS	MO	C2	06	EGG	6	IUR,3,12
781012		PURDY	MO	C2	01			EGBA,577
781108	2100	GREENFIELD	IN	C2	03	LIGHTS	6	MUJ,142
781108		GREENFIELD	IN	C2	01			EGBA,672
781108		WILLOW BRANC	IN	C2	01			EGBA,682
781128	XXXX	RICHMOND	KY	C2	01			EGBA,513
781129	2130	RICHMOND	KY	C2	03	CIGAR		MUJ-140
781216	2020	ABBINGTON	IN	C2	05	DKOBJ	3	EGBA,667
790909	0430	STREAMWOOD	IL	C2	01	LIGHT		IUR,4,5
790920	0530	POPLAR GROVE	IL	C2	01	LIGHT	35	IUR,4,5
800817	0115	LIMA	OH	C2	03	FLAT		C9-10/80
801026	1900	GREENE CO.	IN	C2	02	OWL		IUR-3,5
810330	2200	ALTON	IL	C2	02	OVAL		IUR-3,5

810711	2230	PORT BYRON	IL	C2	01	LIGHT		IUR-3,6
82SUMR	0200	HOPE	IN	C2	01	SAUCER	156	
830826	0400	CEDAR LAKE	IN	C2	02	RIBBON		IUR-9,1
84/85	0100	BLOOMINGTON	IN	C2	04	LIGHT	FI-4	
840519	2400	WILLIAMS	IN	C2	01	OBJECT	15	
860817	0400	MONTGOMERY	IN	C2	02	WINDOWS	15	FAA INDY
870526	2245	FAIRMOUNT	IN	C2	03	POPSICLE	1	NUFORC
8706XX		EUREKA	IN	C2	01	DISCFROG	15	
870916	2325	MEMPHIS	IN	C2	02	OWL	14	
870924	2153	CORYDON	IN	C2	01	SAUCER	13	
880928	0030	ATHERTON	IN	C2	03	OWL	13	MUFON HQ
881123	0205	SALESVILLE	OH	C2	01	OB,GIANT		NCS-234
881204	0200	INDIANAPOLIS	IN	C2	02	SHUTTLE	13	
890117	0131	FT.WAYNE	IN	C2	02	DELTA	13	
890121	2250	CORYDON	IN	C2	05	LIGHTS	18	
8901XX	0050	MOSCOW	OH	C2	01	TRIANGLE		
890405	0300	PLAINFIELD	IN	C2	02	OWL	1	
891119	0135	NW	AR	C2	05	SAUCER	3	AUN-3,1
891221	0100	MARTINSVILLE	IN	C2	02	RECTANGL	1	
900222	1730	HENRYVILLE	IN	C2	01	DISC	14	
900327	2230	KOKOMO	IN	C2	01	HAMBURG	13	
900407	2345	NEW ALBANY	IN	C2	02	OWL	FI-4	
900530	2215	CALUMET CITY	IL	C2	04	DDISC	14	
9008XX	EVEN	MILAN	IL	C2	04	LIGHTS		
911108	EVEN	ECKLAND	MO	C2	01	DISC	8	AUN-1,3
920311	1030	DELAVAN	IL	C2	01	ROUND		NCS-273
920503	MIDN	FORDLAND	MO	C2	03	OWL		AUN-4,9
920815	0530	MARSHFIELD	MO	C2	02	BOOMERNG		MO GROUP
930227	0140	GRAIN VALLEY	MO	C2	01	PLATE		AUN,0493
9302XX	0530	WEBSTER CO.	MO	C2	02	DISC		ENIGMA
930713	2230	TOPEKA	IN	C2	01	FTBALL	FI-4	
930827	1645	McDONALD	MO	C2	01	FTBALL		AUN,0993
930926	0145	OSCEOLA	MO	C2	01	OWL	3	AUN,1093
940101	2030	MONROE CITY	IN	C2	03	BLKTRIAN	3	UPRO
940317	EVEN	LIBERTY	KY	C2		CRAFT		
940831	EVEN	HAMILTON	IN	C2	MW	TEARDROP	8	NCS
950729	2330	ST. LOUIS	MO	C2	02	DIAMOND		MICHMUFO
N.D.	XXXX	HUTSONVILLE	IL	C2				EGBA,541

National Investigations Committee On Aerial Phenomena

Category 3
Electromagnetic Effects

This listing covers cases to end of 1963, For 1964 to recent, click on link below:
http://www.nicap.org/cat3-1964on.htm

Since the historical research documentation endeavor is currently concentrating on the best physical evidence cases, in particular radar (Cat 9), sightings from aircraft (Cat 11), and those with a possible nuclear connection (some Cat 10), this page is under construction. The cases listed here represent reports in which a distinct UFO was observed at the same time and place that a definite electro-magnetic effect (E-M) such as a car-stalling occurred.

Report - August 28, 1945; near Iwo Jima, C-46 had engine trouble, lost altitude, as three UFOs were observed from plane. [2.]

Report- June 24, 1947; Cascade Mts., Oregon, compass needle waved wildly as UFO passed overhead.

Report - Fall 1949; New Mexico, music on car radio blanked out by static as UFO passed low over car.

Report - Sept. 1950; Korea, Navy planes on mission approached by two large discs, radar jammed, radio transmitter blocked by buzzing noise each time new frequency tried.

Report - February 10, 1951; Gander, Newfoundland, Bethune Case. Several onboard aircraft compasses slowly rotated or spun during UFO encounter.

Report - Spring 1951; Korea, Craft hit soldier with light beam

Report - March 26, 1952; Long Beach, Calif. Two yellowish discs passed by slowly; "as they passed the radio was agitated twice."

Report - January 9, 1952; Kerrville, Texas. Odd 'roaring" interference on radio as UFO circled town.

Report - September 29, 1953; Easton, Pa., Television picture "began going up and down real fast," as UFO emitting white vapor passed overhead.

Report - January 29, 1954; near Santa Ana, Calif., car radio quit and motor missed as UFO passed low over car.

Report - June 21, 1954; Ridgeway, Ontario, Canada, Car motor quit as UFO crossed highway ahead of car.

Report - August 30, 1954; Porto Alegre, Brazil. House lights failed as UFO passed.

Report - September 16, 1954; Marion, Va. Radio station transmitter failed to operate properly as round shiny UFO passed tower.

Report - September 18, 1954; New Mexico. Large green fireball observed; radio and television interference noted over wide area.

Report - October 7, 1954; St.-Jean-d'Asse, France. Car motor and headlights failed; UFO over road.

Report - October 9, 1954; Cuisy (Seine-Et-Marne), France. Car motor and headlights failed as cigar-shaped UFO passed above.

Report - October 11, 1954; Fronfrede (Loire) France. Car motor and headlights failed as UFO crossed road ahead of car, below cloud cover.

Report - October 11, 1954; Clamecy (Nievre), France. Car motor and headlights failed, passengers felt shock and numbness; round UFO took off from nearby field.

Report - October 11, 1954; Chateauneuf-Sur-Charente, France. Car motor and headlights failed; two UFOs observed at low altitude ahead of car.

Report - October 14, 1954; near Brosses-Thillot, Saone-Et-Loire, France. Motorcycle stalled, round lighted UFO observed about 50 yards ahead.

Report - Oct. 16, 1954; Banlolet, Seine-Infeneure, France. 4 UFOs at low altitude ahead of car. One descended toward road; driver felt shock, numbness, car motor, headlights failed.

Report - October 18, 1954; Coheix, Puy-De-Dorne, France. Driver of light truck felt half paralyzed, motor began missing; dark elongated object seen in nearby field.

Report - October 20, 1954; Schirmeck, France. Motorist felt paralyzed, motor stalled, heat felt; UFO on road.

Report - October 21, 1954; near La Rochelle, France. Motorist and child felt shock and heat, motor and headlights failed; then luminous UFO became visible ahead of car.

Report - October 23, 1954; Cincinnati, Ohio. Radio made harsh shrieking noise, volume increased; then reddish disc seen circling overhead.

Report - October 27, 1954; near Linzeux, France. Headlights and motor failed, passengers felt "electric shock"; UFO passed ahead of car.

Report - November 14, 1954; Forli, Italy. Conventional and diesel tractors driving side by side, conventional stalled, diesel did not, as luminous UFO flew overhead.

Report - December 5, 1954; North East, Pa. House radio "pulsated" as UFO observed hovering low over Lake Erie.

Report - February 2, 1955; near Valera, Venezuela. Com. airliner en route fr Barquisimeto; radio went dead both at Valera and Barq. as pilot started to report a UFO sighting.

Report - April 6, 1955; New Mexico. Three unusual green fire balls; heavy radio and TV disturbance reported.

Report - June 26, 1955; Washington, D. C. National airport ceiling lights went out as round UFO approached. UFO caught in searchlight, searchlight went out.

Report - August 25, 1955; Bedford, Indiana. House lights dimmed and brightened as hovering UFO pulsated.

Report - Sept. or Oct., 1955; Agrinion, Greece. Truck driver and hotel manager driving over mountain road saw luminous object fly overhead, truck engine stopped.

Report - May 1954; La Porte, Indiana. Car lights and radio went off, motorist saw three round or oval UFOs moving as unit, emitting beams of light toward ground.

Report - May 1, 1954; Tokyo, Japan. TV pictures distorted as UFO passed over.

Report - July 28, 1954; Brentwood, Calif. "Sparkling green light" appeared to land in orchard,
television reception interrupted.

Report - October 1956; Oslo, Norway. Motorist felt "prickly sensation," wristwatch magnetized when UFO flew in front of car and hovered over road.

Report - October 28, 1956; Minot, North Dakota, photos by missile crew, radar

Report - November 16, 1956; Lemmon, S.D. Railroad phones, automatic block system "mysteriously dead" as UFO passed over railroad yards.

Report - December 1956, Far East. Visual & radar sighting of round UFO by Air Force jet pilot. Radar jammed by strong Interference.

Report - April 14, 1957; Vins-Sur-Caraney, France. Metal signs magnetized after vibrating as UFO maneuvered near. Deviation of compass noted in immediate area of sighting.

Report - April 19, 1957; Maiquetia, Venezuela. Airliner en route to Maiquetia sighted UFO; strange radio signals received at Maiquetia airport at same time.

Report - April or May 1957; Moriah Center, N. Y. "Television started to have all sorts of trouble"; witness called out-doors in time to see red disc pass overhead.

Report - May 31, 1957; Kent, England. Airliner suffered radio failure during UFO sighting. Normal functions returned when UFO left.

Report - June 25, 1957; Baltimore, Maryland. Car radio stopped playing and street lights went out as formation of seven white discs with red rims passed overhead.

Report - August 14, 1957; near Joinville, Brazil. Airliner cabin lights dimmed and engine sputtered during UFO sighting.

Report - October 15, 1957; Covington, Indiana. Combine engine failed as hovering UFO began to rise.

Report - October 30, 1957; Casper, Wyoming. Car motor kept stalling as motorist tried to turn around to avoid UFO sitting on road.

Report - October 31, 1957; Lumberton, N.C. Car motor failed as UFO observed.

Report - November 2, 1957; near Seminole, Texas. Car motor and headlights failed, UFO seen on road.

Report - November 2, 1957; Amarillo, Texas. Car motor failed, UFO seen on road.

Report - November 2/3, 1957; Levelland, Texas. Many witnesses, series of sightings,

watched egg-shaped UFOs on or near ground, nine instances of car interference.

Report - November 3, 1957; near Calgary, Alta., Canada. Car motor missed, headlights flickered as UFO arced overhead.

Report - November 3/4, 1957; Ararangua, Brazil. Airliner direction finder and transmitter - receiver burnt during UFO sighting.

Report - November 3/4, 1957; Sao Vicente, Brazil. ltaipu Fort electrical system failed, sentries received burns as UFO approached and hovered.

Report - November 4, 1957; Elmwood Park, Illinois. Squad car lights and spotlight dimmed as police pursued low-flying UFO.

Report - November 4, 1957; Toronto, Ont., Canada. TV interference (audio); viewers called out by neighbors to see UFO.

Report - November 4, 1957; Orogrande, N.M. Car motor stalled, radio failed, heat felt. Stokes Case.

Report - November 4, 1957; Kodiak, Alaska. A "steady dit-dit-dit" interference on police radio during UFO sighting.

Report - November 5, 1957; Ft. Oglethorpe, Ga. Brilliant round orange object hovered, revolving; television blacked out.

Report - November 5, 1957; near San Antonio, Texas. Car radio quit, headlights dimmed, engine stopped; UFO seen hovering low over field.

Report - November 5, 1957; Hedley, Texas. Farmer saw UFO; neighbor reported TV off at same time.

Report - November 5, 1957; Philadelphia, Penn. Apartment lights dead, electric clock stopped; bright light awakened couple. Milkman reported flaming disc.

Report - November 5, 1957; Hobbs, N.M. Speeding car, motor failed, lights went out as UFO swooped over car.

Report - November 5, 1957; Ringwood, Illinois. UFO followed car returning to town. TV sets in town dimmed, finally lost both picture and sound during same period of time.

Report - November 5, 1957; 5. Springfield, Ohio, Car and cab stalled as UFO observed.

Report - November 6, 1957; Merom, Indiana, Gilham Case. Ironworker stood under UFO for ten minutes, treated at hospital for burns.

Report - November 6, 1957; Pell City, Alabama. Car motor stalled, as driver attempted to approach UFO hovering low over ground.

Report - November 6, 1957; Houston, Texas. Car motor stalled, radio blanked with static, during UFO sighting.

Report - November 6, 1957; Santa Fe, N.M. Car motor failed, car clock and wristwatch stopped as UFO passed low over car.

Report - November 6, 1957; Danville, Illinois. Police chased UFO, unable to notify

headquarters "because their radio went mysteriously dead."

Report - November 6, 1957; Montville, Ohio. TV blurred, next day found automobile pockmarked. Night of Olden Moore's report of UFO on ground one-half mile from viewer's house.

Report - November 6, 1957; north of Ottawa, Canada. Battery radio and portable short wave radio failed, tone signal heard on one short wave frequency. UFO hovering.

Report - November 7, 1957; Lake Charles, La. Car motor sputtered and failed as UFO hovered low overhead.

Report - November 7, 1957; near Orogrande, N.M. Car traveling about 60 mph. Speedometer waved wildly between 60 and 110. UFO then sighted.

Report - November 9, 1957; Near White Oaks, N.M. Car lights failed as UFO observed.

Report - November 10, 1957; Hammond, Indiana. Loud beeping caused radio interference as police chased UFO. TV blackout in city, motorist reported radio failure.

Report - November 12, 1957; Rumney, N.H. Car motor and lights failed. Ground Observer Corps reported UFO at same time.

Report - November 12 or 13, 1957; Hazelton, Penna. TV disrupted as UFO seen.

Report - November 14, 1957; Tamaroa, Illinois. Power failed for 10 minutes in a four mile area, just after hovering UFO flashed.

Report - November 15, 1957; Cachoeira, Brazil. Several car motors failed as drivers attempted to approach UFO hovering low above ground.

Report - November 25, 1957; Mogi Mirim, Brazil. All city lights failed as three UFOs passed overhead.

Report - December 3, 1957; Near Ellensburg, Washington. Truck motor "almost stopped, "caught again, as UFO sighted. Sighting confirmed by police.

Report - December 3, 1957; Cobalt, Ont., Canada. Radio static as several UFOs seen over area.

Report - December 8, 1957; Near Coulee City, Washington. Automobiles stalled, headlights flickered and went out, as large fiery object passed overhead.

Report - December 18, 1957; Sarasota, Florida. White light source glided overhead, TV interference noted.

Report - January 13, 1958; Casino, N.S.W., Australia. Interference on car radio as UFO followed car.

Report - January 30, 1958; near Lima, Peru. Truck, bus, and car passengers felt shock; motors of all three vehicles failed, as UFO descended and hovered.

Report - February 24, 1958; Near Santa Antonio de Jesus, Brazil. Car motor failed; passengers then noticed a Saturn-shaped disc hovering overhead.

Report - May 5, 1958; Pan De Azucar, Uruguay, Aerial encounter, heat, between Piper

Cub and "top-shaped" object.

Report - May 1958; Near Richmond, Va. Engine of car began running roughly, driver then noticed UFO following car.

Report - August 3, 1958; Rome Italy. Luminous UFO observed passing overhead as city lights failed; one report of car radio failure.

Report - August 31, 1958; La Verde, Argentina. Light aircraft (Piper) engine increased its revolutions abnormally during UFO sighting. Engine normal after UFO left.

Report - October 3, 1958; Fukushima-Ken, Japan. Portable radio emitted strange buzz as green fireball passed.

Report - October 26, 1958; Baltimore, Maryland. UFO observed hovering over bridge ahead of car; motor and headlights failed, two passengers felt heat.

Report - January 13, 1959; Pymatuning Lake, Penna. Truck motor, lights and radio failed as UFO hovered over truck.

Report - January 13, 1959; Bygholm, Denmark. Car motor failed as UFO passed overhead; headlights and spotlight functioned normally.

Report - February 25, 1959; Hobbs, N.M. Signals on car radio (steady succession of two dots and a dash) as UFO passed.

Report - March 19, 1959; Kyger, Ohio. Buzzing static-like sound on car radio. Lights dimmed; unidentified light source seen ahead of car.

Report - June 22, 1959; Salta, Argentina. Luminous sphere observed passing in sky, city lights failed.

Report - July 14, 1959; Salisbury, N.C. Television sets blacked out, some lights reported off, as circular UFO observed; loud oscillating high frequency noise reported.

Report - August 13, 1959; Freeport, Texas. UFO crossed road ahead of car at low altitude. Motor and headlights failed.

Report - August 17, 1959; Uberlandia, Brazil. Automatic keys at power station turned off as round UFO passed over following trunk line. After UFO left, keys turned back on.

Report - October 22, 1959; Cumberland, Maryland. Car motor, headlights, and radio failed as UFO hovered low over road ahead.

Report - January 18,1960; Near Lakota, ND. Car lights dimmed as UFO descended toward field, apparently about a mile off highway.

Report - August 13, 1960; Red Bluff, California. Police, vehicle encounter, light beam, E-M, maneuvers, cat-and-mouse pursuit.

Report - February 28, 1961; Lakeville, Mass. House lights dimmed three times, went out on two occasions as elongated UFO twice passed overhead.

Report - February 9, 1962; Ashton Clinton, Beds., England. Car motor lost power, headlights not affected, as UFO passed ahead of car.

Report - July 30, 1962; Near Pojucara, Bela Horizonte, Brazil. Car motor stopped, then oval UFO seen alongside road.

Report - August 4, 1963; Wayne City, Illinois. UFO car-chase with E-M effects and possible radiation. Investigated by NICAP team AND special Air Force team.

Report - September 20, 1963; Wonthaggi, Victoria, Australia. TV difficulty, viewer called outside to see UFO. Object hovered, darted at h.s. TV I/F noted in area of 3 towns.

Report - November 7, 1963; San Francisco, Calif. Fireball observed, shock wave felt, over Bay area. Unidentified signal picked up by local radio station.

Report - November 14, 1963; Carson City, Nevada. Disc with bluish-green glow hovered emitting beam which illuminated hilltop; house radio failed, came back on when UFO left.

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National Investigations Committee On Aerial Phenomena

Category 3
Electromagnetic Effects

This listing covers cases 1964 to recent. For earlier cases, click on link below:
cat3-to1964.htm

This page is under construction. The cases listed here represent reports in which a distinct UFO was observed at the same time and place that a definite electro-magnetic effect (E-M) such as a car-stalling occurred.

E-M EFFECTS: SURFACE VEHICLES (E=Engine; R=Radio; L=Lights) (Section refers to UFO Evidence Vol. II)

Date & ID Time / Effects / Features

Report - May 10, 1964; 9:30 p.m., La Rioja, Argentina. Light beam, landed craft, humming noise, physical traces. (E,L) See Section VI. Van

Report - June 29, 1964; Nr. Lavonia, Georgia. Vehicle encounter, top-shaped UFO and strange effects.

Report - December 21, 1964; 5:00 p.m., Staunton, Va. Cone-shaped object crossed road, landed, sound heard. Radioactivity detected. (E) See Section I. Car.

Report - January 14, 1965; 10:00 p.m., Wilmot, NH Luminous object hovering, humming sound, electricity resumed when car object sped away. (E,R,L) Manchester, N.H. Leader, 1/16/65. Car

Report - January 23, 1965; 8:40 a.m., Williamsburg, Va. Mushroom-shaped object hovering near ground, sound like vacuum cleaner. (E) Project Blue Book case, National Archives. Car

Report - July 3, 1965; Argentina, UFO interfered with instruments measuring magnetic fields.

Report - August 3, 1965; Santa Ana, California. Rex Heflin photographs UFO near highway.

Report - August 4, 1965; 1:30 a.m., Abilene, Kans. Domed disc swooped over truck, landed on road, blocked highway. (L) See Section VI

Report - August 18, 1965; Noblesville, Indiana. Top-shaped object with dome, body lights, hovered over car. Report in NICAP files (E,R)

Report - September 14, 1965; 1:00 a.m., Langenhoe, Essex, England. Glowing blue domed disc approached, buzzing sound; paralysis and shock See Section IV (E,L)

Report - November 9, 1965; New York, NE power grid failure & possibly related sightings.

Report - November 12, 1965; Argentina, UFO caused compass on ship to swing off course.

Report - December 20, 1965; 11:45 p.m., Herman, Minn. Disc with dome, green light, hovered just above road, whistling sound, truck thrown off road. Report in NICAP files (E,L) truck

Report - January 9, 1966; night, Chascomus, Argentina. Object with blue light beam observed flying away. Flying Saucer Review Histories, Supplement 17 (E.L.) car

Report - March 23, 1966; 11:50 p.m., Bangor, Maine. Landed ellipse with body lights, within 50 ft., humming sound. Report in NICAP files. (E,L) car. Section II.

Report - June 19, 1966; 9:45 p.m., Nha Trang, Viet Nam. UFO descends on hundreds of witnesses and shuts down vehicles (E.L), illuminated terrain; widespread electrical failures, aircraft, trucks

Report - August 25, 1966; North Dakota. Minuteman site jammed by UFO

Report - October 15, 1966; 4:30 a.m., Split Rock Pond, N.J. Disc-shaped object near car, effects associated with light; extreme physiological effects. See Section I, (E,L) car

Report - November 30, 1966; 5:55 p.m., Taylorsville, Indiana. Ellipse approached car, slowed, buzzing sound heard. CUFOS report; see Rodeghier, 1981, p. 31, (E,L) car

Report - January 11, 1967; night, Aveyron, France. White ball, oval near ground, whistling sound; heat, paralysis, car vibrating road sign, Flying Saucer Review, Vol. 17, No.1; see Rodeghier, 1981, p. 31, (E,L)

Report - January 20, 1967; 6:30 p.m., Methuen, Mass. Inverted-bowl shaped object moving slowly, accelerated. Fowler, 1974, pp. 138-143; Sagan & Page, 1972, pp. xxvixxvii (E,R,L) car

Report - March ?, 1967;11:00 p.m., Dry Creek Basin, Colo. Luminous inverted bowl-shaped object approached within 100 ft., heat felt. Gillmor, 1969, pp. 295-297 (E,R,L) car

Report - March 8, 1967; 1:05 a.m., Leominster, Mass. Luminous oval hovering, rocking; witness felt shock, paralysis. See Section VI (E,R,L) car

Report - March 16, 1967; Malmstrom AFB, Montana UFO shuts down missile facility.

Report - March 21, 1967; evening, Hillsboro, Kans. "Upside-down cup on a saucer" hovered over car, which rocked violently. APRO Bulletin, May-June 1967, (E) p. 5, car

Report - April 5, 1967; 7:20 p.m., Jonestown, Pa.. Round object, flashing blue light, moved over car, tilted, sped away; car lifted off ground as UFO departed. See Section VI, (E,L) car

Report - April 12, 1967; 8:59 p.m., Phoenix, Ariz. Bell-shaped object buzzed car, banked, turned and flew away. Project Blue Book files, (E) National Archives, car

Report - April 14, 1967; 9:00 p.m., Melville, N.Y., Circular object landed, small figure seen in doorway; radio (off) made strange noises. CUFOS report; See Rodeghier, 1981, p. 34, (E,R) car

Report - May 1, 1967; night, Peel Tree, W. Va., Elliptical object hovered close to car, intense heat felt; later headaches and vision problems. Report in NICAP files, (E,R) car

Report - May 26, 1967;10:15 p.m. Albuquerque, N. Mex. Luminous object chased car, hovered above it; able to restart engine after UFO sped away. APRO Bulletin, May-June 1967 (E,L) car

Report - June 6, 1967;1:30 a.m., Itajuba, Brazil. Mushroom-shaped buzzed car, humanoid faces seen through window. Flying Saucer Review, Vol. 14, No. 6; Rodeghier, 1981, p. 35 (E,L) car

Report - August 27, 1967;11:20 p.m., Texas Creek, Colo. Oval on ground beside road; one driver walked toward it, flash of light knocked him out, APRO Bulletin, Mar.-Apr. 1969 (E,L) 3 cars

Report - October 11, 1967; 8:00 p.m., Aldersyde, Alta., Canada. Oval with dome circled car, driver felt cold; engine restarted by itself as object departed. CUFOS report; see Rodeghier, 1981, p. 37 (E,L) car

Report - October 25, 1967; 4:30 a.m., Hooks, Hamps., England. Domed disc hovered ahead, driver felt pressure on eardrums. Flying Saucer Review, Nov.-Dec. 1967, p. 6 (E,R,L) truck

Report - October 28, 1967; 6:45 p.m., Tunbridge Wells, Kent England. Triangular object with bright white lights ahead. Slowly rose and moved away; car could then be restarted. Flying Saucer Review, Vol. 14, No. 3; see Rodeghier, 1981, p. 37 (E,L) car

Report - October 30, 1967; 9:20 p.m., Kulikup, Australia. Luminous, pulsating ellipse, forward motion stopped abruptly. Flying Saucer Review, July-Aug. 1968, pp. 15-16; Journal of UFO Studies, New Series, v.2, 1990, pp. 27-28 (E,L) car

Report - November 2, 1967; 9:30 p.m., Ririe, Idaho. Disc with dome above car, two small beings descended, entered car. See Section XII (E) car

Report - November 5/6, 1967; midnight to 2:30 a.m., Fordingbridge, England. Luminous green ellipse hovered just above road, whining sound; batteries dead after sighting. See Section VI. (E,R,L) truck & car

Report - November 8, 1967; 3:30 a.m.. Elsinore, Calif. Red-orange disc, witness felt pressure on head and shoulders. Gillmor, Case 39, 1969, p. 380 (E,R,L) car

Report - November 28, 1967;10:20 p.m., High River, Alta., Canada. Elongated blue-green object, sound like "jet motor," flew by, after which lights, radio worked normally. CUFOS report; see Rodeghier, 1981, p.39 (R,L) car

Report - December 13, 1967; 2:00 a.m. Edmonton, Alta., Canada. Dome-shaped object hovering, rocking, heat felt. CUFOS report; see Rodeghier.1981, p. 39 (E,L) car

Report - January 2, 1968; 4:00 p.m., Whitehorse, Yukon, Canada. Bright pulsating yellow-orange object nearby, heat felt. U.F.O. Investigator, May- June 1968, p. 3; Star, Jan. 4, 1968 (E) snowmobile

Report - April 4,1968; 8:15 p.m., Cochrane, Wisc. Object glowing orange while standing still, bright red while moving, hovered over car; heat, "weightlessness felt". CUFOS report; see Rodeghier, 1981, p. 40 (E,L) 2 cars

Report - May 27, 1968; 9:45 p.m., Punta Gorda, Fla. Domed disc, green-blue glow, below treetop height, landed. CUFOS report; see Rodeghier, 1981, p. 41 (E,L) car

Report - July 16, 1968; 12:15 a.m., Andacollo, Argentina. National Police officers saw disc with blue light nearby, moving slowly. Flying Saucer Review Case Histories, Supplement 18; see Rodeghier, 1981, p. 41 (E) jeep

Report - July 25, 1968; LaPastora, Argentina. Silvery, spinning top hovered near road, rose quickly and sped away; engine restarted by itself. Flying Saucer Review Case Histories, Supplement 16; see Rodeghier, 1981, p. 41 (E) car

Report - July 29, 1968; 3:15 a.m., La Atalaya. Object like upside-down bowl, glowing underside, flew low over road, landed. Flying Saucer Review Case Histories, Supplement 13, February 1973, p. 14 (E,L) car

Report - September 1,1968; 3:30 a.m., Mendoza, Argentina. Huge circular object hovering nearby, three small humanoids. Flying Saucer Review, November 1968; see Rodeghier,1981, p. 43 (E,L) car

Report - November 1, 1968 4:30 a.m; Los Monegros, Spain. Orange disc approached car, landed; after UFO took off, car and watches operated normally. Flying Saucer Review, Vol. 15, UFO No.1; see Rodeghier, 1981, p. 43. (E,L) car effects, watches stopped

Report - November 22, 1968 8:10 p.m.; Albany, Ga. Glowing yellow-white oval ahead of car, light beam struck car; color changed to orange-red as object flew away. Project Blue Book files, National Archives, same as Nov. 23, Newton, Ga.; U.F.O Investigator, IV-9, p. 8. (E,R,L) car

Report - November 25, 1968 6:00 p.m.; Marcellus, N.Y. Object with red blinking light on top within 100 ft. of car; made 2nd car pass; E-M effects again. Keyhoe & Lore, 1969b, pp. 40-41. (E,R) car

Report - January 25, 1969 12:30 a.m.; Plattevillie, Ill. Cone-shaped object approached, outside farm lights went out. CUFOS report; see Rodeghier, 1981, p. 44. (E,L) car

Report - February 20, 1969 3:00 p.m.; Australia. Luminous cigar followed car; object rose quickly raising dust and leaves. Perth West Australian, Norseman, Feb. 21, 1969. (E) car

Report - March 4, 1969 6:40 a.m.; Atlanta, Mo. Luminous red object paced ahead of car, effects associated with beam of light from object. See Section I. (R,L) car

Report - March 11, 1969 4:45 p.m.; Campinas, Sao Paulo, Brazil. Erratically moving, color-changing object hovered in front of car, witness felt paralysis. Flying Saucer Review Case Histories, Supplement 6; see Rodeghier, 1981, p. 45 (E) car

Report - April 14, 1969 evening; Hill City, Kans. Multi-colored object came within 100 ft., hovered. Ulysses, Kans., News, Apr. 24, 1969; CUFOS report, dated as Apr 19.(E) car

Report - June 19, 1969 12:25 a.m.; Docking, England. Glowing blue mushroom-shaped object hovered about a mile away. See Section IV (E.L.) car

Report - August 5, 1969 10:15 p.m.; Raleigh, N.C. Shiny object approached, hovered over road ahead of car. Letter from B.C.M., dated Aug. 7, 1969, in NICAP files (R,L) car

Report - January 30, 1970 9:30 p.m.; Mrewa, Zimbabwe. Three shiny ovals hovering nearby; headlights remained off until 10 minutes after UFOs departed. Flying Saucer Review, Vol. 16, No. 5; see Rodeghier, 1981, p. 48 (L) police car

Report - August 13, 1970 10:50 p.m.; Haderslav, Denmark. Ellipse approached at low altitude, heat felt. See Section V (E,R,L) police car

Report - Sometime in 1971; U.S.S. John F. Kennedy stopped by UFO

Report - May 25, 1971 10:50 p.m.; Ibstock, Leicestershire, England. Luminous white disc passed over car, bright illumination; lights dimmed, engine lost power. Flying Saucer Review Case Histories, Suppl. 11, August 1972, pp. 9-11 (E,R,L) car

Report - August 8, 1971 6:45 p.m. Kadina, South Australia. Glowing orange disc illuminated area, buzzing sound. See Section VI (E)

Report - September 24, 1971 night. Caleta, Buena, Chile. Luminous oval with dome approached car. APRO Bulletin, Mar.-Apr. 1972 (E,R) police car

Report - March 10, 1972 9:25 p.m. Normandy, France. Ellipse with red light landed about 200 meters away. APRO Bulletin, May-June, 1972 (E) car

Report - June 9, 1972 10:30 p.m. Algodonales, Cadiz, Spain. Pulsating yellow oval on road 5 meters

ahead. Ballester Olmos, 1976, p. 37 (E) car

Report - August 21, 1972 2:30 a.m. Waukesha County, Wisc. Orange object hovering over treetops, beeping sound, radiator boiled over. Flying Saucer Review, Vol. 18, No. 6; see Rodeghier, 1981, p. 55 (E,L) car

Report - November. 30, 1972 11:15 p.m. Murray Bridge, S. Australia. Diamond-shaped object in paddock, "beeping" sounds on radio. Frola, 1990, p. 121 (E,R,L) car

Report - January 1, 1973 midnight Osorno, Chilie. Disc with green light and flashing, red light flew over car, engine restarted. Flying Saucer Review, Vol. 19, No. 3; see Rodeghier, 1981, p. 55 (E) car

Report - February 2, 1973; Ohura Beacon area of New Zealand. Aircraft encounters object, gyroscopic & magnetic compass went haywire.

Report - February 9, 1973 3:00 a.m. St. Albans, England. Bright yellow sphere hovered low over road, engine restarted by itself when UFO departed. Flying Saucer Review, Vol. 19, No. 2; see Rodeghier, 1981, p. 56 (E) car

Report - April 10, 1973 9:00 p.m. Rhode Island. Orange-red object surrounded by green haze passed over car. APRO Bulletin, May-June 1973; see Rodeghier, 1981, p. 56 (E,L.) car

Report - April 22, 1973 10:00 p.m. Guadalcanal, Spain. Four yellow lights as if on one object, beside rode, buzzed car; burn marks found where UFO first seen. Ballester Olmos, 1976, pp. 40-41 (E) car

Report - May 22, 1973 3:00 a.m. Itajobi, Brazil. Oval object hovering overhead, blue light beam shone onto car, heat felt. Flying Saucer Review, Vol. 21, No. 3-4; see Rodeghier, 1981, p. 57 (E,R) car

Report - June 7, 1973 10:00 p.m. Sousas, Brazil. Yellow "fireball" approached, stopped 50 meters away, prickling sensation felt, later intense headaches. Flying Saucer Review Case Histories, Supplement 17; see Rodeghier, 1981, p. 57 (E) car

Report - July 21, 1973 9:00 p.m. Gavignano, Corisica, France. E-M effects, paralysis, cold felt; bright object rose from ground and shot into sky, power returned, engine restarted by itself. Flying Saucer Review, Vol. 23, No. 6; see Rodeghier, 1981, p. 57 (E, R,L) car

Report - July 27, 1973 2:10 a.m. Lake Isabella, Calif. Dome-shaped object 15 ft. in diameter on roadside; rose and crossed road. MUFON UFO Journal, July 1988, p. 19 (R,L) car

Report - September 3, 1973 evening Athens, Ga. Radio "went berserk," silver ellipse landed on road ahead of car, humanoid encounter. See Section XII (R) car

Report - September 18, 1973; Teheran, Iran, F-4 Phantom radar/E-M Case

Report - October 17, 1973 7:45 p.m. Europa, Miss. Bluish object landed on road, creature encounter. See Section XII (E,L) car

Report - October 19, 1973 8:30 p.m. Draguignan, France. During humanoid encounter lights went out, car displaced off road. See Section XII (L) car

Report - October 20, 1973 1:00 a.m. Fort Smith, Ark. Glowing disc descended within 6 ft. of car, "computer-like" sound. Southwest Times Record, Oct 21, 1973; cited in Rodeghier, 1981, p. 59 (E,R,L) car

Report - October 20, 1973; Mt. Vernon, Indiana. UFO disables train (diesel) & effects blocking system

Report - October 24, 1973 9:00 p.m. Dobson, N.C. Oval, 12 ft. in diameter, landed, humanoid encounter, engine restarted by itself when being departed. D. Webb, 1976, p. 17 (E,L) car

Report - November 19, 1973 Sidrolandia, Brazil. Orange oval emerged from white cloud, hovered near truck, small humanoid visible inside object. See Section XII (E) truck

Report - January 7, 1974 8:40 p.m. Warneton, Belgium. Helmet-shaped object with tripod legs on ground nearby, shock, humanoid encounter. See Section XII (E,R,L) car

Report - January 24, 1974 4:00 p.m. Aische-en-Refail, Belgium. Disc-like object on ground near road; engine restarted by itself when object departed. See Section VI (E,R) car

Report - February 14, 1974 4:15 a.m. Ely, Nevada. Round orange object, others, moved nearby, force felt, truck lifted off road. See Section VI (E,L) rental truck

Report - March 21, 1974 2:30 a.m. Valdehijaderos, Salamanca, Spain. Two objects descended, one landed; humanoids in "diving suits" seen. Ballester Olmos, 1976, pp. 44-45; see Section XII (E,L) diesel truck

Report - March. 30, 1974 9:30 p.m. Hombreiro, Lugo, Spain. Blinding yellow-green object beside road, buzzing sound; three squarish imprints found. Ballester Olmos, 1976, pp. 46.47 (E,L) car

Report - November 11, 1974; Between Dekalk & Mendota, IL. Enronka Champ, E-M on compass as UFO is alongside.

Report - February 19, 1975 7:19 p.m. Orbak, Denmark. Large circular object descended over car, heat, prickly sensation felt. MUFON UFO Journal, Aug. 1976, p. 15; Jylland Posten, Feb. 25, 1975 (E,L) car

Report - May 3, 1975 9:15 p.m. San Antonio, Texas. Saturn-shaped UFO over truck, beamed light down; humanoids visible in dome. See Section XII (E,L) truck

Report - August 13, 1975 10:50 p.m. Haderslev, Denmark. Blue-white light, E-M effects, heat felt, circular object low overhead. MUFON UFO Journal, September 1976, pp. 10-12 (E,R,L) police car

Report - October 17, 1975 12:30 a.m. Helena, Montana. Object with flashing green lights flew over truck, hovered over road ahead, shone light beam toward truck. MUFON UFO Journal, October 1990, p. 20, 22 (E,L) cement truck

Report - November 4, 1975 6:45 p.m. Ross, Ohio. Cylinder hovering at treetop level, windows, body lights visible. Skylook, MUFON, January 1976, p. 6 (E,L) car

Report - November 16, 1975 3:00 a.m. Curiel, Valladolid, Spain. Red ellipse hovering 1-1.5 km. away; suddenly flew away. Flying Saucer Review, Vol. 22, No. 6; see Rodeghier, 1981, p. 66 (E) car

Report - December 23, 1975 11:00 p.m. Goodridge, Minn. Flat, round, orange object passed nearby, engine restarted by itself. Rodeghier, 1981, p. 67 (E,L) car

Report - April 22, 1976 11:10 p.m. Elmwood, Wisc. Huge orange object, figures moving inside, blue flash, witness stunned; TV interference coincided. Rodeghier, 1981, p. 68; Schuessler, 1995, p. 109 (E,R,L) police car

Report - June 11, 1976 1:00 a.m. Hotstun, Drome, France. Orange dome-shaped object hovered over bridge, memory loss, apparent abduction. See Section XIII (E,L) car

Report - March 9, 1977 3:10 a.m. Nelson, Lancashire, England. Ellipse with red-orange lights approached, hovered, tingling sensation felt, physiological effects. See Section VI (E,L) car

Report - June 16, 1977 5:15 a.m. Middelburg, S. Africa. Glowing object, van enveloped in light, buzzing sound, engine restarted by itself. Die Vaterland, June 23, 1977 (E,L) van

Report - June 6, 1977 night Yorkshire, England. Oval object over two vehicles; heat felt, mass displacement. Flying Saucer Review, Vol. 23, No. 5; see Rodeghier, 1981, p. 70 (E) cars

Report - July 8, 1977 6:45 p.m. Jessup, Md. Silver disc with dome, green windows, moved erratically around farm for 20-25 minutes, flew away slowly. CUFOS report; see Rodeghier, p. 71 (E) tractor

Report - December 17, 1977 4:00 p.m. Kenyon, R.I. Blue-white glowing oval, windows; one witness reported eye irritation. APRO Bulletin, July 1978; see Rodeghier, 1981, p. 72 (E) pickup truck & car

Report - July 27, 1978 10:45 p.m. Sheffield Village, Ohio. Elongated object with flashing lights, humming sound, close to ground, moved up and down for about 15 minutes, flew away. Trouble restarting engine. International UFO Reporter, September 1978, see Rodeghier, 1981, p. 72 (E,L) car

Report - August 11, 1978 11:00 p.m. Buffalo Shoals, N.C. Glowing, yellow domed disc passed nearby, hovered, shot straight up, humming noise. MUFON UFO Journal, August 1988, p. 16; Maiden, N.C. Times, Aug. 16, 1978 (E,L) motorcycle

Report - August 24, 1978 10:00 p.m. Ottumwa, Iowa. Red-orange object flew in front of car, windshield fogged up; engine restarted by itself. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E) car

Report - August 24, 1978 11:40 p.m. Ginghamsburg, Ohio. Two orange lights, humming sound, light beam shone onto car. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E,R) car

Report - August 30, 1978 11:30 p.m. Nisula, Mich. Cone-shaped object with body lights flew overhead. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E) pickup truck

Report - September 17, 1978 8:15 p.m. Torrita di Siena, Italy. Orange domed disc ahead of car illuminated area, light beams humanoid encounter, physical traces. See Section XII (E,L) car

Report - September 26, 1978 12:05 a.m. Strongsville, Ohio. Disc with dome moved back and forth, heavy static on FM radio, headlights out briefly. International UFO Reporter, July 1979; see Rodeghier, 1981, p. 73 (R,L) car

Report - December 12, 1978 10:15 p.m. Marzocca, Italy. Luminous UFO emitted light beam, shone onto car, tape player malfunctioned. See Section VIII, 1978 Sighting Wave (E,L) car

Report - January 5, 1979 6:20 a.m. Auburn, Mass. Three red triangles hovered over road; heat, paralysis, physiological effects, car slowed. MUFON UFO Journal, Mar.-Apr. 1979, pp. 8-9 (R) car

Report - February 5, 1979 9:50 p.m. Lawitta, Tasmania, Australia. Car engulfed in intense white light, memory loss, dazed, witness admitted to hospital. MUFON UFO Journal, August 1980, p. 6 (E,R,L) car

Report - February 8, 1979 9:00 p.m. Liverpool Creek, Onsid., Australia. Beehive-shaped object beside road, rose about one meter, light flash. MUFON UFO Journal, December 1979 (E,L)

Report - May 5, 1979 night Pampulhas, Belo Horizonte, Brazil. Object with portholes, blinding red-orange light, landed within 50 meters. Cronica, May 7, 1979 Buenos Aires, Argentina (E,R) police car

Report - May 6, 1979 12:05 a.m. Brisbane, Queensland, Australia. Bright orange lights on road ahead, terrain illuminated, lights shot straight up at high speed. Frola, 1990, p. 204 (E,L) car

Report - August 1, 1979 1:35 a.m. Lewisboro, N.Y. White ball made two passes, two-way and portable radios failed. International UFO Reporter, September-October 1979, see Rodeghier, 1981, p. 74 (R) police car

Report - February 11, 1980 11:40 p.m. Council Bluffs, Iowa. Brilliant orange light in field, memory loss, physiological effects. MUFON UFO Journal, February 1990, pp. 20-21; Omaha, Nebr., Morning World-Herald, Feb. 14, 1980 (E,R,L) car

Report - May 14, 1980 3:30 a.m. Simpson City, Miss. Glowing disc shone light beam on road, E-M when car entered light beam. Biloxi-Gulfport, Miss., Daily Herald, May 14, 1980 (L) car

Report - August 9, 1980; Albuquerque, NM. Landing and E-M case at Manzano WSA.

Report - November 19, 1980 11:45 p.m. Longmont, Colo. Blue beam engulfed car, swishing sound, car levitated; abduction. See Section XIII (R,L) car

Report - December 19, 1981 evening Areal, Brazil. Silo-shaped object with three legs landed on road ahead of car. See Section VI (E,L) car

Report - February 19, 1982 8:45 p.m. Allen, Rio Negro Province, Argentina. Mushroom-shaped object above car, sound, witness blacked out; later physiological effects. La Razon, Feb. 23, 1982 (E,L) car

Report - April 10, 1983 8:20 p.m. Ross, Ohio. Luminous object descended, power failure, animal reaction, traces. See Section I (E,L) two cars

Report - October 15, 1983 8:30 p.m. Altoona, Pa. Silvery disc passed overhead, right wheels lifted off road; physiological effects. See Section VI (E,L) car

Report - December 14, 1984 9:30 p.m. Launceston, Northern Tasmania. Gray ellipse, blinding light from underside, landed ahead of car, car dragged toward UFO. Clark, 1990, p. 21, dated 1987; Chalker, 1996, pp. 182-183 (E,L) car

Report - October 20, 1986 9:30 p.m. Edmonton, Queensland, Australia. Bright blue-green oval paced ahead of car, buzzing sound, forward motion impeded. Chalker, 1987, p. 176 (E,L) car

Report - January 20, 1990 1:20 a.m. Boyle, Miss. Silvery object with flashing, blue-green lights paced ahead of car. MUFON UFO Journal, April 1990, p. 15 (E,L) car

Report - March 20, 1990 9:00 p.m. Carney, Okla. Object approached car, hovered, red illumination, heat felt. MUFON UFO Journal, May 1990, p. 17; MUFON Log #900416 (R,L) car

Report - March 19, 1992 3:52 a.m. Haines City, Fla. Domed object approached police car, green illumination, chill, wind felt. See Section V (E,R,L) car

For E-M Cases to & including 1963, Click here
Evidence By Categories

NICAP Home Page

APPENDIX A. Vehicle Gulfstart Cases (from Rodeghier)

Date	Time	Location	Vehicle	Description	UFO Maneuver and Location
Spring 44 or 45	?	Auberry, CA	car	"..UFO shooting away in seconds, the car engine started itself later."	nearby in ravine
Dec 8, 1957	1/30	Woodward, OK	car	"..UFO rose vertically out of sight...and the engine of the car started by itself."	hovered overhead 200 feet
Aug 3, 1962	0145	Argentina	truck	"The engine began working after a few minutes..."	300 meters distance
May 15, 1964	0130	Argentina	car	"As it left, both the car headlights and the motor came back on by themselves."	
Jan 17, 1965	2200	Enfield, NH	car	"..moved away quickly..the engine also started by itself."	2000-5000 feet high
Oct 6, 1965	0025	England	car	"..took off higher into the sky..both car headlights and motor came on by themselves."	pass ahead of car
Nov 9, 1966	2300	Belgium	motorcycle	"When it was 50 meters away, the motorcycle engine started up by itself."	passed 10-15m. overhead
Feb 19, 1967	2200	Bigfork, MT	pickup	"As the light moved away... the engine started by itself."	light overhead
Apr 10, 1967	1930	Jonestown, PA	car	"The car lights and motor came on by themselves.."	above the car
Oct 11, 1967	2000	Canada	car	"The engine of the car started by itself as the object left."	circled car at 500 feet altitude
Dec 24, 1967	Evening	Okeson, AZ	car	"The engine and lights both came back on as it departed."	passed overhead
Jul 23, 1968	?	Argentina	car	"..rose quickly and vanished ..the engine came on by itself."	near, 10m. from road

APPENDIX A. (continued)

Date	Time	Location	Vehicle	Description	UFO Maneuver and Location
Feb 2, 1969	Night	Chile	2 cars	"..engines started by themselves even though their batteries were disconnected."	passed overhead (a Lough case)
May 7, 1972	?	U.S.S.R.	car	"The object then sped away and when it was out of sight, the car's engine started by itself."	
Jul 25, 1972	Evening	Australia	car	"..engine started by itself and saucer left."	
Nov 10, 1972	2000	England	motorcycle	"It quickly sped away after a few seconds and the motorcycle started by itself."	hovering nearby
Jan 1, 1973	Midnight	Chile	car	"After it had gone, the car engine came on by itself."	disc flew over
Feb 9, 1973	0300	England	car	"..sphere rising vertically ..car's engine started by itself when the object left."	hovering near road, 20-30 feet altitude
May 2, 1973	1930	Australia	truck	"Big engine and headlights went off for 4-5 seconds, then came back on by themselves."	rising in sky, 300 yards away
Jul 21, 1973	2100	France	car?	"..object rise from the ground and shoot into the sky. As soon as the object was gone, the engine started by itself.."	rise from ground
Oct 24, 1973	2100	Dobson, NC	car	"..engine and lights came back on by themselves.."	landed nearby
Jan 24, 1974	1600	Belgium	car	"..it rose up slowly..The car's engine came on by itself as the object left."	rose from ground?

APPENDIX A. (continued)

Date	Time	Location	Vehicle	Description	UFO Maneuver and Location
Apr ?, 1974	Evening	Belgium	car	"..object flew away and the car's engine and headlights came on by themselves."	nearby, size of moon
Dec 26, 1973	2300	Woodridge, MN	car	"..it suddenly disappeared and the lights and engine came on by themselves."	passed within 25 feet
Sep 17, 1970	0630	Australia	car	"..moved in the distance.. The engine then 'turned over' a few times, but didn't completely start, even though the ignition keys were not in."	12 feet overhead
Jun 23?, 1977	0515	South Africa	van	"..UFO left..The engine.. started by itself, then stopped, then started again when the driver pressed the pedal."	beside road, then ahead
Aug 24, 1970	2230	Ottumwa, IA	car	"In a few seconds, the car restarted without her turning the key.."	ahead

20 Mishaps That Might Have Started Accidental Nuclear War

by Alan F. Philips, M.D.

Original page with very important and useful links

Ever since the two adversaries in the Cold War, the U.S.A. an the U.S.S.R., realized that their nuclear arsenals were sufficient to do disastrous damage to both countries at short notice, the leaders and the military commanders have thought about the possibility of a nuclear war starting without their intention or as a result of a false alarm. Increasingly elaborate accessories have been incorporated in nuclear weapons and their delivery systems to minimize the risk of unauthorized or accidental launch or detonation. A most innovative action was the establishment of the "hot line" between Washington and Moscow in 1963 to reduce the risk of misunderstanding between the supreme commanders.

Despite all precautions, the possibility of an inadvertent war due to an unpredicted sequence of events remained as a deadly threat to both countries and to the world. That is the reason I am prepared to spend the rest of my life working for abolition of nuclear weapons. One way a war could start is a false alarm via one of the warning systems, followed by an increased level of nuclear forces readiness while the validity of the information was being checked. This action would be detected by the other side, and they would take appropriate action; detection of the response would tend to confirm the original false alarm; and so on to disaster. A similar sequence could result from an accidental nuclear explosion anywhere. The risk of such a sequence developing would be increased if it happened during a period of increased international tension.

On the American side many "false alarms" and significant accidents have been listed , ranging from trivial to very serious, during the Cold War . Probably many remain unknown to the public and the research community because of individuals' desire to avoid blame and maintain the good reputation of their unit or command. No doubt there have been as many mishaps on the Soviet Side.

Working with any new system, false alarms are more likely. The rising moon was misinterpreted as a missile attack during the early days of long-range radar. A fire at a broken gas pipeline was believed to be enemy jamming by laser of a satellite’s infrared sensor when those sensors were first deployed.

The risks are illustrated by the following selection of mishap. If the people involved had exercised less caution, or if some unfortunate coincidental event had occurred, escalation to nuclear war can easily be imagined. Details of some of the events differ in different sources: where there have been disagreements, I have chosen to quote those from the carefully researched book, The Limits of Safety by Scott D. Sagan. Sagan gives references to original sources in all instances.

The following selections represent only a fraction of the false alarms that have been reported on the American side. Many probably remain unreported, or are hidden in records that remain classified. There are likely to have been as many on the Soviet Side which are even more difficult to access.

1) November 5, 1956: Suez Crisis Coincidence
British and French Forces were attacking Egypt at the Suez Canal;. The Soviet Government had suggested to the U.S. that they combine forces to stop this by a joint military action, and had warned the British and French governments that (non-nuclear) rocket attacks on London and Paris were being considered. That night NORAD HQ received messages that:

(i) unidentified aircraft were flying over Turkey and the Turkish air force was on alert
(ii) 100 Soviet MIG-15's were flying over Syria
(iii) a British Canberra bomber had been shot down over Syria
(iv) the Soviet fleet was moving through the Dardanelles.

It is reported that in the U.S.A. General Goodpaster himself was concerned that these events might trigger the NATO operations plan for nuclear strikes against the U.S.S.R.
The four reports were all shown afterwards to have innocent explanations. They were due, respectively, to:

(i) a flight of swans
(ii) a routine air force escort (much smaller than the number reported) for the president of Syria, who was returning from a visit to Moscow
(iii) the Canberra bomber was forced down by mechanical problems
(iv) the Soviet fleet was engaged in scheduled routine exercises.

2) November 24, 1961: BMEWS Communication Failure
On the night of November 24, 1961, all communication links went dead between SAC HQ and NORAD. The communication loss cut off SAC HQ from the three Ballistic Missile Early Warning Sites (BMEWS) at Thule (Greenland,) Clear (Alaska,) and Fillingdales (England,). There were two possible explanations facing SAC HQ: either enemy action, or the coincidental failure of all the communication systems, which had redundant and ostensibly independent routes, including commercial telephone circuits. All SAC bases in the United States were therefore alerted, and B-52 bomber crews started their engines, with instructions not to to take off without further orders. Radio communication was established with an orbiting B-52 on airborne alert, near Thule. It contacted the BMEWS stations by radio and could report that no attack had taken place.

The reason for the "coincidental" failure was the redundant routes for telephone and telegraph between NORAD and SAC HQ all ran through one relay station in Colorado. At that relay station a motor had overheated and caused interruption of all the lines.

3) August 23, 1962: B-52 Navigation Error
SAC Chrome Dome airborne alert route included a leg from the northern tip of Ellesmore Island, SW across the Arctic Ocean to Barter Island, Alaska. On August 23, 1962, a B-52 nuclear armed bomber crew made a navigational error and flew 20 degrees too far north. They approached within 300 miles of Soviet airspace near Wrangel island, where there was believed to be an interceptor base with aircraft having an operational radius of 400 miles.

Because of the risk of repetition of such an error, in this northern area where other checks on Navigation are difficult to obtain, it was decided to fly a less provocative route in the future. However, the necessary orders had not been given by the time of the Cuban missile crisis in October 1962, so throughout that crisis the same northern route was being flown 24 hours a day.

4) August-October, 1962: U2 Flights into Soviet Airspace
U2 high altitude reconnaissance flights from Alaska occasionally strayed unintentionally into Soviet airspace. One such episode occurred in August 1962. During the Cuban missile crisis on October of 1962, the U2 pilots were ordered not to fly within 100 miles of Soviet airspace.

On the night of October 26, for a reason irrelevant to the crisis, a U2 pilot was ordered to fly a new route, over the north pole, where positional checks on navigation were by sextant only. That night the aurora prevented good sextant readings and the plane strayed over the Chukotski Peninsula. Soviet MIG interceptors took off with orders to shoot down the U2. The pilot contacted his U.S. command post and was ordered to fly due east towards Alaska. He ran out of fuel while still over Siberia. In response to his S.O.S., U.S. F102-A fighters were launched to escort him on his glide to Alaska, with orders to prevent the MIG's from entering U.S. airspace. The U.S. interceptor aircraft were armed with nuclear missiles. These could have been used by any one of the F102-A pilots at his own

discretion.

5) October 24, 1962- Cuban Missile Crisis: A Soviet Satellite Explodes
On October 24, a Soviet satellite entered its own parking orbit, and shortly afterward exploded. Sir Bernard Lovell, director of the Jodrell Bank observatory wrote in 1968: "the explosion of a Russian spacecraft in orbit during the Cuban missile crisis... led the U.S. to believe that the USSR was launching a massive ICBM attack." The NORAD Command Post logs of the dates in question remain classified, possibly to conceal reaction to the event. Its occurrence is recorded, and U.S. space tracking stations were informed on October 31 of debris resulting from the breakup of "62 BETA IOTA."

6) October 25, 1962- Cuban Missile Crisis: Intruder in Duluth
At around midnight on October 25, a guard at the Duluth Sector Direction Center saw a figure climbing the security fence. He shot at it, and activated the "sabotage alarm." This automatically set off sabotage alarms at all bases in the area. At Volk Field, Wisconsin, the alarm was wrongly wired, and the Klaxon sounded which ordered nuclear armed F-106A interceptors to take off. The pilots knew there would be no practice alert drills while DEFCON 3 was in force, and they believed World War III had started.

Immediate communication with Duluth showed there was an error. By this time aircraft were starting down the runway. A car raced from command center and successfully signaled the aircraft to stop. The original intruder was a bear.

7) October 26, 1962- Cuban Missile Crisis: ICBM Test Launch
At Vandenburg Air Force Base, California, there was a program of routine ICBM test flights. When DEFCON 3 was ordered all the ICBM's were fitted with nuclear warheads except one Titan missile that was scheduled for a test launch later that week. That one was launched for its test, without further orders from Washington, at 4a.m. on the 26th.

It must be assumed that Russian observers were monitoring U.S. missile activities as closely as U.S. observers were monitoring Russian and Cuban activities. They would have known of the general changeover to nuclear warheads, but not that this was only a test launch.

8) October 26, 1962- Cuban Missile Crisis: Unannounced Titan Missile Launch
During the Cuba crisis, some radar warning stations that were under construction and near completion were brought into full operation as fast as possible. The planned overlap of coverage was thus not always available.

A normal test launch of a Titan-II ICBM took place in the afternoon of October 26, from Florida to the South Pacific. It caused temporary concern at Moorestown Radar site until its course could be plotted and showed no predicted impact within the United States. It was not until after this event that the potential for a serious false alarm was realized, and orders were given that radar warning sites must be notified in advance of test launches, and the countdown be relayed to them.

9) October 26, 1962- Cuban Missile Crisis: Malstrom Air Force Base
When DEFCON 2 was declared on October 24, solid fuel Minuteman-1 missiles at Malmstrom Air Force Base were being prepared for full deployment. The work was accelerated to ready the missiles for operation, without waiting for the normal handover procedures and safety checks. When one silo and missile were ready on October 26 no armed guards were available to cover transport from the normal separate storage, so the launch enabling equipment and codes were all placed in the silo. It

was thus physically possible for a single operator to launch a fully armed missile at a SIOP target.

During the remaining period of the Crisis the several missiles at Malstrom were repeatedly put on and off alert as errors and defects were found and corrected. Fortunately no combination of errors caused or threatened an unauthorized launch, but in the extreme tension of the period the danger can be well imagined.

10) October, 1962- Cuban Missile Crisis: NATO Readiness

It is recorded on October 22, that British Prime Minister Harold Macmillan and NATO Supreme Commander, General Lauris Norstad agreed not to put NATO on alert in order to avoid provocation of the U.S.S.R. When the U.S. Joint Chiefs of Staff ordered DEFCON 3 Norstad was authorized to use his discretion in complying. Norstad did not order a NATO alert. However, several NATO subordinate commanders did order alerts to DEFCON 3 or equivalent levels of readiness at bases in West Germany, Italy, Turkey, and United Kingdom. This seems largely due to the action of General Truman Landon, CINC U.S. Air Forces Europe, who had already started alert procedures on October 17 in anticipation of a serious crisis over Cuba.

11) October, 1962- Cuban Missile Crisis: British Alerts

When the U.S. SAC went to DEFCON 2, on October 24, Bomber Command (the U.K.) was carrying out an unrelated readiness exercise. On October 26, Air Marshall Cross, CINC of Bomber Command, decided to prolong the exercise because of the Cuba crisis, and later increased the alert status of British nuclear forces, so that they could launch in 15 minutes.

It seems likely that Soviet intelligence would perceive these moves as part of a coordinated plan in preparation for immediate war. They could not be expected to know that neither the British Minister of Defense nor Prime Minister Macmillian had authorized them.

It is disturbing to note how little was learned from these errors in Europe. McGeorge Bundy wrote in Danger and Survival (New York: Random House 1988), "the risk [of nuclear war] was small, given the prudence and unchallenged final control of the two leaders."

12) October 28, 1962- Cuban Missile Crisis: Moorestown False Alarm

Just before 9 a.m., on October 28, the Moorestown, New Jersey, radar operators informed the national command post that a nuclear attack was under way. A test tape simulating a missile launch from Cuba was being run, and simultaneously a satellite came over the horizon.

Operators became confused and reported by voice line to NORAD HQ that impact was expected 18 miles west of Tampa at 9:02 a.m. The whole of NORAD was reported, but before irrevocable action had taken place it was reported that no detonation had taken place at the predicted time, and Moorestown operators reported the reason for the false alarm.

During the incident overlapping radar’s that should have confirmed or disagreed were not in operation . The radar post had not received routine information of satellite passage because the facility carrying out that task had been given other work for the duration of the crisis.

13) October 28, 1962- Cuban Missile Crisis: False Warning Due to Satellite

At 5:26 p.m. on October 28, the Laredo radar warning site had just become operational. Operators misidentified a satellite in orbit as two possible missiles over Georgia and reported by voice line to NORAD HQ. NORAD was unable to identify that the warning came from the new station at Laredo and believed it to be from Moorestown, and therefore more reliable. Moorestown failed to intervene and contradict the false warning. By the time the CINC, NORAD had been informed, no impact had

been reported and the warning was "given low credence."

14) November 2, 1962: The Penkovsky False Warning
In the fall of 1962, Colonel Oleg Penkovsky was working with the Soviets as a double agent for the (U.S.) C.I.A. He had been given a code by which to warn the CIA if he was convinced that a Soviet attack on the United States was imminent. He was to call twice, one minute apart, and only blow into the receiver. Further information was then to be left at a "dead drop" in Moscow.

The pre-arranged code message was received by the CIA on November 2, 1962.

It was known at the CIA that Penkovsky had been arrested on October 22. Penkovsky knew he was going to be executed. It is not known whether he had told the KGB the meaning of the code signal or only how it would be given, nor is it known exactly why or with what authorization the KGB staff used it. When another CIA agent checked the dead drop he was arrested.

15) November, 1965: Power Failure and Faulty Bomb Alarms
Special bomb alarms were installed near military facilities and near cities in the U.S.A., so that the locations of nuclear bursts would be transmitted before the expected communication failure. The alarm circuits were set up to display a red signal at command posts the instant that the flash of a nuclear detonation reached the sensor and before the blast put it out of action. Normally the display would show a green signal, and yellow if the sensor was not operating or was out of communication for any other reason.

During the commercial power failure in the NE United States, in November 1965, displays from all the bomb alarms for the area should have shown yellow. In fact, two of them from different cities showed red because of circuit errors. The effect was consistent with the power failure being due to nuclear weapons explosions, and the Command Center of the Office of Emergency Planning went on full alert. Apparently the military did not.

16) January 21, 1968: B-52 Crash near Thule
Communication between NORAD HQ and the BMEWS station at Thule had 3 elements:

1. Direct radio communication.
2. A "bomb alarm" as described above.
3. Radio Communication relayed by a b-52 bomber on airborne alert.

On January 21, 1968, a fire broke out in the b-52 bomber on airborne alert near Thule. The pilot prepared for an emergency landing at the base. However the situation deteriorated rapidly, and the crew had to bale out. There had been no time to communicate with SAC HQ, and the pilotless plane flew over the Thule base before crashing on the ice 7 miles miles offshore. Its fuel and high explosive component of its nuclear weapons exploded, but there was no nuclear detonation.

At that time, the "one point safe" condition of the nuclear weapons could not be guaranteed, and it is believed that a nuclear explosion could have resulted form accidental detonation of the high explosive trigger. Had there been a nuclear detonation even at 7 miles distant, and certainty much nearer the base, all three communication methods would have given an indication consistent with a successful nuclear attack on both the base and the B-52 bomber. The bomb alarm would have shown red, and the other two communication paths would have gone dead. It would hardly have been anticipated that the combination could have been caused by accident, particularly as the map of the routes for B-52 airborne flights approved by the President showed no flight near to Thule. The route had been apparently changed without informing the White House.

17) October 24-25, 1973: False Alarm During Middle East Crisis
On October 24, 1973, when the U.N. sponsored cease fire intended to end the Arab-Israeli war was in force, further fighting stared between Egyptian and Israeli troops in the Sinai desert. U.S. intelligence reports and other sources suggested that the U.S.S.R. was planning to intervene to protect the Egyptians. President Nixon was in the throes of Watergate episode and not available for a conference, so Kissinger and other U.S. officials ordered DEFCON 3. The consequent movements of aircraft and troops were of course observed by Soviet intelligence. The purpose of the alert was not to prepare for war, but to warn the U.S.S.R. not to intervene in the Sinai. However, if the following accident had not been promptly corrected then the Soviet command might have had a more dangerous interpretation.

On October 25, while DEFCON 3 was in force, mechanics were repairing one of the Klaxons at Kinchole Air Force Base, Michigan, and accidentally activated the whole base alarm system. B-52 crews rushed to their aircraft and started the engines. The duty officer recognized the alarm was false and recalled the crews before any took off.

18) November 9, 1979: Computer Exercise Tape
At 8:50 a.m. on November 9, 1979, duty officers at 4 command centers (NORAD HQ, SAC Command Post, The Pentagon National Military Command Center, and the Alternate National Military Command Center) all saw on their displays a pattern showing a large number of Soviet Missiles in a full scale attack on the U.S.A. During the next 6 minutes emergency preparations for retaliation were made. A number of Air Force planes were launched, including the President's National Emergency Airborne Command Post, though without the President! The President had not been informed, perhaps because he could not be found.

No attempt was made to use the hot line either to ascertain the Soviet intentions or to tell the Soviets the reasons for U.S. actions. This seems to me to have been culpable negligence. The whole purpose of the "Hot Line" was to prevent exactly the type of disaster that was threatening at that moment.

With commendable speed, NORAD was able to contact PAVE PAWS early warning radar and learn that no missiles had been reported. Also, the sensors on the satellites were functioning that day and had detected no missiles. In only 6 minutes the threat assessment conference was terminated.

The reason for the false alarm was an exercise tape running on the computer system. U.S. Senator Charles Percy happened to be in NORAD HQ at the time and is reported to have said there was absolute panic. A question was asked in Congress. The General Accounting Office conducted an investigation, and an off-site testing facility was constructed so that test tapes did not in the future have to be run on a system that could be in military operation.

19) June , 1980: Faulty Computer Chip
The Warning displays at the Command Centers mentioned in the last episode included windows that normally showed 0000 ICBMs detected 0000 SLBMs detected

At 2:25 a.m. on June 3, 1980, these displays started showing various numbers of missiles detected, represented by 2's in place of one or more 0's. Preparations for retaliation were instituted, including nuclear bomber crews staring their engines, launch of Pacific Command's Airborne Command Post, and readying of Minutemen missiles for launch. It was not difficult to assess that this was a false alarm because the numbers displayed were not rational.

While the cause of that false alarm was still being investigated 3 days later, the same thing happened and again preparations were made for retaliation. The cause was a single faulty chip that was failing in a random fashion. The basic design of the system was faulty, allowing this single failure to cause a deceptive display at several command posts.

The following incident is added to illustrate that even now, when the Cold War has been over for 8 years errors can still cause concern. This particular one could have hardly brought nuclear retaliation.; but there are still 30,000 nuclear weapons deployed, and two nuclear weapon states could get into a hostile adversarial status again.

20) January, 1995: Russian False Alarm

On January 25, 1995, the Russian early warning radar's detected an unexpected missile launch near Spitzbergen. The estimated flight time to Moscow was 5 minutes. The Russian President, the Defense Minister and the Chief of Staff were informed. The early warning and the control and command center switched to combat mode. Within 5 minutes, the radar's determined that the missile's impact would be outside the Russian borders.

The missile was Norwegian, and was launched for scientific measurements. ON January 16, Norway had notified 35 countries including Russia that the launch was planned. Information had apparently reached the Russian Defense Ministry, but failed to reach the on-duty personnel of the early warning system.

See article in Scientific American by Bruce G. Blair, Harold A. Feiveson and Frank N. von Hippel at

http://www.sciam.com/1197issue/1197vonhippel.html

Comment and Note On Probability

The probability of actual progression to nuclear war on any one of the occasions listed may have been small, due to planned "fail-safe" features had failed. However, the accumulation of small probabilities of disaster from a long sequence of risks add up to serious danger.

There is no way of telling what the actual level of risk was in these mishaps but if the chance of disaster in every one of the 20 incidents had been only 1 in 100, it is mathematical fact that the chance of surviving al 20 would have been 82%, i.e. about the same as the chance of surviving a single pull of the trigger at Russian roulette played with a 6 shooter. With a similar series of mishaps on the Soviet side: another pull of the trigger. If the risk in some of the events had been as high as 1 in 10, then the chance of surviving just seven such events would have been less than 50:50.

Acronyms

BMEWS: Ballistic Missile Early Warning Site
CIA: Central Intelligence Agency
CINC: Commander in Chief
DEFCON: Defense Readiness Condition (DEFCON 5 is the peacetime state; DEFCON 1 is a maximum war readiness).
HQ: Headquarters
ICBM: Intercontinental Ballistic Missile (land based)
KGB: Soviet Secret Police and Intelligence
NORAD: North American Air Defense Command
PAVE PAWS: Precision Acquisition of Vehicle Entry Phased-Array Warning System
SAC: Strategic Air Command
SIOP: Single Integrated Operational Plan
SLBM: Submarine Launched Ballistic Missile

Principal Sources

Britten, Stewart: The Invisible Event, (London: Menard Press, 1983).
Calder, Nigel: Nuclear Nightmares, (London: British Broadcasting Corporation, 1979)
Peace Research Reviews, vol. ix: 4, 5 (1984); vol. x: 3, 4 (1986) (Dundas, ON.: Peace Research

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NCP Home Page
NICAP Home Page

CUFONSM 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 5 of 7 Parts

{Unnumbered Page 1 of 3}
{Handwritten: "before revision to para. 4b"}

*ADCSM 200-2
STAFF MEMORANDUM) HEADQUARTERS AIR DEFENSE COMMAND
Ent Air Force Base Colorado Springs, Colorado

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: UFOB)

1. Purpose. To establish the procedures for reporting of Unidentified Flying Object (UFOB) reports within this Headquarters, Air Defense Command.

2. References: AFR 200-2, ADCR 200-_

3. General. AFR 200-2 and ADCR 200- contemplate the receipt by headquarters, ADC of the following UFOB reports:

a. Electrical reports addressed to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

b. Written reports (AF Form 112) forwarded to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

c. In addition, Headquarters ADC, may receive initial notification from non-Air Force sources that a UFOB has been sighted. Normally, this notification will concern sightings made within the Colorado area.

4. Procedures.

a. The Headquarters ADC, recipient of the initial notification referred to in paragraph 3c above should attempt to obtain the following data:

(1) Location of the person at time of sighting

(2) How far and in what direction from the UFOB was the person who made the initial sighting?

(3) Length of time object was sighted.

(4) Condition of sky at time of sighting.

(5) What were the weather conditions at the time the object

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was sighted?

(6) When was the initial sighting reported and to whom?

(7) What was the estimated speed of the object?

The above information should be passed to the 4602d AISS Duty Officer who is available on a twenty-four hour basis. (Call Extension 4496, 4497 or 4498) Preliminary reports will be prepared t Headquarters, 4602d AISS.

b. Command Adjutant will make the following distribution of UFOB reports.

(1) Electrical.

(a) Action copy to Commander, 4602d AISS, transmitted via teletype relay (pony circuit).

(b) Information copies to DCS/I, ADC. Further Headquarters ADC distribution will be made by DCS/I on the basis of the content of the report.

(2) Written Report. (Reports on AF Form 112)

(a) Original of AF Form 112 Reports to Commander, 4602d AISS for appropriate action.

(b) Original of AF Form 112 will be returned to the Command Adjutant xx Commander, 4602d AISS for reproduction and distribution as indicated in the last section of Part X of this xxxxx.

(c) The original report in all cases will be forwarded to Director of Intelligence, Headquarters, USAF, Washington 25, D.C., as prescribed in paragraph 7a (20)(a) AFR 200-2.

(3) Classified UFOB Reports.

(a) Classified UFOB Reports will be routed to DCS/I, ADC for preparation of forwarding endorsement or trans-

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mitting DF in the case of messages.

5. Records. Headquarters 4602d AISS is designated as the office of record for all UFOB Reports in accordance with paragraph 23, AFM 181-4, Sep 1953. records disposition will be in accordance with paragraph 192d, AFM 181-5, June 1950 as amended.

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{Handwritten: "this final copy to DCS/I"}

SQUADRON REGULATION Sq Reg 200-1
HEADQUARTERS
4602d Air Intelligence Service Squadron
Ent Air Force Base Colorado Springs, Colorado
10 November 1954

OPERATIONS

Investigation and Reporting of Unidentified Flying Objects (Short Title UFOB)

Paragraph	
Purpose	1
References	2
Responsibilities	3
Operational Control	4
Procedures	5
Collection of Data	6
Funding of Cost of UFOB Investigations . . .	7
Classification.	8
Reports Control	9

1. Purpose. To provide detailed instructions for implementation of AFR 200-2, dated 12 August 1954, and ADCR 200-___, dated _____. by Squadron Headquarters and all field units of the 4602d AISS.

2. References. AFR 200-2, AFR 205-1, ADCR 200-___ and ATIC Manual "How to Make FLYOBRPTS".

3. Responsibilities:

a. Officers-In-Charge of Detachments and Flights are responsible for proper investigation and reporting of UFOB's in accordance with AFR 200-2 and ADCR 200-___ and instructions contained herein.

b. The Officer-In-Charge of Operations, Headquarters, 4602d AISS, is responsible for evaluation of all UFOB reports, supervision of investigations conducted by the squadron, and for the routing of AF Form 112 reports to Headquarters, ADC, for reproduction and distribution, in accordance with paragraph 7, AFR 200-2.

4. Operational Control. Field units will obtain approval from Headquarters, 4602d AISS, prior to conducting either preliminary or follow-up investigations of UFOB's. Investigations may be conducted without prior approval if circumstances

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demand immediate action. In such cases Commander, 4602d AISS, will be notified as soon as possible of the action which has been taken.

5. Procedures. The following procedures will govern the investigation and reporting of UFOB's by 4602d AISS field units.

a. Field units of the 4602d AISS , are responsible for preparation of preliminary reports when the initial notification of a sighting of a UFOB is received by a flight or detachment from non-Air Force sources. In order to determine whether further investigation will be required in order to prepare the preliminary report, the recipient of the initial notification of the sighting of a UFOB should make every effort to obtain the following data:

(1) Length of time object was sighted

(2) Condition of sky at time of sighting

(3) Location of the person at time of sighting

(4) What were the weather conditions at the time the object was sighted?

(5) When was the initial sighting reported and to whom?

(6) What was the estimated speed of the object?

(7) How far and in what direction from the UFOB was the person who made the initial sighting?

b. Under the provisions of ADCR 200-___, field units of the 4602d AISS will receive copies of electrical reports forwarded to Air Division Commanders in accordance with paragraph 7, AFR 200-2. Copies of such reports will also be received at Headquarters, 4602d AISS. All electrical reports will be evaluated at Squadron Headquarters and where appropriate, field units will be directed to conduct follow-up field investigations.

c. Preliminary reports prepared on AF Form 112 and received at Headquarters, ADC will be forwarded to Commander, 4602d AISS, for appropriate action. If on the

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basis of the evaluation of the preliminary reports prepared on AF Form 112, it is determined that a follow-up field investigation is warranted, the appropriate field units will be notified.

d. AF Form 112 reports prepared by units of the 4602d AISS, reflecting Commander, Air Defense Command, as the addressee, will be mailed to Commander, 4602d AISS, Ent Air Force Base Colorado Springs, Colorado. Reports will be reviewed at Headquarters, 4602d AISS, prior to forwarding to Commander, ADC, for reproduction and distribution, as required by AFR 200-2.

e. Under no circumstances will there be any deviation from instruction contained in paragraph 9, AFR 200-2, titled "Release of Facts".

f. Field units will file all UFOB reports chronologically regardless of whether or not the UFOB was investigated.

g. Detachment and Flight OIC's are directed to coordinate with Defense Force Deputy for Intelligence or Division Director of Intelligence for the purpose of:

(1) Insuring the rapid receipt of electrical reports or other information pertaining to UFOB's.

(2) Insuring that electrical reports or other information is forwarded to the 4602d field units closest to the location of the UFOB sighting in areas where more than one 5602d field unit is situated within the Division of Defense Force area of responsibility.

h. Subject to the Control of the Commander, 4602dAISS field units will conduct preliminary investigations upon request of Commanders of Air Divisions (Defense) and Air Defense Forces. The involvement of field units of the 4602d AISS in such preliminary investigations, will be limited to cases where other investigative means are not available and where such preliminary investigations are deemed necessary by the Commander concerned and are compatible with the squadron peace time mission set out in paragraph 3b, ADCR 24-4.

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6. Collection of Data: The following factors should be kept in mind when conducting a UFOB investigation:

a. In all instances, no matter who is reporting the subject, courtesy will be exercised. Some cases have been reported where civilians, conscientiously believing that they were being helpful to the Air Force by reporting "Flying Saucers", received very discourteous treatment. It should always be remembered that every effort should Be made to maintain good relations between the military and civilians no matter how the investigators feel personally about such reports.

b. All investigations will be conducted in accordance with U S Air Force Technical Information Sheet, Form A (attached) when interviewing the person pr persons who made the UFOB observation. Additional forms as indicated in the ATIC Publication "How to Make FLYOBRPTS", will be used whenever applicable.. However, the manual is helpful as a guide to investigators, keeping in mind that AFR 200-2, dated 12 August 1954, is the official directive governing the investigation of UFOB's.

c. Ordinarily, upon compilation of data required on the Force Technical Information Sheet, Form A, additional steps as indicated in paragraph 5, AFR 200-2, will be taken to assist the investigator in identifying the UFOB.

d. Photographs of the reported objects will be submitted as required in paragraph 8, AFR 200-2.

7. Funding of Costs of UFOB Investigations. Funding of costs and issuance of orders incident to travel of 4602d personnel required for investigation of UFOB's will be the responsibility of Headquarters, 4602d Air Intelligence Service Squadron. Filed Units will obtain approval from

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Headquarters, 4602d AISS, prior to conducting investigations involving travel, unless circumstances will not permit

delay necessary to obtain such approval. Modes of transportation authorized, in order of priority, in the event investigations must be conducted without prior approval of headquarters are:

a. Military vehicle

b. Military aircraft

c. Commercial surface carrier

d. Private automobile

Request for travel orders will be submitted in accordance with Squadron Regulation 11-6.

8. Classification. Reports will be unclassified unless inclusion of data required by paragraph 7d, AFR 200-2, dated 12 August 1954, necessitates a higher classification.

9. Reports Control Symbol. Reports prescribed herein are exempt from requirements of a Reports Control Symbol in accordance with par 7b(3), AFR 174-1.

BY ORDER OF THE COMMANDER

RAY L. JONES
Major, USAF
Adjutant

OFFICIAL:

/s/
RAY L. JONES
Major, USAF
Adjutant

DISTRIBUTION: "D"

ATTACHMENT 1: US AF Technical Information Sheet Form A

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{Report Cover Page}

HISTORY OF
4602d
AIR INTELLIGENCE
SERVICE SQUADRON

VOL. 2
1 JULY - 31 DEC. 1954

SECRET

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{Unnumbered Title Page}

SECRET

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

A SUMMARY OF THE FOURTH COMMANDERS' CONFERENCE
15 - 18 SEPTEMBER 1954

THIS DOCUMENT CONSISTS OF FIVE HUNDRED EIGHT (508) PAGES.

COPY NUMBER 49 OF 55 COPIES.

4602D AISS CLASSIFIED
DOCUMENT LOG # __{Unreadable}__

SECRET

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{ Page 37 (Part)}
{Part of presentation of Major Henson DeBruler, Deputy
Commander, 4602d AISS}

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Our second problem in this area of activity deals with public information releases. Since the last Commanders' Conference, information releases have been made to press media concerning the squadron in far greater numbers than in the past. It is therefore necessary that all OIC's understand fully the squadron and command policy relative to the release of information concerning the 4602d. There are actually two considerations which must be made in deciding on the permissibility of releasing an article. First, it is General Samford's policy, likewise General Burgess' policy, and it is the policy of the squadron, that basically, information releases to large public audiences through the media of newspapers, magazines, radio or TV broadcasts concerning

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intelligence activities are inimical to the objectives of intelligence operations. It is within the framework of this intelligence policy that we must operate in the squadron.

The second consideration - all elements of the squadron and activities in which we are engaged are of interest to news media and therefore of interest to public information officers who are concerned with the release of information which will have an overall benefit to the command and to the Air Force. Needless to say, the intelligence policy and that which is permissible under the policies of the Office of Information Service are not always consistent.

With the concurrence of General Burgess, a letter was issued from headquarters dated 22 August 1953 which required all field OIC's to cooperate fully with local PIO's with regard to the releasing of information concerning the squadron. This letter contained the condition that such releases would be made if they had the effect of increasing the squadron's capability to perform its mission by informing the reading or listening audience as to the manner in which it could be of assistance to the squadron. It is for this general purpose that articles concerning the squadron are released to news

media. Some of you, I believe, will recall the incident which occurred in Illinois in conjunction with Flight 3-A's operation "Illini Fullback." The publicity resulting from this incident and the

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effect of precipitating for the first time a definite policy concerning the release of public information. A further result of this operation was the publication of a squadron directive requiring that certain agencies, among them local newspapers, be notified prior to specified types of training operations of the squadron. This requirement for prior notification focused the attention of newspapers upon some of the field units. As a direct result the newspapers have become interested in 4602d operations and have made effort to publicize the squadron's activities usually by feature articles and Sunday Supplements. The Denver Post obtained permission to prepare an article concerning the squadron for its Sunday Supplement by making a direct request to ADC. The fact that the Denver Post was successful in this effort apparently opened the way for other newspapers throughout the country to prepare similar articles. Such articles have been approved for the Chicago Tribune, Louisville Journal and others.

It is meant to imply that because of this increased number of articles concerning the 4602d which have been published since the last Commanders' Conference, that the policy concerning information releases has changed.

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{ Page 42 (Part)}

...

Each OIC should constantly keep in mind that articles concerning the squadron must be devoid of sensationalism; must not contain any classified information and must offer a possibility of providing a service to the squadron, the Command and the USAF, by informing the public generally of the role it can play in assisting 4602d combat operations.

...

As a final reminder, I call your attention to the provision of the new Air Force Regulation 200-2, in which the policy of USAF is clearly expresses concerning information releases in connection with the investigation of unidentified flying objects.

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OPERATIONS (Major Thrasher)

Questions to Major Thrasher from the field

Unidentified: What is the status of the 4602d in regards to this new UFOB regulation?

Major DeBruler: I want to say that on this UFOB regulation that ADC will designate the 4602d as the agency to discharge its responsibility for field and preliminary investigations. Secondly, there will be a criteria established as a

guide to determine when the field units will conduct a detailed follow-up investigation and when they will not. Also, there are the instructions that must be issued from Headquarters to the field units concerning how we want this process of UFOB investigations to operate. This regulation cannot be fully implemented by the field units until these several problem areas are resolved with ADC. Is that thoroughly understood? We have informed you of the regulation and now we are also now informing you of the fact that these problems concerning it have to be solved before it can be fully implemented.

Colonel White: There is a paper being prepared in Operations right now which I was discussing with the Operations Officer the other day. There are going to be necessary implementing directives in order to get 200-2 in effect. The implementing directives will have to be, we think, from our Headquarters, from ADC to us, concerning certain areas which weren't covered in this regulation; there will have to be a letter of agreement with ATIC. There will be further development

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Questions to Major Thrasher from the field

of the Squadron criteria, so you will know to go out. So, definitely, there will be forthcoming implementing directives on AFR 200-2.

Lt Lehder: Will ADC notify the division D/I's as to the status of the 4602d in the UFOB program? By that I mean, my D/I calls me in on most every single UFOB that he receives, and between the two of us, we decide whether or not to go out on it.

Colonel White: The 4602d is clearly defined as the agency in 200-2 and ADC has given us the responsibility for this. There will be certain directives which will be necessary. There will be an ADC regulation which we feel is necessary. And there will be Squadron regulations that we have yet to publish. But, definitely, there is no question that according to 200-2, the unit capable of performing this function is the 4602d. The only thing that has to be published is the criteria, certain modus operandi, and so forth.

Major Resner: I hope that when that qualification is made that the D/I's are clearly informed as to the operational control exercised by the Squadron Commander. I know that the D/I's of the 27th and 28th Air Divisions, as well as the 25th, feel that they should have the prerogative of directing the 4602d unit nearest them to conduct an investigation, whereas we know that we must get that permission from Squadron Headquarters.

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Questions to Major Thrasher from the field

Colonel White: I hope so too. That will be the purpose of all these regulations that we are talking about.

Lt Vaughn: General Carey is very vehement in his desire to see these reports before they are sent anywhere. What will be done about that? He has seen this AFR 200-2, but before they are sent in, he still wants to see them.

Colonel White: I see no objection to that, if they don't get tied up. There is nothing in 200-2 that says that written reports (AF 112) should go to General Carey. Again this is his division area of responsibility. General Carey is one of the sharpest officers in the Air Force today, and if he wants you to do something like this in his area, it, of course, should be

done. The one arrangement that I would make is that you should hand carry the report to him.

Major Rosner: Then it should go to the D/I before it goes to him?

Colonel White: No, because that is not the way that AFR 200-2 says it will be handled, so it is necessary for the D/I to handle it. If General Carey specifies that the D/I will handle it, fine, but the best method for you to use in this case is to arrange to get it hand carried to him personally, prior
to transmitting.

Lt. Hammond: I'd like to know what you want us to do with the actual reports that we receive in the interim period before these implementing

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{ Page 85}

Questions to Major Thrasher from the field

directives come out? Do you want the records office to file these things, or do you want them kept at flight level? For instance we are getting about fifteen a week. I have been reviewing these to determine whether I personally thought there should be an investigation, and we have been keeping them at our flight.

Colonel White: Joe, what do you have to say to that?

Major Cybulski: There are two ways that we could settle this business about not going up through ADC channels until we have our investigation. I would say that they should come directly to us, and we could assure ADC that the reports will come to them as soon as possible. Or we could make some arrangement with the ADC message center, so that any UFOB which comes in there will not go up to ADC, but will come directly to us. Now which way will it be better to handle it?

Colonel White: Joe, that is exactly why I told you the other day to write the
regulation on it. I don't know which will be the better way. They could either be alternate plans or they both can be utilized. That will have to come out with the regulation. In the interim, we will handle all cases individually. If we are able to have them the way we want them, all reports will come to this headquarters before they ever go down to DCS/I. Also the Command Adjutant at ADC would just send all reports coming in to them directly to us for action. That is going to have to be developed and I

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Questions to Major Thrasher from the field

don't know what it is going to be.

Major DeBruler: the question is, Sir, what does he do in the interim period. Now the answer to this question is that you do just what you have been doing in the past. The instructions which are currently in effect, in regards to handling of the investigations of UFOBs, will continue to be in effect until you receive instructions under this new regulation from Headquarters. Does that answer your question?

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{Report Cover Page}

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HISTORY OF
4602d AIR INTELLIGENCE SERVICE SQUADRON

RM - 57-1032

VOL. 1
4602D AISS Classified
Document Log # 56 0032
Copy # 1 of 6

1 JAN. - 30 JUNE. 1955

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SECRET

S Q U A D R O N H I S T O R Y
4602D Air Intelligence Service Squadron

Air Defense Command

Approved by: Prepared and written by:

/s/ /s/
Major Eugene R. Manfrin Captain Christopher G Turoff
M & S OIC Squadron Historian

Approved by
/s/
Colonel John M. White Jr.
Commander

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FOREWORD

The background of the 4602d Air Intelligence Service Squadron can be adequately visualized by reviewing the past

histories during the growing pains of the organization. Within these histories are the events and problems encountered with the operation of such an unique organization. To comprehend the noteworthy occurrences described within this historical period a review of the 4602d AISS mission and capabilities is necessary. AFR 23-9 states that the Air Defense Command is primarily responsible to provide for the air defense of the United States. The role of the 4602d within the command mission is the rapid exploitation and field analysis of downed enemy aircraft and uniformed personnel from an intelligence standpoint in the event of attack on this country. No other ADC unit has the capability to exploit the combat intelligence opportunities afforded by crashed enemy aircraft. The 4602d is the only unit based in the Z/I with such a capability, and the only ADC unit assigned the primary task of combat intelligence collection. To successfully accomplish this mission, elements of the squadron are deployed in nineteen (19) strategic locations within the United States with Headquarters at Ent Air Force Base Colorado Springs, Colorado. The basic operational unit within the unit is the three man intelligence team. At least two, three man teams are deployed at each of the nineteen (19) locations of the squadron, one of which must be airborne qualified. The intelligence team consists of linguists, technical intelligence specialists and intelligence specialists.

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To insure instant notification of a crash and adequate logistical support, a continuing liaison program is conducted with civilian organizations. The 4602d mission calls for the education of a wide variety of groups having an organizational capability for assisting the squadron in carrying out its mission. The squadron also conducts a comprehensive indoctrination program for those organized groups on an active basis by such means as briefings and informational articles in professional trade, or other, publications directed to or controlled by these groups. Communications is a vital structure in the 4602d AISS make-up. The information collected, to be of value to the tactical using organization must be disseminated rapidly through a system of communications which insures transmittal of the intelligence gained. Therefore a position of instant readiness is maintained while a state of modification and improvement progresses.

In conclusion the Squadron must be ready at an instants notice, in case of hostilities. Thus, during peacetime the Squadron has the primary mission of training, effecting liaison and preparing for the full instantaneous performance of the Combat Mission.

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(UFOB) UNIDENTIFIED FLYING OBJECT PROGRAM

The 4602d Air Intelligence Service Squadron continues to conduct all field investigations within the zone of the interior to determine the identity of any Unidentified Flying Objects.

The responsibility foe UFOB investigations was placed on Air Defense Command, with the publication of AFR 200-2, dated 12 August 1954. Paragraph 4b specifically designated the 4602d AISS as the organization having the capability to carry out field investigations and preliminary UFOB reports. It also stipulated that the preliminary UFOB reports are the direct, continuing responsibility of all Air Force activities.

The publication of ADCR 200-2 [26], dated 29 January 1955, directed to all ADC subordinate units, the responsibility of rendering the necessary logistical support to units of the 4602d AISS to carry out effective follow-up of UFOB investigations.

To establish specific and precise reporting procedures within ADC to outline transmission, routing and addressing, ADCSM 200-2 [27], was published in January 1955.

During this reporting period the 4602d AISS compiled and published a detailed UFOB guide, Sq Guide 200-2 [28], dated 15 March 1955. This squadron guide combined in a single publication, all directives from higher headquarters, examples, forms and instructions pertaining to the investigation and reporting of UFOB's. It also included as noted by letter of transmittal from ATIC [29], subject: "Unidentified Flying Objects", dated 14 January 1955, Part I and Part II of the UFOB Guide. The parts wee prepared as a result of the conference held on 17 and 18 Novem-

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26. ADCR 200-2, dtd 29 Jan 55 DOC 42.
27. ADCSM 200-2, dtd 29 Jan 55 DOC 43.
28. Sq UFOB Guide 200-2, dtd 15 Mar 55 DOC 44.
29. letter from ATIC: "Unidentified Flying Objects", dtd 14 Jan 55 DOC 45.

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22.

ber 1954, between the 4602d AISS and personnel of ATIC [30]. In addition to the policies and procedures already established as a result of their procedures already established as a result of their conference, letter from ATIC [31] dated 15 February 1955, subject "Evaluation of Unidentified Flying Objects", further clarified ATIC policy concerning the considering of UFOB cases as solved.

The 4602d AISS had received a total of 306 preliminary UFOB reports from 12 August 1954 to 30 June 1955. Of this total, 198 reports were resolved by analysis at Squadron Headquarters; 48 were resolved by follow-up investigations. Sixty (60) reports were forwarded to Air Technical Intelligence Center as unresolved, 37 for lack of sufficient data for evaluation and 23 as unknowns.

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30. Letter to ATIC: Report of visit of Representatives DOC 46.
31. Letter from ATIC: Evaluation of Unidentified Flying Objects DOC 47.

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BIOGRAPHICAL SKETCH
COLONEL JOHN M. WHITE COMMANDER 4602D AISS

{ A black and white photograph }
{ of Col. White at his desk }
{ approx. 2.5 in. X 3.5 in. }
{ A round-faced man in uniform }
{ holding a piece of paper }

Colonel John M. White Jr.

Colonel John M. White Jr. USAF 4175A former commanding officer of the 6004th AISS in the Far East was assigned to the Air Defense Command in July, 1952 as commander of the newly organized 4602d AISS at Colorado Springs, Colorado.

Having entered the Army Reserve in 1938, Colonel White performed duty with the 36th Infantry Regiment for one year. Early in 194x Colonel White was recalled to service xxxxx xxxxx Lieutenant serving in the Coast Artillery at xxxx xxxx xxxxxxx

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Alaska.

He returned to the U.S. for a years study of the Japanese language at Camp Savage, Minnesota. This was followed by a combat tour overseas in the Aleutians where he served as Chief of an Interpreters and Interrogators Detachment.

Returning to the United States in 1944, Colonel White was assigned as an Intelligence Staff Officer to the G-2 Section of the War Department General Staff in Washington. Integrated into the Regular Army in 1946, Colonel White continued to serve in Major Staff assignments including that of Secretary to G-2, War Department General Staff and Secretary to the Director of the Central Intelligence Agency.

Colonel White transferred to Department of the Air Force in September 1947 and became Executive Assistant to the Vice Chief of Staff. In 1948 he was assigned as Aide-de-Camp to General Vandenburg, USAF Chief of Staff. In 1948, upon completion of the Air Command and Staff School, he was assigned to headquarters FEAF shortly before the outbreak of the Korean Emergency.

...

Colonel White is authorized to wear the Legion of Merit, Bronze Star with Oak Leaf Cluster, Army Commendation Ribbon. His foreign decorations include the Portuguese Oficialato Da Ordem De Avis and Republic of Korea Presidential Unit Citation.

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{Unnumbered Page 1 of 2} {NOTE: System 119L is PROJECT MOBY DICK a high-altitude balloon system}

CONFIDENTIAL

AIR FORCE CAMBRIDGE RESEARCH CENTER
AIR RESEARCH AND DEVELOPMENT COMMAND
224 - 2XX ALBANY STREET
CAMBRIDGE 39 MASSACHUSETTS

AIR MAIL
CRHLL S-119L SEToye/omh
NOV 2X 1954
SUBJECT: Request for Services, System 119L (Unclassified)

TO: Commander
4602nd Air Intelligence Service Squadron
Ent Air Force Base
Peterson Field
Colorado Springs, Colorado

1. The Geophysical Research Directorate of this center has responsibility for a research and development project activity identified as System 119L (Uncl.). This system is classified and has an Air Force priority of 1A. It involves the flying of balloon-borne packages from Vernalia, California, with flight termination being effected by a controlled electronic signal which separates the package from the balloon at high altitude. The package settles toward the earth supported by a parachute system. The ultimate objective of this program is to intercept and recover the parachuting package in the air employing C-119 type aircraft equipped with recovery gear. Concurrent with the development and perfection of the recovery system research on the balloon-borne vehicle and its payload is being carried out. A number of the Vernalia flights will be carrying classified equipment and recovery or destruction of these packages is mandatory. Since the air recovery system is still being developed, it is by no means foolproof and there will be instances where recovery attempts will be unsuccessful. In such event the package will be parachuted to earth and immediate ground recovery is desired. Although a reward of twenty-five (25) dollars is paid to the finder of a package for its safe return to the Air Force, in the case of classified packages it is desirable that these be recovered by Air Force personnel for security reasons. To insure that this is accomplished it is necessary that parachute jumpers be aboard the recovery aircraft prepared to jump in after the package in the event that air recovery is unsuccessful.

2. It is requested that arrangements be made which will permit our recovery project to call upon elements of your organization to provide the jumpers for recovery of the packages. Although he flights will

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CONFIDENTIAL

Hq ADCRC, CRHLL, Subj: Req. for Services, System 119L(Uncl.)

originate at Vernalia, no recovery will be attempted short of the Eastern United States if the balloon is staying within the borders of the continental United States. For this reason it is difficult to determine from which of your activities the jumpers should come. The project recovery aircraft on recovery missions stage from their home base at Langley Air Force Base, Virginia. The actual intercept point is dictated by weather considerations and balloon trajectories which are arrived at by tracking the balloon flight by the use of an HF/DF net. We have utilized the services of your Detachment at Stewart Air Force Base, Manchester, N.H. Although no jumps were made, your personnel were aboard recovery aircraft and available if they had been needed.

3. Classified balloon flights are planned from Vernalia on the 10th, 13th, and 16th of December 1954. It is requested that two (2) jump crew be provided by your organization to fly the two (2) primary recovery aircraft. We are prepared to pick these crews up with the recovery aircraft at any Air Force Base you may designate. Please address your communications to this Center to the attention of CRHLL.

FOR THE COMMANDER:

/s/
MILTON GREENBERG
Director (Actg)
Geophysics Research Directorate

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{Unnumbered Page 1 of 1(Part)}

THIS DOCUMENT CONSISTING OF ____ PAGES
IS CLASSIFIED SECRET IN ACCORDANCE WITH
PAR 12. (___), AFR 205-1.

/S/ J.J. McEntee 1lt USAF
Name Grade

AISOP Command data for the months of Apr, May, Jun 1955
DCS/I, ADC Commander 4602d AISS 11 July 1955

1. OPERATIONS

a. UFOB's

The 4602d AISS has received a total of 306 preliminary UFOB reports from 12 August 1954 to 30 June 1955. Of this total, 198 reports were resolved by analysis at Squadron Headquarters; 48 were resolved by follow-up investigations; and 60 reports were forwarded to Air Technical Intelligence Center as unresolved, 37 for lack of sufficient data for evaluation and 23 as unknown. (See Include #1)

...

John M. White Jr, Colonel,
USAF
Commander

This Document consists of 1 pages SECRET
Copy 3 of 3 copies

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{Enclosure #1 (description)}

{Map of continental United States titled: "UFOB SIGHTINGS 12 AUG 54 - 30 JUNE 55" showing with various symbols indicating the various categories of sightings placed geographically. It is marked: "CONFIDENTIAL" Image too poor to reproduce}

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{Unnumbered Page 1 of 3}

ADCR 200-7
ADC REGULATION) HEADQUARTERS AIR DEFENSE COMMAND
200-7) Ent AFB, Colorado Springs, Colo.
29 January 1955

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: UFOB)

1. Purpose. This regulation provides for the investigation and prescribes procedures for the reporting of Unidentified Flying Objects (UFOB).

2. Scope. This regulation governs investigation and submission of reports of UFOB's in implementation of AFR 200-2. Air Force Regulation 200-2 provides guidance for UFOB investigations and contains UFOB report format and should be used in conjunction with this regulation. This directive applies to initial investigations as well as subsequent detailed field investigations.

3. Responsibilities. a. Commanders of all elements of ADC are responsible for:

(1) Prompt reporting of all UFOB information and evidence that may come to their attention, including that received from adjacent commands of other services and from civilians.

(2) Conducting preliminary investigations within the means under their control as may be required for reporting purposes. (The involvement of field units of the 4602d Air Intelligence Service Squadron (AISS) in such preliminary investigations will be limited to cases where other investigative means are not available; and where such preliminary investigation is deemed essential by the commander concerned and is compatible with the squadron's secondary peacetime mission prescribed in paragraph 3b, ADCR 24-4.)

(3) Logistical support to the 4602s AISS representatives involved in either preliminary investigations described in paragraph 3c(3), below. Particular assistance is required with respect to provision of air and ground transportation.

b. Commanders of air defense forces will insure that:

(1) All echelons under their control are prepared to assist the field units of the 4602d AISS in discharge of their investigative responsibilities under this Regulation.

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{Page 2 of 3}

ADCR 200-7

(2) Commanders, air divisions (defense), provide for the rapid transmission of electrical UFOB reports received by them to the field unit of the 4602d AISS servicing the respective air division (defense) headquarters.

c. The 4602d AISS is responsible for:

(1) Follow-up field investigations within the ZI necessary to determine the identity of any UFOB that has been reported under paragraph 7, AFR 200-2. Such follow-up field investigations

will be conducted at the direction and under the control of the Commander, 4602d AISS.

(2) Assisting in the preliminary investigation for reporting purposes authorized in paragraph 6a, AFR 200-2, and described in paragraph 3a(2), above.

(3) The processing of all UFOB reports received by Commander, ADC, in accordance with general requirements of AFR 200-2, and with specific procedures developed between Commander, Air Technical Intelligence Center, and Commander, 4602d Air Intelligence Service Squadron.

4. Procedures.

a. Upon receipt by any element of ADC of information that a UFOB has been sighted, the preliminary report required by AFR 200-2 will be promptly initiated. As noted under paragraph 3a(2), above, the ADC activity making the preliminary report is authorized to make the preliminary investigation provided for in paragraph 6a, AFR 200-2, as required for reporting purposes.

b. All UFOB reports received by headquarters ADC will be passed to Commander, 4602d AISS for action.

c. Electrical reports received by air divisions (defense) will be forwarded to the field unit of the 4602d AISS which services the air division (defense) for such further investigation as may be determined necessary by Commander, 4602d AISS.

d. Commander, 4602d AISS, will evaluate all UFOB reports and will determine in each case the need for follow-up field investigation by 4602d AISS representatives.

e. Action to effect such investigation will be initiated by Commander, 4602d AISS.

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ADCR 200-7

5. Reports Control Symbol. Reports prescribed herein are exempt from requirements of a reports Control Symbol in accordance with paragraph 7c(1), AFR 174-1. (ADDIN)

BY ORDER OF THE COMMANDER

OFFICIAL GEORGE F. SMITH
Major General, USAF
Chief of Staff

/s/
WALTER W. ROBINSON
Colonel, USAF
Command Adjutant

DISTRIBUTION:
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(AF - ADC, Colorado Springs, Colo.)
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ADCSM 200-2

STAFF MEMORANDUM) HEADQUARTERS AIR DEFENSE COMMAND
200-2 Ent AFB Colorado Springs, Colo.

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: UFOB)

1. Purpose. This Memorandum establishes the procedures for processing of Unidentified Flying Object (UFOB) reports within this Headquarters.

2. References: AFR 200-2, ADCR 200-7.

3. General. AFR 200-2 and ADCR 200- contemplate the receipt by this headquarters of the following UFOB reports:

a. Electrical reports addressed to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

b. Written reports (AF Form 112) forwarded to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

c. In addition, Headquarters ADC, may receive initial notification from non-Air Force sources that a UFOB has been sighted. Normally, this notification will concern sightings made within the Colorado area.

4. Procedures. a. The Headquarters ADC recipient of the initial notification referred to in paragraph 3c above should attempt to obtain the following data:

(1) Location of the person at time of sighting

(2) How far and in what direction from the UFOB was the person who made the initial sighting?

(3) Length of time object was sighted.

(4) Condition of sky at time of sighting.

(5) What were the weather conditions at the time the object was sighted?

(6) When was the initial sighting reported and to whom?

(7) What was the estimated speed of the object?

The above information should be passed to the 4602d AISS Duty Officer who is available on a twenty-four hour basis. (Call Extension 4496, 4497 or 4498.) Preliminary reports will be prepared at Headquarters, 4602d AISS.

b. This headquarters will make the following distribution of UFOB reports.

(1) Electrical.

(a) Action copy to Commander, 4602d AISS, transmitted via teletype relay (pony circuit), and

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{Page 2 of 2}

ADCSM 200-2

information copies to the Command Adjutant and Combat Operations Center, ADC, by the CONAD Communications Center.

(2) Written Report. (Reports on AF Form 112)

(a) Original of AF Form 112 Reports to Commander, 4602d AISS by the Command Adjutant for appropriate action. Original of AF Form 112 will be returned to the Command Adjutant by Commander, 4602d AISS for reproduction and distribution.

(b) After reproduction, AF Form 112 to addressee as indicated in last section of Part 1 of the form, which in all cases will show:

1. Original to Director of Intelligence Headquarters, USAF, as prescribed in paragraph 7a (20 (a) AFR 200-2.

2. Copy to Commander, Air Technical Intelligence Center.

3. Copy to Commander, 4602d AISS.

4. Copy to each other agency determined to interest in the particular report.

(5) Records. Headquarters 4602d AISS is designated as the office of record for all UFOB reports received by this headquarters in accordance with paragraph 23, AFM 181-4, September 1953. Records disposition will be in accordance with paragraph 205, AFM 181-5. (ADDIN)

BY ORDER OF THE COMMANDER

OFFICIAL: GEORGE F. SMITH
Major General, USAF
Chief of Staff

/s/
WALTER W. ROBINSON
Colonel, USAF
Command Adjutant

2 (AF - ADC, Colorado Springs, Colo.)

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{End of Part 5 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 6
NICAP Home

THE BEST HOAX IN UFO HISTORY?

Karl T. Pflock

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A *much* shorter version of this paper--drastically edited due to space constraints and thus lacking important new facts and insights and all source notes--appears in *UFOs 1947-1997: Fifty Years of Flying Saucers,* Hilary Evans and Dennis Stacy, editors (London: John Brown, 1997), pages 44-52. I'm continuing my investigation of this case and expect to have some interesting new information to impart during my talk at the 35th annual National UFO Conference convention in November (Bordontown, N.J., November 7-8; for details, call 609-883-6921 or 305-294-1873 or e-mail <sparkle@earthlink.net>.]

Headlines shouted, "Scoutmaster Tells of Finding Disc in Everglades: Fired on From 'Saucer'." Putting a somewhat different spin on things, Project Blue Book chief Captain Edward J. Ruppelt, the U.S. Air Force's lead UFO hunter, labeled the man's story "the best hoax in UFO history."

But was it? A hoax, that is. Much has been written about what may be the strangest of many strange and intriguing cases of the flying saucer summer of 1952, a good deal of it wrong or incomplete, some of it "tweaked" for reasons obscure. Here is the full story, with all known pertinent dates, people, events, and facts correct and in their proper places, so far as is possible 45 years later.

About 10 p.m. on the muggy, moonless night of Tuesday, August 19, 1952, Palm Beach County, Florida, Deputy Sheriff Mott N. Partin received an urgent call. The Florida Highway Patrol had just been contacted by a farmer who lived about 12 miles southwest of West Palm Beach on Military Trail, a rural highway running north-south roughly parallel to and about 10 miles inland from Florida's Atlantic coast. The highway patrol was handing the matter over to the sheriff.

It seemed the farmer and his wife had three frantic boy scouts in their living room. The boys' scoutmaster was in some sort of fix. Joined by Lake Worth Constable Louis Carroll, who followed in a separate vehicle, Partin hurried to the scene.

About 10:20, Partin and Carroll pulled up to the farmhouse. There they found the worried farm couple and the three scouts, Bobby Ruffing, 12, David Rowan, 11, and Charles "Chuck" Stevens, 10. The boys said their scoutmaster, hardware clerk and ex-U.S. Marine D. S. (Dunham Sanborn) "Sonny" Desvergers, 30, had gone into the scrub pine and palmetto just off Military Trail to investigate some odd lights. Moments later, the boys saw red, flare-like lights in the area where Desvergers had gone. Badly frightened, they ran to the farmhouse for help.

Taking the boys, the lawmen drove to Desvergers' car, parked about three-quarters of a mile south on the east shoulder of the road. Deputy Partin pulled over a few yards north of Desvergers' vehicle at about 10:30, Carroll drawing up behind. As the officers considered the situation, a man emerged from the palmettos about 75 feet from the road. He was waving a machete and shouting repeatedly, "I'm coming, here I am!" He looked, said Partin, "like a wild man" as he struggled up the highway embankment, babbling incoherently. It was Desvergers, white-faced, shaking. Quoting Partin, "In all my 19 years of law enforcement work, I've never seen anyone as terrified as he was."

With some reluctance, Partin and Carroll followed the scoutmaster back through the woods.

In a small clearing, they found Desvergers' large, multi-cell flashlight resting lens-down in the grass, still on. Close by, the sparse grass was flattened as though someone had been lying on it. A search turned up nothing else unusual. Partin marked the locations of the flashlight and crushed grass with twigs, and the three men trekked back to the road.

As Partin and Carroll drove Desvergers and the boys to the Palm Beach County Sheriff's office, Desvergers said the hair on his forearms was singed and the skin burned. At the sheriff's office, Desvergers and the boys were re-questioned, and Partin examined Desvergers arms and found the hair singed and the skin of one arm reddened. He also noted three tiny holes burned in the scoutmaster's billed cap.

The burns were real, but of greater interest was their alleged cause: Desvergers claimed he had been attacked by a flying saucer.

Partin telephoned the U.S. Air Force Military Air Transport Service unit at West Palm Beach International Airport. He was put in touch with a Captain Carney, intelligence officer of the 1707th Air Base Wing. Carney talked with both Partin and Desvergers and, it appears from the record, followed up during the next two days with interviews of both men and the scouts.

After his preliminary investigation, Carney filed a formal report in accordance with established Air Force procedure on claimed sightings of "unidentified aerial objects." At 3:50 p.m. local time (8:50 p.m. "Zulu," or Greenwich Mean Time), Wednesday, August 20, he sent a Teletype message to the Air Force Directorate of Intelligence in the Pentagon, Project Blue Book in the Air Technical Intelligence Center (ATIC) at Wright-Patterson Air Force Base, Dayton, Ohio, and to other required addressees. By the time Carney's unclassified message had been processed at the ATIC message center, Blue Book chief Ruppelt and his staff had left for the evening. Thus it was not until 8:40 a.m. the following morning, August 21, Ruppelt learned of "one of the weirdest UFO reports that I came up against."

According to an undated memorandum for the record in the Blue Book file on the Desvergers incident, Ruppelt's Thursday had barely begun when he received a call from Washington. It was Major Dewey Fournet, Project Blue Book monitor in the intelligence directorate. Fournet wanted to know "whether or not we had received a wire from West Palm Beach, Florida." When Ruppelt told him no, Fournet said "he could not read the report over the phone" and asked for a field investigation and answers to some interesting questions, among them: "What was the chemical analysis of the cap and remains of the clothes ash?" "Is the scout master subject to fainting spells?" Fournet also told Ruppelt to "examine the forearm," "examine the ground with a geigercounter," and "reinterrogate the three boyscouts and determine the altitude at which they first saw the blob."

Fournet's refusal to read an unclassified message on the phone and, lacking context, cryptic directives claimed Ruppelt's undivided attention. At the ATIC message center, he picked up Carney's message, which read in part, "Desvergers.... Scoutmaster of good reputation. Est[imate] of reliability and experience, excellent. States he observed object hovered 10 ft repeat 10 ft above him.... Heard noise like ship's hatch opening, object shot blob reddish glowing material at his face. He threw up arms to protect face, hair on forearm singed off, burned holes in cap.... Boy scouts in observer[']s [car], saw red glow hit Desvergers...."

Now Fournet's strong interest made sense to Ruppelt, very good sense indeed. By 3 p.m., Ruppelt and Second Lieutenant Robert M. Olsson were winging their way to Florida aboard a B-25 bomber.

Meanwhile, Captain Carney continued his investigation, obtaining statements from Desvergers, the three scouts, and Deputy Partin. He also arranged for Desvergers to be examined by an Air Force doctor on the evening of August 21, forty-six hours after the incident and the same day it first hit the press (who had leaked it?).

The medic found Desvergers to be "normal physically. The hair on the back of his forearms was singed, but not badly. The skin on his forearms showed no signs of blisters, burns, or redness. He stated that if the skin had been burned it was very minor as there was [sic] absolutely no after-effects."

The doctor also noted "Mr. Desvergers stated that the hair in his nostrils had also been singed but that he had cut it out. There was no apparent evidence of this,... [and] the medical officer stated that he has some doubt as to several points in Desvergers' story."

Desvergers had told the doctor "he had received an 'Other Than Honorable' discharge from the Marines in 1944" because of a stolen-car incident in which the charges against him eventually were dropped. He also claimed an automobile had fallen on him, resulting in three months' hospitalization for diathermy treatment. The doctor found this "highly unlikely" since such treatment does not require hospitalization. Asked "if he had ever had nightmares," Desvergers answered the doctor with "a flat 'no', but said that once he did have a dream about a beautiful woman and was still looking for her." Ruppelt commented, "It was evident that there had been a personality clash between the medic and Mr. Desvergers. For some reason the medic took a 'dim view' of Desvergers." However, he did not dismiss the doctor's concerns entirely.

About the same time the doubting doctor was examining Desvergers, the B-25 carrying Ruppelt and Olsson touched down in West Palm Beach. Mechanical trouble delayed the plane's return to Dayton, so Ruppelt recruited the two pilots, Captains Bill Hoey and Douglas Davis, to help in his investigation.

The morning of Friday, August 22, the four officers met with Captain Carney. He showed them the statements of Desvergers, the three scouts, "and other possible witnesses to the incident" (presumably Deputy Partin and Constable Carroll). They then talked with the doctor who had examined Desvergers and, about noon, visited the scene of the incident, accompanied by Carney and an enlisted member of his staff, the doctor, Deputy Partin and Constable Carroll, and an airman staff-car driver.

There the lawmen gave their account of the incident, and the Air Force team searched "50 yards around the spot where the flashlight was found.... There was no above normal radiation, no burned foliage or grass, no broken or trampled foliage or trees (other than that damaged by the sheriff and the search party), no sign of debris such as flares." Also, grass specimens were collected, probably by Captain Carney or his staff assistant.

Next on Ruppelt's agenda was an interview with the eldest boy scout, Bobby Ruffing:

> In the presence of his mother he stated that he had been riding with Desvergers and two other boyscouts. As they were passing the spot where Desvergers later entered the woods, Desvergers saw a light. They [the scouts] did not see it. Seconds later they all saw another light. One scout wanted to go on, but Desvergers turned around and went back to the spot and stopped. He instructed the scouts to wait 10 minutes and if he was not back to call for help. Ruffing stated that the boys observed Desvergers going through the palmettos because

> they could see his light. Then he said they could see a red light go toward him, saw him silhouetted in the red light and saw him fall. Then they ran up the road to a house that had a light to get help....

At six o'clock that evening, Captain Carney had a staff car pick up Desvergers and bring him to the base to be interviewed. Ruppelt describes the scoutmaster as "very cooperative, he appeared to be normal, but just a shade on the 'ookey' side," noting the latter may have been simple nervousness.

Sitting in with Ruppelt were Olsson, Hoey, Davis, Carney, and one of Carney's sergeants. Ruppelt asked each to note an insignificant detail in Desvergers account and then ask him about it during follow-up questioning. If he were lying, he would forget the details or repeat them perfectly. He did neither.

Here is Desvergers' account as transcribed by Ruppelt; the parenthetical comments are Ruppelt's, those in brackets are the author's, and all emphases are in the original:

> I was going south (along Military Trail) about 40 MPH fooling around with the kids (Boy Scouts) when I caught a flash of light out of the corner of my eye. I looked around and saw a series of fuzzy lights like the cabin windows of an airliner. They were headed down at about a 45û angle into the woods, then the kids saw it. I stopped and talked it over with the kids then went on. I stopped again because I thought if it were an aircraft that had crashed, I had better try to help. I turned around and went back. There was a radio program that had just come on, it was 9:45. I told the kids to estimate when the program was 2/3 over (10 minutes) and if I hadn't come out by that time to go for help as I would probably need it. I judged the lights were about two miles [!] from the road. I picked my way through the palmettos, looking at the stars to keep on a 90û track from the road and shining my light over the tops of the palmettos to find the easy path. [He carried a machete and a large flashlight, with a smaller light in a pants pocket.] I looked at my watch and noticed four minutes (time now 2149). Then I noticed an open spot ahead of me and stopped, thinking it might be a lake. It turned out to be a clearing. I saw no lights on the way in.
>
> As I said I was surprised at reaching a clearing, thinking it might be a lake, and I carefully stepped forward with the light pointing toward the ground. I had a second two cell flashlight in my back pocket.
>
> When I first stepped into the clearing I noticed a peculiar smell. *I went two or three paces when I had the feeling somebody or something was watching me.* I kept on going and began to feel heat, like walking close to an oven. It was hot and humid like and it seemed to be coming from above. I hadn't thought of looking up, *when I did I couldn't see the sky.* (Comment: On being re-questioned on this part he meant that he couldn't see the stars.) *I knew I had run into something rough*. I stood frozen in my tracks, I wanted to throw something or hit it with my machete. I felt for my flashlight in my back pocket and thought of throwing it, but was too scared. (Comment: This establishes that he didn't loose [sic] his flashlight going into the clearing.) The bottom of the object was dull black with no seams, joints or rivet lines. It had dirty streaks running straight across as if oil or dust had blown back. (Comment: When asked if they were circular or concentric rings he said "no".) I tried to run but froze, I was so scared. The object was about 6" to 8" above the pine trees. I then got control of myself

and backed away. I could feel the heat lessen as I backed out from under the edge of the ship. I looked up and saw the edge of the ship silhouetted against the sky. It was round, with a dome shape top and with holes and fins running around the edge. The bottom edge seemed to glow with a sort of phosphorescent glow, like phosphorous in the sea at night (see sketch). *They seemed to be as scared of me as I was of them*. (Comment: He repeated this frequently during the interview. When asked how he knew or what he meant, he said the object appeared to move back as he approached.)

[The quality of Desvergers' sketch is too poor for reproduction. It shows a high-domed saucer, described by Desvergers as "like half a rubber ball," with a smaller convex dome atop it and sides curving down to a three-foot-thick edge, around which run two rows of large circular openings. The bottom appears slightly concave. Desvergers notes a diameter of 30 feet, an overall height of 10 feet.]

I had my light on the object and couldn't get my eyes off it, but as soon as I backed off I could see the object silhouetted against the sky. I could see the dome. Then I heard metal against metal, like a hatch opening and thought someone was going to watch me (Comment: ??-This could be an error in note taking). I said a million prayers. I saw something momentarily but couldn't see what it was. Next I saw a red flare which appeared slowly to move toward me. It came out of the side, I couldn't move or yell I was so scared. I could see the ship in the glow of the red light (Comment: He kept referring to the object as a "ship" all the time). I put my hands over my face (Comment: Fists closed, hand over each eye, palms toward face and elbows in stomach). I could see a red mist around me, then I passed out.

When I woke up I was standing next to a tree, I think. I seem to remember stumbling through palmettos. I couldn't see and my eyes burned. I slowly began to come back. I saw lights through the trees and started running toward them, I didn't even know whether or not my feet were hitting the ground. I thought I might be dead. Next I met the deputies and we went back to get my light. The two cell flashlight is still missing.

Ruppelt then relates something which has an important bearing on subsequent developments: "Next Desvergers mentioned a dream that he had had the night before...in which he had jumped across the ditch into the clearing and was fighting with the 'ship' in the air."

Upon further questioning, Desvergers described the peculiar odor as "acute, sharp," like nothing he had smelled before. It was, he said, "sickening nauseating," and it made him "woozy," like being anesthetized. The heat, he said, was "like walking into an oven," and he heard a hissing sound the whole time he was in the clearing and conscious. He also recalled a "babbling" which he thought may have been the scouts.

Desvergers told the investigators he had already been approached by a scientist, university professors, print and broadcast reporters, and others, and had been offered money for his story. He said he refused to talk with any of them, and Ruppelt observed he seemed to be proud of this and "how important he was."

Desvergers asked what he should do about all these people, saying "he would be very glad

to cooperate with the Air Force and not talk to anyone if he was not supposed to." Ruppelt told him he was free to talk to anyone he wished. Desvergers then announced "he would go home and call the newspapers and give them the story to 'get them off his neck.'" Ruppelt again told him he was free to do so.

The next day, Saturday, August 23, the wire services quoted Desvergers claiming he knew what he had seen, adding, "It's better for me not to go any further for the public good because it might cause panic." He was also quoted as saying, "It's not foolish to say that it will determine the future of all of us someday"; and, "the Army's [sic] theory and mine coincide"; and, "I'd like to get it all off my chest,...but I've told them I'd wait until they clear me from my security pledge." The stories also revealed Desvergers had hired a press agent and included a new claim by Deputy Sheriff Partin: He had found scorched grass at the encounter site.

The same day, Ruppelt and his team returned to Dayton, taking with them Desvergers' machete and burned cap for scientific examination. Somehow, they managed to leave the grass specimens behind.

When Ruppelt learned what the scoutmaster was telling the press, he telephoned Captain Carney, who told him he had talked to Desvergers and was told "the entire setup was that of his press agent to build the story up so that he could sell it." (After Carney's chat with Desvergers, the scoutmaster changed his tune, as in this from the Associated Press on August 27: "Desvergers...conceded he was free to talk...insofar as military authorities are concerned...[but]...'I feel I can make a little money out of this. That's why I want to keep quiet.'") Carney also advised that Desvergers claimed to have received several threatening telephone calls and had noticed "a large black automobile cruising around near his house."

Ruppelt and Carney seem not to have discussed Partin's surprising claim to have discovered scorched grass at the "attack" site. However, Carney did mention rumors that a local farmer "familiar with dehydrating hay believed that the grass was singed and...had supposedly taken samples of the grass and sent them to some research organization in St. Louis to be analyzed." This appears to have reminded Ruppelt of his grass specimens, which were forwarded from Carney's office on August 28 and sent to Battelle Memorial Institute in Columbus, Ohio, for examination and analysis by its agronomy laboratory. Battelle, a private scientific and technical research, development, and management organization, had a contract with the Air Force to provide support to Project Blue Book, under the code name Project Stork.

Meanwhile, Ruppelt's assistant, Lieutenant Olsson was busy. He had Desvergers' machete examined for radiation at the Wright Field Equipment Laboratory with negative results. He took the cap to the Clothing Research Division of the Wright Field Aeromedical Laboratory, which confirmed the three apparent burns were indeed what they seemed and that the bill and edges of the cap had been scorched, probably from exposure to high heat brief enough not to harm the wearer. Olsson then forwarded the cap to an FBI laboratory in Washington, D.C., for further examination.

The FBI lab reported it found no residue permitting identification of the cause of the burns. An additional "minute burned area" was discovered and considered "too small to have been intentionally caused but more likely by a small hot ember." The singing on the bill and edges of the cap were "not uniform as would be expected if it had been caused by a single flash of flame." Also noted was a lack of scorching under a fold which "'smoothes out' when the cap is placed on the head," suggesting it was not being worn when damaged. However, as UFO

historian Loren E. Gross has pointed out, Desvergers said he threw up his hands to protect his face. This could have pushed back and flattened the cap. Moreover, the cap was new and seen to be undamaged at the scout meeting just before the incident.

Lieutenant Olsson also checked with the Flares and Signals Branch at Wright Field to see if it might be possible Desvergers and his cap had been burned by a flare. Olsson learned small molten particles dropped by flares could cause burns like those on the cap (but there would be residue, and the FBI found none) and a flare passing just over Desvergers' head would be capable of scorching. It was suggested a parachute flare could give the illusion of a ball of flame drifting toward the scoutmaster, and flare canisters smell of "rotten eggs" for some time after firing. However, as Olsson noted, it seemed "likely that if a flare was used in the incident..., a fire would have started in the dry grass. No evidence of a fire was present down there as far as we could see." Neither were there any remnants of flares discovered.

All in all, the physical evidence was at best inconclusive--so far.

Ruppelt seems to have left Florida inclined to accept Desvergers' story, if bothered by the man's exaggerations and efforts to promote himself and make a buck. Then a report on the ex-Marine's military record and brushes with the law revealed he had been discharged from the Marine Corps for being AWOL and stealing an automobile, and had been imprisoned in the federal reformatory at Chillicothe, Ohio. Ruppelt decided he and Olsson needed to make another visit to Florida to investigate further. (It appears there was an additional motivation for this trip. In an unpublished late-1953 interview, Ruppelt told James W. Moseley he and Olsson made two trips to Florida on this case because Olsson had a girlfriend in the West Palm Beach area.)

Arriving the evening of September 8, the two Blue Book officers met with Captain Carney the morning of the ninth. Carney told them he had advised Desvergers to go to the FBI about the alleged threatening phone calls. Desvergers claimed he had done so and been referred to the local police. The three also discussed the farmer who supposedly collected grass samples, and Ruppelt telephoned the man, who said it had rained before he was able to collect specimens, so he had dropped his project. Finally, Carney reported he had been visited by Art Kiel, Desvergers' press agent, who asked if the Air Force would do a background investigation on his client and if Carney believed Desvergers' story. Carney's response was "undoubtedly some Air Force Agency" would do such a check and it would be inappropriate for him to comment further.

The three officers then drove into West Palm Beach. There they had a fruitful conversation with Palm Beach County Deputy Sheriff C. B. Bowen, who had done some checking and learned of Desvergers' reformatory time and that his record in the county was "not exactly 'clean'," although he had no police record. Bowen also gave the officers several valuable leads and an important "bonus" concerning Constable Louis Carroll, who had accompanied Deputy Partin on August 19. He said Carroll was "not too reliable" and had told him "he would like to make a 'big deal' out of this sighting.... [H]e would take some pictures of the burned trees and the burned ground and would have half the Air Force from Washington down investigating.... ([Air Force] Comment: He would have to fake this because nothing appeared to be burned.)" Perhaps Deputy Partin's statements about burned grass were part of this scheme. Was the "interested farmer" in on it, too?

The Desvergers who emerged from two days' inquiries was quite different from the solid, if opportunistic, citizen he had seemed. The officers were told he was "a boy who never quite grew up," an "exhibitionist" prone to wild exaggerations and tall tales about himself and his

background, showing off in his car, and "shady" dealings, including passing bad checks. (The latter practice seems to have gotten Desvergers into trouble a few years later. According to an unsourced news item in the May 1955 issue of James Moseley's flying saucer newsletter "Nexus," he was given seven years probation for passing a $350 bogus check.)

Two brothers who had known Desvergers for years said he "seemed to always have a story that would top one told by anybody else. They said he was very clever and that he always had a very convincing answer for everything." These men were very interested in flying saucers, but "put absolutely no faith in anything" Desvergers said.

On the evening of September 9, Captain Carney telephoned Art Kiel, Desvergers' press agent, and learned Kiel "had just...broken his contract with Desvergers" after the scoutmaster had told him about his background. Kiel told Desvergers that, "with such a background, no reputable editor...would ever touch the story" and advised him "to drop the whole business." Desvergers said he would try to sell the story on his own, and "*when it came time to release the story, the Air Force would back him up 100 percent.* (Comment: Where Desvergers got this idea is strictly unknown to the Air Force.)" (Emphasis in the original.)

Later that evening, Ruppelt and Carney attended a meeting of Desvergers' scout troop (Desvergers was not present) to interview the troop chairman and all three boys involved in the incident. The scouts, "rather excited and nervous," said Desvergers had agreed to drive them and another boy home after their August 19 troop meeting. On the way, they stopped for a drink. Then Desvergers drove toward a drive-in theater, but "something" happened, so instead they went to a stock-car speedway to "see how much water was on the track from the recent rain." Pressed about the reason for the change in plans, the boys "were very vague" and seemed "to be attempting to cover up." (A possibly relevant but completely unconfirmed allegation: In an unpublished 1954 manuscript, James Moseley reports someone at the Air Force press desk in Washington told him Desvergers had been involved in homosexual activities.)

Leaving the speedway, Desvergers dropped the fourth boy at home, then headed south on Military Trail. Nearing the site of the incident, Desvergers said he saw a light to the left, which none of the boys saw. Stopping the car, Desvergers "got out...and removed two machetes...and two flashlights from the trunk.... The boys asked him what he was going to do and he said he thought he had seen either an aircraft crack up or a *flying saucer."* (Emphasis in the original. This was the first mention of Desvergers saying anything about flying saucers *before* the alleged attack.) Afraid, the boys persuaded Desvergers to drive on.

The oldest boy, Bobby Ruffing, 12, who "seemed to be the leader of the group...anything he said was law," was "not too cooperative" with Ruppelt and Carney. When "pressed for an answer he would 'clam up'. He kept stating, 'Well that's what Sonny [Desvergers] said, so it must be the truth." However he did say that, soon after the first stop when Desvergers made the comment about flying saucers, he "saw a semi-circle of white lights about three inches in diameter" descending "at an angle of 45 degrees into the trees." Soon after Desvergers entered the woods, Ruffing said, he saw "a series of red lights in the clearing" and he watched "Sonny 'stiffen up' and fall."

When Ruffing finished his story, he was dismissed and, in the presence of the troop chairman, Ruppelt questioned David Rowan, 11, and Chuck Stevens, 10. Rowan "was

rather silly about the whole thing," but Stevens seemed a "logical thinker and gave the straightest answers." Up to the point of Desvergers' trek into the woods, the boys' stories closely matched what Ruffing said, although Stevens said he, too, had seen a white light as they drove on after the first stop, but it "looked to him like it was a common, ordinary meteor."

Stevens and Rowan said they could see Desvergers going through the woods, "could see flashlights flashing on the trees and then he disappeared for a few seconds, at least the light disappeared. The next thing they saw was a series of red lights...a lot like flares.... It...seemed to be...six or eight red lights going in all directions." Then all three boys ran to the farmhouse to get help.

Clearly, there were important discrepancies in the scouts' recollections. Also, it is perhaps not insignificant that the oldest boy, obviously very loyal to Desvergers, was the only one of the three who recalled anything supporting the scoutmaster's claims of seeing strange airborne lights and being knocked unconscious.

In their discussion with the troop chairman, a medical doctor, the officers learned he had not known Desvergers until the latter had volunteered to serve as scoutmaster. His first inkling Desvergers might not be "exactly normal" was about three months before the saucer incident. Desvergers had claimed his four-month-old son could walk and talk and had several teeth. As a physician, the troop chairman considered this "rather absurd" and "couldn't figure out why Desvergers would tell such a story." Curious, he made a point of seeing the child, whom he found to be a "strictly normal" four month old.

The doctor also described an incident which took place at a scout meeting a few nights after Desvergers' alleged encounter. Many of the scouts' parents were there. "With no invitation," Desvergers "got up and said that since they were all interested in his experience...he would answer questions. When someone did...he stated...he couldn't answer it because of his 'secrecy agreement'. He also stated what he knew might create a panic." (The two brothers mentioned above told of witnessing similar incidents.)

Leaving the meeting, Ruppelt and Carney surely were certain they had a crackpot hoaxer on their hands, but they decided to visit the site of the incident that night, at about the same time and under lighting (no moon) and weather conditions similar to those on August 19. Joined by Lieutenant Olsson and Staff Sergeant Saeger of Carney's staff, they parked "in approximately the same spot as Desvergers' car was parked." Olsson and Saeger took a flashlight into the clearing where Desvergers said he was attacked. Ruppelt and Carney could see the light as the men moved through the woods (consistent with the scouts' accounts). However, when the men were in the clearing, their light could be seen only when Olsson held it "about 7 feet above the ground and shined it directly toward the road." From this Ruppelt and Carney concluded "a person in the clearing, holding a light at a normal level, could not be seen from the road." Photographs in the Blue Book file seem to support this conclusion, although retired Pan American Airways pilot William Nash recently told the author his examination of the site in 1954 later left no doubt a person in the clearing *could* be seen from the road.

Does this "reenactment" also invalidate the scouts' claim to have seen red lights in the clearing? As Loren Gross has pointed out, not necessarily. According to Desvergers, the ball of red flame was launched at him from the saucer hovering just above the trees, more than 15 feet above ground.

While at the scene, the Air Force team "noted that aircraft in the traffic pattern at the West Palm Beach Airport with landing lights on appeared to be white lights going down through the woods." Does this mean that, if Desvergers and Bobby Ruffing saw any lights in the sky at all, they were merely aircraft landing lights? Not necessarily. Captain Carney's August 20 message to Blue Book reveals he checked this possibility. He mentions only the landing of an SA-16 (Air Force air/sea rescue amphibian) at 5:23 p.m., local time, more than four hours before the Desvergers incident.

Based on Desvergers' checkered history, opportunism, and colorful reputation, Ruppelt was convinced his saucer-attack tale was a hoax. Over the next year, Desvergers' "improvements" on his story seemed to confirm this.

In February 1953 he told sympathetic *American Weekly* reporter Marta Robinet he had seen a strange creature in the saucer. About the same time, Desvergers told Donald Howell of Jacksonville, Florida, he had climbed on the edge of the saucer and fought with three "humanoids in greyish clothing" who had a "sweaty odor." The beings were weak, Desvergers said, so he was winning the battle when the saucer shifted and he lost his balance, falling to the ground. Then, in a fall 1953 interview with James Moseley, Desvergers claimed "he was not knocked out by the gassy substance...." Rather, "he was conscious the whole time that he was in contact with the saucer.... [T]here was a struggle of some sort.... [T]hen [he] was (from what I can gather) carried for a distance...by the saucer.... He says that this...was proved by the fact that there were no footprints of his for a certain distance, when he and others went back into the area...; i.e., the footprints abruptly ended and began again...further on."

But all this happened later. In mid-September 1952, Ruppelt was puzzling over how to write his report on the event, a report which is not in the Blue Book file (was it ever written?). He was sure Desvergers' tale was a tall one. Still, though he and his associates had "thought up dozens of ways" it could have been done, they hadn't made "step one in proving the incident to be a hoax," and they couldn't explain the burns in the scoutmaster's cap.

Then Ruppelt's telephone rang. It was the Battelle agronomy lab calling about the grass specimens. "How did the roots get charred?" he was asked. Ruppelt was stunned. His caller explained that, when the soil had been cleaned from the roots, they were found to be charred black. The above-ground portions of the plants were unharmed, except for the lowest leaves, which were slightly damaged. *The only damaged specimens were those from the spot over which Desvergers said the saucer hovered.* Those collected 50 and 75 yards distant were quite normal.

The lab had duplicated the charring by placing live grass clumps in a pan of sandy soil and heating it to about 300 degrees Fahrenheit. How such had been done in the Florida boondocks was anybody's guess.

Ruppelt checked a few possibilities. He found there was nothing at the site which would solve the mystery. Heating the soil to 300 degrees from below would require large, cumbersome equipment and leave telltale signs. Ruppelt was stumped, but he still considered the case a hoax.

Loren Gross suggests a theory which could account for the charred specimens, the claims of Deputy Partin and the farmer that grass at the incident site had been burned, and similar assertions by Constable Carroll. If a hoax were planned and one of the lawmen had access to the samples, he could have removed them from Carney's office secretly, "cooked" them,

then slipped them back.

As Gross himself points out, this theory falls apart if the specimens were carried directly from the site to Carney's office and as closely controlled as Ruppelt believed they were: "Only a few people handled the grass specimens: the lab, the intelligence officer in Florida, and I. The lab wouldn't do it as a joke, then write an official report [see Battelle in "Sources" below], and I didn't do it. This leaves the intelligence officer; I'm positive that he wouldn't do it."

There is another possibility. Perhaps the hoaxers salted the site with patches of charred clumps, intending to "discover" them a day or two later after the blades had wilted, seemingly burned by the saucer or its weapon. Then the Air Force showed up and collected specimens, thwarting the hoaxers and setting the stage for one of the most enduring of UFO mysteries.

This, then, is the full story of the Florida saucer attack. Well, not quite... There *are* those other sightings in the area at the time, at least one of them, according to press reports, known to the Air Force while the Desvergers investigation was under way.

This sighting took place about 7:30 p.m. on August 29. A Mr. and Mrs. Wendell Wells, their 15-year-old niece, June Tent, and two infants were on their way to a drive-in theater when they noticed "a bright glow" in the sky. According to Tent, it first appeared to be "one big yellow-white light. It seemed to be drifting, slanting down. Then it got over the woods on the left side of the road and dropped straight down. When it got closer to the ground it looked like it had more lights. And right after it landed, we saw another light that seemed to hover over the spot." Tent said the object seemed the size of a large transport, but did not look like an airplane, instead resembling "the rim of a coin" with lights spaced around it. Mister Wells turned onto Military Trail, and a short drive brought the family abreast of a spot some distance into the woods illuminated by an eerie glow, and about eight miles south of the Desvergers site. Because he had a young girl and two infants in the car, Wells decided not to investigate more closely.

The Wellses reported their sighting to the press on September 4. When queried by a reporter, the Air Force said it was "investigating." Yet there is no record of the case in Blue Book files and Ruppelt seems not to have looked into or even been told about it during his second trip to Florida.

The National Investigations Committee on Aerial Phenomena (NICAP) file on the Desvergers case contains an October 28, 1968, letter from a Nellie M. Hahn, who writes that, on the night of August 19, 1952, as she was falling asleep in her mother's home in West Palm Beach, she observed to the east "what appeared to be a round orange balloon of gigantic size above the tree tops, in a stationary position.... It seemed to be luminous... [and] very 'orangey' in color." Hahn writes she forgot about the matter until a few days later on seeing a Tampa newspaper report about the Desvergers sighting. She concluded she may have seen whatever it was that attacked the scoutmaster.

In his investigation of the Desvergers case, William Nash interviewed Fred J. Brown, who worked at the Everglades Experimental Station, directly west of West Palm Beach. Brown reported seeing a low-flying, saucer-shaped object about 35 feet in diameter with red and yellow lights spaced around its lower rim. He said it passed very low over the station in the early morning hours of September 14, exuding a "bad odor," emitting a loud hum, and severely frightening a dairy herd.

Did any of these witnesses see Desvergers' hostile saucer, if there was such? At this late date, there is no way of telling, but it is at least curious that the Air Force seems to have dropped the ball on the Wells-Tent sighting.

In closing, let us consider one more explanation for the charred grass roots, which also could account for other key elements of Desvergers' story. It was offered by Ruppelt himself as "pure speculation" in his *Report on Unidentified Flying Objects:* induction heating, used in foundries to melt metals. Solid rods or ingots are subjected to an alternating magnetic current, setting up "eddy currents" in the metal and raising its temperature. Replace the solid metal with damp sand,

> an electrical conductor, and assume that a something that was generating a powerful alternating magnetic field was hovering over the ground, and you can explain how the grass roots were charred. To get an alternating magnetic field, some type of electrical equipment was needed. Electricity--electrical sparks--the holes burned in the cap "by electric sparks."...
>
> ...If this...field can heat metal, why didn't everything the scoutmaster had that was metal get hot enough to burn him?... The answer--he wasn't under the UFO for more than a few seconds.... He did feel some heat, possibly radiating from the ground.
>
> ...[F]urther..., the scoutmaster repeatedly mentioned the unusual odor near the UFO. He described it as being "sharp" or "pungent." Ozone gas is "sharp" or "pungent." To quote from a chemistry book, "Ozone is prepared by passing air between two plates which are charged at a high electrical potential."... Breathing too high a concentration of ozone gas will also cause you to lose consciousness.

Ruppelt presented his "speculation" to a RAND scientist, who "practically leaped at the idea." When Ruppelt explained he thought his theory "just *happened* to tie together the unanswered aspects" of the Desvergers case, the scientist replied in some exasperation, "What do you want? Does a UFO have to come in and land on your desk at ATIC?"

So, was this the best hoax in UFO history, or, as UFO historian Jerome Clark put it, "the ufologist's worst nightmare: a real experience which happened to an unreliable individual"? Hoax or?...

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Case Directory
NICAP Home Page

Radar-Visual Over ATIC

Wright-Patterson AFB, Dayton, Ohio
March 8, 1950

F-51 "Mustang"

Edward Ruppelt:
About mid-morning on this date a TWA airliner (Capt. W.H. Kerr & two other TWA pilots) was coming in to land at Dayton Municipal Airport. As the pilot circled to get into the traffic pattern, he and his copilot saw a bright light hovering off to the southeast. The pilot called the tower operators at the airport to tell them about the light, but before he could say anything, the tower operators told him they were looking at it too. They had called the operations office of the Ohio Air National Guard, which was located at the airport, and while the tower operators were talking, an Air Guard pilot was running toward an F-51, dragging his parachute, helmet, and oxygen mask.

I knew the pilot, and he later told me, "I wanted to find out once and for all what these screwy flying saucer reports were all about."

While the F-51 was warming up, the tower operators called ATIC and told them about the UFO and where to look to see it. The people at ATIC rushed out and there it was, an extremely bright light, much brighter and larger than a star. Whatever it was, it was high because every once in a while it would be blanked out by the thick, high, scattered clouds that were in the area. While the group of people were standing in front of ATIC watching the light, somebody ran in and called the radar lab at Wright Field to see if they had any radar "on the air." The people in the lab said that they didn't have, but they could get operational in a hurry. They said they would search southeast of the field with their radar and suggested that ATIC send some people over. By the time the ATIC people arrived at the radar lab the radar was on the air and had a target in the same position as the light that everyone was looking at. The radar was also picking up the Air Guard F-51 and an F-51 that had been scrambled from Wright-Patterson. The pilots of the Air Guard '51 and the Wright-Patterson '51 could both see the UFO, and they were going after it. The master sergeant who was operating the radar called the F-51's on the radio, got them together and started to vector them toward the target. As the two airplanes climbed they kept up a continual conversation with the radar operator to make sure they were all after the same thing. For several minutes they could clearly see the UFO, but when they reached about 15,000 feet, the clouds moved in and they lost it. The pilots made a quick decision; since radar showed that they were getting closer to the target, they decided to spread out to keep from colliding with one another and to go up through the clouds. They went on instruments and in a few seconds they were in the cloud. It was much worse than they'd expected; the cloud was thick, and the airplanes were icing up fast. An F-51 is far from being a good instrument ship, but they stayed in their climb until radar called and said that they were close to the target; in fact, almost on it. The pilots had another hurried radio conference and decided that since the weather was so bad they'd better come down. If a UFO, or something, was in the clouds, they'd hit it before they could see it. So they made a wise decision; they dropped the noses of their airplanes and dove back down into the clear. They circled awhile but the clouds didn't break. In a few minutes the master sergeant on the radar reported that tbe target was fading fast. The F-51's went in and landed.

When the target faded on the radar, some of the people went outside to visually look for the UFO, but it was obscured by clouds, and the clouds stayed for an hour. When it finally did clear for a few minutes, the UFO was gone.

A conference was held at ATIC that afternoon. It included Roy James, ATIC's electronics specialist and expert on radar UFO's. Roy had been over at the radar lab and had seen the UFO on the scope but neither the F-51 pilots nor the master

sergeant who operated the radar were at the conference. The records show that at this meeting a unanimous decision was reached as to the identity of the UFO's. The bright light was Venus since Venus was in the southeast during midmorning on March 8, 1950, and the radar return was caused by the ice-laden cloud that the F-51 pilots had encountered. Ice-laden clouds can cause a radar return. The group of intelligence specialists at the meeting decided that this was further proved by the fact that as the F-51's approached the center of the cloud their radar return appeared to approach the UFO target on the radarscope. They were near the UFO and near ice, so the UFO must have been ice.

The case was closed.

I had read the report of this sighting but I hadn't paid too much attention to it because it had been "solved." But one day almost two years later I got a telephone call at my office at Project Blue Book. It was a master sergeant, the master sergeant who had been operating the radar at the lab. He'd just heard that the Air Force was again seriously investigating UFO's and he wanted to see what had been said about the Dayton Incident. He came over, read the report, and violently disagreed with what had been decided upon as the answer. He said that he'd been working with radar before World War II; he'd helped with the operational tests on the first microwave warning radars developed early in the war by a group headed by Dr. Luis Alvarez. He said that what he saw on that radarscope was no ice cloud; it was some type of aircraft. He'd seen every conceivable type of weather target on radar, he told me; thunderstorms, iceladen clouds, targets caused by temperature inversions, and the works. They all had similar characteristics - the target was "fuzzy" and varied in intensity. But in this case the target was a good, solid return and he was convinced that it was caused by a good, solid object.

And besides that, he said, when the target began to fade on his scope he had raised the tilt of the antenna and the target came back, indicating that whatever it a was, it was climbing. Ice-laden clouds don't climb, he commented rather bitterly.

Nor did the pilot of one of the F-51's agree with the ATIC analysis. The pilot who had been leading the two-ship flight of F-51's on that day told me that what he saw was no planet. While he and his wingman were climbing, and before the clouds obscured it, they both got a good look at the UFO, and it was getting bigger and more distinct all the time. As they climbed, the light began to take on shape; it was definitely round. And if it had been Venus it should have been in the same part of the sky the next day, but the pilot said he had looked and it wasn't there. The ATIC report doesn't mention this point.

Captain Edward J. Ruppelt

NICAP Home

Incident directory for this case

Date: Sun, 09 Mar 2008 07:36:26 -0500
From: Brad Sparks
Subject: March 8, 1950, Over ATIC (Ohio) Not A Good Case
To: nicap@insightbb.com
Cat: 9,11

I read all the BB (Grudge) docs. The Project Grudge docs are very bad, neat looking but the data are nonsense (SSW is called less than 180 degs azimuth when in fact it is 202.5 degs, they can't keep their directions straight). Something also is very wrong with Ruppelt's account. It's almost like there is no overlap between the Grudge reports and Ruppelt. Data do not all match up.

According to the BB/Grudge docs despite specific efforts with several radars there was no radar confirmation of the stationary light seen for over 2-1/2 hours from about 7 to 9:35 AM when clouds covered the light and it was never seen again -- not seen the next morning, not ever again, apparently, which casts doubt on whether it could have been Venus. The only radar contact was at 11:30 AM and it was clearly ice crystals, it was about 6 miles in size and an interceptor sent up ran into ice crystals (another reports suggests it was over 20 miles in size and this kind of gross discrepancy is typical in this badly botched case). The initial sighting at 6:50 AM of a fast moving light seen for 5 seconds may have been a meteor. The stationary light seen for hours afterward is a bit of a mystery, but could arguably have been Venus nonetheless.

Major Kenneth Chilstrom went up in an F-80 at 8:10 AM and tried for over 20 minutes but could never see the light even when the control tower could see he was heading right towards the light that the controllers still saw. Lt Col Shafer went up in an F-51 about 9 AM and spent 20-30 minutes trying to reach the light which he thought was a celestial body, later suggested to be Venus by an astronomer he contacted. A tower controller George Barnes claimed it was "ascending at terrific speed" for 2-1/2 HOURS!! That's absolute nonsense. There was general agreement among witnesses that it was stationary. If it moved at "terrific speed" it would be gone very quickly and would not still be there after 2-1/2 hours!

What is extremely frustrating is that the direction of the stationary light is obfuscated with astounding confusion or nonsense -- I've seen it given as 120, 155-160 degs, 160-170 degs, 165-170 degs, 180 degs, SSW (about 200 degs), NW (or about 315 degs -- or was this the direction it was coming from thus going to 135 degs??).

Venus was at 130 degs at 7 AM and 170 degs at 9:35 AM, a fairly close match to most of those directional bearings. The light's elevation was variously reported at 15 or 40 degs. Venus started at 21 degs at first sighting time and was at 36 degs at last sighting. Again another fairly close match.

Section 01 Bibliography

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1979 FONTAINE CASE IN FRANCE A HOAX	BONABOT	MUJ-190,10	1	F
1991 VG: OBJECT UNKNOWN	WEBB	MUJ-288,14	1	AS
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20 VIEW PENSACOLA UFO	ANDRUS/WATSON	MUJ-260,07	1	GB
24TH ANNUAL MUFON SYMPOSIUM	STACY	MUJ-305,03	1	
ADDITIONAL GULF BREEZE CASE	FLANNIGAN	MUJ-246,07	1	GB
AERIAL OBJECT OVER AT&T LAB	HAINES	MUJ-294,10	1	
AERIAL PHENOM RES ORG AND FUTURE OF UFOL	HARDER	94 SYMP,223	1	
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OLD FLYING WING WITH CHRISTMAS LIGHTS	LONG	MUJ-188,13	1	
ORANGE BALLS OF LIGHT	LONG	MUJ-266,04	1	
ORDINARY UFO	FOWLER	MUJ-249,14	1	
OREGON SHERIFF'S SIGHTINGS	LONG	MUJ-172,13	1	
OREGON SKI AREA SIGHTINGS	ZELLER	MUJ-168,17	1	
PENN STATE SIGHTING	GORDON	MUJ-212,08	1	
PENNSYLVANIA CLOSE ENCOUNTER	GORDON	MUJ-210,08	1	
PENNSYLVANIA FLAP BIGGEST SINCE 1973	GORDON	MUJ-188,09	1	
PENNSYLVANIA LOW-LEVEL UFO SIGHTINGS	GORDON	MUJ-172,03	1	
PENNSYLVANIA REPORTS	GORDON	MUJ-206,05	1	
PENNSYLVANIA WAVE	GORDON	MUJ-224,07	1	
PENSACOLA UFO	HUFFORD	MUJ-282,17	1	GB
PENTAGONAL UFOS	SCHUESSLER	MUJ-164,10	1	
PERUVIAN OVNIS	LEVINE	MUJ-220,16	1	F
PETALUMA UFO	PAGE	MUJ-221,08	1	
PLASMA OR UFO?	LONG	MUJ-172,12	1	
POLICEMAN ENCOUNTERS DIAMOND-SHAPED UFO	SCHUESSLER	MUJ-182,03	1	
PROJECT ID: 13 YEARS & 160 SIGHTINGS	RUTLEDGE	86 SYMP,161	1	
PSYCHOLOGICAL EVALUATION OF MR. ED	OVERLADE	MUJ-248,07	1	GB
PYRAMID-SHAPED RAY FIELD VANISHES	GEP	MUJ-190,07	1	F
RE-ENTRY RE-EXAMINED	WRIGHT/BEECH	MUJ-199,05	1	
REAGON'S UFOS		MUJ-246,22	1	H
RECENT INDIAN RESERVATION SIGHTING	LONG	MUJ-169,08	1	
RECENT SIGHTINGS IN NORTH CAROLINA		MUJ-194,08	1	
RED LIGHTS IN THE SKY! HOAX OR REAL?	SALISBERRY	MUJ-266,10	1	
RED SKIES: GREAT 89 WAVE IN USSR	HUNEEUS	90 SYMP,169	1	F
RENDLESHAM FOREST AFFAIR	ANDRUS	MUJ-201,17	1	F
RENDLESHAM FOREST UPDATE	RANDLES	MUJ-204,03	1	F
RENDLESHAM RE-VISITED	ZEIDMAN	MUJ-206,03	1	F
REPEATED SIGHTINGS DOMED DISK NR FLINT	WRIGHT	MUJ-187,08	1	
REPORT FROM AFRICA	HIND	MUJ-159,05	1	F
REPORTS FROM NORWAY	LIDSTROM	MUJ-144,09	1	F
RETURN OF THE MOTHERSHIPS	CRAIN	MUJ-234,15	1	
ROARING UFO OVER VIRGINIA	GRATTAN	MUJ-170,10	1	
ROBERT LAZAR AS FICTIONAL CHARACTER	CAMPBELL	MUJ-310,11	1	RD
S. CAL'S STRAIGHT-LINE MYSTERY IN UFO S.	DRUFFEL	83 SYMP,060	1	
SAN FERNANDO VALLEY S. WAVE, 1979	GREENAWALD	MUJ-151,03	1	
SCALE REMAINS UNBALANCED	MACCABEE	MUJ-252,03	1	GB
SCANDINAVIAN SAUCER SCARE	LILJEGREN	MUJ-180,07	1	F
SCIENTIFIC STUDIES OF UAP IN FRANCE	VELASCO	87 SYMP,051	1	F
SEATTLE SIGHTINGS	GOUDIE	MUJ-219,13	1	
SIGHTING OFF COAST OF BRAZIL		MUJ-197,15	1	F
SIGHTINGS OF UAP BY ASTRONOMERS	SCHNEIDER	MUJ-187,06	1	
SISTERS WATCH OBJECT OVER DES MOINES	BIESELE	MUJ-156,14	1	
SKETCHES OF UFO SEEN IN 1742	WINKLER	MUJ-148,10	1	H
SKYDANCER OVER ANTELOPE VALLEY	HAMILTON	MUJ-312,10	1	
SOVIET AIR DEFENSES BAFFLED BY HUGE UFOS	FUFOR	MUJ-266,08	1	F
SOVIET MEDIA UFO SIGHTINGS		MUJ-262,13	1	F
SPECTACULAR SIGHTING IN NORTH CAROLINA	RHEIN	MUJ-196,13	1	
STARRY NIGHT	DAVIDS	IUR-14-3,13	1	
STRANGE BEHAVIOR OF CLOUD OVER NAV BASE		MUJ-189,11	1	
STRANGE LIGHTS OVER GULF BREEZE	MACCABEE	MUJ-284,16	1	GB
STRANGENESS IN THE NIGHT	ZEIDMAN	IUR-14-1,04	1	
TABOR LIGHTS	TOKARYK	MUJ-235,08	1	F
THROUGH THE SECRECY BARRIER	MUSINSKY	IUR-15-4,14	1	F
TRIANGLE OF LIGHTS OVER MICHIGAN	WRIGHT/STEWART	MUJ-170,13	1	
TRIANGULAR UFO SIGHTED	MELESCIUC	MUJ-214,11	1	
TRIANGULAR UFO: PRELIMINARY REPORT	MORGAN	MUJ-155,06	1	
TWO FLORIDA REPORTS	SALISBERRY	MUJ-255,13	1	GB
TWO SIGHTINGS IN BRITISH COLUMBIA	BIESELE	MUJ-194,12	1	F
TYPICAL 1982 UFO REPORTS	HALL	MUJ-170,06	1	
UFO ACTIVITIES IN THE SOVIET UNION	HAINES	IUR-16-2,13	1	F
UFO ACTIVITY OVER OHIO	SCOTT	MUJ-217,04	1	
UFO ALERT IN BRAZIL	HUNEEUS	MUJ-223,06	1	F
UFO FOR A DAY	OBERG	MUJ-222,05	1	
UFO INSPECTS PLANT	SCHUESSLER	MUJ-205,07	1	
UFO MENAGERIE ON YAKIMA INDIAN RESERVATN	LONG	MUJ-168,08	1	

UFO MYSTERY IN AUSTRALIA	CHALKER	87 SYMP,165	1	F
UFO PHENOMENON IN HUNGARY	HARGITAI	IUR-14-2,13	1	F
UFO REPORTS & DISSOCIATIVE HYSTERIA	SWORDS	MUJ-198,10	1	
UFO RESEARCH IN BRITAIN	EVANS	87 SYMP,107	1	F
UFO SIGHTING IN MEXICO	BLANEY	MUJ-155,03	1	F
UFO SIGHTINGS & RESEARCH IN MODERN CHINA	CHIANG	93 SYMP,041	1	F
UFO WATERS STILL RUN DEEP: 1984 SYMP	STACY	MUJ-196,03	1	SYM
UFO: DON'T SHOOT!	DENNETT	MUJ-299,03	1	
UFOLOGY IN URAGUAY & BRAZIL	SMITH	87 SYMP,082	1	F
UFOS & INDIA: ANCIENT & CONTEMPORARY	NATHAN	87 SYMP,068	1	F
UFOS AND RELIGION: OF THINGS VIS & INVIS	DOWNING	94 SYMP,033	1	T
UFOS AND THE AMISH	SWORDS	IUR-18-5,12	1	T
UFOS COMPETE WITH SANTA FOR...LIMELIGHT	GARNER	IUR-18-5,08	1	
UFOS OR SOUL SHIPS?	RAYNES	MUJ-168,15	1	T
UFOS OVER ARKANSAS: PART I	LEET	MUJ-171,05	1	
UFOS OVER ARKANSAS: PART II	LEET	MUJ-172,04	1	
UFOS OVER BELGIUM	GREER	MUJ-289,08	1	F
UFOS OVER BRAZIL	ANDRUS	MUJ-221,03	1	F
UFOS OVER CHINA		MUJ-192,03	1	F
UNKNOWN SWINGS LIKE A PENDULUM	GREENAWALD/HOLL	MUJ-192,16	1	
UNUSUAL OBJECT OVER ST. PAUL	BAUERLINE &	MUJ-279,07	1	
UTAH UFO SIGHTING	BIESELE	MUJ-277,08	1	
WASHINGTON STATE CE-I	LONG	MUJ-166,16	1	
WHAT HAPPENED IN KLICKITAT COUNTY?	LONG	MUJ-174,10	1	
WHAT HAPPENED IN RENDLESHAM FOREST?	GRANT	MUJ-201,10	1	F
WHAT RUSSIANS KNOW ABOUT UFOS	KNAPP	94 SYMP,275	1	D
WHIDBEY ISLAND "UNKNOWN"	JOHNSON	MUJ-244,09	1	
WHY DO UFOS HAVE LIGHTS?	SMITH	MUJ-299,12	1	
WHY IS UFOLOGY SO CONFUSING?	SWORDS	MUJ-223,03	1	
WILLIAMSPORT WAVE	GRECO	MUJ-290,03	1	
WOBBLING UFO WAS A VIVID BLUE	MAZUR	MUJ-192,10	1	
WOMAN REVEALS 1977 FLORIDA SIGHTING	WARE	MUJ-191,14	1	GB
YAKIMA INDIAN RESERVATION SIGHTINGS	LONG	MUJ-166,03	1	
YAKIMA UFO	LONG	MUJ-205,05	1	

Created by Francis Ridge mailto:nicap@insightbb.com

National Investigations Committee On Aerial Phenomena

Form: 97 Initial Report
Date: Sat, 17 Dec 2005 18:07:55 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Oct. 20, 1947; Xenia, Ohio (BBU)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

Oct. 20, 1947; Xenia, Ohio (BBU)
11 a.m. Atkinson saw a round 1 ft object at 1,500 ft heading SW on a straight course. (McDonald list; FOIA; Mary Castner/CUFOS)
Time: 1100
Number of objects: One
Observer: Ruth Atkinson
Altitude: 1000 to 1500 feet
Speed: Fast Shape: Round Silver

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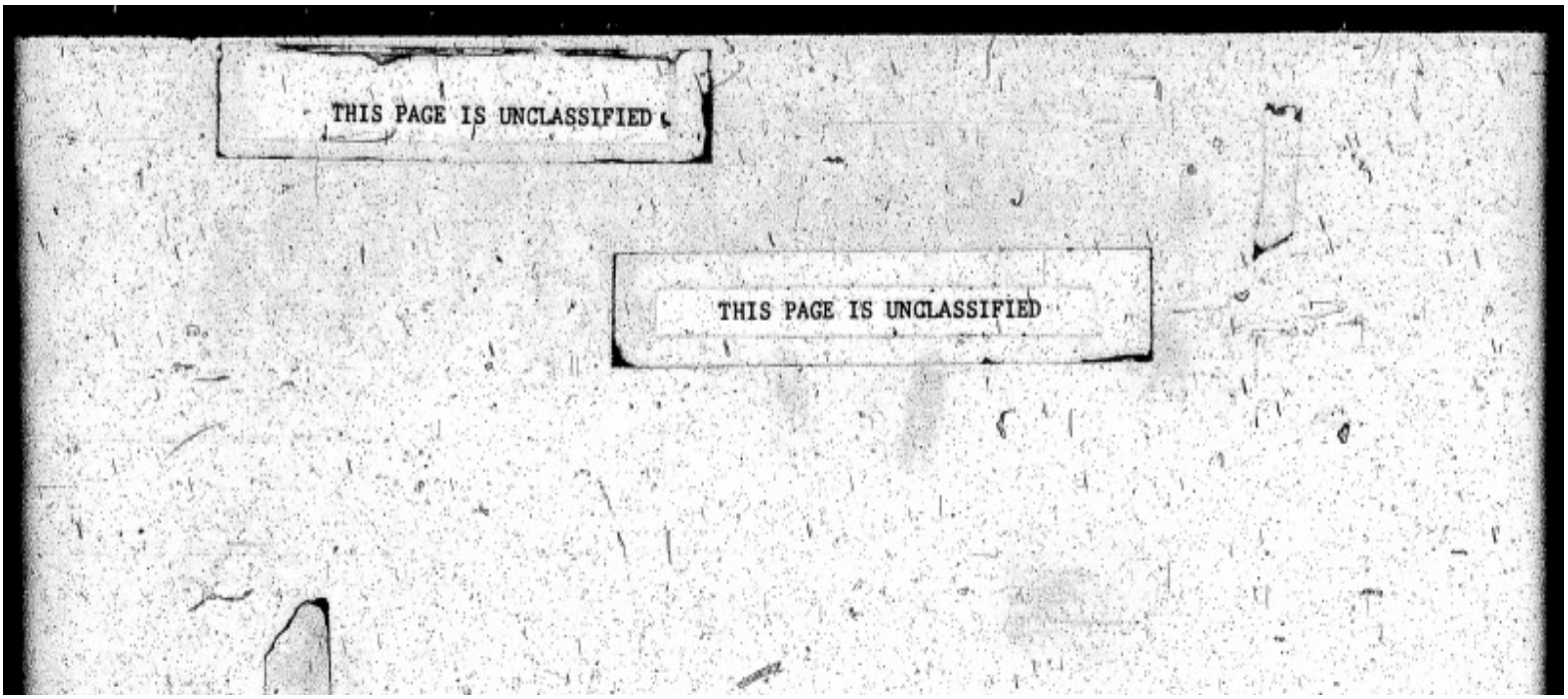
PAGE INFO

Page ID (PID) :	MAXW-PBB3-189
Collection :	Maxwell Blue Book
Roll Description :	Project Blue Book Roll 3

Frames 189 - 192



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Incident #20

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ATIC NO. ---

AF NO. ---

CASE NO. ---

DATE REPORT ---

TIME OBSERVED 1600

round

12" in dia

SW

NO. OF OBSERVERS 1

NO. ---

PHOTOS ---

DATE OF UFO 20 Oct 47

LOCATION Xenia, Ohio

SOURCE Female civilian

DATE IN TO ATIC -----

COLOR silver

SPEED fast

ALTITUDE 1000' to 1500'

LENGTH OF TIME OBSERVED ---

TYPE OF OBSERVATION ---

MANEUVERS Straight course

SKETCHES ---

Temporary ATIC Form 3?9
(Jan 52)

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[redacted]

Plus ATIC

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[redacted]

Incident #20 -- Xenia, Ohio -- 20 October 1947

The information given here is insufficient to determine any possible astronomical origin of the object observed.

As in incident #19, while it is impossible to rule out the meteoric explanation (e. g., straight course, fast speed), the lack of information about trail, length of time in sight, manner of disappearance, and distance from observer, make any attempt at a definite interpretation rather futile.

Again, in short, it is not impossible that the object seen was a daylight, slow-moving bolide, but it is highly improbable, judging from the limited information offered.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 20

1. Date 20 Oct 47
2. Time 1100
3. Location Xenia, Ohio
4. Name of observer Ruth Atkinson
5. Occupation of observer N/S
6. Address of observer R 1, Xenia, Ohio
7. Place of observation Xenia, Ohio
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 1000 to 1500 ft
12. Speed fast
13. Direction of flight Southwest
14. Tactics straight course
15. Sound None
16. Size 12" in dia.
17. Color Silver
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: C[illegible] propellers or drive which observer [illegible] straight [illegible] object [illegible] my sight [illegible].

NOTE: Observer mentions [illegible]

39 20

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Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#15, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 160, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

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Form: 97 BB
Date: Sat, 4 Mar 2006 16:48:35 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: May 7, 1948; Memphis, Tenn. (BBU)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

May 7, 1948; Memphis, Tenn. (BBU)
Bray and Kaiser. (McDonald list; FUFOR Index)
==========

May 7, 1948; Memphis, Tenn. (BBU)

Between 1500 to 1700 hours three witnesses, Miss Jean Bray, Mr. F. J. Kaiser, and Mrs. F. J. Kaiser, observed 50 to 60 small shiny objects at high altitude moving faster than any known aircraft. Some of the objects seemed to zig-zag slightly. Some of the objects had a silvery tail. This was known as the "Memphis Incident."

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Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 3
Document Code	N/A

Frames 980 - 998

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PROJECT 10073 SECOND AMD Incident #117

ATIC NO. —

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SIGHTING 1500 to 1700

SHAPE Unknown - possibly like meteor

SIZE Very small

COURSE Easterly

NO. IN GROUP 50 or 60

SOUND —

PHOTOS — SKETCHES —

DATE OF INFO 7 May 48

LOCATION Memphis, Tenn.

SOURCE Female Civilians

DATE TO ATIC —

COLOR Shiny - like bright aluminum

SPEED Faster than any aircraft

ALTITUDE Extremely high

LENGTH OF TIME OBSERVED —

TYPE OF OBSERVATION Ground

MANEUVERS Most travelled straight line although some zig-zagged.

Temporary ATIC Form 329
(2 Jan 52)

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Incident #117 -- Memphis, Tennessee -- 7 May 1948

It is unlikely that the objects viewed in this incident were meteors, but the possibility is not excluded.

It is unfortunate that some estimate of distance and of time in sight was not made. Objects might have been quite close, in which case large angular velocity would not imply great speed.

This investigator would like to emphasize again the need for better reporting of such incidents.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 117

1. Date 7 May 48
2. Time 1500 to 1700
3. Location Memphis, Tenn.
4. Name of observer Miss Jean Bray, Housekeeper et ahk al (see other side)
5. Occupation of observer Housekeeper
6. Address of observer 353 W. Waldorf Ave., Memphis, Tenn.
7. Place of observation Memphis, Tenn.
8. Number of objects 50 or 60
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude extremely high
12. Speed faster than any aircraft witnesses had ever seen
13. Direction of flight easterly
14. Tactics Most traveled in straight line alt o some of them zig-zagged.
15. Sound None
16. Size Very small
17. Color shiny - like bright aluminum
18. Shape unknown - possibly like meteor
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Some objects seemed to have a silvery tail which might have been exhaust
22. Weather conditions CAVU, wind: 330 to 340°, 15 MPH at surface increasing to 66 MPH at 20,000; Surface temp: 72°; dew point 43° relative humidity 40%
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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Fifty to 60 shiny objects were seen moving at a speed faster than any known aircraft on an Easterly heading at an extremely high altitude. For the most part these objects traveled in a straight line altho some of them zig-zagged slightly. No sound was heard. Some objects seemed to have a silvery tail which might have been exhaust. These objects could not have been weather balloons as only one balloon was released by the Memphis Weather Bureau that day.

NOTE: Witnesses thought they had seen a meteor; however subsequent investigation seemed to preclude this possibility. See Supp II to Trip Report to Memphis - Visit with Dr. Paul Herget of the Observatory of Cincinnati, Ohio, in which Dr. Herget expressed serious doubt that the 50 or more objects observed 7 May 48 in Memphis were meteors. He, was, however unable to offer any explanation as to a possible identification of the objects.

Dr. Hynak of OSU and Dr. Lincoln LaPaz are to be consulted about the possibility of ~~them~~ these being a meteor shower.

Witness of this incident were: Mr. F. J. Kaiser, salesman
251 W. Waldorf Ave., Memphis

Mrs F. J. Kaiser, housewife
251 W. Waldorf Ave., Memphis, Tenn.

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MCIA/JCB/amb
Wright-Patterson Air Force Base
xxxxxxxxx

MCIA

Project "SIGN"

Director of Intelligence
General Staff
United States Army
Washington 25, D. C.
ATTENTION: CSGID

The attached copy of teletype from Fort McPherson, Georgia, is forwarded for your information.

FOR THE COMMANDING GENERAL:

1 Incl
cy teletype fr
Ft McPherson

N. M. McCOY
Colonel, USAF
Chief of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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EAA26 OO UEDG URGENT URGENT

FM UEAC33A/CG FTMCPHERSON GA 081845Z

TO COMGEN WRIGHT PATTERSON AFB DAYTON OHIO

WD GRNC

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PASS TO DIRECTOR OF INTELLIGENCE GSUSA UNCONVENTIONAL AIRCRAFT APPROXIMATELY FIFTY OR SIXTY IN NUMBER SIGHTED AT MEMPHIS TENN SEVEN MAY NINETEEN FORTY EIGHT BETWEEN FIFTEEN HUNDRED AND SEVENTENN HUNDRED HOURS PD WEATHER CLEAR VISIBILITY UNLIMITED AND UNRESTRICTED WIND DIRECTION THREE HUNDRED THIRTY TO THREE HUNDRED FORTY DEGREES WIND SPEED FIFTEEN M P H AT SURFACE INCREASED TO SIXTY SIX M P H AT TWENTY THOUSAND FT SURGACE TEMPERATURE SEVENTY TWO DEGREES DEW POINT FORTY THREE RELATIVE HUMIDITY FORTY PERCENT WITNESSES MISS JEAN BRAY 253 W WALDO AVE MEMPHIS TENN MR F J KAISER SALESMAN 251 W WALDO AVE MEMPHIS MRS F J MAISER 251 W WALDO AVE MEMPHIS NO PHOTOS APPEARANCE POSSIBLY LIKE A METEOR SIZE PROBABLY SMALL COLOR SHINY SPEED FASTER THAN ANY AIR CRAFT WITNESSES HAVE EVER SEEN DIRECTION OF TRAVEL EAST MANEUVERABILITY STRAIGHT LINE SOME SLIGHTLY ZIG-ZAG ALTITUDE EXTREMELY HIGH ESTIMATION JUDGED BY AIR CRAFT IN AIR AT THAT TIME SOUND NONE EXHAUST TRAIL SEVERAL APPEARED TO HAVE A SILVERY TAIL PD ONE WEATHER BALLOON RELEASED IN MEMPHIS ON THE AFTER NOON OF SEVEN MAY AND THE LOCAL PAPER CARRIED A SMALL RELEASE ON THE SUBJECT NO FURTHER DETAILS R[redacted]

081859Z.

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AJACI-9 1st Ind.
(8 May 1948)
HEADQUARTERS THIRD ARMY, Fort McPherson, Georgia, 11 May 1948

TO: Comgenamc, Wright-Patterson AFB, Dayton, Ohio
ATTN: MCI

Forwarded with reference to our TWX, same subject, dated 8 May 1948.

FOR THE COMMANDING GENERAL:

Cornelius A. Lichirie

CORNELIUS A. LICHIRIE
Lt. Col., GSC
Actg AC of S, G-2

U 9 8 6

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CIC FIELD AREA OFFICE NO 1
POST OFFICE BOX 21
MEMPHIS 1, TENNESSEE

AJACI-452.1 General 8 May 1948

SUBJECT: Unconventional Aircraft.

TO: Commanding General, Third Army, Fort McPherson, Georgia
(ATTN: AC of S, G-2)

1. Information relative to the sighting of mysterious objects, possibly aircraft, at Memphis, Tenn., follows:

a. Location and time of sighting: Memphis, Tenn., 1500 to 1700, 7 May 1948.

b. Weather at the time: Visibility unlimited and unrestricted; winds: 330 to 340 degrees, 15 mph at surface increasing to 66 mph at 20,000 feet; Surface temperature, 72 degrees; dew point, 43 degrees; relative humidity, 40 percent.

c. Names, occupations and addresses of witnesses:

(1) Miss Jean Bray, housekeeper, 253 W. Waldorf Ave., Memphis.
(2) Mr F. J. Kaiser, salesman, 251 W. Waldorf Ave., Memphis.
(3) Mrs F. J. Kaiser, housewife, 251 W. Waldorf Ave., Memphis.

d. Photographs: None.

e. Objects sighted:

(1) Number: 50 or 60.

(2) Shape: Unknown, possibly like a meteor.

(3) Size: Hard to determine, probably very small.

(4) Color: Shiny, like bright aluminum.

(5) Speed: Faster than any aircraft witnesses have ever seen

(6) Heading: Easterly.

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(7) Maneuverability: Most objects travelled in straight line; some of them zig-zagged slightly.

(8) Altitude: Extremely high. Witnesses judged altitude by comparing with known types of conventional aircraft in the air at the time.

(9) Sound: None.

(10) Exhaust trail: Some objects seemed to have a silvery tail, which might have been exhaust.

f. These objects could not have been weather balloons because the Memphis weather bureau released only one balloon in the afternoon.

g. The undersigned is of the opinion that the objects seen were meteorites.

h. Evaluation of sub-paragraph e above: B-3

/s/ Victor L. Clark

VICTOR L. CLARK
Special Agent in Charge

Dist:
CO, Tenn. Mil. Dis.,
Nashville - 1
File - 1

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Subject: Memphis Incident

AMC 1st Ind MCIAXC-3/HwS/mw

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio FEB 11 1949

TO: Research & Development Board, Technical Intelligence Branch, Rm 3E 636, The Pentagon, Washington 25, D. C. ATTN: Mr David S. Beckler

The inclosed letter and teletype copies comprise all information available at this Command concerning the incident of 7 May 1948 at Memphis, Tennessee.

FOR THE COMMANDING GENERAL:

6 Incls
1 thru 4: n/c
Added 2 incls
5. Ltr to CG 3rd Army 8 May 48
6. Wire to CG Wright-Patterson AFB

R. M. McCOY
Colonel, USAF
Chief, Intelligence Department

Inclosures 2 & 4 not available for file

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NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
WASHINGTON 25, D. C.

2 February 1949

MEMORANDUM TO: Air Materiel Command
Intelligence Division
Wright Patterson Air Base
Dayton, Ohio
Attn: W. R. Clingerman

SUBJECT: Memphis Incident

1. It is requested that all pertinent details of the so-called "Memphis incident" of May 7, 1948, 2:00 to 5:00 P. M., be furnished the Research and Development Board for use by the RDB Committee on Geophysical and Geographical Sciences.

2. Attached hereto is correspondence from Dr. Lincoln LaPaz referring to the Memphis incident.

3. This information should be transmitted to the Research and Development Board, Technical Intelligence Branch, Room 3E 636, The Pentagon, Washington 25, D. C., Attn: Mr David Z. Beckler.

DAVID Z. BECKLER
Chief
Technical Intelligence Branch

Attachments:

Extracts from letter to Dr Landsberg
fromDr Lincoln LaPaz 1/12/49
Letter to Lt Col Rees from Dr LaPaz
1/6/49
Letter to Dr LaPaz from Richard Kruse
1/4/49
Letter to Lt Col Rees, from Dr LaPaz
12/30/48

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Supplement to Trip Report to Memphis - 17 thru 19 May 1948

THRU: Col Clingerman WR

TO: Col McCOY

1. The facts of the sighting on 7 May 1948 in Memphis, Tennessee, as reported by teletype from Fort McPherson, Ga., were substantially corroborated in interviews with the witnesses, Mr and Mrs Kaiser and daughter and Miss Bray. The display was described essentially as small shiny starlike objects moving at high altitude in a straight line from West to East with the apparent velocity of shooting stars. Occasionally one would deviate from its course making sharp angular turns. They seemed to disappear in the distance rather than to burn out and disappear suidenly. The witnesses believed they had observed a meteor shower.

2. The Adjutant of the Reserve Training Base at Memphis Municipal Airport, 86th AFSU, was contacted. He promised to check with the large Millington Naval Base near Memphis to ascertain whether or not any naval aerial maneuvers had taken place on 7 May. This information will be reported to this Headquarters. He further stated that no unusual Air Force operations had taken place at that time.

3. This office contemplates contacting personnel of the Astronomy Department at the University of Dayton and also of the Observatory in Cincinnati to endeavor to determine whether or not a meteor shower would be visible to the naked eye during daylight hours and whether such a shower was reported on 7 May.

James C. BEAM
Lt Col, USAF
Project Officer
Technical Intel Div

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Supplement II to Trip Report to Memphis, Tenn. - Visit with Dr. Paul Herget of the Observatory of Cincinnati, Ohio.

Attn: Mr. A. Loedding:

1. This visit was made in an effort to ascertain the possibility and the probability of individuals to sight meteors during daylight hours with the unaided eye. Dr. Herget stated that such sighting was a very rare occurrence and when it did take place it almost invariably occurred in the afternoon with the observer looking toward the west. This time and position assured the most suitable conditions for observation because of the resultant light conditions and the relatively slow speed occasioned by both earth and meteor traveling in the same direction. The meteor would appear as a dark spot in the sky for a period of two to four seconds. Dr. Herget expressed serious doubt that the 50 or more objects observed 7 May 1948 in Memphis were meteors. He was unable, however, to offer any explanation as to a possible identification of the objects.

2. Dr. Herget suggested that Dr. Hynek at Ohio State University and Dr. Lincoln LePaz of the University of New Mexico be contacted. The former is supposedly working on a project for the Air Force in an attempt to discover the possibility of photographing stars during daylight hours. The latter, according to Dr. Herget, is a recognized authority on meteors.

JAMES C. HEAN
Lt Col, USAF
Project Officer

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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Subject: Memphis Incident

AMC 1st Ind NCLAMD-3/HWS/aw

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio

TO: Research & Development Board, Technical Intelligence Branch, Rm 3E 636, The Pentagon, Washington 25, D. C. ATTN: Mr David Z. Beckler

The inclosed letter and teletype copies comprise all information available at this Command concerning the incident of 7 May 1948 at Memphis, Tennessee.

FOR THE COMMANDING GENERAL:

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

6 Incls
1 thru 4: n/c
Added 2 incls
5. Ltr to CG 3rd Army 18 May 48
6. Wire to CG Wright-Patterson AFB

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NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
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http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB3-995

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59 Peony Road
Hicksville, N. Y.
Jan 4, 1949

Dr Lincoln LaPaz
Univ. New Mexico
Albuquerque, N. Mex.

Dear Sir,

During an Air Transport Command flight from Santa Maria, Azores, to Paris, in Jan., 1946, I witnessed the fall of a meteorite, an account of which I have often thought might be of interest to astronomers, and in particular, those of you more particularly concerned with the study of meteoritics. Until I read a recent issue of Science Illustrated I had not known to whom I might direct such a report.

Sitting in the cockpit of an airplane for hours at night a pilot sees many meteors fall; but on this night I saw one fall which I have not forgotten because of the unusual nature of the fall.

Our position was approximately midway between Brest and Paris; more exactly, I would estimate between 65 and 70 nautical miles due south of Cherbourg. As I recall now, the time was about 23:00 G. M. T. on Jan. 18, 1946. I was alone in the cockpit of a C-54 type plane at 7,000 ft. altitude, above broken clouds whose tops ranged between 4, 00 and 5,000 ft. The sky was crystal clear. We were flying in the direction of Paris.

The meteor first appeared to me at an altitude of about 35° above the horizon. It fell (apparently) from the north at an angle of perhaps 20° or 25° from the vertical. It did not explode. Its intense brilliance persisted until it met the horizon at a point bearing 85° to 90° true from our position. This would put its point of contact with the earth somewhere on a line between Brest and Kiev (roughly). A split second after disappearing at the horizon, the meteorite reappeared above the horizon, describing a tiny hyperbola of perhaps 1° altitude and fell again from sight. The reappearance of the meteorite was like a ricochet or rebound. The elapsed time of the fall and reappearance was perhaps 2 or 3 seconds.

My log book also shows night flights over this route on Feb 12, '46, March 22, '46; and May 19, '46; but I feel about 95° certain that the incident occurred on the night of January 18th., 1946. Otherwise the account is accurate to the best of my knowledge and memory.

I should be interested to hear if you have knowledge of a meteorite having fallen at the time and in a location which may fit the account I have given. Also, please let me know if I may be of further service to the Institute of Meteoritics.

Yours truly,

/s/ Richard L. Kruse

(See attached comment by Dr Lincoln LaPaz, Director, Institute of Meteoritics, Univ. of N. M.

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EXTRACTS
FROM
Letter Directed to Dr H. E. Landsberg
from

Dr Lincoln LaPaz, Director
Institute of Meteorites
University of New Mexico
January 12, 1949

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In my opinion, Kruse's observation (which, as the first paragraph of his letter indicates, reached me only through his chance reading of my article in Science Illustrated) is of the utmost significance. What he observed was certainly not a "bouncing meteorite." A much more reasonable interpretation of his observation is that he saw a luminous object following a wave-like path (somewhat analogous to the real path of the Los Alamos fireball of 1948, December 20 8h 54m PM), the point from which Kruse observed being situated very nearly in the plane of the trajectory of the luminous object and the direction of motion of this object being almost directly away from Kruse, so that the observed angular altitude of the first crest on the wave-like path was quite large (at least 13°) while the observed angular altitude for the second, more distant, crest was only about 1°.

In view of the fact that Kruse's important observation came to attention only by accident, it seems to me that immediate steps should be taken to interrogate all former and present ATC pilots (especially all pilots now flying in Germany or elsewhere in Europe) in order to determine whether additional observations similar to that made by Kruse have been made. Would it not be possible to require all pilots and co-pilots to report in detail on any fire-balls they may observe which they have any reason to believe are definitely or possibly non-meteoritic?

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Dr Lincoln LaPaz
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Albuquerque, N. Mex.

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(See attached comments by Dr Lincoln LaPaz, Director, Institute of Meteoritics, Univ. of N. M.

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Form: 97 BB
Date: Tue, 06 Jun 2006 00:26:46 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: News Release 8 Jan. 1948, Wilmington, Ohio

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

News Release
8 January 1948

PUBLIC INFORMATION OFFICE
ALL-WEATHER FLYING CENTER
CLINTON COUNTY ARMY AIR FIELD
WILMINGTON, OHIO

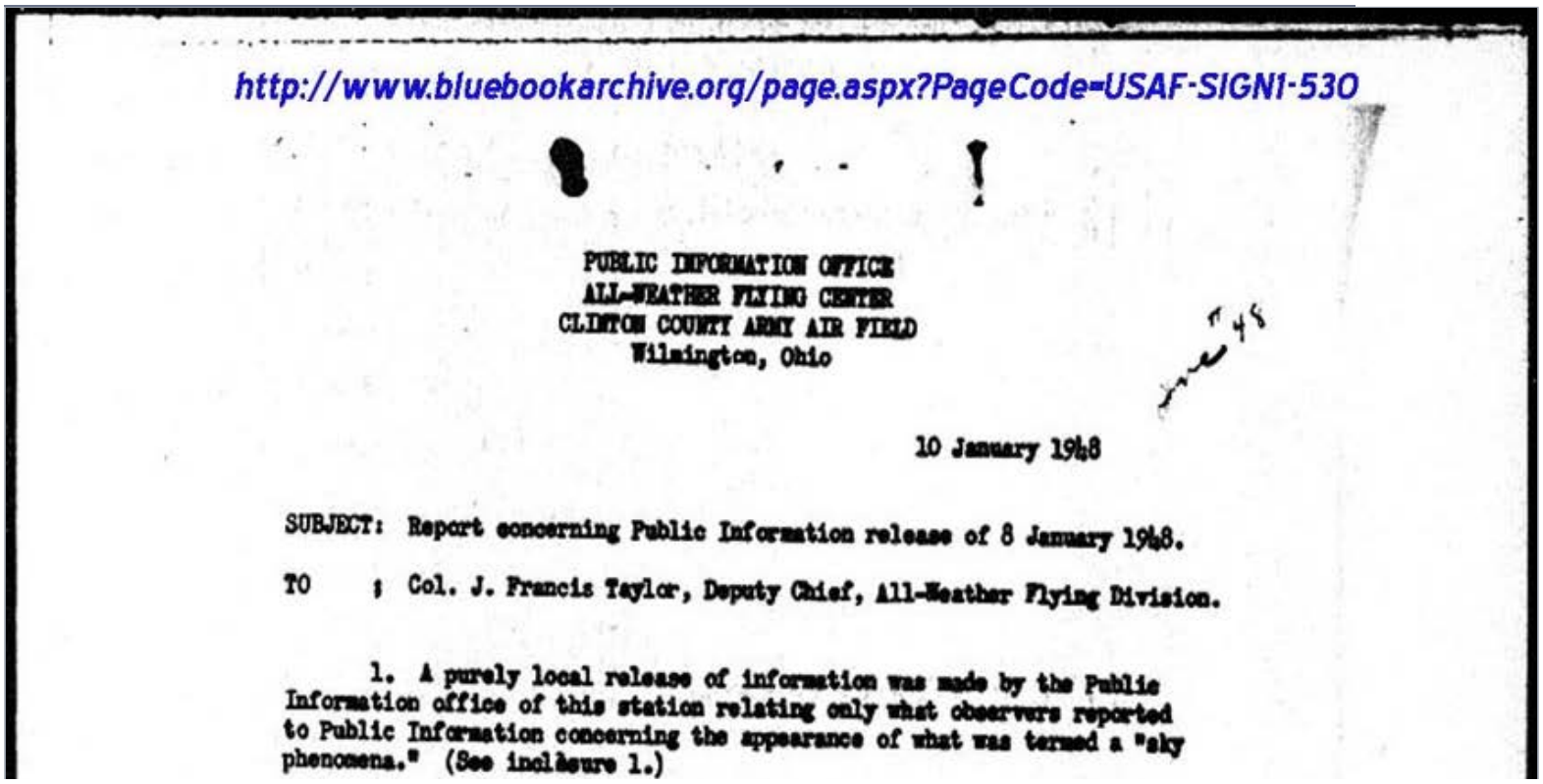
Prof. Shapley, Director of Harvard Observatory said that a new comet should be visible in the northern hemisphere on the southwestern horizon on about January 1, 1948.

Information pertaining to the appearance of a flaming red cone in the skies of Wilmington, Ohio, on January 7, 1948, at between 7:20 and 7:55 P.M.

http://www.bluebookarchive.org/page.aspx?PageCode=USAF-SIGN1-530

Page ID (PID)	USAF-SIGN1-530
Collection	Project Sign
Roll Description	Project Sign Roll 1
Document Code	N/A

Frames 530 - 533



2. Before this release was cleared to the Wilmington News-Journal, Wilmington, Ohio, permission was obtained from Public Information Office, Hq. AMC.

3. Public Information has extracted a United Press release of 22 December 1947, relating that a new comet should be visible in the northern hemisphere about January 1. This statement was issued by Professor Harlow Shapley, Harvard Observatory, Harvard University, Cambridge, Mass. (See inclosure 2.)

William D. Ceely

William D. Ceely
Major, USAF
Public Information Officer

http://www.bluebookarchive.org/page.aspx?PageCode=USAF-SIGN1-531

NEWS RELEASE

Public Information Office
ALL-WEATHER Flying Center
Clinton County Army Air Field,
WILMINGTON, OHIO

8 January 1948

COPY

(INCLOSURE 1)

IMMEDIATE RELEASE

WILMINGTON, Ohio, Jan. 8-- A sky phenomena, described by observers at

the Clinton County Air Base as having the appearance of a flaming red cone trailing a gaseous green mist, appeared in the southwest skies of Wilmington last night between 7:20 and 8:55 P.M.

S/Sgt. Gale F. Walter and Cpl. James Hudson, control tower operators at the air field, first saw the phenomena at 7:20 P.M. and observed its maneuvers in the sky until 8:55 P.M. when it reported disappeared over the horison. The sky phenomena hung suspended in the air at intervals and then gained and lost altitude at what appeared to be terrific bursts of speed. The intense brightness of the sky phenomena pierced through a heavy layer of clouds passing intermittently over the area and obscuring other celestial phenomena.

M/Sgt. Irvin H. Lewis, S/Sgt John P. Haag, Sgt. Harold E. Clvis and T/Sgt. Leroy Ziegler, four members of the alert crew, joined the control tower operators in observing the sky phenomena for approximately 35 minutes.

XX «30» XX

COPY

http://www.bluebookarchive.org/page.aspx?PageCode=USAF-SIGN1-532

COPY

(INCLOSURE 2)

COPY

New York, Dec. 22. -(U.P.)-The orbit of the new ...

named, comet streaking through space has been determined tentatively and the "fire ball" with its long tail should become visible in the northern hemisphere about January 1, Prof. Harlow Shapley said today.

Prof. Shapley, director of the Harvard Observatory, said the comet is mostly a southern hemisphere show, but that it should be bright enough in the northern hemisphere to be visible to the naked eye, possibly during Christmas week.

On a basis of the tentative calculation of its orbit-the path, or route on which it is traveling-the new comet should be seen shortly after sundown in the constellation Capricornus, which is near the southwestern horizon.

" It should be visible for several nights, probably longer," Dr. Shapley said.

He disclosed that the new comet already has been photographed and spectographed by the McDonald observatory in Texas, and that some "interesting results" have been obtained. He said three calculations of the comet's orbit have been received at Harvard Observatory, which is a clearing house for astronomical matters.

From these calculations it has been possible to make a tentative determination of the comet's orbit. Scientists, however, have not yet been able to determine the interval at which the comet may return.

"It may be 100 years or 1,000 years," Prof. Shapley said. Halley's comet completes its orbit in about 75 years. Observers of the new comet in the southern hemisphere have reported it is not as large as Halley's, but much brighter. It is not expected to be so bright when it becomes visible in the

MORE

http://www.bluebookarchive.org/page.aspx?PageCode=USAF-SIGN1-533

COPY U.P. RELEASE OF 22 DECEMBER 1947

June 45

******* when it becomes visible in the -----

northern hemisphere.

The comet, according to the calculations, came within 10,000,000 miles of the sun one Dec. 2, and it is now receding at a comparatively slow speed, astronomically speaking.

Prof. Shapley said that the appearance of the new comet probably would not cause a shower of meteors on earth as many others comets, including, Halley's, do. He explained that the new comet's orbit is at too great a distance for the earth to receive a shower.

Extracted from

DeLand Sun News

DeLand, Florida

22 December 1947 issue.

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: AFOSI Case 7: Another Object in Verical Descent Explodes Near Colonel
Date: November 23, 1948
Location: Vaughn, NM

Francis Ridge:
This one is not listed in the original or the upgraded version of the Blue Book Unknowns by Brad Sparks. The information that we have accumulated comes from the Blue Book Microfilms. The following comes from the documents that also include the November 3 or 4th incident:

> "On 23 November 1948 at approximately 2130 hours, I was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. I observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3-4 November."
>
> The document continues: "Colonel Hayes stated that he did not report the incidents as he thought they might have been connected with some Air Force exercises. He further stated that he heard no sound or saw no aircraft during either incident, which is understandable as he was travelling in a closed automobile. Weather conditions were clear."

For reports, documentation, analysis or discussions - see below:

November 23, 1948; Vaughn, NM. OSI Case 7 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

Form: 97 BB
Date: Thu, 27 Apr 2006 17:57:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 25, 1948, Yakima, Washington

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 25, 1948, Yakima, Washington

At 2:00 P.M. and at 4:20 P.M., a silvery moon-sized flying blob was seen by hundreds of witnesses over the city of Yakima. Hundreds of calls flooded into the CAA office concernig the flying object.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB3-1198

Page ID (PID)	MAXW-PBB3-1198
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 3
Document Code	N/A

Frame 1198
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'Flying Disk' Seen At Yakima, Wash.

Airport Men Twice Sight 'Moon-Sized Blob'

YAKIMA, Wash., July 25 (UP) —Hundreds of telephone calls flooded the Civil Aeronautics Administration office here today from persons who had seen a silvery, "moon-sized" flying "blob" wheeling across the sky above the city.

The apparition, termed "another flying saucer" by the C. A. A., was observed by two control tower men at the Yakima Airport, both of whom agreed as to its general description. Don Hunt, airport traffic controller, and George Robinson, aircraft communicator, said they saw it wheeling west of the city about 2 p. m. today. They saw it again at 4:20 p. m.

"At first I thought it was the planet Venus," said Mr. Hunt, a veteran of six years with the C. A. A. "But when I checked, I knew that the planet couldn't be seen in our vicinity at this time of year." Mr. Robinson said when he saw the silvery, flashing ball it looked as if it had "flashing lights something like an air liner's top lights."

But both agreed that it couldn't have been an air liner because there were none flying through Yakima at that time. And they know it wasn't a weather balloon because it was bucking the wind.

Mr. Hunt, who was one of the first to see the object, said, "I make my living by [illegible] but I've never seen anything like this."

Tell of Sky Monster

ATLANTA, July 25 (UP)—Two Eastern Air Lines pilots, who reported seeing a huge, flame-shooting sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a "man-made gadget." Captain C. S. Chiles, of Atlanta, and Co-Pilot John Whitted, of Haperville, Ga., said they saw the huge ship, a wingless affair four times the circumference of a B-29 fuselage, during an E. A. L. flight from Houston, Tex., early yesterday.

In New York, Captain Lou Feldcary, pilot of another E. A. L. plane, said he and his co-pilot, A. J. Egger, had seen what appeared to be a rocket trail going very fast along the horizon in a southwesterly direction. Captain Feldcary said visibility was excellent. He said his co-pilot was a Navy veteran and a rocket expert, but had never seen anything familiar to the trail.

1198

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 14; AESS OP Sighted Green Fireball With Triangulation
Date: December 20, 1948
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> Dec. 20, 1948. W of Los Alamos, New Mexico (35.89° N, 106.31° W). AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (FOIA)

For reports, documentation, analysis or discussions - see below:

Dec 20, 1948; Los Alamos, NM. OSI Case 14 - BB Microfilm - Dan Wilson
Sightings in Los Alamos area Dec 1948 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 13; LaPaz, Captain, CAP Intel Officer Observed Green Fireball
Date: December 12, 1948
Location: Starvation Peak, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> Dec. 12, 1948. Starvation Peak near Bernal, New Mexico. 9:02 p.m. ±0.5 min (MST). Dr. Lincoln LaPaz, USAF Capt. Charles L. Phillips, and CAP intelligence officer Lt. Allan B. Clark, returning from green fireball investigations while looking to the NW saw a green fireball at least stellar magnitude -4 traveling E to W low above the horizon about 3°-4° elevation in almost perfectly level flight until the last 0.1 to 0.2 sec when it slightly curved downward, disintegrating into 3-4 pieces, no sound. Based on independent witness, an AESS guard at Los Alamos, LaPaz triangulated object's flight path at about 8-10 miles height along a 25-mile path, speed 39,000 to 43,000 mph. (FOIA)

For reports, documentation, analysis or discussions - see below:

AFOSI Case 13 - BB Microfilm - Dan Wilson
AFOSI Cases 8, 9, 10, 11, 13 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 10; AESS Observed Green Flare Directly Over Sandia Base
Date: December 6, 1948
Location: Albuquerque, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> Dec. 6, 1948. Albuquerque, New Mexico (35.10° N, 106.64° W). 10:55 p.m. AESS officer Joseph Toulouse driving W saw a green fireball almost directly overhead above Sandia Base nuclear weapons assembly site, slightly to the NW arching slightly downward from E to W, about 1/3 full moon, with a flaming tail. (FOIA)

For reports, documentation, analysis or discussions - see below:

OSI Case 10, MAXW-PBB4-1284 - BB Microfilm - Francis Ridge
OSI Case 10, MAXW-PBB4-1294 - BB Microfilm - Francis Ridge
OSI Cases 8, 9, 10, 11, 13 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

Form 97-BB Doc
Date: Fri, 23 Sep 2005 16:13:37 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: May 6, 1949, 2040 to 2130 hours, Camp Hood area, Texas

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

<>Blue Book Unknown, Sparks catalog
UFO observation network using Army artillery observers (Ward?), established 2 days earlier, tracks its first object. (FOIA; Jan Aldrich)

Brilliant light seen approximately 4000 yards distant.

Witness: Lt. Mardell E. Ward, Hq. 14th A.F.A. Bn, Task Forces Commander

Apparent size of object: Half dollar held at arm's length
Color: Pinkish to green
Time in sight: 50 minutes
Speed: Very slow
Altitude: Approximately 1200 ft. dropping to 440 feet.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB6-122

PAGE INFO

Page ID (PID) :	MAXW-PBB6-122
Collection :	Maxwell Blue Book
Roll Description :	Project Blue Book Roll 6

Frames 122 - 123

Form: 97 Initial Report
Date: Fri, 10 Mar 2006 15:17:35 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

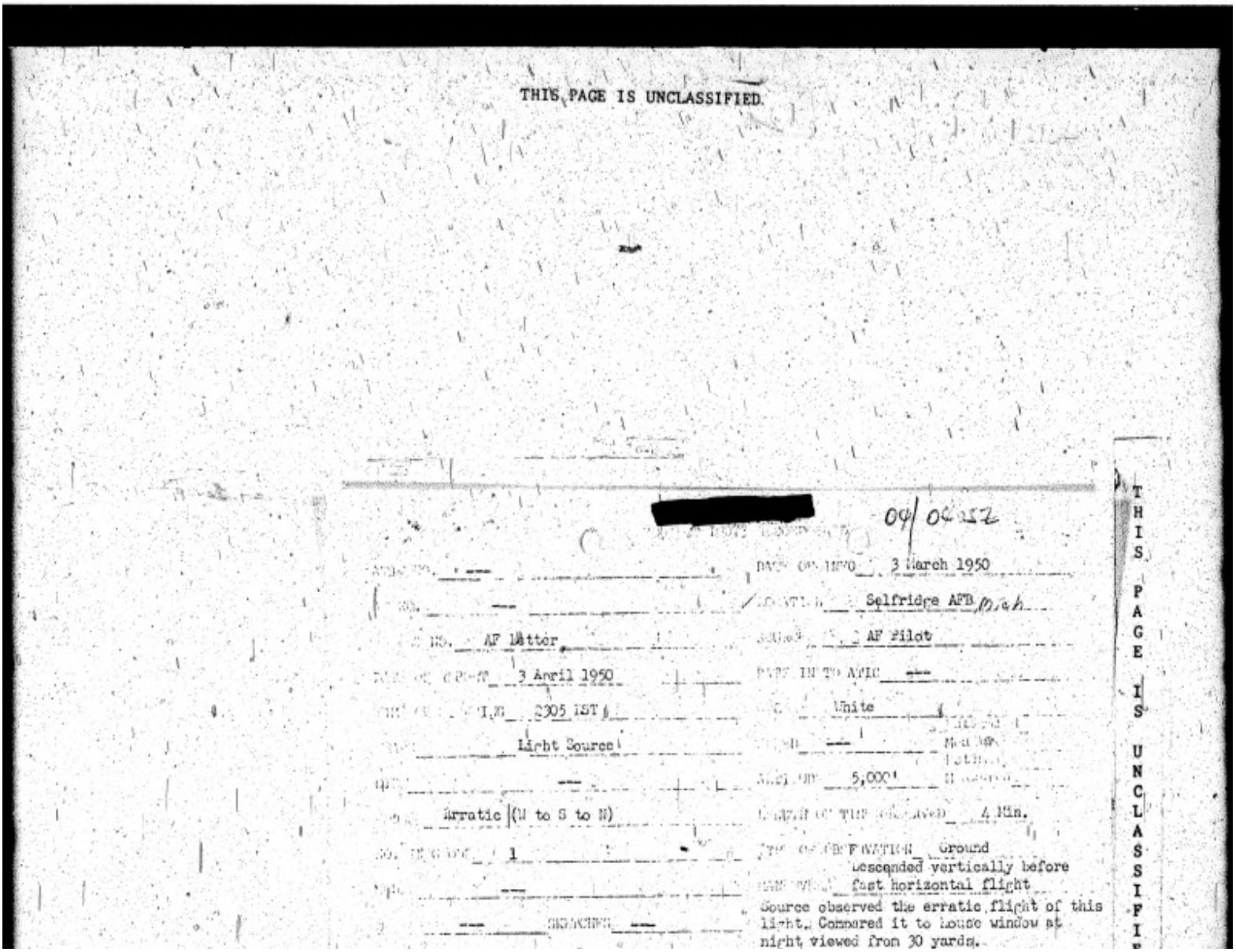
Subject: March 3, 1950; Selfridge AFB, Mich. (BBU 650)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

March 3, 1950; Selfridge AFB, Mich. (BBU 650)
11:05 p.m. USAF 1st Lt. Frank Mattson saw an intense, dull yellowish light descend vertically, then fly straight and level at high speed. (Berliner) 4 mins

<> http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1292

Frames 1292 - 1296



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[redacted] 04/04 52

3 March 1950

Selfridge AFB, Mich.

AF Matter

AF Pilot

3 April 1950

2305 IST

White

Light Source

5,000'

Erratic (W to S to W)

4 Min.

1

Ground

Descended vertically before fast horizontal flight

Source observed the erratic flight of this light. Compared it to house window at night viewed from 30 yards.

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(Filed: 9 March 1950 -- Selfridge folder.)

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35 3017

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

Classified by Auth: CG ConAC

3 APR 1950 (Date) JMS (Initials)

INT 373.5 (E)

3 APR 1950

503.2

SUBJECT: Unidentified Flying Object

TO: Director of Intelligence, Headquarters United States Air Force, Washington 25, D. C.

1. Attached for your information are two narrative reports concerning radar sighting of an unidentified flying object.

2. The fact that the object was sighted on the scopes of two (2) radars is considered worthy of special note.

3. Comment of technical experts, this headquarters, was solicited and is quoted in part for your consideration:

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a. "While it is relatively well known that various ionospheric conditions cause reflections at lower frequencies, it is usually considered that these layers have no effect at the frequencies used by the two radar sets mentioned except when temperature inversion or other atmospheric or tropospheric conditions cause ducting and spurious reflections. Presuming that such idealized conditions existed at the time of these observations, it is conceivable that an actual small change in physical lateral motion in reference to the radar set could cause a seemingly greater change in relative position of the 'object' as observed on the radar scope due to the varying path lengths the radar energy takes to and from the 'object' as a function of the frequency sensitive layers and angles of incidence of the propogated wave. However, the great difference in the frequencies of the L-Band CPS-5 and the S-Band CPS-4 radar sets and the evident correlation of observations between these two sets almost rule out the possibility of anomalous propagation effects. Further, the magnitude of the velocity and accelerations of the three dimensional movements of the 'object' reported are beyond the capability of known heavier or lighter than air vehicles in controlled flight.

b. "Also substantiating this unlikelihood, is the fact that the 'object' was reported as remaining stationary in free space for a mean-period of two minutes.

c. "Further validity is lent to the contention of the reports by statements that first indications, which were at high altitudes, were

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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INT 373.5 (E), "Unidentified Flying Object", (cont)

observed on the CPS-4 height-finder before being observed on the CPS-5 surveillance radar set. This follows logic and field experience, inasmuch as the high altitude coverage of the CPS-5 is known to be poor and the antenna is not capable of being automatically tilted as in the case of the CPS-4 on which the controller may tilt the antenna within wide limitations to observe any high altitude or high angle objects. It is to be noted that previous field experience with a CPS-5 surveillance radar set has indicated that targets picked up at ranges and altitudes indicated in subject report would probably have a reflection aspect ratio in the order of magnitude of a B-29 or greater.

d. "In the absence of detailed vertical and horizontal coverage charts for the specific radar sites and comprehensive weather reports

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for the area during the period of time these observations were noted, a more complete study or evaluation at this time is not feasible.

e. "In summary, no known electronic phenomena, nor combinations of several electronic phenomena could conceivably produce all of the observations covered by the attached reports."

4. The frequency of reports of this nature has recently increased; instructions have therefore been directed to all radar installations within this command to report scope sightings of unusual objects.

5. It is recommended that reports of unidentified object sightings be reconsidered for submission from all Zone of Interior Air Force agencies.

FOR THE COMMANDING GENERAL:

NEAL
Colonel, USAF
Air Adjutant General

2 Incls
1. Report of 1st Lt. F.E.Parker
2. Report of 1st Lt. F.K.Mattson

OIN F5772

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DOD DIR 5200.10

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#5772

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10 March 1950

NARRATIVE REPORT OF
1ST LT FRANK K. MATTSON, AO 926 313, 661ST AC & W SQ, SELFRIDGE AFB, MICH

On the first occasion of noticing the strange object 3 Mar 50, at 2305, I had just come from the Selfridge AFB Officers' Club and

http://nicap.org/selfridge500303dir.htm[20/10/2021 08:08:17]

as I turned down Wright Blvd. on the way to the main gate I noticed a strange object directly over the Post Exchange Bldg., descending vertically at a slow rate. I stopped the car and watched this object descend to an approximate height of 5,000 feet, hovering there for approximate one (1) minute then proceeding in a westerly direction to approximately fifty (50) miles west of my position. Then the object turned south and flew approximately fifty (50) miles, then turned around and flew back north for approximately fifty (50) miles, then stopped and disappeared from my view. The above took place in four minutes (time checked with my personal wrist watch).

True prospective was not possible because it did not diminish in size or intensity as it increased its distance from me. The movement was as stated above but I cannot state the figures given above as accurate, because of the false prospective. An airplane flew by on an approximate heading of 285° at 3,000 feet just after the object moved on a heading of 270°. It was easy to determine the relative size and the diminishing size of this aircraft (C-47), as it proceeded on its course and completely faded at approximately eight (8) miles.

The object was distinguished from an airplane by its vertical descent and its great speed in the lateral plane. It was distinguished from heavenly bodies by its rapid change in relative position from the vertical to the horizontal. Also its abrupt change in course.

The only way I can describe the light from this object is by comparing it to the light of a house window at night, at a distance of thirty (30) yards and the yellowish glow it gives off. The object had a slightly darker color and a greater intensity than a house light as mentioned above.

The object did not light up the area beneath it, although it seemed to burn with an extremely intense dull light, nor did it light up the surrounding light haze. In watching this object I was unable to determine the size, the intensity and the size of the light did not change appreciably (not noticeable to me) during the entire time I watched its movement.

Although I had just come from a stag party at the Officers' Club, I was completely sober, having only one glass of beer during the entire evening. Because of this, I did not mention this experience until 9 Mar 50, the night I saw strange happenings on the radar scopes (AN/CPS-4 and AN/CPS-5 Radar).

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Incl 2 [redacted] 00578

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[redacted]

The second experience was as follows. I went on duty as Controller at 1830, 8 March 1950. At 1948 hours a blip was pointed out to me that was at 270°, sixty-eight (68) miles, 40,000 feet (measured by the RHI scope). We (Cpl Melton and I) watched this blip and it did not move for three (3) minutes, then faded. At 2002 hours the target was picked up again and it was at 40,000 feet, lateral movement was detected in a northeasterly direction; at this time I estimated the speed at 1,500 m.p.h. At 2006 hours a target appeared at 350°, fifty-eight (58) miles at 45,000 feet. There were four (4) jet aircraft flying in the local area at this time at 24,000 feet and the altitude of the jet aircraft on a bearing of 340°, thirty-eight (38) miles, was checked at 25,000 feet on the RHI scope, the pilot stated that he was flying at 24,000 feet. This lends support of the accuracy of the RHI scope. The strange object faded after one minute. Captain Marshall and Lt Waldman came in and I left the radar scopes.

At 2020 hours I returned to the RHI scope to see an object at 350°, thirty-eight (38) miles climb from 30,000 feet to 45,000 feet in one (1) minute, with no lateral movement detected. I went off duty and left the OCI room at 2025 hours.

On the first occasion it was cloudless, moderately bright moonlight night, with a light haze; on the second occasion, it was clear with unrestricted visibility and no moon.

I am 27 years of age and have been a rated pilot in the USAF since October 1942, having over 2,900 hours flying time. I have had seven (7) months experience as a Radar Controller.

Frank K Mattson

FRANK K. MATTSON
1st Lt, USAF

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DOD DIR 5200.10

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[redacted]

-B 00578

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http://nicap.org/selfridge500303dir.htm[20/10/2021 08:08:17]

Form: 97 BB
Date: Thu, 2 Mar 2006 19:35:12 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 30, 1949; Mt. Hood, Oregon (BBU 496)

To: Francis Ridge <nicap@insightbb.com>
Cat: 1

July 30, 1949; Mt. Hood, Oregon (BBU 496)
9 p.m. Northwest Airlines Capt. Thrush, 2 Portland control tower operators, and a flying instructor (Henry, Penhallegan, Brasford) saw an object with 1 white light and 2 red lights, maneuver and hover. (Berliner; Jan Aldrich)
==========

July 30, 1949; Mt. Hood, Oregon (BBU 496)

At 2100 - 2130 hours, Capt. Thrush, pilot Northwest Airlines, Hobert Henery, CAA Tower Operator, Portland Airport, H. W. Penhailegran, Instructor pilot, and B. J. Brasford, CAA Tower Operator, Portland Airport, observed an object maneuvering and hovering in an area south of the Columbia River where the Bonneville Power Lines cross the river. The object was maneuvering between 2000 and 6000 feet at speeds from 0-210 MPH. The object appeared to drop two white flares. The object eventually disappeared to the east. There were at least four more witnesses.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB6-1587

Page ID (PID)	MAXW-PBB6-1587
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 6
Document Code	N/A

Frames 1587 - 1598

Form: 97 BB
Date: Sun, 5 Mar 2006 19:52:41 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 29, 1950, Marrowbone Lake, Tenn. (BBU 682)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

March 29 [30?], 1950; Marrowbone Lake, Tenn. (BBU 682)
7 a.m. Real estate salesmen Whiteside and Williams saw 6-12 dark objects shaped like 300-lb. bombs, estimated 5 ft long, flying 500 mph in descent, making a noise like wind blowing through the trees. (Berliner)
==========

March 29, 1950, Marrowbone Lake, Tenn. (BBU 682)

At 0700 hours Mr. D. C. Whiteside and Mr. Howard T. Williams while fishing on Marrowbone Lake, observed 6 to 12 round dark objects approximately 5 feet long flying over at 200 to 300 feet in altitude. The objects which looked like a 300 pound bomb were traveling at an estimated 500 MPH. They appeared from the southeast and turned to the west and circled behind the hills.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1481

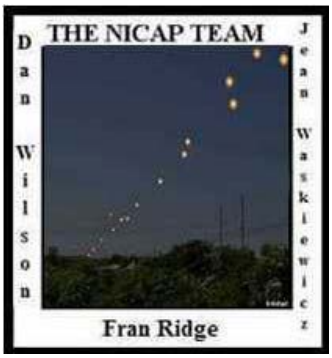
Page ID (PID)	MAXW-PBB7-1481
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 7
Document Code	N/A

Frames 1481 - 1482

National Investigations Committee On Aerial Phenomena

Case Directory
Category 1, Distant Encounters

Preliminary Rating: **5**



A Hynek Classification of Distant Encounter is usually an incident involving an object more than 500 feet from the witness. At night it is classified as a "nocturnal light" (NL) and during the day as a "daylight disc" (DD). The size of the object or the viewing conditions may render the object in greater detail but yet not qualify the sighting as a Close Encounter which is an object within 500'.

30' Disc Seen From Golf Course

June 21, 1950
Misawa, Japan

Dan Wilson:
June 21, 1950, Misawa AFB, Japan (BB)
At 3:05 p.m. local time (0605Z), Capt. Obermiller _ Fighter Bomber Wing on a golf course observed a circular-shaped object estimated to be 30 feet in diameter and 5 feet thick at 7000 feet altitude. Object appeared to be traveling at 650 MPH and parallel to an F-80 aircraft at 1000 feet above. Object rose vertically 1000 feet, seemed to change direction and rapidly disappeared at an estimated 975 MPH. The witness is a rated transport and fighter pilot.

Detailed reports and documents
reports/500621misawa_report.htm (Dan Wilson)

NICAP Home Page

Form: 97 BB
Date: Sat, 06 May 2006 15:30:14 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: June 1, 1951; Niagara Falls, New York (BBU 925)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

June 1, 1951; Niagara Falls, New York (BBU 925)

At 0420E M/Sgt Harry E. Sweeney, 12th Weather Squadron, while leaving the weather station building observed a saucer-shaped object yellow-orange in color moving vertical and eastward. A definite oscilating motion was noted.No sound was heard. M/Sgt Sweeney then motioned for two other airmen, Sgt. Ralph E. Carter, and PFC Robert MacGregor, to come outside and see the object. The object was in sight for approximately 40 seconds before disappearing into the overcast.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1192

Page ID (PID)	MAXW-PBB8-1192
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 8
Document Code	N/A

Frames 1192 - 1194

Form: 97 BB
Date: Mon, 08 May 2006 14:28:43 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Feb. 21, 1951; Durban, South Africa (BBU 896)

To: Francis Ridge <nicap@insightbb.com>
Cat: 1

Feb. 21, 1951; Durban, South Africa (BBU 896)

Shortly before 5 A.M., three Europeans and some Natives saw a torpedo-shaped object traveling slowly parallel to the ground over the Point area of Durban. The object was described as having a bright front, dark red center and a bright red rear. There was no noise and no trail.

Source: Natal Daily News, February 21, 1951

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1060

Page ID (PID)	MAXW-PBB8-1060
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 8
Document Code	N/A

Frames 1060 - 1064

Send instant messages to your

Form: 97 BB
Date: Thu, 11 May 2006 14:55:59 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 24, 1951; Portsmouth, New Hampshire (BBU 943)

To: Francis Ridge <nicap@insightbb.com>
Cat: 1

July 24, 1951; Portsmouth, New Hampshire (BBU 943)

At 1910 EST, Capt. Charles L. Cobb, USAF, and Cpl. Sherman E. Fein, USAF observed a 100-200 foot long tube-shaped object at an altitude of 1000 to 2000 feet traveling from east to west at an estimated speed of 800-1000 mph. The tube had a fin construction on the rear end and had black spots along the entire lenght. The color was described as fused glass or grayish. The object left no exhaust except for a swarth resembling a very weak rainbow.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1250

Page ID (PID)	MAXW-PBB8-1250
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 8
Document Code	N/A

Frames 1250 - 1258

Form: 97 BB
Date: Fri, 12 May 2006 14:55:41 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Sept. 6, 1951; Claremont, Calif. (BBU 964)

To: Francis Ridge <nicap@insightbb.com>
Cat: 1

Sept. 6, 1951; Claremont, Calif. (BBU 964)

At 1920Z, T/Sgt Leonard L. Deuel, Jr., USAF, 1st Fighter-Interceptor Wing, and S/Sgt William T. Smith, USAFR, 1st Fighter-Interceptor Wing, observed six (6) bright orange objects in an incomplete circle formation flying on a 280 degree course at approximately 10,000 to 12,000 feet in altitude in a straight and level flight.
A second sighting of one object was also seen on the same course and altitude.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1438

Page ID (PID)	MAXW-PBB8-1438
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 8
Document Code	N/A

Frames 1438 - 1446

Send instant

Form 97-Directory
Date: Thu, 6 Oct 2005 16:26:50 +0100 (BST)

Subject: March 20, 1952, Centreville, Maryland. (BBU 1074)

Category: 1
Source: Ruppelt, Report on Unidentified Flying Objects, 135-136

The report below sounds very similar to the March 20, 1952 sighting at Centerville, Maryland, by A.D. Hutchison of the CIA. This object took a vertical "jump".

While I'd been in California, Colonel Dunn had received a call from General Samford's office. It seems that a few nights before, one of the top people in the Central Intelligence Agency was having a lawn party at his home just outside Alexandria, Virginia. A number of notable personages were in attendance and they had seen a flying saucer. The report had been passed down to Air Force intelligence, and due to the quality of the brass involved, it was "suggested" that I get to Washington on the double and talk to the host of the party. I was at his office before 5:00 P.M. and got his report.

About ten o'clock in the evening he and two other people were standing near the edge of his yard talking; he happened to be facing south, looking off across the countryside. He digressed a bit from his story to explain that his home is on a hilltop in the country, and when looking south, he had a view of the entire countryside. While he was talking to the two other people he noticed a light. He had assumed it was an airplane and had casually watched it, but when the light got fairly close, the CIA man said that he suddenly realized there wasn't any sound associated with it. If it were an airplane it would have been close enough for him to hear even above the hum of the guests' conversations. He had actually quit talking and was looking at the light when it stopped for an instant and began to climb almost vertically. He said something to the other guests, and they looked up just in time to see the light finish its climb, stop, and level out. They all watched it travel level for a few seconds, then go into a nearly vertical dive, level out, and streak off to the east.

Most everyone at the party had seen the light before it disappeared, and within minutes several friendly arguments as to what it was had developed, I was told. One person thought it was a lighted balloon, and a retired general thought it was an airplane. To settle the arguments, they had made a few telephone calls. I might add that these people were such that the mention of their names on a telephone got quick results. Radar in the Washington area said that there had been no airplanes flying west to east south of Alexandria in the past hour. The weather station at Bolling AFB said that there were no balloons in the area, but as a double check the weather people looked at their records of high altitude winds. It couldn't have been a balloon because none of the winds up to 65,000 feet were blowing from west to east - and to be able to see a light on a balloon, it has to be well below 65,000 feet; the man from CIA told me that they had even considered the possibility that the UFO was a meteor and that the had been due to some kind of an atmospheric distortion. But the light had been in sight too long to be a meteor. He added that an army chaplain and two teetotaler guests had also seen the light jump.

There wasn't much left for me to do when I finished talking to the man. He and his guests had already made all of the checks that I'd have made. All I could do was go back to Dayton, write up his report, and stamp it "Unknown."

See BB documents 1097-100 here

Form: 97BB
Date: Mon, 27 Mar 2006 13:01:48 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: April 5, 1952; Miami, Florida (BBU 1097)

Cat: 1
To: CE, SHG

April 5, 1952; Miami, Florida (BBU 1097)
9:15 p.m. L. E. VanDercar and 9 year old son saw 4 dark circular objects with mostly fuzzy edges, cross the face of the Moon [in the S at 175° azimuth 77° elevation, 83% illuminated or almost full], each 1/2 the angular size of Moon. (Berliner)
==========

April 5, 1952; Miami, Florida (BBU 1097)

At 2115 EST, Mr Lewis E. Van Dercar and his nine year old son observed 4 circular objects pass across the face of the moon. The objects were approximately 1/2 the diameter of the moon and had a sharply defined leading edge.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB9-1294

Page ID (PID)	MAXW-PBB9-1294
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 9
Document Code	N/A

Frames 1294 - 1298

Yahoo! Photos – NEW, now offering

Date: Tue, 3 May 2005 17:08:52 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Large Swept Wing UFO, Colorado Springs, Colo.; April 24, 1952.

To: Francis Ridge <nicap@insightbb.com>

2215 MST. Civilian report in BB files but not a BBU. Project 10073 Record Card: "Dark (object) with luminous glow, swept wing, no fuselage. Straight and level maneuvers. Possibly conventional a/c except for the absence of sound. If object was large and report indicates it was, an a/c could be heard...Disappeared behind roof line. Viewed through bare tree branches - no sound. 10 times larger than jet a/c."

Page ID (PID) : MAXW-PBB10-220
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 10

Frames 220 -- 222

Date: Wed, 4 May 2005 00:14:59 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: April 28, 1952, Homewood Illinois, UFO Seen Circling Airplane.

To: Francis Ridge <nicap@insightbb.com>

5:00 pm. Homewood, Illinois, is just south of Chicago. Two civilian witnesses reported to the Air Force that an object in the SE that resembled a white parachute was apparently circling a large airplane for about three minutes. Not listed in BB unknowns or Sparks CCPBBU.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-278

Page ID (PID) : MAXW-PBB10-278
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 10

Frames 278, 280,

Form: 97 BB
Date: Tue, 16 May 2006 10:20:53 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: April 9, 1952; 6 miles W of Pecos [near Lackland AFB], Texas (BBU)

To: Francis Ridge <nicap@insightbb.com>
Cat: 1

April 9, 1952; Lackland AFB], Texas (BBU)

At 2240 hours, S/Sgt Victor H. Berthene, USAF, while watching a C-97 take off from Kelly AFB, observed a white sphere-shaped object with a short white trail traveling at a high rate of speed from SE to NW. The observer was in Barracks building 2162 at Lackland AFB, Texas, during the time of the sighting.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB9-1332

Page ID (PID)	MAXW-PBB9-1332
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 9
Document Code	N/A

Frames 1332 - 1333

Form: 97 BB
Date: Sun, 21 May 2006 12:41:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: May 14, 1952; Mayaquez, Puerto Rico (BBU 1213) To: Francis Ridge <nicap@insightbb.com>
Cat: 1

May 14, 1952; Mayaquez, Puerto Rico (BBU 1213)

Between 1900 and 1930 hours, Mr. R. B. Stipes, ex-Air Force pilot, Mr. Miguel Garcia-Mendez, lawyer, Mrs Stipes and Mrs. Garcia-Mendez, saw 2 shining orange spheres: one was stationary, while the other darted away and back for 30 mins. No sound was heard and no exhaust was detected.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-765

Page ID (PID)	MAXW-PBB10-765
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 10
Document Code	N/A

Frames 765 - 768

Form: 97 BB
Date: Sun, 21 May 2006 13:07:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: May 15, 1952; Georgetown, Washington, D.C (BBU)
To: Francis Ridge <nicap@insightbb.com>
Cat: 1

May 15, 1952; Georgetown, Washington, D.C (BBU)

At 2135 hours local time, US Navy Ens. H. W. Taylor, USN Ens. Paul G. Russell, Kathleen O' Donnel, civilian, and Miss Farrell, civilian, observed a goldish-orange circular or saucer-like object travelling due south in level flight and vanishes from sight before reaching the horizon. Speed of the object was estimated as "extremely fast." Length of observation was 10 seconds. Ens. Taylor stated that the object was definitely not meteor, aircraft landing light, lighted balloon, etc.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-778

Page ID (PID)	MAXW-PBB10-778
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 10
Document Code	N/A

Frames 778 - 782

Submit (input element)

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Form: 97 BB
Date: Wed, 22 Mar 2006 20:20:16 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: June 1, 1952; Rapid City, South Dakota (BBU 1243)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

June 1, 1952; Rapid City, South Dakota (BBU 1243)
6 p.m. USAF A/1c Beatty and two civilians. At least 5 long silver objects flew in a neat box formation with a leader. (Berliner)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-1004

Page ID (PID)	MAXW-PBB10-1004
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 10
Document Code	N/A

Frame 1004

Form: 97 BB
Date: Wed, 22 Mar 2006 20:31:26 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: June 23, 1952; Oak Ridge, Tenn. (BBU 1334)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

June 23, 1952; Oak Ridge, Tenn. (BBU 1334)
3:30 a.m. Secretary Martha Milligan saw a bullet-shaped object with burnt-orange exhaust fly straight and level. (Berliner)
==========

June 23, 1952; Oak Ridge, Tenn. (BBU 1334)
3:30 a.m. Secretary Martha Milligan saw a bullet-shaped object with burnt-orange exhaust fly straight and level. (Berliner)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB11-53

Page ID (PID)	MAXW-PBB11-53
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 11
Document Code	N/A

Frames 53 - 60

Form: 97 BB
Date: Wed, 22 Mar 2006 15:20:48 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: June 25, 1952, Chicago, Illinois (BBU 1344)
Cat: 1
To: Francis Ridge <nicap@insightbb.com>

June 25, 1952; Chicago, Illinois (BBU 1344)
8:30 p.m. Mrs. Norbury and Mr. Matheis saw a bright yellow-white, egg-shaped object, sometimes with a red tail, make 7 circles. (Berliner)
==========

June 25, 1952, Chicago, Illinois (BBU 1344)

Two witnesses saw one bright yellowish to white egg-shaped object with a red tail light high in the sky moving slowly in a large continuous circle. Object made 7 circles.

Observer A - Mrs. Daniel Norbury saw the object from 2030 hours to 2200 hours CDST

Observer B - Lawrence Matheis saw the object from 2120 hours to 2130 hours CDST

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB11-109

Page ID (PID)	MAXW-PBB11-109
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 11
Document Code	N/A

Frames 109 - 112

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Form: 97 BB
Date: Mon, 22 May 2006 00:45:47 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: June 1, 1952; Soap Lake, Washington (BBU 1246)

To: Francis Ridge <nicap@insightbb.com>
Cat: 1

June 1, 1952; Soap Lake, Washington (BBU 1246)

At 1545 PST, Ray Lottman observed three glimmering objects at 60 degrees elevation flying east. The objects were visually observed for approximately 10 minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-1020

Page ID (PID)	MAXW-PBB10-1020
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 10
Document Code	N/A

Frames 1020 - 1026

Form: 97 BB
Date: Sun, 9 Apr 2006 09:48:43 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 17, 1952, 0107CST, Batesville, Mississippi

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 17, 1952, 0107CST, Batesville, Mississippi

State Highway Patrolmen observed two or three round blue flourescent colored objects approximately 100 feet in diamter. One object was at approximately 11,000 feet in altitude, and the other object was at 3000 to 5000 feet in altitude. The objects seemed to stand still and then they made a gradual back and forth movement north to south. The objects were observed for approximately 30 minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-494

Page ID (PID)	MAXW-PBB12-494
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 494 - 499

Form: 97 BB
Date: Fri, 24 Mar 2006 10:45:49 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 14, 1952, near Okinawa, UFO report

Cat: 1
To: CE, SHG

July 14, 1952, near Okinawa, UFO report

At 2210 hours local time, at Kadena Air Base, Okinawa, S/Sgt Eugene K. Chalmers and 2nd Lt. Phillip Galtieri, observed a spherical object to the north of the base. The object was moving straight down, but its course changed immediately as it moved to the northeast across the sky. When change of course occurred, the object appeared to slow down and almost stop in midair. The object then picked up considerable speed and vanished.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-276

Page ID (PID)	MAXW-PBB12-276
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 276 - 277

Form: 97 BB
Date: Mon, 24 Apr 2006 13:15:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Re: July 17, 1952, White Plains, New York (BBU 1502)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

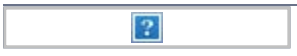
July 17, 1952; White Plains, New York (BBU 1502)

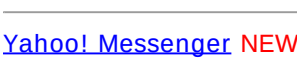
3:10 p.m. Mrs. Florence Daley saw 2 round objects, bluishwhite with brighter rims, fly in formation, making a sound like bombers, only softer (witness later said she heard many feminine voices coming from the objects). (Berliner)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-726

Page ID (PID)	MAXW-PBB12-726
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 726 - 743





Yahoo! Messenger NEW - crystal clear PC to PC calling worldwide with voicemail

24 FIFA World Cup tickets to be

Form: 97BB
Date: Sun, 9 Apr 2006 10:21:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 18, 1952; Miami, Florida (BBU 1483)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 18, 1952; Miami, Florida (BBU 1483)
At 1100 hours, E. Robert Raymer, Post Office employee, observed an opaque spherical silvery object approximately 50 to 200 feet in diameter, moving west to east across the sky. The object traveled at over 1000 mph.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-532

Page ID (PID)	MAXW-PBB12-532
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 532 - 536

Form: 97 BB
Date: Tue, 14 Mar 2006 16:08:03 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 17, 1952, near Lockbourne AFB, Ohio (Unidentified)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 17, 1952, near Lockbourne AFB, Ohio (Unidentified)

Between 0100 and 0400 hours William W. Stevenson and William O. Havens, observed a circular object with an orange and green glow at an estimated 5000 feet in altitude 10 miles north of Lockbourne AFB, Ohio. The object would move from side to side and remain stationary for long periods of time. Both Stevenson and Havens were recently discharged from the USAF.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-492

Page ID (PID)	MAXW-PBB12-492
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 492 - 493

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July 17, 1952, Lockbourne AFB, Ohio -- UNIDENTIFIED

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-59

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Form: 97 BB
Date: Wed, 15 Mar 2006 16:29:32 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 17, 1952; Rapid City, South Dakota (BBU 1479)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 17, 1952; Rapid City, South Dakota (BBU 1479)

At 2200 hours at Rapid City AFB, M/Sgt Gordon S. Anderson observed 12 to 14 orange colored discs that glowed, in flight at an altitude of between 12,000 and 15,000 feet, traveling in an easterly direction. The objects were in two "V" formations and were seen for 5 to six seconds.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-502

Page ID (PID)	MAXW-PBB12-502
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 502 - 507

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Form: 97 BB
Date: Tue, 14 Mar 2006 21:01:17 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 18, 1952; Lockbourne, Ohio (BBU 1476)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 18 [17?], 1952; Lockbourne, Ohio (BBU 1476)
9:10 p.m. T/Sgt. Mahone and A/3c Jennings saw an amber-colored, elliptical-shaped object with a small flame at the rear, periodically increasing in brightness, move very fast giving off a resonant beat sound. 1.5 mins. (Berliner)
==========

July 18, 1952; Lockbourne, Ohio (BBU 1476)

At 2210 EST, T/Sgt Thurman C. Mahone and A/3c Gene A. Jennings, observed an elliptical-shaped object that was larger in front, 30 degrees above the horizon. There was a pin-point flame at the rear of the object and about every 3 seconds a burst of flame came out the rear. The object flew directly overhead and disappeared in one and a half minutes. The speed of the object was estimated at 900 MPH.

A/3c Gene A. Jennings stated that while he was on duty as Corporal of the Guard, Sgt. Mahone received a call from the local GCI station in reference to the presence of several "mysterious" unidentified aircraft in the area.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-521

Page ID (PID)	MAXW-PBB12-521
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 521 - 528

Form: 97 BB
Date: Sat, 11 Mar 2006 17:31:10 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 15, 1952, 2055Z, Pendleton, Oregon, UFO report

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 15, 1952, 2055Z, Pendleton, Oregon, UFO report

Many civilians in 5 cars and an Oregon State Trooper observed a spherical-shaped object, 35-100 feet in diameter, silver in color, flying very fast at an estimated altitude of 4,000 feet. Object was moving eastbound and appeared to be dipping in flight. Object upon last visual contact at 2100Z, was heading due north.

At 2155Z a strike force of six B-36 aircraft were over Pendlton, Oregon, heading north.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-364

Page ID (PID)	MAXW-PBB12-364
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 364 - 371

Form: 97BB
Date: Mon, 22 May 2006 21:00:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 17, 1952; Tsuiki Air Base, Kyushu, Japan FLYOBRPT

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 17, 1952; Tsuiki Air Base, Kyushu, Japan
FLYOBRPT

At 1800 hours A/2C Lyle R. Drenth, USAF, launched a 100 gram White balloon for a scheduled Pibal run. For the first 30 minutes the balloon moved in an easterly direction and then came back over the field in a south and westerly direction. This was observed by a theodolite. Drenth then turned over the theodolite to his helper. After recording the weather Drenth looked at the balloon again throught the theodolite and observed a formation of twelve circular luminous objects moving in the same direction as the balloon. The objects stayed at the same speed as the balloon for approximately 15 to 20 seconds and then they moved out at a greater speed. For a period of 7 or 8 minutes Drenth could see the objects in groups of threes, fours and fives. They all moved in a westerly direction except one which came in around the balloon and then went out to the east. There were four people who saw the objects through the theodolite, one was A/2C Barrington from AACS.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-451

Page ID (PID)	MAXW-PBB12-451
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 451 - 457

Send instant messages to your

Form: 97 BB
Date: Thu, 6 Apr 2006 09:34:49 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 27, 1952, near Wilmington, Delaware FLYOBRPT

Cat: 1
To: CE, SHG, NCP

Does this sound familiar?

July 27, 1952, near Wilmington, Delaware
FLYOBRPT

At 2300Z Mr. James R. Thomas observed one cylindrical object with a domed top and bottom moving northwest to southeast. The object appeared to move **in an upright position.** The object disappeared suddenly. Sighting lasted for approximately 90 seconds.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB11-1139

Page ID (PID)	MAXW-PBB11-1139
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 11
Document Code	N/A

Frames 1139 - 1140

Wilmington, Delaware

Map

Form: 97 BB
Date: Tue, 21 Mar 2006 17:19:13 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: July 24, 1952, Clovis, New Mexico, FLYOBRPT
Cat: 1
To: Francis Ridge <nicap@insightbb.com>

140th FTR BMR Wing
Clovis AFB

First page of document below states that unidentified flying objects similar to types reported seen over "Operation Desert Rock" were observed by an officer of this wing on July 24, 1952.

"Operation Desert Rock" had to do with the nuclear weapons testing at the Nevada Test Site--probably during Operation Tumbler-Snapper in the spring of 1952, or Operation Buster Jangle in the fall of 1951, at the NTS.

See the report below:

SQUADRON OF DISCS OVER ATOMIC TEST SITE
OCTOBER 30, 1951

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http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-1428

Page ID (PID)	MAXW-PBB12-1428
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 1428 - 1429

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http://www.aracnet.com/~histgaz/atomi/bires/coa.htm

OPERATION DESERT ROCK

HEADQUARTERS
231ST ENGINEER COMBAT BATTALION
Camp Desert Rock
Las Vegas, Nevada

5 November 1951
SUBJECT: Operational Report of OPERATION DESERT ROCK
TO: Commanding Officer
354th Engineer Combat Group
Ft Lewis, Washington
Annex for Co "A" Command Post Forward Area

On 26 September 51 this company proceeded by motor convoy to the vicinity of Yucca Pass, where a command post was set up. The first day was spent erecting tents and preparing the company in Operation Desert Rock.
In the week that followed the primary work was begun. The first week brought the task of completing the survey of the Forward Emplacement Area. This was completed and a detail was sent out to stake and mark out in masking tape the various emplacement positions.

Orders were received to delay actual construction until an inspection was made by Major General W. B. Kean on 29 Sept 51. General Kean flew in, landing his aircraft on a road very near Area B and conducted an inspection of the area as laid out. From his observations, from the air, and by walking through the area, Gen. Kean expressed his satisfaction of the basic lay out recommending few minor changes. These changes were incorporated into the plan and actual construction commenced immediately.

In order to expedite construction of the various emplacements, the following plan was used. One squad was detailed to conduct a carpenter shop, to build revetments for the emplacements which were being dug by the remainder of the company. As soon as the emplacements were dug, the prefabricated revetments were slipped into position and secured. Sand bags were filled and placed all around the emplacements.

It was about this time that I was assigned to Company A. As a wheeled vehicle mechanic with a GI driver's license that allowed me to drive any vehicle. I was pressed into service driving as mechanics were needed as much as drivers. I remember the revetments being finished at the carpentry shop and hauling them to the emplacement areas near Ground Zero. I remember distinctly it being quite a shock coming from Atlanta, Ga. to the Nevada Desert. Especially the night time in the desert was awfully cold after being in Georgia.

[Able Shot 22 Oct 51 Bill Bires narrative]
[Continue Co "A" Operational Report Annex]
[Return to Week 3 at Camp Desert Rock]
[Table of Contents]

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http://www.nicap.org/armada51.htm

SQUADRON OF DISCS OVER ATOMIC TEST SITE
OCTOBER 30, 1951

NOTE: THE PRIME WITNESS'S NAME, CURRENT ADDRESS, AND TELEPHONE ARE TO BE KEPT **STRICTLY CONFIDENTIAL** AND ARE NOT TO BE PUBLISHED!

Type of Report: Hynek Class--DD *
UFOCAT Strangeness Class--Type 3**
Vallee Class--Type III-B ***
BACKGROUND

This sighting; if true, may be unprecedented. It is unusual because of the large number of UFOs reportedly observed at one time **in combination with** the supersensitive location and timing of the event. On November 18,1964, I happened to be investigating a Boston newspaper story which found me prowling around a West Quincy (Boston suburb), Massachusetts, cemetery in search of some sort of weird nocturnal creature (see my; NICAP report, " 'The Watermelon Caper.'--November 13-14, 1964"). Although I later concluded the Little beast WAS probably an owl or other known animal, the uncle of the initial witness told me, during the course of the investigation, that he had sighted, UFOs in Nevada when he was in the service.

I wrote the following at the end of my 1964 report: "He (I'll call him "Mr. M.") thought the observation might have been made in 1951. He was with a group of servicemen at Yucca Flat and just before a nuclear test was due to go off, they all saw a formation of

18 silvery, rotating, disc-shaped objects, each one with a dome, come down over the test site, hover for 10 to 15 minutes, and then depart, at an angle, vanishing out of sight in seconds."

http://www.dreamlandresort.com/info/ntsbigmap.htm

At the time I was concentrating upon the investigation at hand and was more interested in securing details from Mr. M. about the creature seen by him and the. .neighborhood kids- in the cemetery. Moreover, I was somewhat skeptical about his story of a UFO armada.

* DD (Daylight Discs)

**Type 3 (UFO in trajectory with .single discontinuity)
*** Type III-B (UFO halts in flight and hovers before resuming motion)

Recently I opened my "sightings pending" folder and attempted to contact some of the witnesses in cases that were never followed up for a number of reasons. One of these individuals was Mr. M.. Although 16 years had elapsed since my interview with him, I discovered that he still resided at the same apartment house but in a different apartment. I telephoned him on February 28, 1981, and re-introduced myself. However, he seemed reluctant to discuss the 1951 episode and, in fact, politely refused to grant a face-to-face interview. As I drew him out, it appeared he received such ridicule from the police and others during the '64 incident that he understandably shied away from any future involvements of a similar nature. I assured him that his name would be kept confidential, that it was important such UFO sightings become part of the written record, that I had interviewed many others, and, in fact, was at UFO eyewitness myself. He seemed to loosen a bit although he still declined to see me in person. And so I began asking questions over the telephone. Under the circumstances, I felt very fortunate to have been able to extract the following account from Mr. M.

THE SIGHTING

In 1951 Mr. M. was an Air Force corporal stationed at Nellis Air Force Base, Las Vegas, Nevada. That same year the Atomic Energy Commission established the Nevada Test Site and began detonating nuclear devices at Yucca Flat (about 120 kilometers, or .75 miles, northwest of the base). He recalled that during one of the first tests --- perhaps the second or third in a series of seven--he was among those at Nellis who volunteered for sentry duty at the perimeter of the AEC site. When asked if he could pin down the date, he said "October sticks in my mind" although he couldn't be absolutely certain. The time of the sighting was early morning after sunrise and occurred perhaps 15 or 20 minutes before the detonation.

Armed with these clues, I called the Union of Concerned Scientists in Cambridge, Massachusetts, and spoke to Paul Walker. I had already learned there were 12 nuclear tests in Nevada during 1951 and now wanted to know the dates, times, and code names of each of the tests. Walker not only had that information but also the height of the burst and the yield. His source was the book, *The Effects of Nuclear Weapons*, edited by Samuel Glasstone and published jointly .by the Department of Defense and the AEC in April, 1962.. There were two series of tests in Nevada during 1951. The first one was called Operation Ranger and consisted of five detonations in. January and February. The final seven-shot sequence. was Operation, Buster-Jangle in October and November. Three of those tests---Shots Able, Baker, and Charlie - occurred, respectively, on October 22 at 6:00 a.m. PST; the 28th at 7:20 a.m.;. and the 30th at 7:00 a.m. Able was a small tower burst at 30 meters (100 feet), yielding less than 0.1 kiloton. Baker and Charlie .were air-drops, exploding

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at 341 and 345 meters (1118 and 1132 feet) above the desert floor with a force of 3.5 and 14 kilotons, respectively. Able was ruled out immediately since the UFO sighting would have had to take place 10 or 15 minutes before sunrise. When I reached Mr. M again on March 5, I asked him if he. could remember how soon after sunrise his UFO observation had happened. He replied that it must have been a half hour or so. Both Baker and Charlie qualified. When I asked the witness about the size of the explosion, he recalled it was between 10 and 20 kilotons. This narrowed down the date to October 30. (Local sunrise on that date, 6:00.)

Mr. M., who was 19 years old at the time (on November 3), thought his post was several kilometers--perhaps five to six (three to four miles)--east of Ground Zero, which would place the sun at his back. Suddenly, as he glanced at the clear sky in front of him, he perceived three silvery, elliptical. objects hovering in the direction of the. target zone and at an estimated height of up to 600 meters (a few thousand feet). Time: approximately 6:40-45, as determined by the known time of the detonation 15

to .20 minutes later. Each object possessed a flat bottom and a dome on top. No other features were visible. The UFOs were arranged in a horizontal triangle, with one object positioned in. front toward the observer and the others in back to either side. The analogy Mr. M. used was "like looking down a bowling alley at ten-pins." The UFOs were shiny and reflected the early morning sunlight. No sound could be detected from that distance.

The prime witness and another guard, who also saw the objects, turned to get the attention of the Corporal of the Guard. When the latter arrived, Mr. M. noticed an armada of other discs had joined the original trio. They were all arranged in about six groups of three stretched out in a horizontal row. Apparently, none of the three witnesses saw the huge formation arrive. Mr. M. remembers he had time to count a total of 18 discs.

"After perhaps "30 seconds to a minute" (total observation time), the entire UFO formation abruptly departed upward at an angle and. vanished in seconds. The Corporal of the Guard said something like "if we're smart, we; won't say anything about this." Mr. M. never heard any mention of the sighting again. No conventional aircraft appeared on the scene to pursue the UFOs since aircraft weren't permitted over the test area (he doesn't recall seeing or hearing the aircraft that dropped the nuclear device 15 to 20 minutes later).. However, the witness believes the UFOs' presence undoubtedly was recorded somewhere. The objects themselves, he feels, must have been monitoring the test .He hinted that, as a consequence of his sighting, he believes UFOs are of extraterrestrial origin.

When I told Mr. M. that in 1964 he said the discs rotated and hovered for 10 to 15 minutes, he answered by saying he didn't recall any rotation and the objects definitely weren't

.

visible that long. (Of course, it has been 16 years since he talked with me and 30 years since the sighting itself. Perhaps the longer time actually was a reference to the **interval** between the sighting and the nuclear detonation.)

During my March 5 telephone call, I asked the witness if he might attempt to estimate each UFO's apparent size and angular elevation. Of course, it was understood such estimates made 30 years after the fact would be so uncertain as to be almost useless. Farther, the observer was unable to visualize the arm's-length size comparison (he kept coming up with a 12- inch rule or pie plate, which would make the UFOs enormous). If the objects were five to six kilometers distant and 600 meters up, the .35-degree elevation value offered by the witness should be reduced to less than 10-degrees. If, on the other hand, the original elevation figure is in the right ballpark, then the objects .were actually much higher--say, 3000 to '4600 meters (10.000 to 15,000 feet) at he same distance. It seems to me that in order for the domed shapes to have been visible, it is quite possible the UFOs were closer to the witness. In such case, the witness's initial angle estimate would again be in the right ballpark. The fact of the matter is that juggling the above figures is a rather useless exercise at this point in time.

I asked Mr. M. if he would mail a sketch of the UFOs and their formation, but he declined. Therefore, the drawings that accompany this report are the investigator's own interpretation based upon close questioning of the witness on the telephone.

MASS FLIGHTS OP UFO'S

In an effort to determine just how prevalent such mass UFO flights are, I conducted a cursory survey of some of the literature, especially Ted Bloecher's on the *UFO Wave of 1947* (private printing, 1967). During the June, 1947 peak period covered by the Bloecher study, I found 16 sighting reports alone that referred to UFO formations numbering 18 or more. An unknown portion of. these probably have mundane explanations such as flocks of high-flying birds, airborne seed fibers (milkweed, cottonwood), spider gossamer, and clusters of balloons. One group of 50 to 60 night-flying discs (Case #554) 'was even accompanied by the suspicious sound of "goose-like honking": Nevertheless, there appeared to be a number of fairly reliable observations in the Bloecher collection describing UFO fleets composed of Mr. M.'s total or more, as follows: 18, 19, 20, 21, 20-30, two dozen (three :reports), 25..25-30, and 30. Groups of three discs in geometrical formation weren't uncommon in the '47 survey.

One of the most detailed and reliable accounts of a mass flight I happened to come across was investigated by APRO Con-

sultant (psychology) R. Leo Sprinkle. It. was reported in *The APRO Bulletin*, December, 1975. On September 24, 1974, at. Rock Lake in Wyoming, a. pair of fishermen witnessed the flyover of

approximately 35 silvery discs arrayed in an oval formation which emitted a droning noise like a beehive. At the end of the sighting, the objects began to climb at a steep angle and the sound ceased at that point. Then they accelerated rapidly out of sight.

On occasion such items as radar chaff discharged from military aircraft and exploding balloons account for some mass-flight sightings. The famous "saucer invasion" of Farmington, New Mexico, on March 17, 1950, proved quite literally to be a bust: Many of the town's citizens asserted they watched hundreds of discs--from 500 to "thousands" -- cavorting in the sky. Blue Book chief Ed Ruppelt in *The Report on Unidentified Flying Objects* (Doubleday, 1956), explained that a skyhook balloon burst near Farmington on the 17th, and the drifting pieces sparkling in the sunlight at very high altitude probably were responsible for the local flap.

EVALUATION

When I first heard Mr. M"s story 16 years ago, I must admit I was dubious. His hesitation in 1981 to allow a face-to-face interview is, in my judgment, satisfactorily explained by the official ridicule he suffered during the '64 episode. I would describe the witness as "reluctantly cooperative." During our telephone conversations, I was impressed by a number of things. Without any prompting from me, Mr. M. immediately referred to "18" as the number of UFOs he claimed he had seen during the '51 sighting--the precise figure he gave me 16 years ago. And, as stated elsewhere in this report, such an armada of UFOs is, by no means, a rarity.

The witness had more than simply a passing knowledge of events at the AEC Nevada Test. site in 1951. I was able to eventually pin down the date of the experience using the information he recalled and checked against known dates, times, etc., for the nuclear tests that year. He correctly identified the total number of tests in the fall series of nuclear tests (seven) the test he attended (second or third in the series), the month of his sighting (October), the time (half hour or so after sunrise and 15 or 20 minutes before the detonation), and yield of the test (between 10 and 20 kilotons). This last bit of in formation was enough to permit selection of the final date since the October 30 test was the only one in the entire series that fit within the bracketed lower and upper limits given by the witness; other yields were either much lower or much higher. Thus, while this doesn't necessarily prove Mr. M. had a UFO sighting, it does go a long way toward establishing that he was present at the atomic test site when he said he was.

The appearance and behavior of the UFOs described rule out conventional objects such as aircraft, helicopters, blimps, and balloons. In addition, no such objects would have been permitted over the test site just before the detonation-- especially a mass flight!

Thirty years have elapsed since Mr. M.'s observation, and until now he has never reported it officially to anyone. I tend to accept his account of what he said, happened in Nevada on that October morning in 1951. Therefore, I believe this sighting should be classified as an unknown.

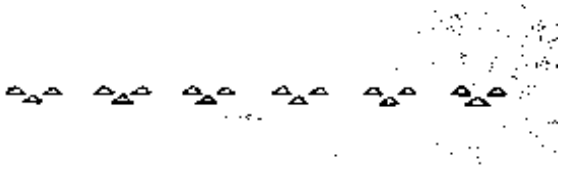
NAMES AND ADDRESSES OF WITNESSES

NOTE: THE PRIMARY WITNESS'S NAME, CURRENT ADDRESS, AND TELEPHONE NUMBER ARE TO BE KEPT **STRICTLY CONFIDENTIAL** AND ARE NOT TO BE PUBLISHED!

XXXXXXXXXXXXXXXXXX
Unidentified USAF guards (2).

Walter N. Webb
MUFON Consultant
3/8/81

cc: Walter Andrus (MUFON)
Richard Hall (MUFON)
David Webb (MUFON)
XXXXXXXXXXXXX



SKETCH OF UFO FORMATION FROM TELEPHONE CONVERSATION WITH WITNESS (INTERPRETATION IS ONLY AN APPROXIMATION)

(This web page was produced for the NICAP web site and the Nuclear Connection Project, March 15, 2003, by Francis Ridge, with material submitted to MUFON by Walter N. Webb. Copies provided by Jan Aldrich.)

Form: 97 BB
Date: Mon, 13 Mar 2006 21:12:30 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: July 24, 1952; Travis AFB, Calif. (BBU 1588)
Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 24, 1952; Travis AFB, Calif. (BBU 1588)
(NARA)
==========

<>July 24, 1952; Travis AFB, Calif. (BBU 1588)

At 2215 hours PDST, thirteen witnesses of the 1501st Maintenance Squadron observed a round object with a reddish center with a halo around the object. The object remained at a stationary position at 5 degrees above the horizon. The object then appeared to move directly away from the observes to the west at a high rate of speed and disappeared from sight. The length of the observation was approximately six minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-1417

Page ID (PID)	MAXW-PBB12-1417
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 1417 - 1421

Submit (input element)

Submit (input element)

Submit (input element)

Submit (input element)

Submit (input element)

Form: 97 BB
Date: Fri, 17 Mar 2006 20:25:07 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 21, 1952; Randolph AFB - Converse, Texas (BBU 1522)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

July 21, 1952; Randolph AFB - Converse, Texas (BBU 1522)
4:30 p.m. Wife of USAF Capt. J. B. Neal saw an elongated, fuselage-shaped object fly straight and level, make a right-angle turn, fly out of sight at 300+ mph.3-5 mins. (Berliner)
==========

July 21, 1952; Randolph AFB - Converse, Texas (BBU 1522)

At 1630 hours CST, Mrs. Lovicy E. Neal, wife of Capt. James B. Neal, Randolph AFB, observed an object like an elongated fuselage with a pointed nose and no wings. The object had a box-like empennage in the rear. The object flew in a straight line just above some B-29's that were landing at Randolph AFB. The object then made an abrupt turn upwards and climbed out of sight. Length of observation was from 3 to 5 seconds.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB12-877

Page ID (PID)	MAXW-PBB12-877
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 12
Document Code	N/A

Frames 877 - 888

Form: 97 APRO
Date: Tue, 7 Mar 2006 20:42:57 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: ROCKFORD, ILLINOIS, MONDAY, AUGUST 11, 1952
Cat: 1
To: Francis Ridge <nicap@insightbb.com>

Front page headlines:

Rockford Register - Republic

ROCKFORD, ILLINOIS, MONDAY, AUGUST 11, 1952

'FLYING SAUCERS SIGHTED'

Speedy Jets Are Alerted In Vain Hunt

Fifty - four "flying saucers" were sighted streaking over Rockford Sunday evening by at least 14 persons.

Two U.S. air force F-86 Sabrejet interceptors based at O'Hare Internationa Airport near Chicago came here seeking the strange objects, but the pilots didn't see them.

The report of the saucers here may be the most detailed of all, and probably more of the objects were seen consecutively than ever before anywhere in the nation.

Sighted in Evening

Roy E. Munson, 1231 Witlergren Drive, Rockford businessman and veteran of 20 years as a private pilot, sighted the first of the saucers at 5:38 p.m., as he lay in a hammock in his back yard, looking into the clear sky.

At first Munson said he wasn't sure that he was seeing the objects that so many have reported sseing throughout the nation since the spring of 1947.

The flying saucer mystery has been the subject of much detailed investigation recently, but it remains a mystery, as far as the general public is concerned.

Called Neighbors

Munson summoned his family of three after sighting the first of the objects. Within a few minutes, another apperaed. Across the street, at the Eugene Leander home, there was a picnic inprogress, and soon 10 to 11 other persons joined in the almost fantastic sightings.

Munson called the CAA operator at Greater Rockford airport, who relayed the Rockford man's

(Continued on Page 2A, Col. 5)

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Jets Chase 54 Flying Discs

Two Sabre Pilots Fail To Sight Objects

(Continued from Page 1A)

report to the air force base near Chicago.

Two of the top air force jet planes capable pf 670 mile-an-hour flight took off and the pilots started to hunt for the strange objects.

The two swept-wing fighters circled Rockford at an altitude of 2,000 feet several. Radio contact with the Greator Rockford airport was established and during part of the ime Munson was connected to the CAA office by telephone while the operator relayed his information to the jet pilots.

Disappear from View

Munson said the two jets appeared just as the last of 54 objects disappeared from view. By the radio-telephone relay, Munson directed the jet pilots to the area where he had seen the other queer discs.

Lt. Robert Jordan, O'Hare military public information officer, verified the reports today. He said the two pilots were here for 20 minutes or more, but sighted no saucers or other strange objects. The pilots filed reports after returning to their base late Sunday evening.

Munson and other persons about his east side home near East high school, watched the eerie objects for more than 90 minutes. There was a regular procession of the objects, following, for the most part, a seemingly fixed path, each appearing on the west horizon, streaking across the sky, and disappearing in the east horizon about six seconds later.

Going 2000 M.P.H.

" If those jets were going 500 miles per hour," Munson said, "the saucers were going 2000 miles per hour. These objects could never be overtaken even by these ultra-fast jets."

Munson, an experienced pilot never fully discounted the flying saucer reports of the past, because he respects the integrity of the private, transport and the military pilots who at one time or another have reported sighting saucers.

"They saw something," Munson said, "and we saw something here." Munson said the objects he and the others saw Sunday evening were "as real as those jets , which were seen by a great many."

He described the objects as being surrounded by a haze that prevented seeing detailed outlines. The objects appeared rather dark on their approach, and then became brilliant as they neared and passed overhead. Disappearing, they again looked darker.

Of the 54 objects, 36 appeared larger that the others and moved faster. Fifty followed the straight west-to-east path out of sight. Three according to Munson, deviated from the path to the north. One deviated to the south.

"The entire sighting defies description," Munson related. "We were in a good position to see, staying in the shade looking up into the clear sky. All of us saw the same thing. Through low-powered binoculars, the objects appeared to take on a toadstool shape, but without the thick stem."

Munson could not estimate the altitude of the objects. He said the indefinite shape and haze prevented such an estimate. "There is no doubt, however," Munson said, "that they were very high."

Aroused Interest

The roaring jet planes aroused much interest in Rockford as they swept low and circled the city area, then climbed within a few minutes to 20,000 feet or more.

Lieutenant Jordan, the air base spokesman, said the planes are fully armed and are the same as are now being used in Korea.

The planes were not here giving a demonstration, as some thought, and it wasn't a home town boy giving his family a thrill, as others thought.

The two pilots were about their deadly serious business of hunting strange , unidentified objects. "That is why we are here," Jordan said. The planes were of the 4706th air defense wing.

It could not be recalled today when, if ever, anyone ever reported a sighting of such duration, in such detail and of so many "flying saucers."

End of article.

From APRO Files

Note:

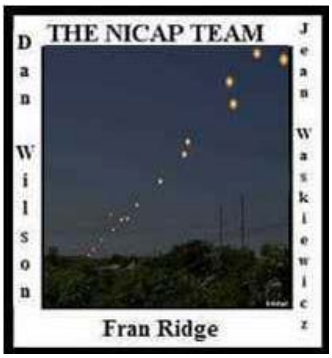
I could not locate a Witlergren Drive in Rockford, but there is a Wintergreen Drive in Rockford, Illinois.

Dan...

National Investigations Committee On Aerial Phenomena

Case Directory
Category 1, Distant Encounters

Preliminary Rating: **5**



A Hynek Classification of Distant Encounter is usually an incident involving an object more than 500 feet from the witness. At night it is classified as a "nocturnal light" (NL) and during the day as a "daylight disc" (DD). The size of the object or the viewing conditions may render the object in greater detail but yet not qualify the sighting as a Close Encounter which is an object within 500'.

Long Object With Green Light In Nose

March 8, 1957
Mockville & Arrity, North Carolina

Dan Wilson:
March 8, 1957; Between Mockville and Arrity, North Carolina (BB)
At 12:00 a.m. EST, a civilian observed an object 30 to 35 feet long with a round nose that was 10 to 12 feet in diameter. It was gray-white in color and the nose was a very bright green light. The object was at an altitude estimated at 500 to 2000 feet and traveled from the NW, circled then moved to the NE. The length of the observation was 2 minutes. (Here is another report from the SE U.S. This one was carring a very bright green light in the nose. The next day on March 9, 1957, there were three sightings of green fireball-like objects from aircraft in the SE U.S. area all at different times, so there is no overlap here).

Fran Ridge:
Written off by Blue Book as possible jet aircraft with afterburner. However, the description doesn't fit and the witness heard no sound.

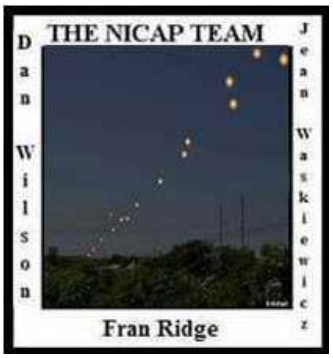
Detailed reports and documents
reports/570308mockville_report.htm (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 1, Distant Encounters

Preliminary Rating: **5**



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Object With Rings Observed

Jan. 18, 1965
Buchanan, Virginia

Dan Wilson:
Jan.18, 1965; Buchanan, Virginia (BB)
6:00 p.m. EST. Three children observed a round object with 3 rings like donuts stacked one on the other moving directly overhead. The object seemed to be high when first sighted to the north. The object paused momentarily and appeared to descend slightly, then ascend and continued on course to the south at a fast rate of speed. It was observed for 2 to 5 minutes. A check with the Washington Air Defense Sector revealed that there were no aircraft under their operational control at the time of the sighting. The area was scanned by a AN/FPS-6 height finder radar 45 minutes after the sighting.

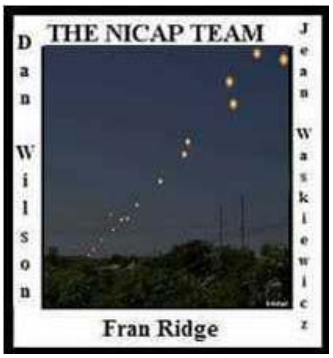
Detailed reports and documents
reports/650118buchanan_report.htm (Dan Wilson)
waves/1965fullrep.htm (Fran Ridge)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 1, Distant Encounters

Preliminary Rating: **5**



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Zig-Zagging Object Lands / Takes Off

Jan. 27, 1965
Hampton (Plum Tree Island), Virginia

Dan Wilson:
Jan. 27, 1965; Plum Tree Island (Hampton), Virginia (BB)
6:00 p.m. EST. A NASA research engineer, A. G. Crimmins (located at Hampton) observed an object that was approximately 75 feet across and 10 to 15 feet in height. The object had 3 to 7 lights colored red and orange. The object appeared to rotate. The object first appeared at an azimuth of 20 degrees and a maximum of 75 feet of elevation. The object moved approximately 1/4 mile west of the original position on a zigzag course and then appeared to land on the shore. It remained fixed for approximately five minutes. The object then took off to the north and then turned right to depart to the east at a high rate of speed. The object was viewed through 20-power binoculars. There were apparently other reports of similar sightings in the same area at approximately the same time. (UFOE II, Section IV).

Fran Ridge:
Jan. 27, 1965; Plum Tree Island (Hampton), Virginia (BB)
While in the process of documenting the Jan. 23, 1965 E-M case at Lightfoot, Virginia (N. of Williamsburg) I found that among the witnesses in this mini-flap there were two NASA research engineers, A. G. Crimmins and Maj. John Nayadley, a retired AF jet pilot. "I watched it through binoculars," Crimmins stated. "It was zigzagging as if searching for a landing spot. I could see flashing lights on the edge or rim of a rapidly rotating disc." The UFO made a touch landing, then climbed steeply out of sight. Without any checkup, AF Headquarters hurriedly explained it as a helicopter the NASA engineers failed to recognize in their excitement. Too late. HQ learned that Langley AFB had ruled this out - no helicopters were flying in the area. (NICAP files)

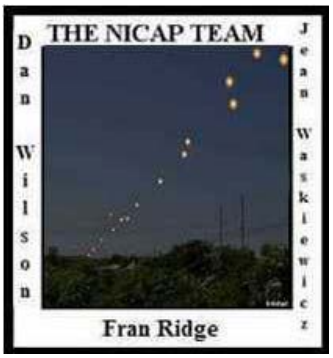
Detailed reports and documents
reports/650127plum_tree_isle_report.htm (Dan Wilson)
reports/650127plum_tree_isle_NICAP.htm (NICAP UFOI)
/waves/1965fullrep.htm (Fran Ridge)
reports/650127plum_tree_isle_thread.htm (Shough/Sparks)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 1, Distant Encounters

Preliminary Rating: **5**



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Light Hovers Over Radio Tower

Jan. 21, 1965
Richmond, Virginia

Dan Wilson:
Jan. 21, 1965; Richmond, Virginia (BB)
7:10 p.m. EST. A bright light, the size compared with a half dollar held at arm's length was observed hovering over the tower of radio station WTVR. After hovering for a few seconds the object appeared to move rapidly to the north and disappear over the horizon. The light was seen for approximately 45 seconds. (Dan Wilson)

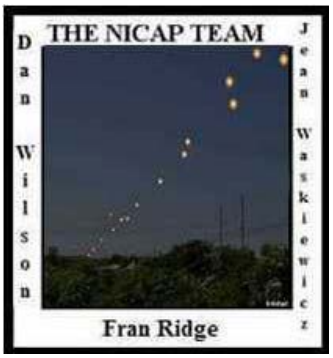
Detailed reports and documents
reports/650121richmond_report.htm (Dan Wilson)
/waves/1965fullrep.htm (Fran Ridge)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 1, Distant Encounters

Preliminary Rating: **5**



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Over A Dozen Ovals Chased By AF Jets

Jan. 11, 1965
Washington, D.C.

Fran Ridge:
Jan. 11, 1965; Washington, DC.
4:20 p.m. Army Signal Corps communications system specialists observed 12-15 white ovals maneuvering erratically, with jets seen in pursuit (Section II).

Dan Wilson:
Jan. 11, 1965; Washington, D.C.
4:20 p.m. At least twelve persons, including six engineers (communication systems specialists) of the Army Signal Corps, observed 12-15 white ovals maneuvering erratically and across the sky, apparently followed by jets from Andrews Air Force Base. Among the witnesses were Messrs. Paul M. Dickey, Jr. and Edward Shad. The Defense Department denied the incident. The witnesses have publicly maintained their story. (Section II).

Detailed reports and documents
reports/650111washington_report.htm (FSSB, Edwards/Dan Wilson/Rich Vitello)
articles/650111washington_article2.pdf (Dan Wilson)

NICAP Home Page

Regional Sighting Information Database (RSID-C1)

DATE	TIME	LOCATION	ST	HY	WT	DESCRIPT	F_USED	REF
030317		HELMER	IN	C1	01			EGBA,673
0406XX		ROLL PRAIRIE	IN	C1	01			CE,164
0910XX		CHURCH	IN	C1				CE,?
13SUMR		BOWLING GRN	KY	C1	01			EGBA,503
23XXXX	EVEN	REND CITY	IL	C1	02	CIGAR		SL-57,12
23XXXX		INDIANAPOLIS	IN	C1	01			EGBA,674
31XXXX	DAYT	SPRINGERSVIL	IN	C1	MW	DIRIGIBL		
4409XX		OLIVER SPRGS	TN	C1				EGBA,498
450417	EVEN	FISHERVILLE	KY	C1	01	ROUND		GROSS
470707	MORN	INDIANAPOLIS	IN	C1	MW	DISCS,2		570.
470707	1155	KANSAS CITY	MO	C1	01	DISC		576.
470707	1145	BRANDENBURG	KY	C1	01	DISCS,4		575.
470708	1030	SPRINGFIELD	IL	C1	03	DISC		705.
480201	DAYT	CIRCLEVILLE	OH	C1	01	DISC,60'		FSTS,144
480729	0955	INDIANAPOLIS	IN	C1	02	PROP		PBBSR,14
491023	1915	NORWOOD	OH	C1	MW	S/L PHOT	8	EGBA,715
49XXXX	EVEN	CINCINNATI	OH	C1	02	BOL		CR,03/55
49XXXX	EVEN	BOONE CO.	KY	C1	02	BOL		CR,03/55
500408		KOKOMO	IN	C1	01			EGBA,675
5008XX		SPRINGFIELD	OH	C1				EGBA,719
511009	1345	PARIS	IL	C1	01	SILVOBJT	11	RUFO,112
521208	EVEN	CHICAGO	IL	C1	02	LTS,5-6	11	UFOE,35
52XXXX		AKRON	OH	C1	01			EGBA,685
53SUMR		CINCINNATI	OH	C1		OBJECT	8	CR,04/54
540714	0750	ST. LOUIS	MO	C1	10	BOX-LIKE		AUN-6,1
5408XX	2230	PARK HILLS	KY	C1	01	DISC		IUR,2,4
541022	0130	CINCINNATI	OH	C1	01	DISC	3	CR,12/54
550302		HUNTLEY	IL	C1				EGBA,540
550801		WILLOUGHBY	OH	C1	01			FSTS,236
550821		CINCINNATI	OH	C1				CR,09/55
560902		DAYTON	OH	C1				EGBA,699
561011	2245	CRANE	IN	C1	01	CIRCULAR		US NAVY
561016	EVEN	BEDFORD	IN	C1	02	STRGA/C		CR,01/57
561130	1200	PETERSBURG	IN	C1	01	OVAL		CR,02/57
561130	0555	CINCINNATI	OH	C1	01	ROUND		CR,02/57
570507		DIXIE LEE JC	TN	C1	01			EGBA,493
5708??		SHELBYVILLE	IN	C1				EGBA,680
570930		KINGSTON	OH	C1	01			EGBA,706
571105	1812	WABASH	IN	C1		LTSinCIR		UFOE,165
571105		NEW CASTLE	IN	C1	01			EGBA,678
571106		DUGGER	IN	C1				UFOE,98
571109		BEDFORD	IN	C1	01			EGBA,667
571109		BEDFORD	IN	C1	01			EGBA,667
571110		MARTINSVILLE	IN	C1	01			EGBA,677
571120	2200	McMINNVILLE	TN	C1	01	LIGHT		UFOE,167
5711XX	2000	VALPARAISO	IN	C1	01	FLSPHERE		FSSB,16
5807XX		LAPORTE	IN	C1				CE,147
580828	1620	GEORGETOWN	OH	C1	03	SAUCER		MORA#11
580921		LORRAIN	OH	C1	01			EGBA,708
580921		SHEFFIELD LK	OH	C1	01			UFOE,113
580929		WHEATON	IL	C1				EGBA,556
581003		STEPHENSBURG	KY	C1	01			NICAP,58
5XXXXX		TERRE HAUTE	IN	C1	01			EGBA,681
60SUMR		LEXINGTON	KY	C1	01			EGBA,509
6105XX	EVEN	LAPORTE	IN	C1	01	LIGHTS		CE,154
6105XX	EVEN	LAPORTE	IN	C1	01	SILVOBJ		CE,155
6105XX	EVEN	LAPORTE	IN	C1	01	HAT		CE,155
6105XX	2200	UNION MILLS	IN	C1	01	HEMISPHE		UFOE,139

610704	EVEN	AKRON	OH	C1	03	OBJECT		UFOI/61
611221		LAFAYETTE	IN	C1	01			EGBA,675
61CIRC		STOVER	MO	C1	01			SL-18,4
620622	EVEN	INDIANAPOLIS	IN	C1	MW	DISC		UFOI
6207XX	XXXX	DAYTON	OH	C1	04			CUFOS
620822	2030	KINGSFORD HT	IN	C1	07	HAT		CE,168
630519		WAUKEGAN	IL	C1	01			EGBA,555
630809	2210	MT. VERNON	IL	C1	MW	OVAL		NCS
630920		ROSELLE	IL	C1	01			EGBA,552
640127		KANKAKEE	IL	C1	01			EGBA,541
640509		MOGADORE	OH	C1				EGBA,711
640515		GENEVA	OH	C1	01			EGBA,703
640608	2130	LAWRENCEVILL	IL	C1	01	DDISCwLT		NL,14
640613		TOLEDO	OH	C1				EGBA,721
640618	0015	DALE	IN	C1	03	WBOL	1	
6411XX	2300	PAYNE	OH	C1	01	RECTANGL	1	OHMUFON
650801		CANTON	IL	C1				EGBA,524
650830		URBANA	OH	C1	01			EGBA,721
651016		BEXLEY	OH	C1				EGBA,688
651207		PLEASANT HIL	MO	C1	01			SL-40,15
65FALL	1030	FOSTORIA	OH	C1	01	CIGAR		MORA
660417	0500	RAVENNA	OH	C1	MW	OVAL		UE,100
660608		TOLEDO	OH	C1				EGBA,721
660722	2325	FREMONT	IN	C1	02	DISC		UE,95
660801		RUSHVILLE	IN	C1	01			APRO
660924		E. PEORIA	IL	C1	01			SL-16,12
6609XX		OWEN CO.	IN	C1	02	CIGAR	FI-4	
661006	1900	RUSHVILLE	IN	C1	02	OVALDK		
661006	1905	RUSH CO.	IN	C1	04	NOSECONE		
661006	1900	RUSH CO.	IN	C1	20	OVAL		
661006	1915	ARLINGTON	IN	C1	02	LIGHT		
661006	1915	RUSHVILLE	IN	C1	05	DDISC		
661006	1930	CONNERSVILLE	IN	C1	MW	FLATBOTT		APROB,15
661006	2000	FAYETTE CO.	IN	C1	02	BALL		EGBA,671
661006	2230	CONNERSVILLE	IN	C1	01	LIGHT		
661008	2200	RUSHVILLE	IN	C1	05	OWL		APROB,15
661010	0400	RUSH CO.	IN	C1	04	TRIANG,5		
661010		NEWTON	IL	C1				EGBA,547
661018	055	CYNTHIANA	KY	C1	01	TOPSHAPE		FSHN,120
6610XX		DUNCAN FALLS	OH	C1	01			EGBA,700
661117		CHESHIRE	OH	C1				APROB,15
661209		GALLIPOLIS	OH	C1	01			EGBA,703
6612XX	2230	RICHMOND	IN	C1	05	OWL		
66FALL	0200	COLUMBUS	OH	C1	70	DDISC		MORA
66SPRG		BENTON	MO	C1	01			SL-42,11
66SUMR	0245	BENTONVILLE	IN	C1	01	CIRCULAR		
670110	2030	BRUCEVILLE	IN	C1	02	DISC	1	
670117	EVEN	FREETOWN	IN	C1	01	LIGHT		FSHN,131
670117		SEYMOUR	IN	C1	01			EGBA,680
670119	1500	MILAN	IN	C1	01	JAR	18	APROB,15
670126		COFFEEN	IL	C1				EGBA,532
6701XX	1930	GALESBURG	IL	C1	MW	FUNNELTP		NCS
6701XX		BOULDER	IL	C1	01			SL-23,22
670202	EVEN	CAIRO	IL	C1	01	LIGHT		DELL
670212	0200	OWEN CO.	IN	C1	03	WBOLwWIN		
670216		WESTON	MO	C1				SL-33,3
670219		MILLER CO.	MO	C1				SL-15,6
670228	2100	OWEN CO.	IN	C1	03	YBOL		
670228	2150	OWEN CO.	IN	C1	02	DOORKNOB		
670301	2130	GOSPORT	IN	C1	05	OBLONG		APRO
670301	2200	OWEN CO.	IN	C1	02	SAUCER		APRO
670301	2200	GOSPORT	IN	C1	01	OVAL		APRO
670301	2206	POLAND	IN	C1	04	DDISC		APRO
670306	0425	HENDERSON	IL	C1	01	DDISC		DELL

670307	0030	KEENEYVILLE	IL	C1	03	ROUND		SE-34
670307		BARTLETT	IL	C1	01			APROB,15
670321	2210	SPENCER	IN	C1	01	KITE		APRO
670323	EVEN	ELIZABETH	IL	C1	XX	OWL		SE-72
670328		SHANNON CO.	MO	C1	01			SL-2,6
6703XX		CALIFORNIA	MO	C1				SL-45,16
670401	0545	WAYNE CO.	IN	C1	01	ROUND	6	
670403		ATHENS	OH	C1				EGBA,686
670417		MIDDLEPORT	OH	C1				UI-4,6
670417		JEFFERSON CI	MO	C1				UE,96
670510	0300	WAYNE CO.	IN	C1	02	MISSILE		
670521	0300	NR. NIKE MB	IN	C1	02	OWL		
6705XX		CASSVILLE	MO	C1				SL-15,6
670825		ELDON	MO	C1				EGBA,564
671014		VERSAILLES	MO	C1				SL-5,7
671127	2100	FAYETTE CO.	IN	C1	07	DDISC		
6711XX	EVEN	WAYNE CO.	IN	C1	02	OVAL		
67SPRG		TIPTON	MO	C1	02			SL-50,13
67SUMR	1600	BOONEVILLE	IN	C1	03	DISC	1	
67SUMR	EMOR	CAMP ATTERBU	IN	C1	MW	SAUCER	FI-4	
67XXXX	EVEN	FRANKFORT,W.	IL	C1	02	SAUCER		DELL 67
67XXXX	EVEN	FRANKFORT,W.	IL	C1	01	DERBY		DELL 67
680124	2215	FAYETTE	IN	C1	03	SATURN		
680307		MADISON	OH	C1	01			SL-12,1
680308		MADISON	OH	C1				EGBA,708
680308		MADISON	OH	C1	01			SL-12,1
680311		MADISON	OH	C1	01			SL-12,1
680328		MADISON	OH	C1	01			SL-12,1
6805XX	EVEN	CENTRALIA	IL	C1	02	HAT		SL-72,11
680615		ROCK FALLS	IL	C1	01			SL-21,4
680708	2220	WARREN	OH	C1	01	OBLONG	11	NL,5
680715	0300	COLUMBUS	IN	C1	01	OBJECT		NL-44
680716	2300	INDIANAPOLIS	IN	C1	02	WBOL		MUJ-114
6807XX	1900	STRONGSVILLE	OH	C1	01	DISC		AUN,1093
680816	2300	HAMILTON	OH	C1	MW	DOME		NL,43
680821		INDEPENDENCE	MO	C1				APROB,17
6808XX	2300	FAYETTE CO.	IN	C1	03	FOOTBALL		
68FALL	1930	AURORA	IL	C1	04	SAUCER		NICAP
68FALL		ILLMO	MO	C1				EGBA,568
690102		SPRINGFIELD	MO	C1	01			SL-17,6
690226		SALISBURY	MO	C1	01			EGBA,582
690306		STOVER	MO	C1	01			SL-17,1
690311		ELMER	MO	C1	01			SL-17,4
690512		LAKE ZURICH	IL	C1	01			SL-20,3
690531		MEMPHIS	TN	C1	01			SL-8,6
690617		PERU	IL	C1	01			SL-41,7
690805		NEW BADEN	IL	C1	01			SL-23,5
690926		BOONVILLE	MO	C1				APROB,18
69SUMR	EVEN	MARSHALL	IL	C1	04	DDISC	1	MINDY
700320		BARBERTON	OH	C1	01			SL-31,4
700701		DANVERS	IL	C1				APROB,19
700701		DECATUR	IL	C1	01			SL-33,2
700720		BERLIN L.	OH	C1				EGBA,724
700725		SMITHTON	MO	C1				SL-34,9
700907		MATTOON	IL	C1	01			EGBA,545
701005		WALSH	IL	C1	01			SL-36,7
701012		KANKAKEE	IL	C1	01			EGBA,541
70XXXX	2330	FORT WAYNE	IN	C1	MW	BLKOBJ	FI-4	
710118		QUINCY	IL	C1	02	DOMED		SL-45,15
710122		WILLARD	OH	C1	01			SL-41,5
710126		JACKSON	OH	C1	01			EGBA,706
7102??		AKRON	OH	C1	01			EGBA,685
710415		BEOUF CREEK	MO	C1	01			SL-45,6
710430	2350	CARLYLE	IL	C1	01	ROUND		SL-43,6

710714		ST. LOUIS	MO	C1	01			SL-42,10
710731		MIAMISBURG	OH	C1	01			EGBA,711
710921		WAYNE CITY	IL	C1	01			SL-49,4
7110XX		MOSHEIM	TN	C1				EGBA,497
7110XX		TUSCULUM	TN	C1				EGBA,500
72/74	EVEN	PRINCETON	IN	C1	MW	DDISC		SEE 9304
7201XX		BARTELSO	IL	C1	01			SL-55,9
720419		KNOX CITY	MO	C1	01			SL-57,12
720616		GARY	IN	C1	01			EGBA,672
720721		BOWLING GREE	MO	C1				EGBA,561
720731	2145	BELLEVILLE	IL	C1	06	OWL		SL-59,13
720811	0530	BENSENVILLE	IL	C1	MW	FOOTBALL		SL-59,11
720811	0530	ELGIN	IL	C1	MW	FOOTBALL		SL-59,11
720811		LOMBARD	IL	C1				APROB,21
720911	1355	BUTLER	IN	C1	01	ROUND		SL-60,5
721122		KIRKSVILLE	MO	C1	01			SL-62,5
730221	EVEN	PIEDMONT	MO	C1	06	ROWLITES		PID,6
730322	2115	GRAND TOWER	IL	C1	02	WINDOWS		SL-66,7
7304XX	EVEN	LESTERVILLE	MO	C1	01	DKOBJ		PID-41
730518	2200	PEKIN	IL	C1	MW	DOME		NCS
730804	2000	GREENUP	IL	C1	04	RECTANGL		SL-71,5
730819	2200	CHARLESTOWN	IL	C1	MW	BOXCARLK		SL-71,5
730820	1500	GEORGETOWN	KY	C1	03	DOMED		KYGROUP
7308XX	2100	PRINCETON	IN	C1	03	DISCwCNT	1	
730914		FT. LEONARD	MO	C1				SL-74,13
730922		SEDALIA	MO	C1				SL-74,13
730923	1920	FORT WAYNE	IN	C1	01	OCEANLNR		
730923		SHELBY CO.	TN	C1	01			EGBA,499
7309XX	0200	BROWNSVILLE	IN	C1	02	DISC	1	
731003		FRANKLIN	KY	C1	01			EGBA,506
731005	1917	CONNERSVILLE	IN	C1	10	OWL		
731010		NEW LEBANON	OH	C1	01			SR,153
731011	1930	LAUREL	IN	C1	05	SAUCER		APROB,24
731011		CAIRO	IL	C1				EGBA,524
731011		MADISONVILLE	KY	C1				EGBA,510
731014		LONDON	OH	C1	01			EGBA,707
731015	DUSK	HUNTINGTON	IN	C1	02	DISC		NCS
731015		ESTILL SPRIN	TN	C1	01			EGBA,493
731016		CHILLICOTHE	OH	C1	01			EGBA,691
731016		LONDON	OH	C1				EGBA,707
731016		GREENEVILLE	TN	C1				EGBA,494
731017	2000	CONNERSVILLE	IN	C1	02	DISC	1	
731017		ST. ELMO	TN	C1	01			SR,128
731018	2230	MT. VERNON	IN	C1	01	CIGAR		
731020	0200	CAMPBELLSVIL	KY	C1	03	TRIANGLE		EGBA,504
731024	0125	FAYETTE CO.	IN	C1	01	OWL		
731025	2100	CHRISTY CRK	KY	C1	01	OVAL		NCS
731025		COCKE CO.	TN	C1	01			EGBA,492
731026		MOOREHEAD	KY	C1	01			EGBA,511
7310XX	1800	BLYTON	IN	C1	02	DISC	1	
7310XX		CROMERS	OH	C1			7MIB	EGBA,698
7310XX		GREENFIELD	OH	C1	01			EGBA,704
7310XX		ST. JOSEPH	MO	C1				EGBA,579
7310XX		CHARLESTON	TN	C1	01			SR,128
7310XX		S. PITTSBURG	TN	C1	01			SR,128
731116	2145	EVANSVILLE	IN	C1	04	OBJ TD	FI-4	
731123	2320	MATTHEWS	MO	C1	02	CRESCENT		AUN-10,2
73SUMR	2130	LITTLEYORK	IN	C1	04	CATFISH	FI-4	
740509		EVANSVILLE	IN	C1	01			EGBA,671
740516	XXXX	HENDERSONVIL	TN	C1	01			?
740611	XXXX	LINCOLNSHIRE	IL	C1	07			HYNEK
740730	2050	SOLITUDE	IN	C1	02	DISC	1	SL-83,9
740821	XXXX	SPARTA	IL	C1	MW			HYNEK
741004	2045	MT. VERNON	IN	C1	03	OWL	1	SKYWATCH

741029	XXXX	MELROSE PARK	IL	C1	XX			CUFOS
7410XX		MT. HEALTHY	OH	C1				EGBA,712
741122		CINCINNATI	OH	C1	MW			SL-90,9
741219	XXXX	LOUISVILLE	KY	C1	02			CUFOS
750103	2030	CAPE GIRARD	MO	C1	02	DISC		PID,195
750105	XXXX	MT. VERNON	IL	C1				CUFOS
750105	XXXX	MT. VERNON	OH	C1				C 8/75
750105	XXXX	BROWNSTOWN	IL	C1	01			EGBA,524
750121	XXXX	CAPE GIRARD	MO	C1	01			EGBA,562
750220	2320	MT. VERNON	IN	C1	01	OBJwLEGS	1	
750325	1810	OAKLAND CITY	IN	C1	01	DISC	1	
750619	2230	RICHMOND	IN	C1	02	DDISC		C,
750630	XXXX	LINCOLNSHIRE	IL	C1	01			CUFOS
750630		WHEELING	IL	C1	01			EGBA,556
750704	XXXX	GLENVIEW	IL	C1				C,11/75
750720	XXXX	BAY VILLAGE	OH	C1	01			C,76
750818	XXXX	BARRINGTON	IL	C1				C,75
750902		CHESTERLAND	OH	C1	01			C,76
750927		CHILLICOTHE	OH	C1	01			C,75
751014	18XX	INDIANAPOLIS	IN	C1	02	DISC		CUFOS
751023		FAIRFIELD	OH	C1	01			SR,36
751026	XXXX	MOUNT HEALTH	OH	C1	01			SR,35
751026		MT. HEALTHY	OH	C1				SR,35
751029	XXXX	MOUNT HEALTH	OH	C1	01			SR,36
751029		MT. HEALTHY	OH	C1				SR,36
751030	XXXX	MAYWOOD	IL	C1	01			C,02/76
7510XX	2200	STINESVILLE	IN	C1	01	DDISC		
751111		RAVENNA	OH	C1	01			EGBA,717
751113		OTTERVILLE	MO	C1	01			SL-98,8
751120	XXXX	CHERRY GROVE	IL	C1	01			SR,38
751120		CHERRY GROVE	OH	C1				SRUFOS38
751128	XXXX	SEDALIA	MO	C1	01			SL-98,6
751207	XXXX	SEDALIA	MO	C1	01			SL-98,8
751216	XXXX	SEDALIA	MO	C1	01			SL-98,8
760328	XXXX	VILLA PARK	IL	C1	01			C,06/76
760404	XXXX	HUNTINGTON	IN	C1	01			EGBA,673
760413	XXXX	ALLIANCE	OH	C1	MW	CIGAR		EGBA,685
760426	EVEN	FAYETTEVILLE	TN	C1	MW			EGBA,493
760520	XXXX	JAMESTOWN	TN	C1	04	OVAL		EGBA,494
760607	XXXX	CINCINNATI	OH	C1	01			C,76
760815	2255	CONNERSVILLE	IN	C1	05	OVAL		
761028	1905	EVANSVILLE	IN	C1	06	SPACSAIL	1	EGBA,671
761124	2230	NEW ALBANY	IN	C1	MW	CONE		IUR,2,1
76XXXX	XXXX	WAVERLY	KY	C1	01		FI-4	CH7
770126	XXXX	LOUISVILLE	KY	C1	01			APROB,25
7702XX	2100	EVANSVILLE	IN	C1	02	DISC	FI-4	
770405	1417	DEERFIELD	IL	C1	01	MUSHROOM		IUR,2,5
7705XX	EVEN	MEMPHIS	TN	C1	05	TRIANGLE	1	NS,190
770609	2200	MT. CARMEL	IL	C1	02	SAUCER	1	
7710XX	EVEN	LIMA	OH	C1	03	SAUCER		CIQ,24
7710XX	EVEN	FOSTORIA	OH	C1	03	CAKE		MORA
7712XX	XXXX	DANVILLE	KY	C1	02			MUJ-122
7712XX	0110	FT. MITCHELL	KY	C1	02	EGG		MUJ-122
7712XX		FORT MITCHEL	KY	C1				MUJ-122
780110	0025	CHICAGO	IL	C1	01	SATURN		IUR,3,2
780115	1910	WASH. CO.	IN	C1	MW	LIGHTS	11	MUJ-122
780301		McKINNEY	KY	C1	01			EGBA,510
780407	2035	EVANSVILLE	IN	C1	03	OWL	1	
780421	XXXX	O'FALLON	MO	C1	01			UFORN
780618	2245	FOLEY	MO	C1	01			UFORN
780618	2300	ELSBERRY	MO	C1				UFORN
780620	XXXX	CUBA	MO	C1				UFORN
780623	2108	ELSBERRY	MO	C1		CONE		UFORN
780626	1630	ELSBERRY	MO	C1	06	SPHERE		UFORN

7806XX	XXXX	ST. LOUIS	MO	C1				UFORN
780709	2140	FOLEY	MO	C1	03	OBOL		UFORN
780713		BULLITT CO.	KY	C1	01			EGBA,504
780717	2157	ELSBERRY	MO	C1	01	DOME		UFORN
780724	XXXX	STEELVILLE	MO	C1	02	OBOL		UFOSGGSS
780726	2300	UNION	MO	C1	08	FERRIS W		UFORN
780805		LAURIE	MO	C1				IUR,3,6
780807	2100	PEORIA	IL	C1	01	LIGHT		IUR,3,6
780811	1900	ST. PETERS	MO	C1				UFORN
780829		LEAVITTSBURG	OH	C1	01			EGBA,707
780925	2200	INDIANAPOLIS	IN	C1	02	OCTAGON		MUJ,142
781014	2400	FENTON	MO	C1				UFORN
781024	1315	HARTFORD	IL	C1				UFORN
781209		PARK RIDGE	IL	C1	01			EGBA,549
7812XX	EVEN	RAPATEE	IL	C1	02	TUBULAR		NCS
78FALL	2230	WATERFORD	OH	C1	04	LIGHTS		MORA
790108	2000	ROME CITY	IN	C1	02	CYLINDER		MUJ-142
790622	2210	BOLTON	MO	C1	01	SPHERE		AUN,0493
790626	0300	WHEELING	IL	C1	01	BALLOON		IUR,4,2
790721	2310	WEST PLAINS	MO	C1	06	CAPSULE		AUN-9407
7908XX	1825	MEROM	IN	C1	02	"THING"		
791102	1910	EVANSVILLE	IN	C1	02	WATERTWR	1	
791202	1655	MT. VERNON	IN	C1	06	LIGHTS	1	SKYWATCH
8001XX	2130	EVANSVILLE	IN	C1	01	BLIMP	1	
800309	2100	NEWCASTLE	KY	C1	02	LIGHT		MUJ-150
800315	2000	BANNOCK	OH	C1	03	CIGAR		C 8/80
8009XX	2400	TERRE HAUTE	IN	C1	01	CYLINDER	FI-4	UPRO
801217	XXXX	GREENUP CO.	KY	C1	06			MUJ-171
801227	XXXX	GREENUP CO.	KY	C1	05			MUJ-171
810101	XXXX	KNOX CO.	IL	C1	05			MUJ-160
810119	XXXX	LEXINGTON	KY	C1	01			MUJ-160
810122	XXXX	ST. LOUIS	MO	C1	01			CUFOS DS
810131	XXXX	CHESAPEAKE	OH	C1	01			CUFOS DS
810225	XXXX	GLEN ELLYN	IL	C1	01			MUJ-160
8102XX	XXXX	DAYTON	OH	C1	MW			CUFOS DS
810306	XXXX	SIGNAL MTN	TN	C1	01			CUFOS DS
8103XX	0440	MEMPHIS	TN	C1	02	DISC		IUR-3,5
811021	2010	EVANSVILLE	IN	C1	03	OWL	FI-4	
820318	2200	FLATWOODS	KY	C1	01	DDISC		MUJ-177
820403	0300	BOLINGBROOK	IL	C1	05	SAUCER		IUR-7,4
821002	2000	SPRINGFIELD	MO	C1	10	DELTOID		IUR-8,1
821022	2000	WESTPORT	IN	C1	05	TRIANGLE		
821024	0920	LOWELL	IN	C1	02	BEE'S HD	11	IUR-8,3
821127	1700	PALATINE	IL	C1	03	DDISC		IUR-8,2
82XXXX	XXXX	BLOOMINGTON	IN	C1	01		FI-4	
830523	1930	McHENRY	IL	C1	02	DISC		IUR-10,1
830809	2050	SELMA	IN	C1	02	LIGHT	1	NUFORC
831227	2230	INDIANAPOLIS	IN	C1	02	DISC		MUJ-190
840109	0630	CAPRON	IN	C1	01	FOOTBALL	1	MUJ-190
840122	1900	ARNOLD	MO	C1	02	CIRCULAR		IUR-9,2
8404XX	EVEN	COLUMBUS	OH	C1	01	SPHERE/W		MUJ-217
840518	2135	COLUMBUS	OH	C1	02	ROCKET		MUJ-217
840520	EVEN	MONROE CITY	IN	C1	MW	TRIANGLE	FI-4	
840902	2000	HARTFORD CIT	IN	C1	03	TRIANGLE	1	MINDY
8507XX	EVEN	COLUMBUS	OH	C1	01	OBJwRAYS		MUJ-220
850803	2000	LAFAYETTE	IN	C1	02	TRIANGLE	FI-4	UPRO
860112	1700	VALPARAISO	IN	C1	01	DISC	1	MUFON HQ
860208	1900	LIMA	OH	C1	02	RECT/DIS		IUR-2,4
860212	0033	LIMA	OH	C1	01	TRIANGLE		IUR-11,4
860517	2340	WESTERVILLE	OH	C1	01	DELT/LTS		CIQ-19
8606XX	EVEN	FERDINAND	IN	C1	MW	WBOL	FI-4	
860906	0330	EVANSVILLE	IN	C1	02	TUBULAR	1	
861007	0045	FORT WAYNE	IN	C1	02	OWL/DISC	1	CUFOS
8610XX	0045	FREETOWN	IN	C1	01	ELLIPT	1	

870113	1745	CANTON	OH	C1	MW	TRIANGLE		MORA9312
870206	2145	SELMA	IN	C1	02	OVAL	1	NUFORC
870304	2315	MAUCKPORT	IN	C1	01	DISC/RIM	1	
870310	2230	CORYDON	IN	C1	02	LIGHTS	1	
8704LT	2230	CORYDON	IN	C1	02	HEXAGON	1	
8705XX	0230	CENT. BARREN	IN	C1	01	BOOMERNG	PRESS	
870601	0245	NEWBURGH	IN	C1	01	STINGRAY	FI-4	UNICAT
870722	2300	HAWESVILLE	KY	C1	01	DISC	1	
8707XX	2200	WILLISVILLE	IL	C1	02	BOOMERNG		UFORN
870914	2100	HEBRON	IN	C1	01	WING	1	
8710XX	0130	FREETOWN	IN	C1	01	LIGHTS	1	
871123	2025	SHREVE	OH	C1	02	LIGHTS		CIQ-24
871205	1500	INDIANAPOLIS	IN	C1	01	TUBULAR	1	MUFON HQ
871217	2330	NEW ALBANY	IN	C1	02	OWL	1	
880115	0245	FT.WAYNE	IN	C1	01	DISC	FI-4	
880304	2035	EASTLAKE	OH	C1	MW	OBJECTS		COGARD
880510	1940	NEW HAVEN	IL	C1	03	CRUISEM	1	
880513	0045	ECKERTY	IN	C1	01	OBOL	FI-4	
8805XX	0050	CORYDON	IN	C1	02	OBOL	17	
8807XX	0400	PLAINFIELD	IN	C1	01	BUBBLES	1	
8807XX	0300	LOCKPORT	IL	C1	01	BLOB		NCS-233
881011	1930	EVANSVILLE	IN	C1	02	GBOL	FI-4	
881019	2315	BLOOMINGTON	IN	C1	01	LIGHTS	FI-4	
881024	2130	BLOOMINGTON	IN	C1	01	DKOBJ	FI-4	
8810XX	2100	GREENSBURG	IN	C1	04	LIGHTS	1	
8810XX	2130	NEW HARMONY	IN	C1	02	DDISC		UFOFC
881123	2025	SHREVE	OH	C1	02	LIGHTS		NSRC
881129	0130	NEW HAVEN	IN	C1	01	DISC	FI-4	MUFON HQ
881225	1930	CLINTON	IN	C1	02	OBJ,DK	1	
88SUMR	2200	COLUMBUS	OH	C1	01	CRAFT		MORA
88SUMR	2300	GREENSBURG	IN	C1	02	OBOLS	1	
890112	2200	BELLEVILLE	IL	C1	02	DIAMOND		MUFONIL
890122	2130	GREENS FORK	IN	C1	02	WHALE	1	
890202	0930	OLYMPIA FLDS	IL	C1	02	CIGAR		MIL
890204	0300	LANESVILLE	IN	C1	02	ROUND	FI-4	
890209	1830	DUQUOIN	IL	C1	05	LTS,15		NUFORC
890301	2003	UNION CITY	OH	C1	02	TRIANGLE		NUFORC
890411	2230	LEBANON	MO	C1	01	SPHERE		AUN03/94
890422	2122	ST. LOUIS	MO	C1	02	DDISC		UFORN
890424	0230	SEVILLE	OH	C1	01	OCTAGON		NUFORC
890502	0515	LOUISVILLE	KY	C1	01	LIGHT		NUFORC
890613	2330	FRANKFORT	KY	C1	01	RECTANGL		NUFORC
890716	2215	NEW HARMONY	IN	C1	01	DISC	1	
891024	0620	NW INDIANA	IN	C1	02	BOOMERNG	11	
900302	2300	BEAVERCREEK	IL	C1	02	OVAL		
900307	2145	ARGOS	IN	C1	02	TRIANGLE	1	
900529	2145	EVANSVILLE	IN	C1	04	STINGRAY	FI-4	
9005XX		BURNHAM	IL	C1	MW	DISC		NSRC
900717	2230	STOCKTON LK	MO	C1	01	FLATBEAN		AUN,0493
900907	2030	CULVER	IN	C1	02	OCTAGON	1	
901011	2100	MONTEREY	IN	C1	02	DELTOID	1	
901016	2115	FORT WAYNE	IN	C1	02	OWL		
901018	1900	ARGOS	IN	C1	02	BOWTIE	1	
901019	2325	PLYMOUTH	IN	C1	02	LIGHTS	1	
901024	1445	LOUISVILLE	KY	C1	03	BOOMERNG		
901113	2100	LOGANSPORT	IN	C1	02	LIGHTS	1	
901226	2100	MT. VERNON	IN	C1	01	LIGHTS		
910221	2200	CORYDON	IN	C1	02	LIGHTS	1	
910926	1845	NEW SALEM	IN	C1	02	LIGHTS	1	
911127	2015	BRIGHTON	MO	C1	02	DUMBELL		NSRC
920121	1640	SPRINGFIELD	MO	C1	01	SPHERE		AUN-12,7
920130	2130	NORTHVIEW	MO	C1	01	DISC		AUN-12,8
920225	MORN	EAST FORK	KY	C1	02	SAUCER		NCS-273
920303	2010	PLAINFIELD	IN	C1	01	CONE	1	

9204XX	EVEN	JASPER CO.	MO	C1	01	OBOL		AUN
920715	0030	WEBSTER CO.	MO	C1	06	CRAFT		MUFONEWS
920811	2200	CASS CO.	MO	C1	03	BALL		AUN,0693
9208XX	2030	JASPER CO.	MO	C1	01	OW/RING		AUN,0593
9209XX	EVEN	JASPER CO.	MO	C1	01	OBOL		AUN
921013	2000	WESTERVILLE	OH	C1	04	VARIOUS		MORA
9210XX	2200	BLOOMFIELD	IN	C1	01	OWL	1	MINDY
921112	2015	STOCKTON LK	MO	C1	02	SPHERE		AUN-10,8
9212LT	EVEN	JASPER CO.	MO	C1	01	OBOL		AUN
930119	EVEN	BLANCHESTER	OH	C1	10	SPOTLT		MORA9412
930204	0640	INDIANAPOLIS	IN	C1	MW	HEADLTS		
930205	2015	W.ALEXANDRIA	OH	C1	02	OBOL		MORA9312
930218	XXXX	CONNERSVILLE	IN	C1	04	CRAFT	FI-4	
930226	MIDN	LOUISVILLE	KY	C1	04	PEARSHAP	11	
930302	EVEN	GOSHEN	OH	C1	02	SPOTLT		MORA9412
930304	0045	DELAWARE CO.	OH	C1	01	DOMED		MORA,13
930319	EVEN	EASTGATE	OH	C1	01	LIGHT		MORA9412
930407	2130	LANDON	OH	C1	02	LIGHTS		MORA9312
930408	EVEN	MORROW	OH	C1	04	BOX		MORA9312
930408	2000	WAYNESVILLE	OH	C1	02	HDLIGHTS		MORA9312
930409	0230	WAYNESVILLE	OH	C1	01	LIGHTS		MORA9312
930417	2130	INDIANAPOLIS	IN	C1	01	OBJECT	1	CUFOS
930429	2330	PRINCETON	IN	C1	01	DDISC		
930614	1100	WAVERLY	OH	C1	01	DDISC		MORA9312
930713	2105	LIGONIER	IN	C1	03	RBOLS	1	
930713	2130	LIGONIER	IN	C1	02	RBOLS	1	
930713	2130	CROMWELL	IN	C1	03	LIGHTS	1	
930713	2135	KIMMEL	IN	C1	03	LTS,RECT	1	
930713	2130	SYRACUSE	IN	C1	01	BLIMP	1	
930713	2100	LIGONIER	IN	C1	04	LIGHTS	1	
930713	2135	CROMWELL	IN	C1	03	RBOLS	1	
930909	2140	BUTLER	MO	C1	02	OWL		AUN,0993
931002	2230	MONROE CITY	IN	C1	02	LIGHTS		UPRO
931103	0530	SPRINGFIELD	MO	C1	01	LIGHTS		AUN12/93
931103	1830	BENTON CO.	MO	C1	05	DISC		AUN 9401
931224	2100	LAVONIA	IN	C1	02	SPHERE		CUFOS
940403	EVEN	JOPLIN	MO	C1	03			AUN 4/94
940403	2245	PARSONS	MO	C1	01	OWL,LB		AUN 4/94
940518	0445	LAWRENCE CO.	MO	C1	04	CYLINDER		AUN,9406
940909	1455	SHARKEY	IN	C1	01	OVAL	1	MINDY
940914	2230	COLUMBUS	OH	C1	04	DDISC		MORA#11
9409XX	2130	CONNERSVILLE	IN	C1	02	TRIANGLE	1	MINDY
941128	1630	McEWEN	TN	C1	01	TRIANGLE		MUJ-322
9412XX	EVEN	JASPER CO.	MO	C1	01	OWL		HUJ09/94
950206	1845	BLOOMINGTON	IL	C1	02	OWL		NUFORC
950222	0115	ST. LOUIS	MO	C1	01	PLATE		NUFORC
950301	2100	SEDALIA	MO	C1	02	CIGAR		NUFORC
950302	2220	SELMA	OH	C1	02	OWL		MORA#11
950315	2230	LITCHFIELD	IL	C1	01	EGG		ACTAEON
9509XX	2330	CARMEL	IN	C1	01	DELTOID	1	UFOFC
951118	1901	MONROE CITY	IN	C1	02	ROUND		UPRO
951217	1900	MT. VERNON	IN	C1	01	LIGHTS		UFOFC
961123	1900	INDIANAPOLIS	IN	C1	01	SAUCER	1	UFOFC
N.D.	XXXX	CARTHAGE	IL	C1				EGBA,525
N.D.	XXXX	CRETE	IL	C1				EGBA,532

Form: 97 BB
Date: Sun, 5 Mar 2006 20:30:37 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: April 8, 1950; Kokomo, Indiana (BBU 706)

Cat: 2
To: Francis Ridge <nicap@insightbb.com>

April 8, 1950; Kokomo, Indiana (BBU 706)
2 a.m. Earl Baker saw a grey metallic disc, 50 ft in diameter, 15 ft thick, top-shaped with a “conning tower” at the top and three ports on the rim giving off a blue light. Hovered for 2 mins about 200 ft away, slowly spinning and oscillating, then flew away to the N. Baker aroused from sleep by his dog. (Berliner; cf. Vallée Magonia 75)
==========

April 8, 1950; Kokomo, Indiana (BBU 706)

OSI Spot Intelligence Report

A witness of Kokomo, Indiana, on April 8, 1950, observed a grayish metal disc 50 feet or more in diameter hovering approximately 200 feet in the air and rotating slowly. There was a bluish light coming from three port hole windows in the outer rim of the disc. The object was observed for 2 or 3 minutes and then the disc began to rise upward until it disappeared.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-1162

Page ID (PID)	NARA-PBB90-1162
Collection	National Archives (NARA)
Roll Description	NARA Blue Book Roll 90
Document Code	T1206-90

Frame 1162

From: 97 BB
Date: Sun, 14 May 2006 10:56:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Aug. 31, 1951; Matador, Texas (BBU 962)

Cat: 2
To: Francis Ridge <nicap@insightbb.com>

Aug. 31, 1951; Matador, Texas (BBU 962)

At 1245 hours CST, Mrs. Tom Tilson and here daughter Mrs. M. G. Bethard, while driving 5 miles north of Matador, Texas, observed a pear-shaped object, aluminum in color, drifting across Highway 70. The object was approximately 150 feet above the ground and approximately 200 feet from the witnesses. The object appeared to be 40 feet long and 16 feet in diameter. The object was last seen going up rapidly curving to the east and was ought of sight in a few seconds.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1408

Page ID (PID)	MAXW-PBB8-1408
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 8
Document Code	N/A

Frames 1408 - 1414

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**

A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

S. S. Docteur Close Encounter

Aug. 12, 1954
Nr. the Yoron-Jima Island in the Pacific Ocean

Fran Ridge:
Aug. 12, 1954; Nr. the Yoron-Jima Island in the Pacific Ocean (BBU 3162)
8:55 p.m. local. This is a ship report sent to Project Blue Book under Navy UFO regulations and is listed as an unknown. P. L. Percharde, electrical engineer and assistant manager of Moeller Shipwrecker Co., of Okinawa, saw a line of blue lights underneath a blue circle with a black center fly over ship and climb, illuminating and agitating the clouds.

Antonio Rullan:
5.2 SS Docteur Angier - August 12, 1954
At 20:55 local time near the Yoron-Jima Island in the Pacific Ocean, two civilian witnesses saw a 100-ft diameter disk approach their ship from the NE. The two witnesses (Mr. Percharde and his assistant Kosei Nakamoto) were on the deck of SS Docteur Angier when they were first attracted to a thin line of blue light in the sky about 300 ft over sea level. As the light approached the ship, it became an ellipse and as it came directly over the ship it became a circle. The center of the disk was jet black and was surrounded by an annular ring. The width of the annular ring was blue in color and its inner edge was pink. Its 100 foot diameter was estimated when the object flew over the ship. After the object reached the ship, it rose vertically and disappeared into clouds at 2,000 feet elevation. Both witnesses were interviewed by USAF Intelligence. The USAF intelligence officer who prepared the Air Intelligence Information Report drew a sketch of the sighting based on the interrogations of the two witnesses. Figure 21 shows the diagram made by the US Intelligence Officer to describe this UFO sighting. (Source**:** Blue Book UFO Reports at Sea by Ships, A.F. Rullan, page 36).

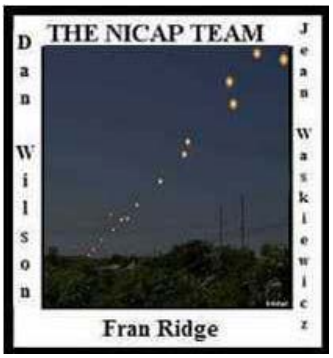
Detailed reports and documents
Drawing from Air Force Form 112 (Rullan, BB files)
reports/540812yoron-jima_report.htm (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 1, Distant Encounters

Preliminary Rating: **1**



A Hynek Classification of Distant Encounter is usually an incident involving an object more than 500 feet from the witness. At night it is classified as a "nocturnal light" (NL) and during the day as a "daylight disc" (DD). The size of the object or the viewing conditions may render the object in greater detail but yet not qualify the sighting as a Close Encounter which is an object within 500'.

Bright Yellow Light Flies Overhead

Jan. 5, 1965
Wallops Island, Virginia

Fran Ridge:
Jan. 5, 1965; Wallops Island, VA (BB)
Aerospace engineer watched round glowing object move rapidly from horizon to nearly overhead (section IV; Section VIII). Sounds like a meteor but the NASA engineer reported it and the Air Force investigated it.

Dan Wilson:
Jan. 5, 1965; Wallops Island, Virginia (BB)
5:56 p.m. EST. A NASA engineer observed a round bright yellow light rising from the horizon at 200 degrees azimuth. The apparent size of the object was that of a nickel held at arm's length. As the object reached an overhead position it disappeared. The length of observation was approximately 8-9 seconds. The witness claims that his wife and brother-in-law made the same observation.

Detailed reports and documents
reports/650105wallops_isle_report.htm (Dan Wilson)
/waves/1965fullrep.htm (Fran Ridge)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**

A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

Big As A Washtub

August 9, 1963
Mt. Vernon, Illinois

Fran Ridge:
Aug. 9, 1963; Mount Vernon, Ill. (BBU)
10:10 pm. Former Mayor Harry Bishop observed a large, bright red light which appeared to be only about 300 or 400 feet high, was oval shaped, and was "about the size of a washtub." It followed a car along Centralia road. When the car stopped, the driver jumped out and looked upward. The UFO stopped and hovered, then moved away at right angles to its original course at a high rate of speed. It seemed to be making a light whirring sound. Bishop estimated that the fireball was in sight for from ten to 15 minutes.

Detailed reports and documents
"Mount Vernon Mayor Harry Bishop Reports UFO" (Mt. Vernon Register, Sat, Aug 10, 1963)
UFO Intelligence Summary (UFO Filter Center/Ridge)
Southern Illinois Sightings - BB Microfilm (Fran Ridge)
"Mystery Lights Jolt S. Illinois" (Chicago American, Aug 9, 1963)
"Lights in Sky Aren't 'for Real' " (Chicago American, Aug 11, 1963)
"Air Force Team Check Out Light-In-Sky Stories" (Wayne County Press, Mon, Aug 12, 1963)
"Light Theory Revealed" (Evansville Courier, Aug 16, 1963)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**

A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

40' Black Oval Object 500' Away

April 4, 1965
Keesler AFB, Biloxi, Mississippi

Brad Sparks:
April 4, 1965; Keesler AFB, Biloxi, Mississippi (BBU 9345)
4:05 a.m. USAF A/2c Corum, weather observer, with confirmation by college student R. Pittman not clear from available data. Saw a 40 ft black, oval object with 4 lights along the bottom, fly in and out of the clouds. (UFOE II, Section I, Berliner)

Dan Wilson:
April 4, 1965; Keesler AFB, Biloxi, Mississippi
At 4:05 A.M. CST, weather observer A/2C Corum in the Keesler AFB weather observation tower, sighted a black oval object estimated to be 40 feet long. Corum first saw the object at approximately 45 degrees elevation in the SW sky. The object passed overhead and headed NE and it faded into the clouds 15-20 seconds later at approximately 30-45 degrees elevation. The estimated speed of the object was 500 mph. There was a cloud layer at 1200 feet and the object was below these clouds. The object had four white evenly spaced lights from one end to the other and was at an estimated 800 feet altitude at 500 feet ground distance away. No sound was heard. At 3:30 a.m. two Naval Air Cadets at Ellyson NAS, 100 miles east of Keesler AFB sighted a ball of flame approximately 16 feet long from which two objects appeared to emerge. Earlier Brookley AFB received a UFO report but the report was classified.

Detailed reports and documents
reports/650404keesler_report.htm (Dan Wilson)
bb/MAXW-PBB2-549.jpg [April 1965 Sighting Listing]

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**

A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

Saucer Blasts Off From Highway

Sept. 16, 1965
Pretoria, South Africa

Richard Hall:
Sept. 16, 1965; Pretoria, South Africa
12:00 .p.m. Constables John lockem and Koos de Klerk were patrolling on the Pretoria-Bronkhorstspruit highway just after midnight when their police van headlights suddenly illuminated a domed, disc-shaped object sitting on the road. The UFO was copper colored and about 30 feet in diameter. In seconds, the object lifted off the road, emitting tongues of flame from two tubes or channels on the underside. "Its lift-off was quicker than anything I have ever seen." Constable Lockem said. Flames from the macadam road surface shot up in the air about 3 feet as the UFO departed, blazing long after it was out of sight. Later investigation showed that part of the road was caved in as if from a heavy weight, and gravel had been separated from the tar in a severely burned area about 6 feet in diameter. Lt. Col. J.B. Brits, District Commandant of Pretoria North, told the newspaper that the incident was considered "as being of a highly secret nature and an inquiry is being conducted in top circles". Samples of the road surface were taken for analysis by a leading scientific agency; whose report has never been made public.Source: UFOs: A New Look (NICAP 1969); Associated Press, Johannesburg, S. Africa, Sept.17, 1965.

Detailed reports and documents
images/pretoria.gif [drawing] (UFOs A New Look)

NICAP Home Page

780329Indy.jpg %d×%d pixels

TRUCKERS ENGULFED BY "UFO" LIGHT

By Charles L. Tucker
(MUFON State Director for Indiana)

1396

It was Wednesday night, between 9:30 and 9:45 PM, on March 29, 1978. The location was one mile from highway 465 on I-70 East, on the freeway bypass, Indianapolis, Indiana. The sky was clear. It is a very busy highway. There were two 18-wheeler semi-trucks in a caravan, along with one Ford super-cab 1978 truck. The trucks were running 58 miles per hour on the freeway. The three men were talking back and forth on their CB's watching for patrol cars.

All at once, like someone turned on a giant light bulb, a bright blue light covered the three vehicles. They were not able to see out beyond the hood of their trucks. Everything went quiet — all noise, all sounds seemed to stop. The trucks sputtered as if the motors were stopping. (This happened for an estimated 3 to 5 seconds.) Then, like a light bulb, it was turned off. CB's began to work, and the road noise became normal. Once again the motors were running smoothly.

The three drivers on the CB's couldn't believe what had happened. The driver of the rear truck (CB "handle" in MUFON files) shouted out on the CB, "Hey, UFO, if you have your ears on, I want to go with you." And then almost as suddenly as before the strange bright blue light came down over the trucks like a lampshade again. Again they could not see out, nor see the trucks in back. (This time it was estimated that the strange big blue light lasted about 15 seconds.)

The trucks were pulled down to 5 to 10 miles per hour, jerking and jumping. Again while in this bath of blue light the three drivers said they felt like there was no one else in the world. Everything was restful and quiet. They felt almost as if they were in limbo, everything in invisible blue. One of the witnesses stated, "It is the most I did not believe in this crazy stuff before, but I certainly do now. I drive about 130,000 miles a year, pulling trailers for Mewmar Industries in Nappanee, Indiana. I do not drink, nor use any drugs, and I have never experienced anything like this in my life. Every time I go by this place in Indianapolis I feel as though it could happen again."

When asked by Charles Tucker, the interviewer, how did it affect your mind?, he said "I think about it constantly, knowing it could happen to me again." As I continued the interview, I asked him if he noticed any physical effects on his truck or the other trucks. "My clock is now losing about an hour a day, " he said, "and before this incident my clock worked just fine." He also stated, " It took the battery about 1½ hours to regain full charge."

When asked if he could furnish names of the other drivers, he said he only met the drivers in the caravan, although the man in the rear was known by his CB handle as ------. "If I ever meet the others again I will give you the names and addresses," he said. "But at the time I was too scared and never thought about getting the names and addresses of the men."

After these two experiences, the CB's were full of excited people asking what had happened. (The witnesses are estimated to be over 100 people, consisting of 50 cars stopped across the freeway to view the phenomenon.) An older woman from across the highway said on the CB, "It looked like a big bright blue lamp shade over the three trucks." All the observers said they could not see the three trucks and that the light was only on the three trucks.

There was no UFO visible, only a long spout estimated at 25 feet long. The light came from the bottom. The feet in length.

MUFON

CORRECTION

John Lutz, Baltimore, Maryland, has submitted the following information correcting an error and supplementing the data in "UFO Windows and Magnetic Faults" (No. 122, January 1978):

In the table of magnetic disturbance areas, the Chesapeake Bay entry should read "MD" (for Maryland). Delaware (DE) does not adjoin the Bay. John, a representative for the Center for UFO Studies (CUFOS), also points out that during the 1972-77 period indicated on the sighting density map, he submitted 272 cases to CUFOS, about 63 of which appeared to be unexplainable. Whether the cases were evaluated differently by CUFOS is not known.

During 1977 alone, John processed 63 UFO reports, an average of about one per week. He has offered to make some of the better cases

http://nicap.org/780329Indy.jpg[20/10/2021 08:10:53]

peaceful state I have ever experienced.

blue light was approximately 250-300

available to MUFON for publication.

National Investigations Committee On Aerial Phenomena

EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

UFO Disables One Tractor But Not The Diesal

Nov. 14, 1954
Forli, Italy

James McCampbell:
Nov. 14, 1954; Forli, Italy
Three tractor drivers watched a bright red, luminous UFO approach them in a farm field. As it came near, the two engines that worked by internal combustion failed, but the diesel engine still ran. The men ran away; when they returned', the UFO had departed. The two engines that had failed still caused some trouble after the sighting. (Rodeghier, UFOs: The Whole Story, Coral and Jim Lorenzen)

Detailed reports and documents
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

NICAP Home Page

EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

Diesel Generator Disrupted On Fishing Boat

Dec. 16, 1958
Hawk Inlet, Alaska

James McCampbell:
Dec. 16, 1958; Hawk Inlet, Alaska
That diesel engines can be disrupted was probably first observed on a fishing boat plying Hawk Inlet, Alaska on December 16,1968 (Case 3). The UFO had been seen the previous day floating on the water about 1/4 mile away. When it appeared about 70 ft, above the mast, the fisherman radioed-the Coast Guard. About 5 minutes later, .the "boat's power" failed and the radio went dead. An auxiliary diesel generator was barely running but it came back to normal as the UFO flew away. 5 The description of this case is less than explicit but the language would ordinarily be taken to mean that the boat's propulsion system failed. It would be rare, indeed, for a boat with a diesel generator to be powered by other than a diesal engine thereby requiring the storage of two different kinds of fuel. Nevertheless, it is quite clear that the diesal generator malfunctioned, a detail that will be seen in other cases.

Detailed reports and documents
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

NICAP Home Page

EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

Sphere Near Side of Road / Car Wouldn't Start

May 24, 1964
Millinocket, Maine

Brad Sparks:
May 24 [26?], 1964; Millinocket, Maine (BBU)
9:00 p.m. Man and a friend driving on Millinocket Lake Road saw a fiery, structure less 2 ft spherical object to the side, stopped, left the car to get a better look. They became afraid, walked back to the car, the sphere followed them. Car would not start while sphere was within 5-10 ft. (Vallée Magonia 607).

Dan Wilson:
Date and location given on the PROJECT 10073 RECORD CARD is May 24, 1964; Millinocket, Maine
This date is also given in the had written letter.

Detailed reports and documents
reports/640524millinocket_report.htm (Dan Wilson)

NICAP Home Page

EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

The Antarctica Sightings (E-M Case, Photos)

July 3, 1965
Antarctica

Richard Hall:
July 3, 1965; Antarctica
Scientific witnesses, photographs, extraordinary maneuvers, E-M effects, instrumental data. Argentine, British, and Chilean military and scientific personnel at scientific stations observed a "curious celestial body" for about 20 minutes. At the Chilean station, where 10 color photographs of the object were taken, Air Force Commander Mario Jahn Barrera described it as, "Something that moved at a frightening speed, zigzagging and giving off a blue-green light. ... it was something solid, which caused interference in the base's electromagnetic equipment. . -. no apparatus constructed by man to date has anything like this, either in shape, speed, maneuverability or other characteristics." Apparent official secrecy since the photographs, scientific data, and witness reports have never been made public. Personal efforts by the author to obtain analysis reports through embassies in Washington, D.C., were unsuccessful. Special significance: Multiple scientific witnesses and simultaneous instrumental and photographic confirmation.

Fran Ridge:
Special thanks goes to Jan Aldrich who provided numerous documents and press releases to us in February of 2003. Mark Rodeghier also provided some clear copies of old newspaper clippings from the CUFOS files, along with some notes by Dr. Hynek. Vicente-Juan Ballester Olmos submitted one of the earliest records, the account from the APRO Bulletin. The latest addition is the pdf file from the CIA site. Full documentation of this series of incidents has been neglected for over forty years. It was reports like these that prompted my MADAR UFO detection project. At one point the UFO stopped in midair and "we were amazed to see it hover motionless for several minutes." (Quotes from reference 1, below.) Various news accounts described the UFO as being lens or lentil shaped, or like a "flying saucer". Daniel Perisse, commander of the Argentine station "Orcadas," confirmed that the UFO alternately hovered, accelerated and maneuvered at tremendous speed. While being tracked by theodolite and watched through binoculars, the UFO also registered on magnetograph tapes and caused strong interference with variometers used to measure the earth's magnetic field. Strong radio interference occurred at the Chilean station, temporarily blocking efforts to report the UFO to the other bases.

Detailed reports and documents
reports/650703Antarctica_report.htm (Fran Ridge)
Radar Tracks Mentioned - Durfield (Loren Gross/Jan Aldrich)
UAOs Over Antarctica (The A.P.R.O. Bulletin Jul/Aug 1965)
Glowing Object Seen At Canberra Airport (Indy Star, 16 July 1965)
Sightings at Scientific Stations in Antarctica, July 1965 (Richard Hall)
Instruments & Hypothesis (Dr. James E. McDonald)

docs/Antarctica/6507MufonSympap_87_Antarctica.pdf (SYMPAP)
docs/Antarctica/6507July_1965_Antarctica.doc (Above Top Secret, T. Good)
Department of State AIRGRAM - Celestial Body Observed Over Antarctica - pdf file (NSA)
TWX, Letters to NICAP from Lt. Cmdr. Pagani (NICAP)
Translation of News arcticle: "CLARIN", Buenos Aires, July 7, 1965 (NICAP NYC)
Translation of Official Reports From Naval Ministry of Argentina (NICAP NYC)
Translation of News arcticle: "EL MERCURIO", Santiago, Chile, July 7, 1965 (NICAP NYC)
Documents, UFOs Sighted in Antarctica (Jan Aldrich)
Documents, Antarctica 1965 (Timothy Good)
183-page study in Spanish, 116-121 in English (Vicente-Juan Ballester Olmos)
Avistamientos OVNI en la Antarctic en 1965 (Vicente-Juan Ballester Olmos)

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National Investigations Committee On Aerial Phenomena

EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

Major E-M Case Over Missile Site

June 19, 1966
Nha Trang, Vietnam

Updated: 15, 2013
Richard Hall:
June 19, 1966; Nha Trang, Vietnam
9:45 p.m. At this active base on the coastline of South Vietnam, soldiers were watching an outdoor movie, made possible by recent installation of six new, independently operated 100-kw diesel-powered generators. A Shell oil tanker lay anchored in the bay, two Skyraider prop planes were warming up on a nearby airstrip, and eight bulldozers were at work on nearby hills. Suddenly the sky to the north lit up, thought at first to be a flare, and then a UFO approached (no descriptive details) alternately moving at high and low speeds. It descended toward the gathered soldiers, stopped dead, and hovered at an altitude of about 300-500 feet. The entire valley and surrounding mountains were illuminated brightly. The generators failed and *everything* blacked out on the base. The engines of the Skyraiders, the bulldozers, the trucks, the power system of the offshore Shell Oil tanker - everything (including some diesel engines) all failed for about 4 minutes. Then the UFO "... went straight up and completely out of sight in about 2-3 seconds." After the incident, a plane-load of officials from Washington arrived to investigate.

Fran Ridge:
With my prime interest in nuclear connection and E-M cases, this one always was of interest and this directory needed updating. I want to thank Barry Greenwood, Ray Fowler, and Mike Swords for these important documents. But I also want to thank Monika Chowdhary, Production Assistant for Extreme Homes, London, England for her phone call requesting more information and calling attention to web page which was not working.

Detailed reports and documents
The Nha Trang, Viet Nam UFO Incident (NICAP Files)
Power Outages: 1966: Nha Trang Incident (Ray Fowler)
reports/660619nhatrang_report2.htm (Mike Swords)
docs/660619Nha_Trang_Vietnam_a.pdf (Ray Fowler/Barry Greenwood)
docs/660619Nha_Trang_Vietnam_b.pdf (Ray Fowler/Barry Greenwood)
docs/660619Nha_Trang_Vietnam_c.pdf (Ray Fowlert/Barry Greenwood)
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

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Category 03 Case Directory
EMCAT = Electromagnetic Catalog

Preliminary Rating: **5**

Oscar Flight / Malmstrom AFB Missile Incident

March 24/25, 1967
Nr. Roy, Montana

Brad Sparks:
March 24/25, 1967; Roy (about 30 miles NE of Lewiston), Montana (BBU)
O-Flight of Malmstrom AFB, USAF 341st Strategic Missile Wing, reportedly had unexplained deactivation of 6-8 Minuteman nuclear ICBM's within several secs of each other during UFO close encounters involving a red saucer shaped object in early morning hours. USAF security guard allegedly injured and medivacked out. There is no documentation for this missile shutdown on about March 24, 1967, whereas the March 16 shutdown is extensively documented in official records and unit histories.

Detailed reports and documents
reports/670324malmstrom_report.htm (CUFON)

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Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

Disables Engine Continues To Run

Nov. 6, 1967
River Avon, Hampshire, England

James McCampbell:
Nov. 6, 1967; England
Early morning hours. While driving a diesal truck, the witness saw a strange, egg-shaped ob|ect above some trees about 1/4 mile away. The lights and radio went out but the engine continued to run as the object landed on the road only 15 yards away. A flexible tube came from the bottom of the UFO with-a box on the end. Connected to the box were four short hoses that sucked up grass, gravel, and leaves from both shoulders of the road. Then a Jaguar that drove up to the landed UFO on the opposite side lost both its headlights and engine. So again under comparable circumstances, a diesel engine continued to run while a presumably, spark-ignited engine failed.

Jenny Randles:
Nov. 6, 1967; River Avon, Hampshire, England
1:30 a.m. GMT. A man driving a diesel truck noticed his headlights dimmed and then failed (EM effects). He stopped, his engine still running, and saw a large purplish-red oval object (estimated 80 feet long) moving across the road ahead at telegraph pole height, emitting a humming sound. The object hovered, and after a few seconds started to move and sped away. The witness noticed a pungent burning odor. Another car going in the opposite direction was also stopped and experienced both engine and headlight failure. (Randles and Warrington, 1985, pp. 105-07.)

Detailed reports and documents
reports/671106england_report.htm (James McCampbell)
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

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EMCAT Case Directory
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Preliminary Rating: **5**

Two Remarkable Encounters: Humanoids & E-M Effects

March 21, 1974
Valdehijaderos, Salamanca, Spain

Fran Ridge:
March 21, 1974; Valdehijaderos, Salamanca, Spain
2:15 a.m. 21-year-old Maximiliano Iglesias Sanchez had two remarkable and complex encounters with several UFOs and their occupants. While driving a diesel truck, he approached to within 200 meters of a 33-40' diameter disc, described as a smooth metallic surface with no seams or rivets, and spanning the breadth of the pavement. It was standing on three metal legs, 18" high. Indescribable glow. His lights and engine failed. Another UFO was seen nearby with two, tall human-like creatures. At 11:15 p.m. the same day, he saw three UFOs at the same location with one sitting on the road. Again, the engine failed. He panicked as four "beings" approached him and then hid in a ditch two kilometers away to escape their pursuit. Beings were 6' 4" -6' 8" tall, walked normal, had tight-fiiting brilliant metallic one-pc suits that came over their heads. Occupants beside landed object, doing something on ground, gesticulating. Later, upon driving away and yielding to curiosity, the witness returned to the site on foot and observed four beings working on an embankment with strange tools. (Ballester Olmos, 1976, pp. 44-45; see Section XII [E,L])

Detailed reports and documents
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

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EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

Major UFO/E-M Incidents Over Kuwait

Dec. 9 to Dec. 14, 1978
Kuwait

James McCampbell:
Nov. 9 - Dec. 14, 1978; vicinity of Kuwait
A senior official of the Kuwait Oil Company (KOC) reported to the embassy that the UFO "...which first appeared over the northern oil fields seemingly did strange things to KOC's automatic pumping equipment. This equipment is designed to shut itself down when there is some failure which may seriously damage the petroleum gathering and transmission system and it can only be restarted manually. At the time of the UFO's appearance the pumping station automatically shut itself down and when the UFO vanished the system started itself up again. Eight UFOs were sighted between Nov. 9 and Dec. 14,1978, in the vicinity of an oil-gathering center near Kuwait City, Kuwait The government appointed a committee of experts from the Kuwait Institute For Scientific Research to investigate. An Institute representative, Ratib Abu Id, told U.S. embassy officials that they had rejected the idea of espionage devices and did not know enough about the subject to rule out spaceships.

Detailed reports and documents
images/781109kuwait_docs.jpg (FOIA)
reports/781109kuwait_docs.htm [Text file and documents] (Fran Ridge/Jim Klotz)
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

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EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

Truck Slows Down, Water In Tank Heats Up

June 12, 1981
W. of Alice, Texas

James McCampbell:
June 12, 1981; W. of Alice, Texas
Early afternoon. Robert Gomez was driving a "vacuum" truck west of Alice, Texas when he encountered a hovering disc-shaped, and brightly-glowing object. As his truck slowed down, he depressed the accelerator to maintain speed and reported that the exhaust stacks were blowing smoke. The truck seemed to be about 1 ft. above the road. His AM radio failed but he was able to report to his dispatcher on a CB. The AM came back on when the UFO disappeared into some clouds. Gomez was carrying 165 gallens of water under no pressure at the time of the sighting but the tank was later found to be pressurized to 55 psi. Upon attempting to drain the tank, no water came out. Only steam. From thermodynamic relations it can be established that the temperature of the water and vapor in the tank had been increased to about 303 degrees F. Upon opening the drain, he reduced the pressure at the exit to 14.7 psi, one atmosphere. As the vapor pressure of the hot water was 69.7 psi absolute, it would suddenly flash to steam and that process would continue until the tank was empty.

Detailed reports and documents
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

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EMCAT Case Directory
Category 3, E-M (Electro-Magnetic) Cases

Preliminary Rating: **5**

Train Stalled By Huge UFO

March 10, 1983
Ventilla, Bolivia

James McCampbell:
March 10, 1983; Ventilla, Bolivia
A diesel train of 14 cars was stalled by a huge UFO. First seen as an enormous, blinding cloud of light over the city, it then flew toward the train changing color from bright white to glowing orange. Seventy passengers on board were awakened and screamed in terror. A yellow ray of light struck the locomotive and stalled the engine. Engineer Sixto Churaz said that "I tried to start up the engine, but it was dead. Fifteen minutes later the engine suddenly came to life again as the object began to move away from the-train." The locomotive had just been through an overhaul and was found to be in perfect condition. Experts from the University of Qruro, railroad officials, and local police confirmed that a UFO had paralyzed the train and that it was not a mechanical breakdown. On three previous nights, nearby villagers being harassed by UFOs tried to frighten them off with gunfire. This episode introduces the extreme challenging element of the engine starting by itself as the UFO departed, a circumstance that has been reported on 27 other occasions for spark-ignited engines."

Detailed reports and documents
articles/UFOs: More Engine Effects [Diesals Too].pdf (James McCampbell, 1985)

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Category 4 - Animal Reaction Cases

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
CATTLE MUTE & IMAG CULPRITS: PSYCH PERSP	JORDAN	83 SYMP,101	4	M
CATTLE MUT THAT DEFY CONVENT EXPLANATION	ANDRUS	83 SYMP,122	4	M
ANIMAL MUTILATIONS: DECADE OF MYSTERY	ADAMS	84 SYMP,044	4	M
ALIEN HARVEST, AN	HOWE	89 SYMP,113	4	M
FURTHER EVIDENCE LINK AN. MUTE & ABDUCT	HOWE	91 SYMP,133	4	M
TISSUE CHANGES IN UNEXPL. ANIMAL MUTIL.	ALTSHULER	91 SYMP,291	4	M
MOVING LTS, DISCS, ANIMAL MUT IN AL	HOWE	93 SYMP,026	4	M
MUTILATED REALITY	CLARK	IUR-17-1,03	4	M
RED OBJECT SPOOKS FARMHANDS, CATTLE		MUJ-189,14	4	
MUTE EVIDENCE REVIEWED	WANDERER	MUJ-205,14	4	M
MUTE EVIDENCE REVISITED	SEIFRIED	MUJ-212,13	4	M
ALIEN HARVEST REVIEWED	HEBEBRAND	MUJ-256,19	4	M
1992 ANIMAL MUTILATION UPDATE	HOWE	MUJ-294,03	4	M

Created by Francis Ridge mailto:nicap@insightbb.com

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Category 5 - Abduction Cases

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
ABDUCTED BY AN ARCHETYPE	EVANS	MUJ-158,07	5	A
ABDUCTEE MEMORY LOSS	MEYER	MUJ-287,12	5	A
ABDUCTEES: IMAGINED OR IMAGINAL?	GOTLIB	IUR-17-4,16	5	A
ABDUCTION AND DECEPTION	HOPKINS	IUR-15-5,15	5	A
ABDUCTION CASE IN POLAND	POPIK	MUJ-150,16	5	A
ABDUCTION NOTES	CARPENTER	MUJ-298,09	5	A
ABDUCTION NOTES	CARPENTER	MUJ-297,06	5	A
ABDUCTION NOTES (MORE "EXPLANATIONS")	CARPENTER	MUJ-306,14	5	A
ABDUCTION NOTES: PHOBIAS & RESOLUTIONS	CARPENTER	MUJ-314,12	5	A
ABDUCTION OBSERVED BY INDEPENDENT WITNS	HOPKINS	92 SYMP,NOT PUB	5	A
ABDUCTION OF HARRY JOE TURNER	WHITING	MUJ-145,03	5	A
ABDUCTION PHENOMENON IN AUSTRALIA	BASTERF/GODIC	IUR-14-4,11	5	A
ABDUCTION REFLECTIONS	HOPKINS	MUJ-216,03	5	A
ABDUCTION RESEARCH IN AUSTRALIA	BASTERFIELD	MUJ-315,06	5	A
ABDUCTION RESEARCH: THE CHALLENGE AHEAD	WESTRUM	MUJ-258,21	5	A
ABDUCTION STUDY GROUP FORMED		MUJ-189,10	5	A
ABDUCTION SURVEY CRITIQUE	HALL/JOHNS/RO	MUJ-303,09	5	A
ABDUCTION: HUMAN ENCOUNTERS WITH ALIENS	MACK	MUJ-315,13	5	A
ABDUCTIONS AND CREDIBILITY	WANDERER	MUJ-231,17	5	A
ABDUCTIONS IN AFRICA-WORLDWIDE SIMILARIT	HIND	93 SYMP,016	5	A
ABDUCTIONS IN ITALY	FLORINO/GRASSIN	IUR-14-4,14	5	A
ABDUCTIONS: A BRITISH SURVEY	RANDLES	MUJ-238,10	5	A
ABDUCTIONS: A COMPARATIVE STUDY	BULLARD	MUJ-238,03	5	A
ABDUCTIONS: CAN WE BATTLE BACK?	DRUFFEL	MUJ-247,17	5	A
ABDUCTIONS: CONSEQUENCE OF NONEXISTENCE	JACOBS	86 SYMP,100	5	A
ABDUCTIONS: OUR DIRTY SECRET	WRIGHT	MUJ-287,10	5	A
ABDUCTIONS: STATE OF SIEGE - OR MIND?	PUHALSKI	MUJ-313,15	5	A
AIR FORCE AND PASCAGOULA (TRANSCRIPT)		MUJ-195,05	5	A
ALLAGASH ABDUCTIONS	FOWLER	MUJ-300,03	5	A
AN OPEN LETTER TO MICHAEL SWORDS	STRIEBER	MUJ-229,07	5	A
AN OPEN LETTER TO UFO INVESTIGATORS	HOWARD	MUJ-295,20	5	A
ANOTHER "INTERRUPTED JOURNEY"	CARPENTER	MUJ-283,04	5	A
ARE ABDUCTIONS PRE-ARRANGED?	TESSMAN	MUJ-170,05	5	A
AUSTRALIAN ABDUCTION	BASTERFIELD	IUR-16-2,04	5	A
AUSTRALIAN ABDUCTION RESEARCH 1990-1992	BASTERFIELD	IUR-17-5,13	5	A
AUSTRALIAN ABDUCTIONS: AN UPDATE	BASTERFIELD	IUR-15-3,10	5	A
AUSTRALIAN INTERRUPTED JOURNEYS	CHALKER	MUJ-150,03	5	A
AUTHOR'S RESPONSE (TO ROGO)	ROGO	MUJ-180,15	5	A
BACKGROUND & EXPERIENCE WITH VISITORS	STRIEBER	MUJ-224,03	5	A
BIRTH TRAUMA AND ABDUCTIONS	WANDERER	MUJ-172,07	5	A
BIRTH TRAUMA AND ABDUCTIONS	WANDERER	MUJ-170,03	5	A
BOOK REVIEW (COMMUNION)	HALL	MUJ-229,18	5	A
BOOK REVIEW (UFO ABDUCTIONS)	STACY	MUJ-156,17	5	A
BOOK REVIEW: (TUJUNGA CANYON CONTACTS)	MATHEY	MUJ-155,13	5	A
BOOK REVIEW: UFOS: THE IMAGE HYPOTHESIS	CHALKER	MUJ-165,16	5	
BUDD HOPKINS REPLIES (DURANT/CORTILE)	HOPKINS	MUJ-303,06	5	A
BUDD HOPKINS: "LINDA" CASE	CORTILE	94 SYMP,238	5	A
CHILDHOOD ABDUCTION (PART II)	HOPKINS	MUJ-215,12	5	A
CHILDHOOD ABDUCTION?	HOPKINS	MUJ-214,15	5	A
CLAIMS IN QUESTION		IUR-18-2,04	5	A
CLOSE ENCOUNTER WITH POSSIBLE MT	ANDRUS	MUJ-197,10	5	A
CLOSE, BUT NO SAUCER	TAFF	MUJ-277,03	5	A
COMMUNION: A READER'S GUIDE	SWORDS	MUJ-229,03	5	A
CONTACTEE/ABDUCTEE PECULIARITIES	LEMING	MUJ-184,7	5	A
CONVERSATION WITH BUDD HOPKINS	CLARK	IUR-13-6,04	5	A
CORTILE CASE: MISSING EVIDENCE	DURANT	MUJ-303,04	5	A
CRITIC'S CORNER (ABDUCTIONS ABOUND)	WANDERER/DRUFFE	MUJ-177,16	5	A
CRITIC'S CORNER (ABDUCTIONS)	WANDERER	MUJ-172,15	5	A
CRITIC'S CORNER (REGRESSION)	WANDERER	MUJ-173,15	5	A
DANGEROUS GAME REVIEWED	WEBB	MUJ-245,09	5	A
DECEPTION, DISSOCIATION & ALIEN ABDUCTNS	SCHNABEL	MUJ-301,14	5	A
DUAL VICTIMS: THE ABUSED & THE ABDUCTED	LAIBOW	IUR-14-3,04	5	A
EDUCATING MENTAL HEALTH PROFESSIONALS	CARPENTER	MUJ-302,18	5	A
ELECTRONIC HARASSMENT & ALIEN ABDUCTORS	LIVINGSTON	MUJ-307,04	5	A
ET CONTACT: RELIGIOUS DIMENSION	DOWNING	90 SYMP,045	5	T
ET OR MT? RESPONSE TO KENNETH RING	WHITE	MUJ-255,08	5	A
EVALUATION OF MED INJURIES FROM CE'S	NIEMTZOW/SCHUES	MUJ-147,05	5	
EVIDENCE SUPPORTING UFO ABDUCT REPORTS	HOPKINS	85 SYMP,066	5	A

EXPERIENCED ANAMALOUS TRAUMA: NEW DIRECT	LAIBOW	90 SYMP,100	5	A
EXPERIMENTERS' RESPONSE: IMAGINARY ABDUC	LAWSON/McCALL	MUJ-181,14	5	A
EXTRATERRESTRIAL-PARAPHYSICAL CONTROVERS	HOPKINS	MUJ-153,03	5	A
FALSE MEMORY SYNDROME	GOTLIB	MUJ-303,12	5	A
FAMILIAR ENTITY & DUAL REF IN LATENT ENC	NYMAN	MUJ-251,10	5	A
FANTASY-PRONE PERSONALITY HYPOTHESIS	BASTERFIELD	MUJ-309,16	5	A
FILM REVIEW: FIRE IN THE SKY	TALARSKI	IUR-18-3,21	5	A
FOREWARD TO SECRET LIKE	MACK	MUJ-287,08	5	A
FRENCH ABDUCTION CASE		MUJ-145,07	5	A
FRENCH ABDUCTION FILE	MESNARD	MUJ-309,03	5	A
HAUNTING OF KITLEY WOODS- ONGOING SAGA	HOPKINS	84 SYMP,167	5	A
HELPING ABDUCTEES	MACK	IUR-17-4,10	5	A
HOLY COMMUNION?	DOWNING	MUJ-228,08	5	T
HOUSE OF CARDS: BUTLER/HANSEN/STEFULA CR	HOPKINS	IUR-18-2,08	5	A
HYPNOSIS & CREATIVITY IN ABDUCTION REPS	CARLOS	MUJ-296,12	5	A
HYPNOSIS VERSUS UFO REALITIES	NELSON	MUJ-148,03	5	A
HYSTERIA & UFOS- IS THERE A CONNECTION?	SWORDS	MUJ-196,17	5	
IMPLANT ENIGMA, THE	SCHUESSLER	MUJ-266,18	5	A
IMPLANT ENIGMA, THE: PART II	SCHUESSLER	MUJ-269,14	5	A
IMPLANTS	BASTERFIELD	IUR-17-1,18	5	A
IMPOSSIBLE TESTIMONY OF JANET KIMBALL	SMITH	IUR-18-2,06	5	A
IN DEFENSE OF MEMORY	KERTH	IUR-17-3,15	5	A
INFERNAL UFOS: BIGGER INSIDE THAN OUT?	KULIKOWSKI II	MUJ-313,09	5	A
INFLUENCE OF HYPNOSIS IN INV OF ABDUCTNS	WEBB	85 SYMP,087	5	A
INTRUDERS: A REVIEW	HALL	MUJ-230,16	5	A
INTRUDERS: UFO ABDUCTIONS	HOPKINS	MUJ-227,03	5	A
INVISIBILITY & THE UFO ABDUCTN PHENOM	HOPKINS	93 SYMP,182	5	A
INVISIBLE UFO	RIDGE	MUJ-212,15	5	A
JINDABYNE "ABDUCTION"	MORAVEC	MUJ-238,13	5	A
KLASS CONCERNS	HOPKINS	MUJ-235,13	5	A
KUDOS FOR KENNETH RING	KAHN	MUJ-255,06	5	A
LATENT ENCOUNTER EXPERIENCE MODEL	NYMAN	MUJ-242,10	5	A
LAW OFFICER REPORTS CEII INCIDENT	GORDON	MUJ-253,10	5	
LETTER TO CARL SAGAN	HOPKINS	IUR-18-1,15	5	A
LIGHT AT THE END OF THE TUNNEL	CORTILE	MUJ-302,12	5	A
LINDA CORTILE ABDUCTION CASE	HOPKINS	MUJ-293,12	5	A
LONG-TERM EFFECTS OF CLOSE ENCOUNTERS	DECKER	MUJ-229,08	5	
LOSING A BATTLE WHILE WINNING THE WAR	HOPKINS	MUJ-314,10	5	A
MATTER OF ETHICS	JACOBS	IUR-18-2,15	5	A
MEDICAL EVIDENCE IN UFO CASES	SCHUESSLER	85 SYMP,078	5	
MEDICAL INJURIES CATALOG	SCHUESSLER	MUJ-166,07	5	
MEDICAL INJURY PROTOCOL	NEA	MUJ-225,14	5	
MENTAL CQ AND PHYCHOLOG DISTURB: PART I	MORAVEC	MUJ-180,09	5	
MENTAL CQ AND PSYCHOLOG DISTURB: PART II	MORAVEC	MUJ-181,07	5	
MISSING EMBRYO/FETUS SYNDROME	NEAL	92 SYMP,213	5	A
MISSING FETUS CASE SOLVED	DRUFFEL	MUJ-283,08	5	A
MISSING TIME AS MISSING LINK	SCHMIDT	MUJ-184,06	5	A
MISSING TIME: PSYCHOLOGIST EXAMINES EVID	CLAMAR	81 SYMP,076	5	A
MIXED MESSAGE	CARPENTER	MUJ-260,20	5	A
MODERN BIOLOGY AND ET HYPOTHESIS	SWORDS	91 SYMP,050	5	E
MORE ON BETTY HILL	LaPORTE	MUJ-220,12	5	A
MOTHER & CHILD TEXAS ABDUCTION CASE	WILLIS	MUJ-167,3	5	A
MULTIPLE ABDUCTIONS IN CANADA: PART I	FENWICK	MUJ-183,10	5	A
MULTIPLE ABDUCTIONS IN CANADA: PART II	FENWICK	MUJ-184,03	5	A
NEW MODEL OF INVESTIGATION: PART I	SPENCER	MUJ-257,06	5	A
NEW MODEL OF INVESTIGATION: PART II	SPENCER	MUJ-258,06	5	A
NEW PROTOCOL FOR ABDUCTION RESEARCH	ALEXANDER	MUJ-307,07	5	A
NOTE ON TRAVIS WALTON EXPERIENCE	NELSON	MUJ-159,08	5	A
ON MASS PANIC & OTHER FAVORITE MYTHS	HALL, ROBT	90 SYMP,061	5	
ONE IN FORTY	DENNETT	MUJ-266,09	5	A
PARANOID TEMPTATION	HOPKINS	MUJ-274,09	5	A
PELLEY TIME-LAPSE UFO ENCOUNTER	WEBB	MUJ-254,11	5	A
PERCIPIENT STUDIES GROUP	MORAVEC	MUJ-177,12	5	A
PERCIPIENT-DEPENDENT COMPONENTS	SCHOENHERR	MUJ-162,10	5	A
PERSONAL PRIMER, A	HOPKINS/JACOBS	MUJ-238,06	5	A
POST ABDUCTION SYNDROME	WESTRUM	MUJ-224,07	5	A
POST-ABDUCTION SYNDROME	JACOBS	88 SYMP,086	5	A
PRELIM ANALYSIS OF MEDICAL INJURIES	NIEMTZOW	80 SYMP,131	5	
PRESENT AT THE ABDUCTION	BASTERFIELD	IUR-17-3,13	5	A
PROBABLE CHILDHOOD ABDUCTION	HOPKINS	MUJ-156,04	5	A
PSIUFOLOGICAL PHEN: UFOS & PARANORMAL	MORAVEC	MUJ-150,13	5	
PSYCHOLOG ASPECTS OF BELIEF & DISBELIEF	DELIN	MUJ-159,03	5	E
PSYCHOLOG REACTIONS TO UFO EVENTS	MORAVEC	MUJ-158,12	5	
PUBLIC REACTION TO ALIEN CONTACT: STUDY	BOECHE	88 SYMP,072	5	E
PURSUING THE ULTIMATE ENCOUNTER	WEBB	MUJ-241,08	5	A
REALITY OF ABDUCTION PHENOMENON	CARPENTER	91 SYMP,148	5	A
RECENT FI INTO CLAIMS INJURIES IN BRAZIL	VALLEE	89 SYMP,031	5	F
REJOINDER TO CRITIQUE OF BUDD HOPKINS	ANDRUS	MUJ-300,08	5	A
REPORT ON PSIUFO PHENOMENA	MORAVEC	MUJ-177,11	5	F
RESISTING ALIEN ABDUCTIONS	DRUFFEL	MUJ-287,03	5	A
RESISTING RESISTING	TILLY	MUJ-292,11	5	A

RESPONSE TO CRITICS	STRIEBER	MUJ-242,07	5	A
RESPONSE TO LAWSON & McCALL	DeHERRERA	MUJ-185,15	5	A
REVEALING SCIENCE OF UFOLOGY	CRAWFORD	MUJ-284,10	5	A
RING: A PERSONAL RESPONSE	ANONYMOUS	MUJ-255,10	5	A
SAUCER SMEARERS	CLARK	IUR-18-2,03	5	A
SCOTTISH ABDUCTION CASE	NEWS	MUJ-145,12	5	A
SOUTH DAKOTA CONNECTION, THE	CHRISTENSEN	MUJ-181,03	5	A
STANLEY INGRAM & THE PLANTOS GAMES	WORLEY	MUJ-300,12	5	A
STAT REP ON UFO ABDUCTIONS IN NYC AREA	HOPKINS	MUJ-200,07	5	A
STEWPOT THINKING: OBSTACLE TO SCIENCE	HOPKINS	MUJ-251,08	5	A
STIRRING OUR DEEPEST FEARS	MACK	IUR-18-2,17	5	A
SUPPORT GROUPS: A PROPOSAL	DRUFFEL	MUJ-234,11	5	A
THERAPIST & INVESTIGATOR: DEFINING RULES	LAIBOW	MUJ-261,10	5	A
THINKING AROUND PROBLEM OF EVIDENCE	HOPKINS	MUJ-179,10	5	A
THOUGHTS ON PSYCHIATRISTS & UFO INVESTRS	HOPKINS	MUJ-263,13	5	A
TOWARD AN IMAGINAL INTERPRETATION OF	RING	MUJ-253,03	5	A
TRANSFORMATION TRANSFORMED	WANDERER	MUJ-254,18	5	A
TRIBAL REACTIONS TO UFOS IN AFRICA	HIND	84 SYMP,064	5	F
TRUCK DRIVER INJURED BY UFO: WEBB CASE	SCHUESSLER	93 SYMP,059	5	
TRUTH, UFOS, & CLARENCE THOMAS HEARINGS	HOPKINS	IUR-16-6,14	5	A
UFO ABDUCT CASES IN G/B, FL AREA	HOPKINS	90 SYMP,092	5	A
UFO ABDUCTION CASES: MINI-SYMPOSIUM	HALL	MUJ-150,09	5	A
UFO ABDUCTIONS - THE SKELETON KEY	HOPKINS	88 SYMP,103	5	A
UFO ABDUCTIONS AT THE EVENT LEVEL	HOPKINS	IUR-16-4,09	5	A
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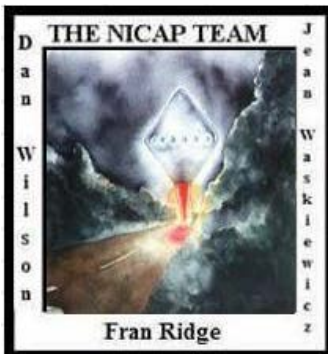
Created by Francis Ridge mailto:nicap@insightbb.com

NICAP Home Page

National Investigations Committee On Aerial Phenomena

MEDCAT Case Directory
Category 5, Medical Cases

Preliminary Rating: **5**



Everglades / James Flynn Case

March 15, 1965
Everglades, Florida

Fran Ridge:
March 15, 1965; Everglades, Florida
Bt. 1-2 AM. Hovering cone-shaped object, animal reaction. Witness struck on forehead by light beam, unconscious, eye damage. Damaged foliage found at site. While camped in the Everglades training hunting dogs, James W. Flynn, 45, spotted a bright yellow light oscillating back and forth. He drove his swamp buggy within 400 yards to investigate, then dismounted and proceeded on foot. As he neared, Flynn saw a brightly illuminated cone-shaped object emitting a loud whirring noise. Four tiers of windows were visible around the side. When within about 150 feet of the UFO, Flynn suddenly felt a "sledgehammer" blow and was knocked unconscious. Many hours later, when he awoke, he was partially blinded but could see a black, oily looking circle on the ground below the position where the UFO had hovered. After stopping at an Indian village for aid, Flynn made his way back to Fort Myers and entered the hospital. (UFOE II, Section I).

Detailed reports and documents
The Initial Report (NICAP UFOI)
Fort Myers News (Press)
The Everglades Case (Strange Effects From UFOs, Donald Keyhoe & Gordon Lore)
UFO Case In The Everglades (Uninvited Guests, Richard Hall)
McDonald Letter to Hall (Richard Hall)

NICAP Home Page

Date: Wed, 18 Apr 2007 15:49:40 -0800
From: Susan Swiatek <sueswi@iglide.net>
Subject: Announcing JAR -- The Journal of Abduction-Encounter Research

http://www.nicap.org/humrep/JAR_2007_1st_Qtr1.pdf

I am very pleased to announce the premiere issue of JAR, the Journal of Abduction-Encounter Research! JAR is an electronic journal, an independent effort by people in the UFO field dedicated to the examination of the UFO Abduction phenomenon. This first issue is free to all. Help us get the word out. Subsequent issues will be emailed only to subscribers. An annual subscription is $20/yr US dollars and includes an end-of-year CD compilation of all JAR articles.

This PDF is hyperlinked and navigable to aid you in the electronic perusal of this exciting release. If you have received an earlier (beta) version of JAR, please discard it and enjoy this clickable version.

Please feel free to send JAR out to everyone on your list!

Susan Swiatek, JAR Editor

07-08-47 Houston, TX Merchant Seamen	Large Disc. Silver.	1 humanoid. 2 ft. tall. Large head the size of basketball.	Disc landed, occupant disembarked and greeted witness. Occupant then re-embarked and craft took off.
07-23-47 Bauru, near Pitanga, Brazil Jose Higgins	Saturn-shaped disc with rim. 150 ft. dia. Gray-white in color. Resting on curved metal legs. Hissing and loud whistling sound.	3 humanoids. 7 ft. tall. Large bald heads. Huge eyes. No eyebrows. Long legs. Transparent suits. No helmets.	Beings jumped about and tossed stones near landed object seeming to play. Witness hid from occupants.
08-14-47 09:00 Villa Santini, Italy R.L. Johannis	Disc. Lenticular. 30 ft. dia. Low central cupola on top with antenna. Red in color.	2 humanoids, 3 ft. tall. Large heads with large green round eyes with vertical slit pupils. Long nose. Greenish-gray skin. Greenish hands with 8 digits opposed. Blue 1-pc coveralls with red collars. Round helmets with face visible.	Occupants near landed object. Occupant's belt projected vapor suffocating witness. Object departed.
02-49 16:30 Pucusama, Peru C.A.V. Oil Employee	Large disc. Shiny sand color. 35 ft. dia.; 11 ft. high	3 creatures looked like mummies. Legs joined. Covered with towelly gray skin. One large foot. Glided rather than walked.	Occupants had lengthy discussion with witness. Took him on ride in craft.
02-17-49 night France Alain Berard	Large bright object.	3 figures with short stocky legs. Seemed not to have heads.	Witness saw object land with a green lightning flash. Witness fired gun at occupants. Object took off vertically.
08-19-49 Death Valley, CA 2 prospectors.	Disc-shaped object 24 ft. diameter.	2 dwarfs.	Disc crashed or landed in desert, occupants got out and ran, were lost in dunes.
03-18-50 18:30 Lago Argentino, Arg. Wilfredo Arevalo	Disc. Transparent cabin surrounded by rotating rim. Huge. Aluminum color. Fire shot out of base. Faint humming sound.	4 humanlike beings. Tall. Well-proportioned. Transparent clothing covered entire body. "like cellophane"	Occupants visible in craft seemed to be working at instruments in cabin.
04-24-50 21:00 Abbiate-Buazonne, Italy. B.Facciini	Huge dark object. Beehive sound.	4 humanlike beings. 5' 9" tall. Tight-fitting dark gray diver's suits. Helmets with oval face-plate. Hose joined to mask.	Occupants disembarked and seemed to repair bottom of craft in an operation resembling arc welding. Physical traces.
05-10-50 daylight 70 mi. from Bahia Blanca, Arg. E.C. Botta	Disc. 32 ft. dia.; 13 ft. high with a 6 ft. high dome on top. Silvery resilient metallic surface. Flashing light on top at 1 sec. intervals.	3 humanlike beings, 4 ft. tall. Bronze skin. Short gray hair. Normal human face. Normal hands and fingernails. Lead Gray coveralls. Boots. No helmets.	Witness entered landed object through an open hatch. Occupants apparently dead inside craft.

07-02-50 aftnoon Steep Rock Lake, Ontario, Canada anon Exec & wife	Disc or saucer. 48 ft. dia.; 15 ft. thick at center; 13 ft. thick at edge. Square portholes with black edges about 1 ft. square and 4 ft. apart around circumference. Hatch covers open on top. Humming sound.	10 Humanoids, 3.5-4 ft. tall. Walked like automatons. Metallic suits, darker extremities. One wore red headpiece, all others wore blue headpieces.	Craft resting on water. Occupants operated a hoop-like device. Seemed to draw water from lake. Occupants re-entered craft which departed.
06-19-51 12:00 Sonderborg, Denmark Joseph Marizewski	Large object from which emerged 8 smaller objects which hovered above it. Whistling sound.	4 humanlike beings. Handsome men. Brown skin. Black shiny suits. Translucent helmets.	Occupants seemed to repair landed craft. Witness felt paralysis and thought that animals in the area had stopped moving. Paralysis did not subside until object Departed.
09-51 daylight N. Territory, Australia	2 round discs. 40 ft. dia.; 9 ft. high. Metallic. Buzzing sound.	1 short humanoid with round shiny helmet.	2 objects landed side by side. Occupant of one craft got out and entered the other. Both craft then departed.
07-11-52 dusk near Hasselbach, Germany. Oskar Linke & daughter	Disc. 45 ft. dia. Phosphorescent aluminum color. 2 rows of holes 1 ft. dia. spaced 1.5 ft. apart around circumference. Cylindrical black superstructure in center of object. Greenish glow around edge. Humming sd.	2 humanoids, 3.5 ft. tall. Wore 1-pc shiny metallic suits with round glasslike helmets. Entities had black boxes on their chests. Boxes were 3" x 4" x 4" with a blinking red light on top.	Entities outside of landed craft. When noticed, entities re-entered craft which took off.
07-24-52 Vico, Italy	Disc, 65 ft. dia. Dome on top. Something like blades. 5 propellors in back of object. Orange glow seen through slits in deck.	1 humanoid wearing diver's helmet.	10 minute observation of disc with occupant visible inside. Occupant looked down at witness and shone green ray at him causing electric shock. Object drug hose in river.
07-31-52 09:30 Bernina Mtns. N. Italy Gianpetro Monguzzi & wife.	Disc. Lenticular shape. 25-35 ft. dia. Metallic surface. Clear dome on top. Sharp edge. No sound.	1 humanoid. 4 ft. tall. Stocky build. Bulky light-colored space suit with helmet and face plate. Backpack with antenna.	Photographic case. Object landed on glacier. Occupant disembarked and seemed to examine underside of object with shiny tube. Witnesses could not hear normal sounds while object was in vicinity.
08-19-52 21:00 near W. Palm Beach, Florida Sonny Desvergers	Disc or saucer. 30 ft. dia.; 10 ft. thick at center. Convex bottom. Turret on top. Smooth dull-gray surface. Vanes or buckets spaced 1 ft. apart around circumference of object. Holes 6" in dia. between each vane.	"Hideous creature"	Object hovered in thicket, shot fireball at witness while he approched the object. Hideous occupant visible in turret. Landing traces.
08-24-52 06:00 Frontenac,Kansas	Disc or oval. Looked like 2 turtle shells glued together. 80 ft. long. Windows lighted by a blue glow. Control cabin in front. Throbbing sound.	1 humanoid creature	Occupant visible in front central cabin of object as object hovered.

08-27-52 Lamberton, NC	Disc or saucer-shaped craft. 9 ft. dia.; 6 ft. thick at center. Whistling sound.	1 little man, less than 3 ft. tall.	Object landed after striking a chimney. Occupant emerged briefly. Craft took off.
09-12-52 19:00 Flatwoods, WV 12 witnesses	Object shaped like 3-dimensional ace of spades, point upright. 25 ft. high. Red pulsating glow. Throbbing sound.	1 tall monstrous humanoid. 10 ft. tall Glowing large green eyes, pointed face. Claws. Wore hood and folds of clothing.	Object landed on hillside. Entity floated out and toward witnesses who fled in terror. Landing traces and odd smell.
09-13-52 20:00 Frametown, WV George Snitkowski	Sphere of light, swinging like a pendulum. Leaving luminous trail.	1 tall humanoid monster. 10 ft. tall. Moved with a gliding motion rather than walking.	Witness's car stalled and entity approached and examined car. Creature then glided off into woods and sphere emerged. Witness felt prickling sensation.
10-15-52 19:10 Le Vigan, France	Cigar-shaped object. 95-100 ft. long; 20 ft. dia. cros section. Forward end rounded. Bright yellow with windows. A sort of fog at both ends.	A number of figures with helmets and masks.	Figures visible inside hovering object.
11-18-52 Castelfranco, Italy Nello Ferrani, 41 farmer	Disc or plate. 65 ft. dia.; cyl 16 ft. dia. Upper surface transparent. Rotating bottom cylinder. Gold-copper color. Sound like electric motor.	3 perfectly humanlike beings. Rubber coveralls, Transparent face masks.	Occupants spoke to witness in unintel. language. Top of object retracted into bottom. Object departed.
11-20-52 12:30 Desert city, Calif. George Adamski	Disc. 35 ft. dia. Flat bottom, domed top with turret. Ports. 3 large hemispheres spaced symmetrically on bottom.	1 humanlike being, 5' 6" tall Extremely high foreheads. Long blond hair. Large greenish-gray slanted eyes. Medium suntan. Brown 1-pc suit. Wide belt. Oxblood-colored shoes with no heels.	Entity standing beside landed craft. Spoke telepathically with witness.
01-03-53 Santana Des Monte, Guanabara, Brazil Mauricio Rames Bessa	Disc or oval. Size of VW bus. Metallic. Upper half oval, lower half flat.	3 humanoids. 4-4.5 ft. tall. Faces flatter than human's. Shiny suits.	Object hovered 4 ft. above ground, Entities came out from bottom of craft. Witness experienced severe headache while entities were out of craft, this subsided when they re-entered object. Entities gathered soil samples with a shiny metal tube.
05-20-53 18:30 Brush Creek, Calif. J.Q. Black, J. Van Allen	Disc. 8 ft. dia.; 6 ft. thick at center. Silvery. Tripod landing gear. Hissing sound.	2 dwarflike humanoids. 3.5 ft. tall. Broad-shouldered. Clothing covered head and trunk. Tweedlike material on arms.	Object landed on sandbar in river. Occupants filled metal pail with river water. Occupants re-entered object which departed.
07-02-53 13:00 Villarez des Saz, Spain Maximo Munoz Olivares, 14	Object shaped like water jug. Hatch on top. Metallic. Silent. Faint whistle at beginning and end. 130 cm x 65 cm	3 dwarflike humanoids. 3 ft. tall. Mongolian or Oriental faces. Yellow skin, narrow eyes. Blue suits. Hats with visor.	Occupants outside landed craft. Spoke unintel. language to witness. Being smacked witness across face when he did not understand message. Occupants re-entered craft which took off quickly like a rocket.

08-19-53 18:00+ Ciudad Valley, Mexico Salvador Villaneuva, 40	Disc or saucer, like bowls joined at rims. 40 ft. dia. Dome with portholes. Shiny metal. Stood on 3 metal spheres. Faint humming sound.	2 humanoid or humanlike beings. 4 1/2 ft. tall. 1-pc seamless gray corduroy coveralls. Wide perforated belts. Football helmets. Small shiny black boxes on backs.	Entities approached cab driver, got in cab with him and conversed in Spanish all night.
09-04-53 21:30 Tonnere, France a woman	2 objects. One spherical, one elongated. 16 ft. long; 5 ft. wide. Vertical with wings like a butterfly. Tripod landing gear.	3 humanoids under 5 ft. tall. Oversize heads. Helmets and boots.	Occupants beside landed object. Landing traces.
11-28-53 Guapore River, Bolivia. Pedro Serrate	Disc or oval. 13 1/2 ft. dia.; 8 1/2 ft. wide 6 1/2 ft. high. Dark blue glass-like surface with vertical beams imbedded in it. Tube on bottom.	6 humanlike beings of medium height. 4 men, 2 women. Blond hair, pinkish skin. Blue suits the color of the object.	Object hovered above river discharging water into river. When occupants noticed witness, craft took off.
03-54 17:00 Santa Maria, R.G.D.S. Brazil Rubem Helwig	Object shaped like melon or rugby ball. 12-18 ft. dia. Blue and yellow flames. Silent.	2 humanlike beings, 5' 2" tall. Slim build. Brownish faces. Fair hair.	One occupant got out of landed object to gather samples. Other stayed in craft. Outside occupant asked witness for ammonia.
03-54 (next day) 17:00 Santa Maria R.G.D.S. Brazil Rubem Helwig	Object shaped like melon or rugby ball. 12-18 ft. dia. Blue and yellow flames. Silent.	1 man, 2 women. Tall man with fair complexion. Woman dark with large slanted eyes. Brown suede-like garments.	Same object returned next day with different crew. Occupants told witness that they were scientists from another country interested in the natural resources of of South America.
08-23-54 Lugrin near Thonon, France	Landed object looked like aluminum Trailer.	2 small beings. Silvery clothing.	Occupants beside landed craft. They grunted like pigs.
09-10-54 20:30 Mourieres, France Mr. Mazaud, farmer.	Cigar-shaped object, 16 ft. long.	1 man of average height with helmet.	Occupant beside landed object made friendly gestures to to witness, who fled.
09-10-54 22:30 Valenciennes, near Quaroble, France Marius DeWilde, 34	Dark object, 20-30 ft. dia. with doorlike opening in side emitting light. 5 legs. Whistling sound.	2 humanoids, 3 ft. tall. Broad shoulders, Large heads. Short legs. Wearing dark diver's suits with round shiny helmets.	Occupants outside landed object, pointed small tube at witness emitting beam of light which paralyzed him.
09-14-54 22:00 near Coldwater, KS John J. Swain, 12	Saucer-shaped object. Small.	1 humanoid, size of 5 yr. old child. Long nose, pointed ears, wore shiny helmet.	Object hovered 6 ft. above ground. Occupant seemed to fly. Occupant re-entered object which took off.
09-17-54 22:30 Cenon, France Yves David, 28	Cigar or saucer-shaped object 10 ft. dia.; 3 ft. thick. Brown.	1 small being in a diving suit.	Occupant beside landed craft. Uttered unintel. language to witness. Shot beam of light at witness paralyzing him. Object took off rapidly throwing a greenish light.

09-20-54 23:00 Santa maria Arpt, Azores. V.L. Montiero	Disc. 10 ft. dia.; 4 ft high. Antenna-like protrusion on top.	1 small being or figure	Figure emerged from landed craft, spoke unintel. language to witness. departed.
09-24-54 09:00 Becar, France 2 women	Disc. 20 ft. dia.; 3 ft. thick. Gray.	1 man of normal height. Dark clothing and a kind of hat.	Occupant beside landed craft, appeared to be repairing it.
09-24-54 10:00 Almaseda, near Castelbranco, Portugal Ces'ar Cardoso & 3 others	Craft not described	2 men, 8 ft. tall. Shiny clothing.	Occupants beside landed craft, gathered twigs in a kind of box.
09-26-54 14:30 Chabeuil, France Mrs. Lebeouf	Flat, circular, metallic machine. Large. Whistling sound.	1 3 1/2 ft. tall childlike creature Very large eyes. Normal human face. Waddling gait. Translucent diving suit, transparent helmet.	Entity approached witness, who fled.
09-27-54 20:30 Premanon, France Raymond Romand, 12	Large object on ground.	1 being 'like a ghost' in yard.	Being outside of landed obj. Children threw rocks at entity.
09-30-54 16:30 Marcilly-Sur-Vienne, France Georges Gatay & others	Disc. 15 ft. dia.; 6 1/2 ft. axial ht. Gray in color with shining dome.	1 small humanoid. Gray coveralls, short boots, Opaque glass-like helmet with visor.	Object hovered 3 ft. above ground. Occupant on ground beside object held a metal rod. Witness felt drowsiness. Object and entity vanished in very strange manner.
09-30-54 18:45 Ligescourt, France	Circular disc. 6 ft. high. ORANGE GLOW.	1 SMALL CREATURE IN DIVING SUIT.	OCC, OUTSIDE LANDED OBJ. OCC, RETURNED TO OBJ. WHICH TOOK OFF.
09-30-54 04:45 Dearborn, Michigan	Obj. 13 ft. high w/ many flashing lights.	15 humanoids of avg. height. Green uniforms Close-fitting skull caps that came to a point. Heavy goggles.	Occupants outside of landed craft. Seemed to be taking orders from a taller man.
10-01-54 19:00 Jussey, France 2 young men	Disc. White and luminous.	2 very tall men, dressed in white.	Object moving in sky dived to ground. 2 men emerged, Gestured to witness, who fled interror.
10-02-54 20:00 Croix-Decephine, France Ernest Delattre, 19	Egg-shaped object size of VW bus. Bright, translucent, lit from within. Object changed color upon leaving: Orange-blue-gray.	Many entities shaped like potatoe bags.	Occupants visible through translucent surface of craft.

10-02-54 18:45 Vron, France Rene Covoste, B. Devoisin	Circular object shaped like honeycomb. 6 ft. high. Orange color.	1 strange man indiving suit.	Occupant beside landed object.
10-03-54 dawn Bressuire, France Angelo Girardo, 55	Circular objcet, 10 ft. dia.	1 small figure in diving suit.	Occupant beside landed object. Took off rapidly.
10-04-54 Chaleix, France Mr. Garreau, a farmer	Object, possible disc, roughly 15 ft. in diameter with sliding door.	2 normal men of European type. Wearing khaki coveralls.	Occupants beside landed object spoke unintel. language to witness. Occupant shook hands with witness and stroked his dog. Re-entered and departed.
10-05-54 04:00 Loctudy, France. P. Lucas, a baker	Circular object, 10 ft. dia.	1 small dwarf, oval face covered with hair. Large eyes	Occupant beside object resting on ground. Occupant touched witness on shoulder, spoke unintel. language.
10-05-54 07:15 Mertrud, France Mr. Narcy	Cigar-shaped section under flat disc. Porthole between sections.	1 small hairy dwarf in orange jacket.	Occupant beside landed object. Re-entered and took off.
10-07-54 Hennezis, France Lanssellin Children	Circular object with shining 1/2 egg- shaped dome on top. Black body.	2 normal men of normal height.	Object landed, 2 occupants visible.
10-07-54 Monteux, France Mr. Margaillon	Hemispherical object, 8 ft. dia.	1 small entity with strange reddish-orange eyes	Occupant beside landed craft. Witness felt paralysis and couldn't breathe during encounter.
10-09-54 16:00 Carcassone, France Joseph Bertrand	Bright metallic sphere, top half transparent	2 humanlike figures.	Figures visible inside craft.
10-09-54 Pourney-La-Chetive, 4 children	Round object, 8 ft. dia. Tripod landing gear. Luminous.	1 dwarflike humanoid, 4 ft. tall. Oval face covered with hair. Large eyes. Black clothing.	Occupant beside landed craft. Shone light at witness and spoke unintelligable language.
10-09-54 20:30 Briatexte, France J.P. Mitto, technician	Convex disc with hemispherical dome. 19 1/2 ft. diameter. Orange color.	2 small child size figures.	Witness saw 2 figures cross road and enter landed object which took off.
10-09-54 night Rinkerode, Muenster, Germany. Willi Hoge	Cigar-shaped object, small, with blue light.	4 humanoids. 4 ft. tall. Large heads, large chests, short thin legs. Rubber-like coveralls.	Occupants beside landed object., seemed to be at work on underside of object.

10-10-54 06:30 Quaroble, France Marius DeWilde, 34	Disc. 20 ft. dia.; 3 ft. high	7 little men	Beings emerged from landed craft and spoke unintel. language to witness. Craft took off. This is witness's second obseervation.
10-11-54 04:30 Sassier, France 2 men	Cylindrical object "fairly thick"	3 dwarfs.	Occupants beside landed object. Witnesses driving car felt paralysis as car headlights went out.
10-11-54 19:30 Taupignac, France 3 men driving	Round object with dome. 20 ft. dia. Yellow-red light. Silent.	4 dwarfs, 3 1/2 ft. tall	Dwarfs were seen to quickly enter landed object which took off vertically. Witness temporarily blinded by burst of multi-colored light.
10-12-54 afternoon Mamora Forest, French Morocco	object not described.	1 dwarf, 4 ft. tall. Silver coveralls	While driving, witness saw small man enter landed object which took off.
10-12-54 evening Montlucon, France	Torpedo-shaped object. Metallic.	1 being covered with hair.	Occupant beside landed object. Made unintel. sounds. Craft and entity gone when witness returned to spot.
10-12-54 22:30 Sainte-Marie D'Herblay, France. Gilbert Lelay,13	Cigar-shaped object. Phosphorescent. Control panel with colored lights visible. Door in side shut with clapping sound.	1 man, gray suit, boots, and hat.	Occupant beside landed object, held a flashing sphere. Entity put hand on boy's shoulder and told him not to touch sphere. (Spoke French) Re-entered craft and departed.
10-12-54 02:30 Tehran, Iran Chasim Faili	Disc. Luminous white in color.	1 small man dressed in black.	Occupant visible inside hovering craft. Tried to draw witness off his balcony.
10-13-54 19:35 Bourassol, France 3 men	Disc. 13 ft. dia. Reddish color.	1 humanoid, 3 1/2 - 4 ft. tall. Large head. Very large eyes. Diving suit bright, shiny like glass.	Occupant beside landed craft, came with 20 meters of witnesses who felt paralysis.
10-14-54 20:00 Brienne, France	Object shaped like elongated egg. Cupola on top. 13 ft. dia. Resting on tripod landing gear 2 ft. high. Dark color.	1 figure, normal height.	Occupant beside landed craft. Cupola also seemed occupied Witness felt paralysis. Object took off.
10-15-54 Perpignan, France	Sphere. Reddish, luminous.	1 man in diving suit.	Occupant beside landed object. Occupant re-boarded craft which then took off.

10-17-54 14:30 Cabasson, France 65 yr old man w/ dog.	Disc with dome. 13 ft. dia.; 3 ft. high. Gray color.	2 short humanoids with helmets.	Occupants beside landed object. Object subsequently took off. Animal reaction.
10-17-54 night Isle of Capri, France	Disc, 15 ft. dia. Giving off blue sparks.	4 small humanoids in 1-pc coveralls	Occupants beside landed object. Re-entered and object took off.
10-18-54 20:40 Fortenay-Forcy, France Mr. & Mrs. Lherminier	Cigar-shaped object. Small. Red in color.	1 humanoid, 3 1/2 ft. tall. Bulky. Orange glowing eyes. Diving suit with helmet.	Witnesses approached landed craft, one witness fainted.
10-18-54 21:00 near Royan, France Mr. & Mrs. Labassieres	2 discs, 1 orange, 1 red. Linked by green beam of light. Looked like balance.	2 small manlike creatures.	Both discs landed. A creature emerged from each, and re-boarded each other's craft. Objects took off.
10-18-54 22:45 Lake of St. Pointe, France. Miss Bourriot	Bright light (craft)	1 man of avg. height with 2 dwarfs.	Occupants outside of landed craft.
10-19-54 22:30 Fabriano, Italy 2 men.	Disc. 20 ft. dia. Antenna on top Long ladder. Emitted short violet flashes of light.	2 small robot-like beings, 4 ft. tall. Sharp dark red eyes.	Occupants beside landed object spoke unintel. language to witness. Then re-entered craft which departed.
10-20-54 03:00 Raon L'Etape, Vosges, France. Lazlo Ujarvi	Circular disc. 5 ft. dia.; 3 ft. high. Like 2 saucers lip-to-lip. Sewing machine sound.	1 heavy set man, medium height. Gray jacket with insignias, helmet. Carrying object like a gun.	Occupant beside landed craft spoke to witness. Asked for time and directions, then disputed witness's word. Re-entered object which took off vertically and departed.
10-21-54 Pons, France.	Egg-shaped object, 18 ft. dia.	4 small beings, 4 ft. tall	Object observed to land, occupants emerged briefly. Object took off vertically leaving a red trail.
10-21-54 16:45 Ranton, Shrewsberry, England Jennie Roestenberg	Disc. 60 ft. dia. Aluminum-colored with 2 transparent panels.	2 Humanlike beings of normal height. Long hair, white skin, high foreheads. Turquoise-blue 1-pc suits. Transparent helmets.	Object hovered at tilted angle, occupants visible inside.
10-23-54 03:00 near Tripoli, Libya Italian Colonial Farmer	Egg-shaped object. 18 ft. x 9 ft. Transparent top, metallic bottom. 6 wheels on bottom.	6 humanlike beings with normal human faces. Yellowish coveralls, gas masks with hoses on faces.	Occupants visible inside craft, seemed to be repairing something. Landing traces.

10-27-54 night Les-Jonquets-De-Livet, France (a farmer)	Elongated cigar-shaped object. Small. A light at each end. No sound.	2 beings, 3 1/2 ft. tall. Stiff movements Bright clothing.	Witness came upon object and occupants on ground.
11-01-54 07:30 Poggio D'Ambra, Italy Rosa Lotti-Damielli	Circular or disc-shaped objcet, 6-9 ft. tall, like 2 cones joined at at rims. Metallic. Hatch open on on lower cone with seats visible.	2 dwarflike humanoids. 3 1/2 ft. tall. Human faces. Smiles showing fine white teeth. Gray coveralls, reddish helmets.	Occupants beside landed craft, tried to drag witness toward craft. Stole her flower pot and stockings. Occupants re-entered craft which took off as witness ran. Occupants spoke unintelligable language.
11-02-54 18:00 Cremona, Italy 2 students	Craft not described.	1 humanois, 3 ft. tall. Rubber headgear with flexible tube connecting face to a cylinder on entity's back.	Dwarf on ground, wrapped itself in bluish cloud when witness approached him.
11-02-54 21:30 Santo Amaro, Sao Paulo State, Brazil. Maurillio Braga Godoi	Circular or disc-shaped object. 90-120 ft. dia. Sliding door in side. Reddish or violet glow.	3 short humanlike beings <5 ft. tall. Dark brown skin. Very short black hair. 1-pc light gray coveralls. Belts supported weapon-like devices.	Witness entered landed craft and began looking around. Saw luminous map of South America inside. Backed out of craft and fled as object took off.
11-04-54 night near Pontal, Brazil Jose Alves De Pontal	Disc. 10-15 ft. dia. Like 2 washbowls joined together at rims. Silent.	3 small humanoids. Dark skin, white coveralls, skull caps.	Creatures emerged from landed object to gather samples, including filling a shiny metal tube with river water. Beings re-entered object which took off vertically.
11-05-54 La-Roche-En-Brenil, France	Orange craft, sound of transformer	3 men in dark coveralls	Occupants beside landed craft. One occupant held box which emitted light beam. Object departed.
11-08-54 night Monza, Italy 150 witnesses	Disc. Small and bright. Tripod landing gear.	3 humanoids, 4 ft. tall. Light colored clothing. Transparent helmets. One had hose coming up to face.	Occupants beside landed objcet. One emitted guttural sounds. Witnesses threw garbage at entities, which re-entered object and took off.
11-10-54 Porto Alegre,R.G.D.S. Brazil. (Agronomist)	Disc. 18 FT. DIA.	2 normal men of normal height. Long hair. Wearing coveralls.	Men approached witness's car with arms upraised.
11-12-54 03:30 Curitiba, Brazil railroad employee	Disc or lens-shaped object.	3 dwarfs in tight-fitting luminous clothing.	Occupants outside landed object. Seemed to be examining railroad tracks with lantern-like device. Occupants fled when discovered by witness.
11-14-54 aftnoon Isola, Italy Amerigo Lorenzini	Cigar-shaped object. Bright.	3 small dwarf-like humanoids. Metallic diving suits.	Occupants outside of landed craft trying to steal farmer's rabbits. Witness tried to shoot at occupants but was unable. Occupants re-entered object which took off.

11-25-54 17:00 Calcerosa, Italy 2 12 yr old boys.	Spherical object. Small. 2 sharp pointed propellors in front. Hissing sound.	3 small beings, 3 ft. tall. Very large heads. Lead-gray skin.	Occupants beside craft on ground. Quickly re-entered object and took off.
11-28-54 02:00 Petare, Caracas, Ven. Gustavo Gonzales, Jose Ponce	Spherical object, 8-10 ft. dia. Luminous.	3 small anthropoids. 3 1/2 ft. tall. Covered with stiff, bristly hair.. Long arms with claws. Yellow cat's eyes. Stiff body, weight aout 35 pounds. Wearing orange shorts.	Object was hovering 6 ft. above ground blocking city street. Witnesses got out of truck and fought with entities. Finally aimed 5 " tube at witness blinding him temporarily. At first, entities were gathering dirt and rocks. Entities re-entered object and took off.
12-04-54 night Caselle Di Nogara, It.	Circular or disc-shaped object. Turret on top. Blue. Symmetrical openings emanated bright red light.	1 very tall figure.	Object landed, figure came out of turret. Witness fired gun at entity, which re-entered object and took off amid reddish glow.
12-09-54 aftnoon Linha Bela Vista, Venacio Aires,R.G.D.S. Brazil Olmiro Da Costa E Rosa	Circular hat-shaped object. Cream-colored, surrounded by smoky haze. Sewing machine sound.	3 men of medium height, Humanlike. Broad shouldered. Long blond hair. Pale skin. Large blue slanted eyes. Light brown coveralls, boots.	Object hovered just above ground. 1 occupant stayed in craft, while 2 others got out to examine fence and hoe. Gestured to witness. Then re-entered craft which took off.
12-10-54 dusk Chico, Venezuela. Jesus Gomez, Lorenzo Flores	Disc. 9 ft. dia. Lighted. Ejecting fire from bottom.	4 small anthropoids, 3 ft. tall. Bodies very hard and covered with thick bristly hair.	Occupants climbed out of object hovering just off ground. Occupants tried to grab witness and drag him to craft. Witnesses fought with creatures, which re-entered craft and took off.
12-10-54 18:30 Floresta, Venezuela	Disc. Luminous with sizzling sound.	2 little men	Witness saw 2 little men running into woods. Craft exited woods shortly thereafter.
12-11-54 17:00 Linha Bela Vista, Venacio Aires,R.G.D.S. Brazil (Pedro Morias)	Object looked like a "brass kettle"	2 small manlike creatures. Yellow body suits. These covered entire body including face.	Occupants outside landed or hovering craft. Occupants ran toward witness, grabbed a tobacco plant from ground, and re-boarded craft which took off.
12-13-54 02:15 Valencia, Venezuela Jos'e Parra	Disc-shaped object. Luminous.	6 small manlike creatures.	Occupants outside of landed craft were gathering boulders and loading them aboard craft.. Paralyzed witness with a metal tube that emitted light. Re-boarded craft and took off.
12-15-54 Campo Grande, Brazil	2 spheres of different sizes. Smaller sphere rotated around larger sphere. 3 other spheres on underside.	3 humanoids. Small, agile, moved rapidly.	Occupants outside landed object. Gathered soil samples with metal tube.

12-16-54 night San Carlos, Venezuela Jesus Paz, Luis Mejia,	Disc-shaped object. Flat, shiny. Buzzing sound.	1 small hairy dwarf 3 ft. tall. Claws.	Occupant outside of landed craft examining floweres in city park. Attacked witness scratching him with claws and stunning him. Being ran for object and took off rapidly.
08-21-55 7pm-3am Kelly, Hopkinsville, KY Sutton family	Disc, circular, silvery. Brightly glowing. Silent.	3 or more humanoids, 3-3 1/2 ft. tall. Large heads, large slanted eyes, elephant ears, long arms with webbed claws. Dull gray skin. Gray-metallic 1-pc suits. No helmets. Used hands to assist in moving.	Object landed, entities disembarked and beseiged witness' home. Witnesses shot several rounds at entities.
09-56 20:30 Cabo Frio, Brazil O. Guarichi	Disc. 65 ft. dia.; 10 ft. high. Flashing lights.	2 beings, less than 6 ft. tall. Metallic uniforms.	Occupants beside landed object. One occupant picked up objects off of beach, gestured to witness.
09-16-56 18:00 Boissenes, France	Round object. 12 ft. dia.; 6 ft. tall. Opening with visible staircase.	2 humanoids. Bald heads, reddish faces. Fine white teeth.	Occupants beside landed craft. Gathered plants, re-entered object and departed toward NW.
07-20-56 Panorama City, CA.	Ball-shaped object. "Huge."	3 humanlike beings. 6' 8" tall. Long blond hair. Tight-fitting green 1-pc suits.	Occupants beside landed object made friendly gestures to witness.
05-01-57 07:00 Cordoba, Argentina	Disc. 60 ft. dia.; 15 ft. thick at ctr. Made of blue-green irridescent metal. Square portholes.	5 or 6 humanlike beings, 5' 8" tall. Long hair to shoulders. Tight-fitting plastic diver's suits.	Craft landed. 1 occupant took witness into craft, calmed him by gently stroking his forehead.
05-57 06:00 near Milford, PA Francis Stichler	Disc. Shaped like flat fishbowl. rim around circumference. Disc- 20 ft. dia.; rim 3-4 ft. wide.	1 humanlike being of average height. Deep set eyes, long face, quite tan. Loose shiny gray suit, tight-fitting helmet.	Occupant visible inside hovereing craft, piloting it.
07-25-57 19:10 Sao Sebastiano, Brazil Joao Guimarnes	Hat-shaped object. Stairway. Landing line with spheres.	6 humanlike beings. 5' 10" tall. Long hair to shoulders. Fair skin. Youthful appearance. Greenish 1-pc suits. No helmets.	Occupants of craft took witness on 30-40 min. ride, communicated telepathically with witness.
09-57 Campinas, Brazil	Disc with dome on top and bottom. (Saturn-shaped) Small portholes. Tripod landing gear. Open door.	3 humanoids. 5 1/2 ft. tall. Walked as if on skiis. Close fitting irridescent suits.	Occupants beside landed craft. Seemed to check area around craft. Occupants gathered samples in small box. Object took off after 20 min.
09-26-57 dusk Yellow Falls, Texas	3 elongated objects. Pearl colored. 500 ft. long; 65 ft. wide. Series of portholes. Circles painted on surface.	1 monster-like occupant. 3 1/2 ft. tall. Moved in a series of jerks.	One object landed for 20 min. One occupant emerges, picked up something from ground, re-entered object object and eventually took off.

10-10-57 Ceres, Goias, Brazil Miguel Navarrate, Etc.	Huge object of oblong shape. 420 ft. long; 120 ft. wide. Red antenna, doorway. Violet glow.	7 short humanlike beings.. Small stature. Long hair to shoulders. Glowing red badges	Object hovered. Occupants stared at witneses from open doorway and Seemed to communicate telepathically with witnesses.
10-15-57 23:00-- 10-16-57 05:00 near Fransisco De Sales, Minas Gerais state, Brazil Antonio Villas Boas	Elongated egg. 35 ft. long; 23 ft. wide. Rotating cupola, legs, winglike appendages. Buzzing sound.	5 humanoids, 5 ft. tall. Tight-fitting 1-pc suits. Domed helmets with eye holes. 3 tubes running from top of helmet to back of suit. Turned up shoes. One strange humanlike woman on board.	Object landed and occupants abducted witness for strange copulation experiment.
10-25-57 Petropolis, Brazil	Disc with reddish-yellow top part.	2 humanlike beings 4 ft. tall. Long yellow-red hair. Small green slanted eyes. White clothing and gloves.	Object hovered while occupants invaded home of dying girl to administer a "cure".
11-05-57 near Kearney,KS Reinhold Schmidt	Oblong or blimp-shaped object. 100 ft. long; 30 ft. wide; 14 ft. high. Silvery. Stood on 4 post-like legs. Stairway came out.	4 occupants: 2 middle-aged men; 2 middle-aged women. Wearing ordinary clothes. Entities slid along floor rather than walked.	Occupants beside landed craft. Witness was taken inside and told occupants were peaceful people, but nothing else.
11-06-57 05:40 Playa Del Rey, Calif. Richard Keyhoe, Donald Burke, Joe Thomas, of Torrance	Egg or oval-shaped object. 2 metal rings around object. Tan or cream color. Bluish haze.	2 humanlike beings, 5 1/2 ft. tall. Yellowish- green skin. Black leather-like pants, light-colored jerseys. White belts. No helmets.	Occupants near landed object. Approached witnesses after stopping their car. Communicated with them and asked questions.
11-06-57 06:30 Dante, Tennessee Everette Clarke,12	Torpedo-shaped object. <25 ft. long. "No particular color." No door visible. No sound.	4 humanlike beings. 2 men; 2 women. Normally dressed, no helmets.	Occupants beside landed object. Occupants spoke unintel. language and Tried to capture witness's dog. were unsuccessful. Occupants re-entered object by walking through its hull. Departed.
11-06-57 dusk Everettstown, NJ John Trasco & wife	Egg-shaped object. Brilliant.	1 humanoid, 3 ft. tall with putty-colored frog-like face. Large eyes. Slit mouth. Green suit with "Tam-O-Shanter cap." Gloves with shiny object at end of each finger.	Object hovered. Occupant told witness that he wanted witness's dog. "we are peaceful people, we only want your dog." Witness refused. Occupant and craft departed.
11-07-57 04:25 Meridian, Mississippi Malvin Stephens, 48	Egg-shaped object. Propellor on top and one on each side.	3 humanoids. 4 1/2 ft. tall. Pasty-white faces, normal eyes. Gray clothing.	Occupants beside landed object. Occupants chattered, tried to communicate with witness. Occupants re-entered object which departed vertically.
11-18-57 10:00 Maracaja, Brazil Joao Ernani, Pedro Zilli.	5 Discs. 10 ft. dia. Aluminum color. Whistling sound.	6 humanlike beings. Medium height, slim build. Tight-fitting dark gray 1-pc suits.	Occupants seen returning to their landed crafts.

11-22-57 Gersten, Denmark	Pyramid-shaped object. Transparent and luminous.	2 humanlike beings.	Object in sky, occupants observed sitting one behind the other inside lighted object.
12-16-57 02:00-03:00 Old Saybrook, CT Mrs. Mary Starr	Disc or circular object. 20-30 ft. dia.; 6 ft. thick. 6 ft. antenna. Lighted portholes. Dark bluish-gray or black in color.	3 robot-like beings, 4 1/2 ft. tall. Square heads with red bulb in center. Arms upraised, red orange in color. Seemed to be wearing jackets.	Object hovered outside witness's bedroom window for 5 min. Occupants visible through lighted portholes. Object departed.
10-58 19:00 nr Fiqueras, Spain Senor Angelou	Disc-shaped object. 25 ft. dia. Like 2 plts joined at rims. Dome on top. Standing on legs.	4 humanoid figures, 3 ft. tall. Dwarf-like. Large heads.	Landed object on ground. 2 figures outside object gathering something from ground. Other occupants visible in dome. Outside occupants re-boarded and obj. took off. 15 min. observation.
11-58 05:00 Braemer, Scotland 2 soldiers	Large disc. Pulsating and leaving a sparkling trail. Swishing noise.	2 figures, 6 1/2 ft. tall. Dressed in regular suits.	
11-23-58 23:35 Zecatecoluca, El Salv. Julio Marino Madeleto	Bell-shaped disc with transparent dome on top. 40-43 ft. dia. 2 groups of portholes. 3 spheres symmetrically placed on bottom. Buzzing sound.	Several humanlike beings. 6 1/2 ft. tall. Blue outfits.	Occupant beside landed object striking underside with a metallic instrument. Later departed.
12-20-58 02:55 Halsingborg, Sweden Stig Rydberg,30 Hans Gustavvson,25	Disc. 16 ft. dia.; 3' 3" thick. Brightly lighted but with darker core. tripod landing gear. Thin, high intense sound.	4 lead-gray jelly-like creatures 4 ft. tall.; 14" wide. Seemed to lack extremities. "Stank like stale marsh"	Witnesses approached landed object and were attacked by entities who tried to drag them toward object. Witnesses fought and escaped. Occupants re-entered craft and took off.
06-26-59 18:45 Boianai, New Guinea Rv. Wm Booth Gill	Disc with open top dome, deck with railing. 30-40 ft. dia.; 20 ft. wide, 10 ft. high. 4 stilt-like legs.	4 small manlike beings. Too far away to observe features or details.	Craft hovered, occupants visible on deck. Occupants waved in response to gestures of witnesses. Craft shot several blue beams of light upward from center.
09-29-59 18:55 Marrianelund, Sweden Gideon Johanssen and others	Disc. less than 20 ft. wide. Transparent top brightly illuminated.	2 humanoids under 5 ft. tall. Elongated bald heads with high foreheads. Large dark eyes, pointed chins, Long narrow noses, Chalk-white faces. Wore black belts accross chests, headphones in ears.	Object hovered at very low altitude, caused power blackout. Occupants visible inside craft.
Spring 1960 night Syracuse, NY	Round object with rotating light on top. Opening. Shrill whirring noise.	2 dwarfs, with large heads. Bodies glowed with changing colors.	Object observed to descend and land. Occupants disembarked and began pumping water out of nearby river, then seemed to play like children. Occupants re-entered craft and departed.

04-05-60 Beira, Mozambique	Disc-shaped object. Orange in color. Hissing sound.	4 dwarfish humanoid figures.	Object landed, seemed to explode. 4 figures ran into brush and dissappeared.
05-14-60 04:00 Paracuru, Ceara State, Brazil Raimundo Dos Santos	2 circular discs. 60 ft. dia. Dark gray color. Powerful light. Blue light on top.	Several small beings. Pale complexions. Blue clothing, white helmets.	Objects landed and occupants disembarked and made friendly gestures to witness. Occupants seemed to be talking among themselves.
04-18-61 11:00 Eagle River, Wisc. Joe Simonton, 60	Disc. 30 ft. dia.; 12 ft. high. Like 2 inverted saucers. Bright, silvery. Open hatch, 6 ft. high; 30" wide. Black inside. Sound like knobby tires.	3 humanlike beings, 5 ft. tall. Smooth-shaven. Dark skin "resembled Italians." Black clothing with turtlenecks, knit head covering.	Object descended and hovered. Hatch opened. Occupants asked witness for water and handed him a metal container, which he filled with water and gave to them One occupant was cooking on a flameless grill and gave witness 3 cakes of some sort. Object departed.
09-19-61 23:00-03:00 rural New Hampshire Betty & Barney Hill	Flat disc. 70 ft. dia. Short side wings with lights on the tips. Row of windows.	6 Gray humanoids, 4-4 1/2 ft. tall. Large bald heads, Large eyes, 3-fingered hands. Dark 1-pc suits	Object hovered observing witness' car. Object landed and occupants abducted witnesses.
04-10-62 evening San Casciano, Italy Mario Zuccula, 27	Disc. 30-33 ft. dia. White metallic appearance. Metallic cylinder lowered from bottom of object. Doorway in cylinder.	2 little men, 4 1/2 ft. tall. Heads covered with a hood.	Object hovered, doorway opened. Low electronic voice heard delivering a frivilous message.
04-30-62 night Mt. Etna, Sicily, Italy Eugenio Siragussa,45	Disc. 50 ft. dia. Dazzling appearance.	2 men of normal height. Clad in divingsuits with belts emitting intermittent yellow-green-blue light.	Occupants beside landed object. Occupants delivered peace message in Italian. Voice had metallic tone. Object departed.
08-17-62 evening Duas Pontes, Brazil Rivalino Da Silva	Hat-shaped object. Reddish glow.	2 dwarf-like humanoids 3 ft. tall.	Occupants beside landed object digging hole in witness's yard.
09-05-62 night Mt.Manfre, Italy Eugenio Siragussa	Top-shaped object. 80 ft. dia. Spinning. Metallic cylinder underneath 10 ft. long. Door in cylinder.	2 figures, 7 ft. tall. Bright light from their belts obscuring all other detail.	
10-28-62 07:30 near Adelaide, Aust. Mrs. E.D. Sylvester	Egg or oval-shaped object. 15 ft. long; 5-6 ft. high. Bright, shiny.	1 short humanoid. 1-pc shiny diving suit with transparent helmet and tubes leading to back-pack.	Object passed over witness's car and landed in field. Occupant disembarked and took soil samples with metal tool. Re-entered object which took off.
12-09-62 22:00 Bologna, Italy Antonio Candau	Circular object, 18 ft. dia. Strange sound.	2 humanlike beings. Yellow coveralls, wide belts.	Occupants beside landed object. Spoke unintel. language to witness and made reassuring gestures with hands. Re-entered object and departed.

07-18-63 early aftn Mid-Fren Creek, KY Hoagland family	2 objects: One in air size and shape of blimp. Discharged a smaller disc 30 ft. dia.	1 humanoid, 3 1/2- 4 ft. tall. Large head, large green eyes. Tight-fitting white space suit. Large helmet with antenna. Tubes from face. Gloved hands. Held a small device.	Smaller craft landed, occupant emerged and fired beam of light at one witness causing electric shock sensation. Re-entered object which took off. 30 ft. dia. landing trace. Welt from ray on boy's arm.
08-28-63 19:15 Belo Horizonte,Brazil 3 boys	Transparent sphere size of large room. Luminous. 3 antennae on top.	5 humanoids, 6 ft. tall. Slim build, bald heads Vivid red faces with 1 brown eye. No nose or ears. Brown diver's suits, transparent helmets. Black boots.	Object hovered. 4 occupants stayed in object. 1 occupant disembarked, riding down on 2 light beams. Fired paralyzing light beam at witness from black box on chest. Re-entered object and took off.
09-19-63 20:00 Saskatoon, Sask. Canada	Oval object. Bright.	1 being, 10 ft. tall. Dressed in white monk-like suit.	Occupant beside landed object. Being confronted witness, held out hands and made unintelligable sounds. Witness fled.
04-24-64 10:00 farm near Tioga, NY Gary Wilcox	Egg-shaped object. 20 ft. x 16 ft. Seemed made of "durable metal."	2 humanoids, 4 ft. tall. Clothing without visible seams. Full face helmets or masks. Facial features not visible.	Occupants diemebarked from landed craft and began conversing with witness. Voice seemed to come from their bodies rather than mouths. They asked strange questions, carried trays of soil in their hands.
04-24-64 17:45 Socorro, NM Lonnie Zamora	Egg-shaped or oval-shaped object. 20 ft. x 16 ft. Aluminum or white in color. Red insignia on side of object. Blue flames from bottom. Roaring sound.	2 humanoids, 4 ft. tall. Wearing white or light-colored coveralls.	Occupants beside landed object. Quickly re-entered and took off when discovered by witness.
06-02-64 17:30 Leam Lane, England	Disc-shaped object. Silvery. Size of car.	6 dwarfs, 3 ft. tall. Bright green clothing. Hands looked like electric light bulbs.	Occupants beside landed craft seemed to be searching for something. Re-entered and took off.
06-05-64 Pajasblancas, Arg. 42 yr old Doctor & wife	Intensely bright object.	3 men dressed in gray.	Object landed in roadway in front of witness's car, which stalled. Occupants disembarked and told witness in Spanish that they had a mission on Earth.
06-15-64 Arica, Chile Rafael Donoso	Disc. 10 ft. dia.; 3 ft. wide.	2 human-like beings. Fair skinned.	Occupants beside landed object. Spoke to witness in mixture of English and Spanish. Asked for water.
07-16-64 15:00 Conklin, NY 5 boys	Object shiny metallic like car bumper.	1 humanoid, short dwarf. Human face. Dressed in black suit and helmet with visor. Strange lettering across front of helmet.	Occupant on top of landed object. When witnesses approached, occupant made strange noises as if from a pipe (like a kazoo) Seemed to ask for water, then fall backwards. Witnesses ran away.

09-04-64 late Cisco Grove, Calif. Donald Scrumm, 28	Dark object with 3 rectangular lighted panels on side. 1 fixed light on end. No sound.	2 humanoids: 5' 5" tall. Light gray or white 1-pc suits. Helmet extending shoulder to shoulder. Dark face with large eyes. 2 robots: Dark in color, square heads. Orange glowing eyes. Hinged jaw across face. Metallic.	Witness hunting in woods saw object descend, then was treed by occupants. They tried all night to capture him from tree. Left.
11-25-64 00:30- 04:55 New Berlin, NY 2 ladies, anon (APRO)	2 discs. 30 ft. dia. Brightly glowing. Low humming sound.	5 beings per object. Human-like, 6 1/2- 8 ft. tall. Wore dark diver's suits. Features not visible due to distance.	2 objects came in and landed side by side. Occupants disembarked and seemed to repair one craft. Small object 5 ft. dia. removed from bottom of one object and repaired, then put back in. Eventually departed. Landing traces, incl. physical evidence artifact.
01-19-65 17:40 Near Lynchburg,VA William Blackburn	1 conical or pyramid-shaped object in sky, 200 ft. dia. 1 disc, 60 ft. dia. Oval bubble on top. Made of smooth highly polished metal.	3 humanooids, 3 ft. tall. Reddish-orange skin, Strange piercing eyes. Tight-fitting shiny 1-pc suits. Shoe soles several inches thick.	Smaller disc landed, occupants came out of opening in craft, approached witness, spoke unintel. language. Re-entered craft and rejoined other object in sky.
02-04-65 Torrent, Argentina	5 luminous objects in flight. Transparent object lands.	5 humanoids, 6 1/2 ft. tall. One eye on foreheads. Flashing helmets.	Occupants emerged from landed object and tried to abduct witness.
03-02-65 14:00 Weeki Wachi Spr.,FL John Reeves, 61	Disc with rim. 20-30 ft. dia.; 8 ft. high. Staircase in tube from bottom of disc. Doorway. Resting on 4 metal legs.	1 human-like being , 5 ft. tall. Normal nose and mouth. Wide-set eyes with panel in between. Normal 5-fingered extremities. Tight-fitting silver-gray 1-pc suit. Glass bowl helmet.	Occupant emerged from landed craft. Flashed box-like object at witness who fled. Landing traces, dumbell-shaped footprints, and message in strange language on plastic-like paper.
04-65 Monte Maiz, Arg. Filippe Martinez, 37	Large egg-shaped object. Silent.	1 small man, 3 1/2 ft. tall. Helmet linked to object by 3 cables.	Occupant beside landed craft. Being spoke to witness in Spanish Witness felt paralysis during episode.
04-23-65 08:00 Rivesville,WV a woman	Disc. 23 ft. dia. Rim spinning counter-clockwise. Portholes. White in color. Cylinder 3 ft. high with sliding door under disc. Soft whistling sound.	1 humanoid, 3- 3 1/2 ft. tall. Face not visible, Pointed ears, sort of tail. White clothing attached to object by some sort of cable.	Object hovered while being came out of doorway and jumped to ground. Re-entered object and departed.
07-01-65 06:00 near Valensole, France Maurice Massey	Egg-shaped or Rugby ball-shaped object. 15 ft. dia. Light-colored. Round cockpit with sliding door. Stood on 4 legs. Whistling sound.	2 humanoids. 4 ft. tall. Large bald heads, pointed chins, large eyes, white skin. 5-fingered normal hands. 1-pc greenish-gray suits. No helmets.	Occupants emerged from landed craft in farmer's field. Examined Lavendar plants, then paralyzed witness with light from 5" long tube. Witness stood paralyzed for 20 min. before occupants re-entered craft and took off rapidly.
07-20-65 08:00 Quilmes, Argentina Eduardo Ramen Pereya	Egg-shaped object. Chrome-colored with transparent top. Standing on metal legs.	2 human-like beings. Normal height. young men, long blond hair. Plastic diver's suits. Small boots.	One occupant beside landed object, the other occupant still inside. Outside occupant studied a piece of paper, had briefcase-like object attached to legs. Inside occupant operating control panel. Occupant noticed witness, developed angry expression, and re-entered craft.

			Craft took off.
07-26-65 20:00 Carizinho, R.G.D.S. Brazil. Adilon B. Azevado,15	2 round disc-shaped objects. 30 ft. dia.; 8 ft. high. Cones of light underneath. Humming sound.	Humanlike beings. 5 ft. tall. Dark 1-pc suits with luminous helmets. 3 in one object; 2 from the other.	Occupants beside landed crafts. Examined hull with wand-like instrument. Spoke unintel. language. Witness developed physiological symptoms.
08-15-65 23:00 Salto, Uraguay 5 persons	Disc. 25-30 ft. dia.; 10 ft. high. Lead color. Object glowed various vivid colors when illuminated. Humming sound.	3 human-like beings	Object landed on road in front of witness's car. Ignition failure upon approach. Occupants visible inside craft. Departed.
08-19-65 08:30 Mexico City, Mexico Yago & Payo Rodriguez	Large disc with cupola. Luminous. Tripod landing gear. Radiator-like object under disc.	2 dwarf-like humanoids. 3 ft. tall. Wearing gas masks.	Object landed near witnesses, one occupant approached witnesses and left small piece of metal with inscriptions on it on ground near him. Re-entered and departed. Landing traces.
08-20-65 11:50 Cuzco,Peru Alberto Ugarte.	Disc-shaped object. 5 ft. dia. Vivid silvery color. Illuminated.	2 luminous dwarfs, seemed to have vertical mouths.	Occupants beside landed craft on Inca ruins.
08-23-65 01:00 Apostoles, Argentina Casimiro Zuk, 27	Elongated object. 16 1/2 ft. long; 8 1/2 ft. high. Surrounded by fin or visor. Windows underneath. Brightly luminous.	1 human-like being. Normal height. Covered head to toe by sparkling aviator's suit.	Being emerged from landed object and walked around. Being re-entered object which took off in a spiralling motion.
08-23-65 Mexico City, Mexico 3 students	Disc-shaped object. 165 ft. dia. Shiny metal like stainless steel. Emitted white light.	Human-like beings, 7 ft. tall. Fair hair. Blue eyes. Wore seamless 1-pc metallic appearing garments of a unknown fiber.	Occupants took witness on 3 hr. ride to a space station.
09-01-65 05:00 Huanaco, Peru 5 airfield workers	Oval object. Illuminated.	1 dwarfish humanoid, 3 ft. tall. Very large head.	Occupant emerged from landed object, made gestures to witness that were not understood. Occupant re-entered object which took off vertically, then west.
09-08-65 22:00 Puno, Peru	Bright object.	7 humanoids, 3 ft. tall. One eye.	
09-10-65 08:30 Sao Joao, Pernambuco state, Brazil Antonio Pau Ferro	Disc-shaped object. 9 ft. dia; 3 ft. thick	2 small manlike creatures, 3 ft. tall Well-proportioned, beardless, Smooth reddish-brown skin. Wore 1-pc tight-fitting suits.	Object landed, occupants disembarked, examined tomatoe plant and approached witness. Re-entered craft and departed.

09-20-65 Pichaca, Peru shepherdess	Object not described.	6 dwarfs, 3 ft. tall. Walked like ducks. Very shiny white clothes.	Occupants outside landed object. Beings talked among themselves in unintel. language Sounded like cackling of geese. Oil-like substance found at landing site.
09-29-65 Arequippa,Peru Julio L. De Romana, Antonio Chaves Bedeya	Hovering object not described.	1 dwarf, 3 ft. tall. One eye. Silver and gold stripes on body.	
10-23-65 19:15 Long Prairie, MN James Townsend,19	Rocket-shaped object on fins. Vertical. 30 ft. tall; 10 ft. wide. High-pitched humming sound.	3 odd creatures. Tripod-like legs and matchstick arms. Brownish-black in color. No eyes or facial features.	Witness's car approached landed object on road. Ignition and lights failed. Creatures stood in lighted circle under object. Re-entered object which took off vertically.
10-26-65 Cahetianho, Brazil Jose Camilho Filho	Luminous object overhead.	2 humanoids, 3 ft. tall. Large heads with wrinkled foreheads. Large oriental eyes. Blue shirts, olive-colored trousers. Luminous belts with bright flashing lights. One wore a cap.	Creatures on ground with small cylinder. When approached by witness, beings picked up cylinder and ran with it.
03-23-66 05:00 Hwy near Temple,OK Eddie Laxson, others.	Fish-shaped object. 80 ft. long. Metallic. Transparent canopy on top. Rested on legs. No wings ir props. Lights fore and aft. Lettering on side: "TL41"	1 human-like being, 6 ft. tall. Caucasian type. Wore Army (USA) GI uniform and baseball-type cap.	Occupant emerged from landed object, examined hull with object that sounded like high-speed drill. Re-entered object and departed.
03-30-66 Mansfield, Ohio	Round object with 2 lights. Door opened.	1 child-size figure. Very thin.	
05-10-66 16:52 Marisela,Caracas, Venezuela	Oval-shaped object.	2 humanoids, 6 ft. tall. Large heads, broad shoulders. Slanted eyes. Beings appeared Transparent. Wide belts emitted light rays.	Beings emerged from landed object on beam of light. Used instrument to examine objects. Re-entered, departed.
11-02-66 19:25 Mineral Wells,WV Woodrow Derenberger	Disc-shaped object. Circular. Round on top, flat on bottom.	1 human-like being, 6 ft. tall. Dark complexion. Shiny blue shirt and trousers.	Occupant outside of landed object.. Approached witness and communicated a telepathic message to him
11-17-66 04:00 Gaffney, S. Carolina	Spherical object. 23 ft. dia. Flat rim. Dark color. Opening with short ladder.	1 small man. Shiny gold-colored suit.	Occupant emerged from landed craft. Approached witness speaking perfect English. Re-entered craft and took off.

01-25-67 04:30 Winstead, MN 1 man, 32	Disc. 80 ft. dia.; 30 ft. high. Tripod landing gear. Elevator came down from bottom of disc.	1 man of medium height. Dressed in blue coveralls. Glass fish bowl helmet.	Craft landed, occupant emerged from elevator, seemed to check something. Re-entered object and departed. Witness's truck stalled.
02-05-67 02:00 near Hilliard,Ohio 14 yr. old boy	Egg, or hamburger bun-shaped object. 70 ft. dia.; 30 ft. high. Topside dome. Fin on back. Aluminum color. High-pitched whining sound.	Several human-like beings. Beings walked with a limp.	Occupants beside landed object, were setting down small spheres on the ground around object. Tried to capture witness and drag him to the craft when they noticed him.
02-14-67 04:00 Farm, Miller Co. Missouri. a farmer	Disc. Round on top, flat on bottom. 12-18 ft. dia.; 6 ft. thick. Bottom shaft 2 1/2 ft. high; 18" round. Oblong ports around base 6-8" wide, 1 ft. apart. Object of grayish-green color.	10-12 indistinct humanoid forms. 2 ft. tall. Wide set eyes, fast moving long arms. Proboscus-like protrusion on top.	Object hovered 2-3 ft. above ground. Humanoids moving about in vicinity of object. Farmer tried to hit object with a rock.
03-28-67 02:20 hwy between Kent and Munroe Falls, Ohio David Morris, 20	Wedge or cone-shaped object. Ball-shaped object at top point. 25 ft. tall; 12 ft. dia. at base. No seams visible. Glowed orange-red as if lighted from within. No sound.	4 or 5 Humanoids, 3 1/2- 4 1/2 ft. tall. Large heads, stocky build. Wearing coveralls.	Occupants in road, landed object in field beside road. Witness driving through area hit and ran over 1 entity with '64 Chevrolet. Witness fled quickly, did not see object leave.
06-13-67 02:30 Caledonia,Ontario, Canada	2 objects: One Cigar-shaped, 36 ft. long. 4 small evenly spaced windows. Boom-like aerial projected from one end. Other object: Disc-shaped, 15 ft. dia.	3 small men, features not observed. Wore helmets with 4 amber lights on them.	Both objects hovered 12 ft. above ground. Beings stood under boom.
07-17-67 evening Belfast, N. Ireland E. Browne	Disc-shaped dull blue-gray object with rough surface. Opening became visible in middle.	2 men-like beings in silvery clothes.	Object hovered 6 ft. above ground. 2 occupants walked into woods, then re-entered object which took off.
07-31-67 22:15 Churchville,NY Sidney Zipkin, 50	Cigar-shaped object. 50 ft. long. Green lights underneath.	2 dwarfs in shiny black uniforms.	Occupants on ground near landed object. Rushed to re-enter when witness approached. Object departed vertically.
08-03-67 23:30 Caracas, Venezuela 2 persons	Disc. 30 ft. dia. Whitish. Luminous. Resembled 2 plates joined at rims. Door opened in base of object, Lowered light-bulb-shaped device from bottom. Humming sound.	1 small man-like creature with shiny, luminous clothing. Head surrounded by a sort of vapor.	Occupant emerged from light-bulb-shaped object which lowered from bottom of disc. Seemed to examine something on the ground. Re-entered craft and departed.

08-13-67 16:00 Goias State, Brazil Inancio De Souza	Disc or basin-shaped object. 115 ft. dia. Buzzing sound.	3 humanoids. Short, hairless. Tight-fitting yellow jersey suits. No facial features visible.	Occupants outside landed object. Seemed to run around and play. Shot witness with a beam of light from a small device. This caused witness's death within 3 days. UFO FATALITY.
08-23-67 early Joyceville, Ontario, Canada. Stanley Moxon	Disc-shaped object. Large. Silent.	2 humanoid creatures, 4 ft. tall. White suits and helmets.	Occupants outside landed object. When discovered by witness, beings "flew" into object which then took off silently at high speed.
08-24-67 17:00 Kilda, Victoria, Australia. Ron Hydes	Lenticular disc, like dbl. convex lens. Large. Shiny, silvery top half; black lower half. Dome on top. Bluish glow. Humming sound in flight, otherwise Silent.	2 humanoids, 5 ft. tall. Metallic coveralls. No seams, buttons, or zippers visible. Dark, opaque fish bowl helmets.	Occupants outside landed object. Approached witness with arms upraised. Witness fled on his motorcycle.
08-29-67 10:30 farm near Cussac, France Francois Depleuch	Sphere. 6 1/2 ft. dia. Brilliant, silvery, luminous. 4 prop-like legs. Suflur smell.	4 small humanoid beings 3 1/2 ft. tall. Slight difference in height of the four. Long arms, pointed chins and noses. Black, shiny, tight-fitting suits. Black skin?	Occupants emerged from landed object. One occupant had flashing object in his hand. When discovered, occupants flew into top of object and departed.
09-09-67 05:10 Valencia, Venezuela Porfirio A. Andrade	Disc. open hatch. 4 short exhaust tubes. White smoke and flames. Humming sound.	1 small manlike creature, 4 ft. tall. Large head, bulging glowing red eyes. Silver-colored coveralls.	Object hovered. Occupant got out and communicated with witness, wanted to take him away. He refused.
09-15-67 20:45 near Winstead, CT 2 girls	Egg-shaped glowing object. Size of car. color change: white-beige-pink-orange-red, and back again in reverse sequence.	3 humanoids, 4 ft. tall. Large heads Entities wore similar clothing.	Occupants outside of landed object.
09-26-67 Da Baleia, Brazil Fabio Jos'e Diniz	Hemispherical object with lower cupola. 70 ft. dia. Appearance of mushroom. Gillotin-like doors, portholes visible. Object brown in color.	2 humanoids, 6 ft. tall. Wide-spaced round eyes with triangular eyebrows. Green tight-fitting diver's suits.	Occupants outside landed object accosted witness and communicated to him a disturbing message. Re-entered and departed.
10-21-67 22:00 hwy near Duncan,OK	No craft reported.	3 humanoids, 4 ft. tall. Hairless. Large ears. Human-like faces. Shiny blue-green tight-fitting suits. No helmets.	Occupants standing in roadway flew off and disappeared when approached.
11-02-67 21:30 Hwy near Ririe, Idaho Guy Tossie, Will Begay (2 Indians)	Disc-shaped object with transparent dome on top. 6 ft. dia. Green and orange lights on rim.	2 humanoids. 3 1/2 ft. tall. Oval, heavily lined faces. Small eyes, large pointed ears. Slit-like mouths. Wore suits with backpacks, helmets.	Object appeared suddenly. One occupant got out and entered witness' stalled car. Made unintel. sounds, then departed.

11-24-67 14:30 Rio De Janeiro,Brazil Ugo Battaglia, C. Alberto Nascimento	Disc. Brilliant metallic appearance. Spinning cupola with slat windows. Red light at each end.	3 tall humanoid or human-like beings. Light-colored or white coveralls.	Occupants outside landed object. Walked or floated in unison several times. Re-entered object and departed.
12-03-67 02:00 Ashland , Nebraska Herbert Schirmir	Disc or football-shaped object. 120 ft. dia.; 40 ft. tall. Silver glow. Legs for landing gear. Bright lights.	Several humanoids or human-like beings. 4 1/2- 5 ft. tall. Narrow oval faces with wrinkled foreheads. White skin. Slanted eyes with vertical slit pupils. Silver-gray 1-pc suits leaving on;y face visible. Antenna device on one ear. Snake-like insignia on chests.	Object landed, occupants abducted witness. Communicated message.
07-02-68 11:25 Sierra Chica, Arg. Oscar H. Iriat, 15	Elliptical object. 6 ft. long. Silvery. 3 short metal legs.	2 men of normal height. Short white hair. Red clothing. Semi-transparent legs.	Occupants outside landed object. Motioned to witness and gave him envelope containing a childish message. Departed.
07-31-68 09:00 La Plaine Des Cafres, Reunion Island. M. Luch Fontaine	Oval-shaped object, 15 ft. dia.; 9 ft. high. Clear center, dark blue sides. 2 protrusions on top and bottom. Shiny metal feet.	2 human-shaped beings. 3 ft. tall. Segmented diver's suits with helmets. Transparent face-plates.	Occupants on ground beside landed object. White flash occurred causing witness to black out. When he awoke, craft and occupants were gone. Landing traces and radiation at landing site.
08-31-68 morn Mendoza, Arg. 2 men	Disc-shaped object. 18 ft. dia. Strongly lighted.	3 small man-like creatures, 3 1/2 ft. tall Large bald heads. Light blue coveralls.	Object hovered 3 ft. above ground. Occupants outside of object communicated telepathically in Spanish meaningless message to witnesses and wrote strange symbols on their car. Departed.
08-31-68 20:00 Santiponce, Spain 4 witnesses	Round object, 16 ft. dia. Metallic. One white light on top. A green light on each end.	1 humanoid, tall with thin extremities. Large eyes. Black and brown checkered shirt with black long trousers.	Occupant seen returning to his landed craft from a nearby grove of olive trees. (MIS-IDENTIFICATION OF ROULETTE & A MAN)
09-11-68 23:45 San Marti De Tous, Spain 1 witness	Ovoid object, 16 ft. x 10 ft.. Red-orange color. Very brilliant.	4 non-humanoid forms consisting of 2 balls, one above the other. 3 1/2 ft. tall. Bottom ball larger than top ball.. Silvery and shiny as if metal. Jumped, moved like a spring: extending and compressing. Tenuous hissing sound.	Landed object on ground. Forms observed quickly entering object from the bottom with a springing gait. They seemed not to notice observer. The object then ascended at great speed.
10-09-68 06:20 Lins, Brazil Doribio Pereira, 41	Cigar-shaped object. Transparent top or dome. Golden color. Platform of some sort under object.	4 beings.	3 beings stood on a platform under craft. One operated a keyboard in transparent dome. Being with a flashing weapon immobilized witness. Craft took off.

11-01-68 04:00 Baras, Philippines Farmer	Oblong or egg-shaped object. 10-15 ft. long. Size of VW car. Milky white in color. Transparent canopy on top. Wheels on bottom. 6 exhaust pipes 6- 8" dia. on back. Buzzing sound.	2 human-like beings. Looked like normal Caucasians. One taller than the other. White coveralls. Earphones on heads.	Object moved along ground on its wheels. Occupants visible inside. Object then ascended into the sky and departed.
01-06-69 20:30 Pontejos, Spain 4 witnesses	Dome-shaped object with disc base. 40 ft. dia.; 20 ft. high. Strong orange color. Luminous square on object.	5 human-like beings 6 ft. tall. Pale faces, dark brown hair of "classic" length. Normal appearance. Genteel. Arms almost joined to body. Wearing dark suits tight-fitting at the neck and sleeves.	Object hovers near ground. Being moves from right to left several times visible in luminous square. 5 beings meet in center. They do not move their arms or incline their bodies. Object brightens and departs at great speed.
01-11-69? late Edina, Missouri Mrs. Adeline Davis	Small object. Army-green color with blue tinted windows. Tripod landing gear. Light beam projected from bottom. No sound.	1 humanoid. Upper body and arms visible. Wide set slanted eyes. Indistinct pupils. No hair. Dark clothing. Jacket with open front. Upright scalloped collar with scarf. Gi-type cap.	Object hovered outside of bedroom window of witness. Occupant visible inside craft, seemed to be working on something. Object eventually departed.
02-07-69 07:00 Pirassununga, Sao Paulo State, Brazil. Tiago Machado, 100 others.	Disc. 13 ft. dia. Transparent cabin surrounded by rotating rim. Tripod-type landing gear. Aluminum color.	4 humanoids. 3' 8" tall. Yellowish skin, squashed noses. Dark teeth. Wore silvery 1-pc suits including gloves and boots.	Object landed on ground. 2 occupants stayed in craft, 2 other occupants floated outside craft from hatch on top of object, came to ground. Occupants seemed amused when given a cigarette pack by witness. One entity produced a small tube, turned one end, and shot beam of light at witness's legs causing him to fall. Beings re-entered craft, took off.
01-01-70 05:00 Cowichan Station, British Columbia, Canada Doreen Kendall	Disc. 50 ft. dia. With transparent dome. Silvery, metallic. Small lights around circumference. Central cabin with stools to sit on in front of instrument panel. Cabin lighted from below. Silent.	2 human-like beings. >6 ft. tall. Well-proportioned. Normal extremities. Flesh-colored hands. Tight-fitting dark flight suits. Head covering.	Object hovered and maneuvered outside of hospital building 60 ft. above ground, 40 ft. from observer. Occupants visible inside lighted cabin operating controls. Object moved off to North and dissappeared.
01-07-70 15:45 Imjarvi,Finland Aarno Heinonen, Esko Viljo, 40	Disc. Domed. 15 ft. dia. Red Glow. 3 hemispheres on bottom. Tube on bottom center of object. Surrounded by fog.	1 humanoid. 3 ft. tall. Thin build. Long arms. Claws. Hooked nose. Gray coveralls, green boots. White gauntlets, conical metallic helmet. Held a small square black box with a light on it.	Occupant stood under hovering object.. Flashed black box at witness. Eventually re-entered object which took off. Physiological effects on witnesses.
06-21-70 11:00 Rio Je Janeiro, Brazil	Disc. 15-20 ft. dia. with transparent cupola on top.	2 humanoids. Short and thickset. Dark gray coveralls, helmets.	Object came down in Atlantic Ocean in view of witnesses. Occupants visible inside object. Object released smalled objects as it floated or hovered on water. These smaller objects headed toward shore and were lost.
06-09-71 20:50 Rosedale,Alberta, Canada Esther A. Clappison	Rectangular object. 10-13 ft. long. Lighted windows or ports. Instrument panel visible.	3 humanoids. < 5 ft. tall. Faces covered. Hands like mittens or claws. Pointed thumbs. Olive green to dark green suits extended over head.	One occupant outside landed object, two inside. The one outside picking up rocks. One inside gestulating, the other inside operating instrument panel. Outside occupant eventually re-entered and object departed.

06-06-72 aftn farm in rural Iowa Farmer	Egg-shaped object. 15-20 ft. long. Hatch in bottom. Leg-type landing gear. Roaring sound.	2 to 4 human-shaped beings, 5 ft. tall. 1-pc flying suits.	Occupants beside landed object in corn field. Re-enterd craft and took off.
07-72 evening Las Cruces,NM Hilda McAfee & elderly Mother	Object size of truck. Bright light obscuring details.	2 humanoids, average height. Stocky build. Seemed rigid and unconcerned. Pale blue bulky quilted coveralls. Wide belts. Gloves. Pale blue motorcycle helmets with dark face plate.	Landed object on roadway. Occupants outside.
12-30-72 22:20 Tres Arroyos,Arg. Ventura Maceiras, 73 yr. old man	Disc. Round cabin with windows in center. Object brightly lighted. Glow changing from orange to purple. Loud humming sound.	2 humanoids.Slanted eyes, thin line mouths. Dark gray diving suits. Segmented to give an accordian effect. Helmets with faceplates, Tubes from helmets to back packs.	Occupants visible inside hovering object. Occupants stared at witness with piercing eyes. Shone beam at witness causing physiological effects.
10-04-73 Simi Valley,CA Gary Jay Chopic	Triangular object. 50 ft. long; 30 ft. wide.. Blunt nose 10 ft. wide. Transparent bubble on top 3 ft. dia. Pinkish-gray color. Large V-shaped insignia covered one entire side. Hose 1 ft. dia. came from bottom but did not quite reach ground. Whirring or low humming sound.	1 human-like occupant. Normal height and dimensions. Wearing tight-fitting diver's suit.	Object hovered 10 ft. above ground. Occupant crawled out and toward front of object. Climbed back in and object left.
10-11-73 07:00 Pascagoula,MS Charles Hickson , Calvin Parker,19	Egg-shaped or oblong object. 16 ft. x 8 ft.. Hatch-like door. Bluish glow. Humming sound.	3 roughly human-shaped robot-like beings. Gray-white wrinkled skin or covering. Claws. Long arms. Joined legs. One large foot. Conical ears and nose. No eyes visible.	Object landed near where witnesses were fishinig. Entities floated out of object and abducted witnesses. Eventually released them and took off.
10-17-73 Athens, Georgia Paul Brown	Disc-shaped object. 15 ft. dia.	2 humanoids, 4 ft. tall. Solid white hair. Silver uniforms, incl. shoes. Silver gloves.	Object landed and occupants disembarked. Witness shot at occupants who quickly re-entered craft and took off.
10-17-73 23:00 Price, Utah family	Large disc or cigar-shaped object. Doorway in center with stairway.	Several humanoids. 4' 8" tall. Thin build, long arms, claw-like hands. Large eyes. Blue tight-fitting 1-pc suits. Diagonal belts across chests.	Object landed, occupants got out and invaded witness's home. ABDUCTION. One occupant was a human being, apparently assisting the aliens.
10-23-73 21:45 nr Hartford Cty,IN Donathan	Lights in sky overhead. High frequency vibration.	2 humanoids, 4 ft. tall. Straight, slim build. Long arms. Seemed not to have hands. Egg-shaped heads. Tight-fitting silvery 1-pc suits. Square box-shaped silvery boots. Gas masks on faces with hose joined to chests.	Creatures standing in roadway, leaping and flying. Flailing arms. Jumped into air and dissappeared. Animal reaction.

10-28-73 Bahia Blanca, Argentina Dionisio Yanca	Disc. 13 ft. dia.	3 human-like beings: 2 short-haired blond men 1 long haired blond woman. Silvery clothing.	Object hovered 12 ft. above ground.
11-02-73 02:45 Goffstown,NH Lydia Morel	Spherical object. 50 ft. dia. Covered with 6-sided facets. Oval window above mid-line.	1 humanoid being. Rounded head. Large egg-shaped eyes with dark oval pupils. No nose. Slit mouth. Wrinkled gray elephant-like skin.	Object hovered in sky terrorizing motorist. Occupant visible in window of object. Subsequent abduction later that night.
12-19-73 02:00 Vilvorde,Belgium V.M., 28	Round disc. 16 1/2 ft. dia. Upper half orange, lower half dark red. Transparent cupola on top. Emblem on side of disc. Flashing body lights. Greenish glow. Muffled chirring sound.	1 humanoid. 3 1/2 ft. tall. Medium build, normal proportions. Dark face with glowing yellow eyes exhibiting oval vertical pupils and veinlets. Pointed ears. Bright green 1-pc suit with metalflake appearance. Round transparent helmet. Tubes extending to back pack.	Occupant outside of landed object.. Entity examined witness's garden with device resembling metal detector. Walked over wall in garden, re-entered craft and departed leaving luminous trail.
01-07-74 20:40 Warenton,Belgium	Domed disc with flat bottom. 23- 33 ft. dia.; 7- 10 ft. wide. Flange around base. 3 legs. White and orange alternating bands on glowing object.	3 humanoids. Broad shoulders, heads shaped like inverted pears. Long arms, large eyes, no noses. 2 were 5 ft. tall with 1-pc dull metallic gray suits. Cube-shaped helmets with face visible. One <5 ft. tall with rings on torso, round helmet.	Occupants outside landed object approached witness in his car. One had a pointed metallic rod in hand. Witness felt paralysis and pain in the back of his head.
01-08-74 03:10 Springfield,Ohio John E. Justice	Oval object with transparent panel. Brightly illuminated. 5 seats inside with instrument panel.	5 human-like beings, 4 ft. tall. Long hair, delicate arms and hands. Facial features not descerned or remembered. Each wearing a different color dress like the seats.	Object hovered in the air in front of witness's car. Headlights and ignition died. Occupants visible in lighted cockpit. Object suddenly darkened and took off quickly.
02-14-74 13:30 Petit-Ile, Reunion Is. M. Severin, 21	Disc. Like two eggs on a plate. 15- 20 ft. dia. Bright white color. Opening with 3 stairs visible.	2 humanoids. 3 1/2- 4 ft. tall. White metallic suits. Antennae.	Occupants outside landed object. One scraping ground, the other helping. Fired a beam at witness. Re-entered craft and departed.
02-28-74 05:30 Routiers, France one man, 50	Circular or disc-shaped object. 15-30 ft. dia.; 6- 8 ft. tall. Silent.	2 human-like beings. 5' 6" tall.. 5-fingeed normal hands. Dark space suits. Space helmets with dark face-plates.	Occupants outside of landed object. Stopped witness on his motorcycle, Forced witness to eat small brown cube 1.2 cm x 1.2 cm. Then walked back to object, re-entered and departed.
03-21-74 02:15 Horcajo, Spain Maximillio I. Sanches	Disc. 33- 40 ft. dia. Smooth metallic surface with no seams or rivets. 3 metal legs, 18" high. Indescribable glow.	4 human-like beings 6' 4" -6' 8" tall. Walked normally. Tight-fiiting brilliant metallic 1-pc suits came over head.	Occupants beside landed object, doing something on ground, gestulating.
04-16-74 morn Alessandria,Italy Carla and Mauro Bellingeri	Disc. Dark ring with transparent cockpit on top. Row of lights around circumference of ring. Object rotated. No sound.	3 humanoid beings.	Object hovered, occupants visible in lighted transparent cockpit stared at witness.

05-07-74 21:00 Coatsville, PA Margaret K. Roffe	Disc. With lighted dome on top. 4 silvery legs. Swishing sound.	3 gray humanoids. <5 ft. tall. Large elongated heads. gray skin. Long arms with clawed hands. Short legs. No helmets.	Occupants beside landed object seemed to examine disc's legs. Re-entered object and departed.
05-20-74 00:30 Hampton Beach,NH	Disc. 50- 60 ft. dia. Domed above and below with central rim. 4 landing legs. Hatch folded down, ramp came out. Humming sound.	1 human-like being, 6 ft. tall. Light colored coveralls. 2 hoses ran from back of jaw area to back of head. One hose running down back.	Object landed on beach. Hatch opened and occupant stood in opening. Occupant briefly stepped out onto sand. Re-entered object and departed.
12-22-74 22:00 Fairfield, Ohio 82 yr. old witness	Boat-shaped or oblong object. 50-60 ft. wide. Green and white lights around lower part rotating. 3 or 4 square windows emanating white light. Brightly lit transparent area on top.	2 small, dark humanoids.	Object rising and falling as it hovered over a house. Occupants visible in top part of object in cramped positions, continually gestulating or moving levers. Object then moved horizontally and departed at high speed.
01-12-75 early N. Hudson Pk, NJ George O'Barski	Disc. 30 ft. dia.; 8 ft. high. Domed with flat bottom. Vertical sides. Brightly lighted windows 18" wide evenly spaced 18" apart. Vertical door with ladder. Droning sound.	9 humanoids. 3 1/2 ft. tall. Light colored coveralls and helmets.	Object hovered 10 ft. above ground. Occupants on ground moved quickly and collected soil samples with a spoon-like instrument and bag. Re-enterd object and took off. Landing traces.
07-31-75 07:30 Loxton, Cape Prov. South Africa Danie Van Graan	Round or oval-shaped object. Rounded windows. Triangular lights. Humming sound.	4 human-like beings. 4 1/2 ft. tall. Small, thin, pale. Fair hair. Slanted eyes. Long faces with high cheek bones. Wore cream-colored coveralls.	Occupants visible through windows in landed object. Opened port in side of object with a click and fired beam at witness when they noticed him. Object took off.
08-13-75 01:00 Alamogordo,NM Sgt. C.L. Moody	Disc-shaped object. 50 ft. dia.; 20 ft. high. Window in side of object 3 ft. x 5 ft. 3 spheres symmetrically placed on underside. Humming sound.	Several humanoids. 4' 10" tall. Slim build. Large bald heads. Large eyes. Small nose, mouth, ears. Thin lips. Protruding brow ridge. No eyebrows. Gray-white skin. Black tight-fitting suits, except "leader" who had silver-gray suit.	Object landed with a wobbling motion near witness. Occupants took witness out of his car and into object. ABDUCTION.
10-07-75 eve Balebridge, Ont. Canada Robert Suffern.	Disc, circular. 15 ft. dia.; 10 ft. high. Silvery appearance with orange glow.	1 humanoid. 5 ft. tall. Broad shoulders. 1-pc silvery suit with globe-shaped helmet.	Occupants beside landed object, took evasive action when noticed.
01-06-76 23:30 Stanford, KY 3 women	Domed disc. Larger than 2 houses. Metallic gray with red glowing dome. Red lights rotated around middle. Red and yellow lights underneath.	Several humanoids. 4 ft. tall. Large heads. Large dark eyes. Gray skin.	ABDUCTION

06-22-76 22:30 Galdar, Canary Is. off W. Africa PR. FAMILISEO PARRALLEON	Spherical object. Transparent. 30M DIA. Huge. Brightly luminous. Instrument panel visible inside. No sound. ALUMINUM-COLORED PLATFORM WITH THREE CONSOLES IN LOWA THIRD OF SPHERE.	2 human-like beings. > 6 ft. tall. Flesh color. Large bright eyes. Pointed wing-like appendages for hands. Brilliant red suits covered body. Halo around heads.	Object moved in, hovered, made 90 degree turns. Diameter varied greatly. Occupants visible inside object operating instrument panel. Object departed out to sea.
07-04-78 Mt. Etna, Sicily Italy 4 Ital AF witnesses	Saucer-shaped object. 40 ft. dia. Transparent dome on top. Brightly lighted. Red in color.	2 tall human-like beings. Long golden hair. Wearing white robes. 3 or 4 smaller beings with space suits and helmets.	3 objects hovered in sky. One object lands. Occupants disembark from landed object.
09-06-78 06:45 Venado Tuerto,Arg. Oskar, 12	Round object. 30 ft. dia.; 15 ft. high Hemispherical dome on top. Several round windows. Multi-colored lights.	1 giant humanoid, >7 ft. tall. Green hand, blue conical nails. Long gloves, cylindrical helmet. 1 robot, not described.	Object on ground with hatch open. Witness stands in doorway. Giant occupant pricked witness's shoulder with nails. Robot inside craft cutting and packaging cattle parts. Witness flees.
09-17-78 20:15 Torrita Di Sienna, Italy.	Disc. 10 ft. dia. With dome. Orange-red color. 3 light beams extended to ground.	2 humanoids, 4 ft. tall. Green coveralls and helmets. Aerial-like projections.	Object hovered. Entities floated out of object to examine witnesses in their car. Light beams searched road surface. Occupants re-entered object and took off.
08-79 Czuchow,Poland 2 men	Egg-shaped object. Brilliantly lighted. No sound.	2 humanoids. 4- 4 1/2 ft. tall. Hunchbacks. Short legs ending at knees. Dark diver's suits. Shields over eyes.	Occupants outside of landed object. Entities glided over ground rather than walked. Dissappeared into woods.
12-27-80 22:30 Woodbridge, Eng. USAF & RAF witnesses	Triangular or pyramid-shaped object. Base 12 ft. wide, apex 6- 8 ft., Metallic, covered with square tile-like plates. Tripod landing gear. Red and white lights. Blue glow underneath. Silent.	3 humanoid beings. Small with large bald heads. Large black eyes. Silver suits. Appeared semi-transparent.	Object landed on military base. Occupants disembarked on a beam of light.
02-14-81 01:45 Greensburg,PA girl, 17	Triangular object. 3 white lights at points of equalateral triangle. Windows in front wrapping around sides. Dark-colored metal.	2 humanoids. Very large heads. Oriental-like eyes. 2 holes for noses. Gill-like ears. Long, thin necks. Normal arms. White skin. Broad shoulders. Occupants not wearing shirts. Bottom not visible.	Object hovered, occupants visible inside object. Operated controls on luminous panel with black circular dials. Object flew off. 15 min. observation.
10-24-84 Park Rapids, MN	Diamond-shaped object. Blue and white.	1 humanoid. 4 ft. tall. Large head, large eyes. Slender arms.	Occupant outside of hovering object. Approached farm. Stood in light for 10 minutes. Returned to craft and departed.
09-16-94 10:15 Ruwa, Zimbabwe many witnesses	Silver sphere or disc.	1 small man 3 1/2 ft. tall. Long, thin neck Pale face and large eyes. Long, black shoulder-length Hair. Tight-fitting black shiny suit.	Object landed in schoolyard, occupant seen outside landed obj.

UFO Occupant Sightings

Richard H. Hall

(Based on information contained in The UFO Evidence, Vol. II. Excerpts are reproduced with permission of the author.)

Overview

Sightings of UFO occupants have occurred steadily over the years, but tend to increase during sighting waves. By far the most common type is the small humanoid wearing "coveralls" and some kind of headgear, usually round or helmet-like. During close-range encounters with beings outside of their UFO craft, witnesses sometimes have heard unintelligible vocalizations and observed technological "tools." They have been observed "taking samples," "repairing their craft," and engaged in other activities.

Police officer Lonnie Zamora reported seeing two small humanoid beings standing next to a landed craft on April 24. 1964, in Socorro, New Mexico. Since Zamora was a well-known and respected officer, his report helped to legitimize 10 years of prior UFO occupant sightings that had been considered somewhat borderline by many people. His report made headlines nationally and, to some degree, internationally.

Some scattered reports of humanoid beings observed in association with UFOs were made as early as 1947. However, the earliest wave of such sightings occurred in Europe late in 1954, primarily in France and Italy. Major U.S. publications like Life and The New Yorker magazine reported the sightings, though inevitably with tongue-in-cheek commentary.

The reported beings typically were 3-4.5 feet (0.9-1.4 meters) tall and wore coveralls and round, translucent headgear resembling "diver's helmets." Light beams or other electromagnetic energy from the craft (or from the beings) had effects on animals and frequently paralyzed human witnesses. At the same time, vehicle engines and headlights failed. Some sort of aerial craft, usually round or disc-shaped, was observed.

In the spring and summer of 1955 scattered witnesses throughout the southern and midwestern United States reported sightings of UFO occupants. The most famous case occurred on August 21, 1955, near Kelly, Kentucky. Small beings with large heads and prominent ears besieged a farmhouse for hours shortly after the sighting of a descending UFO. 2 The 1955 U.S. sightings were not much like those in France and Italy the year before. As expressed by highly regarded contemporary investigators, Isabel Davis and Ted Bloecher:

"Most of the European and South American cases described beings associated directly with objects [i.e., apparent craft]; in the United States, the beings' association with an actual UFO was uncertain or even absent altogether. In several cases, the entities displayed details of appearance strikingly similar to some of the foreign humanoid reports— small size, large glowing eyes and clawed hands. In other respects, there were some notable differences; for example, none of the domestic reports described the `diving suits' that were so often reported in the French and Italian cases."

Very tight, form-fitting coveralls often are described, and sometimes what appeared to life-support systems. In other cases it seemed that the entities were breathing our atmosphere, or perhaps were robots. Quite a few reports describe backpacks, hoses, or tubes, elaborate headgear, and handheld boxes or instruments, indicating some form of technology analogous to ours.

The next major wave of UFO sightings, late in 1957, was concentrated in the southwestern and central United States, and featured unidentified glowing elliptical objects that landed on roadways in Levelland, Texas, as cars stalled. Scattered reports of UFO occupants came from all over the country during this wave. 3 Similar reports were made occasionally during the early 1960s. Then came Socorro, a growing frequency of UFO sightings in 1965, and, finally, the major UFO sighting wave of 1966-1967. UFO occupant sightings multiplied in these years; some of these are included in table 1.

TABLE 1. UFO OCCUPANT SIGHTINGS, 1954-1963

September 10, 1954 Antoine Mazaud, Mourieras, France 8:50 P.M.
One being of average height, "helmet"-like headgear; cigar-shaped craft; being confronted witness, extended arm and touched him.

September 10, 1954 Marius Dewilde, Quarouble, France 10:30 P.M.
Two beings 3-1/2 ft. tall, coveralls, diver's helmet; dark mass on ground; dog howled, witness blinded by light from craft, paralyzed.

September 17, 1954 Yves David, Cenon (Vienne), France 10:30 P.M.
One being smaller than a man; bicyclist felt shock, paralysis, being touched him on shoulder, uttered unintelligible sound; object on road took off, green light".

September 26, 1954 Mme. Leboeuf, Chabeuil (Drome), France 4:00 P.M.
One being 3 ft. tall, diving suit, helmet, large eyes; flat circular craft; dog barked, being approached, witness fled; circle of crushed foliage found at site.

September 27, 1954 Raymond Romand, Premanon (Jura), France 8:30 P.M.
Two beings, squarish with legs; fiery ball hovered over meadow, light from barn reflected off being, child threw pebbles that struck it with metallic sound; 12-foot circle of flattened grass, imprints, at site".

October 3, 1954 Bernard Devoisin, Rene Coudette, Ligescourt, France 6:45 P.M.
One child-sized being, diver's suit; glowing orange domed disc on road, bicyclists approached, being entered craft and took off.

October 3, 1954 Angelo Girardo, Bressuire, France
One small figure in diver's suit; bicyclist came upon 10-foot disc on ground, being next to it; being entered craft and took off.

October 9, 1954 Roger Barrault, Lavoux, France 7:00 P.M.
One 4-1/2 ft tall being, diver's suit, bright eyes, two lights on chest; bicyclist at dusk encountered being, who disappeared into woods; no craft seen".

October 9, 1954 Gilbert Calda, 12 Pournoy-la- Che live, (Moselle), France 6:30 P.M.
One 4-ft tall being, dark coveralls, large eyes; children roller-skating, shiny round craft landed near them, being emerged, made unintelligible sound; they ran away.

October 11, 1954 Henri Gallois, Louis Vigneron, Clamecy (Nievre), France 4:30 A.M.
Three small figures; en route to a fair, felt shock, paralysis, engine and lights failed; beings entered round craft and took off.

October 11, 1954 Three motorists, Tapignac (Charente, Maritime), France 7:30 P.M.
Four 3-ft tall beings; motorists stopped to watch hovering disc that descended into woods; two entered woods to investigate, saw beings enter domed disc and take off".

October 16, 1954 Dr. Henri Robert, Baillolet (Seine-Inferieure), France nightfall
One 3-ft tall being; one of four circular objects zigzagged down in front of car, witness felt shock, engine and lights failed; being visible in light from UFO .

October 18, 1954 Marie-L. Bourriot, St.-Point (Doubs), France 10:45 P.M.
One human in coveralls, two dwarflike beings; luminous object over road, motorcycle almost struck human form, joined by small beings, craft departed; small footprints found.

November 28, 1954 Gustavo Gonzalez, Jose Ponce, Caracas, Venezuela
Three hairy dwarfs with glowing eyes; glowing sphere blocked road; Gonzalez struggled with being which knocked him down, second emerged, blinded him with light beam.

December 10, 1954   . Lorenzo Flores, Jesus Gomez, Chico, Venezuela nighttime
Four 3-ft tall, hairy, strong beings; UFO like two bowls rim to rim just off ground; beings tried to drag witnesses on board.

May 25, 1955 Robert Hunnicutt, Branch Hill, OH, 3:30 A.M.
Three 3-1/2 ft tall gray beings, wide mouths, lopsided chests; driving home from work, saw beings by road, one held sparkling rod overhead, alfalfa-almond odor; Ground Observer Corps UFO sighting earlier that evening.

July 3, 1955 Margaret Symmonds, Stockton, GA 3:30 A.M.
Four 3-1/2 to 4-ft tall beings, gray garb, long arms, large reddish eyes, pointed chins, small mouths, clawlike hands; beings in road apparently digging with sticks; witness swerved car to avoid hitting them.

August 21-22, 1955 J. C. Sutton family, Kelly, KY. 8:00 P.M.
Two or three 3-1/2 ft tall beings, large heads, big ears, large luminous eyes, long arms, clawlike hands, luminescent torsos; disc-shaped craft landed, dog barked violently, beings approached house one or two at a time, floated at times.

May 10, 1957. Michel Fekete, M. & Mme. Rene Lepot, Beaucort-sur-Ancre, France.10:45 P.M.
Four beings under five feet tall, gray skin or garb, oversized heads; darkness and distance concealed features; bicyclist blinded by light, saw silhouettes of small beings in road, fled; luminous object pulsating from red to white flew away at 45-degree angle.

October 15, 1957 Antonio Villas-Boas, Sao Francisco de Sales, Brazil. 1:00 A.M.
Five small beings, headgear, one female; abducted onto landed disc craft (see section XIII, Abduction Case Summaries)

November 6, 1957 Everett Clark, Dante, TN 6:30 A.M.
Four human-looking beings, unintelligible vocal sounds, entered cigar-shaped craft on ground as if "walking through glass," took off silently; elliptical imprint 5 ft. x 24 ft. found in grass.

November 6, 1957 John Trasco, Everittstown, NJ dusk
One 2-1/2- to 3-ft tall being, green garb, putty-colored face, chin, large bulging eyes; man saw 9- to 12-ft.-long luminous egg-shaped UFO, confronted by being who spoke in broken English.

November 7, 1957 Malvan Stephens, House, MS 7:25 P.M.
Three 4-1/2-ft tall beings, gray garb, dark hair, "pasty white" faces; truck driver blocked by large gray egg-shaped craft on road; door opened, beings emerged, made chattering sound; craft departed straight up at high speed.

December 16, 1957 Mary M. Starr, Old Saybrook, CT 2:00-3:00 A.M.
Two robot-like beings, squarish heads, one arm upraised; visible through windows of 20 to 30 ft long-ellipse hovering near house; craft glowed, windows vanished, took off.

June 26, 1959 Fr. William Gill, Papua, New Guinea 6:45 P.M.
Four "men" illuminated by blue light on top of hovering disc-shaped craft with four legs; responded to waves by witnesses.

July 13, 1959 Mrs. Frederick, Moreland, Blenheim, New Zealand 5:50 A.M.
Two shiny beings, close-fitting garb, "opaque helmets," visible in dome of hovering disc-shaped craft.

UFO Occupant Sightings, 1964-1967
Major UFO sighting waves in the mid-1960s and in 1973 included dozens of occupant sightings. The 1978 wave included the internationally reported disappearance of a young pilot over Australia during his sighting of a UFO as he was describing it to air traffic controllers.

To what extent do earlier descriptions of UFO occupants match abductee descriptions of their reported captors? In some of the 1954 cases the witnesses saw very large or especially noteworthy eyes through the headgear, and in one case, on October 18, a human-appearing being was seen cooperating with two small humanoids.

On November 6, 1957, in Dante, Tenn., Everett Clark saw beings apparently enter a craft through its side without benefit of a door. Some of these features were reported before abduction reports.

Some speculative questions are these: Were some clues concealed in the numerous occupant reports suggesting a change in the behavior or strategy of the presumed aliens leading up to increasing abductions of human beings? Can a progression of occupant sightings, passive encounters, aggressive encounters, and abductions be traced? Did the growing rate of abductions signal the end of some previous phase of activities?

There have always been sporadic reports of less "humanoid"—even monstrous—beings associated with UFOs in addition to the reported small humanoids. Some were reported to be gigantic and/or grotesque in appearance, but usually there were no confirming examples by independent witnesses in other cases.

Sightings began to increase noticeably early in 1964, for the first time in six or seven years. Then the pace picked up gradually, accelerated in 1965, and remained at an unprecedented high rate throughout 1966 and 1967. Late in 1964 and early in 1965 a flurry of sightings was reported in and around Washington, DC, that attracted the attention of the Central Intelligence Agency (CIA). It was rumored that government officials had been among the witnesses.

Throughout this period high-strangeness cases were common, but often they were high credibility, as well. By the end of 1966 the Air Force Project Blue Book UFO investigation was receiving heavy criticism, Congress was taking a closer look, and

an independent scientific study was mandated. Occupant cases during this period often included "coveralls" and helmets or headgear of some kind, elliptical or disc-shaped craft, and face-to-face encounters. A number of examples are listed in table 2.

TABLE 2. UFO OCCUPANT SIGHTINGS, 1964-1967

April 24, 1964 Gary Wilcox, Newark Valley, NY 10:00 A.M.
Two 4-ft.-tall beings, silver-white garb, egg-shaped craft just above ground; beings communicated in English.

April 24, 1964 Lonnie Zamora, Socorro, NM 5:45 P.M.
Two 4-ft.-tall beings, white garb; beings fled into egg-shaped craft when spotted (see section V).

July 16, 1964 Five boys, Conklin, NY afternoon
One 3-ft.-tall being, black garb, helmet, glass-like faceplate; dome-shaped craft seen on ground; whistling sound attracted attention to being perched in tree, who floated to ground.

September 4, 1964 Donald Shrum, Cisco Grove, CA nighttime
Several humanoids plus robots; luminous object landed, beings trapped witness in tree, prolonged confrontation.

November 25, 1964 New Berlin, NY
Twelve humanoids observed at distance after two discs landed on hill; appeared to be engaged in repair operation for hours.

January 19, 1965 William Blackburn, Brands Flats, VA 6:15 P.M.
Three small humanoids floated from hovering craft, confronted witness.

July 1, 1965 Maurice Masse. Valensole, France 5:45 A.M.
Two to three small humanoids, one-piece garb; whistling sound, saw craft and beings; tried to approach, paralyzed.

September 1, 1965 Huanuco, Peru 5:00 A.M.
One humanoid, large head; oval object landed on estate, being emerged, gestured, reentered craft, took off straight up at high speed.

September 10, 1965 Sao Joao, Pernambuco State, Brazil 8:30 A.M.
Two small, brown-skinned humanoids, one-piece garb; two discs landed, beings emerged, objects rose a few meters, unintelligible vocalizations.

March 23, 1966 Temple, OK 5:05 A.M.
One human-like being and elongated craft with flashing lights encountered on road; being entered it and took off"

February 5, 1967 Milliard, OH evening
Several human-like beings emerged from elliptical craft with three legs, placed small spherical objects around craft.

March 12, 1967 Glens Falls, NY 10:30 P.M.
One being seen moving inside windows of hovering top-shaped craft with lights around circumference".

March 28, 1967 Munroe Falls, OH 2:30 A.M.
Four to five humanoid beings with large heads ran back and forth across road, one hit by car; dents found on car bumper.

April 14, 1967 Melville, NY 9:00 P.M.
One small being appeared in doorway of circular craft that landed beside road, E-M effects on car; soil samples taken.

June 13, 1967 Caledonia, Ontario, Canada 2:30 A.M.
Three 3- to 4-ft tall beings, light-colored clothing, helmets, moved around beneath cigar-shaped craft with windows; physical traces found at site".

July 17, 1967 Belfast, North Ireland evening
Two silver-suited humanoids emerged from craft, entered woods; returned and "drifted" back into craft.

July 20, 1967 Elizabeth Douglas, Titusville, FL 9:15 P.M.
One humanoid visible inside disc with dome, square windows, as craft flew low past house.

July 31, 1967 Sidney Zipkin, Churchville, NY 10:15 P.M.

Two small beings, shiny black garb. Saturn-shaped craft seen near ground in truck headlights; beings boarded, took off straight up.

August 3, 1967 Caracas, Venezuela 11:30 P.M.
One 3-ft tall being, emerged from hovering luminous disc, took gravel samples.

August 23, 1967 Stanley Moxon, Joyceville, Ontario Canada 4:00 A.M.
Three 3- to 4-ft tall beings, white garb, translucent helmets from disc with three legs, gathered specimens (see case summary below).

August 24, 1967 Ron Hyde, Wodonga, Victoria Australia 5:00 P.M.
Two humanoids about five ft. tall, silvery suits, round helmets, emerged from disc with dome; one moved toward witness and gestured, he fled in fear).

August 31, 1967 Cussac, France
Two small beings, black garb, entered disc-shaped craft and took off".

September 15, 1967 Winsted, CT 9:00 P.M.
Three beings about 4'^ ft. tall, large heads, scurried around glowing, pulsating object; light dimmed when cars approached.

September 21, 1967 Jose Edrosa, Barcelona, Spain 1230A.M.
Small beings, large heads, white garb; beings seen moving toward brilliant round object on ground, car lifted, witness in severe shock.

October 24, 1967 Newfield, NY 9:30 P.M.
Two humanoid figures seen in window of saucer-shaped craft (see Dyad case).

November 2, 1967 Guy Tossie, Willie Begay, Ririe, ID 9:30 P.M.
Two small humanoids from disc with dome, aggressive encounter.

November 24, 1967 Rio de Janeiro, Brazil 2:30 P.M.
Three small white-clad figures around disc with dome, red lights; physical traces found at site".

December 8, 1967 Marilyn Wilding, Idaho Falls, ID 7:40 P.M.
Two humanoid figures visible in disc with dome.

(For case summaries, 1964-1967, see pages 474-482, Vol. II, The UFO Evidence)

UFO Occupant Sightings, 1968-1972

The sighting wave tapered off early in 1968, and it was not until 1973 that the next major wave occurred. Humanoid occupant encounters continued sporadically, but UFO sightings in general received very little publicity. However, the same patterns were evident in the cases reported during these years, as illustrated in table 3.

TABLE 3. UFO OCCUPANT SIGHTINGS, 1968-1972

November 20, 1968 M. Milakovic, Hanbury, UK 5:30 P.M.
Five silhouetted humanoids moving back and forth in dome of luminous UFO.

January 1, 1970 Doreen Kendall, Duncan, B.C., Canada 5:00 A.M.
Two dark beings in tight-fitting garb visible in upper portion of Saturn-shaped object with lights on rim; facial features obscured by headgear.

January 7, 1970 A. Heinonen, Imjarvi, Finland 4:45 P.M.
One small humanoid, thin arms, descended in light beam from hovering disc, rendered witnesses unconscious with "light weapon".

June 27, 1970 Aristeu Machado, Rio de Janeiro, Brazil 11:40 A.M.
Two small humanoids on rim of Saturn-shaped craft with flashing lights on the underside; craft took off, skimming ocean surface (see section V).

August 16, 1970 Puente de Herrera, Valladolid, Spain 1:00 A.M.
One human-size being, dark tight-fitting garb, entered Saturn-shaped craft, which took off with an intense whistling sound.

April 14, 1971 : D. Donaldson, Gallery, PA 8:00 P.M.
Two silhouetted human-like figures visible in windows of hovering disc (see section VI).

July 19, 1972 Brisbane, Queensland Australia 2:00 A.M.
Six grayish humanoids, faces obscured, standing by roadside near long silvery object; one held up hand as motorist approached.

(Case summaries can be located in Vol. II, The UFO Evidence on pages 483-486)

UFO Occupant Sightings during 1973 Sighting Wave

During the 1973 sighting wave concentrated late in the year, occupant sightings and confrontational encounters were numerous. A number of robot-like or nonhumanoid beings were sighted during this wave, but the "standard" features prevailed, as shown in table 4.

TABLE 4. UFO OCCUPANT SIGHTINGS, 1973

September 27, 1973 Bedarrides, France 5:30 P.M.
Two 1.2-meter humanoids, slender limbs, black caps, coveralls, with oval craft; UFO took off with whistling sound, sped away.

October 4, 1973 Gary Chopic, Chatsworth, CA early evening
One human-size being, silver suit, elliptical craft with clear dome; saw witness, entered craft and took off.

October 6, 1973 St. Mathias, Quebec, Canada early A.M.
Five small beings, yellow garb, headgear, moved quickly back and forth near dome-shaped craft with body lights.

October 11, 1973 Hickson & Parker, Pascagoula, MS evening
Two robot-like beings, abduction case (see section XIII).

October 12, 1973 Cincinnati, OH 2:30 A.M.
One "apelike" being, featureless, large waist, no neck, visible in dome-shaped object on or near the ground.

October 17, 1973 Paul Brown, Danielsville, GA evening
Two 4- 4-1/2-ft. tall beings, silver garb, emerged from silver egg-shaped craft that descended ahead of car; took off with "whooshing" sound when witness brandished a pistol.

October 17, 1973 Eupora, MS night
One grotesque nonhumanoid creature, flipper-like feet, webbing between legs, appeared from top of dome-shaped object with blue-green flashing lights that landed on road, E-M effects on car.

October 19, 1973 Ashburn, GA 3:30 P.M.
One small being, round helmet, head moved like robot, E-M effects on car; no craft observed".

October 19, 1973 Goshen, OH 9:00 P.M.
Two or three 6-ft tall human-like beings moved around a domed disc resting on tripod legs, entered via ladder, took off with humming sound.

October 19, 1973 Copeland, NC
One 3-ft.-tall humanoid, gold garb, with blue oval object hovering near mobile home; family dog frightened, ran away until next day.

October 22, 1973 Hartford City, IN
Two 4-ft.-tall humanoids, silver garb, seen alongside road three separate times; no UFO seen.

October 23, 1973 Russell Springs, KY
Two 3-ft.-tall beings, reddish color, entered craft (no description), which took off.

October 24, 1973 David Simpson, Dobson, NC
One humanoid, glowing eyes, from oval UFO that landed near car, E-M effects on car".

October 28, 1973 Llanca, Bahia Blanca, Argentina
Three 5-ft tall beings, high foreheads, slanted eyes, gray coveralls, from yellow saucer-shaped craft; abduction case (see section XIII).

(See case summaries in Vol. II, The UFO Evidence)

Occupant Reports since 1973
Sightings continued in Europe—especially southern Europe—into the summer of 1974. Because of incomplete news reporting, the full extent of the wave that began in 1973 may have gone unrecognized. Occupant sightings continued at a fairly high rate throughout the mid- and late 1970s.

An unusual number of detailed cases with many intriguing features were reported during the major wave of 1978. Some of the features were beings descending from craft on ladders or light beams, beings gathering soil and plant samples, and occasional aggressive confrontations with humans that sometimes resulted in injury or illness. The geographical diversity of the sightings is noteworthy: reports came from at least 10 countries on 5 continents.

Occupant reports seemed to decline after 1979. There may be some significance to the fact that an upsurge of abduction cases was occurring in the 1970s just as "old-fashioned" occupant sightings—beings seen in or outside their craft on the ground—seemed to take on a more aggressive character and, then, in the 1980s, apparently became rare and abduction cases proliferated instead. Sightings during this period are included in table 5.

TABLE 5. UFO OCCUPANT SIGHTINGS, 1974-1989

January 7, 1974 Warneton, Belgium 8:40 P.M.
Two humanoids, headgear, approached car from helmet-shaped disc.

March 21, 1974 Valdehijaderos, Salamanca, Spain 2:30 A.M.
Two 6-ft.-tall beings, tight-fitting shiny coveralls, seen after E-M effects on car; beings entered luminous craft and took off.

March 21, 1974 Valdehijaderos, Salamanca, Spain 11:15 P.M.
Two to four beings with disclike craft seen on road, E-M effects on car; beings gestured and moved toward witness, who fled.

April 16, 1974 Mauro Bellingeri, Casale Monferrato, Italy 12:50 A.M.
Three beings with globe-shaped headgear visible within upper portion of disc with central ly ring and rotating lights (see Dyad cases above).

May 7, 1974 Coatsville, PA 9:00 P.M.
Three small beings, gray skin, clawed hands descended from disc-shaped craft with four legs atop hospital, made squeaky vocal sounds, saw witness, reentered craft and took off.

June 14, 1974 Medellin, Spain 4:30 A.M.
Three tall beings with helmets visible in turret of "pot-shaped" craft hovering over farmhouse, area illuminated "like day".

June 25, 1974 St. Cyrille de Wendover, Quebec, Canada 1:15 A.M.
Fifteen 6-ft.-tall robot-like beings, red lights on chests, floated from hovering domed disc with body lights; physical traces found at site.

September 29, 1974 Mme. Le Bihan, Riec-sur-Belon, Finistere, France 12:45 A.M.
Three 1.7-meter-tall stocky humanoids, round heads, silver garb, from brilliantly lighted dome-shaped object with portholes, swaying back and forth near ground; beings walked heavily, rocking back and forth.

January 12, 1975 George O'Barski, North Bergen, NJ 2:00 A.M.
Eight to ten 3'/i-ft.-tall beings with dark garb, helmets, emerged from underside of low hovering disc with lighted windows, took samples from ground".

February 14, 1975 Antoine Severin, Petite-He, Reunion, France 1:30 P.M.
Four 1- to 1.2-meter-tall beings, metallic white garb, helmets, from domed disc with portholes, directed light beam at witness, who felt a force pulling him, later had headaches and impaired vision; beings poked in ground as if gathering samples.

May 3, 1975 Alois Olenick, San Antonio, TX 9:15 P.M.
Two small humanoids, grayish skin, visible in dome of Saturn-shaped craft (see Dyad cases above).

July 31, 1975 Danie van Graan, Loxton, South Africa 7:30 A.M.
Four 1- to 1.5-meter-tall beings, thin, slanted eyes, light coveralls, hoods, visible inside silver oval with legs; light beam struck witness in face, physiological effects.

October 7, 1975 Utterson, Ontario, Canada 8:30 P.M.
One small, stocky humanoid, round helmet, from metallic ellipse on road; UFO took off as car approached, being beside road vaulted fence and fled.

November 7, 1975 Catskill Park, NY 1:00 A.M.
Four beings with dark eyes, diagonal marks on side of head, surrounded campers, reacted to light, faintly luminous structured craft seen; possible abduction".

February 3, 1977 Seven Mile Beach, Tasmania 9:30 P.M.
One slender humanoid, large round head, seen in window of a dome-shaped, spinning craft with flashing lights".

February 24, 1977 Rudi Grutsch, Langenargen, Lake Constance Germany 2:30 A.M.
Two 1.1- to 1.3-meter-tall humanoids, round heads, slanted eyes, long arms, with hovering elliptical UFOs, bright illumination of area.

July 12, 1977 A. Ordonez, Quebradillas, Puerto Rico 8:30 P.M.
One 3'/2-ft.-tall being, green garb, helmet, backpack, four fingers on hands, seen from balcony, no craft seen; being fled when lights turned on, floating upward".

January 10, 1978 Tom Gould, South Middleton, MA 2:30 P.M.
One 4%-ft.-tall, stocky humanoid, three fingers on hands, with egg-shaped UFO; being stood 90 feet away looking at witness.

February 3, 1978 Janine Home, Seven Mile Beach Tasmania 9:30 P.M.
One thin being with large rounded head, moving back and forth in window of disc with dome, flashing body lights, whining sound heard.

February 4, 1978 Manuel Alvarez, La Florida, San Luis, Argentina 4:30 A.M.
One human-size being, helmet, luminous garb, descended on ladder from hovering disc, waved at fishermen, reentered craft, which took off at high speed.

September 1, 1978 Llanerchymedd, Anglesey, Wales 8:15 P.M.
Three 6-ft.-tall beings, grayish garb, helmets, from white egg-shaped object that illuminated trees brightly, dogs barked furiously, cows fled, depressed circle and swathed path found at site.

September 17, 1978 Riccardo Boscagli, Torrita di Siena, Italy 9:00 P.M.
Two small humanoids, green garb, helmets, floated from domed disc on road, circled car, E-M effects.

September 18, 1978 G. Filiputti, Melaria, Porto Nogaro, Italy 3:30 P.M.
One 1-meter-tall humanoid, silver tight-fitting coveralls, almond eyes, emerged from disc with dome, appeared to be making repairs on rim.

October 2, 1978 Groendal Nature Reserve, South Africa 11:15 A.M.
Three silver-suited beings seen moving with odd gait, traversing hillside in terrain with heavy growth, no craft seen; search found 6 x 18 m oval depression, plus a number of smaller imprints.

October 8, 1978 Deanne Kearns, Ord, NE 2:00 A.M.
Two 5- to 6-ft.-tall beings descended in light beam from hovering UFO shaped like one plate inverted on top of another, loud buzzing sound; beings collected earth and plant samples".

November 24, 1978 Angelo D'Ambros, Gallic, Vicenza, Italy 11:45 A.M.
Two 3-1/2 to 4-ft. tall grotesque beings, yellow skin, prominent veins, huge ears, fanglike teeth, from disc with dome, moved jerkily, seized pruning knife from witness, who felt an electric shock during struggle".

January 3/4, 1979 Meagan Quezet, Mindalore, South Africa midnight
Five or six 1.5-meter-tall beings, human appearing, white coveralls, emerged from truncated egg-shaped craft, high-pitched vocal sounds, reentered and took off with buzzing sound.

August 4, 1979 Canoga Park, CA 10:35 P.M.
Two humanoid beings, large heads, seen inside dome of luminous disc. (See Dyad cases above).

November 19, 1982 Temperanceville, VA 11:10 P.M.
Three humanoid beings seen moving around inside hovering silvery disc, light beam to ground; UFO rose and moved over car with buzzing sound".

January 9, 1987 Jozsa, Hungary 2:30 A.M.
Two beings in dark garb seen, one outside low-hovering disc with central row of windows, one in lighted doorway.

September 1, 1987 Bangor, WA 10:55 P.M.

Two humanoids visible inside hovering round object that moved over children, beamed light onto them.

September 21-27, 1989 Voronezh, Russia 6:30 P.M.
Various roughly humanoid, sometimes robot-like beings, complex series of sightings and occupant encounters.

(See detailed information and case summaries in Vol. II, The UFO Evidence, pages 464-498)

Source: Vol. II, The UFO Evidence, 464-498

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CRITIQUE OF THE BAILEY CASE	THOMAS	MUJ-187,11	7	
DIX-McGUIRE UPDATED	STRINGF/HALL	MUJ-230,07	7	R
ELEMENTARY, MY DEAR WATSON!	WHITEHURST	MUJ-246,15	7	E
ENID BRADY'S E-T CONTACT LEGACY	BRYANT	MUJ-179,12	7	E
ENTITIES AT LA ROCHELLE	HIND	MUJ-183,06	7	F
ENTITIES: INITIAL FINDINGS, PART I	WRIGHT	MUJ-310,03	7	A
ENTITIES: INITIAL FINDINGS, PART II	WRIGHT	MUJ-311,03	7	A
ENTITY ENIGMA, THE	EVANS	84 SYMP,078	7	E
ENTITY SIGHTING IN MISSOURI	BEDELL	MUJ-282,18	7	
ET ARTIFACT TESTING	FRIEDMAN	MUJ-308,10	7	A
ET CONNECTION	STRINGFIELD	MUJ-294,12	7	
ETH: A RE-EXAMINATION	TOUGH	MUJ-235,15	7	E
ETs: AN ECONOMY OF MEANS	REDDY	MUJ-217,06	7	E
EXPAND PARAM OF ALIEN-HUMAN ABDUC AGENDA	TURNER	94 SYMP,019	7	A
EXTRATERRESTRIAL HYBRIDIZATION UNLIKELY	SWORDS	MUJ-247,06	7	E
FATAL ENCOUNTER AT FORT DIX: CASE STUDY	STRINGFIELD	85 SYMP,041	7	R
GERALD ANDERSON: DISTURBING REVELATIONS	CARPENTER	MUJ-299,06	7	R
GUNSHOT WOUND FROM AN ALIEN?	GORDON	MUJ-189,07	7	
HOW TO MAKE AN ALIEN	BULLARD	IUR-14-6,10	7	E
HUMANOID CASE WITH MESSAGE	HALL	MUJ-143,12	7	E
HUMANOID ENCOUNTER	WESTRUM	MUJ-215,14	7	E
HUMANOID REPORT FROM CHICAGO, IL	BLOECHER	MUJ-159,09	7	E
HYBRID THOUGHTS	JACOBS	MUJ-250,10	7	E
HYBRIDIZATION QUESTION	VALLEE	MUJ-290,11	7	
INSIGHTS INTO ANCIENT ASTRONAUT THEORY	PHILLIPS	91 SYMP,079	7	E
JOURNAL'S ADIEU TO BAILEY PHOTOS	DRUFFEL	MUJ-189,09	7	
MEN IN BLACK	ROJCEWICZ	MUJ-263,03	7	MIB
MIDDLETON HUMANOIDS AFFAIR	WEBB	MUJ-143,07	7	E
MINNESOTA CE-III	McNEFF	MUJ-220,09	7	
NEW ZEALAND ENTITY REPORTS	BASTERFIELD	MUJ-177,04	7	F
NICAP AND LESSONS FROM THE PAST	HALL	IUR-17-3,17	7	
OF A FIRE IN THE SKY	BRILLIANT	MUJ-298,03	7	
OPERATION BLUEBERRY: OEYDALEN ENCOUNTER	BLOECHER	MUJ-161,09	7	F
POSSIBLE REPTILIAN ORIGINS OF UFO OCCUP	AGGEN	MUJ-174,14	7	E
PUZZLING CASE OF THE CADAVER PHOTOS	STRINGFIELD	MUJ-163,15	7	R
REPTILIANS & OTHER UNMENTIONABLES	CARPENTER	MUJ-300,10	7	
STAT REP ON ALLEGED CADAVER PHOTOS	STRINGFIELD	MUJ-154,11	7	R
THREE OCCUPANTS REPORTED BY WITNESS	GRATTAN	MUJ-188,16	7	E
UFO & OCCUPANT AT SANTA MARIA AIRPORT	BLOECHER	MUJ-160,08	7	F
UFO & OCCUPANTS (PROSPECT HTS, IL)	BLOECHER	MUJ-157,09	7	E
UFO HOAXES & AGENTS: A SOUR SONATA	MACER-STORY	MUJ-265,08	7	MIB
UFO JIGSAW	HOWE	92 SYMP,015	7	
UFO-BIGFOOT UPDATE	GORDON	MUJ-173,13	7	
UFO-RELATED BIGFOOT ENCOUNTER IN PA	GORDON	MUJ-171,03	7	E
UFONAUTS: HOMO SAPIENS OF THE FUTURE?	SWORDS	MUJ-202,07	7	E
UFOS & RELIGION: THE CE-III ISSUE	DOWNING	MUJ-148,11	7	T
UFOS AND ANTHROPOIDS: A SUMMARY	MORAVEC	MUJ-179,18	7	E
UNCOVERING THE GUARDIAN CAPER	MUFON ONTARIO	MUJ-313,03	7	E
USSR UFO LANDING WITH ENTITIES	ANDRUS	MUJ-259,20	7	F
WALTON EXPERIENCE REVISITED	WALTON	MUJ-298,06	7	
WHAT IF THEY AREN'T FRIENDLY	DRUFFEL	MUJ-229,11	7	E
WOMAN ON THE BRIDGE	HOPKINS	MUJ-296,05	7	

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NICAP Home Page

DATE	DESCRIPTION	MICAP_CLAS	REF
06/15/1923	Northern Wayne County, Indiana, US June 1923 From _The Evansville Courier's Electronic Edition_, Len Wells, Courier Correspondent. Norman Massie, 85, told his son in the USAF about a UFO he had seen when he was 10. His father had told him "never to breathe a word about what he saw because 'people would talk.' "Massie's UFO sighting happened in June 1923 of the family farm in northern Wayne County. " ' I opened the gate to let the horses into the pasture...I looked back down the field and there was an object with	CE-3-111	Current Encounters Digest 12-13 Aug 1998
02/28/1947	Lima, PE February 47 While driving six miles south of Lima, Peru, C.A.V. saw a sand-colored & very shiny disc-shaped object hovering 6-7 FT off the ground. 3 figures emerged from it. They looked like mummies. They had a humanoid profile, but their legs were fused together. The hands looked like fingers in mittens, and they had a opposable thumb. The skin was sand-colored, & they had no facial features. There was a transparent area where the eyes should have been. FOV reliability rating: 2	CE-3-102	Randle/Estes, FOV pg 9-11; Lorenzen, UOTA
07/04/1947	Roswell, NM, US 4 Jul 47 Dr. W, Curry Holden, a professor of history & anthropology @ Texas Tech Univ @ Lubbock, TX, US appeared on the scene of the Roswell crash with a number of students on the morning of 5 Jul 47. Hater Holden would say that he saw the craft & the bodies. Maj. Edwin Easley, provost marshal of the 509th Bomb Group arrived at the site with the first group of military personnel. He ordered the entire area cordoned off the held everyone else back while the craft was checked for radiation, etc. He said the craft was	CE-3-444	Randle/Estes, FOV pg 17-20, (well documented)

	of extraterrestrial origin & told his family he had seen "the creatures." Frank Kaufmann, another member of the 509th, was with the original group. According to him, the craft was heel-shaped, with a tear in the side that allowed him to see into the interior. The craft was 20-25 FT wide. The trailing edge was slightly scalloped, & the nose was rounded. The front was		
08/14/1947	Friuli, IT 14 Aug 47 Professor R. L. Johannis was on a rock-hunting expedition in the mountains in the extreme NW part of Italy. He emerged from a stand of trees & saw, on a rocky riverbank, a large red object that seemed to be shaped like lens. The witness & the creatures approached one another, but when they were a few paces apart, they stopped. Witness felt paralyzed. Two creatures, about 3 FT tall, heads larger than normal human. No hair. Tight-fitting brown caps. Noses straight & long. Eyes large, protuberant, & round; yellow-green in color with a vertical pupil like a cat. Hands had 8 fingers & seemed to be opposed. Randle/Estes reliability rating: 6	CE-3-304	Randle/Estes, FOV pg 21-23
07/02/1950	Sawmill Bay, near Steep Rock Lake, Ontario, CA 2 JUL 1950 Taken from the _Steep Rock Echo_, a publication of the Steep Rock Iron Mines. A senior executive of the mine and his wife were picnicking by the lake when the air vibrated. The exec said it was reminiscent of a dynamite blast, but they had heard no sound, and they were miles away from any mining operation. He went to look and he climbed a spear of rock that rose above the surrounding undergrowth. Through a cleft in the rock he saw a lens-shaped craft with round black-edged ports about four feet apart around the edge. The craft was sitting on the water; the underside could not be seen. "The top had what looked like hatch covers open" and he and his wife saw about 10 humanoids in shiny material on their torsos, darker on arms & legs, with dark blue headpieces, except for one with a bright red headpiece, who	CE-3-313	Edwards, Flying Saucers Serious Business (FSSB), pp 91-93
02/28/1951	Central Australia	CE-3-203	Edwards, FSSB, pg 93

	FEB 51 (approx) A band of aborigines of the Unmatjera tribe reported the landing of a shiny circular object a short distance from similar object already on the ground. The objects were the same size, between 35 FT and 50 FT diameter and " 'a man and a half man tall. ' " A "small manlike thing" exited one craft from the bottom and transferred to the other. The humanoid had a shiny suit and a "round shiny head."		
07/07/1952	Near Berlin, GM 7 JUL 52 Oskar Linke, mayor of a small city in E Ger., & his daughter would take motorcycle rides (she in a side car) to lull the border guard's suspicions in preparation for an escape to the West. On one of the rides, his daughter noticed a something white shimmering through the trees. They went to investigate. They saw a 25 FT diameter disc resting on the ground in a clearing. They saw two small figures like tiny humans some 3.5 FT tall. They were wearing shiny one-piece garments. One had a box about the size of three stacked cigarette packages on his chest, on the front of which was a bright blinking blue light. They got into the craft and it took off.	CE-3-203	Edwards, FSSB, pp 97-98
08/25/1952	Pittsburg, KS, US 25 Aug 52 Witness was driving to work at a radio station. At about 0530, was approx. 1 MI from US 60, saw an object off the right side of the road, some 250 YD away. Object approx. 70 FT long and 12 FT high. Object had a number of windows, and witness saw a "man" inside (head and shoulders visible). Witness considered completely reliable. In field over which object hovered, grass was pressed down forming a circle of 60 FT dia. impression with the grass in a "recognizable concentric pattern." Blue Book investigated. Samples of soil and grass sent to Dayton & analyzed by Technical Analysis Division. No evidence of radioactivity, burning, or stress of any kind.	CE-3-233	Hynek UFO Report (HUR), pp 200-202
09/12/1952	Flatwoods, W. Virginia, US 12 Sep 52 3 boys saw a ball of slow-moving red light descend behind a hill. As they headed to what might have been the landing site, they were	CE-3-344	Randle/Estes, FOV pg 24-26

	joined by Kathleen May, her sons, & a member of the National Guard, Eugene Lemon. The dog ran up the hill & ran back down frightened. At about the same time, the group ran into a foul-smelling mist that stung their eyes & noses. At the top of the hill they spotted a ball of light as big as a house. To the left were two smaller lights. In the light of Lemon's flashlight, the "hideous" face of a creature became visible. The creature was humanoid, with a round blood-red face. Greenish orange beams projected from two eyelike sockets. Around the face was a dark, pointed, hood like shape. The upper torso was clothed in a dark, possible green, fabric. It floated toward the ball of light.		
03/15/1954	Santa Maria, BR 15 Mar 54 When Hellwig spotted a football-shaped object landing nearby, he stopped his car & approached it. Saw 2 creatures near UFO, They were of average size with brown faces & light hair. One gathered samples & the other stood watch. They spoke to Hellwig in a language he could not understand.	CE-3-003	FOV pg 264
03/16/1954	Santa Maria, BR 16 Mar 54 In the second sighting in as many days, Hellwig came across the same ship but different crew members. One man and two women. Each of the women had long dark hair, dark complexion, and large eyes. They told Hellwig that they were studying the natural riches of Brazil	CE-3c-003	FOV pg 264
08/23/1954	Thonon, FR 23 Aug 54 A man approached a landed UFO near which two small creatures were standing. They were dressed in light-colored suits and grunted like pigs.	CE-3-002	Randle/Estes, FOV pg 264
09/10/1954	Mourieras. FR 10 Sep 54 A farmer on his way home saw a man of average height wearing a helmet who made friendly gestures, then walked into a forest. A moment later a cigar-shaped craft took off.	CE-3-102	Randle/Estes, FOV pg 264
09/10/1954	Valencinnes, FR 10 Sep 54	CE-3-113	Randle/Estes FOV pg 265

	Walking his dog along railroad tracks at night, Dewilde saw a dark mass. Also two small creatures with wide shoulders and huge helmets. He planned to approach, but a bright light from the craft paralyzed him. Creatures returned to craft, which took off with a loud whistling noise. Exam of rail bed showed depressions in rail ties where craft was reported		
09/17/1954	Cenon, FR 17 Sep 54 Yves David was biking when he felt a tingling all over his body. He stopped & got off his bike as his headlight went out. In from of him he saw the dark shape of a craft approx. 10' long & 3' high. David was paralyzed & watched as a small silhouette moved away from the craft. It approached him, touched him on the shoulder & returned to the ship which took off. David received the use of his limbs when it was gone.	CE-3-103	Randle/Estes, FOV
09/17/1954	Cenon, FR 17 SEP 54 A farmer met a small creature in a diving suit who made friendly gestures and "inhuman and incomprehensible" noises. During encounter farmer could not move. Creature entered spaceship and took off with a greenish light. May be a variation to Yves David incident.	CE-3-104	Lorenzen, UTWS, pg 172
09/26/1954	Valence, FR 26 Sep 54 While gathering mushrooms in the woods, a woman saw a small humanoid wearing a diving suit with a clear helmet. She ran. A moment later she heard a loud whistling and saw a disc-shaped object lift from the woods. Evidence of a landing was found.	CE-3-013	Randle/Estes, FOV pg 165
09/29/1954	Chabeuil, FR 19 SEP 54 Mme. Leboeuf, out gathering mushrooms at about 1600, was startled by her dog barking at what looked like a scarecrow at the edge of a wheat field. The "scarecrow" was a humanoid about 3 FT tall, encased in a translucent material that made him look like he was done up in a plastic bag. Mme. Leboeuf had the impression of two very large eyes. The sack-man began waddling towards her and she turned and ran. Shortly after a metallic saucer-shaped object rose from amongst some nearby trees. M. Leboeuf later found that shrubs and bushes in the area where Mme. said the	CE-3-103	Lorenzen, UTWS, pg 167

	object took off were crushed as if something had been resting on them.		
09/30/1954	Marcilly-sur-Vienne, FR 30 Sep 54 Eight construction workers reported seeing a disc-shaped object on the ground. Nearby was a small humanoid wearing a helmet. (FOV) Both vanished in a very strange manner. Physiological effects in all witnesses. Event happened about 1630. (Cashman)	CE-3-102	Randle/Estes, FOV pg 266 ; M. Cashman email 7/25/98
09/30/1954	Ligescourt, FR 30 Sep 54 Devoisn & Coudette were riding their bikes when they spotted a glowing orange object on the road. Near it was a small being in a diving suit, who entered the craft, which then took off.	CE-3-103	Randle/Estes, FOV pg 266
10/03/1954	Bessuire, FR 3 OCT 54 55-year old man going to work saw a 10 FT diameter saucer. A small figure in a diving suit entered the craft which then left at high speed.	CE-3-103	Lorenzen UTWS, pg 172
10/03/1954	Vron, FR 3 OCT 54 Three men saw a haystack-shaped craft. A "man-shaped" creature in a diving suit was seen.	CE-3-103	Lorenzen, UTWS, pg 172
10/04/1954	Salta, AR 4 Oct 54 A number of children reported seeing three small humanoid creatures with greenish skin.	CE-3-002	Randle/Estes, FOV pg 266
10/05/1954	Loctudy, FR 5 Oct 54 A baker was drawing water from a well when he noticed a 10'	CE-3-002	Randle/Estes, FOV pg 266

	diameter object on the ground. A small being with a hairy face and large oval eyes approached him & spoke in a strange language. Baker called his boss & both watched as creature got into craft which took off quickly.		
10/05/1954	Mertrud, FR 5 Oct 54 A road repairman spotted a strange object sitting on the road. Near it he saw a small hairy creature. Traces of the craft were found on the road.	CE-3-112	Randle/Estes, FOV pg 267
10/09/1954	Pournoy-la-Chetine (Moselle), FR 9 Oct 54 Four children saw a bright glow from a nearby cemetery. Object about 8' diameter standing on 3 legs. Small creature carrying a bright light exited the craft & spoke to them, but they couldn't understand it. _UFOs The Whole Story_ adds that the occupant was about 4 FT tall and dressed in a black sack or cassock [like a monk--SJD]. The little man's head was hairy and he had big eyes. Another villager said he also saw the craft when it took off.	CE-3-102	Randle/Estes, FOV pg 267; Lorenzen, UTWS, pg 167
10/09/1954	Carcassonne, FR 9 Oct 54 Bertrand was driving when he saw a spherical object on the road in front of him. Through a translucent top, he could see a human-shaped shadow moving.	CE-3-101	Randle/Estes, FOV pg267
10/09/1954	Rinkerode, GM 9 Oct 54 A movie projectionist saw a cigar-shaped craft sitting near the road. the object gave off a blue light. Near it were 4 small being wearing rubber overalls. They had large chests & thin arms & legs & seemed to be working on the underside of the craft.	CE-3-102	Randle/Estes, FOV pg 267
10/09/1954	Louvoux, FR 9 Oct 54 A cyclist (Roger Barrault) saw a small creature carrying a double-beam light, which it used to paralyze the man. The little man was	CE-3-101	Randle/Estes, FOV pg 268; Lorenzen, UTWS, pg 167

	about 4.5 FT tall and was wearing a "diver's suit." The head was covered by shaggy hair out of which shined two "dazzling" eyes. Incident happened about 1900.		
10/09/1954	Lavoux, FR 9 OCT 54 A farmer saw a humanoid much like the one Roger Barrault saw, i.e., in a diving suit, and was also paralyzed by a double-beam light. The farmer said the suit had "boots without heels."	CE-3-103	Lorenzen, UTWS, pg 172
10/11/1954	Taupignac, FR 11 Oct 54 Three men in a car spotted at disc-shaped craft in a field. 4 tiny humanoids were working nearby. When they saw the men they ran to the disc & shot a beam of light at the men so they could not give chase.	CE-3-102	Randle/Estes, FOV pg 268
10/12/1954	Tehran, IR 12 Oct 54 A witness clearly saw a creature moving around inside a disc-shaped object hovering close to the ground. The being was tiny & dressed in black.	CE-3-002	Randle/Estes, FOV pg 268
10/12/1954	Lauttey 12 Oct 54 A French engineer saw a creature about 4' tall, dressed in a silver suit entering a disc-shaped craft.	CE-3-302	Randle/Estes, FOV pg 268
10/13/1954	Bourasote, FR 13 Oct 54 Three people (not together) saw a reddish disc-shaped craft about 12' diameter. They all reported a being in a shiny silver suit with a large head & enormous eyes.	CE-3-102	Randle/Estes, FOV pg 268
10/14/1954	Meral, FR 14 Oct 54 A farmer was leaving his home when a glowing ball landed not far from him. It lit up the fields for 200 YD round. The domed disc appeared to be translucent. Behind the glow he could see a dark shape moving around.	CE-3-102	Randle/Estes, FOV pg269
10/15/1954	Toulouse, FR	CE-3-101	Randle/Estes,

	15 Oct 54 A witness reported that he saw a small creature with large eyes near a small disc-shaped craft.		FOV pg 269
10/16/1954	Baillot, FR 16 Oct 54 Dr. Robert watched 4 disc-shaped objects fly over his car. One dropped out of formation, Robert felt paralyzed. A small creature appeared & moved illuminated by the glow of the craft.	CE-3-302	Randle/Estes, FOV pg 269
10/17/1954	Isle of Capri, IT 17 Oct 54 An artist walking along a road came upon a landed disc-shaped craft about 15' diameter. 4 small creatures dressed in coveralls emerged.	CE-3-102	Randle/Estes, FOV pg 269
10/18/1954	Doubs, FR 18 Oct 54 A biker noticed a red glow on the road. She then saw a figure near the road. It was dressed in a one-piece silver suit & accompanied by 2 smaller beings.	CE-3-101	Randle/Estes FOV pg 269
10/18/1954	Royan, FR 18 Oct 54 A couple saw two ball-shaped objects that appeared to be joined by a beam of light. When the light went out, the objects landed separately. A small creature got out of each craft and entered the other craft. Both ships then took off.	CE-3-102	Randle/Estes, FOV pg 270
10/18/1954	Fonetay-Forey, FR 18 Oct 54 A couple saw a cigar-shaped craft as it suddenly dived toward the ground. They saw a being about 3' tall. It's eyes seemed to glow orange. 4 other witnesses also saw the craft.	CE-3-102	Randle/Estes, FOV pg 270
10/21/1954	Shrewsbury, GB 21 Oct 54 Ms Roestenburg & her 2 children watched an aluminum colored	CE-3-102	Randle/Estes, FOV pg 270

	disc with transparent panels. Inside they saw 2 men w/white skin & long hair. They wore skintight suits & helmets.		
10/27/1954	Les Jonquets-de-Livet, FR 27 Oct 54 A farmer watched a cigar-shaped objects w/lights at both ends land in a nearby field. Later, with a group of people, he saw the object again. Two small creatures in silver suits near the object.	CS-3-102	Randle/Estes, FOV pg 270
10/28/1954	Milan, IT 28 OCT 54 A resident of Milan returning home from an outdoor movie, noticed a glowing light inside a little-used sports field that was surrounded by a rickety board fence. He peeked through the cracks in the fence, and saw a sizeable object glowing like a florescent bulb. It was close to the ground, but he could discern no landing gear. He became frightened, & left, but when he came upon a group of farmers coming back from a meeting, they all went to the fence to see the object. Eventually a crowd gathered. All the 31 witnesses affirmed to the police that the creatures resembled miniature men, not more that 4 FT tall, with light-colored pants, gray jackets, & transparent helmets. All the creatures wore on their backs what was presumed to be breathing apparatus, connected to the helmets by hoses. Some members of the crown forced the lock on the gate and went inside. When they did so, the creatures	CE-3-102	Edwards, FSSB, pp 108-9
11/02/1954	Banto Amaro, BR 2 Nov 54 A taxi driver saw a large glowing object sitting in a vacant field between 2 houses. As he approached, a door opened in the object & he entered. Inside he saw a table with maps on it incl. one of South America. 3 creatures appeared. Resembled perfectly formed humans but smaller. He backed out of the craft, almost against his will.	CE-3c-103	Randle/Estes, FOV pg 271
11/08/1954	Monza, IT 8 Nov 54 A huge crowd went to investigate a light & saw 3 creatures near a disc-shaped craft on three legs. Beings spoke w/guttural sounds.	CE-3-102	Randle/Estes, FOV pg 271
11/14/1954	Isola, IT 14 Nov 54	CE-3-102	Randle/Estes, FOV pg 271

	A farmer saw a cigar-shaped object land in a field. Three small beings got out. Thinking they were going to steal his rabbits, he took aim with a rifle, but it got so heavy he had to drop it. He was paralyzed. The beings did take his rabbits. When he could move, he fired a shot at the craft as it was going away, apparently missing.		
11/14/1954	Somewhere in Brazil 14 Nov 54 A railroad employee saw 3 small humanoids in tight-fitting luminous clothes who seemed to be examining the railroad be with a lantern. When they saw the man, they ran back to their oval-shaped ship & left.	CE-3-102	Randle/Estes, FOV pg 271
11/28/1954	Caracas, VE 28 Nov 54 Gonzales & Ponce were driving toward a produce warehouse when they sighted a glowing sphere hovering above the street. Gonzales got out & spotted a small hairy creature with glowing eyes. Gonzales tried the grab the creature, which struck him, knocking Gonzales backwards. The being then advanced, clawed hands extended, & Gonzales pulled his knife. He struck the creature on the shoulder but the blade glanced off as though the being were made of metal. Another being came from the ship & both returned to it.	CE-3-344	Randle/Estes, FOV pg 272
12/04/1954	Pontal, BR 4 Dec 54 Alves watched a disc-shaped object landing & 3 small men in tight-fitting clothes got out. They gathered plant samples & water from a nearby stream.	CE-3-102	Randle/Estes, FOV pg 272
12/08/1954	Linha Bela Vista, BR 9 Dec 54 A farmer working in his field heard a sound like a sewing machine & saw a disc-shaped craft hovering nearby. The animals in the field scattered as it landed. Three beings of medium height were visible. One stayed in the craft while the other two approached the farmer. The farmer dropped his hoe & one being picked it up & handed it back to him. The alien then uprooted some plants. The farmer spoke to the being, but it did not seem to understand.	CE-3-142	Randle/Estes, FOV pg 272; Lorenzen, UTWS

	Investigated by Dr. Fontes, APRO		
12/10/1954	Caracas, VE 10 Dec 54 Two men watch two small beings run into the bushes; a few minutes later a disc-shaped object rose from the ground.	CE-3-002	Randle/Estes, FOV pg 273
12/10/1954	Trans-Andean Highway, between Chico & Cerro de las Tres Torres, VE 10 DEC 54 Two teenage boys, Jesus Gomez and Lorenzo Flores had been out hunting rabbits. Having exhausted their ammo, they were walking back home when they saw a shiny object a short distance away from the highway. Thinking it was a car that had gone off the road, they went to investigate. They found a flying saucer about 10 FT diameter & hovering about 3 FT off the ground, emitting fire from the bottom. Four men came out, about 3 FT tall, very hairy & strong. One grabbed Gomez & tried to drag him to the craft. Flores hit the creature holding Gomez with the clubbed shotgun. The creature's body seemed hard as rock, & the shotgun broke, but Flores was able to get Gomez away. They ran to the nearest police station. They were bleeding & their clothing was torn. The shotgun had been a prized possession. When the police arrived on the scene, they found scorched bushes and evidence of a struggle	CE-3-113	Edwards, FSSB, pp 99-100; Randle/Estes, FOV, pg 273
12/11/1954	Linha Bela Vista, BR 11 Dec 54 A farmer went to investigate a noise & saw an object with a bottom like that of a teakettle hovering over a field. He saw 2 humanoids in the field. As the farmer started toward them, they tried to warn him off. When he refused to stop, they pulled up a tobacco plant & ran back to their craft.	CE-3-102	Rabdle/Estes, FOV pg 273
12/15/1954	Campo Grande, BR 15 Dec 54 A fisherman sighted two objects, one revolving around the other. Using the telescopic sight on his rifle, he watched as 3 creatures descended, gathered samples, & returned to their craft.	CE-3-102	Randle/Estes, FOV pg 273
12/16/1954	San Carlos, VE 16 Dec 54	CE-3-103	Randle/Estes, FOV pg 273 , Edwards, FSSB, pg 99

	Three men driving home stopped along a roadside. Jesus Paz got out of the car & walked in the bushes. A moment later he screamed. When his friends ran to his aid, they saw him on the ground & saw a short hairy creature running away. A flat shining object then rose into the sky.		
12/19/1954	Valencia, VE 19 Dec 54 A jockey, running in the cool of the morning, came across a disc-shaped craft hovering just off the ground. Several small creatures were loading boulders into the craft. When they saw the jockey, they turned a purple light on him that paralyzed him. The creatures returned to the craft & left. Later investigations revealed strange tracks on the ground.	CE-3-112	Randle/Estes, FOV pg 274
08/21/1955	Kelly Station/Hopkinsville, KY, US 21-22 Aug 55 In the early evening of 21 Aug 55, Billy Ray Taylor, a friend of Elmer "Lucky" Sutton came running to the Sutton's farmhouse to say he had seen a flying saucer. The dog began to bark, then ran under the house & hid. Present were: Glennie Lankforn, Vera Sutton, John Charley Sutton, Aline Sutton, 3 Sutton children, June Taylor, & O. P. Baker. Taylor & Luck Sutton went out to investigate the dog's barking, when they saw a strange glow out in the fields away from the house. As it approached, they saw a small man inside it. 3.5 FT tall, large round head, slender arms reaching almost to the ground, large & out-of-proportion hand shaped more like bird's talons than human hands. Large eyes seemed to glow with yellow fire. As the creature continued to move toward the house, the men went & got a .22 rifle & a shotgun. When the	CE-3-344	Randle/Estes, FOV pg 30-36
01/01/1956	One warm night in the summer of 1956, a wealthy, respected professor of Roman Law, Joao de Freitas Guimareaes, was out for a walk on the beach at Sao Sebastio when a huge disk-shaped craft--about 60 FT in diameter--landed on the beach. The disk was about 18 FT high and rested on a pawnshop-type landing gear of three balls. Two 6-FT tall men got out of the disk, and Guimareaes tried to communicate in English, French, Spanish, and Italian without success. Then the two visitors communicated with him through telepathy and invited him aboard. The two men had blond hair, green eyes, and were wearing yellow shoes. The professor entered the disk, which immediately took off. An hour later, the disk landed back on the beach, and the professor departed from the	CE-3c-304	Internet (Ira Adams)

	spacecraft. SJD Comment: Very Adamski-like saucer and aliens.		
06/26/1957	Boainai, Papua New Guinea 26 JUN 57 Rev. William Booth Gill came out on the porch after dinner and saw a light in the sky near Venus. The light came closer, and resolved itself into a disc-shaped craft. Teachers & students also saw the craft. Rev. Gill estimated it came to within 400 FT. The craft was 40-40 FT wide at the base & had four metal legs that projected from it diagonally. It was topped by a dome some 20 FT diameter. There were four small humanoids on the deck. some working & some leaning on a small railing. Occasionally, one would bend over as though manipulating some equipment on deck. At approx. 5-sec. intervals a narrow beam of bright blue light would be projected skyward, as though signaling. One of the creatures leaned over the rail & seemed to be looking down at the Rev. & the others. Rev. Gill waved one hand & the creature did the same. A teacher waved both arms & two of the humanoids did the same.	CE-3-304	Edwards, FSSB, pp 103-4
10/08/1957	Fiji Islands (FJ) 8 OCT 57 Four people in a punt with an outboard motor approached a saucer-shaped object hovering about 20 FT above the water. It seemed to be revolving and they could make out the figure of a man standing on the hull of the saucer. The figure shined a blinding light at their boat that made them feel "dazzled and weak."	CE-3-103	Lorenzen, UTWS, pg 81
10/15/1957	Countryside, Brazil 15 Oct 57 23-year-old Antonio Villas Boas, farmer, was plowing his field at night when an egg-shaped craft landed on three metal legs in front of his tractor. He got off the tractor and prepared to run, but he was grabbed by three of five small individuals in tight-fitting gray coveralls and helmets that covered all but his eyes. He was taken into the spaceship. The aliens communicated by strange barks and yelps. Once in the craft he was stripped naked and washed with a clear fluid (Blum speculates it was a germicide; Boas thought it was an aphrodisiac). Blood was taken from his chin. He was confronted by a naked woman, about 4'5", with fair almost white hair on her head, white skin with freckles all over, "blood red" hair on	CE-3-113	Blum, Beyond Earth (BE), pp182-184

	underarms & pubic area, high cheekbone & slanted eyes. They had sex, and she used sign language to indicate he had impregnated her.		
10/25/1957	Rio de Janeiro, BR 25 Oct 57 The daughter of a wealthy Brazilian family was dying of stomach cancer. This night, a beam of light was seen outside the bedroom window. The brother looked out & saw a saucer, "from whose open hatch descended one of the strangest-looking Medevac teams on record." Two small beings, 1.2 m tall with yellowish-red hair down to heir shoulders & green oriental eyes. One of team touched father on forehead & communicated telepathically the daughter's condition. The surgeons shine on the girl's stomach a blue-white light that lit up her insides so the cancer could be seen, The operation took about a half hour, after which the alien told the father she would need medicine for a while gave him a metallic ball containing small white tablets. In December 57, the girl's doctor reported that the girl was cured of cancer.	CE-3-113	Blum, BE, pp 148-149
11/05/1957	Playa del Rey, CA, US 5 Nov 57 Richard Kehoe was driving near the town when his engine failed. He got out of the car and noticed other drivers having the same problem. He saw an egg-shaped craft hovering in a blue haze. Two creatures, who had yellow-green skin, got out to ask questions of the men. Once the aliens returned o their craft and took off, all cars started easily.	CE-3-113	Randle, Project Moon Dust (PMD), pg 144
11/05/1957	Dante, TN, US About 5 Nov 57 Everett Clark saw a landed UFO in a field. Near it were 4 men and a woman trying to capture an agitated dog. He talked to them briefly, then they got into the craft, which shot quietly into the sky. Searchers found an area where grass was matted as though something heavy had rested there for a period.	CE-3-313	Randle, PMD, pp 145-146
11/05/1957	Everittstown, NJ, US About 5 Nov 57 John Trasco claimed he saw an egg-shaped UFO hovering over his barn. Underneath the UFO was a small, putty-colored humanoid trying to grab his dog. Trasco shouted at the creature, who responded that he only wanted the dog. Trasco yelled back to leave	CE-3-113	Randle, PMD, pg 146

	the dog alone an to get the hell out of there. The creature dropped the animal & fled to the UFO.		
11/07/1957	Meridian, MS, US 7 Nov 57 Melvin Stevens was driving when he saw an object on the highway. As he approached, 3 men about 4.5 FT tall got out and walked toward him. Stevens said they wanted to talk, but he could not understand them. When it became clear that Stevens could not communicate, the creatures got back in the craft, and Stevens drove to the nearest police station.	CE-3-113	Randle, PMD, pg 148
12/30/1957	Schooney's Mountain, near Drakestown, NJ, US 30 DEC 57 George Chowanski went out back to cut wood after supper. His two dogs began to bark and he heard a buzz like an electric shaver. Mr. Chowanski became aware of a glow and then a saucer shape that seemed to hover about 2 FT off the ground. Distance was about 100 FT away in a clearing in the woods; size estimated to be 5 FT high and 15 FT wide. He called wife to look, and when she saw it she ran back inside & locked him out (!) Three "individuals" came out of the craft and walked about the clearing. One of them bent over to pick up something. It seemed heavy as he carried it back to the craft. Investigated over the phone by the Lorenzens personally.	CE-3-343	Lorenzen, UTWS, pp 88-89
05/26/1962	26 May 1962 La Pampa AR A woman living in La Pampa province was taken to a mental hospital suffering from shock. She had seen a robot-like apparition come out of a disk. When he (the robot) discovered he was being watched, the robot returned to the machine, set it in motion, and disappeared at tremendous speed. This was the latest in a number of similar reports which had come from different parts of Argentina. In this instance, the woman's story is corroborated by her husband, who was able to glimpse the disk as it vanished in space,	CE-3-004	Internet (Ira Adams)
06/26/1962	Verona, IT 26 Jun 1962 For about one hour in the evening, 20-year-old Roberto Poregozzo,	CE-3-103	M. Cashman email to CURRENT ENCOUNTERS 7/25/98

	his mother Maria, and his 25-year-old sister Luisa, observed a silvery disk, the apparent diameter of the moon, maneuvering in the sky near Santa Anastasia church. They finally went home. About 0300, one of them was awakened by a feeling of intense cold and perceived a greenish light in the room. In the window, a sharply-defined humanoid shape, delineating a semi-transparent body, was visible. The apparition had a huge bald head. The witness screamed, awakening two others, and they all saw the apparition shrink and vanish "like a TV image when one turns off the set. (FSR 63, 2)		
07/26/1962	26 JUL 62 On a lonely road, a 17-year old youth named Ricardo Limeres was riding his motorcycle when the headlight fell upon a weird-looking person standing on the left side of the road. According to Limeres, his motor cycle refused to obey him, and went against his wishes to within a few inches of the creature. The creature was over 6 FT tall, with a head "in the shape of a melon" and 3 eyes, which looked at him with a fixed stare. The monster stood motionless, then suddenly reached out with its right hand and grabbed Limeres' scarf. It then turned around in a manner "scarcely human" and began to walk away in a robot-like manner, leaving deep tracks in the dirt as it did so. An unidentified white light was seen low in the sky in the direction toward which the creature was moving. SJD Comment: Sounds a lot like the creature in "The Thing" (the Howard Hawks one, not the John Carpenter).	CE-3-004	Internet (Ira Adams)
08/21/1962	21 AUG 62 A medical doctor named Caczue was driving to the city of Parana with his wife, when he saw a flying disk. It was surrounded with the classic luminous halo described by many people previously. He saw 2 strange persons walking along the road. They were over 6 FT tall, with light hair and huge eyes. They carried luminous objects on their foreheads, and with these they made signals for the car to stop. Dr. Caczue did not want to stop, and he was convinced that he was looking at extraterrestrial beings, so he floored it.	CE-3-304	Internet (Ira Adams)
12/12/1962	12 DEC 62 A peace officer, Francisco Piania, saw last night in the very heart of Milan, to "Martians" alight from a UFO. "I was doing my rounds of inspection when suddenly I heard a whistling behind me. At first I thought it was my ears, but the noise grew louder. As I was going to leave the courtyard, I saw a silver-aluminum disc, shining under the moon's rays, landing. I turned abruptly and stood paralyzed with emotion. I saw a strange being about 1 meter tall coming out of the disc. His spacesuit looked	CE-3-304	Internet (Ira Adams)

	silver-florescent and emitted a bluish light. He was wearing a black helmet and made a gesture toward the dome or turret rising above the disc. Another person appeared at a porthole. The first man looked at me and then signaled for me to come toward him. At that moment, the other being signalled him, and he reboarded the disc and flew off."		
06/16/1963	1 MAY 64 Paul Padilla said he has seen UFOs five time in those years. And once, he said, he has returned from his encounter with a roll of film. If Padilla is the victim of fantasy, it's fantasy in Kodacolor. Last June 16, he said, he spent from 2:30 pm to 4 pm with the people -- men and women -- borne by the space machine. The UFO's occupants, said Padilla, were not superhuman. But they were superior to our species in physical qualities, and in the quantity of knowledge. UFO crew members, he said, expect a large-scale renewal of volcanic activity along the volcanic rim just west of Albuquerque. Padilla said his first UFO sighting came on the west coast, when he conversed with the occupant of a small UFO. Once Padilla sighted a UFO near Landrith. This was the largest -- about 900 FT in diameter. The object he viewed near Peralta was about 160 FT across. From it stepped a number of people from the far distant galaxy of Coma Bernices,	CE-3c-004	Internet (Ira Adams)
10/01/1963	Whidbey Island, Washington, US Oct 1963 At 0900 a middle-aged woman, who had seen a strange object hovering near her house the previous July, observed a gray-colored object 3.5 m long, hovering less that 2 m above ground. Through the transparent front part she could see three figures. Suddenly, one of the occupants was standing on the grass. He was clothed in "asbestos-textured coveralls" and face, hands, or feet were visible. When she asked, "What do you want?" the answer, in English, was: "one of our party knows you; we will return." The object then decreased in size, tilted, partially sank into the ground, grew to its previous size, and departed to the east, producing steam, a flash, and noise. (FSR 64, 6) (SJD comment--it would be interesting to know if they returned.)	CE-3-013	M. Cashman email to CURRENT ENCOUNTERS 7/25/98
10/19/1963	19 OCT 63 Between Isla Verde and Monte Maiz, Argentina, truck driver Ernesto Donles told police the following story: "I was driving my truck to Isla Verde when a luminous object -- apparently a space ship -- surrounded by a light of blinding	CE-3-300	Internet (Ira Adams)

	brilliance, came down near me. Three very tall beings, dressed in strange clothes and carrying unknown kinds of weapons, came out of it towards me. I lost control of my vehicle and drove into a ditch, but I finally got back onto the road and kept on driving at high speed. The three creatures kept coming after me. A blinding red light came out of their craft. The creatures followed me for about a mile and a half. When I finally arrived at the outskirts of the town of Monte Maiz, the suddenly stopped the persecution. They then got back into their craft, which disappeared into the distance." The incident was confirmed by other witnesses, who at the moment were at a burial and claim to have seen a		
04/24/1964	8 MAY 64 A Newark Valley, PA farmer encountered two beings from a landed UFO on April 24th. It was kept quiet because the FBI had been notified. Gary Cox, as described by a supervising principal of the Newark Valley Consolidated Schools, "is a good substantial farmer of fine reputation." According to Cox's story, he was spreading manure in an open field on his 300-acre farm just NE of Newark Valley. Shortly before 10 am, he decided to check another part of the farm which is almost rounded by woods, to see whether that piece of ground was ready for plowing. As he stepped through the woods toward this spot -- about a mile from his home -- he saw a shiny object that he thought at first was a discarded refrigerator. As he came closer, he saw that it was not a refrigerator, and he thought possible it was an airplane drop tank. Cox said it was 20 FT long, 10 FT wide, and shaped like an egg. It looked like aluminum, but more durable, and seemed to have	CE-3c-204	Internet (Ira Adams)
04/25/1964	Holloman Air Force Base, N. Mexico, US 25 Apr 64 About 0530, some 12 hours after Lonnie Zamora saw the 3 creatures near Socorro, NM, US, a landing took place at Holloman AFB. Alien craft were spotted by Holloman radar and were warned off, but apparently landed anyway. The base commander ordered an alert. Two interceptors were sent up to chase the alien ships from the area. The commander supposedly alerted both Edwards & Wright-Pat. Three disc-shaped craft. One landed on the airfield, while two orbited. A sliding door opened & a ramp extended. Three aliens, dressed in jumpsuits & wearing some type of headdress, exited. Apparently a group of military officers were there to meet with the	CE-3-044	Randle/Estes, FOV pg 43-45

	aliens. Communications were possible because of some type of device the aliens carried. An air force crew was there to film the		
04/28/1964	28 APR 64 The Lonnie Zamora Incident. Lonnie Zamora, a Socorro, NM policeman, was the major witness and he got to within a few yards of the UFO before it took off. He is described as a "highly reliable source." The story began with his sighting of a four-legged, egg-shaped object, and two persons, in a gully a mile south of the courthouse shortly before 6 pm. Zamora was patrolling Park Street...when he heard what he described as a blast or a roar. His first thought was that an aluminum building used to store explosives had blown up. The policeman...headed up a very rocky dirt road towards the building. On the third try, driving very slowly, he managed to get up the road which leads to the top of the mesa where the UFO had landed. He said that he first saw the object at an estimated distance of 150 YD, and thought it was an overturned car. Zamora was looking out of his car window as he drove towards the top of the mesa. He said one of two persons	CE-3-444	Internet (Ira Adams), et al (well documented)
07/16/1964	16 Jul 64 Five young boys from the Woodside Avenue area, Vonklin, NY, said they saw what appeared to be a spaceman and his vehicle in a field about 2 miles from their homes. The boys said they were walking in the field...& saw the spaceman 50-75 YD away. The mother of two of the boys, Mrs. Traveras, said she first learned of the experience when 3 of the boys came running into her house shortly after 1230 seeking a jug of water. "They said they were taking water to the spaceman. They said they couldn't understand what he said, but that it sounded like he needed water. " Two of the youngsters at first denied they had seen a spaceman, but later said they had. (They had originally been afraid their grandfather would have given them a liking for fibbing). The children were then separated & made to tell about what they had seen. Each gave the same story. They said the creature was about the size of a small boy, had a human-looking face, & wore a black suit &	CE-3-004he creature walked toward a vehicle that was "shiny like a car bumper." The creature stepped on top the craft, when the children asked him if he need help or water. Then the creature seemed to fall backwards from the top of the vehicle & the children ran for home. ** An observer who visited the field later noticed matted foliage where the boys said the vehicle was. There were also	Internet (Ira Adams)
08/11/1964	Near Hamilton, Mont, US	CE-3-002	Internet (Ira Adams)

	11 Aug 64 Darby logger Lou Smalley was driving his logging truck into the area for a load of logs. As he came out of a dip in the road, he sighted the creature on a rugged point of rocks above the road. "I got a good look at it for several seconds, and it wasn't human." Smalley commented. He said the creature was possible 5 FT tall, had a hairy or shaggy appearance & was not wearing clothing. "It stood upright like a man, but it wasn't human." As a hunter, Smalley was very familiar with animals in the area. There had been a slew of UFO reports from the area (the Bitter Root) for the previous 3 weeks.		
09/05/1964	Cisco Grove, CA, US 5 Sep 64 Mr. S____, a young man on a bow-hunting trip, got separated from his companions and decided to hole up for the night. While seeking shelter, he saw 3 flying objects he took to be helicopters. Mr. S____ left his tree-nest and lit signal fires on the ridge overlooking Granite Creek Valley. The light he had first seen now appeared to be silvery objects circling his position. Two unknown objects were dropped by them. He took sanctuary in the lower branches of a tall pine tree. He saw 2 human-like individuals approaching his signal fires. They were garbed in silvery collarless suits, had unusual protruding eyes, and communicated with each other by unintelligible cooing noises. Mr. S____ said they were trying to dislodge him from his tree when they were joined by a third alien he called a robot. Mr. S____ fired some arrows at the robot, but failed to distract or divert any of the aliens. Then he tried lighting pieces of his clothing on fire and throwing	CE-3-223	HUR pp 210-212
01/23/1965	Near Waynesboro, Virginia, US 23 Jan 65 At Augusta Archer's archery range at Brand's Flats a local industrial worker saw 2 noiseless, unlighted flying craft, one about 20 YD across, one about 80. They were at rest on the ground some distance from him. 3 beings debarked from the smaller craft & approached within 12 yards of him. He said he froze, a double-edged axe in his hand. The being were 35-37 IN tall in his estimation. They were humanoid, except that one had very long fingers. "They seemed to look right through you," the witness said. He said they uttered sounds that were unintelligible to him, then turned around & walked back to the craft. A door opened, the three entered, & the door close, as it was as if the door molded itself to the ship--no evidence of a door after it closed.	CE-3-004	Internet (Ira Adams)

	The beings carried no weapons & did not appear hostile. They were dark in color & were wearing clothes the same color as their disk-shaped craft. The vessel was shiny looking. No		
01/28/1965	Near Staunton, Virginia, US 28 Jan 65 A Steven Houghton said he & 6 friends saw 3 little spacemen. They were driving in the Brands Flats, E of Staunton on US 250 when they saw what looked like a man walking toward the road from a field, but thought nothing of it until the man sat down near the road & seemed to be studying the cars passing by. They stopped the car & ran toward the man who dashed over a hill. Then two other little men appeared & also ran away. The creatures were about 3.5 FT tall & were wearing one-piece skin-tight silver garments. The couldn't find any footprints in the muddy field where the figures were seen. Their report to the Staunton police brought 10 reserve policemen to the scene & Charles Wildon, a photographer. The police search at 2100, a hour after the reported incident, failed to turn up anything & the officers left. Houghton & Wilson	CE-3-004	Internet (Ira Adams)
01/30/1965	Manresa Beach, Calif, US 30 Jan 65 Sid Roderick said his "strange adventure" occurred about 0200, 30 Jan 65, when he was taking a customary night-time walk on Manresa Beach, about 1500 FT from the house where his wife & three sons were sleeping. He heard a "humming" sound & became aware of the ship some distance above him. A voice assured him, both before & after it landed, that the craft was friendly. At the invitation of a person he assumed to be the commander, a Mr. "Ziena," he entered from the ground level through a large, square door. Inside, the ship consisted of at least 2 levels & possibly a third he didn't see. "The crew was dressed pretty much alike, in two-piece suits of bluish-white," he related. "The color was almost that of the light inside the ship, which was indirect & seemed to come from the walls. The crewmen seemed to be normal humans, of average size, wearing short dark hair that seemed never to have bee cut as though that	CE-3c-004	Internet (Ira Adams)
03/04/1965	Near Brooksville, Fla, US 4 Mar 65	CE-3-114	Internet (Ira Adams)

	NOTE: The USAF has discounted this report due to controversial "evidence" (quotes in original) in the form of two pieces of paper on which were markings the Air Force had no difficulty deciphering. It is noted that two other persons, a fisherman & a Hernando housewife, saw a strange object in the sky about the same time the witness reported the encounter. John Raney, noted as a "resident of a trailer park 3.5 miles east of Weeki Wachee Spring & 0.75 miles NW of Highway 50, " and "a retired longshoreman from Brooklyn," saw a UFO with four-legged landing gear and 5 FT tall robot figure with human-like features while on a routine walk in the woods. Intel officers from MacDill AFB were called to investigate after Raney came into downtown Brooksville and showed residents two pieces of paper he said was left by the spacemen. The report was forwarded to Project Blue		
04/24/1965	Scoriton, Devon, England, GB 24 APR 65 In the Dartmoor area, Mr. E. A. Bryant was out walking in the country at about 1730 when he saw a large aerial object come to rest about 3 FT off the ground. An opening appeared in the side of the saucer and 3 figures appeared who were dressed in what he could only describe as "diving gear."	CE-3-104	Lorenzen, UTWS, pg 172
07/03/1965	Valensole, FR 3 Jul 65 Gendarmes said they were investigating a report by Maurice Masse, a farmer ("lavender grower"--Blum), who saw a mysterious aircraft take off from his field. Dozens of people came to see the tracks left behind by the aircraft. Masson told the police he saw the craft at dawn. With the craft was a small human form, about the size of an 8-year old child, about 3 FT tall, fat, and dressed in what could have been a spacesuit (close-fitting gray-green clothes--Blum), with at least one other being discernible inside. The tracks left by the 6 metal legs on the ground were packed hard as concrete. When shown by Aime Michel a photograph of a model of the craft described by Lonnie Zamora, Masse wondered when Michel had taken a picture of "his engine."	CE-3-113	Internet (Ira Adams) Blum, BE 179-181
08/06/1965	Caracas, VE 6 Aug 65	CE-3-112	Internet (Ira Adams)

	Three strange beings from outer space landed on a farm laborer's corn patch at Caracas, but took off hurriedly when approached. The farm worker told reporters of a "mysterious round object" that whipped the three beings back into space and left a 40-yard circular scorch patch in his corn plot.		
08/10/1965	Grand Forks, N. Dakota, US 10 Aug 65 Three girls, incl. Sylvia Hoffman, pulled their car over along Belmont Road about 2330 to look at what first appeared to be a "gorgeous" harvest moon over the Lincoln Park golf course. However, the moon was in the sky *behind* them. The object was described by Hoffman as circular & transparent, blinking black & white, with little figures inside. The figures could not be distinguished--mere silhouettes. Other witnesses also observed the phenomenon.	CE-3-101	Internet (Ira Adams)
08/13/1965	Near Kent, Washington, US 13 Aug 65 Ellen Ryan (16) & Laura Ryan (13) saw three strange persons "not of human breed" at Yas Narita's bean field on Russel Road at 0700. The beings were between 5'2" & 5'5" tall, their heads had white tops where humans have hair, with very large pores and a large protrusion on the back of the head. The eyes were large & protruding & the face had no expression. Skin color description conflicting--either "very tanned" or "gray like stone" depending upon the report. The beings wore purple armless v-necked jerseys with white shirts underneath.	CE-3-101	Internet (Ira Adams)
08/14/1965	Sao Paulo, BR 14 Aug 65 Joao Do Rios was fishing near Sao Paulo when he saw a small being about 28 IN tall with large luminous eyes. In perfect Portuguese, he told Joao he was from another world, a crewman from a flying object. As proof of his visit he handed Joao a piece of "unearthly" metal. The metal is now [1965] in the hands of the National Railway wagon factory in Cuzeiro where Joao is employed.	CE-3c-113	Internet (Ira Adams)
09/04/1965	Green River Gorge, Washington, US 4 Sep 65 "This is part of a tape recording made by A. F. Salsbury (now deceased), Renton, Washington, dated September 4, 1965.	CE-3c-102	Internet (Ira Adams)

	" ' Then a voice came out of the craft which sounded like it came from a loud speaker and said in a distinct, but loudly amplified tone, "Don't be afraid little Earthman, we are not going to hurt you--put down that gun and we will come out to see you." I did exactly what I was told, otherwise I didn't know what might happen or what they might do with me--and, by the way, I must have looked that way to them inside the craft. Probably in a lapse of a couple of minutes an oval-shaped door opened under the lower part of the tube next to this saucer-shaped disc and a man came out and walked slowly toward me. I would estimate he was about 6 FT tall & probable 185 LB in weight--age, 30 or so in years. He was dressed in a one-piece tight-fitting suit made of some metallic coating resembling aluminum		
10/04/1965	Rio Vista, Calif, US 4 Oct 65 Mrs. Betty Valdone was outside at night with her 12-year-old son, Robbie, when they observed a large UFO, complete with a crew of 3. The object was round and had a dome on top. She could see three people at its windows.	CE-3-102	Internet (Ira Adams)
10/23/1965	Long Prairie, MN, US 23 Oct 65 "J.F.T", 19, radio announcer for KEYL saw 3 "things" resembling tin cans with arms the size of match sticks projecting from their sides and with tripod legs, at about 1915 on Highway 27. His engine stopped and lights went out. He saw an object resembling a rocket ship in the center of the road. It was about 30 FT tall & 10 FT dia & was sitting on fins. The creatures were under the ship. They were the size and shape of a beer can with thin arms & fin-like legs. They scooted back under the ship, which took off. The landing site was investigated by Long Prairie Police Officer Laverne Luwitz. "The only thing we found were three strips of an oil-like substance on the road. They were a yard long and four inches apart, all parallel with the road. I don't know what they were, but I've looked at a lot of roads and never saw anything like them before." Also investigated by Dr. Hynek himself over the telephone.	CE-3-111	Internet (Ira Adams)
12/20/1965	Herman, Minn, US 20 Dec 65 15-year-old Edward Burns was driving his dad's pickup toward home about 2345. When he was about .25 MI from the turn into the neighbor's farm, his headlights picked up a dark, oval-shaped object hovering about 6 FT over the road ahead of him. This was 5	CE-3-002	Internet (Ira Adams)

	MI west & 2 MI south of Herman. The UFO covered the entire road & looked like a huge light, a mixture of red & white. He came within "a telephone pole" distance of the object before he saw it. The engine & lights on the pickup went out & he wound up in the ditch. He said he saw something shaped like a man but all green moving inside the UFO. SJD comment: Sounds like a tale to explain why he cracked up his dad's truck.		
03/27/1966	On US 70 in southern OK, US About 27 Mar 1966 Eddie Laxson, 56, "calm, solid sort," a civilian instructor at Sheppard AFB, Wichita Falls, TX, was driving along highway when he saw a strange-looking object blocking the road. Object looked like a conventional aircraft fuselage w/o wings or motors, also described as "like a perch-fish seen from the side." Plexiglas-like bubble on top, like a B-47 canopy. As Laxson approached, he saw a man wearing a baseball cap ("mechanic's cap with brim rolled up") enter the object by steps in the back. Object took off with a high-speed-drill kind of sound and left at approx. 700 MPH. On the side of the craft was "TLA" and some numbers ending in "38." Object also seen by a trucker, C. W. Anderson.	CE-3-221	HUR, pp 208-210
03/31/1966	San Francisco, Calif, US 31 Mar 66 A large UFO landed in the city of San Francisco. It was seen by staffers at the National JACI office at about 0630. Mrs. Helen Fugyama, Mrs. Chiz Yuki. It was about 60 FT long & 30 FT from top to bottom, pulsing with a blue & orange light. There were three windows on the side, through which Mrs. Yuki saw creatures who did not look like humans. One was waving & she waved, too. Sighting lasted until 0641.	CE-3-102	Internet (Ira Adams)
04/01/1966	Mansfield, Ohio, US approx 1 Apr 66 A man who asked that his identity not be disclosed reported parking his car near the new Mansfield-OSU campus between 2200 & 2400 & sighting a round object with two lights that landed near the new campus building. He said that a door in the UFO opened & he was able to see a very thin child-like figure.	CE-3-103	Internet (Ira Adams)

07/31/1966	Erie, Penn, US 31 JUL 66 Betty Cline of Jamestown, NY, US told police a craft suddenly appeared & landed about 300 YD from the car she was sitting in with Douglas Tbot of Greenhurst, NY, US. (The car was "stuck in the sand.") Craft was mushroom-shaped with a narrow base rising to an oval structure, w/lights on the back. A police car pulled up & the officer accompanied the kids to about where the craft had landed. The horn sounded on the car & they ran back. There was a "thing" by the car. *About 6 FT tall. Humanoid, drawn by the girl as like a gorilla, apparently featureless. Patrolmen the next day found strange markings in the sand where the craft had landed. The impressions were triangularly shaped, about 8 IN deep at the apex, Then sloping upward to an area that was rounded and smooth. Going from there to within 1 FT of where the car was stuck in the sand, a pattern of conically shaped imprints, staggered as if made by a walking	CE-3-302	Internet (Ira Adams)
08/17/1966	Edinboro, PA, US 17 AUG 66 "The so-called monster seen on the Erie PA Peninsula has been reportedly seen at Edinboro, PA, just a few miles south of Erie. Brett Butler of Edinboro & six other witnesses saw 'a creature' near Edinboro Lake. Butler claimed the figure resembled the drawing made by a Jamestown, NY girl....The 6-FT tall 'person or thing' was seen by the seven on a peninsula jutting into a swampy area at the north end of the lake. The witnesses fired at the creature on two occasions with the weapons they had along."	CE-3-101	Internet (Ira Adams)
08/22/1966	Malvern, Arkansas, US 22 AUG 66 Six days after UFOs were seen in the area, Faber Miles, a Malvern merchant, reported a "creature" about 8 FT tall changing in color from red to orange to yellow. Sightings were between 20 & 500 FT. Observations were made simultaneously by two reliable persons. Mr. Niles was able to snap a picture of the 'thing' from his window. The local newspaper said they would release the photo as soon as it was cleared by authorities. Mr. Adams notes: "Those 'authorities' apparently never cleared the photo for release, since there is no record of the photo ever appearing in a newspaper."	CE-3-301	Internet (Ira Adams)
11/03/1966	On Interstate 77 between Marietta, OH & Parkerberg, West Virginia, US	CE-3c-003	Internet (Ira Adams)

	3 NOV 66 Woodrow Duesenberg was driving his truck when he was paced by a charcoal-gray UFO having a flat bottom & a dome-shaped top. It blocked the highway & a man stepped out, approached the tuck, & told Duesenberg to roll down the window. " 'In a 5 to 10 minutes conversation,' he said, the man communicated through 'thought waves or mental telepathy.' Duesenberg said his (the alien's lips were closed in a fixed smile.' " Duesenberg described the "spaceman" as 6 FT tall, 35-40 years old "by our standards," a dark complexion & clothing described as "blue & quite shiny, having a glistening effect."		
02/24/1967	Osorno, Chili 24 FEB 67 A "well-known & respected engineer" reported seeing a disk-shaped craft land not far from him. Seconds after landing, a strange creature emerged wearing some sort of transparent outfit. The being was one meter & 50 cm tall (54"), had very white face & hands, pronounced jawbone & no discernible nose. When the creature spotted the engineer, he got back in the craft & it took off.	CE-3-303	Lorenzen, UOTA, pg 59
03/01/1967	Eden, NY, US 01 MAR 67 At about 0100, while out raccoon hunting, Dewitt Baxter of Buffalo heard a funny noise and saw a flying saucer that had landed close by. While he was watching, a door like a sliding elevator door opened and a man walked out. He was human-like, neither Negroid nor Caucasoid, having black curly hair, dressed in a black, tight-fitting suit like a flight suit and had on some sort of helmet and goggles. He asked Baxter where he was doing, & was told Baxter was hunting. He examined the shotgun and gave it back. Baxter reported the man talked very plainly with no accent. When the man had returned to the ship and departed, Baxter could find neither traces of the ship nor footprints of the man.	CE-3c-103	Internet (Ira Adams)
03/28/1967	Munroe Falls, Ohio, US 28 MAR 67 Between 0220 and 0230, David Morris was driving home from work when he noticed an orange-red glow on the other side of the	CE-3-102	Internet (Ira Adams); Lorenzen, UOTA, pp 36-37

	hill. After he went over the hill, he saw a wedge- or cone-shaped object 25-30 YD away to the left in a wheat field. It appeared to be 25 FT tall & 12 FT wide at the base, with a ball-shape at the apex of the cone. The car was still in motion during the sighting. When his attention returned to the road, Morris saw 4-5 figures running back and forth across the road. Humanoid, with stocky build, they glowed orange-red like the UFO. He slammed on the brakes, but still hit one. Fearing for his life, he quickly drove away from the scene. Investigation of the site with a friend the next afternoon, revealed skid marks on the road but no footprints nor any indication that anything had been hit by an auto at that spot. The car, kept in mint condition by Morris,		
07/31/1967	Churchville Park, NY, US 31 JUL 67 At 2315, Sidney Zipkin, a guard, came across an alien craft in the main parking lot off North Main Street. It was about 50 FT long, round in the center with extended sides that gave it the shape of a fat cigar. Zipkin saw green lights underneath. He stopped his truck about 100 FT away, training the headlights on the craft. To midget-like men, dressed in shiny black uniforms, ran past the truck and boarded the craft, which then ascended vertically. Four hours after Kipzin's experience, the sighting of another UFO over the same area was confirmed by over 30 witnesses.	CE-3-302	Internet (Ira Adams); Lorenzen, UOTA, pg 64
08/02/1967	Witness approached by small humanoid in a silver suit who requested a physical exam. Results: no ear holes, heart sounded like that of a fetus, eyes completely round, trunk extremely long, 10 teeth--5 up & 5 down arranged with one "double" tooth in the middle and two on each side.	CE-3c-203	Lorenzen, UFOs Over The Americas (UOTA), pg 75
08/03/1967	Caracas, VE 3 AUG 67 Sleeping in their car because of danger of earthquakes, the de S's at 2330 saw a luminous whitish object about 25-30 FT diameter shaped like two dishes lip-to-lip. The object was hanging over a palm tree. A door opened in the bottom of the craft, and a smaller, light-bulb shaped object descended, much like a rescue cage from a helicopter, although no cable was visible. When the small object was within a few inches of the ground, it stopped and a door opened in its side, through which stepped a little man in silvery clothes that were luminous like the other objects. The temperature was about 55 degrees, and Mrs. de S saw vapor around the	CE-3-334	Lorenzen, UOTA, pp 44-45

	creature's head which she interpreted to be condensation from its breath. The being picked up some stones & examined them, looking up to the larger object as if he was conversing with someone inside. He then dropped the stones, went in to the small craft which ascended into the larger craft, which then left.		
08/07/1967	Caracas, VE 7 AUG 67 At approx. 0200, Pedro Riera was startled out of a sound sleep by a shaking of the bed. He saw a creature b y his bed. He jumped out of bed, whereupon, the little man "flew" or "soared" out the open window. Mr. Riera was blinded by multicolored beams of light when he looked out the window. The next morning, he and some friends found a semicircular scuff mark as well as footprints that led to the balcony. Riera's uncle, Civil Air Captain Georgio Armando, was convinced Riera had seen what he said.	CE-3-211	Lorenzen, UOTA, pg 77
08/23/1967	Joyceville, Ontario, CA 23 AUG 67 An alien craft resting on the ground was spotted from Highway 15 near Joyceville by Stanley Moxon of Toronto, CA. He saw a green light in a field to his right between Joyceville and Glen Cove Road, 40 MI SW of Smith Falls. He turned off his lights and drove down a side road. A few minutes later he turned on his lights, and "they shone on a huge disc-shaped craft. Two beings, about 4 FT in height and wearing white suits and helmets were startled by the lights and appeared to fly back to the disc," which then took off.	CE-3-102	Internet (Ira Adams); Lorenzen, UOTA, pp 32-33
09/02/1967	Hato Viejo, VE 2 SEP 67 Nelson Gutierrez encountered a UFO on the Plains Highway near the Hato Viejo farm. Out of the object came a creature (not further described). Mr. Gutierrez took several snapshots. "If the claims...have any substance, an official agency in Venezuela may have the first photographs of a UFO occupant.	CE-3-104	Lorenzen, UOTA, pg 78
09/04/1967	Valencia, Carobobo State, VE 4 SEP 67 On duty at City Hall, Police Officer Antonio Andrade heard a humming sound at approx. 0515 and then the sound of light footsteps coming from the garage. He went to investigate, taking his "hand machine gun" (machine pistol?). He was confronted by a small man about 4 FT tall, with a big head an bulging eyes that gave off a soft reddish light, wearing a silver-colored metallic-looking coverall. A voice from the roof said in Spanish, "Don't do	CE-3-304	Lorenzen, UOTA, pg 82

	him any harm.. We are on a peaceful mission. He'll do you no harm." He turned and saw a disc-shaped object hovering in mid-air and wobbling from side to side. The little man then said to Officer Andrade that they indeed meant him no harm, that they wanted him to come as a guest to their world, which was very distant & much larger than Earth, with many advantages for earthlings. Officer Andrade declined, saying that he could not leave his post. The little		
09/17/1967	Belo Horizonte, Brazil 17 SEP 67 In the vicinity of Baleia Hospital, Fabio Jose Diniz saw a mushroom shaped object on a playing filed nearby. It appeared to be a huge thing with a cupola on top and a door "like a guillotine" that opened by sliding up. He turned to run, but then heard a voice in perfect Portuguese tell him to stay "or you'll regret it." He turned back & saw two men nearly two meters tall, having greenish skin metallic-looking clothes, with regular features but with hoses in their mouths. They told him not to be afraid, but to come back the same time next day for a journey into space. When reporting the incident to police, Fabio also asked for protection, as he was now afraid to go near the area.	CE-3-104	Lorenzen, UOTA, pg 85
10/24/1967	Newfield, NY US 24 OCT 67 At about 2130, Donald Chiszar, 13, and Pat Crosier, 10, spotted a bright object that approached from the north, then stopped in mid-air. At this point the craft tilted toward them and they could see "two big square windows separated by a bar." At each window they could see an alien. They had appearance similar to human, but with a bumpiness like rocks. The figures were visible only down to the hips. The hips were larger & seemed to jut out more sharply than on a human. No facial features were visible. Behind the creatures were a lot of instruments & knobs.	CE-3-103	Lorenzen, UOTA, pg 180
11/02/1967	Ririe, Idaho, US 2 NOV 67 Will Begay & Clyde Soccie reported that a UFO landed atop their car and forced them off the road. Two small people, about 4 FT tall, got out of the saucer & tried to talk to them, but the two men couldn't understand a word. Frustrated, the occupants got back in the saucer & took off.	CE-3-103	Lorenzen, UOTA, pg 178

	The police said that the strangest thing about the report was that the two men were sober.		
01/07/1970	Imjarvi, Mikkeli, FI 7 Jan 70 The witnesses heard a buzzing & saw a bright light in the sky. The light was engulfed by a reddish gray mist with smoke puffing from the top. As the cloud neared the ground, they noticed a metallic sphere inside. Under the sphere were three hemispheres & a central tube. A the object hovered about 10 FT from the ground, a light from the tube shone on the ground, creating a 3 FT diameter circle. Inside the beam of light, standing on the ground, was a 3 FT tall creature holding a small box at waist height. The creature wore light green coveralls, dark green boots, white gloves, and a dunce like cap. The creature pointed the box at Heinonen. As he did so, a thick reddish gray mist came from the object. Huge long red, green, & purple sparks shot from the circle of light. Although the sparks hit both men, they felt nothing. The mist continued to thicken, obscuring the small creature.	CE-3-103	Randle/Estes, FOV pg 46048
01/07/1972	23 miles E of Deming, NM, US June or July 72 Ms. McAfee & her mother were driving on Interstate 10. A bright blue light flashed on them from a short distance away, seemingly from their lane. McAfee saw an object ahead of her & prepared to pull around it. She & her mother saw 2 creatures standing under a craft that neither woman could later describe. The bright light seemed to be above them, hiding the shape of their craft. There were black rods about 4-5 IN wide near the creatures. They were 5.5=6 FT tall & robust. They wore suits like spacesuits or full-environmental suits with helmets, gloves, and boots. Neither seemed interested in the women & both continued working as the car passed them. Randle/Estes reliability rating: 8. However, they suggest that there is a real possibility that they saw an American experimental craft & crew, given the location & description of the	CE-3-300	Randle/Estes, FOV pp 52-54
12/30/1972	"boondocks", AR 30 Dec 72 At about 2230, Ventura Maceiras, an illiterate night watchman, was listening to the radio outside the wooden shack that is his	CE-3-113	Blum, BE, pp146-145

	home, when suddenly the transistor radio began to fail. Impact adjustment did not work, so he switched off. He noticed a humming "like angry bees." Looking up, he saw a bright light hovering over a nearby grove of eucalyptus trees. He could see an enormous object in the midst of the light, whose color changed from orange to purple. At the center of the object, he could see a round cabin with windows, and through the windows, two figures. They had on helmets & what looked like gray diver's suits, made of inflated tubes joined together to give an accordion effect (the accompanying drawing looks like an old-fashioned SF constant-pressure space suit). Both aliens had slanting eyes & slits for mouths. He could see instruments & dials within the cabin. A bright flash of light shot out from		
01/04/1973	Simi Valley, CA, US 4 Oct 73 Chopic saw a triangular object landed near the Simi Freeway. Chopic watched as a humanoid creature crawled around inside a transparent bubble on top. When the occupant saw Chopic, it scrambled out of sight. The bubble then disappeared into the craft as a fog enveloped the craft.	CE-3-102	Randle/Estes, FOV Pg 286
10/01/1973	Anthony Hill, TN, US 1 Oct 73 Three teenagers reported seeing an egg-shaped UFO and a hairy robot that walked with its hands up. Imprints from the landing gear of the craft were later found.	CE-3-112	Randle/Estes, FOV pg 286
10/06/1973	Saint Matthaias, Quebec, CA 6 Oct 73 A man and his wife watched a "dome-shaped tent" hover near a cloud of smoke. Later they saw a small bulldozer and 5 "scouts" near it wearing bright yellow clothes. After the object, the scouts, and the smoke disappeared, they found an area where the grass had been matted. SJD comment: What happened to the 'dozer?	CE-3-102	Randle/Estes, FOV pg 286
10/11/1973	Pascagoula, MA, US 11 Oct 73 Hickson & Parker abduction. Robotic creatures with cone-shaped projections from front, back & both sides of heads. Legs seemed to	CE-4-144	Randle/Estes, FOV pp 154-159, 287

	be fused.		
10/16/1973	Burbank, CA, US 16 Oct 73 Two small children reported a buzzing UFO. The being invited the older boy into the object, but the boy was afraid.	CE-3-102	Randle/Estes, FOV pg 287
10/17/1973	Lehi, UT, US 17 Oct 73 Roach reported seeing occupants from a UFO that landed in a vacant field close to her house. The creatures removed her and four of her children. The youngest reported that some neighbors were also on the craft. The abduction lasted for about thirty minutes.	CE-4-104	Randle/Estes, FOV pp 220, 287
10/17/1973	Berea, TN, US 17 Oct 73 Cline, awakened by barking dogs, spotted a being with a glowing white face about 50' away. A nearby farm saw lights from a UFO in the woods and the next day landing traces were found.	CE-3-112	Randle/Estes, FOV pg 287
10/17/1973	Falkville, AL, US 17 Oct 73 Chief of Police Greenhaw spotted an alien while investigating a report of a landed UFO. He managed to take a photograph, which many claim shows someone posing in a NASA fire-fighting suit, but this could be the only legitimate photograph of an alien creature. The creature fled down the road with Greenhaw in pursuit. He lost it when his car slid off the road.	CE-3-330	Randle/Estes, FOV pp 252-254, 287
10/17/1973	Danielsville, GA, US 17 Oct 73 When a cone-shaped UFO landed on the highway in front of his car, Brown was forced to make a quick stop. 2 beings 4 or 5 FT tall appeared under the craft. Brown got out of his car, pistol in hand. The aliens returned to their craft and Brown fired several shots at it without effect.	CE-3-102	Randle/Estes, FOV pg 288
10/17/1973	Loxley, GA, US 17 Oct 73 Patterson claimed that he and his truck were sucked into a huge UFO. He was dragged from his truck by 6 tall robots that seemed	CE-4-004	Randle/Estes, FOV pg 288

	to read his mind. The next thing he knew, he was back on the highway driving 90 mph. SJD comment: Sounds like __This Island Earth__		
10/18/1973	Chatham, VA, US 18 Oct 73 Two youngsters were chased by a 3-4 FT tall being with a shimmering body and a large head that ran sideways. A hazy green cloud was seen drifting away.	CE-3-102	Randle/Estes, FOV pg 288
10/18/1973	Savannah, GA, US 18 Oct 73 A tiny being was seen standing by the highway. Although a number of cars passed it, no one got out of the car.	CE-3-001	Randle/Estes, FOV pg 288; Blum, BE, pp 141-142
10/18/1973	(Unknown) US 18 Oct 73 After Susan Ramstead's car stalled as she approached a landed UFO, she saw a number of small aliens. She was taken aboard the craft for a mental & physical exam before being returned to her car.	CE-4-102	Randle/Estes, FOV pg 288
10/19/1973	Ashburn, GA, US 19 Oct 73 A woman's car stalled, and when she pulled to the side of the road, she saw a small metallic man with a bubble-dome head and rectangular eyes. It walked around the car and then disappeared. Afterward she discovered that her engine was billowing smoke and the hood was hot.	CE-3-101	Randle/Estes, FOV pg 289
10/19/1973	Copeland, NC, US 19 Oct 73 After spotting a blue oval hovering over their house, a farm couple saw a small humanoid in a gold-colored jumpsuit.	CE-3-102	Randle/Estes, FOV pg 289
10/20/1973	(Unknown), US 20 Oct 73 Proctor, a college student, on her way home, disappeared for four days. When she surfaced she told a tale of abduction at the hands	CE-4-014	Randle/Estes, FOV pg 289

	of several small aliens. Unlike the others abducted during this wave, she was held by the aliens for several days while she was subjected to a battery of tests. Randle/Estes, __Faces of the Visitors__ (FOV), labels this a "probable hoax."		
10/21/1973	Cloverdale, OH, US 21 Oct 73 A mother and son saw a gray humanoid near a landed UFO. The being was surrounded by a bell jar-shaped area of light. Ground traces were found. SJD comment: Don't know if "gray" is a simple description or a type in this case.	CE-3-113	Randle/Estes, FOV pg 289
10/22/1973	Hartford City, IN, US 22 Oct 73 Debbie Carney saw 2 small beings in silver suits slowly crossing the road in front of her. As she drove past, they shouted as if they were trying to scare her. SJD comment: With no craft reported, sounds like early trick-or-treat to me.	CE-3-100	Randle/Estes, FOV pg 289
10/22/1973	Hartford City, IN, US 22 Oct 73 The Donathans saw a pair of beings in bright silver jumping and leaping near the road. Donathan said the beings appeared to be dancing. SJD Comment: No craft reported. More trick-or-treaters.	CE-3-100	Randle/Estes, FOV pg 290
10/22/1973	Hartford City, IN, US 22 Oct 73 Having heard about the sightings (see Donathan & Carney entries) Gary Flatter went out in search of the two beings. After watching a line of small animals running across the road, Flatter spotted the 2 creatures. When he turned his spotlight on them, they turned to him, their suits reflecting the light. Flatter said the creatures had egg-shaped heads & wore what appeared to be gas masks. The aliens then leaped away. The next day imprints were found in the	CE-3-113	Randle/Estes, FOV pg 290

	field.		
10/29/1973	Bahis Blanca, AR 28 Oct 73 Dionisio Llanca, a truck driver, saw a glowing blue UFO hovering near him. 3 beings, about 5' tall in tight-fitting clothes, approached him. He claims he was taken on board & given a message to be revealed some time later. He claimed to have been on board the craft for about 40 min. "The authenticity of the case has been seriously questioned."--FOV	CE-4-003	Randle/Estes, FOV pg 290
11/02/1973	Gofftown, NH, US 2 Nov 73 Behind the oval window of a glowing, yellow-orange honeycomb-covered UFO, Lyndia Morel saw a figure with wrinkled grayish skin & large egg-shaped eyes. She panicked, fled from her car, and managed to awaken a farmer who let her into her house. When he went out, the UFO was gone.	CE-3-102	Randle/estes, FOV pg 290
11/04/1973	Goffstown, NH, US 4 Nov 73 Awakened, Rex Snow saw 2 small beings in silver suits in his backyard. They had oversize pointed ears, dark egg-shaped eye holes, and large noses. One held a flashlight while the other gathered samples & put them in a silver bag. Snow had seen a UFO earlier in the evening.	CE-3-100	Randle/Estes, FOV pg 291
12/19/1973	Vilvoorde, BE 19 Dec 73 The witness saw a green glow through the kitchen curtains. When he pulled them aside he saw a small man using what might have been a metal detector in the garden. His shiny one-piece suit glowed with the green light that had attracted the witnesses attention. On the head was a transparent globular helmet with a tube that ran down to a backpack. The witness shined a flashlight on the being, which turned toward his with his entire body, rather than just the head. The creature raised its hand & gave a V sign, then turned & walked off toward the rear wall of the garden. When it reached the wall, it continued walking straight up the wall, but it remained perpendicular the surface of the wall, and down the other side. Moments later, the witness saw a small craft in the distance.	CE-3-102	Randle/Estes, FOV pp 59-61

	Randle/Estes reliability rating: 3		
09/17/1978	Torrita di Siena, IT 17 SEP 1978 At about 2015, a woman & her son saw a descending red ball illuminating the area & watched house lights blackout. Shortly afterwards a barber got in his car & drove a few meters, then his engine & lights went out as a bright object descended over the road just ahead of his car. Hovering a half-meter (1.5 FT) over the road was a 3 meter (10 FT) diameter domed disc with three light beams extending to the road. A panel opened and 2 humanoids about 1.2 meters (4 FT) tall & wearing green coveralls and helmets with antennae floated toward the car. They circled the car, apparently more interested in it than in the passengers, then they entered the UFO which took off in a flash of light and explosive sound. Three scorched circles about 50 CM in diameter were found on the road surface, apparently corresponding to	CE-3-113	Hall, UG, p 297
05/15/1992	South Dade, Florida, US May 1992 For several hours I [Filler] talked on the phone with k.t.[sic] Frankovich, who is an especially credible and well-qualified wildlife expert. She is a writer and had made numerous films while traveling around the world to study dangerous animals. In early 1992, she moved into her apartment in South Dade, Florida that had an inscription on the front door, stating "MAY GOD PROTECT US." She was also warned by neighbors that very scary things go on in the Lime Grove behind her home! k.t. had studied and worked with alligators, snakes, and some of the world's most dangerous animals. To her standards a lime grove is tame in comparison with swamps and wild jungles. Despite the warnings, she often took her four attack dogs for a walk in the miles of thick trees. Since two dogs are easier to handle, she took two of her attack dogs for a walk at sunset in May of 1992. The grove was abandoned and only sporadically had she seen a few lime-pickers. At dusk,	CE3	Filler's files # 14
04/01/1996	Mason, Michigan, US 1 April 1996 From the National UFO Reporting Center Website	CE-3-001	NUFORC Website

	Summary: "Alien" body. decomposing, with silvery skin, approx. 36 IN - 48 IN tall, was found by Mason residents under leaves in their yard. The Lansing State Journal along with WILX and WLNS television stations, both in Lansing, initially reported that residents of Mason, MI uncovered a strange humanoid-like body on their property as they raked leaves in the spring months of 1996. The body was slender with long arms and legs, an small head, and...large eyes. The body was reported to be 3.5 - 4 FT in length with silver skin that was deteriorating (presumably over the winter). The news sources reported that the remains had been taken to Michigan State University in East Lansing for examination. Suspiciously, there was never again any mention of this unusual find in the		
10/24/1998	24 OCT 1998 Grand Mere, Quebec, Canada The central office of the AQU (Association Quebecoise d'Ufologie) recently pondered on a rather uncommon case. "The call concerned a sighting report made by a woman residing in Grand-Mere of which the description of the events remain one of the most mysterious to have been given to us since the creation of the AQU," said chairman Gilles Milot. On Site Three AQU representatives, along with representative Pauline Mongrain, who crossed the St. Maurice (river) in order to verify the authenticity of certain facts observed by the witness, went over to see this information for themselves. "It was 8:30 p.m. on the night of	his case her sister," related Milot. These two entities were described by the witness as being dressed like astronauts, wearing some kind of helmet on their heads. "One of the creatures was leaning over and seemed to be picking something up off the ground. The other stood nearby. According to the witness, when they walked, they seemed	Skyopen # 62
02/02/1999	McMinnville, Oregon, US	CE-3-000	Filler's Files #6

	2 February 1999 From Filler's Files #6: "I know this might sound crazy but it is totally true. My friends and I were camping on his ranch about a mile from his house. We were sitting around the fire and we heard some noises in the bushes. So we went over to check it out. We came upon some weird footprints in the mud. There was a circle with 4 lines leading away from it (guess they would be toes). So we followed them. The curiosity got the best of us. We went through the woods and into a meadow when we saw something that looked like a walking tree except for the head. The creature was walking through the meadow at a more than casual pace. When we went to use a flashlight to look at		

Regional Sighting Information Database (RSID-C3)

DATE	TIME	LOCATION	ST	HY	WT	DESCRIPT	F_USED	REF
5109XX	EVEN	JOLIET	IL	C3	01	OVAL	7	SL-93,9
5205XX	2252	PROSPECT HTS	IL	C3	01	DOMED	67	MUJ-157
5206XX		LTL SPRG CRK	TN	C3	01		7	EGBA,501
540408	1630	CHICAGO	IL	C3	02	PARACHUT	7	C,1978
550821	1900	KELLEY	KY	C3	11	DISC	37	ENCY,190
550830		WILLOUGHBY H	OH	C3	01			C,1978
571106		DANTE	TN	C3	01		7	EGBA,493
57XXXX	1900	CRAWFORDSVIL	IN	C3	02	CIGAR	7	
581105		PIONEER	OH	C3	01		7	EGBA,716
630718	AFTN	FERN CREEK	KY	C3	04	CIGAR/DI	7	SL-93,9
651211		SHERIDAN	IN	C3	01			EGBA,681
660105		LAHARPE	IL	C3			7	SL-33,19
660330		MANSFIELD	OH	C3			7	EGBA,709
660401		LIBERTY	MO	C3	01		7	EGBA,573
660801	1900	ROCHESTER	IN	C3	02	DDISC		
660808		CONNERSVILLE	IN	C3	01			EGBA,669
6608XX	1945	FAYETTE CO.	IN	C3	03	LITLCAR		
661002		CINCINNATI	OH	C3			7	EGBA,693
6610XX	EVEN	FAYETTE CO.	IN	C3	01	OVAL		
661102		GALLIPOLIS	OH	C3			7	EGBA,703
6611XX	2330	RUSH CO.	IN	C3	01	BALLwRIN		
6611XX		DEPUTY	IN	C3			7MIB	EGBA,670
661208		CHESHIRE	OH	C3			7	EGBA,690
66FALL	EVEN	ROCKFORD	IL	C3	02	LIGHT		IUR-9,2
66XXXX		DARKE CO.	OH	C3	01		7BF	EGBA,699
670129		KNOX CITY	MO	C3	03		7	SL-41,13
670205	2000	HILLIARD	OH	C3	01	EGG	7	MORA1994
670214		MILLER CO.	MO	C3			7	SL-8,1
670328		MUNROE FALLS	OH	C3			7	APROB-15
670328		MUNROE FALLS	OH	C3	01		7	NL,30
670713		WHITEHOUSE	OH	C3	01		7MIB	APRO-16,
671208	0030	DEPUTY	IN	C3	01	BOWL	7MIB	EGBA,670
67XXXX	EVEN	INDIANAPOLIS	IN	C3	03	SAUCER	FI-4	
68SPRG		SALEM	OH	C3	01		7	EGBA,717
6901XX		EDINA	MO	C3	01			APROB,19
710218		ST. CHARLES	MO	C3	01		7	SL-45,13
710615		ALTON	IL	C3	01		7	SL-46,5
731001	2015	ANTHONY HILL	TN	C3	03	EGG	7	CHR73-11
731015	2230	BEREA	TN	C3	02	OWL	7	CHR73-18
731016	1930	ALBANY	OH	C3	01	BRTLITE		SYM75,74
731017	EVEN	WATAUGA	TN	C3	02	CIRCULAR	7	CHR73-21

731019|2100|GOSHEN |OH|C3|01|DDISC | |SR,159
731021|0230|COVEDALE |OH|C3|02|OBJECT | |SL-87,3
731021| |CINCINNATI |OH|C3|01| |7 |SR,51
731023|MORN|RUSSELL SPRS|KY|C3|01|CRAFT |7 |CHR73-36
731024|2100|FREDERICKTOW|OH|C3|01|FUSELAGE| |MORA
7310XX| |GALVESTON |IN|C3|01| |7 |CUFOS'76
7310XX|2000|CONNERSVILLE|IN|C3|02|FISH |7 |
7311XX| |UNION CO. |IN|C3|02|DDISC |7 |
740108|0313|SPRINGFIELD |OH|C3|01|LIGHTS |7 |SR,118
740117| |SHORES |TN|C3|01| |7 |SYM75,51
740204|1800|SHORES COM. |TN|C3|01|SHOE |7 |CHR74-04
740209|EVEN|SHORES COM. |TN|C3|01| |7 |CHR74-05
740410| |WHITEHOUSE |OH|C3| | | |CHR,51
741111| |CROSS MTN |TN|C3|01| |7 |EGBA,500
741222|2200|FAIRFIELD |OH|C3|01|BOAT | |CHR74,36
741222| |FAIRFIELD |OH|C3|01| | |SR,120
7508XX|0300|WATERLOO |IN|C3| | |7 |C,76
751013|XXXX|ALTON |IL|C3|01| |7 |SL-98,3
770305| |McNATT |MO|C3|01| | |EGBA,573
770612|XXXX|CRYSTAL LAKE|IL|C3|01| |7 |SYM78,14
770927|XXXX|BELLBROOK |OH|C3|01| |7 |SYM78,14
780719|XXXX|HOPSON |TN|C3|01|DISC |37 |EGBA,494
780915|0230|DELANO |TN|C3|01|MOON |7 |IUR,4,1
780915|0400|CARPENTERSVI|IL|C3|01|SAUCER |7 |IUR,4,1
781216|1940|RICHMOND |IN|C3|05|CONE | |
790829|2200|CHICAGO |IL|C3|01|BLIMP |7 |IUR,5,1
801101|2100|MONROE CITY |IN|C3|01| |FI-4 |UPRO
870619|2200|NEW ALBANY |IN|C3|01|CAKE |1 |
920920|2030|SULLIVAN |MO|C3|03|CRAFT | |MO GROUP
950719|EVEN|VERSAILLES |MO|C3|12|DISC |7 |NCS-314

But the facts must be recorded
----they may be only interesting
bits of folklore -or they may in-
volve the future of civilization.
- Jacques Vallee

CHAPTER 8

PILOTS AND PASSENGERS

The observation of strange, human-like creatures in and about UFOs is an integral part of the entire phenomenon and this aspect can hardly be ignored simply because it is a disquieting notion. Indeed, "it may yet be discovered that humanoid cases are the key to the whole problem." (1) While observations of the humanoids are traceable well back into history, it was not until the modern era of UFOs, beginning about 1947, that people began to write extensively about their encounters. Many of them told about observing the humanoids at close range, communicating with them, establishing a personal rapport, and consorting with them for extended periods. Messages of peace from the "space brothers" and warnings about atomic bombs were typically reported. Except for limited cults that developed around the authors, this literature was generally shrugged off as completely unbelievable. It will not be neglected here.

Intense prejudice against UFO reports has prevailed for over twenty years with a vicious intensity against those involving the so-called "little green men and the "contactee" cases. Under a threat of ridicule, such experiences were usually discussed only among families and friends. Whenever reported to the au-

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thorities, they received little serious attention. Most such reports were dismissed outright on the grounds that the witnesses must have been mistaken, lying, or unbalanced. Officers responsible for investigating UFO reports at each Air Force base would be reluctant to forward such silliness through channels, and those reports reaching Project Blue Book faired poorly. Some were simply discarded while others were merely tallied without investigation in categories such as "psychological." (2) "Good UFO reports continued to come in at the rate of about ten per month, but they weren't verified or investigated. Most of them were being discarded. " (3) Regrettably, a considerable amount of valuable information has been lost.

It is not intended in this chapter to debate the existence of UFO creatures. The author takes this question as settled, either permanently or tentatively. In either event, this mental attitude permits an unbiased examination of the available data; the value of the inquiry can be measured by the sense that it makes of an initially baffling subject. The data bank consists of 891 cases of landings and near-landings during the twentieth century; thirty-two cases prior to 1900 are omitted because they contain many sightings of a mysterious airship in the United States that are atypical of UFOs. Inclusion of these few reports, however, would not materially alter the following results. (4)

As found in other aspects of the UFO problem, accounts of the occupants are extremely variable. They are seldom quantitative, and almost never complete. A rational analysis of such fragmentary and unscientific data is itself a challenge. But regarding the size of the occupants, perusal of the reports clearly shows at least two distinct groups; one is diminutive while the other is apparently of normal height. Descriptive words that do not carry any connotation of size, such as "figure" and "being," must simply be ignored. Qualitative terms can be sorted and tallied; that is, average height is denoted by "man," "normal," and "human," whereas decisive shortness is denoted by "little man," "child size," and

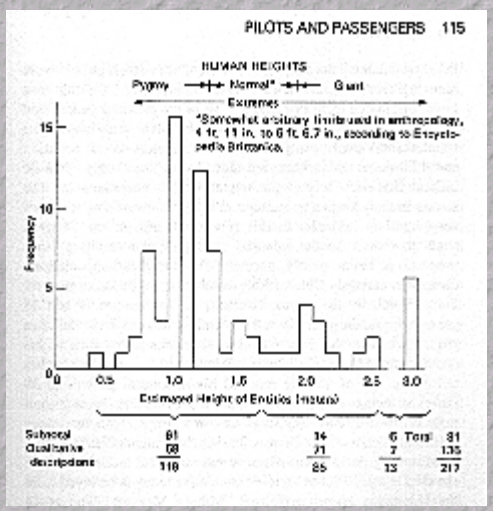
"dwarf." As the two groups are distinguished by different facial details, some cases can be assigned to the appro-

priate category whenever the creatures are described but their height is not mentioned. The remaining reports are either entirely silent regarding the height of the creatures or contain estimated heights, that is, some quantitative data. Should a rough statistical analysis of these data confirm the presence of two distinct size categories as previously inferred, one is justified in combining the tallies from the quantitative and qualitative cases.

The following diagram shows the frequency of estimated heights, in intervals of tenths of meters, for the 81 cases containing quantitative data. It also compares the estimates with the range of heights that is considered by anthropologists to be normal for human populations. A preponderance of small creatures below the lower limit for normal humans is obvious. Some estimates are scattered within the normal range. Still a few others indicate very tall giants. As the full-range distribution of heights gives no hint that the extremes are the rarely occurring instances within a single population, it appears that three distinct populations are represented, that is, diminutive, normal, and giant.

Diminutives

A population of small creatures is indicated in the diagram by the roughly bell-shaped envelope of the vertical bars. Sixty-one of the 81 cases containing quantitative data indicate dwarves. In addition, 58 other cases refer to dwarves in qualitative terms. Thus, 119 cases involve dwarves. But the total number of dwarves is much greater than 119 because they were commonly observed in pairs and sometimes in groups of 5 to 10. The most frequently occurring estimate of height was 1.0 meter, having been used 16 times in the 81 reports. Almost all the small group were estimated to be between 0.7 and 1.3 meters tall well below the lower limit for normalcy for humans. Dispersion of the data can arise from inaccuracy of the witness in estimating heights or from an actual variation in the heights of the little creatures. If all the small creatures were exactly 1 meter tall, could witnesses be as far off in their estimates as, say, 0.5or 1.5 meters? It seems



very unlikely. A significant factor in the dispersion should therefore be attributed to variation in the heights of individuals in the group. An isolated estimate of 0.33 meters may be spurious. Assuming that it is, the weighted average for the diminutive group up to 1.5 meters is 1.05 meters (3ft 5in) or, say, 3

feet, which confirms a recent estimate. (5) As a point of reference, it is noted that the standard height of doorknobs is 3.0 feet.

A predominance of estimates of about 80 centimeters is especially interesting. Six of these sightings were reported from the vicinity of Arequipa in southern Peru and the vicinity of Rio de Janeiro, Brazil, all in the month of September 1965. (6) At Puno,

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Peru, near Lake Titicaca, seven of these very small people were seen together, and at Pichaca, six. Other reports for this size group originated from England in June of the previous years, (7) and from Reunion Island in the Indian Ocean three years later. (8) The smallest individuals, estimated to be 0.33 meters on one occasion and 0.50 meter on another, are indeed very tiny-only 13 to 20 inches! But such heights are not altogether unreasonable. The human malady known as ateliotic or infantile dwarfism, produces very small individuals. In this type of dwarfism, the skeleton tends to remain in the infantile state with the resulting body proportions being nearly normal. The most famous ateliotic dwarf was certainly Charles Sherwood Stratton, billed as General Tom Thumb by the circus magnate, P. T. Barnum. When 18 years old, standing 2ft 9in tall, recently made his U.S. debut in growth throughout his life, reaching 40 inches at the time of his death at age 51. Jozef "Count" Boruwlaski was only 25 inches tall at the age of 15. He reached his maximum growth of 39 inches at the age of 30 and lived for 97 years. The shortest adult male on record, however, was Calvin Phillips, who two years before his death at age 21 was 26.5 inches tall. A Dutch female was even smaller; Pauline Masters was only 23.2 inches tall when she died at age l9 (9) The smallest man alive today is believed to be the Hungarian circus performer, Mihaly Mezaros, who at 34 years old standing 2ft 9in tall, recently made his U.S. début in Madison Square Garden. (10) These tiny humans are, of course, very rare individuals and not indicative of a small species. However, many races of diminutive people are known.

The more common achondroplastic dwarfism displaying characteristic features known as the "bulldog syndrome," is seen in all human races and in many animal species. Notable features are a disproportionately large head and short face with bulbous forehead, broad nose, and bulging eyes. Shortened bones of the forearm and lower leg are also typical. African pygmies some times have these characteristics, the smallest race being the North Twides of the Ituri forest, their mean heights being 1.44 m for the men and 1.37 m for the women. (11) A similar sexual dimorphism

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in the small UFO creatures is suggested by the double-peaked histogram, with males being slightly over 1 meter and females slightly under.

Certain environmental factors favor the evolutionary reduction in sizes of all animal species. Among these are the combined effects of overcrowding, limited area of habitation, and inadequate nutrition. In areas of high temperature and high humidity, small size is an advantage because the body can maintain its thermal equilibrium more easily. The evaporative cooling by skin moisture is restricted by high humidity, and a small body has a larger ratio of surface area to volume. The agility of small bodies is also an advantage in areas where dense vegetation impedes movement. Of the numerous dwarf species, a few examples will suffice: an extinct dwarf mammoth of Santa Rosa Island, California, a dwarf deer of Japan, a dwarf chimpanzee of the Belgian Congo, and the Negrito Onge pygmies of Little Andaman Island in the Indian Ocean. (12)

It is most instructive to build a composite concept of the bodily features for this group from the 23 cases in which some description was offered. Although the available detail is distressingly limited, several features were repeatedly mentioned. Abnormally large heads were described as "big," "double-sized," "over sized," "huge," and "large." Similarly, the eyes were observed to be "bulging," "huge,"

and "prominent." Other comments give an impression of a generally human appearance, very thin limbs, barely noticeable mouth and nose, but large, pointed ears. Several colors of skin were mentioned, but "green" only once. From other sources it seems that the skin is wrinkled, the lips are very thin, the forehead protrudes, and long arms carry normal hands with long fingernails. (13) A few comments by the witnesses are simply incomprehensible-"short tail," "short wings," and "one eye."

The appearance of this group may be summarized as thin, human-like creatures approximately 1.0 meter tall, with abnormally large, bald heads and large, round, bulging eyes that are set wide apart. A protruding forehead with wrinkled skin adds to

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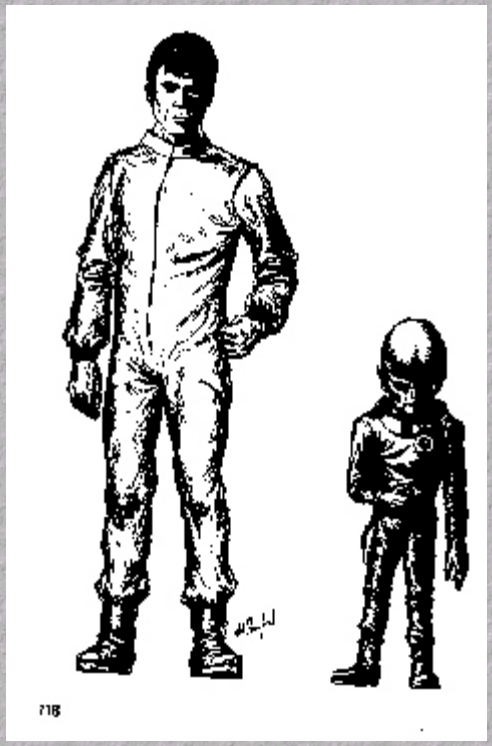

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their ugliness. On a short face, only nostrils are evident instead of a fully developed nose. The mouth is but a horizontal slit. Ears are large and pointed. Arms and fingernails are long.

Certain aspects of this description strongly suggest that the race of little people on UFOs are pygmies displaying many of the typical characteristics of achondroplastic dwarfism. By frequent use of the word "dwarf," the witnesses have apparently been trying to convey more than just the idea of their size. They actually mean "dwarf." It is further implied that the little people did not have an independent lineage but that their environmental conditions caused them to evolve into a dwarf race from larger ancestors. Their appearance, therefore, may be a significant clue to environmental conditions in their homeland and their place in the scheme of evolution.

Normals

In addition to the population of small beings associated with UFOs, a distinctly different group can be identified. They seem to be quite human and display none of the characteristic features of the dwarves. These beings were reported in 85 instances out of the total of 217; again, their actual number is greater

than 85 as they were sometimes seen in pairs and small groups. In most of the reports, witnesses were not explicit in referring to their stature; the previous diagram shows that their heights were estimated only 14 times. Estimated values cover the normal range for humans and extend beyond, both shorter and taller.

A few estimates of about 1.5 meters are troublesome as they may pertain to either the dwarves or the larger beings, and the available data in these cases do not always permit a clear distinction. The distribution of sizes among both groups may also overlap at about 1.5 meters, so that some of these estimates are for the largest dwarves whereas others are for the smallest "normals." A sharp cutoff between the heights of the two groups cannot be established.

Very tall individuals were also reported with estimated heights

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up to 2.5 meters, about 8 feet. While certainly abnormal for humans, such height is not unheard of. At the age of 22 years, Robert Pershing Wadlow of Alton, Illinois, was 8 ft 11.1 in. tall. Seven other males over 8 ft tall are also on record. These individuals suffered from an overactive pituitary gland. A non-pathological example, however, is Angus MacAskill. He lived in the Outer Hebrides, Scotland, from 1825 to 1863 and grew to 7-ft 9-in. (14) Average-size people are much impressed by very tall people and tend to overestimate their height. Circus giants are sometimes billed as being considerably taller than their actual height, which they are under contract not to reveal. Thus the extreme heights of this group may be somewhat exaggerated.

Not much detail is available concerning the appearance of this group. It may be that they are so completely human that nothing unusual about them attracted attention. The witness simply identified them as "normal" or "human," sometimes indicating their approximate size as "short," "medium," or "very tall." One witness might mention the hair color while another comments only about a peculiarity of the eyes. The scarcity of detail may also be attributed to a propensity of this group to wear headgear that would obscure facial details. In 18 cases witnesses reported "helmets" or the equivalent with more graphic language describing a globular shape such as "diving suit with helmet" and "fishbowl." Despite the meager data, a composite image of the group can be evoked.

Predominantly reported skin colors, arranged by shade, are: "very white," "white," "fair," "tanned," "light brown," and "brown." With the aid of a further observation that one chap seemed to be "European," the imagination is not unduly strained to suppose that the group is a white race displaying various degrees of suntan. Two odd and conflicting observations occurred. One witness reporting "reddish-orange" skin also commented upon a "strange light" seen through an open door on the UFO. And then one saw "greenish" skin on an individual who was dressed in a green uniform. Perhaps the extraneous tinges were picked up from the surroundings, as a human face takes on a

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purple hue when illuminated by mercury-arc lamps.

Relatively frequent mention was made of the hair, regarding both the color and styling. Most common descriptions are "long" and "blond." One witness kindly put these notions together with "fair" hair "to the shoulders." In addition, isolated reports included two men with "short white" hair and two women with "very long black" hair. Incidentally, the presence of women was specifically noted on five occasions.

Three witnesses said that the eyes were "slanted," whereas numerous other comments were supplied, such as "dark," "large," "deep-set," "staring," "round" and "wide apart." In none of these instances were

the witnesses confused regarding the number of eyes, namely, two; but "one eye" and "three eyes" were also reported. While these latter reports may be accurate, it seems more likely that the witnesses were misled by some kind of headgear.

Some impressions of the general appearance were "oversized head," "high forehead," and "handsome," "long face" and "youthful." Regarding noses and ears there is absolutely no information. Except, perhaps, for a creature of 1.5 meters who reportedly had no nose. As that feature is common among the dwarves and the height is in the zone of overlap, that report probably does not pertain to the present group. It may be assumed that noses and ears have no unusual features, because they elicited no comments.

While this group may be much more heterogeneous than is currently suspected, a possibly oversimplified prototype comes into focus. The group seems to be a white, Caucasian race of variable skin tone, perhaps depending upon the extent of suntan. Their heights are comparable to ordinary humans, but the range is somewhat broader, inclining to very tall individuals. Their hair is predominantly blonde and usually worn at shoulder length. Eyes have a slight oriental appearance, whereas nothing unusual is to be noted about the noses and ears.

With the exception of a single instance, (15) occurring in Denmark in 1951, all encounters with the large humanoids in the

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data bank were preceded by an incident on a California desert. On November 20, 1952, a witness met a strange man face-to-face in broad daylight who was described as "completely human," "5 feet 6 inches" tall, and weighing about "135 pounds." He had a "medium-colored suntan," "extremely high forehead," and his "sandy" hair fell "to his shoulders" blowing in the wind. His eyes were "large grey-green, slightly aslant at the outer corners," nose "finely chiseled," and mouth "normal." After some friendly gesturing, drawing of diagrams in the sand, and telepathic communication, the two men walked over to a UFO hovering nearby. The stranger climbed aboard and flew away. (16) In other words, the composite picture of normal-size, UFO pilots seen on at least 83 occasions between 1952 and 1968 confirms the image of this class of being's as described by the witness, George Adamski.

Giants

The previous histogram indicated that on six separate occasions the UFO creatures were estimated to be 3.0 meters tall, or about 10 feet. Even allowing for some exaggeration by the witnesses, they were truly gigantic! But bear in mind that they are not a great deal taller than others who, up to 8 feet tall, seemed in every respect to be members of the "normal" population. Do these very tall people represent another race, or are they merely extreme examples of the same group?

These reports clearly belong to the UFO phenomenon, for one of the giants was seen inspecting his craft. Three others climbed out of a large UFO that blocked the highway directly in front of the witnesses' truck. A few observations concerning clothing, helmets, and boots seem to parallel the other cases. Rare comments such as "ugly," "no nose or mouth," and "one eye" are perplexing and suggest a distinctly non-human appearance. However, the data for these cases is too sketchy to conclude that the "giants" are a separate race. They must be considered as very large individuals of the so-called normal group. If this classifica-

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tion is correct, the concept of "normal" must certainly be broadened to encompass the full range of heights from about 5 feet to nearly 10 feet.

The possibility of a racial distinction within this group intrudes here but it should be considered as improbable. The vast majority have been described as completely human whereas the occasional references to grotesque features seems to apply to all sizes. Thus two races may be represented within this range of heights that are distinguishable by their appearance, that is, normal versus beings with bizarre facial features.

Relationships

As a minimum, the evidence clearly indicates two distinct races inhabiting UFOs, namely, the dwarves and normal humans that are sometimes very tall. One wonders whether these two races are traveling independently about the earth, whether they are aware of each other, and if so, whether their relationship is friendly, indifferent, or hostile. A shopkeeper in Argentina, who was prone to unusual experiences, reported that he had entered a UFO in which he saw four crew members "less than one meter in height"; a "fifth member was a blond man almost two meters in height." Some college students in Mexico City claimed that a tall man with "fair hair and blue eyes" invited them aboard a UFO. After a three-hour flight they reached a space station that was occupied by many "beings who differed greatly among themselves as to size and appearance." The beings were allegedly from various planets. Another UFO occupant over 6 ft tall reportedly told a Brazilian author that "there were not only tall races" in his homeland "but also races of medium-size like earth people, and small races, but also races with white, red, and black pigmentation....(17)

The races certainly seem to be on speaking terms. Despite the conflict concerning origins in the above reports, the most natural supposition is that they come from the same place and are cooperating in their ventures.

Languages

With so many people encountering the UFO races at close range, it would be surprising if someone had not overheard them conversing amongst themselves, or even addressing the witness. Such is indeed the case. The record indicates at least 26 occasions when the speech of the dwarves was heard. Usually the witness could not understand their language.

Developing some further insight into this situation presents some difficulty, for 16 instances involving unintelligible language occurred in several countries, namely, United States (2), France (7), Brazil (1), Great Britain (1), Canada (1), and Italy (4). In any of these instances, the dwarf speaking a language other than that native in the country would not normally be understood. Hence these data do not require that the dwarves have their own separate languages, as they might well be speaking French in Brazil or Chinese in West Virginia. A race like the dwarves, however, presumably isolated from the main stream of humanity for some time, would be expected to develop and use a unique language. Some hint of this circumstance is provided by the following descriptions of the language used by the dwarves, even though not understood by the witnesses.

Description	Case	Country
pointed, childlike voices	46	Canada
grunting like pigs	137	France
inhuman	147	France
gutteral sounds	331	Italy
chattering	434	U.S.A

strange tones (as if from a pipe)	**617**	**U.S.A**
shrill sounds similar to a gargle	**650**	**France**
strange, musical dialect	**855**	**France**

These descriptions do not suggest that the dwarves were merely speaking an ordinary language that was unfamiliar to the witnesses, as attested by "strange" and "inhuman." "Child-

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like" and "shrill" denote a high-pitched voice befitting small beings, while "like pigs," "guttural," and "gargle" denote a harsh quality of sounds produced in the throat. The language of the dwarves is probably unique and unintelligible in any country.

In any event, at least one word used by the dwarves can be identified and defined. One dwarf communicated, presumably by gesture, that his craft was called a "sil." (18) Another one could not get through to an Italian with something like "Dbano da skigyay o dbano," but he may have been merely asking directions to the nearest bathroom. (19)

The dwarves are unimpressive as linguists, but a few have spoken to the witnesses in their native tongues, using: Spanish in Argentina, Venezuela, and Mexico; English in Nebraska, New York, South Carolina, New Jersey, and California; and Italian, naturally in Italy. As might be expected, the language skills varied considerably among the individual dwarves. Their English was variously described as "broken," "very smooth," and "perfect." Similarly, Spanish on one occasion was spoken "slowly and with difficulty," whereas a more fluent colleague was rated "perfect." A dwarf speaking Spanish in Mexico strung "the words together in a strange accent." It seems fairly clear that English and Spanish are secondary languages of the dwarves, which they have learned and are in the process of improving.

If any intelligible messages came through to a witness in his own language he should be eager to tell what the dwarf had said. After such an unusual tete-a-tete, most of them are. Statements attributed to the dwarves are that they are "from space," they would "meet again" with the witness, they are "peaceful people," and have "philanthropic and scientific purposes." These messages, taken together, seem to be quite reasonable.

The dwarves seem to carry on normal conversations among themselves and sometimes talk to the witnesses in an incomprehensible language. This language seems unique to the dwarves and consists of guttural sounds of high pitch. Some of them apparently have mastered to various degrees the more common languages, such as, English, Spanish, and Italian. Perhaps they

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are also learning French, Russian, and the Oriental languages but the evidence is not available.

The normal, human types aboard UFOs display somewhat greater linguistic ability than the dwarves, as indicated in 30 instances involving languages and other communication. They were incomprehensible to witnesses in only 12 cases - an impressive performance, indeed, considering the range of countries in which they landed and spoke. Cases occurred in Italy, United States, Wales, New Zealand, Peru, Great Britian, Japan, Brazil, Portugal, Argentina, and Azores. When witnesses did not recognize the language used by the visitors, they very commonly attempted to describe it. A 12-year-old boy in Tennessee thought it sounded "like German," although it is not reported how familiar he was with that language. Also, one should bear in mind that it might have been German or nearly anything other than English. Two independent descriptions of the language of this group, "shrill" and "metallic," are reminiscent of the sound of the language used by the dwarves. Perhaps they are one and the same. This supposition is

nurtured by the apparent cooperation of the two races.

A foreign-looking woman appeared at the door of a sanatorium in Brazil holding "a mug and a glass bottle covered with beautiful engravings." She uttered something like "Rempaua." The containers were filled with water and returned to her. With apparent satisfaction, the strange woman departed and boarded a UFO that took off. (20) If the word spoken by the woman cannot be identified in earthly language, it might belong to her native tongue. In another Brazilian incident, a survey worker and his associates saw a great disc landing. After his friends had fled, the witness encountered three strange-looking and oddly dressed creatures that were 7 ft tall. With a stick, one of them made seven holes in the ground surrounding a larger hole. The center hole was called "Alamo" and the most distant hole, "Orque." The Sun and Uranus, respectively, have been proposed as the meanings of these words. (21) While the opportunities to make such inferences are extremely rare, considerable progress has been

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made in compiling a lexicon of the language used by the UFO people. (22)

The larger races appear to be more successful in communicating in the languages of the witnesses. Individuals of this group have used the following languages in appropriate countries:

Italian, English, Portuguese, French, and Spanish. Their messages in the composite seem similar to those reported for the dwarves. Familiar expressions included "peaceful purposes," "we will return," "from space," and "carrying out a mission on earth." Witnesses were sometimes invited aboard the UFO, or warned not to touch it. One invitation was accompanied by a threat. (23) Less sinister discussions involved general questions about the witness and inquiries concerning directions and location. While allegedly on board a giant UFO, a Mexican student was told in Spanish that the UFO races knew 700 earth languages. (24) Not withstanding this boast, two of the visitors seemed ill-prepared to land their vehicle on the southern coast of Brazil. Sitting nearby was a lawyer, who was also a Professor of Law and obviously an accomplished linguist. He asked the two strangers where they came from "in Portuguese, Italian, Spanish, French, and English," but elicited no verbal response. (25)

This same professor, however, perceived a telepathic invitation to board the craft and he did. After a pleasant flight lasting 30 to 40 minutes, he was returned to the place where he had been picked up. Such telepathy - the reception of a message in the brain without benefit of a spoken language- is rather commonly reported. An extended, two-way communication by this method was reported in 1952 (26) Sometimes an unintelligible language is involved but the message still comes through. In Brazil in 1954, for example, a witness saw "two men of slim build, normal height, their faces brownish, wearing no helmets." One was collecting samples of grass and the other was inside a machine shaped like a football about the size of a Volkswagen. He could not understand what they said, but he knew that they wanted some ammonia. (27) One of four teachers in a car-stopping incident in France perceived the word "Zemu" repeated twice. (28) In one

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spooky case, an apparition in a woman's house moved his lips, but nothing was heard. The woman, however, understood that the visitor was from space and was searching for titanium under the oceans. (29)

While information concerning the languages and communication of the normal-looking UFO people is quite sketchy, a few points seem to be reasonably clear. They seem to have a unique, unearthly language that is used mostly in talking to one another. This language is. probably the same as that used by their smaller friends. Both groups sometimes converse with witnesses in several of the familiar earth languages. They usually say that they mean no harm, are from space, and are conducting investigations

on earth. Frequent invitations to board their craft are issued, but they are sometimes accompanied by a sinister implication or an actual threat. A message is occasionally conveyed, even though the language is not understood by the witness, or even if no language is used at all.

Clothing

Some information about the clothing of the UFO people is usually reported. The amount of detail may vary greatly among the reports, depending upon the distance from the beings, the duration of the sightings, and lighting conditions, and the extent to which the attention of the witness may have been drawn to other aspects of a spectacular event. The individual's power of observation and level of interest in clothing certainly influenced the content of his report. At any rate, enough observations have been recorded to develop a composite and fairly clear concept of the clothing of the UFO people, including some interesting details about accessories such as belts, headgear, boots, and gloves.

Among the 447 close encounters during the decade from November 1958 to November 1968, 123 instances involved sightings of human-like creatures. (30) When the distance was too great or the light too dim, the witnesses could only indefinitely describe "man," "figures," or "little boys." Such sightings

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without detail occurred about 50% of the time. It is in the remaining 50%, comprising 63 instances, that some specific data is to be found.

Body Covering

Witnesses almost always refer to the clothing of the UFO people as "coveralls," that is, a one-piece garment with long sleeves and pant legs. Other terms such as "diver's suit" and "like a pilot" help to clarify the idea. The fit seems to vary from skin-tight to comfortably loose. A wide range of observed colors includes gray, white, black, gold, blue, silver, red and "luminous." On several occasions the surface texture was seen to be "shiny." A suit appeared to be transparent to one witness, but he supplied no further details. These garments were obviously uniforms, as the UFO people, when seen in groups, nearly always dressed alike. No distinction can be discerned in the reports between the clothing of the dwarves and the larger people.

On rare occasions, more casual attire was noted. In the presence of a companion in the common coverall *one dwarf wore a "gray shirt and brown trousers*." (31) Three dwarves were all seen wearing "purple jerseys and white shirts." (32) A salesman in West Virginia stopped his car close to a large UFO hovering above the roadway directly ahead. A man of dark complexion came out wearing "a shirt and ordinary trousers, both a shiny blue color . ..(33) A rather small man looked positively natty when he climbed out of his craft in Wisconsin wearing "a black, turtle-neck pullover with a white band at the belt, and black trousers with a vertical white band along the side." (34)

Not once were any pockets, seams, buttons, or zippers mentioned. On the contrary, when a witness had an opportunity to see such details, he sometimes pointedly reported their absence. A witness in South Africa, who peered at the pilot of a landed UFO through a port hole, said that "he wore a sky-blue, one-piece coverall with no visible buttons or fasteners." (35) Similarly, no seams could be detected by a farmer in New York while

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talking to two dwarves at a distance of only 5 feet, and he mentioned it. (36) It seems clear that the "coveralls" do not have pockets, seams, buttons, or the like.

Belts

Wide belts are a popular accessory to the standard, one-piece uniform, but certain strange features suggest purposes other than securing the trousers, a function that would be superfluous for a one-piece garment. An Italian observer met two men near a dazzling UFO, with belts emitting intermittent yellow-green-blue light. (37) Four months later, the same man again saw two more figures with luminous belts, but the light was so bright he could not make out any other detail. (38) A utilitarian aspect of the belts was demonstrated in Venezuela by two beings about 2 meters tall. Their belts emitted light rays and they refrained from touching anything without first illuminating it with these beams. (39) It is possible that they were merely using the beams as a flashlight; however, the following episode from Mexico indicates something entirely different.

A taxicab broke down on a main highway one rainy evening in 1953 and the driver could not repair it. He sat in the vehicle all night talking with two strangers who were wearing wide, shiny, perforated belts. At first, the driver thought that the strangers were pilots from some other Latin American country, but one of them told him in Spanish that they came from a far distant planet. At dawn, all three walked to a craft about one-half kilometer across swampy terrain. The witness sank deep into mud but the legs and feet of the strangers remained clean. He explained that "When their feet touched the muddy pools *their belts glowed and the mud sprang away as if repelled by some invisible force." (40)* The strangers were also wearing metal collars around their necks and small, black, shiny boxes on their backs. As these latter two items are very rarely reported, they are probably associated with the belts and with this unusual incident. Had the invisible force been applied with more intensity, the strangers undoubtedly

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would have risen completely off the ground. In other words, the belts are probably part of a system that acted against gravity to keep their wearers from sinking and that simultaneously scattered the mud. One suspects, however, that the primary purpose of the system is to furnish propulsion for flying in a way comparable to a rocket system that American soldiers wear on their backs. While flying is not the most popular method used by the UFO people in getting around, they have been observed on many occasions to hover, or to zoom through the air in a most perplexing way. Specific examples are cited in the section on Personal Locomotion.

It may be worthwhile at this juncture to compare the composite view of clothing developed above with that attributed to a UFO pilot some years previously.

"His clothing was a one-piece garment which I had a feeling was a uniform worn by space men as they travel, l liek Earth men in various types of work-wear uniforms to indicate their occupations.

"Its color was chocolate brown and it was made with a rather full blouse, close-fitting high collar much like a turtle neck, only it did not turn down. The sleeves were long, slightly full and similar to a Raglan sleeve, with closefitting bands around the wrists.

"A band about eight inches in width circled his waist. And the only break in coloring of the entire garment was a strip about an inch and a half in width at the top and bottom of this waistband. This was brighter and more of a golden brown.

"The trousers were rather full and held in at the ankles with bands like those on the sleeves at the wrists, in style much like a ski pant.

"Actually it is very difficult to describe this garment in coloring for I know of no descriptive word in our language that would suit it perfectly.

"It was definitely, a woven material, very fine, and the weave was different from any of our materials. There was a sheen about the whole garment, but I could not tell whether or not this was due to a finishing process or whether it might be the kind of

substance of which its thread was made. It was not like our satin, silk, or

rayon, for it had more of a radiance than a sheen.

"I saw no zippers, buttons, buckles, fasteners or pockets of any kind, nor did I notice seams as our garments show. It is still a mystery to me how his garment was made." (41)

As the witness, George Adamski, thoroughly anticipated numerous, unrelated events around the world for two decades, he was either accurately describing a personal observation, or he was one of the best prophets of modern times. Other portions of his writings certainly deserve to be scrutinized for information about UFOs.

Helmets

It is rather common for the UFO people to be seen wearing helmets. In Wisconsin, a man stepped out of an elevator suspended beneath a UFO "with something like a glass fishbowl on his head." (42)Other observations confirm the general features of this accessory "glass headgear," (43) "diving helmet," (44) and "helmet with a glass section in front of the face." (45) It seems clear that these helmets are not intended merely to protect against mechanical damage. Some details noticed by a witness in Argentina strongly imply that the helmet was worn to isolate the owner from the atmosphere. A typical dwarf came out of a large, egg- shaped object wearing a helmet that was linked to the object by three cables. (46) This arrangement sounds very much like umbilical connections between a space suit and a life-support system, a concept that was not prevalent in Argentina at the time of this sighting in 1965. One cannot escape concluding that these individuals could not breathe the earth's atmosphere, or that they chose not to.

No such restriction applies generally to the UFO people, however, because neither helmets nor other breathing equipment were seen in the majority of the sightings. Most of the UFO people of both races appear to be perfectly comfortable breathing

the air. This dilemma demands a set of circumstances consistent with the observations about wearing helmets; that is, some do, some don't.

The most significant aspect of this data is that large numbers of the UFO people can and do breathe the air. There can be no doubt that their biological system is based upon metabolism of oxygen, since no other atmospheric gas can serve this function. Their life energy must depend upon consumption of oxygen obtained through breathing combined with the chemical degradation of foods, in the manner of humans. Furthermore, the atmosphere that they are accustomed to breathing must contain oxygen, and the amount cannot be greatly different than on earth.

To pursue this inquiry further requires some technical details about gas mixtures and respiration. The oxygen content of air is about 21% based upon dry volume, and that proportion remains nearly constant at all altitudes up to about 25 miles. But the proportion of oxygen is not directly related to breathing. Man lives comfortably at sea level, but he cannot survive above 25,000 ft without supplemental oxygen. The molecular concentration of oxygen, or the pressure exerted by oxygen alone, at the higher altitudes becomes insufficient to transfer oxygen to the blood in the lungs. The important parameter that indicates the suitability for breathing is the partial pressure of oxygen. At sea level it is 159mm Hg. The minimum viable value for man is about 69 mm Hg. But there is no upper limit; man can breathe pure oxygen.

Although the UFO people have been seen wearing helmets that suggest a special gas mixture for respiration, there is no need to assume that they were compelled to do so. As pilots of craft that fly to extreme altitudes, they might habitually wear helmets and, in a few landings, merely fail to take them off. Simply seeing the helmets does not necessarily mean that the UFO people would be uncomfortable or possibly imperiled by breathing air. They could be accustomed to an atmosphere that is identical or very similar to that on earth. But many other explanations are possible.

Let it be supposed that the helmets are intended to supply a

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special mixture of gases and, for the moment, explore the implications concerning only one gas, oxygen. If the partial pressure of oxygen that these people customarily breathe were *less* than on earth and their range of oxygen tolerance were comparable to man, then they should not have any difficulty in breathing ordinary air, relatively rich in oxygen for them, and helmets should not be required. On the other hand, if the partial pressure of oxygen in their native atmosphere were *greater,* than on earth, a distinct need for the helmets might arise. The difference would have to be substantial, say, by a factor of two or three times greater, before they would experience difficulty. Being acclimated to an oxygen-rich atmosphere, they would find the oxygen-poor atmosphere on earth to be troublesome. Helmets would be in order for extended exploration outside the craft; however, shorter excursions might be undertaken without them. In time, they might become adjusted to the earth's atmosphere and no longer need the helmets. For their native atmosphere to have a partial pressure of oxygen vastly greater than on earth is out of the question because they would then never be seen *sans* helmets. It appears that a native atmosphere containing oxygen at a partial pressure somewhat higher than on earth is at least compatible with the observations.

Unfortunately, this line of inquiry conflicts with another forceful implication of the data. As the dwarves are sometimes reported to have abnormally large chests, (47) they may have adapted to low concentrations of oxygen in their homeland as have the South American Indians who live in the Andean highlands. (48) It may be worth noting that this adaptation in South America has occurred in a short period of time compared to the millions of years usually associated with evolutionary changes. The penetration of *homo sapiens* into the Western hemisphere was initiated by Mongoloid people crossing the Bering Sea from Asia to North America about 11,500 years ago. They and their progeny spread gradually southward across the continent, reaching the northern portions of South America in a period of about 700 years, or about 10,800 years ago. (49) If a certain fraction of

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these people having abnormally large chests preferentially sought out the mountain habitat and others did not, eons of time may have been taken in developing the chest. It seems much more reasonable to postulate that a typical group of immigrants by chance, found the mountains to their liking and settled there. In this case, the maximum time available for the adaptation to be achieved was only 10,800 years. Even less time would have been involved if the people first saturated more favorable locations before moving into the highlands by choice or when fleeing from the victors in tribal warfare.

One wonders if the sighting reports contain any clues that would aid in estimating the total atmospheric pressure in the homeland of the UFO people. Helmets might be used as part of a space suit to prevent caisson disease, also known as the bends, if their native pressure were much lower than the atmosphere on earth. A serious medical hazard arises when a person is exposed to nitrogen under increased pressure for an extended period. The blood absorbs more nitrogen than usual and, if decompression proceeds too rapidly, the blood releases it in the form of bubbles. To avoid distressing symptoms or death, the individual must be returned to his normal pressure in slow and controlled stages, allowing the excess

nitrogen in the blood to be expelled gradually by the lungs. If the UFO people were accustomed to an atmosphere in which the pressure of nitrogen were much lower than on earth, one would rarely observe them without their helmets.

On the other hand, a native pressure considerably higher than one atmosphere would also require the use of a helmet but here the question reverts back to an adequate supply of oxygen as already discussed.

In summary, wearing of helmets on earth is not usually required and they may be worn more from personal preference than from necessity. The native atmosphere certainly contains oxygen but the available information is too sketchy to establish its partial pressure relative to that on earth. Neither can the total pressure be deduced. However, the partial pressure of oxygen

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and the total pressure cannot be greatly different from 159 mm Hg and 14.7 psi, respectively.

Boots and Gloves

Footwear is seldom noted but two types have been recognized, namely, ordinary boots and a heelless shoe that is integral with the trousers, such as children's' "pajamas-with-the-feet-in- 'em." A robot-like being associated with a UFO was seen in Florida wearing thin, white gloves but the report does not suggest why. (50)

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National Investigations Committee On Aerial Phenomena

Case Directory
Category 7, ENTITY

Preliminary Rating: **5**

The Betty & Barney Hill Case

Sept. 19, 1961
Nr. Indian Head, New Hampshire

Fran Ridge:
Sept. 19, 1961; Indian Head, New Hampshire
One of the first impressive abduction claims I became aware of was the Betty & Barney Hill case of 1961. This was a couple, most unusual as most such incidents seemed to involve one person. It also began with a visual sighting of an object by both witnesses, and a visual (with binoculars at close range) by Barney Hill of entities on board the craft. They later realized that more than an hour of time was 'lost' and noticed that the car had strange blotches on it. Betty reported it to Pease Air Force Base who confirmed that they had indeed tracked an unknown object around that time and location. Although a later Air College report, suggesting Project Blue Book should be re-opened was discovered and mentioned the radar trackings, the correlation is considered very weak at best. After regressive hypnosis they found that they had been taken onboard the UFO and had 'medical' tests performed on them. Betty also remembered being shown a 'star-map' of where the aliens came from. Under further hypnotic sessions they were able to re-create the star map which turned out to be very close to a known star system.

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The Hill Case - Volume II, The UFO EVIDENCE - Richard Hall
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Artist Takes Note of Alien Anatomy - NICAP UFO INVESTIGATOR - April 1972
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Hill Radar-UFO Connection Weak - Richard Hall
Radar Tracked UFO At Pease - Air College Report cited (CUFON)
youtube.com/watch?v=WhlWqMam4ew (You Tube, complete movie)
Betty Hill Star Map: The Zeta Reticuli Incident - Terence Dickinson - Dec 1994
Betty Hill Star Map: The Age of Nearby Stars - Jeffrey L. Kretsch
Excellent book: "The Interrupted Journey" (1966) - John G. Fuller
Audiotape of Betty Hill on CD-Rom with $5 donation to the NICAP Site

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National Investigations Committee On Aerial Phenomena

Case Directory
Category 7, ENTITY

Preliminary Rating: **5**

The Hickson/Parker Incident

Oct. 11, 1973
Pascagoula, Mississippi

Fran Ridge:
Oct. 11, 1973; Pascagoula, Mississippi
7:00 p.m. local. There are a few cases of reported abductions that really impress me. One of these is the Hickson/Parker case. Dr. J. Allen Hynek had not yet set up the Center for UFO Studies and was still an Air Force consultant to the UFO project, Blue Book. Dr. James Harder, U. of California, was with him when he investigated the case. It was Hynek's comments about the men that impressed me the most, but seeing and hearing Charles Hickson relate his story on the Dick Cavett Show did the rest. Although Hickson's polygraph tests revealed he believes he was taken aboard an extraterrestrial space ship, the operator of the railroad drawbridge (in background), who was on duty the entire night of the incident, said he didn't see anything unusual. This does not mean that it didn't happen. Charles E. Hickson Sr. passed away at age 80 on Friday the 9th September 2011.

Detailed reports and documents
Charles Hickson Abduction Case (youtube.com/watch?v=q0TSZePK3Zg)
Hickson & Harder Interview Part 1 (youtube.com/watch?v=Kw5MaulX3Qo&feature=related)
Hickson & Harder Interview Part 2 (youtube.com/watch?v=2dmLJS2pBcE&feature=related)

Hickson/Parker Case Synopsis - Andy Page
The current view - Volume II, The UFO Evidence - Richard Hall
All They Wanted to Do Was Go Fishing - The Transcript - Ralph Blum
Interview With New Pascagoula Witness
Man Still Haunted By UFO - Newsclip (Jeff Rense web site)

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Case Directory
Category 7, ENTITY

Preliminary Rating: **5**

The Travis Walton Incident

Nov. 5, 1975
Snowflake, Arizona

Updated: 22 July 2021

Fran Ridge
Nov. 5, 1975; Snowflake, Arizona
Travis Walton is an American logger who claims to have been abducted by a UFO while working with a logging crew in the Apache-Sitgreaves National Forest in Arizona,. Walton could not be found, but reappeared after five days of intensive searches. The Walton case received considerable mainstream publicity and remains one of the best-known instances of alleged alien abduction. UFO historian Jerome Clark wrote: "Few abduction reports have generated as much controversy" as the Walton case. It is furthermore one of the very few alien abduction cases with corroborative eyewitnesses, and one of few abduction cases where the time allegedly spent in the custody of aliens plays a rather minor role in the overall account. The motion picture, "Fire In The Sky", which was the account of what reportedly happened to Travis Walton and his crew, was released by Paramount Studios in 1993. Paramount contacted me about the details of the event and I presented what we had on file. Right before the release they sent me a large cassette of the promo and my family on I saw the film in March 12th.. As a motion picture it was very entertaining, but presented as based on a true story it was more frightening than necessary. The problem with the movie was basically in the portrayal of what happened to Travis while onboard the UFO. The story illustrated the seriousness of the close encounter and that the type of people who report them. It also showed what the situation can cause in a person's life. Good Point - Apparently people survive these encounters. Bad Point - The picture did not present what Travis said really happened aboard the craft. Be sure and watch the youtube video below.

Detailed reports and documents
The Travis Walton Case (Coral Lorenzen)
The Travis Walton Home Page (Travis Walton)
youtube.com/watch?v=RA6npOAQL1U&t=38s (NICAP OFFICIAL YOUTUBE)
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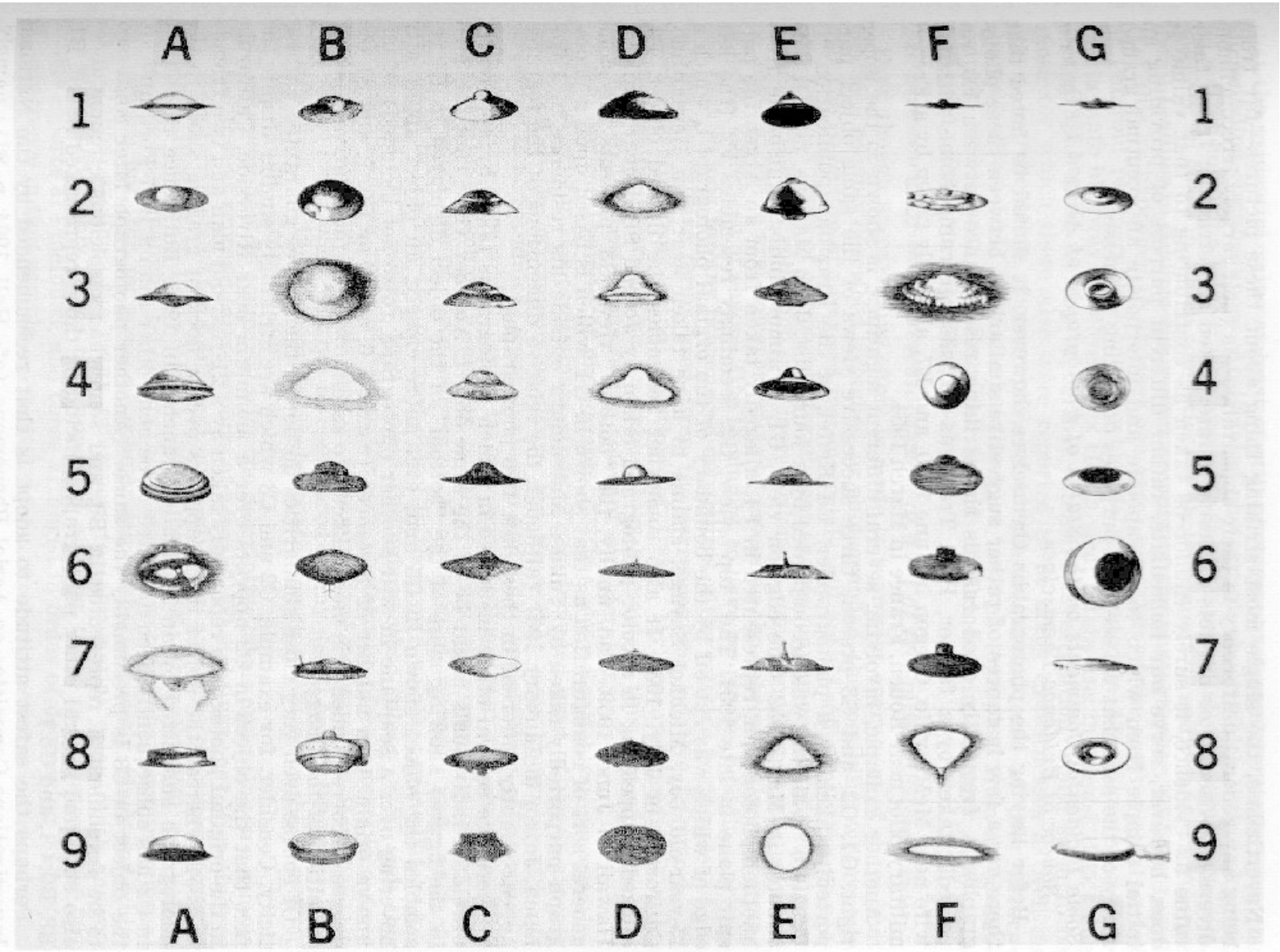
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Category 8 - Photographic & Video Cases

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IMCAT Case Directory
Category 08, Photographic / Video Images

Preliminary Rating: **5**

Grumman Mystery Satellite

Aug. 25, 1960
Bethpage, New York

Updated: 28 Sept 2011
Fran Ridge:
August 25, 1960; Grumman Aviation; Bethpage, New York
The National Space Surveillance Control Center, Air Force command and control development division, attempted to work out an orbit for a strange object reported several times. But the scientists had only one solid observation to go on, the photographing of the object by Grumman Aviation Engineering Corp. at Bethpage, N.Y. I remember reading our preliminary report in the NICAP U.F.O. Investigator back in 1961, and later seeing the article and a picture in *LIFE or LOOK*. This report has the Grumman report I was able to obtain a zerox copy of from Loy Pressley in June of 2002 which he had obtained a few years prior from Jan Aldrich. Mike Swords later provided the best image, a scanned version of Hynek's original *.

Joel Carpenter:
I have a copy of the Grumman satellite report, and I ran it by a guy who is a former CIA consultant on military satellite technology (Allen Thomson). He said that the data in the Grumman report don't add up to a real orbit, so he didn't know what to make of it. It seems that there was something fishy about the Grumman object, whatever it was.

Brad Sparks:
The Grumman object was in retrograde orbit, inclination angle to the equator about 135 degrees. It would not show up on the next expected orbits every time. Grumman put together a contract proposal to the AF to conduct an investigation. I have not found any satellites launched in an inclination of about 135 degs, not because it's physically impossible but wasteful as it goes against the earth's rotational boost into orbit. Best possibility of explanation is a Soviet Luna probe or upper stage that looped back around the earth but on the wrong side into retrograde orbit. But that would be extraordinarily lucky, extremely difficult to do even by design. Impossible to have been the Discoverer 5's polar orbiting Agena upper stage fired in the wrong direction or any polar orbiting Discoverer (CIA Corona). Flatout absolute physical impossibility total nonsense and hogwash. Cannot have enough propellant to go off at 45 degrees. You would have to have another Atlas or Thor first stage up there to do that.

Detailed reports and documents
cufos.org/Moonwatch_Mystery_Satellites/ (CUFOS)
images/600825grumann_hynek.jpg (Mike Swords) *
Mystery Satellite Tracked (Preliminary Report, NICAP U.F.O. Investigator, July-Aug, 1961)

Official confirmation photo of Mystery Satellite (Grumman)
Official confirmation inverted photo of Mystery Satellite (Grumman)
Grumman Proposal for Optical Surveillance of the Retrograde Satellite (Grumman)
Grumman letter, Dec. 13, 1960
docs/NARA-PBB1-232-233.pdf (Fran Ridge)
Unidentified Satellites (Gordon Creighton/FSR. Vol. 7, No.1)
More on Ofeq, and some speculation (Allen Thompson)
reports/mystsat_fotocat.htm (Vicente-Juan Ballester Olmos)
reports/mystery_satellites_keyhoe.htm (Keyhoe, Aliens From Space)
Mysterious Reddish Object Circling Earth Photograped (Fran Ridge)
Scientists Try To Work Out Orbit For Strange Sky Object (Fran Ridge)
articles/1960mystery_satellite_newsclips.htm (UFOGDR Center, Fran Ridge)
Unexplained Satellites (pdf, UFOI Dec-Jan, 1960-61 Pg.8/Dan Wilson)
Mystery Satellite Tracked (pdf, UFOI, pg. 7/Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

IMCAT Case Directory
Category 08, Photographic / Video Images

Preliminary Rating: **5**

The Big Sur Filming / UFO Disables Dummy Warhead ?

September 1964
Big Sur, California

updated: 2012 0907
Fran Ridge:
September, 1964; Big Sur, California
USAF Lt. Robert Jacobs was Officer-in-charge of Photo-Optical Instrumentation for the 1369th Photographic Squadron at Vandenberg AFB. He disclosed his crew's filming of an Atlas missile launch where a UFO allegedly caused the ICBM's warhead malfunction. At the time of the filming apparently no one knew anything about a UFO. But the next morning Jacobs was ordered to report to the office of Maj. Florenz Mansmann, First STRAT AD, his commanding officer where he was shown the film and was told to forget it ever happened. Kingston George, the project engineer for the experiments, and who probably never saw the film, "identified" the object as "nothing to do with UFOs" in an article by the Skeptical Enquirer (Winter of 1993). Before Mansmann's death, and 40 years after the actual event, the major confirmed the UFO incident in writing. The controversey centers around opinions of some serious researchers on our team, who suggest that the telescope imaging system was not adequate enough to produce the results described by Jacobs and Mannsman. However, several other researchers have shown that, with the seeing conditions at the height of the equipment used, and the imaging systems operating at that shoot, what was reported could have actually occurred. So, the question remains, however, was this a UFO incident or a cover-up about an important warhead test?

Detailed reports and documents
UFO Filmed Circling Atlas Rocket [dated Sept 1988] (T. Scott Crain)
Deliberate Deception: The Big Sur UFO Filming [dated Jan 1989] (Bob Jacobs, Ph.D)
Deliberate Disception: articles/original [pdf] (MUJ-249 Original)
Big Sur Explained? Maybe; Maybe Not (CE Email log)
Anderson Peak Maps (Joel Carpenter)
images/bigsur1b.jpg
images/bigsur2b.jpg
images/bigsur3b.jpg
images/bigsur4b.jpg
Map of Big Sur
The Atlas Inter-Continental Ballistic Missile
Low Klass: a rejoinder [circ Sept 2003] (Dr. Bob Jacobs)
The Big Sur 'UFO' : An Indentified Flying Object (Kingston George [Skeptical Inquirer, Winter, 1993])
Shot_Across_Bow [pdf] (IUR-31, Robert Hastings)
reports/Analysis of Big Sur [pdf] (Mark Rodeghier, CUFOS)
reports/Analysis of Big Sur [pdf] (John Waskiewicz)

reports/Analysis of Big Sur [html] (Fran Ridge/The Lunascan Project)

NICAP Home Page

Form: 97 BB
Date: Tue, 7 Mar 2006 15:34:54 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: January 6, 1953, Nr. Dallas, TX and Oklahoma City, Oklahoma, (BBU)

Cat: 9
To: Francis Ridge <nicap@insightbb.com>

==========

Jan. 6, 1953: Near Dallas, Texas [and Oklahoma City, Okla.?] (BBU)
1/1:05 a.m. (CST). (McDonald list; FUFOR Index)

==========
<> <>
Jan. 6, 1953: Near Dallas, Texas [and Oklahoma City, Okla.?] (BBU)
A Delta-shaped object was seen for a period of over 2 hours from two points in the Dallas, Texas, area. Approximate time: 0105 hours. The object was shaped like an arrowhead with a large round opening in the center. The object was observed by Mr. M. F. Fechenbach and Mr. Wyle V. Moore, both Aircraft Traffic Controllers at Love Field, Dallas, Texas.
All radar in area was notified. Oklahoma City Municipal Airport reported radar contact with the object an gave an estimated speed of 600 MPH. In one instance the object hovered, made a slight curve and then went practically straight up and disappeared by blending in with stars.

http://www.bluebookarchive.org/page.aspx?PageCode=MISC-PBB2-705

Page ID (PID) MISC-PBB2-705
Collection Other Official Microfilm
Roll Description Misc Blue Book Files Roll 2
Document Code N/A

Frames 705 - 709

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BACK RESIZE ZOOM % 20 IN OUT LEFT RIGHT INVERT

Submit (input element)

National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **5**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

Radar Tracks Maneuvering Object Seen Over City

Feb. 11, 1966
Showhegan, Meine

Brad Sparks:
Feb. 11, 1966; Showhegan, ME (BBU)
11:55 p.m. EST. A glowing orange object with domed top, hovered, maneuvered over the area, seen by police and citizens. The object was tracked on Air Force and FAA radar "making tight turns at a low altitude." (NICAP report; U.F.O. Investigator, Vol. Ill, No. 6, Jan. -Feb. 1966, pp. 1-2.) (BBU) [This case is not listed in the PBB Master Index - Dan Wilson].

Detailed reports and documents
U.F.O. Investigator, Vol. Ill, No. 6, Jan. -Feb. 1966, pp. 1-2. [pdf] (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 9
Radar Incident

Directory

Heavily-Witnessed Radar-Visual Case Near Kansas City

Belton, MO
August 8, 1978

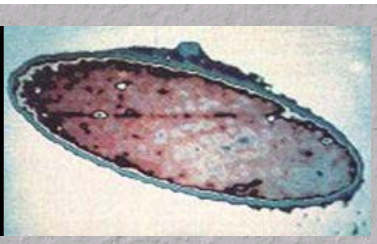
This UFO is certainly an unusual, dynamic one, putting on a show over Belton, MO that could be seen in three neighboring suburbs south of Kansas City, with dozens of witnesses reporting it independently to law enforcement agencies and the local Air Force base. Thus, it is distinguished as the IUR case with the greatest number of witnesses. It also appears to have been seen briefly on radar. If this event was based on a hoax, it would be unprecedentedly elaborate.

Our thanks to Mary Castner for the pdg file which presents the IUR in its full glory.

Francis Ridge
NICAP Site Coordinator

Heavily-Witnessed Radar-Visual Case Near Kansas City - IUR,3,9 - Mary Castner

NICAP Home Page



Nuclear Connection Project
NCP

Established, July 1, 2003
Francis L. Ridge, Project Coordinator
updated: 26 Jan 2015

Next Page
The Briefing Room
UFOs at ICBM sites and WSAs by Robert L. Hastings
UFOs Follow Nukes From New Mexico to Texas and Oak Oak Ridge

updated 20161223

The NCP Project Team	Nuclear & Missile Incident Folders Other NC cases: ufohastings.com	UFO/Nuc-Site DataBase
Power Outages & NucCon	Nuke Notes	Papers

AF INTELLIGENCE MANUAL SHOWS FLYING DISCS

This official flying disc illustration is taken from an Air Force Intelligence Manual, AFM 200-3, Chapter 9, page 3. The caption reads: "The Air Technical Intelligence Center is responsible for the prevention of technological surprise."

NICAP Home Page

Intelligence Summary

Missile Base Incidents

produced by the

Nuclear Connection Project

January 10, 1961; Cape Canaveral, Florida
UFO alters Navy Polaris test

Summer of 1961; Near Moscow
Missile battry fires at Disc. UFO stalls electrical apparatus.

August 7, 1962; Oracle, Arizona
UFO over Titan missile silo, Jets sent up
April 28, 1964; Minot AFB, North Dakota (BBU).

September 15, 1964; Big Sur, California
UFO Destroys Atlas warhead, filmed by military tracking crew

April, 1966; Malmstrom AFB, Montana (BBU)
UFOs, alarms, 10 missiles inoperative. (McDonald)

June 16, 1966; Elista, Kalmuk, Russia
Scientist report UFO maneuv nr missile test.

August 24, 1966; Minot AFB, [Grano? Carpio?] North Dakota (BBU)
10 p.m. Airman saw and reported by radio a multi-colored light high in the sky. Strike team sent to his location confirmed the object. Second object, white, was seen to pass in front of clouds. Radar detected and tracked an object. Sightings made by 3 different Minuteman ICBM missile sites. Radio interference was noted by teams sent to locations where object was hovering at ground level. (Vallée Magonia 791; FUFOR Index)

March 5, 1967; Minot AFB, North Dakota (BBU)
ADC radar tracked an unidentified target descending over the Minuteman ICBM missile silos of the 91st Strategic Missile Wing. Base security teams saw a metallic, disc-shaped object ringed with bright flashing lights moving slowly, maneuvering, then stopping and hovering about 500 ft above ground. Object circled directly over the launch control facility. F-106 fighters were scrambled but at that moment object climbed straight up and disappeared at high speed. (Ray Fowler; etc.)

March 16, 1967; 15 miles N of Lewistown, Montana (BBU)
8:45 a.m. 15-mins. Echo-Flight of 10 Minuteman nuclear ICBM's of Malmstrom AFB, USAF 341st Strategic Missile Wing, SAC, were inexplicably deactivated within 10 secs of each other and for 1 day after UFO's hovered near 2 missile silos. Followed a series of UFO sightings during early morning hours by USAF security teams. Similar unexplained deactivation of Minutemans occurred with O-Flight earlier in the morning. (CUFON; NICAP; not in BB files??)

March 24/25, 1967; Nr. Roy (about 30 miles NE of Lewiston, Montana (BBU)
Oscar-Flight [November-Flight?] of Malmstrom AFB, USAF 341st Strategic Missile Wing, had unexplained deactivation of 6-8 Minuteman nuclear ICBM's within several secs of each other during UFO close encounters involving a red saucer shaped object in early morning hours. USAF security guard injured and medivacked out. Capt. Robert Salas was Deputy Missile Combat Crew Commander on duty at O Flight. (CUFON; NICAP; not in BB files??)

March 30, 1967; Malmstrom AFB, Montana
Radar/visual, UFO 10 missiles shut down.

Oct. 24, 1968; About 30 miles NW of Minot AFB, North Dakota (BBU)
???m.(CDT). 4 hours 48 minutes. USAF Minot AFB ground radar tracked unidentified object correlated with orange glow and radioed it to the attention of the USAF crew of B-52H bomber (call sign JAG 31) on a 290° heading at 2,000 ft as a UFO target at 1 o'clock position to the NW at 24 miles, then 15 miles at 3:35 a.m. At 3:52 a.m., Minot radioed the B-52H that base weather radar was also tracking target now at 1 o'clock position and 3 miles from the B-52H. At 3:58 Minot requested IFF transponder identification from the B-52H and the B-52H radio transmitter failed for 4 mins. B-52H crew saw and radar tracked bright red-orange object [?] at 9 o'clock position at 35 miles then 1.25-1.5 miles, traveling at 3,000 mph [?]. UFO landing for 45 mins at location "AA-43." UFO sightings at Minuteman ICBM nuclear missile sites N, O, J [?], and M Flights, 91st Strategic Missile Wing, including strange EM effects such as security alarms activated at outer and inner rings around silos, outer [silo?] door opened and combination lock of inner door moved. Witnesses included Maj. Bradford Runyon, Capt. Robert Salas, S/Sgt Bond, S/Sgt Smith, et al. (Project 1947; Kevin Randle; Hynek UFO Rpt pp. 137-9 [misdated as ???????????

October 30, 1975; Wurtsmith AFB, Michigan
UFO chased by KC-135 tanker.

November 7, 1975; Malmstrom AFB, Montana
Targeting system tampered with.

November 8, 1975; Malmstrom AFB, Montana
F-106's scrambled after UFOs

NICAP Home Page
The Nuclear Connection

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UFO sightings at ICBM sites and nuclear Weapons Storage Areas

By Robert L. Hastings

Although the vast majority of Americans are completely unaware of its existence, the UFO/Nukes Connection is now remarkably well-documented. Air Force, FBI, and CIA files declassified via the Freedom of Information Act establish a convincing, ongoing pattern of UFO activity at U.S. nuclear weapons sites extending back to December 1948.

For more than 30 years, I have been interviewing former and retired U.S. Air Force personnel regarding their direct or indirect involvement in nuclear weapons-related UFO sighting incidents. These individuals—from retired colonels to former airmen—report extraordinary encounters which have obvious national security implications. In fact, taken to their logical conclusion, the reported incidents have planetary implications, given the horrific consequences that would result from a full-scale, global nuclear war.

At the time of their experiences, my former/retired USAF sources held positions ranging from nuclear missile launch and targeting officers, to missile maintenance personnel, to missile security police. The incidents described occurred at Malmstrom, Minot, F.E. Warren, Ellsworth, Vandenberg, and Walker AFBs, between 1963 and 1996. Other sources were stationed at Wurtsmith and Loring AFBs, where B-52 nuclear bombers were based during the Cold War era.

To date, I have interviewed over 50 individuals who were involved in various UFO-related incidents at Strategic Air Command bases or remote sites. I have selected the statements of 20 of those persons for presentation here. An expanded discussion of this material will appear in my forthcoming book, *The UFO/Nukes Connection*.

The testimony below is admittedly anecdotal evidence. Nevertheless, it is offered—often reluctantly—by persons who were entrusted by the U.S. government with the operation or security of weapons of mass destruction. As such, each source was subjected to, and passed, rigorous background checks and personality tests designed to ascertain, with a reasonable degree of certainty, their psychological stability and reliability.

For the moment, the international tensions of the Cold War era have receded. Consequently, the U.S. and Russia are currently downsizing their nuclear arsenals. Nevertheless, vast numbers of nukes still exist and may be unleashed at a moment's notice. Therefore, these weapons remain a potential threat to the future of the human race.

The events described below leave little doubt that our nuclear weapons program is an ongoing source of interest to someone possessing vastly superior technology. Significantly, the reported UFO activity occasionally transcends mere surveillance and appears to involve direct and unambiguous interference with our strategic weapons systems.

Considering these and similar accounts—too numerous and credible to dismiss—I would argue, as others have before me, that the heightened presence of the UFO phenomenon since the end of World War II is a direct consequence of the advent of the Nuclear Age. To suggest that this is the only explanation for widespread UFO sightings during our own era would be presumptuous, simplistic, and undoubtedly inaccurate. Nevertheless, I believe that the nuclear weapons-related incidents are integral to an understanding of the mystery at hand.

Anyone wishing to contact me may do so at hastings444@att.net.

My Sources:

Malmstrom AFB, Montana (1966-67):

1st Lt. Robert C. Jamison—Former USAF Minuteman ICBM targeting officer (Combat Targeting Team Commander), 341st Missile Maintenance Squadron, Malmstrom AFB, Montana:

Jamison states that he assisted in the re-start of an entire "flight" of ten Minuteman ICBMs which had simultaneously and inexplicably shut down immediately after a UFO was sighted in their vicinity by Air Force Security Police. Jamison is certain that the incident occurred at one of the missile flights located near Lewistown, Montana, perhaps Oscar Flight. This event probably occurred on the night of March 24/25, 1967, based on Jamison's portrayal of related events.

Jamison said that while his and other teams were preparing to respond to the stricken flight, they were ordered—as a precaution—to remain at Malmstrom until all UFO reports from the field had ceased. He further states that his team received a special briefing prior to being dispatched, during which it was directed to immediately report any UFO sighted while traveling to or from the missile field. In the event that a UFO appeared at one of the missile silos during the re-start procedure, the team was directed to enter the silo's personnel hatch, and remain underground until the UFO had left the vicinity. According to Jamison, the Air Police guard accompanying the team was to remain outside and relay information about the UFO to the base Command Post. Jamison's own team re-started three or four missiles but did not observe any unusual aerial activity.

Jamison said that while he was at the missile maintenance hangar, waiting to be dispatched to the field, he overheard two-way radio communications at the temporary Command Post, relating to another UFO having been sighted on the ground in a canyon near the town of Belt. He states he recalls hearing that a top commander—either Malmstrom's base commander, or the 341st Strategic Missile Wing commander—was on-site with other personnel. Based on these recollections, it appears that Jamison is describing the well-documented Belt, Montana UFO sighting of March 24/25, 1967.

Jamison said that immediately after the missile shutdown incident, for a period of approximately two weeks, his team received a special UFO briefing, identical to the one described above, before being dispatched to the field.

Jamison said that approximately two weeks after the full-flight missile shutdown, his team responded to another, partial shutdown—involving four or five ICBMs. Prior to being dispatched, Jamison's team received a report that the missile failures had occurred immediately after a UFO was sighted over the flight's Launch Control Facility. Jamison recalls that this incident took place at a flight located south or southwest of Great Falls, possibly India Flight, and during daylight hours.

Jamison said that he had subsequently spoken with several individuals, mostly missile security guards, who had witnessed various UFO-related incidents. He reports that they were "visibly shaken" by their experiences.

Comment: At least five other former or retired USAF personnel—all Minuteman missile launch officers stationed at Malmstrom AFB in 1967—have previously divulged their knowledge of UFO involvement in two separate, large-scale missile shutdown incidents. One of these individuals, former Deputy Missile Combat Crew Commander Robert Salas, has extensively investigated these events, together with researcher Jim Klotz. Their revealing summary of the March 1967 incidents may be found at:

http://www.cufon.org/cufon/malmstrom/malm1.htm

The article above also discusses the Air Force's formal denial of UFO-involvement in the one officially-acknowledged, full-flight missile shutdown incident at Malmstrom AFB—at Echo Flight—despite the missile launch officers' testimony to the contrary. The official disavowal is found in the 341st Strategic Missile Wing's "unit history".

Significantly, the unit historian, David Gamble, told Klotz that while compiling material for the

official history, he had learned of reports of UFO activity within Malmstrom's missile fields. When he made inquiries, Gamble received "no cooperation" from those in-the-know. He further said that written changes regarding "the UFO aspect of the missile shutdown incident" had been made by superiors. The final version of the unit history states, "Rumors of Unidentified Flying Objects (UFO) around the area of Echo Flight during the time of the fault were disproven."

Salas and Klotz have written a thorough and persuasive book, *Faded Giant*, which expands upon their earlier online report.

If Jamison's recollections are correct, and he did indeed respond to a large-scale missile shutdown at Oscar Flight on the same date as the well-documented Belt UFO sighting, then the date proposed for the Oscar event by Salas and Klotz—March 16, 1967—would seem to be in error. Salas has now acknowledged this possibility, however, Klotz remains skeptical about the alternate date.

Prior to my posting the Jamison-related material on the NICAP and NCP websites, I sent it to Klotz for his review. He responded, "I think that while witnesses' memories of 'events' tend to be pretty clear, memories of dates tend to be less accurate. I am a document-driven guy and I'd like to see some documentary evidence of multiple events. Lacking this, I only wish to keep open the idea that memories may be of a 'single' UFO-related missile shutdown event at Malmstrom. Certainly the indications from witness testimony are that multiple events may well have occurred."

For the record: I too would like to see unaltered documents relating to the shutdown events. In the early 1980s, I attempted to access, via the Freedom of Information Act, Office of Special Investigations (OSI) files relating to UFO sightings at Malmstrom's ICBM sites, only to be told that all such documents had already been declassified. However, multiple source testimony strongly suggests otherwise. I think David Gamble's comments above are telling. In my opinion, the documents that might shed light on the true facts relating to the missile shutdowns will remain hidden indefinitely, whereas those supporting the official version of events, including unit histories, will sometimes be declassified.

I also sent my Jamison-related material to Bob Salas. He responded, "What is interesting to me is the briefing Jamison received about how to respond if they sighted a UFO while working in the field. This would be a further indication that there had been experiences with UFOs at [Launch Facilities] prior to Jamison going out to the sites. We have also received similar information from a source we are protecting at this time."

Salas continued, "I [now] think it is more likely that Oscar Flight went down on some date after the Echo Flight [shutdown] and that it could very well have been on the same day as the Belt sighting. One of the factors that lead me to that 'opinion' is the lack of comment about two flights going down in the [now-declassified] telex that went out, and in the unit history. If the two had gone down on the same day, that would have been mentioned. The reason, I think, Oscar wasn't mentioned later is because by then the Air Force wanted to keep a secrecy lid on it and avoid the possibility of a leak by the indication of a growing and continuing problem. That would have made quite some headlines in the press."

Salas concluded, "Remember, from all we have heard from the maintenance people we have interviewed, the rumors and comments [about UFO activity] were rampant. I personally received a call from an NCO after the Oscar shutdowns, practically begging me to come talk to him and others about the incident. Believe me, it was all over the base and some of the troops were flat scared."

In conclusion, Jamison's statements are important because they indicate that the Air Force was fully aware of UFO involvement in at least two missile flight shutdown incidents prior to dispatching the missile maintenance teams to restart the ICBMs. Specifically, according to Jamison, the 341st Missile Maintenance Squadron undertook certain precautions and formally implemented various procedures to protect the teams' safety while in the field. In this respect, his testimony is unprecedented.

Staff Sgt. Louis D. Kenneweg—Former Minuteman ICBM maintenance clerk, 341st Missile

Maintenance Squadron, Malmstrom AFB, Montana:

At the time of the 1967 missile shutdown incidents, Staff Sgt. Louis D. Kenneweg was assigned to the 341st Missile Maintenance Squadron (MIMS) at Malmstrom AFB. His duties at the MIMS hangar included issuing Technical Order kits (T.O.s) to other members of his squadron. As Kenneweg explained, “Each of the repair teams would be required to take T.O.’s in the truck with them. The kit included books or manuals that would contain technical information that the technicians could look up rather than rely on memory. There was also a check list in plastic sleeves, kind of like a pre-flight checklist for a pilot, that they would use before removing the warhead from the missile. Of course there was an awful lot of supervision when that occurred.”

Although the date is uncertain, one night, around 11:45 P.M. Kenneweg was driving to work when he noticed something unusual in the sky. “As I traveled down one of the roads parallel to the flightline,” he said, “I saw something that I first thought was a private plane’s lights, blinking. As I watched it get closer, I realized that it wasn't blinking at all, but zig-zagging. First here, then there, traveling too fast for a plane. Then looming over the flightline. I got up late, and I knew that I had little time, but I stopped anyway. I opened the car door, got out, and focused on the lights. I watched it as long as I could, without being late to work. I remember saying to myself that this pilot was going to be in a lot of trouble, coming across the runway, or at least across the Air Force Base property. I don’t remember it traveling that close to me, but I do remember the image of it disappearing in a low southerly trajectory over the [MIMS] hangar. Of course, it was much farther away than it appeared. At that point, it wasn't ‘blinking’ anymore but had more of a glow. It appeared as a bright light the size of the moon, on a cloudy night, although I don't remember it being cloudy.”

Upon arriving at the MIMS hangar, Kenneweg was confronted by a scene of high activity. “As I entered the hangar I noticed that there were numerous trucks being loaded,” he said, “many more than I had ever seen all at the same time.”

Still puzzled about the strange, zig-zagging light, Kenneweg walked toward the Air Police office, where APs were routinely assigned to accompany the maintenance teams into the missile fields, guarding their trucks and the silos once they opened the gates. When he arrived, he noticed an unusual level of activity there as well. Kenneweg asked the Air Police sergeant on duty whether the base had any helicopters up. The sergeant replied that the helicopters didn’t have radar and didn’t fly at night.

Kenneweg continued, “Back at the office, I issued almost all of the [T.O.] kits on the shelf. I remember saying to myself, ‘I'm running out of kits, this is a busy night.’ Now, I didn’t check the sign-out sheet to see how many kits had been checked out before my shift, but while I was on duty, I did recall that they were almost all checked out. As I count them off in my head today, and try to see them on the shelf, we had a wall with 3 shelves that would hold 25 or so.”

Clearly, a lot of missiles were either undergoing routine maintenance, and/or had gone off Strategic Alert for another reason, all at the same time.

When the maintenance teams returned to the MIMS hangar—Kenneweg first thought that it had been some three hours later, but upon reflection, now believes that it was more than 24 hours later, during his next shift—one of the technicians hinted that something out of the ordinary had taken place in the missile field. “One of the guys mentioned to me that some very weird things were going on that night,” said Kenneweg, “It takes two guys to carry the T.O. kit, and there were other guys behind him, waiting in line to get checked in, and they were all nodding their heads in agreement. But this guy said that he couldn’t talk about it right then. He said he would tell me all about it back at the barracks. Well, like I have said before, I was busy working [a second job] at the Red Lion Supper Club and didn't really have that serious sit-down conversation with that particular airman. But the barracks was buzzing. Stories about how when they got to the [missile silos] and found no damage, and how all the batteries were dead. I also heard a story that [UFOs] were seen on radar, then they were gone.”

He continued, “Our missile sites each had a tertiary power system. The main power source was delivered by Montana Power. Telephone poles, transformers and wire. The second system was the

diesel generators, and the third was the battery back-up within the silo itself. Numerous reports came back saying that they had found no damage to the fences, wires, transformers, microwave intrusion system, locks on the three-foot-thick concrete blast doors, or to the batteries. So, no evidence of damage from intruders or animals, lightning or fire. Just three sources of power vanished and the batteries were dead."

Kenneweg believes that the incident was not isolated. "As I recall," he said, "there were other nights where the guys would come back and look a little shaken, all within that same time-period."

Comment: Based on Kenneweg's description of his own UFO sighting, during which the object appeared to be near or over Malmstrom's flightline at one point, I have speculated that the UFO may have briefly maneuvered near the base's nuclear Weapons Storage Area (WSA), which is located just east of the main runway. The WSA contains Minuteman missile nuclear warheads, known as Re-entry Vehicles (RVs). A review of aerial photographs of Malmstrom, which show the WSA, coupled with an analysis of Kenneweg's probable position near the MIMS hangar, lead to this conjecture. Regardless, another UFO sighting at the WSA, some years later, has been confirmed by two other sources. See Malmstrom AFB, Montana (1975).

Airman 1st Class David Hughes—Former Air Policeman, 341st Combat Defense Squadron, Malmstrom AFB, Montana:

Hughes stated, "I was stationed at Malmstrom from January 1966 through August 1967. I was an Air Policeman, assigned to 'B' Flight, with the 341st Combat Defense Squadron. I worked at the Foxtrot [Flight Launch Control Facility]. Many nights we observed a light in the sky between Choteau and Augusta, Montana."

He continued "This light would move at incredible speeds, make right-angle moves, and continue for hours. When seeking further information from wing command, we were often insulted when told it was a Telstar satellite. On one occasion we were told by other friends working in the [air traffic control] tower at the base that aircraft had been launched to seek to identify a strange radar echo that had appeared on their screens and on the screens of the local airport. This was later denied the next day, but if memory serves, the local newspaper had an story on it the next day. This must have happened sometime in early 1967, or late 1966."

Hughes concluded, "All I know is that some strange things consumed our attention many nights while on patrol. We patrolled from Augusta to Choteau each night and [frequently] saw something that lent credance to the UFO concept. To us, 'UFO' simply meant it was an Unidentified Flying Object, either from our military or some unknown source. We never believed the satellite story. However, when we learned that the jets had been scrambled and the next day it was denied, then we knew something was up."

Malmstrom AFB, Montana (1975):

Staff Sgt. Joseph M. Chassey—Former Minuteman ICBM maintenance technician, 341st Missile Maintenance Squadron, Malmstrom AFB, Montana:

Chassey states that one night in the fall of 1975, he overhead a two-way radio transmission alerting Air Force Security Police about an unknown craft hovering over the base's Weapons Storage Area.

Chassey said that the incident was widely discussed at the missile mechanical shop the following day. He later heard additional details about it from a friend, who was a helicopter re-fueler.

Apparently, two base helicopters had been scrambled to chase the intruder, which rapidly flew toward Belt, Montana, some ten miles distant. As the pursuing choppers neared the town, the unidentified craft quickly doubled-back to Malmstrom—leaving them far behind—and again hovered over the WSA for a short period of time before finally departing.

Chassey states that the object was described as an extremely bright light and was assumed to

have been a bona fide UFO because of its superior capabilities. He emphasized, “It flat outran the helicopters. We heard that it zipped out to Belt and back to the base in no time.”

Chassey, who separated from the Air Force at the end of October, 1975, believes that the incident occurred shortly before he left Malmstrom.

Comment: USAF documents from October 1975, declassified via the Freedom of Information Act, confirm other UFO sightings at the Weapons Storage Areas at Wurtsmith AFB, Michigan, and Loring AFB, Maine. At the time, each base hosted B-52 nuclear bomber squadrons. At Wurtsmith, initial sighting reports referred to the unidentified craft as a “helicopter”, however, the radar operator aboard a nearby KC-135 aircraft later tracked the craft traveling at approximately 1000 knots, far faster than any known helicopter. At Loring, some reports mentioned an “unidentified helicopter” near the WSA. However, eyewitness accounts from a B-52 ground crew indicated that the “helicopter” was bright orange, football-shaped, and had hovered silently. (For an extended discussion of these cases, consult Lawrence Fawcett and Barry Greenwood’s authoritative book, *Clear Intent*, later re-named *The UFO Cover-Up*.)

Lt. Col. Robert Peisher (USAF Ret.)—Former Commanding Officer, Detachment #5, 37th Air Rescue Squadron helicopter unit at Malmstrom AFB, Montana:

Peisher has confirmed the accuracy of Joseph Chassey’s account regarding the incident during which an unknown craft hovered above Malmstrom’s nuclear Weapons Storage Area, one night in the fall of 1975. However, Peisher said that even though his unit’s helicopters had indeed been involved in the intercept attempt, he himself had already been transferred to another squadron when the incident occurred, and had only heard about it “much later”.

Peisher also states that he had once been briefed by local civilian law enforcement about a series of cattle mutilations, many of which had occurred near Minuteman missile sites, during the summer and fall of 1975. He states that he and Cascade County deputy sheriff Captain Keith Wolverton determined that more than 80 such mutilations had occurred within Malmstrom’s missile field boundaries, some quite near various ICBM Launch Facilities (silos).

Peisher further states that he had been informally told about multiple UFO incidents at Malmstrom’s Minuteman missile sites, including one event during which a UFO "the size of a football field" had silently flown over the Echo Launch Control Facility one night in the fall of 1975.

Comment: The following verbatim excerpts are NORAD log entries from November 1975, declassified via the Freedom of Information Act. My own comments and clarifications follow some of the entries (in parentheses):

24th NORAD Region Senior Director’s Log (Malmstrom AFB, MT):

7 Nov 75 (1035Z) Received a call from the 341st Strategic Air Command Post (SAC CP), saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA, and L-6...Commander and Deputy for Operations (DO) informed.

7 Nov 75 (1203Z) SAC advised that the LCF at Harlowton, Montana, observed an object which emitted a light which illuminated the site driveway.

7 Nov 75 (1319Z) SAC advised K-1 says very bright object to their east is now southeast of them and they are looking at it with 10x50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also seems to have lights on it. SAC also advised female civilian reports having seen an object bearing south of her position six miles west of Lewistown.

(Note that all of these reports refer to the observation of aerial “objects”. Apparently, the Security Alert Teams could not identify them as either military or civilian aircraft.)

7 Nov 75 (1327Z) L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track

except for known traffic.

(In other words, when these sightings were first reported by SATs, “surveillance”—that is, radar personnel—at Malmstrom AFB and Great Falls International Airport could not detect any unknown aerial objects near the missile sites. As we shall see, radar contact with the UFOs was finally established as the sighting reports continued to unfold.)

7 Nov 75 (1355Z) K-1 and L-1 report that as the sun rises, so do the objects they have visual.

7 Nov 75 (1429) From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified.

8 Nov 75 (0635Z) A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

8 Nov 75 (0645Z) Height personnel picked up objects 10-13,000 feet. Track J330, EKLB 0649, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C.

(Height-finding radar finally confirmed that UFOs were present, varying over time between two and seven in number.)

8 Nov 75 (0753Z) J330 unknown 0753. Stationary/seven knots/12,000...two F-106...NCOC notified.

(Radar confirmed that one UFO, at an altitude of 12,000 feet, had hovered—that is, was “stationary”—before resuming flight at a leisurely 7 knots, or 9 mph. Shortly thereafter, two F-106s were scrambled to intercept it.)

8 Nov 75 (0905Z) From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 Nov 75 (0915Z) From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in the area, the lights went out; when fighters departed, the lights came back on; To NCOC.

(As SAT personnel at four different locations watched, the UFOs played cat-and-mouse with the F-106s, extinguishing their illumination as the jets approached their position and re-illuminating themselves after the fighters returned to base. The NORAD Combat Operations Center—NCOC—in Colorado Springs, was immediately informed of this incident.)

8 Nov 75 (1105Z) From SAC CP: L-5 reported object increased in speed — high velocity, raised in altitude and now cannot tell the object from stars. To NCOC.

9 Nov 75 (0305Z) SAC CP called and advised SAC crews at Sites L-1, L-6, and M-1 observing UFO. Object yellowish bright round light 20 miles north of Harlowton, 2 to 4,000 feet.

9 Nov 75 (0320Z) SAC CP reports UFO southeast of Lewistown, orange white disc object. 24th NORAD Region surveillance checking area. Surveillance unable to get height check.

(Note the reference to the UFO having a “disc” or saucer shape. Several more log entries from November 9th and 10th confirm that UFOs continued to be reported by SAT teams positioned near various missile silos.)

END OF LOG ENTRIES

Malmstrom AFB, Montana (1992):

Staff Sgt. Joseph M. Brown—Former Security Policeman, 343rd Missile Security Squadron, Malmstrom AFB, Montana:

Comment: I first learned of Joe Brown's experience after he posted a brief summary of it on researcher Ron Wright's Triad Research website. With Wright's assistance, I located Brown and interviewed him.

Brown states that one night in the spring of 1992, he and his security team partner were posted at Alpha Flight missile silo A-3. Due to an alarm system malfunction at the site, the two-man team was staked-out in a security camper near the launch facility, with one man on duty while the other slept. "I believe it was March or April," Brown told me, "site top-side security was down—the IMPSS (Improved Minuteman Physical Security System)—and if I remember correctly, there was no top-side power."

At about 4:30 a.m., Brown noticed a bright white light moving erratically across the sky. In his online posting, Brown had written, "This light was doing some wild things in the sky, sudden direction changes, moving very fast, then stopping, then shooting off in another direction. I watched this for about 15 to 20 minutes."

Then the light appeared to move closer to the silo. "I started getting spooked," Brown wrote, "so I reached out the window of the truck and started banging on the camper shell to wake [my partner] up. He finally came around the front, asking me what was wrong. I pointed to the light and told him I'd been watching it for around 20 minutes and I didn't know what it was. He got into the passenger side of the truck and we kept watching this thing doing its acrobatics."

Brown decided to radio another security team posted at Alpha Flight silo A-10, located some 10 miles away. "They responded hesitantly that they were watching this light," he wrote. The Flight Security Controller (FSC) at the Alpha Flight Launch Control Facility apparently overheard this exchange, because he suddenly broke into the conversation to inquire about the anxious radio chatter between the two security teams. Each confirmed that they were observing the strange light as it raced wildly around the sky.

Brown wrote that the team continued to watch the UFO until around 6:30 to 7:00 a.m., when it suddenly appeared to go straight up and hover. "We could still see the light, but by now it was starting to get daylight. As it got brighter, we could sort of make out a black shape around where the light was. We had binoculars, but even with them, all you could see was a fuzzy outline of sort of a triangle. I can't estimate the height of the object."

Upon returning to Malmstrom, Brown and his partner privately conferred with the security team posted at Alpha Flight silo A-10. The four guards agreed that they would not mention the sighting, and all expressed concern about possible repercussions resulting from their report to the Flight Security Controller.

As the security guards returned their weapons to the armory, they were suddenly ordered to report to a captain assigned to their squadron. Brown can not recall the officer's name but remembers being very concerned by this unexpected development. The captain asked the men to describe what they had seen. He listened carefully and then pointedly suggested that they not discuss the sighting. Brown told me, "At this point, the captain says, well I don't think you saw anything and I wouldn't go around talking about it. You guys are under PRP, remember that!"

Comment: Here is an apparent instance in which the mere mention of the PRP—Personnel Reliability Program—effectively intimidated military UFO witnesses into silence. This Department of Defense directive pertains to those who work with or around nuclear weapons, and dictates their conduct both on and off the job. If an individual's commanding officer judges his or her behavior to be unreliable, and a potential threat to the security of the weapons, a psychological examination of that person is usually ordered. Depending on its outcome, the individual under scrutiny risks being relieved of duty.

Brown stated that a couple of days after his experience at Alpha Flight, he heard that there had been some unusual activity at Malmstrom that same night. Referring to these rumored developments, he told me, "[A friend of mine] was a Tech Sergeant in the [missile] maintenance squadron, and it was a bit unusual for him to actually go to out in the field. He normally trouble-shot stuff on-base. He and I never got to really discuss what had happened...[but] he did tell me

that a lot of maintenance folks were sent out that night. Quite honestly, a lot of us were afraid to talk about it openly, especially after being told we should not talk about anything by our Captain."

Malmstrom AFB, Montana (1995):

UFO sighting by a Minuteman missile maintenance technician, who requests anonymity, as reported to **Tech. Sgt. Jeff Goodrich (USAF Ret.)**—Former Team Chief of Missile Handling, 341st Maintenance Squadron, Malmstrom AFB, Montana:

In the early hours of January 20, 1995, an Alert Response Team, composed of two security police, had been driving to the India Flight Launch Control Facility when they noticed a strange light in the southern sky. As they passed by Minuteman silo I-4, one of the men radioed a missile maintenance team working there, and asked its leader whether he could see the light too. The response was affirmative.

The missile maintenance technician who later reported the sighting to Goodrich said that the light was "large", and displayed numerous smaller lights—red, orange, yellow, green, and blue in color—across its surface. The UFO had been moving very slowly across the missile field, at low altitude. The technician insisted that the object was not an airplane or helicopter. Because he was a member of the missile maintenance team, and not a security policeman, he did not know whether the Alert Response Team had subsequently reported the UFO to the Flight Security Controller at the India Flight Launch Control Facility.

Comment: This UFO was not the first to be reported in Montana during January 1995. A brief entry in the sighting database published by the National UFO Reporting Center (NUFORC) indicates that on the evening of January 5th, an unnamed Air Force officer at Malmstrom AFB had called NUFORC to relay a sighting report which he had just received from someone in the town of Shelby. At about 9 p.m. the unidentified person had observed two objects moving silently through the sky for about two minutes. Although their shape could not be determined, the absence of any sound had apparently struck the sighting witness as unusual, and so a call was made to Malmstrom. Shelby is located almost exactly on the northern boundary of the Quebec Flight Minuteman missile field—with silo Q-18 situated less than two miles east of town, just north of Route 2.

Another entry in the NUFORC database indicates that two days later, on January 7th, at about 3 p.m., an unidentified woman had called Malmstrom AFB regarding a UFO sighting. Unfortunately, the location of the sighting is not specified in the entry.

A third call to NUFORC occurred on January 18th—just two days prior to the incident at India Flight reported to Tech. Sgt. Jeff Goodrich. The reporting center's log states, "An anonymous caller reports multiple UFO sightings reported between Fairfield and Deer Lodge, Montana. Background noise during call sounds like communications noise from some kind of operations center."

The caller told NUFORC that he had received multiple UFO sighting reports, over the period of an hour, from persons located between Fairfield and Deer Lodge. Perhaps significantly, Fairfield lies near the geographic center of the Hotel Flight Minuteman missile field, with silo H-9 situated at the western edge of town, just north of Route 408. Furthermore, if one leaves Fairfield and travels southwest—in a straight line toward Deer Lodge—one will eventually exit the Hotel field and cross directly into the Golf Flight missile field.

In short, nearly half of the countryside between Fairfield and Deer Lodge lies within the boundaries of Malmstrom's Minuteman missile fields. Although no evidence has yet surfaced which would place the reported UFOs in close proximity to specific silos within either Hotel or Golf Flight, the caller from Deer Lodge was nevertheless relaying sighting reports made by persons calling from the heart of "Rocket Ranch" country. The three sighting reports published by NUFORC may be found at http://www.nuforc.org/webreports/ndxlMT.html.

Malmstrom AFB, Montana (1996):

Tech. Sgt. Jeff Goodrich (USAF Ret.)—Former Team Chief of Missile Handling, 341st

Maintenance Squadron, Malmstrom AFB, Montana:

Goodrich states that February 2, 1996, he and an officer, whom I will not identify here, observed a loose formation of five triangular-shaped objects flying above Great Falls, Montana, which is located just west of Malmstrom. At the time of the sighting, both had been working at the Missile Roll Transfer Building, a remote site located some miles from the main base.

When first sighted, the objects were about 75-degrees above the horizon. They made no sound that the two men could discern, and left no contrails. Due to distance and glare, no surface detail was visible on any of the craft. Goodrich noted that the objects flew in unison, moving slowly from north to south. On two occasions, all five appeared motionless for 10-15 seconds. After the second hover, the objects suddenly accelerated, made a sweeping arc to the southwest, and soon disappeared over the horizon.

Goodrich estimated the objects' altitude to be 15-20,000 feet. This guess was based, in part, on statements made to him by personnel working at Malmstrom's air traffic control tower. After contacting them, he had been told that nothing out of the ordinary had been detected on radar at the time of the sighting—but was also told that the tower didn't track aircraft above 10,000 feet. Immediately after contacting the base's air traffic control tower, Goodrich called Great Falls International Airport. The controllers there also denied tracking unknown aircraft at the time of his sighting.

Given that Goodrich reported the UFOs' shape to be triangular, some skeptics might say that he and the officer had merely observed a flight of F-117A "stealth" fighter-bombers. Due to its unique design, an airborne F-117A can appear, from certain angles, to be nearly triangular. Moreover, the aircraft's stealth capability would explain why the flight had not been tracked on radar.

However, because Goodrich is certain that he and the officer had twice observed all five objects briefly hovering, this prosaic proposal would seem an unlikely solution. The F-117A is an amazing aircraft, but it can not remain motionless in the air. Furthermore, Goodrich described the UFOs as being bright white in color and occasionally exhibiting glare as their position varied in relation to the sun. An F-117A is painted flat black and appears dark against the sky, under all lighting and atmospheric conditions.

Jeff included two hand-drawn diagrams of the objects in his report about the sighting. The first one depicts their positions relative to one another in the sky. The second illustrates each object's shape —an isosceles triangle—with two sides of equal length. The third, shorter side was on the trailing edge of each object as it flew.

I asked Goodrich if he could determine whether the UFOs had flown or hovered over ICBM facilities at any time during the sighting. He replied that after the objects turned southwest, and left the city limits, they would have briefly passed over the India Flight missile field. However, he said that it did not appear that they had lingered in that vicinity. Instead, they continued to move steadily away, and eventually faded from view. (It should also be noted that when the objects approached Great Falls, they had to have flown over other missile fields located north of the city, however, I am not aware of any information currently available in the public domain to suggest a close-proximity incident at any ICBM LCF or LF, relating to the sighting.)

F.E. Warren AFB, Wyoming (1965):

Comment: Beginning at 1:30 A.M. on August 1, 1965, various personnel at F.E. Warren AFB, Wyoming—including the base commander—telephoned the Air Force's UFO Project Blue Book, at Wright-Patterson AFB, to report several UFO sightings at Warren's Minuteman missile sites.

The officer who fielded and logged the telephone calls to Blue Book that night was a Lt. Anspaugh. A memorandum summarizing these telephone calls was published in 1972 by Dr. J. Allen Hynek, the civilian scientific consultant to the project, in his book *The UFO Experience: A Scientific Inquiry*.

Inserted below are the verbatim entries in Lt. Anspaugh's memo:

1:30 A.M. - Captain Snelling, of the U.S. Air Force command post near Cheyenne, Wyoming, called to say that 15 to 20 phone calls had been received at the local radio station about a large circular object emitting several colors but no sound, sighted over the city. Two officers and one airman controller at the base reported that after being sighted directly over base operations, the object had begun to move rapidly to the northeast.

2:20 A.M. - Colonel Johnson, base commander of Francis E. Warren Air Force Base, near Cheyenne, Wyoming, called Dayton to say that the commanding officer of the Sioux Army Depot saw five objects at 1:45 A.M. and reported an alleged configuration of two UFOs previously reported over E Site. At 1:49 A.M. members of E flight reportedly saw what appeared to be the same [formation] reported at 1:48 A.M. by G flight. Two security teams were dispatched from E flight to investigate.

2:50 A.M. - Nine more UFOs were sighted, and at 3:35 A.M. Colonel Williams, commanding officer of the Sioux Army Depot, at Sydney, Nebraska, reported five UFOs going east.

4:05 A.M. - Colonel Johnson made another phone call to Dayton to say that at 4:00 A.M., Q flight reported nine UFOs in sight; four to the northwest, three to the northeast, and two over Cheyenne.

4:40 A.M. - Captain Howell, Air Force Command Post, called Dayton and Defense Intelligence Agency to report that a Strategic Air Command Team at Site H-2 at 3:00 A.M. reported a white oval UFO directly overhead. Later Strategic Air Command Post passed the following: Francis E. Warren Air Force Base reports (Site B-4 3:17 A.M.) –A UFO 90 miles east of Cheyenne at a high rate of speed and descending—oval and white with white lines on its sides and a flashing red light in its center moving east; reported to have landed 10 miles east of the site.

3:20 A.M. - Seven UFOs reported east of the site.

3:25 A.M. - E Site reported six UFOs stacked vertically.

3:27 A.M. - G-1 reported one ascending and at the same time, E-2 reported two additional UFOs had joined the seven for a total of nine.

3:28 A.M. - G-1 reported a UFO descending further, going east.

3:32 A.M. - The same site has a UFO climbing and leveling off.

3:40 A.M. - G Site reported one UFO at 70' azimuth and one at 120' . Three now came from the east, stacked vertically, passed through the other two, with all five heading west.

END OF SUMMARY

Airman 2nd Class Robert R. Thompson—Former Air Policeman, 809th Combat Defense Squadron, at F.E. Warren AFB, Wyoming:

Thompson states that he was on duty at the Quebec Flight Launch Control Facility one night in 1965, when he got a telephone call from the underground launch capsule. The Missile Combat Crew Commander asked Thompson and his partner to walk outside and look straight up. Thinking this was a joke of some kind, the two Air Policemen nevertheless complied. Directly overhead, Thompson saw eight stationary lights, much brighter and larger than stars, grouped together in four pairs. Due to their altitude and brilliance, it was not possible to determine the objects' shape or other details.

Thompson said that one light eventually left its position and began to roam among the others, moving slowly from pair to pair. He and his partner watched the mysterious aerial formation for about 10 minutes, before reporting the sighting to the missile commander. In response, Thompson was informed that NORAD, located at Cheyenne Mountain, Colorado, had earlier notified FE Warren

that its radars were tracking eight unknown objects hovering in the vicinity of the Quebec launch control site. Apparently, Warren's Command Center had called the LCF and asked the missile commander to verify their presence.

Said Thompson, "I wasn't sure what we were seeing until I reported back to the launch commander. When he told me of the report of UFOs from Cheyenne Mountain, I could tell by his voice that he wasn't joking." Thompson states that he and his partner were never debriefed, or warned to remain silent about the incident, but he never again mentioned it to the missile commander.

Perhaps significantly, the Blue Book memorandum inserted above may lend credence to Thompson's report. Specifically, this entry:

4:05 A.M. - Colonel Johnson made another phone call to Dayton to say that at 4:00 A.M., Q flight reported nine UFOs in sight; four to the northwest, three to the northeast, and two over Cheyenne.

However, because Thompson can not remember the date of his own sighting at "Q" or Quebec Flight, it may or may not have been the same incident noted above.

In any event, Thompson's sighting was not the last UFO incident to be reported at Quebec Flight during that period. Less than a week later, he had been approached by another individual in his unit, and told about a far more dramatic incident.

"We worked three days on, three days off," Thompson said, "One crew would relieve the other. Shortly after the sighting, when my crew returned to the LCF, an acquaintance came up and told me that while we were off-duty, he had been involved in another UFO sighting, at one of Q-Flight's Launch Facilities."

According to this individual, he and his partner had been on stake-out duty one night, and were sitting in a Security Alert Team (SAT) camper that was parked next to the missile silo. Without warning, the vehicle began to shake violently. He quickly leaned his head out the window and saw a large, very bright light silently hovering directly above the camper. After a few seconds, the shaking ceased and the light rapidly departed.

The SAT guard went on to tell Thompson that he and his partner had later been debriefed by an OSI agent and ordered not to talk about the incident. However, in spite of this warning, he had nevertheless felt compelled to compare notes with Thompson, whose own UFO experience had occurred less than a week earlier, and was common knowledge among the missile guards at Quebec Flight.

After hearing this strange story, Thompson approached the Non-Commissioned Officer In Charge (NCOIC) who had been on duty at Quebec the night of the camper incident and asked him to verify it. To his surprise, the NCOIC did so. Furthermore, he told Thompson that he had personally seen the UFO as it hovered over the LF.

"The Launch Facility in question was the one located closest to the LCF," said Thompson, "Even though it was five, maybe six miles away, the NCOIC told me that, on the night of the incident, he had seen an extremely bright light hovering over its location."

Thompson said that he later heard that the UFO activity at various missile flights had continued for about a month.

Comment: Although the bizarre report involving the camper is strikingly similar to a scene in Steven Speilberg's 1977 movie, *Close Encounters of the Third Kind*, UFO researchers Jim Klotz and Tom Tulien have heard a nearly-identical account from a former USAF missile guard who was stationed at Minot AFB, North Dakota, in 1968.

Airman 2nd Class Terry Stuck—Former Air Policeman, 809th Combat Defense Squadron, F.E. Warren AFB, Wyoming:

Stuck states that one morning in the summer of 1965, while reporting for duty at the Oscar Flight LCF, he was informed about a UFO sighting by the departing night-shift guards. “The night team had observed fast-moving lights or objects,” said Stuck, “vehicles moving with incredible speed.”

Apparently, during the shift-change, the departing security team leader also informed the arriving missile commander about the UFOs. Stuck overheard the exchange. “The OIC (Officer in Charge) was a Captain—I don't recall his name,” said Stuck, “I do remember him saying that he had been a pilot in Korea and had observed UFOs and had reported the incident. He said they had sent him to the base psychiatrist and had basically put a stop on advancements in his career.”

The moral of this story was clear to Stuck and the departing security team leader: Be careful what you report because there may be repercussions. Stuck did not know whether the team leader had ever filed an official report about the incident. In any event, the Oscar Flight UFO sighting incident is not mentioned in the Project Blue Book memorandum inserted above. Perhaps it took place on another date during that period, or perhaps it did indeed occur on August 1st, but went unreported.

A few days after these events, Stuck had his own UFO sighting, again at the Oscar Flight LCF. “The observations,” he recalled, “were actually made in front of the launch control security facility which was at ground level, facing the access gate of the main launch control facility. I was never able to determine the size or shapes [of the UFOs]. When I saw them, they were at extreme distances and were doing right [-angle] turns at unbelievable speeds. I never heard any sounds.”

F.E. Warren AFB, Wyoming (1973-74):

1st Lt. Walter F. Billings—Former Minuteman ICBM launch officer (Deputy Missile Combat Crew Commander), 90th Strategic Missile Wing, F.E. Warren AFB, Wyoming:

I have inserted below excerpts from Billings’ first letter to me, with a few clarifications (in parentheses) and minor modifications relating to grammar and punctuation:

Dear Mr. Hastings,

...I arrived at F.E. Warren AFB in Cheyenne, Wyoming, in late January of 1972 from Vandenburg AFB [where I] had been trained in Minuteman I. After further training at F.E. Warren [I] was sent with the operations crews as a Deputy Missile Commander and assigned to a Squadron for the typical duty as a 2nd lieutenant. I was later trained as a training officer for the [missile] wing in Minuteman I, which encompassed assisting new arrivals in training and running simulators, and other duties. [These were] the standard duties until the Spring of 1973.

As a first lieutenant, along with so many others, [I] went back to school at F.E. Warren to learn the new Minuteman III system that was to be installed during the year of 1973. After training and evaluations, alert duties were assigned for the new system to those that had completed their training. We were to go on alerts as the new missile system was installed. In those days, F.E. Warren had 200 missiles on alert and was very active.

I am afraid that the dates that I will provide are somewhat vague. I wrote my experiences for a publication in this arena back in September 1993, and even then the dates were not exact. Also, some of the missile terminology may not be exact. I have forgotten some of the terms. I am sorry that I did not keep a private log of these events, back when they occurred.

The first event took place in the Fall of 1973. Over half of the LCCs (Launch Control Centers) had been converted to Minuteman III by this time, and I was on alert at Golf LCC. It was late at night. The UHF radio linking all twenty LCCs opened up with urgent talk from India LCC. In those days, the UHF radio was turned on, at all times, and if one LCC spoke to their SAT (Security Alert Team) or other LCCs, all twenty LCCs heard the conversation. After the India crew received a Outer Security Zone [alarm] on one of their missiles, and sent their SAT crew out for the standard investigation trip, we began to hear over the radio the events that developed.

From the UHF radio communication between the SAT and the India LCC crew, as we listened, we

heard that as the truck was heading to the missile silo, the Inner Security Zone [alarm] had been tripped at the silo. Upon arriving near the subject silo, the SAT team observed a bright UFO hovering above the silo. The LCC crew advised the SAT team to proceed no further and to observe only. Approximately a minute later, the UFO moved off slowly for several thousand feet and then sped off at a high rate of speed. The conversation between the India LCC crew and the SAT team was heard by 19 other LCC crews on duty that night.

Upon relief by the next crew and upon return to F.E. Warren AFB, all crews on duty that night were informed that they would not speak to civilians or the news media about what they had heard on the UHF radio. Severe penalties were mentioned for those that did not heed this warning.

We, the LCC crews in general, began to hear rumors and stories, from other officers in operations and maintenance, that SAC headquarters at Offut AFB had sent the OSI (USAF Office of Special Investigations) to investigate this incident by helicopter. The India crew of that night would not speak of the incident at all. There were stories from missile maintenance that the missile in question had been carefully examined and that they found the target tapes (which guide the H-bomb warheads to their targets) on the three warheads had supposedly been erased that night by the UFO. Needless to say, I only heard that these things had occurred. These stories were told between missile guys over the following week, but they were reliable people, who did not speak to civilians or the press about this subject. However, the squadron commanders warned us, again, not to speak of the incident.

The second incident involved an entire missile maintenance crew, I believe six enlisted men and one officer. This also occurred in late 1973. A Minuteman III missile was being worked on for some routine problem during one of those late fall nights. A UFO was observed by the entire maintenance crew. The UFO appeared to be watching the work and was seen for a full five minutes as it maneuvered close to the missile silo. This was told to me by a missile maintenance 1st lieutenant, approximately three days after the incident occurred.

The third incident took place in early Spring of 1974. As I was arriving at Charlie LCC in the morning with my captain, to begin an alert duty, we were told by the staff sergeant and two security police who had been on duty that night, of the strange thing that had happened. They told us that a UFO had actually landed near the LCC and had been observed by the three, and that a minute-by-minute report had been given to the operations crew downstairs. When we asked about this, as we were relieving the LCC crew for our duty to begin, they would not talk about it with us. I heard a few days later that the staff sergeant was in some sort of trouble for speaking to us about what he saw, and that the OSI was again involved.

While I was in SAC, I personally was not directly involved with a UFO incident while on duty. However, during June of 1974, while on a camping trip in Dubois, Wyoming, with three other lieutenants, we observed a UFO flying relatively low. It was similar to the ones that were described to us, in the above three incidents. Since all four of us were Air Force lieutenants, we knew that this low-flying object was not an aircraft. From that time forward, I have had an interest in this subject and have read some on the subject as well.

I can tell you that these three incidents at F.E. Warren AFB did occur. It was a long time ago and I am sure many other things have happened since. I have not been able to find any written statements of these three incidents since. This could be because there was a very good cover-up of the situation at that time, or they were not deemed important enough to bother with. Though, I doubt that the latter is true.

I have always wondered as to what really happened to the missile that had the UFO hovering above it, and if the warhead target tapes had really been erased.

I wish you good luck on any research that you may do on this subject. I doubt that you will receive any help from those that might know the truth. I am sure that the cover-up that I observed many years ago is still in effect.

Thank you for your interest.

Sincerely,

Walter F. Billings

10/18/2002

Comment: In an effort to obtain an informed perspective on Billings' statements, I forwarded his letter to retired USAF Lt. Col. Philip Moore who, in 1978-79, had been the Commander of the 321st Strategic Missile Squadron at F.E. Warren AFB. Moore found the letter to be entirely credible. In an e-mail to me, dated 6/12/05, he wrote, "Billings' statement is totally believable, and his supporting facts are correct in spite of his dates and terminology caveats."

However, I also sent the letter to another former Minuteman missile launch officer who skeptically questioned Billings' use of the term "target tapes", when describing the Minuteman III's guidance system. (While the Minuteman I missile utilized such tapes, the Minuteman III did not.)

When I asked Moore to comment on this particular discrepancy, he replied, "[Regarding] Billings use of 'tapes' to refer to the maintenance part of the [guidance] system, the old tape system was replaced by a plug-in unit system. I think I remember that Billings was at F.E. Warren at the time MMI was deactivated and MMIII replaced it, having served in MMI and retrained in MMIII. Old terminology dies a slow death and the new system was often referred to as 'the tapes' for awhile after MMIII was in-place, until the old-timers got used to the new terminology."

Lt. Col. Moore's own ICBM-related UFO experience is discussed in the Walker AFB section of this article.

F.E. Warren AFB, Wyoming (1980-81):

Airman 1st Class Jay DeSisto—Former Air Policeman (Law Enforcement), 90th Security Police Squadron, F.E. Warren AFB, Wyoming:

Comment: Jay DeSisto's "UFO" experiences are somewhat different from those reported by my other former/retired USAF sources. For that reason, I have chosen to include his statement to me in its entirety.

DeSisto states, "I was an Airman First Class while stationed at FE Warren, in 1980-81. I worked as an LE (Law Enforcement) with the 90th Security Police Group. I was assigned to base patrol and very soon promoted to the position of Desk Sergeant, even though I was only an airman. Thinking back, I can recall numerous occasions when I was on duty as Desk Sergeant when the security personnel at the Weapons Storage Area would contact me and report 'lights' overhead. I would usually dispatch a base patrolman to the area to confirm the sightings but I cannot recall any specific outcomes. I am sure I would have reported these incidents in the desk blotter."

"While I never experienced or heard of any 'UFOs' while stationed there, there were several times when we were called in for duty on our days off to patrol the base perimeter because there were satellites allegedly overhead taking pictures. I always wondered what those recalls were about. It was strange. Again, no one ever mentioned UFOs, it was always 'satellites'. None of those recalls happened while I was on duty as the Desk Sergeant."

"The 'satellite' incidents were clustered, not spread-out, during my tenure at Warren. I seem to recall they would occur two or three nights in a row. I recall three times when my flight had to report for extra duty. One time we had been out at a bar off-base and when we returned to the base, the gate guards told us to immediately report to the armory to obtain weapons. Even though we had been drinking, they issued us weapons and we were posted on the perimeter of the nuclear Weapons Storage Area on base. It was unusual to use Law Enforcement personnel for this duty in that it was normally a function of the Security Police personnel."

"On two other occasions we were contacted at our barracks and told to report to the armory and obtain weapons. One of those times, I was posted at the Weapons Storage Area and another I was posted at the Combat Command Center doorway. Each time I was recalled for duty, our Flight

Chief, a Tech Sergeant name Robert Moore, explained the situation regarding the satellites. During these instances our group headquarters was very active. Our squadron commander, Major Bernal F. Koersen, was usually present."

"It really did not make sense to us that we were being called in for duty because of a satellite overhead. It seemed odd to have us don combat gear and weaponry. We just accepted the explanation of 'satellites' but, because of the way we were rousted for duty and the command activity present, we knew these incidents were very different from any type of readiness response exercise we had participated in, which were frequent and routine. We were often called in for extra duty during DoD inspections or Global Shield exercises, but again, during the satellite incidents, there was a different feel to the situation and the hurried and tense demeanor of command-level staff was quite different."

Comment: One of my other sources suggests the possibility that the mysterious satellites reported above FE Warren were actually Soviet satellites involved in the verification of the 1979 U.S./Soviet SALT II agreement, which limited the number of strategic missile launchers in each country. However, given the specifics of DeSisto's statement, this theory seems unlikely. Regardless, the Soviet satellite scenario would not explain the unidentified lights reported hovering at low altitude above the base's nuclear Weapons Storage Area.

DeSisto states that those sightings, by Air Force Security Police, had occurred on "numerous occasions" during 1980 and/or 1981. It should be noted that declassified documents from the Air Force Office of Special Investigations (OSI) confirm similar reports of UFOs, in August 1980, near the Manzano Weapons Storage Area, outside Kirtland AFB, New Mexico.

Furthermore, another UFO was observed in December 1980, as it directed laser-like beams of light down into, or near, the Bentwaters AFB Weapons Storage Area, during the now-famous series of sightings at the Anglo-American base, in Suffolk, England.

Walker AFB, New Mexico 1963-65:

Comment: *Florida Today* newspaper columnist Billy Cox conducted the initial interviews with Jerry Nelson and Gene Lamb. His article, "UFOs Haunt Missile Crew", was published in June 2001.

1st Lt. Jerry C. Nelson—Former Atlas ICBM launch officer (Deputy Missile Combat Crew Commander), 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Nelson states that on several occasions, while on alert in the underground launch capsule at Atlas Site 9, missile guards at ground-level had frantically reported a silent, very bright UFO hovering over the site. As he told Florida Today columnist Billy Cox, "The guards were scared. These objects would hover over the silo and shine lights down on them without making any noise." Nelson told me that he had personally been involved in "probably more than three but fewer than ten" such incidents, over a period of a month or so. He also remembered that the sightings had occurred "at least six months, maybe more like a year" after the Cuban Missile Crisis of October 1962, when the squadron had been placed on high-alert.

Oddly enough, when Nelson notified the missile squadron's Command Post about the incidents, his reports met with apparent indifference. Only much later did he learn that agents from the Office of Special Investigation had interviewed another individual regarding his knowledge of a similar incident.

1st Lt. Philip Moore—Former Atlas ICBM launch officer (Deputy Missile Combat Crew Commander), 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Moore, who retired as a Lieutenant Colonel, states that one night in the fall of 1964, while on alert in the launch capsule at Atlas Site 7, his missile commander, Major Dan Gilbert, received an extraordinary call from one of their "sister sites", either Site 6 or Site 8. The commander at the other site reported that an extremely bright light was repeatedly hovering directly over the site, racing away, returning, and hovering again. Apparently, one of the enlisted men at the site, perhaps the security guard, had observed this activity and reported it to the missile commander.

Moore states that some of Site 7's own enlisted men, including Tech. Sgt. Jack Nevins, were ordered up to the "silo cap" to monitor the situation. Moore states, "They reported the UFO zooming from the direction of Site 6 to the direction of Site 8 and hovering for awhile at the end of the movement…They all described it as a silent light that moved extremely rapidly—instant go and instant stop, no getting up to speed or slowing down. The common comment I remember was that everyone thought it was a UFO, and that it was hovering directly over Sites 6 and 8 and nowhere else. Thus, it was specifically interested in those sites."

Moore states that the Site 7 crew were never debriefed and never warned not to discuss the incident. "In other words," he said, "there was no official discussion or acknowledgment." Moore concluded, "I personally believe that there is something to the UFO/ICBM connection. I know the Air Force covers-up when it feels the official need. UFOs over ICBM sites could be one of those official needs."

Airman 1st Class Thomas Kaminski—Former Atlas ICBM Launch Facilities Specialist, 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Kaminski states that he had been at one of the Atlas ICBM launch sites northeast of Walker AFB one evening in 1964, possibly 1965, when the missile commander, Captain D------, directed him topside to view unexplained lights which had been reported to the site. Kaminski states he observed two star-like objects at a great distance, moving in unison.

When he reported his observations to the missile commander, Kaminski was told that the base was tracking the objects on radar and had scrambled two jet fighters to intercept them. Shortly thereafter, he observed the jets attempting to approach the unidentified lights, which then put on a burst of speed and outran the interceptors. The lights disappeared into a Cumulous cloud, followed by the fighters. Moments later, the jets emerged from the cloud but the lights were no longer visible. The fighters changed course and returned to base.

The next morning, upon returning to Walker AFB, Kaminski's missile team was routinely debriefed. He states, "During that briefing, my captain asked, 'Whatever happened to the two UFOs?' The response was, 'What UFOs?' My captain said, 'The ones you sent the fighters up after!' They said, 'We didn't sent up any fighters.' We knew that was the end of that conversation!"

Kaminski also states that he had once observed another UFO display, not at one of the remote missile sites but at Walker AFB itself. "At least half of my barracks saw this," he said, "It was at night and there were two or three lights—possibly four or five—that were moving around in the sky. They looked like stars but, from time to time, they did 90-degree turns. Not all at once though—they moved independently. They obviously knew that they wouldn't run into each other. I don't understand why we didn't hear any sonic booms. That bothers me. They stayed in the same general area [of the sky]. After about 15 minutes, zoom, they were gone." Then he added, "Actually, [sightings of UFOs] were fairly common on base. I think that a lot of guys saw them. It wasn't something that you discussed."

1st Lt. Eugene Lamb—Former Atlas ICBM launch officer (Deputy Missile Combat Crew Commander), 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Lamb states that while he had not personally witnessed any of the UFO-related incidents at Walker's Atlas sites, he had once spoken to a former missile crew commander who had. This individual admitted, decades later, that he had briefly left the launch capsule to go topside to observe strange aerial lights being frantically reported by the missile site's guard. According to Lamb, the officer told him that the lights were unsettling because they had been moving erratically, and faster than jets. He told Lamb that he was familiar with all types of aircraft but had never seen anything like the extraordinary display in the sky above the Atlas silo. According to Lamb, the former officer had said, "These were not just lights. This was something else."

Lamb concluded, "People talked about [the sightings] at Happy Hour, after work, or after we got off-site, but it was kept pretty quiet as far as official statements went. To my knowledge, we were never briefed about it as a unit."

Airman 2nd Class Barry L. Krause—Former Atlas ICBM Missile Facilities Specialist, 579th Strategic Missile Squadron, Walker AFB, New Mexico:

I did not personally interview Krause, who died in 1973. However, on December 20, 1964, he wrote to a civilian UFO research organization, the National Investigations Committee on Aerial Phenomena (NICAP), to report an ongoing series of UFO-related incidents at his squadron's Atlas ICBM sites. In the letter, Krause stated that some of the missile security police whom he had queried about the sightings had deflected his questions by saying that the incidents had been classified "top secret." Krause also stated that, at one point, the UFO incidents had become so numerous, and ominous, that some of the missile guards were balking at reporting for duty.

Comment: Krause's 1964 letter to NICAP, written while the UFO incidents at Walker AFB were ongoing, is extremely important because it provides an unsolicited, contemporary account of some of the sightings at the missile sites. I would like to thank Richard Hall for sharing Krause's letter with other researchers.

Ellsworth AFB, South Dakota (1966):

Staff Sgt. Albert Spodnik (USAF Ret.)—Former Electro-Mechanical technician, 44th Missile Maintenance Squadron, Ellsworth AFB, South Dakota:

Spodnik states that one summer night in 1966, he and a fellow Electro-Mechanical Team technician were dispatched to Launch Facility (silo) Juliet-3 to correct an electrical malfunction. For some reason, both the commercial power supply to the site and the emergency power systems had simultaneously failed, rendering the Minuteman I missile temporarily inoperable. In Air Force parlance, the ICBM had "gone off alert status".

After restoring power to the launch facility, Spodnik and his partner began an automated start-up procedure which would return the missile to normal operational status. When they left the underground silo to take a break, the technicians' security escort alerted them to a sudden, excited exchange over the Crew Cab's two-way radio. As the three men listened, they learned that an armed Air Force Security Alert Team had been ordered to investigate a triggered security alarm at nearby Launch Facility Juliet-5. Furthermore, the missile there had abruptly dropped off alert status. As with Juliet-3, the site had lost commercial electrical power and its diesel-powered generator, designed to charge back-up batteries, had failed to start.

When the Security Alert Team arrived at Juliet-5, they reported that a strange object was sitting on the ground inside the security fence that surrounded the missile silo. As Spodnik and his companions eavesdropped, they heard the Flight Security Controller order the SAT to approach the object. Obviously upset, the team leader responded that he would not do so. He said that his team was parked outside the gate to the launch facility but would go no further. He then reported that the mysterious object was round, apparently metallic, and resting on a tripod landing gear.

As this drama was unfolding over the radio, Spodnik and his companions quickly climbed up on the Crew Cab's roof and flat bed to get a better view of the adjacent missile silo, which was about four miles away. Gazing across the flat, open terrain, they noticed an intense glow that seemed to envelop the entire launch facility, much brighter than the security lights located there.

By this time, the Flight Security Controller had notified Juliet Flight's Launch Commander about the situation. Spodnik could only hear the radio conversation between the Flight Security Controller and the Security Alert Team, but the Launch Commander had apparently ordered the team to approach the unidentified object. Once again, the team leader refused. In a strained voice, he abruptly asked for permission to fire on the object. In response, the Flight Security Controller yelled, "Negative! Don't shoot until you know what's going on!" He then informed the agitated security team leader that the Launch Commander had ordered the men to stand-by while he called the Missile Command Post at Ellsworth AFB. After a few moments, the team leader was told that a helicopter was being sent to the site.

Spodnik states that about 30 minutes after the Command Post had been notified about the UFO landing, he saw the helicopter in the distance, as it approached the stricken launch facility. When it

was about five minutes away, someone screamed into the radio, “There it goes!” Instantly, Spodnik saw a brilliant white light directly above Juliet-5, ascending vertically at enormous velocity. He said that while he couldn’t see the object itself, the light beneath it had the appearance of an “inverted flashlight beam”.

After the furor had subsided, Spodnik and his partner finished their work at Juliet-3 and returned to the base. Upon arriving, they and their security escort were unexpectedly met by the missile maintenance commander, who promptly asked them if they had seen or heard anything unusual while at the launch facility. The security guard readily admitted to eavesdropping on the two-way radio, confessing that he was baffled by what had taken place at Juliet-5.

Glancing nervously at each other, Spodnik and the other technician impulsively denied having witnessed anything out of the ordinary. Both men told the commander that they had spent the entire visit to the launch facility underground, restoring the missile to alert status.

When I asked Spodnik why he had not admitted to listening to the radio chatter, he replied that he and his partner had previously heard rumors about missile technicians being relieved of duty for reporting strange occurrences at ICBM sites. “We heard about people reporting seeing things,” he said, “Not necessarily UFOs, just anything oddball that couldn’t be explained rationally. Those guys were ordered to report to the [base] hospital, examined, and medically discharged as mentally unfit for military service.” Spodnik admitted that he didn’t personally know of anyone who had been treated in this manner, but rumors to that effect had been circulating within his squadron.

Spodnik was undoubtedly referring to a Department of Defense regulation known as “PRP”—Personnel Reliability Program. As mentioned earlier, this directive is designed to govern the behavior of those who work with or around nuclear weapons. Under its guidelines, potentially severe consequences await those judged by their superiors to be psychologically unstable. Several former Air Force missile personnel whom I have interviewed have said that, because of this regulation, they also had concerns about reporting their own UFO sighting, and often did not.

Spodnik said that the maintenance commander, upon hearing his denial, eyed him suspiciously and then ordered the two technicians to report to his office early the next morning. Upon arriving there, Spodnik noticed that the commander had with him an individual dressed in civilian clothes. This person was not introduced, said nothing, took no notes, but listened attentively as Spodnik and his partner answered the commander’s questions about the events of the previous evening. Now very nervous, the pair nevertheless stuck to their story—they had seen and heard nothing. After a several-minute interrogation, the maintenance commander ordered the two men to report to duty.

Spodnik further stated that the neither he nor his partner ever saw their security escort again. Ordinarily, standard duty rotation would have ensured that the same individual be assigned to accompany Spodnik on some future maintenance call, but this never occurred. Spodnik assumed that the escort had been transferred to another base, but never did learn the reason for his sudden departure.

Comment: A second former 44th Missile Maintenance Squadron technician, whom I will not identify, has independently confirmed the essential elements in Spodnik’s account, in particular the landing of the UFO inside the missile silo’s security fence. This individual estimates that the incident occurred in late June or early July, 1966, just prior to his separation from the Air Force.

Ellsworth AFB, South Dakota (1992):

UFO sighting by two Minuteman missile maintenance personnel, whom I will not identify, as reported to **Tech. Sgt. Jeff Goodrich (USAF Ret.)**—Former Minuteman missile technician, 44th Field Missile Maintenance Squadron (FMMS), Ellsworth AFB, South Dakota:

Just before midnight on October 27, 1992, two members of the 44th FMMS, Airman 1st Class Michael R-----, a vehicle controller, and Airman 1st Class Jason B-----, a Minuteman Electro-Mechanical Team technician, were approaching the squadron’s operations hangar when they saw a group of bright, white lights moving rapidly in rigid formation. While no solid object was actually

visible, the fact that the lights did not vary in their positions relative to one another led the witnesses to concluded that they were arranged across the surface of a very large but unseen craft.

As R----- and B----- watched, the light formation moved directly toward the Minuteman missile maintenance hangar, hovered over it momentarily, and then moved away, disappearing behind a bank of low clouds. Both of the observers estimated that at its closest approach, the object was approximately a quarter-mile from them.

Upon arriving at work, the startled eyewitnesses excitedly told those present about the sighting. At that time of night, there wasn't much happening at the hangar and it was relatively empty except for a handful of people in the vehicles and equipment sections.

The next day, another missile maintenance technician, Jeff Goodrich, also learned of the incident. Goodrich had a long-standing interest in UFOs, and was a certified field investigator for the Mutual UFO Network. Using that organization's standard sighting questionnaire, he had R----- and B----- independently record the details of their experience less than two days later.

R----- wrote, "It was kind of foggy out...When I first saw it, I thought it was an airplane, but it moved too smooth and swiftly without noise. I couldn't believe it. I was totally amazed. It was an awesome sight. It seemed to hover about three-to-five hundred feet over the ground and [then] it just sort of disappeared in the air."

In his report, B----- wrote, "I noticed it when I looked out over the hangar where I work. I pointed it out to Mike, who was driving. At first I thought it was an airplane but it was way too big. There were no flashing lights like on most planes and [its] shape was like no plane I've ever seen. I was freaked out [and] Mike almost ran off the road, trying to get a better look at it...It disappeared behind the clouds above the base."

Each airman made drawings of the UFO itself, as well as its position in the sky, relative to the hangar. In R-----'s picture, the lights appear similar to a string of pearls, delineating the presumed boundary of an unseen kidney bean-shaped object. B----- drew essentially the same picture, but with some of the lights positioned away from object's edge. He also depicted it as having more of a boomerang shape.

R----- drew the UFO hovering directly over the missile maintenance hangar, whereas B----- depicted the object approaching the facility from the north, and (as indicated by an arrow) moving into the cloud bank.

Elsewhere on the questionnaire, in the section titled, *Object Description*, R----- wrote that the UFO's apparent width had been "2-3 times the size of a full moon". B----- instead described the lights, writing that each one appeared "2-3 times the size of a star." However, in the *Personal Account* section, he wrote that the object itself had been much larger than an airplane and, in one of his drawings of the entire cluster of lights, he added the caption, "Approx. 300 ft. long".

Neither sighting witness was officially debriefed. It is unknown whether the UFO appeared on radar.

END OF SOURCE TESTIMONY

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Created By Francis Ridge

CHAPTER FIFTEEN

The Radiation Story

The idea for gathering together a group of scientists, to whom we referred as our "panel of experts," had been conceived early in 1952 - as soon as serious talk about the possibility that the UFO's might be interplanetary

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spaceships had taken hold in both military and scientific circles. In fact, when Project Grudge was reorganized in the summer of 1951 the idea had been mentioned, and this was the main reason that our charter had said we were to be only a fact finding group. The people on previous UFO projects had gone off on tangents of speculation about the identity of the UFO's; they first declared that they were spacecraft, then later, in a complete about face, they took the whole UFO problem as one big belly laugh. Both approaches had gotten the Air Force into trouble. Why they did this I don't know, because from the start we realized that no one at ATIC, in the Air Force, or in the whole military establishment was qualified to give a final yes or no answer to the UFO problem. Giving a final answer would require a serious decision - probably one of the most serious since the beginning of man.

During 1952 many highly qualified engineers and scientists had visited Project Blue Book and had spent a day or two going over our reports. Some were very much impressed with the reports - some had all the answers.

But all of the scientists who read our reports readily admitted that even though they may have thought that the reports did or did not indicate visitors from outer space, they would want to give the subject a good deal more study before they ever committed themselves in writing. Consequently the people's opinions, although they were valuable, didn't give us enough to base a decision upon. We still needed a group to study our material thoroughly and give us written conclusions and recommendations which could be sent to the President if necessary.

Our panel of experts was to consist of six or eight of the top scientists in the United States. We fully realized that even the Air Force didn't have enough "pull" just to ask all of these people to drop the important work they were engaged in and spend a week or two studying our reports. Nor did we want to do it this way; we wanted to be sure that we had something worth while before asking for their valuable time. So, working through other government agencies, we organized a preliminary review panel of four people. All of them were competent scientists and we knew their reputations were such that if they recommended that a certain top scientist sit on a panel to review our material he would do it.

In late November 1952 the preliminary review panel met at ATIC for three days.

When the meeting ended, the group unanimously recommended that a "higher court" be formed to review the case of the UFO. In an hour their recommendation was accepted by higher Air Force authorities, and the men proceeded to recommend the members for our proposed panel.

They picked six men who had reputations as being both practical and theoretical scientists and who were known to have no biased opinions regarding the UFO's.

The meeting of the panel, which would be held in Washington, was tentatively scheduled for late December or early January - depending upon when all of the scientists who had been asked to attend would be free. At Project Blue Book activity went into high gear as we made preparations for the meeting. But before we were very far along our preparations were temporarily sidetracked - I got a lead on the facts behind a rumor. Normally we didn't pay attention to rumors, but this one was in a different class.

Ever since the Air Force had become interested in UFO reports, the comment of those who had been requested to look

them over and give a professional opinion was that we lacked the type of data "you could get your teeth into." In even our best reports we had to rely upon what someone had seen. I'd been told many times that if we had even one piece of information that was substantiated by some kind of recorded proof - a set of cinetheodolite movies of a UFO, a spectrum photograph, or any other kind of instrumented data that one could sit down and study - we would have no difficulty getting almost any scientist in the world interested in actively helping us find the answer to the UFO riddle.

The rumor that caused me to temporarily halt our preparations for the high level conference involved data that we might be able to get our teeth into.

This is the way it went:

In the fall of 1949, at some unspecified place in the United States, a group of scientists had set up equipment to measure background radiation, the small amount of harmless radiation that is always present in our atmosphere. This natural radiation varies to a certain degree, but will never increase by any appreciable amount unless there is a good reason.

According to the rumor, two of the scientists at the unnamed place were watching the equipment one day when, for no apparent reason, a sudden increase of radiation was indicated. The radiation remained high for a few seconds, then dropped back to normal. The increase over normal was not sufficient to be dangerous, but it definitely was unusual. All indications pointed to equipment malfunction as the most probable explanation. A quick check revealed no obvious trouble with the gear, and the two scientists were about to start a more detailed check when a third member of the radiation crew came rushing into the lab.

Before they could tell the newcomer about the unexplained radiation they had just picked up, he blurted out a story of his own. He had driven

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to a nearby town, and on his return trip, as he approached the research lab, something in the sky suddenly caught his eye. High in the cloudless blue he saw three silvery objects moving in a V formation. They appeared to be spherical in shape, but he wasn't sure. The first fact that had hit him was that the objects were traveling too fast to be conventional aircraft. He jammed on the brakes, stopped his car, and shut off the engine. No sound. All he could hear was the quiet whir of a generator in the research lab. In a few seconds the objects had disappeared from sight.

After the first two scientists had briefed their excited colleague on the unusual radiation they had detected, the three men asked each other the $64 question: Was there any connection between the two incidents? Had the UFO's caused the excessive radiation?

They checked the time. Knowing almost exactly when the instruments had registered the increased radiation, they checked on how long it took to drive to the lab from the point where the three silver objects had been seen. The times correlated within a minute or two. The three men proceeded to check their radiation equipment thoroughly. Nothing was wrong.

The rumor stopped here. Nothing that I or anyone else on Project Blue Book could find out shed any further light on the source of the story. People associated with projects similar to the research lab that was mentioned in the rumor were sought out and questioned. Many of them had heard the story, but no one could add any new details. The three unknown scientists, at the unnamed lab, in an unknown part of the United States, might as well never have existed. Maybe they hadn't.

Almost a year after I had first heard the UFO radiation story I got a long-distance call from a friend on the west coast. I had seen him several months before, at which time I told him about this curious rumor and expressed my wish to find out how authentic it was. Now, on the phone, he told me he had just been in contact with two people he knew and they had the whole story. He said they would be in Los Angeles the following night and would like very much to talk to me.

I hated to fly clear to the west coast on what might be a wild goose chase, but I did. I couldn't afford to run the risk of

losing an opportunity to turn that old recurrent rumor into fact.

Twenty hours later I met the two people at the Hollywood Roosevelt Hotel. We talked for several hours that night, and I got the details on the rumor and a lot more that I hadn't bargained for. Both of my informants were physicists working for the Atomic Energy Commission, and were recognized in their fields. They wanted no publicity and I promised them that they would get none. One of the men knew all the details behind the

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rumor, and did most of the talking. To keep my promise of no publicity, I'll call him the "scientist."

The rumor version of the UFO radiation story that had been kicking around in Air Force and scientific circles for so long had been correct in detail but it was by no means complete. The scientist said that after the initial sighting had taken place word was spread at the research lab that the next time the instruments registered abnormal amounts of radiation, some of the personnel were to go outside immediately and look for some object in the sky.

About three weeks after the first incident a repetition did occur. While excessive radiation was registering on the instruments in the lab, a lone dark object was seen streaking across the sky. Again the instruments were checked but, as before, no malfunction was found.

After this second sighting, according to the scientist, an investigation was started at the laboratory. The people who made the visual observations weren't sure that the object they had seen couldn't have been an airplane. Someone thought that perhaps some type of radar equipment in the airplane, if that's what the object was, might have affected the radiation- detection equipment. So arrangements were made to fly all types of aircraft over the area with their radar in operation. Nothing unusual happened. All possible types of airborne research equipment were traced during similar flights in the hope that some special equipment not normally carried in aircraft would be found to have caused the jump in radiation. But nothing out of the ordinary occurred during these tests either.

It was tentatively concluded, the scientist continued, that the abnormally high radiation readings were "officially" due to some freakish equipment malfunction and that the objects sighted visually were birds or airplanes. A report to this effect was made to military authorities, but since the conclusion stated that no flying saucers were involved, the report went into some unknown file. Project Blue Book never got it.

Shortly after the second UFO radiation episode the research group finished its work. It was at this time that the scientist had first become aware of the incidents he related to me. A friend of his, one of the men involved in the sightings, had sent the details in a letter.

As the story of the sightings spread it was widely discussed in scientific circles, with the result that the conclusion, an equipment malfunction, began to be more seriously questioned. Among the scientists who felt that further investigation of such phenomena was in order, were the man to whom I was talking and some of the people who had made the original sightings.

204.The Report on Unidentified Flying Objects

About a year later the scientist and these original investigators were working together. They decided to make a few more tests, on their own time, but with radiation detection equipment so designed that the possibility of malfunction would be almost nil. They formed a group of people who were interested in the project, and on evenings and weekends assembled and set up their equipment in an abandoned building on a small mountain peak. To insure privacy and to avoid arousing undue interest among people not in on the project, the scientist and his colleagues told everyone that they had formed a mineral club. The "mineral club" deception covered their weekend expeditions because "rock hounds" are notorious for their addiction to scrambling around on mountains in search for specimens.

The equipment that the group had installed in the abandoned building was designed to be self operating. Geiger tubes

were arranged in a pattern so that some idea as to the direction of the radiation source could be obtained. During the original sightings the equipment malfunction factor could not be definitely established or refuted because certain critical data had not been measured.

To get data on visual sightings, the "mineral club" had to rely on the flying saucer grapevine, which exists at every major scientific laboratory in the country.

By late summer of 1950 they were in business. For the next three months the scientist and his group kept their radiation equipment operating twenty-four hours a day, but the tapes showed nothing except the usual background activity. The saucer grapevine reported sightings in the general area of the tests, but none close to the instrumented mountain top.

The trip to the instrument shack, which had to be made every two days to change tapes, began to get tiresome for the "rock hounds," and there was some talk of discontinuing the watch.

But persistence paid off. Early in December, about ten o'clock in the morning, the grapevine reported sightings of a silvery, circular shaped object near the instrument shack. The UFO was seen by several people.

When the "rock hounds" checked the recording tapes in the shack they found that several of the Geiger tubes had been triggered at 10:17 A.M. The registered radiation increase was about 100 times greater than the normal background activity.

Three more times during the next two months the "mineral club's" equipment recorded abnormal radiation on occasions when the grapevine reported visual sightings of UFO's. One of the visual sightings was substantiated by radar.

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After these incidents the "mineral club" kept its instruments in operation until June 1951, but nothing more was recorded. And, curiously enough, during this period while the radiation level remained normal, the visual sightings in the area dropped off too. The "mineral club" decided to concentrate on determining the significance of the data they had obtained.

Accordingly, the scientist and the group made a detailed study of their mountain top findings. They had friends working on many research projects throughout the United States and managed to visit and confer with them while on business trips. They investigated the possibility of unusual sunspot activity, but sunspots had been normal during the brief periods of high radiation. To clinch the elimination of sunspots as a cause, their record tapes showed no burst of. radiation when sunspot activity had been abnormal.

The "rock hounds" checked every possible research project that might have produced some stray radiation for their instruments to pick up. They found nothing. They checked and rechecked their instruments, but could find no factor that might have induced false readings. They let other scientists in on their findings, hoping that these outsiders might be able to put their fingers on errors that had been overlooked.

Now, more than a year after the occurrence of the mysterious incidents that they had recorded, a year spent in analyzing their data, the "rock hounds" had no answer.

By the best scientific tests that they had been able to apply, the visual sightings and the high radiation had taken place more or less simultaneously.

Intriguing ideas are hard to kill, and this one had more than one life, possibly because of the element of mystery which surrounds the subject of flying saucers. But the scientific mind thrives on taking the mystery out of unexplained events, so it is not surprising that the investigation went on.

According to my friend the scientist, a few people outside the laboratory where the "rock hounds" worked were told about the activities of the "mineral club," and they started radiation detection groups of their own.

For instance, two graduate astronomy students from a southwestern university started a similar watch, on a modest scale, using a modified standard Geiger counter as their detection unit. They did not build a recorder into their equipment, however, and consequently were forced to man their equipment continuously, which naturally cut down the time they were in operation. On two occasions they reportedly detected a burst of high radiation.

206.The Report on Unidentified Flying Objects

Although the veracity of the two astronomers was not doubted, the scientist felt that the accuracy of their readings was poor because of the rather low quality of their equipment.

The scientist then told me about a far more impressive effort to verify or disprove the findings of the "mineral club." Word of the "rock hounds" and their work had also spread to a large laboratory in the East. An Air Force colonel, on duty at the lab, told the story to some of his friends, and they decided to look personally into the situation.

Fortunately these people were in a wonderful spot to make such an investigation. At their laboratory an extensive survey of the surrounding area was being made. An elaborate system of radiation detection equipment had been set up for a radius of 100 miles around the lab. In addition, the defenses of the area included a radar net.

Thanks to the flashing of silver eagles, the colonel's group got permission to check the records of the radiation survey station and to look over the logs of the radar stations. They found instances where, during the same period of time that radiation in the area had been much higher than normal, radar had had a UFO on the scope. These events had occurred during the period from January 1951 until about June 1951.

Upon learning of the tentative but encouraging findings that the colonel's group had dug out of their past records, people on both the radiation survey crews and at the radar sites became interested in co-operating for further investigation. A tie-in with the local saucer grapevine established a three way check.

One evening in July, just before sunset, two of the colonel's group were driving home from the laboratory. As they sped along the highway they noticed two cars stopped ahead of them. The occupants were standing beside the road, looking at something in the sky.

The two scientists stopped, got out of their car, and scanned the sky too. Low on the eastern horizon they saw a bright circular object moving slowly north. They watched it for a while, took a few notes, then drove back to the lab.

Some interesting news awaited them there. Radar had picked up an unidentified target near the spot where the scientists in the car had seen the UFO, and it had been traveling north. A fighter had been scrambled, but when it got into the proper area, the radar target was off the scope. The pilot glimpsed something that looked like the reported UFO, but before he could check further he had to turn into the sun to get on an interception course, and he lost the object.

Several days passed before the radiation reports from all stations could be collected. When the reports did come in they showed that

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The Radiation Story.207

stations east of the laboratory, on an approximate line with the radar track, had shown the highest increase in radiation. Stations west of the lab showed nothing.

The possible significance of this well covered incident spurred the colonel's group to extend and refine their activities. Their idea was to build a radiation detection instrument in an empty wing tank and hang the tank on an F-47. Then when a UFO was reported they would fly a search pattern in the area and try to establish whether or not a certain sector of the sky was more radioactive than other sectors. Also, they proposed to build a highly directional detector for the F-47 and attempt actually to track a UFO.

The design of such equipment was started, but many delays occurred. Before the colonel's group could get any of the equipment built, some of the members left the lab for other jobs, and the colonel, who sparked the operation, was himself transferred elsewhere. The entire effort collapsed.

The scientist was not surprised that I hadn't heard the story of the colonel's group. All the people involved, he said, had kept it quiet in order to avoid ridicule. The scientist added that he would be glad to give me all the data he had on the sightings of his "mineral club," and he told me where to get the information about the two astronomers and the colonel's group.

Armed with the scientist's notes and recorder tapes, I left for my office at Wright-Patterson Air Force Base, Dayton.

With the blessings of my chief, I started to run down the rest of the radiation information. The data we had, especially that from the scientist's "mineral club," had been thoroughly analyzed, but we thought that since we now had access to more general data something new and more significant might be found.

First I contacted the government agency for which all of the people involved in these investigations had been working, the scientists who recorded the original incident, the scientist and his "mineral club," the colonel's group, and the rest.

The people in the agency were very co-operative but stressed the fact that the activities I was investigating were strictly the extracurricular affairs of the scientists involved, had no official sanction, and should not be tied in with the agency in any way, shape, or form. This closed door reaction was typical of how the words "flying saucer" seem to scare some people.

They did help me locate the report on the original incident, however, and since it seemed to be the only existing copy, I arranged to borrow it.

208.The Report on Unidentified Flying Objects

About this same time we located the two graduate astronomy students in New Mexico. Both now had their Ph.D.'s and held responsible jobs on highly classified projects. They repeated their story, which I had first heard from the scientist, but had kept no record of their activities.

On one occasion, just before dawn on a Sunday morning, they were on the roof, making some meteorological observations. One of them was listening to the Geiger counter when he detected a definite increase in the clicking.

Just as the frequency of the clicks reached its highest peak - almost a steady buzz - a large fireball, described by them as "spectacular," flashed across the sky. Both of the observers had seen several of the green fireballs and said that this object was similar in all respects except that the color was a brilliant blue white.

With the disappearance of the fireball, the counter once more settled down to a steady click per second. They added that once before they had detected a similar increase in the frequency of the clicks but had seen nothing in the sky.

In telling their story, both astronomers stressed the point that their data were open to a great deal of criticism, mainly because of the limited instrumentation they had used. We agreed. Still their work tended to support the findings of the more elaborate and systematic radiation investigations.

The gods who watch over the UFO project were smiling about this time, because one morning I got a call from a colonel on Wright-Patterson Air Force Base. He was going to be in our area that morning and planned to stop in to see me.

He arrived in a few minutes and turned out to be none other than the colonel who had headed the group which had investigated UFO's and radiation at the eastern laboratory. He repeated his story. It was the same as I had heard from the scientist, with a few insignificant changes. The colonel had no records of his group's operations, but knew who had them. He promised to get a wire off to the person immediately, which he did.

The answer was a bit disappointing. During the intervening months the data had been scattered out among the members of the colonel's group, and when the group broke up, so did its collection of records.

So all we had to fall back on was the colonel's word, but since he now was heading a top priority project at Wright, it would be difficult not to believe him.

After obtaining the colonel's story, we collected all available data concerning known incidents in which there seemed to be a correlation

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between the visual sighting of UFO's and the presence of excess atomic radiation in the area of the sightings.

There was one last thing to do. I wanted to take the dates and times of all the reported radiation increases and check them against all sources of UFO reports. This project would take a lot of leg work and digging, but I felt that it would offer the most positive and complete evidence we could assemble as to whether or not a correlation existed.

Accordingly, we dug into our files, ADC radar logs, press wire service files, newspaper morgues in the sighting area, and the files of individuals who collect data on saucers. Whenever we found a visual report that correlated with a radiation peak we checked it against weather conditions, balloon tracks, astronomical reports, etc.

As soon as the data had all been assembled, I arranged for a group of Air Force consultants to look it over. I got the same old answer - the data still aren't good enough. The men were very much interested in the reports, but when it came time to putting their comments on paper they said, "Not enough conclusive evidence." If in some way the UFO's could have been photographed at the same time that the radiation detectors were going wild, it would have been a different story, they later told me, but with the data I had for them this was the only answer they could give. No one could explain the sudden bursts of radiation, but there was no proof that they were associated with UFO's.

The board's ruling wrote finish to this investigation. I informed the colonel, and he didn't like the decision. Later I passed through the city where the scientist was working. I stopped over a few hours to brief him on the board's decision. He shook his head in disbelief.

It is interesting to note that both the colonel and the scientist reacted in the same way. We're not fools - we were there - we saw it - they didn't. What do they want for proof?

National Investigations Committee On Aerial Phenomena

McCampbell UFO Vehicle Classification System

The primary UFO types appear to be:

PROBES:
Spheres and discs between 1- and 3-ft diameter that are almost certainly sensing devices, either preprogrammed or remotely controlled. They have been seen to emerge from standard craft, fly around for extended periods, then return for pick up. The kind of measurements that they take can only be guessed.

SMALL:
Three principal types eventually belong to this group;

a) An egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan.

b) An elongated cylinder without external appendages that flies in the direction of its axis, comparable in size to the body of a jet fighter.

c) A spherical object about 15 ft in diameter.

STANDARD:
This group, accounting for about half the sightings is dominated by the basic disc with numerous variations. Most common size is about 25- to 35-ft diameter.

LARGE:
Several different types. Most frequently reported is a disc about 100 ft diameter. An even larger one, several stories tall inside, probably has a diameter between 250- and 300-ft. A large cigar-shaped craft should also be included here.

CARRIER:
Seen only at very high altitude is a gigantic, cigar-shaped machine that is probably twice as large as an aircraft carrier and, perhaps, as much as 1 mile in length. Smaller craft have been seen to be discharged from them in large numbers.

The Vehicles - Complete Chapter 2, UFOLOGY McCampbell
NICAP Home Page

Form: 97 BB
Date: Sun, 16 Apr 2006 14:14:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: UFOs and radiation over Los Alamos, May 25, 1952

Cat: 10
To: NCP
<>
This is interesting, althought no correlation can be made because the times are too far apart, 0958 hours and 2330 hours, May 25, 1952.

Radiation was detected at Los Alamos at 2330 hours on May 25, 1952 as shown on the chart below.

Earlier on May 25, 1952, at 09:58 hours, an unknown object was detected on radar traveling 1800 mph, at Tierra Amarillo AFS, New Mexico. The object passed directly across the Los Alamos area.

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Chart showing radiation detection at Los Alamos, New Mexico, on May 25, 1952, 2330 hours.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-941

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09:58 hours
Detection of an unknown object traveling at 1800 MPH by radar at Tierra Amarillo AFS, New Mexico. Object passed directly across the Los Alamos area.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-867

Page ID (PID)	MAXW-PBB10-867
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 10
Document Code	N/A

Tierra Amarillo AFS, New Mexico

Map

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http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-52

Oliver Wendelle "Pappy" Henderson

Oliver "Pappy" Henderson Photo, courtesy of Wendy Connors

C-54

In July of 1947 Robert E. Smith was a member of the 1st Air Transport Unit, Roswell, NM.

> **Robert Smith:**
> The C-54 into which Smith helped load the single twenty-foot crate would have been Pappy Henderson's. I remember seeing T/Sgt. Harbell Elzey, T/Sgt. Edward Bretherton, and S/Sgt. William Fortner.

Stanton Friedman:
Capt. Oliver Wendell "Pappy" Henderson may have been the most highly regarded pilot at Roswell AAF. A veteran of thirty missions in B-24 Liberator bombers in Europe, he participated in the postwar A-bomb tests in the Pacific and earned major commendations for his flying. Henderson kept quiet about the unsettling events of July 1947 for three decades. Finally he mentioned them to a fellow retired officer; dentist John Kromschroeder, with whom he was then involved in a joint business venture. The dentist said nothing about this until July 1990, more than four years after Henderson's death from cancer.

In 1977, Pappy had told Kromsehroeder about the incident. He said he transported wreckage and alien bodies, describing the latter as "spacecraft garbage," and adding "the passengers suffered their death." Henderson, in the recollection of Kromschroeder, described the bodies simply as being "small." About a year later; around 1978, Henderson produced a piece of metal he had taken from the collection of wreckage. "I gave it a good, thorough looking-at," Kromschroeder said in 1990, "and decided it was an alloy we are not familiar with (he and Henderson shared an interest in metallurgy). Gray lustrous metal resembling aluminum, lighter in weight and much stiffer. [We couldn't] bend it... edges sharp and jagged."

The priceless scrap of material may be tucked away in Pappy's records and papers, just waiting to be freed. But there is currently no way to search the two thousand-plus cubic feet of materials that jam two small storage buildings and a garage to the ceilings. His widow Sappho, has rejected suggestions that investigators be allowed to search through a lifetime of her late husband's memorabilia. The prospect is daunting, for a slim piece of metal could be hidden between any two pieces of paper in any of many scores of bulging cardboard boxes. Even if she were willing to have strangers paw through such personal matters,

it could take hundreds of hours, and there is no assurance that the scrap of crashed UFO is there. It could have been lost, thrown out, or even confiscated.

In 1982, Henderson met with several members of his old bomber crew during an Air Division reunion in Nashville. According to one of the men in the group, "It was in his hotel room that he told us the story of the UFO and about his part. All we were told by Pappy is that he flew the plane to Wright Field. He definitely mentioned the bodies, but I don't recall any details except that they were small and different. I was skeptical at first, but soon saw that Pappy was quite serious."

Pappy died before I got a chance to interview him. But his widow Sappho, agreed to be interviewed, as did his daughter; Mary Sappho described what her husband had told her.

Mary Sappho Henderson:
We met during World War II when he flew with the 446th Bomb Squadron; he flew B-24s [on] thirty missions over Germany. After the war, he returned home ... and was then sent to Roswell. While stationed there, he ran the "Green Hornet Airline," which involved flying C-54s and C-47's carrying VIPs, scientists, and materials from Roswell to the Pacific during the atom bomb tests. He had to have a Top Secret clearance for this responsibility

In 1980 or 1981, he picked up a newspaper at a grocery store where we were living in San Diego. One article described the crash of a UFO outside Roswell, with the bodies of aliens discovered beside the craft. He pointed out the article to me and said, "I want you to read this article, because it's a true story. I'm the pilot who flew the wreckage of the UFO to Dayton, Ohio [home of Wright Field]. I guess now that they're putting it in the paper, I can tell you about this. I wanted to tell you for years." Pappy never discussed his work because of his security clearance.

He described the beings as small with large heads for their size. He said the material that their suits were made of was different than anything he had ever seen. He said they looked strange. I believe he mentioned that the bodies had been packed in dry ice to preserve them.

To hear her voice, click here

Mrs. Mary Kathryn Groode, Pappy's daughter, added her remembrances to those of her mother.

Mary Kathryn Goode:
When I was growing up, he and I would often spend evenings looking at the stars. On one occasion, I asked him what he was looking for. He said, "I'm looking for flying saucers. They're real, you know"

In 1981, during a visit to my parents' home, my father showed me a newspaper article which described the crash of a UFO and the recovery of alien bodies outside Roswell, New Mexico. He told me that he saw the crashed craft and the alien bodies described in the article, and that he had flown the wreckage to Ohio. He described the alien beings as small and pale, with slanted eyes and large heads. He said they were humanoid- looking, but different from us. I think he said there were three bodies.

He said the matter had been Top Secret and that he was not supposed to discuss it with anyone, but that he felt it was alright to tell me because it was in the newspaper.

I also spoke with Pappy's son and cousin, both of whom told of having heard Pappy quietly tell his story after the newspaper article appeared.

On the basis of all that is known of Pappy's brief mentions of his involvement with the events at Roswell, it appears that while he probably saw bodies at the airbase, he may have transported only materials to Wright Field.

Stanton Friedman
Crash At Corona, 125-128

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NICAP Home

The Roswell Story

Roswell Daily Record

RAAF Captures Flying Saucer On Ranch in Roswell Region

Claims Army Is Stacking Courts Martial

House Passes Tax Slash by Large Margin

No Details of Flying Disk Are Revealed

Some of Soviet Satellites May Attend Paris Meeting

Miners and Operators Sign Highest Wage Pact in History

Stories about crashed UFOs have circulated for many years, but until recently they were dismissed as nonsense by most people, including ufologists. New investigations, however, are uncovering startling evidence indicating that a UFO may have crashed in the New Mexico desert in July 1947.

The event took place during the first week of July 1947 and involved the recovery of wreckage by the military from a remote ranch northwest of Roswell, New Mexico. There is now considerable testimony from former members of the military known to have been involved, including two brigadier generals, that the recovered material was not of terrestrial origin. Admittedly, such a claim taxes the limits of credibility for discerning and rational individuals. It also tends to evoke a response of immediate dismissal. The preponderance of evidence, however, indicates the event occurred.

Maggie & Mack Brazel in 1951, four years after the Roswell Incident: Photo courtesy of Bill Brazel, Jr.

A rancher named Mac Brazel discovered strange metal strewn across a wide area of range land he tended. Because of the material's unusual characteristics, Brazel took pieces of the debris to the authorities in Roswell, New Mexico. Intrigued by the debris, Colonel Blanchard, commanding officer at Roswell Army Air Field, ordered two intelligence officers to investigate.

Col. William "Butch" Blanchard

Roswell Army Air Field was the home of the 509th Bomb Group, which was an elite outfit--the only atomic group in the world. The two men Col. Blanchard sent to the crash site were Major Jesse Marcel and Captain Sheridan Cavitt. Upon their report, Colonel Blanchard quietly ordered that the ranch area be cordoned off. Soldiers removed the debris, sending it to Army headquarters in Fort Worth, Texas.

Maj. Jesse Marcel

CIC Agent Sheridan Cavett

On the morning of July 8, 1947, Colonel Blanchard had Lt. Walter Haut issue a press release stating that the wreckage of a "crashed disk" (UFO) had been recovered. The press release was transmitted over the wire services in time to make headlines in over thirty U.S. afternoon newspapers that same day.

Lt. Walter Haut

Lt. Walter Haut was the Public Information Officer at Roswell AAF. Within hours something had happened and the press release was retracted, and further press coverage restricted.

Col. Thomas J. DuBose

The late General Thomas DuBose was a colonel and General Ramey's chief of staff at Eighth Air Force Headquarters in Forth Worth, Texas, in 1947. Before his death in 1992, General DuBose testified that he himself had taken the telephone call from General Clements McMullen at Andrews Army Air Field in Washington, D.C., ordering the coverup. The instructions were for General Ramey to concoct a "cover story" to "get the

press off our backs."

At a press conference in Fort Worth, the Army explained that the intelligence officer and others at Roswell had misidentified the debris, which was, in fact, the remains of a downed balloon with a metallic radar reflector attached, and not a flying saucer. Public interest faded, and the Roswell event became a part of UFO folklore, with most ufologists accepting the official government version of the story.

Brigadier General Roger M. Ramey

It was not until the late 1970s, with Jesse Marcel's decision to comment publicly on the strange material and other aspects of the Roswell event, that the UFO crash story was revived. Since that time, new evidence indicates the weather balloon explanation was part of an elaborate government coverup, and in fact, the original report of a recovered flying disk was probably true. Investigations into the UFO crash story continue with the goal of pressuring the United States government to end the coverup and to reveal to the American public what actually crashed on the New Mexican desert that night in July 1947.

Next, see More Witnesses A more comprehensive list can be found at Roswell Witness List.

The Roswell Directory
NICAP Home Page

Korean War Battlefield UFO Encounter

Bizarre Craft Hit Soldiers With Debilitating Light Beam

Courtesy John Timmerman, J. Allen Hynek Center For UFO Studies

Courtesy CNI News

This text is an edited transcript of an interview between Mr. Francis P. Wall, a private first class (PFC) in the U.S. Army during the Korean War, and John Timmerman, an associate of the J. Allen Hynek Center for UFO Studies (CUFOS) in Chicago, Illinois. The interview took place in January, 1987. Noted UFO researcher Richard F. Haines checked military records and found Mr. Wall listed as a Korean combatant in the infantry unit he names below. Haines also requested and received from Mr. Wall a drawing of the aerial object he claims to have seen. The drawing depicts a very typical "flying saucer." CNI News thanks John Timmerman for permission to reprint this text. Mr. Wall recounts his experience as follows:

"This event that I am about to relate to you is the truth, so help me God. It happened in the early Spring of 1951 in Korea. We were in the Army infantry, 25th Division, 27th Regiment, 2nd Battalion, 'Easy' Company. We were in what is known on the military maps as the Iron Triangle, near Chorwon.

"It is night. We are located on the slopes of a mountain, below [which] there is a Korean village. Previously we have sent our men into this village to warn the populace that we are going to bombard it with artillery. On this night, we were doing just that. We had aerial artillery bursts coming in.

"We suddenly noticed on our right-hand side what appeared to be a jack-o-lantern come wafting down across the mountain. And at first no one thought anything about it. So we noticed that this thing continued on down to the village to where, indeed, the artillery air bursts were exploding. It had an orange glow in the beginning. We further noticed that this object was [so] quick that it could get into the center of an airburst of artillery and yet remain unharmed.

"[The] time element on this, I would say, [was] anywhere from, oh, forty-five minutes to an hour all told.

"But then this object approached us. And it turned a blue-green brilliant light. It's hard to distinguish the size of it; there's no way to compare it. The light was pulsating. This object approached us.

"I asked for and received permission from Lt. Evans, our company commander at that time, to fire upon this object, which I did with an M-1 rifle with armor-piercing bullets. And I did hit it. It must have been metallic because you could hear when the projectile slammed into it.

"Now why would that bullet damage this craft if the artillery rounds didn't? I don't know, unless they had dropped their protective field around them, or whatever. But the object went wild, and the light was going on and off. It went off completely once, briefly. And it was moving erratically from side to side as though it might crash to the ground. Then, a sound -- we had heard no sound previous to this -- the sound of, like, diesel locomotives revving up. That's the way this thing sounded.

"And then, we were attacked. We were swept by some form of a ray that was emitted in pulses, in waves that you could visually see only when it was aiming directly at you. That is to say, like a searchlight sweeps around and... you would see it coming at you. Now you would feel a burning, tingling sensation all over your body, as though something were penetrating you.

"So the company commander, Lt. Evans, hauled us into our bunkers. We didn't know what was going to happen. We were scared. These are underground dugouts where you have peep holes to look out to fire at the enemy. So, I'm in my bunker with another man. We're peeping out at this thing. It hovered over us for a while, lit up the whole area with its light, and then I saw it shoot off at a 45 degree angle, that quick, just there and gone. That quick. And it was as though that was the end of it.

"But, three days later the entire company of men had to be evacuated by ambulance. They had to cut roads in there and haul them out. They were too weak to walk. They had dysentery. Then subsequently, when the doctors did see them, they had an extremely high white blood cell count which the doctors could not account for.

"Now in the military, especially the Army, each day you file a company report. We had a confab about that. Do we file it in the report or not? And the consensus was 'No.' Because they'd lock every one of us up and think we were crazy. At that time, no such thing as a UFO had ever been heard of, and we didn't know what it was.

"I still don't know what it was. But I do know that since that time I have periods of disorientation, memory loss, and I dropped from 180 pounds to 138 pounds after I got back to this country. And I've had great difficulty keeping my weight up. Indeed, I'm retired and disabled today."

National Investigations Committee On Aerial Phenomena

Category 3
Electromagnetic Effects

Red Bluff Incident

Red Bluff, California
August 13, 1960

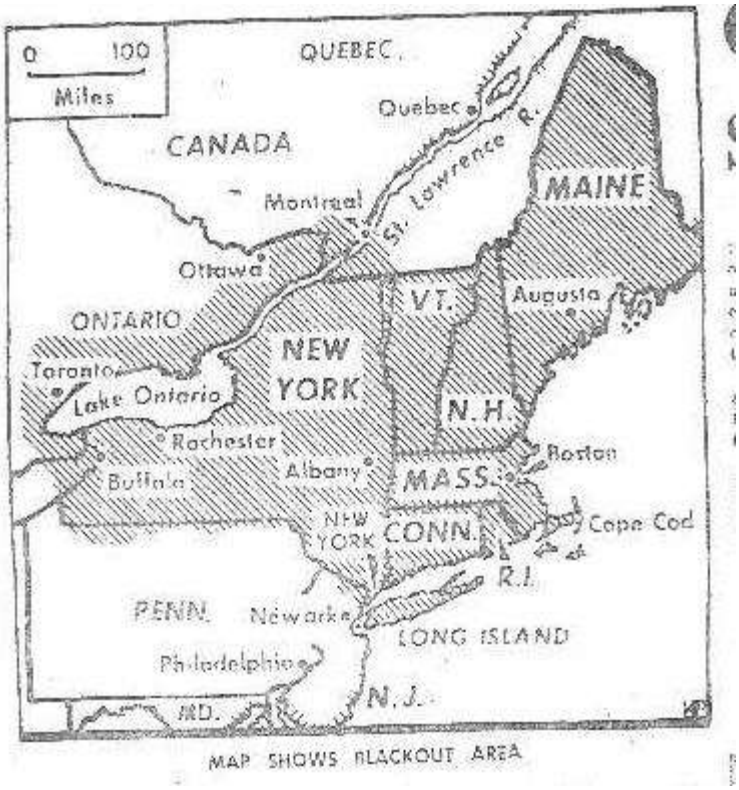
Richard Hall:
Features: Police witnesses, vehicle encounter, light beam, E-M effects, extraordinary maneuvers, cat-and-mouse pursuit.

Aug. 13, 1960..Red Bluff, CA: California Highway Patrol Officers Charles A. Carson and Stanley Scott were on patrol when they sighted what they thought was an airliner about to crash. When the UFO had descended to about 100 or 200 feet altitude it suddenly reversed direction and climbed to 500 ft. Description: round or oblong surrounded by a glow (color not mentioned) and having definite red lights at each end. They continued to watch the UFO as it performed "unbelievable" aerial feats. The local RADAR operator confirmed the UFO at this time but denied it the next day. Other Tehema County Sheriffs' officers also saw this UFO and another similar one that same night. (NICAP, 1964)

Other Sources:
"The Hynek UFO Report", by J. Allen Hynek (1977) pages 92-94.

The Red Bluff Case - Richard Hall
Comments By Dr. James E. McDonald, *UFOs: Greatest Scientific Problem Of Our Times?*

NICAP Home



MAP SHOWS BLACKOUT AREA

On November 9th, 1965 **New York State as well as portions of six neighboring states and eastern Canada were plunged in to darkness for several hours.**

Besides the loss of power, the blackout triggered sensors that placed the Mt. Weather facility (to house the president in time of nuclear attack) on red alert.

There were also a number of reports of anomalous lights, and speculation that the blackout may have been the related to UFO activity in some way.

UFO REPORTS:

Prior to and coincident with the blackout, there were a number of reports of unusual lights and one report from NYC of communication with alien beings:

Tidioute, PA. Two UFOs pace men in a light plane until jets pursue. Then they shoot away some forth-five minutes prior to the blackout.

Larry Hatch's 'U' database

At 5:20 P.M., enroute between Syracuse and Rochester, Renato Pacibi, conductor of the Indianapolis Symphony Orchestra sees a bright light in the west rapidly descend then head towards Syracuse. Moments later, word comes on the radio that the blackout had occurred.

Ufo the secret history pg 145

Camillus (Near Syracuse) A housewife and three of her children reported a 'huge dome-shaped' fireball just prior to the blackout. It was seen for five minutes and as it rose over the moon and moved forward, the lights began to dim. It then moved back, disappeared in a flash, when the electricity went off.

Syracuse Herald-Journal 11-13-65

Reporting on a subsequent sighting over the Sir Adam Beck Power Plant, a newspaper reported:

"The sighting of four strange lights over the Sir Adam Beck power plant of the Ontario Hydro Electric Power commission early today revived memories of the big power blackout that hit the northeast Nov. 9, 1965.

"Moments before the lights flickered and failed all the way to New York City, people reported seeing a strange red ball hanging over the Beck plant. A pilot landing at Niagara Falls International Airport saw a weird object hovering 'over the Niagara Falls power station." (UFO's had also been reported in the area some six weeks prior.)"

At the end of the article it mentions: "After the big blackout, spokesmen for the power firms denied a strange light was spotted over the power plant on the night of Nov. 9. Since then, however, they have admitted that sightings were reported by hundreds of people."

Niagara Gazette 4-2-68

During the blackout there were numerous 'fireballs' reported around the Syracuse area, originally attributed to dump fires, barns burning and other such explanations. Some of the reports that made the papers included:

Cicero Swamp (Near Syracuse). Pilot and passenger in a small plane report seeing a huge fireball where high voltage lines cross the Mohawk river. They had been approaching Hancock field when the lights went out and saw a 10 second flash they thought may be a barn full of hay.

Syracuse. The Deputy City Aviation Commissioner was also airborne when the blackout began. After landing he was looking down the runway and saw a ball of light towards Tompson road that appeared 100 in the air and 50 feet wide.

Along with several more reports of 'fireball' like displays, one person reported seeing a kite-shaped object with a 'giant white light' over Port Leyden, near Lowville (to the far north of Syracuse near Canada.)

Herald-Journal 11-15-65

Numerous additional reports of anomalous lights near the Syracuse area during the blackout were subsequently reported in the paper, along with speculation that some thought they may be UFO related.

Syracuse Herald-American 11-14-65

As mentioned in the excerpts below, there were also reported sightings in Manhattan and Sea Cliff (Nassau County, L.I) during the black out.

Finally, there was the odd testimony of actor Stu Whitman. Mr. Whitman claimed that a glowing UFO had hovered outside his hotel room and communicated to him telepathically, warning that the blackout had been a demonstration of their power.

The Philadelphia Daily News 12-20-65

Subsequent related testimony by Dr. James E. MacDonald:

Text located by Francis Ridge, NICAP Site Coordinator. He has the more complete comments by Dr. McDonald.

On July 29th , 1968 Dr. James E. McDonald testified in part before the House Committee on Science:

Mr. Ryan:
Let me ask a further question: In the course of your investigation and your study of UFO sightings, have you found any cases where contemporaneously with the sighting of UFO's allegedly, there were any other events which took place, which might or might not be related to the UFO's?

Dr. McDonald.
Yes. Certainly there are many physical effects. For instance, in Mr. Pettis' district, several people found the fillings in their mouth hurting while this object was nearby, but there are car ignition failure. One famous case was at Levelland, Tex., in 1957. Ten vehicles were stopped within a short area, all independently in a 2-hour period, near Levelland, Tex. There was no lightning or thunder storm, and only a trace of rain.
There is another which I don't know whether to bring to the committee's attention or not. The evidence is not as conclusive as the car stopping phenomenon, hut there are too many instances for me to ignore. UFO's have often been seen hovering near power facilities. There are a small number but still a little too many to seem pure fortuitous chance, of system outages, coincident with the UFO sighting. One of the cases was Tamaroa, Ill. Another was a case in Shelbyville, Ky., early last year.

(here goes N.Y.)
Even the famous one, the New York blackout, involved UFO sightings. Dr. Hynek probably would be the most appropriate

man to describe the Manhattan sighting, since he interviewed several witnesses involved. I interviewed a woman in Seacliff, N.Y. She saw a disk hovering and going up and down. And then shooting away from New York just after the power failure. I went to the FPC for data, they didn't take them seriously although they had many dozens of sighting reports for that famous evening. There were reports all over New England in the midst of that blackout, and five witnesses near Syracuse, N.Y., saw a glowing object ascending within about a minute of the blackout. First they thought it was a dump burning right at the moment the lights went out. It is rather puzzling that the pulse of current that tripped the relay at the Ontario Hydro Commission plant has never been identified, but initially the tentative suspicion was centered on the Clay Substation of the Niagara Mohawk network right there in the Syracuse area, where unidentified aerial phenomenon has been seen by some of the witnesses.

This extends down to the limit of single houses losing their power when a UFO is near. The hypothesis in the case of car stopping is that there might be high magnetic fields, d.c. fields, which saturate the core and thus prevent the pulses going through the system to the other side. Just how a UFO could trigger an outage on a large power network is however not yet clear. But this is a disturbing series of coincidences that I think warrant much more attention than they have so far received.

Mr. Ryan.
As far as you know, has any agency investigated the New York blackout in relation to UFO?

Dr. McDonald.
None at all. when I spoke to the FPC people, I was dissatisfied with the amount of information I could gain. I am saying there is a puzzling and slightly disturbing coincidence here. I'm not going on record as saying,
yes, these are clear-cut cause and effect relations. I'm saying it ought to be looked at. There is no one looking at this relation between UFO's and outages.

Mr. Roush:
Our time is really running short, Mr. Ryan.

Mr. Ryan:
One final question. Do you think it is imperative that the Federal Power Commission, or Federal Communications Commission, investigate the relation if any between the sightings and the blackout?

Dr. McDonald:
My position would call for a somewhat weaker adjective. I'd say extremely desirable.

Mr. Roush:
Thank you. Thank you, Dr. McDonald.

(Dr. McDonald's testimony is noteworthy because of its directness and force. He considers the extraterrestrial hypothesis the most likely explanation of the phenomena. On examining the best UFO evidence, it is certainly possible to rule out practically every other hypothesis, and it is on this basis that Dr. McDonald and others lean toward the theory that we are undergoing surveillance from intelligently guided craft from extraterrestrial sources.)

In The Literature:

(provided by Errol Bruce-Knapp of UFO UPDATES - TORONTO updates@symapatico.ca

File Name: BLKOUT65.TXT Excerpted from:

UFO Sightings, Landings and Abductions - The Documented Evidence
by Yurko Bondarchuk
Published by: Methuen Publications, Toronto, 1979
ISBN 0-458-94160-3

From Chapter 9 - The E.M. Effect and Power Blackouts (pages 130 - 137)

The Great Northeast Blackout November 9, 1965

On November 9, 1995 the northeastern region of the United States and Canada was abruptly plunged into blackness. The worst blackout on record came to be known as the 'Big Blackout'.

The facts are well known. At 5:16 pm, at the height of the evening rush hour, electrical power to one-sixth of the continent's population was suddenly cut off, trapping millions of people on expressways, in elevators and in office buildings. Altogether, thirty million people in eight U.S. states and in the province of Ontario were affected by the disruption (1)

In Ontario the blackout was confined to the eastern portion of the province - from Timmins in the north, across to Cornwall in the east and south toward Sarnia. Windsor, Ottawa and Sudbury were the only eastern centers to escape the blackout.(2) Yet within three hours power was restored to most parts of the province.

Mass media coverage naturally focused on the human aspect of the blackout and to a lesser extent, on the delay in determining the cause of the breakdown.

There was, however, an even more dramatic story.

UFOs had been reported in the vicinity of strategic hydro installations at the time of the blackout. The impressive number of credible sightings led many researchers to consider the possible role these craft may have played in the power collapse.

The researchers included the late Dr. James E. MacDonald,(3) a physicist at the University of Arizona; former NICAP director Major Donald E. Keyhoe; and astronomer Dr. J. Allen Hynek, the current director of the Center for UFO Studies.

Immediately following the breakdown, the U.S. Federal Power Commission and the Ontario Hydro-Electric Power Commission launched a full-scale investigation into the cause. At first, it was reported that the trouble originated with a mechanical breakdown in a high voltage line between Buffalo and Niagara Falls.

According to the [Toronto] 'Globe and Mail':

The report turned out to be false. Then a sub-station near Syracuse was reported to be the cause of the failure, but repairmen found it in perfect condition. (4)

Finally, six days after the blackout, Ontario Hydro engineers traced the trouble to the mammoth Sir Adam Beck No.2 Generating Station at Queenston, Ontario north of Niagara Falls.

It seems that just prior to the blackout, power was flowing from Sir Adam Beck No.2. into Ontario, then across the border via Cornwall into New York State. In graphic terms, power was flowing clockwise in a loop around Lake Ontario.

At 5:16pm, a backup relay on one of the six lines linking Sir Adam Beck to the rest of the province mysteriously tripped the line's circuit breaker, which acts much like a household fuse.

In quick succession the cut-off power jumped to the other five lines, causing an overload that tripped the circuit breakers on these lines as well.

A veritable tidal wave of electricity - 1.1 million kilowatts - flowed in the opposite direction into New York State. (5) Inexplicably, the relays on the New York lines failed to isolate and contain the overload. Within seconds, the entire grid of thirty-one interconnected power utilities of CANUSE (Canada-United States Eastern Grid) had broken down.

Although experts could pinpoint the origin of the blackout, they were baffled by the cause of the relay malfunction and the failure of the protective systems to contain the overload.

In the words of Ontario Hydro's system supervising engineer, Jim Harris: "It's incredible! I would have said this was impossible if I hadn't seen the evidence." (6)

The mystery deepened when it was discovered that the relay had not in fact malfunctioned, but had merely reacted to a

sudden surge of power from an unknown source.

As stated in the final report of the U.S. Federal Power Commission:

"The precise cause of the backup relay energization is now known." (7) Where did the unexplained surge of power come from? To this day that question has remained unanswered.

Or has it?

Although inconclusive, one answer might lie in the findings of the late Dr. James McDonald who contended that the magnetic fields accompanying UFOs can create sudden power surges in transmission lines as the craft flies overhead.(8) In theory, these power surges could produce blackouts of massive proportions.

Since the 'Big Blackout', McDonald's theory has gained considerable support in the light of strong evidence confirming widespread UFO activity on that fateful evening.

The Syracuse Herald-Journal was inundated with calls reporting more than one hundred sightings in the Syracuse area.

One of the first came from Syracuse Deputy Aviation Commissioner, Robert C. Walsh, who was flying over Syracuse at the time of the blackout.(9) Despite the darkness, he managed to land safely at Hancock Airport.

Standing on the runway, with some airport officials he suddenly noticed an enormous circular ball of light, drifting overhead. "It appeared to be one hundred feet in the air and fifty feet in diameter.(10) It rose for several seconds, then suddenly disappeared. Moments later, a bewildered Walsh and his companions watched an identical device ascending over the airfield before mysteriously 'blinking out', as did its predecessor. Unlike the known high-speed plunges of fireballs, these craft moved upward at moderate speed clearly under some form of intelligent control.

At the same time, the mysterious craft were also being observed overhead. Veteran flight instructor Weldon Ross and his student, James Brooking, were approaching the darkened airport when they spotted a second fiery object below.

The Giant craft, estimated at well over one hundred feet in diameter, appeared to be positioned directly over the Clay sub-station, a strategic installation that channels power from Niagara Falls to New York City.(11)

It was the same sub-station where hydro investigating teams had initially pinpointed the origin of the blackout.

In a relentless pursuit of a possible UFO-blackout relationship, Herald-Journal reporters succeeded in uncovering even more explosive evidence. In a front page story seven days after the blackout, the paper carried photographs of the mysterious red craft taken by Mr. William Stillwell, a sexton at St. Paul's Episcopal Church. He described what he had observed through a 117-power telescope:

The center was rotating, around and around and around. It came from the direction of DeWitt and shot off at an angle and then went back the way it came. (12)

He had watched the glowing object for as long as two hours before it streaked away.

While investigating teams continued to dig for the mysterious cause of the power failure, press coverage of a possible UFO connection gained momentum.

In a strongly worded editorial, the Indianapolis Star urged:

The answer is fairly obvious - unidentified flying objects! It is one angle the multi-pronged investigation should not overlook.(13)

Support for the UFO possibility intensified as news of other sightings became known. In New York City, twenty minutes into the blackout, witnesses in the Time-Life Building spotted a peculiar glow in the sky over darkened Manhattan. According to Major Donald Keyhoe:

It appeared to come from a round object hovering over the city. This was twenty minutes after the lights began to go out.

Several photographs were taken by a Time Magazine photographer, one of which appeared in the November 19th issue. (14)

Although clearly visible in the photograph reproduced here, Time editors failed to make any reference in their photo-caption to the spindle-shaped craft. Journalistic oversight or deliberate omission? The only hit of any unusual aerial activity came in a facetious reference to a Soviet satellite:

Some New Yorkers, claiming that they had seen a satellite pass over at the moment the lights failed, argued that the Russians had done it again. (15)

But UFO investigator and author, the late Frank Edwards disagrees with both the UFO and the Soviet satellite explanations:

The spindle-shaped thing could have been a UFO--but it certainly wasn't. It was nothing more than an optical ghost, the result of reflections between the elements of an air-spaced lens.(16)

While disputing the validity of the Time photo, Edwards strongly supported the contention the UFOs were somehow involved in activating the blackout. In fact, while conducting his own investigation into the cause of the blackout he discovered that U.S. military authorities had been well aware of the UFO presence, at least forty-five minutes prior to the power failure.(17)

This startling disclosure came from two commercial pilots, Jerry Whitaker and George Croninger, who were flying over Tidioute, Pennsylvania, when they spotted two disc-shaped 'shiny objects' overhead.

Even more surprising was the sight of two military jets chasing the mysterious craft.

Moments later, one of the discs put on a 'burst of speed' and quickly outdistanced its pursuers. While watching the fast-disappearing UFO, the dazed pilots lost sight of the other object, which had presumably departed in the same manner.

The most spectacular UFO revelation, however, came one day prior to the release of the 'official' explanation when, speaking before a nationwide television audience, NBC commentator Frank McGee announced that a private pilot had spotted a "round, glowing object near the Niagara Falls power plant".(18)

Associated Press picked up the story and numerous newspapers subsequently carried it. The following morning, a well-documented article appeared in the New York Journal American blaming UFOs for the disastrous power-grid breakdown.

Any further media focus on the UFO connection was brought to an abrupt halt, however, with the release of the 'broken relay' explanation.

Despite mounting evidence, the Federal Power Commission had predictably chosen to side-step the possible UFO connection. This omission was eventually confirmed by Dr. James E. McDonald who, as a respected scientist, was allowed to interview certain FOCI officials.

They admitted they had the Syracuse and Niagara Falls reports, also most of the others on that night. But they wouldn't discuss the UFO possibility....No matter what they believed, I think they were convinced the facts shouldn't be given to the public, and that's why they agreed to the 'broken relay' story. At any rate,_it_was_obvious_they_were_covering_up_.(19)

Under the circumstances there seems to be a strong possibility that Canadian authorities were also involved in the cover-up. Ontario Hydro-Electric Power Commission investigators, having become aware of the UFO reports, collaborated with the FPC by exchanging information that eventually led to the 'broken relay' explanation. (20)

Furthermore, this explanation had apparently been pre-arranged and was released simultaneously in both countries.(21)

The Ontario Hydro press statement similarly neglected to include UFOs as the possible cause for the blackout.

One reputable American ufologist went so far as to point an accusing finger at the late Lester B. Pearson, then prime minister. Major Donald Keyhoe contends that:

To shift attention from the UFO explanation, the 'broken relay' story was invented. Since this could be construed as blaming Canada, the Prime Minister must have been convinced it was best for both countries not to disclose the true situation.(22)

It that was the case, then it represents one of the most shocking deceptions ever perpetrated - leaving the heads of thirty-one utility companies and thirty million people to grope around in the dark in more ways than one!

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(1) Time Magazine (November 19, 1965) Canadian Edition, p.24.

(2) Ibid. p.23B.

(3) John G. Fuller, 'Aliens in the Skies: The New UFO Battle of the Scientists' (New York: G.P. Putnam and Sons, 1969), p.85.

(4) Toronto Globe and Mail, November 16, 1965.

(5) Ibid.

(6) Ontario Hydro, Hydroscope, Vol. 2. No. 40 (November 19, 1965) p.2.

(7) James M. McCampbell, 'Ufology: New Insights from Science and Common Sense' (Belmont, Ca.: Jaymac Company, 1973), p. 57.

(8) James E. McDonald, Statement prepared for the Hearings before A Committee of the U.S. Federal Power Commission.

(9) Frank Edwards, 'Flying Saucers: Serious Business' (New York: Bantam Books, 1966), p. 147.

(10) Ibid.

(11) Donald E, Keyhoe, 'Aliens From Space' (Toronto: The New American Library of Canada Limited, 1973), p. 172.

(12) Frank Edwards, op. cit., p. 148.

(13) Donald E. Keyhoe, op., cit. p. 176.

(14) Ibid. p. 172.

(15) Time Magazine, op. cit., p. 28A.

(16) Frank Edwards, op. cit., p. 149.

(17) Ibid.

(18) Donald E. Keyhoe, op. cit., p. 177.

(19) Ibid., p. 182.

(20) Toronto Globe and Mail, op. cit.

(21) Ibid.

(22) Donald E. Keyhoe, op. cit., p. 180.

Form: 97 NCPDIR
Date: Updated 3 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10, 2, 3
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: "Echo Flight" / Malmstrom AFB Missile Incident; Lewiston, Montana; March 16, 1967

Francis Ridge:
What could be more interesting and important than an incident involving UFOs and our strategic defenses, especially where there appears to have been a direct relationship between the incident and the failure of vital missile targeting systems, ten missiles at one site and ten at another, 35 miles apart! "Some signal had been sent to the missiles which caused them to go off alert status." What most people do not understand is, this was not just an unfounded rumor. The incident has been confirmed. Although it is normal for authorities to "explain away" almost all UFO incidents, this one is not that easy. This is the story of extraordinary events that happened in 1967 to Strategic Air Command Missile Combat Officers; Missileers assigned to operate the Minuteman Intercontinental Ballistic Missile , an essential part of America's Cold War strategic nuclear deterrent. Our thanks to Joel Carpenter for locating the image of what he suspects is the LCC capsule that was apparently targeted by the UFO. And, most importantly, our thanks to Jim Klotz and Robert Salas for the official reporting of this incident to the world. And now, their book, "Faded Giant", tells the full story.(See link below).

Brad Sparks:
In the 1967 Malmstrom incident 10 Minutemans DID get knocked out, but the investigation was conducted not by NSA but by the missile contractor Boeing, which issued a SECRET classified "Report of Engineering Investigation of Echo Flight Incident, Malmstrom, Mont - 16 Mar 1967." The trick was that the UFO "rumors" were denied so that the missile disabling could be investigated and reported as if unrelated to the UFO's (which WERE sighted, contrary to the flimsy denials). No satisfactory explanation for the missile disabling was found. (See below) Presumably whenever these kinds of national security UFO incidents occurred that affected military equipment there were investigations by contractors who built or maintained the equipment, and the UFO aspects were compartmented off. At a higher level these reports could be read by someone cleared to know about the UFO details, and they could ignore the perfunctory denials of UFO activity written into the contractor studies.

The Malmstrom AFB UFO/Missile Incident (1967) - Jim Klotz and Robert Salas (CUFON)
Minuteman Missiles Shutdown - Robert L. Salas (MUJ-345, 15)
Incident at Malmstrom Base - ufocom
The Malmstrom Site Today
"Oscar Flight" Minuteman Launch Control Capsule 1.5 m.S. of Roy, MT.(TerraServer)
Update: March 2005: Book, "Faded Giant", now available - Jim Klotz and Robert Salas

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US Aircraft Carrier stopped by UFO

By Jim Kopf

This encounter occurred in 1971, while aboard the aircraft carrier, USS John F. Kennedy CVA-67 (now CV-67) in the Bermuda Triangle. I was assigned to the communications department of the Kennedy and had been in this section about a year. The ship was returning to Norfolk, VA after completing a two week operational readiness exercise (ORE) in the Caribbean. We were to stand down for 30 days, after arriving in Norfolk, Virginia, to allow the crew to take leave and visit family before deploying to the Mediterranean for six months.

I was on duty in the communications center. My task was to monitor eight teletypes printing the "Fleet Broadcasts". On the top row were four teletypes each printing messages from four different channels. On the bottom row were four more doing the exact same thing except the signal was carried on different frequencies. If one of the primary receivers started taking "hits" I would be able to retrieve the message from the bottom one. I also notified Facilities Control of any hits so they could tune the receivers. On the other side of the compartment (room) was the NAVCOMMOPNET (Naval Communications Operations Network). This was the Ship to Shore circuit with the top teletype being the receive and the bottom as the send (known as a duplex circuit). Next to this was the Task Group Circuit for ship to ship communications (task group operations or TGO).

It was in the evening, about 20:30 (8:30 PM) and the ship had just completed an eighteen hour "Flight Ops". I had just taken a message off one of the broadcasts and turned around to file it on a clip board. When I turned back to the teletypes the primaries were typing garbage. I looked down to the alternates which were doing the same. I walked a few feet to the intercom between us and the Facilities Control. I called them and informed them of the broadcasts being out. A voice replied that all communications were out. I then turned and looked in the direction of the NAVCOMMOPNET and saw that the operator was having a problem. I then heard the Task Group operator tell the watch officer that his circuit was out also. In the far corner of the compartment was the pneumatic tubes going to the Signal bridge (where the flashing light and signal flag messages are sent/receive). There is an intercom there to communicate with the Signal Bridge and over this intercom we heard someone yelling "There is something hovering over the ship!" A moment later we heard another voice yelling. "IT IS GOD! IT'S THE END OF THE WORLD!".

We all looked at each other, there were six of us in the Comm Center, and someone said, "Lets go have a look!". The Comm Center is amidships, just under the flight deck, almost in the center of the ship. We went out the door, through Facilities Control and out that door, down the passageway (corridor) about 55 feet to the hatch that goes out to the catwalk on the edge of the flight deck (opposite from the "Island" or that part of the ship where the bridge is). If you have ever been to sea, there is a time called the time of no horizon. This happens in the morning and evening just as the sun comes up or goes down over the horizon.

During this time you cannot tell where the sea and sky meet. This is the time of evening it was. As we looked up, we saw a large, glowing sphere. Well it seemed large, however, there was no point of reference. That is to say, if the sphere were low; say 100 feet above the ship, then it would have been about two to three hundred feet in diameter. If it were say 500 feet about the ship then it would have been larger. It made no sound that I could hear. The light coming from it wasn't too bright, about half of what the sun would be. It sort of pulsated a little and was yellow to orange.

We didn't get to looked at it for more than about 20 seconds because General Quarters (Battle stations) was sounding and the Communication Officer was in the passageway telling us to get back into the Comm Center. We returned and stayed there (that was out battle station). We didn't have much to do because all the communication was still out. After about 20 minutes, the teletypes started printing correctly again. We stayed at General Quarters for about another hour, then secured. I didn't see or hear of any messages going out about the incident.

Over the next few hours, I talked to a good friend that was in CIC (combat information center) who was a radar operator. He told me that all the radar screens were just glowing during the time of the incident. I also talked to a guy I knew that worked on the Navigational Bridge. He told me that none of the compasses were working and that the medics had to sedate a boatswains mate that was a lookout on the signal bridge. I figured this was the one yelling it was God. It was ironic that of the 5,000 men on a carrier, that only a handful actually saw this phenomenon. This was due to the fact that flight Ops had just be completed a short time before this all started and all the flight deck personnel were below resting. It should be noted that there are very few places where you can go to be out in the open air aboard a carrier.

From what I could learn, virtually all electronic components stopped functioning during the 20 minutes or so that what ever it was hovered over the ship. The two Ready CAPs (Combat Air Patrol), which were two F-4 Phantoms that are always ready to be launched, would not start.

I heard from the scuttlebut (slang - rumor mill) that three or four "men in trench coats" had landed, and were

interviewing the personnel that had seen this phenomena. I was never interviewed, maybe because no one knew that I had seen it.

A few days latter, as we were approaching Norfolk, the Commanding and Executive Officers came on the closed circuit TV system that we had. They did this regularly to address the crew and pass on information. During this particular session the Captain told us how well we did on the ORE and about our upcoming deployment to the Mediterranean. At the very end of his spiel, he said "I would like to remind the crew, that certain events that take place aboard a Naval Combatant Ship, are classified and are not to be discussed with anyone without a need to know". This was all the official word I ever received or heard of the incident.

Being young and excited about my visit home and going to the Med, I completely forgot about it until years later when my wife and I went to see "Close Encounters of the Third Kind" at the movies when it first came out. In fact the friend that had been the radar operator was with his wife and went with us. As we walked across the parking lot to my car, I ask him if he remembered what We had experienced years earlier on the ship. He looked at me and said he never wanted to talk about it again. As he said it he turned a little pale. I never talked about the incident again. When I discovered "Aliens and Strange Phenomenon" on MSN and started reading the posts I started thinking about it again. Now I seem obsessed in finding out all I can about this phenomena.

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National Investigations Committee On Aerial Phenomena

Group /Category 4
Animal Effect Cases

Case Directory
Ross, Ohio
April 10, 1983

Francis Ridge:
This report synopsis was drafted by AR Specialist Joan Woodward, but is also cross-referenced as a Category 3 (E-M Case) and a Category 6 (Trace Case). The incident was investigated by the Ohio group (OUFOIL), which included three investigators: Ron Schaffner, Bill Johns, and Charles J. Wilhelm.

Animal Reaction Feature:
The witness, C.H., had electrical interference in his house and then a total power failure, through which his dog, who was outdoors, barked continuously. The power soon came back on. C.H. went outdoors to see if he could calm his dog, thinking it had detected some animal and that was why it was continuing to bark. He saw that the dog's hair was standing up on its back and the dog was both growling and barking. C.H. could not calm the dog, and looking in the direction in which the dog was barking, C.H. saw a flicker of light in a field some 300-400 yards away. He watched the light pulsate for several minutes while trying to calm the dog. As he started back indoors, the light grew very bright, rose slowly, and suddenly took off. After the object departed, the dog calmed down and both C.H. and his dog went inside the house. At some later time, the dog was checked by a veterinarian and was found in good health other than its eyes were "running" [tearing] more than normal.

Joan Woodward, Animal Reaction Feature:
This is a complex case involving EM effects, physical traces, and independent witnesses as well as an uncommonly well described animal reaction. The weather was off-and-on rain. It had been raining for several days and rain was predicted to continue through the night of the sighting and through the next day.

At approximately 8:20 pm a motorist in Ross noticed a bright white light moving fast. Her car lights flickered and the engine almost stalled. Both returned to normal operation after the object passed her.

At approximately 8:30 pm a second motorist saw a large white light and his car behaved similarly to that above.

The time of C.H.'s TV and light interference is not stated. After going out to check on his dog, and watching the light in the field as it repeatedly changed from bright to dim, C.H. started back into the house to call the Sheriff. As he started into the house, his porch light went out and the light in the field got very bright. Turning, he saw something rising into the air very slowly. It was so bright that it illuminated the entire field. When it was several hundred feet above the ground the bright light dimmed and flickering lights could then be seen. The object continued increasing in altitude and suddenly took off. Ground marks indicated a 50-foot diameter circle with a burned area in the center.

Once back into the house, C.H. found the lights and TV were functioning normally.

Interviews and on site investigation began at 11 pm the night of the sighting. The landing area was grided and sampled, but nothing unusual was detected. The burned area had less wetness in the soil than surrounding areas and was probably subjected to extreme heat. No flammable elements were found in the soil.

No sound was reported. No physiological effects were reported.

Source:

Hall, Richard H., editor, 2001, The UFO Evidence, Volume II, Scarecrow Press, Lanham MD, p. 65.
Wilhelm, Charles J., 1983, Ross, Ohio Landing Case, MUFON UFO Journal, no. 186, August 1983, p. 3-7.

MUFON Journal no. 186, August 1983 (Charles Wilhelm)
NICAP Home Page

CUFONSM 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 6 of 7 Parts

{Unnumbered Cover Page}

SQ. GUIDE 200-2

UFOB

GUIDE

{ Representation of a Bohr atom: nucleus = a dot }
{ with the orbits of three electrons }

4602d AISS

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{Unnumbered Title Page}

SQ. GUIDE 200-2

UFOB
(Unidentified Flying Object)

GUIDE

{March 1955}

4602d Air Intelligence Service Squadron

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{Page ii}

Squadron Guide Hq 4602d A I S S
Ent AFB
No. 200-2 Colorado Springs, Colorado
15 March 1955

FOREWORD

1. Purpose

a. To combine into a single Squadron publication all directives from higher headquarters pertaining to the investigation and reporting of UFOB's;

b. To establish procedures for the evaluation and reporting of UFOB's by elements of the 4602d AISS, in implementation of the Squadron responsibilities contained in AFR 200-2, ADCR 200-7 and ADCSR 200-2;

c. To provide guides for use in the conduct of UFOB investigations by elements of the 4602d AISS.

2. Scope

All investigation and reporting of UFOB's by elements of the 4602d AISS will be governed by the provisions of this Guide. All previous instructions issued by Hq 4602d AISS on this subject are hereby rescinded.

3. Recommendations

All elements of the 4602d AISS are encouraged to submit comments and suggestions for the improvement of the Squadron UFOB program.

4. Changes

Changes to this Guide will be published in accordance with the change system used for all Squadron publications. Changes will be filed in the front of the Guide after the necessary annotations have been made.

BY ORDER OF THE COMMANDER

RAY L. JONES
Major, USAF
OFFICIAL: Adjutant

/s/
RAY L. JONES
Major, USAF Guide
Adjutant

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Distribution:
Copies each

4602d AISS Flights and Detachments 1
4602d Headquarters (Ops) 2
4602d Headquarters (History) 7
4602d Headquarters (Control Files) 1
Air Technical Intelligence Center 1
DCS/I, CONAD 1

(Additional copies are available on request)

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ATIC Guide, Part I
Possible Sources of Information in Conducting a UFOB Investigation
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ATIC Letter, "Evaluation of Unidentified Flying Objects
U S Air Force Technical Information Sheet, Form A
Sample Annotated Form 112

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Errors Frequently Committed in the Conduct of the UFOB Program
Locations of Flight Service Centers
Locations of Weather Stations
ATIC, How to Make Flyobrpts

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PART I

DIRECTIVES

1. Directives of Higher Headquarters

The directives of higher headquarters pertaining to UFOB's form the basis for all the instructions contained herein. It is intended that all personnel will study such directives in minute detail; reference to specific portions of these directives elsewhere herein has, therefore, been held to a minimum.

2. Current Publications

a. AFR 200-2 12 August 1954
b. ADCR 200-7, 29 January 1955
c. ADCSM 200-2, 29 January 1955

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This page will be removed and
replaced with AFR 200-2
dated 12 August 1954

Cross reference to the new location
of this directive will be made in
the Regulations File.

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This page will be removed and
replaced with ADCR 200-7
dated 29 January 1955

Cross reference to the new location
of this directive will be made in
the Regulations File.

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This page will be removed and
replaced with ADCSM 200-2
dated 29 January 1955

Cross reference to the new location
of this directive will be made in
the Regulations File.

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Squadron Guide 200-2 15 March 1955

PART II

THE PRELIMINARY REPORT

1. Responsibility for Preparation

The responsibility for preliminary report preparation is set forth in AFR 200-2. Field units of the 4602s AISS are responsible for the preparation of preliminary reports only when they receive the initial notification of UFOB sighting from a non-Air Force source. In some cases they may also be called upon to assist an ADC element, in accordance with the provisions of paragraph 3a (2), ADCR 200-7. The 4602d recipient of the initial notification of the sighting should make every attempt to obtain all the information required by paragraph 7d, AFR 200-2.

2. Content

All information relative to the UFOB will be reported, in accordance with the format set forth in paragraph 7d, AFR 200-2.

3. Differentiation between "Unknowns" and "UFOB's"

"Unknowns (unknown aircraft)" within the air defense system -- e.g., ADJZ violations -- should not form the basis of a preliminary report. Normally, ADC elements will screen out such unknowns from the UFOB reporting process, as part of their routine Air Defense functions. Flying objects unknown to their observers to be aircraft, however, should become the basis for a preliminary report, and 4602d elements receiving such initial information should file a preliminary report.

4. Necessity for Filing

Neither the identification of a UFOB (as distinguished from a unknown" in the Air Defense System), nor the evaluation of information gained in the initial notification, prior to the preparation of the preliminary report, will result in a failure to file a preliminary report. Preliminary reports form the basis for the statistical analyses of UFOB's required of ATIC by USAF and they must all, therefore, be turned in, regardless of whether or not the objects are identified.

5. Delay in Filing

The 72-hour period immediately following the sighting of a UFOB is the critical period for investigative efforts. During this period, the event is still fresh in the minds of the observers, most of the observers can still be found, and this is the best period or contacting the many outside agencies and persons who can be of possible assistance in identifying the object. Delay in the filing of the preliminary report can

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THE PRELIMINARY REPORT (continued.

therefore the determining factor in whether or not a sighting is identified as a known object. All preliminary reports should be immediately transmitted by electrical means, unless the information is already over 72 hours old at the time of receipt, in which case the report will be prepared on AF Form 112.

6. A sample electrical preliminary report is attached hereto.

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SAMPLE TELETYPE MESSAGE: PRELIMINARY REPORT

3TP P001
FNA344E
YMB076
VYC311
VMB149
JESKS 053
RR JEDEN JESDB JEDQP JESDT JEPHQ 555
DE JESKS 27

R 041800z
FM COMDR KEESLER AFM MISS
TO COMDR ENT AFB COLO SPRINGS COLO
JESDB/COMDR 35TH ADIV DEF DOBBINS AFB GA
JEDWP/COMDR ATIC WRIGHT PATTERSON AFB OHIO
JEDST/COMDR ATRC SCOTT AFB ILL
JEPHQ/DIR OF INTL HQ USAF WASH 25 DC
ZEN/COMDR TTAF GULFPORT MISS
4G701M UFOB THE FOLLOWING IS SUBMITTED IN COMPLIANCE WITH
PAR 7 AFR 200-2, DTD 12 AUG 54
1. A. ROUND AN APPARENTLY FLAT
B. NICKEL 9 OBSERVER EST SIZE OF OBJECT TO BE 30-35 FT
IN DIAMETER)
C. GRAY
D. ONE
E. N/A
F. NONE
G. NONE
H. NONE (OBSERVER WAS IN AUTOMOBILE)
I. OBJECT APPEARED TO BE TRANSLUCENT AND ROTATING ON
VERTICAL AXIS AT HIGH RPM. IT INITIALLY HAD AN UP-AND-
DOWN MOTION GOING FROM AN ALTITUDE OF 400-500 FT DOWN
TO BEHIND TREES AND OUT OF SIGHT. OBJECT HOVERED AFTER
RISING AND THEN MOVED OFF TO THE EAST CLIMBING AT A
10-20 DEGREE ANGLE AT EST SPEED OF 500-600 MPH. AS
OBJECT MOVED TO THE EAST IT REFLECTED THE SUNLIGHT AND
APPEARED TO BE SHAPED AS THOUGH TWO PLATES WERE PLACED
TOGETHER.
2. A. OBSERVERS WIFE CALLED ATTENTION TO OBJECT WHILE IN A
AUTOMOBILE.
B. INITIAL AZIMUTH-90 DEGREES 47 5 DEGREES ELEVATION. SUB-
SEQUENT AZIMUTH 045 DEGREES WITH ELEVATION VARYING BETWEEN
7 DEGREES TO BELOW LINE OF VISION
C. 90 DEGREES AZIMUTH AT 10 DEGREES ELEVATION
D. SEE PAR II ABOVE
E. OUT OF LINE OF VISION DUE TO TREES
F. APROX 30 SECONDS
3. A. GROUND VISUAL
B. N/A
C. N/A

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4. A. 031812Z
B. DAY
5. A. ON HIGHWAY 49 IN GULFPORT AT THE CORNER OF THE
MISSISSIPPI ALUMINUM COMPANY BUILDING
6. A. MR SP MELLEN 31 YRS OLD 4706 KENDALL AVE GULFPORT
MISS. VICE PRES OF MISS- GULFPORT COMPRESS AND WAREHOUSE
INCORP BOX 77 GULFPORT MISS.
B. N/A
7. A. BRIGHT SUN CLEAR NO CLOUDS

B. SURFACE 045 DEG - 10K
6000 - 310 DEG - 27K
L0000 - 320 DEG - 35K
16000 - 310 DEG - 45K
20000 - 300 DEG - 65K
30000 - 310 DEG - 85K
50000 - 310 DEG - 95K
80000 - N/A N/A
C. 30000 THIS SCATTERED
D. 12 MILES
E. 0/10 - 2/10
F. NEGATIVE
8. NONE
9. NEGATIVE
10. NONE IN AREA OF SIGHTING
11. UFOB INVESTIGATION, WING PLANS & PROGRAMS, OBSERVER IS A RECENTLY DISCHARGED AIR FORCE NAVIGATOR WITH 2000 FLYING HOURS. HE SERVED IN WW11 AND IN KOREA AND WAS SEPARATED FROM USAF 22 JUL 54. INVESTIGATOR DOES NOT QUESTION OBSERVERS RELIABILITY DUE TO HIS MILITARY EXPERIENCE AND THE EFFORTS HE TOOK TO EXPLAIN SIGHTING DISCUSSION WITH OBSERVER AND LOCAL METEOROLOGIST INDICATES SIGHTING COULD POSSIBLY HAVE BEEN A SMALL VORTEX OF WIND AND DUST. WEATHER CONDITIONS AT TIME OF SIGHTING DO NOT SUPPORT THIS CONSIDERATION.
04.2044Z DEC JESKS

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Squadron Guide 200-2 15 March 1955

PART III

OPERATIONAL CONTROL

1. Approval of Headquarters

Field units will obtain prior approval from Headquarters 4602d AISS prior to conducting either a preliminary or a follow-up investigation of a UFOB. Investigations may be conducted without prior approval if circumstances require immediate action; in such cases, the Commander of the 4602d AISS will be notified as soon as possible of the action taken.

2. Electrical Reports

Under the provisions of ADCR 200-7, field units of the 4602d will receive copies of the electrical reports forwarded to Air Division Commanders, in accordance with paragraph 7, AFR 200-2. Copies of such reports will also be received at Headquarters 4602d. All electrical reports will be evaluated at Squadron Headquarters and, when appropriate, field units will be directed to conduct follow-up investigations.

3. Preliminary reports on Form 112

Preliminary reports prepared on AF Form 112 and received at Headquarters ADC will be forwarded to Commander 4602d, for appropriate action. If, on the basis of the evaluation of the report, it is determined that a follow-up

investigation is necessary, the appropriate field unit will be notified and furnished the information contained in the preliminary report.

4. Air Technical Intelligence Center

In the event ATIC desires specific information to aid in their evaluation of a UFOB report and this information can be furnished by a field unit of the 4602d without involving travel, ATIC may contact the appropriate unit directly. In case ATIC desires further information the supplying of which would necessitate travel by a 4602d unit, approval of the Commander, 4602d AISS, is required.

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Squadron Guide 200-2 15 March 1955

PART IV

THE INVESTIGATIVE PROCESS

1. Evaluation of the Preliminary Report

a. All preliminary reports will be evaluated by Headquarters 4602d AISS in order to determine what further action, if any, is to be taken. The evaluation is conducted by the Operations section at Headquarters.

b. The preliminary report format requires certain basic information about every UFOB sighting. Analysis of this information will usually suggest one or more hypotheses as to the cause or explanation for a sighting. These hypotheses are expressed in terms of known objects or phenomena. The determination as to whether or not further investigation is warranted by 4602d field units hinges primarily on the question of whether such investigative efforts will adduce more evidence which will either tend to support or negate the hypotheses suggested by the contents of the preliminary report.

c. Theoretically, every UFOB sighting should be followed up by further investigation. The limitations necessitated by budget problems, lack of personnel, and improbability of investigative return, however, preclude this possibility. The ATIC Guide, Part I, attached hereto, attempts to supply some of the criteria for the selection of those cases warranting follow-up investigation by 4602d field units. Although the Guide is of primary interest to Headquarters, it should be studied by all personnel interested in gaining a better understanding of the Squadron UFOB program.

d. One other fact enters into the evaluation stage --namely, the Squadron field investigative functions for CONAD, in CONAD's concern with possible threats to the security of the United States and its forces. Many sightings which would be of no further interest from primarily a UFOB standpoint -- e.g., a sighting which in the preliminary report itself is already unquestionably established as the dropping of aircraft flares -- may bear further looking into from a security viewpoint. In such cases, follow-up action by 4602d units could be instituted in furtherance of CONAD desires, even though the UFOB aspects would otherwise be considered closed.

2. Conduct of the Follow-up Investigation

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Squadron Guide 200-2 15 March 1955

THE INVESTIGATIVE PROCESS (continued)

conduct only limited inquiry for the purpose of acquiring specific items of information. The transmission of specific item information will generally be handled informally by telephone or teletype. Headquarters will in all cases make the final decision as to the type of report required.

b. Elements of the Squadron are authorized direct contact with any person or agency for the purpose of gathering information in connection with the investigation of a UFOB. Contact may be made by any means -- in person, mail, telephone. Judicious use of mail and telephone is encouraged and may result in savings of both time and money to the government.

c. The investigator must follow a logical, systematic process of investigation. The process, in its methodology at least, should resemble that of a true scientific inquiry. You are striving, in your investigative efforts, to test all possible hypotheses as to the identity of, or explanation for, the phenomenon which resulted in the sighting. Unlike the results of a true controlled scientific analysis, your efforts will only rarely achieve a positive identification of the phenomenon. In most cases, however, if you have truly exhausted all possible lines of inquiry, the preponderance of the evidence which you have adduced will tend to support one hypothesis to the exclusion of the others, with the result that you can gain a conviction as to the probable identification of the phenomenon which caused the sighting. There will be cases, of course, where the evidence remains inconsistent and contradictory, despite your best efforts to resolve the conflict, and such cases will have to be considered unsolved.

d. The Squadron is charged, in follow-up investigations, with exhaustion of investigative effort. That means that every conceivable hypothesis applicable to the phenomenon will be tested by all available means. In addition to interviewing all sources, all other agencies whose facilities can possible contribute to an analysis of the phenomenon will be visited. The list of Possible Sources of Information in the Conduct of UFOB Investigations, attached hereto, gives some suggestions as to the types of agencies with information of value to a UFOB investigation.

e. The ATIC Guide, Part II, attached hereto, sets up the principal identification criteria for the phenomena which most often result in UFOB sightings. The letter from ATIC dated 15 February 1955, subject: "Evaluation of Unidentified Flying Objects," also attached hereto, further clarifies ATIC policy concerning the considering of UFOB cases as solved.

f. The attitude of 4602d personnel conducting a UFOB investigation should at all times reflect consideration, courtesy, and particularly

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Squadron Guide 200-2 15 March 1955

THE INVESTIGATIVE PROCESS (continued)

with respect to civilian interviewees. The people reporting these sightings are for the most part conscientious public-spirited citizens trying to perform what they consider a public service. That they are often untrained observers in no way derogates from the generosity and the civic-mindedness of their willingness to give their time and assistance.

g. In no case will any investigator take any action which is not within the purview of his authority. Detention or arrest of private citizens for any purpose, for example, constitutes action which is unconnected with the processes of UFOB investigation and which goes beyond the purview of the military authority of 4602d investigators.

3. Preparation of AF Form 112

a. All Forms 112 prepared by 4602d units will be mailed to Commander 4602d, for review, comment, reproduction and distribution.

b. U S Air Force Technical Information Sheet, Form A, attached hereto, should be used as a guide for the interviewing of sources. Additional forms indicated in the ATIC publication "How to Make Flyobrpts" will be used where applicable, but instructions in that manual in conflict with instructions in this Guide will be disregarded. The information compiled from the use of all these forms will be included in the Form 112 in summarized form. In no case will the forms themselves be incorporated into, or completely copied into, the 112 report.

c. Photographs will be collected and submitted in accordance with paragraph 8, AFR 200-2.

d. Other types of physical evidence will be sent to Commander, Air Technical Intelligence Center, Wright-Patterson AFB, Attention: ATIAE-, by the most expeditious means available. The evidence will be accompanied by a cover letter which gives reference to the UFOB number, its sighting location and the Greenwich date-time group. The Form 112 which is prepared later will reflect the fact that the enclosures were sent in advance, under separate cover.

e. The Form 112 report of a follow-up investigation will contain a complete report of all information collected about the sighting, including the information in the preliminary report. the final Part of the report will contain the conclusions of the Preparing Officer as to the explanation of the sighting and the reasoning behind the conclusions.

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Squadron Guide 200-2 15 March 1955

f. The sample annotated format of a Form 112, attached hereto, will serve as a guide for the special preparation of the form when used for the reporting of UFOB's.

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UFOB GUIDE

This guide is designed for use in determining the feasibility of follow-up investigation of Unidentified Flying Object reportsand in identifying the objects or phenomena concerned.

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

{handwritten:}
Incl #1

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PART I

FOLLOW-UP INVESTIGATIONS

GENERAL

An UFOB report is worthy of follow-up investigation when it contains information to suggest that a positive identification with a well known phenomenon may be made or when it characterizes an unusual phenomenon. The report should suggest almost immediately, largely by the coherency and clarity of the data, that there is something of identification value and/or scientific value.

In general, reports which should be given consideration are those which involve several reliable observers, together or separately, and which concern sightings of greater duration than one quarter minute. Exception should be made to this when circumstances attending the report are considered to be extraordinary.

Special attention should be given to reports which give promise of a "fix" on the position and to those reports involving trajectories.

RULES OF THUMB

Every UFOB case should be judged individually but there are a number of "rules of thumb," under each of the following headings, which should prove helpful in determining the necessity for follow-up investigation.

1. Duration of Sighting

When the duration of a sighting is less than 15 seconds, the probabilities are great that it is not worthy of follow-up. As a word of caution, however, should a large number of individual observers concur

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on an unusual sighting of a few seconds duration, it should not be dismissed.

When a sighting has covered just a few seconds, the incident, when followed-up in the past, has almost always proved to be meteor or a gross misidentification of a common object owing to the lack of time in which to observe.

2. Number of Persons Reporting the Sighting

Short duration sightings by single individuals are seldom worthy of follow-up.

Two or three competent independent observations carry the weight of 10 or more simultaneous individual observations. As an example, 25 people at one spot may observe a strange light in the sky. This, however, has less weight than two reliable people observing the same light from different locations. In the later case a position-fix is indicated.

3. Distance from Location of Sighting to Nearest Field Unit

Reports which meet the preliminary criterion stated above should all be investigated if their occurrence is in the immediate operating vicinity of the squadron concerned.

For reports involving greater distances, follow-up necessity might be judged as being inversely proportional to the square of the distances concerned. For example, an occurrence 150 miles away might be considered to have four times the importance (other things being equal) than one that is 300 miles away.

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. Reliability of Person or Persons Reporting

In establishing the necessity of follow-up investigation only "short term" reliability of individuals can be employed. Short term reliability is judged from the logic and coherency of the original report and by the age and occupation of the person. Particular attention should be given to whether the occupation involves observation reporting or technical knowledge.

5. Number of Individual Sightings Reported

Two completely individual sightings, especially when separated by a mile or more constitutes sufficient cause for follow-up, assuming previous criterion have not been violated.

6. The Value of Obtaining Additional Information Immediately.

If the information cannot be obtained within seven days, the value of such information is greatly decreased.

It is of great value to obtain additional information immediately if previously stated criteria have been met. Often, if gathered quickly, two or three items (weather conditions, angular speed, changes in trajectory, duration, etc.) are sufficient for immediate evaluation.

If investigation is undertaken after weeks or months the original observers cease to be of value as far as additional new information is concerned. Generally, later interrogation yields only bare repetition of facts originally reported plus an inability on the part of the observer to be objective.

7. Existence of Evidence (Photographs, Material, Hardware)

In cases where any physical evidence exists, a follow-up should

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be made if some of the above criteria have not been met.

CONCLUSION - Part I

It is understood that all above criteria must be evaluated in terms of "common sense." The original report, from its wording and clarity will almost always suggest to the reader whether there is any "paydirt" in the report.

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{ Unnumbered First Page of a 6-(actual) page report spread over }
{ 12 microfilm frames Sample AF Form 112 Air Intelligence Information Report}
{ sample Form 112 Note that numbers in square brackets [ ] are endnotes }

AF FORM 112 UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

COUNTRY | REPORT NO. 1A-UFOB-2-55 [2] | LEAVE BLANK
USA | 4602-UFOB-30-55 [1] |

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
UFOB

AREA REPORTED ON | FROM (Agency)
OLYMPIA, WASHINGTON, USA [3] | Flight 1-A, 4602d AISS

DATE OF REPORT | DATE OF INFORMATION | EVALUATION
1 April 1955 | 28 March 1955 [4] |(LEAVE BLANK) [1]

PREPARED BY (Officer) | SOURCE
JAMES Q. SMITH, Captain, USAF | ANDREW B. CARVER and others [5]

REFERENCES (Control number, directive, previous report, etc. as applicable)
TT AISOP 62, 28 March 1955; TT 28 AD, 28/0354Z March [6]

SUMMARY (Enter concise summary of report. Give significance in final one sentence paragraph. List inclosures at lower left. Begin rest of report on AF Form 112 Part II)

I. CONTENTS: [7]

PART ONE: Description of sighting by Mr. Andrew B. Carver. xxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxx

PART TWO: Description of sighting by Mrs. Helen C. Carver. xxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxx

PART THREE: Supplementary Investigative Efforts

PART FOUR: Comments of Preparing Officer

II. SUMMARY: xxxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx

III. INVESTIGATIONS: CAPT JAMES Q. SMITH AO 123456
S/SGT JOE B. JONES AF 12345678

JAMES Q. SMITH
Captain, USAF
Officer in Charge

APPROVED:

JOHN M. WHITE, JR.
Colonel, USAF

incls (See individual Parts) Commander

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED
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AF FORM 112 - PART II UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part One [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 2 of 6 pages

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I. SOURCE: Andrew B Carver

Address: xxx xxxx xxxxx xxxxx xxxxx xxxx

Age: xx

Occupation: xxxxxxxxxxxxxxxx

Education: xxxxx xxxxxxx xx xxxxxxxxxxx

Qualifications: GOC Observer for three years xxxx xxxxxx xxxxx xxxxx xxxxx

II. RELIABILITY: xxxxxxx xxxxxxxx xxxxxxxxxx xxxx xx xxx xxxxxxxx
xxxxxxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx

III. SOURCE'S DESCRIPTION OF SIGHTING: xxxxx xxxxxxx xxx xx xxxxx xxxxxxx
xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx
xxxxxxx xx xxxxx xxxx xxxxx xxxx xx xxxxxxxxx xxxxx xxxxx

Xxxxxxx xx xxxxx xxxx xxxxx xxxx xx xxxxxxxxx xxxxx xxxxx xxxxx xxxx
xxxxxxx xxxxxx xxxxx

Xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxx xxxx xxxxxxx xxxxxx
xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xx xxxxx xxxx

2 Incls: [8]
1. Photograph print
2. Newspaper clipping

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED
CLASSIFICATION

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AF FORM 112 - PART II UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Two [8]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 3 of 6 pages

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I. SOURCE: Helen C. Carver

Address: xxx xxxx xxxxx xxxxx

Age: xx

Occupation: xxxx xxx xxxxxxxx

Education: xxxxx xxxxxxx xx xxxxxxxxxxx xxx xxxx xxxxx

Qualifications: xxxx xxxxxx xxxxx xxxxx xxxxx

II. RELIABILITY: xxxxxxx xxxxxxxx xxxxxxxxxx xxxx xx xxx xxxxxxxx xxxxxxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx

III. SOURCE'S DESCRIPTION OF SIGHTING: xxxxx xxxxxxx xxx xx xxxxx xxxxxxx xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxxxx xx

Xxxxxxx xx xxxxx xxxx xxxxx xxxx xx xxxxxxxxx xxxxx xxxxx xxxxx xxxx xxxxxxx xxxxxx xxxxx

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2 Incls: [8]
1. Photograph print
2. Newspaper clipping

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WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED
CLASSIFICATION

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AF FORM 112 - PART II UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Two [8]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 3 of 6 pages

---

I. SOURCE: Helen C. Carver

Address: xxx xxxx xxxxx xxxxx

Age: xx

Occupation: xxxx xxx xxxxxxxx

Education: xxxxx xxxxxxx xx xxxxxxxxxxx xxx xxxx xxxxx

Qualifications: xxxx xxxxxx xxxxx xxxxx xxxxx

I. RELIABILITY: xxxxxxx xxxxxxxx xxxxxxxxxx xxxx xx xxx xxxxxxxx xxxxxxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx

III. SOURCE'S DESCRIPTION OF SIGHTING: xxxxx xxxxxxx xxx xx xxxxx xxxxxxx xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxxxx xx

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AF FORM 112 - PART II UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Three [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 4 of 6 pages

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SUPPLEMENTARY INVESTIGATIVE EFFORTS: [10]

1. A check with the Hamilton Flight Service Center was made by Det. 1. 4602d AISS, for aircraft in the area at the time of the sighting. Negative results.

2. The Stella Planetarium was contacted xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx. Dr. Howard E. Jones, Resident Astronomer, has the following comments:

"xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx
xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx."

3. The information received from the Weather field Weather Bureau indicated that:

a. xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx
xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxxxx xxx
xxx xxxxx.

b. xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxxxx xxx
xxx xxxxx xxx xxx xxxxx.

4. The 1234th ACW Det indicated that xxxxx xxxxxxxx xx xxxx xxxx xxxx
xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx.

1 Enclosure: [8]
Sketch of Course of the Planet Venus, by Dr. Howard E. Jones

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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AF FORM 112 - PART II UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Three [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 5 [8] of 6 pages

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Enclosure to part Three: [8]

Sketch of course of Planet Venus, drawn by Dr. Howard E. Jones
Resident Astronomer, Stella Planetarium

(s k e t c h)

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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AF FORM 112 - PART II UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Four [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 6 of 6 pages

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COMMENTS of Preparing Officer: [11]

1. In the opinion of the Preparing Officer, this sighting was probably caused by the planet Venus, for the following reasons:

a. The planet Venus xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xx xxxxxx

b. Although the balloon hypothesis also fits the circumstances of this case, I do not think this particular sighting was caused by a balloon because xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx

c. Although Source Andrew B. Carver was quite emphatic in his opinion that the sighting was caused by a new type of experimental aircraft. I do not believe this could have been possible in this particular case. Mr. Carver seems to have been mistaken about the "speed" because the data obtained from XXXXXX xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxxxx xxx

xxx xxxxx.

JAMES Q. SMITH [12]
Captain, USAF
Officer in charge

COMMENTS of Approving Officer:
Concur in conclusion of Preparing Officer that this sighting was probably caused by the planet Venus.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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Notes on Special Preparation of AF Form 112 for UFOB Reports

[1] All material shown as enclosed within solid lines will be added at Hq 4602d and should not be included by the preparing unit.

[2] Preparing units should place their UFOB report designation in the upper half of the box, in order to allow space for a Hq log number.

[3] For purposes of UFOB reporting, the "Area Reported On" will be taken to be the location (city and state) of the sighting.

[4] "Date of Information" will be the date of the initial sighting of the UFOB by the source treated in Part One.

[5] The name of the source treated in Part One will be listed.

[6] "References" will include the preliminary report citation, any Hq messages assigning the sighting for investigation, and any applicable previous reports.

[7] "Contents" will include the various "Parts" of the Report, in the order in which they are contained in AF Form 112-Part II. the first two or three "Parts" will be assigned to the sources who actually witnessed the sighting and will contain the name , address, occupation and other pertinent data about the source. Following the "Parts" assigned to the sources will be shown the "Parts" assigned for the Supplementary Investigative Efforts and the Comments of the Preparing Officer.

[8] The enclosures are listed with the "Parts" to which they belong. If an inclosure is made on a Form 112-Part II, it

takes a page number like any other page of the Report; if it cannot be placed on a Form 112-Part II, it does not carry a page number of the report.

[9] The "Part" number will be carries in the box for page numbering, just above the page numbers.

[10] The "Supplementary Investigative Efforts" section will include a factual account of the results of your contacts with all persons and agencies other than the sources who actually witnessed the sighting. In this section will also be included any opinions about the sighting entertained by any of these other persons or agencies.

[11] The "Comments of the Preparing Officer" section will be reserved for the conclusions of the investigator, based upon the evidence uncovered during the entire investigation, and will show particularly the reasoning behind any agreement or disagreement with the opinions of other persons consulted.

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Notes on Special Preparation of AF Form 112 for UFOB Reports (continued)

[12] The signature element of the Preparing Officer comes at the end of the "Comments of the Preparing Officer" section. if this signature element comes close to the bottom of the page, such that there is no room for the "Comments of the Approving Officer" to be added, a blank page, carrying the next page number, will be added to the report at this point.

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Squadron Guide 200-2 15 March 1955

Possible Sources of Information in Conducting a UFOB Investigation

1. Flight Service Centers (Military)

2. Air Traffic Control Centers (Civil)

3. Military and Civilian Weather Offices

4. Aircraft Control and Warning Units

5. Operations Offices of Commercial and Military Airfields

6. Ground Observer Posts and Filter Centers

7. Pilots and crews of Aircraft in the Vicinity of the Sighting

8. Agencies or persons having knowledge of experimental aircraft or other airborne devices operating in the vicinity

9. Planetariums and Observatories

10. Universities and Research Centers

11. All others who might have seen, or might have knowledge about, the phenomenon

12. U S Air Force and U S Navy Facility Charts For Information as to locations of Airport Facilities)

13. Airman's Guide of the U S Department of Commerce, Civil Aeronautics Administration (for information as to locations of Airport Facilities)

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PART II

IDENTIFICATION CRITERIA

GENERAL

When a UFO report meets, in large measure, the criteria projected in Part I and a follow-up investigation is instituted, then the interrogator should ask what physical object or objects might have served as the original stimulus for the report. The word "object" here includes optical phenomena such as reflections from clouds, sundogs, etc.

Frequently one or perhaps two solutions will be immediately suggested by the nature of the report. The word "solution" cannot be used here in the scientific sense. A solution in UFOB work means that a hypothesis has been arrived at which appears to have the greatest probability of having given rise to the given report.

Following is a group of hypotheses or examples which should prove helpful in arriving at solutions. A check should be made to see how many of the items are satisfied by the report and how many are missing. An effort should be made to obtain any missing items as soon as possible.

Each typical hypothesis is listed on a separate page.

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AIRCRAFT

1. Shape: From conventional to circular or elliptical.

2. Size: Pinpoint to actual.

3. Color: Silver to bright yellow (night - black or color of lights).

4. Speed: Generally only angular speeds can be observed. This depends on distance but small objects crossing major portion of the sky in a minute can be ruled out. Aircraft will nor cross a major portion of the sky in less than a minute whereas a meteor certainly will.

5. Formation: Two to twenty. numbers greater than 20 more likely birds than aircraft.

6. Trails: May or may not have (vapor and exhaust).

7. Sound: Zero to loud shrill or low depending on altitude.

8. Course: Steady, straight or gently curving (not erratic - may appear still if approaching head-on). Right angle turns and sudden reversals, changes in altitude ruled out. Note: Although report may indicate erratic course, if other items check, follow-up should proceed on basis of aircraft because of psychological tendencies of excited people to exaggerate course changes.

9. Time In Sight: More than 15 seconds, generally of the order of a minute or two.

10. Lighting conditions: Night or Day.

11. Radar: Should show normal aircraft returns.

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BALLOONS

1. Shape: Round to cigar or pinpoint

2. Size: Balloons up to a hundred feet will generally appear from pinpoint to size of a pea held at armlength

3. Color: Silver, white or many tints. It may possibly appear dark as when projected against the clouds.

4. Speed: Large scale erratic speed ruled out. In general hovering to slow apparent speed.

5. Formation: Single to cluster.

6. Trails: None.

7. Sound: None.

8. Course: Straight with a gradual ascent, unless falling.

9. Time In Sight: Generally long. Note: Balloon may suddenly burst and disappear.

10. Lighting conditions: Night or day but especially at sunset.

11. Radar: No return except when carrying sonde equipment.

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METEOR

1. Shape: Round to elongated.

2. Size: Pinpoint to size of moon.

3. Color: Flaming yellow with red, green or blue possible.

4. Speed: Crosses major portion of sky in few seconds except if coming head-on.

5. Formation: Generally single - can break into shower at end of trajectory. Occasionally (but rare) small groups.

6. Trails: At night almost always a luminous train which can persist as long as half an hour (rarely). daytime meteors are much less frequently observed. In daytime, leaves a whitish to dark
smoke trail.

7. Sound: None, although occasionally reported (believed psychological).

8. Course: Generally streaking downward, but not necessarily sharply downward. Can on rare occasion give impression of slight rise.

9. Time In Sight: Longest reported about 30 seconds, generally less than

10. Lighting conditions: Day or night. Mostly night.

11. Radar: Return from meteor itself is highly improbable, however, the train left by a meteor, is a good radar reflector.

12. Other: An exceptionally bright meteor is called a fireball. These are rare but extremely spectacular and on occasion have been known to light surroundings to the brightness of daylight.

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STARS OR PLANETS

GENERAL

The planets, Venus, Mars, Jupiter, and Saturn are generally brighter than any star, but they twinkle much less (unless very close to the horizon). Stars twinkle a great deal and when near the horizon can give impression of flashing light in many colors.

1. Shape: Pinpoint - starlike.

2. Size: Never appreciable.

3. Color: Yellow with rainbow variations.

4. Speed: Stars apparent speed carries them from east to west in the course of the night but they are often reported as erratic. The effect is psychological, most people being unable to consider a point as being stationary. Occasionally turbulence in the upper atmosphere can cause a star to appear to jump (rare) but somehow twinkling stars give the impression of movement to many people. Note: Just because the report says the light moves does not rule out the possibility of it being a star unless motion is from one part of the sky to another in relatively short time.

5. Formation: There are no clusters of very bright stars but faint stars are grouped in their familiar constellations. Note: A report of 4 or 5 bright clustering lights would rule out stars.

6. Trails: None.

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7. Sound: None.

8. Course: Always describe a 24 hour circle around pole of sky from east to west.

9. Time In Sight: When clear, stars are always visible. most stars rise or set during the course of the night. Stars low in western sky set within an hour or two. Stars in east, always go higher in the sky.

10. Lighting conditions: Night - Twilight.

11. Radar: None.

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OPTICAL PHENOMENA

GENERAL

This can cover a multitude of things. Original scanning of the report should be made to attempt to determine whether it more likely describes a material object or an optical illusion.

Optical phenomena which have been reported as UFOBs run from reflections on clouds and layers of ice crystals (sundogs) to the many types of mirages. No one set of optical phenomena can be set down as representation for the whole class.

There is no limit to the speed of optical phenomena. Reflections can travel from incredible speed, as in the case of a search-beacon on high clouds, to stationary. These cases if well reported will almost always warrant follow-up. Their variety and connection with upper atmospheric conditions make these observations especially valuable scientifically.

1. Shape: Generally round but can be elliptical or linear.

2. Size: Starlike to large luminous glow.

3. Color: Generally yellow.

4. Speed: Stationary to fantastic.

5. Formation: Any.

6. Trails: None.

7. Sound: None.

8. Course: Any.

9. Time In Sight: Any

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10. Lighting conditions: Day and night.

11. Radar: No return. In special cases radar response will occasionally have to do with unusual clouds, and meteorological phenomena such as described in Minnaert's book "Light and Color in the Open Air."

12. Other. One of the standard types is the "sundog." In this a large luminous halo is seen around the sun with one to four images of the sun placed along the halo at intervals of 90 degrees. Another report often has to do with a bright planet or even the moon shining through a light overcast. Mirages reflections are said to occur frequently when temperature inversions exist in the atmosphere. If an optical phenomena is suspected, routine check of the meteorological records should be made to establish whether such inversions existed.

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AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

ATIAE5 15 FEB 1955

SUBJECT: (Uncl) Evaluation of Unidentified Flying Objects

TO: Commander
4602d AISS (ADC)
ATTN: Major Cybulski
Ent Air Force Base
Colorado Springs, Colorado

1. In addition to the policies and procedures already established between the 4602d AISS and the Air Technical Intelligence Center applicable to the Unidentified Flying Object Program, it is felt that the following information will prove useful, particularly in the Evaluation of UFOB cases.

2. In keeping with the purpose of the UFOB Program it is necessary that both the 4602d AISS and the ATIC strive to reach as many case solutions as possible, thereby reducing the percentage of unknowns to a bare minimum.

3. As pointed out in the "UFOB Guide," the word "solution" cannot always be used in the scientific sense when dealing with UFOBs. For this purpose it must more often mean that a given case meets a given hypothesis.

. Past experience has shown that most UFOB cases, when sufficient information is contained, will fit to some extent one of the hypotheses contained in the Guide and, therefore, may be considered as solved.

5. By the very nature of UFOB reports, the great majority of cases, upon being analyzed, will present some doubt as to the true identity of the object or phenomenon described. For this reason evaluation criteria have been kept very broad. This has been done in one respect by giving the choice of the use of the words definite, probable or possible before each of the classification types.

6. The Fact that a UFOB sighting reaches ATIC from the 4602d AISS classified as a solved case, which is to be desired, does not preclude the possibility of further investigation or change in the light of any new information which may arise at either point.

FOR THE COMMANDER

/s/
T. G. CONNAIR JR.
Major, USAF
Adjutant

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{Guide Page 9}

Squadron Guide 200-2 15 March 1955

PART V

RELEASE OF FACTS

AFR 200-2 is quite explicit about what facts may or may not be released to the public about UFOB's by the agencies concerned with them. these categories are set forth below:

1. Releasable

a. Summaries of evaluated data informing the public on the subject of UFOB's will be released by Headquarters USAF only.

b. 4602d AISS personnel may inform news media representatives on UFOB's, in response to local inquiries, when the object is positively identified as a familiar object. When the object is not explainable, only the fact that ATIC will analyze the data is worthy of release.

2. Non-releasable

a. The following data should not be revealed:

(1) names of principals

(2) intercept and investigation procedures

(3) classified radar data

At the same time, we must remember that it is misinformation in the minds of the public on the subject of UFOB's that Air Force is trying to prevent. If a member of the public wants to release information about a UFOB which he has seen or reported, there is nothing that can be done about it. Every effort will be made, on our part, to dissociate the opinions and statements of the public from the official releases made by members of the Air Force, in accordance with the criteria set forth above.

Guide
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{Guide Page 10}

Squadron Guide 200-2 15 March 1955

PART VI

COORDINATION WITH AIR TECHNICAL INTELLIGENCE CENTER

The working relationship set up between ATIC and the 4602d AISS for the handling and processing of UFOB reports is set forth in the letter from Headquarters 4602d to ATIC, dated 23 November 1954, subject: "Report of Visit of ATIC Representatives," and 1st Endorsement thereto from ATIC. That letter is attached hereto.

Guide
10

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This page will be removed and replaced
with "HOW TO MAKE FYOBRPTS" published
by ATIC, dated 25 July 1953.

Cross reference to the new location
of this directive will be made in
the Regulations File.

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{Unnumbered Page 1 of 4}

HEADQUARTERS
4602d AIR INTELLIGENCE SERVICE SQUADRON (ADC)
ENT AIR FORCE BASE
COLORADO SPRINGS COLORADO

AISOP
23 November 1954

SUBJECT: Report of Visit of ATIC Representatives

TO: Commander
Air Technical Intelligence Center
ATTN: ATIAE-5
Wright-Patterson Air Force Base
Dayton, Ohio

1. On 17 and 18 November 1954, the Commander, 4602d AISS and his staff met with Captain Charles Hardin, ATIC, and Doctor Allen Hynek, USAF Contract Astronomer, for the purpose of discussing ATIC-4602d AISS relationships in the investigation and processing of UFOB reports. During the course of the conference general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of reports and conducting investigations were discussed.

2. The evaluation of all UFOB reports as well as the lines of inquiry of investigations will be governed by the application of certain hypotheses to the data available. In the majority of cases, provided the information concerning the sightings is sufficiently complete, the data will suggest that the sighting was probably some known object or natural phenomena. For example, the data available might suggest to the investigator the hypothesis that the sighting was an aircraft. A check list will then be applied to the data using the hypothesis that the sighting was an aircraft. The check list will contain those items which, in combination, characterize the aircraft from other possible objects or phenomena. For example, if the object was an aircraft, then there should have been noise, there should have been radar observation in certain areas, etc. The application of these check lists will suggest the lines of follow-up investigation in the event the data is insufficient to satisfy the elements of proof necessary to identification. ATIC will furnish the 4602d AISS with the check lists referred to above which will assist in the identification of UFOB's and will cover, for example, aircraft, balloons, astronomical phenomena, guided missiles, etc. In addition a special evaluation of preliminary UFOB reports must be made to determine whether follow-up investigations can reasonably be expected to result in additional reliable and usable data.

3. Evaluation of Preliminary Reports:

a. ATIC will furnish the 4602d AISS with "rule of thumb" criteria to be used by the Squadron Headquarters in determining the necessity for

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{Page 2 of 4}

Hq, 4602d AISS, Ent AFB, Colorado Springs Colo. subj:
Report of Visit of ATIC Representatives

a follow-up, field investigation of a UFOB report. These criteria will cover, among others, the following subjects:

(1) Duration of sighting.

(2) Number of persons reporting the sighting.

(3) Distance from location of sighting to nearest 4602d AISS field unit.

(4) reliability of person or persons reporting the sighting.

(5) Number of independent sightings reported.

(6) The value of obtaining additional information immediately.

(7) Existence of physical evidence (photographs, material, hardware).

b. It was noted that a single extraordinary circumstance might require follow-up, field investigation even though the general application of the criteria furnished by ATIC indicates that further investigation would probably yield little additional information.

c. In general follow-up field investigation of a preliminary UFOB report will not be warranted when the hypothesis suggested by the preliminary report of the incident cannot be tested by the facilities available.

4. Exhaustion of Effort in the Investigation of UFOB's: Effort will be considered as exhaustive when every logical, physical hypothesis suggested by a qualified report of the incident Has been tested by the facilities available.

a. Qualified preliminary reports shall be considered to be those which merit further investigation under he criteria set forth I paragraph 3 above.

5. Unsolved cases: A case shall be considered unsolved after every suggested hypothesis has been tested by available facilities and a large percentage of the data in the report does not correlate with the characteristics of known objects or natural phenomena.

2.

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{Page 3 of 4}

Hq, 4602d AISS, Ent AFB, Colorado Springs Colo. subj:
Report of Visit of ATIC Representatives

6. The following procedures were agreed upon:

a. In case a UFOB sighting is reported initially by non-Air Force sources in letter form to either ATIC or the 4602d AISS, the file card will be made in duplicate by the recipient, and one copy forwarded to the other agency. This card will indicate that the UFOB was reported by letter and will show the action taken.

b. ATIC will be forwarded a file card indicating the action taken by the 4602d AISS on preliminary reports transmitted to the 4602d by electrical means.

c. The results of follow-up field investigations made by the 4602d AISS and reported on AF Form 112 will, in all cases, be sent to ATIC, DI USAF, and such other agencies as the Commander, 4602d AISS, deems necessary.

d. ATIC may require specific information for aid in analyzing a reported UFOB sighting which can be furnished by a field unit of the 4602d AISS. Provided travel is not involved, ATIC may contact the appropriate unit directly. In case ATIC desires detailed investigation or action which would necessitate travel, request will be made by ATIC to the

Commander, 4602d AISS.

e. File card reflecting action taken or conclusions reached by ATIC on either a preliminary or follow-up UFOB report will be sent to Commander, 4602d AISS under the following circumstances.

(1) When conclusions of ATIC relative to identification of the sighting are at variance with those reached by 4602d AISS.

(2) When additional action is initiated by ATIC following the completion of action by the 4602d AISS.

7. Exchange of information: As a result of the ATIC experience in the field of investigations of UFOB reports, information of a general interest was discussed during the visit of ATIC representatives and will be furnished to the 4602d AISS on a continuing basis. Examples of such information follow:

a. Grid cameras. Information relative to the present distribution of grid cameras and changes in the current distribution.

b. Statistics. Consolidation of statistics reflecting trends,

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{Page 4}

Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

total reports and studies conducted by contract agencies.

c. Examples of proper and improper UFOB reporting.

d. List of standard replies to letters requesting action or information concerning reported sightings.

8. It is requested that the guides for evaluation of reports referred to in paragraphs 2 and 3 above be furnished at the earliest practicable date. Concurrence or comments relative to the procedures and agreements contained herein are solicited.

/s/
JOHN M. WHITE JR.
Colonel, USAF
Commander

ATIAE-5 1st Ind

AIR TECHNICAL INTELLIGENCE CENTER, Wright-Patterson Air Force Base, Ohio
10 DEC 1954

TO: Commander, 4602d AISS (ADC) Ent Air Force Base Colorado Springs, Colorado

1. The Air Technical Intelligence Center concurs in the agreements and procedures as outlined in basic letter.

2. A "Standard Operating Procedure" is being prepared for use in the unidentified flying object program. This will be

furnished to Hq 4602d AISS as a suggested guide.

3. The SOP will include the procedures listed in the basic letter together with guides for evaluation of reports and criteria for determining the necessity for field investigations.

FOR THE COMMANDER

/s/
R. C. SCHUM
CWO, USAF
Asst. Adj.

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{End of Part 6 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 7
NICAP Home

Date: Thu, 14 Jul 2005 17:03:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: November 3 or 4 and 23, 1948, Vaughn, New Mexico
To: Francis Ridge <nicap@insightbb.com>

These documents cover two incidents:
November 3 or 4th, 1948; Vaugh, NM. OSI Case 006
November 23, 1948; Vaugh, NM. OSI Case 007
beginning with actual source page at:

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB4-813

<>
Page ID (PID) : MAXW-PBB4-813
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 4

Frames 813 - 816

http://www.nicap.org/bb/MAXW-PBB4-813.jpg

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INCIDENT SUMMARY SHEET

latter part of 47 Incident No. 225

1. Date and Time of Observation: 3 or 4th Nov 48 - 2130 hours & 23 Nov 48 (All sightings occurred approx 2200 hours)
2. Where Sighted: 10 miles east of Vaughn, N. M. - Highway 60 on 3 or 4th Nov 48
3. Observer's Position: ground - while driving (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Col W. P. Hayes, Inf., Executive, New Mexico Military District
5. Occupation and/or hobbies: As above
6. Attention Attracted by: N/S
7. Number of Object( ) Seen: 1
8. Size of Object(s): 1 foot in diameter
9. Color of Object(s): bright white changing to bright fiery red color as it exploded
10. Shape (Sketch if Possible) ball
11. Nature of Luminosity: "like miniature sun" (directed beam of light?)
12. Altitude of Object: (estimated) From 500 ft when first observed to 100-200 ft from ground where it burst in a spray of reddish color
13. Estimated Distance of Object from Observer: 40 to 60 yds on one sighting and about 400 yds at another
14. Estimated Speed of Object: Slow descent
15. Time in Sight: N/S - Had time to get out of car and watch object which appeared to explode 40 to 60 yds in front of him at an altitude of 200 ft.
16. Tactics: slow vertical descent
17. Sound Made by Object(s): none - although he was within 40 to 60 yds of obj. & outside of car. See "Details" at Albuquerque, N.M.
18. Direction of Flight of Object(s) Vertical descent
19. Apparent Construction: fireball
20. Effect on Clouds: N/S - weather clear
21. Exhaust Trail Color of): N/S
22. Manner of Disappearance: exploded - fragments assuming a fiery red color which descended toward earth like numerous sparks but extinguished before reaching ground
23. Weather Conditions at Time of Sighting: Clear
24. Peculiarities Noted: Noticed always around 2200 hours - in the vicinity of Vaughn - Highway 60
25. Summary of Incident: (over)

(See attached page)

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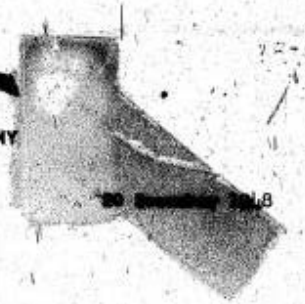

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HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

452.1 AKADB

SUBJECT: Unconventional Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject as above and to Control No. A-1917.

2. Attached Summary of Information, same subject as above, this Headquarters, dated 20 December 1948, is forwarded for your information and any action deemed necessary.

FOR THE COMMANDING GENERAL:

Eustis L. Poland

1 Incl
As stated

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

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SUMMARY OF INFORMATION

DATE: 20 December 1948

PREPARING OFFICE: Office of the AC of S, G-2, Headquarters Fourth Army, Fort Sam Houston, Texas

SUBJECT: Unconventional Aircraft

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE		OF INFORMATION	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

The following information has been received from the Fourth Army Intelligence Liaison Officer, Sandia Base, Albuquerque, New Mexico, dated 6 December 1948:

"Colonel W. P. Hayes, Inf., Executive, New Mexico Military District reports as follows:

"'On 3 or 4 November 1948 at approximately 2130 hours, I observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground. This occurred about 400 yards north of the road on which I was driving. The location was approximately 10 miles east of Vaughn, New Mexico, on Highway 60. (B-2)

"'On 23 November 1948 at approximately 2130 hours, I was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. I observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3 - 4 November.' (B-2)

"Colonel Hayes stated that he did not report the incidents as he thought they might have been connected with some Air Force exercises. He further stated that he heard no sound or saw no aircraft during either incident, which is understandable as he was travelling in a closed automobile. Weather conditions were clear." (B-2)

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Incident: 225

Colonel Hayes first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, N. M. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vertical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200 feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col Hayes was on Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

On 3 or 4 Nov 48 at approximately 2130 hours he observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground - this occurred about 400 yards north of the road on which he was driving - 10 miles east of Vaughn, N. M. - Highway 60.

On 23 Nov 1948 at approximately 2130 hours, Col Hayes was driving west on Highway 60 - approximately 10 miles west of Vaughn, N. M. He again observed a ball of light descending vertically. It burst 100-200 feet from the ground - Conditions and appearance were the same as on 3 and 4th Nov.

Col Hayes

On the last 2 sightings/saw no aircraft and heard no sound which is understandable since he was traveling in a closed automobile. Weather conditions were clear.

EVALUATION B-2.

See Incident # 223 for details

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The New Mexico Page

New Mexico Map, Color Relief
New Mexico Map - Project 1947

Project TWINKLE Report - Project 1947
Project TWINLE Report - BB Microfilms, NARA-PBB85-491 - Blue Book Archive
Green Fireballs Over Los Alamos: The New Mexico Missile Crisis - Joel Carpenter
Green Fireball Chronology: 1946-February 1949 Green Fireball Chronology- Joel Carpenter
The Ghost Rockets, Guided Missiles and UFOs: A Tangle of Fear - 1937-53 - Joel Carpenter
Chapter Four: Green Fireballs, Project Twinkle, Little Lights, and Grudge - Ruppelt
Summary of Sightings in the New Mexico Area - La Paz Catalog - Docs 407-479 - BB Microfilm - Dan Wilson
January 31, 1949: FBI Memo: Protection of Vital Installations - Project 1947
January 31, 1949: CO Kirtland, NM to Chief of Staff, Director of Special Investigations - Patrick Gross
April 19, 1949 Report: Unidentified Aerial Phenomena in New Mexico-West Texas Area - NARA-PBB90 1011-1014
The Importance of Santa Fe Operations, New Mexico - 165-Page Report - AEC

Conferences:
February 16, 1949 - Los Alamos, NM: Conference on Aerial Phenomena
Conference - Docs 374-397
Conference Transcript
Report on Conference - Docs 398-401
April 27-28, 1949 - Kirtland AFB, NM: Concern over Los Alamos, Sandia Base, Capmp Hood
Conference - Docs 635-639
November 3, 1949 - Conference, Scientific Advisory Board to Chief of Staff
Conference Transcript
Report on Conference on "Green Fireballs"

White Sands Newsclippings - BB Microfilm - Dan Wilson
Alleged Sightings At White Sands - Docs 687-702 - BB Microfilm - Dan Wilson
Interesting Concentration of Sightings - Docs 578-583 - BB Microfilm - Dan Wilson
NCP-12: The White Sands Proof - Bruce Maccabee
NCP-13: White Sands Films, Mirarchi, and Project Twinkle - Bruce Maccabee
How Scientists Tracked A Flying Saucer - Cmdr. R. B. McLaughlin, USN (TRUE, March 1950)
May 25, 1950: Cover letter for Summary of Observation of Aerial Phenomenon in the New Mexico Area - Patrick Gross
Have We Visitors From Outer Space? - LIFE Magazine article, April 7, 1952
The New Mexico Sightings - Nuclear Connection Project - Francis Ridge

National Investigations Committee on Aerial Phenomena

A Privately-Supported Fact-Finding Body Serving The Public Interest

"Is there supporting evidence for the existence of advanced aerial technology in our atmosphere which exhibits characteristics beyond those of which we humans (Military, Scientists, et al) were capable of at the time of the incidents' occurrence?" (Michael Swords)

A must-read paper: Estimating Flight Characteristics of UAP - entropy-21-00939-v2.pdf

INFORMATION DESK

	CAP POINT at Amazon REGIONAL ENCOUNTERS at Amazon or autographed copies at The NICAP Store Visit our NICAP YouTube Channel	How to Report a UFO Launched 29 July 2018 Project MATCH MUFON
NICAP's Curator	Search using Google and "anysubject,nicap"	Free Online Books
	Global Sighting Information Datasource http://omnitalkradio.weebly.com/pentagon-ufo-study-media.html The latest audio/visual information in the news today!!!!!	

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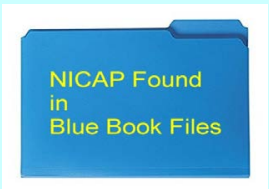
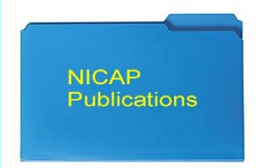
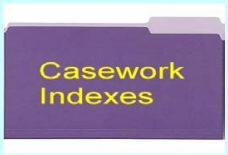
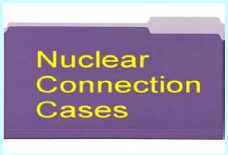
		
How NICAP began NICAP Press Releases & Official Statements	Where do we stand today?	Tribute to Donald E. Keyhoe Tribute to Richard Hall

MORE HISTORICAL INFORMATION

Journeys Through Audio UFO History (Wendy Connors)	UFOs and Government (Swords, Powell, et al)

UFO SIGHTINGS

The latest sightings reported to the NUFORC Sightings: MUFON Case Management System Sightings - By CATEGORY Folder	UFOs at ICBM sites and WSAs, by Robert L. Hastings UFOs & Nukes website
	

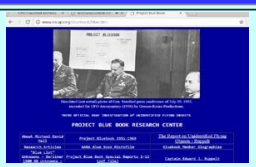
THE WRITTEN RECORD

Official Comments & Research Papers	Official Documents Directives
CUFOS IUR CD Rom	Official UFO Projects Military & Civilian
APRO Bulletins (at CUFOS)	Project Blue Book Archive

OTHER INVESTIGATION AND RESEARCH TOOLS

The Greenwood UFO Archive	Other Major UFO Research Groups
Glossary of Acronyms	Training Information Series

OTHER UFO PROJECTS

 Nuclear Connection Project	 **Project BB Research Center - Michael David Hall**
MADAR **MADAR & other detection studies**	THE SIGN HISTORICAL GROUP
Passive RADAR (Peter Davenport)	Project 1947

This fully authorized NICAP site was created by Francis L. Ridge on December 15, 1997.

Date: Mon, 25 Jul 2005 17:03:31 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: December 20, 1948; Los Alamos, NM. OSI Case 014// December 28, 1948; Los Alamos, NM. OSI Case 015
To: Francis Ridge <nicap@insightbb.com>

December 20, 1948; Los Alamos, NM. OSI Case 014. Very reliable.
December 28, 1948; Los Alamos, NM. OSI Case 015 (Frame 1410)

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Collection : Maxwell Blue Book
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Frames 1407 - 1408

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 4 Jan 49

REPORT MADE BY JACK L. BOLING

REPORT MADE AT DO #17, Kirtland AFB, N. M.

PERIOD 22-24, 29 December 1948

OFFICE OF ORIGIN DO #17, Kirtland AFB, N. M.

STATUS PENDING

TITLE UNKNOWN
(Aerial Phenomena)

CHARACTER SPECIAL INQUIRY

REFERENCE Report, S/A MAFFZIGER, 17th District OSI, 13 Dec 48 - Report, S/A BOLING, 17th District OSI, 22 Dec 48.

SYNOPSIS

Additional sightings of "fireballs" reported from Phoenix, Arizona, and Hood River, Oregon. Negative check for reports made south and east of Albuquerque. Concurrent sightings reported from Los Alamos, New Mexico; bearings obtained and ground track plotted. Negative check made with observer on duty at night at Navy Project, Las Cruces, New Mexico. Report made by Dr. LA PAZ giving his findings.

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DETAILS:

1. This is a joint investigation by the writer, S/A MELVIN E. [illegible], EDGAR J. BETHART, and ROBERT R. JOENS.

AT ALBUQUERQUE, NEW MEXICO

2. Letter from Miss ELLEN PETERSON, to Dr. J. HUGH PRUETT, Professor of Astronomy, University of Oregon, dated 3 November 1948, was provided by Dr. LINCOLN LA PAZ. This letter indicates that Miss PETERSON saw a "very strange star or fireball" on the night of 24 October 1948 over Phoenix, Arizona. Description extracted from letter follows:

Color: Green
Course: East to west, with erratic side motions
Speed: Very slow (estimated 75 minutes to cross sky)
Remarks: Seemed to be affected in course and brilliance by stars; moved off course to north and south in zig-zag; faded as it went further west, then flared up and disappeared.

3. Lead sheets were transmitted to Williams Air Force Base Detachment, 17th District OSI, for interview with Miss PETERSON to develope precise details as to course and elevation. (Inclosure #1)

4. Letter from GENE H. BIRD, News Editor, Sun Publishing Company, Hood River, Oregon, to Dr. PRUETT, undated, was provided by Dr. LA PAZ. This letter refers to the sighting of a blue-white flash of light, accompanied by a loud noise, at 1930 hours, 11 December 1948. A summary of the letter from BIRD follows:

At approximately 1930, a brilliant blue-white flash of light was seen from Hood River, Oregon, about five miles south and slightly east. This is nearly directly over Pine Grove, a small Oregon town. Most witnesses said that it might have been lightning, but did not look like any lightning that they had ever seen. It looked more like the rapid burning of a flare. A loud noise, like thunder, accompanied the flash. One witness said that the light moved to the northwest, but no others saw the movement. The center of the flash seemed to be round and white, something like a fluorescent light, or a searchlight, and was concentrated. The weather was cold, with light rain and snow; no lightning or thunder was observed. Radio interference was strong at the time of the flash and for a few seconds later. (Inclosure #2)

5. Lead sheets were transmitted to 20th District OSI for interviews directed toward getting more details from BIRD, and obtaining further statements.

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Frames 1409 - 1410

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6. The writer made inquiries in the following New Mexico towns on 23 and 24 December, with negative results: Belen, Scholle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Salina. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN E. NEFF by Lieut. EARLE D. HIGHTOWER, Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. LA PAZ from the position of sighting by WILSON AND TRUETT.

Report by Inspector BUFORD O. TRUETT, AESS:

At about 2054, 20 December 1948, in company with Inspector W. D. WILSON, a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector WILLIAM D. WILSON, AESS:

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

8. Statements from Lieut. CLIFFORD E. STRANG, AESS (oral), and Mr. GEORGE S. SKIPPER (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEFF and Dr. LA PAZ on 29 December 1948. STRANG and SKIPPER reported concurrent sighting of the phenomena observed by TRUETT and WILSON. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by WILSON above. Transit readings were made by Dr. LA PAZ from location of sighting by STRANG and SKIPPER. A report was prepared by Dr. LINCOLN LA PAZ, meteoriticist, University of New Mexico, who has cooperated in this investigation, giving

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Frame 1410

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his findings and conclusions on the latest sightings. This report provided Special Agent NEMP, 30 December 1948. (Inclosures #5 and #8)

9. Report of Inspector JOHN D. HARDIE, AESS, relative to sighting of fireball on 28 December was provided Special Agent MYER by [illegible]. This report [illegible] path. It was not falling as fast as a falling star, so HARDIE continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and HARDIE. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. [illegible] and ROBERT R. JOHNS interviewed Mr. PHILLIP S. CARROLL, Las Cruces Auto Court, Las Cruces, New Mexico, on 23 December 1948. CARROLL is connected with Navy Project Task D, Lord 3555, which requires that he and his associate, RICHARD E. McCROSKEY maintain a watch on the skies for about 95% of the time at night. CARROLL denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with CARROLL's work to be furnished 17th District OSI.

Inclosures for Complete Distribution:

1. Letter from Miss Peterson to Dr. Pruett
2. Letter from Gene H. Bird to Dr. Pruett
3. Report of Inspector Truett
4. Report of Inspector Wilson
5. Report of Mr. Skipper
6. Report of Dr. LaPaz
7. Report of Inspector Hardie

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December 28, 1948; Los Alamos, NM. OSI Case 015.
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Frames 1411 - 1422

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INCLOSURE #6

The University of New Mexico

Albuquerque

Institute of Meteoritics

December 30, 1948

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena (Third Report)

In the second report of this series, a description was given of the real path through the atmosphere of the green fireball of 1948, December 12, 9h 2m (plus or minus 30m). On the basis of corresponding observations made from one station near Starvation Peak, New Mexico, and a second station near Los Alamos, New Mexico, this fireball was found to have appeared near a point with the coordinates: latitude 35° 50' N, longitude 106° , 40' W, and to have disappeared near a point with the coordinates: latitude 35° 45' N, longitude 107° 05' W, traversing an almost horizontal path, at an elevation of about 10 miles above sea level, with a length of about 25 miles, at a velocity of approximately 10 miles per second. (The minimum path length consistent with the observations was found to be about 11 miles, the corresponding velocity then falling between 3 and 6 miles per second, depending on the duration adopted.)

On the basis of corresponding observations of the greenish-white fireball of 1948, December 20, 8h 54m p.m. made by two pairs of Los Alamos observers, it has now become possible to work out another approximate real path. As will be apparent from the original accounts of the observations made by AESS Inspectors William D. Wilson, Buford G. Truett, Clifford E. Strang, and Physical Security Inspector George S. Skipper, the fireball of 1948, December 20 was observed under less favorable conditions than the green fireball seen by five persons on the night of December 12. However, on the basis of the original accounts of the observers named above, of sketches supplied by these four individuals on December 29 and of transit observations made by Captain M. E. Neef and the undersigned on the same date at the points of observation (viz., 35° 48' .9, 106° 18' .4 for Strang and Skipper and 35° 55' ,106° 23' .7 for Wilson and Truett), it has been possible to establish reasonable concordance between various points on the fireball path as seen by the two groups of observers. Because of the very short baseline (only 8 miles long) between the two points of observation and the difficult conditions under which the fireball of December 20 was observed, it is my opinion that the real path derived from the December 20 observations deserves considerably less weight than that obtained from the December 12 observations.

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It is found that the fireball doubly observed by Messrs. Wilson, Truett, Strang, and Skipper appeared at a height of at least 10 miles and descended at an angle of about 45° to the vertical (according to Truett's estimate) to a point C at an elevation of only 2.3 miles above the horizontal plane through the point from which Strang and Skipper observed. As the fireball approached the point C, its path levelled off and from C to its point of disappearance, E, the fireball followed a nearly horizontal path approximately 7.5 miles long moving with a velocity of between 3.75 and 7.5 miles per second, depending on the duration estimate adopted. The coordinates of the projection of C on the earth are 35° 56' N, 106° 30' W, and those of the projection of E are 35° 57' N, 106° 23' W. The forward extension of the fireball's trace on the earth, as determined by the above projections, passes some six miles to the north of the town of Los Alamos.

It should be noted that the descending branch of the path of the fireball was observed by Inspector Truett alone, but he was absolutely certain that his observation of this portion of the path was correct. It should also be noted that no sound was heard, although the distance from the observers to the fireball and from the fireball to the earth could have been only a few miles at most. I have no hesitancy in testifying that an object possessing the real path and the other peculiarities observed by Messrs. Wilson, Truett, Strang, and Skipper was not a falling meteorite.

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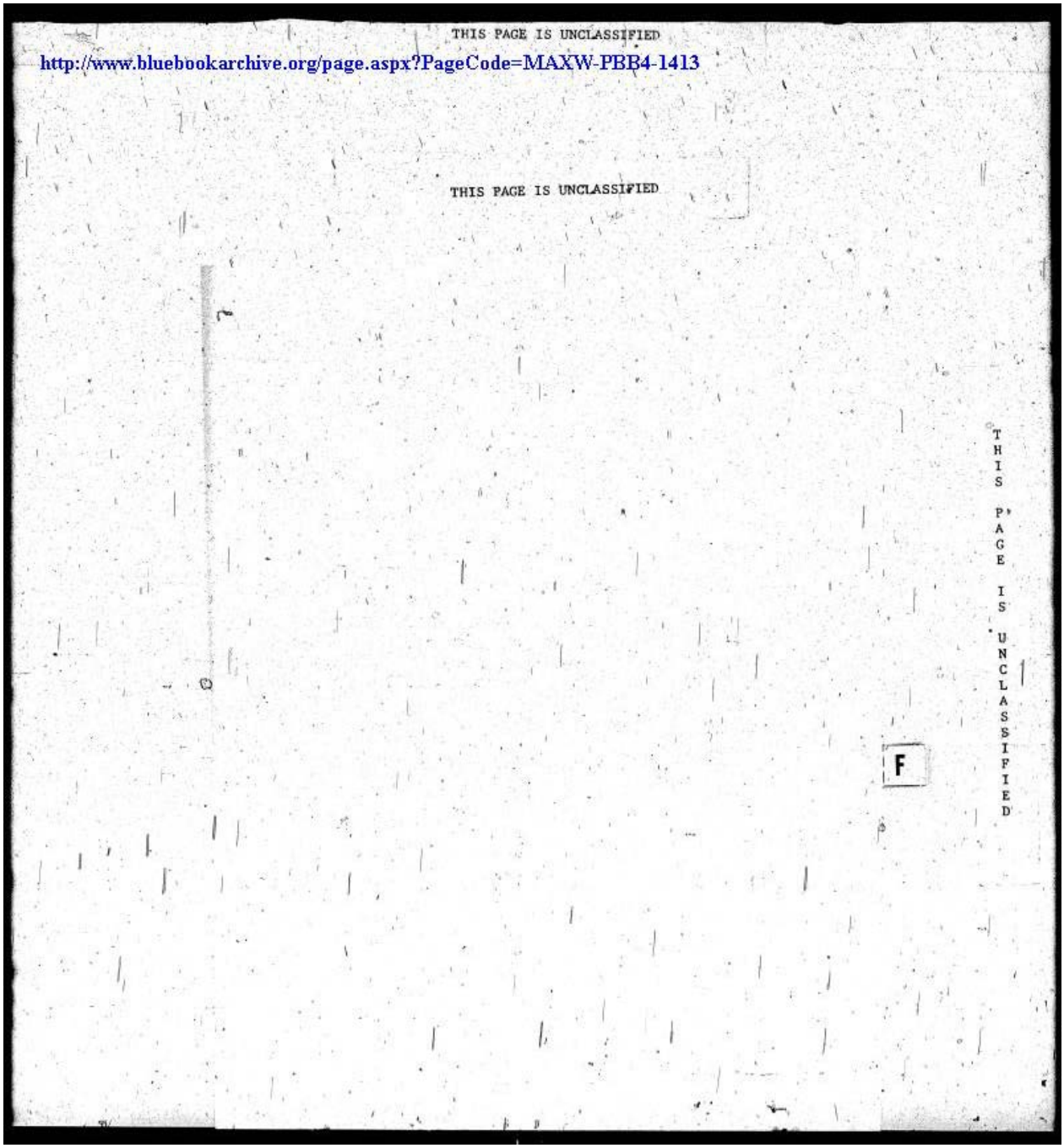

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Incident #241, a, b -- Los Alamos, New Mexico -- 20 December 1948

Mr. Lamar, who has interviewed the various observers of this incident, has stated that the object seen was not a falling meteorite. He had access to more detailed information than is contained in the typed reports offered here, and he is an expert in these matters.

It should be noted, however, that the reports available to this investigator show many contradictions concerning the color and trajectory of the object. One observer gives the angle of fall as 45°; another states that the trajectory was horizontal. Most observers indicate a bluish-white light; only one mentions the color green, which is so predominant in the New Mexico "green flashes."

It is not at all certain that the object observed here belongs to the "green flash" family of incidents.

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Incident: 241

Buford G. Truett

Atomic Energy Security Service Inspector

At about 2054, 20 December 1948, in company with Inspector W. D. WILSON, a falling light was observed at a great height moving toward the earth at a 45° angle; this angle decreased as the light fell until it disappeared on about a 20° angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. Its form seemed to grow more concrete and seemed to be something besides just a white unbroken moving light. It appeared to have a flat base leaving a broken red trail on each side. It was now nearer the earth. The angle of glide appeared to be 20° and reminded Truett of an airplane in flight. It seemed to fly thru the air as if controlled and did not fall straight to the earth as an uncontrolled object normally would. It was moving very very swiftly. It finally disappeared behind Point Eagle.

See Incident 239 for Details

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alamos481220/1228docs.htm

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Record No. 241a

1. Date of Observation 20 Dec 48 Date of Interview 29 Dec 1948
2. Exact time (local) 2054
3. Place of Observation Los Alamos, N. M.
4. Location of Observer ground 35° 55'; 106° 23' .7
5. How attracted attention to object : Attention called to object by Inspector Buford G. Truett
6. Number of objects 1
7. Apparent size basketball - 1/4 the size of the moon
8. Color of object intense /blue-white light
9. Shape
10. Altitude
11. Direction of flight West to East, possibly a trifle to the south
12. Duration 1-1/2 seconds
13. Speed very fast rate of speed
14. Sound No sound
15. Tail faint trail of light behind it
16. Description
17. Direction of flight
18. Number in group
19. Formation of group
20. Changes in formation
21. Maneuvers traveled in an almost flat trajectory and its decline formed an angle with the horizon of approx 20°
22. Lights Behind a mountain directly to the northeast of Pt Eagle at a 20° angle
23. Sound
24. Other observations Two objects the size of a baseball separated from the main body and followed it at even intervals of distance
25. Weather Cold with snow and rain

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Incident: 24la

William D. Wilson,

Atomic Energy Security Service Inspector

Inspector Wm D. Wilson, AESS, in the company of Inspector Mrxx. Buford O. Truett, AESS, who called his attention to the phenomenon, describes his experience as follows:

"At 2054, 20 Dec 45, we saw the object described below making a path thru the sky. It was travelling in an almost flat trajectory and its decline formed an angle with the horizon of approximately 20°. The angle of elevation from our point of observation was approximately thirty°. The object was moving at a very fast rate of speed and disappeared behind the mountain directly to the northeast of Pt Eagle. Total time of visibility was about one and one-half seconds.

Description:

An intense blue-white light about the size of a basketball. As the object traversed the sky, there was a faint trail of light behind it, and two objects the size of a baseball separated from the main body. These objects were of the same color and intensity as the main body, and trailed behind it directly in its path at even intervals of distance equal to approximately three times the diameter of the main body. The size of the main body was approximately one quarter the size of the moon

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241b

1. Date of Observation: 20 Dec 48 Date of Interview: 29 Dec 1948
2. Local time: 2053
3. Place of Observation: Route 4 - north of Bandelier cut-off - Los Alamos
   35° 48'.9 106° 18'.4
   Direction of observer: ground
4. For astronomical objects only:
5. Number of objects: 1
6. Apparent size:
7. Color or brightness: Intense blue-white light
8. Sound:
9. Duration:
10. Direction of motion: West to East, possibly a trifle to the south
    ~~Relative to observer~~ N/S
11. Velocity: very fast rate of speed
12. Sound: No sound
13. Other observations:
14. Description of object: traveled in an almost flat trajectory and its decline forming an angle with the horizon of approx 20°
15. Weather and winds aloft:
16. Cloud cover: Cold with snow and rain

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Exhibit: 241b

Name and address of informant: Clifford E. Strang

Occupation and connection: AESS Inspector

An oral statement was made to Special Agent Neef and Dr La Paz on 29 Dec 1948. Inspector Strang accompanied Inspector Skipper. See Skipper's statement #241C. Both descriptions agreed with that of Inspector Wilson as to color, speed, trajectory and distance. Sightings were made concurrently.

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Location No. ~~2410~~ 2410

2. Date of Observation: 20 Dec 48 Date of Interview: ~~29 Dec 1948~~

3. Exact time (Local): 2053

4. Place of Observation: Route 4 - north of Bandelier cut-off - Los Alamos 35° 48' .9, 106° 18' .4

5. Position of Observer: ground

6. Number of objects: 1

7. Apparent size: Tennis ball

8. Color of object: white with greenish tail

9. Shape: ball of light

10. Altitude: Questionable

11. Direction of motion: Southwest to Northeast

12. Duration: 2 seconds

13. Speed: Slower than a meteorite - approx 1500 mph

14. Sound: No sound

15. Description: Small conical-shaped tail of a pale greenish color of gaseous nature
glaring white light similar to color of white-hot steel in a smelting furnace

16. Manner of flight: Level course

17. Direction of disappearance: disappeared from view behind the tops of trees

18. Any attempt at evasion: Appeared to maintain /Controlled flight

19. Weather: Cold with snow and rain

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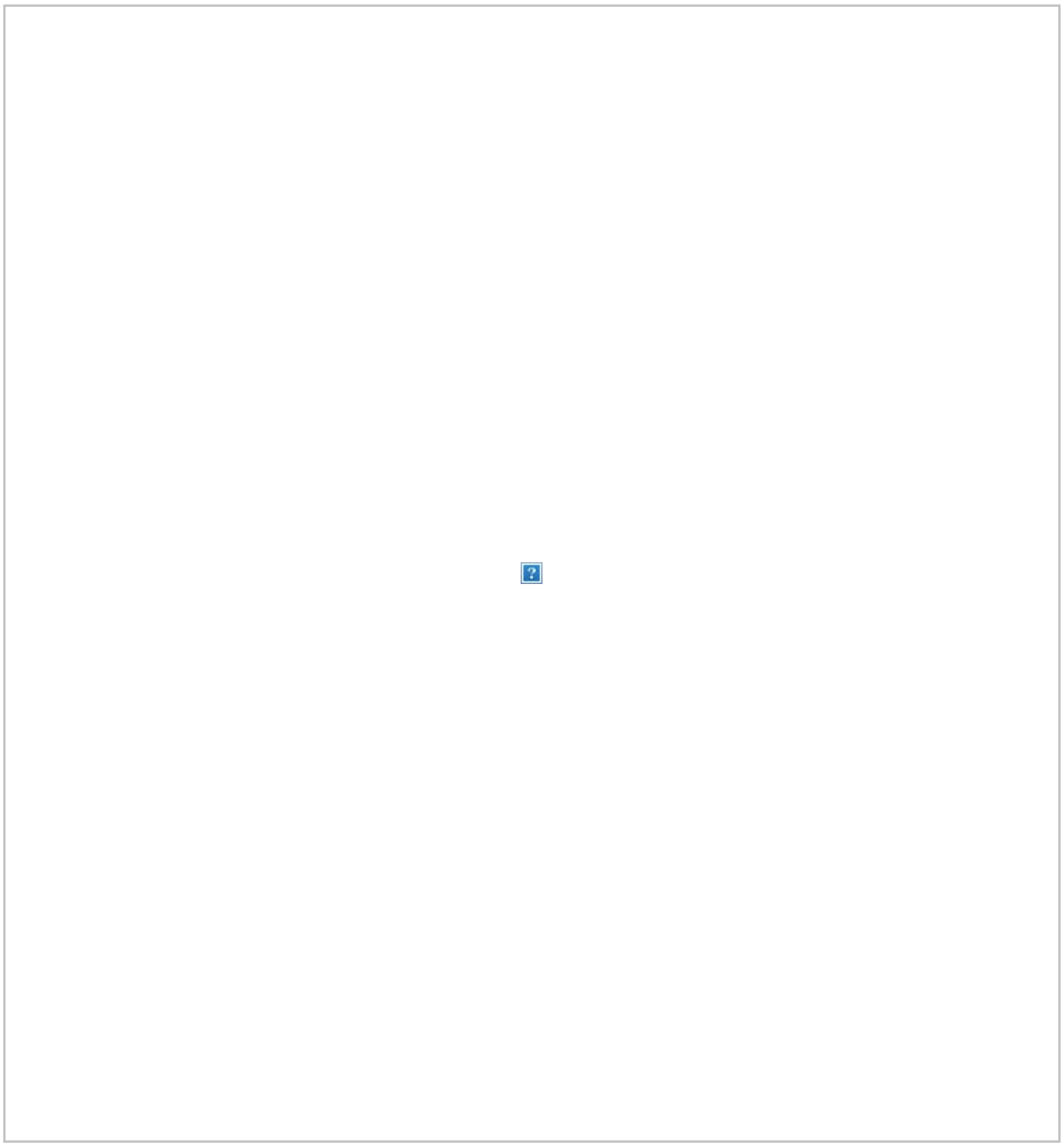

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20 DEC '8 Los Alamos N.M.

UNC[illegible]

Basic: Ltr fr 17th Dist CSI, KAFB, to CO, KAFB, dtd 11 Jan 49, Subj: Unknown (Aerial Phenomena).

AF [illegible] 1st Ind [illegible]
HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind to letter same subject as above.

FOR THE COMMANDING OFFICER:

OLIVER P. NOLAND
Captain, USAF
Ass't Adjutant

1 Incl: n/c (1 cy w/d)

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Date: Tue, 23 Aug 2005 16:02:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sightings in Los Alamos area Dec 1948 *
To: Francis Ridge <nicap@insightbb.com>

The document below just mentions the December 20, 1948 sighting. This document is rather important--just look at the distribution list.

December 20, 1948; Los Alamos, NM
AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (Sparks BBU, FOIA)

==========

OSI 17th District, Kirtland AFB, New Mexico

Subject: UNKNOWN (Aerial Phenomena)

Established dates of sightings in the New Mexico area are 5, 6, 7, 8, 11, 12, 13, 14, 20, and 28 December 1948.

The majority of the observations have been reported from the Las Vegas-Los Alamos area in northern New Mexico.

Distribution:

Resident Agency, FBI
Fourth Army Liaison Officer
AEC Security, Sandia Base
Intelligence Office, Sandia Base
AESS, Los Alamos
Field Office for Atomic Energy, Kirtland AFB
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Page ID (PID) : MAXW-PBB4-1303
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 4

Frames 1303 - 1305

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

[redacted]

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

File No. 24-3 19 January 1949

SUBJECT: [redacted] (Aerial Phenomena)

TO: See Distribution

SUMMARY OF INFORMATION:

1. The present investigation is based on the series of sightings of anomalous luminous phenomena beginning on 5 December 1948. Reports of previously sighted phenomena are included as they are developed in the course of the investigation. Established dates of sightings in the New Mexico area are 5, 6, 7, 8, 11, 12, 13, 14, 20, and 28 December 1948, and 6 January 1949. Sound phenomena, which may or may not be related, are reported on 11 December 1948, and 30 December 1948.

2. In general the descriptions given by witnesses agree in the major features of the fireballs. A summarized description follows:

a. Location - The majority of the observations have been reported from the Las Vegas-Los Alamos area of northern New Mexico. Sightings from other points in the New Mexico area are almost invariable in that the object is seen in the direction of the Las Vegas-Los Alamos area. Ground tracks plotted from concurrent sightings fall in the immediate vicinity of Los Alamos.

Reports from Idaho, Oregon, and Arizona, concerning allied sightings have been received, but definite identity with the phenomena under investigation has not been established.

b. Color - A brilliant green, similar to a green traffic signal or a green "neon" light, is the usual color cited. Some reports indicate that the light began or ended with a red or orange flame. Other reports have given the color as red, white, blue-white, and yellowish green. The trailing lights (covered below) are said to be red.

c. Shape - With one exception the shape is definitely round, not a point of light. Most descriptions say that there is a definite area

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ltr, dtd 19 Jan 49, subj: [redacted] (Aerial Phenomena), File 24-9, Summary of Information.

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to the light source. One report gives the shape as that of a diamond, and another indicates that the trailing lights are elongated.

d. Size - The size is usually given as one-fourth (1/4) the diameter of the full moon, when that comparison is suggested. Frequently the size is compared to a basketball, with the trailing lights lights the relative size of a baseball.

e. Course - The course is usually reported as being on an east-west line. Admissible approach sectors calculated by Dr. L. Page indicated the probability that the objects are mostly approaching from the northern quadrant. Plotted ground tracks lie east-west, with one line of flight being east to west and the other almost directly opposite.

f. Trajectory - The trajectory of the objects is almost invariably given as almost horizontal, with occasionally a dip at the terminal end of the path. On two occasions a definite vertical change in course was indicated. In each of these cases, the trailing lights were present.

g. Speed - In most cases the observation period is approximately two seconds, with a large angular distance covered. Measurements of the ground tracks plotted from concurrent sightings give a minimum speed of three (3) miles per second and a maximum of twelve (12) miles per second. If the mean calculated speed be accepted as correct, then a velocity in the order of seven and one-half (7-1/2) miles per second is the result. In this connection, it is to be noted that the velocity required for a projectile to overcome both air resistance and the effect of the earth's gravity field is approximately seven and twenty-eight hundredths miles per second.

h. Altitude - The angular altitude varies with each observation, of course, but the altitude plotted from concurrent sightings is between six and ten miles.

i. Sound - On no occasion has any sound been directly associated with the observation of these phenomena. Unexplained sounds have, however, been reported from Los Alamos. A combined sound-light phenomenon has been reported from Oregon, but has not definitely been identified with the subject under investigation.

j. Multiple Units - On at least two occasions reports definitely show that the main luminous object was followed at a fixed distance by two trailing lights. One report shows these trailers as being the same color as the main body, and another that they were red, while the main body was green. In each of these instances, a sharp course variation in the vertical plane was noted.

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Ltr dtd 14 Jan 49, subj: UNKNOWN (Aerial Phenomena). File 324-9, Summary of Information.

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3. The observers upon whose reports this summary is based include Dr. NICOLE LA PAZ, authority on meteoritics, Special Agents of the OSI, airline pilots, military pilots, Los Alamos Security Inspectors, school teachers, truck drivers, and other assorted vocational groups. The congruency of the reports is all the more remarkable when the wide variation in background of the observers is considered.

4. The calculations as to track, height, and velocity are of necessity rough, as the observations upon which they are based were not scientifically accurate. Whenever possible, accurate transit readings have been taken from the spot where the sighting was made. These readings were based on estimated positions of the objects, however, so are not definitive. No photographs have as yet been obtained.

5. The conclusions reached from this investigation are:

a. Some nine (9) specific differences exist between these phenomena and any known meteoric data.

b. It is possible that they are manifestations of some hitherto unreported natural phenomena.

c. It is possible that they are man made.

DISTRIBUTION:

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Fourth Army Liaison Officer
AAC Security, Sandia Base
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AESS, Los Alamos
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Date: Tue, 23 Aug 2005 16:26:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: December 12, 1948, 15 miles south of Las Vegas, NM, OSI Case 13

To: Francis Ridge <nicap@insightbb.com>

Green fireball observed from two separate stations.
Report from Dr. Lincoln La Paz.

Report states: "It is interesting to observe that the baskward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation."

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Page ID (PID) : NARA-PBB88-742
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames 742 - 743

Date: Fri, 15 Jul 2005 15:51:48 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: OSI Cases 8, 9, 10, 11, 13
To: Francis Ridge <nicap@insightbb.com>

Twelve page continous document below mentions these OSI cases 008 through 013.

December 5, 1948; Las Vegas, NM. OSI Case 008.
December 5, 1948; Albuquerque, NM. OSI Case 009.
December 6, 1948; Sandia Base, NM. OSI Case 010.
December 8, 1948; Las Vegas, NM. OSI Case 011.
December 12, 1948; Las Vegas, NM. OSI Case 013.

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Green Fireball Folder (December 1948, New Mexico)

Page ID (PID) : MAXW-PBB4-1284
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 4

Frames 1284 - 1295

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-5 | DATE 13 Dec 48

REPORT MADE BY: CHARLES HAFFNER, Jr.

REPORT MADE AT: DO #17, Kirtland AFB

PERIOD: 6 - 9 December 1948

OFFICE OF ORIGIN: DO #17, Kirtland AFB

STATUS: PENDING

TITLE: UNKNOWN

(Aerial Phenomena)

CHARACTER: SPECIAL INQUIRY

REFERENCE: None, this is an initial report.

SYNOPSIS:

#1 AF Pilot
#2 Civilian Pilot

Investigation requested by District Commander, 17th District OSI.

Telephonic report received from Security Officer at Kirtland Air Force Base, Kirtland Field, New Mexico, on 6 December 1948, advised that an Air Force Pilot had observed an unidentified object similar to a green flare on 5 December 1948, at 2105 hours, west of Las Vegas, New Mexico, and again at 2127 hours on the east slope of the Sandia Mountains near Albuquerque, New Mexico. A commercial pilot reported a similar incident at 2135 hours west of Las Vegas, New Mexico.

Pilot of C-47, AF-9921, is identified as Captain A. GOADE, AO-55463. Captain Pilot of Pioneer Flight No. 63 is identified as Mr. ERNEST VAN LLOYD.

New Mexico State Police, Santa Fe, New Mexico, were contacted and had no information to offer reference unusual aerial phenomena.

Mr. K. D. BLOCK, Forest Supervisor, Santa Fe National Forest, Santa Fe, New Mexico, stated he has received no reports of incidents of this type during the current year. However, in the summer of 1947 a Mrs. MADELINE G. MERCHANT had made numerous reports to him concerning unusual aerial manifestations in the area from Tierra Amarilla to Los Alamos, New Mexico.

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SYNOPSIS (Continued)

Chief MATT O'BRIEN, Chief of Police, Las Vegas, New Mexico, stated he had received no prior reports of unusual occurrences of this type.

Patrolman ROLAND UTZ, New Mexico State Police, Las Vegas, New Mexico, stated he had heard a rumor concerning aerial fliers in the neighborhood of Las Vegas.

Mrs. JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Las Vegas, New Mexico, stated no night flying conducted from Watson Airport, Las Vegas, and she had heard no rumors concerning aerial flares.

Mr. J. D. MILLER, Chief Aircraft Communicator, CAA Municipal Airport, Las Vegas, New Mexico, stated he had heard of no incident of this nature and, in particular, had received no information from any aircraft on 5 December 1948.

Mr. JOHN J. HERMAN, Mr. K. C. FRANCIS, Mr. C. T. RICH, and Mr. ROY W. TOLLIVER, Aircraft Communicators, CAA, Las Vegas, New Mexico, all stated no previous reports or knowledge of unusual aerial phenomena. These individuals were alerted to report future incidents to the proper investigative agency.

Mr. BILLIE R. WATSON, Manager Pioneer Air Lines, Las Vegas, New Mexico, stated he had heard only a rumor from one of his pilots and knew of no unusual incidents regarding flares or lights in the Las Vegas area. Mr. WATSON stated he would report future incidents to Mr. MILLER of CAA.

Mr. WILLIAM REINHARD, Manager, Las Vegas, New Mexico, stated he had no knowledge of any incidents of this type and will submit any future reports to Mr. FLOCK in Santa Fe.

Special Agents STAHL and KERF observed an intense green light in the sky at approximately 13,500 feet altitude near Las Vegas, New Mexico, on 5 December 1948. Agents were unable to identify this object and could not estimate distance or size, since no other object was visible on which to base the comparison.

Col. WILLIAM P. HAINES, stated he has observed an unusual phenomena, bright, white in color, similar to a miniature sun somewhat larger, larger than a basketball, on three (3) different occasions in the vicinity of Vaughn, New Mexico. First observation was made late in 1947; second observation on 3 or 4 November 1948; third observation on 25 November 1948.

Dr. LINCOLN LA PAZ, Director, Institute of Meteoritics, University of New Mexico, stated that phenomena being investigated could not be explained by him, nor could they be considered as meteors. Dr. LA PAZ

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SYNOPSIS (Continued)

mentioned three (3) previous anomalus incidents, the Memphis, Tennessee, incident of 7 May 1948; the Texas Observers' incident of 1948, 7 January, and the very remarkable "fireball" fall of 1948, 31 May, 3:42 a.m., MST, across the Los Alamos reservation which was probably meteoritic, but from which no meteorites have been secured in spite of careful search. Dr. LINCOLN LA PAZ personally witnessed the occurrence of a similar incident on 12 December 1948, at Las Vegas, N. M. A statement by Dr. LA PAZ is inclosed.

Col. HAROLD A. GUNN, Base Commanding Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Major WILLIAM P. GORDON, 4th Army Intelligence Liaison, Sandia Base, Albuquerque, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Mr. JOSEPH M. TOULOUSE, AEC Security, Sandia Base, observed a green flare directly over Sandia Base at 2255 hours, 6 December 1948.

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DETAILS:

AT ALBUQUERQUE, NEW MEXICO

1. This investigation predicated upon a verbal request District Commander, 17th District Office of Special Investigations (IG) USAF, Kirtland Air Force Base, Kirtland Field, New Mexico.

2. This is a joint investigation of Special Agents JOHN J. STAHL, Jr., HERMAN E. [redacted], KELVIN E. [redacted], and the writer.

3. On 6 December 1948, Captain JOSEPH HARLEN, Security Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, reported the following incidents:

5 Dec 48 Goade

At 2130 hours, 5 December 1948, a C-47, Number AF-9921, enroute from Lowry Air Force Base, Denver, Colorado, to Williams Air Force Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland Air Force Base, as being approximately ten (10) miles east of Albuquerque. Pilot stated that he had seen a green flare arise from the ground to an altitude of approximately five hundred (500) feet on the east slope of the Sandia Mountains. This incident occurred at about 2127 hours. Pilot stated that he had seen the same type of flare at approximately 2105 hours just west of Las Vegas, New Mexico. No other information was offered by this pilot.

5 Dec 48 Van Lloyd

At 2300 hours, 5 December 1948, the Control Tower, Kirtland Air Force Base, contacted Pioneer Air Flight #63, which had just completed a flight from Thomasari, New Mexico, to Las Vegas, to Santa Fe, to Albuquerque, New Mexico. Captain of this flight stated he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot stated he had believed the light to be a shooting star at first, but, upon questioning, stated the opinion that the light was too near the ground to have been a shooting star. Pilot suggested that the light could have been a Very Pistol flare.

5 Dec 48

At 2320 hours, 5 December 1948, Captain VAN LLOYD, pilot of Pioneer Flight #63, reported by telephone to Kirtland Air Force Base Control Tower, stating that when he first saw the light it appeared to be coming straight toward his airplane and added that he had attempted to jerk the airplane from its course to avoid the light. VAN LLOYD said that the light appeared to be coming straight to the ship, then trailed off to the ground. The light was pale green and had a pale green trail. Captain VAN LLOYD said he was hesitant about reporting such incidents since they are generally not accepted.

4. On 6 December 1948, ERNEST VAN LLOYD, Captain and Pilot, JAMES L. SMITH, Co-pilot, and ELIZABETH CONNER, Flight Hostess, all

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EXHIBIT NO 223

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civilians, Pioneer Flight #63, were interviewed by S/A MELVIN M. HENN. This interview was conducted at Pioneer Airline Operations, Kirtland Air Force Base, Kirtland Field, New Mexico. VAN LLOYD and SMITH advised that at 2135 hours, 5 December 1948, they were approaching Las Vegas, New Mexico, in a C-47 type airplane at an altitude of 9,000 feet, with a compass heading of 272 degrees. They observed directly ahead and slightly above their altitude, in the vicinity of the Montezuma Mission, a phenomenon which first appeared as a bright white flash, then an object came into view which was described as being a whitish, orange color. This object at first appeared to be coming directly toward their airplane, then arched downward and disappeared from sight. This object was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both VAN LLOYD and SMITH were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed this phenomena. Miss CORNER stated that she did not observe this object and added that to the best of her knowledge all of the passengers were asleep.

NOTE: It is to be noted that there is a discrepancy in the color of Capt. VAN LLOYD's initial report and that obtained by interview.

5. On 9 December 1948, Colonel WILLIAM F. HAYNS, Infantry, Civilian Component Affairs Officer, New Mexico Military District, was interviewed in his office, Building T-25, Kirtland Air Force Base, Kirtland Field, New Mexico. This interview was conducted by S/A JOHN J. SEAEL, Jr., S/A MELVIN M. HENN, and the writer. Colonel HAYNS advised that he had first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, New Mexico. The phenomena appeared to be approximately four or five hundred feet above the ground when first observed and descending slowly and steadily in a vertical manner toward the earth. The object appeared to be slightly larger than a basketball, bright white in color, like a miniature sun. Upon reaching a point approximately two hundred feet above the surface of the earth, the object appeared to explode although no noise was apparent. Colonel HAYNS stopped his automobile and got out to watch the object. At this time the explosion, or disintegration, appeared to be taking place some forty to sixty yards distant, and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks, being extinguished before touching the ground. Colonel HAYNS stated that he was on Highway #60 at this time, near a railroad and separated from the vicinity where the fragments were landing by a fence. Colonel HAYNS did not cross the fence or investigate further.

6. Colonel HAYNS advised that on either 3 or 4 November 1948, an again on 23 November 1948, he observed two similar phenomena as described previously. These observations were in the same vicinity of the original phenomena on Highway #60, near Vaughn, New Mexico. All three of these incidents occurred at approximately 2200 hours. Col. HAYNS

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also advised that as far as he knew no maneuvers were being held by the National Guard or the Reserve Units in New Mexico.

NOTE: Colonel HAINS did not report any of these incidents, but upon receiving information of similar occurrences having been observed, did volunteer the information contained in this report.

7. On 9 December 1948, Dr. LINCOLN LA PAZ, Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, was interviewed in his office by Special Agent MELVIN H. HENN. Dr. LA PAZ produced his credentials which indicated that during the 2nd World War he was Technical Director, Operations Analysis Section, Hq., 2nd Air Force, and is closely associated in an official capacity with Dr. H. H. LANDSBERG, Executive Director, Committee on Geophysics and Geography, Research and Development Board, Pentagon, Washington, D. C. In connection with this capacity he has a secret and a top secret clearance by the Air Material Command, Wright-Patterson Air Force Base, Ohio.

8. Dr. LA PAZ explained the behavior of meteors and stated that those phenomena being investigated could not be explained or be considered as meteors. He advised, in view of the unexplained Memphis, Tennessee, incident, the occurrence at Los Alamos, New Mexico, and the proclaimed meteorites fall in Russia, that has not been explained, that the present phenomena should be investigated and an attempt be made to identify them.

9. On 13 December 1948, Dr. LA PAZ gave a statement concerning an incident, which he witnessed at 9:03 p.m., on 12 December 1948. Dr. LA PAZ's statement is inclosed as Incl. No. 1.

10. On 11 December 1948, Major WILLIAM P. GODSON, 4th Army Liaison Intelligence Officer, Sandia Base, New Mexico, advised S/A M. C. HENN, that there were no maneuvers in this area, and no experiments involving the use of rockets or flares.

11. On 12 December 1948, Col. HAROLD A. GUNN, Base Commander, Kirtland Air Force Base, Kirtland Field, New Mexico, was interviewed by S/A MELVIN H. HENN. Col. GUNN advised that he knows of no aerial maneuvers, and feels that in the event that there were, he would be so advised.

AF CHANDLER, ARIZONA

12. On 7 December 1948, S/A HERMAN H. HUNTER, reported from Williams Air Force Base, Chandler, Arizona, that Air Force C-47, Number AF-9921, was piloted by Captain A. GOADE, AO-55983. The co-pilot was determined to be Major R. M. GARNER, AO-40767, and the Flight Engineer was M/Sgt. R. G. WALKER, AF-299736 - (unknown in its entirety). All of the above personnel were reported to be permanently stationed at Randolph Air Force Base, San Antonio, Texas, and were enroute from San Antonio,

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Texas, to Williams Air Force Base, Arizona. Aircraft and crew departed for Mather Air Force Base, California, before an interview could be conducted.

AT SANTA FE, NEW MEXICO

13. On 5 December 1948, Captain K. K. MILLER, New Mexico State Police, State Police Headquarters, Highway 85, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Captain MILLER stated no reports had been received by his office from any of the State Police stationed throughout the state of New Mexico.

NOTE: Captain MILLER stated that he would report any incidents of this type to the State Police Office in Albuquerque and request that they contact the Office Of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico.

14. On 5 December 1948, Mr. K. D. FLOCK, Forest Supervisor, Santa Fe National Forest, Federal Court House Building, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Mr. FLOCK stated that he had received no reports of incidents of these types during the current year; however, in the summer of 1947, a woman named MARELINE S. MERCHANT (LNAB) P. O. Box 265, Santa Fe, New Mexico, had reported unusual aerial manifestations to him on numerous occasions. Mrs. MERCHANT, a writer, and her husband were prospecting throughout the State of New Mexico, and on at least five different occasions, during a period of five to six weeks, Mrs. MERCHANT had visited Mr. FLOCK and reported having observed objects which she described as being 'cigar-shaped with a glowing tip' in the sky. No information was available as to the altitude, size, speed, or frequency of these objects. Mrs. MERCHANT stated that she had personally observed these objects from Pierce Amarilla, New Mexico, to Los Alamos, New Mexico. Mrs. MERCHANT is believed to have contacted the military security personnel at Los Alamos Atomic Energy Commission (LEAD) installation, and also to have contacted the Governor of New Mexico reference her observations. It is not believed that Mrs. MERCHANT is now residing at Santa Fe.

15. Mr. FLOCK stated that he had alerted his Forest Rangers to watch for unusual lights or objects in the sky, but to date had received no reports from them. Mr. FLOCK recommended that WILLIAM BRATHARD, Forest Ranger, Las Vegas, be contacted for a report of possible activities of this nature in the Las Vegas area.

NOTE: Mr. FLOCK was unusually cooperative and security-conscious. Mr. FLOCK stated that he would discreetly alert his Rangers again and have them report to him all incidents of this nature immediately. These reports will be transmitted in turn to the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico. Mr. FLOCK stated also that he would be glad to cooperate by permitting members of the Office of Special Investigations to make use of temporarily inactive fire towers, or ranger stations, upon request.

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AT LAS VEGAS, NEW MEXICO

1. On 8 December 1948, Mr. Matt O'BRIEN, Chief of Police, Sixth and University, Las Vegas, New Mexico, was interviewed reference reports of unusual aerial phenomenon. Chief O'BRIEN stated that he had received no reports of this nature and added that this was the first he had heard of possible occurrences in the vicinity of Las Vegas. Chief O'BRIEN recommended that NOLAND UTZ, State Police, on duty in Las Vegas, be contacted.

2. On 8 December 1948, Patrolman NOLAND UTZ, New Mexico State Police, San Miguel County Court House (Old Town), Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomenon. Mr. UTZ stated he had received no reports of this nature and added that only on one occasion had he overheard a conversation about aerial flares in the neighborhood of Las Vegas. This conversation occurred during a meeting of several enforcement agents and Mr. UTZ stated he had no idea who had mentioned the subject. Mr. UTZ stated if he received reports of this type he would report same to the proper Federal agency. Mr. UTZ said that possibly a man named "HOUSE" who was flying a plane locally and doing advertising with a loud speaker attached to the plane could throw some light on the flares claimed to have been seen in the vicinity of Las Vegas.

3. On 8 December 1948, Mrs JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Watson Airport, East County Road, Las Vegas, New Mexico, was interviewed reference reports of flares observed at night in the vicinity of Las Vegas. Mrs. MARSHALL stated that she was the wife of JOSEPH MARSHALL, Owner of Las Vegas Flying Service. Mrs. MARSHALL stated that business was unusually slow at the Watson Airport, due to the near-abolishment of training of student pilots under the G.I. Bill. No flying is conducted at night from this air field. Mrs. MARSHALL added that possibly information could be obtained from the local newspaper office and added that she had heard no reports on flares in the Las Vegas area.

NOTE: Contact was not made with the local newspaper due to a desire of keeping publicity about this investigation to a minimum.

4. On 8 December 1948, Mr. J. D. MILLER, Chief Aircraft Communicator, Department of Commerce, Civil Aeronautics Administration (hereinafter referred to as C.A.A.), Box 1029, Municipal Airport, Las Vegas, New Mexico, was interviewed reference possible previous reports of unusual aerial phenomenon. Mr. MILLER stated he had heard of no incident prior to this interview and added that he was very much interested in events of this nature. Mr. MILLER stated he had received no information from any aircraft on 5 December 1948. A check of the C.A.A. records for this date verified this statement. Mr. MILLER stated that beginning immediately he would alert his Aircraft Communicators to report promptly incidents of this nature to him. These reports would in turn be reported to the Office of Special Investigations, Kirtland AFB, Kirtland Field, New Mexico. If the reports appear to necessitate immediate investigative action, a report will be made to a Federal agent residing in Las Vegas. Mr. MILLER requested that four of

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his six Aircraft Communicators, on duty at time of interview, be interviewed collectively and informed briefly of the type of reports desired and the necessity for reporting such incidents immediately to Mr. MILLER.

5. On 8 December 1948, Mr. JOHN J. NEWMAN, Mr. K. C. FRANCIS, Mr. C. T. RICH, and Mr. ROY W. TOLLIVER, Aircraft Communicators, C.A.A. Municipal Airport, Las Vegas, New Mexico, were interviewed collectively and informed of the investigation being conducted relative to unusual aerial phenomena. None of these men had received previous reports of this nature. All of these men agreed to maintain this information on a discreet basis and to handle the information as being highly classified. Permission was granted to these four communicators to brief the two communicators absent at this time reference the information desired. The two men absent were listed as Mr. IRWIN L. MERICLE and Mr. ROBERT L. BISH. The four communicators interviewed stated that the only night flying at Municipal Airport, Las Vegas, was by the two commercial airlines located there; Pioneer Airlines and Continental Airlines. It was pointed out that a Mr. LLOYD BIBLE, Owner-Manager of a flying school located on Municipal Airport was not licensed to make night flights and was not authorized to permit his students to fly at night. It was further noted that Mr. WOODROW HOUSE, owner of a Piper Super Cruiser used for advertising purposes in the vicinity of Las Vegas, was not licensed to fly at night.

6. On 8 December 1948, Mr. BILLY R. WATSON, Manager, Pioneer Airlines, Municipal Airport, Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomenon. Mr. WATSON was interviewed in his home, 816 Fourth Street, Las Vegas, New Mexico, and stated that with the exception of a rumor from one of his Pioneer pilots (Mr. VAN LLOYD) he had heard of no unusual incidents regarding flares or lights in the sky in and around the Las Vegas area. Mr. WATSON stated that he would stay on the alert in an attempt to gather any future information from pilots or crew members of Pioneer Airlines, but added that he did not feel like confiding in his two assistants, since they were very youthful and would undoubtedly disclose information regarding this investigation. Mr. WATSON stated that a Mr. W. R. McGOVERN, home address, 1001 Sixth Street, Las Vegas, Manager of Continental Airlines was presently out of town but was due to return on Friday, 10 December 1948. Mr. WATSON, upon being requested to do so, stated he would discreetly brief Mr. McGOVERN as to the nature of reports desired, and would impress Mr. McGOVERN as to the confidential classification of this investigation. Mr. WATSON concluded by stating that any information he obtained, and information obtained by Mr. McGOVERN, would be reported to Mr. MILLER of C.A.A. for subsequent transmittal to the proper investigative agency.

7. On 8 December 1948, Mr. WILLIAM BRAINARD, Ranger, Santa Fe National Forest Service, Federal Post Office Building, Las Vegas, New Mexico, was interviewed reference possible previous reports of unusual aerial phenomenon. Mr. BRAINARD stated that at no time in the past since his assignment to Las Vegas in February 1948 had he received any report or observed any incident regarding occurrences of this nature. Mr. BRAINARD said he would report any future incidents of this type to Mr. FLOCK in Santa Fe, for subsequent transmittal to the investigative agency concerned.

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AT LAS VEGAS, NEW MEXICO

This is a joint investigation conducted by Special Agents JOHN J. STAHL, Jr. and MELVIN E. NEEF.

At 1745 on 8 December 1948, Special Agents STAHL and NEEF, both rated pilots, took off from Kirtland Air Force Base, Albuquerque, New Mexico, in a T-7 type aircraft. At 1833 while flying at an indicated altitude of 11,500 feet, mean sea level, approximately 5,000 feet above terrain, a strange phenomenon was observed. The exact position of the aircraft at the time of the observation was 35° 31' North - 104° 51' West, approximately twenty (20) miles east of the Las Vegas, New Mexico, radio range station. At the time of the observation the aircraft was flying on a compass course of 90°, the indicated air-speed was one hundred sixty (160) miles per hour and the ground speed was approximately one hundred ninety miles per hour. Special Agent STAHL was flying as pilot and seated on the left side of the cockpit. Special Agent NEEF was flying as co-pilot and was seated on the right side of the cockpit. Special Agent NEEF first observed the phenomenon and a split second later Special Agent STAHL saw it. At an estimated altitude of 2,000 feet higher than the airplane or 13,500 feet above mean sea level a brilliant green light was observed coming toward the airplane at a rapid rate of speed from approximately 30° to the left of course, from 60° ENE, to 240° WSW. The object was similar in appearance to a burning green flare of common use in the Air Forces. However, the light was much more intense and the object appeared to be considerably larger than a normal flare. No estimate can be made of the distance or the size of the object since no other object was visible upon which to base a comparison. The object was definitely larger and more brilliant than a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon last approximately two (2) seconds at the end of which the object seemed to burn out. The trajectory then dropped off rapidly and a trail of glowing fragments reddish orange in color was observed falling toward the ground. The fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very moment it ignited and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split second before observation.

Weather at flight altitude was as follows; Ceiling unlimited, visibility, a minimum of seventy-five (75) miles, the wind, 30 miles per hour from 310° . The moon, in the first half, was approximately half way to its zenith and south, or to the right of course. The 1815 weather observation at Las Vegas, New Mexico, was clear, 30 miles visibility, temperature 30°, due point 17° , the wind from the NE at 6 miles per hour, the altimeter setting 30.06 inches of mercury. After the occurrence the aircraft remained in the same vicinity for approximately one and one-half hours but no further phenomena were observed.

On 9 December 1948, Special Agent STAHL accompanied by a crew chief took off from Kirtland Air Force Base at 1635 and flew to the area where the phenomenon had been observed the previous evening. A careful search of the terrain, both where the phenomenon was observed and in the direction from

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which it had appeared, was made. The terrain is barren and rough, and scarred by numerous dry washes and shallow canyons. Two or three widely separated buildings, apparently small ranch houses were noticed in the area. It appears that the land may be used for limited cattle raising. There are no indications of cultivation. The aircraft remained in the vicinity for several hours after sunset but no further phenomenon was observed. The weather conditions at flight altitude were high scattered cirrus clouds above 25,000 feet and visibility in excess of 40 miles.

On 11 December 1948, Mr. JOSEPH H. TOULOUSE, A.E.C. Security Representative, Sandia Base, gave Special Agent MEEF the following statement:

Statement

At approximately 2255 the evening of 6 December 1948, I observed a definite greenish flare in the sky almost directly overhead at Sandia Base. At the time of the flare I was driving west on D Street and had made the Stop sign at the Main Street. The flare appeared in the upper right hand corner of the windshield of the car slightly to the northwest.

The flare was approximately one-third the diameter of the moon and a slight arch ensued falling from east to west. The flaming tail appeared during this arch. The entire phenomenon lasted possibly two to three seconds after which it vanished.

Joseph H. Toulouse
A.E.C. Security
Sandia Base

ENCLOSURES

FOR CO, KIRTLAND AFB:
Signed statement of Dr. LINCOLN LA PAZ dated at Albuquerque, New Mexico, 13 December 1948.

FOR OSI, HQ., WASHINGTON, D.C.:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR DO #10, KELLY AFB:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR HOLLOMAN AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR WALKER AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

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DISTRICT OFFICE #17, KIRTLAND AFB

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AT SANTA FE, NEW MEXICO

Will interview Mrs. MADELINE G. MERCHANT, Box 263, reference reports made by her to Mr. FLOCK, Forest Supervisor, Santa Fe National Forest, during the summer of 1947. Any recent activities concerning aerial phenomenon observed by Mrs. MERCHANT will be obtained.

AT LOS ALAMOS, NEW MEXICO

Will interview the Chief of the Security Section, Los Alamos Atomic Energy Commission installation reference reports made to that organization by Mrs. MADELINE MERCHANT in 1947 and possibly in 1948. Will further ascertain from the Chief of Security if any other reports of unusual aerial phenomenon have been reported to the Los Alamos Atomic Energy Commission installation.

AT WALKER AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

AT HOLLOMAN AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

DISTRICT OFFICE #10, SAN ANTONIO, TEXAS

AT SAN ANTONIO, TEXAS

Will interview Captain Goade, Major Carter and M/Sgt Walton concerning the flares, meteors or phenomenon observed by them at Las Vegas and on the eastern slope of the Sandia Mountains, New Mexico, on 5 December 1948, while enroute from Lowry AFB, Denver, Colorado, to Williams AFB, Chandler, Arizona.

AT EL PASO, TEXAS

Will determine whether or not Biggs AFB has been engaged in aerial maneuvers involving the use of aerial flares or similar devices.

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Subject: March 20, 1952, Centerville, Maryland, (BBU 1074)

Category: 1
To: Francis Ridge <nicap@insightbb.com>

March 20, Centreville, Maryland. (BBU 1074)
10:42 p.m. WW1/WW2 veteran A. D. Hutchinson and son saw a dull orange-yellow saucer-shaped light fly straight and level very fast. (Berliner)
==========

March 20, 1952, Centerville, Maryland, (BBU 1074)

The sighting took place at Centerville, Maryland.

At 10:42 P.M. Mr. A.D. Hutchison of 1675 Avon Place N.W., Washington, D.C., telephone CIA, Executive 6165 Ext. 8185, Code #143, and A. D. Hutchison Jr. observed an orange-yelow saucer-shaped light 2 or 3 times the size of the average wing light on an airplane. It was taveling 1/2 way between the horizon and the zenith from SE to SW at a very fast rate of speed. The object appeared to make a vertical jump at an extremely fast speed and continued on at the higher level.

Object appeared to be near enough to hear some noise from it, but no noise was heard.

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The Journal of Abduction-Encounter Research
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— the Editors of JAR

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A Message From the Editor …

Welcome to the first issue of the *Journal of Abduction-Encounter Research*. It's time for a new endeavor, and we at *JAR* have decided the time is right for a publication—a lively and sincere discussion of the implication of UFO visitations and contacts, which show no sign of letting up.

It is fitting to describe the UFO-nauts as "aliens," as they are most assuredly *alien* to our ken. This is not to imply, merely by our use of the term, that the *only* accepted explanation of the UFO phenomenon is extraterrestrial. It could be better described as inter-dimensional or ultra-dimensional. Words sometimes fail as we describe something so very alien to us.

Suffice to say, the ultimate solution to the ultimate mystery will likely involve some sort of other intelligence; perhaps an all-powerful trickster, directing all sorts of mayhem for his own amusement. Or maybe a diversity of ETs; each group vying for power over this gem of a planet; some trying to bring us up-to-speed in the intergalactic brotherhood; some trying to decide how best to dispose of Earth's occupants as they plot their take-over.

Stimulating and thought provoking, the UFO abduction mystery is vitally important. In this issue, Barbara Lamb outlines a primer on the abduction experience, which she optimistically feels can be transformationally positive after proper therapy. Helen Littrell, author of the 2005 book, *Raechel's Eyes* gives us her very personal perspective on meeting an alien-human hybrid face-to-face. Her complex and poignant case lends support for the idea there is a population of hybrids somewhere—out there—anchorless and with a deep need for both a real mother and a real sense of belonging.

John Carpenter cautions against definitive labels such as "good" or "evil" when it comes to experiences, while Craig Lang points out the massive infrastructure needed if UFO abductions are truly physical. Lang's observation—that the immense resources directed for this project should have "profound implications for the future of humanity"—is an understatement.

Derrel Sims and Elaine Douglass bring individual cases to bear in an emotional portrayal of the phenomenon. Sims gives us a first-person narrative while Douglass features a "nest" of cases from her files. Budd Hopkins and David Jacobs, both UFO research pioneers, bring the wisdom of thousands of regressions to the fore and discover—chillingly—that the alien agenda seems to paint "a picture we may not wish to gaze upon."

Get ready for some fine reading, folks
Until next time …

Susan Swiatek, *JAR* Editor

An Alien Agenda Involving Hybrids

by Budd Hopkins
ifcentral@aol.com

Abstract: (This article is based on a presentation given March 3, 2006, at the International UFO Congress held in Laughlin, Nevada.) Ever since the 1966 disclosure of the Hill abduction, researchers have had an abundance of corroborating cases that point to a systematic human-alien breeding program that is producing hybrid beings. Though actual coupling may be forced upon the abductee, most accounts describe harvesting of sperm and ova. Female abductees have reported seeing hybrid infants and "nurseries." These hybrids have now matured and are reportedly driving cars, shopping, and conducting strange "job interviews" while maintaining their alien abilities of mind control and telepathy. The interlocking data point to alien infiltration into our world for goals unknown.

The most recent and perhaps most disturbing aspect of the abduction phenomenon that I've looked into is the issue of hybrid beings. These beings, probably genetically engineered with a mix of human and alien characteristics, seem able to maneuver in our human world. It is an undercurrent I have noticed for a long time, and one I do not think I wanted to face.

Both David Jacobs and I have written about the production of hybrid babies, a program we felt was some kind of basic alien agenda. I first began to see it in 1984, some 22 years ago, and by the time my book Intruders was published, in 1987, I had uncovered many of these cases. In fact, Kathie Davis, whom I wrote about in Intruders, described a small, obviously not-fully human, child which she was made to feel was her own.

The Barney and Betty Hill case marked the beginning of the public's knowledge of abductions, and it is important to understand that even in this early case there was a reproductive aspect. When I heard about the Hills in 1966, I did not understand that apparently ova were retrieved from Betty Hill's body by way of a needle put into her navel. What we also did not know at the time—it was not made public and was seen as too delicate to put in John Fuller's book, *Interrupted Journey*— was that a sperm sample was taken from her husband, Barney Hill.

With the Hill abduction, we should have gotten the point that the aliens are primarily interested in human bodies, in our physical properties. As time went on, we found the aliens were taking samples of peoples' tissues in addition to what seemed to be in many, many cases, ova and sperm. This alien interest in the human body is anything but spiritual, contradicts the idea the aliens are benign beings here to help the human race. Instead, they seem to have their own agenda, which involves the production of hybrid beings.

Dave Jacobs and I also had early reports from abductees of beings who looked quite different from the standard grays. They did not have the typical big black alien eyes—some had whites in their eyes—and their heads had a more human shape. I have a series of drawings done in the early 1980s of aliens that

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Reflections From "Raechel's Eyes"

by Helen Littrell, Helen5thworld@aol.com

One thing that never lets go is the memory of my first meeting with Raechel. Even as I write this, the scene unfolds before my eyes, as it always does, and every time it's always exactly the same. Nothing has changed in the more than 30 years since that seemingly innocent scenario with Marisa and Raechel on a warm summer evening in 1972. I still remember what each of us was wearing, where we stood, what we said. The moment I recall it, a portal opens to this vivid segment of the past and I instantly step through, again a participant.

Abstract: Helen Littrell describes her first meeting with Raechel; an event etched into her mind. Raechel was her daughter Marisa's college roommate in the 70s. When her daughter passed away suddenly in 1990, the author felt it was her duty to record the story in the book, *Raechel's Eyes* (2005). This article describes the journey of writing that book about Raechel, a hybrid human-alien being.

I'd stopped by to visit my daughter Marisa. I was also hoping to meet her unusual roommate Raechel. The two were college students and had been living together only a short while. Marisa had already mentioned several bizarre things concerning Raechel and my interest was piqued, but it turned out Raechel wasn't home yet from a late class.

As I was about to leave, standing in the open doorway, saying goodbye to Marisa, we heard Raechel's footsteps coming up the stairs. Passing between us, she paused only long enough for Marisa to introduce us, then continued to her room to retrieve class notes she said she'd forgotten.

As she returned, something happened…the beginning of my awareness that Raechel was not an "ordinary" person. Even the manner of her participation in the introduction, with her measured, mechanical-sounding speech, was in itself a "red flag" that signified all was not what it seemed to be. Actually very little of what occurred during the next few minutes was what it seemed to be. Or, perhaps I should say, it was far more than it seemed to be….

Meeting Raechel for the First Time

Raechel returns through the living room, and heads toward the doorway where Marisa and I are still making small talk. Just before reaching the doorway she trips on the carpet and loses her balance. Making no effort whatsoever to catch herself, her body ramrod straight, she falls forward still clutching the papers in her right hand.

It looks as though she is going to land flat on her face so I reach out to save her. I turn slightly to my right, take a couple of steps toward her, and grab her left arm with my right hand. The sleeve of her long-sleeved jumpsuit slides up and I am holding firmly onto her left forearm. I return her body to an upright

(*LITTRELL continued on page 12*)

A Picture We May Not Wish to Gaze Upon

by David Jacobs, PhD
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The abduction phenomenon is something so strange, so unusual, it is very difficult to gain an understanding of it. When I was a UFO researcher strictly examining the outside shells of anomalous objects in the sky, most people thought the abduction phenomenon was purely and totally psychological. Even though there was, of course, the Barney and Betty Hill case. The Hills were obviously not 1950s-style contactees—which primarily meant charlatans.

One was required to have a lot of evidence to accept the idea that not only were there complex individuals inside the UFOs, but they were kidnapping humans. Furthermore, the Barney and Betty Hill case had embarrassing elements in it, such as a sperm sample taken from Barney, and a needle put in Betty's navel (which she said was a pregnancy test, although it almost certainly was not). When more abduction cases were reported and researchers began to study them, the Hill case provided a model for understanding what was happening.

Abstract: (This article is based on a presentation given March 3, 2006, at the International UFO Congress held in Laughlin, Nevada.) The UFO phenomenon is very difficult to understand. Early on, the data pointed to an experimental model with reproductive and neurological features. Now the data indicate a move to a new phase, a "program" model. The production of hybrid beings has gone on for many years; abductees are now seeing alien hybrids along a continuum of early-stage to late-stage. The latter wear human clothes and can visually pass as humans. These beings are meeting up with abductees in their everyday life and seem to be trying to learn basic skills and behaviors, to try to fit-in and possibly infiltrate.

What happened to the Hills, and to others, seemed to suggest an experimental model; this was a learning situation. Aliens were running tests on humans to understand our physiology and our mental processes.

The experimental model fit and there was little reason to doubt it. The model became so strongly accepted it seemed to explain most of the evidence from 1966 to the early 1990s. I fully accepted this model in the first seven years of my abduction research. Then as the evidence mounted, I realized the experimental model was not holding. The evidence did not explain how this could be an experiment when they are doing certain procedures on people repeatedly around the world. For example, how many times does one have to run an experiment to learn that when people see horrible scenes of death and destruction, they experience anxiety?

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The Big Picture of Extraterrestrial Contact Experiences & How Regression Therapy Can Help

by Barbara Lamb, MS, MFT, CHt
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Regression therapy is the most helpful and effective way I know for getting to the source of a continuing problem, such as fear, trauma, confusion, or feeling victimized by an unknown source. After 15 years of conducting psychotherapy and seven conducting Regression Therapy, I discovered that the source of some people's distress or trauma is experiences they have had with extraterrestrial beings.

These beings cause various responses in the people they contact—everything from wonder, awe, and enlightenment to extreme anxiety, fears and phobias, anger, resentment, and (rarely) the inability to function normally. Regression therapy and integration work can help people with any of these responses make sense of bizarre experiences and function better in their lives, even though the experiences may continue to happen to them.

Many ancient sources indicate interaction between extraterrestrial beings (who seem to come from the heavens or space) and humans for thousands of years. In recent times, contacts and abductions have been reported since the early 1960s. According to polls taken during the 1980s and 1990s an estimated five to eight million Americans have had these experiences, and it is a world-wide phenomenon as well.

Since 1991, when I first worked with a traumatized extraterrestrial Experiencer client, I have regressed more than 500 people to various experiences of extraterrestrial contact—perhaps 1500 regressions. I am currently working with 15 abductees, and I lead a monthly support group for Experiencers as well.

I prefer to call people who have had encounters with extraterrestrial beings "Experiencers," rather than "contactees" or

(LAMB continued on page 19)

Abstract: In her 31 years of psychotherapy and regression work, the author has come to realize that the source of some clients' trauma is the experiences they have had with extraterrestrial beings. She prefers to use the neutral term Experiencers to describe this group, as events can run from terrifying to transformational. Many patterns are very clear in ET contact; the beings fit recurring type descriptions; Experiencers go through a myriad of common experiences, including involvement with a hybridization program. Regression Therapy can be very effective in helping this population process their memories and experiences.

One kid who didn't buy it

by Derrel Sims, derrelwsims@yahoo.com

Abstract: This article is an edited excerpt from the author's new book, *Alien Hunter: the Evidence in Light*, 2006. A very personal account of alien abduction has been burned into the mind of the author. He brings us into the emotionally-charged events, almost frame-by-frame. The lifetime of abduction experiences—some involving his family—takes its toll on the author and molds him into who he is today—The Alien Hunter.

The very first time I saw the entity, I would not accept his suggestive command, "You will not remember."

Let me start at the beginning with my first conscious event. The year is 1952. I am between 3½ and 4 years old and lying in my bed at 1005 S. Kay St. in Midland, Texas. An A/C unit not quite fitted to the window allows cold night air into the room. There is a name on the cooler unit, but I can't read yet so I can't tell what it says. I can't read the name on the brown radio either.

My bedroom, at the rear of the house, has a blanket over the doorway to keep the chill from the rest of the house. The lights are off. Only the small light from the well house outside comes through my window. Mom has come in to tuck the warm covers snugly around me against the cold night. She always makes sure I have plenty of coverings, and a quilt with square designs lies on top of me so I will sleep nice and warm.

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My eyes closed, I am lying there quietly awake when I sense something in my room. Somehow, I know I am to keep my eyes closed, but I don't. At this point, I am not afraid that he is there. It is as if I know "it" and am familiar with its presence, though I have never seen it in the conscious state as I do now. Not afraid, I am stunned, and wonder why he just stands there not saying a word, not doing anything! He is not tan, olive, black or some other skin color of people I have seen in my home. He is pure bright white with large round eyes. He is not the "Whitley Strieber type of alien" with elliptical eyes. When I first heard that description, I thought someone had made it up!

What Did I Remember?

Later in life, I realized this was the end of the event. I had just been brought back and he is surprised I am awake and aware. In most cases, whenever you remember the event, it is a mistake on their part, or else, what you "remember" isn't memory at all; it is an "installed memory" for you.

No speech or communication of any kind comes from this "thing," whatever it is. The arms and legs are long and skinny, the body and neck, thin. The bulbous head, like an upside down teardrop, is cocked slightly to the side. I can see him from head to crotch, and he doesn't have a "tee tee" or a belly button! Does he have knees? I can't see them and I want to know what his feet look like too. He had a strange faint smell. It smelled awful.…

I think it is a *he,* though I don't know exactly why. It sure doesn't have any mom or lady qualities about it. Suddenly, I realize it has become aware that I am aware and that I am able to move. Horror wraps around my small frame as his eyes seem to move or rotate. He definitely is now in control of me physically.

Suddenly I Am Paralyzed

I cannot understand how I was fine (as I always had been) and now I am paralyzed and overwhelmed with a horrific fear, all while conscious. I wasn't paralyzed until now! Why? I have never felt fear before. This is the moment in time … when I suddenly realize there is something wrong with the perfect world in which I live. For me, that moment was, "Mommy and daddy aren't coming—*He* is, or *they* are!" He convincingly suggests that my parents don't love me. They are not my parents! I suddenly know there are others like him, and they do other things.…

I feel the paralysis hit me as he just stands there, emotionless and motionless with those large black, doll-like, shark-like eyes looking at me. Immense fear overwhelms me as he moves toward me. Because of his suggestion, I think I cannot move or make a sound. I fight the paralysis as the entity comes closer, bringing his face right up to mine. I squirm my tiny frame as hard as I can to get away. When the feel of the wall is against my shoulder, I push so hard the old army-styled single bed pulls away from the wall. This seemed to startle the entity (and me!) as with a thud, I hit my shoulder blades against the cold, hard floor. I can protect my head, and do; the paralysis is wearing thin here.

Here is the picture: My arms and chest are wound up in the covers. I am wedged between the wall and the bed, and my

(SIMS continued on page 28)

Breaking Bones in Utah

by Elaine Douglass, MS
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Abstract: This is a family abduction history in which adult twins manifest debilitating symptoms of unremembered events. There is evidence both elbow bones of one twin were subject to extreme blunt force injury of unremembered origin. A family friend was severely beaten; origin is unremembered. It is alleged that during an abduction, sexual orientation was changed to homosexuality. On an internet forum, two individuals post reports of severe beatings. The author speculates on alien motives, testing protocols, and control mechanisms.

It wasn't an important case. And it wasn't recent. Just some nocturnal lights seen by three people in Utah in 1979. But when I looked into this old, insignificant sighting it turned into a large and disturbing story of abduction of members of a family, their friend, and extreme physical injury to two of these people.

As I say, an insignificant sighting. Some 27 years ago, Jeff, the reporting witness, was a college student. One night he and a buddy ran into a young woman who insisted she could take them to a place they would see UFOs. She did, and they did. For an hour the three watched lights zipping around the night sky. The fellows were impressed, and the female said, "I told you so!" In 2006, Jeff reported the sighting to MUFON. "What made you report it now?" I asked. "Oh," Jeff said nonchalantly, "I just ran across your website."

Most of the "sightings" I investigate here in Utah turn into abduction cases. I find this out by asking, "Has anything else ever happened to you that you cannot explain?" Some witnesses already know they are abductees; some don't. As for Jeff, he didn't know that as he began to unravel the extensive history of things that couldn't be explained, it would present to this investigator as one of the most disturbing abduction histories I have looked at. As for the other people involved in this history—Jeff's family, their friend—some have looked at the truth, some are unable to.

Jeff Begins His Story

The first unusual memory Jeff told me of was when he was 14 and camped out in the backyard with a school friend named Jerry. In the middle of the night, Jeff sat bolt upright in his sleeping bag, with an acute sense something was wrong. Soon Jeff and his friend discovered Jeff's brother Paul, 16, one of twins, walking down the driveway toward his car. Paul was fully dressed, including shoes.

Summoning himself, Jeff ordered his brother, "Get back in the house!" It wasn't easy to get Paul back in the house, Jeff recalled, and the next day Jeff had a revealing conversation with the other twin, Larry. "So that's where all the gas has been going!" Larry said. Paul and Larry shared a car. Often, when Larry went to use it, it was out of gas, and Paul couldn't explain why. The consensus was Paul had been sleepwalking, and "sleepdriving," as well.

Paul Describes His "Sleepdriving"

In addition, Paul told Jeff there was "a guy waiting for me" in the car. He was good looking and well dressed, Paul said, and was in the habit of telling Paul to drive through red lights. Years later Paul remembered that this "guy" had once materialized in the passenger seat beside him and Paul almost hit a VW while driving through a red light.

The next unusual event Jeff reported was a peak experience the summer of 1975 at Lake Powell, Utah. "I was in a motor boat with three guys," Jeff recalls. "It was a beautiful day," and as the boat headed back to shore a "vision of peace" descended on Jeff. For some 20 minutes Jeff felt he'd "gone back thousands of years," to a time when Native Americans "left nature alone."

An Intense Romantic Attraction

Later that summer, Jeff recalls one of his male friends—who had been with him in the motorboat—manifested an intense romantic attraction for him. Jeff rejected the advances, and neither of the young men bore ill will as a result. Jeff recalls his friend was extraordinarily handsome, having an almost perfect physical beauty. Years later the two met again, and the friend helped Jeff out of a difficult circumstance.

Another unusual event was a single episode of sexual abuse when Jeff was only eight years old. The perpetrator was a neighborhood teenage boy. Jeff says the episode was unfortunate but left him with no lasting trauma—and his tone of voice and choice of words describing the incident suggested to me this is so. Jeff said the only reason he brought up the event was to contrast it to purported episodes of childhood sexual abuse recalled in adult life by his brothers. Specifically, Jeff's twin brothers believe they too may have been molested as children, but they only dimly recall the purported events. By contrast, Jeff emphasizes, he clearly recalls what happened to him at age eight.

All this was described in answer to my question, "Is there anything else you cannot explain?" In his final recollection Jeff, age six, woke in the night afraid. On the way to his parents' room Jeff passed through the dining room where, he says, "I saw a silhouette, a moving shadow."

Twins Paul and Larry Speak Out

So many unusual events had happened to Jeff's twin brothers that I asked to speak to them, and I got a call from Paul. "My twin brother Larry and I live in different states," Paul said, "and Larry is a high executive in a large firm. Twelve years ago, he called me and said 'I'm having a struggle,' and it turned out I was too!"

It seems Larry would "break into a sweat" whenever he gave a business presentation and people formed "a circle of chairs" around him. It was more than simple stage fright. As for Paul, he was having "flashbacks." The brothers theorized "there were instances of child abuse in our backgrounds that we'd suppressed. We both entered therapy and weren't allowed to speak to each other about this. Our wives participated and said our stories were similar. My brother Larry got so bad off he quit his job for six months," Paul said.

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ET Air Traffic Control, the Logistics of UFO Abduction

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Abstract: According to the Roper poll of Unusual Personal Experiences, the number of possible abductees appears to be somewhere between 0.2% and 1% of the population. Other sources suggest that there are a large number of abductions over a lifetime. What does this imply about the number of UFOs and ETs required to support such an endeavor? Based upon estimates of the frequency of UFO abductions, if it is assumed UFO abduction is a "nuts-and-bolts" phenomenon, there must be a tremendous number of UFO flights to and from Earth each 24-hour period. This volume of traffic would require a large physical infrastructure. Otherwise, one or more alternative theories of the abduction phenomenon must be true.

For as long as I have been involved in UFO research, the nature of UFO abduction has been a topic of vigorous debate. Over the years I have noted that, excluding skeptics and debunkers, there are least two camps of belief on the topic. One argues that UFO abduction is in some way non-physical or paraphysical in nature. The other—which appears to me to have the largest number of adherents—claims that the entities responsible for UFO abduction are physical beings, coming to Earth in physical craft.

Our means to explore scientifically a metaphysical or paranormal model of UFO abduction is very limited. However, a physical "nuts-and-bolts" extraterrestrial hypothesis is something we can more objectively evaluate. From UFO sighting reports and accounts related by abductees, we can estimate the magnitude of the alien effort. How many UFO abductions are occurring? How many UFO flights would be required, what type of an infrastructure would be necessary to support such an effort?

How many experiencers are there?

According to the 1998 Roper poll of unexplained experiences,[a] the number of people who may be close encounter experiencers (people who answered "yes" to four of the five indicator questions) may constitute up to approximately 1% of the population. If one takes a more rigorous criterion, requiring affirmative responses to all five indicator questions in the poll, then the number drops to about 0.2%.

When speaking about UFO abduction at conferences, science fiction conventions and other venues, I often ask for a show of hands as to who has had an experience they cannot explain. Depending upon the venue, the number of hands is usually about 1 to 2% of the audience. Thus, informally, this tends to concur with the 1% number in the Roper poll. However, not all unexplained events are necessarily UFO abductions. There are other strange things one could "experience," and some people I have met during my talks have described unexplained events that are probably not UFO-related. Thus, to be as rigorous as possible, let's require that all five of the indicators be present. For the purposes of this article, I will take the most conservative Roper poll estimate of 0.2% experiencing all five indicators.

How many abductions?

Within their lifetime, how many times is an experiencer abducted? I have heard one researcher claim that there may be up to 200 such events. However, from what many experiencers have told me, I estimate that during the abductee's young adult years (from puberty at age 13 to approximately age 43), there seem to be approximately two abductions per year. In childhood and in later life, this rate appears to be less. Thus, I (very) informally estimate that around 75 abductions occur during the experiencer's lifetime—though this number is simply an order-of-magnitude estimate. If we assume a typical human lifespan of approximately 75 years, this would result in an average rate of about one per year over a person's lifetime.

Regional Scope

In a major metropolitan area of approximately three million people (such as the Minneapolis-St. Paul metro area), an abductee percentage of 0.2% of the population implies six thousand experiencers there.

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Abductions: Good or Evil? An Essay on Abductee Attitudes

by John S. Carpenter, MSW, LCSW

There are three topics one should never discuss in a social group: Religion, Politics, and whether Alien Abductions are good or evil. Why? Because there is no definitive answer in any of these areas of discussion. A group of people engaged in such a discussion on any of these three topics will typically become overly emotional, defensive, upset, and insistent his or her viewpoint is correct—based upon personal opinion and/or personal experience. Wars have begun and been waged over the first two topics; we certainly do not need that kind of escalation and hysteria in the realm of alleged alien abductions. Most of the world would first debate whether alien abductions actually occur or not. Yet, those who already believe in the reality of alien encounters will debate whether this is a positive, negative, or neutral type of experience for mankind. Well, I have news for you! No matter what the personal experience has been and the resulting impressions are, *there is no definitive answer* to this question. The conclusions of researchers also depend upon which participants they have interviewed as well as the researcher's own perspective and opinion as to what all the information means.

Participants in this bizarre world of alien encounters have had very difficult and confusing experiences that are nearly impossible to comprehend, explain, or even describe to others. They are met with great disbelief, ridicule, and criticism. Yet, each participant in this phenomenon *knows what he feels* about his experience. This leads to the development of a strong opinion based solely on his or her personal perspective. Attempting to convince a participant that his or her experience means something else will go directly against their emotional perspective about which he/she feels so strongly.

Abstract: Whether alien abductions are good or evil is a topic not recommended for discussion in social groups. Wars have been fought over religion and politics (other forbidden topics); we don't need emotional escalation, now, over abductions. Some participants in alien abduction feel quite negative while others feel positive. The same polarization is evident among researchers. We need to look at all perspectives to get a complete picture.

Try telling the survivor of a Nazi concentration camp that he did not suffer that much. Try to convince the victim of rape that she should not feel badly.

Participants in alleged contact with alien entities claim a variety of emotional reactions. Nobody clearly comprehends what is occurring or for what reasons. We are left to *guess* or make *assumptions* based solely on the feelings and details of the perceived experience. But perception is formed from one's own focus of attention, ability to concentrate, emotional distraction, interpretation, and quality of memory. Opinion is shaped by attitude, personality, present mood, and prior experiences. Therefore, many variables contribute to the final personal opinion of what these experiences are all about.

A common demonstration of this occurs when a crowd of people attend the same movie at a theater. They are all exposed to the same content for the same length of time under the same conditions. For example, one hundred people of all ages saw *Gone with the Wind*, lasting three hours in a theater chilled by an improperly-operating air conditioning system. When they walked out, they were interviewed by researchers. Here are some of their reactions from that experience:

- "I hated the movie because it lasted three hours, and I can't sit still that long."
- "I loved this epic love story! I cried through the ending! It was so moving."
- "I thought this was a family movie—I cannot believe he cussed at the end!"
- "I hated Scarlet O'Hara—I've known women just like her in my life! Ugh."
- "I missed part of it because I started daydreaming about that new girl I like."
- "The theater was too frickin' cold! It just ruined it for me."
- "I could really identify with poor Scarlet as the victim in her unfortunate life."
- "I loved the movie but hated the ending—that was just not right to end like that!"
- "Oh, I don't know … I was kinda bored … It was just another movie to me."
- "It was a good story, but they really crammed way too much into it … not good."
- "The people behind me kept talking—so I was very distracted much of the time."

Therefore, what can we conclude about the quality of this movie? We do not have any kind of a consensus—just a variety of different experiences, leading to mixed opinions. And yet, they all experienced the same exact input at the same time under the same conditions.

When we listen to what alleged abduction participants tell us about their experiences, we hear the same variety of opinions, reflecting various perspectives. As a researcher and psychiatric hypnotherapist, I have noted that despite encountering nearly identical abduction scenarios, there has been a diversity of emotional reactions. Listen to this collection of various opinions:

- "I am amazed by what I have recalled. It is wonderful to know that there is life beyond our planet, and they have chosen to visit us and study us."
- "Nobody asked my permission to take me and

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(*HOPKINS continued from page 3*)
looked rather human—at least more human than the standard gray head—but we did not know what to make of them. (Some researchers chose to call these beings "Nordics.")

In those early years we were given reports from abductees who were shown strange-looking little babies, and it became clear these tiny infants were being presented to abductees to hold and touch. And in 1983, with the Kathie Davis case, I had the first real breakthrough. After Kathie's improbable pregnancy disappeared, she was re-abducted and shown a small child for which she felt enormous affection. She said the child looked partly like us and partly like the aliens. The child she described had straw-like, very blond hair that did not evenly cover her scalp. Her head was too big; she had odd and very large eyes, but relatively normal features otherwise.

At the time we did not understand why the aliens were producing these beings with a mix of human and alien features. Was it for them, or for us, or for reasons we could not guess? Were they going to live on earth? Populate someplace else? It took a long time for us to make sense of these new data.

I began to get these cases from all over. A Turkish "mother" of a hybrid child she was shown, who might or might not have been partially hers, sent me a drawing of the infant. But, she kept saying, "There's something the matter with the head." The hair was not right. Some of these children apparently grow up to adulthood because through the 1980s and into the 1990s we also received a number of adult hybrid reports. These beings were often described as female with, sometimes, very black eyes and, sometimes, more human eyes. And they all had odd hairdos, as if they were wearing, as several abductees said, "cheap wigs."

We also got reports in which male abductees were apparently made to have sexual relations with these female beings. The males were paralyzed and were mounted by the alien females, who perhaps were trying to use their feminine hairdos to look more like human females and thus to make the whole sexual act easier to carry out. Some of these cases are difficult to handle from the point of view of the researcher, requiring far more tact than other cases we've looked into.

In another example, I received a report from a man from Lebanon who awoke with a human-like female on top of him engaged in sexual activity. He was unable to move. It is very important to realize that emotionally these abductees have a difficult time coping with such experiences. They are not sexually excited in a normal manner. They are appalled, often repelled, and helpless, and it appears the whole thing is carried out through some control the aliens have over our neurological system. The man found this creature sitting astride him, with another female off to one side. He had the feeling in his horror that this astride figure was instructing the other one as to how to have sexual intercourse with a human male. Some of these apparently hybrid creatures can almost pass as human in our world; their bodies and faces are quite human; however they may have been created. The point is they can operate, to some extent, here in our world.

I investigated the reports of two women who described seeing an adult male hybrid wearing glasses. Each made a drawing of the hybrid, and the two drawings are amazingly similar. Both portray a strange-looking man, with sharp cheeks, wearing oddly-shaped glasses. The two women independently drew the same person. Some of these hybrid beings have been seen by more than three people at once and they are described by the witnesses the same way.

As far as hybrids operating in the human world, we have many reports of them driving automobiles, shopping in stores, and behaving more or less naturally in other mundane places, but manifesting the kinds of powers aliens seem to have, i.e., the ability to control minds, and to communicate telepathically. The powers the gray aliens possess in the world can entail a complex series of repeated similar events, as if these adult hybrids do not really understand our world and our behavior but are trying to learn exactly how we act and what we say, all of which gives us an uneasy feeling of what their agenda might be leading to.

There definitely is strong evidence that an infiltration into human society is taking place. There is no sign this infiltration is evil, or malevolent, or anything like that; it is as if they want to accommodate themselves to earthly ways, earthly manners. They want to learn how we do things. I could have illustrated that these odd types go far back in the history of the UFO phenomenon, but some of these wilder aspects were bypassed by me and, I think, by David Jacobs and others, because it is extremely difficult to deal with and to explain. It is not something any of us want to be true.

The fact is we received these extraordinary stories from people we believed when they talked about the other (less extraordinary) aspects of their abduction experiences. One case from my book *Sight Unseen* follows this pattern: A young woman had many abduction experiences—she was, incidentally, a very, very solid witness—and about ten years ago she mentioned she "had a very strange thing happen once with a job interview."

She said, "I don't know if it's connected or not to my abduction experiences." She had been 16 years old at the time and one day she was with some girlfriends at a pizza parlor. A man came over, a normal-looking, gray haired man, and he said, "Would you like a summer job?" It was the beginning of summer

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Please Forward JAR!!

Dear Reader: Be so kind as to Forward this complimentary copy of JAR To everyone on your email list who might be Interested in receiving it.

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vacation for her and she said yes. He told her "I'll pick you up at your home tomorrow at 2:00 and we'll go for a job interview." She said, "Wonderful," but she's not sure that she gave the man her address.

At 2:00 the man pulled up in a normal car, and this very innocent 16-year-old told her mother she was going off with some man to a job interview. The mother, oddly, said, "Fine." She told me her mother was usually very protective of her and at the time she thought, "Oh, I'm a lucky girl, my mother doesn't care," and she went out and got in the car with the man. However, she said, "The minute I got in the car I felt very tiny. I felt very strange." And they started driving.

He said to her such and such must have been very difficult when you were three years old and your grandmother died and so forth, one thing after another, showing he knew virtually everything about her life, including very personal things, such as an abuse incident with someone in the family, an incident she had never told anyone about. She was getting very frightened but felt helpless and weak.

The man, who seemed to be in his fifties, said to her, "I know what you did with your boyfriend yesterday." On that day she had lost her virginity in a private room. She had no idea what was going on. How did this stranger know about what had happened the day before?

As they arrived at a small office building she got out of the car with this man and, instead of running for help or thinking, "I've got to get away from this guy," she just dutifully followed him up the stairs of the small building. That the power to control is built into these beings we know from the abductions. The aliens have the ability to make people see things that are not there and to make them do things they would never otherwise do.

She went into an office that was completely empty. She said there might have been a chair and a wastebasket, virtually nothing else—little to suggest it was a business. The man told her she was going to have a wonderful job and it was going to involve "routing units" or something equally vague. She had been asked nothing about her previous job experience and the man never mentioned what the company was, what the hours would be, the salary or anything like that, but still she stood there dutifully. Then he said, "All you have to do to get this job is to do with me what you did with your boyfriend yesterday."

The previous day's lovemaking had taken place in a closed room and she just could not believe that anything like this could be known. She refused the man's proposal, saying, "I can't do that" and backed away from him. He made no move toward her. He did not attempt to seduce her. When she said no, he seemed disappointed. She said, "I think I'd better go." They went out, down the stairs, and she inexplicably got back in the car with him. He drove out into the country and she realized she was not going home—this is in New Jersey—and she became more and more frightened.

He pulled into a field and she saw what looked like a little round glass house in the field. She told me she sat in the car while the man got out and went into the little glass house. I said, "I imagine you locked the doors of the car or you got out and ran," and she said no, she did not lock the doors, she did not get out and run, she just sat there. When the man came out of the little round house, he was with a group of small gray aliens. They came to the car, one thing or another happened—this part is still unexplored—and eventually he took her home.

By the time she got home she had no memory of the field, the glass house, or the aliens. She remembered the job interview, but put it out of her mind. Years later, she told me what she remembered of these events. We looked into it, and out came this bizarre account with the gray-haired man cooperating completely with the aliens, leading her to the round house and not behaving the way any normal man would behave.

Then I got another phone call from somebody in Ohio, a woman who had had many abduction experiences and with whom I had worked. She said, "You know, I once had this funny job interview. I got asked to come to this particular place for an interview." I asked her, "Did you see an ad in the paper or how did you hear about the job?" She said, "It's funny, I don't know how I knew about it."

I asked her if somebody called her. She said, "No, I just sort of knew where I'd go or I had instructions, I don't remember." She went to a place she said was unfurnished and like a factory no one used anymore. There, similar things happened to her as happened to the woman from New Jersey.

After that I got another call from a young woman, also with many abduction experiences, who was around age 18 when the following took place: When she went to her "job interview" she found an odd, nervous-looking woman seated at a desk. "I would like to use the ladies room. Where is it?" she said. At this, the woman at the desk looked panicked and shrugged. She did not appear to know where the restroom was! There was no furniture in the room except a desk, a wastebasket and perhaps a telephone. There were not even any pieces of paper.

The young woman was ushered into an office where a man was sitting behind another desk. He stared at her and she told me, "Budd, I fell asleep while he was talking to me about this job." I told her that I had never heard of anybody falling

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Write for JAR!

JAR's Board of Editors invites all members of the UFO community to write for the magazine. JAR will publish all cogently argued points of view concerning the nature and activities of the UFO intelligences and their impact on the human race. Contact Sue Swiatek, Editor, for JAR's Guidelines for Writers.

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asleep during a job interview. She said, "There was something about his voice—I fell asleep. I was so embarrassed when I woke up. I felt very uncomfortable and for some reason had to adjust my underwear." Obviously, various other things had happened during this "job interview."

I received a call recently from a man in Canada who had read my book, *Sight Unseen*, and who has experienced many abductions. He said, "I had a job interview years ago that I've never really understood. But when I read your book I thought, 'Boy, that's what happened to me.'"

He was age 19 or 20 when it happened. Now in his forties, married with children, he is a very intelligent man who is presently a technician and an inventor who works with computers. As a young man, he recalls being asked to go to a job interview. He does not remember how he knew about the interview, but he went to an office in Toronto.

When he got there he found a couple waiting to interview him. All that was in the room, he said, were two chairs, and they had not been unpacked, as if they had been just brought from the store. The "interview" was conducted standing up. He said the two were really beautiful people; a handsome man and a gorgeous woman. "They treated me like they were thrilled to meet me," he said. "They told me I would have to go to Philadelphia for this interview. They were just so nice that even though they told me nothing about it, I felt great—so I went. Somehow I went to Philadelphia. I don't know how I got there."

Coming out of the Philadelphia airport, he saw a stretch limousine parked. The driver called him over and said he had come to pick him up. I asked if the driver was holding up a sign or he had earlier been told to look for a limo. He said "I don't remember. I just have these powerful memories of pieces of it."

He got in the car and was driven a long distance, probably, he thought, to somewhere in New Jersey. He got out and went into a building. The two people who had requested the interview met him. In the building he saw offices and some people. It was a big, open room with not many cubicles.

A man sat him down and started asking him questions about physics. He was studying physics at the time, but he was in only his second year, and he felt extremely embarrassed because he did not know the answers to the questions. He remembered quite vividly how hurt he felt at not being better at answering the technical questions.

Then it was time for him to leave. Again, there were no pieces of paper evident, no discussion about the work, no salary mentioned, and nothing about hours or location. He recalls three people escorting him out of the building.

During this incident he said one detail was extremely vivid: In the middle of this building was a room with walls that went up to the ceiling—a kind of small, isolated room. The door to this room was open, and as they walked by he looked in. He saw a door, a steel door, at the far side of the room which looked like the type of door found on a ship. It looked like a battleship door with bolts around the sides and a sill, a little lift and corners around that, and above the door was a large red light, which was on. He saw nothing else in this room.

He assumed the steel door must lead somewhere, and he remembers turning to the man next to him and saying, "Cool," as if this door was quite remarkable to the 19-year-old he was at the time. At the end of the "interview" with all the physics questions, he went outside to the waiting limo and he doesn't recall how he got home.

When he got home his mother remembered he had gone for a job interview because he had told her. He does not know how long he was gone. He feels there are major gaps in his recollections, and that this might have been a whole day event.

We do not know why these "job interviews" are going on. It has taken us a long time to realize that the hybrid program is deliberate, repetitive and straightforward, and not just a series of random experiments.

There are other odd "hybrid events" that are difficult to understand and similar to the interview scenario. For example, a young woman Dave Jacobs and I both worked with was taken into a room on board a craft. The aliens brought in a tall, awkward-looking man who seemed basically human, but strange, and she said he wore a peculiar, ill-fitting suit from another era.

A gray alien brought her over to this tall, gawky person who spoke telepathically, and rapidly asked her one question after another, such as: When you go to work in the morning, what do you say to the people? What do you do first? Do you have some kind of food when you go there? How do you work a computer? How do you punctuate sentences? How do you work a copying machine? All this was asked in rapid succession.

She was stunned by these questions and obviously could not answer them in a simple manner. She also felt her mental organization of thought was being picked up quickly by the tall, awkward man. He wanted to know the most mundane things, again suggesting the hybrids need to learn how to operate in the real world, how to fit in. We have many cases of an abductee being asked elementary questions as if the hybrids are intent on acquiring basic, simple information.

Another thing we discovered is a situation in which an abductee is examined physically and then is ushered into another part of the craft and confronted with a highly emotional situation. For example, in a case from the mid-1980s, a man, after he was taken off the table, was brought into a room where a normal human was tied to a chair. A gray alien handed the abductee a pistol

Budd Hopkins has been a UFO investigator for almost 30 years. He has investigated more than 700 cases and interviewed or hypnotically regressed more than 1000 witnesses. He is the author of four highly influential books, including *Missing Time*, 1981, *Intruders*, 1987, *Witnessed*, 1996, and *Sight Unseen*, 2003 (Carol Rainey, co-author).

A pioneer in ufology, Budd is responsible for bringing the UFO abduction phenomena to the attention of the public and the UFO research community. In 1989, he founded the Intruders Foundation, www.intrudersfoundation.org, a witness support organization. Budd makes his home in New York City.

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and said, "This is a very evil man. You must kill him." The human in the chair pleaded and begged for his life. "They're lying!" he said. "It's not true! I am not evil! You can't do this!" The alien insisted the human was evil and said the abductee would not be let off the ship unless he did what he was told.

During hypnosis this man was weeping. He described to me that he had finally pointed the gun at the alien and said, "If anybody's going to be killed here, it's going to be you because I can't do this." At that instant, the human tied to the chair stood up, and he was an alien. There was no chair. The man looked down at what he was holding in his hands, and it was not a gun. They moved him then into another room without comment.

We have many reports of this kind, which Dave Jacobs has referred to as "staging," suggesting that the aliens want to find out about human emotions, as opposed to the physical dimension of trying to find out how human bodies work. When they create these staged situations which elicit emotions, or thought reactions, from the abductee, it may be that telepathically they pick up those reactions, perhaps retaining them, and perhaps are able to produce these reactions where appropriate in the human real world.

One aspect of all this I find touching has to do with the little hybrid babies. When Kathie Davis told me 26 years ago about being handed a small child, a hybrid toddler, to hold—she wanted to hug it—the most embarrassing and sad thing to her was that the child seemed afraid of her. Kathie is a big woman and the only people this little toddler had seen were skinny aliens, so the child tried to pull away from Kathie. But as Kathie held her, she felt a wave of love for it, and she realized the aliens were staring at her as if they were absorbing her response, learning how a normal human relates to an offspring.

I feel that the aliens, who probably have not produced babies the human way for a long time, have had their maternal and paternal feelings atrophy. It seems to me that when they hand these little babies or toddlers to humans, they want to absorb—perhaps by osmosis or telepathy or some other way—emotions of parenthood and caring for children. It is something we possess they seem to be envious of and want to possess. If they desire to move into our world and produce offspring of their own by normal birth, they have to learn how to treat a baby.

I have told the following story before, but it is worth repeating. Of the abductees I have worked with who were presented with these little babies or toddlers, they notice that the children's hair is spotty or sparse, and standing up. Three abductee mothers have said to me under hypnosis, "Their hair looks awful. No one's taking care of their hair. No one's brushing their hair. They don't understand hair." These seem to be the natural responses of real women, real mothers, who want to nurture and groom these odd little beings.

It was touching to me that perhaps the aliens are watching this and the hybrids are learning about grooming and other mundane things that have to be done. In the job interviews, they could be learning about the pressures a person is under in these circumstances, perhaps learning how to go through job interviews themselves if they're going to, as it were, infiltrate corporations·

So we have a thousand questions, but as Dave Jacobs has said, we also have tremendous amounts of data, all interlocking' which point in the direction of infiltration, even though we do not know what the final goal is going to be. The mystery is still there.

(LITTRELL continued from page 3)

position. My fingers are grasping skin I immediately realize with shock is not regular skin, not human skin. It has a cool, spongy feel to it. It reminds me of the way mushrooms feel.

A sudden flash of memory reminds me of my doll, Beverly, a Christmas gift from my aunt many years ago when I was six. Her skin was advertised to feel "nearly human, you can hardly tell the difference." The skin on Raechel's arm does *not* feel human, and I *can* tell the difference.

I continue to steady her for a moment, at the same time noticing the large, dark, wraparound sunglasses that she is wearing have slipped down almost to the tip of her tiny nose. I am now very close to Raechel's face, looking straight into huge, rounded eyes that extend clear around to the sides of her temples—huge green eyes the color of the inside of an avocado, with vertical black slits and no pupils. My eyes hold hers and I am mesmerized. Then I realize I'm staring, so I break the gaze, look away momentarily, and release my hold on her arm since she has regained her balance.

She thanks me in a mechanical voice and leaves hastily. I am confused by what I have seen, no longer able to say goodbye to Marisa and go home as I had planned. I know I have seen something not of this world and I am stunned. Briefly, when I first looked into those eyes, I was frightened, but now the fear is gone. Yet my mind is racing, with my emotions going every which way. I've never felt like this before.

Marisa suggests I sit down, says she has something important to tell me. I agree, since I'm in no condition to drive home. Marisa doesn't appear to have noticed anything out of the ordinary, but she's only partially-sighted. Maybe that's the reason. Somehow, though, I think there's more to it than that.

Memory of Daughter Marisa Spurs Me On

The events related above are exactly what I'd always remembered, before hypnosis, before I did the digging that was involved in writing the book *Raechel's Eyes*. The memories had remained stationary for 30 years. I'd dealt with their strangeness by keeping them "locked in a little box" in my mind. Whenever I chose to take them out, which was not often, I felt safe in the knowledge that they could at any time be put back in the little box and locked up until I might choose to deal with them again.

It is now three years since *Raechel's Eyes* was published.

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The book is the story of the events my daughter, Marisa, and I experienced with her college roommate, Raechel, a hybrid human-alien being, and with Raechel's human adoptive father, Air Force Col. Nadien. It is also the story of my dawning realization that I had a hidden history as an abductee, and the mystery of what might be the interrelationship between that and the strange events involving Raechel.

Ever since 1972 I'd struggled with the question of whether I should go public with the story of Raechel. Then, in 1990, Marisa passed away suddenly from complications of diabetes. During the grieving process the story was constantly on my mind. It became evident the fear and apprehension that had plagued me all those years was something I needed to face. And I needed to do it now. I hoped the process of writing a book would help me through my grief. Besides, it was something Marisa and I had planned to do—someday.

Writing a book seemed overwhelming, but I began it in tiny increments. Recalling one incident at a time, bit by bit it began to come together. Always, however, was the nagging feeling that everything I knew about Raechel was only the tip of an iceberg. If only I could recall more, I thought, the story would make more sense. To make matters worse, Raechel was a subject I had never been able to easily discuss with anyone but Marisa.

Now, Marisa was gone, and it was up to me. There was a little saying she used frequently that seemed appropriate now: "Whatever it takes!" That's what she had always said.

> "I learned from Raechel what my mission was to be, and in the course of writing *Raechel's Eyes*, I have accomplished it."

Could Regressive Hypnosis Help Me Recover My Memories?

I had heard regression hypnosis could be useful in helping to recover memories. Would hypnosis help me fill in the gaps in the bits and pieces of information that periodically floated to the surface?

In early 1998, a colleague contacted June Steiner, PhD, and she graciously agreed to conduct several regressions with me in what she considered a fascinating case of possible human-alien contact, one of the areas in which she specializes.

At first a bit apprehensive about meeting June and undergoing regression, I ultimately decided that whatever I might discover couldn't be more frightening or bizarre than what I already knew. Any remaining doubts were laid to rest the moment I met June, and her husband, who accompanied her to our first long weekend of several sessions.

Although the memories evoked during the regressions were stressful, most difficult of all was transcribing the taped regression sessions. Under hypnosis, I'd been in a trancelike state which cushioned the reliving of each event. However, as I transcribed the tapes, I was fully awake and aware, listening carefully in order to correctly capture each word and nuance, hearing the raw emotion in my voice as well as June's. Frequently, tears streamed down my face until I could barely see. When this happened, I simply stopped for a few moments, listened to some calming music, had a cup of tea, and resumed transcribing. Looking back, I realize the truth of what a friend told me a few months ago. Reliving all the original events, bizarre as they were, had been good for me. I'd come out the other side unharmed, a much stronger, better person.

The Book Is Released—Worries Vanish as Support Grows

Once the book came out, my concerns were how it would be received and, more importantly, how I might be perceived. I have been a medical transcriptionist for many years. Would my clients now find me too controversial to do business with? Would my friends decide I was too "far out" for them? Would I begin receiving hate mail and threatening letters?

These worries vanished as the emails and phone calls arrived. Many were from readers who were fellow abductees and experiencers. Often, this was the first time they had dared to speak about their experiences, stating they'd never felt comfortable or safe in doing so. I understood the courage it took to contact me, a complete stranger, and I knew only too well the fear and reticence connected with stepping forth. Fortunately, they were not seeking advice, because I had none to offer. They simply wanted a compassionate listener, and they found one in me.

I now saw that *Raechel's Eyes* had become an instrument of comfort and hope to many, and I knew that going public was the right thing to do after all.

Details Emerge Under Hypnosis

The first regression took me back to my initial meeting with Raechel in the apartment. June began by assuring me I was safe. Next she moved me back through time to the moment I first met Raechel. I relived the whole event in minute detail, down to the actual conversation with Marisa as we stood in the doorway saying goodbye, both of us wishing I could have met Raechel. When Raechel appeared, I described her in detail…the "big glasses, the scarf tied around her head and under her chin, her face extraordinarily small," the light blue color of her long-sleeved, one-piece jumpsuit, her somewhat awkward body build, and her general "funny-looking" appearance. I re-experienced the queasy sensation I'd felt as she stood in front of me and I stared at her, powerfully compelled to keep looking at her huge, riveting eyes.

June next asked what Raechel's hands looked like. Nausea kicked in as I described them as "not right." I distinctly saw her hands as somehow artificial in appearance with only four fingers all the same length on each hand, and no fingernails. I'm again feeling that peculiar queasy feeling as I write this.

The session continued and I heard Raechel's mechanical, expressionless voice speaking words during our introduction in a tone of voice that also was "not right," although her words were entirely appropriate. At that point I began sobbing, but June once again comforted me, and in a few moments we continued.

Next we moved to the incident where Raechel tripped and I caught her. Now my feelings changed. I found myself staring deep into her huge, avocado-green eyes, mesmerized by the vertical black slits, initially terrified. I felt the slits themselves were pulling me deep inside them, and I felt from her a desperate

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effort to communicate something she was unable or unwilling to verbalize. Now my fear vanished. I realized Raechel was the one terrified. She was attempting to communicate telepathically that she meant no harm to me and hoped I meant none to her. My stare still unbroken but the apprehension gone, I then appreciated the real beauty of Raechel's eyes as they pulled me so deeply into them, beauty I hadn't realized existed until now.

Following a full weekend of regressions wherein I revisited familiar and not-so-familiar places and different dimensions, my head was crammed full of details that had to be assimilated. Relief accompanied the realization that at last I was aware of some of the details buried so many years. I also learned that the reason I couldn't fully remember them previously was that I'd been programmed not to recall them until the time was right. And that may have been a good thing, because during the period in 1972 when these events had taken place, I believe I wouldn't have been able to handle them emotionally.

Another thing. At least now I knew the events had *actually occurred*—no more of the old, at best fuzzy, recall up to a certain point, followed by the old familiar brick wall. I was no longer fearful of what *might* have happened. Now I knew what *really* took place.

A Transformational Experience

After 30 years, my life was finally beginning to make sense, at least to me. And nothing would ever again be the same, and neither would I. There was also a sense of knowing that although many answers had been provided, many had not. But, perhaps there was no need for that.

Bringing *Raechel's Eyes* to the public has provided the means to create dramatic, positive changes in how I feel, how I think, how I act, and most importantly, who I am. It has opened portals I never dreamed existed, guided me to worlds I could only have imagined, and allowed me to participate in experiences still hard for me to comprehend. The word "portals" is significant to me because one event during the summer of 1972 was neither a doorway nor a window, at least not as we know it, although it was an entranceway.

A dramatic episode revealed under hypnosis occurred on another afternoon when I stopped by Marisa's apartment. Marisa was still at class. Raechel, however, was present and she immediately initiated an intense dialogue, emphasizing she wished I were her mother. I responded that there was no way I could be, but I'd love to be her friend. Apparently not satisfied, she restated her wish, adding that she wanted to show me the place where she'd been raised.

Raechel Takes Me on an Unforgettable Visit

At this point I remember standing in the kitchen leaning against a porcelain-topped kitchen table with my left hand on the edge of the table top. The apartment was hot and stuffy in the early summer heat, and the cool porcelain felt good. I distinctly recall that pleasant sensation on my hand even as I'm writing this. Raechel stood approximately five feet from me, in front of the refrigerator, at the side of which were lined up several large, clear jugs containing her drinking liquid, the only fluid she was allowed to consume. As she stared intently at me, I felt pulled into those vertical black slits in her huge, avocado-green eyes.

Suddenly I found myself standing in a large, oval, white-walled enclosure where windows surrounded an inner, smaller, oval-shaped room. I was on the outside of the windows while Raechel was on the inside. She instructed me to come inside with her, and I responded that I couldn't; there was no doorway. She replied I didn't need a door, that I should place the palm of my hand on the window in front of me, that she would place hers in the same location on the *inside*, and that I could then come through. I did as she asked and almost instantly found myself in the inner room beside her.

I clearly recall the uneasy sensation of passing through the glass. My body felt elongated and wavy as I passed through, similar to ripples created when one tosses a pebble into a pool. On finding myself inside the windows, standing beside Raechel, I was instantly back into my normal body.

Helen Littrell is the author of the immensely popular book *Raechel's Eyes*, published in 2005 by Wildflower Press (www.5thworld.com). The book is the true and mysterious story of the relationship between Raechel, a human-alien hybrid, Helen, and Helen's daughter Marisa. Helen works in the field of medical transcribing and medical terminology and she is the author of six medical terminology books that have been distributed worldwide. She makes her home in southern Oregon.

Several extremely bizarre, unsettling events occurred once Raechel showed me what was inside the oval-windowed room, events that, as I relived them during regressions, were very emotionally disturbing, and continue to be.

Next, I was back in the kitchen, still leaning against the table, my left hand still in its position on the cool porcelain. Raechel was where she had been, near the refrigerator, facing me, but no longer staring at me. And Marisa still had not returned. I said goodbye and quickly left.

My outlook on life changed drastically from that moment. I may never know all the reasons Raechel took me to that room inside the windows, although I have my own ideas and they will forever haunt me. Of one thing I am sure. On that summer afternoon I journeyed through a portal to another dimension with her, to the place she called home. During one of the regressions in 1998, when I dealt with this event, I discovered it was a turning point in my life. In that most bizarre of all places I learned clearly from Raechel what my mission was to be and, in the course of writing *Raechel's Eyes,* I have accomplished it. The whole experience has given me the incentive and ability to "*be who I am.*"

As a result, I'm able to lend strength and courage to other experiencers by listening quietly as they relate details of abductions, sightings, contacts, whatever disturbing memories they choose to share. I have no suggestions, no answers, nor am I sure there are any. What I do have to offer is a sympathetic ear, and perhaps most importantly, compassion, which may be the greatest gift I, in turn, have received from *Raechel's Eyes.*

(*JACOBS continued from page 4*)

Rather than an experimentally-based endeavor, the evidence began to conform more to a "program" model. As a program it has a beginning, a middle, and an end, and it is goal-directed. The ultimate objective of this program has eluded both Budd Hopkins and me. We do not know why this phenomenon is happening. But, we have an enormous amount of information about what is happening, how it is happening, what the plans are, and how they have been developing it over the years. It is something I find extremely disquieting.

From the beginning, this program had many facets. One was a strong reproductive aspect, and another was a neurological feature. Budd Hopkins had discovered egg harvesting and sperm extraction taking place in sterile-looking environments. Oftentimes I found these procedures were accompanied by a strange procedure in which an alien might stare into an abductee's eyes from a distance of a few inches away or closer. The abductee is unable to avert his or her gaze. They feel something happening inside of their minds. They "see" both static and flashing images. Emotions are generated of one sort or the other. Memories are looked at. A whole world of neurological patterns is happening in their minds while this kind of neural engagement is occurring—which I unfortunately called "Mindscan" in my book *Secret Life*. I have regretted using that term ever since, because it sounds so "science fiction-y" but, in a sense, everything is "science fiction-y" about this phenomenon.

The taking of sperm and ova, the insertion of embryos into the woman, and the extraction of fetuses from her, are also commonly reported aspects of abduction activity. After these types of procedures, a small alien might take an abductee into a room filled with tanks containing a liquid in which fetuses are suspended—an incubatorium. For some reason when a woman is shown these tanks she is led to believe this is a gestation area in which the fetuses are growing and some of them might be hers.

Budd Hopkins also first discovered the "baby presentations" in the early 1980s. These entail aliens taking an abductee into another room onboard a UFO and having the abductee hold one or more babies in sequence. Sometimes abductees are required to feed the babies. The babies look like a mixture of human and alien. Some look more alien, some more human, and most a balanced mixture. Budd coined the term "hybrid" to describe them.

But what was the purpose of creating these children? Although at first there appeared to be no evidence for a motivation, the evidence was there; it just took some years of digging to find it.

The first clue came to me in a session with a young abductee in the mid-1990s. She had been engaged in conversations with an adult hybrid male who visited her often and whom she had known since she was a child. She would see this hybrid both onboard a UFO and in her home setting. During the conversations, she asked him about his mother and father. He told her his father was like him, and his mother was like her.

Suddenly I realized the concept of hybridization was different than I had envisioned. I had originally thought the aliens would take an egg and sperm, put them together, then alter or add something—perhaps DNA—to the zygote, and then implant it in the woman. Eventually, it would grow into a hybrid whose appearance fit on a bell-shaped curve: Some of the offspring would look mainly alien, some mainly human, and most would look like an even mixture of both alien and human. But what her hybrid said was different than that, and I began to realize the hybridization process was far more complex than what I had originally imagined.

What I posited was that rather than adding just alien DNA to the fertilized ova, the DNA from a hybrid is put in that zygote. What results is a skewed bell-shaped curve where more of the offspring look human-like, less look in the middle, and less look alien-like. When the aliens repeat that process enough, the product is hybrids in various stages of increasingly human appearance.

I have arbitrarily divided these hybrids into early-stage, middle-stage, late-stage, and human-stage hybrids. The early-stage ones look quite alien, although they have some hair, they are very thin, and they have large black eyes with a little bit of white corneas in the eyes. They have very thin, wispy hair and oddly shaped faces with pointed chins. Their bodies are thin as well. They are seldom seen outside the confines of a UFO, in which they do tasks required of them to help out with the abduction program.

The middle-stage hybrids look more human. They have large black eyes with more white showing. They have thin, but more, hair. They have bodies that are not so thin. They also help with abduction procedures.

The late-stage hybrids are attached to abductees as personal friends and help the abductees to learn to work projects for "the future." They are seen in public and can often pass for human. They live onboard the UFOs and make forays into normal human life as part of the abduction program. They do not have a life here among us.

The human-stage hybrids mainly deal with abductees in their normal human environment. They are, on the surface, indistinguishable from humans. They have different biological and neurological processes than humans that give them special abilities, such as being able to control humans.

Most hybrids onboard a UFO can be identified by their clothes, which I call "hybrid garb." For the females, it is a pull-over shift, usually with three-quarter length sleeves, that comes to about six inches above the floor. The males wear slacks and a

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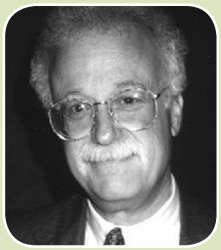

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top, both of which are usually beige or off-white. Early- and middle-stage hybrids almost always wear this type of clothing. The late-stage hybrids onboard an object may at times wear the same hybrid outfit, but more often they wear regular human casual clothes. The human-stage hybrids wear human clothes.

For the past ten years abductees have been describing more hybrid activity onboard a UFO than they did before. The growth of hybrid activity is exceptionally significant when trying to discern the motivations for the abduction program. For a number of years I have heard reports of abductees taken into a room and their attention is directed to a screen-like device on a wall on which they might see images. They might see a scene of normal human activity, for example, a picnic. People are at a barbeque, kids are throwing a ball, there is a table and chairs, people are standing around talking. Everything is typical and they will hear a voice in their mind that says, "Can you tell the difference between you and us?"

The abductee will look at the screen and say, "No, I can't tell the difference. Everyone looks the same to me." Then they will hear, "See? Isn't that wonderful? Soon we'll all be together. Soon we will all be here and everyone will know his place."

I have heard accounts of abductees seeing a family reunion-style photograph with everyone standing in a big conglomerate. The abductee gazing upon this picture will hear, "Point out which ones *we* are." The person will look at the people in the "photo" and have a great deal of difficulty doing it. Sometimes they will be able to do it, but most of the time they will not be able to separate out the hybrids from the humans. They also would hear, something like, "See, we can blend in really well. Isn't this wonderful?"

There was another aspect to these odd events. Some abductees were describing rescue scenes in which they had to save an alien or a baby, either from a natural event, a flood or fire, or from a human-caused event like warfare. These rescue scenes might be played out in a person's mind through a neural engagement procedure that generated the scenario (what I call Envisioning), or, they might be displayed on a screen attached to a console with operating equipment on it.

For example, one woman was shown an interactive screen attached to one such console. She had a control panel in front of her which she was supposed to operate to save an alien running from a mob of enraged humans. She understood she had to maneuver a UFO to a point where the alien could be rescued. She was able to do this and the aliens were very pleased with how well she had performed.

At first I was extremely skeptical of these accounts. Skepticism is the competent abduction researcher's most important tool. But then, people with whom I had been working for years, and whose accuracy had been tested positively over and again, told me of these procedures. Repeatedly I heard this, and those who were telling it to me did not know other abductees were saying it as well.

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I also began to hear disturbing accounts of other procedures that abductees had to perform but that seemed far more realistic than the rescue scenarios. An abductee will be told he or she has a specific job to do in the future. One of the most common jobs is crowd control. The abductee is to stand on a street and move people along—panicked humans, running and screaming. His job is to calm them, tell them it is okay, "everything is going to be all right, just move this way, keep moving, keep moving this way." I wrote about this in my book, *The Threat*, and I have had all sorts of accounts like this since. I think to myself, what does this mean?

I remember Budd telling me accounts of bizarre "job interviews" early on in which a person goes to a job interview under mysterious circumstances, has an interview with nothing said about the job description or salary, and then returns with some memory loss. I had no idea what this kind of event could possibly mean. However, some years later I also began to hear of situations very similar to these interview accounts. People were taken into abandoned buildings but for reasons other than job interviews. Hybrids might be there for sexual encounters and other procedures with abductees. And there were other even more ominous cases that had a strange "normal world" aspect to them.

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For example, a woman was driving in a small town in New Jersey on an errand. She passed by a block of abandoned storefront buildings with empty apartments on top of them (the buildings were to be torn down). She noticed a woman standing in front of one of the buildings and she immediately and inexplicably pulled over into a parking space. She sat in her car and waited.

The woman who had been standing on the sidewalk came over and opened the car door. The two went inside an open store, walked back to a staircase, and went up to an apartment. They entered an empty room where two chairs were set up and four or five adolescent or young adult human-stage hybrids were standing there.

She sat down on a chair, and one of the female hybrids came over and stared into her eyes. A rapid flow of questions began about human relationships: What kind of relationships are different? Which are the same? What is the relationship between a husband and a wife? With children? With friends? Why would you do things for friends? All of this was very quick. The female hybrid asked an array of questions, all relating to human relationships of a specific kind, yet relating to human relationships in general. Then she left and another hybrid came over, an adolescent boy.

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He also asked all sorts of questions but he focused on computers. "How does a computer work?" She did not know. "Is a computer static or does somebody change it?" She did not know what he meant. He asked, "Does it just stay the same?" She answered that you can replace parts of it, you can put certain software in it, you can change it, and you can do all sorts of things with it. "Why would someone want to do that?" he asked. "What kind of things can you put on it?" These questions continued for a while.

When he was finished, another one came over to her and told her she was not going to remember anything (I assume he was doing this because she was a person who had been giving them trouble by remembering events consciously). He carefully and very strongly pounded into her she would not remember these events, especially the location of the "meeting." I did a session with her the day after it happened and she related to me exactly what she was not supposed to remember. This event happened in February 2006, but I have many other events like this that are happening constantly now. Furthermore, this is occurring across the country and almost certainly in other countries as well.

I have worked with many people for long periods of time. Some of them have been with me for many years. During hypnosis sessions it is fascinating to discover change in abductions over time. (Multiple people who are unaware of the original accounts must, of course, corroborate these changes.) One woman, with whom I have had many sessions over a period of five years or so, had been doing a variety of tasks, including crowd control. But for the past year or so, she has been describing other functions that she now has.

She relates an experience where she is going onboard a UFO within the context of a standard abduction, but then she is taken into a room with other human abductees. After standing there a short time, five or six human-stage hybrid adolescent boys come into the room. They have standard human clothes on—shoes, shirts, pants, even sports coats sometimes. The abductees are supposed to look these young people over very carefully and then comment on their attire. "Will the way they look allow them to blend in, or will they stand out? How do their shoes look? Are they correct? Are their shirts okay? Are the pants all right?" And the abductees would say, "Yes, this looks okay," and so on.

In one situation she was in, the shoes were in question. A male abductee said most people do not wear shoes like that anymore but these would nonetheless pass muster. It was apparent this exercise amounted to one of the final steps before these particular hybrids would enter into society. The woman, with whom I work with regularly, has now been doing this on almost a weekly basis.

I have heard other stories of people seeing a hybrid and being required to teach them how to fit into society in a real world situation. An abductee and human-stage hybrid go into a department store and the abductee teaches the hybrid how to buy something: how to pick something out, stand in line at the register, and give the cashier the merchandise. The abductee tells the hybrid the cashier will process the transaction and ask for payment. The abductee instructs the hybrid to give the cashier the required amount of money (they usually have it), and wait for change. The cashier might say something and they will respond by saying "Thank you," or, when first coming up to the cashier, saying "Hello." Then the cashier will put the objects being bought in a bag and the hybrid can take it out of the store.

Recently, I had a case in which a woman walked into a supermarket and found a familiar late-stage hybrid waiting for her there. He told her to go about her normal shopping and he would watch. She went about shopping and he asked her questions about each object that she put in her cart. "What are these?" "These are eggs." "How do you make eggs?" "You can fry them. You can boil them. You cook them in some other way." He continued to ask questions of the items and she was required

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to answer. At one point she put a loaf of bread into her cart and he said, "Do you cook that too?" He was trying to learn.

In the last eighteen months I have been hearing these types of accounts from people with whom I have worked for many years. All of these accounts, to put it bluntly, point to a future in which human-looking hybrids will be here amongst us. The evidence is now so strong I can no longer look at alternative motivations for them. Everything I have learned about this subject in the past 20 years inexorably points to this conclusion. I cannot escape it.

I have heard everything about abductions many times over in the past 20 years. I have investigated over a thousand abduction accounts. In the standard abduction scenario, procedures continue according to a set, albeit flexible, plan. Therefore, the accounts in which I hear the same thing repeatedly help in building up verification and validation. After one researches abductions in a systematic way and learns what happens in them, one finds that the information flow to the researcher proceeds at glacier-like speed. Only about every seventh session would I hear something I have never heard before. It might be a procedure the aliens did a little differently, or a new way of doing something, or it might be something else that was related to the standard procedures that I had not heard before. That would keep my interest up and help to propel me forward intellectually.

Now I am constantly hearing things I have never heard before. All sorts of people who for many years had been telling me primarily the standard abduction procedures now tell me new things. And new people with whom I have just begun to work tell them to me too. Furthermore, people with whom I have not had a hypnosis session for many years, come back and want to have a session so that they can fully remember the new and extraordinary events that have happened to them recently. Why is this happening? Is something changing? Are we in a new phase now?

"We still do not know why this entire program of integrating into society is happening."

In my research in the mid-1990s, I had heard the aliens talking about what they called "The Change" when they would be here with us. What this meant exactly I was not sure. I was even less sure when it would happen. They used the term "soon" which is somewhat meaningless. I thought that if this were to happen, perhaps it would take 30 years or so to begin. Now I am not sure. Now I think that the evidence indicates "The Change" might be happening a lot sooner than I had thought.

It was not very long ago, when people would ask me if I thought hybrids were walking around in normal human settings, that I would answer, "Of course not!" To me, the evidence had never indicated that. And I knew that to answer affirmatively would label me even more fringy than I already sounded. Even then, however, I would think to myself, "Maybe I am wrong. Maybe they have learned how to do a *job interview.* Maybe they are walking around in human society." But I never voiced this publicly because the evidence was not strong enough for me.

Now what I hear is much more about interfacing with hybrids, and teaching hybrids, and getting hybrids "ready," and making sure everything is all right. One woman, for example, told me she went into a room that was set up like a cafeteria. There were about 15 or 16 adolescent hybrids getting food (a brown, hard substance), and sitting at a table and eating it. (Before hypnosis, the abductee consciously thought they were eating hamburgers.)

They were adolescents so they were talking with each other and playing around, that sort of behavior. She was supposed to say if everything was okay, and if not, teach them the proper methods of obtaining food in a cafeteria. She said that everything was not okay. She pointed out one must first obtain a tray. Then the food must be put on a plate which in turn is placed on the tray. One would need eating utensils as well. The hybrids then asked a number of questions about why one would need a plate, tray, and the function of utensils. They were serious about this. She also said there was too much "horsing around," and they had to be quieter. She was a school teacher many years ago, and she has definite ideas about proper decorum.

So I get the sense we are now in a stage of movement. New things are being reported. A few years back Budd Hopkins, John Mack, and I participated in a symposium put together to help publicize the Steven Spielberg-produced TV series, *Taken*. I gave my introductory talk about the element of surprise in the abduction phenomenon—how it has surprised us at almost every turn. In spite of the glacial pace of change, over the years we have found enough things that take us aback, that we had never thought of before, in terms of how the abduction phenomenon works and is being played out.

For example, the questioning of abductees about separating out hybrids from humans was something I never expected to hear and would never have thought of. Debunkers often accuse abduction researchers of using hypnosis to lead people into certain areas of thought and to have them tell us what we want to hear. In fact, it is the opposite. They have been telling us things we could never have imagined, and they are telling me things I *do not want* to hear. Researchers are being pulled along for the ride.

All of this is to say that one of the things I am focusing on in my research is the possible process of hybrid insertion into the society. Originally I thought we might wake up one day and "they" would all just be here. That is what popular culture teaches us. Abductees tell us a very different story. It is much more complicated and different than we had thought.

The evidence seems to suggest that it takes a great deal of coordination between all sorts of different aliens and hybrids who have been trained in different functions for the smooth operation of this program. Every one of them appears to have a job. They all seem to have their task to perform and so do some abductees. So, what we might be dealing with is a much more complicated phenomenon, both for hybrids, for aliens, for abductees and, of course, for researchers who are trying to discern what is happening. Researchers do not have guides explaining how to do this; everybody is learning on the fly. We are learning things as they are being revealed to us in bits and pieces and trying to make sense of them.

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We have gathered an enormous amount of information about the subject. It is not disparate information; it is confirmatory, and substantive. It is rather like putting the pieces of a puzzle together. We do not have all the pieces, but we can see the picture clearly now. Each piece adds to our understanding. Each piece gives us insight into the motivations and goals of the picture's creators. There are, of course, many important pieces to fill in. If researchers accept abductee accounts, then we must ask why people are being trained in crowd control. We do not know what the role of non-abductees will be in the future. We do not know how the power of neural engagement will be used on humans once they integrate into the society. Neural engagement means they can control us and we cannot control them. We still need to learn a lot more about this most perplexing and unnerving program.

Obviously, we do not know everything. Most importantly, we still do not know why this entire program of integration into the society is happening. This lack of knowledge is actually extremely important because if this were psychological, we would know why this is happening; if abductees were psychologically generating all this material, many, if not most, would generate the ultimate reason for the project as well. But they don't.

In popular culture, many outer space-themed movies have involved a flying saucer coming to earth, an alien coming out of a flying saucer and saying, "My name is Xabdork. I come from Venus. I have come because you have been doing unacceptable things. You must shape up." In these movies, we know exactly who they are, where they are from, and why they are here. But this phenomenon does not follow popular culture, as skeptics would want us to believe. It has its own internal dynamics apart from the abductees and the researchers. As John Mack said, the phenomenon is what it is. That means it is not what we want it to be.

Budd Hopkins and I have been doing this work for a cumulative total of over 45 years. We have interviewed, listened to, read letters from, and worked with thousands of abductees and we still do not know why the aliens have initiated this program. In a sense this lack of knowledge helps to validate what we have learned. Once we know the aliens' original motivations for starting the program, we will have gone far towards answering the ultimate question about abductions. In the meantime, we have greatly progressed towards answering most of the important questions about this phenomenon and those answers are both surprising and disturbing. They are not answers I had ever expected. They are not answers I wanted to hear. The pieces of the puzzle form a picture I do not wish to gaze upon.

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"abductees." Many of these individuals have some encounters they consider negative (and therefore might be thought of as "abductees"), and some they consider positive (and therefore might be thought of as "contactees"). Since the interpretations put upon their experiences by these individuals vary so much, it seems best to refer to them using the neutral term "Experiencers."

Conducting Therapy With Experiencers

The field of therapeutic work with Experiencers is a recent development. One of the first ET contact cases went on record in 1964 when psychiatrist Benjamin Simon hypnotically regressed Betty and Barney Hill back to their disturbing 1961 abduction by unusual beings in New England. Dr. Simon was not familiar with the emerging phenomenon of human abduction by extraterrestrials, and he concluded the Hills must be suffering a "shared delusion." Later evidence, perspective, and other people's experiences validated the reality of the Hills' encounter.

Nonetheless, most mental health practitioners have failed to come to grips with the abduction phenomenon, and in many cases do not believe the phenomenon is real. Thus, Experiencer clients are often erroneously diagnosed, medicated, and treated. This leaves them feeling misunderstood and worse than before they sought professional help. Experiencers are also subject to ridicule from family members, friends and associates. As a result, they learn not to talk about extraterrestrial experiences and the sometimes severe anxieties which result, and therefore receive no help dealing with these experiences.

The Academy of Clinical Close Encounter Therapists (ACCET) is a good source of professional psychotherapists and regression therapists to which Experiencers who desire to receive professional help can be referred. ACCET is an international organization of professionals who appreciate the challenges faced by individuals who experience extraterrestrial encounters, and who are trained in regression therapy. Contact ACCET at Barbara_lamb@verizon.net.

Experiencers may suffer pronounced anxiety, especially in certain situations which remind them of extraterrestrial encounters, but most are not inherently medically or psychiatrically disturbed. This is amazing, considering the intensity of the trauma they have experienced. Most are normal people to whom very unusual things have happened, but they may still need therapeutic help to deal with these events.

Now that the subject of alien abductions is being aired in the media, more Experiencers are coming forward. They want validation and understanding from persons who know something about the phenomenon. Experiencers often attend UFO meetings

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and conferences to see if there is evidence of crafts and beings coming from space. They may share their stories with researchers in the UFO field long before daring to tell a therapist. If Experiencers find a knowledgeable therapist, they are relieved to be taken seriously and to have their experiences validated.

Working with Experiencers

I believe trained regression therapists have the necessary skills for working with Experiencers if therapists are open to the possible reality of unusual encounters. Regression can help the Experiencer uncover buried memories of strange encounters, even though the aliens often have specifically influenced these individuals "not to remember" anything. Fortunately, everything is recorded in the subconscious mind and the memories can be retrieved through regression. This enables expression and release of the associated feelings and eventual integration into the person's conscious life.

A therapist's initial contact with an Experiencer is important, whether the contact is in person, by letter or by telephone. Experiencers are often afraid to disclose the bizarre and unexplained things that have happened to them, so it is crucial the regression clinician be open-minded and take what the client says seriously, even though the therapist does not yet know if the individual is a true Experiencer.

It can help to ask about the client's general life and functioning, and a brief description of anything the client thinks might be related to the unusual experiences, including dreams that seem to be "more than dreams," sensing or seeing unusual beings in their room, flashbacks to glimpses of unusual creatures, UFO sightings, "missing time," unusual and unexplained markings on the body, or anything else that seems relevant. It is also important to tell the client from the start that if it is discovered through regression that they are Experiencers of extraterrestrial contact, their lives and their notions of reality may be changed forever.

In the first session, before the therapist begins a regression, it is important to determine if: any other crisis or major life issue is going on in the client's life, whether the client has a history of being abused, and whether he has psychiatric symptoms or serious depression or anxiety. If any of these conditions are found, they should be taken care of therapeutically first before exploring the possibility of extraterrestrial contact.

As the client describes unusual experiences and offers clues that something anomalous has happened, the therapist does well to notice where the client is most intensely emotional. Look for "irrational" anxieties, flashbacks, and vivid dreams. Explore the client's fear of uncovering possible abduction material. Clients may fear they are going "insane" because of the bizarre experiences, and it is necessary to reassure them this is not so. Clients may need help in setting up support systems which help the client feel stable and accepted as he or she goes through the regression work. They are helped by being acknowledged for their courage in coming for help, and for being willing to explore what may have happened to them.

During the first sessions it is better the therapist not indicate whether he believes the client has experienced a true abduction. The client should draw his or her own conclusions about this, but should not do so until after at least one or two regression sessions.

It is also helpful to prepare the client for what the process of hypnosis is like: a state of deep relaxation in which we can access memories buried in the subconscious. During the regression the client will hear the therapist's voice, follow the guidance, and answer the therapist's questions. He will answer out loud describing the details of what he is recalling in the episode being revisited. At moments he may be aware of the position of his body. He will mostly be aware of reliving the experience he has regressed to, moment by moment, though at times he might be briefly aware of the "here and now" and his current thought process.

It is important the therapist reassure the client the therapist will be with him in the experience, every moment, will assist him in handling what is happening, and will help the client come out of the experience any time he needs to, or when the episode is completed. The therapist can reassure the client that if he does not want to fully experience what is being remembered (such as a painful medical procedure) that the therapist is prepared to assist the client in removing attention from his body in order to figuratively view what is happening from the side or from above.

It can be helpful to learn the sequence of events comprising the experience, even without fully reliving painful physical sensations. The client benefits from being reminded before the regression starts, and here and there during the regression, that he *will* return from the experience he is reliving, and *will* continue with his life and his everyday functioning.

The therapist should help the client choose the focus or subject for the particular regression. The focus could be a fragment of memory, such as a few seconds of an unusual experience. It could be whatever happened just prior to a period of missing time. The focus could be looking at the source of flashbacks of a disturbing experience. Or the focus could be whatever happened that caused the client to suddenly have unaccountable scars or other markings on his body. Or, it could be what happened after seeing unusual beings by the side of the bed at night and being unable to move or call out for help. Or, what happened after seeing a bright light above the client's car while driving, being followed by this light, having the car motor mysteriously stop and beings approach the car. Or the client may want to look at the source of a disturbing, recurring dream. The focus helps the client's subconscious mind locate the incident being explored, and make it available to be relived in detail.

Sometimes the focus is other than a specific incident. It may involve going back to the source of intense feelings (often fear or discomfort) which the client has in certain everyday situations, which remind him of something anomalous and disturbing he does not quite remember. For example, the client

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may greatly fear being in a hospital, or shopping mall, or airport with light-colored shiny floors, and discover during regression the fear stems from being in a spacecraft (which had bright shiny floors) during an abduction. Sometimes the regression focus is more open-ended, such as asking the client's subconscious mind to take him back to whatever is most important to remember at this particular time.

It is also helpful to assess the client's primary "mode" of accessing information and memories, whether visual, auditory, kinesthetic, scent awareness or intuitive knowing, in order to ask the kinds of questions during regression that will bring about the clearest memories and information.

The therapist can explore any beliefs the client may have in a "higher source" to call upon for help, if necessary, during the reliving of traumatic memories. If the client has a sense of spiritual resources, the therapist can reassure him that some "higher guide" will accompany him and make sure he is returned from the experience. If the client has no sense of spiritual resources, the therapist can reassure him the therapist will accompany him in every moment of the experience.

The client does not have to relive an entire abduction experience during one session if the experience seems overwhelming or too distressing for him. The session can be ended any time he wishes or feels it necessary. Each client needs all possible reassurance he will be "safe" in the process of recovering his memories. He may also need practice getting into the altered state sufficiently to relive the experience he is choosing to explore, and it may take the client some time to trust the therapist to help open the way for the experience to be relived.

Experiencers may consciously recall elements of their abductions before being regressed. Some remember only fragments. Others think they remember the entire episode only to discover through regression there was much more to the experience than they had thought. Some remember nothing about an abduction experience for years until "triggered," perhaps by seeing a picture of an alien or a UFO, or hearing of someone else's encounter, or having a vivid dream.

It seems the extraterrestrials affect the Experiencer with a form of amnesia or forgetfulness. This is powerful and may be reinforced by the Experiencer's own internal protective mechanism of denial. Unconsciously, many Experiencers feel a strange kind of bonding with the aliens they encounter, as in the Patty Hearst abduction case, and feel disloyal to them by remembering. (In the infamous Hearst kidnapping of 1974, the victim appeared to become sympathetic to the cause of her captors, the Symbionese Liberation Army. This bonding phenomenon is called "Stockholm Syndrome" after a similar Swedish bank hostage incident in 1973.) Such clients need to be reassured they have a right to know what happened to them, and no harm will come to them or to the aliens by remembering and sharing the experience with someone they trust. They will benefit by being reminded they have survived the experience, no matter how bizarre or disturbing it may have been.

Whatever comes to the client's awareness during the regression should be explored as thoroughly as possible, including going over some details again and again and deepening the brain wave state if necessary. Since the client is liable to fill in the gaps between moments with his own confabulated ideas, it can be helpful to relive the episode more than once to be sure to retrieve it accurately. As in conducting any regression, the therapist should not influence the material with leading suggestions, assumptions, and planting of ideas.

Some traumatic details may not appear during the first sessions due to the client protecting himself from unwanted distress. Clients experiencing fear during regression should not be forced to remember details they are not ready to face. The therapist should move slowly, following the client's lead. The therapist can suggest the client move backward or forward in time; this is possible in the altered state of consciousness, which is a very fluid state of being.

Before ending the regression, the therapist can direct the client to "move ahead to the conclusion of this experience." This gives the client closure of the material in that session and brings him back to where he was at the beginning. The incident can be revisited later, and the client will feel some completion for the time being.

The frequency of abductions varies greatly from one Experiencer to another. In my research it appears most Experiencers have been abducted more than once, often many times, starting in childhood, infancy or even life in their mothers' wombs. Intervals between abductions may be weeks, months, or years; yet some people report several abductions in one night.

> "Contact begins sometimes before birth. One experiencer was treated by an ET for a congenital heart defect while still in his mother's womb."

Some Experiencers at first recall only frightening events. These stand out dramatically, attract the psyche's attention, and need therapeutic work. Later, Experiencers often discover they have been interacting with a variety of aliens and that some occasions have been educational, enjoyable, even enlightening. I encourage my Experiencer clients to continue with their regressions so they can discover the probable positive aspects of their extraterrestrial contacts as well as the negative elements.

Indicators of Abduction Experiences

Experiencer clients often present indicators of extraterrestrial contact, and more therapists should be aware of these special clues. The Experiencer often has on-going irrational anxiety, disorientation, confusion, and frequent panic attacks. At worst, the individual may discontinue work or school or other activities. He or she may avoid getting needed treatment due to a fear of doctors' offices, hospitals, and medical instruments and procedures. Some have panic attacks in settings where the lighting is indirect from an unknown source.

Many Experiencers have sexual and relationship problems and difficulty trusting others, especially authority figures. Some have compulsive or addictive behaviors; yet they may also have psychic abilities and experiences. They may fear animal eyes, owl eyes, spiders, snakes, and praying mantis

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insects, which unconsciously remind them of extraterrestrial beings encountered.

Many Experiencers fear the dark, fear being left alone, going to bed, falling asleep, fear bedroom closets, fear being "watched," driving alone at night, and being followed by bright lights. They may have unusual sleeping habits, such as sleeping fully clothed and with shoes by the side of the bed, so that they can make a quick "get away" if visited by unwanted creatures. They may sleep next to the wall for a sense of protection, and position themselves away from windows so they will not be seen from outside. They may lock the doors and windows of their homes, turn on a monitoring system and check the system again and again before retiring for the night. They may wake up at a particular time at night, every night, or may do everything possible to stay awake until that particular time has passed and they inexplicably feel "safe."

Experiencers may describe being "slammed" awake, or recall the sensation of being dropped to the mattress from above. They may wake up in strange positions on the bed or on top of the bedcovers, or somewhere else in the house or even several miles away from home; they may wake up with grass or dirt on their feet, and not remember having been outside during the night. They may find their hair completely wet upon awakening and have no awareness of how that happened. They may have their sleeping clothes on backward or inside out, even though they remember having put the sleeping clothes on properly before going to bed. They may even find themselves wearing clothing not their own.

"Experiencers may have unusual sleeping habits, such as sleeping fully clothed with shoes by the bed so they can make a quick getaway if visited by unwanted creatures."

There are also body clues of extraterrestrial contact. The Experiencer might find small scoop-shaped scars, triangular burn marks, a bead of pus in the navel, straight thin cuts, bruises in the shape of a grouping of fingertips, pin-prick marks organized in distinct patterns. There may be a small lump near one ear, or in the forehead, or the base of the head above the spine. There may be vibration in his forehead, his ears may ring or buzz, or he may feel pressure in his ears. He may have had frequent nosebleeds since childhood, and may wake to find drops of blood on his pillow. He may have chronic sinusitis and other nasal problems, as well as chronic headaches, and strange sensations in one ear, or behind one eye, or in the sinus area.

Additional clues are back or neck problems, soreness in the genitals, or stiffness anywhere in the body. He may have a strong sensitivity to certain lights and sounds, and electronic equipment may turn off or malfunction when he is nearby. Some Experiencer women may say they became pregnant without having had sexual activity, and then two or three months later discovered the fetus had mysteriously disappeared even though there was no abortion or miscarriage. Or they may say one of a pair of twins mysteriously vanished from the womb, with the cord cut and sutured perfectly.

Experiencers may remember being paralyzed, unable to call out, being levitated and floated out though a closed window or a solid wall, and then transported up on a beam of light and into a spaceship where various procedures happen.

Types of Extraterrestrial Beings

According to reports from thousands of people worldwide, there are many types of aliens—tall and short, with hair or bald, uncaring or compassionate, and in all cases they are very different than life forms we are familiar with. It is always a shock to encounter any of the types, because they are unknown and strange. It is disconcerting that they suddenly appear "out of nowhere." We do not know what to expect of them. We feel vulnerable, at their mercy and helpless.

The most common type of beings reported are the "little grays," described as three to four feet tall with grayish skin, big black almond-shaped eyes, tiny noses, small slits for mouths, no outside ear flaps, very large heads with pointed chins, no hair, and thin, delicate-looking bodies. They often move stiffly, like robots. They are described as going about their tasks diligently and efficiently, with a matter-of-fact attitude and no apparent regard for the Experiencer's reactions or discomfort. No wonder Experiencers feel mystified and often repulsed when approached by these beings.

Similar in general appearance are the "little whites." They have big round eyes with some white areas in the eyes and seem to Experiencers to be sweeter, gentler, and less threatening than the grays. The little grays and the little whites are the ones who pick up the abductee and take him or her to other beings who perform various procedures. Sometimes they do not remove the Experiencer, and instead perform medical procedures in the Experiencer's bedroom.

Other gray beings of various heights are reported, some with large, black, almond-shaped eyes, some with so-called "beveled" eyes. Some stare into the Experiencer's eyes from a distance of only an inch or two, seeming to draw out all the person's thoughts and memories—a most frightening and unnerving experience for the Experiencer. There are also bronze-colored and whitish aliens that are five-feet eight or nine inches tall; some have large, faceted eyes. Others have huge pointed ears and big feet. Some are very tall pure white aliens with wispy hair and skin drawn tightly over a skull-like face. Some are reported to look like "Sasquatch," i.e., large, ape-like beings with hairy, shaggy skin.

Very disconcerting and frightening are some large, muscular reptilian types of beings with snake-like golden eyes with vertical pupils and uneven, mottled and bumpy skin, often described as alligator-like or snake-like. Some of these fearsome beings wear armored plates covering their chests, padding on their shoulders and thighs, which make them appear even bigger and more powerful. Some wear regal clothes with insignia, crests, or rows of medals. They tend to have the size and stature of a tall, athletic human male. They approach people aggressively and have sexual intercourse with them, without any negotiating or gaining consent.

Another type of being is the tall, thin "insectoid," with huge bug-like eyes wrapped around the sides of the head. As disconcerting as these "praying mantis" beings appear, they often turn out to be unconditionally loving and kind. Once an

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Experiencer gets past the unusual appearance, he may report a great fondness for these beings. Shorter, stockier, bug-like aliens with big bulging eyes do not seem to radiate that kind of lovingness, and are often shunned by those who encounter them.

Some aliens appear quite human-like, including the "hybrid" type, which seems to be a combination of human and extraterrestrial. They often look human at a distance, but appear alien upon closer contact. The eyes seem more human than alien, but the expression and demeanor are non-responsive. Allegedly, some hybrids can pass for human and sometimes intermingle in human society.

Many aliens wear robes with large hoods, or spacesuits, or formfitting suits of varying kinds. Although no external genitalia can be seen, abductees sense the beings are "male" or "female." Some seem more attuned to the needs and feelings of humans than others; one of my clients was told that, "aliens who have had recent human incarnations manifest greater understanding of human beings."

There are also athletic, handsome, human-looking alien beings, often blond with intense blue eyes. Referred to as "Nordics," these often make a positive impression on Experiencers although they conduct their procedures methodically and often without explanation.

Some beings seem to be other-dimensional and ethereal, and greatly inspire and thrill Experiencers, on whom they bestow transformational experiences. Some "ethereal" beings are so unconditionally loving that Experiencers feel deep grief and loss upon returning from these contacts.

During abductions, many of the aliens described above work together onboard a rounded craft. Certain beings take the Experiencer to the craft; others perform medical and reproductive procedures on the Experiencer who is lying on an examining table. Still others do deep scanning through the Experiencer's eyes, and another type comforts the Experiencers by touching their foreheads or shoulder with one hand. A "leader" type observes the procedures from the background. Some aliens do complicated healings on abducted humans and are reported to have healed conditions such as cancer, long term back pain, kidney problems and a congenital heart defect. With one of my clients they did emotional healing by relieving her deep grief over the death of her father.

After physical examinations and medical or reproductive procedures are completed, Experiencers are sometimes taken to another room and shown "holographic" scenes of earth catastrophes such as floods, earthquakes, or nuclear or ecological destruction. Sometimes they are shown pleasant, positive scenes. Sometimes the aliens holographically "stage" emotionally stirring events, such as the Experiencer's child being struck by a car, or a cherished lover or departed loved one suddenly appearing. During these staged events the aliens study the Experiencers intently, watching their reactions as if they are trying to learn about human emotions, or perhaps they hope to derive energy from the intensity of human feeling.

Lifelong Experiences

People seem to begin their extraterrestrial contacts early in life, sometimes even before birth. One male client was treated by an extraterrestrial for a congenital heart defect while still in his mother's womb. The being placed his hands on the outside of the womb and sent energy into the embryo inside. He said to the embryo, "You will not be able to live with this condition, so I am placing an invisible electro-magnetic strip over the hole in your heart." The treatment was repeated by the extraterrestrial every year or so, during abductions, until the man was 48 years old and received surgery by human doctors for the officially-diagnosed congenital heart defect.

Children respond to contact in various ways, ranging from terror and dread of sleeping alone to thoroughly enjoying their "special friends." Children are taken from their beds at night or from play areas during the day, medically examined on the spaceship, apparently to be sure they are healthy, and sometimes given a tour of the craft. Some children are introduced to "hybrid" children and asked to play and teach them how human children play.

Some children find themselves in a classroom setting on the spaceship with other abducted children, being taught such things as "mind ball" (moving things with only their minds) and other psychic skills. These learning games are taught and monitored by a variety of extraterrestrial beings. Some children recognize one another from their lives on earth, and develop strong bonds with each other and with the beings. In many instances the children enjoy these experiences, and yet are mostly unaware of them and their own paranormal abilities after being returned to their homes.

Hybridization of Humans and ETs

When Experiencer children enter adolescence, an additional, traumatic, experience may begin. There seems to be an on-going interbreeding program being carried out by some species of extraterrestrials. Eggs are removed from an adolescent girl, either through her navel or vagina and cervix, and are apparently mixed with alien reproductive substances and a hybrid embryo is formed. A month or so later, the girl is abducted again and implanted with the hybrid embryo. Some girls realize they

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are pregnant and some have the pregnancy confirmed by doctors.

A few weeks later they are abducted yet again; the embryos are removed and placed in containers of fluid. The girls suddenly realize they are no longer pregnant, and yet they know they have not had an abortion or miscarriage. This is distressingly baffling to the girls, who in most cases have not been sexually active, and it is mystifying to their doctors.

Months later these same girls are again taken aboard the spaceship and asked to hold their "babies," who do not look entirely human. The Extraterrestrials seem to know that because these babies are partly human, they need to be held, loved by and bonded to their human mothers. These babies are frail and pale, with large, penetrating eyes, strangely-shaped heads and straw-like or wispy hair. The girls are urged to hold and bond with these unusual babies during the visits while being closely observed by the attending extraterrestrials. Some girls are horrified and mystified by this, while others respond with surprise and yet are able to hold and feel love for the strange-looking baby.

During subsequent years these girls continue to have brief visits with their hybrid children onboard the spaceship. Some mothers wish they could raise their hybrid children on earth, but they are told the children would not survive here. Some mothers want nothing to do with their hybrid children and are repulsed that their reproductive material was taken and used to create these strange children. Some Experiencers have been told by their abductors that these hybrid children are highly prized, especially since many do not survive to adulthood and are needed to help the alien race survive.

> "If experiencers act like scared animals when abducted, they will be treated like animals. They can easily become saturated with fear . . ."

A woman might be part of this hybridization program many times, for a span of decades, usually with little conscious awareness except that she is pregnant and then, mysteriously, not. Recall can be achieved during regressions, with resulting feelings of being victimized and used. My compassion goes out to the women who experience these events.

Human males are subject to reproduction/hybridization procedures as well. Some are traumatized and may develop sexual difficulties and aversions with their romantic partners at home. Beginning in adolescence and continuing for several decades they may be abducted and have sperm mechanically removed. They describe this as painful, horrifying and repulsive. In some cases they have sexual intercourse forced upon them by extraterrestrial beings, which causes trauma and feelings of helplessness. With both human males and females, these reproductive actions usually take place onboard the spacecraft, with the occasional copulation taking place in their own homes.

The aliens have explained the hybridization program to Experiencers in various ways. One race has lost its ability to reproduce offspring and needs to combine with human genetic material to survive. Another race has become physically weakened by many centuries of interbreeding with only their own kind, and wishes to incorporate the more robust human stock. Another has become too intellectual and rational and wishes to add the component of human emotion. Still another race wishes to create offspring who could live with them in their location and also live with humans on earth. Other races say they seek to create offspring who can travel back and forth between their society and ours, serving as "ambassadors."

Physical vs. "Out-of-Body" Abductions

Examples of procedures which are unmistakably physical and performed on the physical bodies of abductees include: medical examinations on a cold, hard table; taking and testing of skin and body fluids; inserting, extracting, and replacing tiny implants; procedures with the brain; taking samples of tissues from inside the body; reproductive procedures (including sexual intercourse with the beings); and being suspended and submerged in large tanks of unknown liquid. Experiencers are also asked to nurture hybrid offspring and are tested for their emotional reactions to various situations.

By contrast, "out-of-body" experiences involve being taken in spirit/consciousness/mind only. The body remains behind where the experience began. Experiencers report being levitated from their beds and looking down at their bodies; their bodies remain lying on the bed.

They may be taken to some sort of "place of learning," which may be astral (non-physical) as well. Perhaps for their own sense of security, Experiencers may see these settings as a library, classroom, laboratory, temple, or other place they associate with learning. The place may be a non-physical place experienced in a non-physical state of being. Extraterrestrial guides, teachers, or mentors help in the learning of information and skills, including; physical healing, psychic development, technological skills, ecological concerns, the piloting of spaceships, the administering of health care to masses of people after earth disasters, and other subjects. During the years of his abductions, an Experiencer may have both physical and "out-of-body" abductions, and both positive and negative encounters.

Whether the abduction experience is physical or "out-of-body," it usually begins with the Experiencer being rendered paralyzed and amnesic after the first few moments of seeing an unusual light and beings appearing nearby. My clients have told me this is necessary to prevent their flailing out in fright or anger, which could injure them and their abductors, and to enable the particles of their bodies to separate enough to be moved through a solid wall or closed window. The beings might also increase the vibrational frequency of the Experiencers' bodies, which requires a lack of movement. Because the beginnings of abduction experiences are startling, intrusive and forced upon them, Experiencers usually react negatively and fearfully, even if the experience turns out to be a positive one.

Variations of Roles in Abduction Experiences

Occasionally clients come to believe during regression that they were abducted by extraterrestrials during a previous lifetime. Or, they may feel they themselves were extraterrestrial during previous lifetimes, living their lives on another planet, exploring various planets for possible colonization, or being sent to earth for certain purposes. Some clients claim they previously were the same type of extraterrestrial being that is currently

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abducting them, and that they are serving as "windows" for the beings to learn more about human beings and life on earth.

Some Experiencers feel honored and privileged to be part of an important cosmic program. Some may even channel meaningful information from these beings, which they are eager to share with other people. In material my clients have channeled from extraterrestrial beings, we have been told all conscious, intelligent beings in the universe are from the same source, are able to incarnate on various planets and dimensions, and that each intelligent species goes to the same spirit plane between incarnations.

Some Experiencers discover during regressions that they actually collaborate with the extraterrestrials during abductions. They may help convince other humans to go aboard spaceships, help with medical procedures on other abducted humans, learn healing techniques from the beings, help run the spacecraft and even co-pilot the ships. Some Experiencers discover they are delegates to large council meetings comprised of beings from many different planets, where they discuss problems amongst species and especially problems on earth. Others travel long distances in a spaceship while suspended in containers of special liquid to keep them safe and help them adjust to the speed and changing atmosphere.

Transformational Aspects

Some Experiencers do not interpret what is happening to them as invasive or traumatic. They believe their abduction experiences, even painful medical procedures, are for a worthwhile purpose and basically positive. They learn to like and in some cases love the beings with whom they have had years of contact. They accept the reality that they have extraterrestrial spouses and children. These people deliberately look for the deeper and more positive meaning of their experiences.

> "Experiencers will continue to be abducted. The source of the trauma will continue, out of the therapist's and the client's control. This is distressing to therapists, who want their clients to get better."

It can be argued that this is the only way Experiencers can tolerate what has happened to them and will continue to happen to them. It is similar to "Stockholm Syndrome" described earlier, in which human captives bond with human captors in abductions here on earth. However, people who look for positive aspects in UFO abductions usually find them justifiably. Although many people fear aliens are intending to take over the earth for their own use, some Experiencers come to believe the alien/human interaction is ultimately benevolent and that some species of extraterrestrials are genuinely concerned about the ways in which we are destroying our precious earth. They urgently want us to change our ways and save our planet before it is too late.

Many Experiencers find a spiritual dimension. They may accept the "aliens" as intermediate between themselves and God, or the primal source of creation or cosmic consciousness. They liken the aliens to angels, spirit guides, light beings, or enlightened beings. They feel the abduction is a return to a true cosmic home, beyond space and time, to an incredibly beautiful realm. They feel joyous, with a changed sense of their own place in the cosmic design, and a heightened awe of the universe and the natural world of earth. They eventually see our notions of space and time as non-accurate, and sense themselves to be in multiple times and places at the same moment. They may weep with sadness on leaving that realm to return to humdrum lives on earth, and they sometimes remain depressed for a time at the loss of these glorious experiences. Many long to "go home to their true family."

When Experiencers realize their consciousness is separate from their bodies they become aware of the cycles of birth and death on earth and other planets as well, and they relate more easily to the countless beings beyond space and time. They become less ego-attached to their current personalities, and may identify with the extraterrestrials during their abductions. Some feel "blended with" the beings at times.

Moving Beyond Fear

It is important for Experiencers to move beyond fear, because fear seems to attract the more negative aliens and experiences. If Experiencers act like scared animals when abducted, they will experience being treated like animals. They can easily become so saturated with fear they do not notice many elements of the experience. It helps if the Experiencer can feel the fear without holding on to it, and then notice details of the encounter and the extraterrestrials. Even when the Experiencer is told by the beings "not to remember" the encounter, he can insist on being aware and remembering. I encourage my Experiencer clients to tell the beings they have a right to know what happens to them.

Experiencers can ask for a meaningful relationship with the aliens, and if they do they are more likely to be treated with respect and as a peer. Extraterrestrials communicate telepathically with humans, and some Experiencers try to "test" the beings who come to abduct them by telepathically asking "Who are you?" and "Are you from the Light?" If the beings refuse to answer or emit negative vibrations, the Experiencer can refuse to go with them. If the beings say they are "from the Light" and emit positive vibrations, the Experiencer might choose to let the experience happen, knowing they will likely have positive or at least meaningful experiences. Exercising control in this manner is a way of lessening fear of an experience over which they have no control.

Experiencers can refuse to be taken by several means. At the first moments the beings appear, the Experiencer can vehemently project "NO! I refuse!" either aloud or mentally. Experiencers can immediately visualize intense white light from a high source surrounding and protecting them. They can call on their favorite saint or spiritual protector to ward off the experience, or they can immediately move some part of the body to break the paralysis about to set in. These methods are effective if used immediately and with strong intention and emotion.

Experiencers can also ask for information, such as why the aliens are here, what they are doing, and why they are doing

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certain procedures on them. I encourage Experiencers to ask these questions during both the regression and in any subsequent abduction, and usually meaningful information is gathered. When Experiencers realize they can do this, it considerably relieves fear of the mysterious and bizarre episodes, and gives the Experiencer a sense of actively participating in the encounter instead of being completely at the mercy of the beings.

When Experiencers ask why they, in particular, have been selected to be visited, they are often shown that during a spiritual state before coming into this lifetime, they made agreements with the Extraterrestrials to cooperate with them during this life. Or, they are shown they were once members of that group of beings during a previous lifetime, are currently one of their representatives here on earth, and have agreed to be studied by the beings to further understanding of the human race and life on earth. Alternatively, they are told they are members of a particular family whose genetics have been studied by the beings for generations, and they are needed to continue this line of study.

Conscious, Awake Experiences

As some Experiencers move through and beyond fear, they sometimes ask the aliens to appear when they are fully awake and in the light of day, for a conscious face-to-face contact during which they can avoid feeling victimized and can have a better chance of building mutual rapport. This does not always work out as planned; some clients who ask for such meetings become upset and react negatively when their wish is granted. But others manage to control themselves when the beings appear. They suppress any self-protective, violent reaction and proceed to have conscious, positive experiences of relating to the beings, visiting the spaceship, and being taught interesting information.

> "Experiencers may except the aliens as intermediate between themselves and God, or the primal source of creation."

The Processes of Therapy

In conducting therapy with Experiencers, there are special considerations. These clients will probably not remember all details that emerge during regression, and they should not be forced to deal with material still repressed. They will remember it eventually, when they are ready. It can be helpful to give the client "homework" assignments: drawing and/or writing down what they remember from each regression; writing in a journal anything unusual that happens during daily life, such as flashbacks or "triggered" memories—as well as their reactions to the regression. As with other therapy clients, any homework that engages the client in the ongoing process of therapy is helpful, and especially so with Experiencer clients.

During regression, to make sense of the bizarre material as it emerges, Experiencers may spontaneously "fill in the gaps" between recollected segments and make assumptions about what is happening in the gaps. This is called confabulation, and it can give an erroneous sense of the experience. Experiencers need permission not to remember everything at once. Sooner or later it will all make sense, especially if the incident is relived a few times.

With especially traumatized clients it can help to allow the reliving of traumatic material without physically feeling it, as if only observing it, for the first uncovering or two. This can be accomplished by having clients figuratively "leave their bodies" and watch the incident from somewhere else in the room, without experiencing it physically. It is helpful to allow clients to examine only one traumatic incident per regression, and to bring the client safely out of the encounter and back to where it began. Clients who are handling the encounter reasonably well might wish to relive the entire experience with all its details during one regression. The therapist can check by repeatedly asking the clients how he is doing as the regression progresses.

When many Experiencers are newly reliving encounters in regression, they will have ongoing apprehension about being abducted again. They may feel helpless because they do not know when or where it will happen. In this event, the therapist might suggest the client visualize himself remaining calm when the strange beings approach; that the client remind himself he need not feel undue fear because he is always returned from the abductions; that he turn his attention to the beings and ask whatever he wants to know; that he look for interesting elements in the encounter, or elements which are benign or positive; and that he reinforce his own inner strength, which cannot be robbed by the beings.

Experiencers need time to assimilate the experiences recalled during regressions, and therefore we wait a few weeks or more before doing further regressions. Between regressions, regular counseling sessions or phone contacts with the therapist can help. The therapist, available for encouragement and support, might be the only person the client feels is understanding and supportive, and this means a great deal.

The process of recollecting experiences with Extraterrestrials may evoke a variety of emotions and reactions in the client. Initial denial these bizarre encounters are actually taking place is one such reaction. Anger that the beings are doing things to them without their conscious permission is another. They may block from their awareness certain procedures done to them. They may suffer great fear of the beings and the strange (and sometimes painful) procedures. They may feel deeply depressed they cannot prevent the encounters, and cannot stop unwanted procedures inflicted on them. They may feel grief as their previous understanding of reality is challenged and changed forever. They may feel isolated, alone in the experiences, as if they are hugely different from everyone else.

However, with sufficient therapy and regressions many clients gradually come to accept the encounters. Some become increasingly fascinated with the phenomenon of human-extraterrestrial contact, and may become serious researchers of the subject. They may share encounter experiences with others who are also having such experiences, and highly value participating in an Experiencer support group. They may come to realize they do have some choice about continuing the encounters. In the aftermath of realization, I have observed a long process of changing from one reaction to another, and as in

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any grief process individuals experience these stages in unique ways and in unique order. It is vital the therapist understand these processes to best help Experiencers proceed through them.

Support Groups for Experiencers

Support groups are extremely beneficial to Experiencers. Support groups allow Experiencers to share accounts of extraterrestrial experiences, realize they are not alone in having these bizarre happenings, feel understood, accepted, and "normalized." It is best not to begin group participation until after the client has gone through a few regressions, and when they and the therapist have substantial indication of the kinds of things that have been occurring. This helps avoid being influenced by other peoples' testimonies, which could contaminate their own memories.

Support groups can provide other resources, such as suggested reading, conferences, and methods of coping with difficult situations. Even a small support group can help, and therapists who work with such clients should try to provide a support group for them. Although it is helpful to have therapists present during support group meetings, the therapist does not need to conduct official group therapy. The therapist can guide the group in an orderly way to assure each participant has his say on the aspects of most concern to him or her. Some support groups elect to do sky watches together during late evenings or overnight camping trips in hope of seeing a UFO. Witnessing unusual craft that do not seem to be made by humans gives Experiencers a sense of validation of their experiences with extraterrestrials.

Considerations for Therapists

Not all therapists are willing to work with people who think they have been abducted by extraterrestrials, since many therapists do not believe in the reality of such beings and experiences. Even therapists somewhat open to this reality nevertheless may not be comfortable enough to work with Experiencers. Long held notions of reality could be shaken. The material might be difficult to handle, personally and emotionally, and they might not know how to proceed in therapy with this kind of material. They might not be trained in regression therapy. Therapists who work with abductees can be strongly affected emotionally by what their clients recall and by the obvious challenges to their own preconceived notions of reality. Also, with abductees, we cannot change the future; they will continue to be abducted. The source of the trauma will continue, out of the therapist's and the client's control. This is distressing to therapists, who want their clients to "get better."

Barbara Lamb MS, MFT, CHt is a licensed Marriage and Family Therapist, Certified Hypnotherapist and Regression Therapist in Claremont, California. She specializes in Regression Therapy with people who experience encounters with extraterrestrial beings. Trained by the Association for Past Life Research and Therapies (APRT) she began working with ET experiencers in 1991, and has conducted regressions with more than 500 of them, totaling at least 1500 regressions.

She has taught workshops for Regression Therapists through various agencies such as APRT, the Professional Institute for Regression Therapy (PIRT) and others. She is currently President of The Academy of Clinical Close Encounter Therapists (ACCET). Ms. Lamb has presented numerous lectures on the ET Encounter subject across the U.S., Canada, England and Belgium, and has been interviewed on numerous television and radio shows.

Her forthcoming book, *Alien Experiences,* co-authored with Nadine LaChance, will be available in Spring, 2007. Her existing book, *Crop Circles Revealed,* co-authored with Judith K. Moore is available from her through email at barbara_lamb@verizon.net.

It helps if therapists attend conferences and talk about these concerns with researchers and other therapists who work with Experiencers, form networks with them, and read widely about the phenomenon. It can also help to talk with people who have had these experiences. When feeling more prepared to deal with Experiencers, therapists can look for clues a client might be having extraterrestrial encounters, and proceed with their helpful therapeutic skills. I encourage all regression therapists to be open to finding the clues indicating that a client might be an abductee, and if they are found, to venture forth with an open mind with their best therapeutic skills.

It seems an increasing number of people are becoming aware they have had abduction experiences, and more therapists able to work with these individuals are needed. If mass sightings of UFOs and extraterrestrials ever occur, it is possible therapists will significantly contribute to public understanding of what is going on.

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head is on the floor. The bed is at a sharp angle, offering some space between him and me, except my feet and legs are still on the bed. I am scared he will grab them and pull me back up. He doesn't. Instead, he has gotten down on his knees (if that's what they are; they bend so I guess they are knees). I can see those knees now since most of the covers are on my side of the bed near the wall and not on the side where he kneels, looking at me. I can see his paddle/duck-like feet too. He has no shoes or coverings whatsoever, and his left hand is supporting him on the floor.

Alien Becomes a Clown

As I consider the situation in my room at age four, one of the amazing things is, I can see the alien almost as well under the bed (where it should be darker) as I can while he is standing in the room.… Except for the dim glow from the well house, I have no memory of a light source. I only know from my current conscious memory that there was an even source of light throughout the room.… He slowly lifts the remaining small amount of covers and sticks his face under the bed a bit. The only safety I had had was I could not see him. Now I can and I am terrified! I do not feel paralyzed now. I can move my head freely, but my arms and chest are still restrained by covers and wedged between the bed and wall.

Next begins the most horrifying part of the experience for me. As he crawls slowly towards me, he begins making himself look like a pure white clown with large doll-like eyes. I know inside, "He wants me to remember this as a bad dream of a clown." This is to make clear to me what I am to remember. However, since remembering hasn't happened yet, how can I be sure what I will remember? Once again, I wonder, "How does he do that?"

I Will Not Forget –It's Not a Clown!

He crawls under the bed, his large head next to mine, and makes his eye contact. "I will not believe this clown. I will not forget. It is not a clown. It is not a clown! I will not forget!" It gets very dark as I tell myself for the last time that night, "I will not forget. It is not a clown."

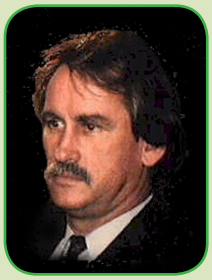
…in the morning, I am back in bed, and cold. Numerous things tell me what I remember from the night before really happened. The soreness on my back where I hit the floor … the bed is no longer square against the wall. My covers come only near to my shoulders. (I always had them up to my head to keep me warm.) The sheets are a mess!…I definitely freaked in the morning….My parents realized something was troubling me greatly and I found myself in bed between them the next night…. I was grateful. Mom and Dad could protect me now.

Can Mom and Dad Protect Me?

I was soon to find out differently. They could not protect me….I open my eyes to see "him," the clown from the night before. The difference is he is not in his "clown suit." He is standing at the end of my parents' big bed and there is a second one with him. They look a lot alike. I can tell them apart though….I will never forget this clown.

He moves toward me, reaching down with his long, thin arms and hands. He plans to take me from between my sleeping parents. I am not paralyzed at this time and I stiffen to keep him from picking me up. My body tightens, my teeth grind. I want to scream. I cannot. No one can hear my screams. Mom and dad will not wake up. No one can hear my scream! I press against my dad as close as I can and hit him in the back as hard as I can with my little elbow. It hurts my elbow….

Nothing I do makes a difference. They pick me up anyway. My parents cannot help me. There is no one to help me. I black out. I was glad to….



Texas native Derrel Sims has been a UFO investigator for 38 years. He is head of Saber Enterprises, an abduction research organization in Texas. (See www.alienhunter.org) Derrel is a licensed private investigator, a Registered Hypnotic Anesthesia Therapist, and a Certified Medical Hypnotherapist. From 1968-71 Derrel served in the U.S. Army as a senior military police officer for one year in Korea, and for two years managing security for a secret CIA US covert ops training base.

He is responsible for the discovery (c. 1992) of fluorescent skin stains, detectable via black light, as an aftermath of alien encounters. Since 1995 Derrel has been involved with the surgical removal of 24 tissue-embedded objects, of which six remain unexplained. In 2006 he published the book *Alien Hunter: The Evidence in Light*, available for $25 (amount includes postage) from D. Sims, Box 60944, Houston, TX 77205.

The Family Connection

In December 1980, my wife, two children and I lived in a large ranch home on 4 acres near Huffman, Texas. One night I awoke suddenly with a feeling of dread….In the dark, I ran as fast as I could to the living room, where I stood in horror. There was my six-year-old son looking out the window. He was not asleep. He was deep in trance. They had come and, like my own dad, I was not there for him…. "Oh God," I thought, "not my son too."

Unknown to me (until years later), my son had rigged a crossbow and a sharp broad-head arrow to automatically shoot the next uninvited "intruder" into his room. This action of desperation by my son could easily have killed any of us in that home if we inadvertently opened the door in the night to check up on him….

The fact is you can mess with me or abduct me and I can live with it (I did). You mess with or abduct my son and I will come after you. I will protect and even avenge (if that is what it is?) my children. Now, they (the aliens) have my full attention. I am not sure this is what they wanted. It is certainly what they are getting for the trouble. This may have been a serious mistake on their part. Now, I hunt them that hunted me and later hunted my son….I am known as the "Alien Hunter."

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Paul's Hypnosis Therapy

Paul's therapist was a psychiatrist. "For months we simply talked about my life. Then he suggested hypnosis. I looked up and it was 45 minutes later. 'When are we going to start the hypnosis?' I asked. He said, 'We already did it.' My wife took notes. This went on for three to four years. I have not read my wife's notes. I also went to group therapy, but there were too many people there who saw themselves as victims. I do not want to be in a 'victim' mentality!" Paul said.

"My wife says the things I talked about are weird and somewhat ritualistic. I didn't actually use the words 'devil worshippers,' but there were definitely a number of people involved in my memories. My wife tells me I said when we were in the circle someone would say to my parents, 'Isn't that right, Laura and Pete?' (Paul's parents' names) In one case I talked about two little girls who were naked and I was too. I talked about taking pictures and flashbulbs and lights."

"In high school I started to wonder, 'What's going on?' One time I called my mother and said, 'I'm in Park City (two hours away) and I don't know how I got here! Tell Larry I'll bring the car home in time for his date.' She said, 'It's 3 in the morning! How can you say that about Larry's date? It's way too late!'"

"I tried to, and did, forget all this until my late 40s. Then I started having flashbacks. Flashbacks, anxiety attacks, just like my twin brother—I get them when I'm in a group. We remembered a guy in our neighborhood who was a war photographer. Maybe it was him taking pictures…but I never accused anybody."

"He woke in the middle of the night and found his ex-wife in bed beside him . . . then she dematerialized. At this, my friend rose from his bed, shrieking in rage."

Paul Remembers Weird Shapes and Atom Bombs in the Sky

Paul didn't remember the sleepwalking incident when Jeff ordered him back in the house. He did describe running the red light and almost hitting a VW with the "guy" beside him. Another time was when Paul and Larry were present at a backyard sleep-out. They saw a "weird shape in the sky" which "lit up the whole backyard," Paul said. "Next morning Larry didn't remember a thing about it." And once, when Paul was in junior high, and the family was camping at Yellowstone, Paul "ran back to the family and said, 'Did you see the atomic bomb go off?'"

Paul stayed in therapy four years, underwent many hypnosis sessions, and never remembered what he said under hypnosis. Why, I asked him, did you continue to pay for hypnosis when you could not remember? "After the hypnosis," Paul told me, "I would feel relieved, cleansed, less anxiety. I started to feel I was not crazy."

"My brother is functioning well today," Paul said, "and I am active too and doing well—though I still get anxiety attacks about once a month. I don't like elevators, and I have another compulsive disorder: when I wake up in the morning I have to count to 64. This started when I was in high school, and I remember being in the army and getting reprimanded for it. They'd sound the bell in the morning and we were supposed to get up immediately and stand at attention. I could not get out of bed until I'd counted to 64, no matter how many times they reprimanded me for it.

"My wife tells me I said under hypnosis that I'm counting to 64 because I see 64 legs and feet and I know I can't get out of there until they pass. From my perspective, from where ever I am watching this, all I can see are the legs and feet."

Paul said his therapist was "very professional. He said I was suffering from post traumatic stress and compulsive disorder. He said, 'We don't know if you are remembering anything real, but it is real to you.' During the time I was in therapy, there was a lot in the news about satanic ritual child abuse, and we considered things like that. But actually there are not many proven cases like that at all. When I was a Chaplain in a men's prison, I talked to child abusers and there had not been any satanic element to what they did."

A Serious Mystery Injury

Paul said *Star Wars* "totally frightened" him, and then he dropped a bombshell. When he was 24, he had to have an operation on both of his arms. "My hands went numb. The doctors told me my elbows had been extremely seriously injured. They used the word 'pulverized'. They said it would have required an 'extreme blunt force' to create the kind of injuries to my bones that they found."

I didn't even have to ask. I knew Paul had absolutely no idea how these injuries had occurred. There have been other cases of injuries to abductees. I have heard of women with extensive scarring on their reproductive organs. I know abductees are prone to high fevers in childhood. I read about a woman who broke her ankle when she was released from a craft. JAR editor Sue Swiatek has a case in which an abductee's lungs were very seriously damaged. He remembers a being saying, "We're sorry. We made a mistake." And investigator Derrel Sims says he has a case in which two children drowned in a swimming pool. And now there's Paul—with "pulverized" elbows. How in the world could that have happened? I wondered.

In the meantime, Jeff dropped his own bombshell. He told me his sister, Joan, has a friend who woke up one morning practically beaten to death.

Another mystery injury...When I talked to Joan she told me all about it. Because I had no reason to think I would not talk to Joan again, I took no notes. But I did not talk to Joan again. She sent a message that Jeremiah, her friend, "does not want to know or remember what happened to him."

It's a simple story, really. I'll reconstruct it from memory and from what Jeff said. The main thing missing will be a precise description of Jeremiah's extensive injuries. It seems Jeremiah stays in a wilderness cabin and one morning he awoke with injuries he had no memory of receiving and no idea who inflicted the injuries.

According to Joan, Jeremiah awoke that morning with

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broken bones in his leg, arms, ribs and severe injuries to his skull. There was no telephone in the cabin and Jeremiah's car was parked half a mile away. It was winter with snow on the ground. I shudder to think how desperate this poor man must have been. Somehow, he managed to get to his car and eventually to Joan, who took him to a hospital emergency room. When the extent of the injuries was discovered, the police were called. Joan was suspected of inflicting the injuries, but these charges were dropped. It required months before Jeremiah recovered, and he still, according to Joan, is not fully recovered. This event happened about five or six years ago, possibly in 2001.

At some point Joan said she consulted "spirit guides" to find out what happened to Jeremiah, and was told he had fallen out of his loft bed in the cabin. Joan does not believe that.

Jeff remembers there were no tracks in the snow around the cabin; no broken doors or windows or any sign of forced entry; Jeremiah is a painter and one or two paintings in the cabin were damaged; Jeremiah's brothers investigated the scene at the cabin and could find no explanation; when Jeremiah made it to Joan's place after the event, Joan, according to Jeff, "could barely recognize him," so severely was he injured.

A Podiatrist with a Broken Back

I wish that was all, but it isn't. Last summer, a MUFON Utah member and I went together to the Denver MUFON conference. I casually showed her a draft of this article. "Oh!" she said, and told me the story of her podiatrist. Recently her podiatrist had occasion to obtain x-rays of his upper body. On looking at the x-rays, the podiatrist's own doctor said, "When did you break your back? With such a bad break in your back, you must have extensive symptoms."

"A man recalled being abducted at age 25. Prior to that abduction he was heterosexual. After it, he was a homosexual. He said that during the abduction the aliens changed his sexual orientation."

"Huh?" responded the podiatrist, according to the MUFON member who told me this story. "Huh? I never broke my back!" The MUFON member has made two attempts to persuade the podiatrist to speak with me. He refuses.

This information leaves me dumbstruck. And there's more. But first, I review the characters in my mind. There's Jeff, the parents Laura and Pete, the twin brothers Paul and Larry, the sister Joan, her friend Jeremiah, and Jeff's handsome friend at Lake Powell. The twins were abducted, I know that. What about the rest? In particular, Jeff. Is Jeff an abductee?

A Nest of Abductees?

My feeling is I am looking at a "nest" of abductees. By that I mean a group of associated persons, some, in this example, related by blood, some not, who are abductees and whose relationships with each other are being orchestrated behind the scenes. These individuals are together or are brought together and influenced to behave in certain ways and play certain roles with respect to each other. In a fluid manner, they pass in and out of each other's lives, as all humans do, but these humans are being watched, tested, stimulated, and used, over a long period of time. I say this even though there is a lot I don't know about these people, and even though I'm seeing only part of the picture.

I think a lot about Jeff during this investigation, and I do not find clear evidence he has been abducted. Unlike the others in this case, I had unfettered access to Jeff on the telephone. He seemed completely candid and I explored his background to some depth. Jeff recalled no missing time, had no flashbacks or other psychological symptoms, his medical history held no clues, nor did I find areas of past experience he was trying to avoid.

Furthermore, just because Jeff's brothers are abductees, and just because Jeff's parents apparently were, and just because Jeff saw a "silhouette" in the dining room when he was six, and just because he woke up bolt upright in time to stop Paul from "sleepdriving"—does not mean Jeff is an abductee. If the silhouette was an alien manifestation, Jeff's brothers might have been the target. And Jeff might have awakened bolt upright in the backyard because he has a strong sixth sense.

Yet, my attention keeps snagging on the recurring theme of homosexuality in Jeff's life. He was not susceptible to it. It was external to him, interjected. I wonder—those "people" Paul remembers sitting in the circle with his parents—did they create these homosexual episodes to test Jeff's psychological makeup?

Psychological Testing by Aliens

Psychological testing is standard operating procedure for the alien. In my own town is an abductee who relates he was told point blank by the aliens they were running a long term psychological test on him. "They told me," my friend says, "that a number of individuals were being experimented on because of their personality type—that they (the aliens) understood these people well and had worked with them long enough—they would look at what you wanted most, assist you in getting close to what you wanted until it got close and then they would *rip it from your grasp* and study your reaction." [italics in original].

For my friend, the content of the test was soon made manifest. He found himself in the "presence" of his ex-wife, who said, "I'm coming back to you." More than anything, my friend wants his ex-wife to come back. "You've got to understand," he told me, "they can create anything they want you to see." I told him I understood that.

Next, my friend reports, he woke in the middle of the night and found his ex-wife in bed beside him. "I smelled her!" he says, "I heard her breathing. I touched her!" Then she dematerialized. At this, my friend rose from his bed shrieking in rage, and threw objects around the room. And that, presumably, is the test result the aliens were looking for.

Nothing so blatant went on with Jeff. But I wonder. I note that each time Jeff had a brush with homosexuality, his reaction was atypical. He was molested as a child, but he bears no psychological scars. In his late teens a friend manifested an intense romantic interest. Jeff rejected the advance without psychological conflict, and without loss of admiration for his

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gay friend. And it is curious Jeff's gay friend was *so* handsome, beyond the normal it sounds to me. As for the peak experience Jeff had at Lake Powell, peak experiences are normal and not necessarily an abduction marker. Yet investigators know that when there is a definite abduction event (Jeff's brothers), then all unusual events occurring to family members of the abductee bear close scrutiny. If someone was testing Jeff's susceptibility, then the peak experience might have been induced, and intended to soften Jeff up for seduction by his exceedingly handsome friend who was, incidentally, on the boat.

Finally, there is Jeff's UFO sighting. Again, he is the passive recipient of experience. A complete stranger shows up and essentially drags Jeff to a place where he is shown the reality of UFOs. Thereafter for the rest of his life, Jeff knows UFOs are real.

If there is psychological testing, manipulation, and orchestration of this family, has a particular role been assigned to Jeff? Whether "assigned" or not, Jeff has a particular role in his family, at present anyway, and that role is "door opener." Although Larry did not speak to this investigator, and Jeremiah didn't, Paul did, Joan did. It seems inescapable this contact with the UFO investigator has caused renewed introspection in these individuals and dialogue among them—further focusing their attention on one particular explanation for their predicament, UFO abduction, as opposed to, say, satanic abuse. All this has happened because 27 years after a UFO sighting, Jeff decided to report it to MUFON. Did some agency outside Jeff's awareness stimulate this step?

"…how deep and thorough is the skill the aliens have obtained in their quest to control human beings."

The "Prompting" to Awareness

The stimulation and awakening of abductees to conscious awareness of the abduction experience is well-known to this investigator. I call it "prompting." Indeed, the prompting of abductees through UFO sightings dominates my investigations in Utah at this time. Just today I received a call from a witness who said he, his son and his daughter saw the same-appearing UFO pass 25 feet over their homes in the last six weeks. The witness's wife did not see the UFO, but she became hysterical during the night of his sighting. "Of course," this witness told me cheerfully, "that isn't the first time I've seen a UFO. When I was 10, my mother and I saw one and there was missing time…" A nest. Prompting.

What about the onset of flashbacks and other symptoms in Larry and Paul some years ago? Was that prompting? Some will say the onset of symptoms represents simply the spilling over of dammed up psychological experience too toxic for the individual to contain. My operating hypothesis is that the memory fragments are purposely released into conscious awareness by the abductors in order to determine how well they will be tolerated by the abductee.

In the case of Paul, the memory fragments which entered his awareness were not well-tolerated. Talking with Paul was heartbreaking; seeing his immense struggle to retain his functionality, to not be "crazy," to keep earning a living and keep being a husband and father—and above all, in his eyes—to not be a "victim." I was on edge during our one hour conversation, keenly aware of what I saw as Paul's fragility, his desperate struggle to find an explanation, any normal explanation for what he remembers and for his compulsions and anxieties.

But as much as he wanted to find a normal explanation—child molestation—he never lost his rationality or his moral sense. "I never accused anybody," he said. As a volunteer Mormon Chaplain in a men's prison, he was looking for answers, but among the child molesters he counseled "there wasn't any satanic element." Nor did he weave any complex tale built on Biblical characters. He might have found an escape there, because Paul is a religious man, but he hasn't chosen any of the escapes a weaker person might. Paul is a heroic and a courageous man who is carrying a terrible burden, a truth so unlikely that, as a rational man, he cannot bring himself to consider—that his life has been deeply penetrated by extraterrestrial intelligences. Did I tell Paul anything? Well, kind of. He said he wanted me to tell him what I thought, but I knew he didn't, or else he would have read his wife's notes of the hypnosis sessions. I recommended a good book on UFOs by a Mormon elder who is also a scientist.

Homosexual Susceptibility Testing?

I'm still wondering if *they* tested Jeff for susceptibility to homosexuality. The aliens are deeply interested in human sexuality, apparently including homosexuality. According to an investigator on Long Island, a group of men there was picked up and told to have anal intercourse with one of the men in the group. "He wants you to," they were told.

I heard this story years ago, and have kept it tucked away in my mind awaiting additional data. Recently, I got some. A colleague related to me a series of phone calls she received from a man who recalled being abducted at age 25. Prior to that abduction, he was heterosexual. After it, he was a homosexual.

The man said that *during the abduction the aliens changed his sexual orientation* and that a female, whom he did not know, was abducted on the same occasion and her sexual orientation was also changed. The man, probably in his 40s now, said that years after the abduction he actually met the woman (he remembered her, and she him), found she lived not far from where he lives, and they discussed the whole matter.

Deeply grateful to receive this information, I told my colleague it was a "benchmark." It marks how deep and thorough is the skill the aliens have obtained in their quest to control human beings. And it certainly makes the notion Jeff was tested for susceptibility to homosexuality more plausible, doesn't it?

Conscious Awareness Can Begin a Period of Turmoil

Joan asked me, "If Jeremiah remembers the night he was injured, will it help?" I hesitated. I hesitated because I know that for abductees the onset of conscious awareness inaugurates a period of turmoil lasting about two years before resolution is

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achieved, if it ever is. Things get worse before they get better. But then, I don't care all that much for the "better" most abductees achieve. Most come to believe the alien is here to help. That is the view I believe the alien wants the abductee to hold, and so the process often leaves me feeling as though, in my role as investigator, I have assisted the alien in achieving his goal.

When I think of what happened to Jeremiah I feel real fear. What possible purpose could it serve to beat Jeremiah so severely that even now, years later, he has not recovered? Dark thoughts enter my mind. Intimidation? Or, I think suddenly, could this be another test? "What will Jeremiah's mental state be if we beat him within an inch of his life? How will he feel and react? Let's try it and find out."

Internet Postings Tell Tales

In my UFO research, the beating of Jeremiah was something new. I had heard nothing like it, and it was nothing I anticipated. I find I anticipate much of what the alien will do, but this was new. Then I ran across something like it on the internet. An individual posted the following account on a UFO abduction website:

> *Last night was one of those aggressively active nights where there was no doubt it would be a night of battle, starting with the heat, even though it was cold in the room. Round one, I woke up drenched in my sweat, but it wasn't that which awakened me. It was the choking, not being able to catch my breath, as though an invisible hand were pressing on my throat. Then the "slam"' into the solar plexus, like somebody punching you there over and over and over, one blow after another. Then the battle carried to the dream/vision state, where I faced a shape shifter. This leopard being was all of a sudden stalking me. Suddenly, I had a shovel in my hand as it came toward me, but as it advanced it started to change. The eyes were quite human and its muscles started to transform into those of a human. Then it rose on its two hind legs trying to lunge forward but the shovel kept it at bay.*

This witness believes he was under psychic attack by persons associated with the U.S. government, and he reports his efforts to ward off the attack with positive energy and love. Early in the experience, he reports hearing a voice say, "You will win this war with love," and he believes this was the voice of an alien observing the situation telling him how to defeat the psychic attack by the U.S. government.

The attacks continue, he reports. "Many times," while driving, or sitting at his computer, or in his sleep, he feels "a lance of bad energy being thrust into my heart/chest area…"

This communication drew forth a sympathetic response from an internet correspondent, who reported a violent experience of his own:

> *Sunday morning I woke up feeling like I had done two rounds with Muhammad Ali (in his good days). I was sore and felt like I had been multiple-punched in the stomach, sides, ribs and kidneys. I could barely walk upright to the kitchen.*
>
> *I noticed the front door was unlocked (though I had locked it), the porch light was off (it was ON at bedtime), and the burglar alarm was turned off (set at bedtime to ON). Someone had gotten in, roughed me up, and left without my waking up. As to whether I fought back… I had no bruised knuckles and the defensive objects I keep near my bed went undisturbed [I must have been] gassed, drugged, and/or psychotronically deactivated.*

Blame the Government?

These two individuals believe corrupt persons in the U.S. government have mastered the technology of mind control, and these persons perpetrate psychic attacks upon abductees who are in close communication with aliens and trying to learn from the aliens how to achieve higher levels of consciousness. They believe the U.S. government's purpose in mounting the attacks is to appear to be the alien and so discredit aliens in the eyes of the abductee.

The alien has not been discredited, however, as far as these two internet individuals are concerned. For them, the result of the attacks has been to intensify their resentment of the U.S. government and cause them to reach out ever more fervently to the alien in an attempt to obtain help.

That's interesting, isn't it?

What strikes me is the susceptibility of the reported events (the attacks) to an alternative explanation, namely, that it is the alien who plays all roles in these reported dramas. It is he who perpetrates the attacks, and it is he who plays the role of the spiritually-elevated, non-intervening observer, because, after all, if we subject these events to the test of "Who benefits?" we cannot deny it is the alien who benefits. His yield is an abductee who loves and trusts him and who hates human authority.

Elaine Douglass is a board member of JAR and has been a UFO researcher since 1985. She is MUFON co-State Director for Utah and was State Director for Washington, DC for many years. In the 1990s she was an organizer for Operation Right to Know (ORTK), an organization which sponsored public protests against UFO secrecy. She holds a master's degree from MIT in military policy.

Conscious Awareness vs. No Context

There is a difference between the two internet individuals who were attacked, and the podiatrist, and Jeremiah, and Paul. The internet individuals are consciously aware of their involvement with extraterrestrials—they are past the crisis of realization—while Jeremiah, Paul, and presumably, the podiatrist, are not. So if we imagine that the attacks on the internet individuals were staged as part of an effort to mold the loyalties of these individuals, we see it was possible to do that because these two people know about aliens, they know about the government cover-up—in other words, they have a context in which the attacks take place and which supports an interpretation.

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But for Jeremiah, there is no context. The attack is out of the blue and he, ostensibly, has "no idea…," at least according to Joan. A difference between Jeremiah versus Paul and the podiatrist, is that Jeremiah experienced the attack, while Paul and the podiatrist not only have "no idea" who or why, they didn't even know *that* an attack occurred, if indeed it was an attack, in the case of Paul and the podiatrist. Maybe they fell down the stairs in an alien aircraft. But Jeremiah didn't, and he didn't fall out of his loft bed either. The fact remains that since Jeremiah doesn't have a context, if somebody was trying to teach him a lesson, he didn't learn it. Nor did I. I can't apply the "Who benefits?" test to this dreadful incident, since there's little to support a hypothesis except possibly to suggest the whole thing was a botched affair and whoever did it had to withdraw.

Soon, I hope, hypnotherapists will apply themselves to some of these "broken bones" witnesses, and I hope they make sure they get past the screen memories.

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Six thousand experiencers having an average of one event per year results in six thousand events per year. Dividing this number by 365 yields approximately 16 abduction events per 24-hour period.

Presumably, each event would involve a UFO flight. Thus, on average, there should be up to 16 UFO flights occurring each night over a similarly sized metropolitan area. Thus, on any given night, the skies over my own home city should be quite busy with UFOs.

Global Scope

If we assume that the abduction rate is approximately the same worldwide,[b] then we end up with: 6 billion people × 0.2% = 12 million abductees worldwide. With an average rate of one abduction per year per experiencer, we find that there are roughly 12 million abduction events per year. Further, if we divide 12 million by 365 days per year we get approximately 32 thousand abductions per 24-hour period.

As we indicated above, if abduction is a nuts-and-bolts phenomenon, than each must require a UFO flight to get the aliens to and from the site. Thus, up to 32 thousand UFO flights per 24-hour period would be required to sustain this rate of abductions. Let's imagine that multiple abductions could be accomplished per UFO flight—arbitrarily assuming 10 per sortie. This would still require 3200 flights during any 24-hour period to sustain the rate of abductions.

What the Numbers Tell Us

These numbers reveal what I refer to as the "Air Traffic Control Problem." In order to coordinate such a massive abduction program—even simply to prevent UFOs from running into each other—some sort of significant command and control structure would be required, an ET air-traffic-control system.

In addition, a large number of physical craft in our skies would presumably be difficult to conceal. Yet, it is not clear that the rate of UFO sightings is in accordance with such a large number of UFO flights. The volume of UFO traffic suggests that the rate of UFO sightings should be higher than it is, unless the aliens have some very effective visual and radar evasion capability.

We can draw some further conclusions about a massive nuts-and-bolts abduction paradigm. The first thing we note is that it would be necessary to support this large volume of UFO traffic with a physical infrastructure to provide logistics, craft maintenance, consumables, etc. To estimate just what kind of a support effort this would require, let's make the (very human) assumption that these UFOs would also need some sort of ground crew. If we assume 10 ETs per UFO as "support staff," we end up with up to 30-thousand ETs. This would require at least one large base or mother ship, which we can assume would be reasonably near Earth. This would presumably be massive and difficult to conceal. At least in principle, it might be detectable to us.

These numbers imply that unless such a vast ET infrastructure exists, one or more of the following must be true:

1) Each abductee has far fewer experiences than we had originally estimated.

2) The number of abductees is far less than the assumed 0.2%, the most conservative estimates from the Roper poll.

3) A significant percentage of abductions are nonphysical, thus not requiring a UFO visit. This would argue (at least in part) against a strictly nuts-and-bolts model for abduction, implying that it may be more metaphysical or paranormal in nature. Many abduction researchers consider this a valid hypothesis.

If the nuts-and-bolts model is correct, and our original assumptions are valid, then the scale of the effort would appear to be comparable to that of a major global military campaign. This would imply that the abduction program must be a vital endeavor and its successful completion of tremendous urgency to some cosmic society.

In this article, we have discussed the apparent scope and infrastructure required for the number of UFO abductions. If this massive effort is indeed under way, then we must ask why we are so important to them. The answer must have profound implications for the future of humanity. Alternatively, if a nuts-and-bolts scenario is not the case, then at least one of the alternatives must be true. To me, any of these alternatives suggest that we know even less about the UFO and abduction phenomenon than we thought.

(LANG continued on page 34)

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He does both individual and group sessions with those who want to explore beyond their present horizons through creative problem solving, metaphysical exploration or past life regression, using guided imagery and meditation.

Craig conducts research into anomalies such as UFO abduction or contact experiences, helping people integrate their experiences into their lives, while shedding more light on this mysterious phenomenon.

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(CARPENTER continued from page 8)

John Carpenter obtained a Bachelors of Arts degree in Psychology from DePauw University, Greencastle, Indiana, and a master's degree in Social Work from Washington University, St. Louis, Missouri. He has had advanced training in Clinical Hypnosis in order to practice as a psychiatric therapist and hypnotherapist in Branson, Missouri. For nearly 20 years he has counseled people in Southwest Missouri for every kind of emotional problem imaginable. His life-long curiosity in UFOs led to his volunteering his services for over 120 cases of possible UFO abduction.

Using clever interviewing and thorough hypnotic investigation, he has collected amazing patterns of data which clearly depict a consistent and coherent scenario of extraterrestrial contact. He presented six papers at the prestigious MIT Abduction Study Conference in Boston in 1992. His published papers have brought him international recognition and speaking invitations on five continents. He has presented at conferences from Australia to England, on national and international radio, television, and film documentaries. He has created and produced seven research videotapes since 1996. Mr. Carpenter also serves as MUFON's Director of Abduction Research.

examine me!! I feel raped!

- "I hate their guts and want to kill them if I ever see them again."
- "I am really confused. What do they want from me? Why couldn't they just explain what they are doing and why they needed me? Then it would be okay."
- "I feel so special that they have been following my family over the years and find us interesting and perhaps helpful to their cause."
- "I have horrible nightmares and wake up screaming! I didn't ask for this to happen—I don't need this in my life."
- "They should ask me first! That is my only hang-up over this. They should ask my permission and not just treat me like a stupid little kid."
- "I don't really care about this. I know it happened, but I'm moving on … okay?"
- "They need to be stopped!! Our military should defend us! People, wake up!!"
- "I believe they have been coming here for centuries and probably brought us here. They are our angels, leprechauns, elves, fairies, and little goblins in legends!"
- "We are just their frogs that they are dissecting on their high school field trip!"

As one can easily see, the same variety of perspectives and opinions abound from this confusing experience—which has been given the name of "alien abductions." What should we call it? Fairies stealing our children away? Entranced by leprechauns? Mingling with the Little People? Hellish visits from demons? Angelic encounters? Higher-functioning insects from Andromeda?

Researchers also claim differing explanations based upon their expertise, background, academic training, professional perspective, as well as personal experiences. Although claiming to be unbiased, they cannot help having a certain angle, perspective, or opinion. They are human beings, and it is human nature to do so! They want to solve the mystery and be able to explain it to everybody else. Despite citing certain data and deriving "logical" conclusions, they can inadvertently notice some data more frequently and dismiss, doubt, or minimize other data at the same time. This is not deliberate—just another process that human beings perform subconsciously to arrive at solutions. Therefore, it can be noted that a researcher always seems to keep finding data that matches his opinions while another researcher may find different conclusions from other data that he continues to find. Of course, these researchers will then debate whose conclusions are correct and whose data is best!

So what do I conclude? My opinion is … that there are no clear answers. We must be very careful when we criticize another person's perspective or belief. Maybe our data points in one direction and suggests a certain conclusion, but do we really know for sure? How can we ignore certain data—especially if it does not agree with our accepted ideas? Having talked with many prominent researchers, I know that every one of them has this "gray" basket in which is tossed the undesirable, less believable, unpopular kinds of data.

Why? Is not every piece of data important and a piece of the puzzle? How can anything in this field of research be "too weird"? We need to look at everything and all opinions to gain a complete and more accurate appraisal. Would that be too overwhelming?

So be it. That's reality.

(LANG continued from page 33)

END NOTES

a. Unusual Personal Experiences: 1991 and 1998, National Institute of Discovery Sciences http://nidsci.org/news/roper_surveys.html
Discussion of the 1991 and 1998 Roper Poll of Unusual Personal Experiences:
The poll asked detailed questions exploring incidents of indicator phenomena in a person's life. Five phenomena were considered as key indicators. These were as follows:

1. Waking paralyzed and sensing a presence in the room
2. Missing time
3. Feeling of flying
4. Seeing balls of light
5. Anomalous scars

Notes: The stated criterion for being a possible abductee is experiencing four of five indicators more than once. The overall estimate of the 1998 poll is that 0.9% (approximately 1%) of the population fit this criterion. Approximately 0.2% of the surveyed population reported experiencing all five indicators.

b. John Mack (Passport to the Cosmos) and others have argued that the UFO abduction phenomenon is most likely global in scope. From this, we can arguably assume a similar percentage of abductees throughout the world.

What constitutes proof?
- Edward J. Ruppelt

CHAPTER 7

FLIGHT AND PROPULSION

UFOs have unusual and distinctive flight characteristics. This aspect of the subject has been investigated extensively for many years, usually with an emphasis upon documentation. Numerous cases have been cited to illustrate each feature of UFO flight. (1) Let it suffice here to consider a composite, hypothetical sighting that includes the prominent flight patterns so that the maximum space can be devoted to analysis.

A HYPOTHETICAL SIGHTING

During a mid afternoon on a clear day, John Doe saw a silvery disc in the sky traveling with an undulating motion at an altitude he estimated to be 10,000 ft. Even though going four times faster than a jet, no sound was heard. After several abrupt changes in direction, it stopped suddenly, remaining stationary for about 10 minutes, except for a slight wobble on its axis. It next came down toward the witness to an altitude of about l00 ft from where it descended like a falling leaf to hover about 1 meter above the ground. When approached by the witness, it rose slowly to the level of the treetops, then zoomed out of sight with fantastic speed. John Doe said that he had never seen anything like it in his life.

Hovering

A favorite posture of UFOs is to hang nearly motionless in the sky or at very low altitude without any indication of how this stunt is achieved. Obviously, the objects do not depend upon aerodynamic lift as do conventional, fixed-wing aircraft. Neither are they suspended from large, rotating blades like helicopters. The absence of blasts of air or billows of smoke rules out jet engines and rockets. Nearly every investigator has the impression that UFOs are somehow defeating gravity, and obviously, they are.

A simple, scientific fact can be of help here. A hovering UFO does not defeat gravity entirely. If it did, it would not hover; instead, it would float upward in the atmosphere. Consider an idealized, disc-shaped UFO that is 10 meters in diameter and 2 meters thick, having a volume of *5,540* cubic feet and weighing 30 tons. On a calm day, no lateral forces are required to maintain its horizontal position. The UFO balances in the air vertically between a buoyant force upward, equal to the weight of air it displaces, and an equal force downward, presumably furnished by gravity. The magnitude of the buoyant force, amounting to the volume of the UFO times the density of displaced air, is easily calculated to be about *425* pounds weight at sea level. In other words, a downward force of about *425* lbs is required to prevent the UFO from rising. A hovering UFO, therefore, defeats gravity almost, but not quite, completely. In this example, the reduction in effective weight and mass is about 99.3%.

Descent and Ascent

One can best appreciate the problem of descent from the pilot's point of view. After bringing the craft to a dead stop about *50* ft above the selected landing spot, he must next lose altitude. Recall that he has just achieved a delicate balance of forces. The descent could be accomplished by adjusting this balance to allow a stronger reaction with gravity. But it is doubtful that this

method would be wise, because completing the maneuver would be unnecessarily complicated and possibly hazardous. Upon approaching the ground, it would not be adequate merely to return the control to its former position, since the vehicle would still be in motion downward. The control setting would first have to be reversed sharply to act as a brake then, upon stopping the downward motion, reset to the original position. If the pilot wished to complete the descent close to the ground, within 1 meter or less as is commonly observed, he would be in danger of overshooting the mark and crashing. A safer control method would be much preferred.

At the beginning of descent, a force from the hovering UFO is acting vertically upward to counteract the weight acting downward. Without modifying this lifting force, the pilot could simply tilt the craft slightly to one side by a small amount, say, the angle A. The force holding the craft in the air would then point in a direction making an angle A with the vertical, but the effective weight would continue to act straight down. The consequences of this arrangement are twofold. Firstly, a force would gradually build up to the small value of F sin A and push the craft gently in the direction of the tilt. Secondly, the force holding the craft in the air would be gradually reduced to the value of F cos A, being only slightly less than the original value. Subject to these forces, therefore, the craft would sink slowly as it moved sideways in the direction of tilt. The control lever would be brought back quickly to neutral. This maneuver would then be repeated on the opposite side, with additional loss of altitude accompanying a lateral slip in the new direction. By continuing this sequence, first to one side then to the other, the craft could be brought down to the desired altitude under perfect control until the control lever was left in its neutral position. There would be no hazard of overshoot, since the original, balanced forces were never changed. The common manner of UFO descent, called "falling leaf" or "pendulum," seems to be entirely explicable as a preferred method of control.

Again from the perspective of the pilot, consider how best to

take off in a craft that is a virtual bomb, that is, capable of fantastic performance. There is obviously no hazard of overshooting in ascent, but the pilot must be mindful of obstructions such as trees, telephone lines, and buildings. As the control system used in descent is of no value whatever in ascent, the pilot must adjust the balance of forces on his craft. Recall that the idealized craft above had an effective weight of 425 lbs while hovering. By further defeating gravity and reducing this weight, the pilot can allow the buoyant force to dominate, causing the craft to rise gently as it floats upward in the atmosphere. Upon reaching a safe altitude, the pilot is free to fly to his next destination. Almost every observed departure of landed UFOs includes this two-stage maneuver, namely, a cautious rise of 50 to 100 ft followed by a spectacular blast-off. A case in point involved an Australian postmaster and a mail carrier who together watched a dome-shaped object in a field for 10 minutes before approaching to within 200 meters. The object then rose, hovered, and shot off at immense speed. (2)

Acceleration and Relativity

One of the most prominent but puzzling features of UFOs is their ability to change speed and direction of flight much more quickly than is possible for an airplane. Instead of making long, sweeping curves as a jetliner is compelled to do, they make sudden, nearly right-angle turns. Their general flight pattern is erratic or jerky, resembling the flight of hummingbirds, that dart hither and yon, hover temporarily, suddenly change altitude, and then zoom out of sight with astonishing swiftness. This manner may be not only characteristic of UFOs but essential to their mode of flight. At any rate, something very fundamental is suggested by it.

By technical analysis, it has been ostensibly shown that the lift-off of a UFO would require as much energy as the detonation of an atomic bomb, with accompanying temperatures of 85,000^{0}C and intense deposits of radioactivity. As neither of these conditions prevails, the conclusion was drawn that UFOs

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could not be spacecraft controlled by extraterrestrial beings, because they did not obey the laws of physics. One further aspect was also explored:

Let us now consider the possibility that the laws of physics are not valid. One idea frequently suggested is that extraterrestrial beings have discovered gravity shields. This, however, would not solve the problem of propulsion because inertia would remain; reaction would still be needed to obtain acceleration. (3,=)

Of course, the fundamental problem in understanding UFOs is that their peculiar flight pattern involves enormous accelerations for which adequate forces are not in evidence. The resolution of this dilemma appears to lie in the physical property of inertia.

If the UFO pilots are extra-terrestrial, and extra-intelligent as nearly everyone supposes, then they must certainly be familiar with the Theory of Relativity. By some semantic accident, this mathematical description of nature is still referred to as a "theory," whereas all the weaker descriptions that it has supplanted are known as "laws of nature." Relativity has become indispensable to every branch of the physical sciences, and its basic truth is verified daily in the operation of cyclotrons and linear accelerators, nuclear reactors in submarines, surface ships, and central power stations, and thankfully only on occasion, in the explosion of nuclear weapons. As the mathematical corner stone for describing gravitational fields in astronomy and cos- mology, it is consistent with all observations to date. (5) Of all the theories in the physical sciences, none is more trustworthy. With this major, advance over Newtonian mechanics, Einstein recognized the inseparable relationship between gravitation and inertia, and "transformed the general principle of relativity from an epistemological postulate into a law of exact science." (6) According to the Principle of Equivalence, enunciated by Einstein, it is not possible to distinguish inertial forces from gravitational forces. In layman's language,

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The validity of this principle will be evident to any aviator; for in an airplane it is impossible to separate the effects of inertia from those of gravitation. The physical sensation of pulling out of a dive is exactly the same as that produced by executing a steeply banked turn at high speed. (7)

To put this point in another perspective, inertial mass and gravitational mass cannot be distinguished; the property of matter that reacts to accelerations is the same as that which responds to gravitational fields. This identity is evidenced by two objects of different mass that, being otherwise identical, fall at the same rate when released in a gravitational field. The most recent experiments have established this fact to the extraordinary accuracy of 1 part in 1012.8 One may be quite assured in reckoning that gravitational mass and inertial mass are identical. Now to the bearing of these matters upon UFOs. *If, as has been suggested, UFOs nullify the effect of gravity upon their mass, it must follow that they will nullify their inertial behavior also.* Perhaps reference to a "gravity shield" is unfortunate because it presupposes a method which is not known. Nevertheless, a "gravity shield" must also function as an "inertial shield."

Consider a UFO having a certain mass while resting on its landing gear. By activating its so-called "shield," it reduces its effective mass respecting gravity to a very small fraction of its former value, permitting neutral buoyancy in the atmosphere, or to even lesser values approaching arbitrarily close to

zero. What kind of performance could be expected from such a virtually mass less vehicle? Very modest forces exerted upon it would produce extremely high accelerations. It could easily zoom out of sight in seconds as is often reported. Or it could accelerate so fast that the human eye could not follow, creating the illusion that it had disappeared instantly, like "turning off a light," or that it had slipped through a crack in some ill-conceived, special dimension. The eye cannot follow objects accelerating faster than about 20g, that is, 20 times earth's gravity. In the sixties, a popular toy was a multi-stage, plastic rocket powered by water from the

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garden hose and by entrapped air at the prevailing hydrant pressure. It was impossible to observe the departure of the second stage when it fired at about 20g. Similarly, the squashed appearance of a tennis ball against a racket and its initial rebound can be detected only with high-speed photography. While the ultimate truth on this topic may be far beyond the present level of comprehension, one need not appeal to the occult and mystical to explain the sudden disappearance of UFOs. By applying a suitable and possibly small force in the direction of flight, a "shielded" UFO of small effective mass could be brought to a very abrupt stop. Applying the force transversely would produce astonishingly sharp, nearly right-angle turns. Never mind the poor blokes inside - they would also be protected - by the "inertial shield."

The flight patterns so typical of UFOs are thoroughly consistent with, and even demand, a great reduction of their inertial, mass. And these characteristics occur in conjunction with a corresponding reduction of their response to gravity. One must conclude that the full range of UFO performance is internally consistent and in complete accord with General Relativity, which teaches that inertial mass and gravitational mass are exactly the same thing. This finding is all the more remarkable since few, if any, of the witnesses were theoretical physicists.

Undulation

Even in horizontal flight, UFOs display an odd habit that nags the rational mind, namely, bobbing up and down in a sinusoidal path. In the previous discussion on hovering it became clear that the true weight of a UFO at rest on the ground is greatly reduced while in flight, and it is along this line of reasoning that some progress may be made. First consider a UFO hovering at an altitude comparable to that of commercial jet traffic say, 10 kilometers. The forces acting upon it must be in balance, as at sea level. But at this point another variable has been introduced: its

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altitude and corresponding atmospheric pressure. Since the atmosphere is more rarified at higher altitudes, the weight of a given volume of air is substantially less at high altitude than at sea level. Referring to the previous example, a volume of air weighing 425 lbs at sea level would weigh about 146 lbs at 10 kilometers, or only 32 lbs at 20 kilometers. Consequently, a UFO in buoyant equilibrium with the atmosphere at some altitude must have an effective weight substantially less than when hovering at sea level. The curious and somewhat startling implication here is that the extent to which a UFO defeats gravity must be dependent upon its altitude. Furthermore, by diminishing its effective mass to balance the reduced force of buoyancy at high altitude, the UFO cannot escape a parallel reduction in its mass insofar as inertial forces are concerned. It must be concluded that the inertial mass of a UFO diminishes with its altitude, approaching zero toward the limits of the earth's atmosphere, where buoyant forces are no longer significant. Flight characteristics that betray the lack of mass should be progressively more pronounced at high altitudes. It is especially significant to discover that the effective mass of UFOs may become vanishingly small, since the forces required to propel them through space under these conditions may be extremely small. This realization demands a thorough

investigation of all possible means of propulsion, even though the forces available from them would appear, under ordinary circumstances, to be much too weak.

Now consider a UFO in horizontal flight with its effective mass being very small, depending upon the altitude. All the vertical forces are in balance, with gravity acting downward upon the effective mass. If the UFO should fly over a local area in which the strength of gravity were somewhat greater, it would temporarily experience an increase in the downward force. It would naturally respond by a displacement downward, a slight loss of altitude. Conversely, it would move slightly upward in passing over a zone of relatively weak gravity. The gravitational strength near the surface of the earth is nearly constant. It is slightly less at sea than on the continents, and the earth's rotation causes a small

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change that is dependent upon latitude; for example, the value of the acceleration of gravity at Fort Egbert, Alaska, is 982.183 cm/secs-squared, compared to 978.331 cin/secs-squared, at Bahia, Brazil. (9) Superimposed upon these global scale variations, however, are minor, local changes reflecting the density of underlying, geological structures, a fact that has been successfully exploited in geophysical prospecting. While these local changes are very small, usually less than 0.3%, they are probably strong enough to modify the flight path of a passing UFO and to produce the bobbing effect.

An alternative explanation for the undulatory motion has been implied in rare instances where the witness thought that the UFO was following the profile of the terrain, that is, maintaining a constant altitude above the ground in hilly country. An automatic control system based upon the reflection of radar-like signals from the ground would be capable of such performance and would be a considerable convenience to a busy pilot.

Speed and Shock Waves

A pilot and co-pilot for Mohawk Airlines spotted an interesting UFO one summer day in 1955 while cruising in their DC-3 at 3,000 ft near Utica, New York. An object passed at "great speed" 500 ft above their airplane. It was 150 ft wide, "light gray, almost round, with a center line . . ." At least four windows were observed emitting a bright blue-green light which seemed to change color as the object receded. It was also observed from two other aircraft. In addition, it was seen traveling east on airway Victor-2 from the control tower at Albany and by radar at Boston. Based upon the travel time between Utica and Boston, it must have been flying between 4,500 and 4,800 mph. And even at that speed, it did not produce a sonic boom. This sighting was not considered by the University of Colorado researchers to be due to anomalous propagation of radar signals; it was thought that it "must certainly be classed as an unknown

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pending further study, which it certainly deserves" but didn't get. (10) The literature abounds with examples of UFOs flying at unusually high speeds and, as in this example, being tracked on radar. Many of them were measured at speeds greater than the world record for airplanes at the time. And some substantially out-performed even experimental, rocket-powered aircraft, as was shown in an analysis of 81 radar cases, spanning the period 1941 through 1962. (11) In 1952, for example, the highest speed recorded was about 1,200 mph, whereas in August of that year a UFO was tracked by an Air Defense Command radar at 4,000 mph. During a famous display over Washington, D.C., the previous month, radars operated both by the Air Force and the CAA tracked UFOs "on the order of 7500 mph," and some of these events were coordinated with visual sightings. Four months later, several objects over the Gulf of Mexico were tracked on radar aboard a B-29 in bursts of speed between 5,240 and 9,000 mph at an altitude of 18,000 ft.

With the development of large rockets in the space program, man has achieved speeds of about 18,000 mph while orbiting earth above the atmosphere, and naturally the UFOs have followed right along. This problem has been officially studied, and among a large number of sightings by astronauts all but three objects were ostensibly explained. A daytime observation of an object having angular extension and protrusions was especially puzzling. (12) In November 1969, American astronauts were reported on television to be followed by a strange object enroute to the moon while their booster was 4,000 miles away. (13) Considerable evidence suggests that observation of UFOs within the space program has been more frequent and significant than has been officially acknowledged. (14) At any rate, UFOs are clearly capable of speeds in the atmosphere far in excess of jets and rocket powered airplanes.

When ordinary aircraft fly at the speed of sound or faster, they send out an ear-splitting shock wave, called sonic boom, that is capable of breaking window glass and cracking plaster walls. But no such effect has been observed from UFOs that fly silently even

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at speeds many times that of sound. After years of development at untold cost, the United States is now abandoning plans for a supersonic transport because of the sonic effect upon the environment, and it is leaving the global competition for marketing such planes to the joint British-French Concorde and the Russian TU- 144. The technological achievement represented by UFOs in supersonic flight should certainly inspire awe and envy. It not only offers a means of avoiding sonic booms, but it implies a vast improvement in efficiency, since all the energy in sonic booms is a total waste. UFOs obviously suppress the formation of shock waves. Details are not available, but several points are clear. The presence of an approaching UFO must be "telegraphed" ahead to the gas molecules in the air. While yet some distance away, a small force must be exerted by the UFO to begin moving air molecules out of the way, becoming stronger as it comes nearer. After passage of the UFO, the air closes in behind. By such means, the UFO could slip through the atmosphere with little expenditure of energy, and no shock wave would be created on its leading edges. Apparently, the plasma on the surface of UFOs, or the radiant energy that stimulates it, is responsible. In 1968, Northrup Corporation was reportedly experimenting with electromagnetic fields to modify the air stream around supersonic aircraft to prevent shock waves. (15) Because the nose cone of an intercontinental ballistic missile generates a surrounding plasma upon reentering the atmosphere, the interaction between ICBMs and plasmas has been extensively researched, although the results are mostly classified. In a paper presented in 1968 to the Congressional Committee on Science and Astronautics, a scientist emphasized the extent of this literature. One reference alone abstracted over 800 publications on the subject. (16) He concluded that

.....there is a body of technology which I have studied and which leads me to believe that an entirely new approach to high speed air and space propulsion could be developed using the interactions between magnetic and electric fields with electrically conducting fluids adjacent to the vehicles to produce thrust or lift and reduce or eliminate such other hypersonic flight ptoblems as drag, sonic boom, heating, etc. (17)

Wobble and Spin

As the entire vehicle or some major portion is sometimes observed to be spinning, several questions naturally arise. What is the purpose? Does the spinning have anything to do with the propulsion method? Do the rotating parts produce sound? Is the spinning limited to one or more specific types of vehicles? And so on. The only circumstance in which spinning has not been observed is when UFOs are resting on their landing gear. They sometimes start spinning as they lift
off the grounds, (18) with a gradual increase in the rate of rotation. (19) No measure of the rate of spin

is furnished in the data, but at least one witness indicated that it was rapid. Objects were seen to be spinning while hovering, (21) during a car chase for 13 kilometers, (22) and in various speeds of descent toward the ground. (23) Most frequently it was reported that the entire object was spinning, and this was not limited to a particular type of craft, UFOs in the shapes of spheres, ovals, discs, and tops being included. Alternately, it was sometimes only a major component of the craft that was spinning, and this varied greatly in nature: an outer disc below a cabin, (24) a dome on top, (25) and the peripheral portion of a disc.(26) None of these instances can be correlated with a particular type of vehicle.

It is easy to imagine that rotation of the entire vehicle, or a major component, would be used to achieve stability in the air, that is, to maintain the axis of rotation in a constant direction due to the angular momentum. And this supposition is justified from the knowledge that disc-shaped aircraft are inherently unstable. In the early 1950s, millions of dollars were spent in developing a disc-shaped craft, the VZ-9V Avrocar, which was naively in tended to be a real flying saucer. Designed to carry two men, it was 18 ft in diameter by 3.25 ft thick. Lift was obtained from a 5-ft-diameter turbomotor driven by three jet engines. It never got out of "ground effect" and it did "not in any instance have static aerodynamic stability." (27)

It is unthinkable that the passengers within a UFO would be subjected to the same rotation as the outer surface of the craft; hence, one must postulate a decoupling of the interior from the

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exterior portions. This is not to say that windows in the walls of a vehicle could not be party to the rotation. The pilot, in this situation, would have to stop the rotation in order to look out the window, as was implied in an incident in Wyoming. One night a rancher saw a shooting star come to a sudden stop in mid-air on his side of a mountain. It was rotating with a single window periodically facing toward him. Upon signaling the object with his headlamps, the rotation ceased with the window in his direction. After the resumption of spinning, the object maneu- vered, then departed. (28) Not much clarity can be brought to this odd aspect of aerial behavior, but in summary, it can be said that UFOs sometimes spin at a moderate to rapid rate, either some prominent part or in toto. They have been seen to spin during all phases of flight but never while resting on the ground, a feature that is common to all types of UFOs. The rarity of these observations suggests that it is not a necessary adjunct to flight, but that it is used at the discretion of the pilot.

Evidences of Power

While the method of propulsion still remains a mystery, the literature conveys some impressions that are obviously related to it. Witnesses often experience a strong gust of air, either hot or cold, as the UFO sweeps past, descends, or takes off. (29) These gusts can be quite strong (at least one person was knocked off his feet). (30) Such currents would be expected from any large object moving swiftly through the air, but something else may be involved. The UFOs may exert a force directly on the air causing the reported gusts. Such a coupling is suggested by the behavior of vegetation under UFOs in flight-treetops that were spinning wildly, (31) violently moving plants, (32) and grass and plants that fluttered wildly. (33) Coconut palms were bent double under two UFOs that were taking off. (34) Loose materials are also effected: one UFO kicked up a small sand storm upon landing in a desert. (35) low-flying UFO appeared to suck up snow as it passed

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overhead, (36) and snow swirled under another one. (37) The earth appeared to have been dug up at two landing sites, (38) while loose leaves were scattered from another. (39) Even waves of sea water peaked up toward a UFO hovering 15 meters above the surface. (40)

A car was pulled and rocked as a UFO hovering low above it left the scene. (41) While this motion could have been the result of a strong gust, none was mentioned in the report and some kind of direct, physical action on vehicles has been noted. A truck passed a government employee in Venezuela as a brilliant disc swooped close to its hood. The truck was lifted nearly 1 meter above the road and it was overturned in a sand bank. (42) Apparently the same experience befell a juvenile driver in Minnesota as he lost consciousness in the presence of a UFO. His truck was later discovered in a ditch facing the opposite direction. (43) Not only can a UFO apparently lift trucks off the road, it seems to impart a torque, or turning force to them, as confirmed by the spinning and swirling of other objects. The human body is not immune to this force, for a resident of Teheran testified that "I was standing with both hands on the bar of my balcony, looking with astonishment at this strange object, when I suddenly felt as though I were being drawn up toward the object by a magnet." (44) After being warned by a UFO pilot not to approach too closely, another witness inadvertently exposed his shoulder under the edge of a hovering craft. His arm was violently thrown up under the machine, then back down against his body. Although he could still move the arm after this accident, he had lost feeling in it. (45) A Frenchman remained outside the hazardous zone, although his horse did not. He was leading his mare with a bridle when a UFO took off from the. side of the road and flew overhead. The mare rose about 3 meters into the air and the witness had to release the bridle. After falling back to the ground, the animal could not move for about 10 minutes. (46)

It is abundantly clear that a strange, hitherto unrecognized. force prevails within a cylindrical zone having the same diameter as the UFO and extending from it to the ground. This force acts

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vertically upward upon various objects, imparting to them a rotation. As no stones or dry sticks seem to have been affected, the force apparently couples selectively to certain objects, presumably on the basis of their composition. Electrical conductivity is one feature common to the responsive items, namely, the human body, horse flesh, metals, and water. Snow and leaves would qualify if wet. If not wet, they would be blown around like desert sand. A direct coupling to the air would be possible through its content of water vapor and oxygen. Why the direction of this force should be upward is quite puzzling, since in more normal experience, jet exhausts batter downward. Yet, if the UFOs are defeating gravity by some means, it appears that they are sharing that achievement with objects in the region directly below them. These data should vastly encourage those theoreticians who see, in their equations, a statement of gravity damping by electromagnetic radiation. (47)

Still further evidence left on the ground by UFOs suggests exposure to intense heat in an unusual manner. The roots of grass were charred below a UFO hovering at low altitude, but the blades were not damaged. This odd effect was duplicated in an Air Force laboratory only by placing samples of living sod in a pan and heating from below to about 300 degrees F. The principal investigator of this incident felt that the only way such an effect could be produced by a UFO from above was by induction heating from a "powerful, alternating magnetic field." (48) The merit of this concept will become clear presently. Heating is extremely common near UFOs. A deputy sheriff in Florida and a dozen other people felt their clothes burning them as one of six UFOs came close to a patrol car. (49) The clothes of a Belgian gardener were partially burned when he approached a landed UFO. (50) A heat wave filled a car in Louisiana, setting fire to, and completely destroying a 1956 Ford. (51) Trees were burned on two occasions. (52) A haystack was set ablaze by a passing UFO which also desiccated a small pond. (53) Evaporation of water was also noted on a rainy day when the trees, grass, and even ground were found to be completely dry where a recently departed UFO had

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hovered. (54) This preferential heating and evaporation of water is typical of microwaves, since water

molecules absorb microwave energy very efficiently. As emission of microwaves from UFOs is encountered in several other contexts, it is hardly surprising here, and it almost certainly explains the charring of the grass roots without burning the blades. Many objects at landing sites were reportedly "calcined," that is, they had apparently been raised to high temperature with the resulting loss of volatile constituents. Examples include the ground itself, (55) insects, (56) a pole, (57) trees, (58) and matches. (59) As if this evidence were not enough, the record furnishes two instances in which UFOs taking off from bituminous highways set fire to the surface, which continued to burn for up to 15 minutes. (60) If the surface had been superficially heated to the kindling temperature, the volatile constituents would have been ignited but quickly consumed. Prolonged burning requires that the pavement, and probably the substratum, be heated in depth so that heat diffusing upward can maintain the temperature of the surface high enough to continue the supply of combustible gases. Such heating suggests bulk absorption of electromagnetic radiation of very high frequency.

One further detail of experience by witnesses seems to furnish helpful clues. A Libyan farmer saw an egg-shaped craft with a transparent upper half come to rest on a six-wheeled landing gear. Six men in yellowish coveralls could be seen on board. When the witness touched part of the craft, he suffered a strong electrical shock. One of the occupants motioned for him to stay away, and he watched for 20 minutes longer as they worked with instruments. (61) Similarly, a 13-year-old boy received a shock when he tried to touch an antenna on one of two small UFOs that he saw landing at Hamilton, Canada. (62) A prospector, also in Canada, watched a landed UFO for 30 minutes before seeing a door open. Upon approaching it he heard voices and tried to communicate, first in English then in several other languages. His rubber-coated glove was burned when he touched the craft. (63) Even though he later suffered burns when the UFO took off, there was no indication that the surface of the UFO was hot. The

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burning of his glove may have been some kind of electrical effect. The portions of the UFOs that were touched by the first two witnesses certainly carried electrical potentials relative to the ground. Some idea of the strength is afforded by the fact that neither of them was burned or killed. They would not have fared so well if the UFO had held a large, static charge at very high voltage, for its discharge to ground through the witnesses would have been grim. Also, the potentials could not have been very great or the electrified portions would have arched over to the portions in contact with the ground. At least modest voltages are implied, but it cannot be established whether they were static or alternating.

Microwave Propulsion

Within a variety of contexts in the preceding sections and chapters, the emanation of microwave energy from UFOs has been adduced. These references should be summarized here and examined together to improve the overall perspective of this point. Electromagnetic energy in the range of about 300 to 3,000 MHz, or higher, seemed to be responsible for:

a) stimulating colored halos around UFOs, largely from the noble gases in the atmosphere,
b) producing a dazzling, white plasma on the surface of UFOs, akin' to ball lightning,
c) inducing chemical changes that were detected as odors,
d) turning off automobile headlights by increasing the resistance of their tungsten filaments,
e) stopping internal combustion engines by increasing resistance of the distributor points and suppressing the current in the primary windings,
f) precipitating wild gyrations of compasses and magnetic speedometers and rattling metallic road signs,
g) heating of automobile batteries through the direct absorption of energy in the acid,

h) interfering with radio (and television) reception and transmission by inducing extraneous voltages in the coil of the tuned circuit, or restricting the emission of electrons from tungsten cathodes,
i) disrupting transmission of electrical power by induced operation of isolation relays,
j) desiccating a small pond and drying of grass, bushes, and the ground by resonant absorption in water molecules,
k) charring or calcining grass roots, insects, and wooden objects at landing sites,
1) heating bituminous highways in depth and igniting the volatilized gases,
m) heating the human body internally,
n) causing people to feel electrical shocks, and
o) inducing temporary paralysis in the witnesses.

In addition, medical experiments have shown that, when pulsed at a low audio frequency this energy was capable of

p) stimulating the auditory nerve directly with the sensation of hearing a humming, or buzzing, sound.

While this evidence is so broad that the loss of a few points would hardly damage the argument, it is all circumstantial. Proof of the suspected radiation would be at hand only through direct, instrumental measurements by qualified personnel. But one despairs of the direct experimental approach in view of the difficulties in assembling the complex and expensive equipment, finding a UFO in the field, and staying in its vicinity long enough to make the measurements. Perhaps, the following episode can fill the present void.

A famous sighting in the fall of 1957was made from an Air Force B-47 on a training mission over the Gulf of Mexico and the South-Central states. It came to the attention of the Condon Committee rather by accident and was investigated as Case No. 5. This UFO was seen by the pilot to be "as big as a barn" with a

"steady, red glow" and it flew at speeds far greater than airplanes. It paced the aircraft through numerous changes of speed and seemed to jump instantly from one location to another. Visual sightings were coordinated with radar fixes from the air and the ground. The object emitted electromagnetic energy of about 2,800 MHz with "startling intensity." After the crew members had been interrogated upon completion of the flight, the "security lid" came down on the incident and no records could be found, not even in Project Blue Book. (64)

More successful research was reported by an enterprising private investigator to the 136th Meeting of the American Association for the Advancement of Science at Boston in December 1969. As the entire episode is very intricate, only highlights of special importance are reviewed here. The aircraft, equipped for electronic countermeasures missions, was returning from a flight over the Gulf of Mexico when it first encountered the UFO near Meridian, Mississippi. The UFO played tag with the aircraft at various speeds greater than 500 mph and literally flew circles around it. The contact lasted for 1.5 hours as the plane flew across Mississippi, Louisiana, northern Texas, and making a large loop near Ft. Worth before turning northward into Oklahoma. Upon losing contact near Oklahoma City, the B-47 proceeded to its home field, Forbes AFB in northeastern Kansas. The B-47 was released from its assigned mission to chase the UFO, and the FAA cleared other jet traffic from the area. Observation of the UFO was confirmed through at least five independent physical channels, namely, visually from the cockpit, navigation radar onboard, two airborne electronic counter- measure receivers, and military ground control radar. Electronic equipment on the aircraft of primary interest here was monitor no.2, operated

by an Air Force officer named McClure. It consisted of an ALA-6DF passive receiver with back-to-back antennas in a housing on the belly of the plane having spin rates of 150 to 300 rpm in scanning the azimuth. Incoming signals were displayed on an APR-9 radar receiver and fed into an ALA-5 pulse analyzer. An official report by the Wing Intelli-

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gence Officer at Forbes AFB in reference to the UFO said:

.....intercepted at approximately Meridian, Mississippi, a signal with the following characteristics; frequency 2995MC to 3000 MC; pulse width of 2.0 microseconds; pulse repetition frequency of 600 cps; sweep rate of 4 rpm; vertical polarity ....Signal moved rapidly up the DF scope indicating a rapidly moving signal source; i.e., an airborne source. . . -

These signal characteristics were confirmed on monitor no. 1, but nothing was detected on monitor no.3 which was scanning lower frequency ranges. (65)

This UFO was, in fact, pouring forth large amounts of electromagnetic radiation in a very narrow range of the microwave region, and it was pulsed at a low audio rate!

McClure recalled that the signal characteristics bore a strong similarity to ground-based sets such as the CPS-6B that were widely used at that time. But it is untenable to assert that somebody installed a large search radar in a barn-sized machine and flew circles around a B-47. Nor was the UFO merely utilizing its own radar to keep an eye on the airplane. It was previously shown that radiant energy produced colored halos and plasmas around UFOs which changed in accordance with their accelerations, that is, the application of power. Hence, the conclusion from this B-47 incident is inescapable. The flood of microwave energy from the UFO was an essential, integral part of a propulsion system that is common to all UFOs. This system by some unknown means is capable of diminishing or nullifying gravitational and inertial forces; it also furnishes the requisite thrust for acceleration, and moves air out of the flight path to minimize drag and, above sonic velocities, to eliminate shock waves.

It would be helpful if the total amount of energy radiated by this UFO could be estimated, but unfortunately no quantitative

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data on this point is included in the report. Suitable information, however, can be gleaned from a few other reports. Two peasant farmers in Brazil, upon hearing a strange hum, saw two aluminum discs about 10 ft in diameter that were hovering close to the ground at a distance of 200 meters. (66) If the humming sound were induced within their heads by pulses of microwave energy, as suggested by the word "strange," then the irradiation to which they were exposed must have been as high as the threshold for that effect, known to be 0.333 milliwatts per square centimeter. (67) Since the UFOs were hovering instead of resting on the ground, their power systems must have been in operation. In the absence of better information, energy emission from them is assumed to have been equal in all directions. The report contains no indication that a concentrated beam was directed toward the witnesses. Finally, the degradation of intensity over the distance of 200 meters from the UFOs to the witnesses can be closely approximated by the inverse square law. All the necessary factors are present, or assumed, to calculate the total energy emanating from the UFOs that passes through an imaginary sphere of 200-m radius. The resulting value is 1.6 megawatts. To put this amount into some perspective, the maximum energy that may be broadcast by a local radio station is limited by the Federal Communications Commission to 0.5 megawatt. Put another way, diesel locomotives up to 2,000 hp are most popular for express freight service in North America. The electrical power equivalent of this rating is about 1.5 megawatts. Thus the two UFOs in a state of hovering were generating and

emitting several times the amount of energy that is broadcast by the most powerful radio stations, or an amount comparable to the power of a diesel locomotive. Of course this estimate pertains only to the minimum value, and it would not be valid at all if the humming sound were detected by normal hearing. At least it illustrates a point of view that, upon broad application to many sightings, should yield fairly reliable results.

Limits of Theory

Previous discussions have shown that the propulsion system in UFOs relies upon unknown mechanisms to reduce their effective mass with a twofold advantage, furnishing lift through nullifying gravity and achieving enormous accelerations with only moderate forces. While this performance is compatible with well-established theory, it is greatly in advance of current technology. It does not appear to be so far distant that a well-organized and adequately funded research program would not make it available to humanity. Even though daily experience impresses everyone with the persistence and strength of gravity, it is actually extremely weak in comparison to the other fields in nature. Overcoming it should not be too troublesome if one could only discover how. As electromagnetic fields have an energy density, they are influenced by gravity, but the effect is very small. Otherwise, electrical and magnetic fields interpenetrate gravitational fields without the slightest influence one way or the other. A major theoretical difficulty is encountered in the observation that UFOs are defeating gravity by an electromagnetic field. Neither in the laboratory nor in nature has any such gross interaction ever been observed. It has long been suspected in theoretical circles, however, that all natural fields are related and that they interact in some way. This relationship is part of a problem known as unified field theory in which some impressive advances have been made but completely satisfying solutions are still wanting. Very advanced mathematical concepts have been used to describe a gravitational field from which electromagnetic fields can be derived, although the latter do not appear explicitly in the original form. Unfortunately, the trail of elucidating the performance of UFOs ends here. Their behavior, however, represents some new empirical data that, upon examination from a theoretical perspective, may produce the mutual benefits of improving the theory and understanding UFOs.(68)

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Chapter 6

Return to NICAP Home

Chapter 8

Every great advance in science
has issued from a new audacity
of imagination.

- John Dewey

CHAPTER 9

ACTIVITIES ON EARTH

As the UFO people have said that they are conducting a scientific investigation on earth, one would expect that they have been observed in the process. A thorough study of earth would require an enormous variety of activities. Concerning the natural environment, it would be necessary to collect and analyze all sorts of samples, including plants and animals, rocks and soils, water, and the atmosphere. Some instrumental measurements, such as gravity, magnetism, geological substructure, and radioactivity, would be required. Finally, man-made installations of particular interest would be inspected and samples of industrial products would be collected.

Collecting Samples

Considerable interest in plants, both natural and cultivated, has been displayed. In France, two dwarves examined lavender plants being grown commercially for their fragrance. (1) Tomato plants attracted the attention of two others in Brazil, (2) whereas some associates on another occasion collected tobacco plants. (3) More enterprising and better organized efforts in Portugal in-

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volved gathering "flowers, shrubs, and twigs in a shiny box." (4) "Grass, herbs, and leaves of trees" were the target for three little men in Brazil. (5) "With smiles showing fine white teeth," two dwarves took a pot of flowers from an Italian woman. (6) Other instances are less explicit: "they gathered some plants," "picked up something," etc.

A Brazilian prospector saw two dwarves "digging a hole." (7) Two more were seen by a dairy farmer in New York, each carrying a tray of "what appeared to be soil removed from the field." (8) In Venezuela, stones were picked up and examined, (9) and in another instance, two dwarves leaped into a spherical craft "carrying stones and other samples." (10)

Among various kinds of animals reportedly taken aboard UFOs are a chicken, (11) and, over the objection of the owner, some domestic rabbits. (12) Attempts at acquiring dogs have met with some difficulty. Frisky, a dog owned by a 12-year-old boy, was seen in a field with other dogs near a UFO and four normal- looking people, two men and two women. Frisky growled and backed away when one of the men tried to grab him. The man then attempted to catch one of the other dogs, but let go when he was bitten. (13) Another dog owner was rather abusive when a dwarf asked him for his pet. The dwarf was sent fleeing back into his craft with "Get the hell out of here." (14)

In areas where UFOs have been active for several days, it is commonly reported that many farm animals, including cattle, are missing. The residents usually attribute their losses to the UFOs without any direct evidence of theft. A newspaper in Rio de Janeiro and local papers at Manaus, in the State of Amazonas, on September 18, 1962, carried reports that flying saucers had carried off seventeen chickens, six pigs, and two cows from the Barcelos district. Proof of this pudding, however, occurred near Twin Falls, Idaho, where the victims watched the culprits. People from a UFO were seen loading a steer into their machine, which was estimated to be 200 feet in diameter. The witnesses were a local

attorney, the ranch owner, and two hired hands. (15)

Most, if not all, of these instances of collecting samples are at

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least compatible with the notion of an objective study. But some of the items taken by the dwarves may relate to their personal need; that is, fresh food. chicken gumbo, fried rabbit, or steak might be a delectable change to a diet of cookies "made of corn and wheat flour" plus other ingredients that were observed being cooked on a UFO. The witness obtained four of the cookies which were later tested, eaten, and analyzed. (16)

Collection of water has been reported frequently. It would be adequate to take small samples of water in a vial for determination of the dissolved minerals and the level of pollution, either chemical or bacterial. UFO people, however, sometimes take substantial amounts of water. A Canadian and his wife in 1950 saw a large UFO with portholes "come to rest on the surface of the lake." Ten small people on a deck busily "immersed a hose in the lake" as if pumping water into the craft. (17) An almost identical performance, also in Canada, had been observed 36 years earlier when eight witnesses saw dwarves plunging a hose into a lake from a spherical craft resting on the water. (18) While fishing in New York, an electronics engineer saw an object land. Two dwarves "came out with a hose and pumped water from the river." (19) Another fisherman in Italy saw a UFO hover for 10 minutes over a river with "a hose that plunged into the water." (20) These uses of hoses imply collection of a substantial volume of water, probably more than could be carried in buckets on several round trips. Any such amount would clearly exceed the immediate requirements of the collectors, and one suspects that it filled the need of a considerable number of their fellows somewhere else.

The intended purpose for water, on one occasion, was made entirely clear to a chicken farmer in Wisconsin. An object came down vertically near his house in which he saw three men through an open hatch. One of them handed him a "silvery jug with two handles" and "made a motion like drinking." The jug was filled with water and returned. (21) This case is reminiscent of a previously mentioned request for water by a strange woman in Brazil who used the word, "Rempaua." (22) In yet another instance, two

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fair-skinned men emerged from a UFO in Chile asking a miner for water in a "mixture of English and Spanish." With unusual resourcefulness under the circumstances, the miner took some water out of his car radiator and gave it to them. (23) Small quantities of water were also obtained by the UFO people without assistance from humans. Two miners saw a UFO land on a sandbar in a California river. One dwarf got out and "filled a shiny pail with water and handed it to someone inside the craft." (24)Another craft landed at night near a Brazilian fisherman who watched one of three little men fill a "shiny metal tube with water from the river." (25)

Notwithstanding the declared purpose of the UFO people, these instances of collecting water, with one possible exception, have a distinctively unscientific tone. It appears that water is required for drinking, or other purposes, either by the individuals involved or a number of their colleagues. In view of the normally furtive behavior of these people, a face-to-face confrontation to request water carries a hint of some desperation.

Their interest in manufactured products seems to be minimal. A railroad worker was surprised when a strange being entered the sleeping coach where he was reading. After "pouring the contents of an oil can into a small bottle," he left. (26) This visitor apparently needed some oil rather urgently. The only other instance concerning a manufactured product occurred when two small men associated with a

UFO were discussing agriculture with a farmer in New York. At their request, the farmer went to get some fertilizer, but upon returning, found that they had gone. He left the fertilizer. It, too, was gone the next day. (27)

Inspections

Somewhat more attention has been paid to a variety of man-made structures. Very commonly UFOs and their occupants have been observed in the vicinity of highways and railroads. These may only be convenient places to land, but a specific curiosity has been exhibited. For example, three dwarves were seen looking at railroad tracks with a light in the early morning hours. (28) Aban-

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doned oil derricks in Texas attracted the attention of a figure about 1 meter tall who emerged from a huge UFO. (29) An object fitting the description of a UFO was seen on the ground near the site of the first A-bomb explosion in New Mexico, although no occupants were discerned. (30)

Dispersal of an array of apparatus on the ground near a landed UFO and diligent work with some kind of equipment would suggest scientific data gathering. Only two instances might be understood in this context. Human figures came out of an egg-shaped object in Ohio and "placed small spheres around the craft." (31) Perhaps the same type of device was involved in the appearance of a man in Argentina who held a "pale blue sphere in his hand." (32)

In summary, the idea that the UFO people are conducting any kind of organized and thorough scientific study on earth is not sustained by the available information. Instead, their activities on the ground are strangely haphazard and disorganized. Aside from the collection of vegetables, small animals, and water, possibly for consumption, other samples seem to be selected at random. Also, inspection of man-made facilities seems to be more a matter of curiosity than an organized study. Instead of conducting a comprehensive survey of earth, the UFO people appear to be randomly snooping around or searching for some particular, natural commodity on earth, either vegetable or mineral.

Emergencies

Sometimes the observed activities are not related to investigation of the surroundings because the visitors' attention is focused upon the craft itself. In January 1967, a UFO about 80 ft in diameter settled on its tripod landing gear on a highway in Minnesota. From an elevator descended from the underside, a man wearing blue coveralls and a glass helmet stepped out. "He seemed to check something" before leaving. (33) Similar inspections were observed in France, (34) San Salvador, (35) Argentina (36) and Minnesota. (37) Taking advantage of a landing in Brazil to check their vehicle, the pilots also investigated the area and "gathered

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samples in a huge box." (38) Actual repairs were sometimes required. A French woman, approaching to within 30 meters of a landed disc, stated "that a man was repairing it." (39) External repairs were also made on vehicles that landed in Minnesota (40) and Denmark (41)

Maintenance or adjustment of equipment inside a craft may also require a landing. After touching a landed machine, a Libyan farmer was warned with gestures by one of its occupants to stay away. He watched for 20 minutes as six men inside were "apparently busy with instruments." (42) Of course, they may have been taking some kind of measurements, but such interpretation seems unlikely in view of the following incident. One of two UFOs flying at low altitude settled to the ground near an amateur prospector in a remote area of Canada. He sat quietly for 20 to 30 minutes sketching the object but

seeing no activity. Then, as a door opened, he smelled an odor like "a burned-out electrical motor." (43) Because the odor clearly came from inside the craft, it appears that the landing was forced to correct a malfunction of electrical machinery or circuitry, or to put out a fire. In two instances, figures inside their vehicle were observed to be busy with electrical apparatus. A man outside a landed machine in Argentina was studying a piece of paper while a companion inside was "seated before an instrument panel." (44) Three figures stood on a platform under a landed UFO in Brazil, apparently guarding the vehicle as they were armed, while another was seen through a transparent top seemingly "using a keyboard." (45)

In other words, some landings occur in which the occupants display no interest in their surroundings. The purpose of the landing seems to be inspection of parts outside the vehicle and making necessary repairs. Alternately, complete attention is focused upon instrument panels and control boards within the vehicle. This group of cases appear to be emergency landings to fix something that either malfunctioned or threatened to fail. While UFOs clearly represent an advanced technology, they apparently are not foolproof. In a large number of missions, therefore, one would expect that occasionally the necessary repairs could not be accomplished and the UFO would have to be

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abandoned on the ground. Or, an equipment failure in flight would result in disintegration of the craft or a devastating crash on the ground. The record indicates that both types of mishaps have occurred.

A UFO in Brazil, flying at low altitude with serious difficulty, suddenly pulled up, whereupon it "disintegrated into thousands of fiery fragments, which fell sparkling with magnificent brightness." Some of the fragments, extinguished in shallow water, were later determined to be magnesium. (46) In 1952, wreckage of a UFO was found on Spitzbergen Island in the Arctic Ocean. Investigation was conducted by a Norwegian Board of Inquiry, which later announced: "It has - this we wish to state emphatically - not been built by any country on earth." (47) Both these incidents were studied by the Condon Committee and neatly, but dubiously, dispatched. Three more UFO crashes in the American deserts were described in 1950. One of these involved a saucer-shaped craft 100 ft in diameter in which 16 little people were killed. Their heights ranged from "about 36 to 42 inches." (48) These reports have never been adequately investigated and described publicly because the vehicles and the bodies were reportedly commandeered by the Air Force.

Personnel Transfers

An effective method of secretly investigating a limited area would be for a UFO to land at night, discharge a reconnaissance team, then fly away. Upon completing their mission, the team would signal for a pickup or meet the craft at some prearranged location and time. Something like this was apparently in process when a guard in New York saw a cigar-shaped machine land in a parking lot one evening at 10:15 p.m. While he was watching the object in the beam of his truck headlights, two dwarves dressed in "shiny black uniforms" ran out of the darkness and entered the craft, which took off immediately. Black uniforms seem to be singularly appropriate for a surreptitious outing at night. (49) Obviously two crafts would have to land together for an occupant of one of them to transfer to the other. Just such a situation was

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observed in Central Australia by a group of Unmatjera aborigines in 1951. They were looking at a UFO on the ground when another one like it landed nearby. A dwarf came from under the late arrival, ran over to the parked craft, and climbed aboard through the bottom. (50) Three years later in France, several witnesses even saw a double transfer. Two discs in the sky with a "sort of luminous bridge between them" were seen to land together. One dwarf came out of both vehicles, passing each other

without hesitation, to enter the opposite craft. Then both flew away. (51) These little dramas unfortunately give no clues as to why the transfers were made, but they clearly identify another purpose for UFO landings.

Summary on Landings

As with many other inquiries, the eventual answer turns out to be more complex than was initially suspected. So it was with the reasons that UFOs abandon the safety of the skies to hover close to the ground or actually land. Reports by witnesses clearly indicate that landings are most frequently associated with investigation of the surroundings by the UFO people. They often collect samples of a wide variety, but in a seemingly unsystematic way. An undefined need for water in quantities ranging from approximately one quart to hundreds of gallons brought several UFOs to the ground, and under conditions of urgency, human assistance was solicited. Malfunction of propulsion or control systems has evidently forced landings for inspections and repairs. Discharging or picking up passengers and transferring individuals between UFOs is sometimes required. One further purpose for landing, related to investigation of humans, is treated in the next section.

Infiltration

From the foregoing discussion it is suspected that UFO people of average height would have little difficulty in infiltrating modern

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society. They are obviously capable of breathing the earth's atmosphere and they could not be distinguished in a crowd by their appearance. Of course, they would benefit by being fluent in an appropriate language and they would have to wear common styles of clothing. In a well-planned mission, one or several of them could be landed in the middle of the night, not too far from a populated area, walk into town, and blend completely with the population on the sidewalks. Provided with adequate funds, they could establish residences, take jobs, and become an undifferentiated element of the society. A handsome young man named Valiant Thor claims that he came to earth in a space ship and was "landed in a clearing just north of High Bridge, New Jersey." Thereafter he mingled in a small crowd at a convention. He said that his mission, lasting three years, was to educate government leaders. He's not around anymore. (52)

Personal Locomotion

Every species of animal has a distinctive carriage of its body and a typical way of moving its limbs when walking or running. While the difference between species may be very slight, they are easily discerned. Even individual members within a species have a style of movement that can be identified. One can usually recognize a friend at great distance by that characteristic alone. Thus a close examination of the movements of the UFO people should be sensitive to any such peculiarities mentioned by the witnesses.

Weak Gravity

Most accounts of the UFO people indicate that they were moving about in an ordinary way as they walked near their craft, picked up something, or ran back to the craft and climbed aboard. Somewhat unusual movements, however, were displayed in France in 1957 by four dwarves who had a waddling gait. (53) That same type of movement was undoubtedly observed by a farm

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woman in Peru, who described six dwarves that "walked like ducks." (54) Because of the multiplicity of dwarves in both of these cases, the observations must be taken as characteristic of the species rather than idiosyncratic. Other strange styles of walking included jerky motions, (55) stiff-legged, (56) and with feet together in a series of jumps. (57) One is struck by the similarity between these descriptions and the odd gaits adopted by the Apollo astronauts as they walked about on the lunar surface. Anyone who watched the television broadcasts will recall how they bounded forward in a series of galloping jumps, turned by twisting their torsos, and cavorted about with childlike movements. The implication is that UFO people are similarly experiencing a gravity on earth less than they are accustomed to; this point is emphatic in a few reports. A professor in Brazil noted that upon re-entering their craft, two men of average height jumped up the stairway lightly, holding only by one hand, whereas he had to use both hands when he followed them. (58) Two dwarves in Venezuela came out of the bushes with their arms full of what appeared to be earth or rocks, and they leaped with great ease into a luminous sphere hovering six feet above the ground. (59) A truly impressive and significant performance was seen by a Brazilian survey worker, who watched for half an hour as three 7-foot-tall beings, with extraordinary agility, leaped, gamboled, and tossed huge stones before boarding their craft. (60)

The argument that the UFO people have a home somewhere on earth has not been very convincing (61) and the only alternative, for physically real beings, is that their home is somewhere else. Exactly where is not known, but that issue is probed in another chapter. The point here is limited to considering gravity. Relative to the gravitational strength on earth, taken as 1.0g, the surface gravity of planets in our solar system varies rather widely from a minimum of 0.27g on Mercury to a maximum of 2.64g on Jupiter. Only three of the nine planets have gravity within 20% of that on earth. (62) The gravitational field in the astronomical homeland of the UFO people, whether in this solar system or some other is not likely to be the same as on earth, or even very

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close to it. Through the space program, the human body has been found to be surprisingly tolerant to extremes of gravity or the forces of acceleration that are equivalent. On lunar flights, the astronauts must sustain the short-term accelerations during rocket burns, the long-term weightlessness in earth or lunar orbit and enroute to the moon, the weak gravity of 1.6g while exploring the lunar surface or resting in the Lunar Excursion Module. If adequately supported in a semi-reclining position, the astronauts can even endure the forces of re-entering the earth's atmosphere, amounting to 8 to l0g, without unacceptable loss of mental, visual, or manual ability. But walking, struggling to stay upright, in a strong gravitational field is another matter. It should be possible for a man to walk in a field of 2g, where his weight would be twice normal. It would require great strength, and the extra exertion would tire him quickly. In 3g, it is doubtful that he could do any more than crawl around very laboriously, if at all. Consequently, man will not be exploring heavenly bodies where the gravity is much greater than on earth without some mechanical reinforcement of his limbs and an auxiliary power source, a concept that has been under active development for many years. Exploration of planets and satellites having lesser gravity, however, is relatively easy and apparently enjoyable. As these considerations should apply equally to residents of other worlds that wished to explore the cosmos, the odds are that their target planets would have relatively weaker gravity. In all probability, gravity in the homeland of the UFO people is substantially greater than here, as attested by their agility on earth and their lack of special equipment for walking.

Creatures of nature proliferate in nearly infinite forms, each finding a narrow ledge of existence that provides an adequate food supply and suitable living conditions. Despite the enormous variety, they are all governed by the environmental factors dictated by nature, such as temperature, pressure, light, and gravity, which is of special interest here. What kind of creatures and plants, would live on earth if its gravity were only one-fourth the present strength? Or four times the present strength? Some

differences would certainly be noted. But judging from the happy existence on earth of creatures of all sizes from the ant to the elephant, the strength of gravity does not severely limit the size of living things. It governs their bodily proportions in relation to their total weight. This point can be understood most readily in the context of plants and trees. A tree trunk, for example, must be strong enough to support the total weight of the tree. It must also resist structural failure in buckling, that is, bending outward at the middle, then collapsing. This same concept applies to the limbs of animals, which must be even stronger and more rigid. Larger creatures are required by gravity to have relatively sturdier limbs. The cross-section must be greater in proportion to the length, as for elephants compared to ants. This relationship would be intensified for stronger gravity and mollified for weaker. Hence, the bodily forms of the UFO people should contain a clue to the gravity of their homeland if it were different than that on earth. These creatures, spanning the considerable range of heights from about 0.5 to 3.0 meters, are uniformly judged to be skinny by human standards. This observation implies that their native gravity is less than that on earth. As many other ramifications are involved, no definite conclusion is possible. Not only is the sturdiness of animal limbs controlled by gravity, but so is nearly every other aspect of their existence, such as metabolic rate, surface area, respiration frequency, and heart rate. These quantities, expressible in mathematical form, are related to the prevailing gravity. (63) A thin body form could also be an advantage in disposing of heat in a warm climate. Clearly, a great deal of effort is required to clarify this subject.

Flying

Upon first exposure to the UFO literature, the reader is prone to ignore any reference to the dwarves seen hovering or flying through the air, or to dismiss the story as totally beyond the UFO phenomenon. Maintaining a mental tranquility during extensive reading, however, is not so easy. In the sample cases under

study, the UFO people were reportedly flying on numerous occasions, and these events must be objectively examined.

A man in Venezuela saw an object in flight that landed near a bridge. He first thought it was a heron, but then saw that it was a little man with all the characteristics of the UFO dwarves. (64) Upon being awakened by the shaking of his bed, another witness saw a small creature fly out an open window toward a dazzling light. (65) When a dwarf was disturbed by a racetrack employee while attacking a horse in a barn, he "zoomed" out the door. (66) These strange observations standing alone might be disregarded in the absence of the following ones, which specifically link the flying creatures to UFOs.

The normal way that UFO people enter their craft is through a hatch or doorway in the side, by stepping into an elevator that has been let down from a hovering craft, or by climbing up a stairway on the underside. If it is too high or they are in a great hurry, they simply fly to it. A small creature dressed in shiny clothes seemed to "fly" as he moved toward a craft hovering less than 2 meters above the ground. It "opened up" and the creature "popped inside." (67) Two creatures in white suits and helmets were seen in Canada to fly back into a large disc-shaped craft. (68) Two children in France saw "four little devils" that hovered, flew around a 2-meter sphere, then dived into it. (69) Only two days later in Venezuela with little chance of communication, a police officer saw a dwarf wearing a silver-colored, metallic-looking coverall. The dwarf lifted one foot, then the other, and flew up toward an object overhead and sailed into an open door. (70) The prominence of clothing in these cases should be noted.

While these observations are truly baffling, they are elementary compared to the next two that, oddly enough, furnish a clue to comprehension. A twenty-three-year-old woman and her parents saw a strange little man surrounded by a bluish-yellow glow as he soared over the neighbors rooftops. (71)

Here is a direct association between flying and luminosity. The same relationship was reported for the taller UFO people when a strange being 2.l0-m tall was seen hovering in the air near a bright object; his

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body emitted a peculiar glow. (72) The bodies of two dwarves appeared to glow with lights of changing colors as they emerged from a landed vehicle in New York. (73) The idea that the bodies were emitting light has probably been confused by the witnesses with luminescence of the clothing and the atmosphere surrounding the creatures. Three giants, 3 meters tall, wore luminous clothing as they came out of a huge machine over 10 stories high. (74) A minister in Ohio saw a silhouette wearing a luminous suit near his house. (75) A man 2.5 m tall wore luminous heelless boots as he inspected his craft in San Salvador. (76) The aerial activity of luminous bodies and changing colors sounds all too familiar; it closely parallels the emission of light from UFOs in flight. Apparently, the type of propulsion system used by these people for personal flying is the same as that employed to drive their vehicles. It would seem that the "shiny" quality of their clothing, the sheen or the radiance, is a necessary adjunct to the system, making the clothing most unusual and possibly explaining the lack of buttons, fasteners, and seams. With some kind of electromagnetic system involving the surface of the clothing, the discontinuities created by fasteners and seams would be undesirable. A gap between trouser cuffs and shoes seems to be avoided by making the shoes integral with the standard coveralls. Similar care to preserve extraordinary smoothness also applies to the surface of the vehicles.

Some other aspect of flying may have been involved in two isolated observations. Two boys in Brazil, ages 9 and 11, saw a luminous sphere at treetop level from which descended a tall being gliding down to the ground along two vertical beams of light. Since strong beams are frequently aimed downward from UFOs, they could have been extraneous to the descent for the being flew back up to the sphere without their benefit.(77) A more distinct indication that the light beams were important occurred in Venezuela about three years later. Two beings came out of an oval object through a system of light beams, and they returned to their craft "as if carried by the light." (78) Two men skiing through the woods near Helsinki furnished a very detailed description of

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this process. (79) Thus the aerial performance of at least three of the UFO people probably encompasses a use of light beams that is entirely unique.

In the previous section, it was observed that the UFO people did not wear special equipment to protect their bodies against strong gravity. This point was used to argue that they did not need it because they came from someplace where gravity was greater than on earth. It now becomes clear, however, that their remarkable clothing could well serve as a device to relieve the body of burdensome gravitational forces. If it is capable of offsetting the body weight entirely for the purpose of flying, it could also serve to offset any desired fraction of the body weight to facilitate walking in an abnormally high gravity. Numerous examples of the UFO people being seen as brightly luminous while walking on the ground, instead of flying, are ample indication of that usage. One very small creature was even seen quietly walking the streets of Chaclacay, Peru, leaving a luminous trail, a feature commonly associated with the vehicles and understandable in that context.(80) It appears that the clothing furnishes protection against gravity, and on that basis, the argument becomes admissible that the UFO people originate in gravity that is less than that on earth.

Attitudes Toward Humanity

With very minor exceptions, the UFO people clearly refrain from interfering in human affairs, even to the extent of evading detection. Avoidance of continental land masses and islands may be inferred from the frequency with which UFOs are seen to appear from the direction of the sea and to depart toward

the sea. Considering the limited number of people traveling upon the oceans at any given instant, it is surprising that they have generated so many reports. Numerous observations of UFOs entering the oceans or erupting there from amidst great turbulence and then flying off have been collected and analyzed. In 1945, for example, crew members on the U.S. Army Transport Delarof were steaming toward Seattle in the northeastern Pacific. A large,

round object, estimated to be 150 to 250ft in diameter, emerged from the sea, circled the ship two or three times, then flew off toward the south. (81) Similarly, an object off the coast of Italy caused an enormous bubble in the sea 1 kilometer from a boat carrying four people: it emerged, hovered briefly, and flew away at high speed. (82) Such events have also been observed in relation to numerous rivers and lakes. It is not known why UFOs frequent the waters of the earth, but while submerged in them they are certainly well hidden from mankind.

Most sightings merely involve metallic, disc-shaped craft traversing the sky with strange, jerky motions during the day, or the corresponding behavior of a bright light at night. To see a UFO at close range, hovering at low altitude, or resting on the ground is a rare event. Reliable statistics are not available, but the relative frequency of landings versus flybys can be crudely assessed. It has been estimated by a Gallup poll that five million Americans are convinced that they have seen UFOs. If only a modest fraction of this number were valid, the total number of sightings worldwide must still be quite large, say, on the order of 50,000,000! As for landings and near-landings, on the other hand, only about 1,000 have been documented, and it is not known how many observations may have gone unrecorded or how many landings went unobserved. The indication of rarity is clear, and based upon the very sketchy data at hand, one might place the landing-to-flyby ratio on the order of 1 in 10,000. No matter what the correct figures may be, the objectives of the UFO people seem to be largely achieved without landing.

And to make things worse, even these rare events take place almost exclusively at night. The frequency of short-range sightings rises quickly to a peak about one hour after sunset; sightings later in the evening and throughout the night decline as potential witnesses go to bed. (83) But this pattern of landings may be significant in another way. During the evening twilight, the brightness of direct sunlight is relieved, yet the level of general illumination is quite high enough for good visibility. It is possible that the UFO people dislike, or cannot tolerate, broad daylight, or

any bright light for that matter. A few observations lend support to this idea. A policeman in Chalac, Argentina, along with about 50 Toba Indians, saw three little men getting out of a UFO. One of the witnesses started taking flash pictures of them and noticed that they were afraid of the bright light. (84) In California, a robot-like creature tried all night to dislodge a hunter from a tree in which he had taken refuge. The creature was kept at bay by the witness, who set fire to fragments of his clothing and threw them at his tormenter. (85) An attempted abduction in Brazil was frustrated because the witness noticed that the three 7-ft-tall people trying to catch him shunned bright sunlight. (86) From such flimsy data it is not possible to draw conclusions, but the suggestion is evident that the UFO people prefer to land after sunset because they are, like owls, bedazzled by ordinary daylight. Most animal eyes can accommodate to very low levels of light, but they are sharply limited in their capacity to block out excessive bright ness. The reluctance of the UFO people to expose themselves to bright light implies that they are accustomed to levels that may be very much weaker than daylight on earth. This prospect may explain why the dwarves have notably large, bulging eyes, and why some witnesses insist that they appear to have a reddish glow at night, like nocturnal animals. (87) Sunglasses, of course would be the simple answer to this problem, but they are not used. On the other hand, helmets made of tinted glass would serve very well. They would be highly reflective from the outside and would make it difficult for

the witness to observe facial details of the wearer as is sometimes the case. It is not known whether the UFO people wear helmets more frequently when the illumination is high than in the dark of night.

It has also been shown that landings in France during a wave of activity in 1954 were correlated with areas of low population density. (88) In other words, the UFOs tended to avoid metropolitan areas in favor of farmlands or more isolated swamps and wood lands, a propensity that is also observed in other countries. It is remarkable under the circumstances that any detailed information is available concerning the behavior of UFO people on the

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ground, but there is enough data to verify their aloofness and to decipher something of their motives.

The typical, close-up sighting consists of the following stages:

1) The witness sees a UFO at considerable altitude and watches it approach, hover, and land nearby,
2) One or more occupants emerges,
3) They deliberately engage in some activity,
4) They complete the work and reboard the craft, and
5) The UFO takes off.

Roughly half of the sightings involving occupants followed this pattern to the letter. Such a consistent format implies that the UFO people selected a landing place where it was thought that they would not be observed. They proceeded to carry out their mission under the false impression and took no action to discover if they were being watched. These data might be understood to mean that the UFO people did not care whether they were being watched or not. This explanation, however, is untenable on the basis of the predominant isolation of landing sites. Nearly identical sequences occurred in many other cases, but with minor variations. The witness failed, for example, to see the actual landing, so the episode started at Stage 2; or the craft was hidden from view behind trees, thus preventing the observation of Stages 2 and 4. These variations strengthen rather than alter the conclusion that the UFO people deliberately sought to carry out a mission unobserved and thought that it had been so accomplished. Their presence and activities on earth were intended to be secret.

It is among the exceptions to the above, when an interaction takes place between the UFO people and the witnesses, that meaningful behavior patterns may be observed. Witnesses rarely say anything about facial expressions, which seem to be uniformly blank, although a few smiles have been evoked. (89) An English woman reported seeing two men looking out a hovering craft "sternly, not in an unkind fashion, but almost sadly,

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compassionately." (90) To a farm woman in Pennsylvania, the appearance of a man in a UFO seemed to be "quizzical." (91) Clearly, little regarding the attitude of the UFO people is to be gleaned from their facial expressions. With hardly any display of normal human warmth, the UFO people sometimes wave or make perplexing gestures (92) that are rarely interpreted as threatening, (93) or, in passing, they say something to the witness that is usually not understood. (94) The UFO people do not behave as though they feared humans. On the contrary, it is the witnesses that flee in panic. (95) An Italian saw a UFO from which emerged two men wearing yellow coveralls and wide belts. Upon noticing that the witness was afraid, one of them made a reassuring gesture before they departed. (96) Very generally, one might say that the UFO people are furtive, seldom display any emotion, and have a kindly but restrained disposition.

As occasional acts of aggression seem to be more in self-defense than from an innate hostility, any

resulting injuries to the witnesses should probably be judged as accidental. An 18-year-old boy in Venezuela was paralyzed by a weapon when he discovered six dwarves loading stones into a UFO. (97) Such paralysis does not cause injury and it is usually quite temporary, lasting just long enough for the intruders to escape. But it may last for some time. When a French farmer surprised two dwarves who were examining a plant, he was immobilized when they aimed a small device at him. He was left alone in his field for 20 minutes, unable to move or call for help. And, as one would expect, he was thoroughly frightened. (98) The effect upon the nervous system of the weapons used in these attacks is unique: they usually inhibit voluntary control of the muscles without interfering with the involuntary body processes, or without rendering the victim unconscious.

Loss of consciousness, however, is sometimes induced by the weapon. A strange man in Illinois stunned witnesses by pointing a device at them that "made consciousness dissolve." (99) Upon approaching to within 2 meters of a large UFO in the Everglades, a hunter was knocked unconscious for 24 hours by a ray that

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struck him on the forehead. Upon awakening, he had lost sight in the right eye, saw poorly with the left, and had to be hospitalized for 5 days. (100) Other symptoms reported by victims of such attacks are electric shock, (101) burns, (102) physical displacement, (103) and headaches. (104)

Two or three types of weapons can be identified in 18 cases in which they were seen but not always used. Most prominent is a small metal tube that, from the brief descriptions, one judges to be slightly larger than a ballpoint pen. A larger device is similar to a 2-cell flashlight. Finally, a small flashing box also seems to be a weapon. In most instances, the UFO people were merely seen carrying this box (105) but one witness seems to have been injured by a figure armed with it. (106) A woman in luminous clothing standing beside a UFO in New York seemed to be well armed with a tube in one hand and a box in the other although she fired neither. (107)

A curious aspect of the weapons is that they eject a beam of light that is seen by the witnesses and reported to be a definite color, such as green, (108) blue, (109) violet, (110) and red, (111) or some times merely bright (112) or blinding. (113) The data are not sufficient to establish a correlation between the color of the light ray and its effect upon the witness, although the only two records of red rays and red balls of light both resulted in burning the witnesses. (114) And it is not possible to discover which effects upon the witnesses are produced by which weapons. A further implication that cannot be explored is that the intensity of the beam is variable at will and produces a greater or lesser effect upon the victim. All this discussion about ray guns "zapping" their targets into immobility sounds like science fiction. The witnesses, however, were serious and the last thing one does in a hoax is to injure himself. It would be most valuable to discover the exact nature of these weapons, for their use by law enforcement agencies would be extremely effective and humane. Actually, such a weapon may already have been developed. "Operation Zeke" was reportedly organized by the Federal Aviation Agency under

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the direction of Dr. H. L. Reighard to counter the epidemic of airplanes being hijacked to Cuba in the late sixties. A device based upon high-frequency radiation was developed that would instantly knock the victim unconscious; a hijacker between two ray boxes "would wake up wondering what happened to him." These devices were never used because of uncertainties and danger in the event of two hijackers on a plane. (115) This research should be brought into the open and completed so that society can benefit from the improved security that such weapons would provide.

In a famous case in New Jersey, a man and his wife were captured and taken aboard a UFO against

their will for about two hours for the purpose of some biomedical experiments. (116) A young man in Brazil was also captured after a valiant struggle and taken aboard a UFO for a medical examination. In a period of two hours, he was also seduced by a strangely attractive woman, twice. (117) The implied meaning of this case is that the UFO people, being genetically compatible with humans, are themselves thoroughly human. It could be that they and humanity share a common ancestry, or that one group descended from the other. Which relationship is correct and how it occurred extends too far beyond the scope of this book for further comment here. Other attempts at capturing humans have failed (118) and actual abductions may have been witnessed by others. (119) The literature, of course, contains no reports from people that may have been spirited away permanently.

The UFO people are well aware of humanity, but with few exceptions, they do not wish to establish direct, friendly relationships. They prefer to conduct their activities on earth in secret, taking considerable care to avoid being seen. They will defend themselves if need be, but they intend no harm to mankind, even though for short-term experiments they will capture specimens.

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Chapter 8

Return to NICAP Home

Chapter 10

The Betty & Barney Hill Abduction

September 19-20, 1961
Near Indian Head, NH

Betty Hill, 41; Barney Hill, 39

Preliminary: Driving home to Portsmouth, NH, from a vacation trip at about 11:00 P.M., they saw a star like object approaching them on an erratic course; it looked like a craft. Through binoculars Barney saw beings in it looking at him. He fled to the car and they sped away They experienced a time lapse.

Initial activities: Under hypnosis details of an encounter emerged; six or more humanoid beings approached their car after they turned off into a wooded area, and they were escorted up a ramp and on board the craft.

Craft/Beings: Disc-shaped with windows, a half-dozen uniformed beings visible inside. Beings were 5 ft. to 5 ft. 4 in. (1.5-1.6 m) tall, and had broad foreheads, round faces tapered toward the chin, dark cat like eyes that extended around to the side of the head, small mouths, small noses, grayish skin, dark clothing.

Onboard features: Curved corridor around the circumference of the craft. Witnesses taken into wedge-shaped rooms. Metallic and white examining rooms illuminated by bluish fluorescence, with tables and various equipment, instruments, storage compartments.

Onboard activities: First Betty and then Barney was extensively examined.

Communication: When communicating among themselves, the beings made a mumbling or humming sound. Only the leader and the examiner communicated with them. Betty (apparently via telepathy) was told that she should not be afraid; they only wanted to conduct some tests and would return them to the car. Later they asked her about concepts of aging and measures of time.

Termination/Return: Two men escorted Barney to the exit, his eyes still closed. Barney walked down the ramp, opened his eyes, and saw the car. He got inside and sat waiting for Betty. The leader escorted Betty partway to the car. After the craft took off, she got back in the car and Barney drove off.

Aftermath: Both felt numb and confused and had memory gaps. They reached home about 5:00 A.M., two hours later than expected. Barney found the tops of his shoes scuffed, and burrs in his cuffs and socks. Ten days later Betty had vivid nightmares about the experience. Barney had a vague dream about a roadblock, later had physical problems. Eventually they sought help and were referred for psychological counseling. When the full story emerged under hypnosis, the case became one of the most celebrated UFO incidents of all time.

Source: Volume II, The UFO Evidence, A Thirty Year Report, Richard H. Hall, Page 528-529.

UFO INVESTIGATOR/APRIL 1972

New Drawings Of Hill "Abductors"

Barney Hill's drawing of leader looks more cat-like than human Drawn under hypnosis it shows cap and scarf "leader" reportedly wore but no mouth. Later drawing by Barney not done under hypnosis, includes mouth.

Of all the questions asked about the Hill case, one reoccurs more than any other: What did the creatures look like? Under hypnosis, Barney Hill drew a rough sketch of the figure he called the "leader", who reportedly stood in the window of the UFO and seemed to focus his eyes on Barney, who felt suddenly very afraid. Barney's sketch, however, left many points of facial detail unanswered, and despite exhaustive investigation by author John Fuller and NICAP agent Walter Webb, no opportunity arose in the course of their work to develop a precise drawing of the reported creatures' physical appearance..

In the latter part of 1966, after Fuller's book *The Interrupted Journey* had appeared and the Hill case was making headlines across the nation, the Hills happened to meet a professional artist named David C. Baker, who lived in New Hampshire and had an interest in UFOs that dated back to 1958 when he had joined NICAP. Baker and Barney shared a common affection for jazz music, and during subsequent months, the Hills occasionally visited Baker and his wife to attend a jazz concert or listen to jazz records.

Sometime in the fall of 1967, Barney and Betty traveled to Baker's home near the slopes of Mt. Washington for one of these informal sessions. After dinner one evening, Baker happened to ask Barney if a "police artist" had ever attempted to make a detailed sketch of the creatures the Hills reported. When Barney said no, Baker suggested he might try, if Barney would describe the creatures as best as he could remember them. With some misgiving, Barney agreed, and during the next few hours, Baker was able to do approximately ten rough drawings of the "leader" and some of the other creatures. Barney reacted with visible emotion as the drawings were being done, and when Betty saw them later that same night, "she went walking down to the other end of the room, and just walked in tight circles and stayed by the window, very much upset," Baker later reported.

A few weeks afterward, on the basis of the drawings, Baker was able to do another series of sketches and three watercolor paintings. Not long after these were finished, he met with the Hills at the home of Dr. Simon and was allowed to question Barney under hypnosis concerning the creatures' appearance and other details of

the Hill report. This experience, plus his original session with Barney, provided him unique information on the characteristics of the alleged occupants- much of it new information not previously brought out. It also made him the only professional artist ever to interview Barney Hill under hypnosis.

Baker showed the drawings and paintings to the Hills and a few friends, but never publicized or offered them for sale. Even John Fuller has not had occasion to see them until NICAP recently obtained them to use in the newsletter. They represent the most accurate artistic renderings known to exist of the Hill humanoids, and are an important new addition to the already remarkable file on Betty and Barney Hill.

NICAP is indebted to artist David C. Baker for permission to publish his drawings and paintings of the Hill case. Readers are reminded that the drawings and paintings are the property of Mr. Baker and may not be reproduced or published without his express authority.

Source: UFO INVESTIGATOR, April 1972, page 3

Artist Takes Note of Alien Anatomy

UFO INVESTIGATOR - APRIL 1972

Artist Takes Note of Alien Anatomy

Never before shown publicly, these two charcoal sketches were done by David Baker of man-like creature who allegedly helped abduct Barney and Betty Hill. Sketches are based on two interviews Baker had with Barney, one under hypnosis.

In October 1967, shortly after he had made his original sketches of the Hill occupants, David Baker wrote Betty and Barney Hill to explain why he had depicted the features of the faces the way he did. The following are his comments, published here for the first time, as taken from that letter.

With my knowledge of anatomy I am endeavoring to put your detailed facial descriptions into a possible anatomical arrangement following known laws of bone structure.

1. Eyes, slanted, rounding sides of face indicating peripheral vision. Anatomy for such eyes would indicate bone structure to protect such enlarged eyeballs, also would extend cheek bones around curve of front facial plane, giving a look to eyes of not so much oriental as like a cat's eyes.

2. Wide cheeked, weak chinned, Mongoloid suggestion to face. Such extended cheek bones could minimize nose, mouth and chin area of face by association or contrast.

3. Large head. If the head cavity held such enlarged eyeballs, a space for a more normal sized brain area could be gained by an enlargement of back or top of head, giving a larger than normal appearing skull area.

4. Immobility of mouth muscle control could give an impression of not registering usual emotions of sadness or joy. You noted, I recall, with great concern, the simulated effort we demonstrated of mouth immobility by pulling a tight silk stocking over face. Lips were pressed close to teeth line, neutralizing all usual lip fullness and character. In fact, the stocking trick gave Mongoloid expression to all bound features.

5. Membrane over mouth-opening when it was opened slightly with no spoken words heard only grunts. Is it possible a membrane, for protective or other reasons, restricted all normal face movements or even sheathed body of entity?

6. Nostrils prominent and heavy breathing noticed, also lack of nose cartilage. Even a tight mask could not hide but could minimize nose cartilage, but could press back tip of nose and expose nostrils. No membrane over nostrils was noted so assume breathing was all done there. Breathing could become labored if mouth aperture was sealed from outside air.

7. Whites of eyes of yellowish cast. Could be caused by tonality of mask or membrane.

8. Blinking of eyes was not apparent Small pupils were. If membrane held eyes open, an effect of smaller pupils could be noticeable, if whites of eyes were bared. Membrane could keep air and impurities out of eyes, making blinking, to relubricate orbs, unnecessary.

9. Lack of ears, only ear holes and lack of hair. Tight membrane could restrict ear cartilage and also hair, producing a rounder, balder appearing. head. To theorize presence of a tight, colorless membrane, let's assume it could be for clinical or climatic reasons. Many other conjectures could here be explored.

10. Color of "men's" faces were 1) yellowish, 2) aluminum grey. A blue lighted interior (of the vehicle), as described by you, could accentuate a complementary tone or yellowishness to faces.

11. The following missing details could complete picture: 1) Were hand - sheathed with a membrane that would have minimized finger and finger nail details? 2) What textures in the faces were obvious as masculine or feminine?

UFO INVESTIGATOR - APRIL 1972

The Enduring Riddle of Betty and Barney Hill

Barney Hill reenacts sighting for NICAP investigator in 1964. On actual night, UFO crossed highway from right to left over field, enabling Barney to watch it through binoculars. What he saw so frightened him, he ran in panic back to car and drove away.

Of all the stories to excite public interest in UFOs, none has so arrested the popular imagination as the case of Betty and Barney Hill. First publicized in October 1965 by the *Boston Traveler*, the Hill story has achieved what is probably the highest level of public recognition of any UFO report, and continues even now to generate intense curiosity, even among people who know nothing about UFOs

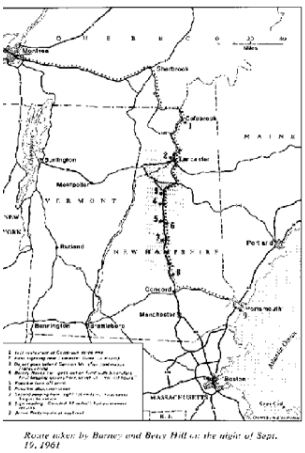
For those who have followed the UFO subject, the Hill's report needs no recounting. Beginning with their initial sighting on a lonely New Hampshire highway and ending at the moment they found themselves some 45 miles down the road, unable to account for much of the time in between, it is a compelling and dramatic account.

NICAP members were among the first to learn of the incident, which was reported in the January-February 1962 issue of the *UFO Investigator* following a letter to Major Donald Keyhoe from Betty Hill describing the part of the experience the couple consciously remembered. At the time of the letter, the Hills had no suspicion of what was to later emerge in Betty's dreams and in subsequent hypnotic sessions with psychiatrist Dr. Benjamin Simon. That letter, written six days after the sighting, is still on file at NICAP.

One fact many people do not know is that Barney Hill suffered a cerebral hemorrhage on February 25, 1969, and passed away that same day after being removed from his home to the Portsmouth, N.H., hospital. His death, at 46, provoked speculation that his alleged encounter with alien creatures may have contributed to the stroke that claimed his life. As published accounts disclosed, he had experienced severe symptoms of distress following the UFO sighting and had consulted with two doctors in 1962 (the year after the sighting) in an unsuccessful attempt to relieve his nervous condition. Although he and Betty had both reported extreme anxiety in wake of their experience, it was Barney who clearly reacted with greater emotional shock to the events of that fateful September journey.

Betty Hill holds dress she wore on night of sighting. Faded and no longer used, it hangs in bedroom closet as mute reminder of events that changed her life. " You are the first person to ask me about it," she told NICAP photographer.

Today, Betty Hill still lives in the red frame house she and Barney returned to the night of the sighting. With her live a cat named Buttercup ("Barney's favorite") and a dog named Randy, neither part of the family in 1961 when the sighting occurred. Their pet dachshund Delsey, who was in the car at the time of the encounter, died in 1968. Betty continues to serve with the New Hampshire department of public welfare as a social worker, and remains active in other community work, as she always has. Cheerful, happy to answer questions, and remarkably unperturbed by the constant attention she receives, she has adjusted to her unexpected role of celebrity with style and grace.



Route taken by Barney and Betty Hill on the night of Sept. 19, 1961

Larger map: Route taken by Betty & Barney Hill on the night of September 19, 1961

Sighting occurred while Hills were traveling south on U.S. Route 3. Shortly after passing Indian Head, they encountered mysterious object at close range (X marks approximate spot). Broken line indicates possible route couple took during "abduction" sequence. X near Waterville is possible site of second encounter.

MUFON _____ UFO SYMPOSIUM -1974

"JOURNEY INTO THE HILL STAR MAP"

presented by
MARJORIE E. FISH

I became interested in UFO's after reading Jacques Vallee's Anatomy of a Phenomenon late in 1966. Previously, Interrupted Journey had been read in the Post, but I didn't take it seriously, as I did not know about the many worldwide humanoid encounters. Once my interest was aroused, I remembered the star map (supposedly shown to Betty Hill by a UFOnaut). Here was something that could be checked. Either it represented a real set of stars which might be found and tell us something about the UFOnaut, or it might be remembered too poorly to help, or was totally fictitious. Even if a similar set of stars were found, it might be coincidental. But, unlike most UFO reports, the possibilities could be examined and the data re-checked.

Two years passed before I finally found a source for the data needed to build the models. During that time, everything available pertaining to astronomy, exo-biology, and hypnosis was eagerly devoured. Several methods for building the models were explored. Connie Lowien, now Mrs. Jeff Limpert, my niece, added several good ideas on format.

The data for the 10 parsec model was obtained in August, 1968; the data correlation begun; and the 10 parsec model completed in December, 1968. Most of the pattern was found in June and July of 1969. Betty Hill was contacted, then visited in August. Gliese's 1969 Near Star Catalog came out in December, and the stars rechecked, but the last three stars were still elusive.

During the summer of 1972, I made a catalog of all the stars in the Gliese Catalog that might have terrestrial planets with native life. The stars were coded according to probability. Then new models were made using these stars, and in the fall of 1972, the last three stars with lines and the triangle stars were found; and work on the outer dimensions of the space represented by the map started. This was narrowed down within one light year in December. Work on all the stars in the map was tentatively concluded in February, 1973.

EXOBIOLOGICAL CONSIDERATIONS

To understand which stars could have planets with life, it is necessary to get an over-all view of types of stars and their special properties, and the conditions that would allow life to arise.

Necessity for Stable Heat Conditions. For life to begin (at least terrestrial life as we know it), the star must give off steady heat with very little fluctuation. Chemical processes that make up life require long molecular chains that can build up and break down easily. If the temperature is too hot, the chains break up but don't rebuild. If the temperature is too cold, the chains are too stable and metabolism does not take place. A liquid (or possibly dense gas) would be best for the chemical reactions to take place. Liquids stay liquid within a relatively narrow temperature/pressure range, again requiring relatively stable heat. If there is too great a fluctuation, life that might have started cannot get established to the point where it can reproduce. Once life is firmly established, some forms can mutate to compensate for conditions at either temperature extreme of a stable environment to fill all the niches in an environment, but this is a relatively long process.

Life Cycle of a Typical Star and Stable Heat. When the star is on the main sequence, its hydrogen burning phase, it is burning at its steadiest for the longest period of its existence.

Before a star joins the main sequence, it is thought to be larger, less dense, with a cooler surface, so a color more on the red side of the spectrum than it will have on the main sequence, and variable: contracting because of gravitation, heating up because of the contraction, and expanding again. Once it heats to the point of hydrogen nuclear reactions, it steadies and joins the main sequence. As the hydrogen is used up, the star's

atmosphere is thought to expand. The color moves more to the red side of the spectrum again and the star becomes variable, expanding and contracting. The variation of heat, and the expanding envelope of the star's atmosphere would destroy life on its planets. If the star is massive enough, later in this process, the star novas and matter is thrown off. The core of the star that remains is a white dwarf which gradually cools and darkens.

Life as we know it would only exist, native to a star system, when the star is on the main sequence, or possibly in the very beginning of the subgiant stage, and only if the star stays on the main sequence long enough for life to form.

Kinds of Stars on the Main Sequence, and Their Relation to Life. There are 7 main spectra groups of main sequence stars. These are, going from the most massive to the least massive, from the hottest to the coolest, from bluish to red: OV, BV, AV, FV, GV, KV, MV. Each of these groups is divided into 10 subgroups of descending size. Thus B9V is closer in size and characteristics to AOV than to BOV. Theoretically there are 70 subgroups within these 7 groups but not all of these are used regularly.

Star types 0, B, A and down to F2 are massive hot stars. Gravity forces the atoms closer together so atomic reactions take place at a faster rate than on smaller stars. So, although they have more matter, they burn faster, and last for a shorter period on the main sequence, not long enough for life to form if it takes as long as it did on Earth. Almost all of these stars are rotating fast, indicating that they probably do not have planets. There is very little chance for planets with life around these stars.

F2V to F5V could support planets with the beginnings of life but not all of these stars are rotating slowly so probably many do not have planets. In an F2 system, life might just be forming as the star starts to leave the main sequence.

F5V to F7V have more stars rotating slowly indicating the possibility of planets.

From approximately F8 on, all main sequence stars are rotating slowly, probably indicating planets. According to Carl Sagan, F8 is the point where intelligent life would have time to emerge. So main sequence stars from F8 through the Gs, to the early Ks have a possibility for life, including intelligent life.

Many exobiologists place the break-off point for life in the early Ks, usually K2. A few extend it to KS. Stars get progressively cooler. With late Ks and Ms the stars are so cool a planet would need to be very near the star's surface to get enough heat for life processes. This raises problems of synchronous rotation, but one of the biggest problems is solar flaring. Apparently tiny stars have the same kinds of solar flares as stars like the sun. On the sun a solar flare changes the over-all output of energy very little, as there is so much total radiating surface besides the flare. On a small star, the same size flare may give off many times the star's usual energy, destroying any life that might be on a nearby planet.

To summarize, the best chance for life is F8, all Gs, through KO, especially where the KO and G8 groups overlap. There is a possibility for terrestrial life and/or colonization around F5 to F7 stars, and much more remotely F2 to F5. There is some chance for life in K1 and K2 systems, and possibly, in special cases K2 to K5, but little around stars smaller than K5.

Single Stars Versus Multiple Stars and Terrestrial Planets with Life. Double and other multiple stars present many problems that may prevent the origin of life. Dr. Kuiper worked out an extensive theory in 1956 that multiple stars do not have planets. Even if this is not correct, life formation requires stable heat. Stable heat requires a stable orbit. Stable orbits are difficult to maintain in multiple systems due to multiple and variable gravitational pulls. There is also the possibility that multiple stars may affect each other's time on the main sequence, shortening the time, so life would have less chance to form.

Single stars are much more likely to have planets with life, and possibly ONLY single stars have planets. The pattern, like Betty's, is made up only of single stars.

Variability and the Main Sequence. The main sequence is the one point in a star's existence when it is the least variable. However, I found that 1/3 of the single, main sequence stars in the best range for life in a 10 parsec radius of Earth were probably variable, although I could find no reason why the percentage is so high. The ratio dropped to 1/20 in the 10 to 20 parsec range, so we probably are not catching the variability in these stars. If the star is variable, chance for life is very small.

Summary of Exobiological Considerations. Single main sequence stars F8, G, to KO non-variable stars have the best chance for planets with life, including intelligent life. Similar stars F5 to F7 and K1 and K2 might support systems with life. F5 to F7 might be especially good to colonize since the ecozone (life zone) is wider than around cooler stars but they are less likely to have indigenous life. In other words, stars like the sun are the most likely to have life on their terrestrial planets.

THE 10 PARSEC MODEL DATA

Using the latest data, 12 out of 201 systems, or approximately 6%, or using known components (259), about 5% of the stars are suitable for life. Actually the percentage is probably considerably lower as there are many faint small near stars we haven't discovered yet. These twelve stars are Sol, Zeta Tucanas, 107 Piscium, Tau Ceti, Gliese 75, 82 (e) Eridani, Chi 1 Orionis, Alpha Mensae, Beta Virginis, Beta Canum Venaticorum, Beta Comae Berenices, and 61 Virginis.

The 1968 10 parsec model contained all the then-known stars (minus one) within 10 parsecs plus additional brighter stars beyond this range to fill in the cube beyond the 10 parsec sphere. These additional stars included Zeta 1 and 2 Ret., 54 Piscium and Gliese 67. Because of these additions the pattern was found.

Stars were not scattered randomly. Stars of similar size tended to be together although there was some mixing There was a large area covering almost half the volume of the model that contained no stars suitable for life and a large part of this volume had practically no stars at all. The sun was on the edge of this area so somewhat isolated. Since the sun was supposed to be in Betty's map, and only part of the area near the sun had suitable stars, the search was narrowed and simplified.

Originally the pattern was checked through all main sequence stars capable of having planets, including doubles which may or may not have planets. Then most of the pattern was found except Gliese 86, 59 and 111 which were beyond the range of the model and data available in 1968 and early 1969. Once the kinds of stars that made up the pattern was realized and more accurate data obtained, models that extended further than 10 parsecs were built which led to the missing stars.

BETTY'S STAR MAP AND REALITY

In referring to the actual star pattern that resembles Betty's map, the name, Psyche, will be used. Dr. David Saunders proposed the name and Betty and I agreed enthusiastically.

Assumptions Made in Checking

1. The map appeared to be made from the area near (or point of view of) the base stars. Parallax shifts would make Earth-based star maps useless. A model would be one way of handling the problem of parallax shifts.

2. The sun was in the map, presumably with a line to it.

3. At least one of the base stars should be able to support life. This means it should be main sequence, at least K5 or brighter, probably brighter than K1 but less than F7, since Sagan puts the probable start of intelligent life at F8.

4. Since they come to the sun, stars like the sun should be equally interesting to them, at least single, nonvariable main sequence G stars, probably late F, and possibly early Ks.

5. The base stars are the two large circles with the lines radiating from them.

6. The travel pattern should be logical.

7. Other stars suitable for planets but not life might or might not be visited so should be checked. Since there is a controversy whether multiple stars have planets or not, they should be checked.

Map Facts

1. The map was 3-D.

2. The stars glowed.

3. The stars were tinted.

4. There were no grid lines.

5. There was no concentration of stars, so the galactic plane concentration of stars (Milky Way) was not apparent, probably showing (if the map represented reality) only local stars were in it. Another possibility would be that only selected stars were in it. But since they were interested in the sun, and there are a number of stars similar to the sun in the local neighborhood, Psyche, if it existed, would still be local.

6. The map was about 3 feet long by 2 feet high.

7. The map was similar to a reflective hologram. The map material was thin. It had no linticular lines as in one of our 3-D processes. It was not a projection.

8. The map was done as a posthypnotic suggestion to be drawn only if it was not remembered accurately. She was not to pay attention to what she was drawing. This puts it in the realm of automatic drawing which can be very useful and accurate in bringing to the surface (sic) forgotten and repressed material.

Proof That the Map is not a Hoax

1. No earth astronomer in 1961-1964 would have known the triangle background stars existed as a cluster in its present position because:

A. The parallax (distance measurement) of 86.1 had not been taken then. Its position was printed in 1969.

B. The distance of Gliese 97 was thought of as 55.2 light years which would put it beyond Gliese 111 before the
1969 catalog.

C. The distance of Gliese 95 was thought of as 37.5 light years (pi.087 ±11) or 35.8 light years (pi..091) before the 1969 catalog. This would move it above rather than below the line of Gliese 111.

Only correlation of several different types of parallax measurement (spectral, photometric, and trigonometric) result in the present more accurate parallaxes. Earlier catalogs usually used just one type of measurement.

The triangle would be remembered as it is very near the surface of the map and is quite prominent.

2. The earlier parallax for Gliese 86 would put it at a much poorer angle.

3. Variable main sequence single stars were avoided. They would be unlikely for life because it requires even heat over a long period of time to develop. The probable main sequence variable stars are marked “var?” in the Catalog of Bright Stars by Dorrit Hoffleit which was published in 1964. Betty’s experience was in 1961. The map was drawn early in 1964. It is very unlikely that she could have had access to the catalog even if she

knew how to interpret it, and if it was released before she drew the map. (It took me two years to see the catalogs even though I knew what I needed generally. They are not found in normal university libraries, much less local ones, and book stores do not carry them. Some cannot even be purchased from the author.)

The fact that these main sequence single F5-G-K1 stars are probable variables was not caught by astronomers who specialize in stars that might have planets with life, even in recent books. Delta and Gamma Pavonis, Sigma Draconis, Beta Hydrus etc. are some of the stars listed as good for life, but which are really probable variables. This shows the map maker knew variables should be avoided and which stars were variable.

4. Many exobiology books list doubles as suitable for planets with life. Kuiper s work showing that planets are not likely to develop in a multiple system was published in 1955, but it is apparently not well known. Even if multiple stars can have planets, circular orbits in the ecosphere would be difficult to maintain. Normal doubles were avoided in the lined portion of Psyche.

Epsilon Eridani was announced to be a multiple system in March 1973 by Dr. Peter van de Kamp. Its companion is halfway between a planet and a star in mass. It was avoided in Psyche, although it is near Tau Ceti and the sun. Before 1973 exobiologists considered Epsilon Eridani one of the best prospects for life, and it was part of the Ozma study. The mapmaker knew it should be avoided long before we did.

Proof that the Similarity Between Betty's Map and Reality is not Coincidental

1. The top and bottom surface of the depth of Psyche are squares. The height of the map is 2/3 the size of the square. It is highly improbable that this could be coincidental.

2. The lines represent a logical travel pattern to investigate all the best stars for life from Zeta Reticuli, best star for life to the next best (closest) star for life to the next closest, etc.

3. The double dotted line to Tau Ceti represents two expeditions. Two expeditions were likely, the first to 82 Eridani to Tau Ceti to Earth, since the sun is closer to Tau Ceti than 107 Piscium is to Tau Ceti. The dotted (expedition) line to the sun was dropped when the solid line directly from Zeta Reticuli was put in, just as all the dotted lines were dropped when solid lines were put in to 82 Eridani, Alpha Mensae and Gliese 86. The second expedition went from 82 Eridani to Tau Ceti, then in the opposite direction from Earth to 107 Piscium.

4. Only the best stars for life are used. These are non-variable main sequence stars, F6-G-K1, absolute magnitude 3.7 to 5.9. To show the proportions of these stars to all stars, the stars within the volume of a sphere with a radius of 10 parsecs (32.59 light years) was used. There are twelve such stars compared with 201 known systems and 259 known components in this volume. This gives a ratio of 1/17 and 1/21 respectively. I spent over six months checking all possible combinations using all kinds of main sequence stars F2 and dimmer, including doubles, in the 10 parsec model. The only one that resembled Betty's map was that part of Psyche within the model. Since the-best-stars-for-life ratio is so small compared to stars in general, it is hardly coincidental that the only pattern like Betty's should be made up solely of these stars.

5. All the stars suitable for life in the Psyche volume are included in Betty's drawing.

DISCREPANCIES

The background stars, with the exception of the triangle which has relatively bright stars near the surface of the map, were put in just to show there were background stars. These probably do not represent individual stars. Betty concentrated on the stars connected with lines. There are over 100 stars in the Psyche volume.

Betty saw the lined pattern as a whole and the triangle as a whole but did not draw them to the same scale.

The line to Alpha Mensae is an extension of the Gliese 86-Zeta Reticuli line. On this line, her conscious mind took control. She erased twice and put it in wrong. A projected image of a slide of the model on a tracing of

Betty's map shows the correct line was probably the top erased line, although the lower erased line is closer to the correct line length. Correcting this angle also corrects the angle to Alpha Mensae.

If the top erased line is used, the angle made by the two base stars does not quite correspond. This is an error in the model, not Betty's map. Zeta Reticuli 2 actually is more to the right from this viewing angle. They were using a much larger scale. There is a visual separation of about 1/20 light year if they are 36.6 light years away. On the largest scale I've used so far, 1/4" per light year, this move to the right can't be shown. (actually they may be over 1 light year apart as parallax measurements out that far are not too accurate). The two base stars are very near the map's surface, and using a much larger scale, their separation would be dramatized.

There are slight differences in line length and angles as in any freehand drawing. Compare for yourself the projected slide of the model on Betty's drawing.

CONCLUSION

Since we did not have the data to make such a map in 1961 when Betty saw it, or in 1964 when she drew it, it could not be a hoax. Since the stars with lines to them are such a select group, it is almost impossible that the resemblance between Betty's map and reality could be coincidental. Betty's map could only have been drawn after contact with extraterrestrials.

Figure 1: ID of Stars in Model

Figure 2: Betty Hill's Map minus background stars

Figure 3: Betty's map with a slide of the model projected on it.

Figure 4: The space volume similar to Betty Hills map, psyche

PARTIAL LIST OF STAR CATALOGS USED:

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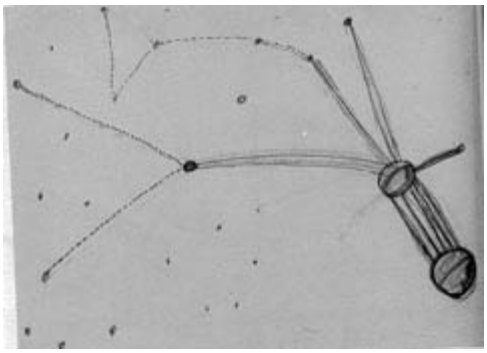
Marjorie Fish



The Hill Sketch

Marjorie E. Fish first became interested in UFO's in 1966 while reading "Anatomy of a Phenomenon" by Dr. Jacques Vallee. Her interest in UFO's was intense because of her prior studies of anthropology, biology, psychology, and animal behavior. Alternate ways of living, thinking, perceiving, and differences in biological systems are fascinating to Miss Fish, and integrating them into an understandable whole is an important avocation. She believes that extraterrestrial life forms and civilizations could give us a real "mirror for man," a comparison that could possibly answer many of the questions that have baffled man through the ages, questions of our nature, biology, and philosophy, which we are too close to to see the answers.

Marjorie Fish was born in Cleveland, Ohio, on September 19, 1932. She received a B.S. degree in Sociology from Juniata College in Huntingdon, Pennsylvania, in 1954, graduating with distinction. She minored in Science. Miss Fish retrained for Elementary Education at Bowling Green State University in Bowling Green, Ohio, from June of 1962 to August of 1964.

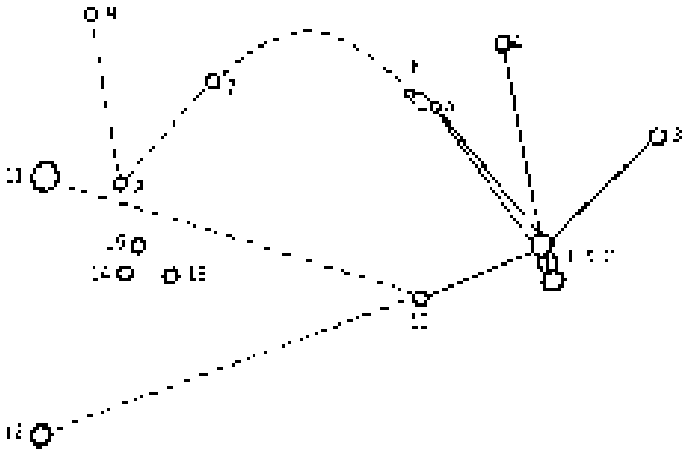
Miss Fish has been teaching school in the state of Ohio for eleven years. She is affiliated with the Unitarian Church. Her hobbies and general interests are varied: reading, photography, art, carpentry, gardening, crafts, music, anthropology, ancient civilizations, astronomy, botany, mythology, psychological research, and zoology Her unique three-dimensional model of the near stars is now being used by the Astronomy Department at Ohio State University at Perkins Observatory in Delaware, Ohio. Miss Fish spent six years in

intensive research of the near stars and factors necessary for life.

Miss Fish's address is P. 0. Box 128, Oak Harbor, Ohio 43449.

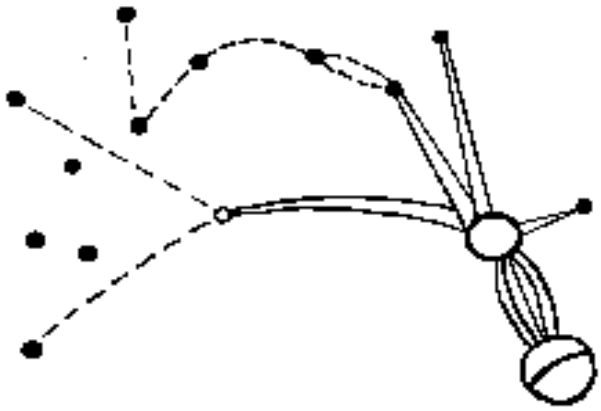
CHRONOLOGY

IDENTIFICATION OF THE STARS IN THE MODEL

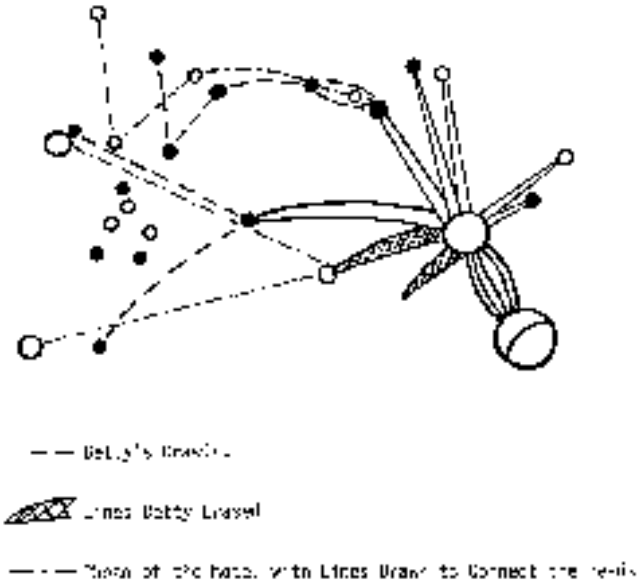


	Gliese No.	Name
1.	136	Zeta Reticuli 1
	138	Zeta Reticuli 2
2.	17	Zeta Tucanae
3.	231	Alpha Mensae
4.		Sun
5.	139	82 Eridani, e Eridani
6.	71	Tau Ceti
7.	68	107 Piscium
8.	27	54 Piscium
9.	67	BSC 2050
10.	86	GC 2610
11.	111	Tau 1 Eridani
12.	59	GC 1883
13.	86.1	HD13435
14.	95	GC2794
15.	97	Kappa Fornacis

BETTY HILL'S MAP MINUS BACKGROUND STARS

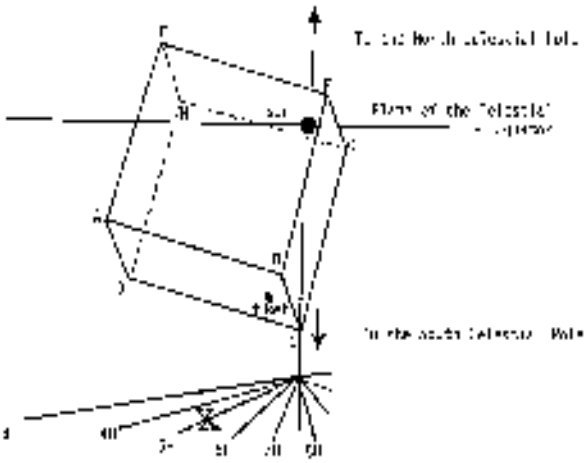


BETTY'S MAP WITH A SLIDE OF THE MODEL PROJECTED ON IT



- - Betty's drawing
xxx Lines Betty erased
- . - Photo of the Model with lines drawn to connect the beads

THE SPACE VOLUME SIMILAR TO BETTY HILL'S MAP, PSYCHE



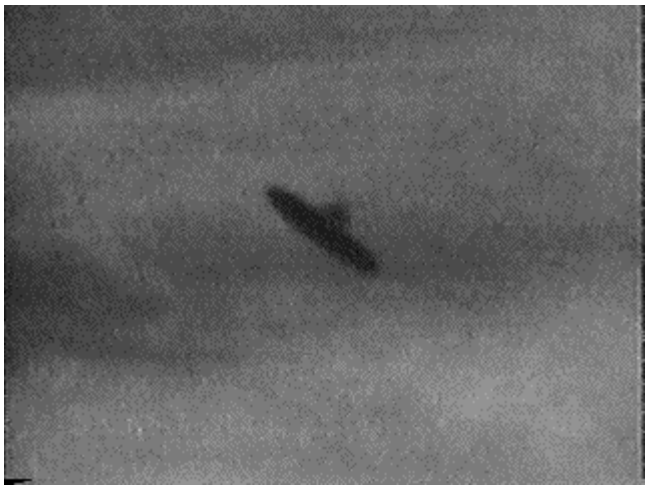
X = Betty's viewing position
ABCD = The map surface
ABFE = and DCGH are squares with sides 48 light years + or - <1 light year long.
AD and BC are 32 light years + or - <1 light year long.

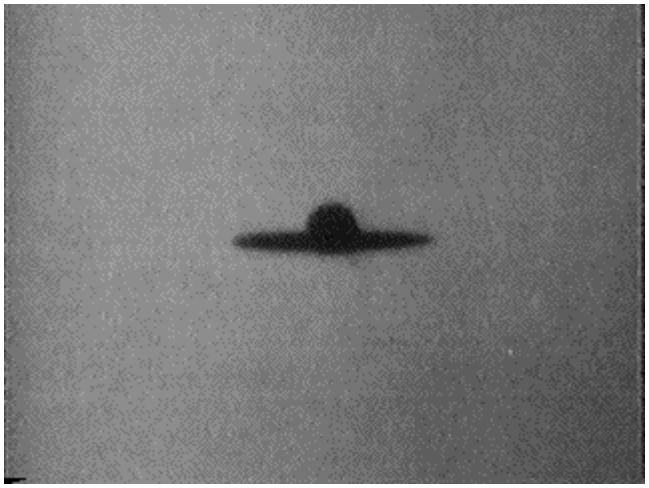
COORDINATES FOR THE VOLUME

A	3	24	-11	53.3
B	7	4	-50	38
C	23	24	-76	44
D	1	13	-24	57.4
E	1	49	+44	42
F	13	0	+34	17
G	18	26	-7.5	27.8
H	23	8	+19.3	47.3

This web page was created by Francis Ridge & Tom Deuley for the NICAP Web Site

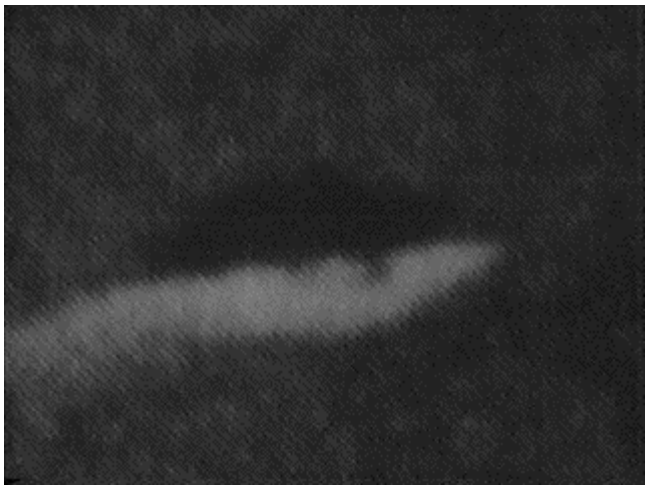
21 June 1977
Centeno, Argentina



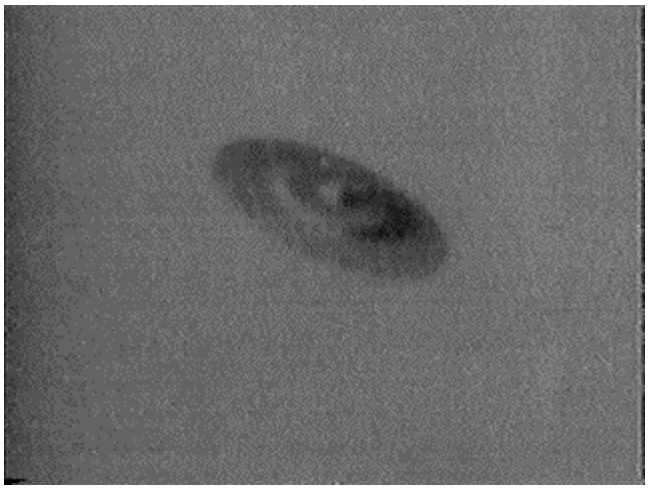


17 April 1978 Hot Springs, Arkansas

5 June 1955 Namur , Belgium



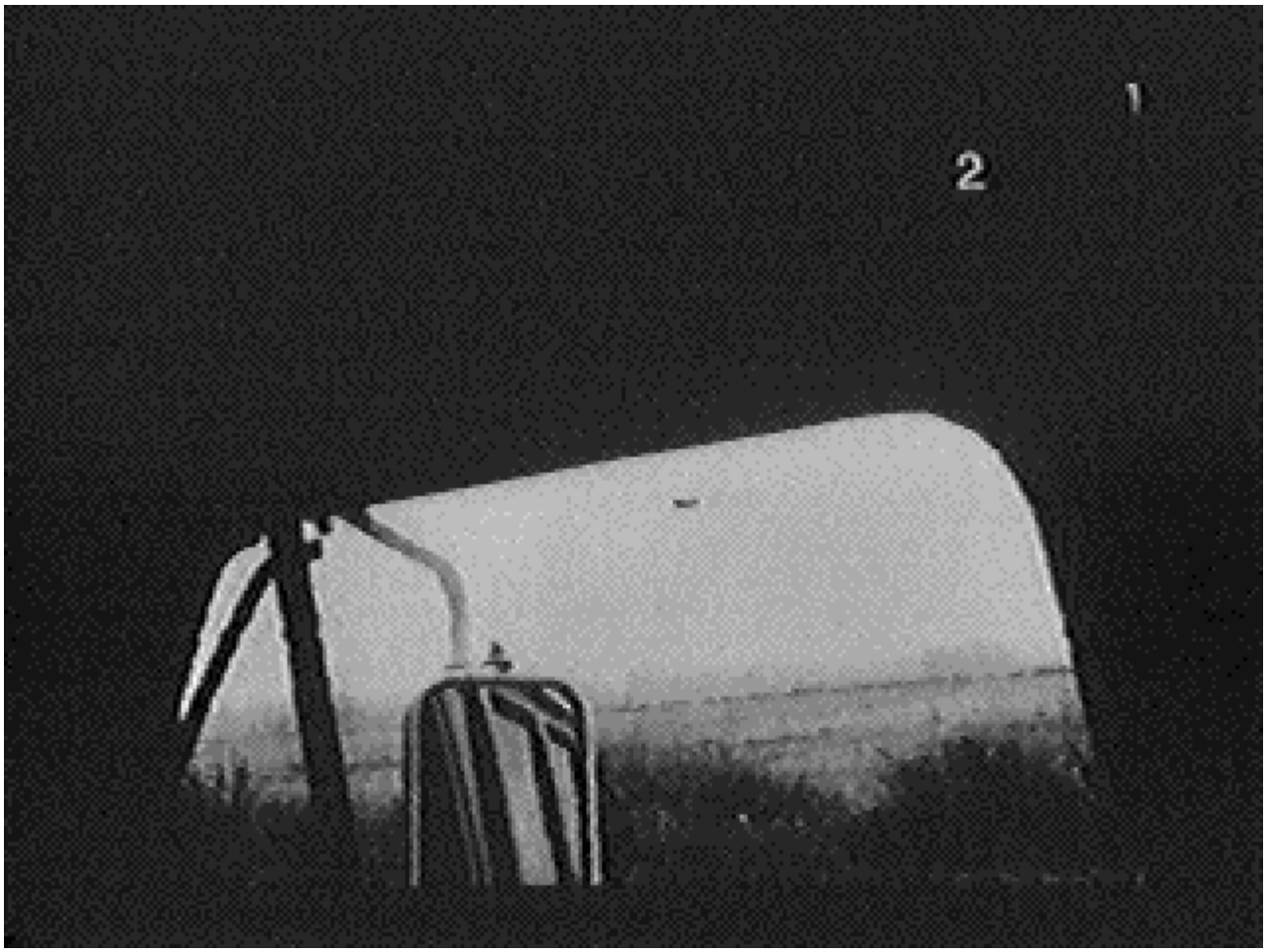
August 1954 Rio de Janiero, Brazil



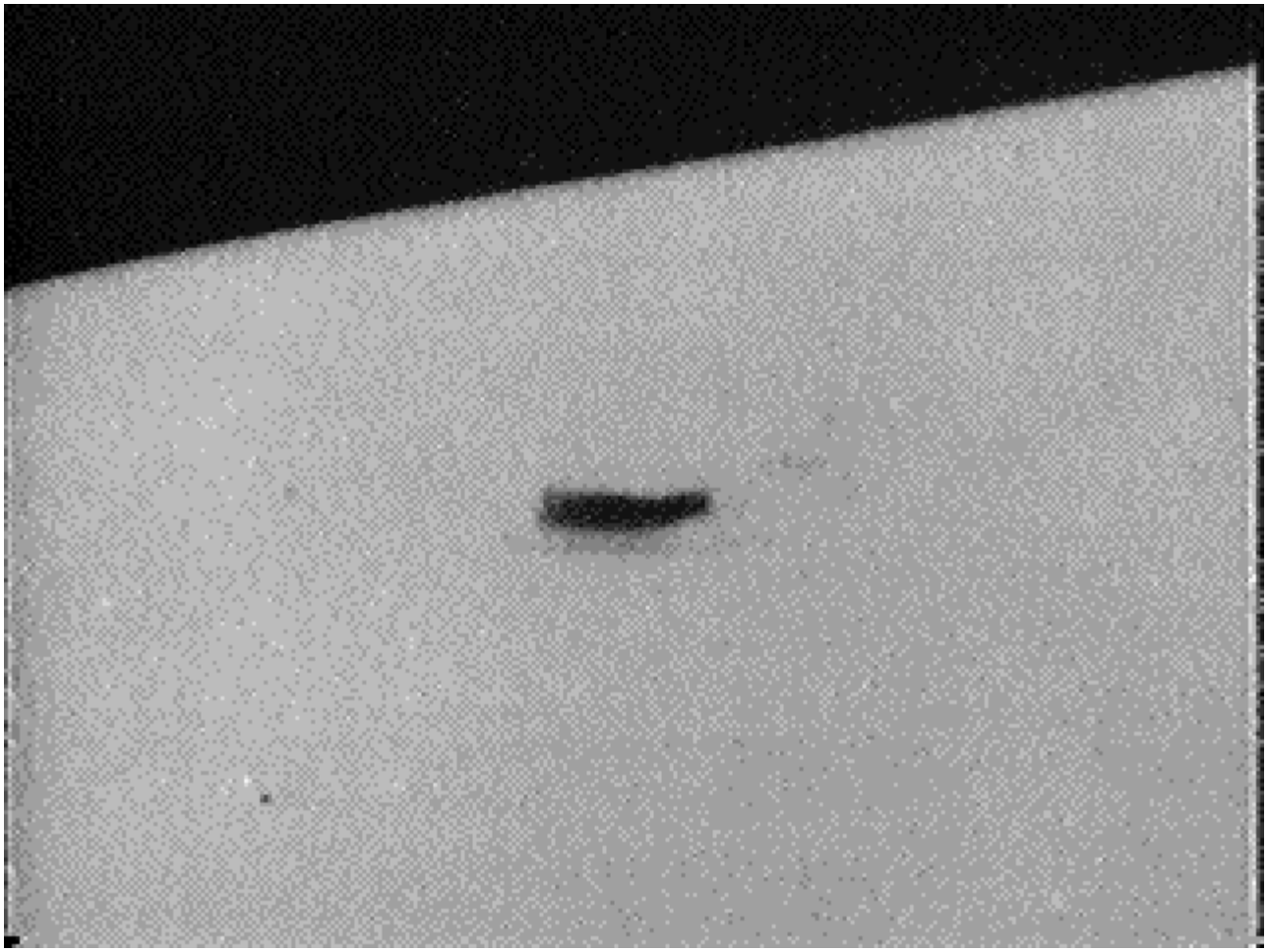
12 May 1976 Paso Fondo, Brazil

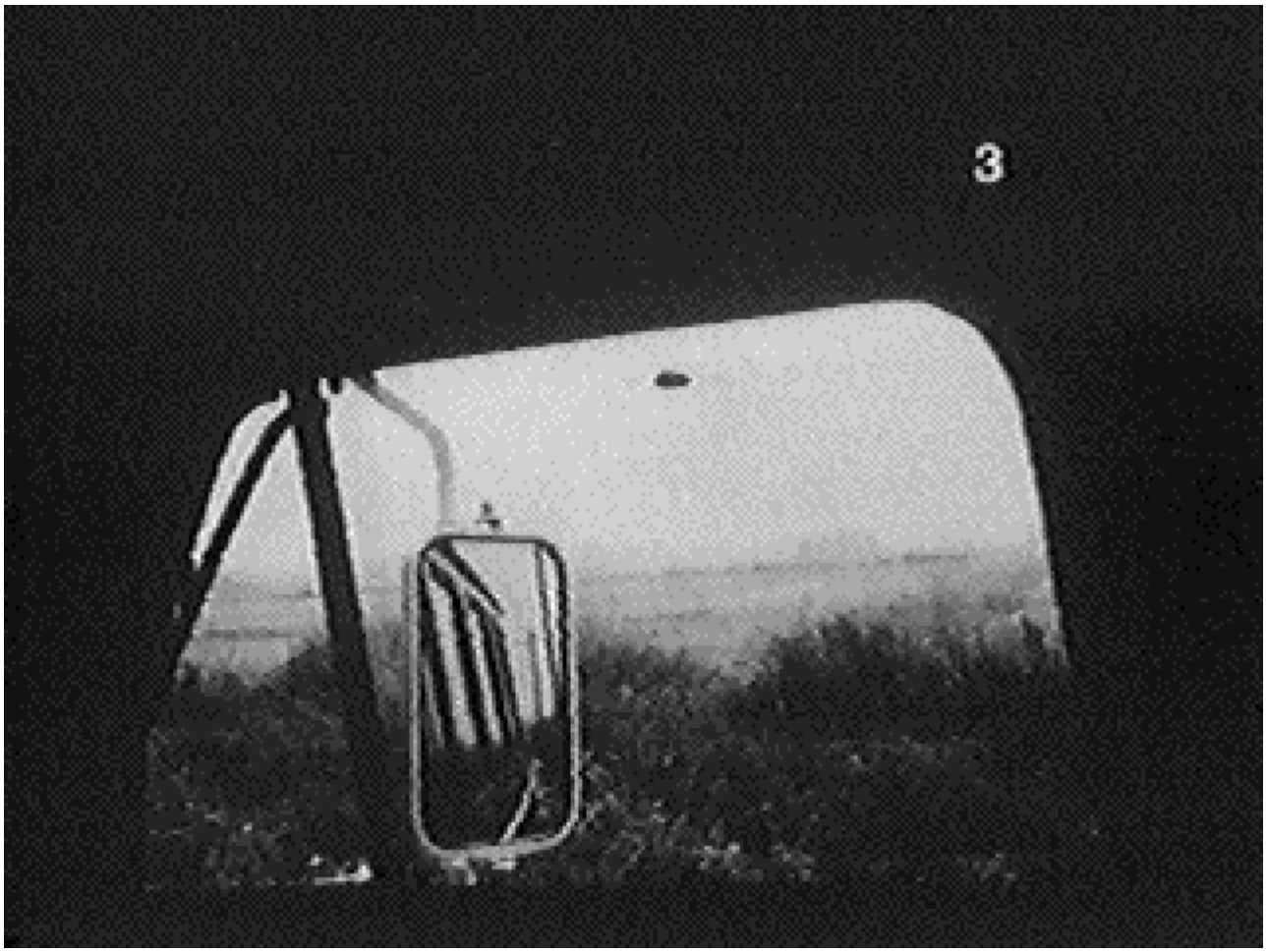
20 June 1978
Rio de Janeiro, Brazil

Photograph 1
August 1965
Santa Ana, California



Santa Ana Photos 4 to 6

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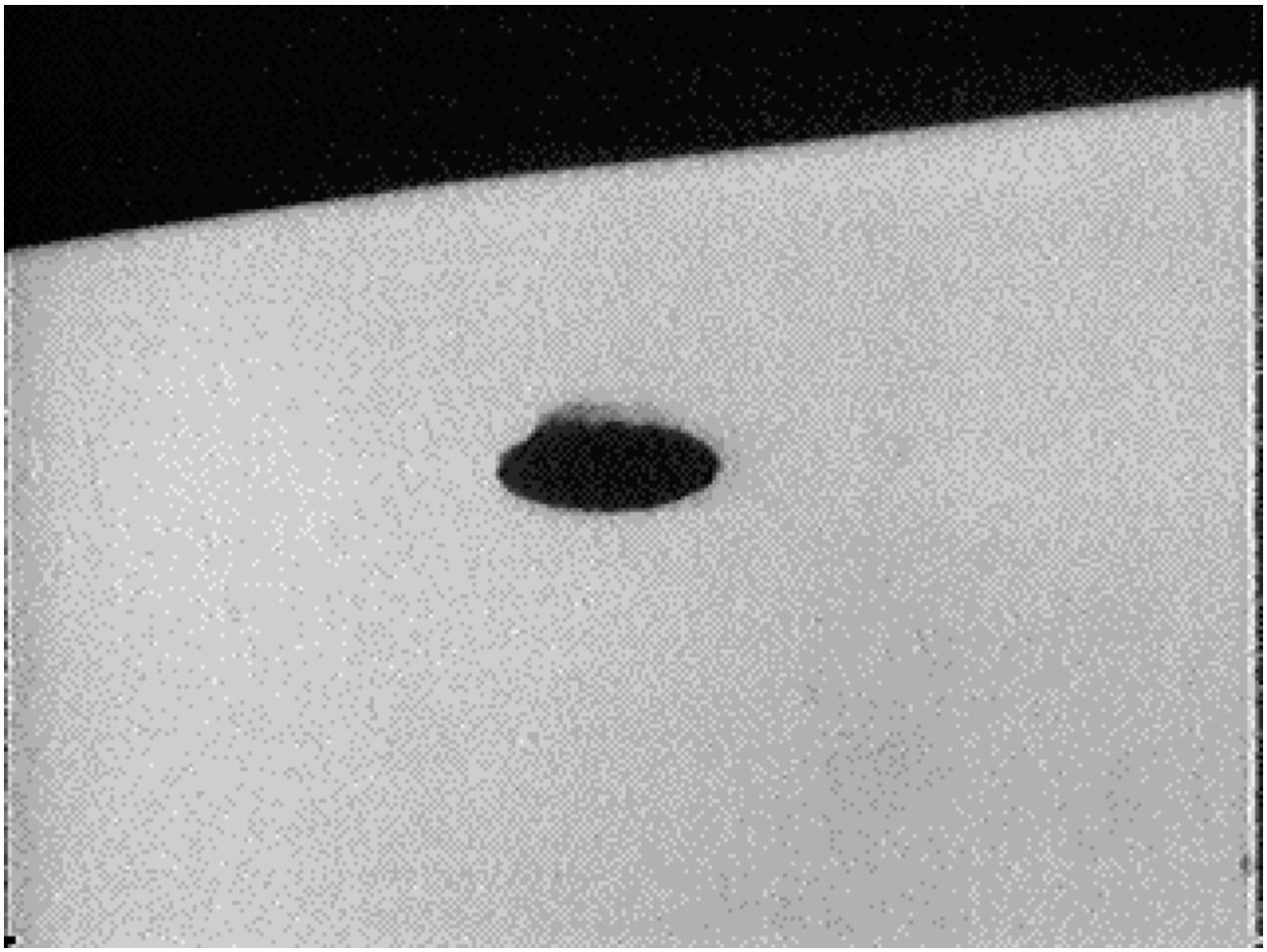
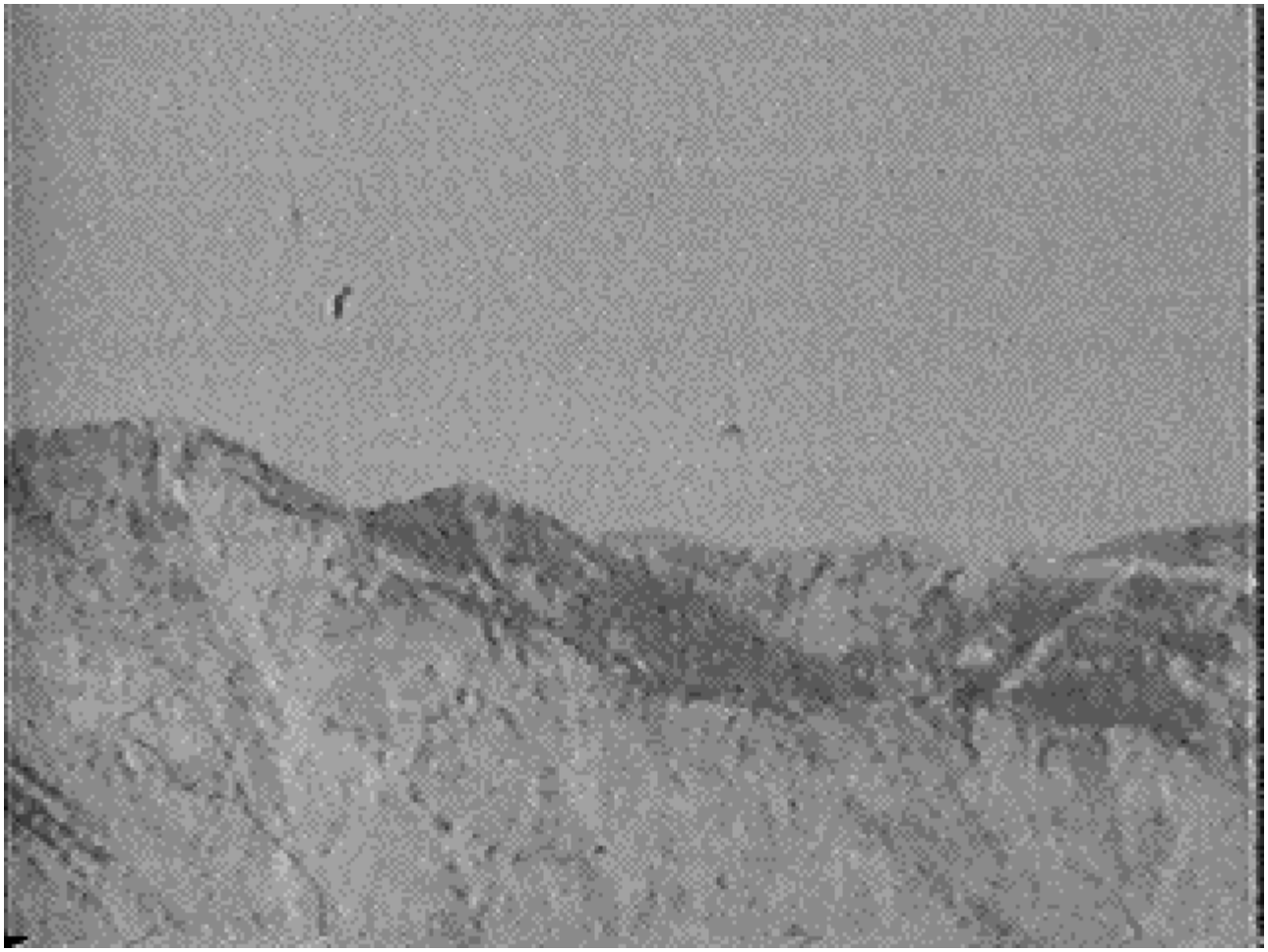
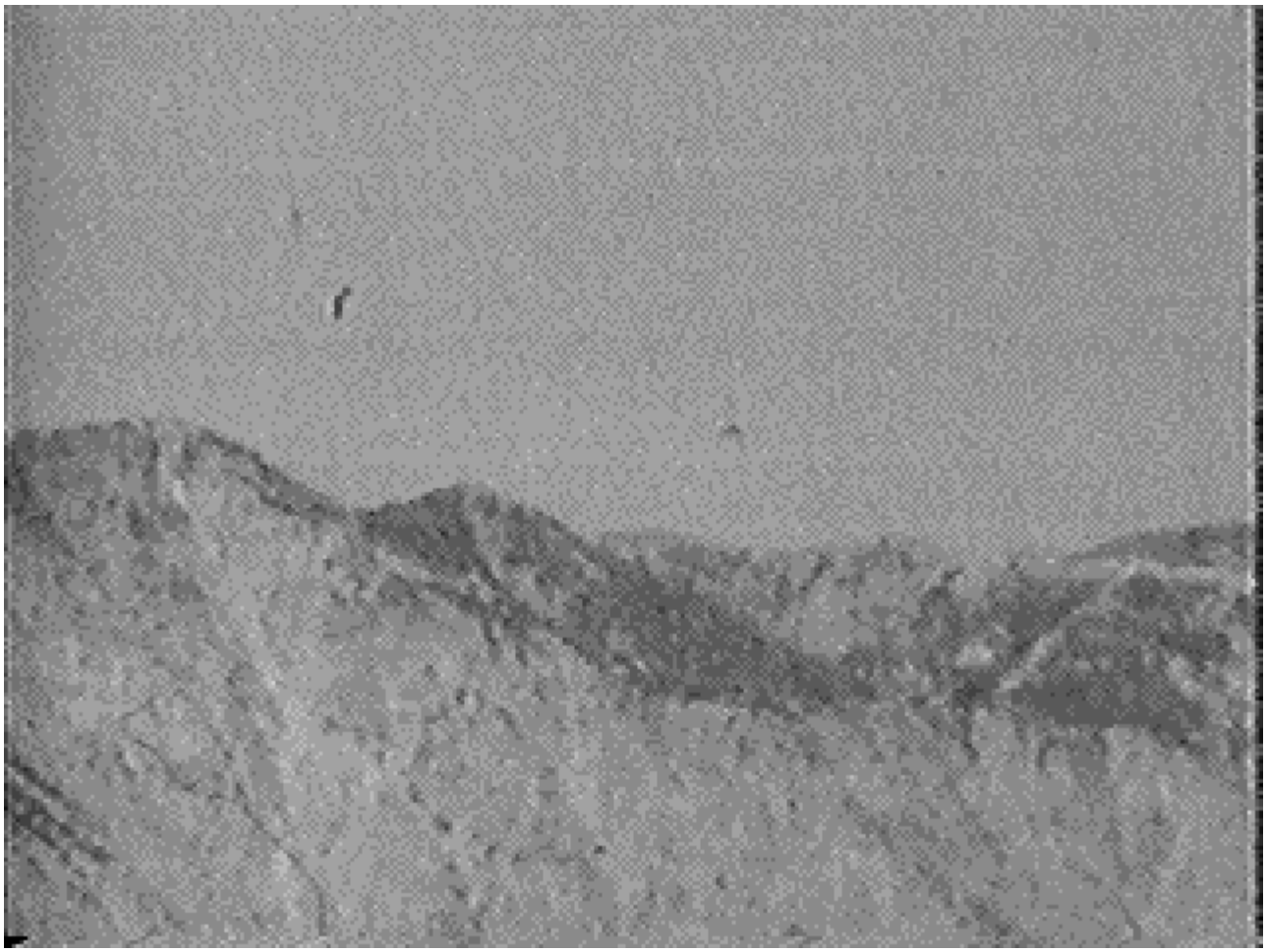
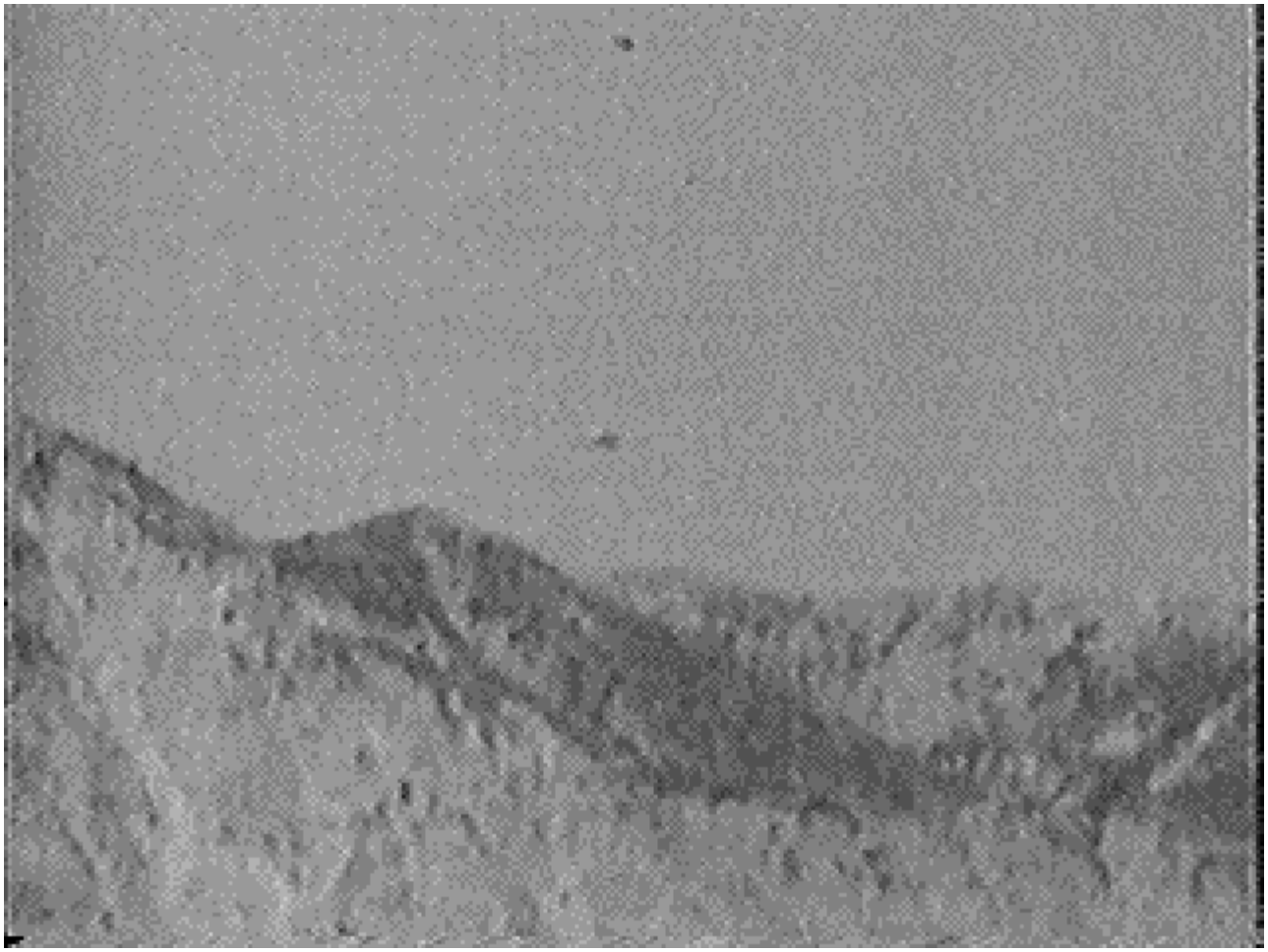


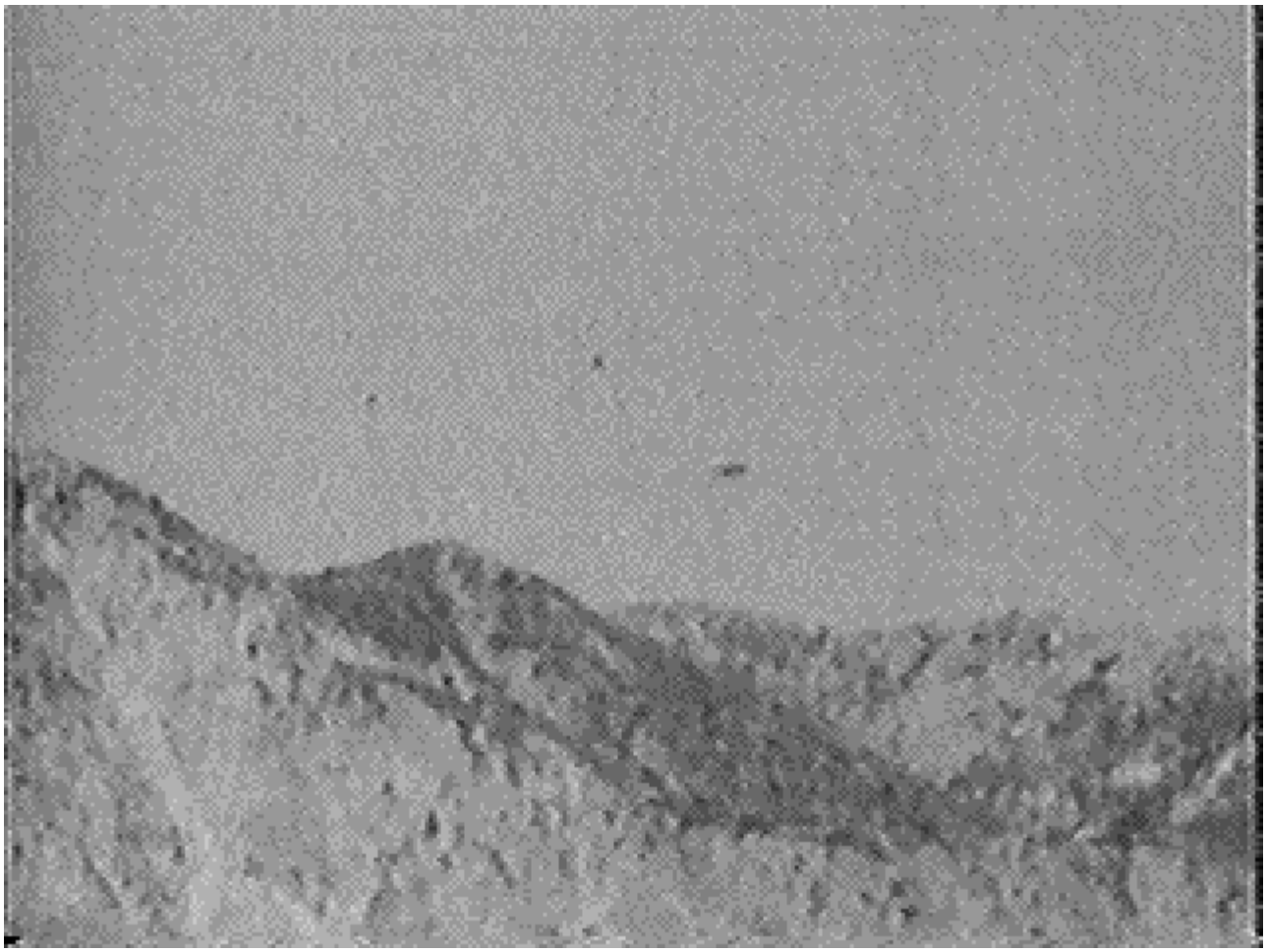
18 March 1975
Hamilton, Ontario, Canada

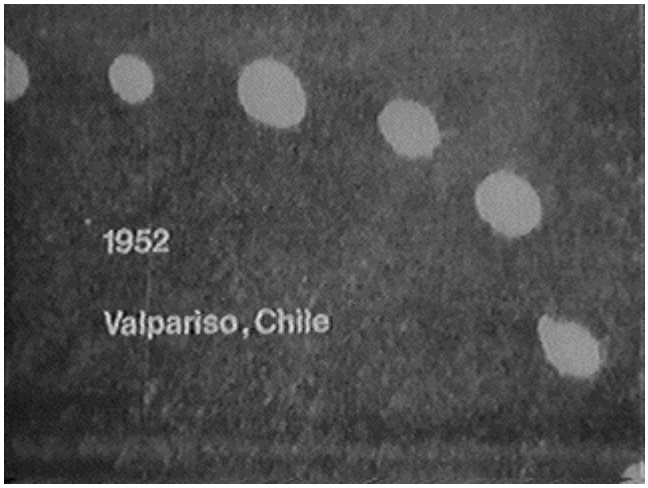




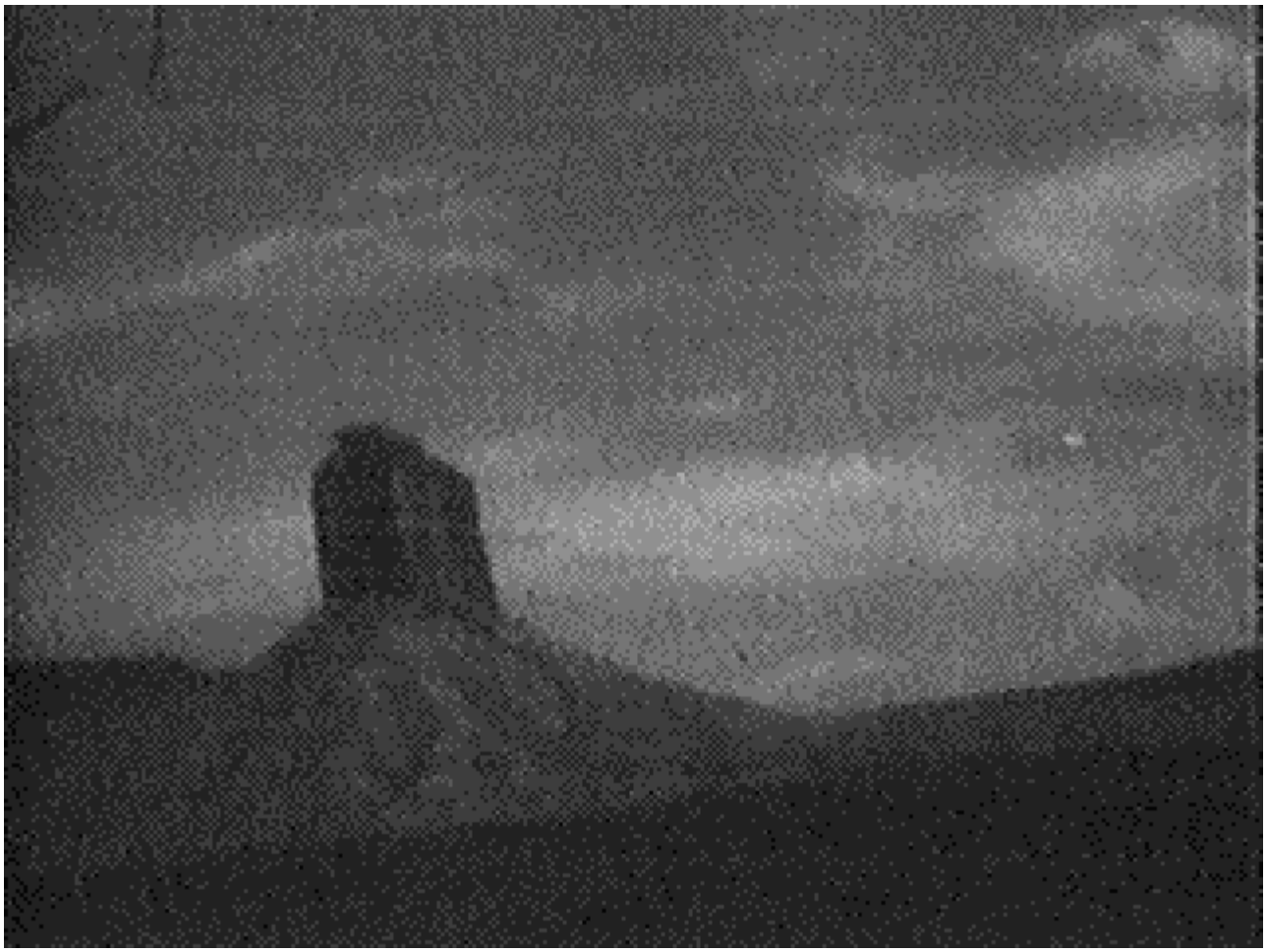
Photos 5 to 7






1952
Valpariso, Chile

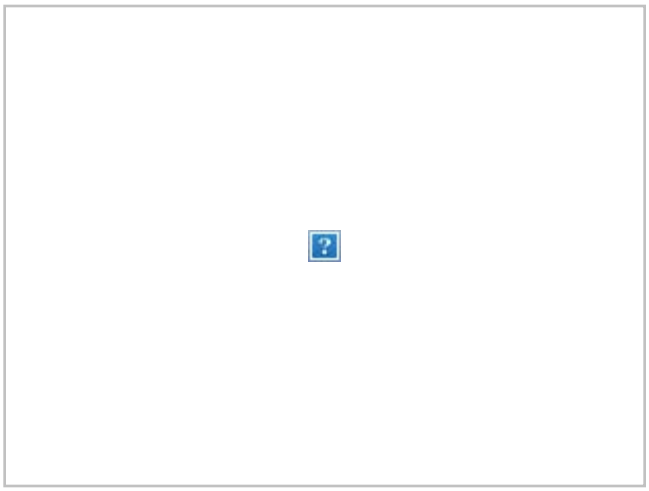
1942
Tientsien,Hopeh Province
North China



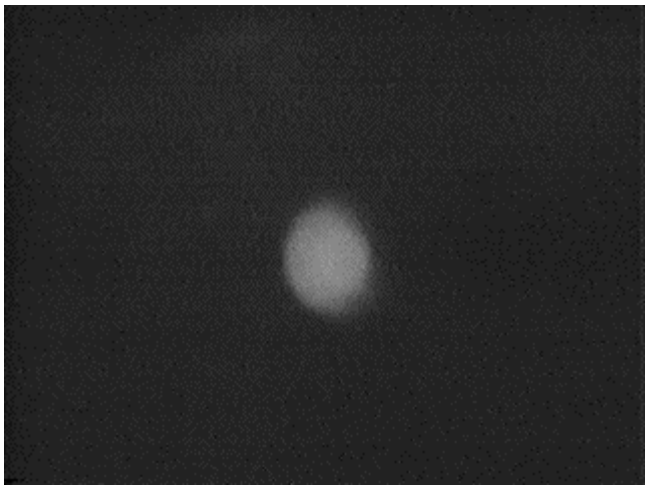
Photos 4 to 6

26 February 1967
Fargo , North Dakota

Photo - Albiosco, France 23 March 1974

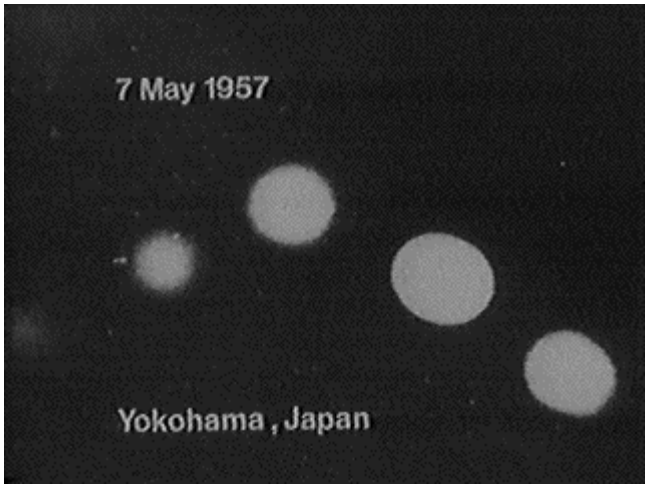


30 June 1954 Keflavik, Iceland

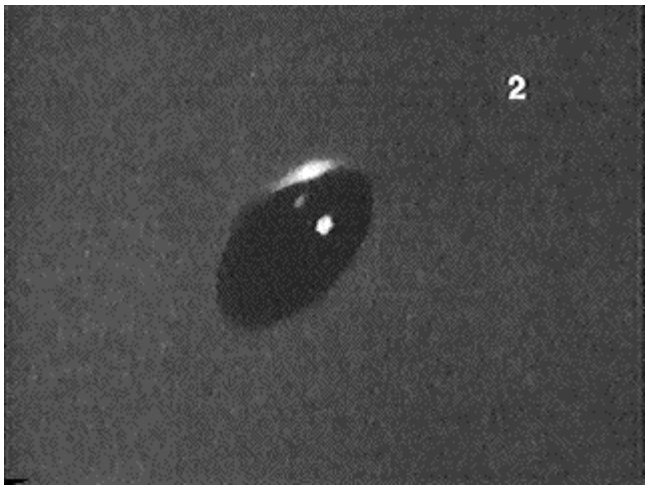


13 July 1969
Van Horne, Iowa

16 September 1978 Purugia,Italy


7 May 1957
Yokohama , Japan

Photograph 1
4 February 1978
Miki-Cho, Japan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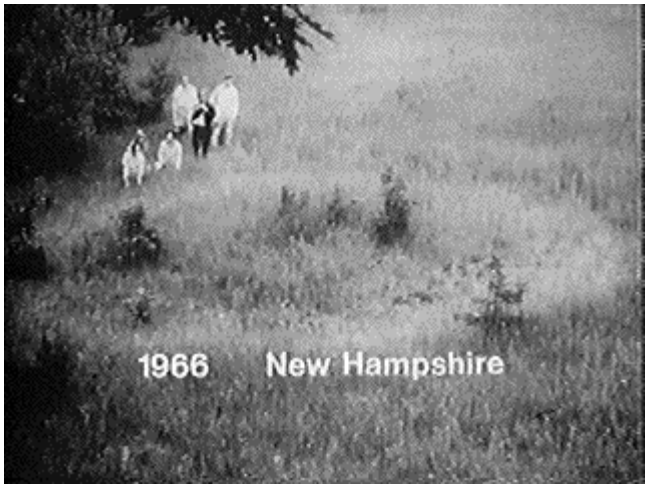
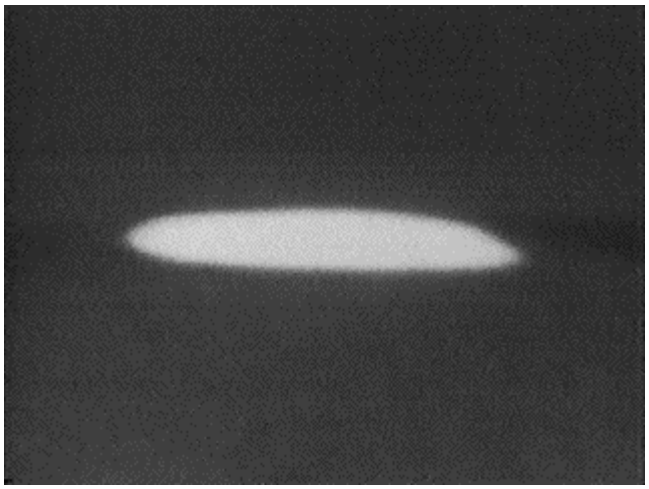
21 October 1965 Gibbon , Minnesota

2 November 1975
Medford, Minnesota

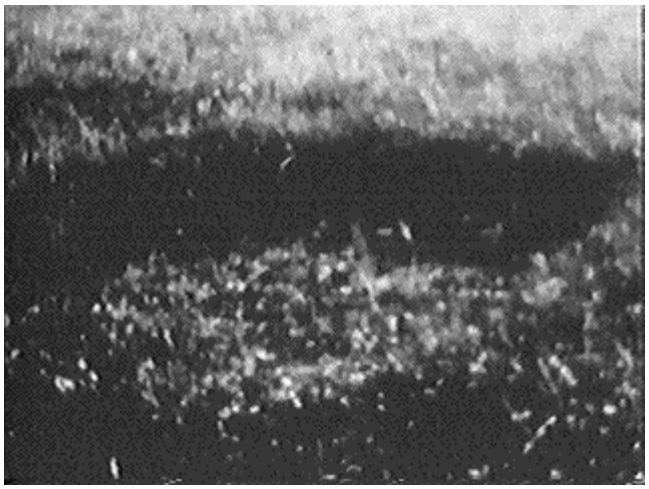
13 July 1978 Las Vegas, Neveda


1966 New Hampshire

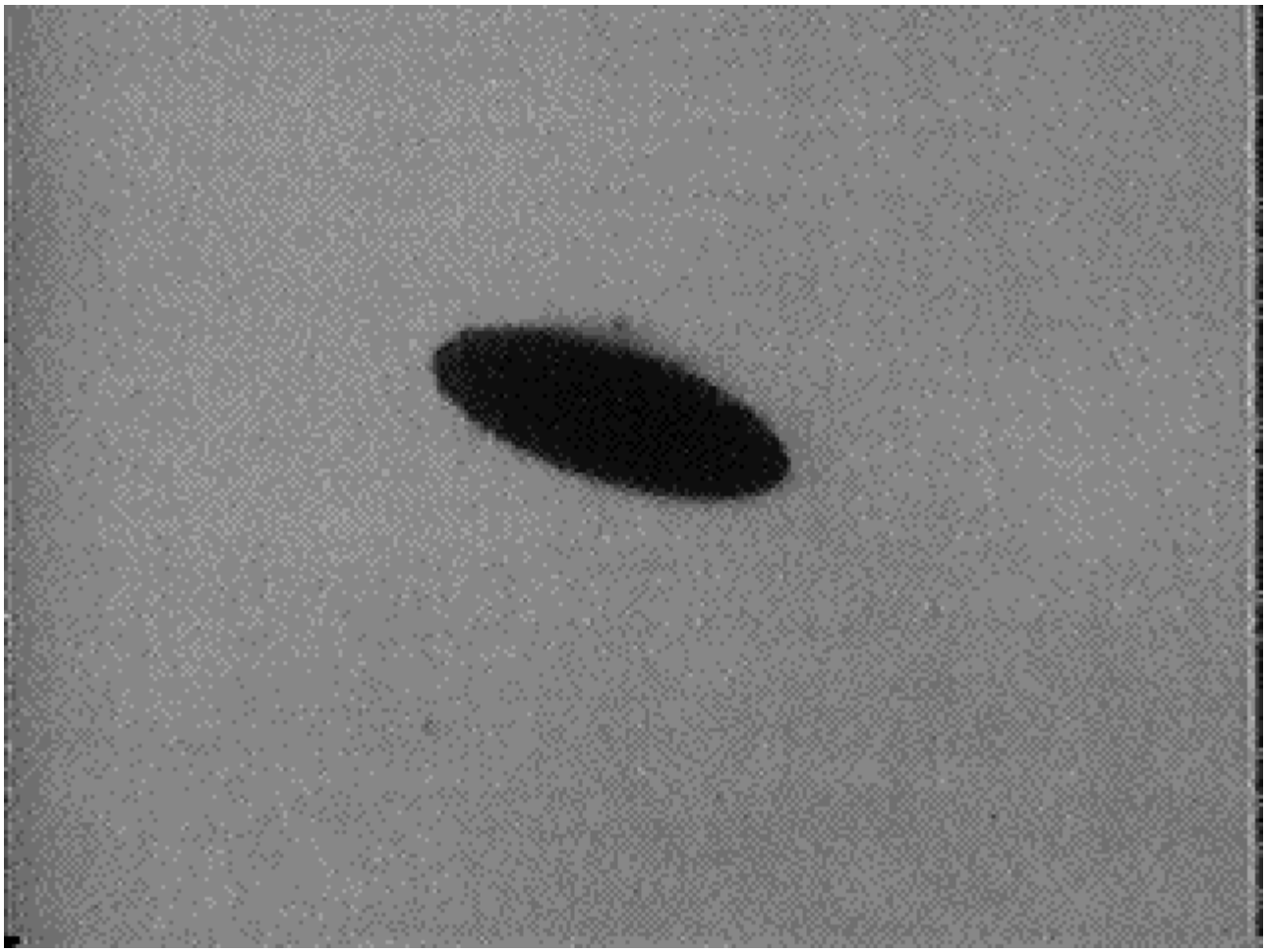
White Sands, New Mexico



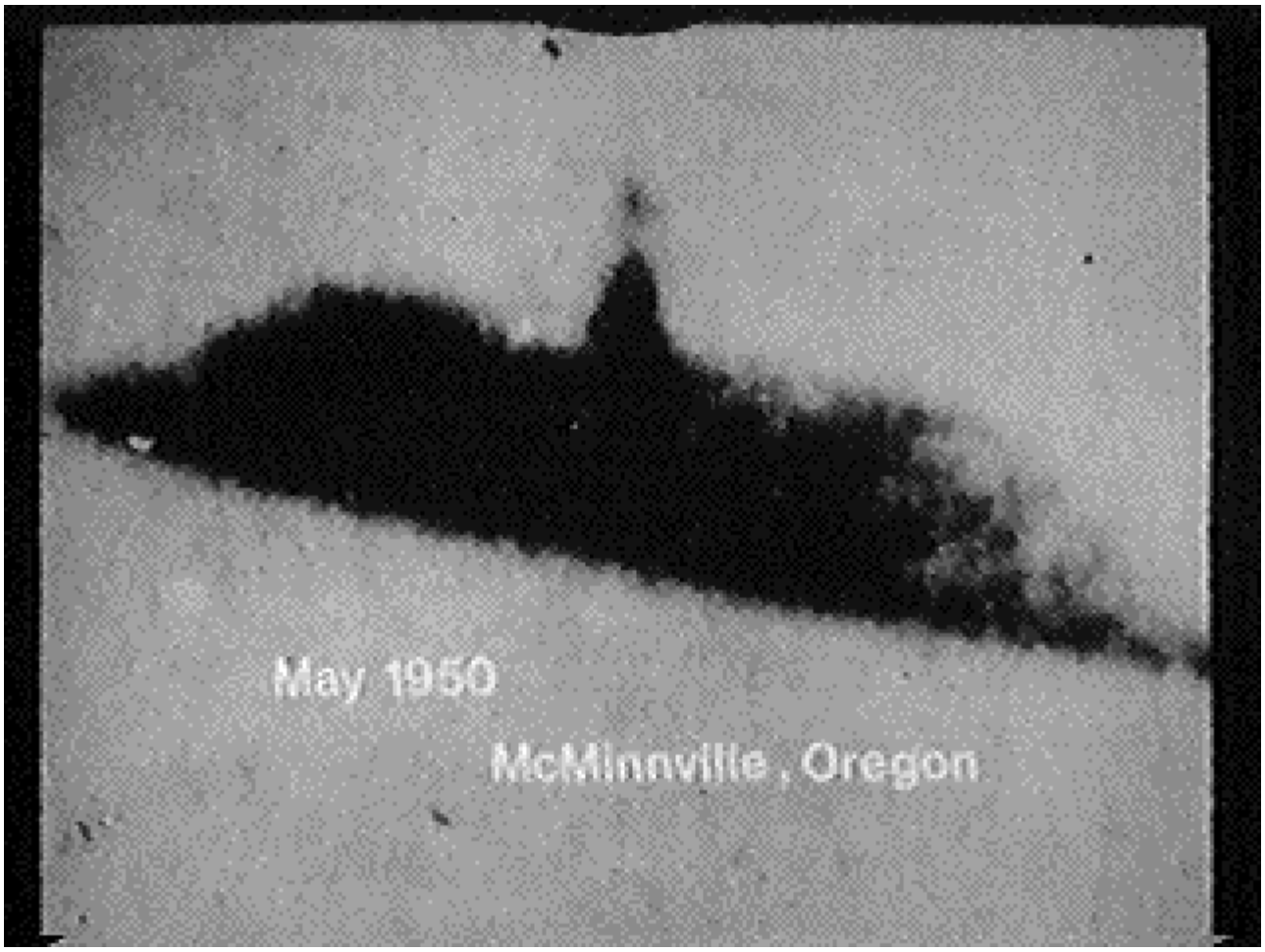
1927
New York State

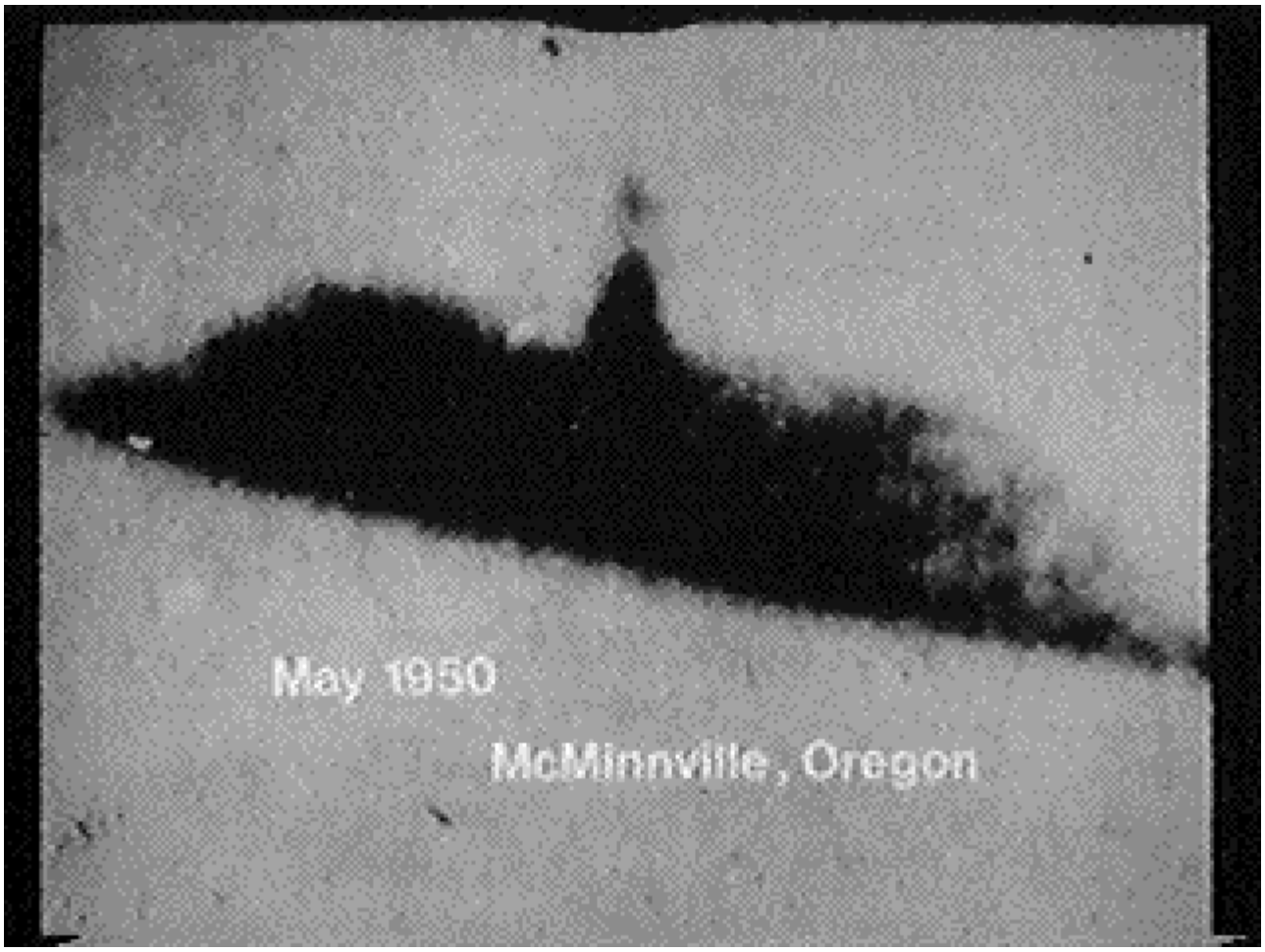


Photograph 1
May 1950
McMinnville , Oregon

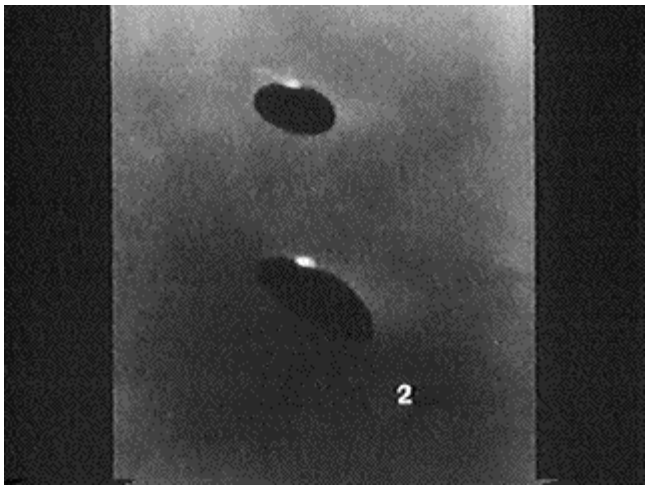


Photos 4 to 6


May 1950
McMinnville, Oregon


May 1950
McMinnville, Oregon

March 1967 Yungay , Peru
Photograph 1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August 1968 Cluj, Romania

ell Daily Record

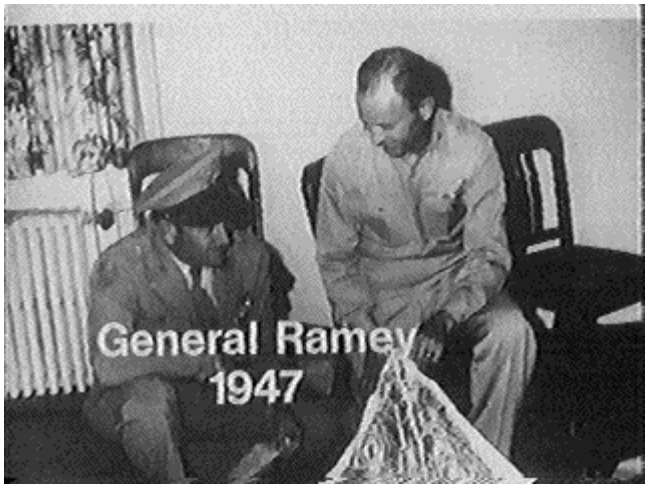
RAAF Captures Flying Saucer On Ranch in Roswell Region

House Passes Tax Slash by Large Margin

Security Council Paves Way to Talks On Arms Reduction

No Details of Flying Disk Are Revealed

Ex-King Carol Weds Mme. Lupescu

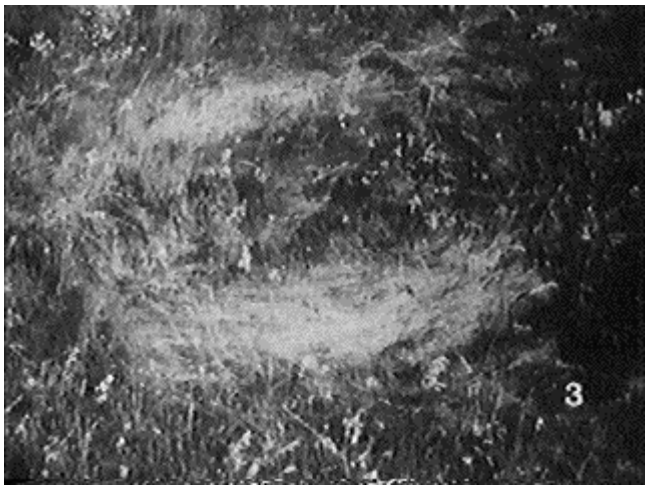


Roswell Daily Record

Gen. Ramey Empties Roswell Saucer

Harassed Rancher who Located 'Saucer' Sorry He Told About It

1 September 1974
Langenburg, Saskatchewan
Photograph 1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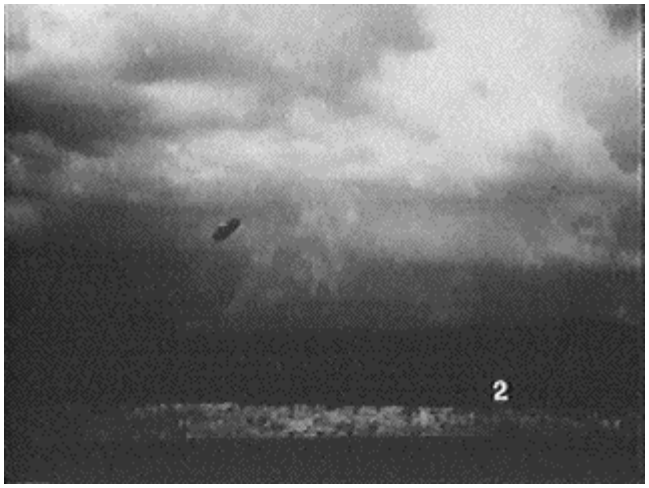
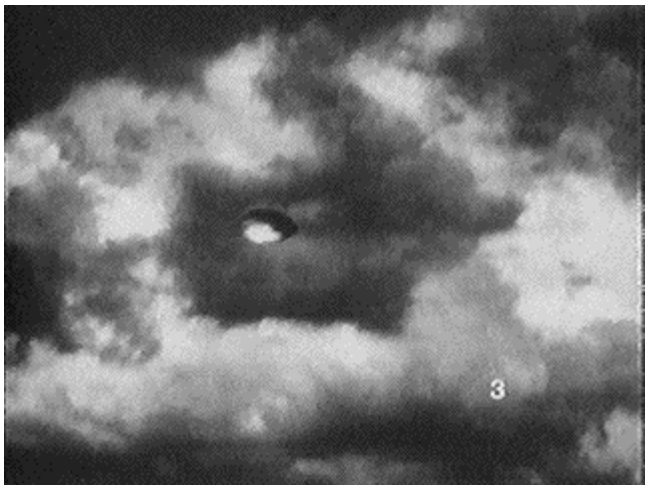


Photos 4 to 8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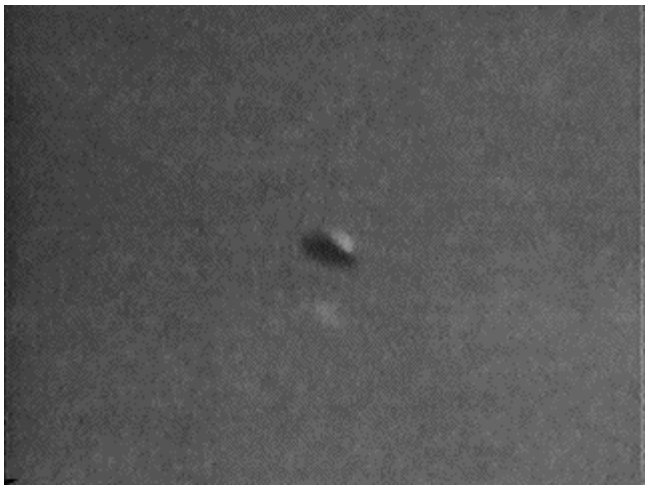
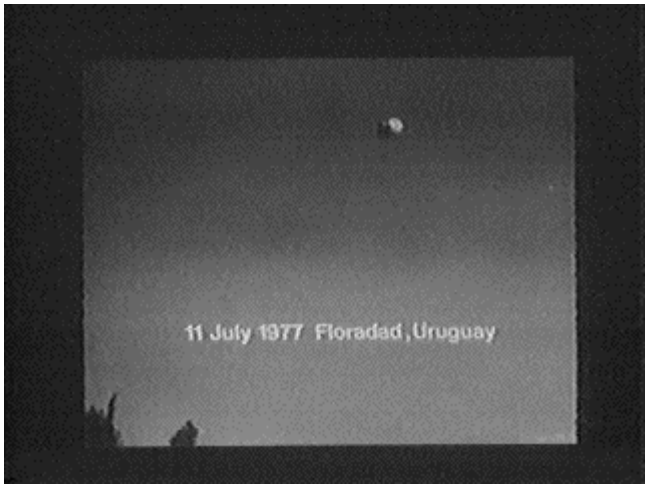
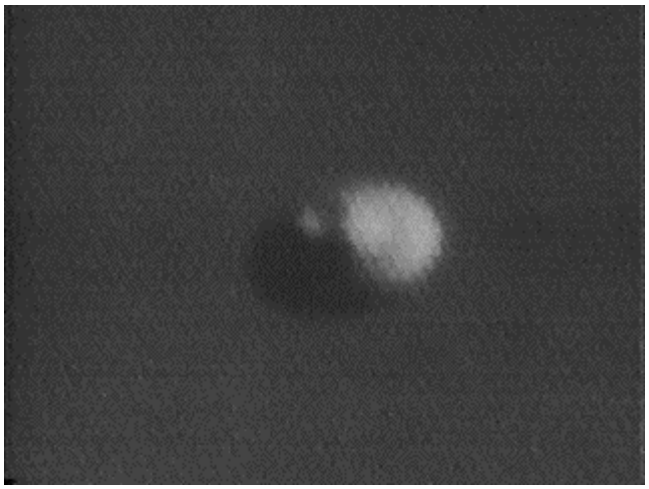
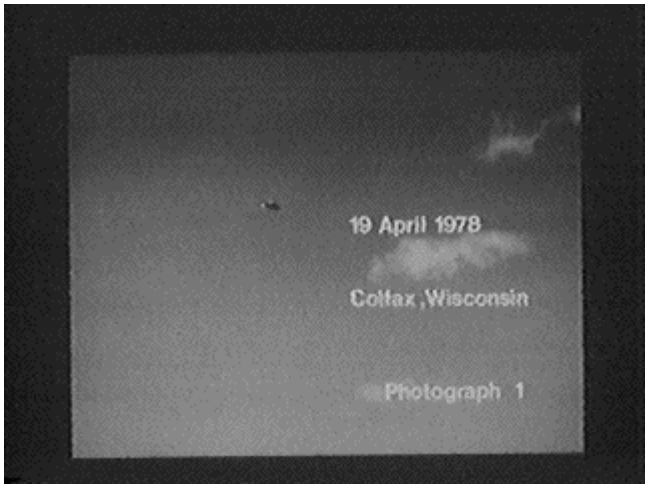
4

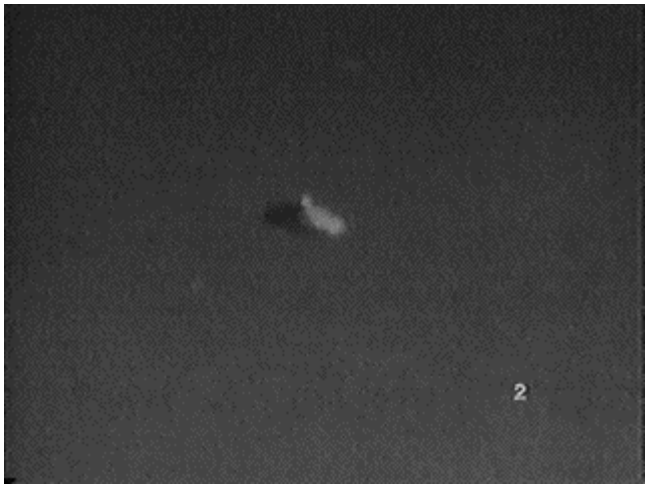
26 July 1977 Maldonada, Uruguay




11 July 1977 Floradad, Uruguay




19 April 1978
Coltax ,Wisconsin
Photograph 1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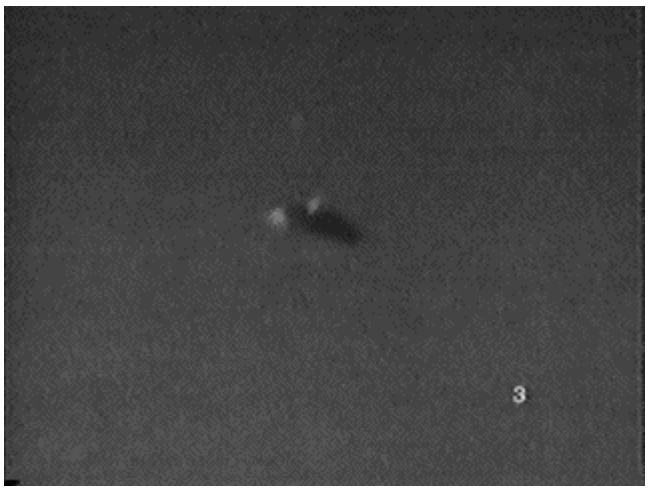
3


3

17 July 1974
Belotie , Yugoslavia

Photo - Belotie, Yugoslavia. 17 July 1974

13 UFOS SELECTED FROM 198 U.S. CASES: July 15 – Aug. 14

185 reports were judged to be identifiable or inappropriate.
Refer to the "Profile" feature for monthly evaluations.

U.S. SIGHTINGS

HOW WE LEARN OF UFO'S: UFO reports are from news departments, civilian organizations and individuals all over the world, but most of our reports stem from the Center for UFO Studies' UFO Central Hotline. This is a 24-hour, toll-free telephone service for the exclusive use of law enforcement agencies, FAA agencies, planetaria and other formal channels. This gives us the chance to follow up *all* cases rapidly for first-hand information with unlimited long-distance capability. Other advantages include screening of the hoaxers Indeed, police who patrol when others are asleep are encouraged to fill this void.

HOW WE DEFINE UFO'S: Any anomalous aerial phenomena whose appearance and/or behavior can't be ascribed to conventional objects and effects—not only by the original witnesses, but also by analysts who possess technical qualifications the original observer may lack.

NL—Nocturnal Light: distant anomalous lights seen in the night sky
DD—Daylight Discs: distant disc-like objects seen during the day
RV—Radar/Visual: UFOs seen by radar and vision simultaneously

CE I—Close Encounter of the First Kind: UFOs seen within 500 feet
CE II—Close Encounter of the Second Kind: CE I's that leave behind physical traces
CE III—Close Encounter of the Third Kind: CE I with humanoid occupants seen

HOW WE NUMBER CASES: All UFO sightings will receive a three element number which will serve as a case "name". The first numbers refer to the volume and issue number of the edition that contains the case, and the last number refers to the order it arrived (example: 1-1-7, the seventh case of the first issue).

1 – UFO of High Merit

First, a comprehensive study of the UFO's reported characteristics, then the technical judgment necessary to satisfy our UFO definition.

HEAVILY-WITNESSED RADAR–VISUAL CASE NEAR KANSAS CITY

CASE #3-9-163

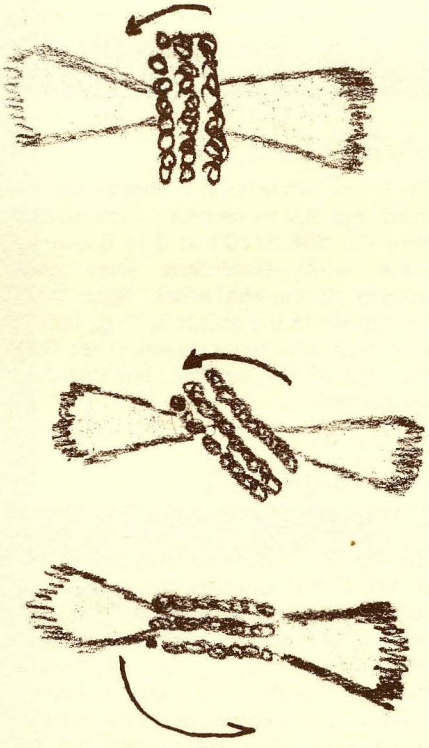
This UFO is certainly an unusual, dynamic one, putting on a show over Belton, MO that could be seen in three neighboring suburbs south of Kansas City, with dozens of witnesses reporting it independently to law enforcement agencies and the local Air Force base (who were *also* watching it). Thus, it is distinguished as the IUR case with the greatest number of witnesses. It also appears to have been seen briefly on radar. If this event was based on a hoax, it would be unprecedentedly elaborate.

ENVIRONMENT

DATE: Tuesday, August 8, 1978.
STARTING TIME: 9:40 PM
PLACE: Belton, Missouri, east of Richard Gebaur Air Force Base, a largely residential area in a suburban city about 15 miles south of downtown Kansas City.

APPEARANCE

Most of the witnesses indicated that they saw a large red light dropping "flares". One individual, Mr. Joseph Staudinger, Jr., was fortunate enough to have been directly underneath the UFO and provided the sketches seen above. Note that the rows of red lights were rotating like a turntable, while the white strobe lights beaming in front of and behind the object remained fixed in the direction of travel. When overhead, Staudinger saw the object as large-looking as a full moon (½-degree of arc); coupled with the elevation (estimated from triangulation) of 2800 feet, this provides a *rough* overall size of 25 feet. Binoculars at the Air Force base revealed a faint white blinking light unseen by the tower witnesses with the naked eye accompanying the red lights.



Witness sketch of UFO

MOTION

Two particularly articulate reports enable us at this stage to triangulate the location and height of the object throughout its trajectory. One viewpoint comes from Sgt. Gary Havens at the Air Force base air tower; the other is provided by Mr. Joseph Staudinger, also formerly in the Air Force, who saw the UFO fly directly over his house on Park Drive (a north-south street) and parallel to the street. His house is two miles SE of the tower at the base. Key points of discussion are numbered below on the map and discussed (all times are approximate, based on interpolations between known endpoints):

1) *9:40 PM:* Staudinger, his wife, his 14-year old son and his neighbors (who notified the Air Force base) watched the object come from the south over the tree line.
2) *9:42 PM:* UFO passed virtually overhead on Park Drive. This is the point where the tower at Richard Gebaur first took note of it, about 15 to 20° up. This triangulates to a height of about 2800 feet. No noise was

heard.

3) *9:47 PM:* The object stopped here, according to both witnesses. For the Air Force base witnesses, it was now due east about 15° up. For the Park Drive witnesses, it was due north, about 15 degrees up. This works out to 2000 feet, adopting the elevation angles literally. The UFO flew at roughly a level altitude, then, taking about five minutes to travel from the Staudinger house to a position 1.4 miles north of it. This works out to a speed of 17 m.p.h. -- more like a balloon than a plane, or possibly a helicopter. Sgt. Havens estimated the distance now to be 3/4 to 1½ miles away...an excellent guess, since the UFO works out to a distance of 1.4 miles from the tower. Another individual, on the base, standing about two blocks due east of the tower, also confirmed the "due east" position for the UFO once it had stopped. Since the base has no radar of its own, Havens called Kansas City International Airport, over 30 miles north of the action, to see if they could track "anything east of the base". Controller Hal Roberts confirmed that they could, but that it was intermittent, appearing as a non-transponding target only 7 or 8 sweeps out of 30. Interestingly, Havens did not clue Roberts at KCI how far he should look; yet when Allan Hendry called Roberts directly and asked how far the target was from the small painted line indicating the runway at Richard Gebaur, he told us "one and one-half miles", which corresponds perfectly to the now-triangulated position.

It was here in the ten-minute hovering position that the UFO performed its spookiest stunt, seen by virtually everyone with whom we spoke: it dropped a red/orange flare down toward the ground. Everyone agreed, however, that the flare could be seen fizzling out before it hit the ground. Prior to this, a white flash of light was seen by both Havens and Staudinger. It looked like it had occured beneath the red lights through binoculars (as seen from the tower). The Park Drive witnesses actually heard a loud "pop" or "crack" sound accompanying the flash. The tower witnesses didn't hear the noise, but an airman named Lucas near the main gate of the base did; in fact, he reported several such "explosions".

4) *10:00 PM:* Now the object rose straight up, as seen from both vantage points. This was a slow process, taking 15 to 20 minutes. From the tower, the red lights were seen to disappear suddenly at what was guessed to be an increase in altitude of 4000 feet. Another good guess, according to the triangulations: using their elevation angle of 45° as a more accurate guage of height, the height of the object was equal to the original distance: about 1.4 miles. Although the red lights could no longer be seen with the naked eye, the use of binoculars continued to reveal the dim flashing white light. Havens watched it move southbound now for "about a quarter mile". It then turned abruptly northbound again still at a slow speed. Then it drifted ESE, climbing to a higher altitude at an estimated speed greater than 200 knots, at position (5) at 10:23 PM.

Meanwhile, back at Park Drive, the rising, levelling off, north-south "glitch" and ESE departure were all seen as a straight trajectory that extended up to 15° east of their zenith (overhead). This is much further along its trajectory for the red lights to disappear than was seen from the side view of the Air Force tower, but then the Park Drive witnesses *were* underneath it (at position (6)).

Incidentally, once the UFO started rising up, Havens called Roberts at the Kansas City airport again, but that controller saw nothing on his radar screen now -- a disappointment.

All of the above figures are subject to error, of course, as they are based on the elevation angle estimates. That the UFO's flight path was aligned with the north-south Park Drive was fortunate. Total Duration: about 45 minutes.

WEATHER

The tower witnesses at Richard Gebaur noted the sky to be clear, with winds from the SSE (170°) at 3 to 6 knots. These wind conditions were not variable during the event. Note that the motion of the object is, thus, fairly consistent with wind direction for the first half of the sighting, but not the second half.

WITNESS REACTION

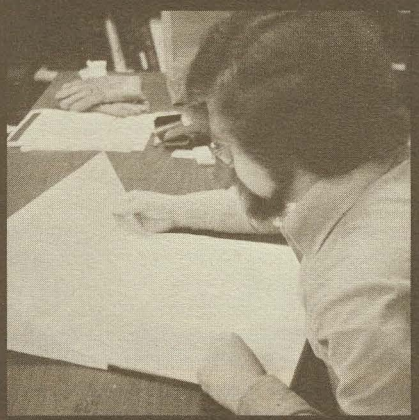
The sighting is distinguished among all of IUR's UFO cases by the number of individual witnesses involved. Richard Gebaur AFB had numerous witnesses on their own property; they also were "flooded" with calls from civilians. According to a detective on the Belton police force, their agency received 20 calls. Reportedly, neighboring Grandview and Kansas City police departments also received calls. There's no question that *something* was in the sky over Belton that night. Nor can it be claimed that press attention generated a lot of false sightings, since the case miraculously escaped the attention of the local news media (who normally watch police blotters like a hawk). In IUR's experience, a huge turnout of independent witnesses for a sighting usually foretells a ready commonplace explanation (e.g., meteors, ad planes and other conspicuous IFOs), but what could this one be? Sgt. Gary Havens, an air traffic controller with nine years of experience said it was "something like I've never seen before." IUR is still in the process of coordinating the many witnesses to the event; any new information will appear in a future issue. Obviously, in a case like this, the routine "suspicions" normally applied to reporting witnesses can be relaxed considerably.

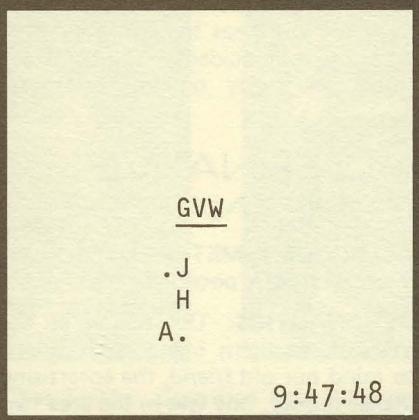
ON THE CASE

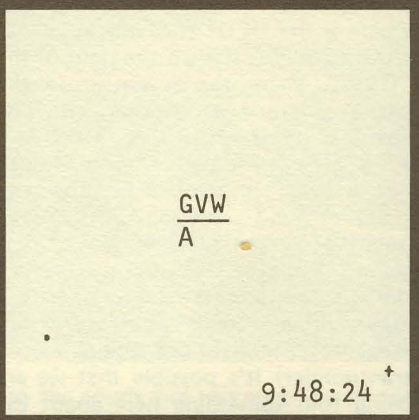
Original source: direct call from Richard Gebaur Air Force Base security police to the Center for UFO Studies' Hotline. Comprehensive interviews were conducted with the principal witnesses discussed here within 24 hours of the event by Allan Hendry. More witnesses are still being contacted, but so far, most of them have not watched the object as completely or carefully as the witnesses mentioned. They do all note a large red light "making explosions" or dropping "red lights".

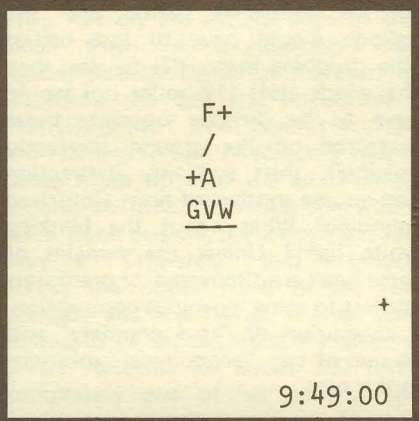
The large number of independent witnesses precluded the need to conduct routine searches for more; there is no question in this particular case that *something* was there. In an effort to probe the nature of the target a little further, IUR obtained the cooperation of the FAA's Air Route Traffic Control Center in Olathe, KS in securing a computer printout of all of the radar targets in that vicinity, both "raw" and transponder-equipped, for the duration of the event. Several time frames are shown here, restricted in area to the vicinity of Richard Gebaur Air Force Base. Targets that have been assigned letter codes are aircraft with transponders; a separate chart shows their transponder frequencies and altitudes. The Air Force Base is coded as "GVW". Targets without transponders (including light aircraft, "false" targets and - presumably - UFOs) are depicted as periods (.) and plus signs (+). Plus signs are more solid targets. Now halfway through the event, a C-130 made an approach to the base from 10 miles to the south. When the pilot approached to within 3 miles, he was asked if he could see the UFO visually. He could, but he was reluctant to get anywhere near "the explosions". Havens recalled that he cut due west of the base one mile, cut to the south for three miles and turned northbound again to land

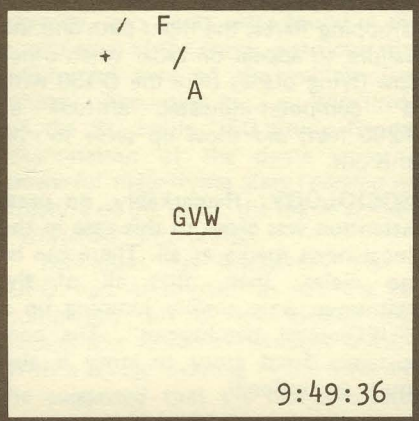
provided by the FAA. Small 2½ - mile sections of the area in question are reproduced below. The letters GVW indicate the position of the Gebaur Air Force Base. The cluster of letters (primarily "A") surround the counter-clockwise flight of the C-130 landing at the Air Force base. A non-transponding target(s) is seen moving NNE, too, but the UFO, which should appear in the position shown by arrow in the last frame, fails to appear in any of the frames we examined.

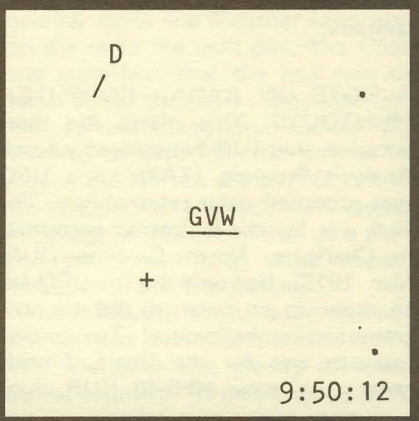


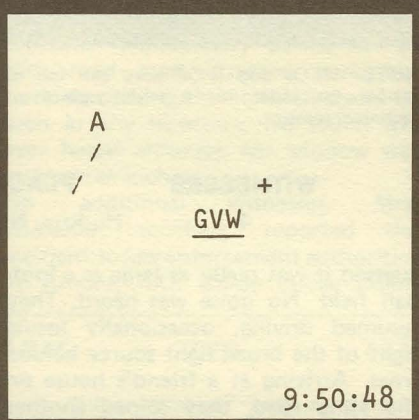


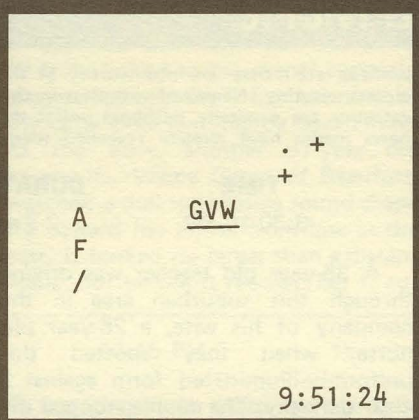


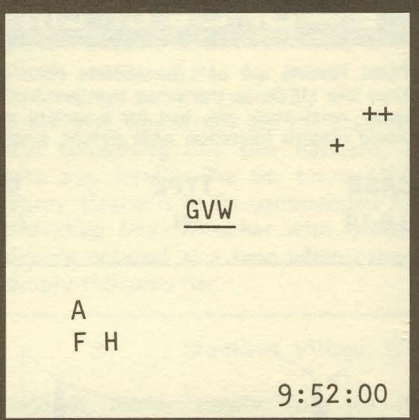


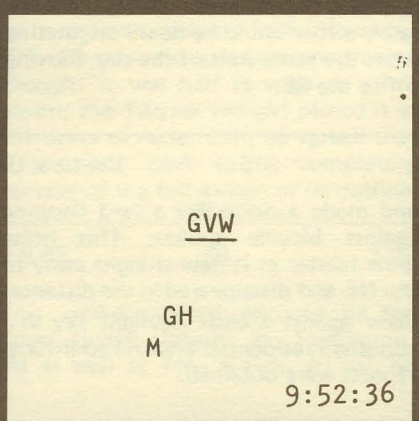


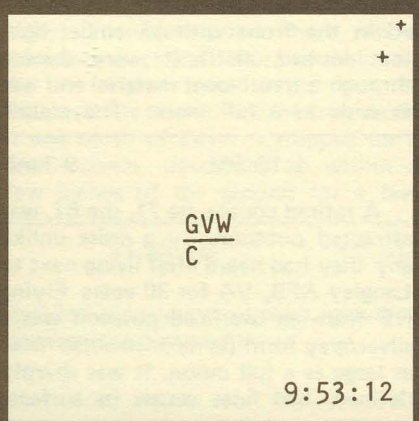


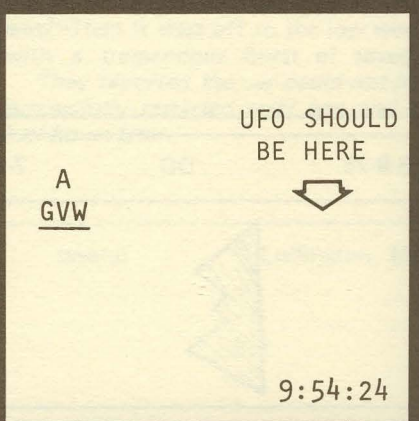












at the base. These maneuvers show up clearly on the printout. Another non-transponding target can also be seen flying NNE through the area, but where is the UFO? It should appear as a dot or a plus sign to the right of the "GVW" where the tower is; in the period where it is hovering and rising straight up, it should be about 1½" away. One frame with a good fit doth not a radar match make, especially when ground clutter "dots" keep popping up sporadically. Not that it *should* appear constantly, since ARTCC controllers claim at best a 50% success rate in receiving "raw" radar returns (without the aid of a transponder). It's possible that we are being told something here about the nature of the object's tenuousness when the radar returns from it are so sporadic.

A NOTE ON RADAR COMPUTER PRINTOUTS: This marks the third occasion that IUR has secured a Track Analysis Program (TAP) on a UFO that promised radar returnability. The first was for the helicopter encounter in Charlotte, North Carolina (IUR, Mar. 1978). Not only did the UFO fail to show up on radar, so did the non-transponding helicopter! The second instance was for the Ocala, Florida radar-visual case #3-6-40 (IUR, June 1978); this one is still being examined. While there is a possible target executing a hairpin reversal of motion, we still need better time estimates from the witnesses to establish that it isn't just a coincidental "false" target (there are many on this printout).

ALTERNATIVE EXPLANATIONS

ASTRONOMY, METEOROLOGY: No interpretation is possible.

AERONAUTICS: The sketch of the rows of red lights immediately brings to mind our old friend, the advertising plane. Indeed, one was in the area two hours previous to the sightings. The kind of rotation, the flashes, pops, and dropping flares, the flight path and the failure to appear on radar when other low-flying planes (like the C-130 with a computer-indicated altitude of 1200 feet) *did* show up serve to rule this out.

SOCIOLOGY: Remarkably, no press attention was given to this case in the local news media at all. There can be no claim, then, that all of the witnesses were simply jumping on a "UFOlogical bandwagon". The consistency from story to story is also quite exceptional.

CONCLUSIONS

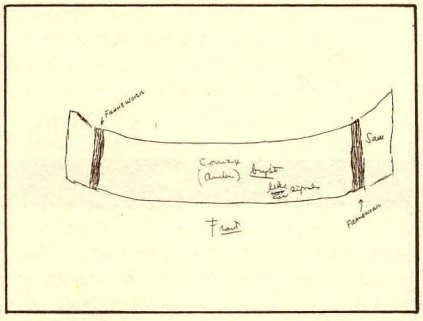
That an undeniably mysterious object was seen over the skies of Belton, Missouri appears to be undeniable. A truly anomalous UFO? For once, there seems to be only one other credible alternative: a truly bizarre prank balloon, constructed in a way that would suggest a slowly-rotating rectangular array of red lights! This would account for the slow speed, the initial conformance to wind direction, the characteristic "dropping burning material", and the tenuous radar returns. For this to work out, though, the windborne propulsion of the balloon would have to stop abruptly for an extended period and the balloon would have to lose ballast (the dropping material?) to rise; then the winds aloft (1½ miles up) would have to be directly opposite those measured on the ground (perfectly possible), shift suddenly indirection and resume southward again. Contrived sounding? What about the blinking white light? Unless the remains of some hoax are discovered, or pranksters confess to some ingenious contraption, a conclusion of "true anomaly" will be one of two "economical" solutions in this case.

2—UFOs of Limited Merit

These reports are of intermediate stature. They are UFOs in the sense that we don't know what they are, but for a variety of stated reasons (distance, poor details, single witness, etc.) they are not worthy of the closest scrutiny. Names of witnesses in this category are generally withheld unless the news media have already revealled them.

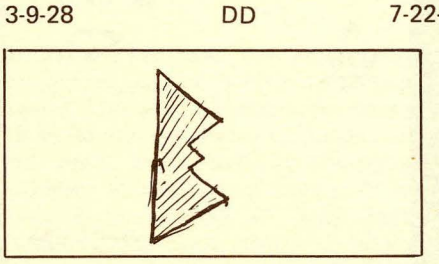
NOTE: UFOs and IFOs alike can fail to appear on radar for a wide variety of technical reasons.

CASE	TYPE	DATE	TIME	DURATION	WITNESSES	PLACE
3-9-19	NL	7-19-78	9:30-10 PM	2-3 min.	4	Hudson, NY



A 35-year old teacher was driving through this suburban area in the company of his wife, a 28-year old nurse, when they spotted this uniformly-illuminated form against a clear dark sky. The couple stopped the car to confirm that it really was motionless in the sky. It looked rounded in the front with an amber light that looked as if it were shining through a translucent material and was as wide as a full moon. The couple guessed it was really as large as a football field. No noise was heard. They resumed driving, occasionally losing sight of the broad light source behind trees. Arriving at a friend's house on the same road, they joined another couple to watch it but the lights suddenly went out. Thirty seconds later, a roar could be heard originating from the same part of the sky, moving off to the SE.

3-9-28	DD	7-22-78	1:15 PM	2-3 min.	6	Ventura, CA



A retired couple, he 71, she 67, was attracted outdoors by a noise unlike any they had heard after living next to Langley AFB, VA for 30 years. Flying NE from an overhead position was a silver/grey form (as reconstructed here) as large as a full moon. It was sharply defined, had lines across its surface, and made a noise like a card flapping against bicycle spokes. This noise grew fainter as it flew straight away to the NE and disappeared in the distance.

Seen against a clear daylight sky in a suburban residential area; no additional reports were obtained.

The Nuclear Connection

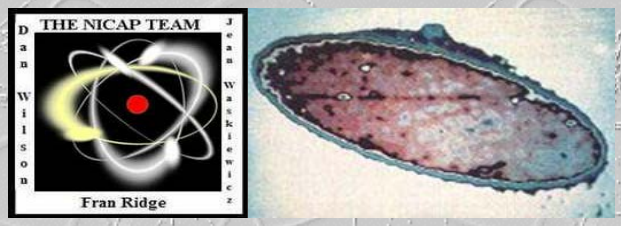
UFO SIGHTINGS NEAR NUCLEAR SITES

The Hornet's Nest
1947 - The First Wave
1948-1951 - Close Surveillance
1952 - The Second Wave, An Intensified Survey
1953-1956 - Continued Watch
1957 - The Third Wave, The Space Age Begins
1958-1966 - Continued Surveys
1967 - The "Hidden Wave"
1968-1972 - Routine Patrol
1973 - The Humanoid Wave
1974-end - Continued Surveys

Unprocessed Links:

The Oak Ridge Mini-Flap (1950)
Weinstein's Catalog
Intelligence Summary
Sightings At Military Installations
UFOs Continue to Visit Nuclear Energy Sites

NICAP Home Page
The Nuclear Connection



Nuclear Connection Project
NCP
Established, 2003

The Briefing Room

NCP Home Page

Latest Briefing, February 1, 2017

Fran Ridge

The Nuclear Connection Project was established on July 1, 2003. It has been fourteen very interesting years, probably the most enlightening work accomplished in the last half-century. Enlightening because it tells more about the "why" of the bonified UFO situation than any other field of study.

The evidence for a UFO/Nuclear Connection grows by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium and plutonium are mined and manufactured (the Congo, New Mexico, Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development takes place (Los Alamos, Sandia Base) and where nuclear weapons are stored (Manzano Mountain near Kirtland, NM, and Killeen Base at Camp Hood, TX). Even where the bombs are transported to the testing areas: See U.S.S. Curtiss Incident. The Camp Hood/Killeen incidents are listed in the Project Blue Book "Unknowns". Some of the most dramatic incidents involve interference with our missile sites (shutdown of Minuteman missiles at Malmstrom AFB, Montana). Even the absence of incidents is uncanny, such as during one of the most dangerous periods in history, the Cuban Missile Crisis. Accidental war, where UFOs could be mistaken for Russian missiles or jets during very tense time, was a distinct possibility. Official documents show that UFOs had caused quite a stir at other times in our history, several times setting off nationwide alerts.

Our thanks to all the NCP Staff, in particular, Dan Wilson, for his fine work with the Blue Book files and many of the files below. Our thanks to Rebecca Wise and the Project Blue Book Archive for the documentation which made all this more than just hearsay and inaccurate reporting. The documents speak for themselves. And without our technological workhorse, Jean Waskiewicz, most of what we do would not be usable or even accessable. And Robert Duvall's insight into what all this implies, is right on the mark when it comes to the "connection", both nuclear and strategic. And although not a member of NCP by choice, Robert Hastings has provided more evidence for the nuclear connection in the form of researched and investigated missile incidences, than anybody.

Our primary goal at this time is to research, document, and post reports with the more obvious evidence of nuclear connections, which includes a files on White Sands, Camp Hood, Texas, and Oak Ridge, Tennessee:

Nuclear_Connection_Cases

The New Mexico Sightings
The Killeen Base/Camp Hood, TX Sightings (not yet ready)
The Oak Ridge, TN Sightings (to be updated)

Next, we will continue to research and post potential NC incidents with case synopses and documents on nuclear information on the NICAP site. Any category of UFO report (from category 1 thru 11) can be marked as a potential or suspected nuclear connection case.

Other Related Papers
NCP Papers by Staff Members and Associates
Nucnotes, Miscellaneous memos
Nuctests & UFOs

Video on YouTube
Ridge Suports Edwards Case

If you have any suggestions or information you think would be of interest to the NCP Working Group, please email me at your convenience.

Francis L. Ridge
Coordinator,
Nuclear Connection Project
skyking42@gmx.com

Nuclear Connection Project

NCP

The NCP Working Group

Francis L. Ridge

The Project Coordinator was born in 1942 and lives near Evansville, Indiana (Mt. Vernon). Ridge is an experienced investigator officially involved in serious research of the UFO phenomena since 1960. Starting out as head of the seven-man NICAP Subcommittee (National Investigations Committee on Aerial Phenomena) in Indiana in 1960, he became Indiana's MUFON State Director and FI for the Center for UFO Studies in 1989. Ridge has investigated hundreds of cases, and in 2006 re-opened the Mantell case. His computer database lists over 4,000 entries for the region covering Missouri, Illinois, Indiana, Ohio, Kentucky & Tennessee. He operated and directed the MADAR Project (UFO detection) from 1970 to 1995. As head of The Indiana Group he also was in charge of Indiana's Rapid Deployment Team of over 30 FIs and trained over 150 FI's during his tenure. In 1994 he wrote a book, "Regional Encounters: The FC Files". In December of 1997, Ridge set up the NICAP web site to house archived data and more recently set up the NICAP A-Team to peer review that data.

Richard Hall

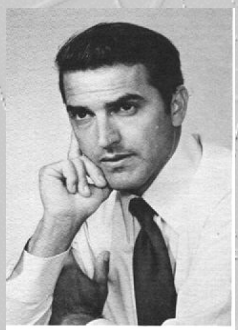
Born in 1930 he resides in Brentwood, Maryland. Hall has been a writer-editor in the Washington, D.C., area for over 40 years, including extensive work on scientific publications. He is former Assistant Director and Acting Director of the National Investigations Committee on Aerial Phenomena (NICAP), and in that capacity was editor of the 200,000-word documentary report The UFO Evidence and consultant to the University of Colorado UFO Project, sponsored by the Air Force Office of Scientific Research. He is a Contributing Editor to the J. Allen Hynek Center for UFO Studies (CUFOS) and a National Board Member of the Fund for UFO Research (1993-present). His latest work is Volume II: The UFO Evidence.

Dan Wilson

Born in 1951 and lives in Painesville, Ohio. He began studying nuclear weapons, the entire nuclear weapons complex, nuclear weapons testing, and nuclear power production in 1988. He has read extensively on the UFO phenomena and has interviewed various witnesses from the Air Force, Navy, and the Atomic Energy Commission. He contributed very interesting information to the newly released book, UFOs and Nukes, by Robert Hastings. Since 1998 he has extracted vital documents from the Project Blue Book Archives for the NICAP site, and in 2006 he discovered documents proving a cover-up in the Mantell case. Since 2003 he has provided valuable researched information regarding UFOs and the nuclear connection and is now an official member of the Nuclear Connection Project.

Jean Waskiewicz

Born in 1948. She is a retired Computer Systems Analyst and retired Michigan Mufon Webmaster. She is a member of Mufon International and served with Michigan MUFON for many years. UFO history is her passion and she loves the search for new data. She has been working feverishly on the NICAP effort since 2004. In 2006 her work on the Mantell case re-investigation for the NICAP team was absolutely essential. Her work in that regard illustrates that she will do whatever it takes to help decipher old documents and make them readable again. Without knowing it she has been in the NCP loop a long time and is now an official member of the NCP team.



Loren Gross

Born 1938. Mr. Gross became interested in UFOs as a teenager when he was a member of the civilian Ground Observer Corps in the 1950's. After graduation from high school, he served four years in the U.S. Air Force as a radar operator with the

Air Defense Command. In 1966 he received his B.A. degree in social science from the University of California at Chico and has since completed postgraduate work in physical science, history, and art. Mr. Gross is the author of many booklets on the early history of the UFO problem: The UFO Wave of 1896 (1974), The Mystery of the Ghost Rockets (1974), and Charles Fort, The Fortean Society, and Unidentified Flying Objects (1976). His most well-known works are the UFOs: A History series of booklets.

Donald A. Johnson, Ph.D.

He is an industrial/organizational psychologist and test developer with many years of consulting experience in career and leadership development, executive coaching, outplacement counseling and personnel selection. Dr. Johnson graduated from the University of Washington (Seattle) with a Ph.D. in Psychology in 1987 and from the University of Colorado (Boulder) with a BA in Anthropology in 1975. Dr. Johnson has had a long term interest in the UFO phenomenon and maintains a computer database of over 150,000 UFO reports for the J. Allen Hynek Center for UFO Studies, called UFOCAT. He is the author of The UFO Phenomenon: A Guide for the Perplexed (in press). He is also an avid student of the effects of rapid climate change events (RCCE) on human cultural and genetic evolution, and is currently doing research for a book on the effects of a bubonic plague epidemic on the population of Iceland.

Steven J. Dunn

Born 1952. After receiving a BA in Physics from The Lincoln University located near Oxford, PA in 1974, he joined the U. S. Navy, obtaining his Surface Warfare Officer qualification. He served as an officer in the U. S. Navy from 1976 to 1986. Since leaving the Navy, he has worked in the ASW field for various government contractors, specializing in software test and evaluation. He served in the Connecticut Army National Guard from 1983-86. He is now working for Logicon-Syscon Corp. in Dahlgren, VA. Married, with 2 children. Is concentrating on the Indian subcontinent for NCP-related sightings, using open sources.

Stanton T. Friedman

Received BSc and MSc degrees in physics from the University of Chicago in 1955 and

1956. He was employed for 14 years as a nuclear physicist for such companies as GE, GM, Westinghouse, TRW Systems, Aerojet General Nucleonics, and McDonnell Douglas on such advanced, classified, eventually canceled, projects as nuclear aircraft, fission and fusion rockets, and nuclear powerplants for space. Since 1967 Friedman has lectured on the topic "Flying Saucers ARE Real!" at more than 600 colleges and over 100 professional groups in 50 states, 9 provinces, 16 other countries. He has published more than 80 UFO papers. He has provided written testimony to Congressional Hearings, appeared twice at the UN, and been a pioneer in many aspects of Ufology including Roswell, Majestic 12, the Betty Hill-Marjorie Fish star map work; analysis of the Delphos, Kansas, physical trace case; crashed saucers, flying saucer technology and challenges to the S.E.T.I. to Investigate) cultists. He has spent many weeks at a total of 20 document archives. Stan has successfully taken on many critics of flying saucers, Roswell, Majestic 12, including winning a debate at Oxford University.

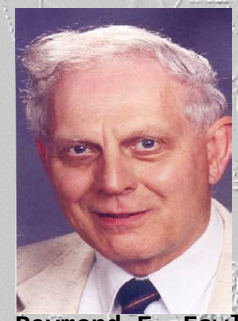
Kevin D. Randle

A professional, investigative journalist who, for almost thirty years, has been studying the UFO phenomenon. During that time he has traveled around the United States and interviewed hundreds of witnesses. Randle was one of the first to examine the infamous Project Blue Book files, the official U.S. Air Force investigation of UFOs. More recently, he investigated the alleged crash of an extraterrestrial ship in the Roswell, New Mexico area. Randle's credentials include journalism and military intelligence training. As a former member of the Aerial Phenomena Research Organization, and currently a special investigator for the J. Allen Hynek Center for UFO Studies, he is considered an expert in the field. For those organizations, he has researched abduction cases, landing trace reports, and occupant sightings. Randle, a respected author, has published more than fifty magazine articles about UFOs.

Robert Duvall

Born in 1957 just northwest of the Hanford nuclear reservation, is married with two children and resides in Edmonds, Washington. He has been in the aerospace electronics field performing mechanical packaging design for 20 plus years. Interests in UFO began at the age of 11, but weren’t strongly pursued until the early 1990’s. Military related sightings received primary attention, and through efforts to separate conventional findings from nuclear, certain patterns were noted. At the urging of a fellow researcher from Japan, he became familiar with the history of nuclear weapons development globally and in 1999 began applying that military/political history to nuclear sighting data to search for

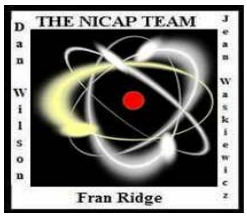
correlation. He is now dedicating all efforts to studying and documenting this apparent correlative activity in an attempt to understand intent around the nuclear weapons issue.

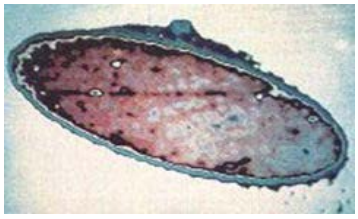


Raymond E. Fowler

Born in Salem, Massachusetts and received a B.A. degree (magna cum laude) from Gordon College of Liberal Arts. His career included a tour with the USAF Security Service and 25 years with GTE Government Systems. He retired early after working as a Task Manager and Senior Planner on several major weapons systems including the Minuteman and MX Intercontinental Ballistic Missiles. Ray Fowler's contributions to UFOlogy are respected by UFO researchers throughout the world. His investigation reports have been published in: Congressional Hearings, Military Publications, newspapers, magazines and professional journals in the U.S.A.and abroad. The USAF UFO Projects' Chief Scientific Consultant, Dr. J. Allen Hynek, has called Raymond Fowler, "An Outstanding UFO investigator . . . I know of none who is more dedicated, trustworthy or persevering." Ray served as chairman of the NICAP Massachusetts Subcommittee, an early warning coordinator for the USAF-contracted UFO Study at the University of Colorado and as a scientific associate for the Center for UFO Study. In later years he served as director of investigations on the board of directors of the Mutual UFO Network. He also has appeared on hundreds of radio/TV shows in the U.S.A. since 1963 including: Dave Garroway, Dick Cavett, Mike Douglas, Good Morning America, Unsolved Mysteries, Sightings and a number of Network and syndicated documentaries on UFOs.

NCP Home Page
NICAP Home Page





Nuclear Connection Project

NCP Report

NCP-03: UFO Sightings & Nuclear Sites

Larry Hatch
U UFO DATABASE Website

9/13/98

Provided here is a list of 193 sightings in or about nuclear sites and related places. These are 3-data-lines each, with a one line (78 character) capsule summary of events, plus coordinates, date , time and other fields.

Larry Hatch

#498: 1944/9/18 0:0 2 84:15:20W 36:1:40N 3321 NAM USA TNS 8 9
OAK RIDGE,TN:MTL TUBE HVRS/A-PLANT DAYS AFT OPENING:GOES WHEN CROWD GATHERS
Ref# 129 GROSS,Loren: CHARLES FORT & UFOS Page No. 56 MIL. BASE

#524: 1945/7/0 12:0 10 119:24:0W 46:35:0N 3312 NAM USA WSH 7 7
HANFORD,WA:RDR-VIS:HUGE RED SCR/RDR/20km alt:6 6F6s CANT REACH:/LDLN#343
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 344 MIL. BASE

#525: 1945/7/16 5:40 15 106:34:0W 33:32:0N 3333 NAM USA NMX 5 15
WHITE SANDS PROVING GROUNDS,NM:1ST A-BOMB TEST SUCCESSFUL. 33:32N-106:34W
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 MIL. BASE

#530: 1945/8/6 8:0 15 132:27:0E 34:24:0N 3333 ASP JPN HNS 7 15
HIROSHIMA,JAPAN:1ST A-BOMB IN WARFARE DESTROYS CITY:: 132:30E-34:30N
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#531: 1945/8/9 11:0 15 129:53:0E 32:48:0N 3320 ASP JPN KYU 7 15
NAGASAKI,JAPAN:PLUTONIUM BOMB DESTROYS CITY:2nd OF 2:
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#532: 1945/8/15 12:0 20 119:30:0W 46:35:0N 3323 NAM USA WSH 7 8
HANFORD,WA:6 NAVY F6F PILOTS:HUGE PINK OVOID HVRS/65k'alt/20min:nuclear plant
Ref# 150 WEINSTEIN,D; UFO/AIRCRAFT ENCOUNTERS Page No. 7 MIL. BASE

#660: 1947/6/24 14:30 1 119:20:0W 46:17:0N 3333 NAM USA WSH 6 6
RICHLAND,WA:1 OBS:3 SCRS >>WSW S&L:FASTER/PLANES:'TILTED DISK SHAPE':/r187#37
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 70 FARMLANDS

#680: 1947/6/27 9:50 15 106:28:0W 32:23:20N 3333 NAM USA NMX 7 7
WHITE SANDS,NMX FACILITY:2 OBS:"FLAMING" WHT DISC in S/L FLITE >>SW.
Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 15 MIL. BASE

#704: 1947/6/29 13:20 1 106:34:0W 33:33:0N 3333 NAM USA NMX 7 9

15mi.NE/LAS CRUCES,NM:ROCKET EXPERTS+2:SLVR SCR/NW SKY>>N:9K'alt:/r187#109
Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 17 MIL. BASE

#780: 1947/7/4 13:0 1 119:20:0W 46:18:0N 3331 NAM USA WSH 6 8
RICHLAND,WA:SVRL OBS:BRITE DISK FLIPS OVR+OVR:STRAIGHT UP/HIGH ALT:>>NE:NFD
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 78 RESIDENT'L

#1203: 1948/4/5 15:0 1 106:4:0W 32:51:0N 3332 NAM USA NMX 7 8
HOLLOMAN AFB,NM:3 BALLOON OBS:2 SLNT 35M SCRs/VIOLENT TURNS+MNVRS:1 SHOOTS >W
Ref# 2 VALLEE:UFOS IN SPACE:Anatomy/phenon. Page No. 73 MIL. BASE

#1216: 1948/7/0 0:0 2 119:6:0W 46:13:40N 3311 NAM USA WSH 6 6
PASCO,WA:nr NUCL FCLTY:PVT PILOT:BLK SCR DIVES:CLIMBS AWAY FAST:/MFJ#205 p12
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 38 IN-FLIGHT

#1254: 1948/12/5 0:0 21600 106:17:40W 35:52:40N 3320 NAM USA NMX 6 12
LOS ALAMOS,NM:PER FBI:GRN FBLS or SCRS SEEN 5,6,7,8,11,13,14,20+28 DEC'48!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 160 MIL. BASE

#1261: 1949/1/6 17:30 1 106:37:0W 35:2:0N 3333 NAM USA NMX 6 6
KIRTLAND AFB,NM:BBK#242:MIL GUARD:WHT 2' DIAMOND/1500'alt:CROSSES SKY VFAST:
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 5 MIL. BASE

#1271: 1949/3/8 0:0 1 106:18:0W 35:52:20N 3331 NAM USA NMX 6 8
LOS ALAMOS,NM:BBK:GUARD STNs 103+106:SILENT GRN-WHT OBJ >SE/CLOUD-ALTITUDE

Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 57 MIL. BASE

#1272: 1949/3/17 19:50 60 97:46:0W 31:11:0N 3333 NAM USA TXS 7 9
FORT HOOD,TX:BBK#319:FLARE-LIKE NLTS/FBLS MIMIC ACTUAL FLARE TESTS 1hr LATER..
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 2 MIL. BASE

#1276: 1949/4/5 0:0 5 106:33:0W 33:31:0N 3331 NAM USA NMX 8 10
WHITE SANDS,NM:5 SCIs/THEODOLITE:MOON-SIZE DISK/VLNT MNVRS:29000kph:/r242p155
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 71 MIL. BASE

#1295: 1949/5/21 14:0 20 119:23:40W 46:37:0N 3332 NAM USA WSH 6 9
HANFORD,WA:BBK#331:RDR+TSCOPES:UFO/18K'alt OVR ATOMIC PLANT:>>S:F82 TOO LATE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 76 MIL. BASE

#1302: 1949/6/10 15:40 15 106:30:0W 33:0:0N 3333 NAM USA NMX 8 12
WHITE SANDS,NM:HIQ USN CREW++:2 WHT SCRS PACE V2 ROCKET:1 PASSES THRU EXHAUST
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 82 MIL. BASE

#1306: 1949/6/22 19:0 15 84:16:0W 36:2:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:BBK#380:TEACHER+SCI.+1:2 DLTS+1 SCR SEEN/15min:SLOW+MTLC:>>NW
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 83 MIL. BASE

#1335: 1949/8/29 0:0 1 0:0:0Z 90:0:0N 3331 CIS RUS UNK 5 13
USSR loc unk:1st SOVIET ATOM BOMB TEST DETECTED BY AMERICAN SEISMOGRAPHS.

Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 41 MIL. BASE

#1360: 1949/11/16 19:50 2 106:18:20W 35:52:40N 3333 NAM USA NMX 6 8
LOS ALAMOS,NM:KIDS+SCIENTIST:2 BLU-GRN NLTS STATIONARY:THEN CURVE>N:SILENT
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 58 MIL. BASE

#1379: 1950/1/14 16:50 2 84:15:0W 36:0:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:CARLOAD/FAIRCHILD-NEPA WORKERS:BRILL FBL HVRS/RESTRICTED AIRSPACE
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 3 MIL. BASE

#1394: 1950/2/24 13:20 20 106:18:20W 35:53:20N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:BBK#645:2+12 AEC INSP:MTL SCR CCLS BASE/ERRATIC:GOES^:BACK/25th
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 26 MOUNTAINS

#1398: 1950/3/1 0:0 8000 84:16:40W 36:0:40N 3330 NAM USA TNS 6 9
OAK RIDGE,TN:1-6MAR:MIL+CIV RDRs+VISUAL:40k-80k ALT:NO PLANES SCHEDULED/AREA
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 27 MIL. BASE

#1440: 1950/3/17 15:0 15 106:36:0W 35:1:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:4 AF MEN:3 SLVR SCRS TUMBLE/10K'alt:1 SHOOTS ^:1>N:1>NE/15min
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 64 MIL. BASE

#1450: 1950/3/21 1:30 30 106:36:0W 35:2:0N 3333 NAM USA NMX 7 11
KIRTLAND AFB+SANDIA,NM:SLNT MLT SCRS CCL/30min:>>E::22MAR:11 MIL:FLYING WING
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 72 MIL. BASE

#1452: 1950/3/22 0:0 1 106:30:0W 35:9:0N 3331 NAM USA NMX 7 10
NW/KIRTLAND AFB,NM:11 AF SGTS:TAN FLYING WING> NW:TURNS>N+GONE/FANTASTIC SPEED
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 73 DESERT

#1465: 1950/3/24 15:10 5 106:26:0W 35:12:0N 3333 NAM USA NMX 8 8
SANDIA Mtns,NM:4 OBS:MOON-SIZE UFO LOOPS OVR SPECIAL MIL FCLTY/4min:SHOOTS^
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 77 MIL. BASE

#1535: 1950/4/17 13:30 20 106:18:0W 35:53:0N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:15+SCI/TSCOPE:3 9'MTLC SCRs/E.HRZN:FASTER/ANY JET:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MOUNTAINS

#1554: 1950/4/27 0:0 5 106:28:0W 32:40:0N 3331 NAM USA NMX 7 10
WHITE SANDS PG,NM:THEODOLITE FILMS/MISSILE TEST:30'UFOS/150K'alt:VHI SPEEDS
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 177 MIL. BASE

#1580: 1950/5/29 6:0 1 106:20:0W 33:29:0N 3331 NAM USA NMX 5 8
WHITE SANDS PG,NM:2 SEP THEODOLITES FILM UFO JUST PRIOR/MISSILE TEST:/r120p354
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 MIL. BASE

#1594: 1950/6/27 7:50 1 94:5:0W 33:25:0N 3333 NAM USA TXS 7 7
TEXARKANA,TX:2/TRUCK/RED RVR ARSENAL:FAST GLITTERING "DOUBLE-DISHPAN" ZIPS BY

Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 2 Page 64 MIL. BASE

#1623: 1950/7/30 0:0 12 119:31:0W 46:30:0N 3331 NAM USA WSH 7 9
HANFORD,WA:1ST OF MANY SCRS SEEN OVR AEC PLANT:RDRs:AF JETS CANT CATCH:
Ref# 47 KEHOE,Maj Donald: ALIENS FROM SPACE Page No. 4 PASTURE

#1661: 1950/10/12 23:30 44 84:16:0W 35:59:0N 3333 NAM USA TNS 7 9
OAK RIDGE,TN:GND RDRS DIRECT F82 >5 BLIPS:PILOT+AIR.RDR SEE NOTHING:/LDLN#331
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1664: 1950/10/15 15:20 300 84:17:40W 35:59:20N 3333 NAM USA TNS 8 10
OAK RIDGE,TN:BBK#819:SVRL RDRS+VIS:GUARDS HEAR ODD NOISES:TROOPERS SEE SCRS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1667: 1950/10/20 16:50 10 84:17:0W 35:59:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:AEC MAN:MTL "BALLOON" HVRS:CHANGES SHAPE?:RDR CONFIRM:JETS CHASE
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 172 MOUNTAINS

#1671: 1950/10/24 18:20 60 84:16:0W 36:1:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:SVRL OBS+RDR TARGETS:JETS SCRAMBLE:SLNT OBJ >>SSE:/r118 Feb97
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 173 MIL. BASE

#1676: 1950/11/5 11:50 10 84:16:0W 36:0:0N 3333 NAM USA TNS 6 7
OAK RIDGE,TN:AIRCRAFT ILLUSTRATOR:XLUCENT PEAR-SHAPE DARTS ABOUT/5-10min
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 5 MIL. BASE

#1683: 1950/11/21 19:0 8 119:5:40W 46:13:20N 3333 NAM USA WSH 7 11
PASCO,WA:25+OBS:GLOWING CGR >SW STOPS OVR HANFORD PLANT:THEN CONTINUES:/news
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 271 MIL. BASE

#1689: 1950/11/29 5:0 360 84:18:0W 36:1:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:RDR BLIPS >>W RIGHT TOWARD OAK RIDGE:BIG RISE/RADIATION THERE
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 60 MIL. BASE

#1692: 1950/12/2 21:0 10 81:43:0W 33:28:0N 3331 NAM USA SCR 8 8
ELLENTON,SC:BRILL.UFO MNVRS/10min:SITE/1st H-BOMB PLANT not built yet!:>>SW
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 62 TOWN &CITY

#1694: 1950/12/5 13:0 1 84:15:0W 36:1:0N 3333 NAM USA TNS 7 7
OAK RIDGE,TN:BBK:SCR OVR POST OFFICE/60sec:> E:TURNS >>NW:SEP OBS SEE >> W
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 63 MIL. BASE

#1705: 1950/12/15 0:0 10 84:15:20W 35:59:20N 3331 NAM USA TNS 6 8
OAK RIDGE,TN:UID BLIPS ALLO RDR SCREENS:FULL FIGHTER INTERCEPT finds nothing
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 67 MIL. BASE

#1707: 1950/12/18 8:20 10 84:17:0W 36:1:0N 3333 NAM USA TNS 6 8
OAK RIDGE,TN:3+OBSs:CIRC.NLT CHANGES SHAPE+BRILLIANCE:FADES TO A STAR >NW?
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 174 MIL. BASE

#1725: 1951/2/14 0:0 15 105:58:0W 32:52:0N 3331 NAM USA NMX 6 8
ALAMOGORDO,NM:2 AF PILOTS WATCH LRG BALLOON:SCR/HI alt HVRS:>>NW:/r78p159

Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 FOREST

#1766: 1951/7/14 9:0 1 106:28:0W 33:8:0N 3332 NAM USA NMX 7 7
WHITE SANDS PG,NM:2 UFOS nr B29:2 RDRs+FILM+TELESCOPES:/r120p355+/r242p84
Ref# 172 KEHOE,Donald: F.S from OUTER SPACE Page No. 48 MIL. BASE

#1769: 1951/8/0 0:0 6 76:16:0W 36:52:0N 3331 NAM USA VRG 6 8
ovr NORFOLK,VA:NAVY JET:2 SLO LITES:1 SHOOTS OFF:60'SCR TAILS JET INTO LANDING
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 40 IN-FLIGHT

#1802: 1951/10/9 13:50 1 87:40:0W 39:37:0N 3333 NAM USA ILN 7 7
E/PARIS,IL:BBK 985:PILOT=WARREN:SCR >>NE OVR AEC PLANT/NEWPORT:/r242p44
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 112 FARMLANDS

#1823: 1951/12/7 8:20 2 84:17:0W 36:0:0N 3333 NAM USA TNS 8 7
OAK RIDGE,TN:AEC GUARD:20' SQUARE OBJ ^+^ TWICE:CANVAS COLOR:TAKING SAMPLES?
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 6 MIL. BASE

#1949: 1952/4/30 8:30 2 106:22:0W 35:4:0N 3333 NAM USA NMX 7 6
TIJERAS CANYON,NM:PROFESSOR:SML SLVR SCR HVRS:GOES SLOWLY >N INTO CLOUD:NFD
Ref# 85 LESLIE,D & ADAMSKI,G:FS HAVE LANDED: Page No. 64 DESERT

#1954: 1952/5/1 5:30 2 119:18:0W 47:8:0N 3333 NAM USA WSH 6 7
MOSES LAKE,WA:2 AEC MEN:WINGLESS SLVR UFO S/L FOR 1.5min:SHAPE UNK:NFD
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 8 TOWN &CITY

#1969: 1952/5/10 15:0 15 106:4:0W 32:20:0N 3333 NAM USA NMX 7 8
KIRTLAND AFB,NM:AF COL+1:SLVR SCR >NE/5min:2nd SAME FLIPS+FLIPS >NE:/BBK REPt
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 1 Page 76 MIL. BASE

#1973: 1952/5/10 22:50 30 81:40:0W 33:15:0N 3333 NAM USA SCR 8 8
S/ELLENTON,SC:BBK#1198:8 SML SCRS/SAVANNAH H-BOMB PLANT:1>SW:1>N:/r136#1p75
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#2049: 1952/6/21 23:0 15 84:18:0W 36:0:0N 3333 NAM USA TNS 6 10
OAK RIDGE,TN:RDR+GOC+AIR OBS:20cm NLT ovr AEC SITE:ELUDES F47:8km ALT:BLINKS
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 43 MIL. BASE

#2051: 1952/6/23 3:30 1 84:16:20W 35:59:40N 3333 NAM USA TNS 7 6
OAK RIDGE,TN:1 OBS:BULLET OBJ TRAILS BURNT ORG SMOKE/30sec+:S/L FLITE
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 11 MIL. BASE

#2063: 1952/6/28 13:20 1 106:38:0W 35:2:0N 3333 NAM USA NMX 7 7
nr KIRTLAND AFB,NM:2 SCRS SEEN 30sec/2 OBS:1 >E,OTHER >SSE:INSTANT ACCEL.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 69 MIL. BASE

#2083: 1952/7/5 6:0 10 119:30:0W 46:32:0N 3333 NAM USA WSH 7 9
HANFORD,WA:4 PILOTS:SCR 2.7km OVR ATOMIC PLANT:CHANGES SHAPE:/r242p38
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 1 Issue 2 MIL. BASE

#2102: 1952/7/12 0:0 10 119:33:0W 46:35:0N 3331 NAM USA WSH 7 9
HANFORD,WA:2 YEL GLOBES OVR AEC FACILITY:AF INVESTIGN CONFIRMS:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#2178: 1952/7/22 10:50 25 106:21:0W 35:48:0N 3333 NAM USA NMX 7 8
SSW/LOS ALAMOS,NM:BBK#1538:UID:ATC++:LARGE VFAST UFOS:SUDDEN TURNS+REVERSALS:
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 5 DESERT

#2276: 1952/7/29 10:0 10 106:17:20W 35:52:20N 3333 NAM USA NMX 8 10
LOS ALAMOS CANYON,NM:6 SEP OBS:YEL UFO OVR BASE:JETS CHASE+VICE VERSA:E>>W
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 61 IN-FLIGHT

#2291: 1952/7/30 0:20 15 106:35:0W 35:2:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:BBK#1637?:2 SEP MIL OBS:ODD NLT:2 SEP.RDRS CANT PLOT IT.
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 63 MIL. BASE

#2614: 1952/11/12 22:20 16 106:17:40W 35:52:0N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:BBK#2219:UID:4 OBJS >>N/RESTRICTED AIRSPACE:BLINK+GLOW:NO RDR
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 19 MIL. BASE

#2634: 1952/11/21 18:20 1 81:52:0W 33:16:0N 3333 NAM USA GRG 4 7
SAVANNAH R. AEC,GA:2 OBS:RED FBL PASSES OVR H-BOMB PLANT:SEEN 30s:>>SSE
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 35 MIL. BASE

#2666: 1952/12/10 19:20 15 118:41:40W 47:19:20N 3333 NAM USA WSH 8 8
ODESSA+HANFORD,WA:F94S+GND+AIR RDRs:LRG WHT OBJ:PINK PORTHs:FAST 180øTURNS
Ref# 37 CONDON,Dr Edward: SCIENTIFIC STUDY.. Page No. 140 IN-FLIGHT

#2718: 1953/1/27 13:40 600 121:46:0W 37:41:0N 3333 NAM USA CLF 7 9
LIVERMORE,CA:GOC+AIR CIV OBS:BRITE-MTL SCRs ovr NEW AEC NUCL FACILITY:/r28p326
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 39 MIL. BASE

#2759: 1953/3/5 15:50 127 81:40:0W 33:17:0N 3333 NAM USA SCR 8 10
SAVANNAH R.H-BOMB PLANT,SC:2 SEP RDR-VIS JET SCRAMBLES/2hrs!:ANG 5F1s+RF80:SCR
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 3 MIL. BASE

#2790: 1953/4/25 0:0 999 146:0:0E 14:30:0N 3300 OCN PAC TIN 8 6
nr TINIAN ISL,MARIANAS,PACIFIC:SVRL UFOS SEEN/USN REPORT:1 RAMMED DROPS TO SEA
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 53 ISLANDS

#2840: 1953/7/19 15:0 8 84:17:0W 36:2:0N 3331 NAM USA TNS 7 9
OAK RIDGE,TN:1+2 SLNT BLK GLOSSY SCRS CIRCLE:SHOOT>E/XTREME SPEED:/MFJ#242+205
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 205 MIL. BASE

#2856: 1953/8/3 22:20 1 106:19:0W 35:52:40N 3333 NAM USA NMX 6 6
LOS ALAMOS,NM:SECURITY Gd:GRN OVOID FBL FALLS UPWARD:/AFOSI+AEC+BBK REPORTS
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 3 Page 1 MIL. BASE

#3190: 1954/6/26 0:40 1 112:2:0W 43:28:0N 3333 NAM USA IDH 5 9

IDAHO FALLS,ID:SVRL OBS:BRILL.FLASH OVR AEC TEST CENTER:FBL ^/TREMENDOUS SPEED
Ref# 173 KEHOE,Donald: The F.S. CONSPIRACY Page No. 168 TOWN &CITY

#3923: 1954/11/14 11:30 3 97:43:20W 31:6:40N 3333 NAM USA TXS 7 8
GRAY AFB/KILLEEN,TX:3 MPs:4'ORB DESCENDS OVR 'DANGER AREA 343':STREAKS AWAY

Ref# 138 GROSS,L.:UFOs a HISTORY-1954/5 books Book # 5 Page 21 MIL. BASE

#4097: 1955/5/14 0:20 9 2:3:0W 48:27:0N 3333 WEU FRN CDN 9 6
DINAN,FR:DOMED SCR/LO ALT:2 OIDS/SP-SUITS EXIT:BOX/CHESTS:OBS FROZEN:/r30p216
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 106 TOWN &CITY

#4102: 1955/5/20 2:30 1 4:47:0E 50:7:0N 3333 WEU FRN ADN 7 7
HAM-sur-MEUSE,FR:COPS:SCR >NW AGAINST WIND:MULTI-CLR BEAMS ^:INTERIOR LIT:
Ref# 152 BOURRET,J: Lea NOUVEAU DEFI des OVNI Page No. 34 ROAD+RAILS

#4188: 1955/8/5 20:40 200 84:32:20W 39:5:40N 3333 NAM USA OHI 7 13
CINCINNATI,OH:1000s/OBS:TEARDROP S>>N:WINDOWS!::6AUG SCR LANDS>>ATOMIC PLANT!
Ref# 176 STRINGFIELD,Leonard: SITUATION RED Page No. 148 METROPOLIS

#4220: 1955/8/25 10:40 3 84:41:20W 39:16:40N 3333 NAM USA OHI 8 8
FERNALD,OH:2 SEP.COPS:LITE BROWN ORB HVRS OVR ATOMIC PLANT/NUCL FACILITY
Ref# 139 GROSS,L.:UFOs a HISTORY-1955/3 books Book # 2 Page 77 TOWN &CITY

#4282: 1955/11/20 17:40 15 84:9:20W 36:13:0N 3333 NAM USA TNS 6 9
LAKE CITY,TN:BBK#3862:SVRL OBS:2 SEMI-XPARENT OVOIDS:ERRATIC:RESTRICTED AREA
Ref# 78 LOFTIN,Robert: IDENTIFIED FLYING S.: Page No. 175 MIL. BASE

#4477: 1956/8/13 22:30 360 0:33:0E 52:24:0N 3333 WEU GBI ENG 6 11
LAKENHEATH AB,ENGL:4 RDRS+PILOTS+ATCS:JETS CHASE:GUN CAMERA SHOTS?:>E/500mph
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 280 MIL. BASE

#4569: 1956/10/28 3:0 288 101:23:0W 48:22:0N 3333 NAM USA NDK 7 12
MINOT AFB,ND:BBK:MISSILE+B52 CREWS:GND/AIR/VIS+RDR FOTOS:UFOS/3Kmph:RADIO EME
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 137 MIL. BASE

#4844: 1957/9/29 5:30 10 77:10:0W 39:7:0N 3333 NAM USA MLD 8 7
DERWOOD M-SITE,MD:SENTRY:HUM!:GRN-WHT CGR HITS TREETOPS:/r35p61+/r46+/r8#405
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 11 MIL. BASE

#4856: 1957/10/8 9:20 1 123:0:0W 48:10:0N 3333 NAM USA WSH 6 7
(NIKE SITE),WA:BBK#5003:2 MIL OBS:2 SML DISKS/ODD TRAJ/30sec:TURN >NW:/r141#5
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 26 COASTLANDS

#4869: 1957/10/16 13:30 5 106:4:40W 33:19:20N 3333 NAM USA NMX 7 7
N/TULAROSA,NM:NURSE FOTOs WHT-GLOW OVOID ovr HOLLOMAN RANGE:/r219p11+/r11p245
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 5 DESERT

#4875: 1957/10/21 21:20 5 1:28:0W 52:11:0N 3333 WEU GBI ENG 8 8

RAF GAYDON,ENGL:nr COLLISION/RAF JET+SCR @28K':RDR CONFIRM:NUCL STN:/r120p50.
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 4 Issue 1 MIL. BASE

#4900: 1957/11/2 16:0 15 131:33:40E 30:13:40S 3323 OCN AUS SAU 8 10
MARALINGA,S.AUSTR:HUGE SCR TILTS/45ø:PORTHOLES:folos atomic tests:/FSRv31#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 163 DESERT

#4918: 1957/11/3 3:0 480 106:33:0W 33:35:0N 3333 NAM USA NMX 8 7
WHITE SANDS WR,NM:80M OVOID LANDS/1st ATEST SITE:BACK/2000h:/r111p92+/r242p169
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 MIL. BASE

#4934: 1957/11/4 13:10 15 106:5:0W 32:15:0N 3333 NAM USA NMX 7 6
US54 S/OROGRANDE,NM:CARS EME:OVOID
MNVRS:>>W:/MFJ#235+/FSRv4#1+/r242p169+/r141
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 ROAD+RAILS

#4943: 1957/11/4 22:50 20 106:38:0W 35:3:0N 3333 NAM USA NMX 6 10
KIRTLAND AFB,NM:2 ATCs:NLT CAVORTS+TAILS JETS etc./5min:RDR/20MIN:>E
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 87 MIL. BASE

#4957: 1957/11/5 16:20 8 105:55:0W 32:50:0N 3333 NAM USA NMX 8 7
SE/ALAMOGORDO,NM:2 SEP OBS:ORANGE CGR OVR HOLLOMAN AFB+ORG NLT GOING N>>E
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 98 RESIDENT'L

#4961: 1957/11/5 18:10 5 81:41:0W 33:15:0N 3333 NAM USA GRG 5 7
SAVANNAH R.,SC:RED GLO-BALL HVRS ovr AEC PLANT:ALERT:RDR:possible scramble
Ref# 24 NICAP: UFO INVESTIGATOR Volume 1 Issue 3 MIL. BASE

#5017: 1957/11/7 19:0 90 110:50:0W 35:14:0N 3333 NAM USA TXS 7 9
AMARILLO,TX:SVRL MIL+COPS:ODD OBJS W/LITES ALLO PANTEX NUCL PLANT:1 LANDS?

Ref# 141 GROSS,L:UFOs a HISTORY-1957/10 books Book # 8 Page 28 MIL. BASE

#5038: 1957/11/9 19:20 1 105:51:40W 33:49:0N 3333 NAM USA NMX 8 8
N/CARRIZOZO,NM:3/CAR:HEADLITES DIE:UFO> N TURNS >>SW/FAST:A-test site/r79p10
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 101 DESERT

#5082: 1957/11/23 6:30 20 117:40:40W 38:3:20N 3333 NAM USA NVD 7 6
US95 30mi W/TONOPAH,NV:4 15M SCRS/GND:CAR EMES:LOUD WHINE:SCRS >N:/r141#9p73
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 182 DESERT

#5319: 1959/1/0 23:50 20 90:41:20W 38:42:40N 3113 NAM USA MSO 8 8
WELDON SPRING,MO:BBK:3 OBS:SCR HVRs/GOV'T NUCLEAR FACILITY/20min:THEN >>SE.
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 80 FARMLANDS

#5605: 1961/2/0 22:10 1 3:52:40W 48:18:20N 3313 WEU FRN FNS 6 6
SW/LOQUEFFRET,FR:GENDARME:DOMED DISK/150M alt LITES AREA nr NUCL.POWER Stn:
Ref# 193 PHENOMENA SPATIAUX Quarterly, Paris Issue No. 36 ROAD+RAILS

#5805: 1962/8/7 23:50 8 110:46:20W 32:36:40N 3323 NAM USA ARZ 6 7
ORACLE,AZ:SEP.OBS:NLT ^ ovr TITAN MISSILE SILO:JETS CHASE:NLT AWAY+BACK:then ^
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 11 Issue 2 MIL. BASE

#5872: 1963/2/7 23:50 60 78:29:0W 38:2:0N 3333 NAM USA VRG 6 9

CHARLOTTESVILLE,VA:3/2 PLANES:SCR ovr MISSILE SITE++:2000kts:/MFJ#238+/r242p43
Ref# 24 NICAP: UFO INVESTIGATOR Volume 2 Issue 7 IN-FLIGHT

#6062: 1964/4/30 0:0 5 106:34:0W 33:50:0N 3331 NAM USA NMX 7 7
STALLION TEST SITE,NM:B57 RADIOS WHT OVOID LANDED:PHOTO RECON CALLED:/r214p117
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 13 Issue 1 DESERT

#6074: 1964/5/15 11:30 25 106:33:0W 33:40:0N 3333 NAM USA NMX 9 7
N/STALLION SITE,NM:2 SCRS RDR/VISL:PERFECT FLITE MNVRS:SEND PROPER IFF SIGNALS
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 226 DESERT

#6079: 1964/5/22 0:0 1 106:31:0W 33:2:0N 3331 NAM USA NMX 7 9
WHITE SANDS,NM:AUTO RDR TRACKS UFO ON TAPE::see 15MAY..UFO SENDS PHONY IFF!
Ref# 113 LORENZEN,J&C: ENCOUNTERS w UFO OCC's Page No. 244 DESERT

#6275: 1965/6/5 0:0 2880 70:57:0W 42:29:0N 3320 NAM USA MSC 6 8
LYNN+NAHANT,MASS:SVRL Repts/WEEKEND:CGR OVER GENERAL ELECTRIC FACILITY:NFD
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 14 Issue 4 COASTLANDS

#6532: 1965/10/0 12:0 3 80:52:20W 35:30:40N 3311 NAM USA NCR 7 8
LAKE NORMAN,NC:2/LITE PLANE FOTO 3 SCRS OVR MCGUIRE NUCL POWER STN:/r95 v5#3

Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 FARMLANDS

#6703: 1966/4/0 0:0 20 111:9:0W 47:30:0N 3211 NAM USA MNT 10 9
MALMSTROM AFB,MT:SPRING:UFOS SEEN:ALARMS:10 MISSILES INOPERATIVE:Good p302
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#6813: 1966/6/16 21:50 10 44:13:0E 46:32:0N 3333 CIS RUS TRC 4 10
ELISTA,KALMUK,RUSS:SCIENTISTS:DISK MNVRS/SPIRAL:MISSILE TEST?:HI+SLNT:/r9p187
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 204 MOUNTAINS

#6887: 1966/8/24 22:0 230 101:24:0W 48:23:0N 3333 NAM USA NDK 7 11
MINOT AFB,ND:4hrs/NLTS:RFI:RDR:3 MSITES REPORT:OBJs SEEN/GND LEVEL:RADIO RFI
Ref# 83 FOWLER,RAY:UFOS-INTERPLANETARY VISIT Page No. 286 MIL. BASE

#7082: 1967/2/10 3:40 6 82:42:20W 41:23:0N 3333 NAM USA OHI 8 7
S/SANDUSKY,OH:COP:8M SCR HVR 12M OVR AEC NUCL.FACILITY:BLU BEAM ^:/r24v3#11p3

Ref# 73 EDWARDS,Frank: F.S. HERE AND NOW. Page No. 137 TOWN &CITY

#7124: 1967/3/2 10:30 57 106:32:0W 32:51:0N 3333 NAM USA NMX 4 6
WHITE SANDS,NM:20 SLVR NLTS OVHD:RDR BLIPS/7km alt. CCL BASE:>>E:/r37p150
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 15 Issue 5 DESERT

#7133: 1967/3/5 23:0 10 101:17:0W 48:14:0N 3331 NAM USA NDK 7 7
nr MINOT,ND:SCR CIRCLES MISSILE SITE:TRUCKS CHASE:GOES ^ as JETS SCRAMBLE.
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 300 MIL. BASE

#7186: 1967/3/24 8:50 10 106:17:40W 35:53:20N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:2 SEP.OBS:SLNT SLVR-WHT DISK HVRS/10min:>> AGAINST WIND >CLOUDS

Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 64 TOWN &CITY

#7196: 1967/3/30 0:0 20 111:10:0W 47:29:0N 3331 NAM USA MNT 7 9
MALMSTROM AFB,MT:RDR-VIS/UFO:10 MISSILES KAPUT/FRITZ:SAME/GREAT FALLS/1966
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 301 MIL. BASE

#7272: 1967/5/17 3:50 3 82:56:0E 49:58:0N 3333 CIS KZK SEM 7 10
UST'KAMENOGORSK,KAZAKH SSR:ENGINEER:SCR 2xMOON S>N/2
MIN:VBRITE:BEAMS/SIDE.
Ref# 9 VALLEE,Jacques: UFO CHRONICLES/USSR Page No. 189 DESERT

#7548: 1967/10/26 11:20 27 2:26:20W 50:33:40N 3333 WEU GBI ENG 8 6
nr PORTLAND,ENGL:CYL W/4 ARMS ovr NUCLEAR PLANT:DOGS SCARED:/r120p64+FSR
Jan68
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 145 FARMLANDS

#7915: 1968/8/9 20:10 3 43:45:0W 19:31:0S 3333 SAM BRZ MGR 15 15
JABOTICATUBAS,BRZL:3 OBS:SCR LITES AREA/lo alt:3 OIDS INSIDE:MAN ZAPPED+DIES!ÿ
Ref# 105 PRATT,Bob: UFO DANGER ZONE: (Brazil) Page No. 193 FARMLANDS

#7991: 1968/9/17 1:0 40 115:0:0W 36:13:0N 3333 NAM USA NVD 7 10
NELLIS AFB,NV:2 MIL-ATCS:UFOS/VIOLENT MNVRs/40min:TYPE UNK:NFD/this ref.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 44 MIL. BASE

#9144: 1972/10/8 19:0 9999 66:43:20W 18:9:40N 3333 NAM USA PRC 5 10
ADJUNTAS,PR:MANY SEP.OBS:WAVE/NLTS etc.OVR AREAS/NATURAL RADIATION:/r231'78
Ref# 156 FSR CASE HISTORIES. Bimonthly/London Supplement # 17 ISLANDS

#9201: 1972/12/12 4:50 5 69:6:0W 30:11:0S 3333 SAM ARG SJN 4 6
RODEO+IGLESIAS,SAN JUAN,ARG:WHT SPHERES SEEN:nr Colanguil Nuclear Center
Ref# 231 CONTACT/UK: The UFO REGISTER by year YEAR =78 TOWN &CITY

#9235: 1973/1/19 11:30 2 81:41:0W 35:5:0N 3333 NAM USA SCR 8 7
GAFFNEY,SC:CAR PACED/SCR:RDO STATIC:MANY Rpts HERE/MONTHS:/LDLN#127:/r79p55
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 73 Issue 1 ROAD+RAILS

#9867: 1973/12/10 18:20 20 2:25:0E 47:46:20N 3333 WEU FRN LRT 6 9
W/OUZOUER-sur-LOIRE,FR:SEP.OBS+COPS:SLNT 5M CONE-SCR/20M alt:>SW:/LDLN#132
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 136 ROAD+RAILS

#9873: 1973/12/13 19:50 15 4:42:40E 44:8:0N 3333 WEU FRN GRD 6 7
MARCOULE,FR++:AL CAPTn:RED CGR W/BRILL.RED BEAMS/ENDS:meteor shower/LDLN#138
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 132 TOWN &CITY

#9991: 1974/2/21 21:0 1 4:43:0E 44:7:0N 3332 WEU FRN GRD 6 6
MARCOULE,GARD:MAN fm BAGNOLES:SCR/WAVY TRAJECTORY >W OVR NUCLEAR
CENTER
Ref# 30 FIGEUT&RUCHON: OVNI: Le 1er Dossier Page No. 449 TOWN &CITY

#10130: 1974/4/12 23:50 10 0:4:0E 43:14:0N 3333 WEU FRN HPY 7 8
TARBES,FR:NURSES/COBALT CLINIC:RED-GLO 20cm DISK VANISHES+REAPPEARS:4th floor
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 142 TOWN &CITY

#10319: 1974/8/20 20:0 60 73:44:20W 43:1:20N 3333 NAM USA NYK 5 10
SARATOGA LAKE,NY:FLURRY/UFO CALLS:COPS++:NLT-STROBE

HVRS+MNVRS:wave:/r71p97
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

#10320: 1974/8/20 20:30 30 73:45:0W 42:40:0N 3333 NAM USA NYK 5 10
ALBANY,NY:Apt ATC+MIL.RDRs:NLTS/500'alt/4h:3000+mph:FLASHES:VANISHES:/r71p100
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

#10529: 1975/2/17 18:0 180 109:31:20W 46:20:40N 3332 NAM USA MNT 8 9
SHAWMUT+ROUNDUP,MT:HUGE SCR SEEN/3hrs:DOWN RIVER fm MISSILE SITES:RDR INVISIBL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 FARMLANDS

#10530: 1975/2/17 21:0 120 109:50:0W 46:25:0N 3333 NAM USA MNT 7 9
nr HARLOWTON,MT:SVRL OBS:747-SIZE SCR HVRS 300'OVR K1 SAC SITE/2hrs:SHOOTS ^
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 MIL. BASE

#10539: 1975/2/24 18:50 3 1:35:0E 52:12:20N 3333 WEU GBI ENG 7 8
LEISTON,SUFFOLK:GIANT GREEN ORB FLIES IN FROM SEA:DOG COWERS:TV SETS EME
Ref# 81 RANDLES,Jenny: FROM OUT OF THE BLUE Page No. 124 COASTLANDS

#10569: 1975/3/18 0:0 5 120:30:0W 46:35:0N 3331 NAM USA WSH 8 11
YAKIMA,WA:MANY OBS:HUGE BRILL.BLU/GRN ROTATING ORB:many sep.rpts/MFJ#327p3
Ref# 28 FLAMMONDE,Paris: UFO EXIST! Page No. 444 FARMLANDS

#10571: 1975/3/18 20:0 5 16:11:40E 60:8:0N 3333 WEU SCN SWD 7 9
AVESTA,SWEDEN:FAMILY:CGR+4 BRITE OBJS CIRCLE NUCLEAR PWR STN:VANISH/PUFF/SMOKE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 103 TOWN &CITY

#10573: 1975/3/22 12:50 2 1:0:0E 41:4:0N 3333 WEU SPN TRG 7 8
SW/CAMBRILS,SP:PROF+2/CAR:60M SCR OFFLOADS PROBES nr NUCL PWR Stn:GONE/30sec
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 22 Issue 3 COASTLANDS

#10747: 1975/8/13 1:20 100 105:57:0W 32:51:0N 3333 NAM USA NMX 13 6
ALAMOGORDO,NM:Sgt MOODY ABD:"SLOW LMTD CONTACT..":/r210v24#12+/r249p326
Ref# 110 LORENZEN,J&C: ABDUCTED! (1977) Page No. 38 MOUNTAINS

#10764: 1975/8/21 22:0 390 103:7:0W 40:43:0N 3333 NAM USA CLR 12 10
LOGAN co,CO:COPS CHASE UID COPTER:PHONY AF RDR COORDS/RDO:LANDS:=MISSILE SILO!
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 187 PASTURE

#10851: 1975/10/18 21:0 645 111:44:0W 47:17:0N 3333 NAM USA MNT 7 10
CASCADE-EDEN,MT:9 UFO RPTs FROM HERE TO MALMSTROM SAC BASE in 10hr MARATHON.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 33 MIL. BASE

#10868: 1975/10/27 19:50 140 67:53:20W 46:55:20N 3333 NAM USA MNE 7 10
LORING AFB,ME:PILOT++:40+'SCR CCLs NUCL.DEPOT:RDRs:EME:F4 CHASES:/r210v31#4
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 16 MIL. BASE

#10872: 1975/10/28 19:40 90 67:53:0W 46:52:40N 3333 NAM USA MNE 8 9
S/LORING AFB,ME:SLNT SCR BACK OVR AMMO DUMP:>NE:phony copter:/r218p189+r149p48
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 18 MIL. BASE

#10879: 1975/10/30 22:50 15 83:23:0W 44:28:0N 3333 NAM USA MCH 7 10
WURTSMITH AFB,MI:NLTS+'COPTERS'ALLO SAC
BASE:1200MPH:1>W:1>N:/IURv3#4/r218p189
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 41 FARMLANDS

#10903: 1975/11/7 3:50 30 109:32:0W 46:51:0N 3333 NAM USA MNT 8 10
E/BUFFALO,MT:5 SAC MSITES:LRG RED/ORG/YEL OBJS HVR+DESCEND:wide area/Norad log
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#10904: 1975/11/7 6:10 3 109:19:0W 47:5:0N 3332 NAM USA MNT 8 10
6M E/LEWISTOWN,MT:SAC+CIV OBS:SCRS W/LITES HOVER AND >>S:/NORAD LOG
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10905: 1975/11/7 23:0 120 111:10:0W 47:30:0N 3333 NAM USA MNT 12 10
MALMSTROM AFB,MT:REMOTE ALARMS:RDR-VIZ:300'SCR:^^:MISSILES FOUND
RETARGETTED!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10908: 1975/11/8 2:10 35 110:6:0W 47:5:0N 3333 NAM USA MNT 7 10
10MI SE/STANFORD,MT:SAC SITE C1:4 RDRS+VISUAL:SCR LITES OFF AS JETS APPROACH.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10909: 1975/11/8 3:40 40 109:20:0W 46:50:0N 3333 NAM USA MNT 8 10
SE/HEATH,MT:SAC SITES K3+L4:RDR OBJs MNVR:TURN >W SLOW:TOO LO FOR JETS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10910: 1975/11/9 3:10 10 109:45:0W 46:40:0N 3333 NAM USA MNT 7 9
20m N/HARLOWTON,MT:SAC L1 L6+M1 SITES:ORG.YLW DISK:>N?:SEEN
SW/LEWISTON/0320h
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 32 MIL. BASE

#10914: 1975/11/10 10:20 10 101:24:0W 48:22:0N 3333 NAM USA NDK 8 9
MINOT AFB,ND:CAR-SIZE SLNT OBJ >>E OVR RDR TOWER:300-600M alt:=missile site
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 48 MIL. BASE

#10935: 1975/11/22 0:0 5 81:6:0W 32:6:0N 3331 NAM USA GRG 8 10
nr SAVANNAH,GA:2/PLANE:WHT UFO/5 MIN NR NUCL.PLANT:RADAR CONFIRM:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 RESIDENT'L

#10962: 1975/12/14 21:0 30 81:40:0W 29:20:0N 3333 NAM USA FLR 8 8
NE/SALT SPRINGS,FL:3 OBS:25'DOME W/5 12'LEGS OVR PWR LINES:TRCs+ODOR:/MFJ#205
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 24 Issue 7 FOREST

#11026: 1976/2/12 18:0 70 70:52:0W 42:50:20N 3333 NAM USA MSC 7 9
SALISBURY,MA:3+OBS:LRG SCR^:TILTS:^/TREES:RISES:AMAZING MNVRs:NUC.SUB.BASE
nr.
Ref# 218 FOWLER,Ray:CASEBOOK/UFO INVESTIGATOR Page No. 136 RESIDENT'L

#11248: 1976/9/10 1:10 60 101:30:0W 48:30:0N 3333 NAM USA NDK 7 7
unk.missile site,ND:ALARMS:NLTS HVR+MNVR:CYL HVRS/45ø:SILO CONTROLS GO
HAYWIRE
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 27 Issue 8 MIL. BASE

#11287: 1976/10/5 21:0 30 84:15:0W 43:34:0N 3323 NAM USA MCH 7 8
S/MIDLAND,MI:2+3 OBS:200'SCR OVR NUCL PLANT CONSTRUCTN:LRG SPOT LITES

100/GND
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 FARMLANDS

#11303: 1976/10/19 23:40 2 2:50:20W 47:53:20N 3333 WEU FRN MRB 7 8
LOCMINE,FR:4 OBS:6M SCR/20M alt:2 BEAMS ^:2 PORTHOLES/DOME:>S:/r30p631
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 169 TOWN &CITY

#11471: 1977/3/8 19:30 10 76:28:20W 39:46:0N 3333 NAM USA PNS 7 10
GATCHELVILLE,PA:2+2+2+2+2+1 OBS:RED FBL MNVRS AGAINST WIND:LANDING HOLES:BURNT
Ref# 161 HENDRY,Allan: The UFO HANDBOOK 1979: Page No. 120 OIL & COAL

#11738: 1977/10/15 17:30 1 84:15:0W 43:33:0N 3333 NAM USA MCH 10 7
S/MIDLAND,MI:2/CAR:170cm PSH JUMPS ROAD/2 LRG LEAPS:KNEES DONT FLEX:NUCL FCLTY
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 ROAD+RAILS

#11782: 1977/11/16 21:0 60 103:40:0W 44:33:0N 3333 NAM USA SDK 10 5
MSITE L-9,SD:FOIA:2 FIGs MELT RIFLE:BOARD 20'SCR+FLY:NUCL.PART/WARHEAD MISSING
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#11928: 1978/3/17 23:30 10 2:37:0W 53:23:0N 3333 WEU GBI ENG 14 6
RISLEY,ENG:RBT ZAPS OBS:WALKS THRU FENCE/ATOMIC CTR:MST:RADIO BLOWN:/LDLN#187
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 24 Issue 2 TOWN &CITY

#12258: 1978/10/29 21:30 3 151:1:0E 34:4:0S 3333 OCN AUS NSW 7 8
HEATHCOTE-MENAI,NSW:LRG SCR/PORTHOLES nr AEC REACTOR:2 BEAMS ^:FIG?:/r10p256

Ref# 229 UFO RESEARCH AUSTRALIA NEWSLETTER : YEAR =82 No.4 MIL. BASE

#12513: 1979/5/1 4:0 35 68:25:0W 33:30:0S 3333 SAM ARG MND 8 9
VIZCACHERAS,ARG:SCR 20M OVR OILFIELD:RESPONDS/LITES:SAND FUSED:ANIMALS CHANGE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 OIL & COAL

#12538: 1979/6/12 20:50 15 81:7:0W 33:53:0N 3333 NAM USA SCR 7 9
PINERIDGE,SC:7 OBS:OVOID BEAMS LITES^/NUCL PWR PLANT:2nd OBJ LATER:BOTH >>NW
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 1 TOWN &CITY

#12612: 1979/8/29 20:0 30 119:6:0W 46:21:0N 3333 NAM USA WSH 8 6
N/PASCO,WA:FARMERS:SLVR<>RED "FENCE POST" OUT OF PLACE:FLIES SW>>NW LATER
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 6 FARMLANDS

#12811: 1980/4/24 21:0 1 81:0:0W 35:33:0N 3333 NAM USA NCR 7 7
nr LAKE NORMAN,NC:2 ROOFERS:BRITE SCR RISES/LAKE:MAKES LOOP+AWAY:/FSRv35#2
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 151 RESIDENT'L

#12818: 1980/5/7 21:10 15 122:23:0W 40:34:0N 3333 NAM USA CLF 9 7
REDDING,CA:1+3 OBS:FOG ENVELOPS CAR:30+MIN MST:obs works/nucl.research:/r5p69
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 28 Issue 12 ROAD+RAILS

#12856: 1980/8/5 0:0 15 106:36:0W 35:3:0N 3331 NAM USA NMX 7 7

SANDIA/KIRTLAND AFB,NM:GUARD:UFO LANDS NR ALARMED "CR44 STORAGE BLDG":NFD
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 MIL. BASE

#12859: 1980/8/8 23:50 15 106:35:0W 35:3:0N 3333 NAM USA NMX 5 8
KIRTLAND AFB,NM:3 GUARDS:FAST NLT STOPS:MNVRS:SHOOTS STRAIGHT^^:/r26p225+/r120
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12860: 1980/8/9 0:20 15 106:37:0W 35:3:0N 3333 NAM USA NMX 8 8
SANDIA facility,NM:SCR LANDS BHND 'HQ CR 44' STORAGE BLDG:/MFJ#204+/r26p225
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12862: 1980/8/10 0:0 15 106:35:0W 34:50:0N 3331 NAM USA NMX 7 8
BELEN><ALBUQUERQUE,NM:STATE COP SEES UFO LAND/MANZANO MTNS nr SANDIA FACILITY
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 FARMLANDS

#12864: 1980/8/13 16:30 345 106:37:0W 35:1:0N 3332 NAM USA NMX 5 9
KIRTLAND AFB/ALBQ,NM:ALL RDRS OUT/5+HRS:UID HI-FREQ JAMMING:/FSRv29#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 405 MIL. BASE

#13045: 1981/5/15 0:0 0 3:26:20W 55:20:0N 3300 WEU GBI SCT 7 12
MOFFAT,DUMFRIES,SCOTLAND:BY NOW;100+SEP UFO SIGHTINGS:2 NUC POWERPLANTS NRBY
Ref# 34 BLUNDELL+BOAR:WRLDS GR.UFO MYSTERIES Page No. 185 PASTURE

#13122: 1981/9/20 4:30 1 92:58:20W 35:35:0N 3333 NAM USA ARK 6 7
8mi N/HECTOR,ARK:2 OBS:VIVID BLU BULB-BALLOON SHAPE >SE TWRD 17 MISSILE SILOS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 192 ROAD+RAILS

#13247: 1982/6/15 21:30 5 88:5:20W 41:39:0N 3333 NAM USA ILN 6 7
ROMEOVILLE,IL:FBL >> E nr POWERPLANT:HVRS+>>W AGAIN:ODD SHAPE see ref.drawing
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 177 ROAD+RAILS

#13292: 1982/10/4 0:0 240 28:2:0E 51:7:0N 3331 EEU UKR --- 7 11
BELOKOROVICHI,UKRAINE:MANY OBS:HUGE SCR HVRS/hrs:NUC.MISSILE CONTROLS GO CRAZY
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#13296: 1982/10/18 7:30 18 80:52:20W 35:29:40N 3333 NAM USA NCR 8 8
LAKE NORMAN,NC:SCR W/4 LEGS POSES AS WATER TANK OVR FOGBANK:FOG CLEARS:NO TANK
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 TOWN &CITY

#13365: 1983/6/21 0:0 18 25:44:0E 50:24:0N 3331 EEU UKR LVV 7 9
DUBNO,UKRAINE:WINGLESS CGR CCLS STRATEGIC NUCLEAR FACILITY/18min:NFD
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 37 Issue 4 MIL. BASE

#13399: 1983/10/4 16:0 240 0:0:0Z 90:0:0N 3333 EEU UKR UNK 14 11
UKRAINE:SOV M-BASE:UFOS/4hrs:MISSILE LAUNCH CODES ENABLED!:PHONY ORDERS!
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 306 MIL. BASE

#13401: 1983/10/13 0:30 5 81:39:0W 35:4:20N 3333 NAM USA SCR 8 7

GAFFNEY,SC:2 OBS:20'x8'SCR WHISTLES >>E TWRD CHEROKEE NUCL.STN:/r95v5#3p27
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#13414: 1983/11/22 10:30 2 118:6:20W 33:44:20N 3333 NAM USA CLF 10 7
SEAL BEACH,CA:2 OBS:ODD LONE CLOUD DROPS BLK GLOBS:RISES:DIVIDES:ovr NAVAL Ctr
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 189 MIL. BASE

#13517: 1984/6/14 22:30 20 73:57:0W 41:15:0N 3333 NAM USA NYK 7 8
INDIAN POINT,NY:GUARDS:DRK 30'SCR W/LITES OVR NUCLEAR REACTORS/15min:>NE
Ref# 1 HYNEK,J.A.+IMBROGNIO,P: NIGHT SIEGE Page No. 143 TOWN &CITY

#13531: 1984/7/24 21:0 15 73:58:0W 41:14:0N 3332 NAM USA NYK 7 8
INDIAN Pt.REACTOR,NY:VLRG DLT HVRS 300' OVR ACTIVE VENT:BIG COVERUP:/r1p140
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 302 TOWN &CITY

#13730: 1986/4/25 0:0 -25536 30:14:0E 51:17:0N 3330 EEU UKR KIE 5 15
CHERNOBYL NUCLEAR ACCIDENT NR KIEV USSR:SOVIETS SILENT..WORST IN HISTORY.
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#13808: 1986/8/1 22:30 18 85:47:0W 42:7:0N 3333 NAM USA MCH 7 9
BANKSONS LAKE,MI:SLNT 250'MANTA-UFO:EYE IRRITATION:>NE/NUCL.PWR PLANT:/MFJ#220
Ref# 25 HALL,Richard: UNINVITED GUESTS. Page No. 319 FARMLANDS

#13830: 1986/8/27 23:0 1500 121:30:0W 38:35:0N 3331 NAM USA CLF 7 7
SACRAMENTO,CA:2+2 OBS:LRG DLT OVR RANCHO SECO NUCL.PLANT:BEAMS^:+6 DLTS/28AUG!
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 163 TOWN &CITY

#13854: 1986/9/13 5:0 4 121:47:0W 37:41:0N 3333 NAM USA CLF 6 6
LIVERMORE,CA:1 OBS:DIAMOND OVR TOWN/400'alt:SILENT:LRG WHT LITE+SML ORG LITES
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 168 TOWN &CITY

#13960: 1987/9/13 3:0 5 119:19:0W 46:17:0N 3332 NAM USA WSH 7 7
RICHLAND,WA:OVAL UFO W/LITES MOVES DOWN+UP,>>SW twrd HANFORD AEC:SEEN 5min.
Ref# 220 NATIONAL UFO REP.CTR (NURC) SEATTLE Volume 20 Issue 1 DESERT

#13987: 1987/12/12 10:50 10 2:58:20E 43:13:0N 3333 WEU FRN AUD 8 5
MALVEZI,FR:1 OBS:6 ODD PSH nr ATOMIC PLANT:ODD CONVERSATION:AWAY/FLYING SLEDS
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 33 Issue 4 TOWN &CITY

#14345: 1989/7/28 22:10 200 45:40:0E 48:30:0N 3333 CIS RUS AST 7 8
KAPUSTIN YAR,RUS:KGB Rpt:SLNT 5M DOMED DISK MNVRS/MISSILE SITE:EVADES JET:>ENE
Ref# 149 BERLINER,Don: UFO BRIEFING DOCUMENT Page No. 77 MIL. BASE

#14348: 1989/8/0 15:0 1 81:14:0W 35:28:40N 3313 NAM USA NCR 6 6
LINCOLNTON,NC:1 OBS:SLNT 100'RED-BRN TRIANGLE HVRS 300'alt nr NUCLEAR PLANT:
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 TOWN &CITY

#14349: 1989/8/8 14:30 5 80:53:0W 35:31:0N 3333 NAM USA NCR 6 6

LAKE NORMAN RSVR,NC:RED DLT/1000'^300'alt:>>McGUIRE NUCLEAR PLANT SUBSTATION
Ref# 123 GOOD,Timothy: The UFO REPORT 1991 : Page No. 229 MIL. BASE

#14523: 1990/2/11 23:30 15 83:24:0W 41:54:40N 3333 NAM USA MCH 7 6
MONROE,MI:1 OBS/CAR:SCR-DLT CIRCLES FERMI NUCL.FCLTY:DROPS "SPARKS" ALL OVR
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 268 TOWN &CITY

#14620: 1990/5/25 0:0 60 61:47:0E 37:45:0N 3331 CIS TKM MRY 9 6
MARY,TURKMENISTAN:HUGE SCR OVR MIL AREA:BEAMS ZAP 2 GND+AIR MISSILES+2 JETS!
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 184 MIL. BASE

#14687: 1990/9/8 0:0 100 106:35:0W 35:1:0N 3331 NAM USA NMX 9 8
KIRTLAND AFB,NM:SECURITY POLICE:SVRL LANDINGS REPORTED:/LARGEST ATOMIC ARSENAL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 188 MIL. BASE

#14906: 1991/3/2 19:30 20 28:30:0E 59:50:0N 3333 CIS RUS LEN 7 8
SOSNOVYY BOR,RUS:AIRPT RDR+VISUAL:FAST ERRATIC UFO OVR NUCL POWER PLANT
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 176 COASTLANDS

#14918: 1991/3/17 16:0 20 30:8:0E 59:33:0N 3333 CIS RUS LEN 7 7
GATCHINA,RUS:UFO OVR ATOMIC RESEARCH REACTOR/PULKOVA RDR:DEPARTS/2200kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 178 MIL. BASE

#15020: 1991/10/10 16:20 85 28:56:0E 59:45:0N 3333 CIS RUS LEN 7 7
CAPE USTINSKIY,RUS:SKALA RDR:UFO/ERRATIC MOTIONS HERE+S.BOR NUCL PLANT:1852kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 179 COASTLANDS

#15021: 1991/10/12 13:0 1 30:16:0E 51:17:0N 3331 EEU UKR KIE 7 7
CHERNOBYL,UKR:SCR FOUND/FOTO/PWR PLANT 1 DAY AFTER NEAR NUCLEAR INCIDENT..
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 120 TOWN &CITY

#15465: 1993/3/31 2:20 1 4:46:40E 45:27:0N 3333 WEU FRN ISR 7 8
St.CLAIR-du-RHONE,FR:2 COPS:SLNT 45M CGR W/WINDOWS:HVRS:BLUE RAYS:>>SE/20M alt
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 318 TOWN &CITY

#15466: 1993/3/31 2:30 1 4:46:0E 44:21:40N 3333 WEU FRN DRM 7 6
St.SEPULCRE,FR:SCR+4 SML GLO-ORBS S/L W>>E:nr EDF nuclear stn to the west
Ref# 239 BANQUE OVNI Reports: by order number Issue No. 216 RESIDENT'L

#15477: 1993/4/16 21:20 15 82:38:40W 28:32:40N 3333 NAM USA FLR 7 6
BAYPORT,FL:COP:SLNT LOPSIDED BLK BOOMERANG PACES CAR:>>WSW WHEN SPOTLITE HITS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 343 TOWN &CITY

#15681: 1993/11/8 23:30 10 81:34:0W 35:6:0N 3333 NAM USA SCR 6 7
SMYRNA><GAFFNEY,SC:NLTS=STRANGE CRAFT WHICH BUZZES 2 IN CAR:SHOOTS SKYWARD

Ref# 60 UFO NEWSCLIPPING SERVICE: by Issue # Issue No. 293 FOREST

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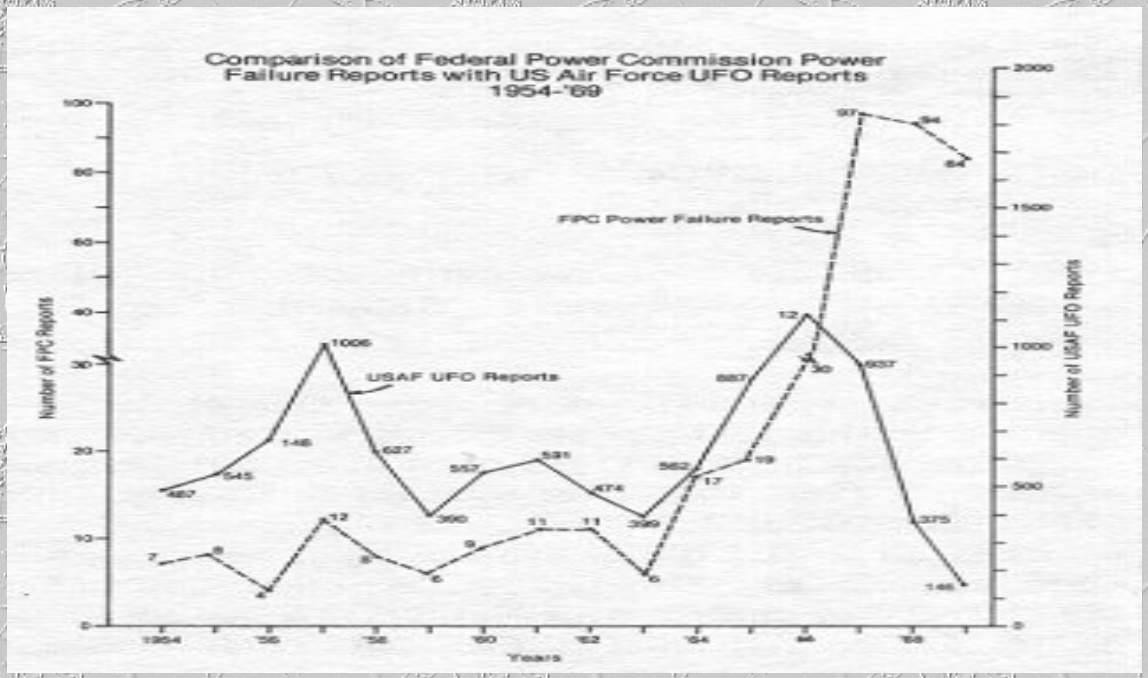
Power Outages & UFOS



"The graph above is a comparison of the Federal Power Commission's power failure reports with U.S. Air Force records of UFO reports from 1954-1969. Using this data, one can plot two curves as shown on the graph. It can be seen from the graph PF and UFO reports are in phase and track each other from year to year. Out of phase conditions do exist, however, for the years 1956 and 1967." - Paul C. Smith.

Below is the part of the testimony by Dr. James E. McDonald before the House Committee on Science & Astronautics, July 29, 1968:

Mr. Ryan:
Let me ask a further question: In the course of your investigation and your study of UFO sightings, have you found any cases where contemporaneously with the sighting of UFO's allegedly, there were any other events which took place, which might or might not be related to the UFO's?

Dr. McDonald.
Yes. Certainly there are many physical effects. For instance, in Mr. Pettis' district, several people found the fillings in their mouth hurting while this object was nearby, but there are many cases probably on record of car ignition failure. One famous case was at Levelland, Tex., in 1957. Ten vehicles were stopped within a short area, all independently in a 2-hour period, near Levelland, Tex. There was no lightning or thunder storm, and only a trace of rain. There is another which I don't know whether to bring to the committee's attention or not. The evidence is not as conclusive as the car stopping phenomenon, hut there are too many instances for me to ignore. UFO's have often been seen hovering near power facilities. There are a small number but still a little too many to seem pure fortuitous chance, of system outages, coincident with the UFO sighting. One of the cases was Tamaroa, Ill. Another was a case in Shelbyville, Ky., early last year.

Even the famous one, the New York blackout (Nov 9 1965), involved UFO sightings. Dr. Hynek probably would be the most appropriate man to describe the Manhattan sighting, since he interviewed several witnesses involved. I interviewed a woman in Seacliff, N.Y. She saw a disk hovering and going up and down. And then shooting away from New York just after the power failure. I went to the FPC for data, they didn't take them seriously although they had many dozens of sighting reports for that famous evening. There were reports all over New England in the midst of

that blackout, and five witnesses near Syracuse, N.Y., saw a glowing object ascending within about a minute of the blackout. First they thought it was a dump burning right at the moment the lights went out. It is rather puzzling that the pulse of current that tripped the relay at the Ontario Hydro Commission plant has never been identified, but initially the tentative suspicion was centered on the Clay Substation of the Niagara Mohawk network right there in the Syracuse area, where unidentified aerial phenomenon has been seen by some of the witnesses.

This extends down to the limit of single houses losing their power when a UFO is near. The hypothesis in the case of car stopping is that there might be high magnetic fields, d.c. fields, which saturate the core and thus prevent the pulses going through the system to the other side. Just how a UFO could trigger an outage on a large power network is however not yet clear. But this is a disturbing series of coincidences that I think warrant much more attention than they have so far received.

Mr. Ryan.
As far as you know, has any agency investigated the New York blackout in relation to UFO?

Dr. McDonald.
None at all. when I spoke to the FPC people, I was dissatisfied with the amount of information I could gain. I am saying there is a puzzling and slightly disturbing coincidence here. I'm not going on record as saying, yes, these are clear-cut cause and effect relations. I'm saying it ought to be looked at. There is no one looking at this relation between UFO's and outages.

Mr. Roush:
Our time is really running short, Mr. Ryan.

Mr. Ryan:
One final question. Do you think it is imperative that the Federal Power Commission, or Federal Communications Commission, investigate the relation if any between the sightings and the blackout?

Dr. McDonald:
My position would call for a somewhat weaker adjective. I'd say extremely desirable.

Mr. Roush:
Thank you. Thank you, Dr. McDonald.

(Dr. McDonald's testimony is noteworthy because of its directness and force. He considers the extraterrestrial hypothesis the most likely explanation of the phenomena. On examining the *best* UFO evidence, it is certainly possible to rule out practically every other hypothesis, and it is on this basis that Dr. McDonald and others lean toward the theory that we are undergoing surveillance from intelligently guided craft from extraterrestrial sources.)

On Wednesday, July 15, 1998, Joel Carpenter wrote:
"In 1992 "Time" magazine published an article called "The Doomsday Blueprints," an expose of Cold War secrets. The article contained an interview with J. Leo Bourassa, an Air Force officer (I don't think they gave his rank but I would guess he was a Colonel - he supposedly delivered the news of the 1960 U-2 shoot down to Eisenhower) who was the former commander of "High Point" - a bomb shelter complex for the President and executive branch officials. It's better known as Mt. Weather, and is located in West Virginia. The complex was built in the late 1950s. Bourassa had been the commander of the complex for its whole active lifetime - presumably until shortly before the 1992 article was written. He said that during the entire time he had been in charge of the base, he had put it on alert exactly one time. Remember what happened between around 1957 and 1992 - the Berlin crisis, the Cuban missile crisis, several Mideast wars, the KAL shoot down, etc. The one single alert was called on November 9, 1965, the day of the Northeast blackout - because Bourassa

thought a surgical nuclear attack was under way. I wonder if some nuclear sensors somewhere were giving false alarms, or if he just made the assumption on his own." - Joel Carpenter

Nov.65: Power failure and faulty bomb alarms.
"Special bomb alarms were installed near military facilities and near cities in U.S.A. so that news of a nuclear attack would be transmitted before the expected communication failure. The alarm circuits were set up to display a red signal at command posts the instant that the flash of a nuclear detonation reached the sensor and before the blast could put it out of action. Normally the display would show a green signal, and yellow if the sensor was not operating or was out of communication for any other reason. During the commercial power failure in NE United States in November 1965, displays from all the bomb alarms for the area should have shown yellow. In fact two of them from different cities showed red because of circuit errors. The effect was consistent with the power failure being due to nuclear weapon explosions, and the Command Center of the Office of Emergency Planning went on full alert. Apparently the military did not.".

Twenty Mishaps That Might Have Started Accidental Nuclear War - Phillips

(This web page was produced for the NICAP site by Francis Ridge)

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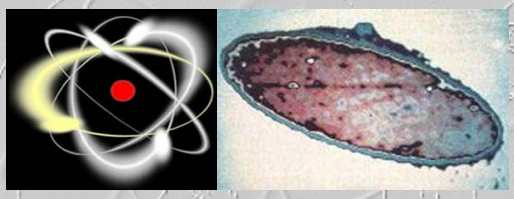

Nuclear Connection Project

NCP Notes

Updated : May 30, 2009

The Evaluation of the Atomic Bomb As A Military Weapon, Roswell & The Wave of 1947
High Energy Weapons Archive
Catalog of Known and Putative Nuclear Explosions From Unclassified Sources
2002, July 6: Bush Developing Military Policy Of Striking First
2002, June 19: UFOs Follow 509th
2002, July 4: U.S. Air Force: Israel has 400 nukes, building naval force
2002, June 26: DOD Announces Merger of U.S. Space & Strat Weapons
1953 Greenland Cases
Spring of 1952: UFOs & Nuclear Weapons
Reagon's Real Reason For SDI

SAC Base Links:

SAC Bases (work in progress) - Robert Duvall
Strategic Air Command.com
Fact Sheet: Air Combat Command

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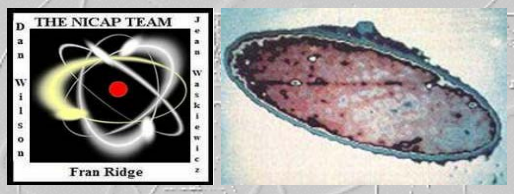

Nuclear Connection Project

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Updated: 5 July 2021

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NCP-02: **The NEPA and UFOs - Loren Gross**
NCP-03: **UFO Sightings & Nuclear Sites - Larry Hatch**
NCP-04: **A Project is Born: NCP: A Nuclear Connection - Francis Ridge**
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Alphabetical List and Histories of All Nuclear SAC Bases by State or Country
Computer Data File for NCP: Nuclear Weapons Storage Areas - Kirtland AFB
Catalog of Known and Putative Nuclear Explosions From Unclassified Sources (38 pgs)

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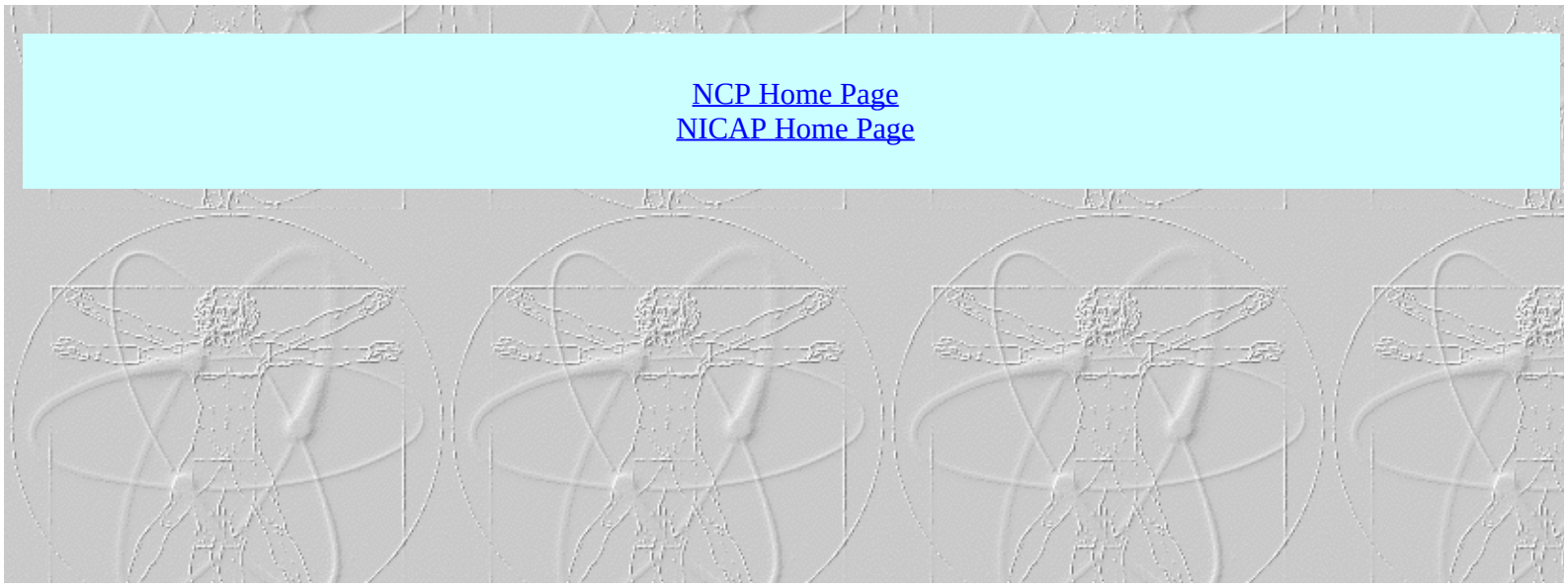
Accidental War Danger Increasing - NICAP UFOI/October 1961
Another Estimate of the Situation FLYING SAUCERS: 1950 - Maj. Donald E. Keyhoe
Great Balls Of...Light - from "EVACUATION ROAD" - Jerry Washington
To Have Or Have Not - from "EVACUATION ROAD" - Jerry Washington

Nuclear-Related Web Sites of Interest

The High Energy Weapons Archive - A Guide to Nuclear Weapons (884 links)



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Date: 22 Dec 2003
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: UFO "Alters" Navy Polaris Test; Air Force Test Range; Cape Canaveral, Florida, Jan. 10, 1961

The NICAP Report
McClelland Report

Richard Hall:
The documentation was 100% perfect, since we had the technical evaluation report from the Cape on the incident. But after I left NICAP and the files were transferred to CUFOS, I no longer have access to it. Jerry Clark tried to locate the report for me in the NICAP files but couldn't find it. I have a feeling that it was not in the regular files but in a "cover" file under the name of the contractor which was Pan American. Don Keyhoe and I showed the report to several board members who certified its existence. So, I KNOW it's absolutely authentic but can no longer prove it.

Francis Ridge:
The original investigation was conducted by Clark McClelland and his Florida NICAP subcommittee. I contacted him on 10 March 2006 and he provided a brief report. The file mentioned by Dick Hall is still being sought.

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NICAP Home Page

Form: 97 NCPDIR
Date: Updated 19 Feb 2006
From: Francis Ridge, Coordinator
Cat: 3, 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Missile Battery Fires At Disc, Summer 1961; UFO Stalls Electrical Apparatus Near Moscow

Francis Ridge:
By the 1960s some extraordinary stories - largely unsubstantiated - had reached the Western media. According to science writer Alberto Fenogho, in an article in an Italian journal devoted to missile and space research, which was subsequently condensed and translated by Robert Pinotti, claims to have obtained his information from Soviet sources in the West, including a well-known diplomat. Here is what Timothy Good reported about one incident from "Above Top Secret", page 227:

"In the summer of 1961 near Rybinsk, 150 kilometers from Moscow, new missile batteries were being set up as part of Moscow's defense network. A huge disk-shaped object allegedly appeared at an estimated altitude of 20,000 meters, surrounded by a number of smaller objects. 'A nervous battery commander panicked and gave - unauthorized - the order to fire a salvo at the giant disk,' reported Fenogho. 'The missiles were fired. All exploded when at an estimated distance of some two kilometers from the target, creating a fantastic spectacle in the sky. The third salvo was never fired, for at this point the smaller 'saucers' went into action and stalled the electrical apparatus of the whole missile base. When the smaller discoidal UFOs had withdrawn and joined the larger craft, the electrical apparatus was again found to be in working order.'

"What are we to make of these sensational stories? In translating Fenogho's original article, Robert Pinotti noted that skeptics would point to the anonymity of Fenogho's informants and conclude that the reports are a pack of lies. Yet the stories are no more sensational than those reported in the West, and it seems unlikely that a respected journal would have published Fenogho's material unless there was *some* substance to it."

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Form: 97 NCPDIR
Date: Updated 19 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: UFO Over Titan Missile Silo; Oracle, Arizona; August 7, 1962

#5805: 1962/8/7 23:50 8 110:46:20W 32:36:40N 3323 NAM USA ARZ 6 7
ORACLE,AZ:SEP.OBS:NLT ^ ovr TITAN MISSILE SILO:JETS CHASE:NLT
AWAY+BACK:then ^
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 11 Issue 2 MIL. BASE

"...it was the beginning of a new trend--the things seemed to be showing themselves more often and in the vicinity of important landmarks, as in the case we will now relate that took place on the night of August 7 [1962] at a Titan missile site in the vicinity of Oracle, Arizona. The case was never published in the press for reasons that will become obvious, but nevertheless it was possible for APRO to obtain the basic information:

"Our first informant refused to give his name for publication for fear of some kind of official reprisal for talking about the incident, but within five weeks we were able to obtain corroborating information from two other witnesses, both of whom are known to us but who must also remain anonymous. About midnight that night one of the night crew who was outside the complex spotted a brilliant light which seemed to be getting larger and larger. He soon realized the thing was descending directly over the site, so he went inside and told another man who came out and watched with him. Before long the object had become so large that both of the men were frightened and went back inside the complex where they informed Davis-Monthan Air Force Base at Tucson by telephone.

"Two jet interceptors came streaking in from the direction of the base, but as they approached, the object took off fast toward the north and was out of sight within seconds. The jets circled the area and headed back for the base. Minutes later, the "visitor" was back again, descended toward the silo, then took off vertically and dwindled to nothingness overhead. The object was described by all as having an appearance similar to that of the full moon. Other testimony indicated that a similar object was seen either the night before or the night after this incident." (See below)

Source: Coral and Jim Lorenzen, _UFOs The Whole Story. New York: Signet, 1969. p235

Project Blue Book Master Index 1-15 August 1962

Take notice to ADDITIONAL REPORTED SIGHTINGS (NOT CASES)
August 7 Tuscon, Arizona News Clipping

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-274

http://www.siloworld.com/390th%20SMW/390th%20SMW.htm
Titan II ICBM Launch Facilities

wpe09191.gif (15646 bytes)

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wpe07768.gif (41755 bytes)

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NICAP Home Page

Form: 97NCP
Date: Updated 22 March 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Minuteman Site Jammed By UFO, North Dakota, August 24*, 1966

AIR FORCE DENIES UFO INCIDENT

A United States missile program supervisor claims that mysterious unidentified flying objects have seriously imperiled national security. The Air Force denies it. Raymond E. Fowler, project supervisor on a Minuteman missile program near Boston, asserts that [UFOs] have penetrated the restricted air space above America's missile sites, jamming vital electronic equipment. He also says the objects eluded fighter aircraft scrambled to intercept them... Specifically, Mr. Fowler says he talked with an Air Force officer who had been in one of the subterranean Launch Control Facilities [LCFs] of a North Dakota Minuteman site on August *25*, 1966, when radar operators picked up a UFO maneuvering over the base at 100,000 feet. The officer declared that the LCF's sophisticated radio equipment, that enables it to receive firing instructions from coordinating centers and transmit them to the silo Launch Facilities [LFs] was blocked out by static when the UFO hovered directly over it. Mr. Fowler recalls the officer saying that he could conceive of "nothing. on earth" that could caused the equipment to malfunction from such an altitude, emphasizing that it was working perfectly before the object appeared overhead and after it left.

Asked to comment on Mr. Fowler's allegations, an Air Force spokesman in Washington declared that SAC, that operates the site, "could find nothing in its unit histories to confirm the presence of unidentified flying objects over it or indeed malfunctions in its equipment on the date mentioned."

Despite the Air Force's denial Dr. Hynek insists that the base was buzzed by a UFO. "I went there as the Air Force representative and talked to the people concerned after it happened," he says. Dr. Hynek was at that time acting as scientific consultant to Project Bluebook. Mr. Fowler says he was told that communications between land strike-teams [armed jeep patrols] dispatched to a spot where the first UFO appeared to land and intercepting aircraft [Note; F- 106's] were completely jammed by strong radio interference. Moreover, he says, missile site control found intense static disrupting communications with its strike-teams.

After UFOs had streaked away, Mr. Fowler claims that Air Force Intelligence teams, descended on the base telling those who had seen or heard anything to keep quiet... .He cites a Joint Chiefs of Staff regulation last updated in 1966, that establishes a system for reporting UFO sightings to the Aerospace Defense Command at Colorado Springs... and imposes penalties for the unauthorized disclosure of UFO information. But says an Air Force spokesman:

"We're out of the UFO business."

Source: Christian Science Monitor, Dec. 5, 1973; UFO Testament - page 281, Ray Fowler
* corrected date

#6887: 1966/8/24 22:0 230 101:24:0W 48:23:0N 3333 NAM USA NDK 7 11
MINOT AFB,ND:4hrs/NLTS:RFI:RDR:3 MSITES REPORT:OBJs SEEN/GND LEVEL:RADIO RFI
Ref# 83 FOWLER,RAY:UFOS-INTERPLANETARY VISIT Page No. 286 MIL. BASE

Letter from Maj. Wells fwdg report to Quintanilla
Notes and drawing

The NCP Home Page
NICAP Home Page

Form: 97NCP
Date: Updated 9 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Disc with Flashing Lights Hovers over Minuteman Missile Sites; Minot AFB, ND; March 5, 1967

Francis Ridge:
This is just one of many cases which my group (Nuclear Connection Project) has listed under nuclear connection. We have found about 200 such incidents. Not only that, but this event occurred during one of the most intense sighting waves in history.

Richard Hall:
On March 5, 1967, Air Defense Command radar tracked an unidentified target descending over the Minuteman missile silos of the 91st Strategic Missile Wing at Minot AFB, ND. Base security teams quickly converged on the area and saw a metallic, disc-shaped craft ringed with bright, flashing lights moving slowly. The disc stopped and hovered about 500 feet (150 meters) off the ground, as security police held their fire and watched in awe. Suddenly the object began moving again and circled directly over the launch control facility.

F-106 fighter-interceptors were standing by on the flight line, waiting impatiently for an order from NORAD to scramble. When the or order was not fortthcoming, base operations decided on their own to scramble the interceptors. At that moment the UFO climbed straight up and streaked away at incredible speed.

Source: Volume II, The UFO Evidence, page 80 (Richard Hall).

The Report - Ray Fowler
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Form: 97 NCPDIR
Date: Updated 3 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10, 2, 3
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: "Echo Flight" / Malmstrom AFB Missile Incident; Lewiston, Montana; March 16, 1967

Francis Ridge:
What could be more interesting and important than an incident involving UFOs and our strategic defenses, especially where there appears to have been a direct relationship between the incident and the failure of vital missile targeting systems, ten missiles at one site and ten at another, 35 miles apart! "Some signal had been sent to the missiles which caused them to go off alert status." What most people do not understand is, this was not just an unfounded rumor. The incident has been confirmed. Although it is normal for authorities to "explain away" almost all UFO incidents, this one is not that easy. This is the story of extraordinary events that happened in 1967 to Strategic Air Command Missile Combat Officers; Missileers assigned to operate the Minuteman Intercontinental Ballistic Missile , an essential part of America's Cold War strategic nuclear deterrent. Our thanks to Joel Carpenter for locating the image of what he suspects is the LCC capsule that was apparently targeted by the UFO. And, most importantly, our thanks to Jim Klotz and Robert Salas for the official reporting of this incident to the world. And now, their book, "Faded Giant", tells the full story.(See link below).

Brad Sparks:
In the 1967 Malmstrom incident 10 Minutemans DID get knocked out, but the investigation was conducted not by NSA but by the missile contractor Boeing, which issued a SECRET classified "Report of Engineering Investigation of Echo Flight Incident, Malmstrom, Mont - 16 Mar 1967." The trick was that the UFO "rumors" were denied so that the missile disabling could be investigated and reported as if unrelated to the UFO's (which WERE sighted, contrary to the flimsy denials). No satisfactory explanation for the missile disabling was found. (See below) Presumably whenever these kinds of national security UFO incidents occurred that affected military equipment there were investigations by contractors who built or maintained the equipment, and the UFO aspects were compartmented off. At a higher level these reports could be read by someone cleared to know about the UFO details, and they could ignore the perfunctory denials of UFO activity written into the contractor studies.

The Malmstrom AFB UFO/Missile Incident (1967) - Jim Klotz and Robert Salas (CUFON)
Minuteman Missiles Shutdown - Robert L. Salas (MUJ-345, 15)
Incident at Malmstrom Base - ufocom
The Malmstrom Site Today
"Oscar Flight" Minuteman Launch Control Capsule 1.5 m.S. of Roy, MT.(TerraServer)
Update: March 2005: Book, "Faded Giant", now available - Jim Klotz and Robert Salas

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Form: 97 NCPDIR
Date: Updated 3 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: "Oscar Flight" / Malmstrom AFB/Missile Incident, March 24/25, 1967; Nr. Roy, Montana

Francis Ridge:
This incident use to be directly connected to the "Echo Flight" incident of March 16, 1967. However, Robert Salas now agrees with Robert Hastings that these incidents probably occurred on two separate days. This alternate time-line is based on the testimony of Bob Jamison. In light of that, we propose that the Oscar Flight shutdown probably took place on the night of March 24/25, 1967--the same night as the Belt, MT incident. (The Echo Flight shutdown is documented as having occurred on March 16, 1967, in the 341st Missile Wing unit history.

Briefly:
March 24/25, 1967; Roy (about 30 miles NE of Lewiston), Montana (BBU)
O-Flight of Malmstrom AFB, USAF 341st Strategic Missile Wing, had unexplained deactivation of 6-8 Minuteman nuclear ICBM's within several secs of each other during UFO close encounters involving a red saucer shaped object in early morning hours. USAF security guard injured and medivacked out. (Sparks)

The Report - CUFON
NCP Home Page
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Primary UFO Types

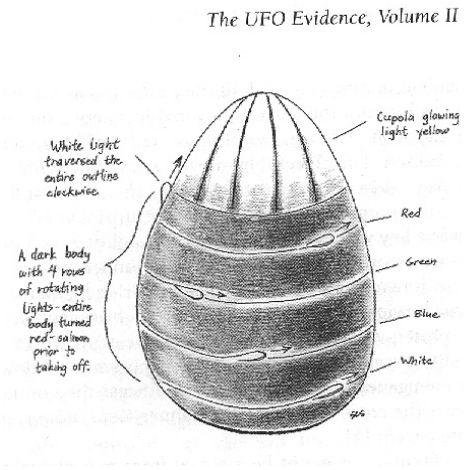
UFOLOGY - McCampbell

Probes	Small	Standard	Large	Carrier

SMALL:

Three principal types eventually belong to this group;

a) An egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan.



Click here for enlarged version

* Drawing credit, ***The UFO Evidence, Volume II,*** page 48, Richard Hall

The Primary UFO Types Appear To Be
NICAP Home Page

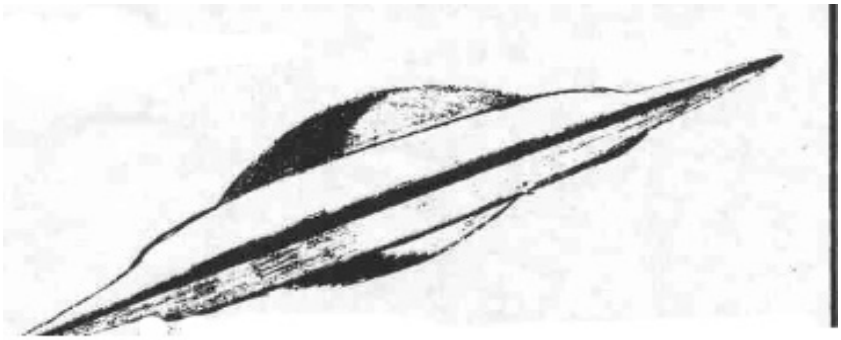
Primary UFO Types

UFOLOGY - McCampbell

Probes	Small	Standard	Large	Carrier

LARGE:

Several different types. Most frequently reported is a disc about 100 ft diameter. An even larger one, several stories tall inside, probably has a diameter between 250- and 300-ft. A large cigar-shaped craft should also be included here.



Click here for actual photograph

* Report of incident and other images from Trindade Island

The Primary UFO Types Apeear To Be
NICAP Home Page

..... the scientific world at large is in for a shock when it becomes aware of the astonishingnature of the UFO phenomenon and its bewildering complexity.

- James E. McDonald

CHAPTER 2

THE VEHICLES

The belief that people are poor observers is widely held; they are easily mistaken about what they have seen, or they fail to notice details correctly. Experiments by psychologists, on the contrary, have shown that the inherent ability of people to absorb visual information is very great. Subjects in one experiment were shown 600 different pictures in rapid succession. Shortly thereafter they were able to identify new ones that had been added to the collection, with an average accuracy over 98%. Their score fell to only 92% when the test was delayed for one week. Not only is the power of visual recognition evidently quite strong for most people, their retention is also good, at least for short periods. In discussing UFO sightings before a Congressional Committee, a noted psychologist explained that, even in unexpected and stressful situations, ". . . the average witness often retains an accurate, almost photographic record of the event." (1) A person's recollection of an event can be recovered in considerable detail on the basis of recognition. The victim of a criminal attack, for example, may recognize his assailant in a line-up although he may be unable to describe him accurately. Similarly, the use of graded sketches of eyes, noses, and mouths permits a witness,

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with the help of a police artist, to develop a satisfactory portrait of a suspect that could not be done solely from a description. People simply are limited in their ability to describe what they have seen or to communicate an experience. Because advanced psychological techniques involving recognition have seldom been employed in eliciting information from UFO witnesses, the available data is handicapped by being almost exclusively descriptive in nature. This fact has undoubtedly frustrated progress in this field.

Discs

Nine large discs flying near Mt. Rainier, Washington, set off the modern hubbub about UFOs. They were sighted by businessman Kenneth Arnold from his own plane in June 1947. He estimated that they were 100 ft in diameter and traveling at least 1,200 miles per hour.(2) These objects resembled pie plates, but news paper accounts of "flying saucers" introduced a new expression into English. The term eventually became obsolete, however, as people began reporting objects with shapes very unlike saucers: the more generic term "unidentified flying objects" became more suitable.

Even a cursory examination of a file of sighting reports will impress the researcher that most of the objects appeared to be discs. Seldom will the descriptions be entirely clear, and some will admit alternative interpretations. An object described merely as "round" may have been a disc, but it may also have been a sphere, or a cylinder viewed from one end. An object may have appeared "oval shaped," while in reality it was only a disc that was tipped slightly off the line of vision. It is not always easy to establish the exact shape of the reported objects, nor even to select several categories of shapes that are mutually exclusive and free from ambiguity. At any rate, the disc-shaped UFO with a diameter about 10 times its thickness is almost universally accepted as standard. This point was raised in an Air Force report (3) as early as 1949, and it has been verified by several statistical studies. Because various and non-compatible categories were

selected in the independent studies, results cannot be directly compared. However, the National Investigations Committee on Aerial Phenomena found that the discs in Air Force cases through 1963 ranged from 26% *to* 56%, depending upon several reasonable assumptions regarding the ambiguities just mentioned. (4) The author independently analyzed 447 short-range sightings that occurred in the decade from November 23, 1958, through November 22, 1968. These sightings should have provided the witnesses excellent opportunities to observe the shapes. In 77 instances in which the shapes were noted, roughly 50%of the objects appeared to be discs. (5) A similar result may be calculated from still another study, although it is extremely difficult to determine which of the 33 categories used in it should be taken as discs. (6)

The most important contribution of this last investigation is an organized disclosure of different types of UFOs within the general category of discs. One must be cautious here, for while the primary common feature is axial symmetry in the vertical direction, some of the shapes could easily be labeled something other than "disc." The researcher obtained 150 photographs of UFOs from which were culled those showing mere blobs of light devoid of any details. He then made sketches of the remaining 63 objects at the same scale, and suppressing all backgrounds, assembled the images in a single diagram. Rather than displaying a general uniformity or a clustering of a few types as would be expected, these sketches show a wide diversity of appearances.

One object had been photographed at different angles by the same witness. In a few other instances, the same type of UFO had apparently been photographed by different people at different places and times. Of special interest in this regard is a photograph taken at McMinnville, Oregon, in June 1950 that stumped the Condon staff. An almost identical object was photographed by a French military pilot near Rouen, France, in March 1954. Another pair of photographs also seem to depict the same type of object that is easily distinguishable from the McMinnville-Rouen pair. One of these pictures was taken near Rio de Janeiro in May,

1952, while the other was taken from a fighter plane in Argentina about 2 years later.

Also included in the 63 diagrams were 7 instances in which hoaxes were suspected or had been proved. Setting these cases aside, along with the duplications above, still leaves a total of about 500 different UFO models in this general category. Variations of shape in this category that appear to be most common are:

a) Discs having one or both sides that are convex, thus resembling either a discus or a lens, and

b) Discs with a dome on the top sometimes giving the appearance of a hat or a World War I helmet.

Fuselages

A famous sighting that was carried by Project Blue Book as an "unknown" took place early one morning in the spring of 1966. While driving near Temple, Oklahoma, a man had to stop his car because a large object was blocking the highway. Its shape reminded him of the fuselage of a Douglas C-124 Globemaster. He could detect no appendages, such as wings, engines, or tail, although there was a transparent blister on the top. Its surface was very smooth. As the witness approached, the object rose

into the air and departed at high speed. (7) During the summer of 1973, a similar object was observed from a distance of a city block as it hovered and maneuvered over Macon, Georgia. Five people described it as a "long tube" like a cigar, being larger than a light plane but smaller than a Boeing 727. (8) According to the previous statistical studies, these elongated UFOs apparently account for about 10% of all sightings. They have been aptly compared to airplane bodies as more explicit descriptions have indicated that they are rather blunt on one end but somewhat tapered on the other.

Spheres

Throughout the spring of 1973, hundreds of sightings were reported in southern Missouri. Notices of this activity were

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carried in specialty periodicals, but few, if any, metropolitan newspapers commented on it. (9) Several teams of investigators converged upon the area, including the principals of the International UFO Bureau. These investigators, during a total of 11 days of research over a period of several weeks, located 200 people who had seen a UFO and tape recorded interviews with them. They, themselves, also experienced two sightings. On one occasion, the relative size of the object was compared to a pea held at arms length, giving ample opportunity to observe its shape, to discern some structural details, and to estimate its size. It was a sphere about 15 ft in diameter. (10)

Near the end of the war in Vietnam a spherical object with a luminous, orange glow was sighted at high altitude over Hanoi where it remained nearly stationary for about an hour and a half. Thinking that some kind of air raid was imminent, the North Vietnamese fired three anti-aircraft missiles at it. They were completely ineffective, however, as none could reach the extreme altitude of the spherical UFO. (11)

These two examples will illustrate the dozens of reports of this relatively common type. They seem to be most often perfectly spherical but some variations occur, as follows:

a) Flattened spheres or spheroids, and

b) Spheres with a flange around the equator like the rings of Saturn.

Potpourri

Witnesses have used a wide assortment of words and comparisons in describing UFOs. While some of them may be synonyms for the major types discussed above, it appears that many are not. Because some of the more odd-ball expressions have been used several times in widely scattered sightings, the descriptions are more likely to be valid than mere bumbling attempts at communication. Typical, but rarely occurring, examples are:

football, water tank, dumbbell, plates rim-to-rim, oval, mushroom, egg, toy top, diamond, parachute, cone, cushion,
hamburger sandwich, lampshade.

Assuming that a few of these allusions are moderately accurate leads to a proliferation of UFO models that begins to stretch the imagination. But that discomfort is an inadequate basis for discounting the record. A native boy, suddenly transported from the familiar bush of his homeland to a freeway in Los

Angeles, would be amazed at the diversity of vehicles passing by. He might quickly realize that part of the reason was related to their different purposes. He could see that the size of the load was important, pickup trucks and huge trailer rigs being used to haul different amounts of freight. Similarly for the number of passengers carried by sports cars versus buses. Much less obvious to him would be the very important influence of competition among the manufacturers and personal preference of the buyers concerning economy, image, and convenience. This little allegory cannot explain the multiplicity of UFO types. It should serve, however, to prevent a setback in an investigation proven to be uncomfortably complex.

It is known, at least, that highly specialized vehicles may display weird configurations. Consider the Lunar Excursion Module. It is designed exclusively to lower two men gently onto the surface of the moon and lift them back into lunar orbit for a rendezvous with a companion vehicle. Major determinants of its design are the need to fly in a vacuum and a gravitational field that is only one-sixth that on earth. By its ungainly aspect it mimics a giant insect much better than a proper spacecraft.

Size

Another old bugbear has plagued the study of UFOs: theoretically, the size of an unknown object flying through the sky at a

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considerable distance cannot be judged at all. A relatively small object at short range may subtend the same angle at the observer's eye as a larger object farther away. Without some additional point of reference, therefore, the estimated size of a UFO is of little value. But the circumstances of many sightings provide the necessary clues. Very great distance is suggested when an object is obscured by atmospheric haze in comparison to another whose distance is known. Also, the relationship of a UFO to its surroundings often helps. A UFO may be seen rising from behind a row of trees, passing in front of a mountain range, hovering under a cloud bank, or fleeing from a military jet. For limited ranges, the depth perception afforded by having two eyes provides a subjective measure of the distance. Disturbances on the ground directly under a UFO may be located. At low altitude, the width of a UFO can be readily assessed if it is seen to block a two-lane highway. Marks left on the ground by a landed UFO are a very reliable basis for judging its size. As these reference points have been involved in thousands of sightings, the data on UFO sizes is far from meaningless, especially when they are derived from close-hand observations.

One would expect the conventional methods of statistics to be most helpful in analyzing the size data. By separating cases involving only discs, for example, one should discover estimated sizes clustering about the actual dimensions of several different models. But that has not been the author's experience. The data simply display no such tendency. Contamination of the sample is suspected to be the cause of this difficulty, namely, unwitting inclusion of various types of UFOs within a particular classification. In addition, people are known to be rather poor at estimating dimensions.

The diameters of discs, nevertheless, have been estimated to cover the enormous range from about 2 ft to 300 ft. Familiar objects with corresponding dimensions would be a large serving tray and a football field. But let there be no mistake here, several different models of UFOs are involved and this disparity has nothing to do with human error. Other shapes have also been estimated at various sizes:

Shape	Dimension (feet)	Range Of Size (feet)

Cylinder	**length**	**12 to 210**
Egg	**length**	**9 to 75**
Sphere	**diameter**	**6 to 21**

Perhaps this situation would come into sharper focus with a large-scale analysis of the data using a computer. For the present, one can only depend upon the most reliable estimates made at close range and a general acquaintance with the literature. References are regrettably omitted here because of the prodigious scale of the data-retrieval problem. The primary UFO types appear to be:

PROBES:
Spheres and discs between 1- and 3-ft diameter that are almost certainly sensing devices, either preprogrammed or remotely controlled. They have been seen to emerge from standard craft, fly around for extended periods, then return for pick up. The kind of measurements that they take can only be guessed.

SMALL:
Three principal types eventually belong to this group;

a) An egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan.

b) An elongated cylinder without external appendages that flies in the direction of its axis, comparable in size to the body of a jet fighter.

c) A spherical object about 15 ft in diameter.

STANDARD:
This group, accounting for about half the sightings is dominated by the basic disc with numerous variations. Most common size is about *25-* to 35-ft diameter.

LARGE:
Several different types. Most frequently reported is a disc about 100 ft diameter. An even larger one, several stories tall inside, probably has a diameter between 250- and 300-ft. A large cigar-shaped craft should also be included here.

CARRIER:
Seen only at very high altitude is a gigantic, cigar-shaped machine that is probably twice as large as an aircraft carrier and, perhaps, as much as 1 mile in length. Smaller craft have been seen to be discharged from them in large numbers.

Structural Details

Usually, the exterior surface of UFOs is reported to be extremely smooth. Many witnesses have commented upon this aspect, expressing surprise that they were unable to detect any line of adjoining plates on the surface or any rivets. In a few instances, a door has been seen to open in the side where the witness could not detect an outline before it started to move. Also, upon closing, the line demarking the door opening could no longer be discerned, although the witness was only a few feet away. (12) This characteristic of the surface may be related to electrical conduction in the skin as explored in a later chapter.

The exterior surface is not normally broken by any kind of structural feature although openings have

been observed in great numbers. In a study of 50 such cases, openings were shown to be usually round or rectangular but sometimes of irregular shape. Their arrangement occurred in different patterns on different types of UFOs. (13) These windows seem to be most common on the fuselage-shaped vehicles,. usually being dispersed in a single row of 4 or *5* along the side. The number, shape, and location of windows seems to vary considerably on other types. A thorough study of this detail should help to delineate specific UFO models, but again, this task would be too cumbersome without a computer.

A most interesting feature on some models is an elevator that is lowered while the UFO remains hovering several feet above the ground. This detail is so unique that it alone may isolate a particular type. These vehicles have evidently visited West Virginia *(1965),* Minnesota (1967), and Nebraska (1967). (14) It is quite possible that a careful plot of similar sightings in which all factors were compatible would reconstruct the itinerary of an individual craft.

The literature is full of accounts of other structural elements such as landing gear, stairways, balustrades, and antennas. More than once, people have looked in the windows of landed vehicles to discover chairs, benches, tables, lights, and control consoles. Others have gone inside. This very important area should receive much more attention than it has in the past.

Footnotes: Chapter 2

1. Shepard, Roger N., "Some Psychological Techniques For The Scientific Investigation of Unidentified Aerial Phenomena," Symposium on Unidentified Flying Objects, Hearings before the Committee on Science and Astronautics, U.S. House of Representatives, Ninetieth Congress, Second Edition, p.226, U.S. Government Printing office, July 29, 1968.
2. Keyhoe, Donald E., Flying Saucers From Outer Space, p.31, Holt, 1953.
3. Project Grudge Report No. l02-AC-49/15-lOO, U.S. Air Force, 1949, quoted in Hall, Richard H., Editor, The UFO Evidence, p.143, National Investigations Committee on Aerial Phenomena, 1964.
4. Hall, Richard H., Editor, The UFO Evidence, p.143, National Investigations Committee on Aerial Phenomena, 1964.
5. Data extracted from case summaries in Vallee, Jacques, Passport to Magonia, p.273 ff, Regnery, 1969. Considering synonyms as indicated by the "equal" marks, the selected categories and the number of instances assigned to them were:

* Disc round 31
Egg = oval 7
Cylinder = cigar = elongated = fuselage 13
Hemisphere = dome = helmet 5
* Plate = saucer 5
* Lip-to-lip dishes 4
Cone 2
Sphere 3
Mushroom 3
Top 1
Lampshade 1

* These categories were all considered to be discs.

6. Shepard, Roger N., "Some Psychological Techniques For The Scientific Investigation of Unidentified Aerial Phenomena," Symposium on Unidentified Flying Objects, Hearings before the Committee on Science and Astronautics, U.S. House of Representatives, Ninetieth Congress, Second Edition, p.232, U.S. Government Printing Office, July 29, 1968.
7. Complete Directory of UFOs, An illustrated History of Unexplained Sightings From Project Blue Book, The Official Guide to UFOs, p.47, Science and Mechanics Publishing Company, 1968.
8. Personal communication.
9. Missouri UFO Still on the Scene, UFO Investigator, p. 2, National Investigations Committee on Aerial Phenomena, May, 1973.
10. Hewes, Hayden C., Earthprobe, published by International UFO Bureau, P.O. Box 1281, Oklahoma City, Oklahoma 73101, 1973.
11. San Francisco Chronicle, September 30, 1972.
12. Vallee, Jacques, Passport To Magonia, p.24, Regnery, 1969.
13. Hall, Richard E., Editor, The UFO Evidence, p.145., National Investigations Committee on Aerial Phenomena, 1964.
14. Vallee, Jacques, Passport to Magonia, Appendix Cases 644, 812, and 902, Regnery, 1969.

Chapter 1

Return to NICAP Home

Chapter 3

Red Bluff Incident

Red Bluff, California
August 13, 1960

Richard Hall:
California Highway Patrol Officers Charles A. Carson and Stanley Scott were patrolling at 11:50 p.m. when they saw what they took to be an airliner about to crash directly in front of them. Instead, when it descended to about 100 or 200 feet altitude, the object "suddenly reversed completely, at high speed, and gained approximately 500 feet ... (and) stopped ... It was surrounded by a glow making the round or oblong object visible. At each end ... there were definite red lights. As we watched the object moved again and performed feats that were actually unbelievable."

The local radar base confirmed a UFO at this time (but denied it next day). "We made several attempts to ... get closer to it, but the object seemed to be aware of us and we were more successful remaining motionless and allow it to approach us, which it did on several occasions." Each time it did so, they experienced strong radio interference as the UFO emitted a red beam of light that swept the area and illuminated the ground. "The object was capable of moving in any direction. Up and down, back and forth ... it moved at high (extremely) speeds and several times we watched it change directions or reverse itself while moving at unbelievable speeds."

The UFO moved easterly away from them and they attempted to follow. A second similar object joined it, and both hovered for some time, occasionally emitting the red light beams, finally disappearing over the eastern horizon. Other officers at the Tehama County Sheriff's office also saw the UFO and witnessed its incredible maneuvers.

Sources: The UFO Evidence (NICAP 1964) page 61

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Case 4. Red Bluff, California

August 13, 1960

Dr. James E. McDonald:
A rather detailed account of this sighting can be found in reference 3 (see pp. 61, 112, and 170). I have interviewed one of the two California Highway Patrolmen who were the principal witnesses and have spoken with two other persons who were involved in the incident. CHP officers C.A. Carson and S. Scott, driving east at 2300 hours on a back road south of Red Bluff, suddenly sighted what they first took to be an aircraft about to crash just ahead of them. Pulling their patrol car to a rapid stop and jumping out to be ready to render whatever assistance they could, they were astonished to see the long metallic looking object abruptly reverse its initial steep descent, climb back up to several hundred feet altitude, and then hover motionless. Next, it came silently towards them until, as Officer Carson put it to me, "it was within easy pistol range". They had their pistols ready and were debating whether to fire when it stopped. Attempts to radio back to the nearest dispatcher failed due to strong radio interference, which recurred each time the object came close to them during the remainder of this 2 hour long sighting.

Huge bright lights at either end of the object swept the area. Carson stated to me that one light was about six feet in diameter; other smaller lights were also discernible on the object. After some initial minutes of hovering only 100 to 200 feet away from them and at about the same distance above the ground, the object started moving eastward away from them. They then contacted the Tehama County Sheriff's office that handled their night dispatching work, and asked for additional cars and for a check with Red Bluff Air Force Radar Station. Then they began to follow the object.

The full account is too involved to relate here (see reference 3), but it is important to point out that a number of witnesses confirmed the object from various viewing points in the county. A call to the AF radar unit brought confirmation that they were tracking an unknown moving in the manner reported by Carson and Scott.

However, when Carson and Scott went the following day to talk with personnel at the Red Bluff radar base, they were informed that no such radar sighting had been made. Their request to the officer in charge to speak with the radarman on duty at the time of the incident was denied. The Bluebook explanation that came out after a few days attributed this very detailed, close range sighting of a large object, seen by two experienced officers to "refraction of the planet Mars and the two bright stars Aldebaran and Betelgeuse".

NICAP referred the question to one of their astronomical advisors, who found that none of these three celestial objects were even in the California skies at that time. Bluebook then changed the explanation to read Mars and Capella. Capella, the only one of those celestial bodies that was even in the sky at 2300, was nowhere near the location of the sighted object, and could not, of course, give the impression of the various movements clearly described by the officers.

Carson subsequently stated, "No one will ever convince us that we were witnessing a refraction of light." Carson remarked wryly to me on the Bluebook explanations, "I'd sure hate to take one of my cases into court with such weak arguments." Dr. Menzel (reference 9, p. 254) concurs with the Air Force explanations and speaks of this being a night of "fantastic multiple inversions of temperature and humidity", such that he would have expected many more reports of UFOs. I should like to know what radiosonde data Dr. Menzel is citing, since the data I obtained does not fit that description.

Any such casual putting aside of the details of the basic report has no scientific justification in the first place. If Menzel and Bluebook think California Highway Patrolmen draw their .44s in uneasiness over looking at a refracted image of Capella, and misinterpret it as a 100 foot object with huge bright lights, I am afraid I cannot share their readiness to so easily discredit and discount reliable witnesses. When I spoke with Carson a few months ago, I found him still deeply impressed by this incident six years after it occurred. "I've never seen anything like it before or since."

Dr. James E. McDonald
Source: ***Greatest Scientific Problem of Our Time? (April 22, 1967)***

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USGS

Mufon UFO Journal, August 1983, No. 186, p. 3-7:

ROSS, OHIO LANDING CASE

By Charles J. Wilhelm

Click here for illustration

The following narrative report with photographs and drawings is being published in the Journal because it is a fine example of the techniques employed in collecting the essential ingredients and data from a UFO landing trace case. Even though the ultimate results are not as significant as the Delphos, Kansas case of November 2, 1971, the investigators involved demonstrate the procedures recommended in the third edition of the MUFON Field Investigator's Manual. This report should be a guide and incentive to train more investigative teams to have this capability…..

Walt Andrus, Interim Editor

On April 10th, 1983, an unknown craft landed in Ross, Ohio. The unknown object was initially observed by two separate motorists. Mrs. X was driving on Layhigh Road near Route 748 leaving Ross, Ohio, when she noticed a large bright white light to her right. As the object got closer, the lights in the car started to flicker and her car's engine almost stalled-out. She first thought it was a plane, but then realized it was moving faster than a plane, plus it seemed that the object was coming down. After the object had passed her, the lights and car's engine returned to normal. She estimated that the time of her sighting was around 8:20 PM.

Mr. Jeffries, the second motorist, was driving towards Layhigh Road on the Hamilton-New London Road when he saw the object. He too described the object as being a large bright white light. His car also acted in the same manner as Mrs. X's car when the object got closer. His car functioned normally after the object passed out of sight. Mr. Jeffries stated that the object was decreasing in speed and seemed to be descending. His sighting took place around 8:30 PM. Later that night, Mr. Jeffries contacted OUFOIL and reported his sighting.

The main witness in this landing case, a Mr. C.H. (pseudonym), was watching television on the night of the incident.

The vertical hold on his set started to roll and the lights in the house flickered. Mr. C.H. thought that someone had again hit the utility pole down the road. As he started to go to the kitchen, the TV set went off entirely, along with the lights in the house. He assumed that there was a complete power failure. When looking for a flashlight, the TV set came back on and so did the lights in the house.

Mr. C.H. made his way to the kitchen to look out his back door to see if someone had hit the utility pole. He stated that he couldn't see anything wrong, since there were no sparks or lights coming from that direction. While all these events were happening inside the house, his dog continued barking. He thought that he could calm his dog down by going outside. Mr. C.H. felt that his dog had detected some animal, thus explaining his extensive barking.

Mr. C.H. turned on the back porch light and went outside to calm his dog. He observed that the dog's hair was standing up on his back and that he was both growling and barking. When he tried to calm him down, the dog continued unabated. Mr. C.H. turned to the direction in which his dog was barking and that's when he saw a flicker of light down in the field. He estimated that the light was some 300 to 400 yards from the house. His first thought was that some kids were in the field, perhaps looking for night-crawlers. He directed his attention to the light source for several minutes, while trying to calm his dog.

The light repeatedly changed from bright to dim. He called out, but got no response from anyone. Mr. C.H. then decided to go back into the house and call the sheriff. As he started into the house, the light source got very bright and his porch light went out. He turned quickly toward the source of the light and saw something rising in the air very slowly. He said the light was so bright, that it illuminated his entire field. When this thing got several hundred feet above the ground, the bright light dimmed and flickering lights could be observed. As this lighted object increased in

altitude, it suddenly took off like a jet aircraft.

After the unusual object had departed, his dog calmed down somewhat. Mr. C.H. then went back inside the house and took his dog with him. He found that the television set was now working normally and the lights were functioning properly. As Mr. C.H. sat in his chair, he wondered what he had witnessed. So many things ran through his head, he started to call the sheriff several times, but decided not to.

While contemplating what had just happened, he remembered having called a UFO organization in 1974 about a previous sighting. His search disclosed that the organization and number was that of the Ohio UFO Investigators League. Mr. C.H. called and related what he had just witnessed. An interview was set-up that same night. He stated over the phone that he was a little shaken and would welcome the opportunity to talk to someone in person as soon as possible.

OUFOIL sent three investigators, Ron Schaffner, Bill Johns and myself to investigate the case. We arrived at Mr. C.H.'s residence before 11:00 pm. It was obvious that the man was visibly shaken from some experience. We began our interview around 11:10 PM and finished at 12:22 AM. During the interview, Mr. C.H. related what he had witnessed and we asked the appropriate questions. Preliminary tests were conducted to measure Mr. C.H.'s eyesight. After Mr. C.H. related his story, we replayed the tape for him to hear and to make additions or corrections. He had nothing to add at that time. At this point, we had Mr. C.H. sign special legal forms giving us permission to investigate on his property. Ron Schaffner explained each and every form to Mr. C.H.

Since it had been raining for several days, I called the Weather Bureau to determine if the rain was going to continue. The weather station said that there would be rain on-and-off all through the night and it would continue thru the next day. Having finished with the forms, we all proceeded to the landing area. During the interview, Bill Johns had gone to the area to check for any signs of radiation.

When we reached the landing area, Bill stated that he could only pickup normal background radiation. The area was checked with a portable survey meter model 3009. We could see the impression of something which had apparently landed. It looked like there was a burnt spot in the middle and there were many broken tree branches inside the impression. We assumed that the unknown craft had broken these branches from the nearby tree when leaving the area. The branches weren't crushed or broken into small pieces.

There seemed to be a small indentation in the ground left by the unknown craft. Because of the extremely wet ground, we recognized that an exact weight measurement would be difficult. Ron was taking as many photos as possible, but with the rain coming down, we would have to determine later if they were satisfactory. Since the weather conditions prevented us from conducting our field investigation, it was decided to protect the landing area from additional rain. We erected a waterproof cover over the landing area, which rested approximately one-half inch above the ground. At no time did we touch or enter the effected area. In order to prevent the cover from touching the ground, due to the weight of possible water resting on it, we used several dozen air-filled balloons and placed them under the cover for support. With the area well covered, we left the scene and planned to return early in the morning to conduct a full field investigation.

When we returned the next morning, Ron began taking a whole series of photographs to document the area. While Ron was taking photos, Bill and I checked the area again for signs of radiation. This time we used a portable survey meter model 3007 with a 3056 probe, which has a low background steel body for shielding background radiation. Each of us wore a dosimeter model 862 during the entire field investigation. These instruments were loaned to us by the Civil Defense. At no time did we ever detect radiation, except for the normal background.

The next procedure was to remove the light weight cover which we had erected over the landing spot. The balloons accomplished their job. No part of the cover touched the landing area and no puddles of water had collected on the cover during the night. The cover was removed with great care so as not to disturb the landing area.

With the cover removed, we made a visual check of the landing area. The landing area looked normal, except for a burned spot in the center.

The outer fringes of the landing spot seemed to be scorched. Inside the landing area there were several broken branches, which it is assumed the unknown craft knocked from a nearby tree when

leaving. The surrounding area seemed to appear normal and it too had several broken branches which came from the nearby tree. A series of photographs were taken by Ron to document the evidence.

While Ron was busy taking photographs, Bill and I began setting up a directional line. We measured the landing area without going inside the effected area. It measured 50 feet in diameter. Our next procedure was to build a grid pattern over the effected area. When the grid was completed, it consisted of 24 different sections which would be investigated and identified independently.

At 9:32 AM, I prepared to enter the first grid section for a search investigation. I was wearing proper protective clothing and carried the needed equipment. Each grid section was completely photographed before an entry was made. It is very necessary to photograph each section so the laboratory scientists will know where the samples were taken or where any unknown artifacts were found. After I thoroughly investigated each section, I also took a core sample from each one. The core samples were taken with an 18 inch galvanized pipe with a 1 inch diameter opening. Only 12 inches of the pipe was driven into the ground. Each sample removed was properly sealed and tagged to identify the section of its origin.

At various points within the grid, I also took 36 inch depth soil samples with a Hoffer soil sampler. It wasn't necessary to take a 36 inch core sample from each grid section, since the effected area showed no signs of anything unusual. This was later confirmed when I performed a soil chemical test in the field. The tests showed that the soil hadn't been altered by the unknown craft. The soil test I performed was a simple test done with a LaMotte soil test kit. It is a kit which tests for preliminary investigation on soil reaction. It employs the simple spot plate method, using a single indicator solution covering acid, alkaline and neutral soils (pH 4.0-8.0). The ideal kit would have been the LaMotte soil reaction set. It employs the rapid plate method.

It took me a total of 5 hours and 23 minutes to complete my investigation of the effected area. I took a total of twenty-four 18 inch core samples and six 36 inch core samples in the effected area. I collected a total of 18 various items, from scorched grass to a wilted spider, inside the effected area. While I was investigating the effected area, Bill was taking core samples and other items outside the effected area. He took a total of twelve 18 inch and six 36 inch depth samples of soil. Bill inspected the tree where the broken branches originated, while Ron made a series of photographs of the tree. No type of evidence, such as metal traces, indentation or residue, was found. Bill obtained samples of sap from one of the broken branches. He placed this sample in a special culture plate and sealed it in a "Gono-pak."

Ron helped me gather water samples from the area. We wanted to lab to run a bacteriological analysis on the water found in the area. Water samples were taken with a professional water scoop (Model B1079WA). All samples were put in a standard "Whirl-pak" bag. These bags are very good for holding water samples. They have a white write-on strip for easy identification, plus there is also a 4 oz. Fill-line, which serves as a guide to help the sample collector obtain the proper amount of water for standard test procedures.

I also took water samples from the tree. These samples were placed on one well culture slides, which were placed into micro-slide mailers. These mailers are ideal for safe handling and will insure safe transferal to the laboratory. A total of 12 water samples were taken from the area.

The next test we performed was measuring the ground compression. Due to the very wet ground and the angle of the slightly depressed soil, we felt that an accurate weight estimate would be almost impossible. However, we did run the test and the results indicated that the unknown craft weighted around 39,000 pounds. (Please remember, this is just an estimate.)

Rough sketches of the landing and surrounding areas were made. This information was passed on to our staff artist Tim Curry. The temperature of the surface soil was 39 degrees. A total of 10 hours was involved in the field investigation activities.

With our field investigation now completed, we packed-up our equipment and samples and returned to Mr. C.H.'s house. We spent some time with Mr. C.H. going over various aspects of the case before leaving. On our way home, we stopped at the laboratories and gave them the samples and all necessary information needed for their testing. When we got home, all of the equipment was cleaned and a list was made of what replacements were needed.

After the equipment was cleaned, the three of us compared our notes so a report could be

prepared. From all of the information gathered and the tests that we conducted in the field, we all agreed that nothing unusual was detected from the samples collected. We definitely didn't have a Delphos, Kansas situation, however we did agree that something had landed.

Several days elapsed before we started receiving the laboratory reports on our samples. I won't relate the technical data of those reports, but just a small summary of their findings.. Anyone interested in the laboratory data and maps, who are doing research into the geological and biological aspects related to UFO sightings, may obtain copies from OUFOIL.

Among the 32 core samples and the 12 auger samples taken, inside and outside the landing area, not one sample tested revealed anything out of the ordinary. Since there were no characteristic changes in the soil, only the basic tests were run. If something would have been found unusual, then many more precise tests would have been performed.

Samples from the three foot diameter burned area in the middle of the landing area underwent special tests. These tests were for the purpose of checking for any type of combustible substance, such as gasoline, kerosene, butylene, etc. The tests showed no signs of a flammable element in the soil. However, these samples did have one aspect about them that the others didn't. All other samples had a wetness depth of 10 to 14 inches, while these had a wetness depth of no more than 4 inches. It was the opinion of the laboratory people that these samples were subjected to some kind of extreme heat.

All water samples submitted for testing proved to be normal. Even the bacteriological analysis was normal. It was evident that the unknown craft had no effect on the water in the area.

Analysis of the vegetation, insects and other samples submitted proved to be normal. Some of the grass samples showed signs of being burnt. No traces of a combustible substance were detected. Several samples of wilted vegetation proved to be caused by heat. Various insects, such as the Hymenoptera ant, were tested showing signs of exposure to heat and some being crushed. The sample of sap contained some sugar and other substances, but proved to be normal. As in the other tests, not one showed signs of being other than normal.

Mr. C.H.'s veterinarian stated that he found nothing wrong with Mr. C.H.'s dog. The only thing that seemed a little out of the ordinary was the dogs eyes seemed to be "running" more than normal. Beyond that, he stated that the dog was in good health.

Ron and I did character checks on the witnesses, especially Mr. C.H. All had very good reputations and were well respected in their communities. Mr. C.H. seemed to be an exceptional individual, who was always helping others. We talked to everyone from their neighbors to the local police. We found no reason not to accept what the witnesses thought they saw.

An extensive search was made for additional witnesses, but no others were found. All police departments, airports, weather bureaus, gas and electric companies, military facilities, etc., were contacted for any possible additional information applicable to the case. We even did a complete follow-up report 30 days after the sighting. Again, nothing new was revealed.

In conclusion, it is our opinion that some unknown craft did indeed land on the property of Mr. C.H. on the evening of April 10, 1983. None of us are claiming that the unknown craft was a flying saucer. There is no hard documented evidence to support that claim. Unless some important evidence should surface, we are listing this sighting and all the events involved, as simply an unknown.

Source: MUFON Journal no. 186, August 1983

This article was reproduced by Joan Woodward (Animal Reaction Specialist) and the web page was constructed for the NICAP site by Francis Ridge, NICAP Site Coordinator.

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CUFONsm 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 7 of 7 Parts

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PART VII

ADMINISTRATIVE MATTERS

1. Funding Of Costs

The Funding Of Costs and the issuance of orders incident to the travel of 4602d personnel in connection with the investigation of UFOB's will be the responsibility of Headquarters, 4602d AISS. Field units will obtain approval from Headquarters, 4602d AISS, prior to conducting investigations involving travel, unless circumstances will not permit the delay necessary to obtain such approval. The modes of transportation authorized, in the order of their priority, in the event investigations must be conducted without prior approval of Headquarters, are:

a. Military vehicle

b. Military aircraft

c. Commercial carrier

d. Private automobile

Requests for travel will be processed in accordance with Squadron Regulation 11-6.

2. Classification of Reports

Reports will be unclassified unless inclusion of data required by paragraph 7d, AFR 200-2, dated 12 August 1954, necessitates a higher classification.

3. Filing of reports

Field Units will file all UFOB reports or information pertaining thereto chronologically regardless of whether the reports are preliminary or follow-up.

4. Reports Control Symbol

Reports prescribed herein are exempt from requirements of a Reports Control Symbol, in accordance with paragraph 7b(3), AFR 174-1.

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PART VIII

REFERENCE MATERIAL

In this section of the Guide will be contained those items of supplementary reference not elsewhere already included. These are:

1. Errors Frequently Committed in the Conduct of the UFOB Program (attached)

2. Locations of Flight Service Centers (attached)

3. Locations of Weather Stations (attached)

4. ATIC, "How to Make Flyobrpts" (attached)

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ERRORS FREQUENTLY COMMITTED IN THE CONDUCT OF THE UFOB PROGRAM

It has been found, during the introductory period of the last six months, that certain errors in the conduct of the UFOB program tend to be frequently repeated. Most of the errors are not too serious; they point, rather, simply to a lack of indoctrination on the part of their personnel committing them.

For the personnel of the 4602d, the list of common errors set forth below can serve as a check list against which to measure the results of their investigative efforts. beyond that, however, it is hoped that the inclusion also of the errors made by personnel outside of the 4602d will serve as a focal point for the efforts of our people to indoctrinate other Air Force Personnel in the procedures applicable to the conduct of the UFOB program.

1. Errors of Non-Air Force and Non-ADC Units

a. Failure to conduct preliminary investigation

b. Failure to submit preliminary report

c. Submission of incomplete preliminary report

d. Delay in submission of preliminary report

e. Improper release of information to the public

2. Errors of ADC Units

a. Preliminary stage

(1) Failure to conduct preliminary investigation

(2) Sending of raw information to 4602d unit, without preparing preliminary report

(3) Submission of incomplete preliminary report

(4) Delay in submission of preliminary report

(5) Failure to submit preliminary report because the object is identified prior to time of submission of the report

(6) Failure to include the nearest Air Division to the sighting as a recipient of the preliminary report

(7) Failure to forward preliminary report to nearest 4602d unit

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Errors of ADC Units (continued)

b. Follow-up stage

(1) Failure to logistically support 4602d units in the conduct of follow-up investigations

(2) Failure to recognize the importance of speed in the logistical support of 4602d units

(3) Improper release of information to the public

3. Errors of 4602d Units

a. Preliminary stage

(1) Evaluating raw data for the purpose of determining whether or not a preliminary report should be filed

(2) Submission of incomplete preliminary report

(3) Failure to send preliminary report received from other sources to Headquarters 4602d AISS

(4) Failure to make arrangements with D/I for getting copies of electrical preliminary reports

(5) Acceptance of D/I evaluation of preliminary report as a criterion for whether or not to conduct a follow-up investigation

b. Follow-up stage

(1) Following up of UFOB report, at request of D/I, with no attempt to keep Hq informed

(2) Failure to recognize the importance of speed in conducting follow-up investigation

(3) Failure to make judicious use of telephone and mail

(4) Improper release of information to the public

(5) Non-collection of physical evidence

(6) Non-forwarding of physical evidence to ATIC with sufficient speed

(7) Failure to include a cover letter with physical evidence forwarded to ATIC

(8) Failure to conduct an exhaustive effort:

(a) Failure to follow up all possible leads

(b) Failure to follow up the suggested leads of paragraph 5, AFR 200-2

(c) Cursory treatment of such leads as were followed up

(d) Repeating of information already contained in preliminary report, with noting added

(e) Acceptance of results of someone else's partial investigation as necessarily valid, with no further investigation

(f) Leaving of questions obviously unanswered

(g) Acceptance of hearsay evidence, with no effort to get at original source

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Errors of ADC Units (continued)

c. Final Reporting Stage (AF Form 112)

(1) Inclusion of U S Air Force Technical Information Sheet, Form 5, verbatim in the Form 112, with no attempt at summarization or analysis

(2) Omission of part of data collected

(3) Failure to show how the conclusions of the Preparing Officer are arrived at

(4) Failure to prepare follow-up action on Form 112

(5) Unnecessary classification of reports

(6) Signature block of Preparing Officer omitted from first and last pages of report

(7) Failure of Preparing Officer to sign either first page or last page of report

(8) Improper filling in of Date-of-Information block on first page of report blank

(9) Failure to leave distribution block blank

(10) Failure to properly list the Enclosures

(11) Failure to place a classification, including "Unclassified", on the top and bottom of each page

(12) Failure to carbon-back Forms 112

(13) Failure to leave evaluation block on first page of report blank

(14) Failure to properly number report

(15) Failure to check report for spelling and grammar

(16) Improper page-numbering of Form 112 sheets and Enclosures

(17) Failure of the Preparing Officer to come to some conclusion about the evidence in the case

(18) Failure to include a blank numbered page for "Comments of Approving Officer", when "Comments of Preparing Officer" takes up the entire page

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FLIGHT SERVICE CENTERS

Flight Service Area:	Telephone No.:
OLMSTEAD FLIGHT SERVICE CENTER	Middletown 4681
Middletown, Dauphin Co., Pa.	Middletown 4682
MAXWELL FLIGHT SERVICE CENTER	Montgomery LD 88
Montgomery, Alabama	
WRIGHT-PATTERSON FLIGHT SERVICE CENTER	Fairborn 88691
Dayton, Ohio	Fairborn 88692
CARSWELL FLIGHT SERVICE CENTER	Pershing 7251
Fort Worth, Texas	Pershing 7252
LOWRY FLIGHT SERVICE CENTER	Dexter 3-5446
Denver, Colorado	
MARCH FLIGHT SERVICE CENTER	Overland 40452

Riverside, California

HAMILTON FLIGHT SERVICE CENTER Glenwood 42461
Hamilton AFB, California (San Rafael, Calif.)

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(The list of weather
stations was so voluminous
that we did not want to hold
up the distribution of the
Guide in order to wait for
its completion. This list
will be sent to you at a
later date for insertion in
the Guide.)

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This page will be removed and replaced
with "U.S. Air Force Technical Infor-
mation Sheet", Form A and Form B.

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Background for Proposed Participation of ADC in Evaluating Reports of Unidentified Flying Objects - (UFOBs)

1. Air Force Concern for UFOB is two-fold: first, as regards a possible air threat to the security of the United States; and second, as regards the technical requirement for being able to explain all aerial phenomena, whether or not they represent a threat to the United States security.

2. Under the provisions of AFR 200-2, ATIC is presently assigned responsibility for analysis and evaluation of all reports of unidentified flying objects (UFOB) since ultimate explanation of UFOBs will depend on technical and scientific analysis.

3. The ADC mission establishes a direct interest in both aspects of Air Force concern for UFOBs and Comdr ADC is a required addressee on all UFOB reports transmitted by electrical means.

4. Experience has shown that only a relatively small percentage of reports received warrant technical and scientific evaluation.

5. The greater bulk of preliminary reports can be disregarded for various reasons, such as unreliability of observers, insufficient detail of observations, satisfactory explanation through correlation with known activities or phenomena.

6. ATIC, however, lacks the means for effecting preliminary screening of UFOB reports. ATIC has no field organization for on the spot investigation and must rely on other agencies for this.

7. Although ADC lacks the technical and scientific competence for the final evaluation of UFOBs, it does provide a nation-wide organization peculiarly adaptable to preliminary evaluation of UFOB reports. It possesses a comprehensive radar system, the machinery for rapid correlation of airborne objects with known aircraft flights, and a mobile intelligence collecting organization (4602d AISS).

8. Many UFOB reports are in fact originated by the air defense system and ATIC in now utilizing on a limited scale the field units of 4602d AISS for follow-up field investigations of UFOB reports.

9. On the occasion of a visit to Hq ADC in October 1953, Gen Garland, Chief ATIC, proposed that ADC assume a more active role in evaluation of AFOB reports.

10. DCS/I, ADC, accepted this proposal in principle, subject to amendment of AFR 200-2 and the detailed procedures required by that regulation and subject to an appropriate allocation of required resources - primarily personnel and money.

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Background (Contd)

11. At the time of a D/I USAF Staff Team Visit to ADCin November 1953, Col Ray W. McDuffee, Asst Chief, Technical Analysis Division, ATIC, reiterated Gen Garland's proposal and after discussion, the following was agreed.

a. There should be a transfer of part of the UFOB examination function from ATIC to ADC.

b. ADC's examination function would be assigned to the 4602d AISS.

c. The squadron would send an officer to ATIC to study files and procedures.

d. He would carry certain guidance directives from DSC/I, ADC, as a basis for reaching agreement as to the necessary transfer of funds and personnel that would be involved.

e. He would select the files that would be required to carry out this function.

f. He would represent ADC in preparation of an ADC-ATIC agreed revision of AFR 200-2.

THIS IS A TRUE COPY:

/s/
WILLIAM C. VAN NORMAN
Major, USAF
Adjutant

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{Unnumbered Page 1 of 3}

SUBJECT:
ADC Participation in Evaluating UFOB's

FROM: TO: DATE:
DCS/I Comdr, 4602d AISS 4 December 1953

D/R&E COMMENT NO.
#1

1. This R&R establishes the scope of ADC participation in the evaluation of unidentified flying objects and provided guidance for discussions on resource requirements and for procedural change. Background is provided in the enclosure.

2. The proposed realignment of functions relating to UFOBs is to relieve ATIC of the burden for preliminary screening out of the great bulk of reports which are either too fragmentary to be evaluated or are explainable by known activities or phenomena. ATIC will necessarily continue to be concerned with the technical and scientific analysis of those reports which defy explanation by known facts. Thus, the ADC function is primarily one of preliminary screening. This will involve:

a. The receipt by ADC of all UFOB reports and the provision to ATIC of screened reports only.

b. The establishment of systematic procedures within ADC for correlating known flights in the area of the sighting, radar observations, and astronomical observations.

c. A procedure for field follow-up on reports requiring clarification or expansion.

d. Authority for direct communication between the 4602d AISS and ATIC on UFOB matters.

e. The maintenance of files, cross-reference, and graphical summaries by the 4602d.

f. Procedures for receiving the results of ATIC analysis and evaluation of reports forwarded to them.

g. Procedures for providing continuing technical and scientific guidance to the ADC screening activity.

3. ADC's participation in the UFOB program over the past two years has varied somewhat. For example, in mid-1952 an effort was made to keep current with all reports and to maintain records on the ATIC evaluation as well as to undertake a preliminary ADC evaluation. This effort was time-consuming and tended to be superficial in its significance. this function was performed in the Air Technical Capabilities Division (Now Technical Analysis Division) of D/R&E.

4. The proposed active participation of ADC in the evaluation process might suggest a resumption of the D/R&E function. However, it is reiterated

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{Page 2 of 3}

that the ADC role in the presently proposed program is that of screening out of explainable reports; ATIC will still have the function of analyzing and evaluating those reports which cannot be explained though preliminary field evaluation. Accordingly, there is no presently foreseen requirement for D/R&E participation in the evaluation and screening process except as this process may involve occasional recourse by the 4602d AISS to D/R&E for technical advise in specific instances. However, there is a requirement for detailed staff assistance by D/R&E in establishing the proposed function in the 4602d AISS.

5. Although the proposed ADC role in the UFOB evaluation problem will be focused in the 4602d AISS, that unit (a subordinate unit of the Air Defense Command) will require Hq ADC directives to insure the cooperation of the various ADC agencies that will be involved. These should be drafted by the 4602d AISS with careful attention to present ADC procedures and requirements of the primary ADC mission. They will require full ADC coordination and review before promulgation. D/R&E will provide DCS/I monitoring of this similar policy matters.

6. In developing a final and specific agreement for ADC assumption of responsibilities in the UFOB evaluation program, it will be necessary:

a. To make a careful time-study analysis of the resultant functions and tasks.

b. To determine what scientific assistance ATIC has been utilizing in its preliminary evaluations of its reports; and

c. To carefully estimate added financial burdens resulting from such activities as temporary duty travel.

When personnel and financial requirements are established, the final agreement will provide for the allocation of the requisite manpower authorizations and budgetary allotment to ADC. It is immaterial to ADC whether this allocation be made as a re-allocation from ATIC or as a direct allocation from Hq USAF.

7. The foregoing principles and other consider actions will guide the formulation of agreements with ATIC on re-allocation of responsibilities on the UFOB program, and the drafting of requisite directives.

8. The ADC representation to ATIC will consist of a representative of D/R&E and of the 4602d AISS. The former will have primary cognizance of

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{Page 3 of 3}

ADC Participation in Evaluating UFOB's (Contd)

policy matters and implications to the operation of the air defense system. The representative of the 4602d AISS will have primary cognizance of implications to squadron operation, manpower and monetary requirements.

9. A staff conference will be arranged with ATIC as soon as personnel involved are prepared in their respective areas of responsibility. Physical arrangements for the conference will be made by Comdr. 4602d AISS, in coordination with D/R&E.

Incl W. M. Burgess
Brigadier General, USAF
DCS/Intelligence

THIS IS A TRUE COPY:

/s/
WILLIAM C. VAN NORMAN
Major, USAF
Adjutant

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{Unnumbered Page 1 of 1}

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
ENT Air Force Base
Colorado Springs, Colorado

23 December 1953

Subject: ADC Participation in Evaluating UFOB's

TO: OIC's
All Flights and Detachments

1. The enclosed R & R from Brigadier General W M Burgess and the background information on proposed participation of 4602d AISS and Field Units should be thoroughly read and understood.

2. This information is forwarded to Detachments and Flights to give an idea of their active participation in UFOB evaluation.

3. Appropriate Directives to Field Units will be disseminated upon completion of coordination between ATIC and a representative of Hq 4602d.

1 Incl
ADC Participation in
Evaluating UFOB's

/s/
JOHN M. WHITE JR
Colonel, USAF
Commander

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{Unnumbered Page 1 of 2}

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
ENT Air Force Base
Colorado Springs, Colorado

AISOP

SUBJECT: UFOB Investigating and Reporting

TO

Pending approval of ADC and 4602d AISS directives regarding UFOB investigation and reporting, field units will be guided strictly by AFR 200-2. TT MSG AISOP 1460, dated 30 Sep 1954, recent instructions contained in Weekly Bulletin, and this letter. Some Flight OIC's have been ill advised by Detachment OIC's regarding UFOB reporting. Detachment OIC's are directed to become familiar with reporting requirements in order to properly advise flights. Following are major points of misunderstanding:

a. All Air Force Activities are responsible to submit preliminary reports covering all information and evidence relative to UFOBS that may come to their attention, including that received from adjacent commands of the other services and from civilians, and are authorized to conduct investigation necessary to preparation of the preliminary report.

b. 4602d AISS field unit involvement in preliminary investigations is incidental and will be conducted according to local arrangements with ADC Division or Defense Force Commanders (DI's). (Reference 4602d AISS secondary mission contained in ADCR 24-4, paragraph 3b, and TT MSG AISOP 1460, dated 30 Sep 1954).

c. AFR 200-2 requires that all information pertaining to a UFOB will be reported. This does not anticipate that evaluation of information by reporting Air Force element will result in failure to submit the preliminary report.

d. Only if 4602d AISS field units receive initial information from an individual source or a non-Air force organization

they are responsible under AFR 200-2 to prepare preliminary report. This responsibility is the same as that assigned to all Air Force elements.

e. 4602d AISS elements are responsible to conduct all follow-up field investigations under direction and control of Commander, 4602d AISS.

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f. Preliminary reports will be submitted by reporting Air Force element, even though object is identified prior to submission of report.

g. Provisions of ATIC Manual "How To Make FLYOBRPTS" will be disregarded, if in conflict with AFR 200-2, these, or above referenced instructions. Manual will be used only as a guide for investigative procedures.

h. All UFOB reports on file at field units, dated subsequent to 13 August 1954, which have not been reported are basis for preliminary report. If information is more than 72 hours old, reports will be prepared on AF Form 112 and submitted in accordance with AFR 200-2, dated 14 August 1954. The preliminary reports will be prepared by 4602d AISS units and will not, in this case, be returned to the Air Force element from which the original information was received for submission of preliminary report, since the Air Force element receiving initial information of UFOB is responsible for preliminary report preparation.

BY ORDER OF THE COMMANDER:

/s/
RICHARD B. RANDLE
Major USAF
Asst. Adjutant

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AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO
14 JAN 1955

SUBJECT: (U) Unidentified Flying Object Guide

TO: Commander
4602d AISS (ADC)
Ent Air Force Base
Colorado Springs, Colorado

1. Attached for your convenience is the "UFOB Guide" (Unidentified Flying Object Guide) which was prepared as a result of the conference held on 17 and 18 November 1954 between the commander and staff of the 4602d AISS and personnel of ATIC.

2. The "UFOB Guide" is divided into two parts. Part I contains the criteria for use in determining the feasibility of making follow-up investigations. Part II contains hypotheses or examples for use in identifying the objects or phenomena reported.

3. It is suggested that, after a reasonable period of use, a Part III be added to the "UFOB Guide" incorporating the definitions and procedures as agreed upon in the conference and as outlined in your letter subject "Report of Visit of ATIC Representatives" dated 23 November 1954. This could then be printed or mimeographed and would serve both the 4602d AISS and the ATIC as standard operating procedure.

FOR THE COMMANDER

Incl /s/
UFOB Guide MARY L. STORM
1st Lt, USAF
Assistant Adjutant

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{Page 1 of 4, numbered 46}

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

AISOP
23 November 1954

SUBJECT: Report of Visit of ATIC Representatives

TO: Commander
Air technical Intelligence Center
Wright-patterson Air Force Base
Dayton, Ohio

1. On 17 and 18 November 1954, the Commander, 4602dAISS and his staff met with Captain Charles Hardin, ATIC and Doctor Allen Hynek, USAF Contract Astronomer, for the purpose of discussing ATIC-4602d AISS relationships in the investigation and processing of Unidentified Flying Object reports. During the course of the conference general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of UFOB reports and the criteria for the evaluation of reports and conducting investigations were discussed.

2. The evaluation of all UFOB reports as well as the lines of inquiry of investigations, will be governed by the application of certain hypotheses to the data available. In the majority of cases, provided the information concerning the sightings is sufficiently complete, the data will suggest that the sighting was probably some known object or natural phenomena. For example, the data available might suggest to the investigator the hypothesis that the object was an aircraft. A check list will then be applied to the data using the hypothesis that the sighting was an aircraft. the check list will contain those items which, in combination, characterize aircraft from other possible objects or phenomena. For example, if the object was an aircraft, then there should have been noise, there should have been radar observation I certain areas, etc. The application of these check lists will suggest the lines of a follow-up investigation in the event the data is insufficient to satisfy the elements of proof necessary to identification. ATIC will furnish the 4602d AISS with the check lists referred to above which will assist in the identification of UFOB's and will cover, for example, aircraft, balloons, astronomical phenomena, guided missiles, etc. In addition a special evaluation of preliminary UFOB reports must be made to determine whether follow-up investigations can reasonably be expected to result in additional reliable and usable data.

3. Evaluation of Preliminary reports

a. ATIC will furnish the 4602d AISS with "rule of thumb" criteria to be used by the Squadron

Headquarters in determining the necessity for

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

a follow-up, field investigation of a UFOB report. These criteria will cover, among others, the following subjects:

(1) Duration of sighting

(2) Number of persons reporting the sighting.

(3) Distance from location of sighting to nearest 4602D AISS field unit.

(4) Reliability of person or persons reporting the sighting.

(5) Number of independent sightings reported.

(6) The value in obtaining additional information immediately.

(7) Existence of physical evidence (photographs, material, hardware).

b. It was noted that a single extraordinary circumstance might require follow-up, field investigation even though the general application of the criteria furnished by ATIC indicates that further investigation would probably yield little additional information.

c. In general follow-up field investigation of a preliminary UFOB report will not be warranted when the hypothesis suggested by the preliminary report of the incident cannot be tested by facilities available.

4. Exhaustion of Effort in the Investigation of UFOB's: Effort will be considered as exhaustive when every logical, physical hypothesis suggested by a qualified report of the incident has been tested by the facilities available.

a. Qualified preliminary reports shall be considered to be those which merit further investigation under the criteria set forth in paragraph 3 above.

5. Unsolved Cases: A case shall be considered unsolved after every suggested hypothesis has been tested by available facilities and a large percentage of the data in the report does not correlate with the characteristics of known objects or natural phenomena.

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

6. The following procedures were agreed upon:

a. In case a UFOB sighting is reported initially by non-Air Force sources in letter form to either ATIC or the 4602d

AISS, the file card will be made in duplicate by the recipient, and one copy forwarded to the other agency. This card will indicate that the UFOB was reported by letter and will show the action taken.

b. ATIC will be forwarded a file card indicating the action taken by the 4602d AISS on preliminary reports transmitted to the 4602d by electrical means.

c. The results of follow-up field investigations made by the 4602d AISS and reported on AF Form 112 will, in all cases, be sent to ATIC, DI USAF, and such other agencies as the Commander, 4602d AISS, deems necessary.

d. ATIC may require specific information for aid in analyzing a reported UFOB sighting which can be furnished by a field unit of the 4602d AISS. provided travel is not involved, ATIC may contact the appropriate unit directly. In case ATIC desires detailed investigation or action which would necessitate travel, request will be made by ATIC to the Commander, 4602d AISS.

e. File card reflecting action taken or conclusions reached by ATIC on either a preliminary or follow-up UFOB report will be sent to Commander, 4602d AISS under the following circumstances.

(1) When conclusions of ATIC relative to identification of the sighting are at variance with those reached by 4602d AISS.

(2) When additional action is initiated by ATIC following the completion of action by the 4602d AISS.

7. Exchange of information: As a result of the ATIC experience in the field of investigations of UFOB reports, information of a general interest was discussed during the visit of ATIC representatives and will be furnished to the 4602d AISS on a continuing basis. Examples of such information follow:

a. Grid cameras. Information relative to the present distribution of grid cameras and changes in the current distribution.

b. Statistics. Consolidation of statistics reflecting trends,

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

total reports and studies conducted by contract agencies.

c. Examples of proper and improper UFOB reporting.

d. List of standard replies to letters requesting action or information concerning reported sightings.

8. It is requested that the guides for evaluation of reports referred to in paragraphs 2 and 3 above be furnished at the earliest practicable date. Concurrence or comments relative to the procedures and agreements contained herein are solicited.

/s/
JOHN M. WHITE JR.
Colonel, USAF
Commander

ATIAE-5 1st Ind

AIR TECHNICAL INTELLIGENCE CENTER,
Wright-Patterson Air Force Base, Ohio
10 DEC 1954

TO: Commander, 4602d AISS (ADC)
Ent Air Force Base Colorado Springs, Colorado

1. The Air Technical Intelligence Center concurs in the agreements and procedures as outlined in basic letter.

2. A "Standard Operating Procedure" is being prepared for use in the unidentified flying object program. This will be furnished to Hq 4602d AISS as a suggested guide.

3. The SOP will include the procedures listed in the basic letter together with guides for evaluation of reports and criteria for determining the necessity for field investigations.

FOR THE COMMANDER

/s/
R. C. SCHUM
CWO, USAF
Asst. Adj.

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AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO
ATIAE5 15 FEB 1955

SUBJECT: (Uncl) Evaluation of Unidentified Flying Objects

TO: Commander
4602d AISS (ADC)
ATTN: Major Cybulski
Ent Air Force Base
Colorado Springs, Colorado

1. In addition to the policies and procedures already established between the 4602d AISS and the Air Technical Intelligence Center applicable to the Unidentified Flying Object Program, it is felt that the following information will prove useful, particularly in the Evaluation of UFOB cases.

2. In keeping with the purpose of the UFOB Program it is necessary that both the 4602d AISS and the ATIC strive to reach as many case solutions as possible, thereby reducing the percentage of unknowns to a bare minimum.

3. As pointed out in the "UFOB Guide," the word "solution" cannot always be used in the scientific sense when dealing with UFOBs. For this purpose it must more often mean that a given case meets a given hypothesis.

4. Past experience has shown that most UFOB cases, when sufficient information is contained, will fit to some extent one of the hypotheses contained in the Guide and, therefore, may be considered as solved.

5. By the very nature of UFOB reports, the great majority of cases, upon being analyzed, will present some doubt as to the true identity of the object or phenomenon described. For this reason evaluation criteria have been kept very broad. This has been done in one respect by giving the choice of the use of the words definite, probable or possible before each of the classification types.

6. The Fact that a UFOB sighting reaches ATIC from the 4602d AISS classified as a solved case, which is to be desired, does not preclude the possibility of further investigation or change in the light of any new information which may arise at either point.

FOR THE COMMANDER

/s/
T. G. CONNAIR JR.
Major, USAF
Adjutant

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SECRET

4602D
AIR INTELLIGENCE
SERVICE SQUADRON

VOL.2 4602D AISS
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SECRET

HISTORY OF 4602D AIR INTELLIGENCE SERVICE SQUADRON

1 January - 30 June 1955

VOLUME II

SUPPORTING DOCUMENT . . . . . Fifth Commanders Conference

/s/
Captain C. G. Turoff
Historical Officer

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SECRET

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON (ADC)
Ent Air Force Base
Colorado Springs, Colorado

This document consists of 139 pages.
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NAME GRADE

REPORT

OF
FIFTH COMMANDER'S CONFERENCE

23 May to 26 May 1955

4602D AISS CLASSIFIED
DOCUMENT LOG # 55-0687

SECRET

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12. Each phase in the development of an organization is attended by a different set of problems. At the present time we are a well established CONAD intelligence organization. The value of our mission has been recognized by the Air Council but as our capabilities have become better known our responsibilities have become greater. Our area of responsibility is expanding to include portions of Canada and the Northeast Air Command area. We are becoming a fixed part of Moby Dick Operations. We are looked upon by many as the only organization capable of subjecting US airmen which will equip them for response after capture situations. We are the mainstay of the UFOB program. Opposing these greater responsibilities is a gradual depletion of officers and airmen qualified to perform the mission. There are three broad areas of possible solution to the problem of increasing responsibility and decreasing percent of effective manning. First, we could ask to be relieved of all "extra curricular activities" - but this would mean the loss of prestige and valuable training. Second, we can make every effort through personnel and intelligence channels to

improve our manning situation. This we are doing. And third, we can make every effort to improve the qualifications of the personnel assigned and to do the same job with fewer people. This we will do.

13. At this Conference we must look forward to the immediate loss of both General Burgess and General Chidlaw without whose continued energetic support

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{Page 5 (part)}

the accomplishments of this squadron would not have been possible. General Burgess has applied his direct efforts towards solution of problems ranging from personnel and manning to the problems involving our relationship with the FBI and Civil Defense organizations. It has been trough his efforts that the Squadron has obtained stature within the Air Defense Command and now within the Continental Air Defense Command. He has never failed to defend and support us in our relationships with other organizations. Likewise he has never failed to place us on the carpet when our actions have been in any way out of line. We are indebted to general Burgess for both our existence and our present capabilities. Some of you and many of your predecessors are indebted to General Burgess for your promotions and other recommendations which he has made in your behalf.

14. General Chidlaw has always been extremely understanding of the problems of the Squadron and has supported us vigorously whenever the situation demanded it. He has always taken cognizance of individual and organizational achievements which have been called to his attention.

15. We have established the Squadron as a vital part of the CONAD organization. We have sold ourselves to both general Burgess and General Chidlaw. By the time of the next Commanders' Conference a large number of our present contingent of officers will be gone - Major DeBruler, Major Van Norman, Major Rosner, Captain Bronstein, Captain Hangis, Lt Feero, Lt Hammond, Lt Athens, Lt Beck, Captain Matyas and probably many more that we don't know about now. The inroads which are thus being made upon that group of officers with considerable tenure in the organization places an even greater burden on those remaining, upon those officers who will be assigned in the near future.

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UFOB SUMMARY

1. PURPOSE

a. Historical

(1) First recorded instances of genuine UFOBs occurred in 1948 with the appearance of the "Flying Saucer" in different parts of the world, including the Soviet Union and its satellites.

(2) Birth of new literary genre "Science Fiction" which in most cases is entirely fictitious and unscientific. Manifestation of vigorous and expanding interest as direct result of great technological advancements in airborne machinery during World War II.

(3) "Buck Rogers" Trauma. Emotional stimulus of speculation on the fantastic. Aberrated personality requiring this stimulus akin to the OUIJA board and pseudo-metaphysics.

b. Popular

(1) General public not qualified to evaluate material propounded in science fiction. Absurd and fantastic theories given credence solely on the basis of ignorance. Mathematical aspects of many UFOB reports show serious discrepancies etc.

(2) World tension, the "Cold War" on the heels of the last have created syndrome of war hysteria. UFOB reports even the patently ridiculous receive undue attention through latent fear etc.

c. United States Air Force

(1) In view of the plethora of UFOB reports and interest given them, recognition of necessity for attempt at scientific appraisal. Classification and statistical evaluation of all reports.

(2) Collection and identification of main categories of phenomena which form basis for UFOB reports.

(3) Recognition factor, particularly as pertains to mission of 4602d AISS, indicates that guided missiles etc. would in all probability be first reported as UFOBs. Analysis of UFOB statistics, density and frequency, would give reliable estimate of reporting capabilities of downed enemy aircraft.

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2. RESPONSIBILITY

a. Basic Regs

(1) AFR 200-2 places responsibility for UFOB investigations on ADC. Par 4b specifically mentions the 4602d AISS as an organization having capability and disposition to carry out field investigations of preliminary UFOB reports. Preliminary UFOB reports are the direct, continuing responsibility of all Air Force activities.

(2) ADCR 200-7 enjoins all subordinate units, the responsibility of rendering the necessary logistical support to units of the 4602d AISS to carry out effective follow-up UFOB investigations.

(3) ADCSM 200-2 establishes specific and precise reporting procedures within ADC. Transmission, routing and addressing are outlined.

3. REPORTING PROCEDURES

a. UFOB is any object or the report of any object apparently airborne or flying that cannot readily be identified as a familiar object. Unidentified aircraft are not considered as UFOBs.

b. Majority of sightings made by non-military sources. Frequent sightings by GOC Observers etc. Usually reported to police or nearest military installation.

(1) The Air Force activity first receiving notice of a UFOB sighting is immediately responsible for the preparation and transmission for the preliminary UFOB report.

(2) ATIC Form # 164 enumerates mandatory items of information which will be contained in the preliminary report. Transmission in electrical form is enjoined in most cases in order to effect the most rapid evaluation possible and in those cases where follow-up investigation is indicated to institute appropriate communication without delay.

(3) The preliminary report is transmitted to the addressees indicated in AFR 200-2. Information copies may and in most cases should be sent to all military sources who have direct interest, geographical or administrational, a particular UFOB.

c. A UFOB report originating from a non-military source and transmitted directly to a unit of the 4602d AISS automatically enjoins responsibility for preparation and transmission of the preliminary report. Only in this instance is the 4602d AISS responsible for preliminary investigation. Otherwise all squadron activities are limited to follow-up investigations.

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d. Electrical methods will usually be employed in the transmission of UFOB reports. If the report is more than seventy-two hours old AF Form #112 will be utilized to transmit the necessary information.

e. Upon receipt of the preliminary UFOB report at Squadron Headquarters, analysis and evaluation of content is determined and disposition as to the advisability of follow-up is made. The following forms are utilized to record the pertinent information contained in the UFOB message;

(1) UFOB Log AISOP Form #7 records date and time of receipt. Origin of report, name of source and brief summary of sighting content is made.

(2) UFOB Index Card is completed for insertion in UFOB Files. Contains identifying information.

(3) The critical teletype message is also retained in Squadron Headquarters files for further reference.

f. When it is determined that a follow-up investigation is warranted, based upon the criteria of potential information to be gained by such action and the geographical disposition of field units for such action, the procedure is as follows:

(1) The field unit of the 4602d AISS within whose area of responsibility the UFOB report has originated will be notified by the most expeditious means to institute a field investigation. Specific points to be exploited in such an investigation will usually be indicated. If a full, exhaustive field investigation is required it will so be indicated in instructions from Squadron Headquarters.

(2) The field unit assigned to the follow-up investigation will contact those agencies which are most likely to have supporting information concerning the UFOB. In this case it is assumed that a preliminary hypothesis has been established for testing. Units should have a complete list of appropriate agencies located within their area of responsibility and liaison should be established to ensure prompt and accurate information on all UFOB queries. Individuals who might have information to support or negate the hypothesis should by all means be contacted. The original source is extremely important although accuracy of observation diminishes rapidly with time.

(3) The results of the follow-up investigation, containing procedures involved, agencies and individuals contacted and conclusions of the investigator will be recorded in AF Form #112 and forwarded to Headquarters. Completeness and accuracy of the form is of great importance since it forms the basis for evaluation by ATIC.

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g. ATIC will receive notification of all UFOB investigations conducted by the squadron whether at Headquarters or in the field. ATIC will make final disposition of these reports and if necessary will implement the investigations of the 4602d AISS.

h. Instructions for the disposition of physical evidence collected in connection with UFOB investigations are contained in the basic document of responsibility AFR 200-2.

4. CLASSIFICATION * Three Main Classifications:

a. Physical

(1) Although aircraft are not considered within the scope of UFOB definition, they are frequently not recognized as such and are therefore reported as UFOBs. This is particularly true in the case of new types of experimental aircraft of radical designs.

(2) Balloons constitute a large proportion of reported UFOBs. Several types are of great size such as those utilized in Operation "Moby Dick". Radiosoned balloons carrying recording instruments given strong radar returns.

b. Astronomical

(1) Although stationary stars and planets are often reported as UFOBs, under certain atmospheric conditions they appear brighter than ordinary and have apparent motion.

(2) Meteorites, comets and Novae are being observed constantly by astronomical observatories and can be confirmed with relative certainty by contact with these sources.

c. Optical

(1) Check with weather stations will readily reveal presence of temperature inversions which readily produce standard optical phenomenon known as "Mirage".

(2) Refractive and reflective quality of light cause objects to appear larger than they really are and give exaggerated appearance to relative movement.

(3) Lighting facilities connected with aerodromes and areas of high air traffic density are often interpreted and reported as UFOBs. Relating this type of UFOB to aeronautical charts with beacon and flashing signal information shown will very often resolve the UFOB without further investigation.

5. INVESTIGATION AND EVALUATION

a. Evaluation

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(1) Period of day or night, light available and moon phase, location of stars and planets should be evaluated in the light of the sighting.

(2) Sightings of less than ten seconds are almost completely worthless. Those under thirty seconds are likewise of little value. Such a short period of time will usually not suffice for reliable identification. No detail is possible under ordinary visual conditions.

(3) Interval of time between the actual sighting and its reporting is of paramount importance. Observers will have tendency to insert material and statements which have no value. Vivid memory of UFOB is not too frequent.

(4) Consider the background of the source; education, particularly in things technical. Emotional involvement. Abnormal predisposition to attach belief to the more fanciful aspects of UFOBs e.g. "Flying Saucers" would tend to negate the source's reliability as a factual observer.

(5) Information of all kinds must be rigidly supported and implemented by evidence. Conclusions cannot be made of the basis of hearsay. Check source's story for flaws and resolve those flaws.

b. Investigation

(1) Establish a most likely explanation for the UFOB. Apply all the tests to it. Does it stand up in the light of those tests? Disregard a hypothesis only after exhausting all tests for its support.

(2) Arrange material in order so that items of contradictory nature will be readily apparent. Resolve these contradictions by supplementary investigative efforts. If possible have source explain these statements to you. Eliminate those which cannot be resolved and if these constitute the important part of any one hypothesis seriously question the validity of the hypothesis itself. In this manner negative items can be of value in eliminating hypotheses which do not apply to the solution.

(3) Equivocal or unexplained items must be researched and finalized. The final report of investigation must contain any and all information to answer any question that may be asked in subsequent actions.

(4) Choose the points of the report which appear strongest at first glance. Those which require the least amount of qualification are usually those which give the greatest returns in terms of information. These confirming points will consolidate in most cases one particular hypothesis and almost automatically rule out others. the investigative effort should rapidly narrow to the remaining items of dubious content.

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Reports of statements of the preliminary report should be reverified.

(5) Consolidation of information should be made at the conclusion of the investigation before

rendering a definite decision.

6. POLICY

a. In accordance with AFR 200-2 military personnel will restrict statements pertaining to UFOBs to fact that UFOB was identified as a familiar object. If this is not the case only the statement that an investigation is being made by ATIC is authorized for release.

b. Complete data on UFOB reports is essential for reliable estimates etc.

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FIFTH COMMANDER'S CONFERENCE
AISS TEST SCORES

NAME	UNIT	SCORE
Capt. Cunnion	3-C	20
Maj. Thrasher	Hq	29
Lt Sampson	2-A	30
Capt. Bellovin	Det 2	30
Maj. Jones	Hq	31
Lt. Clark	Hq	33
Capt. Quinn	Det 3	35
Lt. Tebo	3-D	36
Capt. Bury	Hq	36
Lt. Connor	1-C	37
Capt. Bischoffs	Det 2	37
Lt. Yates	2-C	37
Lt. Hansen	1-A	39
Lt. Kirk	Det 1	40
Lt. Stockstill	Proj Team 1	40
Capt. Bronstein	Hq	40
Maj. Manfrin	Hq	41
Capt. Hanson	3-H	43
Lt. Kulpan	2-B	43
Capt. Matsuo	3-B	46
Lt Ferencko	3-G	47
Capt. Wise	Det 1	48
Lt. Sleight	3-E	50
Lt. Copas	3-F	51
Lt. Lief	3-A	51

Maj Randle	Hq	52
Maj Wrona	Det 3	52
Lt.DuBose	1-B	54
Lt. Jameson	2-D	55
Maj. VanNorman	Det 3	55
Lt. Feero	1-D	55
Lt. Atwater	Hq	55
Capt. Skuby	Hq	56
Lt. Sportman	Hq	57
Capt. Shere	Hq	59
Lt. Fredette	Hq	62
Capt. Handgis	Hq	67
Capt. Burch	Hq	72
Capt. Leibovitz	Hq	75

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{page 122 (part)}

COMMANDER'S SUMMARY
FIFTH COMMANDER'S CONFERENCE

(Colonel White)

This is a summation of the Commander's Conference. I have a variety of subjects here, I'm going to hit only the highlights since the discussions have already been held. However, I would like to give you the final feelings I have in regards to each of these phases.

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{page 125 (part)}

SECRET

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3. UFOB's. We may yet bring the balance of the ADC into line on UFOB's. We also have to bring the balance of the Air Force into line on UFOB's. it will be the subject of a letter to the Command stating those cases wherein we found discrepancies. I was very interested in the report about _____ and the fact that he is usurping certain authority and not reporting these UFOB's. All are supposed to be reported because they will give us an experience factor. USAF has to have the experience factor in order to judge whether there is a build up or whether any radical air developments are in progress. So nobody should take it on their own authority to say that we will not investigate a UFOB. That authority rests only with this organization and solely in this Headquarters. I'd like to say that what you've accomplished in the

field of UFOB's is held in very high regard by ATIC. We're solving between 75 and 90% of these reported and they've never had that degree of accomplishments before. Some of you have done outstanding work in your presentations and your investigations. It's giving you very good field practice. Your 112's are getting much better. Your investigative efforts are showing a hell of a lot more logical thought. I'm very surprised at times to see how comprehensive a study was before it got to this Headquarters and I want you to keep that up.

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SECRET

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{page 131 (part)}

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15. SECURITY

a. When you are an Intelligence Officer, security breaches or carelessness in the handling of classified material cannot be tolerated and will result in the most serious of consequences. Each of you is responsible for an active security training and indoctrination program within your respective units,

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{End of Part 7 of CUFON's 4602d AISS UFO Sampler}

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Addendum

SYMBOL REFERENCE TO CUFON's 4602 AIR INTELLIGENCE SERVICE SQUADRON
UNIT HISTORY UFO SAMPLER Files

The (known) symbols, contractions etc., used in the 4602d AISS Unit Histories and their explanations are given below:

1142 SAS	Austria
5004 AISS	Alaska
6004th AISS	Japan
7050 AISW	Germany
7053 AISS	Germany
A/1C	Airman, First Class
A/2C	Airman, Second Class
ACP	Allied Command Procedures
ADC	Air Defense Command
ADC GO #XX	Air Defense Command General Order number XX

ADCR	Air Defense Command Regulation
ADCSM	Air Defense Command Staff Memorandum
Adj	Adjutant
ADJZ	Air Defense ? Zone
AF	Air Force
AFL	Air Force Letter
AFSC	Air Force ? (job assignment number)
AGO	Adjutant General's Office
AISO	Air Intelligence Service Organization
AISOP	Air Intelligence Standard Operating Procedure
ATI	Air Technical Intelligence
ATIC	Air Technical Intelligence Center, WP AFB, Ohio
AWS	Air Weather Service
CADF	Central Air Defense Force
CEI	Communications Electronics Instructions
CIC	Counter Intelligence Corps
CIRVIS	Communications Instructions Requirements for Vital Intelligence Sightings
CONAC	Continental Air Command
DCS/I,	ADC Deputy Chief of Staff / Intelligence, Air Defense Command
DD	Department of Defense
DI or D/I	Director of Intelligence
DI, USAF	Director of Intelligence, United States Air Force
EADF	Eastern Air Defense Force
ECM	Electronic Counter Measures
EEI	Essential Elements of Information (or Intelligence) (Standing order)
FEAF	Far East Air Forces
FLYOBRPT	(Unidentified) Flying Object Report
G-2	Army (ground) Intelligence
HRRI	Human Resources Research Institute, Maxwell AFB, Alabama
ICGM	(Grouped intelligence AFR & AFM)
ICI	Intelligence Collection Instructions
Ind	Indorsement
JANAP	Joint Army Navy Air Force Procedures (or Publication)
JANAP 146	CIRVIS/MERINT
Ltr (or Lttr)	Letter
NIS	National Intelligence Survey
OIC	Officer in Charge
ONI	Office of Naval Intelligence
OSI	(AFOSI) (Air Force) Office of Special Investigations
PIO	Public Information Officer

Reg	Regulation
Rm	Room
SAC	Strategic Air Command
SOP	Standard Operating Procedure
Sq	Squadron
SRI	Specific Request for Information (one time requests)
T/A	Table of Allowance
T/D	Table of Distribution
TDY	Temporary Duty
TT	teletype
TWX	Telex (electrical message)
UFOB	Unidentified Flying Object
Uncl	Unclassified
WADF	Western Air Defense Force
ZI	Zone of the Interior (48 States)

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{End of Part 7 of CUFON's 4602d AISS UFO Sampler}

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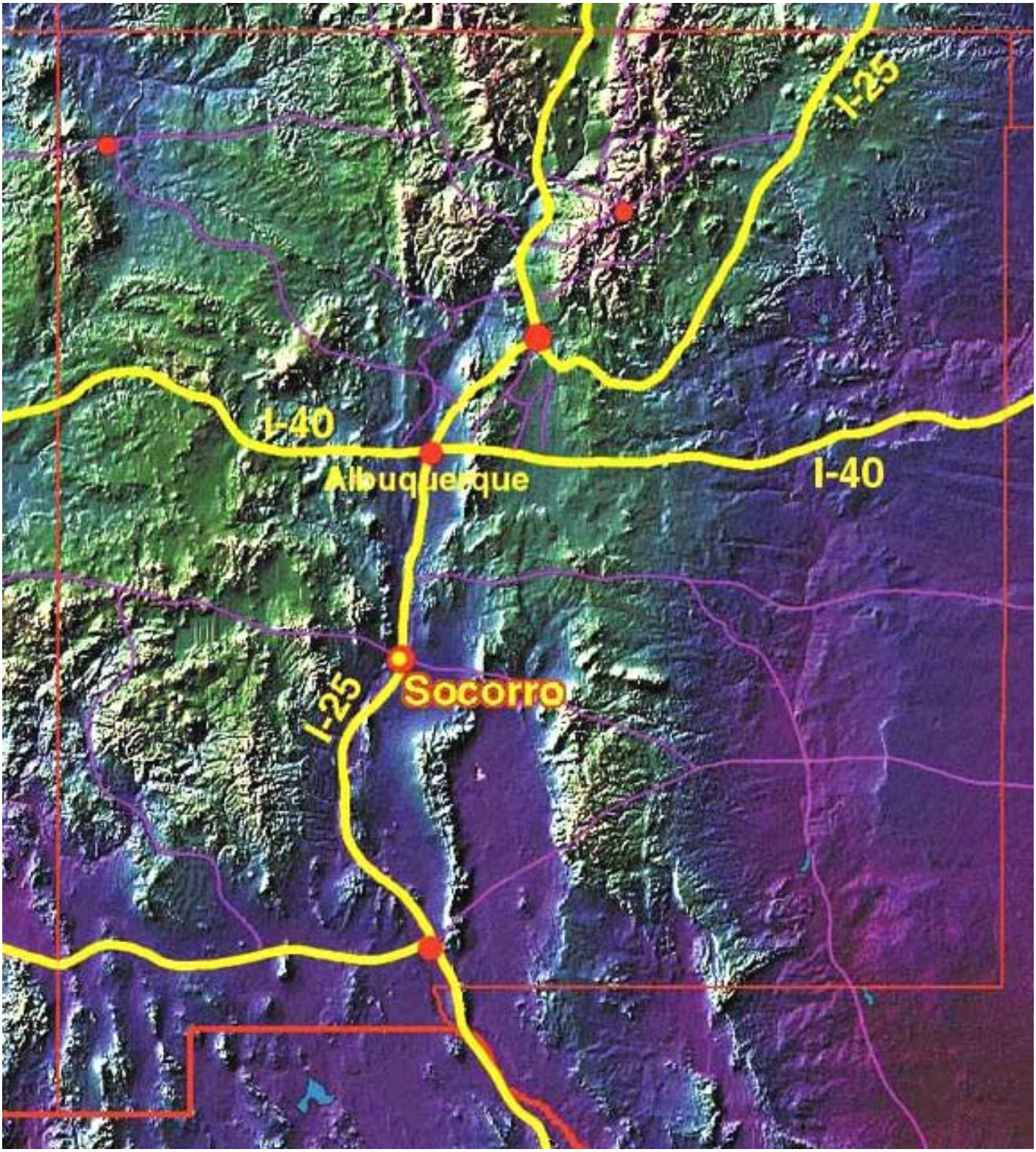
Back To Official Documents
NICAP Home


I-25
I-40
Albuquerque
I-40
Socorro
I-25

CHAPTER FOUR

Green Fireballs, Project Twinkle, Little Lights, and Grudge

At exactly midnight on September 18, 1954, my telephone rang. It was Jim Phalen, a friend of mine from the Long Beach Press-Telegram, and he had a "good flying saucer report," hot off the wires. He read it to me. The lead line was: "Thousands of people saw a huge fireball light up dark New Mexico skies tonight."

The story went on to tell about how a "blinding green" fireball the size of a full moon had silently streaked southeast across Colorado and northern New Mexico at eight forty that night. Thousands of people had seen the fireball. It had passed right over a crowded football stadium at Santa Fe, New Mexico, and people in Denver said it "turned night into day." The crew of a TWA airliner flying into Albuquerque from Amarillo, Texas, saw it. Every police and newspaper switchboard in the two state area was jammed with calls.

One of the calls was from a man inquiring if anything unusual had happened recently. When he was informed about the mysterious fireball he heaved an audible sigh of relief, "Thanks," he said, "I was afraid I'd gotten some bad bourbon." And he hung up.

Dr. Lincoln La Paz, world-famous authority on meteorites and head of the University of New Mexico's Institute of Meteoritics, apparently took the occurrence calmly. The wire story said he had told a reporter that he would plot its course, try to determine where it landed, and go out and try to find it. "But," he said, "I don't expect to find anything."

When Jim Phalen had read the rest of the report he asked, "What was it?"

"It sounds to me like the green fireballs are back," I answered.

"What the devil are green fireballs?"

What the devil are green fireballs? I'd like to know. So would a lot of other people.

The green fireballs streaked into UFO history late in November 1948, when people around Albuquerque, New Mexico, began to report seeing mysterious "green flares" at night. The first reports mentioned only a

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"green streak in the sky," low on the horizon. From the description the Air Force Intelligence people at Kirtland AFB in Albuquerque and the Project Sign people at ATIC wrote the objects off as flares. After all, thousands of GI's had probably been discharged with a duffel bag full of "liberated" Very pistols and flares.

But as days passed the reports got better. They seemed to indicate that the "flares" were getting larger and more people were reporting seeing them. It was doubtful if this "growth" was psychological because there had been no publicity - so the Air Force decided to reconsider the "flare" answer. They were in the process of doing this on the night of December 5, 1948, a memorable night in the green fireball chapter of UFO history.

At 9:27 P.M. on December 5, an Air Force C-47 transport was flying at 18,000 feet 10 miles east of Albuquerque. The pilot was a Captain Goede. Suddenly the crew, Captain Goede, his co-pilot, and his engineer were startled by a green ball of fire flashing across the sky ahead of them. It looked

something like a huge meteor except that it was a bright green color and it didn't arch downward, as meteors usually do. The green- colored ball of fire had started low, from near the eastern slopes of the Sandia Mountains, arched upward a little, then seemed to level out. And it was too big for a meteor, at least it was larger than any meteor that anyone in the C-47 had ever seen before. After a hasty discussion the crew decided that they'd better tell somebody about it, especially since they had seen an identical object twenty-two minutes before near Las Vegas, New Mexico.

Captain Goede picked up his microphone and called the control tower at Kirtland AFB and reported what he and his crew had seen. The tower relayed the message to the local intelligence people.

A few minutes later the captain of Pioneer Airlines Flight 63 called Kirtland Tower. At 9:35 P.M. he had also seen a green ball of fire just east of Las Vegas, New Mexico. He was on his way to Albuquerque and would make a full report when he landed.

When he taxied his DC-3 up to the passenger ramp at Kirtland a few minutes later, several intelligence officers were waiting for him. He reported that at 9:35 P.M. he was on a westerly heading, approaching Las Vegas from the east, when he and his co-pilot saw what they first thought was a "shooting star." It was ahead and a little above them. But, the captain said, it took them only a split second to realize that whatever they saw was too low and had too flat a trajectory to be a meteor. As they watched, the object seemed to approach their airplane head on, changing color from orange red to green. As it became bigger and bigger, the captain said, he thought sure it was going to collide with them so he

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racked the DC-3 up in a tight turn. As the green ball of fire got abreast of them it began to fall toward the ground, getting dimmer and dimmer until it disappeared. Just before he swerved the DC-3, the fireball was as big, or bigger, than a full moon.

The intelligence officers asked a few more questions and went back to their office. More reports, which had been phoned in from all over northern New Mexico, were waiting for them. By morning a full-fledged investigation was under way.

No matter what these green fireballs were, the military was getting a little edgy. They might be common meteorites, psychologically enlarged flares, or true UFO's, but whatever they were they were playing around in one of the most sensitive security areas in the United States. Within 100 miles of Albuquerque were two installations that were the backbone of the atomic bomb program, Los Alamos and Sandia Base. Scattered throughout the countryside were other installations vital to the defense of the U.S.: radar stations, fighter interceptor bases, and the other mysterious areas that had been blocked off by high chain link fences.

Since the green fireballs bore some resemblance to meteors or meteorites, the Kirtland intelligence officers called in Dr. Lincoln La Paz.

Dr. La Paz said that he would be glad to help, so the officers explained the strange series of events to him. True, he said, the description of the fireballs did sound as if they might be meteorites - except for a few points. One way to be sure was to try to plot the flight path of the green fireballs the same way he had so successfully plotted the flight path of meteorites in the past. From this flight path he could determine where they would have hit the earth - if they were meteorites. They would search this area, and if they found parts of a meteorite they would have the answer to the green fireball riddle.

The fireball activity on the night of December 5 was made to order for plotting flight paths. The good reports of that night included carefully noted locations, the directions in which the green

objects were seen, their heights above the horizon, and the times when they were observed. So early the next morning Dr. La Paz and a crew of intelligence officers were scouring northern New Mexico. They started out by talking to the people who had made reports but soon found out that dozens of other people had also seen the fireballs. By closely checking the time of the observations, they determined that eight separate fireballs had been seen. One was evidently more spectacular and was seen by the most people. Everyone in northern New Mexico had seen it going from west to east, so Dr. La Paz and his crew worked eastward across New Mexico to the west border of Texas, talking to dozens of people. After many sleepless hours

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50.The Report on Unidentified Flying Objects

they finally plotted where it should have struck the earth. They searched the area but found nothing. They went back over the area time and time again-nothing. As Dr. La Paz later told me, this was the first time that he seriously doubted the green fireballs were meteorites.

Within a few more days the fireballs were appearing almost nightly. The intelligence officers from Kirtland decided that maybe they could get a good look at one of them, so on the night of December 8 two officers took off in an airplane just before dark and began to cruise around north of Albuquerque. They had a carefully worked out plan where each man would observe certain details if they saw one of the green fireballs. At 6:33 P.M. they saw one. This is their report:

At 6:33 P.M. while flying at an indicated altitude of 11,500 feet, a strange phenomenon was observed. Exact position of the aircraft at time of the observation was 20 miles east of the Las Vegas, N.M., radio range station. The aircraft was on a compass course of 90 degrees. Capt. was pilot and I was acting as copilot. I first observed the object and a split second later the pilot saw it. It was 2,000 feet higher than the plane, and was approaching the plane at a rapid rate of speed from 30 degrees to the left of our course. The object was similar in appearance to a burning green flare, the kind that is commonly used in the Air Force. However, the light was much more intense and the object appeared considerably larger than a normal flare. The trajectory of the object, when first sighted, was almost flat and parallel to the earth. The phenomenon lasted about 2 seconds. At the end of this time the object seemed to begin to burn out and the trajectory then dropped off rapidly. The phenomenon was of such intensity as to be visible from the very moment it ignited.

Back at Wright-Patterson AFB, ATIC was getting a blow-by-blow account of the fireball activity but they were taking no direct part in the investigation. Their main interest was to review all incoming UFO reports and see if the green fireball reports were actually unique to the Albuquerque area. They were. Although a good many UFO reports were coming in from other parts of the U.S., none fit the description of the green fireballs.

All during December 1948 and January 1949 the green fireballs continued to invade the New Mexico skies. Everyone, including the intelligence officers at Kirtland AFB, Air Defense Command people, Dr. La Paz, and some of the most distinguished scientists at Los Alamos had seen at least one.

In mid February 1949 a conference was called at Los Alamos to determine what should be done to further pursue the investigation. The Air Force, Project Sign, the intelligence people at Kirtland, and other interested parties had done everything they could think of and still no answer.

Green Fireballs, Project Twinkle, Little Lights, and Grudge.51

Such notable scientists as Dr. Joseph Kaplan, a world-renowned authority on the physics of the upper atmosphere, Dr. Edward Teller, of H-bomb fame, and of course Dr. La Paz, attended, along with a lot of military brass and scientists from Los Alamos.

This was one conference where there was no need to discuss whether or not this special type of UFO, the green fireball, existed. Almost everyone at the meeting had seen one. The purpose of the conference was to decide whether the fireballs were natural or man-made and how to find out more

about them.

As happens in any conference, opinions were divided. Some people thought the green fireballs were natural fireballs. The proponents of the natural meteor, or meteorite, theory presented facts that they had dug out of astronomical journals. Greenish colored meteors, although not common, had been observed on many occasions. The flat trajectory, which seemed to be so important in proving that the green fireballs were extraterrestrial, was also nothing new. When viewed from certain angles, a meteor can appear to have a flat trajectory. The reason that so many had been seen during December of 1948 and January of 1949 was that the weather had been unusually clear all over the Southwest during this period.

Dr. La Paz led the group who believed that the green fireballs were not meteors or meteorites. His argument was derived from the facts that he had gained after many days of research and working with Air Force intelligence teams. He stuck to the points that (1) the trajectory was too flat, (2) the color was too green, and (3) he couldn't locate any fragments even though he had found the spots where they should have hit the earth if they were meteorites.

People who were at that meeting have told me that Dr. La Paz's theory was very interesting and that each point was carefully considered. But evidently it wasn't conclusive enough because when the conference broke up, after two days, it was decided that the green fireballs were a natural phenomenon of some kind. It was recommended that this phase of the UFO investigation be given to the Air Force's Cambridge Research Laboratory, since it is the function of this group to study natural phenomena, and that Cambridge set up a project to attempt to photograph the green fireballs and measure their speed, altitude, and size.

In the late summer of 1949, Cambridge established Project Twinkle to solve the mystery. The project called for establishing three cinetheodolite stations near White Sands, New Mexico. A cinetheodolite is similar to a 35 mm. movie camera except when you take a photograph of an object you also get a photograph of three dials that show the time the photo was taken, the azimuth angle, and the elevation angle of the camera.

52.The Report on Unidentified Flying Objects

If two or more cameras photograph the same object, it is possible to obtain a very accurate measurement of the photographed object's altitude, speed, and size.

Project Twinkle was a bust. Absolutely nothing was photographed. Of the three cameras that were planned for the project, only one was available. This one camera was continually being moved from place to place. If several reports came from a certain area, the camera crew would load up their equipment and move to that area, always arriving too late. Any duck hunter can tell you that this is the wrong tactic; if you want to shoot any ducks pick a good place and stay put, let the ducks come to you.

The people trying to operate Project Twinkle were having financial and morale trouble. To do a good job they needed more and better equipment and more people, but Air Force budget cuts precluded this. Moral support was free but they didn't get this either.

When the Korean War started, Project Twinkle silently died, along with official interest in green fireballs.

When I organized Project Blue Book in the summer of 1951 I'd never heard of a green fireball. We had a few files marked "Los Alamos Conference," "Fireballs," "Project Twinkle," etc., but I didn't pay any attention to them.

Then one day I was at a meeting in Los Angeles with several other officers from ATIC, and was introduced to Dr. Joseph Kaplan. When he found we were from ATIC, his first question was, "What ever happened to the green fireballs?" None of us had ever heard of them, so he quickly gave us the story. He and I ended up discussing green fireballs. He mentioned Dr. La Paz and his opinion that the green fireballs might be man-made, and although he respected La Paz's professional ability, he just wasn't convinced. But he did strongly urge me to get in touch with Dr. La Paz and hear his side of the story.

When I returned to ATIC I spent several days digging into our collection of green fireball reports. All of these reports covered a period from early December 1948 to 1949. As far as Blue Book's files were concerned, there hadn't been a green fireball report for a year and a half.

I read over the report on Project Twinkle and the few notes we had on the Los Alamos Conference, and decided that the next time I went to Albuquerque I'd contact Dr. La Paz. I did go to Albuquerque several times but my visits were always short and I was always in a hurry so I didn't get to see him.

It was six or eight months later before the subject of green fireballs came up again. I was eating lunch with a group of people at the AEC's Los Alamos Laboratory when one of the group mentioned the mysterious

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kelly-green balls of fire. The strictly unofficial bull-session-type discussion that followed took up the entire lunch hour and several hours of the afternoon. It was an interesting discussion because these people, all scientists and technicians from the lab, had a few educated guesses as to what they might be. All of them had seen a green fireball, some of them had seen several.

One of the men, a private pilot, had encountered a fireball one night while he was flying his Navion north of Santa Fe and he had a vivid way of explaining what he'd seen. "Take a soft ball and paint it with some kind of fluorescent paint that will glow a bright green in the dark," I remember his saying, "then have someone take the ball out about 100 feet in front of you and about 10 feet above you. Have him throw the ball right at your face, as hard as he can throw it. That's what a green fireball looks like."

The speculation about what the green fireballs were ran through the usual spectrum of answers, a new type of natural phenomenon, a secret U.S. development, and psychologically enlarged meteors. When the possibility of the green fireballs' being associated with interplanetary vehicles came up, the whole group got serious. They had been doing a lot of thinking about this, they said, and they had a theory.

The green fireballs, they theorized, could be some type of unmanned test vehicle that was being projected into our atmosphere from a "spaceship" hovering several hundred miles above the earth. Two years ago I would have been amazed to hear a group of reputable scientists make such a startling statement. Now, however, I took it as a matter of course. I'd heard the same type of statement many times before from equally qualified groups.

Turn the tables, they said, suppose that we are going to try to go to a far planet. There would be three phases to the trip: out through the earth's atmosphere, through space, and the re-entry into the atmosphere of the planet we're planning to land on. The first two phases would admittedly present formidable problems, but the last phase, the re-entry phase, would be the most critical. Coming in from outer space, the craft would, for all practical purposes, be similar to a meteorite except that it would be powered and not free falling. You would have myriad problems associated with aerodynamic heating, high aerodynamic loadings, and very probably a host of other problems that no one can now conceive of. Certain of these problems could be partially solved by laboratory

experimentation, but nothing can replace flight testing, and the results obtained by flight tests in our atmosphere would not be valid in another type of atmosphere. The most logical way to overcome this difficulty would be

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to build our interplanetary vehicle, go to the planet that we were interested in landing on, and hover several hundred miles up. From this altitude we could send instrumented test vehicles down to the planet. If we didn't want the inhabitants of the planet, if it were inhabited, to know what we were doing we could put destruction devices in the test vehicle, or arrange the test so that the test vehicles would just plain burn up at a certain point due to aerodynamic heating.

They continued, each man injecting his ideas.

Maybe the green fireballs are test vehicles-somebody else's. The regular UFO reports might be explained by the fact that the manned vehicles were venturing down to within 100,000 or 200,000 feet of the earth, or to the altitude at which atmosphere re-entry begins to get critical.

I had to go down to the airstrip to get a CARGO Airlines plane back to Albuquerque so I didn't have time to ask a lot of questions that came into my mind. I did get to make one comment. From the conversations, I assumed that these people didn't think the green fireballs were any kind of a natural phenomenon. Not exactly, they said, but so far the evidence that said they were a natural phenomenon was vastly outweighed by the evidence that said they weren't.

During the kidney jolting trip down the valley from Los Alamos to Albuquerque in one of the CARGO Airlines' Bonanzas, I decided that I'd stay over an extra day and talk to Dr. La Paz.

He knew every detail there was to know about the green fireballs. He confirmed my findings, that the genuine green fireballs were no longer being seen. He said that he'd received hundreds of reports, especially after he'd written several articles about the mysterious fireballs, but that all of the reported objects were just greenish colored, common, everyday meteors.

Dr. La Paz said that some people, including Dr. Joseph Kaplan and Dr. Edward Teller, thought that the green fireballs were natural meteors. He didn't think so, however, for several reasons. First the color was so much different. To illustrate his point, Dr. La Paz opened his desk drawer and took out a well worn chart of the color spectrum. He checked off two shades of green; one a pale, almost yellowish green and the other a much more distinct vivid green. He pointed to the bright green and told me that this was the color of the green fireballs. He'd taken this chart with him when he went out to talk to people who had seen the green fireballs and everyone had picked this one color. The pale green, he explained, was the color reported in the cases of documented green meteors.

Then there were other points of dissimilarity between a meteor and the green fireballs. The trajectory of the fireballs was too flat. Dr. La Paz

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explained that a meteor doesn't necessarily have to arch down across the sky, its trajectory can appear to be flat, but not as flat as that of the green fireballs. Then there was the size. Almost always such descriptive words as "terrifying," "as big as the moon," and "blinding" had been used to describe the fireballs. Meteors just aren't this big and bright.

No ---Dr. La Paz didn't think that they were meteors.

Dr. La Paz didn't believe that they were meteorites either.

A meteorite is accompanied by sound and shock waves that break windows and stampede cattle. Yet in every case of a green fireball sighting the observers reported that they did not hear any sound.

But the biggest mystery of all was the fact that no particles of a green fireball had ever been found. If they were meteorites, Dr. La Paz was positive that he would have found one. He'd missed very few times in the cases of known meteorites. He pulled a map out of his file to show me what he meant. It was a map that he had used to plot the spot where a meteorite had hit the earth. I believe it was in Kansas. The map had been prepared from information he had obtained from dozens of people who had seen the meteorite come flaming toward the earth. At each spot where an observer was standing he'd drawn in the observer's line of sight to the meteorite. From the dozens of observers he had obtained dozens of lines of sight. The lines all converged to give Dr. La Paz a plot of the meteorite's downward trajectory. Then he had been able to plot the spot where it had struck the earth. He and his crew went to the marked area, probed the ground with long steel poles, and found the meteorite.

Of all the successful expeditions in his file this was just one case that he showed me. He had records of many more similar expeditions.

Then he showed me some other maps. The plotted lines looked identical to the ones on the map I'd just seen. Dr. La Paz had used the same techniques on these plots and had marked an area where he wanted to search. He had searched the area many times but he had never found anything.

These were plots of the path of a green fireball.

When Dr. La Paz had finished, I had one last question, "What do you think they are?"

He weighed the question for a few seconds then he said that all he cared to say was that he didn't think that they were a natural phenomenon. He thought that maybe someday one would hit the earth and the mystery would be solved. He hoped that they were a natural phenomenon.

After my talk with Dr. La Paz I can well understand his apparent calmness on the night of September 18, 1954, when the newspaper reporter called him to find out if he planned to investigate this latest green fireball

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report. He was speaking from experience, not indifference, when he said, "But I don't expect to find anything."

If the green fireballs are back, I hope that Dr. La Paz gets an answer this time.

The story of the UFO now goes back to late January 1949, the time when the Air Force was in the midst of the green fireball mystery. In another part of the country another odd series of events was taking place. The center of activity was a highly secret area that can't be named, and the recipient of the UFO's, which were formations of little lights, was the U.S. Army.

The series of incidents started when military patrols who were protecting the area began to report seeing formations of lights flying through the night sky. At first the lights were reported every three or four nights, but inside of two weeks the frequency had stepped up. Before long they were a nightly occurrence. Some patrols reported that they had seen three or four formations in one night. The sightings weren't restricted to the men on patrol. One night, just at dusk, during retreat, the entire garrison watched a formation pass directly over the post parade ground.

As usual with UFO reports, the descriptions of the lights varied but the majority of the observers reported a V formation of three lights. As the formation moved through the sky, the lights changed in color from a bluish white to orange and back to bluish white. This color cycle took about two seconds. The lights usually traveled from west to east and made no sound. They didn't streak across the sky like a meteor, but they were "going faster than a jet." The lights were "a little bigger than the biggest star." Once in a while the GI's would get binoculars on them but they couldn't see any more details. The lights just looked bigger.

From the time of the first sighting, reports of the little lights were being sent to the Air Force through Army Intelligence channels. The reports were getting to ATIC, but the green fireball activity was taking top billing and no comments went back to the Army about their little lights. According to an Army G-2 major to whom I talked in the Pentagon, this silence was taken to mean that no action, other than sending in reports, was necessary on the part of the Army.

But after about two weeks of nightly sightings and no apparent action by the Air Force, the commander of the installation decided to take the initiative and set a trap. His staff worked out a plan in record time. Special UFO patrols would be sent out into the security area and they would be furnished with sighting equipment. This could be the equipment that they normally used for fire control. Each patrol would be sent to a specific location and would set up a command post. Operating out of the command

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post, at points where the sky could be observed, would be sighting teams. Each team had sighting equipment to measure the elevation and azimuth angle of the UFO. Four men were to be on each team, an instrument man, a timer, a recorder, and a radio operator. All the UFO patrols would be assigned special radio frequencies.

The operating procedure would be that when one sighting team spotted a UFO the radio operator would call out his team's location, the location of the UFO in the sky, and the direction it was going. All of the other teams from his patrol would thus know when to look for the UFO and begin to sight on it. While the radio man was reporting, the instrument man on the team would line up the UFO and begin to call out the angles of elevation and azimuth. The timer would call out the time; the recorder would write all of this down. The command post, upon hearing the report of the UFO, would call the next patrol and tell them. They too would try to pick it up.

Here was an excellent opportunity to get some concrete data on at least one type of UFO. It was something that should have been done from the start. Speeds, altitudes, and sizes that are estimated just by looking at a UFO are miserably inaccurate. But if you could accurately establish that some type of object was traveling 30,000 miles an hour, even 3,000 miles an hour - through our atmosphere, the UFO story would be the biggest story since the Creation.

The plan seemed foolproof and had the full support of every man who was to participate. For the first time in history every GI wanted to get on the patrols. The plan was quickly written up as a field order, approved, and mimeographed. Since the Air Force had the prime responsibility for the UFO investigation, it was decided that the plan should be quickly coordinated with the Air Force, so a copy was rushed to them. Time was critical because every group of nightly reports might be the last. Everything was ready to roll the minute the Air Force said "Go."

The Air Force didn't O.K. the plan. I don't know where the plan was killed, or who killed it, but it was killed. Its death caused two reactions.

Many people thought that the plan was killed so that too many people wouldn't find out the truth about UFO's. Others thought somebody was just plain stupid. Neither was true. The answer was

simply that the official attitude toward UFO's had drastically changed in the past few months. They didn't exist, they couldn't exist. It was the belief at ATIC that the one last mystery, the green fireballs, had been solved a few days before at Los Alamos. The fireballs were meteors and Project Twinkle would prove it. Any further investigation by the Army would be a waste of time and effort.

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58. The Report on Unidentified Flying Objects

This drastic change in official attitude is as difficult to explain as it was difficult for many people who knew what was going on inside Project Sign to believe. I use the words "official attitude" because at this time UFO's had become as controversial a subject as they are today. All through intelligence circles people had chosen sides and the two UFO factions that exist today were born.

On one side was the faction that still believed in flying saucers. These people, come hell or high water, were hanging on to their original ideas. Some thought that the UFO's were interplanetary spaceships. Others weren't quite as bold and just believed that a good deal more should be known about the UFO's before they were so completely written off. These people weren't a bunch of nuts or crackpots either. They ranged down through the ranks from generals and top grade civilians. On the outside their views were backed up by civilian scientists.

On the other side were those who didn't believe in flying saucers. At one time many of them had been believers. When the UFO reports were pouring in back in 1947 and 1948, they were just as sure that the UFO's were real as the people they were now scoffing at. But they had changed their minds. Some of them had changed their minds because they had seriously studied the UFO reports and just couldn't see any evidence that the UFO's were real. But many of them could see the "I don't believe" band wagon pulling out in front and just jumped on.

This change in the operating policy of the UFO project was so pronounced that I, like so many other people, wondered if there was a hidden reason for the change. Was it actually an attempt to go underground - to make the project more secretive? Was it an effort to cover up the fact that UFO's were proven to be interplanetary and that this should be withheld from the public at all cost to prevent a mass panic? The UFO files are full of references to the near mass panic of October 30, 1938, when Orson Welles presented his now famous "The War of the Worlds" broadcast.

This period of "mind changing" bothered me. Here were people deciding that there was nothing to this UFO business right at a time when the reports seemed to be getting better. From what I could see, if there was any mind changing to be done it should have been the other way, skeptics should have been changing to believers.

Maybe I was just playing the front man to a big cover-up. I didn't like it because if somebody up above me knew that UFO's were really space craft, I could make a big fool out of myself if the truth came out. I checked into this thoroughly. I spent a lot of time talking to people who had worked on Project Grudge.

The Dark Ages.59

The anti saucer faction was born because of an old psychological trait, people don't like to be losers. To be a loser makes one feel inferior and incompetent. On September 23, 1947, when the chief of ATIC sent a letter to the Commanding General of the Army Air Forces stating that UFO's were real, intelligence committed themselves. They had to prove it. They tried for a year and a half with no success. Officers on top began to get anxious and the press began to get anxious. They wanted an answer. Intelligence had tried one answer, the then Top Secret Estimate of the Situation that "proved" that UFO's were real, but it was kicked back. The people on the UFO project began to think maybe the brass didn't consider them too sharp so they tried a new hypothesis: UFO's don't exist. In

no time they found that this was easier to prove and it got recognition. Before if an especially interesting UFO report came in and the Pentagon wanted an answer, all they'd get was an "It could be real but we can't prove it." Now such a request got a quick, snappy "It was a balloon," and feathers were stuck in caps from ATIC up to the Pentagon. Everybody felt fine.

In early 1949 the term "new look" was well known. The new look in women's fashions was the lower hemlines, in automobiles it was longer lines. In UFO circles the new look was cuss 'em.

The new look in UFO's was officially acknowledged on February 11, 1949, when an order was written that changed the name of the UFO project from Project Sign to Project Grudge. The order was supposedly written because the classified name, Project Sign, had been compromised. This was always my official answer to any questions about the name change. I'd go further and say that the names of the projects, first Sign, then Grudge, had no significance. This wasn't true, they did have significance, a lot of it.

Chapter 5: The Dark Ages, Page 59

Table of Contents
NICAP Home Page

Date: Wed, 8 Jun 2005 15:32:45 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Summary of Sightings of Unknown Aerial Phenomena, 17th District OSI

To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, 17th District OSI

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-407

Page ID (PID) : NARA-PBB91-407
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 91

Frames 407 - 479

National Investigations Committee On Aerial Phenomena

Date: Tue, 23 Aug 2005 16:58:49 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Importance of Santa Fe, New Mexico
To: Fran Ridge <nicap@insightbb.com>

http://worf.eh.doe.gov/

REPORT OF THE MANAGER SANTA FE OPERATIONS U.S. ATOMIC ENERGY COMMISSION JULY 1950 TO JANUARY 1954 (DELETED)

Author: TYLER C L

1. JULY 1947 TO JULY 1950

The newly-created Atomic Energy Commission took over responsibility for the atomic energy program on January 1, 1947. On July 2 the Office of Santa Fe Directed Operations (nowSanta Fe Operations Office) was established to administer the atomic weapons field program. Two weeks later, the present Manager of SFOO arrived at Los Alamos to be the first civilian manager of the project.

In mid-1947, Los Alamos Scientific Laboratory, assisted by a small Sandia Branch, was carrying the major weight of weapons manufacture. There was some production of mechanical components at the Army's Rock Island (Ill.) Arsenal. The Salt Wells Pilot Plant of Naval Ordnance Test Station, Inyokern, California, was producing high explosives. There was little participation by private industry. Two weapons types were being produced in extremely limited quantity. Units going into stockpile were laboratory-fabricated. The limited production chain had only one source for each major component. Three major modifications of one Mark weapon were in early development,

The SFOO assignment at the beginning of its operations represented a tremendous undertaking. It was required to build the mandatory physical plant and organization, while at the same time assuring continuous production of weapons, and maintaining basic and applied research for development of more powerful, more varied, or more efficient weapons. The scope and priority of initial assignment were direct reflections of the

situation:

To build and develop at Los Alamos, the heart of the program, a community that would be adequate to obtain and to retain the type of personnel required. This meant rebuilding and expanding the community.

To provide a climate in which LASL could proceed with its job of basic nuclear research and development, and to provide a Technical Area physical plant adequate for the job.

To organize and supervise an ordnance development, production, and testing complex, relieving LASL of these responsibilities.

To expand production and facilities at other sites, in order to achieve a continuous flow of component parts.

To evolve an organization competent to achieve basic management and program objectives.

Approximately two and one-half peacetime years provided a relatively secure period unhampered by wartime expediencies, during which programs could be adequately planned and activated. The value of time for orderly development of a basic SF0 structure was underwritten by national and international events near the end of the period. In the Autumnof 1949 Russia tested an atomic weapon, and SF0 moved immediately out of its “peace-time” period into one of increased mission urgency and of “crash” programs. This was intensified in early 1950 with the decision to go all out on thermonuclear weapon development. It was further intensified three days before the end of the reporting period by the outbreak of the Korean War.

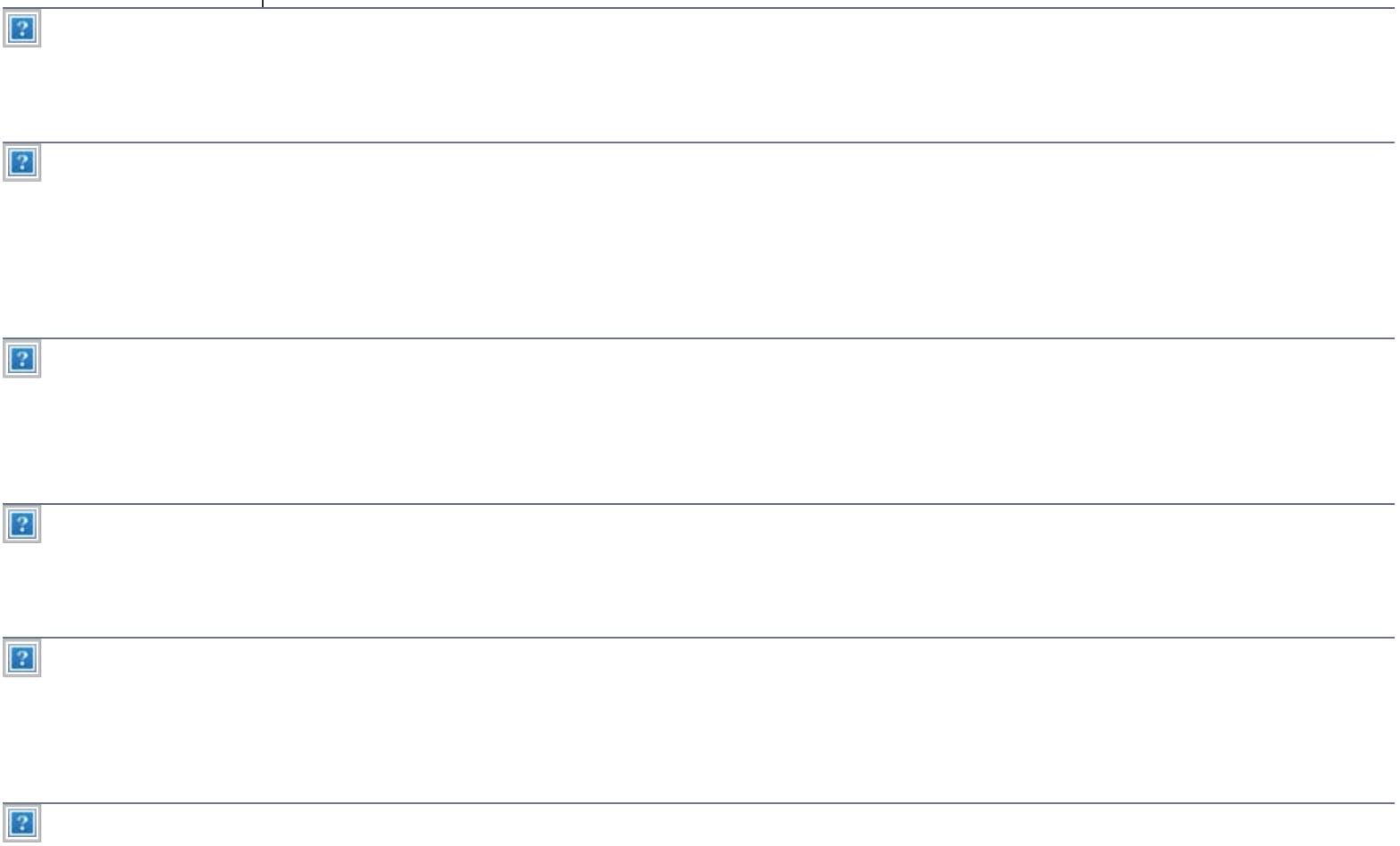
Date: Wed, 27 Jul 2005 16:03:43 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Feb.16, 1949, Conference on Aerial Phenomena
To: Francis Ridge <nicap@insightbb.com>

Feb.16, 1949, Conference on Aerial Phenomena, Los Alamos, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-374

Page ID (PID) : NARA-PBB88-374
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames - 374 - 397



Date: Wed, 27 Jul 2005 16:15:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Report on Conference held at Los Alamos, Feb. 16, 1949

To: Francis Ridge <nicap@insightbb.com>

Report on Conference held at Los Alamos, Feb. 16, 1949, on green fireball phenomena, Cmdr. Richard S. Manelkorn USN, Sandia Base.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-398

Page ID (PID) : NARA-PBB88-398
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames 398 - 401

Date: Sat, 28 May 2005 20:45:23 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Concern over UFOs over AEC areas.

To: Francis Ridge <nicap@insightbb.com>

Dr. Kaplan expressed a great concern, as these occurrences relate to the National Defense of the United States.

There is concern over:
Los Alamos
Sandia Base
USAF Guided Missile Base at Holloman AFB
Camp Hood

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-635

Page ID (PID) : NARA-PBB88-635
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 88

Frames 636 - 639

Date: Thu, 28 Jul 2005 00:39:14 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Report on Conference on "Green Fireballs" , Nov 3, 1949 - Report Dated 7 Nov 1949

To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-511

Page ID (PID) : NARA-PBB85-511
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 85

Frames 511 - 516

Date: Wed, 13 Apr 2005 16:36:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: White Sands, Misc.

To: Francis Ridge <nicap@insightbb.com>

BBA Roll ID : MISC-PBB1
Alt Roll ID : N/A
Frame No. : 743

Alt Roll ID : NARA T1206-89
Frame No. : 899

Alt Roll ID : NARA T1206-85
Frame No. : 749

Alt Roll ID : NARA T1206-91
Frame No. : 286

March 23, 1950 article

Alt Roll ID : NARA T1206-91
Frame No. : 287

Alt Roll ID : NARA T1206-89
Frame No. : 869

Alt Roll ID : NARA T1206-89
Frame No. : 317

NARA T1206-89
Frame No. : 913

Date: Sat, 23 Apr 2005 17:40:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: "Alleged Sightings" at White Sands

The April 24, 1949 and August 30, 1949, Incidents Downplayed By USAF
To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Page ID (PID) : MISC-PBB1-687
Collection : Other Official Microfilms
Roll Description : Misc Blue Book Files Roll

http://www.bluebookarchive.org/page.aspx?PageCode=MISC-PBB1-687

BBA Roll ID : MISC-PBB1
Alt Roll ID : N/A
Frame No. : 687

Frames 687-702

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BBA Roll ID : MISC-PBB1
Alt Roll ID : N/A
Frame No. : 702

Date: Sat, 23 Apr 2005 19:34:51 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Interesting Concentration of Sightings

To: Francis Ridge, Coordinator, NCP <nicap@insightbb.com>

Interesting concentration of sightings listed on the page below,
1. Dayton, Ohio
2. Columbus, Ohio
3. White Sands, New Mexico
4. Albuquerque, New Mexico
5. Oak Ridge, Tenn.
6. Camp Hood, Texas

Circa 1952.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-581

Alt Roll ID : NARA T1206-85
Frame No. : 581

This page below is from **STATUS REPORT, PROJECT GRUDGE-REPORT NO. 3**

31 JANUARY 1952

Below is
STATUS REPORT, PROJECT GRUDGE-REPORT NO. 3

31 JANUARY 1952

Alt Roll ID : NARA T1206-85
Frame No. : 578

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-578

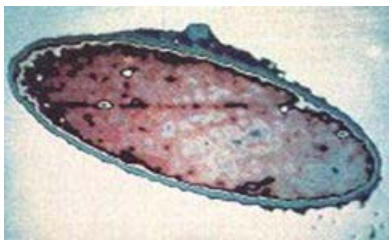
579

580

581

582

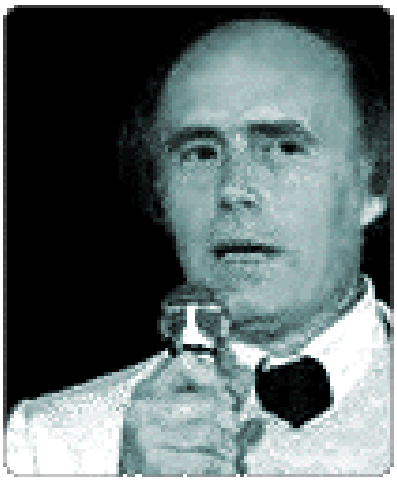
583



Nuclear Connection Project

NCP Papers

NCP-12: The White Sands Proof



Bruce Maccabee

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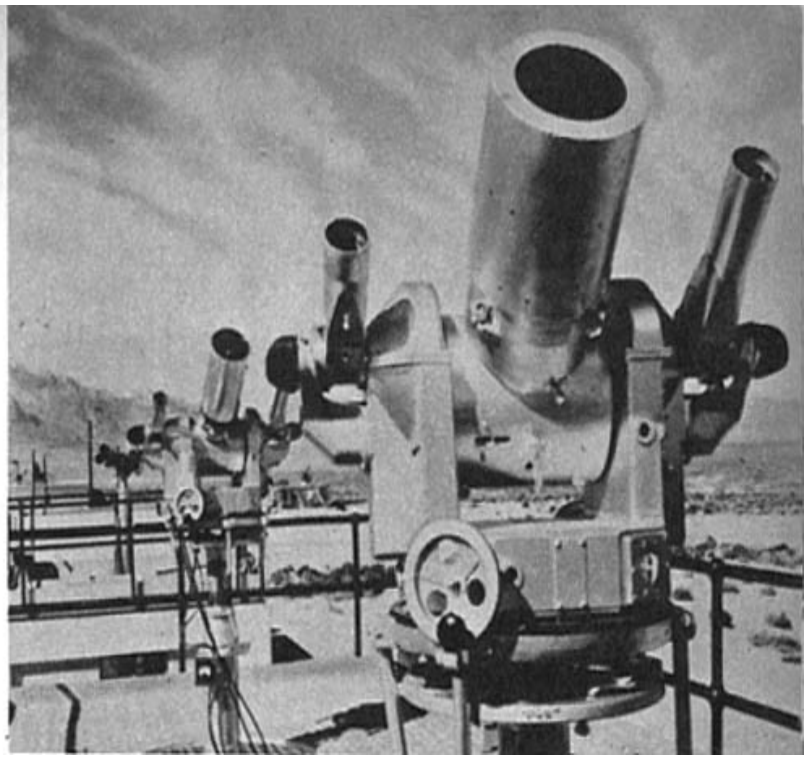
Original site link

ASKANIA CINETHEODOLITES AT THE WHITE SANDS PROVING GROUND



Army photo by
White Sands Proving Ground

On top of Station "C" in the flat desert, the Askania theodolite is waiting also to visually follow and record on film the journey of the Martin Viking.

ZERO HOUR! Viking No. 12 is off toward the ionosphere. "She's a good missile!" cries out the Flight Safety Control man through the loudspeakers.

In December, 1948 a new and strange phenomenon began to be observed repeatedly in the southwestern United States in areas where Top Secret nuclear weapon research was being carried out. Particular areas were around Los Alamos, New Mexico, Sandia Base near Albuquerque, New Mexico, the White Sands Proving Ground in NM and, eventually around the nuclear weapon storage site called Killeen Base at Fort Hood, Texas.

This phenomenon consisted of (generally) bright green lights moving (generally) horizontally through the night sky and then dropping downward slightly and going out. These became to be known as "green fireballs." After these had been observed many times in late 1948 and early 1949 Dr. Lincoln La Paz, a famous meteoricist (a scientist) who studies meteor and meteorites), declared that they weren't normal meteors. He told the Air Force and the FBI that if these weren't special devices resulting from our own (United States) secret research, then they could be Russian and in any event were a potential threat to our "vital installations" (FBI terminology) where nuclear weapon research was carried out.

These fireballs were observed repeatedly throughout 1949 and Air Force scientists wanted to know what they were. (Also observed were objects which Dr. La Paz called the "disc variation"...but it almost seems that the Air Force scientists really didn't want to know what THEY were!) Finally, in 1950, they succeeded in setting up an observation program to scientifically record the fireballs. It is at this point that our present story begins, but, before leaving the fireballs behind, let me just point out that they are STILL a mystery!

In the spring of 1950 a $20,000, half-year contract was signed with the Land-Air Corporation which operated the phototheodolites at White Sands. Land-Air was to set up a 24 hour watch at a location in New Mexico to be specified by the Air Force and the phototheodolite operators at White Sands were to film any unusual objects which happened to fly past. The name of this project was Twinkle.

The investigation began on March 24, 1950. By this time there had been many sightings in the southwest according to the sighting catalogue compiled by Lt. Col. Rees of the 17th District Office of Special Investigations at Kirtland, AFB, many of them around Holloman Air Force Base. His catalogue shows the following data for New Mexico in 1949: the area of Sandia Base

(Albuquerque) - 17 sightings, mostly in the latter half of the year; Los Alamos area - 26 sightings spread throughout the year; Vaughn area - none; Holloman AFB/Alamogordo/White Sands area - 12; other areas in southwest New Mexico- 20; total - 75. For the same areas in the first three months of 1950 there were: Sandia - 6 (all in February); Los Alamos - 7; Vaughn - 1; Holloman AFB/Alamogordo/White Sands - 6; others - 6; total - 26. With all these sightings, the scientists were quite confident that they could “catch” a fireball or a saucer.

On February 21 an observation post, manned by two people, was set up at Holloman with a theodolite, telescope and camera. The post was manned only from sunrise to sunset. The observers saw nothing unusual during a month of operation. Then the scientists decided to begin a constant 24 hour watch on the first of April that would last for six months, with Land- Air personnel operating cinetheodolites (theodolites with movie cameras) and with Holloman AFB personnel manning spectrographic cameras and radio frequency receivers. Thus began Project Twinkle with the high hopes of solving the fireball/saucer mystery.

SIGHTINGS BY OBSERVERS OF SUPERIOR RELIABILITY

or

TWINKLE, TWINKLE LITTLE CRAFT

Dr. Anthony Mirarchi was not the average scientist. He knew about the fireball sightings in the southwest and he was skeptical, all right, but he was also skeptical of the glib explanations that had been offered. Before deciding what the fireballs and "disc variation" might be he wanted more data. In early 1950 he was the Chief of the Air Composition Branch at Geophysical Research Division (GRD) at the Air Force Cambridge Research Laboratory (AFCRL) in Cambridge, Mass. Twinkle began as Dr. Mirarchi’s project. However, he retired from AFCRL in October, 1950, so he did not write the final report. That duty fell to the next project director, Dr. Louis Elterman. This final report has an important place in UFO history. Had Mirarchi written the report the history of early UFO research might be different. However, as you will see, Elterman did write it and, in doing so, left out the important information you are about to read. (Dr. Elterman and the project's final report are discussed below.)

Dr. Mirarchi visited Holloman Air Force Base in late May, 1950, and requested a brief report on sightings which had occurred on April 27 and May 24. Fortunately for “the truth,” this brief report to Mirarchi survived in the National Archives microfilm record where it was found in the late 1970’s, long after the Twinkle report had had its...intended?... debunking effect on the green fireball disc sightings! The report reads as follows (see also copies from the Archives microfilm below):

> “ 1. Per request of Dr. A. O. Mirarchi, during a recent visit to this base, the following information is submitted.
>
> 2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. The sightings were made by Land-Air, Inc., personnel while engaged in tracking regular projects with Askania Phototheodolites. It has been reported that objects are sighted in some number; as many as eight have been visible at one time. The individuals making these sightings are professional observers. Therefore I would rate their reliability superior. In both cases photos were taken with Askanias.
>
> 3. The Holloman AF Base Data Reduction Unit analyzed the 27 April pictures and made a report, a copy of which I am enclosing with the film for your information. It was

believed that triangulation could be effected from pictures taken on 24 May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. A report from Data Reduction and the films from the sighting are enclosed.

4. There is nothing further to report at this time."

WhiteSands1.gif

The writer of this cover letter is not known (no signature). It might have been the Lt. Alpert mentioned below. The Data Reduction report attached to the letter reads as follows:

"Objects observed following MX776A test of 27 April 1950"

2nd Lt. (name censored) EHOSIR 15 May 50

1. According to conversation between Col. Baynes and Capt. Bryant, the following information is submitted directly to Lt. Albert.
2. Film from station P10 was read, resulting in azimuth and elevation angles being recorded on four objects. In addition, size of image on film was recorded.
3. From this information, together with a single azimuth angle from station M7, the following conclusions were drawn:
   a). The objects were at an altitude of approximately 150,000 ft.
   b). The objects were over the Holloman range between the base and Tularosa Peak.
   c). The objects were approximately 30 feet in diameter.
   d). The objects were traveling at an undeterminable, yet high speed

(signed)
Wilbur L. Mitchell
Mathematician
Data Reduction Unit

WhiteSands2.gif

So, there you have it, four unidentified objects... UFOs... were flying at 150,000 ft near the White Sands Proving Ground. Each was roughly 30 ft in size. (The sighting was similar to that of Charles B. Moore while tracking a high altitude balloon in April, 1949.) Could Mr. Mitchell and the Askania operators have made a mistake? Not likely. Their business was tracking fast moving rockets and calculating the trajectories of the rockets. As the writer of the above letter stated, *"The individuals making these sightings are professional observers. Therefore I would rate their* ***reliability superior."***

Human beings had made no objects that could fly at 150,000 ft in the spring of 1950. So, what were they? *Whose* were they?

The skeptical scientist might, at this point, question the ability of Askania cameras to accurately image some object at 150,000 ft (28 statute miles). Just what was the capability of a phototheodolite? In fact, one might wonder just what IS a phototheodolite?

The phototheodolite is a telescope which does two things at once as the operator points it toward the object of interest (usually a rocket). First, the phototheodolite (or cinetheodolite) makes of series of photos (or a movie) of what is being seen through the telescope. Typically the camera

takes a picture (or many pictures) every second. The shutter (exposure) times for all active phototheodolites at a test site such as White Sands are controlled electronically by a central "time keeper". Thus all the camera pictures are synchronized. The phototheodolite also accurately measures and records on the film, the azimuth and elevation (horizontal and vertical pointing directions) as time goes on. When two or more of these cameras are pointed at the same object, say a rocket traveling into space, the elevation and azimuth information that is recorded can be used to accurately determine the position (altitude and horizontal position relative to the cameras) every second by triangulation (a well known trigonometric technique). Thus these cameras can provide information on the flight of a rocket, i.e., at any instant how high it is, how far it has traveled downrange, what the exhaust of the rocket looks like (an important "diagnostic" for determining how well the fuel was burning, how accurately the rocket nozzles were directing the exhaust, etc.) and whether or not the rocket was rotating or tumbling as it traveled. As an example of such a camera in action, consider the following composite photograph:

See image

The four rare photos above showing different stages of the Viking's flight, were made by the Askania theodolite. From bottom to top, they not only record the angle of climb but, more important, report on rocket efficiency by detailing action of engine exhaust through upper atmosphere. When rocket engine operates at the top best, hypersonic shock cones in tail flame appear shaped perfectly as diamonds. If diamonds are in any way distorted, this indicates lack of smoothness in operation.

Here we see a rocket just after takeoff (lowest photo) and then several photos taken many seconds later as it climbed upward. The number at the upper left is the azimuth and the number at the upper right is the angular elevation. According to the text that accompanies the picture, the top photo was taken when the rocket was nearing burnout. Burnout of a V-2 occurred when the altitude was about 20 miles and the rocket was about 2 miles downrange. However, the actual altitude when that photo may have been less than that. (Apparently this camera was quite far from the takeoff point in order to capture a reasonable "side shot" of the rocket at burnout.)

The rocket itself was about 46 ft long and 5 ft in diameter (at its widest). Looking at the top photo of the rocket one can clearly see the general shape, although it is distorted (foreshortened) by the perspective view (from below and to one side). Had the rocket presented the same perspective view but from a distance of about 30 miles (150,000 ft) the image would not be as large as in the upper photo, but the general shape could still be determined from the image (which would have been clearer in the original film than in this copy).

The focal length of the typical telescope was 60 cm. One may assume that the 35 mm film used had an image size resolution, determined by the average film grain size, of 0.001 cm (0.01 mm or 10 microns), or less (if high resolution film was used the grain size could be as small as about 5 microns). Assuming 0.001 cm resolution at the film plane, the angular resolution was on the order of 0.001 cm/60 cm = 1.6 x 10^-5 radians = 0.0009 degrees which is about 3 arc-second resolution (1 arc-sec = 0.00028 deg). When this distance is projected to 150,000 ft it corresponds to about 2 1/2 ft. This is a "resolution element" at that distance. Hence it is not surprising that the film image discussed above is a quite good representation of the shape of the V-2 rocket at a high altitude.

An object 30 ft in diameter would have 12 of these resolution elements across its width, and about 140 such elements over the whole image area (if roughly round) which would be more than enough to assure that the film image would be clearly show the the overall shape of the object. (If the film resolution were better than 10 microns the number of resolution elements in the image would be even greater. The more resolution elements there are, the more accurate is the depiction of the

actual shape of the object.) The bottom line is that it is very UNLIKELY that the expert analysts at White Sands were wrong when they stated that the objects were about 150,000 ft high and about 30 ft in diameter (and traveling at a high speed).

A DISMAL FAILURE?

...or a *COVER UP?*

Enter Dr. Louis Elterman, a well known atmospheric physicist. Elterman was known for using powerful searchlights to study the upper atmosphere (density, dust loading, etc.). He also wrote a report on ball lightning for Project Grudge, the second Air Force project to collect and analyze flying saucer sightings, so he obviously knew the official opinion of the Air Force on flying saucers, namely that there weren't/aren't any. (The Project Grudge personnel did not look favorably on saucer reports.) A year and a half after the above sightings, in November, 1951, Dr. Elterman, who was at that time the Director of Project Twinkle, and who worked at the Atmospheric Physics Laboratory (APL) of the Geophysical Research Division (GRD) of the Air Force Cambridge Research Laboratory (AFCRL), wrote the final report on Project Twinkle. According to Dr. Elterman's report, Project Twinkle was a dismal failure: "no information was gained." He recommended it be discontinued. His recommendation was accepted.

But, was it a failure? Was there really no information gained? Notice that the above document says that as many as 8 objects were sighted at one time on May 24, 1950. This statement is confirmed in an FBI report entitled "Information Concerning Phenomena in New Mexico," written on August 23, 1950. According to the report, "On May 24, 1950, personnel of Land-Air, Incorporated, sighted eight to ten objects of aerial phenomena." Isn't the fact of the sighting "information?" Of course it is. Then, why did Elterman write "no information was gained?" Let us look more carefully at Elterman and his Project Twinkle report.

According to Dr. Elterman, before Twinkle began there had been "an abnormal number of reports" from Vaughn, New Mexico, so it was decided to place a lookout post there. Why this place was chosen is a mystery to me. It is about 120 air miles from Los Alamos, about 90 from Sandia Base and nearly 150 from Alamogordo/Holloman AFB. I have listed above the sighting statistics for the various New Mexico areas, being careful to list the sightings around Vaughn separately. Note that Vaughn had only 1 sighting in the whole previous year. So why did they "waste" a lookout post at Vaughn? Why didn't they put one at Los Alamos or at White Sands? Did they think that they could triangulate over a very large baseline distance with the lookout post at Holloman AFB or were they actually trying to avoid sightings? These are questions which must forever remain unanswered. (Note: Elterman was not responsible for this poor choice of location since he did not become the Project director until about 7 months after the project started.)

Anyway, it was a mistake. After Project Twinkle began the sighting rate dropped precipitously. The Project Blue Book sighting list shows 1 sighting in April, 1 in May and 1 in August in the Holloman area. There were also fewer sightings in the other areas. In fact, for the period from April 1 to October 1 covered by the first Land Air contract there were only about 8 sightings in the whole of New Mexico as compared with the roughly 30 sightings during the previous 6 months.

The effect of this sudden decrease in sighting rate is reflected in the Twinkle Final Report which says that there were very few observations. However, of more importance is what is not reflected in the report, that is, what is ignored or *covered up (?)* in the report, namely the fact that Twinkle *was successful.*

To demonstrate that Dr. Elterman "ignored information" or was just plain dishonest, I quote here one part of the report verbatim. Commenting on the *"first contractual period, 1 April 1950 to 15 September 1950"* Dr. Elterman wrote:

> *"Some photographic activity occurred on 27 April and 24 May, but simultaneous sightings by both cameras were not made, so that no information was gained. On 30 August 1950, during a Bell aircraft missile launching, aerial phenomena were observed over Holloman Air Force Base by several individuals; however, neither Land-Air nor Project personnel were notified and, therefore, no results were acquired. On 31 August 1950, the phenomena were again observed after a V-2 launching. Although much film was expended, proper triangulation was not effected, so that again no information was acquired."*

During the second contractual period, 1 October 1950 to 31 March 1951 there were no sightings. It was as if the phenomenon had reacted to the setting up of observation posts by moving elsewhere. There were continuing sightings in other parts of the country and even a few in the other parts of New Mexico, but none near Holloman AFB. The lack of sightings was enough to end the contract. After the contract ended there were discussions about what to do with the data and whether or not to continue observations at at some low level of effort. It was decided in the late spring of 1951 not to continue the special effort. Elterman, writing in November, 1951, recommended "no further expenditure" of time and effort...and there was none.

But, what about the sightings during the first half of the contract, the sightings at Holloman Air Force base in April, May and August, 1950? Even Elterman admits that ***things*** **were seen!**

According to Eltermann, **no information was gained,** to which I respond,

WHAT?

What do you mean, Dr. Elterman, Sir?
Oh, Great and Exalted Guru of the Upper Atmosphere,

isn't the fact that something unusual was sighted by experienced observers "information"?

Something WAS up in the sky...
something that was sufficiently unusual as to attract attention.

Was Elterman justified in making such a comment?

No! Certainly information "is gained" when a number of qualified obervers simultaneously view unidentified objects from various locations. And more information is gained if some of these observers film these objects through cinetheodolite telescopes. There is useful information even if a "proper triangulation" is not accomplished. And there is even more information gained if a proper triangulation is accomplished...and one was accomplished, only Eltermann didn't mention it!

Farther on in the report Dr. Elterman indicates a serious deficiency in the operational plan for Project Twinkle. The project scientists knew that they might have some film to analyze, but according Elterman there were insufficient funds built into the contract to analyze the film. After a discussion with Mr. Warren Kott, who was in charge of the Land-Air operations, Elterman estimated that it would take 30 man-days to analyze the film and do a time correlation study which "would assure that these records did not contain significant material." According to Elterman, "no provisions are contained in the contract" for this analysis.

One reads this previous statment with some *astonishment*. They set up a photographically instrumented search for unknown objects and then failed to provide for the film analysis if they were lucky enough to get film. *What sort of a scientific project is that?* Did they want to *succeed* or

did they want to ***fail?***

Furthermore, Elterman's statement that a time correlation study should be done to *assure* that the records contained *no significant material* sounds as if Elterman had already concluded that there was no worthwhile evidence in the film. Does this sound like an unbiased investigation?

Near the end of the report Elterman supported his statement that "no information was gained" by offering explanations for the sightings: "Many of the sightings are attributable to natural phenomena such as flights of birds, planets, meteors and possibly cloudiness." Note that he wrote "many." He did not write "all." What about the sightings that were NOT attributable to birds, planets, meteors and cloudiness?

The typical scientist reading the Project Twinkle Final Report would assume Elterman was telling the truth, that there was "no information gained" and that all the sightings were misidentifications. The typical reader would accept Dr. Elterman's opinion as the final word on the subject. Only the perceptive person would realize that he had not actually proven his statement to be true, even though he presumably had access to the photographic evidence which would prove it, if it were true.

Compare the above letter/report to Dr. Mirarchi with the first paragraph of Elterman's statement where he says "...simultaneous sightings by both cameras were not made so that no information was gained." It seems that Elterman got his information on these sightings from this report to Dr. Mirarchi. Yet he did not even give a hint of the existence of the most important result of Project Twinkle, the April 27 triangulation which yielded information on altitude and size. Could it be that he didn't know about the Data Reduction Unit report? Or did he know and choose to purposely ignore or withhold the information? Was this part of a "cover up" or simply the "ostrich effect" kicking in (if you stick your head deep enough into the sand the problem will go away)?

Capt. Edward Ruppelt, who was the director of Project Blue book during 1952 and 1953, in his landmark 1955 book, *The Report on Unidentified Flying Objects*, described the April 27 event in more detail. A guided missile had just been tracked and the cinethodolite crews were starting to unload their cameras when someone spotted objects moving through the sky. The camera stations were linked by a telephone network, so that crew alerted the others. Unfortunately all but one camera had been unloaded and the UFOs had departed before the other cameras could be reloaded. According to Ruppelt, "The photos from the one station showed only a smudgy dark object. About all the film proved was that something was in the air and, whatever it was, it was moving." Evidently Ruppelt didn't know that a triangulation had been accomplished. But at least Ruppelt did not claim that "no information was gained."

Ruppelt also discussed the May 24 event and its failure at triangulation due to the fact that the two cameras were looking at different objects. Ruppelt wrote that in February, 1951, when he first learned of these sightings (this was about 9 months before he became the director of Project Grudge and over a year before the name was changed to Blue Book), "The records at AMC [the Air Materiel Command headquartered at Wright-Patterson Air Force Base] didn't contain the analysis of these films but they did mention the Data Reduction Group at White Sands. So, when I later took over the UFO investigation I made several calls in an effort to run down the actual film and analysis." Unfortunately, he was not successful even though he did manage to contact, through a "major who was very cooperative," two men who had analyzed what was either the May 24, or the August 31, film or both (see Elterman's statement above regarding the August 31 sighting). Ruppelt writes as follows:

> *"(the major's) report.... was what I had expected - nothing concrete except that the UFOs were unknowns. He did say that by putting a correction factor in the data gathered by the two cameras they were able to arrive at a rough estimate of speed,*

> *altitude and size. The UFO was 'higher than 40,000 feet, traveling over 2,000 miles per hour, and it was over 300 feet in diameter.' He cautioned me that these figures were only estimates, based on the possibly erroneous correction factor; therefore they weren't proof of anything - except that something was in the air."*

Obviously Ruppelt underplayed the importance of this report by suggesting that the films didn't prove anything. My response to this is

So what, if the size, distance and speed estimates might be wrong....*something was there, obviously large, fast and unusual or the camera crews wouldn't have bothered to film it!*

Since Ruppelt apparently was not aware that a triangulation had been accomplished for the April 27 sighting one wonders if he would have tried to downplay that film, also, as not "proof of anything."

At the bottom of the report to Dr. Mirachi is a list of enclosures which shows that two reports (Data Red Report #1 and Data Red Report #2) and three films (P-10 and P-8 of May 24 and P-10 of April 27) were sent to Mirarchi along with a map of the Holloman range showing, I presume, the locations of the cameras. There is a hand written note at the right of the list of films which says "Film on repository with AFCRL" and a few other undecipherable scribbles. Attempts (in the late 1970's) to locate these films failed. (Mirarchi died in the 1960's.)

Incidently, the Project Blue Book master sighting list indicates that all four of the sightings listed by Elterman had "insufficient information" for evaluation.

EPILOGUE

Although Dr. Mirarchi retired in October 1950 and had no part in writing the final Twinkle report that was completed over a year later, his involvement with the green fireballs and saucers did not end when he retired. In early 1951 he returned to "action" in a public way and his actions nearly got him into serious trouble almost two years after that!

In the middle of February, 1951 Time magazine published an article that featured a well known scientist, Dr. Urner Liddel of the Naval Research Laboratory near Washington, DC. In the article Dr. Liddel stated that he had studied around 2,000 saucer reports and, in his opinion, the only credible saucer sightings were actually sightings of misidentified Skyhook balloons, balloons which had been kept secret by the armed services. Apparently Dr. Liddel wasn't aware of the several sightings by balloon project scientists (e.g, C. B. Moore mentioned above).

Evidently Dr. Mirarchi felt it was his civic duty to repudiate Liddel's claims and two weeks later he responded publicly. According to a United Press story filed on February 26, 1951 Mirarchi said he believed, after investigating 300 reports of flying saucers, that the saucers were missiles from Russia which had photographed our atomic bomb test sites. According to the United Press article the 40 year old scientist who **"for more than a year conducted a top secret investigation into the weird phenomena said that he had worked with balloons and balloons did not leave an exhaust trail."** Another reason given against the balloon explanation was that balloons could not be seen at night. Mirachi explained how "scientists had picked up dust particles containing copper which could have come from no other source than the saucer motive plants (the engines)." (This was a reference to efforts by Dr. La Paz to have air samples taken after a green fireball sighting to see if there were any small particles of copper or copper compounds in the air. Such compounds "burn green" or give off a characteristic green color when heated, so La Paz had conjectured that the green color could be attributed to burning copper compounds associated with the fireballs. In one case there was success in detecting such particles, although La Paz was not completely

convinced that the particles were from the fireball.)

According to the newspaper article **"flying saucers or 'fireballs' as he terms them, were regularly observed near Los Alamos until he set up a system of phototheodolites to measure their speed, size and distance away.... but the fireballs mysteriously ceased appearing before the theodolites could go to work. Dr. Mirarchi concludes that spies must have tipped off the saucers' home base."** Mirarchi referred to two sightings for which there was photographic evidence: a single photo of a round glowing object and a motion picture which **"showed one streaking across the sky for one and a half minutes."** Mirarchi went on to say that he was aware that some sightings were actually sightings of balloons, but that **"there was too much evidence in favor of saucers to say they could have all been balloons. 'I was conducting the main investigation. The government had to depend on me or my branch for information.' He said he did not see how the Navy (i.e., Dr Liddel) could say that there had been no concrete evidence on the existence of the phenomena."**

Mirachi concluded by accusing the government of committing "suicide by secrecy" for not admitting that the saucers were real and probably missiles from Russia.

Strong words! So strong they nearly got Mirarchi in trouble more than two years later. According to an Air Force document released in 1991(!), in 1953, during a time of espionage and spy hunting (the Rosenbergs, atomic spies, were executed in 1953) the FBI queried the Air Force as to whether or not Mirarchi should be investigated for breaking security. Lt. Col. Frederick Oder, who had been instrumental in getting Project Twinkle started, responded by writing that, because Mirarchi had released to the newspaper some information that was classified Confidential or Secret it "could cause serious harm to the internal security of the country...if it were to fall into unfriendly hands...both from the point of view of the prestige of our Government and the point of view of revealing our interest in certain classified projects." Brigadier General W. M. Garland, who was in charge of AMC in 1953, decided not to pursue Dr. Mirarchi because, in his opinion, the information was not that important. Furthermore, in Gen. Garlands' opinion, the facts about saucers being missiles, as stated in the newspaper article, had been "disproved or are, at best, personal opinions, and are not considered classified data." In other words, Gen. Garland apparently believed that the green fireball and saucer sightings were not Russian missiles, although he did not say what he thought they were.

Perhaps Gen. Garland let Mirarchi of the hook because he recalled that there had been a recommendation to declassify and release the results of Project Twinkle in December, 1951, a month after the final report was written. However, he could find no record of declassification in the files of AMC. Evidently he was not aware of the recommendation against declassification contained in a February 1952 letter to the Directorate of Intelligence from the Directorate of Research and Development which states

"The Scientific Advisory Board Secretariat has suggested that this project not be declassified for a variety of reasons, chief among which is that no scientific explanation for any of the 'fireballs' and other phenomena was revealed by the (Project Twinkle) report and that some reputable scientists still believe that the observed phenomena are man-made."

Another letter, this time from the Directorate of Intelligence to the Research Division of the Directorate of Research and Development, dated March 11, 1952, adds another reason for withholding the information from the public:

"It is believed that a release of the information to the public in its present condition would cause undue speculation and give rise to unwarranted fears among the populace such as occurred in previous releases on unidentified flying objects. This results from releases when there has been no real solution."

In other words, Air Force Intelligence had realized that the public could see through the smokescreen of previous explanations and wanted real answers, so, if they couldn't come up with real answers it was better to say nothing.

Over a year after Mirarchi responded to Liddel, LIFE Magazine published an article on flying saucers. In that article the authors described some of the sightings which caused the Air Force to start Project Twinkle. One of the hundreds of letters which the magazine received in response to that article was from Captain Daniel McGovern who wrote "I was very closely associated with Projects 'Twinkle' and 'Grudge' at Alamogordo, N. Mexico where I was chief of the technical photographic facility at Holloman Air Force Base. I have seen several of these objects myself` and they are everything you say they are as to shape, size and speed." (LIFE, April 28, 1952)

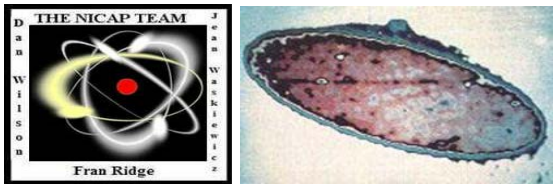
ACKNOWLEDGEMENTS

I thank Joel Carpenter and Brad Sparks for some of the phototheodolite information presented here.

A helpful reference was *200 MILES UP* by Dr. Gordon Vaeth, Ronald Press, NY (1955).

FOR FURTHER INFORMATION ON FLYING SAUCERS IN THE YEAR FOLLOWING MIRARCHI'S RESPONSE TO LIDDEL see click here

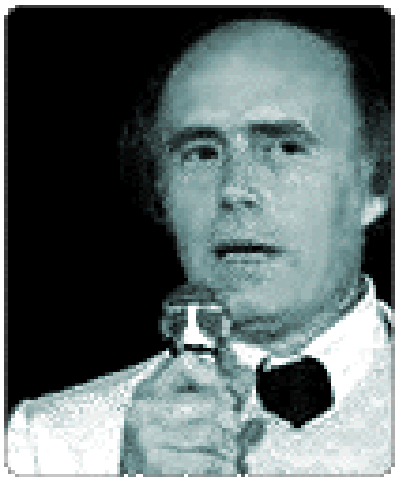
NCP Home



Nuclear Connection Project

NCP Paper

NCP-13: White Sands Films, Mirarchi, and Project Twinkle



Bruce Maccabee

Here is "the story" on the White Sands films and Mirarchi and Project Twinkle. Anyone with more "dirt" on Project Twinkle, please let me know. We should be hard on it.... because it was a supposedly scientific effort to collect info on UFOs.... and it was successful.... but the success covered up. Below is from my UFO FBI book.

The efforts of Dr. Kaplan and Major Oder to start a fireball research project came to fruition in the spring of 1950. A $20,000 half-year contract was signed with the Land-Air Corporation which operated the phototheodolites at White Sands. Land-Air was to set up a 24 hour watch at a location in New Mexico to be specified by the Air Force and the phototheodolite operators at White Sands were to film any unusual objects which happened to fly past.

The investigation began on March 24, 1950. By this time there had been many sightings in the southwest according to the sighting catalogue compiled by Lt. Col. Rees of the 17th District OSI at Kirtland, AFB, many of them around Holloman AFB. His catalogue shows the following data for New Mexico in 1949: the area of Sandia Base (Albuquerque) - 17 sightings, mostly in the latter half of the year; Los Alamos area - 26 sightings spread throughout the year; Vaughn area - none; Holloman AFB/Alamogordo/White Sands area - 12; other areas in southwest New Mexico-20; total - 75. For the same areas in the first three months of 1950 there were: Sandia - 6 (all in February); Los Alamos - 7; Vaughn - 1; Holloman AFB/Alamogordo/White Sands - 6; others - 6; total - 26. With all these sightings, the scientists were quite confident that they could catch a fireball or a saucer.

On February 21 an observation post, manned by two people, was set up at Holloman with a theodolite, telescope and camera. The post was manned only from sunrise to sunset. The observers saw nothing unusual during a month of operation. Then the scientists decided to begin a constant 24 hour watch on the first of April that would last for six months, with Land-Air personnel operating

cinetheodolites (theodolites with movie cameras) and with Holloman AFB personnel manning spectrographic cameras and radio frequency receivers. Thus began Project Twinkle with the high hopes of solving the fireball/saucer mystery.

A year and a half later, in November, 1951, Dr. Louis Elterman, the Director of Project Twinkle, who worked at the Atmospheric Physics Laboratory (APL) of the Geophysical Research Division (GRD) of the Air Force Cambridge Research Laboratory (AFCRL), wrote the final report. According to Dr. Eltermans report, Project Twinkle was a dismal failure: no information was gained. He recommended it be discontinued. His recommendation was accepted.

But, was it a failure? Was there really no information gained? Recall the FBI report presented in the last chapter which states that on May 24, 1950, personnel of Land Air saw 8 to 10 unidentified objects. Isn't this information? Let us look more carefully at Project Twinkle.

According to Dr. Elterman, before Twinkle began there had been an abnormal number of reports from Vaughn, New Mexico, so it was decided to place a lookout post there. Why this place was chosen is a mystery to me. It is about 120 air miles from Los Alamos, about 90 from Sandia Base and nearly 150 from Alamogordo/Holloman AFB. I have listed above the sighting statistics for the various New Mexico areas, being careful to list the sightings around Vaughn separately. Note that Vaughn had only 1 sighting in the whole previous year. So why did they waste a lookout post at Vaughn? Why didnt they put one at Los Alamos or at White Sands? Did they think that they could triangulate over a very large baseline distance with the lookout post at Holloman AFB or were they actually trying to avoid sightings? These are questions which must forever remain unanswered.

Anyway, it was a mistake. After Project Twinkle began the sighting rate dropped precipitously. The Blue Book sighting list shows 1 sighting in April, 1 in May and 1 in August in the Holloman area. There were also fewer sightings in the other areas. In fact, for the period from April 1 to October 1 covered by the first Land Air contract there were only about 8 sightings in the whole of New Mexico as compared with the roughly 30 sightings during the previous 6 months.

The effect of this sudden decrease in sighting rate is reflected in the Twinkle Final Report which says that there were very few observations. However, of more importance is what is not reflected in the report.... what is ignored or covered up in the report...the fact that Twinkle was successful.

So you can understand where the writer of the Project Twinkle report was dishonest here is one part of it verbatim. Commenting on the first contractual period, 1 April 1950 to 15 September 1950 Dr. Elterman wrote:

> Some photographic activity occurred on 27 April and 24 May, but simultaneous sightings by both cameras were not made, so that no information was gained. On 30 August 1950, during a Bell aircraft missile launching, aerial phenomena were observed over Holloman Air Force Base by several individuals; however, neither Land-Air nor Project personnel were notified and, therefore, no results were acquired. On 31 August 1950, the phenomena were again observed after a V-2 launching. Although much film was expended, proper triangulation was not effected, so that again no information was acquired.

During the second contractual period, 1 October 1950 to 31 March 1951 there were no sightings. It was as if the phenomenon had reacted to the setting up of observation posts by moving elsewhere. There were continuing sightings in other parts of the country and even a few in the other parts of New Mexico, but none near Holloman AFB. The lack of sightings was enough to end the contract. After the contract ended there were discussions about what to do with the data and whether or not to continue observations at at some low level of effort. It was decided in the late spring of 1951 not to continue the special effort. Elterman, writing in November, 1951, recommended no further expenditure of time and effort...and there was none.

But, what about the sightings during the first half of the contract, the sightings at Holloman Air Force base in April and May, 1950? According to Eltermann, no information was gained. Was Elterman justified in making such a comment?

No! Certainly information is gained when a number of qualified obervers simultaneously view unidentified objects from various locations. And more information is gained if some of these observers film these objects through cinetheodolite telescopes. There is useful information even if a proper triangulation is not accomplished. And there is even more information gained if a proper triangulation is accomplished...and one was accomplished, only Eltermann didnt mention it!

Farther on in the report Dr. Elterman indicates a serious deficiency in the operational plan for Project Twinkle. The project scientists knew that they might have some film to analyze, but according Elterman there were insufficient funds built into the contract to analyze the film. After a discussion with Mr. Warren Kott, who was in charge of the Land-Air operations, Elterman estimated that it would take 30 man-days to analyze the film and do a time correlation study which would assure that these records did not contain significant material. According to Elterman, no provisions are contained in the contract for this analysis.

One reads this previous statment with some astonishment. *They set up a photographically instrumented search for unknown objects and then failed to provide for the film analysis if they were lucky enough to get film.* What sort of a scientific project is that? Did they want to succeed or did they want to fail?

Furthermore, Eltermans statement that a time correlation study should be done to assure that the records contained no significant material sounds as if Elterman had already concluded that there was no worthwhile evidence in the film. Does this sound like an unbiased investigation?

Near the end of the report Elterman supported his statement that no information was gained by offering explanations for the sightings: Many of the sightings are attributable to natural phenomena such as flights of birds, planets, meteors and possibly cloudiness.

The typical reader of the Project Twinkle Final Report would accept Dr. Eltermans opinion as the final word on the subject. Only the perceptive person would realize that Dr. Elterman had not actually proven his statement to be true, even though he presumably had access to the photographic evidence which would prove it, if it were true.

Dr. Anthony Mirarchi was not the average scientist. He was skeptical, all right, but he was skeptical of the glib explanations. In 1950 he was the Chief of the Air Composition Branch at GRD/AFCRL. Project
Twinkle began as Dr. Mirachis project. However, he retired from AFCRL in October, 1950, so he was not involved with Twinkle when Dr. Elterman wrote the final report a year later. In fact, Dr. Mirarchi may never have seen that report.

Dr. Mirarchi visited Holloman Air Force Base in late May, 1950, and requested a brief report on the April 27 and May 24 sightings which Elterman mentioned (see above). Fortunately for the truth, the brief
report to Mirarchi survived in the National Archives microfilm record where it was found in the late 1970s long after the Twinkle report had had its...intended?...debunking effect on the green fireball sightings! As you will see, this document refutes Elterman:

> 1. Per request of Dr. A. O. Mirarchi, during a recent visit to this base, the following information is submitted.

2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. The sightings were made by Land-Air, Inc., personnel while engaged in tracking regular projects with Askania Phototheodolites. It has been reported that objects are sighted in some number; as many as eight have been visible at one time. The individuals making these sightings are professional observers. Therefore I would rate their reliability superior. In both cases photos were taken with Askanias.

3. The Holloman AF Base Data Reduction Unit analyzed the 27 April pictures and made a report, a copy of which I am enclosing with the film for your information. It was believed that triangulation could be effected from pictures taken on 24 May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. A report from Data Reduction and the films from the sighting are enclosed.

4. There is nothing further to report at this time.

The writer of this letter is not known (no signature). The Data Reduction report attached to the letter reads as follows:

Objects observed following MX776A test of 27 April 1950
2nd Lt. (name censored) EHOSIR 15 May 50

1. According to conversation between Col. Baynes and Capt. Bryant, the following information is submitted directly to Lt. Albert.
2. Film from station P10 was read, resulting in azimuth and elevation angles being recorded on four objects. In addition, size of image on film was recorded.
3. From this information, together with a single azimuth angle from station M7, the following conclusions were drawn:
   a). The objects were at an altitude of approximately 150,000 ft.
   b). The objects were over the Holloman range between the base and Tularosa Peak.
   c). The objects were approximately 30 feet in diameter
   d). The objects were traveling at an undeterminable, yet high speed.

(signed)
Wilbur L. Mitchell
Mathematician
Data Reduction Unit

So, there you have it, four unidentified objects... UFOs... were flying at 150,000 ft near the White Sands Proving Ground. Each was roughly 30 ft in size. The sighting was similar to that of Charles Moore a year earlier. Could Mr. Mitchell and the Askania operators have made a mistake? Not likely. Their business was tracking fast moving objects (rockets) and calculating the trajectories of the rockets. As the writer of the above letter stated, The individuals making these sightings are professional observers. Therefore I would rate their reliability superior.

Human beings had made no objects that could fly at 150,000 ft in the spring of 1950. So, what were they? Whose were they?

Compare the above letter with the first paragraph of Eltermans statement where he says ...simultaneous sightings by both cameras were not made so that no information was gained. It seems that Elterman got his information on these sightings from this report to Dr. Mirarchi. Yet he did not even give a hint of the existence of the most important result of Project Twinkle, the April 27

triangulation which yielded information on altitude and size. Could it be that he didnt know about the Data Reduction Unit report? Or did he know and choose to *purposely ignore or withhold the information?*

Ruppelt, in The Report on Unidentified Flying Objects, described the April, 27 event in more detail. A guided missile had just been tracked and the cinethodolite crews were starting to unload their cameras when someone spotted objects moving through the sky. The camera stations were linked by a telephone network, so that crew alerted the others. Unfortunately all but one camera had been unloaded and the UFOs had departed before the other cameras could be reloaded. According to Ruppelt, the photos from the one station showed only a smudgy dark object. About all the film proved was that something was in the air and, whatever it was, it was moving. Evidently Ruppelt didnt know that a triangulation had been accomplished

Ruppelt also discussed the May 24 event and its failure at triangulation due to the fact that the two cameras were looking at different objects. Ruppelt wrote that in February, 1951, when he first learned of these sightings (this was about 9 months before he became the director of Project Grudge and over a year before the name was changed to Blue Book), The records at AMC didn't contain the analysis of these films but they did mention the Data Reduction Group at White Sands. So, when I later took over the UFO investigation I made several calls in an effort to run down the actual film and analysis. Unfortunately, he was not successful even though he did manage to contact, through a major who was very cooperative, two men who had analyzed what was either the May, 24, or the August, 31, film or both (see Eltermans statement above regarding the August 31 sighting). Ruppelt writes as follows:

> ...(the majors) report.... was what I had expected - nothing concrete except that the UFOs were unknowns. He did say that by putting a correction factor in the data gathered by the two cameras they were able to arrive at a rough estimate of speed, altitude and size. The UFO was higher than 40,000 feet, traveling over 2,000 miles per hour, and it was over 300 feet in diameter. He cautioned me that these figures were only estimates, based on the possibly erroneous correction factor; therefore they werent proof of anything - except that something was in the air.

Obviously Ruppelt underplayed the importance of this report by suggesting that the films didnt prove anything. So what, if the size, distance and speed estimates might be wrong.... something was there, obviously large, fast and unusual or the camera crews wouldnt have bothered to film it! Since Ruppelt apparently was not aware that a triangulation had been accomplished for the April 27 sighting one wonders if he would have tried to downplay that film, also, as not proof of anything.

At the bottom of the report to Dr. Mirachi is a list of enclosures which shows that two reports (Data Red Report #1 and Data Red Report #2) and three films (P-10 and P-8 of May 24 and P-10 of April 27) were sent to Mirarchi along with a map of the Holloman range showing, I presume, the locations of the cameras. There is a hand written note Film on repository with AFCRL and a few other undecipherable scribbles. Recent attempts to locate these films have failed.

Incidently, the Project Blue Book master sighting list indicates that all four of the sightings listed by Elterman had insufficient information for evaluation.

.....

The sighting rate in New Mexico dropped nearly to zero in the latter part of 1950 and remained low in 1951. During 1951 there were about a dozen sightings in New Mexico, most of which occurred away from Holloman AFB. The most important of these occurred on January 16 at Artesia, while Project Twinkle was still ongoing, but Project Twinkle personnel were not involved. During the early morning two Navy balloon project engineers launched a giant Skyhook balloon near Artesia.

Near the end of the day it caused a rash of sightings over western Texas. But the important events occurred in the morning while the balloon was still in the vicinity of Artesia airport.

At about 9:30 AM the project engineers were observing the balloon which, by this time, was at its maximum altitude of about 110,000 ft and its maximum diameter of about 110 feet and was drifting in an easterly direction at about 5 mph. They noted another round object that had appeared in the clear sky not far from, but seemingly above, the balloon.This unidentified object appeared to be dull white in color and considerably larger than the balloon. This object went out of sight in the distance. These engineers then traveled several miles westward to the Artesia airport to view the balloon from another location. While again watching the balloon high overhead, this time in the company of the airport manager and several other individuals, they and the others saw two dull grey objects at a very high altitude which came from the northeast toward the balloon, made an arc (a turn) of about 300 degrees around the balloon and then departed in a northerly direction. The objects seemed to be the same size, relative to the balloon, as the object seen earlier. They were separated by a distance about 7 times the diameter of either one and, when they made the sharp turn, seemingly around the balloon, they appeared to tilt on edge and could not be seen until they apparently levelled out again. The objects traveled at high speed and, after passing around the balloon, disappeared in the distance in several seconds. In the Blue Book master list this case is listed as having insufficient information, apparently because Project Grudge did not learn of this sighting until over
a year later.

.....

Although Dr. Mirarchi retired in October 1950 and had no part in writing the final Twinkle report that was completed over a year later, his involvement with the green fireballs and saucers did not end when he retired. Four months later he returned to action in a public way and his actions nearly got him into serious trouble three years afterward!

In the middle of February, 1951 Time magazine published an article that featured a well known scientist, Dr. Urner Liddel of the Naval Research Laboratory near Washington, DC. In the article Dr. Liddel stated that he had studied around 2,000 saucer reports and, in his opinion, the only credible saucer sightings were actually sightings of misidentified Skyhook balloons, balloons which had been kept secret by the armed services. Apparently Dr. Liddel wasnt aware of the several sightings by balloon project scientists.

Evidently Dr. Mirarchi felt it was his civic duty to repudiate Liddels claims because two weeks later he responded publicly. According to a United Press story filed on February 26, 1951 Mirarchi said he
believed, after investigating 300 reports of flying saucers, that the saucers were missiles from Russia which had photographed our atomic bomb test sites. According to the United Press article the 40 year old scientist who for more than a year conducted a top secret investigation into the weird phenomena said that he had worked with balloons and balloons did not leave an exhaust trail. Another reason given against the balloon explanation was that balloons could not be seen at night. Mirachi explained how scientists had picked up dust particles containing copper which could have come from no other source than the saucer motive plants (the engines). (This was a reference to efforts by Dr. La Paz to have air samples taken after a green fireball sighting to see if there were any small particles of copper or copper compounds in the air. Such compounds burn green or give off a characteristic green color when heated, so La Paz had conjectured that the green color could be attributed to burning copper compounds associated with the fireballs. In one case there was success in detecting such particles, although La Paz was not completely convinced that the particles were from the fireball.)

Mirarchi went on to explain that the flying saucers or fireballs as he terms them, were regularly observed near Los Alamos until he set up a system of phototheodolites to measure their speed, size

and distance away.... but the fireballs mysteriously ceased appearing before the theodolites could go to work. Dr. Mirarchi concludes that spies must have tipped off the saucers home base. Mirarchi referred to two sightings for which there was photographic evidence: a single photo of a round glowing object and a motion picture which showed one streaking across the sky for one and a half minutes. Mirarchi went on to say that he was aware that some sightings were actually sightings of balloons, but that there was too much evidence in favor of saucers to say they could have all been balloons. I was conducting the main investigation. The government had to depend on me or my branch for information. He said he did not see how the Navy (i.e., Dr Liddel) could say that there had been no concrete evidence on the existence of the phenomena.

Mirachi concluded by accusing the government of committing suicide by secrecy for not admitting that the saucers were real and probably missiles from Russia.

Strong words! So strong they nearly got Mirarchi in trouble more than two years later. According to an Air Force document released in 1991(!), in 1953, during a time of espionage and spy hunting (the Rosenbergs, atomic spies, were executed in 1953) the FBI queried the Air Force as to whether or not Mirarchi should be investigated for breaking security. Lt. Col. Frederick Oder, who had been instrumental in getting Project Twinkle started (see Chapter 12), responded by writing that, because Mirarchi had released to the newspaper some information that was classified Confidential or Secret it could cause serious harm to the internal security of the country...if it were to fall into unfriendly hands...both from the point of view of the prestige of our Government and the point of view of revealing our interest in certain classified projects.

Brigadier General W. M. Garland, who was in charge of AMC in 1953, decided not to pursue Dr. Mirarchi because, in his opinion, the information was not that important. Furthermore, in Gen. Garlands opinion, the facts about saucers being missiles, as stated in the newspaper article, had been disproved or are, at best, personal opinions, and are not considered classified data. In other words, Gen. Garland apparently believed that the green fireball and saucer sightings were not Russian missiles, although he did not say what he thought they were.

Perhaps Gen. Garland let Mirarchi off the hook because he recalled that there had been a recommendation to declassify and release the results of Project Twinkle in December, 1951, a month after the final report was written. However, he could find no record of declassification in the files of AMC. Evidently he was not aware of the recommendation against declassification contained in a February 1952 letter to the Directorate of Intelligence from the Directorate of Research and Development which states:

> The Scientific Advisory Board Secretariat has suggested that this project not be declassified for a variety of reasons, chief among which is that no scientific explanation for any of the fireballs and other phenomena was revealed by t he (Project Twinkle) report and that some reputable scientists still believe that the observed phenomena are man-made.

Another letter, this time from the Directorate of Intelligence to the Research Division of the Directorate of Research and Development, dated March 11, 1952, adds another reason for withholding the information from the public:

> It is believed that a release of the information to the public in its present condition would cause undue speculation and give rise to unwarranted fears among the populace such as occurred in previous releases on unidentified flying objects. This results from releases when there has been no real solution.

In other words, Air Force Intelligence had realized that the public could see through the smokescreen of previous explanations and wanted real answers, so, if they couldnt come up with real answers it

was better to say nothing.

Over a year after Mirarchi responded to Liddel, LIFE Magazine published an article on flying saucers (discussed in Chapter 19). In that article the authors described some of the sightings which caused the Air Force to start Project Twinkle. One of the hundreds of letters which the magazine received in response to that article was from Captain Daniel McGovern who wrote I was very closely associated with Projects Twinkle and Grudge at Alamogordo, N. Mexico where I was chief of the technical photographic facility at Holloman Air Force Base. I have seen several of these objects myself` and they are everything you say they are as to shape, size and speed. (LIFE, April 28, 1952)

Source: UFO FBI Connection, Pages 149-161 (Bruce Maccabee)

TRUE, March 1950
Actual article
Navy Officer Tells

HOW SCIENTISTS TRACKED A FLYING SAUCER

by
Commander Robert B. McLaughlin, USN

In its January issue TRUE said that the flying saucers are real and interplanetary. Its story was widely supported by the nation's press and radio. TRUE's findings are here confirmed by Commander McLaughlin, a rocket expert at White Sands Proving Ground, who worked independently of this magazine's investigation. He reveals how a troup of Navy men and scientists tracked a flying disk with a precision instrument and tells of flights he and others witnessed.

On a bright, clear Sunday morning in April, 1949, a detachment of Navy men and a group of scientists released a balloon from a point 57 miles northwest of the White Sands Proving Ground base. They were interested in getting weather data from the upper atmosphere, and as the balloon rose, they charted its flight as usual with a theodolite and a stop watch. There were five observers in all; four of them coordinating the instrument data. One followed the balloon through the theodolite's telescope. One called off the readings. One recorded them, and the fourth man held the watch.

Shortly after the balloon was aloft west of the observation point, the theodolite operator swung his instrument rapidly to the east. A strange object, seen by everyone present, had crossed the path of the balloon. The instrument man, confused, had followed it. Swiftly, one of the scientists grabbed the theodolite and began tracking the missile.

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An accurate plot of the object's course was recorded. Analyzing this data later, I can state definitely that:

1. The object, viewed in cross section, was elliptical in shape.

2. It was about 105 feet in diameter.

3. It was flying at an altitude of approximately 56 miles. (This was determined by a ballistics expert. An object at a lower altitude on this particular bright day could not have fitted the data taken. For security reasons, I cannot go deeper into this method of calculating altitude.)

4. Its speed was about 5 miles per second.

5. At the end of its trajectory, it swerved abruptly upward, altering its angle of elevation by 5 degrees -- corresponding to an increase in altitude of about 25 miles -- in a period of 10 seconds. Rough calculation indicates that a force of more that 20 G's (20 times the pull of gravity) would be required to produce this elevation in this time.

6. The object was visible for 60 seconds.

7. It disappeared at an elevation of 29 degrees.

Close questioning of the observers prior to the official report that went to "Project Saucer" at Wright-Patterson Field in Dayton, Ohio, produced an almost unanimous judgment that the objects was discus shaped and that it was a flat white color. High powered binoculars showed no exhaust trail, no stream of light or other evidence of a propulsions system. And, no sound. What was it?

I am convinced that it was a flying saucer and, further, that these disks are space ships from another planet, operated by animate, intelligent beings.

I think it is safe to say that it wasn't any type of aircraft known on Earth today. Even if, as is likely, there are top secret models which you and I know nothing about, there is no human being in this world who could take a force of 20 G's and live to tell about it.

I doubt that it was meteor. These small bullets from space frequently light up our sky as they burn, from friction generated by hurtling through our atmosphere. But only occasionally are they visible in the daytime. And besides, meteors remain in view for only a few seconds -- 10 or 12 at the maximum. This object was watched for 60 seconds.

Its size rules out the possibility of its being a bird or other known creature. No cloud could have moved in such a trajectory.

It was not a balloon, I can state positively. A number of men who saw it were experienced balloonists. Furthermore, they were in a position to know that no balloon capable of approaching the object's altitude was in the area. Even at 120,000 feet, near the peak altitude for any present type, a balloon would have to have been moving at 1,700 miles per hour to conform to the trajectory data.

And to clinch it, the wind 20 miles up was, as it happens, moving from east to west -- opposite to the motion of the object.

Hallucination? Optical illusion? I think it is reasonable to say that illusions do not appear simultaneously and identically to five different trained weather observers.

I cannot think of any other possibilities. Reliable observers saw the object. A sensitive instrument tracked it. The atmosphere was bright and clear in an area where we considered it a dull day if you could not see 50 miles horizontally with the naked eye.

The only flaw was that I -- up to that time -- had not seen a Flying Saucer personally.

Nonetheless, the information excited me. I began to seek an explanation -- a respectable, convincing answer in terms of physics, mathematics, aerodynamics and astronomy as we know them today.

Before I had completed my theories, I saw a Saucer for myself.

On morning late in May, I was standing outside of my office at the White Sands base during the flight of an Army upper atmosphere missile. These, of course, rise much faster than a balloon and usually you loose sight of them shortly before they reach peak elevation. You are very fortunate if you can spot them again on the way down.

The missile had just been fired, and we had just lost sight of it when a lieutenant commander standing next to me

yelled: "There it goes."

A Marine captain and I saw what he was pointing at. (A civilian engineer and a Marine major with us did not.) A white object was proceeding very slowly westward. As I watched, it rapidly gained speed.

The object had now passed overhead, and I thought it was going to fall near a ranch house two or three miles west of us. But it spurted like a scalded cat, shot over the Organ Mountains behind us and disappeared.

This was a very serious matter to us. We always took precautions to prevent missiles from leaving the range. Immediately, I phoned the range safety officer.

"I've just seen your missile leave the range to the west of here," I said.

He groaned. As we debated what to do, we both heard the thudding impact of our missile well to the north of us and in the center of the range.

What, then, had I seen? I now faced the problem of every Flying Saucer witness. What was truth? What was imagination?

Two Saturday Evening Post articles last year by Sidney Shalett concluded that the disks were hallucinations, upper atmosphere weather balloons, astronomical phenomena, or the result of vertigo or self hypnosis. In the January issue of this magazine, Donald E. Keyhoe, aviation expert for TRUE, asserted that the saucers are visitors from another planet.

I thought back as carefully as I could over what I had seen. I realized I was slightly better off than most witnesses. I had not expected to see a Saucer, but I had expected to see something. My eyes, fairly used to this kind of observations, had been looking for a fast moving missile.

These impressions I settled on as accurate:

1. The Saucer, at the time it was first sighted, had been going at an extremely slow speed, perhaps 1 mile per second.

2. Despite the relative slowness, I could not determine its shape, although I judged it was similar in size to Saucer No. 1 because it was visible at an altitude above 25 miles.

3. It accelerated to a speed far in excess of anything obtainable with present day rocket motors.

4. The object passed within 5 degrees of the sun and was still visible to the naked eye. This would hardly have been true if the the object had been a meteor.

5. Again, there was no evidence of a propulsion system.

The last appearance of Flying Disks which I feel is reliable enough to report occurred in early June. I did not see it personally, but the circumstances are impressive enough for me to include them here.

This day we were firing a Navy upper atmosphere missile. Shortly after its take-off, two small circular objects, guessed to be approximately 20 inches in diameter, appeared from no place and joined the Navy missile on its upward flight. (Similar small disks have also been previously reported as well as the larger types mentioned earlier.)

At about the time the Navy missile was doing well over 2,000 feet per second, the object on the west side passed through the exhaust gases and joined its friend on the east. They then apparently decided the missile was not going fast enough for them. They accelerated, passed the Navy missile and sailed off upward and eastward.

Some eight minutes after the Navy missile had fallen back into the range, I received a radio report from a very powerful optical observation post located on a mountain top. The Navy missile, it said, had just passed over the mountain and was going out of the range to the west. This could have been one of the two objects that we had seen and which had changed direction, or it could have been a third one.

The odd thing is that before long I had reports from eleven men in five separate OP's, none of which could communicate with each other and which were located at different points of the compass. All had seen the two objects perform as I have described.

Putting together all the data observed in three appearances, one of which I had seen for myself, and all which I believe beyond doubt, I decided that it was necessary to look outside the known world for an answer.

No one realizes better than I do that the explanations which follow may be incorrect. I think, however, that there is too much evidence from too many reliable sources for us to be content with inconclusive explanations, and we must press on to find an answer.

I think that the saucers are piloted space ships, first, because of their flight performance. The White Sands Saucers were most definitely capable of changing their direction while above our atmosphere. This extreme maneuverability -- plus their large size -- eliminates for me the likelihood of their being operated by remote control.

My own experience with rockets leads me to feel that a Saucer with such characteristics is far beyond the technical powers of anyone on earth. Our present system of rocket propulsion, using thermochemical energy, is entirely inadequate to duplicate the terrific 5 degree gain in altitude observed during the flight of Saucer No. 1.

If you accept this, you are led to assume that the Saucers can be propelled only by power derived from the atom.

What kind? And how? Well, I suggest a "radiation pressure motor."

Radiation pressure is one of the oldest known physical phenomena. You have seen it work if you have ever noticed a little glass enclosed gadget that jewelers often place in their shop windows. This is the "Crookes radiometer," a device more that 100 years old. Inside a small glass globe four metal vanes, black on one side and silver on the other, rotate on an axis, although there is apparently no motor driving them.

Light supplies the power. It radiates a "push" that varies from the surface of one vane to that of the one next to it. Now, where could the Saucer engineers get enough light to propel their missile through space?

I envision a motor somewhat like a fluorescent lamp. An inner core is filled with fissionable material, probably a gas. An outer tube surrounding the core contains a fluorescent material.

The fissionable gas activates the fluorescent material, causing light. Light exerts pressure -- a propulsive push or thrust -- against a heavily shielded curved reflector. The push propels the missile.

The activity of the fluorescent material is controlled by increasing or decreasing the amount of fissionable gas in the inner core. And fluorescent material is pumped into the outer tube as it is used up. This is greatly oversimplified, and certain major problems remain.

There is, for instance, no known substance out of which the tubes could be constructed. Any material we can compound would disintegrate under the fissioning process. I would also hesitate to say what kind of shield would completely protect the Saucer crew from radiation effects.

The theory of a radiation pressure motor has been discussed with experts at a number of universities. Some scoffed. Some were encouraging. Since our present investigations of atomic power are in the primer stage, however, I think it's early to say the idea is impossible. Let's simply admit that if the Saucer people utilize anything like this principle, they have probably refined and perfected it.

While I have my neck out really far, I'd like to add that a Saucer would use three sets of motors.

The main set would be used to launch it and propel it on its space voyage. These motors would be placed in one segment of the edge of the disk. A second set, probably located in the flat under surface of the disk, would be used to

sustain it in flight while it hovered or prepared to land.

The third would be a small set to control roll and tilt. Since radiation from the main power plant might be great, I should imagine that the crew would be confined to a segment of the leading edge of the disk.

This would leave a large area of the midsection for fuel storage tanks, food supplies and other equipment.

One case, described by both Shalett and Keyhoe, involves a disk conforming to this pattern.

At 2:45 a.m., on July 24, 1948, an Eastern Airlines DC-3, enroute to Atlanta, Georgia, from Montgomery, Alabama, sighted a "brilliant, fast moving object" about a mile away. Captain Clarence S. Chiles, an ex-Air Transport Command flier, and Pilot John B. Whitted, formerly a B-29 pilot, both observed it clearly.

They agreed that it was about 100 feet long, shaped like a cigar. It was wingless. When the object passed them, at about eye level, they saw two rows of "windows" along the fuselage. These glowed with a blinding white light. A dark blue light ran the length of the shape, along the underside. There was a red orange flame exhaust which rocked the DC-3 at the missile veered off and zoomed out of sight.

It seems to me that rather than a cigar shaped fuselage, what the pilots may have seen was a disk, edge on. The two rows of ports would be the vents of the main power plant. The blue light came from the belly motors, thrusting downward to enable the disk to operate at the slow speed of 500 to 700 miles per hour which the pilots estimated. The flame I am less sure about. Possibly the fact that it was traveling within the Earth's atmosphere (the DC-3 was at 5,000 feet during the encounter) made exhaust particles visible. The jolt it imparted to the DC-3, however, is not surprising. I should say that the plane felt a light energy blast, a product of radiation pressure motor operation.

The discus shape, as such, conforms to aerodynamic law and would provide a perfectly feasible flying machine.

I believe, though, that the design is employed as a temperature compensating device. By varying the angle of tilt, the disk in its flight through space could control the amount of heat it received from the sun. Flat side toward the sun, it could absorb considerable heat, edge on very little.

Design, construction and operation of the Saucers indicate to me that a very superior intelligence is at work. Not only at work, but present within the disks. I cannot believe that the ready maneuverability shown, for instance, by Saucer No. 2 in avoiding the uprising Army missile was remotely controlled.

What these people look like I have no idea. Since I insist that they are actually at the controls of their strange craft, however, I must suggest that they are considerably smaller than we are. We already know that while 6 G's are a tremendous strain on the human frame, creatures smaller than ourselves can bear up under incredible pressures. A bee can probably take 20 G's, an ant even more. Saucer crewmen would also have to be pretty small to ride Saucers No. 3, the 20 inch disks. It is staggering to imagine intelligent beings that small, but we must not disregard any possibilities.

Where the Saucers come from can only be answered by guesswork. My guess is Mars. Mars "cooled off" and perhaps became capable of supporting some form of life millions of years before the earth did. The Martians, if such there be, would have a big start in scientific development.

I believe that the frequency of the Saucers' appearance over the southwestern section of the United States may have been influenced by the relation of Mars to Earth on July 16, 1945.

On this date Mars was in a good position to see our surface. And at 5:30 a.m. on that morning, the first atomic bomb was exploded in New Mexico, in the northwest corner of the present White Sands range. It is conceivable that the flash was viewed from afar by sensitive optical instruments.

What are the Saucers up to? So far, their behavior would indicate that they are interested only in observing us. The fact that the Saucers' operations so far have been peaceful also seems to knock out the suspicion that they have been launched by a foreign Earth power such as Russia. If a nation were fiddling with long range missiles, why would it

experiment over the United States, where a crash could deliver the object and all its secrets on our doorstep?

Will the Saucers land? The small ones might. If their occupants decide they could survive on Earth, the small Saucers might be dispatched from the larger missiles.

The larger disks, even assuming maximum motor efficiency, probably could not risk the loss of accumulated momentum that would occur in landing. It would be too difficult to generate again the momentum necessary to return home.

Why don't you see Saucers?

The atmosphere over about 75 percent of the Earth's surface is filled with moisture particles. These give us a "white sky" much of the time. Against such a background, it would be mere chance which allowed anyone to sight a Flying Saucer. At White Sands, we undoubtedly had near perfect atmospheric conditions and excellent visibility.

I know that this is a fantastic story. I cannot prove the theories I have outlined. I probably can't even prove the disks are real until I've ridden in one.

But in terms of the very limited knowledge we of the Earth possess, these ideas perhaps offer a clue to the solution of a great puzzle.

Whatever the answer, I can't feel that there is anything terrible, hostile or dangerous about the Flying Saucers or their occupants.

The challenge of space travel has fascinated the people of Earth for centuries.

It is not fantastic for us to explore other planets, why should it be fantastic for Martians, say, to visit us?

So far, all I have suffered is a little hurt pride. They got here first.

-- Commander Robert B. McLaughlin

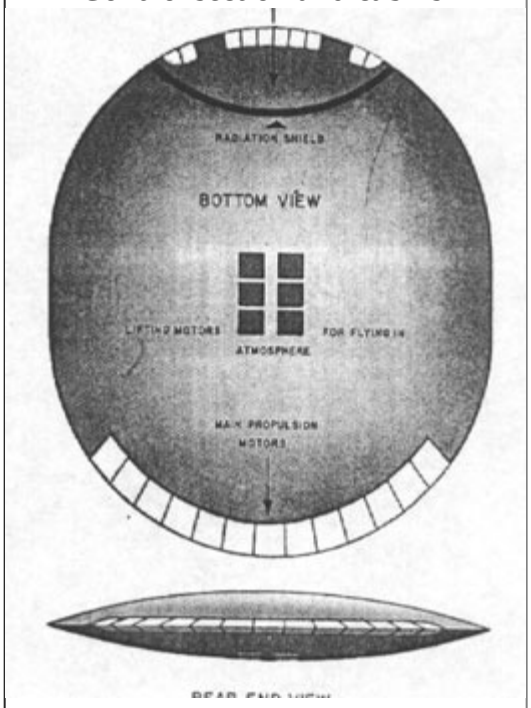
Commander Robert Bright McLaughlin is an expert in naval ordnance and guided missiles. For the past three years he has been in charge of the Navy unit assisting in classified projects at the White Sands Proving Ground, Las Cruces, New Mexico.

He began his researches in the guided missile field in 1939, four years after his graduation from the Naval Academy. A post-graduate student of engineering at that time, he was assigned to a Navy board evaluating the effectiveness of antiaircraft gunnery. By 1941, he had outlined the technique for a "beam rider" guided missile which, by the ability to "change its mind" after being fired, heightened antiaircraft accuracy against swift, evasive, high altitude aircraft targets.

During the war he was gunnery officer aboard the aircraft carrier Intrepid and saw action in the major Pacific campaign from Kwajalein to the Philippines. He was with the Intrepid when it underwent an attack by thirty three Japanese Kamikaze (suicide) planes in three and a half minutes.

In August, 1946, he was assigned to White Sands. He is 37, a stocky, round faced man with curly brown hair, blue eyes, and a crisp, precise manner of speaking. He is married and has two youngsters, a girl of 2 1/2 years and a boy of 10 months.

Control section and cabins

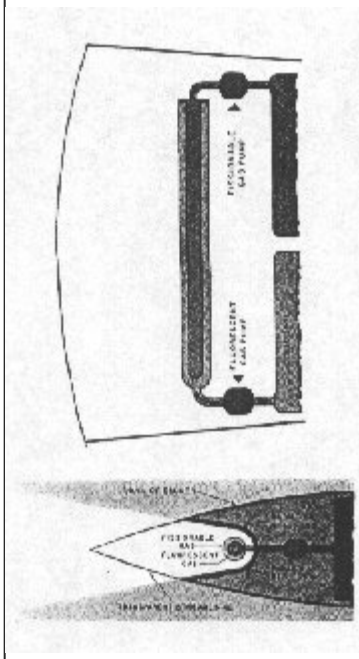


Schematic views of space ship driven

At present he is skipper of the destroyer Bristol.

by radiation pressure

Light from motor, shown top and side, gives "rocket" thrust.



When the Air Force early this year declassified the hitherto secret Project Saucer files, it revealed that 375 incidents of "unidentified flying objects" had been analyzed by consulting scientists. Of these, 341 had been explained to the Air Force's satisfaction.

It was officially admitted that for 34 incidents, there was no "apparent ready explanation." Among these was the opening incident of Commander McLaughlin's article.

Even these 34, the Air Force said, might be rationally explained if the "psychological and physiological" factors were taken into account. But the Aero-Medical Laboratory, which was most concerned with such factors, acknowledges that "it will never be possible to say with certainty that any individual did not see a space ship, an enemy missile or other flying objects. All that is possible is to judge the likelihood that he saw such objects."

In short, Project Saucer experts admit that statistical probability -- rather than scientific proof -- was the best it could expect to achieve.

The Editors of TRUE believe that the admitted existence of 34 "unexplained incidents" indicates that the announced discontinuance of Project Saucer was premature. TRUE further believes that the official announcement was ill advised, made in haste, and that the United States Project Saucer has in fact been continued without interruption under another code name. The 34 "unexplained incidents" which the Air Force concedes -- there are no doubt others -- are the best documented and the hardest to explain in any fashion other than by the interplanetary thesis first set forth by Donald E. Keyhoe in TRUE for January and here repeated by Commander McLaughlin.

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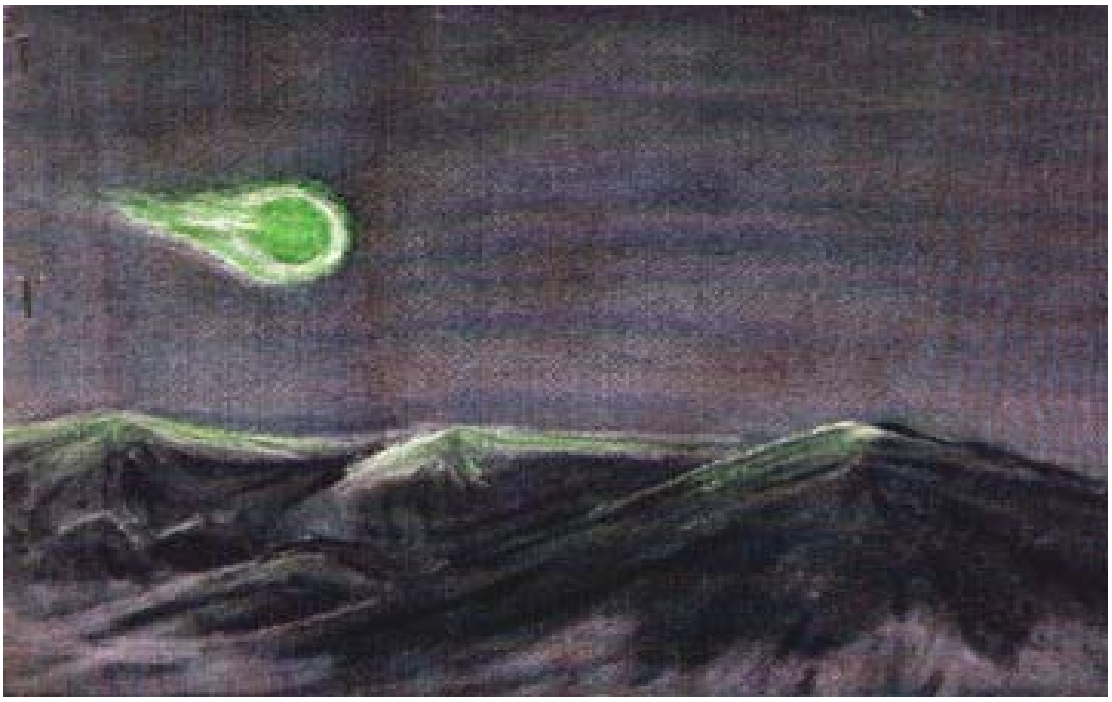
National Investigations Committee On Aerial Phenomena

Scholarly Commentary on LIFE article of April 7, 1952

[NICAP Comment: Although the Monroe picture no doubt attracted a lot of readers it also had the tendency to make the UFO subject seem somewhat frivolous.]



This is a scrupulously accurate eyewitness painting of a mysterious green fireball rushing through the night sky over New Mexico. It was done by Mrs. Lincoln LaPaz, wife of an authority on meteors. Both she and her husband have observed the fireballs at first hand.

[NICAP Comment: Although this claims to be "a scrupulously accurate eyewitness painting" the picture is a bright green whereas Dr. Lincoln LaPaz repeatedly stressed that one of the key unusual features of the fireballs was that they were bright YELLOW-green, NOT bright green. Did LIFE incorrectly calibrate the color on its reproduction of the painting, which seems unlikely given LIFE's world-renowned expertise in photography, or was Mrs. LaPaz strangely in error in her painting despite the on-site input of her husband? The traffic-signal green color in this drawing is probably altered from the actual pale yellow-green of the real green fireballs in order to catch copycats falsely claiming to have seen the fireballs.]

HAVE WE VISITORS FROM SPACE?

The Air Force is now ready to concede that many saucer and fireball sightings still defy explanation; here LIFE offers some scientific evidence that there is a real case for interplanetary saucers.

LIFE Magazine, April 7, 1952
by H. B. Darrach Jr. and Robert Ginna

For four years the U.S. public has wondered, worried or smirked over the strange and insistent tales of eerie objects streaking across American skies. Generally the tales have provoked only chills or titters, only rarely, reflection or analysis.

Last week the U.S. Air Force made known to LIFE the following facts:

- As a result of continuing flying saucer reports the Air Force maintains constant intelligence investigation and study of unidentified aerial objects.
- A policy of positive action has been adopted to find out, as soon as possible, what is responsible for observations that have been made. As a part of this study, military aircraft are alerted to attempt interception, and radar and photographic equipment will

be used in an attempt to obtain factual data. If opportunity offers, attempts will be made to recover such unidentified objects.

[NICAP Comment: These new efforts at instrumented investigation of UFO's, note even the phrase "unidentified objects," stem from the initiative of the deputy to Maj. Gen. John A. Samford, the Director of AF Intelligence, beginning in January 1952. The deputy, Brig. Gen. William M. Garland, was Samford's Assistant for Intelligence Production. Both had received a series of briefings on UFO's from AF staff.]

- Already all operational units of the Air Force have been alerted to report in detail any sightings of unidentified aerial objects. Other groups -- scientists, private and commercial pilots, weather observers -- all trained observers whose work in any way concerns the sky, and what happens in it, are urged to make immediate reports to Air Technical Intelligence Center at Wright-Patterson AFB, Dayton, Ohio of any unidentified aerial objects they sight.
- Further, for the first time since Project "Saucer" was changed from a special-type project to a standard intelligence function, in December 1949, the Air Force invites all citizens to report their sightings to the nearest Air Force installation. All reports will be given expert consideration and those of special interest will be thoroughly investigated. The identity of those making such reports will be kept in confidence; no one will be ridiculed for making one.

[NICAP Comment: This was the critical phrase in the entire article, the AF for the first time "invites all citizens to report their sightings to the nearest Air Force installation." This was part of the plan approved by Gen. Garland to give civilian and anecdotal cases one more chance to prove they had any intelligence value at all, at a time when AF Intelligence under Garland's leadership was in the process of downgrading or rejecting all anecdotal reports on any intelligence subject, Soviet aircraft, missiles, radars, UFO's, etc. Air Technical Intelligence Center (ATIC) UFO Project Grudge chief Lt. Edward J. Ruppelt had told Garland that if they could only get enough civilian reports from a given area they could get triangulations of UFO size, altitude and speed, and if they announced interest in public reports this "publicity plan" might yield scientific data. But when the UFO wave of July 1952 struck, this "invitation" by the AF was blamed for the avalanche of UFO reports. Then ATIC at Wright-Patterson AFB tried to deny they had ever sponsored or approved any such "publicity plan."]

- There is no reason as yet to believe that any of the aerial phenomena commonly described as flying saucers are caused by a foreign power or constitute a clear and present danger to the U.S. or its citizens.

[NICAP Comment: This seems to suggest the AF was discounting at present the ET possibility but then a few paragraphs later the ET explanation is all but asserted, perhaps as LIFE's own interpretation.]

These disclosures, sharply amending past Air Force policy, climaxed a review by LIFE, with Air Force officials, of all facts known in the case. This review has resulted from more than a year of sifting and weighing all reports of unexplained aerial phenomena -- from the so-called flying saucers to the mysterious green fireballs so often sighted in the Southwest. This inquiry has included scrutiny of hundreds of reported sightings, interviews with eyewitnesses across the country and careful reviews of the facts with some of the world's ablest physicists, astronomers, and experts on guided missiles. For the first time the Air Force (while in no way identifying itself with any particular conclusions) has opened its files for study.

Out of this exhaustive inquiry these propositions seem firmly shaped by the evidence:

- 1. Disks, cylinders and similar objects of geometrical form, luminous quality and solid nature for several years have been, and may be now, actually present in the atmosphere of the earth.
- 2. Globes of green fire also, of a brightness more intense than the full moon's, have frequently passed through the skies.
- 3. These objects cannot be explained by present science as natural phenomena -- but solely as artificial devices, created and operated by a high intelligence.
- 4. Finally, no power plant known or projected on earth could account for the performance of these devices.

[NICAP Comment: Points 3 qand 4 all but assert the ET origin of UFO's, but apparently represent LIFE or its staff writers' own conclusions, perhaps unofficially encouraged by the AF.]

Let us first review some widely known facts.

The shapes and inscrutable portents of the flying disks first broke upon the skies of the world in the early months of 1947, with several sightings reported to the Air Force. The story first reached the nation on June 24, 1947, when a private pilot named Kenneth Arnold was flying from Chehalis to Yakima, Wash. Some 25 miles away, Arnold saw nine "saucer like things ... flying like geese in a diagonal chainlike line," approaching Mount Rainier. They swerved in and out of the high peaks at a speed Arnold estimated to be 1,200 mph.

Arnold told the whole story to his hometown newspaper, and like summer lightning it flashed across the country. Within a month, saucers had been reported by people in 40 states. For the public (as LIFE itself merrily reported in its issue of July 21, 1947) he saucers provided the biggest game of hey-diddle-diddle in history. Any man, woman, or child with talent enough to see spots before his eyes could get his name in the newspaper.

Nevertheless in serious moments most people were a little worried by all the "chromium hubcaps," "flying washtubs" and "whirling doughnuts" in the sky. Buried in the heap of hysterical reports were some sobering cases. One was the calamity that befell Air Force Captain Thomas F. Mantell on Jan. 7, 1948. That afternoon Mantell and two other F-51 fighter pilots sighted an object that looked like "an ice-cream cone topped with red" over Godman Air Force Base and Fort Knox, Ky. Mantell followed the strange object up to 20,000 feet and disappeared. Later in the day his body was found in a nearby field, the wreckage of his plane scattered for a half mile around. It now seems possible that Mantell was one of the very few sighters who actually were deceived by a Skyhook balloon, but the incident is still listed as unsolved by the Air Force files.

There was no such easy explanation for the strange phenomenon observed at 2:45 a.m. on July 24, 1948 by two Eastern Air Lines pilots. Captain Clarence S. Chiles and Copilot John B. Whitted were flying in bright moonlight near Montgomery, Ala. when they suddenly saw "a bright glow" and a "long rocket like ship" veer past them. They subsequently agreed that it was a "wingless aircraft, 100 feet long, cigar-shaped and about twice the diameter of a B-29, with no protruding surfaces, and two rows of windows ... From the sides of the craft came an intense, fairly dark blue glow ... like a fluorescent factory light." They said the weird craft "pulled up with tremendous burst of flame from the rear and zoomed into the clouds at about 800 miles an hour," rocking their DC-3 with its "prop or jet wash."

Just as inexplicable was the experience of Lieut. George Gorman of the North Dakota Air National Guard. On Oct. 1, 1948 Gorman was coming in at dusk to land his F-51 at Fargo,

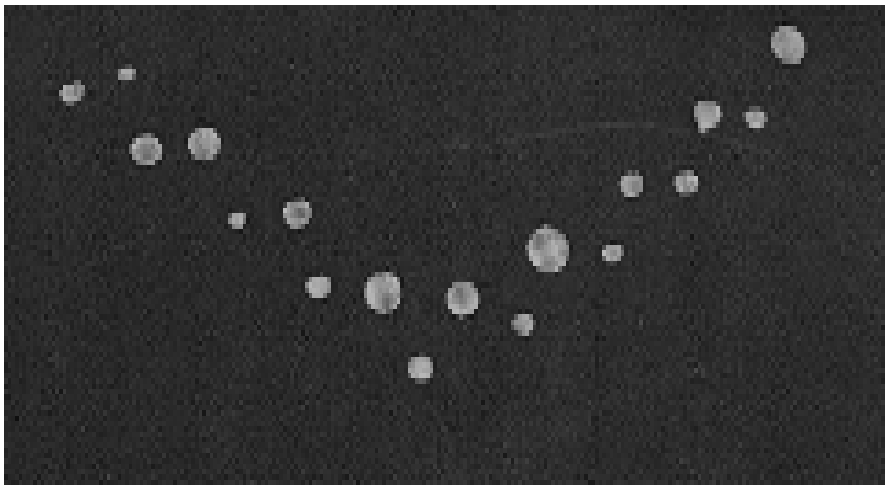
when he saw an intense, bright light pass 1,000 yards away. Curious, Gorman followed the light and saw that it seemed to be attached to nothing. For 27 hair-raising minutes Gorman pursued the light through a series of intricate maneuvers. He said it was about 6 inches in diameter and going faster than his F-51 (300-400 mph). It made no sound and left no exhaust trail. After Gorman landed, the light having suddenly flashed away in the upper air, he found support for his story -- the chief of the control tower had followed the fantastic "combat" with binoculars.

The occurrences, jarring though they must have been to the participants, left the official calm of the Air Force unruffled. The project set up to investigate the saucers ("Project Sign," known to the press as "Project Saucer") seemed to have been fashioned more as a sedative to public controversy than as a serious inquiry into the facts. On Dec. 27, 1949, after two years of operation, Project Saucer wrote off all reports of unidentified aerial phenomena as hoaxes, hallucinations or misinterpretations of familiar objects -- that is, all but 34. These stubborn 34, seemingly unexplainable, were briskly dismissed as psychological aberrations.

While these assurances appeased most of the press and pacified the public, some elements in the Air Force just about this time began to worry a bit more seriously. Saucer reports continued to come in a rate of about one a day and were handled under the code name of "Project Grudge." Officers at policy level began to show concern. "The higher you go in the Air Force," conceded one Intelligence officer, "the more seriously they take the flying saucers."

There was good reason to be serious. As review of all records has shown, these years have produced literally dozens of incidents defying simple explanation -- and provoking the most incredible questions.

Checked and rechecked, 10 cases out of the formidable list on record are here presented in essential detail. Of these, three were discovered in the course of LIFE's own investigation and are reported for the first time.



The Lubbock Lights, flying in formation, are considered by the Air Force the most unexplainable phenomena yet observed. These photographs (only one shown above) were made at Lubbock, Texas, on August 30th, 1951 by Carl Hart, Jr. Scientists say lights were not natural objects, but they traveled too fast and too soundless for known machines.

INCIDENT 1

At 9:10 p.m. on Aug. 25, 1951, Dr. W. I. Robinson, professor of geology at the Texas technological College, stood in the back yard of his home in Lubbock, Texas and chatted with two colleagues. The other men were Dr. A. G. Oberg, a professor of chemical

engineering, and Professor W. L. Ducker, head of the department of petroleum engineering. The night was clear and dark. Suddenly all three men saw a number of lights race noiselessly across the sky, from horizon to horizon, in a few seconds. They gave the impression of about 30 luminous beads, arranged in a crescent shape. A few moments later another similar formation flashed across the night. This time the scientists were able to judge hat the lights moved through 30 degrees of arc in a second. A check the next day with the Air Force showed that no planes had been over the area at the time. This was but the beginning: Professor Ducker observed 12 flights of the luminous objects between August and November of last year. Some of his colleagues observed as many as 10. Hundreds of nonscientific observers in a wide vicinity around Lubbock have seen as many as three flights of the mysterious crescents in one night. On the night of Aug. 30 an attempt to photograph the lights was made by 18-year old Carl Hart Jr. He used a Kodak 35-mm camera at f 3.5, 1/10 of a second. Working rapidly, Hart managed to get five exposures of the flights. The pictures exhibited by Hart as the result of this effort show 18 to 20 luminous objects, more intense than the planet Venus, arranged in one or a pair of crescents. In several photographs, off to one side of the main flight, a larger luminosity is visible -- like a mother craft hovering near its aerial brood.

Carl Hart, 18-year-old student, photographed the Lubbock Lights with Kodak 35.

Professors at Texas Tech who saw Lubbock Lights (left to right), Dr. Oberg, Prof. Ducker, and Dr. Robinson, discuss them with Dr. E. L. George.

EVALUATION

The observations have been too numerous and too similar to be doubted. In addition the Air Force, after the closest examination, has found nothing fraudulent about Hart's pictures. The lights are much too bright to be reflections, and therefore bodies containing sources of light. Since Professors Ducker, Oberg, and Robinson could not measure the size and distance of the formations, they could form no precise estimate of their speed. However they calculated that if the lights were flying at an altitude of 5,000 feet they must then have been traveling about 1,800 mph. The professors, along with other scientists, agree that in order to explain the silence of the objects, it must be assumed that they were at 50,000 feet in the air; in which case they were going not 1,800 but 18,000 mph. [Note: See follow-up letter from professors at end questioning authenticity of Hart's photos.]

INCIDENT 2 On July 10, 1947 at 4:47 p.m., one of the U.S.'s top astronomers was driving from Clovis to Clines Corners, N. Mex. [Note: Later revealed to be Dr. Lincoln La Paz -- see Incident 10, green fireballs, which La Paz investigated.] His wife and his teen-aged daughters were also in the car. (For professional reasons he has asked LIFE to withhold identity.) It was a bright sunny day, but the whole western half of the sky was a "confused cloud sea." All at once, as the car headed toward these clouds, "all four of us almost simultaneously became aware of a curious bright object almost motionless" among the clouds. Instantly, from long habit in dealing with celestial phenomena, he began to make calculations. with what crude materials he had at hand. He held a pencil at arm's length, measured the size of the object against the windshield of the car, measured the distance between his eyes and the windshield, etc. His wife and two daughters did the same, each making independent calculations. The object, says the scientist, "showed a sharp and firm regular outline, namely one of a smooth elliptical character much harder and sharper than the edges of the cloudlets... The hue of the luminous object was somewhat less white than the light of Jupiter in a dark sky, not aluminum or silver-colored.... The object clearly exhibited a sort of wobbling motion ... This wobbling motion served to set off the object as a rigid, if not solid body." After 30 seconds in plain view, the ellipsoid moved slowly behind a cloud (273 degrees azimuth, elevation 1 degree) "and we thought we had lost it." But approximately five seconds later it reappeared (275 degrees azimuth, elevation 2 degrees). "This remarkably sudden ascent thoroughly convinced me that we were dealing with an absolutely novel airborne device." After reappearing, the object moved slowly from south to north across the clouds. "As seen projected against these dark clouds, the object gave the strongest impression of self-luminosity." About two and a half minutes after it first came into view, the thing disappeared finally behind a cloudbank.

EVALUATION

The astronomer vouches for the approximate accuracy of his observations and computations. He determined that the object was not less than 20 nor more than 30 miles from his viewing point; that it was ellipsoidal and rigid; that it was 160 feet long and 65 feet thick, if seen at minimum distance; or 245 feet long and 100 feet thick if at maximum; and that its horizontal speed ranged between 120 and 180 mph and its vertical rise between 600 and 900 mph. He also observed that the object moved with a wobble, no sounds, and left no exhaust or vapor trail. His wife and daughters support his observations, and their computations were in accordance with his own, though slightly less conservative. The object's appearance and behavior answer no known optical or celestial phenomenon. No known or projected aircraft, rocket or guided missile can make such a rapid vertical ascent without leaving an exhaust or vapor trail.

INCIDENT 3

On April 24,1949 at 10:20 a.m., a group of five r the genera J. Gordonautical engineer emplo ed by the Office of Naval Researg to laun loon near A small balloon was sent up first to heck the weaMoore Jr., an aer al Mills in cosmic ray research) was tracking the weathe balloonlite -- a pic instr es degrees of azimuth and elevation (horizontal and v) fo r any object it is sighted on. At 10:30 a.m. Moore leaned back from the theodolite to glance at the balloon with his naked eye. Suddenly he saw a whitish elliptical object, apparently much higher than the balloon, and moving, in the opposite direction. At once he picked the object up in his theodolite at 45 degrees of elevation and 210 degrees of azimuth, and tracked it east at the phenomenal rate of 5 degrees of azimuth-change per second as it dropped swiftly to an elevation of 25 degrees. The object appeared to be an ellipsoid roughly two and a half times as long as it was wide. Suddenly it swung abruptly upward and rushed out of sight in a few seconds. Moore had tracked it for about 60 seconds altogether. The other members of his crew confirmed his report. No sound was heard, no vapor trail was seen. The object, according to rough estimations by Moore and his colleagues, was about 56 miles above the earth, 100 feet long and was traveling at seven miles per second.

EVALUATION

No known optical or atmospheric phenomenon fits the facts. A natural object traveling at seven miles per second has never been seen to make a sudden upward turn. There is no known or projected source of silent, vaporless power for such a machine. No human being could have borne the tremendous "G" load brought to bear on the craft during its abrupt vertical veer.

INCIDENT 4

One night in the summer of 1948 Clyde W. Tombaugh, the discoverer of the planet Pluto, was sitting in the back yard of his home at Las, Cruces, N. Mex. With him were his wife and his mother-in-law. It was about 11 p.m. and they were all sitting quietly, admiring the clarity of the southwestern sky, like any proper astronomical family. All at once they all saw something rush silently overhead, south to north, too fast for a plane, too slow for a meteor. It seemed to be quite low. All three of the witnesses agreed that the object was definitely a solid "ship" of a kind they had never seen before. It was of an oval shape and "seemed to trail off at the rear into a shapeless luminescence." There was a bluegreen glow about the whole thing. About half a dozen "windows" were clearly visible at the front of the ship and along the side. They glowed with the same blue-green color as the rest of the ship, only the glare was brighter, and had a touch of yellow in it.

EVALUATION

The object bore a resemblance to the craft seen by Pilots Chiles and Whitted. It bore resemblance to no aircraft known to be in operation on earth.

INCIDENT 5

In this case LIFE's informant is an Air Force officer who holds a top military post at a key atomic base. Since his assignment and whereabouts must be kept a secret he has asked LIFE to withhold his name. He has the highest security rating given. Before he took his present assignment, this officer was in command of the radar equipment that keeps watch over a certain atomic installation. One day in the fall of 1949, while watching a radarscope that covered an area of sky 300 miles wide and 100,000 feet deep, he was startled to detect five apparently metallic objects flying south at tremendous speed and great height. They crossed the 300-mile scope, in less than four minutes. The objects flew the whole time in formation.

EVALUATION

There is no dead-certain explanation of this phenomenon -- radar is as full of tricks as an old-maid's imagination. However, the officer involved is an experienced observer, well aware of the eccentricities of the instrument. He believes that in this instance he made a legitimate radar contact. If so, it can be said that the only natural objects known to travel at such a speed are meteors, but meteors do not fly in formation. If the officer picked up machines, they were performing in a manner that rocket experts agree is still beyond the capabilities of earth's most advanced weapons.

"Civilian Saucer Investigations" was organized by Sighter Ed J. Sullivan (standing), who urges other sighters to write to P.O. Box 1971, Main Post Office, Los Angeles. CSI includes Dr. Walter Riedel (behind Sullivan), who was chief designer at great German rocket laboratory at Peenemunde.

INCIDENT 6

On May 29, 1951 at 3:48 p.m., three technical writers for the aerophysics department of North American Aviation's plant at Downey, outside Los Angeles, were chatting on the factory grounds. They were Victor Black, Werner Eichler and Ed J. Sullivan. All at once they stared at the sky. Sullivan describes what they saw: "Approximately 30 glowing, meteor like objects sprayed out of the east at a point about 45 degrees above the horizon, executed a right-angle turn and swept across the sky in an undulating vertical formation ... that resembled a tuning fork on edge. It took each of them about 25 seconds to cross 9O degrees of the horizon before performing another right-angle turn westward toward downtown Los Angeles.... We estimated their diameter at 30 feet and their speed to be 1,700 mph. Each appeared as an intense electric blue light, round and without length. They moved with the motion of flat stones skipping across a smooth pond."

EVALUATION

No known natural or optical phenomenon, makes the peculiar light, in bright day, attributed to these objects by Sullivan and his colleagues; nor can any natural object, hurtling at such a speed, execute a right angle turn. As in the Moore theodolite sighting, the execution of such a turn would have crushed any human crew under the impact of "G" forces. Finally, of course, no known machine travels at 1,700 mph without making a sound or leaving an exhaust or vapor trail.

INCIDENT 7

On Jan. 20, 1951, at 8:30 p.m., Captain Lawrence W. Vinther of Mid-Continent Airlines

was ordered by the control tower at the Sioux City airport, to investigate a "very bright light" above the field. He took off in his DC-3 with his copilot, James F. Bachmeier, and followed the light. All at once the light dived at the DC-3 almost head on; it passed silently and at great speed about 200 feet above its nose. Both pilots wrenched their heads back to see where it had gone, only to discover that the thing had somehow reversed direction in a split second and was now flying parallel to the airliner heading in the same direction. It was a clear moonlight night and both men got a good look at the object. It was as big or bigger than a B-29, had a cigar-shaped fuselage and a glider type wing, set well forward, without sweepback and without engine nacelles or jet pods. There was not exhaust glow. The white light appeared to be recessed in the bottom of the plane. After a few seconds the object lost altitude, passed under the DC-3 and disappeared. A civilian employee of Air Intelligence was a passenger on the flight, saw the object and confirms the description by the pilots.

EVALUATION

The conditions for observation were excellent. One fact alone -- the astonishing reversal of direction performed by the object -- suffices to classify it as a device far beyond the known capacities of aeronautical science. Although its shape is different, the soundlessness of the object and the absence of observable means of propulsion relate it to the saucer class of phenomena.

INCIDENT 8

At 6:45 a.m., just before sunup on Feb. 18, 1952, a photographer named C. E. Redman was driving through Albuquerque, N. Mex. on his way to photograph a wedding. Stopped for a traffic light, he noticed two bright things in the sky. "They were hovering above Tijeras Canyon.... The one to the north was on its edge. The other was lying horizontally. They were bright, bluish white.... It was probably the most astonishing thing I've ever seen. Those things were soundless. They were not jets or vapor trails. I've seen hundreds of jets and vapor trails." Redman was questioned later the same day by a LIFE reporter and a prominent scientist, working together. From his testimony, and from the lay of the land, it was estimated that the disks were 20 miles away and four miles in the air, and that they had a diameter of about 136 feet. Another witness saw the same objects Redman saw, and at the same time, but from the other side of town. W. S. Morris, a retired master sergeant of the Air Force who is now a news dealer in Albuquerque, was out to drop off his morning papers when he saw two strange objects over Tijeras Canyon. "I watched them for 12 minutes. They were a blinding silver, long and thin, gleaming all over. They hovered, one kind of above the other to the right. They seemed brighter than the sun, which wasn't yet over the Sandia mountains. It just touched their bottoms and they glowed red. They didn't flutter or move. They just hung there. It must have been 20 miles away. Then they just suddenly dropped down behind the mountain, and the upper one tilted so that I could see its profile. It looked like a bell pepper-with a bump on top, that is."

EVALUATION

Kirtland AFB acknowledged that there were no aircraft in that area at that time. The observations reinforce each other and point to several striking facts. First, one disk proved itself three dimensional when it tilted, to descend. Second, the suddenness of the disk's descent indicates that the bodies contained a source of power. Third, the power that can suspend a three-dimensional body, of the size Morris describes and in the position he indicates, without turning a blade or roaring a jet, is unknown.

How discs looked in relation to each other is shown by C.E. Redman of Albuquerque.

INCIDENT 9

On Jan. 29, 1952, just before midnight, a B-29 was on r Wo as flying at less than 200 mi les an hour, at an altitude somewhat above 20,000 feet. Simultaneously the tail gunner and the fire-control man in the waist saw a bright round orange object in the sky near the plane. Both said it was about three feet in diameter, flew with a revolving motion on a course parallel to theirs, and wore a halo of bluish flame. It also appeared to pulsate. The object followed the B-29 for about five minutes, then pulled ahead and shot away at a sharp angle. On the same night a similar globe was seen by the tail gunner and waist man of another B-29, 80 miles away over Sunchon, but flying at about the same height. The globe followed the plane for about a minute, then disappeared.

EVALUATION

Theoreticians in the Air Force believe the fireballs were not natural phenomena but propelled objects. They bear some similarity to the balls of fire called "fireball fighters" or "foo fighters" -- which flew wing on Allied aircraft over Germany and Japan during 1944-45 and which have never been satisfactorily explained. In the Korean incidents, the fireballs seem -- on the evidence of their sharp acceleration, their blue light and their abrupt, angular swerve -- to resemble the saucers described earlier.

The same disks sighted by Redman were seen by W.S. Morris, ex-Air Force master sergeant.

INCIDENT 10

On the night of Nov. 2, 1951 a ball of kelly-green fire, larger than the moon, and blazing several times more brightly, flashed eastward across the skies of Arizona. It raced, straight as a bullet, parallel to the ground, and then exploded in a frightful paroxysm of light --- without making a sound. At least 165 people saw the incredible thing; hundreds more witnessed the similar flight of countless other fireballs that since December 1948 have bathed the hills of the Southwest in their lunar glare. In the last year they have been seen as far afield as Pennsylvania, Maryland and Puerto Rico. The chief Air Intelligence officer for the Albuquerque district saw one. Colonel Joseph D. Caldara, USAF, attached to the Joint Chiefs of Staff, saw one in Virginia. Hundreds of pilots, weather observers and atomic scientists have sighted them. Reports came so thick and fast during 1948 that in 1949 the Air Force established "Project Twinkle" to investigate them. Project Twinkle established a triple phototheodolite post at Vaughn, N. Mex. to obtain scientific data on the fireballs. Day and night, week in, week out, for three months, a crew kept vigil. Ironically, while fireballs continued flashing everywhere else in the Southwest, they saw nothing until the project was transferred to the Holloman Air Force Base at Alamogordo, N. Mex. There, during another three-month siege, they saw a few but were unable to make satisfactory computations because of the fireballs' great-speed. Search parties have had no better luck. They have combed in vain the countryside beneath the point of disappearance; not a trace of telltale substance has been found on the ground.

EVALUATION

The popular Southwest belief that a strange meteor shower was underway has been blasted by Dr. Lincoln La Paz, mathematician, astronomer and director of the Institute of Meteoritics at the University of New Mexico. He points out that normal fireballs do not appear green, they fall in the trajectory forced on them by gravity, are generally noisy as a freight train, and leave meteorites where they hit. The green New Mexican species does none of these things. Neither do the green fireballs appear to be electrostatic phenomena -- they move too regularly and too fast.

If the fireballs are the product of a U.S. weapons project, as some Southwesterners believe, it is a very secret one indeed: the Atomic Energy Commission and every other government agency connected with weapons development has denied to LIFE any responsibility for the fireballs.

Could they be self-destroying Russian reconnaissance devices? Not likely. While the U.S. believes the Russians have an intercontinental guided missile, there is no intelligence that indicates they have developed silent power plants or objects capable of moving nearly as fast as meteors (12 miles a second). Yet -- for whatever it may be worth -- the only reports of green fireballs prior to 1948 came from the Baltic area.

If the fireballs do not respond to gravity, they could only be explained as lighter-than-air craft or electrical phenomena -- but they have characteristics which rule these out. Therefore they must be propelled. If propelled and not natural phenomena, they must be artificial. The extreme greenness of the fireballs has impressed most witnesses. When asked to indicate the approximate color on a spectrum chart, most of them have touched the band at 5,200 angstroms, close to the green of burning copper. Copper is almost never found in meteorites; the friction of the air oxidizes it shortly after the meteor enters the upper atmosphere. However, a curious fact has been recorded by aerologists. Concentrations of copper particles are now present in the air of Arizona and New Mexico, particularly in "fireball areas." These were not encountered in air samples made before 1948.

WHAT THEY ARE NOT -- AND WHAT THEY MAY BE

What are the flying saucers, the luminous fuselages, the foo fighters and the green fireballs? The answer -- if any answer at this time is possible -- lies in the field of logic rather than of evidence. What the things are may be adduced partially by reviewing what they are not.

THEY ARE NOT PSYCHOLOGICAL PHENOMENA. Although the Air Force cheerily wrote off its 34 unexplained incidents with this pat theory, the explanation does not hold up. There is no evidence, beyond textbook speculation, for such a supposition, and there is the direct evidence already cited against it. To doubt the observers in the foregoing cases is to doubt the ability of every human being to know a hawk from a handsaw.

THEY ARE NOT THE PRODUCT OF U.S. RESEARCH. LIFE investigated this possibility to exhaustion. Not fully satisfied by the public denials of President Truman, Secretary Johnson and others, the investigators put the question directly to Gordon Dean, chairman of the Atomic Energy Commission. He said: "There's nothing in our shop that could account for these things, and there's nothing going on that I know of that could explain them." Still unconvinced, LIFE checked the whereabouts and present business of every scientist who might have anything to do with the development of super aircraft. All were accounted for in other ways. Careful feelers through the business and labor world encountered no submerged projects of the immensity necessary to build a fleet of flying disks. And there is still the conclusive fact: U.S. science has at its command no source of power that could put a flying machine through such paces as the saucers perform.

THEY ARE NOT A RUSSIAN DEVELOPMENT. It is inconceivable that the Russians would risk the loss of such a precious military weapon by flying a saucer over enemy territory. No man-made machine is foolproof; sooner or later one would crash in the U.S. and the secret would be out. Nor is there any reason to believe that Russian science, even with German help, has moved beyond not only the practical but the THEORETICAL horizons of U.S. research.

THEY ARE NOT DISTORTIONS OF THE ATMOSPHERE RESULTING FROM ATOMIC ACTIVITY. To quote the answer David Lilienthal, former AEC commissioner, once made to that suggestion: "I can't prevent anyone from saying foolish things." Nor are they aberrations of the northern lights. Magnetic disturbances cannot account for them and neither can a notion (recently fathered by Dr. Urner Liddel, the Navy physicist) that they are "vertical mirages" -- reflections from a vertical (instead of a horizontal) layer of heated air.

THEY ARE NOT SKYHOOK BALLOONS. This was the, original Liddel explanation, and in a few instances it may have been correct. But not many. They could scarcely be "fireflies in the cockpit," as one Air Force colonel suggested, since most of the observers were not in a cockpit when they saw their saucers. And it is hard to believe that saucers could be the reflections of automobile headlights on clouds, when they are seen in daylight under cloudless skies. These being the dead-end alleys of negative evidence, is there hope of an explanation on the open avenues of scientific theory? The answer is yes.

The rank of science has taken the saucers far more seriously than the file of laymen and, after five years of close watch on all reports, a number of scientists were ready with some conclusions. One of these was Dr. Walther Riedel, once chief designer and research director at the German rocket center in Peenemunde, now engaged on secret work for the U.S. Dr. Riedel has never seen a saucer himself, but for several years he has kept records of saucer sightings all over the world. He told LIFE: "I am completely convinced that they have an out-of-world basis."

Dr. Riedel has four points to his argument: "First, the skin temperatures of structures

operating under the observed conditions would make it impossible for any terrestrial structure to survive. The skin friction of the missile at those speeds at those altitudes would melt any metals or nonmetals available.

"Second, consider the high acceleration at which they fly and maneuver ... In some descriptions the beast spirals straight up. If you think of the fact that the centrifugal force in a few minutes of such a maneuver would press the crew against the outside, and do likewise to the blood, you see what I mean.

"Third.... There are many occurrences where they have done things that only a pilot could perform but that no human pilot could stand.

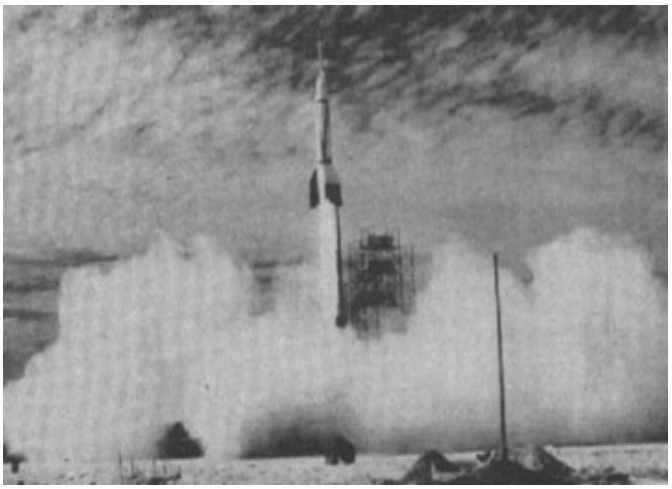
"Fourth, in most of the reports there is a lack of visible jet. Most observers report units without visible flame ... and no trail. If it would be any known type of jet, rocket, piston engine, or chain-reaction motor, there would be a very clear trail at high altitude. It is from no power unit we know of ..."

Dr. Riedel's arguments are reinforced by those of Dr. Maurice A. Biot, one of the leading aerodynamicists in the U.S. and a prominent mathematical physicist. From an aerodynamical viewpoint, says Dr. Biot, the saucer shape makes very little sense if the machine is to travel in the atmosphere. A disk has a high drag and is a poor airfoil unless stabilized; when whirled at high speed through the air, it "wobbles" distressingly -- a movement observed in several of the saucers sighted. However, for space travel, where there is no atmosphere to oppose, the disk has significant advantages. The sphere, theoretically better, presents several difficult problems of construction and utilization. The disk, easier to build, has almost all the virtues of the sphere and some of its own. Reviewing the evidence presented here, Dr. Biot said: "The least improbable explanation is that these things are artificial and controlled ... My opinion for some time has been that they have an extraterrestrial origin."

WHO? WHAT? AND WHEN?

There, at least, is a plausible explanation of the disk shape. But the real depths of the saucer mystery bemuse penetration, as the night sky swallows up a flashlight beam. What of the other shapes? Why do the things make no sound? How to explain their eerie luminosity? What power urges them at such terrible speeds through the sky? Who, or what, is aboard? Where do they come from? Why are they here? What are the intentions of the beings who control them?

Before these awesome questions, science -- and mankind -- can yet only halt in wonder. Answers may come in a generation -- or tomorrow. Somewhere in the dark skies there may be those who know.



A U.S. rocket is launched from a proving ground. Neither this nor any known U.S. missiles fit the descriptions of the sighted saucers and fireballs.

Visitors From Space?

April 28, 1952: Letters to the Editor

Sirs:
"Have We Visitors from Space?" (LIFE, April 7) is the most comprehensive report I have read on the subject. I was very closely associated with Projects "Twinkle" and "Grudge" at Alamogordo, N. Mex. where I was chief of the technical photographic facility at Holloman Air Force base. I have seen several of these objects myself, and they are everything you say they are as to shape, size and speed.

Daniel A. McGovern
Captain, USAF
Alexandria, Va.

Sirs:
I first learned about the green fireballs from Marine Corps night fighter pilots while I was an aviation intelligence officer in Korea.
Pilots often reported seeing strange bright green objects in the skies, unlike anything they had ever seen before, and moving too fast and regularly to be explained or identified or analyzed by the pilots themselves or the intelligence officers.

Edward A. Kolar
Captain, USMCR
Tenafly, N.J.

Sirs:
LIFE has again rendered a distinct service to its readers. The authors' painstaking work in compiling and evaluating known data has made a case for interplanetary space ships which is entirely logical and sensible.

Donald J. Falvey
Deep River, Conn.

Sirs:

As observers of the Lubbock lights, we feel the record requires that we point out that the groups of objects shown in the Hart photographs are, in these respects, essentially different from any of the 12 or more groups that we sighted.
1) All but three of the groups we sighted had no geometric form; those three were smooth arcs, not V-shaped.
2) Those three could not be conclusively determined to be composed of individual lights, but certainly they were not made up of two distinct rows of alternately spaced lights.
3) None of our sightings was either bright enough, nor in view long enough (3 seconds) to offer any possibility of being photographed.
4) Even if the lights we saw had been particularly rich in nonvisible ultraviolet light, they could not have been photographed without special equipment.
5) All of our sightings were close to the same speed of 30 degrees per second, at which speed it would be impossible to follow them with a camera accurately enough to obtain an unblurred image.

W. I. Robinson
A. G. Oberg
W. L. Ducker
E. F. George
Lubbock, Texas

- Air Force experts had considered these objections of Professor Ducker and Doctors Oberg, Robinson and George. But they are still convinced that Hart was able to get exposures of the two groups he saw (4 seconds for each to cross the sky, 1-1/2 minutes apart) and found no reason to repudiate his pictures. -- ED.

Sirs:
Your article overstates the strangeness of the fireballs it describes...
You imply that the 1951 fireball display in the Southwest was not a meteor shower. We obtained and photographed approximate paths for 11 fireballs reported as falling Oct. 30 to Nov. 9 inclusive. The plot showed that all came from a small area in and near the constellation Taurus. This indicates a shower, perhaps related to the well-known shower whose members are seen falling away from Taurus in October and November.

C. C. Wylie
Professor of Astronomy
University of Iowa
Iowa City, Iowa

- Although there were meteor falls during this period, Dr. La Paz says: "Almost all of the green fireballs observed in the Southwest between December 1948 and December 1951 radiated from the circumpolar region of the sky. They came from points 35 to as much as 105 degrees distant from the Taurid fireball radiant, and therefore obviously were not related to this radiant." -- ED.

Sirs:
It is rather chilling to see that our plans for hospitality include interceptions and recover. It would be tragic indeed if the harmless and friendly behavior of these crafts from elsewhere were met with military destruction. Not only would the

morals of such a course be a regrettable indication of man's immaturity, but the practical consequences might include drastic reprisals....

Mason Rose
Los Angeles, Calif.

Sirs:
... The only reason the preponderance of this saucer-fireball-cigar activity is taking place in the American Southwest is that this is the area which has brought itself to interplanetary (or perhaps I should say, intergalaxial) attention. It was done so by virtue of the fact that it was the site used for the original A-bomb experiments....

Bill Ryan
San Diego, Calif.

> The Air Force, which has attempted to correlate the frequency and location of saucer reports with the testing of atomic weapons, has found no significant relationships. -- ED.

Official Comments
Chronology
NICAP Home Page

The Nuclear Connection Project

The New Mexico Sightings

Path of UFO over nuclear weapons bunkers.
(See Kirtland AFB, November 4, 1957)

Updated: September 3, 2005

The evidence for a UFO/Nuclear Connection grows stronger by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium was mined and plutonium was manufactured (the Congo, New Mexico, Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development took place (Los Alamos, Sandia Base) and where nuclear weapons were stored (Manzano Mountain near Kirtland, NM, and Killeen Base at Camp Hood, TX).

This is a part of that story, the New Mexico Sightings, which we produced to include all the known cases and provided links to the full report directories and official supporting documents. Where enough information is not available to produce a case directory, the supporting documents are provided as temporary directories. This report includes the 209-case La Paz Catalog (known also as the AFOSI Summary of Sightings of Unknown Aerial Phenomena) which is made up primarily of Green Fireball cases in New Mexico, the majority of which are unknowns.

I wish to thank Dan Wilson, one of our staff researchers, for his fine research into the Blue Book Archives for the supporting documents in most of these cases. And to Brad Sparks for his re-evaluation of the Project Blue Book Unknowns which doubled the number of cases that were unexplained, many of which occurred in New Mexico and other high-security areas such as Oak Ridge (TN) and Killeen Base (TX). His summaries provide most of the compacted detail for many of the cases. The latest major contribution, in the form of a digitized version of the La Paz catalog, was the work of Jean Waskiewicz. The digitized version of the catalog would not have happened at all without the suggestion of Brad Sparks and the acquisition of clean, clear copies of the AFOSI catalog from Jan Aldrich. The AFOSI entries are brief and listed just as they were translated unless the full report documents have been retrieved from the Blue Book Archives. In that case any errors in the 209 case AFOSI Summary will be corrected.

If you have information of an important nature to provide for this report, please contact me at your convenience.

Francis Ridge
Coordinator, Nuclear Connection Project
nicap@insightbb.com

NICAP records show the first sighting in New Mexico as March of 1944:

March 1944; Carlsbad, NM
An Air Force B-17 pilot saw a fast-moving, glowing green object which lit up the cockpit, and moved out of sight over the horizon. (NICAP files)

The earliest report listed in the AFOSI Summary of Unknown Aerial Phenomena (AFOSI #1) is for January 19, 1946. However, this occurred outside of New Mexico and the U.S., near Brest, in Europe.

June 27, 1947; White Sands, NM
Captain E.B. Detchmendy reported a white, glowing UFO passing over the White Sands missile range and reported it to his commanding officer. (UFO Encyclopedia)

June 29, 1947; White Sands, NM
[1:20?] p.m. USN Naval Research Lab rocket scientist-engineer Dr. Carl J. Zohn, Admin Asst., Rocket Sonde Section, White Sands Proving Ground (WSPG), NRL scientist Curtis C. Rockwood and his wife, and WSPG technician John R. Kauke, were driving in a car from Las Cruces to WSPG headed NE when they saw to their right front [E] a rotating silvery or shiny disc or sphere with no appendages, wings, tail, propellers, reflecting sunlight [pulsating?], crossing the sky at high speed heading N at about 8,000-10,000 ft which suddenly disappeared in mid-air in a clear cloudless sky. Kauke had stopped the car and briefly saw a short vapor trail at one point not reported by the others. Zohn on the passenger side rolled the window for an unobstructed view.

July, 1947; Roswell, NM
The file on the Roswell crash is too large to delve into at this time but can be accessed at the link provided.

July 10, 1947; near Fort Sumner, NM
A white, sharply-outlined, 200' ellipsoidal object was reported and listed in the Blue Book Unknowns. (McDonald) A midday sighting by a University of New Mexico meteoriticist, Dr. Lincoln La Paz, and members of his family was summarized by _Life_ magazine years ago without identifying La Paz's name. At 4:47 p.m. MST on 7/10/47, four members of the La Paz family nearly simultaneously noted "a curious bright object almost motionless" low on the western horizon, near a cloudbank. The object was described as ellipsoidal, whitish, and having sharply-outlined edges. It wobbled a bit as it hovered stationary just above the horizon, then moved upwards, passed behind clouds and re-emerged farther north in a time interval which La Paz estimated to be so short as to call for speeds in excess of conventional aircraft speeds. It passed in front of dark clouds and seemed self-luminous by contrast. It finally disappeared amongst the clouds. La Paz estimated it to be perhaps 20 miles away, judging from the clouds involved; and he put its length at perhaps 165-245 ft.

Late August, 1947; Holloman AFB, NM
A CPS-4 radar was modified to track objects at very high altitude, aimed its antenna straight up, and picked up a target at 200 miles up. The report leaked out and Project SIGN sent two high-level investigators but the prime witnesses were conveniently not available. What can remain stationary at 200 miles up and who had anything like that in 1947? A detailed report can be accessed from the above link.

AFOSI Case 2: Late 1947; Vaughn, NM.
Not listed in either BB Unknown list, original or updated, this incident is listed as #2 in the LaPaz/OSI catalog of events. It is Incident 225. Colonel Hayes first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, NM. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vertical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200

feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col Hayes was dn Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

Late August 1947; Alamogordo [Holloman] Army Air Field, NM
AMC Watson Labs Project MOGUL communications officer Lt. H. G. Markley while watching 2 balloons with radar reflector to the SE in 10x binoculars saw traveling at unprecedented rate of speed around white object in horizontal flight S to N several thousand feet over the tops of Sacramento Mtns. [Case falsely explained by AF as false radar targets when no radar observation was involved.] (BBU, FOIA; Mary Castner/CUFOS; Loren Gross Aug-Dec 1947 SUPP p. 28; July-Dec 1949 orig ed p. 25)

April 5, 1948; Holloman AFB, NM (Blue Book Unknown Case 139)
Afternoon. Team watches 35-meter disc. Witnesses: Geophysics Lab balloon observers Alsen, Johnson, Chance. Two irregular, round, white or golden objects. One made three loops then rose and disappeared rapidly; the other flew in a fast arc to the west during the 30-second sighting.

April 9, 1948; Holloman AFB?, Alamogordo, NM
2:06 p.m. (MST). (BBU Sparks, Trakowski GRUDGE rpt)

July 17, 1948; Acacia Dam, NM
4:50 p.m. 5 miles S of San Acacia Dam.2 Kirtland AFB Sgts. on a fishing trip with their families saw a group of 7 aluminum circular possibly spherical objects approach from the S at 20,000 ft pass overhead at 1,500 mph if the altitude was correct (5°/sec angular velocity), at first appearing like snub-nosed jet fighters of unknown type, shifting from V formation to L formation to circular formation to no regular formation, at which point a regular pulsating flashing light appeared in the group at 30° from zenith to the N, and at this oblique angle the objects did not appear circular. No noise or trail. 10-30 secs. (BBU Sparks, FOIA)

AFOSI Case 3: July 27, 1948; Albuquerque, NM
8:33-8:45 am. "Duraluminum" reflected light, flat and round, stationary at times.

AFOSI Case 4 & 5 were not New Mexico Cases.

Sept. 23, 1948; Los Alamos, NM
[AESS security guard Hanson ?? saw an oval orange luminous object, length/width ratio about 1.5:1, to the E crossing the sky in level flight from right to left, trailing flame, disappearing in a cloud bank to the NE.] (BBU Sparks)

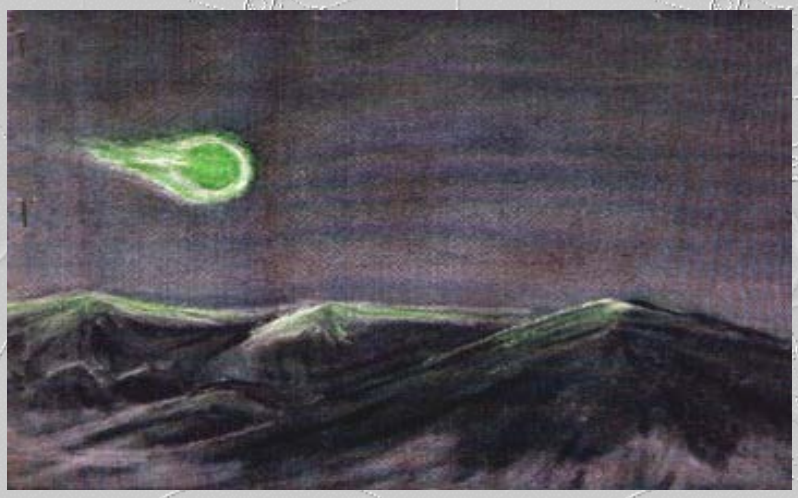
Sept. 23, 1948; Los Alamos (Santa Fe?), NM
9:40 a.m. Group of Los Alamos Scientific Lab personnel, Angier, Fairchild and others, waiting for an aircraft at the landing strip saw a sun-reflecting glint in the sky from a flat circular metallic object high in the N sky appearing like a flat dime on-edge slightly tipped as if 50 ft away. Angier reported an apparent size of 100 to 150 feet in diameter. The object was stationary at about 25,000 to 30,000 feet, and then started to move. Object seemed to be moving in a semi-circle.
Fairchild says the object was oblong or egg-shaped and appeared to have a speed of 700 to 800 MPH. (Case recounted in unpublished Ruppelt manuscript said to be included in the TOP SECRET AMC Estimate of the Situation, apparently a revised version of the Aug. 5, 1948, initial draft. (Sparks BBU, FUFOR Index.)

The above report contains a link to a 165-page AEC report on the importance of the Santa Fe operations, also reproduced here:

The importance of Santa Fe Operations, New Mexico.

AFOSI Case 6: November 3 or 4th, 1948; Vaugh, NM
Project Blue Book unknown, 125. Reliable witness. Information and documents needed.10 miles E of Vaughn, New Mexico(34.61° N, 105.21° W). [U.S. Army Col.?] Hayes. [Green Fireball?] (McDonald list, FUFOR index).

AFOSI Case 7: November 23, 1948; Vaugh, NM.
Not listed as BB unknown, this is the same witness as Case 006 and a reliable witness. At approximately 2130 hours, Colonel Hayes was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. He observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3 or 4 November.



THE GREEN FIREBALLS (Indented paragraphs are quotes from Captain Edward J. Ruppelt, "The Report on Unidentified Flying Objects", pages 47-56)

Edward Ruppelt:
The green fireballs streaked into UFO history late in November 1948, when people around Albuquerque, New Mexico, began to report seeing mysterious 'green flares' at night. The first reports mentioned only a 'green streak in the sky, low on the horizon. From the description the Air Force Intelligence people at Kirtland AFB in Albuquerque and the Project Sign people at ATIC wrote the objects off as flares. After all, thousands of GI's had probably been discharged with a duffel bag full of 'liberated' Very pistols and flares.

But as days passed the reports got better. They seemed to indicate that the 'flares were getting larger and more people were reporting seeing them. It was doubtful if this 'growth' was psychological because there had been no publicity - so the Air Force decided to reconsider the 'flare' answer. They were in the process of doing this on the night of December 5, 1948, a memorable night in the green fireball chapter of UFO history.

AFOSI Case 8: December 5, 1948; Las Vegas, NM.
At 9:05 PM MST, the crew of a USAF C-47 transport flying from Lowry AFB, Colorado, to Williams AFB, Chandler, AZ, saw a green flarelike light just west of Las Vegas, NM. At 9:30 they reported by radio to Kirtland AFB, Albuquerque, that they had seen another green flare rise from the ground to 500 ft altitude on the eastern slope of the Sandia Mountains at 9:27.

At 9:27 P.M. on December 5, an Air Force C-47 transport was flying at 18,000 feet 10 miles east of Albuquerque. The pilot was a Captain Goede. Suddenly the crew, Captain Goede, his co-pilot, and his engineer were startled by a green ball of fire flashing across the sky ahead of them. It looked something like

a huge meteor except that it was a bright green color and it didn't arch downward, as meteors usually do. The green- colored ball of fire had started low, from near the eastern slopes of the Sandia Mountains, arched upward a little, then seemed to level out. And it was too big for a meteor, at least it was larger than any meteor that anyone in the C-47 had ever seen before. After a hasty discussion the crew decided that they'd better tell somebody about it, especially since they had seen an identical object twenty-two minutes before near Las Vegas, New Mexico.

Captain Goede picked up his microphone and called the control tower at Kirtland AFB and reported what he and his crew had seen. The tower relayed the message to the local intelligence people.

AFOSI Case 9: December 5, 1948; Albuquerque, NM.

A few minutes later the captain of Pioneer Airlines Flight 63 called Kirtland Tower. At 9:35 P.M. he had also seen a green ball of fire just east of Las Vegas, New Mexico. He was on his way to Albuquerque and would make a full report when he landed.

When he taxied his DC-3 up to the passenger ramp at Kirtland a few minutes later, several intelligence officers were waiting for him. He reported that at 9:35 P.M. he was on a westerly heading, approaching Las Vegas from the east, when he and his co-pilot saw what they first thought was a "shooting star." It was ahead and a little above them. But, the captain said, it took them only a split second to realize that whatever they saw was too low and had too flat a trajectory to be a meteor. As they watched, the object seemed to approach their airplane head on, changing color from orange red to green. As it became bigger and bigger, the captain said, he thought sure it was going to collide with them so he racked the DC-3 up in a tight turn. As the green ball of fire got abreast of them it began to fall toward the ground, getting dimmer and dimmer until it disappeared. Just before he swerved the DC-3, the fireball was as big, or bigger, than a full moon.

The intelligence officers asked a few more questions and went back to their office. More reports, which had been phoned in from all over northern New Mexico, were waiting for them. By morning a full-fledged investigation was under way.

No matter what these green fireballs were, the military was getting a little edgy. They might be common meteorites, psychologically enlarged flares, or true UFO's, but whatever they were they were playing around in one of the most sensitive security areas in the United States. Within 100 miles of Albuquerque were two installations that were the backbone of the atomic bomb program, Los Alamos and Sandia Base. Scattered throughout the countryside were other installations vital to the defense of the U.S.: radar stations, fighter interceptor bases, and the other mysterious areas that had been blocked off by high chain link fences.

AFOSI Case 10: December 6, 1948; Sandia Base, NM.

Albuquerque, New Mexico (35.10° N, 106.64° W). 10:55 p.m. AESS officer Joseph Toulouse driving W saw a green fireball almost directly overhead above Sandia Base nuclear weapons assembly site, slightly to the NW arching slightly downward from E to W, about 1/3 full moon, with a flaming tail. (FOIA)

Since the green fireballs bore some resemblance to meteors or meteorites, the Kirtland intelligence officers called in Dr. Lincoln La Paz.

Dr. La Paz said that he would be glad to help, so the officers explained the strange series of events to him. True, he said, the description of the fireballs did sound as if they might be meteorites - except for a few points. One way to be sure was to try to plot the flight path of the green fireballs the same way he had so successfully plotted the flight path of meteorites in the past. From this flight path he could determine where they would have hit the earth - if they were meteorites. They would search this area, and if they found parts of a meteorite they would have the answer to the green fireball riddle.

The fireball activity on the night of December 5 was made to order for plotting flight paths. The good reports of that night included carefully noted locations, the directions in which the green objects were seen, their heights above the horizon, and the times when they were observed. So early the next morning Dr. La

Paz and a crew of intelligence officers were scouring northern New Mexico. They started out by talking to the people who had made reports but soon found out that dozens of other people had also seen the fireballs. By closely checking the time of the observations, they determined that eight separate fireballs had been seen. One was evidently more spectacular and was seen by the most people. Everyone in northern New Mexico had seen it going from west to east, so Dr. La Paz and his crew worked eastward across New Mexico to the west border of Texas, talking to dozens of people. After many sleepless hours they finally plotted where it should have struck the earth. They searched the area but found nothing. They went back over the area time and time again-nothing. As Dr. La Paz later told me, this was the first time that he seriously doubted the green fireballs were meteorites.

Within a few more days the fireballs were appearing almost nightly. The intelligence officers from Kirtland decided that maybe they could get a good look at one of them, so on the night of December 8 two officers took off in an airplane just before dark and began to cruise around north of Albuquerque. They had a carefully worked out plan where each man would observe certain details if they saw one of the green fireballs. At 6:33 P.M. they saw one. This is their report:

AFOSI Case 11: December 8, 1948; Las Vegas, NM.

"At 6:33 P.M. while flying at an indicated altitude of 11,500 feet, a strange phenomenon was observed. Exact position of the aircraft at time of the observation was 20 miles east of the Las Vegas, N.M., radio range station. The aircraft was on a compass course of 90 degrees. Capt. was pilot and I was acting as copilot. I first observed the object and a split second later the pilot saw it. It was 2,000 feet higher than the plane, and was approaching the plane at a rapid rate of speed from 30 degrees to the left of our course. The object was similar in appearance to a burning green flare, the kind that is commonly used in the Air Force. However, the light was much more intense and the object appeared considerably larger than a normal flare. The trajectory of the object, when first sighted, was almost flat and parallel to the earth. The phenomenon lasted about 2 seconds. At the end of this time the object seemed to begin to burn out and the trajectory then dropped off rapidly. The phenomenon was of such intensity as to be visible from the very moment it ignited."

Back at Wright-Patterson AFB, ATIC was getting a blow-by-blow account of the fireball activity but they were taking no direct part in the investigation. Their main interest was to review all incoming UFO reports and see if the green fireball reports were actually unique to the Albuquerque area. They were. Although a good many UFO reports were coming in from other parts of the U.S., none fit the description of the green fireballs.

AFOSI Case 12 is not from New Mexico.

AFOSI Case 13: December 12, 1948; Starvation Peak, NM.

Starvation Peak near Bernal, New Mexico. 9:02 p.m. ±0.5 min (MST). Dr. Lincoln LaPaz, USAF Capt. Charles L. Phillips, and CAP intelligence officer Lt. Allan B. Clark, returning from green fireball investigations while looking to the NW saw a green fireball at least stellar magnitude -4 traveling E to W low above the horizon about 3°-4° elevation in almost perfectly level flight until the last 0.1 to 0.2 sec when it slightly curved downward, disintegrating into 3-4 pieces, no sound. Based on independent witness, an AESS guard at Los Alamos, LaPaz triangulated object's flight path at about 8-10 miles height along a 25-mile path, speed 39,000 to 43,000 mph. (FOIA)

AFOSI Case 14: December 20, 1948; Los Alamos, NM.

West of Los Alamos, New Mexico (35.89° N, 106.31° W). AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (FOIA)

AFOSI Case 15: December 28, 1948; Los Alamos, NM.

An inspector at Los Alamos sighted a fireball on 28 December. It was not falling as fast as a falling star (meteor) he continued to watch. For several seconds, at an estimated altitude of 6,000', the object disappeared with a green

flash, lighting up a small cloud between itself and the witness.

December 20, 1948; Los Alamos, NM
AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (Sparks BBU, FOIA)

All during December 1948 and January 1949 the green fireballs continued to invade the New Mexico skies. Everyone, including the intelligence officers at Kirtland AFB, Air Defense Command people, Dr. La Paz, and some of the most distinguished scientists at Los Alamos had seen at least one.

1949

AFOSI Case 16: January 6, 1949; Kirtland AFB, NM
3:10 am. An inspector for the AESS saw a brilliant green object for about two seconds and traveling slower than a meteor and on a flat trajectory. It disappeared behind the mountains to the west. Documents at link are for Case 16.

AFOSI Case 17: January 6, 1949; Albuquerque, NM
3:10 AM. Reliable witness reported a Green Fireball. This case is listed in the revised Blue Book catalog and also listed in the La Paz catalog. Few details. Documents at link are for Cases 16 & 17.

January 13, 1949, Hq 4th Army Memo; "Unconventional Aircraft

To: Director of Intelligence, GSUSA
"1. The inclosed Summary of Information: subject "Unconventional Aircraft" (Control No. A-1917) dated 13 Jan 49, is forwarded for your information and any action deemed necessary.
"2. Agencies in New Mexico are greatly concerned over these phenomena. They are of the opinion that some foreign power is making 'sensing shots' with some super-stratospheric devise [sic] designed to be self-desentergrating [sic]. They also believe that when the device is perfected for accuracy, the disentegrating [sic] factor will be eliminated in favor of a warhead." (See full doc by clicking link above)

AFOSI Case 18: January 30, 1949; Elpaso (Near Amarillo and Lamesa), TX.
Not actually a New Mexico case, the object was sighted from NM and photographed in NM, but actually took place in Texas. This is the famous Green Fireball report where LaPaz was able to precisely triangulate the location of the object. b

AFOSI Case 19: January 30, 1949; Roswell, NM
No data.

AFOSI Case 20: January 30, 1949; Alamogordo, NM.
This is not a White Sands or Holloman case, but the famous GREEN FIREBALL event of 5:54 PM Jan 30, 1949, where Lincoln LaPaz was able to precisely triangulate the location of the object from near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas.

FBI Memo, dated January 31, 1949, from SAC San Antonio to Director, FBI: Protection of Vital Installations
Letter from CO, Kirtland AFB, to Chief of Staff, USAF - Att: Director of Special Investigations, Kirtland

In mid February 1949 a conference was called at Los Alamos to determine what should be done to further pursue the investigation. The Air Force, Project Sign, the intelligence people at Kirtland, and other interested parties had done everything they could think of and still no answer. Such notable scientists as Dr.

Joseph Kaplan, a world-renowned authority on the physics of the upper atmosphere, Dr. Edward Teller, of H-bomb fame, and of course Dr. La Paz, attended, along with a lot of military brass and scientists from Los Alamos.

AFOSI Case 21: January 30, 1949; occurred at Fort Worth, TX

AFOSI Case 22: February 14, 1949; Canado, NM
6:40 pm. Two witnesses, somewhat above horizon, stationary then fell in slight curve to W, brilliant white slightly green color

February 16, 1949 - Los Alamos, NM: Conference on Aerial Phenomena
Transcript of that meeting
Supporting Documents, NARA-PBB88 374-397
Report Conference Documents - NARA-PBB88 398-401

This was one conference where there was no need to discuss whether or not this special type of UFO, the green fireball, existed. Almost everyone at the meeting had seen one. The purpose of the conference was to decide whether the fireballs were natural or man-made and how to find out more about them.

As happens in any conference, opinions were divided. Some people thought the green fireballs were natural fireballs. The proponents of the natural meteor, or meteorite, theory presented facts that they had dug out of astronomical journals. Greenish colored meteors, although not common, had been observed on many occasions. The flat trajectory, which seemed to be so important in proving that the green fireballs were extraterrestrial, was also nothing new. When viewed from certain angles, a meteor can appear to have a flat trajectory. The reason that so many had been seen during December of 1948 and January of 1949 was that the weather had been unusually clear all over the Southwest during this period.

Dr. La Paz led the group who believed that the green fireballs were not meteors or meteorites. His argument was derived from the facts that he had gained after many days of research and working with Air Force intelligence teams. He stuck to the points that (1) the trajectory was too flat, (2) the color was too green, and (3) he couldn't locate any fragments even though he had found the spots where they should have hit the earth if they were meteorites.

People who were at that meeting have told me that Dr. La Paz's theory was very interesting and that each point was carefully considered. But evidently it wasn't conclusive enough because when the conference broke up, after two days, it was decided that the green fireballs were a natural phenomenon of some kind. It was recommended that this phase of the UFO investigation be given to the Air Force's Cambridge Research Laboratory, since it is the function of this group to study natural phenomena, and that Cambridge set up a project to attempt to photograph the green fireballs and measure their speed, altitude, and size.

Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

AFOSI Case 23: February 17, 1949; Grants, NM.
Feb. 17, 1949. Near Grants (at 35° 7' ±2' N, 107°47' ±2' W), Sandia Base, and near Albuquerque (at 35° 5' N, 106° 35' W), New Mexico. 5:57-6:06 p.m. Green Oil Co. truck driver Herman Wilcox, at Chief's Rancho stop on Hwy 66, saw oval luminous white light with faint trail of white smoke in the SW at about 225° azimuth moving S in vertical climb then leveled off, then a gradual ascent, disappearing suddenly after several secs, no clouds in the sky to obscure it.

AFOSI Case 24: February 17, 1949; Albuquerque, NM.
Univ. of NM Prof. of Civil Engineering Marvin May, an associate of Dr. Lincoln LaPaz in meteorite tracking, saw a brilliant white object in the W at 6° elevation at 5:57 p.m. for >6 mins. Object was first round [1/3 Full Moon in size at this point apparently] then shifted to ellipse as it approached then appeared to be elongated like a bent pipe with corners, 1 Full Moon in length and 1/10 in width. Object made slight climbing turn to the N, shifted to peach color [yellow-orange?] as it made rapid sharp turning climb to the S at the end, disappearing in cloudless sky by diminishing in size and brightness. 100 Sandia Base guards including Officer of the Guard saw a yellow-orange cigar or yellow-red cigar-shaped object for 7 minutes from 5:59 to 6:06 p.m. (BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index) 9 mins 100+ 1 UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)

AFOSI Case 25: February 27, 1949; Los Alamos, NM.
The report is missing from the BB Microfilm files and, in fact, that is noted in our findings in document MAXW-PBB5-431. Feb. 27, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 7:05 p.m. Green-white fireball seen in horizontal flight from W to E. (FOIA)

AFOSI Case 26: March 2, 1949; Los Alamos, NM.
Los Alamos, New Mexico (35.89° N, 106.31° W). 12:10 a.m. AESS Inspector Sewald saw high speed light in horizontal flight low in the sky N to S. (FOIA; FUFOR Index)

AFOSI Case 27: March 3, 1949; Los Alamos, NM.
This report is not an original BB unknown, nor has it been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The report is, however, mentioned in the BB Microfilm files and listed in the La Paz/AFOSI Catalog. The behavior of the Green Fireballs is suspect in almost all of the AFOSI Catalog cases, especially so in this one where the FB is in an almost vertical descent, something no meteor of any kind can do.

AFOSI Case 28 to 35 (March 6 and 7) are not New Mexico cases but seven of them occurred at Camp Hood, TX. UFOs are now moving from where nuclear weapons were made to where they are stored.

AFOSI Case 36: March 8, 1949; Los Alamos, NM
6:35 pm. Kirtland AFB Control Tower/AEC Project. S-N, 12,000 to 15,000', horizontal, bright white with greenish tint, 1-2 secs, app 800 mph, either went out or disappeared behind cloud.

AFOSI Case 37: March 8, 1949; Los Alamos, NM
6:35 pm. S to N, 4,000 above terrain, descending at 45-degree angle, intense white light aluminum colored, elliptical pointed at ends, slower than twin engined plane, disappeared behind trees.

AFOSI Case 38 and 39 are Camp Hood, TX.

AFOSI Case 40: March 13, 1949; Albuquerque, NM
9:55 pm. Bluish or greenish, ball-shaped object, with tail of fire, descending slightly, 2-4 secs, length twice diameter of ball, 1/2 diameter of full moon.

AFOSI Case 41 occurred between Honolulu and canton Island.

AFOSI Case 42: March 27, 1949; Tucumcari, NM
6-6:05 PM. Tucumcari, Montoya, New Mexico. Various witnesses, including police officer, postmaster (Montoya, N.M.), newspaper editor (Tucumcari Daily News), saw a contrail-like yellowamber-orange object, length/width ratio 5:1, 1/6 moon's diameter, slowly moving from S (205° azimuth) to W (254° azimuth) at about 45°-60° elevation (75° at Montoya moving 180° to 260° azimuth), wiggling slightly, at first in a vertical orientation [?], dived steeply-leveled-climbed 2-3 times, reversed course once at top of a climb, a bright glitter of white light at a leveling off. No sound or trail. (FOIA)

AFOSI Case 43: March 27, 1949; Montoya, NM
6:00 pm. Cat 1, NCP, BBU 159. No directory this date, but support documents on Montoya, NM,incident. Orange flame, 10 minutes, long and narrow, length about 1/6 lunar diameter, width about 1/5 length, faded out in distance.

AFOSI Case 44: March 27, 1949; Tucumcari, NM
10:13 am. Cat 1, NCP, BBU 159. No directory this date, but support documents provided. Bright orange, 15 mins, long and narrow, faded out in distance.

AFOSI Case 45: March 27, 1949; Tucumcari, NM
6:00 pm. Orange fire, 15 mins, like kite tail, about size of C-47 at 10,000', disappeared behind hills.

AFOSI Case 46 is Camp Hood, TX

AFOSI Case 47: April 5, 1949; Los Alamos, NM
10:00 pm. S-N, app 300' above S. slope of Fejarito Mt., green w/red afterglow, 1/2 to 1 sec, tremendous speed. Hatch NCP-3 listing of #1276 has incorrect date and lists a 1948 incident as 1949.

AFOSI Case 48: April 6, 1949; Los Alamos, NM
Has incorrect time of 1205. Should be 0005 or 12:05 am. SE, about 15,000', between dk and lt green, 3-5 sec, very fast.

AFOSI Case 49: April 7, 1949; Los Alamos, NM
1:35 am. West, about 200 yards from top of hill, green, approximately 45 seconds, moved very slowly.

AFOSI Case 50: April 7, 1949; Los Alamos, NM
1:00 am. S to N, green, 5 seconds, moving slowly.

AFOSI Case 51: April 12, 1949: Albuquerque, NM.
11:04 pm. Project 10073 Record Card: "Observer reported a round, white object. It was traveling to the NW at a very high rate of speed. It looked a light following a straight path. It disappeared as though the light were extinguished.".

April 19, 1949 Report
Unidentified Aerial Phenomena in New Mexico-West Texas Area - NARA-PBB90 1011-1014

AFOSI Cases 52 & 53 are not New Mexico cases. However one was from El Paso, TX.

AFOSI Case 54: April 22, 1949; Cliff, NM
Cat 1, NCP, No BBU listing. 1505 Zulu. No directory this date but supporting documents provided which state that the observer sighted an aluminum-colored object which appeared to be a round, flat, thin, disc-shaped object. It was heading East and was in view for two minutes before dissapearing behind some mountains.

AFOSI Case 55: April 24, 1949; Arrey, NM (Blue Book Unknwn Case 358)
Major case (click link) C.B. Moore/General Mills Incident. 10:30 a.m. Witnesses: General Mills meteorologist and balloon expert C.B. Moore and others on a balloon launch crew. One white, round ellipsoid, about 2.5 times as long as wide.

AFOSI Case 56: April 25, 1949. Springer Lake, NM
6:30-7:30 a.m., 8:50 a.m. Mr. Abreu saw silvery white spherical objects like Christmas ornaments fly over the lake at high speed, reappearing repeatedly with a high pitched whistling sound a few secs each time. Several formations were seen over a period of an hour. (Sparks BBU, FOIA; FUFOR Index)

April 27-28, 1949; Kirtland AFB

Concern over UFOS over AEC bases (Los Alamos, Sandia Base, Camp Hood) is proven in a May 31, 1949 a letter sent from OSI to District Commander, OSI, mentioning the conference held on 27-28 April, 1949. Documents: NARA-PBB88-635-639.

AFOSI Case 57: April 28, 1949; Tucson, AZ

AFOSI Case 58: April 30, 1949; Albuquerque, NM
10:15 pm. E to W, 59-degrees above horizon, blue green, 2 secs 2 desgrees, round, tenth of moon, went out.W

May 1949; Los Alamos, NM
An AEC technician and hundreds of other witnesses observed 13 saucer-shaped objects in a straight-line formation for about 45-minutes at about 9,000 feet. The informant filed a report with NICAP in 1949.

AFOSI Case 59: May 3, 1949; Los Alamos, NM
9:43 pm. S-N, 10-degrees to 15-degrees above horizon, bright white light, 10 seconds, very fast up to 1,000 mph.

AFOSI Case 60: May 3, 1949; Los Alamos, NM
9:25 pm, 9:43 pm, 10:05 pm. S to W, 10-15 degrees above horizon, white, 3-7 secs, large - similar to size of airplane landing lights, very fast.

AFOSI Case 61: May 3, 1949; Los Alamos, NM
9:26 pm, 9;40 pm. ESE to NWN, 10-15 degrees above the horizon, 5 sec 1st, 2 sec 2nd, baseball diamond lights, same speed as aircraft landing.

Two-page letter, dated May 5, 1949, to CO, Kirtland AFB from IG: Subject UNKNOWN (Aerial Phenomena)

AFOSI Case 62: May 6, 1949; Camp Hood, TX

AFOSI Case 63: May 6, 1949; Los Alamos, NM
N-S, 5 degrees above horizon, was going down at an angle of 30-35 degrees, green, fraction of a second, round, approximate size of full moon, very high rate of speed, disappeared west of Jemez Mtns.

AFOSI Case 64-66: May 7,8, 1949 are all Camp Hood, TX.

AFOSI Case 67-68: May 8,9, are Tucscon, AZ.

AFOSI Case 69: May 12, 1949; Alamogordo, NM

Four-page SECRET letter, dated May 12, 1949, from 17th District OSI CO, Kirtland AFB to Director of Special Investigations, Office of the IG USAF, Washington, DC. Subject UNKNOWN (Aerial Phenomena)

AFOSI Case 70: May 16, 1949 is Tucson, AZ

May 25, 1950 letter
Brig. General Carroll, Director of Special Investigations, HQ, USAF, Washington, DC. Subject: Summary of Observations of Aerial Phenomena in the New Mexico Area, Dec1948-May 1950, Next page

AFOSI Case 71: June 2, 1949; Los Alamos, NM

AFOSI Case 72: June 11, 1949; Los Alamos, NM

June 14, 1949; White Sands, NM

Two UFOs pace rocket. Originally listed as June 10th, this incident occurred on June 14th. It involved the famous pacing of a V-2 rocket and a high-speed ascent, reported by Commander R. B. McLaughlin. McLaughlin received reports from five observation posts at all points of the compass. All had witnessed the performance of two circular UFOs.

AFOSI Case 73: June 20, 1949; Los Alamos, NM

AFOSI Case 74: June 20, 1949; Los Alamos, NM

AFOSI Case 75: June 24, 1949 is Mesa, AZ

AFOSI Case 76: June 27, 1949; Los Alamos, NM

AFOSI Case 77-79: June 29,30 and July 11, 1949 are not New Mexico.

July 24, 1949; Socorro, NM
3:26 pm. Surprisingly absent from the LaPaz catalog. Green fireball sighting. Dr. William D. Crozier of the New Mexico School of Mines collected dust samples showing presence of copper particles possibly originating from the fireball. (Sparks BBU, FOIA)

AFOSI Case 80-82: July 28, 1949 are all Killeen; TX

AFOSI Case 83-84: July 30, 1949 are Camp Hood, TX

AFOSI Case 85: August 6, 1949; Los Alamos, NM
8:00 pm. E-W, bluish green, 1-2 secs, round, bigger than a falling star, disappeared behind building.

AFOSI Case 86: August 6, 1949; Los Cruces, NM
8:00 pm. E-W, 3-degrees to 9 degrees above horizon, curve going, then fell in almost vertical direction, 4-5 secs, round, app 6" in diameter, disappeared gradually.

AFOSI Case 87: August 6, 1949; Alamogordo, NM
8:00 pm. Vertical, 2-degrees to 7-degrees above the horizon, straight vertical flight, bright white slight reddish cast, 3 secs, round, 1/2 size of the moon, exploded then pieces died out.

AFOSI Case 88: August 6, 1949; Alamogordo, NM
8:00 pm and 8:05 pm. E-W, 2-degrees to 12 degrees above horizon, 10 degrees off vertical, large as auto spotlight at arm's length, disappeared behind building.

AFOSI Case 89: August 6, 1949; Alamogordo, NM
8:15 pm. SW, straight flight app 20 degrees vertical decline, whitish yellow (red trail), 1 sec, round, twice size of a normal falling star, extremely fast twice as fast as falling star, disappeared behind building.

AFOSI Case 90: August 6, 1949; Alamogordo, NM
8:30 pm. N, constant slight curve earthward, white (bluish), 1 sec, round, app smaller than clenched fist, similar to falling star, went out.

AFOSI Case 91: August 6, 1949; Alamogordo, NM
8:20 pm. Descending to earth vertically, 15 degrees above horizon, green, 1-1-1/2 secs, round to pear shaped, 500 watt bulb at 1/5th mile away, 10 degrees in 1-1/2 secs at 2 miles, disappeared.

AFOSI Case 92: August 6, 1949; White Sands, NM

AFOSI Case 93: August 6, 1949; Alamogordo, NM

AFOSI Case 94 to 105 are Camp Hood/Killeen Base cases for August 10-12, 1949.

In the late summer of 1949, Cambridge established Project Twinkle to solve the mystery. The project called for establishing three cinetheodolite stations near White Sands, New Mexico. A cinetheodolite is similar to a 35 mm. movie camera except when you take a photograph of an object you also get a photograph of three dials that show the time the photo was taken, the azimuth angle, and the elevation angle of the camera. If two or more cameras photograph the same object, it is possible to obtain a very accurate measurement of the photographed object's altitude, speed, and size.

Project Twinkle was a bust. Absolutely nothing was photographed. Of the three cameras that were planned for the project, only one was available. This one camera was continually being moved from place to place. If several reports came from a certain area, the camera crew would load up their equipment and move to that area, always arriving too late. Any duck hunter can tell you that this is the wrong tactic; if you want to shoot any ducks pick a good place and stay put, let the ducks come to you.

(Fran Ridge: Future readers [particularly skeptics] noting deleted paragraphs taken from a known reference such as Ruppelt's book, The Report on Unidentified Flying Objects, might complain that we used only the paragraphs we wanted in order to support our personal theories. So, for the record we have left everything in. However, Brad Sparks has set the record straight: Ruppelt lied his head off and claims "Project Twinkle was a bust. Absolutely nothing was photographed." We've just been discussing one of several Project Twinkle UFO trackings, which occurred Apr 27, May 24, Aug. 31, 1950. The rest of the paragraph is false too, about one camera "continually being moved from place to place ... always arriving too late" and that there was only one Twinkle camera [the entire White Sands missile camera and theodolite tracking network was put on Twinkle alert, and TWO camera stations were on special 24-hour Twinkle "constant watch" one of which was at Vaughn] Ruppelt read the whole Twinkle final report of Nov 27, 1951, and Holloman July 25, 1951, detailed report and the individual sighting reports all of which were in his BB files, and he even made a point of referring to his efforts to track down more info on these cases, in the Grudge/BB Status Reports and in his book, so he knew this was false. The one Twinkle camera that could be spared from missile tracking duty was set up in Vaughn, NM, because LaPaz had identified that as a triangulated origination point for many green fireballs, and then it was moved back to White Sands/Holloman on Nov 5, 1950, and that's it, it didn't get "continually moved."

The Ruppelt record continues:
The people trying to operate Project Twinkle were having financial and morale trouble. To do a good job they needed more and better equipment and more people, but Air Force budget cuts precluded this. Moral support was free but they didn't get this either.

When the Korean War started, Project Twinkle silently died, along with official interest in green fireballs.

(Sparks: ...which he knew was a lie since he had the reports showing that the one-year long $40,000 Project Twinkle actually STARTED just before the Korean War, on April 1, 1950, NOT ended, and extended through to March 31, 1951. Elsewhere in his book Ruppelt refers to the White Sands films of April-May 1950 (omitting Aug 1950 of course).

When I organized Project Blue Book in the summer of 1951 I'd never heard of a green fireball. We had a few files marked "Los Alamos Conference," "Fireballs," "Project Twinkle," etc., but I didn't pay any attention to them.

Then one day I was at a meeting in Los Angeles with several other officers from ATIC, and was introduced to Dr. Joseph Kaplan. When he found we were from ATIC, his first question was, "What ever happened to the green fireballs?" None of us had ever heard of them, so he quickly gave us the story. He and I ended up discussing green fireballs. He mentioned Dr. La Paz and his opinion that the green fireballs might be man-

made, and although he respected La Paz's professional ability, he just wasn't convinced. But he did strongly urge me to get in touch with Dr. La Paz and hear his side of the story.

When I returned to ATIC I spent several days digging into our collection of green fireball reports. All of these reports covered a period from early December 1948 to 1949. As far as Blue Book's files were concerned, there hadn't been a green fireball report for a year and a half.

I read over the report on Project Twinkle and the few notes we had on the Los Alamos Conference, and decided that the next time I went to Albuquerque I'd contact Dr. La Paz. I did go to Albuquerque several times but my visits were always short and I was always in a hurry so I didn't get to see him.

It was six or eight months later before the subject of green fireballs came up again. I was eating lunch with a group of people at the AEC's Los Alamos Laboratory when one of the group mentioned the mysterious kelly-green balls of fire. The strictly unofficial bull-session-type discussion that followed took up the entire lunch hour and several hours of the afternoon. It was an interesting discussion because these people, all scientists and technicians from the lab, had a few educated guesses as to what they might be. All of them had seen a green fireball, some of them had seen several.

One of the men, a private pilot, had encountered a fireball one night while he was flying his Navion north of Santa Fe and he had a vivid way of explaining what he'd seen. "Take a soft ball and paint it with some kind of fluorescent paint that will glow a bright green in the dark," I remember his saying, "then have someone take the ball out about 100 feet in front of you and about 10 feet above you. Have him throw the ball right at your face, as hard as he can throw it. That's what a green fireball looks like."

The speculation about what the green fireballs were ran through the usual spectrum of answers, a new type of natural phenomenon, a secret U.S. development, and psychologically enlarged meteors. When the possibility of the green fireballs' being associated with interplanetary vehicles came up, the whole group got serious. They had been doing a lot of thinking about this, they said, and they had a theory.

The green fireballs, they theorized, could be some type of unmanned test vehicle that was being projected into our atmosphere from a "spaceship" hovering several hundred miles above the earth. Two years ago I would have been amazed to hear a group of reputable scientists make such a startling statement. Now, however, I took it as a matter of course. I'd heard the same type of statement many times before from equally qualified groups.

Turn the tables, they said, suppose that we are going to try to go to a far planet. There would be three phases to the trip: out through the earth's atmosphere, through space, and the re-entry into the atmosphere of the planet we're planning to land on. The first two phases would admittedly present formidable problems, but the last phase, the re-entry phase, would be the most critical. Coming in from outer space, the craft would, for all practical purposes, be similar to a meteorite except that it would be powered and not free falling. You would have myriad problems associated with aerodynamic heating, high aerodynamic loadings, and very probably a host of other problems that no one can now conceive of. Certain of these problems could be partially solved by laboratory experimentation, but nothing can replace flight testing, and the results obtained by flight tests in our atmosphere would not be valid in another type of atmosphere. The most logical way to overcome this difficulty would be to build our interplanetary vehicle, go to the planet that we were interested in landing on, and hover several hundred miles up. From this altitude we could send instrumented test vehicles down to the planet. If we didn't want the inhabitants of the planet, if it were inhabited, to know what we were doing we could put destruction devices in the test vehicle, or arrange the test so that the test vehicles would just plain burn up at a certain point due to aerodynamic heating.

They continued, each man injecting his ideas.

Maybe the green fireballs are test vehicles-somebody else's. The regular UFO reports might be explained by the fact that the manned vehicles were venturing down to within 100,000 or 200,000 feet of the earth, or to

the altitude at which atmosphere re-entry begins to get critical.

I had to go down to the airstrip to get a CARGO Airlines plane back to Albuquerque so I didn't have time to ask a lot of questions that came into my mind. I did get to make one comment. From the conversations, I assumed that these people didn't think the green fireballs were any kind of a natural phenomenon. Not exactly, they said, but so far the evidence that said they were a natural phenomenon was vastly outweighed by the evidence that said they weren't.

During the kidney jolting trip down the valley from Los Alamos to Albuquerque in one of the CARGO Airlines' Bonanzas, I decided that I'd stay over an extra day and talk to Dr. La Paz.

He knew every detail there was to know about the green fireballs. He confirmed my findings, that the genuine green fireballs were no longer being seen. He said that he'd received hundreds of reports, especially after he'd written several articles about the mysterious fireballs, but that all of the reported objects were just greenish colored, common, everyday meteors.

Dr. La Paz said that some people, including Dr. Joseph Kaplan and Dr. Edward Teller, thought that the green fireballs were natural meteors. He didn't think so, however, for several reasons. First the color was so much different. To illustrate his point, Dr. La Paz opened his desk drawer and took out a well worn chart of the color spectrum. He checked off two shades of green; one a pale, almost yellowish green and the other a much more distinct vivid green. He pointed to the bright green and told me that this was the color of the green fireballs. He'd taken this chart with him when he went out to talk to people who had seen the green fireballs and everyone had picked this one color. The pale green, he explained, was the color reported in the cases of documented green meteors.

Then there were other points of dissimilarity between a meteor and the green fireballs. The trajectory of the fireballs was too flat. Dr. La Paz explained that a meteor doesn't necessarily have to arch down across the sky, its trajectory can appear to be flat, but not as flat as that of the green fireballs. Then there was the size. Almost always such descriptive words as "terrifying," "as big as the moon," and "blinding" had been used to describe the fireballs. Meteors just aren't this big and bright.

No ---Dr. La Paz didn't think that they were meteors.

Dr. La Paz didn't believe that they were meteorites either.

A meteorite is accompanied by sound and shock waves that break windows and stampede cattle. Yet in every case of a green fireball sighting the observers reported that they did not hear any sound.

But the biggest mystery of all was the fact that no particles of a green fireball had ever been found. If they were meteorites, Dr. La Paz was positive that he would have found one. He'd missed very few times in the cases of known meteorites. He pulled a map out of his file to show me what he meant. It was a map that he had used to plot the spot where a meteorite had hit the earth. I believe it was in Kansas. The map had been prepared from information he had obtained from dozens of people who had seen the meteorite come flaming toward the earth. At each spot where an observer was standing he'd drawn in the observer's line of sight to the meteorite. From the dozens of observers he had obtained dozens of lines of sight. The lines all converged to give Dr. La Paz a plot of the meteorite's downward trajectory. Then he had been able to plot the spot where it had struck the earth. He and his crew went to the marked area, probed the ground with long steel poles, and found the meteorite.

This was just one case that he showed me. He had records of many more similar expeditions in his file.

Then he showed me some other maps. The plotted lines looked identical to the ones on the map I'd just seen. Dr. La Paz had used the same techniques on these plots and had marked an area where he wanted to search. He had searched the area many times but he had never found anything.

These were plots of the path of a green fireball.

When Dr. La Paz had finished, I had one last question, "What do you think they are?"

He weighed the question for a few seconds then he said that all he cared to say was that he didn't think that they were a natural phenomenon. He thought that maybe someday one would hit the earth and the mystery would be solved. He hoped that they were a natural phenomenon.

After my talk with Dr. La Paz I can well understand his apparent calmness on the night of September 18, 1954, when the newspaper reporter called him to find out if he planned to investigate this latest green fireball report. He was speaking from experience, not indifference, when he said, "But I don't expect to find anything."

If the green fireballs are back, I hope that Dr. La Paz gets an answer this time.

The story of the UFO now goes back to late January 1949, the time when the Air Force was in the midst of the green fireball mystery. In another part of the country another odd series of events was taking place. The center of activity was a highly secret area that can't be named, and the recipient of the UFO's, which were formations of little lights, was the U.S. Army. (See Camp Hood, Texas Page)

AFOSI Case 106: August 14, 1949; Alamogordo, NM

August 20, 1949; Las Cruces, NM

At about 10:00 p.m. on 8/20/49, The noted astronomer Dr. Clyde Tombaugh (Discoverer of Pluto), his wife, and his mother-in-law were in the yard of his Las Cruces home, admiring what Tombaugh described as a sky of rare transparency, when Tombaugh, looking almost directly towards zenith, spotted an array of pale yellow lights moving rapidly across the sky towards the southeast. He called them to the attention of the two others, who saw them just before they disappeared halfway to the horizon. The entire array subtended an angle which Tombaugh put at about one degree, and it took only a few seconds to cross 50 or 60 degrees of sky. The array comprised six "windowlike" rectangles of light, formed into a symmetric pattern; they moved too fast for aircraft, too slowly for a meteor, and made no sound. Tombaugh was quited as saying, "I have never seen anything like it before or since, and I have spent a lot of time where the night sky could be seen well." (McDonald)

AFOSI Cases 107-109 are not New Mexico cases.

AFOSI Case 110: August 30, 1949; Los Alamos, NM

Two-page letter, dated 14 September, 1949

AFOSI Case 111: September 15, 1949; Albuquerque, NM

AFOSI Case 112: September 19, 1949; Los Alamos, NM

AFOSI Case 113: September 18, 1949; Sandia Base, NM

AFOSI Case 114 is not New Mexico.

AFOSI Cases 115-119: September 27, 1949; Sandia Base, NM

AFOSI Case 115: September 27, 1949; Sandia Base, NM
3:00 am. From the SE, 45-degrees above the horizon, traveling tangent to earth, bright blue to white, 4 secs,

round, about size of softball at 300 yards, 45-degrees in 4-seconds, obscured by building.

AFOSI Case 116: Sandia Base, NM
3:00 am. To the north, 10-degrees above horizon, yellow, 3-4 secs, round, size of baseball at 25 yards, same rate as shooting star, died out.

AFOSI Case 117: Sandia Base, NM
3:00 am. SE to NW, 15-20 degrees above horizon, traveling in arc toward earth, bright green, 2 secs, round, same size as perimeter fence light at distance of about 200 yards, 45-degrees in 2 secs, brightened then went out.

AFOSI Case 118: Sandia Base, NM
1:30 am. S-N, 20 degrees above horizon, made a gentle arc toward earth, dark blue, 2 secs, conical w/tail twice its diameter, looked like a skyrocket, 50 degrees in 2 secs, burnt out.

AFOSI Case 119: Sandia Base, NM
1:30 am. 45-degrees above horizon, moving tangent to earth, green, 1 sec, round, fist at arm's length, 20 degrees in 1 sec, burnt out.

AFOSI Case 120: September 30, 1949; Sandia Base, NM

AFOSI Case 121: October 2, 1949; Los Alamos, NM

AFOSI Case 122-123: October 6, 1949; Mescalero, NM

AFOSI Case 124-125: October 6, 1949; Alamogordo, NM

AFOSI Case 126: October 6, 1949; Albuquerque, NM

AFOSI Case 127: October 6, 1949; Wagon Mound, NM

AFOSI Case 128: October 6, 1949; Albuquerque, NM

AFOSI Cases 129, 141, 143-148: October & November 1949; Albuquerque and Los Alamos, NM
AFOSI Case 129: October 7, 1949; Albuquerque, NM
9:20 pm. Straight vertical drop, 35-degrees above the horizon, yellow to green, 1 sec, round, half a moon, dropped 15-degrees in 1 sec, behind Sandia Mountains.

AFOSI Case 130: October 10, 1949; Los Alamos, NM
4:06 am. SE to NE, 3,000' above observation point, parallel to surface of earth, 4-5 secs, small, appeared to be slower than a meteor, disappeared.

AFOSI Case 131: October 10, 1949; Sandia Base, NM
1:07 am. W to E, 45-degrees above horizon, bluish green, 15 secs, round, size of fist at arm's length, slow, died out.

AFOSI Case 132: October 10, 1949; Sandia Base, NM
1:07 am. SW to NE, 45 degrees above horizon, executed dives, greenish blue/red sparks trailing, 4 secs, round, size of fist at arm's length, slow, faded out.

AFOSI Case 133: October 10, 1949; Sandia Base, NM
1:07 am. N to NE, 45-degrees above horizon, green, 15 secs, round, size of fist at arm's length, slow, burned out.

AFOSI Case 134: October 11, 1949; Roswell, NM
8:10 pm. Six witnesses, appeared moving to N and angling slightly to E, maneuvered up and down, light green

turned orange, 45-minutes, round, size of basketball.

AFOSI Case 135: October 11, 1949; Alamogordo, NM
10:45 am (11:00 am). NW to SE, if size of B-29 appeared to be 150,000', white, 10-15 secs, round dish shape, 2" in diameter at arm's length, very fast compared with falling star, faded from view.

AFOSI Case 136: October 12, 1949; Roswell, NM
11:15 am. Three witnesses, S to NE, 3,500', smooth arc, white (silver), 45-60 secs, round probably elliptical, faster than jet aircraft, went beyond range of vision.

AFOSI Case 137: October 12, 1949. Alamagordo, NM
11:15 am. An NCO reported a white or aluminum colored object at 5-10 mile range, which came from the south, then veered to the NE. If size of B-29 it appeared to be at 35,000'. Duration was 45-60 seconds and estimated speed was 1500 mph. At the closest point the round object appeared to be 4" in diameter (at arm's length?).

AFOSI Case 138 is from Tucson, AZ

AFOSI Case 139: October 14, 1949; Los Alamos, NM

AFOSI Case 140: October 14, 1949; Albuquerque, NM

AFOSI Cases 129, 141, 143-148: October & November 1949; Albuquerque and Los Alamos, NM
AFOSI Case 141

AFOSI Case 142: October 21, 1949. Roswell, NM
9:30 pm. Cat 8, NCP, No BBU listing. Photograph. No directory this date but supporting documents provided. The photographer, an NCO with the 509th Bomb Group, took the photograph using a tripod. The object was motionless for thirty minutes. The sighting would have been written off except that the witness was convinced the object was not a celestial body but a light on a structure, which didn't materialize when the area was later checked.

AFOSI Cases 129, 141, 143-148: October & November 1949; Albuquerque and Los Alamos, NM
AFOSI Case 143
AFOSI Case 144
AFOSI Case 145
AFOSI Case 146
AFOSI Case 147
AFOSI Case 148

To Director of R&D, HQ, USAF, Washinton, DC and AMC, Wright-Patterson AFB, Dayton, Ohio. Subject: Light Phenomena
Nov 3, 1949; Conference, Scientific Advisory Board To Chief of Staff, USAF, Transcript

Nov 7, 1949; Report on Conference on "Green Fireballs"

Two SECRET letters, dated December 9, 1949 and December 21, 1949
To Director of R&D, HQ, Washinton, DC and Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio. Subject: Light Phenomena.

AFOSI Case 149: November 27, 1949; McIntosh, NM

AFOSI Case 150: November 27, 1949 is Winslow, AZ.

AFOSI Case 151: November 27, 1949; Albuquerque, NM
5:49 pm. Kirtland AFB, NM, fireball-like object seen moving east to west.Observer: Charles E. Lancaster, Socorro, NM, shape: round, size: large as washtub, speed: slower than a meteor, color: pale green. Observer: John W Rapp, Albuquerque, NM, shape: egg shape, size: egg at arms length, speed: 3-4 seconds to cover 15 - 20 degrees, color: bright blue white, observer: W.W.Jones, Chief Controller, Kirtland AFB, NM, shape:____, size: lead pencil eraser at arms length, speed: 5 to 7 degrees per second, color: blue white.

AFOSI Case 152: November 27, 1949; Socorro, NM

AFOSI Case 153: December 3, 1949; Alamogordo, NM
6:05 pm. Observer Charles S. Bagley, civilian employee at Holloman AFB, saw a round, green colored with a fringe of orange, object moving east to west in the sky. The object traveled in an arc downward and seemed to prescribe a small loop about midway in its travel. Object appeared somewhat larger than Venus.

AFOSI Case 154: December 4, 1949; Albuquerque, NM
At 1935 hrs. MST, Mr. James D. McAdam, Salesman, New York Life Insurance Company, at Albuquerque, NM, observed a round, green, object traveling nearly horizontal east to west in a sloping descent. Object sighted for 2 to 3 seconds before disappearing like a person blowing out a candle. Object was seen to the north of Albuquerque, NM.

AFOSI Case 155: December 4, 1949; Los Alamos, NM
At the same time of 1935 hrs. MST, at Los Alamos, NM. Mr. Robert M. Potter and J.H. Parsons, employees of the Los Alamos Scientific Laboratory, observed a round, green, object in a sloping descent, moving east to northeast. Object was seen to the north of the observers.

AFOSI Case 156: December 5, 1949; Carrizozo, NM
At 1930 to 1945 hrs. MST, witness and his wife while driving east of Carrizozo, NM, approximately 50 miles NE of Alamogordo, saw a teardrop-shaped fireball descending towards the ground. As the object neared the ground it appeared to increase in size. The speed of the object was very slow. A trail of bluish-green light was tapering off of the fireball.

AFOSI Case 157: December 5, 1949; Tularosa, NM

AFOSI Case 158: December 9, 1949; Farmington, NM

AFOSI Case 159: December 13,1949; Alamogordo, NM
8:08 pm. Special Agent S/A Robert R. Johns, OSI, Holloman AFB, while driving from Alamogordo to Holloman AFB, NM, observed a round object in the sky. Object changed color from white to amber, to red, and to green. The object was observed for approximately 9 minutes from 2008 to 2017 hours. During the entire sighting a flame appeared to shoot out from various positions on the object. The object was stationary for for approximately 5 minutes, then it began to move downward and to the right.

1950

AFOSI Case 160: January 6, 1950; Alamogordo, NM

AFOSI Case 161: January 7, 1950; Corona, NM
Cat 1, NCP, BBU 206. S of Corona. 10:15 p.m. Holloman AFB Asst. Maintenance Officer Risley while driving saw a yellowish-white ball of light at about 45° elevation descending at a 60° angle, changing color to orange with trailing flame, to just above a mountain range where it leveled off becoming bright blue-green traveling 10° E [?] until it dropped behind the mountain.

AFOSI Case 162-164: January 9, 1950; Los Alamos, NM

Three scientists at Los Alamos observed a round incandescent green object in straight horizontal flight for 2-3 seconds. Object disappeared behind trees. Three separate sightings.

The next two sightings, actually three nights on the 6th, 12th and 13th, appear to have been of the star Capella as noted on the BB/Grudge file in the north setting low on the horizon, at 3.5 degs elevation at azimuth 325 degs (about NNW) at 6:05 AM MST. Also possible was Deneb in the NE at 12 degs elevation azimuth 44 degs.

AFOSI Case 165: January 12, 1950; Holloman AFB, NM
Cat 1, NCP, No BBU listing. No directory this date but supporting documents provided. 7:00 pm. Observed to the west, the object reportedly changed altitude erratically. Object was white and changed to green and red over a period of 5 minutes. As noted above this may have been a star.

AFOSI Case 166: January 13, 1950; Holloman AFB, NM
This one also sounds like a star, but was also listed on the LaPaz catalog. PFC John M. Gusich, Holloman AFB, observed a bright white object that changed color to red and green in northern sky. Object moved erratically up and down. Observable celestial phenomena or planets that may account for the sighting: None. Reference made to OSI case 160, January 6, 1950, Alamogordo, 2230 hours, by same observer.

AFOSI Case 167: January 27, 1950; is Scullville, NJ

AFOSI Case 168: February 7, 1950; Bt. Tucumcari & Kirtland AFB, NM
At 1955 hours. Cpl Edward S. Brunskoie and Cpl Robert W Pound, of the Office Of Special Investigations, 17th District, Kirtland AFB, NM, observed a reddish-green round object moving south southeast to east in a straight line for 4 to 6 seconds. The speed of the object was that of a meteor. Object appeared twice the size of evening star.

AFOSI Case 169: February 7, 1950; Bt. Tucumcari & Kirtland AFB, NM
Between 1945 and 2000 hours. Capt. Seth Armstead, Kirtland AFB, NM, while flying an aircraft between Tucumcari, NM, and Kirtland AFB, NM, observed a fireball 10 degrees south of the aircraft. The fireball was moving east to west in a flat trajectory. The fireball appeared to travel 5 to 6 times as fast as the aircraft.

AFOSI Case 170: February 15, 1950; Sandia Base, NM

AFOSI Case 171: February 18, 1950; Holloman AFB, NM
One of the witnesses, Major Haynor, also made a UFO report for AFOSI Case 189 on March 5th. But on February 18th, Major William J. Haynor, Air Provost Marshal, Holloman AFB, William E. Royal, Air Police Squadron, Holloman AFB, and Rayburn F. Gotzinger, Base Service Squadron, Holloman AFB, observed a white to orange round object that gradually changed to the shape of an ice-cream cone in the northeartern part of the sky for 1 hour and 44 minutes. The object appeared to be the size of a coffee cup held at arm's length. The observers were driving from Holloman AFB to Oscuro, New Mexico, in the northern part of the White Sands Missile Range.

AFOSI Case 172: February 20, 1950; Holloman AFB, NM

(Indented paragraphs are quotes from Bruce Maccabee):

NCP-13: White Sands Films, Mirarchi, and Project Twinkle - Bruce Maccabee

> On February 21 an observation post, manned by two people, was set up at Holloman with a theodolite, telescope and camera. The post was manned only from sunrise to sunset. The observers saw nothing unusual during a month of operation. Then the scientists decided to begin a constant 24 hour watch on the first of April that would last for six months, with Land-Air personnel operating cinetheodolites (theodolites with movie cameras) and with Holloman AFB personnel manning spectrographic cameras and radio frequency receivers. Thus began Project Twinkle with the high hopes of solving the fireball/saucer

mystery.

It was in February 1950, that the 4925th Test Group (Atomic) set up shop at Kirtland AFB, Albuquerque, New Mexico. Is the following just a coincidence?

Blue Book Unknown #642
There is a listing in the original Blue Book unknowns which is item #642, for February 24, 1950 Albuquerque, New Mexico. However, there were seven sightings that day. The first one started at 1:55 p.m.

AFOSI Case 173: Feb. 24, 1950; Albuquerque, NM
1:55 pm. To W or SW, 20-degrees to 23-degrees above the horizon, straight flight, white, round, compared to size of upper part of the moon as it rises, 1.5 mins to cover 2-degrees. This is Blue Book case 642. Witnesses: Municipal Airport Weather Observers Luther McDonald, Harrison Manson. One white, slightly elongated oval, compared to the size of the upper part of the rising moon, was observed for 1.5 minutes through a theodolite while it flew straight and level.

AFOSI Case 174: February 24, 1950; Albuquerque, NM
2:00 pm. Albuquerque, New Mexico. E by SE, about 20-degrees above the horizon, bright white, 20-30 secs, round, compared to size of weather balloon as it disappeared in the distance very slow faded out of sight, very slow, faded out of sight. Not listed in the BB unknowns.

AFOSI Case 175: February 24, 1950; Datil, NM
7:30 pm. NW, white changing to red and green, 2 hours and 30 minutes, round, 1-degree per 2 minutes, disappeared.

Later that same day there was another sighting, but this one involves photographs. Both incidents are listed in the updated list by Brad Sparks. 7:30 PM (MST). Stanfield and other Holloman AFB Photographic Branch project staff for tracking aerial phenomena at the Datil observation post saw and photographed a circular luminous object 15.31 arcmins (0.2552 degrees) in diameter with a 3.785 degree trail, using 1-5 Cineflex camera with 3" focal length lens.

The following are the best of the four Feb 24 afternoon incidents. Saucer-like object sighted by several witnesses for 20 minutes, estimated at 100 foot across, moved at erratic speeds, then went almost straight up!!!!!

AFOSI Case 176: February 24, 1950; Los Alamos, NM
1:45 pm. E then turned W, 25,000 to 30,000 feet, white object, kept flashing like a mirror in the sun, 20 minutes, very fast, went straight up and out of sight. Not listed in BB unknowns but very interesting.. Observed by Chemical Operator.

AFOSI Case 177: February 24, 1950; Los Alamos, NM
1:40 pm. E-W, W-E, then straight up, 30,000 feet, silvery white, 20 minutes, "hovering and moving as if observing and then moving to new location", went practically straight up and out of sight. Witness: Chemical Operator.

AFOSI Case 178: February 24, 1950; Los Alamos, NM
1:15 pm. Erratic, generally NE, 20,000 to 30,000 feet, silvery, "one hundred feet across if at 20,000 to 30,000 feet", 15 minutes, "apparently saucer shaped", as fast or faster than sound, disappeared to NE at 70-degrees. Inspector, AESS.

AFOSI Case 179: February 24, 1950; Los Alamos, NM
Bt 1:15 and 2 pm. Circled then went east, intermittant vapor trail, considerable altitude, aluminum, spherical, rather large, speed erratic. Inspector, AESS.

AFOSI Case 180: Feb. 25, 1950; Los Alamos, NM (Blue Book Unknown Case 645)

3:45 p.m. Twelve witnesses, all Atomic Energy Commission security inspectors, reported, heading toward the ground, a cylinder with tapered ends, silver and flashing, flew from very slow to very fast, fluttered and oscillated, and changed course. Observations by individuals varied from 3 seconds to 2 minutes. Circular like a plane fuselage.

AFOSI Case 181: Feb. 25, 1950; Albuquerque, NM
9:15 pm. From towards the south, appeared 20-degrees above the horizon, almost vertical (descent), bright greenish white, 1-1/2 seconds, tear drop shaped, three times the size of a shooting star, and slightly slower, appeared to burn out.

AFOSI Case 182: Feb. 25, 1950; Datil, NM
2:00 am. NW, white changing to red and green, 30 minutes, round, 1-degree in 2 minutes, disappeared behind mountain.

AFOSI Case 183 - 187: Feb. 25, 1950; Los Alamos, NM
AFOSI Case 183: Feb 25, 1950, Los Alamos, New Mexico
2:10 pm. S to N, 1 to 3 miles at 30-degrees above horizon, metallic, 2 minutes, oblong, 10-15', 40 mph, went below horizon.

AFOSI Case 184: Feb. 25, 1950; Los Alamos, NM
3:45 pm. N-SWS, very high, white to silver, 30 seconds, circular, about size of 50-cent piece at its length, very fast, disappeared into glare of sun.

AFOSI Case 185: Feb. 25, 1950; Los Alamos, NM
3:50 pm. S or SW, 12,000', metallic, few seconds to 2 minutes, as large or larger than an average plane, fast, faded from view.

AFOSI Case 186: February 25, 1950; Los Alamos, NM
3:45 pm (3:55 pm?) Fourteen witnesses, NE-SW, overhead from 4 to 10 miles, traveled with a fluttering motion, silver, few seconds to 2-minutes, round, vary from 1/4" to small airplane, very fast 500 - 15 pph.

AFOSI Case 187: Feb. 25, 1950; Los Alamos, NM
4:55 pm. E-W, slow speed, disappeared behind trees.Los Alamos Inspector observed a round shiny silvery object in flight from east to west about the size of a B-25 fuselage for 10 to 15 seconds.

March 4, 1950; Los Alamos, NM
The only mention of this incident comes from Project Blue Book documents, NARA-PBB91-370. No details found.

AFOSI Case 188: March 5, 1950; is Phoenix, AZ

AFOSI Case 189: March 5, 1950; Vaughn, NM
11:35 am. Traveled 195-degrees, 180-200 mph. Air Provost Marshall Major William J. Haynor, Holloman AFB, with 5 other witnesses, observed a bright, round object in straight flight for 1 hour 25 minutes. Object's apparent size: ping pong ball at arms length. Movie film taken of the object.

AFOSI Case 190: March 11, 1950. Holloman AFB, NM.
Cat 1, NCP. 1:00 am. A ping-pong ball-like object about 50 mile range was observed moving west in a straight flight and in a slight descent by an air provost marshall. Colors changed from light orange to blood red to amber to light green over 5-minute period.

AFOSI Case 191: March 16, 1950; Farmington, NM

AFOSI Case 192: March 16, 1950. Farmington, NM

10:00 am. Ten witnesses. NE, over 20,000', skyward at 60-80 degrees, bright aluminum, 30 minutes, oval and oblong, 1/16" - 1/2" field at arm's length, faster than conventional aircraft, gradually disappeared.

AFOSI Case 193-198: March 17, 1950. Los Alamos, NM
AFOSI Case 193
3:07 am. One-fourth mile East of Station 340. AESS Inspector saw object headed earthward, 3 seconds, round, 1/4 size of full Moon, extremely fast, plunged to earth & 2 explosions were noted prior to disappearance.

AFOSI Case 194
3:08 am. Approximately 1-1/2 miles NW of Station 350 on Road 2. AESS Inspector reported very bright object in the NE, level flight, greenish yellow, 3 seconds, round, 1/4th size of full moon, moderate speed.

AFOSI Case 195
3:07 am. One-fourth mile east of Station 340. AESS Inspector reported one or two objects coming straight down, orange and green, long green tail of light, 2-2-1/2 seconds, tremendous speed, disaapeared as if explosion on impact with earth or disintegration.

AFOSI Case 196
4:46 am. Station 107. AESS Inspector saw object which formed an arc, green, 5 seconds, round, quite small, free fall, fell toward earth.

AFOSI Case 197
3:10 am. Spur No. 2. Witnesses heading North on 357 Patrol. AESS Inspector reported object which seemed to climb change color, start down & disappear, green turning yellow, 5 seconds, spherical, 1/4th the size of the Moon, moderate speed, suddenly disappeared.

March 17, 1950; Farmington, NM
Late morning. Unidentified aerial objects moved in numbers over Farmington. One witness, Clayton J. Boddy, estimated that he had observed a total of 20 to 30 disc-shaped objects, including one red one substantially larger than the others, moving at high velocity across the Farmington sky on the late morning. John Eaton, a Farmington realtor, described being called out of a barbershop when the excitement began and seeing a high, fast object suddenly joined by many objects that darted after it. A former Navy pilot, Eaton put their height at perhaps 15,000 ft. "The object that has me puzzled was the one we saw that was definitely red. It was seen by several and stated by all to be red and travelling northeast at a terrific speed." Eaton also spoke of the way the smaller objects would "turn and appear to be flat, then turn and appear to be round", a description matching an oscillating disc-shaped object. No one described seeing any wings or tails, and the emphasis upon the darting, "bee-like" motion was in several of the accounts. (McDonald)

AFOSI Case 198: March 17, 1950; Los Alamos, NM

AFOSI Case 199: March 20, 1950; Clovis, NM
Cat 11, NCP, BBU. Found in the updated BB Unknown catalog by Brad Sparks, this incident is only briefly described, but it is also listed in the LaPaz catalog as item number 199. Thirty-five miles SE of Clovis, New Mexico, some time in the morning, a USAF pilot of a T-6 saw a white spherical, then elongated, object flying at 2,000 mph. The LaPaz catalog says it happened at 1:15 AM and came from the WNW above 12,000 feet.

AFOSI Case 200: March 21, 1950; Sandai Base, NM

AFOSI Case 201: March 21, 1950; Sandia Base, NM

AFOSI Case 202: March 21, 1950; Sandia Base, NM

AFOSI Case 203: March 21, 1950; Kirtland AFB, NM
Best sightings the next day, but click on links for details from actual documents.

AFOSI Case 204: March 22, 1950; Kirtland AFB, NM
Major sighting. Eleven members of the elite 4925th Test Group (atomic) witnessed a UFO northest of Kirtland AFB, in broad daylight. Another group of sightings were reported the previous day. The incidents are backed up by actual copies of official spot intelligence reports.

AFOSI Case 205: March 22, 1950; Sandia Base, NM
12:10 am. This report is sketchy and also mentioned in a BB document, NARA-PBB91-370. The ball-shaped object had a blue center with an orange exterior and was observed in level flight for 1.5 to 3 secs by a military witness.

March 24, 1950; Sandia Base, NM
3:05 pm and 3:47 pm? Four members of the 8450th MP (Military Police) Group observed a bright object about the size of a softball at arms length in the sky going north. The object was observed for approximately 4 or 5 minutes. The object was round and silver in color. Object was standing still at first then started traveling around 700 MPH. This is perhaps two separate sightings, one at 1505 hours and another at 1547 hours. See report of Pvt. Henry D. McMinn Jr.-- time given as 1547 hours, four objects observed.

Project TWINKLE

Bruce Maccabee:
The efforts of Dr. Kaplan and Major Oder to start a fireball research project came to fruition in the spring of 1950. A $20,000 half-year contract was signed with the Land-Air Corporation which operated the phototheodolites at White Sands. Land-Air was to set up a 24 hour watch at a location in New Mexico to be specified by the Air Force and the phototheodolite operators at White Sands were to film any unusual objects which happened to fly past.

The investigation began on March 24, 1950. By this time there had been many sightings in the southwest according to the sighting catalogue compiled by Lt. Col. Rees of the 17th District OSI at Kirtland, AFB, many of them around Holloman AFB. His catalogue shows the following data for New Mexico in 1949: the area of Sandia Base (Albuquerque) - 17 sightings, mostly in the latter half of the year; Los Alamos area - 26 sightings spread throughout the year; Vaughn area - none; Holloman AFB/Alamogordo/White Sands area - 12; other areas in southwest New Mexico-20; total - 75. For the same areas in the first three months of 1950 there were: Sandia - 6 (all in February); Los Alamos - 7; Vaughn - 1; Holloman AFB/Alamogordo/White Sands - 6; others - 6; total - 26. With all these sightings, the scientists were quite confident that they could catch a fireball or a saucer.

AFOSI Case 206: April 4, 1950; Los Alamos, NM
4:20 am. Mentioned as case 206 in the La Paz catalog this incident was also mentioned in an Air Force doc, NARA-PBB91-370. An inspector with the AESS at sation 303 saw a round object coming from the west for one second.

AFOSI Case 207: April 17, 1950; Los Alamos, NM

AFOSI Case 208: April 20, 1950; Los Alamos, NM

April 27, 1950; White Sands Proving Grounds, NM
Air Force documents prove that successful triangulation of several huge UFOs flying at very high speed over White Sands was accomplished. While preparing for an MX-776A Shrike air-to-ground missile test Charles Riggs and other members of USAF contract Land-Air, Inc., Askania theodolite crews saw, tracked, filmed 4 high flying objects on a cinetheodolite at station P-10 and a theodolite at station M-7. Triangulation resulted in 30 ft size and 150,000 ft altitude for the "high speed" objects located between Holloman AFB and Tularosa Peak. (Sparks)

AFOSI Case 209: May 1, 1950; Kirtland AFB, NM
On 1 May 1950, at approximately 1510 hours, Sgt. Jean W. Ortman, AF-16274854 and Pvt. Edward B. Hitchcock, AF-11202257, both members of the 690th AC&W Squadron, Kirtland AFB, New Mexico, observed a silver metallic object of a cylindrical shape. Said object was viewed for a second at which time it disintegrated. This observation was made from the Orderly Room, 690th. Aircraft Control and Warning Squadron at Kirtland Air Force Base, New Mexico

May 24, 1950; White Sands Proving Grounds, NM
Similar to the April 27th incident, and rating almost as high in value, but this time triangulation was not effected. During an MX-674 Tarzon controllable vertical bomb test, Floyd Fannon and other USAF contract Land-Air, Inc., Askania theodolite crew members saw 8 unidentified objects then separately tracked and filmed 2 of the objects down the North American Aviation missile firing range. Cinetheodolite station P-8 filmed one object to the NE for 6 frames (1.0 sec) moving uniformly to the S from azimuth 38°26'59.2" to 38°33'59.2" and elevation 47°32'20" to 47°25'50". Cinetheodolite station P-10, located 5.6781 miles down range to the N (to azimuth 347.07723°) from P-8 and 7 ft higher, filmed another object, hence no triangulation possible, viewed to the E for 74 frames (14.6 secs) moving uniformly to the N from azimuth 86° 9' 9.2" to 85°47' 9.2" and elevation 25°48' 0" to 25° 7'50". (Sparks)

May 25, 1950 letter from Lt. Col. Doyle Rees stating conclusions
Green Fireballs not explainable in terms of common phenomenon and the scientific study must be continued.

May 25, 1950 letter to Director of Special Investigations, HQ, USAF, Washington, DC
Subject: Summary of observation of Aerila Phenomenon in the New Mexico Area, December 1948-May 1950. Attached was an analyis of the Green Fireball occurrences in the area by Dr. Lincolm LaPaz.

The digitized version of the actual catalog is presented below in pdf format and contains 209 incidents logged by Dr. Lincoln LaPaz, most of them New Mexico incidents and the majority of them Unknowns:

The LaPaz Catalog/AFOSI Summary of Sigtings of Unknown Aerial Phenomena

Next are the actual scanned versions, much more difficult to read, but direct from the Project Blue Book Archive files:

Summary of Sightings in the New Mexico Area - La Paz Catalog - Docs 407-479 - BB Microfilm - Dan Wilson

May 29, 1950; White Sands, NM
Theodolite photo

June 15, 1950 Memorandum
Concerning approval of limited dissemination of Summary of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico

July 19, 1950; Datil, NM
Sergeant A. H. Raborn and Corporal Howard D. Locke, Air Police Squadron, Holloman AFB,, New Mexico, observed two round objects about the size of a softball, moving slowly ten degrees above the horizon. Objects changed color from green to red to redish brown. Objects were very bright. Datil is approximately 40 miles west of Socorro, New Mexico. This report is not listed on Project Blue Book Master Index.

August 1, 1950; Los Alamos, NM
11:57 pm. Round white object observed at junction of two roads, approximately one foot in circumference at 1/4 mile.

August 7, 1950; Santa Fe, NM
4 am. Unidentifiable object seen by 1st Lt. Henry W. Frazier USAF 93rd Fighter Squadron, Kirtland AFB, New Mexico, while he was flying 30,000 feet over Santa Fe New Mexico. Lt. Frazier descended towards the object which disappeared in the distance even though he was flying at 620 MPH. (BBU Sparks, Project 1947; FUFOR Index)

August 30, 1950. Holloman AFB, Alamogordo, NM
10:45 a.m. During a Bell Aircraft MX-776 Shrike missile test (for the later Rascal air-to-ground strategic missile) USAF M/Sgt and 8 Bell Aircraft employees on base saw two glaringly bright circular to elliptical unidentified objects maintaining relative position to each other following the B-50 launch aircraft from above on both the dry run and hot run prior to missile release. Objects gave "strong glare at all times" not reflected sunlight, maneuvered at high estimated speeds up to 10x the B-50 or roughly 2,500 mph for short distances, left no vapor trails, hovered, accelerated rapidly, made abrupt square turns with apparent size changing to indicate ascent and descent. (BBU Sparks; Jan Aldrich; McDonald files) 30-minutes.

August 31, 1950; Holloman AFB, Alamogordo, NM
10 a.m. 1 p.m. (MST). After V-2 missile launch no. 51, Project TWINKLE Askania theodolite crews tracked and filmed multiple objects sporadically several times from several different directions at very high speeds over the course of 3 hrs. Askania cinetheodolite station P-5 filmed object with major axis varying from 8.65 to 13.243 arcmins (0.1442° to 0.22072°), minor axis 3.493 arcmins (0.05822°), one frame per second 60 cm focal length camera, 35 mm color film. Tape recording of audio reporting. Frames 593 and 595 (2 secs of nearly 10 mins? of film of object) show elevation angle changing from 53°44' to 52°38' at a rate of 0.37°/sec. Attempted interception by 4 F-86 jets from 93rd FIS, Kirtland AFB, for 1 hr failed to locate objects, which apparently returned after jets left.Cinetheodolite observers noted object with definite shape and 3-D depth but indistinct or not sharp edges, no smoke or trail, object seemed to rock or oscillate, lost when observer looked away to get angle reading. (BBU Sparks, McDonald files; Jan Aldrich)

September 17, 1950; Tatum, NM
Orange-red ball or disc-shaped object was seen moving about Tatum, approximately 40 miles east of Roswell.

october 20, 1950; Kirtland AFB and Camp Hood, TX
Sightings in New Mexico diminished and suddenly picked up at another hot area, Camp Hood, TX!

December 6, 1950; NM/TX Border. Radar-Inspired National Alert
For an hour the United States military was under a condition of national emergency during the morning of December 6, 1950. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related? This paper contains a discussion of the possibility that a flight of saucers caused the emergency and that the crash of one of them near the Texas-Mexico border on or about December 6, 1950 caused the immediate high alert.

1951

Jan 16, 1951; Artesia, NM
Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manger of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.

January 14, 1951; Alamogordo, NM
Two Air Force piolts saw a flat, round white object hovering at high altitude while they were watching a balloon.

(NICAP)

January 16, 1951; Artesia, NM (Blue Book Unknown #1037)
Daytime. Raymond Dugan and Hazel [Raymond E. Stiles?], members of a balloon project of General Mills Aeronautical Research Laboratory, while observing the project's 110 ft balloon at an altitude of 112,000 ft spotted a motionless dull white, round object 5/3 larger [3/5 ??] than the balloon. Later, the balloon crew, the manager of Artesia Airport, and 3 pilots saw 2 objects from the airport flying side-by-side, then circle the balloon and fly away to the NE. Note: Date confusion, some USAF documents showing it as 1952, some 1951. (BB 1037, BBU Sparks, Berliner; cf. Hynek UFO Exp ch. 6, case DD-8; FUFOR Index)

Jan. 22, 1951; Nr. Holloman AFB, NM
10 a.m. (EST [sic; PST?] 11 ? a.m.). 50 miles SE [ESE?] of Holloman AFB. 3-5 mins. (BBU Sparks).

Feb. 19, 1951; Rodeo, NM
USAF? C-54 pilot saw a green flare [fireball?] pass his plane. (BBU Sparks, Project 1947; FUFOR Index)

March 24, 1951; Holloman AFB, NM
5:55-6:00 PM (MST). Project TWINKLE personnel photographed, with a Leica 3c 50 mm camera, an unidentified elliptical object with major axis 8:31 arcmins minor axis 6.43 arcmins (0.1385 degrees and 0.1057 degrees).

April 1, 1951; Los Alamos, NM
Oblong shaped object moving slowly both in horizontal and vertical directions. Bright appearance.

July 9, 1951. Corona, NM
10:30 p.m. USAF Sgt. Meadows, security guard at Corona Experimental Radar Site, saw red glowing ball about size of full moon to the W descending into the tree line for 30 secs and afterglow seen another 10 secs. [Crescent moon was setting in the W about 268°272° azimuth about 10-10:30 p.m. depending on height of mountains and tree line to the W.] (BBU Sparks, McDonald files; Jan Aldrich; FUFOR Index)

July 14, 1951; Holloman AFB, NM
During the morning two radar operators at a missile tracking site caught a fast-moving object on their scope. At the same time a tracker watching a B-29 with binoculars saw a large UFO near the bomber. Another observer sighted the UFO and, with a 35 mm camera, shot 200 feet of film. The UFO showed on the film as a round, bright spot. (The film has never been released.) UFOE, 77,84

Aug. 25, 1951; Albuquerque, NM (Blue Book Unknown Case 955).
9:58 p.m. Witnesses: Sandia Base Security Guard Hugh Young and wife. A flying wing- shaped craft passed over their heads at an estimated 800-1,000' altitude with no sound. Size estimated at 1.5 times wingspan of B-36 bomber,or 350'. Dark, chordwise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of "wing". Speed estimated at 300-400 m.p.h., object seen for about 30 seconds.

October 2, 1951; White Sands, NM
Three separate reports from White Sands.

> Bruce Maccabee:
> .....in November, 1951, Dr. Louis Elterman, the Director of Project Twinkle, who worked at the Atmospheric Physics Laboratory (APL) of the Geophysical Research Division (GRD) of the Air Force Cambridge Research Laboratory (AFCRL), wrote the final report. According to Dr. Eltermans report, Project Twinkle was a dismal failure: no information was gained. He recommended it be discontinued. His recommendation was accepted.
>
> But, was it a failure? Was there really no information gained? Recall the FBI report.....which states that on May 24, 1950, personnel of Land Air saw 8 to 10 unidentified objects. Isn't this information? Let us look

more carefully at Project Twinkle.

According to Dr. Elterman, before Twinkle began there had been an abnormal number of reports from Vaughn, New Mexico, so it was decided to place a lookout post there. Why this place was chosen is a mystery to me. It is about 120 air miles from Los Alamos, about 90 from Sandia Base and nearly 150 from Alamogordo/Holloman AFB. I have listed above the sighting statistics for the various New Mexico areas, being careful to list the sightings around Vaughn separately. Note that Vaughn had only 1 sighting in the whole previous year. So why did they waste a lookout post at Vaughn? Why didnt they put one at Los Alamos or at White Sands? Did they think that they could triangulate over a very large baseline distance with the lookout post at Holloman AFB or were they actually trying to avoid sightings? These are questions which must forever remain unanswered.

Anyway, it was a mistake. After Project Twinkle began the sighting rate dropped precipitously. The Blue Book sighting list shows 1 sighting in April, 1 in May and 1 in August in the Holloman area. There were also fewer sightings in the other areas. In fact, for the period from April 1 to October 1 covered by the first Land Air contract there were only about 8 sightings in the whole of New Mexico as compared with the roughly 30 sightings during the previous 6 months.

The effect of this sudden decrease in sighting rate is reflected in the Twinkle Final Report which says that there were very few observations. However, of more importance is what is not reflected in the report.... what is ignored or covered up in the report...the fact that Twinkle was successful. (For a detailed paper on Project Twinkle by Bruce Maccabee see link below)

NCP-13: White Sands Films, Mirarchi, and Project Twinkle - Bruce Maccabee

Sightings in New Mexico during the flap of 1952:

January 16, 1952; Artesia, NM (BBU 1037)
A motionless dull-white, round object 5/3 larger than balloon.

February 17, 1952; Roswell, NM
Ball of blue fire approximately three feet in diameter seen by crew of B-29 bomber. Ball passed about one mile ahead of the aircraft. (BBU Sparks)

March 15, 1952; Sandia Base, NM
4:30 PM (MST). For 15 minutes a dull aluminum object, shaped like a flattened oval and as large as a B-29 fuselage was observed by an Air Force officer. Estimated speed was150-200 mph and the object was also stationary at one point at 10,000 feet. (BBU Sparks)

April 13, 1952; Moriarty, NM
4:45 PM (MST). Four USAF airmen reported that they witnessed a silver disc-shaped object to the East traveling very erratically at high speed, then dove. (BBU Sparks)

April 24, 1952; Clovis, NM (Blue Book Unknown #1151)
8:10 p.m. Witness: USAF light Surgeon Maj. E.L. Ellis. Many orange-amber lights, sometimes separate, sometimes fused, behaved erratically. Speed varied from motionless to very fast during 5 minute sighting.

April 30, 1952; Moriarty AFS, NM
7:40 and 7:46 a.m. (MST). CPS-5 radar tracking of 4,000 mph first target at 230° azimuth (about SW) at 149 miles range moving 11 miles per 10-sec sweep for 4 sweeps heading into the radar site. 2nd track at 7:46 a.m. of 4,000 mph target at 280° azimuth (about W) at 140 miles moving 11 miles per 10-sec sweep for 6 sweeps [toward

the radar] until disappearing at about 70 miles range. (BBU Sparks, McDonald files; Jan Aldrich; FUFOR) 30-40 secs, then 60 seconds.

May 10, 1952; Albuquerque, NM
Two disc-shaped objects seen SW of Kirtland AFB, and moved to the NE. [3?] p.m. (MST). USAF Lt. Col. M. G. B. and wife in the yard of their home saw 2 silvery disc-shaped objects one after the other moving SW to NE at above 20,000 ft, first object seeming to waver on axis or "flop over," 2nd object followed similar path but at higher altitude. Officer alerted radar station but unable to track object(s). (BBU Sparks, McDonald files; Jan Aldrich)

May 23, 1952; Kirtland AFB, NM
4:00-4:45 p.m. (MST). USAF CO of 135th AC&W Sq ADC radar site, Lt. Col. Orlando W. Stephenson Jr., and other staff of radar site, Senior Director Lt. William J. Hopkins, Capt. Clarence R. Holloway, Lt. Edwin G. Kenyon, Philco radar tech rep John B. Cooper, and at least one other witness (door guard), saw a silvery or aluminum color flat on the bottom, slightly rounded on top, the highest part off center to the left, in the W at 268° azimuth 2° elevation at an estimated height of about 1,000-3,000 ft at 10-20 miles 45 minutes distance, seen through transit telescope, 7x 50mm binoculars and possibly theodolite [?]. Object reflected sunlight at varying irregular intervals of brightness for 3 secs to 2-3 mins and then dark or invisible for similar periods, headed to the right descending below the horizon at 271° azimuth about 0° elevation. Radar and 93rd FI Sq F-86D fighter interception unsuccessful. (BBU Sparks, Jan Aldrich)

May 24, 1952; Zuni, NM
1:27 a.m. Pilot of TWA airliner Brass saw 2 reddish torpedo-shaped objects appear in front of the aircraft. (Sparks BBU, Project 1947; FUFOR Index)

May 28, 1952; Albuquerque, NM (Blue Book Unknown # 1233)
1:45-2:40 p.m. Witnesses: two city fire department employees. Two circular objects--one shiny silver and the other orange or light brown-- were seen three times performing fast maneuvers. (Berliner)

May 28, 1952; E of Albuquerque, NM
[and Okla. ?]. 8:10 [8:20? 8:40?] p.m. (MST). USAF crews of 5 B-29 bombers saw green spherical objects [fireballs?]. (Sparks BBU, Project 1947; FUFOR Index)

June 5, 1952; Albuquerque, NM (Blue Book Unknown #1256)
6:45 p.m. Witness: S/Sgt T.H. Shorey. One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds. (Berliner).

June 7, 1952; Albuquerque, NM (Blue Book Unknown #1260)
11:18 a.m. Witnesses: crew of B-25 bomber #8840 at 11,500'. One rectangular aluminum object, about 6'x4', flew 250-300' below the B-25.

June 8, 1952; Albuquerque, NM (Blue Book Unknown #1263)
10:50 a.m. Witnesses: Mr. and Mrs. J.D. Markland. Four shiny objects flew straight and level in a diamond formation. (Berliner)

June 16, 1952; Walker AFB, NM (Blue Book Unknown #1295)
8:30 p.m. Witness: USAF maintenance specialist S/Sgt. Sparks. Five or six grayish discs, in a half-moon formation, flew at 500-600 m.p.h. for l minute.

June 18, 1952; Placitas, NM
No data.

June 28, 1952. Kirtland AFB, Albuquerque, NM
1:20 p.m. 2 observers with CARCO air service saw 2 silvery disc-like objects high in the sky moving slowly to

the S, noiseless, suddenly climbed nearly vertically at high speed, one going SSE the other almost due E. (BBU Sparks, Hynek UFO Exp ch. 6, case DD7)

July 22, 1952; Los Alamos, NM (Blue Book Unknown #1538)
10:50 a.m. Witnesses: control tower operator Don Weins, and two pilots for Carco. Eight large, round, bright aluminum objects flew straight and level, then darted around erratically during 25 minutes.

July 26, 1952; Kirtland AFB, NM (Blue Book Unknown #1637)
12:05 a.m. Witness: Airman lst Class J.M. Donaldson. Eight to ten orange balls in a triangular or V-formation flew very fast for 3-4 seconds.

July 29, 1952: Los Alamos, NM
10:00 PM. Several Los Alamos scientific lab and other witnesses saw a white object moving E-W, about 1.8-degrees/sec angular velocity, with gyration or fluttering motion. Two jet interceptors from Kirtland AFB arrived about 5 minutes later. Chasing object W-E, all three leaving contrails. At 10:57 AM, light brown egg-shaped object with wings was sighted hovering then shot off to the NW disappearing in three seconds. The intelligence officer stated that "the scientific experience of the weather personnel making these observations is sufficient to warrant credence in their sightings and indicates an actual appearance of unidentified flying objects."

July 30, 1952; Albuquerque, NM (Blue Book Unknown #1755)
11:02 p.m. Witness: USAF lst Lt. George Funk. One orange light remained stationary for 10 minutes. No further details in files.

July 30, 1952. Holloman AFB, Alamogordo, NM
(FUFOR Index)

August 3, 1952; Truth or Consequences, NM
10:20 PM. Civil engineer Anderson saw three light-green cylindrical objects hovering at a 45-degree angle in an inverted V-formation switch in echelon when one object moved, with a rolling motion along its long axis. Disappeared by rapidly rising vertically.(Sparks BBU, BB Rpt 8; FUFOR Index)

The following incident documents will have to wait until more rolls of microfilm are put up on the Blue Book archive page, or we can purchase our own rolls from the NARA. We have some rolls already. Right now they only go up to the end of June 1952.

Aug. 24, 1952. Bet. Hermanas, NM, and El Paso, TX (Blue Book Unknown #1961)
10:15 [10:20?] a.m. Georgia Air National Guard F-84G jet fighter pilot Col. G. W. Johnson saw two 6 ft silver balls in abreast formation, one turned grey rapidly, the other slowly. One changed to long grey shape during a turn. 10-minutes. (Berliner)

Aug. 25, 1952; Holloman AFB, NM (Blue Book Unknown #1979)
3:40 p.m. Witnesses: civilian supervisor Fred Lee, foreman L.A. Aquilar. One round silver object flew south, turned and flew north, made a 360 turn and flew away vertically after 3-5 minutes.

Brad Sparks:

> Edward Ruppelt's papers,and supplemented by details in his book, state that 34th Air Division Commander Col. (William) Matheny (misspelled by Ruppelt as "Methaney" or "Methany") put forward a plan in mid-1952 to use specially equipped F-94C's to take gun camera films of intercepted UFO's, which came to be called Project Pounce. Many agencies were putting forth instrumented UFO detection and tracking plans in 1952, and ATIC attempted to combine them into one plan based in NM. New Mexico was the home of Project Twinkle operated in 1950-1, and several other UFO observation posts or networks, so there was already some experience and interest, as well as plenty of UFO sightings there.

Here are some of Ruppelt's 1955 notes:

Edward Ruppelt:

Col. Methaney [sic: Matheny] was the CO of the 34th Air Defense Division in Albuquerque. He is now a Brigadier General. He was firmly convinced that the UFO's were real and that they were interplanetary space ships. He wrote up a plan that called for a special squadron of stripped down F-94C's to chase the UFO's. The plan went through Western Air Defense Headquarters and to Air Defense Command Headquarters but it was rejected because of the non-availability of the aircraft. It was in the 34th that the F-86 pilot claimed that he shot at the UFO.

Summer of 1952; Albuquerque, NM
The famous F-86 UFO shooting incident

Sightings at Oak Ridge and Killeen Base, Texas.

Oct. 7, 1952; Alamagordo, NM (Blue Book Unknown #2150)
8:30 p.m. Witness: USAF Lt. Bagnell. One pale blue oval, with its long axis vertical, flew straight and level for 4-5 seconds, covering 30 in that time.

Oct. 17, 1952; Taos, NM (Blue Book Unknown #2171)
9:15 p.m. Witnesses: Four USAF officers One round, bright blue light moved from north to northeast at an elevation of 45-degrees for 2-3 seconds and then burned out.

Oct. 17, 1952; Tierra Amarilla, NM (Blue Book Unknown #2173)
11 p.m. Witness: one military person (no detail). One white streamer moved at an estimated 3,000 m.p.h. in an arc for 20 seconds. No further details in files.

Nov. 12, 1952; Los Alamos, NM (Blue Book Unknown #2219)
10:23 p.m. Witness: security inspector. Four red-white-green lights flew slowly over a prohibited area for 15 minutes.

November 25, 1952; White Sands, NM
Not listed in the BB Unknowns or LaPaz list was this close encounter. At approximately 2030 hours on 25 November 1952, the witness observed what appeared to be flares, or pyrotechnics, on the right side of the road. His first thought was that these objects were flares that were being fired by troops on a night project. However, shortly thereafter a matter of seconds he observed what appeared to be a flare land right in the middle of the road, about three or four hundred yards distant. It assumed the shape of a ball, having a green center, fading to a light hazy blue at the exterior. This light disappeared before his car arrived at the spot. Approximately three to five minutes later he observed a light, or series of lights, approaching from the right side of the road, in the heavens, at an altitude of about three to five hundred feet and between 1/4 and 1/2 mile distant. This object made a right hand turn above the road and then disappeared at an angle of approximately 90 degrees straight into the sky. The object had what appeared to be windows, brilliantly lighted, and he estimated that they were five to six feet in height and six to eight windows in each of the two rows.

Nov. 27, 1952; Albuquerque, NM (Blue Book Unknown #2249)
12:10 p.m. Witnesses: pilot and crew chief of UAAF B-26 bomber. A series of black smoke bursts (4-3-3-4-3), similar to antiaircraft fire, was seen over a 20 minute period.C. 12:30 a.m. Witnesses: radar

Dec. 28, 1952; Albuquerque, NM
11:09 [9:16?] p.m. Military pilot saw an elongated cigarlike object the size of a medium bomber traveling E to W. (BBU Sparks, BB Status Rpt; FUFOR Index)

1953:

January 26, 1953; City not stated, NM.
Radar case, G/V (UFOE)

January 31, 1953; Albuquerque, NM
9:00 PM. Cat. 8. Fifteen minute observation of an unidentified, round, stationaryaerial object, low on the western horizon. Witness advised he took a series of photographs of this object and the file was sent to the pub;ishers of "Life" magazine, New York City, undeveloped.

February 17, 1953; Los Alamos, NM
6:10 PM. Station 470 security inspector at Los Alamos had
been alerted by Protective Force Network to be on alert for unidentified object, saw three, blue-white, stationary objects for 12 minutes.

February 18, 1953; Los Alamos, NM Cat 1, NCP
A round fiery object was seen east of Los Alamos at 1:27 AM for a half a minute. The object was traveling too slow for a meteor, 100-150 mph.

March 27, 1953; Mt. Taylor, NM (Blue Book Unknown #2524)
7:25 p.m. Witness: pilot of USAF F-86 jet fighter at 600 kts. (700 m.p.h.). One bright orange circle flew at 800 kts. (900 m.p.h.), and executed three fast rolls. Pilot chased object for 4 minutes.

August 24, 1953; Hermanas, NM. (UFO Encyclopedia)
Carl Sanderson, flying an F84 jet at 35,000 feet, sighted two circular silvery UFOs, one of them making an extraordinary right turn right in front of him. The objects disappeared at high speed, then reappeared over El, Paso Texas.

Dec. 3, 1953. Holloman AFB, NM
(McDonald list)

1954

May 18, 1954. Cannon AFB, NM
7 p.m. 2 witnesses saw a house-size lens-shaped object land near railroad tracks, kicking up a small sand storm in the desert. One witness approached it, then ran away in fear. (Vallée Magonia 129; BB files??)

July 3, 1954; Albuquerque, NM
Radar case, G/V. (UFOE)

September 18, 1954; City not stated, NM.
Cat 3 (E-M). Large green fireball observed, radio and TV interference noted over wide area. (Source: unknown)

1955

Jan, 1, 1955; Cochise, NM (Blue Book Unknown #3382)
6:44 a.m. Witnesses: instructor and student pilot in USAF B-25 bomber/trainer. A metallic disc, shaped like two pie pans face-to-face, and 120- 130' in diameter, paced the B-25, showing both its edge and its face, for 5-7 minutes. Only item in case file was summary form.

Feb. 1, 1955. 20 miles E of Cochise, NM (Blue Book Unknown #3414)
7:55 [6:55?] p.m. Instructor Capt. D. F. Ritzdorf and aviation cadet F. W. Miller flying TB-25 bomber/trainer (s/n 44-86894) at 13,000 ft and ground speed 238 mph saw a very bright round object with red and white hues approach then hover off the left wing of the TB-25 for 5 mins about 5° above horizontal. Object climbed rapidly on a parallel flight track to disappearance in 3 mins. [See Jan. 1, 1955, incident.] (Berliner; NARCAP)

June 6, 1955; City not stated, NM
Cat 3 (E-M). Three unusual green fireballs, heavy radio and TV disturbance reported. (Source: unknown)

Nov. 14, 1955. Deming, NM
1 a.m. Commercial airline pilot in flight saw a fast moving object, with a light on the rear, come from the SW. (Project 1947)

The 1957 Flap:

February 7, 1957; Las Cruces, NM
3:53 a.m. 1 hr 39 (MST). 54 radar targets? (Sparks BBU, McDonald list; FUFOR Index)

Feb. 13, 1957. Tierra Amarilla AFS, NM
4:40 a.m. (MST). Meyer. (Sparks BBU, McDonald list; FUFOR Index) 2 hrs

March 27, 1957; Roswell, NM
8:35 p.m. USAF pilot Lt. Sontheimer flying C-45 transport saw to the left 3 bright white circular objects in tight formation on collision course. He immediately flashed his taxi lights, one object shot straight up above him the other 2 continued on passing in front. When he flashed his taxi lights (again?) the objects instantly blinked out and disappeared. 6-seconds. (Sparks BBU, Weinstein; NARCAP; FUFOR Index)

Nov. 3, 1957. White Sands, NM
3 a.m. [1 p.m. MST ?] Army patrol at Stallion Site in a jeep saw an orange, "apparently controlled," luminous object on the ground near the site of the first A bomb explosion [Trinity Site] first seen as a sunlike source 150 ft above ground, descending to ground level after 3 mins, landing a few miles away at the N end of the test grounds. (Sparks BBU, Vallée Magonia 420; FUFOR Index) 3 mins+

November 4, 1957; Orogrande, NM
James Stokes, an employee of Holloman AFB, was driving toward El Paso when car began to sputter and his radio to fade. He saw that several other people had pulled their cars to the side of the road and were looking at something in the sky. Looking up, he saw a large, oval-shaped object pass over the coolection of onlookers and then disappear. Exposed parts of his body later turned red and itched as if sunburned. He made a report to the Air Force. None of the other witnesses was ever located.

November 4, 1957; Kirtland AFB, NM
10:45 p.m. (MST). CAA air traffic controllers R. M. Kaser and E. G. Brink saw a highly maneuverable 15-20 ft egg-shaped object with a white light at its base circle over the W [E?] end of the base at 150-200 mph and come down in a steep 30° dive as if landing on Runway 26, to the N or NW of the tower at about 1500 ft. Radar tracked part of this maneuver. Object then crossed flight line, runways and taxiways heading towards the tower at about 50 mph and 20-30 ft above ground, observed through 7x binoculars till it reached about 3,000 ft to the ENE near the NE corner of the floodlit restricted nuclear Weapons Storage Area / Area D/Drumhead Area, and a B-58 bomber service site, where it hovered for 20 secs-1 min then headed E again, at about 200-300 ft height, then suddenly shot up at a steep climb at about 45,000 [4,500?] ft/min. Controllers contacted RAPCON which tracked object on CPN-18 radar traveling E then turning S, circling the Albuquerque Low Frequency Range Station then headed N [disappearing at 10 miles and reappearing 20 mins later to circle around ?] to follow 1/2 mile behind a USAF C-46 that had just taken off to the S for 14 miles until both went off scope. Hovering radar target then appeared to the N over outer marker for 1-1/2 mins before fading. (McDonald 1968, 1972; Hynek UFO Exp ch. 7, case RV-3) 25 mins

November 5, 1957; Santa Fe, NM.
Two men saw an egg-shaped object coming toward them at low altitude. It moved slowly, illuminating their car and producing a humming sound. The car engine, the clock, and a wristwatch stopped. The object shot away

toward the southwest. (Magonia)

Nov. 6, 1957; Santa Fe, NM
12:10 a.m. J. Martinez and A. Gallegos saw an egg-shaped object slowly coming toward them at low altitude, illuminating their car, producing a humming sound. Car engine, clock and a wristwatch stopped. Object shot away to the SW. (Sparks BBU, Vallée Magonia 425; BB files??)

Nov. 6, 1957; Radium Springs, NM (Blue Book Unknown #5227)
10:50 p.m. Las Cruces policeman [Barela?] and a Dona Ana County Deputy Sheriff saw a round object changing from red to green to blue to white rising vertically from a mountain top. (Berliner; FUFOR Index) 10 mins

November 7, 1957; Orogrande, NM.
Cat 3 (E-M). Car traveling about 60 mph, speedometer waved wildly between 60-110 mph. UFO then sighted. (UFOE)

November 9, 1957; White Oaks, NM
Cat 3 (E-M). Car lights failed as UFO observed. (UFOE)

Nov. 26, 1957; West Mesa AFS, NM
Radar case. (Sparks BBU, McDonald list; FUFOR Index

1959

February 25, 1959; Hobbs, NM
Cat 3 (E-M). Signals on car radio (steady succession of two dots and a dash) as UFO passed. (UFOE)

August 13, 1959; Bt. Roswell and Corona, NM
Former USN PBY pilot, flying a Cessna 170 from Hobbs to Albuquerque, N.M., at 8,000 feet, noticed halfway between Roswell and Corona, that his Magnesyn electric compass suddenly moved around a slow 360° rotation in about 4-5 secs, and his other standard magnetic compass was spinning wildly. About this time, he saw 3 small gray slightly fuzzy elliptical objects in close echelon formation passing in front from left to right and around his plane at a distance about 450 to 600 ft and a speed of about 200 mph. Magnesyn compass followed the objects' position as they circled the plane, and after one full circle they disappeared to the rear, then both compasses settled back to normal. CAA controller at Albuquerque canceled his flight plan and ordered him to land at Kirtland AFB, where he was interrogated by a USAF major.

December 23, 1959; W of Albuquerque, NM
(McDonald list)

1960

September 20, 1960; Farmington, NM
(McDonald List)

1961

Sept. 2, 1961; Albuquerque, NM
4:40-4:50 p.m. (MST). Ziegler saw reflection of sun from a shiny surface moving erratically W to E from about 240° azimuth (about WSW) to 210° when it stopped and emitted several smaller silvery objects about 1/6 the size of the main object, then continued on to about 150° azimuth (about SSE) where it again stopped and emitted several silvery objects about 1/6 size then moved away and climbed to about elevation 50° until disappearance by fading. (Project 1947; McDonald list; FUFOR Index)

1962

May 24, 1962; Albuquerque, NM
(McDonald list)

1964

April 24, 1964; Socorro, NM (Blue Book Unknown #8766)
1 mile SSW of Socorro, NM (landing site near 34° 2 33 N, 106°53 52 W). 5:455:50? p.m. Socorro Police Dept. patrol officer Lonnie Zamora, while chasing a speeder heading S, heard a roaring sound and saw a bluish-orange funnel of flame in the sky to the SW slowly descending possibly 1/2 to 1 mile away, bottom of flame hidden behind a hill. He tried to pursue the flame, turning off to the right on a rough gravel road to the SW, lost sight of flame while trying to get car up steep rough hill. At the top after 10-15 secs of continuing along gravel road he suddenly noticed a shiny whitish-aluminum color landed object about 12-15 ft tall about 800 ft away to the SW down in a gully, at first looking like upturned car but actually appearing oval long-axis vertical on two legs, and for about these 2 secs also saw 2 small-adult-like figures in white coveralls near object, one turning toward him seemingly startled and jumping. He lost sight of object as he drove about 1,000 ft further WSW, radioed headquarters he was investigating possible car accident, then stopped at the top of the ridge about 103 ft from landing site down in the gully to the SE. He got out, heard 2-3 loud thumping noises like a door shut hard, walked 3 steps to the front of the car to possibly 90 ft distance when he heard a very load roar increasing in volume and saw a smokeless blue-orange flame coming from beneath the oval object, now seeming long-axis horizontal at this angle (about 120° from previous sighting), with a red insignia or lettering in the middle about 2 x 21/2 ft, and slowly rising. He thought it was going to explode and ran away, putting car between him and the object, about 25 ft and 6 secs of running from the car he glanced back and saw object had risen about 20-25 ft to level of his car, ran another 25 ft and "ducked down" below edge of ridge. Roaring noise stopped, he looked up and saw object heading to the SW (towards W end of Socorro Municipal Airport 1 mile away) at level height just clearing 8 ft dynamite shack by about 3 ft moving "very fast," no flame or smoke or noise. He ran back to patrol car, radioed headquarters, saw object climbing slowly and "get small" in the distance just clearing Box Canyon or Sixmile Canyon Mtn. (about 6 miles to WSW). Immediate police and military investigation found physical traces, burning brush. (BBU 8766)

April 26, 1964; La Madera, NM
(BBU Sparks, McDonald List)

April 30, 1964; Stallion Test site, NM
B-57 radios, white object landed, photo recon (Source: unknown)

May 15, 1964; Stallion Test Site, NM
Cat 9 (Radar/visual), two scrambles, UFOs sent proper IFF.

May 22, 1964; White Sands, NM
Cat 9 (Radar/visual). Auto radar tracks UFO on tape, sends phony IFF.

1965

April 18, 1965; Bernacillo, NM
Cat 8 (photo). No details (Source: unknown)

September 25, 1965; Rodeo, NM (Blue Book Unknown 39971)
10 p.m. Witnesses: Dr. George Walton, physical chemist, and wife. Two round white objects flew side-by-side, at 30-50' altitude, pacing the witnesses' car for 6 minutes.

Note: December 2, 1965; parts of Texas, NM and Mexico were suddenly hit by a power failure. Blacked out were Fort Bliss, Holloman AFB, White Sands Proving Ground and Biggs AFB. (Ref. 3, 219) This blackout was preceded by the famous incident on November 10th where a massive power failure hit the northeastern United States.

1967

Jan. 13, 1967; SW NM
NW of El Paso, Tex., to Flagstaff-Winslow, Ariz. 10 p.m. Pilot Carl M., an FO, and a passenger Jimmie Moran on a Lear Jet 23 en route from Houston, Tex., to Las Vegas, Nev., at 41,000 ft and 300 knots airspeed (Mach 0.82 or about 540 mph TAS) on a 300° heading saw a flashing [?] red oval luminous object in the 10 o'clock position. Object split into 4 similar red oval objects vertically a number of times, each separated by about 2,000 ft and each emitting a "red ray," then retracting the lowest objects up into the top object. Albuquerque radar tracked the object 39 miles ahead of the Lear jet moving on the same heading, with no transponder signal and at that moment the object blinked off visually for 30 secs then blinked on. Albuquerque control contacted a National Airlines DC-8 over Casa Grande, Ariz., whose pilot confirmed the Lear pilot's reports. Albuquerque control warned the Lear that the object suddenly darted towards the Lear at high speed within secs until the radar blips merged [possibly 39 miles in 10 secs or roughly 14,000 mph]. Object flooded the Lear with intense red light so bright the pilot had difficulty seeing his instrument panel, and it maintained position in front of the Lear for a few mins then, then blinked out then came on again and started falling back behind the left wing, then pulled forward again. (When the object blinked off radar at Albuquerque controllers would lose the object then regain it when it blinked on again (?).) Both UFO and Lear jet made left turns over Winslow, Ariz., then Los Angeles Center radar picked up both targets. Past Flagstaff the object climbed at a 30° angle disappearing to the W in <10 secs. (BBU Sparks, Hynek UFO Exp ch. 7, case RV-1; NARCAP)

March 2, 1967; Alamogordo, NM
This series of visual sightings of silver specks in the sky triggered a scramble of two aircraft from Holloman AFB. Two range surveillance radars (one at Holloman, the other at Elephant Mountain near Orogrande, 35 miles south of Holloman) plotted four targets 10 Nautical miles ENE of Tularosa. Then a plot of three targets were reported over Mescalero by both radars. Although intermittent the radar operators were convinced that "something" was there.

March 24, 1967; Los Alamos, NM
Disc hovers for 10 minutes. (Source: unknown).

May 26, 1967; Albuquerque, NM
Cat 3 (E-M). Luminous object chased car, hovered above it, able to restart engine after UFO sped away. (APRO).

1975

August 13, 1975; Alamogordo, NM
Sgt. Charles L. Moody abduction case.

1980

August 8, 1980; Kirtland AFB, NM
Multiple sightings over Manzano Weapons Storage Area and Sandia National Laboratories test site, Coyote Canyon.

August 9, 1980; Kirtland AFB, NM
Cat 3 (E-M). On this morning, several security guards at the Manzano Weapons Storage Area, adjacent to Kirtland AFB, saw a bright light descend in (a) restricted area. A fourth guard observed a disk shaped light in the vicinity of a bunker used to store nuclear weapons. The incident resulted in a report being filed with the Air Force

Office of Special Investigations (AFOSI) at Kirtland. The incident was subsequently investigated by agent Richard Doty -- an interesting and mysterious figure who often appears in the UFO literature. Doty filed a preliminary report on the incident, which has been acknowledged and released by the Air Force. Maccabee's question is, where is the follow-up report? Surely, no such incident at an atomic facility, even if explainable by mundane causes, would not have been further investigated. Maccabee reveals strong circumstantial evidence that such a report exists but is being withheld by the Air Force.

END OF REPORT

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Updated: 7 May 2019

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Getting to Level 2 (Mark Cashman)
History 101 - A Compilation of UFO Facts and Quotes
How UFOs Navigate The Vortac Beacon (Robert A. Goerman)
Instrumented Sensing, Recording & Documentation of Transient Phen. in UFO Events (Ray Stanford)
I Remember Blue Book (Jennie Zeidman)
Logical Trickery of the UFO Skeptics (Brian Zeiler)
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Report on the UFO Wave of 1947 (Ted Bloecher)
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Underwater UFOs & - "Blue Book UFO Reports by Ships at Sea" (Tony Rullan)
Unidentified Flying Objects: An Historical Perspective (Earley)
What To Do With Sturrock (Durant)

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What Our Air Force Found Out About UFO's [True Magazine] (Ruppelt)
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Listed By Primary Category
Listed by Title

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National Investigations Committee On Aerial Phenomena

Official UFO Documents

Updated: 8 March 2018

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presents

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Project GRUDGE - February 11, 1949
Project MAGNET - December 2, 1950
Project SECOND STOREY - April, 1952
Project TWINKLE
Project BLUE BOOK - September, 1951
Project MOON DUST
The Colorado Project - November 1, 1966 to October 31, 1968

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Other Links

An International Directory of Internet Links Supported by the NICAP Site

MUFON - Mutual UFO Network - Seguin, TX
CUFOS - J. Allen Hynek Center for UFO Studies - Chicago, IL
FUFOR - Fund for UFO Research - Maryland
APRO - Aerial Phenomenon Research Organization (directory only)

Computer UFO Network (CUFON)
Project Blue Book Research Center - David Michael Hall
International Center for Physical Trace Research - Ted Phillips
NARCAP - National Aviation Reporting Center On Anomalous Phenomena

NUFORC - National UFO Reporting Center - Peter Davenport
Project1947 - Internet UFO Group - Jan Aldrich
U UFO Database Website - Larry Hatch
UFO Anomalies Zone - Stan Gordon

Abduction Sites

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Glossary of Acronyms

A2 - Air Force Intelligence
ADC - Aerospace Defense Command
ADLA - Assistant Director For Legal And Legislative Affairs (NSA)
ADPL - Assistant Director For Policy And Liaison (NSA)
ADPR - Assistant Director For Plans/Resources (NSA)
ADT - Assistant Director For Training
ADVA - Advanced Soviet-(One of the 4 major operational divisions of the NSA's production organization; combined with GENS into a group)
AEC - Atomic Energy Commission
AFB - Air Force Base
AFESC - Air Force Electronic Security Command
AFGWC - Air Force Global Weather Control
AFIS - Air Force Intelligence Service
AFM - Air Force Manual
AFOC - Air Force Operations Center
AFOSI - Air Force Office Of Special Invetigations (Headquarters - Bolling, AFB, Washington, D.C.)
AFR - Air Force Regulation
AFSA - Armed Forces Security Agency
AFASC - Armed Forces Security Agency Council
AFSS - Air Force Security Service
ALLO - All Others-(One of the major operational divisions of NSA's production organization now known as G Group)
AMB - Ambassador
AMC - Air Materiel Command
ANCIB - Army-Navy Communications Intelligence Board
ANNCICC - Army-Navy Communications Intelligence Board Committee
ANG - Air National Guard
APRA - Advanced Research Projects Agency
AR - Army Regulation
ARC - Ad Hoc Requirements Committee
ARDF - Airborne Radio Direction-Finding
APRO - Aerial Phenomena Research Organization
ATC - Air Traffic Control
ARTC - Air Route Traffic Control
ARTCC - Air Route Traffic Control Center
ASA - Army Security Agency
ASD - Applied Science Division (CIA)
AST - Atlantic Standard Time
ATIC - Air Technical Intelligence Center (Wright-Patterson AFB, Dayton Ohio

BMW - Ballistic Missile Wing
BW - Bomb Wing

CAUS - Citizens Against UFO Secrecy
CFS - Canadian Forces Station
CGS - Coast Guard Station
CIA - Central Intelligence Agency
CIC - Counter-Intelligence Corps
CIC - Combat Information Center
CINCINORAD - Commander-in-Chief, NORAD
CINCPAC - Command in Chief, Pacific
CO - Commanding Officer
COMINT - Communications Intelligence (NSA)
CP - Command Post
CSC - Central Security Control (Air Force)
CZ - Control Zone
CUFOS - Center for UFO Studies

DATT - Defense Attaché (U.S. Embassy)
DCD - Domestic Collections Division (CIA)
DCSOPS - Deputy Chief of Staff for Operations and Plans (Air Force)
DDO - Deputy Director for Operations (Air Force)
DIA - Defense Intelligence Agency
DMZ - Demilitarized Zone (Vietnam)
DO - Duty Officer

FAA - Federal Aviation Administration
FBI - Federal Bureau of Investigation
FEMA - Federal Emergency Management Agency
FISA - Foreign Intelligence Surveillance Act
FOIA - Freedom of Information Act
FUFOR - Fund for UFO Research

GCI - Ground Control Intercept
GMT - Greenwich Mean Time
GSW - Ground Saucer Watch

INYSA - Assistant Chief of Staff, Intelligence, USAF (Science and Technology Branch, Directorate of Response Management)
INZ - Aerospace Intelligence Division (AFIS)
INZA - Editing, Debriefing, and Continuity Branch (AFIS)

JACL - Judge Advocate General, Litigation Division (Air Force)
JANAP - Joint Army Navy Air Force Publication
JCS - Joint Chiefs of Staff
JTIDS - Joint Tactical Information Distribution System

KISR - Kuwait Institute for Scientific Research
KM - Kilometer

LCF - Launch Control Facility (Air Force)
LEO - Low Earth Orbit

MUFON - Mutual UFO Network, Inc.

NAVPIC - Naval Photo Interpretation Center
NAVSPASUR - Naval Space Surveillance System
NCOC - National Combat Operations Center
NEPA - Nuclear Energy for the Propulsion of Aircraft
NICAP - National Investigations Committee on Aerial Phenomena
NM - Nautical Mile
NMCC - National Military Command Center
NORAD - North American Aerospace Defense Command
NPIC - National Photographic Interpretation Center
NRL - Naval Research Laboratory
NSA - National Security Agency
NSF - National Science Foundation

OAM - Operation Animal Mutilation
ONI - Office of Naval Intelligence
OSI - Office of Special Investigations (Air Force)
OSI - Office of Scientific Investigation (CIA)

PACAF - Pacific Air Forces

RAPCOM - Radar Approach Communications
RAPCON - Radar Approach Control

SA - Special Agent
SAC - Special Agent in Charge (FBI)
SAC - Strategic Air Command
SAC/HO - Strategic Air Command Office of History
SAFOI - Secretary of the Air Force Office of Information
SAO - Smithsonian Astrophysical Observatory
SAT - Security (or Sabatage?) Alert Team
SBI - Special Background Investigation
SIGINT - Signals Intelligence (NSA)
SIGLEX - Special Interest Group On Lexicography
SIGTRAN - Special Interest Group On Translation
SIGVOICE - Special Interest Group On Voice
SIOP - Single Integrated Operations Plan (U S nuclear war plan)
SIPG - Special Intercept Priorities Group
SIS - Signal Intelligence Service
S/L - Squadron Leader
SOLIS - SIGNET Acronym On Line Intelligence System
SPADATS - Space Detection and Tracking System (NORAD)
SPS - Security Police Squadron
SSA - Signal Security Agency
SSB - Soft Support Building (Air Force)

TCA - Terminal Control Area
TCU - Terminal Control Unit
TIA - Temperature Inversion Analysis

UGM - Unusual Ground Markings
USAF - United States Air Force
USG - United States Government

W/C - Wing Commander

Z - Zulu (Universal Time)

Canadian

AD-Ottawa - Air Desk
ASI - Air Speed Indicator
CAF - Canadian Air Force
CANFORCHED - Canadian Forces Headquarters
CANMARCOM - Canadian Maritime Command
CAS - Chief of Air Staff (RCAF)
CCG - Canadian Coast Guard
CERVIS - Communication of Emergency Report of Vital Intelligence Sighting
CFAO - Canadian Forces Air Order
CFB - Canadian Forces Base
CFS - Canadian Forces Station
CGC - Coast Guard Cutter
CNAS - Canadian Naval Air Station

DAI - Department of Air Intelligence (Canada)
DAI - Director of Air Intelligence
DAO - Director Air Operations
DATT - Defense Attache (U.S. Embassy)
DCD - Domestic Collections Division (CIA)
DCSOPS - Deputy Chief Of Staff For Operations And Plans (Air Force)
DDO - Deputy Director For Operations (Air Force)
DIA - Directorate of Intelligence Air Force (RCAF)
DMI - Director of Military Intelligence
DND - Department of National Defence
DNI - Department of Naval Intelligence
DO - Directorate of Operations
DO - Duty Officer
DoT - Department of Transport (now Transport Canada)
DRB - Defence Research Board
DSI - Director of Scientific Intelligence
DS8 - Defense Secretariat 8

ELINT- Electronic Intelligence
ELMINT - Electro-Magnetic Intelligence (Code Empire, Code Eva)

F/L - Flight Lieutenant

G2 - Army Intelligence
GAO - Government Accounting Office
GC - Group Commander
GCA - Ground Control Approach (using radar)
GCCS - Government Code And Cypher School
GCHQ - Government Communications Headquarters
GCI - Ground Control Intercept
GG - Government Grade-(Instead of using GS1 to GS 18 - only for Govern-
ment employees, such as NSA employees)

HFDF - High Frequency Direction Finding
HMCS - Her Majestys Canadian Ship [Canadian Navy]
HUAC - House Un-American Activities Committee
HUMINT - Human Intelligence

ICI - Interagency Committee On Intelligence
IDA-CRD - Institute For Defense Analysis - Communications Research Division
IDP - Intercept Deployment Plan
IEC - Intelligence Evaluation Committee
INSCOM - U.S. Army Intelligence And Security Command
INTELPOST- International Electronic Post
INTELSTAT- International Telecommunications Satellite

INYSA - Assistant Chief Of Staff Intelligence , USAF (Science and Technology branch, directorate of response management)
INZ - Aerospace Intelligence Division (AFIS)
INZA - Editing, Debriefing, And Continuity Branch (AFIS)
IPB - Intercept Priorities Board
IRIS - Infared Intruder System

JAGL - Judge Advocate General, Litigation Division
JANAP - Joint Army Navy Air Force Publication
JCS - Joint Cheifs Of Staff
JIC - Joint Intelligence Committee
JOSAF - Joint Operations Support Activity (Frankfurt, Germany)
JPL - Jet Propulsion Laboratories
JRC - Joint Reconnaissance Center
JSPC - Joint Sobe Processing Center
JTLS - Joint Technical Language Service

LASP - Low Altitute Surveillance Platform
LCF - Launch Control Facility
LOB - Raymond E. Linn Operations Building
LP MEDLEY- CIA Cryptonym (for an operation in support of the NSA)
LRTS - Long Range Technical

MS - NSA Office Of Security
MAJI - Major Agency For Joint Intelligence
MI-8 - Military Intelligence Section 8(codes and cyphers search)
MID - Military Intelligence Division
MPRO - Machine Processing Section of NSA's Production

NASA - National Aeronautics And Space Administration
NATO - North Atlantic Treaty Organization
NAVSPASUR- Naval Space Surveillance System
NCOC - National Combat Operations Center
NEPA - Nuclear Energy for the Propulsion of Aircraft
NM - Nautical Mile
NMCC - Natinal Military Command Center
NORAD - North American Aerospace Defense Command
NPIC - National Photographic Interpretation Center
NRC - National Research Council
NRL - Naval Research Laboratory
NRO - National Reconnaissance Office
NSA - National Security Agency (Fort Meade, Maryland)
NSF - National Science Foundation

ONI - Office Of Naval Intelligence
OSI(1) - Office Of Special Investigations (Air Force)
OSI(2) - Office Of Special Investigations (CIA)
OSS(1) - Office of Strategic Services
OSS(2) - Office Of Space Science

RAF - Royal Air Force Of Great Britain
RAPCOM - Radar Approach Communications
RAPCON - Radar Approach Control
RCAF - Royal Canadian Air Force
RCMP - Royal Canadian Mounted Police
RCC - Rescue Coordination Center

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TI-Series (Training Information Series)

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TI-01 - Tax Deductions (MUFON)
TI-02 - Field Investigation
TI-03 - Source Tests & Evaluation
TI-04 - Recommended Reading (CUFOS)
TI-05 - Case Submittal Checklist
TI-06 - Fact Sheet
TI-07 - PLL - Prescribed Load List (FI Kit)
TI-08 - Forms & Drawings
TI-09 - Media Policy Guidelines
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TI-13 - UFO Abductions (CUFOS)

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The history of science has shown that it is the things that don't fit, the apparent exceptions to the rule, that signal potential breakthroughs in our concept of the world about us.

- J. Allen Hyneck

CHAPTER 6

PHYSIOLOGICAL EFFECTS

Effects of UFOs upon the principal sensory organs have been explored elsewhere. It was found, in brief, that the visual experience involved images of metallic vehicles, including various structural details, which were sometimes surrounded by vivid displays in brilliant colors or dazzling halos. A study of their noises disclosed several distinct types and suggested the artificial stimulation of auditory sensations within the head. Finally, several unique odors noticed in the vicinity of UFOs were traced to specific chemical compounds that are formed in the atmosphere under the stimulus of radiant energy that is emitted by UFOs. Reception of signals by the eyes, ears, and nose have been accounted for, yet there remains a variety of ways in which the body responds to UFOs at short range.

Primary Symptoms

A sensation of body heating during a close encounter is a common complaint. A huge craft, 70 meters long, flew within 30 meters of two sheriffs in Texas causing a heat wave. (1) Six teenagers in Ohio experienced the same reaction as a disc-shaped

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machine hovered overhead. (2) The intensity of this effect is, of course, variable and it may reach frightful proportions. Near the Capitan Curbelo Naval Air Station in Uruguay an experienced pilot flew his light plane to within 700 meters of a brilliant object shaped like a "musical top" that had come to a dead stop directly ahead on his flight path. "I saw that (the UFO) rocked twice in a balancing motion. Then it took off in the direction of the sea at a fantastic speed. It left a little trail in the form of water vapor....The temperature was greatly increased, so much that I had to open the windows and door of the plane, and take off my field jacket. I almost fainted." (3) A stronger heat wave in the cockpit of an F94 jet during a UFO chase became so unbearable that the pilot and his crewman had to bail out. The plane crashed in Walesville, New York, tragically killing four people and injuring others. (4) Actual burns of first and second degree, usually on the face and hands, have been the reward of unwary people who approached UFOs too closely or of others innocently minding their own business when one flew past at very close range. (5)

Sometimes the witnesses are temporarily paralyzed while the UFO is nearby, usually within 50 to 150 meters. (6) A farmer in San Pietro, Italy, became paralyzed when he approached to within 10 meters of a UFO that had landed in the village square. (7) Three figures moving around a landed UFO at Stratford-on-Avon held the attention of a man who could not move until they boarded the craft and flew away. (8) In at least seven other instances, witnesses were immobilized during the encounter, but their involuntary body functions, such as breathing, heart beat, and vision, were unimpaired. (9) Return to normalcy was usually immediate when the UFO left, but it took about 20 minutes for one victim to regain his muscular coordination. (10) Approximately the same amount of time was required by a French farmer to recover, although his paralysis was probably induced by some kind of a weapon. (11)

Loss of consciousness is also relatively frequent, being reported as either an isolated symptom or in

association with other symptoms. (12) Quite significantly, about half of the people who were either paralyzed or who had lost consciousness also de

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scribed feeling a prickling sensation or an electrical shock. As a man in Massachusetts explained, "My mind was not at all affected. I just could not move, felt like shock and numbness." (13)

Because of the prominent association between the other physiological effects and the feeling of electrical shock, one is inclined to ascribe the cause of the symptoms to some electrical phenomenon. That temptation becomes overwhelming when a tabulation of the cases reveals that, in nearly every instance of bodily heating, paralysis, loss of consciousness, or electrical shock, *automobile engines were also stopped or began to misfire*. In two instances, headlamps also went out (14) This definite correlation between the effects upon the human body and upon electrical circuits clearly points to electromagnetic energy as the causative agent, a relationship that has long been suspected. (15) "Loud humming" and "beeping," whose origin was probably electromagnetic, were also heard just prior to paralysis and unconsciousness. (16) Obviously the sounds must precede or follow the loss of consciousness, since by definition, an unconscious person is oblivious to external stimuli. At any rate, the instant- by-instant sequence of events in these sightings should be examined with care. Painful prickling like an electrical shock were felt by a motorist in France as his child, also riding in the car, began to cry. The pain increased, then the engine failed and the lights went out. (17) In other words, the electrical shock gradually increased up to the point that the responsible agent disrupted the electrical circuits of the car. Had the increase continued further, one suspects that the witness may have become paralyzed. While this instance stands alone, it does suggest that the prickling sensation is an early manifestation of the radiant energy, followed by electrical interference and, finally, paralysis or unconsciousness. Probably the most sensitive response to the radiation is auditory, for, it may be recalled, the Hills first heard a beeping sound and then felt the prickling sensation. (18) Both the physiological and physical responses seem to be related to a flight maneuver of the UFOs. In two cases, conditions were normal until the

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UFOs began to rise at which time the lights of one car went out. (19) and the engine of the other failed. (20) In still another case, prickling and paralysis occurred at the same time that the engine slowed down when a nearby UFO rose off the ground. (21) The strength of the causative agent, known to be ineffective at great distance, seems to depend upon the proximity of the UFO and appears to be strongest when the UFOs apply a burst of power at take-off.

A considerable variety of other physiological effects have also been noted in isolated instances. These include amnesia, headache, eye pain, loss of vision, nausea, and vomiting. Specific instances of these ailments will be taken up after some insights are developed concerning the primary symptoms.

Several factors point directly toward microwave energy as being responsible for the physiological effects. Such energy is known to be radiated from UFOs. It is the primary candidate for disrupting electrical circuits, and the failure of headlights and engines correlates well with heating of the body, electrical shock, paralysis, and loss of consciousness, all of which are induced by UFOs from some distance. The search for an understanding of these physiological effects should begin with an examination of related physical and biological data. Further searching should not be required if the technology of microwaves and the life processes together reveal specific mechanisms that can duplicate the observations.

Heating

Diathermy is a medical process for applying heat to tissues deep within the human body. It is usually accomplished by placing the part to be treated between suitably contoured electrodes that are padded with towels. An alternating potential applied to the plates causes them to act as a condenser in which the human tissues are the dielectric. Alternating electrical fields between the plates, completely penetrating the treated part, agitate molecules in the tissue and generate the desired heat. An antenna, substituted for

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the plates at microwave frequencies, beams electromagnetic radiation into the patient with the same penetrative result. A commercial machine for microwave diathermy operates with an output power of 100 watts at 2,450 MHz. (22) The penetration is excellent at that frequency, although it diminishes at higher frequencies, tending to concentrate the absorbed energy into a shallow layer near the skin. (23) Some potential danger attends the use of microwaves on people because the human body has heat receptors only on the skin. Overheating, therefore, might occur in the deeper tissues without the forewarning of pain, especially in portions not cooled by freely flowing blood, as in bone marrow and the eyes. In the previous discussion of UFO plasmas, the gases were estimated to have temperatures in the range of roughly 2000 to 4000F. Such hot gases will radiate energy over a wide spectrum that includes the infrared, visible, and ultraviolet. Heating of the skin and even serious burns could be produced by the infrared rays, depending upon their intensity and the duration of exposure. Typical sunburns could be produced by the ultraviolet rays. As both types of radiation are blocked by clothing, they would cause localized effects upon the bare skin of the face and hands. The more generalized experience of "heat waves" that force people to remove clothing and to jump out of airplanes must have a different origin. Absorption of high-frequency radiation with the generation of heat as in microwave diathermy, is a likely candidate.

Paralysis

Control of the human body is the task of the central nervous system. It receives information on the circumstances outside the body from the senses and status reports on internal conditions such as the muscular needs for oxygen. This data is incorporated into the general experience and conscious desires of the individual. Two major sets of signals are then sent out along nerves to the muscles and glands to implement a response that is appropriate to the conditions prevailing at that instant. This process is

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continuous. Of primary concern at present are the functional properties of nerve fibers. In some ways these fibers resemble insulated electrical wires. A central core of protoplasmic material, a moderately good conductor of electricity, is surrounded by a sheath of membrane of a fatty substance that is a moderately good insulator. Orders to outlying muscles, sent by the central nervous system, travel along these fibers as a wave of electrical potential. The similarity to electrical wires cannot be carried very far, however, fibers have certain unique properties. The traveling pulse, known as an action potential, always has the same intensity in a particular fiber. At any point along the fiber, it is either present or it is not; it never shows up only partially or at a potential above the norm. Energy for transmission of this signal derives from the fiber itself, not from some driving force at the input end. The sheath is interrupted at intervals of about 1 millimeter, called Ranvier nodes, and the transmission energy is supplied by the passage of certain ions through the membranes in these short segments. The width of the pulse is about 1 millisecond and it travels at various speeds, depending upon the size of the fiber, typically on the order of 10 meters per second. Measurements of electrical potentials inside the sheath show that a fiber at rest is about 0.07 volts negative compared to the external solution. An action potential traveling down the fiber has a positive amplitude of about 0.10 to 0.12 volts. Therefore, at the moment the action potential occupies a position in the fiber, its interior experiences a momentary swing

that is about 0.04 volts positive compared to the outside. Experimental electrodes implanted in the fiber at any location can trigger the standard pulse by impressing a potential difference across the membrane of about 0.02 volts or greater. Pulses then travel outward in both directions along the fiber, although they would normally travel in only one direction. After the pulse has been passed through one segment of the fiber, a finite time is required for that segment to return to normal. During the recovery period, it is completely incapable of transmitting another pulse. For about one millisecond the fiber cannot be stimulated at all; for roughly another

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millisecond it can, but only by a stimulus stronger than usual. (24) If a stimulus below the threshold of 0.02 volts is followed by another within about 2 milliseconds, then the second one may evoke a response even though it too is weaker than the threshold. The first stimulus opens the gate, so to speak, for the next ones. (25)

If microwave radiation were capable of providing the requisite stimulus, then an action potential would be induced. It has been found, in fact, that microwave radiation can create the necessary electrical tension across the membrane. By inserting miniature electrodes into nerve fibers, the potential difference between the inside and the outside can be measured. Irradiation by microwaves induces potentials that are typically in the millivolt range, but are sometimes as high as 0.10 volt, five times stronger than the threshold value of 0.02 volt. (26) As action potentials triggered by this mechanism would be identical in every respect to those that are sent out by the central nervous system, there would be no way in which the receptors could detect them to be frauds. Muscular response would be absolutely dictated by such artificially produced stimuli.

Traveling along a nerve at 10 meters per second, the pulse would progress a distance of 1 cm in 1 millisecond. As it takes about that long for the sheath to recover, the traveling pulse carries with it a zone of desensitized fiber about 1 cm in length, like the wake of a motorboat. The zone would actually be about twice that long since as the fibers gradually return to normal within about 1 millisecond after the first millisecond period when they are absolutely refractive. Bear in mind that this dead zone does not remain stationary, but moves along the nerve immediately behind the action potential with the same speed.

Now consider the chain of events that would occur if a burst of microwave radiation should stimulate the nerve fiber at several locations. Action potentials would propagate away from the sites of origin in both directions. From neighboring sites, therefore, two pulses traveling toward one another must collide. Up to the instant of contact, the two pulses are being followed by their respective wakes of desensitized fiber. They cannot interpen-

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etrate or continue traveling in their original directions because the dead zone of the other is not capable of furnishing the propagation. For the same reason, they cannot be reflected back along their course. Upon colliding, they must both be annihilated. The last indication of their existence would be the electrical change in the small segment where they met. Centered upon the site of their disappearance would be a section of the nerve about 2 cm long that would remain dormant for about 1 millisecond. Several such events happening at the same time would take a sizeable fraction of the nerve out of service momentarily. Should a second burst of microwave energy inundate the nerve while several sections are still dormant, more action potentials will be stimulated in those normal portions between the dormant zones that have recovered from the passage of the last pulse. Then the process leading to annihilation of contra-traveling pulses simply starts again. It is most interesting to explore the conditions that might be established in the nerve by microwave energy that is itself being pulsed

about 500 times per second. First of all, the effective threshold for stimulation would be lowered by the "gate effect" and action potentials could be induced more readily. The individual bursts of microwave energy would arrive at intervals of 2 milliseconds, which is approximately the time that the dead zones persist at the points of annihilation. Action potentials would be stimulated only in the responsive sections, which immediately thereafter would become insensitive. Meanwhile, previously exhausted sections would recover and become active again, just in time to be stimulated by the next burst of microwaves. One can envision a state of quasi-equilibrium in which a chain of sections, alternately insensitive and responsive, are switching their roles approximately 500 times per second. At all times, about half the nerve would be completely incapable of transmitting any signal.

Next consider the fate of legitimate impulses issued by the brain. They would obviously get wiped out upon meeting artificially induced pulses that were traveling the wrong way. They would disappear in the annihilation process- a most efficient means of disposing of signals that were intended for control of the

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muscles. As shown before, a series of pulses cannot be closer together in the nerve than the length of the dead zone. This restriction establishes an absolute upper limit to the message handling capacity of the nerve. For a nerve having a propagation speed of 10 meters per second, as was assumed for the previous discussion, the dead zone is about 1 cm long. Therefore, the absolute upper limit of signal density occurs when they are 1 cm apart. At their common velocity, they would pass a given point at the rate of one every millisecond, or 1,000 of them in 1 sec. But because the nerve membrane requires an additional amount of time to recover, the spacing will be about 2 cm and that figure would be cut in half. The maximum rate of propagation in this nerve is estimated to be roughly 500 pulses per second. The behavior of this fiber under a steady, prolonged stimulus should reveal the correct value. Consider an electrical potential greater than the threshold to be applied and maintained across the sheath. It would respond by initiating an action potential and would then enter its refractory period. As soon as it recovers, it again experiences the stimulus and responds, and so on. The rate at which the action potentials are triggered in this experiment is the maximum propagation rate for that nerve. It has been found in the laboratory that such a sustained stimulus causes the emission of a train of pulses, usually 4 or 5 with gradually increased spacing, in about 100 milliseconds. (27) Apparently the capacity of the sheath to continue at its maximum transmission rate is severely limited, a point which cannot be pursued further without access to the original laboratory reports. These findings are significant to the annihilation of the action potentials originating in the brain. Such pulses may have to travel as far as 1 meter to contract a leg muscle, a journey that would take about 0.1 sec. A microwave field pulsed very slowly would leave large gaps of time during which muscular coordination would be normal, although sporadic disruption would occur. Higher pulse rates would increase the difficulty of control. At frequencies equal to, or greater than the maximum rate that the signals can be sent through the nerve, pulses from the brain would have no chance of getting through.

At the muscle end of the motor nerve, impulses are delivered to the receptors at the maximum rate. A single impulse causes a muscle fiber to contract for a finite period, say, 0.01 sec. If another pulse arrives during that period, the muscle is again stimulated to contract before having an opportunity to relax. Hence, a rapid series of such pulses will hold the muscle in a state of sustained contraction. A difficulty arises here, however. All skeletal muscles occur in pair-sets. Any kind of bodily motion, which is governed by one set of muscles can be compensated by another motion governed by the opposite set. A volitional action is accomplished by contracting the appropriate set of muscles while inhibiting their counterparts, an enormously complex obligation of the central nervous system. As microwaves cannot make such distinctions, all the motor nerves are stimulated indiscriminately. The

net result is obvious: sets of muscles contract in opposition to each other and the body freezes into rigid immobility.

A mechanism to explain the typical UFO paralysis thus emerges. A pulsed microwave field emitted by the UFO weakens the threshold and stimulates action potentials in the motor nerves. Half of these travel the wrong way and nullify the signals issued by the brain. The witness suddenly becomes paralyzed, in whatever position he held at the time, by a stream of fraudulent pulses causing the skeletal muscles to work against each other. When the field intensity falls too low, everything usually returns to normal. As an Australian youth said after two minutes in that condition, he was "merely cognizant of things as they were without being able to react." (28) The microwaves apparently stimulate only the nerves to the voluntary muscles without producing a comparable effect upon the nerves to the involuntary body functions, including muscles and glands. Sensory channels also seem to be immune from influence, except perhaps the auditory nerve. How the excitation process can be so selective is not at all clear. It is known that nerve fibers of small diameter have higher thresholds than larger ones. (29) Perhaps the answer is very simple-the larger nerves controlling voluntary actions are easier

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to stimulate. Because of health hazards, humans have not been exposed to high-intensity microwave fields, and there is no laboratory indication of a paralyzing effect.

Electrical Shock

As the power output of many large radars has increased enormously in the last two decades, some special precautions have been taken. Several costly installations were constructed to detect missiles over the horizon that might be launched toward the United States. This system provides about 15 minutes warning time for retaliatory action. Potential exposure of 20 times the allowable flux of microwave energy at these sites prohibits the performance of routine maintenance while the radars are in operation. As it is unthinkable to shut down periodically for any purpose, special protective clothing for the technicians had to be developed. These suits cover the entire body, head, face, hands and feet. They are made from a metallized nylon to reflect electromagnetic energy away from the wearer. A special design assures electrical continuity across the seams. As electrical fields of thousand of volts per meter were also predicated, the suits have an exterior insulating layer of neoprene-coated nylon. (30) This layer prevents surges of current through the conducting layer that would otherwise be produced if a workman touched two metal pipes having different electrical potentials. In an environment of this nature, but of lesser intensity, an unprotected worker or a UFO witness might well experience an electrical shock.

Because microwave fields induce currents in electrical conductors, the military forces must take further precautions. They must make sure that ordnance is not accidentally detonated by stray radiation. This problem is most severe where ordnance must be handled close to powerful radar sets. On Navy ships, for example, the operational use of radar might have to be restricted. Primary research on this problem is conducted by the Electromagnetic Hazards Division of the Naval Weapons Laboratory in Dahlgren, Virginia. (31) In view of the importance of radiation-

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induced currents in the military experience, one would certainly anticipate an electrical effect upon the human body while exposed to microwaves. As moist skin is a good conductor and well furnished with sensory receptors, a prickling sensation would be quite expectable.

Loss of Consciousness

One component of the central nervous system regulates such body functions as sleep, temperature, blood pressure, other autonomic functions, and the emotional states. The nature of this control mechanism is fundamentally chemical; that is, the organ controls the production of small amounts of powerful agents such as adrenaline and serotonin. Experiments in 1952 showed that electrical stimulation of the thalamus increased the production of serotonin. (32) A similar electrical stimulation induced by microwaves could have the same result, that is, production of sleep-inducing chemicals.

Secondary Symptoms

Among the less frequent but notable ailments following close exposure to UFOs is the common headache. Two UFOs that landed in Brazil discharged three small beings from one and two from the other. These beings stood around talking for about 5 minutes before conducting a thorough inspection of both craft. All the while, they were being watched by a 15-year-old boy, whose companions were up ahead of him en route to a movie. After the UFO took off, the boy suddenly suffered violent headaches. As standard medication gave no relief for 5 days, he was taken to a doctor by his father. (33) In another situation, a bright disc-shaped craft, producing a high-pitched sound, came down near Rio de Janeiro and hovered, while three of its occupants walked nearby. One of the witnesses later suffered severe headaches. (34) Not only are the headaches clearly associated with the sightings, but in these two cases, the headaches began *after*

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the UFOs had left, a most puzzling detail. Whether the radiation received during the observation had anything to do with this symptom is doubtful, but it should be noted for the record that headaches are sometimes produced by microwaves. A study was conducted in 1943 involving 45 men with histories of exposure to low levels of microwave radiation spanning periods of 2 months to 9 years. "Several of these men reported frontal headaches and a flushed heating sensation when standing within 3 ft of a generating antenna." (35) The abbreviated source material unfortunately does not indicate the strength of the beam or whether the subjects were exposed directly to it. Also, these histories of exposure to microwaves are not typical of UFO witnesses. But the important aspect is that headaches were experienced and, apparently, only while the subjects were being irradiated. Because of the gross disparity in the time factors here, the cause for headaches associated with UFOs is lacking an explanation.

On rare occasions, the witnesses describe a loss of vision, either total or partial, resulting in cloudy or hazy images. A typical example involved a 37-year-old man in Pennsylvania who saw a large disc fly in front of the moon. Twenty minutes later both eyes became pained and his vision hazy. He gradually lost vision in both eyes; within several days, it returned to normal. His entire body was "sunburned." A doctor who examined him attributed the effects to ultraviolet exposure. (36) That diagnosis may well be correct, since unique blue light on or about the UFO was reportedly very intense for about 3 seconds at the end of the sighting. Consider, however, the oddity that the skin irritation was not confined to exposed portions of the body. As the witness had just put his car in the garage, according to the report, it may be presumed that he was normally attired. His clothing should have protected most of the body, since ultraviolet rays are easily stopped by a cotton shirt. Whatever troubled his eyes also penetrated his clothing. Recall that the propulsion system of UFOs involves the emission of microwave energy that, on occasion, excites the xenon molecules in the atmosphere to emit their characteristic bright blue. Microwaves pass through clothing

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without significant loss, but at frequencies used in diathermy they also penetrate deeply into the human body. At somewhat higher frequencies, above 3,000 MHz, tissue penetration is greatly abated and

nearly half of the impinging energy is absorbed on the skin. Absorption of microwave energy in the skin produces conditions that are indistinguishable from ordinary sunburn arising from an excess of ultraviolet rays. In all probability, this witness suffered a flash burn on the retina and "sunburn" over his entire body by a 3-second exposure to microwaves at a frequency greater than 3,000 MHz.

The eyes are especially sensitive to microwaves, whose energy is readily absorbed by the internal fluid, the aqueous humor. In addition, when wavelengths of the radiation are approximately the same dimension as the eyeball the conditions for a tuned cavity prevail in which absorption is further enhanced. Absorbed energy raises the eye temperature, a very dangerous condition even for small increases that cannot be felt. As the lens is very intolerant of stress, the abnormal temperature can generate cataracts. Furthermore, microwaves produce a direct effect upon the lens involving chemical changes resulting in the formation of cataracts. (37) For these reasons, the allowable exposure to the eyes is severely limited and eye protection is a must. Cataracts produced by microwaves do not normally progress to total blindness, and they gradually disappear. That such lenticular opacity, or cloudiness of the aqueous humor, has been induced by UFOs seems fairly clear. A doctor examining one witness with hazy vision "could not see the retina," presumably because of opacity of the lens or eye fluid. (38)

After stopping the car of an Australian businessman, a mushroom shaped UFO aimed a strong beam of light toward him. He later found himself driving down the road, unable to remember starting the car. (39) He had suffered amnesia covering a brief span of time, and the reported beam of light indicates a purposeful act by the UFO occupants. In a previous chapter, review of two other instances of memory lapse showed deliberate action also. Amnesia, however, appears to be rare and not merely

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a consequence of being too close to a UFO.

Sighting a UFO is sometimes quite a shock to the witness. Anything so completely out of the ordinary could overwhelm a person's effort to adjust to his surroundings. The most sturdy personality might have some difficulty, and the experience could prove to be too stunning for an individual whose struggle with life has left little reserve strength. In order to escape from the anxiety of the situation, some witnesses may subconsciously respond hysterically, they may experience unusual sensations of vision, hearing, taste, or smell, their body might suddenly go rigid for a moment, waves of nausea could trouble them for days; or their subsequent behavior patterns may be completely out of character. These reactions to stress, being of purely psychological origin, can obviously mimic some of the physiological responses that have been described above. It would be moderately easy to confuse some of the emotional and physiological effects. The error in either direction would be serious, namely, falsely ascribing a physiological cause to a purely emotional reaction, or inadvertently overlooking a valid physiological explanation. Some protection against the latter pitfall is afforded by automobile engines and radios that are not inclined to be neurotic. Their malfunctions require a specific, physical agency. When that agency is identified and it produces a physiological response in the witness, a psychological explanation is not required and, indeed, is superfluous.

Scientific Uncertainty

In the face of substantial evidence to the contrary, most American researchers cling to the notion that absorption of microwaves in the human body produces nothing but heat. Varied biological changes, they contend, are traceable to a rise in temperature. The concept of a direct biochemical effect is rejected with several arguments. The radiation dosage, for example, cannot be reliably reported because there are no generally accepted standards of instrumentation. Or, perhaps, the possibility of a purely thermal

response in the tissues has not been disproven. A recent review article points out that "There are many areas in which presently available data are questionable, contradictory, or inapplicable." (40) Microwave research in the United States certainly suffers more confusion than becomes a scientific discipline. On the international scene, the situation is no better. A summary of Soviet views indicates, among other things contradicting the American position, that "At the present time, the opinion of most Soviet investigators is that microwaves: ....affect the structure and chemical reactivity of neutral cells." (41) Russian research purports to demonstrate sub-threshold effects, that is, irreversible chemical changes that are produced at levels below the onset of any thermal responses. Furthermore, these changes are believed to be cumulative. Without ever being exposed to levels of radiation causing damage by heat, according to these views, a worker exposed repeatedly to low-level microwaves at his job might suffer serious injury over a period of time. These beliefs are reflected in the safety standards that have been adopted; permissible limits of exposure in Russia are 1,000 times more conservative than in the United States. (42) This disparity persists because the methods, rationale, and data of the Soviet scientists appear to be obscure and nebulous to the Americans. At any rate, most of the symptoms produced by UFOs, being inadmissible to American science, are thoroughly compatible with the Russian findings.

One Russian conclusion that is especially vague to Americans is the alleged "asthenia" syndrome, a combination of mental and personality changes. "The symptoms include weakness, fatigability, depression, antisocial tendencies, sense of fear, impairment of memory and general mental function and an inability to make decisions." (43) During the '60s the U.S. Embassy in Moscow was reportedly found to be permeated by abnormal levels of microwave radiation, presumably beamed there to confuse the diplomats and make them more tractable in negotiations. Subsequent experiments on monkeys in the U.S. by the Advanced Research Projects Agency yielded no definite conclusions on the

matter. The Russians may have had this type of plan in mind during the international chess tournament, when the American, Bobby Fischer, was accused of using "electronic devices and chemical substances" to gain an unfair advantage. Concerning the Russian Spassky, his assistant commented that ". . . it is the first time that I observe such unusual slackening of concentration and display of impulsiveness in his playing . . ." A thorough search disclosed no incriminating evidence.

Observers Reactions

Witnesses, who have been exposed to microwave radiation from UFOs should be good candidates for displaying symptoms of the asthenia syndrome propounded by the Russians. An artificial sense of fear, for example, might be experienced when that emotion was inappropriate, or in intensities not warranted by the circumstances. For the most part, distant observations of UFOs are accompanied by entirely normal behavior. Relatives and neighbors are called out of their houses to verify the experience. Police officers and pilots contact others on their radio networks for the same purpose. A motorist may stop to watch the show or drive to another location for an unobstructed view. These patterns would be expected in events that are sometimes so distracting that witnesses forget to use their cameras. Responses at closer range vary greatly, but a few patterns can be discerned. Upon spotting a disc-shaped machine descend and come to rest on its landing gear, a witness might rush toward it for a closer examination, especially when he later affirms that the incident was entirely beyond anything else in his experience. Such behavior, however, is rare. A few people have moved in for a closer look, (44) even to the point of standing immediately adjacent to the UFOs and touching them. (45) More typical, however, is a negative reaction in which the witness takes refuge in hiding, runs away from the scene, or if in a car, drives away in reckless disregard for traffic laws. People seem to be genuinely afraid of UFOs, but they may only be unnerved by rainbow colors cascading off their edges or

by some other oddity. The imminent landing of a large wheel with flaming openings in front sent two Brazilian workers into hiding. (46) Two youngsters ran for cover from an object circling overhead that resembled an up-side-down plate. (47) Two British airmen remained unperturbed while watching a dome-shaped object land behind a hangar, but took to their heels when an opening appeared in the UFO. (48) Two young New Zealanders also held their ground in the presence of a UFO until a similar opening made them think that it was about to land. (49) Three hunters, a breed not easily frightened, ran away from a very large, egg-shaped object that they discovered hovering in a Venezuelan forest. (50) Of course, stronger emotional impact has occurred. A large sphere of orange light so frightened a 16-year-old boy in Indiana that he lost control of his bicycle. (51) A low-flying object terrified two witnesses in Georgia, who abandoned their bicycles and ran home nearly hysterical. (52) An Italian was paralyzed with fear by a metallic object, 10 meters in diameter, hovering close to the ground. (53) As seen in previous sections, however, this last witness may have been paralyzed for physiological, rather than emotional, reasons.

It is necessary here to anticipate the subject matter of two later chapters by summarizing the reactions of witnesses upon confronting strange occupants of UFOs. Unadulterated, bone-rattling fear seems to be found exclusively in this context. Four Canadian children were panic stricken by an extremely tall UFO pilot who held out his hand to them saying something that was unintelligible. (54) A dark figure the size of a man, with wings like a bat, thoroughly spooked some British teenagers.(55) A creature emerging from a UFO in Gabon terrified a fisherman who was watching from nearby. (56) Some small creatures attacking three Argentine students enroute to school threw them into a state of terror. (57) Several adults and children in Peru panicked at the sight of a very small creature walking the street leaving a luminous trail. (58) And so on. (59) It is perfectly normal for people to flee in terror from strange beings, particularly when the people are young, as is most often the case, and when the creatures act in a threatening manner, or actually attack.

While these data carry a modest load of ambiguity, they do not generally sustain the Russian concepts. The level of fear displayed during the encounters with UFOs and their occupants seems to be within normal bounds, although rather high at times. It must be mentioned that the Russian research pertains to repeated exposures to low-level radiation whereas these examples do not.

Unfortunately, this issue cannot be put to rest so neatly, for other sources of information tend to support the opposite conclusion, namely, that abnormal feelings of fear are induced in the witnesses by UFOs at close range. In a series of sightings in New Hampshire, nearly all the witnesses were very frightened. The investigator of these incidents observed that ". . . some people were in actual shock or hysteria as a result of extremely low-level encounters with the objects." (60) Descriptive terms used by the witnesses emphatically showed their reactions to be very intense and, under the circumstances, probably inappropriate. Despite the absence of any recognized threat to life or limb, witnesses were variously reported to be badly shaken or scared to death. (61) Emotional experiences, described on two occasions as "shivery feeling" and "funniest feeling through me," may have been artificial or merely the natural accessory to fear. An interesting suggestion of a direct influence by a UFO occurred when a witness panicked while within close range, drove away to report the sighting to the police, and upon regaining composure, returned to the scene for a second look. While these reports are inconclusive on this point, they require that the question of UFO-induced emotional states remain open. It is hoped that further insight may be achieved from independent studies in the future and from the analysis of animal behavior in the following section.

Animals Too

As the higher animals are physiologically very similar to man, a close parallel is expected between their reactions to UFOs and

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those of people. Any marked differences would be a clue that beckons for further research into the causes. Source materials for this section are some 200 animal incidents compiled by a British quarterly. (62)

Millions of delicate UFO detectors are already distributed in a world-wide network. Each one is carefully maintained in top condition and monitored round the clock for any response signifying the presence of a UFO. Man's best friend is also his best UFO detector. Very commonly, indeed, the first indication that a UFO is present or approaching is the excited barking of a dog or a whole neighborhood full. Suppose that some random noise sets a dog to barking; others within earshot may take up the call, and presently the whole neighborhood echoes with their racket. This kind of domino effect could be the basis for the area-wide disturbances of dogs near UFOs, although it doesn't seem likely. It is not an ordinary bark that is evoked by UFOs. In the language of the reports, one pooch was howling enough to awaken the dead, (63) one barked furiously, frothing at the mouth, (64) one carried on something terrible, (65) and one made a dreadful noise. (66) These animals were disturbed in some unique way; they were not just relaying the neighborhood gossip. Because dogs can sense the approach of UFOs before humans, one wonders if the detection is based upon keener hearing, as with the early announcement of an approaching police siren, or if another mechanism is responsible. Dogs dislike UFOS. In fact, they are terrified by them and seek to escape from them. Under circumstances clearly indicating a landed UFO was nearby, a Canadian woman heard knocks at her door. Her dog rushed forward, then suddenly retreated, trembling as if terrified, and retired into a comer. (67) When a man opened a door to investigate the cause of his dog's howling outside, the animal crawled in on its belly in abject terror. The man found a UFO and its pilots outside. (68) One of several dogs owned by a witness was so terrified that it ran into a barbed wire fence; the others whined while cowering on the ground. (69) A dog became disturbed in a car when a UFO was first sighted. By the time the driver was flagged down on the highway by the UFO people, the dog was lying in a tight ball under the seat, trembling violently.

He was still cowering there two hours later. (70) These animals exhibited symptoms of extreme fright. In some of these cases the animals could not see the UFOs. They had never read any science fiction nor been instructed how to act in the presence of a UFO. In other words, their behavior must have been induced by the UFOs. One must face the probability that their response was stimulated by microwaves, namely, a symptom of the asthenia syndrome as reported by Russian scientists. It should be most interesting to discover in the future why this response is seen more clearly in dogs than in people. If microwave radiation were inducing this sense of fear in the dogs, one would expect that a higher intensity might even paralyze them. A Frenchman out hunting with his dog saw two people climbing out of a small UFO on the ground, 40 meters away. He fled, but his dog, running toward the UFO, soon retreated, walking as though he were partially paralyzed. (71) Perhaps the dog didn't get close enough to become completely paralyzed. An incident which occurred during the evening of October 21, 1963, in Trancas, Argentina is especially significant:

> Three very fierce dogs inside the house, and two dozen fowls outside, were for forty minutes cowed and paralyzed by a vivid hot beam of light, varying in color from red to violet, directed at the house from one of a number of UFOs nearby. As the revolving beam returned and caught the dogs through the windows, they became apathetic and silent, recovering slightly in the intervals. (72)

Both a man and his dog were temporarily paralyzed, at the same time, when an object dived down toward them and then climbed back into the sky. (73) It was luminous and white, a condition seen previously to coincide with the strongest emission of microwaves. In this case, the man and the dog were about equally susceptible to the induced paralysis. While there is no laboratory evidence of microwave paralysis in humans, experiments on small animals have produced motor paralysis that disappeared when the exposure *was* terminated. (74)

Physiological effects among animals are by no means limited

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to dogs. Among the 200 cases under study, influences were also noted upon wild birds, pigeons, ducks, geese, chickens, turkeys, sheep, cows, horses, and cats. All these creatures are severely agitated by UFOs and they seem to fear them. A cat, hissing and spitting, leaped into the air and then hid under a bed, (75) sheep stampeded, (76) cows in the field panicked and ran away, (77) horses reared up and cattle did everything but turn somersaults, (78) and so on. Some of them may have been paralyzed. With a whistling sound, a UFO landed in a meadow in Denmark. The witness became paralyzed when he approached within 50 meters and observed that nearby cows seemed unable to move. He further noted that birds had stopped singing. (79) Any naturalist knows that a disturbance in the woods causes birds to stop singing, and other wild creatures depend upon that change as an alarm signal. But the notion that the birds stopped singing because they had been paralyzed was also a prominent aspect of a sighting by three men in Brazil who were hunting crocodiles one night. A UFO on the opposite bank of a river caused an "awful, uncanny silence" to descend upon the forest. Not even a cicada was to be heard. (80) Not only were the usually noisy, tropical birds put out of action, but, perhaps, so were the insects.

A UFO was spotted one night standing on three legs on some railroad tracks 300 meters from a man's home. It rose silently while a dome on top started to spin and the legs retracted. It was gone in 20 seconds. The next day, the witness inspected the site with his dog. There were no marks or traces, but one sniff sent the dog dashing away, howling. (81) Things should return to normal immediately after a UFO has flown away, but unfortunately, they don't. Presumably the dog had no prior knowledge that he was visiting the site of a UFO landing, yet something disturbed him. Direct radiation from the UFO must be ruled out and another cause for his delayed reaction found. The language of the report itself provides the best clue that an odor was responsible. In a previous section concerning that subject, various noxious gases were found to be produced by UFOs. Some of these gases, being relatively heavy, could settle to the ground and linger for many hours.

A thick, gray disc coming straight down over a farm in Australia threw all the animals into a panic. For several days the cows could not be herded into the paddock over which the UFO had hovered. (82) similar aversion was demonstrated by some cattle in Iowa. In the middle of the night, a cigar-shaped object remained on the ground for 20 minutes amidst a vivid, red illumination, crackling noises, and the odor of ozone. In the morning the cattle were found to have bolted to the end of the pasture, from where they refused to budge toward the landing site for feeding. (83) Fine strands resembling spider webs, known as angel hair, are sometimes discharged from UFOs for no apparent reason. This substance evaporates when touched and it has not been chemically analyzed. (84) Such material, falling into a field in Tennessee, caused the witnesses to become nauseated and to feel itching sensations. The same effects were experienced by everyone who entered the area during the next few days. During that period, the family dog would not leave the house nor would the cows be coaxed back to the site. Everything eventually returned to normal when rainfall apparently washed away the offensive substance. (85) Another possible source of offense to the animals is an odd, oily substance that is

sometimes found at landing sites. (86) If some of this material could be retrieved from a future landing, and if its chemical composition should prove to be unique, animal reactions to it could produce some interesting case studies. A sample of such substance, having a purple color and the odor of 3-in-1 oil, was turned over to the authorities in 1965. Its composition was never published. (87)

In summary, dogs, being sensitive to the approach of UFOs, constitute a universal detection network. They display symptoms of extreme fear when the UFO is moderately close, even though they may be indoors or inside an automobile where they cannot see it. An artificial state of fear that is induced by radiation is the suspected cause of this reaction. Many domestic animals and perhaps some wild ones panic at the approach of a UFO. The radiation that at greater intensity apparently causes a biochemical psychosis, also paralyzes dogs, cows, probably birds, and possibly insects.

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Chapter 5

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Chapter 7

In the light of recent developments, the situation has reached a point where it appears to be the duty and responsibility of the Government either to reveal what it knows, or to order a scientific investigation on a major scale and report the findings immediately to the public at large.

- John G. Fuller

CHAPTER 10

SOME CONCLUDING REMARKS

Appraising an Hypothesis

It is quite appropriate on logical grounds, even an indispensable technique, for an investigator to use any hypothesis that appears to him to help clear up some complex problem. An inquiry can then be undertaken from the perspective afforded by the new hypothesis that is tentatively assumed to be true. By clearing the mind of stale issues, the new mental attitude suggests many fresh questions whose answers may be quite revealing. If the inquiry founders in confusion, then the hypothesis is judged to be useless and another one must be adopted. On the other hand, if the hypothesis brings some order where chaos once prevailed, it is judged to be meritorious. By dispelling confusion and illuminating a complex subject, an hypothesis earns the right to credibility until another one proves to do a better job.

It was taken as fact that some kind of unexplained phenomenon was responsible for the production of UFO reports. That article of faith was based upon a reliability analysis of some reports, the experience of the Air Force for two decades, the scholarly work at the University of Colorado, and the scientific studies of an expert. Given the existence of UFOs, the burden of the next step

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was to discover a method of penetrating to a deeper understanding of their mysteries. As the personal experiences of witnesses is the only source of information on UFOs, it was felt that their reports should be scrutinized without bias. Upon accepting the validity of the reports, at least temporarily, every effort was made to discover what the witnesses had in mind and to understand their experiences in terms of modern knowledge in all fields. Any individual report is bound to be fragmentary, but the points omitted will not always be the same in all accounts. The full story is expected to emerge as the clues are assembled from many different sightings. Because of the enormous number of reports and their origin from various cultures around the world, the accidental inclusion of some hoaxes and misunderstandings should not grossly distort the final results. Simply stated, the hypothesis was that,

Witnesses tell the truth.

From the way so many inexplicable observations have fallen into consistent patterns in the previous chapters, one must judge this hypothesis to be quite valuable. In addition to improving the coherence of a very broad subject, it has led into many new avenues of investigation that can be verified or denied by experiment. An impressive finding, also, was that the witnesses, having no knowledge of theoretical physics, describe a composite flight pattern of UFOs that is thoroughly in accord with the logical demands of General Relativity. Until another hypothesis has been shown to be more productive, UFO reports should be considered as sincere attempts by people to describe personal experiences, no matter how bizarre they may seem. Future psychological studies can then be relieved of explaining any

diabolical motives of the witnesses and can concentrate upon analyzing the irrational skepticism that infects society.

Skeptics Recycle

If the concept of metallic vehicles in the atmosphere displaying an advanced technology is a source of mental anguish, an important point may have been missed somewhere along the way.

Doubts, at this juncture, that people from outer space are visiting the earth may reveal more of an emotional rejection than a rational conclusion. Perhaps by starting again at the beginning of this book and progressing very carefully, the specific problem can be isolated and resolved. Whenever a discussion seems to be too bare or vague, perusal of the references may help. These sources can add immeasurably to the detail of the UFO observations that have been necessarily much abbreviated in the text. The cited literature can also amplify any technical points that may be obscure or unfamiliar.

Improper Questions

"Where do they come from?" "I don't know." This common exchange achieves little but to close the door to fruitful inquiry. The problem is that the question demands either a complete answer or an admission of ignorance. Much more progress can be made when the question admits of intermediate knowledge, such as, "Do the data contain any clues to conditions in their home land?" The appropriate answer is "Yes, indeed, many." And one is launched on a productive line of research in finding these clues. At the present stage of knowledge none of them has led to unequivocal conclusions. Some are even saddled with implications that are in conflict. Nevertheless, continued research should clarify these points and permit a rather definitive specification of the physical environment from whence the visitors come. Then a parallel study of the cosmos should pinpoint a number of candidate locations where such conditions prevail. If the UFO people live outside our solar system - a possibility that must not be overlooked - then this step may be most difficult, particularly in view of the estimated millions of habitable planets within our galaxy. (1) At any rate, the clues have been seen to appear in considerable variety. Recognizing a dwarf race suggested the corresponding evolutionary conditions of restricted nutrition and limited range of habitation, with possible high temperature and humidity. Breathing of air clearly established dependence upon

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oxygen, whose partial pressure must be roughly equivalent to that on earth. Nocturnal habits and large, glowing eyes imply low levels of light. Regarding the strength of gravity, several different clues were noted - manner of movement, agility, skinny bodies, and flying suits. These hints led to conflicting interpretations, but the more convincing evidence points to a gravity stronger than that on earth. Continuation of this line of study should produce some interesting results.

"Why haven't they made contact?" This question presupposes that no contact has been made, or that the questioner has not heard of any. While it is clear from the data that association with humanity is generally avoided, it is equally clear that numerous contacts have occurred. They all seemed to have been accidental, and none has lead to interviews on TV or to personal appearances before scientific conventions. It is entirely possible that contacts have been established at high levels of government, as has been claimed. Why there have been no official announcements or denials is about as puzzling as why most governments of the world invoke security measures on information pertaining to this subject, while claiming that it does not officially exist. (2) In any research, the importance of establishing direct communication with the UFO people cannot be overemphasized, for they could readily answer all these perplexing questions.

A Program Plan

Not only is a strong desire a prerequisite to success, one must also know how to proceed toward a particular goal. Ample reason has been offered to justify research on UFOs, and it seems appropriate here to describe a suitable research program. The strategy of this plan is to approach financial commitments gradually, as in a game of stud poker, where for a nominal ante, a few cards may be seen and evaluated. A further bet is required only when the player chooses to stay in the game. His option at any time, of course, is to drop out. So it is with the present plan. It is divided into phases so that the initial investment, or ante, can be minimal; and

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subsequent risks can be taken from positions of increased knowledge and assurance. The decision to proceed into the next phase would be contingent upon the success of the previous one and the expected benefits of continuing. A corollary strategy is for the overall program to be self-steering. Rather than start an entire program with a rigid plan, at the outset only the first phase is defined in depth while later phases are defined merely in outline. The details would be filled in as work progresses.

Phase I is designed *to confirm absolutely the existence of UFOs in scientific terms and to identify any advanced technologies that may be in use for propulsion or other purposes.* Previous attempts at analyzing the UFO phenomenon have been badly frustrated by the task of cross-correlating the enormous volume of recorded data. As has been emphasized before, the data must be stored in a computer to speed up the search for critical information. (3) A data bank of UFO information, therefore, must become the heart of Phase I. The initial collection of cases to be logged in the computer should be the catalog of close-encounters that has proven to be so helpful in this book, because the breadth of information contained in that collection far exceeds any other of comparable size. (4) Other compilations would be required for studies such as geographical and temporal correlations, flight characteristics, and electromagnetic interference. Much sophistication will be required of the computer programs. In effect, they must have an essentially unlimited ability to search for correlations. At the beginning, no investigator can be clever enough to foresee all the possible correlations. In the previous chapters, the need for new information was seen to arise concerning relationships that had not previously been suspected. Take, for example, the question - "Are helmets worn predominantly during the daytime?" Or another: "Is there a correlation between the weapon used by the UFO people, the color of its beam, and the impact upon the target?" These came up in light of answers to prior questions. The point is that new insights will stimulate new questions. The computer software must also be a masterpiece of flexibility, because the routine scanning of files is not at all sufficient. The equipment must be able to handle language with

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all its nuances. Through a file of synonyms, it must select cases in which the same phenomena are being described in different words and phrases. It must present the text of case summaries on a cathode ray tube either upon demand, or when a case is identified in correlation searches performed internally. On call, it must display the actual language of the witnesses and technical details of the sighting. Numerical data must be marshaled, processed, and displayed in a great variety of graphical formats. Such software, under development for at least a decade, is currently in usable form at only one place. (6)

A Central Research Team would consist of 6 to 10 people who are broadly knowledgeable and inquisitive, professionally trained in technical fields, and already experts on UFOs. With vastly improved access to the source materials, they would utilize the computer and the methods that have been illustrated here to bring every point up the highest level of documentation. They would push into

the frontiers which have been left unexplored, searching for new insights and answers. A staff of experts would provide technical guidance and assure that the work met professional standards in all fields. These consultants would be selected primarily on their qualifications, including a thorough acquaintance with the UFO literature and notable open-mindedness, for educating them would be too time-consuming and costly. A few devil's advocates on the staff, however, would be stimulating, and perhaps essential. Consultants would not be required full- time, but their contributions would encompass:

Engineering Life	Sciences	Theory
Electrical	Biology	Evolution
Electronic	Medicine	Exobiology
Automotive	Neurophysiology	Physics
Microwave	Pharmacology	General Relativity
Aeronautical	Ophthalmology	Unified Field
Chemical	Psychiatry	Mathematical Analysis
Spectroscopy	-	-
Plasma	-	-

Another fundamental feature of Phase I is an experimental program centered at a microwave laboratory in which the stan-

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dard equipment is augmented by several powerful radar sets. Specific experiments should be performed to measure the effects of microwave energy upon:

Group a) Automobile lamp filaments, distributor points, speedometers, batteries, and compasses,

Group b) Radio, television, and telephone circuits,

Group c) Plunger, inductance, and solid state relays used in the transmission of electrical power,

Group d) The stimulation of light from atmospheric gases, Group e) The production of "low-temperature" plasmas in the atmosphere and the associated chemical processes,

Group f) The transfer of momentum to atmospheric gases and the production of life upon UFO models, and,

Group g) Human and animal bodies, such as heating, shock, and paralysis.

A general appraisal at the end of Phase I, including a dominant role by the source of financing, would identify its successes and failures. Final reports would describe the research accomplishments and present a detailed plan for Phase II, if continuation appeared to be justified. The general concept of Phase I is illustrated in an accompanying diagram. (A word of caution: It is not an organization chart.) To save time and administrative costs, primary responsibility for this research should be assigned to a large organization that already has the required staff and facilities.

Now to Phase II. Its character and purpose are essentially different from Phase I. In the event of success in Phase I, *the task of Phase II would be to define the new technology and its potential applications.* Efforts would greatly increase in converting to computer language the many thousands of sighting reports that are already on record. By 1972, some 30,000 cases had been reduced to magnetic tape and are "available for sophisticated

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analysis." (6) A liaison office would coordinate the collection of UFO information on a world-wide basis through the United Nations. This office would also manage the flow of information from domestic sources such as the Air Force, the intelligence community, the commercial airlines, civilian groups with active investigators in the field, local police and firemen, and the public at large. New cases arising from these sources would be deposited in the data bank, and a limited number of the most promising ones would be investigated by another office of the program. Teams of specialists, stationed at strategic locations in the United States, and hopefully elsewhere, would fly to the scenes of important sightings with instruments to assist in the *ex post facto* investigation, and with some luck, to witness, measure, and photograph any repeat appearances. As the needs were confirmed, the technical areas previously handled by consultants would be expanded into working departments with defined missions of research and their own laboratory facilities. Each department would maintain direct, hands-on contact with the computerized information center through its own remote terminal. Work of the in-house departments would be supplemented by assignments to subcontractors through the normal practice of issuing invitations for research proposals, evaluating those received, and awarding contracts. A diagram illustrating the concept of Phase II is presented in the following pages.

Let me give some idea of the magnitude envisioned for this work. It appears likely that Phase I could be adequately conducted in about one year with a modest budget of about $4,000,000. Phase II, being substantially more complex and ambitious, would require at least three years and a budget of $75- to $100-million. Thereafter, it is anybody's guess, but the follow-on program would surely emulate the methods that have been so successfully employed in developing nuclear power, intercontinental ballistic missiles, and the Apollo spacecraft.

Let's get started!

James M. McCampbell
UFOLOGY, September 1976

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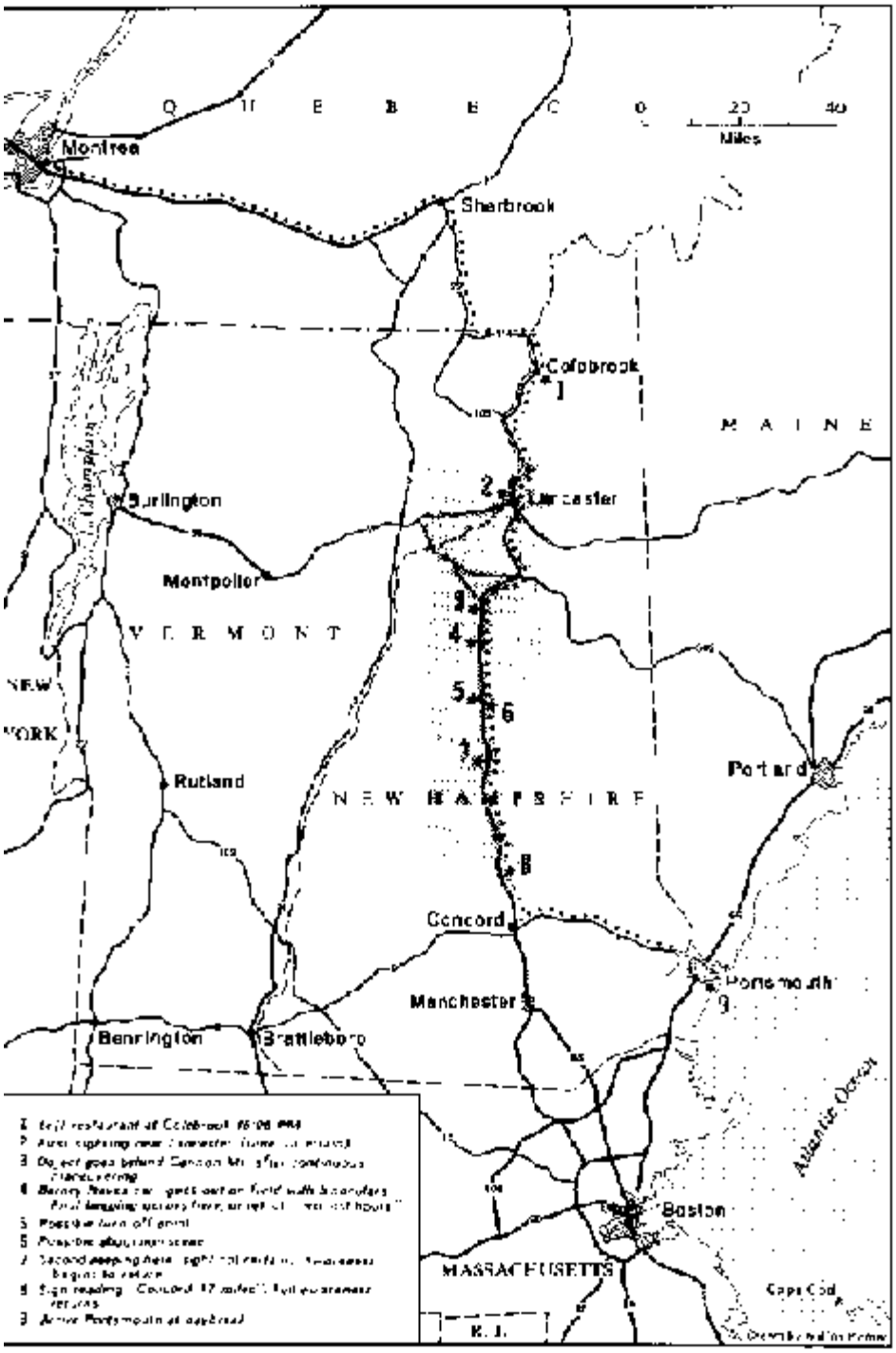
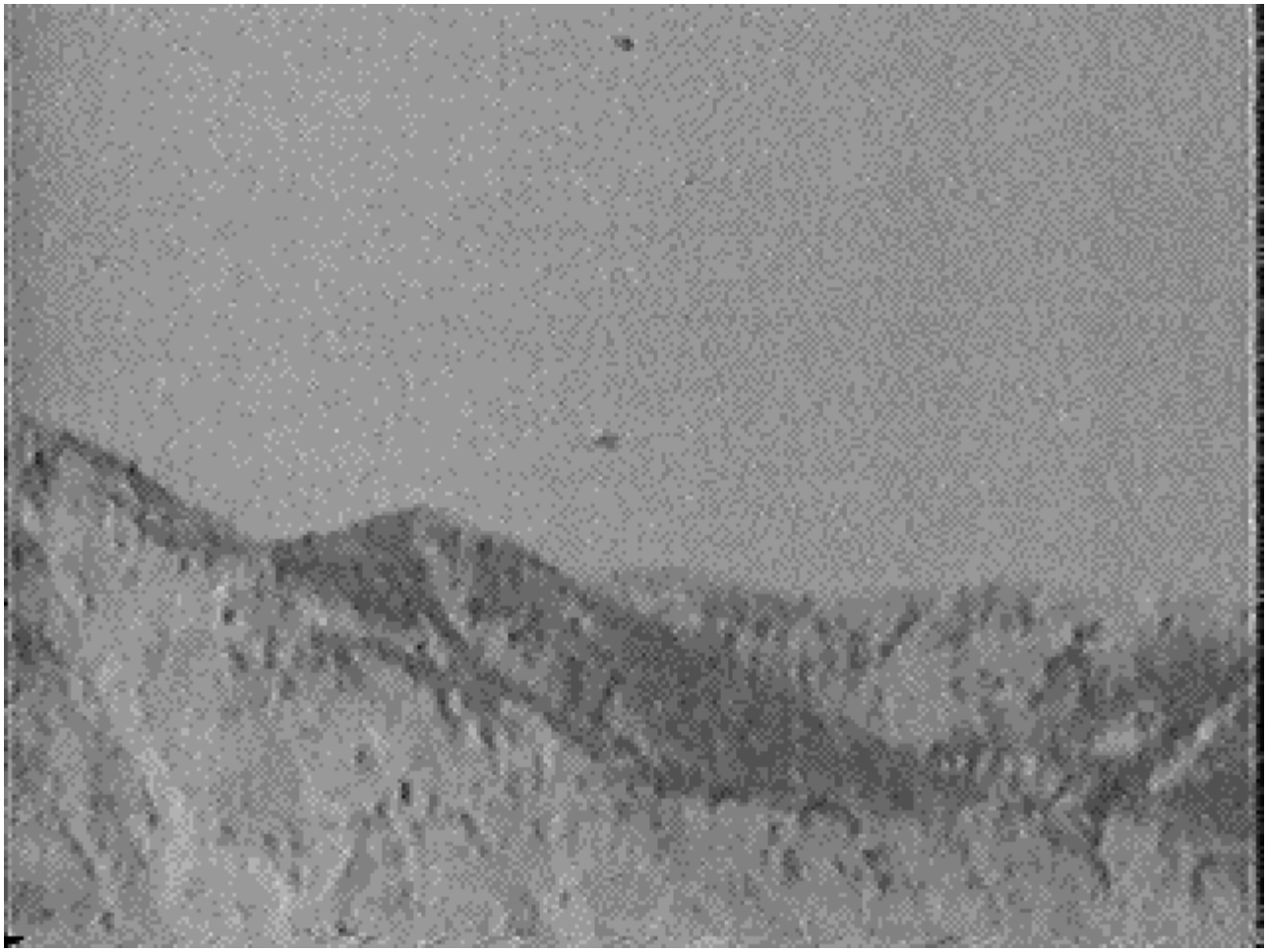
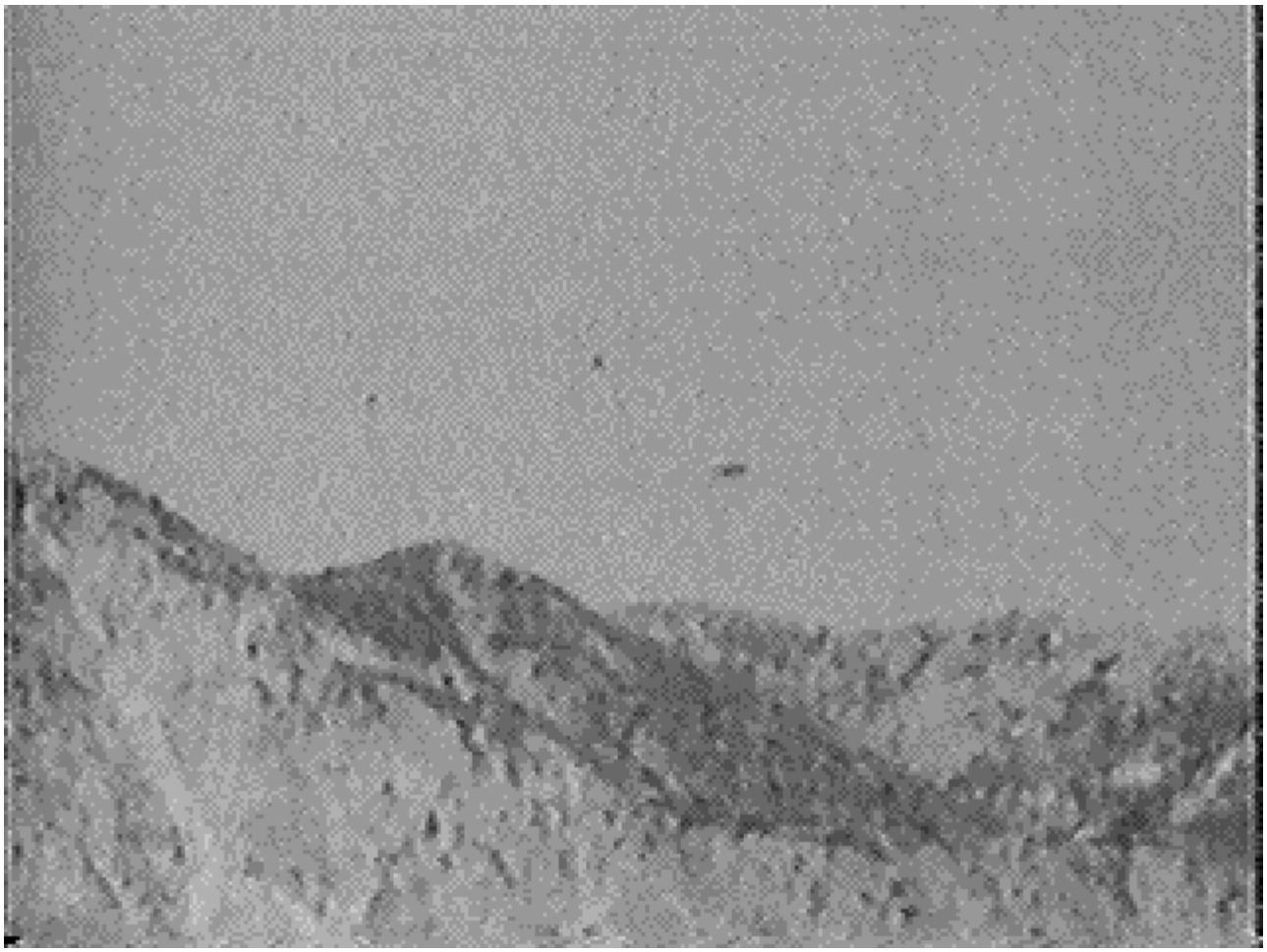


Route taken by Barney and Betty Hill on the night of Sept. 19, 1961





The Hornet's Nest

1944/9/18 0:0 2 84:15:20W 36:1:40N 3321 NAM USA TNS 8 9
OAK RIDGE,TN:MTL TUBE HVRS/A-PLANT DAYS AFTER OPENING:GOES WHEN CROWD GATHERS
Ref# 129 GROSS,Loren: CHARLES FORT & UFOS Page No. 56 MIL. BASE
Status: Prior 4/16/00, completed: http://www.nicap.org/ncp-oakridge0944.htm

1945/7/0 12:0 10 119:24:0W 46:35:0N 3312 NAM USA WSH 7 7
HANFORD,WA:RDR-VIS:HUGE RED SCR/RDR/20km alt:6 6F6s CANT REACH:/LDLN#343
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 344 MIL. BASE
Status: 4/16/00, completed: http://www.nicap.org/ncp-hanford45.htm

#525: 1945/7/16 5:40 15 106:34:0W 33:32:0N 3333 NAM USA NMX 5 15
WHITE SANDS PROVING GROUNDS,NM:1ST A-BOMB TEST SUCCESSFUL. 33:32N-106:34W
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 MIL. BASE

#530: 1945/8/6 8:0 15 132:27:0E 34:24:0N 3333 ASP JPN HNS 7 15
HIROSHIMA,JAPAN:1ST A-BOMB IN WARFARE DESTROYS CITY:: 132:30E-34:30N
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#531: 1945/8/9 11:0 15 129:53:0E 32:48:0N 3320 ASP JPN KYU 7 15
NAGASAKI,JAPAN:PLUTONIUM BOMB DESTROYS CITY:2nd OF 2:
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

1947 - The First Wave

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The Nuclear Connection

THE FIRST WAVE
1947

> "We are reminded of a statement made by General Nathan F. Twining of the Army Air Forces (the original UFO study Project Sign) in 1947 forty years ago. General Twining said, 'all pertinent data would be made available to the Atomic Energy Commission (AEC).' " - George Fawcett

#660: 1947/6/24 14:30 1 119:20:0W 46:17:0N 3333 NAM USA WSH 6 6
RICHLAND,WA:1 OBS:3 SCRS >>WSW S&L:FASTER/PLANES:'TILTED DISK SHAPE':/r187#37
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 70 FARMLANDS

#680: 1947/6/27 9:50 15 106:28:0W 32:23:20N 3333 NAM USA NMX 7 7
WHITE SANDS,NMX FACILITY:2 OBS:"FLAMING" WHT DISC in S/L FLITE >>SW.

Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 15 MIL. BASE

#704: 1947/6/29 13:20 1 106:34:0W 33:33:0N 3333 NAM USA NMX 7 9
15mi.NE/LAS CRUCES,NM:ROCKET EXPERTS+2:SLVR SCR/NW SKY>>N:9K'alt:/r187#109
Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 17 MIL. BASE

Report July 1, 1947; White Sands, New Mexico. Object being tracked on radar near Roswell.

#780: 1947/7/4 13:0 1 119:20:0W 46:18:0N 3331 NAM USA WSH 6 8
RICHLAND,WA:SVRL OBS:BRITE DISK FLIPS OVR+OVR:STRAIGHT UP/HIGH ALT:>>NE:NFD
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 78 RESIDENT'L

Report July 4, 1947; White Sands, New Mexico. Radar tracks object which apparently went down

Next: 1948-1951: Close Surveillance

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

#1203: 1948/4/5 15:0 1 106:4:0W 32:51:0N 3332 NAM USA NMX 7 8
HOLLOMAN AFB,NM:3 BALLOON OBS:2 SLNT 35M SCRs/VIOLENT TURNS+MNVRS:1 SHOOTS >W
Ref# 2 VALLEE:UFOS IN SPACE:Anatomy/phenon. Page No. 73 MIL. BASE

#1216: 1948/7/0 0:0 2 119:6:0W 46:13:40N 3311 NAM USA WSH 6 6
PASCO,WA:nr NUCL FCLTY:PVT PILOT:BLK SCR DIVES:CLIMBS AWAY FAST:/MFJ#205 p12
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 38 IN-FLIGHT

#1254: 1948/12/5 0:0 21600 106:17:40W 35:52:40N 3320 NAM USA NMX 6 12
LOS ALAMOS,NM:PER FBI:GRN FBLS or SCRS SEEN 5,6,7,8,11,13,14,20+28 DEC'48!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 160 MIL. BASE

#1261: 1949/1/6 17:30 1 106:37:0W 35:2:0N 3333 NAM USA NMX 6 6
KIRTLAND AFB,NM:BBK#242:MIL GUARD:WHT 2' DIAMOND/1500'alt:CROSSES SKY VFAST:
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 5 MIL. BASE

#1271: 1949/3/8 0:0 1 106:18:0W 35:52:20N 3331 NAM USA NMX 6 8
LOS ALAMOS,NM:BBK:GUARD STNs 103+106:SILENT GRN-WHT OBJ >SE/CLOUD-ALTITUDE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 57 MIL. BASE

#1272: 1949/3/17 19:50 60 97:46:0W 31:11:0N 3333 NAM USA TXS 7 9
FORT HOOD,TX:BBK#319:FLARE-LIKE NLTS/FBLS MIMIC ACTUAL FLARE TESTS 1hr LATER..
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 2 MIL. BASE

#1276: 1949/4/5 0:0 5 106:33:0W 33:31:0N 3331 NAM USA NMX 8 10
WHITE SANDS,NM:5 SCIs/THEODOLITE:MOON-SIZE DISK/VLNT MNVRS:29000kph:/r242p155
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 71 MIL. BASE

#1295: 1949/5/21 14:0 20 119:23:40W 46:37:0N 3332 NAM USA WSH 6 9
HANFORD,WA:BBK#331:RDR+TSCOPES:UFO/18K'alt OVR ATOMIC PLANT:>>S:F82 TOO LATE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 76 MIL. BASE

#1302: 1949/6/10 15:40 15 106:30:0W 33:0:0N 3333 NAM USA NMX 8 12
WHITE SANDS,NM:HIQ USN CREW++:2 WHT SCRS PACE V2 ROCKET:1 PASSES THRU EXHAUST
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 82 MIL. BASE

#1306: 1949/6/22 19:0 15 84:16:0W 36:2:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:BBK#380:TEACHER+SCI.+1:2 DLTS+1 SCR SEEN/15min:SLOW+MTLC:>>NW
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 83 MIL. BASE

#1335: 1949/8/29 0:0 1 0:0:0Z 90:0:0N 3331 CIS RUS UNK 5 13
USSR loc unk:1st SOVIET ATOM BOMB TEST DETECTED BY AMERICAN SEISMOGRAPHS.
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 41 MIL. BASE

#1360: 1949/11/16 19:50 2 106:18:20W 35:52:40N 3333 NAM USA NMX 6 8
LOS ALAMOS,NM:KIDS+SCIENTIST:2 BLU-GRN NLTS STATIONARY:THEN CURVE>N:SILENT
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 58 MIL. BASE

#1379: 1950/1/14 16:50 2 84:15:0W 36:0:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:CARLOAD/FAIRCHILD-NEPA WORKERS:BRILL FBL HVRS/RESTRICTED AIRSPACE
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 3 MIL. BASE

#1394: 1950/2/24 13:20 20 106:18:20W 35:53:20N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:BBK#645:2+12 AEC INSP:MTL SCR CCLS BASE/ERRATIC:GOES^:BACK/25th
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 26 MOUNTAINS

#1398: 1950/3/1 0:0 8000 84:16:40W 36:0:40N 3330 NAM USA TNS 6 9
OAK RIDGE,TN:1-6MAR:MIL+CIV RDRs+VISUAL:40k-80k ALT:NO PLANES SCHEDULED/AREA
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 27 MIL. BASE

#1440: 1950/3/17 15:0 15 106:36:0W 35:1:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:4 AF MEN:3 SLVR SCRS TUMBLE/10K'alt:1 SHOOTS ^:1>N:1>NE/15min
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 64 MIL. BASE

#1450: 1950/3/21 1:30 30 106:36:0W 35:2:0N 3333 NAM USA NMX 7 11
KIRTLAND AFB+SANDIA,NM:SLNT MLT SCRS CCL/30min:>>E::22MAR:11 MIL:FLYING WING
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 72 MIL. BASE

#1452: 1950/3/22 0:0 1 106:30:0W 35:9:0N 3331 NAM USA NMX 7 10
NW/KIRTLAND AFB,NM:11 AF SGTS:TAN FLYING WING> NW:TURNS>N+GONE/FANTASTIC SPEED
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 73 DESERT

#1465: 1950/3/24 15:10 5 106:26:0W 35:12:0N 3333 NAM USA NMX 8 8
SANDIA Mtns,NM:4 OBS:MOON-SIZE UFO LOOPS OVR SPECIAL MIL FCLTY/4min:SHOOTS^
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 77 MIL. BASE

#1535: 1950/4/17 13:30 20 106:18:0W 35:53:0N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:15+SCI/TSCOPE:3 9'MTLC SCRs/E.HRZN:FASTER/ANY JET:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MOUNTAINS

#1554: 1950/4/27 0:0 5 106:28:0W 32:40:0N 3331 NAM USA NMX 7 10
WHITE SANDS PG,NM:THEODOLITE FILMS/MISSILE TEST:30'UFOS/150K'alt:VHI SPEEDS
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 177 MIL. BASE

#1580: 1950/5/29 6:0 1 106:20:0W 33:29:0N 3331 NAM USA NMX 5 8
WHITE SANDS PG,NM:2 SEP THEODOLITES FILM UFO JUST PRIOR/MISSILE TEST:/r120p354
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 MIL. BASE

#1594: 1950/6/27 7:50 1 94:5:0W 33:25:0N 3333 NAM USA TXS 7 7
TEXARKANA,TX:2/TRUCK/RED RVR ARSENAL:FAST GLITTERING "DOUBLE-DISHPAN" ZIPS BY
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 2 Page 64 MIL. BASE

#1623: 1950/7/30 0:0 12 119:31:0W 46:30:0N 3331 NAM USA WSH 7 9
HANFORD,WA:1ST OF MANY SCRS SEEN OVR AEC PLANT:RDRs:AF JETS CANT CATCH:
Ref# 47 KEHOE,Maj Donald: ALIENS FROM SPACE Page No. 4 PASTURE

#1661: 1950/10/12 23:30 44 84:16:0W 35:59:0N 3333 NAM USA TNS 7 9
OAK RIDGE,TN:GND RDRS DIRECT F82 >5 BLIPS:PILOT+AIR.RDR SEE NOTHING:/LDLN#331
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1664: 1950/10/15 15:20 300 84:17:40W 35:59:20N 3333 NAM USA TNS 8 10
OAK RIDGE,TN:BBK#819:SVRL RDRS+VIS:GUARDS HEAR ODD NOISES:TROOPERS SEE SCRS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1667: 1950/10/20 16:50 10 84:17:0W 35:59:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:AEC MAN:MTL "BALLOON" HVRS:CHANGES SHAPE?:RDR CONFIRM:JETS CHASE
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 172 MOUNTAINS

#1671: 1950/10/24 18:20 60 84:16:0W 36:1:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:SVRL OBS+RDR TARGETS:JETS SCRAMBLE:SLNT OBJ >>SSE:/r118 Feb97

Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 173 MIL. BASE

#1676: 1950/11/5 11:50 10 84:16:0W 36:0:0N 3333 NAM USA TNS 6 7
OAK RIDGE,TN:AIRCRAFT ILLUSTRATOR:XLUCENT PEAR-SHAPE DARTS ABOUT/5-10min
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 5 MIL. BASE

#1683: 1950/11/21 19:0 8 119:5:40W 46:13:20N 3333 NAM USA WSH 7 11
PASCO,WA:25+OBS:GLOWING CGR >SW STOPS OVR HANFORD PLANT:THEN CONTINUES:/news
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 271 MIL. BASE

#1689: 1950/11/29 5:0 360 84:18:0W 36:1:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:RDR BLIPS >>W RIGHT TOWARD OAK RIDGE:BIG RISE/RADIATION THERE
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 60 MIL. BASE

#1692: 1950/12/2 21:0 10 81:43:0W 33:28:0N 3331 NAM USA SCR 8 8
ELLENTON,SC:BRILL.UFO MNVRS/10min:SITE/1st H-BOMB PLANT not built yet!:>>SW
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 62 TOWN &CITY

#1694: 1950/12/5 13:0 1 84:15:0W 36:1:0N 3333 NAM USA TNS 7 7
OAK RIDGE,TN:BBK:SCR OVR POST OFFICE/60sec:> E:TURNS >>NW:SEP OBS SEE >> W
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 63 MIL. BASE

#1705: 1950/12/15 0:0 10 84:15:20W 35:59:20N 3331 NAM USA TNS 6 8
OAK RIDGE,TN:UID BLIPS ALLO RDR SCREENS:FULL FIGHTER INTERCEPT finds nothing
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 67 MIL. BASE

#1707: 1950/12/18 8:20 10 84:17:0W 36:1:0N 3333 NAM USA TNS 6 8
OAK RIDGE,TN:3+OBSs:CIRC.NLT CHANGES SHAPE+BRILLIANCE:FADES TO A STAR >NW?
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 174 MIL. BASE

#1725: 1951/2/14 0:0 15 105:58:0W 32:52:0N 3331 NAM USA NMX 6 8
ALAMOGORDO,NM:2 AF PILOTS WATCH LRG BALLOON:SCR/HI alt HVRS:>>NW:/r78p159
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 FOREST

#1766: 1951/7/14 9:0 1 106:28:0W 33:8:0N 3332 NAM USA NMX 7 7
WHITE SANDS PG,NM:2 UFOS nr B29:2 RDRs+FILM+TELESCOPES:/r120p355+/r242p84
Ref# 172 KEHOE,Donald: F.S from OUTER SPACE Page No. 48 MIL. BASE

#1769: 1951/8/0 0:0 6 76:16:0W 36:52:0N 3331 NAM USA VRG 6 8
ovr NORFOLK,VA:NAVY JET:2 SLO LITES:1 SHOOTS OFF:60'SCR TAILS JET INTO LANDING
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 40 IN-FLIGHT

#1802: 1951/10/9 13:50 1 87:40:0W 39:37:0N 3333 NAM USA ILN 7 7
E/PARIS,IL:BBK 985:PILOT=WARREN:SCR >>NE OVR AEC PLANT/NEWPORT:/r242p44
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 112 FARMLANDS

#1823: 1951/12/7 8:20 2 84:17:0W 36:0:0N 3333 NAM USA TNS 8 7
OAK RIDGE,TN:AEC GUARD:20' SQUARE OBJ ^+^ TWICE:CANVAS COLOR:TAKING SAMPLES?
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 6 MIL. BASE

1952 - The Second Wave

An Intensified Survey

In addition, the Air Force Special Weapons Command was established at Kirtland in 1949 and was redesignated the Air Force Special Weapons Center in 1952 to help develop advanced nuclear weapons.

1952/4/30 8:30 2 106:22:0W 35:4:0N 3333 NAM USA NMX 7 6
TIJERAS CANYON,NM:PROFESSOR:SML SLVR SCR HVRS:GOES SLOWLY >N INTO CLOUD:NFD
Ref# 85 LESLIE,D & ADAMSKI,G:FS HAVE LANDED: Page No. 64 DESERT

1952/5/1 5:30 2 119:18:0W 47:8:0N 3333 NAM USA WSH 6 7
MOSES LAKE,WA:2 AEC MEN:WINGLESS SLVR UFO S/L FOR 1.5min:SHAPE UNK:NFD
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 8 TOWN &CITY

1952/5/10 15:0 15 106:4:0W 32:20:0N 3333 NAM USA NMX 7 8
KIRTLAND AFB,NM:AF COL+1:SLVR SCR >NE/5min:2nd SAME FLIPS+FLIPS >NE:/BBK REPt
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 1 Page 76 MIL. BASE

1952/5/10 22:50 30 81:40:0W 33:15:0N 3333 NAM USA SCR 8 8
S/ELLENTON,SC:BBK#1198:8 SML SCRS/SAVANNAH H-BOMB PLANT:1>SW:1>N:/r136#1p75
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

Report - May 10, 1952; South Carolina; UFO Incident at Savannah River (AEC) Plant

Albuquerque, New Mexico
28 May 1952
1:45-2:40 p.m.
Witnesses: Two city fire department employees. Two circular objects--one shiny silver and the other orange or light brown-- were seen three times performing fast maneuvers.

Albuquerque, New Mexico
5 June 1952
6:45 p.m.
Witness: S/Sgt T.H. Shorey.
One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds.

Albuquerque, New Mexico
7 June 1952
11:18 a.m.
Witnesses: Crew of B-25 bomber #8840 at 11,500'. One rectangular aluminum object, about 6'x4', flew 250-300' below the B-25.

Albuquerque, New Mexico
8 June 1952
10:50 a.m.
Witnesses: Mr. and Mrs. J.D. Markland.
Four shiny objects flew straight and level in a diamond formation.

Report 1952/6/21 23:0 15 84:18:0W 36:0:0N 3333 NAM USA TNS 6 10
OAK RIDGE,TN:RDR+GOC+AIR OBS:20cm NLT ovr AEC SITE:ELUDES F47:8km ALT:BLINKS
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 43 MIL. BASE

1952/6/23 3:30 1 84:16:20W 35:59:40N 3333 NAM USA TNS 7 6
OAK RIDGE,TN:1 OBS:BULLET OBJ TRAILS BURNT ORG SMOKE/30sec+:S/L FLITE
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 11 MIL. BASE

1952/6/28 13:20 1 106:38:0W 35:2:0N 3333 NAM USA NMX 7 7
nr KIRTLAND AFB,NM:2 SCRS SEEN 30sec/2 OBS:1 >E,OTHER >SSE:INSTANT ACCEL.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 69 MIL. BASE

Report 1952/7/5 6:0 10 119:30:0W 46:32:0N 3333 NAM USA WSH 7 9
HANFORD,WA:4 PILOTS:SCR 2.7km OVR ATOMIC PLANT:CHANGES SHAPE:/r242p38
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 1 Issue 2 MIL. BASE

1952/7/12 0:0 10 119:33:0W 46:35:0N 3331 NAM USA WSH 7 9
HANFORD,WA:2 YEL GLOBES OVR AEC FACILITY:AF INVESTIGN CONFIRMS:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

1952/7/22 10:50 25 106:21:0W 35:48:0N 3333 NAM USA NMX 7 8
SSW/LOS ALAMOS,NM:BBK#1538:UID:ATC++:LARGE VFAST UFOS:SUDDEN TURNS+REVERSALS:
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 5 DESERT

Kirtland AFB, New Mexico
26 July, 1952
12:05 a.m.
Witness: Airman lst Class J.M. Donaldson.
Eight to ten orange balls in a triangular or V-formation flew very fast for 3-4 seconds.

1952/7/29 10:0 10 106:17:20W 35:52:20N 3333 NAM USA NMX 8 10
LOS ALAMOS CANYON,NM:6 SEP OBS:YEL UFO OVR BASE:JETS CHASE+VICE VERSA:E>>W
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 61 IN-FLIGHT

1952/7/30 0:20 15 106:35:0W 35:2:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:BBK#1637?:2 SEP MIL OBS:ODD NLT:2 SEP.RDRS CANT PLOT IT.
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 63 MIL. BASE

Report - September, 1952; Operation Mainbrace Sightings Ruppelt's version Sightings in the North Sea area/military exercise

1952/11/12 22:20 16 106:17:40W 35:52:0N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:BBK#2219:UID:4 OBJS >>N/RESTRICTED AIRSPACE:BLINK+GLOW:NO RDR
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 19 MIL. BASE

1952/11/21 18:20 1 81:52:0W 33:16:0N 3333 NAM USA GRG 4 7

SAVANNAH R. AEC,GA:2 OBS:RED FBL PASSES OVR H-BOMB PLANT:SEEN 30s:>>SSE
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 35 MIL. BASE

Albuquerque, New Mexico
27 November 1952
12:10 p.m.
Witnesses: Pilot and crew chief of UAAF B-26 bomber.
A series of black smoke bursts (4-3-3-4-3), similar to antiaircraft fire, was seen over a 20 minute period.C. 12:30 a.m. Witnesses: radar

1952/12/10 19:20 15 118:41:40W 47:19:20N 3333 NAM USA WSH 8 8
ODESSA+HANFORD,WA:F94S+GND+AIR RDRs:LRG WHT OBJ:PINK
PORTHs:FAST 180øTURNS
Ref# 37 CONDON,Dr Edward: SCIENTIFIC STUDY.. Page No. 140 IN-FLIGHT

Report - December 10, 1952; Washington, DC. Hanford AEC Plant, RV

1953-1956 : A Continued Watch

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

1953-1956

#2718: 1953/1/27 13:40 600 121:46:0W 37:41:0N 3333 NAM USA CLF 7 9
LIVERMORE,CA:GOC+AIR CIV OBS:BRITE-MTL SCRs ovr NEW AEC NUCL FACILITY:/r28p326
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 39 MIL. BASE

#2759: 1953/3/5 15:50 127 81:40:0W 33:17:0N 3333 NAM USA SCR 8 10
SAVANNAH R.H-BOMB PLANT,SC:2 SEP RDR-VIS JET SCRAMBLES/2hrs!:ANG 5F1s+RF80:SCR
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 3 MIL. BASE

#2790: 1953/4/25 0:0 999 146:0:0E 14:30:0N 3300 OCN PAC TIN 8 6
nr TINIAN ISL,MARIANAS,PACIFIC:SVRL UFOS SEEN/USN REPORT:1 RAMMED DROPS TO SEA
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 53 ISLANDS

#2840: 1953/7/19 15:0 8 84:17:0W 36:2:0N 3331 NAM USA TNS 7 9
OAK RIDGE,TN:1+2 SLNT BLK GLOSSY SCRS CIRCLE:SHOOT>E/XTREME SPEED:/MFJ#242+205
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 205 MIL. BASE
http://www.nicap.org/ncp/ncp-oakridge190753.htm

#2856: 1953/8/3 22:20 1 106:19:0W 35:52:40N 3333 NAM USA NMX 6 6
LOS ALAMOS,NM:SECURITY Gd:GRN OVOID FBL FALLS UPWARD:/AFOSI+AEC+BBK REPORTS
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 3 Page 1 MIL. BASE

#3190: 1954/6/26 0:40 1 112:2:0W 43:28:0N 3333 NAM USA IDH 5 9
IDAHO FALLS,ID:SVRL OBS:BRILL.FLASH OVR AEC TEST CENTER:FBL ^/TREMENDOUS SPEED
Ref# 173 KEHOE,Donald: The F.S. CONSPIRACY Page No. 168 TOWN &CITY

#3923: 1954/11/14 11:30 3 97:43:20W 31:6:40N 3333 NAM USA TXS 7 8
GRAY AFB/KILLEEN,TX:3 MPs:4'ORB DESCENDS OVR 'DANGER AREA 343':STREAKS AWAY
Ref# 138 GROSS,L.:UFOs a HISTORY-1954/5 books Book # 5 Page 21 MIL. BASE

#4097: 1955/5/14 0:20 9 2:3:0W 48:27:0N 3333 WEU FRN CDN 9 6
DINAN,FR:DOMED SCR/LO ALT:2 OIDS/SP-SUITS EXIT:BOX/CHESTS:OBS FROZEN:/r30p216
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 106 TOWN &CITY

#4102: 1955/5/20 2:30 1 4:47:0E 50:7:0N 3333 WEU FRN ADN 7 7
HAM-sur-MEUSE,FR:COPS:SCR >NW AGAINST WIND:MULTI-CLR BEAMS ^:INTERIOR LIT:
Ref# 152 BOURRET,J: Lea NOUVEAU DEFI des OVNI Page No. 34 ROAD+RAILS

#4188: 1955/8/5 20:40 200 84:32:20W 39:5:40N 3333 NAM USA OHI 7 13
CINCINNATI,OH:1000s/OBS:TEARDROP S>>N:WINDOWS!::6AUG SCR LANDS>>ATOMIC PLANT!
Ref# 176 STRINGFIELD,Leonard: SITUATION RED Page No. 148 METROPOLIS

#4220: 1955/8/25 10:40 3 84:41:20W 39:16:40N 3333 NAM USA OHI 8 8

FERNALD,OH:2 SEP.COPS:LITE BROWN ORB HVRS OVR ATOMIC PLANT/NUCL FACILITY
Ref# 139 GROSS,L.:UFOs a HISTORY-1955/3 books Book # 2 Page 77 TOWN &CITY
http://home.fuse.net/ufo/littlemen.html

#4282: 1955/11/20 17:40 15 84:9:20W 36:13:0N 3333 NAM USA TNS 6 9
LAKE CITY,TN:BBK#3862:SVRL OBS:2 SEMI-XPARENT OVOIDS:ERRATIC:RESTRICTED AREA
Ref# 78 LOFTIN,Robert: IDENTIFIED FLYING S.: Page No. 175 MIL. BASE

#4477: 1956/8/13 22:30 360 0:33:0E 52:24:0N 3333 WEU GBI ENG 6 11
LAKENHEATH AB,ENGL:4 RDRS+PILOTS+ATCS:JETS CHASE:GUN CAMERA SHOTS?:>E/500mph
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 280 MIL. BASE

#4569: 1956/10/28 3:0 288 101:23:0W 48:22:0N 3333 NAM USA NDK 7 12
MINOT AFB,ND:BBK:MISSILE+B52 CREWS:GND/AIR/VIS+RDR FOTOS:UFOS/3Kmph:RADIO EME
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 137 MIL. BASE

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1957

#4844: 1957/9/29 5:30 10 77:10:0W 39:7:0N 3333 NAM USA MLD 8 7
DERWOOD M-SITE,MD:SENTRY:HUM!:GRN-WHT CGR HITS TREETOPS:/r35p61+/r46+/r8#405
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 11 MIL. BASE

Report - October 1, 1957; Shippingport, PA UFO circled atomic plant

#4856: 1957/10/8 9:20 1 123:0:0W 48:10:0N 3333 NAM USA WSH 6 7
(NIKE SITE),WA:BBK#5003:2 MIL OBS:2 SML DISKS/ODD TRAJ/30sec:TURN >NW:/r141#5
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 26 COASTLANDS

#4869: 1957/10/16 13:30 5 106:4:40W 33:19:20N 3333 NAM USA NMX 7 7
N/TULAROSA,NM:NURSE FOTOs WHT-GLOW OVOID ovr HOLLOMAN RANGE:/r219p11+/r11p245
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 5 DESERT

#4875: 1957/10/21 21:20 5 1:28:0W 52:11:0N 3333 WEU GBI ENG 8 8
RAF GAYDON,ENGL:nr COLLISION/RAF JET+SCR @28K':RDR CONFIRM:NUCL STN:/r120p50.
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 4 Issue 1 MIL. BASE

Report - November 4, 1957; Kirland AFB, New Mexico Egg-shaped UFO hovers over base

#4900: 1957/11/2 16:0 15 131:33:40E 30:13:40S 3323 OCN AUS SAU 8 10
MARALINGA,S.AUSTR:HUGE SCR TILTS/45ø:PORTHOLES:folos atomic tests:/FSRv31#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 163 DESERT

#4918: 1957/11/3 3:0 480 106:33:0W 33:35:0N 3333 NAM USA NMX 8 7
WHITE SANDS WR,NM:80M OVOID LANDS/1st ATEST SITE:BACK/2000h:/r111p92+/r242p169
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 MIL. BASE

#4934: 1957/11/4 13:10 15 106:5:0W 32:15:0N 3333 NAM USA NMX 7 6
US54 S/OROGRANDE,NM:CARS EME:OVOID MNVRS:>>W:/MFJ#235+/FSRv4#1+/r242p169+/r141
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 ROAD+RAILS

#4943: 1957/11/4 22:50 20 106:38:0W 35:3:0N 3333 NAM USA NMX 6 10
KIRTLAND AFB,NM:2 ATCs:NLT CAVORTS+TAILS JETS etc./5min:RDR/20MIN:>E
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 87 MIL. BASE

#4957: 1957/11/5 16:20 8 105:55:0W 32:50:0N 3333 NAM USA NMX 8 7
SE/ALAMOGORDO,NM:2 SEP OBS:ORANGE CGR OVR HOLLOMAN AFB+ORG NLT GOING N>>E
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 98 RESIDENT'L

#4961: 1957/11/5 18:10 5 81:41:0W 33:15:0N 3333 NAM USA GRG 5 7
SAVANNAH R.,SC:RED GLO-BALL HVRS ovr AEC PLANT:ALERT:RDR:possible scramble

Ref# 24 NICAP: UFO INVESTIGATOR Volume 1 Issue 3 MIL. BASE

#5017: 1957/11/7 19:0 90 110:50:0W 35:14:0N 3333 NAM USA TXS 7 9
AMARILLO,TX:SVRL MIL+COPS:ODD OBJS W/LITES ALLO PANTEX NUCL PLANT:1 LANDS?
Ref# 141 GROSS,L:UFOs a HISTORY-1957/10 books Book # 8 Page 28 MIL. BASE

#5038: 1957/11/9 19:20 1 105:51:40W 33:49:0N 3333 NAM USA NMX 8 8
N/CARRIZOZO,NM:3/CAR:HEADLITES DIE:UFO> N TURNS >>SW/FAST:A-test site/r79p10
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 101 DESERT

#5082: 1957/11/23 6:30 20 117:40:40W 38:3:20N 3333 NAM USA NVD 7 6
US95 30mi W/TONOPAH,NV:4 15M SCRS/GND:CAR EMES:LOUD WHINE:SCRS >N:/r141#9p73
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 182 DESERT

(This web page produced for the NICAP site by Francis Ridge)

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1958-1966

In 1958, the U.S. agreed to a moratorium on nuclear testing. The resulting limitations on determining weapons effects inspired efforts by the Special Weapons Center and Sandia Corporation to develop methods of simulating nuclear effects with nonnuclear techniques. In the wake of the full-scale tests and signing of the test ban treaty, the Air Force Weapons Laboratory was created from elements of the Special Weapons Center. The Weapons Laboratory built facilities during the 1960s to simulate nuclear effects such as transient radiation, X-rays, and electromagnetic pulse. To study the latter, the Trestle, the largest simulation facility ever built, was completed on the east side of Kirtland during the late 1970s.

#5319: 1959/1/0 23:50 20 90:41:20W 38:42:40N 3113 NAM USA MSO 8 8
WELDON SPRING,MO:BBK:3 OBS:SCR HVRs/GOV'T NUCLEAR FACILITY/20min:THEN >>SE.
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 80 FARMLANDS

#5605: 1961/2/0 22:10 1 3:52:40W 48:18:20N 3313 WEU FRN FNS 6 6
SW/LOQUEFFRET,FR:GENDARME:DOMED DISK/150M alt LITES AREA nr NUCL.POWER Stn:
Ref# 193 PHENOMENA SPATIAUX Quarterly, Paris Issue No. 36 ROAD+RAILS

Report - Summer of 1961; Near Moscow. Report of Russian tactical missiles being fired on UFO

#5805: 1962/8/7 23:50 8 110:46:20W 32:36:40N 3323 NAM USA ARZ 6 7
ORACLE,AZ:SEP.OBS:NLT ^ ovr TITAN MISSILE SILO:JETS CHASE:NLT AWAY+BACK:then ^
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 11 Issue 2 MIL. BASE

#5872: 1963/2/7 23:50 60 78:29:0W 38:2:0N 3333 NAM USA VRG 6 9
CHARLOTTESVILLE,VA:3/2 PLANES:SCR ovr MISSILE SITE++:2000kts:/MFJ#238+/r242p43
Ref# 24 NICAP: UFO INVESTIGATOR Volume 2 Issue 7 IN-FLIGHT

#6062: 1964/4/30 0:0 5 106:34:0W 33:50:0N 3331 NAM USA NMX 7 7
STALLION TEST SITE,NM:B57 RADIOS WHT OVOID LANDED:PHOTO RECON CALLED:/r214p117
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 13 Issue 1 DESERT

#6074: 1964/5/15 11:30 25 106:33:0W 33:40:0N 3333 NAM USA NMX 9 7
N/STALLION SITE,NM:2 SCRS RDR/VISL:PERFECT FLITE MNVRS:SEND PROPER IFF SIGNALS
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 226 DESERT

#6079: 1964/5/22 0:0 1 106:31:0W 33:2:0N 3331 NAM USA NMX 7 9
WHITE SANDS,NM:AUTO RDR TRACKS UFO ON TAPE::see 15MAY..UFO SENDS PHONY IFF!
Ref# 113 LORENZEN,J&C: ENCOUNTERS w UFO OCC's Page No. 244 DESERT

#6275: 1965/6/5 0:0 2880 70:57:0W 42:29:0N 3320 NAM USA MSC 6 8
LYNN+NAHANT,MASS:SVRL Repts/WEEKEND:CGR OVER GENERAL ELECTRIC FACILITY:NFD
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 14 Issue 4 COASTLANDS

#6532: 1965/10/0 12:0 3 80:52:20W 35:30:40N 3311 NAM USA NCR 7 8
LAKE NORMAN,NC:2/LITE PLANE FOTO 3 SCRS OVR MCGUIRE NUCL POWER STN:/r95 v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 FARMLANDS

Report - October, 1965; Lake Norman, NC; Three UFOs over McGuire Nuclear Power Station

#6703: 1966/4/0 0:0 20 111:9:0W 47:30:0N 3211 NAM USA MNT 10 9
MALMSTROM AFB,MT:SPRING:UFOS SEEN:ALARMS:10 MISSILES INOPERATIVE:Good p302
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#6813: 1966/6/16 21:50 10 44:13:0E 46:32:0N 3333 CIS RUS TRC 4 10
ELISTA,KALMUK,RUSS:SCIENTISTS:DISK MNVRS/SPIRAL:MISSILE TEST?:HI+SLNT:/r9p187
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 204 MOUNTAINS

#6887: 1966/8/24 22:0 230 101:24:0W 48:23:0N 3333 NAM USA NDK 7 11 MINOT AFB,ND:4hrs/NLTS:RFI:RDR:3 MSITES REPORT:OBJs SEEN/GND LEVEL:RADIO RFI
Ref# 83 FOWLER,RAY:UFOS-INTERPLANETARY VISIT Page No. 286 MIL. BASE

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1967

#7082: 1967/2/10 3:40 6 82:42:20W 41:23:0N 3333 NAM USA OHI 8 7
S/SANDUSKY,OH:COP:8M SCR HVR 12M OVR AEC NUCL.FACILITY:BLU BEAM ^:/r24v3#11p3
Ref# 73 EDWARDS,Frank: F.S. HERE AND NOW. Page No. 137 TOWN &CITY

#7124: 1967/3/2 10:30 57 106:32:0W 32:51:0N 3333 NAM USA NMX 4 6
WHITE SANDS,NM:20 SLVR NLTS OVHD:RDR BLIPS/7km alt. CCL BASE:>>E:/r37p150
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 15 Issue 5 DESERT

#7133: 1967/3/5 23:0 10 101:17:0W 48:14:0N 3331 NAM USA NDK 7 7
nr MINOT,ND:SCR CIRCLES MISSILE SITE:TRUCKS CHASE:GOES ^ as JETS SCRAMBLE.
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 300 MIL. BASE

Report - March 16, 1967; Malmstrom AFB, Montana; UFO causes "no-go Fault" condition at missile facility.

#7186: 1967/3/24 8:50 10 106:17:40W 35:53:20N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:2 SEP.OBS:SLNT SLVR-WHT DISK HVRS/10min:>> AGAINST WIND >CLOUDS
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 64 TOWN &CITY

#7196: 1967/3/30 0:0 20 111:10:0W 47:29:0N 3331 NAM USA MNT 7 9
MALMSTROM AFB,MT:RDR-VIS/UFO:10 MISSILES KAPUT/FRITZ:SAME/GREAT FALLS/1966
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 301 MIL. BASE

#7272: 1967/5/17 3:50 3 82:56:0E 49:58:0N 3333 CIS KZK SEM 7 10
UST'KAMENOGORSK,KAZAKH SSR:ENGINEER:SCR 2xMOON S>N/2 MIN:VBRITE:BEAMS/SIDE.
Ref# 9 VALLEE,Jacques: UFO CHRONICLES/USSR Page No. 189 DESERT

#7548: 1967/10/26 11:20 27 2:26:20W 50:33:40N 3333 WEU GBI ENG 8 6
nr PORTLAND,ENGL:CYL W/4 ARMS ovr NUCLEAR PLANT:DOGS SCARED:/r120p64+FSR Jan68
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 145 FARMLANDS

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1968-1972

#7915: 1968/8/9 20:10 3 43:45:0W 19:31:0S 3333 SAM BRZ MGR 15 15
JABOTICATUBAS,BRZL:3 OBS:SCR LITES AREA/lo alt:3 OIDS INSIDE:MAN ZAPPED+DIES!ÿ
Ref# 105 PRATT,Bob: UFO DANGER ZONE: (Brazil) Page No. 193 FARMLANDS

Report - Late Summer, 1968; Lake Norman, NC. Domed UFO near AEC plant

#7991: 1968/9/17 1:0 40 115:0:0W 36:13:0N 3333 NAM USA NVD 7 10
NELLIS AFB,NV:2 MIL-ATCS:UFOS/VIOLENT MNVRs/40min:TYPE UNK:NFD/this ref.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 44 MIL. BASE

Report - July or August, 1972; Lake Norman, NC. Saucer near nuclear facility

#9144: 1972/10/8 19:0 9999 66:43:20W 18:9:40N 3333 NAM USA PRC 5 10
ADJUNTAS,PR:MANY SEP.OBS:WAVE/NLTS etc.OVR AREAS/NATURAL RADIATION:/r231'78
Ref# 156 FSR CASE HISTORIES. Bimonthly/London Supplement # 17 ISLANDS

#9201: 1972/12/12 4:50 5 69:6:0W 30:11:0S 3333 SAM ARG SJN 4 6
RODEO+IGLESIAS,SAN JUAN,ARG:WHT SPHERES SEEN:nr Colanguil Nuclear Center
Ref# 231 CONTACT/UK: The UFO REGISTER by year YEAR =78 TOWN &CITY

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1973

#9235: 1973/1/19 11:30 2 81:41:0W 35:5:0N 3333 NAM USA SCR 8 7
GAFFNEY,SC:CAR PACED/SCR:RDO STATIC:MANY Rpts
HERE/MONTHS:/LDLN#127:/r79p55
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 73 Issue 1 ROAD+RAILS

#9867: 1973/12/10 18:20 20 2:25:0E 47:46:20N 3333 WEU FRN LRT 6 9
W/OUZOUER-sur-LOIRE,FR:SEP.OBS+COPS:SLNT 5M CONE-SCR/20M
alt:>SW:/LDLN#132
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 136 ROAD+RAILS

#9873: 1973/12/13 19:50 15 4:42:40E 44:8:0N 3333 WEU FRN GRD 6 7
MARCOULE,FR++:AL CAPTn:RED CGR W/BRILL.RED BEAMS/ENDS:meteor
shower/LDLN#138
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 132 TOWN &CITY

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1974-date

#9991: 1974/2/21 21:0 1 4:43:0E 44:7:0N 3332 WEU FRN GRD 6 6
MARCOULE,GARD:MAN fm BAGNOLES:SCR/WAVY TRAJECTORY >W OVR NUCLEAR CENTER
Ref# 30 FIGEUT&RUCHON: OVNI: Le 1er Dossier Page No. 449 TOWN &CITY

#10130: 1974/4/12 23:50 10 0:4:0E 43:14:0N 3333 WEU FRN HPY 7 8
TARBES,FR:NURSES/COBALT CLINIC:RED-GLO 20cm DISK VANISHES+REAPPEARS:4th floor
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 142 TOWN &CITY

#10319: 1974/8/20 20:0 60 73:44:20W 43:1:20N 3333 NAM USA NYK 5 10
SARATOGA LAKE,NY:FLURRY/UFO CALLS:COPS++:NLT-STROBE HVRS+MNVRS:wave:/r71p97
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

#10320: 1974/8/20 20:30 30 73:45:0W 42:40:0N 3333 NAM USA NYK 5 10
ALBANY,NY:Apt ATC+MIL.RDRs:NLTS/500'alt/4h:3000+mph:FLASHES:VANISHES:/r71p100
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

Report - March of 1975; Lake Murray, Lexington, SC
Close encounter with octagon near nuclear site
Report - October 27, 1975; Loring AFB, Maine
UFO circles weapons storage area
Report - October 30, 1975; Wurtsmith AFB Michigan
UFO chased by KC-135 tanker
Report - Late October 1975; Cheyenne Mountain, Colorado
Night NORAD went on top alert.
Report - November 7, 1975; Malmstrom AFB, Montana
Targeting system tampered with
Report - November 8, 1975; Malmstrom AFB, Montana
F-106's scrambled after UFOs
Report - November 22, 1975; Savannah, Georgia
Pilots observe UFO near nuclear plant

#10529: 1975/2/17 18:0 180 109:31:20W 46:20:40N 3332 NAM USA MNT 8 9
SHAWMUT+ROUNDUP,MT:HUGE SCR SEEN/3hrs:DOWN RIVER fm MISSILE SITES:RDR INVISIBL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 FARMLANDS

#10530: 1975/2/17 21:0 120 109:50:0W 46:25:0N 3333 NAM USA MNT 7 9
nr HARLOWTON,MT:SVRL OBS:747-SIZE SCR HVRS 300'OVR K1 SAC SITE/2hrs:SHOOTS ^
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 MIL. BASE

#10539: 1975/2/24 18:50 3 1:35:0E 52:12:20N 3333 WEU GBI ENG 7 8
LEISTON,SUFFOLK:GIANT GREEN ORB FLIES IN FROM SEA:DOG COWERS:TV SETS EME
Ref# 81 RANDLES,Jenny: FROM OUT OF THE BLUE Page No. 124 COASTLANDS

#10569: 1975/3/18 0:0 5 120:30:0W 46:35:0N 3331 NAM USA WSH 8 11
YAKIMA,WA:MANY OBS:HUGE BRILL.BLU/GRN ROTATING ORB:many sep.rpts/MFJ#327p3
Ref# 28 FLAMMONDE,Paris: UFO EXIST! Page No. 444 FARMLANDS

#10571: 1975/3/18 20:0 5 16:11:40E 60:8:0N 3333 WEU SCN SWD 7 9
AVESTA,SWEDEN:FAMILY:CGR+4 BRITE OBJS CIRCLE NUCLEAR PWR STN:VANISH/PUFF/SMOKE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 103 TOWN &CITY

#10573: 1975/3/22 12:50 2 1:0:0E 41:4:0N 3333 WEU SPN TRG 7 8
SW/CAMBRILS,SP:PROF+2/CAR:60M SCR OFFLOADS PROBES nr NUCL PWR Stn:GONE/30sec
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 22 Issue 3 COASTLANDS

#10747: 1975/8/13 1:20 100 105:57:0W 32:51:0N 3333 NAM USA NMX 13 6
ALAMOGORDO,NM:Sgt MOODY ABD:"SLOW LMTD CONTACT..":/r210v24#12+/r249p326
Ref# 110 LORENZEN,J&C: ABDUCTED! (1977) Page No. 38 MOUNTAINS

#10764: 1975/8/21 22:0 390 103:7:0W 40:43:0N 3333 NAM USA CLR 12 10
LOGAN co,CO:COPS CHASE UID COPTER:PHONY AF RDR COORDS/RDO:LANDS:=MISSILE SILO!
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 187 PASTURE

#10851: 1975/10/18 21:0 645 111:44:0W 47:17:0N 3333 NAM USA MNT 7 10
CASCADE-EDEN,MT:9 UFO RPTs FROM HERE TO MALMSTROM SAC BASE in 10hr MARATHON.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 33 MIL. BASE

#10868: 1975/10/27 19:50 140 67:53:20W 46:55:20N 3333 NAM USA MNE 7 10
LORING AFB,ME:PILOT++:40+'SCR CCLs NUCL.DEPOT:RDRs:EME:F4 CHASES:/r210v31#4
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 16 MIL. BASE

#10872: 1975/10/28 19:40 90 67:53:0W 46:52:40N 3333 NAM USA MNE 8 9
S/LORING AFB,ME:SLNT SCR BACK OVR AMMO DUMP:>NE:phony copter:/r218p189+r149p48
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 18 MIL. BASE

#10879: 1975/10/30 22:50 15 83:23:0W 44:28:0N 3333 NAM USA MCH 7 10
WURTSMITH AFB,MI:NLTS+'COPTERS'ALLO SAC BASE:1200MPH:1>W:1>N:/IURv3#4/r218p189
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 41 FARMLANDS

#10903: 1975/11/7 3:50 30 109:32:0W 46:51:0N 3333 NAM USA MNT 8 10
E/BUFFALO,MT:5 SAC MSITES:LRG RED/ORG/YEL OBJS HVR+DESCEND:wide area/Norad log
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#10904: 1975/11/7 6:10 3 109:19:0W 47:5:0N 3332 NAM USA MNT 8 10
6M E/LEWISTOWN,MT:SAC+CIV OBS:SCRS W/LITES HOVER AND >>S:/NORAD LOG
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10905: 1975/11/7 23:0 120 111:10:0W 47:30:0N 3333 NAM USA MNT 12 10
MALMSTROM AFB,MT:REMOTE ALARMS:RDR-VIZ:300'SCR:^^:MISSILES FOUND RETARGETTED!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10908: 1975/11/8 2:10 35 110:6:0W 47:5:0N 3333 NAM USA MNT 7 10
10MI SE/STANFORD,MT:SAC SITE C1:4 RDRS+VISUAL:SCR LITES OFF AS JETS APPROACH.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10909: 1975/11/8 3:40 40 109:20:0W 46:50:0N 3333 NAM USA MNT 8 10
SE/HEATH,MT:SAC SITES K3+L4:RDR OBJs MNVR:TURN >W SLOW:TOO LO FOR JETS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10910: 1975/11/9 3:10 10 109:45:0W 46:40:0N 3333 NAM USA MNT 7 9
20m N/HARLOWTON,MT:SAC L1 L6+M1 SITES:ORG.YLW DISK:>N?:SEEN SW/LEWISTON/0320h
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 32 MIL. BASE

#10914: 1975/11/10 10:20 10 101:24:0W 48:22:0N 3333 NAM USA NDK 8 9
MINOT AFB,ND:CAR-SIZE SLNT OBJ >>E OVR RDR TOWER:300-600M alt:=missile site
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 48 MIL. BASE

#10935: 1975/11/22 0:0 5 81:6:0W 32:6:0N 3331 NAM USA GRG 8 10
nr SAVANNAH,GA:2/PLANE:WHT UFO/5 MIN NR NUCL.PLANT:RADAR CONFIRM:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 RESIDENT'L

#10962: 1975/12/14 21:0 30 81:40:0W 29:20:0N 3333 NAM USA FLR 8 8
NE/SALT SPRINGS,FL:3 OBS:25'DOME W/5 12'LEGS OVR PWR LINES:TRCs+ODOR:/MFJ#205
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 24 Issue 7 FOREST

#11026: 1976/2/12 18:0 70 70:52:0W 42:50:20N 3333 NAM USA MSC 7 9
SALISBURY,MA:3+OBS:LRG SCR^:TILTS:^/TREES:RISES:AMAZING MNVRs:NUC.SUB.BASE nr.
Ref# 218 FOWLER,Ray:CASEBOOK/UFO INVESTIGATOR Page No. 136 RESIDENT'L

#11248: 1976/9/10 1:10 60 101:30:0W 48:30:0N 3333 NAM USA NDK 7 7
unk.missile site,ND:ALARMS:NLTS HVR+MNVR:CYL HVRS/45ø:SILO CONTROLS GO HAYWIRE
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 27 Issue 8 MIL. BASE

#11287: 1976/10/5 21:0 30 84:15:0W 43:34:0N 3323 NAM USA MCH 7 8
S/MIDLAND,MI:2+3 OBS:200'SCR OVR NUCL PLANT CONSTRUCTN:LRG SPOT LITES 100/GND
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 FARMLANDS

#11303: 1976/10/19 23:40 2 2:50:20W 47:53:20N 3333 WEU FRN MRB 7 8
LOCMINE,FR:4 OBS:6M SCR/20M alt:2 BEAMS ^:2 PORTHOLES/DOME:>S:/r30p631

Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 169 TOWN &CITY

#11471: 1977/3/8 19:30 10 76:28:20W 39:46:0N 3333 NAM USA PNS 7 10
GATCHELVILLE,PA:2+2+2+2+2+1 OBS:RED FBL MNVRS AGAINST
WIND:LANDING HOLES:BURNT
Ref# 161 HENDRY,Allan: The UFO HANDBOOK 1979: Page No. 120 OIL & COAL

#11738: 1977/10/15 17:30 1 84:15:0W 43:33:0N 3333 NAM USA MCH 10 7
S/MIDLAND,MI:2/CAR:170cm PSH JUMPS ROAD/2 LRG LEAPS:KNEES DONT
FLEX:NUCL FCLTY
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 ROAD+RAILS

#11782: 1977/11/16 21:0 60 103:40:0W 44:33:0N 3333 NAM USA SDK 10 5
MSITE L-9,SD:FOIA:2 FIGs MELT RIFLE:BOARD
20'SCR+FLY:NUCL.PART/WARHEAD MISSING
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#11928: 1978/3/17 23:30 10 2:37:0W 53:23:0N 3333 WEU GBI ENG 14 6
RISLEY,ENG:RBT ZAPS OBS:WALKS THRU FENCE/ATOMIC CTR:MST:RADIO
BLOWN:/LDLN#187
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 24 Issue 2 TOWN &CITY

#12258: 1978/10/29 21:30 3 151:1:0E 34:4:0S 3333 OCN AUS NSW 7 8
HEATHCOTE-MENAI,NSW:LRG SCR/PORTHOLES nr AEC REACTOR:2 BEAMS
^:FIG?:/r10p256
Ref# 229 UFO RESEARCH AUSTRALIA NEWSLETTER : YEAR =82 No.4 MIL.
BASE

#12513: 1979/5/1 4:0 35 68:25:0W 33:30:0S 3333 SAM ARG MND 8 9
VIZCACHERAS,ARG:SCR 20M OVR OILFIELD:RESPONDS/LITES:SAND
FUSED:ANIMALS CHANGE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 OIL & COAL

#12538: 1979/6/12 20:50 15 81:7:0W 33:53:0N 3333 NAM USA SCR 7 9
PINERIDGE,SC:7 OBS:OVOID BEAMS LITES^/NUCL PWR PLANT:2nd OBJ
LATER:BOTH >>NW
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 1 TOWN
&CITY

#12612: 1979/8/29 20:0 30 119:6:0W 46:21:0N 3333 NAM USA WSH 8 6
N/PASCO,WA:FARMERS:SLVR<>RED "FENCE POST" OUT OF PLACE:FLIES
SW>>NW LATER
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 6
FARMLANDS

Kirtland Air Force Base, New Mexico
8 August 1980
2350 MST

Three Security Policemen on duty in Charlie Sector, East Side of Manzano Weapons Storage Area, observed a very bright light that traveled with great speed and stopped suddenly in the sky over Coyote Canyon. They at first thought the object was a helicopter, but after observing the object perform unusual aerial maneuvers, they felt it could not be a helicopter. The light was
observed to land in the Coyote Canyon area. Sometime later they observed the light take off again and proceed straight up at a high speed until it was no longer visible.

9 August, 1980
0020 MST

A Sandia Security Guard was driving east on the Coyote Canyon access road on a routine building check of an alarmed structure. As he approached the structure, he observed a bright light near the ground behind the structure. He also observed an object that he at first thought was a helicopter. As he came closer, he observed that it was not a helicopter, but a round disk shaped object. When he attempted to radio for backup, he found that his radio was not functioning. He approached the object on foot armed with a shotgun, and the object thereupon took off in a vertical direction at high speed.

22 August, 1980

Three other unnamed Security Guards observed a light over Coyote Canyon that behaved in a similar manner as the one seen on 8 August. Coyote Canyon is part of a large restricted test range used by the Air Force Weapons Laboratory, Sandia Laboratories, the Defense Nuclear Agency, and the Department of Energy.

In late 1980, the Aerial Phenomena Research Organization (APRO), received an anonymous letter from which the following is excerpted:

On July 16, 1980, at between 10:30 and 10:45 AM, Craig R. Weitzel...a Civil Air Patrol Cadet from Dobbins AFB... visiting Kirtland AFB, NM, observed a dull metallic colored UFO flying... near Pecos, New Mexico...WEITZEL was with ten other individuals, including USAF active duty airmen, and all witnessed the sightings. Weitzel took some pictures of the object. Weitzel ...observed the UFO land in a clearing approximately 250 yds. NNW of the training area. Witzel observed an individual dressed in a metallic suit depart the craft and walk a few feet away. The individual was outside the craft for just a few minutes. When the individual returned the craft took off toward the NW.

The letter went on to claim that Weitzel had been visited the next day by a man in a dark suit with black hair and sunglasses who claimed to be from Sandia Laboratories and who told Weitzel that he had seen something he shouldn't have seen - a secret craft from Los Alamos. The "man in black" demanded all of the photographs that Weitzel had taken, but Weitzel told him that they were no longer in his possession, that one of the airmen that had been with him now had them. Wetzel was warned not to tell anyone what he had seen. The letter stated that Weitzel called Kirtland AFB and made a report of the incident to the Security Police. They referred him to the Air Force Office of Special Investigations, and an AFOSI special agent, Mr. Dody (actually Sgt. Richard C. Doty), took a statement from Weitzel along with the photographs. The letter closed by saying that the writer had information that the USAF was storing a UFO at Manzano that had been recovered at Roswell, New Mexico. The letter writer said that he had to remain anonymous for his own protection.

In 1985, a researcher named Benton Jamison located Craig Weitzel, who confirmed that he had indeed sighted a UFO and had made a report to Sgt. Richard C. Doty, but that he had not seen the object land or seen an occupant, and that no "man in black" had visited him. In 1989, a civilian researcher named Robert Hastings stated that he had compared the typewritten anonymous letter that APRO had received with the OSI UFO report form that Doty had completed on Weitzel's sighting and had found that both were typed on the same typewriter.(Revelations p 47-48)

#12811: 1980/4/24 21:0 1 81:0:0W 35:33:0N 3333 NAM USA NCR 7 7
nr LAKE NORMAN,NC:2 ROOFERS:BRITE SCR RISES/LAKE:MAKES

LOOP+AWAY:/FSRv35#2
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 151 RESIDENT'L

#12818: 1980/5/7 21:10 15 122:23:0W 40:34:0N 3333 NAM USA CLF 9 7
REDDING,CA:1+3 OBS:FOG ENVELOPS CAR:30+MIN MST:obs
works/nucl.research:/r5p69
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 28 Issue 12 ROAD+RAILS

#12856: 1980/8/5 0:0 15 106:36:0W 35:3:0N 3331 NAM USA NMX 7 7
SANDIA/KIRTLAND AFB,NM:GUARD:UFO LANDS NR ALARMED "CR44
STORAGE BLDG":NFD
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 MIL. BASE

#12859: 1980/8/8 23:50 15 106:35:0W 35:3:0N 3333 NAM USA NMX 5 8
KIRTLAND AFB,NM:3 GUARDS:FAST NLT STOPS:MNVRS:SHOOTS
STRAIGHT^^:/r26p225+/r120
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12860: 1980/8/9 0:20 15 106:37:0W 35:3:0N 3333 NAM USA NMX 8 8
SANDIA facility,NM:SCR LANDS BHND 'HQ CR 44' STORAGE
BLDG:/MFJ#204+/r26p225
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12862: 1980/8/10 0:0 15 106:35:0W 34:50:0N 3331 NAM USA NMX 7 8
BELEN><ALBUQUERQUE,NM:STATE COP SEES UFO LAND/MANZANO MTNS nr
SANDIA FACILITY
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 FARMLANDS

#12864: 1980/8/13 16:30 345 106:37:0W 35:1:0N 3332 NAM USA NMX 5 9
KIRTLAND AFB/ALBQ,NM:ALL RDRS OUT/5+HRS:UID HI-FREQ
JAMMING:/FSRv29#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 405 MIL. BASE

#13045: 1981/5/15 0:0 0 3:26:20W 55:20:0N 3300 WEU GBI SCT 7 12
MOFFAT,DUMFRIES,SCOTLAND:BY NOW;100+SEP UFO SIGHTINGS:2 NUC
POWERPLANTS NRBY
Ref# 34 BLUNDELL+BOAR:WRLDS GR.UFO MYSTERIES Page No. 185 PASTURE

#13122: 1981/9/20 4:30 1 92:58:20W 35:35:0N 3333 NAM USA ARK 6 7
8mi N/HECTOR,ARK:2 OBS:VIVID BLU BULB-BALLOON SHAPE >SE TWRD 17
MISSILE SILOS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 192 ROAD+RAILS

#13247: 1982/6/15 21:30 5 88:5:20W 41:39:0N 3333 NAM USA ILN 6 7
ROMEOVILLE,IL:FBL >> E nr POWERPLANT:HVRS+>>W AGAIN:ODD SHAPE see
ref.drawing
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 177 ROAD+RAILS

#13292: 1982/10/4 0:0 240 28:2:0E 51:7:0N 3331 EEU UKR --- 7 11
BELOKOROVICHI,UKRAINE:MANY OBS:HUGE SCR HVRS/hrs:NUC.MISSILE
CONTROLS GO CRAZY
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#13296: 1982/10/18 7:30 18 80:52:20W 35:29:40N 3333 NAM USA NCR 8 8
LAKE NORMAN,NC:SCR W/4 LEGS POSES AS WATER TANK OVR

FOGBANK:FOG CLEARS:NO TANK
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 TOWN &CITY

Report - October 18, 1982; Lake Norman, NC
Silver oval UFO with "four legs"
Report - October 13, 1983; Gaffney, SC
UFO near Cherokee Nuclear Station
Report - June 24, 1984; Peekskill, New York
UFO over nuclear power plant causes alert and electrical failure
Report - April 26, 1986; USSR
Chernobyl explosion at 1:23 AM, preceded by UFO activity
Report - April 22, 1998; Washington State
UFOs sighted over submarine base and nuclear storage facility

#13365: 1983/6/21 0:0 18 25:44:0E 50:24:0N 3331 EEU UKR LVV 7 9
DUBNO,UKRAINE:WINGLESS CGR CCLS STRATEGIC NUCLEAR FACILITY/18min:NFD
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 37 Issue 4 MIL. BASE

#13399: 1983/10/4 16:0 240 0:0:0Z 90:0:0N 3333 EEU UKR UNK 14 11
UKRAINE:SOV M-BASE:UFOS/4hrs:MISSILE LAUNCH CODES ENABLED!:PHONY ORDERS!
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 306 MIL. BASE

#13401: 1983/10/13 0:30 5 81:39:0W 35:4:20N 3333 NAM USA SCR 8 7
GAFFNEY,SC:2 OBS:20'x8'SCR WHISTLES >>E TWRD CHEROKEE NUCL.STN:/r95v5#3p27
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#13414: 1983/11/22 10:30 2 118:6:20W 33:44:20N 3333 NAM USA CLF 10 7
SEAL BEACH,CA:2 OBS:ODD LONE CLOUD DROPS BLK GLOBS:RISES:DIVIDES:ovr NAVAL Ctr
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 189 MIL. BASE

#13517: 1984/6/14 22:30 20 73:57:0W 41:15:0N 3333 NAM USA NYK 7 8
INDIAN POINT,NY:GUARDS:DRK 30'SCR W/LITES OVR NUCLEAR REACTORS/15min:>NE
Ref# 1 HYNEK,J.A.+IMBROGNIO,P: NIGHT SIEGE Page No. 143 TOWN &CITY

#13531: 1984/7/24 21:0 15 73:58:0W 41:14:0N 3332 NAM USA NYK 7 8
INDIAN Pt.REACTOR,NY:VLRG DLT HVRS 300' OVR ACTIVE VENT:BIG COVERUP:/r1p140
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 302 TOWN &CITY

#13730: 1986/4/25 0:0 -25536 30:14:0E 51:17:0N 3330 EEU UKR KIE 5 15
CHERNOBYL NUCLEAR ACCIDENT NR KIEV USSR:SOVIETS SILENT..WORST IN HISTORY.
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#13808: 1986/8/1 22:30 18 85:47:0W 42:7:0N 3333 NAM USA MCH 7 9
BANKSONS LAKE,MI:SLNT 250'MANTA-UFO:EYE IRRITATION:>NE/NUCL.PWR PLANT:/MFJ#220
Ref# 25 HALL,Richard: UNINVITED GUESTS. Page No. 319 FARMLANDS

#13830: 1986/8/27 23:0 1500 121:30:0W 38:35:0N 3331 NAM USA CLF 7 7
SACRAMENTO,CA:2+2 OBS:LRG DLT OVR RANCHO SECO
NUCL.PLANT:BEAMS^:+6 DLTS/28AUG!
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 163 TOWN &CITY

#13854: 1986/9/13 5:0 4 121:47:0W 37:41:0N 3333 NAM USA CLF 6 6
LIVERMORE,CA:1 OBS:DIAMOND OVR TOWN/400'alt:SILENT:LRG WHT
LITE+SML ORG LITES
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 168 TOWN &CITY

#13960: 1987/9/13 3:0 5 119:19:0W 46:17:0N 3332 NAM USA WSH 7 7
RICHLAND,WA:OVAL UFO W/LITES MOVES DOWN+UP,>>SW twrd HANFORD
AEC:SEEN 5min.
Ref# 220 NATIONAL UFO REP.CTR (NURC) SEATTLE Volume 20 Issue 1 DESERT

#13987: 1987/12/12 10:50 10 2:58:20E 43:13:0N 3333 WEU FRN AUD 8 5
MALVEZI,FR:1 OBS:6 ODD PSH nr ATOMIC PLANT:ODD
CONVERSATION:AWAY/FLYING SLEDS
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 33 Issue 4 TOWN &CITY

#14345: 1989/7/28 22:10 200 45:40:0E 48:30:0N 3333 CIS RUS AST 7 8
KAPUSTIN YAR,RUS:KGB Rpt:SLNT 5M DOMED DISK MNVRS/MISSILE
SITE:EVADES JET:>ENE
Ref# 149 BERLINER,Don: UFO BRIEFING DOCUMENT Page No. 77 MIL. BASE

#14348: 1989/8/0 15:0 1 81:14:0W 35:28:40N 3313 NAM USA NCR 6 6
LINCOLNTON,NC:1 OBS:SLNT 100'RED-BRN TRIANGLE HVRS 300'alt nr
NUCLEAR PLANT:
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 TOWN &CITY

#14349: 1989/8/8 14:30 5 80:53:0W 35:31:0N 3333 NAM USA NCR 6 6
LAKE NORMAN RSVR,NC:RED DLT/1000'^300'alt:>>McGUIRE NUCLEAR PLANT
SUBSTATION
Ref# 123 GOOD,Timothy: The UFO REPORT 1991 : Page No. 229 MIL. BASE

#14523: 1990/2/11 23:30 15 83:24:0W 41:54:40N 3333 NAM USA MCH 7 6
MONROE,MI:1 OBS/CAR:SCR-DLT CIRCLES FERMI NUCL.FCLTY:DROPS
"SPARKS" ALL OVR
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 268 TOWN &CITY

#14620: 1990/5/25 0:0 60 61:47:0E 37:45:0N 3331 CIS TKM MRY 9 6
MARY,TURKMENISTAN:HUGE SCR OVR MIL AREA:BEAMS ZAP 2 GND+AIR
MISSILES+2 JETS!
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 184 MIL. BASE

#14687: 1990/9/8 0:0 100 106:35:0W 35:1:0N 3331 NAM USA NMX 9 8
KIRTLAND AFB,NM:SECURITY POLICE:SVRL LANDINGS REPORTED:/LARGEST
ATOMIC ARSENAL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 188 MIL. BASE

#14906: 1991/3/2 19:30 20 28:30:0E 59:50:0N 3333 CIS RUS LEN 7 8
SOSNOVYY BOR,RUS:AIRPT RDR+VISUAL:FAST ERRATIC UFO OVR NUCL
POWER PLANT
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 176 COASTLANDS

#14918: 1991/3/17 16:0 20 30:8:0E 59:33:0N 3333 CIS RUS LEN 7 7
GATCHINA,RUS:UFO OVR ATOMIC RESEARCH REACTOR/PULKOVA RDR:DEPARTS/2200kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 178 MIL. BASE

#15020: 1991/10/10 16:20 85 28:56:0E 59:45:0N 3333 CIS RUS LEN 7 7
CAPE USTINSKIY,RUS:SKALA RDR:UFO/ERRATIC MOTIONS HERE+S.BOR NUCL PLANT:1852kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 179 COASTLANDS

#15021: 1991/10/12 13:0 1 30:16:0E 51:17:0N 3331 EEU UKR KIE 7 7
CHERNOBYL,UKR:SCR FOUND/FOTO/PWR PLANT 1 DAY AFTER NEAR NUCLEAR INCIDENT..
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 120 TOWN &CITY

#15465: 1993/3/31 2:20 1 4:46:40E 45:27:0N 3333 WEU FRN ISR 7 8
St.CLAIR-du-RHONE,FR:2 COPS:SLNT 45M CGR W/WINDOWS:HVRS:BLUE RAYS:>>SE/20M alt
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 318 TOWN &CITY

#15466: 1993/3/31 2:30 1 4:46:0E 44:21:40N 3333 WEU FRN DRM 7 6
St.SEPULCRE,FR:SCR+4 SML GLO-ORBS S/L W>>E:nr EDF nuclear stn to the west
Ref# 239 BANQUE OVNI Reports: by order number Issue No. 216 RESIDENT'L

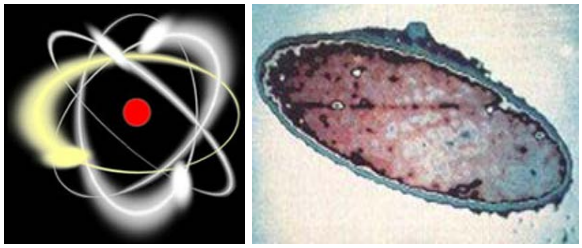
#15477: 1993/4/16 21:20 15 82:38:40W 28:32:40N 3333 NAM USA FLR 7 6
BAYPORT,FL:COP:SLNT LOPSIDED BLK BOOMERANG PACES CAR:>>WSW WHEN SPOTLITE HITS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 343 TOWN &CITY

#15681: 1993/11/8 23:30 10 81:34:0W 35:6:0N 3333 NAM USA SCR 6 7
SMYRNA><GAFFNEY,SC:NLTS=STRANGE CRAFT WHICH BUZZES 2 IN CAR:SHOOTS SKYWARD
Ref# 60 UFO NEWSCLIPPING SERVICE: by Issue # Issue No. 293 FOREST

1994/11/23
CINCINNATI, OH
http://home.fuse.net/ufo/FERNALD.htm

1998/04/22
WASHINGTON STATE
http://www.nwlink.com/~ufocntr/CB980422.html

NICAP Home Page
The Nuclear Connection



Nuclear Connection Project

NCP

NCP-06: The Oak Ridge Mini-Flap

Lawrence Fawcett & Barry Greenwood:
(Clear Intent, 171-175)

A flurry of reports suddenly burst into FBI files from Oak Ridge, Tennessee, during the fall of 1950. A few interesting events preceded this. A summary of these events follows

June 1947
Mr. W. R. Pressley photographed a flying object at Oak Ridge, Tennessee. The street in the foreground has been identified as Illinois Avenue, Oak Ridge, Tenn.

20 June 1949
At 1900 hours Mr. and Mrs. E. H. Anderson and Mrs. John A. White sighted three objects at Oak Ridge, Tennessee, similar to SUBJECT.

1-6 March 1950
Mr. Stuart Adcock reported peculiar readings on his "Ham" Radar Scope. These objects reappeared at approximately the same time of day which is similar to SUBJECT. (Refer: Summary of Information, Subject: Unidentified Objects Over Oak Ridge Vicinity, dated 6 March 1950.)

12 October 1950
2325 hours. Knoxville Airport Radar Unit indicated a series of unidentified targets over the "Restricted Zone" at Oak Ridge.

2347. Fighter aircraft was at the position of the radar target and made three perfect interceptions but could see nothing.

13 October 1950
0000-0100 hours. Additional Radar plots as before.

15 October 1950
Approximately 1400 hours. Major L. E. Ronniger, accompanied by his daughter, heard intermittent noises.

151? hours. Fighter plane made unsuccessful passes at a good radar target four (4) miles from the East Boundary (Kerr Hollow Gate).

1520 hours. SUBJECT seen at Kerr Hollow Gate by Troopers Rymer and Zarzecki, Mr. Hightower, and Mr. Moneymaker.

1520 hours. Radar scopes at McGhee-Tyson Airport indicate unidentified targets.

16 October 1950
1455 to 1530 hours. Objects seen by Troopers Isabell, Briggs, and Clark.

1520 hours. Radar scopes at McGhee-Tyson Airport giving unintelligible readings.

1956 to 2004 hours. NEPA Guards, Brown, Herron, and Davis report peculiar sounds.

20 October 1950
1655 hours. Visual sightings by Larry P. Riordan, Security Chief, X-10 Plant.

23 October 1950
1630 hours. Visual sightings made by Francis J. Miller. (Geiger counters in the vicinity had unexplainable readings at about this time.)

24 October 1950
1855 to 1900 hours. Visual sightings of a light by Major Dallveg, Mr. Frey, and the Radar Station.

1823 to 1920 hours. Several small, slow targets appeared on radar scope.

26 October 1950
Robert W. Lassell and five others sighted objects from the Knoxville Airport, Knoxville, Tennessee.

5 November 1950
1155 to 1200 hours. Visual sighting by Don Patrick.

25 May 1950
In the vicinity of Louden, Tennessee, a flat, metallic object, accompanied by "a flapping noise," was seen by five people living in that area.

Certainly something big was going on. Oak Ridge was the site of the old Atomic Energy Commission's testing facilities. Unauthorized aerial craft in this area would amount to a major security breach of very great concern to the military.

A memo dated October 25, 1950 provided some details:

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

At 1655 hours, on 20 October 1950, Mr. Larry P. Riordan, AEC Badge No.522, Superintendent of Security at X-10 in the "Control Zone" at Oak Ridge, Tennessee, while enroute from X-10 to the Oak Ridge residential area, on Benton Valley Road, saw an object in the sky which appeared to be directly over the University of Tennessee Agricultural Research Farm. This object gave the general appearance of an aerial balloon which had lost its "basket." In other words, the object was generally round; appeared to come together at the bottom in wrinkles (rather indistinct), and something was hanging below. The balloon was described as being from eight to ten feet long; of a lead pipe or gunmetal color; and seemed to be approximately one-fourth (¼) mile from the observer, at a thirty (30) degree elevation above the horizon. The object was apparently stationary but since the observer was in a moving vehicle, he did not verify that it was stationary. As the vehicle in which he was travelling changed position, and went around a curve, Mr. Riordan noticed that this object appeared to be thinner. He concludes that by reason of his changing position, or the object changing its altitude, he observed another angle of the object which appeared to be thinner

than upon his first sighting.

At the time of the observation there was adequate light and the object was plainly visible. Mr. Riordan is a responsible person, as is indicated by his position, and he has been aware of the many instances of reported objects flying in the sky. He is also very familiar with the weather balloons which are sent up hourly each day over Oak Ridge between 6:00 **AM** of one day until 1:00 **AM** of the next day. The size of these balloons vary, but generally they are similar to a circus balloon which is about twenty- four (24) inches in diameter. Mr. Riordan is certain that the object was not a weather balloon but his first impression was that this object was an experimental "gab" being utilized by the University of Tennessee Agricultural Research Farm.

Mr. Riordan has been the Security Chief of X-10 since 14 July 1943. His vision is normal except that he has negligible impairment of the right eye. Like many of the Atomic Energy Commission officials, Mr. Riordan has hoped for the opportunity to see one of these objects, and under the circumstances, he visualized it as accurately as possible.

At 1845 hours, on 24 October 1950, Mr. William B. Fry, Assistant Chief of Security, NEPA Division, Oak Ridge, Tennessee, while attending a Drive- in theater with his wife and child, at Oak Ridge, noticed an object in the sky North-Northwest of his position, at a thirty (30) to forty (40) degree elevation. This object was moving gently in a horizontal plane, back and forth, within thirty (30) degrees of his line of sight. This object emitted a glow, varying in color from red to green, to blue-green, to blue, and to orange. The variations were checked on the vertical window post of Mr. Fry's vehicle and were witnessed by Mr. Fry's wife. The attention of another observer, the Projectionist at the Drive-in theater, was also called to the object and verification of this sighting was made. The object disappeared from his sight at 1920 hours.

At 1855 hours, on 24 October, 1950, an Air Force Major, Lawrence Ballweg, NEPA Division, Oak Ridge, Tennessee, also saw from his residence an object which he described similarly. The object disappeared from the sight of Mr. Ballweg at 1920 hours, which coincides with the time of disappearance of the object from Mr. Fry's sight.

On 20 October 1950, at 1527 hours, aircraft No. AF-409, Pilot Wolf, 5th AW-Fighter Sqd., took off from the Knoxville Airport for a "local patrol." The Radar Unit at Knoxville Airport received readings on their Radar scope and sent the aircraft after these targets. The aircraft pilot was unable to identify any flying object in the vicinity of the said targets. All targets were between eighteen (18) and twenty-five (25) miles from the Airport at 320 degrees. The aircraft was landed at 1713 hours. (Attention is invited to the fact that these targets were sighted at approximately the same time, and locality, that was reported by Mr. Larry Riordan.)

On 24 October 1950, at 1823 hours, several small, slow targets were seen on the Radar screen at the Knoxville Airport Radar Site. These targets appeared in the Southeast sector of the "Restricted Flying Zone" and over the city of Oak Ridge. These targets moved from the city area to and along the East boundary of the area. At 1826 hours, the fighter aircraft was "scrambled" and proceeded to the area where it was vectored among the targets but the pilot reported no visual contact with said targets. At 1920 hours the targets disappeared from the Radar Screen and the fighter was vectored toward another target believed to be one of three (3) aircraft enroute from Andrews Field to Steward Field. (Note: 1920 hours is also the time that the object sighted by Mr. Fry and Major Ballweg disappeared from their view).

Sightings continued into December 1950 around Oak Ridge. On December 14, the following information was reported.

A. Location and Time of Sighting: From 1605 hours for about three (3) hours, on 14 December 1950, on the Radar Scopes of the 663rd AC and W Squadron, McGhee Tyson Airport, Knoxville, Tennessee.

B. Weather at the Time: At 1600 hours on 14 December 1 950-"Ceiling- 2100 feet; Broken overcast; Seven (7) miles visibility; temperature, 37 degrees F.; and Wind-Southwest at thirteen (13) miles per hour.

C. Names, Occupations, and Addresses of Witnesses: Personnel of the 663rd AC and W Squadron, 30th Air Division, McGhee Tyson Airport, Knoxville, Tennessee, who were on duty at the time. Their occupations are Radar operators, Supervisors and experts.

D. Photographs of Objects, if available: No photographs taken. See "F" below.

E. Objects Sighted: A group of targets blanketed the Radar Scopes in the area directly over the government Atomic Energy Commission projects at Oak Ridge, Tennessee. These objects could not be identified from the radar image and a perfect fighter interception met with negative results.

F. Any other pertinent information: Lt. Robinson of the 663rd AC and W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee took photographs of the scope readings with a personal, four (4) by five (5) Speed Graphic Camera, using Plus-X civilian procured film, a lens opening of F-2.5, and a shutter speed varying from twenty (20) to forty-five (45) seconds. The negatives were printed and forwarded to the 30th Air Division, Selfridge Air Force Base, Michigan, which installation printed the negatives and sent copies thereof to the 663rd AC and W squadron. The numerous targets can be readily identified from the permanent radar echos by comparing the photographs.

The Army sent a report to the FBI on a sighting by employees of the Nuclear Energy for Propulsion of Aircraft project (NEPA) at Oak Ridge:

On December 18,1950, at sometime between 0820 and 0830, the following NEPA employees were riding in a vehicle on the Turnpike within the Controlled Area toward the NEPA Project approximately one mile short of the "Y" cutoff to White Wing entrance. The passengers, with the exception of . . . who did not attempt to participate in the viewing, observed a light emanating in the shape of a circle, of an intensity much greater than that of a bright moon, through the windshield of the vehicle. The viewers had the impression that there was form in connection with the light rather than merely a point source. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. It appeared to be from 15 to 30 degrees elevated above the horizontal and on an azimuth between west and northwest, and appeared to be traveling in a northwesterly direction. The impression of it traveling is due to the fact that the object appeared to diminish considerably in size during the approximate thirty seconds during which it was viewed. The vehicle remained in motion and in following the course of the road, changed its relative position so that the object was viewed during the last few seconds from the side windows. As the vehicle proceeded down the road a nearby ridge obstructed the view of the object, and although the vehicle completed the turn toward K-25 at the "Y" intersection and the passengers had a relatively clear view at points along the road, the object was not viewed again. The observers were unable to estimate approximate size, speed, or vertical elevation; and, therefore, were not certain whether the object was over the Controlled Area or a considerable distance away. There was no vapor trail or any other visible condition within the vicinity of the object and there were no clouds which could have obscured it. The observers were unable to identify the object in terms of mass or shape, other than the circular appearance of the light. However, the circular area appeared to darken, starting at

approximately 7:00 to 9:00 o'clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star.

The observers were not in complete agreement as to whether the object was moving at a speed which caused it to diminish in size or actually was diminishing in size without any great velocity of travel due to the darkening effect described above.

Another radar report was received on December 20 as follows:

Object sighted: The radar log of the 663rd AN and C Squadron, McGhee Tyson Airport, Knoxville, Tennessee contained the following entry: "20 December 1950.1247 hours. Small paint in area (Oak Ridge Controlled Area). Very very slow. Made perfect intercept (with F-82 Fighter aircraft) and orbit surrounding small smoke cloud.

A very cryptic teletype appears here as the final entry for 1950. Whether it relates to the activity at Oak Ridge or elsewhere remains to be explained. No other file has been found relevant to the information contained in it. It is dated December 3, 1950.

RE: flying saucers. This office very confidentially advised by Army Intelligence, Richmond, that they have been put on immediate high alert for any data whatsoever concerning flying saucers. CIC (Counter Intelligence Corps) here states background of instructions not available from Air Force Intelligence, who are not aware of the reason for alert locally, but any information whatsoever must be telephoned by them immediately to Air Force Intelligence. CIC advises data strictly confidential and should not be disseminated.

So, flying saucers, once again, upset the military to such an extreme that an *"Immediate High Alert"* must be declared. This is hardly what to expect from an illusion.

Most UFO information in the FBI files from this point on is sporadic in nature. A number of unusual reports appear, however. This teletype is dated May 26, 1952.

RE Flying Saucers, information concerning. Three women saw strange objects floating in sky over Ashland, KY. At eight fifty PM**,** EST, May twenty- five last for two or three minutes. Objects described as looking like large oysters with fishtails floating low like a cloud. They were oval in shape and according to observers could have been balloons. They came in over Ashland from the north, circled and went back in the opposite direction. Above information for Bureau. No action here.

An important admission is made in the first paragraph of this July 29, 1952 memo:

SUBJECT: FLYING SAUCERS

Purpose:

To advise at the present time the Air Force has failed to arrive at any satisfactory conclusion in its research regarding numerous reports of flying saucers and flying discs sighted throughout the United States.

NCP Home Page

Source: http://www.ufomind.com/misc/1997/sep/d23-008.shtml

UFOs CONTINUE TO VISIT NUCLEAR ENERGY SITES

by GEORGE D. FAWCETT

Looking back over the years during the 40th anniversary of UFOs in modern times (JUNE 24,1987) it is interesting to note that UFOs have been seen and recorded near various atomic energy locations in this country and overseas. This link was first noticed by Captain Edward Ruppelt in 1952 and reported in a LOOK magazine article (JUNE 24,1952) titled "Hunt For The Flying Saucer." Captain Ruppelt, who directed the U.S. Air Force Project Blue Book at that time, when viewing a folder of 63 mystifying UFO reports that had been plotted on a map of the United States discovered that it showed "an ominous correlation" with the location of various atomic energy installations. LOOK magazine learned that some high ranking officers had taken note of this fact and had then held a Pentagon conference to discuss these numerous strange concentrations that have continued to this day.

Such incidents at the Savannah River, Hanford, Los Alamos, Oak Ridge, McGuire , Cherokee and Indian Point nuclear and atomic plants are of continued vital interest and concern to scientific, military, civilian and governmental observers everywhere.

These UFO encounters raise such serious questions as: Are UFOs monitoring our atomic and nuclear energy sites and if so, why? Why has the AEC (now NRC) had representatives on most of all the major government UFO investigative projects? Why do guards at some AEC installations report their UFO encounters directly to the AEC?

The questions continue -- What have AEC studies using air samplers, radioactive background counters, portable counters, magnetometers, oscilloscopes, cameras, radar and other devices revealed? That types of radiation increases have been discovered? What do they make of the increasing numbers of individuals who have suffered "radioactive" injuries of one sort or another alleged to have occurred during UFO incidents in many states in the United States and other global countries?

In essence, what have been the major discoveries and perhaps hidden secrets of the AEC-UFO link since the late 1940's?

Let's examine some of these often reported events. On May 10, 1952 four employees of the DuPont Company, employed at the Savannah River Plant saw eight "disc-shaped" objects approach the Ellenton, South Carolina plant. The objects varied from a yellow to gold in color, moved south to north at a "high rate" of speed. The eight UFOs approached the area at such a low altitude that they

had to rise to pass over some tall tanks in the area. The noiseless UFOs weaved from left to right and moved from side to side as they departed at a 90 degree angle. " The AEC in Washington was advised."

On July 5, 1952 four Florida pilots reported a flying saucer hovering above the Hanford atomic works, a sensitive scientific installation at Richlands ,Washington. Captain John Baldwin, Captain George Robertson and pilots D. Shanbel and Steven Summers stated that the UFO was round and flat. After hovering over the atomic plant, it gained speed, reversed its course and then disappeared quickly. Two yellow globes of fiery appearance were reported over the Hanford plant seven days later, confirmed by Air Force investigators. Two years earlier on April 17, 1950 more than fifteen persons at the secret atomic energy project at Los Alamos, New Mexico reported they saw a UFO on the eastern horizon. One of the observers, a scientist from the University of California Personnel Division watched one of the three objects thru a telescope and said that it looked flat, metallic and was roughly circular and about nine feet in diameter. The UFO appeared to be about 2,000 feet high and moved ".. faster than any known conventional aircraft." It was seen for about 20 minutes and put on quite a show. Dozens of excellent UFO sightings have been reported by countless eyewitnesses at Los Alamos over the years.

On 4 June 21, 1952 brought an interesting case of a UFO that trespassed prohibited airspace at the AEC's Oak Ridge Laboratory in Tennessee at 10:58 pm. The UFO was observer by Ground Observer Corps volunteers and also detected by radar. The UFO was pursued by a F-47 aircraft on combat patrol from a 10,000 to 27,000 foot altitude. During the aerial dogfight, the UFO attempted to ram the F-47 on several occasions, before leaving the area. UFO encounters have become quite commonplace at this AEC site.

In October 1965 Philip Parker on an aerial photography mission was flying with pilot H.T. Mayhew near the Perth Church Road Lake Norman crossing. Their plane was flying at about 1,000 feet as they circled the lake near the McGuire Nuclear Station, when they noticed three "bright objects" to their right. Pilot Mayhew gave his plane full throttle and they rose barely high enough to escape the UFOs, which were flying in formation 100 feet below them. Unnerved, as he was Parker was able to take one photograph of the three circular UFOs above Lake Norman, which is bordered by the Catawba, Lincoln, Gaston, Mecklenburg and Iredell counties in North Carolina.

In past years several other photographs of UFOs flying above Lake Norman were taken by different photographers. One of the photographs of an early morning UFO was captured near the Sun on the film. In the photo, the UFO moved from the 4 to the 6 o'clock position from 90 to 20 degrees over a short period of time.

In the late summer of 1968 at 2 a.m. a married couple (names confidential on file) reported seeing a dome-topped UFO with "windows" and odd-colored lights (yellow, blue and red fixed together) flying near their Lake Norman home. The UFO was about two to three car lengths wide and made a soft humming sound. A "metal rod" came from the bottom edge of the UFO, as it moved down nearby power lines, almost touching the wires as it followed the power lines. The eyewitnesses ran the rest of the way home and were badly frightened by their experience. 7

In July or August, 1972 at 9:30 p.m. businessman Robert P. Sartin, who lives near the Lake Norman Airport and Duke Power Plant's 150 high Cowans Ford Dam spotted a UFO. His attention to the UFO came when he heard children fishing from a nearby pier, who were shouting about an object in the sky. Four other persons became eyewitnesses to the UFO, which was seen about four miles East of the Marshall Steam Plant near Terrell.

The UFO, appeared to be about the size of a basketball court and had a thickness, one-half its width. The object looked like "one saucer inverted on top of another and had a row of flashing windows through its middle."

It had red, white and yellow lighted windows and hovered in the area overhead for about 10 minutes, before it flew sideways, then moved up and away at an unbelievable speed as it disappeared in the sky. 8

In March, 1975 at Lexington, South Carolina Mr. and Mrs. Jim Richardson were driving near the Lake Murray Hydroelectric Plant's Saluda Dam, when a brilliant "spotlight" came on and illuminated the interior of their car. They noticed the UFO looked "like two pie pans" put together and had a dome on top.

It flew about 40 to 50 feet above their car and it had red and blue lights on its ends and its dome was "brilliant white." The bottom of the UFO was octagonal in shape or like a stop sign. The Lake Murray area has been the scene of many UFO encounters over the years. 9

On October 27,1975 a UFO was reported by Staff Sgt. Danny K. Lewis near the Loring Air Force Base, Maine. The UFO began to circle the nuclear weapons storage area to within 300 yards of the facility. Finally, it hovered 150 feet above the ground. The base was placed on a major alert status. Radar tracked its maneuvers in the area for over 40 minutes. The reddish-orange UFO later moved to within five feet of the ground. Security personnel said the UFO was "like a stretched-out football in the air" as it hovered nearby. They described the object as about four car lengths long. It shut off its lights and rapidly left the area from near ground level. 10

On November 22, 1975 Pilot Frank Auman, Jr. and UFO

investigator Arlan Keith Andrews were flying in a private plane near the Savannah, Georgia Nuclear Plant. They saw a bright white UFO maneuvering in the area for four or five minutes. It made a "slight wobble" and then a hard turn, before it flew away. Jacksonville Control Center personnel at Jacksonville, Florida confirmed three UFO sightings(either radar or visuals) by pilots at the site. 11

Arlan K. Andrews is a MUFON Consultant and State Director in Indiana.

On March, 1978 several persons described seeing two "milky white" UFOs flying side by side at treetop level at the McGuire Nuclear Station near Triangle, North Carolina. 12

April 24, 1980 at 9 p.m. brought another UFO report from the Lake Norman area. Pete Link and Jeff Schlatter, two Rutherford County carpenters, while working on a house roof observed a bright yellow UFO that rose up vertically from Lake Norman, made a loop and then disappeared while moving rapidly away. 13

Lake Norman is a large lake and is surrounded by Highway 16, Highway 73, Highway 150 and Highway 21. The lake is surrounded by many towns and cities, among them Mooresville, Lincolnton, Lowesville, Denver, Triangle, Iron Station, Stanley, Davidson and Sherrills Ford. These communities have been a "hotbed of UFO sightings" over the past four decades.

One of the more intriguing UFO sightings was reported at 7:30 a.m. on October 18,1982. Gary Fortenberry and Jimmy Bumgarner, two employees at the McGuire Nuclear Station on Lake NOrman were driving to work on Highway 73 at the Catawba River(Lincoln County) when they encountered an unknown.

They watched a dull silver oval UFO with "four legs" above a nearby fogbank. During the daylight encounter, they first mistook it for a water tank, but later in the day when they returned home from work, the fog had lifted and no water tank was to be seen anywhere in the area. They did notice that high voltage lines from the power plants were in the general area of the earlier sightings. When first seen the UFO was about 250 feet above the ground The eyewitnesses had worked at McGuire for six years without experiencing anything unusual. Several months before, when UFOs again visited the same location, the power fluctuated, before the UFOs left the area. Security guards, when questioned by me on the phone, told me that such UFO incidents were to be made directly to AEC headquarters. 14

On October 13, 1983 at 12:30 a.m. Mr. and Mrs. Wayne Ruppe of Gaffney, South Carolina were disturbed from their sleep by a siren-like sound (like something taking off). They looked out of their house windows in time to see a glowing

oval-shaped UFO about 20 feet above their neighbor's home.

The neighborhood dogs were barking in a frenzy. The UFO, described as "about the size of a Winnebago travel-trailer" had two "beams of lights" on the bottom of the object.

It was orange-yellow in color and made a high-pitched sound as it crossed the power lines and moved east in direction of the Cherokee Nuclear Station. The UFO was seen for approximately five minutes and was estimated to be about 20 feet long and 8 to 10 feet in height. 15

On June 24,1984 from 10:30 to 10:45 p.m. security guards at the Indian Point Nuclear Power Plant near Peekskill, New York reported seeing UFO over the plant for approximately 15 minutes. It was roughly 30 stories above the exhaust funnel of one of the plant's three nuclear reactors.

UFO investigator Philip J. Imbrogno for the Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) in Chicago, Illinois interviewed six of the twelve security guards who saw the UFO.

The UFO, according to the witnesses was huge in size, diamond-shaped and approximately 450 feet in length. It was first white, then changed to blue to red to green to amber in color. Local police in Peekskill received numerous UFO sightings during the same evening. One of them, Sgt. Karl Hoffman said the UFO he observed included a "dozen white lights" in V-formation that slowly moved towards the power plant at Indian Point. 16

In the case of the UFO reported by security guards at the Indian Point Nuclear Plant at Peekskill investigators uncovered some interesting information.

As the UFO approached the nuclear plant it flew to within 30 feet of its Reactor Number Three. When it did the plant's security systems, shut down as did all of its alarm systems and communication systems.

Security guards were issued shotguns and were waiting for the final word to shoot at the UFO. A request was also made for an armed helicopter to come and shoot down the UFO, but before the command was given, the UFO moved away and left the area.

Carl Patrick of the plant's information office, when questioned by investigators about the UFO had this to say, "I can neither confirm or deny that the guards fired upon it, but they did what was necessary to protect the plant. 17

UFO reports continued to be concentrated near various atomic energy locations in the late 1980s by reliable eyewitnesses.

We are reminded of a statement made by General Nathan F. Twining of the Army Air Forces (the original UFO study Project Sign) in 1947 forty years ago. General Twining said, "all pertinent data would be made available to the Atomic Energy Commission (AEC)."

Perhaps answers to the many question posed at the beginning of this article were furnished to the Atomic Energy Commission, but they have yet to see the light of day in the public sector through 1987.

Perhaps in the not to distant future, the truth behind the UFO-AEC link will be fully revealed to the public.

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NICAP Home Page
The Nuclear Connection

The Nuclear Connection Project

The New Mexico Sightings

Path of UFO over nuclear weapons bunkers.
(See Kirtland AFB, November 4, 1957)

Updated: September 3, 2005

The evidence for a UFO/Nuclear Connection grows stronger by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium was mined and plutonium was manufactured (the Congo, New Mexico, Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development took place (Los Alamos, Sandia Base) and where nuclear weapons were stored (Manzano Mountain near Kirtland, NM, and Killeen Base at Camp Hood, TX).

This is a part of that story, the New Mexico Sightings, which we produced to include all the known cases and provided links to the full report directories and official supporting documents. Where enough information is not available to produce a case directory, the supporting documents are provided as temporary directories. This report includes the 209-case La Paz Catalog (known also as the AFOSI Summary of Sightings of Unknown Aerial Phenomena) which is made up primarily of Green Fireball cases in New Mexico, the majority of which are unknowns.

I wish to thank Dan Wilson, one of our staff researchers, for his fine research into the Blue Book Archives for the supporting documents in most of these cases. And to Brad Sparks for his re-evaluation of the Project Blue Book Unknowns which doubled the number of cases that were unexplained, many of which occurred in New Mexico and other high-security areas such as Oak Ridge (TN) and Killeen Base (TX). His summaries provide most of the compacted detail for many of the cases. The latest major contribution, in the form of a digitized version of the La Paz catalog, was the work of Jean Waskiewicz. The digitized version of the catalog would not have happened at all without the suggestion of Brad Sparks and the acquisition of clean, clear copies of the AFOSI catalog from Jan Aldrich. The AFOSI entries are brief and listed just as they were translated unless the full report documents have been retrieved from the Blue Book Archives. In that case any errors in the 209 case AFOSI Summary will be corrected.

If you have information of an important nature to provide for this report, please contact me at your convenience.

Francis Ridge
Coordinator, Nuclear Connection Project
nicap@insightbb.com

NICAP records show the first sighting in New Mexico as March of 1944:

March 1944; Carlsbad, NM
An Air Force B-17 pilot saw a fast-moving, glowing green object which lit up the cockpit, and moved out of sight over the horizon. (NICAP files)

The earliest report listed in the AFOSI Summary of Unknown Aerial Phenomena (AFOSI #1) is for January 19, 1946. However, this occurred outside of New Mexico and the U.S., near Brest, in Europe.

June 27, 1947; White Sands, NM
Captain E.B. Detchmendy reported a white, glowing UFO passing over the White Sands missile range and reported it to his commanding officer. (UFO Encyclopedia)

June 29, 1947; White Sands, NM
[1:20?] p.m. USN Naval Research Lab rocket scientist-engineer Dr. Carl J. Zohn, Admin Asst., Rocket Sonde Section, White Sands Proving Ground (WSPG), NRL scientist Curtis C. Rockwood and his wife, and WSPG technician John R. Kauke, were driving in a car from Las Cruces to WSPG headed NE when they saw to their right front [E] a rotating silvery or shiny disc or sphere with no appendages, wings, tail, propellers, reflecting sunlight [pulsating?], crossing the sky at high speed heading N at about 8,000-10,000 ft which suddenly disappeared in mid-air in a clear cloudless sky. Kauke had stopped the car and briefly saw a short vapor trail at one point not reported by the others. Zohn on the passenger side rolled the window for an unobstructed view.

July, 1947; Roswell, NM
The file on the Roswell crash is too large to delve into at this time but can be accessed at the link provided.

July 10, 1947; near Fort Sumner, NM
A white, sharply-outlined, 200' ellipsoidal object was reported and listed in the Blue Book Unknowns. (McDonald) A midday sighting by a University of New Mexico meteoriticist, Dr. Lincoln La Paz, and members of his family was summarized by _Life_ magazine years ago without identifying La Paz's name. At 4:47 p.m. MST on 7/10/47, four members of the La Paz family nearly simultaneously noted "a curious bright object almost motionless" low on the western horizon, near a cloudbank. The object was described as ellipsoidal, whitish, and having sharply-outlined edges. It wobbled a bit as it hovered stationary just above the horizon, then moved upwards, passed behind clouds and re-emerged farther north in a time interval which La Paz estimated to be so short as to call for speeds in excess of conventional aircraft speeds. It passed in front of dark clouds and seemed self-luminous by contrast. It finally disappeared amongst the clouds. La Paz estimated it to be perhaps 20 miles away, judging from the clouds involved; and he put its length at perhaps 165-245 ft.

Late August, 1947; Holloman AFB, NM
A CPS-4 radar was modified to track objects at very high altitude, aimed its antenna straight up, and picked up a target at 200 miles up. The report leaked out and Project SIGN sent two high-level investigators but the prime witnesses were conveniently not available. What can remain stationary at 200 miles up and who had anything like that in 1947? A detailed report can be accessed from the above link.

AFOSI Case 2: Late 1947; Vaughn, NM.
Not listed in either BB Unknown list, original or updated, this incident is listed as #2 in the LaPaz/OSI catalog of events. It is Incident 225. Colonel Hayes first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, NM. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vertical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200

feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col Hayes was dn Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

Late August 1947; Alamogordo [Holloman] Army Air Field, NM
AMC Watson Labs Project MOGUL communications officer Lt. H. G. Markley while watching 2 balloons with radar reflector to the SE in 10x binoculars saw traveling at unprecedented rate of speed around white object in horizontal flight S to N several thousand feet over the tops of Sacramento Mtns. [Case falsely explained by AF as false radar targets when no radar observation was involved.] (BBU, FOIA; Mary Castner/CUFOS; Loren Gross Aug-Dec 1947 SUPP p. 28; July-Dec 1949 orig ed p. 25)

April 5, 1948; Holloman AFB, NM (Blue Book Unknown Case 139)
Afternoon. Team watches 35-meter disc. Witnesses: Geophysics Lab balloon observers Alsen, Johnson, Chance. Two irregular, round, white or golden objects. One made three loops then rose and disappeared rapidly; the other flew in a fast arc to the west during the 30-second sighting.

April 9, 1948; Holloman AFB?, Alamogordo, NM
2:06 p.m. (MST). (BBU Sparks, Trakowski GRUDGE rpt)

July 17, 1948; Acacia Dam, NM
4:50 p.m. 5 miles S of San Acacia Dam.2 Kirtland AFB Sgts. on a fishing trip with their families saw a group of 7 aluminum circular possibly spherical objects approach from the S at 20,000 ft pass overhead at 1,500 mph if the altitude was correct (5°/sec angular velocity), at first appearing like snub-nosed jet fighters of unknown type, shifting from V formation to L formation to circular formation to no regular formation, at which point a regular pulsating flashing light appeared in the group at 30° from zenith to the N, and at this oblique angle the objects did not appear circular. No noise or trail. 10-30 secs. (BBU Sparks, FOIA)

AFOSI Case 3: July 27, 1948; Albuquerque, NM
8:33-8:45 am. "Duraluminum" reflected light, flat and round, stationary at times.

AFOSI Case 4 & 5 were not New Mexico Cases.

Sept. 23, 1948; Los Alamos, NM
[AESS security guard Hanson ?? saw an oval orange luminous object, length/width ratio about 1.5:1, to the E crossing the sky in level flight from right to left, trailing flame, disappearing in a cloud bank to the NE.] (BBU Sparks)

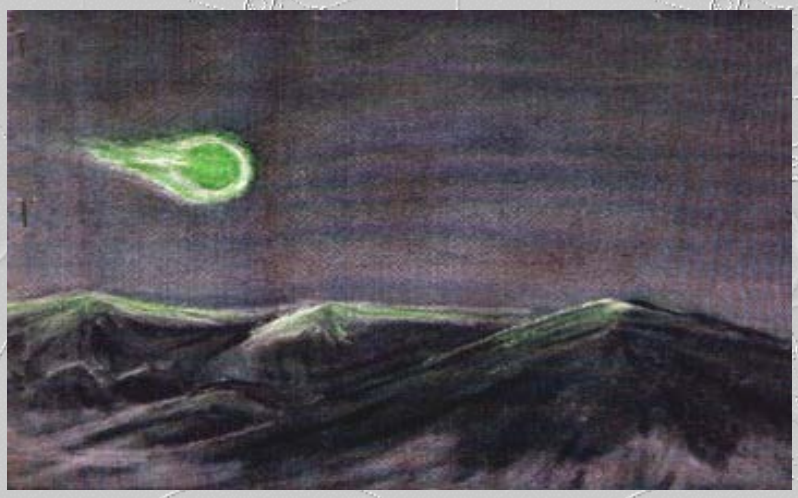
Sept. 23, 1948; Los Alamos (Santa Fe?), NM
9:40 a.m. Group of Los Alamos Scientific Lab personnel, Angier, Fairchild and others, waiting for an aircraft at the landing strip saw a sun-reflecting glint in the sky from a flat circular metallic object high in the N sky appearing like a flat dime on-edge slightly tipped as if 50 ft away. Angier reported an apparent size of 100 to 150 feet in diameter. The object was stationary at about 25,000 to 30,000 feet, and then started to move. Object seemed to be moving in a semi-circle.
Fairchild says the object was oblong or egg-shaped and appeared to have a speed of 700 to 800 MPH. (Case recounted in unpublished Ruppelt manuscript said to be included in the TOP SECRET AMC Estimate of the Situation, apparently a revised version of the Aug. 5, 1948, initial draft. (Sparks BBU, FUFOR Index.)

The above report contains a link to a 165-page AEC report on the importance of the Santa Fe operations, also reproduced here:

The importance of Santa Fe Operations, New Mexico.

AFOSI Case 6: November 3 or 4th, 1948; Vaugh, NM
Project Blue Book unknown, 125. Reliable witness. Information and documents needed.10 miles E of Vaughn, New Mexico(34.61° N, 105.21° W). [U.S. Army Col.?] Hayes. [Green Fireball?] (McDonald list, FUFOR index).

AFOSI Case 7: November 23, 1948; Vaugh, NM.
Not listed as BB unknown, this is the same witness as Case 006 and a reliable witness. At approximately 2130 hours, Colonel Hayes was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. He observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3 or 4 November.



THE GREEN FIREBALLS (Indented paragraphs are quotes from Captain Edward J. Ruppelt, "The Report on Unidentified Flying Objects", pages 47-56)

Edward Ruppelt:
The green fireballs streaked into UFO history late in November 1948, when people around Albuquerque, New Mexico, began to report seeing mysterious 'green flares' at night. The first reports mentioned only a 'green streak in the sky, low on the horizon. From the description the Air Force Intelligence people at Kirtland AFB in Albuquerque and the Project Sign people at ATIC wrote the objects off as flares. After all, thousands of GI's had probably been discharged with a duffel bag full of 'liberated' Very pistols and flares.

But as days passed the reports got better. They seemed to indicate that the 'flares were getting larger and more people were reporting seeing them. It was doubtful if this 'growth' was psychological because there had been no publicity - so the Air Force decided to reconsider the 'flare' answer. They were in the process of doing this on the night of December 5, 1948, a memorable night in the green fireball chapter of UFO history.

AFOSI Case 8: December 5, 1948; Las Vegas, NM.
At 9:05 PM MST, the crew of a USAF C-47 transport flying from Lowry AFB, Colorado, to Williams AFB, Chandler, AZ, saw a green flarelike light just west of Las Vegas, NM. At 9:30 they reported by radio to Kirtland AFB, Albuquerque, that they had seen another green flare rise from the ground to 500 ft altitude on the eastern slope of the Sandia Mountains at 9:27.

At 9:27 P.M. on December 5, an Air Force C-47 transport was flying at 18,000 feet 10 miles east of Albuquerque. The pilot was a Captain Goede. Suddenly the crew, Captain Goede, his co-pilot, and his engineer were startled by a green ball of fire flashing across the sky ahead of them. It looked something like

a huge meteor except that it was a bright green color and it didn't arch downward, as meteors usually do. The green- colored ball of fire had started low, from near the eastern slopes of the Sandia Mountains, arched upward a little, then seemed to level out. And it was too big for a meteor, at least it was larger than any meteor that anyone in the C-47 had ever seen before. After a hasty discussion the crew decided that they'd better tell somebody about it, especially since they had seen an identical object twenty-two minutes before near Las Vegas, New Mexico.

Captain Goede picked up his microphone and called the control tower at Kirtland AFB and reported what he and his crew had seen. The tower relayed the message to the local intelligence people.

AFOSI Case 9: December 5, 1948; Albuquerque, NM.

A few minutes later the captain of Pioneer Airlines Flight 63 called Kirtland Tower. At 9:35 P.M. he had also seen a green ball of fire just east of Las Vegas, New Mexico. He was on his way to Albuquerque and would make a full report when he landed.

When he taxied his DC-3 up to the passenger ramp at Kirtland a few minutes later, several intelligence officers were waiting for him. He reported that at 9:35 P.M. he was on a westerly heading, approaching Las Vegas from the east, when he and his co-pilot saw what they first thought was a "shooting star." It was ahead and a little above them. But, the captain said, it took them only a split second to realize that whatever they saw was too low and had too flat a trajectory to be a meteor. As they watched, the object seemed to approach their airplane head on, changing color from orange red to green. As it became bigger and bigger, the captain said, he thought sure it was going to collide with them so he racked the DC-3 up in a tight turn. As the green ball of fire got abreast of them it began to fall toward the ground, getting dimmer and dimmer until it disappeared. Just before he swerved the DC-3, the fireball was as big, or bigger, than a full moon.

The intelligence officers asked a few more questions and went back to their office. More reports, which had been phoned in from all over northern New Mexico, were waiting for them. By morning a full-fledged investigation was under way.

No matter what these green fireballs were, the military was getting a little edgy. They might be common meteorites, psychologically enlarged flares, or true UFO's, but whatever they were they were playing around in one of the most sensitive security areas in the United States. Within 100 miles of Albuquerque were two installations that were the backbone of the atomic bomb program, Los Alamos and Sandia Base. Scattered throughout the countryside were other installations vital to the defense of the U.S.: radar stations, fighter interceptor bases, and the other mysterious areas that had been blocked off by high chain link fences.

AFOSI Case 10: December 6, 1948; Sandia Base, NM.

Albuquerque, New Mexico (35.10° N, 106.64° W). 10:55 p.m. AESS officer Joseph Toulouse driving W saw a green fireball almost directly overhead above Sandia Base nuclear weapons assembly site, slightly to the NW arching slightly downward from E to W, about 1/3 full moon, with a flaming tail. (FOIA)

Since the green fireballs bore some resemblance to meteors or meteorites, the Kirtland intelligence officers called in Dr. Lincoln La Paz.

Dr. La Paz said that he would be glad to help, so the officers explained the strange series of events to him. True, he said, the description of the fireballs did sound as if they might be meteorites - except for a few points. One way to be sure was to try to plot the flight path of the green fireballs the same way he had so successfully plotted the flight path of meteorites in the past. From this flight path he could determine where they would have hit the earth - if they were meteorites. They would search this area, and if they found parts of a meteorite they would have the answer to the green fireball riddle.

The fireball activity on the night of December 5 was made to order for plotting flight paths. The good reports of that night included carefully noted locations, the directions in which the green objects were seen, their heights above the horizon, and the times when they were observed. So early the next morning Dr. La

Paz and a crew of intelligence officers were scouring northern New Mexico. They started out by talking to the people who had made reports but soon found out that dozens of other people had also seen the fireballs. By closely checking the time of the observations, they determined that eight separate fireballs had been seen. One was evidently more spectacular and was seen by the most people. Everyone in northern New Mexico had seen it going from west to east, so Dr. La Paz and his crew worked eastward across New Mexico to the west border of Texas, talking to dozens of people. After many sleepless hours they finally plotted where it should have struck the earth. They searched the area but found nothing. They went back over the area time and time again-nothing. As Dr. La Paz later told me, this was the first time that he seriously doubted the green fireballs were meteorites.

Within a few more days the fireballs were appearing almost nightly. The intelligence officers from Kirtland decided that maybe they could get a good look at one of them, so on the night of December 8 two officers took off in an airplane just before dark and began to cruise around north of Albuquerque. They had a carefully worked out plan where each man would observe certain details if they saw one of the green fireballs. At 6:33 P.M. they saw one. This is their report:

AFOSI Case 11: December 8, 1948; Las Vegas, NM.

"At 6:33 P.M. while flying at an indicated altitude of 11,500 feet, a strange phenomenon was observed. Exact position of the aircraft at time of the observation was 20 miles east of the Las Vegas, N.M., radio range station. The aircraft was on a compass course of 90 degrees. Capt. was pilot and I was acting as copilot. I first observed the object and a split second later the pilot saw it. It was 2,000 feet higher than the plane, and was approaching the plane at a rapid rate of speed from 30 degrees to the left of our course. The object was similar in appearance to a burning green flare, the kind that is commonly used in the Air Force. However, the light was much more intense and the object appeared considerably larger than a normal flare. The trajectory of the object, when first sighted, was almost flat and parallel to the earth. The phenomenon lasted about 2 seconds. At the end of this time the object seemed to begin to burn out and the trajectory then dropped off rapidly. The phenomenon was of such intensity as to be visible from the very moment it ignited."

Back at Wright-Patterson AFB, ATIC was getting a blow-by-blow account of the fireball activity but they were taking no direct part in the investigation. Their main interest was to review all incoming UFO reports and see if the green fireball reports were actually unique to the Albuquerque area. They were. Although a good many UFO reports were coming in from other parts of the U.S., none fit the description of the green fireballs.

AFOSI Case 12 is not from New Mexico.

AFOSI Case 13: December 12, 1948; Starvation Peak, NM.

Starvation Peak near Bernal, New Mexico. 9:02 p.m. ±0.5 min (MST). Dr. Lincoln LaPaz, USAF Capt. Charles L. Phillips, and CAP intelligence officer Lt. Allan B. Clark, returning from green fireball investigations while looking to the NW saw a green fireball at least stellar magnitude -4 traveling E to W low above the horizon about 3°-4° elevation in almost perfectly level flight until the last 0.1 to 0.2 sec when it slightly curved downward, disintegrating into 3-4 pieces, no sound. Based on independent witness, an AESS guard at Los Alamos, LaPaz triangulated object's flight path at about 8-10 miles height along a 25-mile path, speed 39,000 to 43,000 mph. (FOIA)

AFOSI Case 14: December 20, 1948; Los Alamos, NM.

West of Los Alamos, New Mexico (35.89° N, 106.31° W). AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (FOIA)

AFOSI Case 15: December 28, 1948; Los Alamos, NM.

An inspector at Los Alamos sighted a fireball on 28 December. It was not falling as fast as a falling star (meteor) he continued to watch. For several seconds, at an estimated altitude of 6,000', the object disappeared with a green

flash, lighting up a small cloud between itself and the witness.

December 20, 1948; Los Alamos, NM
AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (Sparks BBU, FOIA)

All during December 1948 and January 1949 the green fireballs continued to invade the New Mexico skies. Everyone, including the intelligence officers at Kirtland AFB, Air Defense Command people, Dr. La Paz, and some of the most distinguished scientists at Los Alamos had seen at least one.

1949

AFOSI Case 16: January 6, 1949; Kirtland AFB, NM
3:10 am. An inspector for the AESS saw a brilliant green object for about two seconds and traveling slower than a meteor and on a flat trajectory. It disappeared behind the mountains to the west. Documents at link are for Case 16.

AFOSI Case 17: January 6, 1949; Albuquerque, NM
3:10 AM. Reliable witness reported a Green Fireball. This case is listed in the revised Blue Book catalog and also listed in the La Paz catalog. Few details. Documents at link are for Cases 16 & 17.

January 13, 1949, Hq 4th Army Memo; "Unconventional Aircraft

To: Director of Intelligence, GSUSA
"1. The inclosed Summary of Information: subject "Unconventional Aircraft" (Control No. A-1917) dated 13 Jan 49, is forwarded for your information and any action deemed necessary.
"2. Agencies in New Mexico are greatly concerned over these phenomena. They are of the opinion that some foreign power is making 'sensing shots' with some super-stratospheric devise [sic] designed to be self-desentergrating [sic]. They also believe that when the device is perfected for accuracy, the disentegrating [sic] factor will be eliminated in favor of a warhead." (See full doc by clicking link above)

AFOSI Case 18: January 30, 1949; Elpaso (Near Amarillo and Lamesa), TX.
Not actually a New Mexico case, the object was sighted from NM and photographed in NM, but actually took place in Texas. This is the famous Green Fireball report where LaPaz was able to precisely triangulate the location of the object. b

AFOSI Case 19: January 30, 1949; Roswell, NM
No data.

AFOSI Case 20: January 30, 1949; Alamogordo, NM.
This is not a White Sands or Holloman case, but the famous GREEN FIREBALL event of 5:54 PM Jan 30, 1949, where Lincoln LaPaz was able to precisely triangulate the location of the object from near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas.

FBI Memo, dated January 31, 1949, from SAC San Antonio to Director, FBI: Protection of Vital Installations
Letter from CO, Kirtland AFB, to Chief of Staff, USAF - Att: Director of Special Investigations, Kirtland

In mid February 1949 a conference was called at Los Alamos to determine what should be done to further pursue the investigation. The Air Force, Project Sign, the intelligence people at Kirtland, and other interested parties had done everything they could think of and still no answer. Such notable scientists as Dr.

Joseph Kaplan, a world-renowned authority on the physics of the upper atmosphere, Dr. Edward Teller, of H-bomb fame, and of course Dr. La Paz, attended, along with a lot of military brass and scientists from Los Alamos.

AFOSI Case 21: January 30, 1949; occurred at Fort Worth, TX

AFOSI Case 22: February 14, 1949; Canado, NM
6:40 pm. Two witnesses, somewhat above horizon, stationary then fell in slight curve to W, brilliant white slightly green color

February 16, 1949 - Los Alamos, NM: Conference on Aerial Phenomena
Transcript of that meeting
Supporting Documents, NARA-PBB88 374-397
Report Conference Documents - NARA-PBB88 398-401

This was one conference where there was no need to discuss whether or not this special type of UFO, the green fireball, existed. Almost everyone at the meeting had seen one. The purpose of the conference was to decide whether the fireballs were natural or man-made and how to find out more about them.

As happens in any conference, opinions were divided. Some people thought the green fireballs were natural fireballs. The proponents of the natural meteor, or meteorite, theory presented facts that they had dug out of astronomical journals. Greenish colored meteors, although not common, had been observed on many occasions. The flat trajectory, which seemed to be so important in proving that the green fireballs were extraterrestrial, was also nothing new. When viewed from certain angles, a meteor can appear to have a flat trajectory. The reason that so many had been seen during December of 1948 and January of 1949 was that the weather had been unusually clear all over the Southwest during this period.

Dr. La Paz led the group who believed that the green fireballs were not meteors or meteorites. His argument was derived from the facts that he had gained after many days of research and working with Air Force intelligence teams. He stuck to the points that (1) the trajectory was too flat, (2) the color was too green, and (3) he couldn't locate any fragments even though he had found the spots where they should have hit the earth if they were meteorites.

People who were at that meeting have told me that Dr. La Paz's theory was very interesting and that each point was carefully considered. But evidently it wasn't conclusive enough because when the conference broke up, after two days, it was decided that the green fireballs were a natural phenomenon of some kind. It was recommended that this phase of the UFO investigation be given to the Air Force's Cambridge Research Laboratory, since it is the function of this group to study natural phenomena, and that Cambridge set up a project to attempt to photograph the green fireballs and measure their speed, altitude, and size.

Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

AFOSI Case 23: February 17, 1949; Grants, NM.
Feb. 17, 1949. Near Grants (at 35° 7' ±2' N, 107°47' ±2' W), Sandia Base, and near Albuquerque (at 35° 5' N, 106° 35' W), New Mexico. 5:57-6:06 p.m. Green Oil Co. truck driver Herman Wilcox, at Chief's Rancho stop on Hwy 66, saw oval luminous white light with faint trail of white smoke in the SW at about 225° azimuth moving S in vertical climb then leveled off, then a gradual ascent, disappearing suddenly after several secs, no clouds in the sky to obscure it.

AFOSI Case 24: February 17, 1949; Albuquerque, NM.
Univ. of NM Prof. of Civil Engineering Marvin May, an associate of Dr. Lincoln LaPaz in meteorite tracking, saw a brilliant white object in the W at 6° elevation at 5:57 p.m. for >6 mins. Object was first round [1/3 Full Moon in size at this point apparently] then shifted to ellipse as it approached then appeared to be elongated like a bent pipe with corners, 1 Full Moon in length and 1/10 in width. Object made slight climbing turn to the N, shifted to peach color [yellow-orange?] as it made rapid sharp turning climb to the S at the end, disappearing in cloudless sky by diminishing in size and brightness. 100 Sandia Base guards including Officer of the Guard saw a yellow-orange cigar or yellow-red cigar-shaped object for 7 minutes from 5:59 to 6:06 p.m. (BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index) 9 mins 100+ 1 UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)

AFOSI Case 25: February 27, 1949; Los Alamos, NM.
The report is missing from the BB Microfilm files and, in fact, that is noted in our findings in document MAXW-PBB5-431. Feb. 27, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 7:05 p.m. Green-white fireball seen in horizontal flight from W to E. (FOIA)

AFOSI Case 26: March 2, 1949; Los Alamos, NM.
Los Alamos, New Mexico (35.89° N, 106.31° W). 12:10 a.m. AESS Inspector Sewald saw high speed light in horizontal flight low in the sky N to S. (FOIA; FUFOR Index)

AFOSI Case 27: March 3, 1949; Los Alamos, NM.
This report is not an original BB unknown, nor has it been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The report is, however, mentioned in the BB Microfilm files and listed in the La Paz/AFOSI Catalog. The behavior of the Green Fireballs is suspect in almost all of the AFOSI Catalog cases, especially so in this one where the FB is in an almost vertical descent, something no meteor of any kind can do.

AFOSI Case 28 to 35 (March 6 and 7) are not New Mexico cases but seven of them occurred at Camp Hood, TX. UFOs are now moving from where nuclear weapons were made to where they are stored.

AFOSI Case 36: March 8, 1949; Los Alamos, NM
6:35 pm. Kirtland AFB Control Tower/AEC Project. S-N, 12,000 to 15,000', horizontal, bright white with greenish tint, 1-2 secs, app 800 mph, either went out or disappeared behind cloud.

AFOSI Case 37: March 8, 1949; Los Alamos, NM
6:35 pm. S to N, 4,000 above terrain, descending at 45-degree angle, intense white light aluminum colored, elliptical pointed at ends, slower than twin engined plane, disappeared behind trees.

AFOSI Case 38 and 39 are Camp Hood, TX.

AFOSI Case 40: March 13, 1949; Albuquerque, NM
9:55 pm. Bluish or greenish, ball-shaped object, with tail of fire, descending slightly, 2-4 secs, length twice diameter of ball, 1/2 diameter of full moon.

AFOSI Case 41 occurred between Honolulu and canton Island.

AFOSI Case 42: March 27, 1949; Tucumcari, NM
6-6:05 PM. Tucumcari, Montoya, New Mexico. Various witnesses, including police officer, postmaster (Montoya, N.M.), newspaper editor (Tucumcari Daily News), saw a contrail-like yellowamber-orange object, length/width ratio 5:1, 1/6 moon's diameter, slowly moving from S (205° azimuth) to W (254° azimuth) at about 45°-60° elevation (75° at Montoya moving 180° to 260° azimuth), wiggling slightly, at first in a vertical orientation [?], dived steeply-leveled-climbed 2-3 times, reversed course once at top of a climb, a bright glitter of white light at a leveling off. No sound or trail. (FOIA)

AFOSI Case 43: March 27, 1949; Montoya, NM
6:00 pm. Cat 1, NCP, BBU 159. No directory this date, but support documents on Montoya, NM,incident. Orange flame, 10 minutes, long and narrow, length about 1/6 lunar diameter, width about 1/5 length, faded out in distance.

AFOSI Case 44: March 27, 1949; Tucumcari, NM
10:13 am. Cat 1, NCP, BBU 159. No directory this date, but support documents provided. Bright orange, 15 mins, long and narrow, faded out in distance.

AFOSI Case 45: March 27, 1949; Tucumcari, NM
6:00 pm. Orange fire, 15 mins, like kite tail, about size of C-47 at 10,000', disappeared behind hills.

AFOSI Case 46 is Camp Hood, TX

AFOSI Case 47: April 5, 1949; Los Alamos, NM
10:00 pm. S-N, app 300' above S. slope of Fejarito Mt., green w/red afterglow, 1/2 to 1 sec, tremendous speed. Hatch NCP-3 listing of #1276 has incorrect date and lists a 1948 incident as 1949.

AFOSI Case 48: April 6, 1949; Los Alamos, NM
Has incorrect time of 1205. Should be 0005 or 12:05 am. SE, about 15,000', between dk and lt green, 3-5 sec, very fast.

AFOSI Case 49: April 7, 1949; Los Alamos, NM
1:35 am. West, about 200 yards from top of hill, green, approximately 45 seconds, moved very slowly.

AFOSI Case 50: April 7, 1949; Los Alamos, NM
1:00 am. S to N, green, 5 seconds, moving slowly.

AFOSI Case 51: April 12, 1949: Albuquerque, NM.
11:04 pm. Project 10073 Record Card: "Observer reported a round, white object. It was traveling to the NW at a very high rate of speed. It looked a light following a straight path. It disappeared as though the light were extinguished.".

April 19, 1949 Report
Unidentified Aerial Phenomena in New Mexico-West Texas Area - NARA-PBB90 1011-1014

AFOSI Cases 52 & 53 are not New Mexico cases. However one was from El Paso, TX.

AFOSI Case 54: April 22, 1949; Cliff, NM
Cat 1, NCP, No BBU listing. 1505 Zulu. No directory this date but supporting documents provided which state that the observer sighted an aluminum-colored object which appeared to be a round, flat, thin, disc-shaped object. It was heading East and was in view for two minutes before dissapearing behind some mountains.

AFOSI Case 55: April 24, 1949; Arrey, NM (Blue Book Unknwn Case 358)
Major case (click link) C.B. Moore/General Mills Incident. 10:30 a.m. Witnesses: General Mills meteorologist and balloon expert C.B. Moore and others on a balloon launch crew. One white, round ellipsoid, about 2.5 times as long as wide.

AFOSI Case 56: April 25, 1949. Springer Lake, NM
6:30-7:30 a.m., 8:50 a.m. Mr. Abreu saw silvery white spherical objects like Christmas ornaments fly over the lake at high speed, reappearing repeatedly with a high pitched whistling sound a few secs each time. Several formations were seen over a period of an hour. (Sparks BBU, FOIA; FUFOR Index)

April 27-28, 1949; Kirtland AFB

Concern over UFOS over AEC bases (Los Alamos, Sandia Base, Camp Hood) is proven in a May 31, 1949 a letter sent from OSI to District Commander, OSI, mentioning the conference held on 27-28 April, 1949. Documents: NARA-PBB88-635-639.

AFOSI Case 57: April 28, 1949; Tucson, AZ

AFOSI Case 58: April 30, 1949; Albuquerque, NM
10:15 pm. E to W, 59-degrees above horizon, blue green, 2 secs 2 desgrees, round, tenth of moon, went out.W

May 1949; Los Alamos, NM
An AEC technician and hundreds of other witnesses observed 13 saucer-shaped objects in a straight-line formation for about 45-minutes at about 9,000 feet. The informant filed a report with NICAP in 1949.

AFOSI Case 59: May 3, 1949; Los Alamos, NM
9:43 pm. S-N, 10-degrees to 15-degrees above horizon, bright white light, 10 seconds, very fast up to 1,000 mph.

AFOSI Case 60: May 3, 1949; Los Alamos, NM
9:25 pm, 9:43 pm, 10:05 pm. S to W, 10-15 degrees above horizon, white, 3-7 secs, large - similar to size of airplane landing lights, very fast.

AFOSI Case 61: May 3, 1949; Los Alamos, NM
9:26 pm, 9;40 pm. ESE to NWN, 10-15 degrees above the horizon, 5 sec 1st, 2 sec 2nd, baseball diamond lights, same speed as aircraft landing.

Two-page letter, dated May 5, 1949, to CO, Kirtland AFB from IG: Subject UNKNOWN (Aerial Phenomena)

AFOSI Case 62: May 6, 1949; Camp Hood, TX

AFOSI Case 63: May 6, 1949; Los Alamos, NM
N-S, 5 degrees above horizon, was going down at an angle of 30-35 degrees, green, fraction of a second, round, approximate size of full moon, very high rate of speed, disappeared west of Jemez Mtns.

AFOSI Case 64-66: May 7,8, 1949 are all Camp Hood, TX.

AFOSI Case 67-68: May 8,9, are Tucscon, AZ.

AFOSI Case 69: May 12, 1949; Alamogordo, NM

Four-page SECRET letter, dated May 12, 1949, from 17th District OSI CO, Kirtland AFB to Director of Special Investigations, Office of the IG USAF, Washington, DC. Subject UNKNOWN (Aerial Phenomena)

AFOSI Case 70: May 16, 1949 is Tucson, AZ

May 25, 1950 letter
Brig. General Carroll, Director of Special Investigations, HQ, USAF, Washington, DC. Subject: Summary of Observations of Aerial Phenomena in the New Mexico Area, Dec1948-May 1950, Next page

AFOSI Case 71: June 2, 1949; Los Alamos, NM

AFOSI Case 72: June 11, 1949; Los Alamos, NM

June 14, 1949; White Sands, NM

Two UFOs pace rocket. Originally listed as June 10th, this incident occurred on June 14th. It involved the famous pacing of a V-2 rocket and a high-speed ascent, reported by Commander R. B. McLaughlin. McLaughlin received reports from five observation posts at all points of the compass. All had witnessed the performance of two circular UFOs.

AFOSI Case 73: June 20, 1949; Los Alamos, NM

AFOSI Case 74: June 20, 1949; Los Alamos, NM

AFOSI Case 75: June 24, 1949 is Mesa, AZ

AFOSI Case 76: June 27, 1949; Los Alamos, NM

AFOSI Case 77-79: June 29,30 and July 11, 1949 are not New Mexico.

July 24, 1949; Socorro, NM
3:26 pm. Surprisingly absent from the LaPaz catalog. Green fireball sighting. Dr. William D. Crozier of the New Mexico School of Mines collected dust samples showing presence of copper particles possibly originating from the fireball. (Sparks BBU, FOIA)

AFOSI Case 80-82: July 28, 1949 are all Killeen; TX

AFOSI Case 83-84: July 30, 1949 are Camp Hood, TX

AFOSI Case 85: August 6, 1949; Los Alamos, NM
8:00 pm. E-W, bluish green, 1-2 secs, round, bigger than a falling star, disappeared behind building.

AFOSI Case 86: August 6, 1949; Los Cruces, NM
8:00 pm. E-W, 3-degrees to 9 degrees above horizon, curve going, then fell in almost vertical direction, 4-5 secs, round, app 6" in diameter, disappeared gradually.

AFOSI Case 87: August 6, 1949; Alamogordo, NM
8:00 pm. Vertical, 2-degrees to 7-degrees above the horizon, straight vertical flight, bright white slight reddish cast, 3 secs, round, 1/2 size of the moon, exploded then pieces died out.

AFOSI Case 88: August 6, 1949; Alamogordo, NM
8:00 pm and 8:05 pm. E-W, 2-degrees to 12 degrees above horizon, 10 degrees off vertical, large as auto spotlight at arm's length, disappeared behind building.

AFOSI Case 89: August 6, 1949; Alamogordo, NM
8:15 pm. SW, straight flight app 20 degrees vertical decline, whitish yellow (red trail), 1 sec, round, twice size of a normal falling star, extremely fast twice as fast as falling star, disappeared behind building.

AFOSI Case 90: August 6, 1949; Alamogordo, NM
8:30 pm. N, constant slight curve earthward, white (bluish), 1 sec, round, app smaller than clenched fist, similar to falling star, went out.

AFOSI Case 91: August 6, 1949; Alamogordo, NM
8:20 pm. Descending to earth vertically, 15 degrees above horizon, green, 1-1-1/2 secs, round to pear shaped, 500 watt bulb at 1/5th mile away, 10 degrees in 1-1/2 secs at 2 miles, disappeared.

AFOSI Case 92: August 6, 1949; White Sands, NM

AFOSI Case 93: August 6, 1949; Alamogordo, NM

AFOSI Case 94 to 105 are Camp Hood/Killeen Base cases for August 10-12, 1949.

In the late summer of 1949, Cambridge established Project Twinkle to solve the mystery. The project called for establishing three cinetheodolite stations near White Sands, New Mexico. A cinetheodolite is similar to a 35 mm. movie camera except when you take a photograph of an object you also get a photograph of three dials that show the time the photo was taken, the azimuth angle, and the elevation angle of the camera. If two or more cameras photograph the same object, it is possible to obtain a very accurate measurement of the photographed object's altitude, speed, and size.

Project Twinkle was a bust. Absolutely nothing was photographed. Of the three cameras that were planned for the project, only one was available. This one camera was continually being moved from place to place. If several reports came from a certain area, the camera crew would load up their equipment and move to that area, always arriving too late. Any duck hunter can tell you that this is the wrong tactic; if you want to shoot any ducks pick a good place and stay put, let the ducks come to you.

(Fran Ridge: Future readers [particularly skeptics] noting deleted paragraphs taken from a known reference such as Ruppelt's book, The Report on Unidentified Flying Objects, might complain that we used only the paragraphs we wanted in order to support our personal theories. So, for the record we have left everything in. However, Brad Sparks has set the record straight: Ruppelt lied his head off and claims "Project Twinkle was a bust. Absolutely nothing was photographed." We've just been discussing one of several Project Twinkle UFO trackings, which occurred Apr 27, May 24, Aug. 31, 1950. The rest of the paragraph is false too, about one camera "continually being moved from place to place ... always arriving too late" and that there was only one Twinkle camera [the entire White Sands missile camera and theodolite tracking network was put on Twinkle alert, and TWO camera stations were on special 24-hour Twinkle "constant watch" one of which was at Vaughn] Ruppelt read the whole Twinkle final report of Nov 27, 1951, and Holloman July 25, 1951, detailed report and the individual sighting reports all of which were in his BB files, and he even made a point of referring to his efforts to track down more info on these cases, in the Grudge/BB Status Reports and in his book, so he knew this was false. The one Twinkle camera that could be spared from missile tracking duty was set up in Vaughn, NM, because LaPaz had identified that as a triangulated origination point for many green fireballs, and then it was moved back to White Sands/Holloman on Nov 5, 1950, and that's it, it didn't get "continually moved."

The Ruppelt record continues:
The people trying to operate Project Twinkle were having financial and morale trouble. To do a good job they needed more and better equipment and more people, but Air Force budget cuts precluded this. Moral support was free but they didn't get this either.

When the Korean War started, Project Twinkle silently died, along with official interest in green fireballs.

(Sparks: ...which he knew was a lie since he had the reports showing that the one-year long $40,000 Project Twinkle actually STARTED just before the Korean War, on April 1, 1950, NOT ended, and extended through to March 31, 1951. Elsewhere in his book Ruppelt refers to the White Sands films of April-May 1950 (omitting Aug 1950 of course).

When I organized Project Blue Book in the summer of 1951 I'd never heard of a green fireball. We had a few files marked "Los Alamos Conference," "Fireballs," "Project Twinkle," etc., but I didn't pay any attention to them.

Then one day I was at a meeting in Los Angeles with several other officers from ATIC, and was introduced to Dr. Joseph Kaplan. When he found we were from ATIC, his first question was, "What ever happened to the green fireballs?" None of us had ever heard of them, so he quickly gave us the story. He and I ended up discussing green fireballs. He mentioned Dr. La Paz and his opinion that the green fireballs might be man-

made, and although he respected La Paz's professional ability, he just wasn't convinced. But he did strongly urge me to get in touch with Dr. La Paz and hear his side of the story.

When I returned to ATIC I spent several days digging into our collection of green fireball reports. All of these reports covered a period from early December 1948 to 1949. As far as Blue Book's files were concerned, there hadn't been a green fireball report for a year and a half.

I read over the report on Project Twinkle and the few notes we had on the Los Alamos Conference, and decided that the next time I went to Albuquerque I'd contact Dr. La Paz. I did go to Albuquerque several times but my visits were always short and I was always in a hurry so I didn't get to see him.

It was six or eight months later before the subject of green fireballs came up again. I was eating lunch with a group of people at the AEC's Los Alamos Laboratory when one of the group mentioned the mysterious kelly-green balls of fire. The strictly unofficial bull-session-type discussion that followed took up the entire lunch hour and several hours of the afternoon. It was an interesting discussion because these people, all scientists and technicians from the lab, had a few educated guesses as to what they might be. All of them had seen a green fireball, some of them had seen several.

One of the men, a private pilot, had encountered a fireball one night while he was flying his Navion north of Santa Fe and he had a vivid way of explaining what he'd seen. "Take a soft ball and paint it with some kind of fluorescent paint that will glow a bright green in the dark," I remember his saying, "then have someone take the ball out about 100 feet in front of you and about 10 feet above you. Have him throw the ball right at your face, as hard as he can throw it. That's what a green fireball looks like."

The speculation about what the green fireballs were ran through the usual spectrum of answers, a new type of natural phenomenon, a secret U.S. development, and psychologically enlarged meteors. When the possibility of the green fireballs' being associated with interplanetary vehicles came up, the whole group got serious. They had been doing a lot of thinking about this, they said, and they had a theory.

The green fireballs, they theorized, could be some type of unmanned test vehicle that was being projected into our atmosphere from a "spaceship" hovering several hundred miles above the earth. Two years ago I would have been amazed to hear a group of reputable scientists make such a startling statement. Now, however, I took it as a matter of course. I'd heard the same type of statement many times before from equally qualified groups.

Turn the tables, they said, suppose that we are going to try to go to a far planet. There would be three phases to the trip: out through the earth's atmosphere, through space, and the re-entry into the atmosphere of the planet we're planning to land on. The first two phases would admittedly present formidable problems, but the last phase, the re-entry phase, would be the most critical. Coming in from outer space, the craft would, for all practical purposes, be similar to a meteorite except that it would be powered and not free falling. You would have myriad problems associated with aerodynamic heating, high aerodynamic loadings, and very probably a host of other problems that no one can now conceive of. Certain of these problems could be partially solved by laboratory experimentation, but nothing can replace flight testing, and the results obtained by flight tests in our atmosphere would not be valid in another type of atmosphere. The most logical way to overcome this difficulty would be to build our interplanetary vehicle, go to the planet that we were interested in landing on, and hover several hundred miles up. From this altitude we could send instrumented test vehicles down to the planet. If we didn't want the inhabitants of the planet, if it were inhabited, to know what we were doing we could put destruction devices in the test vehicle, or arrange the test so that the test vehicles would just plain burn up at a certain point due to aerodynamic heating.

They continued, each man injecting his ideas.

Maybe the green fireballs are test vehicles-somebody else's. The regular UFO reports might be explained by the fact that the manned vehicles were venturing down to within 100,000 or 200,000 feet of the earth, or to

the altitude at which atmosphere re-entry begins to get critical.

I had to go down to the airstrip to get a CARGO Airlines plane back to Albuquerque so I didn't have time to ask a lot of questions that came into my mind. I did get to make one comment. From the conversations, I assumed that these people didn't think the green fireballs were any kind of a natural phenomenon. Not exactly, they said, but so far the evidence that said they were a natural phenomenon was vastly outweighed by the evidence that said they weren't.

During the kidney jolting trip down the valley from Los Alamos to Albuquerque in one of the CARGO Airlines' Bonanzas, I decided that I'd stay over an extra day and talk to Dr. La Paz.

He knew every detail there was to know about the green fireballs. He confirmed my findings, that the genuine green fireballs were no longer being seen. He said that he'd received hundreds of reports, especially after he'd written several articles about the mysterious fireballs, but that all of the reported objects were just greenish colored, common, everyday meteors.

Dr. La Paz said that some people, including Dr. Joseph Kaplan and Dr. Edward Teller, thought that the green fireballs were natural meteors. He didn't think so, however, for several reasons. First the color was so much different. To illustrate his point, Dr. La Paz opened his desk drawer and took out a well worn chart of the color spectrum. He checked off two shades of green; one a pale, almost yellowish green and the other a much more distinct vivid green. He pointed to the bright green and told me that this was the color of the green fireballs. He'd taken this chart with him when he went out to talk to people who had seen the green fireballs and everyone had picked this one color. The pale green, he explained, was the color reported in the cases of documented green meteors.

Then there were other points of dissimilarity between a meteor and the green fireballs. The trajectory of the fireballs was too flat. Dr. La Paz explained that a meteor doesn't necessarily have to arch down across the sky, its trajectory can appear to be flat, but not as flat as that of the green fireballs. Then there was the size. Almost always such descriptive words as "terrifying," "as big as the moon," and "blinding" had been used to describe the fireballs. Meteors just aren't this big and bright.

No ---Dr. La Paz didn't think that they were meteors.

Dr. La Paz didn't believe that they were meteorites either.

A meteorite is accompanied by sound and shock waves that break windows and stampede cattle. Yet in every case of a green fireball sighting the observers reported that they did not hear any sound.

But the biggest mystery of all was the fact that no particles of a green fireball had ever been found. If they were meteorites, Dr. La Paz was positive that he would have found one. He'd missed very few times in the cases of known meteorites. He pulled a map out of his file to show me what he meant. It was a map that he had used to plot the spot where a meteorite had hit the earth. I believe it was in Kansas. The map had been prepared from information he had obtained from dozens of people who had seen the meteorite come flaming toward the earth. At each spot where an observer was standing he'd drawn in the observer's line of sight to the meteorite. From the dozens of observers he had obtained dozens of lines of sight. The lines all converged to give Dr. La Paz a plot of the meteorite's downward trajectory. Then he had been able to plot the spot where it had struck the earth. He and his crew went to the marked area, probed the ground with long steel poles, and found the meteorite.

This was just one case that he showed me. He had records of many more similar expeditions in his file.

Then he showed me some other maps. The plotted lines looked identical to the ones on the map I'd just seen. Dr. La Paz had used the same techniques on these plots and had marked an area where he wanted to search. He had searched the area many times but he had never found anything.

These were plots of the path of a green fireball.

When Dr. La Paz had finished, I had one last question, "What do you think they are?"

He weighed the question for a few seconds then he said that all he cared to say was that he didn't think that they were a natural phenomenon. He thought that maybe someday one would hit the earth and the mystery would be solved. He hoped that they were a natural phenomenon.

After my talk with Dr. La Paz I can well understand his apparent calmness on the night of September 18, 1954, when the newspaper reporter called him to find out if he planned to investigate this latest green fireball report. He was speaking from experience, not indifference, when he said, "But I don't expect to find anything."

If the green fireballs are back, I hope that Dr. La Paz gets an answer this time.

The story of the UFO now goes back to late January 1949, the time when the Air Force was in the midst of the green fireball mystery. In another part of the country another odd series of events was taking place. The center of activity was a highly secret area that can't be named, and the recipient of the UFO's, which were formations of little lights, was the U.S. Army. (See Camp Hood, Texas Page)

AFOSI Case 106: August 14, 1949; Alamogordo, NM

August 20, 1949; Las Cruces, NM
At about 10:00 p.m. on 8/20/49, The noted astronomer Dr. Clyde Tombaugh (Discoverer of Pluto), his wife, and his mother-in-law were in the yard of his Las Cruces home, admiring what Tombaugh described as a sky of rare transparency, when Tombaugh, looking almost directly towards zenith, spotted an array of pale yellow lights moving rapidly across the sky towards the southeast. He called them to the attention of the two others, who saw them just before they disappeared halfway to the horizon. The entire array subtended an angle which Tombaugh put at about one degree, and it took only a few seconds to cross 50 or 60 degrees of sky. The array comprised six "windowlike" rectangles of light, formed into a symmetric pattern; they moved too fast for aircraft, too slowly for a meteor, and made no sound. Tombaugh was quited as saying, "I have never seen anything like it before or since, and I have spent a lot of time where the night sky could be seen well." (McDonald)

AFOSI Cases 107-109 are not New Mexico cases.

AFOSI Case 110: August 30, 1949; Los Alamos, NM

Two-page letter, dated 14 September, 1949

AFOSI Case 111: September 15, 1949; Albuquerque, NM

AFOSI Case 112: September 19, 1949; Los Alamos, NM

AFOSI Case 113: September 18, 1949; Sandia Base, NM

AFOSI Case 114 is not New Mexico.

AFOSI Cases 115-119: September 27, 1949; Sandia Base, NM

AFOSI Case 115: September 27, 1949; Sandia Base, NM
3:00 am. From the SE, 45-degrees above the horizon, traveling tangent to earth, bright blue to white, 4 secs,

round, about size of softball at 300 yards, 45-degrees in 4-seconds, obscured by building.

AFOSI Case 116: Sandia Base, NM
3:00 am. To the north, 10-degrees above horizon, yellow, 3-4 secs, round, size of baseball at 25 yards, same rate as shooting star, died out.

AFOSI Case 117: Sandia Base, NM
3:00 am. SE to NW, 15-20 degrees above horizon, traveling in arc toward earth, bright green, 2 secs, round, same size as perimeter fence light at distance of about 200 yards, 45-degrees in 2 secs, brightened then went out.

AFOSI Case 118: Sandia Base, NM
1:30 am. S-N, 20 degrees above horizon, made a gentle arc toward earth, dark blue, 2 secs, conical w/tail twice its diameter, looked like a skyrocket, 50 degrees in 2 secs, burnt out.

AFOSI Case 119: Sandia Base, NM
1:30 am. 45-degrees above horizon, moving tangent to earth, green, 1 sec, round, fist at arm's length, 20 degrees in 1 sec, burnt out.

AFOSI Case 120: September 30, 1949; Sandia Base, NM

AFOSI Case 121: October 2, 1949; Los Alamos, NM

AFOSI Case 122-123: October 6, 1949; Mescalero, NM

AFOSI Case 124-125: October 6, 1949; Alamogordo, NM

AFOSI Case 126: October 6, 1949; Albuquerque, NM

AFOSI Case 127: October 6, 1949; Wagon Mound, NM

AFOSI Case 128: October 6, 1949; Albuquerque, NM

AFOSI Cases 129, 141, 143-148: October & November 1949; Albuquerque and Los Alamos, NM
AFOSI Case 129: October 7, 1949; Albuquerque, NM
9:20 pm. Straight vertical drop, 35-degrees above the horizon, yellow to green, 1 sec, round, half a moon, dropped 15-degrees in 1 sec, behind Sandia Mountains.

AFOSI Case 130: October 10, 1949; Los Alamos, NM
4:06 am. SE to NE, 3,000' above observation point, parallel to surface of earth, 4-5 secs, small, appeared to be slower than a meteor, disappeared.

AFOSI Case 131: October 10, 1949; Sandia Base, NM
1:07 am. W to E, 45-degrees above horizon, bluish green, 15 secs, round, size of fist at arm's length, slow, died out.

AFOSI Case 132: October 10, 1949; Sandia Base, NM
1:07 am. SW to NE, 45 degrees above horizon, executed dives, greenish blue/red sparks trailing, 4 secs, round, size of fist at arm's length, slow, faded out.

AFOSI Case 133: October 10, 1949; Sandia Base, NM
1:07 am. N to NE, 45-degrees above horizon, green, 15 secs, round, size of fist at arm's length, slow, burned out.

AFOSI Case 134: October 11, 1949; Roswell, NM
8:10 pm. Six witnesses, appeared moving to N and angling slightly to E, maneuvered up and down, light green

turned orange, 45-minutes, round, size of basketball.

AFOSI Case 135: October 11, 1949; Alamogordo, NM
10:45 am (11:00 am). NW to SE, if size of B-29 appeared to be 150,000', white, 10-15 secs, round dish shape, 2" in diameter at arm's length, very fast compared with falling star, faded from view.

AFOSI Case 136: October 12, 1949; Roswell, NM
11:15 am. Three witnesses, S to NE, 3,500', smooth arc, white (silver), 45-60 secs, round probably elliptical, faster than jet aircraft, went beyond range of vision.

AFOSI Case 137: October 12, 1949. Alamagordo, NM
11:15 am. An NCO reported a white or aluminum colored object at 5-10 mile range, which came from the south, then veered to the NE. If size of B-29 it appeared to be at 35,000'. Duration was 45-60 seconds and estimated speed was 1500 mph. At the closest point the round object appeared to be 4" in diameter (at arm's length?).

AFOSI Case 138 is from Tucson, AZ

AFOSI Case 139: October 14, 1949; Los Alamos, NM

AFOSI Case 140: October 14, 1949; Albuquerque, NM

AFOSI Cases 129, 141, 143-148: October & November 1949; Albuquerque and Los Alamos, NM
AFOSI Case 141

AFOSI Case 142: October 21, 1949. Roswell, NM
9:30 pm. Cat 8, NCP, No BBU listing. Photograph. No directory this date but supporting documents provided. The photographer, an NCO with the 509th Bomb Group, took the photograph using a tripod. The object was motionless for thirty minutes. The sighting would have been written off except that the witness was convinced the object was not a celestial body but a light on a structure, which didn't materialize when the area was later checked.

AFOSI Cases 129, 141, 143-148: October & November 1949; Albuquerque and Los Alamos, NM
AFOSI Case 143
AFOSI Case 144
AFOSI Case 145
AFOSI Case 146
AFOSI Case 147
AFOSI Case 148

To Director of R&D, HQ, USAF, Washinton, DC and AMC, Wright-Patterson AFB, Dayton, Ohio. Subject: Light Phenomena
Nov 3, 1949; Conference, Scientific Advisory Board To Chief of Staff, USAF, Transcript

Nov 7, 1949; Report on Conference on "Green Fireballs"

Two SECRET letters, dated December 9, 1949 and December 21, 1949
To Director of R&D, HQ, Washinton, DC and Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio. Subject: Light Phenomena.

AFOSI Case 149: November 27, 1949; McIntosh, NM

AFOSI Case 150: November 27, 1949 is Winslow, AZ.

AFOSI Case 151: November 27, 1949; Albuquerque, NM
5:49 pm. Kirtland AFB, NM, fireball-like object seen moving east to west.Observer: Charles E. Lancaster, Socorro, NM, shape: round, size: large as washtub, speed: slower than a meteor, color: pale green. Observer: John W Rapp, Albuquerque, NM, shape: egg shape, size: egg at arms length, speed: 3-4 seconds to cover 15 - 20 degrees, color: bright blue white, observer: W.W.Jones, Chief Controller, Kirtland AFB, NM, shape:____, size: lead pencil eraser at arms length, speed: 5 to 7 degrees per second, color: blue white.

AFOSI Case 152: November 27, 1949; Socorro, NM

AFOSI Case 153: December 3, 1949; Alamogordo, NM
6:05 pm. Observer Charles S. Bagley, civilian employee at Holloman AFB, saw a round, green colored with a fringe of orange, object moving east to west in the sky. The object traveled in an arc downward and seemed to prescribe a small loop about midway in its travel. Object appeared somewhat larger than Venus.

AFOSI Case 154: December 4, 1949; Albuquerque, NM
At 1935 hrs. MST, Mr. James D. McAdam, Salesman, New York Life Insurance Company, at Albuquerque, NM, observed a round, green, object traveling nearly horizontal east to west in a sloping descent. Object sighted for 2 to 3 seconds before disappearing like a person blowing out a candle. Object was seen to the north of Albuquerque, NM.

AFOSI Case 155: December 4, 1949; Los Alamos, NM
At the same time of 1935 hrs. MST, at Los Alamos, NM. Mr. Robert M. Potter and J.H. Parsons, employees of the Los Alamos Scientific Laboratory, observed a round, green, object in a sloping descent, moving east to northeast. Object was seen to the north of the observers.

AFOSI Case 156: December 5, 1949; Carrizozo, NM
At 1930 to 1945 hrs. MST, witness and his wife while driving east of Carrizozo, NM, approximately 50 miles NE of Alamogordo, saw a teardrop-shaped fireball descending towards the ground. As the object neared the ground it appeared to increase in size. The speed of the object was very slow. A trail of bluish-green light was tapering off of the fireball.

AFOSI Case 157: December 5, 1949; Tularosa, NM

AFOSI Case 158: December 9, 1949; Farmington, NM

AFOSI Case 159: December 13,1949; Alamogordo, NM
8:08 pm. Special Agent S/A Robert R. Johns, OSI, Holloman AFB, while driving from Alamogordo to Holloman AFB, NM, observed a round object in the sky. Object changed color from white to amber, to red, and to green. The object was observed for approximately 9 minutes from 2008 to 2017 hours. During the entire sighting a flame appeared to shoot out from various positions on the object. The object was stationary for for approximately 5 minutes, then it began to move downward and to the right.

1950

AFOSI Case 160: January 6, 1950; Alamogordo, NM

AFOSI Case 161: January 7, 1950; Corona, NM
Cat 1, NCP, BBU 206. S of Corona. 10:15 p.m. Holloman AFB Asst. Maintenance Officer Risley while driving saw a yellowish-white ball of light at about 45° elevation descending at a 60° angle, changing color to orange with trailing flame, to just above a mountain range where it leveled off becoming bright blue-green traveling 10° E [?] until it dropped behind the mountain.

AFOSI Case 162-164: January 9, 1950; Los Alamos, NM

Three scientists at Los Alamos observed a round incandescent green object in straight horizontal flight for 2-3 seconds. Object disappeared behind trees. Three separate sightings.

The next two sightings, actually three nights on the 6th, 12th and 13th, appear to have been of the star Capella as noted on the BB/Grudge file in the north setting low on the horizon, at 3.5 degs elevation at azimuth 325 degs (about NNW) at 6:05 AM MST. Also possible was Deneb in the NE at 12 degs elevation azimuth 44 degs.

AFOSI Case 165: January 12, 1950; Holloman AFB, NM
Cat 1, NCP, No BBU listing. No directory this date but supporting documents provided. 7:00 pm. Observed to the west, the object reportedly changed altitude erratically. Object was white and changed to green and red over a period of 5 minutes. As noted above this may have been a star.

AFOSI Case 166: January 13, 1950; Holloman AFB, NM
This one also sounds like a star, but was also listed on the LaPaz catalog. PFC John M. Gusich, Holloman AFB, observed a bright white object that changed color to red and green in northern sky. Object moved erratically up and down. Observable celestial phenomena or planets that may account for the sighting: None. Reference made to OSI case 160, January 6, 1950, Alamogordo, 2230 hours, by same observer.

AFOSI Case 167: January 27, 1950; is Scullville, NJ

AFOSI Case 168: February 7, 1950; Bt. Tucumcari & Kirtland AFB, NM
At 1955 hours. Cpl Edward S. Brunskoie and Cpl Robert W Pound, of the Office Of Special Investigations, 17th District, Kirtland AFB, NM, observed a reddish-green round object moving south southeast to east in a straight line for 4 to 6 seconds. The speed of the object was that of a meteor. Object appeared twice the size of evening star.

AFOSI Case 169: February 7, 1950; Bt. Tucumcari & Kirtland AFB, NM
Between 1945 and 2000 hours. Capt. Seth Armstead, Kirtland AFB, NM, while flying an aircraft between Tucumcari, NM, and Kirtland AFB, NM, observed a fireball 10 degrees south of the aircraft. The fireball was moving east to west in a flat trajectory. The fireball appeared to travel 5 to 6 times as fast as the aircraft.

AFOSI Case 170: February 15, 1950; Sandia Base, NM

AFOSI Case 171: February 18, 1950; Holloman AFB, NM
One of the witnesses, Major Haynor, also made a UFO report for AFOSI Case 189 on March 5th. But on February 18th, Major William J. Haynor, Air Provost Marshal, Holloman AFB, William E. Royal, Air Police Squadron, Holloman AFB, and Rayburn F. Gotzinger, Base Service Squadron, Holloman AFB, observed a white to orange round object that gradually changed to the shape of an ice-cream cone in the northeartern part of the sky for 1 hour and 44 minutes. The object appeared to be the size of a coffee cup held at arm's length. The observers were driving from Holloman AFB to Oscuro, New Mexico, in the northern part of the White Sands Missile Range.

AFOSI Case 172: February 20, 1950; Holloman AFB, NM

(Indented paragraphs are quotes from Bruce Maccabee):

NCP-13: White Sands Films, Mirarchi, and Project Twinkle - Bruce Maccabee

> On February 21 an observation post, manned by two people, was set up at Holloman with a theodolite, telescope and camera. The post was manned only from sunrise to sunset. The observers saw nothing unusual during a month of operation. Then the scientists decided to begin a constant 24 hour watch on the first of April that would last for six months, with Land-Air personnel operating cinetheodolites (theodolites with movie cameras) and with Holloman AFB personnel manning spectrographic cameras and radio frequency receivers. Thus began Project Twinkle with the high hopes of solving the fireball/saucer

mystery.

It was in February 1950, that the 4925th Test Group (Atomic) set up shop at Kirtland AFB, Albuquerque, New Mexico. Is the following just a coincidence?

Blue Book Unknown #642
There is a listing in the original Blue Book unknowns which is item #642, for February 24, 1950 Albuquerque, New Mexico. However, there were seven sightings that day. The first one started at 1:55 p.m.

AFOSI Case 173: Feb. 24, 1950; Albuquerque, NM
1:55 pm. To W or SW, 20-degrees to 23-degrees above the horizon, straight flight, white, round, compared to size of upper part of the moon as it rises, 1.5 mins to cover 2-degrees. This is Blue Book case 642. Witnesses: Municipal Airport Weather Observers Luther McDonald, Harrison Manson. One white, slightly elongated oval, compared to the size of the upper part of the rising moon, was observed for 1.5 minutes through a theodolite while it flew straight and level.

AFOSI Case 174: February 24, 1950; Albuquerque, NM
2:00 pm. Albuquerque, New Mexico. E by SE, about 20-degrees above the horizon, bright white, 20-30 secs, round, compared to size of weather balloon as it disappeared in the distance very slow faded out of sight, very slow, faded out of sight. Not listed in the BB unknowns.

AFOSI Case 175: February 24, 1950; Datil, NM
7:30 pm. NW, white changing to red and green, 2 hours and 30 minutes, round, 1-degree per 2 minutes, disappeared.

Later that same day there was another sighting, but this one involves photographs. Both incidents are listed in the updated list by Brad Sparks. 7:30 PM (MST). Stanfield and other Holloman AFB Photographic Branch project staff for tracking aerial phenomena at the Datil observation post saw and photographed a circular luminous object 15.31 arcmins (0.2552 degrees) in diameter with a 3.785 degree trail, using 1-5 Cineflex camera with 3" focal length lens.

The following are the best of the four Feb 24 afternoon incidents. Saucer-like object sighted by several witnesses for 20 minutes, estimated at 100 foot across, moved at erratic speeds, then went almost straight up!!!!!

AFOSI Case 176: February 24, 1950; Los Alamos, NM
1:45 pm. E then turned W, 25,000 to 30,000 feet, white object, kept flashing like a mirror in the sun, 20 minutes, very fast, went straight up and out of sight. Not listed in BB unknowns but very interesting.. Observed by Chemical Operator.

AFOSI Case 177: February 24, 1950; Los Alamos, NM
1:40 pm. E-W, W-E, then straight up, 30,000 feet, silvery white, 20 minutes, "hovering and moving as if observing and then moving to new location", went practically straight up and out of sight. Witness: Chemical Operator.

AFOSI Case 178: February 24, 1950; Los Alamos, NM
1:15 pm. Erratic, generally NE, 20,000 to 30,000 feet, silvery, "one hundred feet across if at 20,000 to 30,000 feet", 15 minutes, "apparently saucer shaped", as fast or faster than sound, disappeared to NE at 70-degrees. Inspector, AESS.

AFOSI Case 179: February 24, 1950; Los Alamos, NM
Bt 1:15 and 2 pm. Circled then went east, intermittant vapor trail, considerable altitude, aluminum, spherical, rather large, speed erratic. Inspector, AESS.

AFOSI Case 180: Feb. 25, 1950; Los Alamos, NM (Blue Book Unknown Case 645)

3:45 p.m. Twelve witnesses, all Atomic Energy Commission security inspectors, reported, heading toward the ground, a cylinder with tapered ends, silver and flashing, flew from very slow to very fast, fluttered and oscillated, and changed course. Observations by individuals varied from 3 seconds to 2 minutes. Circular like a plane fuselage.

AFOSI Case 181: Feb. 25, 1950; Albuquerque, NM
9:15 pm. From towards the south, appeared 20-degrees above the horizon, almost vertical (descent), bright greenish white, 1-1/2 seconds, tear drop shaped, three times the size of a shooting star, and slightly slower, appeared to burn out.

AFOSI Case 182: Feb. 25, 1950; Datil, NM
2:00 am. NW, white changing to red and green, 30 minutes, round, 1-degree in 2 minutes, disappeared behind mountain.

AFOSI Case 183 - 187: Feb. 25, 1950; Los Alamos, NM
AFOSI Case 183: Feb 25, 1950, Los Alamos, New Mexico
2:10 pm. S to N, 1 to 3 miles at 30-degrees above horizon, metallic, 2 minutes, oblong, 10-15', 40 mph, went below horizon.

AFOSI Case 184: Feb. 25, 1950; Los Alamos, NM
3:45 pm. N-SWS, very high, white to silver, 30 seconds, circular, about size of 50-cent piece at its length, very fast, disappeared into glare of sun.

AFOSI Case 185: Feb. 25, 1950; Los Alamos, NM
3:50 pm. S or SW, 12,000', metallic, few seconds to 2 minutes, as large or larger than an average plane, fast, faded from view.

AFOSI Case 186: February 25, 1950; Los Alamos, NM
3:45 pm (3:55 pm?) Fourteen witnesses, NE-SW, overhead from 4 to 10 miles, traveled with a fluttering motion, silver, few seconds to 2-minutes, round, vary from 1/4" to small airplane, very fast 500 - 15 pph.

AFOSI Case 187: Feb. 25, 1950; Los Alamos, NM
4:55 pm. E-W, slow speed, disappeared behind trees.Los Alamos Inspector observed a round shiny silvery object in flight from east to west about the size of a B-25 fuselage for 10 to 15 seconds.

March 4, 1950; Los Alamos, NM
The only mention of this incident comes from Project Blue Book documents, NARA-PBB91-370. No details found.

AFOSI Case 188: March 5, 1950; is Phoenix, AZ

AFOSI Case 189: March 5, 1950; Vaughn, NM
11:35 am. Traveled 195-degrees, 180-200 mph. Air Provost Marshall Major William J. Haynor, Holloman AFB, with 5 other witnesses, observed a bright, round object in straight flight for 1 hour 25 minutes. Object's apparent size: ping pong ball at arms length. Movie film taken of the object.

AFOSI Case 190: March 11, 1950. Holloman AFB, NM.
Cat 1, NCP. 1:00 am. A ping-pong ball-like object about 50 mile range was observed moving west in a straight flight and in a slight descent by an air provost marshall. Colors changed from light orange to blood red to amber to light green over 5-minute period.

AFOSI Case 191: March 16, 1950; Farmington, NM

AFOSI Case 192: March 16, 1950. Farmington, NM

10:00 am. Ten witnesses. NE, over 20,000', skyward at 60-80 degrees, bright aluminum, 30 minutes, oval and oblong, 1/16" - 1/2" field at arm's length, faster than conventional aircraft, gradually disappeared.

AFOSI Case 193-198: March 17, 1950. Los Alamos, NM
AFOSI Case 193
3:07 am. One-fourth mile East of Station 340. AESS Inspector saw object headed earthward, 3 seconds, round, 1/4 size of full Moon, extremely fast, plunged to earth & 2 explosions were noted prior to disappearance.

AFOSI Case 194
3:08 am. Approximately 1-1/2 miles NW of Station 350 on Road 2. AESS Inspector reported very bright object in the NE, level flight, greenish yellow, 3 seconds, round, 1/4th size of full moon, moderate speed.

AFOSI Case 195
3:07 am. One-fourth mile east of Station 340. AESS Inspector reported one or two objects coming straight down, orange and green, long green tail of light, 2-2-1/2 seconds, tremendous speed, disaapeared as if explosion on impact with earth or disintegration.

AFOSI Case 196
4:46 am. Station 107. AESS Inspector saw object which formed an arc, green, 5 seconds, round, quite small, free fall, fell toward earth.

AFOSI Case 197
3:10 am. Spur No. 2. Witnesses heading North on 357 Patrol. AESS Inspector reported object which seemed to climb change color, start down & disappear, green turning yellow, 5 seconds, spherical, 1/4th the size of the Moon, moderate speed, suddenly disappeared.

March 17, 1950; Farmington, NM
Late morning. Unidentified aerial objects moved in numbers over Farmington. One witness, Clayton J. Boddy, estimated that he had observed a total of 20 to 30 disc-shaped objects, including one red one substantially larger than the others, moving at high velocity across the Farmington sky on the late morning. John Eaton, a Farmington realtor, described being called out of a barbershop when the excitement began and seeing a high, fast object suddenly joined by many objects that darted after it. A former Navy pilot, Eaton put their height at perhaps 15,000 ft. "The object that has me puzzled was the one we saw that was definitely red. It was seen by several and stated by all to be red and travelling northeast at a terrific speed." Eaton also spoke of the way the smaller objects would "turn and appear to be flat, then turn and appear to be round", a description matching an oscillating disc-shaped object. No one described seeing any wings or tails, and the emphasis upon the darting, "bee-like" motion was in several of the accounts. (McDonald)

AFOSI Case 198: March 17, 1950; Los Alamos, NM

AFOSI Case 199: March 20, 1950; Clovis, NM
Cat 11, NCP, BBU. Found in the updated BB Unknown catalog by Brad Sparks, this incident is only briefly described, but it is also listed in the LaPaz catalog as item number 199. Thirty-five miles SE of Clovis, New Mexico, some time in the morning, a USAF pilot of a T-6 saw a white spherical, then elongated, object flying at 2,000 mph. The LaPaz catalog says it happened at 1:15 AM and came from the WNW above 12,000 feet.

AFOSI Case 200: March 21, 1950; Sandai Base, NM

AFOSI Case 201: March 21, 1950; Sandia Base, NM

AFOSI Case 202: March 21, 1950; Sandia Base, NM

AFOSI Case 203: March 21, 1950; Kirtland AFB, NM
Best sightings the next day, but click on links for details from actual documents.

AFOSI Case 204: March 22, 1950; Kirtland AFB, NM
Major sighting. Eleven members of the elite 4925th Test Group (atomic) witnessed a UFO northest of Kirtland AFB, in broad daylight. Another group of sightings were reported the previous day. The incidents are backed up by actual copies of official spot intelligence reports.

AFOSI Case 205: March 22, 1950; Sandia Base, NM
12:10 am. This report is sketchy and also mentioned in a BB document, NARA-PBB91-370. The ball-shaped object had a blue center with an orange exterior and was observed in level flight for 1.5 to 3 secs by a military witness.

March 24, 1950; Sandia Base, NM
3:05 pm and 3:47 pm? Four members of the 8450th MP (Military Police) Group observed a bright object about the size of a softball at arms length in the sky going north. The object was observed for approximately 4 or 5 minutes. The object was round and silver in color. Object was standing still at first then started traveling around 700 MPH. This is perhaps two separate sightings, one at 1505 hours and another at 1547 hours. See report of Pvt. Henry D. McMinn Jr.-- time given as 1547 hours, four objects observed.

Project TWINKLE

Bruce Maccabee:
The efforts of Dr. Kaplan and Major Oder to start a fireball research project came to fruition in the spring of 1950. A $20,000 half-year contract was signed with the Land-Air Corporation which operated the phototheodolites at White Sands. Land-Air was to set up a 24 hour watch at a location in New Mexico to be specified by the Air Force and the phototheodolite operators at White Sands were to film any unusual objects which happened to fly past.

The investigation began on March 24, 1950. By this time there had been many sightings in the southwest according to the sighting catalogue compiled by Lt. Col. Rees of the 17th District OSI at Kirtland, AFB, many of them around Holloman AFB. His catalogue shows the following data for New Mexico in 1949: the area of Sandia Base (Albuquerque) - 17 sightings, mostly in the latter half of the year; Los Alamos area - 26 sightings spread throughout the year; Vaughn area - none; Holloman AFB/Alamogordo/White Sands area - 12; other areas in southwest New Mexico-20; total - 75. For the same areas in the first three months of 1950 there were: Sandia - 6 (all in February); Los Alamos - 7; Vaughn - 1; Holloman AFB/Alamogordo/White Sands - 6; others - 6; total - 26. With all these sightings, the scientists were quite confident that they could catch a fireball or a saucer.

AFOSI Case 206: April 4, 1950; Los Alamos, NM
4:20 am. Mentioned as case 206 in the La Paz catalog this incident was also mentioned in an Air Force doc, NARA-PBB91-370. An inspector with the AESS at sation 303 saw a round object coming from the west for one second.

AFOSI Case 207: April 17, 1950; Los Alamos, NM

AFOSI Case 208: April 20, 1950; Los Alamos, NM

April 27, 1950; White Sands Proving Grounds, NM
Air Force documents prove that successful triangulation of several huge UFOs flying at very high speed over White Sands was accomplished. While preparing for an MX-776A Shrike air-to-ground missile test Charles Riggs and other members of USAF contract Land-Air, Inc., Askania theodolite crews saw, tracked, filmed 4 high flying objects on a cinetheodolite at station P-10 and a theodolite at station M-7. Triangulation resulted in 30 ft size and 150,000 ft altitude for the "high speed" objects located between Holloman AFB and Tularosa Peak. (Sparks)

AFOSI Case 209: May 1, 1950; Kirtland AFB, NM
On 1 May 1950, at approximately 1510 hours, Sgt. Jean W. Ortman, AF-16274854 and Pvt. Edward B. Hitchcock, AF-11202257, both members of the 690th AC&W Squadron, Kirtland AFB, New Mexico, observed a silver metallic object of a cylindrical shape. Said object was viewed for a second at which time it disintegrated. This observation was made from the Orderly Room, 690th. Aircraft Control and Warning Squadron at Kirtland Air Force Base, New Mexico

May 24, 1950; White Sands Proving Grounds, NM
Similar to the April 27th incident, and rating almost as high in value, but this time triangulation was not effected. During an MX-674 Tarzon controllable vertical bomb test, Floyd Fannon and other USAF contract Land-Air, Inc., Askania theodolite crew members saw 8 unidentified objects then separately tracked and filmed 2 of the objects down the North American Aviation missile firing range. Cinetheodolite station P-8 filmed one object to the NE for 6 frames (1.0 sec) moving uniformly to the S from azimuth 38°26'59.2" to 38°33'59.2" and elevation 47°32'20" to 47°25'50". Cinetheodolite station P-10, located 5.6781 miles down range to the N (to azimuth 347.07723°) from P-8 and 7 ft higher, filmed another object, hence no triangulation possible, viewed to the E for 74 frames (14.6 secs) moving uniformly to the N from azimuth 86° 9' 9.2" to 85°47' 9.2" and elevation 25°48' 0" to 25° 7'50". (Sparks)

May 25, 1950 letter from Lt. Col. Doyle Rees stating conclusions
Green Fireballs not explainable in terms of common phenomenon and the scientific study must be continued.

May 25, 1950 letter to Director of Special Investigations, HQ, USAF, Washington, DC
Subject: Summary of observation of Aerila Phenomenon in the New Mexico Area, December 1948-May 1950. Attached was an analyis of the Green Fireball occurrences in the area by Dr. Lincolm LaPaz.

The digitized version of the actual catalog is presented below in pdf format and contains 209 incidents logged by Dr. Lincoln LaPaz, most of them New Mexico incidents and the majority of them Unknowns:

The LaPaz Catalog/AFOSI Summary of Sigtings of Unknown Aerial Phenomena

Next are the actual scanned versions, much more difficult to read, but direct from the Project Blue Book Archive files:

Summary of Sightings in the New Mexico Area - La Paz Catalog - Docs 407-479 - BB Microfilm - Dan Wilson

May 29, 1950; White Sands, NM
Theodolite photo

June 15, 1950 Memorandum
Concerning approval of limited dissemination of Summary of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico

July 19, 1950; Datil, NM
Sergeant A. H. Raborn and Corporal Howard D. Locke, Air Police Squadron, Holloman AFB,, New Mexico, observed two round objects about the size of a softball, moving slowly ten degrees above the horizon. Objects changed color from green to red to redish brown. Objects were very bright. Datil is approximately 40 miles west of Socorro, New Mexico. This report is not listed on Project Blue Book Master Index.

August 1, 1950; Los Alamos, NM
11:57 pm. Round white object observed at junction of two roads, approximately one foot in circumference at 1/4 mile.

August 7, 1950; Santa Fe, NM
4 am. Unidentifiable object seen by 1st Lt. Henry W. Frazier USAF 93rd Fighter Squadron, Kirtland AFB, New Mexico, while he was flying 30,000 feet over Santa Fe New Mexico. Lt. Frazier descended towards the object which disappeared in the distance even though he was flying at 620 MPH. (BBU Sparks, Project 1947; FUFOR Index)

August 30, 1950. Holloman AFB, Alamogordo, NM
10:45 a.m. During a Bell Aircraft MX-776 Shrike missile test (for the later Rascal air-to-ground strategic missile) USAF M/Sgt and 8 Bell Aircraft employees on base saw two glaringly bright circular to elliptical unidentified objects maintaining relative position to each other following the B-50 launch aircraft from above on both the dry run and hot run prior to missile release. Objects gave "strong glare at all times" not reflected sunlight, maneuvered at high estimated speeds up to 10x the B-50 or roughly 2,500 mph for short distances, left no vapor trails, hovered, accelerated rapidly, made abrupt square turns with apparent size changing to indicate ascent and descent. (BBU Sparks; Jan Aldrich; McDonald files) 30-minutes.

August 31, 1950; Holloman AFB, Alamogordo, NM
10 a.m. 1 p.m. (MST). After V-2 missile launch no. 51, Project TWINKLE Askania theodolite crews tracked and filmed multiple objects sporadically several times from several different directions at very high speeds over the course of 3 hrs. Askania cinetheodolite station P-5 filmed object with major axis varying from 8.65 to 13.243 arcmins (0.1442° to 0.22072°), minor axis 3.493 arcmins (0.05822°), one frame per second 60 cm focal length camera, 35 mm color film. Tape recording of audio reporting. Frames 593 and 595 (2 secs of nearly 10 mins? of film of object) show elevation angle changing from 53°44' to 52°38' at a rate of 0.37°/sec. Attempted interception by 4 F-86 jets from 93rd FIS, Kirtland AFB, for 1 hr failed to locate objects, which apparently returned after jets left.Cinetheodolite observers noted object with definite shape and 3-D depth but indistinct or not sharp edges, no smoke or trail, object seemed to rock or oscillate, lost when observer looked away to get angle reading. (BBU Sparks, McDonald files; Jan Aldrich)

September 17, 1950; Tatum, NM
Orange-red ball or disc-shaped object was seen moving about Tatum, approximately 40 miles east of Roswell.

october 20, 1950; Kirtland AFB and Camp Hood, TX
Sightings in New Mexico diminished and suddenly picked up at another hot area, Camp Hood, TX!

December 6, 1950; NM/TX Border. Radar-Inspired National Alert
For an hour the United States military was under a condition of national emergency during the morning of December 6, 1950. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related? This paper contains a discussion of the possibility that a flight of saucers caused the emergency and that the crash of one of them near the Texas-Mexico border on or about December 6, 1950 caused the immediate high alert.

1951

Jan 16, 1951; Artesia, NM
Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manger of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.

January 14, 1951; Alamogordo, NM
Two Air Force piolts saw a flat, round white object hovering at high altitude while they were watching a balloon.

(NICAP)

January 16, 1951; Artesia, NM (Blue Book Unknown #1037)
Daytime. Raymond Dugan and Hazel [Raymond E. Stiles?], members of a balloon project of General Mills Aeronautical Research Laboratory, while observing the project's 110 ft balloon at an altitude of 112,000 ft spotted a motionless dull white, round object 5/3 larger [3/5 ??] than the balloon. Later, the balloon crew, the manager of Artesia Airport, and 3 pilots saw 2 objects from the airport flying side-by-side, then circle the balloon and fly away to the NE. Note: Date confusion, some USAF documents showing it as 1952, some 1951. (BB 1037, BBU Sparks, Berliner; cf. Hynek UFO Exp ch. 6, case DD-8; FUFOR Index)

Jan. 22, 1951; Nr. Holloman AFB, NM
10 a.m. (EST [sic; PST?] 11 ? a.m.). 50 miles SE [ESE?] of Holloman AFB. 3-5 mins. (BBU Sparks).

Feb. 19, 1951; Rodeo, NM
USAF? C-54 pilot saw a green flare [fireball?] pass his plane. (BBU Sparks, Project 1947; FUFOR Index)

March 24, 1951; Holloman AFB, NM
5:55-6:00 PM (MST). Project TWINKLE personnel photographed, with a Leica 3c 50 mm camera, an unidentified elliptical object with major axis 8:31 arcmins minor axis 6.43 arcmins (0.1385 degrees and 0.1057 degrees).

April 1, 1951; Los Alamos, NM
Oblong shaped object moving slowly both in horizontal and vertical directions. Bright appearance.

July 9, 1951. Corona, NM
10:30 p.m. USAF Sgt. Meadows, security guard at Corona Experimental Radar Site, saw red glowing ball about size of full moon to the W descending into the tree line for 30 secs and afterglow seen another 10 secs. [Crescent moon was setting in the W about 268°272° azimuth about 10-10:30 p.m. depending on height of mountains and tree line to the W.] (BBU Sparks, McDonald files; Jan Aldrich; FUFOR Index)

July 14, 1951; Holloman AFB, NM
During the morning two radar operators at a missile tracking site caught a fast-moving object on their scope. At the same time a tracker watching a B-29 with binoculars saw a large UFO near the bomber. Another observer sighted the UFO and, with a 35 mm camera, shot 200 feet of film. The UFO showed on the film as a round, bright spot. (The film has never been released.) UFOE, 77,84

Aug. 25, 1951; Albuquerque, NM (Blue Book Unknown Case 955).
9:58 p.m. Witnesses: Sandia Base Security Guard Hugh Young and wife. A flying wing- shaped craft passed over their heads at an estimated 800-1,000' altitude with no sound. Size estimated at 1.5 times wingspan of B-36 bomber,or 350'. Dark, chordwise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of "wing". Speed estimated at 300-400 m.p.h., object seen for about 30 seconds.

October 2, 1951; White Sands, NM
Three separate reports from White Sands.

> Bruce Maccabee:
> .....in November, 1951, Dr. Louis Elterman, the Director of Project Twinkle, who worked at the Atmospheric Physics Laboratory (APL) of the Geophysical Research Division (GRD) of the Air Force Cambridge Research Laboratory (AFCRL), wrote the final report. According to Dr. Eltermans report, Project Twinkle was a dismal failure: no information was gained. He recommended it be discontinued. His recommendation was accepted.
>
> But, was it a failure? Was there really no information gained? Recall the FBI report.....which states that on May 24, 1950, personnel of Land Air saw 8 to 10 unidentified objects. Isn't this information? Let us look

more carefully at Project Twinkle.

According to Dr. Elterman, before Twinkle began there had been an abnormal number of reports from Vaughn, New Mexico, so it was decided to place a lookout post there. Why this place was chosen is a mystery to me. It is about 120 air miles from Los Alamos, about 90 from Sandia Base and nearly 150 from Alamogordo/Holloman AFB. I have listed above the sighting statistics for the various New Mexico areas, being careful to list the sightings around Vaughn separately. Note that Vaughn had only 1 sighting in the whole previous year. So why did they waste a lookout post at Vaughn? Why didnt they put one at Los Alamos or at White Sands? Did they think that they could triangulate over a very large baseline distance with the lookout post at Holloman AFB or were they actually trying to avoid sightings? These are questions which must forever remain unanswered.

Anyway, it was a mistake. After Project Twinkle began the sighting rate dropped precipitously. The Blue Book sighting list shows 1 sighting in April, 1 in May and 1 in August in the Holloman area. There were also fewer sightings in the other areas. In fact, for the period from April 1 to October 1 covered by the first Land Air contract there were only about 8 sightings in the whole of New Mexico as compared with the roughly 30 sightings during the previous 6 months.

The effect of this sudden decrease in sighting rate is reflected in the Twinkle Final Report which says that there were very few observations. However, of more importance is what is not reflected in the report.... what is ignored or covered up in the report...the fact that Twinkle was successful. (For a detailed paper on Project Twinkle by Bruce Maccabee see link below)

NCP-13: White Sands Films, Mirarchi, and Project Twinkle - Bruce Maccabee

Sightings in New Mexico during the flap of 1952:

January 16, 1952; Artesia, NM (BBU 1037)
A motionless dull-white, round object 5/3 larger than balloon.

February 17, 1952; Roswell, NM
Ball of blue fire approximately three feet in diameter seen by crew of B-29 bomber. Ball passed about one mile ahead of the aircraft. (BBU Sparks)

March 15, 1952; Sandia Base, NM
4:30 PM (MST). For 15 minutes a dull aluminum object, shaped like a flattened oval and as large as a B-29 fuselage was observed by an Air Force officer. Estimated speed was150-200 mph and the object was also stationary at one point at 10,000 feet. (BBU Sparks)

April 13, 1952; Moriarty, NM
4:45 PM (MST). Four USAF airmen reported that they witnessed a silver disc-shaped object to the East traveling very erratically at high speed, then dove. (BBU Sparks)

April 24, 1952; Clovis, NM (Blue Book Unknown #1151)
8:10 p.m. Witness: USAF light Surgeon Maj. E.L. Ellis. Many orange-amber lights, sometimes separate, sometimes fused, behaved erratically. Speed varied from motionless to very fast during 5 minute sighting.

April 30, 1952; Moriarty AFS, NM
7:40 and 7:46 a.m. (MST). CPS-5 radar tracking of 4,000 mph first target at 230° azimuth (about SW) at 149 miles range moving 11 miles per 10-sec sweep for 4 sweeps heading into the radar site. 2nd track at 7:46 a.m. of 4,000 mph target at 280° azimuth (about W) at 140 miles moving 11 miles per 10-sec sweep for 6 sweeps [toward

the radar] until disappearing at about 70 miles range. (BBU Sparks, McDonald files; Jan Aldrich; FUFOR) 30-40 secs, then 60 seconds.

May 10, 1952; Albuquerque, NM
Two disc-shaped objects seen SW of Kirtland AFB, and moved to the NE. [3?] p.m. (MST). USAF Lt. Col. M. G. B. and wife in the yard of their home saw 2 silvery disc-shaped objects one after the other moving SW to NE at above 20,000 ft, first object seeming to waver on axis or "flop over," 2nd object followed similar path but at higher altitude. Officer alerted radar station but unable to track object(s). (BBU Sparks, McDonald files; Jan Aldrich)

May 23, 1952; Kirtland AFB, NM
4:00-4:45 p.m. (MST). USAF CO of 135th AC&W Sq ADC radar site, Lt. Col. Orlando W. Stephenson Jr., and other staff of radar site, Senior Director Lt. William J. Hopkins, Capt. Clarence R. Holloway, Lt. Edwin G. Kenyon, Philco radar tech rep John B. Cooper, and at least one other witness (door guard), saw a silvery or aluminum color flat on the bottom, slightly rounded on top, the highest part off center to the left, in the W at 268° azimuth 2° elevation at an estimated height of about 1,000-3,000 ft at 10-20 miles 45 minutes distance, seen through transit telescope, 7x 50mm binoculars and possibly theodolite [?]. Object reflected sunlight at varying irregular intervals of brightness for 3 secs to 2-3 mins and then dark or invisible for similar periods, headed to the right descending below the horizon at 271° azimuth about 0° elevation. Radar and 93rd FI Sq F-86D fighter interception unsuccessful. (BBU Sparks, Jan Aldrich)

May 24, 1952; Zuni, NM
1:27 a.m. Pilot of TWA airliner Brass saw 2 reddish torpedo-shaped objects appear in front of the aircraft. (Sparks BBU, Project 1947; FUFOR Index)

May 28, 1952; Albuquerque, NM (Blue Book Unknown # 1233)
1:45-2:40 p.m. Witnesses: two city fire department employees. Two circular objects--one shiny silver and the other orange or light brown-- were seen three times performing fast maneuvers. (Berliner)

May 28, 1952; E of Albuquerque, NM
[and Okla. ?]. 8:10 [8:20? 8:40?] p.m. (MST). USAF crews of 5 B-29 bombers saw green spherical objects [fireballs?]. (Sparks BBU, Project 1947; FUFOR Index)

June 5, 1952; Albuquerque, NM (Blue Book Unknown #1256)
6:45 p.m. Witness: S/Sgt T.H. Shorey. One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds. (Berliner).

June 7, 1952; Albuquerque, NM (Blue Book Unknown #1260)
11:18 a.m. Witnesses: crew of B-25 bomber #8840 at 11,500'. One rectangular aluminum object, about 6'x4', flew 250-300' below the B-25.

June 8, 1952; Albuquerque, NM (Blue Book Unknown #1263)
10:50 a.m. Witnesses: Mr. and Mrs. J.D. Markland. Four shiny objects flew straight and level in a diamond formation. (Berliner)

June 16, 1952; Walker AFB, NM (Blue Book Unknown #1295)
8:30 p.m. Witness: USAF maintenance specialist S/Sgt. Sparks. Five or six grayish discs, in a half-moon formation, flew at 500-600 m.p.h. for l minute.

June 18, 1952; Placitas, NM
No data.

June 28, 1952. Kirtland AFB, Albuquerque, NM
1:20 p.m. 2 observers with CARCO air service saw 2 silvery disc-like objects high in the sky moving slowly to

the S, noiseless, suddenly climbed nearly vertically at high speed, one going SSE the other almost due E. (BBU Sparks, Hynek UFO Exp ch. 6, case DD7)

July 22, 1952; Los Alamos, NM (Blue Book Unknown #1538)
10:50 a.m. Witnesses: control tower operator Don Weins, and two pilots for Carco. Eight large, round, bright aluminum objects flew straight and level, then darted around erratically during 25 minutes.

July 26, 1952; Kirtland AFB, NM (Blue Book Unknown #1637)
12:05 a.m. Witness: Airman lst Class J.M. Donaldson. Eight to ten orange balls in a triangular or V-formation flew very fast for 3-4 seconds.

July 29, 1952: Los Alamos, NM
10:00 PM. Several Los Alamos scientific lab and other witnesses saw a white object moving E-W, about 1.8-degrees/sec angular velocity, with gyration or fluttering motion. Two jet interceptors from Kirtland AFB arrived about 5 minutes later. Chasing object W-E, all three leaving contrails. At 10:57 AM, light brown egg-shaped object with wings was sighted hovering then shot off to the NW disappearing in three seconds. The intelligence officer stated that "the scientific experience of the weather personnel making these observations is sufficient to warrant credence in their sightings and indicates an actual appearance of unidentified flying objects."

July 30, 1952; Albuquerque, NM (Blue Book Unknown #1755)
11:02 p.m. Witness: USAF lst Lt. George Funk. One orange light remained stationary for 10 minutes. No further details in files.

July 30, 1952. Holloman AFB, Alamogordo, NM
(FUFOR Index)

August 3, 1952; Truth or Consequences, NM
10:20 PM. Civil engineer Anderson saw three light-green cylindrical objects hovering at a 45-degree angle in an inverted V-formation switch in echelon when one object moved, with a rolling motion along its long axis. Disappeared by rapidly rising vertically.(Sparks BBU, BB Rpt 8; FUFOR Index)

The following incident documents will have to wait until more rolls of microfilm are put up on the Blue Book archive page, or we can purchase our own rolls from the NARA. We have some rolls already. Right now they only go up to the end of June 1952.

Aug. 24, 1952. Bet. Hermanas, NM, and El Paso, TX (Blue Book Unknown #1961)
10:15 [10:20?] a.m. Georgia Air National Guard F-84G jet fighter pilot Col. G. W. Johnson saw two 6 ft silver balls in abreast formation, one turned grey rapidly, the other slowly. One changed to long grey shape during a turn. 10-minutes. (Berliner)

Aug. 25, 1952; Holloman AFB, NM (Blue Book Unknown #1979)
3:40 p.m. Witnesses: civilian supervisor Fred Lee, foreman L.A. Aquilar. One round silver object flew south, turned and flew north, made a 360 turn and flew away vertically after 3-5 minutes.

Brad Sparks:

> Edward Ruppelt's papers,and supplemented by details in his book, state that 34th Air Division Commander Col. (William) Matheny (misspelled by Ruppelt as "Methaney" or "Methany") put forward a plan in mid-1952 to use specially equipped F-94C's to take gun camera films of intercepted UFO's, which came to be called Project Pounce. Many agencies were putting forth instrumented UFO detection and tracking plans in 1952, and ATIC attempted to combine them into one plan based in NM. New Mexico was the home of Project Twinkle operated in 1950-1, and several other UFO observation posts or networks, so there was already some experience and interest, as well as plenty of UFO sightings there.

Here are some of Ruppelt's 1955 notes:

Edward Ruppelt:

Col. Methaney [sic: Matheny] was the CO of the 34th Air Defense Division in Albuquerque. He is now a Brigadier General. He was firmly convinced that the UFO's were real and that they were interplanetary space ships. He wrote up a plan that called for a special squadron of stripped down F-94C's to chase the UFO's. The plan went through Western Air Defense Headquarters and to Air Defense Command Headquarters but it was rejected because of the non-availability of the aircraft. It was in the 34th that the F-86 pilot claimed that he shot at the UFO.

Summer of 1952; Albuquerque, NM
The famous F-86 UFO shooting incident

Sightings at Oak Ridge and Killeen Base, Texas.

Oct. 7, 1952; Alamagordo, NM (Blue Book Unknown #2150)
8:30 p.m. Witness: USAF Lt. Bagnell. One pale blue oval, with its long axis vertical, flew straight and level for 4-5 seconds, covering 30 in that time.

Oct. 17, 1952; Taos, NM (Blue Book Unknown #2171)
9:15 p.m. Witnesses: Four USAF officers One round, bright blue light moved from north to northeast at an elevation of 45-degrees for 2-3 seconds and then burned out.

Oct. 17, 1952; Tierra Amarilla, NM (Blue Book Unknown #2173)
11 p.m. Witness: one military person (no detail). One white streamer moved at an estimated 3,000 m.p.h. in an arc for 20 seconds. No further details in files.

Nov. 12, 1952; Los Alamos, NM (Blue Book Unknown #2219)
10:23 p.m. Witness: security inspector. Four red-white-green lights flew slowly over a prohibited area for 15 minutes.

November 25, 1952; White Sands, NM
Not listed in the BB Unknowns or LaPaz list was this close encounter. At approximately 2030 hours on 25 November 1952, the witness observed what appeared to be flares, or pyrotechnics, on the right side of the road. His first thought was that these objects were flares that were being fired by troops on a night project. However, shortly thereafter a matter of seconds he observed what appeared to be a flare land right in the middle of the road, about three or four hundred yards distant. It assumed the shape of a ball, having a green center, fading to a light hazy blue at the exterior. This light disappeared before his car arrived at the spot. Approximately three to five minutes later he observed a light, or series of lights, approaching from the right side of the road, in the heavens, at an altitude of about three to five hundred feet and between 1/4 and 1/2 mile distant. This object made a right hand turn above the road and then disappeared at an angle of approximately 90 degrees straight into the sky. The object had what appeared to be windows, brilliantly lighted, and he estimated that they were five to six feet in height and six to eight windows in each of the two rows.

Nov. 27, 1952; Albuquerque, NM (Blue Book Unknown #2249)
12:10 p.m. Witnesses: pilot and crew chief of UAAF B-26 bomber. A series of black smoke bursts (4-3-3-4-3), similar to antiaircraft fire, was seen over a 20 minute period.C. 12:30 a.m. Witnesses: radar

Dec. 28, 1952; Albuquerque, NM
11:09 [9:16?] p.m. Military pilot saw an elongated cigarlike object the size of a medium bomber traveling E to W. (BBU Sparks, BB Status Rpt; FUFOR Index)

1953:

January 26, 1953; City not stated, NM.
Radar case, G/V (UFOE)

January 31, 1953; Albuquerque, NM
9:00 PM. Cat. 8. Fifteen minute observation of an unidentified, round, stationaryaerial object, low on the western horizon. Witness advised he took a series of photographs of this object and the file was sent to the pub;ishers of "Life" magazine, New York City, undeveloped.

February 17, 1953; Los Alamos, NM
6:10 PM. Station 470 security inspector at Los Alamos had
been alerted by Protective Force Network to be on alert for unidentified object, saw three, blue-white, stationary objects for 12 minutes.

February 18, 1953; Los Alamos, NM Cat 1, NCP
A round fiery object was seen east of Los Alamos at 1:27 AM for a half a minute. The object was traveling too slow for a meteor, 100-150 mph.

March 27, 1953; Mt. Taylor, NM (Blue Book Unknown #2524)
7:25 p.m. Witness: pilot of USAF F-86 jet fighter at 600 kts. (700 m.p.h.). One bright orange circle flew at 800 kts. (900 m.p.h.), and executed three fast rolls. Pilot chased object for 4 minutes.

August 24, 1953; Hermanas, NM. (UFO Encyclopedia)
Carl Sanderson, flying an F84 jet at 35,000 feet, sighted two circular silvery UFOs, one of them making an extraordinary right turn right in front of him. The objects disappeared at high speed, then reappeared over El, Paso Texas.

Dec. 3, 1953. Holloman AFB, NM
(McDonald list)

1954

May 18, 1954. Cannon AFB, NM
7 p.m. 2 witnesses saw a house-size lens-shaped object land near railroad tracks, kicking up a small sand storm in the desert. One witness approached it, then ran away in fear. (Vallée Magonia 129; BB files??)

July 3, 1954; Albuquerque, NM
Radar case, G/V. (UFOE)

September 18, 1954; City not stated, NM.
Cat 3 (E-M). Large green fireball observed, radio and TV interference noted over wide area. (Source: unknown)

1955

Jan, 1, 1955; Cochise, NM (Blue Book Unknown #3382)
6:44 a.m. Witnesses: instructor and student pilot in USAF B-25 bomber/trainer. A metallic disc, shaped like two pie pans face-to-face, and 120- 130' in diameter, paced the B-25, showing both its edge and its face, for 5-7 minutes. Only item in case file was summary form.

Feb. 1, 1955. 20 miles E of Cochise, NM (Blue Book Unknown #3414)
7:55 [6:55?] p.m. Instructor Capt. D. F. Ritzdorf and aviation cadet F. W. Miller flying TB-25 bomber/trainer (s/n 44-86894) at 13,000 ft and ground speed 238 mph saw a very bright round object with red and white hues approach then hover off the left wing of the TB-25 for 5 mins about 5° above horizontal. Object climbed rapidly on a parallel flight track to disappearance in 3 mins. [See Jan. 1, 1955, incident.] (Berliner; NARCAP)

June 6, 1955; City not stated, NM
Cat 3 (E-M). Three unusual green fireballs, heavy radio and TV disturbance reported. (Source: unknown)

Nov. 14, 1955. Deming, NM
1 a.m. Commercial airline pilot in flight saw a fast moving object, with a light on the rear, come from the SW. (Project 1947)

The 1957 Flap:

February 7, 1957; Las Cruces, NM
3:53 a.m. 1 hr 39 (MST). 54 radar targets? (Sparks BBU, McDonald list; FUFOR Index)

Feb. 13, 1957. Tierra Amarilla AFS, NM
4:40 a.m. (MST). Meyer. (Sparks BBU, McDonald list; FUFOR Index) 2 hrs

March 27, 1957; Roswell, NM
8:35 p.m. USAF pilot Lt. Sontheimer flying C-45 transport saw to the left 3 bright white circular objects in tight formation on collision course. He immediately flashed his taxi lights, one object shot straight up above him the other 2 continued on passing in front. When he flashed his taxi lights (again?) the objects instantly blinked out and disappeared. 6-seconds. (Sparks BBU, Weinstein; NARCAP; FUFOR Index)

Nov. 3, 1957. White Sands, NM
3 a.m. [1 p.m. MST ?] Army patrol at Stallion Site in a jeep saw an orange, "apparently controlled," luminous object on the ground near the site of the first A bomb explosion [Trinity Site] first seen as a sunlike source 150 ft above ground, descending to ground level after 3 mins, landing a few miles away at the N end of the test grounds. (Sparks BBU, Vallée Magonia 420; FUFOR Index) 3 mins+

November 4, 1957; Orogrande, NM
James Stokes, an employee of Holloman AFB, was driving toward El Paso when car began to sputter and his radio to fade. He saw that several other people had pulled their cars to the side of the road and were looking at something in the sky. Looking up, he saw a large, oval-shaped object pass over the coolection of onlookers and then disappear. Exposed parts of his body later turned red and itched as if sunburned. He made a report to the Air Force. None of the other witnesses was ever located.

November 4, 1957; Kirtland AFB, NM
10:45 p.m. (MST). CAA air traffic controllers R. M. Kaser and E. G. Brink saw a highly maneuverable 15-20 ft egg-shaped object with a white light at its base circle over the W [E?] end of the base at 150-200 mph and come down in a steep 30° dive as if landing on Runway 26, to the N or NW of the tower at about 1500 ft. Radar tracked part of this maneuver. Object then crossed flight line, runways and taxiways heading towards the tower at about 50 mph and 20-30 ft above ground, observed through 7x binoculars till it reached about 3,000 ft to the ENE near the NE corner of the floodlit restricted nuclear Weapons Storage Area / Area D/Drumhead Area, and a B-58 bomber service site, where it hovered for 20 secs-1 min then headed E again, at about 200-300 ft height, then suddenly shot up at a steep climb at about 45,000 [4,500?] ft/min. Controllers contacted RAPCON which tracked object on CPN-18 radar traveling E then turning S, circling the Albuquerque Low Frequency Range Station then headed N [disappearing at 10 miles and reappearing 20 mins later to circle around ?] to follow 1/2 mile behind a USAF C-46 that had just taken off to the S for 14 miles until both went off scope. Hovering radar target then appeared to the N over outer marker for 1-1/2 mins before fading. (McDonald 1968, 1972; Hynek UFO Exp ch. 7, case RV-3) 25 mins

November 5, 1957; Santa Fe, NM.
Two men saw an egg-shaped object coming toward them at low altitude. It moved slowly, illuminating their car and producing a humming sound. The car engine, the clock, and a wristwatch stopped. The object shot away

toward the southwest. (Magonia)

Nov. 6, 1957; Santa Fe, NM
12:10 a.m. J. Martinez and A. Gallegos saw an egg-shaped object slowly coming toward them at low altitude, illuminating their car, producing a humming sound. Car engine, clock and a wristwatch stopped. Object shot away to the SW. (Sparks BBU, Vallée Magonia 425; BB files??)

Nov. 6, 1957; Radium Springs, NM (Blue Book Unknown #5227)
10:50 p.m. Las Cruces policeman [Barela?] and a Dona Ana County Deputy Sheriff saw a round object changing from red to green to blue to white rising vertically from a mountain top. (Berliner; FUFOR Index) 10 mins

November 7, 1957; Orogrande, NM.
Cat 3 (E-M). Car traveling about 60 mph, speedometer waved wildly between 60-110 mph. UFO then sighted. (UFOE)

November 9, 1957; White Oaks, NM
Cat 3 (E-M). Car lights failed as UFO observed. (UFOE)

Nov. 26, 1957; West Mesa AFS, NM
Radar case. (Sparks BBU, McDonald list; FUFOR Index

1959

February 25, 1959; Hobbs, NM
Cat 3 (E-M). Signals on car radio (steady succession of two dots and a dash) as UFO passed. (UFOE)

August 13, 1959; Bt. Roswell and Corona, NM
Former USN PBY pilot, flying a Cessna 170 from Hobbs to Albuquerque, N.M., at 8,000 feet, noticed halfway between Roswell and Corona, that his Magnesyn electric compass suddenly moved around a slow 360° rotation in about 4-5 secs, and his other standard magnetic compass was spinning wildly. About this time, he saw 3 small gray slightly fuzzy elliptical objects in close echelon formation passing in front from left to right and around his plane at a distance about 450 to 600 ft and a speed of about 200 mph. Magnesyn compass followed the objects' position as they circled the plane, and after one full circle they disappeared to the rear, then both compasses settled back to normal. CAA controller at Albuquerque canceled his flight plan and ordered him to land at Kirtland AFB, where he was interrogated by a USAF major.

December 23, 1959; W of Albuquerque, NM
(McDonald list)

1960

September 20, 1960; Farmington, NM
(McDonald List)

1961

Sept. 2, 1961; Albuquerque, NM
4:40-4:50 p.m. (MST). Ziegler saw reflection of sun from a shiny surface moving erratically W to E from about 240° azimuth (about WSW) to 210° when it stopped and emitted several smaller silvery objects about 1/6 the size of the main object, then continued on to about 150° azimuth (about SSE) where it again stopped and emitted several silvery objects about 1/6 size then moved away and climbed to about elevation 50° until disappearance by fading. (Project 1947; McDonald list; FUFOR Index)

1962

May 24, 1962; Albuquerque, NM
(McDonald list)

1964

April 24, 1964; Socorro, NM (Blue Book Unknown #8766)
1 mile SSW of Socorro, NM (landing site near 34° 2 33 N, 106°53 52 W). 5:455:50? p.m. Socorro Police Dept. patrol officer Lonnie Zamora, while chasing a speeder heading S, heard a roaring sound and saw a bluish-orange funnel of flame in the sky to the SW slowly descending possibly 1/2 to 1 mile away, bottom of flame hidden behind a hill. He tried to pursue the flame, turning off to the right on a rough gravel road to the SW, lost sight of flame while trying to get car up steep rough hill. At the top after 10-15 secs of continuing along gravel road he suddenly noticed a shiny whitish-aluminum color landed object about 12-15 ft tall about 800 ft away to the SW down in a gully, at first looking like upturned car but actually appearing oval long-axis vertical on two legs, and for about these 2 secs also saw 2 small-adult-like figures in white coveralls near object, one turning toward him seemingly startled and jumping. He lost sight of object as he drove about 1,000 ft further WSW, radioed headquarters he was investigating possible car accident, then stopped at the top of the ridge about 103 ft from landing site down in the gully to the SE. He got out, heard 2-3 loud thumping noises like a door shut hard, walked 3 steps to the front of the car to possibly 90 ft distance when he heard a very load roar increasing in volume and saw a smokeless blue-orange flame coming from beneath the oval object, now seeming long-axis horizontal at this angle (about 120° from previous sighting), with a red insignia or lettering in the middle about 2 x 21/2 ft, and slowly rising. He thought it was going to explode and ran away, putting car between him and the object, about 25 ft and 6 secs of running from the car he glanced back and saw object had risen about 20-25 ft to level of his car, ran another 25 ft and "ducked down" below edge of ridge. Roaring noise stopped, he looked up and saw object heading to the SW (towards W end of Socorro Municipal Airport 1 mile away) at level height just clearing 8 ft dynamite shack by about 3 ft moving "very fast," no flame or smoke or noise. He ran back to patrol car, radioed headquarters, saw object climbing slowly and "get small" in the distance just clearing Box Canyon or Sixmile Canyon Mtn. (about 6 miles to WSW). Immediate police and military investigation found physical traces, burning brush. (BBU 8766)

April 26, 1964; La Madera, NM
(BBU Sparks, McDonald List)

April 30, 1964; Stallion Test site, NM
B-57 radios, white object landed, photo recon (Source: unknown)

May 15, 1964; Stallion Test Site, NM
Cat 9 (Radar/visual), two scrambles, UFOs sent proper IFF.

May 22, 1964; White Sands, NM
Cat 9 (Radar/visual). Auto radar tracks UFO on tape, sends phony IFF.

1965

April 18, 1965; Bernacillo, NM
Cat 8 (photo). No details (Source: unknown)

September 25, 1965; Rodeo, NM (Blue Book Unknown 39971)
10 p.m. Witnesses: Dr. George Walton, physical chemist, and wife. Two round white objects flew side-by-side, at 30-50' altitude, pacing the witnesses' car for 6 minutes.

Note: December 2, 1965; parts of Texas, NM and Mexico were suddenly hit by a power failure. Blacked out were Fort Bliss, Holloman AFB, White Sands Proving Ground and Biggs AFB. (Ref. 3, 219) This blackout was preceded by the famous incident on November 10th where a massive power failure hit the northeastern United States.

1967

Jan. 13, 1967; SW NM
NW of El Paso, Tex., to Flagstaff-Winslow, Ariz. 10 p.m. Pilot Carl M., an FO, and a passenger Jimmie Moran on a Lear Jet 23 en route from Houston, Tex., to Las Vegas, Nev., at 41,000 ft and 300 knots airspeed (Mach 0.82 or about 540 mph TAS) on a 300° heading saw a flashing [?] red oval luminous object in the 10 o'clock position. Object split into 4 similar red oval objects vertically a number of times, each separated by about 2,000 ft and each emitting a "red ray," then retracting the lowest objects up into the top object. Albuquerque radar tracked the object 39 miles ahead of the Lear jet moving on the same heading, with no transponder signal and at that moment the object blinked off visually for 30 secs then blinked on. Albuquerque control contacted a National Airlines DC-8 over Casa Grande, Ariz., whose pilot confirmed the Lear pilot's reports. Albuquerque control warned the Lear that the object suddenly darted towards the Lear at high speed within secs until the radar blips merged [possibly 39 miles in 10 secs or roughly 14,000 mph]. Object flooded the Lear with intense red light so bright the pilot had difficulty seeing his instrument panel, and it maintained position in front of the Lear for a few mins then, then blinked out then came on again and started falling back behind the left wing, then pulled forward again. (When the object blinked off radar at Albuquerque controllers would lose the object then regain it when it blinked on again (?).) Both UFO and Lear jet made left turns over Winslow, Ariz., then Los Angeles Center radar picked up both targets. Past Flagstaff the object climbed at a 30° angle disappearing to the W in <10 secs. (BBU Sparks, Hynek UFO Exp ch. 7, case RV-1; NARCAP)

March 2, 1967; Alamogordo, NM
This series of visual sightings of silver specks in the sky triggered a scramble of two aircraft from Holloman AFB. Two range surveillance radars (one at Holloman, the other at Elephant Mountain near Orogrande, 35 miles south of Holloman) plotted four targets 10 Nautical miles ENE of Tularosa. Then a plot of three targets were reported over Mescalero by both radars. Although intermittent the radar operators were convinced that "something" was there.

March 24, 1967; Los Alamos, NM
Disc hovers for 10 minutes. (Source: unknown).

May 26, 1967; Albuquerque, NM
Cat 3 (E-M). Luminous object chased car, hovered above it, able to restart engine after UFO sped away. (APRO).

1975

August 13, 1975; Alamogordo, NM
Sgt. Charles L. Moody abduction case.

1980

August 8, 1980; Kirtland AFB, NM
Multiple sightings over Manzano Weapons Storage Area and Sandia National Laboratories test site, Coyote Canyon.

August 9, 1980; Kirtland AFB, NM
Cat 3 (E-M). On this morning, several security guards at the Manzano Weapons Storage Area, adjacent to Kirtland AFB, saw a bright light descend in (a) restricted area. A fourth guard observed a disk shaped light in the vicinity of a bunker used to store nuclear weapons. The incident resulted in a report being filed with the Air Force

Office of Special Investigations (AFOSI) at Kirtland. The incident was subsequently investigated by agent Richard Doty -- an interesting and mysterious figure who often appears in the UFO literature. Doty filed a preliminary report on the incident, which has been acknowledged and released by the Air Force. Maccabee's question is, where is the follow-up report? Surely, no such incident at an atomic facility, even if explainable by mundane causes, would not have been further investigated. Maccabee reveals strong circumstantial evidence that such a report exists but is being withheld by the Air Force.

END OF REPORT

The Nuclear Connection Project
presents
The Camp Hood Sightings
including all the Texas Blue Book Unknowns

During the beginning of the cold war, Killeen Base was one of the Air Force's storage-and-assembly bases for nuclear weapons. Gray Air Force Base near the AEC's Killeen Base (Site Baker), one of three National Stockpile Sites where nuclear weapons were stored at the time.

Updated: September 22, 2005:
The evidence for a UFO/Nuclear Connection grows stronger by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium was mined and plutonium was manufactured (the Congo, New Mexico, The Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development took place (Los Alamos, Sandia Base) and where nuclear weapons were stored (New Mexico: Los Alamos,Manzano Mountain near Kirtland, NM, and Texas: Killeen Base ant Camp Hood).

This is the second part of that story, the Camp Hood Sightings, which we produced to include all the known cases and provided links to the full report directories and official supporting documents. The matrix for this chronology is based on the portion of the book, "The Report on Unidentified Flying Objects", by Captain Edward J. Ruppelt, where these sightings and the story surrounding them is covered in detail. Where enough information is not available to produce a case directory, the supporting documents are provided as temporary directories.

I wish to thank Dan Wilson, one of our staff researchers, for his fine research into the Blue Book Archives for the supporting documents in most of these cases. And to Brad Sparks for his re-evaluation of the Project Blue Book Unknowns which doubled the number of cases that were unexplained, many of which occurred in New Mexico and other high-security areas such as Oak Ridge (TN) and Killeen Base (TX) and were used as a checklist. Jan Aldrich provided documentation on some cases; Richard Hall provided the

chronologies and basic case lists (UFOE, UFOE II); and Jean Waskiewicz and I created a set of useable databases within the NICAP Global Sighting Information Database) for the total caseload.

Francis Ridge
Coordinator, Nuclear Connection Project

Nov. 2, 1947; Anderson Rd., Houston, TX (BBU)
Daybreak. Immigration Service [agent?] Brimberry saw an almost round or oval or saucer-shaped object with bright light [?] about 100 ft [?] diameter spinning in its descent. (McDonald list; FOIA; FUFOR Index)

Captain Edward J. Ruppelt:

The story of the UFO now goes back to late January 1949, the time when the Air Force was in the midst of the green fireball mystery. In another part of the country another odd series of events was taking place. The center of activity was a highly secret area that can't be named, and the recipient of the UFO's, which were formations of little lights, was the U.S. Army.

The series of incidents started when military patrols who were protecting the area began to report seeing formations of lights flying through the night sky. At first the lights were reported every three or four nights, but inside of two weeks the frequency had stepped up. Before long they were a nightly occurrence. Some patrols reported that they had seen three or four formations in one night. The sightings weren't restricted to the men on patrol. One night, just at dusk, during retreat, the entire garrison watched a formation pass directly over the post parade ground.

As usual with UFO reports, the descriptions of the lights varied but the majority of the observers reported a V formation of three lights. As the formation moved through the sky, the lights changed in color from a bluish white to orange and back to bluish white. This color cycle took about two seconds. The lights usually traveled from west to east and made no sound. They didn't streak across the sky like a meteor, but they were "going faster than a jet." The lights were "a little bigger than the biggest star." Once in a while the GI's would get binoculars on them but they couldn't see any more details. The lights just looked bigger.

From the time of the first sighting, reports of the little lights were being sent to the Air Force through Army Intelligence channels. The reports were getting to ATIC, but the green fireball activity was taking top billing and no comments went back to the Army about their little lights. According to an Army G-2 major to whom I talked in the Pentagon, this silence was taken to mean that no action, other than sending in reports, was necessary on the part of the Army.

But after about two weeks of nightly sightings and no apparent action by the Air Force, the commander of the installation decided to take the initiative and set a trap. His staff worked out a plan in record time. Special UFO patrols would be sent out into the security area and they would be furnished with sighting equipment. This could be the equipment that they normally used for fire control. Each patrol would be sent to a specific location and would set up a command post. Operating out of the command post, at points where the sky could be observed, would be sighting teams. Each team had sighting equipment to measure the elevation and azimuth angle of the UFO. Four men were to be on each team, an instrument man, a timer, a recorder, and a radio operator. All the UFO patrols would be assigned special radio frequencies.

The operating procedure would be that when one sighting team spotted a UFO the radio operator would call out his team's location, the location of the UFO in the sky, and the direction it was going. All of the other teams from his patrol would thus know when to look for the UFO and begin to sight on it. While the radio man was reporting, the instrument man on the team would line up the UFO and begin to call out the angles of elevation and azimuth. The timer would call out the time; the recorder would write all of this down. The command post, upon hearing the report of the UFO, would call the next patrol and tell them. They too would try to pick it up.

Here was an excellent opportunity to get some concrete data on at least one type of UFO. It was something that should have been done from the start. Speeds, altitudes, and sizes that are estimated just by looking at a UFO are miserably inaccurate. But if you could accurately establish that some type of object was traveling 30,000 miles an hour, even 3,000 miles an hour - through our atmosphere, the UFO story would be the biggest story since the Creation.

The plan seemed foolproof and had the full support of every man who was to participate. For the first time in history every GI wanted to get on the patrols. The plan was quickly written up as a field order, approved, and mimeographed. Since the Air Force had the prime responsibility for the UFO investigation, it was decided that the plan should be quickly coordinated with the Air Force, so a copy was rushed to them. Time was critical because every group of nightly reports might be the last. Everything was ready to roll the minute the Air Force said "Go."

The Air Force didn't O.K. the plan. I don't know where the plan was killed, or who killed it, but it was killed. Its death caused two reactions.

Many people thought that the plan was killed so that too many people wouldn't find out the truth about UFO's. Others thought somebody was just plain stupid. Neither was true. The answer was simply that the official attitude toward UFO's had drastically changed in the past few months. They didn't exist, they couldn't exist. It was the belief at ATIC that the one last mystery, the green fireballs, had been solved a few days before at Los Alamos. The fireballs were meteors and Project Twinkle would prove it. Any further investigation by the Army would be a waste of time and effort. This drastic change in official attitude is as difficult to explain as it was difficult for many people who knew what was going on inside Project Sign to believe. I use the words "official attitude" because at this time UFO's had become as controversial a subject as they are today. All through intelligence circles people had chosen sides and the two UFO factions that exist today were born.

On one side was the faction that still believed in flying saucers. These people, come hell or high water, were hanging on to their original ideas. Some thought that the UFO's were interplanetary spaceships. Others weren't quite as bold and just believed that a good deal more should be known about the UFO's before they were so completely written off. These people weren't a bunch of nuts or crackpots either. They ranged down through the ranks from generals and top grade civilians. On the outside their views were backed up by civilian scientists.
In early 1949 the term "new look" was well known. The new look in women's fashions was the lower hemlines, in automobiles it was longer lines. In UFO circles the new look was cuss 'em.

The new look in UFO's was officially acknowledged on February 11, 1949, when an order was written that changed the name of the UFO project from Project Sign to Project Grudge. The order was supposedly written because the classified name, Project Sign, had been compromised. This was always my official answer to any questions about the name change. I'd go further and say that the names of the projects, first Sign, then Grudge, had no significance. This wasn't true, they did have significance, a lot of it.

Jan. 30, 1949; Amarillo, TX (AFOSI Case 18) (BBU)
5:54 pm. Sighted and photographed in New Mexico, this event took place in Texas. It is listed in the updated catalog of BB unknowns by Brad Sparks: Near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas. 5:54 p.m. (MST). Thousands of witnesses over several states saw spectacular green fireball, N-S trajectory triangulated by Dr. Lincoln LaPaz as 12 mile altitude over Amarillo area descending slightly on nearly horizontal 143-mile path to near Lamesa disappearing about 8 miles altitude. No noise except slight hissing. 100+ witnesses interviewed. (Sparks; FOIA)

January 30, 1949; Amarillo, TX (AFOSI Case 20)

January 30, 1949; Fort Worth, TX (AFOSI Case 21)

UFOs at Camp Hood: Became National Stockpile in 1948 (33 pages)

Camp Hood/Killeen Base Reports (23 pages) - AFOSI/LaPaz Catalog (orig)

March 2-4; Los Alamos/Then Killeen Base (21 pages)

March 6, 1949; Camp Hood, TX (AFOSI Case 28) (BBU)
9 p.m. Army Sgt. Hubert Vickery and PFC John Ransom on patrol at the AFSWP (Armed Forces Special Weapons Project) nuclear weapons storage site saw a blue-white oblong object about 2 ft x 1 ft in size travel S from 286° to 279° azimuth elevation 5°45'. Other sightings by Army patrols from 8:30 p.m. to 2 a.m. (FOIA)

March 6, 1949; Camp Hood, TX (AFOSI Case 29)

March 7, 1949; Camp Hood, TX (AFOSI Case 32)
0115 - 0130 hours, Killeen Base. Pvt. Paul C. Bryant, 42nd AIB Co A. Observed a bright blue light like a flash bulb. Apparent size: Basketball. Altitude: 27 degrees 30 minutes above the horizon

March 7, 1949; Camp Hood, TX (AFOSI Case 34)
1:45 am. PFC Max Eugene Manlove, 1st Provost Squadron, observed a teardrop-shaped object, orange in color, drop vertically in front of him. Observation time: 2 seconds.

March 8, 1949; Killeen Base, Camp Hood, TX (AFOSI Case 39) (BBU)
2 a.m. Army infantrymen in separate locations 1/2 mile apart sight different lights, one white seen by Payne, the other, by Cpl. Luke Sims, was of a yellowish red light in level flight crossing 60° of sky. (FOIA; FUFOR Index)

March 17, 1949; Killeen Base, Camp Hood, TX (BBU 319)
7:52 p.m. Capt. Horace McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, was preparing the test firing of flares in order to prove recent sightings were mistakes when he and his men themselves saw aerial phenomena, 7 separate sightings by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (FOIA)

March 21, 1949 Report on Camp Hood Incidents: March 17 & 18, 1949 (7 pages)

March 31, 1949; E. of Killeen Base, Camp Hood, TX (AFOSI Case 46) (BBU)
11:50 p.m. Army Lt. Frederick Davis on patrol saw a reddish white ball of fire pass horizontally over the base airstrip, and noted interference on the field telephone afterward when he reported it. (FOIA)

April 27, 1949; SE of Killeen Base, Camp Hood, TX (BBU)
9:20 p.m. 2 Army soldiers [Pillett and Belislandro?] on patrol saw a blinking violet object 1-1/2 inches in diameter 10-12 ft away and about 6-7 ft above ground in motion, passing through branches of a tree before disappearing. At 9:25 p.m., 2 miles away 4 Army men sighted a 4-inch bright light, with a 2-4-inch metallic cone trailing in the back, 600 ft away 6-7 ft above ground silently approaching from the NE in level flight at 60-70 mph, disappearing suddenly in the SW at 150 ft away. At 9:37 p.m. the same witnesses saw a 2-inch white light appear 100 ft away to the NNE flying in a zigzag in level flight about 6 ft above ground, disappearing suddenly. At 9:39 p.m. the same witnesses saw a 3rd light in the WSW. (FOIA; FUFOR Index; Jan Aldrich)

April 28, 1949; SE of Killeen Base, Camp Hood, TX (BBU)
8:30-10 p.m. Several Army security patrols sighted a variety of strange lights, mostly slowmoving changing color from white to red to green, one with a red blinking light, one with a "coneshaped affair" trailing in the rear similar to one seen the day before. (FOIA) The documents are 58 pages long!

The exercise linked next appears to be in response to the frequent "lights" seen at Camp Hood and Killeen Base in March and April of 1949:

Camp Hood, May 4, 1949 (13 pages)

May 5, 1949; Ft. Bliss, TX (BBU 376)
11:40 a.m. Army officers Maj. Day [May?], Maj. Olhausen, Capt. Vaughn saw 2 oblong white discs, flying at about 200-250 mph, make a shallow turn. (Berliner)

Reports from Camp Hood - May 6,7,8, 1949 (17 pages) - BB Microfilm - Dan Wilson
Camp Hood sightings: May 6 - July 7, 1949 (21 pages) - BB Microfilm - Dan Wilson
Camp Hood Reports: May and June 1949 (114 pages) - BB Microfilm - Dan Wilson

May 6, 1949; Killeen Base, Camp Hood, TX (BBU)
8:40 pm. UFO observation network using Army artillery observers (Ward?), established 2 days earlier, tracks its first object. (FOIA; Jan Aldrich) Dropped from 1200' to 440'

May 7, 1949; Killeen Base, Camp Hood, TX (BBU)
7:40 p.m. Lt. Mardell Ward, at the Army s UFO observation post, and another observation site, spotted a brilliant white diamond-shaped object at triangulated location 15,000 ft away at 1,000 ft altitude headed NW. Object was tracked for 57 seconds as it traveled 20 miles (at 1,300 mph) while changing color from white to reddish to greenish as it dropped altitude and dimmed then disappeared. No sound. (FOIA; Jan Aldrich; Loren Gross Jan-Jun 1949 Supp p. 79, erroneously put at Los Alamos)

May 8, 1949; Killeen Base, Camp Hood, TX (BBU)
10:08-10:17 p.m. Lt. Mardell Ward, at the Army s UFO observation post, and 2 other posts sighted brilliant diamond-shaped object to the W moving NW or NE at 1,600 ft altitude slowly dropping. Severe radio intereference during sighting, none afterward. (FOIA; Jan Aldrich; Loren Gross Jan-Jun 1949 Suppp. 80, erroneously put at Los Alamos)

May 19, 1949, Fort Bliss, TX
An incredible report. Numerous military witnesses observed a round silver thin object, rocking giving an edgewise and sizewize view, 30 degrees altitude. Object in sight for approximately 5 minutes. Object moved about 15 to 20 miles during observation. Maneuvers: Irregular rolling and tilting motion slowly rising as it travelled away.

Next is a May 27, 1949 report, an amazing document in itself:

Vicinity of Camp Hood, 22 April-6 May 1949 (17 pages)

Page 5 -- A major conference with many high ranking officials attending, especially H. L Gandy, Lieut. Col, Commanding Officer, Killeen Base.

Page 6.-- "During the day(May 5 conference day), all representatives of Fourth Army expressed great concern about the unknown phenomena as they believed the sightings to be valid."

"a sufficient number of manifestations to cause grave concern."

"since the airstrip was on property which had been turned over to the supervision and control of the Eighth Air Force" Meaning the airstrip at Killeen Base. This would later become Gray AFB.

Page 7.-- "they had sightings made at Fort Worth of high speed aerial objects"

"On 19 May 1949, the plan for the reporting phenomena as drawn up by Fourth Army was furnished this

office. Date of this plan is 4 May 1949, and provides for a precise and comprehensive observers network in the Camp Hood area adjacent to Camp Killeen."

Page 7 -- "agencies were unanimous in agreeing that the new observation system instituted by Fourth Army provided precise results and definitely indicated that the unknown phenomena in the Camp Hood area could not be attributed to natural causes."

June 6, 1949; Killeen Base, Camp Hood, TX (BBU)
9:05-9:08 p.m. Williams, Jones and others in UFO observation and triangulation network tracked a hovering orange object about 30-70 ft in diameter, 2 mils angular size, 1 mile above ground, 3 miles S of the observation post, 4-1/2 miles S of the Plotting Center, which suddenly started moving in level flight then exploded in a shower of particles. (FOIA; FUFOR Index)

June 7, 1949 Project 10073 Record, Re: Report on Unnatural Phenomena
Report from Camp Hood/Killeen Base to Commanding General Eighth Air Force, Carswell AFB, Fort Worth, Texas, covering 23 reports of unnatural phenomena from March 6, 1949, through May 24, 1949.

August 15, 1949; Dallas, TX
4:15 pm. BB files. Two ladies observed four perfectly silver round flat discs flying in a straight line from southwest to southeast for three minutes.

February 2, 1950; 20 miles E. of Rock Springs, TX
4:30 pm. Witness observed a disc-shaped object flying low, estimated at 500 feet. Object was 35-40 feet in diameter, 15-18 feet thick, grayish white in color, with steam or vapor streaming from the rear. Object made a complete turn in a small valley and then moved on at at hight rate of speed in a westerly direction.

February 11, 1950; Waco, TX
10:30 pm. 10th District OSI report: Two witnesses observed two objects "like little moons" traveling at a high rate of speed in a northerly direction. This sighting is not listed in the Project Blue Book Master Index.

April 12, 1950: Subject: Study of Aerial Phenomena, 10th District OSI, Kelly AFB, Texas

This document was a real find and as soon as it was brought to my attention by Dan Wilson, one of our NCP Staff Researchers, I posted an email with it on all our normal lists. Brad Sparks commentedon it:

> This (the above document) is interesting and useful because it confirms that AFOSI Director Gen Carroll's orders for summary reports were given on or about March 30, 1950, on his visit to Kirtland OSI (17th District), and this resulted in LaPaz's Summary report as well as the OSI 10th District's report here. Note the errors (170-azimuth spread at 1/4-mile in 3 minutes on a linear trajectory is 114 mph not 335 mph) and the somewhat disparaging comments which blatantly disregard the ARMY's initiative and history-making effort in successfully setting up the world's first UFO triangulation network in May 1949. This seems to be some AF-Army rivalry where the AF officer is asking for the AF to set up a scientific study so the AF has something to show against the Army.

April 16, 1950; Fort Worth, TX
Afternoon. Veteran radar bombardier said he took pictures of half circular objects over Fort Worth on that Sunday. The article appeared in the Fort Worth Star Telegram on April 18th and the clipping and Spot Intelligence Report is in the BB files. However, the photo shows the objects were creases in the negative and could not have been seen until after the film was developed. This listing is therefore for the record only.

April 18, 1950; Near Memphis, TX (BBU)
9 a.m.-12:40 p.m. (CST). CAA observers in Clarendon, Texas, saw unidentified object to the SE while observers

in Childress about 50 miles SE saw object to NW and triangulated stationary object midway in between near Memphis, for 3+ hrs beginning at 9 a.m., which did not move significantly despite winds aloft. Northrop engineering test pilot Max Stanley and observers Lloyd Balsam and Sam F. West were asked to intercept object as they were about to take off in F-61C (AF 8357) from Amarillo on an MX-775 test (Navaho cruise missile celestial guidance test), and a B-36 also took off from Ft. Worth to intercept. At about 12:20 p.m., F-61C crew reached 20,000 ft near Memphis and saw a translucent silver spherical shaped object to the SE at "considerable distance" at 30,000+ ft with "prominent detents" top and bottom with a dark vertical streak or shadow, and streak tilted occasionally resulting in object moving laterally slowly and briefly, with no visible means of propulsion. Object was visible only when sunlight intermittently reflected on it. Contact with CAA Amarillo Range Station revealed no other aircraft in area at high altitude. Northrop crew flew 10 mins at 200+ mph (150 mph IAS) toward object but could not overtake it though apparently closed distance so that object was better observed, appearing as if possibly a weather balloon, however CAA Amarillo denied the possibility due to winds aloft and extreme length of CAA observation. Object then disappeared behind or into a deck of high altitude cirrus clouds. F-61C continued on SE heading for about 5 mins at 30,000 ft and UFO reappeared slightly to the right and higher, very close to the base of the cirrus cloud deck, and much closer than when it had disappeared. UFO angular size 1/2 of full moon. F-61C made radio contact with B-36 crew at 46,000 ft, above the cloud layer who could not see object. UFO then disappeared again behind or into a cloud [probably after < 1 min], F-61C circled for about 5 mins, then regained object for about 30 secs in a break between 2 clouds before losing sight of it for the last time. F-61C had to descend due to depletion of oxygen supply, 2-3 mins later B-36 broke off attempted intercept too. (Jan Aldrich) 3+ hrs 5+ witnesses 1/2 Full Moon triangulation; test pilot

Although the next report is only a newsclipping in the BB file, apparently something was going on in Texas that morning, something not explained by weather balloons.

April 18, 1950; Sherman, TX
10:45 am. Two witnesses, housewives of military personnel who reside in the North Section of Sherman, Texas, reported that they had observed frcm their residence eighteen (18) to twenty (20) flat circular objects with polished silver surface in the air. These objects were quite some distance away - from thirty to forty degrees above the horizon and were first seen in the West going in a general direction East by Northeast. The objects appeared to have sort of a hocking circular motion and appeared to rotate in a counter-clockwise motion. They made no noise. Objects remained in view four to five minutes.

June 27, 1950; Texarkana, TX (BBU 738)
7:50 a.m. Red River Arsenal employees Terrell and Yates saw a bright object shaped like two dishpans face-to-face, fly straight and level at high speed. (Berliner)

July 23, 1950; San Antonio, TX
6:00 pm. M/Sgt XXXX Lackland AFB, and his family observed an egg-shaped object, silver in color, traveling to the NE at 500 to 700 mph. Witnesses convinced that the object was an aircraft.

January 8, 1951; South of Fort Worth, TX (BBU 864)
BB files. Several groups of people observed triangular groups of lights, red and green. Objects appeared to be three lights in a vertical plane, hovering and moving about at an estimated 100 mph, along U.S. Highway 81.

Aug. 25, 1951; Lubbock, TX
Listed as item 11 under photographic evidence in the Special Evidence section of NICAP's UFO Evidence, is the Lubbock Texas Lights. These photographs by Carl Hart, Jr., show a V-formation of large circular objects. Capt. Ruppelt, head of Air Force Project Blue Book, reported that "In each photograph the individual lights in the formation shifted position according to a definite pattern." Main photograph reproduced in True, May 1954. Skeptics have always had a field day with this one because it seemed to be only a set of photographs, taken by a young, inexperienced photographer, of geese, later explained as moths. Little did anyone know that even the Air Force, including the professors who also witnessed the overflights, did not buy the explanations. In fact, it appears some people, alerted to UFO activity, saw birds; others saw UFOs. And the most damning evidence against birds, a professional photographer, with professional equipment and better film, could not capture lighted bellies of

geese. And that's not all. A swept-back winged object was being seen around the country during the period and two radars confirmed an unknown.

Aug. 31, 1951; Matador, TX (BBU 962)
12:45 p.m. Mrs. Tom Tilson and 1-2 other women driving N on Hwy U.S. 70, all apparently of excellent reputations, saw to the W a pear-shaped object the length of a B-29 fuselage (100 ft), aluminum or silver-yellow with a port or some type of aperture on the side, move with smaller end forward, drifting slowly at about 150 ft altitude, then shot up in a circular fashion and out of sight after a few secs. (Berliner; McDonald files; Jan Aldrich)

January 9, 1952; Kerrville, TX
Odd "roaring" interference on radio as UFO circled town.

Feb. 27, 1952. Ft. Stockton, TX (BBU)
B-29 and radar. (McDonald list; BB Rpt 5)

March 26, 1952; Fort Stockton, TX (BBU 1079)
A B-50 aircraft of the 509th Bombardment Wing at 15,500 feet Radar observer, Captain James F. McClelland, picked up unidentified object on the radar scope. Rate of closure three times that of B-29. Radar scope photos. Radar observer later reversed his first estimate of the "speed of closure" of the Unidentified Flying Object from 3 times that of a B-50 to that of a conventional fighter plane, after interrogation by a Wing Intelligence Officer. Members of the crews of both the lead aircraft and the aircraft flying the #4 position confirm the presence of the unidentified aircraft, both through visual sighting and its producing a return on the radar scope. For a long time all that was available was the scope photograph. On 16 September 2005 Dan Wilson located documents in the BB Archives, linked below. However, the report was re-evaluated by Tom DeMary and Brad Sparks (Sept 2005) and removed from Unknown status..

April 4, 1952; Duncanville, TX (BBU 1095)
8:30 p.m. (CST) USAF Cpl. Billy D. Greer and PFC John W. Harrington of the Radar Maintenance Section, 147th AC&W Sq, tracked unidentified target by FPS-10 radar first to the NW at 310°-315° azimuth at about 70 nautical miles (80 miles) moving at high speed of about 2,160 knots (2,500 mph) until it disappeared off scope at maximum range of 260 n.mi. (300 miles). Heightfinder reading nott aken, estimated at 42,000+ ft due to radar beam coverage at max range. (Jan Aldrich)

April 6, 1952. Temple, TX [Miller-Graughan AFB?] (BBU 1099)
2:59 p.m. H. L. Russell saw 50-75 grey white discs change position within formation continually, tilting in unison every 12-15 secs. (Berliner)

April 6, 1952; Dallas, TX
10:03 pm. BB files: Boy scouts observed 9-10 circular objects, 4 red, 4 yellow, 1 white. All objects made 90-degree turn. Observatio time: 20 minutes.

April 9-10, 1952; Pecos, TX (BBU)
6 miles W of Pecos [near Lackland AFB], Texas. 10:40 p.m. (CST). Bethune. (Hynek UFO Rpt p. 43; FUFOR Index)

April 29, 1952; Marshall, TX (BBU 1167)
3:30 p.m. (CST). Private pilot R. R. Weidman [Weedsman?] saw a round, white object fly straight, with a side-to-side oscillation. (Berliner; FUFOR Index)

May 19, 1952; 30 miles SW of San Angelo, TX (BBU)
8:05 [7:46?] p.m. (CST). USAF 31st Strategic Recon Sq pilot and crew of RB36 flying at 18,000 ft on a 301° heading at 214 mph TAS, Capt. Gerard A. Sharrock, Capt. Jack L. Bailey, Capt. Bernice O. Bowers, 1st Lt. Constantine G. Kollinzas, 2nd Lt. Norman V. Stewart, S/Sgt. John J. Fisher, S/Sgt. William O. Warr, A/1c Robert

Schick, saw 7 bright white circular or doughnut shaped white contrails, like lenticular clouds, stacked vertically about 10°-20° elevation estimated distance 50-75 miles height ranging from 25,000 to 60,000 ft about 1 mile wide. Sighted through 6x binoculars and photographed in 6 frames with 35 mm camera by Bailey, also seen by radar station ground observer alerted by radio. Contrails persisted for at least 1520 mins possibly 1 hr. Last seen when RB-36 was at 30°53' N, 101°20' W. (Jan Aldrich)

May 20, 1952; Houston, TX (BBU 1219)
10:10 p.m. USAF pilots Capt. J. Spurgin and Capt. B. Stephan [Steven?] saw a bright or white oval object move from side-to-side while making a gradual turn. (Berliner; FUFOR Index)

May 25, 1952. Randolph AFB, TX (BBU)
9:27 p.m. (CST). USAF navigator in charge of navigation section of Combat Crew Training School, Capt. J. S. J., his wife, and pilot Lt. P. H., saw a group of about 12 orange-white tear-drop shaped lights, points forward, in 3 groups of 4 objects moving from W to E at high speed 2,000 mph at 10,000 ft at 70° elevation. Heard deep soft intermittent noise. (McDonald files; Jan Aldrich; cf. Ruppelt p. 140; FUFOR Index)

May 29, 1952; San Antonio, TX (BBU 1236)
7 p.m. USAF pilot Maj. D. W. Feuerstein [Weinstein?], on ground, saw a bright tubular object tilt from horizontal to vertical for 8 mins, then slowly return to horizontal, again tilt vertically, accelerate, appear to lengthen and turn red. (Berliner; FUFOR Index)

June 5, 1952; Lubbock, TX (BBU 1255)
11 p.m. Dan Benson and Mr. Bacon saw a total of 8 yellow circular objects, like large stars, the first 2 in a trail formation, the others seen singly. (Berliner)

June 21, 1952; Kelly AFB, TX (BBU 1319)
12:30 p.m. T/Sgt. Howard Davis, flight engineer of B-29 bomber at 8,000 ft altitude, saw a flat object with a sharply pointed front and rounded rear, white with a dark blue center and red rim, trailing sparks as it dove past the B-29 at a distance of 500 ft, in 1 sec. (Berliner)

Bt. July 19th and July 27th, 1952. Jet Interceptor Allegedly Shoots Piece Off UFO
Brad Sparks: A hoax, possibly a deliberate govt-inspired one. There never was any (Navy is the story) interceptor that shot off a piece of a UFO during the Wash National incident(s) (the rest of the false story). The incident allegedly occurred during the week between the two weekends of the Washington Nationals and was a piece of a concrete-like object found in a forest with broken tree branches above it showing that it had apparently fallen from the sky. It was evidently a rare form of meteorite (and if it could ever be recovered might be worth millions). No one saw any UFO. No one saw any jet interceptor. No jet interceptor pilot ever reported any such firing incident.

July 21, 1952. Randolph AFB - Converse, TX (BBU 1522)
4:30 p.m. Wife of USAF Capt. J. B. Neal saw an elongated, fuselage-shaped object fly straight and level, make a right-angle turn, fly out of sight at 300+ mph. (Berliner)

<>July 21, 1952; San Marcos AFB, TX (BBU 1516)
10:40 p.m. Lt., 2 Staff Sgts. and 3 Airmen saw a blue circle with a blue trail hover then accelerate to near-sonic speed (700+ mph) after 1 min. (Berliner)

July 22, 1952; Uvalde, TX (BBU 1536)
2:46 p.m. Don Epperly, Trans Texas Airlines station manager and weather observer, saw a large, round, silver object fly at 1,000+ mph while gyrating. (Berliner)

July 26, 1952; Plainview, TX (BBU)
7:17 p.m. USAF pilot and copilot of T-33 saw a stationary object move in a slight descent changing color from white to blue. (Project 1947)

July 27, 1952; Wichita Falls, TX (BBU 1684)
8:30 p.m. Mr. and Mrs. Adrian Ellis saw 2 disc-shaped objects, illuminated by a phosphorus light, fly at an estimated 1,000 mph. (Berliner)

July 30, 1952; San Antonio, TX (BBU 1758)
10 a.m. E. E. Nye and another saw a round, white object fly slow then speed away. (Berliner)

Aug. 7, 1952; San Antonio, TX (BBU 1855)
9:08 a.m. Mrs. Susan Pfuhl [Pzuhl?] saw 4 glowing white discs, one made a 180° turn, one flew straight and level, one veered off, and one circled. (Berliner; FUFOR Index)

Aug. 12, 1952; Big Spring, TX (BBU)
4:49 p.m. USAF pilot of T-6 saw a light flying at 500 mph and 15,000 ft pass his aircraft. (Project 1947)

Aug. 12, 1952; 70 miles W of Wink, TX (BBU)
10:48 p.m. [?] USN? pilot and copilot of SNB aircraft saw several pie-pan-shaped aluminum colored objects pass ahead of their aircraft and ascend. (Project 1947)

Aug. 13, 1952; Dallas, TX
Jacobs/McNaulty (AL)(Cat 11)

Aug. 17, 1952; E of Abilene, TX (BBU)
4:49 p.m. USAF pilot of T-6D [from Webb AFB?] saw an oblong polished metal object climbing at 500 mph. (Project 1947; FUFOR Index)

Aug. 21, 1952; Dallas, TX (BBU 1944)
11:54 p.m. Jack Rossen, ex-artillery observer, saw 3 blue-white lights hover then descend, 1.5 mins [30 secs?] later one [2?] of them descended further. (Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)

Aug. 24, 1952; Levelland, TX (BBU 1969)
9:30 p.m., 10:30 p.m. Mr. and Mrs. Elmer Sharp saw an object, shaped like a spinning top, changing color from red to yellow to blue, with a fiery tail, hover for 20 mins with whistling [shrill?] sound, then fly away on a NNW course in 3 mins. Same or similar object returned 1 hr later repeating maneuvers. (Berliner; Hynek-CUFOS re-eval; Jan Aldrich)

Sept. 7, 1952; San Antonio, TX (BBU 2049)
10:30 p.m. Chemist J. W. Gibson and others saw an orange object or light (color temperature 2,000° F.) explode into view. (Berliner)

Sept. 7, 1952; San Antonio, TX (BBU 2052)
(NARA)

Sept. 14, 1952; El Paso, TX (BBU 2092)
(NARA)

Sept. 27, 1952; Hempstead, TX (BBU)
2 USAF T-33 pilots saw a white-silver circular flat disc flying erratically at 600-700 mph. (Weinstein)

Oct. 17, 1952; Killeen, TX (BBU 2172)
10:15 p.m. Ministers Greenwalt and Kluck saw 10 lights, or a rectangle of lights, move more or less straight and level. (Berliner)

Oct. 19, 1952; San Antonio, TX (BBU 2177)

1:30 p.m. Ex-USAF aircrewman Woolsey saw 3 circular aluminum objects, one olive-drab colored on the side, fly in a rough V-formation. One object flipped slowly, another stopped. (Berliner)

Nov. 3, 1952; Laredo AFB, TX (BBU 2202)
6:29 p.m. 2 control tower operators, including Lemaster, saw a long, elliptical, white-grey light fly very fast, pause, and then increase speed. (Berliner)

Nov. 15, 1952; Wichita, TX
8:25 p.m. USAF B47 crew and passengers saw an elliptical blue-white object with orange or red tail, moving erratically. PBB Status Rpt?) [Same case as above??]

Dec. 4, 1952; 8 miles SW of Laredo, TX (BBU)
8:46-8:53 p.m. USAF pilot Lt. Robert Arnold flying T-28 trainer aircraft at 6,000 ft saw a bright bluish-white glowing object below him rapidly climbing to his level, showing no navigation lights. Arnold tightened his left turn to keep object in view, object suddenly climbed to 9,000 ft in several secs then dropped down to his altitude again headed E to 6 miles SE of AFB where it stopped and hovered. Arnold pursued on SE heading but after 2 secs object suddenly headed towards him on collision course at high speed, wavering slightly at about 300 ft as if determining which side to pass the aircraft then heading off Arnold's left wing at 150 ft distance, at which point he could see object as a blurred reddishbluish haze smaller than his T-28, all of which happened too fast for evasive action. Arnold in fear turned off running lights, spiraled down to 1,500 ft while keeping object in sight as object continued to head towards him in a dive then pulled up and disappeared.

Dec. 5, 1952; Lackland AFB, TX (BBU)
8:48 p.m. USAF pilot of T-28 saw a blue light maneuver in a counterclockwise orbit then climb. (Project 1947)

Dec. 29, 1952; Amarillo, TX (BBU)
35 mi west of. Extremely large and intense bright round bluish-white light.

Jan. 6, 1953; Nr. Dallas, TX (BBU)
(McDonald list; FUFOR files)

Jan. 23, 1953; Bergstrom AFB, TX (BBU)
3:40 p.m. (CST). (McDonald list; FUFOR Index)

Carswell AFB, UFO/Nuclear Connection (24 pages) 7th Bombardment Wing Op (1949-1951)

Feb. 13, 1953; Carswell AFB, Ft. Worth, TX (BBU)
2:35 a.m. (CST). Pilots and crew of B-36 aircraft (one named Ruth) saw 3 bright lights of equal intensity in stacked vertical echelon formation approaching at moderately high speed (cruise speed of F-86), one object suddenly accelerated then came to complete halt and the other 2 objects did the same, then returned to original formation and repeated the maneuver, ending in a horizontal echelon with center object the pivot, then all climbed steeply in "swinging" motion at high speed. Possible ground radar contact. (Hynek-CUFOS re-eval; Jan Aldrich; FUFOR Index)

February 24, 1953; Sherman, TX (BBU 2441)
7:43 p.m. Warrant Officer and Mrs. Alden saw 2 bright red, round objects with big halos fly in small circles, climb and fade. (Berliner)

March 23, 1953; Pasadena, TX (BBU)
10:12 p.m. (CST). (McDonald list; FUFOR Index)

March 25, 1953; San Antonio, TX (BBU 2521)

3:05 [11:15 CST ?] p.m. USAF Capt. and Mrs. D. E. Cox saw several lights, some moving straight, others making 360° turns. (Berliner; FUFOR Index)

April of 1953; Laredo, TX
Wilford Case (M) (Cat 11)

April 12, 1953; Sweetwater, Texas [Nevada?] (BBU)
4:10 p.m. (MST). (McDonald list)

May 27, 1953; San Antonio, TX (BBU 2577)
8:30 p.m. Many unidentified civilians, including Jacobson, saw 9 separate meandering lights. (Berliner)

June 16, 1953; San Antonio, TX (BBU)
(McDonald list)

August 3, 1953; Amarillo, TX (BBU 2663)
12:04 p.m. Airport control tower chief C. S. Brown saw a round and reflective or translucent object fly straight, stop for 7 secs, speed along, stop again, joined by a similar object, then both fly off in different directions. (Berliner)

Dec. 3, 1953; Houston, TX (BBU)
Ellington AFB Silver gray bright light with "skipping" motion.

December 5, 1953; Houston, TX (BBU)
8:15 p.m. Children saw yellow-orange ellipse with 40x telescope. (Hynek-CUFOS re-eval; Jan Aldrich)
9 p.m. Army Sgt. Hubert Vickery and PFC John Ransom on patrol at the AFSWP (Armed Forces Special Weapons Project) nuclear weapons storage site saw a blue-white oblong object about 2 ft x 1 ft in size travel S from 286° to 279° azimuth elevation 5°45'. Other sightings by Army patrols from 8:30 p.m. to 2 a.m. (FOIA)

Jan. 14, 1954; Kelly AFB, TX (BBU)
(McDonald list)

Feb. 4, 1954; Carswell AFB, Ft. Worth, TX (BBU)
11 p.m. (Shough)

April 28, 1954; Carsell AFB (Fort Worth), TX
10:00 pm. A T-shaped object was reported to be hovering at 4000 feet over TCU Airport,Texas, near Carswell AFB. The object had varied colors of blue, green, and white. Object was picked up on radar 4 1/2 miles from Carswell AFB. Another object was seen at 2225 hours hovering one mile north of TCU Airport. This was just one day and a few hours before a major SAC exercise of night simulated radar bombing evaluation missions against an industrial complex in San Antonio.

May 14, 1954; Dallas, TX (BBU)
USMC pilots of 4 fighter planes saw 4 formations of 4 round objects changing color from orange to white. (Weinstein; BB files??)

June 8 [9?], 1954; Texarkana, TX (BBU 3037)
1 a.m. or 2:30 a.m. (file not clear). L. T. Prewitt, employee of Red River Arsenal, saw a golden yellow light fly over his house, making a "shhh" or buzzing sound. (Berliner)

June 10, 1954; Estacado [or Llano?], TX (BBU 3042)
9:09 p.m. USAF pilot Capt. Bill McDonald, in flight, saw a white light descend at 45° from great altitude, pass under his aircraft, make two 360° turns and blink out. (Berliner)

Aug. 6, 1954; San Antonio, TX (BBU 3155)
6 p.m. Mechanical engineer L. H. Hormer saw an intensely white elliptical light change to yellow, orange, pink, 4-5 times while flying straight and level. (Berliner)

Aug. 15, 1954; San Marcos, TX (BBU 3166)
10:20 p.m. USAF Maj. W. J. Davis and Capt. R. D. Sauers, flying a C-47 transport plane, saw a dark blue oblong object pace the C-47, veer away, then cross in front of it. (Berliner)

<>Oct. 5, 1954; Houston, TX (BBU)
[Smith?] [6:45 p.m. CST?] (McDonald list; Mary Castner/CUFOS)

April 30, 1955; Travis County, TX (BBU 3517)
7:30 a.m. USAF Wing Intelligence Officer Maj. L.. J. Pagozalski saw 4 black objects in a cluster make a whooshing sound like a zephyr. (Berliner)

Feb. 19, 1956; Houston, TX (BBU 3977)
6:07 a.m. (CST). Crew of Eastern Airlines Super Constellation saw intense white light, moving 4-5 times the speed of the airplane, evaded by the pilot. (Berliner; FUFOR Index)

April 4, 1956; McKinney, TX (BBU 4050)
3:15 p.m. Capt. Roy Hall,3:15 p.m. Capt. Roy Hall, U.S. Army (Ret.), Charles Anderson and others saw fat, oblong, stationary object with two lines around its middle through a 6-inch telescope and a 55-200x telescope. (Berliner)

April 6, 1956; 5 miles E of McKinney, TX (BBU)
Mitchell and another man saw a 6 ft silvery, balloon shaped craft land in a field 300 ft away from them. They stopped their car to investigate, but the object took off at fantastic speed. (Vallée Magonia 379; FUFOR Index)

Aug. 10-11, 1956; Duncanville AFS near Dallas, TX (BBU)
12:05/12:20 p.m. (CST). McConnell. (Jan Aldrich; McDonald list; FUFOR Index)

Sept. 4, 1956; Dallas, TX (BBU 4379)
9 p.m. USMC T/Sgt. R. D. Rogers and family saw a large star, changing to red color, remain stationary for 20 mins, then move W at 200 knots (230 mph). (Berliner)

Jan. 16, 1957; Bet. Ft. Worth and Lubbock, TX (BBU)
8 p.m. USAF crews of 2 B-25's saw a round white object make rapid maneuvers, effects on radio and compass. (Weinstein)

<>Nov. 2, 1957; 3 miles W of Canadian, TX (Amarillo?) (BBU)
3:30 a.m. Cat 3. Calvin and other military/civilian witnesses saw a submarine-shaped object, red and white, 2-3x car length (40-60 ft) and about 10 ft high, at ground level. A figure was seen near the object, compared to a white flag [?]. When a car stopped nearby, a flash of light from the object coincided with the sudden failure of the headlights. (Vallée Magonia 418; FUFOR Index)

Nov. 2, 1957; 4 miles W of Levelland, TX (BBU)
10:50 p.m. Pedro Saucedo and Jose Salaz driving W saw a flash of light to the right of the road then a large 200 ft long 6 ft wide blue torpedo-shaped object, with yellow flame and white smoke emitted from the rear, rose up out of the field, headed straight toward their truck, passed directly overhead at about 200 ft with a loud thundering roar, a rush of wind and great heat, causing the truck engine to die and headlights to go out, then disappeared in the E towards Levelland, and the lights came back on spontaneously and the engine was able to be restarted. (Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)

Nov. 2, 1957; Near Seminole, TX

Cat 3. Car motor and headlights failed, UFO seen on road.

Nov. 3, 1957; 9 miles E of Levelland, 1 mile W of Smyer, TX (BBU)
12:05 a.m. Texas Tech college student Newell H. Wright was driving W when the ammeter on his car dashboard started fluctuating widely, car motor gradually went out then headlights and radio died. He got out to check and saw a white or aluminum-colored oval-shaped object flat on the bottom like a loaf of bread, with a greenish tint, about 75-125 ft long. After a few mins object suddenly rise up from the road ahead and ascend almost vertically at great speed, slightly to the N, disappearing in secs. Afterward car was able to be restarted. (Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)

Nov. 4, 1957; 3 miles SE of El Paso Airport, TX (BBU)
7:30 p.m. Border Patrol inspector Burton saw eggshaped object with bluish glow approaching from the SW at 30° elevation with whirring sound like artillery shell after car stalled and headlights dimmed and blacked out. Object passed over car at 100 ft height headed W, changing altitude at irregular intervals, rose vertically at Franklin Mtns. (Hynek UFO Rpt p. 181; FUFOR Index)

Nov. 5, 1957; Hedley, TX
Cat 3. Farmer saw UFO; neighborhood reported TV off at same time.

Nov. 5, 1957; Nr. San Antonio, TX
Cat 3. Car radio quit, headlights dimmed, engine stopped; UFO seen hovering low over field.

Nov. 6, 1957; Laredo AFB, TX
(McDonald list)

Nov. 6, 1957; Boerne, TX (BBU 5205)
6 p.m. McGregor saw an oval object, about 15 ft long, bright orange similar to glowing coals, hovering 12 ft above ground. He went to call his family but the object had vanished when he returned. Tape [?]. (cf. Vallée Magonia 431; FUFOR Index)

Nov. 6, 1957; Houston, TX
Cat 3. Car motor stalled, radio blanked with static, during UFO sighting.

Nov. 6, 1957; Laredo, TX (BBU)
(McDonald list)

Nov. 7, 1957; Harlingen AFB, TX (BBU)
(McDonald list; FUFOR Index)

Jan. 9, 1958; Biggs AFB, El Paso, TX (BBU)
7:37 p.m. (CST). (McDonald list; FUFOR Index)

June 10, 1957; Huntsville, TX (BBU)
10 miles west of. Military pilot saw an oval reddish object the size of a pinhead.

June 12, 1958; 10 miles W of Huntsville, TX
5:26 a.m. (CDT). Military pilot saw an oval reddish object the size of a pinhead [at arm's length?] on a S to NE course. (Project 1947)

Aug. 30, 1958; Gray AFB, Killeen, TX (BBU)
1:45 p.m. (CDT). (McDonald list)

Oct. 11, 1958; Laredo, TX (BBU)
(McDonald list)

July 28, 1959; Corpus Christi, TX (BBU)
(McDonald list)

Aug. 13, 1959; Freeport, TX
Cat 3. UFO crossed road ahead of car at low altitude. Motor and headlights failed.

Spring 1961; Kemah, TX (BBU 7321)
Case missing. (Berliner)

July 20, 1961; Houston, TX (BBU 7510)
9 a.m. (CDT). Trans-Texas Airlines Capt. A. V. Beather, flying a DC3, saw 2 very bright white lights fly in trail formation. Ground radar report vague. (Berliner)

April 28, 1962; Ft. Worth, TX (BBU)
Night. Nuclear engineer Ralph Jackson saw egg shaped light crossing the sky brighter than the Echo I satellite. (Mary Castner/CUFOS)

July 6, 1965; Arlington, TX (BBU)
(McDonald list)

Aug. 2, 1965; Sherman, TX
3:00 am. "... a glowing UFO hovered near Sherman, TX. Broadcasting stations, police, and other agencies had been flooded with reports for hours. Television cameraman Robert Campbell was out with Patrolman Peter McCollum, interviewing witnesses and watching the objects for themselves. Campbell took a still picture of the hovering UFO [footnote 1] - a two minute time exposure while he and the police officer watched the thing. The picture was overexposed, possibly due to the brilliance of the UFO..."

Aug. 2, 1965; Justin, TX (BBU)
Two Tarrant County deputy sheriffs saw an object as bright as burning magnesium, land as they patrolled near Wagle Mountain Lake. Extensive investigation by police found no traces. (Vallée Magonia 667)

Aug. 4, 1965; Dallas, TX (BBU)
1:30 a.m. Man in a car saw a red and blue light, thought it came from a police car, then was passed by a huge, orange object flying at ground level. (Vallée Magonia 672)

Aug. 4, 1965; Dallas, TX (9675)
9:30 p.m. J. A. Carter, 19, saw a light fly fast, straight and level. No further data in files. (Berliner)

Aug. 4, 1965; Abilene, TX
Cat 3. Domed disc swooped over truck, landed on road, blocked highway. (L) (Section VI UFO Evidence).

Sept. 3, 1965; Damon, TX (BBU 9915)
11 p.m. Brazoria County Chief Sheriff's Deputies Billy McCoy and Robert Goode saw a triangular object, 150-200 ft long, 40-50 ft thick at middle and dark grey, with a long, bright, pulsing, purple [violet?] light on the right side and a long blue light on the left side, approach to 150 ft off highway and 100 ft in the air. Purple light illuminated ground beneath object and interior of police car, and object cast a shadow in moonlight. Driver Goode felt heat on his left arm
and an alligator bite on his left index finger, suddenly relieved of pain and later healed rapidly but unnaturally. They drove away in fear but returned later that night to find object still there. (Berliner;
cf. Vallée Magonia 694)

Feb. 6, 1966; Nederland, TX (BBU 1019)
5:45 [6:05?] a.m. Mr. and Mrs. K. R. Gulley saw tadpole-shaped object about 14 ft long 2 ft wide with 8 yellow

and red neon-like lights at 250-500 ft altitude, casting a pulsating red glow on the lawn. House and street lights went out, high frequency sound bothered the witnesses' ears. Object blinked out when aircraft passed overhead then came on again afterward. Object departed to W [or from W to SW] about 1-1/2 miles to vicinity of airport, where an aircraft's landing lights lit up UFO, then disappeared about 20°-25° elevation in a slow climb. (Hynek UFO Rpt pp. 186-

March 22, 1966; Houston, TX (BBU 1026)
1:30 a.m. S. J. Musachia saw white flashing lights light up witness'apartment; the air was full of smoke. Sound of "yen"[hen??] heard up close. (Berliner)

April 17, 1966; Millersville, TX (BBU)
Daytime. Man in a car saw an sun-reflecting oval, car-sized object follow him, then cross the road behind at 15 ft height. (Vallée Magonia 758)

May 7, 1966; Goodfellow AFB, TX (BBU 1053)
9:55 p.m. A/3c W. L. Whitehead saw a short, cylindrical object with pointed ends, a yellow light at one end, blue light at the other, fly straight and level. (Berliner)

Aug. 6, 1966; Harlingen, TX (BBU)
2 p.m. Civilian man and his family saw a dark object hover near their isolated house. 3 children saw a dwarf in shiny black coveralls through a square "door" emitting yellow light in the object, which left slowly with a soft humming sound. See later incident on Sept. 3. (Vallée Magonia 786; FUFOR Index)

Aug. 6, 1966; Harlingen, TX
2 p.m. Civilian man and his family saw a dark object hover near their isolated house. 3 children saw a dwarf in shiny black coveralls through a square "door" emitting yellow light in the object, which left slowly with a soft humming sound. See later incident on Sept. 3. (Vallée Magonia 786; FUFOR Index)

Sept. 3, 1966. Harlingen, TX (BBU)
2 p.m. 2 children went outside when the TV set became blurred and they saw a fantastic spinning light illuminating the house coming from an object hovering at the same location as the earlier sighting on Aug. 6. (Vallée Magonia 793 cf. 786; FUFOR Index)

June 24, 1967; Austin, TX (BBU 1181)
3:12 a.m. Artist/UFO contactee Ray Stanford saw a solid, blue-white, elliptical object fly from NW to NE and stop, seemingly in response to flashlight signal, for 1.5 minutes. Object then continued along its original path at high speed and disappeared behind clouds. (Berliner)

March 6, 1968; Amarillo, TX (BBU)
Hottinger. (McDonald list; FUFOR Index)

May 3, 1975; San Antonio, TX
Cat 3. Saturn-shaped UFO over truck, beamed light down; humanoids visible in dome. (See section XII, UFO Evidence).

Sep. 22, 1977; El Paso, TX
Cat 11. Object with row of lights overtook DC-10.

Oct. 26, 1977; Dallas, TX
Cat 3 and 11. Private pilot and T-38 pilot encounter object, E-M reported.

Dec. 29, 1980; Huffman, TX
Cat 5. Cash/Landrum Case. While driving through the Piney Woods of East Texas, about 40 miles northeast of Houston, Betty Cash and her two passengers noticed a bright light ahead. As they drew within about 130 feet (40

meters), they were confronted by a fiery diamond-shaped object, emitting flames down toward the road. What happened after that is mind-boggling. Physical burns and apparent radiation sickness reported.

May 25, 1995; Bovina, TX

Cat 9 and 11. 10:30 a.m. Captain and First Officer of America West Airlines Flight 564 reported a large silhouetted cigar-shaped object, pulsating lights along body. An America West B-757 airliner was cruising at 39,000 feet near Bovina, Texas, en route from Tampa, Florida, to Las Vegas, Nevada. When the background clouds pulsed with lightning, they could see the silhouette of a dark, wingless, elongated cigar-like object around the strobing lights. Estimated to be 300-400 feet long. The bursts of speed were computed to be between 1,000 and 1,400 m.p.h.

END OF REPORT

The Nuclear Connection Project
presents
The Oak Ridge Sightings
including all the Tennessee Blue Book Unknowns

"Y-12" Area at Oak Ridge, TN

Updated: September 22, 2005:
The evidence for a UFO/Nuclear Connection grows stronger by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium was mined and plutonium was manufactured (the Congo, New Mexico, The Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development took place (Los Alamos, Sandia Base) and where nuclear weapons were stored (New Mexico: Los Alamos,Manzano Mountain near Kirtland, NM, and Texas: Killeen Base ant Camp Hood).

This is the third part of that story, the Oak Ridge and Tennesse Sightings, which we produced to include all the known cases and provided links to the full report directories and official supporting documents. The matrix for this chronology is based on a paper NCP-14: Saucers Over Oak Ridge by one of our NCP staff members, Bruce Maccabee.
Where enough information is not available to produce a case directory, the supporting documents are provided as temporary directories.

I wish to thank Dan Wilson, one of our staff researchers, for his fine research into the Blue Book Archives for the supporting documents in most of these cases. And to Brad Sparks for his re-evaluation of the Project Blue Book Unknowns which doubled the number of cases that were unexplained, many of which occurred in New Mexico and other high-security areas such as Oak Ridge (TN) and Killeen Base (TX) and were used as a checklist. Jan Aldrich provided documentation on some cases; Richard Hall provided the chronologies and basic case lists (UFOE, UFOE II); and Jean Waskiewicz and I created a set of useable databases within the NICAP Global Sighting Information Database) for the total caseload.

Francis Ridge
Coordinator, Nuclear Connection Project

September, 1944; Oak Ridge, TN (BBU)
Metal tube hovers over gaseous diffusion plant.

May 7, 1948; Memphis, TN (BBU)
Bray and Kaiser. (McDonald list; FUFOR Index)

June 30, 1948; S. Knoxville, TN (BBU)
Whitehouse. (McDonald list; FUFOR Index)

In January, 1949, Colonel Gasser had reported to the FBI that two photos of a UFO had been taken near Oak Ridge in the summer of 1947. That was the first Oak Ridge sighting.

April 6-7, 1949; Memphis, TN (BBU)
12:01 [12:30?], 2, 3:30, 4 a.m. Housewife Mrs. Mike Love Stewart and Dorthy [Dorothy?] Hall (and Helen Howell?), a husband and son, saw 6-9 climbing, diving, whirling yellow or silvery ovalobjects which avoided 3-4 airplanes, traveling from SW to SE about 45° elevation about 1-2 miles away, 1/4 moon angular size. (FOIA)

The second occurred at about noon on May 25, 1949. It was a multiple witness sighting of a strange flat metallic object passing over the area while making a cracking noise.

The third occurred at 7:00 PM, June 20, 1949. Several people observed three objects, two rectangular in shape and one circular, flying over Oak Ridge.

> Bruce Maccabee:
> ...at the end of January, 1950, President Truman announced that work would begin on the hydrogen bomb. The race for the Super Bomb was on! (The Soviet Union would win this race in 1953.) Suddenly spies were being caught everywhere. In February, Klaus Fuchs was arrested for giving secrets of the atomic bomb to the Soviets. (Fuch's spy activities were in large part the cause of the Soviet Union's successful detonation of a fusion bomb in August, 1949.) FBI Director Hoover made a personal report to President Truman on Fuchs' capture and subsequent confession in Britain. A few days later Senator Joe McCarthy announced that there were over two hundred Communist Party members working for the Department of State. Five months later, about the time that the Korean War began, Harry Gold and David Greenglass were caught and provided information about a spy ring directed by the Rosenbergs which had provided atomic secrets to the Soviets during WWII. All of this espionage activity may have affected the FBI view of the UFO phenomenon because the Air Force was clearly worried about the green fireball and disc phenomena seen near the nuclear installations... could they be related to Communist subversion?... and because Colonel Gasser had indicated that the saucers were man-made missiles...but not made by the USA!

March 1, 1950; Knoxville, TN
Radio amateur says he tracked UFOs with radar. For the record, this often-quoted series of incidents beginning with the one on March 1st, fails to provide a credible witness or a reliable set of equipment. It is presented here to set the record straight.

> There was no conclusion as to what, if anything, Adcock had detected. SAC Robey reported to FBI headquarters that the most impressive thing to him had been the "lack of any agency actually taking responsibility for the situation and taking any action to verify or disprove the threat." He also pointed out that it was many hours after the initial detection or "threat" was reported that any action at all was taken. Evidently Oak Ridge was not as well protected against a threat of sabotage as the security agencies had hoped!

March 29 [30?], 1950; Marrowbone Lake, TN (BBU 682)
7 a.m. Real estate salesmen Whiteside and Williams saw 6-12 dark objects shaped like 300-lb. bombs, estimated 5 ft long, flying 500 mph in descent, making a noise like wind blowing through the trees. (Berliner)

> The summer and fall of 1950 was an important time in the history of UFO phenomena.....there were important national and international political and military developments which affected the FBI perception

of the flying saucer problem. The Cold War was hot. The Berlin Blockade had been successfully overcome, but the Russians had successfully taken over the satellite countries of East Germany, Poland, Czechoslovakia, Hungary and Yugoslavia. Then, on June 25 North Korea marched about 60,000 men into South Korea and began the Korean War. Both the Soviet Union and China were aiding North Korea. The South Korean Army, not fully prepared, collapsed under the weight of the attack and two days later President Truman ordered US troops to South Korea. The next day Seoul fell to the North and General MacArthur reported that the South Korean army was too demoralized to mount an effective resistance. Two days after that Truman ordered U.S. ground forces to Korea. The first post-WWII war was on!

All this time the FBI was quietly monitoring the fireball (New Mexico) and saucer situation. Recall that in late August 1950 agent A. H. Belmont had written a memorandum to Special Assistant D. M. Ladd summarizing recent developments regarding green fireballs and saucers. On October 9 Mr. Ladd wrote a memorandum for Mr. Hoover providing an update on Project Twinkle. The memorandum states that "To date the Air Force has not advised us of any new developments in connection with this project." Evidently the Air Force had not told the FBI about the multiple witness sightings and filming of multiple objects on August 30 and 31. Mr. Ladd also made an explicit comparison between saucer sighting reports (referred to as "complaints") and the war in Korea, which to this point had been going reasonably well, since the North Korean army had not (yet) succeeded in pushing the United Nations and United States forces into the sea:

> "According to Bureau files, an average of approximately three or four complaints have been received per month from June through September. These complaints were brought to the attention of OSI. A review of Bureau files does not indicate that there has been any increase in sightings of these phenomena during or as a result of the war in Korea."

Mr. Hoover was probably glad to see that there were so few complaints and that there was no apparent connection with the war. However, there still was the major question of the origin of the phenomena seen near the vital installations and the secondary question of just what the Air Force was doing about it. Mr. Ladd provided the following comments on these subjects:

> "The Bureau has been advised in the past by OSI that many of the sightings reported to them were determined by investigation to have been of weather balloons, falling stars, meteorological phenomena and other air-borne objects.
>
> "Bureau liaison determined on the morning of October 9, 1950 from OSI headquarters that the investigation of these aerial phenoena are being handled by OSI, Wright Field, Ohio. Their investigation of these phenomena fails to indicate that the sightings involved spaceships or missiles from any other planet or country.
>
> "According to OSI, the complaints received by them have failed to indicate any definite pattern of activity. OSI further advised they are closely following the investigation of the captioned matters and they will advise this Bureau of any matters of interest."

Once again the FBI was told that the Air Force was sufficiently worried about these phenomena to continue secretly investigating even though many sightings could be explained. Since the Air Force was once again ruling out the interplanetary and "foreign country" explanations the FBI could only presume that all saucer sightings resulted from misidentifications, delusions and hoaxes.

Major General Cabell, Director of AFI, had requested that AMC reinstate the investigation and analysis at ATIC. On September 25, 1950 the Bureau received from Cabell a copy of an intelligence collection memorandum entitled "Reporting of Information on Unconventional Aircraft." This was yet another request to provide sighting information with the added request that "no publicity be given this reporting or analysis activity." The memorandum to Mr. Ladd, quoted above, reflected this new activity at ATIC. Once again, in private the Air Force was contradicting its public stance that saucer sightings were not worthy of attention. In private the Air Force and the FBI found out that sightings which were about to

occur at Oak Ridge were worthy of attention...a lot of attention.

Att 11:25 PM on October 12, a military radar unit at Knoxville Airport suddenly detected 11, “and possibly more,” unidentified targets moving over the restricted flight zone at Oak Ridge. This time action was taken.

October 12, 1950; Knoxville, TN (BBU)
(McDonald list) At 11:30, the radar station commander scrambled an F-82 fighter. It was in the air nine minutes later. The fighter was vectored toward two targets and, according to the radar, closed with the targets, but the pilot saw nothing. Ground observations also failed to detect anything in the sky. No unusual objects were seen visually or on radar for the next two days. Then the “dam broke.”

October 13, 1950; Oak Ridge, TN
Cat 2. Sightings by AEC security patrols.

Keeping in mind that these (UFO) books were coming at a time of “atomic paranoia,” it is not surprising to see that Hoover took a particular interest in (Frank) Scully’s book. Ever on the alert for Communist subversion, on October 13 he sent an urgent teletype message to SAC, Los Angeles:

> FLYING SAUCERS. YOU ARE INSTRUCTED TO DISCREETLY DETERMINE THROUGH APPROPRIATE SOURCES OF YOUR OFFICE WHETHER FRANK SCULLY AUTHOR OF THE BOOK QUOTE BEHIND THE FLYING SAUCERS UNQUOTE IS IDENTICAL TO THE FRANK SCULLY WHO HAS BEEN ACTIVELY ENGAGED IN COMMUNIST ACTIVITIES SINCE THE LATE NINETEEN THIRTIES IN THE TERRITORY OF YOUR OFFICE.

October 15, 1950; Oak Ridge, TN (BBU 819)
Oct. 15, 1950. Oak Ridge, TN (BBU 819)
3:20 p.m. AESS Trooper Rymer, J. Moneymaker, and Capt. Zarzecki saw 2 shiny silver objects shaped like bullet or bladder dive with a smoke trail, one vanished, the other hovered at 5-6 ft altitude, 50 ft away, left and returned several times somewhat further away. (Berliner)

At 3:25 PM, an Atomic Energy Security Patrol Trooper, Edward D. Rymer, and a caretaker, John Moneymaker, from the University of Tennessee Research Farm, at Oak Ridge, saw an object at about 12,000 to 15,000 feet above Solway Gate of the "Control Zone." This object appeared to be an aircraft which was starting to make an outside loop, trailing smoke behind. Soon these two men realized that the formerly described smoke behind the aircraft was a tail. This object continued to descend in a controlled dive, and when it approached the ground it leveled off and flew slowly, parallel to the ground. This object came within two hundred and ten (210) feet of the two observers and was paralleling the ground at approximately six (6) feet. The Knoxville radar showed on its screen some strange targets at the same time as the visual sightings. Again an aircraft was scrambled and saw nothing. The Project Blue Book master list shows that ATIC could not explain the visual sighting. (Hynek UFO Rpt pp. 142-3)

October 16, 1950; Oak Ridge, TN
Not listed in the Blue Book files. Below is Bruce Maccabee's description of the incident. The link above is the document.

The next day at about 1:30 PM, John Isabell, a security guard of the Oak Ridge Patrol Force, saw a silver-white spherical object traveling from the southwest to the northeast and passing over the K-25 restricted area at high altitude. It was white or silvery and round like a ball.

The second sighting on that day occurred at “exactly 2:55 PM.” Mr. Isabell and two other members of the patrol force saw the same round object approaching from the northeast at a lower altitude and speed. The object, while spinning about an axis, traveled in a wide circle toward the southwest and disappeared. In a

couple of minutes it reappeared in the southwest at a very high altitude and headed northeast at a high rate of speed. The guard phoned the information on the sighting immediately to headquarters where radar was picking up an indistinct target every third or fourth sweep over the K-25 area. An F-82 was scrambled. The ground witnesses reported that the fighter plane arrived about 15 minutes after the object had disappeared. (The ATIC sighting analysts subsequently decided that this object was a balloon in spite of the decription of spinning amd in spite of the odd flight path.) Later on, during the evening, some of the security guards heard strange, loud noises.

That same day, October 16, the CIC agent decided it was time to review the situation. He wrote a report mentioning the 1947 and 1949 sightings and discussed the recent sightings. The CIC took these sightings very seriously and thoroughly checked the backgrounds of the witnesses by using employment records and FBI reports in order "to ascertain their reliability, integrity and loyalty to the United States Government." The was no reason found to discredit these witnesses, many of whom were professional security guards.

The CIC and the other security agencies discussed the situation and attempted to arrive at some conclusions. The CIC report of these discussions make amusing reading in view of the concerted attempt later on by ATIC to explain the sightings any way possible. One gets the impression from the following document that, when it came to explaining UFO sightings as mundane phenomena, the security officials who were involved in the investigations had "been there, done that" and now they were looking for something new and convincing to explain these sightings:

> " The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for OBJECTS SIGHTED OVER OAK RIDGE, however the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility."

"...because of impossibility"? What was that supposed to mean? It meant that all the suggested explanations had been rejected because, in view of the high quality of the witnesses and the descriptive details, these explanations were impossible. So, having rejected mundane explanations, what were these objects? The CIC agent continued:

> "The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.
>
> "These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions (are) parallel the terrain ridges in the locality."

The fantastic is generally rejected?

It is not too surprising that "the fantastic" would not be in an official report. However, the fact that it was rejected means that they at least thought about "the fantastic." They also showed a healthy degree of skepticism regarding the ATIC treatment of such sightings because they questioned the ATIC "identification" of the image in the 1947 photographs as a photographic flaw:

> "Attention is invited to the 1947 photograph of a flying object. Atomic Energy Commission officials advise that the Air Force Laboratory at Wright Field, Ohio, indicate that the object is a water spot on the photograph. Because this object does not resemble other water spots of the photograph and because the object in the second photograph is following the dim trail left by the first object, some officials at (the) Atomic Energy Commission question the veracity of this statement. They also believe it is significant that the Air Force did not return the negative of this print."

These security agencies were quite correct to be skeptical of the ATIC treatment of these sightings. The Project Blue Book record shows that the radar sightings were identified as "radar pecularities," the first October 16 sighting was identified as an aircraft and the second as a balloon (even though the description of the object was the same for both sightings!). Only the October 15 sighting discussed above was listed as Unidentified.

Copies of the reports by the CIC agents were made available to the FBI. When he saw them Hoover may have wondered if the saucers had now transferred their activities from the west, where atomic bombs were designed, built and stored, to Oak Ridge where the uranium isotope U-235 was being extracted for use in atomic bombs and where nuclear energy was being studied as a possible source for aircraft propulsive power.

Strange noises were also part of the phenomena reported. Major Ronniger, a Senior Instructor at Oak Ridge, reported that at 3 PM on October 15 he heard a sound like the blast of a jet engine. He and another person searched the sky for such an aircraft but could find none. The next day several security guards reported that around 8 PM they heard what sounded like the blast of a jet several times. Each time the noise lasted about 3 1/2 seconds. "The sounds seemed to leave the vicinity making an ascent almost vertical. None of the guards could see an object in the sky."

By October 16 things were already hot at Oak Ridge, but that was only the beginning.

October 18, 1950; Oak Ridge, TN
Unidentified radar contacts. Source of this report is unknown.

On the 19th of October, before the FBI was fully aware of what was taking place at Oak Ridge, Hoover received from Mr. Ladd more information about Air Force activities:

> "The matter of flying saucers was discussed by Special Agent .....(name censored)...with Major General Joseph F. Carroll of OSI on October 16, 1950, at which time General Carroll advised that insofar as he has been able to determine the Air Force is not working on any type of 'flying saucer' or 'flying disc.' General Carroll stated that the Air Force is working on high altitude rockets and jet aircraft. He stated these experiments may account for some of the reports concerning flying saucers but that the air Force is not apparently working on anything which is the cause of the many flying saucers reports. He stated that the Air Force program for investigating reports concerning flying saucers, etc., has been reinstituted at Wright Field and that any pertinent information of interest coming to his attention will be furnished to the Bureau."

By October 16 things were already hot at Oak Ridge, but that was only the beginning.

October 20, 1950; Oak Ridge, TN

At 4:55 PM on October 20, Larry Riordan, the Superintendent of Security for the X-10 control zone became a witness. While driving to a residential area he saw an object which he thought at first was a balloon which had lost its "basket." It was generally round, appeared to "come together at the bottom in wrinkles (rather indistinct and something was hanging below." It appeared to be 8 to 10 feet long and lead or

gunmetal colored. It didn't seem to be moving but, since he was traveling and only saw it for a number of seconds, he couldn't be sure. He was sure it wasn't a weather balloon, although he thought it might have been a gas bag balloon launched by the nearby University of Tennessee Agricultural Research Farm.. On the same day at 3:27 PM the radar unit at the Knoxville airport detected radar targets near the area of Mr. Riordan's sighting and scrambled a fighter plane. The pilot searched the area for about an hour and a half, which included the time of Mr. Riordan's sighting, and found nothing.

Three days later, October 23, at 4:30 PM, Francis Miller, an Oak Ridge laboratory employee, while driving along a road in Oak Ridge saw an object that appeared to be less than half a mile away and between 1,000 and 2,000 feet up.

October 23, 1950; Oak Ridge, TN

It appeared as an "aluminum flash" that was traveling in a south-southeast direction. He only saw it for a few seconds. Subsequently it was discovered that a nuclear radiation detection station (a Geiger counter) in the vicinity of the sighting registered a burst of alpha and beta radiation. The purpose of this station was to detect any leaks of radiation from the Oak Ridge Laboratory. There was no leakage of radiation, however. An expert from the Health and Research Division analyzed the readings from the Geiger counter and pronounced them unexplained. This association between radiation detection and a UFO sighting was similar to that at Mt. Palomar mentioned in Chapter 13. Whether the reading of the Geiger counter was actually a result of nuclear radiations or whether the presence of the UFO induced a transient electrical fault in the counter or whether there was some other explanation is not known. This case does not appear in the Project Blue Book file.

October 24, 1950; Oak Ridge, TN

During the evening there was a "light in the sky" sighting by two witnesses who were at widely separated locations. The first to see it was Mr. William Fry, the Assistant Chief of Security for Project NEPA. He was at a drive-in theater with his family at about 6:45 PM waiting for the movie to begin when he saw the lighted object in the southwest while casually looking around the sky. He reported to the CIC investigator:

> "...I observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. (His wife and son also saw it.) ...A few moments later I heard a plane directly overhead making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at McGhee-Tyson Airport..

(At this point Mr. Fry went to a phone and called someone to look, but the person could not see it because of the hills and trees.) "While returning to my car I met a friend...who stated he had been observing the object. I continued to observe the object with my wife but it seemed to be in a more northerly position which caused me to select a fixed point to determine whether or not the object was changing in either direction or altitude. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon.

> "The following morning, upon reporting to work I confided my story to...(name censored)...stationed at Oak Ridge with the NEPA project, but I hesitated to go on record as having observed such an unidentified object."

Mr. Fry did go on record because he learned that he was not the only witness. Air Force Major Lawrence Ballweg also saw the light. He reported as follows:

> "On the evening of 24 October 1950 at approximately 1855 (6:55 PM) I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920 (7:20 PM). During this period of time my wife also observed the object."

Mr. Fry then learned that the radar unit had also detected something. He was told that an unidentified object appeared at 6:30 PM at an altitude of approximately 5,000 feet in the same general vicinity as the object he saw. The radar target disappeared at 7:20 PM. The complete radar report to the CIC investigator says that targets appeared at 6:23 PM moving over the restricted flight zone and at 6:26 a fighter was scrambled to the area of the targets but failed to see anything.

Considering that the atmosphere can make a star or planet which is within a few degrees of the horizon appear to change color and move very slightly or twinkle, one might be tempted to identify the light as the bright planet Venus or a very bright star seen in the west an hour after sunset, which was at about 6 PM local daylight savings time. However, two elements of the description reject that sort of explanation. First, the light was described by Major Ballweg as moving relative to the stars. Since Major Ballweg used binoculars to view the light it is likely that his description of motion is accurate. Furthermore, it must have been quite large because Mr. Fry, not using binoculars, also detected motion. Second, Major Ballweg said that the light appeared over a telephone pole that was about 100 yards away. That would make the angular elevation greater than 5 degrees. According to the CIC investigator, Mr. Fry indicated that the elevation from his location was 30 to 40 degrees above horizontal. Hence it was so high in angular elevation that atmospheric effects would not make it appear to change color and there would be no noticeable effects other than the normal twinkling which affects stars at any angular elevation. The final reason for rejecting Venus or a bright star is that Venus was below the horizon at the time and there were no excessively bright stars in that sector of the sky at the time. The disappearance of the radar target at the same time as the light suggests that the UFO was a some kind of metallic unknown object hovering in the vicinity of Oak Ridge. This is another Oak Ridge sighting that is not in the Blue Book file, nor are the following October events.

October 25, 1950; Oak Ridge, TN

About six hours later, between 2 AM and 3 AM, the radar unit reported several slowly moving objects such as had been seen previously.

On October 26 at 5 AM Col. Edwin Thompson heard an intermittent noise like the blast of a jet, similar to what had been reported on the 15th and 16th. He saw no aircraft associated with the noise.

Three days later seven people waiting at the Knoxville Airport "saw an object traveling to the Southwest at a great rate of speed. (name censored), who has considerable flying experience, was extremely excited and stated that this object was not an aircraft. He described it as a circular object, leaving a trail of smoke."

There were two reported sightings on November 5.

November 5, 1950; Oak Ridge, TN

At 9:29 AM an object was detected on radar traveling over the restricted area at a speed of 80 mph. A fighter aircraft attempted an intercept and then trailed the object for 20 miles. The pilot reported no visual contact.

Two and a half hours later, at 11:55 AM, Don Patrick of the NEPA Division saw a very strangely shaped object travel by, apparently just above the mountain range.

November 5, 1950; Oak Ridge, TN. (BBU 829)
11:55 a.m. Fairchild Aircraft illustrator Don Patrick saw a translucent object, light grey with dark core, shaped like a pear or bean, flying with rapid, darting movements. (Berliner)

It seemed to change rapidly from a pear shape to a bean shape and other sausage like shapes as it traveled. Although the shape changed the overall size was about constant. It seemed translucent but had definite outlined edges as seen against the sky and background clouds. There was no particular color and there were no bright highlights. Mr. Patrick at first thought it was a balloon but then realized that the shape changes and rapid motions meant it was something else. He told the CIC investigator that "the core (dark triangular portion) remained constant and the apex of the core varied only a few degrees while the body of the object seemed to change shapes rapidly and would become elongated during a quick movement of the object." Project Blue Book files list this sighting as unidentified.

As part of the CIC agent's attempts to explain these sightings he asked Mr. J. Holland, chief of the Weather Section of the AEC at Oak Ridge, to provide information on balloon launches at the times of the sightings. There was no correlation. The only sighting that could have been a balloon was the October 20 sighting, and even that was not correlated with the Weather Section data. With regard to the radar detections during the previous month, Mr. Holland said radar can be reflected from patches of ionized air and if a large quantity of radioactive material were released it might provide sufficient ionaization of the air. However, he didn't believe any such release had occurred. According the the CIC agent's report the Weather Section would carry out research to determine whether or not "radioactive energy ejections" could cause radar returns. There is no report on the results of the radar research.

November 29-30, 1950; Oak Ridge, TN (BBU)
(McDonald list)

Between 5 and 11 PM radar targets returned to the Oak Ridge area. Fighters were scrambled. They saw nothing.

However, at 7 PM, during this period of radar sightings, graphic records of Geiger counter detections in the restricted area of Oak Ridge indicated an abnormal increase in alpha and gamma radiation that could not be attributed to a known source. Apparently this was "too much" for the officials in charge of Oak Ridge security. They held a two day meeting to discuss the "operational difficulties" of the early warning radar of the Air Defense Command at Knoxville. AFI was asked to investigate the situation and to set up a separate radar set for comparison. (McDonald list)

The suggestion that some radar targets might be the result of ionization of the air by nuclear radiation must have been on the mind of Mr. Gray, SAC Knoxville, because on December 4 he called FBI headquarters and discussed the speculation that releases of radioactive material could have caused the anomalous radar targets observed. The next day Mr. Hoover sent an urgent teletype to SAC Knoxville: "Arrangements should be made to obtain all facts concerning possible radar jamming by ionization of particles in the atmosphere. Conduct appropriate investigation to determine whether incident occurring northeast of Oliver Springs, Tennessee, could have had any connection with alleged radar jamming." Unfortunately any information that might have been available on the "Oliver Springs" case has not been released. Nor is there any response to Hoover's teletype message.

On December 5 and 6 there was a discussion of the technical aspects of the radar sightings with ATIC and intelligence officials. They concluded that the targets were probably "radar angels" which are reflections of objects on the ground which are observed only because of a temperature inversion which bends the radar radiation downward. On the other hand, that did not mean that there were no flying saucers around.

December 5, 1950; Oak Ridge, TN
Wife of security officer reports object made of polished metal.

At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

Although ATIC would eventually claim that most of these events were mundane (radar anomalies, balloons, aircraft) and leave only two of the Oak Ridge sightings unidentified, the local military officials and scientists were not so certain of easy identifications. They planned to begin their own scientific investigation. Lt. Col. John Hood, the AMC Field Engineering Officer, outlined the plan in a December 5 memorandum entitled "Technical Approaches to the Problems of UFOs." He proposed placing radiation counters over a wide area. After there had been sufficient anomalous object reports to establish a pattern, the data recorded by these counters would then be compared for time and location with the sightings "to see if any change in the background (radiation) occurs with the presence of sighted objects." He also proposed that portable counters be made available which could be taken to the area of a sighting. Along with the counters he proposed that an aircraft with Geiger counters and also a magnetometer be made available. The magnetometer would indicate any fluctuations in the local magnetic field associated with sightings. He also proposed more accurate radars capable of measuring height as well as range and azimuth. This plan was to begin operating near the end of December.

The next anomalous event in the Oak Ridge area was yet another appearance of radar targets which "blanketed the radar scopes in the area directly over the government Atomic energy Commission projects.....these objects could not be identified from the radar image and a perfect fighter interception met with negative results."

On December 6, 1950. For an hour the United States military was under a condition of national emergency that morning. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related?

December 14, 1950; Oak Ridge, TN
An FBI document found in Clear Intent (page 173) shows that a group of targets blanketed the radar scopes in an area directly over the government AEC projects at Oak Ridge. They were not identified and scope photos were taken. However, these radar tracks were not listed among the Blue Book Unknowns.

December 18, 1950; Oak Ridge, TN (BBU)
Calkins. (McDonald list; FUFOR Index)

The last Oak Ridge sighting of any consequence occurred at about 8:30 AM on December 18. Groups of people in separate cars traveling to work saw an unusual object fly over the Oak Ridge area. To the Air Force officers in one of the cars it appeared as would a bright reflection from a very distant aircraft. It was southwest of them and they only saw it for a few seconds. At the same time several other NEPA project employees were in another car at a different location. They saw this object for about 30 seconds before it was obscured by the nearby hills. They described it as a bright circular light with an intensity greater than that of the full moon. It was between 15 and 30 degrees above the horizon as it moved in a northwesterly direction. They observed a strange effect on the circular light: it seemed to "darken, starting at approximately 7:00 t o 9:00 o'clock along the perimeter and continuing to darken along the perimeter and

inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star." (McDonald list; FUFOR Index)

December 20, 1950; Oak Ridge, TN
Not listed among Blue Book list or Spark's updated version.

About the time that Col. Hood's research plan was to be put into effect the last two Oak Ridge sightings occurred. These were on December 20 and January 16. The December 20 case was another radar-only event (no visual contact) and the January 16 sighting involved sightings of stars. The Oak Ridge flap was over. There were no more sightings until a single one in the late fall of 1951. By that time the research project had effectively died. Thus, as happened with Project Twinkle in New Mexico, just as the local scientists and security agencies were about to carry out precise research that could prove the UFOs were real anomalous objects.... they disappeared!

In retrospect, although it might be possible that some of the radar detections were weather anomalies, often called "radar angels," caused by temperature inversions in the atmosphere, the visual sightings cannot be so easily dismissed.

Source: UFO FBI Connection, Pages 163-181 (Bruce Maccabee)

1951

January 21, 1951; Oak Ridge, TN (BBU)
6:20 p.m. (McDonald list; FUFOR Index) Written off by the Air Force as a ground target and "ducting caused by an inversion", this incident is carried as unknown in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

December 7, 1951; Oak Ridge, TN (BBU 1021)
AESS guard J. H. Collins saw a 20 ft square object, white-grey but not shiny fly above ridge to the clouds and back again twice, taking 30-40 seconds each time. A civilian guard (AESS) on duty at Oak Ridge reported sighting an airborne object at 0815 EST. Traveling at a constant speed, equivalent to conventional aircraft, the object was described as square, approximately 20 feet wide, grey-white in color, with no markings. The observer, age 40, is described by his employer as honest and conscientious, and is held in high respect by his employer. Two F-47's were unsuccessful in an attempt at interception. (Berliner; FUFOR Index)

1952

April 14, 1952; Memphis, TN (BBU 1112)
6:34 p.m. U.S. Navy pilots Lt. jg. Blacky, Lt. jg. O'Neil flying on 18° (about NNE) heading at 2,000 ft over NAS Range Station saw to their left an inverted bowl glowing bright red, 3 ft long and 1 ft high, with vertical slots, approaching at high speed on 300° heading, straight and level at 2,000 ft, passing 300 ft from their aircraft and below overcast at 4,200 ft.[Red glowing trail?] (Berliner; McDonald files; Jan Aldrich; cf. NARCAP)

June 21 [23?], 1952; Oak Ridge [Marxville?], TN (BBU)
10:58 p.m. GOC post spotted target, confirmed by ADC radar, followed by F-47 fighter interception of a 6-8-inch white blinking light which made ramming attacks on the F-47 from 10,000 to 27,000 ft. (Ruppelt p. 43)

June 23, 1952; Oak Ridge, TN (BBU 1334)
3:30 a.m. Secretary Martha Milligan saw a bullet-shaped object with burnt-orange exhaust fly straight and level. (Berliner)

Oct. 21, 1952; Knoxville, TN (BBU 2179)

No time given. Witnesses at airport weather station saw 6 white lights fly in a loose formation, make a shallow dive at a weather balloon. (Berliner)

December 18, 1952; Oak Ridge, TN
RV, source unknown.

1953

July 19, 1953; Oak Ridge, TN
At approximately 3:00 P.M., an F-86 aircraft was observed flying over the Oak Ridge residential area, making circles at what appeared to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The witness, together with his wife, observed the aircraft through a pair of six power field glasses. After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the circle of this object, it appeared at times to be in the shape of a cigar and at other times round.

1954

Sept. 23, 1954; Gatlinburg, TN (BBU 3227)
9:45 a.m. (EST) Dave Owenby [and Trainer?] saw 2 bright silver, wheel-shaped objects fly N to S in trail. (Berliner;
FUFOR Index)

1955

Sept. 9, 1955. Near Alcoa [Rock Garden?], TN (BBU 3757)
12 noon. M. N. Dawkins, using binoculars, saw a brown, almost square object fly with a circular motion. (Berliner)

Oct. 19, 1955. 40 miles NW of Knoxville, TN (BBU)
8:30 p.m. (EST) F-86 case. (McDonald list; FUFOR Index)

Nov. 20, 1955; Lake City, TN (BBU 3862)
5:20 p.m. Operations Officer Capt. B. G. Denkler and 5 men of the USAF 663rd AC&W Sq saw 2 oblong, bright orange, semi-transparent objects fly at terrific speed and erratically, toward and away from each other (Berliner)

1957-1966

Dec. 11, 1957; Lake City AFS, TN (BBU)
(McDonald list)

March 28, 1966; Fayetteville, TN (BBU)
8 p.m. Man driving 60 mph suddenly saw a large lighted object 3 ft above the road on a hilltop, which flew off, as the car engine and headlights died. Headlight bulbs later had to be replaced. Object was oval, 25 ft long, dark gray, with about 30 lights along its periphery. (Vallée Magonia 739)

April 5, 1966. Alto, TN (BBU 1038)
11:55 p.m. W. Smith and another stopped to watch an object hovering about 15 ft above a swamp, tried to follow it but it flew away. Object 100 ft long oval with a dark top, appearing cone-shaped when moving, making a high-frequency noise, and flying between a hightension power line and a row of trees. Animal reactions wherever the object flew over. (Berliner; cf. Vallée Magonia 753)

END OF REPORT

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WS_FTP.LOG	2009-09-25 11:59	1.1K	
nuctest5504xx.htm	2009-10-22 06:39	6.3K	
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nuctest520417.htm	2009-10-22 06:39	4.3K	
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Bush Developing Military Policy Of Striking First

New Doctrine Addresses Terrorism

By Thomas E. Ricks and Vernon Loeb

Washington Post Staff Writers
Monday, June 10, 2002; Page A01

The Bush administration is developing a new strategic doctrine that moves away from the Cold War pillars of containment and deterrence toward a policy that supports preemptive attacks against terrorists and hostile states with chemical, biological or nuclear weapons.

The new doctrine will be laid out by President Bush's National Security Council as part of the administration's first "National Security Strategy" being drafted for release by early this fall, senior officials said.

One senior official said the document, without abandoning containment and deterrence, will for the first time add "preemption" and "defensive intervention" as formal options for striking at hostile nations or groups that appear determined to use weapons of mass destruction against the United States.

Bush hinted at the new doctrine in his State of the Union address in January, when he labeled Iraq, Iran and North Korea an "axis of evil" and warned that he would not allow them to threaten the United States with weapons of mass destruction. The president articulated the doctrine for the first time June 1 in a commencement address at West Point.

By adopting the doctrine as part of its formal national security strategy, the administration will compel the U.S. military and intelligence community to implement some of the biggest changes in their histories, officials said. That is already touching off heated debates within the administration and among defense commentators about what changes need to be made and whether a doctrine of preemption is realistic.

But there is general agreement that adopting a preemption doctrine would be a radical shift from the half-century-old policies of deterrence and containment that were built around the notion that an adversary would not attack the United States because it would provoke a certain, overwhelming retaliatory strike.

Administration officials formulating the new doctrine said the United States has been forced to move beyond deterrence since Sept. 11 because of the threat posed by terrorist groups and hostile states supporting them. "The nature of the enemy has changed, the nature of the threat has changed, and so the response has to change," said a senior official, noting that terrorists "have no territory to defend. . . . It's not clear how one would deter an attack like we experienced."

The administration's embrace of the new doctrine has triggered an intense debate inside the Pentagon and among military strategists about the feasibility and wisdom of preemptive strikes against shadowy terrorist networks or weapons storage facilities.

It has aroused concern within NATO as well. Defense Secretary Donald H. Rumsfeld told the United States' 18 NATO allies in Brussels last Thursday that the alliance could no longer wait for "absolute proof" before acting against terrorist groups or threatening countries with chemical, biological or nuclear weapons.

NATO Secretary General George Robertson, reacting to Rumsfeld's remarks, said NATO remained a defensive alliance. He added, "We do not go out looking for problems to solve."

Some defense analysts said preemption carries the risk of causing a crisis to escalate quickly by increasing pressure on both sides to act sooner rather than later -- forcing them, in the parlance of the nuclear chess game, to "use it or lose it."

"Preemption is attractive on the surface," said defense analyst Harlan Ullman. But he added: "As one gets deeper, it gets more and more complicated and dangerous."

Critics also note that a botched attack that blew chemicals, biological spores or radioactive material into the atmosphere would risk killing thousands of people, not only in the target nation, but in neighboring countries.

Even proponents of preemption inside and outside the government concede that this more aggressive strategic doctrine requires far better and far different intelligence than the U.S. government gathers -- at a time when the abilities of the CIA and the FBI to fulfill their current duties are under scrutiny.

Michele Flournoy, a former Pentagon proliferation expert now at the Center for Strategic and International Studies, said that to be effective, the United States will need to strike preemptively before a crisis erupts to destroy an adversary's weapons stockpile. Otherwise, she said, the adversary could erect defenses to protect those weapons, or simply disperse them.

But Flournoy said she favors moving toward a doctrine of preemption given the proliferation of chemical, biological and nuclear weapons among states supporting terrorists. She said the policy may offer the best of a series of bad choices.

"In some cases, preemptive strikes against an adversary's [weapons of mass destruction] capabilities may be the best or only option we have to avert a catastrophic attack against the United States," she said.

Under the doctrine, nuclear first strikes would be considered weapons of last resort, especially against biological weapons that can be best destroyed by sustained exposure to the high heat of a nuclear blast, Pentagon officials said. But the focus of the effort is finding new ways of using conventional weapons to detect and destroy weapons arsenals, and especially the missiles used to deliver them.

To do that, the Pentagon is studying how to launch "no warning" raids that go far beyond quick airstrikes. The key tool to execute that mission is a new "Joint Stealth Task Force" that pulls in the least detectable elements of every part of the armed forces, including radar-evading aircraft, Special Operations troops and ballistic submarines being converted to carry those troops and to launch cruise missiles.

Beyond changes in weapons, doctrine and organization, Rumsfeld and his top aides are trying to alter the U.S. military mind-set. "Preemption . . . runs completely against U.S. political and strategic culture," defense expert Frank Hoffman said in an essay published this year by the Center for Defense Information.

In the past, the United States has viewed surprise or "sneak" attacks as dishonorable, the kind of thing inflicted on the American people, not initiated by them, analysts have noted.

One senior defense official responded that 21st century security threats can no longer be assessed in terms of the past. "In the world in which we live, it's not enough to deter," the official said. "You need more capability, more flexibility, more nuanced options and choices."

Defense scientists and war planners are hard at work developing new weapons and capabilities to give Bush "options different than those he may have had in the past," the official said.

At the Defense Threat Reduction Agency, a $1.1 billion defense agency created in 1998 to counter the threat of weapons of mass destruction, scientists are studying how to attack and destroy hardened and deeply buried bunkers containing chemical, biological and radiological weapons with advanced conventional bombs, low-yield nuclear devices and even high-yield nuclear weapons.

"There was a time during which we really didn't know what phase we were in, so we called it the 'post-Cold War phase,' " said Stephen M. Younger, the agency's director. "And it wasn't clear what kind of weapons we were going to need for the conflicts of the future. September 11 clarified that. And we are getting a better understanding of the types [of threat] we may face in the future and the types of weaponry that will be required [to counter] them."

Younger said his agency is working on advanced conventional explosives with hardened warheads that could penetrate underground concrete bunkers and destroy biological agents with a sustained level of extremely high heat.

"We want to use the minimum force to achieve the military objective, if at all possible, with a conventional weapon," Younger said. "We do not want to cross the nuclear threshold unless it is an example of extreme national emergency."

But there are some bunkers that are "so incredibly hard," Younger said, "that they do require high-yield nuclear weapons." Low-yield nuclear warheads could be useful in certain scenarios, he said, but they run the risk of spreading biological agents across the countryside.

Rumsfeld's Nuclear Posture Review, completed at the end of last year, stated that "new capabilities must be developed to defeat emerging threats such as hard and deeply buried targets." It also said "several nuclear weapons options" that could be useful in attacking such facilities include "improved earth penetrating weapons."

But senior administration officials said the tactical use of nuclear weapons is being studied, not actively contemplated. "There is no one anxious to think about the employment of tactical nuclear weapons," a senior defense official said. "That's not what we are trying to do."

What the Pentagon is most focused on, the official said, is a method of "advanced conventional strike."

Inside the Pentagon, some officials suspect that the new doctrine may be acted upon sooner rather than later.

"I think the president is trying to get the American people ready for some kind of preemptive move" against Iraq, said a Pentagon consultant. He said it would not necessarily be against Iraqi weapons sites but might instead involve a seizure of Iraqi oil fields.

But a senior administration official dismissed the idea of a "bolt from the blue" attack on Iraq. "I want to caution that [the president] was not making an announcement about imminent action" in his West Point address, the official said. "Some people have quite frankly said, 'Oh, this must have been about Iraq.' He was not making an announcement about imminent action, but this was a doctrinal statement."

Rumsfeld may have captured this situation best when he declined to discuss preemption last week. Asked in an interview whether the U.S. government is contemplating preemptive moves against other nations' weapons of mass destruction, he replied: "Why would anyone answer that question if they were contemplating it?"

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Date: Wed, 19 Jun 2002 21:50:19 -0400

Subject: Re: UFOs follow 509th?

From: joel carpenter <imagery@covad.net>
To: NCP Team

Actual (seriously) unit patch from the 509th Bomb Wing used during flight testing of the B-2 Stealth Bombers that it now flies. It shows a Grey about to eat a B-2, superimposed over a radar scope, along with a knife and fork. The caption reads CLASSIFIED FLIGHT TEST/GUSTATUS SIMILIS PULLUS" ("Tastes like chicken")

I kid you not. This comes from a very reliable source.

Apparently the Roswell legend is well known in 509th lore.

I'm not exactly sure _what_ tastes like chicken, but there you have it.

Joel

Date: Wed, 19 Jun 2002 17:14:13 -0400
Subject: 509th
From: joel carpenter <imagery@covad.net>
To: Francis Ridge <slk@evansville.net>

Fran -

One little ironic thing about Whiteman is that it's the _current_ home of the 509th Bomb Wing of Roswell fame. :) It wasn't in 1957, but the 509th was stationed at Pease AFB, NH in the mid-60s while the nearby famous Exeter, NH case was going on. The UFOs seem to follow the 509th.

As far as I can tell it was just a B-47 base in 1957.

Joel

Date: Thu, 04 Jul 2002 17:58:15 -0700
From: "joel carpenter" <imagery@covad.net>

U.S. Air Force: Israel has 400 nukes, building naval force

SPECIAL TO WORLD TRIBUNE.COM
Thursday, July 4, 2002
A United States Air Force report asserts that Israel is building a nuclear naval force meant to respond to any nuclear strike by such countries as Iran or Iraq.

It is the first time a U.S. military institution has stated that Israel has produced a hydrogen bomb. The number of purported Israeli nuclear weapons cited in the report is double that of previous assessments.

The report, sponsored by the air force's Counterproliferation Center, asserts that the navy can deploy any of what it asserts is Israel's 400 atomic and hydrogen weapons, Middle East Newsline reported. The center is located in the Maxwell Air Force Base in Alabama.

In a report entitled "The Third Temple's Holy of Holies: Israel's Nuclear Weapons," U.S. Army Col. Warner Farr said Israel's nuclear arsenal has grown from an estimated 13 nuclear bombs in 1967 to 400 nuclear and thermonuclear weapons. Farr said Israel's navy could deploy nuclear weapons on the fleet of three German-built Dolphin-class diesel submarines.

"Israel will then have a second strike capability with nuclear cruise missiles, and this capability could well change the nuclear arms race in the Middle East," the report, which Farr said is based on unclassified sources, read. "Israeli rhetoric on the new submarines labels them 'national deterrent' assets."

The report said these nuclear missiles could have a range of 350 kilometers. Israel would try to base its nuclear naval force near Oman, with which Israel has informal relations, the September 1999 report, which was recently published by the center, said.

"The first basing options for the new second-strike force of nuclear missile capable submarines include Oman, an Arab nation with unofficial Israeli relations, located strategically near Iran," the report said.

The U.S. Air Force Counterproliferation Center was established in 1998. The center is meant to help prepare air force commanders counter the threat from weapons of mass destruction. The report did not deem Israel's purported nuclear arsenal as a direct threat to the United States.

The report said Israel's Defense Ministry has requested from the government of Prime Minister Ariel Sharon authorization for a retaliatory nuclear strike. Israel could also use Jordanian air space for a nuclear strike on Iran, which the report said could produce a nuclear warhead as early as 2004.

From: "joel carpenter" <imagery@covad.net>
To: "Francis Ridge" <slk@evansville.net>

Subject: DOD ANNOUNCES MERGER OF U.S. SPACE AND STRATEGIC COMMANDS

Date: Wed, 26 Jun 2002 20:18:43 -0400

NEWS RELEASE from the United States Department of Defense

No. 331-02
(703)697-5131(media)
IMMEDIATE RELEASE
June 26, 2002
(703)428-0711(public/industry)

DOD ANNOUNCES MERGER OF U.S. SPACE AND STRATEGIC COMMANDS

As part of the ongoing initiative to transform the U.S. military into a 21st century fighting force, Secretary of Defense Donald H. Rumsfeld today announced the intention to merge two unified commands whose missions include control of America's nuclear forces, military space operations, computer network operations, strategic warning and global planning. The intended merger of U.S. Space Command (SpaceCom) and U.S. Strategic Command (StratCom) will improve combat effectiveness and speed up information collection and assessment needed for strategic decision-making.

"The missions of SpaceCom and StratCom have evolved to the point where merging the two into a single entity will eliminate redundancies in the command structure and streamline the decisionmaking process," said Rumsfeld.

U.S. Strategic Command, located at Offutt Air Force Base in Neb., is the command and control center for U.S. nuclear forces. U.S. Space Command in Colorado Springs, Colo., commands military space operations, information operations, computer network operations and space campaign planning. Both commands are charged with countering the proliferation of weapons of mass destruction.

"StratCom and SpaceCom have successfully provided the capabilities to meet the nation's defense needs for many years," said Rumsfeld. "The merged command will be responsible for both early warning of and defense against missile attack as well as long-range conventional attacks."

The intended merger is scheduled to take place in October 2002, and the preferred location for the command headquarters is Offutt Air Force Base, Neb.

Web version: http://www.defenselink.mil/news/Jun2002/b06262002_bt331-02.html
-- News Releases: http://www.defenselink.mil/news/releases.html
-- DoD News: http://www.defenselink.mil/news/dodnews.html

Sunday, 23 June 2002 22:41:22 -0400
From: "joel carpenter" <imagery@covad.net>
To: NCP
Subject: 1953 Greenland cases

Updated 20170124

I'd like to read this into the record - an amazing collection of mystery aircraft reports mixed with UFO reports from Greenland, from official AF unit records for 1953. Note that even some of the airplanes reported are doing things that airplanes couldn't do. And the reports that sound most like UFOs are said by natives to have begun around the time the US air base was constructed. From a page at

http://www.homestead.com/argumentsandfacts/files/Archives.htm#_Hlk470270707 ER GREENLAND (1953)

[Note: This was at the beginning of American "bomber gap" concerns, and also at the height of the UFO craze. There was near certainty that Soviet aircraft were overflying North America. The DEW line defense line was being formulated, and the Ground Observer Corps had been established in the States. At this time, CIRVIS (suspicious activities) reporting was being solicited of all travelers in the Arctic. Some of the reports here are obviously uncorrelated Allied aircraft, whereas others are quite puzzling, and the flying light bulbs leave one truly amazed…) See the text version of the bad link below, *, all of which is worth a look.

Joel Carpenter

(Fran Ridge: The link above no longer works, but I found several documents on UFO activity at Greenland that year in the microfilms. Take a look at these, then skim down to the text file Joel thoughtfully provided before the site went down. It starts out with a Jan 22, 1953 incident not mentioned in the report. NARA-PBB85-812, 860, NARA-PBB1-97, NARA-PBB85-905, NARA-PBB1-99, 106, NARA-PBB86-382. 1953_Greenland.pdf

TEXT VERSION OF LINK CONTENT

REPORT FROM SONDRESTROM AB OF UNIDENTIFIED FLYING OBJECTS OVER GREENLAND (1953)

[Note: This was at the beginning of American "bomber gap" concerns, and also at the height of the UFO craze. There was near certainty that Soviet aircraft were overflying North America. The DEW line defense line was being formulated, and the Ground Observer Corps had been established in the States. At this time, CIRVIS (suspicious activities) reporting was being solicited of all travelers in the Arctic. Some of the reports here are obviously uncorrelated Allied aircraft, whereas others are quite puzzling, and the flying light bulbs leave one truly amazed.\

The first report of the year was information received from Grondal, Greenland, stating that an unidentified aircraft overflew Cape Tobin, 7024N 2158W on 5 January 1953. Two hours and five minutes later, aircraft overflew Aputiteq 6700N 3205W headed in a southerly direction. Aircraft was of the twin-engine type flying low in each instance. Negative information was our reply.

An unidentified aircraft overflew Angmagssalik, 6535N-3745W, on 24 Jan 53. Aircraft approached from the west and disappeared in an easterly direction.

On 26 February 53, Thule AB reported an unidentified GCA sighting. Negative reply was submitted.

A radio message received from Frobisher Bay, reported four vapor trails over Resolute on 1 Mar 53, direction north to south. Negative information was dispatched from this station.

Again on 1 Mar 53, contrails were sighted over Simiutak, Greenland.

Contrails were moving northwest to southeast. On 11 Mar 53, Sondrestrom AB, reported unidentified contrails which curved south, approximately 50 miles southwest of this base.

It was reported that on 27 Mar 53, by late information from Harmon AFB, that an unidentified object was cited by two civilians in a wooded area near Harmon. The men entered the woods to haul plywood. The area became light, and an object shaped like a light bulb, about six inches long, went past them and put out the lantern that they were carrying. No estimate of speed was given and the object disappeared over the mountains. The object came from a northwest direction. In the same area on 18 Apr 53, Mrs. Anthony Young, observed the same type of glow over her barn. An object described as above came into view and disappeared over the sea. Mrs. Young stated that objects have been observed many times since last fall but never before that time. All objects were noiseless and all traveled at a high rate of speed. No action was taken.

On 8 Apr 53, Sondrestrom reported sighting of an unidentified white light, by pilot and co-pilot of a MATS aircraft enroute from Goose AB to Sondrestrom AB, at 6600N-5330W, approximately 110 miles south of base. Received negative reply from other stations.

Reports received this station on 12 Apr 53, of an unidentified B-29 type aircraft two miles south of Torbay Airport, Newfoundland, at an altitude of 200 feet above the terrain. The Director of Intelligence, NEAC, evaluated this sighting to be an uncorrelated friendly aircraft.

A jet aircraft was sighted by Capt. R.L. Emberry, pilot, and 1st Lt. J.R. Morin, radar observer, F-94 aircraft of the 59th Fighter Interceptor Squadron, approximately 10 miles south of Goose AB, Labrador, on 2 May 53. The aircraft was approximately 10,000 feet below F-94 which was flying at 24,000 feet. Both aircraft climbed to 40,000 feet. The unidentified aircraft continued to climb until out of sight with a speed well in excess of F-94. The pilot declared aircraft was similar to F-94 with afterburner but further stated it was unlike any USAF aircraft. Negative report from this headquarters.

Another report of sighting from Angmagssalik, Greenland, on 2 May 53, if unidentified aircraft was observed from the ground by observers of unknown experience, flying from northwest to southeast at a very high altitude. NEAC evaluates aircraft as friendly. Check of flight plans showed USAF, C-54, number 2689, was over this area at approximate time of sighting.

On 4 May 53, an unidentified flying object was visually sighted by a Canadian National female civilian (at Goose Bay). The object was reflected in the beam of a rotating beacon. This object was travelling south at low altitude and high speed and was the color of light metal, with a shape of a football. It made noise similar to pieces of tin striking each other. The object disappeared in low stratus over the base. NEAC evaluated this as an unidentified object.

Information received this headquarters from Narssarssuaq AB, stated that an unidentified aircraft was sighted through an overcast over Aputiteq, Greenland, on 9 May 53. The aircraft was flying southwest with no identifying markings visible. The Commander of Iceland Defense Force states Iceland Defense Force PBY was in this area and is of the opinion that subject PBY was aircraft sighted at Aputiteq, Greenland.

A report of an unidentified airborne sighting by airborne radar 39 miles NW of Goose AB, Labrador, on 13 May 53. This sighting was made by Lt. D.C. Rogers, pilot, and Lt. J.A. Lane, radar observer who attempted interception but the object was lost before visual contact could be made. Radar presentation was that of a multi-engine aircraft. No information from this
station.

On 21 May 53, RCAF airways at Resolute Bay reported that an unidentified aircraft flew over Resolute site at approximately 400 feet altitude in a north to south direction. Due to the low ceiling, the aircraft was not visually sighted. Resolute states that the aircraft must have let down on Resolute beacon to make a low fly path. Negative reply was given from this station pertaining to this sighting. NEAC evaluates this incident as a possible Soviet aerial reconnaissance mission.

The aircraft that overflew Pond Inlet, 7242N-7813W, heading NW at a high altitude and was heard through an overcast, and first believed to be RCAF Lancaster, VC-212, temporarily based at Frobisher on photo reconnaissance missions, is erroneous. Message from Thule AB, Greenland, indicated the unidentified aircraft can be correlated with MATS C-124, which departed Thule AB at 23/0811Z May 53, enroute to McChord via Churchill.

Possible correlation of aircraft sighted over Port Harrison on 29 May 53, is believed to be RCAF Lancaster that departed Rockcliffe. Another report of twin-engine single tail aircraft was reported over Whale River Area, 5120N-7800W, on the 30th of May 53. A preliminary evaluation from Headquarters, Northeast Air Command, stated same aircraft as Lancaster over Port Harrison.

Approximately 25 single blips unidentified flying objects, was sighted by GCA screen radar in the vicinity of Goose Air Base, during the period 0334Z to 0600Z on the 11th of June 1953. Blips represented aircraft with speed of 30-100 knots. Altitudes were unidentifiable. No specific pattern was indicated in.[unreadable]

An unidentified object was sighted 12 June 53, in the vicinity of Goose Air Base, by fighter pilot W.C. Nicholas, on combat patrol. Object appeared to be jet aircraft with afterburner. Object appeared to put on speed and climb through overcast. The pilot followed and saw object through clouds but could not follow because of low fuel.

On 20 June 53, an aircraft was heard but not sighted above clouds over Mint Julep project. The aircraft was identified as friendly by report from AACS, saying that a SAC aircraft was in that area. Again on 22 June 53, Mint Julep reported that an unidentified contrail was sighted over the cap site at an altitude of approximately 25,000 feet, flying northward at a very high rate of speed. SC-47 at Sondrestrom was dispatched to check for possible identification but was unable to procure additional information. A negative report was received from other stations.

An object collided with and disintegrated a weather balloon at 18,000 feet over Simiutak, Greenland, on 24 June 53. This object was observed through a theodolite by A/2C Richard Hill, weather observer, with three and one half years experience. Object was travelling in southeast to northwest direction at varied speeds. Object described as red, rotating in a circular motion with shape as either delta or circular. Object hovered after collision, rotating in a circular motion for 15 seconds, then rapidly departed into the wind, direction, 300 degrees. Observers stated object was three times the size of the weather balloon. Negative information reported from this station.

An unidentified aircraft was observed over Tingmiarmiut, Greenland, 6230N-4206W, by **** settlement for approximately ten minutes on 28 June 53. The aircraft disappeared in a westerly direction at an estimated altitude of 9,000 feet. This station had no information of aircraft in that area.

ENDREP

From: "joel carpenter" <imagery@covad.net>
To: "Francis Ridge" <slk@evansville.net>

Subject: Re: UFOs & Alert Scare, April 1952

Date: Fri, 28 Jun 2002 09:05:37 -0400

By the spring of 1952, Air Defense Command was in a near-frenzied state over the potential of a Soviet sneak attack. Its eyes and ears, the Lashup radar network and the GOC, had proven discouragingly unreliable, and, lacking credible intelligence on Soviet capabilities and intentions, it had no real basis for assessing the nature of the threat. As one air defense expert pointed out in a speech at the Air War College on April 1, attacking Soviet bombers "might come in at a high altitude or low altitude. They might come in many different ways as far as whether they exploit saturation tactics or try to sneak through the defenses or so on. And since we don't know anything really about their doctrine of strategic air, we have a tremendous gamut of possibilities to worry about ... we always have to look at the worst possibility."

Little more than two weeks later, the worst possibility seemed to have come true.

On April 16, Air Force Intelligence warned Col Burgess, at ADC Headquarters, Ent AFB, that a classified source (possibly an electronic intercept) had provided an "indication" of ominous Soviet military activity. Burgess directed his staff to be ready for anything out of the ordinary. Around 10:30 PM Colorado time, observers at a remote US installation on Nunivak Island in the Bering Sea spotted what looked like four vapor trails heading east-southeast toward the continental US. They reported the sighting to their control center at Elmendorf AFB, near Anchorage, which relayed the information to McChord AFB in Tacoma. McChord, in turn, transmitted the warning to Hamilton AFB, in California, which finally passed it to ADC Headquarters just after midnight local time. Burgess immediately contacted the Royal Canadian Air Force, notified the various ADC subdivisions, and ordered perimeter radar stations to take extreme precautions. When Ent attempted to call Elmendorf for confirmation, the line went dead, leaving Headquarters in a state of frustrated anger. Around 2:30, the Ent Combat Operations Center woke General Frederick H. Smith, Vice Commander of ADC, and informed him that they had "something hot." Smith rushed back to take charge. He was reluctant to call an alert, which would activate the entire network of fighters and antiaircraft artillery, on such slim evidence. As he and his officers debated the problem, an aide came running up with an urgent notice from Eastern Air Defense Forces: radar at Presque Isle, Maine, had reported five incoming Unknowns. It was a haunting replay of the December 6, 1950 scare. With the simultaneous appearance of two waves of unidentified targets, there was no alternative. At 3:10 AM, Smith ordered America's first nationwide Air Defense Readiness alert.

Within seconds, the Air Force began winding up toward warfighting capability. ADC commander General Benjamin Chidlaw raced back to Ent to assume command. General LeMay was notified by hotline of the alert, and his Strategic Air Command prepared for an order to launch its bombers. The Pentagon, and probably the White House, were informed. Regional ADC centers called in personnel. Interceptor crews raced to their aircraft as backup

fighters were brought up to ready status. Tactical Air Command and reserve units prepared to turn over their fighters to ADC control. The Ent COC was a bedlam of chattering teletypes and ringing telephones as bases all over the country reported in. Within thirty minutes, Army antiaircraft artillery sites were ordered to man their weapons and mobile guns began preparing to move out. Interceptors screamed toward the Unknowns in the east.

Somewhere over Maine, the fighters closed in on three of the Unknowns. One by one, as the objects loomed out of the darkness, the interceptor pilots were able to discern that they were conventional aircraft -- in fact, they were ordinary airliners. As the situation clarified, Eastern Air Defense Force determined that the airliners -- a Pan Am ship, a British flight, and an Air France plane -- had gone off course or off schedule for one reason or another and had routinely reported their deviations to Canadian air traffic control centers. But the deviation reports had never been passed on to Presque Isle. The stray airliners, unregistered on the US radar center's logs, became potentially hostile Unidentified Flying Objects. Just before 6:00 AM, Chidlaw rescinded the alert.

The Air Staff in the Pentagon was highly critical of the action, charging that ADC had "panicked" and overreacted. "Tell 'em if the situation occurs again I'll do the same thing," Chidlaw said as he stalked back to bed. Later, he told General Vandenberg that he hoped the April 17 alert had made "more of our top Air Force people ... aware of the very thin margin of evidence on which we too frequently must base our decisions." Newspaper accounts of the Alaska contrail sighting made it into Flying Saucer Review and on into popular UFO literature as saucer reports, without, of course, any description of the ADC alert.

Air Defense Command was desperate. Its confidence in the ability of its fighters to defeat a Soviet attack was at an all-time low. There was a growing concern about a strange aspect of the realities of Soviet tactics: because of the limited range of Soviet Tu-4 bombers -- near-identical copies of the B-29 -- any Soviet attackers would of necessity be unable to return to their homeland after making their bombing runs (midair refueling had yet to be widely employed). If a Soviet surprise attack came, American defenses would therefore be confronted by suicidally determined foes.

On April 23, ADC urgently requested that the Air Force archives at Maxwell AFB, Alabama locate "all material extant" on Japanese and German attempts to destroy bombers by ramming them with fighters. Its Operations and Training Directorate Fighter-Interceptor Division considered the ramming study a "red-hot major project," but planned to "release validated information to the Defense Forces in a discreet manner so as not to adversely affect the morale of combat personnel or leave the ADC open to criticism by civilian agencies." Studies began on the possibility of actually smashing F-94s into B-29s (presumably unmanned drones) to test the effects of the potentially suicidal tactic.

Sources:
The Development of Continental Air Defense to 1 September 1954 (Secret), (Maxwell AFB, Georgia: USAF Historical Research Division Research Studies Institute, Air University, 1956)

Schaffel, Capt. Kenneth, The Emerging Shield: The Air Force and The Evolution of Continental Air Defense 1945-1960 (Washington, DC: Office of Air Force History, United States Air Force, 1991), p.113-120

Zimmerman, Carroll L, Insider at SAC (Sunflower University Press,1988)

Leslie, Desmond, and George Adamski, The Flying Saucers Have Landed, New York: The British Book Centre, 1953, p.56

Austerman, Wayne R., "Ramming, the Final Option: A Heretofore Secret Look at the Sobering State of America's Air Defense Command in the Mid Fifties," Airpower, May 1987, p. 16

Alphabetical List and Histories of All Nuclear SAC Bases by State or Country

SAC was established on March 21, 1946 as one of three commands of the US Army Air Forces. Initially under General George Kenny at Bolling Field, Washington, D.C., SAC headquarters settled at Offutt AFB near Omaha, Nebraska under the command of General Curtis LeMay In October of 1948. The new separate Air Force was born September 18, 1947. Part of the SAC Mission certainly was to provide “long range offensive operations in any part of the world” in the form of a nuclear reach as a deterrent to future aggression.

The Alphabetical Review is a list of bases, air stations, and airports that the United States Air Force has occupied since 1947. Many bases have had name changes, so each separate name has been listed.

AB - Air Base, AS - Air Station, AFB - Air Force Base, AFS – Air Force Station, (M/I)AP - (Municipal/International) Airport, RAF - Royal Air Force Station/Base

AL Alabama
Anniston AFB, AL
Birmingham MAP, AL
Brookley AFB, AL
Dannelly Field, AL
Gunter AFB, AL
Maxwell AFB, AL

AK Alaska
Amchitka AFB, AK
Big Delta AFB, AK
Eielson AFB, AK
Elmendorf AFB, AK
Galena Airport, AK
King Salmon Airport, AK
Kulis ANGB, AK
Shemya AFB, AK

AZ Arizona
Davis-Monthan AFB, AZ
Luke AFB, AZ
Gila Bend AFAF, AZ
Sky Harbor IAP, AZ
Tucson IAP, AZ
Williams AFB, AZ

AR Arkansas
Blytheville AFB, AR (Closed 1992)
Eaker AFB, AR
Fort Smith MAP, AR

Little Rock AFB, AR

CA California
Beale AFB, CA
Castle AFB, CA
Edwards AFB, CA
Fairfield-Suisun AFB, CA
George AFB, CA
Los Angeles AFB, CA
March AFB, CA
Mather AFB, CA (Closed 1993)
McClellan AFB, CA
Moffett Federal Airfield, CA
Norton AFB, CA
Onizuka AFS, CA
Travis AFB, CA
Vandenberg AFB, CA

CO Colorado
Air Force Academy - Colorado Springs, Colorado
Air Force Accounting & Finance Center - Denver, Colorado
Buckley ANGB, CO
Cheyenne Mountain AFS, CO
Falcon AFB, CO
Lowry AFB, CO
Peterson AFB, CO
US Air Force Academy, CO

CT Connecticut
Bradley ANGB, CT

DE Delaware
Dover AFB, DE
New Castle County Airport, DE

FL Florida
Avon Park AFB, FL
Buckingham AFB, FL
Cape Canaveral AFS, FL
Duke Field, FL
Eglin AFB, FL
Homestead AFB, FL (Closed 1992)
Hurlburt Field, FL
Jacksonville IAP, FL
MacDill AFB, FL
McCoy AFB, FL (Closed 1974)
Patrick AFB, FL
Tyndall AFB, FL

GA Georgia
Chandler Field, GA
Dobbins AFB, GA
Hunter AFB, GA
Marietta AFB, GA

Moody AFB, GA
Robins AFB, GA
Savannah IAP, GA
Turner AFB, GA (Closed 1967)

HI Hawaii
Barking Sands AFB, HI
Bellows AFB, HI
Bonham AFB, HI
Hickam AFB, HI
Wheeler AFB, HI

ID Idaho
Mountain Home AFB, ID

IL Illinois
Capital Airport, IL
Chanute AFB, IL
O'Hare Air Reserve Forces Facility, IL
Greater Peoria Airport, IL
Scott AFB, IL

IN Indiana
Atterbury AFB, IN
Bakalar AFB, IN
Benjamin Harrison AFB, IN
Bunker Hill AFB, IN
Fort Wayne, IN
Grissom AFB, IN
Hulman Regional Airport, IN

IA Iowa
Des Moines MAP, IA
Sioux Gateway Airport, IA

KS Kansas
Forbes AFB, KS
McConnell AFB, KS
Smokey Hill AFB, KS
Topeka AFB, KS

KY Kentucky
Standiford Field, KY

LA Louisiana
Alexandria AFB, LA
Barksdale AFB, LA
Chennault AFB, LA
England AFB, LA
Lake Charles AFB, LA
NAS New Orleans, LA

ME Maine
Bangor ANGB, ME
Dow AFB, ME (Closed 1968)

Limestone AFB, ME
Loring AFB, ME (Closed 1994)
Presque Isle AFB, ME

MD Maryland
Andrews AFB, MD
Glenn L. Martin State Airport, MD

MA Massachusetts
Barnes MAP, MA
Cape Cod AFS, MA
Hanscom AFB, MA
Otis AFB, MA
Westover AFB, MA

MI Michigan
William K. Kellogg Airport, MI
Kincheloe AFB, MI (Closed 1977)
K.I. Sawyer AFB, MI (Closed 1995)
Phelps Collins ANGB, MI
Selfridge AFB, MI
Oscoda AFB, Michigan (Renamed Wurtsmith AFB in 1953)
Wurtsmith AFB, MI (Closed 1993)

MN Minnesota
Duluth IAP, MN
Minneapolis-St. Paul IAP, MN

MS Mississippi
Columbus AFB, MS
Gulfport-Biloxi Regional Airport, MS
Keesler AFB, MS
Key Field, MS
Allen C. Thompson Field, MS

MO Missouri
Aeronautical Chart & Information Center - St. Louis, Missouri
Lambert Field, MO
Richards-Gebaur AFB, MO
Rosecrans Memorial Airport, MO
Whiteman AFB, MO

MT Montana
Glasgow AFB, MT
Great Falls IAP, MT
Malmstrom AFB, MT

NE Nebraska
Kearney AFB, NE
Lincoln MAP, NE
Offutt AFB, NE

NV Nevada
Indian Springs AFAF, NV
May ANGB, NV
Nellis AFB, NV
Tonopah Test Range Airfield, NV

NH New Hampshire
Grenier AFB, NH
New Boston AFS, NH
Pease AFB, NH
Portsmouth AFB, NH

NJ New Jersey
Atlantic City IAP, NJ
McGuire AFB, NJ

NM New Mexico
Clovis AFB, NM (Renamed Cannon AFB)
Cannon AFB, NM
Holloman AFB, NM
Kirtland AFB, NM
Walker AFB, NM (Closed 1967)

NY New York
Floyd Bennett Field, NY
Griffiss AFB, NY (Closed 1995)
Hancock Field, NY
Mitchel Field, NY
Niagara Falls IAP, NY
Plattsburgh AFB, NY
Schenectady County Airport, NY
Stewart ANGB, NY
Suffolk County AFB, NY

NC North Carolina
Charlotte/Douglas IAP, NC
Morris Field, NC
Pope AFB, NC
Seymour Johnson AFB, NC

ND North Dakota
Cavalier AFS, ND
Grand Forks AFB, ND
Hector Field, ND
Minot AFB, ND

OH Ohio
Clinton County AFB, OH
Lockbourne AFB, OH
Mansfield Lahm Airport, OH
Newark AFB, OH
Rickenbacker AFB, OH
Springfield-Beckley MAP, OH
Toledo Express Airport, OH

Wright-Patterson AFB, OH
Youngstown MAP, OH

OK Oklahoma
Altus AFB, OK
Ardmore AFB, OK
Clinton Sherman AFB, OK (Closed 1970)
Tinker AFB, OK
Tulsa IAP, OK
Vance AFB, OK
Will Rogers World Airport, OK

OR Oregon
Kingsley Field, OR
Portland IAP, OR

PA Pennsylvania
Harrisburg IAP, PA
Greater Pittsburgh IAP, PA
Willow Grove Air Reserve Forces Facility, PA

RI Rhode Island
Quonset Point State Airport, RI

SC South Carolina
Charleston AFB, SC
Donaldson AFB, SC
McEntire ANGB, SC
Myrtle Beach AFB, SC
Shaw AFB, SC

SD South Dakota
Ellsworth AFB, SD
Joe Foss Field, SD
Rapid City AFB, SD

TN Tennessee
Arnold AFB, TN
McGhee Tyson ANGB, TN
Memphis IAP, TN
Nashville Metropolitan Airport, TN
Sewart AFB, TN

TX Texas
Amarillo AFB, TX
Bergstrom AFB, TX (Closed 1993)
Big Spring AFB, TX
Biggs AFB, TX
Brooks AFB, TX
Bryan AFB, TX
Carswell AFB, TX
NAS Dallas, TX
Dyess AFB, TX

Eldorado AFS, TX
Ellington AFB, TX
Goodfellow AFB, TX
Hondo MAP, TX
Kelly AFB, TX
Lackland AFB, TX
Laughlin AFB, TX
Randolph AFB, TX
Reese AFB, TX
Sheppard AFB, TX

UT Utah
Hill AFB, UT
Salt Lake City IAP, UT

VA Virginia
Byrd IAP, VA
Langley AFB, VA

Vt Vermont
Burlington IAP, VT

WA Washington
Fairchild AFB, WA
Larson AFB, WA
McChord AFB, WA
Moses Lake AFB, WA

WV West Virginia
Shepherd Field, WV
Yeager Airport, WV

WI Wisconsin
General Mitchell IAP, WI
Truax Field, WI
Volk Field, WI

WY Wyoming
Cheyenne MAP, Wyoming
Francis E. Warren AFB, WY

DC District of Columbia
Bolling AFB, District of Columbia

Ramey AFB, PR (Closed 1971)

CANADA
AB Alberta
BC British Columbia
MB Manitoba
NB New Brunswick
NF Newfoundland
NS Nova Scotia
ON Ontario
QC Quebec
SK Saskatchewan
YK Yukon

Woomera AS, Australia

Lajes Field, Azores

Iraklion AB, Crete

Bordeaux-Mérignac AB, France
Chaumont AB, France
Dreux AB, France
Etain AB, France
Laon AB, France
Phalsbourg AB, France
Rouvres AB, France
Toul-Rosières AB, France

Bitburg AB, Germany
Fürstenfeldbruck AB, Germany
Hahn AB, Germany
Landstuhl AB, Germany
Lindsey AB, Germany
Neubiberg AB, Germany
Ramstein AB, Germany
Rhein Main AB, Germany
Sembach AB, Germany
Spangdahlem AB, Germany
Stuttgart/Echterdingen Airport, Germany
Tempelhof Central Airport AS, Germany
Zweibrücken AB, Germany

Sondestrom AB, Greenland
Thule AB, Greenland

Andersen AFB, Guam
Northwest Guam AFB, Guam

NAS Keflavik, Iceland

Aviano AB, Italy
San Vito del Normanni AB, Italy

Itazuke AB, Japan
Johnson AB, Japan
Komaki AB, Japan
Misawa AB, Japan
Yokota AB, Japan

Soesterberg AB, the Netherlands

Kadena AB, Okinawa
Naha AB, Okinawa

Albrook AFS/AFB, Panama
Howard AFB, Panama

Clark AB, Republic of the Philippines

Muniz ANGB, Puerto Rico

Kunsan AB, Republic of Korea
Osan AB, Republic of Korea

Decimomannu AB, Sardina

Torrejon AB, Spain
Zaragoza AB, Spain (US operations ended 1991)

Nakhon Phanom RTAFB, Thailand

Cam Ranh Bay AB, South Vietnam
Da Nang AB, South Vietnam
Nha Trang AB, South Vietnam
Phan Rang AB, South Vietnam
Phu Cat AB, South Vietnam
Tuy Hoa AB, South Vietnam

Ankara AS, Turkey
Incirlik AB, Turkey
Izmir AS, Turkey

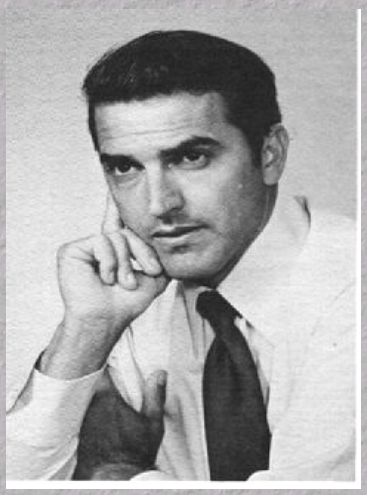
RAF Alconbury, UK
RAF Bentwaters, UK
RAF Chicksands, UK
RAF Fairford, UK
RAF Goester, UK
RAF Greenham Common, UK
High Wycombe AS, UK
RAF Kemble, UK
RAF Lakenheath, UK
RAF Little Risington
RAF Manston, UK
RAF Mildenhall, UK
RAF Sculthorpe, UK

RAF Upper Heyford, UK
RAF Woodbridge

Nuclear Connection Project

NCP Papers

NCP-01: Some Early Patterns



Loren Gross

The Winter of 1948-49 was much more important to the UFO mystery than most students of UFO history realize. Although there are many gaps to our story, it is hoped that some discussion of certain salient points will aid in the understanding of the more detailed text. Also, this is an opportunity to include some new information and speculation. We will address three questions:

1.) Why did strange aerial lights appear over the U.S. Southwest in the Winter of 1948-49?

2.) Why was President Truman worried about the Russians and what did this worry have to do with the UFO riddle?

3.) Why did project SIGN become project GRUDGE?

Question #1: Why the aerial lights?

--The two-week flap of the summer of 47 was described by skeptics as a psychological phenomenon that suddenly appeared and them ran its course.

--On the other hand, persons like Donald Keyhoe, a believer in visitors from space, interpreted the same 47 flap as a nation-wide reconnaissance.

Whichever explanation one chooses, one has to explain the pattern of reports that took place for the next 2½ years. The skeptics would have to be puzzled by the persistence of sporadic reports, and the "believers" would have be wondering what the visitors were going to do. No striking pattern to UFO activity was evident with one exception --some marked activity in the U.S. southwest in late 1948 on through 1949. What was so special about that area?

After World War II President Truman was determined to use the atomic bomb to safeguard the nation and to strengthen the hand of American negotiators during that turbulent period. On December 31,1946, Truman authorized the establishment of the Atomic Energy Commission to manage the nuclear weapons program. Several months later the AEC submitted a status report to the Chief Executive on what the group found after assuming control. Truman was shocked by what the commission discovered. The test explosions of nuclear devices at Bikini the previous summer had been a show for "strategic purposes" and the advanced bombs meant for warfare remained untested and were not even assembled. What's more, the number of bombs was trifling. Nuclear bombs were put together by highly skilled civilians and most had scattered after the war, leaving low paying government service for lucrative positions with private industry. Military personnel were urgently needed to do the bomb assembly, and these people had to be trained and the bombs simplified so it would not take a Ph.D. to do the job. Also, another headache was serious questions about the supply of raw uranium. A drastic increase in the amount of the material was needed to built a realistic bomb stockpile. It seems that the vast majority of raw uranium came from mines in the Elisabethville District of the Belgian Congo in Africa (note: UFO sighting reports in March, 1952) and production was shared with Great Britain on a SO/SO basis by treaty. The arrangement was clearly inadequate in view of American plans so late in 1947 discussions were begun with London with the aim of making the treaty more advantageous. By January 1948 talks resulted in the U.S. getting all of the uranium from the Congo for the next two years, 1948-49, plus an option on uncommitted ore that had already been shipped to Britain. This generous settlement was achieved by allowing British scientists access to a number of nuclear secrets.

Sandia National Laboratories in New Mexico, which provided the engineering expertise for the Los Alamos theorists, geared up to build bombs in earnest as the people, designs, and raw material became available. The Joint Chiefs of Staff ordered that 400 bombs be built by 1951. After becoming a true bomb factory, Sandia shipped assembled bombs to Fort Hood, Texas, where there was a secure storage site guarded by the 12th Armored Infantry Battalion under the command of the Fourth Army.

Due to the difficulties previously mentioned, it wasn't until the spring of 1949 that the U.S. manufactured enough bombs to have a "stockpile." It is suggested that the "green fireballs" that appeared over Sandia in late 1948 bear a direct relationship to a sudden ramp-up of American nuclear weapon production. Also, later, in March,1949, when strange "flares" appeared around the "Q" area at Fort Hood, it is suggested that this interest by the UFOs was triggered by the recent arrival of the first shipment of atomic bombs which was stored as America's first nuclear bomb stockpile.

Question #2: Why worry about the Russians?

To explore this question there is some references to the year 1948. Page numbers given refer to pages in the booklet: UFOs A History: 1948.

Trouble with the Russians

The last thing President Truman wanted in the year 1948 was any kind of showdown with Russia. Did the Russians have any inkling the Americans were bluffing about having a nuclear deterrent?

In Europe, the critical part of the world, there was political turmoil, economic chaos, and disruptive masses of displaced persons. The battle- tested divisions of the Kremlin were poised in mid Europe and Moscow's propaganda machine was in high gear. The Communists were pushing hard and their agents were everywhere. Hungary, Poland, and

Czechoslovakia, yielded to the pressure. Even a country not occupied by the Red Army, Finland, gave in after being "invited" to sign a "pact of friendship," a document that crippled its independence. Winston Churchill, surveying the dismal scene, remarked: "Only the bomb keeps the Russians back."

In January 1948, as previously mentioned, an all-out effort to create an American nuclear bomb stockpile was underway.

In this same month U.S. Air Force Intelligence learned of some sightings of mysterious missiles with "green tails" over Scandinavia, reportedly coming from Russian-occupied Peenemunde on the north German Baltic coast. (Remember this mention of the color green) U.S. Air Force Intelligence felt that the sightings signaled: ".. a revival of another series of alleged flying phenomena." (See pp. 5-6) The reference here was to the Swedish "ghost rockets" of 1946-47 some believed were Russian flying bombs but were never proved to be a Moscow device.

The future of Europe hinged on Germany and the focus of the East-West struggle was Germany's capital, the city of Berlin. The city was under joint occupation of the four war-time allies, France, Britain, Russia, and the United States. The country of Germany was itself divided in zones, each occupied by one of the aforementioned powers. The rub was that Berlin was deep inside the Russian zone and thus at the mercy of Moscow.

The end of March, 1948, the Russian authorities progressively became less tractable in their relationship over the occupation of the German capital. The Communists began to harass traffic and personnel moving through their zone going to great lengths to inspect freight and personal baggage on its way to Berlin. Anyone who complained was turned back.

April 5, 1948, some UFOs exhibiting violent maneuvers appeared very high above Holloman AFB, New Mexico. It was an impressive case and received a lot of attention by Air Force Intelligence. (See pp. 24-27)

Lt. Col. James Beam and civilian advisor Alfred Loedding, made a special visit to the home of saucer photographer William Rhodes in early April because the military had a high opinion of the man's pictures taken back in the Summer of 1947. Questioning the fellow, Beam and Loedding learned something new. Rhodes claimed he saw a "vent" across the trailing edge of the horseshoe-shaped object. This detail helped the theory that the Air Force was dealing with a kind of conventional aircraft. (See p. 24)

This same month highway, rail, and river traffic to Berlin was choked off by Russian authorities because of what they called "technical difficulties." Only the air lanes remained open.

A U.S. military Intelligence agent reported from Moscow on June 10th that the Soviet Central Party Committee was conducting a "secret study of American flying saucer and Swedish ghost rocket reports." (See p. 107)

By June 25th the city of Berlin was effectively blockaded putting the Western powers in a precarious position. Truman had to acknowledge the unpleasant fact that if the U.S. desired to stay in the city it had to show the firm resolve to do so, but that meant a risk of war. The President sent General Clay to Europe to size up the situation and when the General returned on July 22nd and reported to Truman and the National Security Council, he said that if Berlin was abandoned it would be a calamity for American security. After conferring about the matter, the President and the NSC authorized a massive airlift to supply Berlin, but did so over the objections of Air Force General Hoyt Vandenberg who pointed out that if war did break out most of the allied and American air transport, vital to Western defense,

would be in an exposed position and would be caught and destroyed.

Two days after the important airlift decision, the Chiles-Whitted "sky monster" UFO encounter rocked Air Force Intelligence. Many at project SIGN were convinced by this case that UFOs were real machines. (See pp.34-45) The main question then was: "whose machine?"

To ease tensions, Truman sent representatives to Moscow on August 2nd to have face-to-face talks with Molotov and Stalin about Berlin.

On August 3rd a Western military agent reported seeing a strange cigar-like UFO flying over Moscow. (See p.48)

On August 5th a top secret "Estimate of the Situation" by project SIGN was circulated in Air Force Intelligence and rejected by Air Force Chief of Staff Hoyt Vandenberg. The "Estimate" suggested that the UFOs were interplanetary visitors. Unknown to researchers of UFO history was the General's opinion of the Russian secret weapon theory. (See p.50)

During the summer of 1948 the Air Force's "Nuclear Energy for the Propulsion of Aircraft Project" (NEAP) came under review. Some 45 engineers, metallurgists, aeronautics specialists, and physicists, gathered at Lexington, Massachusetts, for a secret brainstorming session. Some of the experts wanted to terminate the project as being impractical but the U.S. Air Force pushed for a continuation and won a narrow vote. Months later, a military engineer, who had an interest in the success of the NEAP project, played a role in the UFO story in early 1949 by generating rumors that the Russians were experimenting with atomic-powered craft.

The same day General Vandenberg rejected the "Estimate," August 5th, a routine UFO report from Columbia, South Carolina, carried the following official remark on the military paperwork: "... in the interest of national defense, all publicity surrounding this investigation is to be stringently avoided." (See p.51)

In the transcript of the February 16, 1949, fireball conference (detailed in this booklet) Dr. La Paz, civilian meteor expert, confirms that it was he that helped investigate the Four Corners meteor fall back on October 30, 1947. He states that within hours of the fall he and a government search team arrived in the Four Corners region and tried to locate the object. Exhaustive ground searches were conducted. According to Dr. La Paz this was the first time he: "... detected a bit of interest on the part of the military (in meteor falls)." The team found nothing so they went back time and again. Apparently it was La Paz and this search team that visited the C. Weafer's homestead on the Navajo Reservation in August, 1948 (See p.107 of the booklet: UFOs A History: 1948) and made careful transit measurements. Mr. Weafer claims that the scientists and military men on the team were agreed that the object that fell was not a meteor but a:".. .guided object, probably from the military establishment of a foreign power." (Again see p.107)

The ninth of September the National Security Council, by Truman, was informed that t he Berlin airlift was succeeding but that negotiations with the Russians were failing. Tension reached a new high level. Communist- led riots rocked the western sectors of Berlin and the Russian Air Force announced that its jet fighters would be conducting "air exercises" in the same air lanes used by the Berlin airlift transports. In the days following there were a number of close encounters between the transports and the jets. Some people in the U.S. urged Truman to break diplomatic relations with the Russians but the President felt that the only alternative to negotiations was war.

October 1st the impressive George Gorman UFO case took place. Gorman's plane was

checked for radiation that might have come from the UFO. Gorman's commanding officer talked too freely to the press and was threatened with court- martial. (See p.52)

That Fall, in another example of being security conscious, the U.S. Air Force's Office of Special Investigations (OSI), consulted the "Harper-Knowles" file, a civilian subversive list, during the investigation of a San Francisco, California, UFO case. (See p. 52)

A second report by General Clay to Truman and the NSC on October 22nd was more hopeful than his first. The Berlin airlift continued to be successful and the German people were closing ranks behind the Western powers. The struggle over the city had become one of endurance.

Two days after General Clay's report, a strange green fireball was visible for 75 minutes in the sky over Phoenix, Arizona. Air Force Intelligence was convinced the phenomenon was not a meteor due to the time factor. (See p.68)

Another secret activity at this time was the use of the big 100-foot Skyhook balloons by the Americans to spy on the Russians. The balloons were suppose to drift over Russia and snap pictures of areas unreachable by any other means. A UFO report in Air Force files dated November 3, 1948, states that a long, plastic-like "intestine" was seen floating high over the U.S. East Coast, clearly a Skyhook not yet fully inflated. A notation on the report said the report was "secret" and suggested that the message be destroyed. One is tempted to ask: "If the Americans were doing secret aerial reconnaissance, why not the Russians?" (See p.69)

And then, on December 5th, a number of strange green fireballs flashed over New Mexico. In the days following more of the fireballs were seen. Air Force OSI agents questioned CAA officials stationed at the Las Vegas, New Mexico , Municipal Airport about the fireballs and then warned the civilians about the:".. confidential classification of the investigation." (See p.76)

In a letter to the local Air Force OSI unit, Dr. La Paz mentioned that requests from the news media concerning the December 5th manifestations were not disseminated due to: "....pressure from other agencies also investigating this occurrence." (See p.79)

On December 12th, Dr. La Paz, in the company of Air Force Intelligence officers and Atomic Energy Commission security agents, personally witnessed the appearance of a green fireball that:".. passed almost centrally across the Los Alamos reservation." (See p. 80)

Due to the quality of the witnesses to the December 12th incident, it seems to be much more than a coincidence that project SIGN got a new mane on December 16th. The new name was "GRUDGE."

In mid December the "visitors from space" theory got a strong vote of no confidence from an Air Force advisor, a RAND Corporation expert, Dr. J.F. Lipp. His view was probably the basis of General Vandenberg's August 5th rejection of the "Estimate of the Situation." A few, more or less "pro- extraterrestrial" opinions by him, were outweighed by the negative ones. One should read his "guesses" carefully and ponder their validity. (See pp. 91-92) On December 10th an official report on UFOS was issued. See below.

In contrast, one should notice the big play given in the Top Secret Air Intelligence Report No. 100-203-79 to the Russian secret weapon theory. In that section titled: "facts and discussion" the Air Force even suggested a possible aircraft, a Model Horten XIII, with a regiment of the planes reportedly based near the city of Irkutsk to guard an atomic plant there. (See pp. 98-99) The most fascinating thing about the document is that it is so ready to accept evidence that points to the material existence of an aerial intruder in the skies of

America.

An Atomic Energy Commission security agent observed a green fireball passage on December 20th and when he reported his experience he hastened to add: "It might damage some of our Atomic Installations eventually if it is not a natural thing and man-controlled." (See p.82)

Dr. La Paz wrote Dr. H.E. Landsberg, executive director of the RDB committee on geophysics and geography, on December 28 that in regards to the green fireballs New Mexico authorities:".. .are deeply concerned." (See p.87)

The year ended with a December 29th message being put on file that discussed the reappearance of "ghost rockets" over Scandinavia of which:".. no proof has been obtained to confirm such flights." (See p.89) In other words, these "rockets" which were thought by some to be Russian and akin to aerial objects being seen in the U.S., were proving a disappointing source of evidence for the Russian theory.

1949 January-June

During the first six months of 1949 covered by this booklet, trouble with the Russians dissipated, while the mystery of unexplained aerial phenomena appearing over the U.S. Southwest became stranger than ever. In odd contras, Project GRUDGE's actions do not reflect the growing strangeness of the UFO riddle.

A diamond-shaped white light swept over Kirtland AFB, New Mexico, Ordinance area on January 6th. (See p.5)

Four days later FBI chief J. Edgar Hoover received a dispatch from one of his agents stationed at Knoxville, Tennessee, which detailed the claims of an Army engineer only identified as a "Mr. E" who asserted that the Air Force regarded the aerial objects that were reported over Oak Ridge atomic facility in 1947 as man-made missiles and not natural phenomena. The Army engineer suggested that the objects were "atomic energy missiles" of possible Russian manufacture. (See pp.6-10)

After January 30th a big effort to investigate the meteors was contemplated and we learn:"... local commanders were perturbed by implications of the phenomena." (See p.15)

The next day the FBI issued a document. entitled: "Protection of Vital Installations" and stated in the paper that the Army and the Air Force considered flying discs and "balls of fire" top secret subject matter and it suggested that the Swedish ghost rockets might have been of Russian origin. The paper also told about the Chiles-Whitted report terming the object seen by the pilot a "windowed aircraft of an unconventional type." Furthermore, the green fireballs were mentioned and described as "unexplained phenomena." (See pp.16-17)

Apparently to head off this surge of interest, on February 11th the change from SIGN to GRUDGE became official. One of the first bit of business by GRUDGE was to advised the FBI that the Air Force felt that UFOs "ultimately would be determined to have a natural explanation." (See p.21)

In spite of GRUDGE, a conference on the green fireballs was convened at Los Alamos on February 16th. No Air Force Intelligence people were present.

With Dr. La Paz as the principle speaker, there was considerable discussion about meteors and how the green fireballs were a different type of phenomenon. There was talk about light intensity, velocity, kinetic energy, color, trajectory, shock waves, composition,

periodicities, etc. (This conference laid the groundwork for project TWINKLE) (See pp. 23-53)

March 1, 1949 the Russians indicated they were sincere about ending the Berlin problem and it looked like the crisis would he over in the near future.

In contrast to the good news in Europe, a very ominous development took place in the U.S. Truman now had his nuclear bomb stockpile, in storage at Fort Hood, Texas, but the "Q" area was being visited by some mysterious aerial "flares." These strange lights seemed to be smaller cousins of the fireballs zooming over New Mexico. (See pp. 56-59, 66-67,82)

Reports of "flares" around the "Q" area at Fort Hood peaked between April 27th-28th. (See p.66)

Project GRUDGE was busy all this time, but evidently it wasn't busy checking out the green fireballs and mysterious "flares." A big two-part UFO debunking article written with GRUDGE cooperation appeared in the April 29th and May 7th issues of the Saturday Evening Post. The prime message was that UFOs were not Russian or visitors from the stars and that a wave of UFO hysteria could hit the U.S. at the same time as an international crisis overloading the Air Force's Intelligence channels.

On May 12th the Russians finally ended the Berlin blockade. Truman hailed the event as a victory for the Western powers.

On May 18th the Air Force issued Air Force Regulation 205-6 prohibiting the: "....disclosure of the nature, sources, or existence of investigative information to unauthorized persons." (See p.75)

Reuters news service reported more strange flying bodies over Scandinavia, this time eastern Finland near the border with Russia. (See p.75)

May 21st a UFO is seen and detected on radar over the Hanford, Washington, atomic works (apparently now operating at capacity to refine raw uranium) (See p.76)

The army unit guarding the "Q" area at Fort Hood requested scientific help, equipment, to investigate the "flares" on June 15th. (See p.82)

On June 22nd a strange UFO sailed over the center of Oak Ridge, Tennessee, atomic works (which was, one assumes, also now operating at capacity to refine raw uranium) (See p.84)

Question #3: Why did SIGN become GRUDGE?

If the reader has studied this writer's UFO history booklet covering the year 1948, he would have noted that a "big change" was taking place within Wright Field's UFO investigation during the winter of 1948-49. It is suggested by this writer that the change had to do with the High Command's concern about the security of America's ramp-up production of nuclear bombs. The "seeming inquisitiveness" of the green fireballs about Sandia, and the phenomena's seeming ability to detect the increase in bomb manufacturing, was seen as a potential threat, the first such indication that there was something unexplained in the heavens that might pose a real danger.

Those in New Mexico responsible for the security of the atomic labs: the FBI, the Army, and Atomic Energy Security agents, were of course very worried about the sky lights and took steps to understand them, but it is quite possible no one in those organizations knew the significance of the timing of the "sky spies'" appearance. Top secret documents available to

President Truman that had figures relating to the quantity of atomic bombs, had the numbers deleted. These numbers were converted into code, put on another piece of paper, and kept in a separate room.

The first indication of a change in Project SIGN was a notification that the project's name would be changed from SIGN to "GRUDGE." This occurred on December 16, 1948. Speculation about GRUDGE has centered on its "debunking" but another reason for the existence of GRUDGE is the fact that it came into being just weeks after the green fireballs began to zoom over New Mexico. The series of December 5th sightings was particularly impressive. A Fourth Army source gives us an interesting clue to the origin and the reason for GRUDGE when he mentioned that GRUDGE replaced SlGN because GRUDGE was to cover both UFOs and the fireballs. To make this plain, evidently, the Air Force informed the Army on February 11, 1949, that the Air Force would be the "gathering and reporting agency of the fireball incidents" (This didn't stop the Army, however, from conducting inquiries into the mystery). There was a good reason to do this because up to that time UFOs more or less implied physical machines but the green fireballs were thought by some to be possible "geomagnetic manifestations." As Dr. Lincoln La Paz put it, the fireball phenomenon..... apparently ignores air resistance and gravity and goes blissfully on its way." (See p.42) This explanation seems to have been a favorite with the scientists advising the military although they had trouble dealing with the localized nature of the phenomenon's appearances. In fact, when the FBI began to nose around after being urged to take UFOs seriously by a "Mr. E," the Air Force dissuaded Hoover by an unjustified flat declaration that:"... it was believed that ultimately it would be found that the phenomena in question has a natural explanation." (See p.21)

If the green fireballs caused concern, it can be surmised that the "flares" startled more than a few people. When the flares appeared around the "Q" area at Fort Hood, the bomb stockpile site, it would be asking too much to consider the "flares" a natural phenomenon that happened to appear in a "circular pattern around the storage area." (See p.57) After the Fort Hood manifestations, some people in the High Command must have been convinced of something.

Once GRUDGE had assumed official jurisdiction over both UFOs and the fire balls, the result was a continuous debunking. Why this was is explained by the Air Force. Major General C.P. Cabell, USAF, Director of Intelligence, Office of Deputy Chief of Staff, Operations, wrote a Brig. General Moore of the Directorate of Intelligence, DCS/O, on November 30, 1948, just prior to the establishment of GRUDGE, that the Air Force was having difficulties with the news media and was concerned about reactions by the public to the UFO subject:

"At the present time evaluation of these reports has progressed only to the extent that we must accept that some type of flying objects have been observed although their identification and origin are not yet discernible. We therefore conclude that insufficient data is available to date to warrant any further action except continuing attempts to determine the nature and origin of these objects.

"There is increasing pressure on the part of the U.S. Press to publicize 'flying saucer' incidents. The Director of Intelligence, USAF, has attempted to dissuade the Press from publishing articles of this nature. It has been pointed out to the Press that these articles would necessarily be speculative in nature and would probably result in a flood of reports, making the problem of analysis and evaluation... increasingly difficult....

"RECOMMENDATION
"(1) That inquiring agencies be informed that the Air Force is investigating carefully all

valid reports of flying objects.
"(2) That the attached memorandum to Mr. Forrestal. . request mg authority to assist the Press, upon request, in the preparation of such articles, be signed." 1.

The policies of GRUDGE would be carried over to a later Air Force UFO investigative effort, Project BLUE BOOK. BLUE BOOK would last until 1969. A secret Air Force document, obtained through the Freedom of Information Act, said of BLUE BOOK that the project was a "program" which had a certain "primary purpose." The document stated:

"..... the primary purpose of the program was to allay hysteria by systematically squelching rumors and illusions. Reassuring the public mind that no tangible evidence existed to support fears of an 'invasion from outer space,' or that 'radical technological advances and developments by the enemy' do not exist, was imperative." 2.

As the reader will see in this booklet, the unusual (unprecedented?) move by the Air Force of requesting the Secretary of Defense Forrestal to authorize military Intelligence to "assist the press" was evidently ap proved because it wasn't long before a big two-part article appeared in the Saturday Evening-Post, telling the UFO story in a manner acceptable to official policy.

This "guidance of the press," however, backfired. Ken Purdy, editor of True Magazine, developed a notion something was terribly wrong with the Post article and the Air Force's attitude. Purdy then got investigator-journalist Donald Keyhoe interested. For Keyhoe it marked the beginning of a decades-long struggle between him and the military, and a safe bet is that when the last word is written about the UFO mystery, historians will agree: "Keyhoe was right."

Loren Gross - UFO's: A History 1949: January - June

1. "Highlights of Air Force Intelligence Files." Focus, The Monthly Newsletter of the Fair-Witness Project, Inc., William Moore. 4219 West Olive St., Suite 247, Burbank, CA, 9150S. Vol.1, No.6, August 31, 1985. p.4.

2. "Blue Book's Purpose: "To Allay Hysteria By.. .Squelching Rumors And Illusions." Focus, The Monthly Newsletter of the Fair-Witness Project, Inc., Ed.Jimmy Ward ~ William Moore. 4219 West Olive St., Suite 247, Burbank, CA, 91505. Vol.1, No.11, January 31, 1986. pp.1,4.

Loren Loren, born 1938. Mr. Gross became interested in UFOs as a teenager when he was a member of the civilian Ground Observer Corps in the 195Os. After graduation from high school, he served four years in the U.S. Air Force as a radar operator with the Air Defense Command. In 1966 he received his B.A. degree in social science from the University of California at Chico and has since completed postgraduate work in physical science, history, and art. Mr. Gross is the author of many booklets on the early history of the UFO problem: The UFO Wave of 1896 (1974), The Mystery of the Ghost Rockets (1974), and Charles Fort, The Fortean Society, and Unidentified Flying Objects (1976). His most well-known works are the UFOs: A History series of booklets

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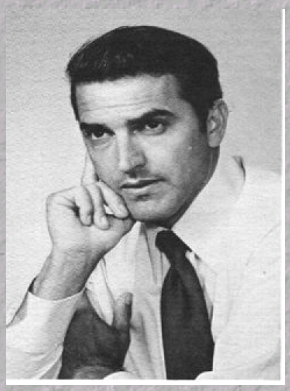


Loren Gross

In General Twining's famous "Flying Saucers Are Real" letter of September 1947, he directed that information collected about the phenomenon be sent to a number of agencies, with one of them being the NEPA project or "Nuclear Energy for the Propulsion of Aircraft."

The possibility of proving that a nuclear-powered aircraft of some sort existed would have been a powerful motivation to certain people in their quest for information about UFOs. Any of the persons involved in the Fairchild Engine and Airplane Corporation NEPA division situated at Oak Ridge, Tennessee, for example, would have a lot to gain if it could be proved atomic engines were feasible, be they Russian or Martian, The budgetary hassles with Congress would be put to rest. Jobs would become secure in the case of civilians, and in the case of the military the prestige invested would not be lost. With that in mind, it is not surprising that Colonel John Hood of the Air Material Command Field Engineering Office, Oak Ridge, whose pet project was apparently the Air Force's proposed atomic plane, led the effort to investigate strange radiation readings at the Tennessee facility.

A brief history of the NEPA project:

In October, 1945, Congressional hearings initiated a controversy that persisted for years and cost hundreds of millions in tax dollars.

Senator Homer Ferguson asked: "Do you see a future for atomic power in an airplane?"

J. Carlton Ward, Jr., President of Fairchild Engine & Airplane Corporation, testifying on Capital Hill, replied: "The whole tactical concept of war will change to the nation that first solves that problem."

The next day the Chicago Tribune headlined: "PREDICTS ATOM WILL END LIMIT ON PLANE RANGE."

Many experts, however, did not find the answer so clear cut. "Hogwash," snorted atomic scientist J. Robert Oppenheimer. "Too dangerous," roared nuclear expert Edward Teller. Other detractors, senior engineers, exclaimed: "slow, expensive, complicated, and possibly useless."

The United States Army Air Force, desperate to establish itself as a separate service branch so it could drop the word "Army" from its title, saw in Carlton Ward's words a possible salvation, for without a very long range bomber the Air Force would forever be tied to the Army in a support role. A nuclear powered plane would in theory have almost unlimited range and would dominate the globe, exciting thoughts for Air Force Generals. The High Command obtained funding and eventually 14,000 people in seven states were hard at work on a futuristic bomber. A commitment of money did not, however, give the project respectability in the eyes of many in the Atomic Energy Commission. For example, Oak Ridge National Laboratory in Tennessee had its nuclear aircraft team assigned to a dilapidated building behind the power plant.

In 1947 the Pentagon's Scientific Advisory Committee, headed by J. Robert Oppenheimer and Harvard University President James Conant, recommended termination of research on the atomic powered plane since the radiation shielding problem seemed insurmountable (and not helping matters any was that veterans of the Manhattan Project resented the Air Force's intrusive behavior). This rebuff to the Air Force's ambitions was not calmly received, especially when the United States Navy's atomic-powered submarine plans were going forward quickly without serious technical difficulties. There's no love lost between the Air Force and the Navy in the competition for the most advanced weapon systems.

Vigorous lobbying in Congress won for the Air Force a review of the atomic bomber project before termination was implemented. In the summer of 1948 some 45 engineers, metallurgists, aeronautics specialists, and physicists, gathered at Lexington, Massachusetts, for a secret brainstorming session. After extensive talks the Air Force managed a narrow victory and the project was allowed to continue on the recommendation of the experts.

The attraction of an atomic powered bomber to the Air Force almost seemed to border on the unreasonable. A more rational solution to the Air Force's problem of achieving a long range capability was in-flight refueling of conventional bombers (A solution pushed by the Air Force's think tank RAND and one that was eventually adopted), but the in-flight concept was intentionally ignored.

It might be asked: "What about rockets?" Here the problem was again one of range. The only thing available was improved versions of the Nazi V-2 brought to the U.S. after the war in Europe and the range of that missile was only some 250 miles, hardly making it the intercontinental weapon system the Air Force wanted.

Besides design difficulties involved in the problem of increasing range, there was heated debate among the services about which one should be in charge of rocket warfare. Many felt missiles should be considered a kind of artillery therefore the gunnery experts of the Army and the Navy were encouraged to seek exclusive control of what was asserted to be basically a ballistic weapon. Missiles, it was argued, did not "fly" so why give them to the Air Force? The Air Force put up a half-hearted fight since it did not look forward to being "silo-sitters," the soul of that service imbued with the romance of flight. Air Force Chief of Staff Curtis Le May typified the mood. He allocated meager funds for Air Force missile research, and to a critic of his missile prejudice Le May snapped: "Sir, a missile has neither loyalty nor discrimination."

Of course the Air Force would have had no trouble at all with their atomic plane plans if it

could be proved the Russians had already developed a similar craft that could travel to North America, maneuver, and then return to Asia. Le May could have had a blank check from Congress.

Here something else enters the picture. The Air Force had an enormous amount of verbal Intelligence that indicated the possible existence of an aircraft of foreign manufacture that did have extreme range capabilities, while displaying powers of maneuverability that were on the same level of amazement as atomic energy. This verbal Intelligence was of a most extraordinary character. The Air Force was receiving hundreds of "flying saucer" reports.

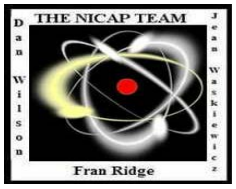
It was probably no accident that James Conant of Harvard was the chief of the Air Force's first UFO investigative effort, project SIGN. At the time of project SIGN, Conant, serving on the Pentagon's scientific advisory committee, was under great pressure to evaluate whether the atomic bomber was a rational concept. There were just too many questions and no assurance how much time and money it would take answer them.

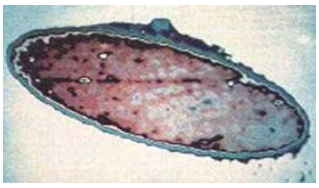
This view of events shows how concerned the Air Force was about the possibility "flying saucers" were atomic powered aircraft. It also shows that there was a very substantial reason for censorship of UFO material other than the "aliens from space" idea pushed so hard by Keyhoe.

Although the atomic powered aircraft plan was scrapped some years ago (it was a billion dollar bust) much information concerning the work is still classified and those files might well contain a number of interesting documents pertaining to the UFO mystery.

Source: APPENDIX, "UFOs: A History 1952 November December", by Loren Gross

The Nuclear Connection





Nuclear Connection Project

NCP Paper

NCP-04: A Project is Born

A Nuclear Connection

Francis Ridge
Coordinator, NCP

Updated: 6/26/2002

In 1945, in southern New Mexico, at Los Alamos Laboratories, scientists were developing and testing the first nuclear weapons in great secrecy. The need for extensive flight support and test facilities reasonably near Los Alamos became apparent, and during September 1945, units of the Z Division of Los Alamos Laboratory were moved to Sandia Base at Albuquerque. The unit was the predecessor of Sandia Corporation, which was organized in 1949. It became, and (as Sandia National Laboratories) remains, the largest resident unit on Kirtland and has consistently been involved with development and testing of special weapons and energy sources and systems. Today this includes LASER weapons, particle beams, and plasma weapons - "Star Wars" weapons.

Other nuclear-related units were formed at Sandia Base and nearby Kirtland AFB, as the west side was redesignated in 1947. The Armed Forces Special Weapons Project (later the Defense Atomic Support Agency, then the Defense Nuclear Agency) operated Sandia Base and provided support to the Secretary of Defense, Joint Chiefs of Staff, and military departments in matters concerning nuclear weapons, nuclear effects, and testing. In addition, the Air Force Special Weapons Command was established at Kirtland in 1949 and was redesignated the Air Force Special Weapons Center in 1952 to help develop advanced nuclear weapons.

During the 1940s and 1950s, air defense, weather, and atomic test squadrons operated form Kirtland, and people from both bases took part in the nuclear test series conducted in Nevada and the Pacific.

These facilities in the southwest, including Kirtland, were very important to us, and apparently, to someone else. On November 4, 1957, an incident occurred at Kirtland AFB (Ref. 1) that for years got lost in the shuffle and was "explained away" by Air Force Project Blue Book. Even the Condon Committee wrote it off. Then along came a dedicated researcher, Dr. James E. McDonald from the University of Arizona. He found that no one had really interrogated the witnesses and that literally everyone had missed a very important close encounter with something we still don't have in the U.S. inventory, an egg-shaped craft that has been seen many times before to fly with its longer axis in a vertical position.

There are three principal types of objects that eventually belong to this group of "small" UFOs. One of them is a type "a"; an egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan. Manned or unmanned, this was not a conventional aircraft that just happened to wander into Kirtland's restricted airspace. It ha hovered over the "Drumhead Area" for about a minute, just yards NE of the Weapons Storage Area bunkers, and was very close to the area where the B-58 "Hustler" operated, which was just beginning its nuclear qualification testing at the time. And the object had come in from the east and must have passed just north of the main WSA at Manzano Mountain..

1947

My interest in the "nuclear connection" began in the 1980's, but my desire to pursue it further began just a few years ago while writing my book (Ref. 2).. I am well-versed in UFO military history, in particular, and I've always been impressed with the first major sighting wave in the United States, which was in the summer of 1947. Two years before, in August of 1945, we were forced to drop two atomic bombs on Japan (Hiroshima and Nagasaki) and almost 200,000 civilians perished. Without any stretch of the imagination, it is now easy to see that an "outsider" who had good intelligence information at the end of the second World War, would have been able to predict that these weapons of mass destruction, already used by one of the most civilized countries on Planet Earth, would probably be used again. With 150 different tribes of people that existed on the planet, all of which had tribal warfare as their number one pastime, this must have seemed likely. In 1947 those weapons and those delivery systems were being tested in the same region as the massive UFO activity: the Southwest.

The first major sighting wave occurred in the United States in the summer of 1947 with over 800 reports in six weeks, half of which were sightings of "daylight discs" or ""flying saucers"? The sightings peaked and ceased within days of a reported crash of an object at Roswell, New Mexico, the HQ for the 509th Bomb Group, the only atomic bomb group in the world. A more technically interesting and potentially-threating area on the face of the Earth did not exist in the summer of 1947.

1948

The "green fireballs", which were a piece of the UFO puzzle that I had always avoided because they were very much like meteors, and very much unlike "flying saucers", began to fit into the puzzle. These strange objects were not meteors or foreign missiles, and they had high selectivity for nuclear installations. A lot of people were concerned; some were worried.

More Reports

UFO sightings near atomic power plants and other nuclear installations were already on record. Project Blue Book's, Captain Edward Ruppelt, in his 1956 book (The Report on Unidentified Flying Objects) stated that "UFO's were habitually reported from areas around "technically interesting" places like our atomic energy installations, harbors, and critical manufacturing areas. Our studies showed that such vital military areas as Strategic Air Command and Air Defense Command bases, some A-bomb storage areas, and large military depots actually produced fewer reports than could be expected from a given area in the United States. Large population centers devoid of any major 'technically interesting' facilities also produced few reports." Whether he didn't know, or couldn't say, the incidents near and over areas with a nuclear connection were prevalent. There were over 193 incidents! There were many, detailed reports, where objects had violated airspace over atomic installations and caused major concern, ten years before the one at Kirtland (1957) mentioned earlier, and they continued after that up until one of the most dangerous times in world history, 1962.

Cuban Missile Crisis (1962)

I was the Director of the UFO Filter Center at Mt. Vernon, Indiana, from 1973 to 1995 and operated the MADAR (UFO detection) Project at the same time. Whenever I would get on-going sightings referred to me from law enforcement or the Evansville airport control tower, I would contact one of our volunteer spotters close to the sighting area to check the sky sector. One of our SKYNET spotters (who had always maintained a low profile because of his former occupation) had been a defense radarman. Several of his hair-raising accounts had to be kept confidential until after his death. When he passed away I filed his reports with CUFOS and MUFON, and later, posted them on the NICAP site. The most disturbing one was regarding a jet scramble mission over New York during the Cuban Missile Crisis. The UFO was being pursued by AF jets with nuclear tipped missiles.

1967

Five years later we were still not being "invaded" by ET. There had to be some other purpose behind the surveillance. In March of 1967, unknown objects had caused eight Minuteman One, nuclear-tipped missiles, all of which were on different electrical circuits, to go into a "no-go" condition, meaning that they could not be launched. This incident was of extreme concern to SAC headquarters and Boeing, because they couldn't explain it. At first this seemed like an isolated event. Was someone testing our defenses and showing our vulnerabilities? Did they favor the United States? Or was this a warning? Were we about to do something rash and was stopped, or was this timed for some other reason or purpose? We still don't know, but it happened again in 1975.

1975

When the Freedom Of Information Act documents began to circulate in the mid-80's, I studied the 1975 northern tier SAC base over flights, and started taking more interest in similar events. At about the same time as I was going over my set of the cleared FOIA documents, I had participated as the sole guest on a two-hour call-in radio talk show for WGBF in Evansville, Indiana. One of the "callers" was a former AF security team member at NORAD in November of 1975, and he reported an incident that must have been part of something much bigger going on in the United States that winter. I was later contacted by the anonymous caller and was able to fully investigate the incident, which involved a total "lock-down" of Cheyenne Mountain after defense radarmen tracked UFOs. So there were SAC base over flights on the northern tier and at NORAD HQ, all at the same time. It is interesting to note that the Travis Walton abduction occurred at about the same time.

Late 90's

By April, 2000, my interest had reached a more serious level, and I began getting incidents and people together. I began to form a special working group I dubbed the Nuclear Connection Project. At about the same time I obtained a DVD called "Trinity & Beyond: The Atomic Bomb Movie". While viewing this film, narrated by William Shatner, I became extremely uneasy. It shouldn't have bothered me at all because I had been in Civil Defense in the late 50's as a radiological monitor and had even begun training as a Radiological Defense Officer. I had shown some of the same films in some of my training classes. And in the military I was a CBR Specialist. The only difference was my new perspective after almost forty years of UFO research involving military incidents, and our recent brush with a potential nuclear threat in the Middle East. The distinct impression I got was remarkably similar to the world's dealings with Iraq.

BTW, most people would find it hard to believe that there has been over 2300 actual or putative atomic tests conducted on Planet Earth, and some in space!!! And there are rumors that at least once or twice, nuclear weapons were fired at the Moon!!!!

The suspicions about a nuclear connection and certain UFO incidents was already strong. It was time to organize and go to work. And this time the work would be done without the controversy and

limitations of communication with other email lists, which were always loaded with "skeptibunkers" and weirdoes that would waste what little precious time we had. The work would be done confidentially, with occasional help from the "outside" lists.

My forty-plus years experience in UFO investigation and research began with my chairing Indiana's first NICAP investigation subcommittee in 1960. My seven-man team for the National Investigations Committee on Aerial Phenomena took part in some of the most interesting investigations of the early years and was selected to support the University of Colorado's investigation and check on the Air Force Project Blue Book. I later became State Director for the Mutual UFO Network and a Field Investigator for the J. Allen Hynek Center for UFO Studies. I operated the MADAR (Multiple Anomaly Detection & Automated Recording) station near Evansville, Indiana, for 21 years. I began work on the NICAP Public Information Website on Dec 15, 1997.

Some of the other members of the NCP Working Group had provided some very interesting information and had submitted reports.

Loren Gross was a perfect candidate for the Project with his knowledge and meticulous records of the most important years in UFO research, the late 40's and early 50's. His series of booklets, "UFOs: A History", provided vital and important information. In one booklet (Reference 4 is an extract from one) he states:

> "No striking pattern to UFO activity was evident with one exception --some marked activity in the U.S. southwest in late 1948 on through 1949. What was so special about that area?" Later in the report he gets more specific: "Due to the difficulties previously mentioned, it wasn't until the spring of 1949 that the U.S. manufactured enough bombs to have a 'stockpile.' It is suggested that the 'green fireballs' that appeared over Sandia in late 1948 bear a direct relationship to a sudden ramp-up of American nuclear weapon production. Also, later, in March,1949, when strange 'flares' appeared around the 'Q' area at Fort Hood, it is suggested that this interest by the UFOs was triggered by the recent arrival of the first shipment of atomic bombs which was stored as America's first nuclear bomb stockpile."

The connection began to get better and our NCP Working Group began to grow in number. I wanted a select, but small and well-versed group. One of the first to join, and one of the first to mention a possible nuclear connection, was Richard Hall.

Richard Hall was former Assistant Director and Acting Director of the National Investigations Committee on Aerial Phenomena (NICAP) in Washington, DC and is now my chief consultant on the NICAP Public Information Web Site. Richard has over 40 years of experience, including extensive work on scientific publications. He was a consultant to the University of Colorado UFO Project, sponsored by the Air Force Office of Scientific Research. He is the author of, just to name a few books: the "UFO Evidence" (1964), "Uninvited Guests" (1988), and the latest - "Volume II: The UFO Evidence" (2001). Richard was thinking about a nuclear connection about the same time as I was. Here's what he had to say:

> "It was not until I began reviewing reams of literature while doing research for The UFO Evidence, Volume II, in the mid-1990s that a more obvious pattern began to emerge: a strong correlation of sightings with nuclear weapons." (See Reference 5).

Larry Hatch, an early member of the NCP Working Group, had something the Project needed really bad: a database of sightings. Our group needed a checklist of UFO cases involving a potential or possible nuclear connection already on-record. After we digested those we would start looking for

more incidents. To our surprise, we found that his "U" Database already had 193 cases "flagged" with a nuclear connection. This list is growing as we proceed in our NCP research. To see the current detailed list, click on Reference 3.

Wendy Connors, who continues to research the modern history of the unidentified flying object phenomenon, never ceases to amaze us with her findings. It's going to be hard to beat her to the "smoking gun" we are all looking for. For the last seven years she has worked on bringing to the field of Ufology an illustrative historical perspective of Project SIGN. She also operates and maintains the Faded Discs Archive. Her most recent work, is entitled: Anatomy of a Project – An Illustrated History of Project SIGN.

Jerry Washington was born and raised in Oak Ridge, Tennessee, site of the Manhattan Project, birthplace of the atomic bomb. He is an author and scriptwriter whose autobiographical tale, "Evacuation Road", chronicles the oddities of growing up in the Atomic City. An extremely close encounter near the "bomb factory awakened me to the reality of the UFO phenomenon". One of our earliest members, this man lived near one of the hottest UFO areas in the world, Oak Ridge, Tennessee. Jerry wrote several papers about his experiences there. See Reference 7.

Our most recent additions to the Project are Steven Dunn, Joel Carpenter, Robert Duvall and Bruce Maccabee.

Steven Dunn, after receiving a BA in Physics from The Lincoln University located near Oxford, PA in 1974, joined the U. S. Navy, obtaining his Surface Warfare Officer qualification. He served as an officer in the U. S. Navy from 1976 to 1986. Since leaving the Navy, he has worked in the ASW field for various government contractors, specializing in software test and evaluation. He is now concentrating on the Indian subcontinent for NCP-related sightings, using open sources.

Joel Carpenter's father was stationed at a Strategic Air Command base in the midwest at the height of 1960s Cold War tensions. An avid collector of documentation and photographs on aircraft, spacecraft and missiles, Joel is interested in the relationship between post WWII experimental aerospace projects and the UFO phenomenon. He holds degrees in history and industrial design. It was Joel who pointed out two nuclear connections with the 1957 Kirtland incident. With the help of an informant I was able to verify certain information and found another "connection", making this one of the best NC cases so far on record.

Robert Duvall has been in the aerospace electronics field performing mechanical packaging design for 20 plus years. At the urging of a fellow researcher from Japan, he became familiar with the history of nuclear weapons development globally and in 1999 began applying that military/political history to nuclear sighting data to search for correlation. He is now dedicating all efforts to studying and documenting this apparent correlative activity in an attempt to understand intent around the nuclear weapons issue. For example, most people are not aware that there were serious nuclear bomber training missions from an aircraft carrier in the Vietnam region the summer before the famous Northeast Power Grid Failure of November 9, 1965. The correlation between actual UFO sightings and blackouts has been pretty well confirmed (See Power Outages & UFOS). And that on July 16, 1952, just three days before the Washington National Sightings, the joint chiefs made the recommendation for a first strike on Red China utilizing atomic weapons. There is much more. Click on Reference 9.

Bruce Maccabee, a "seasoned" UFO investigator and well-known researcher, has expertise within the NCP and will be valuable with his skills as a photo analyst and his knowledge concerning important UFO events and government involvement. Bruce investigated the 1980 Kirtland landing near the Manzano Weapons Storage area.

The NCP Team, along with its demanding workload, is proceeding very well. The UFO community and the public, will be advised of our findings at an appropriate time. The work is just beginning to

pay off, even though the Project is already over two years old.

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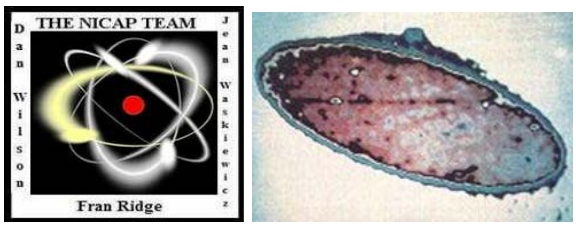
NCP Home Page



Nuclear Connection Project

NCP Paper

NCP-05: UFOs Continue to Visit Nuclear Energy Sites

by George Fawcett

Looking back over the years during the 40th anniversary of UFOs in modern times (JUNE 24,1987) it is interesting to note that UFOs have been seen and recorded near various atomic energy locations in this country and overseas. This link was first noticed by Captain Edward Ruppelt in 1952 and reported in a LOOK magazine article (JUNE 24,1952) titled "Hunt For The Flying Saucer." Captain Ruppelt, who directed the U.S. Air Force Project Blue Book at that time, when viewing a folder of 63 mystifying UFO reports that had been plotted on a map of the United States discovered that it showed "an ominous correlation" with the location of various atomic energy installations. LOOK magazine learned that some high ranking officers had taken note of this fact and had then held a Pentagon conference to discuss these numerous strange concentrations that have continued to this day.

Such incidents at the Savannah River, Hanford, Los Alamos, Oak Ridge, McGuire , Cherokee and Indian Point nuclear and atomic plants are of continued vital interest and concern to scientific, military, civilian and governmental observers everywhere.

These UFO encounters raise such serious questions as: Are UFOs monitoring our atomic and nuclear energy sites and if so, why? Why has the AEC (now NRC) had representatives on most of all the major government UFO investigative projects? Why do guards at some AEC installations report their UFO encounters directly to the AEC?

The questions continue -- What have AEC studies using air samplers, radioactive background counters, portable counters, magnetometers, oscilloscopes, cameras, radar and other devices revealed? That types of radiation increases have been discovered? What do they make of the increasing numbers of individuals who have suffered "radioactive" injuries of one sort or another alleged to have occurred during UFO incidents in many states in the United States and other global countries?

In essence, what have been the major discoveries and perhaps hidden secrets of the AEC-UFO link since the late 1940's? Let's examine some of these often reported events. On May 10, 1952 four employees of the DuPont Company, employed at the Savannah River Plant saw eight "disc-shaped" objects approach the Ellenton, South Carolina plant. The objects varied from a yellow to gold in color, moved south to north at a "high rate" of speed. The eight UFOs approached the area at such a low altitude that they had to rise to pass over some tall tanks in the area. The noiseless UFOs weaved from left to right and moved from side to side as they departed at a 90 degree angle. " The AEC in Washington was advised."

On July 5, 1952 four Florida pilots reported a flying saucer hovering above the Hanford atomic works, a sensitive scientific installation at Richlands ,Washington. Captain John Baldwin, Captain George Robertson and pilots D. Shanbel and Steven Summers stated that the UFO was round and flat. After hovering over the atomic plant, it gained speed, reversed its course and then disappeared quickly. Two yellow globes of fiery appearance were

reported over the Hanford plant seven days later, confirmed by Air Force investigators. Two years earlier on April 17, 1950 more than fifteen persons at the secret atomic energy project at Los Alamos, New Mexico reported they saw a UFO on the eastern horizon. One of the observers, a scientist from the University of California Personnel Division watched one of the three objects through a telescope and said that it looked flat, metallic and was roughly circular and about nine feet in diameter. The UFO appeared to be about 2,000 feet high and moved ".. faster than any known conventional aircraft." It was seen for about 20 minutes and put on quite a show. Dozens of excellent UFO sightings have been reported by countless eyewitnesses at Los Alamos over the years.

On 4 June 21, 1952 brought an interesting case of a UFO that trespassed prohibited airspace at the AEC's Oak Ridge Laboratory in Tennessee at 10:58 pm. The UFO was observer by Ground Observer Corps volunteers and also detected by radar. The UFO was pursued by a F-47 aircraft on combat patrol from a 10,000 to 27,000 foot altitude. During the aerial dogfight, the UFO attempted to ram the F-47 on several occasions, before leaving the area. UFO encounters have become quite commonplace at this AEC site.

In October 1965 Philip Parker on an aerial photography mission was flying with pilot H.T. Mayhew near the Perth Church Road Lake Norman crossing. Their plane was flying at about 1,000 feet as they circled the lake near the McGuire Nuclear Station, when they noticed three "bright objects" to their right. Pilot Mayhew gave his plane full throttle and they rose barely high enough to escape the UFOs, which were flying in formation 100 feet below them. Unnerved, as he was Parker was able to take one photograph of the three circular UFOs above Lake Norman, which is bordered by the Catawba, Lincoln, Gaston, Mecklenburg and Iredell counties in North Carolina.

In past years several other photographs of UFOs flying above Lake Norman were taken by different photographers. One of the photographs of an early morning UFO was captured near the Sun on the film. In the photo, the UFO moved from the 4 to the 6 o'clock position from 90 to 20 degrees over a short period of time.

In the late summer of 1968 at 2 a.m. a married couple (names confidential on file) reported seeing a dome-topped UFO with "windows" and odd-colored lights (yellow, blue and red fixed together) flying near their Lake Norman home. The UFO was about two to three car lengths wide and made a soft humming sound. A "metal rod" came from the bottom edge of the UFO, as it moved down nearby power lines, almost touching the wires as it followed the power lines. The eyewitnesses ran the rest of the way home and were badly frightened by their experience. 7

In July or August, 1972 at 9:30 p.m. businessman Robert P. Sartin, who lives near the Lake Norman Airport and Duke Power Plant's 150 high Cowans Ford Dam spotted a UFO. His attention to the UFO came when he heard children fishing from a nearby pier, who were shouting about an object in the sky. Four other persons became eyewitnesses to the UFO, which was seen about four miles East of the Marshall Steam Plant near Terrell. The UFO, appeared to be about the size of a basketball court and had a thickness, one-half its width. The object looked like "one saucer inverted on top of another and had a row of flashing windows through its middle." It had red, white and yellow lighted windows and hovered in the area overhead for about 10 minutes, before it flew sideways, then moved up and away at an unbelievable speed as it disappeared in the sky. 8

In March, 1975 at Lexington, South Carolina Mr. and Mrs. Jim Richardson were driving near the Lake Murray Hydroelectric Plant's Saluda Dam, when a brilliant "spotlight" came on and illuminated the interior of their car. They noticed the UFO looked "like two pie pans" put together and had a dome on top. It flew about 40 to 50 feet above their car and it

had red and blue lights on its ends and its dome was "brilliant white." The bottom of the UFO was octagonal in shape or like a stop sign. The Lake Murray area has been the scene of many UFO encounters over the years. 9

On October 27,1975 a UFO was reported by Staff Sgt. Danny K. Lewis near the Loring Air Force Base, Maine. The UFO began to circle the nuclear weapons storage area to within 300 yards of the facility. Finally, it hovered 150 feet above the ground. The base was placed on a major alert status. Radar tracked its maneuvers in the area for over 40 minutes. The reddish -orange UFO later moved to within five feet of the ground. Security personnel said the UFO was "like a stretched-out football in the air" as it hovered nearby. They described the object as about four car lengths long. It shut off its lights and rapidly left the area from near ground level. 10

On November 22, 1975 Pilot Frank Auman, Jr. and UFO investigator Arlan Keith Andrews were flying in a private plane near the Savannah, Georgia Nuclear Plant. They saw a bright white UFO maneuvering in the area for four or five minutes. It made a "slight wobble" and then a hard turn, before it flew away. Jacksonville Control Center personnel at Jacksonville, Florida confirmed three UFO sightings (either radar or visuals) by pilots at the site. 11 Arlan K. Andrews is a MUFON Consultant and State Director in Indiana.

On March, 1978 several persons described seeing two "milky white" UFOs flying side by side at treetop level at the McGuire Nuclear Station near Triangle, North Carolina. 12

April 24, 1980 at 9 p.m. brought another UFO report from the Lake Norman area. Pete Link and Jeff Schlatter, two Rutherford County carpenters, while working on a house roof observed a bright yellow UFO that rose up vertically from Lake Norman, made a loop and then disappeared while moving rapidly away. 13

Lake Norman is a large lake and is surrounded by Highway 16, Highway 73, Highway 150 and Highway 21. The lake is surrounded by many towns and cities, among them Mooresville, Lincolnton, Lowesville, Denver, Triangle, Iron Station, Stanley, Davidson and Sherrills Ford. These communities have been a "hotbed of UFO sightings" over the past four decades.

One of the more intriguing UFO sightings was reported at 7:30 a.m. on October 18,1982. Gary Fortenberry and Jimmy Bumgarner, two employees at the McGuire Nuclear Station on Lake NOrman were driving to work on Highway 73 at the Catawba River (Lincoln County) when they encountered an unknown. They watched a dull silver oval UFO with "four legs" above a nearby fog bank. During the daylight encounter, they first mistook it for a water tank, but later in the day when they returned home from work, the fog had lifted and no water tank was to be seen anywhere in the area. They did notice that high voltage lines from the power plants were in the general area of the earlier sightings. When first seen the UFO was about 250 feet above the ground The eyewitnesses had worked at McGuire for six years without experiencing anything unusual. Several months before, when UFOs again visited the same location, the power fluctuated, before the UFOs left the area. Security guards, when questioned by me on the phone, told me that such UFO incidents were to be made directly to AEC headquarters. 14

On October 13, 1983 at 12:30 a.m. Mr. and Mrs. Wayne Ruppe of Gaffney, South Carolina were disturbed from their sleep by a siren-like sound (like something taking off). They looked out of their house windows in time to see a glowing oval-shaped UFO about 20 feet above their neighbor's home. The neighborhood dogs were barking in a frenzy. The UFO, described as "about the size of a Winnebago travel-trailer" had two "beams of lights" on the bottom of the object. It was orange-yellow in color and made a high-pitched sound as it

crossed the power lines and moved east in direction of the Cherokee Nuclear Station. The UFO was seen for approximately five minutes and was estimated to be about 20 feet long and 8 to 10 feet in height. 15

On June 24,1984 from 10:30 to 10:45 p.m. security guards at the Indian Point Nuclear Power Plant near Peekskill, New York reported seeing UFO over the plant for approximately 15 minutes. It was roughly 30 stories above the exhaust funnel of one of the plant's three nuclear reactors. UFO investigator Philip J. Imbrogno for the Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) in Chicago, Illinois interviewed six of the twelve security guards who saw the UFO. The UFO, according to the witnesses was huge in size, diamond-shaped and approximately 450 feet in length. It was first white, then changed to blue to red to green to amber in color. Local police in Peekskill received numerous UFO sightings during the same evening. One of them, Sgt. Karl Hoffman said the UFO he observed included a "dozen white lights" in V-formation that slowly moved towards the power plant at Indian Point. 16

In the case of the UFO reported by security guards at the Indian Point Nuclear Plant at Peekskill investigators uncovered some interesting information. As the UFO approached the nuclear plant it flew to within 30 feet of its Reactor Number Three. When it did the plant's security systems, shut down as did all of its alarm systems and communication systems. Security guards were issued shotguns and were waiting for the final word to shoot at the UFO. A request was also made for an armed helicopter to come and shoot down the UFO, but before the command was given, the UFO moved away and left the area. Carl Patrick of the plant's information office, when questioned by investigators about the UFO had this to say, "I can neither confirm or deny that the guards fired upon it, but they did what was necessary to protect the plant. 17

UFO reports continued to be concentrated near various atomic energy locations in the late 1980s by reliable eyewitnesses.

We are reminded of a statement made by General Nathan F. Twining of the Army Air Forces (the original UFO study Project Sign) in 1947 forty years ago. General Twining said, "all pertinent data would be made available to the Atomic Energy Commission (AEC)."

Perhaps answers to the many question posed at the beginning of this article were furnished to the Atomic Energy Commission, but they have yet to see the light of day in the public sector through 1987. Perhaps in the not to distant future, the truth behind the UFO-AEC link will be fully revealed to the public.

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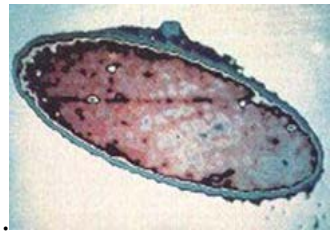

Nuclear Connection Project

NCP

NCP-07: The Radiation Story

By Captain Edward J. Ruppelt

The idea for gathering together a group of scientists, to whom we referred as our "panel of experts," had been conceived early in 1952 - as soon as serious talk about the possibility that the UFO's might be interplanetary spaceships had taken hold in both military and scientific circles. In fact, when Project Grudge was reorganized in the summer of 1951 the idea had been mentioned, and this was the main reason that our charter had said we were to be only a fact finding group. The people on previous UFO projects had gone off on tangents of speculation about the identity of the UFO's; they first declared that they were spacecraft, then later, in a complete about face, they took the whole UFO problem as one big belly laugh. Both approaches had gotten the Air Force into trouble. Why they did this I don't know, because from the start we realized that no one at ATIC, in the Air Force, or in the whole military establishment was qualified to give a final yes or no answer to the UFO problem. Giving a final answer would require a serious decision - probably one of the most serious since the beginning of man.

During 1952 many highly qualified engineers and scientists had visited Project Blue Book and had spent a day or two going over our reports. Some were very much impressed with the reports - some had all the answers.

But all of the scientists who read our reports readily admitted that even though they may have thought that the reports did or did not indicate visitors from outer space, they would want to give the subject a good deal more study before they ever committed themselves in writing. Consequently the people's opinions, although they were valuable, didn't give us enough to base a decision upon. We still needed a group to study our material thoroughly and give us written conclusions and recommendations which could be sent to the President if necessary.

Our panel of experts was to consist of six or eight of the top scientists in the United States. We fully realized that even the Air Force didn't have enough "pull" just to ask all of these people to drop the important work they were engaged in and spend a week or two studying our reports. Nor did we want to do it this way; we wanted to be sure that we had something worth while before asking for their valuable time. So, working through other government agencies, we organized a preliminary review panel of four people. All of them were competent scientists and we knew their reputations were such that if they recommended that a certain top scientist sit on a panel to review our material he would do it.

In late November 1952 the preliminary review panel met at ATIC for three days.

When the meeting ended, the group unanimously recommended that a "higher court" be formed to review the case of the UFO. In an hour their recommendation was accepted by higher Air Force authorities, and the men proceeded to recommend the members for our proposed panel. They picked six men who had reputations as being both practical and theoretical scientists and who were known to have no biased opinions regarding the UFO's.

The meeting of the panel, which would be held in Washington, was tentatively scheduled for late

December or early January - depending upon when all of the scientists who had been asked to attend would be free. At Project Blue Book activity went into high gear as we made preparations for the meeting. But before we were very far along our preparations were temporarily sidetracked - I got a lead on the facts behind a rumor. Normally we didn't pay attention to rumors, but this one was in a different class.

Ever since the Air Force had become interested in UFO reports, the comment of those who had been requested to look them over and give a professional opinion was that we lacked the type of data "you could get your teeth into." In even our best reports we had to rely upon what someone had seen. I'd been told many times that if we had even one piece of information that was substantiated by some kind of recorded proof - a set of cinetheodolite movies of a UFO, a spectrum photograph, or any other kind of instrumented data that one could sit down and study - we would have no difficulty getting almost any scientist in the world interested in actively helping us find the answer to the UFO riddle.

The rumor that caused me to temporarily halt our preparations for the high level conference involved data that we might be able to get our teeth into.

This is the way it went:

In the fall of 1949, at some unspecified place in the United States, a group of scientists had set up equipment to measure background radiation, the small amount of harmless radiation that is always present in our atmosphere. This natural radiation varies to a certain degree, but will never increase by any appreciable amount unless there is a good reason.

According to the rumor, two of the scientists at the unnamed place were watching the equipment one day when, for no apparent reason, a sudden increase of radiation was indicated. The radiation remained high for a few seconds, then dropped back to normal. The increase over normal was not sufficient to be dangerous, but it definitely was unusual. All indications pointed to equipment malfunction as the most probable explanation. A quick check revealed no obvious trouble with the gear, and the two scientists were about to start a more detailed check when a third member of the radiation crew came rushing into the lab.

Before they could tell the newcomer about the unexplained radiation they had just picked up, he blurted out a story of his own. He had driven to a nearby town, and on his return trip, as he approached the research lab, something in the sky suddenly caught his eye. High in the cloudless blue he saw three silvery objects moving in a V formation. They appeared to be spherical in shape, but he wasn't sure. The first fact that had hit him was that the objects were traveling too fast to be conventional aircraft. He jammed on the brakes, stopped his car, and shut off the engine. No sound. All he could hear was the quiet whir of a generator in the research lab. In a few seconds the objects had disappeared from sight.

After the first two scientists had briefed their excited colleague on the unusual radiation they had detected, the three men asked each other the $64 question: Was there any connection between the two incidents? Had the UFO's caused the excessive radiation?

They checked the time. Knowing almost exactly when the instruments had registered the increased radiation, they checked on how long it took to drive to the lab from the point where the three silver objects had been seen. The times correlated within a minute or two. The three men proceeded to check their radiation equipment thoroughly. Nothing was wrong.

The rumor stopped here. Nothing that I or anyone else on Project Blue Book could find out shed any further light on the source of the story. People associated with projects similar to the research lab that was mentioned in the rumor were sought out and questioned. Many of them had heard the story, but no one could add any new details. The three unknown scientists, at the unnamed lab, in an

unknown part of the United States, might as well never have existed. Maybe they hadn't.

Almost a year after I had first heard the UFO radiation story I got a long-distance call from a friend on the west coast. I had seen him several months before, at which time I told him about this curious rumor and expressed my wish to find out how authentic it was. Now, on the phone, he told me he had just been in contact with two people he knew and they had the whole story. He said they would be in Los Angeles the following night and would like very much to talk to me.

I hated to fly clear to the west coast on what might be a wild goose chase, but I did. I couldn't afford to run the risk of losing an opportunity to turn that old recurrent rumor into fact.

Twenty hours later I met the two people at the Hollywood Roosevelt Hotel. We talked for several hours that night, and I got the details on the rumor and a lot more that I hadn't bargained for. Both of my informants were physicists working for the Atomic Energy Commission, and were recognized in their fields. They wanted no publicity and I promised them that they would get none. One of the men knew all the details behind the rumor, and did most of the talking. To keep my promise of no publicity, I'll call him the "scientist."

The rumor version of the UFO radiation story that had been kicking around in Air Force and scientific circles for so long had been correct in detail but it was by no means complete. The scientist said that after the initial sighting had taken place word was spread at the research lab that the next time the instruments registered abnormal amounts of radiation, some of the personnel were to go outside immediately and look for some object in the sky.

About three weeks after the first incident a repetition did occur. While excessive radiation was registering on the instruments in the lab, a lone dark object was seen streaking across the sky. Again the instruments were checked but, as before, no malfunction was found.

After this second sighting, according to the scientist, an investigation was started at the laboratory. The people who made the visual observations weren't sure that the object they had seen couldn't have been an airplane. Someone thought that perhaps some type of radar equipment in the airplane, if that's what the object was, might have affected the radiation- detection equipment. So arrangements were made to fly all types of aircraft over the area with their radar in operation. Nothing unusual happened. All possible types of airborne research equipment were traced during similar flights in the hope that some special equipment not normally carried in aircraft would be found to have caused the jump in radiation. But nothing out of the ordinary occurred during these tests either.

It was tentatively concluded, the scientist continued, that the abnormally high radiation readings were "officially" due to some freakish equipment malfunction and that the objects sighted visually were birds or airplanes. A report to this effect was made to military authorities, but since the conclusion stated that no flying saucers were involved, the report went into some unknown file. Project Blue Book never got it.

Shortly after the second UFO radiation episode the research group finished its work. It was at this time that the scientist had first become aware of the incidents he related to me. A friend of his, one of the men involved in the sightings, had sent the details in a letter.

As the story of the sightings spread it was widely discussed in scientific circles, with the result that the conclusion, an equipment malfunction, began to be more seriously questioned. Among the scientists who felt that further investigation of such phenomena was in order, were the man to whom I was talking and some of the people who had made the original sightings.

About a year later the scientist and these original investigators were working together. They decided to make a few more tests, on their own time, but with radiation detection equipment so designed that

the possibility of malfunction would be almost nil. They formed a group of people who were interested in the project, and on evenings and weekends assembled and set up their equipment in an abandoned building on a small mountain peak. To insure privacy and to avoid arousing undue interest among people not in on the project, the scientist and his colleagues told everyone that they had formed a mineral club. The "mineral club" deception covered their weekend expeditions because "rock hounds" are notorious for their addiction to scrambling around on mountains in search for specimens.

The equipment that the group had installed in the abandoned building was designed to be self operating. Geiger tubes were arranged in a pattern so that some idea as to the direction of the radiation source could be obtained. During the original sightings the equipment malfunction factor could not be definitely established or refuted because certain critical data had not been measured.

To get data on visual sightings, the "mineral club" had to rely on the flying saucer grapevine, which exists at every major scientific laboratory in the country.

By late summer of 1950 they were in business. For the next three months the scientist and his group kept their radiation equipment operating twenty-four hours a day, but the tapes showed nothing except the usual background activity. The saucer grapevine reported sightings in the general area of the tests, but none close to the instrumented mountain top.

The trip to the instrument shack, which had to be made every two days to change tapes, began to get tiresome for the "rock hounds," and there was some talk of discontinuing the watch.

But persistence paid off. Early in December, about ten o'clock in the morning, the grapevine reported sightings of a silvery, circular shaped object near the instrument shack. The UFO was seen by several people.

When the "rock hounds" checked the recording tapes in the shack they found that several of the Geiger tubes had been triggered at 10:17 A.M. The registered radiation increase was about 100 times greater than the normal background activity.

Three more times during the next two months the "mineral club's" equipment recorded abnormal radiation on occasions when the grapevine reported visual sightings of UFO's. One of the visual sightings was substantiated by radar.

After these incidents the "mineral club" kept its instruments in operation until June 1951, but nothing more was recorded. And, curiously enough, during this period while the radiation level remained normal, the visual sightings in the area dropped off too. The "mineral club" decided to concentrate on determining the significance of the data they had obtained.

Accordingly, the scientist and the group made a detailed study of their mountain top findings. They had friends working on many research projects throughout the United States and managed to visit and confer with them while on business trips. They investigated the possibility of unusual sunspot activity, but sunspots had been normal during the brief periods of high radiation. To clinch the elimination of sunspots as a cause, their record tapes showed no burst of. radiation when sunspot activity had been abnormal.

The "rock hounds" checked every possible research project that might have produced some stray radiation for their instruments to pick up. They found nothing. They checked and rechecked their instruments, but could find no factor that might have induced false readings. They let other scientists in on their findings, hoping that these outsiders might be able to put their fingers on errors that had been overlooked.

Now, more than a year after the occurrence of the mysterious incidents that they had recorded, a

year spent in analyzing their data, the "rock hounds" had no answer.

By the best scientific tests that they had been able to apply, the visual sightings and the high radiation had taken place more or less simultaneously.

Intriguing ideas are hard to kill, and this one had more than one life, possibly because of the element of mystery which surrounds the subject of flying saucers. But the scientific mind thrives on taking the mystery out of unexplained events, so it is not surprising that the investigation went on.

According to my friend the scientist, a few people outside the laboratory where the "rock hounds" worked were told about the activities of the "mineral club," and they started radiation detection groups of their own.

For instance, two graduate astronomy students from a southwestern university started a similar watch, on a modest scale, using a modified standard Geiger counter as their detection unit. They did not build a recorder into their equipment, however, and consequently were forced to man their equipment continuously, which naturally cut down the time they were in operation. On two occasions they reportedly detected a burst of high radiation.

Although the veracity of the two astronomers was not doubted, the scientist felt that the accuracy of their readings was poor because of the rather low quality of their equipment.

The scientist then told me about a far more impressive effort to verify or disprove the findings of the "mineral club." Word of the "rock hounds" and their work had also spread to a large laboratory in the East. An Air Force colonel, on duty at the lab, told the story to some of his friends, and they decided to look personally into the situation.

Fortunately these people were in a wonderful spot to make such an investigation. At their laboratory an extensive survey of the surrounding area was being made. An elaborate system of radiation detection equipment had been set up for a radius of 100 miles around the lab. In addition, the defenses of the area included a radar net.

Thanks to the flashing of silver eagles, the colonel's group got permission to check the records of the radiation survey station and to look over the logs of the radar stations. They found instances where, during the same period of time that radiation in the area had been much higher than normal, radar had had a UFO on the scope. These events had occurred during the period from January 1951 until about June 1951.

Upon learning of the tentative but encouraging findings that the colonel's group had dug out of their past records, people on both the radiation survey crews and at the radar sites became interested in co-operating for further investigation. A tie-in with the local saucer grapevine established a three way check.

One evening in July, just before sunset, two of the colonel's group were driving home from the laboratory. As they sped along the highway they noticed two cars stopped ahead of them. The occupants were standing beside the road, looking at something in the sky.

The two scientists stopped, got out of their car, and scanned the sky too. Low on the eastern horizon they saw a bright circular object moving slowly north. They watched it for a while, took a few notes, then drove back to the lab.

Some interesting news awaited them there. Radar had picked up an unidentified target near the spot where the scientists in the car had seen the UFO, and it had been traveling north. A fighter had been scrambled, but when it got into the proper area, the radar target was off the scope. The pilot glimpsed something that looked like the reported UFO, but before he could check further he had to

turn into the sun to get on an interception course, and he lost the object.

Several days passed before the radiation reports from all stations could be collected. When the reports did come in they showed that stations east of the laboratory, on an approximate line with the radar track, had shown the highest increase in radiation. Stations west of the lab showed nothing.

The possible significance of this well covered incident spurred the colonel's group to extend and refine their activities. Their idea was to build a radiation detection instrument in an empty wing tank and hang the tank on an F-47. Then when a UFO was reported they would fly a search pattern in the area and try to establish whether or not a certain sector of the sky was more radioactive than other sectors. Also, they proposed to build a highly directional detector for the F-47 and attempt actually to track a UFO.

The design of such equipment was started, but many delays occurred. Before the colonel's group could get any of the equipment built, some of the members left the lab for other jobs, and the colonel, who sparked the operation, was himself transferred elsewhere. The entire effort collapsed.

The scientist was not surprised that I hadn't heard the story of the colonel's group. All the people involved, he said, had kept it quiet in order to avoid ridicule. The scientist added that he would be glad to give me all the data he had on the sightings of his "mineral club," and he told me where to get the information about the two astronomers and the colonel's group.

Armed with the scientist's notes and recorder tapes, I left for my office at Wright-Patterson Air Force Base, Dayton.

With the blessings of my chief, I started to run down the rest of the radiation information. The data we had, especially that from the scientist's "mineral club," had been thoroughly analyzed, but we thought that since we now had access to more general data something new and more significant might be found.

First I contacted the government agency for which all of the people involved in these investigations had been working, the scientists who recorded the original incident, the scientist and his "mineral club," the colonel's group, and the rest.

The people in the agency were very co-operative but stressed the fact that the activities I was investigating were strictly the extracurricular affairs of the scientists involved, had no official sanction, and should not be tied in with the agency in any way, shape, or form. This closed door reaction was typical of how the words "flying saucer" seem to scare some people.

They did help me locate the report on the original incident, however, and since it seemed to be the only existing copy, I arranged to borrow it.

About this same time we located the two graduate astronomy students in New Mexico. Both now had their Ph.D.'s and held responsible jobs on highly classified projects. They repeated their story, which I had first heard from the scientist, but had kept no record of their activities.

On one occasion, just before dawn on a Sunday morning, they were on the roof, making some meteorological observations. One of them was listening to the Geiger counter when he detected a definite increase in the clicking.

Just as the frequency of the clicks reached its highest peak - almost a steady buzz - a large fireball, described by them as "spectacular," flashed across the sky. Both of the observers had seen several of the green fireballs and said that this object was similar in all respects except that the color was a brilliant blue white.

With the disappearance of the fireball, the counter once more settled down to a steady click per second. They added that once before they had detected a similar increase in the frequency of the clicks but had seen nothing in the sky.

In telling their story, both astronomers stressed the point that their data were open to a great deal of criticism, mainly because of the limited instrumentation they had used. We agreed. Still their work tended to support the findings of the more elaborate and systematic radiation investigations.

The gods who watch over the UFO project were smiling about this time, because one morning I got a call from a colonel on Wright-Patterson Air Force Base. He was going to be in our area that morning and planned to stop in to see me.

He arrived in a few minutes and turned out to be none other than the colonel who had headed the group which had investigated UFO's and radiation at the eastern laboratory. He repeated his story. It was the same as I had heard from the scientist, with a few insignificant changes. The colonel had no records of his group's operations, but knew who had them. He promised to get a wire off to the person immediately, which he did.

The answer was a bit disappointing. During the intervening months the data had been scattered out among the members of the colonel's group, and when the group broke up, so did its collection of records.

So all we had to fall back on was the colonel's word, but since he now was heading a top priority project at Wright, it would be difficult not to believe him.

After obtaining the colonel's story, we collected all available data concerning known incidents in which there seemed to be a correlation between the visual sighting of UFO's and the presence of excess atomic radiation in the area of the sightings.

There was one last thing to do. I wanted to take the dates and times of all the reported radiation increases and check them against all sources of UFO reports. This project would take a lot of leg work and digging, but I felt that it would offer the most positive and complete evidence we could assemble as to whether or not a correlation existed.

Accordingly, we dug into our files, ADC radar logs, press wire service files, newspaper morgues in the sighting area, and the files of individuals who collect data on saucers. Whenever we found a visual report that correlated with a radiation peak we checked it against weather conditions, balloon tracks, astronomical reports, etc.

As soon as the data had all been assembled, I arranged for a group of Air Force consultants to look it over. I got the same old answer - the data still aren't good enough. The men were very much interested in the reports, but when it came time to putting their comments on paper they said, "Not enough conclusive evidence." If in some way the UFO's could have been photographed at the same time that the radiation detectors were going wild, it would have been a different story, they later told me, but with the data I had for them this was the only answer they could give. No one could explain the sudden bursts of radiation, but there was no proof that they were associated with UFO's.

The board's ruling wrote finish to this investigation. I informed the colonel, and he didn't like the decision. Later I passed through the city where the scientist was working. I stopped over a few hours to brief him on the board's decision. He shook his head in disbelief.

It is interesting to note that both the colonel and the scientist reacted in the same way. We're not fools - we were there - we saw it - they didn't. What do they want for proof?

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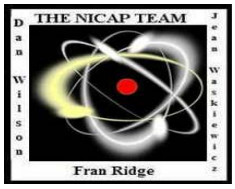

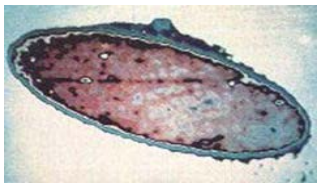

Nuclear Connection Project

NCP Paper

NCP-08: The Nuclear Connection

By Richard H. Hall

In my book Uninvited Guests (Aurora Press, 1988) I devoted a chapter to analysis of what we could decipher about the purposes of the UFO pilots from the accumulated evidence. Therein I discussed a seeming interest in human energy sources, especially petroleum, and briefly touching on nuclear energy. Table 6, "UFO Displays and World History," mentions seeming associations of UFO sightings with atomic bomb tests and with our space programs. Later I conducted a "strategic correlation" study showing an apparent association of close-range sightings with nuclear generating plants, which was published in a popular newsstand UFO magazine.

It was not until I began reviewing reams of literature while doing research for The UFO Evidence, Volume II, in the mid-1990s that a more obvious pattern began to emerge: a strong correlation of sightings with nuclear weapons. Once the pattern became clear, one of its implications struck me: could the aliens (or "beings from elsewhere") actually have intervened in earthly affairs to help end the dangerous Cold War nuclear confrontation? Debunkers, of course, will consider this an entirely crackpot notion; nothing but wishful thinking and a desire for "saviors from space." But they never bother to study the data and so are oblivious to the many emerging patterns.

Section II ("Military Witnesses") of The UFO Evidence, Volume II (Scarecrow Press, 2001) reports much of the data that led me to this suspicion. It includes the 1967 ICBM base cases in Montana and North Dakota and the 1975 SAC base overflights reported by Ray Fowler and Fawcett & Greenwood, and also the 1978 McGuire AFB "alien encounter" case and the 1980 Bentwaters AFB case. I had extensive face-to-face interviews with the primary witnesses in the latter two cases, and both involved UFOs in the close vicinity of nuclear weapons storage sites.

With 20-20 hindsight, other cases such as the 1957 Army jeep patrol case in New Mexico and a number of incidents reported by Ed Ruppelt also had a "nuclear connection."

Interestingly, my mentor and friend, Donald E. Keyhoe, who was way ahead of everybody in his perceptions about the significance of UFOs first raised this suspicion in The Flying Saucers Are Real (Fawcett, 1950): "[UFO visits which had occurred sporadically in the past] suddenly increased in 1947, following the series of A-bomb explosions begun in 1945" (p. 174).

Clearly the study of patterns in UFO sightings holds a lot of promise for increasing our knowledge about the nature and meaning of UFO visitations. Larger scale and more sophisticated statistical analyses would be highly desirable.

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Nuclear Connection Project

NCP Papers

NCP-09: Oak Ridge Native Speak - An Introduction

Jerry Washington:
Regretfully, any contribution I make to the Nuclear Connection Project is going to be purely anecdotal. My only qualification is scarcely more than an accident of birth – having been hatched and reared in the original "Atomic City": Oak Ridge, Tennessee.

A sleepy little burgh tucked discreetly away in the rolling hills between the Cumberland and Great Smoky Mountain ranges, Oak Ridge has always appeared deceptively normal on the surface. Only when you peeked behind the façade of plutonium and privilege – and you had to know where to look – did you glimpse the town's true nature.

Beyond the designer dachas of the nuclear bourgeoisie, out past the abandoned guard tower relics of an earlier era, lay the vast no-man's land we called the "Restricted Zone" ("we" meaning the Mensa set's prodigal offspring).

The Oak Ridge "Reservation" encompasses many hundreds of square miles. However, the town itself – the residential area – occupies only a small percentage of that acreage. The rest has always been under the purview of the Federal Government; Atomic Energy Commission (AEC); Union Carbide; Martin Marietta, or whoever holds the reigns of power these days.

The Oak Ridge City cops lacked the authority to cross over into "the zone," a fact taken full advantage of by me and my fellow delinquents. With too much time and money on our hands, we sought to relieve our boredom through frequent incursions into "the zone," where we'd party hearty in the shadow of K-25, Y-12, or X-10, the three resident nuke facilities.

We sure-as-hell weren't worried about AEC Security showing up. Those guys were an absolute joke! Even at the height of the Cold War, we were able to carouse "the zone" with impunity. We could've been Russian spies or worse, and nobody would've known.

Ringed with "DANGER: RADIOACTIVE" signs, we went about our business with the fatalism borne by Oak Ridgers, and nurtured throughout our formative years. Field trips to the Oak Ridge National Laboratory (X-10) only served to reinforce that posture, as we gazed down into the luminous depths of the Heavy Water tank used to cool spent reactor rods. Years later I would learn that that otherworldly glow had a name: Cerenkov Radiation. As with the radioactive dimes that we took home as souvenirs and promptly liberated from their plastic casings, it was probably best that we didn't know too much back then. What you don't know can't hurt you, or so the theory goes…

That was certainly the disposition with which I approached any mention of UFOs at the time, whether in a periodical, TV show, or even Baby Huey cartoons! The subject made me extremely uncomfortable. When Time or Life Magazine (I don't remember which) came out with a special UFO issue featuring a full-color glossy of an alleged UFO on the front cover, my adolescent self went utterly apoplectic. I repeatedly flipped over the issue displayed on our coffee table, so as not to have to look at the thing.

Of course, I was weaned – like most of my generation – on a steady diet of B-Movies bearing titles

like “It Came From Outer Space” and “Invaders from Mars.” And while they also made me uncomfortable, it was the notion of TV’s “The Invaders,” that really made me squirm; those glowing hands…the dissonant music…the opening sequence with the saucer landing. The notion of something so totally outside of my “zone” of reference ran contrary to the ideals that I held dear: My yearning for a reasonable life, where cause begets effect, and stuff makes sense.

I have set the stage for the following account. It is through the contextual prism of life in the Atomic City, as I’ve described it, that these “anecdotes” should be viewed…

too-close encounter

When I invited my buddy, Robert, over to cruise for chicks and beer on his first weekend home from college, UFOs were the very last thing on my mind – they weren’t even on the radar screen. Bob was a fellow hedonist, and, while I was still adrift in a sea of uncertainty about my future after high school, he had seized the bull by the horns and enrolled in the University of Tennessee in Knoxville.

He picked me up in the beat up, old Corvair that he’d inherited from his older brother. I was a little heftier than Bob and, although it took some doing, I squeezed my bulk into the passenger seat. Off we went – Laurel and Hardy – into the balmy, autumn evening, headed due west towards the Restricted Zone.

Truthfully, Bob and I weren’t all that close. We'd never really hung out together, however, rumor had it that he had spent his entire first semester at UT racking up one sexual conquest after another, and I was anxious to hear him dish the dirt. My ears were purt near burnin’ as he regaled me with a play-by-play account of his sexploits, a goodly percentage of which could have been hyperbole; Bob wouldn’t be the first young man who’s inflated his statistics.

Still, Bob was a pretty rational guy, not given to too many flights of fancy. An honor student at Oak Ridge High, a school that churned out National Merit Finalists like Y-12 turned out nuclear triggers, he'd had the prettiest girlfriend in school. In other words, he really didn’t need to exaggerate very much.

“Let’s cruise the plants,” I suggested, and Bob agreed.

“I haven’t had my fix of radiation in a while,” he quipped, only half in jest. “We’ll take the grand tour, then come back by the liquor store and buy some beer.”

Onward, toward K-25 we trekked, penetrating deep into the Restricted Zone, Bob, all the while, keeping a running commentary going about his collegiate conquests. Basically, it was just your typical dude’s night out – two local boys cruisin’ the nuke plants, hoping to stumble upon some action.

Eventually, we found ourselves on Bearcreek Road, the curvy, two-lane road that leads to Y-12. A shift change was due at the facility in half an hour, but for the time being, we had the thoroughfare to ourselves. It was a moonless night, so Robert had to drive with extra care. Although quite familiar with the route, the lack of streetlights or other vehicles only added to the challenges of negotiating its numerous twists and turns on such a caliginous night.

And then it happened. We were driving along, shootin’ the breeze, listening to the A.M. radio, when off to our right, a bright, fully illuminated object appeared out of nowhere. It was descending at a 30-degree angle, following the topography of the hillside next to the road, when it abruptly leveled out, stopped, and hovered no more than twenty feet above the road. Exhibiting every sign of being intelligently controlled, simply by the ultra-precise manner in which it maneuvered, the UFO seemed to be daring us to approach it and drive underneath it.

The object was disk-shaped, radiant, metallic, the size of an eighteen-wheeler, and utterly silent. I know, because at the moment it first appeared in my field of vision, I reached over to turn off the radio. I don't know why, exactly, but that enabled me to hear whatever ambient noises were present, and other than the air passing by the open car window, there were none – other than the pounding of our hearts, of course.

"Oh, God," I cried, " what do we do?"

"I don't know," Robert replied meekly.

The fear, the greatest we had ever known, was robbing us of the ability to speak. Reacting on instinct, Bob put the pedal-to-the-metal, but this was a Corsair remember, a rickety ol' relic that had long seen its day.

The object awaited us, only a hundred feet or so up ahead. Even at the modest speed we were travelling, there was no way we could stop – not in so short a distance. The laws of physics were indeed committing us to pass right underneath the intruder.

I glanced away, but its otherworldly luminescence still managed to burn its image into my psyche. Robert wasn't so lucky. He was forced to keep his eyes trained on the road, and it was he who noticed the prismatic effect that the object exhibited. As though a rainbow were contained within, the UFO pulsed with an unnatural light.

Passing beyond the "contact point," all I could think of in my panicked state was the possibility that the UFO was toying with us, and I suffered another panic attack. Suddenly, a diffuse light appeared on the distant horizon.

"Could that be?" I wondered.

"I hope so," Bob replied.

What we were seeing were the first familiar signs of humankind: the lights from the western boundary of the miles long Y-12 plant. It was only a couple of kilometers away.
For the next few minutes we hoped and prayed with every bit of fervor a couple of irreverent teens could muster that we'd make it back to civilization without another run-in with the mystery craft. "Just a little further…just a little further," I chanted – a rather different mantra from my usual call-of-the-wild.

"Thank God…thank God," I intoned in unparalleled relief, once we reached the outer limits of the "bomb factory." It's ironic how something so alien as Y-12, with its enormous electromagnets (largest on the planet) and cutting edge technologies, could produce such a warm-fuzzy deep within me. A true baby boomer, I was home…

(postscripts)

Oddly enough, Robert and I never discussed our encounter again. I tried to get him to talk about it once, several months after the fact when I happened upon him in a pizza joint, but he refused. The very mention of it made the blood drain from his face and his knees go wobbly. Quasi-hostile, he strong-armed me to the side and warned me to never bring the subject up again. And so it remained – that silence between us – up until his death of AIDS complications in 1990. In a subsequent conversation with our mutual best friend, I learned that Bob had given him a detailed description of the events of that night, and that all of the pertinent details matched up with my recollections. It was a relief to know that I wasn't just passing swamp gas…

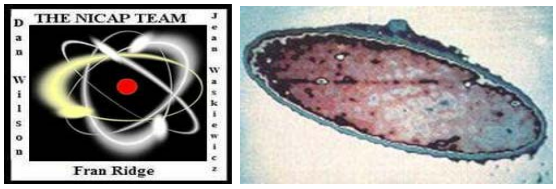
I once queried Stanton Friedman and John Carpenter, two men who've made it their life's work to study the UFO phenomenon, what their take on such a close encounter was, and both replied that it fit the alien abduction profile. "Any encounter that close, usually involves a missing time and/or an abduction component," was their consensus. Both found Robert's apoplexy when cornered in the pizza joint a particularly telling constituent. I was completely unaware of both phenomena – alien abduction and missing time – at the time the event occurred. Not until I assumed the State Directorship of both Kentucky/MUFON and Skywatch did I become aware of just how much Bob and I fit the profile of likely abductees.

Growing up in the Atomic City you learn a lot about its history, about its birth during World War II, its top-secret mission, its chief export – weapons grade uranium – and about the role it played in bringing the war to a rapid conclusion. You never hear about its lengthy and well-documented history of UFO surveillance or about the folks, like Bob and me, who put a human face on the startling statistics. That discovery would also come later.

In October of 1973, a "flap" occurred during which UFOs were seen all over the East Coast, from Louisiana in the south, to Michigan in the north. Oak Ridge, too, had its share of sightings, as her skies were suddenly adorned with amber ovals, red BOLs (balls of light), and multi-colored whatnots. (See "Red Balls of…Light," and "To Have or Have-Not," for a personal account.)

I feel I'm keeping lofty company to have my tales of the strange-but-true included among the likes of researchers of such impressive caliber and credentials. Admittedly, my evidence for the status of Oak Ridge, Tennessee, as a UFO hotspot is anecdotal, but hey – in the beginning was the word…

NCP Home Page



Nuclear Connection Project

NCP Paper

NCP-10: Nuclear Historical Correlative Research

by Robert Duvall

Robert Duvall

Do UFO respond to our political will in the arena of nuclear weapons? It is inevitable to compare the onset of prolific UFO activity of the last 60 or so years to our acquiring nuclear weapons capability. In making that comparison it is essential to realize the possibility that an historical relationship could exist, and to at least perform a study to make that determination. This paper's primary goal is the introduction of the historical correlative concept and represents a small sample of such a study. This paper also provides topic organizational structure allowing the data to be collected in a fashion that is easily applied to historical research. Although much progress has been made towards firming this approach, not all topics have received correlative attention as of this writing.

Why choose military sighting data? The significance of military sightings is imbedded in the high quality of the observation and documentation, the consistency of the types of activity, and most important, the notice taken by the chain of command. Engaging the military of a state is the most direct way of getting attention – all the way to the top. It is apparent that direct contact with leaders of states today is rare or probably nonexistent. Any sighting at or near to a state's capital should therefore be treated as extremely significant. Most normal UFO activity occurs in fashions not meant to attract attention, such as in the guise of night or in remote areas, or so brief in length as to make it nearly impossible to ascertain anything from the sighting. When discovered, UFO usually end any observation by leaving quickly. Yet military engagement is direct, specific in type and location, often having duration indicating the intent to acquire full attention. Repetition of specific activities related to military could very well be attempts to relate or demonstrate clear superiority, concern over policy/decisions, and, with the more aggressive activity, a conveyance of warnings. That cannot be ignored as a distinct possibility. This is the case with UFO activity related directly to nuclear technology, weaponry and the associated political prowess.

What does this have to do with a possible historical relationship? Evidence supports this relationship. The location and the timing of many of these sightings are coincident with historical events within the related realm, whether that is conventional conflict or specific

aspects of nuclear policy and militarization. This does not apply just to the US. There is much to be learned by applying an orderly study of this relationship both in conventional military conflict and nuclear militarization globally.

Introducing this historical relational concept in a convincing manner to the general populace would require a fairly extensive set of consistent examples. When looking at the complex history of the last 60 years, the task becomes daunting. However, setting specific categories and building examples for each with consideration of pertinent global military actions helps simplify this significantly. The separation between “conventional” and “nuclear” strategy/decisions during the various conflicts must be maintained at all times. The “conventional” military actions have related UFO activities which likely carry with them an agenda differing from that of “nuclear” related UFO activities.

While the results from each category may not stand firm statistically, applied together the composition with their patterns of behavior become more revealing. Over time a sense is acquired of the types of nuclear related policies/decisions/events and the kinds/timing of UFO activity these elicit.

Loren Gross has written about the Berlin crisis of 1948 in an historical relational manner (NCP-01: Some Early Patterns). There are many more nuclear historical manifestations to draw from. Although we lay claim to being the first to detonate atomic weapons, the events that we are studying here in the US are not peculiar to the US - Britain, France, the former Soviet Union (and now, Russia), China, Israel, Pakistan, India, and probably South Africa, all likely have had similar types of activity. The focus of this study has only included the first five. Of those, China and France have yielded little information thus far.

Actions of UFO related to nuclear technology and its utilization border on predictable.

The following list represents known categories for UFO event/nuclear historical correlative study:

* **Weapons Development and Manufacture** – Atomic and thermonuclear - research facilities (Los Alamos, Sandia Labs, Lawrence Livermore) and other developmental locations. This category seems straight-forward in that sightings at these locations could be related to activity at these facilities at the time of the sighting. It could even be as simple as status checks or demonstrating concern through repeated presence at facilities. More study is needed in this category to determine if any historical significance exists in these incursions.

*** Fuel Processing Facilities** (initially Oak Ridge Tennessee then Hanford Washington -in my backyard). Hanford was the second facility built to support the Manhattan Project. The fuel for the weapons used in Japan came from this facility. It would be an obvious target for surveillance and demonstration. An event occurred at this facility on or around the date of the Trinity Test.

Hanford, WA: Radar picked up a fast moving oval object the size of three aircraft carriers side by side which then began to hover over N-Plant at 65,000 ft altitude. Six F6F's were scrambled to the object but reached a maximum altitude of 42,000 ft, 5,000 ft above the rated ceiling of the F6F. The pilots were forced to go back as their engines began to fail and fuel became dangerously low. The object then disappeared as quickly as it came. At least twenty minutes elapsed during the event. The object was described as "very streamlined like a stretched-out egg and

pinkish in color" and emitting vapor from the outer edges. The date of the occurrence was described by Rolan Powell, one of the pilots, as "six weeks before the Japanese surrendered aboard the Battleship Missouri in Tokyo Bay on September 2, 1945." This places the sighting in the middle of July. Living On The Edge: An American war hero's daring feats as a navy fighter pilot, civilian test pilot, and CIA mercenary by Byron D. Varner, privately published. Also interviews with the author and principal, Rolan D. Powell by Walt Andrus. Thanks to Francis Ridge – NICAP Web Site.

Long duration sightings at or near these facilities close to such important dates can interpreted as demonstrations. The timing of these demonstrations often occur about significant atomic/nuclear related events. Do they want our leaders to be cognizant of these incursions and their importance? It is as if they are applying pressure. The sighting over the Oak Ridge facility September 18 of 1944 occurred on the same day as the Hyde Park Accord, a secret accord between the US and Britain [F. D. Roosevelt and W. Churchill] deciding atomic bombing of Japan. There are many events that have occurred over the weapons material manufacturing facilities and much opportunity to learn the historical significance.

A side note:
In a search for information relating UFO to Hanford, documents relating to the cleanup efforts at Hanford turned up with information on a waste dump area officially titled "UFO Landing Area." It is in one of the oldest dump areas of the reservation and adjacent to the main security facilities. It appears, based on another person's review of recent aerial photos, that the cleanup is complete at that location. That was an interesting find. The titles of these various cleanup areas do not show a theme of humor or sarcasm. The underground plume of contaminants at the reservation is slowly working its way toward the Columbia River. At this time, there is not much we can do to halt this progression.

*** Weapons Testing** – have test dates and locations, Space Tests-EMP Moon N-test? (US, Britain, France and Russia) It is likely that appearances were made at a majority of the tests. There is film footage from the DoD that looks suspiciously like a UFO applying surveillance during a test. Many of these tests are available on video. Some of these tests were demonstrations themselves for the sake of applying pressure to the former USSR. These would be likely candidates for demonstration activity from the UFO.

One test in particular that either was or monstration test that was slated to o cur accounts – one that says the Air Force shut er that says it was launched, in ercepted and d l actually take place in space, however, in 195 he test mora orium was over. These were ests of ionizing the Van Allen belt with ut in a test from Johnston Island, radar, radio communications and power were all knocked out in a large area. This EMP (electro-magnetic pulse) affect is known to be a useful tool in knocking out the enemies' ability to retaliate. The possibility of an enemy's use of EMP has become an important driver in having missile defense capability.

Another attempted test on Johnston resulted in destruction of the rocket on the pad and resulting plutonium contamination of a large area around the launch facility. Deaths have been attributed to exposure following the accident.

Its unimaginable that we would have continued to get away with sending these weapons into space. Between the US and the USSR there were at least 20 tests.

These were cut off due to the danger posed to space assets, astronauts and cosmonauts, and the population as a whole (not to mention UFO). An Outer Space Treaty was drawn up in response to keep nuclear weapons out of space for detonation or targeting from space. There is a good video called “Nukes in Space” (Peter Kuran – Goldhil Home Media International) and more information on the space tests available on the Internet.

Delivery of fissile materials via naval vessel for these tests had UFO fly-overs. It is also likely the USS Indianapolis and its ill-fated mission delivering the fissile material unescorted for the Hiroshima and Nagasaki bombings had visits by UFO. There are survivors from that sinking, but It seems unjustifiable interviewing them about possible sightings during their voyage after hearing their personal accounts of the hell they lived through.

*** Rocket/Missile Development** (White Sands, Australia, Russia).
It would be consistent for UFO to monitor rocket development both as future delivery vehicles for nuclear weapons and for our space purposes. Accounts exist to support this observation. Further work is needed to provide examples.

*** Nuclear Threat or Standoff Conditions** - dates of US decisions or military command recommendations to pursue the use of nuclear weapons during various conflicts and standoffs.

It is this category that would include incursions over Washington D.C. and other capitals throughout the world. There are many examples to draw from. The demonstrations in these instances would be more bold, pointed at leadership and persistent in duration. The 1952 flap holds many secrets. At that time we were in the midst of the Korean war, were on schedule with development of the hydrogen bomb, had many complex issues to consider regarding the Soviets with their nuclear weapons development and China. China’s involvement in the Korean War had pushed our military command towards recommending the use of atomic weapons at least once. This instance had taken place in the first months of 1951. In 1952 we had new developments involving China over the situation in the Indo-China region. China was once again aiding in a growing conflict that would eventually oust the French colonial government and persist to become the Vietnam War. An article researched and printed in a prominent Japanese newspaper Asahi on September 16, 1984, states that according to documents retrieved through the FOIA, on July 16, 1952, the joint chiefs made the recommendation to take on China utilizing atomic weapons. Excerpts from the article as translated to English:

“The United States Department of State announced on the 14th [September, 1984] that in its diplomatic documents, the United States Armed Forces were concerned with the French gradually losing in its frontline battle in the Indo-China War. The United States was contemplating cutting resources to the League for Vietnamese independence (The Vietnamese army led by Ho Chi Minh), and to use nuclear weapons against China to prevent their descending south.

It is known from the diplomatic documents released last year [1983], that nuclear weapons considered for use against China by the United States when entering the Korean War. But this is the first time that the consideration for the use of nuclear weapons in the first Indo-China war was made public.

According to those documents, the first time that a nuclear strike against China

was considered, was on January 11, 1952 at the conference held by military representatives from the United States, France, and England. Chairman Bradley of the Joint Chiefs of Staffs. He suggested that, in order to halt the southern advance of China in the Indo-China war, they warn China about the use of nuclear weapons as being one of their options. But, telling the method that they would use in a retaliatory attack was considered unwise, and the suggestion was dropped.

In the same year, on July 16, at the strategic military conference held by the Department of State and the Joint Chiefs of Staff, Chairman Bradley stated that it would be difficult to halt the southern advance of China without paralyzing their transportation systems with nuclear weapons. It is not known at this time what the view of President Truman was concerning this topic."

There is evidence to support that strong connections exist between political/military considerations of the use of nuclear weapons and the appearance of UFO at the capitol or other important government facilities. Of the conflicts since WWII, the Vietnam War has provided the largest number of nuclear scenarios beginning in 1949, when the Chinese began supplying arms to Ho Chi Minh. Certainly all of the nuclear threats and standoffs have to be studied to look for consistent patterns before passing judgement on the 1952 D.C. correlation indicated above.

*** Deployment of Nuclear Bomber and Missile Wings** - US and overseas, increased activity as a result of. (over bombers on alert status, weapons storage, harassing bombers on training missions, etc…) (most US locations were bases left over from WWII).

Deployment historical documents for the US and overseas are being utilized. Although this category is not documented yet, many examples have been collected over the years to suggest that correlation of activity with deployment is a sure thing. This will be backed with data as this effort continues. The primary purpose of covering this topic is to indicate a strong statistical relationship. If UFO are truly interested in and concerned over our nuclear components as the evidence supports, this would in itself be the motivation for the different incursions over these bases. Monitoring weapon types, movement and deployment would surely be the activities they would engaged in. Another aspect this topic uncovers is the treatment generally of our military planes. UFO tend to engage our military aircraft directly and boldly.

*** Nuclear False Alerts -** bomber fleet attacks or missile launches indicated by early warning radar installations or satellites-occurring in the US or USSR (with consideration of specific nuclear related action or deployment by a country, increasing political tensions).

This is one hot topic. Of course there have been many false alerts that were of our own accord, whether equipment malfunction, inadequate equipment design, or technology infancy. Then there are some that probably fall completely out of our hands, and its interesting to note what was going on when these occurred. As an example, in the mid 1970's, European NATO countries were reformulating defense policy. It made little sense to have large numbers of ground troops in the face of a nuclear threat from the USSR. What really made sense both economically and strategically, was to have Eastern Europe defended by a theater of medium range nuclear tipped missiles. The only problem was that the location of the missiles only gave Moscow six minutes response time. Comparing that

with what the US had left a clear imbalance. Deployment of the Pershing II missiles began in the early eighties. Many articles about false alerts during this period indicate the number of false alerts through 1985 is surely in the thousands. This is difficult to verify. Equally difficult to verify is the source of these alerts. There are the same few explanations repeated over and over. While this accounts for a few, what of the rest? The true depth of the issue of false nuclear alerts is not explored or exposed for reasons likely having to do with public confidence. If UFO have had a role in keeping our defense apparatus off balance with these staged scenarios, who in the defense department would ever admit this?

Going back to December of 1950, about a year after Russia had detonated its first atomic bomb, we had an alert that looked like Russian bombers headed towards our Northeastern coast. This was probably our first alert. The bombers faded out on the radar screens before any detrimental action was taken. Its interesting to note that a year after the first detonation would have provided the Russians enough time to assemble the weapons and to get the bombers ready for the task.

This is a difficult topic to get good data on. But it would be consistent that UFO would engage the US and the Soviets in such a fashion. If anyone reading this is aware of examples, please pass them along.

*** Missile Wing Interference** (nondestructive and limited scope demonstrations/warnings) -with missile launch readiness or missile trajectory change, or with test launches curtailing dummy warhead trajectory, all demonstrating highly advanced capability we are unable to anticipate and design to. (Both US and USSR. What else do they have up their sleeve?) At some point we passed the line separating the possibility and the probability of utilizing ICBM weapons. This is a discussion worth engaging in because it will likely reveal that military and political will somehow changed in the early 1960's to elicit the bold UFO activity experienced at the various missile bases. It is no secret to most individuals who have read the various publications discussing military related UFO activity that launch capability of limited numbers of missiles were taken offline on a few occasions, and that launch coordinates were altered at least once.

There was also a test launch of an Atlas ICBM with a dummy warhead out over the Pacific in September of 1964 (Deliberate Deception: The Big Sur UFO Filming – Bob Jacobs). This test was filmed and, upon review of the film, officials in the airforce found a disk entering into the frames, circling the warhead, shooting a laser like beam at four separate locations on the warhead, and exiting the frames. The dummy warhead then tumbled out of its trajectory. There are many other instances including an individual silo in Russia where the controls indicated to the operator for a harrowing 15 seconds that the launch sequence was initiated and the missile was about to launch. A massive UFO hovered outside of the silo control facility. The top officials were aware of this event. Why did these kinds of activity occur? One assessment is that we were being shown a superior capability. For what purpose? Here are some possible reasons:

Indicating to our military command that we do not have the control over these assets that would have to be in place in order to utilize them.

Allowing that we may not know whether our equipment is malfunctioning or that the source is external.

Allowing that in a real scenario, we will not have certainty that interference

wouldn't occur again.

Uncertainty seems to play an important role. With thousands of nuclear weapons ready to go at any time and with the predictions of the outcome uncertainty has no place. No permanent damage was incurred by these activities and our national security was minimally compromised. The people at the top were well aware of these events.

*** Nuclear Military Exercises** (US and joint).
This is another category that is worth filling in with some research. If pressure was being applied using these other areas for demonstration, likely nuclear exercises would have had them as well.

*** Nuclear Accidents** (research, reactor, weapons test, weapons lost, vessels sunk).

There was one purported incident in Canada where a small nuclear-tipped cruise missile was fired from a US military aircraft at a UFO, missing it, of course. Although that may not be considered an accident, it is not stated whether the missile was recovered after the incident.

There were many occasions when bombs were lost, nuclear submarines loaded with missiles sank, and accidents occurred at nuclear fuel processing plants and nuclear power plants. A limited search for activity at Three Mile Island in Pennsylvania turned up dry. There may have been some related activity after the event. It will take more work.

Chernobyl was a different case. UFO Activity occurred prior to and after the accident there. Readings before and after a sphere descended over the facility just after the accident indicated that the level in that area had been reduced by over 2/3, according to Paul Stonehill in "The Soviet UFO Files".

*** Mining Raw Uranium** – what better place to make a statement than the mines.

There is documented activity over uranium mines in Africa. It is likely that data will support mine-related sightings in Wyoming. And here's a fascinating event that occurred in Texas:

The summer of 1971, I was working the night shift for Conoco Oil Co. at an open pit uranium mine west of Karnes City, Tx. I was one of 6 people operating Caterpillar 657B earth movers. We were down to about 210 feet deep when this incident happened. It was about 11:10 PM , just after shift change we were getting ready to crank our machines, when the 85 acre pit lit up as if it was daylight. The light was so bright that I had to squint because it hurt my eyes. I remember hearing a high pitched hissing noise and the hair on my arms stood on end. I was so scared, I fell to the ground and started praying. I remember trying to look up, but the light was so bright I couldn't. After about 2 minutes, the light started getting dimmer and I could finally look up at it. What I saw amazed me. The object was round and the bright light was coming from the center of the bottom of the UFO. Around the perimeter of the craft was hundreds of penlight size light beams that alternated in all colors of the spectrum. Now I know they were laser beams. The UFO was rising up slowly at first and then went straight up out of sight in about 10 seconds. I was crying and shaking and so was everyone else. The other shift workers thought we were crazy when we told them what had happened. But we got the last laugh. This is how we proved it actually happened.

There is a vein of uranium ore that runs from George West Texas to almost Texarkana Texas. When determining where to place a mine, the following steps are accomplished: (1) A geologist with a geiger counter flies over the area and finds the highest radiation reading. (2) Drilling trucks are sent out and core samples are drilled to determine the highest concentration of uranium ore. These core samples are drilled in a grid pattern and every core sample is given a tracking number and logged in showing the concentration and amount of uranium present. (3) The open pit mine is then laid out according to these core samples. When this UFO incident happened, we were about 2 feet away from a layer of hard rock called the "tap rock" that laid directly on top of the uranium ore. The uranium ore varied in depth from 6 to 18 inches and had about the same brown color as low grade coal. Two days after this incident, the tap rock was removed to expose the uranium ore. We were astounded to find that the uranium ore was now a chalky white substance that had NO radioactivity at all! There was a 250 foot diameter circle of this chalky material in the center of the pit. Outside of the circle, the uranium ore was still as potent as before the incident. Core samples don't lie. This chalky material was uranium before this incident. Many a night I have laid in my bed thinking about what happened. I think the UFO needed the uranium for some reason.

NUFORC
Occurred : 6/15/1971 23:10 (Entered as : 6/15/71 23:10)
Reported : 5/27/1999 21:18
Posted : 6/23/1999
Location : Karnes County, TX
Shape : Circle UFO sighting over open pit uranium mine.

Interpretation of this event is that a demonstration was made regarding the use of uranium. If UFO needed raw or processed uranium, certainly given the advanced capabilities displayed, they could have taken as much as they wanted from any source. If that were the intent you would see much more of that kind of activity around these mines and likely we would be dealing with losses at facilities where processed material is stored, which is simply not supported by the sighting data available. In this case however what we have is a known quality and quantity of raw material that is days away from being extracted. Right in front of the workers this UFO comes down and renders the uranium worthless in an area large enough to get attention. There are no other events on subsequent days. Just this one. This surely got the attention of any engineering personnel working on the project. It is likely that the information was forwarded to the AEC or another government agency. Another event was probably noted by the government for its specificity in dealing with nuclear technology. The pressure was maintained.

*** Weapons Component and Chemical Manufacturing Facilities**
There were likely events occurring over plants that may have been involved in materials used in processing weapons fuel. More work is needed for this category.

*** Weapons Dismantling Facility** (Pantex, Texas)
This should provide some recent activity if they are monitoring our progress.

*** Power Outage Events** – conflict related? Nuclear related? (Vietnam – many events)

Is it possible that the power outage events of the 1960's and 1970's were

responses to political/military actions? The many articles and books indicate the immense depth of political turmoil brought on by the Vietnam War. The controversy over the courses of action and the lack of a clear plan based on sound intelligence and analysis brought the public in on the political fray. These sentiments were shared by the public of allied countries as well. From the controversial Tonkin Gulf Resolution (possible UFO involvement in this incident) on we were in over our heads. Documentation from several government sources reveal that discussions to utilize nuclear weapons came up on several occasions. Early in 1965, President Johnson had initiated a massive bombing campaign in Vietnam that continued throughout the year. What happened towards November of that year? If indeed the Northeastern US power outage of that year was initiated by UFO, what was the message? What prompted that action? Was Johnson initiating a nuclear option? There were serious nuclear bomber training missions from an aircraft carrier in the Vietnam region the summer of that year. A clear picture has not yet emerged and further historical research is needed to look for the correlative relationship. The other outage events have to be evaluated as well.

*** Hiroshima and Nagasaki**

iates have shed much light on these events. It importance and horrific nature to set in whe is common knowledge among some of those he bomb ing that UFO wer present weeks and after, there is little known evidence to supp g there wer efforts to study the affects fferent disciplines. Film and camera crews ccompanied them documenting every aspect of these affects. Included in the photographic records are probably hundreds of pictures and film footage of the UFO present on a daily basis. While a few pictures are posted on the Internet that appear to include UFO, a more robust photographic record will be needed to set the record straight. Additionally, there are probably some written accounts of the UFO surveillance. There can be no doubt that there was much outward interest and concern displayed during this unique and horrific time in human history.

*** Naval Nuclear Launch Submarines**

Deployment of submarines is unique due to the ability to close in to specific locations. Many of these sightings involve UFO submerging in and exiting the oceans.

*** Treaties and Their Role**

Is it possible that related UFO activity had a small influence on treaties? It is hard to ignore the distinct possibility that UFO have pressured our governments indirectly.

Today researchers are in a unique position. A plethora of nuclear historical information is available from many sources. Thanks to the hard work of many individuals, large numbers of sightings at sensitive installations have been documented and put into databases for study. The time is right to put new efforts into understanding the historical significance of these military UFO sightings. If indeed, these events are as relational as it now seems, we may begin to understand their role. Imagine that!

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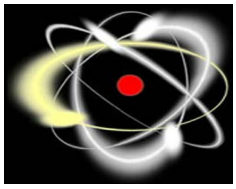
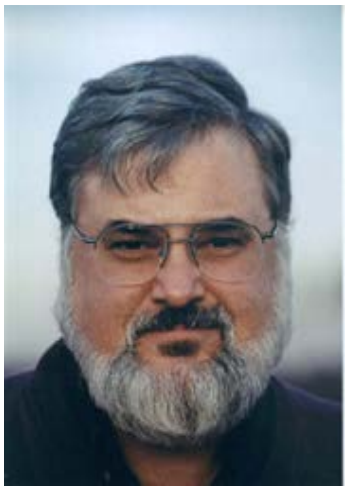


Nuclear Connection Project

NCP Paper

NCP-11: Do Nuclear Facilities Attract UFOs?



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On numerous occasions, UFOs have been reported over nuclear power plants as well as nuclear research facilities and nuclear weapons storage bunkers at military bases. (1) A good percentage of these reports occurred at highly restricted government research and production facilities, such as Los Alamos, Oak Ridge, Hanford AEC, and Savannah River AEC. Highly trained government scientists and military personnel, who had been granted top-secret military clearances, made many of these reports.

In a well-documented series of incidents in early November 1975, nocturnal lights and unidentified “mystery helicopters” visited a wide spectrum of American military bases and missile sites across the northern tier of this country. Between October 27 and November 10, reports of UFOs over nuclear weapons storage sites were repeatedly made at Loring AFB in northern Maine, Wurtsmith AFB in Michigan, Grand Forks and Minot Air Force Bases in North Dakota, and Malmstrom AFB in Montana. F-106 interceptors were scrambled out of Malmstrom AFB near Great Falls, Montana in response to multiple reports of UFO visits to nearby missile sites near Moore, Harlowton, Lewistown, and several missile sites around Malmstrom AFB. (2)

A similar rash of incursions occurred in December 1948 (Los Alamos), December 1950 (Oak Ridge), July 1952 (Hanford AEC, Savannah River AEC, and Los Alamos), August 1965 (Warren AFB near Cheyenne, WY), March 1967 (Minot AFB, Malmstrom AFB, and Los Alamos), August 1968 (Ellsworth AFB in South Dakota), August 1980 (Warren AFB, Sandia Labs and Kirtland AFB, NM), December 1980 (Benwaters RAFB, Suffolk, England), and October 1991 (Chernobyl, Ukraine and Arkhangel’sk Missile Base, Russia).

These reports led some to speculate that the intelligences behind UFOs have an interest in nuclear

weapons and nuclear power. One feature of these reports suggesting a direct link deals with light rays or energy beams being focused on nuclear materials.(3) Multiple independent accounts state that beams of light were directed downward from the UFOs onto the nuclear storage bunkers and underground missile silos, perhaps penetrating them beneath the surface. (4) (5) In addition, there have been unsubstantiated rumors from enlisted men that the telemetry of the weapons at some sites had been changed or that other weapons had been rendered inoperative.(6) (7)

Some researchers have suggested that the occupants of UFOs have a deep concern about the safety of nuclear power, and our proliferation of nuclear weapons, and are therefore keeping a close scrutiny of these sites. During the Chernobyl nuclear power plant disaster on April 26, 1986, technicians reported that they observed a fiery sphere, similar in color to brass, within 1,000 feet of the damaged Unit 4 reactor during the height of the fire, about three hours after the initial explosion. Two bright red rays shot out from the UFO and were directed at the reactor. It hovered in the area for about three minutes, then the rays vanished and the UFO moved slowly away to the northwest. Radiation levels taken just before the UFO appeared read 3,000 milliroentgens/hour, and after the rays the readings showed 800 milliroentgens/hour. Apparently the UFO had brought down the radiation level.(8)

Is there any statistical evidence that indicates a heightened attention to nuclear sites? In an effort to determine this, we applied the techniques of epidemiology to the UFO evidence accumulated since World War II. Table 1 below was developed from the UFOCAT 2002 database. It compares 164 counties with nuclear facilities to a control group of 164 US counties without nuclear facilities. Nuclear facilities include those plants involved in the storage or manufacturer of nuclear materials, including military bases where nuclear weapons are deployed and commercial or research nuclear power plants. A nuclear facility might be a small commercial nuclear power plant such as Vermont Yankee in Windham County, Vermont; or it might be a nuclear production plant such as Rocky Flats in Jefferson County, Colorado; or it might be a nuclear submarine base such as Bangor Naval Base in Kitsap County, Washington.

The control group counties were selected on the basis of the closest match in population, with an attempt to also match the same region of the country (Northeast, Midwest, South, Mountain, West Coast) as the county with a nuclear facility, and with an attempt to exclude control group counties with military bases that might have held nuclear weapons at one time. The results suggest that there is an important association between the presence of a nuclear facility and the rates of both UFO sightings and close encounters (CE). This association tends to increase with those counties with smaller populations, so the results are further stratified by five population categories:

(a) counties with populations over 500,000;
(b) counties with populations between 225,000 and 500,000;
(c) counties with populations between 101,000 and 225,000;
(d) counties with populations between 50,000 and 101,000; and
(e) counties with populations under 50,000.

For US counties with populations between 50,000 and 101,000 the rate of UFO reports peaks at 37.03 per 100,000 people for those counties with nuclear facilities, and this rate is 2.61 times higher than for similar counties without nuclear facilities. Overall, the rate of UFO sighting reports is 13.84 for nuclear site counties and 9.59 for non-nuclear counties, for a relative risk of 1.44. In other words, they are 1.44 times more likely to occur in these counties. For close encounter reports, the rate is 2.58 per 100,000 compared to 1.79 per 100,000 in non-nuclear counties, for a relative risk of 1.44. Ninety-two of the nuclear site counties are considered UFO “hotspots,” having had four or more UFO close encounters, while only 70 of the non-nuclear counties are rated as UFO hotspots.

The answer about whether nuclear facilities attract UFOs appears to be “yes.” There is an excess

of 3,051 UFO reports for nuclear site counties above what would have been predicted based on the non-nuclear counties. For close encounters, there is an excess of 568 close encounter reports over what should have been expected based on other UFO reporting dynamics.

In a previous study using US county data, education was found to be positively correlated with UFO reporting. Those counties with a higher percentage of residents possessing a high school degree were found to produce larger numbers of UFO reports. (9) So it is important to check if there is a large imbalance in educational level between the nuclear-site and non-nuclear counties selected for this study.

From 1960 US Census data, the average percentage of those adults (over age 25) possessing a high school degree across the 164 nuclear-site counties was 43.7%. This compares to a rate of 38.9% for the 164 non-nuclear counties. In general, it can be stated that nuclear facilities tend to require a more highly educated work force, and this fact may account for the small difference noted between the two groups. Whether this small difference in educational level could explain all of the excess in UFO reports and close encounters seems doubtful.

So we are left with a somewhat troubling finding. Apparently UFO reports do occur more frequently in the vicinity of nuclear sites, after controlling for population and the region of the country. Given that the motives of the intelligences behind UFOs, assuming that UFOs are intelligently controlled, are not well known, we should be concerned. Given the long history of UFO incursions at sensitive, highly-restricted nuclear facilities; and given that the events of September 11, 2001 have drawn attention to the vulnerability of nuclear power plants to terrorist acts, it would seem to behoove national security agencies to re-direct some attention to the issue of UFOs entering restricted air space over nuclear facilities. No matter how possibly benign the motives of the UFO occupants may be, were I the new Director of Homeland Security I would certainly be paying attention to this matter.

Tables

References:

(1) The UFOCAT 2002 database lists 289 reports at sites coded as “Missile” or “Nuclear” facilities. These reports date from March 1944, an aerial encounter near Yakima, Washington not far from the huge WWII plutonium production plant at Hanford, to another aerial encounter in October 2001 over a nuclear power plant in Kent, England. At least 52 of these cases are close-encounter reports.

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(4) Gross, Loren (1982). UFOs: A History 1950: April - July. Fremont, CA: Author, p. 34 (Dugway Proving Grounds, UT, April 25, 1950).

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(6) Keyhoe, Donald E (1973). Aliens from Space: The real story of Unidentified Flying Objects. Garden City, NY: Doubleday, pp. 10-11 (Minot AFB, March 5, 1967).

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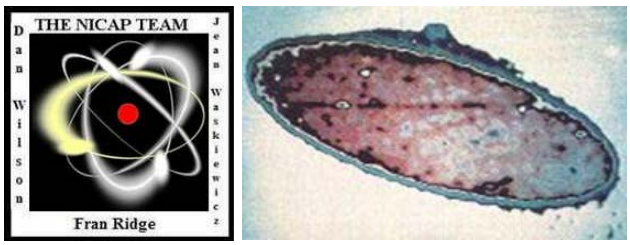
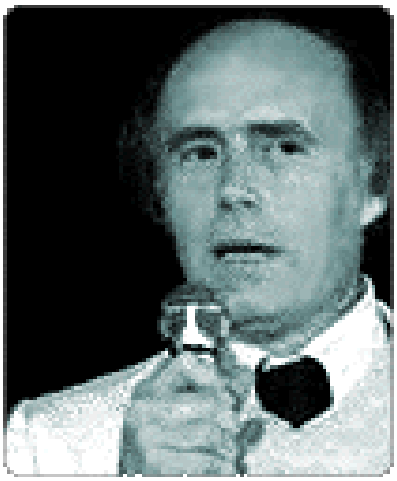
NCP Home Page



Nuclear Connection Project

NCP Papers

NCP-12: The White Sands Proof



Bruce Maccabee

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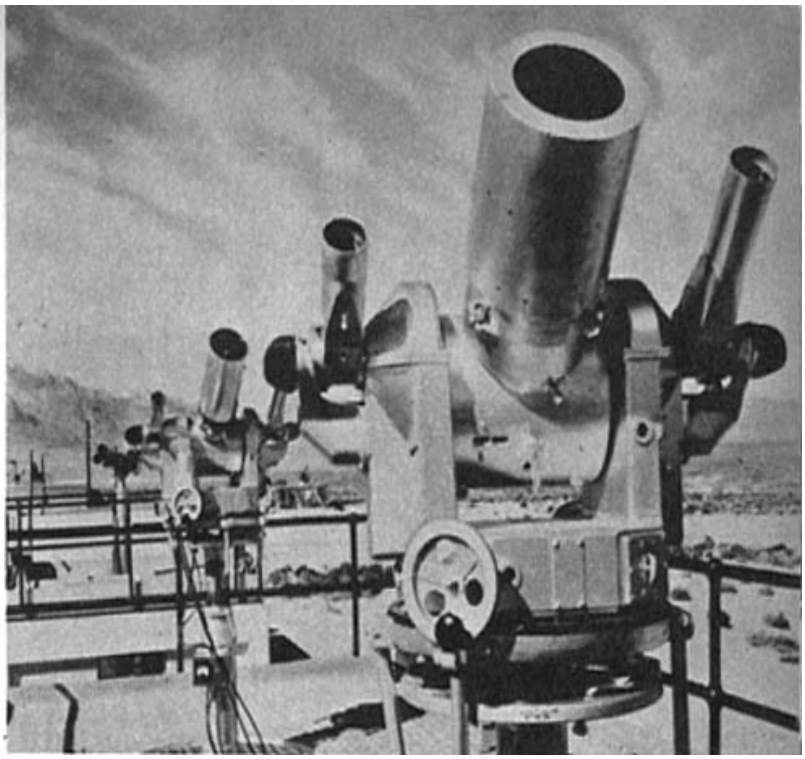
Original site link

ASKANIA CINETHEODOLITES AT THE WHITE SANDS PROVING GROUND



Army photo by
White Sands Proving Ground

On top of Station "C" in the flat desert, the Askania theodolite is waiting also to visually follow and record on film the journey of the Martin Viking.

ZERO HOUR! Viking No. 12 is off toward the ionosphere. "She's a good missile!" cries out the Flight Safety Control man through the loudspeakers.

In December, 1948 a new and strange phenomenon began to be observed repeatedly in the southwestern United States in areas where Top Secret nuclear weapon research was being carried out. Particular areas were around Los Alamos, New Mexico, Sandia Base near Albuquerque, New Mexico, the White Sands Proving Ground in NM and, eventually around the nuclear weapon storage site called Killeen Base at Fort Hood, Texas.

This phenomenon consisted of (generally) bright green lights moving (generally) horizontally through the night sky and then dropping downward slightly and going out. These became to be known as "green fireballs." After these had been observed many times in late 1948 and early 1949 Dr. Lincoln La Paz, a famous meteoricist (a scientist) who studies meteor and meteorites), declared that they weren't normal meteors. He told the Air Force and the FBI that if these weren't special devices resulting from our own (United States) secret research, then they could be Russian and in any event were a potential threat to our "vital installations" (FBI terminology) where nuclear weapon research was carried out.

These fireballs were observed repeatedly throughout 1949 and Air Force scientists wanted to know what they were. (Also observed were objects which Dr. La Paz called the "disc variation"...but it almost seems that the Air Force scientists really didn't want to know what THEY were!) Finally, in 1950, they succeeded in setting up an observation program to scientifically record the fireballs. It is at this point that our present story begins, but, before leaving the fireballs behind, let me just point out that they are STILL a mystery!

In the spring of 1950 a $20,000, half-year contract was signed with the Land-Air Corporation which operated the phototheodolites at White Sands. Land-Air was to set up a 24 hour watch at a location in New Mexico to be specified by the Air Force and the phototheodolite operators at White Sands were to film any unusual objects which happened to fly past. The name of this project was Twinkle.

The investigation began on March 24, 1950. By this time there had been many sightings in the southwest according to the sighting catalogue compiled by Lt. Col. Rees of the 17th District Office of Special Investigations at Kirtland, AFB, many of them around Holloman Air Force Base. His catalogue shows the following data for New Mexico in 1949: the area of Sandia Base

(Albuquerque) - 17 sightings, mostly in the latter half of the year; Los Alamos area - 26 sightings spread throughout the year; Vaughn area - none; Holloman AFB/Alamogordo/White Sands area - 12; other areas in southwest New Mexico- 20; total - 75. For the same areas in the first three months of 1950 there were: Sandia - 6 (all in February); Los Alamos - 7; Vaughn - 1; Holloman AFB/Alamogordo/White Sands - 6; others - 6; total - 26. With all these sightings, the scientists were quite confident that they could “catch” a fireball or a saucer.

On February 21 an observation post, manned by two people, was set up at Holloman with a theodolite, telescope and camera. The post was manned only from sunrise to sunset. The observers saw nothing unusual during a month of operation. Then the scientists decided to begin a constant 24 hour watch on the first of April that would last for six months, with Land- Air personnel operating cinetheodolites (theodolites with movie cameras) and with Holloman AFB personnel manning spectrographic cameras and radio frequency receivers. Thus began Project Twinkle with the high hopes of solving the fireball/saucer mystery.

SIGHTINGS BY OBSERVERS OF SUPERIOR RELIABILITY

or

TWINKLE, TWINKLE LITTLE CRAFT

Dr. Anthony Mirarchi was not the average scientist. He knew about the fireball sightings in the southwest and he was skeptical, all right, but he was also skeptical of the glib explanations that had been offered. Before deciding what the fireballs and "disc variation" might be he wanted more data. In early 1950 he was the Chief of the Air Composition Branch at Geophysical Research Division (GRD) at the Air Force Cambridge Research Laboratory (AFCRL) in Cambridge, Mass. Twinkle began as Dr. Mirarchi’s project. However, he retired from AFCRL in October, 1950, so he did not write the final report. That duty fell to the next project director, Dr. Louis Elterman. This final report has an important place in UFO history. Had Mirarchi written the report the history of early UFO research might be different. However, as you will see, Elterman did write it and, in doing so, left out the important information you are about to read. (Dr. Elterman and the project's final report are discussed below.)

Dr. Mirarchi visited Holloman Air Force Base in late May, 1950, and requested a brief report on sightings which had occurred on April 27 and May 24. Fortunately for “the truth,” this brief report to Mirarchi survived in the National Archives microfilm record where it was found in the late 1970’s, long after the Twinkle report had had its...intended?... debunking effect on the green fireball disc sightings! The report reads as follows (see also copies from the Archives microfilm below):

> “ 1. Per request of Dr. A. O. Mirarchi, during a recent visit to this base, the following information is submitted.
>
> 2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. The sightings were made by Land-Air, Inc., personnel while engaged in tracking regular projects with Askania Phototheodolites. It has been reported that objects are sighted in some number; as many as eight have been visible at one time. The individuals making these sightings are professional observers. Therefore I would rate their reliability superior. In both cases photos were taken with Askanias.
>
> 3. The Holloman AF Base Data Reduction Unit analyzed the 27 April pictures and made a report, a copy of which I am enclosing with the film for your information. It was

believed that triangulation could be effected from pictures taken on 24 May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. A report from Data Reduction and the films from the sighting are enclosed.

4. There is nothing further to report at this time."

WhiteSands1.gif

The writer of this cover letter is not known (no signature). It might have been the Lt. Alpert mentioned below. The Data Reduction report attached to the letter reads as follows:

"Objects observed following MX776A test of 27 April 1950"

2nd Lt. (name censored) EHOSIR 15 May 50

1. According to conversation between Col. Baynes and Capt. Bryant, the following information is submitted directly to Lt. Albert.
2. Film from station P10 was read, resulting in azimuth and elevation angles being recorded on four objects. In addition, size of image on film was recorded.
3. From this information, together with a single azimuth angle from station M7, the following conclusions were drawn:
   a). The objects were at an altitude of approximately 150,000 ft.
   b). The objects were over the Holloman range between the base and Tularosa Peak.
   c). The objects were approximately 30 feet in diameter.
   d). The objects were traveling at an undeterminable, yet high speed

(signed)
Wilbur L. Mitchell
Mathematician
Data Reduction Unit

WhiteSands2.gif

So, there you have it, four unidentified objects... UFOs... were flying at 150,000 ft near the White Sands Proving Ground. Each was roughly 30 ft in size. (The sighting was similar to that of Charles B. Moore while tracking a high altitude balloon in April, 1949.) Could Mr. Mitchell and the Askania operators have made a mistake? Not likely. Their business was tracking fast moving rockets and calculating the trajectories of the rockets. As the writer of the above letter stated, *"The individuals making these sightings are professional observers. Therefore I would rate their* ***reliability superior."***

Human beings had made no objects that could fly at 150,000 ft in the spring of 1950. So, what were they? *Whose* were they?

The skeptical scientist might, at this point, question the ability of Askania cameras to accurately image some object at 150,000 ft (28 statute miles). Just what was the capability of a phototheodolite? In fact, one might wonder just what IS a phototheodolite?

The phototheodolite is a telescope which does two things at once as the operator points it toward the object of interest (usually a rocket). First, the phototheodolite (or cinetheodolite) makes of series of photos (or a movie) of what is being seen through the telescope. Typically the camera

takes a picture (or many pictures) every second. The shutter (exposure) times for all active phototheodolites at a test site such as White Sands are controlled electronically by a central "time keeper". Thus all the camera pictures are synchronized. The phototheodolite also accurately measures and records on the film, the azimuth and elevation (horizontal and vertical pointing directions) as time goes on. When two or more of these cameras are pointed at the same object, say a rocket traveling into space, the elevation and azimuth information that is recorded can be used to accurately determine the position (altitude and horizontal position relative to the cameras) every second by triangulation (a well known trigonometric technique). Thus these cameras can provide information on the flight of a rocket, i.e., at any instant how high it is, how far it has traveled downrange, what the exhaust of the rocket looks like (an important "diagnostic" for determining how well the fuel was burning, how accurately the rocket nozzles were directing the exhaust, etc.) and whether or not the rocket was rotating or tumbling as it traveled. As an example of such a camera in action, consider the following composite photograph:

See image

The four rare photos above showing different stages of the Viking's flight, were made by the Askania theodolite. From bottom to top, they not only record the angle of climb but, more important, report on rocket efficiency by detailing action of engine exhaust through upper atmosphere. When rocket engine operates at the top best, hypersonic shock cones in tail flame appear shaped perfectly as diamonds. If diamonds are in any way distorted, this indicates lack of smoothness in operation.

Here we see a rocket just after takeoff (lowest photo) and then several photos taken many seconds later as it climbed upward. The number at the upper left is the azimuth and the number at the upper right is the angular elevation. According to the text that accompanies the picture, the top photo was taken when the rocket was nearing burnout. Burnout of a V-2 occurred when the altitude was about 20 miles and the rocket was about 2 miles downrange. However, the actual altitude when that photo may have been less than that. (Apparently this camera was quite far from the takeoff point in order to capture a reasonable "side shot" of the rocket at burnout.)

The rocket itself was about 46 ft long and 5 ft in diameter (at its widest). Looking at the top photo of the rocket one can clearly see the general shape, although it is distorted (foreshortened) by the perspective view (from below and to one side). Had the rocket presented the same perspective view but from a distance of about 30 miles (150,000 ft) the image would not be as large as in the upper photo, but the general shape could still be determined from the image (which would have been clearer in the original film than in this copy).

The focal length of the typical telescope was 60 cm. One may assume that the 35 mm film used had an image size resolution, determined by the average film grain size, of 0.001 cm (0.01 mm or 10 microns), or less (if high resolution film was used the grain size could be as small as about 5 microns). Assuming 0.001 cm resolution at the film plane, the angular resolution was on the order of 0.001 cm/60 cm = 1.6 x 10^-5 radians = 0.0009 degrees which is about 3 arc-second resolution (1 arc-sec = 0.00028 deg). When this distance is projected to 150,000 ft it corresponds to about 2 1/2 ft. This is a "resolution element" at that distance. Hence it is not surprising that the film image discussed above is a quite good representation of the shape of the V-2 rocket at a high altitude.

An object 30 ft in diameter would have 12 of these resolution elements across its width, and about 140 such elements over the whole image area (if roughly round) which would be more than enough to assure that the film image would be clearly show the the overall shape of the object. (If the film resolution were better than 10 microns the number of resolution elements in the image would be even greater. The more resolution elements there are, the more accurate is the depiction of the

actual shape of the object.) The bottom line is that it is very UNLIKELY that the expert analysts at White Sands were wrong when they stated that the objects were about 150,000 ft high and about 30 ft in diameter (and traveling at a high speed).

A DISMAL FAILURE?

...or a *COVER UP?*

Enter Dr. Louis Elterman, a well known atmospheric physicist. Elterman was known for using powerful searchlights to study the upper atmosphere (density, dust loading, etc.). He also wrote a report on ball lightning for Project Grudge, the second Air Force project to collect and analyze flying saucer sightings, so he obviously knew the official opinion of the Air Force on flying saucers, namely that there weren't/aren't any. (The Project Grudge personnel did not look favorably on saucer reports.) A year and a half after the above sightings, in November, 1951, Dr. Elterman, who was at that time the Director of Project Twinkle, and who worked at the Atmospheric Physics Laboratory (APL) of the Geophysical Research Division (GRD) of the Air Force Cambridge Research Laboratory (AFCRL), wrote the final report on Project Twinkle. According to Dr. Elterman's report, Project Twinkle was a dismal failure: "no information was gained." He recommended it be discontinued. His recommendation was accepted.

But, was it a failure? Was there really no information gained? Notice that the above document says that as many as 8 objects were sighted at one time on May 24, 1950. This statement is confirmed in an FBI report entitled "Information Concerning Phenomena in New Mexico," written on August 23, 1950. According to the report, "On May 24, 1950, personnel of Land-Air, Incorporated, sighted eight to ten objects of aerial phenomena." Isn't the fact of the sighting "information?" Of course it is. Then, why did Elterman write "no information was gained?" Let us look more carefully at Elterman and his Project Twinkle report.

According to Dr. Elterman, before Twinkle began there had been "an abnormal number of reports" from Vaughn, New Mexico, so it was decided to place a lookout post there. Why this place was chosen is a mystery to me. It is about 120 air miles from Los Alamos, about 90 from Sandia Base and nearly 150 from Alamogordo/Holloman AFB. I have listed above the sighting statistics for the various New Mexico areas, being careful to list the sightings around Vaughn separately. Note that Vaughn had only 1 sighting in the whole previous year. So why did they "waste" a lookout post at Vaughn? Why didn't they put one at Los Alamos or at White Sands? Did they think that they could triangulate over a very large baseline distance with the lookout post at Holloman AFB or were they actually trying to avoid sightings? These are questions which must forever remain unanswered. (Note: Elterman was not responsible for this poor choice of location since he did not become the Project director until about 7 months after the project started.)

Anyway, it was a mistake. After Project Twinkle began the sighting rate dropped precipitously. The Project Blue Book sighting list shows 1 sighting in April, 1 in May and 1 in August in the Holloman area. There were also fewer sightings in the other areas. In fact, for the period from April 1 to October 1 covered by the first Land Air contract there were only about 8 sightings in the whole of New Mexico as compared with the roughly 30 sightings during the previous 6 months.

The effect of this sudden decrease in sighting rate is reflected in the Twinkle Final Report which says that there were very few observations. However, of more importance is what is not reflected in the report, that is, what is ignored or *covered up (?)* in the report, namely the fact that Twinkle *was successful.*

To demonstrate that Dr. Elterman "ignored information" or was just plain dishonest, I quote here one part of the report verbatim. Commenting on the *"first contractual period, 1 April 1950 to 15 September 1950"* Dr. Elterman wrote:

> *"Some photographic activity occurred on 27 April and 24 May, but simultaneous sightings by both cameras were not made, so that no information was gained. On 30 August 1950, during a Bell aircraft missile launching, aerial phenomena were observed over Holloman Air Force Base by several individuals; however, neither Land-Air nor Project personnel were notified and, therefore, no results were acquired. On 31 August 1950, the phenomena were again observed after a V-2 launching. Although much film was expended, proper triangulation was not effected, so that again no information was acquired."*

During the second contractual period, 1 October 1950 to 31 March 1951 there were no sightings. It was as if the phenomenon had reacted to the setting up of observation posts by moving elsewhere. There were continuing sightings in other parts of the country and even a few in the other parts of New Mexico, but none near Holloman AFB. The lack of sightings was enough to end the contract. After the contract ended there were discussions about what to do with the data and whether or not to continue observations at at some low level of effort. It was decided in the late spring of 1951 not to continue the special effort. Elterman, writing in November, 1951, recommended "no further expenditure" of time and effort...and there was none.

But, what about the sightings during the first half of the contract, the sightings at Holloman Air Force base in April, May and August, 1950? Even Elterman admits that ***things*** **were seen!**

According to Eltermann, **no information was gained,** to which I respond,

WHAT?

What do you mean, Dr. Elterman, Sir?
Oh, Great and Exalted Guru of the Upper Atmosphere,

isn't the fact that something unusual was sighted by experienced observers "information"?

Something WAS up in the sky...
something that was sufficiently unusual as to attract attention.

Was Elterman justified in making such a comment?

No! Certainly information "is gained" when a number of qualified obervers simultaneously view unidentified objects from various locations. And more information is gained if some of these observers film these objects through cinetheodolite telescopes. There is useful information even if a "proper triangulation" is not accomplished. And there is even more information gained if a proper triangulation is accomplished...and one was accomplished, only Eltermann didn't mention it!

Farther on in the report Dr. Elterman indicates a serious deficiency in the operational plan for Project Twinkle. The project scientists knew that they might have some film to analyze, but according Elterman there were insufficient funds built into the contract to analyze the film. After a discussion with Mr. Warren Kott, who was in charge of the Land-Air operations, Elterman estimated that it would take 30 man-days to analyze the film and do a time correlation study which "would assure that these records did not contain significant material." According to Elterman, "no provisions are contained in the contract" for this analysis.

One reads this previous statment with some *astonishment*. They set up a photographically instrumented search for unknown objects and then failed to provide for the film analysis if they were lucky enough to get film. *What sort of a scientific project is that?* Did they want to *succeed* or

did they want to ***fail?***

Furthermore, Elterman's statement that a time correlation study should be done to *assure* that the records contained *no significant material* sounds as if Elterman had already concluded that there was no worthwhile evidence in the film. Does this sound like an unbiased investigation?

Near the end of the report Elterman supported his statement that "no information was gained" by offering explanations for the sightings: "Many of the sightings are attributable to natural phenomena such as flights of birds, planets, meteors and possibly cloudiness." Note that he wrote "many." He did not write "all." What about the sightings that were NOT attributable to birds, planets, meteors and cloudiness?

The typical scientist reading the Project Twinkle Final Report would assume Elterman was telling the truth, that there was "no information gained" and that all the sightings were misidentifications. The typical reader would accept Dr. Elterman's opinion as the final word on the subject. Only the perceptive person would realize that he had not actually proven his statement to be true, even though he presumably had access to the photographic evidence which would prove it, if it were true.

Compare the above letter/report to Dr. Mirarchi with the first paragraph of Elterman's statement where he says "...simultaneous sightings by both cameras were not made so that no information was gained." It seems that Elterman got his information on these sightings from this report to Dr. Mirarchi. Yet he did not even give a hint of the existence of the most important result of Project Twinkle, the April 27 triangulation which yielded information on altitude and size. Could it be that he didn't know about the Data Reduction Unit report? Or did he know and choose to purposely ignore or withhold the information? Was this part of a "cover up" or simply the "ostrich effect" kicking in (if you stick your head deep enough into the sand the problem will go away)?

Capt. Edward Ruppelt, who was the director of Project Blue book during 1952 and 1953, in his landmark 1955 book, *The Report on Unidentified Flying Objects*, described the April 27 event in more detail. A guided missile had just been tracked and the cinethodolite crews were starting to unload their cameras when someone spotted objects moving through the sky. The camera stations were linked by a telephone network, so that crew alerted the others. Unfortunately all but one camera had been unloaded and the UFOs had departed before the other cameras could be reloaded. According to Ruppelt, "The photos from the one station showed only a smudgy dark object. About all the film proved was that something was in the air and, whatever it was, it was moving." Evidently Ruppelt didn't know that a triangulation had been accomplished. But at least Ruppelt did not claim that "no information was gained."

Ruppelt also discussed the May 24 event and its failure at triangulation due to the fact that the two cameras were looking at different objects. Ruppelt wrote that in February, 1951, when he first learned of these sightings (this was about 9 months before he became the director of Project Grudge and over a year before the name was changed to Blue Book), "The records at AMC [the Air Materiel Command headquartered at Wright-Patterson Air Force Base] didn't contain the analysis of these films but they did mention the Data Reduction Group at White Sands. So, when I later took over the UFO investigation I made several calls in an effort to run down the actual film and analysis." Unfortunately, he was not successful even though he did manage to contact, through a "major who was very cooperative," two men who had analyzed what was either the May 24, or the August 31, film or both (see Elterman's statement above regarding the August 31 sighting). Ruppelt writes as follows:

> *"(the major's) report.... was what I had expected - nothing concrete except that the UFOs were unknowns. He did say that by putting a correction factor in the data gathered by the two cameras they were able to arrive at a rough estimate of speed,*

> *altitude and size. The UFO was 'higher than 40,000 feet, traveling over 2,000 miles per hour, and it was over 300 feet in diameter.' He cautioned me that these figures were only estimates, based on the possibly erroneous correction factor; therefore they weren't proof of anything - except that something was in the air."*

Obviously Ruppelt underplayed the importance of this report by suggesting that the films didn't prove anything. My response to this is

So what, if the size, distance and speed estimates might be wrong....*something was there, obviously large, fast and unusual or the camera crews wouldn't have bothered to film it!*

Since Ruppelt apparently was not aware that a triangulation had been accomplished for the April 27 sighting one wonders if he would have tried to downplay that film, also, as not "proof of anything."

At the bottom of the report to Dr. Mirachi is a list of enclosures which hat two reports (Data Red Re ort #1 and Data Red Report #2) and three films (d P-8 of May 24 and P-10 of April 27) were sent to Mirarchi along with a m he Holloman range showing, I presume, the locations of the cam eras. There is a hand written note at the right of the list of films which says "Film on repository with AFCRL" and a few other undecipherable scribbles. Attempts (in the late 1970's) to locate these films failed. (Mirarchi died in the 1960's.)

Incidently, the Project Blue Book master sighting list indicates that all four of the sightings listed by Elterman had "insufficient information" for evaluation.

EPILOGUE

Although Dr. Mirarchi retired in October 1950 and had no part in writing the final Twinkle report that was completed over a year later, his involvement with the green fireballs and saucers did not end when he retired. In early 1951 he returned to "action" in a public way and his actions nearly got him into serious trouble almost two years after that!

In the middle of February, 1951 Time magazine published an article that featured a well known scientist, Dr. Urner Liddel of the Naval Research Laboratory near Washington, DC. In the article Dr. Liddel stated that he had studied around 2,000 saucer reports and, in his opinion, the only credible saucer sightings were actually sightings of misidentified Skyhook balloons, balloons which had been kept secret by the armed services. Apparently Dr. Liddel wasn't aware of the several sightings by balloon project scientists (e.g, C. B. Moore mentioned above).

Evidently Dr. Mirarchi felt it was his civic duty to repudiate Liddel's claims and two weeks later he responded publicly. According to a United Press story filed on February 26, 1951 Mirarchi said he believed, after investigating 300 reports of flying saucers, that the saucers were missiles from Russia which had photographed our atomic bomb test sites. According to the United Press article the 40 year old scientist who **"for more than a year conducted a top secret investigation into the weird phenomena said that he had worked with balloons and balloons did not leave an exhaust trail."** Another reason given against the balloon explanation was that balloons could not be seen at night. Mirachi explained how "scientists had picked up dust particles containing copper which could have come from no other source than the saucer motive plants (the engines)." (This was a reference to efforts by Dr. La Paz to have air samples taken after a green fireball sighting to see if there were any small particles of copper or copper compounds in the air. Such compounds "burn green" or give off a characteristic green color when heated, so La Paz had conjectured that the green color could be attributed to burning copper compounds associated with the fireballs. In one case there was success in detecting such particles, although La Paz was not completely

convinced that the particles were from the fireball.)

According to the newspaper article **"flying saucers or 'fireballs' as he terms them, were regularly observed near Los Alamos until he set up a system of phototheodolites to measure their speed, size and distance away.... but the fireballs mysteriously ceased appearing before the theodolites could go to work. Dr. Mirarchi concludes that spies must have tipped off the saucers' home base."** Mirarchi referred to two sightings for which there was photographic evidence: a single photo of a round glowing object and a motion picture which **"showed one streaking across the sky for one and a half minutes."** Mirarchi went on to say that he was aware that some sightings were actually sightings of balloons, but that **"there was too much evidence in favor of saucers to say they could have all been balloons. 'I was conducting the main investigation. The government had to depend on me or my branch for information.' He said he did not see how the Navy (i.e., Dr Liddel) could say that there had been no concrete evidence on the existence of the phenomena."**

Mirachi concluded by accusing the government of committing "suicide by secrecy" for not admitting that the saucers were real and probably missiles from Russia.

Strong words! So strong they nearly got Mirarchi in trouble more than two years later. According to an Air Force document released in 1991(!), in 1953, during a time of espionage and spy hunting (the Rosenbergs, atomic spies, were executed in 1953) the FBI queried the Air Force as to whether or not Mirarchi should be investigated for breaking security. Lt. Col. Frederick Oder, who had been instrumental in getting Project Twinkle started, responded by writing that, because Mirarchi had released to the newspaper some information that was classified Confidential or Secret it "could cause serious harm to the internal security of the country...if it were to fall into unfriendly hands...both from the point of view of the prestige of our Government and the point of view of revealing our interest in certain classified projects." Brigadier General W. M. Garland, who was in charge of AMC in 1953, decided not to pursue Dr. Mirarchi because, in his opinion, the information was not that important. Furthermore, in Gen. Garlands' opinion, the facts about saucers being missiles, as stated in the newspaper article, had been "disproved or are, at best, personal opinions, and are not considered classified data." In other words, Gen. Garland apparently believed that the green fireball and saucer sightings were not Russian missiles, although he did not say what he thought they were.

Perhaps Gen. Garland let Mirarchi of the hook because he recalled that there had been a recommendation to declassify and release the results of Project Twinkle in December, 1951, a month after the final report was written. However, he could find no record of declassification in the files of AMC. Evidently he was not aware of the recommendation against declassification contained in a February 1952 letter to the Directorate of Intelligence from the Directorate of Research and Development which states

"The Scientific Advisory Board Secretariat has suggested that this project not be declassified for a variety of reasons, chief among which is that no scientific explanation for any of the 'fireballs' and other phenomena was revealed by the (Project Twinkle) report and that some reputable scientists still believe that the observed phenomena are man-made."

Another letter, this time from the Directorate of Intelligence to the Research Division of the Directorate of Research and Development, dated March 11, 1952, adds another reason for withholding the information from the public:

"It is believed that a release of the information to the public in its present condition would cause undue speculation and give rise to unwarranted fears among the populace such as occurred in previous releases on unidentified flying objects. This results from releases when there has been no real solution."

In other words, Air Force Intelligence had realized that the public could see through the smokescreen of previous explanations and wanted real answers, so, if they couldn't come up with real answers it was better to say nothing.

Over a year after Mirarchi responded to Liddel, LIFE Magazine published an article on flying saucers. In that article the authors described some of the sightings which caused the Air Force to start Project Twinkle. One of the hundreds of letters which the magazine received in response to that article was from Captain Daniel McGovern who wrote "I was very closely associated with Projects 'Twinkle' and 'Grudge' at Alamogordo, N. Mexico where I was chief of the technical photographic facility at Holloman Air Force Base. I have seen several of these objects myself` and they are everything you say they are as to shape, size and speed." (LIFE, April 28, 1952)

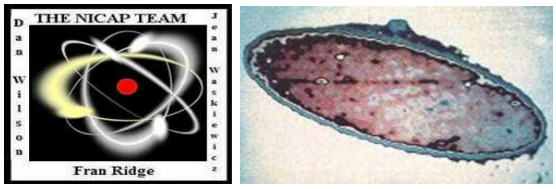
ACKNOWLEDGEMENTS

I thank Joel Carpenter and Brad Sparks for some of the phototheodolite information presented here.

A helpful reference was *200 MILES UP* by Dr. Gordon Vaeth, Ronald Press, NY (1955).

FOR FURTHER INFORMATION ON FLYING SAUCERS IN THE YEAR FOLLOWING MIRARCHI'S RESPONSE TO LIDDEL see click here

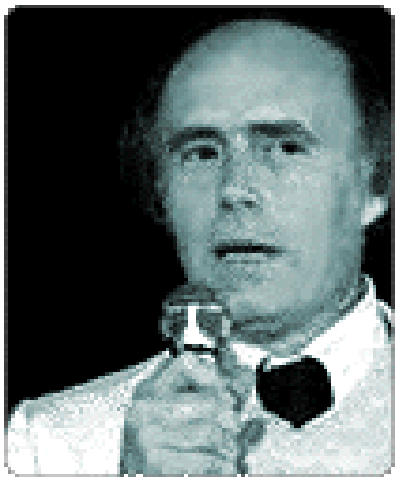
NCP Home



Nuclear Connection Project

NCP Paper

NCP-13: White Sands Films, Mirarchi, and Project Twinkle



Bruce Maccabee

Here is "the story" on the White Sands films and Mirarchi and Project Twinkle. Anyone with more "dirt" on Project Twinkle, please let me know. We should be hard on it.... because it was a supposedly scientific effort to collect info on UFOs.... and it was successful.... but the success covered up. Below is from my UFO FBI book.

The efforts of Dr. Kaplan and Major Oder to start a fireball research project came to fruition in the spring of 1950. A $20,000 half-year contract was signed with the Land-Air Corporation which operated the phototheodolites at White Sands. Land-Air was to set up a 24 hour watch at a location in New Mexico to be specified by the Air Force and the phototheodolite operators at White Sands were to film any unusual objects which happened to fly past.

The investigation began on March 24, 1950. By this time there had been many sightings in the southwest according to the sighting catalogue compiled by Lt. Col. Rees of the 17th District OSI at Kirtland, AFB, many of them around Holloman AFB. His catalogue shows the following data for New Mexico in 1949: the area of Sandia Base (Albuquerque) - 17 sightings, mostly in the latter half of the year; Los Alamos area - 26 sightings spread throughout the year; Vaughn area - none; Holloman AFB/Alamogordo/White Sands area - 12; other areas in southwest New Mexico-20; total - 75. For the same areas in the first three months of 1950 there were: Sandia - 6 (all in February); Los Alamos - 7; Vaughn - 1; Holloman AFB/Alamogordo/White Sands - 6; others - 6; total - 26. With all these sightings, the scientists were quite confident that they could catch a fireball or a saucer.

On February 21 an observation post, manned by two people, was set up at Holloman with a theodolite, telescope and camera. The post was manned only from sunrise to sunset. The observers saw nothing unusual during a month of operation. Then the scientists decided to begin a constant 24 hour watch on the first of April that would last for six months, with Land-Air personnel operating

cinetheodolites (theodolites with movie cameras) and with Holloman AFB personnel manning spectrographic cameras and radio frequency receivers. Thus began Project Twinkle with the high hopes of solving the fireball/saucer mystery.

A year and a half later, in November, 1951, Dr. Louis Elterman, the Director of Project Twinkle, who worked at the Atmospheric Physics Laboratory (APL) of the Geophysical Research Division (GRD) of the Air Force Cambridge Research Laboratory (AFCRL), wrote the final report. According to Dr. Eltermans report, Project Twinkle was a dismal failure: no information was gained. He recommended it be discontinued. His recommendation was accepted.

But, was it a failure? Was there really no information gained? Recall the FBI report presented in the last chapter which states that on May 24, 1950, personnel of Land Air saw 8 to 10 unidentified objects. Isn't this information? Let us look more carefully at Project Twinkle.

According to Dr. Elterman, before Twinkle began there had been an abnormal number of reports from Vaughn, New Mexico, so it was decided to place a lookout post there. Why this place was chosen is a mystery to me. It is about 120 air miles from Los Alamos, about 90 from Sandia Base and nearly 150 from Alamogordo/Holloman AFB. I have listed above the sighting statistics for the various New Mexico areas, being careful to list the sightings around Vaughn separately. Note that Vaughn had only 1 sighting in the whole previous year. So why did they waste a lookout post at Vaughn? Why didnt they put one at Los Alamos or at White Sands? Did they think that they could triangulate over a very large baseline distance with the lookout post at Holloman AFB or were they actually trying to avoid sightings? These are questions which must forever remain unanswered.

Anyway, it was a mistake. After Project Twinkle began the sighting rate dropped precipitously. The Blue Book sighting list shows 1 sighting in April, 1 in May and 1 in August in the Holloman area. There were also fewer sightings in the other areas. In fact, for the period from April 1 to October 1 covered by the first Land Air contract there were only about 8 sightings in the whole of New Mexico as compared with the roughly 30 sightings during the previous 6 months.

The effect of this sudden decrease in sighting rate is reflected in the Twinkle Final Report which says that there were very few observations. However, of more importance is what is not reflected in the report.... what is ignored or covered up in the report...the fact that Twinkle was successful.

So you can understand where the writer of the Project Twinkle report was dishonest here is one part of it verbatim. Commenting on the first contractual period, 1 April 1950 to 15 September 1950 Dr. Elterman wrote:

> Some photographic activity occurred on 27 April and 24 May, but simultaneous sightings by both cameras were not made, so that no information was gained. On 30 August 1950, during a Bell aircraft missile launching, aerial phenomena were observed over Holloman Air Force Base by several individuals; however, neither Land-Air nor Project personnel were notified and, therefore, no results were acquired. On 31 August 1950, the phenomena were again observed after a V-2 launching. Although much film was expended, proper triangulation was not effected, so that again no information was acquired.

During the second contractual period, 1 October 1950 to 31 March 1951 there were no sightings. It was as if the phenomenon had reacted to the setting up of observation posts by moving elsewhere. There were continuing sightings in other parts of the country and even a few in the other parts of New Mexico, but none near Holloman AFB. The lack of sightings was enough to end the contract. After the contract ended there were discussions about what to do with the data and whether or not to continue observations at at some low level of effort. It was decided in the late spring of 1951 not to continue the special effort. Elterman, writing in November, 1951, recommended no further expenditure of time and effort...and there was none.

But, what about the sightings during the first half of the contract, the sightings at Holloman Air Force base in April and May, 1950? According to Eltermann, no information was gained. Was Elterman justified in making such a comment?

No! Certainly information is gained when a number of qualified obervers simultaneously view unidentified objects from various locations. And more information is gained if some of these observers film these objects through cinetheodolite telescopes. There is useful information even if a proper triangulation is not accomplished. And there is even more information gained if a proper triangulation is accomplished...and one was accomplished, only Eltermann didnt mention it!

Farther on in the report Dr. Elterman indicates a serious deficiency in the operational plan for Project Twinkle. The project scientists knew that they might have some film to analyze, but according Elterman there were insufficient funds built into the contract to analyze the film. After a discussion with Mr. Warren Kott, who was in charge of the Land-Air operations, Elterman estimated that it would take 30 man-days to analyze the film and do a time correlation study which would assure that these records did not contain significant material. According to Elterman, no provisions are contained in the contract for this analysis.

One reads this previous statment with some astonishment. *They set up a photographically instrumented search for unknown objects and then failed to provide for the film analysis if they were lucky enough to get film.* What sort of a scientific project is that? Did they want to succeed or did they want to fail?

Furthermore, Eltermans statement that a time correlation study should be done to assure that the records contained no significant material sounds as if Elterman had already concluded that there was no worthwhile evidence in the film. Does this sound like an unbiased investigation?

Near the end of the report Elterman supported his statement that no information was gained by offering explanations for the sightings: Many of the sightings are attributable to natural phenomena such as flights of birds, planets, meteors and possibly cloudiness.

The typical reader of the Project Twinkle Final Report would accept Dr. Eltermans opinion as the final word on the subject. Only the perceptive person would realize that Dr. Elterman had not actually proven his statement to be true, even though he presumably had access to the photographic evidence which would prove it, if it were true.

Dr. Anthony Mirarchi was not the average scientist. He was skeptical, all right, but he was skeptical of the glib explanations. In 1950 he was the Chief of the Air Composition Branch at GRD/AFCRL. Project
Twinkle began as Dr. Mirachis project. However, he retired from AFCRL in October, 1950, so he was not involved with Twinkle when Dr. Elterman wrote the final report a year later. In fact, Dr. Mirarchi may never have seen that report.

Dr. Mirarchi visited Holloman Air Force Base in late May, 1950, and requested a brief report on the April 27 and May 24 sightings which Elterman mentioned (see above). Fortunately for the truth, the brief
report to Mirarchi survived in the National Archives microfilm record where it was found in the late 1970s long after the Twinkle report had had its...intended?...debunking effect on the green fireball sightings! As you will see, this document refutes Elterman:

> 1. Per request of Dr. A. O. Mirarchi, during a recent visit to this base, the following information is submitted.

2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. The sightings were made by Land-Air, Inc., personnel while engaged in tracking regular projects with Askania Phototheodolites. It has been reported that objects are sighted in some number; as many as eight have been visible at one time. The individuals making these sightings are professional observers. Therefore I would rate their reliability superior. In both cases photos were taken with Askanias.

3. The Holloman AF Base Data Reduction Unit analyzed the 27 April pictures and made a report, a copy of which I am enclosing with the film for your information. It was believed that triangulation could be effected from pictures taken on 24 May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. A report from Data Reduction and the films from the sighting are enclosed.

4. There is nothing further to report at this time.

The writer of this letter is not known (no signature). The Data Reduction report attached to the letter reads as follows:

Objects observed following MX776A test of 27 April 1950
2nd Lt. (name censored) EHOSIR 15 May 50

1. According to conversation between Col. Baynes and Capt. Bryant, the following information is submitted directly to Lt. Albert.
2. Film from station P10 was read, resulting in azimuth and elevation angles being recorded on four objects. In addition, size of image on film was recorded.
3. From this information, together with a single azimuth angle from station M7, the following conclusions were drawn:
   a). The objects were at an altitude of approximately 150,000 ft.
   b). The objects were over the Holloman range between the base and Tularosa Peak.
   c). The objects were approximately 30 feet in diameter
   d). The objects were traveling at an undeterminable, yet high speed.

(signed)
Wilbur L. Mitchell
Mathematician
Data Reduction Unit

So, there you have it, four unidentified objects... UFOs... were flying at 150,000 ft near the White Sands Proving Ground. Each was roughly 30 ft in size. The sighting was similar to that of Charles Moore a year earlier. Could Mr. Mitchell and the Askania operators have made a mistake? Not likely. Their business was tracking fast moving objects (rockets) and calculating the trajectories of the rockets. As the writer of the above letter stated, The individuals making these sightings are professional observers. Therefore I would rate their reliability superior.

Human beings had made no objects that could fly at 150,000 ft in the spring of 1950. So, what were they? Whose were they?

Compare the above letter with the first paragraph of Eltermans statement where he says ...simultaneous sightings by both cameras were not made so that no information was gained. It seems that Elterman got his information on these sightings from this report to Dr. Mirarchi. Yet he did not even give a hint of the existence of the most important result of Project Twinkle, the April 27

triangulation which yielded information on altitude and size. Could it be that he didnt know about the Data Reduction Unit report? Or did he know and choose to *purposely ignore or withhold the information?*

Ruppelt, in The Report on Unidentified Flying Objects, described the April, 27 event in more detail. A guided missile had just been tracked and the cinethodolite crews were starting to unload their cameras when someone spotted objects moving through the sky. The camera stations were linked by a telephone network, so that crew alerted the others. Unfortunately all but one camera had been unloaded and the UFOs had departed before the other cameras could be reloaded. According to Ruppelt, the photos from the one station showed only a smudgy dark object. About all the film proved was that something was in the air and, whatever it was, it was moving. Evidently Ruppelt didnt know that a triangulation had been accomplished

Ruppelt also discussed the May 24 event and its failure at triangulation due to the fact that the two cameras were looking at different objects. Ruppelt wrote that in February, 1951, when he first learned of these sightings (this was about 9 months before he became the director of Project Grudge and over a year before the name was changed to Blue Book), The records at AMC didn't contain the analysis of these films but they did mention the Data Reduction Group at White Sands. So, when I later took over the UFO investigation I made several calls in an effort to run down the actual film and analysis. Unfortunately, he was not successful even though he did manage to contact, through a major who was very cooperative, two men who had analyzed what was either the May, 24, or the August, 31, film or both (see Eltermans statement above regarding the August 31 sighting). Ruppelt writes as follows:

> ...(the majors) report.... was what I had expected - nothing concrete except that the UFOs were unknowns. He did say that by putting a correction factor in the data gathered by the two cameras they were able to arrive at a rough estimate of speed, altitude and size. The UFO was higher than 40,000 feet, traveling over 2,000 miles per hour, and it was over 300 feet in diameter. He cautioned me that these figures were only estimates, based on the possibly erroneous correction factor; therefore they werent proof of anything - except that something was in the air.

Obviously Ruppelt underplayed the importance of this report by suggesting that the films didnt prove anything. So what, if the size, distance and speed estimates might be wrong.... something was there, obviously large, fast and unusual or the camera crews wouldnt have bothered to film it! Since Ruppelt apparently was not aware that a triangulation had been accomplished for the April 27 sighting one wonders if he would have tried to downplay that film, also, as not proof of anything.

At the bottom of the report to Dr. Mirachi is a list of enclosures which shows that two reports (Data Red Report #1 and Data Red Report #2) and three films (P-10 and P-8 of May 24 and P-10 of April 27) were sent to Mirarchi along with a map of the Holloman range showing, I presume, the locations of the cameras. There is a hand written note Film on repository with AFCRL and a few other undecipherable scribbles. Recent attempts to locate these films have failed.

Incidently, the Project Blue Book master sighting list indicates that all four of the sightings listed by Elterman had insufficient information for evaluation.

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The sighting rate in New Mexico dropped nearly to zero in the latter part of 1950 and remained low in 1951. During 1951 there were about a dozen sightings in New Mexico, most of which occurred away from Holloman AFB. The most important of these occurred on January 16 at Artesia, while Project Twinkle was still ongoing, but Project Twinkle personnel were not involved. During the early morning two Navy balloon project engineers launched a giant Skyhook balloon near Artesia.

Near the end of the day it caused a rash of sightings over western Texas. But the important events occurred in the morning while the balloon was still in the vicinity of Artesia airport.

At about 9:30 AM the project engineers were observing the balloon which, by this time, was at its maximum altitude of about 110,000 ft and its maximum diameter of about 110 feet and was drifting in an easterly direction at about 5 mph. They noted another round object that had appeared in the clear sky not far from, but seemingly above, the balloon.This unidentified object appeared to be dull white in color and considerably larger than the balloon. This object went out of sight in the distance. These engineers then traveled several miles westward to the Artesia airport to view the balloon from another location. While again watching the balloon high overhead, this time in the company of the airport manager and several other individuals, they and the others saw two dull grey objects at a very high altitude which came from the northeast toward the balloon, made an arc (a turn) of about 300 degrees around the balloon and then departed in a northerly direction. The objects seemed to be the same size, relative to the balloon, as the object seen earlier. They were separated by a distance about 7 times the diameter of either one and, when they made the sharp turn, seemingly around the balloon, they appeared to tilt on edge and could not be seen until they apparently levelled out again. The objects traveled at high speed and, after passing around the balloon, disappeared in the distance in several seconds. In the Blue Book master list this case is listed as having insufficient information, apparently because Project Grudge did not learn of this sighting until over
a year later.

.....

Although Dr. Mirarchi retired in October 1950 and had no part in writing the final Twinkle report that was completed over a year later, his involvement with the green fireballs and saucers did not end when he retired. Four months later he returned to action in a public way and his actions nearly got him into serious trouble three years afterward!

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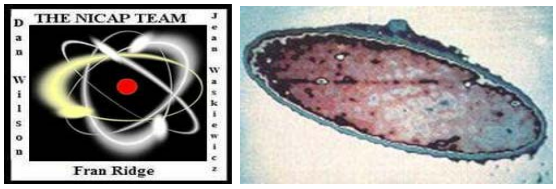
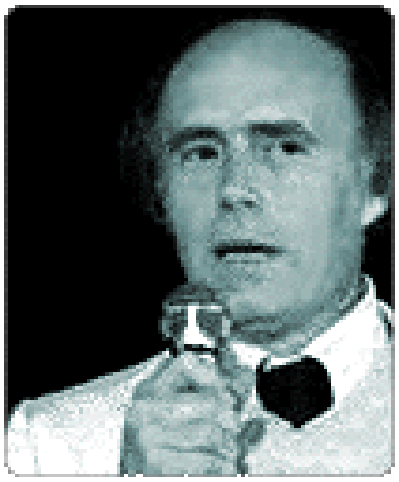
Source: UFO FBI Connection, Pages 149-161 (Bruce Maccabee)



Nuclear Connection Project

NCP Paper

NCP-14: Saucers Over Oak Ridge



Bruce Maccabee

The summer and fall of 1950 was an important time in the history of UFO phenomena. The first book devoted to flying saucers, Flying Saucers are Real, written by Donald Keyhoe (Fawcett, New York, 1950) was published in June. This book expanded on his True magazine article of six months before. Keyhoe argued that the Air Force was covering up evidence that proved saucers were ET craft because the Air Force was worried about an Orson Wells "War of the Worlds" type of panic if the information became public. Nevertheless, there had been some leakage of information, such as the article by Commander McLaughlin about sightings at White Sands. Keyhoe suspected that such leaks were intended to prepare humanity for the eventual news. Furthermore, he suspected that the arrival of the saucers was related to our detonations of atomic (fission) bombs, which were first tested at White Sands. He suggested that perhaps the aliens wanted to prevent us from destroying the earth with hydrogen (fusion) bombs.

During the time between the publication of Keyhoe's magazine article and the publication of his book, there were important national and international political and military developments which affected the FBI perception of the flying saucer problem. The Cold War was hot. The Berlin Blockade had been successfully overcome, but the Russians had successfully taken over the satellite countries of East Germany, Poland, Czechoslovakia, Hungary and Yugoslavia. Then, on June 25 North Korea marched about 60,000 men into South Korea and began the Korean War. Both the Soviet Union and China were aiding North Korea. The South Korean Army, not fully prepared, collapsed under the weight of the attack and two days later President Truman ordered US troops to South Korea. The next day Seoul fell to the North and General MacArthur reported that the South Korean army was too demoralized to mount an effective resistance. Two days after that Truman ordered U.S. ground forces to Korea. The first post-WWII war was on!

Meanwhile, at the end of January, 1950, President Truman announced that work would begin on the hydrogen bomb. The race for the Super Bomb was on! (The Soviet Union would win this race in 1953.) Suddenly spies were being caught everywhere. In February, Klaus Fuchs was arrested for given secrets of the atomic bomb to the Soviets. (Fuch's spy activities were in large part the cause

of the Soviet Union's successful detonation of a fusion bomb in August, 1949.) FBI Director Hoover made a personal report to President Truman on Fuchs' capture and subsequent confession in Britain. A few days later Senator Joe McCarthy announced that there were over two hundred Communist Party members working for the Department of State. Five months later, about the time that the Korean War began, Harry Gold and David Greenglass were caught and provided information about a spy ring directed by the Rosenbergs which had provided atomic secrets to the Soviets during WWII. All of this espionage activity may have affected the FBI view of the UFO phenomenon because the Air Force was clearly worried about the green fireball and disc phenomena seen near the nuclear installations... could they be related to Communist subversion?... and because Colonel Gasser had indicated that the saucers were man-made missiles...but not made by the USA!

Soon after the publication of Keyhoe's book, and at a time when the Air Force was publicly disparaging the subject, the first highly credible motion picture of saucers was taken at Great Falls, Montana, on August 5, 1950. The Air Force wanted to look at it but didn't want to give the owner, Nicolas Mariana, any hint of particular interest in the subject. According to an AFOSI document, the agent contacting Mariana was to "exercise every caution so as not to unduly excite his curiousity or interest or in anywise conclude that the Air Force may have reversed its policy from that previously announced with regard to the existence or non-existence of such unconventional objects."

In later years this film would cause a great controversy as the Air Force claimed that the two objects in the film were Air Force jets. However the objects certainly didn't look like jets to Mariana and his secretary. When first sighted the objects were quite close and appeared to be round and rotating. Unfortunately by the time Mr. Mariana had obtained his camera they were considerably farther away so the film images appear as small, bright oval dots. The images do not look like jets and a scientific test performed years later indicated that jets filmed under similar circumstances would have been identified as such. The Air Force nevertheless claimed the objects were jets, even though the investigation turned up evidence that the only pair of jets which passed through the area of the sighting did so ten days after the film was shot!

All this time the FBI was quietly monitoring the fireball and saucer situation. Recall that in late August 1950 (see Chapter 14) Agent A. H. Belmont had written a memorandum to Special Assistant D. M. Ladd summarizing recent developments regarding green fireballs and saucers. On October 9 Mr. Ladd wrote a memorandum for Mr. Hoover providing an update on Project Twinkle. The memorandum states that "To date the Air Force has not advised us of any new developments in connection with this project." Evidently the Air Force had not told the FBI about the multiple witness sightings and filming of multiple objects on August 30 and 31. Mr. Ladd also made an explicit comparison between saucer sighting reports (referred to as "complaints") and the war in Korea, which to this point had been going reasonably well, since the North Korean army had not (yet) succeeded in pushing the United Nations and United States forces into the sea:

" According to Bureau files, an average of approximately three or four complaints have been received per month from June through September. These complaints were brought to the attention of OSI. A review of Bureau files does not indicate that there has been any increase in sightings of these phenomena during or as a result of the war in Korea."

Mr. Hoover was probably glad to see that there were so few complaints and that there was no apparent connection with the war. However, there still was the major question of the origin of the phenomena seen near the vital installations and the secondary question of just what the Air Force was doing about it. Mr. Ladd provided the following comments on these subjects:

"The Bureau has been advised in the past by OSI that many of the sightings reported to them were determined by investigation to have been of weather balloons, falling stars, meteorological phenomena and other air-borne objects.

Bureau liaison determined on the morning of October 9, 1950 from OSI headquarters that the investigation of these aerial phenoena are being handled by OSI, Wright Field, Ohio. Their investigation of these phenomena fails to indicate that the sightings involved spaceships or missiles from any other planet or country.

According to OSI, the complaints received by them have failed to indicate any definite pattern of activity. OSI further advised they are closely following the investigation of the captioned matters and they will advise this Bureau of any matters of interest."

Once again the FBI was told that the Air Force was sufficiently worried about these phenomena to continue secretly investigating even though many sightings could be explained. Since the Air Force was once again ruling out the interplanetary and "foreign country" explanations the FBI could only presume that all saucer sightings resulted from misidentifications, delusions and hoaxes.

Then the saucer controversy suddenly heated up again with the publication of the second flying saucer book, Behind the Flying Saucers by Frank Scully (Henry Holt, New York, 1950), in early September. Whereas Keyhoe had based his book on official sources and sightings, Scully based his book on a crashed saucer report! According to Scully a total of three flying saucers had crashed and had been analyzed by government scientists! (Note: there was no connection between Scully's crash story and the Roswell crash story.) The analysis of the saucers showed that they were fantastic devices and were piloted by little man-like creatures. Scully's book claimed that the story was first told during a lecture by oilman Silas Newton at the University of Denver on March 8, 1950 and that he had researched the story. (Recall it was on March 22, 1950 that Guy Hottel, SAC Washington, wrote to Hoover about three crashed saucers, a message that prompted Hoover to ask "what are the facts re flying saucers." See Chapter 14.) It turned out later that the source for Scully's story was a con-man by the name of Silas Newton who claimed he had gotten the details from another man who, in turn, claimed to be one of the government scientists who analyzed the saucers. Scully apparently did not realize the story was fraudulent (it was proven to be a hoax many years later).

Scully's book made quite a splash and regenerated the public saucer controversy, claiming, as it did, that a mysterious government scientist had verified the facts of the crash. Furthermore, Scully severely criticised the Air Force and all government authority, arguing that there had been extreme incompetence, a "double standard of morality" and official censorship. Scully's story was so fantastic that it was almost uniformly panned by the media. On the other hand, Keyhoe's more rational approach was not as flashy, but it convinced more people.

Keeping in mind that these books were coming at a time of "atomic paranoia," it is not surprising to see that Hoover took a particular interest in Scully's book. Ever on the alert for Communist subversion, on October 13 he sent an urgent teletype message to SAC, Los Angeles:

FLYING SAUCERS. YOU ARE INSTRUCTED TO DISCREETLY DETERMINE THROUGH APPROPRIATE SOURCES OF YOUR OFFICE WHETHER FRANK SCULLY AUTHOR OF THE BOOK QUOTE BEHIND THE FLYING SAUCERS UNQUOTE IS IDENTICAL TO THE FRANK SCULLY WHO HAS BEEN ACTIVELY ENGAGED IN COMMUNIST ACTIVITIES SINCE THE LATE NINETEEN THIRTIES IN THE TERRITORY OF YOUR OFFICE.

Evidently SAC, Los Angeles didn't respond immediately because Hoover sent another request on October 17 and yet another on October 18. There is no document in the Flying Disc file which indicates whether or not SAC Los Angeles answered Hoover, or whether Frank Scully, the author, was a Communist sympathizer.

On the same day that Hoover initiated the investigation of Frank Scully, the FBI received the first information on strange happenings at yet another "vital installation," Oak Ridge National

Laboratory in Tennessee. William Gray, SAC Knoxville, reported that radar had detected unidentified objects over Oak Ridge, the home of Project NEPA, the project to develop atomic powered aircraft.... Colonel Gasser's project!

On the 19th of October, before the FBI was fully aware of what was taking place at Oak Ridge, Hoover received from Mr. Ladd more information about Air Force activities:

"The matter of flying saucers was discussed by Special Agent .....(name censored)...with Major General Joseph F. Carroll of OSI on October 16, 1950, at which time General Carroll advised that insofar as he has been able to determine the Air Force is not working on any type of 'flying saucer' or 'flying disc.' General Carroll stated that the Air Force is working on high altitude rockets and jet aircraft. He stated these experiments may account for some of the reports concerning flying saucers but that the air Force is not apparently working on anything which is the cause of the many flying saucers reports. He stated that the Air Force program for investigating reports concerning flying saucers, etc., has been reinstituted at Wright Field and that any pertinent information of interest coming to his attention will be furnished to the Bureau."

Recall that Major General Cabell, Director of AFI, had requested that AMC reinstate the investigation and analysis at ATIC. On September 25, 1950 the Bureau received from Cabell a copy of an intelligence collection memorandum entitled "Reporting of Information on Unconventional Aircraft." This was yet another request to provide sighting information with the added request that "no publicity be given this reporting or analysis activity." The memorandum to Mr. Ladd, quoted above, reflected this new activity at ATIC. Once again, in private the Air Force was contradicting its public stance that saucer sightings were not worthy of attention. In private the Air Force and the FBI found out that sightings which were about to occur at Oak Ridge were worthy of attention...a lot of attention.

Recall that, in January, 1949, Colonel Gasser had reported to the FBI that two photos of a UFO had been taken near Oak Ridge in the summer of 1947. That was the first Oak Ridge sighting. The second occurred at about noon on May 25, 1949. It was a multiple witness sighting of a strange flat metallic object passing over the area while making a cracking noise. The third occurred at 7:00 PM, June 20, 1949. Several people observed three objects, two rectangular in shape and one circular, flying over Oak Ridge. After that there were no unusual observations until March 1, 1950. At 11:15 PM that night a Knoxville radio amateur with experience in radar technology, Stuart Adcock, called the local FBI agent, Mr. Robey, to report that he had detected an object circling at an altitude of about 40,000 feet over Oak Ridge. He was using a surplus military radar set. Adcock reported another detection the next day at 11:15 AM. This time the object was about 100,000 feet up. The Army Counter Intelligence Corps (CIC) and the AFOSI sent representatives to Adcock's house on the night of March 2 and they saw radar returns indicating an object at high altitude at about midnight. Over the next several days Adcock's radar occasionally indicated the presence of an object. The local CIC and OSI agents were not radar experts, but it appeared to them that the radar set was not particularly reliable. (To help in the investigation a radar expert was requested, but he didn't arrive until March 8, two days after Adcock had left town.) The local Navy Training Center radar equipment did not detect anything in the area where Adcock reported a radar taget, but it was not adapted to the detection of objects at such a high altitude. A joint experiment was carried out using both Adock's and the Navy's radar sets. They both detected two aircraft that were flying at 2,000 feet, indicating that Adcock's radar was working correctly. Adcock's last high altitude radar detection occurred during the morning of March 6, after which he left town (reason unknown). The local OSI agent attempted to contact Adcock, but was not able to and the investigation was ended on March 8. There was no conclusion as to what, if anything, Adcock had detected. SAC Robey reported to FBI headquarters that the most impressive thing to him had been the "lack of any agency actually taking responsibility for the situation and taking any action to verify or disprove the threat." He also pointed out that it was many hours after the initial detection or "threat" was reported that any action at all was taken. Evidently Oak Ridge was not as well protected against a threat of sabotage

as the security agencies had hoped!

Seven months later, at 11:25 PM on October 12, a military radar unit at Knoxville Airport suddenly detected 11, "and possibly more," unidentified targets moving over the restricted flight zone at Oak Ridge. This time action was taken. At 11:30, the radar station commander scrambled an F-82 fighter. It was in the air nine minutes later. The fighter was vectored toward two targets and, according to the radar, closed with the targets, but the pilot saw nothing. Ground observations also failed to detect anything in the sky. No unusual objects were seen visually or on radar for the next two days. Then the "dam broke."

On October 15, at 3:25 PM, three Oak Ridge security guards and a caretaker saw an exceedingly strange object, described as looking like a card with a long thin tail, moving through the atmosphere in the vicinity of the restricted zone. It appeared to be carrying out controlled maneuvers. The Knoxville radar showed on its screen some strange targets at the same time as the visual sightings. Again an aircraft was scrambled and saw nothing. The Project Blue Book master list shows that ATIC could not explain the visual sighting.

The next day at about 1:30 PM, John Isabell, a security guard of the Oak Ridge Patrol Force, saw a silver-white spherical object traveling from the southwest to the northeast and passing over the K-25 restricted area at high altitude. It was white or silvery and round like a ball. The second sighting on that day occurred at "exactly 2:55 PM." Mr. Isabell and two other members of the patrol force saw the same round object approaching from the northeast at a lower altitude and speed. The object, while spinning about an axis, traveled in a wide circle toward the southwest and disappeared. In a couple of minutes it reappeared in the southwest at a very high altitude and headed northeast at a high rate of speed. The guard phoned the information on the sighting immediately to headquarters where radar was picking up an indistinct target every third or fourth sweep over the K-25 area. An F-82 was scrambled. The ground witnesses reported that the fighter plane arrived about 15 minutes after the object had disappeared. (The ATIC sighting analysts subsequently decided that this object was a balloon in spite of the decription of spinning amd in spite of the odd flight path.) Later on, during the evening, some of the security guards heard strange, loud noises.

That same day, October 16, the CIC agent decided it was time to review the situation. He wrote a report mentioning the 1947 and 1949 sightings and discussed the recent sightings. The CIC took these sightings very seriously and thoroughly checked the backgrounds of the witnesses by using employment records and FBI reports in order "to ascertain their reliability, integrity and loyalty to the United States Government." The was no reason found to discredit these witnesses, many of whom were professional security guards.

The CIC and the other security agencies discussed the situation and attempted to arrive at some conclusions. The CIC report of these discussions make amusing reading in view of the concerted attempt later on by ATIC to explain the sightings any way possible. One gets the impression from the following document that, when it came to explaining UFO sightings as mundane phenomena, the security officials who were involved in the investigations had "been there, done that" and now they were looking for something new and convincing to explain these sightings:

" The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for OBJECTS SIGHTED OVER OAK RIDGE, however the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects

seen by different persons; and because of impossibility."

"...because of impossibility"? What was that supposed to mean? It meant that all the suggested explanations had been rejected because, in view of the high quality of the witnesses and the descriptive details, these explanations were impossible. So, having rejected mundane explanations, what were these objects? The CIC agent continued:

"The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.

These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions (are) parallel the terrain ridges in the locality."

The fantastic is generally rejected?

It is not too surprising that "the fantastic" would not be in an official report. However, the fact that it was rejected means that they at least thought about "the fantastic." They also showed a healthy degree of skepticism regarding the ATIC treatment of such sightings because they questioned the ATIC "identification" of the image in the 1947 photographs as a photographic flaw:

"Attention is invited to the 1947 photograph of a flying object. Atomic Energy Commission officials advise that the Air Force Laboratory at Wright Field, Ohio, indicate that the object is a water spot on the photograph. Because this object does not resemble other water spots of the photograph and because the object in the second photograph is following the dim trail left by the first object, some officials at (the) Atomic Energy Commission question the veracity of this statement. They also believe it is significant that the Air Force did not return the negative of this print."

These security agencies were quite correct to be skeptical of the ATIC treatment of these sightings. The Project Blue Book record shows that the radar sightings were identified as "radar pecularities," the first October 16 sighting was identified as an aircraft and the second as a balloon (even though the description of the object was the same for both sightings!). Only the October 15 sighting discussed above was listed as Unidentified.

Copies of the reports by the CIC agents were made available to the FBI. When he saw them Hoover may have wondered if the saucers had now transferred their activities from the west, where atomic bombs were designed, built and stored, to Oak Ridge where the uranium isotope U-235 was being extracted for use in atomic bombs and where nuclear energy was being studied as a possible source for aircraft propulsive power.

Strange noises were also part of the phenomena reported. Major Ronniger, a Senior Instructor at Oak Ridge, reported that at 3 PM on October 15 he heard a sound like the blast of a jet engine. He and another person searched the sky for such an aircraft but could find none. The next day several security guards reported that around 8 PM they heard what sounded like the blast of a jet several times. Each time the noise lasted about 3 1/2 seconds. "The sounds seemed to leave the vicinity making an ascent almost vertical. None of the guards could see an object in the sky."

By October 16 things were already hot at Oak Ridge, but that was only the beginning. Four days later, at 4:55 PM on October 20, Larry Riordan, the Superintendent of Security for the X-10 control zone became a witness. While driving to a residential area he saw an object which he thought at first was a balloon which had lost its "basket." It was generally round, appeared to "come together at the

bottom in wrinkles (rather indistinct and something was hanging below." It appeared to be 8 to 10 feet long and lead or gunmetal colored. It didn't seem to be moving but, since he was traveling and only saw it for a number of seconds, he couldn't be sure. He was sure it wasn't a weather balloon, although he thought it might have been a gas bag balloon launched by the nearby University of Tennessee Agricultural Research Farm.. On the same day at 3:27 PM the radar unit at the Knoxville airport detected radar targets near the area of Mr. Riordan's sighting and scrambled a fighter plane. The pilot searched the area for about an hour and a half, which included the time of Mr. Riordan's sighting, and found nothing.

Three days later, October 23, at 4:30 PM, Francis Miller, an Oak Ridge laboratory employee, while driving along a road in Oak Ridge saw an object that appeared to be less than half a mile away and between 1,000 and 2,000 feet up. It appeared as an "aluminum flash" that was traveling in a south-southeast direction. He only saw it for a few seconds. Subsequently it was discovered that a nuclear radiation detection station (a Geiger counter) in the vicinity of the sighting registered a burst of alpha and beta radiation. The purpose of this station was to detect any leaks of radiation from the Oak Ridge Laboratory. There was no leakage of radiation, however. An expert from the Health and Research Division analyzed the readings from the Geiger counter and pronounced them unexplained. This association between radiation detection and a UFO sighting was similar to that at Mt. Palomar mentioned in Chapter 13. Whether the reading of the Geiger counter was actually a result of nuclear radiations or whether the presence of the UFO induced a transient electrical fault in the counter or whether there was some other explanation is not known. This case does not appear in the Project Blue Book file.

During the evening of the next day there was a "light in the sky" sighting by two witnesses who were at widely separated locations. The first to see it was Mr. William Fry, the Assistant Chief of Security for Project NEPA. He was at a drive-in theater with his family at about 6:45 PM waiting for the movie to begin when he saw the lighted object in the southwest while casually looking around the sky. He reported to the CIC investigator,

"...I observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. (His wife and son also saw it.) ...A few moments later I heard a plane directly overhead making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at McGhee-Tyson Airport..

(At this point Mr. Fry went to a phone and called someone to look, but the person could not see it because of the hills and trees.) While returning to my car I met a friend...who stated he had been observing the object. I continued to observe the object with my wife but it seemed to be in a more northerly position which caused me to select a fixed point to determine whether or not the object was changing in either direction or altitude. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon.

The following morning, upon reporting to work I confided my story to...(name censored)...stationed at Oak Ridge with the NEPA project, but I hesitated to go on record as having observed such an unidentified object."

Mr. Fry did go on record because he learned that he was not the only witness. Air Force Major

Lawrence Ballweg also saw the light. He reported as follows:

"On the evening of 24 October 1950 at approximately 1855 (6:55 PM) I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920 (7:20 PM). During this period of time my wife also observed the object."

Mr. Fry then learned that the radar unit had also detected something. He was told that an unidentified object appeared at 6:30 PM at an altitude of approximately 5,000 feet in the same general vicinity as the object he saw. The radar target disappeared at 7:20 PM. The complete radar report to the CIC investigator says that targets appeared at 6:23 PM moving over the restricted flight zone and at 6:26 a fighter was scrambled to the area of the targets but failed to see anything.

Considering that the atmosphere can make a star or planet which is within a few degrees of the horizon appear to change color and move very slightly or twinkle, one might be tempted to identify the light as the bright planet Venus or a very bright star seen in the west an hour after sunset, which was at about 6 PM local dayight savings time. However, two elements of the description reject that sort of explanation. First, the light was described by Major Ballweg as moving relative to the stars. Since Major Ballweg used binoculars to view the light it is likely that his description of motion is accurate. Furthermore, it must have been quite large because Mr. Fry, not using binoculars, also detected motion. Second, Major Ballweg said that the light appeared over a telephone pole that was about 100 yards away. That would make the angular elevation greater than 5 degrees. According to the CIC investigator, Mr. Fry indicated that the elevation from his location was 30 to 40 degrees above horizontal. Hence it was so high in angular elevation that atmospheric effects would not make it appear to change color and there would be no noticeable effects other than the normal twinkling which affects stars at any angular elevation. The final reason for rejecting Venus or a bright star is that Venus was below the horizon at the time and there were no excessively bright stars in that sector of the sky at the time. The disappearance of the radar target at the same time as the light suggests that the UFO was a some kind of metallic unknown object hovering in the vicinity of Oak Ridge. This is another Oak Ridge sighting that is not in the Blue Book file, nor are the following October events.

About six hours later, between 2 AM and 3 AM, October 25, the radar unit reported several slowly moving objects such as had been seen previously. On October 26 at 5 AM Col. Edwin Thompson heard an intermittent noise like the blast of a jet, similar to what had been reported on the 15th and 16th. He saw no aircraft associated with the noise. Three days later seven people waiting at the Knoxville Airport "saw an object traveling to the Southwest at a great rate of speed. (name censored), who has considerable flying experience, was extremely excited and stated that this object was not an aircraft. He described it as a circular object, leaving a trail of smoke."

There were two reported sightings on November 5. At 9:29 AM an object was detected on radar traveling over the restricted area at a speed of 80 mph. A fighter aircraft attempted an intercept and then trailed the object for 20 miles. The pilot reported no visual contact. Two and a half hours later, at 11:55 AM, Don Patrick of the NEPA Division saw a very strangely shaped object travel by, apparently just above the mountain range. It seemed to change rapidly from a pear shape to a bean shape and other sausage-like shapes as it traveled. Although the shape changed the overall size was about constant. It seemed translucent but had definite outlined edges as seen against the sky and background clouds. There was no particular color and there were no bright highlights. Mr. Patrick at first thought it was a balloon but then realized that the shape changes and rapid motions meant it was something else. He told the CIC investigator that "the core (dark triangular portion) remained

constant and the apex of the core varied only a few degrees while the body of the object seemed to change shapes rapidly and would become elongated during a quick movement of the object." Project Blue Book files list this sighting as unidentified.

As part of the CIC agent's attempts to explain these sightings he asked Mr. J. Holland, chief of the Weather Section of the AEC at Oak Ridge, to provide information on balloon launches at the times of the sightings. There was no correlation. The only sighting that could have been a balloon was the October 20 sighting, and even that was not correlated with the Weather Section data. With regard to the radar detections during the previous month, Mr. Holland said radar can be reflected from patches of ionized air and if a large quantity of radioactive material were released it might provide sufficient ionaization of the air. However, he didn't believe any such release had occurred. According the the CIC agent's report the Weather Section would carry out research to determine whether or not "radioactive energy ejections" could cause radar returns. There is no report on the results of the radar research.

Between 5 and 11 PM on November 29 radar targets returned to the Oak Ridge area. Fighters were scrambled. They saw nothing. However, at 7 PM, during this period of radar sightings, graphic records of Geiger counter detections in the restricted area of Oak Ridge indicated an abnormal increase in alpha and gamma radation that could not be attributed to a known source. Apparently this was "too much" for the officials in charge of Oak Ridge security. They held a two day meeting to discuss the "operational difficulties" of the early warning radar of the Air Defense Command at Knoxville. AFI was asked to investigate the situation and to set up a separate radar set for comparison.

The suggestion that some radar targets might be the result of ionization of the air by nuclear radiation must have been on the mind of Mr. Gray, SAC Knoxville, because on December 4 he called FBI headquarters and discussed the speculation that releases of radioactive material could have caused the anomalous radar targets observed. The next day Mr. Hoover sent an urgent teletype to SAC Knoxville: "Arrangements should be made to obtain all facts concerning possible radar jamming by ionization of particles in the atmosphere. Conduct appropriate investigation to determine whether incident occurring northeast of Oliver Springs, Tennessee, could have had any connection with alleged radar jamming." Unfortunately any information that might have been available on the "Oliver Springs" case has not been released. Nor is there any response to Hoover's teletype message.

On December 5 and 6 there was a discussion of the technical aspects of the radar sightings with ATIC and intelligence officials. They concluded that the targets were probably "radar angels" which are reflections of objects on the ground which are observed only because of a temperature inversion which bends the radar radiation downward. On the other hand, that did not mean that there were no flying saucers around. At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

Although ATIC would eventually claim that most of these events were mundane (radar anomalies, balloons, aircraft) and leave only two of the Oak Ridge sightings unidentified, the local military officials and scientists were not so certain of easy identifications. They planned to begin their own scientific investigation. Lt. Col. John Hood, the AMC Field Engineering Officer, outlined the plan

in a December 5 memorandum entitled “Technical Approaches to the Problems of UFOs.” He proposed placing radiation counters over a wide area. After there had been sufficient anomalous object reports to establish a pattern, the data recorded by these counters would then be compared for time and location with the sightings “to see if any change in the background (radiation) occurs with the presence of sighted objects.” He also proposed that portable counters be made available which could be taken to the area of a sighting. Along with the counters he proposed that an aircraft with Geiger counters and also a magnetometer be made available. The magnetometer would indicate any fluctuations in the local magnetic field associated with sightings. He also proposed more accurate radars capable of measuring height as well as range and azimuth. This plan was to begin operating near the end of December.

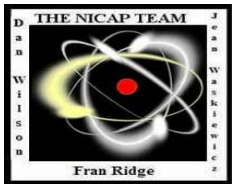
The next anomalous event in the Oak Ridge area was yet another appearance of radar targets which “blanketed the radar scopes in the area directly over the government Atomic energy Commission projects.....these objects could not be identified from the radar image and a perfect fighter interception met with negative results.”

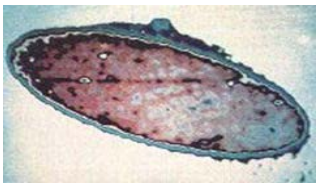
The last Oak Ridge sighting of any consequence occurred at about 8:30 AM on December 18. Groups of people in separate cars traveling to work saw an unusual object fly over the Oak Ridge area. To the Air Force officers in one of the cars it appeared as would a bright reflection from a very distant aircraft. It was southwest of them and they only saw it for a few seconds. At the same time several other NEPA project employees were in another car at a different location. They saw this object for about 30 seconds before it was obscured by the nearby hills. They described it as a bright circular light with an intensity greater than that of the full moon. It was between 15 and 30 degrees above the horizon as it moved in a northwesterly direction. They observed a strange effect on the circular light: it seemed to “darken, starting at approximately 7:00 t o 9:00 o’clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o’clock position of a very small diameter, at which point it appeared somewhat similar to a large star.”

About the time that Col. Hood’s research plan was to be put into effect the last two Oak Ridge sightings occurred. These were on December 20 and January 16. The December 20 case was another radar-only event (no visual contact) and the January 16 sighting involved sightings of stars. The Oak Ridge flap was over. There were no more sightings until a single one in the late fall of 1951. By that time the research project had effectively died. Thus, as happened with Project Twinkle in New Mexico, just as the local scientists and security agencies were about to carry out precise research that could prove the UFOs were real anomalous objects.... they disappeared!

In retrospect, although it might be possible that some of the radar detections were weather anomalies, often called “radar angels,” caused by temperature inversions in the atmosphere, the visual sightings cannot be so easily dismissed.

Source: UFO FBI Connection, Pages 163-181 (Bruce Maccabee)

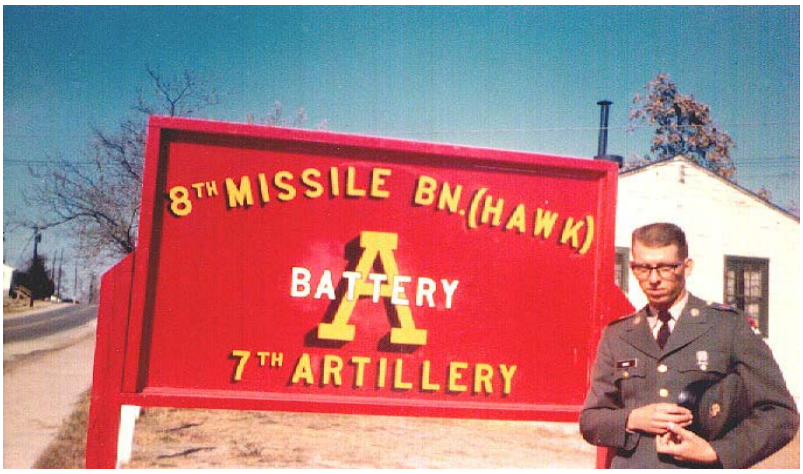




Nuclear Connection Project

NCP Paper

NCP-15
The Cuban Missile Crisis & UFOs?



Francis Ridge
NCP Coordinator

First, watch this scary video clip of our M280

Premier Khrushchev authorized his Soviet field commanders in Cuba to launch their tactical nuclear weapons if invaded by U.S. forces.

8/21/2008, updated 4/23/2019

Since November of 1960 I had been an authorized FI & Subcommittee Chairman/team leader for the National Investigations Committee on Aerial Phenomena. In September of 1963, as head of Indiana Unit #1, I was asked to give a briefing to the 1127th Air Reserve Squadron at Vincennes, Indiana. My briefing covered the key points of the concern about serious UFO reports, including the possibility of accidental war from misinformed air defense radar men mistaking UFOs for Soviet missiles during dangerous alert periods.

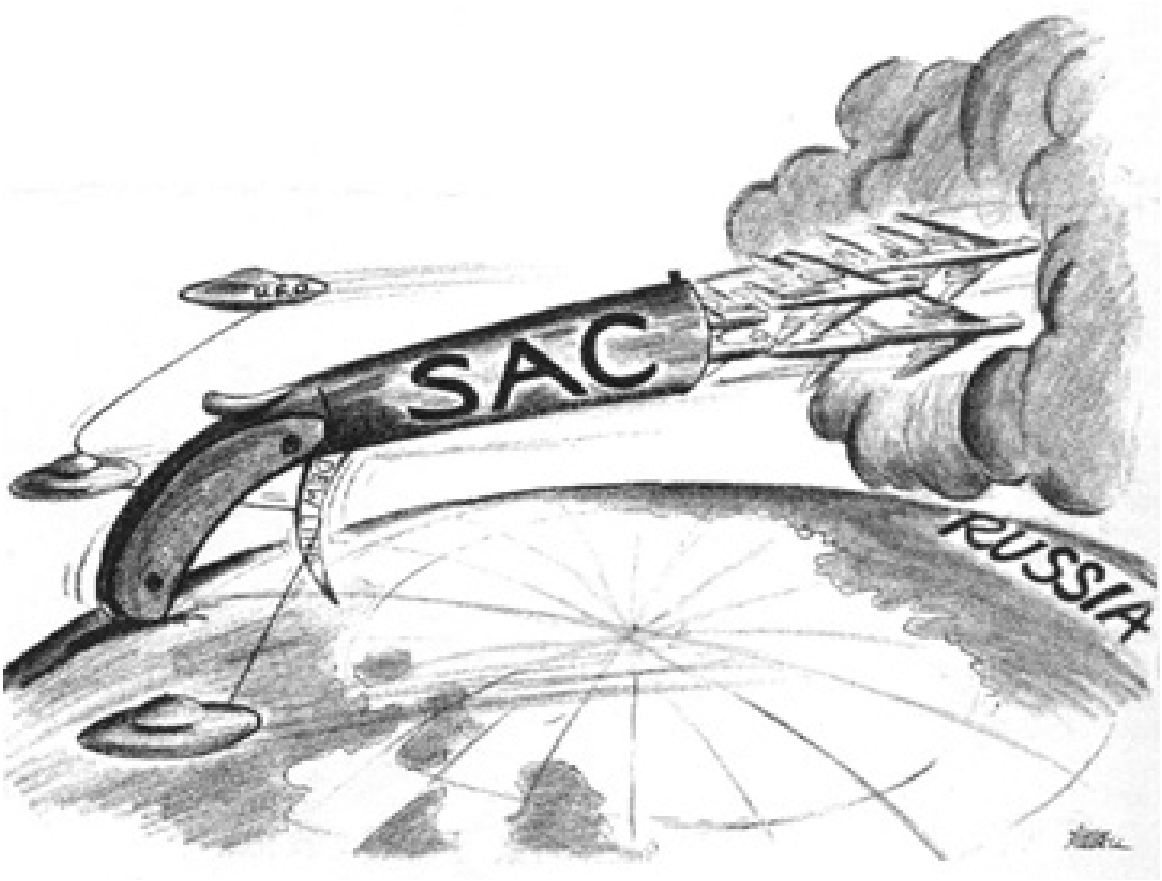
In October of 1961, two years earlier, one of NICAP's newsletters explained the dangers: "In a recent statement, Vice President Johnson declared: 'The western allies must be prepared for every possible eventuality- - deliberate or accidental.' Three weeks prior to that, the Vice President sent the Senate Preparedness Subcommittee an urgent NICAP report on one increasing hazard: The danger of mistaking UFOs for Soviet bombers or missiles. The NICAP newsletter also mentioned that there was an equal danger that Russia might fatally mistake UFOs for a U.S. attack. If our Government would spotlight this risk, it might cause the Kremlin to take similar steps to end confusion over UFOs." How this ties into the Cuban Missile Crisis will be discussed very shortly.

I began database work on UFOs in 1986. The idea was to track UFOs in databases as they move from one location to another, actually crossing state lines. Close encounters and radar cases adding credibility to even distant daylight and nighttime sightings. But this was an extreme rarity: Database

research showed UFOs apparently left the scene vertically, or at least that's what they appeared to do in many instances. I settled down with a six-state region, covering and listing sightings from Missouri to Ohio and Indiana to Tennessee. After looking for correlations in the printouts I noticed something unusual, but I didn't give it much thought at the time.

In 1997 I began work on the new NICAP web site to collect and post all the massive evidence from the NICAP files. Soon I would elicit the help of what would become the A-Team, about 25 people who could help me conduct this huge effort. One of the jobs we had was to update the old chronologies (prior 1947 to 1995) and create the new ones (1996 to date). In that process we posted the 1962 chrono in April of 2006. What I thought was unusual also showed up in the updated chrono.

Because of my years-long interest in the possibility of a UFO/nuclear connection, in July of 2003 I established the Nuclear Connection Project (NCP) to look for nuclear connection cases and post them, along with related material. I got together a team of specialists and went to work. The main focus of the NCP was to look for connections, correlations.



In the earlier years we were more concerned with UFOs triggering accidental nuclear war. Declassified government documents show that unexplained objects with extraordinary technical capabilities pose challenges to military activity around the globe. U.S. fighter jets have been scrambled to pursue UFOs, according to North American Aerospace Defense Command (NORAD) logs and U.S. Air Force documents. Peruvian and Iranian Air Force planes attempted to shoot down unexplained objects during air encounters, and Belgium F-16's equipped with automatically guided missiles pursued UFO's in 1990 .In those earlier decades, such concerns were openly discussed among American government officials. In 1960, for example, Representative Leonard G. Wolf of Iowa entered an "urgent warning" from former CIA Director Vice Admiral R.H. Hillenkoetter (one of our NICAP's members) into the Congressional Record that "certain dangers are linked with unidentified flying objects." Wolf cited Gen. L.M. Chassin, NATO coordinator of Allied Air

Service, warning that "if we persist in refusing to recognize the existence of the UFOs, we will end up, one fine day, by mistaking them for the guided missiles of an enemy - and the worst will be upon us."

So what happened in 1962? If we consider only the Cuban Missile Crisis, that was bad enough. 1962 was one of the most dangerous years in history, if not THE most dangerous. It is nothing short of a miracle that we are here today talking about this. What you are about to read will astound you.

One of the papers I posted on the Nuclear Connection Project site is one called, "20 Mishaps That Might Have Started Accidental Nuclear War", by Alan F. Philips, M.D. TWELVE those incidents occurred in 1962!!!!

1) B-52 Navigation Error. A SAC Chrome Dome airborne alert route included a leg from the northern tip of Ellesmore Island, SW across the Arctic Ocean to Barter Island, Alaska. On August 23, 1962, a B-52 nuclear armed bomber crew made a navigational error and flew 20 degrees too far north. They approached within 300 miles of Soviet airspace near Wrangel island, where there was believed to be an interceptor base with aircraft having an operational radius of 400 miles. Because of the risk of repetition of such an error, in this northern area where other checks on Navigation are difficult to obtain, it was decided to fly a less provocative route in the future. However, the necessary orders had not been given by the time of the Cuban missile crisis in October 1962, so throughout that crisis the same northern route was being flown 24 hours a day.

2) U2 Flights into Soviet Airspace. U2 high altitude reconnaissance flights from Alaska occasionally strayed unintentionally into Soviet airspace. One such episode occurred in August 1962. During the Cuban missile crisis on October of 1962, the U2 pilots were ordered not to fly within 100 miles of Soviet airspace. On the night of October 26, for a reason irrelevant to the crisis, a U2 pilot was ordered to fly a new route, over the north pole, where positional checks on navigation were by sextant only. That night the aurora prevented good sextant readings and the plane strayed over the Chukotski Peninsula. Soviet MIG interceptors took off with orders to shoot down the U2. The pilot contacted his U.S. command post and was ordered to fly due east towards Alaska. He ran out of fuel while still over Siberia. In response to his S.O.S., U.S. F102-A fighters were launched to escort him on his glide to Alaska, with orders to prevent the MIG's from entering U.S. airspace. The U.S. interceptor aircraft were armed with nuclear missiles. These could have been used by any one of the F102-A pilots at his own discretion.

3) A Soviet Satellite Explodes. On October 24, a Soviet satellite entered its own parking orbit, and shortly afterward exploded. Sir Bernard Lovell, director of the Jodrell Bank observatory wrote in 1968: "the explosion of a Russian spacecraft in orbit during the Cuban missile crisis... led the U.S. to believe that the USSR was launching a massive ICBM attack." The NORAD Command Post logs of the dates in question remain classified, possibly to conceal reaction to the event. Its occurrence is recorded, and U.S. space tracking stations were informed on October 31 of debris resulting from the breakup of "62 BETA IOTA."

4) Intruder in Duluth. At around midnight on October 25, a guard at the Duluth Sector Direction Center saw a figure climbing the security fence. He shot at it, and activated the "sabotage alarm." This automatically set off sabotage alarms at all bases in the area. At Volk Field, Wisconsin, the alarm was wrongly wired, and the Klaxon sounded which ordered nuclear armed F-106A interceptors to take off. The pilots knew there would be no practice alert drills while DEFCON 3 was in force, and they believed World War III had started. Immediate communication with Duluth showed there was an error. By this time aircraft were starting down the runway. A car raced from command center and successfully signaled the aircraft to stop. The original intruder was a bear.

5) ICBM Test Launch. At Vandenburg Air Force Base, California, there was a program of routine ICBM test flights. When DEFCON 3 was ordered all the ICBM's were fitted with nuclear warheads

except one Titan missile that was scheduled for a test launch later that week. That one was launched for its test, without further orders from Washington, at 4 a.m. on the 26th. It must be assumed that Russian observers were monitoring U.S. missile activities as closely as U.S. observers were monitoring Russian and Cuban activities. They would have known of the general changeover to nuclear warheads, but not that this was only a test launch.

6) Unannounced Titan Missile Launch. During the Cuba crisis, some radar warning stations that were under construction and near completion were brought into full operation as fast as possible. The planned overlap of coverage was thus not always available. A normal test launch of a Titan-II ICBM took place in the afternoon of October 26 (same day as the California Titan launch!!!), from Florida to the South Pacific. It caused temporary concern at Moorestown Radar site until its course could be plotted and showed no predicted impact within the United States. It was not until after this event that the potential for a serious false alarm was realized, and orders were given that radar warning sites must be notified in advance of test launches, and the countdown be relayed to them.

7) Malmstrom Air Force Base. When DEFCON 2 was declared on October 24, solid fuel Minuteman-1 missiles at Malmstrom Air Force Base were being prepared for full deployment. The work was accelerated to ready the missiles for operation, without waiting for the normal handover procedures and safety checks. When one silo and missile were ready on October 26 no armed guards were available to cover transport from the normal separate storage, so the launch enabling equipment and codes were all placed in the silo. It was thus physically possible for a single operator to launch a fully armed missile at a SIOP target. During the remaining period of the Crisis the several missiles at Malmstrom were repeatedly put on and off alert as errors and defects were found and corrected. Fortunately no combination of errors caused or threatened an unauthorized launch, but in the extreme tension of the period the danger can be well imagined.

8) NATO Readiness. It is recorded on October 22, that British Prime Minister Harold Macmillan and NATO Supreme Commander, General Lauris Norstad agreed not to put NATO on alert in order to avoid provocation of the U.S.S.R. When the U.S. Joint Chiefs of Staff ordered DEFCON 3 Norstad was authorized to use his discretion in complying. Norstad did not order a NATO alert. However, several NATO subordinate commanders did order alerts to DEFCON 3 or equivalent levels of readiness at bases in West Germany, Italy, Turkey, and United Kingdom. This seems largely due to the action of General Truman Landon, CINC U.S. Air Forces Europe, who had already started alert procedures on October 17 in anticipation of a serious crisis over Cuba.

9) British Alerts. When the U.S. SAC went to DEFCON 2, on October 24, Bomber Command (the U.K.) was carrying out an unrelated readiness exercise. On October 26, Air Marshall Cross, CINC of Bomber Command, decided to prolong the exercise because of the Cuba crisis, and later increased the alert status of British nuclear forces, so that they could launch in 15 minutes. It seems likely that Soviet intelligence would perceive these moves as part of a coordinated plan in preparation for immediate war. They could not be expected to know that neither the British Minister of Defense nor Prime Minister Macmillian had authorized them.

10) Moorestown False Alarm. Just before 9 a.m., on October 28, the Moorestown, New Jersey, radar operators informed the national command post that a nuclear attack was under way. A test tape simulating a missile launch from Cuba was being run, and simultaneously a satellite came over the horizon. Operators became confused and reported by voice line to NORAD HQ that impact was expected 18 miles west of Tampa at 9:02 a.m. The whole of NORAD was reported, but before irrevocable action had taken place it was reported that no detonation had taken place at the predicted time, and Moorestown operators reported the reason for the false alarm. During the incident overlapping radar's that should have confirmed or disagreed were not in operation . The radar post had not received routine information of satellite passage because the facility carrying out that task had been given other work for the duration of the crisis.

11): False Warning Due to Satellite. At 5:26 p.m. on October 28, the Laredo radar warning site had just become operational. Operators misidentified a satellite in orbit as two possible missiles over Georgia and reported by voice line to NORAD HQ. NORAD was unable to identify that the warning came from the new station at Laredo and believed it to be from Moorestown, and therefore more reliable. Moorestown failed to intervene and contradict the false warning. By the time the CINC, NORAD had been informed, no impact had been reported and the warning was "given low credence."

12) November 2, 1962: The Penkovsky False Warning. In the fall of 1962, Colonel Oleg Penkovsky was working with the Soviets as a double agent for the (U.S.) C.I.A. He had been given a code by which to warn the CIA if he was convinced that a Soviet attack on the United States was imminent. He was to call twice, one minute apart, and only blow into the receiver. Further information was then to be left at a "dead drop" in Moscow. The pre-arranged code message was received by the CIA on November 2, 1962. It was known at the CIA that Penkovsky had been arrested on October 22. Penkovsky knew he was going to be executed. It is not known whether he had told the KGB the meaning of the code signal or only how it would be given, nor is it known exactly why or with what authorization the KGB staff used it. When another CIA agent checked the dead drop he was arrested.

It is hard to imagine that out of 20 mishaps that could have led to a nuclear war, 12 of them occurred in 1962, most of them during the Cuban missile Crisis. But it gets worse....

THE CRISIS WAS WORSE THAN WE THOUGHT

This was discovered in 1992: Unknown to U.S. intelligence for 30 years, the Soviet Union had sneaked about 100 small tactical nuclear weapons into Cuba at the time of the 1962 missile crisis, in addition to its more powerful strategic missiles.

The Soviet leader Nikita Khrushchev had authorized his field commanders in Cuba to launch their tactical nuclear weapons if invaded by U.S. forces.

But Khrushchev, horrified that Castro had urged him to launch strategic nuclear missiles against the United States at the height of the crisis, ordered that all the tactical weapons be swiftly removed. The crisis ended and the last of the tactical warheads was reported returned to the Soviet Union in December 1962, according to documents found by Western and Russian researchers in once-secret Soviet archives.

"In retrospect, it shows the crisis was more dangerous than thought," said George Washington University professor Jim Hershberg, an expert on the crisis. "If we had invaded Cuba (the Joint Chiefs of Staff at the Pentagon had urged President Kennedy to invade Cuba immediately, before the Soviets' missiles were fully operational) and they had used some of these [tactical] weapons, it would have been awful." The Soviet archives showed that the CIA's failure to spot the tactical nukes led to a potentially catastrophic underestimation of the threat that Cuba posed as President Kennedy was considering invading the island to knock out the strategic missiles.

Robert Hastings: "To his everlasting credit, Kennedy pushed back. Still stinging from the poor advice he had earlier received from the military and CIA, when they eagerly advocated the ill-fated Bay of Pigs invasion by anti-Castro Cubans, Kennedy wanted to explore other military options before actually invading Cuba. Hence a sea blockade was implemented, intended as a barrier to further Soviet shipments of missiles to its Cuban allies. Only decades later did the enormity of Kennedy's decision become known." (UFOs and Nukes, Hastings, Page 124).

At a 1992 academic seminar in Havana on the missile crisis, Gen. Anatoly Gribkov, of the former Soviet armed forces general staff, blurted out that Moscow had sent to Cuba, in addition to the 24

medium range nuclear missiles, nine nuclear warheads for ground-to-ground Luna rockets, also known as FROGs, in 1962. With a range of 30 miles and 2-kiloton warheads -- the Hiroshima bomb was 14 kilotons -- Lunas are considered tactical ``battlefield'' weapons, unlike strategic missiles with a 1,000-mile-plus range and warheads of one or more megatons. These nine weapons were under the authority of local Soviet field commanders. In event of war, those could have been launched at the officers' discretion, without prior authorization from Moscow. Gribkov said that had President Kennedy ordered an invasion, it was the Soviet commanders' intention to use the tactical nukes against U.S. forces as they landed on Cuban beaches.

The world has long known about Moscow's deployment in Cuba of the 24 SS4 and SS5 missiles. With that one stroke, Khrushchev hoped to double the number of Soviet missiles capable of hitting the U.S. heartland, while extending his nuclear defensive umbrella to Cuba. They included 80 FKR cruise missiles armed with 12-kiloton warheads. The FKR was essentially a scaled-down, pilotless version of a MiG jet, with a target guidance system good out to 100 miles, although it could fly much farther. It was designed to defend the Cuban coastline and the land around the U.S. Naval Base at Guantanamo Bay from any U.S. invasion attempt.

The Soviet freighter Indigirka, carrying 45 SS4 and SS5 warheads, 36 of the FKR warheads and all of the Luna and Il-28 nuclear warheads, left the Soviet Union on Sept. 15 and arrived in the Cuban port of Mariel on Oct. 4, three weeks before the crisis erupted. The Aleksandrovsk, carrying 24 strategic warheads and 44 FKR warheads, docked in the north-central port of La Isabela on Oct. 23 -- the day before the U.S. blockade of Cuba's shipping lanes went into effect. The hot part of the crisis essentially ended that Oct. 28 when Khrushchev agreed to withdraw the SS4s and SS5s in exchange for a public Kennedy promise not to invade Cuba and a secret vow to remove U.S. nuclear missiles from Turkey.

Perhaps most alarmingly, at the time of the crisis, no one in Washington, including the Joint Chiefs of Staff—who were urging Kennedy to send troops into Cuba as soon as possible—knew of the tactical missiles' presence. Decades later, while referring to General Gribkov's dramatic revelations, Kennedy's Secretary of Defense, Robert McNamara, said of the proposed invasion, "Had we carried out that attack, there would have been [tactical] nuclear war [in Cuba] and where that would have lead nobody knows."

With all that was going wrong in 1962 it was a miracle the human race still thrives on Planet Earth.

But there's more. I recently became aware of the following incident.

Vasili Alexandrovich Arkhipov (Russian) was a Soviet Navy officer. During the CUBAN Missile Crisis, he prevented the launch of a nuclear torpedo and thereby prevented a nuclear war.

In July 1961, Arkhipov was appointed deputy commander or executive officer of the new Hotel-class ballistic missile submarine K-19. During its nuclear accident, he backed Captain Nikolai Vladimorovich Zateyev during the potential mutiny. While assisting with engineering work to deal with the overheating reactor, he was exposed to a harmful level of radiation. This incident is depicted in the American film K-19, The Widowmaker.

On 27 October 1962, during the Cuban Missile Crisis, a group of eleven United States Navy destroyers and the aircraft carrier USS Randolph located the diesel-powered nuclear-armed Soviet Foxtrot-class submarine B-59 near Cuba being in international waters, the Americans started dropping practice depth charges, explosives intended to force the submarine to come to the surface for identification. There had been no contact from Moscow for a number of days and, although the submarine's crew had earlier been picking up U.S. civilian radio broadcasts, once B-59 began attempting to hide from its U.S. Navy pursuers, it was too deep to monitor any radio traffic, so those on board did not know whether war had broken out. The captain of the submarine, Valentin

Grigorievitch Savitsky, believing that a war might already have started, wanted to launch a nuclear torpedo.

Unlike the other subs in the flotilla, on board the B-59 three officers had to agree unanimously to authorize the launch: Captain Savitsky; the political officer Ivan Semonovich Maslennikov; and the second-in-command Arkhipov. Typically, Russian submarines that were armed with the "Special Weapon" only required the captain to get authorization from the political officer if he felt it was necessary to launch the nuclear torpedo, but due to Arkhipov's position as flotilla commander, the B-59's captain was also required to gain Arkhipov's approval. An argument broke out among the three, in which only Arkhipov was against the launch.

Although Arkhipov was only second-in-command of submarine B-59, he was commander of the entire flotilla of submarines, including B-4, B-36 and B-130, and equal in rank to Captain Savitsky. According to author Edward Wilson, the reputation Arkhipov gained from his courageous conduct in the previous year's Soviet submarine K-19 incident also helped him prevail in the debate. Arkhipov eventually persuaded Savitsky to surface the submarine and await orders from Moscow. This action effectively averted the nuclear warfare which most likely would have ensued had the torpedo been fired. The submarine's batteries had run very low and the air-conditioning had failed, so it was forced to surface amidst its U.S. pursuers and head home. Washington's message that practice depth charges were being used to signal the submarine to surface never reached B-59, and Moscow claims it has no record of receiving it either.

There are probably many other things that went on that year that will never see the light of day.

On any given day during any crisis, the introduction of a bonafied UFO on somebody's radar screen could mean accidental war. We have come close many times.According to two studies I conducted, there was a conspicuous lack of UFO reports during the crisis. UFO incidents happen when people do normal things, go to work, come home from work, etc. Even with a crisis on and people glued to the TV and radio, they have to do things that put them into the UFO environment. There were almost no reports. One would also expect military cases with misidentifications. There was a lack of those too.

Robert Hastings: "According to published sighting report data bases, they were decidedly conspicuous by their absence. Based on declassified U.S. government documents and the ufological literature, it appears that UFO activity during those ominous days of October 1962 was at a rather low level worldwide. This fact had always struck me as odd. Given other clusters of UFO activity at nuclear weapons laboratories and storage areas, or during periods of intense atomic testing in Nevada and the Pacific (and, later on, at U.S. Air Force ICBM sites outside various Strategic Air Command bases) one might predict that a UFO presence would be in evidence, in one form or another, during the planet's closest brush with nuclear catastrophe."

There were six good radar cases BEFORE the crisis. Item # 4 (620418) was extremely interesting. It was a National Defense Alert case:

On April 18th the Air Defense Command was alerted after an object was tracked by NORAD and ground witnesses as it traveled for 32-minutes from Oneida, New York across the midwest, through Kansas & Colorado, Utah, and the disappeared from Nellis AFB radar at 10,000 feet. Jets had been scrambled from two locations. Power outages were reported and the object made a turn toward the east and landed. There is quite a bit of information from numerous sources concerning this major incident, including Project Blue Book documents. It is very interesting that every one of these states except Utah, has or was in the process of obtaining ICBM Bases: New York, Plattsburg AFB; Kansas, Forbes AFB, McConnell AFB; Utah, Minuteman production at Air Force Plant 77 at Hill AFB; Idaho, Mountain Home AFB; Montana, Malmstrom AFB; New Mexico, Walker AFB; Wyoming, F. E. Warren AFB; Arizona, Davis Monthan AFB; California, Beale AFB.

The most hair-raising incident I'm aware of occurred right before the Crisis. I found out from a close friend that an incident, triggered by a UFO over U.S. airspace at the time, had occurred. I was told that I could release this report once my friend had passed away. Here is Harold Hartig's story.

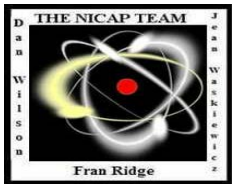
nicap.org/6210XXcmc_dir.htm

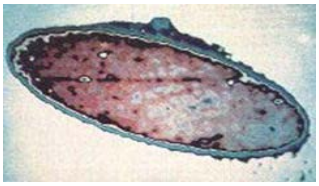
October, 1962; Palermo AFS, New Jersey
The entire U.S., Canada, and Alaska were on a top Security Option 5 alert. In NORAD Region 21 something slower than an incoming missile, but faster than our jet interceptors, was violating airspace all the way from New Jersey, Pennsylvania, New York, on into Canada and Alaska, and we were ready to use tactical nuclear weapons, if necessary, to stop it. A friend of mine was a radar expert and a defense radar operator at that time. Years before he died he told me of this incident during the Cuban Missile Crisis which fully illustrates the seriousness of the situation, plus gives us an insight into who was, or was not, the intelligence behind the UFO phenomena.

There were eight good radar cases that year. The last one occurred after the Crisis.

November 10, 1962; North Star Bay, Greenland
At 2:15 a.m. local time, a fast moving target was observed on ground radar on a magnetic bearing 280 inbound. A CIRVIS REPORT was made. Airway notified Thule ACC. Target lost in ground clutter. Two F-102 aircraft and an L-20 aircraft searched the area without results.

But by and large it looks as if somebody, who knew what was going on, made the smart decision to keep a low profile. They might have been able to do something else had we attacked Cuba, but in any case, by 1967 they had disabled nuclear missiles at Malmstrom AFB in Montana. And even before that, in 1964 they were apparently able to disable an Atlas D warhead at Big Sur in California..





Nuclear Connection Project

NCP Paper

NCP-16

National Security, Missing Files, The Nuclear Key

Francis Ridge
NCP Coordinator

8/27/2008

If things are as they seemed, to many of those interested in UFOs and believe they exist, eventually the truth will come out, or UFOs will provide the answers at their own choosing and at a time they choose. If things were as the Air Force has always said they are, the subject of UFOs will eventually die and the stories will become part of the world's urban legends. No problems with national security. In either case, no problem to be concerned about and no need for cover-ups or any projects like Blue Book. But there IS a problem: Things are NOT as they seem. Even the picture of what what many people thought was going on is wrong. The nuclear connection with UFOs is now well established, and the number of incidents that have leaked out is far greater than any of us even imagined. UFOs have observed nuclear bomb material being made and shipped, weapons built and tested and stored. UFOs have been observed to monitor missile and warhead upgrading at missile sites, have shut down missiles in their silos, have changed (even erased) targeting tapes. UFOs have even caused nuclear-tipped missiles, already aimed at key Russian targets, to go into launch mode!!! The amount of evidence is now staggering, and much of what we thought we knew about UFOs and how the Air Force wanted to get out of the UFO "business" takes on a whole new meaning.

In 1956, former Project Blue Book Director, Captain Edward J. Ruppelt, published his book, "The Report on Unidentified Flying Objects". On page 212 it he states:

> There were two other factors we could never resolve, the frequency of the sightings and their geographical distribution. Since the first flurry of reports in July of 1947, each July brought a definite peak in reports; then a definite secondary peak occurred just before each Christmas. We plotted these peaks in sightings against high tides, **world-wide atomic tests**, the positions of the moon and planets, the general cloudiness over the United States, and a dozen and one other things, but we could never say what caused more people to see UFO's at certain times of the year.
>
> Then the UFO's were habitually reported from areas around "technically interesting" places like our atomic energy installations, harbors, and critical manufacturing areas. Our studies showed that such vital military areas as Strategic Air Command and Air Defense Command bases, some A-bomb

> storage areas, and large military depots actually produced fewer reports than could be expected from a given area in the United States. Large population centers devoid of any major "technically interesting" facilities also produced few reports.

Ruppelt was right about where UFOs were being reported. The data now grapically illustrates what UFOs were concerned with. And Dan Wilson, one of our NCP staff members and researchers has uncovered evidence of UFO interest in nuclear tests and even radioactive fallout.

Researcher & NCP member, Jan Aldrich notes:

> In a 1952 LOOK article, Ruppelt mentions a file of 63 cases of UFOs over nuclear installations, but such a file is not in currently-declassified Blue Book files.

The lies continued up to and beyond the closing of the official Air Force project whose job it was to investigate and screen UFO reports from the military and civilians. In December of 1969, Project Blue Book ceased operations. This is what the final report said.

> 1) No UFO reported, investigated, and evaluated by the Air Force has ever given any indication of threat to our national security.
> 2) There has been no evidence submitted to or discovered by the Air Force that sightings categorized as "unidentified" represent technological developments or principles beyond the range of present-day scientific knowledge.
> 3) There has been no evidence indicating that sightings categorized as "unidentified" are extraterrestrial vehicles.

Most researchers knew that all of this was untrue. In fact, most people suspected that this was just another in a series of lies. One of the questions always asked by the media, and pondered by anyone remotely interested in the UFO subject, is, "If UFOs are what they appear to be, why would the government want this surpressed?" With general knowledge about UFOs most enthusiasts would only consider the information readily available in books, magazines, and TV and radio programs. Aside from the over-blown abduction scare reports, based on available information, and even much of the Project Blue Book files, there was nothing to be concerned about. If this is all real, we were simply not alone. Maybe we are simply the "new kids on the block". No need for a cover-up, at least now, after over a half a century of non-hostility. But in the last decade or so research has turned up some vital information that gives us reasons to reconsider many things we thought we knew about UFOs.

In the 1970's, one question raised after Project Blue Book closed down, was, where did the important UFO reports go? And, why were so many well-known, good reports not in Blue Book files?

Researcher, Robert Todd obtained the release of the Bolender memo in Jan 1979. The implications from this memo, issued just before the shutdown of Project Blue Book, is clear, and is found on page 2: " reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system."

The Bolender Memo was the first whiff from the cover-up's smoking gun. There would be more, a lot more, in the years to come. It amounted to confirmation of a long-standing suspicion: Project Blue Book served as a front for a classified project that handled the truly sensitive reports. The memo was prepared on October 20, 1969 by Brig. Gen. C. H. Bolender, the Air Force's Deputy Director of Development. And 16 pages attached to this memo, which presumably would have shed some light on this curious assertion, are missing from the Air Force files.

Researcher, Todd Zechel's paper, The CIA's Most Secret UFO Counterintelligence Project: The Condon Committee, is interesting reading. What it shows is that the Condon Project was no accident. It certainly was not just a way to get the Air Force out of the embarrassing UFO business. More serious things were

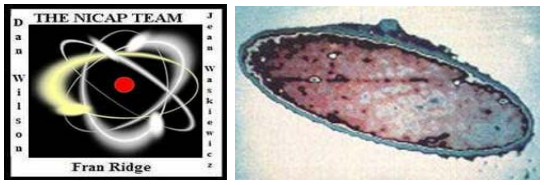
going on that involved just what the Air Force claimed wasn't an issue, national security. And it wasn't the UFO reports we had all read about many times before that concerned the CIA the most. There were many almost worthless civilian reports and there were good ones. There were many good military reports, many of which repose in the Blue Book files to this day. Raised from the 741 unknowns picked from over 13,000 sightings on file, researchers James E. McDonald and Brad Sparks were able to double that figure. But it wasn't those reports either. It was the ones you won't find in the BB files; the ones involving nuclear weapons and their launch vehicles, that are obviously indicative of very serious problems with our national security. What we had thought was a small part of the picture turns out to be a much larger portion, a much more serious group of incidents.

In 2003, I established the Nuclear Connection Project, whose purpose it was/is to catalog and detail the many nuclear connection cases to see how widespread they were and if there were any specific patterns. Others before me had concerns about NC cases. My concern was raised about the same time Richard Hall expressed his, in his book, "Uninvited Guests" (1988). Then there were books by Ray Fowler, Barry Greenwood & Larry Fawcett, and others. At the start of the project, valuable leads as to NC motives were expressed by Loren Gross.

We've learned a lot in the last five years, but the recent publication of a new book, UFOs and Nukes", by non-member, Robert Hastings, is the definitive body of evidence supporting, not only the nuclear connection, but the reasons behind most of the questions raised about UFOs for many years. What it graphically illustrates is that the nuclear connection is far greater than we had thought even five years ago. The UFO appearance during WWII and subsequent presence is a nuclear-related one. Project Blue Book may have been kept out of the loop, but an agency higher up not only recognized the threat, but took over the investigation.

Francis Ridge,
Coordinator, Nuclear Connections Project
http://www.nicap.org/ncp/ncp-home.htm
The NCP Team today.

NCP Home Page

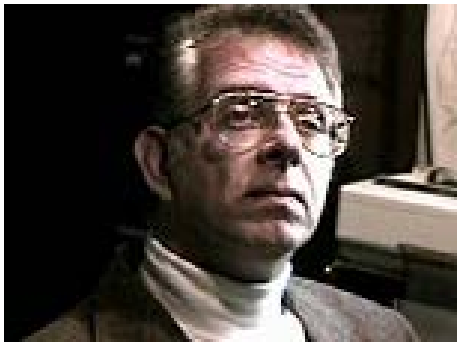


Nuclear Connection Project

NCP Paper

NCP-17

Pandora's Box - What Have We Done?



Francis Ridge
NCP Coordinator

1/10/2009

The year is 1946 and "flying saucers" are not yet a household word. And "flying discs" and Roswell won't become headline national news until a year later. What is an alien race, that had been doing routine observations of activities on planet Earth for decades, thinking, after witnessing two devastating world wars, one ending with two atomic bombs dropped on Japanese civilians in August of 1945? And now, in July of 1946, a fleet of 71 surplus and captured ships are anchored in the Bikini Atoll lagoon in the Marshall Islands. Maybe the aliens knew; maybe they didn't, but these ships are being used as targets. A support fleet of more than 150 ships are providing quarters, experimental stations, and workshops for most of the 42,000 healthy young men.

July 25, 1946; 8:35 AM
A standard Fat Man type Mk 3A fission bomb (and only a mere 23 kilotons, not 50-100 megatons) is used in this test. The bomb is encased in a watertight steel caisson, and suspended beneath landing ship LSM-60. The closest ship to surface zero is the USS Saratoga. Photographs of the Baker shot are unique among nuclear detonation pictures. The blinding flash that usually obscures the target area takes place underwater and is barely seen. The clear image of ships in the foreground and background gives a sense of scale. The large Wilson cloud and the vertical water column are distinctive Baker shot features, making the pictures easily identifiable. The most famous scene in the video shows the 27,000 ton battleship, Arkansas, 562 ft (171 m) long, upended to near vertical, with two-thirds of its length in the air, silhouetted against the north face of the water column.

http://www.youtube.com/watch?v=5JMfkMQXybM&feature=channel_page

Eight ships were sunk or capsized, eight more were severely damaged. Sunk vessels were the USS Saratoga, USS Arkansas, the Nagato, LSM-60 (obviously), the submarines USS Apogon and USS Pilotfish, the concrete dry dock ARDC-13, and the barge YO-160. 42,000 healthy young men, who were never warned of radiation hazards, were exposed to these tests, washed (decontaminated) the damaged ships with radioactive water, drank radioactive water, swam in radioactive water.

Recapping:
Operation Crossroads was an atmospheric nuclear weapon test series conducted in the summer of 1946.
1. ABLE was detonated at an altitude of 520 feet (158 meters) on 1 July

2. BAKER was detonated 90 feet (27 meters) underwater on 25 July.
3. CHARLIE was..... canceled.

Such tests would never be conducted for the peaceful uses of atomic energy after two devastating world wars and the use of two weapons that killed over 200,000 civilians. And the monitoring of the movement and testing of captured German V-2's (similar to our intelligence activities and the U-2 flights right before the Cuban Missile Crisis), was missile delivery of weapons of mass destruction the next phase? All this being done by the peaceful nations who stood out among the other 150 tribes on Planet Earth.. Does it come as a surprise that the famous "Ghost Rockets", which shook up the Pentagon brass, exploded on the scene that same year and in July of 1946?

It gets scarier.

May 25, 1953
If you were watching a relatively warlike race of beings and saw this, what would you think? Seven years after the Baker blast you just saw, and many tests later, the potential use of tactical nuclear weapons is becoming more possible. This is the first test of a nuclear artillery shell (Grable for "gun") - the 280 mm AFAP (artillery fired atomic projectile). The shot was an artillery delivered airburst. The shell traveled 11,000 yards before detonation which occurred 86 feet west, 137 feet south, and 24 feet above the designated burst point. The predicted yield was 14 kt. The Mk-9 280 mm (11.02 inch) shell was 54.4 inches long, weighed 803 lb, and used oralloy as the fissile material. Air burst detonation was arranged by a time fuze. The Mk-9 was fired by an enormous 85 ton artillery piece. The gun had a muzzle velocity of 2060 ft/sec, and a range of up to 20 miles.

http://www.youtube.com/watch?v=XT5jo7aZzTw&feature=channel_page

Russian field commanders had these (and pilotless drones), loaded with tactical nuclear weapons, plus the authority to use them on an invading U.S. ground attack force if the American Joint Chiefs would have had their way during the Cuban Missile Crisis in October of 1963. Kennedy's decision to try something else prevented WWIII. The whole world was watching. And somebody else, too.

August 27, 1958; 2:30 AM
Three Lockheed X-17A three-stage missiles, each modified to carry a 1.7-kiloton W-25 plutonium warhead, were fired from the USS Norton Sound in the south Atlantic near the Falkland Islands, a remote locale chosen for its windswept winter, which assured there would be no activity in the vicinity. A third-stage failure resulted in a nuclear detonation at a lower altitude than planned, but the explosion seven minutes later was high enough to partially confirm the Christofilos effect. The Task Force 88 team watched in awe as a brilliant flash spread across the horizon, and a pale red glow transformed into an eerie, greenish-blue aurora high above, forming glowing streamers along the direction of magnetic north and south.

http://www.youtube.com/watch?v=CvSBiHDHOk8&feature=channel_page

Two more launches followed on August 30 and September 6, while the latest U.S. satellite, Explorer 4, probed the results. Explorer 4 had been launched just before Argus began publicly to further investigate the Van Allen radiation belts but secretly to also analyze the Argus experiments. James Van Allen's instruments, along with measurements from ships, airplanes, and sounding rockets, confirmed Christofilos' predictions. The Argus explosions had indeed created artificial radiation belts around Earth.

Besides detonating nuclear weapons all over Planet Earth like kids shooting off fireworks on the 4th of July, we were now polluting the upper atmosphere and space with nuclear radiation. We knew that none of us was up there, but we weren't sure if "anybody else" was. But we did it anyway.

July 9, 1962
Operation Dominic was a series of 105 nuclear test explosions conducted in 1962 and 1963 by the United States. On this day in July of 1962, at 0900 Zulu, a THOR missilel lifted off Johnston Island and roared to an altitude of 248 miles where the W-49 warhead/MK-4RV were released and detonated. The test was quite spectacular with impressive light displays from an artificial aurora lasting up to seven minutes. The electromagnetic pulse (EMP) from the test sent power line surges

throughout Oahu (800 miles away) knocking out street lighting, blowing fuses and circuit breakers, and triggering burglar alarms. This was the highest altitude test and second largest warhead detonated during the Johnston Island portion of Operation Dominic and was probably the one that lead to newspaper headlines which read, "It Was High Noon at 11:00 PM Today."

http://www.youtube.com/watch?v=EmdBFoQtVvU&feature=channel_page

We had no International Space Station or orbiting spacecraft in orbit at that time, nor did anyone else on Earth. But what about "somebody else"?

There have been well over 2,000 atomic tests on this planet. If these tests were not dangerous to ET, they at least told a grim story: Mankind, even the peaceful ones, were planning for what many defense people thought was just a matter of time. Nuclear war.

It is not surprising that UFOs touched off a series of warnings, that began with the shutdown of 18 missiles at Malmstrom AFB, Montana, in March of 1967.

NCP Home Page

Computer Data File for NCP

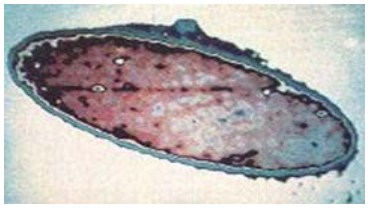
Kirtland Underground Munitions Storage Complex, NM (small portion; big color photo at link)

Coordinates:
35N 00' 17", 106W 30' 28"
3,874,600.0, 362,400.0

Kirtland AFB, NM **2450**

85 B61 Mod 7
365 W80-1/ALCM
600 B61 Mods 3, 4, 10
450 W56/Minuteman II
550 W69/SRAM
400 W84/GLCM

USGS photo 6 Oct 1996



Nuclear Connection Project

NCP Notes

Moon Tests - Nuclear

Date: Sat, 08 Jun 2002 12:52:44 -0400
Subject: Re: Any credibility?
From: joel carpenter <imagery@covad.net>

I lurk on an email list for international space projects that's frequented by a number of space journalists and government experts (I just lurk!! :)) and over the course of the last couple of years there have been several exchanges between the members about claims of secret deep-space nuclear detonations during the early space race era. One member is a former NSA analyst (after seeing his website and postings I believe him) and claims that he was privy to intercepted communications about these tests (presumably Soviet but he won't elaborate since it's all still classified). Other members of the list publicly doubt the story but he insists this occurred and he saw reports.

I doubt an actual moon shot occurred, since it would be pretty hard to conceal if it was done secretly.

FWIW.
Joel

> I have several newspaper articles about the "moon test". The original source
> of this story was a letter from physicist Leonard Reiffel published in the
> journal Nature, May 4, 2000. According to the newspaper articles the test
> was scuttled by the Air Force due to the inherent dangers of launching the
> warhead on a rocket (reliability). Carl Sagan is said to have been on the 10
> person team to study the possible affects of the dust and debris cloud
> ejecting out to space and to determine if there were any organic molecules
> released. Also suggested is that he may have revealed the project (security
> breach) in an application for an academic fellowship. Could this breach have
> had a role in the scuttle?
>
> Colonel Ross Dedrickson claims that the moon test launch actually took
> place. In Greer's book, he also claims there was a nuclear atmospheric test
> out in the Pacific in '61. My information on tests indicates there were no
> atmospheric tests due to the moratorium ('58-'62).
>
> It seems unlikely, given the tense cold war climate at that time, that the
> moon launch actually happened, although what we have at this point is one
> man's word against another's.
>
> Any further observations?
>
> Rob Duvall

The Nuclear Connection

Extraterrestrial Psychology

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Richard Hall

If we suppose that UFOs carry visitors from elsewhere (extraterrestrial intelligences, or ETIs for convenient shorthand), why are they here? Does the accumulated data provide any clues as to their interests or purposes? Seeking answers may be akin to tea-leaf reading, but we now have 40 years of descriptive information. If we analyze the circumstances of UFO sightings it might be possible to discern some patterns that reveal something about ETI psychology.

We know that the long history of visitation has produced little evidence of overt hostility. Some aircraft accidents and bothersome physiological effects could be evidence of accidental harm or of self-defense. Maybe the ETIs are to us as we are to ants, and if we interfere with their picnic they stomp on us. From the obvious high technology displayed it is possible to infer that if their goal were to destroy us or take us over, this could have been done long ago.

Watching UFO events over a period of decades, you get the feeling of a detached or long-term program of some sort that at times of UFO sighting waves seems about to reach a culmination, but never does. Sudden spurts of confrontational behavior and direct intercession in human activities, as if some final contact or communication were imminent, give way to long lull periods during which the waves are forgotten until next time. The waves usually are sufficiently spectacular to make international headlines, but do not penetrate our cultural inertia to the point of upsetting the routines of society, or even to the point of stimulating a larger scale scientific study.

People react and internalize the events, maintaining a high awareness of UFOs as shown by Gallup polls, but governments do not. The few times that governments have reacted and initiated investigations, the inquiries have floundered in a sea of confusion about what to believe and how to go about a study. Busy scientists have half-heartedly looked at the subject and, noting its ebbs and flows, assumed it must have something to do with mass psychology.

Almost everyone knows about UFOs, and that they might be extraterrestrial in origin, but this is taken to be a popular belief rather than a serious theory justified by things seen. So society marches on undisturbed by the ghostly apparitions, through petroleum crises, Middle East war, crippled economies, and assorted forms of human violence and riots.

If the ETIs wanted to raise our consciousnesses without upsetting world governments, they couldn't adopt a better plan than the manner in which they have manifested themselves to us so far.

The major displays that constitute UFO waves (see Table 6) typically include episodes of blatant interactions with humans and their vehicles. This blatancy factor embedded in UFO waves alternates with periods in which UFO behavior seems more subtle, even furtive. During the lull periods when conventional news media lose interest in the subject, sighting information is difficult to obtain and is only slowly and painfully reconstructed by UFOlogists using their own limited resources. When the information is in, we learn that startling events have continued to occur but, for reasons unknown, they have not attracted the same degree of attention. Human reactions to UFO sightings perhaps are more cyclical than the sightings themselves.

As indicated in Table 6, each wave period has corresponded roughly to major historical events. A far more comprehensive study of such historical correlations is needed before too much significance is attached to them. Something about the nature of news reporting of crises and earth-shaking events may incidentally zero in on UFO reports. But a certain rationale for ETI interest in the rapidly exploding development of human aerospace technology also can be read into the apparent coincidences.

By repeated manifestations in specific contexts of human affairs, UFOs have shown apparent interest in --

* Vehicles

* Warfare

* Strategic technology

* Energy

* Human physiology

In addition to the vehicle encounter cases reported in chapters 1 and 2, some of the earliest significant UFO sightings on record involve aircraft and rocket pacings at such test ranges as White Sands Proving Grounds, New Mexico, and later at Cape Canaveral, Florida. The ETIs, it could be argued, have displayed curiosity about all forms of human propulsion, from piston engines to jets and rockets.

Every major war in modern times has included UPO sightings at the scene of combat. The "foo-fighters" of World War II were the first widely reported UFOs of the 20th Century.

William D. Leet, late Arkansas State Director for the Mutual UFO Network, was a bomber pilot during World War II. On a "lone wolf" bombing mission over Klagenfurt, Austria, November 24, 1944, he and his B-17 crew were on their bomb run when the plane suddenly was caught in a blinding light for 2-3 seconds, and Leet felt a sensation of heat. If it had been searchlights, the Germans would not have broken off contact. They completed the bomb run safely, encountering no flak, and turned to scurry back to their home airfield in Amendola, Italy.

All at once a round, amber light appeared off the left wing of the B-17, showing a perfectly circular outline, and paced alongside the plane for about 45 minutes before abruptly vanishing. During debriefing, Leet was informed that no searchlights were known to be at Klagenfurt. The intelligence officer suggested that the amber disc was a new German fighter or remote control device radioing position information to antiaircraft guns, but Leet replied that the object did not fire on them, nor had they encountered any flak.

"Foo-fighters" also were seen in the Asian Theater. On August 10, 1944, Capt. Alvah M.

Reida was piloting a B-29 on a bombing mission over Sumatra. After leaving the target area he and his crew saw an orange spherical object with a halo effect that paced off the starboard wing. Reida took evasive action, but the UFO followed every maneuver for about 8 minutes. "When it left;" he said, "it made an abrupt 90 degree turn, up and accelerating rapidly;"

Wayne Thomas, Jr, a former group intelligence officer for B-29's stationed on Tinian also has confirmed that "foo fighter" reports were common in the Asian Theater. They would typically move along with the bombers for several minutes at a time before breaking off.

A number of very similar Korean War UFO sightings appear in the records of the Air Force Project Blue Book, now on microfilm in the National Archives. In Project Grudge Report No.4 (Grudge was the immediate predecessor of Blue Book) is the following report:

"On the night of 29 January 1952, 30 miles WSW of Wonson, Korea, three members of a B-29 crew ... observed a light orange colored sphere for a period of five minutes. The object was on a parallel course to the B-29 at 8 o'clock level. The color of the object was further described as being the color of the sun with an occasional bluish tint. The outer edge of the object appeared to be fuzzy and it seemed to have an internal churning movement like flames or fiery gases.

The object closed in on the B-29 to an undetermined distance, and then faded away in the distance:'

The bomber was at 22,500 feet in CAVU weather (clear and visibility unlimited) at 2300 hours local time. At 2324 hours, another B-29 crew observed an identical object near Sunchon.

During his testimony at the 1968 Congressional UFO Symposium, Dr. Robert L. Hall recounted the following experience:

"When I was on the faculty at the University of Minnesota, a student came to me, having heard that I had some interest in this question. He informed me that his father, a colonel, an artillery colonel in Korea ... had flown over a hill in Korea in his observer plane, and found (right next to him virtually) a characteristic unidentified flying object with the usual kind of configuration. It had promptly retreated upwards. It had frightened him, but he was an experienced and trained observer, so he took notes on it ... . When he returned he was so ridiculed and laughed at for a long period of time that he completely gave up trying to have this taken seriously. He refused to talk about it:"

During October 1973 when UFOs were once again making headlines after a long lull, Gen. George S. Brown, Air Force Chief of Staff, said at a press conference: "I don't know if this story has ever been told, but UFOs plagued us in Vietnam during the war!" He cited an incident in early summer of 1968 when a series of sightings set off quite a battle (with) an Australian destroyer taking a hit;' and another in 1969 that resulted in "some shooting."

A spectacular sighting occurred in June 1966 at Nha Trang, an active base on the coastline of South Vietnam. About 9:45 p.m. there was a flash of light and a UFO approached, descended in plain view of numerous soldiers, and hovered a few hundred feet off the ground, its glow illuminating the entire area. The base generator failed and the base was blacked out. Idling aircraft engines, bulldozers, trucks, everything (including some diesel engines) failed for about 4 minutes. The UFO finally "went straight up" and rapidly disappeared from view.

Colonel Robert M. Tirman, an Air Force flight surgeon, was among those who observed a

"huge" cylindrical UFO over southeast Asia on March 14, 1969. Tirman was a passenger on a KC-135 whose pilots and crew also saw the object. The cylinder hovered in a vertical orientation about 2 miles from the plane at about 15,000 feet altitude. When they tried to circle for a closer look, the UFO disappeared. Jet interceptors also were scrambled but could not locate the UFO.

STRATEGIC TECHNOLOGY

During large-scale NATO maneuvers ("Operation Mainbrace") in the North Sea in September 1952, UFOs were sighted for over a week by ships and aircraft of the fleet. Color photographs were taken from the deck of the U.S. aircraft carrier *Franklin D. Roosevelt* of an unidentified silvery spherical object moving at high speed. No technical analyses of the photographs or other sightings have ever been released.

Air Force and CIA documents obtained by lawyer Peter Cersten under the Freedom of Information Act reflect the fact that by the early 1950s the U.S. Government was concerned about the pattern of UFOs being sighted at strategic locations. (Gersten, reference A, bibliography)

On May 25, 1950, the Kirtland, New Mexico, district office of the Air Force Office of Special Investigations (OSI) reported a series of UFO sightings by scientists, pilots, security personnel, and others to the OSI Director, expressing concern about "...the continued occurrence of unexplained phenomena of this nature in the vicinity of sensitive installations ..."

In a memo dated December 2, 1952 (on the heels of the major UFO wave of that year) the CIA Assistant Director of Scientific Intelligence alerted CIA Director Walter B. Smith to the pattern of sightings at strategic locations: "Sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major U.S. defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles."

During the 1952 wave, including the Washington, D.C., radar-visual sightings, Air Force intelligence had received a steady flow of reports from jet interceptor pilots who had been scrambled to chase unidentified objects detected by radar. Time after time the pilots obtained visual sightings of the UFOs, often locked onto them with airborne radar, but could not catch them. The UFOs sometimes played a cat-and-mouse game, fleeing just out of range of the fighter aircraft, then turning and following the plane as it returned to base.

Several times during the Washington, D.C., sightings, interceptors were scrambled from Dover AFB, Delaware, and roared into the skies over Washington. Just as they arrived the UFOs would vanish off the radar scopes. Later research in the morgue of a Maryland eastern shore newspaper turned up references to UFOs showing up there, some 70 miles southeast of Washington, moments after they disappeared in Washington.

An exception was reported in one case when an F-94 pilot from Dover did intercept a group of UFOs when vectored to them by radarmen. A group of civilian and military aviation experts at National Airport watched on radar as the UFOs surrounded the F-94. The terrified pilot was heard on the intercom meekly asking permission to break off contact and return to base. His personal testimony, which has never been released, would make a fascinating addition to the record. What did he see and experience?

The eerie truth is that the UFOs have reacted differently to armed military interceptors than they have to civilian aircraft. In 1952 they literally followed airliners as they approached Washington National Airport, sometimes hovering in plain sight of them. But they usually

stayed out of the way of military jets, behaving almost as if testing their capabilities, or taunting them.

The CIA case files for 1952, once maintained by the Physics and Electronics Division, have never been released to the public. Do they contain reports of effects on the intercepting aircraft or other odd occurrences? In the widely publicized September 19, 1976, Iranian jet case, American-built F-4's were scrambled to chase UFOs which displayed an "inordinate amount of maneuver- ability!" They also displayed an ability to defend themselves; when one F-4 pilot attempted to fire at a UFO, his weapons control panel abruptly became "inoperable." Another pilot experienced total instrument failure as he closed in on a UFO. A Defense Intelligence Agency evaluation labeled this "an outstanding report."

These reports border on proof that the ETIs know what our weapons are, perhaps even know when we are getting ready to use them. Another indication of weapons awareness is the SAC base reports also belatedly known to the public through FOIA lawsuits. Quoting lawyer Peter Gersten (Reference B, bibliography):

> "DOD, USAF, and CIA documents reveal that during October, November, and December of 1975, reliable military personnel repeatedly sighted unconventional aerial objects in the vicinity of nuclear weapons storage areas, aircraft alert areas, and nuclear missile control facilities at Loring AFB, Maine; Wurtsmith AFB, Michigan; Malmstrom AFB, Montana; Minot AFB, North Dakota; and Canadian Air Forces Station, Ontario. Many of the sightings were confirmed by radar. At Loring AFB, the interloper 'demonstrated a clear intent on the weapons storage areas' ...
> An Air Force document says that 'Security Option III' was implemented and that security measures were coordinated with 15 Air Force bases from Guam to Newfoundland!'

Many other examples could be cited from UFO history to demonstrate an apparent pattern of the ETIs "watching" our technological development, especially our propulsion (delivery) capabilities, our actions in warfare, our nuclear technology ... and our reaching out into space. Wherever they come from, it may be that we are beginning to pose a threat to them because (a) we can now send space vehicles to the outer planets and beyond, (b) we are warlike, and (c) we have nuclear weapons.

(Table 5, World-Wide Record of Successful Space Launches, not show here).

As early as 1958 a Yale University social scientist, Dr. Harold D. Lasswell, in discussing space travel, suggested:

> 'The implications of the unidentified flying objects (UFOS) may be that we are already viewed with suspicion by more advanced civilizations and that our attempts to gain a foothold elsewhere may be rebuffed as a threat to other systems of public order."

ENERGY

That ETIs would be interested in our sources and applications of energy follows logically from their interest in our strategic technology, but it is difficult to establish any clear correlation. My private studies convince me that an interest has been displayed in atomic energy facilities and petroleum-related activities. Map plotting shows a significant

concentration of sightings in New Mexico, counter to population trends. New Mexico is extraordinarily high in both strategic facilities and mineral production.

Another State with a significant number of close-range UFO sightings in comparison to its population (see Table 7*)* is Missouri. A separate study by Ted Phillips of 2,108 CE II physical trace cases shows that Missouri ranks third in number of such reports while ranking 13th in population. Missouri contains major aerospace activities, a leading weapons production facility, and is a significant producer of strategic metals and minerals. For the most part, as Table 7 illustrates, sighting frequency tends to reflect population.

Vehicle encounter cases, taken as a whole, could be interpreted as showing an interest in our uses of energy, what makes our vehicles tick. So can the numerous cases of aircraft and rocket pacings.

A possible progression of interest with time is intriguing, but remains only an intuition. During the 1940s and 1950s UFOs were particularly observed around aircraft and rockets. During the 1960s automobile encounter cases came to the fore. Also during the 1960s, when our space program reached the stage of lunar rockets and deep space probes, major waves of UFO sightings occurred after a lull of 7 years. Then, in the 1970s, the "petroleum connection" began to emerge.

It was almost as if the ETIs gradually figured out the motive power of our vehicles, monitoring the sites of advanced propulsion technology (White Sands, Cape Canaveral), checking our energy resources, and tracing our peculiar dependence on fossil fuels to the U.S. oil fields of the West and Southwest (e.g., Levelland and Damon, Texas sightings), and to the Arab nations of the Middle East. Whether a similar pattern has evolved in other countries is unknown.

At any rate, the 1973 UFO wave coincided with the OPEC embargo and the beginning of the U.S. petroleum supply crisis, and the 1978 Eastern Hemisphere wave (largely unreported in the U.S.) was focused in the oil-rich Arab nations. Was this only coincidence?

A series of UFO sightings occurred in Kuwait starting on November 9, 1978. As reported by P. G. Jacob, a marine biologist employed by the Kuwait Institute for Scientific Research, "All the sightings occurred in the oil fields of Kuwait Oil Company, the major oil producing concern in Kuwait:" The final sighting was November 21 over the Al Sabriyah oil field near the Iraqi border, and the UFO was photographed as it flew over a 20-foot water tower and hovered in the area for 30 minutes.

At one point Kuwait Oil Company technicians observed the landing and take-off of a soundless domed UFO which had a flashing red body light. Telecommunications were interrupted during the sighting, and an electrically operated oil pumping station near the landing site ceased to function. Similar E-M effects were noted during the other sightings.

From November 1978 through January 1979, UFOs were seen and photographed from several Arab nations over a wide area near the Persian Gulf coast opposite Iran. During the same time frame there were widespread sightings in Australia and New Zealand, including the famous New Zealand movie films taken from an aircraft in December. The movies received international news media attention, but the Arab oil field sightings and landing did not, at least not in the United States.

Early in 1979 a UFO landing also was reported at a major Argentine oil field. On May 1, engineers of the YPF government oil fields at Vizcacheras, in a remote area accessible only to company employees, were awakened at 4:00 a.m. from the noise made by goats in a

corral. When they went outside to investigate, they saw a UPO hovering silently about 70 meters from the encampment and 20 meters above the ground. They waved a lantern and the UFO seemed to respond by blinking a light, then slowly landed nearby. More light signals were exchanged, then the UFO took off and disappeared toward the Andes mountains at 4:35 a.m.

The group went to inspect the landing spot and found a large circle in which the sand had been petrified or hardened into chunks. Soil samples were taken to a Professor Corradi for analysis. Corradi, identified as Director of the Institute for Extrahuman Studies, said the samples were being analyzed by the Office of Mining. He noted that after the sighting, the goats (about 1,500) refused to return to their corral.

Corradi also noted a strategic connection that other South American investigators have commented upon in the past:

> "I have been noticing for some time that the permanent presence of the UFOs over the uranium mines of La Pintada and Cuesta de los Terneros in San Rafael and now in Vizcacheras, is not a coincidence."

Earlier, on March 10, 1977, crew members of two oil tankers anchored a mile apart in the offshore Anuna oil field of Indonesia at 7:40 p.m. saw a large dark object with a red body light, and emitting yellowish-white beams of light. The UFO approached from the west beneath a 1,000 foot cloud cover, circled the oil field twice, and flew away to the east.

The "petroleum connection" may or may not be significant. The possibility exists that the ETIs have been conducting a broad survey of human technology that, among other things, has touched on petroleum as well as other energy- related factors. The survey might be of such broad scope, so comprehensive, that no particular pattern would emerge from our large scale data analysis and UFO sightings would correlate with almost everything under the sun. But if the skeptical assumption is made, no science is done and we are left only with speculation. The effort to seek out such patterns in the data seems well worthwhile.

Meanwhile, the attempt to analyze extraterrestrial psychology remains a speculative art that necessarily involves critical assumptions at various points. The scenario presented here amounts to an educated guess and a survey of reasonable possibilities. We are not likely to have any final answers until the full resources of science are applied to the problem ... or the ETIs reveal their purposes.

TABLE 6
UFO Displays and World History

1939-1946: World War II; German rocket and jet technology advances; Bikini atoll atomic tests; Hiroshima and Nagasaki A-bombs, 1945-46.

1944-1946: UFOs ("foo-fighters") observed by Allied and Axis pilots.

1947: V-2 and other rocket/missile tests; Nevada A- bomb tests; flight of X-1, first supersonic aircraft.

1947: First major wave of UFO sightings in U.S. initially focused in Northwest.

June 25, 1950-July 26, 1953: Korean War; first American H-bomb detonated Nov 1, 1952.

1952: Major UFO wave June-December, including radar-visual, pilot sightings, jet interceptor chase cases; September NATO sightings during North Sea maneuvers.

1954: Bikini atoll H-bomb test March 1 injures Japanese fishermen with radioactive fallout; height of Cold War struggle over fate of Germany; maturation of ICBMs due to improved inertial guidance systems; Algerian War begins, Nov. 1.

1954: Major UFO sighting wave September-October, primarily in Europe, including numerous humanoid sightings for first time.

1957: British H-bomb test May 15 at Christmas Island; first Soviet ICBM successfully launched Aug. 26; Sputnik I, first earth satellite launch, Oct. 4; Sputnik II (carrying dog) launched Nov. 3.

1957: Major UFO wave October-December, primarily focused in southwest and Midwest United States.

October 1958-September 1961: Moratorium by major powers on further nuclear testing; Sept.-Oct. 1959 Soviet lunar flights, including Lunik II impact on Moon, Sept.13; Soviet Venus probe launched Feb.12, 1961; Soviet nuclear testing resumed Aug. 29, 1961.

Apr.12, 1961-June 16, 1963: First manned Earth-orbital flights, 12 in 26 months; British and American nuclear testing resumed Feb. 7, 1962; Ranger IV impacts on Moon April 26, 1962; Mariner 2 Venus probe launched Aug.27, 1962; American-Cuban crisis Sept- Nov.1962.

Fall 1963: Nuclear test ban treaty signed Aug. 5; President John F Kennedy assassinated Nov.22.

1959-1963: Significant lull period in reported UFO sightings.

1964-67: Lunar landings and deep space probes; multiple-manned Earth-orbital flights, 13 between Oct.1964 and April 1967; Middle East war; height of U.S. involvement in Vietnam War.

1964: Ranger VII impacts on Moon July 31; Communist Chinese explode nuclear bomb for first time Oct.16; Mariner 4 Mars probe launched Nov.28.

1965: Ranger VIII launched Feb.17 for lunar impact; Ranger IX launched Mar.21 for lunar impact; Soviet Venus probe launched Nov.12.

1966: Soviet Union first successful lunar "soft landing" Feb. 3; Soviet probe impacts on Venus Mar 1; Soviet Luna 10 placed in lunar orbit March 31; Chinese H-bomb detonated May 9; Surveyor 1 launched May 30, lunar landing; Soviet Luna 13 Moon landing Dec.24.

1967: Surveyor 3 Moon landing Apr 19; third Israeli-Arab war begins June 5; Soviet Venera 4 launched, "soft landing" on Venus; Mariner 5 passes near Venus Oct.19.

1964-67: Renewal of UFO sightings after 7-year lull; largest volume sighting wave in UFO history 1966-67; Congressional hearings and Colorado UFO Project formed, 1966.

August 24, 1968: First French H-bomb test.

July 20, 1969: U.S. lands men on Moon.

1973: OPEC oil embargo, petroleum crisis and political turmoil in U.S., Agnew resignation; Israeli-Arab war Oct. 6-21.

1973: Major UFO wave October-November after 4-5 year lull, featuring numerous humanoid sightings and Hickson-Parker abduction.

1978: Continuing Middle East crises, petroleum short age, OPEC price rises.

1978: Sighting wave October-December in Middle East and Australasia (little publicized in U.S.), including Arab Nation sightings and oil field landing.

(Sources: NASA Space Activities Summaries, 1960s; "Chronology of Major European Events;' University of S. Carolina, Feb. 8, 1978; *Encyclopedia Britannica*, 1969, atomic energy and space exploration entries)

TABLE 7
Top 10 States reporting
UFO close encounters vs. population
(Based on 379 CE II and CE III cases through 1967)

SIGHTING RANK/STATE
(Population Rank, 1970 Census)

1. California (1)	6. Illinois (5)
2. Ohio (6)	7. New Mexico (37)
3. New York (2)	8. Indiana (11)
4. Pennsylvania (3)	9. Missouri (13)*
5. Texas (4)	10. Florida (9)

*ln a study by Ted Phillips (see Bibliography) analyzing 2,105 CE-II physical trace cases through 1951, Missouri ranked 3rd in case frequency vs. 13th in population.

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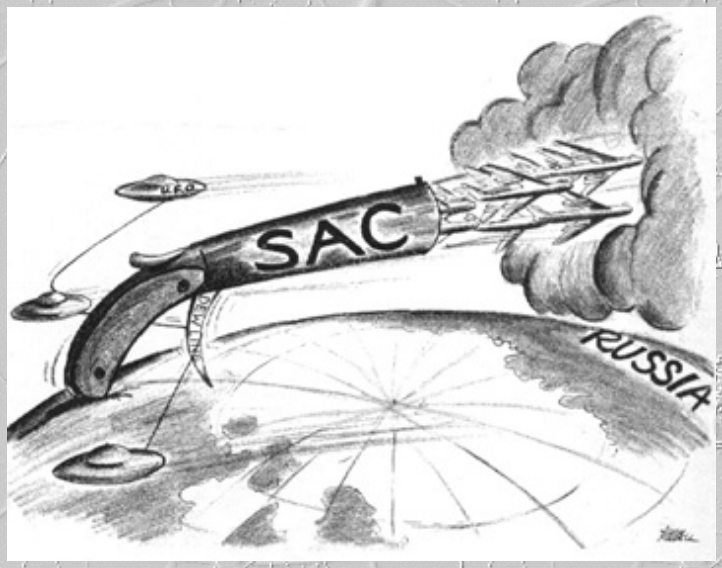
Accidental-War Danger Increasing

UFOI, October 1961



In a recent statement, Vice President Johnson declared:

"The western allies must be prepared for every possible eventuality- - deliberate or accidental."

Three weeks ago, the Vice President sent the Senate Preparedness Subcommittee an urgent NICAP report on one increasing hazard: The danger of mistaking UFOs for Soviet bombers or missiles.

There is an equal danger that Russia might fatally mistake UFOs for a U.S. attack. If our Government spotlighted this risk, it might cause the Kremlin to take similar steps to end confusion over UFOs.

The following steps show how UFOs might trigger World War III:

1. U.S.-Canada radar picks up un known, high-speed flying objects heading for this continent. Many defense-radar personnel fully accept denials that UFOs exist; when all radars show such solid objects in large formation or groups. obviously under intelligent control, these operators are likely to conclude: Probable Soviet attack. SAC (Strategic Air Command) bombers are launched. By AF admission. this situation has already occurred.

2. Soviet agents near SAC bases see the launchings, secretly radio Moscow. Soviet bombers are launched, missile bases alerted.

3. As SAC bombers head toward Russia, checks are swiftly made to confirm or disprove the alarm. Intelligence has no word of sudden Soviet preparations. But, because of the Berlin crisis, Russia is known to be in at least partial war-readiness. This could be a surprise attack.

4. At a certain point, SAC pilots are prepared to turn back unless they receive coded signals that the President has ordered attack. Presumably, the Soviet has a similar system. By now, both U.S. and Soviet radar have picked up the other side's bombers. This would not make

war certain -- realizing that mutual disaster was inevitable, both fleets might warily circle, well out of range, then return to their bases. But; if high-speed UFOs were tracked, heading for either country, it could cause a fateful decision. Several UFOs have been tracked at missile speeds--one at 18.000 m.p.h., by Navy scientists at White Sands, two at over 9,000 m.p.h. (Goose Bay AFB, and by an AF B-29 radar.) If either side mistook UFOs for H-bomb missiles aimed at their cities and bases, war would be almost inevitable.

The risk is there, and growing. Even if it is only a tiny fraction of 1%, it is still too great.

"The confusion about UFOs among our defense personnel should be ended promptly." warns the NICAP Board. "All available information, including methods of distinguishing UFOs from ordinary missiles or aircraft, should be released at once."

Many members already are backing NICAP's attempts to reduce UFO secrecy dangers. But the average American still does not realize the risk of accidental war from mistaking UFOs for Soviet missiles or bombers. This danger has been greatly increased by Khrushchev's threats and ruthless Soviet efforts to intimidate the United States. We urge all members to help spread word of this hazard- -not just as a patriotic duty, but to increase our chance of survival as Communist-inspired tension menaces the free world,

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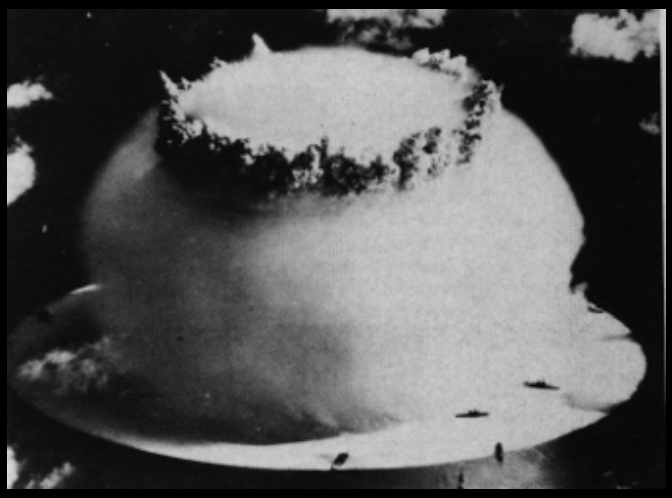
Another Estimate of the Situation

FLYING SAUCERS: 1950

Maj. Donald E. Keyhoe



Francis Ridge:
Although this scenario was presented over 50 years ago in a book entitled, "Flying Saucers Are Real", by Donald Keyhoe (several years before NICAP was launched) the basic contention is still uncannily possible. The report below is Chapter XIV, devoid of only the first opening line.

==========

What were they like? And what were they doing here?

From the long record of sightings, it was possible to get an answer to the second question. Observation of the earth followed a general pattern. According to the reports, Europe, the most populated area, had been more closely observed than the rest of the globe until about 1870. By this time, the United States, beginning to rival Europe in industrial progress, had evidently become of interest to the space-ship crews.

From then on, Europe and the Western Hemisphere, chiefly North America, shared the observers' attention. The few sightings reported at other points around the world indicate an occasional check-up on the earth in general. Apparently World War I had not greatly concerned the space observers. One reason might be that our aerial operations were still at a relatively low altitude.

But World War II had drawn more attention, and this had obviously increased from 1947 up to the present time. Our atomic-bomb explosions and the V-2 high-altitude experiments might be only coincidence, but I could think of no other development that might seriously concern dwellers on other planets.

It was a strange thing to think of some far-off race keeping track of the earth's progress. If Redell was right, it might even have started in prehistoric time; a brief survey, perhaps once a century or even further spaced, then gradually more frequent observation as cities appeared on the earth.

Somewhere on a distant planet there would be records of that long survey. I wondered how our development would appear to that far-advanced race. They would have seen the slow sailing ships, the first steamships, the lines of steel tracks that carried our first trains.

Watching for our first aircraft, they would see the drifting balloons that seemed an aerial miracle when the Montgolfiers first succeeded. More than a century later, they would have noted the slow, clumsy airplanes of the early 1900's. From our gradual progress to the big planes and bombers of today, they could probably chart our next steps toward the stratosphere--and then space.

During the last two centuries, they would have watched a dozen wars, each one fiercer than the last, spreading over the globe. Adding up all the things they had seen, they could draw an accurate picture of man, the earth creature, and the increasingly fierce struggle between the earth races.

The long survey held no sign of menace. If there had been a guiding purpose of attack and destruction, it could have been carried out years ago. It was almost certain that any planet race able to traverse space would have the means for attack.

More than once, during this investigation, I had been asked: "If the saucers are interplanetary, why haven't they landed here? Why haven't their crews tried to make contact with us?"

There was always the possibility that the planet race or races could not survive on earth, or that their communications did not include the methods that we used. But I found that hard to believe. Such a superior race would certainly be able to master our radio operations, or anything else that we had developed, in a fairly short time. And it should be equally simple to devise some means of survival on earth, just as we were already planning special suits and helmets for existence on the moon. During a talk with a former Intelligence officer, I got a key to the probable explanation.

"Why don't you just reverse it--list what we intend to do when we start exploring space? That'll give you the approximate picture of what visitors to the earth would be doing."

Naturally, all the details of space plans have not been worked out, but the general plan is clear. After the first successful earth satellites, we will either attempt a space base farther out or else launch a moon rocket. Probably many round trips to the moon will be made before going farther in space. Which planet will be explored first, after the moon?

According to Air Force reports, it is almost a certainty that planets outside the solar system are inhabited. But because of the vast distances involved, expeditions to our neighboring planets may be tried before the more formidable journeys. More than one prominent astronomer believes that life, entirely different from our own, may exist on some solar planets. Besides Mars, Jupiter, and Venus, there are five more that, like the earth, revolve around the sun.

One of the prominent authorities is Dr. H. Spencer Jones, Astronomer Royal. In his book *Life on Other Worlds*, Dr. Jones points out that everything about us is the result of changing processes, begun millenniums ago and still going on. We cannot define life solely in our own terms; it can exist in unfamiliar forms.

"It is conceivable," Dr. Jones states in his book, "that we could have beings, the cells of whose bodies contained silicon instead of the carbon which is an essential constituent of our cells and of all other living cells on the earth. And that because of this essential difference between the constitution of those cells and the cells of which animal and plant life on the earth are built up, they might be able to exist at temperatures so high that no terrestrial types of life could survive."

According to Dr. Jones, then, life could be possible on worlds hotter and drier than ours; it could also exist on a very much colder one, such as Mars.

Even if a survey of the sun's planets proved fruitless, it would decide the question of their being populated. Also, it would provide valuable experience for the much longer journeys into space.

No one expects such a survey until we have a space vehicle able to make the round trip. One-way trips would tell us nothing, even if volunteers offered to make such suicidal journeys.

The most probable step will be to launch a space vehicle equipped with supplies for a long time, perhaps a year or two, within the solar system. Since Mars has been frequently mentioned as a source of the flying saucers, let's assume it would be the first solar-system planet to be explored from the earth.

As the space ship neared Mars, it could be turned to circle the planet in an orbit, just like our planned earth satellite vehicle. Once in this orbit, it could circle indefinitely without using fuel except to correct its course.

From this space base, unmanned remote-control "observer" units with television "eyes" or other transmitters would be sent down to survey the planet at close range. If it then seemed fairly safe, a manned unit could be released to make a more thorough check-up.

Such preliminary caution would be imperative. Our explorers would have no idea of what awaited them. The planet might be uninhabited. It might be peopled by a fiercely barbarous race unaware of civilization as we know it. Or it might have a civilization far in advance of ours.

The explorers would first try to get a general idea of the whole planet. Then they would attempt to examine the most densely populated areas, types of armature, any aircraft likely to attack them. Combing the radio spectrum, they would pick up and record sounds and signals in order to decipher the language.

As on earth, they might hear a hodgepodge of tongues. The next step would be to select the most technically advanced nation, listen in, and try to learn its language, or record it for deciphering afterward on earth.

Our astronomers already have analyzed Mars's atmosphere, but the explorers would have to confirm their reports, to find out whether the atmosphere at the surface would support their lungs if they landed. The easiest way would be to send down manned or unmanned units with special apparatus to scoop in atmosphere samples. Later analysis would tell whether earthlings would need oxygen-helmet suits such as we plan to use on the moon.

But before risking flight at such low altitudes, the explorers would first learn everything possible about the planet's aircraft, if any. They would try to determine their top ceiling, maximum speed, maneuverability, and if possible their weapons. Much of this could be done by sending down remote-control "observer" disks, or whatever type we decide to use. A manned unit might make a survey at night, or in daytime with clouds nearby to shield it. By hovering over the planet's aircraft bases, the explorers could get most of the picture, and also decide whether the bases were suitable for their own use later.

It might even be necessary to lure some Martian aircraft into pursuit of our units, to find out their performance. But our explorers would above all avoid any sign of hostility; they would hastily. withdraw to show they had no warlike intentions.

If the appearance of our observer units and manned craft caused too violent reactions on the planet, the explorers would withdraw to their orbiting space vehicle and either wait for a lull or else start the long trip back home. Another interplanetary craft from the earth might take its place later to resume periodic surveys.

In this way, a vast amount of information could be collected without once making contact with the strange race. If they seemed belligerent or uncivilized, we would probably end our survey and check on the next possibly inhabited planet. If we found they were highly civilized, we would undoubtedly attempt later contact. But it might take a long time, decades of observation and analysis, before we were ready for that final step.

We might find a civilization not quite so advanced as ours. It might not yet have developed radio and television. We would then have no way of getting a detailed picture, learning the languages, or communicating with. the Martians. Analysis of their atmosphere might show a great hazard to earthlings, one making it impossible to land or requiring years of research to overcome. There might be other obstacles beyond our present understanding.

This same procedure would apply to the rest of the solar-system planets and to more distant systems. Since Wolf 359 is the nearest star outside our system that is likely to have inhabited planets, one of these planets would probably be listed as the first to explore in far-distant space. It would be a

tremendous undertaking, unless the speed of light can be exceeded in space. Since Wolf 359 is eight light-years from the earth, even if a space ship traveled at the theoretical maximum--just under 186,000 miles a second--it would take over sixteen years for the round trip. Detailed observation of the planet would add to this period.

If we assume half that speed--which would still be an incredible attainment with our present knowledge--our space explorers would have to dedicate at least thirty-two years to the hazardous, lonely round trip. However, there has never been a lack of volunteers for grand undertakings in the history of man.

It is quite possible that in our survey of the solar-system planets we would find some inhabited, but not advanced enough to be of interest to us. Periodically, we might make return visits to note their progress. Meantime, our astronomers would watch these planets, probably developing new, higher powered telescopes for the purpose, to detect any signs of unusual activity. Any tremendous explosion on a planet would immediately concern us.

Such an explosion, on Mars, was reported by astronomers on January 16, 1950. The cause and general effects are still being debated. Sadao Saeki, the Japanese astronomer who first reported it at Osaka, believes it was of volcanic nature.

The explosion created a cloud over an area about seven hundred miles in diameter and forty miles high. It was dull gray with a yellowish tinge and a different color from the atmospheric phenomena customarily seen near Mars. Saeki believes the blast might have destroyed any form of life existing on the planet, but even though the telescopic camera recorded a violent explosion, other authorities do not believe the planet was wrecked. The canals first discovered on Mars by Giovanni Schiaparelli, about 1877, are still apparent on photographs.

Mars is now being carefully watched by astronomers. If there are more of the strange explosions, the planet will be scanned constantly for some clue to their nature.

If a mysterious explosion on Mars, or any other planet, were found of atomic origin, it would cause serious concern on earth. Suppose for a moment that it happened many years from now, when we will have succeeded in space explorations. At this time, let us assume our explorers have found that Mars is experimenting with high-altitude rockets; some of them have been seen, rising at tremendous speed, in the upper atmosphere of Mars.

Then comes this violent explosion. A scientific analysis of the cloud by astrophysicists here on earth proves it was of atomic origin.

The first reaction would undoubtedly be an immediate resurvey of Mars. As quickly as possible, we would establish an orbiting space base--out of range of Martian rockets--and try to find how far they had advanced with atomic bombs.

Samples of the Martian atmosphere would be collected and analyzed for telltale radiation. Observer units would be flown over the planet, with instruments to locate atom-bomb plants and possibly uranium deposits. The rocket-launching bases would also come under close observation. We would try to learn how close the scientists were to escaping the pull of gravity. Since Mars's gravity is much less than the earth's, the Martians would not have so far to progress before succeeding in space travel.

The detailed survey by our space-base observers would probably show that there was no immediate danger to the earth. It might take one hundred years--perhaps five hundred--before the Martians could be a problem. Eventually, the time would come when Mars would send out space-ship explorers. They would undoubtedly discover that the earth was populated with a technically advanced civilization. Any warlike ideas they had in mind could be quickly ended by a show of our superior space craft and our own atomic weapons--probably far superior to any on Mars. It might even be

possible that by then we would have finally outlawed war; if so, a promise to share the peaceful benefits of our technical knowledge might be enough to bring Martian leaders into line.

Regardless of our final decision, we would certainly keep a lose watch on Mars--or any other planet that seemed a possible threat.

Now, if our space-exploration program is just reversed, it will give a reasonable picture of how visitors from space might go about investigating the earth. Such an investigation would tie in with the general pattern of authentic flying-saucer reports:

1. World-wide sightings at long intervals up to the middle of the nineteenth century.

2. Concentration on Europe, as the most advanced section of the globe, until late in the nineteenth century.

3. Frequent surveys of America in the latter part of the nineteenth century, as we began to develop industrially, with cities springing up across the land.

4. Periodic surveys of both America and Europe during the gradual development of aircraft, from the early 1900's up to World War II.

5. An increase of observation during World War II, after German V-2's were launched up into the stratosphere.

6. A steadily increasing survey after our atomic-bomb explosions in New Mexico, Japan, Bikini, and Eniwetok.

7. A second spurt of observations following atom-bomb explosions in Soviet Russia.

8. Continuing observations of the earth at regular intervals, with most attention concentrated on the United States, the present leader in atomic weapons. (Saucers have been reported seen over the Soviet Union, but the number is unknown. There is some evidence that Russia has an investigative unit similar to Project "Saucer.")

There are other points of similarity to the program of American space exploration that I have outlined. Most of the extremely large saucers have been at high altitudes, some of them many miles above the earth. At that height, a space ship would be in no danger from our planes and antiaircraft guns and rockets. The smaller disks and the mystery lights have been seen at low altitudes. Occasionally a larger saucer has been seen to approach the earth briefly, as at Lockbourne Air Force Base, at Bethel, Alabama, at Macon and Montgomery, and other places. It has been suggested that this was for the purpose of securing atmospheric samples. It could also be to afford personal observation by the crews.

The numerous small disks seen in the first part of the scare, in 1947, fit the pattern for preliminary and close observation by remote-controlled observer units. As the scare increased, the daytime sightings decreased for a while, and mystery lights began to be seen more often. This apparent desire to avoid unfavorable attention could have been caused by our pilots' repeated attempts to chase the strange flying objects.

Authentic reports have described sightings; over the following Air Force bases: Chanute, Newark, Andrews, Hickam, Robbins, Godman, Clark, Fairfield Suisan, Davis-Monthan, Harmon, Wright-Patterson, Holloman, Clinton County Air Force Base, and air bases in Alaska, Germany, and the Azores. Saucers have also been sighted over naval air stations at Dallas, Alameda, and Key West, and from the station at Seattle. They have been reported maneuvering over the White Sands Proving Ground, over areas containing atomic developments, above the Muroc Air Base testing area, and over

the super-secret research base near Albuquerque.

Several times saucers have paced both military and civil aircraft; their actions strongly indicate deliberate encounters to learn our planes' speed and performance.

It seems obvious that both the planes and the bases were being observed, and in some cases photographed by remote-control units or manned space ships.

Although I thought it improbable that the location of our uranium deposits would be of interest to space men, a Washington official told me it would be relatively simple to detect the ore areas with airborne instruments.

"The Geological Survey has already developed special Geiger counters for planes," he told me. "They had a little trouble from cosmic-ray noise. They finally had to cover the Geigers with lead shields. Whenever an important amount of radiation is present in the ground, the plane crew gets a signal, and they spot the place on their map. It's a quick way of locating valuable deposits."

When I told him what I had in mind, he suggested an angle I had not considered.

"Mind you," he said, "I'm not completely sold on the interplanetary answer. But assuming it's correct that we're being observed, I can think of a stronger reason than fear of some distant attack. Some atomic scientists say that a super-atomic bomb, or several set off at once, could knock the earth out of its orbit. It sounds fantastic, but so is the A-bomb. It's just possible that some solar-planet race discovered the dangers long ago. They would have good reason to worry if they found we were on that same track. There may be some other atomic weapon we don't suspect, even worse than the A-bomb, one that could destroy the earth and seriously affect other planets."

At the time, I thought this was just idle speculation. But since then, several atomic scientists have confirmed this official's suggestion. One of these was Dr. Paul Elliott, a nuclear physicist who worked on the A-bomb during the war.

According to Dr. Elliott, if several hydrogen bombs were exploded simultaneously at a high altitude, it could speed up the earth's rotation or change its orbit. He based his statement on the rate of energy the earth receives from the sun, a rate equal to some four pounds of hydrogen exploded every second. Still other atomic scientists have said that H-bomb explosions might even knock a large chunk out of the earth, with unpredictable results.

A dramatic picture of what might happen if the earth were forced far out of its orbit is indicated in the much-discussed book *Worlds in Collision*, by Dr. Immanuel Velikovsky, recently published by Macmillan. After many years of research, Dr. Velikovsky presents strong evidence that the planet Venus, when still a comet resulting from eruption from a larger planet, moved erratically about the sky and violently disturbed both the earth and Mars.

When the comet approached the earth, our planet was forced out of its orbit, according to Worlds in Collision. For a time, the world was on the brink of destruction. Quoting many authentic ancient records, including the Quiché manuscript of the Mayas, the Ipuwer papyrus of the Egyptians, and the Visiddhi-Magga of the Buddhists, Dr. Velikovsky describes the cataclysm that took place. "The face of the earth changed," he writes in his book. The details, reinforced by the Zend-Avesta of the Persians, tell of tremendous hurricanes, of a major upheaval in the earth's surface, of oceans rushing over many parts of the land, while rivers were driven from their beds. Some of the events in this period are mentioned in the Bible.

Professor Horace M. Kallen, former dean of the New School of Social Research, strongly endorses Dr. Velikovsky's statements: "It is my belief that Velikovsky has supported his theses with substantial evidence and made an effective and persuasive argument."

Many other authorities endorse this work, which is documented with impressive references. But even if this particular account is not accepted, all astronomers agree that the effect of a comet passing near the earth would be appalling. *Worlds in Collision* states that Mars, like the earth, was pulled out of its orbit by the comet's erratic passage. It may be that this near disaster to the earth and Mars is known on other solar planets, or remembered on Mars itself, if the planet is inhabited.

The possibility of super-bomb explosions on the earth understandably disturb any dwellers on other solar-system planets.

This may be what was back of the Project "Saucer" statement on the probable motives of any visitors from space. I mentioned this Air Force statement in an earlier chapter, but it may be of interest to repeat it at this time. The comment appeared in a confidential analysis of Intelligence reports, in the formerly secret Project "Saucer" document, "Report on Unidentified Aerial and Celestial Objects." It reads as follows:

"Such a civilization might observe that on earth we now have atomic bombs and are fast developing rockets. In view of the past history of mankind, they should be alarmed. We should therefore expect at this time above all to behold such visitations.

"Since the acts of mankind most easily observed from a distance are A-bomb explosions, we should expect some relation to obtain between the time of the A-bomb explosions, the time at which the space ships are seen, and the time required for such ships to arrive from and return to home base."

NICAP Home Page

Great Balls Of...Light

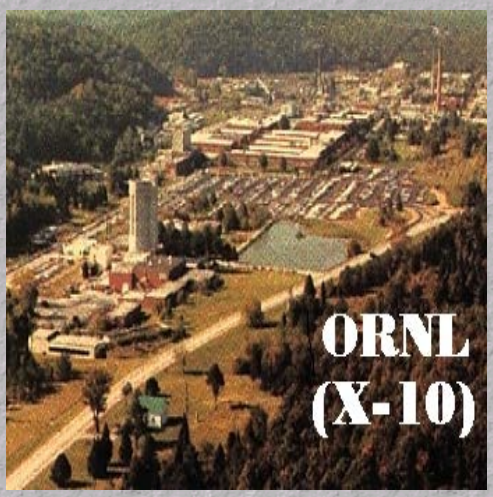
Excerpted from "EVACUATION ROAD"
by JERRY WASHINGTON

In this excerpt from "Evacuation Road" Jerry tells of his encounters with what have come to be known as red BOLs (Balls of Light), back in his hometown of Oak Ridge, Tennessee; which along with Los Alamos, NM, and Hanford, Washington, was one of a trio of cities involved in the "Manhattan Project" - the top secret effort to build the first atomic bomb back in the 1940s. With their long and well-documented history of UFO surveillance, the "unholy" trinity certainly made for a unique place to grow up.

The following excerpt begins with Jerry and Astrid, his Norwegian girlfriend, walking along minding their own business when the strangeness begins:

Astrid and I observed several other oddities together in the restricted skies over the Atomic City during the late 1970s. One of these sightings took place as she walked me home one evening, after hitching a ride over to her place to show her dad a copy of the Hindu text, the Sama Vedas. In Vedantic literature, which predates the Bible by thousands of years, there are numerous mentions of vimanas - flying objects that supposedly visited earth and tooled around our solar system in antiquity.

I wanted to prove to her dad that UFOs had been around for a long time and that other folks had espied them besides me. We'd debated the subject often with Lars holding firm to his belief that UFOs were either misidentifications of conventional objects, or the imaginings of uneducated minds. Lars had a maddening habit of thinking he was right all the time, an unappealing trait made even more so by his unflappable Nordic cool. He was employed out at the Oak Ridge National
Laboratory (X-10), so he was bedeviled with a physicist's need for hard evidence.



"You have no proof," he'd say to me with that smug little smirk on his face, "and until you do, I'm afraid your saucers will belong in the realm of science fiction." This annoyed me to the point that I often fantasized about stuffing a wedge of Yjetost, a cloying, sweet variety of Norwegian goat-cheese, down his patronizing throat. But I never did, content in the knowledge that I was doing the "big nasty" with his lovely daughter right underneath his self-satisfied nose, and the ol' fart was clueless...

He did appear to be somewhat intrigued by the text. I don't know if it's true of most

Scandinavians, but Lars viewed religion in much the same way Karl Marx did - as an "opiate of the masses." The Vedas, however, with their detailed descriptions of what twentieth-century Man would come to know of as spaceships, piqued his interest a bit. It didn't sway his opinion on the subject fundamentally, but at least he didn't dismiss it out of hand.

I had triumphed, so to speak, and to the victors go the spoils, so I asked Astrid to drive me home figuring that we might make a little "detour" along the way. She suggested that we walk, however, ever the practical one.

Astrid, a Scandinavian beauty with eyes the color of jade, had dual citizenship, spoke five languages, and I was seriously in lust. Just being with her warmed the "cockles" of my heart, which the balmy mid-October temperatures only magnified. I was certainly not thinking about UFOs as we made our way along Robertsville Road, Sama Vedas in hand, about a mile from my house. A third of the way home, I was basking in my true love's presence when suddenly, from behind a nearby ridge, a glowing sphere of luminous red light appeared seemingly headed in our direction. As I watched in wonder, the object approached us, then abruptly disappeared.

"Did you see that?" I queried Astrid excitedly.

"Yes," she replied, sounding decidedly unimpressed.

"What do you think it was?"

"Nothing," she replied, "it's just one of those things."

"One of what things?" I demanded to know as we echoed a conversation Richard Dreyfuss and Terri Garr have in the movie "Close Encounters of the 3rd Kind."

"Nothing for you to concern yourself with," she replied as she shot me one of those withering looks that said, "If you persist with this line of questioning then you will not get your reward." So I quickly dropped the subject and we continued on our way.

About two-thirds of the way home, we took a little detour up to the Linden School playground for that extra-curricular activity I was hoping for. Reclining in a patch of grass near the swing sets, we had a window on the world and the privacy we were seeking. Wasting no time, we were well on our way to "effecting a merger" when the damned thing happened again. As before, a ball of luminous red light emerged from behind the exact same ridge seemingly headed in our direction. Then that object disappeared, just like the first. I don't know much about triangulation, but if you used the ridge as its apex, the points of the two sightings if diagrammed out would form an equilateral triangle. Of course, I didn't make a big deal out of it this time either. I'd learned my lesson...

Brother James and I would have another sighting of the red balls-of-light only a few nights later. Out for a walk, we'd just crested the top of our hilly street when we observed one of the crimson-red curiosities passing lazily and silently over our "crib." Flying at no higher than tree-top level, the object didn't appear to be attached to anything else as it bobbed slowly up-and-down. Continuing on around the block, we watched as the light meandered across Montana Avenue and the next ridge over before disappearing out of sight.

Excited, but hardly new to the UFO phenomenon by that time, Jamey and I kept walking until we reached a clearing that afforded us an unfettered view of the ridge that serves as the de facto demarcation line between the restricted and residential sectors of Oak Ridge - only about a quarter of a mile away. And no sooner had we arrived than we noticed a string of

little red lights flying in a train-like formation over that same ridge. Following the topography precisely, the lights flew back and forth just feet above the treetops, reversing course at will and even dividing in half at one point. That was something to see. As I focused in on the lights through a pair of binoculars we'd brought along just in case, one of the little unknowns split in two, its two halves flying off in opposite directions.

Eventually the activity died down as the BOLs flew off in a westerly direction, towards K-25, the Uranium Enrichment Facility.

Show over, we figured as we started to head for home. At that very moment, however, we suddenly caught sight of a "luxury cruiser," a much larger and longer object approaching at a leisurely pace from the direction of K-25. Resplendent with a row of green lights running down its mid-section, and a bright red light on each end, the object reached a point directly opposite us, behind that defacto demarcation line, where it hovered motionlessly for a few minutes before descending ever-so-slowly out of sight...

It sure was a "hot" night in the ol' Atomic City that night!

***

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The Nuclear Connection

To Have Or Have Not

Excerpted from "EVACUATION ROAD"
by Jerry Washington

In the following excerpt from Jerry Washington's upcoming book "Evacuation Road," he tells of a couple of UFO sightings he had in the 1970s back in his hometown of Oak Ridge, Tennessee (the "Manhattan Project"). A city that along with Los Alamos, New Mexico, and Hanford, Washington, served as the birthplace of the atomic bomb. And while it may not constitute "Best Evidence" per se, it does illustrate how common the UFO presence has often been in the "Atomic City."

It begins with Jerry and his Norwegian girlfriend Astrid, steaming up the windows of his car while parked in a graveyard bordering the restricted (government) zone. Oblivious to anything but each other at the time, that was just about to change. As Jerry tells it:

Try as I might, it was hard for me to ignore the amber-colored, oval-shaped object that had suddenly intruded upon our awareness, gliding silently through the sky above the adjoining pastureland. We watched it as it scooted from left-to-right across our field of vision, then disappeared behind the neighboring ridge. Then, after only a few moments, the object reappeared, moving in the opposite direction.

Astrid, who was very much her father's daughter when it came to such matters, dismissed the sighting as irrelevant despite its high-strangeness factor. While I was much more intrigued by it, undoubtedly due to the close encounter of the extreme kind I'd had two years earlier. The amber light she and I were looking at clearly had no business being there. The skies over Oak Ridge were (and still are) highly restricted and very closely monitored. A prudent policy, I'd say, under the circumstances...

That's how brother James, and my buddy Greg and I felt as we made a speedy exit out of town one afternoon as Melvin, a local boy of the African-American persuasion, was threatening to crash the 727 he'd just hijacked into the Y-12 Nuclear Facility, otherwise known as the "Bomb Factory." Demanding to be flown to Cuba, Melvin had apparently been in contact with Fidel Castro who had helped him hatch the hijack plot. The plan was for "Nervous Melvin" to commandeer the plane, demand a million dollars ransom, and force the pilot to return to McGhee-Tyson airport in Knoxville, where Melvin was to collect the money. Then he'd fly to Cuba where Fidel would welcome him as a hero of the Revolution.

Melvin swung into action as soon as the plane took off on its regular route. Brandishing a pistol, he immediately secured the cockpit. The co-pilot thought he was bluffing, though, and refused to play along. So Melvin shot him in the leg to convince him otherwise. It worked, and the pilot was soon on the radio to the Knoxville tower relaying Melvin's list of demands to the authorities. The pilot also began to fly in circles over the "Bomb Factory," as instructed. Whenever the negotiations bogged down, Melvin would renew his threat to crash the plane into the facility.

Headed for Knoxville to party, the three of us couldn't help but feel a little safer the further we ventured from home. But our destination lay only twenty-five miles away, which would have made scant difference had Melvin actually followed through on his threat.

We kept our A.M. dial tuned to the local black radio station, in transit, because it was the only one airing a play-by-play account of the drama. And every now and then, in his velvety smooth, ultra-hip disc jockey voice, the radio announcer would express his solidarity with "Brotha Melvin," while fielding telephone calls doing the same. I wonder if Melvin's supporters were hip to the fact that a nuclear chain-reaction triggered by the idiot would have been an equal opportunity apocalypse?

Fortunately, it never came to that. Melvin got his money and a one-way ticket to Cuba, and East Tennessee got a reprieve.

Upon his arrival in Cuba, our hometown boy was in for a rude surprise. Instead of being hailed as a hero, Castro confiscated the money and tossed Melvin's ebony ass into a six-by-six-by-six prison cell. And there he would remain until the Mariel boatlift of 1980, when Fidel would send him home and into the waiting arms of the Feds, who locked him up and threw away the key. "Viva la libertad!"

Obviously, a "no-fly" zone over Oak Ridge wasn't going to keep out every undesirable. Nor did it deter those pesky amber-colored ovals, of which I observed a number that autumn. It also didn't stop the object my friend Greg spotted one evening, as he went from being a "have-not" to a "have" as far as a sighting was concerned...

It was late night, around 1:00 a.m. in the morning, and James and I were still up toying with the hapless katydid we'd snatched off the top of my air-conditioning unit after putting up with the creature's annoying cadences for several hours. Playing God, we were toying with our prey, contemplating its fate.

Suddenly, in the midst of this conceit, there came a loud, insistent pounding on the window that jolted James and I right out of our skins. Greg had shown up and was imploring us to get our butts outdoors to see something strange in the sky.

Outside, I found Greg in the front yard gesturing towards the horizon while mumbling something about never doubting me again. Anxious to see what had him so excited, I focused my gaze in the direction he was pointing but all I could see was a star. A bright, rather colorful star perhaps, but a star nonetheless.

Earlier that evening, Greg had been parked up at one of the scenic overlooks that afford the citizens of Oak Ridge a panoramic view of the Atomic City, when he spotted a UFO hovering over K-25, the Uranium Enrichment Facility. Rushing home immediately to pick up his brother Jeff, the two of them then made a beeline for my place (I was Mr. Flying Saucer, after all).

He knew I'd had a close encounter, the truth of which I was certainly not shy about spreading. A typical scenario: A bunch of us delinquent types would pile into the deluxe motor-home my stepmother had so thoughtfully parked in our backyard, a joint or some liquid refreshment would get passed around, then, with my captive audience suitably primed, I'd launch into my "we are not alone" sermonette. The funny thing is, I'd always assumed that everybody took me at my word, especially Greg. We'd been best friends for years and I trusted him above all others to give me the benefit of the doubt. But as his remarks clearly indicated, this was not the case. Turns out he wanted to believe, but he was the very essence of a "have-not."

This time the tables were turned. While Greg kept insisting that we were observing the same object he'd seen from the overlook, I was skeptical. It didn't fit his original description of that object (multiple lights, enormous size) and it was stationary, whereas the earlier one was seen both hovering and ascending. I didn't doubt for a second that he'd actually sighted a UFO over K-25. With Oak Ridge's long and storied history of UFO "surveillance," what else was new? Instead, I figured he'd inadvertently lost sight of the original object somewhere between his house and mine. And so, after several valiant hours of trying to convince me that they were one and the same, Greg (and James) reluctantly gave up and headed indoors. And that's when it happened. As his brother Jeff and I prepared to follow suit, one of those pesky, amber-colored ovals suddenly appeared in the eastern sky.

After watching it glide silently across the horizon for a few moments, Jeff, a professional diver by trade and a cynical son-of-a-bitch not usually given to genuflection, suddenly dropped to his knees and starting praying like crazy for a quick deliverance. "Help me Jesus," he chanted repeatedly as I hollered for the other guys to get their asses back outside. Spilling out the doors like "johns" during a raid, Greg and James arrived in time to see the object stop dead in its tracks, then zip in an instant back a quarter arc across the sky. Aligning itself up with the so-called star, the two objects appeared to effect some kind of energy transference for a brief time. Indeed, it put on quite a show for us as we watched in slack-jawed amazement. I also couldn't shake the impression that the object was toying with

us, much as James and I were "toying" with the katydid. Finally, as the object resumed its trek, we were suddenly enveloped in a warm and gentle breeze, on what had been a still night up until then...

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The Nuclear Connection

UFO BLOCKS TRACKING OF U.S. ROCKET

Proof that an unidentified flying object disrupted AF tracking of a rocket, earlier this year, has just been received by NICAP. Similar reports had been received previously, but this is the first to be fully documented. In this officially recorded case, the UFO suddenly appeared above an AF test range after a rocket had been fired. Officials reported it was such a strong radar "target" — evidently larger than the rocket — that the automatic tracking system immediately switched to the UFO.

For over 10 minutes, AF radar tracked the unknown flying object as it alternately hovered and moved rapidly above the range. Later calibration showed no radar malfunction; the UFO was definitely a solid object, seemingly operating under control.

From the recorded evidence it appears the UFO approached swiftly from one side as the rocket was fired, or else it descended quickly from a high altitude. Whether its appearance was labeled a coincidence or an observation of the rocket test is not shown in the record.

Though no military security is involved, this significant report has been withheld from the press for several months, either at the base or by AF Headquarters. II-6 Oct-Nov 62

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UFO INVESTIGATOR, Vol. II, No. 6 (Nov 1962)

National Investigations Committee On Aerial Phenomena

Date: Fri, 10 Mar 2006 14:27:05 -0500
From: "Clark McClelland" <clark0003@hotmail.com>
Subject: RE: UFO "Alters" Tracking of US Rocket, Cape Canaveral, Florida, Jan 10, 1961
To: RADCAT

It was 10 January 1961. I do not have the time, but it may have been in the AM, I believe. It was no doubt on the NICAP Form. I cannot recall if I or another Unit 3 member sent it to NICAP.

The rocket you are seeking was an early US Navy Polaris launched from a ground pad at Cape Canaveral. I spoke with the PAA Security Guards after it had been observed. I gave PAA a blank NICAP UFO Report Form. The disc altered the tracking, it did not block it because the tracking system continued to follow the disc and later returned to again track the Polaris downrange.

It was larger in diameter, and its diameter was close to the length of the Polaris. In other words, it was a disc and not tubular like the body of the Polaris. The diameter was approximately 20 to 25 feet in diameter and a width of perhaps 6-8 feet at its center. Not big enough for a normal human to be comfortable within.

It was visually lost to ground observers and I with my 10x50 binoculars at the Cape as it continued downrange, but departed the Polaris causing the temporary loss of tracking. I did see it depart.

It was filmed

3005

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 862ND COMBAT SUPPORT GROUP (SAC)
MINOT AIR FORCE BASE, NORTH DAKOTA 58701

REPLY TO ATTN OF: 862CDSC

SUBJECT: UFO Sighting of 25 August 1966

25/Aug/66
Minot

TO: AFSC (FTD)
Wright Patterson AFB, Ohio 45433

Attn: Major Quintanilla

1. I have been advised by the Base Operations Officer here at Minot AFB to forward you this report since you are the official releasing authority for information on this project.

2. All information requested by Dr. Hynek is included in CDSCO-3 letter, dated 4 January 1967.

FOR THE COMMANDER

DAVID S. WELLS, Major, USAF
Commander
862d Combat Defense Squadron

2 Atch
1 Letter, CDSCO-3, 4 Jan 67
2 Letter, Dr. Hynek

Chad McCoy
A/1c Beaglow
A2c Ballantine
(John Bruney (strike Team member)
Jason Schultz

3 Airman

1 Radar 6 Base

✓A3C Turner
A2c Holida
A3c Aldrich
✓A3c Mueller

5 Sgt Connolly

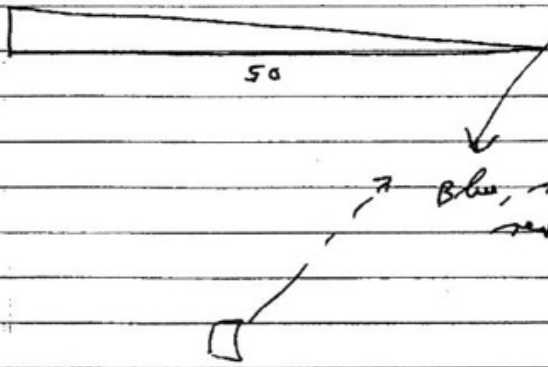
A1c Norris
A2c Hackenbeck
✓A1c Hibbs Jr
A1c Griffen
TSgt Garnett

[6+ 66 (radar)]

Peace . . . . is our Profession

Mueller: - Due to go on at 11 P.M.

10:45 P.M



looking toward N.

Dim compact & steady

Mueller was at

UFO for 45 min.

* Turner was camper pasture.

—

MM

Dated: 22 Feb 2006
Subject: Oscar Flight account from CUFON web site
Original Source
ttp://www.cufon.org/cufon/malmstrom/malm1.htm

CUFON:
Because of this unique incident, as an ex-Missileer describes it: "All Hell broke loose!" Among the many calls to and from the E-Flight LCC one was to the MCCC of Oscar-Flight which links to the equally dramatic story of what happened in another LCC that same morning.

Note:
Robert Hastings:
When Salas and Klotz published their article, The Malmstrom AFB UFO/Missile Incident, some years ago, they believed that the two shutdown incidents had occurred within the same 24-period, on March 16, 1967. As my article points out, Klotz still believes that. However, Salas now agrees with me that they probably occurred on two separate days.

This alternate time-line is based on the testimony of my source, Bob Jamison. In light of that, I propose that the Oscar Flight shutdown probably took place on the night of March 24/25, 1967--the same night as the Belt, MT incident. (The Echo Flight shutdown is documented as having occurred on March 16, 1967, in the 341st Missile Wing unit history.

See Bob Jamison statement in my paper, located on the NICAP site at:
http://nicap.org/babylon/missile_incidents.htm

OSCAR-FLIGHT

The Oscar Flight LCC was located a mile or two south of the town of Roy, about 20 miles southeast of the Echo-Flight LCC.

The following is as told by Robert Salas who was the DMCCC in O-Flight that morning:

My recollection is that I was on duty as a Deputy Missile Combat Crew Commander below ground in the LCC, during the morning hours of 16 March 1967.

Outside, above the subterranean LCC capsule, it was a typical clear, cold Montana night sky; there were a few inches of snow on the ground. Where we were, there were no city lights to detract from the spectacular array of stars, and it was not uncommon to see shooting stars. Montana isnt called Big Sky Countryfor no reason, and Airmen on duty topside probably spent some of their time outside looking up at the stars. It was one of those airmen who first saw what at first appeared to be a star begin to zig-zag across the sky. Then he saw another light do the same thing, and this time it was larger and closer. He asked his Flight Security Controller, (FSC, the Non-Commissioned Officer (NCO) in charge of Launch Control Center site security), to come and take a look. They both stood there watching the lights streak directly above them, stop, change directions at high speed and return overhead. The NCO ran into the building and phoned me at my station in the underground capsule. He reported to me that they had been seeing lights making strange maneuvers over the facility, and that they weren't aircraft. I replied: "Great. You just keep watching them and let me know if they get any closer."

I did not take this report seriously and directed him to report back if anything more significant happened. At the time, I believed this first call to be a joke. Still, that sort of behavior was definitely out of character for air security policemen whose communications with us were usually very professional.

A few minutes later, the security NCO called again. This time he was clearly frightened and was shouting his words:

> "Sir, there's one hovering outside the front gate!"
> "One what?"
> "A UFO! It's just sitting there. We're all just looking at it. What do you want us to do?"
> "What? What does it look like?"
> "I can't really describe it. It's glowing red. What are we supposed to do?"
> "Make sure the site is secure and I'll phone the Command Post."
> "Sir, I have to go now, one of the guys just got injured."

Before I could ask about the injury, he was off the line. I immediately went over to my commander, Lt. Fred Meiwald, who was on a scheduled sleep period . I woke him and began to brief him about the phone calls and what was going on topside. In the middle of this conversation, we both heard the first alarm klaxon resound through the confined space of the capsule, and both immediately looked over at the panel of annunciator lights at the Commander's station. A 'No-Go' light and two red security lights were lit indicating problems at one of our missile sites. Fred jumped up to query the system to determine the cause of the problem. Before he could do so, another alarm went off at another site, then another and another simultaneously. Within the next few seconds, we had lost six to eight missiles to a 'No-Go' (inoperable) condition.

After reporting this incident to the Command Post, I phoned my security guard. He said that the man who had approached the UFO had not been injured seriously but was being evacuated by helicopter to the base. Once topside, I spoke directly with the security guard about the UFOs. He added that the UFO had a red glow and appeared to be saucer shaped. He repeated that it had been immediately outside the front gate, hovering silently.

We sent a security patrol to check our LFs after the shutdown, and they reported sighting another UFO during that patrol. They also lost radio contact with our site immediately after reporting the UFO.

When we were relieved by our scheduled replacement crew later that morning. The missiles had still not been brought on line by on-site maintenance teams.

Again, UFOs had been sighted by security personnel at or about the time Minuteman Strategic missiles shutdown

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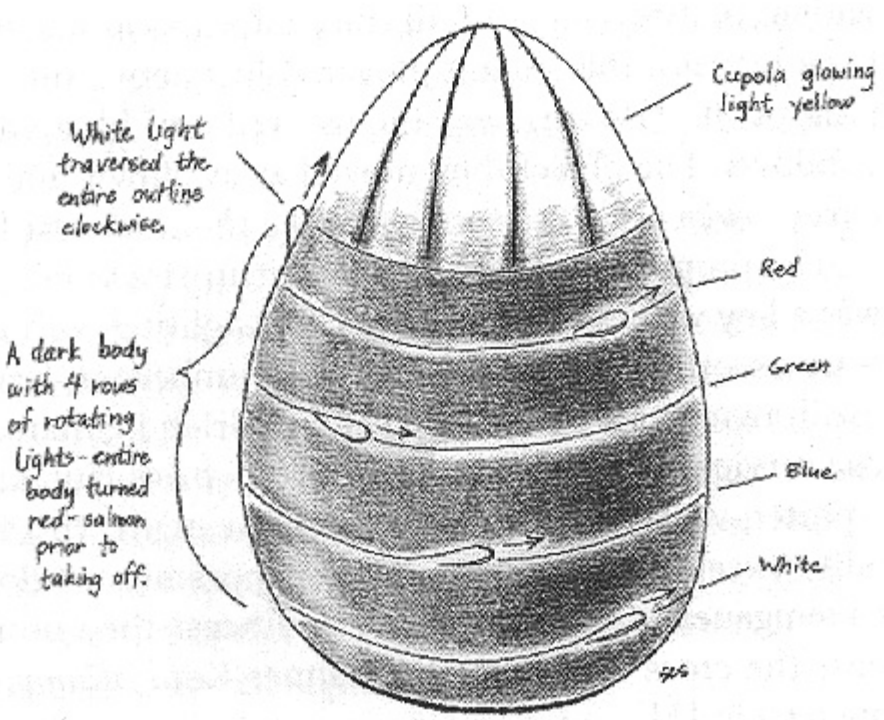

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.....one is not entitled to a negative opinion or any opinion at all for that matter about the reality of UFOs.....until after he has examined.....the data.
- Stanton T. Friedman

CHAPTER 1

CERTIFIED UFOS

Strange, disc-shaped objects started flying through the atmosphere shortly after World War II. At least that's what a lot of people said. Speculation ran rampant. Some kind of secret aircraft was being tested by the Air Force. Ours, of course. Or perhaps the Russians had made a breakthrough. Other explanations produced a long list of possibilities. People were lying for notoriety or profit. They only thought that they saw something unusual. Common things that belong in the sky were being viewed under abnormal lighting conditions. Some natural phenomenon, as yet unknown to science, was the answer. Pranksters were on the loose. Vehicles from some unknown civilization were surveying the earth.

Flying saucers, as they were called in those days, became a sensation. Newspapers, radio, and television told of new sightings. Magazine articles and books played up the idea of space craft from the cosmos. To many observers, the scene resembled a low-grade infection - the objects were present but unimportant. The Air Force, however, took the matter seriously and started a nationwide investigation. It was hoped that the phenomenon would prove to be a manifestation of human silliness and fade..

. .

away. It did not. A quarter of a century passed and the situation did not change much. True, the Air Force finally tired of its mission and abandoned the chase. But the UFOs are still with us.

The possibility that the witnesses may have been telling the truth is strongly suspected when a general uniformity of the reports is noticed. For example, one may be impressed that the same type of object was reported by, say, a French physician in 1954 and a Brazilian peasant in 1968. It is especially significant in such cases when a particularly bizarre detail is mentioned by both witnesses. One might suspect collusion, but this is usually extremely unlikely or completely impossible. As in this example, the Brazilian peasant may have been deprived of all communication beyond his own village and never heard of UFOs. It would have to be considered remarkable if his report echoed the content of another one from a distant land. Is there any way in which the trustworthiness of such reports can be established?

Reliability of Reports

The theoretical question of reliability became quite important during the years when intercontinental ballistic missiles were being developed. These weapons, implanted in underground silos in the western states, must remain on stand-by for long periods but they must always be operable. They are extremely complex mechanisms; consequently, many things can go wrong with them. The strategic posture of the United States is defined by the existence of these missiles plus the assurance that they would work if called upon. Every aspect of these weapons, from their control systems to their maintenance schedules, had to be planned to meet the stringent demands of reliability. This obligation fostered a new and powerful tool that is known as Reliability Theory. (1) This theory establishes the relationship between the performance of a complex system and its subsystems and components. If the reliability of the

individual components is known, the theory may be employed to compute the reliability of the complete system. Conversely, if the required reliability of the

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overall system is specified, the theory can be used to establish the requisite reliability of all the constituents. In the latter case, each element that goes into the system must be tested extensively to prove that it meets the prescribed standards. The mathematical statement of reliability is a single number from 0 to 1.0, similar to the scale of probability. Absolute reliability, represented by 1.0, is theoretically unattainable.

This theory has been successfully applied to UFO reports. As with any complex system, the problem was first broken down into its finest elements. Such factors as the number of witnesses, their training in aerial observation, and the circumstances of the sighting were isolated. Details of the original documentation were accounted for with emphasis upon interviews of the witnesses and the professional qualifications of the interviewers. Finally, the quality of secondary reports that had been prepared from the original documents was assessed. Reliability Theory was then used to derive an equation expressing the reliability of a report. One hundred sixty (160) sightings from Japan, France, Venezuela, and the U.S.A. were selected and analysed. (2)

In 1961, a large, spherical object was observed by a famous television commentator and hundreds of other people. It hovered over the city of Indianapolis, Indiana, at two different altitudes before moving away rapidly to the south. It was apparently metallic with a steady green light on top and flashing red lights on the bottom. Just above its equator was a row of windows. The Reliability Index for this sighting turned out to be in excess of 0.999! In other words, one can be well assured that this incident took place according to the reports, although absolute certainty is ruled out. Even the structural details of UFOs, such as the windows in this instance, must be taken seriously when they are included in highly reliable reports.

Other interesting sightings whose Reliability Indices were also found to be greater than 0.999 are summarized below:

a. Bright light on shadowy object. Confirmed by radar. Scrambled jet fighter had radar lock-on. UFO broke into

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three pieces that all flew away.

b. Rigid submarine-shaped cloud with metallic disc spiraling around it. Disc flew over a four mile area then returned to the "submarine."

c. Bright, cigar-shaped object with windows. Hovered then left rapidly. Emitted strong strands or fibers that evaporated upon touch and stained hands.

d. Ovoid, aluminum-colored object. Landed on a hill. Grass flattened in rough circle 60 ft in diameter. Moved as a white cloud with fuzzy edges.

e. Two convex, disc-shaped objects near a large balloon. Speed changes and extremely fast departure. Size estimated between 200 and 300 ft.

f. Night lights in rigid pattern. Approached, hovered, then flew away. Inferred size about 150 ft. No

structure discernible but impression of metallic surface. Car could not catch it upon departure.

g. Bright glowing object proceeding over hills in undulatory path.

These examples are especially important because they are quite typical UFO reports. It would be difficult to dismiss these events or to interpret them in any way other than at face value.

One word of caution: A report is not proven to be fraudulent even though it may warrant a low Reliability Index. A single witness who is neither technically trained nor professionally involved in aerial observations would rank low on the reliability scale. Yet a sharp-eyed farmer from Pennsylvania would be perfectly capable of reporting a sighting with sincerity and accuracy. Consequently, all reports should be studied without prejudice, unless of course, a hoax or misinterpretation has been proven in a particular instance. Only on this basis can the maximum amount of information be brought to bear upon the perplexing problem of UFOs.

Air Force Experience

The involvement of the U.S. Air Force in the UFO phenomenon is practically synonymous with the modern history of UFOs. It is a long and intricate story. As previous authors have handled that subject expertly, it will be omitted here. (3) Let it suffice to recall that Air Force investigations were handled by an office at Wright-Patterson Air Force Base in Ohio under various code names, the latest and longest-lived being Project Blue Book. The period of active investigation began in the summer of 1947 and continued until December 1969, at which time the Air Force disbanded the investigative team and stored its UFO files.(4)

The general impression left by this activity was that all UFOs had been explained in terms of familiar things. But hardly anything could be further from the truth. According to Captain Edward J. Ruppelt, former head of Project Blue Book, a panel of distinguished scientists was convened in 1953 to consider, among other possibilities, if UFOs were interplanetary space craft. (5) By that time, an analysis of 1,593 sightings had been prepared for their examination. Considerable effort had been expended in attempts to determine what familiar entity might have stimulated each report. Many reports were definitely established as having been confused observations of airplanes, balloons, astronomical bodies, etc. Yet there remained 26.94%, or 429 cases, that were "Unknowns." If the stimulus for an observation could have reasonably been an airplane, the case was tagged as "Probable" airplane. If it were remotely possible that the witness could have been viewing an airplane, the case was tagged "Possible" airplane. Other interesting pigeon holes for parking hoary sightings were labeled "Psychological" and "Insufficient Data." The appellation "Unknown" did not mean that the object of the report had merely not been identified. Rather, it represented a definite conclusion that the object *was* unknown. While the above 429 cases were admitted to be unidentified, the actual number

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was very likely much greater. For example, airplanes were alleged to be the explanation of 11.76% of the sightings. Yet most of the cases in that category were not confirmed as airplanes, and were assigned the subcategories of "Probable" and "Possible" airplanes. By adding all the cases in every category in which identity was definitely established, one finds that only 11.21%, or 179 cases, were actually identified. In other words, 88.79% were not identified. The situation was evidently worse than that, because in Ruppelt's own words, "About 4,400 had actually been received." Most of these were rejected before the Air Force percentages were calculated. Considering that only 179 cases out of the original 4,400 were conclusively identified, it is obvious that only about 4% of the reports were explained. The

remainder were not explained. But even accepting the Air Force figure of 179 "Unknowns" gives a clear message: they had plenty of UFOs.

Published data for subsequent years indicate that Blue Book handled several hundred reports each year, running from a low of 378 in 1959 to a high of 982 in 1957. (6)Their performance seemed to improve as the percentages of "Unknowns" fell from around 8-to-l0% in the early period down to about 2% in 1965. There were obviously so many arbitrary aspects to this numbers game that little meaningful information can be extracted from the tabulated results. It is clear, however, that the Air Force had its hands full of UFOs and officially said so.

Residue in Colorado

In the fall of 1966, an independent study of UFOs was undertaken by a staff of scientists at the University of Colorado under the direction of Dr. Edward U. Condon. This distinguished physicist had previously served the U.S. as head of the National Bureau of Standards and had been elected by his peers to the presidency of both the American Physical Society and the American Association for the Advancement of Science. Initial funding of about $260,000 for the project was eventually extended to over half a

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million dollars. Results of the study were published in a tome with more than its share of heavy, technical jargon. Certainly more people have scanned newspaper summaries of its findings than have studied the full report. Several hundred UFO sightings were considered by the scientists, but attention was focused upon 59 individual examples for in-depth analysis. One of the more widely circulated quotations from Condon was the general conclusion that "nothing has come from the study of UFOs in the past 21 years that has added to scientific knowledge." (7) He further elaborated "that further extensive study of UFOs probably cannot be justified in the expectation that science will be advanced thereby." These appraisals were largely responsible for the sharp decline in interest in UFOs, the reluctance on the part of news media to publish subsequent sightings, and the folding of Project Blue Book. An overwhelming mass of technical detail was assembled in the report. Much of it is most helpful in the study of UFOs, but some curious aspects are found in the case studies.
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In analyzing a famous sighting that occurred in McMinnville, Oregon, and the photographs taken by the witnesses, all the factors that were considered appeared "to be consistent with the assertion that an extraordinary flying object, silvery, metallic, disc-shaped, tens of meters in diameter, and evidently artificial, flew within sight of two witnesses." (8) That sounds very similar to an ordinary UFO.

In another instance, a white, rapidly moving object was observed visually and confirmed simultaneously by air traffic control radars at two Air Force bases. A scrambled jet fighter, vectored to the object, reported a radar lock-on. The UFO circled behind the jet and stuck with it through evasive maneuvers. The Condon report devoted eight pages to evaluating this incident and concluded that ". . . the probability that at least one genuine UFO was involved appears to be fairly high" (9) How interesting!

On still another occasion, one of three lights maneuvering over a school flew silently toward three women and an 11-year-old girl and stopped overhead at an altitude between 20 and 30 ft. It was described as a solid disc about the size of a car. That an unusual
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object was flying over the school was verified by two policemen who had responded to a telephone

call. Most of this sighting was ascribed to the planet Jupiter except that the conclusion stated "No explanation is attempted to account for the close UFO encounter reported by three women and a young girl." (10) How quaint!

Actually, no more than 25%of the cases studied by the Condon team were successfully identified. Here is another official pronouncement that indicates the existence of unknowns in stark contrast to the general impression that there are no such things. It should be observed that this study did not undertake a systematic examination of the many thousands of cases on record at Project Blue Book, nor the approximately 700 cases that had been at that time officially designated as "Unknowns."

Civilian Groups

Probably the most effective work in the UFO field has been conducted by unofficial, civilian organizations. Most notable among these are the National Investigations Committee on Aerial Phenomena of Washington, D.C., founded by Major Donald Keyhoe, and the Aerial Phenomena Research Organization of Tucson, Arizona, founded by Coral and Jim Lorenzen. The number of cases of unexplained observations is enormous, and many of them have been well researched. It is estimated that the files of these organizations amount to 15,000 and 10,000 cases, respectively, with very limited overlap or duplication. Although publications issued by these organizations were reviewed during the Colorado study, these reservoirs of information on UFOs were not consulted.

Scientific Analysis

One of the most prominent and respected individuals of long term association with UFOs is Dr. J. Allen Hynek. Dr. Hynek is a noted astronomer at Northwestern University and is in charge of
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the Dearborn Observatory. He is best known to the public through his role as a civilian consultant to the Air Force during its investigations of UFOs. It is most instructive to trace the evolution of his views. He was initially called upon to examine reports received by the Air Force to determine which ones might be instances of astronomical objects causing UFO reports. Apparently quite a few people thought that Venus, other planets, or astronomical objects were UFOs. Of the first 237 reports received by the Air Force and analyzed by Hynek, approximately one-third appeared to be of astronomical origin. (11) The remaining two-thirds, apparently not associated with astronomical displays, were about equally divided between those for which some reasonable explanation was suggested by the nature of the report and those for which no explanation was evident. At that time, Hynek had a low opinion for the concept of UFOs and "regarded the whole subject as rank nonsense, the product of silly seasons, and a peculiarly American craze that would run its course as all popular crazes do." (12) During the middle years of his association with the Air Force, however, he became troubled by a hard core of reports that continued to defy explanations in common terms. In a magazine article he listed outer space as a possible source of the unidentified objects and called for serious, scientific study of UFOs. (13) In an open letter to his scientific colleagues he "strongly urged the Air Force to ask physical and social scientists of stature to make a respectable, scholarly study of the UFO phenomenon." (14) He went on to say that he could not shrug off the UFO problem because the unexplained cases contained "frequent allusions to recurrent kinematic, geometric, and luminescent characteristics," a point that will take on extraordinary significance in later chapters. Before the Committee of Science and Astronautics of the U.S. House of Representatives he pressed his suggestion ". . . that there is scientific pay dirt in the UFO phenomenon - possibly extremely valuable pay dirt - and that therefore a scientific effort on a much larger scale than any heretofore should be mounted for a frontal attack on this problem." (15) The following year, a similar appeal for action was issued at a session devoted to UFOs at the annual meeting of the

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American Association for the Advancement of Science. (16)

Eventually, Dr. Hynek published the findings of his own scientific analysis of UFOs. (17) As a point of conservatism, he rejected any report submitted by a single witness and studied selected multi-witness cases in which he had been personally involved. His conclusions should be convincing to the most skeptical reader. He finds that disc-shaped, metallic craft of unknown origin are flying around during the daytime. At night, their presence is indicated by peculiar lights moving in typically jerky patterns. From sightings at close range he discloses a) some structural details of the craft, b) physical evidence that they have le£t on tile ground, and c) human-like creatures occupying the craft. To say the least, this book should be on every must-read list.

Springboard to Discovery

Some UFO reports have been found to be extremely reliable by methods that are technically sound and employed extensively in other fields. The Air Force, in effect, has been telling the public for many years that UFOs have been flying around in great numbers. This point was confirmed by an expensive, independent study conducted by scientists at the University of Colorado. Civilian groups have been collecting and investigating UFO reports by the tens of thousands and have written highly reputable books about them. A leading astronomer who has been professionally associated with the subject for *25* years found that his original attitude of scoffing at UFOs was gradually replaced by the conclusion, established by scientific means, that UFOs are real. It would seem that these factors lend a reasonable basis for adopting the reality of UFOs as a tentative perspective. If they are some strange kind of craft, a considerable amount of detail about them might be discovered by careful attention to what the witnesses have said.

Chapter 1 - Footnotes

1. See article, "Reliability of Equipment and Bibliography, McGraw-Hill Encyclopedia of Science and Technology, Vol II, p. 471, 1971.
2. Olsen, Thomas M., Editor, The Reference For Outstanding UFO Sighting Reports, UFO information Retrieval Center, Inc., Riderwook, Maryland, November, 1966.
3. For example, a comprehensive history may be found in the following book although the author apparently concluded that the golden era of UFOs had come to an end about 1970. Flammonde, Paris, The Age of Flying Saucers, Notes on a Projected History of Unidentified Flying Objects, Hawthorn, 1971.
4. In 1969, the American Association for the Advancement of Science resolved that the Blue Book files should be preserved and forwarded a recommendation to that effect to the Secretary of the Air Force.
5. Ruppelt, Edward J., The Report on Unidentified Flying Objects, Ace, p. 275 ff, 1956. It is also enlightening to examine the formerly classified reports issued by Blue Book in United States Air Force, Projects Grudge and Blue Book Reports 1-12,, assembled and republished by National Investigations Committee on Aerial Phenomena, 1968.
6. The annual breakdown of Blue Book evaluations from 1953 through 1965 were tabulated in Condon, Edward U., Scientific Study of Unidentified Flying Objects, p.521, Dutton, 1969.
7. Condon, Edward U., Scientific Study of Unidentified Flying Objects. p.1, Dutton, 1969.
8. Condon, Edward U., Scientific Study of Unidentified Flying Objects. p. 407, Dutton, 1969.
9. Condon, Edward U. ,Scientific Study of Unidentified Flying Objects, p. 265, Dutton, 1969.
10. Condon, Edward U., Scientific Study of Unidentified Flying Objects, p. 270, Dutton, 1969.

11. Hynek, J. Allen, The UFO Experience-A Scientific Inquiry, p. 179, Regnery, 1972.
12. Symposium on Unidentified Flying Objects, Hynek, J. Allen, Statement to the Committee on Science and Astronautics, U.S. House of Representatives, Ninetieth Congress, p.4, U.S. Government Printing Office. July 29, 1968.
13. Hynek, J. Allen, "Flying Saucers-Are They Real?" The Saturday Evening Post, December 17, 1966.
14. Hynek. J. Allen, "UFO's Merit Scientific Study," Letter to Science. 21, October, 1966.
15. Symposium on Unidentified Flying Objects, Hynek, J. Allen, Statement to the Committee on Science and Astronautics, U.S. House of Representa tives, Ninetieth Congress, p.14, U.S. Government Printing Office, July 29, 1968.
16. Hynek, J. Allen, "The Earth, The Solar System, and the Cosmos;" Unidentified Flying Objects, Session II: UFO Reports, Audiotape Program, 136th Meeting, American Association for the Advancement of Science, December, 1969. Transcript published in UFOs, A Scientific Debate, Sagan, C. and Page, T., Editors, Cornell University Press, 1972.
17. Hynek, J. Allen, The UFO Experience, A Scientific Inquiry, Regency, 1972.

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. . . A scientist, by definition, is concerned with an objective evaluation of data; he applies proper figures and cites correct facts; he is unbiased as far as humanly possible, in drawing his conclusions; his dedication is to progress in the search for truth.

- Immanuel Velikovsky

CHAPTER 3

COMPOSITION AND LUMINOSITY

Quite apart from the general appearances of UFOs as established by their sizes, shapes, and structural details, they also seem to be very colorful. From a compilation of 923 instances of close encounters with UFOs, approximately half of the witnesses had something to say about the color. (1) As these descriptions vary in the extreme, a satisfactory mental image of a UFO can not be readily conceived. What sense can be made of such diverse and conflicting expressions as "silvery," "luminous," "brilliant blue," "glowing orange, "and "blinding"? But this bewildering mélange will yield some surprising and valuable insights into the UFO phenomenon when it is examined carefully. All such descriptions certainly can not apply at the same time, hence, it must be understood that UFOs take on a variety of colors under different circumstances.

Descriptive terms used by the witnesses in referring to colors tend to fall into five, distinct categories that can be labeled as Metallic, Soft Glow, Spectral Colors, Bright White, and Multi-colored. Typical expressions of the witnesses that illustrate the first four categories are tabulated below.

Metallic	Soft Glow	Spectral Colors	Bright White
aluminum	glowing whit	orange	burning magnesium
silvery	luminous	red	very dazzling
metallic	fluorescent	orange-red	intense bright
chrome	-	fiery red	brilliant
shiny	-	bluish	bright
reflective	-	yellow	intensely luminous
gray	-	bluish-green	blinding white

When more than one color was reported, the witnesses usually indicated whether the colors appeared at the same time or serially, that is, one after another. Therefore, the fifth category naturally divides into two subcategories, Simultaneous and Sequential. From the 477 most recent UFO encounters in the compilation by Vallee, all references to multi-colors are shown below along with the identifying case numbers.

Multi-Colored

Simultaneous	Sequential

blue, green, and orange flashes 540	**orange to fluorescent green 670**
multi~olored 572	**varied from white to red 692**
yellow-orange with blue-green edges 657	**reddish-orange to blinding white 741**
very bright with dark underside 736	**white to yellow to blue to green 782**
blue, red, and green bands 796	**white to greenish-blue 821**
-	**red to orange to white together with blue underside 838**

The last example appears to be a combination of color changes occurring at the same time that the underside remained blue. Having detected a logical pattern in the colors ascribed to UFOs, one should next examine the various categories individually in considerable detail.

Metallic Surface

Fifty-two witnesses attempted to describe a metallic surface as follows:

Number	Using These Terms	Alluding To
13	**Silver, silvery**	**Silver**
6	**Aluminum, aluminum-like**	**Aluminum**
12	**Metallic**	**Unspecified**
13	**Chrome, shiny, reflective**	**Polished**
12	**Gray metallic, dark gray**	**Dull**

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***The total does not add up to fifty-two because compound expressions were tabulated twice.**

The witnesses were clearly describing the polished surface of a "white" metal except, perhaps, the twelve who related an impression of dull gray. Eleven of these latter observations, however, occurred under adverse lighting conditions during twilight or at night. Under an overcast sky or through atmospheric haze, a jet airliner that is known to be bright aluminum takes on the appearance of dull gray or even dark gray on the lower half. Therefore, these reports are clearly compatible with the others and there seems to be little doubt about a metallic appearance of UFOs.

Most people encounter only a few white metals in their daily experience, such as aluminum cookware, chrome-plated automobile parts, and stainless steel kitchen utensils. Naturally any white metal would usually be described by reference to these familiar objects. Because quite a few unfamiliar metals are also white, the homey descriptions by witnesses cannot be taken literally. Some hints as to the actual metal of UFOs might be inferred from the properties required by their flight characteristics and mode of propulsion. In view of a need for strength, lightness, and resistance to heat, titanium would be a good candidate. Also, magnesium. Some fragments of a UFO that exploded in South America were subjected to extensive analysis and found to consist of extremely pure magnesium. (2) Some of these samples were later analyzed at the University of Colorado. A high content of strontium was unexpectedly found although strontium is not

known to be added to commercial magnesium. Despite this interesting result, the crystal structure suggested that the sample was unlikely to have been part of a manufactured article. It was concluded that it did not have an "unearthly composition" and the reader is left with the implication that it could not have been part of a UFO. (3) A dissenting view that was issued independently, however, judged the metallurgy of the magnesium to be quite unique. (4)

On the whole, science should be considered as an open-ended inquiry, that is, one in which progress and understanding tend to continue indefinitely. Thus, a reliable theory that has served well for decades may be upset by a new discovery. It must then be abandoned in favor of a new concept that is a closer and more comprehensive approximation of nature. Such notions grow to maturity as they elucidate some field of science and prove their resilience in the face of continued progress - One such area that may be considered as a cornerstone of science is the internal structure of atoms and the Periodic Table of the Elements. (5) While this theory is still subject to future revision and refinement, there are no major gaps in the scientific understanding of the natural elements. They are the raw materials from which any object must be fabricated on earth. As the same elements have been measured throughout the universe by analysis of starlight, they are also the raw materials from which an object must be fabricated anywhere. Of this one may be nearly certain, that the metal of a spaceship visiting earth will be composed exclusively of elements that are already known. To be sure, technological superiority may be evidenced by unusual purity or new mixtures and crystal structures, but not necessarily. Modern science is perfectly adequate to support spaceflight by man, hence, advances in metallurgy beyond current knowledge are not required to bring visitors to the earth. In other words, an unearthly composition of UFO fragments should not be expected.

While windows and transparent cupolas on top of disc-shaped UFOs are frequently mentioned, on two occasions in the sample witnesses thought that the entire object was transparent. In one of

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these, a disc-shaped object flew above a bicyclist for 5 kilometers at a height of 6 meters. It "was luminous and seemed made of glass." (6) In the other instance, witnesses in a stalled vehicle saw occupants inside a "brilliant, transparent, mushroom shaped object." (7) These reports are too rare to justify a separate category of UFOs but they should be kept in mind as possible clues to an advanced material technology, that is, a state of metal that transmits light.

Soft Glow

The metallic appearance of UFOs in the previous category is a result of light reflecting off their polished surfaces. But witnesses frequently indicate that the UFO itself was luminous. As distinguished from a wide variety of white or colored lights that are reportedly attached to UFOs, light is observed radiating from the entire object or its immediate vicinity. Occasional references to "sparks" immediately suggest that some kind of electrical phenomenon is involved.

An electrical discharge of sufficient strength in the air surrounding a UFO would produce a soft, white glow, known as corona. Such discharge can sometimes be seen at night along a high-voltage transmission line but they are not visible in the daylight. Coronas could be responsible for the typical distinction between metallic discs that are so commonly reported in the daytime and diffuse lights most often seen at night. They would adhere to the UFO surface and gradually dissipate a short distance away, thereby appearing as the "halo" often described by witnesses. Unfortunately, an ordinary corona is not likely to be the correct explanation for the white glow.

The designer of a high-voltage transmission line would seek to use the smallest possible cable to minimize the amount of copper required, the weight suspended between towers, and the number of towers per mile of line. He would select electrical potentials as high as 750,000 volts to reduce the

power losses from internal heating of the cable. High voltage, however, would induce power

losses through corona discharge unless offset by the use of larger cable sizes. As electrical lines of force converge toward the center of a cable, electrical field strengths at its surface will be smaller for cables of greater diameter. A well-designed transmission line will therefore balance these and other considerations for a minimum construction cost and utilize a cable just large enough to prevent corona under normal operating conditions. Under occasional atmospheric conditions favoring electrical breakdown, corona will occur at field strengths on the order of 3,000,000 volts per meter. (8) The possibility of such extreme electrical fields being developed near a large object, such as a UFO having gently curving surfaces, seems quite remote.

Even so, some technical implications arise in the context of white glow. As some sort of electrical phenomenon is suspected, it can be postulated that a UFO has:

a) a large, negative potential relative to ground that causes electrons to leak into the atmosphere,

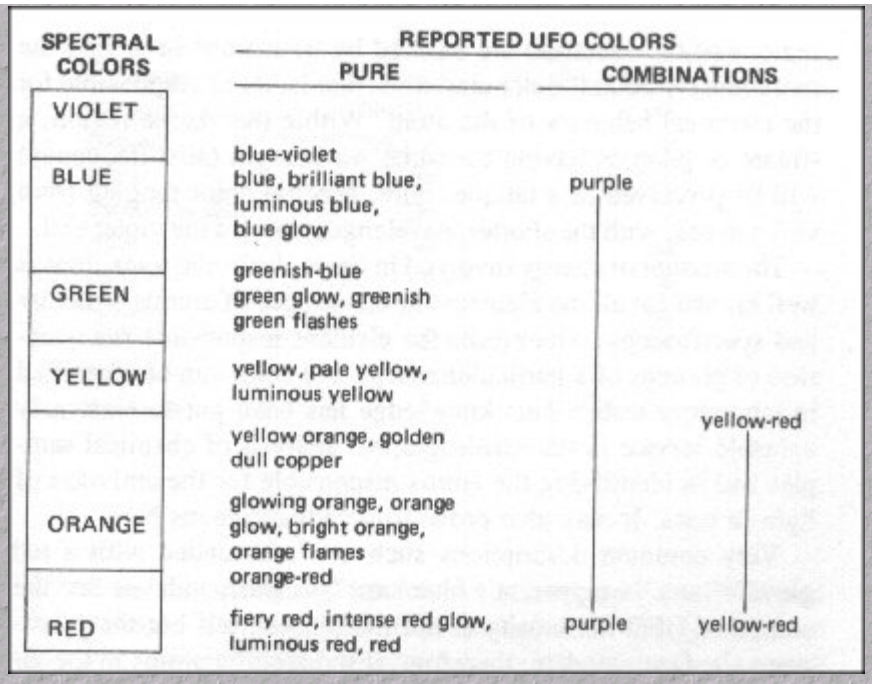
b) an alternating potential that agitates gas atoms in its vicinity, or

c) an alternating current within its skin acting as an antenna to radiate energy into the atmosphere.

The following discussions will greatly clarify this aspect of UFO luminosity.

Rainbow Colors

Nearly every color of the rainbow has been ascribed to UFOs. Typical statements by witnesses include most shades of the color spectrum from blue-violet through green, yellow, and orange, to red. Descriptive language of witnesses in the sample cases under study are tabulated in the following chart in accordance with their appropriate positions in the spectrum. Where mixtures of pure colors are implied, the components are inserted in their color zones and connected by vertical lines, such as for "purple" being composed of blue and red.



Before probing for an interpretation of these statements, a digression is required to review the origin and nature of light. Light is produced within atoms of matter. When atoms become sufficiently agitated by collision among themselves or with other elementary particles or by absorption of electromagnetic radiation, one or more electrons are elevated out of their normal energy states (orbits) or removed from the atom completely. As electrons fall back into these vacancies, a certain amount of energy is released. It is radiated away as a photon having that specific energy and a corresponding wave length. X-rays are usually produced from such transitions in the deeper layers of atoms. But radiation in the ultraviolet, visible, and infrared

regions of the spectrum are emitted by transitions involving the more loosely bound, outer electrons, that is, those responsible for the chemical behavior of the atom. Within the visible region, a stream of photons having the same wavelength (also frequency) will be perceived as a unique, pure, spectral color ranging from violet to red, with the shorter wavelengths toward the violet end.

The amount of energy involved in these electronic transitions is well known for all the elements in the science of atomic structure and spectroscopy. Therefore, the element responsible for emission of photons of a particular energy and color can be identified in laboratory tests. (9) This knowledge has been put to extremely valuable service in the spectrographic analysis of chemical samples and in identifying the atoms responsible for the emission of light in stars. It may also prove to be advantageous here.

Very common descriptions such as "surrounded with a red glow" (10) and "wrapped in a blue haze" (11) clearly indicate that the source of UFO luminosity is not the object itself but the proximate air. One wonders, therefore, if the specific atoms in the air responsible for the light can be identified. Of course, it would be necessary to know what gases are present in the atmosphere but that is common knowledge. The accompanying table gives the number of cubic feet of each constituent gas in 1,000,000 cubic feet of air. (12) Hydrocarbons are also present in variable amounts depending upon local conditions but these pollutants are disregarded. As most UFO sightings are in remote areas such as mountains, deserts, and farmlands where air is relatively clean, it is assumed that the hydrocarbons are insignificant as a source of light.

Also shown in the table is the number of spectral lines in the visible region that is emitted by each species. With a total of several hundred lines involved, it could become quite troublesome to associate one particular color emitted by a UFO with one specific gas. However, several factors tend to simplify the task. If a large number of the tabulated spectral lines were emitted simultaneously, their mixture would produce white light instead of the individual, pure colors that were reported for UFOs in this category. Furthermore, spectral lines from a given atom are not

Gases	Volume	Approximate Number of Visible Spectral Lines
Nitrogen	**780,840**	79
Oxygen	**209,406**	79
Argon	**9,340**	219
Carbon Dioxide	**300**	7
Neon	**18.18**	153
Helium	**5.24**	9
Krypton	**1.14**	**58**
Xenon	**0.086**	**51**
Hydrogen	**0.5**	**5**
Acetylene	**0.02**	**-**

all the same intensity and the relatively few bright ones will tend to dominate the rest. Different amounts of energy are also required to stimulate the several gases of the atmosphere to emit light. In addition, different amounts of energy are required to excite a single atom depending upon whether it remains electrically neutral or loses one or more electrons. While these facts may appear to be complications, they will be seen to provide the necessary leverage to pry this subject apart.

If a gaseous mixture is exposed to a limited amount of energy, either thermal or electrical, only those atoms will begin to emit light for which the energy is sufficient. In other words, some gases are more easily stimulated than others depending upon an inherent sensitivity. The scientific measure of this threshold for each element is known as the ionization potential, that is, the minimum amount of energy required to lift an electron from its ground state to the next higher state. Light of a unique color is emitted when an electron fills the vacancy. Such data for the atmospheric gases are tabulated below. (13) These values pertain to free atoms whereas most gas atoms are bound together in pairs. The corresponding ionization potentials for the diatomic molecules is slightly different than the tabulated value but they will suffice for the present purpose.

Ionization Potential (ev)*

Gases	I**	II	III	IV
Nitrogen	**14.53**	**29.59**	**47.43**	**77.45**
Oxygen	**13.61**	**35.11**	**54.89**	**77.39**
Argon	**15.76**	**27.62**	**40.90**	**59.79**

Carbon Dioxide	-	-	-	-
Neon	**21.56**	**41.07**	**63.50**	**97.02**
Helium	**54.48**	**54.56**	-	-
Krypton	**14.00**	**24.56**	**36.90**	**43.50**
Xenon	**12.13**	**21.20**	**31.20**	**42.00**
Hydrogen	**13.60**	-	-	-
Acetylene	-	-	-	-

*** Customarily expressed in electron volts where 1 ev = 1.602 x 10-12 erg.**
**** Roman numerals indicate: I, neutral atom; II, singly ionized; III, doubly ionized and so on.**

As would be expected, the table shows in Column I that the amount of energy required to lift an electron to its next higher state is less than that required to remove it from the atom entirely as given in Column II. Naturally, even greater amounts of energy must be expended to remove a second, or a third, electron as shown in Columns III and IV. The most easily stimulated gas is seen to be xenon, having an ionization potential for the neutral atom of only 12.13 ev. Under normal conditions, the atmosphere is not luminous because less than 12.13 ev is available to the atoms. Suppose that by some unknown means, however, a UFO delivered a gradually increasing amount of energy to the gases surrounding it. At some point, the atmosphere would absorb enough energy to become luminous and the onset would correspond to the excitation of xenon. Further increases in energy transfer would activate the other gases in inverse order of their thresholds and their light would simply be added to that from xenon. Or if some sort of resonance phenomenon excited the various species individually, the atmosphere would take on a series of colors corresponding to each species. Some complex statistical and quantum mechanical aspects apply here but they

need not be taken into account to develop the argument.

Well, if xenon is the most easily excited of the atmospheric gases, does it emit one or more colors that can be readily identified and, if so, have such colors been reported by the witnesses? The neutral atom of xenon emits three separate, but closely spaced, spectral lines in the center of the blue band of the spectrum. Thus light from xenon is seen as a pure, intense blue. It is strongly suspected, therefore, that xenon is responsible for the "blue," "brilliant blue," and "luminous blue" that were reported in the sample cases. The identity of xenon as the source seems to be almost assured because no other neutral gases in the atmosphere emit mid-blue photons. Considering the rarity of xenon, it is somewhat surprising that the evidence should point to it. At standard conditions of temperatures and pressure, air contains about 6.06 x 10 (to the 23rd power) molecules and free atoms in 22.4 liters. The proportion of xenon being 0.086 per 1,000,000 means that the density of xenon is about 2.3 x l0 (to the 13th power) atoms per cubic centimeter, certainly an adequate supply.

In the following table, the three blue lines of xenon are plotted in the blue zone of the spectrum between wavelengths of 4240 and 4912 A^0. Similar spectral lines from all other neutral gases in the atmosphere are similarly identified. (14) Their colors are indicated by their positions in relation to the standard color zones of the visible spectrum, usually taken as 4000 to 7000 A^0 (1 Angstrom = $l0^{-8}$cm). Some young people can detect ultraviolet in wavelengths as short as 3130 A^0, although the faint images are not focused without special glasses.(15)

As the hypothetical UFO increased the transfer of energy to the atmosphere, other color contributions would appear. The "orange-red" or "fiery red" so frequently seen near UFOs can very probably be assigned to the brilliant orange-red of neon, 6402 A^0, that is so easily recognized in neon signs. The

combination of the green line of neon, 5401 A^0, with the blue of xenon would yield the often reported "bluish green" or it may come from hydrogen, 4861 A^0. "Purple" would result from the blue of xenon and the red of argon, 6965 A^0. While these identifica-

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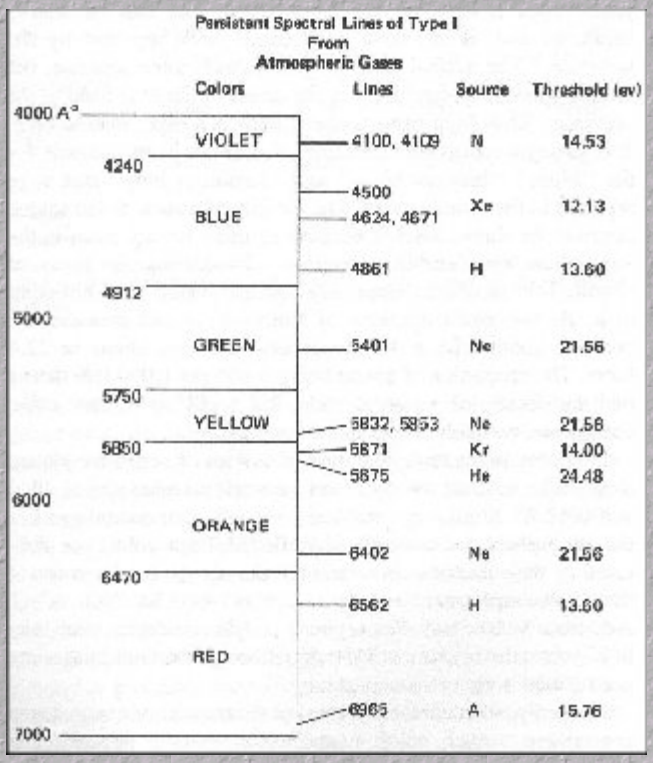
tions are certainly not demonstrated, they tentatively suggest a plausible explanation for the variety of UFO colors.



It is noted with minor exceptions that the most likely candidates for color emission are helium, neon, argon, krypton, and xenon. It is precisely these noble gases that are favored for use in gaseous lasers. Almost all radiation from un-ionized noble gases in lasers, however, lies in the infrared or far-infrared. Only neon has a group of transitions emitting visible light. This group consists of seven lines with wavelengths between 5939 and 6401

A^0, all within the orange zone. On the other hand, many spectral lines in the visible region are produced by ionized atoms of the noble gases, about 340 being known. (16)

An entirely different type of stimulated light emission that does not involve ionization occurs upon dissociation of atoms and molecules leaving the atom in an excited state. (17) As laser operation is critically dependent upon the geometry of apparatus and the pressure of the gases, usually very low, it is virtually impossible that any laser effect, per se, is involved in the luminosity of UFOs. The maser principle, however, may well prove to be the mechanism by which UFOs transfer energy to the atmosphere, namely, by electromagnetic energy of radio frequency or higher. Many clues along this line will be discovered in subsequent sections.

Dazzling Brightness

Sometimes the light emitted by a UFO is so intense that its surface is entirely obscured from view. Everything from "welding torch" to "burning magnesium" has been used to convey this idea. Direct and specific association with a metallic-appearing object has occurred when the source of light came down to the ground, dimmed, and revealed the material body of the UFO itself. Conversely, metallic constructions initially observed on the ground have become dazzling just before zooming out of sight.

The reference to "welding torch" justifies an examination of welding and related phenomena in the search for understanding the bright, white, UFO. The common welding torch burns a mixture of acetylene gas and oxygen at temperatures up to $6{,}000^0$F. Thermal agitation at such temperatures ionizes the gas molecules that, upon returning to the ground state, emit light copiously. The intensity may be so great that eyes must be shielded to avoid serious damage. Somewhat lower temperatures are achieved in electrical welding where a continuous arc is maintained between a welding rod and the work piece. The

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brilliant beam of a carbon-arc spotlight arises from the same process. More than 300 spectral lines in the visible region have been identified from such electrical sparks in air. Nearly all of them are emitted by the predominant gases, nitrogen, oxygen, and to a lesser extent, argon. (18) Collisions by electrons and thermal agitation of the gas molecules produce the requisite ionization. In summary, it is clear that these examples of gaseous luminosity depend upon high temperature, photon emission by the more abundant gases, and the mixture of numerous spectral lines to produce white light.

In addition to man-made sources, one can look to natural phenomena for further clues. In an ordinary bolt of lightning, the gas temperature is raised in a split second to about $25{,}000^0$C causing ionization of most of the gas atoms in its path. (19) Sudden expansion of the extremely hot gases sends the crashing sounds of thunder rolling across the countryside. The spectral composition of lightning flashes is typical of any electrical spark in air. The production of thunder is especially germane to this inquiry because UFOs are nearly always reported to be silent, or to make only a soft, hissing noise. A loud explosion is rarely heard from a UFO but not accompanying the standard flyby of an intensely luminous object. (See the chapter on Sounds.) It would appear that the blinding light emitted by UFOs is not associated with extremely high temperatures. Otherwise, thermal expansion of the gases would produce a horrendous racket, like continuous lightning. As no such sounds are reported, it may be concluded that the bright luminosity associated with UFOs is produced at very modest temperatures, compared to lightning.

Another natural phenomenon is also of interest, namely, balls of fire in the air that are known as ball lightning. They consist of brightly shining globules of gas whose sizes normally range between that of a grape and a grapefruit. They lazily drift a few meters off the ground for 1 to 5 seconds but some may last for a minute or so. The globe, or spheroid, typically emits a hissing sound, is not known to radiate heat although it may set fire to objects it touches, and it disappears either silently or with a loud

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report. This phenomenon has been observed since ancient times and it is thought to be fairly common. (20)

Nevertheless, most people would be very puzzled by a display of ball lightning. In the first place, it would remain unidentified, that is, obviously not a plane, bird, or balloon. Secondly, its drifting through the atmosphere would be properly denoted as "flying." Finally, it would be considered an object of some kind, in contrast to an hallucination, because it may have set fire to a henhouse when it entered through a crack in the door. In a very valid sense, therefore, ball lightning may be considered as an

unidentified flying object. However, such an appraisal would have little direct bearing upon the study of UFOs as that term is being used here. Considering the similarities between ball lightning and UFOs as they are sometimes manifest, it is not surprising that the two should be occasionally confused or that reports of the former would show up in the UFO literature. These extraneous reports should obviously be sorted out and disregarded as some instances in the sample of sightings. (21) An attempt to explain the entire subject of UFOs as misinterpreted observations of ball lightning produced much valuable information on plasmas but was not very convincing.(22) However, an unsuspected and ironic relationship between these two subjects becomes apparent upon considering some details.

Numerous theories of ball lightning have been proposed but none thus far is capable of explaining all aspects of the subject. The most promising concept is that a plasma is initiated by the high-frequency, electromagnetic fields associated with ordinary lightning. Frequencies in the range of 100 to 4,000 MHz (million cycles per second) have been observed. While considerable ionization is present, some luminosity in the spheres may result from excited electronic levels not requiring ionization of the gases. (23)

It appears that absorption of energy elevates oxygen atoms to two, well-known, metastable states having decay times of 45 minutes and 8 seconds, respectively. Immediate decay is forbidden as the electrons are trapped in the excited state with the

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wrong spin. An intermolecular collision is required to deactivate the state through transfer of angular momentum thereby permitting release of the stored energy. It is then apparently transferred to carbon dioxide which immediately radiates it away in a continuous spectrum. Based upon collision rates at $2{,}000^0$F it has been estimated that these metastable states would be dissipated in one second, not inconsistent with the lifetime of ball lightning.

Various attempts have been made to estimate the temperature of the luminous gases. While a Russian investigator estimated $14{,}000^0$K for a yellow ball, other estimates are much lower. One observer concluded that the temperature was somewhat greater than $4{,}000^0$K based upon the concentrations of ozone and nitrogen dioxide measured in a trail left by a ball. The range of 4,000 to $5{,}000^0$Cwas inferred from Wein's law and the red and red-yellow colors commonly reported. Temperatures as low as 200^0C have been considered. Because the witnesses have failed to report any sensation of heat near ball lightning, much preference should be given to the lower estimates. Ball lightning clearly involves a natural mechanism for producing bright luminosity of atmospheric gases at moderate temperatures and this mechanism may well account for the similar luminosity of UFOs.

As mentioned previously, ball lightning appears to be created and sustained by a supply of radiant energy in the frequency range of at least 100 to 4,000 MHz. This range is in the lower end of a zone of the electromagnetic spectrum from about 300 MHz to 300,000 MHz that is known as the microwave region. Lying between the bands used for radio broadcasting and the visible zone, it encompasses the frequencies used for microwave ovens, point-to-point telecommunications, radar, and special bands allocated by the Federal Communications Commission for industrial, scientific, and medical purposes. Most important among the latter are the frequencies of 915 and 2,450 MHz because available tubes, converting direct current to microwave energy at these frequencies, allow high powered applications. For example, a klystron having an average power rating of 500 kW is manufactured.(24) It has been predicted that some similar devices

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operating in the frequency range of 1,000 to 3,000 MHz will ultimately be feasible at power levels approaching 10 MW. (25) At very low gas pressures, plasmas are easily created by the application of microwave energy. It has been observed in such a plasma that the sensible gas temperature was 700^0K whereas the electron temperature exceeded $l0,000^0$K. (26) It seems quite likely that some such compound state exists within ball lightning and on the surface of UFOs when they are extremely bright. Ionization levels and luminosity would be very high while the gas temperature would remain relatively low. A plasma of this type could be sustained on the surface of a UFO only by a continuing absorption of microwave energy emitted by the UFO.

Fortunately, ball lightning can be studied in the laboratory. It was first created artificially by the Radio Frequency Company, Incorporated of Medfield, Massachusetts. Electromagnetic energy from a radio transmitter was injected into a large, aluminum box at resonant frequency. A ball of luminous gases about one foot in diameter suddenly formed and floated around inside the box until the power was turned off. In subsequent research at Brookhaven National Laboratory, similar plasmas have lived several seconds without power. It was suggested by the researchers that the radio-frequency energy was absorbed by nitrogen and oxygen and temporarily held in metastable states. (27)

Metastable states are thus seen to play a leading role in the existence and longevity of ball lightning. If the bright luminosity of UFOs depends upon the same physical processes, then some clues should be hidden in the UFO reports and photographs. A case in point may be the experience of a Brazilian woman, Mrs. de Mendonca, and her companions. At the end of a two-hour car chase, a Saturn-shaped UFO hovered close to the ground for about 15 minutes. An unspecified time later, the witnesses found an "odd luminous haze floating in the air above where the object had hovered" and they watched it slowly dissolve. (28) A similar detail was noted in a sighting of six UFOs in Argentina that, upon departing, left clouds of white smoke. (29) These observations suggest that the UFO charged the metastable states of atmos-

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pheric oxygen while hovering and, upon flying away, left them to decay gradually with the production of light.

In numerous photographs, UFOs are depicted with luminous tails that, heretofore, have been inexplicable. (30) By transferring energy to the atmosphere while traversing the sky, a UFO should leave a luminous wake where metastable states are decaying and transferring the stored energy to instantaneous, light emitters. Motion pictures of such tails should yield some quantitative data as the rate of energy transfer to the atmosphere, the speed of the UFO, and the length of the tail can be related with mathematical precision. It should be emphasized that intermolecular collisions are the controlling factor in releasing the stored energy and the rate of collisions is dependent upon the temperature and pressure. Because molecular agitation is diminished at low temperature, a cold day should retard the release of the states and increase the persistence of a UFO tail. Collision rates are also less frequent at low pressures, hence the tails should be especially persistent at high altitudes, having the compound advantage of frigidity and rarefaction. These considerations may suggest an interpretation of the prominent tail attached to a glowing, egg-shaped object that was photographed from earth orbit by the American astronaut, McDivitt. (31)

There exists yet another set of facts closely tying UFOs to ball lightning. Electrical discharges in the atmosphere initiate some important chemical changes. Energy states of atoms are modified and numerous chemical compounds are formed from the constituent gases. In a high-voltage spark, nitrogen is elevated to a metastable state having several interesting properties. It produces a soft, white glow that continues for some time after the electric discharge has been stopped. Such excited nitrogen is known chemically as "activated" because it will readily combine with many other elements whereas ordinary nitrogen will not. (32) It combines with hydrogen to form ammonia (NH_3) and with oxygen to form

nitric oxide (NO). This oxide is quite stable at high temperatures but below $150^{0}C$ it reacts with oxygen to form nitrogen dioxide ($N0_2$). The dioxide can react with still other

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atmospheric gases to form nitrobenzene, an oily substance that is highly poisonous and has a strong odor like oil of bitter almonds. Also produced by electrical discharges is a highly reactive form of oxygen known as ozone whose odor one learns to recognize in association with sparking, electrical apparatus.

While the sense of smell is not thoroughly understood, it is known to depend upon the molecular structure and chemical groups as a series of benzene derivatives have a similar odor. The nose is extremely sensitive, ethyl mercaptan being detectable down to concentrations as low as 4 X 10-8 milligrams per liter of air. (33) The above gases should be manufactured in an electrical discharge within ball lightning and they would not have to be present in large amounts to be noticed, that is, smelled by the witnesses. The odor of ball lightning is "usually described as sharp and repugnant, resembling ozone, burning sulphur or nitric oxide." (34) The reference to sulphur is readily understood as that element is a notorious air pollutant arising from automobile exhausts and smoke from industrial plants. Even in rural areas, the sulphur content of air may be quite high due to its production by bacteria in the mud of swamps and lake- and stream-bottoms. (35) While it may seem farfetched to inquire whether UFOs have any odor, it would be particularly significant if witnesses have detected those very gases that are produced in electrical discharges in direct association with them. One need only examine the record, as in the following tabulation, to see that such is the case.

Descriptions implying sulphur dioxide are the most numerous, however, benzene and its derivatives are mentioned. The term "pungent" and the reference to an electrical circuit almost assuredly implies ozone. At any rate, this evidence is an independent source of information that points to an electrical disturbance on the surface of UFOs that is undoubtedly associated with the luminosity.

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Case No.	Description Of Odor
51	Strange, cloying smell
72	Pungent
73	Burning benzene
94	Burning sulphur
101	Unpleasant
102	Ether mixed with sulphurous smoke, nauseous
199	Nitrobenzene
584	Sulphurous
615	Powerful, embalming fluid
616	Strong, unpleasant
684	Burned gasoline
721	Sulphur or rotten eggs
768	Sulphur

832	**Sulphur, camphorated oil**
844	**Burning electrical circuit**
875	**Sulphur**
879	**Strong, melted iron**
909	**Strange, powerful**

of this process and microwave energy is strongly implied by experimental data. Irradiation of various gases with microwaves produces a wide variety of gas atoms and free radicals, the required forms for chemical recombination's. In air, nitric oxide is produced. The efficiency of this reaction is greatly increased when the microwave energy is pulsed. Ethane and methane are decomposed into carbon and hydrogen but benzene is stable. In other words, a pulsed discharge of microwaves in air would suffice to generate nitric oxide and, in a subsequent reaction, the benzene that has been noted in the vicinity of UFOs. (36) As the benzene is not decomposed in the microwave field, any that were formed would accumulate then linger until detected. Oxidation of sulphur has also been accomplished in the laboratory with microwave irradiation, namely, conversion of sulphur dioxide to sulphur trioxide. Similar oxidation of atmospheric sulphur to sulphur dioxide could well be responsible for the commonly reported sulphurous odors. (37)

Sequential Multi-Colors

From the foregoing discussion it appears that energy originating in the UFOs is responsible for atmospheric luminosity in their immediate vicinity. Furthermore, various colors seem to be associated with different rates of energy transfer from UFOs to the atmosphere. Thus it might be possible to identify several energy states of UFOs that are distinguished by the character of the induced light. While certainly incomplete, energy states are tentatively assigned as follows:

State	Appearance	Physical Basis
0	**Metallic**	**Energy inadequate to excite perceptible light**
1	**Blue glow**	**Excitation of xenon only**
2	**Orange-red**	**Selective exitation of neon**
3	**White glow**	**Decay of metastable nitrogen**
4	**Brilliant white**	**Limited ionization of all gases augmented by the "ball lightning mechanism"**

If such categories are real, one would expect to find some correlation between the color of a UFO and its pattern of flight, a relationship that was observed at least as early as 1956.

"The colors mentioned seem associated in some way with the speed, or more probably with the rate of acceleration. The silvery grey with an aureole of dark red is seen when the object is stationary or traveling very slowly. Then comes the vivid red. At high acceleration the white, green, blue and purple appear." (38)

Very little progress in understanding this relationship has been made, however, the present model may be helpful.

When two people got out of their car to watch an object hovering at ground level, "its color changed from orange to fluorescent green before it took off." (39) Apparently State 2 prevailed while the object was stationary and the change preceded the acceleration. The original orange color must have been produced by photons having wave lengths between 5850 A and 6470 A. Similarly, the green color necessarily arose from wave

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lengths between 4912 A and 5750 A. Photons producing a green sensation, being of shorter wave lengths, are more energetic than their yellow cousins. Thus the change from orange to green implies an increase in the energy emitted by the atoms. From the above definitions of the color bands, one can easily calculate the minimum and maximum energy changes that might occur, assuming constant intensity. The color changes would be accomplished by an increase of about 5 to 24 percent. It is suspected that the orange color derived from neon at 6402 A. But neon also has a prominent line in the green at 5401 A. If these wave lengths were involved, the energy increase would amount to about 16 percent. That the UFO began pumping more energy into the atmosphere as it accelerated is clear. But further analysis is frustrated by complications such as the absorption efficiency of the atoms for an unknown mechanism, transition probabilities within the emitting atoms, and the variable sensitivity of the human eye to different colors. Although green is frequently observed, it has not been possible to assign a meaningful UFO state number to it.

A man saw a luminous, oval object rising from the flat roof of his house, "varying in color between white and red." (40) Very little detail is available in this report and it cannot be determined whether white to red was the sequence of color change or whether the transition occurred several times in reversing order. At least it shows a color change associated with ascension.

An oval object followed a woman driving her car for 13 kilometers. Its "color suddenly changed from reddish-orange to bluish-white before accelerating out of sight." (41) As a prelude to acceleration, this UFO "stepped on the gas" and moved from State 2 to State 4. The "bluish" component is appropriate to State 4 as a welding arc has such a cast.

An object shaped like two plates glued together with an oval on top hovered at treetop level over a man's car for two minutes. "It took a 45-degree inclination, rose, made a right angle turn, and changed color (white to yellow to blue to green) as it accelerated." (42)

Again, a brilliant color display occurs upon acceleration. The corresponding States, 4-2-1-?, seem to be appropriate to a gradual reduction of power in approaching cruising speed.

Following a chase by a glowing object at 170 km/hr, a witness stopped his car to watch. "The color changed in sequence, orange to red to blue to green, and the object wobbled on its axis" as the object came from 100 meters to within 30 meters. It then suddenly left straight up. (43) The energy states, 3-2-1-?, are seemingly appropriate to deceleration during the close approach. The transition of blue to green is puzzling.

A lighted object in the sky was observed to be going up and down; its color "turning from white to greenish-blue." (44) Again, the description is not explicit enough to determine if the color change was

repeated and synchronized with the changes in altitude, or if a gradual change occurred throughout the sighting. In the former interpretation, alternation between States 3 and 1 would make sense.

Four boys observed a cone-shaped object descending with an oscillating motion. It has "a blue underside, and a top that changed from red to orange to white." (45) The last change, corresponding to States 2-3, implies an increase in power for deceleration.

Every instance of sequential color change in the sample cases was associated with accelerations and the energy state model. Rough as it is, this association seems to make this perplexing aspect of UFOs more meaningful. This correlation is critically important as it establishes a relationship between the UFO propulsion system and the stimulation of atmospheric gases to emission of light. A great deal of work in this area is certainly needed and a thorough analysis of the better documented cases by a theoretical spectroscopist should bring it into sharp focus.

Although no source for green light was suggested above, a likely candidate is neon with its spectral line at 5401 A. The logical difficulty of positively identifying neon is the relatively high energy required for excitation, being the same as that for its orange-red line. The latter would be expected to dominate and

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obscure the green. Obviously, only a partial solution to this problem can be offered now. A similar uncertainty prevails for the often-noted, bluish-green color for which two possible sources are in contention. A commercial laser based upon argon emits a bluish-green light having wave lengths in the range of 4579-5145 A, mid-blue to about mid-green, although spectral lines in that range for argon are not tabulated in the literature. (46) As Argon is fairly abundant in air, these lasing transitions could account for this color. A competing possibility is the bluish-green line of hydrogen at 4861 A whose low threshold makes it easy to stimulate. One problem is that free hydrogen in the atmosphere is very rare, less than one part per million. But each molecule of water vapor in the atmosphere, containing two atoms of hydrogen, assures an adequate supply. The concentration of hydrogen would be greatest on damp, rainy or foggy days, when the relative humidity is 100% and the air is filled with water droplets. If it were found that the bluish-green color were more pronounced during inclement weather, the source might be pinpointed to hydrogen. But no such correlation has been attempted. UFOs frequently take refuge in clouds whose moisture content is substantially greater than the surrounding air. This circumstance affords some opportunity to detect light emission from hydrogen if it is significant. From statements of the witnesses, it is apparent that clouds become luminous when they are entered by a UFO and the color has been called "unusual." (47) At least once it was observed to be "green" (48) and no conflicting reports have been encountered. It seems that hydrogen probably contributes to the colorful display from UFOs but it may share the credit for bluish-green with argon.

Simultaneous Multi-Colors

In addition to UFOs exhibiting several colors one after another during maneuvers, they are sometimes seen to produce several colors at the same time. In one instance the underside remained blue whereas the colors on top changed. (49) Horizontal bands of color on another object were "blue, red and green." (50) These

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cases are not very instructive but they may point to a highly selective mechanism for stimulating the

emission of light, probably from the noble gases. Horizontal disposition of the bands on an axially symmetric object may reflect geometrical features that would alter or distort electromagnetic fields in their vicinity. Perhaps that might be the explanation for a "six story" object from which rainbow colors poured off its edges "like water." (51)

Other Lighting Details

Apart from the diffuse luminosity, UFOs are frequently observed to carry ordinary "navigation" lights. One of the most common features is a prominent light on the top which may be of any color, either steady or flashing. Other lights are sometimes distributed over the surface, typically at the ends of elongated objects or along the periphery and on the bottom of discs. These lights vary greatly in number and color and, in the sample cases, have no discernible significance. Usually, two or more lights of different colors are reported; one object was estimated to have about 30 lights. Nearly all colors are reported, most often red blue, white, yellow, orange and green. Some are steady while others are flashing. This display has been aptly compared to a "Christmas tree."

Another type of illumination less common than surface lights consists of one or more powerful beams resembling search lights. They are used for scanning the countryside, pointing directly downward or upward, or at houses and vehicles. By switching a vertical beam on and off, an object on the ground seemed to signal another one at high altitude which answered in the same manner. (52) Red, white, blue and green beams have been reported.

Finally, about a dozen witnesses reported "windows," "portholes," "openings" or "doors" through which poured bright light, most commonly with a yellow to orange tinge. Individual lights and general illumination have also been observed through transparent domes atop disc-shaped objects.

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Chapter 2

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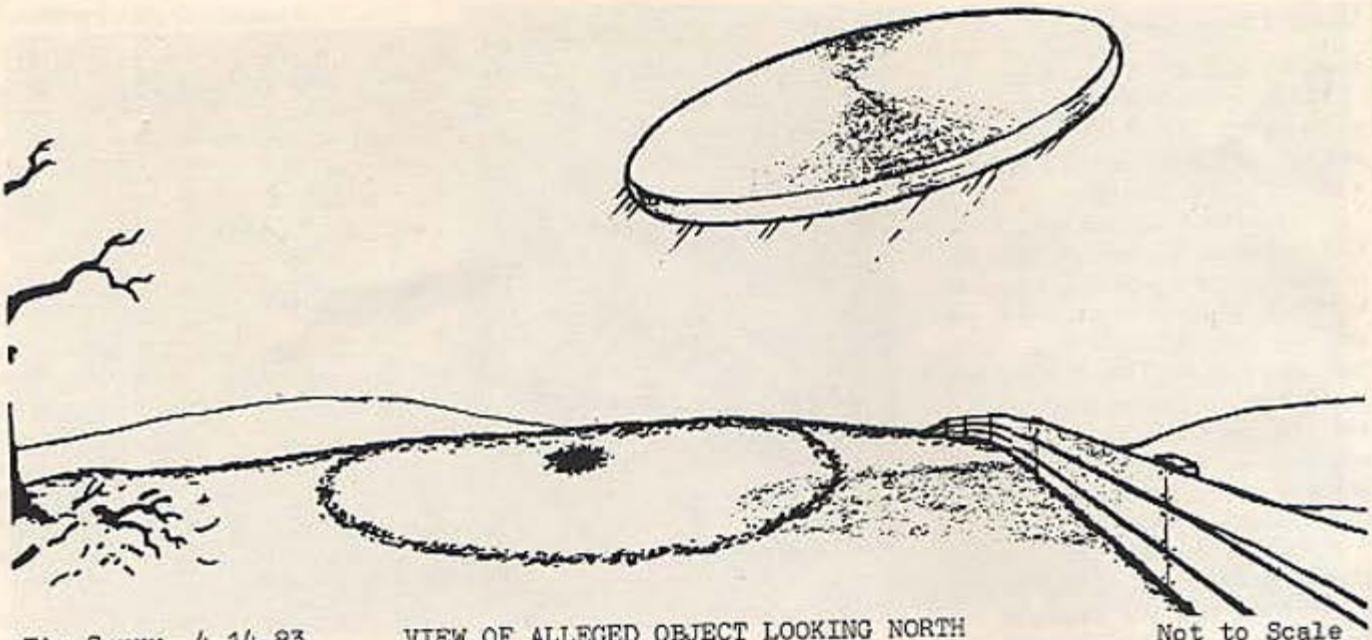
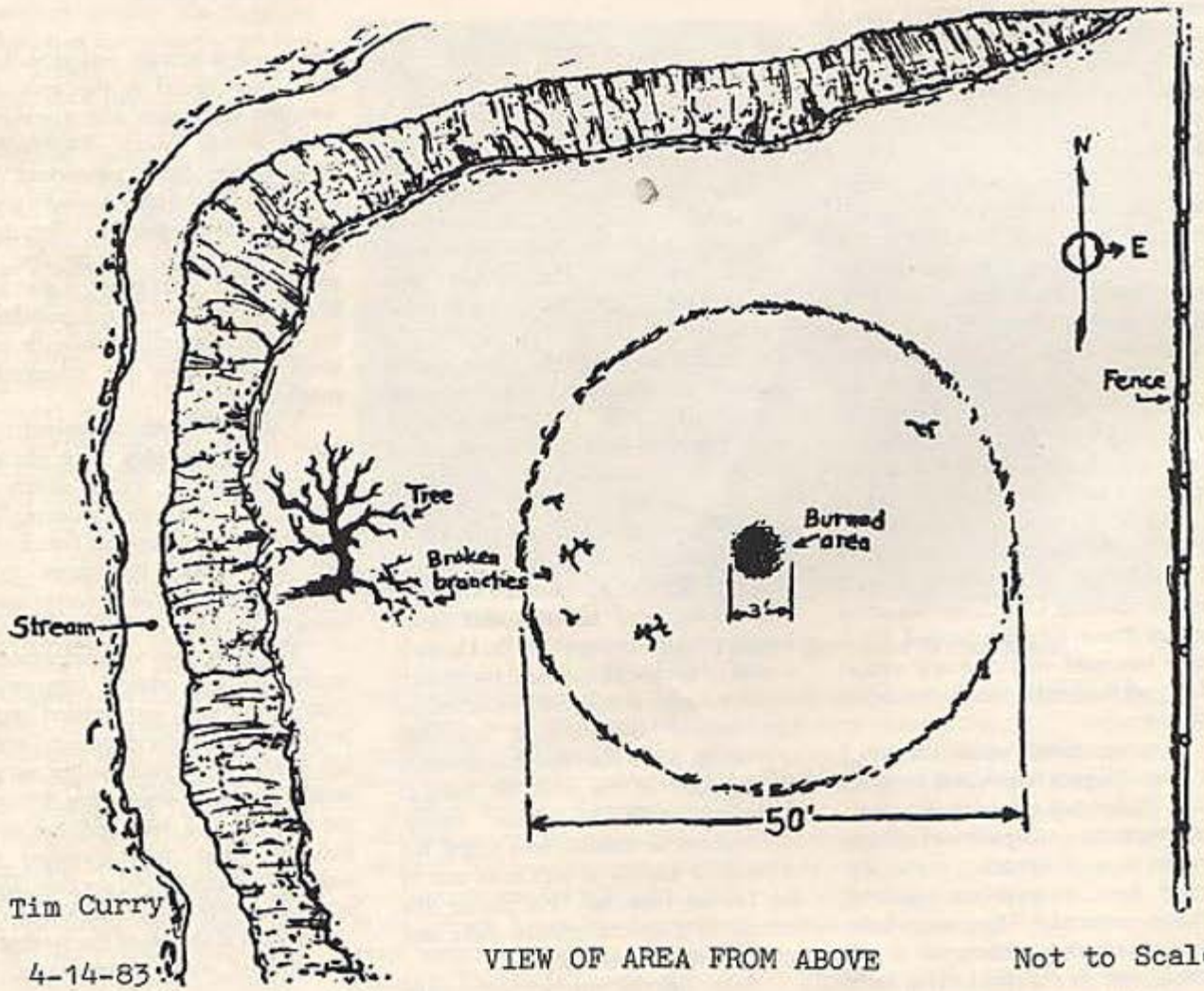
Chapter 4



Tim Curry 4-14-83 VIEW OF ALLEGED OBJECT LOOKING NORTH Not to Scale



Tim Curry
4-14-83

VIEW OF AREA FROM ABOVE Not to Scale

(continued on next page)

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CHAPTER FIVE

The Dark Ages

The order of February 11, 1949, that changed the name of Project Sign to Project Grudge had not directed any change in the operating policy of the project. It had, in fact, pointed out that the project was to continue to investigate and evaluate reports of sightings of unidentified flying objects. In doing this, standard intelligence procedures would be used. This nor-

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mally means the unbiased evaluation of intelligence data. But it doesn't take a great deal of study of the old UFO files to see that standard intelligence procedures were no longer being used by Project Grudge. Everything was being evaluated on the premise that UFO's couldn't exist. No matter what you see or hear, don't believe it.

New people took over Project Grudge. ATIC's top intelligence specialists who had been so eager to work on Project Sign were no longer working on Project Grudge. Some of them had drastically and hurriedly changed their minds about UFO's when they thought that the Pentagon was no longer sympathetic to the UFO cause. They were now directing their talents toward more socially acceptable projects. Other charter members of Project Sign had been "purged." These were the people who had refused to change their original opinions about UFO's.

With the new name and the new personnel came the new objective, get rid of the UFO's. It was never specified this way in writing but it didn't take much effort to see that this was the goal of Project Grudge. This unwritten objective was reflected in every memo, report, and directive.

To reach their objective Project Grudge launched into a campaign that opened a new age in the history of the UFO. If a comparative age in world history can be chosen, the Dark Ages would be most appropriate. Webster's Dictionary defines the Dark Ages as a period of "intellectual stagnation."

To one who is intimately familiar with UFO history it is clear that Project Grudge had a two phase program of UFO annihilation. The first phase consisted of explaining every UFO report. The second phase was to tell the public how the Air Force had solved all the sightings. This, Project Grudge reasoned, would put an end to UFO reports.

Phase one had been started by the people of Project Sign. They realized that a great many reports were caused by people seeing balloons or such astronomical bodies as planets, meteors, or stars. They also realized that before they could get to the heart of the UFO problems they had to sift out this type of report. To do this they had called on outside help. Air Weather Service had been asked to screen the reports and check those that sounded like balloons against their records of balloon flights. Dr. J. Allen Hynek, distinguished astrophysicist and head of Ohio State University's Astronomy Department, had been given a contract to sort out those reports that could be blamed on stars, planets, meteors, etc. By early March the Air Weather Service and Dr. Hynek had some positive identifications. According to the old records, with these solutions and those that Sign and Grudge had already found, about 50 per cent of the reported UFO's could now be positively identified as hoaxes, balloons,

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planets, sundogs, etc. It was now time to start phase two, the publicity campaign.

For many months reporters and writers had been trying to reach behind the security wall and get the

UFO story from the horse's mouth, but no luck. Some of them were still trying but they were having no success because they were making the mistake of letting it slip that they didn't believe that airline pilots, military pilots, scientists, and just all around solid citizens were having "hallucinations," perpetrating "hoaxes," or being deceived by the "misidentification of common objects." The people of Project Grudge weren't looking for this type of writer, they wanted a writer who would listen to them and write their story. As a public relations officer later told me, "We had a devil of a time. All of the writers who were after saucer stories had made their own investigations of sightings and we couldn't convince them they were wrong."

Before long, however, the right man came along. He was Sidney Shallet, a writer for The Saturday Evening Post. He seemed to have the prerequisites that were desired, so his visit to ATIC was cleared through the Pentagon. Harry Haberer, a crack Air Force public relations man, was assigned the job of seeing that Shallet got his story. I have heard many times, from both military personnel and civilians, that the Air Force told Shallet exactly what to say in his article - play down the UFO's - don't write anything that even hints that there might be something foreign in our skies. I don't believe that this is the case. I think that he just wrote the UFO story as it was told to him, told to him by Project Grudge.

Shallet's article, which appeared in two parts in the April 30 and May 7, 1949, issues of The Saturday Evening Post, is important in the history of the UFO and in understanding the UFO problem because it had considerable effect on public opinion. Many people had, with varying degrees of interest, been wondering about the UFO's for over a year and a half. Very few had any definite opinions one way or the other. The feeling seemed to be that the Air Force is working on the problem and when they get the answer we'll know. There had been a few brief, ambiguous press releases from the Air Force but these meant nothing. Consequently when Shallet's article appeared in the Post it was widely read. It contained facts, and the facts had come from Air Force Intelligence. This was the Air Force officially reporting on UFO's for the first time.

The article was typical of the many flying saucer stories that were to follow in the later years of UFO history, all written from material obtained from the Air Force. Shallet's article casually admitted that a few UFO sightings couldn't be explained, but the reader didn't have much chance to think about this fact because 99 per cent of the story was devoted

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to the anti saucer side of the problem. It was the typical negative approach. I know that the negative approach is typical of the way that material is handed out by the Air Force because I was continually being told to "tell them about the sighting reports we've solved - don't mention the unknowns." I was never ordered to tell this, but it was a strong suggestion and in the military when higher headquarters suggests, you do.

Shallet's article started out by psychologically conditioning the reader by using such phrases as "the great flying saucer scare," "rich, full blown screwiness," "fearsome freaks," and so forth. By the time the reader gets to the meat of the article he feels like a rich, full blown jerk for ever even thinking about UFO's.

He pointed out how the "furor" about UFO reports got so great that the Air Force was "forced" to investigate the reports reluctantly. He didn't mention that two months after the first UFO report ATIC had asked for Project Sign since they believed that UFO's did exist. Nor did it mention the once Top Secret Estimate of the Situation that also concluded that UFO's were real. In no way did the article reflect the excitement and anxiety of the age of Project Sign when secret conferences preceded and followed every trip to investigate a UFO report. This was the Air Force being "forced" into reluctantly investigating the UFO reports.

Laced through the story were the details of several UFO sightings; some new and some old, as far as the public was concerned. The original UFO report by Kenneth Arnold couldn't be explained. Arnold, however, had sold his story to Fate magazine and in the same issue of Fate were stories with such titles as "Behind the Etheric Veil" and "Invisible Beings Walk the Earth," suggesting that Arnold's story might fall into the same category. The sightings where the Air Force had the answer had detailed explanations. The ones that were unknowns were mentioned, but only in passing.

Many famous names were quoted. The late General Hoyt S. Vandenberg, then Chief of Staff of the Air Force, had seen a flying saucer but it was just a reflection on the windshield of his B-17. General Lauris Norstad's UFO was a reflection of a star on a cloud, and General Curtis E. Le May found out that one out of six UFO's was a balloon; Colonel McCoy, then chief of ATIC, had seen lots of UFO's. All were reflections from distant airplanes. In other words, nobody who is anybody in the Air Force believes in flying saucers.

Figures in the top echelons of the military had spoken.

A few hoaxes and crackpot reports rounded out Mr. Shallet's article.

The reaction to the article wasn't what the Air Force and ATIC expected. They had thought that the public would read the article and

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toss it, and all thoughts of UFO's, into the trash can. But they didn't. Within a few days the frequency of UFO reports hit an all-time high. People, both military and civilian, evidently didn't much care what Generals Vandenberg, Norstad, Le May, or Colonel McCoy thought; they didn't believe what they were seeing were hallucinations, reflections, or balloons. What they were seeing were UFO's, whatever UFO's might be.

I heard many times from ex-Project Grudge people that Shallet had "crossed" them, he'd vaguely mentioned that there might be a case for the UFO. This made him pro saucer.

A few days after the last installment of the Post article the Air Force gave out a long and detailed press release completely debunking UFO's, but this had no effect. It only seemed to add to the confusion.

The one thing that Shallet's article accomplished was to plant a seed of doubt in many people's minds. Was the Air Force telling the truth about UFO's? The public and a large percentage of the military didn't know what was going on behind ATIC's barbed wire fence but they did know that a lot of reliable people had seen UFO's. Airline pilots are considered responsible people - airline pilots had seen UFO's. Experienced military pilots and ground officers are responsible people - they'd seen UFO's. Scientists, doctors, lawyers, merchants, and plain old Joe Doakes had seen UFO's, and their friends knew that they were responsible people. Somehow these facts and the tone of the Post article didn't quite jibe, and when things don't jibe, people get suspicious.

In those people who had a good idea of what was going on behind ATIC's barbed wire, the newspaper reporters and writers with the "usually reliable sources," the Post article planted a bigger seed of doubt. Why the sudden change in policy they wondered? If UFO's were so serious a few months ago, why the sudden debunking? Maybe Shallet's story was a put-up job for the Air Force. Maybe the security had been tightened. Their sources of information were reporting that many people in the military did not quite buy the Shallet article. The seed of doubt began to grow, and some of these writers began to start "independent investigations" to get the "true" story. Research takes time, so during the summer and fall of 1949 there wasn't much apparent UFO activity.

As the writers began to poke around for their own facts, Project Grudge lapsed more and more into a period of almost complete inactivity. Good UFO reports continued to come in at the rate of about ten per month but they weren't being verified or investigated. Most of them were being discarded. There are few, if any, UFO reports for the middle and latter part of 1949 in the ATIC files. Only the logbook, showing incoming reports, gives any idea of the activity of this period. The meager effort that was

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being made was going into a report that evaluated old UFO reports, those received prior to the spring of 1949. Project Grudge thought that they were writing a final report on the UFO's.

From the small bits of correspondence and memos that were in the ATIC files, it was apparent that Project Grudge thought that the UFO was on its way out. Any writers inquiring about UFO activity were referred to the debunking press release given out just after the Post article had been published. There was no more to say. Project Grudge thought they were winning the UFO battle; the writers thought that they were covering up a terrific news story - the story that the Air Force knew what flying saucers were and weren't telling.

By late fall 1949 the material for several UFO stories had been collected by writers who had been traveling all over the United States talking to people who had seen UFO's. By early winter the material had been worked up into UFO stories. In December the presses began to roll. True magazine "scooped" the world with their story that UFO's were from outer space.

The True article, entitled, "The Flying Saucers Are Real," was written ld Keyhoe. The article opened with a hard punch. In the first paragraph Keyhoeed that after eight months of extensive res arch he had found evidence that th was being closely scrutinized by intelligent beings. Their vehicl s were talled flying saucers. Then he proceeded to prove his point. His argument wasround the thre e classics: the Mantell, the Chiles-Whitted, and the Gorman incidents. He took each sighting, detailed the "facts," ripped the official Air Force conclusions to shreds, and presented his own analysis. He threw in a varied assortment of technical facts that gave the article a distinct, authoritative flavor. This, combined with the fact that True had the name for printing the truth, hit the reading public like an 8 inch howitzer. Hours after it appeared in subscribers' mailboxes and on the newsstands, radio and TV commentators and newspapers were giving it a big play. UFO's were back in business, to stay. True was in business too. It is rumored among magazine publishers that Don Keyhoe's article in True was one of the most widely read and widely discussed magazine articles in history.

The Air Force had inadvertently helped Keyhoe in fact, they made his story a success. He and several other writers had contacted the Air Force asking for information for their magazine articles. But, knowing that the articles were pro saucer, the writers were unceremoniously sloughed off. Keyhoe carried his fight right to the top, to General Sory Smith, Director of the Office of Public Information, but still no dice - the Air Force wasn't divulging any more than they had already told. Keyhoe

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construed this to mean tight security, the tightest type of security. Keyhoe had one more approach, however. He was an ex-Annapolis graduate, and among his classmates were such people as Admiral Delmar Fahmey, then a top figure in the Navy guided missile program and Admiral Calvin Bolster, the Director of the Office of Naval Research. He went to see them but they couldn't help him. He knew that this meant the real UFO story was big and that it could be only one thing - interplanetary spaceships or earthly weapons - and his contacts denied they were earthly weapons. He played this security angle in his True article and in a later book, and it gave the story the needed punch.

But the Air Force wasn't trying to cover up. It was just that they didn't want Keyhoe or any other saucer fans in their hair. They couldn't be bothered. They didn't believe in flying saucers and couldn't feature anybody else believing. Believing, to the people in ATIC in 1949, meant even raising the possibility that there might be something to the reports.

The Air Force had a plan to counter the Keyhoe article, or any other story that might appear. The plan originated at ATIC. It called for a general officer to hold a short press conference, flash his stars, and speak the magic words "hoaxes, hallucinations, and the misidentification of known objects," True, Keyhoe and the rest would go broke trying to peddle their magazines. The True article did come out, the general spoke, the public laughed, and Keyhoe and True got rich. Only the other magazines that had planned to run UFO stories, and that were scooped by True, lost out. Their stories were killed they would have been an anti-climax to Keyhoe's potboiler.

The Air Force's short press conference was followed by a press release. On December 27, 1949, it was announced that Project Grudge had been closed out and the final report on UFO's would be released to the press in a few days. When it was released it caused widespread interest because, supposedly, this was all that the Air Force knew about UFO's. Once again, instead of throwing large amounts of cold water on the UFO's, it only caused more confusion.

The report was officially titled "Unidentified Flying Objects Project Grudge," Technical Report No. 102-AC-49/15-lOO. But it was widely referred to as the Grudge Report.

The Grudge Report was a typical military report. There was the body of the report, which contained the short discussion, conclusions, and recommendations. Then there were several appendixes that were supposed to substantiate the conclusions and recommendations made in the report.

One of the appendixes was the final report of Dr. J. Allen Hynek, Project Grudge's contract astronomer. Dr. Hynek and his staff had studied

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237 of the best UFO reports. They had spent several months analyzing each report. By searching through astronomical journals and checking the location of various celestial bodies, they found that some UFO's could be explained. Of the 237 reports he and his staff examined, 32 per cent could be explained astronomically.

The Air Force Air Weather Service and the Air Force Cambridge Research Laboratory had sifted the reports for UFO's that might have been balloons. These two organizations had data on the flights of both the regular weather balloons and the huge, high flying skyhooks. They wrote off 12 per cent of the 237 UFO reports under study as balloons.

This left 56 per cent still unknown. By weeding out the hoaxes, the reports that were too nebulous to evaluate, and reports that could well be misidentified airplanes, Project Grudge disposed of another 33 per cent of the reports. This left 23 per cent that fell in the "unknown" category.

There were more appendixes. The Rand Corporation, one of the most unpublicized yet highly competent contractors to the Air Force, looked over the reports and made the statement, "We have found nothing which would seriously controvert simple rational explanations of the various phenomena in terms of balloons, conventional aircraft, planets, meteors, bits of paper, optical illusions, practical jokers, psycho pathological reporters, and the like." But Rand's comment didn't help a great deal because they didn't come up with any solutions to any of the 23 per cent unknown.

The Psychology Branch of the Air Force's Aeromedical Laboratory took a pass at the psychological

angles. They said, "there are sufficient psychological explanations for the reports of unidentified objects to provide plausible explanations for reports not otherwise explainable." They pointed out that some people have "spots in front of their eyes" due to minute solid particles that float about in the fluids of the eye and cast shadows on the retina. Then they pointed out that some people are just plain nuts. Many people who read the Grudge Report took these two points to mean that all UFO observers either had spots in front of their eyes or were nuts. They broke the reports down statistically. The people who wrote the report found that over 70 per cent of the people making sightings reported a light colored object. (This I doubt, but that's what the report said.) They said a big point of these reports of light colored objects was that any high flying object will appear to be dark against the sky. For this reason the UFO's couldn't be real.

I suggest that the next time you are outdoors and see a bomber go over at high altitude you look at it closely. Unless it's painted a dark color it won't look dark.

The Dark Ages.67

The U.S. Weather Bureau wrote an extremely comprehensive and interesting report on all types of lightning. It was included in the Grudge Report but contained a note: "None of the recorded incidents appear to have been lightning."

There was one last appendix. It was entitled, "Summary of the Evaluation of Remaining Reports." What the title meant was, We have 23 per cent of the reports that we can't explain but we have to explain them because we don't believe in flying saucers. This appendix contributed greatly to the usage of the analogy to the Dark Ages, the age of "intellectual stagnation."

This appendix was important - it was the meat of the whole report. Every UFO sighting had been carefully checked, and those with answers had been sifted out. Then the ones listed in "Summary of the Evaluation of Remaining Reports" should be the best UFO reports - the ones with no answers.

This was the appendix that the newsmen grabbed at when the Grudge Report was released. It contained the big story. But if you'll check back through old newspaper files you will hardly find a mention of the Grudge Report.

I was told that reporters just didn't believe it when I tried to find out why the Grudge Report hadn't been mentioned in the newspapers. I got the story from a newspaper correspondent in Washington whom I came to know pretty well and who kept me filled in on the latest UFO scuttlebutt being passed around the Washington press circles. He was one of those humans who had a brain like a filing cabinet; he could remember everything about everything. UFO's were a hobby of his. He remembered when the Grudge Report came out; in fact, he'd managed to get a copy of his own. He said the report had been quite impressive, but only in its ambiguousness, illogical reasoning, and very apparent effort to write off all UFO reports at any cost. He, personally, thought that it was a poor attempt to put out a "fake" report, full of misleading information, to cover up the real story. Others, he told me, just plainly and simply didn't know what to think - they were confused.

And they had every right to be confused.

As an example of the way that many of the better reports of the 1947-49 period were "evaluated" let's take the report of a pilot who tangled with a UFO near Washington, D.C., on the night of November 18, 1948.

At about 9:45 EST I noticed a light moving generally north to south over Andrews AFB. It appeared to be one continuous, glowing white light. I thought it was an aircraft with only one landing light so I moved

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in closer to check, as I wanted to get into the landing pattern. I was well above landing traffic altitude at this time. As I neared the light I noticed that it was not another airplane. Just then it began to take violent evasive action so I tried to close on it. I made first contact at 2,700 feet over the field. I switched my navigation lights on and off but got no answer so I went in closer - but the light quickly flew up and over my airplane. I then tried to close again but the light turned. I tried to turn inside of its turn and, at the same time, get the light between the moon and me, but even with my flaps lowered I couldn't turn inside the light. I never did manage to get into a position where the light was silhouetted against the moon.

I chased the light up and down and around for about 10 minutes, then as a last resort I made a pass and turned on my landing lights. Just before the object made a final tight turn and headed for the coast I saw that it was a dark gray oval-shaped object, smaller than my T-6. I couldn't tell if the light was on the object or if the whole object had been glowing.

Two officers and a crew chief, a master sergeant, completely corroborated the pilot's report. They had been standing on the flight line and had witnessed the entire incident.

The Air Weather Service, who had been called in as experts on weather balloons, read this report. They said, "Definitely not a balloon." Dr. Hynek said, "No astronomical explanation." It wasn't another airplane and it wasn't a hallucination.

But Project Grudge had an answer, it was a weather balloon. There was no explanation as to why they had so glibly reversed the decision of the Air Weather Service.

There was an answer for every report.

From the 600 pages of appendixes, discussions of the appendixes, and careful studies of UFO reports, it was concluded that:

1. Evaluation of reports of unidentified flying objects constitute no direct threat to the national security of the United States.

2. Reports of unidentified flying objects are the result of:

a. A mild form of mass hysteria or "war nerves."

b. Individuals who fabricate such reports to perpetrate a hoax or seek publicity.

c. Psycho pathological persons.

d. Misidentification of various conventional objects.

It was recommended that Project Grudge be "reduced in scope" and that only "those reports clearly indicating realistic technical applications" be sent to Grudge. There was a note below these recommendations. It said, "It is readily apparent that further study along present lines would only confirm the findings presented herein."

Somebody read the note and concurred because with the completion and approval of the Grudge Report, Project Grudge folded. People could

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rant and rave, see flying saucers, pink elephants, sea serpents, or Harvey, but it was no concern of ATIC's.

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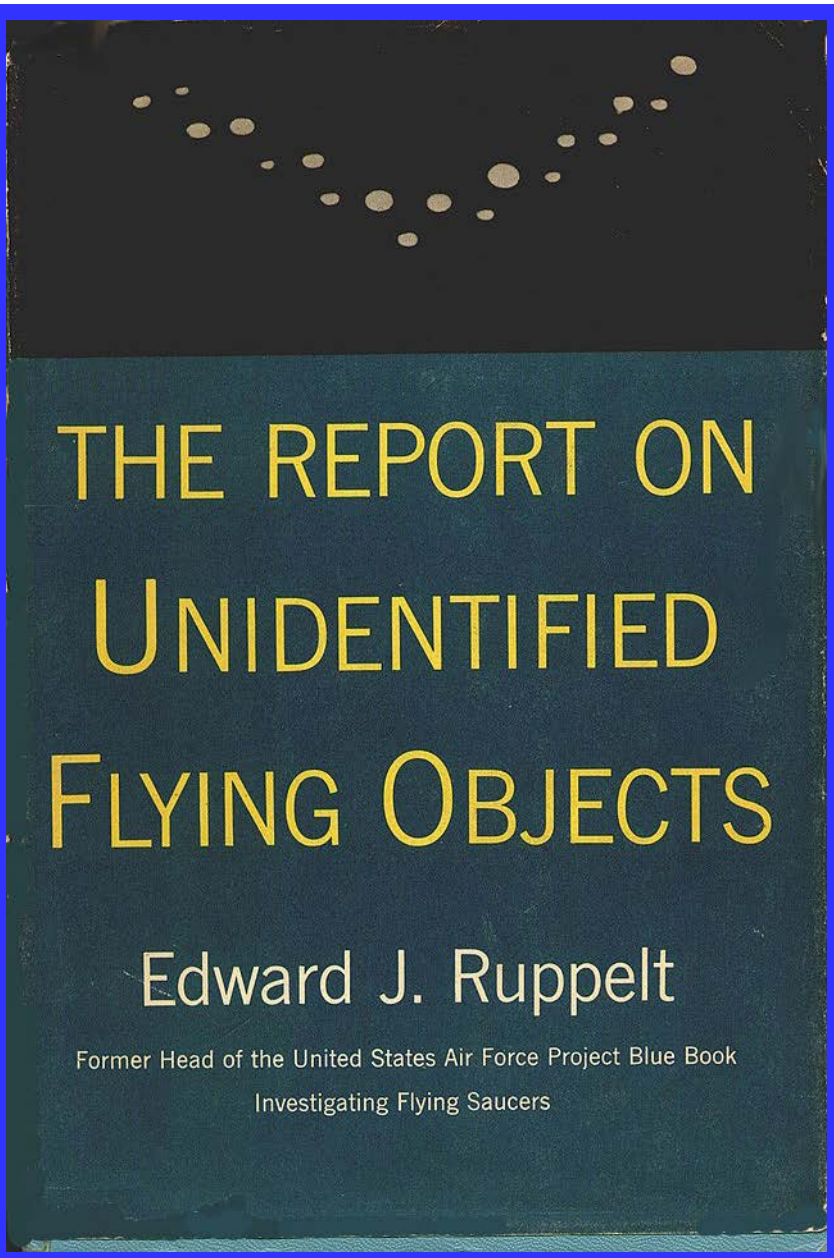
THE REPORT ON
UNIDENTIFIED
FLYING OBJECTS
Edward J. Ruppelt
Former Head of the United States Air Force Project Blue Book
Investigating Flying Saucers

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31 May 50

JUL 13 1950

SUBJECT: Aerial Phenomena

TO: Commanding Officer
AF Cambridge Research Laboratory
Attn: Base Directorate, Geophysical Research
230 Albany St.,
Cambridge, Massachusetts

1. Per request of Dr. A. O. Mirarchi, during recent visit to this base, the following information is submitted.

2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. The sightings were made by Land-Air, Inc., personnel while engaged in tracking regular projects with Askania Photo-theodolites. It has been reported that objects are sighted in some number; as many as eight have been visible at one time. The individuals making these sightings are professional observers therefore I would rate their reliaibility superior. In both cases photos were taken with Askanias.

3. The Holloman AF Base Data Reduction Unit analyed the 27 April pictures and made a report, a copy of which I am enclosing with the film for your information. It was believed that triangulation could be effected from pictures taken on 24 May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. A report from Data Reduction and the films from the sighting are enclosed.

4. There is nothing further to report at this time.

4 Incls:
Incl #1-Data Red Rpt #1
Incl #2-Data Red Report #2
Incl #3-Film, P-10, 24 May 50
Film, P-3, 24 May 50
Film, P-10, 27 Apr 50

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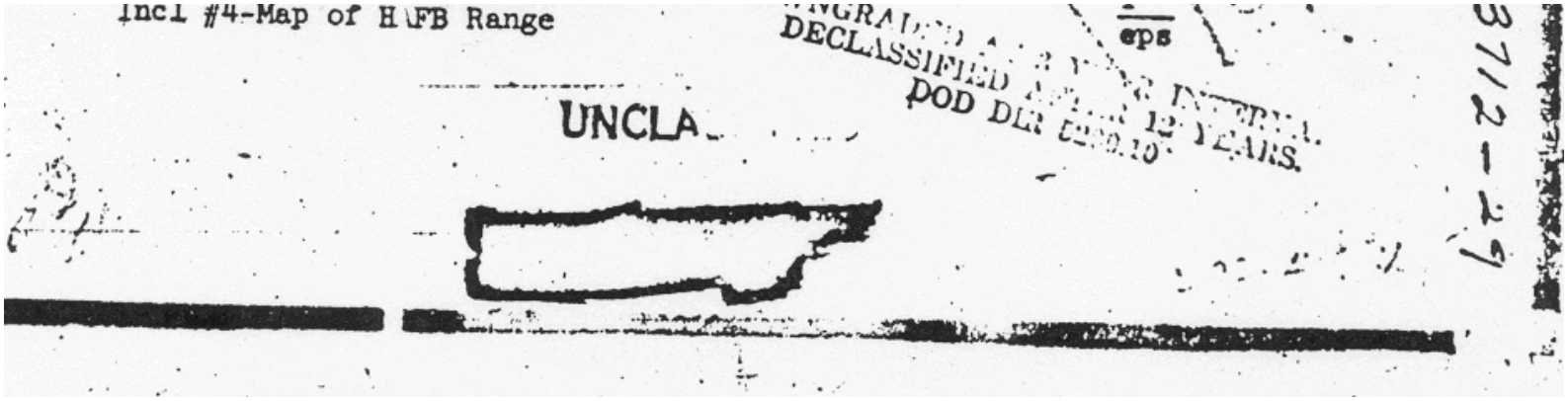
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UNCL [redacted]

Objects observed following MX 776A test of 27 April 1950

2nd Lt [redacted] EHOSIR 15 May 50 1

1. According to conversation between Col. Baynes and Capt. Bryant, the following information is submitted directly to Lt. Albert.

2. Film from station P10 was read, resulting in asimuth and elevation angles being recorded on four objects. In addition, size of image on film was recorded.

3. From this information, together with a single azimuth angle from station M7, the following conclusions were drawn:

a. The objects were at an altitude of approximately 150,000 feet.

b. The objects were over the Holloman range between the base and Tularosa Peak.

c. The objects were approximately 30 feet in diameter.

d. The objects were traveling at an undeterminable, yet high speed.

WILBUR L. MITCHELL WLM/rd
Mathematician ext 172
Data Reduction Unit

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DOD DIR 5200.10

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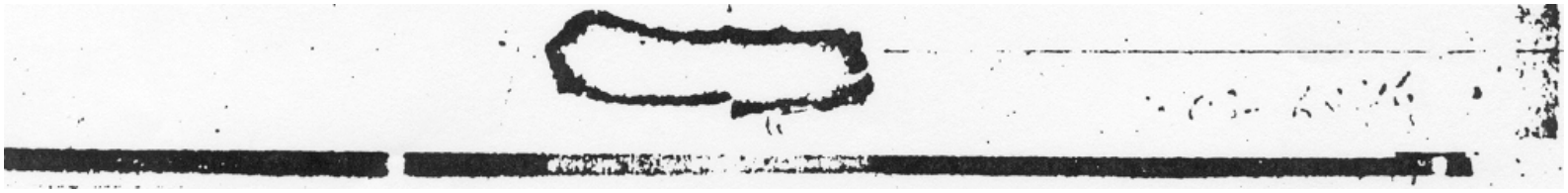
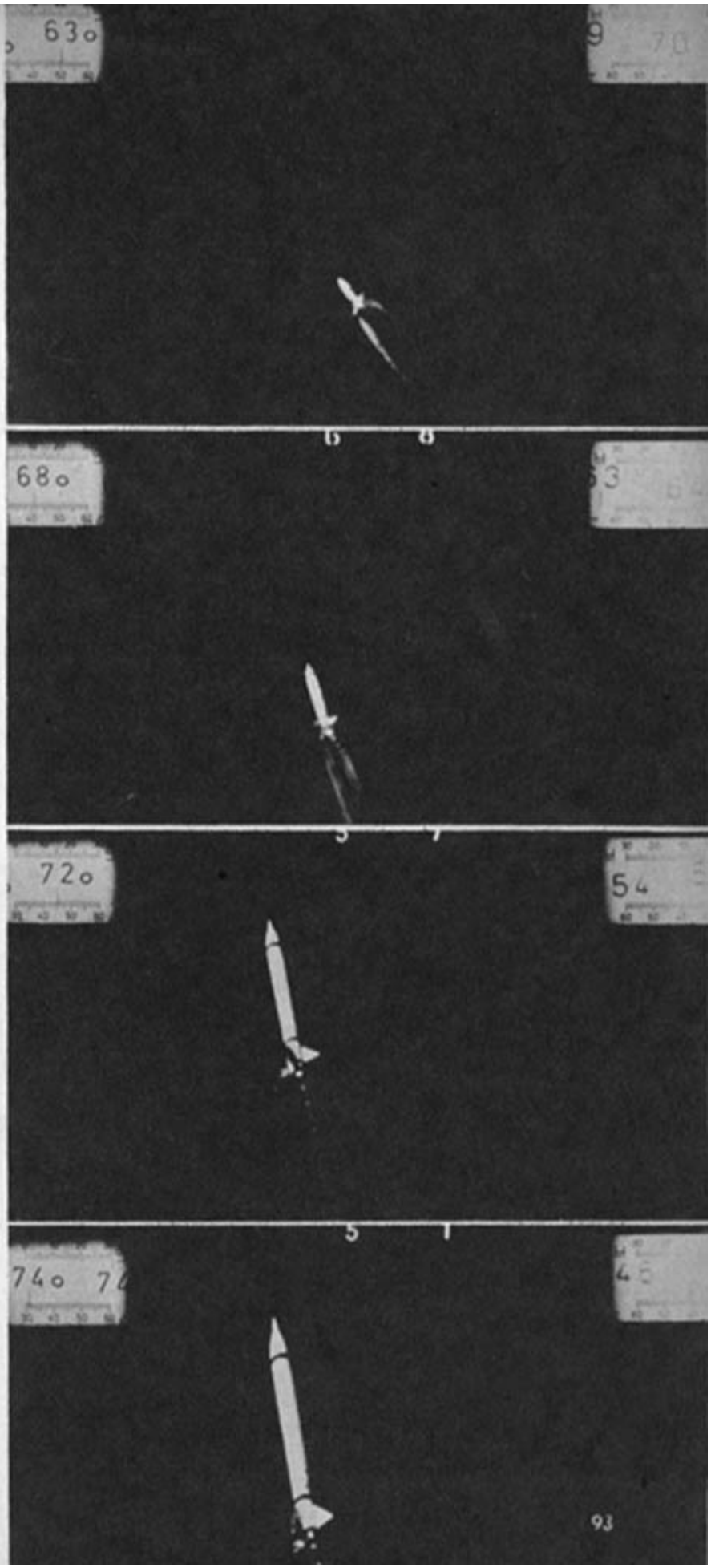
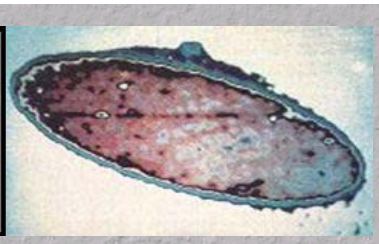




The four rare photos at right, showing different stages of the Viking's flight, were made by the Askania theodolite. From bottom to top, they not only record the angle of climb but, more important, report on rocket efficiency by detailing action of engine exhaust through upper atmosphere. When rocket engine operates at its top best, hypersonic shock cones in tail flame appear shaped perfectly as diamonds. If diamonds are in any way distorted, this indicates lack of smoothness in operation. Not too much is yet known about the stability of flames in special regions of the atmosphere. Until there is perfect knowledge of flame stability under all conditions, it would be hazardous to send a manned rocket using chemical fuels into space. Viking flights and tracking telescopes at White Sands are adding to such knowledge. This Viking was perfect. Bottom two photos show the neat shock-diamonds. Third photo up is beginning of fuel burnout. Note last few diamonds and perfect blob of fire exploding out of the nozzle. Top photo is final act of burnout: rocket is still stable, continues on for another 110 miles.

Photos by Ballistic Research Laboratory, White Sands Proving Ground



Nuclear Connection Project
NCP

Established, July 1, 2003
Francis L. Ridge, Project Coordinator
updated: 26 Jan 2015

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The Briefing Room
UFOs at ICBM sites and WSAs by Robert L. Hastings
UFOs Follow Nukes From New Mexico to Texas and Oak Oak Ridge

updated 20161223

The NCP Project Team	Nuclear & Missile Incident Folders Other NC cases: ufohastings.com	UFO/Nuc-Site DataBase
Power Outages & NucCon	Nuke Notes	Papers

AF INTELLIGENCE MANUAL SHOWS FLYING DISCS

This official flying disc illustration is taken from an Air Force Intelligence Manual, AFM 200-3, Chapter 9, page 3. The caption reads: "The Air Technical Intelligence Center is responsible for the prevention of technological surprise."

NICAP Home Page

The Early UFO Chronologies

Early Indications

1800-1899

The Nuclear Connection Project
presents
The Oak Ridge Sightings
including all the Tennessee Blue Book Unknowns

"Y-12" Area at Oak Ridge, TN

Updated: September 22, 2005:
The evidence for a UFO/Nuclear Connection grows stronger by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium was mined and plutonium was manufactured (the Congo, New Mexico, The Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development took place (Los Alamos, Sandia Base) and where nuclear weapons were stored (New Mexico: Los Alamos,Manzano Mountain near Kirtland, NM, and Texas: Killeen Base ant Camp Hood).

This is the third part of that story, the Oak Ridge and Tennesse Sightings, which we produced to include all the known cases and provided links to the full report directories and official supporting documents. The matrix for this chronology is based on a paper NCP-14: Saucers Over Oak Ridge by one of our NCP staff members, Bruce Maccabee.
Where enough information is not available to produce a case directory, the supporting documents are provided as temporary directories.

I wish to thank Dan Wilson, one of our staff researchers, for his fine research into the Blue Book Archives for the supporting documents in most of these cases. And to Brad Sparks for his re-evaluation of the Project Blue Book Unknowns which doubled the number of cases that were unexplained, many of which occurred in New Mexico and other high-security areas such as Oak Ridge (TN) and Killeen Base (TX) and were used as a checklist. Jan Aldrich provided documentation on some cases; Richard Hall provided the chronologies and basic case lists (UFOE, UFOE II); and Jean Waskiewicz and I created a set of useable databases within the NICAP Global Sighting Information Database) for the total caseload.

Francis Ridge
Coordinator, Nuclear Connection Project

September, 1944; Oak Ridge, TN (BBU)
Metal tube hovers over gaseous diffusion plant.

May 7, 1948; Memphis, TN (BBU)
Bray and Kaiser. (McDonald list; FUFOR Index)

June 30, 1948; S. Knoxville, TN (BBU)
Whitehouse. (McDonald list; FUFOR Index)

In January, 1949, Colonel Gasser had reported to the FBI that two photos of a UFO had been taken near Oak Ridge in the summer of 1947. That was the first Oak Ridge sighting.

April 6-7, 1949; Memphis, TN (BBU)
12:01 [12:30?], 2, 3:30, 4 a.m. Housewife Mrs. Mike Love Stewart and Dorthy [Dorothy?] Hall (and Helen Howell?), a husband and son, saw 6-9 climbing, diving, whirling yellow or silvery ovalobjects which avoided 3-4 airplanes, traveling from SW to SE about 45° elevation about 1-2 miles away, 1/4 moon angular size. (FOIA)

The second occurred at about noon on May 25, 1949. It was a multiple witness sighting of a strange flat metallic object passing over the area while making a cracking noise.

The third occurred at 7:00 PM, June 20, 1949. Several people observed three objects, two rectangular in shape and one circular, flying over Oak Ridge.

> Bruce Maccabee:
> ...at the end of January, 1950, President Truman announced that work would begin on the hydrogen bomb. The race for the Super Bomb was on! (The Soviet Union would win this race in 1953.) Suddenly spies were being caught everywhere. In February, Klaus Fuchs was arrested for giving secrets of the atomic bomb to the Soviets. (Fuch's spy activities were in large part the cause of the Soviet Union's successful detonation of a fusion bomb in August, 1949.) FBI Director Hoover made a personal report to President Truman on Fuchs' capture and subsequent confession in Britain. A few days later Senator Joe McCarthy announced that there were over two hundred Communist Party members working for the Department of State. Five months later, about the time that the Korean War began, Harry Gold and David Greenglass were caught and provided information about a spy ring directed by the Rosenbergs which had provided atomic secrets to the Soviets during WWII. All of this espionage activity may have affected the FBI view of the UFO phenomenon because the Air Force was clearly worried about the green fireball and disc phenomena seen near the nuclear installations... could they be related to Communist subversion?... and because Colonel Gasser had indicated that the saucers were man-made missiles...but not made by the USA!

March 1, 1950; Knoxville, TN
Radio amateur says he tracked UFOs with radar. For the record, this often-quoted series of incidents beginning with the one on March 1st, fails to provide a credible witness or a reliable set of equipment. It is presented here to set the record straight.

> There was no conclusion as to what, if anything, Adcock had detected. SAC Robey reported to FBI headquarters that the most impressive thing to him had been the "lack of any agency actually taking responsibility for the situation and taking any action to verify or disprove the threat." He also pointed out that it was many hours after the initial detection or "threat" was reported that any action at all was taken. Evidently Oak Ridge was not as well protected against a threat of sabotage as the security agencies had hoped!

March 29 [30?], 1950; Marrowbone Lake, TN (BBU 682)
7 a.m. Real estate salesmen Whiteside and Williams saw 6-12 dark objects shaped like 300-lb. bombs, estimated 5 ft long, flying 500 mph in descent, making a noise like wind blowing through the trees. (Berliner)

> The summer and fall of 1950 was an important time in the history of UFO phenomena.....there were important national and international political and military developments which affected the FBI perception

of the flying saucer problem. The Cold War was hot. The Berlin Blockade had been successfully overcome, but the Russians had successfully taken over the satellite countries of East Germany, Poland, Czechoslovakia, Hungary and Yugoslavia. Then, on June 25 North Korea marched about 60,000 men into South Korea and began the Korean War. Both the Soviet Union and China were aiding North Korea. The South Korean Army, not fully prepared, collapsed under the weight of the attack and two days later President Truman ordered US troops to South Korea. The next day Seoul fell to the North and General MacArthur reported that the South Korean army was too demoralized to mount an effective resistance. Two days after that Truman ordered U.S. ground forces to Korea. The first post-WWII war was on!

All this time the FBI was quietly monitoring the fireball (New Mexico) and saucer situation. Recall that in late August 1950 agent A. H. Belmont had written a memorandum to Special Assistant D. M. Ladd summarizing recent developments regarding green fireballs and saucers. On October 9 Mr. Ladd wrote a memorandum for Mr. Hoover providing an update on Project Twinkle. The memorandum states that "To date the Air Force has not advised us of any new developments in connection with this project." Evidently the Air Force had not told the FBI about the multiple witness sightings and filming of multiple objects on August 30 and 31. Mr. Ladd also made an explicit comparison between saucer sighting reports (referred to as "complaints") and the war in Korea, which to this point had been going reasonably well, since the North Korean army had not (yet) succeeded in pushing the United Nations and United States forces into the sea:

> "According to Bureau files, an average of approximately three or four complaints have been received per month from June through September. These complaints were brought to the attention of OSI. A review of Bureau files does not indicate that there has been any increase in sightings of these phenomena during or as a result of the war in Korea."

Mr. Hoover was probably glad to see that there were so few complaints and that there was no apparent connection with the war. However, there still was the major question of the origin of the phenomena seen near the vital installations and the secondary question of just what the Air Force was doing about it. Mr. Ladd provided the following comments on these subjects:

> "The Bureau has been advised in the past by OSI that many of the sightings reported to them were determined by investigation to have been of weather balloons, falling stars, meteorological phenomena and other air-borne objects.
>
> "Bureau liaison determined on the morning of October 9, 1950 from OSI headquarters that the investigation of these aerial phenoena are being handled by OSI, Wright Field, Ohio. Their investigation of these phenomena fails to indicate that the sightings involved spaceships or missiles from any other planet or country.
>
> "According to OSI, the complaints received by them have failed to indicate any definite pattern of activity. OSI further advised they are closely following the investigation of the captioned matters and they will advise this Bureau of any matters of interest."

Once again the FBI was told that the Air Force was sufficiently worried about these phenomena to continue secretly investigating even though many sightings could be explained. Since the Air Force was once again ruling out the interplanetary and "foreign country" explanations the FBI could only presume that all saucer sightings resulted from misidentifications, delusions and hoaxes.

Major General Cabell, Director of AFI, had requested that AMC reinstate the investigation and analysis at ATIC. On September 25, 1950 the Bureau received from Cabell a copy of an intelligence collection memorandum entitled "Reporting of Information on Unconventional Aircraft." This was yet another request to provide sighting information with the added request that "no publicity be given this reporting or analysis activity." The memorandum to Mr. Ladd, quoted above, reflected this new activity at ATIC. Once again, in private the Air Force was contradicting its public stance that saucer sightings were not worthy of attention. In private the Air Force and the FBI found out that sightings which were about to

occur at Oak Ridge were worthy of attention...a lot of attention.

Att 11:25 PM on October 12, a military radar unit at Knoxville Airport suddenly detected 11, “and possibly more,” unidentified targets moving over the restricted flight zone at Oak Ridge. This time action was taken.

October 12, 1950; Knoxville, TN (BBU)
(McDonald list) At 11:30, the radar station commander scrambled an F-82 fighter. It was in the air nine minutes later. The fighter was vectored toward two targets and, according to the radar, closed with the targets, but the pilot saw nothing. Ground observations also failed to detect anything in the sky. No unusual objects were seen visually or on radar for the next two days. Then the “dam broke.”

October 13, 1950; Oak Ridge, TN
Cat 2. Sightings by AEC security patrols.

Keeping in mind that these (UFO) books were coming at a time of “atomic paranoia,” it is not surprising to see that Hoover took a particular interest in (Frank) Scully’s book. Ever on the alert for Communist subversion, on October 13 he sent an urgent teletype message to SAC, Los Angeles:

> FLYING SAUCERS. YOU ARE INSTRUCTED TO DISCREETLY DETERMINE THROUGH APPROPRIATE SOURCES OF YOUR OFFICE WHETHER FRANK SCULLY AUTHOR OF THE BOOK QUOTE BEHIND THE FLYING SAUCERS UNQUOTE IS IDENTICAL TO THE FRANK SCULLY WHO HAS BEEN ACTIVELY ENGAGED IN COMMUNIST ACTIVITIES SINCE THE LATE NINETEEN THIRTIES IN THE TERRITORY OF YOUR OFFICE.

October 15, 1950; Oak Ridge, TN (BBU 819)
Oct. 15, 1950. Oak Ridge, TN (BBU 819)
3:20 p.m. AESS Trooper Rymer, J. Moneymaker, and Capt. Zarzecki saw 2 shiny silver objects shaped like bullet or bladder dive with a smoke trail, one vanished, the other hovered at 5-6 ft altitude, 50 ft away, left and returned several times somewhat further away. (Berliner)

At 3:25 PM, an Atomic Energy Security Patrol Trooper, Edward D. Rymer, and a caretaker, John Moneymaker, from the University of Tennessee Research Farm, at Oak Ridge, saw an object at about 12,000 to 15,000 feet above Solway Gate of the "Control Zone." This object appeared to be an aircraft which was starting to make an outside loop, trailing smoke behind. Soon these two men realized that the formerly described smoke behind the aircraft was a tail. This object continued to descend in a controlled dive, and when it approached the ground it leveled off and flew slowly, parallel to the ground. This object came within two hundred and ten (210) feet of the two observers and was paralleling the ground at approximately six (6) feet. The Knoxville radar showed on its screen some strange targets at the same time as the visual sightings. Again an aircraft was scrambled and saw nothing. The Project Blue Book master list shows that ATIC could not explain the visual sighting. (Hynek UFO Rpt pp. 142-3)

October 16, 1950; Oak Ridge, TN
Not listed in the Blue Book files. Below is Bruce Maccabee's description of the incident. The link above is the document.

The next day at about 1:30 PM, John Isabell, a security guard of the Oak Ridge Patrol Force, saw a silver-white spherical object traveling from the southwest to the northeast and passing over the K-25 restricted area at high altitude. It was white or silvery and round like a ball.

The second sighting on that day occurred at “exactly 2:55 PM.” Mr. Isabell and two other members of the patrol force saw the same round object approaching from the northeast at a lower altitude and speed. The object, while spinning about an axis, traveled in a wide circle toward the southwest and disappeared. In a

couple of minutes it reappeared in the southwest at a very high altitude and headed northeast at a high rate of speed. The guard phoned the information on the sighting immediately to headquarters where radar was picking up an indistinct target every third or fourth sweep over the K-25 area. An F-82 was scrambled. The ground witnesses reported that the fighter plane arrived about 15 minutes after the object had disappeared. (The ATIC sighting analysts subsequently decided that this object was a balloon in spite of the decription of spinning amd in spite of the odd flight path.) Later on, during the evening, some of the security guards heard strange, loud noises.

That same day, October 16, the CIC agent decided it was time to review the situation. He wrote a report mentioning the 1947 and 1949 sightings and discussed the recent sightings. The CIC took these sightings very seriously and thoroughly checked the backgrounds of the witnesses by using employment records and FBI reports in order "to ascertain their reliability, integrity and loyalty to the United States Government." The was no reason found to discredit these witnesses, many of whom were professional security guards.

The CIC and the other security agencies discussed the situation and attempted to arrive at some conclusions. The CIC report of these discussions make amusing reading in view of the concerted attempt later on by ATIC to explain the sightings any way possible. One gets the impression from the following document that, when it came to explaining UFO sightings as mundane phenomena, the security officials who were involved in the investigations had "been there, done that" and now they were looking for something new and convincing to explain these sightings:

> " The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for OBJECTS SIGHTED OVER OAK RIDGE, however the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility."

"...because of impossibility"? What was that supposed to mean? It meant that all the suggested explanations had been rejected because, in view of the high quality of the witnesses and the descriptive details, these explanations were impossible. So, having rejected mundane explanations, what were these objects? The CIC agent continued:

> "The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.
>
> "These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions (are) parallel the terrain ridges in the locality."

The fantastic is generally rejected?

It is not too surprising that "the fantastic" would not be in an official report. However, the fact that it was rejected means that they at least thought about "the fantastic." They also showed a healthy degree of skepticism regarding the ATIC treatment of such sightings because they questioned the ATIC "identification" of the image in the 1947 photographs as a photographic flaw:

> "Attention is invited to the 1947 photograph of a flying object. Atomic Energy Commission officials advise that the Air Force Laboratory at Wright Field, Ohio, indicate that the object is a water spot on the photograph. Because this object does not resemble other water spots of the photograph and because the object in the second photograph is following the dim trail left by the first object, some officials at (the) Atomic Energy Commission question the veracity of this statement. They also believe it is significant that the Air Force did not return the negative of this print."

These security agencies were quite correct to be skeptical of the ATIC treatment of these sightings. The Project Blue Book record shows that the radar sightings were identified as "radar pecularities," the first October 16 sighting was identified as an aircraft and the second as a balloon (even though the description of the object was the same for both sightings!). Only the October 15 sighting discussed above was listed as Unidentified.

Copies of the reports by the CIC agents were made available to the FBI. When he saw them Hoover may have wondered if the saucers had now transferred their activities from the west, where atomic bombs were designed, built and stored, to Oak Ridge where the uranium isotope U-235 was being extracted for use in atomic bombs and where nuclear energy was being studied as a possible source for aircraft propulsive power.

Strange noises were also part of the phenomena reported. Major Ronniger, a Senior Instructor at Oak Ridge, reported that at 3 PM on October 15 he heard a sound like the blast of a jet engine. He and another person searched the sky for such an aircraft but could find none. The next day several security guards reported that around 8 PM they heard what sounded like the blast of a jet several times. Each time the noise lasted about 3 1/2 seconds. "The sounds seemed to leave the vicinity making an ascent almost vertical. None of the guards could see an object in the sky."

By October 16 things were already hot at Oak Ridge, but that was only the beginning.

October 18, 1950; Oak Ridge, TN
Unidentified radar contacts. Source of this report is unknown.

On the 19th of October, before the FBI was fully aware of what was taking place at Oak Ridge, Hoover received from Mr. Ladd more information about Air Force activities:

> "The matter of flying saucers was discussed by Special Agent .....(name censored)...with Major General Joseph F. Carroll of OSI on October 16, 1950, at which time General Carroll advised that insofar as he has been able to determine the Air Force is not working on any type of 'flying saucer' or 'flying disc.' General Carroll stated that the Air Force is working on high altitude rockets and jet aircraft. He stated these experiments may account for some of the reports concerning flying saucers but that the air Force is not apparently working on anything which is the cause of the many flying saucers reports. He stated that the Air Force program for investigating reports concerning flying saucers, etc., has been reinstituted at Wright Field and that any pertinent information of interest coming to his attention will be furnished to the Bureau."

By October 16 things were already hot at Oak Ridge, but that was only the beginning.

October 20, 1950; Oak Ridge, TN

At 4:55 PM on October 20, Larry Riordan, the Superintendent of Security for the X-10 control zone became a witness. While driving to a residential area he saw an object which he thought at first was a balloon which had lost its "basket." It was generally round, appeared to "come together at the bottom in wrinkles (rather indistinct and something was hanging below." It appeared to be 8 to 10 feet long and lead or

gunmetal colored. It didn't seem to be moving but, since he was traveling and only saw it for a number of seconds, he couldn't be sure. He was sure it wasn't a weather balloon, although he thought it might have been a gas bag balloon launched by the nearby University of Tennessee Agricultural Research Farm.. On the same day at 3:27 PM the radar unit at the Knoxville airport detected radar targets near the area of Mr. Riordan's sighting and scrambled a fighter plane. The pilot searched the area for about an hour and a half, which included the time of Mr. Riordan's sighting, and found nothing.

Three days later, October 23, at 4:30 PM, Francis Miller, an Oak Ridge laboratory employee, while driving along a road in Oak Ridge saw an object that appeared to be less than half a mile away and between 1,000 and 2,000 feet up.

October 23, 1950; Oak Ridge, TN

It appeared as an "aluminum flash" that was traveling in a south-southeast direction. He only saw it for a few seconds. Subsequently it was discovered that a nuclear radiation detection station (a Geiger counter) in the vicinity of the sighting registered a burst of alpha and beta radiation. The purpose of this station was to detect any leaks of radiation from the Oak Ridge Laboratory. There was no leakage of radiation, however. An expert from the Health and Research Division analyzed the readings from the Geiger counter and pronounced them unexplained. This association between radiation detection and a UFO sighting was similar to that at Mt. Palomar mentioned in Chapter 13. Whether the reading of the Geiger counter was actually a result of nuclear radiations or whether the presence of the UFO induced a transient electrical fault in the counter or whether there was some other explanation is not known. This case does not appear in the Project Blue Book file.

October 24, 1950; Oak Ridge, TN

During the evening there was a "light in the sky" sighting by two witnesses who were at widely separated locations. The first to see it was Mr. William Fry, the Assistant Chief of Security for Project NEPA. He was at a drive-in theater with his family at about 6:45 PM waiting for the movie to begin when he saw the lighted object in the southwest while casually looking around the sky. He reported to the CIC investigator:

> "...I observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. (His wife and son also saw it.) ...A few moments later I heard a plane directly overhead making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at McGhee-Tyson Airport..

(At this point Mr. Fry went to a phone and called someone to look, but the person could not see it because of the hills and trees.) "While returning to my car I met a friend...who stated he had been observing the object. I continued to observe the object with my wife but it seemed to be in a more northerly position which caused me to select a fixed point to determine whether or not the object was changing in either direction or altitude. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon.

> "The following morning, upon reporting to work I confided my story to...(name censored)...stationed at Oak Ridge with the NEPA project, but I hesitated to go on record as having observed such an unidentified object."

Mr. Fry did go on record because he learned that he was not the only witness. Air Force Major Lawrence Ballweg also saw the light. He reported as follows:

> "On the evening of 24 October 1950 at approximately 1855 (6:55 PM) I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920 (7:20 PM). During this period of time my wife also observed the object."

Mr. Fry then learned that the radar unit had also detected something. He was told that an unidentified object appeared at 6:30 PM at an altitude of approximately 5,000 feet in the same general vicinity as the object he saw. The radar target disappeared at 7:20 PM. The complete radar report to the CIC investigator says that targets appeared at 6:23 PM moving over the restricted flight zone and at 6:26 a fighter was scrambled to the area of the targets but failed to see anything.

Considering that the atmosphere can make a star or planet which is within a few degrees of the horizon appear to change color and move very slightly or twinkle, one might be tempted to identify the light as the bright planet Venus or a very bright star seen in the west an hour after sunset, which was at about 6 PM local daylight savings time. However, two elements of the description reject that sort of explanation. First, the light was described by Major Ballweg as moving relative to the stars. Since Major Ballweg used binoculars to view the light it is likely that his description of motion is accurate. Furthermore, it must have been quite large because Mr. Fry, not using binoculars, also detected motion. Second, Major Ballweg said that the light appeared over a telephone pole that was about 100 yards away. That would make the angular elevation greater than 5 degrees. According to the CIC investigator, Mr. Fry indicated that the elevation from his location was 30 to 40 degrees above horizontal. Hence it was so high in angular elevation that atmospheric effects would not make it appear to change color and there would be no noticeable effects other than the normal twinkling which affects stars at any angular elevation. The final reason for rejecting Venus or a bright star is that Venus was below the horizon at the time and there were no excessively bright stars in that sector of the sky at the time. The disappearance of the radar target at the same time as the light suggests that the UFO was a some kind of metallic unknown object hovering in the vicinity of Oak Ridge. This is another Oak Ridge sighting that is not in the Blue Book file, nor are the following October events.

October 25, 1950; Oak Ridge, TN

About six hours later, between 2 AM and 3 AM, the radar unit reported several slowly moving objects such as had been seen previously.

On October 26 at 5 AM Col. Edwin Thompson heard an intermittent noise like the blast of a jet, similar to what had been reported on the 15th and 16th. He saw no aircraft associated with the noise.

Three days later seven people waiting at the Knoxville Airport "saw an object traveling to the Southwest at a great rate of speed. (name censored), who has considerable flying experience, was extremely excited and stated that this object was not an aircraft. He described it as a circular object, leaving a trail of smoke."

There were two reported sightings on November 5.

November 5, 1950; Oak Ridge, TN

At 9:29 AM an object was detected on radar traveling over the restricted area at a speed of 80 mph. A fighter aircraft attempted an intercept and then trailed the object for 20 miles. The pilot reported no visual contact.

Two and a half hours later, at 11:55 AM, Don Patrick of the NEPA Division saw a very strangely shaped object travel by, apparently just above the mountain range.

November 5, 1950; Oak Ridge, TN. (BBU 829)
11:55 a.m. Fairchild Aircraft illustrator Don Patrick saw a translucent object, light grey with dark core, shaped like a pear or bean, flying with rapid, darting movements. (Berliner)

It seemed to change rapidly from a pear shape to a bean shape and other sausage like shapes as it traveled. Although the shape changed the overall size was about constant. It seemed translucent but had definite outlined edges as seen against the sky and background clouds. There was no particular color and there were no bright highlights. Mr. Patrick at first thought it was a balloon but then realized that the shape changes and rapid motions meant it was something else. He told the CIC investigator that "the core (dark triangular portion) remained constant and the apex of the core varied only a few degrees while the body of the object seemed to change shapes rapidly and would become elongated during a quick movement of the object." Project Blue Book files list this sighting as unidentified.

As part of the CIC agent's attempts to explain these sightings he asked Mr. J. Holland, chief of the Weather Section of the AEC at Oak Ridge, to provide information on balloon launches at the times of the sightings. There was no correlation. The only sighting that could have been a balloon was the October 20 sighting, and even that was not correlated with the Weather Section data. With regard to the radar detections during the previous month, Mr. Holland said radar can be reflected from patches of ionized air and if a large quantity of radioactive material were released it might provide sufficient ionaization of the air. However, he didn't believe any such release had occurred. According the the CIC agent's report the Weather Section would carry out research to determine whether or not "radioactive energy ejections" could cause radar returns. There is no report on the results of the radar research.

November 29-30, 1950; Oak Ridge, TN (BBU)
(McDonald list)

Between 5 and 11 PM radar targets returned to the Oak Ridge area. Fighters were scrambled. They saw nothing.

However, at 7 PM, during this period of radar sightings, graphic records of Geiger counter detections in the restricted area of Oak Ridge indicated an abnormal increase in alpha and gamma radiation that could not be attributed to a known source. Apparently this was "too much" for the officials in charge of Oak Ridge security. They held a two day meeting to discuss the "operational difficulties" of the early warning radar of the Air Defense Command at Knoxville. AFI was asked to investigate the situation and to set up a separate radar set for comparison. (McDonald list)

The suggestion that some radar targets might be the result of ionization of the air by nuclear radiation must have been on the mind of Mr. Gray, SAC Knoxville, because on December 4 he called FBI headquarters and discussed the speculation that releases of radioactive material could have caused the anomalous radar targets observed. The next day Mr. Hoover sent an urgent teletype to SAC Knoxville: "Arrangements should be made to obtain all facts concerning possible radar jamming by ionization of particles in the atmosphere. Conduct appropriate investigation to determine whether incident occurring northeast of Oliver Springs, Tennessee, could have had any connection with alleged radar jamming." Unfortunately any information that might have been available on the "Oliver Springs" case has not been released. Nor is there any response to Hoover's teletype message.

On December 5 and 6 there was a discussion of the technical aspects of the radar sightings with ATIC and intelligence officials. They concluded that the targets were probably "radar angels" which are reflections of objects on the ground which are observed only because of a temperature inversion which bends the radar radiation downward. On the other hand, that did not mean that there were no flying saucers around.

December 5, 1950; Oak Ridge, TN
Wife of security officer reports object made of polished metal.

At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

Although ATIC would eventually claim that most of these events were mundane (radar anomalies, balloons, aircraft) and leave only two of the Oak Ridge sightings unidentified, the local military officials and scientists were not so certain of easy identifications. They planned to begin their own scientific investigation. Lt. Col. John Hood, the AMC Field Engineering Officer, outlined the plan in a December 5 memorandum entitled "Technical Approaches to the Problems of UFOs." He proposed placing radiation counters over a wide area. After there had been sufficient anomalous object reports to establish a pattern, the data recorded by these counters would then be compared for time and location with the sightings "to see if any change in the background (radiation) occurs with the presence of sighted objects." He also proposed that portable counters be made available which could be taken to the area of a sighting. Along with the counters he proposed that an aircraft with Geiger counters and also a magnetometer be made available. The magnetometer would indicate any fluctuations in the local magnetic field associated with sightings. He also proposed more accurate radars capable of measuring height as well as range and azimuth. This plan was to begin operating near the end of December.

The next anomalous event in the Oak Ridge area was yet another appearance of radar targets which "blanketed the radar scopes in the area directly over the government Atomic energy Commission projects.....these objects could not be identified from the radar image and a perfect fighter interception met with negative results."

On December 6, 1950. For an hour the United States military was under a condition of national emergency that morning. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related?

December 14, 1950; Oak Ridge, TN
An FBI document found in Clear Intent (page 173) shows that a group of targets blanketed the radar scopes in an area directly over the government AEC projects at Oak Ridge. They were not identified and scope photos were taken. However, these radar tracks were not listed among the Blue Book Unknowns.

December 18, 1950; Oak Ridge, TN (BBU)
Calkins. (McDonald list; FUFOR Index)

The last Oak Ridge sighting of any consequence occurred at about 8:30 AM on December 18. Groups of people in separate cars traveling to work saw an unusual object fly over the Oak Ridge area. To the Air Force officers in one of the cars it appeared as would a bright reflection from a very distant aircraft. It was southwest of them and they only saw it for a few seconds. At the same time several other NEPA project employees were in another car at a different location. They saw this object for about 30 seconds before it was obscured by the nearby hills. They described it as a bright circular light with an intensity greater than that of the full moon. It was between 15 and 30 degrees above the horizon as it moved in a northwesterly direction. They observed a strange effect on the circular light: it seemed to "darken, starting at approximately 7:00 t o 9:00 o'clock along the perimeter and continuing to darken along the perimeter and

inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star." (McDonald list; FUFOR Index)

December 20, 1950; Oak Ridge, TN
Not listed among Blue Book list or Spark's updated version.

About the time that Col. Hood's research plan was to be put into effect the last two Oak Ridge sightings occurred. These were on December 20 and January 16. The December 20 case was another radar-only event (no visual contact) and the January 16 sighting involved sightings of stars. The Oak Ridge flap was over. There were no more sightings until a single one in the late fall of 1951. By that time the research project had effectively died. Thus, as happened with Project Twinkle in New Mexico, just as the local scientists and security agencies were about to carry out precise research that could prove the UFOs were real anomalous objects.... they disappeared!

In retrospect, although it might be possible that some of the radar detections were weather anomalies, often called "radar angels," caused by temperature inversions in the atmosphere, the visual sightings cannot be so easily dismissed.

Source: UFO FBI Connection, Pages 163-181 (Bruce Maccabee)

1951

January 21, 1951; Oak Ridge, TN (BBU)
6:20 p.m. (McDonald list; FUFOR Index) Written off by the Air Force as a ground target and "ducting caused by an inversion", this incident is carried as unknown in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

December 7, 1951; Oak Ridge, TN (BBU 1021)
AESS guard J. H. Collins saw a 20 ft square object, white-grey but not shiny fly above ridge to the clouds and back again twice, taking 30-40 seconds each time. A civilian guard (AESS) on duty at Oak Ridge reported sighting an airborne object at 0815 EST. Traveling at a constant speed, equivalent to conventional aircraft, the object was described as square, approximately 20 feet wide, grey-white in color, with no markings. The observer, age 40, is described by his employer as honest and conscientious, and is held in high respect by his employer. Two F-47's were unsuccessful in an attempt at interception. (Berliner; FUFOR Index)

1952

April 14, 1952; Memphis, TN (BBU 1112)
6:34 p.m. U.S. Navy pilots Lt. jg. Blacky, Lt. jg. O'Neil flying on 18° (about NNE) heading at 2,000 ft over NAS Range Station saw to their left an inverted bowl glowing bright red, 3 ft long and 1 ft high, with vertical slots, approaching at high speed on 300° heading, straight and level at 2,000 ft, passing 300 ft from their aircraft and below overcast at 4,200 ft.[Red glowing trail?] (Berliner; McDonald files; Jan Aldrich; cf. NARCAP)

June 21 [23?], 1952; Oak Ridge [Marxville?], TN (BBU)
10:58 p.m. GOC post spotted target, confirmed by ADC radar, followed by F-47 fighter interception of a 6-8-inch white blinking light which made ramming attacks on the F-47 from 10,000 to 27,000 ft. (Ruppelt p. 43)

June 23, 1952; Oak Ridge, TN (BBU 1334)
3:30 a.m. Secretary Martha Milligan saw a bullet-shaped object with burnt-orange exhaust fly straight and level. (Berliner)

Oct. 21, 1952; Knoxville, TN (BBU 2179)

No time given. Witnesses at airport weather station saw 6 white lights fly in a loose formation, make a shallow dive at a weather balloon. (Berliner)

December 18, 1952; Oak Ridge, TN
RV, source unknown.

1953

July 19, 1953; Oak Ridge, TN
At approximately 3:00 P.M., an F-86 aircraft was observed flying over the Oak Ridge residential area, making circles at what appeared to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The witness, together with his wife, observed the aircraft through a pair of six power field glasses. After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the circle of this object, it appeared at times to be in the shape of a cigar and at other times round.

1954

Sept. 23, 1954; Gatlinburg, TN (BBU 3227)
9:45 a.m. (EST) Dave Owenby [and Trainer?] saw 2 bright silver, wheel-shaped objects fly N to S in trail. (Berliner;
FUFOR Index)

1955

Sept. 9, 1955. Near Alcoa [Rock Garden?], TN (BBU 3757)
12 noon. M. N. Dawkins, using binoculars, saw a brown, almost square object fly with a circular motion. (Berliner)

Oct. 19, 1955. 40 miles NW of Knoxville, TN (BBU)
8:30 p.m. (EST) F-86 case. (McDonald list; FUFOR Index)

Nov. 20, 1955; Lake City, TN (BBU 3862)
5:20 p.m. Operations Officer Capt. B. G. Denkler and 5 men of the USAF 663rd AC&W Sq saw 2 oblong, bright orange, semi-transparent objects fly at terrific speed and erratically, toward and away from each other (Berliner)

1957-1966

Dec. 11, 1957; Lake City AFS, TN (BBU)
(McDonald list)

March 28, 1966; Fayetteville, TN (BBU)
8 p.m. Man driving 60 mph suddenly saw a large lighted object 3 ft above the road on a hilltop, which flew off, as the car engine and headlights died. Headlight bulbs later had to be replaced. Object was oval, 25 ft long, dark gray, with about 30 lights along its periphery. (Vallée Magonia 739)

April 5, 1966. Alto, TN (BBU 1038)
11:55 p.m. W. Smith and another stopped to watch an object hovering about 15 ft above a swamp, tried to follow it but it flew away. Object 100 ft long oval with a dark top, appearing cone-shaped when moving, making a high-frequency noise, and flying between a hightension power line and a row of trees. Animal reactions wherever the object flew over. (Berliner; cf. Vallée Magonia 753)

END OF REPORT

The Nuclear Connection Project
presents
The Camp Hood Sightings
including all the Texas Blue Book Unknowns

During the beginning of the cold war, Killeen Base was one of the Air Force's storage-and-assembly bases for nuclear weapons. Gray Air Force Base near the AEC's Killeen Base (Site Baker), one of three National Stockpile Sites where nuclear weapons were stored at the time.

Updated: September 22, 2005:
The evidence for a UFO/Nuclear Connection grows stronger by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium was mined and plutonium was manufactured (the Congo, New Mexico, The Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development took place (Los Alamos, Sandia Base) and where nuclear weapons were stored (New Mexico: Los Alamos,Manzano Mountain near Kirtland, NM, and Texas: Killeen Base ant Camp Hood).

This is the second part of that story, the Camp Hood Sightings, which we produced to include all the known cases and provided links to the full report directories and official supporting documents. The matrix for this chronology is based on the portion of the book, "The Report on Unidentified Flying Objects", by Captain Edward J. Ruppelt, where these sightings and the story surrounding them is covered in detail. Where enough information is not available to produce a case directory, the supporting documents are provided as temporary directories.

I wish to thank Dan Wilson, one of our staff researchers, for his fine research into the Blue Book Archives for the supporting documents in most of these cases. And to Brad Sparks for his re-evaluation of the Project Blue Book Unknowns which doubled the number of cases that were unexplained, many of which occurred in New Mexico and other high-security areas such as Oak Ridge (TN) and Killeen Base (TX) and were used as a checklist. Jan Aldrich provided documentation on some cases; Richard Hall provided the

chronologies and basic case lists (UFOE, UFOE II); and Jean Waskiewicz and I created a set of useable databases within the NICAP Global Sighting Information Database) for the total caseload.

Francis Ridge
Coordinator, Nuclear Connection Project

Nov. 2, 1947; Anderson Rd., Houston, TX (BBU)
Daybreak. Immigration Service [agent?] Brimberry saw an almost round or oval or saucer-shaped object with bright light [?] about 100 ft [?] diameter spinning in its descent. (McDonald list; FOIA; FUFOR Index)

Captain Edward J. Ruppelt:

The story of the UFO now goes back to late January 1949, the time when the Air Force was in the midst of the green fireball mystery. In another part of the country another odd series of events was taking place. The center of activity was a highly secret area that can't be named, and the recipient of the UFO's, which were formations of little lights, was the U.S. Army.

The series of incidents started when military patrols who were protecting the area began to report seeing formations of lights flying through the night sky. At first the lights were reported every three or four nights, but inside of two weeks the frequency had stepped up. Before long they were a nightly occurrence. Some patrols reported that they had seen three or four formations in one night. The sightings weren't restricted to the men on patrol. One night, just at dusk, during retreat, the entire garrison watched a formation pass directly over the post parade ground.

As usual with UFO reports, the descriptions of the lights varied but the majority of the observers reported a V formation of three lights. As the formation moved through the sky, the lights changed in color from a bluish white to orange and back to bluish white. This color cycle took about two seconds. The lights usually traveled from west to east and made no sound. They didn't streak across the sky like a meteor, but they were "going faster than a jet." The lights were "a little bigger than the biggest star." Once in a while the GI's would get binoculars on them but they couldn't see any more details. The lights just looked bigger.

From the time of the first sighting, reports of the little lights were being sent to the Air Force through Army Intelligence channels. The reports were getting to ATIC, but the green fireball activity was taking top billing and no comments went back to the Army about their little lights. According to an Army G-2 major to whom I talked in the Pentagon, this silence was taken to mean that no action, other than sending in reports, was necessary on the part of the Army.

But after about two weeks of nightly sightings and no apparent action by the Air Force, the commander of the installation decided to take the initiative and set a trap. His staff worked out a plan in record time. Special UFO patrols would be sent out into the security area and they would be furnished with sighting equipment. This could be the equipment that they normally used for fire control. Each patrol would be sent to a specific location and would set up a command post. Operating out of the command post, at points where the sky could be observed, would be sighting teams. Each team had sighting equipment to measure the elevation and azimuth angle of the UFO. Four men were to be on each team, an instrument man, a timer, a recorder, and a radio operator. All the UFO patrols would be assigned special radio frequencies.

The operating procedure would be that when one sighting team spotted a UFO the radio operator would call out his team's location, the location of the UFO in the sky, and the direction it was going. All of the other teams from his patrol would thus know when to look for the UFO and begin to sight on it. While the radio man was reporting, the instrument man on the team would line up the UFO and begin to call out the angles of elevation and azimuth. The timer would call out the time; the recorder would write all of this down. The command post, upon hearing the report of the UFO, would call the next patrol and tell them. They too would try to pick it up.

Here was an excellent opportunity to get some concrete data on at least one type of UFO. It was something that should have been done from the start. Speeds, altitudes, and sizes that are estimated just by looking at a UFO are miserably inaccurate. But if you could accurately establish that some type of object was traveling 30,000 miles an hour, even 3,000 miles an hour - through our atmosphere, the UFO story would be the biggest story since the Creation.

The plan seemed foolproof and had the full support of every man who was to participate. For the first time in history every GI wanted to get on the patrols. The plan was quickly written up as a field order, approved, and mimeographed. Since the Air Force had the prime responsibility for the UFO investigation, it was decided that the plan should be quickly coordinated with the Air Force, so a copy was rushed to them. Time was critical because every group of nightly reports might be the last. Everything was ready to roll the minute the Air Force said "Go."

The Air Force didn't O.K. the plan. I don't know where the plan was killed, or who killed it, but it was killed. Its death caused two reactions.

Many people thought that the plan was killed so that too many people wouldn't find out the truth about UFO's. Others thought somebody was just plain stupid. Neither was true. The answer was simply that the official attitude toward UFO's had drastically changed in the past few months. They didn't exist, they couldn't exist. It was the belief at ATIC that the one last mystery, the green fireballs, had been solved a few days before at Los Alamos. The fireballs were meteors and Project Twinkle would prove it. Any further investigation by the Army would be a waste of time and effort. This drastic change in official attitude is as difficult to explain as it was difficult for many people who knew what was going on inside Project Sign to believe. I use the words "official attitude" because at this time UFO's had become as controversial a subject as they are today. All through intelligence circles people had chosen sides and the two UFO factions that exist today were born.

On one side was the faction that still believed in flying saucers. These people, come hell or high water, were hanging on to their original ideas. Some thought that the UFO's were interplanetary spaceships. Others weren't quite as bold and just believed that a good deal more should be known about the UFO's before they were so completely written off. These people weren't a bunch of nuts or crackpots either. They ranged down through the ranks from generals and top grade civilians. On the outside their views were backed up by civilian scientists.
In early 1949 the term "new look" was well known. The new look in women's fashions was the lower hemlines, in automobiles it was longer lines. In UFO circles the new look was cuss 'em.

The new look in UFO's was officially acknowledged on February 11, 1949, when an order was written that changed the name of the UFO project from Project Sign to Project Grudge. The order was supposedly written because the classified name, Project Sign, had been compromised. This was always my official answer to any questions about the name change. I'd go further and say that the names of the projects, first Sign, then Grudge, had no significance. This wasn't true, they did have significance, a lot of it.

Jan. 30, 1949; Amarillo, TX (AFOSI Case 18) (BBU)
5:54 pm. Sighted and photographed in New Mexico, this event took place in Texas. It is listed in the updated catalog of BB unknowns by Brad Sparks: Near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas. 5:54 p.m. (MST). Thousands of witnesses over several states saw spectacular green fireball, N-S trajectory triangulated by Dr. Lincoln LaPaz as 12 mile altitude over Amarillo area descending slightly on nearly horizontal 143-mile path to near Lamesa disappearing about 8 miles altitude. No noise except slight hissing. 100+ witnesses interviewed. (Sparks; FOIA)

January 30, 1949; Amarillo, TX (AFOSI Case 20)

January 30, 1949; Fort Worth, TX (AFOSI Case 21)

UFOs at Camp Hood: Became National Stockpile in 1948 (33 pages)

Camp Hood/Killeen Base Reports (23 pages) - AFOSI/LaPaz Catalog (orig)

March 2-4; Los Alamos/Then Killeen Base (21 pages)

March 6, 1949; Camp Hood, TX (AFOSI Case 28) (BBU)
9 p.m. Army Sgt. Hubert Vickery and PFC John Ransom on patrol at the AFSWP (Armed Forces Special Weapons Project) nuclear weapons storage site saw a blue-white oblong object about 2 ft x 1 ft in size travel S from 286° to 279° azimuth elevation 5°45'. Other sightings by Army patrols from 8:30 p.m. to 2 a.m. (FOIA)

March 6, 1949; Camp Hood, TX (AFOSI Case 29)

March 7, 1949; Camp Hood, TX (AFOSI Case 32)
0115 - 0130 hours, Killeen Base. Pvt. Paul C. Bryant, 42nd AIB Co A. Observed a bright blue light like a flash bulb. Apparent size: Basketball. Altitude: 27 degrees 30 minutes above the horizon

March 7, 1949; Camp Hood, TX (AFOSI Case 34)
1:45 am. PFC Max Eugene Manlove, 1st Provost Squadron, observed a teardrop-shaped object, orange in color, drop vertically in front of him. Observation time: 2 seconds.

March 8, 1949; Killeen Base, Camp Hood, TX (AFOSI Case 39) (BBU)
2 a.m. Army infantrymen in separate locations 1/2 mile apart sight different lights, one white seen by Payne, the other, by Cpl. Luke Sims, was of a yellowish red light in level flight crossing 60° of sky. (FOIA; FUFOR Index)

March 17, 1949; Killeen Base, Camp Hood, TX (BBU 319)
7:52 p.m. Capt. Horace McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, was preparing the test firing of flares in order to prove recent sightings were mistakes when he and his men themselves saw aerial phenomena, 7 separate sightings by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (FOIA)

March 21, 1949 Report on Camp Hood Incidents: March 17 & 18, 1949 (7 pages)

March 31, 1949; E. of Killeen Base, Camp Hood, TX (AFOSI Case 46) (BBU)
11:50 p.m. Army Lt. Frederick Davis on patrol saw a reddish white ball of fire pass horizontally over the base airstrip, and noted interference on the field telephone afterward when he reported it. (FOIA)

April 27, 1949; SE of Killeen Base, Camp Hood, TX (BBU)
9:20 p.m. 2 Army soldiers [Pillett and Belislandro?] on patrol saw a blinking violet object 1-1/2 inches in diameter 10-12 ft away and about 6-7 ft above ground in motion, passing through branches of a tree before disappearing. At 9:25 p.m., 2 miles away 4 Army men sighted a 4-inch bright light, with a 2-4-inch metallic cone trailing in the back, 600 ft away 6-7 ft above ground silently approaching from the NE in level flight at 60-70 mph, disappearing suddenly in the SW at 150 ft away. At 9:37 p.m. the same witnesses saw a 2-inch white light appear 100 ft away to the NNE flying in a zigzag in level flight about 6 ft above ground, disappearing suddenly. At 9:39 p.m. the same witnesses saw a 3rd light in the WSW. (FOIA; FUFOR Index; Jan Aldrich)

April 28, 1949; SE of Killeen Base, Camp Hood, TX (BBU)
8:30-10 p.m. Several Army security patrols sighted a variety of strange lights, mostly slowmoving changing color from white to red to green, one with a red blinking light, one with a "coneshaped affair" trailing in the rear similar to one seen the day before. (FOIA) The documents are 58 pages long!

The exercise linked next appears to be in response to the frequent "lights" seen at Camp Hood and Killeen Base in March and April of 1949:

Camp Hood, May 4, 1949 (13 pages)

May 5, 1949; Ft. Bliss, TX (BBU 376)
11:40 a.m. Army officers Maj. Day [May?], Maj. Olhausen, Capt. Vaughn saw 2 oblong white discs, flying at about 200-250 mph, make a shallow turn. (Berliner)

Reports from Camp Hood - May 6,7,8, 1949 (17 pages) - BB Microfilm - Dan Wilson
Camp Hood sightings: May 6 - July 7, 1949 (21 pages) - BB Microfilm - Dan Wilson
Camp Hood Reports: May and June 1949 (114 pages) - BB Microfilm - Dan Wilson

May 6, 1949; Killeen Base, Camp Hood, TX (BBU)
8:40 pm. UFO observation network using Army artillery observers (Ward?), established 2 days earlier, tracks its first object. (FOIA; Jan Aldrich) Dropped from 1200' to 440'

May 7, 1949; Killeen Base, Camp Hood, TX (BBU)
7:40 p.m. Lt. Mardell Ward, at the Army s UFO observation post, and another observation site, spotted a brilliant white diamond-shaped object at triangulated location 15,000 ft away at 1,000 ft altitude headed NW. Object was tracked for 57 seconds as it traveled 20 miles (at 1,300 mph) while changing color from white to reddish to greenish as it dropped altitude and dimmed then disappeared. No sound. (FOIA; Jan Aldrich; Loren Gross Jan-Jun 1949 Supp p. 79, erroneously put at Los Alamos)

May 8, 1949; Killeen Base, Camp Hood, TX (BBU)
10:08-10:17 p.m. Lt. Mardell Ward, at the Army s UFO observation post, and 2 other posts sighted brilliant diamond-shaped object to the W moving NW or NE at 1,600 ft altitude slowly dropping. Severe radio intereference during sighting, none afterward. (FOIA; Jan Aldrich; Loren Gross Jan-Jun 1949 Suppp. 80, erroneously put at Los Alamos)

May 19, 1949, Fort Bliss, TX
An incredible report. Numerous military witnesses observed a round silver thin object, rocking giving an edgewise and sizewize view, 30 degrees altitude. Object in sight for approximately 5 minutes. Object moved about 15 to 20 miles during observation. Maneuvers: Irregular rolling and tilting motion slowly rising as it travelled away.

Next is a May 27, 1949 report, an amazing document in itself:

Vicinity of Camp Hood, 22 April-6 May 1949 (17 pages)

Page 5 -- A major conference with many high ranking officials attending, especially H. L Gandy, Lieut. Col, Commanding Officer, Killeen Base.

Page 6.-- "During the day(May 5 conference day), all representatives of Fourth Army expressed great concern about the unknown phenomena as they believed the sightings to be valid."

"a sufficient number of manifestations to cause grave concern."

"since the airstrip was on property which had been turned over to the supervision and control of the Eighth Air Force" Meaning the airstrip at Killeen Base. This would later become Gray AFB.

Page 7.-- "they had sightings made at Fort Worth of high speed aerial objects"

"On 19 May 1949, the plan for the reporting phenomena as drawn up by Fourth Army was furnished this

office. Date of this plan is 4 May 1949, and provides for a precise and comprehensive observers network in the Camp Hood area adjacent to Camp Killeen."

Page 7 -- "agencies were unanimous in agreeing that the new observation system instituted by Fourth Army provided precise results and definitely indicated that the unknown phenomena in the Camp Hood area could not be attributed to natural causes."

June 6, 1949; Killeen Base, Camp Hood, TX (BBU)
9:05-9:08 p.m. Williams, Jones and others in UFO observation and triangulation network tracked a hovering orange object about 30-70 ft in diameter, 2 mils angular size, 1 mile above ground, 3 miles S of the observation post, 4-1/2 miles S of the Plotting Center, which suddenly started moving in level flight then exploded in a shower of particles. (FOIA; FUFOR Index)

June 7, 1949 Project 10073 Record, Re: Report on Unnatural Phenomena
Report from Camp Hood/Killeen Base to Commanding General Eighth Air Force, Carswell AFB, Fort Worth, Texas, covering 23 reports of unnatural phenomena from March 6, 1949, through May 24, 1949.

August 15, 1949; Dallas, TX
4:15 pm. BB files. Two ladies observed four perfectly silver round flat discs flying in a straight line from southwest to southeast for three minutes.

February 2, 1950; 20 miles E. of Rock Springs, TX
4:30 pm. Witness observed a disc-shaped object flying low, estimated at 500 feet. Object was 35-40 feet in diameter, 15-18 feet thick, grayish white in color, with steam or vapor streaming from the rear. Object made a complete turn in a small valley and then moved on at at hight rate of speed in a westerly direction.

February 11, 1950; Waco, TX
10:30 pm. 10th District OSI report: Two witnesses observed two objects "like little moons" traveling at a high rate of speed in a northerly direction. This sighting is not listed in the Project Blue Book Master Index.

April 12, 1950: Subject: Study of Aerial Phenomena, 10th District OSI, Kelly AFB, Texas

This document was a real find and as soon as it was brought to my attention by Dan Wilson, one of our NCP Staff Researchers, I posted an email with it on all our normal lists. Brad Sparks commentedon it:

This (the above document) is interesting and useful because it confirms that AFOSI Director Gen Carroll's orders for summary reports were given on or about March 30, 1950, on his visit to Kirtland OSI (17th District), and this resulted in LaPaz's Summary report as well as the OSI 10th District's report here. Note the errors (170-azimuth spread at 1/4-mile in 3 minutes on a linear trajectory is 114 mph not 335 mph) and the somewhat disparaging comments which blatantly disregard the ARMY's initiative and history-making effort in successfully setting up the world's first UFO triangulation network in May 1949. This seems to be some AF-Army rivalry where the AF officer is asking for the AF to set up a scientific study so the AF has something to show against the Army.

April 16, 1950; Fort Worth, TX
Afternoon. Veteran radar bombardier said he took pictures of half circular objects over Fort Worth on that Sunday. The article appeared in the Fort Worth Star Telegram on April 18th and the clipping and Spot Intelligence Report is in the BB files. However, the photo shows the objects were creases in the negative and could not have been seen until after the film was developed. This listing is therefore for the record only.

April 18, 1950; Near Memphis, TX (BBU)
9 a.m.-12:40 p.m. (CST). CAA observers in Clarendon, Texas, saw unidentified object to the SE while observers

in Childress about 50 miles SE saw object to NW and triangulated stationary object midway in between near Memphis, for 3+ hrs beginning at 9 a.m., which did not move significantly despite winds aloft. Northrop engineering test pilot Max Stanley and observers Lloyd Balsam and Sam F. West were asked to intercept object as they were about to take off in F-61C (AF 8357) from Amarillo on an MX-775 test (Navaho cruise missile celestial guidance test), and a B-36 also took off from Ft. Worth to intercept. At about 12:20 p.m., F-61C crew reached 20,000 ft near Memphis and saw a translucent silver spherical shaped object to the SE at "considerable distance" at 30,000+ ft with "prominent detents" top and bottom with a dark vertical streak or shadow, and streak tilted occasionally resulting in object moving laterally slowly and briefly, with no visible means of propulsion. Object was visible only when sunlight intermittently reflected on it. Contact with CAA Amarillo Range Station revealed no other aircraft in area at high altitude. Northrop crew flew 10 mins at 200+ mph (150 mph IAS) toward object but could not overtake it though apparently closed distance so that object was better observed, appearing as if possibly a weather balloon, however CAA Amarillo denied the possibility due to winds aloft and extreme length of CAA observation. Object then disappeared behind or into a deck of high altitude cirrus clouds. F-61C continued on SE heading for about 5 mins at 30,000 ft and UFO reappeared slightly to the right and higher, very close to the base of the cirrus cloud deck, and much closer than when it had disappeared. UFO angular size 1/2 of full moon. F-61C made radio contact with B-36 crew at 46,000 ft, above the cloud layer who could not see object. UFO then disappeared again behind or into a cloud [probably after < 1 min], F-61C circled for about 5 mins, then regained object for about 30 secs in a break between 2 clouds before losing sight of it for the last time. F-61C had to descend due to depletion of oxygen supply, 2-3 mins later B-36 broke off attempted intercept too. (Jan Aldrich) 3+ hrs 5+ witnesses 1/2 Full Moon triangulation; test pilot

Although the next report is only a newsclipping in the BB file, apparently something was going on in Texas that morning, something not explained by weather balloons.

April 18, 1950; Sherman, TX
10:45 am. Two witnesses, housewives of military personnel who reside in the North Section of Sherman, Texas, reported that they had observed frcm their residence eighteen (18) to twenty (20) flat circular objects with polished silver surface in the air. These objects were quite some distance away - from thirty to forty degrees above the horizon and were first seen in the West going in a general direction East by Northeast. The objects appeared to have sort of a hocking circular motion and appeared to rotate in a counter-clockwise motion. They made no noise. Objects remained in view four to five minutes.

June 27, 1950; Texarkana, TX (BBU 738)
7:50 a.m. Red River Arsenal employees Terrell and Yates saw a bright object shaped like two dishpans face-to-face, fly straight and level at high speed. (Berliner)

July 23, 1950; San Antonio, TX
6:00 pm. M/Sgt XXXX Lackland AFB, and his family observed an egg-shaped object, silver in color, traveling to the NE at 500 to 700 mph. Witnesses convinced that the object was an aircraft.

January 8, 1951; South of Fort Worth, TX (BBU 864)
BB files. Several groups of people observed triangular groups of lights, red and green. Objects appeared to be three lights in a vertical plane, hovering and moving about at an estimated 100 mph, along U.S. Highway 81.

Aug. 25, 1951; Lubbock, TX
Listed as item 11 under photographic evidence in the Special Evidence section of NICAP's UFO Evidence, is the Lubbock Texas Lights. These photographs by Carl Hart, Jr., show a V-formation of large circular objects. Capt. Ruppelt, head of Air Force Project Blue Book, reported that "In each photograph the individual lights in the formation shifted position according to a definite pattern." Main photograph reproduced in True, May 1954. Skeptics have always had a field day with this one because it seemed to be only a set of photographs, taken by a young, inexperienced photographer, of geese, later explained as moths. Little did anyone know that even the Air Force, including the professors who also witnessed the overflights, did not buy the explanations. In fact, it appears some people, alerted to UFO activity, saw birds; others saw UFOs. And the most damning evidence against birds, a professional photographer, with professional equipment and better film, could not capture lighted bellies of

geese. And that's not all. A swept-back winged object was being seen around the country during the period and two radars confirmed an unknown.

Aug. 31, 1951; Matador, TX (BBU 962)
12:45 p.m. Mrs. Tom Tilson and 1-2 other women driving N on Hwy U.S. 70, all apparently of excellent reputations, saw to the W a pear-shaped object the length of a B-29 fuselage (100 ft), aluminum or silver-yellow with a port or some type of aperture on the side, move with smaller end forward, drifting slowly at about 150 ft altitude, then shot up in a circular fashion and out of sight after a few secs. (Berliner; McDonald files; Jan Aldrich)

January 9, 1952; Kerrville, TX
Odd "roaring" interference on radio as UFO circled town.

Feb. 27, 1952. Ft. Stockton, TX (BBU)
B-29 and radar. (McDonald list; BB Rpt 5)

March 26, 1952; Fort Stockton, TX (BBU 1079)
A B-50 aircraft of the 509th Bombardment Wing at 15,500 feet Radar observer, Captain James F. McClelland, picked up unidentified object on the radar scope. Rate of closure three times that of B-29. Radar scope photos. Radar observer later reversed his first estimate of the "speed of closure" of the Unidentified Flying Object from 3 times that of a B-50 to that of a conventional fighter plane, after interrogation by a Wing Intelligence Officer. Members of the crews of both the lead aircraft and the aircraft flying the #4 position confirm the presence of the unidentified aircraft, both through visual sighting and its producing a return on the radar scope. For a long time all that was available was the scope photograph. On 16 September 2005 Dan Wilson located documents in the BB Archives, linked below. However, the report was re-evaluated by Tom DeMary and Brad Sparks (Sept 2005) and removed from Unknown status..

April 4, 1952; Duncanville, TX (BBU 1095)
8:30 p.m. (CST) USAF Cpl. Billy D. Greer and PFC John W. Harrington of the Radar Maintenance Section, 147th AC&W Sq, tracked unidentified target by FPS-10 radar first to the NW at 310°-315° azimuth at about 70 nautical miles (80 miles) moving at high speed of about 2,160 knots (2,500 mph) until it disappeared off scope at maximum range of 260 n.mi. (300 miles). Heightfinder reading nott aken, estimated at 42,000+ ft due to radar beam coverage at max range. (Jan Aldrich)

April 6, 1952. Temple, TX [Miller-Graughan AFB?] (BBU 1099)
2:59 p.m. H. L. Russell saw 50-75 grey white discs change position within formation continually, tilting in unison every 12-15 secs. (Berliner)

April 6, 1952; Dallas, TX
10:03 pm. BB files: Boy scouts observed 9-10 circular objects, 4 red, 4 yellow, 1 white. All objects made 90-degree turn. Observatio time: 20 minutes.

April 9-10, 1952; Pecos, TX (BBU)
6 miles W of Pecos [near Lackland AFB], Texas. 10:40 p.m. (CST). Bethune. (Hynek UFO Rpt p. 43; FUFOR Index)

April 29, 1952; Marshall, TX (BBU 1167)
3:30 p.m. (CST). Private pilot R. R. Weidman [Weedsman?] saw a round, white object fly straight, with a side-to-side oscillation. (Berliner; FUFOR Index)

May 19, 1952; 30 miles SW of San Angelo, TX (BBU)
8:05 [7:46?] p.m. (CST). USAF 31st Strategic Recon Sq pilot and crew of RB36 flying at 18,000 ft on a 301° heading at 214 mph TAS, Capt. Gerard A. Sharrock, Capt. Jack L. Bailey, Capt. Bernice O. Bowers, 1st Lt. Constantine G. Kollinzas, 2nd Lt. Norman V. Stewart, S/Sgt. John J. Fisher, S/Sgt. William O. Warr, A/1c Robert

Schick, saw 7 bright white circular or doughnut shaped white contrails, like lenticular clouds, stacked vertically about 10°-20° elevation estimated distance 50-75 miles height ranging from 25,000 to 60,000 ft about 1 mile wide. Sighted through 6x binoculars and photographed in 6 frames with 35 mm camera by Bailey, also seen by radar station ground observer alerted by radio. Contrails persisted for at least 1520 mins possibly 1 hr. Last seen when RB-36 was at 30°53' N, 101°20' W. (Jan Aldrich)

May 20, 1952; Houston, TX (BBU 1219)
10:10 p.m. USAF pilots Capt. J. Spurgin and Capt. B. Stephan [Steven?] saw a bright or white oval object move from side-to-side while making a gradual turn. (Berliner; FUFOR Index)

May 25, 1952. Randolph AFB, TX (BBU)
9:27 p.m. (CST). USAF navigator in charge of navigation section of Combat Crew Training School, Capt. J. S. J., his wife, and pilot Lt. P. H., saw a group of about 12 orange-white tear-drop shaped lights, points forward, in 3 groups of 4 objects moving from W to E at high speed 2,000 mph at 10,000 ft at 70° elevation. Heard deep soft intermittent noise. (McDonald files; Jan Aldrich; cf. Ruppelt p. 140; FUFOR Index)

May 29, 1952; San Antonio, TX (BBU 1236)
7 p.m. USAF pilot Maj. D. W. Feuerstein [Weinstein?], on ground, saw a bright tubular object tilt from horizontal to vertical for 8 mins, then slowly return to horizontal, again tilt vertically, accelerate, appear to lengthen and turn red. (Berliner; FUFOR Index)

June 5, 1952; Lubbock, TX (BBU 1255)
11 p.m. Dan Benson and Mr. Bacon saw a total of 8 yellow circular objects, like large stars, the first 2 in a trail formation, the others seen singly. (Berliner)

June 21, 1952; Kelly AFB, TX (BBU 1319)
12:30 p.m. T/Sgt. Howard Davis, flight engineer of B-29 bomber at 8,000 ft altitude, saw a flat object with a sharply pointed front and rounded rear, white with a dark blue center and red rim, trailing sparks as it dove past the B-29 at a distance of 500 ft, in 1 sec. (Berliner)

Bt. July 19th and July 27th, 1952. Jet Interceptor Allegedly Shoots Piece Off UFO
Brad Sparks: A hoax, possibly a deliberate govt-inspired one. There never was any (Navy is the story) interceptor that shot off a piece of a UFO during the Wash National incident(s) (the rest of the false story). The incident allegedly occurred during the week between the two weekends of the Washington Nationals and was a piece of a concrete-like object found in a forest with broken tree branches above it showing that it had apparently fallen from the sky. It was evidently a rare form of meteorite (and if it could ever be recovered might be worth millions). No one saw any UFO. No one saw any jet interceptor. No jet interceptor pilot ever reported any such firing incident.

July 21, 1952. Randolph AFB - Converse, TX (BBU 1522)
4:30 p.m. Wife of USAF Capt. J. B. Neal saw an elongated, fuselage-shaped object fly straight and level, make a right-angle turn, fly out of sight at 300+ mph. (Berliner)

<>July 21, 1952; San Marcos AFB, TX (BBU 1516)
10:40 p.m. Lt., 2 Staff Sgts. and 3 Airmen saw a blue circle with a blue trail hover then accelerate to near-sonic speed (700+ mph) after 1 min. (Berliner)

July 22, 1952; Uvalde, TX (BBU 1536)
2:46 p.m. Don Epperly, Trans Texas Airlines station manager and weather observer, saw a large, round, silver object fly at 1,000+ mph while gyrating. (Berliner)

July 26, 1952; Plainview, TX (BBU)
7:17 p.m. USAF pilot and copilot of T-33 saw a stationary object move in a slight descent changing color from white to blue. (Project 1947)

July 27, 1952; Wichita Falls, TX (BBU 1684)
8:30 p.m. Mr. and Mrs. Adrian Ellis saw 2 disc-shaped objects, illuminated by a phosphorus light, fly at an estimated 1,000 mph. (Berliner)

July 30, 1952; San Antonio, TX (BBU 1758)
10 a.m. E. E. Nye and another saw a round, white object fly slow then speed away. (Berliner)

Aug. 7, 1952; San Antonio, TX (BBU 1855)
9:08 a.m. Mrs. Susan Pfuhl [Pzuhl?] saw 4 glowing white discs, one made a 180° turn, one flew straight and level, one veered off, and one circled. (Berliner; FUFOR Index)

Aug. 12, 1952; Big Spring, TX (BBU)
4:49 p.m. USAF pilot of T-6 saw a light flying at 500 mph and 15,000 ft pass his aircraft. (Project 1947)

Aug. 12, 1952; 70 miles W of Wink, TX (BBU)
10:48 p.m. [?] USN? pilot and copilot of SNB aircraft saw several pie-pan-shaped aluminum colored objects pass ahead of their aircraft and ascend. (Project 1947)

Aug. 13, 1952; Dallas, TX
Jacobs/McNaulty (AL)(Cat 11)

Aug. 17, 1952; E of Abilene, TX (BBU)
4:49 p.m. USAF pilot of T-6D [from Webb AFB?] saw an oblong polished metal object climbing at 500 mph. (Project 1947; FUFOR Index)

Aug. 21, 1952; Dallas, TX (BBU 1944)
11:54 p.m. Jack Rossen, ex-artillery observer, saw 3 blue-white lights hover then descend, 1.5 mins [30 secs?] later one [2?] of them descended further. (Berliner; cf. Hynek-CUFOS re-eval; Jan Aldrich)

Aug. 24, 1952; Levelland, TX (BBU 1969)
9:30 p.m., 10:30 p.m. Mr. and Mrs. Elmer Sharp saw an object, shaped like a spinning top, changing color from red to yellow to blue, with a fiery tail, hover for 20 mins with whistling [shrill?] sound, then fly away on a NNW course in 3 mins. Same or similar object returned 1 hr later repeating maneuvers. (Berliner; Hynek-CUFOS re-eval; Jan Aldrich)

Sept. 7, 1952; San Antonio, TX (BBU 2049)
10:30 p.m. Chemist J. W. Gibson and others saw an orange object or light (color temperature 2,000° F.) explode into view. (Berliner)

Sept. 7, 1952; San Antonio, TX (BBU 2052)
(NARA)

Sept. 14, 1952; El Paso, TX (BBU 2092)
(NARA)

Sept. 27, 1952; Hempstead, TX (BBU)
2 USAF T-33 pilots saw a white-silver circular flat disc flying erratically at 600-700 mph. (Weinstein)

Oct. 17, 1952; Killeen, TX (BBU 2172)
10:15 p.m. Ministers Greenwalt and Kluck saw 10 lights, or a rectangle of lights, move more or less straight and level. (Berliner)

Oct. 19, 1952; San Antonio, TX (BBU 2177)

1:30 p.m. Ex-USAF aircrewman Woolsey saw 3 circular aluminum objects, one olive-drab colored on the side, fly in a rough V-formation. One object flipped slowly, another stopped. (Berliner)

Nov. 3, 1952; Laredo AFB, TX (BBU 2202)
6:29 p.m. 2 control tower operators, including Lemaster, saw a long, elliptical, white-grey light fly very fast, pause, and then increase speed. (Berliner)

Nov. 15, 1952; Wichita, TX
8:25 p.m. USAF B47 crew and passengers saw an elliptical blue-white object with orange or red tail, moving erratically. PBB Status Rpt?) [Same case as above??]

Dec. 4, 1952; 8 miles SW of Laredo, TX (BBU)
8:46-8:53 p.m. USAF pilot Lt. Robert Arnold flying T-28 trainer aircraft at 6,000 ft saw a bright bluish-white glowing object below him rapidly climbing to his level, showing no navigation lights. Arnold tightened his left turn to keep object in view, object suddenly climbed to 9,000 ft in several secs then dropped down to his altitude again headed E to 6 miles SE of AFB where it stopped and hovered. Arnold pursued on SE heading but after 2 secs object suddenly headed towards him on collision course at high speed, wavering slightly at about 300 ft as if determining which side to pass the aircraft then heading off Arnold's left wing at 150 ft distance, at which point he could see object as a blurred reddishbluish haze smaller than his T-28, all of which happened too fast for evasive action. Arnold in fear turned off running lights, spiraled down to 1,500 ft while keeping object in sight as object continued to head towards him in a dive then pulled up and disappeared.

Dec. 5, 1952; Lackland AFB, TX (BBU)
8:48 p.m. USAF pilot of T-28 saw a blue light maneuver in a counterclockwise orbit then climb. (Project 1947)

Dec. 29, 1952; Amarillo, TX (BBU)
35 mi west of. Extremely large and intense bright round bluish-white light.

Jan. 6, 1953; Nr. Dallas, TX (BBU)
(McDonald list; FUFOR files)

Jan. 23, 1953; Bergstrom AFB, TX (BBU)
3:40 p.m. (CST). (McDonald list; FUFOR Index)

Carswell AFB, UFO/Nuclear Connection (24 pages) 7th Bombardment Wing Op (1949-1951)

Feb. 13, 1953; Carswell AFB, Ft. Worth, TX (BBU)
2:35 a.m. (CST). Pilots and crew of B-36 aircraft (one named Ruth) saw 3 bright lights of equal intensity in stacked vertical echelon formation approaching at moderately high speed (cruise speed of F-86), one object suddenly accelerated then came to complete halt and the other 2 objects did the same, then returned to original formation and repeated the maneuver, ending in a horizontal echelon with center object the pivot, then all climbed steeply in "swinging" motion at high speed. Possible ground radar contact. (Hynek-CUFOS re-eval; Jan Aldrich; FUFOR Index)

February 24, 1953; Sherman, TX (BBU 2441)
7:43 p.m. Warrant Officer and Mrs. Alden saw 2 bright red, round objects with big halos fly in small circles, climb and fade. (Berliner)

March 23, 1953; Pasadena, TX (BBU)
10:12 p.m. (CST). (McDonald list; FUFOR Index)

March 25, 1953; San Antonio, TX (BBU 2521)

3:05 [11:15 CST ?] p.m. USAF Capt. and Mrs. D. E. Cox saw several lights, some moving straight, others making 360° turns. (Berliner; FUFOR Index)

April of 1953; Laredo, TX
Wilford Case (M) (Cat 11)

April 12, 1953; Sweetwater, Texas [Nevada?] (BBU)
4:10 p.m. (MST). (McDonald list)

May 27, 1953; San Antonio, TX (BBU 2577)
8:30 p.m. Many unidentified civilians, including Jacobson, saw 9 separate meandering lights. (Berliner)

June 16, 1953; San Antonio, TX (BBU)
(McDonald list)

August 3, 1953; Amarillo, TX (BBU 2663)
12:04 p.m. Airport control tower chief C. S. Brown saw a round and reflective or translucent object fly straight, stop for 7 secs, speed along, stop again, joined by a similar object, then both fly off in different directions. (Berliner)

Dec. 3, 1953; Houston, TX (BBU)
Ellington AFB Silver gray bright light with "skipping" motion.

December 5, 1953; Houston, TX (BBU)
8:15 p.m. Children saw yellow-orange ellipse with 40x telescope. (Hynek-CUFOS re-eval; Jan Aldrich)
9 p.m. Army Sgt. Hubert Vickery and PFC John Ransom on patrol at the AFSWP (Armed Forces Special Weapons Project) nuclear weapons storage site saw a blue-white oblong object about 2 ft x 1 ft in size travel S from 286° to 279° azimuth elevation 5°45'. Other sightings by Army patrols from 8:30 p.m. to 2 a.m. (FOIA)

Jan. 14, 1954; Kelly AFB, TX (BBU)
(McDonald list)

Feb. 4, 1954; Carswell AFB, Ft. Worth, TX (BBU)
11 p.m. (Shough)

April 28, 1954; Carsell AFB (Fort Worth), TX
10:00 pm. A T-shaped object was reported to be hovering at 4000 feet over TCU Airport,Texas, near Carswell AFB. The object had varied colors of blue, green, and white. Object was picked up on radar 4 1/2 miles from Carswell AFB. Another object was seen at 2225 hours hovering one mile north of TCU Airport. This was just one day and a few hours before a major SAC exercise of night simulated radar bombing evaluation missions against an industrial complex in San Antonio.

May 14, 1954; Dallas, TX (BBU)
USMC pilots of 4 fighter planes saw 4 formations of 4 round objects changing color from orange to white. (Weinstein; BB files??)

June 8 [9?], 1954; Texarkana, TX (BBU 3037)
1 a.m. or 2:30 a.m. (file not clear). L. T. Prewitt, employee of Red River Arsenal, saw a golden yellow light fly over his house, making a "shhh" or buzzing sound. (Berliner)

June 10, 1954; Estacado [or Llano?], TX (BBU 3042)
9:09 p.m. USAF pilot Capt. Bill McDonald, in flight, saw a white light descend at 45° from great altitude, pass under his aircraft, make two 360° turns and blink out. (Berliner)

Aug. 6, 1954; San Antonio, TX (BBU 3155)
6 p.m. Mechanical engineer L. H. Hormer saw an intensely white elliptical light change to yellow, orange, pink, 4-5 times while flying straight and level. (Berliner)

Aug. 15, 1954; San Marcos, TX (BBU 3166)
10:20 p.m. USAF Maj. W. J. Davis and Capt. R. D. Sauers, flying a C-47 transport plane, saw a dark blue oblong object pace the C-47, veer away, then cross in front of it. (Berliner)

<>Oct. 5, 1954; Houston, TX (BBU)
[Smith?] [6:45 p.m. CST?] (McDonald list; Mary Castner/CUFOS)

April 30, 1955; Travis County, TX (BBU 3517)
7:30 a.m. USAF Wing Intelligence Officer Maj. L.. J. Pagozalski saw 4 black objects in a cluster make a whooshing sound like a zephyr. (Berliner)

Feb. 19, 1956; Houston, TX (BBU 3977)
6:07 a.m. (CST). Crew of Eastern Airlines Super Constellation saw intense white light, moving 4-5 times the speed of the airplane, evaded by the pilot. (Berliner; FUFOR Index)

April 4, 1956; McKinney, TX (BBU 4050)
3:15 p.m. Capt. Roy Hall,3:15 p.m. Capt. Roy Hall, U.S. Army (Ret.), Charles Anderson and others saw fat, oblong, stationary object with two lines around its middle through a 6-inch telescope and a 55-200x telescope. (Berliner)

April 6, 1956; 5 miles E of McKinney, TX (BBU)
Mitchell and another man saw a 6 ft silvery, balloon shaped craft land in a field 300 ft away from them. They stopped their car to investigate, but the object took off at fantastic speed. (Vallée Magonia 379; FUFOR Index)

Aug. 10-11, 1956; Duncanville AFS near Dallas, TX (BBU)
12:05/12:20 p.m. (CST). McConnell. (Jan Aldrich; McDonald list; FUFOR Index)

Sept. 4, 1956; Dallas, TX (BBU 4379)
9 p.m. USMC T/Sgt. R. D. Rogers and family saw a large star, changing to red color, remain stationary for 20 mins, then move W at 200 knots (230 mph). (Berliner)

Jan. 16, 1957; Bet. Ft. Worth and Lubbock, TX (BBU)
8 p.m. USAF crews of 2 B-25's saw a round white object make rapid maneuvers, effects on radio and compass. (Weinstein)

<>Nov. 2, 1957; 3 miles W of Canadian, TX (Amarillo?) (BBU)
3:30 a.m. Cat 3. Calvin and other military/civilian witnesses saw a submarine-shaped object, red and white, 2-3x car length (40-60 ft) and about 10 ft high, at ground level. A figure was seen near the object, compared to a white flag [?]. When a car stopped nearby, a flash of light from the object coincided with the sudden failure of the headlights. (Vallée Magonia 418; FUFOR Index)

Nov. 2, 1957; 4 miles W of Levelland, TX (BBU)
10:50 p.m. Pedro Saucedo and Jose Salaz driving W saw a flash of light to the right of the road then a large 200 ft long 6 ft wide blue torpedo-shaped object, with yellow flame and white smoke emitted from the rear, rose up out of the field, headed straight toward their truck, passed directly overhead at about 200 ft with a loud thundering roar, a rush of wind and great heat, causing the truck engine to die and headlights to go out, then disappeared in the E towards Levelland, and the lights came back on spontaneously and the engine was able to be restarted. (Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)

Nov. 2, 1957; Near Seminole, TX

Cat 3. Car motor and headlights failed, UFO seen on road.

Nov. 3, 1957; 9 miles E of Levelland, 1 mile W of Smyer, TX (BBU)
12:05 a.m. Texas Tech college student Newell H. Wright was driving W when the ammeter on his car dashboard started fluctuating widely, car motor gradually went out then headlights and radio died. He got out to check and saw a white or aluminum-colored oval-shaped object flat on the bottom like a loaf of bread, with a greenish tint, about 75-125 ft long. After a few mins object suddenly rise up from the road ahead and ascend almost vertically at great speed, slightly to the N, disappearing in secs. Afterward car was able to be restarted. (Hynek UFO Exp ch. 9; Tony Rullán; Vallée Magonia 419)

Nov. 4, 1957; 3 miles SE of El Paso Airport, TX (BBU)
7:30 p.m. Border Patrol inspector Burton saw eggshaped object with bluish glow approaching from the SW at 30° elevation with whirring sound like artillery shell after car stalled and headlights dimmed and blacked out. Object passed over car at 100 ft height headed W, changing altitude at irregular intervals, rose vertically at Franklin Mtns. (Hynek UFO Rpt p. 181; FUFOR Index)

Nov. 5, 1957; Hedley, TX
Cat 3. Farmer saw UFO; neighborhood reported TV off at same time.

Nov. 5, 1957; Nr. San Antonio, TX
Cat 3. Car radio quit, headlights dimmed, engine stopped; UFO seen hovering low over field.

Nov. 6, 1957; Laredo AFB, TX
(McDonald list)

Nov. 6, 1957; Boerne, TX (BBU 5205)
6 p.m. McGregor saw an oval object, about 15 ft long, bright orange similar to glowing coals, hovering 12 ft above ground. He went to call his family but the object had vanished when he returned. Tape [?]. (cf. Vallée Magonia 431; FUFOR Index)

Nov. 6, 1957; Houston, TX
Cat 3. Car motor stalled, radio blanked with static, during UFO sighting.

Nov. 6, 1957; Laredo, TX (BBU)
(McDonald list)

Nov. 7, 1957; Harlingen AFB, TX (BBU)
(McDonald list; FUFOR Index)

Jan. 9, 1958; Biggs AFB, El Paso, TX (BBU)
7:37 p.m. (CST). (McDonald list; FUFOR Index)

June 10, 1957; Huntsville, TX (BBU)
10 miles west of. Military pilot saw an oval reddish object the size of a pinhead.

June 12, 1958; 10 miles W of Huntsville, TX
5:26 a.m. (CDT). Military pilot saw an oval reddish object the size of a pinhead [at arm's length?] on a S to NE course. (Project 1947)

Aug. 30, 1958; Gray AFB, Killeen, TX (BBU)
1:45 p.m. (CDT). (McDonald list)

Oct. 11, 1958; Laredo, TX (BBU)
(McDonald list)

July 28, 1959; Corpus Christi, TX (BBU)
(McDonald list)

Aug. 13, 1959; Freeport, TX
Cat 3. UFO crossed road ahead of car at low altitude. Motor and headlights failed.

Spring 1961; Kemah, TX (BBU 7321)
Case missing. (Berliner)

July 20, 1961; Houston, TX (BBU 7510)
9 a.m. (CDT). Trans-Texas Airlines Capt. A. V. Beather, flying a DC3, saw 2 very bright white lights fly in trail formation. Ground radar report vague. (Berliner)

April 28, 1962; Ft. Worth, TX (BBU)
Night. Nuclear engineer Ralph Jackson saw egg shaped light crossing the sky brighter than the Echo I satellite. (Mary Castner/CUFOS)

July 6, 1965; Arlington, TX (BBU)
(McDonald list)

Aug. 2, 1965; Sherman, TX
3:00 am. "... a glowing UFO hovered near Sherman, TX. Broadcasting stations, police, and other agencies had been flooded with reports for hours. Television cameraman Robert Campbell was out with Patrolman Peter McCollum, interviewing witnesses and watching the objects for themselves. Campbell took a still picture of the hovering UFO [footnote 1] - a two minute time exposure while he and the police officer watched the thing. The picture was overexposed, possibly due to the brilliance of the UFO..."

Aug. 2, 1965; Justin, TX (BBU)
Two Tarrant County deputy sheriffs saw an object as bright as burning magnesium, land as they patrolled near Wagle Mountain Lake. Extensive investigation by police found no traces. (Vallée Magonia 667)

Aug. 4, 1965; Dallas, TX (BBU)
1:30 a.m. Man in a car saw a red and blue light, thought it came from a police car, then was passed by a huge, orange object flying at ground level. (Vallée Magonia 672)

Aug. 4, 1965; Dallas, TX (9675)
9:30 p.m. J. A. Carter, 19, saw a light fly fast, straight and level. No further data in files. (Berliner)

Aug. 4, 1965; Abilene, TX
Cat 3. Domed disc swooped over truck, landed on road, blocked highway. (L) (Section VI UFO Evidence).

Sept. 3, 1965; Damon, TX (BBU 9915)
11 p.m. Brazoria County Chief Sheriff's Deputies Billy McCoy and Robert Goode saw a triangular object, 150-200 ft long, 40-50 ft thick at middle and dark grey, with a long, bright, pulsing, purple [violet?] light on the right side and a long blue light on the left side, approach to 150 ft off highway and 100 ft in the air. Purple light illuminated ground beneath object and interior of police car, and object cast a shadow in moonlight. Driver Goode felt heat on his left arm
and an alligator bite on his left index finger, suddenly relieved of pain and later healed rapidly but unnaturally. They drove away in fear but returned later that night to find object still there. (Berliner;
cf. Vallée Magonia 694)

Feb. 6, 1966; Nederland, TX (BBU 1019)
5:45 [6:05?] a.m. Mr. and Mrs. K. R. Gulley saw tadpole-shaped object about 14 ft long 2 ft wide with 8 yellow

and red neon-like lights at 250-500 ft altitude, casting a pulsating red glow on the lawn. House and street lights went out, high frequency sound bothered the witnesses' ears. Object blinked out when aircraft passed overhead then came on again afterward. Object departed to W [or from W to SW] about 1-1/2 miles to vicinity of airport, where an aircraft's landing lights lit up UFO, then disappeared about 20°-25° elevation in a slow climb. (Hynek UFO Rpt pp. 186-

March 22, 1966; Houston, TX (BBU 1026)
1:30 a.m. S. J. Musachia saw white flashing lights light up witness'apartment; the air was full of smoke. Sound of "yen"[hen??] heard up close. (Berliner)

April 17, 1966; Millersville, TX (BBU)
Daytime. Man in a car saw an sun-reflecting oval, car-sized object follow him, then cross the road behind at 15 ft height. (Vallée Magonia 758)

May 7, 1966; Goodfellow AFB, TX (BBU 1053)
9:55 p.m. A/3c W. L. Whitehead saw a short, cylindrical object with pointed ends, a yellow light at one end, blue light at the other, fly straight and level. (Berliner)

Aug. 6, 1966; Harlingen, TX (BBU)
2 p.m. Civilian man and his family saw a dark object hover near their isolated house. 3 children saw a dwarf in shiny black coveralls through a square "door" emitting yellow light in the object, which left slowly with a soft humming sound. See later incident on Sept. 3. (Vallée Magonia 786; FUFOR Index)

Aug. 6, 1966; Harlingen, TX
2 p.m. Civilian man and his family saw a dark object hover near their isolated house. 3 children saw a dwarf in shiny black coveralls through a square "door" emitting yellow light in the object, which left slowly with a soft humming sound. See later incident on Sept. 3. (Vallée Magonia 786; FUFOR Index)

Sept. 3, 1966. Harlingen, TX (BBU)
2 p.m. 2 children went outside when the TV set became blurred and they saw a fantastic spinning light illuminating the house coming from an object hovering at the same location as the earlier sighting on Aug. 6. (Vallée Magonia 793 cf. 786; FUFOR Index)

June 24, 1967; Austin, TX (BBU 1181)
3:12 a.m. Artist/UFO contactee Ray Stanford saw a solid, blue-white, elliptical object fly from NW to NE and stop, seemingly in response to flashlight signal, for 1.5 minutes. Object then continued along its original path at high speed and disappeared behind clouds. (Berliner)

March 6, 1968; Amarillo, TX (BBU)
Hottinger. (McDonald list; FUFOR Index)

May 3, 1975; San Antonio, TX
Cat 3. Saturn-shaped UFO over truck, beamed light down; humanoids visible in dome. (See section XII, UFO Evidence).

Sep. 22, 1977; El Paso, TX
Cat 11. Object with row of lights overtook DC-10.

Oct. 26, 1977; Dallas, TX
Cat 3 and 11. Private pilot and T-38 pilot encounter object, E-M reported.

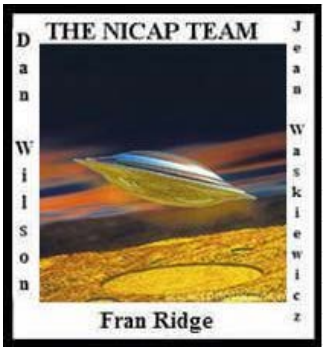
Dec. 29, 1980; Huffman, TX
Cat 5. Cash/Landrum Case. While driving through the Piney Woods of East Texas, about 40 miles northeast of Houston, Betty Cash and her two passengers noticed a bright light ahead. As they drew within about 130 feet (40

meters), they were confronted by a fiery diamond-shaped object, emitting flames down toward the road. What happened after that is mind-boggling. Physical burns and apparent radiation sickness reported.

May 25, 1995; Bovina, TX

Cat 9 and 11. 10:30 a.m. Captain and First Officer of America West Airlines Flight 564 reported a large silhouetted cigar-shaped object, pulsating lights along body. An America West B-757 airliner was cruising at 39,000 feet near Bovina, Texas, en route from Tampa, Florida, to Las Vegas, Nevada. When the background clouds pulsed with lightning, they could see the silhouette of a dark, wingless, elongated cigar-like object around the strobing lights. Estimated to be 300-400 feet long. The bursts of speed were computed to be between 1,000 and 1,400 m.p.h.

END OF REPORT



NICAP National Investigations Committee On Aerial Phenomena

TRACECAT Case Directory
Category 6, Physical Traces

Preliminary Rating: **5**

The Roswell Incident

July 2, 1947
Roswell, New Mexico

April 30, 2009; Updated March 29, 2015
Fran Ridge:
July 2, 1947; Roswell, New Mexico
I have always held that something extremely unusual happened at Roswell, something that was recognized as such by people in the know in July of 1947. I cannot believe for one minute that this was a balloon or cluster of balloons. A five-year-old may have wondered what the alleged balloons were used for, but would not have mistaken the materials, all off-the-shelf items of the day. There is a lot more to the story than I can mention at present, but the NICAP site will provide the reader with all the material and links that are worth mentioning and possible to list at this time.

Detailed reports and documents
The Roswell Story - The Primary Witnesses
More witnesses
Reluctant_Roswell_Widows2.doc (Robert Hastings)
Roswell List of Witnesses - Kevin Randle
The press conference
The Timeline

The CIC Agents
Cavitt to Rickett on Roswell: "We Both Know What Really Happened Out There!" - Carey/Schmitt
"It Looks Like Something Landed Here." - Carey/Schmitt
Did Sheridan Cavitt Visit The Same Crash Site? (Maccabee)

GAO Report (General Accounting Office)
Found: The Archaeologists - Update, 12/1/98 (Randle)
Col. Blanchard's Press Release (Miller)
Kent Jeffrey & Roswell (Friedman)
Mack Brazel, Reconsidered, IUR 24-4 (Carey & Schmitt)
Roswell: Clashing Visions of the Possible, IUR 22-3 (Swords)
The *Popular Mechanics* Roswell Hoax (Durant)
Major Jesse Marcel's Postwar Service Evaluations (Rudiak)

The Roswell Incident (CUFOS): includes....

The Roswell Case Summary, The Whole Story, Rebuttal to the Air Force's Roswell Report Case Closed, The Glue Explanation Just Won't Stick, An Engineer Looks at the Project Mogul Hypothesis, A Conversation with Jesse Marcel, Jr., SOM 1-01 Manual: Alleged MJ-12 Document, Roswell: 52 Years of Unanswered Questions

Other Roswell Web Sites

The UFOLOGY Resource Center: Roswell (Sci-Fi Channel) - 14 Articles
(Ramey Memo) Computer Enhancements (Burleson)
(Ramey Memo) Roswell Proof: What Really Happened? (Rudiak)
Story about J. Bond Johnson - VJ Enterprises (Shapiro)
The Project 1947 Roswell Page
Truthseeker At Roswell (Balthaser)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **5**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

Radar Incident Cover-Up At Air Base

August 1947
Holloman Army Air Field, New Mexico

Brad Sparks:
Late Aug. 1947?. Alamogordo [Holloman] Army Air Field, New Mexico (BBU)
Time not given. AMC Watson Labs Project MOGUL engineer P. Rosmovski tracked a stationary target at 200 miles altitude using a modified CPS-4 height-finder radar aimed at 70° elevation. [Normally CPS-4 requires a crew of 6 operators so there may have been other witnesses.] (Sign Microfilm Roll 2, pp. 363, 367-8; FOIA; Loren Gross Aug-Dec 1947 SUPP p. 28; Project 1947) 2+ radar

Fran Ridge:
The radar is modified to track objects at very high altitude. They aim the antenna straight up and pick up a target at 200 miles up. The report leaks out, Project SIGN sends two high-level investigators, but the prime witnesses are conveniently not available. For the full report documents, see links below. Not found in the original Project Blue Book unknowns, this incident IS listed in the updated list by Brad Sparks.

Brad Sparks:
.....the CPS-4 radar had been specially "modified" for the specific purpose of extending its 90-mile range to some 250 miles and to point it straight up into outer space to look for targets -- and then it did exactly what it was specially designed to do.

Detailed reports and documents
Col. Beam and A. Loedding Visit Holloman AFB, May 5, 1948 - MAXW-PBB3 840-846, 107 (Dan Wilson)
ATIC Form 329 - NARA-PBB2-231 (Fran Ridge)
Roswell 200 Miles Up - The Boys Upstairs (Fran Ridge)
Radar Sighting and SIGN Visit Thread (CE)
radomes.org/museum/equip/cps-4.html
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 15; Green Fireball Lights Up Cloud Between Itself and the Witness
Date: December 28, 1948
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, nor has it been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The documents below give the details of two incidents, but basically this is what the witness reported for December 28:

> An inspector at Los Alamos sighted a fireball on 28 December. It was not falling as fast as a falling star (meteor) he continued to watch. For several seconds, at an estimated altitude of 6,000', the object disappeared with a green flash, lighting up a small cloud between itself and the witness.

For reports, documentation, analysis or discussions - see below:

Dec 28, 1948; Los Alamos, NM. OSI Case 15 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Thu, 18 Aug 2005 16:17:46 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 6, 1949, Kirtland AFB, NM, OSI Case 16
To: Francis Ridge <nicap@insightbb.com>

January 6, 1949, Kirtland AFB, NM, OSI Case 16

Diamond shaped object in horizontal flight much faster than a jet

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-74

Page ID (PID) : MAXW-PBB5-74
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 74 - 75, 78 - 79

Frame 78

National Investigations Committee On Aerial Phenomena

Category: 08; Photographic Evidence

Subject: **AFOSI Case 18; Green Fireball Event Witnssed in New Mexico**
Date: **January 30, 1949**
Location: **Near Amarillo and Lamesa, TX**

Francis Ridge:
This case is listed for the record, since it has been incorrectly listed as a New Mexico case for so many years. Sighted and photographed in New Mexico, this event took place in Texas. It is listed in the updated catalog of BB unknowns by Brad Sparks:

> Jan. 30, 1949. Near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas. 5:54 p.m. (MST). Thousands of witnesses over several states saw spectacular green fireball, N-S trajectory triangulated by Dr. Lincoln LaPaz as 12 mile altitude over Amarillo area descending slightly on nearly horizontal 143-mile path to near Lamesa disappearing about 8 miles altitude. No noise except slight hissing. 100+ witnesses interviewed. (Sparks; FOIA)

Brad Sparks:
This is NOT a White Sands or Holloman case, this is the famous GREEN FIREBALL event of 5:54 PM Jan 30, 1949, where Lincoln LaPaz was able to precisely triangulate the location of the object from near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas.

For reports, documentation, analysis or discussions - see below:

January 30, 1949; Alamogordo, NM. OSI Case 020 - BB Microfilm Frames 308-355 - Dan Wilson
Army letter from Kirtland to Chief of Staff, 31 Jan 49
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 23; Truck Driver Reports Luminous Object With Faint Trail of White Smoke
Date: February 17, 1949
Location: Grants, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

> Feb. 17, 1949. Near Grants (at 35° 7' ±2' N, 107°47' ±2' W), Sandia Base, and near Albuquerque (at 35° 5' N, 106° 35' W), New Mexico. 5:57-6:06 p.m. Green Oil Co. truck driver Herman Wilcox, at Chief's Rancho stop on Hwy 66, saw oval luminous white light with faint trail of white smoke in the SW at about 225° azimuth moving S in vertical climb then leveled off, then a gradual ascent, disappearing suddenly after several secs, no clouds in the sky to obscure it. (BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index) 9 mins 100+ 1 UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)

For reports, documentation, analysis or discussions - see below:

Feb 17, 1949; Albuquerque, NM. OSI Case 23 & 24 - MAXW-PBB5-547-555 - BB Microfilm - Dan Wilson
Feb 17, 1949; Sandia Base, NM. OSI Cases 23 & 24 - MAXW-PBB5-582-585 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 24; Vertical Climb, Then Leveled Off
Date: February 17, 1949
Location: Albuquerque, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

> Univ. of NM Prof. of Civil Engineering Marvin May, an associate of Dr. Lincoln LaPaz in meteorite tracking, saw a brilliant white object in the W at 6° elevation at 5:57 p.m. for >6 mins. Object was first round [1/3 Full Moon in size at this point apparently] then shifted to ellipse as it approached then appeared to be elongated like a bent pipe with corners, 1 Full Moon in length and 1/10 in width. Object made slight climbing turn to the N, shifted to peach color [yellow-orange?] as it made rapid sharp turning climb to the S at the end, disappearing in cloudless sky by diminishing in size and brightness. 100 Sandia Base guards including Officer of the Guard saw a yellow-orange cigar or yellow-red cigar-shaped object for 7 minutes from 5:59 to 6:06 p.m. (BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index) 9 mins 100+ 1 UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)

For reports, documentation, analysis or discussions - see below:

Feb 17, 1949; Albuquerque, NM. OSI Case 24 - NARA-PBB88-401,412 - BB Microfilm - Dan Wilson
Feb 17, 1949; Albuquerque, NM. OSI Case 23 & 24 - MAXW-PBB5-547-555 - BB Microfilm - Dan Wilson
Feb 17, 1949; Sandia Base, NM. OSI Cases 23 & 24 - MAXW-PBB5-582-585 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Case 25; Case Missing From BB Files
Date: February 27, 1949
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The report is missing from the BB Microfilm files and, in fact, that is noted in our findings in document MAXW-PBB5-431 below.

> Feb. 27, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 7:05 p.m. Green-white fireball seen in horizontal flight from W to E. (FOIA)

For reports, documentation, analysis or discussions - see below:

OSI Case 25, MAXW-PBB5-431 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 26; AESS Inspector Reports High Speed Light
Date: March 2, 1949
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> March 2, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 12:10 a.m. Sewald saw high speed light in horizontal flight low in the sky N to S. (FOIA; FUFOR Index)

For reports, documentation, analysis or discussions - see below:

Los Alamos; March 2, 1949, UFO Report - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Case 27; Vertical Descent of Green Fireball
Date: March 3, 1949
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, nor has it been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The report is, however, mentioned in the BB Microfilm files and listed in the La Paz/AFOSI Catalog. The behavior of the Green Fireballs is suspect in almost all of the AFOSI Catalog cases, especially so in this one where the FB is in an almost vertical descent, something no meteor of any kind can do.

For reports, documentation, analysis or discussions - see below:

OSI Case 27, MAXW-PBB5-642-646 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Mon, 15 Aug 2005 15:42:07 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: AFOSI Case 36: March 8, 1949; Los Alamos, NM.
To: Francis Ridge <nicap@insightbb.com>

AFOSI Case 36: March 8, 1949; Los Alamos, NM.
Los Alamos Guard Station # 106 reports luminous object slower that meteor, March 8, 1949.
Intense white light, eliptical, pointed at ends, similar to fuselage of ME 109.
Flew south to north, descending at 45 degree angle, slower that twin engine plane.
Central part seemed to be a solid silver colored fuselage, with a flame or glow surrounding it.

Observer: Inspector W.E. Patterson, Atomic Security Service (AESS), Los Alamos, New Mexico.

#1271: 1949/3/8 0:0 1 106:18:0W 35:52:20N 3331 NAM USA NMX 6 8
LOS ALAMOS,NM:BBK:GUARD STNs 103+106:SILENT GRN-WHT OBJ >SE/CLOUD-ALTITUDE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 57 MIL. BASE

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-730

Page ID (PID) : MAXW-PBB5-730
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

<>**Frames 730 - 731 625, 732-738**

731

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http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-625

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http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-732

Page ID (PID) : MAXW-PBB5-732
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 732 - 738

Date: Sat, 20 Aug 2005 18:40:03 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 13, 1949, Sandia Base, NM, OSI Case 40
To: Francis Ridge <nicap@insightbb.com>

March 13, 1949, Sandia Base, NM, OSI Case 40

Ball-shaped object with a tail of fire flying at a speed slower than a meteor on a slightly descending path
Object appeared to be half the size of full moon

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-774

Page ID (PID) : MAXW-PBB5-774
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 774 - 776

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Cases 42 to 45
Date: March 27, 1949
Location: Tucumcari, Montoya, NM

Francis Ridge:
6-6:30 PM incident. This report is not an original BB unknown but is listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks as case 159 and the La Paz catalog as case 42. Few details and docs hard to read, but here's Spark's BB summary:

> March 27, 1949. Tucumcari (35°10' N, 103° 44' W), Montoya (35°6' N, 104°4' W), New Mexico. 6-6:30 p.m. Various witnesses, including police officer, postmaster (Montoya, N.M.), newspaper editor (Tucumcari Daily News), saw a contrail-like yellowamber-orange object, length/width ratio 5:1, 1/6 moon's diameter, slowly moving from S (205° azimuth) to W (254° azimuth) at about 45°-60° elevation (75° at Montoya moving 180° to 260° azimuth), wiggling slightly, at first in a vertical orientation [?], dived steeply-leveled-climbed 2-3 times, reversed course once at top of a climb, a bright glitter of white light at a leveling off. No sound or trail. (FOIA)

For reports, documentation, analysis or discussions - see below:

AFOSI Case 42 - BB Microfilm Docs 896-899 - Dan Wilson
AFOSI Case 45 - BB Microfilm Docs 898-910 - Dan Wilson
AFOSI Case 43 - BB Microfilm Docs 900-901 - Dan Wilson
AFOSI Case 44 - BB Microfilm Docs 902-903 - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Sat, 30 Jul 2005 20:02:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 27, 1949, Montoya, NM. OSI Case 43
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 27, 1949, Montoya, NM. OSI Case 43 Also listed as a BBU in Sparks CCPBBU.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-900

Page ID (PID) : MAXW-PBB5-900
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 900 - 901

Date: Sat, 30 Jul 2005 20:03:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 27, 1949, Tucumcari, NM. OSI Case 044

To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 27, 1949, Tucumcari, NM. OSI Case 044. Also listed as BBU in Sparks CCPBBU.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-902

Page ID (PID) : MAXW-PBB5-902
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 902 - 903

Date: Tue, 16 Aug 2005 16:17:42 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: AFOSI Case 45: March 27, 1949. Tucumcari, NM.
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 27, 1949, Tucumcari, NM, OSI Case 45

Long and narrow cylindrical-shaped object seen in the sky for 15 minutes
Object moving east to west
Object appeared to be solid and self luminous

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-898

Page ID (PID) : MAXW-PBB5-898
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 898 - 910

Date: Sat, 30 Jul 2005 20:19:15 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 12, 1949, Albuquerque, NM. OSI Case 51
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

April 12, 1949, Sandia Base, Albuquerque, NM. OSI Case 51

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1282

Page ID (PID) : MAXW-PBB5-1282
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 1282 - 1286

Date: Sat, 30 Jul 2005 20:28:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 22, 1949, Cliff, NM. OSI Case 54.
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

April 22, 1949, Cliff, NM. OSI Case 54.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1426

Page ID (PID) : MAXW-PBB5-1426
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 1426 - 1428

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Los Alamos Sighting From NICAP Files
Date: May 1949
Location: Los Alamos, NM

Francis Ridge:
The following report was submitted to NICAP in 1961. The witness, a technician for the Atomic Energy Commission at Los Alamos, one morning had noticed a group of men outside the lab he was working at. Joining them he looked skyward, and at an altitude of approximately 9,000 feet observed 13 saucer shaped objects in a perfect straight line formation. During this observation period of about forty five minutes, several of the objects would suddenly leave this formation and with a tremendous burst of speed climb to what he thought was about 20,000 ft. There were hundreds of witnesses. See attached.

For reports, documentation, analysis or discussions - see below:

Los Alamos Sighting From NICAP Files - Jan Aldrich
The New Mexico Page

NICAP Home Page

Date: Sat, 27 Aug 2005 19:41:18 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Collection of airborne particles from Fireball of July 24, 1949
To: Francis Ridge <nicap@insightbb.com>

AN ATTEMPT TO COLLECT AIRBORNE PARTICLES ASSOCIATED WITH THE FIREBALL OF JULY 24, 1949

A fireball was reported to have passed over the general area of Socorro, New Mexico, on July 24, 1949, at 3:26 P.M.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-1410

Page ID (PID) : NARA-PBB88-1410
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames 1410 - 1415

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Array Comprised of Six "Windowlike" Rectangles of Light
Date: August 20, 1949
Location: Las Cruces, NM

Francis Ridge:
This incident is not among the original BB Unknowns, but IS listed in the new Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks:

> At about 10:00 p.m. on 8/20/49, The noted astronomer Dr. Clyde Tombaugh (Discoverer of Pluto), his wife, and his mother-in-law were in the yard of his Las Cruces home, admiring what Tombaugh described as a sky of rare transparency, when Tombaugh, looking almost directly towards zenith, spotted an array of pale yellow lights moving rapidly across the sky towards the southeast. He called them to the attention of the two others, who saw them just before they disappeared halfway to the horizon. The entire array subtended an angle which Tombaugh put at about one degree, and it took only a few seconds to cross 50 or 60 degrees of sky. The array comprised six "windowlike" rectangles of light, formed into a symmetric pattern; they moved too fast for aircraft, too slowly for a meteor, and made no sound. Tombaugh was quited as saying, "I have never seen anything like it before or since, and I have spent a lot of time where the night sky could be seen well."

For reports, documentation, analysis or discussions - see below:

The New Mexico Page

NICAP Home Page

Date: Tue, 16 Aug 2005 15:55:46 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sept. 27, 1949, Sandia Base, NM, OSI Cases 115-119
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

September 27, 1949, Sandia Base, NM, OSI Cases 115, 116, 117, 118, and 119

Round fireball seen by Military Police (MP) moving SE to NW

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-133

Page ID (PID) : NARA-PBB91-133
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 133 - 143

Date: Thu, 18 Aug 2005 17:37:46 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sightings at Albuquerque and Los Alamos NM, during Oct. and Nov. 1949
To: Francis Ridge <nicap@insightbb.com>

<>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico. Cases 129, 141, 143-148

October 7, 1949, Albuquerque, NM, OSI Case 129
Size: Half a moon
Color: Yellow to green
Shape: Round
Witness: 1st Lt. John W. Bloomfield, 8456 M.P. Company, Sandia Base, NM.

<>

October 14, 1949, Los Alamos, NM, OSI Case 141
Size: 1/8 size of full moon
Color: Green and silver
Estimated Speed: 500 M.P.H. or more
Witness: Employee at Los Alamos

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October 22, 1949, Los Alamos, NM, OSI Case 144
Size: Small
Color: Green
Witness: Inspector J.W. Fisher

October 22, 1949, Los Alamos, NM, OSI Case 143
Size: Four time the size of a flare
Color: Brilliant green
Estimated Speed: 150 M.P.H.
Witness: Inspector F.V. Cotner

November 19, 1949, Los Alamos, NM, OSI Case 146
Size:----
Color: Green
Witness: Inspector William G. Putman

November 19, 1949, Los Alamos, NM, OSI Case 147
Size:----
Color: Green
Witness: Inspector Thomas R. Roche, Jr.

November 19, 1949, Los Alamos, NM, OSI Case 145
Two bluish-green lights seen overhead and appeared to be stationary. The two objects suddenly curved around and disappeared to the north with great speed. No sound was heard. Witness was John F. Kalbach, scientist with Group P- 8 Group at Los Alamos.

November 25, 1949, Los Alamos, NM, OSI Case 148
Five staff members of the Los Alamos Scientific Laboratory saw a very bright object move from east to west with no sound.

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http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-207

Page ID (PID) : NARA-PBB91-207
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 207 - 214

Date: Mon, 1 Aug 2005 23:59:47 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: October 21, 1949, Roswell, NM. OSI Case 142
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

October 21, 1949, Roswell, NM. OSI Case 142
9:30 pm. Cat 8, NCP, No BBU listing. Photograph. No directory this date but supporting documents provided. The photographer, an NCO with the 509th Bomb Group, took the photograph using a tripod. The object was motionless for thirty minutes. The sighting would have been written off except that the witness was convinced the object was not a celestial body but a light on a structure, which didn't materialize when the area was later checked.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-720

Page ID (PID) : MAXW-PBB7-720
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 720 - 733, 737 - 741

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-737
Frame 737

Date: Thu, 28 Jul 2005 15:00:27 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Light Phenomena in the Southwestern United States
To: Francis Ridge <nicap@insightbb.com>

Light Phenomena in the Southwestern United States 12/9/49 WPAFB

http://www.blackvault.com/documents/ufos/1949/1949wpafb1.htm

http://www.blackvault.com/documents/ufos/1949/1949wpafb2.htm

Date: Fri, 26 Aug 2005 14:57:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: November 27, 1949, Socorro, Albuquerque, Kirtland AFB, NM, OSI Case 151
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

November 27, 1949, Socorro, Albuquerque, Kirtland AFB, NM, OSI Case 151
Fireball-like object seen at 1749 hours, moving east to west.

Observer: Charles E. Lancaster, Socorro, NM

Shape: Round
Size: Large as washtub
Speed: Slower than a meteor
Color: Pale green

Observer: John W Rapp, Albuquerque, NM

Shape: Egg shape
Size: Egg at arms length
Speed: 3-4 seconds to cover 15 - 20 degrees
Color: Bright blue white

Observer: W.W.Jones, Chief Controller, Kirtland AFB, NM.

Shape:____
Size: Lead pencil eraser at arms length
Speed: 5 to 7 degrees per second
Color: Blue white

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-960

Page ID (PID) : MAXW-PBB7-960
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 960 - 964

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-33

Date: Fri, 26 Aug 2005 15:19:22 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: December 3, 1949, Alamogordo, NM, OSI Case 153
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

December 3, 1949, Alamogordo, NM, OSI Case 153

Observer Charles S. Bagley, civilian employee at Holloman AFB, saw a round, green colored with a fringe of orange, object moving east to west in the sky. The object traveled in an arc downward and seemed to prescribe a small loop about midway in its travel. Time of sighting was 1805 hrs. MST. Object appeared somewhat larger than Venus.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-967

Page ID (PID) : MAXW-PBB7-967
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 967 - 968

Date: Fri, 26 Aug 2005 16:36:57 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: December 4, 1949, Albuquerque, NM, OSI Case 154 and 155

To: Francis Ridge <nicap@insightbb.com>

<>
At 1935 hrs. MST, Mr. James D. McAdam, Salesman, New York Life Insurance Company, at Albuquerque, NM, observed a round, green, object traveling nearly horizontal east to west in a sloping descent. Object sighted for 2 to 3 seconds before disappearing like a person blowing out a candle. Object was seen to the north of Albuquerque, NM.

At the same time of 1935 hrs. MST, at Los Alamos, NM. Mr. Robert M. Potter and J.H. Parsons, employees of the Los Alamos Scientific Laboratory, observed a round, green, object in a sloping descent, moving east to northeast. Object was seen to the north of the observers.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-970

Page ID (PID) : MAXW-PBB7-970
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 970 - 973

Date: Fri, 26 Aug 2005 16:38:13 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: December 5, 1949, Carrizozo, NM, OSI case 156
To: Francis Ridge <nicap@insightbb.com>

At 1930 to 1945 hrs. MST, witness and his wife while driving east of Carrizozo, NM, approximately 50 miles NE of Alamogordo, saw a teardrop-shaped fireball descending towards the ground. As the object neared the ground it appeared to increase in size. The speed of the object was very slow. A trail of bluish-green light was tapering off of the fireball.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-974

Page ID (PID) : MAXW-PBB7-974
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 974 - 977

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This report is not listed on the Project Blue Book Master Index

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-33

Page ID (PID) : NARA-PBB1-33
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 1
Frame 33

Date: Thu, 4 Aug 2005 16:03:11 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 7, 1950, Corona, NM. OSI Case 161
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 7, 1950, Corona, NM. OSI Case 161
BB 206. S of Corona, New Mexico. 10:15 p.m. Holloman AFB Asst. Maintenance Officer Risley while driving saw a yellowish-white ball of light at about 45° elevation descending at a 60° angle, changing color to orange with trailing flame, to just above a mountain range where it leveled off becoming bright blue-green traveling 10° E [?] until it dropped behind the mountain. (FOIA; FUFOR Index)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1126

Page ID (PID) : MAXW-PBB7-1126
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 1126 - 1129

Date: Tue, 30 Aug 2005 17:04:45 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 9, 1950, Los Alamos, NM
OSI Cases 162 - 164
To: Francis Ridge <nicap@insightbb.com>

AFOSI Case 162: January 9, 1950; Los Alamos, NM
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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 9, 1950, Los Alamos, NM, OSI Cases 162 - 164

Three scientists at Los Alamos, New Mexico, observed a round incandescent green object in straight horizontal flight for 2-3 seconds. Object disappeared behind trees.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1130

Page ID (PID) : MAXW-PBB7-1130
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1130 - 1135

Date: Tue, 2 Aug 2005 23:35:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 12, 1950, Holloman, NM. OSI Case 165
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 12, 1950, Holloman, NM. OSI Case 165
7:00 pm. Observed to the west, the object reportedly changed altitude erratically. Object was white and changed to green and red over a period of 5 minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1138

Page ID (PID) : MAXW-PBB7-1138
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1138 - 1141

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

Date: Thu, 1 Sep 2005 14:52:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 13, 1950, Holloman AFB, NM OSI Case 166
To: Francis Ridge <nicap@insightbb.com>

This sounds like it could be a star, but the report does state:
Observable celestial phenomena or planets that may account for the sighting: None
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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 13, 1950, Holloman AFB, NM, OSI Case 166

PFC John M. Gusich, Holloman AFB, observed a bright white object that changed color to red and green in northern sky. Object moved erratically up and down.

Observable celestial phenomena or planets that may account for the sighting: None

Reference made to OSI case 160, January 6, 1950, Alamogordo, 2230 hours, by same observer.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1145

Page ID (PID) : MAXW-PBB7-1145
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1145 - 1148

Date: Wed, 31 Aug 2005 16:43:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 7, 1950, between Tucumcari and Kirtland AFB, NM

OSI Cases 168 and 169

To: Francis Ridge <nicap@insightbb.com>

At 1955 hours, February 7, 1950, Cpl Edward S. Brunskoie and Cpl Robert W Pound, of the Office Of Special Investigations, 17th District, Kirtland AFB, NM, observed a reddish-green round object moving south southeast to east in a straight line for 4 to 6 seconds. The speed of the object was that of a meteor. Object appeared twice the size of evening star.

Between 1945 and 2000 hours, February 7, 1950, Capt. Seth Armstead, Kirtland AFB, NM, while flying an aircraft between Tucumcari, NM, and Kirtland AFB, NM, observed a fireball 10 degrees south of the aircraft. The fireball was moving east to west in a flat trajectory. The fireball appeared to travel 5 to 6 times as fast as the aircraft.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1196

Page ID (PID) : MAXW-PBB7-1196
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 1196 - 1199

Date: Tue, 30 Aug 2005 16:21:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 18, 1950, Holloman AFB, NM OSI Case 171

To: Francis Ridge <nicap@insightbb.com>

One of the witnesses, Major William J. Haynor, also made a UFO report for:
AFOSI Case 189: March 5, 1950; Vaughn, NM Air Provost Marshall Major William J. Haynor, Holloman AFB, with 5 other witnesses, observed a bright, round object in straight flight for 1 hour 25 minutes. Object's apparent size: ping pong ball at arms length. Movie film taken of the object.

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

February 18, 1950, Holloman AFB, NM, OSI Case 171

Major William J. Haynor, Air Provost Marshal, Holloman AFB, William E. Royal, Air Police Squadron, Holloman AFB, and Rayburn F. Gotzinger, Base Service Squadron, Holloman AFB, observed a white to orange round object that gradually changed to the shape of an ice-cream cone in the northeartern part of the sky for 1 hour and 44 minutes. The object appeared to be the size of a coffee cup held at arm's length. The observers were driving from Holloman AFB to Oscuro, New Mexico, in the northern part of the White Sands Missile Range.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91

(PID) : NARA-PBB91-281
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 281 - 284

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: AFOSI Case 173; Egg-Shaped Object Observed Through Theodolite
Date: February 24, 1950
Location: Albuquerque, NM

Francis Ridge:
Listed in the original BB Unknowns, this incident is also retained in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The incident occurred at 1:55 PM, but there were six other sightings listed in the LaPaz catalog.

> Case No. 642. Feb. 24, 1950. Albuquerque, New Mexico (35.10° N, 106.64° W). 1:55 p.m. While tracking a weather balloon from atop TWA Bld. at the Municipal Airport, Weather Observer Luther B. McDonald saw crossing the field of view in the theodolite a white, round object not quite as elongated as an egg, darkened on the top-left side, flying straight and level from about 20° to 23° elevation at about 110° azimuth in the E apparently on a trajectory towards them on about a 240° to 270° heading, covering 2° in 1-1/2 mins [probable roundoff in angles so that elevation may have changed from about 20.5° to 22.5° and azimuth from about 109° to 111°]. Objects angular size about that of the upper part of the moon as seen through theodolite [probable 21x telescope sight of David White pibal theodolite]. Lost sight when shifted to weather balloon (and back). Weather Observer Harrison S. Manson also observed object with the naked eye, for about 20-30 secs, appearing to be brilliant white like metal reflecting sunlight the apparent size of a weather balloon about to disappear in the distance, impression of flight heading to ESE [actually from ESE]. (Berliner; Jan Aldrich)

For reports, documentation, analysis or discussions - see below:

January 1950 Sightings - BB Microfilm - List case UNIDENTIFIED
Object seen over Los Alamos (Same time frame) - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 08; Photographic Case

Subject: AFOSI Case 175; UAO Photographed Over Datil
Date: February 24, 1950
Location: Datil, NM

Francis Ridge:
Not listed in the original BB Unknowns, this incident is listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The incident occurred at 7:30 PM, but there were six other sightings that day.

> Feb. 24, 1950. Datil, New Mexico (34.15° N, 107.85° W). 7:30 p.m. (MST). Stanfield and other Holloman AFB Photographic Branch project staff for tracking aerial phenomena at the Datil observation post saw and photographed a circular luminous object 15.31 arcmins (0.2552°) in diameter with a 3.785° long trail, using 1-5 Cineflex camera with 3-inch focal length lens. (Sparks; FUFOR Index)

For reports, documentation, analysis or discussions - see below:

January 1950 Sightings - BB Microfilm - List case UNIDENTIFIED
Object seen over Los Alamos (Same time frame) - BB Microfilm - Francis Ridge
Incident at Datil, NM; Photo later that evening Unexplained - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category: 01; Distant Encounters

Subject: AFOSI Case 180; AEC Investigators Sighted Unusual Object
Date: February 25, 1950
Location: Los Alamos, NM

Francis Ridge:
This case is listed among the original BB unknowns as case number 645. It is also listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

Twelve AEC Atomic Energy Security Service (AESS) inspectors saw a cylinder with tapered ends, silver and flashing, flew slow and then fast, fluttered and oscillated, and changed course. Observations by individuals varied from 3 seconds to 2 minutes. (Berliner).

For reports, documentation, analysis or discussions - see below:

AEC Investigators Sighted Unusual Object, Feb 25, 1950, Los Alamos, NM - BB Microfilm - Dan Wilson
Spot Intelligence Report - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

Date: Mon, 29 Aug 2005 15:29:21 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Feb. 25, 1950; Albuquerque, NM, OSI Case 181
To: Francis Ridge <nicap@insightbb.com>

<>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

February 25, 1950, 2115 hours, Albuquerque, NM, OSI Case 181

Direction of flight was towards the south, appeared 20-degrees above the horizon, almost vertical (descent), bright greenish white, 1-1/2 seconds, tear drop shaped, three times the size of a shooting star, and slightly slower, appeared to burn out.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1259

Page ID (PID) : MAXW-PBB7-1259
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1259 - 1260

Date: 19 May 2005
From: Francis Ridge; Coordinator NCP <nicap@insightbb.com>
Subject: Spot Intelligence Report; UFOs observed over Los Alamos
To: CE, SHG, NCP

NARA-PBB91-355, 370

NARA-PBB91-355
http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-355

NARA-PBB91-370
http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-370

Date: Mon, 29 Aug 2005 16:10:52 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 25, 1950, 1545-1555 hours, Los Alamos, NM, OSI Case 186

To: Francis Ridge <nicap@insightbb.com>

AFOSI Case 186: Feb. 25, 1950; Los Alamos, NM
3:45 pm (3:55 pm?) Fourteen witnesses, NE-SW, overhead from 4 to 10 miles, traveled with a fluttering motion, silver, few seconds to 2-minutes, round, vary from 1/4" to small airplane, very fast 500 - 15 pph.

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

February 25, 1950, 1545-1555 hours, Los Alamos, NM, OSI Case 186

Twelve Atomic Energy Security Service Inspectors observed an object like a plane fuselage flying in a fluttering motion. Object was silver and flashing and flew from very slow to very fast.
Time in sight: 3 seconds to 2 minutes

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1255

Page ID (PID) : MAXW-PBB7-1255
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1255 - 1256

Date: Sat, 6 Aug 2005 16:30:17 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March/April 1950: Unidentified Aerial Objects observed over Los Alamos and Sandia Base

To: Francis Ridge <nicap@insightbb.com>

<>

Subject: Unidentified Aerial Objects observed over Los Alamos and Sandia Base, New Mexico, on
25 February 1950
4 March 1950
22 March 1950
1 April 1950

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-370

Page ID (PID) : NARA-PBB91-370
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 370 - 375

Date: Mon, 29 Aug 2005 16:40:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 5, 1950, 1135 hours, Vaughn,NM OSI Case 189
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

11:35 am. Traveled 195-degrees, 180-200 mph. Air Provost Marshall Major William J. Haynor, Holloman AFB, with 5 other witnesses, observed a bright, round object in straight flight for 1 hour 25 minutes. Object's apparent size: ping pong ball at arms length. Movie film taken of the object.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1306

<> **Page ID (PID) :** MAXW-PBB7-1306
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1306 - 1309

Date: Thu, 4 Aug 2005 20:33:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 11, 1950, Holloman AFB, NM. OSI Case 190
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 11, 1950, Holloman AFB, NM. OSI Case 190
1:00 am. A ping-pong ball-like object about 50 mile range was observed moving west in a straight flight and in a slight descent by an air provost marshall. Colors changed from light orange to blood red to amber to light green over 5-minute period.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-381

Page ID (PID) : NARA-PBB91-381
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 381 - 383

Date: Thu, 4 Aug 2005 16:37:03 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 16, 1950, Farmington, NM. OSI Case 192
To: Francis Ridge <nicap@insightbb.com>

Note: The date may be wrong on this report or perhaps there were sightings on March 16, 1950 and March 17, 1950, where hundreds of UFOs were seen over Farmington, New Mexico.

Dan...

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 16, 1950, Farmington, NM. OSI Case 192

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-385

Page ID (PID) : NARA-PBB91-385
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 385 - 386

Date: Sat, 6 Aug 2005 15:30:09 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 17, 1950, Los Alamos, UFO report

To: Francis Ridge <nicap@insightbb.com>

Subject: Unidentified Aerial Phenomenon

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 17, 1950, Los Alamos, New Mexico. OSI Cases 193-198

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-359

Page ID (PID) : NARA-PBB91-359
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 359 - 364

Date: Tue, 9 Aug 2005 20:36:47 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Re: AFOSI Case 199: Clovis, NM; March 20, 1950
To: Francis Ridge <nicap@insightbb.com>

All I could find is below, from:
Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

Spark's BBU:
March 20, 1950. 35 miles SE of Clovis, New Mexico. Morning. USAF pilot of
T-6 saw a white spherical then elongated object flying at 2,000 mph.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-471

Page ID (PID) : NARA-PBB91-471
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 471 - 472

Date: Mon, 29 Aug 2005 15:01:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 24, 1950, Sandia Base, NM
To: Francis Ridge <nicap@insightbb.com>

At 1505 hours, three members of the 8450th MP (Military Police) Group observed a bright object about the size of a softball in the sky going north. The object was observed for approximately 4 or 5 minutes. The object was round and silver in color. Object was standing still at first then started traveling at around 700 MPH.

At 1547 hours, Pvt. Henry D. McMinn of the 8450 MP Group observed four round silvery objects at approximately 7000 feet over Sandia Base. The objects were faster than any jet. They flew level and then straight up.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1444

Page ID (PID) : MAXW-PBB7-1444
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 1444 - 1452

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Case 209; 690th AC&W Members Report Metallic Cylinder
Date: May 1, 1950
Location: Kirtland AFB, NM

Francis Ridge:
This report is not an original BB unknown, and has not yet been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. However, it is listed in the AFOSI Catalog by Dr. Lincoln LaPaz. Details can be found at the link at the bottom of this directory. The Spot Intelligence Report, dated 2 May, briefly describes the sighting:

> On 1 May 1950, at approximately 1510 hours, Sgt. Jean W. Ortman, AF-16274854 and Pvt. Edward B. Hitchcock, AF-11202257, both members of the 690th AC&W Squadron, Kirtland AFB, New Mexico, observed a silver metallic object of a cylindrical shape. Said object was viewed for a second at which time it disintegrated. This observation was made from the Orderly Room, 690th. Aircraft Control and Warning Squadron at Kirtland Air Force Base, New Mexico.

For reports, documentation, analysis or discussions - see below:

OSI Case 209, NARA-PBB91-Docs 387-389 - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

Date: Wed, 3 Aug 2005 16:19:28 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: 15 June 1950 Memorandum, Studies of "Aerial Phenomena"
To: Francis Ridge <nicap@insightbb.com>

Memorandum concerning approval of limited dissemination of
Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-398

Page ID (PID) : NARA-PBB91-398
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 398 - 399

Date: Tue, 30 Aug 2005 15:26:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: July 19, 1950, Datil NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

Sergeant A. H. Raborn and Corporal Howard D. Locke, Air Police Squadron, Holloman AFB,, New Mexico, observed two round objects about the size of a softball, moving slowly ten degrees above the horizon. Objects changed color from green to red to redish brown. Objects were very bright.

Datil is approximately 40 miles west of Socorro, New Mexico.

This report is not listed on Project Blue Book Master Index.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-507

Page ID (PID) : NARA-PBB91-507
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 507 - 509

Date: Sat, 6 Aug 2005 19:43:25 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: August 1, 1950, Los Alamos, New Mexico, Unidentified Aerial Phenomena

To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-504

Page ID (PID) : NARA-PBB91-504
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 504 - 505

Date: Tue, 23 Aug 2005 19:50:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: August 7, 1950, Santa Fe, NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

August 7, 1950; Santa Fe, NM
4 a.m. [?] USAF fighter pilot Frazier with 93rd FI Sq saw black object at 20,000 ft disappear in the distance. (BBU Sparks, Project 1947; FUFOR Index)
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August 7 1950, Santa Fe, NM, UFO report

Unidentifiable object seen by 1st Lt. Henry W. Frazier USAF 93rd Fighter Squadron, Kirtland AFB, New Mexico, while he was flying 30,000 feet over Santa Fe New Mexico. Lt. Frazier descended towards the object which disappeared in the distance even though he was flying at 620 MPH.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-497

Page ID (PID) : NARA-PBB91-497
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 497 - 499

Date: Sat, 13 Aug 2005 18:41:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: September 17, 1950, Tatum, New Mexico, UFO report
To: Francis Ridge <nicap@insightbb.com>

An orange red ball or disc-shaped object seen moving about.
Tatum, New Mexico, is approximately 40 miles east of Roswell

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-386

Page ID (PID) : MAXW-PBB8-386
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frames 386 - 390

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 09; Radar Cases

Subject: Radar-Inspired National Alert
Date: December 6, 1950
Location: New Mexico/Texas Border

Bruce Maccabee:
For an hour the United States military was under a condition of national emergency during the morning of December 6, 1950. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related? This paper contains a discussion of the possibility that a flight of saucers caused the emergency and that the crash of one of them near the Texas-Mexico border on or about December 6, 1950 caused the immediate high alert.

For reports, documentation, analysis or discussions - see below:

1950 Alert - Robert Todd file - group one documents (5-page pdf)
The next four files contain a total of 24 documents obtained by Robert Todd
1950alert_1-6.pdf
1950alert_7-12.pdf
1950alert_13-18.pdf
1950alert_19-24.pdf
The Mystery of December 6, 1950 - Maccabee (MUFON SYMPAP99)
Report Synopsis (UFO Updates) - Bruce Maccabee
Comments on case (UFO Updates) - David Rudiak
FBI Memo, Dec. 5th, 1950, Detection of UFOs over Oak Ridge, KY
FBI Memo, Dec. 8, 1950, Immediate High Alert
From Gen. George Marshall Biography - Todd Zechel files, submitted by Jan Aldrich (pdf file)

The New Mexico Page
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: Six Witnesses From General Mills Report Objects Circled Balloon
Date: January 16, 1951
Location: Artesia, NM

Francis Ridge:
This report is not a BB unknown but probably should be. The Blue Book Archives themselves tell us this much: Jan 16, 1951; Artesia, New Mexico. Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manger of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: There was some confusion over the date of this case, with some records showing 1952 as the year. However

For reports, documentation, analysis or discussions - see below:

Two Unusual Objects Over Artesia, NM - BB Archives - Dan Wilson
January 16, 1951; Artesia, New Mexico - BB Archives - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category: 08; Photographic Evidence

Subject: Project TWINKLE Photographed UFO
Date: March 24, 1951
Location: Holloman AFB, Alamogordo, NM

Francis Ridge:
Not listed among the original BB Unknowns, this case IS listed in the Comprehensive Catalog of Project Blue Book Unknowns, by Brad Sparks.

5:55-6:00 PM (MST). Project TWINKLE personnel photographed, witha Leica 3c 50 mm camera, an unidentified elliptical object with major axis 8:31 arcmins minor axis 6.43 arcmins (0.1385 degrees and 0.1057 degrees).

For reports, documentation, analysis or discussions - see below:

Holloman AFB photo by tracking camera - BB Microfilms - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Mon, 15 Aug 2005 17:00:09 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 1, 1951, Los Alamos, NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1146

Page ID (PID) : MAXW-PBB8-1146
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frame_1146

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See also: Project Twinkle Final Report
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB1-905

Page ID (PID) : MAXW-PBB1-905
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 1

Frame_905

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB1-891

Page ID (PID) : MAXW-PBB1-891
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 1

Frame_891

Date: Fri, 6 May 2005 21:03:54 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: October 2, 1951, White Sands, New Mexico, 3 seperate UFO reports.

To: Francis Ridge <nicap@insightbb.com>

Three seperate reports from White Sands, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB9-238

Page ID (PID) : MAXW-PBB9-238
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 9

Frames 238 - 256

Page Scan | Page Text |

]

Page Scan | Page Text |

Page Scan | Page Text |

National Investigations Committee On Aerial Phenomena

Category: 01; Distant Encounters

Subject: Flattened Oval Object As Large As B-29
Date: March 15, 1952
Location: Sandia Mountains, Kirtland AFB, NM

Francis Ridge:
Not listed among the original BB Unknowns, this case IS listed in the Comprehensive Catalog of Project Blue Book Unknowns, by Brad Sparks. Very little can be found regarding this incident apparently because the Air Force claimed "No conclusions. Report too late to investigate". However this much was found:

> Sandia Mtns (Kirtland AFB?), NM. 4:30 PM (MST). (McDonald list, BB Rep 7), 15 minutes. Dull aluminum object, shaped like a flattened oval and as large as a B-29 fuselage. 150-200 mph and stationary. 10,000 feet. AF officer.

For reports, documentation, analysis or discussions - see below:

Dull Aluminum Object Seen Nr Sandia Mountains, Kirtland AFB, NM; Mar 15, 1952 - BB Microfilms - Francis Ridge
The New Mexico Page

NICAP Home Page

Date: Tue, 9 Aug 2005 20:56:25 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: April 24, 1952; Clovis, New Mexico. 8:10 p.m.

To: Francis Ridge <nicap@insightbb.com>

This incident is listed among the original Project Blue Book unknowns as case #1151, and also listed in the updated Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks:

April 24, 1952. Clovis, New Mexico (34.40° N, 103.21° W). 8:10 p.m. USAF Flight Surgeon Maj. E. L. Ellis saw many orange-amber lights, sometimes separate, sometimes fused, behave erratically, varying speed from motionless to very fast. (Berliner; FUFOR Index)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-212

Page ID (PID) : MAXW-PBB10-212
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 212 - 215

Date: Sat, 20 Aug 2005 18:59:52 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 30, 1952, Moriarity, NM, Radar UFO report
To: Francis Ridge <nicap@insightbb.com>

Blue Book Unknown (Sparks)
April 30, 1952. Moriarty AFS, New Mexico (35° 1'50" N, 105°49' 0" W). 7:40 and 7:46 a.m. (MST). CPS-5 radar tracking of 4,000 mph first target at 230° azimuth (about SW) at 149 miles range moving 11 miles per 10-sec sweep for 4 sweeps heading into the radar site. 2nd track at 7:46 a.m. of 4,000 mph target at 280° azimuth (about W) at 140 miles moving 11 miles per 10-sec sweep for 6 sweeps [toward the radar] until disappearing at about 70 miles range. (McDonald files; Jan Aldrich; FUFOR 30-40 secs, then 60 seconds)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-307

Page ID (PID) : MAXW-PBB10-307
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 307 - 319

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Date: Mon, 15 Aug 2005 21:28:41 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: May 23, 1952, Kirtland AFB, NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

Silver circular object with dome seen by several Air Force officers
Visual sighting with telescope, theodolite, and binoculars
Attempted radar and airborne interception

CCPBBU by Sparks lists the case as #429.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-840

Page ID (PID) : MAXW-PBB10-840
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 840 - 854

Form: FI-4
Date: Wed, 3 Aug 2005 16:45:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: June 5, 1952; Albuquerque, New Mexico (BBU 1256)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

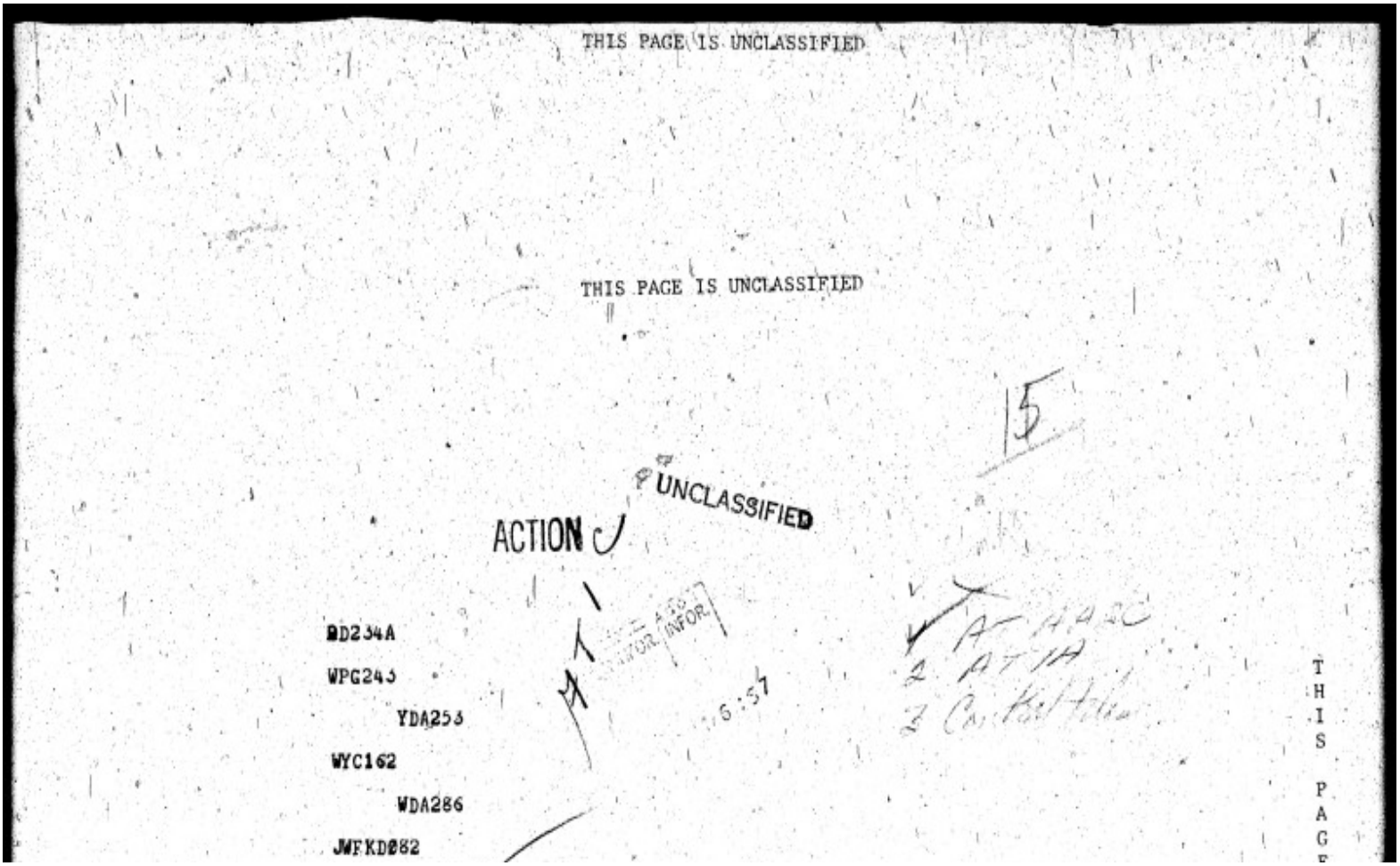
June 5, 1952; Albuquerque, New Mexico
6:45 p.m. Witness: S/Sgt T.H. Shorey. One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds.

S/Sgt. Shorey was a member of the elite 4925 Test Group (Atomic), based at Kirtland AFB, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-1072

Page ID (PID) : MAXW-PBB10-1072
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 1072-1073



RR JEPHQ JEDWP JEDEN JEPYB 444

DE JWFKD 43

R 0617302 ZNJ

FM CO 4901ST SPT WG /ATOMIC/ KIRTLAND AFB NMEX

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASHDC

JEDWP/AIR TECHNICAL INTELLIGENCE CTR WPAFB OHIO ATTN ATIAA-2C

JEDEN/CG ENT AFB COLO

JEPYB/CG ARDC BALTO MD

[redacted] AQQ-WCKO-6-1 X FLYOBRPT ONE RND SHINY OBJECT SIGHTD VISUALLY FR GROUND AT APPROX 1845 MST 5 JUNE SE QUADRANT ALBUQUERQUE X FLYING NORTH AT VERY HIGH SPPED AND ALT X PASSED ABOVE B-29 ON E CRSE AT APPROX 10000 FT X NO NLOUDS ALL QUADRANTS X V VISIBILITY 60 MI WINDS E 20 MPH X OBSERVER S/SGT T. H. SHOREY OF 521 S CEDAR ST ALBUQUERQUE X

06/2222Z JUN JWFKD

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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E I S U N C L A S S I F I E D

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

ATIP [redacted]

UNCLASSIFIED

COUNTRY	REPORT	(LEAVE BLANK)
U.S.	[redacted]	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Objects (FLYOBRPT)		
AREA REPORTED ON: Albuquerque, New Mexico	FROM (Agency): ~~Hq 4901st Support Wing (Atomic)~~ Kirtland Air Force Base, New Mexico	
DATE OF REPORT: 9 June 1952	DATE OF INFORMATION: 6 June 1952	EVALUATION: C-3
PREPARED BY (Officer): Major Roy L. Huddleston, USAF	SOURCE: S/Sgt T.H. Shorey, USAF	

REFERENCES (Control number, directive, previous report, etc., as applicable): AFL #200-5 and TWX AQQ-WCKO 6-1

SUMMARY: (Short concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II)

One object was observed from the ground at 1845 on 5 June 1952 by S/Sgt T.H. Shorey of 4925th Test Group (Atomic), Kirtland Air Force Base, New Mexico at his home at 521 South Cedar Street, Albuquerque, New Mexico. This address is approximately in the center of the city. The object was round in shape, but of indeterminable size. It had a very shiny luster but neither made noise nor left a trail. Its speed was described by the observer as approximately five or six times that of the F-86. It was first

T H I

sighted at an angle of 80° to the observer on its north course which involved no apparent maneuvers or change of altitude. The object was observed for approximately six seconds in which time it covered the remaining distance across the horizon. The object crossed above a B-29 or B-50 which was flying on an easterly course at approximately 10,000 feet. It was believed by the observer that the object was at a much greater altitude than the bomber. There were no clouds with 60-mile visibility and easterly winds aloft of 20 MPH. S/Sgt Shorey's duty in the 4925th Test Group (Atomic) is in the engineering field. His observations from the mechanical viewpoint should be credited as fairly reliable. He has had experience in judging altidudes and speeds by observing F-86's in flight with knowledge of their speed and altitude.

APPROVED:

MARION R. McCRACKIN
Lt Col, USAF
Wing Operations & Training Officer

None
INCLS

DISTRIBUTION BY ORIGINATOR

Chief, Air Technical Intelligence Center, ATTN, ATIAA-2c
Wright-Patterson AFB, Ohio

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[redacted]

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☆ U. S. GOVERNMENT PRINTING OFFICE : 1950 O—[illegible]

PAGE IS UNCLASSIFIED

Date: Fri, 5 Aug 2005 16:08:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: July 18, 1952, Placitas, New Mexico
To: Francis Ridge <nicap@insightbb.com>

July 18, 1952, Placitas, New Mexico

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-578

Page ID (PID) : NARA-PBB91-578
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 578 - 580

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 02; Close Encounters

Subject: Close Encounter at White Sands
Date: November 25, 1952
Location: White Sands, NM

Francis Ridge:
This incident is not listed among the BB Unknowns but is listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks as item 693: Nov. 25, 1952. White Sands, New Mexico. (McDonald list). The BB documents linked at the bottom of this directory, however, describe a close encounter after a major UFO flap in 1952.

BB Microfilm:
While returning to White Sands Proving Ground from Wm Beaumont Hospital, at approximately 2030 hours on 25 November 1952, I observed what appeared to be flares, or pyrotechnics, on the right side of the road. My first thought was that these objects were flares that were being fired by troops on a night project. However, shortly thereafter a matter of seconds I observed what appeared to be a flare land right in the middle of the road, about three or four hundred yards distant. It assumed the shape of a ball, having a green center, fading to a light hazy blue at the exterior. This light disappeared before my car arrived at the spot. After observing this light, I thought that the Department of Army had a new type pyrotechnics that I was not familiar with that they were using on a night problem. Approximately three to five minutes later I observed a light, or series of lights, approaching from the right side of the road, in the heavens, at an altitude of about three to five hundred feet and between 1/4 and 1/2 mile distant. I thought that probably, in conjunction with the night problem, this was an airborne drop of troops. I first thought it might be a C-119 or a C-123. However, this object made a right hand turn above the road and then disappeared at an angle of approximately 90 degrees straight into the sky. I cannot state whether it was a plane or a type of aircraft. I can merely state that there were two rows of what appeared to be windows, brilliantly lighted, and I would estimate that they were five to six feet in height and six to eight windows in each of the two rows. After this object disappeared, I stopped my car and got out to see if I could see a plane but could see nothing. I turned off the motor on my car to see if I could hear the motors of a plane, but I could near no sound. I then proceeded to White Sands Proving Ground."

For reports, documentation, analysis or discussions - see below:

The New Mexico Sightings, November 25, 1952 - MAXW-PBB1-722 - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Tue, 9 Aug 2005 21:08:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 31, 1953, Albuquerque, New Mexico, UFO report
To: Francis Ridge <nicap@insightbb.com>

January 31, 1953, Albuquerque, New Mexico, UFO report

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-693

Page ID (PID) : NARA-PBB91-693
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 693 - 702

Date: Tue, 9 Aug 2005 21:30:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Feb.17, 1953, Los Alamos, New Mexico, UFO report
To: Francis Ridge <nicap@insightbb.com>

Witness: Security Inspector at Los Alamos
The witness had been alerted by Protective Force Network to be on alert for unidentified object.(See frame 708.)

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-703

Page ID (PID) : NARA-PBB91-703
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 703 - 711

Frame 708

Date: Thu, 11 Aug 2005 00:02:41 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 18, 1953, Los Alamos, New Mexico, UFO report

To: Francis Ridge <nicap@insightbb.com>

Round fiery object seen east of Los Alamos, New Mexico, on February 18, 1953, at 0127 hrs.
Time in sight: Approximately 1/2 minute
Speed: Approximately 100-150 MPH

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-712

Page ID (PID) : NARA-PBB91-712
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 712 - 718

Form: 97NCP
Date: Updated 5 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: The Kirtland UFO Incident; Albuquerque, New Mexico; November 4, 1957

Francis Ridge:
Apparently the UFO flew right-to-left along the East-West runway, then turned SW toward the tower, stopping near the nuclear weapons storage area for about a minute. McDonald mentioned that the UFO stopped near the Kirtland "Drumhead Area" where the B-58 operated. If the object hovering near a WSA (Weapons Storage Area) didn't get your attention, you have to read what the implications might have been with the B-58 "Hustler"! See Joel Carpenter's preliminary analysis link below. And there's a lot more.

CAA tower personnel, R.M. Kaser and E. G. Brink, were reliable observers with 23 years of airport control tower experience between them. A lighted object came down steeply at the east end of a runway, left the flight line, crossed runways, taxiways, and unpaved areas at about a 30 degree angle, and proceeded southwest towards the control tower at an altitude of less than 100 feet. Observed through through 7x binoculars, the object appeared to be egg-shaped, having no wings, tail, or fuselage, and was elongated vertically. It appeared to be fifteen to twenty feet tall, about the size of an automobile standing on its nose, and had a single white light at its base. After the UFO left the area it was tracked on a CPN-18 surveillance radar and it exhibited some amazing flight characteristics. The object also came back towards Kirtland until it took up a position behind an Air Force C-46 that had just taken off. It stayed in position behind the C-46 until they both moved out of radar range.

There have been several UFO incidents in and around Kirtland AFB through the years. A questionable one happened in 1980, but the one of November 4th, 1957, was one that has stood the test of time and has been well covered by Hynek, McDonald, etc.

Here's the full story.

Statement on UFOs Submitted to the House Committee on Science and Astronautics, July 29, 1968 - James E. McDonald
FOIA Documents Directory (CUFON)
The Complaint Form (CUFON)
The Actual Document, Page 1
The Actual Document, Page 2
Manzano area 8-pic montage from TerraServer
Kirtland Underground Munitions Storage Complex, NM (UGS Photo 6 Oct 1996)
UFO Landing Near Kirtland AFB: Welcome to the Cosmic Watergate - Bruce Maccabee
Image of map A
Image of map B
The Kirtland Air Force Base Sightings - Loy Lawhon

The NCP Home Page
NICAP Home Page

Conclusion UFOs Are Space Ships Given SAC in 1952

A 1952 evaluation of "flying saucers" as interplanetary devices, sent to Strategic Air Command Headquarters from MacDill AFB, has been disclosed to NICAP by former information Specialist Don Widener, one of the AF men concurring in this opinion.

The spaceship conclusion was based on numerous AF sighting reports, especially those in the MacDill area. It was drawn up by the MacDill UFO project officer, an AF intelligence captain with whom Widener served. As a member of the project, Widener had access to official AF sighting reports, some of which have never been released.

"Captain ---------- and I drafted a report to SAC Headquarters," Widener has told NICAP. "It stated that in our opinion the unknown objects were of extraterrestrial origin. I imagine that his report is still gathering dust!" (The preceding ***UFO Investigator*** listed one case evaluated by the MacDill project, "hidden" sighting recently given NICAP by Widener. It described the MacDill radar tracking of a UFO at 40,OOO feet and visual reports by a B-29 bomber crew ordered to chase it. The UFO, a glowing oval-shaped device, reversed course and raced off. The sighting was never explained.

UFO Investigator
Volume II, No. 1, July-August 1961

NICAP Home Page

The ETH and the Likelihood of Interstellar Travel

by Jean van Gemert

If we at once admit the foolishness of these perennially suggested "impediments" to star flight, we will be on our way to understanding that interstellar space does not need a bridge too far. Interstellar travel may still be in its infancy, but adulthood is fast approaching, and our descendants will someday see childhood's end - Dr. Eugene Mallove and Dr. Gregory Matloff, The Starflight Handbook, 1989.

The (un)likelihood of extraterrestrial visitation is probably one of the most debated aspects of the Extraterrestrial Hypothesis, the answer being an essential component to the validity of the ETH. After all, the assumed unlikeliness of interstellar travel has become the cornerstone of those who resist the ETH as an explanation for UFOs. So, does extraterrestrial visitation necessarily require all sorts of "unlikely" science, or is it possible to accomplish interstellar travel using conventional wisdom?

Can they get here?

Opinions on the practicality of interstellar travel diverge, but the negative and positive opinions are seen to stem primarily from the differences in background of those people doing the studies. SETI researchers think that the degree of dispersion of stars throughout the galaxy, combined with the limitations of interstellar travel as we understand general relativity, effectively preclude the feasibility of extraterrestrial visitation, thus believing that any extraterrestrial intelligence would only be transmitting their love and good wishes to us. The other group, largely composed of physicists and engineers involved in propulsion research, tends to believe that interstellar travel is difficult, but not a barrier, or not difficult at all once technology progresses [Mallove and Matloff, 1989; Forward, 1986; Crawford, 1990]. Not surprisingly, the latter choice appears to be the most defensible.

Quite a number of clever designs have appeared in print, describing various methods of getting mankind to the stars. These include such projects as the star probe Daedalus, a robot interstellar vehicle designed by members of the British Interplanetary Society which uses nuclear fusion power, or interstellar ramjets which scoop up their fuel between the stars. Physicist Robert Forward, one of the leading experts on space travel, has also proposed an entirely different method of interstellar propulsion, using photon pressure to accelerate a vehicle to a significant fraction of the speed of light in a few years [Forward, 1984]. Such ships would appear as huge sails, using the output of space-based orbital power platforms (Beamed Power Propulsion) for acceleration, which would also eliminate the need for an on board energy supply [Mallove and Matloff, 1989; Crawford, 1990]. Hence, much less mass would need to be accelerated. The important point here, as astronomer Ian Crawford notes, is that we "can already identify technological solutions to the problem of interstellar travel that are consistent with the laws of physics as we currently understand them. We *do not need* new physics" [Crawford op. cit., 1990].

Another factor relevant to interstellar flight is that of relativistic time dilation. Any object traveling close to the speed of light will be subjected to effects predicted by Einstein's Special Theory of Relativity. That is, an observer on board a spaceship traveling close to C, would observe that the passage of time on earth has speeded up, and the passage of time on the spaceship relative to an observer on earth would appear to have slowed down. For example, a one-way trip to Alpha Centauri would take, assuming a constant acceleration of 1g up to a high relativistic speed during the first half of the flight and a constant deceleration of 1g during the second half, only 3 years spaceship time, while 6 years will have passed outside the spaceship.

Moreover, recent ideas on speculative space propulsion may just bring us the breakthrough we've all

been waiting for, making use of yet undiscovered "loopholes" in physical laws, that would allow fast transit between widely separated points in space-time [Alcubierre, 1994; Visser, 1989; Crawford, 1995]. It might even be possible to extract large quantities of energy from the zero point field (the vacuum) itself. If this can be done in a practical way, then the energy available to a space traveler could be essentially unlimited, eliminating the need for an on board fuel supply [Froning, 1986].

Too Expensive?

Although it simply is impossible to precisely now how expensive interstellar travel would be for a civilization about which no pertinent data is available to make an estimate, we can still make some educated predictions. Interstellar travel appears not to be expensive for an advanced economy whose productivity has grown steadily for millennia. Therefore, alien contact by visitation is likely once these advanced economies implement interstellar propulsion technologies at insignificant costs relative to their wealth and capital stocks which have grown steadily for millennia. Similarly, an interstellar transportation system may seem expensive from our perspective, but, then, so would a 747 to the Wright brothers [Jones op. cit., 1995].

So what is to be concluded from all of this? Is interstellar flight indeed as "improbable" as the naysayers claim? Indeed, *only if* we grant them their negative and self-defeating assumptions. And with that in mind, we quote Ian Crawford from the October 1996 issue of the New Scientist, in which he neatly outlined the current situation with regard to the feasibility of interstellar travel:

> **"It seems unlikely that interstellar spaceflight is impossible. Even today, we can envisage propulsion strategies which might make it possible to reach between 10 and 20 per cent of the speed of light, permitting travel between nearby stars in a few decades. Any civilization with this technology would be able to colonize every planetary system in the Galaxy in about 10 million years, which is only one-thousandth of the age of the Galaxy" [Crawford, 1996].**

Where are they?

Computer simulation and mathematical modeling of attempts to colonize the galaxy show that this could be accomplished in no more than a few million years [Hart, 1975; Jones, 1976; Papagiannis, 1978]. But the galaxy is ten billion years old, with second-generation (metal-rich) stars up to nine billion years old. Thus, the time needed to colonize the galaxy is much shorter than the age of the galaxy [1]. Moreover, in 1974, physicist O'Neill published his research on space settlements, describing large artificial structures capable of holding vast numbers of people [O'Neill, 1974]. O'Neill argued, with good reason, that such concepts could be realized with current technology in just a few decades. Frank Tipler, Hart, and quite a number of other scientists noted the relevancy of O'Neill's designs with regard to the Fermi debate, suggesting that these habitats, equipped with propulsion, could also be used to colonize other star systems.

The consequences should be clear. There is no need to invent fantastic propulsion systems such as "warp" or "hyper drives." Current available technology would make it possible, in principle, to colonize the galaxy. And this, coupled with earlier calculations on expansion rates, suggested that if any extraterrestrial civilizations exist at all, they should have visited our solar system by now. But there is no evidence of such visitation to Earth. Enrico Fermi called this the "Where are they?" question - which is now known as the Fermi Paradox.

Hart and other human-centrists as physicist Frank Tipler believe it proves us to be the only intelligent civilization in the galaxy, while SETI researchers tend to see the Fermi Paradox as "proof" that interstellar flight is entirely impossible. Other possibilities that have been advanced are:

- Extraterrestrial civilizations are short-lived. If the lifetime of an extraterrestrial civilization is only 50,000 years on average, nobody would live long enough to colonize the whole galaxy.

- Most advanced civilizations are concerned with "more important" matters and have not developed any interest in space exploration.
- Earth *is* a colony because the the entire galaxy was colonized by one civilization long ago. Only they now have a sense of benign paternalism to any developing civilization. This is also known as the "Zoo Hypothesis," [Ball, 1973].

The problem with the first and second hypothesis, is that one would have to assume it to be true for *every* extraterrestrial civilization. It may very well be true in some cases, but hardly, without any exception at all, in a million (which is a modest estimate of the number of advanced extraterrestrial civilizations in our galaxy). Remember, only one civilization is needed to colonize the entire galaxy!

It has also been suggested that extraterrestrial civilizations simply haven't had enough time to find us yet. However, this appears unlikely since it is quite possible to narrow down considerably the number of stellar systems one would have to search to find life-bearing planets, by making use of methodical search techniques based on known remote sensing capabilities such as interferometry. Moreover, as Hart argued, "the consideration that ETs have not yet had time to find earth is discounted by calculations that show that another intelligent species in the Galaxy would have found earth if their space exploration efforts began at least two million years ago" [Hart, 1975].

This author favors hypothesis three, that there is a "galactic club," an established network of old advanced civilizations, and that Earth is under a certain "quarantine." Thus, in my opinion there simply *is no* Fermi Paradox. And the only reason Fermi's paradox has remained a paradox to most scientists is because they have failed to recognize the evidence that there may be extraterrestrials in our own solar system.

Conclusions

Assessment of the feasibility of interstellar travel indicates that it should be easily accomplished by an advanced society. Arguments, such as that they would not have had enough time to find us yet because of the number of stars to visit, are seen to be implausible [Hart, 1975; Jones 1976, 1995; Hoerner, 1995]. Neither technical feasibility, nor energetics, economics, and social factors are likely to prevent interstellar travel or slow the colonization of the galaxy [Papagiannis op. cit., 1980]. The probabilities appear to be heavily in favor of aliens turning up on our doorstep, which I suspect they may already have.

References and Footnotes: It appears reasonable that within about 1 to 2 million years of attaining space technology, a civilization could have spread throughout the galaxy. Given a practical average speed of about 0.2 c, one can cross the galaxy in less than half a million years. It is a fairly serious problem that if species evolve to a technological level and are around for any considerable length of time, then where are they? The galaxy should be a fairly busy place by now. Likewise, if we suppose a race sent out only one expedition every 100,000 years from a given stellar system to colonize another stellar system, in another 100,000 years, each of these would send out another expedition. Therefore, the number of space colonies would double every 100,000 years. At this rate, in only million years, 1000 stellar systems would be colonized. In 2 million years, a million systems would be colonized. In 3 million years, a billion systems. And in less than 4 million years, they could theoretically fill the entire galaxy.

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Formulation and Predictions of the ETH

By Brian Zeiler

The extraterrestrial hypothesis, or ETH, is formulated consistent with the accepted scientific framework for hypothesis induction. The null hypothesis to explain UFOs is that they are random, disparate misidentifications of atmospheric or artificial terrestrial phenomena. This is called the misidentification hypothesis. If rejected on sufficient grounds -- and due to the subjectivity we are probably facing a more Bayesian type of inference than an objective test approach -- then we accept the alternative hypothesis, which is that disk-shaped vehicles are in fact flying in our atmosphere.

Note that at this point, we are not concerned with the origin, since the alternative hypothesis is simply that the objects exist without regard to the origin of the objects. Put simply, we don't need to know the origin of the objects in order to determine their existence. In fact, nowhere in science is it necessary to establish the origin of a phenomenon prior to determining the very existence of the phenomenon. Yet skeptics contend that the objects cannot exist due to interstellar travel considerations, which is fallacious on two counts: first, for blending the two hypotheses into one by using the possible origin to debunk the very existence, and second, for establishing a rigid a priori probability of nearly zero for interstellar travel despite a lack of sufficient information to make such a determination.

After rejecting the null in favor of the alternative, which is that the objects exist, a rank-order series of hypotheses are formulated to hypothesize the origin of the objects. When guessing the origin, we see three elements that are observed in the majority of radar-visual cases:

- Physical substance
- Intelligent control
- Propulsion technology beyond human grasp

This is why radar-visual case are so unique in their evidential value. Those three conditions are necessary *and* sufficient conditions to defend inducing the ETH; the question is the degree of corroboration for each of the conditions. When ranking possible origin hypotheses, Occam's Razor is the guiding principle here:

- American or foreign government craft
- Extraterrestrial craft
- "Interdimensional craft"

Once one replaces the null with the alternative and looks for a hypothesis of origin, it is feasible to reject the first origin hypothesis. It is absurd to think these are government craft, since the so-called "conspiracy" widens by a huge magnitude: the behavior of the flights are at variance with accepted flight-test procedures (e.g. chasing civilians), and the requisite physics for the observed propulsion would require enormous leaps in 1947 in all sorts of technology that the civilian community still has not grasped 50 years later.

The second hypothesis, that they are extraterrestrial craft, is the "Extra-Terrestrial Hypothesis", or ETH. Note that this is a specialized sub-hypothesis within the broader, original "alternative hypothesis", which is simply that the "saucers" do in fact exist. Some researchers, like Vallee, reject this and move to the third hypothesis, though that is beyond the scope of this article.

Falsifiability is a difficult area because the very approach to the subject is more subjective and inferential (hence the Bayesian approach -- see Sturrock, "Applied Scientific Inference", Journal of Scientific Exploration, vol. 8, no. 4). The very nature of the problem -- the vagueness, the lack of replicability on demand, and the elusiveness -- does not lend itself with ease to direct and irrefutable

falsifiability.

However, there are certain "proxies" for falsifiability. It seems reasonable to suggest that if there are extraterrestrial vehicles buzzing through our atmosphere, the organization with the means and motive to determine this, above all other organizations, would have determined this by now. This organization is, of course, the US military. If there are flying saucers, our military should show a high level of interest and conviction that this is the case. Indeed, they do, at both the individual level and at the organizational level, from 1947 through the present day, as revealed through Freedom of Information Act documents and summarized in our government pages.

Then there are certain other testable predictions based on the corollary that the military and intelligence would conceal this knowledge. And they have found sufficient cause to conceal it, as their early documents alluded with references to "public panic" and "policies of public information to minimize mass panic". So, do we see signs of official secrecy? What would those signs be? One is leaks. We do, in fact, see quite a few highly compelling leaks from such scientists as Dr. Robert Sarbacher, Dr. Eric Walker, and other military and intelligence personnel on the military quotes page.

Another means of indirect falsification would be the discovery of one or more new terrestrial phenomena that are merely atmospheric in nature, but can adequately explain the body of UFO evidence, from radar-visual to ground-trace cases to machine-like disk-shaped vehicle mirages.

The very nature and structure of this phenomenon renders our typical approach somewhat impotent, and we are mostly left with a Bayesian approach that questions whether the body of evidence we do have is more consistent with the objects existing or with the objects not existing. Looking at the aggregate body of anomalous radar-visual cases, ground trace cases, scientifically tested photos and films from the military and civilian communities, credentialed leaks, and evidence of military and intelligence duplicity, it is more likely that something is indeed going on rather than not -- no matter how falsifiable this hypothesis may be, it doesn't change the aggregate body of evidence. The evidence is far more consistent with the objects existing than not existing.

Our approach must accommodate the phenomenon -- not vice versa. If the phenomenon cannot accommodate our approach, there is no sense in convincing ourselves that the phenomenon must not exist. We must accommodate this elusive, sporadic, and unreplicable but nonetheless existent phenomenon by blending our approach between objective hypothesis falsification and Bayesian inference.

As for the inductive reasoning, the approach is identical in process and in validity to the Big Bang hypothesis which also has no physical proof. Both induce a hypothesis to explain a set of observations without violating known laws of physics according to our existing body of knowledge. Both also make predictions that have been corroborated, and both explain the observations superior to any alternatives. The misidentification hypothesis is an utter failure in both logical process and in explanatory appeal, as detailed in the page on skeptical logical trickery and as judged by the inability to explain the most challenging cases, but the ETH is scientifically valid and superior to the alternative. The problem with the misidentification hypothesis is that the cases it fails to explain, according to USAF's Project Bluebook Special Report #14, happen to be the types of cases that the best observers were most likely to report and that do *not* suffer from insufficient information, but rather appear to be from a wholly different distribution than the the eventually identified UFO reports, based on a chi square analysis.

The misidentification hypothesis has a gaping flaw in its ability to explain the observations, and the ETH is a scientifically valid hypothesis that is the simplest available to explain globally repeating, highly reliable observations by eminently qualified observers of solid objects under intelligent control with propulsion technology irreproducible by human knowledge. All possible predictions of

the ETH have been corroborated, and the inductive process is every bit as valid as the process that led to the Big Bang hypothesis.

Illogical skeptics will complain that any hypothesis can be induced in this framework, such as a giant purple unicorns or flying cats. But the problem is that our current physics predicts that aliens exist, and we know that interstellar travel is *possible*; it may be difficult, but it certainly is possible, and many scientists like Tipler feel that it is almost inevitable. This is why the ETH is the simplest hypothesis after the misidentification hypothesis is discarded. Hypotheses in between, such as an "unknown atmospheric phenomenon", are too vague and specious to be of any value, since they are the logical equivalent of postulating an "undetected flaw" in the analysis of a radar-visual case; but most of all, such a hypothesis fails to explain daylight sightings, and only relies on nocturnal luminosity reports, which is a selective filtration of the observations. Therefore, only the ETH can be of value after rejection of the misidentification hypothesis.

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GETTING TO LEVEL 2

Date: Mon, 11 May 1998 11:10:27 -0500
From: Mark Cashman <mcashman@IX.NETCOM.COM>
Subject: On Phil Klass
To: CURRENT-ENCOUNTERS@LISTSERV.AOL.COM

On Mon, 11 May 1998 11:55:59, Mark Cashman <mcashman@IX.NETCOM.COM> wrote:

Rob wrote:

"I will easily concede that Phil stretches it on occassion - sometimes invoking explanations of puzzling UFO reports that strike us as "cheesy," or to be more academic, "inelegant." Of course, that's par for the course across the UFOlogical spectrum, from time to time, so I fail to see how this somehow invalidates him as a member of the UFOlogical community. I will as easily concede him a good point when made - and he's made a lot of them . I should think that this facet of his work would bring him closer to the UFO community."

The problem with Klass, as opposed to the position of the properly skeptical ufologist, is that he won't accept the contention that there are unexplained UFO reports which are challenging and interesting; while our properly skeptical UFOlogist has no problem with accepting both that many reports can be explained and that there are challenging and interesting UFO reports which cannot be explained prosaically.

A further problem with Klass and the attitude he promulgates is that it treats every UFO report as an isolated concrete and denies the possibility of patterns, or of the reinforcement of the validity of a report based on conformance to a pattern. As Hynek put it, if you first, a priori, assume that all UFO reports are explainable as misperceptions, hallucinations or hoaxes, and secondly take every UFO report as if it were the only UFO report in the world, and thirdly allow for any combination of circumstances, no matter how improbable each circumstance may be, to occur at the same time, you can probably come up with an "acceptable" explanation for any UFO report. However, that is not scientific.

The final problem is his willingness to throw away or deny any portion of the witness testimony which may be inconvenient for his desired explanation. That is very firmly not scientific. After all, if I throw away all of the evidence for the atomic structure of matter which I find inconvenient, I can probably prove that the universe is made of the four elements of Fire, Earth, Air and Water - but it won't be science when I do so.

"I see accusations that he "lacks integrity" quite frequently. Lacks integrity?"

I believe it would not necessarily be invalid to say that any theorist lacks intellectual integrity, who is unwilling to accept the complete testimony of the witness(es) be accounted for by his theory.

"In my recent interview with him, his first and foremost position seemed to be that he has not seen a case which is clearly indicative of extraterrestrial visitation. This seems a pretty valid stance, to me - probably more valid than wholesale endorsement of ETH."

There are many UFOlogists who accept UFOs as a scientific problem without endorsing the ETH. Furthermore, we cannot evaluate Klass position without an answer to the question - what would constitute a case indicative of extraterrestrial visitation? Then we would have to analyse such an

answer and filter out a priori assumptions about the nature of extraterrestrial life and technological capabilities (any of which can be no more than the rankest speculation).

Klass would not be alone in making such assumptions part of his "standard". Vallee, whatever his other virtues, made many such a priori assumptions part of his "critique" of the ETH. Many, if not all, of his assumptions can be clearly shown to be irrelevant or sheer prejudice.

It is further an act of intellectual abdication to claim to rely on the content of a single case to validate the ETH, the PNH or any other hypothesis. Was the theory of relativity considered valid after a single experiment? Was the theory of the aether abandoned immediately upon the publication of Michaelson-Morely? Of course not. Multiple repeated experiments or observations which form a pattern supporting or denying a hypothesis are essential for scientific work. Again, Klass' "method" of taking each UFO case in isolation predetermines that it will be impossible for the data to accumulate any convincing weight in his mind.

"Let's consider the Mansfield, Ohio case, which Ronald Story included on his "not suitably explained" list."

To allow his explanation Klass must ignore or discount the witness testimony that:

1) A red light paced the helicopter for a short period, since meteors don't do that.
2) The red light turned and headed toward the helicopter. Meteors don't do that.
3) The pilot enters into a power dive and observes simultaneously the collective in the full down position and the rate of climb indicator showing 1000 fpm rise. Meteors don't affect the flight of aircraft.
4) The final altitude is 1000 feet above the oriiginal flight altitude despite the dive from 2500 feet to 1700 feet.
5) The object is observed to continue slowly toward Mansfield airport and then turn and then accelerate. Meteors don't turn or accelerate.

Heck, what's left? "We saw a bright light that flew over the helicopter."? Now _that's_ easily explained.

Oh, and I forgot -

6) The light was initially red; meteors are not typically "red".
7) The light is red and green when the object seems to be pacing the the helicopter.

(Since the light is red, and both red and green lights are supposedly seen from the helicopter, and the object is traveling perpendicular to the helicopter, how can the windshield affect one light and not the other? If the object is red, and seen through a green glass, the result is not green, it is brown.)

Now, let's be generous, and even allow points 1 and 2 are actually an autokinetic illusion fostered by the fact that the object is headed directly toward the helicopter, and even allow 5 to be some sort of autokinetic illusion based on the helicopter entering a turn.

How can we explain the rest without calling two experienced airmen liars? The answer - we can't. Does the meteor explain the case? No, it does not. Will Klass admit it? No he does not. Does that show integrity? No, it does not.

"IMHO, he doesn't have to back down from all the others, because, as far as I can see it, anyone who accuses him of false explanation probably needs the real explanation at hand, with unimpeachable evidence to back it (else, it's just a war of conflicting hypotheses)."

No, this is a misunderstanding of the rules of scientific evidence. Anyone, including Phil Klass, who

proposes to explain a case, that is to support or refute a hypothesis, is under the same obligation to provide evidence for their position. In any war of hypotheses, the hypothesis which explains the most features of the report wins. Not the hypothesis which is the least offensive to Phil Klass. On this score, Klass does not seem to do a very good job, and yes, he does have to back down when he can't explain 70% or so of the events in a report.

And, on the other hand, declaring that a report is unidentified simply states that the cause of the report cannot be determined. This is not really a hypothesis, since it does not propose an explanation or a cause for the report. The burden of proof is on the explainer.

In another paper, I discuss the methodology required for examining UFO reports. Essentially however, it goes like this:

1) Form hypotheses for a prosaic cause to the report and do everything possible to support them. If a meteor is conjectured, obtain other sightings of the same meteor and determine that all of the aspects of the report can be accounted for by a conventional meteor. If an aircraft is conjectured, then determine the flight plan and ID number of the aircraft. If all attempts at explanation fail, categorize the report as unidentified and proceed to step 2. If the testimony is dubious, rate the report at a low probability or reject it as a hoax.

2) Take the reports which are unidentified by step 1 and analyse them for patterns. Form hypotheses as to the types of patterns that will be observed and their causes / consequences. Search for said patterns in order to refute or support the hypothesis.

Since Klass allows nothing to pass step 1, no matter how much the data must be distorted to prevent it, he never reaches step 2. Because of people like Klass, relatively few UFOlogists have reached step 2 - they are too busy defending their cases against ludicrous and fluid hypotheses which ignore or distort the case data.

Incidentally, step 2 can also be performed on IFOs. To the best of my knowledge, no "debunker" has ever attempted such a step.

"I think the only accusation I would ever level at Phil is that he sometimes formulates bad hypotheses. Here, we return to the idea of peer review. So, his explanation is bunk. He can hold it, even in the face of peer review, until such time as someone can conclusively prove that he is wrong."

No, he will be ignored until he conclusively proves he is right. And he cannot be a peer any more than someone who denies the atomic nature of matter is a peer of the nuclear physicist.

"It's easy to portray Phil as the "Oil Can Harry" of UFOlogy, but I believe he is really sincere about what he does. Maybe misguided or stubborn from time to time, but undoubtedly sincere. Which means he has integrity, in that he is true to what he believes in."

Integrity is not a synonym for stubbornness or sincerity. It is based on "integration", which means having the results of one's thinking be as seamless and integrated a whole as possible. Klass' thinking is a pastiche of denying the data and casting aspersions on the witnesses. It is not recognizable as scientific integrity, which requires willingness to admit of failure and acceptance of the whole of the data as the thing to be explained.

Mark Cashman, creator of The Temporal Doorway at
http://www.geocities.com/~mcashman

Date: Mon, 11 May 1998 19:51:47 -0400
From: Mark Cashman <mcashman@IX.NETCOM.COM>

Subject: FW: On Phil Klass - Pt. II
To: PROJECT-1947@LISTSERV.AOL.COM

Rod:

Re some of the other comments in this, please see the e-mail I just dispatched. I think I have covered them.

But I do want to address this comment of yours in more detail:

"But, all manner of debate on matters of integrity, philosophical orientation, etc., etc. aside, if it were up to me, I would allow the wolf (Phil Klass) into the fold (serious UFOlogists). Why? Because, if he is as nefarious as you indicate, and possessing of some degree of influence upon his audience, is it not the responsibility of the UFOlogist to take him on? In the interest that truth shall prevail? Otherwise, I see a disturbing similarity between the proclamation that he be ignored and what mainstream science has done with the UFOlogical community - not so much related to the quality of evidence or a lack thereof , but in the sheer ivory tower loftiness of it all."

There is some virtue in this, but I will point out that the intellectual and temporal capital of UFOlogy is limited. Every hour spent battling back yet another ludicrous "Kenneth Arnold saw geese" and "Bertrand, Hunt and Muscarello saw a hoax kite" is an hour not spent on the kind of serious work I think we agree is needed in UFOlogy.

Some people are attracted to the debate against the debunker. I spent a good chunk of a year on a "skeptic" list and a few times attempted to engage in such a debate. The times I attempted this I found the participants preferred to engage in ad hominem attacks on witnesses and investigators if the data could not be squeezed to fit into a natural phenomenon category. They engaged in the same sort of logical errors of which they accused UFO proponents, but would not recognize or admit to it except in the rarest of cases. I decided that such debates accomplished nothing except to raise my blood pressure, and that they were certainly doing nothing to advance knowledge in UFOlogy. And, frankly, I found the level of debate and critique among serious researchers who considered UFOs a real problem to be at a level that was far superior to that brought forward by "skeptics". In general one finds more constructive skepticism in this room than in any of those. Look at the recent debates on Linke, on Rendlesham, on radar cases...

There is no question that debate is important. And I enjoy debates or discussions with and among people who take their work seriously enough to try to refine it through their own contributions, positive or negative. I think many other researchers would agree that this is very productive.

On the other hand, there are many areas of profitless debate. One is - do UFOs exist as an objective phenomenon? The only way to resolve that is to go into the field and investigate and to spend time in analysis. Another are cases like Roswell, where the evidence pro and con is so evenly balanced, and where the information content is so low in any event, that nothing useful can come from it.

So, in short, others may tilt at the debunker's windmill. I'd rather work on the neglected areas in level 2.

Mark Cashman, creator of The Temporal Doorway at :
http://www.temporaldoorway.com/search/index.htm

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History 101

A compilation of UFO facts and quotes

Professor Hermann Oberth:
The German rocket expert considered one of the three fathers of the space age. In 1955, Dr. Werner Von Braun invited him to the U.S. where he worked on rockets with the Army Ballistic Missile Agency and later NASA: "It is my thesis that flying saucers are real and that they are space ships from another solar system. I think that they possibly are manned by intelligent observers who are members of a race that may have been investigating our Earth for centuries." (Oberth, H., "Flying Saucers Come From A Distant World", The American Weekly, Oct 24, 1954)

Admiral Roscoe Hillenkoetter, first Director of the CIA (1947-1950):
"Unknown objects are operating under intelligent control...It is imperative that we learn where UFOs come from and what their purpose is." (Source: Maccabee, Bruce, "What The Admiral Knew: UFO, MJ-12 and R. Hillenkoetter," International UFO Reporter, Nov/Dec., 1986.)

General Lionel M. Chassin, Commanding General of the French Air Forces, and General Air Defense Coordinator, Allied Air Forces, Central Europe (NATO):
"The number of thoughtful, intelligent, educated people in full possession of their faculties who have 'seen something' and described it grows every day...We can...say categorically that mysterious objects have indeed appeared and continue to appear in the sky that surrounds us... (they) unmistakably suggest a systematic aerial exploration and cannot be the result of chance. It indicates purpose and intelligent action."

Rear Adm. D.S. Fahrney, Ret., former Navy missile chief (circa 1956):
"Reliable reports indicate there are objects coming into our atmosphere at very high speeds. They way they change position would indicate their motion is directed."

Captain Ed Ruppelt (1956):
After the Fort Monmouth, NJ, radar sightings (which started on Sept 10, 1951), the Air Force held a meeting at the Pentagon. General Cabell presided over the meeting, and it was attended by his entire staff plus Lieutenant Cummings, Lieutenant Colonel Rosengarten, and a special representative from Republic Aircraft Corporation. The man from Republic supposedly represented a group of top U.S. industrialists and scientists who thought that there should be a lot more sensible answers coming from the Air Force regarding UFOs.

"Every word of the two-hour meeting was recorded on a wire recorder. The recording was so hot that it was later destroyed, but not before I had heard it several times.....it didn't exactly follow the tone of the official Air Force releases--many of the people present at the meeting weren't as convinced that the 'hoax, hallucination, and misidentification' answer was quite as positive as the Grudge Report and subsequent press releases made out."

(1956) Capt. Edward J. Ruppelt (1956):
"The one thing about these briefings that never failed to amaze me, although it happened time and time again, was the interest in UFOs within scientific circles. As soon as the word spread that Project Blue Book was giving official briefings to groups with the proper security clearances, we had no trouble in getting scientists to swap free advice for a briefing. I might add that we briefed only groups who were engaged in government work and who had the proper security clearances solely because we could discuss any government project that might be of help to us in pinning down the UFO. Our briefings weren't just squeezed in either; in many instances we would arrive at a place to find that a whole day had been set aside to talk about UFOs. And never once did I meet anyone who laughed off the whole subject of flying saucers even though publicly these same people had jovially

sloughed off the press with answers of 'hallucinations,' 'absurd', or 'a waste of time and money.' They weren't wild-eyed fans but they were certainly interested."

General Lionel M. Chassin, Commanding General of the French Air Forces, and General Air Defense Coordinator, Allied Air Forces, Central Europe (NATO):
"The number of thoughtful, intelligent, educated people in full possession of their faculties who have 'seen something' and described it grows every day...We can...say categorically that mysterious objects have indeed appeared and continue to appear in the sky that surrounds us... (they) unmistakably suggest a systematic aerial exploration and cannot be the result of chance. It indicates purpose and intelligent action."

U.S. President Harry S. Truman:
"I can assure you that flying saucers, given that they exist, are not constructed by any power on earth." (Press Conference, April 4, 1950)-

NASA Information Sheet, 2/1/78:.
U.S. Department of Defense: "REPORTS OF UNIDENTIFIED OBJECTS ENTERING UNITED STATES AIR SPACE ARE OF INTEREST TO THE MILITARY AS A REGULAR PART OF DEFENSE SURVEILLANCE."

Francis Ridge:
The UFO situation got so serious in 1952 that a meeting was convened with Air Force officials and the CIA (Robertson Panel).

Captain Ed Ruppelt:
"...and it was up to them to tell us if they (UFOs) were real---some type of vehicle flying through our atmosphere. If they were real, then they would have to spacecraft because no one at the meeting gave a second thought to the possibility that the UFOs might be a super secret U.S. aircraft or a Soviet development. The scientists knew everything that was going on in the U.S. and they knew that no country in the world had developed their technology far enough to build such a craft that would perform as the UFOs were reported to do."

(Ridge: What the records showed and what the Air Force knew, was rejected by the panel).

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The Logical Trickery of the UFO Skeptic

By Brian Zeiler

Skeptics in the scientific community resist the evidence for extraterrestrial visitation because of the implications it raises and because of the questions it begs. But should the integrity of the determination rely on the implications of a positive classification? Or should the classification of true or false be assessed in isolation of the implications? Which is worse -- a false positive, meaning ruling in favor of the UFO as a unique phenomenon when in fact it does not exist, or a false negative, meaning ruling against it and missing out on its true existence?

The answer, of course, lies in the incentive structure of the analyst. An equally intelligent non-scientist has no incentive nor predisposition to favor one type of error over the other, but scientists do. For scientists, it would open a whole new confounding problem domain, and it would make them look incompetent in the public's eyes for missing out on this fact for 50 years. That's why the incentive structure of contemporary scientists is such that they will not accept alien visitation unless they must, which would be when they get irrefutable physical proof. Their incentive structure prohibits them from making any such inference unless it is unavoidable, and they will strain the boundaries of logic and reason to no end to dismiss all evidence other than physical proof, no matter how powerful it may be. This scientific predisposition toward disbelief, rooted not in science and logic but rather in dogma and paradigm, brings us to the logical trickery of the scientific UFO debunker.

What Exactly is "Extraordinary"?

First, the scientific debunker will say that because alien visitation is an extraordinary claim, it thus demands extraordinary proof. Therefore, no evidence is suggestive of alien visitation unless it is accompanied by irrefutable physical proof -- even if the observations directly indicate, within normal scientific evidential standards, the presence of a solid object under intelligent control with propulsion technology beyond human understanding. No matter how directly the observations indicate an anomalous vehicle of nonhuman origin, skeptics maintain that a prosaic explanation must be adopted unless physical proof is obtained. But such a stance, rigid beyond the normal standards of scientific methodology, is a direct product of the incentive structure, not of logic, as indicated above. Normal standards of science would require meeting the evidential threshold for each of the above conditions necessary to establish extraterrestrial origin; yet the same degree of evidence for physical substance is rejected for anomalous vehicles when it would otherwise be accepted for observations of more conventional vehicles.

Thus, the debunkers have failed to define the boundary of extraordinariness, which renders the declaration logically specious due to its wholly arbitrary implementation that is easily contaminated by individual and collective incentives. They exploit the arbitrary classification of "extraordinary" by applying absurdly rigid evidential boundaries to cases that clearly feature anomalous, physical vehicles that humans could not have built. Instead of assessing the case for physical substance on its own merits with the radar-visual observations, they merely apply a priori probabilities of nearly zero to the detection of anomalous vehicles, with no logical defensibility in the face of insufficient information to estimate the a priori probability, and therefore give themselves license to reject all evidence of any quality unless a physical specimen is obtained.

For instance, if SETI receives an anomalous repeating signal with intelligent content such as a mathematical constant, and rules out all known causes of terrestrial and deep-space interference, do they need a chunk of the alien radio dish or a dead alien to attribute it to alien origin? It would be just as easy to apply UFO-skeptic logic and insist that the signal is nothing more than anomalous until we obtain physical proof of aliens; after all, why ascribe a radio signal to alien

origin before we have physical proof of the existence of aliens? After all, we cannot rule out malfunction, fraud, or human error with 100% certainty, so the simplest explanation is an undetected flaw, not an alien message. Right?

Or is it really just the case that the a priori probability assumed by scientists of alien radio detection is higher than that assumed for atmospheric detection? Is this a priori probability differential between radio versus atmospheric detection logically defensible? Or do we lack sufficient information to make anything but a wild guess, a guess contaminated by incentive, dogma, and mere habit? Why do so many scientists, including Tipler and Fermi, argue that interstellar travel would be feasible for advanced civilizations whose productivity growth has created such vast wealth that journeys are less expensive than they would be for us humans? Do we know what alien energy resource stocks are? Even right now, we have the technology to mount a journey at 10% of the speed of light and arrive at the nearest star in 40 years. How "extraordinary" is it to consider that, several billion years ago, one culture might have mounted a gradual expedition that took them to our solar system and many others? We sure don't know whether this is "extraordinary" or the natural outcome of technological advancement, but many scientists wish to believe, simply due to heavily entrenched ideologies with absolutely no basis in logic nor fact, that such interstellar expansions are far less likely than the human interception of alien radio signals.

So just what is "extraordinary", aside from a word referring to a claim for which extremely low a priori probabilities of truth are applied? I consider extraordinary a claim which undermines fundamental precepts of physics. Alien visitation does not do this. And no matter the difficulty as we perceive it, interstellar travel does not violate the laws of physics. Neither do aliens. Therefore, alien visitation does not violate the laws of physics, and nor does it require a straining of credible probabilistic expectations. We simply don't know how likely it is. And that is hardly a strong case for considering alien visitation an "extraordinary claim."

Nevertheless, skeptics will insist on applying to alien visitation an a priori probability of nearly zero for some strange reason. Interestingly, many scientists such as Fermi and Tipler were skeptical of both UFOs and of alien life in general; they contended that interstellar travel would be easy for advanced civilizations, so the lack of overt contact disproved alien existence. Yet most UFO skeptics do believe alien life exists out in the universe -- just not here. So they defend the near impossibility of interstellar travel, which contradicts a considerable portion of the scientific community.

This a priori probability allows them to reject evidence arbitrarily that would otherwise confirm the presence of a solid object under intelligent control with propulsion irreproducible by human technology. For instance, when a certain degree of corroboration of physical substance for an airplane is obtained for an unconventional disk-shaped vehicle, this degree of evidence is accepted for the airplane but rejected for the anomalous vehicle. The only way to do this is to apply a priori probabilities of nearly zero to the detection of such an anomalous object. The problem, of course, is that first of all, we don't have enough information to defend a low a priori probability, and second of all, this approach guarantees automatic rejection of normal avenues of evidence. Effectively, what the skeptics are saying is that radar evidence is too "ordinary" to suffice for an "extraordinary" claim. They succeed in eliminating from review all types of indirect and direct evidence, except for physical proof.

This type of logic can be successfully applied to any claim. For instance, let's declare that dinosaurs are an extraordinary claim. This declaration requires no logical substantiation, just the way skeptics use their nearly zero a priori probability of extraterrestrial visitation to declare the claim extraordinary with no logical defense whatsoever, given the insufficient information to determine this probability. So, we have declared dinosaurs to be an extraordinary claim. The next step is to reject all fossil evidence for dinosaurs, since fossils are only acceptable for

ordinary claims such as woolly mammoths; for extraordinary dinosaur claims, fossils are worthless. What we need, as dinosaur skeptics, is physical proof of an intact dinosaur. And, to make it even more similar to the skeptic approach, we don't need to defend the rationale of the demand for physical proof of dinosaurs; the fact that it is an extraordinary claim allows us to demand the very upper boundary of conceptually feasible modes of proof -- but conceptual feasibility does not translate into practical feasibility. Sure, I can demand physical proof, but will I get it? Is it worth ignoring fossil evidence in my wait for physical proof?

We could extend the analogy further by applying more skeptic logical tricks. For instance, dinosaur articles are published in journals which already believe in dinosaurs; therefore, it is biased and one-sided, and hardly representative of truly critical peer review. We could assert that all fossils are best explained as hoaxes, misidentifications of known and unknown geological processes, and hallucinations and/or misinterpretations by overzealous paleontologists imposing their belief system on an anomalous rock. This, I can contend, is the "simplest explanation", and I don't have to worry about using over strenuous logic because, in an absence of physical proof of dinosaurs, any explanation is simpler, no matter how contrived and convoluted! This is the essence of the scientific rejection of the UFO evidence: an overwhelming need to disbelieve coupled with a shameful lack of research into the actual evidence.

The Demand for Physical Proof

If aliens were visiting, I find the expectation of physical proof quite illogical, since it's going to be hard to obtain. In fact, it may even be impossible. But the skeptics don't mind, since they have already decided to disbelieve until they obtain the highest conceivable level of proof. In the above discussion, it was noted that anybody can apply this logic by insisting that dinosaurs should not be accepted until we find an intact, frozen, preserved dinosaur with the flesh still on the bones, and if that's impossible -- well, too bad. Is it rational to reject fossils the way skeptics reject radar-visual cases and ground-trace cases and then demand a preserved dinosaur specimen the way skeptics demand an alien and/or vehicle specimen? I contend that physical proof is an unattainable evidential boundary which guarantees rejection of the hypothesis of extraterrestrial origin.

Despite the table-pounding insistence by skeptics on physical proof, they have simply not been able to defend this demand, one which is far beyond the scientific rigor that standard scientific methodology would require. The UFO evidence has satisfied the evidential threshold of normal scientific protocols; unfortunately, the evidence has been rejected by the dogmatic, specious demands for physical proof. For all these demands for physical proof, the skeptics have not been able to meet any of the following logical criteria necessary to defend the imposition of this arbitrary evidential threshold:

How can one declare a claim to be extraordinary without sufficient information to defend a low a priori probability?
Are there degrees of extraordinariness?
How does one relate a degree of extraordinariness to a fair and reasonable evidential threshold?
What is it about extraterrestrial visitation that implies the availability of physical proof?
How can we obtain physical proof?
How can an evidential threshold be imposed with no logical defensibility nor any rational expectation of actually meeting such a stringent threshold?

Occam's Razor and the Skeptics

The UFO skeptics don't understand Occam's Razor, and they abuse it regularly. They think they understand it, but they don't. What it means is that when several hypotheses of varying

complexity can explain a set of observations with equal ability, the first one to be tested should be the one that invokes the fewest number of uncorroborated assumptions. If this simplest hypothesis is proven incorrect, the next simplest is chosen, and so forth.

But the skeptics forget two parts: the part regarding the test of the simpler hypotheses, and the part regarding explaining all of the observations. What a debunker will do is mutilate and butcher the observations until it can be "explained" by one of the simpler hypotheses, which is the inverse of the proper approach. The proper approach is to alter the hypothesis to accommodate the observations. One should never alter the observations to conform with a hypothesis by saying "if we assume the object was not physical, despite the level of evidence that would imply the solidity of a conventional aircraft with near-certainty, then we can also assume the object was not moving, was not exhibiting the color orange, was not 50 feet in diameter as described, and then declare that it was really Venus."

But that's okay for the skeptics to do because it's an "extraordinary claim" being made that deserves to be explained away in a Machiavellian fashion as rapidly as possible with the urgent zeal of a religious missionary. Now, to alter observations to force conformance with the preferred hypothesis -- is that science? Or is that dogma? The answer, of course, is dogma. This practice is extremely poor science, and the approach undermines the very spirit of scientific inquiry. It is simply unacceptable to alter the observations that refuse to conform with the predetermined, favored explanation.

The ETH and Falsifiability

While a more thorough discussion of the formulation and potential falsification of the ETH can be found on the ETH page, one particular aspect is worthy of note as another logical trick. The skeptics complain that the ETH is not falsifiable, which is a condition that violates a necessary component of hypothesis formulation. This is not true, as explained on the ETH page. However, even if it were true, the skeptics fail to realize that their beloved SETI hypothesis of alien radio signal detection can be said to be nonfalsifiable! Does a lack of detection disprove the hypothesis that aliens are beaming mathematical constants at us? Certainly not, since our equipment may not be strong enough to detect them. It's been 30 years since SETI's beginnings, with absolutely no positive results whatsoever, yet the nonfalsifiability allows preservation of the project with hopes as high as ever.

Science versus Skepticism

Skeptics are skilled propagandists who appeal to base emotions just like a seasoned politician. Skeptics like to wrap themselves in the robe of science, declaring that their approach and conclusions are "scientific", in just the same way that a politician will cloak himself in the mantle of "family values" and "doing what's right for America." But is skepticism really as scientific as the skeptics want people to believe?

As has been explained throughout this essay, the clear answer is no. Their logical reasoning is rife with fallacies, from their arbitrary declaration of a claim as being extraordinary to their specious demand for physical proof to their abuse of Occam's Razor to their erroneous complaints about hypothesis falsification. So why do they claim that they are the real scientific side?

Skeptics are mostly scientists, but that certainly doesn't mean they behave scientifically, as has been explained. Their behavior stems partially from their distaste for public opinions that contradict the consensus of the scientific community. When a public consensus does contradict the scientific opinion, the scientists will mount a public campaign to discredit this opinion, because such an opinion undermines the role of the scientist in society as the appointed knowledge-seeker and truth-gatherer. What good are scientists if mankind will only insist on believing in warm, fuzzy superstitions anyway? So, these scientists who are guilty of the logical

infractions exposed in this essay are so consumed with the presumed validity of their opinions that, like a zealous religious fanatic, they must convert the masses to the side of truth in order to salvage their own self-image.

The second stimulus of pseudoscientific skepticism is that these scientists, who do not represent all scientists but rather a rogue band of propagandists, feel that science is about the mastery of nature. When nature introduces an anomaly -- a violation of expectation -- to science, the anomaly must be crushed. How dare nature violate science's laws and principles! The anomaly is supposed to indicate an incomplete framework or incorrect a priori assumptions, yet to the skeptical propagandists, it indicates misbehavior by nature that cannot be allowed to undermine their role in society. The anomaly is a threat to the validity of their work, so they must wish it away, convince themselves through wild logical fallacies that the anomaly does not exist, and return the public back toward the truths of nature that are approved by the scientific community. This tendency only changes when it becomes more work to deny the anomaly then to accept it; sadly, with UFOs, this is not likely to occur, because the scientific community will never deal with UFO reports.

Conclusion

The scientific community has vociferously resisted the acceptance of anomalies for centuries, with the Copernican Revolution being the most notable historical example. They threaten the paradigm and disturb the equilibrium. They undermine the community's self-perception of usefulness and value to society by threatening to destroy the assumptions behind their work. For the purposes of emotional well-being, they will be protested and debunked until they can no longer be denied; with UFOs, the breaking point will be physical proof. Yet as this essay demonstrated, the criterion of physical proof is a product of anomaly resistance, rather than a rational assessment of a priori probabilities or a rational interpretation of evidence. Instead of applying fallacious reasoning to the evidence, applying normal scientific standards to the UFO evidence would long ago have enabled the scientific community to embrace the ETH.

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Project Hessdalen 1984 - Final Technical Report

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FOREWORD

The report first give an introduction to the project. Telling about the history of the lights and the running of the project. Then it lists all the instruments, and the arguments for using these instruments. Then it presents the results. All the details about the measured data are in the appendix. The fourth chapter discusses what we learned during the project

part 1, and what we should have done differently. At last, there is a conclusion.

1. INTRODUCTION.

Hessdalen is a valley in the middle part of Norway, south-east of Trondheim, about 30 km northwest of the town Røros. The valley is about 12 km long, and about 150 people live there.

In December 1981, unknown lights suddenly started to show up. The lights could stand still for more than an hour, they could move around slowly, and sometimes they could stop. They could also show a large speed: at one time a speed of about 8500 m/s was tracked by radar.

These lights could be anywhere. Sometimes they were reported to be just above the roof of the houses, or just above the ground. Sometimes they could be high up in the air. Mostly the lights were reported to be below the tops of the mountains nearby. No one could give explanations for these lights.

The lights appeared to have different specific forms. This showed up on the photos. It could have a form of a bullet, with the sharp end down. It could be round as a football. It could be as a "Christmas-tree" upside down. The colours were mostly white, or yellow-white. Sometimes it could have a small red light, usually on the top or bottom of the white. A few times it seemed to have all the colours; red, green, blue, yellow, at the same time. And sometimes, on the photos, we can see a blue light.

The lights were occuring several times a day, but mostly during the evening or nighttime. At the most, it could be seen about four times a day. All of these were actually in the valley. If we had counted those lights that showed up higher in the sky also, it could have been a higher number. There were more lights in wintertime. In summertime, lights were seldom seen at all. One reason for that might be that there is daylight almost whole night in summertime in Hessdalen.

The lights could be split in three group

- 1. Small and strong white or blue flashes, which could show up everywhere in the sky.

- 2. Yellow or yellow-white lights. These lights have very often been seen in the valley, just over the roof of the houses, or even down on the ground. They could be stationary for more than an hour, move slowly around in the valley, and sometimes show large accelerations and speeds. They could also be higher up in the sky. Mostly they moved on a north/south course.

- 3. Several lights together with a fixed distance from each other. Mostly it was two yellow or white lights with a red in front. Many people talked about "The object", when they saw this type of light. These lights could move slowly around the top of the mountains. The direction of "traveling" was mostly on a north/south course.

Suddenly, in the spring of 1983, the lights seemed to be much more seldom. In the summer of 1983 we got no reports. However, in the autumn and winter reports started coming in again, but much fewer than the years before. However, in this autumn (1984), we have got more reports than last autumn.

As no official institutes with governmental support seemed to care about these unknown lights, five persons started their own project. The aim of the project was to find out what this phenomenon in Hessdalen and nearby areas was. Even if we didn't succeed in that, we hoped to find out a little bit more about the phenomenon than what we knew before. This is the report on part 1 of this project. If founding is available, we will go on for another year.

The project consists of a "working committee", which has the responsibility for running the project, and an "advisory committee", which should help the working committee in the theoretical part. It should act as an expert group and answer questions from us; the working committee. (The fact is that the advisory committee got very little work from us, because we managed to build up a local expert group, consisting of people from Norwegian Defence Research Establishment (NDRE), the University of Oslo and the University of Bergen. In these days, the University of Trondheim also joins the group.)

The project was born on 3 June 1983. On 27 August it was presented on BUFORA's 3. international UFO-congress in England. During the autumn a research program was established. On 19 November the project was presented to the people in the valley. During the first part of January 1984, an information bulletin, explaining about the project, together with a simple report form, which people should return to us, were sent out to 3300 households in the district. The work in the field, with all the instruments, started on 21 January 1984, and ended on 26 February.

The work in the field started with a "test weekend". This weekend should be a training session for the main part, which should go on from 11 February to 26 February. During the test weekend about 22 persons were present. Some of these people could be on duty between the test weekend and the main part. Therefore, we decided that the project should go on, all the time from 21 January to 26 February. During the time between the test weekend and the main part there were few observers present. From Monday 23 January to Friday 27 there were 5 people. After that, only one or two people were on duty. That is perhaps the main reason why there are few reports during that period. In the main part, from 10 February to 27 February, the number of observers was as shown in fig. 1.1.

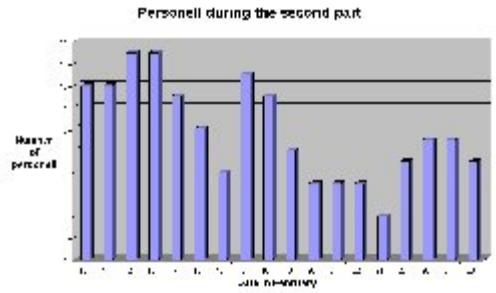

Fig. 1.1. - The number of observers during the main period.

The people in the field were divided in three groups during the test weekend. Some on the headquarter on Aspåskjølen, some on Finnsåhøgda, and some on Fjellbekkhøgda. For a short period, some people were at Heggset, too.

During the main period, from 11 February to 26 February, people were divided in three groups, but now the field-stations were at Hersjøen and Litlfjellet. The headquarter was still at Aspåskjølen. The headquarter was a caravan, with most of the instruments in it.

Some of the photos that were taken of the Hessdals-phenomenon prior to the project period, are in the appendix.

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The working committee has consisted of:
L. Havik, O.G. Røed, H. Ekstrand, J. Fjellander and myself, Erling Strand. Together we acted as a project leader-team, which had the responsibility for each part of the project.

[Map of Hessdalen will come]

2. THE INSTRUMENTS

We were facing something unknown, mostly reported as light sources. We wanted to find out what this could be. What should we do?

We focused upon the lights, mainly because most of the reports were dealing with them, and because they were most likely to give results. To find out what kind of instruments we needed, we first studied some of the reports, then we studied what people had proposed as solutions for these unknown lights. That led us to the following instruments:

- Camera with gratings
This is the best way of getting information of what kind of light source we are dealing with. Is it a continuous spectrum, or is it not? That is: Is it a light due to a thermal process, or is it not. If not, what gas-combination can it be? If it is, the big question is: What is the energy source?

This is probably one of the most important measurements to be done. If we get an answer to this, then we can choose the further procedure. It will also eliminate the wrong hypothesis. Plasma phenomena may give a line spectra, as for instance the aurora.

We obtained totally 6 gratings, 3 especially designed for spectral analysis: Paton Hawksley TE.216E. We also got one Paton Hawksley TE.218C and TE.215.

- Seismograph
Is this light due to movements in the ground? This is a hypothesis widely discussed these days. The hypothesis was proposed by P. Devereux in his book: "Earth Lights". There could either be a direct connection with movements in the ground, or it could be a connection with the tension in the ground just before or after a movement in the ground.

That hypothesis was the background for the seismological and geological investigation. We installed a seismograph; "MEQ-800 Portable Seismic System", in Hessdalen in October 1983.

We have also got detailed stereoscopic pictures from Hessdalen and the nearby areas. We could then find out more about the geology. This work is done by Dr.Sc.nat. M. Heim.

- Radar

Do these lights reflect radar waves, and if they do, what is the distance and speed of these lights?
This leads us to the radar: "Atlas 2000". This radar has a wavelength of 3 cm, with a maximum distance of 33 km.

- Spectrum analyser

Many reports from other parts of the world indicate that there has been electrical interference when an unknown aerial phenomenon is nearby. Radio communication has been affected. Even though, nothing of this has been reported from Hessdalen, we decided to monitor the spectrum. We coupled a broadband antenna to a spectrum analyser, which swept

from from 150 KHz to 1250 MHz continuously. This was a Hewlett-Packard, with a 8554L-RF Section, 8552A-IF Section and 141S Display Section.

We also got a radio interference and field intensity meter; Singer NM-25T. This instrument cover the band from 150 KHz to 32 MHz. The purpose of this instrument was to measure the strength of any unknown source detected by the spectrum analyser.

- Magnetometer

There is an hypothesis claiming that this phenomenon may be associated with a magnetic field.

We wanted to test this hypothesis as well. We also wanted to see if there were any connection with magnetical fluctuations (which occur frequently). We got a Fluxgate Magnetometer; Model FM100, Serial 73. This device had a high sensitivity: 1000 gamma gave a reading of 1 Volt. It had three outputs: X (towards north); Y (towards east) and Z (vertical). We connected this to a two-channel recorder: TOA Electronic Polyrecorder Model EPR-200A. Then we could record two (of the three) dimensions. This recorder was available only for a small period of the project. Whenever it was not available, we used an Esterline-Angus Graphic Ampmeter.

The magnetometer was mainly designed to measure slowly varying magnetic fluctuations, as for instance magnetic storms. It was not a pulsationmeter. It had a frequency response within 3 dB from DC to 0.5 Hz. Some of the pulsations were recorded when we used the TOA Polyrecorder. Sometimes they could be hard to read.

- Laser

A couple of reports from Hessdalen state that the light disappeared when a strong light-source was directed towards it. We wanted to test if this was correct. Therefore, we got a 633 nm laser from Spectra-Physics Inc. Model 155. This had a power of 0.4 to 0.76 mW in the TEM (00) mode. The divergence was 1 mrad.

- Geigercounter

Some people have claimed that there have been radioactive radiation from such uknown phenomena. Therefore, we got three geigercounters, which continously measured the background radiation. We had two Radiation Alert Mini, and one home-made with digital read-out.

- IR-Viewer

If there is any strong IR-radiation from these lights, it might be seen with an IR-viewer. We got two of these, from FJW, model 80045.

3. THE RESULTS

3.1 The lights.

During the project period in the field, from 21 January to 26 February, we obtained 188 reports on different lights. These reports have been characterized by two indices:

- One describes the quality of the report, and is given values from G1 to G10. If the report has very few details, it will probably get a G1. If the report is well documented with many details, it will get a G9 or G10.

- One index indicates the probability of finding a natural, or a "known-light" - explanation. If one can decide, with absolute certainty, that the light the report refers to, is a known light, i.e. an airplane, the report will get an F1. If no explanation is found, it will get an F10.

How can we decide if the report shall get for instance an F5 or an F6? This is of course very difficult, and we have not

any specific rules that make the decision clear to us. It is therefore a subjective decision, but it is made by two persons. Even if one report has got a G5 and should have got a G6, the result of giving quality marks is good enough to get an overview of the reports. The same arguments applies to the F-category.

If you study table 3.1, you notice there are few reports which both have a high F-score and high G-score. There are 6 reports with F9 and higher. 4 of them have got G7 or higher. That is too little to draw any conclusion about the nature of the light, or to find anything in common. You will find the details about the lights with high F-numbers in chapter 3.10, and in the appendix.

After studying the reports, I will set a threshold between F4 and F5. A report which has got an F5 or higher might be the Hessdals-phenomenon. If we study all reports which have got an F5 or higher, we see that about 68% moved along a north-south axis. If it was exactly on the axis is hard to say. 12% had other moving directions. Three lights (two of them have got an F10) changed moving-direction during the observation. Two moved up and down (one F9), and 6 reports have not indicated anything on how the lights moved.

Among these 53 reports, three indicate a special kind of movement. One of these was photographed (picture RW1/3). In the picture, you see the start of an oscillation. The frequency of this oscillation is 7 Hz +/- 2 Hz. The report tells that this oscillation was growing in amplitude until the light disappeared. Another report indicates that a flickering light stopped flickering, made a big jump, and started flickering again. All the time was it moving towards north. A third report tells about a "waving movement" when it was moving towards north.

39% of the reports (F5 and higher) indicate some kind of flickering. Two F10 lights were among these. 57% do not mention flickering at all or they say it is a stable light.

Table 3.1 - Categories of the reports. G=good (G10=best; many details in the report) F=strange (F10=very strange phenomenon)

	G1	G2	G3	G4	G5	G6	G7	G8	G9	Sum	
F1	0	8	6	4	1	13	2	47	5	**86**	**Total 135 reports about "A known light"**
F2	2	8	0	2	3	1	1	1	0	**18**	
F3	0	3	1	1	2	1	0	0	0	**8**	
F4	0	1	7	1	4	3	7	0	0	**23**	
F5	0	0	3	2	2	0	4	5	0	**16**	**Total 53 reports about "The Hessdalen Phenomenon"**
F6	0	4	1	1	1	3	4	3	0	**17**	
F7	1	1	0	1	0	2	1	0	0	**9**	
F8	0	0	0	0	0	2	3	0	0	**5**	
F9	0	2	0	0	0	0	0	0	0	**2**	
F10	0	0	0	0	0	0	2	0	2	**4**	
Sum	**3**	**27**	**18**	**12**	**13**	**25**	**24**	**59**	**7**	**188**	

3.2 The spectral-analysis.

Out of seven films that were taken with a grating in the front, only four pictures are good enough to see some kind of spectrum. Two strong ones and two weak ones. None of these pictures were taken of a light that have got an F10-G9.

The two strong ones are taken of a light which have got an F5. With other words; it might be a known light. They are taken by Bj›rn Lagesson, Sunday 26 February at 03.08 am. The light was in the mountainside, northwest (azimuth 366 degrees out of 400) of the field-station at the lake Hersjøen. First there was a strong flash, then after 20 seconds, a strong "spotlight" was pointing at the observers for a couple of seconds. Then the spotlight was directed straight down for a couple of seconds. Thereafter the direction of the spotlight moved upwards and round in a half-circle, and back to the observers once more. Then it suddenly "turned off". The time from the first flash to the "turning off", was about 3 minutes. There were three observers observing this light. One of them thought it might be the spotlight from a snowscooter. But he was not sure, because the light seemed to be "too strong for that", and it had a little bit "strange movement". Anyway - this made it only an F5-light, even if it is strange that anyone should be out in the mountains at that time of the day. You find the pictures in appendix. Fig. A8.

One of the weak ones, with G7-G6, is analysed in a computer at the University of Oslo. The conclusion of this work is that it is too weak to say what kind of spectrum it is. It seemed to be some kind of spectrum from 560 nm to 630 nm. The maximum wavelength the film (Kodak Tri-X) can tolerate, is about 630 nm. We chose to analyse this picture, because it was best documented, and had the highest F-score. The picture was taken by Arne P. Thomassen on 25 January at 7.10 pm. He and his wife, Tone, was at the southern part of the mountain Finnsåhøgda. They saw a bright "planet" low in southwest. It was as bright as Venus at the strongest. It didn't move for a couple of minutes. Then it started to move towards north, on their western side. Arne shot three pictures. Just after Arne had shot the pictures, the light suddenly speeded up and disappeared. You will find a copy of the picture Arne took in the appendix, together with the data analysis.

We have also one picture taken by me, on 21 January at 7.30 pm. This is also too weak to say what kind of spectrum it is. The picture have also a lot of low and high orders of star spectra.

As I have mentioned earlier, I will set the criterion between F4 and F5: any light that has got a "score" of F5 or higher, should be treated as if it was the Hessdals-phenomenon. Because the pictures you see in the appendix, taken on 26 February, lie just at the limit, these pictures cannot be used as a proof that the Hessdals-phenomenon has a continuous spectrum.

3.3 The seismograph.

The seismograph was installed on 24 October 1983. We have not recorded any local seismic activity. All recordings on the seismograph was from earthquakes, or movements in the ground, with epicenters long away from Hessdalen.

The sensitivity we obtained with this installation was 1.5 on the Richter scale.

The Hessdalen area is not well covered from other seismological stations. In Norway, the nearest station to the south is Hamar, to the west Florø, to the north Tromsø. There has to be a quake with greater amplitude than 2.5 on the Richter scale in the Hessdalen area, to be detected on one of the nearest stations.

Inside a radius of 70 km from Hessdalen, there have been detected four quakes, all small in amplitude, during the last 6 years. Inside a radius of 50 km, there have been 15 recordings, during the last 100 years. Even though the area hasn't got any good cover, one can say that there is very little seismological activity, compared to other areas in Norway.

Until now, we have not found any connection between the phenomenon and movements in the ground.

Details of the recordings on the seismograph (from quakes in other parts of the world), and a list of seismological activity from 1887, within 50 km from Hessdalen, will be found in the appendix.

3.4 The radar recordings

Totally, we have 36 radar recordings. Three of those were probably also seen as lights. All the others were not observed

visually. Nine times we could follow this reflection on the radar screen, traveling on a nearly straight line. We have taken pictures out in the air, where the radar screen said there was something. But the pictures didn't show anything unusual.

Most recordings were done on 2, 3 and 4 February. More details in the appendix.

Two times we managed to take a picture of such a reflection. As you can see in the picture (figs. A9 and A10 in the appendix), this reflection is as strong as the reflections from the mountains. Such a strong reflection can be caused by a solid object, a strong gradient of for instance temperature, humidity or pressure. The picture is analysed by a radar expert at NDRE, and he said: *"If this isn't a reflection of a solid object, but only gas in the air, the gas has to be locally and strongly ionised. Otherwise, it wouldn't give such a strong reflection"*.

We did not get reflections from all lights. The reason for that might be the following: Mostly, we had the radar adjusted to show only 5.5 km. Those three times we did get anything on radar together with light, happened when the screen was adjusted on a longer distance. The reason might be that the lights were out of distance when the radar was adjusted to 5.5 km.

Why didn't we have the radar adjusted to maximum range; 33 km, all the time? The reason for that is that we waited for the light that used to travel in front of Finns†h›gda. Then we had to have it adjusted for a shorter distance. It is about 2 km to the mountain Finnsåhøgda.

One of the three times the light was followed with the eyes and was seen as a reflection on the radar screen at the same time and direction, there were reflections every second sweep. But the light was seen all the time. Could it be that the light does not reflect radar waves all the time? Only sometimes? The same thing happened a couple of times when we didn't see the light: Reflection every second sweep. Is it possible that it might "react" to radar waves? Was it because of the radar that it didn't reflect the second time? The technical data on the radar, and a copy of some of the recordings will be found in the appendix.

- The first time we saw a reflection on radar in the same direction as we saw the light, was on Saturday 21 January at 5.50 pm. It was a light which traveled towards north- northeast over Finns†h›gda. When it was in the north, it nearly stopped traveling and suddenly went right down and disappeared. We got one reflection on the radar in the same direction (+/- 5 degrees), when it went straight down.

- The second time was on Wednesday 25 January at 5.32 pm. The observers said: "A big object came from the south, moving towards north over the mountain Finnsåhøgda". When the light was just over Finnsåhøgda, there was a reflection on the radar, in the same direction (+/- 5 degrees) as the observers saw the light. The light was traveling slowly towards the north, all the time. On the next radarsweep, no reflection was seen. On the sweep after that, it was seen again. No more reflections were seen as it traveled further towards north.

- The third time was on Friday 27 January at 10.58 pm. A light was traveling from south to north. The speed seemed to be very large. There were two echoes on the screen. The time between them was 2.4 seconds, and the distance between them was about 20 km to 21 km. Just after (3 seconds) it was seen on the radar, the radar observer went outside. The observers outside told what they had seen. Both the direction of motion and the speed they indicated, seemed to be the same as the radar observer saw. The distance is hard to decide for the observers. The accuracy of the time of observing visually and on the radar is within about 3 seconds.

3.5 The Spectrum Analyser

We did not see anything on the spectrum analyser at the same time we saw the lights, but we did get some unknown recordings at other times.

The analyser was adjusted to show the whole frequency band in one sweep. That is from 100 kHz to 1250 MHz. These unknown recordings showed up as "spikes" with about 80 MHz between them. They went up and down with nearly

equal amplitude on the whole band.

These recordings were done from 29 January to 3 February, with a maximum on 3 february.

A natural explanation of these recordings, is noise from the radar. An argument against that explanation is the fact that we saw no noise on the radar screen when we got the spikes on the spectrum analyser.

3.6 Magnetometer

We have not found any simple correlation with the phenomenon and the "slowly-varying" magnetical fluctuations. But there is a correlation of about 40% with the pulsation-registrations: 4 of 10 registrations with an F5 or higher, from 11 to 14 February, came almost exactly at the same time as a pulsation. But during those days, there were many recordings of pulsations. So there is a possibility that there was a coincidence that the light showed up the same time when there was a pulsation. More observations are needed.

The reason why we had recordings of pulsations only from 11 to 14 February, is because that was the time we had a recorder that was fast enough to record the pulsations; TOA Electronic Polyrecorder. The other times, we had the Esterline-Angus Graphic Ampmeter, which only recorded the slowly-varying magnetical fluctuations.

If we go on for another period, we should have a pulsation magnetometer. Even though the Fluxgate magnetometer did record pulsations, it could sometimes be difficult to read the pulsations. Especially when there were magnetical storms.

In the appendix, you will find the collected data from the magnetometer. In the tables below, you find the times and approximate amplitude of the of pulsations, and the F-number of the lights.

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
Fig. 3.6.1 - Recordings on 11 February.

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
[Fig. 3.6.2]
Fig. 3.6.2 - Recordings on 12 February

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
[Fig. 3.6.3]
Fig. 3.6.3 - Recordings on 13 February

OVERVIEW OF THE PULSATION RECORDINGS AND
THE LIGHT RECORDINGS
[Fig. 3.6.4]
Fig. 3.6.4 - Recordings on 14 February

3.7 Laser

We used the laser, and pointed it towards a flashing light, in two different cases, totally 9 times. 8 of these times, there was a reaction.

In the first case, there was a regular flashing light, slowly moving towards north, on Sunday 12 February at 7.35 pm. The flashing had been regular all the time we had seen the light. The light moved slowly. From the first time we saw it in the south, until it disappeared in the north, it took about 15 minutes. When this light was in the northern part of

Finns†h›gda, we pointed the laser towards it for the first time. At once, it changed the flashing sequence: From a regular flashing light, it became a regular double-flashing light: **Flash.Flash.....Flash.Flash.....Flash.Flash.....** After about 10 seconds, we put the laser down, at once it became a regular single-flashing light again: **Flash.....Flash.....Flash.....** After about 10 seconds we repeated this again. It was repeated totally 4 times before it went out of sight. All the times, we got this double-flashing, when the laser was pointing at it.

The second case, the same type of light came from the north and moved towards south. It was the same day, Sunday 12 February at 8.41 pm. When the light was in the west, we pointed the laser towards it. The same thing happened now; it changed to a double-flashing light when the laser pointed towards it. This time we did it 5 times. Only the last of these times did we not get any double-flashing. But 4 of these 5 times, we got it.

The test was done like this: Kurt Persson used binoculars looking at the light. He told what he was seeing all the time; he said: *"flash...flash...flash..."*. I (Erling Strand) used the laser. He could not see where I was pointing with the laser. When I raised the laser, pointing at the light, he said: *"flash.flash.....flash.flash.....flash.flash....."*. May Britt Pellving was a witness to what we were doing. There were also other persons out at that moment, but they were concentrating on their work.

3.8 Geigercounter

The geigercounters we used made a beeping sound every time they made a measurement. They were functioning all the time, but we could not hear any change in the counting rate during a light observation. I have to point out that we never had these lights close (less than 1 km) to the counters.

3.9 IR-Viwer

The two times we used the IR-viewers, we saw no strong IR- radiation.

But we used it only on lights far away. The power from the lights could have been too weak to be detected on our IR-viewer. And since we used it only two times, it should be clear that there is not enough material to draw any conclusion.

3.10 F10-lights

I will now go through the reports which have got a score of F10.

Monday 20 February at 6.12 pm: Red light
Maybe the most "unexplainable" happening was the red light on the ground. It happened on Monday 20 February. Leif Havik was alone in the caravan. He was dressing. Åge Moe (a farmer from Hessdalen) and Edvin Kværnes (also from Hessdalen), had just arrived. They waited outside the caravan. Moe at the north side, beside the door into the caravan, and Kv‘rnes at the south side. They should all go into Øyungneset, to see the lights from that place. Just when Leif went out of the caravan, a red light moved around his feet and disappeared. The duration was a few seconds. Moe said: *"Look at the reflection"*. That was the only explanation he could figure out at that time. Leif saw at once that it was the same type of light as from our laser. The laser we had used was at that time in Oslo.

To check if it really was the same type of light, as from our laser, we brought the laser back on 25 February. Moe had never seen a laser before. We brought him to the caravan. It was about the same time of day when we did this checking. When I put the light onto the snow, just beside our feet, Moe said: "That's exactly what I saw! But it was a little bit weaker". Then I put the light on the floor in the caravan, and he said: *"It was a little bit stronger than that"*.

What could make such a light on the snow. It was very strong. What could it be? All the lights in the caravan had been switched off before this happened. There were no lights outside. It could not have been light from the houses. The nearest house is about 500 meters away, and it is below a hill. The nearest house you can see is 2 km away, in the south.

The light showed up on the northern side of the caravan. All the houses you can see is on the southern side. And if any of the inhabitants should have a laser (very doubtful), probably the only place that person could have been, was in an airplane with no engine and with no lights. - We have not found any explanation on this light, and I don't believe we will either. In the discussion, Leif said: *"If I only had put my hand above it, then I could have found out where it came from. But I didn't think of that when I saw it"*. A second after the light had been "switched off", they looked up in the air, but nothing was seen. It was cloudy, but just over the caravan, there was a little opening in the clouds, and there did they see the stars.

Friday 17 February at 6.05 to 7.30 pm: Yellow light.
The report written by Ove Lövgren, from Hersjøen says: *"At 6.05 pm Ove Joakim Karlsson and Dick Ekenhage went up to the observing place. They came from the cottage. When they were 150 meters from the cottage, they saw a light on the west side of Hersj›en. At 6.15 pm they made some filming and took some pictures. At 6.25 pm they thought it was a cottage, because it hadn't moved. Joakim thought he saw two flashes from the light, but they went on up to the observing place. At 7.30 pm came a yellow light, which was two lights close together, from the western part of Hersj›en. It went to the northeast, but changed direction, and went right towards us. We took photos. When Joakim called on the walkie-talkie, it took a couple of seconds and the light burned out. The light was about 600 to 1000 meters from us, when this happened. Nothing more was seen, and no sounds could be heard, even when it was close to us"*.

- When we study the local map, we see that there is 3 to 4 km from the observing place to the mountain on the western part of the lake Hersjøen. If they used that distance as a reference, it might be correct the distance they indicated where the light burned out. - It was the same light as Joakim and Dick saw between 6.05 and 6.25 pm that moved at 7.30 pm. The report was not clear on that point. They looked at this light often during the time from 6.05 to 7.30 pm. - The film they took show only a moving light. No other reference is in the movie. Then we can't be sure if the movement is caused by the light movement or movement of the camera.

All this together made it an F10-light.

Thursday 2 February at 8.11 pm: A bright "object".
This was the same type of light which has been photographed earlier (see fig. A7). It was three separate lights moving towards north, just above the mountain Finnsåhøgda. It seemed to be quite near. The distance to Finnsåh&slash;gda from the observing place is about 1500 meters. The distance to the light was about 2 - 2.5 km. The observers could see these three bright lights. They indicated also that they could see a darker area in between the bright lights, and also smaller and weaker white light. The movement of the three bright lights was so that it seemed to be fixed onto one "object". Two of them was yellow-white lights and they seemed to be in the back, and a red one seemed to be in the front.

These lights were moving over the mountain Finnsåhøgda towards the eastern part of Litlfjellet. They seemed to be near and just over the mountain. When they were over Litlfjellet, they seemed to be in the same height as the top of Litlfjellet. They had, what the observers called; a waving movement.

At this time, there were none at the headquarter. That is why no instrumentation reading could be done. The lights were observed from Jon Aspås' house at Aspås. Leif havik had a coffeebreak at Jon Aspås, when Åge Moe phoned and told about the light which was coming. He called at 8.11 pm. Just after that, Lars Lillevold called and said the same thing. Åsmund Aspås and Johannes Lyngstad were also at Jon's house. Edvind Kværnes was at Åge Moe. They all went out, and Leif took a camera equipped with a 400 mm telephoto lens. He took some pictures. These pictures were not successfull, because there was no tripod. You can only see a light moving all over the pictures. This movement or smearing is due to the camera movement. The time from Leif Havik saw the light over Finns†h›gda and until it went out of sight at Litlfjellet, was between 1.5 and 2.5 minutes. Jon A. Aspås and his children had also seen it from Heggset.

Friday 27 February at 10.58 pm: A bright light.
Just after a plane was observed, moving towards north, a bright light was seen through binoculars over Brattbekken on the mountain Finnsåhøgda. Jon Aspås and Ruth Marry Moe were observers. Leif Havik was looking at the radar screen. The observers saw the light move at a great speed to the northwest. At that moment, Leif Havik saw two following echoes on the radar. The distance between the two echoes was about 20370 +/- 1000 meters. The time between them

was 2.4 seconds. That give a mean speed of about 8000 to 9000 m/s.

Just after Leif had seen the echoes, he went outside. Then the observers told that they had just seen a light moving at a great speed from south to northwest over Finnsåhøgda.

Their indication of the speed, direction of motion and time seemed to coincide with what Leif Havik observed on the screen. The accuracy of time was about 2-3 seconds.

4. DISCUSSION

- What have we learned and what should we have done differently?

4.1 The sightings

Totally we have reports on about 188 sightings. That includes the reports that were written on planes too; 86. There were of course more planes totally during the project period, but none had written any report on the others.

If you study the summary of the reports, in the appendix, and study the timetable of the planes, you might say that more reports should have a higher "F-score". This is probably right, but the reason why they haven't got any higher score, is that many of them did not look as anything unknown.

If we had got a direct line to the radar station that covers the district, we could perhaps have picked out the planes easily. That means that we would have got few reports with a score between F2 and F8. And then we would have got a more correct picture of the unknown light: When and where. The line to the radar station will probably be "connected" in a future project period. All recordings on planes moving to V‘rnes airport (200 km to the north) can then be noted. And if we together with this could register all planes that we can see, we could easily pick out the planes afterwards.

It is also important that we take measurements of all lights that we are not 100% sure is a known light. We once had a very good opportunity to make measurements; take spectral pictures of an F10-light; the one at 6.05 pm on Friday 17 February. But the reporters "thought" it was a cottage. After it started to move, they became sure that it was no cottage light, but it was too late to make any good measurements.

We must be more clever with the documentation of the photos. Some of the best pictures did not agree completely with the report. The observers should have taken reference pictures that couldn't have been mistaken. Even though this can be made better, and it will this winter, we have many documented pictures of the lights.

We did not have a continuous watch on all stations. So the fact that we have less reports before 11 February and in the last time of the period, is mainly because of lack of personnel.

4.2 The spectral analysis

Many of the spectral films had too much noise; higher order spectra from known lights. If we had built a special screen on the cameras, this type of noise could have been avoided. That is, we could have had more spectral pictures. We have learned from this mistake, and I hope that we will succeed in taking a spectral picture of an F10-light next time.

We only got four spectral pictures out of seven films, mainly because we didn't use this screen, and because the exposure time on the cameras sometimes was too short, and because the light sometimes moved too fast.

Next time we will have this screen. If we also could have a light amplifier on some cameras, the probability of taking a good spectral photo will increase.

4.3 The radar and spectrum analyser

We did not manage to watch the radar and spectrum analyser screens all the time. That means that it might have been more registrations on these than we have noticed. That's mainly due to lack of personnel.

Next time we should have instruments that could record every change on the screen. This should be possible with a spectrum analyser. But radar equipment with this possibility is difficult to obtain. If we don't get this, we should stress that more people should be at the main station.

4.4 The magnetometer

When we analyse the recordings afterwards, and find that probably no connection exists with the slowly varying magnetical fluctuations, only the pulsations, we can say that it is a pity that we didn't have a pulsation magnetometer, and that we didn't have the TOA-recorder all the time. Next time, we know that this is the main issue to stress on the magnetical part.

4.5 The laser

The results from the laser test are very surprising. Even though we have heard that one person have done a light test before and succeeded, I personally thought that this test was only a coincidence. But we did also get a result, 8 out of 9 times. We could have done this test more times. And I think we will another time. Maybe even a stronger laser?

4.6 The geigercounter and the IR-viewer

Even if we didn't register anything on these instruments, I think we should have them with us another time.

We didn't have any lights close to the station. If we have had that, maybe there had been a recording? The IR-viewer we only used twice, and I have already mentioned that this is not enough to draw any conclusion.

4.7 The "nonworking" instruments

Many times during the project period, the cameras failed. This happened mostly when we needed them most. Such happenings should also have been registered. Even some of the other instruments failed when we needed them most, mainly because of bad power connection. All such events should be recorded.

5. CONCLUSION

What is this phenomenon? What do we know about it?

We have not found out what this phenomenon is. That could hardly be expected either. But we know that the phenomenon, whatever it is, can be measured.

Beside the light measurements, it can be "measured" by radar and laser. Perhaps the measurements we did on the magnetograph and spectrum analyser are due to this phenomenon as well. We have to do more measurements with these instruments, before we can be sure of that.

We got no measurements with the geigercounter, seismograph or IR-viewer. But I will prefer to bring these instruments as well in the next period. And it might be useful to also record events that seem to be unimportant. We stand in front of

something unknown, and we must collect everything that might lead us to an answer on what this is.

Some hypotheses of what this phenomenon is, might be weakened or strengthened after analysing the measurements in this report. However, the different hypotheses will not be discussed here. The report is more intended to set a basis for further discussion on what it can be, and what should be used in the nest period.

Erling Strand (sign.)
5 January 1985.

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[Map of Hessdalen.]
Places were people saw lights during the project period. You find the same numbers in the summary in the appendix.

A P P E N D I X

A1. Summary of the reports

The reports are either a separately written report, notes on tape, or notes on paper. If there is no space between two reports in this list, is it the same light that is reported in two or three reports.

The summary of the reports will be written as following: Hour.Minutes: Place; Category; Story..... Film name, no. ; .....Story.

The place is:
- (1): Aspåskjølen
- (2): Hersjøen
- (3): Litlfjellet
- (4): Finnsåhøgda (south)

- (5): Kjerrengvoll
- (6): Heggset
- (7): The intersection where the road from the headquarter
leads out to the main road
- (8): Øyungen

The category is:
F: Indicate how difficult it will be to find an explanation for the light. F1 marks with a hundred percent certainty that the light is known; i.e. an aeroplane. F10 marks that no explanation is found.

G: Indicate how good the report is. If the report contains many details, or if it contains details enough to get a satisfactory explanation, it will get a G9 or G10. If the report contains very few details, it will get a G1.

Saturday 21 January.
17.33: (5); *G6,F1*; A plane towards north.

17.45: (5); *G7,F6;* A yellow-white light showed up in the direction of the mountain Rødhovde. Sometimes it flickered with uneven frequency and uneven amplitude. It had an irregular movement. It moved towards the north over Finnsåhøgda and disappeared from sight at 17.48 pm.
17.50: (1); *G7,F8;* A red light to the north. Recording on radar. ES1/1-3
18.03: (5); *G7,F6;* A light showed up over Finnsåhøgda. It moved towards southwest. It was flickering. When it was over Fjellbekkhøgda, we saw that there were two lights. They were about 10 degrees apart. The last one was a little bit weaker. They moved in this way some minutes. Then, the last one moved up 10 degrees, and disappeared a short time after. The flickering was uneven. In between the strong flickering, there were several (weak) flickerings. The bright one continued towards southwest, and became weaker (longer distance). Just before it went out of sight, it stopped flickering, made a big jump, and started to flicker again. It went out of sight at 18.17. OGR/1
18.10: (1); *G4,F4;* Flashing light in southwest. ES/4
19.20: (1); *G6,F7;* Light with strange "jumps" in southwest. This jumping stopped suddenly, and it moved towards north. Sometimes there were strange movements, but not with any big amplitude. While it was seen in the north, it first slowly started to oscillate and suddenly made a big movement, like an "S", up in the air and disappeared. This happened at 19.30. RW/2,3 ES1/11,12,13,14 OGR/2-10
19.26: (1); *G3,F1;* Plane towards south. RW1/5
19.40: (1); *G5,F4;* Light in the southwest, moving towards north. Duration about two minutes. ES1/18
21.20: (1); G2,F3; Flickering light in southwest. OGR/11

Sunday 22 January.
01.50: (1); *G2,F3;* Flickering light over Finnsåhøgda. OGR/12,13
17.45: (1); *G2,F2;* Bright light moving towards north. (Plane?)
19.20: (1); G2,F3; Flickering light just above Litlfjellet. It moved towards north. It disappeared at 19.25. OGR/14
19.45: (1); G2,F2; Light moving towards north. Strange movement. OGR/17-19

Tuesday 24 January.
19.15: (4); G6,F4; Light in the east, with unregular flickering. It moved towards south. APT/3
19.20: (4); G6,F7; Many white lights with a big flashing red light, came from the north, turned around "Fjellbekktoppen", and moved towards north. APT1/4-12
19.40: (4); G6,F1; Plane towards north. APT1/13-15

Wednesday 25 January. 17.32: (1); G6,F8; Big "object" from south. Unregular white and red lights. Radar contact. Two echoes. (See separate radar report.)
17.41: (1); G6,F1; A plane over the station, moving towards north.
18.24: (1); G6,F1; A plane moving towards south.
18.40: (1); G6,F1; A plane moving towards north-northeast.
19.05: (1); G6,F1; A plane moving towards north-northeast.
19.10: (4); G7,F6; A yellow light, as bright as Venus, stood motionless a couple of minutes in southwest, 20 degrees

over the horizon. Suddenly it started to move towards north, in the west. "Just after I had taken three photos with the camera (with grating), it suddenly speeded up and disappeared behind Fjellbekkhøgda". APT1/22-24
19.16: (1); G5,F4; A yellow-red light moved towards north over Finnsåhøgda. LH1/
19.35: (1); G6,F1; A plane moving towards south.
20.12: (1); G6,F1; A plane moving towards south.
20.12: (1); G4,F6; A red flickering light moving towards the north, in the west. It moves down, when it is in the north.
20.54: (1); G6,F1; A plane moving towards south.
21.53: (1); G6,F1; A plane moving towards south.
22.00: (1); G6,F1; A plane moving towards north.
22.43: (1); G6,F2; A plane? moving towards north. No sound.
23.21: (1); G7,F1; A plane moving towards south.

Thursday 26 January.
22.47: (1); G4,F5; A bright light with a red light in front, moving towards north.

Friday 27 January.
22.53: (4); G2,F1; Plane.
22.56: (4); G5,F6; The big light (as a jumbojet) moved in the same course as the plane, but a little bit slower and lower.
22.58: (1); G9,F10; A bright light moving from south to north. It showed a large speed. This light was also registered on radar. The radar measured a minimum speed of about 8000 to 9000 m/s. See separate radar report.

Sunday 29 January.
17.31: (1); G3,F4; A light moving towards north.

Tuesday 31 January.
22.48: (1); G3,F4; A light mowing towards north.

Wednesday 1 February.
13.59: (1); G9,F1; Two small planes coming from Rognefjell, moving north. They were seen on the radar.

Thursday 2 February.
20.11: (1); G7,F10; A bright "object" moving towards north. It has two yellow-white lights, and it is darker in the middle. It has a red light in the front. The movement was "waving". It was near and low, just over Finns†h›gda, and it moved towards the eastern part of Litlfjellet.

Friday 3 February.
23.02: (7); G2,F6; A light just over the headquarter, moving up and down.

Sunday 5 February.
23.00: (1); G3,F4; A light moved straight down in the southern part of Finnsåhøgda.

Tuesday 7 February.
20.11: (1); G3,F4; A bright yellow light with a flickering red light, moving towards north.
22.47: (1); G3,F3; A light moving towards north.

Wednesday 8 February.
19.53: (1); G2,F4; A yellow light moved straight down, west of Litlfjellet.

Saturday 11 February.
18.44: (1); G6,F3; A light moved straight down between the two lowest stars in Big Dipper.
19.20: (2); G7,F5; A yellow light moving towards north. It was seen in the west. H001/1,2
19.21: (1); G8,F5; A yellow light with a flickering red light, moving from southwest to northeast. It went out of sight at 19.25. LH1/12-18
21.04: (2); G8,F1; A big light in the sky. Probably a reflection. It disappeared at 21.17. DM001/3
21.20: (2); G5,F2; A big weak light on the mountain. Probably reflection? It disappears at 22.40.

23.10: (2); G5,F2; Light in the sky. Reflection?
23.27: (1); G2,F9; A yellow-orange light in the east. The mountain is seen behind the light. It moves up and down.

Sunday 12 February.
18.18: (1); G2,F2; Plane (?) towards south.
18.29: (1); G2,F2; Plane (?) towards south.
18.35: (2); G5,F4; A yellow-orange light moving towards south. H001/4-8
18.39: (1); G2,F2; Plane (?) towards south.
18.41: (1); G1,F2; Two planes (?)
19.02: (2); G7,F5; A red light in the north, just over the horizon, moving towards west. Duration 1 minute. H001/9,10
19.13: (1); G2,F1; A plane.
19.20: (1); G7,F8; A red flickering light in the south, moving towards the north.
19.22: (2); G7,F8; The light meets a plane (G3,F2), that travels towards south.
19.25: (2); G7,F8; Bright light in the west, moving towards north.
19.35: (1); G7,F8; A red flickering light just over Finnsåhøgda. The first test with laser. Reaction! Four out of four tests.

19.52: (1); G2,F2; Plane moving from north towards south. ES2/10
19.55: (2); G5,F3; Light in the west, moving towards south.
19.55: (1); G3,F4; A red "double-light" in southwest.
20.40: (1); G4,F1; A plane moving towards south.
20.41: (1); G6,F8; A flickering light moved from the mountain Litlfjellet to the mountain Finnsåhøgda. It moves down in the southern part of Finnsåhøond test with laser. Reaction! Three out of four tests.
21.53: (1); G8,F5; Plane towards north. LH1/19-23
22.48: (1); G8,F5; A light moving towards north. LH1/24-28
22.50: (2); G5,F5; A yellow light moving towards north. Duration two minutes. H001/15,16
22.52: (1); G5,F5; Light moving towards north.
23.39: (2); G6,F6; Yellow light moving towards south. Duration 30 seconds.

Monday 13 February.
00.30: (5); G1,F7; A big light over Hersj›en. It stood still for a couple of minutes. Then it moved fast towards northwest, and stopped over yungen.
17.58: (1); G8,F1; A plane moving towards south.
18.02: (1); G4,F2; A satellite moving towards northeast.
18.19: (1); G8,F1; A plane moving towards south.
19.18: (1); G8,F1; A plane moving towards south.
19.39: (1); G4,F3; A light moving fast down on the mountainside. Reflection?
19.55: (2); G7,F4; An orange light "lay" on the edge of the mountain in northwest, for 40 minutes.
20.56: (1); G8,F1; A plane moving towards south.
21.05: (1); G8,F1; A plane moving towards north.
22.35: (2); G8,F6; An orange light in the south, 10 degrees over the mountain. It turned out after 10 seconds.
22.42: (1); G3,F1; A plane.

Tuesday 14 February.
06.07: (2); G8,F2; A white light moving upwards, in the west. Duration 4 seconds.
13.40: (1); G2,F1; A plane.
16.54: (1); G8,F1; A plane moving towards north.
18.08: (2); G7,F1; A flickering light in southeast, 10 degrees over the mountain. - A star. H002/3,4
19.22: (1); G4,F1; A plane moving towards north.
19.29: (1); G3,F1; A plane moving towards north.
19.32: (1); G2,F7; Three flashes in the southeast. First weak, then stronger and the last one very strong.
20.06: (1); G2,F9; Some flickering, in a short time, just by Hammerkneppen (?), in the north. It seemed to be very close to the headquarter.
20.12: (1); G8,F1; A plane moving towards north.
21.24: (1); G6,F1; A plane moving towards south.

Wednesday 15 February.
13.30: (1); G9,F1; A private plane moving towards south, on the east side of the station. Also registered on radar.
16.44: (1); G8,F1; A private plane moving towards south, on the east side of the station.
18.49: (1); G2,F6; A red flickering light moving towards north.
18.55: (1); G2,F6; A red flickering light moving towards north.
19.12: (1); G8,F1; A plane moving towards north.
19.28: (1); G3,F6; Red flickering light moving towards west, in the northern part of Litlfjellet.
19.30: (2); G6,F4; A yellow light moving towards north, in the west. It went out of sight at 19.38.
19.46: (2); G6,F6; A red unregular flickering light, moving towards north, in the west. 25 to 30 degrees over the mountain. It ended/went out of sight at 19.52. H002/5
19.54: (2); G6,F6; A red unregular flickering light, moving towards north. 20 degrees over the mountain. It ended/went out of sight at 20.06. H002/7
20.21: (2); G7,F7; A red flickering light, moving from the north to the south. It met a yellow light, which went over the red one. The red light was seen for 8 minutes, the yellow for 4 minutes.
21.00: (2); G8,F5; A yellow light, moving from the northwest to the southeast. 25 degrees over the mountain. It went out of sight at 21.12. H002/19
21.05: (1); G8,F5; A yellow-white-red light moving from northeast to southwest. It went out of sight at 21.08. LH1/31,32
22.00: (1); G8,F1; A plane moving towards south.
22.06: (1); G8,F1; A plane moving towards north.
22.46: (1); G8,F6; A big oval light, with a darker area in the middle, moving from the south to the north, over Finns†h›gda and west of Litlfjellet. It moved very low. LH2/00-1
23.15: (1); G8,F1; A plane moving towards north.

Thursday 16 February.
18.26: (2); G8,F1; A yellow light in the west, moving towards south. H002/21,22,23
18.26: (1); G8,F1; A plane.
19.33: (2); G7,F4; A yellow light in the west, moving towards north. H002/24-27
19.34: (1); G7,F4; A light moving towards north.
19.45: (2); G4,F7; 5 or 6 red flashes in the west, moving towards south. 5 seconds.
19.46: (1); G4,F7; 5 red flashes in the south.
20.10: (1); G7,F4; A light moving from the south to the north. It was seen until 20.14. LH2/3-7
20.12: (2); G7,F4; A yellow light in the west, moving towards north. H002/28,29
20.35: (1); G8,F1; A plane moving towards south.
21.00: (1); G8,F1; A plane moving towards south. LH2/8
21.01: (2); G8,F1; A yellow light in the west, moving towards south. H004/2-5
21.24: (2); G7,F6; A red light in the west, moving towards south. 40 degrees over the mountain. Duration 3 minutes. H003/3,4
21.53: (1); G8,F1; A plane moving towards south.
21.59: (2); G7,F4; A yellow light in the west, moving towards north. 10 degrees high. Duration 3 minutes. H003/3,4
22.21: (1); G2,F6; A light moving towards south.
22.42: (1); G8,F1; A plane moving towards north.
22.58: (1); G8,F6; A big light moving towards north in the west. It went out of sight at 23.01. LH2/9-15
23.12: (1); G8,F1; A plane moving towards north.
23.26: (2); G6,F4; A strong white light moving upwards, from north to south. Duration 2 seconds.

Friday 17 February.
17.15: (1); G2,F1; A plane
17.33: (1); G4,F1; A plane moving from north to south.
17.47: (1); G4,F1; A plane moving from south to north.
18.04: (1); G2,F1; A plane.
18.05: (2); G9,F10; A yellow light was observed in the mountainside, on the western part of Hersj›en. We took some pictures. But as it hadn't moved until 18.25, we thought it was a light from a cottage. A couple of times it seemed as if it

was flickering, otherwise it was stable. At 19.30 the light suddenly started to move out in the valley, direction northeast. Then we could see that there were two lights, placed very close to each other. Shortly afterwards, it changed direction, and moved straight towards us (in the south). One of us tried to call up the headquarter on a walkie-talkie (27 MHz). Just a few seconds after that, the lights "burned out". The distance to the lights when this happened, was about 600 to 1000 m. The time elapsed from it started to move until it "burned out", was about 1 minute 30 seconds.
18.44: (1); G2,F1; A plane.
19.13: (1); G2,F1; A plane.
19.37: (1); G8,F1; A plane moving from north to south.
20.23: (1); G8,F1; A plane moving towards south.
23.02: (1); G8,F1; A plane moving towards north.
23.37: (1); G8,F1; A plane moving towards north.

Saturday 18 February.
18.29: (2); G7,F2; Light in the mountain. Cottage (?).
18.36: (1); G8,F1; A plane moving towards north.
19.18: (1); G7,F5; A yellow-white light with a flash, moving towards north. Duration 2 minutes.
19.21: (1); G7,F5; White flickering light moving towards north.
20.18: (1); G8,F7; A strong light, just over the horizon in the east. Slowly moving horizontally to the south. It was slowly "flickering": It gradually became very strong, and when it gradually became very weak. Again it became strong and weak and strong... This happened about five to six times. Each time we managed to take a picture. These pictures have a very good quality, compared to what we could expect under such circumstances. It ended at about 20.20. RW1/13-17
22.01: (1); G3,F4; A flash at the top of Finns†h›gda.
23.21: (3); G8,F1; A plane moving towards south.
23.22: (1); G8,F1; A plane moving towards south.

Sunday 19 February.
17.38: (1); G4,F2; A plane (?) moving towards north, east side of the headquarter. LH3/4
19.18: (3); G5,F1; A plane moving towards north.
19.22: (1); G5,F2; A red-yellow light on the western part of Litlfjellet. LH3/5
19.25: (1); G8,F5; A light moving towards north, over Finnsåhøgda and west of Litlfjellet. It went out of sight at 19.28. LH3/6-10
19.27: (2); G8,F1; A plane moving towards north.
19.42: (1); G8,F1; A plane moving towards south.
20.05: (2); G3,F5; A small yellow-white light in the north- northwest. It stood motionless for 1 minute.
20.05: (2); G3;F5; First a light in north. Just afterwards; a flickering light towards north.
20.09: (1); G5,F3; A light moving towards north. A bright white flickering. It went out of sight at 20.16. LH003/11,12,15,16
20.11: (1); G5,F4; Red and green light moving towards north. LH003/13,14
20.13: (3); G8,F1; A plane moving towards north, in the west.
20.20: (1); G8,F1; A plane moving towards south.
20.20: (3); G8,F1; A plane moving towards south.
20.24: (1); G8,F7; A light just over the horizon in the east. It behaved just like the light the day before; the one at 20.18. LH3/17,18
21.25: (2); G3,F1; A plane moving towards south.
21.26: (1); G4,F5; A red light with a white flickering light, moving towards south.
22.09: (3); G3,F1; A plane moving towards north, in the west.
22.45: (2); G8,F7; A strong white light, with a red light in front, moving towards north. 35 degrees over the mountain. It went out of sight after 3 minutes.
22.48: (3); G8,F7; A red light and a strong white light moving towards north, in the west. Low over the horizon.
22.49: (1); G8,F7; A strong light with a red flickering light, moving towards north. LH3/21
22.51: (3); G8,F1; A plane moving towards south.
22.53: (1); G8,F1; A plane moving towards south.

Monday 20 February.
05.17: (1); G8,F1; A plane with a white flickering light, moving towards south.
18.12: (1); G7,F10; A strong red point moving around on the ground.
18.25: (2); G3,F1; A plane moving towards south.
18.30: (2); G7,F4; Two small red lights moving up the mountainside on Skarvan. They were three centimetres apart (relative dimensions, viewed at an arm's length), moving exactly parallel. It took the lights 30 seconds to "climb up" the mountainside.
18.41: (2); G2,F2; A small white light in the mountainside, in the direction of Fjellbekkh›gda.
18.45: (2); G2,F2; A white light moving down the mountainside, in the direction of R›dhovde.
19.22: (2); G5,F5; A yellow-orange light in the west, moving towards north.
19.24: (8); G5,F5; A light moving towards north, just above Øyungen.
19.58: (8); G8,F1; A plane moving towards south.
20.07: (2); G7,F4; A light moving very fast towards north. 35 degrees over the mountain, in the west. Duration 3 minutes.
20.08: (8); G7,F4; A light moving towards north. 60 degrees over the mountain, in the west.
20.09: (8); G7,F4; Three flashes very high up, in the east.
20.09: (2); G7,F4; Some flashes in the zenith (elevation 90 degrees).
21.54: (8); G8,F1; A plane moving towards south.
22.21: (8); G8,F1; A plane moving towards south.
22.48: (8); G8,F1; A plane moving towards north.

Tuesday 21 February.
19.41: (3); G1,F2; A plane (?).

Wednesday 22 February.
18.38: (3); G6,F1; A plane moving towards north.
19.13: (3); G2,F1; A plane moving towards north.
20.13: (1); G3,F5; A red light moving towards north.
20.14: (1); G8,F1; A plane moving towards south.
20.15: (3); G8,F1; A plane moving towards south.
22.23: (1); G8,F1; A plane moving towards south.

Thursday 23 February.
09.43: (1); G9,F1; A military plane moving towards northeast.
09.50: (1); G8,F1; A mil. plane moving towards north.
10.04: (1); G9,F1; A mil. plane moving towards northwest.
10.08: (1); G8,F1; A plane moving towards south.
11.54: (1); G8,F1; A plane moving towards north.
12.11: (1); G8,F1; A plane moving towards north.
14.46: (1); G8,F1; A mil. plane moving towards north.
22.15: (1); G8,F1; A plane moving towards north.
22.19: (1); G8,F1; A plane moving towards south.
23.37: (1); G9,F1; A mil. plane moving towards north.

Saturday 25 February.
18.37: (1); G8,F1; A plane moving towards north.
20.06: (1); G3,F4; A flash just over V†rhuskj›len.

Sunday 26 February.
03.08: (2); G7,F5; First a flash, then a strong "spotlight" pointing at the observers. Then the spotlight was directed straight down. Thereafter the direction of the spotlight moved upwards, and moved back to the observers once more.

A2. Overview on some of the films

In the summary of the reports, I have written down the corresponding films. Not all of these were successful. In this list, I will shortly mention what you can see on the films.

Lightst = A light that have made a line on the picture, due to a long time exposure.

Fi = Finnsåhøgda
FiN = Finnsåhøgda north
Li = Litlfjellet
LiW = Litlfjellet west
LiE = Litlfjellet east
VaW = Vårhuskjølen west

Film: LH1. Type: Tri-X. Time: 8 February to 15 February
7 : A snowscooter by the cottage at Litlfjellet. 8 February.
8 : Leif sitting in a sledge, 8 Feb. at 14.00 o'clock.
9 : A spectral-picture of the moon (half-moon).
10: A spectral-picture of the moon.
11: Only two lights, that might be noise (?). Otherwise nothing.
12: A lightst over FiN.
13: A lightst over FiN, further north.
14: A lightst over Øggdalen.
15: A lightst over LiW.
16: A lightst over Li.
17: A lightst over LiE.
18: A picture of LiE, no lights are seen.
19: A lightst over VaW, with some weak flickering.
20: A lightst over FiS, with uneven (?) flickering.
21: A lightst over FiS, with flickering with uneven amplitude.
22: A lightst over Fi, with two strong flickerings, and some weak.
23: A lightst over Fi, with flickering with even frequency and uneven amplitude.
24: A lightst over FiN, weak and no flashing.
25: A lightst over FiN, further north, now strong and now flashing.
26: A lightst over FiN, weaker towards the end (north).
27: A weak lightst over FiN/Øggdalen.
28: A weak lightst (or noise) over Øggdalen, and Aurora.
29: No picture.
30: Aurora with no reference.
31: Two weak lights over Va, or is it noise?
32: A weak light over Va. The picture is probably taken at dawn.

Film: LH2. Type: Tri-X. Time: 15 February to 17 February.
00: A light over FiN. There seem to be something black in the picture. Is it noise?
0 : Light over Øggdalen. There seem to be two black "things" in the picture. Is this also noise?
1 : Øggdalen. No lights.
2 : Picture of Fi.
3 : Picture of FiN.
4 : A weak lightst over FiN.
5 : A weak lightst over FiN.
6 : A lightst over Øggdalen.
7 : A lights over Li.
8 : A strong flickering light over VaW.
9 : A light just over the horizon of Fi. Noise?
10: A double-flash high over Fi. Noise?
11: A weak lightst over FiN.

12: Øggdalen. No light is seen.
13: Litlfjellet. No light is seen.
14: Litlfjellet, and something which is long and black. Noise?
15: A lightst over LiE.
16: The station seem towards Rognefjell.
17: A dark "U" over Li. Noise?
18: A light without reference.
19: Nothing.
20: The moon.
21: The moon.
22: ---: Nothing.

Film: LH3. Type: Tri-X. Time: 19 February to 19 February.
0 : A snowscooter outside the cottage at Hersjøen.
1,2: Four people inside the cottage at Hersjøen.
4 : A daylight-picture towards northeast of the station.
5 : A lightst over FiN.
6 : A strong lightst over Fi. Weak reference.
7 : A strong lightst over FiN. Weak reference.
8 : A strong lightst further north.
9 : A strong lightst over Øggdalen.
10: A strong lightst over Li. A strange movement in the middle.
11: A flickering light over FiS. Weak reference.
12: A double-flashing light over Fi. Weak reference.
13: A double-flashing light over FiN. Flash-Doubleflash- flash...
14: The same type of light further north.
15: Uneven flickering light far away.
16: Nothing.
17: Two strong lights in the north.
18: One strong light in the north, and two weak ones, which might be noise?
19,20: A spectral-picture of the moon, in the east just above the horizon.
21: A strong lightst over Fi. Uneven movement and flickering.

Film: APT1. Type: Tri-X. Time: 24 January to 27 January.
0,1,2: Pictures of the nature in Hessdalen.
3 : Nothing.
4-16: Nothing.
17: A small lightst. It should be Sirius.
18: A strong light. Sirius.
19-21: Nothing.
22: A lightst. See a part of the spectrum. F=1.7, t=4 seconds.
23: A lightst. See a part of the spectrum. F=1.7, t=4 seconds.
24: A lightst. See a part of the spectrum. F=1.7, t=4 seconds.
25: A light with a strong spectrum: Sirius. F=1.7, t=8 seconds.
26: A light with a little bit weaker spectrum. T=4 seconds.
27: A light with a weak spectrum. T=2 seconds.
28: Only Sirius is seen. T=1 seconds.
29-33: Nothing.
34-37: Daylight-pictures of the nature.

Film: ES1. Type: Tri-X Time: 21 January to 22 January.
0 : A daylight picture of the nature.
1 : A short lightst over FiN. Good star-spectrum.
2 : A weak lightst over Li. Good star-spectrum.

3 : A weak lightst over LiE. Good star-spectrum.
4 : A lightst with flashing over FiS. Weak star-spectrum.
5,6: Nothing.
7 : A lightst with a strange movement over Va. The lights from the houses in Hessdalen and their spectras are also seen.
8 : A lightst with a strange movement and two flashes in the lightst. The lights from the houses and their spectras are also seen.
9 : Nothing.
10: A lightst with a flash. Good star-spectrum.
11: A double-lightst over Fi. First (in the south) weak with flashes, then strong. Good star-spectrum.
12: A double-lightst over FiN.
13: A double-lightst over Øggdalen. Strong with flashing.
14: A double-lightst over Li. The frequency of the flashing suddenly became higher.
15: Nothing.
16: Spectrum of the lights in Hessdalen.
17: Spectrum of the moon.
18: A strong light over Va.
19: A lightst over Li. Much more noise from the other spectras.
20,21: Daylight picture of the nature and the station.

Film: ES3. Type: Neopan 400.
1 : A weak light over Fi.
2 : A weak lightst over Fi.
3 : A weak lightst with uneven amplitude. No reference.
4-6: A weak lightst. No reference.
7 : Grey; nothing.
8 : Nothing.
9 : Two weak lightst over FiN.
10,11: Grey with some star spectras.
12--- Grey and nothing.

Film: RW1. Type: 2484.
3 : A lightst with a slowly growing oscillation in one end.
5 : A lightst.
13-17: A light moving horisontally in the northeast. Good pictures.
18: Only nature. A ref. to picture 17.

Film: X. Type: Tri-X.
1 : A picture of Øggdalen. Unclear in the front.
2 : A picture of Øggdalen. Unclear in the front. Two lights over Fi?
3 : A picture of Øggdalen. Unclear in the background.
4 : Two strong lightst with a strange movement over Fi.
5 : A strong lightst with a strange movement over Fi. Taken from Hammarkneppen?
6 : A lightst over Fi. Strange movement.
7 : A lightst over Øggdalen. Strange movement. One slight movement of the camera (?).
8 : A lightst over Li. Strange movement.
9 : A lightst over LiE. Strange movement.
10: A lightst over Hammarkneppen in north. Strange movement.
11: A weak lightst in the northeast.
12: A weak lightst in the northeast. Far away.
13: A weak lightst in the northeast. Far away.
14: A long lightst in the northeast. Strange movement.
15: A lightst over FiN.
16: A lightst over Øggdalen.
17: Nothing.

18,19: A lightst without reference.
20: Higher order mode of the spectrum from the moon (?), over Va. The spectrum is horizontal.
21: A daylight-picture of the station, seen towards FiS.

Film: H001. Type: Tri-X. Time: 11 February to 12 February.
1 : A light just on top of the mountain.
2 : A lightst with strange movements over the mountain.
3 : A big area in the sky which is lighter.
4 : Nothing.
5,6,7: A lightst with strange movement. No reference.
8 : A lightst over a tree.
9 : A picture of the mountain.
10-21: Pictures of some of the people in the project.

A3. Registrations on seismograph

During the project period, there were some recordings on the seismograph. These recordings were sent to the University of Bergen for analysis. They found out that all recordings came from seismological activity far from Hessdalen, even from other parts of the world.

We also took an overview of the recordings, and we could clearly read visuable recordings at these times: (No recordings from other times than during the project period, are in this list)

01 Feb. at 08.00 - a small recording
01 Feb. at 15.42 - a small recording
12 Feb. at 06.01 - a small recording
15 Feb. at 11.57 to 12.00 - a small recording
16 Feb. at 18.26 to 18.42 - a big recording
18 Feb. at 00.14 - a very small recording
18 Feb. at 00.15 - a very small recording
18 Feb. at 00.34 to 00.37 - a small recording
18 Feb. at 06.31 - a very small recording
22 Feb. at 06.30 - a very small recording
23 Feb. at 16.31 - a small recording
24 Feb. at 13.59 to 14.03 - a medium recording

Recordings within a radius of 50 km from Hessdalen:

Mn=Month, **D**=Date, **Hr**=Hour, **Mi**=Minute, **Se**=Second, **T**= Type of registration *(L=Local earth quaked,LE=Local explosion, LP= Not shure what it is)* **km**= Depth in kilometer, **No**= Number of stations som that have made the record. **Q**=Quality on the record. *Small number is good quality.*
Lm = Local magnitude *(Richters skala)*, **Cm**= Coda magnitude

Recordings within a radius of 50 km from Hessdalen

Year	Mn	D	Hr	Mi	Se	T	Long.	Lat.	km	No	Q	Lm	Cm
1887	01	22	04	27	0.0		63.200N	10.300E	0			2.2	
1887	01	23	04	27	0.0		63.100N	10.500E	0			2.5	
1900	02	08	21	15	0.0		63.300N	10.200E	0			3.5	

1900	02	08	21	15	0.0		63.300N	10.200E	0			2.1	
1910	05	18	01	24	0.0		62.900N	11.100E	0			2.2	
1910	05	18	01	24	0.0		62.900N	11.100E	0			2.1	
1953	06	19	00	00	0.0		62.920N	11.510E	0			2.2	
1953	06	19	06	15	.	L	63.0 N	11.7 E	.	.	.	4.0	4.0
1964	03	28	03	10	0.0		62.600N	11.000E	0			0.0	
1965	09	13	00	09	30.0		62.900N	11.300E	0			2.0	
1968	01	10	06	57	29.0		63.000N	10.400E	0			3.0	
1980	12	08	07	35	46.0		63.300N	10.600E	0			2.4	
1982	05	21	21	12	6.0		63.100N	10.200E	0			1.5	
1982	10	10	18	9	4.9	L	63.206N	10.219E	12.1	6	0.4	1.6	1.6
1986	03	18	14	57	14.5	L	62.581N	10.437E	0.3	3	4.8	2.1	1.2
1986	10	03	16	16	9.9	L	63.136N	10.997E	23.0	2	0.7	1.9	1.9
1986	10	31	14	0	15.1	L	63.274N	10.326E	0.1	3	1.0	1.7	1.6
1986	11	05	13	57	13.1	L	63.256N	11.139E	12.2	3	0.3	1.8	1.7
1987	06	02	14	29	43.5	L	63.243N	10.550E	15.0	3	0.8	1.9	
1987	06	10	15	43	0.2	L	63.247N	11.334E	0.0	3	0.5	2.0	
1987	09	01	16	29	30.5	L	63.002N	10.982E	13.5	3	0.2	2.4	
1988	03	03	16	14	42.5	L	63.266N	10.672E	12.1	2	1.5	2.2	
1988	05	11	15	31	17.9	L	63.186N	10.341E	12.2	2	0.5	1.8	
1988	10	14	15	40	34.5	LE	63.014N	10.294E	0.0F	3	1.7	2.5	1.9
1988	10	31	14	59	53.4	L	63.263N	10.441E	0.1	4	1.5	2.5	1.4
1988	12	15	12	30	32.8	LP	62.942N	11.235E	0.0F	3	0.8	2.4	
1989	02	23	14	50	6.7	L	63.284N	10.300E	0.0	2	4.5	2.2	0.5
1989	03	07	15	27	2.7	LP	63.116N	11.637E	0.0F	3	0.9	2.0	
1989	05	19	12	45	39.5	L	63.208N	11.383E	15.0	2	0.6	2.2	
1989	06	01	14	32	55.2	L	63.276N	10.839E	20.9	3	0.6	1.9	
1989	07	04	20	48	59.5	L	63.285N	11.131E	5.8	4	0.4	1.9	1.0
1989	08	09	12	44	10.1	L	63.213N	10.819E	15.0	2	0.2	2.2	
1989	09	04	13	57	35.7	L	63.264N	11.328E	14.9	2	0.2	2.3	
1989	10	30	14	17	54.3	L	62.979N	10.355E	0.0	3	0.6	1.9	1.1
1989	12	14	14	25	27.7	L	62.967N	10.392E	0.0	4	0.7	1.6	1.3

1990	01	18	13	28	30.7	L	63.021N	10.381E	3.6	3	0.3	1.5	
1990	02	01	14	13	10.2	L	63.105N	10.400E	0.0	2	0.9	1.8	0.1
1990	11	01	15	01	34.9	L	63.170N	11.393E	12.1	4	0.8	2.0	
1990	11	01	15	01	45.1	L	63.142N	11.509E	15.0	1	0.0	0.3	
1990	11	14	11	04	17.7	L	63.288N	11.143E	0.0	3	0.8	2.1	
1991	06	12	15	01	47.9	L	63.215N	10.607E	5.3	4	0.4	1.9	0.4
1992	01	24	14	27	59.8	L	63.263N	11.395E	0.1	3	0.8	2.0	
1993	06	09	17	12	48.2	L	63.235N	11.701E	22.9	2	0.2	2.0	
1993	07	20	15	36	23.9	L	62.871N	10.703E	15.0	2	0.5	2.2	
1993	08	14	13	03	42.1	L	63.199N	10.898E	12.1	1	0.1	1.8	
1993	08	19	18	41	47.5	L	63.059N	11.507E	0.0	2	0.6	1.9	
1993	10	11	14	34	59.8	L	63.237N	10.608E	0.0	2	1.2	2.0	
Year	**Mn**	**D**	**Hr**	**Mi**	**Se**	**T**	**Long.**	**Lat.**	**km**	**No**	**Q**	**Lm**	**Cm**

A4. Registrations on radar

The radar we used, Atlas 2000, has the following specifications:

- Frequency: 9450 MHz, +/- 20 MHz.

- Pulse peak: 3 kW.
- Pulse frequency: 1 kHz, - duration: 0.1 µs, 0,5 µs.
- Rotation frequency of the antenna: 25 rpm.
- Horisontal beam width: 3 dB-point: 2.4 degrees.
- Sidelobe attenuation at 10 degrees: < 25 dB.
- Vertical beam width: 18 degrees.
- Sidelobe attenuation: < 28 dB.
- Gain: 26 dB.

We registered all reflections that gave a strong point on the radarscreen, those times we watched the screen. No weak refelctions were recorded. As you see in the list, we did many recordings that were only detected by radar. All this is discussed in the report.

First I list all the recordings, then I plot some of the reflections in some drawings. There are three recordings on a light together with radar reflection. These are written with bold letters.

Sat. 21 Jan. at 17.50: One reflection in the Haltdalen valley in the north. Also seen as a light. We followed this light from south towards north. When it was in the north, it suddenly moved straight down. Then it was detected by the radar.

Sun. 22 Jan. at 04.27: Three reflections on three sweeps, east of the mountain Rognefjell.

Mon. 23 Jan. at 17.42: One reflection in the north.

Tue. 24 Jan. at 19.18: Two reflections over Finnsåhøgda.

Wed. 25 Jan. at 17.32: Two reflections over Finnsåhøgda. This was also seen by witnesses outside. This light had a waving movement.

Fri. 27 Jan. at 22.58: Two reflections over Finnsåhøgda. This was also seen by witnesses outside. The light moved from south north. It moved very fast. On the radar we measured a minimum speed of about 8488 m/s.

Sat. 28 Jan. at 15.49: Five reflections on four sweeps, very near the station in a southwesterly direction. The three first ones on three sweeps were big. The two last ones came on one sweep. It seemed as if the reflection had split into two smaller. They all seemed to follow a course.

Sun. 29 Jan. at 16.10: Four reflections on four sweeps, very near the station in the northeast. First a very big one, then smaller and smaller. They seemed to follow a straight course.

Tue. 31 Jan. at 19.01: Three reflections on three sweeps, moving on a course from Rognefjell to Vårhuskjølen.

Wed. 1 Feb. at 15.49: Three reflections on three sweeps, following a course from V†rhuskjølen towards Aspåskjølen.

Thu. 2 Feb.
at 14.05: Three reflections on three sweeps, east of the station.
at 14.35: Five reflections on seven sweeps, in the north. First two reflections on two sweeps, then three reflections on every second sweep.

at 15.46: Two on two sweeps, south and near the station.
at 15.49: One west and near the station.
at 15.51: One southwest and near the station.
at 16.03: Two on two sweeps, north and near the station.

Fri. 3 Feb. at 15.12, 16.09, 16.13, 16.41, 16.42, 16.43, 16.43, 16.51, 16.52 and 17.04.

Sat. 4 Feb. at 13.42, 13.44, 14.03, 14.21, 14.27, 14.29, 18.06 and 19.41.

Sun. 5 Feb. at 13.09: Six on six sweeps, following a course from Rognefjell towards the southwest of the station.

Mon. 6 Feb.
at 14.13: Eight reflections on eight sweeps, moving in a southeasterly direction, east of the station.
at 21.41: One near and to the southeast of the station.

Fri. 17 Feb. at 19.18: One near Finnsåhøgda.

On the following pages, you will find drawings of the radarscreen showing some of the reflections mentioned in the list.

Radar recordings between 21 January and 25 January. [s. 53]

Radar recordings Friday 27 January. [s. 53]

Radar recordings Saturday 4 February. [s. 54]

Radar recordings Saturday 28 January and Sunday 29 January. [s. 54]

Radar recordings Sunday 5 February and Monday 6 February. [s. 55]

Radar recordings Friday 3 February. [s. 55]

A5. Registrations on spectrum analyser

We had some registrations on the spectrum analyser. They can be split into two main categories. One of these can easily be explained as a radio transmitter in the valley. It was a single-frequency component. I include these registrations in the list, because we have not localized this transmitter. The source is therefore unknown. The frequencies were always different. This type of registration is called (1).

The second type of registration is called (2). This one was more strange. It was "spikes" with almost equal amplitude, with 80 MHz between each, all over the frequency-band, from 100 kHz to 1250 MHz. The amplitude of these moved up and down. When they were down, they were about 5 dB over the noise, and when they were at the top, they were about 25-30 dB over the noise.

Sun. 29 January from 19.25 to 19.33: A type (2) registration. It moved up and down all the time.
Sun. 29 January at 21.38: A type (2) registration. Only for a short time.

Tue. 31 January from 15.42 to 15.44: A type (2) registration. Now periodic. It lasted a few seconds, then it stopped for a short time, started again and lasted for a few seconds.. and so on
Tue. 31 January at 16.42: A type (2) registration. Again periodic, but now the total time was almost one minute.

Fri. 3 February at 16.44: A type (2) registration. Only a short time.

18.08: --- " ---
19.51: --- " ---
19.52: --- " ---
19.55: --- " ---
20.01: --- " ---

Thu. 9 February at 19.36: A type (1) registration at 145 MHz. A "spike" moved up and down twice.
Thu. 9 February at 20.04: A type (1) registration at 130 MHz. A "spike" showed up twice. 3 seconds between each.

Fri. 17 February at 17.49: A type (1) registration at 1070 MHz. A "spike" showed up two times. The amplitude was 22.5 dB over the noise level.

Sun. 19 February at 20.59: A type (1) registration at 1115 MHz. The amplitude was 12.5 dB over the noise level.

A6. Registrations on magnetograph

The magnetograph we used, Fluxgate magnetometer model FM100, has an upper frequency of 0.5 Hz. Any magnetical fluctuation with a frequency higher than 0.5 Hz will be suppressed. The instrument is built to register slow-varying magnetical fluctuations. The pulsations might have a higher frequency than 0.5 Hz, typically 2 Hz.

They are usually recorded with a special instrument, a pulsation magnetometer. We didn't have this instrument, therefore we cannot be sure to have recorded all pulsations. The pulsations included in this list are those that could clearly be read out of the recordings.

We have not found any simple correlation with the slow-varying magnetical fluctuations, that is why no copy of the recordings (which is several meters long) is included in the report.

In the list, there is first the approximate time, then on which coordinate it is recorded. At the end it indicates the approximate amplitude of the pulsation. This have to be approximate, because we don't know the exact frequency of the pulsation. If the frequency is 2 Hz, and the suppression is 20 dB/decade in the instrument, this pulsation will be suppressed about 14 dB.

The readings are divided in three types: Strong, medium and weak.
- Strong is a reading of about 10 gamma.
- Medium is a reading of about 2 gamma.
- Weak is a reading of about 0.5 gamma.

The actual amplitude might be higher than this, because of the suppressing in the instrument. The instrument could record the magnetical field in all three coordinates. We had a printer that had only two channels. We chosed channel X (towards north) and Y (towards east).

From Saturday 11 February at 16.12 to Sunday 12 February at 12.20.
16.16-16.17
17.51-17.54 on X and Y - strong
18.00-18.03 X - weak
18.40-18.42 on X and Y - medium
18.45-18.46 X - weak
19.23-19.25 Y - strong
19.55-19.57 Y - strong
20.45-20.48 Y - weak
21.04-21.06 X (and Y?) - very strong
21.09- a few seconds, X and Y - both strong, X stronger
21.10-21.11 X and Y - both strong, X stronger
21.14 and 21.15 both times a few seconds, X and Y - both strong
21.18-21.20 X - weak
21.28-21.30 X - medium
21.56-22.00 X - weak
22.20 - a few seconds, X and Y - strong
22.32 - some seconds (30), X and Y - strong
22.48 - some seconds, X and Y - strong
00.08-00.10 Y - weak
00.27-00.30 X - weak
01.35-01.42 X - weak

After this quite a few ones were observed. Some of them were hard to notice, while four were a little stronger than the others.

From Sunday 12 February at 15.32 to Monday 13 February at 10.07.
17.51-17.53 X - medium
18.17-18.20 X - medium
18.50-18.51 X - weak
19.36-19.39 X - medium
19.55-20.07 Y - weak
20.41-20.44 X - weak

21.41-21.49 Y - weak
22.48-22.50 Y - weak
After that a magnetical storm came up, and it was therefore difficult to read the pulsations. Besides, during a storm there will usually be many pulsations. The storm vanished at 6 o'clock on Monday 13. After that we can see pulsations at:
08.53-09.00 X - weak
09.37-09.48 Y - weak

From Monday 13 February at 10.07 to Tuesday 14 February at 03.02.
11.02-11.05 X and Y - weak
11.27-11.31 Y - weak
12.14-12.17 Y - medium
12.36-12.38 Y - weak
15.45-15.47 X - weak
17.05-17.07 Y - weak
18.13-18.14 Y - weak
After that a magnetical storm came up. It ended at 19.50.
20.12-20.13 X - weak
20.21-20.24 Y - weak
No more pulsations until a second storm started at 01.00.

From Tuesday 14 February at 03.07 to Wednesday 15 February at 11.31.
The storm ended at 11.00 o'clock.
14.52-14.54 X - medium
15.38-15.39 X - weak
16.49-16.55 Y - medium
17.14-17.16 X - medium
18.36-18.39 Y - weak
19.15-19.17 X - medium
20.18-20.21 X - medium
20.24-20.34 Y - weak
22.24-22.29 Y - weak
A storm between 23.55 and 00.53.
01.32-01.33 Y - weak
03.03-03.06 Y - weak
04.11-04.13 Y - weak
06.21-06.30 Y - weak
10.32-10.48 X - medium

During the period from 15 February to 26 February, the recordings were made by the Esterline-Angus graphic Ampmeter. That means that no fluctuations could be measured. A few times during that period, the needle made a fast movement. This happened also a couple of times when a light was seen. Whether this fast movement was caused by a pulsation or not, is difficult to say.

From Saturday 25 February at 17.30 to Sunday 26 February at 11.31.
17.54-17.58 X - medium
19.10-19.30 X - medium
23.06-23.07 X and Y - weak
23.20-23.24 X - weak
01.28-01.32 X - medium
02.34-02.48 Y - medium
03.32-04.02 X - medium
04.20-05.02 X - medium
04.30-04.34 Y - medium

08.14-08.26 Y - medium
08.34-09.26 Y - medium

[Div. temperaturoversikter Hessdalen/Berkåk/Røros 21.01- 23.02.84 ss. 60-61]

[Aeromagnetic map of Hessdalen s. 62]

[Geologic map of Hessdalen s. 63]

[Div. bilder med bildetekst ss. 64-73]

Fig. A1 -Photo taken by Arne P. Thomassen 25 October 1982. It is taken from Fjellbekkhøgda towards east.

Fig. A2 - Photo taken by Arne P. Thomassen 25 September 1982, between 19.00 and 20.30. It is taken with a 400 mm lens in front, from Fjellbekkhøgda towards east.

Fig. A3 - Photo taken by Arne P. Thomassen in October 1982. It is taken from Fjellbekkhøgda towards east.

Fig. A4, A5 - These two pictures are taken by Leif Havik 12 February at 17.53. They are taken from Litlfjellet towards Hessdalen. In the upper picture you can see the northern part of Aspåskjølen. The light moved towards Litlfjellet, followed the valley to the left. The lower picture is taken just before the light disappears behind the mountain in the eastern part of Litlfjellet. He used a Nikon FG with a 50 mm lens.

Fig. A6 - Photo taken by Arne P. Thomassen on 25 September at 19.00. It is taken from Fjellbekkh›gda towards east.

Fig. A7 - Photo showing the third category: Three lights together. The light at the right is red, and the two others are yellow-white. Leif Havik shot the picture on 18 March 1982, at 19.33. He used a Practica LTL-3 camera with a 135 mm lens equipped with a 2x teleconverter.

Fig. A8 - Two photos taken by Bj›rn Lagesson on Sunday 26 February at 03.08. They are taken with a grating in front. The lightstreak you see over the "lightpoint" is the spectrum of the light. The shortest wavelength is nearest the light. The picture at left is taken a few seconds before the picture at right. The report was rated at F5.

Fig. A9, A10 - Two photos showing a reflection on the radarscreen. The reflection is marked. It is 1 nautical mile between the circles.

Fig. A11 - Picture taken from the headquarter towards Vårhuskjølen at 28 January at 15.49. The picture is taken when a strong reflection is seen on the radarscreen. As you see, nothing special is seen in the picture.

Fig. A12- Photo taken by Roar Wister (RW1/3) Saturday 21 February at 19.23. Exposure time is 10 seconds. The aperture is f/5.6. It is taken with a Pentax ME Super with a Vivitar zoom lens with a range 75-205 mm, adjusted to 75 mm. Just after the picture was taken, an oscillation could be seen by the eyes. Probably the same oscillation which you see the start of in the picture. The frequency is 7 Hz.

Fig. A14- The headquarter at Aspåskjølen, seen from southeast.

Fig. A15 to A19 - Photos taken by Roar Wister on Saturday 18 February at 20.18 (RW1/13-17). Pictures taken in east- northeasterly direction. Duration 2 minutes.

Fig. A20- Photo showing two moving lights over Finnsåhøgda (X/4). The picture above is enlarged. The picture below is grossly enlarged.

Fig. A21 - Photo taken by Erling Strand (ES1/13) on Saturday 21 January between 19.20 and 19.30.

Fig. A22 - Photos taken by Arne P. Thomassen on Wednesday 25 January at 19.10 (APT1/22,23). It is possible to

see some kind of spectrum from 560 to 630 nm.

Unidentified Flying Objects: An Historical Perspective

American Society of Mechanical Engineers
Design Engineering Conference
George W. Earley
Americana Hotel, New York City
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Abstract

The paper presents an examination of the overall UFO scene during the past 20 years. Several representative unsolved sightings reported in the United States are summarized and the global nature of sighting reports is discussed. Brief mention is made of pre-2Oth Century sightings. The activities of hoaxers, psychotics and liars-for-a-profit are outlined. Attitudes towards sightings and the investigatory efforts of the USAF are examined.

Possible explanations of the causes of UFO sightings are summarized and the hypothesis that some UFO's may be extra-terrestrial vehicles is advanced.

In conclusion, some general suggestions are advanced for more effective studies of 'the UFO phenomenon.

In opening, I'd like to thank the sponsorsof the Design Engineering Conference for inviting me to New York and giving me the opportunity to speak to you all this evening. My topic is a highly controversial one; and controversy particularly when it grows out of opinions directly opposed to governmental agencies - seems to be a dirty word much too often these days.

Now - the things that I have to say, and the things that you all have read and heard about flying saucers will doubtless raise questions in your minds. Fine. I will be happy to answer as many as I can in the time available following my talk.

But first - a word from my sponsor. I am here this evening as a representative of The National Investigations Committee on Aerial Phenomena, NICAP - a privately supported, non-governmental UFO investigatory organization with headquarters in Washington, D.C. NICAP was formed in 1956 to provide a place where persons could report UFO sightings without being subject to ridicule or harrassment. Aided by its Sub-Committees and Affiliated groups, NICAP endeavors, to the best of its ability, to investigate in a scientific manner UFO reports made to it. Operating funds come from member dues - $5 annually for which the members receive six issues of the UFO Investigator, an 8-page newsletter of current UFO events. In July of 1964, NICAP published the UFO EVIDENCE, a documented study of over 7OO UFO cases from NICAP's files. NICAP membership, over ten thousand at present, encompasses a representative cross section of our population. The Board of Governors and Panel of Special Advisers includes scientists, engineers and professional people in a variety of fields. Many of these men have earned doctorates in their specialty.

In the 20 years since the term came into existence, flying saucers have become a scientific controversy second only to the famed Canals of Mars. And, like the Canals of Mars, the term flying saucer is a misnomer created by the press. On June 24, 1947, while flying his private plane in the vicinity of Washington's Cascade Mountains, Idaho businessman Kenneth Arnold observed 9 objects flying near Mount Ranier and Mount Adams. "They flew", Arnold told newsmen, "like a saucer would if you skipped it across the water." [1] Arnold's saucers were not disc shaped, but resembled a crescent moon. The press, however, called them flying saucers, and the name stuck. In addition to the disc or saucer shape, other aerial unknowns have been described as having a cigar, rocket, or fuselage-without-wings shape. Arrowheads or flying triangles have also been reported, with Arnold's crescent shape and a rubber-heel shape also being reported in much less frequency. Because it was felt that the term "flying saucer" was misleading, the Air Force and the majority of other investigatory groups prefer the term Unidentified Flying Objects. A sighting is called a UFO when "the description of the object and its maneuvers could not be fitted into the pattern of any known object or phenomenon."

Once Arnold's sighting hit the press wires, other sighting reports began to make the papers. It wasn't long before people were seeing saucers, hubcaps, sausages, and all manner of peculiar looking aerial objects. About this time, the USAF began to take an interest in flying saucers, but no official conclusion was released until early 1949. Of course individual

Air Force officers had voiced opinions, but they had not been representing any official investigatory group. The report released April 27, 1949, stated that 270 sightings had been investigated, including 30 from foreign countries and that 40% could not be explained. Since that time, according to subsequent Air Force press releases, 11,107 sightings have been investigated through December 31, 1966, with about 10% of this total still unidentified.

This, of course, does not take into account innumerable sightings made in foreign countries, as well as sightings made in this country and not reported to the USAF.

I might digress a moment to note that reports of strange aerial phenomena are not peculiar to the post WW II period. As NICAP staffers Lore and Deneault have shown [2], scores of unexplained sightings were reported prior to the 20th century by astronomers and other scientifically trained observers. However, coming back to the recent past - just what have people reported during the past two decades? How reliable are the sighters? I'll recap briefly some of the more outstanding sightings.

In 1956 a Navy Super-Constellation transport was flying west across the atlantic, carrying aircrews returning from overseas duty in Europe. Nearly 30 men were aboard - pilots, navigators, flight engineers. The night was clear, visibility unlimited. The Connie was cruising at 19,000 feet. Next stop, Gander, Newfoundland; final destination, the Naval Air Station at Patuxent, Maryland. Glancing down, the pilot saw a collection of lights where only open seas should be. The radio man reported no signals from below, and that no ships were scheduled to be bunched in the area. Curious, the pilot put the plane into a circle to examine the lights better. As they circled, the lights dimmed, and then they saw several colored rings appear and begin to spread out. It was then noticed that one ring was rushing up toward the plane. The pilot rolled out of his circle and tried to climb away, but the ring outclimbed him, reached their altitude, leveled off, and raced towards them. Then they realized that the ring of light was coming from the rim of a huge disc-shaped object. By this time, all men aboard were wide awake and watching out the windows. The disc raced toward the plane, flipped on edge, and angled past the port wing tip; then slowed, reversed course, and paced the plane off the port wing. The observers agreed that it was about 30 feet thick and 350 - 400 feet in diameter, with a blurred uneven glow from the rim. The glow was sufficient to show the disc's curving surface. The pilot held to a straight course, while the disc slowly drew ahead, then tilted upward, accelerated sharply, and was lost in the night sky. The pilot called Gander Airbase at once and asked if they had seen anything on the radar. Gander replied that they had had something on the scope along side the Connie, but that the unknown had not answered radio queries. The time it took the disc to get up to the Connie indicated a speed of 1600 mph or more. The speed it made climbing away was estimated at that or greater.

After landing at Gander, all personnel were thoroughly interrogated by Air Force Intelligence personnel. "They asked lots of questions, but gave us no answers," one Navy man grumbled later. When the Connie finally reached Patuxent Naval Air Station, the air crews were again interviewed, and they furnished Naval Intelligence with written statements as to what they had seen. Several days later the pilot was contacted by a scientist in another government agency who wished to talk to him about his sighting. After getting the necessary clearances, the pilot said okay. The scientist showed up, had the pilot go over his sighting again, and then unlocked a dispatch case, pulled out some photographs, and asked the pilot if the object he had seen resembled any of the pictures. The pilot picked out one as being virtually identical. The scientist thanked him, locked up the pictures again, refused to answer questions and left. The pilot, needless to say, was - and still is - a frustrated and bewildered man. [3]

Here's a case which occurred near an Air Force missile site. On August 25, 1966, the officer in charge of a North Dakota missile crew, based in a concrete capsule 60 feet underground, suddenly found his radio transmission interrupted by static. At the same time that he was trying to clear up his problem, other AF personnel on the surface, reported seeing a UFO - described as a bright red light - apparently alternately ascending and descending. A surface AF radar installation also reported tracking the object at an altitude of 100,000 feet. The report of the base operations director stated "when the UFO climbed, the static stopped. The UFO began to swoop and dive. It then appeared to land ten to fifteen miles south of the area. Missile-site control sent a strike team (well-armed Air Force guards) to check. When the team was about ten miles from the landing site, static disrupted radio contact with them. Five to eight minutes later the glow diminished, and the UFO took off. Another UFO was visually sighted and confirmed by radar. The one that was first sighted passed beneath the second. Radar also confirmed this. The first made for altitude toward the north, and the second seemed to disappear with the glow of red." [4] Still unsolved, the case is termed by Dr. J. Allen Hynek as "typical of the puzzling cases" he has studied in his 18 years as the Air Force's scientific consultant on UFO's.

One of the best radar confirmed sightings - so stated by Captain Ed Ruppelt, [5] who headed the Air Force saucer investigations for several years - occurred near Rapid City, South Dakota, the evening of August 12, 1953. The events of that night started out like this. Shortly after dark, a woman spotter of the local Ground Observer Corps rang up the Air Defense Command radar station at Ellsworth AEB just east of Rapid City, and reported an extremely bright light to the northeast. The radar swung to the area the spotter had designated, and picked up a solid blip moving slowly. The heightfinding radar also picked it up and established the UFO at 16,000 feet. The warrant officer on duty at the radar station got a direct wire to the spotter, and they compared notes for about two minutes. In the middle of a sentence, the woman suddenly said that the object was starting to move towards Rapid City. The radar scope confirmed this, and the warrant officer sent two men outside for a visual check. They reported a large bluish-white light moving toward Rapid City. The three groups - the radar people, the outside men, and the woman spotter - watched the UFO make a swift sweep around Rapid City and then return to its original position. The warrant officer then called a jet fighter on patrol and put him on an intercept course. The light was still at l6,OOO feet. The pilot spotted the light visually, and had moved to within three miles of it, when the light took off north towards the Badlands. The pilot followed it 120 miles, with the light staying a couple miles ahead; and then, with fuel running low, the jet returned - with the UFO trailing him!

The jet squadron at the air field then stated that they were scrambling another F-84, with a skeptical combat veteran of World War II and Korea at the controls. Once he was airborne, radar worked him toward the UFO. The pilot quickly reported visual contact, and maneuvered to get above the light. The light headed northeast, with the F-84 behind but several thousand feet above it. The pilot, even though getting radar reports and seeing the light, was still skeptical. Once away from the Rapid City area, he turned off all his lights to see if it was a reflection on his canopy. The light was still there. Next he rolled his plane, to see if some unnoticed ground light was causing it. The light's position didn't change. Next he checked its motion against three bright stars - it moved with relation to them. He then figured, if it is real, my gunsight radar should pick it up. He activated his gun cameras, turned on his radar and got a solid blip. At this point he got scared - and remember, this was a man who'd fought Hitler's best airplanes and tangled with Mig 15's over Korea. But that large, bright, bluish-white light was more than he cared to chase any longer. He requested and received permission to abandon the chase. The UFO headed off toward Fargo, North Dakota, and a check minutes later showed that spotter posts between Rapid City and Fargo had seen and reported a fast-moving, bluish-white light. So there you are - two serial visuals, an aerial radar lock-on, two ground radar sightings, numerous ground visuals from several locations, and gun camera film which, when developed, showed a blurry object. No details - just a light source.

On April 224, 1964, near Socorro, New Mexico, shortly before 6:00 p.m. local time, Patrolman Lonnie Zamora was chasing a speeding car. [6] Seeing and hearing what he then thought was a dynamite shed exploding, Zamora abandoned the speeder and drove over a rough, dirt road towards the apparent impact spot. Briefly, during his approach, he saw a shiny object about the size of an overturned car. Beside it were two "man-like" figures in white - no details of hands, feet or face were visible. Based on a nearby bush, later measurements indicated that the figures were about 4 and a half - 5 feet tall and that the bottom of the object was about the same distance above the ground. Because of intervening hills, Zamora lost sight of the object and when he again had it in view, the figures were gone. Parking about 150 feet away, he began to approach the object on foot when it suddenly began to spew flame from its underside. Believing it was about to explode, he ran the other way. When the noise ceased, he looked back and saw it fly away, narrowly missing a nearby dynamite shed. Investigators from nearby military installations, local police, NICAP representatives, and Air Force investigators from the Air Technical Intelligence Center in Ohio and Northwestern University thoroughly examined the scene. Several depressions, apparently from the object's four legs, were found and nearby bushes and grass appeared to have been seared by intense heat. Soil samples were taken but no traces of fuel residues were found following laboratory tests. Zamora's reliability and integrity are unquestioned and the Air Force still carries the sighting as one of an unidentified vehicle. [7]

Of course, these are only four of many similar outstanding UFO sightings from all points in the USA. But sauceritis is not a peculiarly American ailment. Radar reports, visual reports both day and night, and combined radar-visual reports have also been received from British, French, Australian; Italian, Belgian, and other foreign sources. For example, in November of 1962, the Argentine Embassy in Washington, D.C., furnished NICAP with official reports of UFO sightings made by Argentine Navy pilots. Argentine Navy Captain Luis Moreno informed NICAP that the Argentine Navy had been constantly concerned about UFO's for the preceding 10 years. [8] Representative accounts of puzzling foreign sightings can be found in The UFO Evidence as well as in the works of the French mathematician-astronomer

Jacques Vallee. [9] And, of course, even the Russians got into the act - they said that saucers were all a capitalistic hoax designed to keep up the production of war material. [10]

As is often the case with sweeping Russian pronouncements, there is a grain of truth in this one - there have been saucer hoaxes. Some have been of the practical joker variety - cardboard or aluminum discs stuffed with junk radio parts and lit up by railroad flares. One man, to win a bet, bought, chloroformed, shaved, and ran over a monkey, which was then passed off - until a vet queered the game - as a man from Mars. Numerous people have claimed contact with space people - some even claim to have ridden in saucers. I know a man near Pittsfield, Massachusetts, who claims that there is a saucer base under the Berkshire mountains. None of these contactees have presented any verifiable proof and most have declined to take lie detector tests. Several hoaxers have gone after money and apparently done pretty well. A few years ago, TRUE magazine reported on Otis T. Carr, a one time elevator operator and hotel night clerk, who has reportedly acquired several hundred thousand dollars from trusting souls who think he has an engine and spaceship that will revolutionize present day propulsion techniques. [11] Frankly, I wish he really did - I'd like to go space travelling myself but based on present day planning, it doesn't look possible for many years. So, hoaxers, psychotics, and liars-for-a-profit are with us, and have contributed quite a bit to fogging up the UFO question. That, however, is no excuse for failure to conduct a proper investigation.

Now - what has the Air Force done in the field of UFO investigations? The answer is, surprisingly little. There have been innumerable press releases telling of all the studies that have been conducted, of investigations and the like; but when you look closely at the record, you see that very little has really been done. For example, even at the height of the UFO sightings, there were never more than three or four men permanently assigned to investigate UFO's. Investigations were usually made long after a report, and the investigators often seemed more interested in seeing how they could explain away the sightings than in getting all the facts from the witnesses. Airline crews have been accused - anonymously - of being drunk on duty. Radar sightings have been passed off as resulting from temperature inversions, even when weather-bureau records did not bear out such a claim. There have been several instances when UFO sightings have apparently resulted in a rapid and substantial increase in background radioactivity, but the USAF has made no attempt to set up any radiation-detection stations in areas where there have been repeated sightings over the past 14 years. NICAP has offered to sit down with the Air Force and review the reports in NICAP's files and to publicly correct those disproved by the Air Force. [12] The Air Force, however, refused such joint meetings and insisted that NICAP furnish its data for secret review. Results released following such secret reviews would not include any basis on which to evaluate the validity of the Air Force conclusions. These are but a few examples. The overall record is worse; and speaking as an ex-Air Force officer, I can only say that I have no confidence in the Air Force UFO investigation program to date.

Criticism of the Air Force position, as well as the position held by far too many of his fellow scientists, has recently come from Dr. J. Allen Hynek, the chief civilian consultant on UFO to the Air Force. Dr. Hynek, head of Northwestern University1s Dearborn Observatory, stated flatly: "No true scientific investigation of the UFO phenomena has ever been undertaken, despite the great volume of hard data... we should put as much effort on one of these puzzling cases as we would on a Brinks robbery or a kidnap case. [13]

In fairness to the Air Force, it should be noted that they are finally coming to realize that their attitude has tarnished their image in the public eye. A civilian scientific review committee was convened in February, 1966, by order, not of the Director of Aerospace Research, but of the Director of Public Information! This civilian scientific panel, while it did not endorse the possibility of extra-terrestrial visitors, did make strong recommendations that the Air Force substantially increase its UFO investigatory teams and solicit aid from the scientific community to more adequately examine both future and past UFO reports. [14] NICAP is fully in accord with such recommendations - indeed, a full-scale scientific investigation on a global basis has long been one of our major goals. In Dr. Hynek's words "Instead of having UFO a synonym for crackpot and ridicule, let's make it scientifically respectable." [15] We know that more and more scientists are willing to discuss the subject of UFO's "off the record" but we sincerely hope that more will follow the example set by Dr. Hynek and by NICAP's own scientific advisers. And, of course, we also hope that the recently begun 15 month study program, funded by the Air Force but to be conducted independently by the University of Colorado, will be the beginning of a full scale, impartial scientific investigation of UFO's. We, quite frankly, see this study as vindication of our long held position that the Air Force investigatory program has been both inadequate and unscientific.

All right - we've looked at some reports of UFO's, and some attitudes towards reports Now, the inevitable questions that arise are, just what are these UFO's and where do they come from? It has been suggested that they are:

1. Secret Russian devices based on German devices obtained after World War II,

2. Secret American devices in the missile and/or aeronautic fields,

3. Misinterpretation of various conventional objects such as stars, planets, birds, weather balloons, insects, meteors, airplanes, vapor trails, etc., etc.

4. Interplanetary space ships from outside our solar system.

Let's look at each of these suggestions. The Russian and American origin suggestions can be disposed of together. If the UFO's were of Russian manufacture, this meeting would be sponsored by Soviet Society of Mechanical Engineers and I'd be a visiting Commissar lecturing on Applied Marxism. And if the UFO's were American - well, we wouldn't be spending 13 million dollars per day on Project Apollo.

After all, the speed and maneuverability displayed by these UFO's calls for propulsion systems far in advance of anything we now have. The entire vehicle represents, in terms of present earthly knowledge, a tremendous technological break-through. Such a break-through would be quickly reflected in hundreds of allied fields, as well as in fields never dreamed of before. Look at the applications of nuclear energy since 1945 - even the most imaginative science fiction writer never dreamed, before Hiroshima, of all the applications that would be found in less than 20 years. The break through required to create a terrestrial UFO would have even more far-reaching effects.

Misinterpretations? These already account for a large number of the many sightings of UFO's. Perhaps 80% of those investigated by the Air Force to date. There's no denying that many people have been fooled by balloons, meteors, high-flying airplanes, the planet Venus, peculiar vapor trails, and the like - and thought they saw UFO's.

Glowing clouds, resulting from chemicals released hundreds of miles in the air by NASA rockets, have caused UFO reports. So have re-entering space satellites as well as oribiting satellites seen under peculiar atmospheric conditions. These, like the other misinterpretations already mentioned, can be readily explained. They do not, however, explain the sightings I spoke of earlier nor do they explain the hundreds of still unsolved reports made to the Air Force, to NICAP, and to other UFO investigatory groups over the past 20 years.

So we are left with the Interplanetary theory. And when I say "we", I include not only myself and the majority of the Board of Governors of the National Investigations Committee on Aerial Phenomena, but also many officers of the USAF, innumerable pilots and aircrewmen - private and commercial, foreign and domestic - many eminent scientists, missile experts, and just plain people. Speaking for myself, I accepted this theory only after examining the UFO question for over a dozen years. No single sighting report led to my acceptance of this hypothesis, but rather the ever growing accumulation of reports by reliable and trained observers. I have never seen a UFO, but as Dr. J. E. McDonald put it, the idea of extra-terrestrial vehicles seems to be "the least unsatisfactory hypothesis for... the intriguing array of credibly reported UFO phenomena that are on record" [16] - reports such as those mentioned earlier in this talk.

Now - regardless of your feelings as to the validity of the extraterrestrial hypothesis, I would hope that we are in general agreement that "something" has been seen and that the recurrence of such reports from reliable observers over the past two decades requires a more extensive investigation than has taken place heretofore.

With that thought in mind, then, I want to conclude by outlining some ideas on what is needed in the way of a more thorough investigation. Let me say too, that these ideas are not just mine but are a synthesis of those of Hynek, [17] Vallee, [18] LeBlanc, [19] the NICAP staff and other sources.

1. Sighting stations should be established on a global basis These could either be new stations or existing stations, military or scientific, which have been supplied with detailed instructions and instruments to provide for standard observations and records. Photographs, spectrographs, data obtainable by broad band radiation detectors, etc., should be secured if possible.

2. The data on hand, as well as future data secured by field investigations on standardized report forms, should be computerized so that new reports can be rapidly and accurately compared with older reports and trends and patterns in sightings quickly identified.
3. Policemen, civil and military pilots, and others whose jobs keep them outdoors for long periods of time, should be equipped with good cameras and trained in their use. Service or civic clubs could, perhaps, furnish such equipment to their local police.
4. Anthropologists, archeologists and other students of the past should carefully study the legends of ancient peoples to determine if contact with extra-terrestrial beings may not have already occurred. Harvard astronomer Dr. Carl Sagan [20] recounts a legend concerned with the rise of the Summerian civilization (4000 B.C.) which is suggestive of such contact and is certainly deserving of further study.
5. Sincere, qualified amateur groups should be encouraged to assist by researching past cases, delving into newspaper files and similar historical documents. Such searches have already turned up much useful data on older sightings; there is little doubt that much more data remains to be dug out. Such research, however, would need to be coordinated by the official group to prevent duplication of effort. Other qualified amateurs, such as ex-military intelligence personnel, could assist in field investigations of current sighting reports. Again, coordination with the official group would be necessary.

Finally, assuming that the efforts outlined above warrant the expense, serious thought should be given to the building of a "saucer trap", not to "capture" physically but to "trap" information by instruments. Many apparently reliable reports have commented on the seeming "curiosity" of UFO's about the works of man. It would seem possible that a large installation, built with a maximum of clearly visible activity and located in an otherwise barren area, might attract the attention of UFO's. If such an installation were equipped with all manner of detection and recording apparatus capable of covering the entire visible, audible and electromagnetic spectrum a wealth of valuable information might be obtained.

All of the above, of course, presupposes a willingness on the part of the scientific community at large to examine the entire UFO question with open minds, devoid, insofar as possible, of emotion charged prejudgment that the entire subject is "utter bilge". [21] It is the hope of all of us in NICAP that the Condon study group will be the beginning of a major change in attitude toward the study of UFO1s by the scientific community.

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National Investigations Committee On Aerial Phenomena

What To Do With Sturrock?

Robert J. Durant

July 28, 1998

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Public opinion polls show that over 50% of adult Americans think UFOs are "real," over 70% think the government is hiding information about UFOs, and 40 % think that the government is concealing information proving the existence of UFOs, presumably hardware or bodies. Only one out of three are skeptics.

Those are extraordinary numbers. They mean that more Americans believe in UFOs than the number who voted for Reagan or Bush or Clinton. Roman Catholics are the largest religious denomination in the U.S., and the UFO "believers" outnumber them two to one. Fundamentalist Christians comprise about 10% of the population, and exert a huge influence on the Congress. UFO "believers" outnumber them by five to one.

Almost without exception since the press began reporting the UFO story in 1947, journalism has demeaned the topic and those who take it seriously. The climate of ridicule surrounding the UFO phenomenon has prevented meaningful activity by those elements of our society in a position to study it. I mean, the scientific and academic communities. UFO research has been pushed into a tiny backwater, unfunded and without the resources that are automatic in every established discipline.

There are some "good" reasons why scientists steer clear of UFOs, but the "bad" reasons are the overwhelming rule. This is a cultural issue, not a scientific one.

When 70% of the population believes its government is engaged in a program of systematic deception on a topic of such fundamental importance as UFOs, this presents an ominous social issue. Regardless of one's belief about the "reality" of UFOs, this fact alone should militate for an open study. This is not a "scientific" reason for such a study, but in a society increasingly alienated from its ruling institutions, it is nevertheless a compelling reason.

A related topic is the Search for Extraterrestrial Intelligence. It consists of a search for radio signals, and from the outset the practitioners have made extraordinary efforts to distance themselves from UFOs. SETI began in 1959. Thirty nine years later, they have not a single piece of data. Yet they continue to spend lavishly, using the taxpayer's money at a rate of 11 million dollars per year until that was cut off, and then raising a similar sum from private sources. In fact, most SETI funding is still begged, borrowed and stolen from publicly funded programs.

Contrast SETI with the UFO situation, in which we have no funding at all -- and a mountain of data.

Several central figures in SETI recently appeared on National Public Radio as part of their continuing public relations campaign. They complained that the UFO issue is always raised when they speak to the public. Apparently Mr. and Mrs. America are so stupid that they assume their money is being spent in a

real search for extraterrestrial intelligence, not just the absurdly narrow search for radio signals. So much for the unwashed, or so I gathered from listening to the boffins.

I said that journalism has ridiculed UFOs, almost without exception. The exceptions are quite instructive. The first instance was the Air Force "swamp gas" explanation for a series of sightings. For reasons that escape me, the press suddenly came to life, denouncing not UFOs and UFO observers, but the Air Force for this preposterous claim. Newspapers throughout the country wrote editorials making fun of the Air Force, and published clever cartoons skewering the Swamp Gas officials.

The second instance is recent, and that is the postscript Air Force "explanation" for Roswell. I refer to the "crash dummies," and the ensuing furor in the press, nearly all of it denouncing the Air Force.

Almost on the heels of the "dummy" paroxysm, we have the Sturrock Report, which was on the front page of most newspapers, including such important journals as the Washington Post and the Atlanta Constitution. The story was played "straight," meaning without the usual attempts at demeaning cleverness. A panel of real scientists had concluded that UFOs deserve serious study. (That's what the press said, and it is a telling and unfortunate thing that ufologists have ignored that message, opting instead to engage in endless nit-picking of what the Panel did or did not write.) This was not just "news," it was front page news, and it was a huge vindication not only for ufologists, but for the great majority of the American public.

The first instance in which the press sided with "us" resulted in a congressional inquiry and then in the establishment of the Condon study. Such is the power of this topic when combined with a "good press."

Politicians would much rather be called crooks than fools. That is why the favorable press treatment of UFOs is critical. Without fear of ridicule from the press, the politicians will hasten to pander to the public's enthusiasm for UFOs.

The Sturrock Panel story closely following the "dummy" fiasco, combined with the intense public interest and belief revealed by public opinion polls, should set the stage for action on Capitol Hill. What is past is prologue.

My suggestion for putting the Sturrock Report to practical use is to meld all of the factors listed above, and use them to mount a public relations campaign of our own. The target should be the Congress. The goal should be to set up a long term study of UFOs. This time around we know how NOT to do it. For example, don't put a known crackpot- debunker in charge of the study.

Most Senators and Representatives would endorse such a study. In fact, "studies" and "commissions" are the politician's dream come true. This is a time-honored way to evade and avoid making hard decisions. At the same time, it gives the public what the public plainly wants -- the appearance that something worthwhile is being done about UFOs.

President Clinton would welcome anything that might put his other problems on page two. A UFO Commission would also get Laurance Rockefeller off Clinton's back.

But with just a little bit of luck, a genuine inquiry can be made, using the federally funded resources required for this awesome task, but that are forever beyond the grasp of civilian ufology.

I would commend, mainly as a public relations trick, that we demand that half of all current SETI funding be allocated to UFO research. This will certainly make good sense to the taxpayer, and to the press, and therefore to the politicians, and it will panic the SETI crowd and their fellow-travelers. The panic will probably result in a "political" settlement in which ufology gets the grudging support of the SETI folks in return for being allowed to continue their strange hobby, though on a somewhat reduced allowance.

Several years ago I was browsing in a Government Printing Office store, where I found a NASA brochure on SETI. It was elaborately printed on fine paper and in color, and seemed written for the seventh grade student needing something for a "report." I wrote to NASA inquiring about what the brochure cost. They replied: $76,000. This is chump change to NASA and the SETI crowd, but a fortune to ufologists. It would pay for half a dozen very worthy projects in this field.

An attack on the "radio only" SETI program, and a demand for a piece of their funding, would find great favor with the public, and with talk show hosts, and eventually with the politicians in Washington who can fund UFO research. The tale of the SETI brochure can be used to great effect in these forums.

The politicians are not likely to take the initiative. But I predict that they will eagerly take the bait if it is offered to them in a concrete proposal. The UFO Coalition can do that, and should begin at once.

R. J. Durant
28 July 1998

TRUE, March 1950

Navy Officer Tells

HOW SCIENTISTS TRACKED A FLYING SAUCER

by

Commander Robert B. McLaughlin, USN

In its January issue TRUE said that the flying saucers are real and interplanetary. Its story was widely supported by the nation's press and radio.TRUE's findings are here confirmed by Commander McLaughlin, a rocket expert at White Sands Proving Ground, who worked independently of this magazine's investigation. He reveals how a troup of Navy men and scientists tracked a flying disk with a precision instrument and tells of flights he and others witnessed.

On a bright, clear Sunday morning in April, 1949, a detachment of Navy men and a group of scientists released a balloon from a point 57 miles northwest of the White Sands Proving Ground base.

They were interested in getting weather data from the upper atmosphere, and as the balloon rose, they charted its flight as usual with a theodolite and a stop watch. There were five observers in all; four of them coordinating the instrument data. One followed the balloon through the theodolite's telescope. One called off the readings. One recorded them, and the fourth man held the watch.

Shortly after the balloon was aloft west of the observation point, the theodolite operator swung his instrument rapidly to the east.

A strange object, seen by everyone present, had crossed the path of the balloon. The instrument man, confused, had followed it. Swiftly, one of the scientists grabbed the theodolite and began tracking the missile.

An accurate plot of the object's course was recorded. Analyzing this data later, I can state definitely that:

1. The object, viewed in cross section, was elliptical in shape.

2. It was about 105 feet in diameter.

3. It was flying at an altitude of approximately 56 miles. (This was determined by a ballistics expert. An object at a lower altitude on this particular bright day could not have fitted the data taken. For security reasons, I cannot go deeper into this method of calculating altitude.)

4. Its speed was about 5 miles per second.

5. At the end of its trajectory, it swerved abruptly upward, altering its angle of elevation by 5 degrees -- corresponding to an increase in altitude of about 25 miles -- in a period of 10 seconds. Rough calculation indicates that a force of more that 20 G's (20 times the pull of gravity) would be required to produce this elevation in this time.

6. The object was visible for 60 seconds.

7. It disappeared at an elevation of 29 degrees.

Close questioning of the observers prior to the official report that went to "Project Saucer" at Wright-Patterson Field in Dayton, Ohio, produced an almost unanimous judgment that the objects was discus shaped and that it was a flat white color. High powered binoculars showed no exhaust trail, no stream of light or other evidence of a propulsions system. And, no sound. What was it?

I am convinced that it was a flying saucer and, further, that these disks are space ships from another planet, operated by animate, intelligent beings.

I think it is safe to say that it wasn't any type of aircraft known on Earth today. Even if, as is likely, there are top secret models which you and I know nothing about, there is no human being in this world who could take a force of 20 G's and live to tell about it.

I doubt that it was meteor. These small bullets from space frequently light up our sky as they burn, from friction generated by hurtling through our atmosphere. But only occasionally are they visible in the daytime. And besides, meteors remain in view for only a few seconds -- 10 or 12 at the maximum. This object was watched for 60 seconds.

Its size rules out the possibility of its being a bird or other known creature. No cloud could have moved in such a trajectory.

It was not a balloon, I can state positively. A number of men who saw it were experienced balloonists. Furthermore, they were in a position to know that no balloon capable of approaching the object's altitude was in the area. Even at 120,000 feet, near the peak altitude for any present type, a balloon would have to have been moving at 1,700 miles per hour to conform to the trajectory data.

And to clinch it, the wind 20 miles up was, as it happens, moving from east to west -- opposite to the motion of the object.

Hallucination? Optical illusion? I think it is reasonable to say that illusions do not appear simultaneously and identically to five different trained weather observers.

I cannot think of any other possibilities. Reliable observers saw the object. A sensitive instrument tracked it. The atmosphere was bright and clear in an area where we considered it a dull day if you could not see 50 miles horizontally with the naked eye.

The only flaw was that I -- up to that time -- had not seen a Flying Saucer personally.

Nonetheless, the information excited me. I began to seek an explanation -- a respectable, convincing answer in terms of physics, mathematics, aerodynamics and astronomy as we know them today.

Before I had completed my theories, I saw a Saucer for myself.

On morning late in May, I was standing outside of my office at the White Sands base during the flight of an Army upper atmosphere missile. These, of course, rise much faster than a balloon and usually you loose sight of them shortly before they reach peak elevation. You are very fortunate if you can spot them again on the way down.

The missile had just been fired, and we had just lost sight of it when a lieutenant commander standing next to me yelled: "There it goes."

A Marine captain and I saw what he was pointing at. (A civilian engineer and a Marine major with us did not.) A white object was proceeding very slowly westward. As I watched, it rapidly gained speed.

The object had now passed overhead, and I thought it was going to fall near a ranch house two or three miles west of us. But it spurted like a scalded cat, shot over the Organ Mountains behind us and disappeared.

This was a very serious matter to us. We always took precautions to prevent missiles from leaving the range. Immediately, I phoned the range safety officer.

"I've just seen your missile leave the range to the west of here," I said.

He groaned. As we debated what to do, we both heard the thudding impact of our missile well to the north of us and in the center of the range.

What, then, had I seen? I now faced the problem of every Flying Saucer witness. What was truth? What was imagination?

Two Saturday Evening Post articles last year by Sidney Shalett concluded that the disks were hallucinations, upper atmosphere weather balloons, astronomical phenomena, or the result of vertigo or self hypnosis. In the January issue of this magazine, Donald E. Keyhoe, aviation expert for TRUE, asserted that the saucers are visitors from another planet.

I thought back as carefully as I could over what I had seen. I realized I was slightly better off than most witnesses. I had not expected to see a Saucer, but I had expected to see something. My eyes, fairly used to this kind of observations, had been looking for a fast moving missile.

These impressions I settled on as accurate:

1. The Saucer, at the time it was first sighted, had been going at an extremely slow speed, perhaps 1 mile per second.

2. Despite the relative slowness, I could not determine its shape, although I judged it was similar in size to Saucer No. 1 because it was visible at an altitude above 25 miles.

3. It accelerated to a speed far in excess of anything obtainable with present day rocket motors.

4. The object passed within 5 degrees of the sun and was still visible to the naked eye. This would hardly have been true if the the object had been a meteor.

5. Again, there was no evidence of a propulsion system.

The last appearance of Flying Disks which I feel is reliable enough to report occurred in early June. I did not see it personally, but the circumstances are impressive enough for me to include them here.

This day we were firing a Navy upper atmosphere missile. Shortly after its take-off, two small circular objects, guessed to be approximately 20 inches in diameter, appeared from no place and joined the Navy missile on its upward flight. (Similar small disks have also been previously reported as well as the larger types mentioned earlier.)

At about the time the Navy missile was doing well over 2,000 feet per second, the object on the west

side passed through the exhaust gases and joined its friend on the east. They then apparently decided the missile was not going fast enough for them. They accelerated, passed the Navy missile and sailed off upward and eastward.

Some eight minutes after the Navy missile had fallen back into the range, I received a radio report from a very powerful optical observation post located on a mountain top. The Navy missile, it said, had just passed over the mountain and was going out of the range to the west. This could have been one of the two objects that we had seen and which had changed direction, or it could have been a third one.

The odd thing is that before long I had reports from eleven men in five separate OP's, none of which could communicate with each other and which were located at different points of the compass. All had seen the two objects perform as I have described.

Putting together all the data observed in three appearances, one of which I had seen for myself, and all which I believe beyond doubt, I decided that it was necessary to look outside the known world for an answer.

No one realizes better than I do that the explanations which follow may be incorrect. I think, however, that there is too much evidence from too many reliable sources for us to be content with inconclusive explanations, and we must press on to find an answer.

I think that the saucers are piloted space ships, first, because of their flight performance. The White Sands Saucers were most definitely capable of changing their direction while above our atmosphere. This extreme maneuverability -- plus their large size -- eliminates for me the likelihood of their being operated by remote control.

My own experience with rockets leads me to feel that a Saucer with such characteristics is far beyond the technical powers of anyone on earth. Our present system of rocket propulsion, using thermochemical energy, is entirely inadequate to duplicate the terrific 5 degree gain in altitude observed during the flight of Saucer No. 1.

If you accept this, you are led to assume that the Saucers can be propelled only by power derived from the atom.

What kind? And how? Well, I suggest a "radiation pressure motor."

Radiation pressure is one of the oldest known physical phenomena. You have seen it work if you have ever noticed a little glass enclosed gadget that jewelers often place in their shop windows. This is the "Crookes radiometer," a device more that 100 years old. Inside a small glass globe four metal vanes, black on one side and silver on the other, rotate on an axis, although there is apparently no motor driving them.

Light supplies the power. It radiates a "push" that varies from the surface of one vane to that of the one next to it. Now, where could the Saucer engineers get enough light to propel their missile through space?

I envision a motor somewhat like a fluorescent lamp. An inner core is filled with fissionable material, probably a gas. An outer tube surrounding the core contains a fluorescent material.

The fissionable gas activates the fluorescent material, causing light. Light exerts pressure -- a propulsive push or thrust -- against a heavily shielded curved reflector. The push propels the missile.

The activity of the fluorescent material is controlled by increasing or decreasing the amount of fissionable gas in the inner core. And fluorescent material is pumped into the outer tube as it is used

up. This is greatly oversimplified, and certain major problems remain.

There is, for instance, no known substance out of which the tubes could be constructed. Any material we can compound would disintegrate under the fissioning process. I would also hesitate to say what kind of shield would completely protect the Saucer crew from radiation effects.

The theory of a radiation pressure motor has been discussed with experts at a number of universities. Some scoffed. Some were encouraging. Since our present investigations of atomic power are in the primer stage, however, I think it's early to say the idea is impossible. Let's simply admit that if the Saucer people utilize anything like this principle, they have probably refined and perfected it.

While I have my neck out really far, I'd like to add that a Saucer would use three sets of motors.

The main set would be used to launch it and propel it on its space voyage. These motors would be placed in one segment of the edge of the disk. A second set, probably located in the flat under surface of the disk, would be used to sustain it in flight while it hovered or prepared to land.

The third would be a small set to control roll and tilt. Since radiation from the main power plant might be great, I should imagine that the crew would be confined to a segment of the leading edge of the disk.

This would leave a large area of the midsection for fuel storage tanks, food supplies and other equipment.

One case, described by both Shalett and Keyhoe, involves a disk conforming to this pattern.

At 2:45 a.m., on July 24, 1948, an Eastern Airlines DC-3, enroute to Atlanta, Georgia, from Montgomery, Alabama, sighted a "brilliant, fast moving object" about a mile away. Captain Clarence S. Chiles, an ex-Air Transport Command flier, and Pilot John B. Whitted, formerly a B-29 pilot, both observed it clearly.

They agreed that it was about 100 feet long, shaped like a cigar. It was wingless. When the object passed them, at about eye level, they saw two rows of "windows" along the fuselage. These glowed with a blinding white light. A dark blue light ran the length of the shape, along the underside. There was a red orange flame exhaust which rocked the DC-3 at the missile veered off and zoomed out of sight.

It seems to me that rather than a cigar shaped fuselage, what the pilots may have seen was a disk, edge on. The two rows of ports would be the vents of the main power plant. The blue light came from the belly motors, thrusting downward to enable the disk to operate at the slow speed of 500 to 700 miles per hour which the pilots estimated. The flame I am less sure about. Possibly the fact that it was traveling within the Earth's atmosphere (the DC-3 was at 5,000 feet during the encounter) made exhaust particles visible. The jolt it imparted to the DC-3, however, is not surprising. I should say that the plane felt a light energy blast, a product of radiation pressure motor operation.

The discus shape, as such, conforms to aerodynamic law and would provide a perfectly feasible flying machine.

I believe, though, that the design is employed as a temperature compensating device. By varying the angle of tilt, the disk in its flight through space could control the amount of heat it received from the sun. Flat side toward the sun, it could absorb considerable heat, edge on very little.

Design, construction and operation of the Saucers indicate to me that a very superior intelligence is at work. Not only at work, but present within the disks. I cannot believe that the ready maneuverability shown, for instance, by Saucer No. 2 in avoiding the uprising Army missile was

remotely controlled.

What these people look like I have no idea. Since I insist that they are actually at the controls of their strange craft, however, I must suggest that they are considerably smaller than we are. We already know that while 6 G's are a tremendous strain on the human frame, creatures smaller than ourselves can bear up under incredible pressures. A bee can probably take 20 G's, an ant even more. Saucer crewmen would also have to be pretty small to ride Saucers No. 3, the 20 inch disks. It is staggering to imagine intelligent beings that small, but we must not disregard any possibilities.

Where the Saucers come from can only be answered by guesswork. My guess is Mars. Mars "cooled off" and perhaps became capable of supporting some form of life millions of years before the earth did. The Martians, if such there be, would have a big start in scientific development.

I believe that the frequency of the Saucers' appearance over the southwestern section of the United States may have been influenced by the relation of Mars to Earth on July 16, 1945.

On this date Mars was in a good position to see our surface. And at 5:30 a.m. on that morning, the first atomic bomb was exploded in New Mexico, in the northwest corner of the present White Sands range. It is conceivable that the flash was viewed from afar by sensitive optical instruments.

What are the Saucers up to? So far, their behavior would indicate that they are interested only in observing us. The fact that the Saucers' operations so far have been peaceful also seems to knock out the suspicion that they have been launched by a foreign Earth power such as Russia. If a nation were fiddling with long range missiles, why would it experiment over the United States, where a crash could deliver the object and all its secrets on our doorstep?

Will the Saucers land? The small ones might. If their occupants decide they could survive on Earth, the small Saucers might be dispatched from the larger missiles.

The larger disks, even assuming maximum motor efficiency, probably could not risk the loss of accumulated momentum that would occur in landing. It would be too difficult to generate again the momentum necessary to return home.

Why don't you see Saucers?

The atmosphere over about 75 percent of the Earth's surface is filled with moisture particles. These give us a "white sky" much of the time. Against such a background, it would be mere chance which allowed anyone to sight a Flying Saucer. At White Sands, we undoubtedly had near perfect atmospheric conditions and excellent visibility.

I know that this is a fantastic story. I cannot prove the theories I have outlined. I probably can't even prove the disks are real until I've ridden in one.

But in terms of the very limited knowledge we of the Earth possess, these ideas perhaps offer a clue to the solution of a great puzzle.

Whatever the answer, I can't feel that there is anything terrible, hostile or dangerous about the Flying Saucers or their occupants.

The challenge of space travel has fascinated the people of Earth for centuries.

It is not fantastic for us to explore other planets, why should it be fantastic for Martians, say, to visit us?

So far, all I have suffered is a little hurt pride. They got here first.

-- Commander Robert B. McLaughlin

Commander Robert Bright McLaughlin is an expert in naval ordnance and guided missiles. For the past three years he has been in charge of the Navy unit assisting in classified projects at the White Sands Proving Ground, Las Cruces, New Mexico.

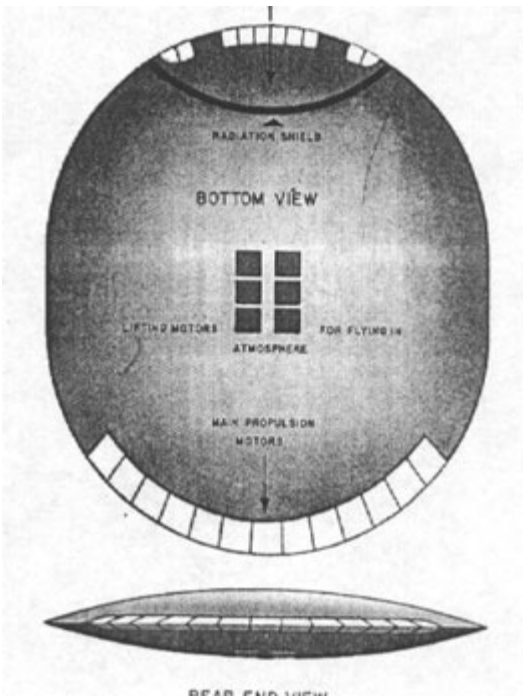
He began his researches in the guided missile field in 1939, four years after his graduation from the Naval Academy. A post-graduate student of engineering at that time, he was assigned to a Navy board evaluating the effectiveness of antiaircraft gunnery. By 1941, he had outlined the technique for a "beam rider" guided missile which, by the ability to "change its mind" after being fired, heightened antiaircraft accuracy against swift, evasive, high altitude aircraft targets.

During the war he was gunnery officer aboard the aircraft carrier Intrepid and saw action in the major Pacific campaign from Kwajalein to the Philippines. He was with the Intrepid when it underwent an attack by thirty three Japanese Kamikaze (suicide) planes in three and a half minutes.

In August, 1946, he was assigned to White Sands. He is 37, a stocky, round faced man with curly brown hair, blue eyes, and a crisp, precise manner of speaking. He is married and has two youngsters, a girl of 2 1/2 years and a boy of 10 months.

At present he is skipper of the destroyer Bristol.

Control section and cabins



Schematic views of space ship driven by radiation pressure

When the Air Force early this year declassified the hitherto secret Project Saucer files, it revealed that 375 incidents of "unidentified flying objects" had been analyzed by consulting scientists. Of these, 341 had been explained to the Air Force's satisfaction.

It was officially admitted that for 34 incidents, there was no "apparent ready explanation." Among these was the opening incident of Commander McLaughlin's article.

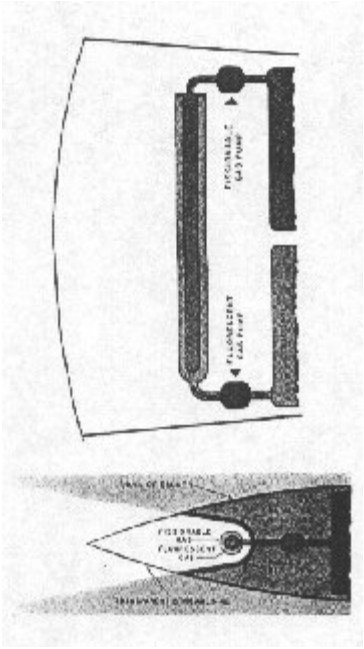
Even these 34, the Air Force said, might be rationally explained if the "psychological and

physiological" factors were taken into account. But the Aero-Medical Laboratory, which was most concerned with such factors, acknowledges that "it will never be possible to say with certainty that any individual did not see a space ship, an enemy missile or other flying objects. All that is possible is to judge the likelihood that he saw such objects."

In short, Project Saucer experts admit that statistical probability -- rather than scientific proof -- was the best it could expect to achieve.

The Editors of TRUE believe that the admitted existence of 34 "unexplained incidents" indicates that the announced discontinuance of Project Saucer was premature. TRUE further believes that the official announcement was ill advised, made in haste, and that the United States Project Saucer has in fact been continued without interruption under another code name. The 34 "unexplained incidents" which the Air Force concedes -- there are no doubt others -- are the best documented and the hardest to explain in any fashion other than by the interplanetary thesis first set forth by Donald E. Keyhoe in TRUE for January and here repeated by Commander McLaughlin.

Light from motor, shown top and side, gives "rocket" thrust.



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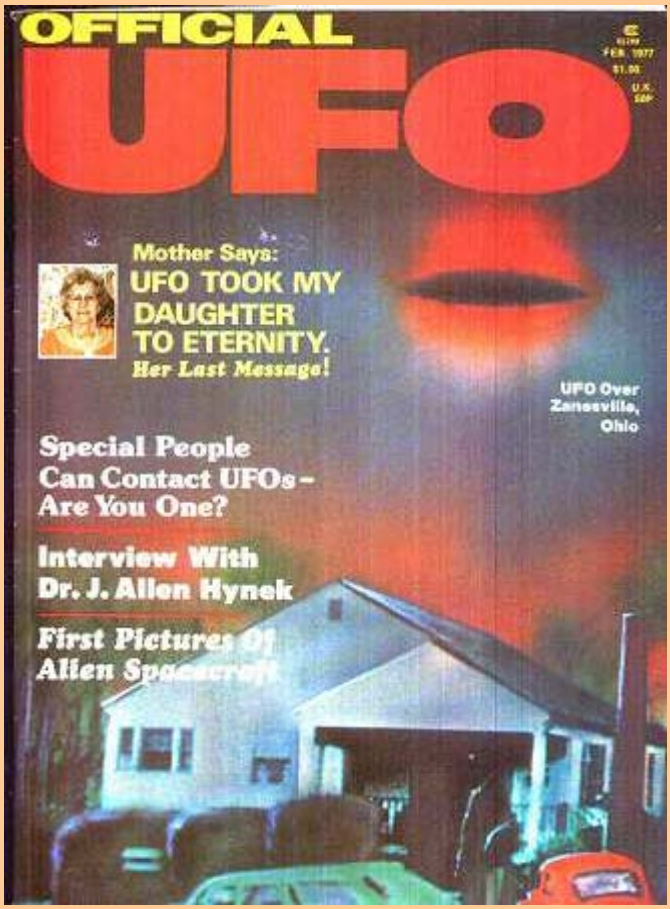
Unidentified Flying Objects

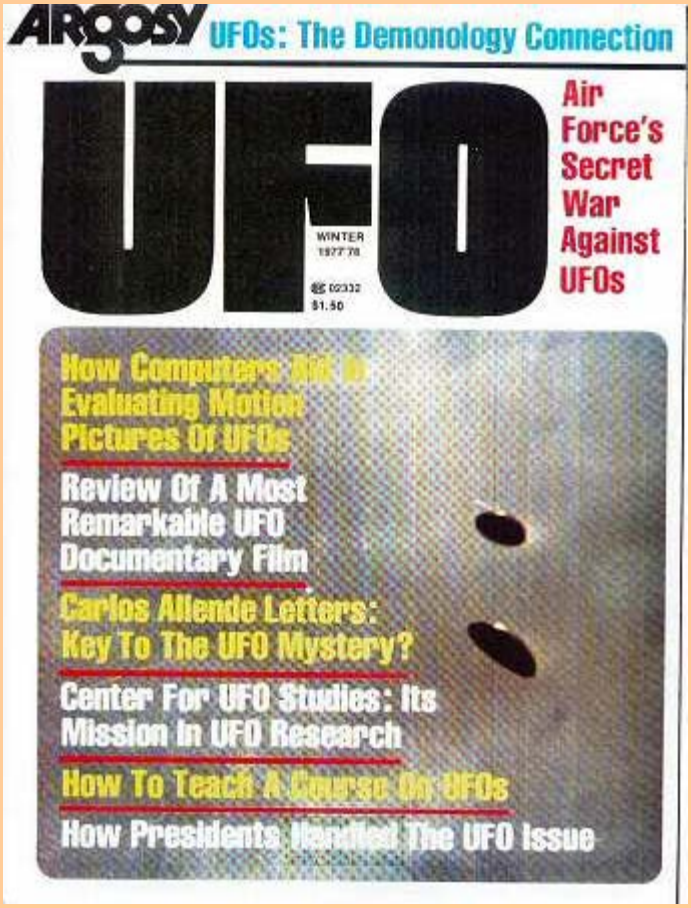
(Greene-Rouse, 1956)

Two Articles By Robert Barrow

"***UFO Revisited***", published in *Official UFO* magazine, February 1977



"***Unidentified Flying Objects: A Most Remarkable UFO Documentary Film***", published in *Argosy* magazine, Winter 1977/1978



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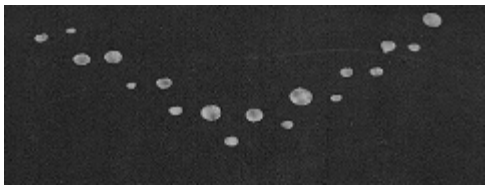
A TRUE BOOK-LENGTH FEATURE

What Our Air Force Found Out About UFOs.



Photographs of the famous Lubbock Lights, by an 18-year-old amateur, were "never proved to be a hoax."

From 1951 to 1953 Mr. Ruppelt was in charge of Project Blue Book, the official Air force investigation of Unidentified Flying Objects. This is what he learned from them.

BY CAPTAIN EDWARD J. RUPPELT, USAFR

On August 12, 1953, a woman in the Ground Observer Corps in the Black Hills of South Dakota reported a light hovering in the sky to the east of her position. Two operators from a radar station went out to check the thing visually while the woman was still on the telephone. While they were scanning the sky, the woman reported, "The thing is beginning to move over Rapid City." At the same time, the two radar men observed the light start to move. They returned to their radar to pick it up and the woman reported that the object was moving back to its original position. The radar got a fix on it at that spot.

An F-84, in the air at the time, was vectored in to the target. The jet pilot sighted the light visually and started after it. The object headed north with the jet after it, and the radar operators observed the chase on their scope. The Unidentified Flying Object stayed ahead of the jet and seemed to put on speed whenever the pilot speeded up the jet. After chasing the object 120 miles, the pilot ran low on fuel and was granted permission to return. When the jet turned around the UFO also turned and followed him back.

After the first jet landed, a second F-84 went up to investigate. He was talked into position and spotted the thing visually above him. He went up to 20,000 feet, reported that he was level with

the light and again the object took off to the north with the jet in pursuit. Again the chase was observed on ground radar, with both the UFO and the jet showing plainly on the scope.

In the second pursuit, the pilot made a number of tests to rule out some of the common phenomena that have been mistaken for "flying saucers." He turned off all his instrument lights and kicked the plane around to make certain that he was not chasing a canopy reflection. He was not. He observed the object carefully in relation to the stars, and swore that it moved across them, thus eliminating the possibility that he was chasing a planet or a

star. Finally, when he though he was closing in on the object, he switched on his radar gun sights. This type of jet has a light on the instrument panel that goes on to indicate a "lock on" with the target by the radar sights. The light went on.

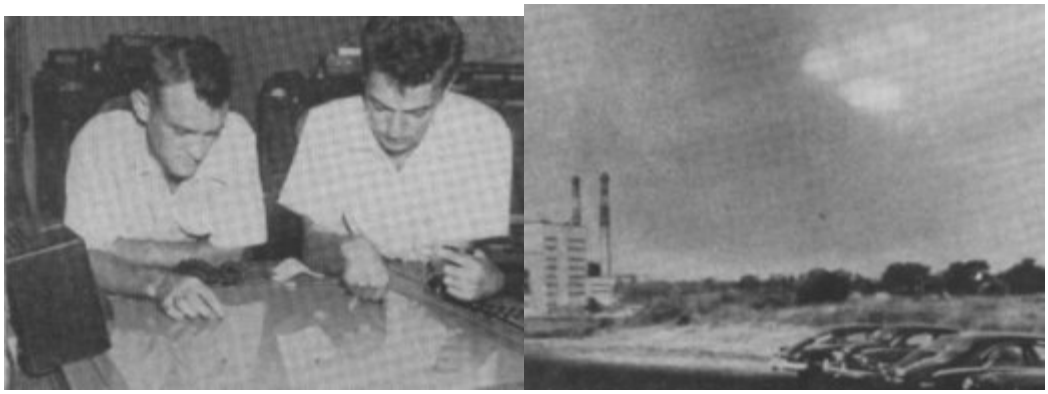
The second jet chased the light 160 miles to the north before abandoning the pursuit. This time the UFO continued flying north. The Ground Observer Corps Filter Center ahead was alerted and observers there reported a light speeding north.

This was indeed an astounding occurrence. There were simultaneous visual sightings from two ground sites linked by telephone, simultaneous ground and radar sightings, simultaneous ground-radar and jet-visual sightings, a pursuit in which the UFO outran the jet, a reversal in course, a second jet-visual sighting confirmed by ground radar, an air-radar "lock on" and finally a sighting from the ground hundreds of miles away.

What was the object? For two years, from 1951 to 1953, I flew 200,000 miles, conferred with dozens of top American scientists and an exotic collection of hot-eyed screwballs, stumbled through Florida mangrove swamps, dragged myself out of bed at 3 a.m. to answer transatlantic telephone calls, inspected scores of strange photographs and watched one short amateur movie ninety-seven times in an effort to answer this and similar questions.

My colleagues and I were lambasted by fellow Americans for concealing the biggest news story in the history of modern man, and by Radio Moscow for the setting the stage for atomic war.

I was called an ignorant dupe, a Charlie McCarthy manipulated by powerful forces in the Pentagon. I was consulted by the White House, and I briefed the highest figure in the Air Force, who listened respectfully and let me do all the talking.



Radar operators James Copeland and James Ritchey saw "unidentified blips" on Washington National Airport's scope in 1952. Right: Photograph, July 16, 1952, by a Coast Guardsman purports to show five flying saucers over Salem, Mass.

For two years, with the help of the best brains in the country, we worked on a giant jigsaw of a puzzle that was either utterly meaningless or would rock the world.

For every piece that we fitted into place, we found that two more had been added to the puzzle pile.

I finally found myself soberly inspecting a piece of cow manure to learn if it had come from outer space.

From 1951 to 1953, I was in charge of the official Air Force investigation of Unidentified Flying Objects, the things that whiz through space under the popular name of "flying saucers."

The Age of the Flying Saucer was in Year Five when it plucked me out of my job as technical intelligence analyst for the Air Technical Intelligence Center at Wright Field, Dayton, Ohio.

Year One had opened on June 24, 1947, when a Boise businessman named Kenneth Arnold reported seeing a chain of nine "saucerlike things" glinting in the sun as they flew at 1,200 mph--twice the speed of sound--near Mt. Rainier. His story snared the nation's imagination with one baffling fact. No known aircraft in the world had broken the sound barrier at that time. "I don't believe it," Arnold said, "but I saw it."

If Arnold's story had stood alone, the Age of the Flying Saucer would have opened and closed with a one-day stand. But in the next thirty days there were fifty-three more reports of saucers. Near Portland, Oregon, a could of deputy sheriffs reported "twenty in a line going like hell to the west." A Chicago housewife saw one "with legs" and ran into the house and slammed the door. A Prospector in the Cascade Mountains spotted five or six of them "with tails" and was startled to see his magnetic compass "gyrating wildly." In Spokane, a woman reported five of them "about the size of a five-room house." Hers were shaped "like washtubs." A remarkably cool gentleman in Seattle spoke out and reported, "Why, they come through our yard all the time."

At the time, I was out in Yellowstone National Park, on vacation from Iowa State College, where I was studying aeronautical engineering. It was my second try for a degree. I had dropped out the first time, in 1942, to enlist in the Air Force. I had been assigned as bombardier in the first B-29 squadron organized, flown the Hump out of India, and then moved over to Tinian for the big raids against Japan. Our group flew the last mission of the war, a raid against Tokuyama, just 15 minutes before the end of the war.

Within a few days after Arnold's sighting Youngsters were tossing paper plates over our lodge at Yellowstone and yelling, "Saucer, saucer!" Some of the tourists started seeing things and would come in and tell about them, as if their vacation was complete. I read Arnold's story and shrugged it off. Twice over Japan I'd seen strange objects in the sky. One was an orange-yellow light that followed our B-29 for awhile and then suddenly winked out. The consensus was that it was a "foo fighter" --the strange light spotted dozens of times over Europe and Japan. The theory was that it was a static-electricity phenomenon. Another time, flying home with jumpy nerves after a rough mission, I cut loose with six .50-caliber guns at a bright object just about dawn. After getting the crew in an uproar, I suddenly realized I was shooting at the planet Venus.

Among the sightings that followed Arnold's, however, there appeared some that looked like more than hysteria. They came from pilots acquainted with the tricks that flying can play on the eyes, from scientists, from other presumably sober and unexcited observers. A meteorologist in charge of the U.S. weather bureau station at Louisville, Ky., reported an orange light "rolling through the night sky." At Muroc Air Field, in California, site of secret government experimental plane tests, Lt. Joseph McHenry spotted "two silver objects of either spherical or disklike shape." He summoned three other people from the base and they saw the same things. Three more witnesses joined the group, and five of the seven saw a third object. No experimental craft were in the air. The objects moved against the wind and hence were not balloons. A few hours later, a major and a colonel at Muroc made a separate sighting of "a thin metallic object" that sported over the field for eight minutes.

Two United Air Lines pilots, E.J. Smith and Ralph Stevens, flying from Boise to Portland, reported following four or five "somethings" for 45 minutes before they "disappeared in a

burst of speed." They described them as "thin and smooth on the bottom and rough appearing on the top."

The Air Force, I learned later, wavered between two schools of though during this first rash of sightings. Some fairly high officials felt concern over them. The U.S. had seen complacency lead to one Pearl Harbor, and international tensions were beginning to tighten under the climate of the "cold war." These officials felt that we ought to find out--and quickly--what was causing the epidemic of saucer stories.

Opposed were those who argued that Arnold's story had triggered a mass hysteria. They felt that the publicity given to the first sightings set millions of people to scanning the sky to "see a saucer," and that they deluded themselves with all sorts of things--blowing paper, birds, reflections from planes. This group reasoned that the sightings would dwindle in the normal course of events.

The skeptics were bolstered by the discovery that Arnold's account had some holes in it. His estimates of the size of

the objects and their distance from his plane did not jibe. He reported them to be 20 to 25 miles away and from 45 to 50 feet in length. When his sighting was analyzed, it was discovered that objects of that size cannot be resolved by the naked eye at that distance. If his estimate of size was correct, the objects were only six or seven miles away--and flying at about 400 mph, well inside the range of conventional craft.

The early skepticism was strengthened when none of the objects indicated any menace, landed, or crashed where examination would establish that they were indeed something new under the sun.

The early dispute over the handling of the Unidentified Flying Objects stories was settled by the UFO's themselves. They persisted, month after month, with a hard core of incidents that came from seasoned observers and defied analysis. The Air Force decided to concentrate the investigation and build up a body of data that could be analyzed.

They set up Project Sign and went after the saucers in earnest. Later the code name was switched to "Grudge." We changed it later to "Blue Book" when someone in the Pentagon suggested that "Grudge" gave the impression that the project was tackling the job begrudgingly. The code "Blue Book" was taken from the traditional college blue books which had all the answers to the examination questions. It did not prove a particularly apt choice.

The sightings kept coming in through 1947, 1948, 1949 on an average of about one every three days. The controversy over them built up and the confusion multiplied. Articles began to crop up in international magazines and radio commentators periodically broadcast "the inside story of the saucers," with each account contradicting the other. They were secret U.S. weapons, new Russian craft, emissaries from another planet scouting the earth.

In 1949, the Air Force submitted the 375 sightings then on hand to an intensive reevaluation and issued a thick report on its findings. Dr. J. Allen Hynek, head of the astronomical department at Ohio State University, screened the reports for things of astronomical nature, such as stars, planets, meteors. The Air Force Weather Service checked the reports for balloons. The Rand Corporation (a high level research group that has nothing to do with the business-machine firm), the Air Force Geophysical Laboratory, the U.S. Weather Bureau, and Dr. F.M. Fitts, a psychologist from the Air Force Aero-medical Laboratory, made some

general appraisals from their specialized viewpoints.

The Rand Corporation commented: "We have found nothing which would seriously controvert simple rational explanations of the various phenomena in terms of balloons, conventional aircraft, planets, meteors, bits of paper, optical illusions, practical jokers, psychopathological reporters and the like."

Dr. Hynek: "Assuming evidences of observers and investigators to be correct, it is concluded that 32 percent can be explained astronomically, 35 percent can be attributed to birds, balloons, sky

rockets, aircraft, etc., and 38 percent either lacked necessary evidence or a suitable explanation was not apparent."

The USAF Air Weather Service stuck to its own field, commented that "12 percent apparently were balloons."

Of the 375 reports, 13 percent did not have readily explainable solutions. Dr. Fitts advanced a theory: "There are sufficient psychological explanations for the reports of Unidentified Flying Objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying real stimuli result chiefly from the inability to estimate speed, distance, and size."

Supporting these analyses were bulky articles of carefully reasoned and qualified considerations of the data. The press, always eager for an answer that will fit into two lines of headline type that counts twelve letters to the a line, condensed the whole report into a "write-off" by the Air Force. The UFOs ignored the Rand Corp., Dr. Hynek, the press, et al, and continued to fly. In 1950 exactly the same number landed in the project files--152--as showed up in 1949.

Then in 1951, they began to dwindle.

Meanwhile I had finished my college work at Ames and had rolled up my new sheepskin just in time to be recalled to Air Force duty because of Korea. They stationed me at Dayton, where for the first seven months I worked on conventional aircraft that you can see, feel and measure.

The primary function of the Air Technical Intelligence Center is not, as some people believe, analyzing the UFO mystery. It is charged with the prevention of technological surprise by a foreign country. It studies all the data it can get on enemy aircraft, guided missiles, and technological advances on anything that flies. It got the saucer project because the one thing that every observer agreed on was--the things flew.

This once stirred a harassed Blue Book investigator to complain. "Why in the hell don't the damn things swim so we can turn them over to the Navy?"

By the summer of 1951, Grudge was down to one man, the sightings were dwindling, and it looked as if the project would fold for lack of business. In June, for the first month in four years, not a single sighting came in. In August the lone investigator was transferred, and the project was turned over to a friend of mine, Lt. Jerry Cummings. I used to drop in and kid him about the poor state of the saucer business.

"You're going to be out of work, boy," I told him.

"You're right," he told me, "but for the wrong reason. I got a discharge coming up."

At 3 p.m. Sept. 12, 1951, the project suddenly came to life. The ATIC teletype began chattering out a yard-long message from northern New Jersey. When it signed off, it looked as if the Garden State had been invaded by something out of H.G. Wells.

It had started two days before, on Sept. 10, at 11:10 a.m., when a student operator was giving a demonstration to a group of visiting brass at a radar school in New Jersey. He had been picked for the show because he was the top man in his class. He demonstrated the set under manual operations for awhile, picking up local air traffic. Then he announced that he would demonstrate automatic tracking, in which the set is put on a target and follows it without help from the operator. The set could track objects flying at jet speeds.

The operator spotted an object about 12,000 yards southeast of the station, flying low toward the north. He tried to lock on for automatic. He failed, tried again, failed again. He turned to the audience of VIP's embarrassed.

"It's going too fast for the set," he said. "That means it's going faster than a jet."

A lot of very important eyebrows lifted. What flies faster than a jet?

The object was in range for three minutes and the operator kept trying without success, to get an automatic track. It finally went off the scope, leaving a red-faced operator talking to himself.

Twenty-five minutes later, the pilot of a jet trainer, carrying an Air Force major as passenger and flying 20,000 feet over Point Pleasant, N.J., spotted a dull silver disklike object far below him. He described it as 30 to 50 feet in diameter and as descending toward Sandy Hook from an altitude of a mile or so. He banked over and started down after it. As he shot down, he reported the object stopped its descent, hovered, the sped south, mad a 120-degree turn and vanished out to sea.

The Jersey puzzle then switched back to the radar group. At 3:15 p.m. they got an excited call from headquarters to pick up a target high and to the north--which was where the first "faster than a jet" object had vanished--and to pick it up in a hurry. They got a fix on it and reported that it was traveling slowly at 93,000 feet. They also could see it visually as a silver speck.

What flies 18 miles above the earth?

The next morning two radar sets picked up another moving target that couldn't be tracked automatically. It would climb, level off, climb again, go into a dive. When it climbed, it went almost straight up.

The two-day sensation ended that afternoon when an unidentified hovering object was picked up for several minutes.

A copy of the long New Jersey report went to Washington, and shortly later Dayton got instructions to go up, investigate and report to the Pentagon. In a matter of hours, Lt. Cummings and an ATIC lieutenant colonel were flying out to see what was up.

Two days later they were back with reams of raw data. Before Cummings could start sorting out the jigsaw, he got his discharge.

Up to this point, I done the work I was assigned to and paid little attention to flying saucers.

But the New Jersey outbreak fascinated me. Whatever had happened there was plainly a lot more than the occasional "saucer" story I'd read in the papers, where a Dakota farmer saw something zip over his barn, or a housewife saw six disks wobbling through the sky while she hung up her wash. My

curiosity overcame the ancient rule that men in uniform have followed since Hannibal's day. I volunteered.

I told myself that I'd solve the Jersey puzzle and then go back to my regular work. It turned out that I did neither. As if to jeer at my brash confidence, the UFOs suddenly started flying all over the country. In a matter of days I found myself down in Texas tangled up in one of the classics of the saucer sage--the Lubbock lights.

I went into the UFO investigation with curiosity and no preconceptions. I soon found that the job had enormous difficulties. The basic one was that there were no precedents, rules or manuals for chasing flying saucers. The evidence you work with--with few exceptions--is the recollection of observers, usually excited, puzzled or frightened humans trying to describe events completely foreign to their experience. And what they had seen usually appeared unexpectedly and vanished in a matter of seconds. After a few months I got so I could predict the start of their stories.

"Now listen," they would say, in a mixture of apology and belligerence, "I never believed in those things before. I laughed at them like everybody else. You can check me with any of my friends. I'm not cracked and I wasn't drunk. I don't know what it was, but I tell you, I SAW it. . . ."

What did they see? Trying to evaluate it led you into a dozen complex technical fields -- psychology, meteorology, physiology, astronomy, aerodynamics, electronics, physics, logic, chemistry, plan and fancy detective work.

Most of the people we talked to tried earnestly to tell us exactly what they had seen. But human beings are imperfect observers. This is not something unique to saucer sighters. Police and newspapermen have struggled with it for years. Ten eyewitnesses to an auto wreck will tell ten different stories, and each will be positive that his is the true account. Autos travel only 60 or 70 miles an hour. The incidents we investigated involved things supposedly moving as fast as 25,000 miles an hour. And they were seen from great distances, usually under the worst possible conditions for accurate reporting, often at night and for only a few seconds.

The data in the Lubbock case was much better than in 99 percent of the incidents that came into Blue Book. It involved multiple sightings by a group of Ph.D.'s, backstopped by a series of independent sightings. In addition, there were pictures--four of them.

The sightings had been going on for weeks before we got word of them. They had started on the evening of August 25, when four professors from Texas Technological College were sitting in the back yard of one of their homes watching for meteors. At 9:30, a flight of weird bluish-green lights, in a roughly crescent formation, raced across the sky. The sight caught them by surprise. Being men of science, the deplored the fact that their first startled observation had been hasty and incomplete. The vowed to do better if the lights reappeared. That night they made a second sighting. In the next few weeks, they made twelve more.

When I got to Lubbock, they had compiled what data they could. They had measured the

angular velocity and found it to be 30 degrees per second. In an effort to compute the speed, they had set up an ingenious two-way radio system and had tried to get sightings from two spots and make a rough triangulation. This had failed but the failure provided a clue.

The sightings had been reported to the local paper. In the nights following the first appearance of the flying lights they were seen by hundreds of nonprofessional witnesses. Arguments were raging all over Lubbock as to whether the objects were secret missiles, space ships--or ducks.

On the night of August 31, an 18-year-old amateur photographer shot some pictures. He had the prints and the negatives. The pictures were later reproduced all over the world, and are included in almost every book about the saucers.

"I was lying in bed when I saw a flight of the lights go over," he said. "I grabbed my loaded Kodak 35 and went out in the back yard. In a little while a second flight came over and I made two shots. Then a third flight passed over and I took three more shots." The camera was set at f 3.5 and the shutter at 1/10 of a second.

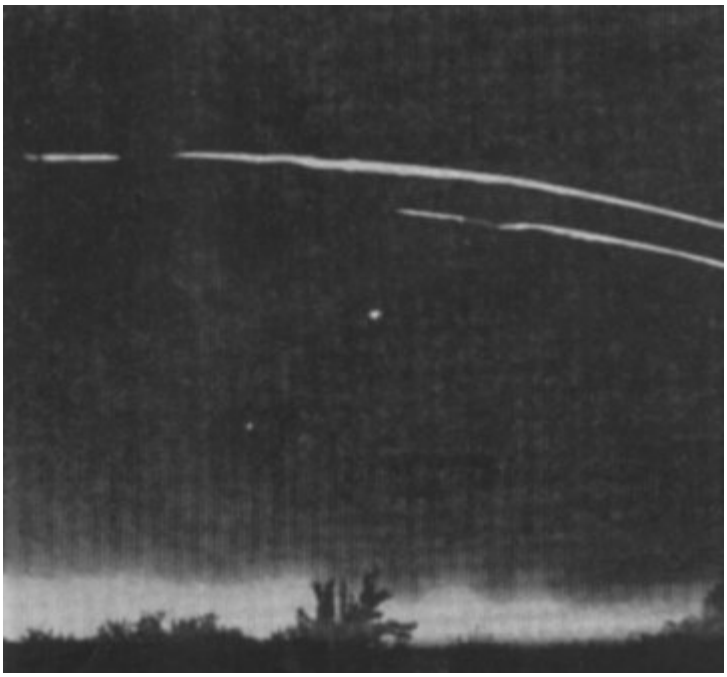
His prints were clear, and showed the lights in a sharply defined V. One of the negatives had been misplaced, but we had four for analysis. Each showed 18 lights in the V formation, with a larger one off to the right. This was promptly labeled "the mother ship" by the science-fiction boys--an analysis that struck me as about 99 percent fiction and about one percent science.

Close examination showed a peculiarity in the pictures that has been ignored in almost every account of them that I have read. There is a marked dissimilarity in the lights in the four pictures. In one, they are diagonal dashes; in the next, roughly circular; in the third they are tadpole-shaped, with their tales all pointed to the left; in the fourth, they are like arrowheads. In each picture, the "mother ship" changes shape to match her brood.

I have read dozens of accounts that "the Air Force indicated these pictures to be authentic." The Air Force said nothing of the sort. The pictures were submitted to intense scrutiny at the photo laboratory at Wright Field. There was little that could be evaluated. There were no points of reference in the pictures--only the lights. The photo had not been retouched. The Air Force said only that "The photos were never proved to be a hoax."

The endless retellings of the Lubbock story recount the multiple sightings, the impeccable reputation of the observers, the supporting evidence of the "authentic" pictures--and stop there. The full story contains some intriguing facts. It is told here for the first time.

First, whatever the pictures show, they are not the lights seen by the professors. They looked at the pictures and said so. Their first two sightings were roughly crescent, the



In 1947, some unexplained objects flashing across Kentucky night skies were photographed by a Louisville newspaperman.

rest showed no geometric pattern--V-shaped or otherwise. None of the independent sightings was V-shaped either. The pictures, however, are as precise in formation as a double row of Radio City Rockettes.

Second, the pictures were taken on a clear night, with plenty of stars. No stars show in the pictures. This means that the lights were much brighter than the stars--and in Texas, the stars at night are big and bright. Neither the professors nor the other observers described their lights as big and bright. Theirs were dull and glowing.

Third, with much of the town scanning the sky, no one else in Lubbock reported the lights on August 30, when the photographer saw his three bright, spectacularly geometric flights.

Fourth, we reconstructed the scene later at Dayton, attempted to duplicate tures, and failed The photographer had showed me the site in his backyaause of trees and other obstruc tions, it afforded a span of 120 degrees of clear sky. I questioned him about the speed at which the lights crossed the sky. He estimated it at 30 degrees a second--a figure that agreed with the earlier estimates by the professors. To double check, I had him move his hand across the sky and checked him. It was close to 30 degrees a second. This gave him four seconds in which to shoot each flight--two pictures one time, three the next.

The Kodak 35 has a hand wind to feed fresh film into place. At Dayton we simulated 120 degrees of open sky with lights traveling 30 degrees a second, took a Kodak 35, and tried to shoot and wind until we had three shots. We couldn't do it. We tried over and over with different people. The best anyone could squeeze in was two badly hurried shots. And with the shutter at 1/10th of a second the two shots were badly blurred.

In poking around Lubbock, I talked to many people who had seen the lights and were sure that they were birds. One old gentleman had seen the lights several nights. His description matched that of the professors.

"Shucks, officer," he drawled. "Them things is plovers."

I went off to read up on plovers. They're water birds about the size of quail with light

breasts that could reflect light. A local game warden told me there were plovers in the vicinity.

A few blocks from the area where most of the sightings had been made was a boulevard lighted by mercury vapor lights that gave off an intense bluish-white glare. The I recalled an odd bit of information. When the professors had tried to set up a second observation post elsewhere, they saw nothing, while the sightings continued at the original spot--near the lighted boulevard.

Four times in the following year, at Fargo, N.D., Greenville, S.C., Randolph Air Force Base, and Bakersfield, Calif., we got cases that duplicated the Lubbock affair. Each time they proved to be birds reflecting ground lights.

The project files carry the Lubbock lights as "unknown." The pictures were never proved to be a hoax. Maybe, under intense excitement, one man in a thousand can shoot three unblurred shots with a handheld Kodak 35 in four seconds. I'll believe it when I see it done.

But so far as what the professors saw, I think that 10-guage shotgun would have brought down the Lubbock saucers in a shower of feathers.

While I was in Lubbock, a temporary investigator, Lt. Henry Metscher, had made some sense out of the Jersey mystery that had lured me into saucer chasing. Among the data that Cummings had brought back on the "faster-than-a-jet" radar objects were some plots on locations and times. It turned out that the objects that had outsped the automatic tracking and startled the VIPs actually plotted out at an unspectacular 400 mph. On questioning, the operator conceded that he had got excited because of the visiting brass. The object undoubtedly was a conventional plane.

The "disk" spotted over Sandy Hook by the jet? Merscher learned that a large balloon painted silver for radar tracking had been launched near Sandy Hook just before the pilot and the AF major saw their UFO. What about the maneuvering? Hang on to that question for a bit.

The excited all the next morning from headquarters? Another balloon carrying a radar target. The HQ officers had a bet on about its altitude, wanted a fast report, didn't bother to tell the radar crew the reason for the urgency. By this time the radar boys had the saucer fever and were ready to see anything. The second supersonic object proved to be a weather blip. The last saucer that hung ominously over New Jersey was definitely tabbed as another balloon.

I congratulated Metscher and settled down to the business of knocking off saucers like an ace skeet shooter. If the saucers can laugh (we had several that whistled), they probably zipped through the stratosphere chuckling to themselves.

One of the many things I did was go back over the files of the project from its inception. There were some odd facts and some baffling sightings. One thing I learned was that Arnold wasn't the Columbus of the flying saucer at all. The project had thirteen listings prior to June 24, 1947--the supposed dawn of the Saucer Era. They all had come into the project after Arnold told his story, with the usual explanation that the observers had been reluctant to tell their tales until Arnold had broken the ice.

Among the post Arnold sightings were three classics--the tragedy in which Capt. Thomas Mantell was killed, the dogfight between an F-51 and a light at Fargo, N.D., and the sighting of a "space ship with lighted windows" by an airliner near Montgomery, Ala.

The Mantell case was headlined across the nation as "Flier Killed Chasing Saucer." His tragedy is interwoven with saucerian folklore, and frequently is told in conjunction with a local story of a plane that takes off after a "thing" in the sky and is never seen again. I have heard local variants of this story perhaps twenty times. Each time the account starts out: "You remember when Mantell was shot down by a saucer? Listen to what happened here last month. . . ."

On the afternoon of January 7, 1948, two airmen in the control tower at Godman AFB, near Louisville, Ky., began getting calls about an unidentified object spotted by civilians in the area. They checked with Flight Service about experimental craft, were told that none was in the vicinity. Shortly later, one of them spotted an object from the tower, pointed it out to his companion. They summoned their officers, who also saw something.

At this point, four F-51's of the Kentucky National Guard approached the base. Mantell, the flight leader, was asked to check on the object and try to identify it. One of his planes had to land because of fuel shortage. Mantell and the other two took out after the thing in the sky.

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The Air Force account of the case was monumentally fouled up. It had all three fliers describing the object as "metallic and of tremendous size," and told how Mantell climbed away from his mates, radioing reports back to the tower until he suddenly fell silent. Some time later his body was found with the wreckage of his plane scattered over a wide area. The account then reports that the first analysis of the case indicated that he was chasing the planet Venus.

The obvious public reaction to this account was: "Who do they thing they are kidding?" If three fliers agreed that the was "metallic" and "tremendous" how could it have been the planet Venus? Later in the project, we had many instances of pilots mistaking Venus (and other planets) for something flying through the sky. None of them ever described it as "tremendous."

In examining the original reports on the tragedy, I learned the following:

1. The two men in the Godman Tower were joined by five officers while the chase was in progress. None of the seven men agreed on their description of the thing in the sky. One called it an "ice cream cone tipped with red," a description that was picked up in the Air Force release as agreed upon by all the observers. Actually, the other descriptions varied greatly: "round and white," "huge and silver or metallic," "small white object," "one-fourth the size of the full moon," "one-tenth the size of the full moon."

2. One wingman never saw the thing at all. He radioed: "What the hell are we looking for?" When the other landed, he described it as "resembling a reflection in the canopy."

3. There was almost no agreement among the seven men listening on the tower squawk box as to what Mantell actually said. Only one said he heard Mantell call the UFO "metallic and of tremendous size."

The project learned later that there was a huge skyhook balloon in the vicinity. It was spotted later southwest of Louisville by two observers with telescopes, and was identified as a balloon. Such identification should have plucked the planet Venus out of the Air Force speculation.

Why should an experienced pilot like Mantell chase a balloon? The skyhooks were new at that time so he may not have known about them. To him a balloon was one of the small weather models frequently launched from air fields.

What happened to his plane? Why was the wreckage scattered over such a wide area if it was not blown to bits by a hostile saucer?

The wreckage showed that the plane was trimmed to climb. Mantell had no oxygen aboard, and he was near 20,000 feet--almost four miles up--when his wingmen abandoned the climb. It is likely that he blacked out from lack of oxygen. At some higher altitude, the plane's power would drop off and the F-51 level out with an unconscious man at the controls. The propeller torque would pull it in to a slow left turn, into a shallow dive, then an increasingly steeper descent under power. Somewhere during the screaming dive, the plane reached excessive speed and began to break up in the air. . . .

Classic No. Two--the "dogfight between the plane and the saucer." It is listed as the lone case of "combat" between a plane and a saucer. Actually there were three other such cases.

The pilot was George F. Gorman, a 25-year-old second lieutenant in the North Dakota Air National Guard. On October 1, 1948, starting at 9 p.m., he chased an apparently disembodied light for 27 minutes in his fast F-51. He described the UFO as "a small ball of clear white light, between six and eight inches in diameter." For awhile it winked on and off, then it appeared to put on power and glowed steadily. Gorman pushed his F-51 to the limit and was unable to catch it. He reported that it made one turn that he couldn't follow and twice came at him in what appeared to be ramming attacks. Both times he dived his plane out of the collision course. The "dogfight" ranged from low level up to 17,000 feet, and the light finally pulled straight up and disappeared.

"I had the distinct impression that its maneuvers were controlled by thought or reason," Gorman said.

Four other observers at Fargo partially corroborated the story. An oculist, Dr. A.D. Cannon was near the field in his plane with a passenger, Einar Neilson. They saw a light "moving fast," but did not witness all the maneuvers that Gorman reported. Two CAA employees on the ground, saw a light move over the field once.

Here are the other dogfight cases:

On June 21, 1952, at 10:58 p.m., a Ground Observer Spotter reported that a slow-moving craft was nearing one of our atomic energy installations. An F-47 patrol in the area was vectored in visually, spotted a light and closed on it. They "fought" from 10,000 to 27,000 feet and several times the object what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, blinking until it put on power. The pilot could see no silhouette of anything attached to it. The similarity to the Fargo case is striking.

On the night of Dec. 10, 1952, near another atomic installation, the pilot and radar observer of a patrolling F-91 spotted a light while flying at 26,000 feet. They checked and were told that no planes were known to be in the area. They closed on the object and saw a large, round white "thing" with a dim, reddish light coming from two "windows." They lost visual contact, but got a radar lock-on. They reported that when they attempted to close on it again, it would reverse direction and drop away. Several times the plane altered course itself because collision was imminent. There was a solid undercast of clouds, which would eliminate the possibility of refraction of ground lights.

In each of these instances, as well as in the case narrated next, the sources of the stories

were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

The other "dogfight" occurred September 24, 1952, between a Navy pilot of a TBM and a light over Cuba. It had a sequel that revealed some fascinating information about the illusions the supposedly objective human eye can contrive.

"As it (the light) approached the city from the east it started a left turn. I started to intercept. During the first part of the chase the closest I got to the light was 8 to 10 miles. At this time it appeared to be as large an SNB and had a greenish tale that looked to be five to six times as long as the light's diameter. The tail was seen several times in the next 10 minutes in periods from 5 to 30 seconds each. As I reached 10,000 feet it appeared to be 15,000 feet and in a left turn. It took 40 degrees of bank to keep the nose of my plane on the light. At this time I estimated the light to be in a 10 to 15 mile orbit.

"At 12,000 feet I stopped climbing, but the light was still climbing faster than I was. I then reversed my turn from left to right and the light also reversed. As I was not gaining distance, I held a steady course south trying to estimate a perpendicular between the light and myself. The light was moving north, so I turned north. As I turned, the light appeared to move west, then south over the base. I again tried to intercept but the light appeared to climb rapidly at a 60 degree angle. It climbed to 35,000 feet, then started a rapid descent.

"Prior to this, while the light was still at approximately 15,000 feet, erately placed it betwee n the moon and myself three times to try to identify a solid body. I, and my two crew men, all had a good view of the light as it passed the moon. We could see no solid body. We considered the fact that it might be an aerologist's balloon, but we did not see a silhouette. Also, we would have rapidly caught up with and passed a balloon.

"During its descent, the light appeared to slow down at about 10,000 feet, at which time I made three runs on it. Two were on a 90 degree collision course, and the light traveled at tremendous speed across by bow. On the third run I was so close that the light blanked out the airfield below me. Suddenly it started a dive and I followed, losing it at 1,500 feet."

When he landed, anyone who would have tried to tell him he was chasing a lighted weather balloon would have had a

rough time. Twenty-four hours later, he was convinced that he had chased a balloon.

The following night, a lighted balloon was sent up and the pilot was ordered up to compare his experiences. He duplicated his "dog fight"--illusions and all. The Navy furnished us with a long analysis of the affair, explaining how the pilot had been fooled. It is recommended reading for anyone who believes that an experienced pilot cannot be fooled by what he sees.

In each of the four cases of "dog fights," including Gorman's, a balloon was known to be in the vicinity.

In the case involving the ground observer and the F-47 near the atomic installation, we plotted the winds and calculated that a balloon was right at the spot where the pilot encountered the light.

In the other instance, with the "white object with two windows," we found that a skyhook balloon had been plotted at the exact site of the "battle."

Why can't experienced pilots recognize a balloon when they see one? If they are flying at night, odd things can happen to their vision. There is the problem of vertigo, as well as disorientation brought on by flying without points of reference. Night fighters have told dozens of stories of being fooled by lights.

The third saucer classic did not involve a saucer at all, but a "wingless aircraft, 100 feet long, cigar-shaped and about twice the diameter of a B-29." It was sighted the night of July 24, 1948, near Montgomery, Ala., by C.S. Chiles and J.B. Whitted, pilots of an Eastern Airlines plane. The underside of the thing had a "deep blue glow," there were "two rows of windows from which bright lights were glowing, and it had a 50-foot trail of orange-red flames!" Only one passenger of the flight was awake at the time. He saw only "a trail of fire."

On the basis of later experience, the project was fairly sure that this was meteor. At about the same time, a plane flying between Blackstone, Va., and Greensboro, S.C., reported independently that it had see a "bright shooting star" in the direction of Montgomery.

On the night of November 24, 1951, there was a similar incident, with multiple sightings. It started when a CAA tower in southern Michigan told the Air Force Flight Service that an airline crew had seen a huge object with bluish-white flames going southwest at an extremely high speed. At about the same time, other reports flooded in from Air Force personnel at Selfridge AFB, north of Detroit, from a soldier on leave at Battle Creek, from another CAA tower, from some sheriff's deputies. All reported the same sort of object going the same direction. Most of them described it as rocket-shaped. One, an experienced pilot, was certain it was a V-2 type missile. All these observers--at scattered points--reported the thing "about four miles east." It turned out to be a very large meteor passing over the New England states; we verified it with experienced meteor observers and the time checked to the dot. I talked to a number of the witnesses later and they remained firm in their belief that they had seen a Something.

The science-fiction boys, of course, converted the Chiles-Whitted Something into another "mother ship." It was in sight for only a few seconds, was seen by only three people, and then vanished into the dark night. But it flies on endlessly in the pages of saucer lore, a transport from outer space packed to the gunwales with flying disks.

It is popular folklore among the more fanatical saucer fans that the Air Force has either bungled or deliberately sabotaged the saucer investigation. Our sterner critics imply that a saucer could land within ten feet of a Project Blue Book man, and he would turn his back on it and walk away. Frank Scully says, "It's high time that the Air Force stop fumbling with the saucer question and turn the investigation over to a competent civilian group."

It is utter nonsense, of course, to charge that Blue Book doesn't want to verify the existence of the saucers. If they come from outer space, the first man to lock down proof of it would go down in history with a bigger name than Christopher Columbus. He'd be remembered when such minor figures as U.S. Presidents were long forgotten. Every time a good sighting came into Blue Book, you could feel the suppressed excitement runt through the staff, an unspoken "Maybe this is it."

Here is what Blue Book did in its efforts to pin down the facts about the flying saucers. Virtually all the evidence we had to work with was the reports of witnesses. Shortly after I took over the project, we set about preparing a model questionnaire that would get the maximum amount of data from the witnesses. If there was a pattern to the saucer stories, we wanted to find it.

The project had tried a variety of questionnaires in the past. We gathered all these together along with a cross section of accounts by witnesses. We took this material to the psychology department of a Midwest university that is noted for the excellence of its statistical questionnaires. We got together a panel of engineers, physicists, mathematicians, astronomers and psychologists to list the questions they would like to have answered. The project also listed the things it wanted to know. The psychologists determined whether it was feasible to expect an eyewitness to answer each question and if so, how it should be worded.

When we got through with all this, we used the result as a test model, and sent it out to several hundred saucer-sighters. When the reports were returned, we revised the questionnaires again, from the way it had worked out. The result is the standard questionnaire that Blue Book is using today.

The questionnaire ran eight pages and had 68 questions. It was booby-trapped in a couple of places to give us a cross-check on the reliability of the reporter as a witness. We got quite a few questionnaires answered in such a way that it was obvious that the signer was drawing on his imagination.

From the standard questionnaire, the project worked up two more. One dealt with radar sightings of UFOs, the other with sightings made from a plane.

At the instigation of Blue Book, the Air Force sent out orders to every one of its installations in the world, instructing them on the reporting of "saucers." Immediate reports were to be made by wire to ATIC, listing the basic data such as time, date, location, description of the object, names of observers, etc. These initial reports were to be followed up with expanded written reports. Blue Book was also given authority for direct communication with any installation in the U.S., thus cutting a lot of red tape and speeding up the investigations.

This AF regulation, unfortunately, was issued on the same day that Life magazine came out with a flying-saucer story that reversed its previous attitude and considered the question soberly. A lot of people added two and two and got six. The story went around that Life was "softening up the public for the truth" while the new Air Force regulation was "alerting the military." Actually, it was coincidence.

We obtained the cooperation of astronomers all over the country. Scores of them were queried on whether, in their constant watching of the skies through giant telescopes, they had ever seen anything that resembled a space ship. The answer was no. There are also a number of stations across the U.S. where automatic cameras photograph the sky at intervals every night they year around to help track meteors. We asked these people if their cameras had ever caught anything that resembled a flying saucer. The answer was no. Both the astronomers and the sky-photographers were asked to notify the project if they ever turned up anything unusual. They never did.

We sent out special cameras to places where there had been a high number of sightings in an effort to get pictures of our own. Each camera had two lenses, one of which had a diffraction grid to split light into its component parts and thus give a clue to the source of the light--whether it was coming for a jet's tail, a balloon, or what? We had a lot of trouble with the cameras, and got only five or six pictures, all of which were worthless. The light-gathering power of the lenses was too low. The cameras have been re-equipped, and the Air Force recently has redistributed them.

We did not rely solely on our own resources in trying to unravel the UFO riddle. In January 1952, Col. Frank Dunn, then chief of ATIC, decided that we should hire several well-qualified scientists on a consultant basis, to help us gather certain technical information, to

review outstanding "unknowns," to go over our conclusions and to suggest future courses of action. The names of these people have never been made public, and it is unlikely that they will be. The project

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learned early that publication of anyone's name in connection with the saucer stories brought on a deluge of mail, telephone calls and visits from cranks.

The invariable comment of scientists who examined the project's data was that they offered insufficient solid information for evaluation. Several hundred people, of all different sorts, said they had seen something that they couldn't explain, under a wide variety of circumstances. Where did you go from there?

The new questionnaire and the Air Force order came at a fortunate time--just before the enormous upsurge of sightings in 1952. By the end of the year we had a much better collection of data--both in quantity and quality--and we decided to summon a week-long conference of scientists to look it over and tell us what they though.

They met early in 1953. Like our consultants, they cannot be named, and for the same reasons. But the group consisted of some of the nation's top people in astrophysics, operational research, intelligence, physics and psychology.

First we briefed them thoroughly on the operation of the project, on our methods of evaluation, on our conclusions and how we arrived at them. When were through, they examined the "best" of the UFO cases that the project had been unable to explain. They viewed movies, looked at still photographs of "saucers," and heard reports from specialists on radar and photo-interpretation.

At the end of the week, they unanimously concluded that we had nothing that proved--or even indicated--that any type of vehicle was violating U.S. air space. There was discussion that possibly some new natural phenomenon was causing some sightings, but this was rated doubtful.

On the possibility of emissaries from outer space, they made this statement: "We as a group do not believe it is impossible for some other celestial body to be inhabited by intelligent creatures. Nor is it impossible that these creatures could have reached such a state of development that they could visit earth. However, there is nothing in the so-called "flying saucer" reports that would even vaguely indicate that this taking place."

This group viewed--and rejected as proof of the existence of saucers--the controversial Tremonton movies.

These pictures were taken at 11:10 a.m., July 2, 1952, a few miles out of Tremonton, Utah, by Warrant Officer Delbert Newhouse, a Navy photographer. He was driving in his car with his wife when they saw some white objects circling in the blue sky. Newhouse took out his camera, a 16 mm. Bell and Howell, and shot 40 feet of film. After he had the film developed, he set it to Blue Book for analysis.

I've sat through ninety-seven showings of the film. When I first saw it, I was impressed by it--and puzzled. It shows several groups of white spots orbiting against the blue Utah sky. There are no points of reference--only the moving spots and the sky. Near the end of the film, one of the spots moved away from the others, and Newhouse panned the camera along to follow it. When turned back, he reported, the other spots had vanished.

I sent the film on to the Pentagon, where it was received by Maj. Dewey Fournet, liaison man for ATIC. Fournet, an excellent engineer, holds strongly that saucers are real and come from outer space. He has since left the service and is in private industry in Texas. He was tremendously excited with the movies.

The movies were inspected by a group of high officers at the Pentagon and were sent back to Dayton for analysis by the Air Force photo laboratory. The lab examined them and reported that there was no evidence of fraud, and that the objects were not spherical balloons. It was the consensus of everyone who viewed the movies, incidentally, that they were not a hoax, that they showed something that Newhouse and his wife had seen. We decided to send them on to the Navy photo lab for further evaluation. They were taken there by Fournet, and I understand that he gave them quite a buildup to the Navy technicians.

The Navy subjected them to an intense analysis, involving thousands of rs of work, and ca me up with an astounding report. The gist of their evaluation was that the movie was authentic, and that the objects were not birds, balloons, planes, or anything earthly. The examined the film, frame by frame, and analyzed the density of light on each object. They reported that the objects appeared to be rotating in three groups, with each light increasing in brilliance, then decreasing, disappearing and returning as if spinning about an axis.

On the panel of scientists that inspected them later were some men with excellent reputations in the field of astronomical photo analysis. They viewed the movie a number of times, and questioned the Navy analysts closely about their methods of evaluation. They concluded that the Navy's method of measuring light density had been faulty, and the conclusions drawn from it were therefore unsound. They suggested that the whole study be redone by new methods before the analysis be released.

Among the panel were a number of people who were convinced that the objects were sea gulls soaring on a thermal current. This theory also has been advanced by other persons familiar with gulls, who had seen the movie earlier. The ultimate decision of the experts was that the movie did not warrant the great time and expense of second analysis.

At the time I was doubtful of the gull explanation. But later, while in San Francisco on an investigation, I saw a group of gulls soaring on a bright day over the bay. I was astounded by the similarity between the sight before my eyes and the movie that I had seen almost 100 times.

The project received three other movies that got considerable attention. One, in color, was taken at Great Falls, Mont., and showed two bright spots of light speeding across the sky and passing behind a water tower. Two F-94's were in the area, and the lights could have been reflections of the sun on these jets, but we were not able to come to any definite conclusion.

The other two movies were made at White Sands Proving Grounds with Askania Cine theodolites--scientific tracking cameras for following guided missiles. The first was made on April 27, 1950. Shortly after a missile was fired and had soared into the stratosphere and fallen, someone spotted an object in the sky. The theodolites were hooked up by an intercom system, and several stations were instructed to try to get pictures. Unfortunately, only one camera had film. The pictures showed a smudgy, dark object, not very well defined. It was moving.

On May 29, 1950, after word of the first picture had got around and the stations were more alert, another object was sighted just before a missile was to be fired. A second station was called, and they reported that they also could see the object visually. Both stations swung into action and took photos. On

developing the film, it turned out that each was tracking a different object--bright dots of light--and again we had no triangulation. Whatever the dots were, they were impossible to evaluate.

As a result of these incidents, the Air Force set up "Project Twinkle," two askanias to be manned 24 hours a day. The project was operated for a year and didn't get a picture. It was first set up in an area where there had been many "saucer" sightings, but as soon as it was in operation, the sightings stopped and we began to get a flock of sightings from another area about 100 miles away. After months of inaction, the Askanias were moved to that spot, whereupon the sightings stopped there and resumed at the original site.

When I told this story to a dedicated saucer fan later, he had an immediate explanation. "Of course," he said, "the saucers were watching you guys."

We were always on the lookout for "hardware"--any sort of tangible object that conceivably might have dropped, been wrenched or stolen from a saucer. We got a variety of things that people said had fallen from the sky and we had them all analyzed. Among them were some slag from Virginia, an aluminum mop handle from Washington, D.C., and a tar-covered marble from Illinois.

Once a Texan reported that something had flashed across the sky and plunged through the ice into a pond on his farm. Investigators went out with hollow tubes and probed into the ooze under the jagged hole in the ice. They sent me one sample of the cross section from their pipes that puzzled them. It turned out to be cow manure.

We naturally tended to give more credence to sightings from a group of witnesses than from a single observer. One person can have spots before his eyes or hallucinations, but they won't be seen by a friend. This elementary rule-of-thumb resulted in one saucer-sighter risking his happy home in an effort to convince us.

We got a report, from a town that is going to remain nameless, that a citizen was sitting in his car when it was buzzed by a flying saucer. We wrote back to the intelligence officer to whom the report was made and asked him if there was any corroboration, pointing out that an unsupported story was--an unsupported story.

"Look, mister," the citizen told the officer, "I'm not the only one who saw it. There was a woman with me, and she saw it too. The trouble is, she wasn't my wife." This was the lone case that we received of a saucer flying down Lovers' Lane.

Because of a run of saucer incidents that turned out to be balloons, we attempted to set up a system that would give us information on every balloon in the country. The complex project yielded some results, but explained only a small percentage of the unknowns.

We got flying-saucer reports from a weird assortment of origins--an oil drum exploding in a city dump, paper plates caught in an updraft, bugs silhouetted against the sun. Birds flying over a well-lighted area, like an athletic field at night, caused a lot of reports of "glowing object.

We were always being collared by volunteer experts. Each non-believer always had some revolutionary theory that would explain away every saucer in the country. Invariably it was something that fifty people had thought about years before. For some reason or other, there were a lot of military generals who "knew what the saucers are." They would tell us that

each sighting was just a reflection on a plane's canopy, and then go into long stories about their own experiences with canopy reflections. Whenever we were badly outranked we would listen carefully and try to nod at the proper time.

About the fifteenth time that an earnest member of the brass started unveiling the canopy reflection theory, I rebelled.

"Look, sir," I said, "what about the thousands of sightings on the ground by people who don't have canopies?"

"Hmmm," mused the two-star theorist, "I never thought of that."

The variety of the UFOs, the many different circumstances under which they were sighted--in bright sunlight, at dusk, at night, from planes, from the ground, by radar, by groups of people--should have ruled out any attempts to explain them away by a single theory. But people kept trying.

Professor Donald H. Menzel, in a book entitled Flying Saucers--History, Myth, Facts, attempted a single explanation for the stubborn 20 percent of unknowns that the project could not account for. His theory was that "this mysterious residue consists of the rags and tags of meteorological optics, mirages, reflections in mist, refraction and reflections of ice crystals."

His explanation failed to account for the many cases where there was a simultaneous radar fix on a UFO and a visual sighting. Mirages and reflections can and do fool the naked eye, but they don't show up simultaneously on a radar scope.

On the one batch of spectacular UFOs that looked as if they ought to have a meteorological explanation, the explanation collapsed. These were the flock of green fireballs that appeared in the Southwest.

They caused considerable concern because they showed up in sizable numbers around the Atomic Energy Commission's vital installations at Las Alamos and Sandia. They all showed the same characteristics and were seen by hundreds of people, including a lot of top-flight government technicians and scientists.

They were large, often described as big as the full moon, only brighter, and kelly-green in color. They traveled at terrible speeds at apparently low altitudes. One airline pilot flying west of Albuquerque swerved his plane, nearly throwing the passengers out of their seats, in his fear that he was going to collide with one. They began appearing in December 1948, and had their biggest night on December 5, when crews of both civilians and military aircraft and ground observers sighted them. They appeared sporadically afterward, and then vanished. I talked to many people who had seen the fire balls, and they have been an impressive sight.

The obvious initial theory was that they were meteors, and that they had shown up in one section of the country by a fluke of the law of probability.

Dr. Lincoln La Pez, director of the Institute of Meteoretics at University of New Mexico, strongly opposed this theory. He is one of the world's leading authorities on meteorites--and he had seen the green fireballs. I had a long talk with him in July 1952, and he had some convincing reasons.

1. The color was wrong. Although there are green meteors, the color described by hundreds of people was too bright a shade of green.

2. Meteorites as low and as bright as the green fireballs would be as noisy as jet bombers. The strange fireballs were silent.

3. The fireballs did not follow the trajectory of a meteor, which arcs down under the pull of gravity. They flew in a straight line from horizon to horizon.

4. D. La Pez was never able to locate any fragments of the green fireballs. He has long experience in plotting the paths of meteorites, determining where they explode and finding fragments. And witnesses did not report the fireballs as exploding.

I heard many reports that the copper content of the air in the New Mexico area showed a marked increase during the invasion of the weird green balls of fire. This was reported flatly as fact by a national magazine. We tried diligently, but were unable to authenticate this story.

On the green orbs, the project draw a blank, and the visitors to the Southwest remain a big question mark in the Blue Book files. But whatever the emerald mysteries were, they were a separate puzzle from the classic flying saucers. They had no characteristics in common with the silvery disks except they flew.

As our experience in investigation broadened, we found that the reliability of saucer reports varied inversely with the detail that the observer reported. The hoaxes were almost always marked by a vivid description. When a witness could tell us exactly how many rivets the saucer had, we started checking his background.

One morning when we arrived at work we found an urgent telegram from a Military Air Transport Service base in Florida. It told about a scoutmaster who had been attacked by a saucer and burned. The incident had been witnessed by three scouts, and the local intelligence officer had made a quick check on the

story and could find no holes in it. He reported that the scoutmaster had a good reputation for reliability, which of course is what you'd expect.

I showed the report to my superior at ATIC, Col. Frank Dunn, and he approved an on-the-scene investigation. In 20 minutes we had a B-25 ready with two pilots. I threw some things in a bag, got Lt. Robert Olssen, a Blue Book investigator, and we headed for Florida. Just before we left, we called Florida and asked them to have a doctor examine the scoutmaster's burns.

We landed late in the afternoon and reviewed the case with the local intelligence officer. He was pretty well sold on the man's story. It was an exceptionally detailed account, and when I heard the whole thing, I smelled a hoax.

He said that he had conducted a scout meeting in the basement of a church, and at the end of the meeting, started to drive four of the boys home. He dropped off one, and then headed into the nearby town where the other three lived. He took a back road that led through a sparsely settled area. This struck me as odd, but I checked the map and found that it was the logical route from the first scout's house to the town where they were going.

By this time, his story went, it was around 9 p.m. As they drove through a sandy section with scrub pine, he saw some lights come down low into the trees and disappear. The scoutmaster's first thought was that a plane had made a crash landing. The boys didn't see

the lights, but he told them about them and said he thought he ought to investigate. The boys were afraid to be left alone in the car, and he started to drive on when peered back into the trees and saw something glowing. This time the boys thought they saw it too. The scoutmaster decided that it was his duty to see if a plane was in trouble.

He had the radio on in his car, and a quarter-hour program was just starting. He told the boys to wait until the program was over, and if he hadn't returned, they were to go to a farmhouse a short way down the road and summon help. Taking a flashlight and a machete, he headed into the woods.

He stumbled through the night, keeping his light on the ground, until he came to a clearing a short distance from the road.

"I suddenly noticed something odd that frightened me," he said. "I felt damp, muggy heat on my face. It did not feel natural. At the same time I smelled a faintly pungent odor.

"I stepped into the clearing and the heat and odor got worse. It felt diation from a furnac e. I glanced up to check the position of the North Star. It was a clear night and I had spotted the star when I left the auto, to orient myself. The whole sky was black.

"I was paralyzed with fear and turned my flashlight up. The beam shone on the bottom of something. It looked like battleship-gray linoleum. Whatever it was, it was so low I could have jumped up and hit it with a machete.

"I backed up until I could see the stars again. Then I flashed the light up again and could see the object plainly. It was about 50 feet in diameter, with things on the side like ventilators. The device was dome-shaped, with a slightly convex bottom. As I stepped back, the heat diminished and I could feel the cool, fresh air on the back of my neck.

"Suddenly I had the strange feeling that something was watching me. From the saucer there came the sound of something moving, of metal against metal, like a safe door opening.

"A glowing red ball appeared and started to float down toward me. In a reflex action, I threw my arms up to protect my face, with my clenched fists over my eyes. I was engulfed in a red mist and lost consciousness."

Back on the road, the scouts grew frightened, piled out of the car and ran to the farmhouse for help. The farmer called the state police, who relayed the alarm to the sheriff. Two deputies arrived on the scene just as the scoutmaster came stumbling out of the woods.

"He had the most scared look I've ever seen," one of the deputies told me. The scoutmaster poured out his fantastic story to the deputies and then accompanied them back to the clearing. They found his flashlight on the ground, still burning, and a crushed place where someone had been lying.

The whole party went off to the sheriff's office, where the scoutmaster was examined. They found that the backs of both arms were scorched and the top of his cap--long-visored fishing or skiing mode--had been scorched, too. They notified the Air Force.

We questioned the scoutmaster at length the evening after we arrived. He told a consistent story. When we got through, he asked if he could talk to anyone about the event, or should he keep buttoned up? "That's up to you," I told him. "The Air Force doesn't try to censor these stories."

We talked to his employer, who said he was a fine fellow. The next morning we went out to

the scene and combed it foot by foot. The only theory we had was that he had been struck by lightning--possibly ball lightning--but there was no sign of lightning having struck the area.

We returned to the base and found it in an uproar. The scoutmaster had a lurid account in the local paper. He reported that "top Air Force officials from Washington" had questioned him. "The Air Force and I know what this thing was," he went on cryptically, "but I'm not allowed to tell because it would create a panic."

I looked at Olssen and he looked at me. "Screwball," we said simultaneously.

The scoutmaster knew that we were from Dayton, not Washington, that we were plain AF captain and a lieutenant, not "top officials," that we had offered no theory about the "saucer," had told him he could talk freely. That afternoon we learned he had hired a press agent. That evening we did some extensive digging into his background, and the next day we flew back to Dayton.

We brought his hat back for a check at the lab. They reported that the scorch marks were peculiar, as if they had been burned by a hot iron. There were folded areas that were not scorched at all. The lab expressed strong doubt that hat was on anyone's head when it was burned.

We sent out a few queries here and there, and found that he had a peculiar background for a scoutmaster. He had told a strange story about serving in the Marines in the Pacific, where he had landed alone on Jap-held islands and mapped them at night to make the Marine landing easier.

We queried the Marines and they told us that he had served six months and never left the country. He had gone AWOL, got mixed up in a stolen car case, had been kicked out of the corps and had served time. We checked the institution where he had done his term and learned that he was a somewhat unstable character, to put it charitably, given to spinning wild yarns. He reportedly had once told New York police he had seen two men hurl a woman out of a skyscraper and that the body landed at his feet. Up sped a black limousine,

he said, out jumped two other fellows who picked up the body, threw it in the back seat and roared off. The police went with him to the scene, and sure enough, there wasn't any body there. There wasn't any blood on the sidewalk, either.

We tipped off the Scout council and wrote off the story as a hoax. The fellow kept telling it, however, and it got better all the time. Within a month, the saucer had acquired an unspeakable monster, so foul that there were no words to describe it.

Later we had an even more fascinating "manned saucer" story from a radar station up near the Canadian border. Two radar men stepped out of their shack one night and were astounded to see a great glowing UFO low in the trees a few miles away. The generator that operated the radar set wasn't operating and one of the man ran around to the Quonset hut to get it started.

While he was in the hut, the saucer flew up to the radar shack and halted, hovering in the air. A sliding door opened, and a little man 4 feet high, came walking down some invisible steps. He was quite remarkable, even for a saucer crewman--he had two heads, one an old one and the other a young one. With proper respect for age, the young head let the old one do the talking.

"May I please have a drink of water?" the elderly head asked the radar operator.

The man stammered that they had no water, which subsequent investigation indeed proved to be the truth. The old head thanked him politely, and the creature mounted the invisible steps and re-entered the saucer which flew back to its original position among the trees. A little later the radar pair pointed it out to several people, all of who saw it clearly. The other witnesses, however, insisted that it was merely the moon.

A formal report was filed on this and forwarded to Dayton. We were still puzzling over it when we got a terse supplementary notation from the local intelligence officer who had interrogated the men. Behind the radar shack he had found two cases of empty beer bottles. "Please ignore original report," he wrote. "Disciplinary action has been taken."

In general, we didn't pay much attention to the reports that involved saucer crews, whether they were little men, indescribable monsters, or spacemen with junior and senior heads. Once West Virginia came up with a report of a metallic monster that blew poison gas at some children. We got an urgent phone call from the local newspaper asking us when we would be down to investigate. I took the call.

"Has this monster got a saucer?" I asked the reporter.

"Well, there's talk about some lights seen landing in the vicinity, but no one has located anything."

I asked him how the monster got around, when he walked or flew.

"The stories say he's been crashing through the underbrush," the reporter said, "so I guess he's walking."

"If he walks, he's an Army problem," I said. "Call me back if he starts to fly."

We never got a call, and the monster crashed off into one of the Sunday supplements.

The saucers hit the front pages in 96-point type in July, 1952, when they "buzzed" Washington, D.C. The story caught the Air Force completely off balance and the handling of it got fouled up beyond all recognition. It finally took a couple of generals and a press conference to straighten things out.

It started shortly after nine o'clock Saturday night, July 19, when the Air Route Traffic Control Center of the Washington National Airport noticed some odd targets on their radar scope. They seemed to be the shape and size of aircraft, but they didn't fly right. They would cruise around aimlessly at from 100 to 130 mph and then suddenly vanish--"in a burst of speed," the saucer Boswells added later, in dressing up the story. Shortly before midnight, the National Airport controllers called Bolling Air Force Base, just across the Potomac, and asked if they had anything strange on their radar. Bolling also was picking up strange targets. About this time Andrews AFB chimed in and reported that they had some unknown objects on their scopes, too. Bolling, Washington National and Andrews are all tied together in the common communications net, and they started comparing notes over the squawk box.

Once, at a point close to the Andrews range, where the three radar systems overlapped, they all picked up what seemed to be the same target. Several people at Andrews were alerted and spotted a big orange-red object hovering just about where radar had it.

Washington National called all commercial aircraft in the area and asked them to look for lights that they couldn't identify as other aircraft. At 3:15 a.m., Capital Airlines Flight 807 reported seven lights between Washington and Martinsburg, W. Va.--a section where some of the mysterious blips had shown on the scopes. The captain of the airliner, a man with seventeen years' flying experience, described the lights as hovering awhile and then moving up and down. Shortly later a Capitol-National flight approaching Washington from the south reported that a light had followed them to within four miles of the airport.

At 4 a.m. an F-94 all-weather jet fighter was flown into the area and combed it thoroughly and could find nothing.

The location of this flare-up--practically over the White House--plus the radar angle and the fact that a fighter had been scrambled combined to make this story big news. The radar aspects in particular impressed the newspapers and the wire services, and the case was played up as the first time that "saucers" had been spotted by radar. All over the country people said, "They must be real if radar picks them up." The night fighter roaring aloft to chase saucers away from Capitol Hill was the final touch.

Actually, radar is as tricky as the imagination of a scared youngster alone in the house at midnight. There are a number of ways radar can pick up objects that simply aren't there. An inversion layer in the air will bend the radar beam and cause it to interfere with another radar station that ordinarily is out of range. Or inversion will cause the scanning station to pick up ground targets--such as a big truck. On the night the saucers "buzzed Washington" there was a temperature inversion and all the sets were getting weather blips. That fact that three of them showed a blip at the same spot didn't necessarily mean a thing. They all showed blips wherever they were turned.

When we talked to the men at Andrews who had seen the orange-red object they had already figured out that it was a planet. The fact that a fighter had been sent up was not at all unusual. It is standard procedure whenever the Air Defense Command gets a target that they can't identify over a "sensitive" area. That's their job. We couldn't account for the airline sightings, and listed them as unknown.

But by the time we had pieced all this together, the Washington saucer story was a couple of days old, the papers were back on politics and hardly anyone was interested in a complex explanation of just why an exciting story hadn't been true. This time lag was a real drawback in keeping the public informed about the evaluations of the project. Someone out in Seattle or San Antonio or What Cheer, Iowa, would report a saucer and the local paper would call us up and ask, "How about this? What was it, anyway?" We'd tell them, in all honesty, "We don't know. We haven't been able to make our evaluation yet." The story would hit the paper's front page the next day under the headline:

PREACHER SEES SAUCER
AIR FORCE CAN'T EXPLAIN

Just one week after the saucers buzzed Washington, they came back and buzzed it again--and again we stubbed our toe on the story. The reporters got word of the story and hurried to the airport. This time the all-weather fighters were called down right away. Commercial traffic was cleared out of the area and things were set up to work an "intercept." Here the trouble began; some of the procedures used in the situation are classified, so the reporters were shooed out of the radar room. Everyone was excited, and the reporters bewildered by the sudden bum's rush. They knew that "something" had been spotted over the capital again, and pretty soon they heard our jets roaring up and down through the night--while something big went on behind firmly closed doors. The next

day the papers broke out with 120-point bold headline type:

SAUCERS ELUDE 600 MPH JETS

Which was, after all, accurate in its way. The jets had been unable to find anything over Washington. They would be directed to the spots where the "saucer" blips showed on the radar and fly right through them. This was merely confirmation of what we'd learned the week before, that the blips were radar aberrations.

The big black headlines were on every news rack in Washington when the n got a call f om the White House asking just exactly what was going on. Wh calls were ordinarily ha dled by at least a three-star general, but in this ca aptain--Ruppelt--was given the honor of e xplaining what was going on over the head of the President. I think there was something in the tone of the query that downgraded the assignment to my level. I made a reassuring report to Mr. Truman's air aide. Later I was told that the President was listening in on the briefing but he didn't let out a peep.

The scare stories in the Washington press came smack in the middle of a record wave of saucer sightings. The year 1952 had started modestly with eleven sightings in January and built steadily to 149 in June. This was almost as many as the project normally received in an entire year. While we were digging our way out from under the unprecedented June reports, July inundated us with 409. The two summer months produced as many sightings as the first four years of the Age of the Saucer. We went on a 16-hour day.

"I wonder," said Olssen, "what ever happened to the guys who said the saucers would go away as soon as people stopped talking about Kenneth Arnold?"

Prodded by the hubbub over the Washington flare-up and by the record crop of sightings, the Air Force called a press conference on July 29 at the Pentagon. Maj. Gen. John A. Samford, Air Force director of intelligence, went up against the biggest assemblage of newspapermen to turn out for an Air Force conference since World War II. He was accompanied by Maj. Gen. Roger Ramey, director of operations, and four technical men from ATIC--Col. Donald Bower, Capt. Roy James, Burgoyne Griffing, and myself.

Samford gave the project a pat on the back for disposing of a lot of unknowns, but added:

"However, there have remained a percentage of this total--about 20 percent of the reports--that have come from credible observers of relatively incredible things. We keep on being concerned about them." He stressed that the most careful examination of the reports indicated no menace to the United States.

The press was much more interested in the "saucers over Washington" angle and fired dozens of questions about that incident, concentrating on the radar "confirmation." It seemed to be news to many of them that radar is not infallible, that it is not a crystal-clear mirror that gives back exactly what is in front of it.

Many of the newsmen were amazed that a big "naval battle" had been fought in World War II with a nonexistent enemy because of tricks played by radar. The conference also brought out the fact that a fighter pilot, following a radar "target" caused by a temperature inversion, once had followed the bend of the image four times and found himself flying right at the ground. These incidents took a lot of the edge off the capital saucer sensation.

I never got adjusted to the tremendous partisanship that the flying saucers inspired. Hardly

anyone was neutral about saucers. People would bend our ears by the hour proving: (1) Saucers were a lot of damned nonsense and the Air Force was out of its mind to bother with investigating them, or (2) They were space-ships whose existence was beyond question and the Air Force was out of its mind to try to cover up the truth about them.

Both groups would wind up fixing us with a stern glare and demanding--"What do you think?"

I would tell them we were trying to conduct an open-minded investigation, and that so far we didn't have sufficient data for a firm conclusion. This would just pour gasoline on the fire. People wanted a firm "yes" or "no" about the saucers.

We had our most bitter arguments with the "fans," as we called the believers. They believed in saucers with a passion that made a reasonable discussion almost hopeless.

Once, I talked to a well-known psychiatrist about this. He was a nonbeliever.

"Look," I said, "I can understand how a man like Arnold feels strongly about the existence of saucers. He saw something. I can understand why anyone who has seen something that he can't explain will argue for the existence of space ships. Such a theory gives him an answer to a personal riddle. But why do thousands of people who have never seen a saucer swear that they exist?"

"I think that they want to believe in saucers from another planet," he said. "The will-to-believe is a powerful thing, and it edits out reality. Visitation from another planet is a fascinating idea.

"The world we live in is becoming a place of increasingly unbearable tensions. The threat of atomic destruction hangs over us all, and we are losing faith in the invincible intelligence of man. In eight long years, the best brains on earth have frustrated each other in removing the specter of mass destruction of whole nations.

"If the saucers are real, if they came from outer space, what vistas they would open up! So far they have shown no menace. Whatever controlled them would be of a higher intelligence since we are only beginning to fumble with the problem of space travel.

"So to people living humdrum and menaced lives, they hold out bright adventure that might remake the world. Man is doing a poor job, so we bring into being something better than man."

In addition to the plain believers, there were the cultists and the screwballs. The cultists had clubs, societies, associations, pins, conventions and special publications, and preached the saucer the way a devout Mohammedan preached his belief in Allah.

According to their unshakable dogma, the Air Force is hiding the truth about the saucers in fear it will panic the public. Secret safes at Dayton bulge with sensational sightings, authentic close-up pictures, and wonderful movies of saucers, many in Kodachrome. Whenever a saucer lands or crashes, teams of tight-lipped investigators rush out, scoop up the saucer or the pieces and cart it off to a hidden laboratory. Meanwhile their colleagues hurry to the newspapers, flash their badges on the editor and kill the story.

Everyone knows that Capt. Mantell was shot down by a giant saucer--his body was riddled with bullets (version A) and his plane was scored with mysterious "lines of force" (version B). The project at Dayton has rooms full of little men, pickled in

alcohol, who landed in Colorado or Arizona or Oregon and were killed by breathing our unfamiliar oxygen. Usually the little men are green, although some were baked to crisp brown when our atmosphere turned their saucer into an incandescent toaster.

The saucers that didn't carry little men are manned by monsters. And no questions, please, about whether little men and the monsters are blood brothers or kissing cousins.

Each new item in this catalog of nonsense has been told as the straight truth.

The cult is nourished by literary procurers who seize on every sighting and process it for consumption. They strip each report of any information that points to a natural explanation. They drop off all qualifying data. They omit the analysis--except when the project frankly admits when it is baffled. Then they present the residue as verified fact "straight from the files of Blue Book." A popular variant on this is "from secret Air Force records."

In the scriptures of the cultist, everything reported to Blue Book is a saucer. The actual report may describe the UFO as a light six inches in diameter, an orb twice the size of the moon, a black speck in the sky, a strange blip on a radar scope, a cone-shaped object, a vague glow in the sky, a cigar-shaped figure, or a splash of light like a comet's tail. These dissimilar objects are all converted with a flick of the typewriter, into saucers.

All estimates of height, speed, and maneuvering are treated as cold fact. If a traveling salesman driving down a highway at 65 mph, glances up and sees something flash across the sky at what he guesses is 20 miles up and 8,000 miles an hour, the saucerian account comes out like this:

"At 3:17 p.m., on August 12, 1953, four miles west of Dubuque, Iowa, Joseph Doakes, a businessman, saw a saucer traveling 8,000 mph 20 miles above the earth. Doakes, a man of excellent reputation who does not drink, reported, 'I never saw anything like it.' The Air Force analyzed the sighting and was completely baffled."

A few months ago, in Hollywood, I talked to Frank Scully, whose book Behind the Flying Saucer went through ten editions and sent a shinning, slivery chain of disk-shaped dollars spinning at supersonic speeds into Scully's bank account. I was ribbing him about a couple of Southern California characters who were outdoing each other--and Scully--with fantastic saucer stories. One wrote a book about a citizen from Venus who landed his saucer in the California desert and had a long conversation with the author. Character No. Two topped that one with a yarn about riding on a saucer to a hitherto unknown planet named Clarion, whose female residents presumably are known as Clarionettes.

Scully, the staid old scientist who first put the story of the "little men from the saucers" between book covers, was appalled at such "irresponsible stories." He complained bitterly about "the lunatic fringe invading the saucer business," which gives a rough idea of the prevailing standards. The cultists are nearing the limits imposed by the law of diminishing returns. About the only sensation left for an author trying to break into the racket is to have his book delivered by little men riding bona fide saucers with Venusian license plates.

The cultists watched the operation of Blue Book like suspicious wives eyeing wayward husbands. Everything that we did--or failed to do--had significance. If we investigated a flamboyant "little men" hoax, it was because we knew there are little men and we were trying to keep the secret bottled up. If we ignored the story, we were playing a shrewd game of poker and cloaking the truth with a show of contempt. The cultists even used to analyze our facial expressions at press conferences. I usually made a "bland show of unconcern."

Once one of the project's technical advisers made the mistake of lapsing into mild satire in his report. In considering the saucers-from-space theory, he noted that there had been speculation that some of the UFOs behaved like animals. "There are few reliable reports," he commented dryly, "of extraterrestrial animals." This quip was pounced on by the cult as an enormously significant slip-up in our great conspiracy to hide the truth, and became an "official Air Force admission that some of the saucers carried beings from outer space." Raymound Plamer, a science-fiction publisher, and Kenneth Arnold, in their book The Coming of the Saucers, reprint this passage and exult: "But those few, gentlemen! Those few! Where did you get them?"
Such experiences tended to make us cautious in our public announcements, and we tiptoed on verbal eggs. This, of course, was taken by the cultists to further evidence of Operation Cover-Up.

The saucer project attracted screwballs in droves. One gentleman, who was a plasterer through the week and the shepherd of some off-beat religious sect on Sunday, telephoned me incessantly until I gave him an appointment. He was a tall, hollow-eyed fellow who looked like an undertaker down on his luck. A sister in his flock had solved the riddle of the saucers. She had it all written out, with citations from the Bible as documentation, and he clutched the historic document tightly and kept a wary eye on me. All he wanted was $15,000 cash.

I told him, as gently as possible, that the government didn't hand out that kind of money for a saucer in the poke.

"All right, mister," he said, "I'll tell you what the saucers are. But you'll have to put the cash on the barrelhead to find out how Sister Betty figured it out."

He took a deep breath. "The saucers are four angels dancing in a circle."

He grew surly when I didn't hand out a roll of crisp $100 bills, fresh from the U.S. Treasury, and start counting them out for him.

"What's the matter, mister?" he asked. "Doesn't the Air Force want to solve this problem?"

I got off the hook by telling him that our budget had been cut and that he could make more with Sister's secret peddling it to one of the big national magazines. He went off with a gleam in his eye.

Then there were letters. They went into a special file with the cryptic notation "C.P."--for crackpot. We got them by the hundreds.

From Campbell, Ohio, a gentleman offered us "spectrograms of saucer lights"--at a price--and warned us that he was selling "to the highest bidder, domestic or foreign." "These spectrograms are protected against forcible seizure," he noted tersely, "and I would not recommend such action on your part."

From Long Beach, Calif., a woman writes us a long series of letters about saucers "torching" her day and night. "They also nip your toes," she complained. "They just make you sick."

My favorite was from a gentleman who signed himself "Uncle Sam's Most Unique Booster." He offered us three working saucers in exchange for train fare from California to Dayton. "I fly them by changing the potential energy in centrifugal force to a kinetic energy of 33 pounds to the square inch in the form of a jet propulsion," he wrote. "Roll that around in your attic." His saucers were powered by vacuum cleaner motors. If we weren't

interested in them, he had an atomic machine "that makes yours look sick," and a helicopter that folded up into a suitcase.

Obscured by the hoaxes, distorted by the literary charlatans who hail every vagrant light as a verified space ship, the case of the flying saucer rests on the inexplicable instances that have cropped up year after year since 1947.

In 1952, we extracted the best sightings from the files to see what kind of sense we make from them. These represented the cream of the reports and most of them had come through military channels. This meant that they either had been made by military personnel or had undergone a preliminary check at the point of origin.

Of the 2,199 sightings, 434--19.7 percent--were listed as unknown. Among them were sightings reported by scientists and veteran pilots of excellent reputation, many of whom had been scornful disbelievers until they had sighted their saucers. These reports included instances of flight performance and maneuvers beyond the abilities of any known craft.

In addition to the Black Hills, South Dakota, case which I've already described, here are some of the cases that the project was unable to crack:

INCIDENT NO. 2--On July 29, 1952, near Port Huron, Mich., two F-94s were in the air making night practice runs on

a B-25. A radar station in the vicinity picked up an unknown object and asked one of the planes to investigate. The jet went up to 20,000 feet where the pilot spotted the object visually. He started to chase it, and the fleeing UFO and the pursuing jet both showed up on the radar scope, which tracked the chase. The jet pilot switched on his gun radar, got an automatic lock-on. The object easily kept out in front of the jet, even when the pilot kicked on his afterburner. Our investigation showed there were no other planes in the vicinity, and the double radar verification ruled out planets, stars, reflections, hallucinations.

INCIDENT NO. 3--On July 24, 1952, two Air Force colonels stationed at the Pentagon were en route in a B-25 from Hamilton AFB to Colorado Springs. They were flying at 11,000 feet near Carson Sink, Nev. It was 3:40 p.m. on a calm, clear day with unlimited visibility. Suddenly they sighted three silver objects shaped like arrowheads approaching them at terrific speed. The objects first appeared at the 1 o'clock position and passed the B-25 in a continuous bank. The two colonels both observed the three strange objects carefully and were positive that they were no craft that they had ever seen before. They estimated their size at about hat of an F-86, and their distance at the point of passage at between 400 and 800 yards. Both men reported that the objects had a "definite ridge along the top," and had sharply defined outlines. Neither man was a flying saucer believer.

INCIDENT NO. 4--On January 28, 1953, at 9:35 p.m., a jet pilot near Albany, Ga., spotted "an extremely bright light" at 10 o'clock high. At first he thought it was another aircraft or an unusually bright star, but when he went up to 10,000 feet it appeared to be ahead and a bit below him. When first spotted, the light was white, but later it began changing constantly from white to orange and back to white again. The object was in view for 17 minutes. In the last 15 seconds it changed shape from circular to triangular, and then the triangles split into two triangles--one immediately above the other--and both disappeared as if someone snapped off the light.

The pilot called Albany, Ga., but before he could make his amazed report, ground asked him if he had seen anything unusual. they advised him that ground radar had picked up both the

jet and a strange target. On the radar scope, when the jet had speeded up, the target had stepped up, too, to maintain its lead on him.

INCIDENT NO. 5--Shortly after midnight on August 5, 1952, two airmen were walking toward the tower at Haneda AFB in Japan to begin their shift when they spotted a large round object bearing a light in the sky. Hurrying to the tower, they pointed it out to the other tower operators, and they took turns observing the object through 7x50 binoculars. Under the glasses, a less brilliant light could be seen around the edge of the object. The tower people called radar and gave them a bearing on the thing, and radar picked up a target in the immediate area. By correlating movement of the radar target and the visual UFO, they established that they were both observing the same object. The radar tracked the object at speeds verifying from hovering to 300 knots. An F-94 was scrambled and vectored into the target. It got a radar lock-on and started to close on the object. At 6,000 yards, the jet lost radar contact and at the same time the tower and ground radar lost it, too. At the end of the sighting, the object as seen on the radar "broke up into three pieces which flew formation at quarter-mile intervals." During the incident, a weather balloon was released at the base, and the witnesses reported its light was much dimmer than that of the UFO. One of the puzzling aspects of the incident was that neither the jet pilot nor the radar crew was able to get a visual sighting on the object, although each was closer to it than the air base tower.

INCIDENT NO. 6--On the night of January 26, 1953, a group of Air Force people stationed at a radar site in New Mexico observed a "very bright, reddish-white" object west of their station and then picked it up on their radar. The object was in view about 45 minutes both visually and by radar. The object moved behind a hill and the reappeared. Radar showed it 9 miles from the station, traveling north at a lazy 12 to 15 knots at 10,000 to 15,000 feet. Although a balloon was in the vicinity, the UFO traveled steadily almost directly into the wind.

INCIDENT NO. 7--On February 16, 1953, at 11:30 p.m., a pilot and an instructor in a C-47 over Turnagain Arm--a bay near Anchorage, Alaska--saw a red light that they judged to be a jet aircraft, five miles away. But as they watched it, it got bigger and brighter, as if headed toward them. Unable to see any green navigation light, they asked the tower at Elmendorf AFB if any other craft were in the area. The tower said there was none, and then made a radar check with negative results. The object was first seen low and definitely below the horizon. The C-47 was flying at 2,000 feet. The object continued to close on the C-47, increasing in brilliance and size until it was two or three times the original size. Then it seemed to stop and hang suspended for five minutes. The pilots, still thinking it might be another aircraft, headed toward Elmendorf, where the tower asked if they could still see the light. It was still visible, and the tower asked them to try to intercept it. As the C-47 took up the chase, the light appeared to accelerate and shortly vanished.

The following night, about 8 p.m., five Air Police on patrol spotted the same--or another--red light near the end of one of the Elmendorf runways. By comparing it with known lights at the base, they judged it to be similar to a 36-inch light seen from 3/8 mile away. It was in a gradual climb, at about jet speed, headed for Anchorage. The Air Police called the tower. It had nothing on radar, but ordered up a jet to intercept. As the jet became airborne, the object showed a noticeable increase in speed, and when the jet came around to get on an intercept course, the light climbed vertically into the overcast at 5,500 feet.

The Air Police did not know of the original sighting when they made their report. A careful check showed no balloons in the area. Stars and planets were eliminated because the first night the object was below the horizon, and the second night there was a solid overcast. If it had been a conventional craft, the radar would have picked it up. If it had been a stray

balloon that wandered in from some distance, on the first night the C-47 should easily have closed on it and passed it. On the second night, its sudden vertical rise disposed of the drifting balloon theory.

These cases, and the hundreds more like them, are the core of the flying saucer mystery. Despite our best efforts over a period of seven years--assisted by top-grade technical and scientific advisers--we were unable to crack them. They remain to baffle and intrigue millions. And despite the improvement in methods of analysis that has resulted from our experience, scores of unknowns are added to the project's files each year.

Hundreds of people have asked me, "What do you think, yourself?"

The job of Project Blue Book was fact-finding, not speculation. Our investigation of the saucer sightings was aimed at compiling as much data as we could, in the hope that it would provide the basis for analysis that would answer the

seven-year mystery. The project failed in this attempt. The mystery of the saucers is still as baffling as it was the day that Kenneth Arnold landed his plane and told the story of what he had seen near Mt. Rainier.

My own opinion is that either the saucers are interplanetary or they do not exist. I do not believe that there is enough evidence at hand to choose between these alternatives. You can argue either case independently, and in then end you will have only an opinion.

In the operation of Blue Book, we briefed a number of assemblies of scientists--guided missile experts, atomic people, experimental aircraft technicians, physicists, etc. We found them intensely interested in the saucer mystery. At Los Alamos, for example, we jammed an amphitheater with standees and answered questions for three hours after we concluded our briefing.

These people were trained in the scientific attitude, as opposed to the cultists who accept every wild-eyed report as a certified, gold-sealed fact. Among them were people who had seen things that they could not explain. They were eager for facts that would help them put their experience into perspective.

These are the facts upon which I think that any responsible conclusion about them must be based:

1. To my knowledge, the Air Force has not concealed any secret sensations about the saucers. In the earliest days of the investigation, the project was secret. There was considerable alarm then, and some officials thought that the objects might be something new from Russia. As the alarm waned, the information was declassified. Whatever secrecy has been thrown around subsequent incidents has been only to protect classified information--precise locations of radar stations, performance data on jet fighters, etc. We also protected the identity of informants who wished to remain anonymous. We did this to encourage people of standing to feel free to report any credible incident. Beyond these exceptions, the Air Force knows nothing about the subject that it is not telling.

2. Project Blue Book was given no orders from above about "handling the saucer problem." The story that we were a bunch of dupes, reciting whatever the top echelons told us to say, is a lot of nonsense. We briefed the echelons above us, not vice versa. I once made a personal report to Secretary for Air Thomas Finletter at the Pentagon. He was accompanied by a full squad of advisers and technicians. He thanked me when I was

through. I gave him no information that is not in this account.

3. We had no evidence whatever that the saucers are some supersecret U.S. development. On the contrary, we had specific disclaimers of this from top Air Force, Army, Navy and Department of Defense officials. Ordinary horse sense is against this theory. If the U.S. had flying saucers that can perform the way saucer-sighters describe them, why would the government be pouring billions of dollars into conventional--and inferior--planes?

4. We also had no evidence that the saucers are of foreign manufacture. Again, logic opposes such a belief. The chief suspect in the "foreign saucer" theory is Russia. Why would Russia try out such a revolutionary device over the U.S. when it has vast stretches of land behind the Iron Curtain, where the test could be conducted in complete secrecy? Any man-made device is certain to fail sooner or later. The more complex the device, the higher the failure probability. Yet in seven years, with thousands of saucer sightings, not one has been known to have crashed.

These four points may bring you to the possibility that the saucers are craft from outer space. As staggering as the implications may be, to my mind this is the most acceptable theory--if the saucers exist. There is no other alternative.

What is the argument that they are nonexistent? Is has some stubborn facts on its side.

First, the residue of unknowns shows no common characteristics. Their shapes, performances, times of appearance, colors, locations showed the same bewildering variety as the 80 percent that we were able to explain. The 434 unknowns included little lights, big lights, multicolored lights, disks seen by day, cigar shapes, orbs and dots of lights. To argue that the hard core of unknowns are all "saucers" is inaccurate. They include a variety of dissimilar objects. This variety gives strength to the theory that the unknowns are merely the same known objects as the 80 percent of sightings we were able to explain. There is a strong belief in the Air Force that the unknowns are "unknown" only because we lacked sufficient data on them. This belief is supported by the fact that our percentage of explanations rose with the intensity of our investigation.

Secondly, there were no bursts of unknowns. Over the years they roughly d the total number of sightings, rising and falling with the volume of repo n general, there was no geographic cl stering of unknowns. For a time, th e more sightings around certain atomic installations and defense areas. Tentration was not large enough, in our opinion, to have significan e. Resid such areas are more security conscious that people living in nonsensitive and quite possibly we got more sightings from atomic and defense sections because more people there were scanning the skies.

Some theorists have figured that another planet sending emissaries to the earth would dispatch them at the point where their orbit would bring them closest to earth. Assuming a set travel time, this would bring their craft into our ken at a regular time. For several years there was a sharp rise in saucer reports during the month of July. But in 1953, the sightings in the month took a sharp drop.

Thirdly, in the seven years there has been no physical evidence of the existence of saucers. The Air Force has found no evidence that a saucer has ever crashed or landed. It has seen no photographic evidence that it can credit. It has seen no "hardware" that it cannot explain as man-made.

Against those arguments stands the testimony of hundreds of people. They have seen something incredible. They include hundreds of people who scoffed at flying saucers until they saw something that bore no relation to anything they had ever seen. They include hard-

bitten airmen familiar with all the hallucinations of flying, sober scientists who applied every natural explanation--and stubbornly insisted, "It was something else."

Among these sightings have been a small number that have been confirmed by radar. Whatever the object was, it was not a hallucination. And frequently, it outperformed any craft known on earth.

The fact that the unknowns show a variety of shapes and sizes might be explained by two things. One is the unreliability of witnesses. A saucer described as "50 feet in diameter" may be 150 feet--if it is further from the observer than he believes. The variety in sizes of the unknowns could be explained by misjudgments in distance, a common error. If more accurate data were available, the unknowns might well show a greater consistency in size.

The same is true of shapes. A disk traveling broadside to the witness would appear to be an orb. As its angle tilted, it would become football-shaped and finally take on the appearance of a cigar.

The sighting of lights at night may have no relevance to the actual size of the craft that carries them--just as a navigation light on a plane gives no hint to the size of the ship.

The absence of physical evidence--such as crashed saucers-- supports the theory that they are not of this world. We have reliable data on the failure factor of man-made devices. If the saucers were made by Americans or Russians, their imperfections would have brought them down by now. But if they are interplanetary, they may be contrived by a civilization so far advanced as to have reduced the probability of failure to near zero. Or they may utilize a principle of flight unknown to us. A craft capable of traversing the vast distances of space might fly almost endlessly in the relatively tiny confines of our air envelope without failure.

The Air Force has never ruled out the possibility that we are being visited from outer space. It says only that it has no evidence to support this possibility.

--Captain Edward J. Ruppelt, USAFR

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(This web page was created by Francis Ridge and Wendy Connors for the NICAP web site)

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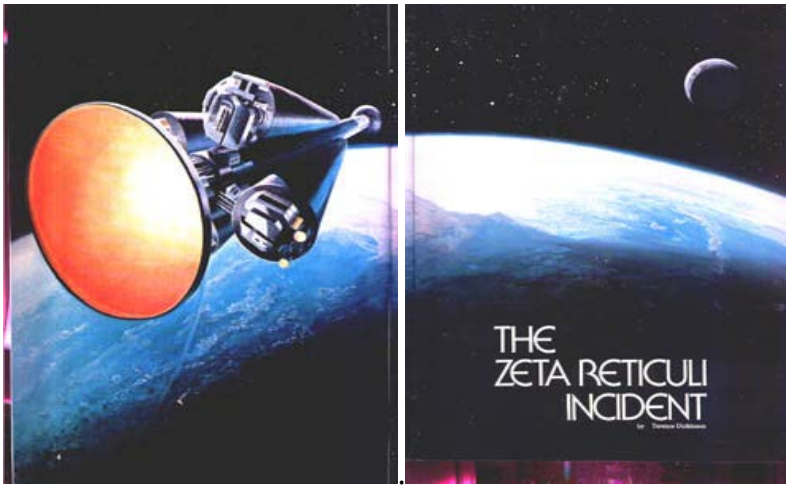
THE ZETA RETICULI INCIDENT

by Terence Dickinson

With related commentary by: Jeffrey L. Kretsch, Carl Sagan, Steven Soter, Robert Sheaffer, Marjorie Fish, David Saunders & Michael Peck. Astronomy, December, 1974



A nuclear-pulse powered starship begins a voyage to some nearby stars similar to our sun sometime in the 21st century. The first target is Tau Ceti, 12 light-years distant and seen in this rendering just to the right of the craft's sperical living quarters. This article chronicles how an unusual star map has led to new investigations of specific stars that might harbor Earth-like planets - and possibly advanced forms of life.

A faint pair of stars, 220 trillion miles away, has been tentatively identified as the "home base" of intelligent extraterrestrials who allegedly visited Earth in 1961. This hypothesis is based on a strange, almost bizarre series of events mixing astronomical research with hypnosis, amnesia, and alien humanoid creatures.

The two stars are known as Zeta 1 and Zeta 2 Reticuli, or together as simply Zeta Reticuli. They are each fifth magnitude stars -- barely visible to the unaided eye -- located in the obscure souther constellation Reticulum. This southerly sky location makes Zeta Reticuli invisible to observers north of Mexico City's latitude.

The weird circumstances that we have dubbed "The Zeta Reticuli Incident" sound like they come straight from the UFO pages in one of those tabloids sold in every supermarket. But this is much more than a retelling of a famous UFO incident; it's an astronomical detective story that at times hovers on that hazy line that separates science from fiction. It all started this way:

The date is Sept. 19, 1961. A middle aged New Hampshire couple, Betty and Barney Hill, are driving home from a short vacation in Canada. It's dark, with the moon and stars illuminating the wooded landscape along U.S. Route 3 in central New Hampshire. The Hills' curiosity is aroused when a bright "star" seems to move in an irregular pattern. They stop the car for a better view. The object moves closer, and its disklike shape becomes evident.

Barney grabs his binoculars from the car seat and steps out. He walks into a field to get a closer look, focuses the binoculars, and sees the object plainly. It has windows -- and behind the windows, looking directly at him are...humanoid creatures! Terrified, Barney stumbles back to the car, throws it into first gear and roars off. But for some reason he turns down a side road

where five of the humanoids are standing on the road.

Apparently unable to control their actions, Betty and Barney are easily taken back to the ship by the humanoids. While inside they are physically examined, and one of the humanoids communicates to Betty. After the examination she asks him where they are from. In response he shows her a three-dimensional map with various sized dots and lines on it. "Where are you on the map?" the humanoid asks Betty. She doesn't know, so the subject is dropped.

Betty and Barney are returned unharmed to their car. They are told they will forget the abduction portion of the incident. The ship rises, and then hurtles out of sight. The couple continue their journey home oblivious of the abduction.

But the Hills are troubled by unexplained dreams and anxiety about two hours of their trip that they can't account for. Betty, a social worker, asks advice from a psychiatrist friend. He suggests that the memory of that time will be gradually restored over the next few months -- but it never is. Two years after the incident, the couple are still bothered by the missing two hours, and Barney's ulcers are acting up. A Boston psychiatrist, Benjamin Simon, is recommended, and after several months of weekly hypnosis sessions the bizarre events of that night in 1961 are revealed. A short time later a UFO group leaks a distorted version of the story to the press and the whole thing blows up. The Hills reluctantly disclose the entire story.

Can we take this dramatic scenario seriously? Did this incredible contact with aliens actually occur or is it some kind of hallucination that affected both Barney and Betty Hill? The complete account of the psychiatric examination from which the details of the event emerged is related in John G. Fuller's 'The Interrupted Journey' (Dial Press, 1966), where we read that after the extensive psychiatric examination, Simon concluded that the Hills were not fabricating the story. The most likely possibilities seem to be: (a) the experience actually happened, or (b) some perceptive and illusory misinterpretations occurred in relationship to some real event.

There are other cases of alleged abductions by extraterrestrial humanoids. The unique aspect of the Hills' abduction is that they remembered virtually nothing of the incident.

Intrigued by the Hills' experience, J. Allen Hynek, chairman of the department of astronomy at Northwestern University, decided to investigate. Hynek described how the Hills recalled the details of their encounter in his book, 'The UFO Experience' (Henry Regnery Company, 1972):

"Under repeated hypnosis they independently revealed what had supposedly happened. The two stories agreed in considerable detail, although neither Betty nor Barney was privy to what the other had said under hypnosis until much later. Under hypnosis they stated that they had been taken separately aboard the craft, treated well by the occupants -- rather as humans might treat experimental animals -- and then released after having been given the hypnotic suggestion that they would remember nothing of that particular experience. The method of their release supposedly accounted for the amnesia, which was apparently broken only by counterhypnosis."

A number of scientists, including Hynek, have discussed this incident at length with Barney and Betty Hill and have questioned them under hypnosis. They concur with Simon's belief that there seems to be no evidence of outright fabrication or lying. One would also wonder what Betty, who has a master's degree in social work and is a supervisor in the New Hampshire Welfare Department, and Barney, who was on the governor of New Hampshire's Civil Rights Commission, would have to gain by a hoax? Although the Hills didn't, several people have lost their jobs after being associated with similarly unusual publicity.

Stanton T. Friedman, a nuclear physicist and the nation's only space scientist devoting full time to researching the UFO phenomenon, has spent many hours in conversation with the Hills. "By no stretch of the imagination could anyone who knows them conclude that they were nuts," he

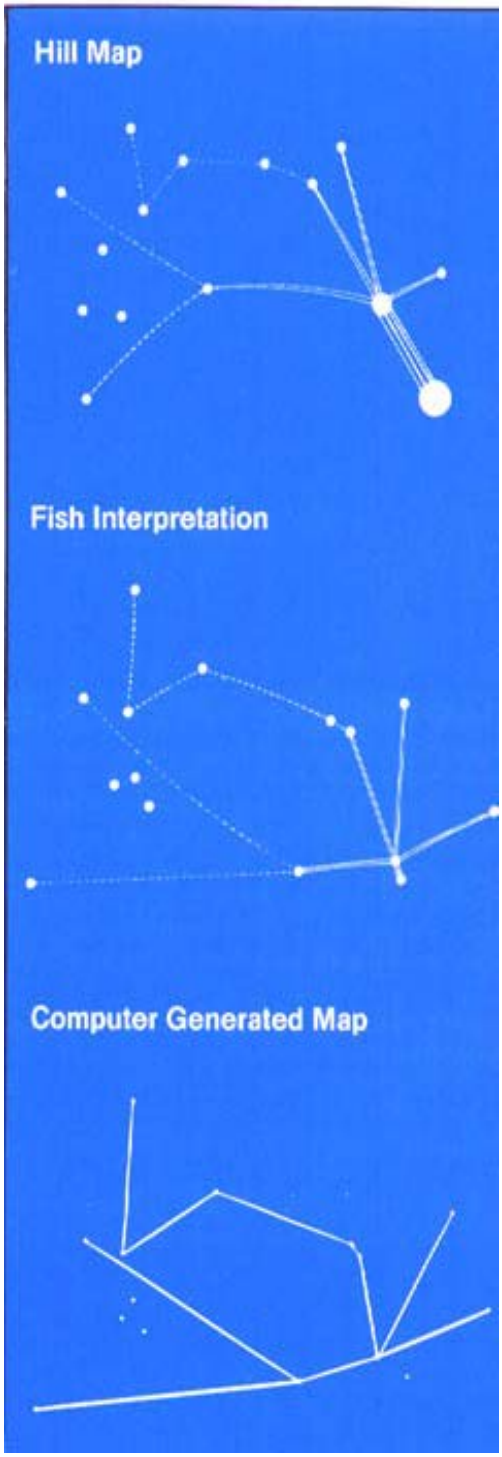
emphasizes.

So the experience remains a fascinating story despite the absence of proof that it actually happened. Anyway -- that's where things were in 1966 when Marjorie Fish, an Ohio schoolteacher, amateur astronomer and member of Mensa, became involved. She wondered if the objects shown on the map that Betty Hill allegedly observed inside the vehicle might represent some actual pattern of celestial objects. To get more information about the map she decided to visit Betty Hill in the summer of 1969. (Barney Hill died in early 1969.) Here is Ms. Fish's account of that meeting:

"On Aug.4, 1969, Betty Hill discussed the star map with me. Betty explained that she drew the map in 1964 under posthypnotic suggestion. It was to be drawn only if she could remember it accurately, and she was not to pay attention to what she was drawing -- which puts it in the realm of automatic drawing. This is a way of getting at repressed or forgotten material and can result in unusual accuracy. She made two erasures showing her conscious mind took control part of the time.

"Betty described the map as three-dimensional, like looking through a window. The stars were tinted and glowed. The map material was flat and thin (not a model), and there were no noticeable lenticular lines like one of our three-dimensional processes. (It sounds very much like a reflective hologram.) Betty did not shift her position while viewing it, so we cannot tell if it would give the same three-dimensional view from all positions or if it would be completely three-dimensional. Betty estimated the map was approximately three feet wide and two feet high with the pattern covering most of the map. She was standing about three feet away from it. She said there were many other stars on the map but she only (apparently) was able to specifically recall the prominent ones connected by lines and a small distinctive triangle off to the left. There was no concentration of stars to indicate the Milky Way (galactic plane) suggesting that if it represented reality, it probably only contained local stars. There were no grid lines."

So much for the background material on the Hill incident. (If you want more details on the encounter, see Fuller's book). For the moment we will leave Marjorie Fish back in 1969 trying to interpret Betty Hill's reproduction of the map. There is a second major area of background information that we have to attend to before we can properly discuss the map. Unlike the bizarre events just described, the rest is pure astronomy.



Three key phases in the analysis described in this article are illustrated here. Top right diagram is a copy of the map Betty drew, allegedly a duplicate of one she saw inside an extraterrestrial vehicle. Center map is derived from a model of our stellar neighborhood by Marjorie Fish. It shows the stars that coincide with those on the Hill map (the Fish model is illustrated on page 14). The only area of significant incongruity is the wide separation of Zeta Reticuli in the Hill version. Lower image shows a cathode ray tube computer readout that was run at Ohio State University as a check on the Fish model. Data used to derive the Fish model and the computer readout wre taken from Gliese catalog. Names of specific stars are given on pages 12 & 13.

According to the most recent star catalogs, there are about 1,000 known stars within a radius of 55 light-years of the sun.

What are those other stars like? A check of the catalogs shows that most of them are faint stars

of relatively low temperature -- a class of stars astronomers call main sequence stars. The sun is a main sequence star along with most of the other stars in this part of the Milky Way galaxy, as the following table shows:

Main sequence stars	91%
White dwarfs	8%
Giants and Supergiants	1%

Typical giant stars are Arcturus and Capella. Antares and Betelgeuse are members of the ultrarare supergiant class. At the other end of the size and brightness scale the white dwarfs are stellar cinders -- the remains of once brilliant suns. For reasons that will soon become clear we can remove these classes of stars from our discussion and concentrate on the main sequence stars.

The main sequence stars can be further subdivided.

Characteristics of Main Sequence Stars

Class	Proportion of Total	Temperature (Degrees F)	Mass (Sun=1)	Luminosity (Sun=1)	Lifespan (billions yrs)	-
A0	1%	20,000	2.8	60	5	Vega
A5	-	15,000	2.2	20	1	-
F0	3%	13,000	1.7	6	2	Procyon
F5	-	12,000	1.25	3	4	-
G0	9%	11,000	1.06	1.3	10	Sun
G5	-	10,000	.92	.8	15	-
K0	14%	9,000	.8	.4	20	Epsilon Erandi
K5	-	8,000	.69	.1	30	-
M0	73%	7,000	.48	.02	75	Proxima Centauri
M5	-	5,000	.2	.001	200	-

The spectral class letters are part of a system of stellar "fingerprinting" that identifies the main sequence star's temperature and gives clues to its mass and luminosity. The hottest, brightest and most massive main sequence stars (with rare exceptions) are the A stars. The faintest, coolest and least massive are the M stars.

Each class is subdivided into 10 subcategories. For example, an A0 star is hotter, brighter and more massive than an A1 which is above an A2, and so on through A9.

This table supplies much additional information and shows how a slightly hotter and more massive star turns out to be much more luminous than the sun, a G2 star. But the bright stars pay dearly for their splendor. It takes a lot of stellar fuel to emit vast quantities of light and heat. The penalty is a short lifespan as a main sequence star. Conversely, the inconspicuous, cool M stars may be around to see the end of the universe -- whatever that might be. With all these facts at hand we're now ready to tackle the first part of the detective story.

Let's suppose we wanted to make our own map of a trip to the stars. We will limit ourselves to the 55 light-year radius covered by the detailed star catalogs. The purpose of the trip will be to search for intelligent life on planets that may be in orbit around these stars. We would want to

include every star that would seem likely to have a life-bearing planet orbiting around it. How many of these thousand-odd stars would we include for such a voyage and which direction would we go? (For the moment, we'll forget about the problem of making a spacecraft that will take us to these stars and we'll assume that we've got some kind of vehicle that will effortlessly transport us to wherever we want to go.) We don't want to waste our time and efforts -- we only want to go to stars that we would think would have a high probability of having planets harboring advanced life forms. This seems like a tall order. How do we even begin to determine which stars might likely have such planets?

The first rule will be to restrict ourselves to life as we know it, the kind of life that we are familiar with here on Earth -- carbon based life. Science fiction writers are fond of describing life forms based on chemical systems that we have been unable to duplicate here on Earth -- such as silicon based life or life based on the ammonium hydroxide molecule instead of on carbon. But right now these life forms are simply fantasy -- we have no evidence that they are in fact possible. Because we don't even know what they might look like -- if they're out there -- we necessarily have to limit our search to the kind of life that we understand.

Our kind of life -- life as we know it -- seems most likely to evolve on a planet that has a stable temperature regime. It must be at the appropriate distance from its sun so that water is neither frozen nor boiled away. The planet has to be the appropriate size so that its gravity doesn't hold on to too much atmosphere (like Jupiter) or too little (like Mars). But the main ingredient in a life-bearing planet is its star. And its star is the only thing we can study since planets of other stars are far too faint to detect directly.

The conclusion we can draw is this: The star has to be like the sun.

Main sequence stars are basically stable for long periods of time. As shown in the table, stars in spectral class G have stable lifespans of 10 billion years. (Our sun, actually a G2 star, has a somewhat longer stable life expectancy of 11 billion years.) We are about five billion years into that period so we can look forward to the sun remaining much as it is (actually it will brighten slightly) for another six billion years. Stars of class F4 or higher have stable burning periods of less than 3.5 billion years. They have to be ruled out immediately. Such stars cannot have life-bearing planets because, at least based on our experience on our world, this is not enough time to permit highly developed biological systems to evolve on the land areas of a planet. (Intelligent life may very well arise earlier in water environments, but let's forget that possibility since we have not yet had meaningful communication with the dolphins -- highly intelligent creatures on this planet!) But we may be wrong in our estimate of life development time. There is another more compelling reason for eliminating stars of class F4 and brighter.

So far, we have assumed all stars have planets, just as our sun does. Yet spectroscopic studies of stars of class F4 and brighter reveal that most of them are in fact unlike our sun in a vital way -- they are rapidly rotating stars. The sun rotates once in just under a month, but 60 percent of the stars in the F0 to F4 range rotate much faster. And almost all A stars are rapid rotators too. It seems, from recent studies of stellar evolution that slowly rotating stars like the sun rotate slowly because they have planets. Apparently the formation of a planetary system robs the star of much of its rotational momentum.

For two reasons, then, we eliminate stars of class F4 and above: (1) most of them rotate rapidly and thus seem to be planetless, and (2) their stable lifespans are too brief for advanced life to develop.

Another problem environment for higher forms of life is the multiple star system. About half of all stars are born in pairs, or small groups of three or more. Our sun could have been part of a double star system. If Jupiter was 80 times more massive it would be an M6 red dwarf star. If

the stars of a double system are far enough apart there is no real problem for planets sustaining life (see "Planet of the Double Sun", September 1974). But stars in fairly close or highly elliptical orbits would alternately fry or freeze their planets. Such planets would also likely have unstable orbits. Because this is a potentially troublesome area for our objective, we will eliminate all close and moderately close pairs of systems of multiple stars.

Further elimination is necessary according to the catalogs. Some otherwise perfect stars are labeled "variable". This means astronomers have observed variations of at least a few percent in the star's light output. A one percent fluctuation in the sun would be annoying for us here on Earth. Anything greater would cause climatic disaster. Could intelligent life evolve under such conditions, given an otherwise habitable planet? It seems unlikely. We are forced to "scratch" all stars suspected or proven to be variable.

This still leaves a few F stars, quite a few G stars, and hoards of K and M dwarfs. Unfortunately most of the Ks and all of the Ms are out. Let's find out why.

These stars quite likely have planets. Indeed, one M star -- known as Barnard's star -- is believed to almost certainly have at least one, and probably two or three, Jupiter sized planets. Peter Van de Kamp of the Sproul Observatory at Swarthmore College (Pa.) has watched Barnard's star for over three decades and is convinced that a "wobbling" motion of that star is due to perturbations (gravitational "pulling and pushing") caused by its unseen planets. (Earth sized planets cannot be detected in this manner.)

But the planets of M stars and the K stars below K4 have two serious handicaps that virtually eliminate them from being abodes for life. First, these stars fry their planets with occasional lethal bursts of radiation emitted from erupting solar flares. The flares have the same intensity as those of our sun, but when you put that type of flare on a little star it spells disaster for a planet that is within, say, 30 million miles. The problem is that planets have to be that close to get enough heat from these feeble suns. If they are farther out, they have frozen oceans and no life.

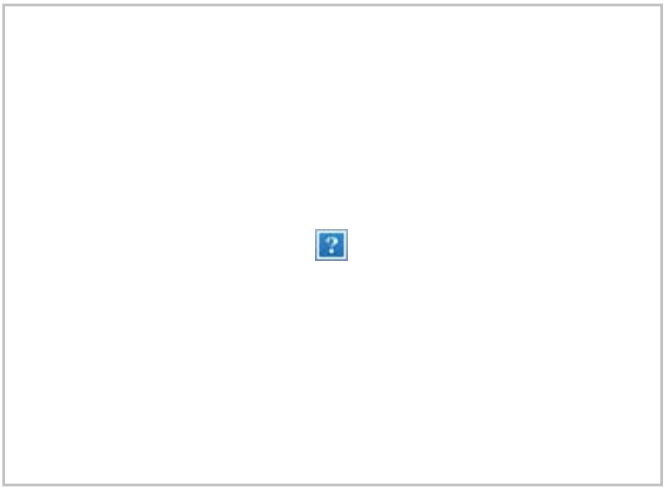
The close-in orbits of potential Earthlike planets of M and faint K stars produce the second dilemma -- rotational lock. An example of rotational lock is right next door to us. The moon, because of its nearness to Earth, is strongly affected by our planet's tidal forces. Long ago our satellite stopped rotating and now has one side permanently turned toward Earth. The same principles apply to planets of small stars that would otherwise be at the right distance for moderate temperatures. If rotational lock has not yet set in, at least rotational retardation would make impossibly long days and nights (as evidenced by Mercury in our solar system).

What stars are left after all this pruning? All of the G stars remain along with F5 through F9 and K0 through K4. Stephen Dole of the Rand Corporation has made a detailed study of stars in this range and suggests we should also eliminate F5, F6 and F7 stars because they balloon to red giants before they reach an age of five billion years. Dole feels this is cutting it too fine for intelligent species to fully evolve. Admittedly this is based on our one example of intelligent life -- us. But limited though this parameter is, it is the only one we have. Dole believes the K2, K3 and K4 stars are also poor prospects because of their feeble energy output and consequently limited zone for suitable Earthlike planets.

Accepting Dole's further trimming we are left with single, nonvariable stars from F8 through all the Gs to K1. What does that leave us with? Forty-six stars.

Now we are ready to plan the trip. It's pretty obvious that Tau Ceti is our first target. After that, the choice is more difficult. We can't take each star in order or we would be darting all over the sky. It's something like planning a vacation trip. Let's say we start from St. Louis and want to hit all the major cities within a 1,000 mile radius. If we go west, all we can visit is Kansas City

and Denver. But northeast is a bonanza: Chicago, Detroit, Cleveland, Pittsburgh, Philadelphia, New York and more. The same principle applies to the planning of our interstellar exploration. The plot of all 46 candidate stars reveals a clumping in the direction of the constellations Cetus and Eridanus. Although this section amounts to only 13 percent of the entire sky, it contains 15 of the 46 stars, or 33 percent of the total. Luckily Tau Ceti is in this group, so that's the direction we should go (comparable to heading northeast from St. Louis). If we plan to visit some of these solar type stars and then return to Earth, we should try to have the shortest distance between stops. It would be a waste of exploration time if we zipped randomly from one star to another.



Blow-up of above map

Route map. Click here.

The route map above shows the culmination of our efforts. This group of stars is a "natural" for exploration when we achieve interstellar flight. Even if, as most exobiologists contend, we are highly unlikely to find advanced forms of life in such a small sample, the physical exploration of planets of other stars by beings from Earth is inevitable, and the stars of this group should be among the first targets.

Now we are ready to return to the map drawn by Betty Hill. Marjorie Fish reasoned that if the stars in the Hill map corresponded to a patter of real stars -- perhaps something like we just developed, only from an alien's viewpoint -- it might be possible to pinpoint the origin of the alleged space travelers. Assuming the two stars in the foreground of the Hill map were the "base" stars (the sun, a single star, was ruled out here), she decided to try to locate the entire pattern. She theorized that the Hill map contained only local stars since no concentration would be present if a more distant viewpoint was assumed and if both "us" and the alien visitors' home base were to be represented.

Let's assume, just as an astronomical exercise, that the map does show the sun and the star that is "the sun" to the humanoids. We'll take the Hill encounter at face value, and see where it leads.

Since the aliens were described as "humanoid" and seemed reasonably comfortable on this planet, their home planet should be basically like ours. Their atmosphere must be similar because the Hills breathed without trouble while inside the ship, and the aliens did not appear to wear any protective apparatus. And since we assume their biology is similar to ours, their planet should have the same temperature regime as Earth (Betty and Barney did say it was

uncomfortably cold in the ship). In essence, then, we assume their home planet must be very Earthlike. Based on what we discussed earlier it follows that their sun would be on our list if it were within 55 light-years of us.

The lines on the map, according to Betty Hill, were described by the alien as "trade routes" or "places visited occasionally" with the dotted lines as "expeditions". Any interpretation of the Betty Hill map must retain the logic of these routes (i.e. the lines would link stars that would be worth visiting).

The Fish Model. Click here.

This model, prepared by Marjorie Fish. shows all the stars located in a vast volume of space extending out about 55 light years in the direction of Zeta Reticuli. The viewing angle is from a point in space beyond that limit looking back toward the Sun. Each star is suspended on a separate thread at its appropriate distance and position from the Sun, and colored according to its spectral type (solar type stars are yellow). The star "behind" the two components of Zeta Reticuli is Zeta Tucanae. From a model such as this, using the same viewing angle seen here, Marjorie Fish noted 16 stars whose positions are remarkably closeto the stars in the drawing made by Betty Hill. The fact that all of the stars in the "Hill configuration" are solar type stars is one of several intriguing areas that enshroud the "Zeta Reticuli Incident".

Keeping all this in mind, Marjorie Fish constructed several three-dimensional models of the solar neighborhood in hopes of detecting the pattern in the Hill map. Using beads dangling on threads, she painstakingly recreated our stellar environment. Between Aug. 1968 and Feb. 1973, she strung beads, checked data, searched and checked again. A suspicious alignment, detected in late 1968, turned out to be almost a perfect match once new data from the detailed 1969 edition of the Catalog of Nearby Stars became available. (This catalog is often called the "Gliese catalog" -- pronounced "glee-see" -- after its principal author, Wilhelm Gliese.)

The 16 stars in the stellar configuration discovered by Marjorie Fish are compared with the map drawn by Betty Hill in the diagram on page 6. If some of the star names on the Fish map sound familiar, they should. Ten of the 16 stars are from the compact group that we selected earlier based on the most logical direction to pursue to conduct interstellar exploration from Earth

Continuing to take the Hill map at face value, the radiating pattern of "trade routes" implies that Zeta 1 and Zeta 2 Reticuli are the "hub" of exploration or, in the context of the incident, the aliens' home base. The sun is at the end of one of the supposedly regular trade routes.

The pair of stars that make up Zeta Reticuli is practically in the midst of the cluster of solar type stars that attracted us while we were mapping out a logical interstellar voyage. Checking further we find that all but two of the stars in the Fish pattern are on the table of nearby solar type stars. These two stars are Tau 1 Eridani (an F6 star) and Gliese 86.1 (K2), and are, respectively, just above and below the parameters we arrived at earlier. One star that should be there (Zeta Tucanae) is missing probably because it is behind Zeta 1 Reticuli at the required viewing angle.

To summarize, then: (1) the pattern discovered by Marjorie Fish has an uncanny resemblance to the map drawn by Betty Hill; (2) the stars are mostly the ones that we would visit if we were exploring from Zeta Reticuli, and (3) the travel patterns generally make sense.

Walter Mitchell, professor of astronomy at Ohio State University in Columbus, has looked at Marjorie Fish's interpretation of the Betty Hill map in detail and tells us, "The more I examine it, the more I am impressed by the astronomy involved in Marjorie Fish's work."

During their examination of the map, Mitchell and some of his students inserted the positions of hundreds of nearby stars into a computer and had various space vistas brought up on a cathode ray tube readout. They requested the computer to put them in a position out beyond Zeta Reticuli looking toward the sun. From this viewpoint the map pattern obtained by Marjorie Fish

was duplicated with virtually no variations. Mitchell noted an important and previously unknown fact first pointed out by Ms. Fish: The stars in the map are almost in a plane; that is, they fill a wheel shaped volume of space that makes star hopping from one to another easy and the logical way to go -- and that is what is implied by the map that Betty Hill allegedly saw.

"I can find no major point of quibble with Marjorie Fish's interpretation of the Betty Hill map," says David R. Saunders, a statistics expert at the Industrial Relations Center of the University of Chicago. By various lines of statistical reasoning he concludes that the chances of finding a match among 16 stars of a specific spectral type among the thousand-odd stars nearest the sun is "at least 1,000 to 1 against".

"The odds are about 10,000 to 1 against a random configuration matching perfectly with Betty Hill's map," Saunders reports. "But the star group identified by Marjorie Fish isn't quite a perfect match, and the odds consequently reduce to about 1,000 to 1. That is, there is one chance in 1,000 that the observed degree of congruence would occur in the volume of space we are discussing.

"In most fields of investigation where similar statistical methods are used, that degree of congruence is rather persuasive," concludes Saunders.

Saunders, who has developed a monumental computerized catalog of more than 60,000 UFO sightings, tells us that the Hill case is not unique in its general characteristics -- there are other known cases of alleged communication with extraterrestrials. But in no other case on record have maps ever been mentioned.

Mark Steggert of the Space Research Coordination Center at the University of Pittsburgh developed a computer program that he calls PAR (for Perspective Alteration Routine) that can duplicate the appearance of star fields from various viewpoints in space.

"I was intrigued by the proposal put forth by Marjorie Fish that she had interpreted a real star pattern for the alleged map of Betty Hill. I was incredulous that models could be used to do an astronometric problem," Steggert says. "To my surprise I found that the pattern that I derived from my program had a close correspondence to the data from Marjorie Fish."

After several run-throughs, he confirmed the positions determined by Marjorie Fish. "I was able to locate potential areas of error, but no real errors," Steggert concludes.

Steggert zeroed in on possibly the only real bone of contention that anyone has had with Marjorie Fish's interpretation: The data on some of the stars may not be accurate enough for us to make definitive conclusions. For example, he says the data from the Smithsonian Astrophysical Observatory Catalog, the Royal Astronomical Society Observatory Catalog, and the Yale Catalog of Bright Stars "have differences of up to two magnitudes and differences in distance amounting to 40 percent for the star Gliese 59". Other stars have less variations in the data from one catalog to another, but Steggert's point is valid. The data on some of the stars in the map is just not good enough to make a definitive statement. (The fact that measurements of most of the stars in question can only be made at the relatively poor equipped southern hemisphere observatories accounts for the less reliable data.)

Using information on the same 15 stars from the Royal Observatory catalog (Annals #5), Steggert reports that the pattern does come out differently because of the different data, and Gliese 59 shows the largest variation. The Gliese catalog uses photometric, trigonometric and spectroscopic parallaxes and derives a mean from all three after giving various mathematical weights to each value. "The substantial variation in catalog material is something that must be overcome," says Steggert. "This must be the next step in attempting to evaluate the map."

This point of view is shared by Jeffrey L. Kretsch, an undergraduate student who is working under the advisement of J. Allen Hynek at Northwestern University in Evanston, Ill. Like Steggert, he too checked Marjorie Fish's pattern and found no error in the work. But Kretsch reports that when he reconstructed the pattern using trigonometric distance measurements instead of the composite measures in the Gliese catalog, he found enough variations to move Gliese 95 above the line between Gliese 86 and Tau 1 Eridani.

"The data for some of the stars seems to be very reliable, but a few of the pattern stars are not well observed and data on them is somewhat conflicting," says Kretsch. The fact that the pattern is less of a "good fit" using data from other sources leads Kretsch and others to wonder what new observations would do. Would they give a closer fit? Or would the pattern become distorted? Marjorie Fish was aware of the catalog variations, but has assumed the Gliese catalog is the most reliable source material to utilize.

Is the Gliese catalog the best available data source. According to several astronomers who specialize in stellar positions, it probably is. Peter Van de Kamp says, "It's first rate. There is none better." He says the catalog was compiled with extensive research and care over many years.

A lot of the published trigonometric parallaxes on the stars beyond 30 light-years are not as accurate as they could be, according to Kyle Cudworth of Yerkes Observatory. "Gliese added other criteria to compensate and lessen the possible errors," he says.

The scientific director of the U.S. Naval Observatory, K.A. Strand, is among the world's foremost authorities on stellar distances for nearby stars. He believes the Gliese catalog "is the most complete and comprehensive source available."

Frank B. Salisbury of the University of Utah has also examined the Hill and Fish maps. "The pattern of stars discovered by Marjorie Fish fits the map drawn by Betty Hill remarkably well. It's a striking coincidence and forces one to take the Hill story more seriously," he says. Salisbury is one of the few scientists who has spent some time on the UFO problem and has written a book and several articles on the subject. A professor of plant physiology, his biology expertise has been turned to astronomy on several occasions while studying the possibility of biological organisms existing on Mars.

Salisbury insists that while psychological factors do play an important role in UFO phenomena, the Hill story does represent one of the most credible reports of incredible events. The fact that the story and the map came to light under hypnosis is good evidence that it actually took place. "But it is not unequivocal evidence," he cautions.

Elaborating on this aspect of the incident, Mark Steggert offers this: "I am inclined to question the ability of Betty, under posthypnotic suggestion, to duplicate the pattern two years after she saw it. She noted no grid lines on the pattern for reference. Someone should (or perhaps has already) conduct a test to see how well a similar patter could be recalled after a substantial period of time. The stress she was under at the time is another unknown factor."

"The derivation of the base data by hypnotic techniques is perhaps not as 'far out' as it may seem," says Stanton Friedman. "Several police departments around the country use hypnosis on rape victims in order to get descriptions of the assailants -- descriptions that would otherwise remain repressed. The trauma of such circumstances must be comparable in some ways to the Hill incident."

Is it at all possible we are faced with a hoax?

"Highly unlikely," says Salisbury -- and the other investigators agree. One significant fact

against a charade is that the data from the Gliese catalog was not published until 1969, five years after the star map was drawn by Betty Hill. Prior to 1969, the data could only have been obtained from the observatories conducting research on the specific stars in question. It is not uncommon for astronomers not to divulge their research data -- even to their colleagues -- before it appears in print. In general, the entire sequence of events just does not smell of falsification. Coincidence, possibly; hoax, improbable.

Where does all this leave us? Are there creatures inhabiting a planet of Zeta 2 Reticuli? Did they visit Earth in 1961? The map indicates that the sun has been "visited occasionally". What does that mean? Will further study and measurement of the stars in the map change their relative positions and thus distort the configuration beyond the limits of coincidence?

The fact that the entire incident hinges on a map drawn under less than normal circumstances certainly keeps us from drawing a firm conclusion. Exobiologists are united in their opinion that the chance of us having neighbors so similar to us, apparently located so close, is vanishingly small. But then, we don't even know for certain if there is anybody at all out there -- anywhere -- despite the Hill map and pronouncements of the most respected scientists.

The only answer is to continue the search. Someday, perhaps soon, we will know.

The 46 Nearest Stars Similar to the Sun

Name	Distance (light-years)	Magnitude (visual)	Luminosity (Sun=1)	Spectrum
Tau Ceti	11.8	3.5	.4	G8
82 Eridani	20.2	4.3	.7	G5
Zeta Tucanae	23.3	4.2	.9	G2
107 Piscium	24.3	5.2	.4	K1
Beta Comae	-	-	-	-
Berenices	27.2	4.3	1.2	G0
61 Virginis	27.4	4.7	.8	G6
Alpha Mensae	28.3	5.1	.6	G5
Gliese 75	28.6	5.6	.4	K0
Beta Canum	-	-	-	-
Venaticorum	29.9	4.3	1.4	G0
Chi Orionis	32	4.4	1.5	G0

54 Piscium	34	5.9	.4	K0
Zeta 1 Reticuli	37	5.5	.7	G2
Zeta 2 Reticuli	37	5.2	.9	G2
Gliese 86	37	6.1	.4	K0
Mu Arae	37	5.1	.9	G5
Gliese 67	38	5.0	1.2	G2
Gliese 668.1	40	6.3	.4	G9
Gliese 302	41	6.0	.6	G8
Gliese 309	41	6.4	.4	K0
Kappa Fornacis	42	5.2	1.3	G1
58 Eridani	42	5.5	.9	G1
Zeta Doradus	44	4.7	2.0	F8
55 Cancri	44	6.0	.7	G8
47 Ursa Majoris	44	5.1	1.5	G0
Gliese 364	45	4.9	1.8	G0
Gliese 599A	45	6.0	.6	G6
Nu Phoenicis	45	5.0	1.8	F8
Gliese 95	45	6.3	.5	G5
Gliese 796	47	5.6	.5	G8
20 Leo Minoris	47	5.4	1.2	G4
39 Tauri	47	5.9	.8	G1

Gliese 290	47	6.6	.4	G8
Gliese 59.2	48	5.7	1.0	G2
Psi Aurigae	49	5.2	1.5	G0
Gliese 722	49	5.9	.9	G4
Gliese 788	49	5.9	.8	G5
Nu 2 Lupi	50	5.6	1.1	G2
14 Herculis	50	6.6	.5	K1
Pi Ursa Majoris	51	5.6	1.2	G0
Phi 2 Ceti	51	5.2	1.8	F8
Gliese 641	52	6.6	.5	G8
Gliese 97.2	52	6.9	.4	K0
Gliese 541.1	53	6.5	.6	G8
109 Piscium	53	6.3	.8	G4
Gliese 651	53	6.8	.4	G8
Gliese 59	53	6.7	.4	G8

This table lists all known stars within a radius of 54 light-years that are single or part of a wide multiple star system. They have no known irregularities or variabilities and are between 0.4 and 2.0 times the luminosity of the sun. Thus, a planet basically identical to Earth could be orbiting around any one of them. (Data from the Catalog of Nearby Stars, 1969 edition, by Wilhelm Gliese.) .

The View from Zeta Reticuli

The two stars that comprise the Zeta Reticuli system are almost identical to the sun. Thy are the only known examples of two solar type stars apparently linked into a binary star system of wide separation.

Zeta 1 is separated from Zeta 2 by at least 350 billion miles -- about 100 times the sun-Pluto distance. They may be even farther apart, but the available observations suggest they are moving through space together and are therefore physically associated. They probably require at least 100,000 years to orbit around their common center of gravity.

Both Zeta 1 and Zeta 2 are prime candidates for the search for life beyond Earth. According to our current theories of planetary formation, they both should have a retinue of planets

something like our solar system. As yet there is no way of determining if any of the probable planets of either star is similar to Earth.

To help visualize the Zeta Reticuli system, let's take the sun's nine planets and put them in identical orbits around Zeta 2. From a celestial mechanics standpoint there is no reason why this situation could not exist. Would anything be different? Because of Zeta 2's slightly smaller mass as compared with the sun, the planets would orbit a little more slowly. Our years might have 390 days, for example. Zeta 2 would make a fine sun - - slightly dimmer than "old Sol", but certainly capable of sustaining life. The big difference would not be our new sun but the superstar of the night sky. Shining like a polished gem, Zeta 1 would be the dazzling highlight of the night sky -- unlike anything we experience here on Earth. At magnitude -9 it would appear as a starlike point 100 times brighter than Venus. It would be like compressing all the light from the first quarter moon into a point source.

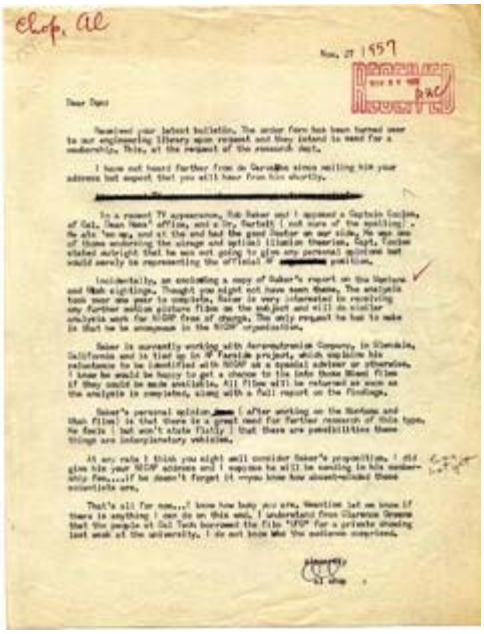
Zeta 1 would have long ago been the focus of religions, mythology and astrology if it were in earthly skies. The fact that it would be easily visible in full daylight would give Zeta 1 supreme importance to both early civilizations and modern man. Shortly after the invention of the telescope astronomers would be able to detect Jupiter and Saturn sized planets orbiting around Zeta 1. Jupiter would be magnitude +12, visible up to 4.5 minutes of arc from Zeta 1 (almost as far as Ganymede swings from Jupiter). It would not make a difficult target for an eight inch telescope. Think of the incentive that discovery would have on interstellar space travel! For hundreds of years we would be aware of another solar system just a few "light-weeks" away. The evolution of interstellar spaceflight would be rapid, dynamic and inevitable.

By contrast, our nearest solar type neighbor is Tau Ceti at 12 light-years. Even today we only suspect it is accompanied by a family of planets, but we don't know for sure.

From this comparison of our planetary system with those of Zeta Reticuli, it is clear that any emerging technologically advanced intelligent life would probably have great incentive to achieve star flight. The knowledge of a nearby system of planets of a solar type star would be compelling -- at least it would certainly seem to be.

What is so strange -- and this question prompted us to prepare this article -- is: Why, of all stars, does Zeta Reticuli seem to fit as the hub of a map that appeared inside a spacecraft that allegedly landed on Earth in 1961? Some of the circumstances surrounding the whole incident are certainly bizarre, but not everything can be written off as coincidence or hallucination. It may be optimistic, on one extreme, to hope that our neighbors are as near as 37 light-years away. For the moment we will be satisfied with considering it an exciting possibility.

Part Two:
NICAP Home



Nov 27, 1957

Dear Don:

Received your latest bulletin. The order form has been turned over to our engineering library upon request and they intend to send for a membership. This, at the request of the research dept.

I have not heard further from de Garvaho since mailing him your address but expect that you will hear from him shortly.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

In a recent TV appearance, Bob Baker and I opposed a Captain Eccles, of Col. Dean Hess' office, and a Dr. Bartolt (not sure of the spelling) . We ate 'em up, and at the end had the good Doctor on our side. He was one of those endorsing the mirage and optical illusion theories. Capt. Eccles stated outright that he was not going to give personal opinions but would merely be representing the official AF position.

Incidentally, am enclosing a copy of Baker's report on the Montana and Utah sighting. Thought you might not have seen these. The analysis took over one year to complete. Baker is very interested in receiving any further motion picture films on the subject and will do similar analysis work for NICAP free of charge. The only request he has to make is that he be anonymous in the NICAP organization.

Baker is currently working with the Aero-nutronics Company, in Glendale, California and is tied up in AF Farside project, which explains his reluctance to be identified with NICAP as a special advisor or otherwise. I know he would be happy to get a chance to tie into those Miami films if they could be made available. All films will be returned as soon as the analysis is completed, along with a full report on the findings.

Baker's personal opinion (after working on the Montana and Utah films) is that there is a great need for further research of this type. He feels (but won't state flatly) that there are possibilities these things are interplanetary vehicles.

At any rate I think you might well consider Baker's proposition. I did give him your NICAP

address and I suppose he will be sending in his membership fee. . . .if he doesn't forget it --you know how absent-minded these scientists are.

That's all for now. . .I know how busy you are. Meantime let me know if there is anything I can do on this end. I understand from Clarence Greene that the people at Cal Tech borrowed his film "UFO" for a private showing last week at the university. I do not know who the audience comprised.

Sincerely

//signed//

al chop

TRANSCRIPTION NOTES:

- "1957" in the letter date is handwritten

- There is a "received" stamp just below the letter date with "Nov 28 1957" readable and the handwritten "RHC" just below that date

- There is a marked out sentence between paragraph 2 and paragraph 3

- There is a marked out word between "AF" and "position" in the last sentence of paragraph 3

- There is a handwritten check mark immediately after the word "Montana" in the first sentence of paragraph 4

- There is a marked out word between "opinion" and "after" in the first sentence of paragraph 6

- The handwritten notation "has not yet" is written in the letter margin immediately after the hyphenated word "member-" in the sencond sentence of paragraph 7; i.e., "member- (handwritten: "has not yet") ship fee"

- The letter is signed with a handwritten "Al"

NICAP Home Page

The Debunkers vs. the UFO Menace; or, Is Ufology Tantamount to Communism?

by Jerome Clark
(written in 1992)

On August 23, 1983, an administrator at the University of Nebraska at Lincoln took a strange phone call from a man who had a complaint which he expressed at some length. When he finally got offf the phone, the administrator summarized the conversation in a memo to another university official:

"Mr. Phillip [sic] Klass ... is a member of the Committee for the Scientific Investigation of Claims of the Paranormal [CSICOP]. This committee has a much different view of unexplained phenomena than those groups we are working with as sponsors of "this conference [titled Exploring Unexplained Phenomena]. He was, in fact, quite adament [sic] in his position regarding the credibility of the conference presenters. Further, Mr. Klass has a personal feeling that the nature of this conference seriously questions the integrity of the United States Government. He feels that there is no scientific evidence to support the claims of the
presenters and indicated that these organizations, by publicly questioning the government, lend support to the Communist movement."

All ufologists, of course, know who Philip J. Klass is. A Washington-based aerospace journalist, Klass is the world's best known (and, some would say, most obsessed) critic of UFO reports and ufologists, the author of books with self-explanatory titles as UFOs Explained, UFOs: The Public Deceived, and UFO Abductions: A Dangerous Game -- all sacred texts of the debunking movement.

That same day the administrator phoned conference organizer Ray Boeche to inform him of the conversation. The administrator said Klass had called the chancellor's office and talked with someone
there. When Klass hinted that he was considering legal action against the university, the call had been transferred to the administrator, who told Boeche he thought he had been able to mollify Klass.

The university sent Klass a letter, thanking him for his interest, and assumed that would end the matter. It was wrong.

At the conference, held between November 11 and 13 at the university conference center, Boeche showed some of us a copy of the memo in which the administrator paraphrased Klass' suggestion that UFO cover-up proponents were serving the ends of Soviet foreign policy. Of course by now we were used to the sort of overheated rhetoric that flows in an unending stream of vitriol from the mouths and keyboards of CSICOP's bombast artists. After all, Klass and his CSICOP colleagues had already characterized us ufologists as antiscience cultists, cryptofascists, mental cases, money-grubbing exploiters, and raving irrationalists, and CSICOP chairman Paul Kurtz had repeatedly assured the press that societal acceptance of anomalies and the paranormal threatens the fabric of civilization.

Still, Klass' linking of ufologists with Communist subversion was a new wrinkle. Klass, we knew, would not be happy to learn that these peculiar private pronouncements were now peculiar public pronouncements. As it turned out, he wasn't just unhappy. He was livid.

On November 23 Klass wrote the administrator, who was startled to see large chunks of Klass' words from their three-month-old conversation quoted verbatim -- indicating, the administrator correctly surmised, that Klass had taped the two without informing him he was doing so. Klass said that since a "copy of your memo was 'leaked' to outsiders," he wanted to "clarify and expand upon statements" he had made. He said "we" -- presumably meaning himself and CSICOP -- did not seek to "prevent conferences or meetings by those who want to propose UFOs" but that he had some trouble with the university's sponsorship of a conference on the subject. What, he asked, would the university do "if

the American Nazi Party came in and said they [sic] wanted to hold a conference?"

"I emphasize to you that I am not, repeat not, suggesting that any of the people or any of the organizations are in any way affiliated with Communist Fronts or with the Soviet Union. But as a patriotic American, I very much resent the charge of 'coverup', of lying, of falsehoods, charged against not one Administration, not two, but eight Administrations going back to a man from Missouri named Truman, a man named Dwight Eisenhower. Because if this charge is true -- Cosmic Watergate -- then all of these Presidents were implicated, and all of their Administrations.... [In making this charge, ufologists] seek what the Soviet Union does -- to convey to the public that our Government can not be trusted, that it lies, that it falsifies. Now I'm not so naive -- remembering Watergate -- to say that never has happened in history. But from my firsthand experience (i.e., 17 years in the field of UFOlogy), I know this charge is completely false. And I resent it as an American citizen."

Remarkably, Klass distributed copies of this letter to others, including me, on the evident belief that it would exonerate him, in other words demonstrate that when read in context his sentiments would sound rational. He would even charge that the administrator's paraphrase had been "inaccurate," when if anything it made Klass' charge sound marginally less nutty. As I wrote Klass on December 6, "In the past, when your critics have accused you of engaging in McCarthyism, they were using the term in a metaphorical sense. Now, it seems, they will be able to use it in the most literal sense."

As ufologists gleefully copied and circulated both the administrator's memo and Klass' November 23 letter, Klass complained to the university about its release of the memo and threatened legal action. Late in January 1984 the administrator told Boeche, according to the latter, that he feared losing his job over the affair.

About six weeks later the administrator informed Boeche that the university would not sponsor another anomalies conference. The decision, he said, "came straight from the chancellor's office." Pressed for a reason, the administrator responded evasively but "strongly implied," in Boeche's words, that the decision had to do with the troubles the previous conference had brought them. A short time later Boeche received written notification of the decision. The letter gave no reason for the decision.

Boeche, who had hoped to make the conference an annual event, sought alternative funding without success. In October 1984, in a final desperate move, Boeche mailed a letter to all who had attended the 1983 meeting and urged them to encourage the chancellor to reverse his decision. One attender published a letter to the editor of the Lincoln Journal about the episode. Subsequently an Associated Press reporter interviewed the administrator, who said -- for the first time ever -- that the university had canceled sponsorship because it had lost money on the conference. The university repeated the claim in a form
letter it sent to all inquirers.

Till now, in all of Boeche's discussions with university officials regarding the conference-related problems, not one -- least of all the administrator -- had raised the issue of the conference's profitability. All those with whom Boeche spoke had talked only of Klass' legal threats. At no time was Boeche shown a financial statement documenting the university's belated version of events. In a November 2 meeting with the chancellor's assistant, who dutifully recited the new party line, Boeche asked whom he should believe: an administrator who was afraid of losing his job (and whose private statements had been markedly different from his later public ones) or a chancellor's assistant who could take that job away. "It was quite obvious that that was a question he didn't want to answer," Boeche recalls.

In fact, the previous January 11 Klass had written this man complaining about the university's failure to respond to an earlier letter. Klass said he expected the university to express "shock and disgust"

over the leaking of the memo and to apologize "for such irresponsible actions." If the university chose not to act, Klass wrote, he would consider taking "appropriate legal action to set the record straight and to clear my name." Eleven days later he wrote the chancellor's assistant again and asked for a "list of the Board of Regents of your University, together with their mailing addresses." Soon Klass was hearing from the university's attorney.

Meanwhile Klass and I were engaged in correspondence about this strange ongoing episode. Though not denying that he had threatened to sue the university -- indeed he sent me a copy of the just-quoted January 11 letter -- he continually tried to change the subject, citing conferences he had not called sponsors to complain about, as if these were relevant to anything or, even more crazily, evidence of personal virtue. He claimed not to object to "pseudoscience" conferences in principle, only to those that universities sponsored without bringing in speakers who shared Klass' views.

As of March 31, a letter of his to me makes clear, the university -- despite what by now had been a number of exchanges between it and him -- had not claimed that it lost money on the conference. To the contrary, Klass said it was his "understanding" that the university had not contributed money to the organizers or allowed uncompensated use of its conference facilities. Writing on May 14, he emphatically denied believing or suggesting that the university cancelled sponsorship because the conference lost money. He said he understood that the university shared neither profits nor losses from the conference.

On April 4 I remarked that "you really never addressed the issue I attempted to raise ... that you had a role, apparently the deciding role, in the University of Nebraska's decision not to sponsor next year's UFO/Fortean conference. As you are well aware, the threat of being sued is a powerful way of affecting somebody's behavior.... It is hardly surprising that the university did not want to involve itself in litigation and entirely predictable that it chose to scuttle the Fortean conference as a consequence. It just wasn't worth the hassle in the university's view. You, by your threats and meddling, apparently presented a problem the university did not want to deal with. It was easier to cancel next year's conference than to risk further problems. I am not aware that I accused you of deliberately setting out to sabotage the conference. I said that your acts had the effect of so doing."

In subsequent correspondence Klass insisted, ludicrously, that his legal threats could have had nothing to do with the university's decision because if they had, he implied, university spokesmen would have said so openly. He seemed to be suggesting that the university had simply seen the wisdom of his argument about the conference's lack of "balance" and acted accordingly. He went on to compare university sponsorship of a UFO conference to sponsorship of a Ku Klux Klan or Nazi Party meeting. Klass would also contend that proponents of a UFO cover-up were in effect accusing Presidents of treason, a "slanderous" charge.

All the while ufologists and the UFO press were having great fun at Klass' expense, with his desperate clarifications and rationalizations only fueling the merriment. Finally and hilariously, on October 18, notwithstanding his earlier assertions that the university had not lost money from the conference, Klass copied and distributed an October 14 AP article from the Omaha World Herald, in which the university introduced the loss-of-money yarn to the world. He cited it as proof that he had been right all along.

End of Part 1 Part 2

NICAP Home Page

The Debunkers vs. the UFO Menace; or, Is Ufology Tantamount to Communism?

Part 2
by Jerome Clark
(written in 1992)

In 1986 Omni editor Dick Teresi asked if I would do a short article for an upcoming issue on censorship in science. I responded with a manuscript I titled "Anomaly Bashing"; it was published as "Censoring the Paranormal" in the February 1987 issue. (It was later reprinted in Ted Schultz's 1989 book The Fringes of Reason, page 203.)

The piece dealt with debunking extremism, much of it associated with CSICOP. In it I devoted a paragraph to the Nebraska episode. (See Part 1 for details.)

No sooner had the issue hit the stands than I was taking calls from Teresi and, shortly after, from Omni's attorney. Leading CSICOPs had contacted Teresi to let him know sentiments such as mine were unacceptable to the debunking thought police (I had urged an end to the "hysteria" and a return to the "serious business of dispassionate investigation," apparently just about the last thing the debunkers wanted to hear); more important, Klass had actually threatened to sue over my few words. Omni asked for additional documentation beyond what I had already provided, and that was the end of at least that much.

I had written CSICOP Chairman Paul Kurtz as long ago as December 7, 1983, to ask him what he thought of Klass' charge that ufologists were serving Soviet ends. Enclosing a transcript of Klass' remarks, I asked, "Does CSICOP condone these sorts of charges? Do you ... draw a line between hard-hitting criticisms of anomalous claims and the extravagant, even scurrilous charges Klass has made in his communications [with the Nebraska administrator]?"

Kurtz's response, dated December 20, can best be characterized as mealy-mouthed. After assuring me of his belief in free expression, he said Klass was speaking for himself and CSICOP members hold a range of opinions. Translation: Kurtz did not want to get involved. Even the leveling of charges most people would regard as McCarthy-ite could elicit no condemnation, or even a mild demur, from the leadership, which had already tolerated accusations from Klass and other CSICOP-affiliated debunkers that ufologists are exploiters, irrationalists, cultists, and so on. Perhaps, seen in this context, it is true that Klass' ufology-is-tantamount-to-Communism spiel amounted to no significant escalation of either vitriol or craziness.

Still, while CSICOP is immensely indulgent of even the most lunatic attacks on paranormal and anomalous claims and claimants, it has no tolerance whatever for criticisms of itself, as its high-dudgeon reaction to my Omni essay had already demonstrated.

In that vein, in a June 10, 1987, note, Kurtz sniffed about my "unrelenting attacks on CSICOP in Fate and other magazines."

I replied on July 8: "It is strange to get this [complaint] from someone who directs an organization devoted to nothing but 'unrelenting attacks' on proponents of anomalies and the paranormal. At least 'Fate and other magazines' -- unlike [CSICOP's magazine] Skeptical Inquirer -- devote only a small, even tiny, percentage of their pages to criticism of those with whom they disagree.... I realize that CSICOP, like any organization with political objectives, may not have the luxury of choosing its allies as carefully as it might like. But you can hardly protest when from time to time you are held accountable for the antics of those whose activities you promote and whom you seldom criticize in any meaningful way.... [I]t is more than a trifle hypocritical for you to react with shock and indignation when you are attacked in return. I'm reminded of what Edward G. Robinson said in the classic gangster film Little Caesar: 'You've been dishin' it out so long you can't take it no more'."

Skeptical Inquirer editor Kendrick Frazier, one of those who had complained to Teresi, wrote an indignant response to my Omni article in the September 1987 issue of his magazine. What it lacked in specifics, it made up for in sweeping proclamations, one of them that my words about Klass were "malicious" and, moreover, known by me "to be false." (If that were true, of course, Klass _would_ have had a legal case.) Frazier neither mentioned nor questioned Klass' McCarthyite slur of ufologists, thus becoming yet another CSICOP notable to maintain a tactful silence on the subject. Frazier did not answer my letter challenging him on these points.

I did, however, get a letter from Mark Plummer, then CSICOP's Executive Director, who wrote me on August 31 on another matter. In my September 4 reply, I said, in part:

"The whole controversy about my Omni editorial centers on the question of whether CSICOP contains individuals of extreme (i.e., lunatic fringe) views and whether CSICOP can fairly be criticized for same. In that regard it is surely significant that at no time has CSICOP publicly disassociated itself from the pronouncements of Philip J. Klass, who holds that UFO proponents are serving the ends of Soviet foreign policy, nor is there any evidence that it has reprimanded him in any way. In fact, the editor of Skeptical Inquirer has expressed outrage that anyone would take exception to such assertions, even suggesting that someone who did (me) could only have been acting out of malice.

"The clear implication is that CSICOP -- which continues to portray Klass as a responsible spokesman and to give wide publicity to his assorted pronouncements -- either agrees with these views or at least considers them acceptable expressions of opinion."

Plummer wrote back on September 17 to ask for "proof" that Klass had accused ufologists of serving Soviet ends. I provided such proof, which included a transcript of the phone conversation that Klass himself had given me (quoted at length in Part 1). The response was silence -- at least on his end. I heard not from Plummer but from Klass, to whom I learned Plummer had sent copies of my letters.

Klass' communication, dated October 5, was titled "AN OPEN-LETTER CHALLENGE TO JEROME CLARK." Referring to my September 4 letter, Klass noted my observation (though adding italics to it) that he "_holds that UFO proponents are serving the ends of Soviet foreign policy_." He grandly offered $5000 to the Center for UFO Studies (of which I am an officer) if -- Klass' italics again -- "you can find in any of my _published books or articles_ where I have said that 'UFO proponents are serving the ends of Soviet foreign policy', or words substantially equivalent." He hastily appended this amendment: the offer "does _not_ apply to my expression of personal opinion during a private telephone conversation" with the Nebraska administrator.

In an open letter of my own three days later, I pointed out the obvious: that at no time had I ever charged, indicated, implied, or hinted that Klass had _published_ his strange equation of ufologists with Communists; the issue all along had been his privately uttered words to the administrator. "Amusingly," I noted, "in making his 'challenge', Klass seeks to exclude the very evidence that bears on the issue."

Meanwhile, in an October 13 letter to Marcello Truzzi (who co-founded CSICOP with Kurtz but who had left the organization long since to become one of its major critics), Klass said he stood by the sentiments he had expressed to the administrator.

Having heard nothing from Plummer, I wrote him on November 18. "Now that you have been fully informed of Klass' excesses, may we expect to see an editorial in Skeptical Inquirer apologizing to the UFO community for being subject to such scurrilous accusations?" I asked. "May we expect to see a statement declaring that McCarthyism (or any other form of irrational excess) has no part in the anomaly debate? Or may we expect, as I'm afraid I do, absolutely no reaction whatever from CSICOP?"

On November 23 Plummer replied. Having reviewed the evidence, he saw nothing "excessive" in Klass' pronouncements. It was, he added, all my fault for "jumping to conclusions."

To this day not a single significant CSICOP figure has disavowed Klass' charges or chastised him for making them. Instead CSICOP has reserved all its criticism for those who, like me, have raised the issue. Publicly CSICOP pretends to believe that my portrayal of these events is false.

On April 26, 1990, Rick Moen of Bay Area Skeptics posted Klass'

account of the episode on a computer network used by debunkers. Hilariously, Klass fails to note anywhere that he had equated ufologists with Communist agents, though he does acknowledge that he "asked if the American Nazi Party wanted to rent its facilities for a meeting, whether the University would 'sponsor' said meeting" -- evidently a moral dilemma he found equivalent to sponsorship of a UFO conference.

Meanwhile, Philip J. Klass remains a CSICOP and debunking superstar, a regular speaker at CSICOP's conferences, and a frequent contributor to Skeptical Inquirer. Prometheus Books, which Kurtz heads, continues to issue Klass titles.

A final note:

On October 28, 1991, I asked Klass, "Do you still consider proponents of a UFO cover-up threats to the republic? Or do you now, at last, disavow the remarks you made -- you know, the ones so embarrassing to you that you threatened to sue the leakers -- to the University of Nebraska?"

Klass replied on November 26. After informing me, apparently as yet another ufologist equivalent to Communists, that I could have become one of the top writers for Pravda in the pre-peristroika era, he denied ever alleging that ufologists constitute a threat to the republic. In the next breath he affirmed that yes, he stood by his remarks to the Nebraska administrator -- in which he held that ufologists constitute a threat to the republic.

In a rational world CSICOP would have been laughed out of existence following revelations of its bumbling and double-dealing in the "Starbaby" scandal (as chronicled in side-splitting detail by Dennis Rawlins in Fate, October 1981). But in this irrational world CSICOP continues to masquerade as the voice of reason and, as one of its leading lights would have us believe, ufology is still tantamount to Communism.

UFOs: Challenge to SETI Specialists

Nuclear Physicist / Lecturer Stanton T. Friedman 5/02

Major news media and many members of the scientific community have taken strongly to the radio-telescope based SETI (Search for Extraterrestrial Intelligence) program as espoused by its charismatic leaders, but not supported by any evidence whatsoever. In turn, perhaps understandably, they feel it necessary to attack the ideas of alien visitors (UFOs) as though they were based on tabloid nonsense instead of on far more evidence than has been provided for SETI. One might hope, vainly I am afraid, that they would be concerned with The Search for Extraterrestrial Visitors (SETV). I would hereby like to challenge the SETI specialists, members of the scientific community, and the media to recognize the overwhelming evidence and significant consequences of alien visits and to expose the serious deficiencies of the SETI related claims. I have publicly and privately offered to debate any of them. No takers so far.

Here are my challenges for the SETI SPECIALISTS (SS):

1. Why is it that SS make proclamations about how much energy it would take for interstellar travel when they have no professional competence, training, or awareness of the relevant engineering literature in this area? As it happens, the required amount of energy is entirely dependent on the details of the trip and CANNOT be determined from basic physics. If one makes enough totally inappropriate assumptions, as academic astronomers have repeatedly done down through history in their supposedly scientific calculations about flight, one reaches ridiculous conclusions. But it is not necessary, for example, to limit the flight to 1G acceleration, or to provide all the energy needed for the round trip at the launch, or to use an utterly foolish trip profile (as devised by a Nobel Prize winning Harvard physicist) that involves accelerating at 1G for half the outward bound portion and the decelerating at 1G for the second half, etc. Do note that it only takes one year at 1G to reach close to c.

Cosmic freeloading can be very, very helpful in reducing fuel requirements and has been used for all our deep space missions such as Voyager, Pioneer, Galileo, Cassini, etc. A splendid example of the wrong assumptions to make was provided by Dr. John William Campbell (1), Professor of Mathematics and Astronomy at the University of Alberta, in 1941, when he attempted to compute the required initial launch weight of a chemical rocket able to get a man to the moon and back. Our successful trips to the moon beginning in 1969, still with chemical rockets, showed that the weight he "scientifically" calculated was too high by a factor of 300 Million!! Dr. Alexander Bickerton (2) in 1926 proclaimed that it would be impossible to give anything sufficient energy to place it in orbit around the earth. Professor Simon Newcomb (3) "proved" in October, 1903, that it would be impossible for a man to fly except with the help of balloons. This was 2 months before the first flight by the Wright Brothers (2 very sharp bicycle mechanics). These three bright professors made a whole host of totally inappropriate assumptions because of their ignorance of the technical situations with which they were faced. They hadn't read the ample literature available to any professional seeking truth.

For example, Dr. Campbell assumed a single stage chemical rocket, launched vertically and limited to 1G acceleration. He assumed much too low an exhaust velocity. The rocket had to carry a huge amount of fuel for use in the retrorocket supposedly required to slow down the rocket upon return to Earth. For Apollo we used multi-stage rockets (reducing system weight at each stage) launched to the East from near the equator (to take advantage of the Earth's rotation), a peak acceleration of many Gs (the faster to orbit, the less the losses to gravitation), the moon's gravitational field (to provide some free energy going in) and earth's atmosphere to do the deceleration upon approaching the earth, as highlighted, for example, in the movie Apollo 13. Cleverness was more important than power.

The exhaust velocity was certainly much higher than assumed by Dr. Campbell. Of course Campbell knew nothing about fission or fusion rockets (on both of which I have worked). The latter using D-He3 reactions exhaust charged particles which can be directed electromagnetically and are born with 10 million times as much energy per particle as can be obtained in chemical rockets. Most academics in my experience and in their publications (i.e. Krauss, Ref. 4) are ignorant of the fact that the most powerful fission rocket reactor propulsion system (Phoebus 2B, made by Los Alamos) operated at a power level of 4,400 Megawatts before 1970. Man has produced many controlled fusion reactions. See Luce (5) about fusion rockets. Any study of the history of technological development reveals that technological progress comes from doing things differently in an unpredictable way. Pocket calculators are not built with vacuum tubes. Supersonic flight is not achieved with propellers. Lasers are not just better light bulbs. In short, the future is definitely NOT a mere extrapolation of the past.

2. Why do SS assume that radio is the ultimate means of long distance communication, when we have only had this kind of technology for roughly 100 years? Just down the galactic street there are two sun-like stars (Zeta l and Zeta 2 Reticuli) only 37 light years away and a billion years older than the sun. Of great interest is the fact that they are less than 1 light year apart from each other. It is good to see recent recognition of the fact that we can already, with our primitive technology, create laser signals able to be observed by other civilizations in the neighborhood. Optical SETI is coming in to its own. But remember progress comes from doing things differently. What new communication techniques will we master in just 50 or 100 years??

3. Why do SS make proclamations about how aliens would behave, when, as physical science professionals, they have no training, experience, or special insights as to how Earthlings, no less aliens, would behave, or what their motivations are. One might consult psychiatrists, psychologists, social workers, lawyers, nurses, etc, but radio astronomers?? This is a field which, by its nature, has little to do with people other than those directly involved. We hear such comments as that aliens, once radio contact is established, would teach us about all the secrets of the universe. Just why would an advanced technological civilization share its secrets with a primitive society whose major activity (judging by how its wealth is spent) would certainly appear to be tribal warfare and for whom every new frontier is a new place to do battle? Earthlings killed about 50 million other Earthlings during WW 2 and destroyed 1700 cities. Currently almost $1trillion per year is spent on the military while 30,000 children die needlessly every day of preventable diseases and starvation.

4.Why is it that SS take every opportunity to attack the notion of alien visitations without any reference to the many large scale scientific studies? They act as though the tabloids are the only possible sources of UFO data. There are at least 6 large scale scientific studies (Ref. 6-11),more than 10 PhD Theses, and many dozens of published professional papers by professional scientists. These are all almost always ignored. There are, for example, 13 anti-UFO books and dozens of pro SETI books that don't even mention the largest scientific study done for the USAF (6). The work was done by the engineers and scientists at the Battelle Memorial Institute in Columbus, Ohio. They found that 21.5% of the 3201 cases investigated were UNKNOWNS completely separate from those cases deemed to provide "Insufficient Information". They found that the better the reliability of the reports, the more likely to be unidentifiable. Statistical cross comparisons between the UNKNOWNS and the KNOWNS showed that the probability that the former were just missed KNOWNS was less than 1% for 6 different characteristics.

The basic rules for the lack of attention to the relevant data by well educated, but ignorant about-UFOs-professionals, especially SS, seem to be:

1. Don't bother me with the facts, my mind is made up.

2. What the public doesn't know, I won't tell them.

3. If one can't attack the data, attack the people; it is much easier.

4. Do one's research by proclamation, investigation is too much trouble and nobody will know the difference anyway.

How else can one explain such totally baseless, but seemingly profound, proclamations as "The reliable cases are uninteresting and the interesting cases are unreliable. Unfortunately there are no cases that are both reliable and interesting." (See Sagan, Ref. 12).

The fact is that 35% of the EXCELLENT cases in BBSR14 were UNKNOWNS and therefore Interesting. Only 18% of the POOR cases were Unknowns. Surely professional scientists are supposed to base their conclusions on study of the relevant data, rather than proclamations?

5. Why don't SS understand that there are very clear-cut national security aspects of the entire UFO problem including the possibility of duplicating the far out technology and the concerns with the impact on the public of any announcement? Clearly if any earthlings could duplicate the saucer technology, the systems would make wonderful weapons delivery and defense systems. It is a lot easier to dream about distant civilizations whose existence will have little impact, if they can never reach here, or never have been here. Many quite extraordinary scientific and technological developments were conducted in TOP SECRET programs including the development of the atomic bomb, the proximity fuse, radar, etc. There is overwhelming evidence, never noted by the SS, that the subject of flying saucers represents a kind of Cosmic Watergate including the recovery of two crashed saucers in New Mexico in 1947 (13). According to Pulitzer prize winning journalist Tim Weiner (14), the annual Black Budget (Not under congressional control) was running $34. Billion.. several years ago. The NSA had openly admitted withholding 156 UFO documents even from a Federal Court Judge given a high security clearance. When these were "released" more than 15 years later, only 1 or 2 lines per page were not covered by whiteout. I have received formerly classified CIA UFO documents on which only 8 words are not blacked out.

USAF General Carroll Bolender stated (15) that "Reports of UFOs which could effect national security ·..are NOT part of the Blue Book System." One should note that the very high quality military monitoring systems operated by the Air Defence Command and the NRO and NSA produce data which is born classified and is not released to the public.

6. If the SS are truly interested in the SETI, why don't they examine the best UFO data instead of ignoring it? Without that data, they have no evidence to support the many assumptions they make about ETI. For example, it is assumed that there is intelligent life all over the place, that some of this life is more advanced than we are, and that ET communications and flight technology are stuck at the level of radio and chemical rockets, and ETs are trying to attract our attention via radio!! No evidence has been provided that any of these assumptions are true. And yet these same SS insist on ufologists providing them with an alien body!! SS have been joyous about finding 37 radio signals out of several billion that were tantalizing. But they choose to ignore the 21.5% of 3201 investigated UFO sightings that might indeed signal the existence of ETVs. The false reasoning is incredible. Since most sightings can be explained, therefore all can be. But since some very few radio signals were thought to be intriguing, we should follow that path of study!

7. Why is the assumption made that aliens wouldn't know there was a technological civilization here until they picked up our TV or radar signals? We are already , though in our technological infancy compared to a cosmic time frame, considering building a radio telescope with segments on opposite sides of the solar system that could directly observe earth size planets around all the stars in the neighborhood. Other civilizations in the neighborhood could have done this a billion years ago. As Sagan noted (16) signs of biological life here could have been observed at Earth by an alien spacecraft at our level of technological development 2 Billion years ago. Why not assume that every library in the local galactic neighborhood has known of our existence as a result of explorations done

millions of years ago? One should note that Columbus did not wait for a smoke signal from the Western Hemisphere natives before sailing westward. One of Magellan's ships sailed around the world in about 2 years. The Space Shuttle does it in 90 minutes. Progress comes from doing things differently.

8. Why is it that the SS don't understand that, at the end of WW 2, it was quite obvious to any visiting alien intelligence agents, that soon (less than 100 years) these primitive earthlings, whose brand of friendship is obviously hostility, could be traipsing around the local galactic neighborhood? Three new readily observable technologies: atom bombs, powerful V-2 rockets, and powerful radar systems set the pace. It is probably not a coincidence that the crashed saucers were recovered in Southeastern New Mexico near the only place on Earth (White Sands Missile Range) in July, 1947, where all three could be observed.

During any one century, because the progress from no space technology, to deep space travel, takes such a comparatively short time, it doesn't seem likely that there would be any other civilization in the local neighborhood going through the same transition. They are either ahead of us or behind us. Of course we would be of interest to them; if for no other reason that the equivalent of national security concerns. Compare the world's budget for National security with that for radio astronomy. One reasonable purpose from that viewpoint for visiting here would be to assure that we don't go out there until we get our act together. The word quarantine comes to mind. Does anybody really believe that aliens would want this primitive society out there before we get our act together and can even qualify for admission to the Cosmic Kindergarten?

9. Why is it that SS seem to assume that aliens would want to deal with them? They don't speak for the planet any more than ham radio operators speak for their countries. If their annual budget were even $100 Million, that is miniscule compared to the $1. Trillion for national security.

10. Why is it that SS so often try to stress how big and how old the universe is? In fact the sphere centered on the sun and having a radius of only 54 light years includes 1000 stars of which about 46 seem to be sun-like and suitable for planets and life (17). At least 2 of these sun-like stars are 1 Billion years older than the sun. If my car were stolen near my home in Fredericton, New Brunswick, it wouldn't make much sense to suggest that the thief might be any one of 6 billion Earthlings. It would appear to be much more likely that the thief was one of 725,000 New Brunswick residents or one of only 50,000 Frederictonians. The odds of finding the thief would be greatly enhanced.. Note, too, for example, that residents of Zeta 1 and Zeta 2 Reticuli, being less than 1 light year apart, could directly observe planets around the other star.

11. Why do SS focus on the Drake Equation which supposedly tells how many inhabited planets there are capable of sending radio signals? There is no evidence to support the many assumptions that are made and it takes no account of the processes most important for the distribution of intelligent life on Earth, namely migration and colonization. We have data on one planet in one solar system at the present time. We don't even know how many civilizations there may have been here on earth 10 million or 200 million years ago,. Schliemann had to dig down 75 feet to find Troy dating from just a few thousand years ago. How much of earth has been explored that deep no less the much greater depth that would be needed to tell us about civilizations that were lost due to asteroid collisions or nuclear wars or continental drift since hundreds of millions of years ago? One might just as well throw a dart at a dart board with numbers on it.

12. Why are proclamations made by SS that aliens can't possibly be humanoid, as described by UFO witnesses? We have no catalog of aliens in the neighborhood combined with travel schedules so we could predict how many would have three heads or 4 eyes, etc. After all these claims of non-humanoidness are based on assuming that any ETI has developed indigenously and independently of life from anywhere else and there has been no migration or colonization. Funny how the laws of physics and biology might even suggest that there are favored directions for how things develop. For

example, we find few examples of mammals with three legs or three eyes. There may well be advantages to certain configurations. Colonization and migration would lead to the dispersal of particular features. Proclamations without data are hardly scientific. Reports from all over Earth indicate humanoids are visiting in strange vehicles with extraordinary capabilities.. This, of course, does not mean that all aliens are humanoid. Presumably the ammonia breathers go to Jupiter.

13. Are the SS really unaware that public opinion polls have consistently shown that believers in alien visitations outnumber non-believers and that the greater the education the more likely to accept ETV? Two polls of engineers and scientists involved in research and development activities (18) even showed that 2/3 of those who expressed an opinion believe that some UFOs are ET spacecraft. After all, certain knowledge that Earth is indeed being visited would provide the best incentive for bigger budgets for space exploration. Of course, if aliens are indeed visiting, than the Radio Telescope Search for ET signals would seem a useless exercise and might indicate the SS have been on the wrong track all along. Learning sign language might be more productive in terms of Communicating with ETI.I have twice heard independent reports of military personnel recording radio signals from a UFO being monitored by nearby military radar. One wonders how many similar instances there have been.

14. Why do SS, who should know better, or at least should have done their homework, so often pronounce that it would be impossible for any one to withstand the "enormous" accelerations of UFOs so often observed for brief times? They quote no data to support their pronouncements despite the huge amount of data that NASA and others have compiled over the past half century. It turns out that trained and properly constrained humans can withstand "enormous" accelerations, for significant times, so long as the acceleration is in the appropriate direction vis a vis the body. Astronauts are launched while on their backs for a good reason. For example, a pilot can perform a tracking task while being accelerated for 2 minutes at 14 Gs. That is from zero to 36,000 miles per hour in 2 minutes. They can successfully withstand 30Gs for one second. Dr. Paul Stapp's rocket sled reached over 600mph in the early 1950s and he successfully withstood 43Gs when slowing down more rapidly than expected. Data should take precedence over proclamations.

15. Why do SS cite the Fermi Paradox as though it demonstrates that nobody is coming here or that we haven't been colonized, perhaps many times, in the past? Fermi was well known at the U. of Chicago for trying to teach by asking questions. Remember that he assumed it would only take a few million years for the entire galaxy to be colonized once those activities had begun. The beginning could have been a billion years ago.

16. Finally there seem to be no signs that either SETI leaders or UFO debunkers are willing to note the false reasoning of their own kind . This lack of internal evaluations provides a scientifically unhealthy and dogmatic, almost cult like atmosphere, with charismatic leadership, a strong dogma, and irrational resistance to outside or new ideas. Scientists and journalists have a serious obligation to study the relevant data rather than to make pronouncements having no factual basis. Does the end (presumably public rejection of flying saucer visitations and enhancement of the status of SETI) really justify the means of misrepresentation based on ignorance and arrogance? Ufologists are, in contrast, very critical of each other. Party lines should be for politicians, NOT for scientists.

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More on UFO's

***Physics Today*, January 1971, p. 97.**
Stanton. T Friedman

W.T. Powers [June, page 14] is correct about the generic difference between "good" UFO reports and those that can be identified. The organized study he desires has already been completed. Reference 1 is the final report of a two-year study of 2199 UFO reports conducted by scientists and engineers at Battelle Memorial Institute in Columbus, Ohio. Every report was finally categorized and evaluated as shown in Tables 1 and 2. The "other" category includes a miscellaneous collection such as hoaxes, searchlights on clouds, birds and so on. Of special interest are the UNKNOWNS - "Those reports of sightings wherein the description of the object and its maneuvers could not be fitted to the pattern of any known phenomenon" and those labeled "insufficient information" defined as "some essential item of information missing or there was enough doubt about what data were available to disallow identification as a common object or some natural phenomenon."

The UNKNOWNS were NOT sightings for which there was not enough information. Note, too, that the higher the quality of the report the more likely it was an UNKNOWN, and the less likely that there was insufficient information - exactly what one would expect if the UNKNOWNS were indeed generically different from the KNOWNS. In addition, a chi-square statistical comparison between the characteristics (speed, color and so on) of the UNKNOWNS and the KNOWNS showed that the probability is less than 1 percent that the distributions are the same. The average duration of observation for the UNKNOWNS was no longer than for the KNOWNS with 45 percent being observed for more than 5 minutes. In short, UNKNOWNS are neither like KNOWNS (IFO's), nor are they rapidly passing lights observed for a brief period of time by an incompetent observer - quite contrary to the viewpoints of the scoffers who know so little of the facts concerning UFO's. If one were to apply the same fallacious reasoning as implied by the notion "because most sightings can be identified, all can," one would certainly reject the discovery of the anti-He3 particle (June, page 59). Obviously, if all but five of the 2 x 10^11 particles examined weren't anti-He3, none were.

After 11 years of study of UFO's I am convinced not only that some UFO's are extraterrestial vehicles but that the problem with the acceptance of UFO's is a psychological one just as was the acceptance of the Copernican universe 300 years ago. Antihelium particles don't upset our present notions about the universe or our own importance. UFO's do. For example, about 30 of the 100 reports discussed in the Condon report (2) could not be identified. The negative conclusions about UFO reality are in fact contradicted by the data in the rest of the report. Reference 1 is not even mentioned, though it is the largest study ever conducted and Condon knew it.

There is a great deal more that might be said about the inadequacy of the "Scientific study of UFOs". More to the point, a UFO study committee set up by the American Institute of Aeronautics and Astronautics concluded after three years that the University of Colorado study did not resolve the question of UFO reality and that what is needed are more quantitative investigations by members of the engineering and scientific community. Clearly, with Man having already walked on the moon, it is time to lift the "laughter curtain" and start thinking instead. A good souree of information is reference 3 and the many documents referenced therein.

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Table 1. Categorization of UFO Sighting Reports:

Category, Number, and Ratio in %

- **Astronomical ..... 479 ..... 21.8%**
- **Aircraft ..... 474 ..... 21.6%**
- **Balloon .....339 ..... 15.4%**
- **Other ..... 233 ..... 10.6%**
- **UNKNOWN ..... 434 ..... 19.7%**
- **Insufficient Information ..... 240 ..... 10.9%**
- **Total .....2199 ..... 100.0%**

[Data from reference 1]

Table 2. Quality distributions of UNKNOWNS:

Excellent	**213 Cases**	**9.7%**	**71 Unknown**	**33.3%**	**9 I.D.**	**4.2%**
Good	**757**	**34.5%**	**188 Unknown**	**24.8%**	**27 I.D.**	**3.6%**
Doubtful	**94**	**36.0%**	**103 Unknown**	**13.0%**	**111 I.D.**	**14.0%**
Poor	**435**	**19.8%**	**72 Unknown**	**16.6%**	**93 I.D.**	**21.4%**
Total	**2199**	**100.0%**	**434 Unknowns**	**19.7%**	**240 I.D.**	**10.9%**

[Data from reference 1]

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What Is The Responsibility Of The Scientist?

The following is quoted by J. ALLEN HYNEK in the Foreword to CHALLENGE TO SCIENCE - UFO ENIGMA by Jacques Vallee, 1966:

WHAT is the responsibility of the scientist confronted with observations that seem not only a challenge but sometimes also an affront to science? How does one discharge this responsibility? The UFO phenomena presents us with such a problem. To most scientists who have no acquaintance with the subject, save that gained from scanning the popular press, it is an "untouchable" area. Flying saucers indeed!-the product of immature, imaginative, and even unbalanced minds, the playground of the pseudo-scientist and the quasi-mystic, the haven of the crackpot.

Is this really so? Obviously, if one is to apply the scientific principles we all staunchly defend, one must take the time to look into the subject carefully-to look and to consider. But time is precisely what today's scientists-in some respects the world's busiest people -do not have! Who can take the time to wade through the seeming morass of stories, fanciful tales, chimera, and balderdash when SO many pressing things demand the scientist's immediate attention?

As an astronomer, I probably would never have approached the subject had I not been officially asked to do so. Over the past eighteen years I have acted as a scientific consultant to the U.S. Air Force on the sub-ject of unidentified flying objects-UFO's. As a consequence of my work on the voluminous air force files and, to a greater extent, of personal investigation of many puzzling cases and interviews with witnesses of good repute, I have long been aware that the subject of UFO's could not be dismissed as mere nonsense. Nonsense is present, to be sure, and misidentification of otherwise familiar objects that many sincere people report as UFO's. But is there not a "signal" in the "noise," a needle in the haystack? Is it not precisely our role to try to isolate the valid from the nonsensical? By carefully working through tons of pitchblende, Madame Curie isolated a tiny amount of radium-but the significance of that minute quantity was world--shaking.

It is my conclusion (speaking now personally and not in an official capacity) after many years of working through "tons" of reports, that there is a signal, that there is "radium" in the "pitchblende," waiting to be extracted. The authors of this book have come to the same conclusion, by a somewhat different path. Whether the scientifically valid in the entire UFO phenomenon proves to be a physical signal or a psychological one -or even a heretofore unknown phenomenon-it is in every respect a challenge to science.

Perhaps I should have spoken earlier; eighteen years is a long time. But it takes more evidence to get an idea accepted in a revolutionary field, be it biological evolution, relativity, or quantum mechanics, than it does to advance simply another step in an accepted scientific domain. Furthermore, astronomers are among the most conservative of scientists. Perhaps this is because their time scale is so great that they naturally bide their time in

proposing or accepting revolutionary ideas, particularly if such ideas are subject to sensational treatment in the press and in the minds of the people.

Nonetheless, I have of late been rebuked, in my correspondence with people whose integrity I respect, with the charge that I failed to call the importance of the air force data on UFO's to the attention of my peers. If any defense is needed, in view of the controversial and explosive nature of the subject, it is that I did indeed on many occasions call guarded attention to the steadily growing mass of reports made by intelligent people from many countries. As early as 1952, before the Optical Society of America, I pointed out the significant nature of some types of UFO reports (article published in the Journal of the Optical Society of America, April, 1953). Over and above that, there remains the fact that for years I have personally de-voted a portion of my time to this subject, an action that would be unthinkable had I not felt it was worthy of examination. I have long been aware that the UFO phenomenon is a global one and that it has captured the attention of many rational people. Numerous scientists have privately told me of their interest and their willingness to look further into the problem.

Also, as a scientific consultant to the U.S. Air Force, I carry a unique responsibility: any statement I make on the importance of the UFO phenomenon, unless backed by overwhelming evidence, carries the danger of "mobilizing the credulity of the world," as a university colleague of mine so aptly put it. I recognize that responsibility in accepting the invitation of the authors to write the Foreword to this book. It was only my respect for the authors as serious investigators and the continued and growing mass of unexplained UFO re-ports that prompted me to accept. I have over the years acquired something of a reputation as a "debunker" of UFO reports. If this arose from my honest desire to find a rational natural explanation for the stimuli that give rise to the reports, a procedure very frequently crowned with success, then I must bear with that reputation. If it stems, however, from a belief that I deliberately adopted a Procrustean approach, cutting down or stretching out evidence to make a forced fit, deliberately to "explain away" UFO reports at all cost, then it is a most unwarranted charge.

In my nearly two score years' association with the investigation of the reports, I have yet to write a book on the subject, primarily because there is no physical evidence in support of the phenomenon. Were I to write such a book today, however, I probably would take much the same approach followed by the present authors. The Vallees present a formidable amount of evidence for the. global nature of the UFO phenomenon, but despite this they come to no firm conclusion. As they state: "We must realize that the observations we have reviewed . . . have no value in themselves. They are important and deserve study, only because each one is an illustration of a phenomenon that has manifested itself since May, 1946, in every country in the world." Besides the fact that the reports bear striking similarities to each other they continue to be made by people of good repute, which makes it imperative that a scientific investigation be undertaken. Because of the global nature of the total phenomenon, this investigation might well be carried our under the auspices of the United Nations. The psychological implications of the UFO phenomenon on world affairs certainly make it

worthy of study. It makes no difference, in this respect, what the physical truth of the matter is; it is the impact it has on the minds of people in many nations that makes it potentially important in the psychosociological balance of the world.

My own interest, as an astronomer, in the total phenomenon is, of course, purely scientific. Some readers many well wonder whether this seemingly flamboyant subject is amenable to scientific inquiry. What constitutes scientific evidence in this field? The authors present a convincing argument that the UFO phenomenon can be studied with the advanced methods of inquiry of the physical scientist and of the sociologist and psychologist. In all of these methods the electronic computer figures prominently.

Scientific inquiry becomes possible when the phenomenon under study exhibits patterns and-regularities, when it is subject to classification Lee authors have shown that a classification system (the start of many branches of science) of UFO phenomena is possible and, indeed, that each type they have identified shows a different diurnal frequency pattern. In particular, their catalogue of five hundred cases should be of interest to scientists. I cannot help drawing a parallel with the first catalogues of celestial radio sources: the great majority- of the entries were unidentified optically; only more advanced methods of analysis and observation revealed that some of these were distant radio galaxies and that some were the striking new puzzle, quasi-stellar sources. The present catalogue of UFO cases consists, with very few exceptions, of unidentified items; one wonders whether the parallel with the catalogue of radio sources continues.

Certainly no progress can be made without scientific study. Unfortunately, as the authors point out, scientists, "draped with dignity," have often refused to study the reports. The fact of the matter is that many of my colleagues who have undraped their dignity long enough to take a hard look at the reports have joined the growing ranks of the puzzled scientists: they privately indicate serious interest in the phenomenon but publicly they choose, like the subject itself, to remain unidentified; they are unwilling to expose themselves to the raillery and banter that go with it. It is to them in particular, and to all who foster the true Galilean spirit, that this book will be of greatest value. They grope and seek, examining even those ideas that seem fanciful and strange, for they know how strange and fanciful the term "nuclear energy" would have been to a physicist one hundred years ago. They are ready to accept a new challenge to science.

J. ALLEN HYNEK
Chairman, Department of Astronomy, and Director, Dearborn Observatory, Northwestern University

The Condon Report and UFOs

***Bulletin of the Atomic Scientist,* April 1969, p. 39-42.**

Scientific Study of Unidentified Flying Objects, a report by Dr. Edward U. Condon, Director of the University of Colorado Project. Bantam Books, New York, in association with the New York Times.
965 pages, including index. $ 1.95 paper.

Reviewed by J. Allen Hynek

As consultant on UFOs to the U.S. Air Force for more than 20 years, Dr. Hynek has examined thousands of reports of "flying saucers" and investigated many of them personally. At the beginning of his consultative assignment, his mission was to determine which of the sightings were due to astronomical phenomena - meteors, planets, or stars. By the end of 1949, Dr. Hynek had examined about as many UFO cases as the Condon Report staff has. He came to the same conclusion as Dr. Condon - that the UFO phenomenon was hardly worth serious scientific consideration. In the years since then, however, Dr. Hynek has had reason to change his earlier opinion. He does not agree with the Condon Report and in this review essay he tells why. Dr. Hynek is head of the Department of Astronomy and director of the Lindheimer Astronomical Research Center of Northwestern University.

Physical scientists who know Edward U . Condon through his work in molecular physics and quantum mechanics will find the hand of the master strangely missing in *Scientific Study of Unidentified Flying Objects.* Not only is his talent for organizing and deftly attacking a problem unapparent but, for example, he is not listed as having personally looked into any of the 95 cases to which various members of the rather fluid committee addressed themselves. (Yet his characteristic humor comes through delightfully in his chapter on the recent history of the UFO.)

It is unfortunate that, almost certainly, popular history will henceforth link Dr. Condon's name with UFOs and only the arcane history of physics will accord him his true place and record his brilliant career in contributing to the understanding, with mathematical elegance, of the nature of the physical world. These contributions UFOs cannot take away from him, even though his work with this problem is analogous to that of a Mozart producing an uninspired pot-boiler, unworthy of his talents.

The *Scientific Study of Unidentified Flying Objects* is a strange sort of scientific paper and does not fulfill the promise of its title. Even the color- cover (over which Condon, however, probably had no control) is misleading. Instead of portraying one of the relatively few photographs that remain unidentified we find an immediately identifiable photo of a lens flare.

The report essentially is a collection of case histories and special reports by members of Dr. Condon's staff and investigators working under contract with the University of Colorado. Scientifically trained readers will find these papers as troublesome and dull to read as they probably were to write.

While devoted in the large part to exposing hoaxes or revealing many UFOs as mis-identifications of common occurrences, the book leaves the same strange, inexplicable residue of unknowns which has plagued the U.S. Air Force investigation for 20 years. In fact, the percentage of "unknowns" in the Condon report appears to be even higher than in the Air Force investigation (Project Blue Book) - which led to the Condon investigation in the first place. Every contributor to the report finds in his particular area of

examination (photos, radar-visual sightings, physical evidence, etc.) something that cannot be dismissed as a mis-identification of known phenomena.

One of the contributors, Dr. William K. Hartmann, an astronomer at the University of Arizona, sums up the overall situation as follows: "The present data are compatible with but do not establish either the hypothesis that (1) the entire UFO phenomenon is a product of mis-identification, poor reporting and fabrication, or that (2) a very small part of the UFO phenomenon involves extraordinary events."

An unidentified flying object (UFO, pronounced OOFO) is here defined as the stimulus for a report made by one or more individuals of something seen in the sky (or an object thought to be capable of flight but seen when landed on the earth) which the observer could not identify as having an ordinary natural origin, and which seemed to him sufficiently puzzling that he undertook to make a report of it to police, to government officials, to the press, or perhaps to a representative of a private organization devoted to the study of such objects.

Defined in this way, there is no question as to the existence of UFOs, because UFO reports exist in fairly large numbers, and the stimulus for each report is, by this definition, an UFO. The problem then becomes that of learning to recognize the various kinds of stimuli that give rise to UFO reports.

The UFO is "the stimulus for a report...." This language refrains from saying whether the reported object was a real, physical, material thing, or a visual impression of an ordinary physical thing distorted by atmospheric conditions or by faulty vision so as to be unrecognizable, or whether it was a purely mental delusion existing in the mind of the observer without an accompanying visual stimulus.

Scientific Study of Unidentifed Flying Objects, p. 9.

There are other, more provocative statements buried deep within the report. They do not support its overall conclusion that UFO studies do not offer a fruitful field in which to look for major scientific discoveries. Examples are such comments as "unidentified after analysis," or "conceivable but unlikely mis-identification wit birds, aircraft, etc."

ELECTRICAL DAMPING PUZZLE

One puzzling aspect of some UFO reports is an electrical damping effect which, according to witnesses, interrupts the ignition and shuts off the engine and lights of a moving automobile. Only one of these cases was examined in the report. The conclusion was "No satisfactory explanation for such effects, if indeed they occurred, is apparent." This reasoning seems to attempt to resolve the problem by dismissing it. One may ask - was it not the function of the investigation to determine whether these reported events did indeed occur? More than 100 cases of electrical or electromagnetic interaction between UFOs and automobiles have been reported, yet the Condon report states: "During the period of field study only one case of automobile engine malfunction came to our attention. There was some ground for skepticism about the report, in that it was made by a diabetic patient who had been drinking and was returning home from a party at 3:00 A.M."

This case is not one of the group I refer to and under the circumstances should have been excluded from the study.

There are other puzzlers described in the report, such as this comment on a UFO sighting claim: "The residue is a most intriguing report that must certainly be classed as an unknown pending further study, which it certainly deserves. It does appear that this sighting defies explanation by conventional means."

UFOs IN ORBIT

During manned space flights, United States astronauts have reported a number of UFO sightings. One of the Condon group's principal investigators, Franklin Roach, an astronomer, writes: "The three unexplained sightings which have been gleaned from a great mass of reports are a challenge to the analyst."

Over the last 20 years, some of the most baffling cases are those involving radar contacts with as well as visual sightings of the same object. The Condon report does not resolve this long-standing problern. Of one such case, Cordon D. Thayer of the Environmental Science Services Administration, a staff member of Colorado Project, observed: "This must remain as one of the most puzzling radar cases on record and no conclusion is possible at this time. It seems inconceivable that an anomalous propagation (AP) echo would behave in the manner described, even if AP had been likely at the time. In view of meteorological situation it would seem that AP was rather unlikely. Besides, what is the probability that an AP return would appear only once, and at that time appear to execute a perfect ILS (Instrument Landing System) approach?"

Again, a staff report comments: "In conclusion, although conventional or natural explanations certainly cannot be ruled out, the probability of such seems low in this case and the probability that at least one genuine UFO was involved appears to be fairly high."

CHALLENGE TO CURIOSITY

Admittedly, I Have taken these statements out of context and the great bulk of the report over-balances them. But the cases these statements refer to are glaringly there - an outright challenge to human curiosity, the foundation stone of scientific progress. It is difficult to understand why the National Academy of Sciences has fully indorsed Dr. Condon's opinion that no further work on the UFO phenomenon should be done.

As scientific director of the project created to study the vexing problem of UFOs, Dr. Condon undertook a responsibility which may have been distasteful to him from the start. He did so very likely out of a sense of duty, in the same manner that one might, with a deep breath (but through a handkerchief) undertake to sweep out an ill-kept stable. What an Augean stable it was, Condon undoubtedly did not realize, and I feel he grossly underestimated the scope and nature of the problem he was undertaking.

Now, as any scientist would, Dr. Condon defined his terms at the start, but in his very definition of the UFO he fell into a trap. Dr. Condon states, "An unidentified flying object ... is defined as the stimulus for a report made by one or more individuals of something seen in the sky (or an object thought to be capable of flying but seen when landed on the earth) which the *observer* could not identify as having an ordinary natural origin."

The unmanagability of this definition is brought out well in Samuel Rosenberg's chapter, "UFO's in History: "...a report of all such sightings of mysterious objects which the observer 'could not identify' would fill the entire space devoted to the project as a whole." And then some! For, in another section of the report, it is pointed out that perhaps a few as 10 per cent of sightings of UFOs are ever reported. And that percentage relates to this country, while the UFO phenomenon is global. In discussing ancient reports, Rosenberg makes the observation that most everything in the sky was a UFO to pre-scientific man: auroras, lunar halos, rainbows, tornados, lightning - even the sun and the moon. And "what wild guesses were made," continues Rosenberg. Just as today, one might add, guesses are made about things which have not been admitted onto the playing field of science.

ANATOMY OF A CASE

By adopting so broad a definition of UFO, too much was admitted for the possible study when only limited time and funds were available. let us suppose Condon had adopted this definition instead: A UFO is a report ... the contents of which are puzzling not *only to the observer but to others who have the technical training the observer may lack.*

Why clutter up a study with reports which a cursory examination by people experienced with the subject

could almost certainly have dismissed as Venus, a balloon, or a twinkling star? It may be of interest to sociologists that a large percentage of our population cannot identify a bright planet or a bright meteor, but it is of little value to include such trivial cases when others left untouched are truly puzzling (reported effects on car ignition systems, effects on animals and people, cases which have had a traumatic effect on the witnesses, and in some instance, have changed the tenor of their lives, close encounters with craft and blinding lights). Should not the purpose of a study such as Dr. Condon's have been to determine whether there was anything to *truly puzzling* reports - not to obvious cases of trivial mis-identifications?

On the basis of many years experience with the UFO phenomenon, I would have deleted nearly two-thirds of the cases included in the report as potentially profitless for the avowed purposes of the project as stated by Dr. Condon himself: "As indicated by its title, the emphasis of this study has been on attempting to learn from UFO reports anything that could be considered as adding to scientific knowledge." Examining reports that stem from obvious (to anyone with experience in these things) mis-identifications of planets, stars, etc., can add little to scientific knowledge. Far greater care should have been taken in screening cases to be studied, for, as Thurston E Manning, Vice President for Academic Affairs of the University of Colorado, writes: "The reader should thus bear in mind that this study represents the first attempt by a group of highly qualified scientists and specialists to examine coldly and dispassionately ..." What? Misidentifications of Venus, the predicted (by mental telepathy) landing of a UFO, obvious radar chaff, an admitted balloon prank by some students (admitted within hours of receipt of the report by the staff), a smoke ring from a simulated A-bomb explosion at a military installation, the nightly setting of the planets Venus and Saturn, an obvious power outage caused by a short circuit accompanied by bright flashes, a two to three second observation of a flash of light which almost certainly was a meteor? Even a preliminary evaluation of these incidents should have indicated that it was a waste of time to investigate them.

THE "STRANGENESS" INDEX

Over the years I have used a very simple two-dimensional classification method for screening UFO reports for potential scientific value. It is a simple plot of "strangeness" against "credibility of witnesses." "Strangeness" is a measure of the difficulty of fitting, by scientifically trained persons, the contents of a report to a highly likely physical explanation. Thus, if a bright streak of light is seen to course across the sky in a matter of seconds, there certainly is no reason after even a glance to suggest that the stimulus was anything other than a bright meteor - and one can assign this report a strangeness of 1, or at most, 2.

If, on the other hand, a metallic craft, brilliantly lighted, is reported to have been observed to land, or to have cavorted about the skies in a most "unscientific" manner, this calls for a higher strangeness index. Of course, nothing has been said about believing the contents of the report. But one can, by proper investigation and application of tests, make a meaningful effort to evaluate the witnesses of a UFO "happening" in terms of everyday credibility. Are these "reliable" witnesses; do they pay their debts, are they highly regarded in the community, would they have had any reason to profit from making their report, would it be more likely that they would have suffered by making the report in the first place? Is there anything to indicate that their emotional nature is such as to cause them to react to perceptual stimuli in a manner to make a "UFO mountain" out of an everyday molehill?

A proper study of the UFO phenomenon for the purposes of assaying potential scientific value implies a preliminary stage in which cases of high strangeness, reported by witnesses of respected standing to their communities, are selected for detailed study. Out of 21 radar-visual cases studied by Thayer, only to 3 would I have assigned a, sigma (strangeness) of 4, and none of 5 . I would have assigned to the other 18 a sigma of 1, 2, or 3. Admittedly the assignment of these ratings to cases is a matter of individual judgment, but when several independent assessments are made by qualified persons, there is fair agreement, especially as to the "strangeness" of a case; credibility is obviously open to greater variance.

Both the public and the project staff, apparently, have confused the UFO problem with the ETI (extra-terrestrial intelligence) hypothesis. This may hold the greatest popular interest, but it is not the issue. The issue is: Does a legitimate UFO phenomenon exist?

Let us suppose that a committee of nineteenth century scientists had been asked to investigate the phenomenon of the aurora as a single project. It would not have been responsible to state that the polar phenomenon gave no evidence of the existence of some meta-terrestrial intelligence. The issue would have been whether the aurora could be explained in terms of nineteenth century physics.

It may be that UFO Phenomena are just as inexplicable in terms of twentieth century physics. From this point of view, how does the Condon Report serve science when it suggests that a phenomenon which has been reported by many thousands of people over so long a time is unworthy of further scientific attention?

Investigative experience over the last 20 years has indicated to me that the UFO phenomenon, if it be physically real, is a rare avis. I suggest that of all the cases studied in the report, the following might be truly worthy of study in depth: Cases 2, p. 248; 5, p. 260; 10, p. 277; 46, p. 396; 57, p. 469; 19-B, p. 161; 14 Na, p. 127; 14-Nb, p. 128; unnumbered case, p. 139; 1482-N, p. 143 and unnumbered case, p. 236.

While it was perhaps laudable to ask an untried, and therefore, presumably, unbiased group to take a fresh look at the UFO problem, this procedure was akin to asking a group of culinary novices to take a fresh look at cooking and then open a restaurant. Without seasoned advice, there would be many burned pots, many burned fingers, many dissatisfied customers.

Much of the time of the project personnel, it appears to me, was spent in groping for a methodology. It appears also that graduate students did the yeoman part of the investigations in the relatively few field trips made, a result, undoubtedly, of limited funds.

Finally, in the matter of methodology a philosopher of science would find a serious operational and epistemological flaw: An hypothesis which covers everything covers nothing. Let us state this in the form of a UFO theorem: For any given reported UFO case, if taken by itself and without respect and regard to correlations with other truly puzzling reports in this and other countries, a possible natural, even though far-fetched, explanation can always be adduced. This is so if one operates solely on the hypothesis that all UFO reports, by the very nature of things as we know them, must result from well known and accepted causes.

It follows as a corollary that it would have been impossible for the Condon investigation to have regarded any report as arising from anything other than natural causes, a hoax, or a hallucination. Thus, for instance, we have this astonishing analysis (Case not numbered, p. 140): "This unusual sighting should therefore be assigned to the category of some almost certainly natural phenomenon which is so rare that it apparently has never been reported before or since."

Obviously this statement could be made of any puzzling case. Or, (p. 164, Case 2): "In summary, this is the most puzzling and unusual case in the radar-visual file. The apparently rational, intelligent behavior of the UFO suggests a mechanical device of unknown origin as the most probable explanation of the sighting. However, in view of the inevitable fallibility of witnesses, more conventional explanations of this report cannot be entirely ruled out." in Case 46 (p. 407) the investigator is hard pressed, but still applies the theorem: "This is one of the few UFO reports in which all factors investigated, geometric, psychological, and physical appear to be consistent with the assertion that an extraordinary flying object, silvery, metallic, disk-shaped, tens of meters in diameter, and evidently artificial, flew within sight of two witnesses. It cannot be said that the evidence positively rules out a fabrication, although there are some physical factors such as the accuracy of certain photometric measures of the original negatives which argue against a fabrication." Final verdict: "fabrication."

Final judgment of the work of the Condon Committee, which was not a study of truly Unidentified Flying Objects, but largely of easily identifiable objects will be handed down by the UFO phenomenon itself. Past experience suggests that it cannot be readily waved away.

There is, however, one area in which the reviewer is in accord with Dr. Condon, and that is in his

recommendation that science credit not be given in elementary schools for term papers and projects on UFOs. School children are too lacking in critical faculties to be turned loose in UFO land. Present material available to them is apt to be pulp "literature," itself written sensationally and uncritically, cases undocumented, with no attention whatever to analysis; a mere collection of sensationalized anecdotes.

If the Condon Report helps to clear away the miasma of pseudo-science, wishful thinking, and sensationalism in this area, the stage may yet be prepared for a more effective study of the strange and perplexing phenomenon of UFOs. To this end, care should be taken that the files of the Condon Committee not be destroyed, as reportedly were the data in a 1953 investigation of UFOs by another Air Force contractor whose identity was classified and whose data led to Report No. 14 of Project Blue Book.

Twenty-one Years of UFO Reports

American Association for the Advancement of Science, 134th Meeting

General Symposium, Unidentified Flying Objects

J. Allen Hynek, Professor and Chairman, Department of Astronomy
Northwestern University
Evanston, Illinois
December 27, 1969

My role here today is that of reporter; to report to you on my score or so years of experience with UFO reports (note that I do not say UFO's, for I myself have never had a UFO experience) and with those who make such reports, from this and many other countries. I was asked in 948, as an astronomer then at Ohio State University, and thus geographically near the Wright- Patterson AFB, to review the UFO reports received by the Air Force and to determine how many of them originated from misperceptions of astronomical objects or events. This consulting role continued across the years and gave me the chance to monitor the flow of UFO reports submitted to the Air Force, and to observe the Air Force handling of the problem as first one, then another officer took charge of Project Bluebook.

As reporter of the UFO scene, I am reminded of the old dictum of the reporter: find out Who, What, Where, When, and Why. I will have no difficulty in dealing with the Who, What, Where, and When, for that means simply dealing with facts - particularly with the incontrovertible fact that UFO reports exist, and that the time and location of the reported event is generally known, as well as the identity of the witnesses.

The "Why" I shall leave to other scientists, but I shall challenge their explanations if they are not conversant with the Who, What, Where, and When. I am very weary of pontifications by those who have not done field- or home-work, so to speak.

Indeed, I would like to say a word about scientific methodology as it pertains to this problem. I have discussed this at length with the noted Canadian philosopher of science, Thomas Goudge.

"One of the most interesting facets of the UFO question to me," Goudge writes, "is its bearing on the problem of how science advances. Roughly I would say that a necessary condition of scientific advance is that allowance must be made for (a) genuinely new empirical observations and (b) new explanation schemes, including new basic concepts and new laws." Goudge notes that throughout history any successful explanation scheme, including twentieth-century physics, acts somewhat like an "establishment" and tends to resist genuinely new empirical observations, particularly when they have not been generated within the accepted framework of that scheme - as, for instance, the reluctance to accept meteorites, fossils, the circulation of the blood, and, in our time, ball lighting. History is replete with such examples. When the establishment does accept such new observations it often tends to assimilate them into the going framework - as, for instance, the attempt to admit the existence of meteorites as stones that had been struck by lightning. "Hence," Goudge concludes, "the present establishment view that UFO phenomena are either not really scientific data at all (or at any rate, not data for physics) or else are nothing but misperceptions of familiar objects, events, etc. To take this approach is surely to reject a necessary condition of scientific advance" [1].

We will never know whether UFO reports represent genuinely new empirical observations if we continue the type of logical fallacy illustrated by the Air Force analysis of a radar-visual UFO report from Kirtland Air Force Base, Albuquerque, New Mexico, in 1957. Two witnesses in the control tower reported at 11:00 p.m. that an object, which looked (through binoculars) like a lighted, up-ended automobile, came within 200 feet of the ground when it disappeared behind a fence in a highly restricted area, easily visible from the control tower, then rose abruptly at very high angular rate and disappeared. It was observed visually for about six minutes, about half of that tinle through binoculars, and tracked in part by radar. The report of the Air Force officer who investigated this case, which is in the Bluebook file, states:

The two sources are Airways Operations Specialists with a total of 23 years experience. Both were on duty in the control tower at Kirtland Air Force Base when the sighting was made - both appeared to he mature and well poised individuals, apparently of well above average intelligence, and temperamentally well qualified for the demanding requirements of control tower operators. Although completely cooperative and willing to answer any question, both sources appeared to be slightly embarrassed that they could not identify or offer an explanation of the object which they are unshakably convinced they saw. In the opinion of the interviewer, both sources are completely competent and reliable.

Project Bluebook explained this sighting as that of an aircraft; and gave the following specific reasons:

1. The observers are considered competent and reliable sources and in the opinion of the interviewer actually saw an object they could not identify.
2. The object was tracked on a radar scope by a competent operator.
3. The object does not meet identification criteria for any other phenomenon.

So, the witnesses were solid, the radar operator competent, and the object unidentifiable as any other phenomenon; therefore the object had to be an aircraft. Clearly, if such reasoning is applied to all UFO reports we can hardly expect to find out whether any genuinely new empirical observations exist to be explained. Schroedinger, the father of quantum mechanics, wrote: "The first requirement of a scientist is that he be curious; he must be capable of being astonished, and eager to find out." Perhaps he should have added, "and be ready to examine data even when presented in a bewildering and confusing form."

There is much in tile UFO problem to be astonished about - and much to be confused about, too. Such confusion is understandable. Over the past twenty years I have had so many experiences with crackpots, visionaries, and religious fanatics that I hardly need be reminded of people who espouse the idea of UFO's as visitors from outer space for their own peculiar purposes. You will note that I say "espouse the idea," not "make UFO reports." Very rarely do members of the lunatic fringe make UFO reports. There are many reasons for this; primarily it is simply that they are incapable of composing an articulate, factual, and objective report.

In addition to being fully aware of the cultists, and how they muddy the waters even though they don't generate UFO sightings, I am also well aware of the widespread ignorance, on the part of many, of astronomical objects, high-altitude balloons, special air missions, mirages, and special meteorological effects, and of people's willingness to ascribe their views of such things to the presence of something mysterious. These people, in contrast to the crackpots, are far more of a problem because they do generate UFO reports which represent a high noise level - so high, in fact, that many who have not looked carefully into the matter feel that all UFO reports stem from such misperceptions. In actual fact it is relatively simple for an experienced investigator to sort out and quickly eliminate virtually all of the misperception cases.

It is a pity that people so often are not well-informed, objective, and accurate reporters; since 1948 I have become only too familiar with UFO reports spawned by Venus, twinkling stars, aircraft, and the like. Some eighteen years before the Condon committee was formed I was already aware that the great majority of UFO reports are nothing more than misperceptions by the uninformed. Of course, these misperceptions must be deleted before any serious study of the UFO question can begin. From this point on, I am speaking only of UFO reports which _remain_ unexplained by trained investigators; only then are we truly dealing with something that is unidentified by people capable of making an identification. In short, an original UFO report must pass through a "narrow band-pass filter" before it qualifies as worthy material for scientific study, the objective of which is to determine whether any genuinely new empirical observations exist. Only those reports which survive the running of this gauntlet can qualify. An objection to this approach immediately arises: Aren't we just rejecting everything but the tail-end of the distribution curve of human reactions to visual stimuli? I firmly agreed with this view (during my first years of association with the UFO problem, but now I question it. We can take the position that we are dealing with the vagaries of human perception only if we are dealing with a homogeneous set of observations. For instance, the distribution curve of fruit size in an apple orchard would have a significant tail at the large-fruit end if measurements of watermelons on the ground were included without noting the structural differences between apples and watermelons.

Let me define the UFO phenomenon, the *existence* of which we wish to determine or deny, as that phenomenon described by reports of visual or instrumental observations of lights or objects in the sky (or near, or on the ground) whose presence, trajectories, and general character are not explainable in verifiable physical terms, even after intensive study. The Condon Report furnishes us with many examples [2].

For years I could not accept the idea that a genuine UFO phenomenon might exist, preferring to hold that it was all a craze based on hoaxes and misperceptions. As my review of UFO reports continued, and as the reports grew in number to be of statistical significance, I became concerned that the whole subject didn't evaporate as one would expect a craze or fad to do. Also, the phenomenon of UFO reports not only persisted in this country but in many areas over the world; if there were some worldwide compulsion to report strange things, why are only these particular types of strange reports preferred from the infinite universe of all possible strange reports? The degree of "strangeness" is certainly one dimension of a filtered UFO report. The higher the strangeness index the more the information aspects of the report defy explanation in ordinary physical terms. An other significant dimension is the probability that the report refers to a real event; in short, did the strange thing really happen? And what is the probability that the witnesses described an actual event? This credibility index represents a different evaluation, not of the report in this instance, but of the witnesses, and it involves different criteria. These two dimensions can be used as coordinates to plot a point for each UFO report on a useful diagram. The criteria I have used in estimating these coordinates are: For strangeness: How many individual items, or information bits, does the report contain which demand explanation, and how difficult is it to explain them, on the assumption that the event occurred? For credibility: If there are several witnesses, what is their collective objectivity? How well do they respond to tests of their ability to gauge angular sizes and angular rates of speed? How good is their eyesight? What are their medical histories? What technical training have they had? What is their general reputation in the community? What is their reputation for publicity-seeking, for veracity? What is their occupation and how much responsibility does it involve? No more than quarter-scale credibility is to be assigned to one-witness cases. If one now plots the strangeness (S) of a report against the credibility (P) of the witnesses - that is, the probability that the event happened more or less as stated - one obtains a diagram which may be called the strangeness-probability diagram. An example of such a diagram constructed for some cases I have personally investigated is shown in Figure 4-1. Plotted points represent only those UFO reports, of course, that have passed through the misperception and hoax filter. Clearly, the most provocative and potentially important UFO reports are those in the upper right-hand region of such a diagram, representing reports that contain many information elements and have a high probability rating.

In these high-P reports, the witnesses were of such a caliber and the circumstances surrounding the reported event were such that we cannot discount the reported event. Examples of such information bits are craft description, motions that seemingly defy inertial laws, effects on animals, interference with automobile ignition systems, and visible marks on land. The Condon Report includes several such cases.

My long experience in personal contacts with witnesses who generate high-S high-P reports shows that all were trying to describe an event for which they had an entirely inadequate vocabulary - much as an aborigine lacks the vocabulary to describe a supersonic jet or a nuclear submarine. Whatever else can be said of the UFO phenomenon, it represents for the witness an undoubted event, and an event for which he was totally unprepared. The majority of such witnesses, contrary to popular belief, were originally highly skeptical about UFO's. Suddenly they had an experience which affected them profoundly, sometimes traumatically. Faced with the experience of the UFO event, witnesses are generally perplexed and uncertain as to what to do about it. Invariably they attempt to explain it in ordinary terms and fail. Curiosity overwhelms them yet they know that they will be targets for ridicule if they report (they confess that they had often in the past ridiculed others). Generally they first confide only in their own family, and often prefer to remain silent. Only those who finally report their observations furnish us with data for study.

Any serious investigator is aware that many unreported experiences must exist. Not only has a Gallup poll so indicated, but I frequently try the experiment of asking for a show of hands of those who either have had a puzzling UFO experience themselves or have heard of one from close friends. I generally find that more than 10 per cent of the audience will raise a hand. But when I ask for hands of all those who reported the event in some official manner, I find virtually no hands raised. Judging from this and other personal observations, I would estimate that for every officially reported UFO sighting there may exist dozens that have gone unreported. As scientists we should be astonished that high-S high-P reports have been made in the past five or ten years. What does a serious person with a valued reputation stand to gain by making such a report? Why do people go to the trouble of filling out questionnaires, of subjecting

themselves to sometimes hostile inquiry, and of being the target of unpleasant attention?

The reason appears to be twofold. Witnesses have told me that they had not intended to say anything about their experience but they felt that it might be of importance to the government, or to science, and felt it their duty to report. The second reason is curiosity. They want to know whether anyone else experienced the same event, and whether the event has a rational explanation. They are visibly reassured when I tell them, if it be the case, that their sighting fits a pattern and resembles other reported sightings from various parts of the world.

What are the patterns of UFO reports? How can we classify UFO reports (after screening) as an aid to their study? Clearly, if each UFO report represents a unique happening, the UFO is not amenable to scientific study. Such a classification, however, must be free of any preconceived ideas as to the nature and cause of UFO's. Thus the classification must be descriptive; it should be similar to the classification of stellar spectra in the days before we had a theory of stellar spectra, or somewhat like the classification of galaxies today.

I have adopted a very simple classification system based solely on the manner of observation. Such a system tells us nothing, of course, about the nature of the UFO, but it can suggest a means of gathering further data. There seem to be four basic ways in which the UFO presents itself, so to speak, for human observation: (1) as "nocturnal lights," the objects to which the lights are presumably attached being generally barely, if at all, discernible, (2) as "daylight disks," when the UFO generally, though not necessarily, appears as a disk or long oval; (3) as "close encounters" during day or night: these are sightings made at ranges less than 1,000 feet and often accompanied by physical effects on the land, on plants and animals, and occasionally on humans; and (4) radar UFO's, a special subset of which is the radar-visual observation, in which the radar and visual observations are mutually supporting. These observational classifications are not meant to be mutually exclusive. Clearly a nocturnal light might be a daylight disk in the daytime, and both might become close-encounter or radar cases.

Let us examine each category. A nocturnal-light report offers the least potential for scientific study, as it has the fewest information elements and thus a low strangeness index. The nocturnal-light UFO can be defined as a light or combination of lights whose kinematic behavior passes through the "UFO report filter"; that is, it cannot be logically ascribed to balloons, aircraft, meteors, planets, satellites, satellite reentries, or missiles. The experienced investigator generally has no difficulty with the screening process here. Years of checking enable him to filter these out almost at first glance. Of course, should a UFO choose to masquerade as a hot-air balloon or a photographic night-air exercise, there is no easy way of differentiation, at least so long as we are limited to observing from the ground. If we had immediate reaction capabilities, and could dispatch an interceptor aircraft, then we could clear the matter up quickly, or perhaps we would experience what has often been reported in the past twenty years: as the intercepting plane approaches the light in question, the light either suddenly goes out or seems to take off and soon outdistances the investigator. In that event the report earns its place as a high-S high-P member of the nocturnal-light category.

An example of this category is a case I investigated personally, involving five witnesses, the senior witness being the long-time associate director of a prominent laboratory at MIT. The nocturnal light was first sighted by his son, who had been out airing the dogs. He came bounding into the house crying, "There's a flying saucer outside!" The senior observer picked up a pair of binoculars on his way out. He told me that he didn't expect to see anything unusual but was going out to see what the commotion was all about. For the following ten minutes he was engrossed in what he saw - the nature of the light, its motions, its hovering, and its take-off. He described the light as having a high color-temperature although essentially a point source, subtending less than a minute of arc in the binoculars. The five observers were fortunately able to compare it to an airliner and a helicopter, both of which passed by during the observation interval, and neither the motions nor lights of these craft bore any resemblance to those of the UFO, subclass NL. The trajectory of the object was plotted against the framework of the branches of a denuded tree. This observer was a good one, and his report included the condition of his eyes and those of the members of his family. The adult observers were both far-sighted and the senior observer wore glasses only for reading.

Incidentally, all my attempts as scientific consultant to the Air Force, to mount a serious investigation of this case came to naught. The Bluebook evaluation is "unidentified," but somehow this word is not a challenge to inquiry. It has been classified as "unidentified," and therefore the case is "solved": it has been identified as "unidentified"! So certain is the Air Force, at least publicly, that all UFO reports must represent normal things that they see no point to serious

investigation. During most of the time I acted as their consultant I repeatedly urged immediate reaction capability and proper scientific investigation, but to no avail.

The second category, the "daylight disk," covers reported daylight sightings of objects seen at moderate distances. The prototype report runs something like this: I was driving along and there crossed over in front of me a shiny metallic disk. It seemed about 500-1,000 feet above the road. It came down fairly close to the ground, stopped and hovered with a wobbling motion and then took off with incredible speed, straight up, and was gone in a few seconds. There was no noise. This category understandably has more photographs to support it than all the others put together. An example is the McMinnville, Oregon, case which the Condon Report lists as unsolved (Case 46).

A photographic daylight disk case was reported by three prospectors in bush country near Calgary, Alberta. I personally investigated the terrain, the people, the negatives, and the camera. Fred Beckman of the University of Chicago and I have satisfied ourselves that the images on these color negatives are real images. The terrain, the interrogations of the witnesses, and the sworn affidavit of the principal witness all lead me to ascribe a high SP rating to this case.

The published literature on UFO's has many photographs. Some are clearly hoaxes, but many have never been investigated sufficiently to rule out very sophisticated hoaxes. A hoax is all one has to rule out, however. For if the daytime photo shows any detail at all, aircraft, balloons, and so forth may be immediately eliminated. The picture itself is sufficient to establish the Strangeness index; it is the credibility index that is difficult to assess. Proper interrogation, tracing of the processing history of the negative, microscopic and microphotometric examination of the negative, plus proper psychological testing of the witnesses to the taking of the photograph should serve to rule out all but the most highly sophisticated, expensive, and laboriously contrived hoaxes. In any one case it is clearly impossible ever to state unequivocally that a photo of a daylight disk is genuine, but I would submit that twenty-five such separate photographic cases, each subjected to exhaustive tests, would allow us to say that the probability of a hoax in all twenty-five cases is vanishingly small.

Even this does not prove the existence of truly strange flying objects, but it should be sufficient to attract the proper attention of the scientific world. That, of course, has long been my position: that some UFO reports are worthy of serious scientific attention. Inherent in the sheaves of UFO reports may well be many doctoral dissertations for physicists, sociologists, and psychologists alike.

The third category of UFO reports, the "close encounter," offers by far the greatest potential for scientific study. Since a close encounter obviously offers a greater chance for observation, we can expect, and we get, many more information elements, and hence a higher strangeness index. Here the theory of simple misperception fails utterly in explaining reports of craft landing 100 feet away, of visible marks left on the ground, of animals and people visibly affected, and of automobiles temporarily stopped on the road. Either we must say that the witnesses were mentally unbalanced or that something most interesting actually happened. However, I am not taking sides; I am merely reporting to you what is reported all around the world, and by seemingly competent witnesses.

I divide the close encounter cases into three subdivisions: the close encounter, with little detail; the close encounter with physical effects; and the close encounter in which "humanoids" or occupants are reported. This latter subgroup, of course, has the highest strangeness index and frightens away all but the most hardy investigators. I would be neither a good reporter nor a good scientist were I deliberately to reject data. There are now on record some 1,500 reports of close encounters, about half of which involve reported craft occupants. Reports of occupants have been with us for years but there are only a few in the Air Force files; generally Project Bluebook personnel summarily, and without investigation, consigned such reports to the "psychological" or crackpot category.

A prototype of the simple close encounter goes like this: Witnesses are driving along a lonely road when the driver spies a strange glare in his rear-view mirror. He becomes frightened and increases his speed, trying to outdistance the UFO, but he cannot. He stops the car and tries to take cover. Shortly the light rises and vanishes quickly in the distance. It is easy to say that such witnesses are mentally unbalanced, unless one must say it to their faces, especially knowing that they are respected members of their communities and hold responsible positions.

The close encounter with physical effects is the category that interests me most, since the reported effects on animal, vegetable, and mineral are potentially measurable. For instance, there are more than a hundred reports on record of

UFO's that reportedly caused car ignition failures. In a typical case a bright light suddenly appears and seems to seek out the witnesses' car. As it stops to hover over the car, the car lights dim, or fail, and the engine dies. Often the occupants of the car report feeling hot and prickly. After a few minutes the apparition leaves, and the car returns to normal operation, but the witnesses often do not; their equanimity is temporarily destroyed.

Witnesses of such encounters do not readily submit themselves to interrogation. Often they tell no one for days, or they tell only very close associates. Eventually a serious UFO investigator conies to hear about it, and then the story unfolds. If they unwisely tell their story indiscriminately, their lives are made miserable by ridicule and taunts of unsympathetic friends.

Let us consider the probabilities in car-failure cases. On the road we occasionally pass a disabled car, its hood up, waiting for the repairman or the tow truck. We should regard it as odd, and of low probability, if the car were to heal itself after a few minutes and proceed as though nothing had happened. If we add that this event was accompanied by a very bright unexplained light hovering over the car, then I submit that the probabilities are extremely small. And when we deal with dozens of such cases, we are driven to the conclusion that something most extraordinary must have happened. If we have in these cases what Goudge calls "genuinely new empirical observations [requiring] new explanation schemes," then we can anticipate an exceptional scientific breakthrough, although it may not be just around the corner.

In this twentieth century we may be as far from a solution of the UFO problem as nineteenth century physicists were from an interpretation of the aurora borealis. Even so, it is incumbent upon us as scientists to document and study the phenomenon to the best of our ability. But the present lack of continued scientific study still leaves it unclear whether genuinely new empirical observations exist. Even the Condon Report left unexplained about one-quarter of the cases examined.

The fourth observational category contains those UFO reports involving radar. There are many reports in this category from responsible persons, such as pilots and control tower operators. I have paid little attention to the radar cases, since I am not a radar expert. The expert on Project Bluebook invariably ascribed all radar cases to malfunction or to anomalous propagation. [*] The Condon Report, however, contains the following remark about one such case: "This must remain as one of the most puzzling radar cases on record and no conclusion is possible at this time. It seems inconceivable that an anomalous propagation echo would behave in the manner described, even if anomalous propagation had been likely at the time" [3]. Radar-visual cases offer more scope for study. The Lakenheath case (see Chapter 5, Appendix, Case 2), studied by the Condon committee, was left as unexplained with the remark, "In summary, this is the most puzzling and unusual case in the radar-visual files. The apparently rational, intelligent behavior of the UFO suggests a mechanical device of unknown origin as the most probable explanation of the sighting. However, in view of the inevitable fallibility of witnesses, more conventional explanations of this report cannot be entirely ruled out" (p. l64). In actuality, a careful reading of the body of the Condon Report reveals as good a case for the scientific study of UFO's as could have been assembled by a group not initially conversant with the subject and with limited time and funds.

[*] The latter arises when meteorological conditions are such as to interfere with the normal straight-line propagation of radar waves, leading to erroneous interpretation of the radar results.

Some may be surprised that so considerable a body of UFO evidence exists. This is the crux of the problem: neither the active scientists nor the public have access to this information. Unfortunately, those who wish to learn about UFO's must get information from the "back fences" of literature - the pulp magazines, the sensational mystery or sex magazines. Until recently, there has not been in this country one scientific journal in which I could publish a well-documented UFO case, yet a recent bibliography of UFO literature ran to 400 pages. The UFO has become a problem for the librarian sooner than it has for the scientist.

Consider the plight of serious UFO witnesses. I know that such exist because I have interviewed several hundred. Where can they go to report? Only the most naive would report to the Air Force even if Project Bluebook had not been discontinued. To report to the local police is scarcely better. Many witnesses have told me of the ridicule they met when they took that path. Besides, I have seen many police blotters. UFO reports are entered as "complaints."

The witness, if he wishes to report, must seek out the relatively few persons or organizations which will lend a sympathetic ear. My own mail brings me very good UFO reports, generally with a request for anonymity, but I have neither the time nor the funds to make proper investigations. As I look back over my past twenty-one years' association with the UFO problem, I note that the intellectual climate today is enormously better for taking a good look at it than it was even a few years ago. This symposium is itself an example: it would have been impossible to have held it a year or two ago. And had I, earlier, attempted to call for a major investigation, I would have lost credibility and undoubtedly all possible future effectiveness.

In summary, then, my twenty-one years of monitoring of UFO reports has shown that reports of UFO observations remain after we delete the pronouncements of crackpots, visionaries, religious fanatics, and so forth. A large number of UFO reports are readily identifiable by trained investigators as misperception of known objects and events. A small residue of UFO reports are not so identifiable. These come from such widely separated places as northern Canada, Australia, South America, and Antarctica. They are made by competent, responsible, psychologically normal people - in short, credible witnesses. These reports contain descriptive terms which collectively do not specify any known psychological event, object, or process, and which do not specify any known psychological event or process. And, furthermore, they resist translation into terms that do apply to known physical and/or psychological events, objects, and processes. That is, as Goudge points out, translation would alter the meaning of the original report and hence effectively violate the methodological criteria governing the advance of science: namely (a) that it must be possible for new observational data to occur; that is, the existing conceptual framework of science, or the attitudes of scientists, must not rule out such new data a priori; and (b) the existing conceptual framework must allow new concepts, principles, and laws to be formulated to interpret and explain the new observational data.

Although I know of no hypothesis that adequately covers the mountainous evidence, this should not and must not deter us from following the advice of Schroedinger: to be curious, capable of being astonished, and eager to find out.

Notes

1. Thomas Goudge, personal letter to author.
2. E. U. Condon, Scientific Study of Unidentified Flying Objects (New York: Bantam Books, 1969).
3. Ibid., p. 171.
4. Ibid., p. 164.
5. Lynn Catoe, UFO's and Related Subjects: An Annotated Bibliography. Library of Congress, AFOSR 68-1656 (Washington, D.C.. U.S. Government Printing Office, 1969).

A New Start on the Whole UFO Problem ?

J. Allen Hynek's "The UFO Experience, A Scientific Inquiry"

A bookreview by Joachim P. Kuettner in:
Astronautics and Aeronautics, November 1973.

***Where they are coming from and why they were here is a matter of conjecture; but the fact that they are here on this planet is beyond a reasonable doubt.* -Hynek**

We are used to informing ourselves quickly about any scientific or technical problem we are interested in through text books, professional journals, and library abstracts. Not so if the problem is the UFO issue! It is practically impossible to obtain factual background information on this question without making a most time-consuming effort. The literature contains few objective scientific treatises. It consists mostly of biased, polemic books or qualitative observations published anywhere but in scientific journals. The author of the book, "The UFO Experience: A Scientific Inquiry," refers to this situation when he states in his preface that "a good book" on UFOs is needed. It "should be honest without prejudgment; it should be factual and as well documented as possible." Obviously he intended to write such a book and he may well have succeeded.

One may ask why Hynek waited so long to say what he knows and thinks. After all, as astronomy professor of Northwestern Univ. he has been directly connected with the U.S. Air Force UFO study as scientific adviser for over 20 years, and there is little doubt that he knows as much about UFOs as any scientist in the world. From his book the reasons become clear: When Hynek originally accepted his advisory role to the Air Force he described his feelings as follows: "Wasn't this a golden opportunity to demonstrate to the public how ... the application of the impersonal and unbiased logic of the scientific method ... could be used to show that flying saucers were figments of the imagination?" His suggestion of "swamp gas" as a possibility for the origin of certain observations may be remembered. The present book, however, concludes with the following sentence: "When the long-awaited solution to the UFO problem comes, I believe that it will prove to be not merely the next small step in the march of science but a mighty and totally unexpected quantum jump." Apparently Hynek was hesitant to write a book representing such complete reversal in scientific assessment, and it may have taken him 20 years of continuous involvement to convince himself that this book needed to be written. Such circumstances give his work added significance.

The book consists of three parts: I. - The UFO Phenomenon, II. - The Data and the Problem, and III. - Where Do We Go from Here? The somewhat dry style of the author and his concern with avoiding sensationalism will no doubt disappoint readers who expect the writer of a UFO book to be a fascinating storyteller. Part I. definitely buries such hopes; and, in my opinion, it could have been shorter. The heart of the book, Part II., in spite of the author's efforts to the contrary, makes fascinating reading. It contains in condensed form the basic information on specific categories of UFO observations. It is this type of material which is hard to come by in the existing literature unless one takes it on oneself to dig through 20,000 scattered reports.

In the first two parts, Hynek wisely avoids entangling himself with the authors of existing quasi-scientific books in the UFO literature. Rather than adding to heated arqumentation, he simply ignores most of them and saves his ammunition for some heavy barrages against two targets that he deals with in Part III. - the Air Force UFO project and the Colorado Univ. study.

Hynek gives the following UFO categories: (1) nocturnal lights, (2) daylight disks, (3) radar-visual reports, (4) close encounters of the first kind (no environmental interaction), (5) close encounters of the second kind (physical effects on the environment), and (6) close encounters of the third kind (occupants).

In each category Hynek selects 5-12 cases for detailed description. He was personally involved in the investigations of some of these. The selection criteria Hynek uses rate "strangeness" and "probability," which he plots in a matrix. The strangeness rating (from 1 to 9) is applied after a "physical explanation screening," the highest numbers being given to cases which "outrage common sense."

Far more difficult is an assessment of the probability rating as it involves subjective factors, including the credibility of witnesses. Judgments must be made of a person's reliability and education, behavior under interrogation, etc. Hynek does not assign a rating of more than 3 to any report coming from a single reporter even if he is of very solid reputation. In other words' multiple witnesses are a prerequisite for a high probability rating.

The UFO categories (1) to (5) mentioned above are obviously of increasing strangeness and one should perhaps expect that they correspond to diminishing credibility. Surprisingly, this is not the case; many of the "close encounters" carry the highest probability ratings, a fact noted by Hynek, and a reason for him to treat them as equals among the other categories. Hynek also notes that the "strangeness spread" is small and that there is a pattern of repeatability allowing classification. One may question the subjective assessment of strangeness and probability ratings. In the absence of instrument readings and recordings, however, there is justified doubt that better approaches are conceivable at this time.

After discussing the cases he selects in each category of UFO types, Hynek gives average and medium numbers of observers per case, their professional groupings, and a qualitative description of the "prototypes." Excerpts of the latter may serve as illustrations:

Category (1) - nocturnal lights: "The typical Nocturnal Light is a bright light, generally not a point source, of indeterminate linear size and of varying color ..., which follows a path not ascribable to a balloon, aircraft, or other natural object and which often gives the appearance of intelligent action.... As far as trajectories and kinematic behavior are concerned, despite exceptions that defy normal physical explanations, even when generous allowance is made for exaggeration and error of judgment, the reported motions of the Nocturnal Lights do not seem generally to violate physical laws."

Category (2) - daylight disks: "It generally is shiny or glowing ..., yellowish, white, or metallic. It exhibits in most cases what we would anthropomorphically describe as "purposeful" directed motion, with the ability to accelerate extremely rapidly. No loud sounds ... seem to be associated with the Daylight Discs..."

Category (3) - radar visual reports (This interesting chapter contains many reports of eyewitnesses and simultaneous radar observations as well as quantitative velocity estimates. The prototype is described as follows): "The radar operator observes a blip on his screen that ... is akin to the type of blip given by a large aircraft, is not the result of malfunction, and does not resemble 'weather phenomena.' A visual sighting is characteristically a light, or possibly a formation of lights strikingly unfamiliar to the observer.... The speeds involved are invariably high, but combinations of high speed at one time and hovering at another are not uncommon. Reversals of motion and sharp turns, not abrupt 90-deg turns, are characteristic of Radar-Visual cases."

The selected observations in these first three categories all refer to distant objects and are reported by a relatively high percentage of technically educated observers (40 to 60 %). The average number of witnesses per case ranges from 3.5 to 5.0.

The next three categories ("Close Encounters") concern observations anywhere from 20 to 500 ft away. In the opinion of the author the possibility of misperception is remote in these cases unless the observers suffered "temporary insanity." Hynek devotes almost 80 pages of his book to close encounters; and the reader may well sympathize with the hesitation of the author to present this bizarre material. The case histories illustrate the observers' bewilderment and their difficulty in describing what they experience. Evidently Hynek decided to present all observed aspects of the UFO phenomenon, rather than stop at an arbitrary point where things become too odd. The category of "close encounters without physical effects," shows an average number of observers per case of 3.5, some 35% being technically competent. The prototype is described as follows:

"Brilliant luminescence, relatively small size (of the order of tens rather than hundreds of feet), generally oval shape - sometimes capped with a dome - absence of conventional wings, wheels, or other protuberances, and ability to hover and to accelerate very rapidly to high speeds ... trajectories are largely vertical when speeds are high and takeoffs at 45 deg or greater seem to be the rule."

The next category concerns close encounters with physical effects. As the most common of these Hynek lists globally observed interference with automobile ignition, headlights, and radio while the object is in close proximity. He

describes many examples, one involving seven cases of separate car disablement and subsequent automatic recovery occurring within about two hours. The average number of witnesses per case is 4.0 in this group, but the percentage of technically trained observers is lower than in the previous group (13%).

Finally, Hynek comes to the strangest aspect of the UFO phenomena - to close encounters with "occupants." He defends his decision not to disregard the occupant encounters by two arguments. First, they are too numerous (more than 300); and second, he feels one cannot subdivide the UFO phenomena, accepting some parts and rejecting others. Nevertheless, after a thorough description of this perplexing group of observations, Hynek concludes that he prefers "to rest the UFO problem on the prototypes of the first five categories ... always remembering that it may yet be discovered that the humanoid cases are the key to the whole problem." One has to read this chapter to understand the author's dilemma.

In the third part of the book, Hynek takes severe issue with the Air Force UFO study ("Blue Book") and the Univ. of Colorado (Condon) project, including its endorsement by the National Academy of Sciences. He traces the history and the approaches taken by these studies and holds them responsible for the discredit and ridicule the UFO problem has suffered in the scientific and engineering community. His main charge against the Air Force study is incompetence, that against the Condon study prejudice and lack of a valid scientific concept. Hynek makes the important point that an observation should be defined as a UFO if it remains unexplained after severe technical screening, whereas in his opinion the Condon study only requires that the observer finds it unexplainable - thus causing much wasted effort on worthless cases.

In his end chapter, Hynek suggests making a new start on the whole UFO problem. He recommends a statistical approach to define the parameters of the phenomenon. This implies computerized data processing and an international agreement on formats and coding. He proposes an "institute" for the study of UFO phenomena that would eliminate the now strictly private approach. It would serve as a national or international focal point for the collection of data and reports. The scope of such an institute would depend on the funds and time available to its staff.

"The UFO Experience" no doubt represents the best and most objective introduction to the UFO problem available. Some readers will be disappointed not to find a truly "scientific inquiry," as the title of the book suggests. But such investigation would require multidisciplinary efforts and considerable resources not available to a private scientist. It would have been better, perhaps, if Hynek had omitted this subtitle. Also, the treatment of the probability problem in Chapter 7 appears weak to me. Minor oversights in the book present some problems; for example, the "probability-strangeness table," which carries no legend and seems inconsistent with the text and Appendix 1. These shortcomings can and no doubt will be corrected in future editions.

I see Hynek's book as a courageous work written by a respected scientist who admits that he changed his mind and feels that he presents an important and unresolved scientific problem. Doubtless Hynek will be criticized by those who consider the UFO problem as "nonexisting." An unbiased reader should find the wealth of information contained in his book hard to ignore. The same may hold for the international scientific and engineering community. Hynek's book by the way, has been translated into several languages.

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The Emerging Picture of the UFO Problem

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Abstract

This paper intends to present the elements of the UFO problem, today. Truly unidentified reports of events in the air, and close to the ground, exist, events worldwide in origin and appearing to fit a relatively small number of patterns. The data, amenable to study of an interdisciplinary nature, involving a number of scientific disciplines and probably necessitating new departures in methodology, have been imperfectly studied in the past and have been virtually ignored by science. An increasing interest in, and open-mindedness about the UFO phenomenon, whatever its cause, on the part of established scientists and the educated public exists, and there has been created a Center for UFO Studies, whose activities are guided by a scientific board of established scientists in their respective disciplines. The outstanding objective of the attack on the UFO problem is the formulation of a hypothesis - or hypotheses - that encompasses the established parameters of the UFO phenomenon - no matter how far beyond the boundaries of present day science it may have to be.

The contemporary picture of the UFO phenomenon that has at long last emerged is that the UFO phenomenon is indeed a legitimate problem for science, though to which discipline, or disciplines, it rightfully belongs is a problem in itself; it seems clearly to be an interdisciplinary problem, requiring an interdisciplinary methodology. The available data are only partly amenable to the strict experimental procedures of the physical scientists; the data are observational data and not laboratory and experimental, and hence are more akin to the observational data of the astronomer than to the experimental results of the physicist. Like the astronomer who must wait but be ready when an event such as an eclipse or a fireball occurs, the investigator of the UFO phenomenon cannot order events but must wait for them, but he knows not where or when. But neither the physicist nor the astronomer, unlike the biologist and the social scientists, deal with phenomena that exhibit intelligent behavior; the UFO investigator may be so confronted. If so, the methodology of the behavioral sciences would thus be applicable;

indeed, of intelligent behavior on the part of the UFO can be definitely established, elements of game theory may need to be employed. It may involve the concept of "do they know that we know that they know that we know". In any case, a flexible methodology for this interdisciplinary problem is called for.

But one element that is common to all scientific endeavor is the problem of signal-to-noise ration; in the UFO phenomenon this problem is a major one. The UFO problem is, initially, a signal-to-noise problem. The noise is, and has been, so great that the existence of a signal has been seriously questioned. Isaac Asimov, whom

no one could accuse of lacking in imagination, writes:

> "Eyewitness reports of actual space ships and actual extraterrestrials are, in themselves, totally unreliable. There have been numerous eyewitness reports of almost everything that most rational people do not care to accept - of ghosts, angels, levitation, zombies, werewolves, and so on... The trouble is, that whatever the UFO phenomenon is, it comes and goes unexpectedly. There is no way of examining it systematically. It appears suddenly and accidentally, is partially seen, and then is more or less inaccurately reported. We remain dependent on occasional anecdotal accounts."

(in the December 14, 1974 issue of TV Guide, a media magazine with a very great circulation and hence powerful in forming public opinion.)

Here we see a very important part of the UFO problem, that of the presentation of data to men of science, and to men, like Asimov and others who excel in writing about science.

Scientific efforts can be seriously hampered if the popular image of a subject is grossly misleading. Funds can be curtailed and good men of science who wish to give time to the subject are apt to face misrepresentation whenever their work receives any public attention. Ball lightning is just as much an unknown as the UFO phenomenon, yet scientists can openly discuss these "balls of light" but are likely to be censured if they talk about similar unidentified lights which last much longer, are brighter, and move over greater distances, but are labeled UFOs. Proper presentation of the UFO phenomenon to the media may not seem an integral part of the UFO problem, per se, but its effects loom large.

The signal-to-noise aspect of the UFO problem is aggravated to a high degree because the signal is a totally unexpected signal, and represents an entirely new set of empirical observations which do not fit into any existing framework in any of the accepted scientific disciplines. One may even contemplate that the signal itself signals the birth of a new scientific discipline.

I return to the out-of-hand dismissal of the UFO phenomenon by persons like Isaac Asimov, in part, because of the poor presentation of the data to such persons. This is an important facet of the UFO problem itself and must be taken into account if we are to make any progress with the study of the signal. An analogy may be useful here: In the isolation of radium, Mme. Curie was obliged to work through tons of pitchblende to obtain a minuscule amount of radium. Yet there was no question of the signal in the "pitchblende noise". The radioactivity of the pitchblende was unquestioned. Let us suppose that instead there had been a rumor - an old wife's tale, or an alchemist's story - that there existed a miraculous unknown element which could be used in the transmutation of elements, and which had miraculous healing powers and other exotic properties. Would any scientist, on the basis of such an alchemist's tale, have done what Mme. Curie did to lift the signal out of the noise of tons of pitchblende ? Hardly. Mme. Curie _knew_ that there was a signal - it wasn't a rumor. And although the labor was immense, there was a definite, scientifically accepted methodology for separating the signal from the noise.

Now, in the UFO problem we did not know at the start that there was a signal - there were merely tales, unacceptable to scientists as a body. Only those of us,

through a long exposure to the subject, or motivated by a haunting curiosity to work in the field and to get our hands dirty with the raw data, came to know there was a signal. We _know_ that we cannot find a trivial solution to the problem, i.e., a common sense solution that the phenomenon is either entirely a matter of misidentification, hallucinations, and hoaxes, or a known phenomenon of nature, e.g., of a meteorological nature. We know that there exists a subset of UFO reports of high strangeness and high witness credibility for which no one - and I emphasize - _no one_, has been able to ascribe a viable explanation. But the Isaac Asimovs and the trained scientists, as well as large segments of the public, do not know this. And we cannot expect them to know this unless we present data to them properly, and thus provide motivation to study the subject. We who have worked in the UFO field are somewhat in the position of Einstein who wrote to Arnold Sommerfeld in response to Sommerfelds' skepticism of the General Theory of Relativity:

> "You will accept the General Theory of Relativity when you have studied it. Therefore I will not utter a word in its defense."

Emotional defense of the UFO phenomenon is pointless; the facts, properly presented, must speak for themselves.

With the noise level so high, and with the popular interpretation of UFOs as visitors from outer space rather than simply what their initials stand for, _Unidentified Flying Objects_ - an unidentified phenomenon whose origin we do not know - it is very difficult for one to be motivated to study the subject.

The noise in the UFO problem is two-fold. There is the obvious noise, and also the more "sophisticated" noise, which might even be part of the signal. The obvious noise is akin to that well known to any scientist. An astronomer recognizes the noise of errors of observation, of instrumental errors, or that introduced by atmospheric distortion, by photon statistics, etc.

In our problem the noise is likewise comprised of errors of observation (though to a much greater degree), but also to wishful thinking, deliberate substitution of interpretation of an event for the event itself, as, "I saw a space ship last night" for "I saw a light in the sky last night", and the totally extraneous noise of the unbalanced imaginations of the pseudo-religious fanatics who propagate unfounded stories and who uncritically accept anything and everything that appeals to their warped imaginations.

Air Force Project Blue Book amply demonstrated the major and obvious noise problem. Study of some 12,600 cases in Air Force files showed that the great majority of initial reports - about 80% of them - proved merely to be misidentifications of common objects or phenomena, other types of mistakes, and a few hoaxes. This finding is fully substantiated by my own many years of experience in the investigation of UFO reports, and by the experience of serious investigators in various countries with whom I have discussed this matter.

The ratio of 4:1 seems to be sort of an invariant; it was present in the early Project Sign report (1949) and has been so far, present down the years since then. The high noise is a betenoir for the makers of catalogues of UFO reports; clearly if 80% of the raw reports represent noise, very little of consequence can be extracted from such extensive lists unless a mechanism is employed to upgrade the original basic

data. Dr. Saunders, from whom we shall hear later, and who has done extensive work in the production of the voluminous UFOCAT, is, of course, well aware of the high noise level and has made provision in his coding system whereby cases having a high degree of probability of being 'signal', can be extracted from the noise. Less scientifically oriented investigators or organizations may not be fully aware of the strong dilution factor the noise level represents.

The obvious noise inputs can be allowed for; it is the data input which may or may not be noise that remains to vex us. Take, for example, close encounters in which physical effects and craft occupants, respectively, are reported. Project Blue Book considered all of these as noise, dismissing the first almost always as a "hoax" and the second as "psychological".

But were they all hoaxes or the products of unbalanced minds? Today, with a far larger data base than was available to Blue Book (for not only a great many UFO reports in this country never made their way to Blue Book, but the flow of foreign reports, gathered by UFO organizations and investigators in many other countries also largely by-passed Blue Book), we recognize the self-same patterns occurring today as were reported in the 1950's. It has become increasingly harder to dismiss these reported patterns. Some of what many of us regarded originally as noise may even prove to be part of the signal! Take, for example, the reports from widely scattered regions of the globe, of the seemingly paranormal aspects of some UFO reports. These "contactee" cases have generally been regarded even by seasoned UFO investigators as crackpot emanations. Could they, however, possibly be part of an extremely complex signal that our culture does not know how to interpret?

All of this, of course, complicates our assessment of the UFO problem. But it does remain, foremost, a signal-to-noise ratio problem. Let us therefore acknowledge the noise and its ubiquitous presence, and turn to the main elements of the emerging picture of the UFO phenomenon.

The aspects of the UFO problem and the scientific objectives relating to them are, in my opinion, these:

(1) _Truly unidentified reports of events in the air or close to or on the ground exist._

To deny this would be tantamount to saying that we, as scientists, understand everything that happens in the sky, in the air, and on the ground. (We don't understand ball lightning, for example!) A large percent of these sightings have been popularly termed UFOs, and also popularly interpreted most frequently as evidence of extraterrestrial intelligence. Such an interpretation is obviously unwarranted without a detailed study of the content of reports of unidentified sightings. It is essential to establish with a high degree of probability, if not with certainty, the characteristics, both specifically and statistically, of the content of these unidentified sightings, for the contents of the reported sightings constitute the UFO phenomenon. For, the "U" in UFO simply means unidentified, and may cover a wide range of unrelated causes.

(2) _Those sightings termed UFO sightings represent a phenomenon that is worldwide and appears to manifest in a relatively small number of patterns of appearance and behavior._

These patterns are being well delineated by UFO investigators and some are the subject of later papers in this program, and so I will only broadly summarize them, based on my own work in the subject. The content of the most reliable reports, as judged by the caliber of the witnesses, describes, on a global basis, apparently physical craft which have the following properties: they can maneuver with ease in our atmosphere, they appear largely unaffected by gravity and the inertial properties of matter (as exhibited by the ability of hovering a few feet above the ground or high in the air with seeming little effort, and the ability to accelerate, often noiselessly, at incredible rates by ordinary standards). They appear capable of detection by radar on occasion, as attested by some of the best accounts which involve radar confirmations of visual sightings, and vice versa. At night they are primarily visible by self-generated light and only secondarily by reflection, and virtually all colors of the spectrum are reported, with a change in color often observed as the UFO accelerates.

The UFOs are capable of physical effects: they are reported to leave "landing marks" or other physical evidence of their proximity, such as rings or other types of imprints on the ground, plant life is withered or blighted, they are capable of being recorded photographically, capable of influencing animals (it has frequently been reported that attention to the presence of a UFO was first given by animals), and physiological effects on humans have been frequently reported, e.g., temporary paralysis and blindness, headaches, nausea, but permanent or fatal damage has been rarely reported.

The question of whether the UFO phenomenon is a manifestation of some type of intelligence, whether extraterrestrial, "meta-terrestrial", or indeed some aspect of our own, is a critical one. Certainly, in those close encounter cases in which creatures or occupants, ostensibly the pilots of the craft, are reported, intelligent behavior of some sort seems obvious. Even if the occupants are robots, a more distant
intelligence is implied. The almost universally reported response to detection by these occupants is an important part of the picture; upon detection the creatures are reported to disappear quickly and take off. Except in certain cases, there appears to be no desire for any involvement with the human race.

The non-occupant cases, ranging from lights seen at night (whose behavior, general appearance, and trajectories do not conform to obvious explanation), to the metallic looking discs frequently reported in the daytime, to the domed, port holed craft reported mostly at night, all exhibit behavior which can be characterized as intelligent as contrasted to random-walk behavior.

The very peculiar property of the UFO, and one which has caused many to dismiss the entire subject, is the extreme localization of the phenomenon in space and time. "Why didn't more people see what so-and-so reported ?" is frequently asked. The answer is probably two fold: It has been the experience of most investigators that close encounter cases manifest preferentially in relatively isolated places, away from dwellings and installations frequented by humans. This is evident from a study of specialized catalogs of these events from which as much noise as possible has been vetted. One might be tempted to say of such cases that a sort of "avoidance principle" has been followed, but much more study is needed to firmly establish this point.

Secondly, why UFOs are not seen by large groups of people, or sequentially by independent groups of people along the trajectory of a UFO, is simply that vertical rather than horizontal trajectories are greatly favored. Recently, it was pointed out on a popular TV broadcast that when a particularly bright meteor occurred it was seen by large groups of people, photographed by many, and its trajectory accurately traced. Why is this not the case of UFOs? This was the famous case of a bright daylight fireball that traveled almost horizontally, miles high, across several states, and crossed areas of high summer tourist density (camera equipped!). UFOs, however are most frequently reported as descending at a steep angle, hovering for a few moments, and then taking off again on a nearly vertical trajectory. Coupled with the appearance in generally isolated regions this offers a reasonable explanation
of the paucity of witnesses.

The majority of the sightings are at night, and, as Vallee and Poher have shown, if rectification for mankind's sleeping habits are valid, the majority of events (but not sightings) occur in the very early hours of the morning.

All in all, the emerging picture of the UFO problem revolves about the equally emerging picture of the UFO phenomenon as one that represents a set of entirely new and empirical observations which our present scientific framework is severely strained to encompass. Instead, the hovering, the rapid accelerations, and the apparently effortless maneuvers of the UFOs clearly imply a far advanced technology - if, as UFO investigators tend to agree, the reported events do represent signal and not noise.

(3) _The UFO phenomenon has been ignored or very imperfectly studied by the scientific fraternity._

I believe this has largely been due to the poor presentation of the subject matter. It could hardly be expected that the scientific fraternity could have been self-motivated to study UFO reports in the face of the extremely high signal-to-noise ratio and the poor "sponsorship" of the subject. In TV parlance, the program has had a bad sponsor. It was presented mostly in tabloids, in pulp magazines, and in the sensational press.

(4) _UFO data are amenable to study of an interdisciplinary nature, involving a number of scientific disciplines and probably necessitating new departures in methodology._

We do not know to whom the UFO problem really belongs - to the physical scientist, to the sociologist, or to the psychiatrist. We know only that it exists. Radar returns and other physical effects of the UFO phenomenon including photographs, are obviously susceptible to laboratory and other physical analysis.

Until spectrograms of nocturnal lights are obtained, and accurate measures of angular accelerations, trajectories, sounds, and of colors and color changes become available, less precise methods, akin to those used in the piecing together of intelligence data, must be employed. Statistical methods, as those already used by Poher, Saunders, and Vallee, can be powerfully employed.

As long as our primary data are presented in the form of witness accounts, one has

the same problem, for instance, as does the investigator of air crashes when questioning witnesses, or a detective investigating a suspected case of arson. It is becoming abundantly clear that in the UFO problem, the methodology must be adapted to the phenomenon, and not the phenomenon to a particular methodology.

(5) _There is an increasing interest in, and an open-minded attitude toward, the UF0 phenomenon. whatever its cause, on the part of established scientists and the educated public._

A very interesting aspect of the emerging picture of the UF0 problem is the increasing willingness of scientists and technical persons to enter into discussion of the UFO phenomenon, even though conducted on the controversial level. An increasing number of knowledgeable persons no longer dismiss the subject as sheer nonsense and as being in the same category as witchcraft, demonology, werewolves, etc., although one still finds serious books on UFOs shelved in libraries and bookstores under "Occult", "Mysticism", and "Science Fiction."

(6) _There has been created a Center for UFO Studies, a free association of scientists motivated by their common interest in the UFO problem._

The Center was established to fulfill three main functions. First, to provide a focal point for the efforts of those scientists who have become intrigued by and concerned about the UFO problem and wish to contribute their expertise in their respective disciplines to an attack on the problem; second, to provide a locus for those who wish to obtain authoritative and reliable information about the UFO phenomenon, documents, reports, etc., which are not easily available elsewhere; and thirdly, to provide a place where people who have had a UFO experience can report it without fear of ridicule and where they can feel that such a report can contribute to a scientific approach to this problem.

The Center is not open to general membership, for obvious reasons, but does have the status of a not-for-profit corporation, and as such, can accept contributions that are tax-deductible. It openly seeks financial support so that it can support and publish the research of its scientific members, maintain a library, organize symposia, and act as a "clearing house" for inquiries from other scientific bodies and from the
public.

(7) _The outstanding objective in the attack on the UFO problem is the formulation of an hypothesis, or hypotheses, - no matter how far reaching or how much in apparent conflict with the present day scientific concepts such hypotheses may have to be - that will encompass the patterns of UFO behavior that have been established by the most careful analysis._

Given the elements of the present picture of the UFO phenomenon, it is clear that any viable hypothesis that meets these picture elements satisfactorily will be, according to present views, "far out". There have been other times in the history of science when striking departures from classical concepts were necessary. Since new hypotheses must in some way use present knowledge as a springboard, it is a sobering thought to contemplate that the gap between the springboard of the known and a viable UFO hypothesis might even be so great as to prevent the formulation of an acceptable hypothesis at present. Thus, for example, only a century ago, an

inconsequential period of time in total history, the best scientific minds could not have envisioned the nuclear processes which we now feel certain take place in the deep interiors of stars. The question of energy production on the sun capable of maintaining the sun's prodigious outflow of energy for hundreds of millions of years - a time period demanded by the fossil history millions of years - was simply not answerable by any hypothesis conceivable to the scientists of a century ago. It is indeed sobering, yet challenging, to consider that the entire UFO phenomenon may be only the tip of the proverbial iceberg in a signaling an entirely new domain of the knowledge of nature as yet totally unexplored, an unexplored and as unimagined as nuclear processes would have been a century ago.

It is necessary to be aware of this possibility but it should not cow us into hopeless inactivity. There may be viable hypotheses which can be couched in present terms. The UFO phenomenon exists, and this fact alone should represent a challenge to science and not a roadblock. We have a responsibility as scientists to support those who accept this challenge even though we may not ourselves be inclined to pursue the matter. In any event, ridicule of those who do consider this subject should not enter, for ridicule is certainly not a part of the scientific method.

It is to support these scientists who have become intrigued by the challenge of the UFO phenomenon that the Center for UFO Studies has been created, and the scientific board of the Center welcomes your interest and cooperation.

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PROBABILITIES - WHEN COINS LAND ON EDGE

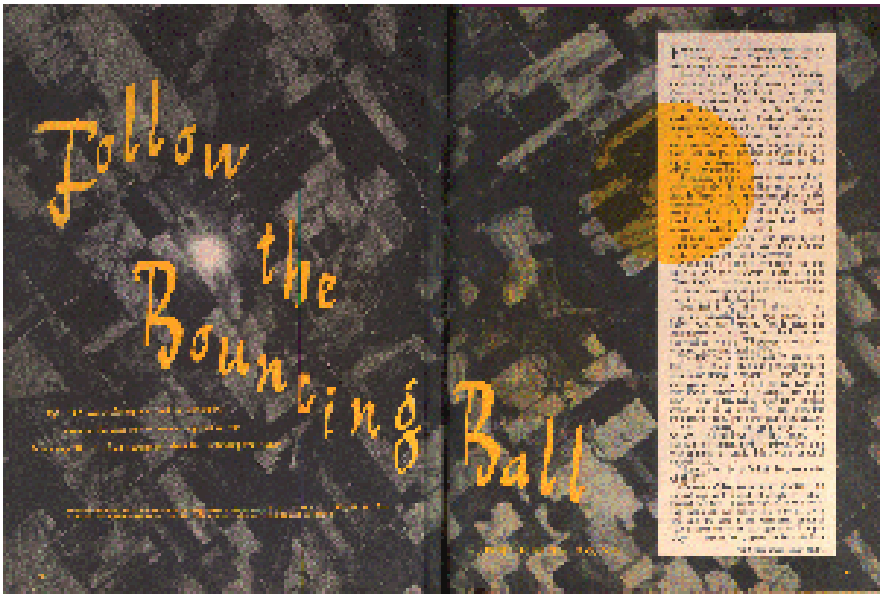
Dr. J. Allen Hynek
Center for UFO Studies

Probabilities, of course, can never prove a thing. When, however, in the course of UFO investigations one encounters many cases each having a fairly high probability that "a genuinely new empirical observation " was involved, the probability that a new phenomenon was not observed becomes very small, and it gets smaller still as the number of cases increases. The chances, then, that something really new is involved are very great, and any gambler given such odds would not hesitate for a moment to place a large bet.

This point bears emphasis. Any one UFO case, if taken by itself without regard to the accumulated worldwide data (assuming that these have already been passed through the "UFO filter"), can almost always be dismissed by assuming that in that particular case a very unusual set of circumstances occurred, of low probability (but strange things and coincidences of extremely low probability do sometimes occur). But when cases of this sort accumulate in noticeable numbers, it no longer is scientifically correct to apply the reasoning one applies to a single isolated case Thus, the chance that a thoroughly investigated UFO case with excellent witnesses can be ascribed to a misperception is certainly very small, but it is finite. However, to apply the same argument to a sizable collection of similar cases is not logical since the compounded probability of their all having been due to misperceptions is comparable to the probability that if in one throw of a coin it stands on edge, it will stand on edge every time it is thrown.

Follow the Bouncing Ball

by Maj. Donald E. Keyhoe



TRUE Magazine, 1967

**Airborne photo over Richmond, Ind., was taken by
military photographer Maj. Leo N. Brubaker on May 24, 1954.
Sent to Project Blue Book for evaluation,
gleaming light was said to be sun's reflection off ice crystals.
Project Blue Book - USAF photo**

Flight 117 was ninety miles east of Chicago when Captain Robert F. Manning saw the mysterious light.

It was the night of April 27, 1950. The time was 8:25 p.m. Cruising at 2,000 feet, the Trans World Air Lines DC-3 droned westward over Goshen, Indiana. In the left-hand seat, handling the controls, was Captain Robert Adickes, stocky ex-Navy pilot with ten years' service in TWA. Manning, taller, blond, quiet-voiced, was also a four-stripe captain, but on this particular flight he was in the right-hand seat, serving as first officer, or copilot.

**"We've sighted strange object off starboard wing."
Capt. Robert Adickes told Chicago over radio.
Disc appeared near South Bend, plane gave chase,
only to lose it minutes later.
Wide World Photo**

Manning glanced out from the shadowy cockpit. Twenty-five miles ahead, South Bend was a spreading glow in the darkness. Clouds massed at 4,000 feet made a black sky overhead. He looked back to the right to where Elkhart lay some six miles to the north.

It was a familiar routine, picking out Elkhart. He had once lived there and the sight brought pleasant memories.

Suddenly a strange red light moving swiftly near the horizon caught Captain Manning's eye. It was coming toward the air liner, climbing up on the right, from a point some miles behind.

Puzzled, he watched it close in. This was no wingtip light - the strange red light was too bright. With growing astonishment, he saw that the light was increasing in size. Whatever it was, this was no conventional aircraft.

The DC-3 was cruising at 175 miles an hour, but the mysterious glowing object was overtaking it rapidly. It was now an orange-red color, like a round blob of hot metal sweeping through the night sky. Craning his neck, Manning looked down on a spherical shape, glowing brightly on top, the lower part in shadow.

For a second, he half doubted his senses. He had heard Flying Saucer reports from other air-line pilots, but this was almost fantastic. He swung around to Adickes.

"Look over here. What do you make of that?"

Captain Adickes turned. Startled, he raised up and gazed through the starboard window. The thing was still climbing, not quite at the air liner's level. Over the top, he could see scattered ground lights, and below it, car lights on a highway. He could only guess at its size, but it looked to be at least twenty feet in diameter, probably closer to fifty.

The two pilots stared at each other, then Adickes reached for his mike and called TWA at Chicago.

"We've sighted a strange object off the starboard wing," he swiftly told the dispatcher. "Ask ATC if there's any traffic near us."

In a moment, the answer came back. Air Traffic Control had no record of anything near their ship.

Adickes and Manning looked out again at the Saucer. It appeared to be half a mile distant, now keeping pace with the plane. Adickes shook his head incredulously. It looked exactly like a huge round wheel rolling down a road, but how could a thing like that stay in the air?

"I'm going to try to sneak up on it," he told Manning. He banked the ship gently, but the glowing disk at once slid away, keeping its distance. He tried again, with the same result.

"Call the hostess," he said abruptly. "I want someone else to see this thing."

Back in the cabin, hostess Gloria Hinshaw caught the hastily flashing signal. She hurried up the aisle and entered the cockpit.

"Take a look out there," said Adickes. He pointed across the right wing.

The amazed hostess stared out at the glowing Saucer. It was once more flying parallel with the plane.

"What on earth is it?" Gloria Hinshaw exclaimed.

"We don't know," said Manning.

"Go back and tell the passengers, Adickes said quickly. "Get them all to look at it."

The hostess returned to the cabin. The first passenger, in a single seat on the right, was sound asleep. She turned to the two across the aisle-Clifford H. Jenkins and Dean C. Bourland, both Boeing Aircraft men.

"There's a Flying Saucer out there. Look out the starboard side."

Jenkins laughed, then he saw the look on her face. He jumped up and peered out the opposite window, Bourland crouching beside him. From the lighted cabin, the shape of the Saucer was less distinct. To Jenkins, it looked like a blur of windows lit with a queer red light. It was unlike anything he'd ever seen-and he knew every type of plane.

While Jenkins and Bourland were gazing at the Saucer, Captain Adickes came hurrying out of the cockpit. The sleeping passenger woke up as Adickes leaned down to look out through his window.

"What's the matter-what's going on?" he demanded.

"Look out there," said Adickes. "See that thing?" He turned to the two Boeing men.

"Did you see it? I want plenty of witnesses to this."

The starboard-side passengers were watching the Saucer, but on the port side aft, the hostess was having trouble. Some of the passengers, including one who had plainly had a drink or two before embarking, thought the whole thing was a gag.

"Sure, let's all see the Flying Saucer," chortled the tipsy gentleman. "Let's see the little men from Mars."

He stopped, his mouth hanging open, as he saw the strange red object glowing beyond the wing. Pop-eyed, he sagged back in his seat.

When Adickes returned to the cockpit, Manning was putting down his mike.

"I called the South Bend radio range," said Manning. "I told them to go out and see if they could spot the thing."

Adickes took the controls, made one more cautious attempt to sneak up on the Saucer. When the thing again slid away, he swung around quickly, to give direct chase.

Instantly, the glowing disk dived. In barely more than a second, it went down to 1,500 feet, racing off to the north past South Bend. Its speed, Adickes estimated, was close to 400 miles per hour. For a few minutes longer, the weird light remained visible-a diminishing bright red spot against the ground. Then it faded and disappeared.

Adickes' radio flash to Chicago had been picked up by newspapermen. Reporters were waiting at the airport, and the story was soon on the wires. It drew unusual attention. This was not just another Flying Saucer story, to be laughed off. Besides the crew, there were passenger witnesses. Adickes, recalling the ridicule other pilots had met, had carefully seen to that.

Because of the unusual nature of this air-line Saucer sighting, **TRUE** asked me to carry out a full-scale investigation. Each of the three crew members is interviewed. All but five of the sixteen passengers were located. Detailed eyewitness accounts were obtained by long distance telephone calls to Seattle, Minneapolis, Chicago, Dayton and several other cities.

As we expected, there were some differences in witnesses' stories. All these variations have been noted. The result is this report, which we believe to be an accurate, impartial account of what actually happened on the night of April 27.

Before meeting the two pilots of Flight 117, I talked with others in TWA who knew them.

"Quiet . . . conservative . . . serious careful." These were some of the terms that were applied to both men. Nobody in TWA questions that Adickes and Manning saw just what they said.

Manning, who saw the Saucer first, has been an Air Force pilot. He has flown six years with the air line; his flight experience totals about 6,000 hours.

By the time I met Manning, at Pittsburgh Airport, there had been several published "explanations" of the South Bend Flying Saucer. One theory was the red object was simply a reflection of blast furnaces against the clouds.

"Yes, I heard that," Captain Manning told me. "Also, someone said we'd been looking at a burning barn. Even a first-trip passenger would hardly be fooled that easily - certainly not a pilot with any experience. Adickes and I have both seen ground fires and cloud reflections at night. There wasn't any similarity. We were ninety miles from the furnaces at Gary, and no reflection or burning barn could climb and maneuver like that"

"How large do you think it was?" I asked him.

"That's hard to say, because we could only guess at its distance," said Manning. "But it had to be fairly large. When I first saw it, the thing was near the horizon. So it had to be several miles away, perhaps ten or more. Even then, it was big enough to stand out."

Manning quietly spiked the idea that the Saucer had been a jet plane's tail pipe.

I've seen jets at night. If you're directly behind one, you'll see a round spot for a few moments. But this thing was huge in comparison. It didn't resemble a jet in any way. Besides, I saw it coming up from behind us. A jet's exhaust would be invisible from that angle. You wouldn't see much from the side either."

When he first saw the object, Manning said, it seemed a brighter color than when it flew alongside. He would venture no opinion, however, when I asked whether this could be interpreted as indicating that it was using less power when it slowed to pace the air liner.

"I can't swear to its exact shape Manning told me. "As it came up from below, it was just a bright red spot at first. Once, I had the feeling of looking down on top of a sphere. But most of the time it was just a large orange-red blob, like a mass of glowing hot metal out there in the sky."

Although Manning had not seen it as a disk rolling on edge, he admitted that a spherical object could appear like a rolling wheel. He agreed with Captain Adickes' opinion that the thing had evaded attempts to get closer to it.

"Like flying in formation with another plane," was his description. "It seem to slide away when we turned toward it."

Manning did not speculate as to what the object was, or how it was powered and controlled.

"All I can say is that it definitely was there. Most of the people in the plane saw it. And it was entirely different from any ordinary aircraft-uncanny enough to startle anyone first seeing it."

Captain Adickes agreed on the bizarre' appearance of the thing. When I saw him at Washington, he told me he previously had been only half convinced by other pilots' reports of Flying Saucers. "But I know now they definitely do exist. This was not an airplane and it wasn't imagination."

Adickes said he had seen jet planes at night. He fully confirmed Manning's rebuttal of this explanation.

"'And it wasn't St. Elmo's fire or any reflection on clouds," he added. "A lot of my seventy-eight hundred hours' flight time was put in on night flying. I've seen just about everything you'd expect to encounter, but never anything like that disk."

Captain Adickes said its proximity had no effect on radio reception. Nor did he notice any deviation on his instruments. The object's color, he said, was not a bright cherry-red, as some newspapers had stated. Instead, it was about the dull-red color of hot metal.

"Manning and I could only estimate its size," he said. "It might have been even larger than fifty feet in diameter, depending on its distance from us. This will give you an idea. When I tried to cut in toward it, that last time, it streaked down over South Bend at twice our speed - somewhere between three-fifty and four hundred miles an hour. But even at that speed, it took several minutes to fade out. So it had to be fairly big."

As it speeded up to escape, Adickes said, it turned so that he caught a glimpse of the thing edge on. It seemed to be about 10 per cent as thick as its diameter.

Other air-line pilots had told him of unsuccessful efforts to close in on Flying Saucers, Captain Adickes told me.

"I thought maybe they imagined it, but now I know better. I tried to sneak up on it, and also to get above it. Each time, it veered away. And when I went after it, the thing was off in a flash."

From the darkened cockpit, hostess Gloria Hinshaw also saw the object veer away. Back in the lighted cabin, she saw it again briefly as it speeded off and dived over South Bend.

"How did it look to you?" I asked her.

"Like a big red wheel rolling along," she said. "I haven't any idea what it was, but it was certainly a strange-looking thing. If I hadn't actually seen it, I don't think I would believe it."

None of the passengers was alarmed by the Saucer, but Miss Hinshaw had been worried for

a moment when she made the first announcement.

"Some of them got excited," she said, "but no one seemed to be nervous. And, course, some didn't even believe it - they were on the other side, farther back. The rest of us took a lot of kidding from them before we landed. But there's one thing sure-those who did see it won't laugh any more at Flying Saucer stories."

Passenger Samuel N. Miller, manager of the Goodman Jewelry Company in St. Paul, Minnesota, told me the same thing.

"I'd been laughing at the stories since 1947, but not any more. I saw the Saucer, all right - even before the hostess told us."

Miller was on the left side, near the wing. Glancing up from a magazine, he noticed an odd red glow out on the starboard side.

It was the color of a neon sign," he described it to me. "1 thought at first it was an advertising blimp. Then it got closer and I saw it was disk-shaped. It wasn't flashing, like a neon sign-it was solid color, just a big red disk."

Soon after this, the air liner swerved as Captain Adickes made the first attempt to close in.

"It wasn't abrupt-just an easy turn," said Miller. "Right after that, the hostess's signal began to flash, and she ran up the aisle."

The rest of his story tallied with the crew's, except for the time estimate. He thought he had watched the Saucer almost fifteen minutes; the pilots' figure was eight minutes. When I asked him what he thought it was, he admitted he had no answer.

"I can't believe it's a secret device of ours," he said. "They'd be pretty stupid to fly it near air liners, where everybody could see it and talk about it."

The description given by Clifford H. Jenkins, an engineering supervisor at the Seattle plant of the Boeing Airplane Company, varied considerably from the others. Mr. Jenkins saw the object just over the leading edge of the right wing.

"I've never seen anything like it before," he told me with emphasis. "It was like a row of windows glowing deep red. It had no blinker or clearance lights like a conventional plane."

"Could you distinguish separate windows?" I asked him.

"No, it looked like windows blended by distance into a solid red band. The thing was perfectly steady, with no oscillation that I could see."

Just before Captain Adickes came back, Mr. Jenkins said, the plane veered rather sharply to the right, but the angle of the Saucer in relation to the DC-3 did not appear to change. (In effect, this substantiates the pilots' statements that the object moved simultaneously with the air liner.)

"I had the thing in view three to four minutes," said Jenkins. "Its top speed was obviously much higher than ours, for it left us behind in a hurry."

According to Jenkins, the Saucer disappeared on a parallel course.

"The aspect never changed-neither did the angle. The thing just faded in size until it was out of sight in the darkness.

(Captain Adickes later pointed out that Manning and he had the Saucer in view from the nose of the plane, where it would be visible longer. This might explain Jenkins' failure to see the object's change in altitude.)

Since most of the witnesses agreed that the Saucer was round, I asked Jenkins again about its shape.

"It was like a red-hot bar, moving horizontally," he answered. "If it was a row of windows, then the thing must have been at some distance to blend them together like that."

(Captain Adickes has suggested that the air liner's lighted cabin made it difficult to get a clear view, unless the passenger was close to a starboard window. Jenkins and his seatmate, Bourland, were in the aisle, two feet or more from the window. It is possible that this could account for the difference in descriptions; Jenkins might have attempted subconsciously to fit a blurred reddish mass into the conventional pattern of airplane windows. Otherwise, it seems to be one of those puzzling discrepancies often found in group reports of accidents and other exciting incidents. Miller, for instance, was no closer than Jenkins, yet he saw the object clearly as a disk.)

"It definitely wasn't a hallucination," Jenkins summed up his opinion, "for at least a dozen people saw it. It wasn't any known type of aircraft. It couldn't have been a meteor-it was too slow; besides, it was flying along horizontally.

"It may have been something the United States has developed which it doesn't choose to announce. Or it may be, as some people believe, that such things come from another planet."

Jenkins told me that Dean C. Bourland, from Boeing's Wichita plant. also had seen the mysterious object, but he was not sure whether Bourland's description agreed with his. I tried to reach Bourland at Wichita, but he was on vacation.

After a little difficulty, I located the passenger who had been asleep in the right front seat. He proved to be Edward J. Fitzgerald, vice-president and sales manager of Metal Parts & Equipment Company, Chicago.

"I missed part of the excitement," said Mr. Fitzgerald. I was sound asleep until the pilot woke me up. He was leaning over me, and two men were kneeling in the aisle, staring out the window. The pilot asked me to look out at the Saucer - he said he wanted plenty of witnesses so people wouldn't think he was crazy.

"When I turned around, I saw this strange red glow on a level with the wing. tip. The effect, after being waked up so suddenly, was naturally startling. The thing looked round, though perhaps not a perfect circle. I estimated it to be about two hundred yards away, but that's only a guess.

"The pilot started to explain how they'd sighted the thing, then he saw it was pulling ahead. He went back to the cockpit and a second later the plane banked to the right. The 'saucer,' or whatever it was, speeded up and then dipped a little. Altogether, I saw it about thirty seconds before it disappeared."

"Did you see any windows, or any resemblance to a plane?" I asked him.

"No, it wasn't anything like a plane," Fitzgerald said positively. "It was a very strange object-almost weird."

Five officials of the International Harvester Company who were passengers or Flight 117 refused to be interviewed; whether this was to uphold company dignity or through personal preference was not stated. Two of these officials were in the Chicago office-a Mr. Gelzer and a Mr. Irwin. The others were located at the Springfield, Ohio, plant-Mr. Drum, the works manager, Mr. Anderson, the superintendent, and a Mr. Smith, initials unknown.

In spite of their collective refusal. I learned that two or more of this group did see the Flying Saucer. Other witnesses told me of the Harvester men's comments. One man thought it was round, another oval. Both agreed on its mysterious appearance, its bright-red glow, and its speed.

Another Chicago passenger, Harold C. Weimer, of 5028 Windsor Avenue, reported he did not see the Saucer. He was sitting on the left side, in the rear; by the time he looked out. the object had disappeared. (It was Weimer who suggested the blast-furnace explanation.)

The Saucer was also seen by Martin Nerat, an employee of the Schwernan Trucking Company of Milwaukee. When the hostess made her announcement, Nerat stepped across the aisle and gazed out a starboard window. Like the other witnesses, he was startled by the mysterious object.

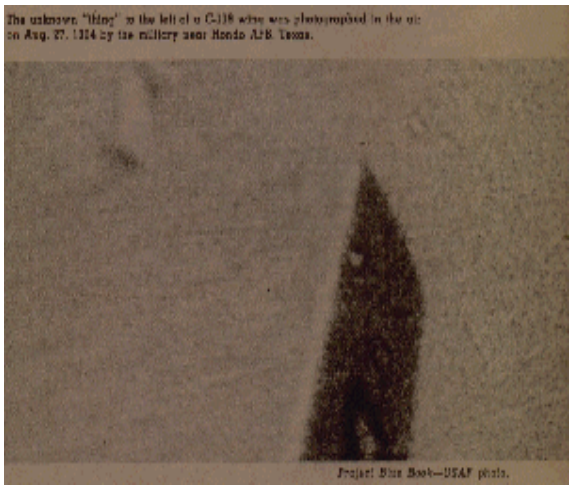
When I talked with him, Nerat said the bright-red glow had prevented him from seeing any distinct shape. He agreed with the pilots on the Saucer's maneuvers.

"Every time the plane turned toward it, the thing pulled away. At the last, it was going a lot faster than we were. I don't know what it was, but it wasn't an airplane."
There were five more passengers aboard Flight 117, but their addresses are unknown. The names are: Berder, Guttfred, Kehma, Moran, and Moseley.

The Flight 117 incident has had an importaist effect. This carefully noted sighting by TWA pilots and passengers impressed many Americans. Among those who made public statements after the incident was Captain Eddie Rickenbacker, then president of Eastern Air Lines. In a United Press story from Savannah, Georgia, Captain Rickenbacker said, commenting on the Saucers:

"There must be something to them, for too many reliable persons have made reports on them."

**The unknown "thing" to the left of a C-119 wing
was photographed in the air on Aug. 27, 1964
by the military near Hondo AFB, Texas.
- Project Blue Book - USAF photo**



However, Captain Rickenbacker apparently suspected that the Saucers might be American guided missiles. When I interviewed Captain Adickes, I mentioned Rickenbacker's comment, and I found that he had the same theory.

"I think that the thing was equipped with some sort of repulse radar," said Adickes, "so it would keep at a certain distance from air liners and other planes."

The guided-missile explanation is not new, of course. The armed services and the White House have emphatically denied that the Saucers are an American development, but some Americans discount this as a smoke screen to hide a secret weapon.

To recheck, I went to the foremost guided-missile authority in the United States, Captain Delmer S. Fahrney, U.S.N. Captain Fahrney began guided-missile experiments for the Navy in 1936. The television-eye missile was designed and perfected by Fabmey and his engineers. All of the later Army and Air Force developments stem from Captain Fabmey's early work.

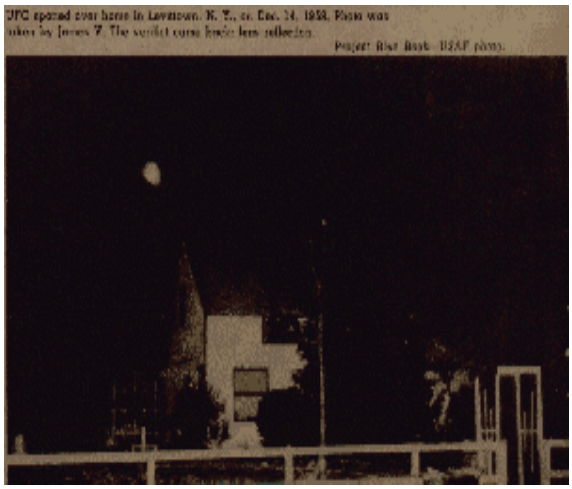
As commanding officer of the Naval Air Guided Missile Test Station at Point Mugu, California, Captain Fahrney exchanges top-secret information with both the other services.

"I can tell you flatly that the Flying Saucers are not guided missiles of the Navy, Army or Air Force," he said when I interviewed him in Washington. 'No guided-missile officer would be stupid enough to test any such device along airways or over cities. It would be criminal negligence-a mechanical failure could endanger lives. Even when launching a missile over the ocean, we clear the test range and keep it patrolled during operations."

Admiral Calvin Bolster, of the Navy Bureau of Aeronautics, gave me the same personal assurance in regard to U.S. piloted aircraft of advanced design.

"If the Flying Saucers exist," he said, "they're not anything we're producing."

Other high defense officials have pointed out that such top-secret devices, even if piloted, would hardly he tested at random all over the United States, Canada, Mexico and other countries where Saucers frequently have been seen.



**UFO spotted over home in Levittown, N.Y., on Dec. 14, 1958.
Photo was taken by James V.
The verdict came back: lens reflection.
- Project Blue Book - USAF photo**

The case of Flight 117 is, in chronological order, the ninth air-line Saucer sighting of which **TRUE** has specific record; a tenth occurred one month later; there have also been, at various times, a number of other cases incompletely documented.

Sightings by experienced transport airmen are impressive testimony to the reality of Flying Saucers.

The Air Force, which undertook the investigation of Saucers, has nevertheless professed to deny their existence from the first reported incident.

On July 4,1947, shortly after the start of the "Saucer scare," Captain Emil J. Smith of United Air Lines was still one of the skeptics. But that evening, over Emmett, Idaho, Captain Smith and his copilot, Ralph Stevens, saw nine fast-flying disks above their DC-3. The Air Force's Project Saucer brushed off the sighting as an illusion.

**Airline pilot E. J. Smith holds dinner plate upside down
as he explains to stewardess the oddly shaped disc
he saw while on routine flight. - UPI Photo**

Some time after this, the crew of a Pan American Airways plane sighted a strange aerial

object between Everett and Bedford, Massachusetts. The pilot and navigator described it as cylindrical in shape, about the length of a P-40 fuselage, and blunt at both ends.

"Weather balloons," said the Air Force.

Near the end of 1949, a Golden North air freighter was paced between Seattle and Anchorage, Alaska, by a night-flying Saucer. When the pilots tried to close in, the strange craft zoomed at terrific speed. Later, the air-line head reported that Intelligence officers had quizzed the pilots for hours.

"From their questions," he said, "I could tell they had a good idea of what the Saucers are. One officer admitted they did, but he wouldn't say any more."

On April 18, Captain Carl Gray was piloting a Braniff air liner when a C.A.A. tower operator at Childress, Texas, radioed an urgent message. A mysterious, silvery-white object had been sighted from the tower; the operator asked Gray to be on the lookout for it.

Captain Gray and his crew spotted the thing a few minutes later-a large, round, shining object oscillating at a high altitude. His first thought, that it might be a balloon, quickly gave way to puzzled astonishment.

"I've never seen anything like it," he radioed the tower. Later, two Air National

Guard fighter pilots were guided up toward the Saucer by the C.A.A. tower man, who was watching it through binoculars. But the planes failed to reach the object. Its height was later estimated at fifteen miles above the earth. My request for the final C.A.A. report on this sighting was refused, as in the case of the Vandalia affair and, later, Flight 117.

On the night of May 29, *1950*, the pilot, first officer, and flight engineer of an American Air Lines DC-6 that had left Washington watched an intensely glowing something approach their plane head on while they climbed southwest-ward a few miles beyond Mount Vernon. Captain Willis Sperry edged right to avoid it, whereupon it swerved left and stopped. When they swung back toward it, the thing resumed motion. As it swiftly circled behind the plane, it passed before the rising full moon in silhouette, and Captain Sperry observed that it was much elongated-"torpedo-shaped," he called it-and wingless. The lighted portion was at its forward end, and the slim body suggested dark metal. Then it darted out of sight to the east with great speed.

Besides the air-line sightings described above, there are incomplete reports of others-a sighting by a Capital Air Lines pilot near Buffalo, New York; a strange encounter on the airway between Alaska and Japan; Flying Saucers reported by air-line pilots flying from Hawaii to the mainland, and other sightings on American domestic lines.

The Air Force either denies knowledge of C.A.A. reports or refuses permission to see them. Concerning its own data, it announces: "There is no investigation going on. Flying Saucers simply don't exist."

Any thinking person who examines the mass of evidence can reach but one conclusion: the Saucers are real.

-Maj. Donald E. Keyhoe

NICAP Home Page

I Know The Secret Of The Flying Saucers

by Maj. Donald E. Keyhoe, USMC (Ret.)

Editor's Note: Major Keyhoe has been writing about Unidentified Flying Objects (UFO's) in this magazine and elsewhere for over 15 years. From the outset he has insisted that flying saucers are real and interplanetary, and many authorities have come to agree with him. Now he claims that control over gravity itself is the only explanation for the astounding maneuvers which saucers are said to make. Some physicists dismiss this theory as fundamentally erroneous. But, as you will read, there are others who find Major Keyhoe's latest chapter in "The Great Flying Saucer Story" important and plausible.

One night last February, over the North Pacific, a Flying Tiger Airlines crew had a startling aerial encounter. What they saw is a clue to a fantastic technical mystery. In its solution lies a prize so great that six government agencies are searching for it right now. The answer may not be far off. What they are searching for is the secret of gravity control.

About midnight on February 15, the Flying Tiger plane, carrying a military group from the U.S. to Japan, was four hours out of Anchorage. Suddenly the cockpit radar picked up three fast-moving objects. The plane captain and his crew looked out at the side and saw three huge oval-shaped ships, glowing red in the night.

An Air Force captain who was a passenger on the plane was called forward to confirm the sighting. His signed report is in the files of the National Investigations Committee on Aerial Phenomena.

According to the captain's report, the unknown machines slowed down to the airliner's speed and flew in close formation. Five miles away, by radar range, they leveled off to pace the plane. The Air Force captain computed their length as much more than 700 feet. It was plain that the giant Unidentified Flying Objects had an unknown type of propulsion. No jets, no exhausts were visible. For 30 minutes, still in formation, they continued to pace the plane. Then, swiftly accelerating to 1,200 knots, they climbed out of sight in seconds.

This startlingly swift acceleration is a maneuver that could not be duplicated by any ship now made on Earth. What makes it possible for UFO's? According to many scientists and engineers, there is only one possible answer. The answer is *antigravity:* artificial gravity fields and control of gravity power.

Control of gravity is something that men have been dreaming about for centuries. Now it appears that we are on the threshold of achieving it. Its value, to the country that first attains it, is incalculable. Our government, hoping for a technical breakthrough, has set up 46 different research projects on various aspects of gravity control. The Air Force is running 33 of these projects and the others are divided among five other agencies.

Included in the 46 government projects are experiments and research at two Air Force Laboratories (Flight Dynamics and General Physics Research), Radio Corporation of America, Massachusetts Institute of Technology; Israel Institute of Technology, Haifa; Stevens Institute of Technology; the universities of California, Denver, Harvard, Indiana, Manchester (England), Maryland, Michigan, Minnesota, Ohio, Purdue, Stockholm (Sweden), Syracuse, Texas, and two New York schools – Queens College and Yeshiva

Graduate School of Science.

And, of course, some government agencies have projects so secret that they are not publicly registered and cannot be revealed without permission.

Private industry is also looking at the question of gravity control with new seriousness. A large number of giant corporations, including Bell Aerospace, General Electric, Hughes Aircraft, Boeing, Douglas and many others, have set up gravity projects.

If you add up all the known gravity programs being run by the government and private industry, you get somewhere between 65 and 70 projects. This means there is a heavy concentration of scientific and engineering brains working on the problem.

One leading scientist who is convinced that UFO's are spaceships using gravity control is Dr. Hermann Oberth. Doctor Oberth, a recognized authority, was co-designer of the V-2 rocket and later a U.S. special consultant at Huntsville, Alabama, one of the installations where important antigravity research is now under way.

"With ordinary propulsion," Doctor Oberth told me in 1961, "such violent accelerations and maneuvers would endanger the ship. Also, the force would crush any creatures aboard against the rear or sides of the machine. But with an artificial gravity field the force applies simultaneously to the passengers and the spaceship. Even in swift changes of speed and direction, the ship is not strained and the passengers feel nothing."

Today, doctor Oberth is willing to go further. He is now of the opinion "that energy, inertia and gravitational fields are only aspects of one and the same thing" and that it will prove impossible to separate them from each other. What he has in mind, he says, is "not yet known fields of force" which can be used to accelerate material objects in a way similar to the force of gravity.

Another noted authority who agrees that UFO's are using artificial G fields is William P. Lear, Sr., [see "Hard-nosed Gambler in the Plane Game" in this issue] multimillionaire inventor, pilot, designer of air and space equipment and builder of jet aircraft. Lear, who once sighted a UFO from his executive plane, predicts that future U.S. vehicles will also use artificial gravity. "The people on board would probably not feel any more effect," Lear says, "than they do from the tremendous speed of the Earth as it rotates and orbits and orbits the sun."

Several years ago, Glenn Martin's vice-president for advanced design, G. S. Trimble, predicted that by 1985 practically all airliners would be using artificial gravity, flying at almost unbelievable speeds. At about the same time, future airliner speeds of 10,000 mph. or more were pictured by Dr. Walter Dornberger, then Bell Aircraft's chief guided-missile scientist and now president of Bell Aerospace.

Grover Loening, pioneer aircraft builder and consultant to the Air Force, said it even more strongly, "I firmly believe that before long man will acquire the ability to build an electromagnetic contragravity mechanism that works," he stated.

A top official of Bethlehem Steel, Jesse V. Honeycutt, has indicated some of the results we can expect if Loening is right. ""serious research is being concentrated in an attempt to solve the mystery of gravity and bring about a control of its power.

"It would bring about a greater revolution in power, transportation and many other fields than the discovery of atomic power, "he stated.

Antigravity? It seems inconceivable. Yet, the search goes on and many responsible men believe the answer will be found. And, to my mind, it is the only possible explanation for the performance of the UFO's.

The stakes are so high that no clue can be overlooked. The Air Force Technical Intelligence, hunting for overlooked leads, is carefully checking hundreds of verified UFO reports. Hopefully, some of them will help us find out how these strange vehicles operate.

Four days before Christmas, 1964, a round, metallic craft about 125 feet in diameter was observed to make a brief landing in a field near Staunton, Virginia. Two Du Pont scientists later took Geiger counters to the site.

"It was 'hot'-highly radioactive," Du Pont engineer Lawrence Cook reported. "We checked for 45 minutes – it was definitely 'hot'."

In Puerto Rico, near dusk on December 26, 1964, Ramey Air Force Base radar spotted two large discs. As A4D jets streaked up to pursue them, the discs accelerated to terrific speed. Making instant right-angle turns-impossible for any known aircraft-they vanished over the Atlantic.

On March 21, 1965, Capt. Yoshiaki Inada, piloting a Toa Airlines Convair on a domestic Japanese flight, was chased by a "mysterious, elliptical luminous object." Flying close to the plane, the UFO blanked out his radio and "violently interfered" with his automatic direction finding equipment.

Puzzling earlier cases also are being rechecked. On July 1, 1954, an AF F-94 – a two-man jet – was scrambled to chase a UFO near Walesville, New York. When the pilot tried to close in, a sudden, unbearable heat filled the cockpit. Half-dazed, the pilot and radar officer bailed out. The jet crashed in the street, killing two children and their parents.

These odd phenomena, high radiation, mysterious heat and electrical interference may be side effects of gravity control devices.

Like most people, you probably took gravity for granted before space flights began. Now you know, for example, that one "G" is the Earth's normal gravitational pull. This is what holds you to the seat of your chair – and more important, keeps you from being tossed into the air by the Earth'' rotation. You feel two or three G'' in a roller coaster or a stunting plane -–a mere hint of what our astronauts have to endure during blast-off and acceleration. But gravity causes a lot of trouble and expense we seldom think about. Aircraft and rocket builders have to provide heavy engines, huge weight of fuel, just to offset gravity. In construction of buildings, bridges, and in a hundred other ways, G affects our lives and adds billions to the cost of work.

Gravity control could reduce or end many of these problems.

How soon can we expect antigravity?

Some researchers say it may take a long time. Others believe there may be a sudden breakthrough. If that happens, there will be some fantastic results.

First, obviously, our space program would take a big leap forward. Instead of our present wasteful rockets, we could build spaceships matching the UFO's high speeds and maneuvers. With such advanced ships, we could make swift flights to the moon and the planets.

Recently, Alexander de Seversky stated that "with abundant energy available, we will move in space with constant acceleration or deceleration. Accelerating half-way to our goal and decelerating the rest of the way at one G or 32.2 feet per second, the moon will be reached in three and a half hours, Venus in 36 hours, Mars in two days, Jupiter in six."

According to Oberth, German physicist Burkhard Heim and other scientists, gravity control will enable spaceships to reach even greater speeds than these. With such advanced machines, we could explore the nearest star systems a century or more ahead of our present timetable.

Using carrier or "parent" ships with short-range probes, we could fully explore a planet – either by remote control or direct observation – before attempting to land. Many cases are on record in which large UFO's have launched small units, apparently for close observation of the Earth, then retrieved them in swift, precise operations.

In one such case (an official AF Intelligence report), groups of small UFO's flying at 5240 mph. were seen and tracked by the crew of an AF B-29. One group, after abruptly slowing to pace the bomber, resumed its speed within seconds. The small UFO's were then seen to merge with or go aboard a huge carrier which accelerated to more than 9,000 mph. before it disappeared.

Because of G-crafts' tremendous speeds, the picture of possible military operations becomes hair-raising. Let's take as a basis the figure in a documented case at White Sands Proving Ground, where Navy scientists saw and tracked a UFO flying at 18,000 mph.

Such terrific speed could put bombers back into the picture in place of missiles. Attacks by G-bombers from bases near major targets would take less than five minutes. If a "rush-fire" war broke out halfway around the world, a huge G-transport carrying a fully armed division – or even an army – could be on the scene in 40 minutes, or less.

Another effect of gravity control will be a big change in air travel. Here's what a G-liner trip would be like, according to several researchers. Let's say you are making a flight from New York to London. You go aboard a large ship – probably disc-shaped, from present indications. Your seat has no safety belts – none are needed. The ship takes off vertically, accelerating at incredible speed. You feel weightless but you feel no motion.

The airliner arcs up into a great circle course, silently, with no "bumps" – no rough air. In 10 to 15 minutes, London suddenly takes shape below. There is no long approach, skimming over rooftops. You descend vertically and land. If traffic is heavy, your pilot would stop the ship in midair and hover until cleared.

In spite of the speed, you'd be safer – especially in regard to many of the strange eddies which have thrown jet airliners into uncontrollable dives.

In probing the riddle of gravity, project scientists try widely different approaches – some even contrary to accepted natural laws.

Under an Army contract, a University of Detroit team has built a 4,000-pound, specially wired rotor which spins at 100,000 rpm. With this unique device, scientists are testing gravitational radiation theories searching for a possible key to G control.

Using gravity meters based on new principles of physics, Air Force teams make frequent flights around the equator and over the poles, to speed up worldwide measurement of the Earth's gravitational pull. Tied in with this is a network of gravity stations and special projects all over the world.

Though no breakthrough has occurred (unless in highly secret projects) two significant facts have been established.

1. The Earth's G field is relatively weak, compared with the pull of gravity between planets and the sun.
2. There is a connection between gravity and electromagnetic fields.

Igo Sikorsky, discussing the colossal force of spatial G, says a steel cable about 8,000 miles thick would be needed to hold the Earth in its orbit -–if it were not for gravity.

But, fortunately for our anti-G search, the Earth's gravity pull, for objects on the ground or at average flight altitudes, is fairly small. Likewise, the force required to cancel its pull would be relatively small – if a method can be found.

Using various barriers we can shield ourselves from the heat, light and sound waves. But, so far, no way has been found to create a gravity shield. Some scientists still call the gravity shield idea a "lunatic fringe" notion. But many now refuse to say that such a thing is completely impossible.

Are UFO's using a gravity shield? In an effort to find out, the Air Force is renewing its attempts to capture a UFO. If we could get one on the ground, undamaged, it might make possible a big shortcut in our gravity research and save us years of slow, tedious scientific work.

In the past, many Air Force pilots have tried to down UFO's, without success. But the Air Force has new reason for hope now, based on the recent increase in low-altitude UFO approaches and "touch landings."

On the night of January 12, 1965, an officer of a federal law enforcement agency had a close encounter. As he was driving his official car toward Blaine Air Force Station, in Washington, a flying disc 30 feet in diameter hurtled down at his automobile. At the last moment the disc arced up steeply, avoiding collision. When the officer jumped out, he saw the UFO hovering overhead. After a minute, it shot up into clouds at high speed. A short time afterward, the UFO – or a similar one – was seen landing in a field near Blaine, melting the snow and scorching the ground before it took off. When the AF questioned the federal officer, they said they had tracked the UFO by radar as it raced down toward his car. This officer, like many other UFO witnesses, was warned by his superiors not to let his name be used in connection with the sighting.

On January 25, 1965, two NASA engineers sighted a UFO which touch landed near Hampton, Virginia. One witness was Maj. John Nayadley, a retired AF jet pilot. The other was A. G. Crimmins, who saw the strange machine maneuvering toward the ground.

"It was zigzagging as if searching for a landing spot," said Crimmins. "I watched it through 20 x 50 binoculars and I could see flashing lights. They appeared to be on the rim of a rapidly rotating disc."

Before anyone could reach the spot, the flying disc took off and rapidly climbed out of sight.

The step-up in UFO chases was demonstrated at Washington, D.C., on January 11, 1965, when AF jets pursued several flying objects over the city. The chase was confirmed by an Army lieutenant-colonel and a group of Army communications specialists.

If jets had been near any of the "touch" sites, they might have swarmed down and kept the UFO from getting away. But records of previous attempts to capture UFOs indicate it will be a tough job.

Whether we capture a UFO or not, the search for the elusive secret will go on. The connection between gravity and electromagnetic fields may provide the key to the mystery.

For several years, Burkhard Heim, director of the German Research Institute of Field Physics at Goettingen, Germany, has been searching for the answer to the gravity riddle. Finally, Heim revealed that by direct experimentation he had discovered a positive lead to antigravity. The discovery involved an intermediate field, neither electromagnetic nor gravitational.

The results, Heim stated, if applied to space flight, would be direct levitation, conversion of electricity into kinetic energy without any waste, and "immunizing the occupants and the structures of such vehicles against any effects from acceleration of the vehicle, however great and violent."

After the first shock, several scientists examined Heim's claims.

"His approach is not in conflict with known laws of nature, and it agrees with the quantum theory," A.R. Weyl said in an analysis for the British magazine, *Aeronautics.* "If Heim were right, the amazing properties commonly ascribed to the mysterious flying saucers' would be, in fact, sound physics and proper engineering."

Heim's work toward the goal of an actual antigravity device using "field inducers" has evidently been put under official German security. He has refused to divulge the key to his formula.

Heim's findings would indicate that antigravity researchers may discover new scientific laws and that their work may invalidate old theories. Some scientists are already saying privately that Einstein's famous "general theory of relativity" may turn out to be totally fallacious. Newton's law has also come in for attacks. However, Robert Forward, G expert of Hughes Aircraft Company, uses the Einstein theory to show that it is possible to partially nullify the Earth's gravitational field. The amount of nullification obtainable with present-day technology is extremely small, however. Forward predicts that some day, when our technology is greatly advanced, we will be able to "create artificial gravity fields at will."

With a real all-out effort this could happen a lot sooner than the 10 or 20 years many scientists have in mind.

But getting enough top men to work in the field is a problem. One scientist says, "Scientists are sensitive about their reputations and many of them still think antigravity is a joke. If they knew the facts, they'd be eager to get into it."

Fear among scientists is partially due to the Air force censorship of UFO reports. Air force censors not only hide the facts but also belittle those who publicly report UFO sightings.

One recent victim was Dempsey Bruton, chief of satellite tracking at NASA's Wallops Island station in Virginia. On January 5, 1965, Bruton saw a strange round object flying at terrific speed toward the station. After it passed overhead, the UFO shot straight up out of sight. Using the elapsed time – six to nine seconds – and angles and times reported by other witnesses, Bruton said the speed was definitely "several thousand miles per hour, possibly 8,000 mph. or even higher." The AF, implying he was incompetent, rejected the report and said it was not evidence of any technically superior machine.

But AF policy notwithstanding, the drive to get the secret of antigravity is well underway. It can't be stopped now. But it *can* be speeded up. We are already spending billions on the space program – on the race to the moon, to Mars. Harnessing gravity could put us years ahead and save us enormous sums of money.

With control of the universe at stake, a crash program is imperative. We produced the A-bomb, under the huge Manhattan Project, in an amazingly short time. The needs, the urgency today are even greater. The Air Force should end UFO secrecy, give the facts to scientists, the public, to Congress. Once the people realize the truth, they would back – even demand – a crash G program.

For this is one race we dare not lose. – **Maj. Donald E. Keyhoe**

Source: TRUE Magazine, January 1966

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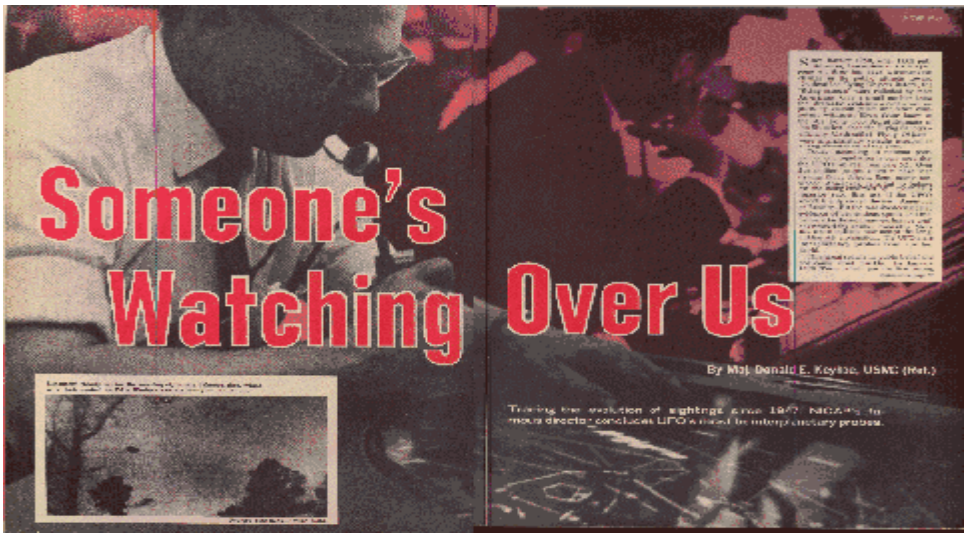
Someone's Watching Over Us

by Maj. Donald E. Keyhoe, USMC (Ret.)



TRUE Magazine, 1967

Since January 1950, when TRUE published my first article on UFO's (see page 6), there has been a tremendous change in the public attitude toward Unidentified Flying Objects. Before, the "flying saucers" were ridiculed by most Americans. Only a small number knew the dramatic evidence - confirmed reports by veteran pilots and other competent witnesses. Even fewer knew of the Air Force Top Secret Estimate of the Situation - that the Flying Saucers - officially Unidentified Flying Objects - were interplanetary vehicles engaged in a long observation of the earth.

Today, according to national polls, half of our population is convinced that the UFO's are real (see page 52). Over five million people claim to have seen strange flying objects. Some newly convinced Americans, reluctant to believe we *are* being observed by a technically superior race, first ask if the UFO's aren't highly secret devices - American or Russian. But the massive documented evidence of tremendous speeds and maneuvers far beyond any earth made craft has proved this answer impossible. More and more millions now accept the long-hidden AF explanation: The UFO's are interplanetary probes from another world.

This great switch in public belief did not come about quickly. The January 1950 TRUE article put the first strong spotlight on UFO's, and hundreds of witnesses reported sightings they had withheld for fear of ridicule.

In 1952, a sudden outbreak of UFO sightings made front-page news, with hundreds of verified reports by military and airline pilots, control tower operators, expert radar trackers, and other reliable observers.

Early in 1953, one group of AF Intelligence officers connected with the UFO project planned to release their most baffling cases, also unexplained photographs of UFO's. No final conclusion was to be stated, though the released evidence would strongly point to the interplanetary answer. But at the last moment, fears of high-level officials caused the plan to be killed. Withholding of UFO reports and "explanations" to prevent public excitement steadily increased.

Despite this, many military reports leaked out because the pilots and others involved opposed this cover-up as a bad policy. In addition to UFO operations over the United States, thousands of similar reports came to light in foreign countries.

In November 1957, another outbreak of sightings further strained official withholding efforts, as a number of "touchdown" landings occurred in this country and abroad.

That same year, investigations were begun by NICAP - the National Investigations Committee On Aerial Phenomena - a private fact-finding group with headquarters in Washington D.C. As Director of NICAP, I have seen it grow to a powerful organization, recognized as the largest scientific UFO research group in the world, with over 12,000 members. NICAP has nearly 300 scientific and technical advisers and special consultants on space operations, astronomy, communications, and other fields bearing on UFO investigations.

Because of its serious and thorough evaluations, and its determined efforts to expose the numerous frauds, opportunists, and deluded persons spreading wild tales about UFO's, NICAP is now accepted as the highest private UFO authority in the world. Our documented reports to Congress and the press have played a major part in making hidden facts public.

After the "marsh gas" fiasco in the spring of 1966, millions of citizens began to reject the AF UFO explanations. High officials, still honestly believing that explaining away the sightings was the safest policy for the country, were caught in an unenviable spot.

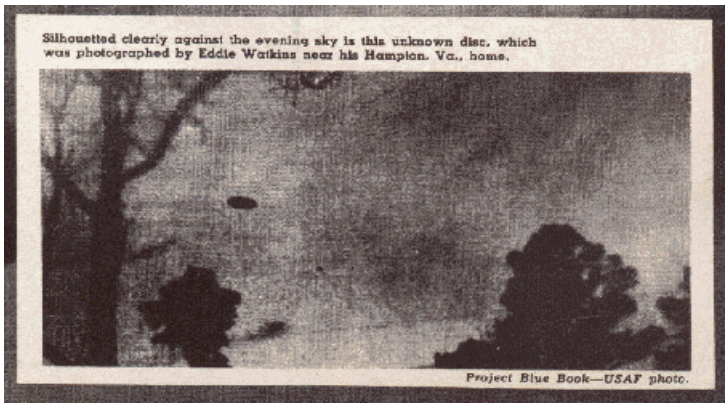
The result was a decision to have an independent scientific investigation made - with officials agreeing to a "hands off" policy. The University of Colorado was selected, and a number of recent sightings has already had on-the-scene investigations by one or more scientists from the Colorado project.

Even before the project began operations, NICAP played a vital part, at the request of Dr. Edward Condon, the project head, and his scientific colleagues. In addition to advice on field investigations and evaluations, NICAP has made available several hundred verified reports, including many duplications of cases in AF files.

As a result, the Colorado Project has added to NICAP hopes for a fair and impartial report to the public. Although this is not due until late spring of 1968 - and more time may be requested - public pressure for all possible answers is rapidly increasing.

With at least half the country now strongly interested, it is now more important than ever to re-examine the strongest earlier cases, to search for possibly overlooked clues. It is also extremely important that witnesses to sightings put their reports on record, to help complete the picture and also to help the already lessening ridicule. I urge everyone with factual UFO sighting information to report the details to me at NICAP, 1536 Connecticut Avenue, Washington, D.C. 20036. If you wish, we shall keep your name confidential.

Since January 1950, there has been a tremendous change in the public attitude toward Unidentified Flying Objects



Silhouetted clearly against the evening sky is this unknown disc, which was photographed by Eddie Watkins near his Hampton, Va., home. Project Blue Book - USAF photo.

NICAP Home Page

What Radar Tells About Flying Saucers

U.S. Air Force and civilian radar experts know enough about temperature inversion to be sure that it doesn't explain the strange objects they've seen on their scopes in Washington, and in other places. And the official Air Force gun - camera photos reproduced here for the first time back them up

BY DONALD E. KEYHOE

In a new investigation of the flying saucer, TRUE Magazine has secured Air Force confirmation of these important facts:

1. Since 1947, hundreds of unidentified aerial objects have been tracked by radar operators of the Air Force, Navy and Civil Aeronautics Administration.

2. More than 300 times, Air Force interceptor planes have chased mysterious lights and unidentified objects revealed by radar scopes.

3. Strange round objects have shown on interceptors gun camera pictures and on photographs from the ground at a missile testing range.

4. The "temperature inversion" or mirage answer to radar sightings widely publicized by Dr. Donald H. Menzel of Harvard has failed to satisfy Force investigators because he has not attempted to explain any specific "saucer" cases in official files.

In December 1949, when an Air Force statement said saucer reports were hoaxes, hallucinations, or mistaken observations of normal objects, the case lists of "Project Saucer" included several puzzling radar reports. At that time, however, most Air

by Maj. Donald E. Keyhoe (Retired)

Hovering object that was scanned by radar and seen by ground watchers was caught on film by a climbing jet pilot. These unretouched 35 mm. gun - camera movie frames, released to TRUE by the Air Force, were taken at 30,000 feet, near Wright Field, at 11 a.m. on August 20, 1952.

Force officials believed they were errors of interpretation due to weather phenomena. Even during the past year, with radar reports rapidly increasing, some Air Force officers still believed these disturbing cases were caused by temperature inversion.

Accumulated evidence, revealed in this article, now proves that very few of the reports can thus be explained. As a result, many baffling "saucer" cases investigated by the Air Technical Intelligence Command are still listed as unanswered.

The most recent of these mystifying incidents was reported from Congaree Air Base near Columbia, South Carolina as this was being written. On August 20, 1952, radar operators at

a nearby interceptor post were watching their scope when a strange "blip" appeared at an indicated range of 60 miles southeast.

Evidently the object shown was very fast moving, for within less than a minute each successive sweep of the beam renewed the blip in a different position, producing a row of widely spaced spots on the phosphor coated glass in a track that ran off the scope. Dumbfounded, the men hurriedly computed the speed.

It was more than 4,000 miles per hour..

The operators realized that to flash an alarm was useless. Moving at 70 miles a minute, the mysterious object would be 200 miles away before a jet interceptor could take off.

When I checked on this case, the Air Force made no attempt to gloss over the facts. The operators were experts, trained to recognize the blips of solid objects. The radar was working correctly. *Something* streaked through the skies that morning, but the Air Technical Intelligence Command frankly admits it has no explanation.

There are other unexplained Air Force cases almost as incredible. such as the tracking of an unidentified object at 1,700 m.p.h. near Kirksville, Missouri, and vain pursuits by jets at Dayton and St. Paul. (These and other important cases released to TRUE by the Air Force will be discussed in detail later.)

Not until last July, when unidentified lighted objects were seen at Washington Airport, did the general public learn that radar was tracking the saucers. Later, conflicting news stories gave many the impression that the Air Force had "debunked" all saucer reports and had no further interest. Major General Roger S. Ramey, Director of Operations, made the Air Force position clear in the following statement for TRUE:

"The Air Force, in compliance with its mission of air defense of the United States, must assume responsibility for investigation of any object or phenomena in the air over the United States. Fighter units have been instructed to investigate any object observed or established as existing by radar tracks, and to intercept any air-borne identified as hostile or showing hostile interest. This should not be interpreted to mean that air defense pilots have been instructed to fire haphazardly on anything that flies."

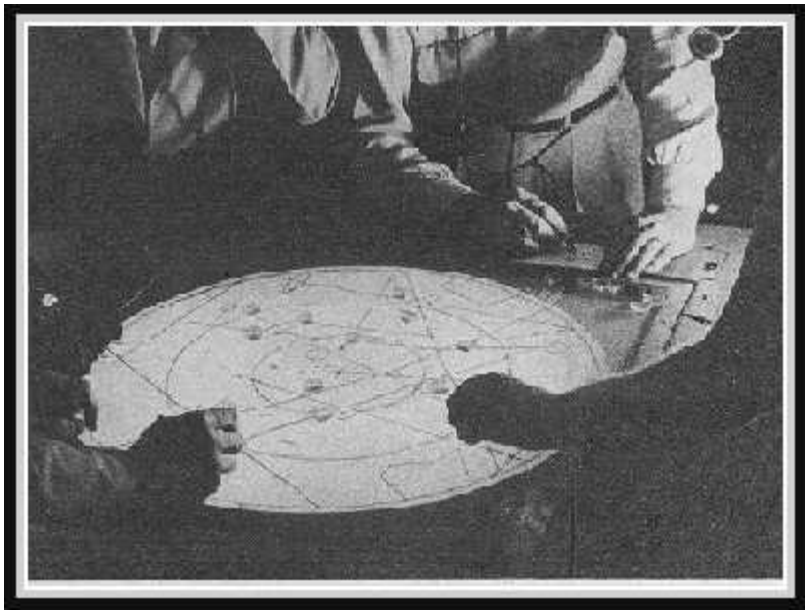
The Air Force attitude was amplified for me by another spokesman in this candid statement:

"We don't know what these things are and there's no use in pretending we do. We can't discount entirely that they may come from another planet, though we have no evidence to support it. We have found no threat to this country - there is not the slightest evidence that they come from a foreign nation - but until we know the answers we shall carry on a serious investigation."

Unfortunately, public confidence in radar has been badly shaken. Many Americans still believe that the Washington radar men, veteran air traffic controllers, were tricked by atmospheric conditions. The same cause was said to have created mirage lights in the sky, deceiving airline and jet pilots, control tower men, and other trained and experienced observers.

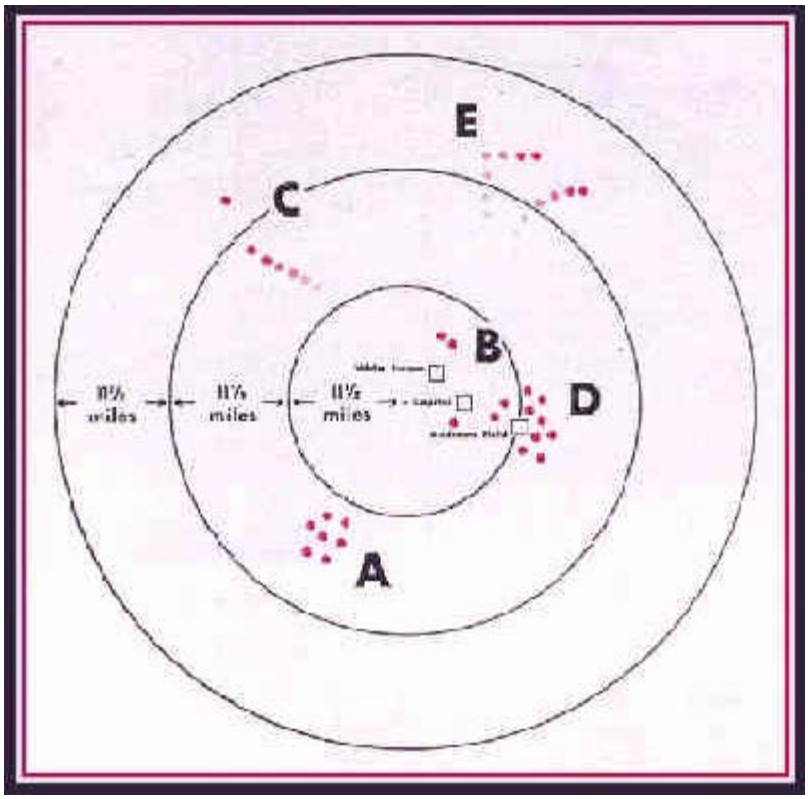
If this were so, serious problems in air traffic control would certainly have to be solved. But the true story behind the Washington sightings has never been told until now. To get that story, I spent considerable time at the Airway Traffic Control Center at Washington Airport. I talked with the controllers who saw the strange blips and also with outside radar experts,

Weather Bureau officials and radio astronomers. The final answer is startling in its implications.



Saucer spots played among markers used by controllers to direct airliners on Washington traffic center radar scope.

Air Force radar men learn to identify all normal phenomena.



From a controller's original sketch, some saucer movements July 20 on Washington radar scope are diagrammed above. At A, seven blips appeared suddenly. Two moved (B) near White House, one near Capitol. At C, one fled a northwest bound airliner (indicated by row of blips). Later (D) ten flocked at Andrews Field. E illustrates a saucer's right-angle turn compared with curving turn of ordinary aircraft."

The action began at 12:40 a.m. on the night of July 20. At midnight. eight air traffic controllers. headed by Harry G. Barnes. took over the watch at the Washington Center. The night was clear, traffic was light and the men settled down for a routine watch.

To understand the queer events that followed. you must first have a clear picture of the Center's operations. The Center is located entirely apart from the airport tower, which directs take-offs and landings and close in traffic. The radar room of the Center is a long dimly lit chamber, darkened so scopes can be easily read. Its radar equipment, by which controllers have guided thousands of airliners through fog and storms, is an M.E.W. (Microwave Early Warning) type similar to the sets used by the air defense forces.

On a nearby hill, a huge parabolic antenna, rotating six times per minute, transmits a narrow radio beam which swings around the horizon. When the beam strikes a plane, an "echo" or "return" is reflected back. Amplified. this appears as a small spot or "blip" on the face of a cathode ray scope. The Center's main scope. 24 inches in diameter, has a pale lavender glow. Traveling around the glass. like a glowing clock hand, is a purplish streak called the "sweep" which shows the direction of the moving radio beam.

As the echo comes back from a cruising airliner, a small round violet blip appears on the scope. At that spot, the phosphor coating of the glass maintains a diminishing glow. Every ten seconds, a new blip appears. showing the plane's changed position. The glass retains seven blips before the first one fades out. From the position of the blips and the space between them, the plane's course and speed call be seen at a glance, also its location, distance and compass bearing.

Besides the main scope, which is adjusted to show traffic within a 34 mile radius - a 68 mile circle - the Center operates two smaller console scopes which show the transmitter's full range of 105 miles, or a circle 210 miles in diameter.

radar scopes show other things than planes in the sky - irregular blobs are reflected from thunderstorms, thin spotty blips from flocks of birds, spreading blotches caused by rain or snow clouds.

Very-high-frequency radar sets can pick up even cobwebs or clouds of nearby insects. But these do not appear on the M.E.W. scope, nor would their echoes resemble the clear, sharp blip of a plane. There are two known things which can cause somewhat similar echoes - balloons especially equipped with large panels of metal for radar tracking, and "chaff" or "window." which are strips of aluminum foil dropped by military planes to jam radar sets. The presence of either is indicated by their drift at the speed of the wind. Strips of chaff, usually dumped by the hundreds, cause heavy returns which trained radar men can easily recognize. In addition, chaff falls to the ground. so that its blips soon disappear.

On the night of July 20, none of these things were involved, as an Air Force check has proved. The scope was clear of any strange objects until 12:40. At that moment, seven round blips, like those of planes. suddenly appeared in the southwest quadrant. Since no group of planes - military or civilian -was due to arrive, the Control Center men were immediately concerned. Harry Barnes, the senior controller, tracked the unknown visitors at 100-130 m.p.h. - a speed oddly low compared with their swift appearance.

Barnes quickly checked the consoles; both scopes showed the strange blips. He called in radar technicians; they found no flaw in the set or antenna. Worried, though the low speeds didn't indicate Soviet bombers, he called the Washington Airport tower. To handle local traffic, the tower has a separate set, an A.S.R. (Airport Surveillance Radar) with a 30 mile range.

Tower operators Howard Cocklin and Joe Zacko both reported the strange blips on their scope, and in the same position. So did Air Force radar men at Andrews Air Force Base, which uses an A.S.R. set. Not only that, visual observers at both points could see mysterious lights moving in the sky.

Flashing word to Air Defense, Barnes turned back to the scope. The unknown visitors had separated, were now over Washington, two near the White House, one close to the Capitol.

A few minutes later, the controllers bending over the scope got a new jolt. One blip track showed an abrupt 90- degree turn, something no plane could do. As the sweep came around, another of the strange objects suddenly reversed, its new blip "blossoming" on top of the one it bad previously made. The unknown craft, or whatever it was, had stopped dead from over 100 m.p.h., then completely reversed direction - all in about five seconds.

"Then we noticed another strange thing," Barnes told me later. "Some blips suddenly disappeared, between sweeps. I couldn't explain, until Jim Ritchey called 'Casey' Pierman to check on one group of the things."

Captain Pierman, flying a Capital airliner, had just taken off from Washington. In a few moments he radioed back that he saw a bright light where the scope showed one of the objects. At the very instant he called the Center, the object raced off at terrific speed.

"It was almost as if whatever controlled it had heard us, or had seen Pierman head toward it," said Barnes. "He said it vanished from sight in three to five seconds. But here's the

important point: at that very moment, the blip disappeared from the scope.

"That means it must have raced out of our beam between ten second sweeps. It could have done this in one of two ways: First, it could make a steep climb at terrific speed, so that in ten seconds it would be above the vertical area swept by our M.E.W. set. [The beam's average altitude, at its highest point, is from 35,000 to 40,000 feet, far out, but it is much less near the airport. At 30 miles, it is about 8,500 feet, sloping to 1,200 at three miles.] Second, it could race horizontally off our 34 mile scope within ten seconds."

Considering the objects' relative position, just before they vanished, this last would require a speed of from 5,000 to 7,000 m.p.h. At the time, this seemed unbelievable to Barnes and the other controllers. But Captain Pierman later confirmed the objects' tremendous speed.

"They'd go up and down at terrific speed, or streak off and disappear. Between Washington and Martinsburg, we saw six of these fast moving lights. [Control Center showed them at the same position.] I don't know what they were, but they weren't shooting stars."

Another confirmation of the visitors' incredible speed came later that night, from the Washington tower. Operator Joe Zacko had been watching the A.S.R. scope when one of the mystery objects abruptly appeared just west of Andrews Field. Unlike the slower M.E.W., the A.S.R., with its 28-r.p.m. antenna, can track extremely high speeds. As Zacko watched, fascinated, the blips made a bright streak or trail, heading north- northeast toward Riverdale. Then the trail ended as swiftly as it had come.

Howard Cocklin, hastily called over by Zacko, also saw the bright trail. Together they figured the object's speed from its trace.

It had been making two miles per second -7,200 m.p.h.

"It was as if it had descended rapidly, almost vertically," Cocklin told me later. "That would bring it suddenly into the A.S.R. beam area. It seemed to level off for those few seconds, and then abruptly ascend out of the beam again."

Barnes and his men saw another significant maneuver that night. When they vectored a pilot toward one of the lighted objects, the strange blip disappeared. Then in a few seconds it reappeared behind the plane. Barnes commented, "If it was the same one - and I think it was - that was another of those high speed vanishing acts between sweeps."

(The same maneuver was reported from Kirtland Air Force Base, New Mexico, on July 29. On this occasion a mysterious disk sighted by numerous ground observers - was seen to whip around at terrific speed behind jet planes sent up to intercept it.)

At 3 a.m., two Air Force jets, brought in from another mission, roared down over Washington. Just before they arrived, all the strange blips left the scope. Coincidence or not, as soon as the jets headed back for their base, the visitors reappeared and again swarmed over Washington. One, simultaneously plotted by the Center, Andrews Field, and the Washington tower, followed an airliner to within four miles of the airport, as the pilot watched its light. At one time, ten of the "saucers" were over Andrews Field, then at daybreak they were gone.

The shaken controllers, for the most part, agreed they had tracked solid objects capable of fantastic maneuvers.

"I'm positive they were guided by some intelligence," Barnes has since told me. "If no planes were in the air, the things would fly over the most likely points of interest - Andrews

Field, the aircraft plant at Riverdale, the Monument, or the Capitol. One or two circled our radio beacons. But as soon as an airliner took off several would dart across and start to follow, as if to look it over.

On July 26, in the early evening, an eerie red lighted object flashed over Key West, Florida. A destroyer - escort quickly put to sea, and the Navy announced it would try to find the answer. Then official silence fell.

That same evening at 9:08 p.m., the Washington Center, still jittery, had another call from its unknown visitors. Again, the control tower and Andrews Field radar confirmed the blips. As before, the mystery objects hovered, made sharp turns, reversed, and vanished from scopes. Pilots, too, and ground observers watched the lights race off.

Of four pilots who saw the fast moving lights, one was flying a jet interceptor. This pilot, Lieutenant William L. Patterson, on seeing four lights, went after one at full throttle.

"I was at my top speed," he said on landing, "but I couldn't close in." His plane's maximum speed was better than 600 m.p.h.

When the story of these weird events broke, combined with full details of the July 20 sightings, the Air Force was flooded with demands for an explanation. Reluctantly, since Air Technical Intelligence at Dayton had not even begun its evaluation, Air Force officials in Washington released a public statement: since some radar reports were due to temperature inversion, this might explain the Washington sightings, including the odd lights.

Until then, few people except scientists, radar men and Weather Bureau experts had ever heard of inversions. In itself, a temperature inversion is a simple effect.

Ordinarily, air gets colder as the altitude increases, but under certain conditions there may be layers of warm air with cooler air underneath. Such inversions are common on the desert. At night, or when clouds suddenly shadow the hot ground, the surface quickly cools off. Air in contact with the ground also cools fairly quickly, but above this there is still a warm layer, its height and thickness varying with conditions. On top of this warm layer, the air becomes cool again, increasingly with altitude.

Since light moves slower in a denser medium, its rays are refracted, or bent, as they pass from the warm to cold air. It is this which causes "lake" mirages on deserts, or a watery sheen that appears ahead as you drive on a heated road. In both these cases, the hot cold layer refracts light waves from above the horizon, and these "bent" waves are simply reflecting the sky.

A spoon in a glass of water also illustrates the principle of refraction. Seen from a certain angle, the spoon appears to be bent sharply - a result of the different densities of air and water.

Like light, radar waves move slower in denser medium, and are bent by refraction. Under certain conditions, this can be caused when the waves strike layers of air with different temperatures.

According to Dr. Donald H. Menzel, of Harvard University, this effect explains many flying saucers, both the lights and radar blips. It is Menzel's belief that observers have merely seen reflections, either of ground lights - or of stars, the moon, or the sun. In the same way, he says, radar "saucers" are simply ground objects picked up by deflected radar beams and shown on scopes as strange blips.

The apparent high speed and violent maneuvers, he explains, can be caused by reflections of moving objects, such as cars and trains, or by turbulence in the inversion. In the latter case, the light or radar waves, striking agitated air, reflect unevenly, creating false effects of motion even from fixed objects.

At first glance, this would seem to explain not only the Washington reports, but all the simultaneous radar- and - light sightings. When word of this answer reached Washington Airport, the controllers and radar engineers were astounded.

"Every man in here knows temperature inversion effects," said Barnes. "When an inversion is big enough, it picks up all sorts of 'ground clutter' - water tanks, buildings, bridges, shore lines and so on. But anybody can recognize it - you'll see huge purplish blobs, but nothing like those blips we tracked. And in the six years I've watched these scopes, absolutely nothing - high speed jets, storms. inversions, or anything else - has ever caused echoes that maneuvered like that, and we have had identical weather conditions many times."

Every controller and technician backed him up.

"Besides that," Chief Engineer J. L. McGivern told me, "there was no ground clutter either time, except the big blotch we always have at the center of the scope, where the bottom of the beam picks up the airport buildings."

Art the Weather Bureau, I found the same answer. Vaughn D. Rockne, senior radar specialist. who is familiar with inversion effects, had never seen or heard of such blips as were tracked on the two nights in question.

Dr. John Hagin. the leading radio astronomer at the Naval Research Laboratory went even further.

"Even with an extreme inversion," Dr. Hagin told me, "conditions would have to be very, very unusual to cause such effects. In my opinion, the pinpointing of blips by three radar stations, and simultaneous sighting of lights at the same points, would make it impossible."

"How much of an inversion - what temperature change would be needed?" I asked him.

"Ten degrees Fahrenheit at the very least. Probably much higher."

As a final step, I asked the Air Force to select a radar expert to present the official opinion. The officer chosen was Major Lewis S. Norman, Jr., of the Aircraft Control and Warning Branch, who had made a special study of temperature inversion.

"Turbulence in an inversion layer absolutely is necessary to get the effect of high speed and fantastic maneuvers," Major Norman told me. "It can result from up or down drafts, or such 'burbles' may be caused by heated air from smoke stacks."

"At a minimum, how much temperature inversion would it take?" I asked.

"On the centigrade scale, between 5 and 10 degrees. If you used the Fahrenheit scale, it would take an inversion between 9 and 18."

Now I was sure of the truth. But to be doubly certain, I rechecked Weather Bureau charts.

On the first night, the inversion had been *I degree Fahrenheit.* The second night it had been about equally negligible - barely 2 degrees.

Here was positive proof. *Temperature inversion could not possibly explain the Washington "saucer" cases.*

Suddenly, as I recalled the words of the Naval Research experts, the hundreds of Air Force radar reports took on dramatic meaning. The rare conditions required to produce moving lights and blips certainly could not have existed in more than a few of these cases. There must be a large number still officially unexplained.

Going back to the Air Force, I asked two point-blank questions. Had Dr. Menzel ever been asked by the Air Force to determine if his theory would explain specific "saucer" cases? If so, what were the results?

Here are the Air Force answers:

1. Dr. Menzel had been invited to apply his theory to cases on record.

2. He had not attempted to explain any specific occurrences.

Following this, I asked the Air Force for typical reports and conclusions, from 1948 up to date.

One of the first cases, involving three separate incidents, took place in Labrador, at Goose Bay Air Force Base. About 3 a.m. on October 29, 1948. an unidentified object in slow level flight was tracked by tower radar men. Two days later, the same thing happened again. But the following night, on November 1, radar men got a jolt. Some strange object making 600 m.p.h. was tracked for four minutes before it raced off on a southwest course.

At the time, weather conditions were considered as a possible answer. But in the light of the new temperature inversion revelations, this obviously must be ruled out.

On November 6, the same year, Air Force operators in Japan tracked two strangely maneuvering objects for sixty five minutes. On the scope they appeared like two planes dog fighting, hut no fighters were in the area. This case is still unsolved.

On the night of November 23, 1948, an F-80 pilot flying near Furstenfeldbruck, Germany, sighted a circling red light. About the same moment, the object was picked up by an Air Force ground radar station. It was tracked as flying in circles at 27,000 feet, the same altitude at which the pilot encountered it. Because of his own maneuvers, he could only guess at its speed - somewhere between 200 and 500 m.p.h.

As the F-80 drew nearer, the object swiftly climbed up out of the pilot's sight. But before it went off the scope, operators tracked it to 40,000 feet. This case also is unexplained.

On February 22, 1950, Naval officers at Key West reported that two glowing objects had been tracked by radar men as they streaked above the air station. They were also seen by pilots and ground men, flying at a height too great for attempted pursuit.

Over a year later, on July 14, 1951, two strange objects were sighted above White Sands as Air Force and other observers watched a guided missile test. An optical tracker, using a 20 power monocular telescope, spotted one of the large objects near a B-29. Its presence was confirmed by two radar operators who tracked it at jet plane speed. Pictures taken on 35 mm film are said to show an oval shaped object, too indistinct because of the altitude to reveal details. At first, a balloon was suggested as an answer, but the "jet speed" approach shown on radar proves this was impossible. No definite conclusion has been made by Air Technical Intelligence analysts.

In the light of these earlier reports, the 1952 sightings now seem doubly important.

On June 19, 1952, a new incident occurred at Goose Bay Air Force Base - the fourth to date. Just after midnight, a weird red light appeared, holding a southwest course. At the same time, tower radar men caught it on their scope. After hovering briefly at 4,000 feet, the light suddenly turned white. At about this instant, the blip on the scope "brightened." This effect, familiar to operators, is seen when a plane banks, the larger surface exposed to the radar beam causing a sharper return.

Apparently. the unknown device had tilted for a swift maneuver. A second later, the blip returned to normal size, then vanished from the scope. The light disappeared at approximately the same moment. (This odd change in color, before a maneuver or increase in speed, has been described in numerous other cases.)

An even more puzzling incident was the Kirksville, Missouri, affair of July 13. It was 9 p.m.. when Air Force radar men picked up an unknown object, its blip indicating a solid device or machine the size of a B-36. Before it raced off into the night, its speed was tracked at 1,500 knots - over 1,700 m.p.h. Searching for a solution, one officer theorized that a thunderstorm might have caused the blip, but Washington Center controllers say this is impossible. To date, the A.T.I.C. has found no explanation.

Week after week, jet fighters are "scrambled" at points around the country for "saucer" chases. One of these alerts happened near Osceola, Wisconsin, three nights after the second Washington episode. As in many of these pursuits, the first reported speeds of the blips contrasted strangely with the objects' later maneuvers. Most of the blips were dawdling at 60 m.p.h. until the jets took off. Shortly afterward, one blip's speed jumped over 600.

Reaching 25,000 feet, one pilot spied some rapidly moving lights, a little east of St. Paul. At the same time, they were sighted by a trained Civil Defense sky- watch observer, just before they disappeared.

A meteor shower was first considered a possible explanation. It is true that meteors can be tracked by radar; this method is now used by several observatories. But an astronomer at the Naval Observatory, Washington, quickly ruled out this answer because of the first slow speeds. In addition, no meteor shower was reported on that night.

Two F-86 pilots had a little better luck in a chase on August 1. At the time, the press was refused permission to interview the pilots - a rule of the Air Defense Command. Since then, however, the A.T.I.C. has made details available for use in this article.

At about 10:45 on the morning of August 1, ground radar at Wright Patterson AFB picked up an unidentified object between the base and Bellefontaine, Ohio. It was also reported by ground witnesses as a mysterious glowing sphere. The two jet pilots, Major James B. Smith and Lieutenant Donald J. Hemer, were immediately dispatched to intercept it if possible.

As they reached 30,000 feet, both pilots saw a brightly glowing object hovering above them. To make certain it was not a ground reflection, they carefully maneuvered to view it from various angles. The 'saucer's" appearance did not change. Positive it was a solid object, both pilots switched on their camera-guns, nosed upward and made separate runs for pictures. Within a few seconds of the planes' maneuver, the "saucer" began to move off, disappearing at a high rate of speed.

When the pictures were developed, a round shape appeared on both films. But its speed or distance prevented distinctive details from showing in the prints.

No final conclusion has been made by the A.T.I.C. in this case. That this might have been a balloon, as suggested, does not stand up, for two reasons. First, and most important, no balloon can hover, then suddenly race off, outdistancing fast jets. Second, ordinary weather balloons will not show on radar scopes: as stated before, it is necessary to attach a metal radar "target" to reflect the beam. But if ground radar men had been tracking such a balloon, there would have been no mystery. All weather balloon records are available to the A.T.I.C. and no radar target balloon was within miles of the spot.

The only balloon in the general area was a standard radiosonde type, which holds a tiny radio transmitting set, and it was released thirty minutes before the pilots' encounter. Weather Bureau experts have informed me it is not possible to get a radar blip from this type of balloon. Even if it were possible, there would still be no explanation for the hovering and sudden burst of speed witnessed by two experienced pilots.

The violent maneuvers and high speeds frequently reported rule out all balloons - including the Navy's "skyhooks" which were once publicized as the correct explanation..

Every other conventional explanation has been proved false. One, given shortly after the Washington sightings, was put forth by a chemist named Noel Scott, who is employed by the Army. Scott announced he had produced tiny "saucers" of ionized gas in a vacuum jar experiment at Fort Belvoir. At the time, Scott told Air Force investigators he had no idea whether the conditions of his experiment were likely to exist in the atmosphere. To get the answer, I queried Dr. George Ray Wait, internationally known physicist of Carnegie Institute. Here's what Dr. Wait told me:

"I know of no conditions in the earth's atmosphere, high or low, that would duplicate those needed to make the laboratory models at Fort Belvoir."

In regard to unidentified objects observed visually and tracked by radar, Dr. Wait posed a key question: Are they navigated?

"If the reports of reversals, sharp turns, rapid climbs and descents are fully confirmed," he said, "no natural phenomena, to my knowledge, would explain such reports."

The swift acceleration of saucers, confirmed by radar and visual reports, far exceeds the acceleration of man-made rockets and guided missiles. In addition, no earthly craft can reverse from high speed or make the violent turns proved by radar tracks.

Some flying saucer skeptics claim that no solid object, not even a revolutionary space ship, could maneuver as reported, since it would be subject to the Earth's laws of gravity, momentum and inertia.

But there is one practical answer. By applying the propulsion force in the opposite direction, abruptly reversing its thrust, an object might be halted in a few seconds. On an M.E.W. radar scope, or as seen visually, it would appear to have stopped almost instantly. After this follower stop, a 90 degree turn could then be achieved by again changing the thrust.

A G-sled used by the Air Force gives a hint of the possibilities. This device, driven by rockets down a long track, attains high speed in a few seconds. Near the end of the track, it is abruptly halted by a powerful braking system. For an instant, the force acting on an occupant is many times the effect of gravity. Tests have proved that human pilots, for a fraction of a second, can take over 45 G's and live.

Perhaps human like beings could withstand the G forces of saucer maneuvers if applied for only a moment. It may be, however, that the objects are remotely controlled from higher up

to avoid repeated exposure to such stresses. In any event, the maneuvers themselves are explainable by reversing or shifting the thrust of some radically new type of propulsion.

The increasing evidence from the radar-and-light reports cannot be denied. It is my opinion, as previously stated in TRUE, that the saucers are devices from outer space, exploring the Earth just as our government expects some day to explore other planets.

Though most authorities believe that life, *as we know it* is not possible on Mars or Venus, they do not exclude the possibility that different forms of life may have developed there. From these neighboring planets, the time required to reach the Earth would be relatively short. with the velocities now considered attainable.

If the saucers are not from planets of our solar system. then the problem of the vast distances from other stars' planets may seem insurmountable. But Einstein's theory of special relativity offers a solution now accepted by space travel planners in this country and abroad. Because of the relative nature of time and space the elapsed time for a round trip to a distant point will be less for the travelers than the elapsed time recorded on Earth when the journey is ended. However, the occupants of the space craft will be unaware of any difference during their trip; to them the daily passage of time, as shown by their clocks, will seem normal.

This difference, or "time dilatation factor" as it is called, will increase as a space ship's speed approximates the velocity of light.

Fantastic though it seems, time dilatation has been proved mathematically. In a recent Journal of the British Interplanetary Society, Dr. L. R. Shepherd gives figures for a specific interstellar voyage. He assumes that a traveler, X, makes a round trip to the star Procyon, 10.4 light years away, while an observer, Y, remains on Earth to record the elapsed time here. He also assumes that, because of the long trip at maximum speed, periods of acceleration and retardation are negligible.

"Suppose X goes to Procyon and back," says Dr. Shepherd, "with a velocity of .99c (*c* equals the velocity of light]. While Y records X's return twenty one years later, X is aware only of a passage of *three years*..... The only shortcoming wo.....that friends whom he left iii the bloom of their youth would be found in their dotage."

This latter effect, however unfortunate, does not alter the basic fact: time dilatation can greatly shorten interstellar journeys. Nor would trips of several years daunt human space explorers any more than long sea voyages daunted Columbus. Magellan and others who left home for extended periods to explore the globe.

To reach velocities close to that of light would, this scientist points out, require a source of energy more powerful than any known today---the wholesale conversion of mass into energy.

The problem is staggering---but so were the problems of splitting the atom. Races on other other planets, with civilizations perhaps thousands of years ahead of ours, could have found the answer and conquered space long ago.

Some Air Force officers still insist the saucers do not exist But regardless of such personal beliefs, the saucer investigation will go on. The growing body of data, it is hoped, may permit some conclusions to be drawn. So far, statistics aren't particularly helpful. A preliminary A.T.I..C. analysis of fifty radar reports taken at random from the files show incidents from land and sea, and speeds between zero and 4,500 m.p.h.; 80% from surface land or ship based radar installations, 20% from air-borne sets, and 35% were confirmed visually. Daytime produced 35% of the incidents, night 65%. In 60% of the cases, a single

object was reported; in 40%, multiple objects. They flew straight paths more often than they maneuvered.

The latest plans of the A.T.I.C. attest to its serious attitude. One hundred special two lens cameras which can take simultaneous straight and spectroscopic photos through which the saucers' light may be analyzed, have been sent to strategic points---air bases, A-bomb plants, and other spots where the mysterious visitors have frequently been seen. The reports of airline pilots and other trained observers are to be studied more carefully than ever before. Even apparent hoaxes will be investigated.

The Air Force is admittedly touchy on one point---the question of interceptors trying to down the "saucers." General Ramey, reiterating his previous statement, emphasized:

"No orders have been issued to the Air Defense Command or by the Air Defense Command to its fighter units to fire on unidentified aerial phenomena."

Unless an object attacks our planes, or is obviously a threat to this country, the decision is left up to pilots.

In talking with Major Norman, the Air Force radar expert, I learned he had been an interceptor pilot and had once chased a strange light.

"On an interception like that," I said, "exactly what steps would you take?"

"First, you prepare for combat," be said. "That means your guns are ready in case you're fired on. Then I'd ease in close, if I could, for a try with my camera- guns. But I'd be very cautious, I'll tell you that."

"Suppose you got close," I said, "and saw some strange device. Would you signal for it to land---maybe fire a burst off to one side?"

He looked at me grimly. "Unless it attacked me, I wouldn't cut loose my guns---it might be suicide."

"Even if they weren't hostile," another officer told me, "barging in too close might scare them into attacking."

There is no doubt that many interceptor pilots remember Captain Mantell, who met his death while chasing a saucer near Godman Field, Kentucky.

Though he was said to have blacked out from lack of oxygen, there is still a lingering doubt among fliers.

Trying to communicate with the saucers would seem the next logical step. So far, the Air Force informed me, it has made no such attempt. When I suggested the idea to Controller Harry Barnes, he looked surprised.

"I was so intent on tracking them, I never thought of trying the radio. After all, what would you say?"

"How about this? 'You, out there three miles north of the airport; if you read me, make a right turn.'"

"If it did turn, my hair would probably stand on end." Barnes thought for a moment. "Maybe I'll try it, at that, if it ever happens again."

From all the hundreds of saucer reports, one fact stands out---there is no cause for fear. For years, these unknown visitors have been operating peacefully in our atmosphere. (I do not believe Mantell's plane was destroyed as a hostile act.) There has been plenty of time, if hostility were intended, for the intelligence back of the saucers to strike at our planes and our cities.

It is evident that exploration, and eventually contact, are the purposes behind the saucers' repeated visits. When that contact comes, it should be no cause for panic. Meeting intelligent beings who know the secrets of space should be of profound benefit to everyone on Earth.

It could be the greatest adventure of all time.--- **Donald E. Keyhoe**
TRUE, 1952

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UFOs and SCIENCE
The Collected Writings of Dr. James E. McDonald

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Too Many Coincidences

Francis L. Ridge

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Something very important happened in July of 1947, something that will ultimately be life-altering. It was an event that was covered up so well that not even seasoned UFOlogists touched it until the 1970's, a quarter of a decade later. It was 1980 before the first book about the events at Roswell was written. The cover-up worked.

If Jesse Marcel, Sr. hadn't told nuclear physicist/UFO researcher Stanton Friedman about Roswell in 1978, we may never have heard about it. Whoever was responsible for the cover-up had done a remarkable job. Now, with over 600 first and second-hand witnesses on record, the story of what really happened that summer in 1947 has become much clearer. In six weeks time there were as many UFO sightings reported to the news media as there were reports to the U. S. Air Force Project Blue Book for the entire year of 1952!

I have two reasons for writing this paper about Roswell (which occurred in 1947) and the "Estimate of the Situation" produced a year later (in 1948).
1) Looking at the revised data and placing this in the historical context, I think I might have discovered some answers and/or some head-scratching coincidences.
2) I wanted to condense the Roswell enigma into something short but informative, dealing with the most impressive evidence, adding my pet theories for-the-record. This is for my friends and colleagues, and family. I confess that I used the latest information from the affidavit (Ref. 7 & 8) of Lt. Walter Haut to construct this scenario, and that a lot of the other depositions that are no doubt very relevant, but would have made a short report impossible, I left out. The argument about dates and times is not important, at least here, because I'm convinced these events happened. Besides, there were things going on simultaneously at a number of locations. Here is what I think is important and what I want researchers and others to take note of.

Evidence shows that the UFO story began long before World War II, but most are familiar with the stories of objects or lights seen by pilots during the war, called "foo-fighters", etc. Compared to more recent history, this wasn't as interesting. Most of the books we have read paid only cursory attention to those sorts of things. It was the enigmatic "flying saucers" that got our interest, and those suddenly sprang upon us in the summer of 1947, the famous Kenneth Arnold sighting of June 24th being one of the highlights. But the real surprise, was the evidence put forth in the recent book, "Strange Company" (2007), by Keith Chester. (Ref 1.) This book lists about 150 more incidents than even I knew about, some of them close encounters, during WWII. Keith stated in the introduction that the book "presents one of the greatest wartime mysteries, one that has been shrouded in ignorance for more than sixty years. And it suggests that while an immense twentieth century war was raging on Earth, there appeared to be someone, or something, from somewhere else, watching us." This book provided more pieces to the puzzle which has been on my mind for decades.

Planet Earth had just experienced two devastating World Wars. WW II had lasted six long years and ended

on September 2, 1945. Sixty million people died in that war, making it the deadliest conflict in human history. Sadly, nearly 2/3rds of those killed were civilians. In August of 1945 the United States used the only atomic bomb group in the world, the 509th (which by November was based at Roswell, New Mexico. See previous UFO connection at Tinian Island) to deliver two atomic bombs to Japanese targets, killing 140,000 people at Hiroshima and 74,000 at Nagasaki. As soon as the war ended we continued to develop and test bigger bombs and better delivery systems. Soon, atomic warheads could be carried to targets by ballistic missiles. Those missiles were being tested in New Mexico. History has repeatedly shown that when Earth people make things, they use them. To make things even scarier, we already HAD used nuclear weapons twice, and on civilians! And for the record, we have tested over 2,000 nuclear weapons since then, some in space!

The preface of one of the most recently released books, "Witness to Roswell" (Ref. 2) by Thomas Carey and Donald Schmitt (2007), describes New Mexico very well: "The state of New Mexico in 1947 was the most sensitive and highly guarded area in our country, if not the entire world. Not only was there ongoing atomic research at Los Alamos where the first atomic bomb was developed, but there was also the testing of captured German V-2 rockets taking place just to the south at White Sands near Alamogordo. Not far from Alamogordo was also Trinity Site, where the world's first atomic bomb was detonated. And at Roswell itself was the headquarters of the 509th Bomb Group, the only atomic strike force in the world at the time. It was the 509th that just two years before had dropped the two atomic bombs on Hiroshima and Nagasaki to end World War II. Little did they know that they would also become involved in one of the most significant, most historic events of all time—the crash of an unknown object."

By 1947 the night-marish events of WWII were still in the minds of many. I don't know what triggered it, but suddenly and without precedent, a massive wave of sightings of objects described as "flying discs", hit the United States. It is now sixty years later and no satisfactory explanation has been forthcoming. Beginning in June, newspapers across the country carried accounts describing the arrival of flying saucers. Witnesses throughout the country would describe flying "discs" and other assorted, metallic flying objects that defied conventional explanation. Ted Bloecher in his book, "The Report on the UFO Wave of 1947" (Ref. 3), describes newspaper accounts of military pilots being placed on 24-hour alert, and radar operators on 24-hour standby, all looking skyward and hoping that whatever was invading our airspace was not a new threat to our national security that might lead to another war. In most of these (over 1500 incidents) the objects were described as round or disc-shaped. In fact, half of them occurred in broad daylight! For more than a week, sightings were made in continuously increasing numbers.

On the late evening of July 3, 1947, a severe lightning storm raked central New Mexico. During the height of the storm, local ranchers (10-12 miles apart) would later describe hearing a loud explosion that did not sound like the other thunderclaps. Records now show that within hours, UFO sightings began to increase all over the United States. Based on what was going on and the apparent intensity of it all, "somebody" else might have thought we had actually shot down one of their craft.

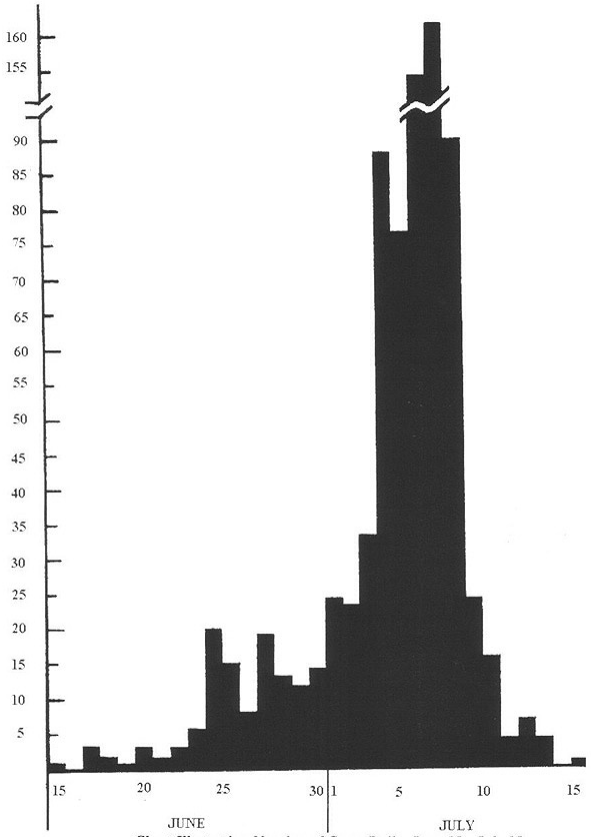

Chart Illustrating Number of Cases Daily, June 15 - July 15

Chart 05-6

On July 4th the reports rose sharply and spontaneously, and for five days there was scarcely any part of the United States that had not been visited by these strangely elusive aerial objects. Reports came from many points in Canada as well. The number of sightings crested on July 7th (carefully note that date), and during the next few days reports began to diminish until, about a week later, only a handful were being made from scattered sections of the country. Although the objects themselves had all but vanished, interest and speculation about them continued for some time after. The printout that lists 853 of the 1500 incidents for that six week period can be found at 1947 wave. I have also posted the complete report, The Report on the UFO Wave of 1947 by Ted Bloecher. The 1947 UFO Chronology, compiled by my NICAP Team may be of interest. All in all, over 500 pages of documentation.

One thing I noticed almost immediately: Sightings had peaked IN NEW MEXICO during that wave on June 27 and 28th, indicating a frenzy of activity days BEFORE the crash. The sudden increase in NATIONAL sightings occurred right after the crash. I had considered the thought that the 27th-28th peak was the result of the famous Kenneth Arnold sighting near Mt. Ranier, Washington, and the press reports from all over the country days later. But this peak was definitely concentrated in New Mexico! Keep in mind that these are civilian reports from newspaper files. There are no military records to tell us what the military was experiencing, but surely there were such incidents in New Mexico. Looking at those charts one cannot help but note a very suspicious LACK of incidents reported from July 3-8 coming from New Mexico, PERIOD. We know that, according to Air Force admission during the 1994 General Accounting Office investigation, that many records were reported as destroyed along with other documents (see GAO investigation)

Note this item is on the very first page of the GAO report. (Numbers of paragraphs are as in the actual report).

> "(2) although some of the records concerning Roswell activities had been destroyed, there was no information available regarding when or under what authority the records were destroyed;"

GAO Report continued:
(3) only two government records originating in 1947 have been recovered regarding the Roswell incident;
(4) a 1947 Federal Bureau of Investigations record revealed that the military had reported that an object resembling a high altitude weather balloon with a radar reflector had been recovered near Roswell; and
(5) a 1947 Air Force report noted the recovery of a flying disc that was later determined by military officials to be a radar tracking balloon

Item (4) is the July 8 FBI telex saying Major Kirton, the intelligence officer at Fort Worth (name spelled incorrectly by the FBI as Curtan) reported the Roswell object was a weather balloon with a hexagonal radar reflector, but also said that "telephonic conversation between their office and Wright Field (Dayton, Ohio) had not borne out this belief. Disc and balloon being transported to Wright Field by special plane for examination". According to newspaper accounts, General Ramey said the flight had been canceled. If the Roswell object WAS a balloon, this makes sense. Why send an obvious balloon all the way to T-3 at Dayton? But here, the July 8 document confirms there WAS a flight. And the balloon explanation didn't agree with the facts known by the FBI at that time.

I asked the reader to note the date, of July 7th, in regard to "the number of sightings crested on July 7th, and during the next few days reports began to diminish until, about a week later, only a handful were being made from scattered sections of the country." The sightings were dying down BEFORE General Ramey put out the balloon explanation on July 8th, ridiculing those who had mistaken a balloon for a flying saucer!!! The wave of 1947 didn't die because of the embarrassment at Roswell. Whatever the saucer mission was, it was over.

Briefly, here is what I contend, happened at Roswell.
Either something involving two flying saucers (which I find hard to believe based on the debris trail), or **something else,** struck the craft, knocking off small fragments and possibly causing decompression. The resultant train of debris was a long NW to SE corridor over 65 miles long. A few pieces were found 5 miles NW of the first official site two months later. The craft then struck the ground at a shallow angle at the Foster Ranch about 60 miles NW of Roswell and skipped back up into the air, leaving a slight gouge and a light debris field several hundred feet wide and 3/4 of a mile long. The rest of the ship, along with the remainder of the doomed crew, remained airborne and continued in an southeast direction for another 20 miles or so before it came to rest in a flat area with low, rolling hills 40 miles north/northwest of Roswell.

Carey & Schmitt (Ref. 2) suggest, that based on their evidence, the crash occurred on July 3rd. My scenario doesn't require this. In fact, the evidence I present indicates that the crash occurred between two peaks in sightings, which includes the 3rd. Just how close to either peak the event took pace, I'm not sure. It doesn't matter. However, Jesse Marcel, Jr. (Ref. 4) says the event occurred one week after the Arnold sighting of June 24th, which means it didn't happen during the 27-28 peak..

The Sites

"Mack" Brazel and his wife

Site #1 - Sixty miles NW of Roswell - Mack Brazel, (foreman of the Foster Ranch) finds the debris on the sheep ranch he worked. The sheep will not cross the debris to get to water. The debris is described as silvery, extremely light weight, and very thin like aluminum foil. Some of the material cannot be dented or bent. Other items can be wadded up into a ball but return to the original shape when released.

Site #2 - Twenty miles further SE.- According to his mother (Loretta Proctor), the severely-frightened Dee Proctor (who never allowed himself to be formally interviewed by anyone about what he witnessed as a 7-year-old boy with Brazel that day in 1947), in 1995, takes his dying mother to one of the sites. This one turns out to be the exact same one identified by Roswell researchers Kevin Randle and Don Schmitt in 1991. Today, it appears that the "Dee Proctor Body Site" is a legitimate one, in the straight-line trajectory of four sites involved in the Roswell UFO crash, where Mack Brazel found two or three alien bodies a few days after they were blown out or ejected from the stricken craft when it exploded over the debris field on the evening of July 3, 1947. (Ref, 1,46)

Site #3 - Forty miles NNW of Roswell - The rest of the ship, along with the remainder of the doomed crew, remains airborne and continues in an east/southeast direction for another 20 miles before crashing in a flat area with low, rolling hills.

Small samples of debris about 5 miles NW of the Foster ranch (Site #1), were discovered months after the crash. My first impression is that something struck the saucer at this point, a fatal blow, which left only a few fragments discovered by CIC agent Bill Rickett and Dr. Lincoln La Paz. In September of 1947, Rickett was ordered by the Pentagon to assist scientist Dr. Lincoln La Paz, from the University of New Mexico at Albuquerque. According to Rickett, La Paz had just been briefed in Washington, D.C. and was to determine the speed and trajectory of the unknown object. Keep in mind that this find is two months after the crash and provides more nails in the balloon theory coffin. They found pieces!!!! They were startled to find that the sand in the high desert terrain has crystallized, apparently as a result of exposure to tremendous heat. La Paz reported to the Pentagon that he thinks that the object was an unmanned interplanetary probe. He knew nothing about the bodies and had not been told there were any. (Ref. 3, 176-179)

CIC Agent Bill Rickett

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So the story all began when Mack Brazel, the ranch foreman, found debris on what was known as the Foster Ranch. Any seven year old kid would have recognized a balloon of any kind, with or without aluminum radar reflectors, balsa wood struts and monofilament line. Mack had seen these things before. Major Jesse Marcel and CIC Agent Cavitt looked at the debris that Brazel had first brought into town and even they couldn't identify it. And remember, it was 60 miles as the crow flies, but 100+ miles by road, and over some rough terrain, to get to the crash site and they would not have wasted their time on anything like a balloon, no matter how secret its use might have been. Maj. Marcel was trained in radar and knew what balloons and radar targets looked like.

The scenario:
After gathering some of the debris for most of the day, Maj. Marcel sends Cavitt ahead of him and on in to Roswell AAF. By now it is late and by early the next morning (around 1:00 AM) he is on his way to base, his home an easy stopover along the way. He stops for a short while to show his wife and son, Jesse, Jr., what he and the others have found. He then takes the debris samples into the base.

Maj. Jesse Marcel, Sr. .... Col. "Butch" Blanchard

At 6:00 AM Marcel and Cavitt visit with Col. Blanchard in his quarters and tell him what they have seen.

Late, the day before, when Marcel and Cavitt are with him at the ranch, Brazel leaves with KGFL station manager Walt Whitmore or one of his associates and is hidden out while recording "the story of the century" on a wire recorder. KGFL is off the air by this time so the show has to be aired the next morning, July 8. Early in the morning, Jud Roberts (minority owner) gets a call from the FCC in Washington and is warned not to air the interview, that it was in the interest of national security. If he did, KGFL would lose its broadcasting license. A few minutes later, New Mexico Senator Dennis Chavez strongly suggests he do exactly what the FCC ordered.

Mack is taken into custody by the AAF and detained by the U.S. Army Air Forces at the guest house for four or five days while cleanup operations continue. Military officers begin to interrogate. Brazel is denied access to a phone, is given an Army physical, and is subjected to rigorous questioning and intimidation while under arrest. Balloons can get you into a lot of trouble. Mack Brazel was as patriotic as one can get, as many in those days were. All the AAF had to do was tell him not to talk about it, that it was extremely important he keep his mouth shut, and that would have been all there was to....if it had been a balloon.

Col. Blanchard calls the provost marshal, Maj. Edwin Easley, and orders him to post guards on the roads around the debris field, armed guards encircled the primary areas, denying access to anyone without official business.

7:30 a.m. The regular 8:00 AM staff meeting is moved up to 7:30 A.M. Haut's affidavit doesn't mention this.

A flying saucer has crashed right in the middle of the hottest technological and military area in the world, New Mexico. The Army Air Force has the alien technology in their possession and bodies to prove who was behind it, almost immediately. Here's why the military had to cover it up:

1) A plan for such a recovery was devised as early as 1944; dealing with ANY new technology found.
2) There were spies all over New Mexico; we didn't want ANYONE to know we had in our possession a new technology.
3) The Pentagon and the military in New Mexico didn't know if an invasion was imminent or not.

Lieutenant General Nathan E. Twining was the commander of the Air Materiel Command (where crash debris was flown), the parent organization at Wright Field, Ohio, and the next higher headquarters for both the Alamogordo Army Air Field and the Kirtland Army Air Field. Flight records show he changes his plans (Ref. 9) due to "a very important matter that developed here" and flies to Alamogordo AAF on July 7th. Newsclippings place him at Kirtland AFB on July 8th, talking to the press about flying saucers not being a product of the armed forces. Flight records show Twining left NM on July 11.

Lt. Gen. Laurence C. Craigie, chief of the Research and Engineering Division at Headquarters Army Air Force, is sent to investigate the crash on the orders of Gen. Curtis LeMay. The general meets with President Harry Truman immediately afterwards. (Ref. 5)

More men arrive at the debris field at the Foster Ranch and are assigned to assist in cleaning it up. Soldiers with wheelbarrows move across the field, tossing in the debris. When the wheelbarrows are filled, the soldiers take the debris to collection points. The debris is then loaded into covered trucks to be driven into Roswell.

Sometime that morning, Robin Adair, a photographer with the Associated Press receives a call from the main office in New York, is told to get to Roswell immediately, "even if it meant leasing a plane". Before landing at Roswell, Adair flies over the sites (2). Many troops, vehicles, and MPs cover the large open field. "One of them (sites) wasn't very distinct. The other was." Something has descended, impacted the ground, and then ascended into the air. (Ref. 3)

Several flights carry debris and bodies to various locations.

"Pappy" Henderson confides in his close friend John Kromschroeder in 1978 that he flew wreckage from a crashed saucer out of Roswell and to Dayton.

My impression of the highly successful and relatively swift crash-retrieval operation at Roswell was that it was as if it had been orchestrated much earlier. I say "relatively". But I guess it wasn't all that swift nor all that successful in cover-up terms. They drove through the streets of Roswell brazenly with the flatbed truck, allowed politicians etc. into the hangar, and in many other ways showed that they really DID NOT know exactly what to do. It also took many days and hundreds or personnel to sweep the sites. Richard Hall, in a recent note, made a good point:

> Hall:
> "I think a very strong case can be made that the basic reasons they succeeded in the recovery right under the noses of the populace and the base personnel are (1) the remote locations, and (2) the tightly knit and controlled nature of the base traditions and operations. On top of that, the blatant use of threats of violence to keep people silent is well-established, and that sure as hell is not good planning. Apparently they got away with it only because of who and where they were."

But there is documentation supporting other experiences had prepared the military for such an event, even if there was no plan to ever recover a flying saucer. Keith Chester may have found the answer:

Page 61 of "Strange Company":

> By the order of Major General Nathan Twining, a Fifteenth Army Air Force memorandum was issued on March 15, (1944). Superseding a November 15,1943, version, it was titled, "Capture Intelligence Interrogation Of Air Prisoners of War, Examination Of Enemy Equipment." It detailed the apparatus already set in place for such matters. The Combined Services Detailed Interrogation Center (CSDIC) was specifically set up to interrogate enemy air force prisoners and examine their documentation or anything else in their been possession. No prisoner was to be interrogated by anyone, "regardless of rank," except by the CSDIC air interrogators. Fifteenth Air Force Headquarters required all documentation sent to the A-2's attention, whether the air interrogator thought it related to enemy aircraft or something else. The memorandum required that **all crashed enemy aircraft or captured air material be guarded** by personnel from 'the nearest Army unit' until a 'representative of the Captured Intelligence Section, A-2, MAAF [Mediterranean Allied Air Force] arrived."

There was only one facility that was dedicated to the science of "reverse engineering": AMC Intelligence Dept, referred to as T-3 (Ref. 11) at Wright-Paterson AFB, Dayton, Ohio. On May 21, 1951 it would become known as ATIC (Air Technical Intelligence Center). The word "Air" was changed to "Aerospace" in 1959. Then, on July 1, 1961, it would become the Foreign Technology Division (FTD). Air Force Regulations 200-2 and 80-17 would later spell this out, requiring first the 4602nd AISS and later on the 1127th Field Activities Group, to do the investigation and secure materials.

Col. Thomas DuBose

Gen. Thomas DuBose exposes the cover-up at Roswell in an affidavit. More on DuBose.

> DuBose:
> "In early July, I received a phone call from Gen. Clements McMullen, Deputy Commander, Strategic Air Command. He asked what we knew about the object which had been recovered outside Roswell, New Mexico, as reported by the press. I called Col. William Blanchard, Commander of the Roswell Army Air Field and directed him to send the material in a sealed container to me at Fort Worth. I so informed Gen. McMullen."
>
> "The material shown in the photographs taken in Maj. Gen. Ramey's office was a weather balloon. The weather balloon explanation for the material was a cover story to divert the attention of the press."

DuBose and Colonel Alan D. Clark, the base commander, meet the aircraft from Roswell. Clark receives the bag with (a sample of) the debris and walks to the "command" B-26 to fly it out to Andrews Field, Maryland. This was the Pentagon's first peek at the Roswell material.

Gen. Roger Ramey

Lt. Walter Haut

In 2002, Walter Haut, the Lieutenant who had put out the famous press release for Colonel Blanchard announcing the AAF recovery of a flying saucer, signs an affidavit, to be released upon his death.

(8) On Tuesday morning, July 8, I would attend the regularly scheduled staff meeting at 7:30 a.m. Besides Blanchard, Marcel; CIC [Counterintelligence Corp] Capt. Sheridan Cavitt; Col. James I. Hopkins, the operations officer; Lt. Col. Ulysses S. Nero, the supply officer; and from Carswell AAF in Fort Worth, Texas, Blanchard's boss, Brig. Gen. Roger Ramey and his chief of staff, Col. Thomas J. DuBose were also in attendance. The main topic of discussion was reported by Marcel and Cavitt regarding an extensive debris field in Lincoln County approx. 75 miles NW of Roswell. A preliminary briefing was provided by Blanchard about the second site approx. 40 miles north of town. Samples of wreckage were passed around the table. It was unlike any material I had or have ever seen in my life. Pieces which resembled metal foil, paper thin yet extremely strong, and pieces with unusual markings along their length were handled from man to man, each voicing their opinion. No one was able to identify the crash debris.

(9) One of the main concerns discussed at the meeting was whether we should go public or not with the discovery. Gen. Ramey proposed a plan, which I believe originated from his bosses at the Pentagon. Attention needed to be diverted from the more important site north of town by acknowledging the other location. Too many civilians were already involved and the press already was informed. I was not completely informed how this would be accomplished.

(10) At approximately 9:30 a.m. Col. Blanchard phoned my office and dictated the press release of having in our possession a flying disc, coming from a ranch Northwest of Roswell, and Marcel flying the material to higher headquarters. I was to deliver the news release to radio stations KGFL and KSWS, and newspapers the Daily Record and the Morning Dispatch.

(11) By the time the news release hit the wire services, my office was inundated with phone calls from around the world. Messages stacked up on my desk, and rather than deal with the media concern, Col. Blanchard suggested that I go home and "hide out."

(12) Before leaving the base, Col. Blanchard took me personally to Building 84 [AKA Hangar P-3], a B-29 hangar located on the east side of the tarmac. Upon first approaching the building, I observed that it was under heavy guard both outside and inside. Once inside, I was

permitted from a safe distance to first observe the object just recovered north of town. It was approx. 12 to 15 feet in length, not quite as wide, about 6 feet high, and more of an egg shape. Lighting was poor, but its surface did appear metallic. No windows, portholes, wings, tail section, or landing gear were visible.

(13) Also from a distance, I was able to see a couple of bodies under a canvas tarpaulin. Only the heads extended beyond the covering, and I was not able to make out any features. The heads did appear larger than normal and the contour of the canvas suggested the size of a 10 year old child. At a later date in Blanchard's office, he would extend his arm about 4 feet above
the floor to indicate the height.

(14) I was informed of a temporary morgue set up to accommodate the recovered bodies.

(15) I was informed that the wreckage was not "hot" (radioactive).

(16) Upon his return from Fort Worth, Major Marcel described to me taking pieces of the wreckage to Gen. Ramey's office and after returning from a map room, finding the remains of a weather balloon and radar kite substituted while he was out of the room. Marcel was very upset over this situation. We would not discuss it again.

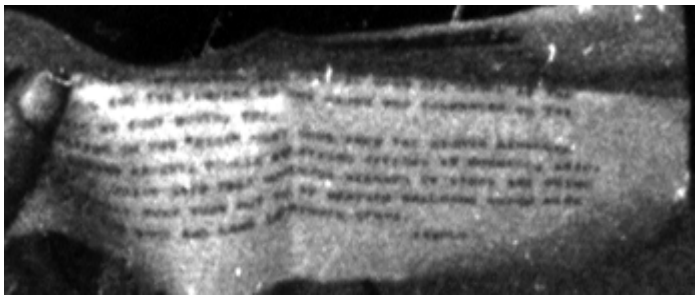
(17) I would be allowed to make at least one visit to one of the recovery sites during the military cleanup. I would return to the base with some of the wreckage which I would display in my office.

(18) I was aware two separate teams would return to each site months later for periodic searches for any remaining evidence.

(19) I am convinced that what I personally observed was some type of craft and its crew from outer space

Ramey & DuBose with substituted foil reflector (balloon not shown)

Gen. Ramey has Maj. Marcel and some debris on the flight to Dayton, Ohio, which is diverted to Fort Worth for the cover-up plan.



Memo

In the photo of Ramey and DuBose at Fort Worth, showing the substituted balloon debris, one can see Ramey holding a memo clutched in his left hand. It is a copy of a message he had just sent to the AAF Chief of Staff at the Pentagon about the recovery and coverup. No one would have imagined that technology would someday reach the point where we could actually read some of that memo. The photographer, the only newsman invited to help perpetrate the cover-up, is James Bond Johnson of the Fort Worth Star-Telegram. He is equipped with a professional-quality camera with much higher resolution than most cameras of the day. Read the memo...but first pay close attention to whom the memo was sent.

Vandenberg was in-charge, says Memo. At the time of the Roswell incident, Gen. Hoyt Vandenberg was the Army Air Force Deputy Chief of Staff. With AAF Chief of Staff Gen. Spaatz out of town, Vandenberg is the acting AAF chief at the Pentagon. It was he who has Clements McMullen order the cover-up, get the material to T-2 at Dayton, Ohio. The Pentagon knows they have a flying saucer and alien bodies. (A year later, in 1948, it was the same Hoyt Vandenberg who "wouldn't buy" the Top Secret Estimate of the Situation.).

Robert Shirkey, standing in the operations building, watches as MPs begin carrying wreckage through to load onto a C-54 from the First Air Transport Unit. To see better, he has to step around Colonel Blanchard.

At 2:30 PM. Blanchard decides it is time to go on leave. Too many phone callers into the base are asking to speak with him. He, along with a few members of his staff (Haut included), drive out to the debris field. Those left at the base are told to inform the reporters that the colonel is now on leave.

At 2:55 PM. the Associated Press reports in a "95," just under a bulletin in importance, that a flying disk had been found.

Now, the bodies.

Archaeologists, including W. Curry Holden, working the sites around Roswell stumbles across the impact site where the object has crashed. One of them heads to the closest phone to tell Sheriff George Wilcox of the discovery of the remains of a crashed aircraft of some kind.

At some point Blanchard calls Eighth Air Force headquarters and advises them of the new find. By this time NO ONE believes the material is from a Soviet device, and certainly not any type of balloon or reflector. Eighth Air Force relays the message up the chain of command to SAC headquarters.

The military, knowing the approximate location of the saucer crash, move in with a carefully selected team for the recovery of the craft. The soldiers find civilians on the site already. They escort them off while others secure the area. Five bodies are found on the site. The site is cleaned and secured.

John McBoyle, a reporter for radio station KSWS in Roswell, tries to reach the crash site. He phones to report an object looking like a crushed dishpan. He tells Lydia Sleppy, who works at the parent station in Albuquerque, to hang on. She overhears an argument and then McBoyle tells her to forget it, he has made a mistake. McBoyle is about forty miles north of Roswell.

Sleppy tries to put a message out on the Teletype. According to Sleppy, the message is intercepted by the FBI in Dallas and she is ordered not to complete the transmission. (Ref. 10)

The bodies arrive at the base and are taken to the hospital for examination. Two doctors who are not assigned to the base but who have arrived on one of the special flights begin the preliminary autopsy.

Mirium "Andrea" Bush, 27-year-old civilian woman, secretary to the military hospital administrator (Lt. Col. Harold M. Warne) , is taken by the arm by Warne to the examination room. A number of bodies, described as like children in size, with grayish to brown skin, large heads, and eyes that wouldn't shut. Then, one of them moved. (Ref. 3)

W.J. Rodden, the owner and operator of a photo studio in Roswell, who during the War had been involved in some special photographic assignments for the government, held a security clearance at that time. Although he'd done nothing in an official capacity since the end of the War, he'd proved himself to be a loyal citizen who could be trusted with classified material. He was an expert in photography and was used to photograph some of the material recovered outside of Roswell. (Ref. 13) We were later told by another 509th informant that the Bomb Group had technicians who processed film and repaired cameras, their expertise directed at aerial photographs for bomb damage assesments and photo reconnaissance. He claimed they were not involved in the Roswell event. The photographer who was used at Roswell was brought in from the outside. This man was in fact, W. J. Rodden.

At 2:00 A.M. the next morning a special flight leaves for Andrews AAF in Washington, D.C. Some of the debris and the bodies are on that flight.

8:00 AM. Members of the First Air Transport Unit begin loading crates into C-54s. They load three or four aircraft with an intermediate destination of Kirtland. From there they are to be taken on to Los Alamos. Armed guards watch the loading of the aircraft. (Ref. 1)

At 9:00 A.M. CIC agents Cavitt and Rickett, having returned from assignment in Carlsbad, drive a staff car to the impact site, followed by MPs. They are stopped by the guards who are still posted. Cavitt wants "a new set of eyes on this". When they arrive, they see that a small containment of debris remains which Rickett is allowed to examine. (Ref. 1)

No sooner had the original press release went out and the cover story / explanation is on the wires. The explanation is that Mack Brazel, Maj. Jesse Marcell, CIC Agent Sheridan Cavitt, and Col. Blanchard were fooled by a weather balloon and a radar target reflector!

The cover-up begins

This brief paper mentioned only a few of the testimonies from the 600+ primary and secondary witnesses. For those wanting an in-depth coverage of Roswell, there are a number of books, including the latest two: "Witness At Roswell" by Tom Carey and Don Schmitt, and "The Roswell Legacy" by Jesse Marcel, Jr.

The story goes way beyond Roswell, however, and with even more coincidences. It was coincidence enough for a UFO crash during the first flying saucer wave that lasted only six weeks, most notably in only ten days. It was coincidence enough for sightings to increase right after the crash and decrease before the debunking campaign started. It was a coincidence that the crash could have happened anywhere in the world, but happened in the hottest technological place you would find on Planet Earth. It was a coincidence that an object was tracked on radar, two hundred miles up, over the area of the Foster Ranch.

Late August, 1947; New Mexico

You can see this one for yourself. This report is in the Project Blue Book documents. A CPS-4 radar was modified to track objects at very high altitude. They aimed the antenna almost straight up and picked up a target at 200 miles up. At an even 200 miles the angle of the radar at 70-degrees would put the spot about

73 miles away from Alamogordo Army Air Field (later Holloman AFB). Since the range could have been slightly higher, because of the high angle the ground range could be as much as 76-80 miles or more. The Foster Ranch debris field (and any fairly close-by anomalous site) was about the same distance, about 85 miles away from Alamogordo. The report leaked out. Not found in the original Project Blue Book as an "unknowns", this incident IS listed in the updated list by Brad Sparks: "AMC Watson Labs Project Mogul engineer Rosmovski and communications officer Lt. H. G. Markley tracked a stationary target at 200 mile altitude using a modified CPS-4 radar aimed at 70-degree elevation." (FOIA, Loren Gross, Aug-Dec 1947 SUPP p.28.) Certain AF operations, like Project MOGUL which did the tracking of the 200-mile high stationary object, BELIEVED that there was an object at 200 miles up and went to some effort to cover it up. Two fairly high-level AMC people (Lt Col James C. Beam and Alfred Loedding the "brains" behind Project SIGN) make special arrangements in advance to fly out from Ohio to NM to interview Dr Peoples about the incident and then only when they arrive they find out Dr Peoples has conveniently LEFT and flown off to New Jersey, evidently to evade interview, and Lt Markley is strangely unavailable.

I don't think anyone was more knowledgeable about crash/retrieval stories than Leonard Stringfield. I'm not sure though just how many crashes he researched, but there was a surprising number of alleged incidents. But none of them comes close to Roswell with over 600 witnesses, first and second hand. I do find the Roswell evidence quite compelling. Assuming on my part that real UFO crashes are extremely rare and flying saucer material is really tough, even showing any lack of vulnerability as evidenced by many reports of objects fired upon during WWII, the idea of any crash seems odd. But with the given of Roswell, in my opinion, something brought the grays' lady down.

Were there two saucer crashes? Stanton Friedman thinks so. The debris train doesn't look like the result of two objects colliding, in my opinion. Was the craft struck by and downed by lightning? This appears to be extremely unlikely. One study report provided by NARCAP's Richard Haines explains why this is very rare even with our aircraft. Something brought the craft down and was extremely loud. Could an air-to-air missile have struck the craft in a vulnerable spot? There is no evidence we had any missile that had any type of reliable homing device. Whatever the cause, with such apparently indestructible material reported at Roswell, and the numerous reports from Keith Chester's new book "Strange Company", concerning Allied and Axis military firing on UFOs with no effect, whatever brought the saucer down would have been very powerful and would have been heard for many miles. We're still looking for the answers. If we had anything to do with the crash, or the crew's superiors thought we had, we could have been in big trouble. Vanderburg may have wondered about all these things, thinking the incident may have stirred up a hornet's nest. Saddened in one sense at the loss of life, and fearful of what was to come of it all, the Pentagon would have covered it up, and waited. The sudden increase in national sightings right after the crash might be explained by the possibility that somebody thought we had shot one of their saucers, maybe two, down over New Mexico.

A year later, without Roswell on the minds of Project SIGN at Dayton, Ohio, the independent evidence of other major UFO incidents in general caused the drafting of the top secret Estimate of the Situation, delivered to AF Headquarters on August 5, 1948. (Ref. 6)

> Captain Edward J. Ruppelt:
> "..... the higher The Estimate of the Situation went in the Air Force chain of command the cooler the reception it got, and .....reports of radar picking up UFO's began to come in. How far this estimate got is something that I could never determine, but it got up into the high echelons of the Air Force before it was batted back down. The reason for batting it down was that the conclusions, interplanetary vehicles, lacked proof. A group from ATIC went to the Pentagon to sell the idea to the late General Hoyt S. Vandenburg, then Chief of Staff of the Air Force, but had no luck. The evidence didn't impress him enough to make him decide to buy the interplanetary theory."

If you remember, the Pentagon's AAF Chief of Staff Gen. Spaatz was out of town when the crash occurred. Vandenberg was the acting AAF chief at the Pentagon, and was directly involved, as evidenced

by historical fact and the Ramey memo. Some group, high up in the Pentagon knew about Roswell and they knew they couldn't sign the EOTS. Actually there were two estimates. ATIC's version made no mention of Roswell. I think the Pentagon's version might have. If not, the Pentagon probably didn't need an estimate. It had a spaceship and its crew!

For an excellent paper on the EOTS, see Project Sign and the Estimate of the Situation By Michael D. Swords.

I had a very interesting conversation with Keith Chester while writing this report and we discussed the EOTS. It seems very logical with the way the government produces reports that there were several copies out there, even though it was stamped Top Secret. Top Secret items are supposed to be locked up. Major Keyhoe saw the EOTS in 1952. Captain Edward Ruppelt had seen it and he was the first to describe it in his book. Major Dewey Fournet, HQ Monitor between Project Blue Book and the Pentagon, actually HAD a copy of it. He wasn't too impressed with it and said that it was put together too early too fast. Harry Woo of NavPIC saw it. Fournet showed him a copy of it. In any event ATIC was seriously considering that flying saucers were interplanetary from the very beginning, at least just a year after the Wave of 1947 and Roswell.

The following Page 8 is from the July 30, 1947: Colonel Garrett's ATIC Estimate, which was a rough draft of the report. The finalized version has not been located. Page 8 mentions "lack of topside inquiries, when compared to the prompt and demanding inquiries that have originated topside upon former events, give more than ordinary weight to the possibility that this is a domestic project, about which the President, etc. know." This is an indication to me that somebody in the Pentagon, Spatz and Vandenburg for sure, knew about Roswell.

And here's the Aug. 19, 1947 FBI Memo that says pretty much the same thing. Memo to D.W. Ladd from E.G. Fitch mentioning SAC Reynolds conversation with Lt. Col. George Garrett, re: "there were objects seen which somebody in the Government knows all about."

In my opinion this made the turnaround necessary. Flying saucers HAD to be played down. Project SIGN had to be changed to Project GRUDGE and UFOs had to be explained away. ATIC was already taking the reports seriously. The Pentagon stance was way beyond taking. After a while and nothing happened (no invasion), the pressure eased. The new project Grudge became Project Blue Book. It would take another paper to go into this aspect of the UFO story, but one my colleagues put it pretty well:

> Keith Chester:
> I don't think Bluebook personnel were informing the Pentagon about anything important. I think they were a front, a front that was compartmentalized; a vehicle for running screen for the Air Force in the Public Eye, and an intelligence gathering entity working with civilian investigations. Bluebook did conduct there own investigations, but I feel they were definitely monitored by a much more sophisticated outfit in the Air Force. I think your paper is lacking much about the OSI's role.

In 1952 the massive UFO sighting wave shook up the military and the CIA. Thousands of people reported having seen things in the sky, and radar was confirming those impressions. There were photographs and movies and jet chases and reports of alien creatures. There were headlines and radio reports of activity in the skies over Washington, D.C., that ended in what was described as the largest press conference held by the military since the end of the Second World War. And while all that was going on in the public eye, a first lieutenant was sent into Roswell (Ref. 12) to review the records and documentation about the UFO crash five years earlier. Although he had not been in the military in 1947, and was certainly not involved in the events of July 1947, he now had access to everything that had been written, photographed, and documented about the crash retrieval. His job was to determine what needed to be left in Roswell, what had to be moved to another facility, and what had to be destroyed. The lieutenant said he had access to all the relevant documents, and so understood the whole story. He had seen dozens of reports told from

various vantage points on the crash site, had seen the photographs of the ship, and had even handled a piece of the thin metallic debris. There was nothing about the crash that he didn't have access to, or failing that, of a way of finding it out. The lieutenant's knowledge of Roswell came from the documents he saw in 1952. This officer would eventually rise to the rank of brigadier general.

After 60 years there is nothing in our inventory that even faintly resembles flying saucers or UFO technology. We haven't learned anything from Roswell. Or have we?

On August 19, 2007, Brad Sparks stated:

> "I must admit from my highly skeptical research that in 1949 AFOSI was almost certainly responding to Roswell - for very compelling reasons I cannot get into here. There is in fact some weak, circumstantial evidence suggesting that it was a classic Roswell coverup."
>
> "In 2000 while doing non-UFO-related research, I accidentally discovered the TOP SECRET U.S. government policy response toRoswell, which should not exist if Roswell was essentially a non-event. <>It is disturbing because I had thought of Roswell as a nothing event, and because the idea the US Government took it so gravely serious should be a disturbing revelation. One of our own balloons (Mogul or otherwise) would not trigger any response at all because it's one of ours."

Oct 12, 2007. Some of you probably remember anthropologist Herbert Dick's denial about being on the Plains of San Agustin in July of 1947? It would support Barney Barnett's story about seeing the military AND the archeologists at the crash site if we could prove Dick and his group WERE there and that he lied about it. Dick, who died in 1992, had a college background and advanced degree and would not have wanted to embarrass a prestigious university or jeopardize a chance to acquire a Ph.D by reporting that he was at a crashed flying saucer site with bodies in 1947. So was he there? Yes! Secretly in our possession for some time, in January of 2008 the Harvard Archives allowed Art Campbell to publish the Dick letters. The material concerning Dick's presence on the Plains is a seven-page letter, cleared to me on January 14th, that Dick sent to his advisor, justifying his side of a feud with another archaeologist, over who would do the Bat Cave dig for a thesis. These documents, provided to me by researcher Art Campbell prove Herbert Dick's group's presence on the Plains on July 1-14, 1947.

In the 2007 motion picture, "National Treasure: Book of Secrets", Benjamin Franklin Gates (Nicolas Cage) and his team take another romp through U.S. history. Now, armed with a stack of long-lost pages from John Wilkes Booth's diary, Ben is obsessed with finding the truth behind President Abraham Lincoln's assassination. Forced to help is the President of the United States, who then asks a favor, for them to look at page 47. At the end of the movie, in the scene in the hanger, the President says, "Any insights, about that thing we talked about.?" And Gates replies, "Yes sir, Mr. President, life altering."

References:

Ref. 1. "Strange Company", Keith Chester (2007)
Ref. 2. "Witness to Roswell", Thomas Carey and Donald Schmitt (2007),
Ref. 3. "Report on the UFO Wave of 1947", Ted Bloecher (1964)
Ref. 4. "Roswell Legacy", Jesse Marcel, Jr. (2007)
Ref. 5. Veteran USAF pilot Ben Games told a local UFO group in January that he remembers flying Craigie there, (Sarasota [Fla.] Herald Tribune, May 30, 2007).
Ref. 6. "Aliens From Space", Maj. Donald Keyhoe, pg. 16 (1973)
Ref. 7. The Walter Haut Affidavit, Dec 6, 2002
Ref. 8. Haut Affidavit. How it was obtained (Don Schmitt)
Ref. 9. Top Secret/MAJIC, 42-43 (Stanton Friedman)
Ref. 10. Top Secret/MAJIC, 15-16 (Stanton Friedman)
Ref. 11. Michael Swords letter to Fran Ridge, Aug. 2007
Ref. 12 Kevin Randle, Case MJ-12, 147
Ref. 13 Kevin Randle, Case MJ-12, 148

National Investigations Committee On Aerial Phenomena

Date: Thu, 14 Jun 2007 04:56:10 -0500
From: Francis Ridge <nicap@insightbb.com>

The 1975 SAC Base Northern Tier Overflights

October 27 - November 18, 1975

Updated: June 15, 2007

http://www.globalsecurity.org/wmd/facility/images/usaf-map1.jpg

When Project Blue Book's closure was announced in Dec. of 1969* (with full knowledge of the March 1967 missile incident), the media and the public was told that "No UFO reported, investigated, and evaluated by the Air Force has ever given any indication of threat to our national security. There has been no evidence submitted to or discovered by the Air Force that sightings categorized as 'unidentified' represent technological developments or principles beyond the range of present-day scientific knowledge. There has been no evidence indicating that sightings categorized as 'unidentified' are extraterrestrial vehicles." The incidents listed in the latter part of October and the first few weeks of November dramatically illustrate that at least two of these claims are false.

This 13-page report with 59 documents would not be possible without the help of Dan Wilson, Brad Sparks, Barry Greenwood and Larry Fawcett. My work on this compilation began many months ago because of a need for a very

comprehensive listing of these important incidents. This report is part of the 30-page 1975 UFO Chronology but covers only the events during the northern tier overflights so that the importance of this intrusion would not be lost in the shuffle.

The official documents provided in this report list the cause of these incidents (in many cases) as "helicopters". It would soon be obvious, and surely now after 30-plus years, that these were DEFINITELY NOT any type of helicopter. The times listed in the documents are ZULU, so local time had to be calculated so we could use the listings in the proper chronological order. Many times this actually changed the DATE of the sighting. So what you see (if not in need of any future corrections) is what happened, and when.

Here, then, is the 1975 SAC Base Northern Tier Overflights, listed as they occurred, with the other incidents around the country and the world intact.

Francis Ridge
NICAP Site Coordinator

Oct - Dec 75 - Out in space over the Indian Ocean

U.S. satellites were illuminated or "blinded" over the Indian ocean. Source 10-1,000 times as strong as natural sources. 5 incidents. One 4 hrs. long.

Metropolitan D.C.Besieged With UFO Activity

Strange lights, unexplaonable maneuvers, and craft-like shapes are continuing to puzzle residents of the Washington, D.C. area. Reports began in October and have continued through December at the NICAP office, Many of the reports have similarities while others are an enity onto themselves. (The National Military Command Center [NMCC} is located in Washington, D.C.)

Oct. 3, 1975; Quincy, MA
On this night a large mass of white light, with smaller blue lights inside, hung stationary over Quincy. (Source: CUFOS News Bulletin, February 1976, p. 7).

Oct. 4, 1975; Ramsey, NJ
2:55 a.m. Two police officers, Francis J. Gross and C. Ragazzo were on routine patrol when officer Ragazzo received a radio call from Gross informing him of five "strange looking" lights in the south-west sky. Both officers were able to observe the objects for a period of five minutes. The lights were in a straight line formation and moving very slowly. They appeared to be solid and were reddish in color. The rear sections of the objects were blurred but the rest of the cigar shape was distinctly outlined. The officers watched the objects intently until they disappeared from sight. (Reference: UFO INVESTIGATOR. December 1975, page 1)

Oct.16, 1975; Davis, CA
8:20 p.m. Seven witnesses including the main witness named Landeros sighted two UFOs maneuvering in the sky. The first object was triangular in shape with white and yellow lights. It went down and up rapidly, then back-and-forth. The second UFO was a domed disc; it came from same direction as the first and had red, green, and blue lights spinning on its rim. It hovered, tilted, and shot off toward the west. (Source: CUFOS News Bulletin, February 1976, p. 9).

Oct. 18, 1975; 25 miles NW of Helena, MT
12:30 a.m. John Struble was driving his truck when he noticed a large object, fifty feet in diameter and twenty-five to thirty feet in the air. The object passed over his truck from the rear and then stopped and hovered about one hundred yards ahead of him. As the object did this it directed a very bright light at him, causing the truck's lights and engine to go out. The UFO stayed there for about five minutes before moving away. The object made a noise like a big jet and then rocketed straight up into the sky and moved away to the east at an incredible speed. When the UFO disappeared the truck's lights and engine came back on. Struble notuced that his nonelectric watched had stopped for five minutes, the duration of the UFO's appearance.(Reference: Lawrence Fawcett and Barry J. Greenwood, *Clear Intent*, page 33)

Oct. 19, 1975; Hailey, ID
11:00 p.m. Two men walking just west of town noticed a red light approaching their position at high speed. It stopped over

them, and was described as an almond shaped craft pointed at the ends. It then turned bluish in color and began to hover. The lights suddenly went out and the craft descended making a hissing sound. It landed among some bushes then a small light came on. At this point both men saw a figure moving within the light and ran back to town. (HC addition # 744, CUFOS Reports,Type: A)

Oct. 20, 1975; Priest Butte, MT
4:30 p.m. A couple living on a ranch near Priest Butte, Montana, reported that they had seen a UFO about half a mile from their home, on the east slope of Priest Butte. Using binoculars, they described it as being egg-shaped, with the large end of the craft on the ground. It had one yellowish-gold light which at first gave off a dull glow and then became brighter. It had two arm-like appendages which came out of the craft, one on each side. The arms made a continual motion similar to a breaststroke. The craft remained stationary for five minutes. Then the appendages retracted into the craft, and it went straight up and out of sight. (Reference: Lawrence Fawcett and Barry J. Greenwood, Clear Intent, page 34)

Oct. 25, 1975; Sao Gondolo do Amarante, Ceara state, Brazil
6:00 p.m. A young woman with the surname of Dira had bathed in a lagoon in Sao Gondolo do Amarante on the river and was washing clothes when she felt a heat wave and saw an oscillating blue light in the sky nearby. Frightened, she took cover in some undergrowth, but the light increased intensity. When the blue light approached even closer she ran home. She managed to escape inside her house, but she had a high body temp, bloodshot eyes, and her skin looked like it had a sunburn. (Source: Claude Bourtembourg, SOBEPS News, March 1976, p. 18; Charles Bowen, Saga UFO Report, December 1976, p. 80; both sources cite J. Gualberto.)

Oct. 25, 1975; Sao Gondolo do Amarante, Ceara state, Brazil
Bt. 6:00 & 7:00 p.m. A local man was struck by a blue beam of light, reputedly from a disc. He subsequently died. Several other witnesses reported being attacked and terrified by the experience. Some reported being paralyzed by a blue light. (Source: Charles Bowen, FSR, July 1976, p. 33 and Saga UFO Report, citing La Razon, October 27, 1975).

Oct. 27, 1975; Oxford, ME
David Stephens was one of the principals of this famous abduction case. It's one of the most interesting such incidents, not only for the abduction itself but for its curious aftermath. Investigator Brent M. Raynes wrote about it in 'The Twilight Side of a UFO Encounter', FSR 22,2 (July 1976), with follow-up comment by Berthold E. Schwarz in the same issue. The case is also discussed in Thomas E. Bullard's UFO Abductions: The Measure of a Mystery and in my The UFO Encyclopedia, 2nd Ed., pp. 685-90. (Jerry Clark)

Late Oct. 1975; Cheyenne Mountain, CO
In late October, something happened near Cheyenne Mountain, the home of the National Combat Operations Center, something that triggered a Security Option 5 Alert. According to an informant, nobody was allowed to enter the base, except cleared, high-ranking officers or cleared security patrols. No one was to leave. Those personnel on base who had just completed duty were rolled out of bed. Jet interceptors were scrambled into the air. In fact, everything they put in the air during an attack on the U.S. was airborne. (UFO Filter Center/Ridge Files). But there was more going on in other places....

Target: Loring AFB, ME

Although it is no longer an active Air Force Base today, in 1975 Loring AFB was a Strategic Air Command Base and a storage site for nuclear weapons. The nukes were stored in a fenced weapons dump consisting of small huts covered with dirt for camouflage from the air. It was patrolled day and night by the 42nd Security Police Squadron.

Intrusions at Loring (AFB) - (CLEAR INTENT, 16-26; Barry Greenwood and Larry Fawcett)

Oct. 27, 1975; Loring AFB, ME
7:45 p.m. Staff Sgt. Danny K. Lewis was patrolling the weapons dump when he saw an unidentified aircraft nearing the north perimeter of Loring at a low altitude of about 300 feet. Lewis noticed what appeared to be a red navigation light and a white strobe light on the aircraft. As Lewis watched, the craft entered the perimeter of Loring. Meanwhile, in the control tower of the air base, Staff Sgt. James P. Sampley of the 2192nd Communications Squadron was on duty at the radar

screen. He got a radar return from an unknown aircraft ten to thirteen miles east-northeast of Loring. Sampley made numerous attempts by radio on all available communications bands, civilian and military, to contact the craft, but he got no response. The unidentified craft began to circle, and came to within 300 yards of the restricted nuclear storage area at a low altitude of 150 feet. Back at the nuclear weapons dump, Lewis notified his Command Post of the of the 42 Bomb Wing that an unknown aircraft had penetrated the base perimeter and was within 300 yards of the nuclear weapons area. The base was immediately put on major alert status, a a Security Option 3, and Security contacted the tower.

Oct. 27, 1975; Loring AFB, ME
8:45 p.m. Sgt. Grover K. Eggleston of the 2192nd Communications Squadron was on duty at the tower when the call from the Command Post came. He began observing the unknown aircraft. Six minutes later, while watching the radar screen, Eggleston noted that the unknown craft appeared to be circling approximately ten miles east-northeast of the base. This action lasted for forty minutes when, suddenly, it disappeared from the screen. Either the object had landed, or it had dropped below the radar coverage. The Wing Commander arrived at the weapons storage area seven minutes after the initial sighting was made. Immediately, other units of the 42nd Police began pouring into the area. Security vehicles with blue flashing lights were converging from all over the base. Through the Loring Command Post, the Wing Commander requested fighter coverage from the 21st NORAD Region at Hancock Field, New York, and the 22nd NORAD Region at North Bay, Ontario, Canada. However, fighter support was denied by both regions. The Wing Commander then increased local security posture and requested assistance from the Maine State Police in trying to identify the unknown craft, which they presumed was a helicopter. A call was made to local flight services for possible identification, without results. The 42nd Security Police conducted a sweep of the weapons storage perimeter inside and out. An additional sweep was made of the areas that the craft had flown over. All actions produced no results. The craft broke the circling pattern and began flying toward Grand Falls, New Brunswick, Canada. Radar contact was lost in the vicinity of Grand Falls bearing 065 degrees, twelve miles from Loring. Canadian authorities were not notified.

> No further unusual events occurred throughout that night. Priority messages were sent to the National Military Command Center in Washington, D.C., the Chief of Staff of the U.S. Air Force, the USAF Forward Operations Division at Fort Ritchie, Maryland, and Strategic Air Command headquarters at the 8th Air Force and the 45th Division informing them of what had taken place. The base remained on a high state of alert for the rest of the night and into the early morning hours of October 28.

Oct. 28, 1975; Belgrade, Yugoslavia
DC-9 pilot followed by UFOs, E-M, radar

Oct. 28, 1975; Sudbury, Ontario, Canada
12:15 a.m. EST. One cup and saucer hat shaped object, very bright, low about 500 feet, was observed over the slag pit Murray Mine, Sudbury. The object hovered over the slag pit for a minute then departed at extremely high speed. The object then returned for another minute and left. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Oct. 28, 1975; Loring AFB, ME
7:45 - 8:20 p.m. While patrolling the weapons storage area, Staff Sgt. Lewis, along with Sgt. Clifton W. Blakeslee and Sgt. William J. Long, again spotted the lights of an unidentified aircraft approaching Loring AFB from the north at an altitude of about 3,000 feet. It approached to within about three miles of the base perimeter and was noted to have a flashing white light and an amber or orange light. Lewis reported the sighting to his Command Post, and the Wing Commander came out to the weapons storage area to see for himself. He reported seeing an object with a flashing white light and an amber light whose speed and motion were similar to that of a helicopter. The craft was also observed on radar. The craft was then observed over the flight line by Sgt, Steven Eichner, Sgt. R. Jones, and others. They saw an orange and red object shaped like a stretched-out football hovering in mid-air. It turned out its lights, and then reappeared making jerky motions, then hovering about 150 feet over the end of the runway. It was described as about four car-lengths long, solid, reddish-orange, with no doors or windows, and with no visible propellers or engines. It was totally silent. The base went on full alert and a sweep was made by security, but the object turned off its lights and was not seen again. Radar picked up a target moving in the direction of Grand Falls, New Brunswick. SAC Headquarters was again notified.

Oct 29 - Nov 10 - NORAD Command Director's Log (1975) (includes text html file)

Oct. 29, 1975; Loring AFB, ME
1:00 a.m. EST. Actual transcript: One unidentified helicopter was sighted 300 to 500 meters from the weapons storage area at Loring AFB, Maine. The helicopter was at an altitude of 150 feet and penetrated Loring AFB. An attempt to contact and identify the intruding "helicopter" was made by an Army National Guard helo, and was unsuccessful. At 290300 EST the helicopter was sighted over the weapons storage area and the Army National Guard helicopter again responded to make contact but was unsuccessful. The USAF (Ops Div) has requested that the Army NG helo be provided until 300800 EST under the following conditions: To track and identify the intruder; no apprehension to take place; the Canadian Border would not be crossed; and civilian police on board will be for commo with ground units only. The request is under consideration by MG Snifin, DA Director of Operations, DCSOPS. Col Bailey, Mil Aide to Special Asst to SECDIF/DEPSECDEF has been advised of the situation show DoD approval be required. The State Department Canadian Desk Officer has been kept informed. (SOURCE: 42 BW CP LORING AFB 291140Z OCT 75; SAC CP OPS CONTROL 291954Z OCT 75. (Actual document below. See page 1 & 2)

Oct 29 - Memorandum For The Record - NMCC Assortment #1 - Gen. C.D. Roberts (NUMEROUS Docs)
Same as above, for Oct. 29 only

Oct. 30, 1975; Ford Creek at Augusta, MT
12:00 a.m. Football shaped UFO. (NIDS UFO 42)

Oct. 30, 1975, Loring AFB, ME

The Maine National Guard Huey was replaced by an Air Force helicopter and crew from Plattsburgh AFB. That evening, objects were reported at several locations over and near the base, and were detected by radar.

October 30, 1975; Wurtsmith AFB Intrusions

At the same time that plans were being prepared at Loring for the return of the intruder, things started to break open at Wurtsmith Air Force Base, Michigan, another of the northern tier bases that were put on a security option three alert. Wurtsmith is a Strategic Air Command base located three miles northwest of Oscoda, Michigan. It serves as the home base for the 40th Air Division and the 379th Bomb Wing.

Intrusions at Wurtsmith (AFB) - (CLEAR INTENT, 41-56; Barry Greenwood and Larry Fawcett)

To summarize briefly, radar picked up the craft over the weapons storage area and followed it to the southeast, where the task of identification was handed over to the KC-135 commander. The KC-135 crew picked it up visually and on radar. Taylor, in his statement to Cahill, never once called the craft a helicopter, but called it "a UFO" and an "object." He said that their speed was about 200 knots, and in each attempt to close with the object, "it would speed away from us." Taylor added that when they were heading back to Wurtsmith, "we turned back in the direction of the UFO, and it really took off... doing approximately 1,000 knots." One thousand knots! Certainly no helicopter ever built could do such a thing!

Oct. 30, 1975; Wurtsmith AFB, MI
10:10 p.m. Personnel in the vicinity of the family housing area located in the southeastern portion of Wurtsmith reported seeing what appeared to be running lights of a low-flying craft which was thought to be a helicopter. The craft hovered and moved up and down in an erratic manner. Airman Martin E. Tackabury, assigned to the Capehart housing area gate, said that he saw the object for about five seconds near the perimeter of Wurtsmith, due south of his location. Tackabury reported that the object had one white light pointing directly downward and two red lights near the rear. The object seemed to be heading in a west-southwest direction. Tackabury could not hear any sound coming from the aerial craft because a B-52 was in the air nearby to the north. Near the main gate at Wurtsmith, Airman Michael J. Myers, assigned to Police Unit Seven, was on duty at the Wurtsmith motor pool. As Myers looked toward the west, he could see several lights near the western edge of the base. The lights turned north and appeared to lose altitude. He did not hear any sound. Sergeant Robert J. Anderson, also at the motor pool, reported that he observed an airborne KC-135 tanker and another craft with a steady red light. The craft appeared to be flying slower, ahead and below the KC-135. Anderson believed he heard a sound similar to a helicopter. After thirty to thirty-five seconds, the object passed out of view. Airman Roger Skipper, at the Wurtsmith main gate, said that when he responded to the activity at the motor pool, he heard sounds that diminished quickly. (Clear Intent)

Oct. 30, 1975; Wurtsmith AFB, MI
At 10:14, 10:20, and 10:25 p.m., at the back gate of Wurtsmith, security police reported to the command post that an unidentified helicopter with no lights came up over the back gate and hovered over the weapons storage area at a low altitude. Security police of the 379th security police squadron in the weapons storage area could not make out the type of craft. The craft started to move towards the northern perimeter where its lights were again turned on. Sergeant James A. Miller of the Wurtsmith security police reported his observations of the unknown craft while on duty in the weapons storage area. He stated that he heard the sound of a possible helicopter coming from an area off the base toward the north. He thought he had heard the sound of a flying helicopter fifteen minutes earlier, but he didn't report it. As he listened, the noise became drowned out by a military jet, and when the jet passed out of range, the original noise had stopped. No other similar sounds were heard. Security police at the weapon storage area notified Colonel John J. Doran, Vice Commander, 379th Bomb Wing, that the guard posted at the back gate had reported what he thought was a helicopter overhead. The command post notified Col. Boardman (wing commander) and Col. Doran, and they proceeded to the flight line. It was at this time that Radar Approach Control (RAPCON) reported low-flying objects on their radar scope. They tracked the craft for approximately thirty-five miles on a southeastern bearing from Wurtsmith.

Oct. 30, 1975; Wurtsmith, MI
10:30 - 11:00 p.m. A KC-135 tanker was returning from a refueling mission. It entered Wurtsmith's traffic pattern and received permission to fly transition approaches. Col. Boardman ordered the KC-135 to attempt to identify the object. Wurtsmith air traffic control vectored the tanker in the object's direction. Aboard the KC-135 was Major Frederick Pappas, the plane's commander; Captain K. E. May, co-pilot; Captain Rick Meier, the navigator; Captain Myron Taylor, instructor navigator; Captain Randy Higginbotham, instructor pilot; and Sergeant Steve Smith. Captain Taylor: "We were returning from a refueling mission and during our first approach into the traffic pattern, RAPCON vectored us to check out a reported UFO in the area of the Wurtsmith Weapons Storage Area. As I recall, this activity occurred between 10:30 and 11:00 in the evening around the 1st of November (later established as Oct. 30). I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then the UFO swung south still over the lake toward the Saginaw Bay area of Michigan. At first it was difficult to determine whether there were two different objects because of the irregular flashing of the lights. But, after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position. We were able to maintain visual contact most of the time and I was only able to paint an object on the radar scope for about 10 seconds. I would estimate that our altitude was about 2,000 feet and our speed approximately 200 knots. Shortly after turning south in pursuit of the UFO, we called Approach Control and received blanket clearance to follow the UFO at all altitudes and at all vectors. Occasionally, RAPCON would pick-up the UFO and help us by giving us vectors to the UFO's position. I would guess that we stayed close to the UFO most of the time, approximately one mile away, and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights. At first we thought it had landed on one of the large oil tankers but later decided that we had been wrong. We continued to search the Bay area but didn't see it so we changed our heading for Wurtsmith. On the way back, we picked the UFO up again at our eight o'clock position. We turned away, and it proceeded to follow us. Finally, we turned back in the direction of the UFO and it really took off back in the direction of the Bay area. I know this might sound crazy, but I would estimate that the UFO sped away from us doing approximately 1,000 knots. We continued in the direction of the Bay until RAPCON called us again and said they were painting a UFO four to five miles over the coast traveling in a westerly direction. They vectored us to the position of the UFO and we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area. Following the mission we discussed the incident and about a week later, Captain Higginbotham was questioned by the OSI and cautioned not to discuss the incident."

Oct. 30, 1975; Plattsburg AFB, NY
Cabill's "Memo for the Record" alludes to the other incidents at Loring AND Plattsburgh AFB, New York, during the same period of time. At this point, the question about the Plattsburg AFB incidents remain unanswered.

October 31, 1975; Gen. Davis' Memorandum For The Record, Subject: Unidentified Sightings (0451 EST)
SAC Command Post notified the NMCC of reported low flying aircraft/helicopter sightings at Wurtsmith AFB, Michigan at 30234 EST. (See OPREP-3s in link above)

Oct. 31, 1975; 4 miles NW of Loring AFB, ME
At 11:17 p.m. EST, a visual sighting of an unidentified object was reported 4 nautical miles NW of Loring AFB, Me. The alert helo was launched to identify the object but was unable to make contact. The alert helo was launched again at 0146 hours EST, November 1, 1975, in response to a slow moving target picked up by RAPCON (Radar Approach Control). (See NMCC Assortment #1 Frames 16-17 of 40)

Nov. 1, 1975; Monarch, MT
Time not given. UFO hovered 75' away, one foot off ground. (NIDS UFO 92)

> November 3, 1975, Received call from AAC/IN (Alaskan Air Command/Intelligence). They had sent message 012224, Subject: Unidentified Foreign Object to INYSA and wanted to know if INYSA had received it. They wanted guidance from INYSA.

Nov. 4, 1975; Ross, OH
Cylinder hovering at treetop level, windows, body lights visible. Skylook, MUFON, January 1976, p. 6 (E,L) car

Nov. 4, 1975; near Lussault-sur-Loire, France
At 6:50 p.m. a red disc-shaped object flanked by two nocturnal lights stopped in place, then descended slowly into some woods near Lussault-sur-Loire, France. (Source: Lumieres dans la Nuit, February 1977).

Nov. 5, 1975; North of Redwater, Alberta, Canada
At 12:30 a.m. MST, Mr. Jim Divall while driving his vehicle 11 miles north of the town of Redwater saw a large black round rotating object and he had to drive into the ditch to avoid hitting the object. The object was approximately 40 feet long and in the shape of a circle. When Divall got out of his vehicle he heard a rushing sound and saw the object disappear. Duration of the sighting was approximately 3 minutes. RCMP REPORT (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742 N75/150)

Nov. 5, 1975; Nr. Raynesford, MT
4:10 a.m. At least six UFOs near ground. (NIDS UFO 14)

Nov. 5, 1975; 10 miles south of Bowden, Alberta, Canada
9:50 p.m. (Approximate) Mr. Wayne Morrow, observed an unidentified object flying 10 miles south of Bowden, Alberta. Mr. Morrow was proceeding northbound on NBR 2 Highway at the time of the sighting. The object was described as bullet shaped with a constant amount of orange colored flame at the rear of the object. The object was approximately 50 feet above the ground traveling in a southerly direction at 100 mph. The object was sighted for approximately 5 to 10 seconds. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742 N75/149)

> An interesting aspect to the famous overflights and NORAD incidents is the close proximity, both in time and location, of two famous abduction cases: Travis Walton & David Stephens. See next case entry.

Nov. 5, 1975; Snowflake (Heber), AZ
Travis Walton abduction case. One of the more persistently controversial UFO events in history took place in northeastern Arizona. A work team consisting of seven individuals reported encountering a reflective, luminous object the shape of a flattened disc hovering close to their truck on a remote dirt road in the Apache-Sitgreaves National Forest. According to the crew, one of their members, Travis Walton, exited the truck and approached the object on foot, at which time he was allegedly struck by a brilliant bluish light or flash and hurled to the ground some distance away. In fear, the other crew members fled the scene, returning after a short period of time to find no trace of the UFO, or of Walton. The driver of the truck was Mike Rogers, the crew foreman and a personal friend of Walton's. While fleeing the scene, Rogers reported looking back and seeing a luminous object lift out of the forest and speed rapidly toward the horizon. He, along with the other five witnesses, would eventually be subjected to polygraph (lie detection) examinations regarding the event, the successful outcomes of which catapulted the case into the national spotlight. Walton turned up five days later, confused and distraught but with fleeting memories of alien and exotic human entities. He was also subsequently subjected to a number of controversial polygraph examinations (Image caption: Travis Walton). (NICAP UFO Evidence II, Section XIII).

Nov. 6, 1975; Merxheim, France

10:00 p.m. A domed disc landed on three legs. The dome on the craft opened, and the head and shoulders of an occupant was seen partially emerging from it. The dome closed and the UFO rose up into the air, then took off toward the east-southeast (Source: Larry Hatch, U computer database, case #11518).

Intrusions at Malmstrom (AFB) - (CLEAR INTENT, 27-40; Barry Greenwood and Larry Fawcett)

Nov. 6-7, 1975; Lewiston, MT
Captain Roscoe E. Moulthrop advised the Air Force Office of Special Investigations (AFOSI) that during the evening hours of November 6 and 7, two adjacent Launch Control Facilities approximately fifty miles south of Lewiston reported moving lights as UFOs. (Source: unknown)

Late October, 1975; Malmstrom AFB, MT
Staff Sgt. Joseph M. Chassey, former Minuteman ICBM maintenance technician, 341st Missile Maintenance Squadron, Malmstrom AFB, Montana: Chassey states that one night in the fall of 1975, he overhead a two-way radio transmission alerting Air Force Security Police about an unknown craft hovering over the bases Weapons Storage Area. Chassey said that the incident was widely discussed at the missile mechanical shop the following day. He later heard additional details about it from a friend, who was a helicopter re-fueler. Apparently, two base helicopters had been scrambled to chase the intruder, which rapidly flew toward Belt, Montana, some ten miles distant. As the pursuing choppers neared the town, the unidentified craft quickly doubled-back to Malmstromleaving them far behindand again hovered over the WSA for a short period of time before finally departing. Chassey states that the object was described as an extremely bright light and was assumed to have been a bona fide UFO because of its superior capabilities. He emphasized, It flat outran the helicopters. We heard that it zipped out to Belt and back to the base in no time. Chassey, who separated from the Air Force at the end of October, 1975, believes that the incident occurred shortly before he left Malmstrom. (Robert Hastings files).

Nov. 7, 1975; Lewiston, MT
Remote electronic sensors triggered an alarm indicating that something was violating site security. Underground, in the launch control area, two officers noted the signal, but there was no television surveillance topside. The normal procedure for detecting what had violated security was to call for a missile security helicopter to check the area. At the same time, Sabotage Alert Teams (SAT), consisting of four to six men, were also alerted to the fact that a violation was taking place and were ordered to proceed to the site. On this occasion, an SAT team drove down the highway and onto a dirt road which led to the K-7 area. About a mile away, the team could see an orange, glowing object over the area. As they closed to within half a mile, they could now see that the object was tremendous in size. They radioed to the Launch Control Facility that, from their location, they were viewing a brightly glowing, orange, football field-sized disc that illuminated the missile site. The SAT team was ordered by the launch control people to proceed into the K-7 site. However, they responded that they refused to go any farther, clearly fearful of the intimidating appearance of the object. It began to rise, and at about 1,000 feet, NORAD picked up the UFO on radar. Two F-106 jet interceptors were launched from Great Falls, Montana, and headed toward the K-7 area. The UFO continued to rise. At about 200,000 feet, it disappeared from NORAD's radar. The F-106's were never able to get a visual sighting of the UFO. All members of the SAT team were directed to the base hospital, where they were psychologically tested. It was determined that no one could identify the object that was seen, but that the members of the SAT team obviously had been through a traumatic experience. Meanwhile, targeting teams, along with computer specialists, were brought to the missile site to check out the missile, and specifically, the computer in the warhead that targets the missile. Amazingly, when the computer was checked, they found that the tape had mysteriously changed target numbers! The re-entry vehicle was then taken from the silo and brought back to the base. Eventually the entire missile was changed. (Clear Intemt, 27)

> Note: The source and documentation for the report above, including the actual times, is being sought. As Brad Sparks pointed out recently, the big problem here is that the NORAD radar couldn't track a target up to "200,000 feet." The Malmstrom AFB height-finder FPS-90 radar in operation in 1975 couldn't height-find anything above the maximum 75,000 ft shown on the display.
>
> The following is taken directly from the 24th NORAD Region Senior Director's log: Zulu times are given but converted to local Mountain Standard Time.

Nov. 7, 1975; Moore, nr. Malmstrom AFB, MT

3:35 a.m. MST. (Nov. 7, 1035Z) "Received a call from the 341st Strategic Air Command Post (SAC CP) saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA, and L-6. The general object location would be 10 miles south of Moore, Montana, and 20 miles east of Buffalo, Montana. Commander Deputer [sic] for Operations (DO) informed." (CLEAR INTENT, 29)

Nov. 7, 1975; W. of Great Falls, MT
3:38 a.m. Whitish gray UFO with blue lights. (NIDS UFO 15)

Nov. 7, 1975; Harlow, nr Malmstrom AFB, MT
5:03 a.m. MST. (Nov. 7, 1203Z) SAC advised that the LCF at Harlow, Montana, observed an object which emitted a light which illuminated the site driveway. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
6:19 a.m. MST. (Nov. 7, 1319Z) SAC advised K-1 saw a very bright object to their east is now southeast of them and they are looking at it with 10 x 50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also has small lights on it. SAC also advises female civilian reports having seen an object bearing south from her position 6 miles west of Lewiston. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
6:27 a.m. MST. (Nov. 7, 1327Z) L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track except for known traffic. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
6:55 a.m. MST. (Nov. 7, 1355Z) K-1 and L-1 report that as the sun rises, so do the objects they have visual. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
7:29 a.m. MST. (Nov. 7, 1429Z) From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified. (CLEAR INTENT, 29)

Nov. 7, 1975; Malmstrom AFB, MT
11:35 p.m. (0635Z, 8 NOV 75). 2335 MST. A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object. (Source unknown)

Nov. 7, 1975; Malmstrom AFB, MT
11:45 p.m. (0645Z, 8 NOV 75). MST. Height personnel picked up objects 10 - 13,000 feet, Track J330, EKLB 0648, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C. (Source unknown)

Nov. 7, 1975; Lewiston missile site, MT
4:05 a.m. MST. From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewiston). NCOC notified..

Nov. 7, 1975; Malmstrom AFB, MT
Time not given. Then, yet another sighting was reported. An off-duty missile launch officer and his deputy had just retired for crew rest in the Soft Support Building (SSB). The deputy went to the window and observed the silhouette of a large aircraft hovering about ten to fifteen feet above the ground and about twenty-five feet outside the Launch Control Facility. He described two red and white lights at the front of the aircraft, a white light on the bottom, and white light on the rear. The craft hovered motionless in this position for about one minute and then departed. The missile launch officer did not personally observe the aircraft, but from its sound, he speculated that it was a helicopter. The deputy also felt that the sounds he heard were those of a helicopter. The deputy's observations were limited by the darkness of the night, which prevented any good description of the craft or its shape.

Nov. 8, 1975; Malmstrom AFB, MT
At 12:53 a.m. MST. (0253 EST) Malmstrom AFB, Montana received seven radar cuts on the height-finder radar at

altitudes between 9,500 and 15,500 feet. Simultaneous ground witnesses observed lights in the sky and the sound of jet engines similar to jet fighters. Cross-tell with FAA revealed no jet aircraft within 100 NM of the sighting. Radar tracked the objects over Lewiston, Montana, at a speed of 7 knots. Two F-106 interceptors from the 24th NORAD Region were scrambled at 0254 EST, and became airborne at 0257 EST. At the time of the initial voice report, personnel at Malmstrom AFB and SAC sites K-1, K-3, L-3, and L-6 were reporting lights in the sky accompanied by jet engine noise. (CLEAR INTENT, 30; NMCC Docs751108.pdf)

Nov. 8, 1975; Malmstrom AFB, MT
1:44 a.m. MST. (0344 EST) Objects could not be intercepted. Fighters had to maintain a minimum of 12,000 feet because of mountainous terrain. Sightings had turned west, increased speed to 150 knots. Two tracks were apparent on height-finder radars 10-12 NM apart. SAC site K-3 reported sightings between 300 feet and 1,000 feet, while site L-4 reported sightings 5 NM from the position. Sightings disappeared from radar at position 4650 N/10920 W at a tracked speed of three (3) knots. (CLEAR INTENT, 31; NMCC Docs751108.pdf)

Nov. 8, 1975

2:40 a.m. MST (0440 EST) NMCC initiated contact with the NORAD Command Director who reported the following:

Nov. 8, 1975; Malmstrom AFB, MT
2:05 a.m. MST (0405 EST). "At 4:05 EST, SAC Site L-5 observed one object accelerate, and climb rapidly to a point in altitude where it became indistinguishable from the stars. NORAD will carry this incident as a FADE remaining UNKNOWN at 3:20 EST since after that time only visual sightings occurred." (Note: There is an Air Force term used to describe an incident in which a nuclear device is tampered with. This term is "Faded Giant," a phrase which very appropriately describes the K-7 report. [Clear Intent, 28; (NMCC Docs751108.pdf)])

Nov. 8, 1975; Malmstrom AFB, MT
At 2:05 MST (0405 EST). Malmstrom receiving intermittent tracks on both search and height-finder radars. SAC site C-1, 10NM SE of Stanford, Montana, reported visual sightings of unknown objects.

Nov. 8, 1975; Malmstrom AFB, MT
2:20 MST (0420 EST) Personnel at 4 SAC sites reported observing intercepting F-106s arrive in area; sighted objects turned off their lights upon arrival of interceptors, and back on upon their departure.

Nov. 8, 1975; Malmstrom AFB, MT
2:40 MST (0440 EST) SAC site C-1 still had a visual sighting on objects.

At 6:00 a.m. EST, the National Military Command Center in Washington, D.C., distributed a "Memorandum for the Record." The subject was "Unidentified Sightings." This memo addressed the incidents above.(NMCC Docs751108.pdf)

Nov. 8, 1975; Malmstrom AFB, MT
8:35 p.m. SAT teams at sites K-3 and L-4 were reporting that they had visual sightings on the objects, with K-3 reporting targets at an altitude of 300 feet. As the F-106s arrived at the location, SAT teams reported that the UFOs turned their lights off. The F-106s, in searching for the unknowns, never gained a visual or radar contact at any time because of the low altitude of the UFOs. However, when they left the area, the UFOs would turn their lights back on! At 9:15 P.M., four different locations were reporting that they had the UFOs and fighters in sight. The UFOs seemed to be playing a cat-and-mouse game.

Nov. 8, 1975; Malmstrom AFB, MT
9:53 p.m. The team at L-5 reported to the Command Post that the unknowns had increased in speed, climbed rapidly, and, at that point, could not be distinguished from the stars. A while later, the team at site E-l reported at 11:05 P.M. that a bright white light was seen approximately sixty nautical miles north of Lewiston.

Nov. 9, 1975; Malmstrom AFB, MT
3:05 a.m. SAC crews at sites L-l, L-6, and M-l observed a UFO. They described it as being a yellowish, bright, round light

twenty miles north of Harlowton at an altitude of 2,000 to 4,000 feet. At 3:20 a.m., the SAC Command Post reported the UFO twenty miles southeast of Lewiston. The color of the object was reported as orange-white, and its appearance was round or disc-shaped. (CLEAR INTENT, 31)

> The only response that the Air Force would give to public inquiries was: "All documentation at Malmstrom AFB has been destroyed in accordance with Air Force directives for the dates of the UFO sightings mentioned . . ." Since when are all records of a serious incident or series of incidents of this magnitude destroyed? We must conclude that either there is gross incompetence in the military's handling of such situations, or that the UFOs, in these instances, presented so considerable a threat to the national security of the United States that the Air Force felt compelled to deliberately misinform the public, and, as a result, violated the Freedom of Information Act by stating that existing records had been destroyed. (CLEAR INTENT, 31)

Nov. 10, 1975; 3-page document (with transcriptions) concerning the 1975 flyovers of SAC bases - Capt. Dowman

Nov. 10, 1975; Minot AFB, ND
A long entry from the 24th NORAD Region Senior Director's Log said: "UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015. Approximately 1120, the object passed over the radar station, 1000-2000 feet high, no noise heard. Three people from the site on local area saw the object. National Command Operations Center notified."

Nov. 11, 1975; Sudbury, Ontario, Canada
3:00 a.m. EST. Six nurses at the Pioneer Manor Sudbury, observed a very bright object over the Sudbury Stadium. The object seemed to hover at first and then suddenly shot into the sky. It was still visible when the Sudbury Regional Police arrived at 4:55 a.m. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov. 11, 1975; near Sudbury, Ontario, Canada
5:00 a.m. EST. Constables Keables and Whiteside, Sudbury Regional Police, observed a cylindrical-shaped object with shafts of light bright enough to light up clouds in immediate area. The object appeared to travel in circles and at one point came quite close. Observations were made with the use of binoculars. (National Research Council of Canada, Record Group 77, Vol. 308, reel number 1742)

Nov. 11, 1975; Sudbury, Ontario, Canada
4:55 a.m. EST. Sudbury Regional Police constables came on a follow up call by six nurses at the Pioneer Manor to check on a reported UFO. The constables observed four objects clearly in the sky. Three of the objects remained stationary while a fourth moved at times with a jerky motion. The objects were still plainly visible after day break when all regular bright objects in the sky had disappeared. The objects were observed intermittently for one hour. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov. 11, 1975; CFS Falconbridge, Ontario, Canada
6:15 a.m. EST. A spherical shaped object was observed from Canadian Force Station (CFS) Falconbridge. The object appeared to be rotating and had a surface similar to the moon. The object was ascending and descending. The object was observed on height finder radar at altitudes from 42,000 feet to 72,000 feet. (National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov.11, 1975; Beltsville, MD
Lawrence Albert sighted a solid, spherical, evenly distributed green light. The object was much brighter than the sky background and was sharply outlined. The witness stated the apparent size of the object was that of a quarter held at arm's length. The speed of the object was twice that of a jet plane. His first impression was that perhaps he was observing a falling star. Albert stated that because it moved so slowly and because it was perfectly round with no trail, he realized it could not be a star. Albert estimated the object's distance at a mile and one half high. (Reference: UFO INVESTIGATOR, January 1976, page 1)

Nov. 11, 1975; Freeze Out Lake, MT
A Montana Fish and Game Department employee saw a light flying directly behind a B-52 bomber. Using his rifle scope to get a better look, he noted that the strange object seemed to be pacing the aircraft. The object then briefly attached itself to

the B-52, detached itself, and climbed out of sight. The sighting was reported to to Sheriff Pete Howard of Choteau County. Howard conducted follow-up interviews with military personnel and learned that as the object attached itself to the B-52, the plane's radar equipment went out. (Reference: Lawrence Fawcett and Barry J. Greenwood, Clear Intent, page 35)

More entries appeared in the NORAD regional Senior Director's Log.

Nov. 11, 1975; Falconbridge AFS, Ontario, Canada
7:05 a.m. EST. (1205z) "Received unusual sighting report from Falconbridge AFS, Ontario, Canada. Info passed to NORAD Command Director, Intelligence and Weather."

Nov. 11, 1975; Falconbridge AFS, Ontario, Canada
1:40 p.m. (1840z) "Actions pertaining to scramble of JL08 and 09 due to unusual object sighting. With Director of Operations approval. Scrambled JL08/09 at 1745z (12:45 p.m. EST) airborne at 1750z (12:50 p.m. EST). NORAD Combat Operations Center notified of Falconbridge AFS incidenta. Aircraft over Falconbridge flying over incidenr, point no sighting, 1831 aircraft still in area, no radar aircraft or visual contact. Falconbridge AFS still reporting object at 26,000 ft."

Nov. 15, 1975; Falconbridge AFS, Ontario, Canada
3:02 a.m. EST (event time). Message: "0533z (12:33 a.m. EST)...UFO report from Falconbridge, occurrence time 0202z. Report sent to NCOC Surveillance, referred to Assistant Command Director Space Defense Center, and Intelligence. These three individuals considered the report a UFO report and not an unknown track report."

On November 13, 1975, NORAD issued a press release to the media in Sudbury, Ontario. It stated:

Nov. 12, 1975; Falconbridge AFB, Ontario, Canada
"At 4:05 a.m. Nov. 11, the Canadian Forces radar site at Falconbridge, Ontario, reported a radar track of an unidentified object about 25-30 nautical miles south of the site, ranging in altitude from 25,000 to 72,000 feet. Persons at the site also saw the object and said it appeared as a bright star but much closer. Two F-106 aircraft of the US Air Force Air National Guard's 171st Fighter Interceptor squadron at Selfridge ANGB, Michigan, were scrambled; but the pilots reported no contact with the object." The release was approved by NORAD's commander in charge.

On February 21, 1976, UFO researcher Robert Todd filed a request under the Freedom of Information Act for NORAD Command Director's logs. The logs were released to Todd on March 26, 1976, and confirmed that Canada was also having problems with UFOs. Taken from the logs are incidents related to UFO activity in the area of the Falconbridge Air Force Station, a radar site near North Bay, Ontario, Canada (times listed are Greenwich Zulu, 5 hours ahead of EST).

Nov. 12, 1975; Falconbridge Air Force Station, North Bay, Ontario, Canada
7:15 a.m. 23rd NORAD Region. UFO Reported from Radar site at Falconbridge Ontario, Canada (Sudbury). Reported by Mr. Julian Prince of Sudbury thru Ontario Provincial Police (also observed by 2 OPP constables ZADOW & BRETT) 2 objects seen appeared to be artificial light fading on and off with jerky motion. Broken cloud layer with no estimated base. No radar contact made and no request for fighter scramble initiated.

Nov. 13, 1975; midwestern and southern United States
On this night in 1975 a number of multi-colored nocturnal lights were reported in the midwestern and southern United States. Sparkling white, red, and yellow lights flew in formation erratically in Whitewater, Wisconsin. Red, green, and white lights were sighted in Eau Claire, Wisconsin, moving up-and-down and diagonally. In Fort Atkinson, Wisconsin bright white lights that dimmed, disappeared, and then re-appeared were sighted. In Mobile, Alabama a UFO, changing colors, moved across the horizon. A round silver object was seen moving slowly in the northwest sky in Orlando, Florida. It suddenly disappeared. (Source: CUFOS News Bulletin, February 1976, p. 13.)

Nov. 14, 1975; Falconbridge AFS, Ontario, Canada
9:02 p.m. EST (event time). Message of Nov. 15: "0533z (12:33 a.m. EST)...UFO report from Falconbridge, occurrence time 0202z. Report sent to NCOC Surveillance, referred to Assistant Command Director Space Defense Center, and Intelligence. These three individuals considered the report a UFO report and not an unknown track report."

Nov. 15, 1975; Sudbury, Ontario, Canada
6:30 a.m. EST. Lyman Paquette, his wife, plus his brother and sister in law observed one bright white object that looked like a cup in a bowl due east at 70 degrees elevation. Witnesses using binoculars observed the object climb quite high and can hardly now be seen without the aid of binoculars. The object was observed for 20 minutes. (National Research Council of Canada, Record Group 77, Vol. 308, reel number 1742 N75/182)

Nov. 15, 1975; Falconbridge Air Force Station, North Bay, Ontario, Canada
7:42 a.m. UFO 23rd NORAD REGION. From Falconbridge Radar Site a civilian, Oliver Kizioja, Sudbury, Ontario, at 0615 was standing in back yard facing south. Observed one bright yellow object moving up and back, leaving a tail. It was very high but did not change position in regard to other stars. He watched for 15 minutes, then called radar site. Not observed on radar.

Nov. 15, 1975; Sudbury, Ontario; Falconbridge Air Force Station, North Bay, Ontario, Canada
11:30 a.m. event. 12:29 p.m. 23rd NORAD REGION. From Falconbridge. At 1130, Lyman Paqutte, married student, residence Laurentian Univ., Sudbury, Ontario. Reported he had been looking due east, sky partly cloudy, saw one bright white object about 70° elevation, high out of range of binoculars. It climbed high out of range of binoculars. Observed for 20 minutes and witnessed by his wife, brother-in-law and sister-in-law. Negative radar contact.

Nov. 15, 1975; Pacific, MO
A red flying object approached a car driven by a Mrs. Prichard with three passengers in Pacific, Missouri, then ejected several white balls of light (BOLs). The metal of the car was magnetized after the encounter. (Sources: Lumieres dans la Nuit, September 1976; Mark Rodeghier, UFO Reports)

Nov. 15, 1975; Marseille, France
A disc-shaped UFO rose from the sea near a large radio antenna in Marseille, France. It circled, then made a 90 degree turn to the south and flew out to sea.

Nov. 16, 1975; Curiel, Valladolid, Spain
Red ellipse hovering 1-1.5 km. away; suddenly flew away. Flying Saucer Review, Vol. 22, No. 6; see Rodeghier, 1981, p. 66 (E) car

Nov. 16, 1975; Manitoulin Island, Ontario, Canada
9:30 p.m. EST. 17 November 1975 1705 23rd NORAD region; UFO reported 0230z from a Mr. John Dunlops, address: Manitoulin Island, Ontario, Canada. Two objects, oval shaped with two yellow flashing lights, moving north to south, then became stationary, observed for 10 minutes, one above the other, sky was cloudy—no radar contact. Toronto AMIS advised no known traffic in area.

Nov. 17, 1975; Falconbridge Air Force Station, North Bay, Ontario, Canada
24 NORAD Region UFO at 132345z (too many digits!!!) Large orange ball with 2 red lights stationary; Azimuth 045° from River Court, Ontario. No radar contact. Called in to 24th NORAD at 16-1700z. (11-12:00 EST)

Nov. 18, 1975; Kevin/Dunkirk area, MT
4:31 a.m. UFO. RAPCON notified. (NIDS UFO 20)

Nov. 18, 1975; Strathclair, Manitoba, Canada
At 6:30 a.m. Reginald Jack Langstaff while traveling in a vehicle observed a bright orange to red object with a curved dome shaped top and the sides were sloped 70 to 80 degrees. There was a lip around the bottom. The object seemed to be approximately 150 feet in the air and was traveling east towards the observer, so he started to travel away from it. He stopped after traveling a quarter of a mile and noticed the object was traveling southwest and disappeared in that direction. Langstaff observed the object for approximately 5 minutes.(Reference: Royal Canadian Mounted Police report, November 26, 1975. Shoal Lake Detachment RCMP File References: 75-700-126, National Research Council of Canada Record Group 77, Vol. 308, reel number 1742)

Nov. 19, 1975; Oak Brook, IL
On this night in 1975 in Oak Brook, Illinois, a boy saw a domed disc hovering near his home. The UFO had a red light on

top and two clear lights on the side. (Source: CUFOS News Bulletin, February 1976, p. 13).

Nov. 20, 1975; Camilla, GA
The police chief of Camilla, Georgia reported that a big, round UFO hovered just 80 meters above his police station at two a.m. It had bright lights on the top and bottom. It flew away slowly to the southeast and was in view for three minutes. (Source: Michael Hitt, Georgia UFO Phenomenon 1947-1987, p. 73).

Nov. 22, 1975; Savannah, GA
Pilots observe UFO near nuclear plant

Nov. 25, 1975; Goodridge, MN
On this night in a field nine miles west of Goodridge, Minnesota, a disc-shaped object eight feet in diameter was seen in a field. It rose off the ground, then relanded. The witness's car stalled, and later required major tune-up repair work. (Source: Mark Rodeghier, UFO Reports Involving Vehicle Interference, p. 66).

* Project Blue Book closed down on Jan 30, 1970 as NICAP established (UFO investigator May 1970 p. 5).

OBSERVATIONAL EVIDENCE OF THE "SORENSEN EFFECT"

By Francis L. Ridge

Figure 1

This event took place near Princeton, Indiana, in August of 1973 and involved three witnesses driving home in a thunderstorm. The primary witness was at the time an electrical engineer with a major electronics firm. At age 38 he had a college education, excellent vision, didn't wear glasses, and had military training in US Navy.

None of the witnesses suffered any ill effects. The primary witness has not observed nor reported any other UFO-type objects. He started to report the incident to the newspapers because he didn't know who else to report to, but decided against it. He tried to find out from the Princeton CLARION who he should contact, but they could not advise in 1973. After reading an article in the Sunday COURIER & PRESS in January of 1976 about a local MUFON unit, he was able to contact us.

The following account is the transcript from the taped interview, with some unnecessary material deleted (Ref. 1):

"We were over at my mother-in-law's in Mt. Carmel (Illinois) and that's about 11 miles from Princeton (Indiana) where I live, and it was evening. And there was a storm coming up and we got upset over there. We had some bad experiences. A tree blew down and we decided to leave. We stopped at a filling station and got some gas and then we proceeded on to Princeton through the (Wabash River) bottoms and ah, course this was the time about when they were building PSI (Public Service Indiana power plant) on the right hand side of the road.

"And we saw, what appeared, now this was dark now, to be a couple of headlights. Well, we assumed they were maybe a temperature inversion, but then we got to thinking that during a thunderstorm or rainstorm

you're not going to have a temperature inversion, it's going to be kinda stirred up. But directly in line with this was Owensville Road. We thought maybe they might be headlights bouncing off of low clouds. These (lights) were up in the air. Our angle of perspective changed as we approached it, so we found out it was above the trees. The lightning caught up with us about this time and a pretty-good-sized bolt was behind it and we got it illuminated, all around us, and we saw what appeared to be a saucer (Figure 1). Kinda weird, but the whole family witnessed it and nothing was said until we got home. Duration of the event was 2-5 minutes.

"What surprised me, of course, we thought (at first) it was a car because it was the same spectral response that you'd have from headlights. You know, the infra-red region, heavy in the infra-red. As we got closer to it, before the lightning struck, we saw what looked like clearance lights, one on each side of it. Later on it proved to be four of whatever the lights were, dotted around the 'cupola'. And beneath it was a super-dark 'cone' which apexed below the tree level And this thing didn't appear to be solid, the cone that came down to the ground or whatever it went down to; it was sort of wide at the bottom of the saucer and evidently went to a point which would have been the opposite of a flashlight beam. And ah, we kinda got a shock over it. I'd done a little snooping around during some rainstorms, seeing if we could see it again, my oldest boy and I, back in where we thought it was in the woods.

"As you come outside of Mt. Carmel and are proceeding towards Princeton, you'll find a large woods with a bunch of little spots where they've cut out to plant popcorn, I think, and corn. And IT was over one of these patches, in fact it was the exact location where this Cavanaugh girl was found.

"There is one thing. We've discussed this. The family and my oldest boy, he's 15 now. This is a good topic for us, inter-family. Ah, if these were lights shining on out, I would think they were more outside than in, because if there were anyone inside this thing, they would have been almost blind because the lights, if these were portholes, I'm saying, they would have to be almost blind because the lights were almost the same illumination as car headlights, although we didn't see any beams shooting out from them as you would on a car.

"But the cone beneath seemed to be, well, what I'd seen in laser, except on a much grander scale, in a different light spectrum. Of course in a storm you'll have heavy in ultra-violet, and ah, which could have made a red appear black, or any color would be off-color. Maybe there is something here in a beam, you know, like a laser. I think they (U.S. scientists) are doing experiments with green lasers that actually support objects. Why not?

"Another little injection here. It looked 'archaic', something out of Jules Verne, like a 'pickled metal', you know what I mean? When a piece of metal is heat-treated, pickled, a burnished silver color? It looked like this. Well, you'd almost say you saw the rivets on the damned thing. Of course I didn't see any rivets. It was old-fashioned looking, not streamlined, (but) straight up and down, the cupola, with a little rolled edge on it. And ah, nothing ultra-modern that you would associate with space travel or something like this. I don't really believe the damned thing came from outer space (laughing). I mean, it doesn't ah, seem.....

"Usually there is an explanation, but this damned thing, there wasn't any explanation for me, you know, it was there, solid.

"The damned thing was sitting awful still, you know, to be...it moved in

from the west, or let's see, east, and then kinda stopped and started down. And so smooth and determined in its movements. It wasn't being affected by the storm any.

"I'd say about 30' above the tree-level, five, six hundred feet away, I'd imagine. I would estimate it about 30-40' (wide). Of course, I'm not very good on judging distances or sizes of objects. I over- estimated (driving) because I thought it was landing or going down in a field which was just on the other side of the woods. So, I speeded up and went up there, and it had went down into the woods, so I had overshot my estimate there. We slowed down and watched it to almost a stop, I'd say three or four minutes. All the time we had good lighting from the lightning. Of course, I'd say it was ultra-violet, and this does make the colors...screws up the colors. It changes the shades heavy ultra-violet.

"I still kinda contend that it's not extraterrestrial. It just doesn't look like, 'course I don't know what extraterrestrial looks like, let's face it. But, something, you know, you get a hunch like, 'that sure doesn't look like something from outer space.'

"But the thing that really intrigued me was the cone beneath it, the superdark cone, which wasn't solid, it was a beam or ray. I hate to say ray because it sounds like something out of Buck Rogers, a beam of some sort.

"Light, or nothing, passed through it, but the edges of it were fuzzy. So it was a beam of some sort, like the reverse of a flashlight beam.

"Now the bottom, now I actually never got that much of a view of the bottom of it, I couldn't tell you anything other than the outside edge, you know. It was saucer-shaped, inverted saucer, sloped down from the top. But as I started to sweep around and get as much information, visual information, as I could, I rejected everything when I saw the beam. I went right to it and I guess I studied it maybe too long.

"We hardly said anything coming home. You could have heard a pin drop all the way home. So when we got home we all sat down and we all drew a picture of what we saw. Everybody saw the same thing, which was unusual, I thought. Even the roll around the top of the cupola, which fascinated me."

ANALYSIS:
The time of the observation was determined as around 9:00 PM. Duration of sighting was 2-5 minutes. The object was on a SE to NW track, descending. Weather was stormy, sky overcast with thick clouds, light rain, and lightning. Temperature was warm. A strong wind was from the west.

The initial observation was of headlights, low on the horizon, to an object at about 30-degree elevation. The car was heading SE on Hwy 64 at 40 mph, slowed down to 5 mph. The automobile was a 1971 Chevrolet 4-door Impala, "air-conditioning was on, windows closed until I purposely rolled them down to observe. Realizing, at this time it was a UFO, I turned on the radio, but did not hear any interference, nor did the engine stall, as I had read they did. At about 1,000' from the object, it stopped its linear movement and hovered, until we were within 500', then it descended very slowly into the woods."

Additional Witness Check: Exact date unknown, so unable to do this. No other reports filed from that area during that period.

Source Test: Natural Sources immediately eliminated. Man-Made Sources simply do not qualify in this case. There is little chance of

misidentification of any kind. The only possibility left would be a hoax, and this has been ruled out for a number of reasons, the primary ones being:

1) The initial report was a taped telephone interview. The report filed shows absolutely no variation with this verbal account.

2) The witness requested anonymity.

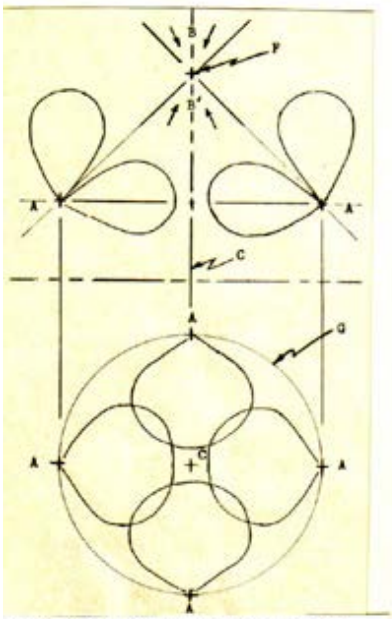
Witness Background Check: I was unable to do this directly because he requested anonymity. However, I was very impressed with the witness and his report. He never sought publicity. He simply wanted his report and the possible significance of the technical data in proper hands. His name and place of occupation are both confidential. He appears to be well-educated and has a more-than-average technical vocabulary and sense of awareness. He reported or dictated the details in a slow and careful manner. The taped interview shows that the written transcript doesn't do him justice.

Besides the fact that apparently three persons, one of which was technically oriented, had a close encounter with a flying saucer, rather than a dark enigmatic object with lights, what else can be gleaned from this event?

1) There was considerable detail observed in this case.
2) Normal aircraft would not have braved this storm. The UFO wasn't affected.
3) The "cone" probably became visible due to the ultraviolet light produced by the intense lightning.
4) The dome was unusual. It was described as "straight up and down cupola with a little rolled edge."
5) The craft looked "old", "archaic". This, again, could have been caused by the u/v light. Or, maybe it WAS an old craft!

This is an UNKNOWN.

OTHER FINDINGS AND POSSIBLE CORRELATIONS:



ure 2. Relative geometry of radiated Electro-Magnetic field to induced gravitational field.

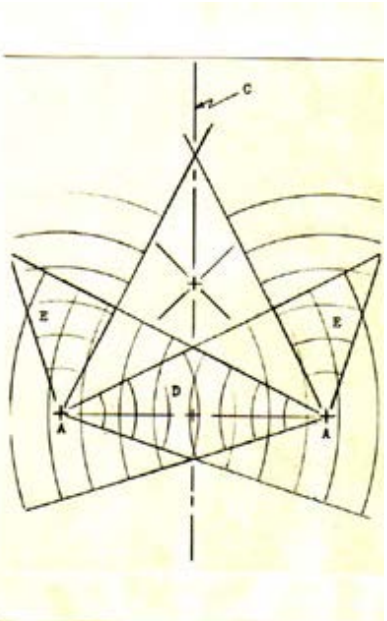


Figure 3. Interference of idealized radiation patterns.

Figure 2 & 3

Figure 2 illustrates the relative geometry of a radiated E-M (Electro-Magnetic) field to an induced gravitational field. Figure 3 shows the interference of idealized radiation patterns. How may this be related to the Princeton case?

The Princeton case occurred in August, prior to the beginning of the major sighting wave of 1973. However, the witness reported the incident to me at the UFO Filter Center by phone in January of 1976. The deposition was recorded. Keep in mind the incident and report preceded the paper by William Hassel(which was about the Sorensen Effect) in 1977.

In 1977, the MUFON Symposium proceedings contained a paper, entitled: "Future Physics and Anti-Gravity", by William F. Hassel, PhD (Reference 2). On page 65 it stated:

"A method of utilizing beams of microwave radiation to effect a reduction in the local gravitational field has been pursued by Niels T. Sorensen. As illustrated in Figure 2, dual-lobe radiation elements were arranged in circular symmetry so that each beam was oriented toward the APEX of a 90-degree CONE (emphasis mine). A null region then occurs at the APEX of the CONE, which represents a region of apparent gravitational attraction."

The actual paper by Niels T. Sorensen was printed in THESIS / SYNTHESIS / ANTI-THESIS (Reference 3), a Joint Symposium sponsored by the Los Angeles & Orange County Sections of the AIAA and the Los Angeles Chapter of the World Futures Society, Saturday, 27 September, 1975. The title of the paper was "New Technology Related To UFO's And Their Origins".

On page 64 Sorensen states: "The general appearance is that of an inverted saucer. The lower portion will be observed to rotate relative to the upper portion. The GPV (Gravitational Propulsion Vehicle) would wobble in the manner of a spinning top during changes in its state of motion. A high energy E-M field will exist near the vehicle. An idealization of this field is shown in Figure 3. It will be noted that interference of the patterns will occur in areas 0 and E. That portion of D, that will be external to the vehicle and extend below the vehicle, will generally be CONE SHAPED (emphasis mine, again)."

Sorensen was a graduate of UCLA, BSEE, 1962. For several years he has been engaged exclusively in theoretical and experimental research related to the development of a Unified Field Theory at J.G. Enterprises, Riverside. He has held engineering positions at Hughes Aircraft and Northrop Corporation where he was employed in Antenna R & D.

The Sorensen theory may or may not be the technical description of what takes place in or near a flying object described as a flying saucer. It is merely the first theory that this author had found to explain an effect that few witnesses would be lucky enough to notice, an effect produced and made visible by the ultraviolet flashes of powerful lightning bolts.

Others describe propulsion beams that could also produce a cone beneath a UFO. These, too, would be invisible under normal circumstances. In my paper, ENGINEERS PRAISE DISC PERFORMANCE, I get more into the disc shape as an air and/or space vehicle.

Has the inverted cone been observed before? Yes. The most recent in Indiana that I am aware of was October 19, 1988 at 11:15 PM. The

location: Bloomington, Indiana. This was a one witness case, a CE-1, an object with lights (OWL). What was most interesting about this one was the object had a vertical tail "like a twister". What brought out the "cone" here? The case was never filed, therefore we'll never know what strange conditions might have "brought out" that protuberance.

Four years earlier, on November 17, 1984, two men reported that they were abducted near Savah, Indiana, in broad daylight! At the beginning of the event the object appeared as a fat, double convex saucer as it came down low over the Wabash River and turned toward the witnesses. The witnesses had said the craft was visible when overhead, but one of them thought the clear afternoon sky was reflected off a long mirrored surface. His subconscious recall, Figure 4, even describes a cone superstructure or something that appears as a surface, which may have been a force field and not even a solid surface at all, especially since this feature was not present when the object came into view for the first time. He even described the UFO changing shape.

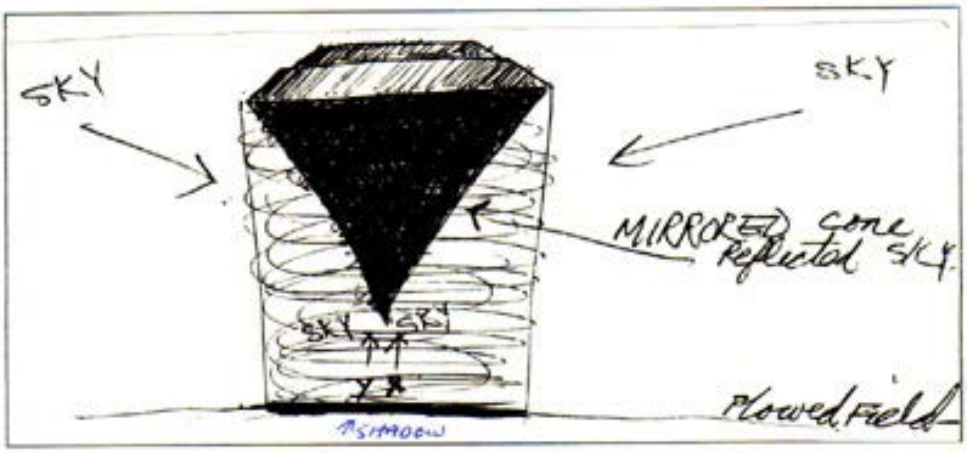


Figure 4

A 1964 photograph (Figure 5) taken in Oberwesel, West Germany even shows a cone beneath the domed disc! (Ref. 4) There is no doubt that the reports of these "cones" are extremely rare, but it is possible that something may be causing the normally invisible cones to become visible. The photograph was taken at 3:00 PM on March 8th. Herr Harry Hauxler was riding a train through the low countries along the Rhine River and was idly gazing out the window on his right as he rode along. His camera was resting in his lap. All of a sudden, a rapidly rotating disc-form object jumped up into the air along the side of the tracks, and started rising into the sky. He was able to raise his camera and snap one photograph before it passed out of sight beyond the window frame. The developed print showed a circular disc-shaped ship with a raised dome on top and a peculiar deep lower cone of dark swirling exhaust or energy of some kind radiating downward from the center underside of the rotating craft. Proper investigation into this case should have included whether the camera was equipped with a polarizing filter and was it used.

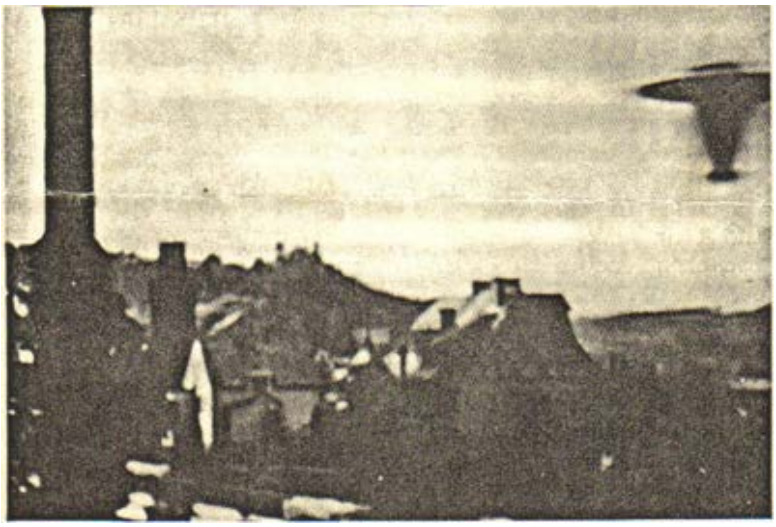


Figure 5

The object drawn and described on page 63 of Hassel's report in the 1975 Proceedings (Figure 6), although fatter, bears a resemblance to the UFO observed in August of 1973 at Princeton, Indiana.

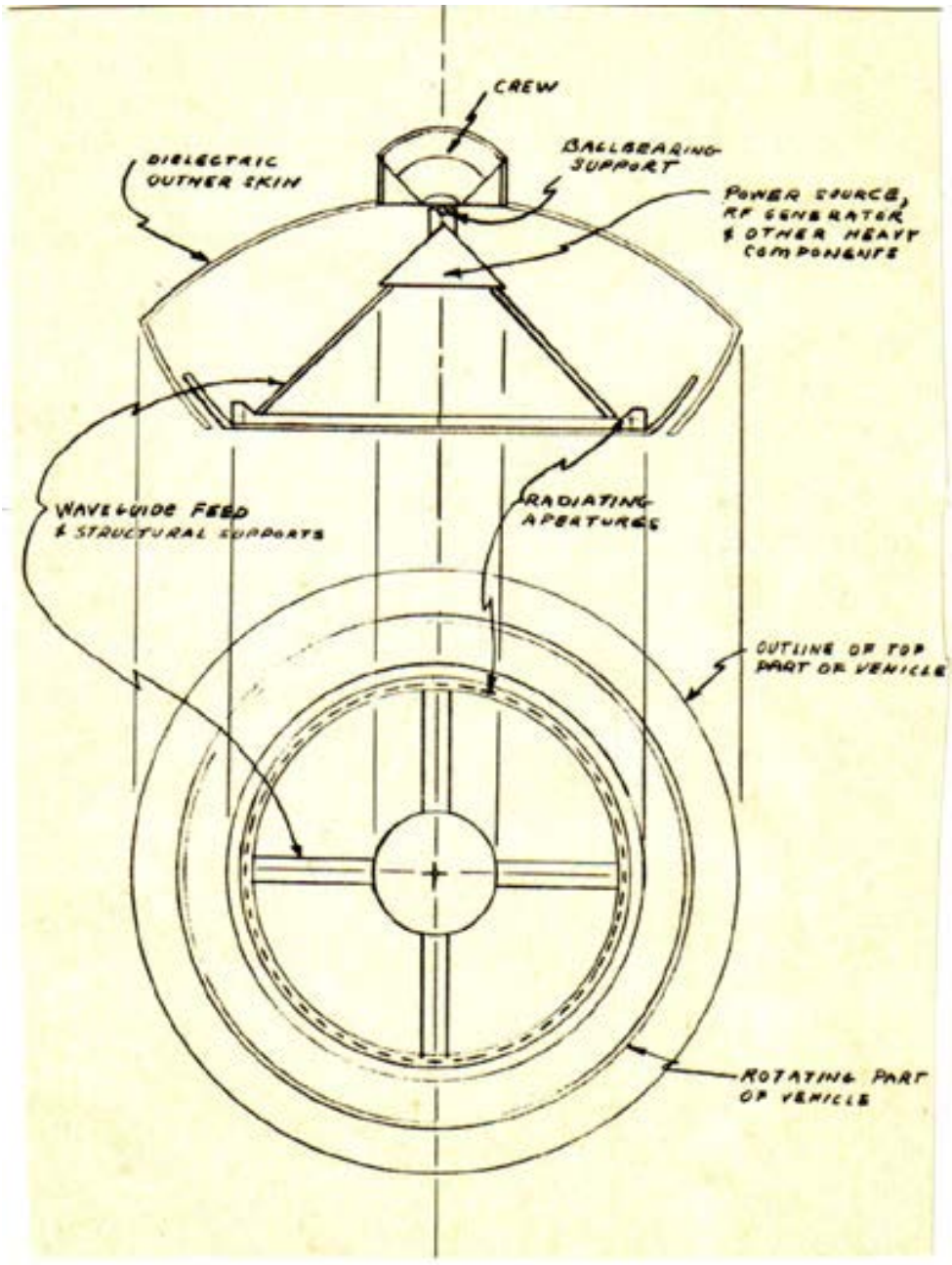

CREW
DIELECTRIC OUTHER SKIN
BALLBEARING SUPPORT
POWER SOURCE, RF GENERATOR & OTHER HEAVY COMPONENTS
WAVEGUIDE FEED & STRUCTURAL SUPPORTS
RADIATING APERATURES
OUTLINE OF TOP PART OF VEHICLE
ROTATING PART OF VEHICLE

Figure 6

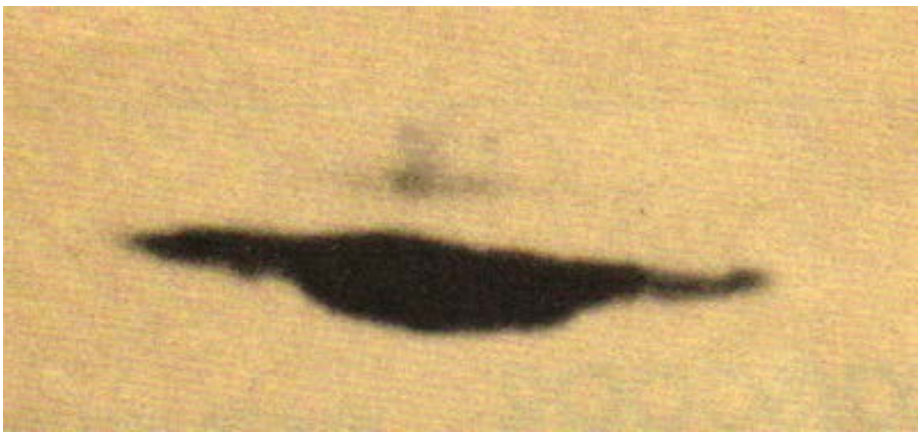


Figure 7

Figure 7 may be a blurred version of a hoaxed photo by Billy Meier. I'm not sure. But the similarity was striking. I am awaiting a better version and information from UFO photo experts around the world regarding this photo.

STRANGE DOMES & PROTUBERANCES

Not shown here is a drawing of the object in the photo above by Indiana MUFON's Staff Artist, Robert Taylor. However, the thought came to Staff Artist, and myself included: Is the dome retractable? Wilbert Smith, author of the Top Secret "Smith Memo" (Ref. 5), mentioned this very possibility.

He had stated that UFO's were the "most highly classified subject in the United States Government, rating higher even than the H-bomb". He also mentioned something interesting to Maj. Donald Edward Keyhoe at one time. In Keyhoe's book, "Flying Saucers From Outer Space" (Reference 6), on page 141 Keyhoe states: "During one of our talks Smith had sketched his idea of a flying saucer, showing a rounded, turret-like central cabin. It was possible, he said, that the turret night retract in flight, to reduce resistance."

The McMinnville, Oregon (Figures 8 & 9), and Rouen, France (Figure 10) photos depict objects with possible telescoping dome-like structures. Since most consider the McMinnville case to be genuine, the protuberance at the top of the object must be a reality, also. For high speed flight one would assume that this was retractable. For the record, after this paper was written, the Rouen, France photo was exposed as a doctored copy of the Trent photo.

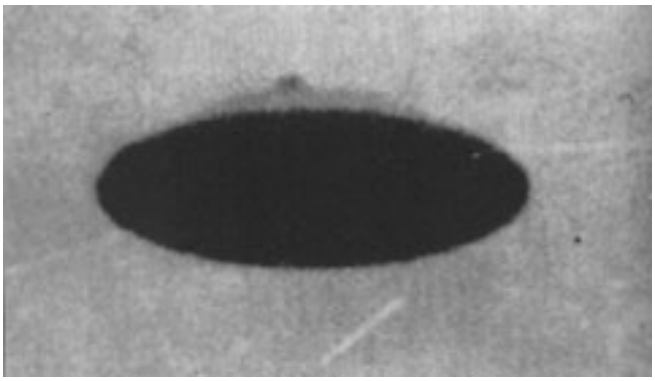


Figure 8

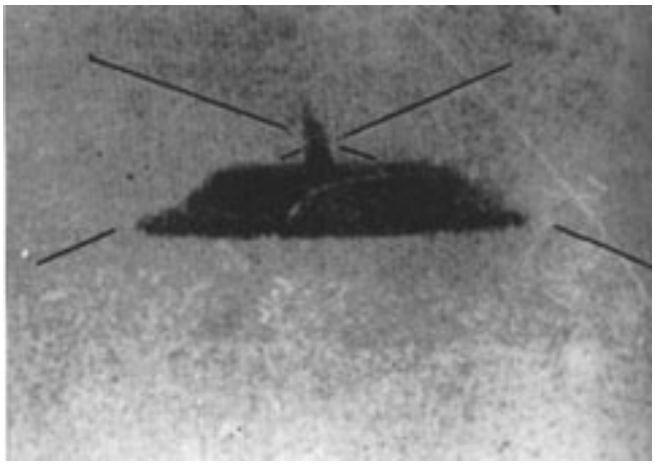


Figure 9

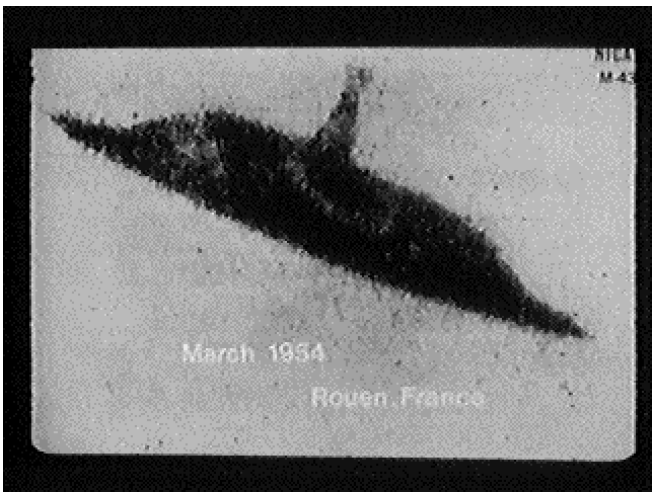


Figure 10

While researching for this updated version of this paper I recalled an incident that we had recently posted on the NICAP web site. The drawing is right from Project Blue Book Special Report 14. See below:

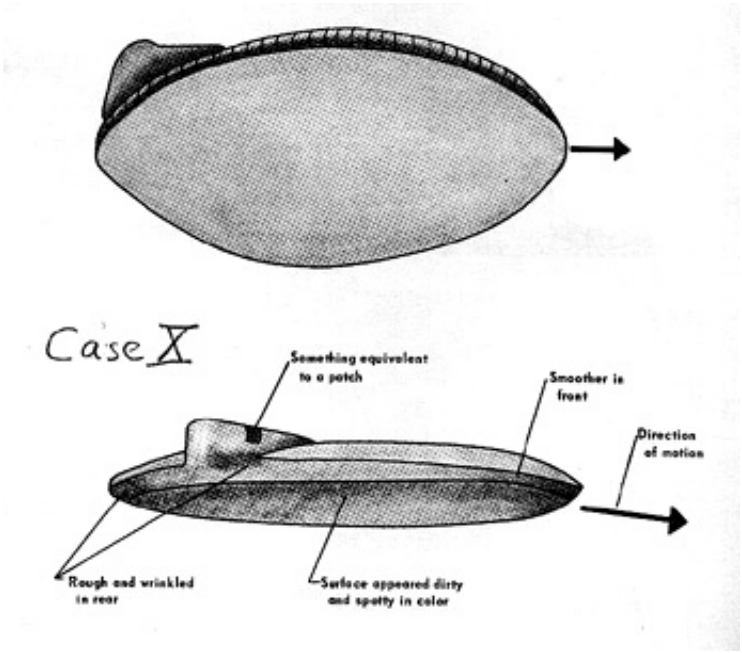


Fig 11

Project Blue Book Special Report 14 mentions, and gives an illustration, of a flying disc on page 86. Our thanks to Bruce Maccabee, who provided the information that made this case much more significant in his book, "UFO/FBI Connection", and then created the even-more-detailed web page document (See NICAP site for report). Also, our thanks to Brad Sparks, who found the witness' names in the Air Intelligence Report and called Bruce's attention to them.

Figure 11 (ref 7) depicts the object observed in daylight at Rogue River. Note the similarity between the McMinnville object and the Rogue River object. The sightings were less than a year apart, and both in Oregon!!! The distance from McMinnville and the mouth of the Rogue River is only about 110 miles.

Lt. Col. Doyle Rees, in a letter written in May 1950, concentrated on about fifty incidents which occurred in "hot" areas. About a dozen of these were "disk' or variation," indicating flying saucer or flying machine reports. The Nuclear Connection Project (which I am coordinator) notes that the same areas mentioned were atomic bomb assembly areas (specific locations in New Mexico) and storage facilities (Fort Hood, Texas - Killeen Base). The document did not include the Rogue River case, which happened during the same period because it occurred many hundreds of miles away at the mouth of the Rogue River in Oregon. But another good flying disk incident, it was. And the caliber of the witnesses were not that bad either.

The ability of, or the appearance of, a dome that might retract is not as important, but even that has been considered before (Project Sign report). Most domed UFOs, however, are not "straight up & down" configurations. Maybe there is a special use for a "coning tower" dome on some UFOs.

The purpose of this paper is to present a theory based on observational evidence and predicted effects of E-M propulsion by Niels Sorensen. The Princeton case is a very interesting close encounter report by an engineer with a notable electronics firm, of a flying saucer, illuminated by ultraviolet light. The "super-dark cone" may be an important finding.

REFERENCES:

1. Princeton Case on file at MUFON & CUFOS.
2. MUFON SYMPOSIUM PROCEEDINGS, 1977.
3. THESIS/SYNTHESIS/ANTITHESIS, 1975.
4. UFO PHOTOGRAPHS AROUND THE WORLD, VOL I, Page 77.
5. Smith Memo, dated 11/21/50.
6. FLYING SAUCERS FROM OUTER SPACE, Maj. Donald E. Keyhoe, 1953.
7. Rogue River Case, PBBSR #14.

Please address all reports of "superdark cones" and other written correspondence to: Francis Ridge, 618 Davis Drive, Mt. Vernon, IN 47620.

Email: nicap@insightbb.com

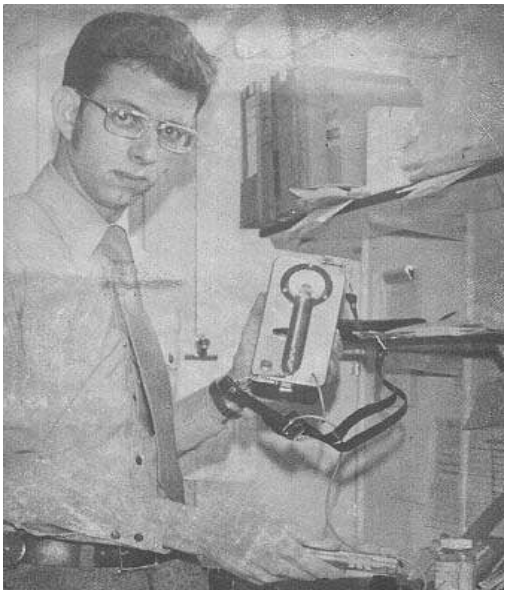
The NICAP Website can be found at:
http://www.nicap.org/index.htm

NICAP Home Page

The Sighting Wave of 1967 - Indiana

A NICAP Subcommittee Investigation

By Francis Ridge



Francis Ridge

Abstract

The Indiana-based NICAP Subcommittee, Indiana Unit No.1, headquartered at Vincennes, was authorized in November of 1960. The unit had investigated many cases on a local and regional level, and had been involved in the "concentration" in S. Illinois in 1963, but the wave of 1967 was one of the largest in history. The 7-man NICAP rapid deployment team, one of four in the state, was very busy that year. Since the news media was not covering the UFO subject very well, and communication with NICAP HQ in Washington was by newsletter distributed only four times a year, very few knew what was going on until long after the wave had subsided.

The report on the local wave was published privately in the spring of 1967. This paper is a major update of that report. Here, in chrono order, is what investigators were able to piece together 36 years later. To view a Regional Sighting Information Database printout of over 200 incidents investigated by the Indiana group, click on the link below:

RSID printout for six-state region in 1967

The event on or around January 3, 1967, at Richmond, Indiana, marked the first of many sightings for Indiana. At 2:00 AM an inverted mushroom-shaped object hovered over a car for 10-15 minutes. The area ahead was brightly lighted. Forward motion of the vehicle slowed, it was unable to accelerate, and there was a loss of steering control. (1)

The region was also experiencing strange objects in the sky. On an unknown day in January 1967, city, county, and state police were dispatched to an area west of Galesburg, Illinois after reports of sightings of a large UFO, "bigger than a trailer", with blue lights and a funnel on top were received. One Knoxville farmer and several motorists reported that the UFO "was round, big as a house, had no flying lights, but let off a greenish-blue light." Vibrations from the craft could be felt in the farmer's truck as it followed him along the Victoria blacktop about 7:00 PM. (34) And on January 7th, things were happening near St. Louis, Missouri. There was a sighting of a domed disc with lights on the dome, which hovered, tilted and sped away. (31)

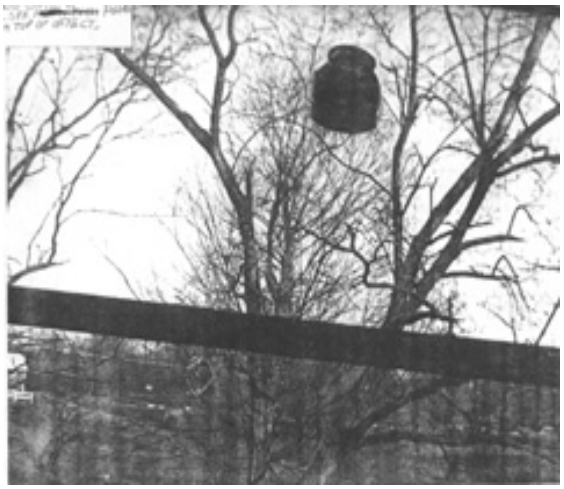
The first sighting that the Vincennes, Indiana, NICAP Subcommittee investigated, occurred on January 10th.

January 10, 8:30 PM; Bruceville, Indiana
Mrs. Pam Ridgley and her son, Joe, were driving down the lane leading from their cabin when they observed an unusual object. It was dull gray, elliptical in shape, and glowing a sort of bluish color around the rim. It was low enough over the car and utility pole to get a good estimate of size. It appeared to be about 30 feet in diameter and about eight feet thick. It hovered for a few seconds, then accelerated slowly at first, then moved fast toward the east (east-southeast). It vanished in 6-8 seconds. The object exhibited a disc-shape as it banked slightly and several dim lights were seen on the rim. (2)

January 16, 6:00 AM; Vincennes, Indiana
On this date there were numerous reports of a glowing, bluish-green object which we were able to identify as a barium cloud launched from a rocket fired from Wallops island. The question that arose was, why are there, many times, barium clouds and radar chaff tests conducted during real sighting periods? Is this just a coincidence or does someone have these tests ready to deploy when people start seeing real UFOs? As you will see, something WAS going in in 1967, and all over the world. (3)

Jan 17, evening; Freetown, Indiana
Francis Bedel, Jr., (23) of Portland, Indiana, was driving on State Highway 135, a two-lane blacktop road, north of Freetown, he later reported to State Police, when a brilliant glowing white light darted into his field of vision. It apparently hovered over the road for a few seconds, then slowly reversed its course. Bedel was so busy staring at the spectacle that he lost control of his car, which left the road and was badly damaged. State Police who investigated said that Bedel was not drinking and was not injured in the crash.. (4)

Same evening; Freetown, Indiana
On the same stretch of highway on the same night, Mr. & Mrs. Phil Patton of Freetown, reported to State Police that a brightly lighted disc-shaped craft, about 30 feet in diameter, came down alongside their car. Mr. Patton told State Trooper Conrad that the object moved along the highway right in front of their car and about one hundred feet distant from it. They estimated that it was about 100 feet above the road and they described it as a circular in shape and about the size of a small house. The Pattons reported to police that they heard no sound from the object but that its outstanding characteristic was the extreme brilliance of its lights, predominately red but with flashing yellow and white along the side or bottom of the thing. After a half a minute, it flashed up and away. According to state police who investigated, the description given by the Pattons was identical to that given by Francis Bedel, the young man who wrecked his car while watching a similar spectacle, about a mile from the scene of the Pattons' experience. (5)



Controversial photo

Jan 19, 3:00 PM; Milan, Indiana
A photograph was reportedly taken of a UFO by Reed Thompson, a 15-year-old boy from Milan. The town constable stated that the boy was reliable and said that he had seen the photo himself. However, the boy refused to submit copies of the print or negative (35) mm to this unit after correspondence and long-distance telephone interviews. His report to us stated he watched the object for 5-7 minutes before it sped off. Later, one of our Indiana field investigators, Don Worley, obtained further information and a black & white copy of the original color photo, along with a report and drawings. (6)

The incident occurred about 3:00 PM. The sound of a "train" passing and a very bright light outside the window attracted his attention. The object had a silvery quilted surfaced and was about 6' by 8' in size, and was shaped like a "jar" with a top opening. It moved slowly by the witness' home, moving about 10' above the ground, keeping the ground contour and making angled turns around trees. Thompson said he grabbed a small camera and got one good photo of the object out the bedroom window. The object disappeared instantly when it got near a pine tree. The original photo, according to FI Worley, shows tree limb reflections on the sides of the object. He also stated that in the top of the object is a faint shadow of a figure's head and shoulder!!!! We never got to see a better version of the picture. Also of interest, the tree limbs where the UFO hovered finally died.

The Indiana State Police also investigated the incident and Reed was questioned. The initial report was taken by trooper Jim Harris who came back later after the film was developed and spent considerable time with Reed and his parents. The Air Force sent investigators from Dayton, and Robert Lowe from the University of Colorado analyzed Reed's negative. Reed was later visited by Frank Edwards and Don Worley.

According to a press report, on the same day (no details) two girls from Dillsboro reported seeing the same object or a similar one. (33)

January 29, 7:00 PM; Eckerty, Indiana
Mr. John Sturm, a linotype operator for the SPRINGS-VALLEY-HERALD at French Lick, and his neighbor, observed a bright red object descending from the northwest. It was traveling approximately three times the speed of a jet and had a tail or trail extending about 10-15 feet to the rear of tie object. The object descended at a 45-degree angle, leveled off at low altitude and turned a bright green. Observation time: 15-20 seconds. Final bearing: southwest. Range: 3-4 miles. The object appeared to be controlled. Meteors don't "level out at low altitude" (7)

FEBRUARY

February 2, 10:30 PM; Sumner, Illinois
To the west of Vincennes, and just across the Wabash River in Illinois, is a little town called Sumner. A well-known craftsman, who requested anonymity, reported to the Lawrenceville-Vincennes Airport that he observed an object for one and a half hours that was doing some pretty good stunts. It hovered, accelerated, changed shape and color, was observed with the naked eye, 7- power binoculars, and a 20x spotting scope. It was described as a very bright red object, flashing like a red neon sign. The upper portion was a very bright white and red and green lights were observed around the object. The object was seen in the east northeast and noticed because of its brightness arid erratic movement. It seemed to have a very thick rim. In a letter dated 13 April, the observer mentioned that the LAWRENCEVILLE DAILEY - RECORD had an article on UFOs seen farther south about the same time. The airport stated during a telephone conversation that no conventional aircraft were in the area at the time. This one sounds suspiciously like a star or planet, but there were no candidates unless he had his bearings completely wrong. (8)

At the time, we had no idea what was going on elsewhere in the six-state region, or the United States, or even further away. But the record shows that something truly unusual was happening.

On that same day, but at Lima, Peru, at 12:30 AM a cone-shaped object approached and paced a Fawcett Airlines airplane. The cabin lights dimmed, there was radio interference, and the radio compass oscillated. (25)

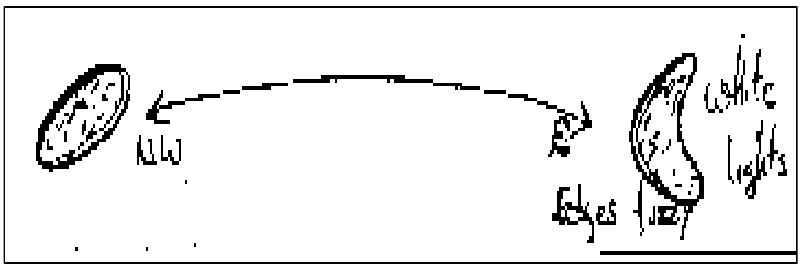
Before the year was out there would be at least 28 pilot chase reports.

Back home in Indiana.....

February 4, 1967, 7:30 PM; Norman, Indiana (68 miles NE of Vincennes)
State Trooper Hollace Chastain was checking his rural mailbox right after patrol when he noticed an unusual and very bright object in the western sky. It was elliptical in shape, about the size of a dime at arm's length and self luminous. Chastain, after observing a few minutes radioed Trooper James Blevins. The object then ceased to move and hovered for a while, then sped up suddenly, changed colors in the process from white to orange to greenish-blue back to white. It appeared to pulsate at times during the observation. No sound was detected during the 30-minute observation and the object finally disappeared behind a tree-line in the southwest. The object appeared solid and seemed to change shape. Estimated range: 5 miles. Estimated speed: (at acceleration) 1,000 mph. (9)

That same evening, 7:30 PM; 10 miles SE of Norman, Indiana
Trooper Blevins, also of the Seymour Post, followed the object for fifteen minutes to Lawrence County. The object was reported as "soft ball-sized" and changing colors from blue to green to white. "It was stationary when I first saw it, " he said, "but it was too big to be a star. Suddenly it started to move." The interrogation form completed by Trooper Blevins stated that the object had flickered & wobbled during observation and finally dropped straight down behind a tree-line. The object appeared solid and was observed at least once through binoculars. It moved from southwest of his position (8 miles west of Brownstown) to due south above the tree line. Estimated range: 2-10 miles. Estimated speed: 1,000 mph at acceleration. (10)

Within hours of the previous sightings & 65 miles southwest of Brownstown, something unusual was being observed.



"Boomerang" observed near Oakland City, Indiana

February 5th, 1:45 AM; 10 miles east of Oakland City, Indiana
Seven members of a band were returning home from a performance in Huntingburg when they observed an object described as "pale green with a bluish tinge" with a cluster of white lights, It was observed for 5-6 minutes from the side of highway 64. The object changed brightness and shape and appeared at first as "boomerang-shaped", then somewhat "teardrop-shaped" as it moved from east to northwest. The object was first observed as they drove up over a hill and was last seen fading in the northwest. Another car with 5-6 occupants also observed the object. The original group requested anonymity and the latter observers were unidentified. (11)

2:30 AM; Crothersville, Indiana (75 miles to the north east)
Richard D. Barker of the Seymour State Police post reported he followed a huge ball of greenish-blue and white lights for some 10 miles about 2:30 AM before the light moved west towards Bedford. "It had a flat bottom, just under basketball size, and had a brilliant blue-green light rotating around it counterclockwise. Barker said he was in the vicinity of Crothersville in Jackson County when he first spotted the changing lights, "It was maybe 300-500 feet high and had three red flashing lights under it," he said. "I got within what seemed like about a mile of it and it started moving south. Barker said he never did lose sight of it and it didn't leave any trail. He said when it got to Littleyork it hovered for a while and then took off fast, "It wasn't like any airplane I've ever seen, " he said. "I know it wasn't a plane." (12)

6:00 AM; Bedford, Indiana (35 miles northwest)
The woman reporting requested anonymity. The report she gave to the DAILEY HERALD-TELEPHONE provided the most vivid description of an unidentified flying object observed as far southwest as Oakland City and as far east as Crothersville.....35 miles away. At this time she arose because of noises on the roof roof. She thought it was raining. That's when she saw what looked like a quarter moon that was moving toward her. "I watched it for a half hour," she said. "It would more, then hover, getting closer all the time. It had a bright light on the bottom. The light kept going around and back and forth an the ground like it was looking for some place to land. As it got closer I could see a bright band around the middle of it," she continued. "It was oval-shaped, sort of like a cigar. The top was shiny, like metal, and the bottom was kind of orange. There was a crater on the bottom of it--and bumps, like legs." It hovered near a utility pole behind her house for ten minutes. She said when she started to dial her telephone to call someone about it the object "turned real bright orange and then blue and took off." (13)

That very evening there was a humanoid sighting at Hilliard, Ohio. An object that was described as an ellipse, landed, humanoid beings emerged and placed small spheres on the ground around the craft. Witnesses observed them interacting with humans. Further, up-to-date research, would show many more HR cases for the year, but at least 14 were found without much effort. (32)

February 7th, 8:00 PM; Owen County, Indiana
An egg-shaped object was reported by Paul Poorman on a farm near some strip mines. Poorman was a 33-year-old specialized police officer and qualified pilot. The object was white and well-defined, turned to a blood-red color, then a pale blue. It arose from the White River bottoms and strip mine area, hovered, "yo-yo'd", then zipped south then back, etc., then went down below a tree line. (14)

February 9th, 7:50 PM; Eight miles south of Seymour, Indiana (35 miles east of Bedford)
Another State Trooper to see and report a UFO in the Seymour area was D. E. Swider at Crothersville, This ended a sighting group for that area and appeared to be somewhat similar to the reports of the 4th and 5th of February. At about 7:50 PM when trooper Swidar was patrolling Interstate 65, 8 miles south of the Seymour State Police HQ, they advised him of a UFO reported to the post. He, himself, saw the object in the west for about 10 minutes before it finally went out of sight further west. It was described as a huge, round object, moving left to right (slowly) changing colors from white to red to orange. This sequence corresponded with a decrease in speed, followed by an increase in speed of the object, typical of a UFO. (15)

The direction and elevation of the UFO put it near the position of Venus. The Seymour Post stated during a long-distance telephone conversation (with this unit) that some people were reporting Venus. However, the description of the object, its lateral movement and short period at visibility, rules out this possibility.

February 14th, 7:00 AM; Jefferson City, Missouri. A CE-III
Going from a local to a regional sampling of UFO activity, a disc-shaped object was seen resting on a shaft in a field at Jefferson City, Missouri. Small beings were reportedly moving around rapidly beneath it. They disappeared behind the shaft, the object rocked back and forth, took off, and sped away. (26)

On February 19th, registered letters were sent simultaneously to Bakalar Air Force Base at Columbus,

Indiana and the Nike Missile Station at Dillsboro, requesting possible information on these reports; either visual or radar. On the 24th we received the following **letter** from the Department of the Air Force, dated 23rd Feb 1967:

> Dept. of the AF
> HQ, 434th Troop Carrier Wing
> Bakalar AFB, Columbus AFB, Indiana
>
> 1. In accordance with AFR 200-2, paragraph 7, this base must submit the following:
>
> "The Office at Information, Office of the Secretary at the Air Force, will release to the public or unofficial persons or organizations, any information or releases concerning UFO's, regardless of origin or nature. This includes replies to correspondence submitted direct to the AFSC (FTD) and other Air Force activities by private individuals requesting comments or results of analysis and investigations of sightings."
>
> 2. Your report dated 19 February 1967, is noted and will be passed to the appropriate personnel.
>
> FOR THE COMMANDER
> Elbert E. Wade, Major, AFRes
> Deputy Director of Operations
> Plans and Training Branch

Checking our copy of AFR 200-2 revealed the following:

1) AFR 200-2 makes no mention of the AFSC Foreign Technology Division in its text. On September 19, 1966, the Air Force Systems Command took over the UFO Project. Thus, we have a change from 20 years of investigation by Air Force intelligence through ATIC (Aerospace Technical Intelligence Center) to an Air Force research & development program. The order that produced that change was AFR 80-17. Major Wade was quoting from an outdated directive.

2) We were requesting information, not reporting.

3) We did not get the requested information, either to confirm or deny knowledge of the events.

4) The mention of the "report" (our request) being passed to the "appropriate personnel" indicated a possible statement from, or authorized by, the Secretary of the Air Force. This is according to instructions provided in AFR 200-2, Section B, paragraph 8, dated 14 September '59. No such answer has been received to date.

On February 20th, we sent a letter to the NICAP Indiana Unit # 4 at Anderson to check to see if they were investigating any of the reports. Instead of a letter, on March 2nd we received a long-distance call from the unit's director, Dennis Simpson. He stated that they had no knowledge of the reports, which indicated that the press had not "stimulated" any other reports. Quite to the contrary, only the Bloomington DAILEY HERALD-TELEPHONE covered the sightings. Even then, only a few were mentioned. The Oakland City case was known only to us and about a week before we received word of the Staten Police reports.

The reports continued.

February 22, 6:30 AM; Milton, Indiana - Dogs React
As Mrs. Jarnes A Clevenger, stood by her kitchen sink, she saw her collie dog jump against the kitchen window, then race around the yard, "barking and jumping."(16) Then she saw the UFO. "It appeared as [the) headlights of a car except there was only a solid light in an oval shape," the housewife told NICAP. She also saw a white row of lights along the object. Mrs. Clevenger let her dog into the house. The

frightened animal raced into the living room and hid. The witness, clad in only her night clothes and with no shoes, ran to the end of her walk in front of the house in the near-zero weather. She saw the object moving slowly at approximately 100 to 200 feet altitude, which followed the course of a creek. Returning to her house, Mrs. Clevenger called a neighbor one quarter of a mile to the south, Mrs. Judd Alford. "I could see a circle of white lights some 200 or 50 feet in the air," Mrs. Alford said. "The object appeared like a saucer to me." Several minutes later, she added, the UFO disappeared behind some trees. Mrs. Alford also said her fox terrier ran into the house "at full speed" and hid under a chair. (16)

On that same evening, Rev. and Mrs. Leonard Lutz and their son, David, saw an oblong UFO that looked like "two headlight-looking affairs" with colored lights near Hagerstown, Indiana. (17)

On the 29th we received the answer to the letter to the Dillsboro Nike Missile Station (40 miles east of Seymour). Instead of the typical professional looking government letterhead, the letter was typed on plain paper and was addressed from the Department of the Army:

Original copy of letter, dated February 24, 1967

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Department of the Army
HQ, 88th Artillery Group (Air Defense)
Wilmington, Ohio

24 February 1967

Dear Sir,

This organization cannot confirm any of the UFO reports mentioned in your letter of 19 Feb 1967, addressed to Btry C, 5th Msl Bn (HERC), 56th Arty, Dillsboro, Indiana.

Sincerely,
John D. Penrod
WO1, USA
Adjutant

Radar at the NIKE Hercules base did not operate all the time, but it was/is in the Air Defense system. When we wrote to this base we assumed that the radar must have been on. This was an error. The type of radar used would pick up any high altitude aircraft, but probably not any low flying objects. At this base the equipment used for detection is continuous wave acquisition radar. Tracking is accomplished by pulse acquisition radar which guides the missile to the target. The tracking denial was probably legitimate, but there was a directive that covered that situation, too.

Issued by the Secretary of the Army, AR 30-13, dated 31 January 1957 states:

Sightings Of Unconventional Aircraft (UFOB)

"Persona involved in sightings will not discuss or disseminate such information to persons or agencies other than their superior officers and other personnel authorized by the Acting Chief Of Staff, G-2, this headquarters.

BY ORDER OF THE CHIEF OF STAFF,
Colonel Charles L. Olin

Previous correspondence with the missile base on November 25th, 1960, requesting data on a sighting

covered by the press, also died a quick death, when after the base stated that they HAD tracked an object to Indianapolis, denied it on December 1st. That **letter** was signed by Lt. Charles A. Millick, Exec Officer. State police units had been rushed out to look for evidence of a a plane crash, but could find none. This made it a UFO, not an airplane...which changed the circumstances and rules regarding release of information.

MARCH

March 1st, 10:06 PM; Poland, Indiana
A dark-colored disc with a dome, performing slow and low flights in Owen County, was reported to have followed persons in an auto for miles until they reached their home at Poland, in Clay County.. The dome was either reflecting or emitting dim red light, and the object had two white lights on the ends and two larger red lights together in the middle. The flight was reported as as low as 40' and two automobiles had their hoods up, indicating possible E-M effects. (18)

While we were checking out "routine" UFO reports on a local level, and not aware of anything going on elsewhere, the situation was getting more serious. On March 2nd there was a radar/visual sighting of three or four silvery objects at White Sands Missile Range, New Mexico. At 10:30 AM that morning those objects were tracked at 2,000 mph). There were at least nine radar cases in 1967 that were memorable. (27)

That same day we had sent a letter in rebuttal to the February 23rd, Bakalar Air Force letter, stating that we wanted a simple yes or no regarding their official knowledge of UFO activity in the area. Air Force regulations state that only the names and identifying information, classified equipment procedures & frequencies, be deleted in order to declassify a UFO report. A report stripped of this data (which is of no interest to us, anyway) should be readily available to serious researchers and the public. We also mentioned that AFR 80-17 had replaced AFR 200-2 in September. The answer to our letter (which came later and was dated March 21) was very interesting, but somewhat confusing:

Gif of original letter dated March 21, 1967

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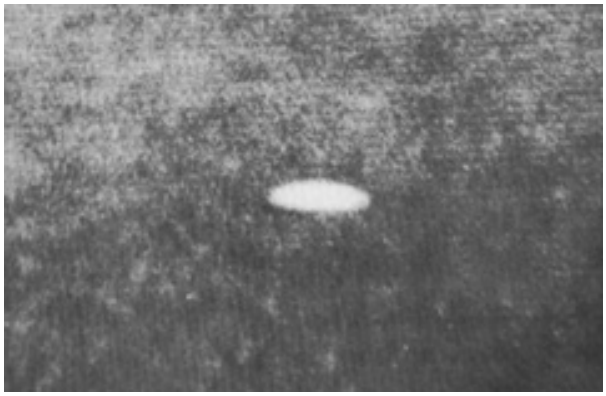
"1. This headquarters submits a negative radar capability and negative report of positively identified sighting.
2. Suggest you recheck section B, Paragraph 5C, AFR 80-17, dated 19 Sep 1966. Quote 'In response to local inquiries regarding UFO's reported in the vicinity of an Air Force Base, the base commander may release information to the news media or the public AFTER THE SIGHTING HAS BEEN POSITIVELY IDENTIFIED. If.....thru the entire paragraph..
3. Suggest contact with SAFOI for desired information."

FOR THE COMMANDER
Albert E. Wade, Major, AFRes

This much we can gather from the sightings reported beginning on Feb 4th. The witnesses were reliable and the testimony provides information that suggests that something truly unusual was going on in Indiana. At that time we were totally unaware that this was part of a major sighting wave that extended across the Country and into other parts of the world. In the cases we investigated, the acceleration of the object produced the same effects, a brighter spectral color. Upon deceleration, the reverse was noted. The greatest change occurred during a relatively swift velocity change. The basic colors reported were orange and greenish-blue from or TO white. In some instances one object could have caused all the reports for that period. No aircraft, balloon, cloud, or astronomical phenomena could, in the opinion of these investigators, be responsible for the physical or flight characteristics reported by the witnesses involved in these sightings.

Continuing to escalate, on March 5th there was a major broad daylight encounter at Minot AFB, North Dakota. Radar had tracked a metallic disc with a ring of bright flashing lights that descended over a

Minuteman missile site and hovered. This was seen by security guards. When jets were ordered to scramble, the object climbed straight up and streaked away. (28)



UFO filmed at Moline, Illinois, on March 9th, a sample of incidents outside Indiana during the wave of 1967.

March 9th, afternoon; Moline, Illinois.
A regional report, and one showing very graphically what was going on around the country, is the Moline, Illinois incident where a policeman spotted two UFOs in the afternoon. Police officer William Fisher said he was riding his motorcycle on patrol when he spotted a boxcar-sized object hovering at about 3,000 feet. He said a second UFO materialized as he watched, and both sped from sight. Fisher took color motion pictures of the objects, one frame of which is displayed at the top of this page. (29)

A major event in March was a glowing red saucer-shaped object which hovered over another Minuteman missile silo on March 16th. This time it was Malmstrom AFB, Montana. The object was seen by security guards and the missiles inexplicably shut down. Missiles later resumed functioning on their own, and no explanation was ever found. There was a similar experience the very next day at another missile site 20 miles away). (30)

March 23rd, 11:30 AM; Lawrenceville, Illinois
Another man requesting his name be kept confidential reported that he observed an object, near the airport, in the west that appeared to be an aircraft fuselage (DC-3) without wings. It was white in color, and after a minute of observation, took off fast towards the northwest into a cloud. The observer is a well-respected individual who has been employed for years at Lawrenceville-Vincennes Airport (formerly George Field). He expressed the fact that he could recognize and identify most aircraft. This one was different. It looked like it was coming in to land (sideways), then sped off, always exhibiting the elliptical shape. (19)

APRIL

April 1st, 5:45 AM; Wayne County, Indiana
A farm wife was putting milkers on cows in a barn when she observed a round, red-yellow object the size of the full moon for about a minute. It hovered about 200 yards away, then climbed and disappeared in about three seconds. (20)

April 10th, 3:00 PM; Fayette County, Indiana.
A bright white oval object with lights in a row were observed for 30-minutes by two witnesses. The object performed "falling leaf" maneuvers, slowly, many times, rising into clouds and coming out of them. Witness finally got a camera and took 12 photos. By then the objects were too distant to capture. (21)

Same day, 9:45 PM; same county.

A glowing orange-yellow ball that swung in a large arc was observed by two witnesses for 20 minutes. It moved closer and became a huge dark object which reminded the witnesses of a passenger coach of a train with seven tall windows emitting light. (22)

MAY

May 15th, 11:15 PM; NE of Indianapolis, Indiana
A commercial airline pilot, who prefers to remain anonymous, had just concluded a tour of duty and was driving to his home in an exclusive residential community a few miles northeast of Indianapolis. As he turned into the lane that led to his home, he noticed a strangely lighted craft in the sky. It was moving slowly toward the south, crossing some fields behind his house at an altitude of about one thousand feet, he estimated. The thing that attracted his attention was the lighting arrangement of the object; a brilliant white light in front, a rapidly blinking red light on the rear, and pulsating red lights from front to back underneath what seemed to be a cigar-shaped craft. The pilot phoned the airport control tower. Did they have anything on their scope in his area? The radar man assured him that they did indeed have an unidentified object on the scope - had been watching it for several minutes. The pilot inquired if either of the Goodyear "blimps" was up? Neither. The radar man said he could clearly see both blimps tied down on the airport, only a couple of hundred yards from his position. And he added that there were no planes in that area, and no weather balloons.

The pilot reported the incident to the Marion County Sheriff's office and that office broadcast an alert The dispatcher in the sheriff's office contacted the radar room at the Municipal Airport and was told that they were watching an unidentified return on the scope from an object moving about at very low altitude in the area indicated. Two deputies who answered from the general area of the pilot's home were dispatched to the scene to check the report. The first to reach the scene was Deputy Kenneth Toler, who told Frank Edwards: "It was a sight--- a very strange sight. The light on the front end was brilliant. We (the pilot and the deputy) could see the shape of the thing - like a fat cigar about forty to fifty feet long, we estimated. It was moving slowly against the wind. The row of lights along the bottom was unusual ---I never saw a craft with lights like that. We watched the thing for about 25 minutes, altogether. It was somewhere beyond a mile from us. When it got ready to leave it just took off at a steep angle. It went fast - very fast was out of sight in a few seconds, still rising." (23)

This sighting is noteworthy because of the caliber of the witnesses: a commercial pilot, a deputy sheriff and the radar operator who confirmed the visual sighting with his instrument.

May 21, 3:00 AM; Union County.
A dark object with a circle of red pulsating lights which lit up the area was observed for two minutes by two witnesses. The object moved slowly along a highway below tree-top level. It made two passes. Witnesses experienced retinal afterimage, and a rooster reduced its crowing to a shrill screaming sound. The location: 5 miles west of the NIKE missile base near Oxford, Ohio! (24)

Five hours later, 8:00 AM; same county.
A farmer out hunting looked up when he heard a brief swishing sound. Six or eight light gray watermelon shaped objects in semicircle formation at undetermined height were moving rapidly to the east. The witness was very shook up, rushed home and called the newspaper. (35)

Sometime in the summer, about 4:00 PM in the afternoon; Booneville, Indiana
The date of this sighting is unknown. At Booneville, just a few miles from Evansville, Indiana, a Close Encounter of the First Kind occurred. The witness, who was 29 years old when she filed this report, said: "I was approximately ten years old when I saw the object. I was playing with my brother, about 6, and a neighbor boy, about 12, in the back yard of my house. I had no idea what it was. When I asked him, he said, 'It's a UFO'. The object was hovering about five feet above the trees that lined the back yard. We had watched it for several minutes when we noticed a second object over the empty field behind our house. It was hovering slightly higher than the first one. There was also a third object, farther behind the second one

and a little higher up. We watched the objects for some time, then I went in the house to try to get my mother to look. She wouldn't. I went back outside and the three of us watched the objects for perhaps twenty minutes. Then, my mother called us into the house, we ate dinner, took a bath, and went into my bedroom at the end of the house and watched the first object until bedtime. Perhaps another hour. At no point could we get my mother to look out the window." The Form 1 indicates the first object was as close as thirty to forty feet at one point. (38)

August 23, time unknown; Hamilton County, Indiana
No details on this one, except that it was a computer entry for a landing report, one of 70 such reports for 1967. (36)

November 9, 1:45 PM; Near Erin, Tennessee
Two nurses driving home from a Waverly, Tennessee hospital stopped for a traffic light in Erin, Tennessee. While stopped they saw a large UFO approach and land on the highway in front of them. Without the driver "feeding gas or anything" the car began to move of its own accord until it stopped a mere thirty feet or so away from the semi-transparent craft. Inside the craft there were at least five small figures looking at them. The women felt completely unafraid and transfixed. The craft rose up and moved away and the women began eagerly to follow it. It "led" them to a rural road where they saw it land. The lights on their car went out. The next recollection was of the object high in the sky leaving them, but they perceived no time lapse nor did they ever check the time. (39)

November 27, 9:00 PM; Fayette County, Indiana
The object was first seen at 9:00 PM by four witnesses at a rural home. The object dropped down near three other witnesses in a car on a rural road northwest of the Philco-Ford Manufacturing Plant. The object was larger than a house. It was a silver, domed disc with masses of red lights pulsating in an erratic fashion underneath it. The witnesses in the automobile stopped and observed windows inside the dome with computer lights behind these. The witnesses fled the scene, tearing down the gravel road at high speed. The duration of this sighting was ten minutes. (37)

FINAL COMMENTS

In 1967 NICAP received 3340 UFO reports. Ted Bloecher and David Webb reported that there were more than 100 humanoid reports. This paper presents the Indiana cases and briefly mentions incidents in the region from and including Missouri, Illinois, Ohio, Kentucky and Tennessee. The Regional Sighting Information Database now lists over 200 cases in the region alone and this represents only the more substantial ones. Laced in with the "localized" incidents are brief accounts of key U.S. and global cases, to illustrate the size and seriousness of this major sighting wave. As Dick Hall reported in Volume II, The UFO Evidence, 55% of the incidents occurred in January through April. The same trend was evident here in Indiana. My father passed away on April 7th of that year and I was writing a report on the wave that very week. Little did we know that the wave was a global one and that even more interesting and serious events were taking place elsewhere.

I wish to thank my team members who helped with this investigation back in 1967: James Catt, Phillip Studler, Jerry Sievers, and Alan Sievers. Also, we all wish to thank police, sheriff, state police and news media who cooperated so well with the effort. Last, but not least, I wish to dedicate this report to my father, Roland Lee Ridge. There were times when he had some serious doubts about his son who was a "ufo chaser", at a time when it wasn't fashionable to believe in UFOs. Not long before his passing he expressed his belief that UFOs were real and they "weren't ours", but remarked, "but what can you do about it?". What we DID do was make it possible for the large percentage of people today to take the subject more seriously than they did 35 years ago. We've come a long way.

Francis Ridge
NICAP Site Coordinator
Former NICAP Subcom Chairman, Indiana Unit No. 1

1967 Sighting Wave - Comments by Richard Hall

During the one full year of operation of the University of Colorado UFO Project, a major sighting wave-one of the largest of all time occurred. The irony of the situation is that, despite assistance in screening reports provided to a Colorado University "Early Warning Net" by NICAP personnel, the project was totally unable to cope with the wave. The Condon Report addresses only 59 cases from 1967 (and most of them inadequately) out of the many hundreds reported directly to the project. Furthermore, 15 of the 59 were left unexplained (see section XV, Colorado UFO Project).

In 1967 NICAP received 3,340 UFO reports. Ted Bloecher and David Webb have established that there were more than 100 human UFO occupant reports during the year, with a peak of 18 cases in August. Among many other oddities of the Condon Report, it is noteworthy that the 1967 cases selected for study did not include any of the 17 Air Force "unidentified" cases for that year.

According to NICAP data the wave started strong in January, peaked in March, and tapered off in May. However, sightings continued at a steady pace throughout the rest of the year, and the sightings in October were comparable in number and quality to those in January through April.

A NICAP rating of 'substanual cases' (containing detailed information and remaining unexplained after preliminary screening) indicates that 55 percent of the 1967 cases occurred in January through April, averaging about 38 cases per month. There were 30 cases in October. Sightings in the remaining months (May-September, November-December) averaged 13 a month.

A special study of 179 solid object cases indicates that the 1967 wave was concentrated east of the Mississippi River; about 51 percent of the sightings occurred between 6:00 P.M. and midnight; there were two or more witnesses in 58 percent of the cases. These reports occurred on the average of 15 per month for the year, conservatively indicating what sort of information was readily available to the Colorado investigators. Of the 179 solid object cases, the Condon Report discusses only seven.

Regularly occurring features of the 1967 wave included vehicle encounters (an average of three per month), landings or near-landings (an average of four per month), and audible sound (an average of four per month). About once or twice a month, on average, witnesses reported humanoid beings, light beams, electromagnetic effects on vehicles, physical traces, and physiological effects on witnesses. The performance features included hovering and rapid acceleration, rapid departure upwards, sharp (noninertial) turns, zigzag and other erratic flight (see section X, Motions and Flight Patterns). (42)

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NICAP Home Page

National Investigations Committee On Aerial Phenomena

A MOCK CONGRESSIONAL HEARING

The Ruppelt Record
By Francis Ridge & Jerry Washington

Captain Edward J. Ruppelt (left) & General John A. Samford

It is now common knowledge that several official UFO projects came into being as a result of officialdom's concern over the presence of strange objects in our nation's skies - especially since the advent of the "Atomic Age." With the situation reaching critical mass in the late 1940s and '50s, Project Sign, then Grudge, and ultimately, Blue Book, was born.

Edward J. Ruppelt, a captain in the U.S. Air Force, was put in charge of the Project in 1951 and given the unenviable task of getting to the truth of the matter in the face of official obfuscation and stonewalling. A skeptic at heart, Ruppelt changed his tune eventually when confronted with the mounting evidence to the contrary. As a result, Blue Book's official conclusion was that there were a number of cases involving "Unknowns" that could not be explained away - a surprisingly candid admission under the circumstances.

It is in that spirit of truth and honesty that we've cooked-up the following exchanges from a mock hearing, circa 1956, during which Capt. Ruppelt (utilizing his actual quotes) testifies before a skeptical Congress. The Committee Chairman, Senator "Mo Lasses" - a man more interested in grandstanding than anything else - has the floor.

CC: Good morning, Captain Ruppelt.

CR: Good morning, sir.

CC: Captain Ruppelt, we understand that you were head of Project Blue Book for two years, from

September 1951 to some time in 1954.

CR: Yes, Sir.

CC: So, tell me, Captain. Regarding your, uh, "flying saucers," has the Air Force ever taken the reports of these things seriously?

CR: Yes sir, it has. On September 23, 1947, the chief of the Air Technical Intelligence Center, one of the Air Force's most highly specialized intelligence units, sent a letter to the Commanding General of the then Army Air Forces. The letter was in answer to the Commanding General's verbal request to make a preliminary study of the reports of unidentified flying objects.

CC: And what, pray tell, did this letter say?

CR: The letter said that after a preliminary study of UFO reports, ATIC concluded that, to quote from the letter, the reported phenomena were real. The only problem that confronted the people at ATIC was, "Were the UFOs of Russian or interplanetary origin."

CC: Whoa! Slow down there. That's a lot for this ol' peapicker to digest.

(Spoken in his best Southern drawl, Senator Mo then takes a deep breath, using the pregnant pause to shift his immense heft around in his over-stuffed leather chair).

CC: All right now. Let's carry on. Do you know of any higher placed Air Force officers or Project scientists who actually bought into this?

CR: Into what sir?

CC: This outer-space idea? It's pretty far-fetched, to put it mildly.

CR: There was a group among intelligence circles that thought the UFO's were interplanetary spaceships. They ranged from generals and top-grade scientists on down. And "maybe they're interplanetary" - with the "maybe" bordering on "they are" - was the opinion of several high-ranking officers in the Pentagon, so high that their personal opinion was almost policy.

CC: Well how come we're just now hearing about it? Didn't any of these people attempt to tell the public their conclusions?

CR: Well, yes. There were two factions. One believed the spaceship answer but felt we should clamp down on information until we had all the answers. Another group favored giving more facts to the public, including the best cases, the unsolved movies of UFOs, and the Air Force conclusions. A press showing of the "Tremonton" UFO movie - which the Navy analysts said showed unknown objects under intelligent control - was planned early in 1953.

CC: Well, if that's so, what happened to this plan?

CR: A new policy went into effect: "Don't say anything!"

CC: A cover-up, in other words?

CR: Those would be your words, Sir.

CC: Okay. Then could you tell me what, if anything, transpired as a result of that letter?

CR: The (1947) letter strongly urged that a permanent project be established at ATIC to investigate and analyze future UFO reports. It requested a priority for the project, a registered code name, and an overall security classification.

CC: And whatever became of that?

CR: ATIC's request was granted and Project Sign, the forerunner of Project Grudge and Blue Book was launched.

CC: So that's when all of this started; this flying saucer business that got the Air Force's knickers in an uproar began in September of that year?

CR: Although a formal project for UFO investigation wasn't set up until September of 1947, the Air Force had been vitally interested in UFO reports since June 24, 1947, the day Kenneth Arnold made the original UFO report.

CC: The record, as I read it here says, that quite a few sightings occurred both before and after the Arnold sighting. Just how concerned was the Army Air Force about all this? How would you best describe the situation?

CR: By the end of July 1947 the UFO security lid was down tight. The few members of the press that did inquire about what the Air Force was doing got the same treatment you would get today if you inquired about the number of thermonuclear weapons stockpiled in the U.S.'s atomic arsenal.

CC: So this was considered a serious situation by the powers-that-be?

CR: These memos and pieces of correspondence showed that the UFO situation was considered to be serious, in fact, very serious.

CC: And confusion reigned until then, right? When would you say folks started to get a handle on the situation?

CR: This confused speculation lasted only a few weeks. Then the investigation narrowed down to the Soviets and took off on a much more methodical course of action.

CC: Well, naturally. So, by the end of the year things really must have calmed down.

CR: Yes sir. While they were still convinced that UFOs were real objects, the people at ATIC began to change their thinking. Those who were convinced that the UFOs were of Soviet origin now began to look towards outer space; not because of any evidence that UFOs came from there, but because of their conviction that UFOs existed and only some unknown race with a highly developed state of technology could build such vehicles.

CC: Yes, well that's a pretty fanciful notion, Captain. Was that ever put into writing?

CR: In intelligence, if you have something to say about some vital problem you write a report that is known as an "Estimate of the Situation." A few days after the DC-3 was buzzed [Chiles -Whitted case, July 24, 1948], the people at ATIC decided that the time had arrived to make an Estimate of the Situation.

CC: And what was that estimate?

CR: The "situation" was the UFOs; the "estimate" was that they were interplanetary!

CC: Whatever happened to this estimate?

CR: It got as far as General Hoyt S. Vandenburg, then Chief of Staff, before it was batted back down. The General wouldn't buy interplanetary vehicles. The report lacked proof. A group from ATIC went to the Pentagon to bolster their position but had no luck, the Chief of Staff couldn't be convinced.

CC: Sounds like my kind of soldier. What happened next?

CR: The top Air Force's command refusal to buy the interplanetary theory didn't have any immediate effect upon the morale of Project Sign because the reports kept pouring in.

CC: Would you continue to categorize those reports of being of serious nature, Captain?

(Whether it's due to his mush-mouthed delivery or the fawning, greased, obsequious leer that accompanies it, Senator Mo has a talent for making even an innocent question sound patronizing).

CR: Yes sir, I would. Then radar came into the picture. For months the anti-saucer faction had been pointing their fingers at the lack of radar reports, saying, "If they exist, why don't they show up on radarscopes?" When they showed up on radarscopes the UFO theory won some converts.

CC: So tell me, Captain Ruppelt. How many official reports had they gotten by this time?

CR: By the end of 1948, Project Sign had received several hundred good reports. Out of those, 167 had been saved as good reports. About three dozen were classified as "Unknowns." At the same time, more and more work was being pushed off to the other investigative organization that was helping ATIC. The kickback on the Top Secret Estimate of the Situation was beginning to dampen a lot of enthusiasm. It was definitely a bear market for UFOs. A bull market was on the way, however.

CC: And the "moonpies" who believed in the interplanetary explanation, whatever happened to them?

CR: These people weren't a bunch of nuts or crackpots, Sir. They ranged down through the ranks from generals and top-grade civilians. On the outside civilian scientists backed up their views.

CC: Well I guess I stand corrected. Please continue. Tell us what happened next?

CR: New people took over Project Grudge. ATIC's top intelligence specialists who had been so eager to work on Project Sign were no longer working on Project Grudge. Other charter members of project Sign had been "purged." These were the people who had refused to change their original opinions about UFOs.

CC: And what then became the policy about UFOs?

CR: Get rid of the UFOs. It was never specified this way in writing but it didn't take much effort to see that this was the goal of Project Grudge. This unwritten objective was reflected in every memo, report and directive.

CC: From my perspective, it looks as though some sanity had been restored.

(Captain Ruppelt looks down, shaking his head).

CC: What was the overall tone after that?

CR: The one thing that stood out to me, being indoctrinated in the ways of UFO lore, was the schizophrenic approach so many people at ATIC took. On the surface they sided with the belly-laughers on any saucer issue, but if you were alone with them and started to ridicule the subject, they defended it or at least took an active interest. I learned this after I'd been at ATIC about a month.

CC: Did you ever ask anyone about this so-called "explaining away" policy?

CR: I queried one fellow, who answered half-bitterly, "The powers-that-be are anti-saucer. And to stay 'in favor,' it behooves one to follow suit." As of February 1951, this was the UFO project.

CC: And did that policy ever undergo a revision?

CR: Yes sir, it did, in September of that year. Right after the Fort Monmouth radar incident there was a briefing at the Pentagon. Every word of the two-hour meeting was recorded on a wire recorder. The recording was so "hot" that it was later destroyed but not before I heard it several times. I can't tell you everything that was said, but to be conservative, it didn't exactly follow the tone of the official Air Force releases. Many of the people present at the meeting weren't as convinced that the "hoax, hallucination, and misidentification" answer was quite as positive as the Grudge Report and subsequent press releases made out.

CC: Well, taking these things to be real, honest-to-gosh, Unknowns for a minute, let me ask. Has there ever been any evidence to indicate that these things are some kind of threat to our national security?

CR: UFOs were seen more frequently around areas vital to the defense of the United States. The Los Alamos-Albuquerque area, Oak Ridge, and the White Sands Proving Ground rated high. Port areas, Strategic Air Command bases and industrial areas ranked next. UFOs had been reported from every state in the Union and from every foreign country. The U.S. did not have a monopoly.

CC: What was the attitude of those working on Project Blue Book when you were the head honcho? Did you receive much cooperation?

CR: Yes I did. The degree of cooperation I received wasn't something I expected. The people who had worked on Project Grudge and the old Project Sign had warned me that everyone hated the word "UFO," and that I'd have to fight for everything I asked for. But once again they were wrong. The scientists who visited ATIC, General Samford, Project Bear, and now Air Defense Command couldn't have been more cooperative. I was becoming aware that there was much wider concern about UFO reports than I'd ever realized before.

CC: And you are trying to tell me, and all the good folks here on this committee, that you were told to hide the truth from the public?

CR: I was continually being told to "tell them about the sightings reports we've solved. Don't mention the unknowns."

CC: I repeat, Captain. You're claiming in front of God and everybody in this hearing room today, that the Air Force policy was to lie to the American public - to explain away the sightings regardless of the facts?

CR: After the Air Force order of February 11th, 1949, which renamed the project as "Grudge," everything was evaluated on the premise that UFOs couldn't exist, Senator. "No matter what you see or hear, don't believe it."

CC: This committee has learned that when the UFOs were supposedly observed and tracked on radar over Washington, D.C. in 1952, for goodness sakes, that the media was ordered out of the radar room. Is this true?

CR: I later found out that the press had been dismissed on the grounds that the procedures used in an intercept are classified. I knew that this was absurd because any ham radio operator worth his salt could build equipment and listen in on any intercept. The real reason for the press dismissal, I learned, was that

not a few people in the radar room thought this night would be the big night in UFO history; the night when a pilot would close in on and get a better look at a UFO, and they didn't want the press to be in on it.

CC: So what about the perfectly reasonable explanation, in my opinion, put forth by the Air Force regarding the Washington Nation radar sightings?

CR: In 1952, the press was led to believe the famous Washington Airport radar/visual sightings were only weather phenomena. Actually, they're still carried as unknowns. The press conference did take the pressure off Project Blue Book - but behind the scenes it was only the signal for an all-out drive to find out more about the UFOs.

CC: Well, following this line of reasoning to its illogical conclusion, did you ever find a flying saucer connection with atomic testing, let's say?

CR: In November or December [of 1952] the U.S. was going to shoot the first H-bomb during Project Ivy. Although this was Top Secret at the time, it was about the most poorly kept secret in history - everybody seemed to know about it. Some people in the Pentagon had the idea that there were beings, earthly or otherwise, who might be interested in the activities in the Pacific, as they seemed to be in Operation Mainbrace. Consequently, Project Blue Book had been directed to get transportation to the test area to set up a reporting net, brief people on how to report, and analyze their reports on the spot.

CC: On the other hand, Captain Ruppelt, if UFOs are explainable as a natural phenomena, something I'd much rather believe, wouldn't you expect the sightings to be concentrated in the areas with a higher population? In other words: more people, more sightings?

CR: According to the laws of normal distribution, if UFOs are not intelligently controlled vehicles, the distribution or reports SHOULD have been similar to the distribution of population in the United States. It wasn't.

CC: That's it? That's all you have to say? "It wasn't?"

CR: (Ruppelt repeats his previous statement) UFOs were seen more frequently around areas vital to the defense of the United States.....

CC: What about UFO behavior patterns? Did you come to any conclusions there, Captain?

CR: The study covered several hundred or our most detailed UFO reports. By a very critical process of elimination, based on the motion of the reported UFOs, [Major Dewey] Fournet told the [Robertson] panel how he and any previous analysis by Project Blue Book had been disregarded. And how those sightings that could have been caused by any one of the many dozens of known objects - balloons, airplanes, astronomical bodies, etc., were sifted out. This sifting took quite a toll, and the study ended up with only ten or twenty reports that fell into the "Unknown" category. Since such critical methods of evaluation had been used, these few reports proved beyond a doubt the UFO's were intelligently controlled by persons with brains equal to or far surpassing ours. Earthlings eliminated, leaving the final answer: Spacemen.

(Leaning forward in his leather chair as far as his enormous pot-belly will allow, Senator Mo draws a bead on the man in the hotseat and with the entire hearing room hanging on his every word, drawls the one question he believes is certain to rattle him).

CC: Captain Ruppelt_

CR: Yes Senator?

CC: As you know, the Air Force insists that its Project Blue Book Report #14 is proof that UFOs DON'T

exist. I repeat: DON'T EXIST. So, in light of that, Sir, how do you reconcile that with your testimony here today?

CR: That report was a shock to me. I was the one that had the IBM [a computer punch card] system tried out. It didn't prove a thing, and I had written it off as worthless before I left the project_ Also, that report was drawn up in 1953, yet the Air Force released it as the latest hot dope in October, 1955.

(Ruppelt, with his response, simple, succinct and decidedly anti-climactic, manages to diffuse all the drama in the room leaving the slack-jawed Senator groping for words. Sensing that the mood in the room has turned, and with his belly crying out for sustenance, the Senator looks to break for lunch).

CC: Captain Ruppelt, you have been a most cooperative witness this morning and this committee thanks you for your time. Just a few more questions if you don't mind and I believe we can wrap up this morning session.

CR: I don't mind at all, Senator.

CC: Good_good. Well, let's see here. You are on record as saying that the movies taken of UFOs are the best evidence to date.

CR: That is correct.

CC: Not so much the photos of these objects, but the motion pictures. What makes the motion picture film better evidence?

CR: [In the case of the Newhouse and Tremonton films] the possibility that the movies had been faked was considered but quickly rejected because only a Hollywood studio with elaborate equipment could do such a job, and the people who filmed the movies didn't have this kind of equipment.

CC: And you had quite a few of these?

CR: We had or knew about four strips of movie film that fell into the "unknown" category. Two were cinetheodolite movies that had been taken at White Sands Proving Grounds in April and May of 1950, one was the Montana movie and the last was the Tremonton movie. These latter two had been subjected to thousands of hours of analysis.

CC: And every possibility was eliminated? They were deemed to be unknowns? Why couldn't the danged things be conventional aircraft, for example?

CR: In regard to the Newhouse film: We called in several fighter pilots and they watched the UFOs circling and darting in and out in the cloudless, blue sky. Their unqualified comment was that no airplane could do what the UFOs were doing.

CC: And finally: If the UFO situation is a real one as you claim - if they are solid objects - do you think that they actually could be spacecraft?

CR: If they are real, there is no other alternative, staggering as the implications may be.

CC: Once again, Captain Ruppelt, you have been most helpful. At this time we'll break for lunch and call on the testimony of some of the other men involved in the Air Force study concerning this fascinating, but puzzling subject.

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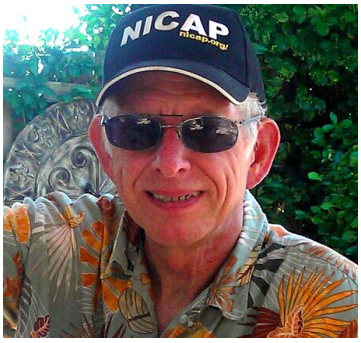
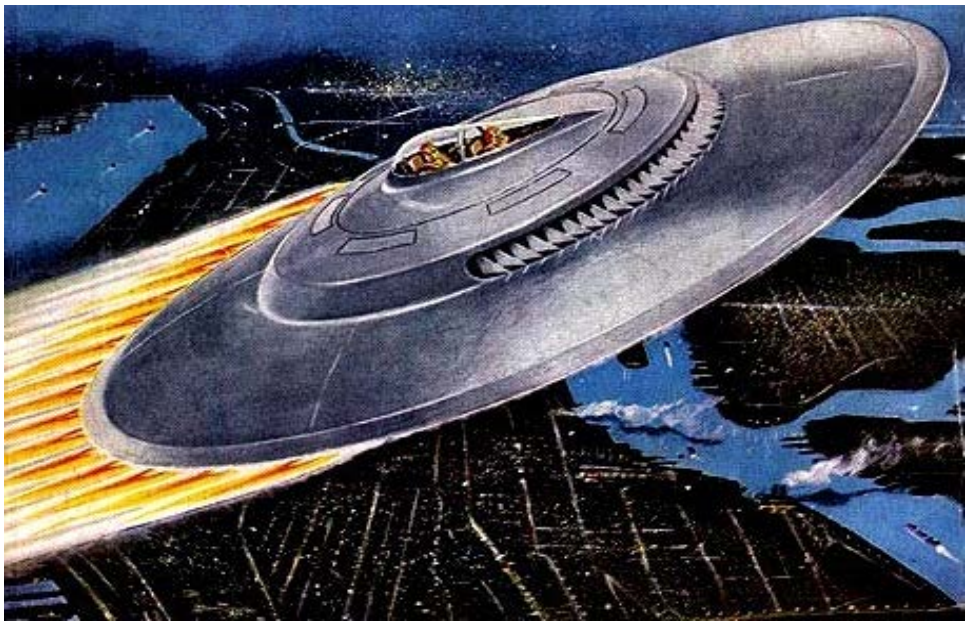
Note: Though liberties were taken with Capt. Ruppelt's syntax on occasion, in order to match this format, none were taken with out the substance of his statements and/or the implications thereof intact. All of Ruppelt's quotes used in this article can be found in his book, "The Report on Unidentified Flying Objects", which is on the NICAP site in its entirety. Fran Ridge researched the official statements by Ruppelt, and later Jerry Washington drafted the questions which a congressional committee would have asked.

National Investigations Committee On Aerial Phenomena

Engineers Praise Disc Performance



Fran Ridge


MX-1794

Updated August 1, 2013
While conducting research into the flap of 1957 and the Project Blue Book Special Report 14 ,I ran across some files on the MX-1794 and Project Silver Bug (Ref.1) and an article in 1996 in Invention & Technology (Ref. 2). All of these deal with the serious interest the Air Force had in actually building a flying saucer. Not to mention the work of Alfred Loedding in 1947 (Ref. 3) (See R&D directory for all of these). By the way, Special Report 14 was not an R&D project, but designed by the Air Force to prove that there were no reports that could give them a "model" of what a flying saucer looked like. As you can tell, just as there are numerous concepts of what an airplane or car looks like, there is no single model of one.

Below is the 1/48 scale model kit of the "alien craft" allegedly hidden in Nevada by the U.S. Government, once available from Testors. (Ref 4). The craft illustrated is referred to as the "sport model". I use this as a simple description of what many have reported over the last half-century, but I am not aware of any direct evidence to support the claims of Robert Lazar nor do I feel WE have anything in the skies that remotely behaves as flying saucers do or have done. I wish we did.

I have maintained a small file throughout the years, of statements by scientists and engineers regarding the use of a saucer shape for space travel and flight within the Earth's atmosphere. In 1990 there was a fascinating article in the April/May issue of SCIENCE DIGEST (Ref. 5), entitled, "Planet Of Origin: Hollywood", by Dennis Meredith, adapted from AIR & SPACE MAGAZINE. According to engineers at McDonnell Douglas Aerospace, some of the craft used in motion pictures are actually plausible. Several members of the company's space-station design team analyzed three of the most famous spacecraft from the movies:

1) 2001's "Discovery"
2) Star Trek's "Enterprise"
3) Star War's "Millennium Falcon"

Before getting into disc performance, let me briefly mention some other interesting statements which have some relevance to UFO's. According to Meredith's article, the consensus is that writers of these films were scientifically timid in some ways, accurate in others. The supercomputer, "HAL", (of 2001) was too big, says Robert Wood, director of the space station's advanced systems and technology. In fact, he found all three movies to be overly conservative in terms of computers and optical systems. "Based on the trends I've seen, in another hundred years optical computers, in which the calculations are done with light, will be almost magical devices, they'll be so powerful and compact." What does this say about reports of close encounters where humans remember being onboard the craft? If the description is that of very futuristic devices, the story just might be genuine. If the equipment sounds too much like our present hi-technology, the story may either be a fabrication or an honest, but dreamed experience.

Concerning the "barriers"' to ET coming here, Fritz Runge, McDonnell Douglas' manager of user integration arid commercialization, and other experts, still wonder about surpassing the speed of light. "Maybe it will be like breaking through the sound barrier. The faster you go, the harder it gets and greater the drag. Until you break through; then it gets easier."

Rating the three Hollywood spacecraft, some other interesting comments emerged. 2001's "Discovery" came under criticism for its lack of scanning devices for objects ahead, and the impressive rocket boosters it never needed out in space. However, it would make the most impressive warship. "You want a warship to have the smallest possible radar cross-section for anything ahead or behind it," says George King, a specialist in spacecraft configuration design. "So a hot-dog shape is best." Cigar or torpedo-shaped UFOs were mentioned in the Air Force Project Sign report and have been reported many times. The large "Carrier" class of UFOs is generally described as a giant cigar-shaped or rectangular craft. Saucers have been reported to join up with a cigar-shaped "mother ship", and could even be "stacked saucers".

The most interesting part of the article was actually mentioned last. Wood said he appreciated the "Millennium Falcon's" UFO-like contours. "The saucer shape gives you a nice lift-to-drag ratio for aerodynamic maneuvering. The Falcon reflected a McDonnell Douglas study that showed a flying saucer would be IDEAL for maneuvering within the atmosphere. Wood, himself, headed that project, which investigated propulsion schemes that could take advantage of Earth's magnetic field. His team calculated

that a gigantic saucer shape, encircled laterally by a band of superconducting material, could hold a huge electric charge. "We concluded that you could actually consider a big saucer that would float in the Earth's magnetic and electric fields."

The Air Force Project Grudge Report of December 1949 (Ref. 7) concluded, on the basis of actual military intelligence reports of UFOs, that the objects were of three basic types.

1) The most numerous-reports indicate daytime observation of metallic disc-like objects roughly in diameter ten times their thickness.
2) Rocket-like objects.
3) Sharply-defined luminous objects appearing as lights at night.

Other shapes during the first few decades have been reported in rarer appearance, but becoming more and more common in the 80's & 90's (Ref. 8). One of these is a "V" shaped object, or "boomerang". Another is a "triangle", sometimes black with running lights. "Stingrays", "futuristic" and "stealth-looking" have been observed.

Back to the "disc", many years ago I conducted some experiments on the disc shape which provided some interesting insights into UFO propulsion arid many reported maneuvers. A nine-inch plastic disc, flat on top arid bottom, approximately 3/8" thick was tested in a pool of water 8-1/2' deep. When moved about under water, water effectively simulating airflow arid resistance, the disc maneuvered very well by hand as long as you pushed along the discs horizontal plane. When it was tilted from its normal plane the resistance to continue in the same direction became almost like a brick wall, depending on the angle of change. An abrupt turn was the easiest and most dramatic! This resulted, if the forced motion was continued on the "aft end" of the disc, in a right-angle turn or a tight "U" turn, depending on what you desired. Since the disc is an omnidirectional wing, it could be moved in any direction without turning the disc's crew compartment. As stated previously, there was little or no resistance during a maneuver as long as you pushed in the craft's plane of motion, no matter whether this plane was perpendicularly level to, or at angles to, normal gravity. Of course, if the disc was vertical it would move ahead without resistance, but gravity was pulling it down into a turn instead of letting it go perfectly straight.

In another test, when the model was simply dropped vertically into the water, without being pushed or handled in any way, was unable to enter absolutely vertical and was immediately deflected. It was during these tests that it was noticed that the disc started to go into a "pendulum motion" or "falling leaf" maneuver. As the disc arched into a curve and slowed to a stop, it hovered briefly, then retraced its motion in the opposite direction, but slightly lower in another upward arc, then down again. The "falling leaf" motion occurred over and over again in ever-widening arcs until the disc settled on the bottom of the pool in a perfect UFO landing configuration! Whenever the disc was nearly perfectly level and not in motion, it hovered because the line of maximum resistance was directly under it. A very noticeable barrier could be felt just as if the water was Jello! The disc was weightless and would not move "down" even when touched. However, when the disc was pushed forward, it slid effortlessly forward until a turn was made and the increasing turn angle made the resistance so great to continue on straight that the disc seemed to avoid the undesired direction arid glided effortlessly in the desired direction. The weird effects on the disc during motion, some of which are hard to describe, were felt during every maneuver, except the drop test.

There are other advantages to the disc as a vehicle. A large ship built in this mariner would have the "bridge", "sickbay", "security", "cafeteria", and all the other pie-shaped "bays", etc., directly accessible to the entrance just a few feet away. If large enough, the entrance would be an elevator to other levels, all very accessible to each other, opening under the ship! Smaller "scout ships", as are generally described in abductions, however, appear to be a much simpler version of the disc.

For the non-disc sightings where, to some it appears that the objects responsible for them are new stealth aircraft produced from UFO technology, the data actually suggests something else, possibly a covert

"Trojan Horse" action by someone with superior technology! A small percentage of the reports could be indicative of our own actual stealth craft, but most reports by reliable witnesses suggest an almost silent, hovering craft, or one that flies under 100 mph. In the earlier years when this type of craft was being reported by many (1970's and 1980's) FAA people had told me that they seriously doubted that stealth aircraft had been routinely flying over the sighting areas.But in more recent years this doesn't hold true and really complicates the identification of this type of craft.

Discs predominated the first 30-years of the UFO era and no doubt were the basic unit involved in the first phases of the UFO agenda. I find it extremely interesting (and rewarding) that those who cried out, "If UFOs are real, then they would have to show up on radar," had no way of knowing that stealth-technology would be possible so early. UFO technology from the outset centers around a basic and very efficient disc that makes little or no noise. The disc can and does maneuver at high speeds and appears to have had stealth qualities all along. The "wings" and "boomerangs" are reported to travel very slow, sometimes very low, almost deliberately asking to be seen, but sometimes traveling faster in straight line speed runs.

There is much talk these days about crashed saucers and the subsequent emergence of stealth into our technology. Building a winged craft from UFO technology may sound reasonable to some, but many disagree. The need for a race (or races) to change from a perfected, high-performance disc to a wing shape 30-40 years later doesn't seem to compute, unless it's a deliberate attempt to pass as aircraft and deceive, or the function of the craft is different requiring the wing or delta. Maybe the ETs that were in the strike team during the first phases were replaced by a "coalition" force which has vehicles and a technology less sophisticated. As for the bonafide winged group of UFO' s, they are important, because there has been a 400% increase in this group arid the sightings cannot all be explained as misidentified aircraft. I have been a witness to several of this class (which I classify as Category 9's) myself, simply by being "on call". These objects would "pass" as aircraft by 95% of the population.

But the basic disc is not a lost cause after all the criticism throughout the years by skeptics. "When flying saucer sightings first broke into print, most aeronautical engineers considered the reported performance impossible. Experts went on record stating that disc-shaped airfoils were inefficient, unstable arid difficult to control (Ref. 8). Later, as UFO reports got better and refused to go away, engineers have begun to praise the disc performance. Martin Gerloff, aerodynamics expert for General Electric in 1960 released his views on the disc:

"The discus shape has equally good ability to operate in dense air, rarefied regions, and in empty space. The discus shape is superior to all rotating-wing designs (such as helicopters) in vertical take-off, climb arid cruising**.** Between the 17-mile altitude of today's jets (1963) and 200-mile orbits of earth-circling satellites, there is an uncovered region. The discus is extremely capable of flying in this rarefied area. The discus planform has a blunt-nose radius arid an extended leading edge which alleviate local heating." (Ref. 8,9).

Isn't it strange that the disc's performance, which was considered impossible in the 1940's and 1950's, is now considered, not only possible by our own present technology, but highly recommended by McDonnell Douglas and others? All the arguments against the UFO/disc reality seem to be finally falling by the wayside. After over 50 years we still cannot duplicate the flying saucer. Some feel that OUR hi-tech version of that high-performance vehicle now has to have wings arid noisy jet engines. As the little girl in ET said, "Give me a break.'"

According to Bob Lazar, who claims he was part of a government team involved with back engineering interstellar spacecraft at Area 51, nine "gravity propelled discs" were housed at a secret U. S. installation known as "S4" on the Nellis Air Force Test Range in the Groom Lake of central Nevada. Stanton Friedman, among others, has reasons for not believing Lazar.

If flying saucers were real and moving around in our atmosphere, somebody would see them. Occasionally, some of these people would be credible and articulate. Occasionally someone would have

the sense and the loaded camera to film one. Rarely, but eventually somebody would get a motion picture of one or more. But almost from the beginning, somebody should have picked them up on radar. Strange, but all these things have already occurred! And since UFOs don't need lights and most of the time are operating in a stealth mode, why do they let us take a glimpse at all?

Finally, why is there a lack of flying saucer sightings these days and why are there less close encounters? Mark Rodeghier of the J. Allen Hynek Center for UFO Studies noticed the same thing that I did while doing statistical studies. In the 1970's close encounters dropped off dramatically. This was the same time that our technology with wireless video cameras was taking off. It appears to me that, when the chance to capture on film and video and prove the existence of flying saucers was available to the general public, the "prime directive of non-interference" might have become necessary. See Proposed Studies on the Implications of Peaceful Space Activities for Human Affairs", section entitled "Implications of a Discovery of Extraterrestrial Life", (commonly referred to as The Brookings Report).

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2. INVENTION & TECHNOLOGY,, Winter 1990
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THE CASE FOR FLYING SAUCERS

Francis L. Ridge

Trindade Island Saucer

There is a quantum leap in technology that surfaced a half-century ago that, if exhibited today as in the early phases, has either severely degraded or has been replaced by a vastly inferior one. It doesn't make much sense. It's as if someone wrote a story about evolution and got the chapters mixed up. Either that or ET has sent most of its fleet back home.

As someone who was an official investigator during, in my opinion, some of the best years for UFO evidence, I have noticed almost a total lack of contemporary evidence for flying saucer reality during the last few decades. This is in stark contrast to the earlier years, especially the first half of the half-century since the wave of 1947. Why is this? Apparently, the genuine component of the UFO phenomenon has gone covert, taking along with it the more dramatic flying saucer reports. I believe that this is the principal reason why it is harder to defend UFOlogy today because the contemporary evidence is much less compelling. For the record, this is my case for flying saucers.

But before we do that let me first make a few things clear. The situation of UFOs and flying saucers becomes more difficult to accept when you look at the wrong evidence. Skeptics and non-believers continuously pick reports from the "identified" or IFO category, the ones even WE don't pay much attention to. When that fails they generally try to re-write history by changing facts regarding the good cases. It isn't working, but the attention to what we DO know is still being distracted.

What is a good UFO report? Personally, I would have never gotten involved in the UFO controversy had I dealt only with civilian sightings. In the early years before the more close-approaches and close encounters by civilians, we had a lot of what we now refer to as nocturnal lights and distant objects being reported by citizens all over the world. But it was the more-detailed military closer encounters that got my attention, especially the pilot reports and the radar tracking. And after the Robertson Panel in 1953 set the new rules for the Air Force handling of the UFO investigation, the debunking campaign took serious attention away from the UFO subject, at least in the eyes of the media and the public. Press releases in the late 50's and early 60's constantly reported that the Air had no evidence that

indicated the possibility that UFOs might really exist.

By the 1980's Dr. David Saunders and CUFOS had over 106,000 sightings on the UFOCAT computer. Included in this database were some of the best UFO reports ever filed. To date we have:

* More than 3,000 sightings from aircraft, 6% or 185 cases involving E-M effects.
* 489 radar cases, 21% of which are radar/visuals.
* 5600 physical trace cases, with at least 4104 involving actual UFO sightings.
* 441 cases of vehicle interference or E-M cases.

But from the very beginning the descriptions of the real objects was very similar. People, military and civilian, were reporting daylight observations of "flying saucers". And later the CE-II group, where the objects leave some form of evidence of their existence on the ground, etc., very often supported the existence of an object, circular in shape and about 30' or more in diameter! Coincidence or not, the Project SIGN report postulated a 30' disc, and reports many times described a disc approximating this size. But let's start at the beginning.

On September 23, 1947, after the massive wave of 1947 subsided, which included the famous Roswell incident, General Nathan Twining sent a letter to the Commanding General, Army Air Forces. He stated that the reported phenomenon were real! Our first word of this came in 1956 from Captain Edward J. Ruppelt, former director of Project Blue Book in his book, "The Report on Unidentified Flying Objects". Then, later, we found the complete document which states:

"It is the opinion that:
a. The phenomenon reported is something real and not visionary or fictitious.
b. There are objects probably approximating the shape of a disc, of which appreciable size as to appear to be as large as man-made aircraft.
c. There is a possibility that SOME of the incidents may be caused by natural phenomena, such as meteors.
d. The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in a roll), and action which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely.
e. The apparent common description of the objects is as follows:

1) Metallic or light reflecting surface.
2) Absence of a trail, except in a few instances when the object apparently was operating under high performance conditions.
3) Circular or elliptical in shape, flat on the bottom and domed on top."

What this tells us is that the Army-Air Force was getting reports of "flying saucers" and they were being taken seriously. These were military reports, some of which occurred during one of the most intense sighting waves in UFO history, the Wave of 1947. During this six-week period of intense UFO activity from late May to the early part of July, there were many reported observations of flying discs, many times over sensitive areas, and at least half the time in broad daylight. The intense wave suddenly ended with the reported crash of a flying saucer near Roswell, New Mexico. With the crashed saucer "explained" as a weather balloon the news media and the public stopped reporting, but the military continued to have UFO encounters.

Then, in February of 1949, the Project SIGN Report (page 19) described what the Air Force had discovered in the reports up to that time:

Group 1 -- The most numerous reports indicate the daytime observation of metallic disk-like objects, roughly in diameter ten times their thickness. There is some suggestion that the cross-section is asymmetrical and rather like a turtle shell. Reports agree that these objects are capable of high acceleration and velocity; they often are sighted in groups, sometimes in formation. Sometimes they flutter.

Group 2 -- The second group consists of reports of lights observed at night. These are also capable of high speed and acceleration. They are less commonly seen in groups. They usually appear to be sharply defined luminous objects.

Group 3 -- The third group consists of reports of various kinds of rockets, in general appearing somewhat like V-2 rockets.

Group 4 -- The fourth group contains reports of various devices which, in the writer's opinion, are sounding balloons of unusual shape such as are made by the General Mills Company to Navy contract.

Group 5 -- The fifth group includes reports of objects in which little credence can be placed.

There were several other reports and studies that mention "flying saucers", but we won't go into those here. suffice it to say, "flying saucers" were taken at face value from the very beginning. The question very soon became, "who do they belong to?" When foreign powers were eliminated, the lid went down.

In 1960 I was appointed subcommittee chairman for the National Investigations Committee on Aerial Phenomena. My 7-man investigation unit in SW Indiana later (1968) became a rapid response team assigned by NICAP to the University of Colorado UFO Project. In 1964 NICAP released a document, "The UFO Evidence", which gave a summary of known patterns in appearance and behavior as determined from cases they had studied through 1963. Regarding appearance, the most common type was a disc shape, followed by spherical, oval/elliptical, cylindrical, and triangular. Discs were observed in 26 % of the cases, with a considerable balance very possibly describing a disc viewed from various angles; round, elliptical, cylindrical (28.3%).

And the discs were not just floating by aimlessly. Remember the September 23, 1947 letter?

"The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in a roll), and action which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely."

Here were reports of "flying saucers" that were not only flying, they were considered as high-performance vehicles.

" Absence of a trail, except in a few instances when the object apparently was operating under high performance conditions."

Many of you have seen WWII footage of "dog-fights" where tight turns by fighter aircraft created heated wing tips, which produced two vapor trails. "Flying saucers" were being reported to do that, something which none of the later explanations could account for.

On January 16, 1957, the day after NICAP's Board of Governors met for the first time, Board Chairman Delmer S. Fahrney called a press conference. News media all over the

country quoted his statements, identifying him as one of the few "top brass" to speak out in defense of UFOs.

"Retired Rear Adm. Delmer S. Fahrney, once head of the Navy's guided missile program, said Wednesday reliable reports indicate that "there are objects coming into our atmosphere at very high speeds. Fahrney told a news conference that "no agency in this country or Russia is able to duplicate at this time the speeds and accelerations which radar and observers indicate these flying objects are able to achieve."

Fahrney told reporters he had no information or preconceived ideas as to whether the unidentified flying objects were from outer space, but he believed that they involved "a tremendous amount of technology of which we have no knowledge," and that their development must have taken a long period of time.

By 1957 the evidence for the existence of "flying saucers" was pretty strong. And this high-performance vehicle, if based on this Earth and owned by one of the super powers, should have shown up in somebody's defense department inventory a long time ago. But it never did. All the time the discs were being reported, somebody was putting down the disc shape. It just couldn't be real. It just couldn't "fly". But that all changed by the 60's and 70's.

I have maintained a small file throughout the years, of statements by scientists and engineers regarding the use of a saucer shape for space travel and flight within the Earth's atmosphere. In 1990 there was a fascinating article in the April/May issue of SCIENCE DIGEST (Ref 2), entitled, "Planet Of Origin: Hollywood", by Dennis Meredith, adapted from AIR & SPACE MAGAZINE. According to engineers at McDonnell Douglas Aerospace, some of the craft used in motion pictures are actually plausible. Several members of the company's space-station design team analyzed three of the most famous spacecraft from the movies:

1) 2001's "Discovery"
2) Star Trek's "Enterprise"
3) Star War's "Millennium Falcon"

Before getting more into disc performance, let me briefly mention some other interesting statements which have some relevance to UFO's. According to Meredith's article, the consensus is that writers of these films were scientifically timid in some ways, accurate in others. The supercomputer, "HAL", (of 2001) was too big, says Robert Wood, director of the space station's advanced systems and technology. In fact, he found all three movies to be overly conservative in terms of computers and optical systems. "Based on the trends I've seen, in another hundred years optical computers, in which the calculations are done with light, will be almost magical devices, they'll be so powerful and compact. What does this say about reports of close encounters where humans remember being onboard the craft? If the description is that of very futuristic devices, the story just might be genuine. If the equipment sounds too much like our present hi-technology, the story may either be a fabrication or an honest, but dreamed-up experience.

Concerning the "barriers"' to ET coming here, Fritz Runge, McDonnell Douglas' manager of user integration and commercialization, and other experts, still wonder about surpassing the speed of light. "Maybe it will be like breaking through the sound barrier. The faster you go, the harder it gets and greater the drag. Until you break through; then it gets easier."

Rating the three Hollywood spacecraft, some other interesting comments emerged. 2001's "Discovery" came under criticism for its lack of scanning devices for objects ahead, and the impressive rocket boosters it never needed out in space. However, it would make the most impressive warship. "You want a warship to have the smallest possible radar cross-section for anything ahead or behind it," says George King, a specialist in spacecraft configuration

design. "So a hot-dog shape is best." Cigar or torpedo-shaped UFOs were mentioned in the Air Force Project Sign report and have been reported many times. The large "Carrier" class of UFOs (Ref. 3) is generally described as a giant cigar-shaped or rectangular craft.

The most interesting part of the article was actually mentioned last. Wood said he appreciated the "Millennium Falcon's" UFO-like contours. "The saucer shape gives you a nice lift-to-drag ratio for aerodynamic maneuvering. The Falcon reflected a McDonnell Douglas study that showed a flying saucer would be IDEAL for maneuvering within the atmosphere. Wood, himself, headed that project, which investigated propulsion schemes that could take advantage of Earth's magnetic field. His team calculated that a gigantic saucer shape, encircled laterally by a band of superconductirig material, could hold a huge electric charge. "We concluded that you could actually consider a big saucer that would float in the Earth's magnetic and electric fields."

The Air Force Project Grudge Report of December 1949 (Ref 4) concluded, on the basis of actual military intelligence reports of UFOs, that the objects were of three basic types.

1) The most numerous-reports indicate daytime observation of metallic disc-like objects roughly in diameter ten times their thickness.

2) Rocket-like objects.

3) Sharply-defined luminous objects appearing as lights at night.

Other shapes during the first few decades have been reported in rarer appearance, but becoming more and more common in the 80's & 90's (Ref 5). One of these is a "V" shaped object, or "boomerang". Another is a "triangle", sometimes black with running lights. "Stingrays", "futuristic" and "stealth-looking" have been observed.

But getting back to the discs, a few years ago I conducted some experiments on the disc shape which provided some interesting insights into UFO propulsion and many reported maneuvers. A nine-inch plastic disc, flat on top and bottom, approximately 3/8" thick was tested in a pool of water 8-1/2' deep. When moved about under water, water effectively simulating airflow and resistance, the disc maneuvered very well by hand as long as you pushed along the discs horizontal plane. When it was tilted from its normal plane the resistance to continue in the same direction became almost like a brick wall, depending on the angle of change. An abrupt turn was the easiest and most dramatic. This resulted, if the forced motion was continued on the "aft end" of the disc, in a right-angle turn or a tight "U" turn, depending on what you desired. Since the disc is an omnidirectional wing, it could be moved in any direction without turning the disc's crew compartment. As stated previously, there was little or no resistance during a maneuver as long as you pushed in the craft's plane of movement, no matter whether this plane was perpendicularly level to, or at angles to, normal gravity. Of course, if the disc was vertical it would move ahead without resistance, but gravity was pulling it down into a turn instead of letting it go perfectly straight.

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barrier could be felt just as if the water was Jell-O! The disc was weightless and would not move "down" even when touched. However, when the disc was pushed forward, it slid effortlessly forward until a turn was made and the increasing turn angle made the resistance so great to continue on straight that the disc seemed to avoid the undesired direction arid glided effortlessly in the desired direction. The weird effects on the disc during motion, some of which are hard to describe, were felt during every maneuver, except the drop test.

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"Flying saucers" or "flying discs" predominated the first 30-years of the UFO era and no doubt were the basic unit involved in the first phases of the UFO agenda. In the beginning some of the uninformed skeptics wanted more proof. "If these things are real, somebody would have taken a picture by now." When they got their pictures, many of them of disc-shaped objects, they cried out for MORE proof. And when the Air Force had two top secret UFO films in their hands (1950 & 1952), that wasn't enough either. But even earlier, at the very beginning of the UFO era some thought, "If these things are real we should be able to pick them up on radar..." Well, that was a complete lost cause. There were two official reports from 1945; one near Okinawa (ground radar) and one near the Hanford Nuclear Plant in Washington (ground/visual). In 1948 there were five good radar cases.

But most UFOs did NOT show up on radar. Skeptics loved this. This was their "proof" that UFO couldn't exist. I find it extremely interesting (and rewarding) that none of us had any way of knowing that stealth-technology would be possible so early and explain this "anomaly". UFO technology from the outset centers around a basic and very efficient disc that makes little or no noise. The disc can and does maneuver at high speeds and appears to have had stealth qualities all along. The "wings" and "boomerangs" are reported to travel very slow, sometimes very low, almost deliberately asking to be seen, but sometimes traveling faster in straight line speed runs. But UFOs apparently are only seen or tracked on radar when they want to be or possibly when an action taken, such as a maneuver, give them away.

In the 1980s and early 90's there was much talk about crashed saucers and the subsequent emergence of stealth into our technology. Building a winged craft from UFO technology may sound reasonable to some, but many disagree. The need for a race (or races) to change from a perfected, high-performance disc to a wing shape 30-40 years later doesn't seem to make much sense, unless it's a deliberate attempt to pass as aircraft and deceive, OR the function of the craft is different requiring the wing or delta shape. The UFO operation may be in a new phase, whereby the occupants may be piloting less sophisticated vehicles.

During the Gulf War I had two sons in the military. During and after this terrible experience for all of us a lot of things went through my mind. In the beginning of the war we had the huge aircraft carriers, high-performance jets, and sea and air-launched cruise missiles. After

the war had ended coalition forces kept the peace, but the bulk of the mighty armada was pulled out. The high-performance vehicles returned to base and the region was kept under surveillance by more distant, less sophisticated vehicles.

This is pure speculation on my part. Lets' suppose that the original ETs that were in the strike team during the first phases (1947) were replaced by a "coalition" force (1990's) which had vehicles and a technology less sophisticated. For the most part the high-performance flying disc and its carrier could have been phased out. As for the bona fide winged group of UFO' s, they may be important, because there was a dramatic increase in this group in the 1990's and the sightings of these cannot all be explained as misidentified aircraft. I have been a witness to several of this class (which I classify as Category 9's) myself, simply by being "on call". These objects would "pass" as aircraft by 95% of the population.

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One thing for sure, the basic disc is not a lost cause after all the criticism throughout the years by skeptics. "When flying saucer sightings first broke into print, most aeronautical engineers considered the reported performance impossible. Experts went on record stating that disc-shaped airfoils were inefficient, unstable arid difficult to control (Ref 6). Later, as UFO reports got better and refused to go away, engineers have begun to praise the disc performance. Martin Gerloff, aerodynamics expert for General Electric in 1960 released his views on the disc:

"The discus shape has equally good ability to operate in dense air, rarefied regions, and in empty space. The discus shape is superior to all rotating-wing designs (such as helicopters) in vertical take-off, climb and cruising. Between the 17-mile altitude of today's jets (1963) and 200-mile orbits of earth-circling satellites, there is an uncovered region. The discus is extremely capable of flying in this rarefied area. The discus planform has a blunt-nose radius and an extended leading edge which alleviate local heating." (Ref.6,7).

Isn't it strange that the disc's performance, which was considered impossible in the 1940's and 1950's, is now considered, not only possible by our own present technology, but highly recommended by McDonnell Douglas and others? All the arguments against the UFO/disc reality seem to be finally falling by the wayside. After over 50 years we still do not have a flying saucer. Some feel that OUR hi-tech version of that high-performance vehicle now has to have wings and noisy jet engines. As the little girl in ET said, "Give me a break."

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While preparing the final draft of this paper I asked Richard Hall, the author of the NICAP "UFO Evidence", to comment on it. I was very surprised:

"Actually, there have been quite a few more radar cases in the past 30 years than you might realize, and many dozens of disc sightings, as "The UFO evidence: II" will make clear. I wouldn't have known this except for thoroughly reviewing the world literature, because the

missing factor is news transmission as things are happening compared to the old days. But when you pull together sightings from all over the world, I guarantee you there are going to be some very surprised people on how strong and consistent the patterns are.

"Your thesis about UFOs going covert is defensible, especially in context with abductions and the reduction in CE-I and CE-II sightings, at least that get publicized. There does appear to have been a scaling back of that kind of activity, but it has not totally disappeared. Overall, a lot of very strong evidence has been quietly accumulating, and UE-II is really going to raise some eyebrows. I can hardly wait!"

Finally, something strange is beginning to happen as we approach the year 2000. The flying discs are back in the news!

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7. AEROSPACE ENGINEERING, Jan 1960, Martin Gerloff.
8. THE TRENT PHOTOS

Links/Attachments:
DAYLIGHT DISC IN SW INDIANA
THE PRINCETON CASE
THE MONGO CASE

National Investigations Committee On Aerial Phenomena

UFOs, the AISS, & My Brush With the 1127th

By Francis Ridge

In 1963, I was living in Vincennes, Indiana. That September I was contacted by an Air Force reserve captain, the CO for the local 1127th Air Reserve Squadron, requesting a briefing concerning our NICAP team's investigations of UFOs. This briefing was scheduled to be given at the Robert Green Auditorium on the 16th of that month. I was flattered and simply thought that this interest was due to the increased UFO activity in the region, particularly the 1963 UFO concentration or "mini-flap" in southern Illinois. But it now appears there was more to it than that

My briefing covered the UFO subject in general, but highlighted the 1963 mini-flap, especially the part about Blue Book sending a special team from Dayton to investigate the S. Illinois sightings. Preliminary investigations are usually carried out by the UFO officer at a nearby Air Force base. In this case it would have been an intelligence officer from Scott Air Force Base at Belleville, Illinois, near St. Louis. However, this time Blue Book had sent a TEAM of investigators, including no less than the Project Blue Book chief, Lt. Col. Robert J. Friend.

The front page of the August 12th issue of the Wayne County Press had the photo and caption: "A TEAM OF AIR FORCE PHYSICISTS were in Fairfield over the week end checking last week's light-in-the-sky stories. Here they are reading about it all in the press...Lt. Col. Robert J. Friend (center), Capt. Hector Quintinalla, right and Sgt. Charles R. Sharp." This team TEAM had checked the Austin boy's automobile for radiation in the Wayne City Car Chase and investigated a few of the 60-70 reported incidents in the area that week.

My briefing covered the key points of the concern about serious UFO reports, including the possibility of accidental war from misinformed air defense radar men mistaking UFOs for Soviet missiles during dangerous alert periods. But many years later, researchers located a document that mentioned a mysterious government project known as Project "Moon Dust" (Just Caus report). They discovered that the retrieval of downed space objects, including UFOs, was the responsibility of a "special unit" at Fort Belvoir, NJ., the 4602d Air Intelligence Service Squadron.

Team of Air Force Physicists in S. Illinois, 1963

I was aware of the 4602d's participation for two reasons: Ruppelt had mentioned it in his book and Air Force Regulation 200-2 had also mentioned it. The latter was an Intelligence regulation titled "Unidentified Flying Objects Reporting". It dealt only with UFO-related questions: "The Air Defense Command has a direct interest in the facts pertaining to UFOB's reported within the ZI and has, in the 4602d Air Intelligence Service Squadron (AISS), the capability to investigate these reports. The 4602d AISS is composed of specialists trained for field collection and investigation of matters of air intelligence interest which occur within the zone of the ZI." I had assumed, however, that the "collection" part probably always referred to just reports and sometimes items that turned out to be IFOs, and that anything else was wishful-thinking. As it turns out, there was more to it.

On January 3, 1953, the 4602d (AISS) was created by Air Defense Command regulation 24-4. The designation of the "special unit" at Fort Belvoir changed a number of times. The 4602d became the 1006th AISS in July 1957. In April 1960 it became the 1127th USAF Activities Group. That designation became important when tracking the Project Moon Dust (Kevin Randle's full report) and Operation Blue Fly documents. Project Moon Dust was set up by the U.S. Air Force to locate, recover, and deliver descended foreign space vehicles (including UFOs). Operation Blue Fly was established to facilitate expeditious delivery to the Foreign Technology Division (FTD) of Moon Dust and other items of great technical intelligence interest (once again including UFOs).

We had always suspected that Project Blue Book (the official AF UFO project) was merely a PR front, and there was evidence that some types of UFO project teams were active even after Blue Book closed down in December of 1969. But now we knew who some of these people were, and we had it from a reliable source: The Bolender Memo of 20 October 1969. Brigadier General C. H. Bolender wrote, "Moreover; reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11 , and are not part of the Blue Book system." The real responsibility for UFO reports was located in Langley, Virginia and not Dayton, Ohio. This also explained why some important case files were not found in the Blue Book archives.

> **Kevin Randle:**
> "On January 3, 1953, the 4602d Air Intelligence Service Squadron (AISS) was created by Air Defense Command regulation 24-4 in what might be considered an amazing coincidence. The Robertson Panel convened about two weeks later. They reviewed the information, suggested answers for the previously listed unidentifieds, and recommended that the myth be taken from the UFO sighting reports. They suggested that the media be used to "educate" the public about flying saucers. They believed that if they could teach the public about the nature of UFOs, then the

number of sighting reports would drop off."

Captain Edward J. Ruppelt:
"The panel didn't recommend that the activities of Blue Boot be cut back, and they didn't recommend that it be dropped. They recommended that it be expanded. Too many of the reports had been made by credible observers, the report said, people who should know what they're looking at-people who think things out carefully. Data that was out of the circumstantial evidence class was badly needed. And the panel must have been at least partially convinced that an expanded effort would prove something interesting because the expansion they recommended would require a considerable sum of money. The investigative force of Project Blue Book should be quadrupled in size, they wrote, and it should be staffed by specially trained experts in the fields of electronics, meteorology, photography, physics, and other fields of science pertinent to UFO investigations."

Kevin Randle:
"Then, just after the conclusion of the Robertson Panel, Blue Book was stripped of its investigative function. Sighting reports were no longer to be sent to Blue Book and ATIC at Wright-Patterson, but to the 4602d at Fort Belvoir, Virginia. A series of new regulations and special units was created that carefully spelled out who had the responsibility for UFO investigation, and it was not Blue Book. Seven months later, on August 26, 1953, the 4602d was tasked with the official investigation of UFOs under Air Force Regulation 200-2. The regulation required that all UFO reports from inside the United States be transmitted to the 4602d before they were sent on to Project Blue....an organization other than Blue Book and ATIC (would) be alerted first in a UFO report. Then the 4602d would determine if it was to be forwarded to ATIC at Wright-Patterson Air Force Base. Primary responsibility for UFO-related reports was held at Fort Belvoir, Virginia."

Randle continues:
"Project Blue Book was nothing more than a public relations outfit designed to identify objects and to convince the public that something was being done. In November 1961 another policy was established by the air force in a document sent to various air force intelligence functions. It outlined the establishment of the "AFCIN Intelligence Team Personnel." It was more proof that the air force was interested in UFOs and that it has continued its investigation of them. There is a portion of the document deleted, but in paragraph 2, subparagraph c, it says, "In addition to staff duty assignments, intelligence team personnel have peacetime duty functions in support of such Air Force projects as Moondust, Bluefly, and UFO, and other AFCIN directed quick reaction projects which require intelligence team operational capabilities."

One of my experiences that indicated there was somebody in the government officially still in charge of UFO reports occurred in 1983. For some time now we have known that something very strange and important was going on in October and November of 1975. We have proof that there were incidents that, to quote from released documents, "prompted the implementations of a Security Option 3 at our northern tier bases since 27 October." Sightings occurred at Loring AFB, Wurtsmith AFB, and then at Malmstrom AFB. In late 1983, an informant reported to me that there had been a major incident at NORAD during that same period which prompted a Security Option 5 alert and total "lock down" at "the Mountain" which houses NORAD. And some official UFO team from the Air Force investigated that incident.

The mystery of who they were is probably solved. Although it could have been Air Force OSI agents, the

informant told me that the men who interrogated his group were from "the Air Force UFO division", six years after Blue Book shut down. It was very probably some offshoot of the 4602d AISS. But back in 1963 an Air Force reserve squadron which was a descendent of the 4602d was very interested in what we in NICAP knew about UFOs. But more importantly, we found that UFO investigations continued and in direct proportion to the events which may have, or was determined to have, an effect on national security.

MADAR

Multiple Anomaly Detection & Automated Recording

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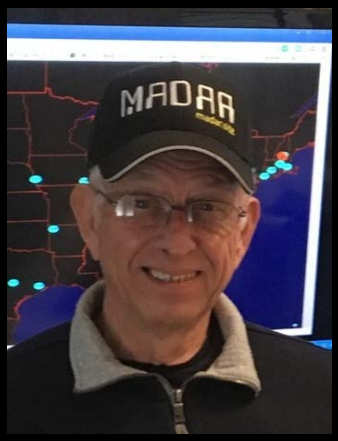
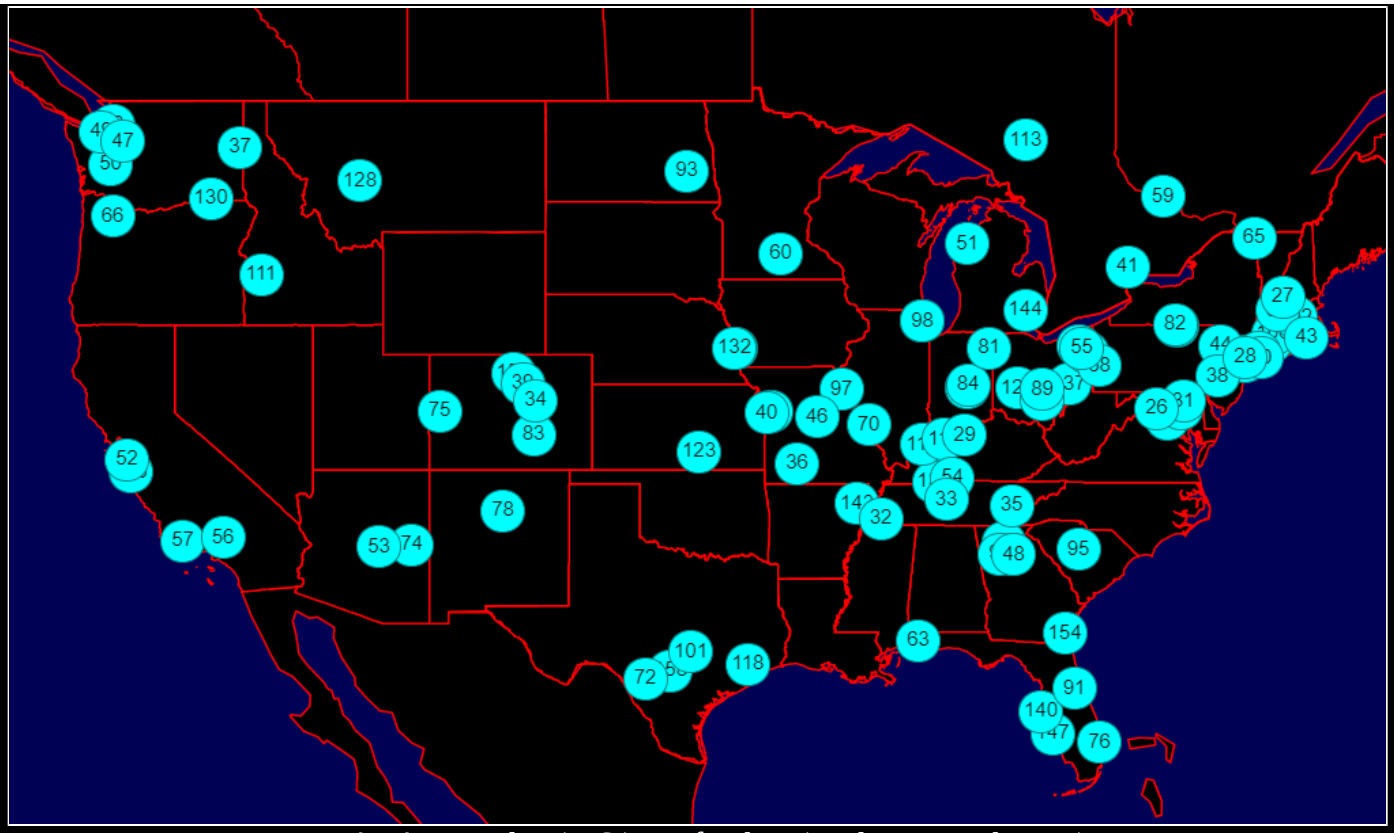


Fran Ridge

FRONT DESK

LIVE SCREEN MADAR Briefing	For MUFON State Directors Data Archive	The MADAR-III Team	MADAR-I 1970-1992	MADAR-II 2014-2016	MADAR-III 2017 (See below)

MADAR Order Page



MADAR Display (U.S.) as of today. (see live at madar.site)

Updated 9 May 2021

It has been quite a while since we have updated this page. A lot has happened in those 18 months, one of which was COVID-19's effect on madar and many working at home. 2020 was an important year and we encountered several milestones. But first, breaking news!

Today I am announcing what could be a major update to the system. I say "could be" because we don't know what we may find in the new data as a result of the addition of an accelerometer. This sensor was built into our I-Board, along with the magnetometer and the sensor for barometric pressure, from day one. Those who originally bought MADAR devices never had to spend another dollar to get this feature. Even those who had the original "H" or "Q" chip were upgraded to the new board in 2019. Our Tech Support, and in particular, Eric Bendle, had been working on the software upgrade for months. By Saturday, the software had been tested for a week on our dev server with no issues, and I1.34RBU was uploaded to the production server. Where we had the barometric pressure readings on column 7 of our data spread sheet we now have "Accel/Pressure". When the device is not moving, it should read around 1.00 due to gravity pulling on it. Anything outside of around ±0.02 (m/s^2, Bendle believes) means that something is moving the device or affecting the accelerometer. This may turn out to be a valuable asset. We may have some surprises when we log the next madar/visual.

Also, the original plans in 2016, and the white paper presented to TS in early 2017, was to have alerts sent to cell phones so that the operator could be notified of his alert anywhere in the world. There were problems with this idea, mostly due to cell phone service providers, that made it less successful than planned, and although it worked for some, the alerts didn't provide a real "early warning system". But when we were doing a review for potential correlations in 2019, two major sightings correlations were discovered that had successful cell phone alerts. In the last few months TS Eric Calkins worked very hard and long and now we have an acceptable SMS system (Short Message Service).

Although we have had an alert feature attached to the MADAR Display (Map) for a long time, the idea to use it during skywatches prompted me to have Eric Calkins change the "Sound on" box selection from a

beep every 60 seconds to 3 "red alert" sweeps every 30 seconds.

I had Eric Calkins create an online form called MADAR Alert Search. This has certainly helped Jeramy and I find correlations, and in a totally different way than looking for sightings at NUFORC and MUFON CMS matching certified hits. When finding impressive sightings while doing our research we convert the dates to UTC and plug them into the MAS form, and if there are any madar hits in the system, we check them out. This has paid off several times. Sometimes the sightings did not trigger the madar but field numbers or compass heading changes showed noticeable perturbations.

* As of today we have 139 madar dataprobes in the field with 111 running and 28 (Not OnLine) in various stages. I have made a special effort in the last week to get at least half of the NOLs online.
* Our first UFO "signature" was documented in April of 2020 and it was also our first madar/visual.
* Last July I selected Jeramy Haslam to conduct a major review of the data for 2018-to-date.
* We recently completed our report on 2020. There are 15 potential correlations listed in that report.
* 2018 and 2019 are still in review, but 2019 had two good correlations.

I said it two years ago, as we were represented at the Phoenix conference, if we are to get even close to solving the UAP riddle we must try some new ideas. That was the contention in 1970 when I created the MADAR Project. MADAR stands for Multiple Anomaly Detection and Automated Recording. With numerous successes over a period of 50 years with one such detection station, and evidence from over 500 E-M cases (144 involving compass deviations), one thing is certain: these craft can be detected and an early warning system will work and scientific data collection by civilians will prevail over a century of lies and cover-ups by world governments. We have nothing to lose and everything to gain.

The MADAR Project is continuously delving into the unknown with the latest in technology. Learn all about the beginnings of the project by clicking on MADAR-I above. Using new electronic and computer technology, in 2014 MADAR-II began a new exciting phase in the study, but it was still only one detection site. And in 2016 the ground work for an even better and cheaper system began which has taken the Project world-wide. After over two years of research and development, by April of 2018 the new system became operational and began making UFO history.

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Project Sign and the Estimate of the Situation

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PDF Version

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Abstract: Upon becoming aware of the explosion of reports of anomalous aerial phenomena over the United States in the summer of 1947, the U.S. Air Force became alarmed and instituted emergency studies of the "flying disks." Quickly this task was delegated to Wright-Patterson Air Force Base's intelligence division, and in January 1948 became a formal project, Sign. Sign investigated the phenomenon for seven months and decided that it was best explained by the extraterrestrial (spacecraft) hypothesis (ETH). An Estimate was produced for the Pentagon giving reasons for this. Elements of the very high rank in the Pentagon would not accept this, and their refusal led to a major debate on the ETH, which resulted in the ultimate breakup of the Project Sign team and the destruction of all (with perhaps one exception) copies of the document. This early confrontation set the tone for the USAF behavior toward UFOs for the next two years and, after a brief respite in the era of Capt. Edward Ruppelt, until the complete cessation of the formal USAF project on the phenomenon in 1969.

INTRODUCTION

Project Sign was the first official, formal investigative body concerned with the mystery of unidentified flying objects. It was a United States Air Force (USAF) intelligence activity located at Wright-Patterson Air Force Base in Dayton. Ohio. Its bureaucratic location was in Air Materiel Command's (AMC) Intelligence Division, referred to on the base as T-2. It operated formally for about one year, the calendar year of 1948.

During that year Project Sign collected reports on a large number of cases, conducted some on-site investigations and many interviews, and attempted to analyze the UFO phenomenon in any way available. By the fall of 1948 the lead personnel of Sign decided that their investigations pointed to a conclusion. As was usually done for any intelligence analysis, they then composed what the military called an "Estimate of the Situation" which they sent to their superiors in the Pentagon. Their conclusion: The flying-disk phenomenon was caused by extraterrestrial agencies.

This created a great stir in the Pentagon. Authorities there were unwilling to accept it. The fallout of this consternation resulted in a quashing of the document, and a denial to the public that it had ever existed. This paper will attempt to detail the origins, nature, and functioning of Project Sign, as well as the reasons for the creation, quashing, and denial of the now-famous Estimate.

THE SUMMER OF 1947

The June 24, 1947, sighting of nine disks near Mt. Rainier, Washington, by Idaho businessman Kenneth Arnold started a flurry of reports that began the modern era of UFO sightings. At first, the military did not take these reports too seriously, but they changed their minds considerably in about one week's time. This change of attitude was due to the continued stream of disk reports, many by their own pilots and personnel. In fact, the first week of July 1947 had created considerable excitement within the offices of the Pentagon, with the Air Force Directorate of Intelligence scrambling to make sense of these mysterious overflights and enlisting the aid of their bases, other services, and the FBI (Fitch, 1947).

Gen. George McDonald was director of intelligence for Chief of Staff Gen. Carl Spaatz. But he and Spaatz seemingly played no role in this story. The real energy at the top of the Air Force's command seems to have been Spaatz's junior executive and incoming replacement, Gen. Hoyt Vandenberg. McDonald, too, seemed to be slipping toward retirement as well as his World War II mentor and friend, and much of the action at the Directorate was handled by his executive officer, Brig. Gen. George Schulgen. McDonald and Schulgen presided over the Directorate when it was adjusting to postwar

changes and the newness of the Air Force itself (soon to achieve formal independence from the Army).

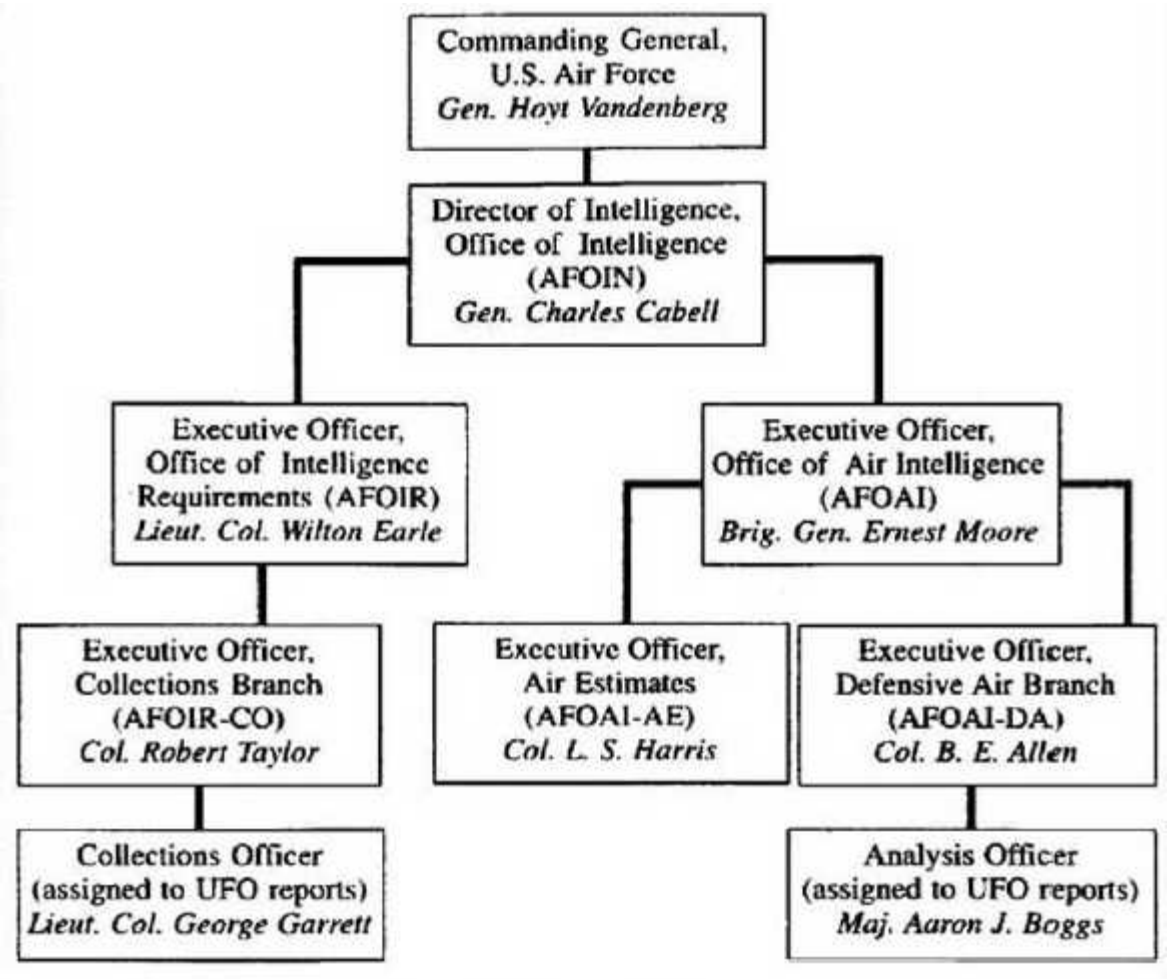
The Directorate had several divisions of which two played major roles regarding UFOs.[1] The primary offices at the Pentagon involved those of the Directorate of Intelligence (AFOIN) and certain locations in the two other divisions, the Air Force Office of Intelligence Requirements (AFOIR) and the Air Force Office of Air Intelligence (AFOAI).

The former had more of a service function, and included the important Collections branch (AFOIR-CO). In this office we find the executive officer, Col. Robert Taylor, and his right-hand man and chief collector of UFO information, Lt. Col. George D. Garrett. Acting Chief Garrett would stay in this position at least to the end of 1949. He would be a veteran source of continuity through this early UFO era, and a person in sympathy with the idea that the flying disks were real, technological objects. AFOIR seems to have been a source of individuals sympathetic to taking UFOs seriously, as it included not only Garrett and Taylor, but Col. Frank Dunn in the main office (who would become Captain Ruppelt's open-minded superior at Wright-Patterson) and Col. (then Major) W. A. Adams of the Documents and Dissemination office (who as Maj. Dewey Fournet's boss in the Pentagon would become a strong proponent of the extraterrestrial hypothesis in 1952. (Fournet was the Pentagon's chief UFO officer in 1952.)

1 All offices had letter designators, the "alphabet soup" of military focal points, and these were in the process of changing. I'll give the designators that applied through most of this early UFO period as examples of the relevant organizational structure. In the summer and fall of 1947, USAF used a set of designators beginning with "AFB" for the Pentagon and "TSD" for the T-2 intelligence office at Wright-Patterson. These designators all changed in about December 1947, were tweaked again by early 1950, and totally changed again by the time Project Blue Book Director Capt. Edward Ruppelt took over in late 1951. I give the structural designators for the late 1947-1950 period below. The real organizational format seems to have remained essentially the same.

Organizational Chart, USAF Intelligence, ca. 1948

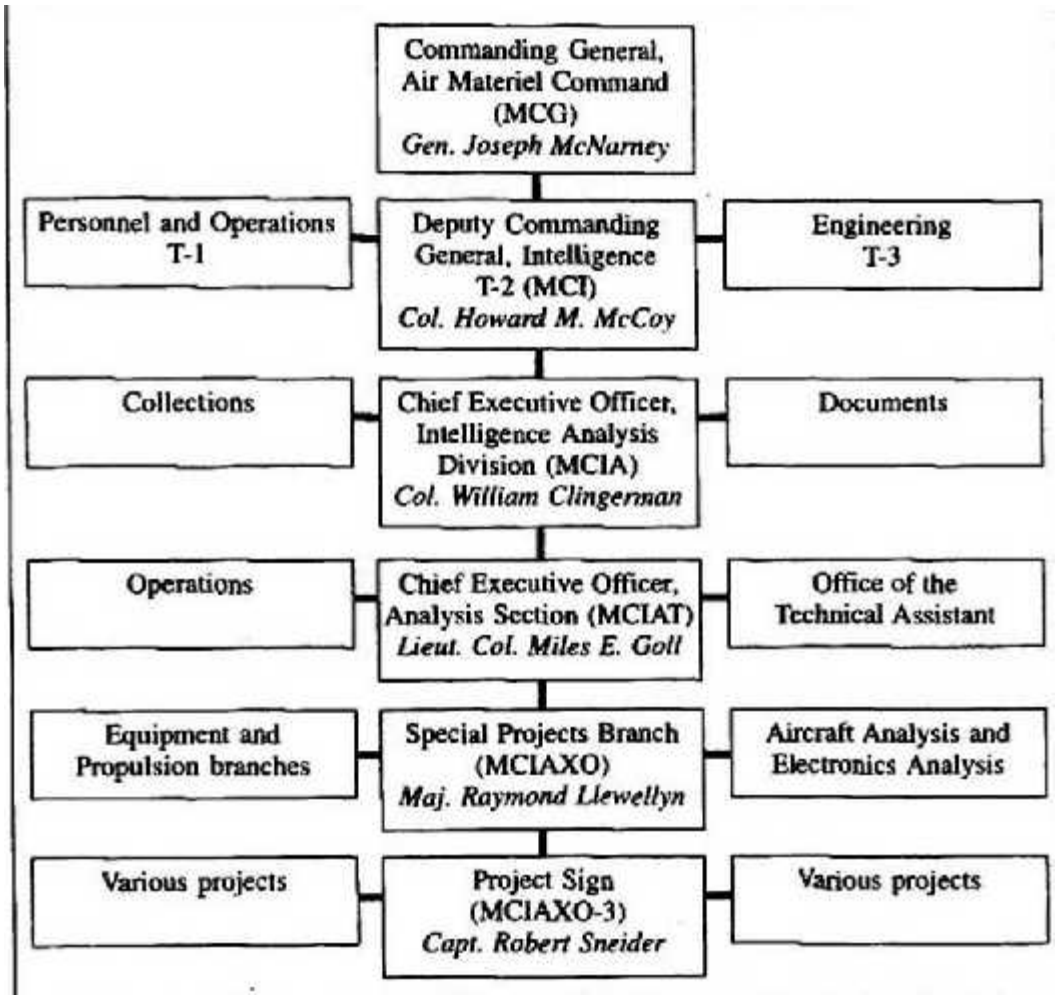
The Pentagon's Directorate of Intelligence was undergoing reorganization in 19471952. Much change also occurred in the executive positions of AFOIN, AFOAI, and its branches. The chart below is representative of the type of structure and staff as it was in the 1948 Project Sign period.



On the other side at the Pentagon was Air Intelligence. This was more an analysis division. From its Defensive Air branch (AFOAI-DA) and certain elements in the main office and Air Estimates (AFOAI-AE) came consistently negative views about the flying disks, particularly about the extraterrestrial hypothesis but to some degree even to their existence at all. AFOAI-DA seems to have been in part almost a spin doctoring office, fixated on manipulating analyses and conclusions to have the proper effect and appropriate action. This was the realm of the saucer-killing Maj. Aaron J. (Jerry) Boggs and Col. E. H. Porter, a very supportive superior who became director of estimates. Boggs stayed in this position a long time and Porter was still there in 1952. The Pentagon was a split house on UFOs from the beginning.

Organizational Chart, USAF Air Materiel Command, ca, 1948

Like the USAF Directorate of intelligence, the intelligence Division at AMC went through major restructuring in 1947-1952. The partial organizational chart below is generally accurate for 1948, the year that Project Sign formally existed.



At Wright-Patterson AFB, the Commanding General of AMC Nathan Twining presided over the USAF's technical research and development operation (called T-3, or AMC-Engineering), as well as the technical intelligence group MCIA, or T-2. These two functions were in separate parts of the base: T-3 engineering was on Wright Field, and T-2 intelligence was tucked away in an outer area of Patterson. T-2 could call upon T-3 labs and experts for help with analysis of reports.

The director of intelligence at AMC was Col. Howard M. McCoy. An excellent engineer (known as "Mr. Propeller' in his prewar days in the engineering division), McCoy was also an experienced intelligence man, having done fieldwork in Europe to bring back the remains of German aviation technology and some of their technical libraries. McCoy's intelligence division was set up to analyze reports of a potential or real enemy's air power. The main part of the operation was the intelligence analysis division (MCIA: Material Command Intelligence Analysis). This group's executive officer was Col. William Clingerman, a fine engineer and intelligence officer who personally investigated what was perhaps the first instance where WrightPatterson was ordered by the Pentagon to send personnel to the site of a UFO case, at Harmon Field, Newfoundland.

MCIA was broken into two sections: MCIAT (the technical analysis section) and MCIAO (the operations section). Under MCIAT were several branches (e.g., aircraft analysis, foreign liaison, guided missiles, special analysis, and special projects). The latter branch was a catchall office where ad hoc projects could arise. It would become the location of the flying-disk team, Project Sign. These offices were fairly fluid with regard to the actual work of their staff. Many officers signed off on documents as "acting chief' of MCIAT and for Clingerman as MCIA. Albert Deyarmond, a friend and war colleague of McCoy, worked out of Clingerman's office, was assigned to Project Sign, and could be seen writing letters and signing off for officers all up and down the T-2 structure.

But in the summer of 1947 the formal operation called Project Sign was not yet in existence. Reports of flying disks were coming from everywhere, but the investigation of these reports was

disorganized. The Pentagon, through Schulgen, responded first as the natural focal point. AFOIR-CO was given the initial responsibility in the person of Lt. Colonel Garrett. He, Taylor, and Schulgen began to try to get their bases to investigate notable cases and forward the reports. They also enlisted the FBI, who assigned Special Agent S. W. Reynolds as the liaison. They began working furiously on this throughout July, involving Wright-Patterson now and then by direct communication with McCoy.

As July wore on into August, Garrett, Schulgen, and Reynolds became confused by a lack of interest and pressure emanating from the high echelons of the Pentagon. The previous year they had gone through an investigative furor about a subject that they considered to be similar to the flying discs, when hundreds of "ghost rocket" reports came out of Sweden and other European countries. In 1946, the top brass had exerted continuous pressure to find an answer, but now it had gone completely quiet. This puzzling void has been termed "the silence from topside." It was very peculiar to Garrett and the FBI. Their mutual suspicion was that the very highest officials knew what this phenomenon was already (Swords, 1991).

THE RESPONSE TO THE SILENCE

Agent Reynolds felt that it was a waste of personnel and resources to engage in a nationwide goose chase to find out what the Pentagon high brass already knew. Garrett agreed: It was no more useful for the USAF to waste its time. Garrett and Schulgen decided to place the issue squarely before the people who should know. They were certain that the response would be: "Yes, fellows, we believe that we do understand precisely what these disk reports are all about, and you really don't need to pursue it any longer." Instead, the chain of communications would ultimately lead to the establishment of Project Sign.

Garrett decided to broach this question of the wild goose chase in concert with a preliminary intelligence Estimate on the nature of the disks that he would write. During late July 1947, Garrett had collected and sifted his flying-disk case reports and selected 16 (two more were added later) from which to make his Estimate. We can visualize him sitting at his desk in the Pentagon, the case reports spread out before him ordered by date, marking each front page with a large circled number, and beginning to extract the pattern that he saw. What Garrett concluded in this first informal USAF Estimate was as follows (see Appendix 1 for the full text):

> From detailed study of reports selected for their impression of veracity and reliability, several conclusions have been formed:
>
> a. This "flying saucer" situation is not all imaginary or seeing too much in some natural phenomenon. Something is really flying around.
>
> b. Lack of topside inquiries, when compared to the prompt and demanding inquiries that have originated topside upon former events, give more than ordinary weight to the possibility that this is a domestic project, about which the President, etc. know.
>
> c. Whatever the objects are, this much can be said of their physical appearance:
>
> 1. The surface of these objects is metallic, indicating a metallic skin, at least.
>
> 2. When a trail is observed, it is lightly colored, a Blue-Brown haze, that is similar to a rocket engine's exhaust. Contrary to a rocket of the solid type, one observation indicates that the fuel may be throttled which would indicate a liquid rocket engine.
>
> 3. As to shape, all observations state that the object is circular or at least elliptical, flat on the bottom and slightly domed on the top. The size estimates place it somewhere near the size of a C54 or a Constellation.
>
> 4. Some reports describe two tabs, located at the rear and symmetrical about the axis of flight motion.

5. Flights have been reported, from three to nine of them, flying good formation on each other, with speeds always above 300 knots.

6. The discs oscillate laterally while flying along, which could be snaking. [Garrett, 1947)

Garrett's 16-case (later 18-case) study was reported to the FBI and to his superiors in Schulgen's office. They then began using the study to query the research and development areas of the armed services: Are these devices our own technology? Are we flying them? Everyone, including USAF Chief of Research and Development Gen. Curtis LeMay, said no. Schulgen passed on LeMay's assessment. His exact words were:

> A complete survey of research activities discloses that the Army Air Forces has no project with the characteristics similar to those which have been associated with the Flying Discs. [Schulgen, 1947a).

The FBI had contacted their sources in the Army and had received the same reply. We don't have similar documentation for the Navy, but the man who was to become the leading civilian UFO researcher of the 1950s and 1960s, retired Marine Major Donald E. Keyhoe, made his own inquiry of his personal friend, Adm. Calvin Bolster (naval chief of aeronautical research), and was also told that no such naval project existed (Keyhoe, 1950, p. 44).

This seemed peculiar - advanced technology flying in U.S. air space that none of the services was responsible for, and yet the very high brass not particularly nervous. Maybe there was something so new going on at Wright-Patterson that even LeMay hadn't yet been briefed. So, as a last resort, General Twining got the Garrett Estimate and the normal inquiry, probably in late August.

Twining passed the inquiry on to McCoy, Maj. Gen. Alden Crawford (chief of T-3), Gen. F. O. Carroll (director of research and development), Col. C. K. Moore (aircraft laboratory chief), Col. Russell Minty (power-plant laboratory chief), and Brig. Gen. Edgar Sorenson (Air Institute of Technology commander). They each studied Garrett's report, and held a conference on the disks sometime in mid-September. Twining reported the results to Schulgen (and thereby to Garrett and the FBI) on September 23, 1947 (Twining, 1947).

We don't have the polished Garrett report to compare with the Twining letter, but it appears that Twining's experts essentially agreed with Garrett's analysis. They added the observations that sound is rarely heard coming from the disks, and that their performance characteristics indicate that they are controlled objects. T-3 was of the opinion that something like this could be built with long-range but slow-speed capabilities, but it would be very expensive. AMC admitted ignorance of the nature of the disks, confirmed that they would continue to monitor reports, and suggested that an official project be formed to get to the bottom of the phenomenon. This was the last of the "we don't know" admissions. The Pentagon agreed that a formal project should be initiated.

WRIGHT-PATTERSON AND THE GERMAN/SOVIET THEORY

When the Pentagon first involved AMC intelligence in the flying-disk problem (probably about mid-July), T-2 chief McCoy began thinking about the possibility of German aeronautical technology. This is shown in the following sequence of events documented in the USAF's Project Blue Book files:

> 1. On July 10, civilian workers at the air base at Harmon Field, Newfoundland, watched a disk-shaped object cut its way through the cloud cover and leave behind a powerful-looking "exhaust trail." Pictures were taken.
>
> 2. On July 16, a formal initial report was made by a base intelligence officer. This was followed by a more detailed report on July 21 that was sent to the Pentagon. (Note that Wright-Patterson was not yet considered any sort of focal point for disk reports.)

3. The Pentagon assessed the report and then got excited about it. Schulgen ordered McCoy (about July 28-29) to send a top-level assessment team to Harmon Field "immediately," and for them to go directly to him at the Pentagon afterwards.

4. McCoy's notes, possibly from a Pentagon phone call, indicate that his team had been asked earlier to do some assessment of these disk reports. He wrote, "What has Clingerman [his head of analysis at T-2] prepared?" and "What has Brentnall [chief of T-3 engineering] prepared?"

5. McCoy's notes also indicate his concern with German technology. "Interview Hugo Eckener. Goodyear. What L/A [lighter-than-air capability] does Russia have? German-Russian Type. What plans & potentialities?"

Nothing would be more natural than for McCoy to be concerned with German technology. His main job in 1945 had been retrieving it from German sites, and he had also helped bring back a huge German air technical library to Wright Field. Although it is said that he had nothing to do with Operation Paperclip (the placement of Nazi scientists in hi-tech U.S. labs), he obviously knew where these people were. And right in his own organization's library was the secret T-2 manual on the so-called Horten flying wings, the most radical of which had a distinct resemblance to the disks (USAF AMC, 1946).

Also working for McCoy in the T-2 analysis division was Alfred C. Loedding, a design engineer on loan from the T-3 engineering division. Loedding had long been interested in low-aspect and disk-shaped airplane designs, and had produced a couple himself (Loedding, 1948). He was intrigued with the disk reports, and was sure that such designs could be made to fly. He soon became McCoy and Clingerman's liaison to the Pentagon on these matters. By late August, McCoy seems to have already gotten the hint that flying-disk investigations would be shifted to Wright-Patterson from the Pentagon and he asked for a meeting between Loedding, Garrett, and Dr. Charles Carroll (McCoy, 1947a). Carroll, a mathematics and missiles expert, had been making some kind of analysis of flying-disk activities. (One wonders, admittedly a bit idly, whether this was the beginning of the analysis mentioned by Project Sign a year later, correlating disks with near approaches of planetary bodies.) As Loedding became a strong supporter of the extraterrestrial hypothesis (ETH) for the disks, and Garrett already was a strong proponent of their reality and extreme unusualness, they could have formed the core of the ETH-friendly faction.

The meeting took place in the Pentagon on September 5, and Pentagon disk files were transferred to Wright-Patterson shortly thereafter. Therefore, even before Twining wrote his famous September 23 letter evaluating the disk problem and suggesting a formal intelligence project at the Dayton base, the matter had been decided.

The Twining letter ("AMC Opinion Concerning Flying Discs") was written by McCoy from his own and T-2's perspective. Not knowing what he was dealing with, he offered two hypotheses: a very high security project that even he, Brentnall, or LeMay didn't know about; or a project, maybe even nuclear, developed by "some foreign nation." He was thinking mainly of German scientists working for the Soviets. He wanted all the top scientific guns in on this: the Atomic Energy Commission, NACA (NASA's predecessor), the Rand think tank, the Nuclear Engine Propulsion Aircraft project, and others. He promised a detailed "Essential Elements of Information" (EEI intelligence requirements) to be formulated immediately, so that all agencies would have guidance on what to look for (Twining, 1947).

Exactly when this EEI was written is unknown, but in about a month it was distributed within the European Command by Lt. Col. Malcolm Seashore, former acting chief of MCIAT under McCoy and Clingerman (Schulgen. 1947b). The EEI covered all the expected bases of an intelligence operation concerned about the use of exNazi technology and engineers by Soviet projects. It was especially concerned with the same things that had been worrying McCoy and Loedding in August: the German engineers Walter and Reimar Horten and their disk-like flying technologies. Its description of the disks in flight were, of course, the same as those in the Twining letter, which were mainly those originally determined by Garrett at the Pentagon. A few descriptors were added, which must have made the idea of

a German-Soviet craft seem very unlikely: the ability to almost hover, quickly disappear, group together very quickly, and "suddenly appear without warning as if from an extremely high altitude." All these new elements appeared in a December Pentagon estimation, rewritten from a similar Pentagon document of October 6. This indicates that radar detection of disks over Fukuoka, Japan, played a role in further concerning the Air Force about great maneuverability (McDonald, 1947).[2]

2 As an important sidebar to this discussion, a very nefarious misuse of the October 6 EE1 by McCoy has been uncovered (Todd, 1997). An unknown individual, apparently while investigating declassified Pentagon documents about the Horten brothers, seems to have taken this original EEI and constructed a fake version of it. The fake is dated the same as the October EEL called a "draft" instead of the completed official document distributed by Seashore, and attributed to Schulgen instead of to McCoy and Wright Field. The contents are largely left intact, undoubtedly on the theory that a good lie is always shrouded in the truth, but several deletions and additions occur. This manufactured fake was then somehow slipped back into the files to be discovered later by trusting ufologists who don't have such dishonest minds. When FOIA requests later included the fake alongside original accurate material, researchers naturally (including myself) were misled by the inclusions. This somewhat sick behavior points out yet another difficulty confronting scholars trying to piece together genuine historical accounts of what took place behind the mirror of secrecy in the military. The unfortunate pan of this is that the faked edition alleged that the USAF was having doubts in the fall of 1947 about the German-Soviet hypothesis and that some personnel were seriously considering the ETH. The tragedy of this hoax, I believe, is that it helps scuttle what was in fact the true situation. The genuine October 6 memo (rewritten in December 1947. and also genuine) indicates that by December the USAF was in serious doubt about the German hypothesis, yet strongly believed in a real "puzzling problem." They reasserted that the objects were not ours and didn't seem to be "theirs" either. Given what Loedding and Sign believed (the ETH) about one-half year later, is it not likely that the faked phrase of the hoax document ("it is the considered opinion of some elements that the object may in fact represent an interplanetary craft of some kind") is an accurate assessment? Sadly, due to the malfeasance of some scoundrel, it makes this case more difficult to defend.

Since September the intelligence department at Wright-Patterson had taken the lead responsibility for flying-disk analysis without having an official project or the material support that a special task would bring. Now the time had come to quit handling this as an add-on job, and become truly organized. The ball began rolling in early December, when LeMay made a request for information on the status of flying-disk analysis. Pentagon Colonel J. F. Olive (chief of AFOAI) and Lt. Col. J. E. Thomas of the Offensive Air section (AFOAI-OA) got the job. By December 18, Olive and Thomas had completed their reanalysis of the earlier documents from the Pentagon and Wright-Patterson, rewritten a new Estimate indicating a potentially serious but puzzling phenomenon, and turned this over to Chief of Air Force Intelligence McDonald for his signature. Also signing off on this document were Garrett's chief at AFOIR-CO and the new chief of AFO1R, Gen. Charles Cabell, who was being groomed to succeed McDonald. Around Christmas, the official letter was actually passed to LeMay recommending that Wright-Patterson should get an official flying-disk project, and that LeMay should formally notify the commanding general there. As it turned out, LeMay had just been replaced by Gen. Laurence C. Craigie, who sent the formal word to Wright-Patterson to establish Project Sign on December 30, 1947 (Craigie, 1947).

PROJECT SIGN AND ITS WORK

Sign was immediately organized as a special project under the Technical Analysis section of T-2. The name seems to have caught on a lot quicker than the alphabet-soup technical designation, but whether it was Sign or MCIAXO-3, the cases began to appear in Dayton to be analyzed. They landed on the desks of the following people:

1. Capt. Robert R. Sneider, the project chief.
2. Loedding, the T-3 veteran engineer.
3. Lawrence Truettner, a civilian engineer working on missile analysis at T-2 in the same corridor.
4. Deyarmond, the civilian intelligence analyst in Clingerman's office who had been a WW II field buddy of McCoy in Germany.

These four people would be considered the core group of the project. Helping this core

were:

5. Maj. Raymond Llewellyn, the chief of the special projects branch of MCIAT.

6. Lt. Howard W. Smith.

7. George W. Towles, a civilian.

8. Occasional others (e.g., Chief of Special Analysis Nicholas Post and John (Red) Honker of McCoy's office) when needed. The project had the authority to ask any lab on the base for help, occasional field support (pilots or equipment), and contacts with outside experts. We do not know how much direct interest McCoy took in the work.

Sign believed (the ETH) about one-half year later, is it not likely that the faked phrase of the hoax document ("it is the considered opinion of some elements that the object may in fact represent an interplanetary craft of some kind") is an accurate assessment? Sadly, due to the malfeasance of some scoundrel, it make this case more difficult to defend.

Although the project did not officially begin until later in January, Sign did not have long to wait for its first big case. It took place on January 7, 1948, and possibly produced more consternation and the longest after-effect of any other: the crash and death of national-guard pilot Capt. Thomas Mantell. The consensus of the UFO community today is that Mantell died while pushing his plane and himself too hard in a chase of a then-secret balloon called a Skyhook. Though this is almost certainly true, it wasn't at all obvious in 1948. From the viewpoint of 1948 and Project Sign, here are what the relevant facts seemed to be:

1. Ground personnel from a variety of locations were seeing a disk-like object in the sky.

2. Four national-guard planes were directed to it, three closed, and Mantel was in hot pursuit.

3. Mantell believed that the target was moving as fast as his plane.

4. It seemed to shine as if made of a reflecting substance like glass or metal.

5. Mantell was quoted, "[it] looks metallic and of tremendous size."

6. After the crash and investigation, the USAF (not Project Sign) said that Mantell had been chasing the planet Venus. No one involved with the investigation at Sign believed that, and in November 1948 they were still puzzling over this. Deyarmond wrote that this clearly was *not* Venus, and the case was unexplained.

It is easy to see how the Mantell case would get the project off to an excited but erroneous start. This incident highlights two important characteristics of the era: reason to believe that the UFO phenomenon was extremely interesting (and unexplained), and reason to disbelieve things said publicly by the Pentagon about UFO explanations. One wonders whether the project team felt that the Mantell object could have been the result of a Soviet-German secret project. The thought of a huge metallic disk leaving a fighter plane behind at high altitude was indeed an unsettling vision.

During the early months of the project another puzzling element added itself to the mystery: The UFOs appeared to be a truly worldwide phenomenon. Although there had been non-U.S. cases previously (and there had been a major wave of aerial anomalies in Europe, especially Scandinavia) in 1946, these were few in number and conveniently placed geographically so that the Soviet-German theory could be rationalized. Now reports seemed to be trickling in from everywhere. Cases in Finland, Denmark, Germany could be rationalized; but what about the Philippines, Paraguay, and the mid-Pacific? Of course, any report that didn't fit in could be wrong.

A second case that interested Sign occurred on February 18, 1948. Like Mantell's Skyhook balloon, this was not a UFO, but it is worth describing for other reasons. The case was of a spectacular

exploding bolide over Norcatur, Kansas.

> Concussion from the blast broke windows, rocked buildings and terrified residents over a wide section of Kansas, Nebraska, and Oklahoma.
>
> > ... The smoke trail started over Nebraska to the north and ran southward, twisting over upon itself in "Jelly-rolls" like the vapor trail of a plane out of control....
> >
> > Many people believed that a jet airplane had exploded instead of a meteor. Scientists, army officers and other officials said that was impossible because of the extreme altitude of the explosion. Some people blamed the explosion on "flying saucers."
> >
> > Two Army B-29 bombers circled over the area until nightfall, but the army did not issue a statement. (United Press, 19481

One could see how a USAF intelligence project that did not view "extreme altitude" as some sort of impossible criterion and who were considering air technologies with unusually powerful engines might be interested. Maybe it was because the project was new or that the Army was already involved or just that our records of the case are incomplete, but the investigation by Sign seems incompetent. The investigation seems to have consisted of:

1. An interview and correspondence with Oscar E. Monnig, a knowledgeable amateur meteorite buff who was not directly involved with either the event itself or the meteorite-fragment hunt at all. This was the only direct interview by T-2, and occurred due to an accidental coincidence of Maj. Melvin W. Faulk (of Clingerman's office) just happening to have a training flight in the vicinity (Faulk. 1948).

2. Photographs of smoke trails of known meteorites were collected to compare to the Norcatur smoke trail.

3. USAF Scientific Advisory Board personnel associated with research and development were apparently contacted for help. Someone, possibly geophysicist Helmut Landsberg, contacted meteoriticist Lincoln LaPaz for an assessment.

4. Suggestions from a citizen, Norman G. Markham, were passed from the Army to USAF and LaPaz, as if they should be taken seriously, and some local interviews were also provided.

5. LaPaz wrote a brief report in April, and the Monnig wrote a letter in May. This completed the investigation.

It was poor judgment not to send a project investigator to the site or work with LaPaz (or whatever experts were available) to interview witnesses and look for debris. No one from Wright-Patterson seems to have gone to Norcatur, talked personally with LaPaz (or with H. H. Nininger, who finally discovered fragment,, of the largest stony meteorite found up to that time), or got any direct evidence at all. Moreover, it was not at all certain that they were dealing with a bolide.

For example, the letter from LaPaz in April 1948 contained the following facts:

1. LaPaz believed that the "flying lenses" were 99% hoax and imagination but 1 % real.

2. He believed the Norcatur object was a bolide, but he could not be certain: "not a trace of meteoritic material has so far been found."

3. An unusual number of such experiences had produced no meteorite finds and he wondered what was going on. Could it be that "many of the fireballs are not meteorites at all?"

4. "The situation cries aloud for thorough investigation" (LaPaz, 1948). LaPaz was also puzzled by the testimony of witnesses who reported artificial objects in association with the case. One witness believed that a battery-like thing fell from the sky "too hot to handle" just after the explosion; another witness backed him up. Five individuals, including three in the tower at McCook Field in Nebraska, reported a dark object like a missile with a jet coming out the back. All specifically denied that the object was like a meteor. And finally, a prominent farmer of good character who lived near Stockton, Kansas, gave amazing testimony of what we would today call a close encounter of the first kind: a close-range observation showing clear structural details. Because this material is so rarely seen by ufologists, it might be of interest to recount farmer Leland Sammons's description in full:

> On February 18 at about 5 P.M., I was standing near my hog-pen about 100' east of my house, when I heard the pheasants raising a disturbance and the chickens all rushed to the chicken-house. I looked around toward the house to see what was causing it and saw something hovering just above the house. I ran toward the house, and it then lowered over the north end of the house and settled toward the ground. I was then very near it, approximately 6' when it stopped about level with my face, and just wobbled around for an instant, fire belching out of it and sucking back in. The thing was about 4' long, shaped something like a funnel. There was a pipe sticking out the back of it, and once as it wobbled around, the pipe was sticking right at my belly. Suddenly there was a lot of sparks showered from it, and the fire increased as if a fuse might have lighted, and it took off in a north-westerly direction very fast, gaining altitude as it went. My wife heard it leave and ran out where I stood, and we watched it go, leaving a trail of smoke all the way. Suddenly there was a great cloud of smoke in the sky, not more than 40 seconds after it left my yard, and in a few seconds or more, we heard an explosion. I then stepped off from my house to where it had been, and it was five steps. Yes, it was hot, I could feel the beat from it. Had I not been washing my car prior to the occurrence, wetting the ground, there would have been a bare spot in the yard where the thing started up because there was a great rush of fire from it when it left. It must have been quite high when it exploded. [Cox. 1948]

One of LaPaz's colleagues had interviewed Sammons, and believed him to "be sincere and very badly scared." One can almost feel LaPaz scratching his head between the lines of his letter as he asks: How could a bolide create such a report in a mature and sincere person such as Sammons?

In addition to all this was extensive correspondence by Norman G. Markham, the first piece of which was sent to the Army Chief of Staff on February 20 (Markham, 1948). Markham was a lover of anomalies, a Fortean, and he felt that he had calculated a connection between the Norcatur event and the position of the moon. Markham suggested that perhaps the moon was inhabited and that flying objects visiting earth come from there. Several other past events were cited to buttress his views. This correspondence was not discarded as obviously crackpot. It went from the Army to the Air Force to Sign to the Scientific Board to LaPaz. Although LaPaz believed Markham's views to be fantastic, he noted that Markham was correct to call attention to certain unexplained incidents, possibly of real flying disks. One wonders whether Project Sign's statements six months later - that they had been plotting disk reports in relation to the positions of planetary bodies (and finding correlations) - stem from Markham's letters in this case file.

Whatever we have here in the Norcatur case, the investigation seems poorly performed. There were no direct interviews or other fieldwork, and the meteorite explanation was accepted on a letter from the uninvolved amateur, not a direct report from Nininger or LaPaz. No crater was ever found or

photographed and placed in the file. And (this is the most telling aspect) the pattern of ignoring inconvenient contrary witness testimony was quietly condoned. What of the five "rocket" witnesses or Leland Sammons? It seemed that no one cared. But why this attitude, given the alleged concern at the times?

The next case activity worth citing was April 5, 1948, at Holloman AFB in New Mexico. Three highly trained balloon observers, including the project leader, J. W. Peoples, were working on a secret project for the Air Force's Watson Laboratories. They saw two objects. One observer followed one object, and the others followed the second object as they diverged. All were certain that the objects weren't balloons. They were large, whitish, roundish, very high, faster than any aircraft, and performing rapid, erratic motion. One object was lost low. The other went up quickly and seemed to just disappear. This case was deemed important enough to send Loedding and one of Clingerman's assistants, Lt. Col. J. C. Beam, to New Mexico to interview Peoples and the others. Unfortunately, the witnesses were gone when Sign arrived. (They were later interviewed at Watson Labs in New Jersey.) The witnesses were very sure of themselves and the case was classed as "Unidentified."

While at Holloman, Loedding and Beam talked with a Lieutenant Markley who had worked with the Watson team. Markley remembered one of them speaking of unusual radar returns from their equipment, but later the Watson personnel said that these were probably just "angels" (spurious echos due to atmospheric microstructures, insects, equipment malfunction, or other stimuli). Markley did report that UFOs had been seen around Holloman often. He himself had seen a disk in August 1947 and flat, round aeroforms on at least two further occasions. Beam and Loedding took a side trip to Phoenix, Arizona, to check up on an old sighting that especially interested Loedding: the July 4, 1947, case of a scooped-disk aeroform photographed by William A. Rhodes. Loedding's own views of a low-aspect, disk-like lifting body undoubtedly resonated with the object depicted in the Rhodes photos, and the report of their interview is very respectful. One might see this investigation as merely Loedding's interest, but it was generally true that Sign was interested in all the evidence, not just the cases which occurred "yesterday." At the end of their trips Beam and Loedding suggested that it was premature to place a permanent observing team at Holloman, despite the amount of activity that seemed to have occurred there.

The Memphis, Tennessee, case of May 7, 1948, is worth a brief mention. Two adult witnesses saw 50-60 unusual objects, apparently moving very high and fast, traveling in straight lines with slight zigzagging. They seemed shiny, like bright aluminum, with silvery trails. Beam also went out on this one. Three things are noteworthy about this case:

1. Astronomer Paul Herget of the Cincinnati Observatory said that he doubted that these objects were meteors.

2. This case was the first to mention J. Allen Hynek, then an astronomer at Ohio State University, whom Herget recommended they talk to.

3. A year later, the military Research and Development Board was viewing such observations of luminous, "definitely or possibly non-meteoritic," objects as important and requiring immediate action - including requesting this particular case file.

In the official Blue Book records, the Air Force unaccountably classed this case as a "meteor." Perhaps it was, but the experts appear on record as not thinking so. The assessment was probably not the original thinking of the Sign office. It is more likely the late-1948 thinking of Allen Hynek, once he was formally asked to make astronomical determinations, when possible, for UFO reports. His study, which was more an embarrassment to him in later years, would appear as an appendix to the reports of projects Sign and Grudge, Sign's new designation in 1949 (Hynek, 1949). Hynek viewed his job in these first case assessments as debunking. He was to get rid of UFOs as any sort of exceptional anomaly even when the so-called explanation he came up with was a huge stretch. He said that he originally enjoyed his job as a debunker (Hynek, 1973: 171-172; 1977: 34-38). Unfortunately this was a completely wrong-headed attitude, and it took him a long time to shake it thoroughly and return to a properly objective

analysis of cases as they came in. But in May and June of 1948, Hynek was not yet around to throw water and rocks at mysteries, so Sign personnel probably viewed this and the next three cases to be real puzzles rather than foolishness, ignorance, or misperception.

The next case occurred between Plevna and Miles City, Montana, on May 17. There was one witness, a professional man named William A. Bonneville who believed that reporting this air intruder was a patriotic duty. A bright white ball, brilliantly illuminated (three times as bright as a locomotive's headlight would be), sailed over the hills from the northwest, and then to the south and back to the west, and repeated these meanderings for 20 minutes until sailing away into a dark cloud. No sounds could be heard. A long, bright light shot out from beneath. Somewhat stunned by this performance, the witness stated (with the charming naiveté of the 1940s):

> ... anything of this nature which we are not familiar with we are duty bound to report to our Defense Forces who may be better equipped to understand the unfamiliar than we are.

Sign was probably as boggled by this experience as Bonneville was. But later, someone was up to the task: The case was explained away as "refraction of the planet Mars." This explanation is of interest not only because of its apparent ridiculousness, but because it is precisely the sort of idea continually used by Donald Menzel (Harvard astronomer and archenemy of UFOs in the 1950s and 1960s) in his later books and articles (Menzel, 1953). This refraction or mirage hypothesis was Menzel's siege gun. Almost any UFO case became a game to find some bright astronomical object in the general direction of the witness' line of sight, and then invoke misperception, ignorance, confusion, or rare atmospheric phenomena to account for the report. But as far as we know Menzel was not consulting on any of these 1948 cases. So where did this explanation come from?

INTERLUDE: J. ALLEN HYNEK AND SIGN

J. Allen Hynek formally became an astronomical consultant to Sign in 1948. The Plevna, Montana, explanation is one that probably came from an astronomer. This is a good place to try to understand Hynek's role, though it will not be possible to do so with any great certainty because of the lack of documentation concerning his earliest relations with the project. But it does offer an important glimpse of the Air Force's approach to UFO analysis.

We know that Hynek was officially tasked with studying UFO cases for astronomical explanations on December 16, 1948. This was Air Materiel Command contract W33-038-1118, the final report of which became the appendix for the Project Grudge report that largely debunked UFOs in 1949 (Hynek, 1949; USAF AMC. I949b). We also know that Herget suggested him as a consultant to the project around late May 1948. Sometime between these two dates, Hynek was signed on as a regular consultant and made "interim reports." It sounds as if the idea of a larger formal report (the Grudge appendix) was already in both Hynek's and Wright-Patterson's mind in the summer or fall of 1948. Still, Hynek said that he sent interim reports earlier than his formal study period. These reports were largely debunking in nature (Hynek, 1977: 15-17). Could Hynek himself have been the source of the "refraction of Mars" pseudoexplanation for the Plevna case? What an irony it would be if Hynek himself initiated the pseudoscientific mirage hypothesis that he would so vehemently criticize when touted by Menzel.

Let us first examine the key characteristics of the Plevna report. The object was an extremely bright ball of light (brighter than the moon, and three times brighter than a locomotive headlight) that flew through many viewing angles (north or northwest through "south of the road"). Whoever was doing the analysis must have had a hard time dealing with both the wide angular travel north to south and the extreme brightness. How any refraction would allow Mars to pick up that much extra luminosity should have given any astronomer pause. Hynek should have known better.

In his final report to Grudge he stated: "If this report is to be taken on face value, then no astronomical explanation of this incident is possible." Unfortunately, he continued:

> However, in seeking even a remote logical explanation for the incident, the

> present investigator is impressed with the fact that on this very night, May 17, Venus was at its greatest brilliancy, with a magnitude of -4.2, or about 100 times brighter than a first magnitude star. It would have appeared that night as an intensely bright light in the northwest. [Hynek, 1949: 151]

This statement is of interest in several ways: Mars doesn't enter into it; the language is very subdued, though it stretches for a debunking answer; and there is a subtle hint of Hynek's (and the military's?) fundamental mind-set. Let's comment on each of these characteristics.

This is a Venus answer, not Mars. Hynek was quite ready to relegate many UFOs to Venus (e.g., the Mantell case, even though Sign refused to buy that). Hynek's Venus proposition tried to deal with the brightness while ignoring the traveling excursion. Refraction is never mentioned. Where then does the refraction of Mars come from? It is my opinion that Hynek was blameless. Refraction and mirage explanations were not his style. Of the 200-plus analyses in the Grudge appendix, only two - case number 33 (Mantell) and 229 - even hint of such a phenomenon, and the word "refraction" appears in neither place. In case number 148, with a Venus explanation crying out for him to tie up its loose ends with refraction, he never resorts to it. Hynek believed refractions of any spectacular kind to be very rare, and even then limited in what they could do (e.g., move erratically about two or three lunar diameters as in case 33). So where did this Menzelian answer come from? Herget? The University of Dayton? A chance interaction with Menzel? We'll probably never know. It does demonstrate a sad, early willingness on an unknown scientist's part to grasp for a debunking explanation wherever one could be found.

Unfortunately, Hynek's tentatively worded guess demonstrated the same thing. He was just being more polite about it. He saw his job as explaining away UFO reports. His typical Grudge style was to make a simple and honestly defensible statement, then (if the first statement didn't explain the case) launch into some low-key speculation. The latter often went well beyond the official descriptions and well outside his charge of providing astronomical analyses. He regularly speculated on balloons, aircraft, subjectivity, and you-name-it. His motives appear to lie in sociology.

Hynek's memory of the Air Force consensus was that there were two contrary schools of thought (Hynek, 1977: 13-14). One school, mostly at Wright-Patterson, felt that UFOs were real, technological, and, probably interplanetary. The second school, a majority in the Pentagon and a minority at Wright-Patterson, felt that the UFOs were nonsense. The Air Force's elite Scientific Advisory Board lined up on the side of nonsense; and these were the Elders of the Tribe of Science to which Allen Hynek belonged.

> It may be that my interim reports helped the transformation of Project Sign into the extremely negative Project Grudge, which took as its premise that UFOs simply *could not be*. I tried hard to find astronomical explanations for as many cases as I could and in those that I couldn't I reached to draw out as many natural explanations as possible. Sometimes, I stretched too far.
>
> Clearly, I, too, thought at the time that UFOs were just a lot of nonsense. I enjoyed the role of debunker.... [Hynek, 1977: 17]

Hynek's mea culpa would have done much to relieve the sting of his early unscientific behavior in this matter if no one had paid any attention to him. Some did not, but others did. The core team at Project Sign apparently paid little or no mind to Hynek's negative analyses or interim reports: They were well on their way to their famous Estimate of the Situation and its interplanetary conclusion. If Hynek influenced bigger movers and shakers, like Clingerman and McCoy, there is no evidence of it. Who then did he affect? Possibly he influenced the negative school in the Pentagon, though there is no direct evidence of this. The Pentagon-created anti-UFO report of December 10, 1948 (USAF AID & USN ONI, 1948) shows nothing that could be attributed to Hynek. He may well have spoken to his tribesmen on the Scientific Advisory Board though, and in doing so reinforced their stance.

Those who were clearly influenced by Hynek were the people who read the Grudge report and who took over the UFO project after the sympathetic Sign team was broken up and dispersed. The evidence is abundant: It consists of the case evaluations written on the lower right-hand corners of the project's cards that led off the files of each individual report. There, scrawled in the corners, one can get the digested version of what the Grudge project was concluding about the cases: balloons, Venus, meteors, aircraft. Usually these were stolen directly from Hynek's report. Most regretfully, they were lifted from the speculation or stretch sections of each case, even when it was obvious that Hynek didn't think much of the explanation himself. Hynek had been very helpful.

One last thing before getting back to Sign's history. Note this phrase in the Plevna analysis: 'in seeking even a remote logical explanation." A *logical* explanation. This was a telling phraseology. These cases *couldn't* be what they seemed; this would not be "logical." Such objects were irrational, unscientific; they could not make sense. This was probably not only Hynek's restricted mind-set, but the Scientific Advisory Board's *in toto*. It was something that we do not understand enough about scientists and do not like to admit about them. Their curiosity is great; *and* it is restricted within broad but nearly ironclad limits. Outside of those limits is the realm of illogic and ridicule. Even in 1977, as he reminisced about his early sins, Hynek had still not made the complete transformation. He still spoke of "rationally" and "astronomically" as if one somehow defined the other (Hynek, 1973; 1977). His Grudge report, with its astronomical and often irrational comments, stood as a rich source of explanations for things not explained, and doubtless he and his tribesmen felt good about it. What an odd and dangerous way to come to conclusions on a matter of possible national security interest.

SIGN ROLLS ON

Ignoring the negative attitudes of consultants and the Pentagon, the Sign team was moving toward the watershed moment for the Project: the Chiles-Whitted case. We'll take two brief stops before arriving there. First, cast of Monroe, Michigan, May 25, 1948. Two Air Force officers were flying as passengers in an Air Force plane; one saw three objects come down from above and level off, approximately even with the plane and ahead of them. They were fuzzy-edged disks, and flying "astern" (one in line behind the other) and "stepped up" (those behind slightly elevated in step fashion). The objects were in sight about 10-15 seconds, flew opposite the plane's direction, took a sharp right turn, and were lost to sight. The viewer was fascinated by this and didn't call it to the other's attention until too late. Fortunately, moments later, a similar performance was put on by two disks instead of three. Both officers saw the action the second time.

The officers made wildly different size estimates (showing the dangers of this well-known subjective error when there are no clear referents), but the rest of the descriptions matched. Later for Grudge, Hynek followed his pattern: He said that there was no astronomical explanation. Then he speculated freely about holes in clouds, allowing a pattern of isolated shafts of sunlight to bounce off lower clouds and cause perfect echelon reflections moving opposite aircraft motion. The Grudge debunker was happy to write "Probable reflection" on the case record card, despite the fact that when Sign specifically asked for an opinion of the witness about reflections, they received a flat "no." Sign almost certainly felt that this was a UFO case. Grudge later "explained" it. Who knows what Hynek thought?

Next, Hecla, South Dakota, June 30, 1948. A husband and wife were driving and saw an unusual "star" high in the sky. The husband, an amateur astronomer and engineer, stopped the car and they got out to look for a while. The star, which they were pretty sure was *not* a star but a much larger (in angular aspect) mass, was not moving at all. They drove on, stopped again, and got others to look. More driving and another stop. This time, something seemed to be happening. The mass, still visually small, seemed to be larger and changing shape. A piece "fell off," moved away, and appeared like a round ball. Two more pieces now did the same, and moved to positions off the central body, which formed a perfect equilateral triangle. All the balls and the central object looked like polished aluminum. The central object now appeared like an aggregation of much smaller objects that dispersed and faded away. The three equilateral balls kept moving outward, always keeping their perfect geometry. Then they seemed to get smaller and fainter, as if rising to great height, and vanished. The astronomer-

engineer said: "my convictions at this point were that it could not be anything terrestrial."

Sign probably agreed. Hynek again did his thing: This was nothing astronomical; on the other hand, "in all probability the object was a cluster of balloons, carrying, perhaps, cosmic ray apparatus." The explanation was within the normal pattern of Air Force explanations for the next 20 years: Find something sort of like what's described, ignore some awkward elements, say "maybe," and count it explained. The ignored awkward element here was the perfect equilateral triangle allegedly formed by the unintelligent, motorless balloon parts. Hynek's "maybe" became "fact" when the Grudge record card was labeled "BALLOON JAH," in honor of J. Allen Hynek.

And then came the Chiles-Whitted case. Capt. Edward Ruppelt, chief of the UFO Project in 1951-1953, said:

> According to the old timers at ATIC (Wright-Patterson T-2 Intelligence division was then named Air Technical Intelligence Center), this report shook them worse than the Mantell Incident. This was the first time two reliable sources had been really close enough to anything resembling a UFO to get a good look and live to tell about it. [Ruppelt, 1956: 40-41]

Between this event and the ultimate demise of Project Sign, many other interesting cases and activities occurred; but because of the overriding significance of this experience for the project's history, the other cases will be (mostly) ignored. From this point forward, the history of Project Sign primarily reflects the Chiles-Whitted case and those thoughts, beliefs, and actions that became closely related to it.

The observation occurred in the early morning hours of July 24, 1948. An Eastern Airlines flight was near Montgomery, Alabama, flying at 5,000 feet and soon to land. The night was mainly clear. Pilot Clarence Chiles and copilot John Whiffed were at the controls. Most of the passengers were asleep. Ahead of the plane and slightly above (the pilots estimated about 5,500 feet), a flying object came into view. Chiles said to Whitted: "Look, there comes one of those new jet jobs." As the device came nearer, they became more amazed. It was shaped like a DC-6, but with neither wings nor tail: a "flying fuselage." It seemed to be about 100 feet long with a barrel diameter about three times that of a B-29. At an estimated 500 miles per hour it took about 10 seconds to pass their plane and pull up sharply through the broken clouds overhead. They estimated its closest approach to be about half a mile. The device was dark at the front with a blue glow underneath. Red-orange jet exhausts spewed out 30 feet behind. The most spectacular aspect of its design was two double-decked rows of brightly lit, large, rectangular windows along the sides. Chiles thought he saw a more dimly lit front-cockpit area. Whitted did not. The whole display seemed a lot brighter and more vivid to Chiles than it did to Whitted. Still, in general estimates and configuration, the two pilots concurred.

The Eastern flight landed shortly afterwards and the pilots reported everything to their managers. Eastern released the reported details to the newspapers that day. The case immediately made national news: "Buck Rogers-like Plane Passes 2 Airline Pilots!" Everyone was reading the story the evening of July 24. It caught the attention of the Pentagon as well. The next day, Chief of Air Force Intelligence Gen. Cabell phoned McCoy's office at Wright-Patterson. Sign was ordered to get into the field immediately and investigate. By that afternoon, Loedding, Deyarmond, and Llewellyn were being flown by Capt. Clarence Groseclose to Atlanta. They met Chiles and Whitted in the Henry Grady Hotel the next day.

The interviewers (Loedding and Deyarmond) were impressed. The pilots told their stories, as recounted above, and were consistent. Both pilots had been military veterans and had good commercial reputations. Chiles particularly was considered by his bosses to be outstanding. Loedding, an excellent aeroengineer who leaned towards the extraterrestrial hypothesis, must have been stunned. Deyarmond seemed a more grounded military engineer, but he too had to be enthusiastic. This seemed to be the case Sign was looking for. Later, Llewellyn was able to locate and interview the lone passenger who had awakened and noticed something. He only saw the bright redorange exhaust of the retreating object and no details. Still, it was a small corroboration. Presumably, as Cabell himself had ordered this, they made some preliminary report to the Pentagon and began their analysis back at Wright-Patterson.

The pieces of Sign's thinking coalesced around this case during August and September of 1948. In the first week of August they received word of an independent ground witness (an experienced observer on a military base) to the Chiles-Whitted object. They immediately requested details from the base. Although official forms took about a month to arrive, this was another corroboration. Cross-checking anomalous cases, they noted that an apparently identical object had been sighted over The Hague. Netherlands, on July 20. They also recalled the wave of so-called "ghost rocket" sightings over Scandinavia in 1946 and early 1947 - more jet-propelled, flying fuselages. They requested special interviews for more information on August 19. It looked like the Chiles-Whitted object was the real thing.

But how could it fly? It was the exploration of this question that, I believe, finally tipped the balance. The object was a wingless, tailless fuselage. It was not simply a missile; it had windows, ergo, presumably, pilots and passengers. It must be able to take off, maneuver, and land. But how? This is exactly the sort of problem that air-intelligence engineers love. When they dove into it and (in their minds) came up with the solution, it placed the last powerful overlay of reality on the investigation. They found their aerodynamic answers in the advanced theories of the German aerodesign geniuses. Ludwig Prandtl's theory of lift provided not only the rationale of how such an object could fly, but also a guesstimate of the required power plant (USAF AMC, 1949a). The latter then took them the final step into the Land of Oz. Conventional power plants were nowhere near sufficient. It would take something much more powerful to fly the Chiles-Whitted object ... perhaps something nuclear.

This investigative odyssey must have been as exciting as it was astounding. Nuclear powered aircraft, or something even more unsuspected. We couldn't do it. The Soviets couldn't do it. Sometime during all of this the project personnel must have wondered about the correlation that they felt they were finding between UFO events and close approaches of the inner solar-system planets. Based on these correlations and their new conviction about Chiles-Whitted, Sign later sent notice to the Pentagon to alert all operatives, bases, and the other services to the potential for new UFOs reports in mid-October (Earle, 1948).

THE ESTIMATE OF THE SITUATION

In September 1948, Sign heard the details of the Chiles-Whitted ground-witness corroboration. The third qualified observer had seen a cylindrical object jetting red-orange exhaust over Robins AFB in Georgia, one hour earlier. It was heading in the direction of Montgomery. Project officer Capt. Robert Sneider had decided that the time had come to climax the project's task and write the required "Estimate of the Situation." Every intelligence operation's task was ultimately to present such a bestguess summary, strongly backed with as much fact ("proof") as possible. Using Chiles-Whitted as the core, and collecting around it many cases from the summer of 1947 to September 1948, Sneider composed the fateful document. The latest case known to have been utilized in the document took place on September 23, at Los Alamos National Laboratory.

We know that two prominent Air Force intelligence officers (Ruppelt and Fournet) saw the document in 1952. Ruppelt described it:

> It was a rather thick document with a black cover and it was printed on legal-sized paper. Stamped across the front were the words TOP SECRET. [Ruppelt, 1956:41]

As project officer, Sneider would have been the primary author. Throughout this era, several other staff members typically got involved in approvals and sign-offs on drafts and reports. Deyarmond, Loedding, and Truettner almost certainly were part of the writing. Llewellyn certainly looked in. All these people, as well as higher-ups in Clingerman's and McCoy's offices, had to approve, at least in some sense. And an Estimate of UFOs as extraterrestrial would have been no small thing to assent to.

No one can give a detailed description of the contents of this famous yet mysterious document, as it has not been available for modern analysts to read. Yet the following cryptic description by Ruppelt, only the last paragraph of which made it into his book, offers some hints:

> As documented proof, many unexplained sightings were quoted. The original UFO sighting by Kenneth Arnold, the series of sightings from the secret Air Force Test Center, Muroc AFB; the F-51 pilot's observation of a formation of spheres near Lake Meade; the report of an F-80 pilot who saw two round objects diving toward the ground near the Grand Canyon; and a report by the pilot of an Idaho National Guard T-6 trainer, who saw a violently maneuvering black object.
>
> As further documentation, the report quoted an interview with an Air Force Major from the Rapid City AFB (now Ellsworth AFB) who saw twelve UFO's flying a tight diamond formation. When he first saw them they were high but soon they went into a fantastically high speed dive, leveled out, made a perfect formation turn, and climbed at a 30 to 40 degree angle, accelerating all the time. The UFO's were oval-shaped and brilliant yellowish-white.
>
> Also included was one of the reports from the AEC's Los Alamos Laboratory. The incident occurred at 9:40 AM on September 23. 1948. A group of people were waiting for an airplane at the landing strip in Los Alamos when one of them noticed something glint in the sun. It was a flat, circular object, high in the northern sky. The appearance and relative size was the same as a dime held edgewise and slightly tipped, about 50 feet away.
>
> The document pointed out that the reports hadn't actually started with the Arnold Incident. Belated reports from a weather observer in Richmond, Virginia, who observed a "silver disk" through his theodolite telescope; an F-47 pilot, and three pilots in his formation, who saw a "silver flying wing"; and the English "ghost airplanes" that had been picked up on radar early in 1947, proved this point. Although not received until after the Arnold sighting, they all had taken place earlier. [Unedited MS of *The Report on Unidentified Flying Objects* in Ruppelt files]

The Estimate would have been addressed to Chief of Staff Gen. Hoyt Vandenberg, but it really was meant for Director of Intelligence Gen. Charles Cabell. It was probably sent near the end of September, just prior to the next stunning UFO case: the George Gorman "UFO Dogfight" in Fargo, North Dakota, on October 1 (Ruppelt, 1956: 41-43). It would have landed in Garrett's Collections office and been handcarried to Cabell. Cabell may or may not have been shocked. It is my guess that he and his operatives knew what was coming. Very few real surprises are good strategy in military circles. Still, with a pro-ETH Wright-Patterson intelligence group on one side, an anti-ETH Pentagon Intelligence Requirements Office on the other, and open-minded collections officers and the powerful Research and Development chief (Gen. Donald Putt) in between, Cabell didn't want to decide this on his own. He handed the Estimate further upstairs to Vandenberg himself (Ruppelt, 1956: 45).

Upon reflection, this seems a bit extraordinary. Cabell's job was to deal with these Estimates and not burden Vandenberg with them. And Cabell almost certainly had to know that this was coming. But he still ducked. This situation, UFOs and extraterrestrials, was too big for anyone but the chief of staff himself to rule on. Cabell must have been in doubt about this, not just about the reality of UFOs but their extraterrestrial nature. It was Cabell who reinitiated the Wright-Patterson UFO project in 1951 as a serious investigation and cleaned the anti-ETH elements out of Wright-Patterson and the Pentagon (Ruppelt, n.d.). And much later, in the 1960s. Cabell told UFO and ETH-friendly CIA photo analyst Art Lundahl that he still felt the UFO matter deserved serious investigation (McDonald, n.d.).

But Vandenberg didn't have any doubts - not about action anyway. In what was apparently a very short time period for contemplation, the chief sent the Estimate cascading back down channels to Sign as unacceptable. We don't know who Vandenberg consulted or why he did this, but he was quick and decisive. He did not want an extraterrestrial assessment. He was saying clearly and loudly to Sign and everyone in between that he was not happy with this.

The timetable is uncertain, but a few facts are known. An October 7 document from Sign to Garrett and Cabell is an upbeat Sneider report on the initial investigation of the Gorman dogfight, making the object sound extremely unusual and intelligent in behavior. This was almost like a supplement to the Estimate (Snider, 1948a). However, on the same day a separate set of letters, composed not by Sneider but by S. Z. Hunnicutt, a member of T-2 and the Sign team, and approved by MCI heavyweights McCoy, Clingerman, and Leland Money, went out to the CIA, U.S. Army Intelligence, and the Office of Naval Intelligence. The query: What domestic (U.S.) technological developments do you know of that might explain UFOs and help us differentiate them from inimical (Soviet) foreign developments? McCoy writes in Hunnicutt's letter:

> To date, no concrete evidence as to the exact identity of any of the reported objects has been received. Similarly, the origin of the so-called "flying disks" remains obscure. [McCoy. 1948a]

This certainly was not the conclusion of the Estimate. McCoy may have already gotten the word. None of the primary Sign personnel signed off on the draft.

The intelligence roil over this extraterrestrial conclusion for UFOs must have been fierce in October. Headquarters had expressed dissatisfaction over Sign's views but, fueled by the enthusiasm over the Gorman case investigation, Sign was undaunted at first. McCoy was caught in the middle. The fact that Sign preceded with their ETH opinions in the face of high-level Pentagon opposition is a source of some wonder. Either Vandenberg's slap down was very mildly delivered, or there was much support, albeit in the minority, for the respectability of the ETH in the Pentagon. Otherwise, McCoy would have reined in his staff at Sign. My guess is that both conditions were true.

In October, Sign personnel met with Garrett in the Pentagon to make reports, especially those from foreign sources, more efficiently transferable to the project. Word was spread about the impending new wave of reports due soon (which apparently actually happened). Internal memos referred to the Gorman case as possibly nuclear-powered and interplanetary. A request was made for the Rand Corporation to assess the feasibility of interplanetary spaceships (Clingerman, 1948a). Meanwhile, opposing elements in the Pentagon were marshalling their forces for a counterstrike. The most hostile area, the Defensive Air branch of Air Intelligence, had been pursuing a study of "flying saucer tactics" since early August, when the first assessment of the Chiles-Whitted object had reached them. Now AFOAI-DA brought the Office of Naval Intelligence seriously into this game. ONI had been mildly involved with USAF concerns about UFOs since it had requested to be included in January 1948 (USN Chief of Naval Intelligence, 1948). Out of this liaison would come a counter-ETH report in December. More immediately, AFOAI-DA and ONI would begin to change the atmosphere in the Pentagon to a more hostile, overt position. Ultimately these efforts swayed Cabell into writing a firm letter to Wright-Patterson on November 3 (Cabell, 1948a; see Appendix 2).

It would be interesting to know who composed this letter for Cabell to sign. Two prime candidates are AFOAI-DA, the office of the consistently anti-ETH saucerkiller, Maj. Aaron J. Boggs; or the Office of Director of Estimates, wherein resided Boggs's main anti-ETH confederate, Col. E. H. Porter, who was its deputy director. Essentially, the letter asked Sign for another Estimate. While admitting that the objects seemed real, it also cautioned that they were *not* identified. (Read: You may not identify them as extraterrestrial craft.) Efforts at identification must be serious and increased, since national security was concerned. Countermeasures must be considered. All of these comments were in line with Boggs's and Porter's concern (as well as many others) that some objects could be Soviet or Nazi-inspired weaponry. While Sign had been immersed in a world of investigating essentially local cases, the darker Pentagon corridors had been fixated on the Soviets and German scientific geniuses. Two different realities had been created.

Wright-Patterson's response was timely. By November 8, a Sign viewpoint was sent over McCoy's signature to Cabell and presumably Boggs, Porter, and ONI (McCoy, 1948b; see Appendix 3). The letter, written by Sign operative Deyarmond, was overtly submissive but covertly rebellious. It contained several comments agreeing with Cabell that the phenomenon was not identifiable and that no

concrete physical proof existed to identify it. At the same time it dropped all sorts of hints, doubtless the same arguments used in the original Estimate, that the objects really were extraterrestrial whether the Pentagon thought so or not: It mentioned the ETH; it mentioned plotting waves against planetary approaches and finding a correlation; it mentioned the books of Charles Fort as indicating that this has been going on for at least a century (Fort, 1941); it mentioned that odd shapes (like Chiles-Whitted) can fly but require more advanced power plants than we have. It is interesting that the letter was written by Al Deyarmond, who was McCoy's old WWII buddy. One can imagine the two conferring personally on exactly what tactic Sign could take that would still be consistent with what McCoy was willing to say. The letter seems very strategically worded. McCoy was sympathetic to UFOs and remained so his whole life. In the late 1950s, stationed in Washington, he was a frequent and interested visitor at the major civilian UFO organization in the world, the National Investigations Committee on Aerial Phenomena (Swords, 1997).

SHOWDOWN AND AFTERMATH

The Pentagon surely recognized the letter for what it was: a diplomatic refusal to give up. Either it or Sign initiated a confrontational meeting on this scheduled for November 12. Meanwhile, on the 10th, Deyarmond completed his reassessment of the Mantell crash from the beginning of the year. The object could *not* have been Venus, he concluded, and therefore was a true unidentified. With this added ammunition, some Sign personnel trekked to Washington to attempt to convince Cabell and Vandenberg of the ETH (Ruppelt, 1956:45). Other than Sneider, we don't know who attended from the pro-ET side. Deyarmond, Loedding, and perhaps even McCoy are good candidates. Ruppelt wrote that a "group from ATIC' went. The meeting was held at the National Bureau of Standards. Again, we don't know who attended on the D.C. side. Boggs *is* known to have been there. Ruppelt hints that Vandenberg himself was there. Some representative of the Air Force's Scientific Advisory Board came (probably Col. Ted Walkowicz). NBS personnel attended. As Edward Condon was then director, he may have had a stiff introduction to ufology at that time. Others, including Cabell, were certainly present.

I suspect that this was the final watershed moment for the project. Boggs, Porter, and ONI essentially won the war. Suddenly all the big scientific guns and overseers were required to peek over Sign's shoulders and assess their work. The Scientific Advisory Board and George Valley of MIT were to be made aware of all cases. So too Boggs' office, ONI, and maybe even the NBS (USAF DI, 1948; McCoy, 1948c; Clingerman, 1948b; McCoy, 1948d). Hynek was to be formally commissioned for an assessment, as well as Irving Langmuir and Rand. Going back home to Dayton, Deyarmond and Truettner went about the labor of writing the sanitized final Project Sign report of November 30 (USAF AMC, 1949a). Loedding met with Langmuir and had his views rebuffed. He said that he learned that "his stock was at an all-time low" in Washington (*Trenton Tunes-Advertiser*, 1954). Sneider continued to believe that the Chiles-Whiffed case was undeniable evidence, but it was a battle lost for almost everyone else.

On December 10 the victorious powers in the Pentagon published their own version of an Estimate - Air Intelligence Report number 100-203-72, *Analysis of Flying Object Incidents in the U.S.* (USAF AID & USN ONI, 1948). This was the culmination of AFOAI-DD's work since early August, augmented by ONI collaboration over the past two months. UFOs are not extraterrestrial (the idea was hardly noticed). UFOs are probably real, but if so there is a small chance that they are Soviet and therefore dangerous. All in all, the word "Soviet" dominates the commentary. This estimate, like that of Sign, was classified top secret. Sign's Estimate was ordered destroyed. Six days later, the director of research and development ordered that the code word Sign be changed to Grudge. Ruppelt said that the choice of words was not random (Ruppelt, 1956: 59-60). The Air Force bore a grudge against UFO reports. One would guess that quite a few grudges remained among the contending intelligence elements. Ruppelt said that by the end of 1948 the morale on the project was very low and no one wanted to do the work any more. Sneider persisted with his analysis of the Chiles-Whitted object, and his five-page summary, Air Intelligence Report number 102-122-79, was forwarded to Cabell on December 20 (Sneider, 1948b). It has been called, probably insightfully, "The Ghost of the Estimate" by some UFO researchers. Report no. 100-203-72 has also been given this nickname, much less insightfully. It might more properly be labeled "The Assassin of the Estimate."

By the beginning of 1949, Sign personnel had begun to evaporate. Loedding disappeared from project records. Deyarmond's attention went elsewhere. Truettner made one last serious attempt at interviewing about nuclear propulsion (at Oak Ridge), and was given a negative opinion on UFOs by Col. Wassell. He, too, disappeared from the project. The civilian members were relieved of their duties and reassigned to other intelligence tasks within T-2. For Loedding in particular, his role and prestige were never the same. After a few further years of intelligence work, both he and Truettner left AMC. For the higher military ranks (Llewelyn and Sneider), all we know is that they were soon no longer involved, perhaps not even assigned to the same base. Even Clingerman and McCoy became less involved, perhaps because they had also heard that their tenures would soon be up and they would be sent to school and then transferred. The only persons left active on the project were two of the lower ranks: Lieut. Howard Smith and civilian George Towles. Their job was reduced basically to collection and filing. In this condition, or worse, would remain the Air Force commitment to a UFO investigation project until the summer of 1951: two years of neglect (Ruppelt, 1956: 59-95).

The Estimate and Sign had their revenge, however, in an unintended way. For whatever reason, the public and the media had become more interested in UFOs at the turn of the year. Perhaps the Mantell, Chiles-Whitted, and Gorman cases were having an effect on popular opinion, as well as behind the doors of secrecy. Or perhaps the doors of secrecy were leaky. Either way, the media was becoming proactively interested (Shalett, 1949). Sidney Shalett's push into the Pentagon to get Defense chief Forrestal's permission for a *Saturday Evening Post* article was the most spectacular example of this, but other magazines such as *Argosy* and *True* were snooping around as well (Moorehouse, 1949; Keyhoe, 1950a). Shalett visited the Pentagon and Wright-Patterson in early 1949, and got case information and quotes for his two-part article that would appear in April 1949 (Clingerman, 1949a). While he was collecting information, two things happened directly related to our story. The first was that the Pentagon really didn't like the idea of a civilian press person messing around a classified subject and then writing a "Lord knows what" rendition of what he'd found with apparent government approval (Cabell, 1948b). Therefore, the Pentagon determined to produce its own more elaborate report to be released simultaneously with the *Post* article (Boggs, 1949).

The second awkward moment occurred when Walter Winchell apparently was given a "Pentagon rumor" that the UFOs were Soviet missiles, and announced as much on his national radio program (Clingerman, 1949b). The rumor was pretty much what some Pentagon loose cannons would have said if they had been privy to the information and attitude of Air Intelligence Report number 100-203-79, the so-called "Assassin of the Estimate." By killing the Estimate, the Pentagon had produced an awkward and unhelpful rumor that they hurried to deny, but which stuck in many citizens' minds.

The Pentagon was clear in its intent to create and release a countering UFO report, but it blundered in executing the task. Whoever was responsible did not use the AIR information or perspective, or a strong debunking attitude of any kind. Instead, the report - called Project Saucer to match the nickname given Shalett to use in his article - was written in the mildest agnostic tradition of the post-Vandenberg Project Sign (USNME, 1949). It read like a sanitized Estimate.

How this UFO-friendly report was released is itself a mystery. Someone at AMC in the Public Relations Office had written something called "Flying Saucer Story," which was aimed at public release in order to give the official story. This was described as an article, whereas the Project Saucer press release was 22 pages long. Still, they may have been one and the same.

This article was shipped to the Pentagon's director of public relations, and from there to the Intelligence Department. There some disagreement occurred between Boggs, Brig. Gen. Moore, and Cabell (Boggs, 1949). Apparently Cabell himself approved the friendlier Project Saucer release, coming down squarely between the attitude of the Estimate and the attitude of his antipathetic underlings Boggs and Moore. A line from Boggs's memorandum cited above reads like a comment from Cabell:

> AFOIN [Cabell] found no grounds for denying information to the press on incidents and investigative accomplishments such as were furnished Mr. Shalett.

Whether the busy general had time to think through all the aspects of this decision can be debated.

So the Pentagon's poor communications and blundering had produced the exact opposite effect from what they had seemingly intended: Shalett's article was the mainly debunking publication and the Pentagon's release looked like a corrective in the pro-UFO, amazing-unidentified-technology direction.

The individual most confused by all this was a freelance writer brought in by *True* magazine in the hopes of getting more information on the flying disks. The Project Saucer release convinced him to make a serious investigation, which got more and more fascinating. This, of course, was Donald E. Keyhoe: the Ultimate "Revenge of the Estimate," and an ongoing nightmare for the Air Force for the next 20 years (Keyhoe, 1950b. 1953; Swords, 1996; Jacobs, 1975).

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APPENDIX I
GEORGE GARRETT's FIRST ESTIMATE

FLYING DISCS
30 July 1947

For purposes of analysis by AFBIR-CO, eighteen reported sightings of "Flying Discs' were selected for breakdown into detailed particulars. Each report was assigned a number and each number appears in the left-hand column of the data on the following pages.

One report, Number 7, has not yet been received and therefore no information is included other than Date, Name of Observer, and Location. The Fourth Air Force is attempting to secure a statement from this observer.

Four reports, Numbers 2, 4, 17, and 18, have not yet been analyzed.

The subject headings on which the breakdown has been made are:

Date

Hour (Local standard Time)

Location

Observer's Name

Observer's Occupation

Observed from Ground or Air

Number of Objects Sighted

Altitude

Direction of Flight

Speed

Distance Covered

Length of Time in Sight

Deviation from Straight Flight

Color

Size

Shape

Sound

Trail

Weather

Manner of Disappearance

Remarks

Report	Date	*Hour	Location
1	19-May	1215	Manitou Springs, Colorado
2	22-May		Oklahoma City, Oklahoma
3	22-Jun	1130	Greenfield, Massachusetts
4	24-Jun		Mt. Rainier, Washington
5	28-Jun	2120	Maxwell Field, Alabama
6	29-Jun	1330	Near White Sands, New

7	1-Jul		Bakersfield, California
8	4-Jul	2015	Emmett, Idaho
9	6-Jul	1345	Clay Center, Kansas
10	6-Jul		Fairfield-Suisun, California
11	7-Jul	1145	Koshkonong, Wisconsin
12	7-Jul	1430	East Troy, Wisconsin
13	8-Jul	1550	Mt. Baldy, California
14	9-Jul	2330	Grand Falls, Newfoundland
15	10-Jul	1600	Harmon Field, Newfoundland
16	12-Jul	1830	Elmendorf Field, Alaska

* Local Standard Time

Report	Observer's Name	Occupation	Observed From
1		Railroad Employee	Ground
		" "	"
		" "	"
2		Businessman-Pilot	Ground
3		*Not stated	Ground
4		Businessman-Pilot	Air
5		Captain AAF	Ground
		" "	"
		" "	"
		1st Lieut., AAF	"
6		Employee, NRL	Ground
		" "	"
		" "	"
		Wife of _____	"
7		Civilian Pilot	Ground
8		United Air Lines Pilot	Air
		" " "Co-Pilot	"
9		Major, AAF	Air
10		Captain, AAF	Ground
11		CAP Instructor	Air
		CAP Student	"
12		CAP Pilot	Air
		CAP Passenger	"
13		1st Lieut., ACCNG	Air
14		Constable, Newfoundland Constabulary	Ground
15		TWA Representative	Ground
		PAA "	"
16		Major, AAF	Ground

*From letter received, observer is obviously well educated.

Report	Deviation from Straight Flight	Color	Size
1	Climbed, dove, hovered overhead, Resumed original course	Silver	Apparently small
2			
3	None reported	Silver, very bright	Small
4			
5	Zig zag course “much like a water bug”	Brilliance slightly greater than a star	Not stated
6	None reported	Some solar specular reflection	Not stated
7			
8	None reported	Almost dusk; could not distinguish	Impossible to determine
9	None reported	Very bright and silvery colored	30-50’ in diameter
10	None reported	Reflection from sun	Comparable to a C-54 at 10,000’
11	Descended edgewise, stopped at 4000’ And assumed horizontal position, Proceeded In horizontal flight for 15 seconds, stopped again, then disappeared	Not stated	Not stated
12	None reported	Not stated	Not stated
13	None reported	Of light-reflecting nature	Apparent depth of a P-51
14	None reported	Phosphorous color	Not stated
15	None reported	Silvery	Same span as a C-54 at 10,000’
16	Followed contours of mountains five miles away from observers’	resembled a grayish balloon	Approx. 10’ in diameter

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Report	Shape	Sound	Trail	Weather
1	No definite shape could be determined	None	None	CAVU
2				
3	Irregular; round, Did not appear particularly disc-shaped	None	None	Not stated
4				
5	None stated; seemed like a bright light	None	None	Clear moonlight
6	No details other than that shape was uniform with no protuberances	None	Possible vapor trails	CAVU
7				
	None definite, but seemed flat on base with the top slightly			

8	rough in contour	None	None	CAVU
9	Round, disc-shaped	None	None	CAVU
10	No shape could be distinguished	None	None	Sunny
11	Not stated, but report refers to “saucer” several times	None	None	CAVU
12	Same as Report No. 11	None	None	CAVU
13	Flat object, of light reflecting nature which appeared to be without vertical fin or any visible wings	None	None	Not stated
14	Egg-shaped, or like barrel	None	None	CAVU
15	Head Circular in shape, like wagon wheel	None	Bluish black trail approx. 15 mi. long	Clear with scattered cumulus at 8 to 10,000’
16	Resembled balloon	None	None	Not stated

Report	Manner of Disappearance	Remarks
1	Climbed very fast and out of sight	No definite shape could be determined and even with the aid of 4 to 6 power binoculars object could not be brought into focus
2		
3	Obscured by a cloud bank	From letter this observer wrote, it is obvious he is a well-educated person. Seeks no publicity.
4		
5	Lost in brilliancy of the moon	Observers (2 rated, 2 air intell.) Phoned Field Ops to ascertain no scheduled experimental a/c were in vicinity. Sky chart attached to report?
6	Cannot explain, except that reflection angle may have changed abruptly	Observer is Admin. Asst. in the Rocket Sonde Sect. of NRL. Two other “scientists”, and wife of one, were in party and made same observation.
7		
8	Don’t know whether they put on a tremendous burst of speed, or disintegrated. However, they did disappear into sunset	Observers were Pilot, Co-Pilot, of scheduled UAL DC-3. Stewardess also saw objects. Suggest reading of very detailed statements.
9	Unexplained	When first sighting object near horizon, observer looked at chart in his lap to check position. When he looked out the window again, object was off his left wing at 11 o’clock
10	Disappeared at an angle of about 30° above the earth’s surface	Rolled from side to side 3 times in its path across the sky. Sun reflected from top side, but never from underside, even when turning
11	Unexplained	None
12	Unexplained	None
	Pilot (at 300 MPH) attempted to keep	Observer contacted bases in area which reported

13	object in sight, but unable to do so	no a/c in air at time
14	Unexplained	First 4 discs flying line-a-trail
15	Unexplained	Seemed to cut clouds open as it passed thru. Trail was like beam seen after a high-powered landing light is switched off.
16	Not stated	Object was observed paralleling the course of a C-47 then landing.

From detailed study of reports selected for their impression of veracity and reliability, several conclusions have been formed:

a. This "flying saucer" situation is not all imaginary or seeing too much in some natural phenomenon. Something is really flying around.

b. Lack of topside inquiries, when compared to the prompt and demanding inquiries that have originated topside upon former events, give more than ordinary weight to the possibility that this is a domestic project, about which the President, etc. know.

c. Whatever the objects are, this much can be said of their physical appearance:

1. The surface of these objects is metallic, indicating a metallic skin, at least.

2. When a trail is observed, it is lightly colored, a Blue-Brown haze, that is similar to a rocket engine's exhaust. Contrary to a rocket of the solid type, one observation indicates that the fuel may be throttled which would indicate a liquid rocket engine.

3. As to shape, all observations state that the object is circular or at least elliptical, flat on the bottom and slightly domed on the top. The size estimates place it somewhere near the size of a C-54 or a Constellation.

4. Some reports describe two tabs, located at the rear and symmetrical about the axis of flight motion.

5. Flights have been reported, from three to nine of them, flying good formation on each other, with speeds always above 300 knots.

6. The discs oscillate laterally while flying along, which could be snaking.

APPENDIX 2
MAJ. GEN. CABELL PRESSURES PROJECT SIGN

Department of the Air Force
Headquarters United States Air Force
Washington

3 Nov 1948

SUBJECT: Flying Object Incidents in the United States

TO: Commanding General, Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

1. By letter dated 30 December 1947 from the Director of Research and Development, Headquarters USAF, your Headquarters was required to establish Project "SIGN".

2. The conclusion appears inescapable that some type of flying object has been observed. Identification and the origin of these objects is not discernible to this Headquarters. It is imperative, therefore, that efforts to determine whether these objects are of domestic or foreign origin must be increased until conclusive evidence is obtained. The needs of national defense require such evidence in order that appropriate countermeasures may be taken.

3. In addition to the imperative need for evidence to permit countermeasures, is the necessity of informing the public as to the status of the problem. To date there has been too little data to present to the public. The press, however, is about to take it into its own hands and demand to be told what we do or do not know about the situation. Silence on our part will not long be acceptable.

4. Request immediate information as to your conclusions to date and your recommendations as to the information to be given to the press. Your recommendation is requested also as to whether that information should be offered to the press or withheld until it is actively sought by the press.

BY COMMAND OF THE CHIEF OF STAFF:

/sig/

C. P. CABELL

Major General, USAF

Director of Intelligence, Office of Deputy Chief of Staff, Operations

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APPENDIX 3
COL. McCOY REPLIES

Basic ltr fr Hq USAF, 3 Nov 48 to CG, AMC, "Flying Object Incidents in the United States"

1st lnd MCIAT/ABD/amb

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio. 8 Nov 48

TO: Chief of Staff, United States Air Force, Washington 25, D. C., ATTN: AFOIR

1. In attempting to arrive at conclusions as to the nature of unidentified flying object incidents in the United States, this Command has made a study of approximately 180 such incidents. Data derived from initial reports have been supplemented by further information obtained from check lists submitted by mail, from interrogations of other field agencies, and by personal investigation by personnel of this Command in the case of incidents that seem to indicate the possibility of obtaining particularly significant information.

2. The objects described fall into the following general classification groups, according to shape or physical configuration:

a. Flat disc of circular or approximately circular shape.

b. Torpedo or cigar shaped aircraft, with no wings or fins visible in flight.

c. Spherical or balloon shaped objects.

d. Balls of light with no apparent form attached.

3. Some of the objects sighted have definitely been identified, upon further investigation, as weather or upper air scientific balloons of some type. A great many of the round or balloon shaped objects indicated in paragraph 2c above are probably of the same nature, although in most cases, definite confirmation of that fact has been impossible to obtain.

4. Some of the objects have been identified as being astrophysical in nature. For example, in daylight sightings, the planet Venus has been reported as a round, silvery object at extremely high altitude. Action is being taken to obtain the services of a prominent astrophysicist as a consultant, to study all of the incidents to determine whether some can be identified as meteors, planets or other manifestations of astral bodies.

5. Arrangements for accomplishing a study of the psychological problems involved in this project are being made in coordination with the Aero-Medical Laboratory at this Headquarters. The possibility that some of the sightings are hallucinations, optical illusions or even deliberate hoaxes has been considered.

6. Although explanation of many of the incidents can be obtained from the investigations described above, there remains a certain number of reports for which no reasonable everyday explanation is available. So far, no physical evidence of the existence of the unidentified sightings has been obtained. Prominent scientists, including Dr. Irving Langmuir of the General Electric Company, have been interviewed to determine whether they could advance any reasonable explanation for characteristics exhibited by the objects sighted. In an early interview, Dr. Langmuir indicated that these incidents could be explained, but insufficient data were available at that time on which to base definite conclusions. It is planned to have another interview with Dr. Langmuir in the near future to review all the data now available, and it is hoped that he will be able to present some opinion as to the nature of many of the unidentified objects, particularly those described as "balls of light."

7. All information that has been made available to this Headquarters indicates that the discs, the cigar shaped objects, and the "balls of light" are not of domestic origin. Engineering investigation indicates that disc or wingless aircraft could support themselves in flight by aerodynamic means. It is probable that the problems of stability and control could also be solved for such aircraft. However, according to current aerodynamic theory in this country, aircraft with such configurations would have relatively poor climb, altitude and range characteristics with power plants now in use.

8. The possibility that the reported objects are vehicles from another planet has not been ignored. However, tangible evidence to support conclusions about such a possibility are completely lacking. The occurrence of incidents in relation to the approach of the earth of the planets Mercury, Venus and Mars have been plotted. A periodic variation in the frequency of incidents, which appears to have some relation to the planet approach curves, is noted, but it may be purely a coincidence.

9. Reference is made to "The Books of Charles Fort" with an introduction by Tiffany Thayer, published 1941, by Henry Holt & Co., New York, N. Y. It appears that similar phenomena have been noted and reported for the past century or more.

10. In view of the above, the following conclusions are drawn:

a) In the majority of cases reported, observers have actually sighted some type of flying object which they cannot classify as an aircraft within the

limits of their personal experience.

b) There is as yet no conclusive proof that unidentified flying objects, other than those which are known to be balloons, are real aircraft.

c) Although it is obvious that some types of flying objects have been sighted, the exact nature of those objects cannot be established until physical evidence, such as that which would result from a crash, has been obtained.

11. It is not considered advisable to present to the press information on those objects which we cannot yet identify or about which we cannot present any reasonable conclusions. In the event that they insist on some kind of a statement, it is suggested that they be informed that many of the objects sighted have been identified as weather balloons or astral bodies, and that investigation is being pursued to determine reasonable explanations for the others.

12. A report, summarizing the results obtained from analysis of the data and a technical investigation of the engineering aspects of the objects described, is nearly complete, and a copy will be forwarded to your Headquarters in the near future.

FOR THE COMMANDING GENERAL

H. M. McCOY,

Colonel, USAF

Chief, Intelligence Department

NICAP Home Page

BIBLIOGRAPHIC DATABASE

Listed By Category
Produced for InterLink:UFO by Francis Ridge

Basic Codes: Title/Author/Source/Cat/Subcat
This database utilizes the same system of category numbers as used by InterLink: UFO. Source codes: IUR=International UFO Reporter; MUJ=MUFON UFO Journal; Symposium Proceedings are listed by year and page (92 Symp, 015).

CAT 0 - General Discussions

11TH ANNUAL MUFON SYMPOSIUM	STACY	MUJ-149,03	0	SY
12TH PLANET - KEY TO UFO ENIGMA	SITCHIN	91 SYMP,014	0	AS
14TH ANNUAL MUFON SYMPOSIUM	HALL	MUJ-182,04	0	SYMP
18TH INTERNATIONAL SYMPOSIUM	STACY	MUJ-232,03	0	SY
1982 INTERNATIONAL MUFON UFO SYMPOSIUM	ANDRUS	MUJ-171,18	0	SYN82
1982 UFO SUMMIT CONFERENCE	ANDRUS	MUJ-178,16	0	
1983 MUFON UFO SYMPOSIUM	STACY	MUJ-185,03	0	SY
1988 LINCOLN SYMPOSIUM	STACY	MUJ-246,03	0	SY
1989 LAS VEGAS SYMPOSIUM	STACY	MUJ-256,03	0	SY
1992 ALBUQUERQUE SYMPOSIUM	STACY	MUJ-292,03	0	SY
ABOVE TOP SECRET	GOOD	89 SYMP,124	0	D
AD PLANE IFOS	LaPORTE	MUJ-161,07	0	TR
AF INTELLIGENCE & CIA DOCUMENTS		MUJ-172,16	0	D
AIDS TO UFO INVESTIGATOR: BIBLIOGRAPHY	OLMOS	MUJ-152,12	0	TR
AIR FORCE MODEL UFO	BERLINER	MUJ-160,05	0	
AIR INTEL REP NO. 100-203-79 (12/10/48)		MUJ-207,03	0	D
AIRCRAFT AND "AIRCRAFT"	WANDERER	MUJ-161,14	0	TR
ALIEN CONTACTS & ABDUCT EXPERIENCES	RUBTSOV	94 SYMP,137	0	A
ALIENS AMONG US: A RELIGIOUS CONSPIRACY	WHITE	MUJ-286,07	0	T
ALLEN HYNEK AS I KNEW HIM	WEBB	IUR-18-1,04	0	
AMATEUR RADIO NET	DOBBS	MUJ-239,22	0	
AMAZING STORIES	FISCHER	MUJ-228,15	0	H
AREA 51 ENCOUNTER	HAMILTON	MUJ-304,14	0	RD
AUSTRIANS FIND DARK SIDE TO UFOS	BIESELE	MUJ-149,14	0	TR
BELIEF SYSTEM SURVEY	JOHNSON	MUJ-249,18	0	
BETTY HILL'S LANDING SITE	OSWALD	MUJ-230,17	0	
BIG PICTURE, THE	ANDRUS	MUJ-194,04	0	
BLACK HOLE OVERTURE	MACCABEE	MUJ-204,10	0	
BLACK HOLE OVERTURE (PART II)	MACCABEE	MUJ-205,10	0	
BLUEPRINT FOR PROGRESS	HALL	MUJ-206,12	0	
BOOK REVIEW (CASEBOOK OF UFO INVESTIGA)	SCHUESSLER	MUJ-162,16	0	TR
BOOK REVIEW (ENCYCLOPEDIA OF UFOS)	DAVIS	MUJ-155,14	0	H
BOOK REVIEW (ROAD TO THE STARS)	NEIDIGH	MUJ-145,14	0	
BOOK REVIEW (UFO PHEN & BEHAV SCIENTIST	SCHUESSLER	MUJ-146,18	0	
BOOK REVIEW (UFOS: THE GREATEST MYSTERY)		MUJ-152,11	0	
BOOK REVIEW: CLEAR INTENT	BLETCHMAN	MUJ-193,17	0	D
BOOK REVIEW: UFOS: THE PUBLIC DECEIVED	HALL	MUJ-186,09	0	
BURDEN OF PROOF (SYMPOSIUM)	STACY	MUJ-208,03	0	SY
CAL REP (OPEN LETTER TO CARL SAGAN)	DRUFFEL	MUJ-157,13	0	
CAL REP (REBUT FAILURE OF SCIENCE UFOLOG	DRUFFEL	MUJ-145,13	0	
CAL REPORT (CARL SAGAN, COSMOS & UFOS)	DeHERRERA	MUJ-158,15	0	
CAN WE LEARN SOMETHING FROM VULCAN?	WINKLER	MUJ-152,10	0	ASTR
CANADIAN UFOLOGY	FRIEDMAN	MUJ-234,03	0	F
CARL SAGAN: A COMMUNICATION (COSMOS)	SPAULDING	MUJ-162,15	0	
CENTER FOR UFO STUDIES ACQUIRES NICAP	HALL	MUJ-168,06	0	
CENTER FOR UFO STUDIES CONFERENCE	HALL	MUJ-164,08	0	
CENTRAL EUROPEAN STUDIES	von LUDWIGER	MUJ-236,19	0	F
CHALLENGER MEMORIAL	SCHUESSLER	MUJ-215,03	0	
CHESAPEAKE BAY CONN: IMPLIC CORP INVOLVE	OECHSLER	89 SYMP,147	0	
CHICAGO SYMPOSIUM A SUCCESS	STACY	MUJ-280,03	0	SY
CHINA UFO RESEARCH	DONG	MUJ-155,08	0	F
CHURCHILL PAPERS, THE	MANTLE/BIRDSALL	MUJ-219,06	0	D
CIA DOCUMENTS SHOW UFO INTEREST	HALL	MUJ-146,16	0	D
CIA INVOLVEMENT: THE EARLY YEARS	STACY	MUJ-221,12	0	D
CIVIL AND UNCIVIL WARS	CLARK	IUR-17-3,03	0	
CLOSE ENCOUNTERS OF A FIREBALL KIND	SPICKLER	MUJ-265,13	0	AS
COGNITIVE INTERVIEW	CULVER	UE,V2,#1	0	TR
COGNITIVE INTERVIEW, THE	CULVER	MUJ-316,11	0	TR
COMET HALLEY	WEBB	MUJ-216,13	0	ASTR
COMING OUT OF THE CLOSET	PAGE	MUJ-226,08	0	
COMPLEAT SKEPTIC	RODEGHIER	IUR-13-5,01	0	

CONDON: TWENTY YEARS LATER	DELL'AQUILA	MUJ-251,03	0	H
CONFLICT OR COLLABORATION?	WHITING	MUJ-295,12	0	
CONTACT FROM PLEIADES IN FACT & FICTION	KORFF/MOORE	MUJ-173,03	0	F
CONTINUING UFO DECEPT & CONFUSION SYNDR	CERNY	83 SYMP,169	0	D
CONTROLLERS, THE: PART I	CANNON	MUJ-270,03	0	
CONTROLLERS, THE: PART II	CANNON	MUJ-271,03	0	
COUNTDOWN TO REALITY	NORMAN	84 SYMP,023	0	F
COVER-UP NOW (UFO COVER-UP, LIVE!)	CLARK	IUR-13-5,03	0	
COVER-UP; WHAT GOVERNMENTS DO	STACY	MUJ-296,03	0	
CRASH COURSE	DRUFFEL	MUJ-223,16	0	
CREDIBILITY OF UFO HYPOTHESES	CAMPBELL	MUJ-156,06	0	E
CREDIBILITY OF UFO HYPOTHESIS: CRITIQUE	STAFF	MUJ-161,05	0	E
CRITIC'S CORNER (ET OR NOT ET?)	WANDERER	MUJ-171,14	0	E
CRITIC'S CORNER (NESSIE & UFOS)	WANDERER	MUJ-176,17	0	F
CRITICS CORNER: LESSONS OF NOVA	WANDERER	MUJ-178,15	0	
CRYPTOSNOBBERY	CLARK	IUR-17-6,03	0	
CURRENT MEDIA ATTITUDES	SPEISER	MUJ-234,10	0	
CYDONIAN HYPOTHESIS	BRANDENBURG &	89 SYMP,042	0	ASTR
DEBUNKING, SOVIET STYLE	STONEHILL	IUR-16-2,15	0	F
DEFENSE INTELLIGENCE AGENCY SEC. POSTER		MUJ-213,11	0	D
DEFINING THE BOUNDARIES	ALEXANDER	IUR-15-1,15	0	
DESERT SECRETS	AGGEN	MUJ-267,08	0	RD
DESIGNING FALSE REPORTS: ANOTHER EXAMPLE	LILJEGREN	MUJ-181,10	0	F
DIFF BETWEEN PERCEPT OF UFOLOG AM & EURO	SPENCER	90 SYMP,036	0	F
DISAPPEARANCE OF MARS OBSERVER	NORRIS	UE,V1,#10	0	AS
DISAPPEARANCE OF MARS OBSERVER PART II	NORRIS	UE,V1,#11	0	AS
DO WE NOW HAVE TWO UFOLOGIES?	RANDLES	MUJ-240,10	0	
DOES THE ETH MAKE SENSE?	SWORDS	IUR-17-6,06	0	E
EDITORIAL	STACY	MUJ-297,03	0	
ENQUIRER AND MUFON	ANDRUS	MUJ-192,16	0	
ESTIMATE OF THE SITUATION	CHRISTENSEN	MUJ-201,04	0	TR
ESTIMATE OF THE SITUATION 1984	SCHUESSLER	MUJ-191,03	0	TR
ET PHONING - OR PHONY?	DOBBS	MUJ-179,06	0	E
EXOPSYCHOLOGY	SCHUESSLER	MUJ-247,24	0	E
EXPLOSIVE BALL LIGHTNING	WEBB	MUJ-225,12	0	TR
EXTRAORDINARY DECADE (1980-1990)	CLARK	IUR-14-6,03	0	
EXTRAORDINARY ENCOUNTER HYPOTHESIS	ROJCEWICZ	MUJ-243,03	0	
FAITH, THEORY & UFOS	DOWNING	81 SYMP,035	0	T
FALL & RISE OF ET HYPOTHESIS	CLARK	88 SYMP,058	0	E
FBI SPYING ON UFO RESEARCHERS?	BRYANT	MUJ-262,07	0	
FIELD INVESTIGATION	RIDGE	MUJ-217,16	0	TR
FINANCING NORTH AMERICAN UFO FEDERATION	ANDRUS	MUJ-187,15	0	
FLORIDA SYMPOSIUM AIRS CONTROVERSEY	HUNEEUS	MUJ-269,08	0	
FLYING SAUCER FASCISM	CLARK	IUR-14-4,03	0	
FLYING SAUCERS vs. UFOS	STACY	MUJ-303,03	0	H
FLYING SAUCERS, NOISY NEGATIVSTS & TRUTH	FRIEDMAN	85 SYMP,097	0	E
FLYING WINGS & DEEP DESERT SECRETS	HAMILTON	MUJ-271,15	0	RD
FOGARTY ON KLASS: A COMMENT	ZEIDMAN	MUJ-160,10	0	
FORBIDDEN SCIENCE: UFO PHEN & RESEARCH	VALLEE	92 SYMP,055	0	
FORTY YEARS OF UFOS	DELL'AQUILA	MUJ-215,13	0	H
FRINGE COVERAGE: A REVIEW	STACY	MUJ-251,16	0	
FROM ARNOLD TO HYNEK: END OF AN ERA	JACOBS	87 SYMP,118	0	H
FUTURE OF UFOLOGY	HALL	IUR-18-5,07	0	TR
GEPAN'S GUIDE TO UFO SIGHTINGS		MUJ-194,15	0	F
GERMAN HYPOTHESIS, THE	MORRISON	MUJ-182,06	0	E
GERMAN UFO LIT NEEDS TRANSLATION	SINCLAIR	MUJ-160,11	0	F
GET INVOLVED & MAKE A DIFFERENCE!	HAINES	MUJ-317,14	0	
GLOBAL UFOLOGY-WORLDWIDE CASES, POLICIES	HUNEUUS	92 SYMP,173	0	F
GLOWING CLOUDS COURTESY NASA	GORDON	MUJ-214,10	0	TR
GOD HYPOTHESIS, THE	DOWNING	MUJ-246,10	0	T
GOVERNMENT HARASSMENT: MUFON PRESS REL	BLETCHMAN	MUJ-250,13	0	
GOVERNMENT UFO CONNECTIONS	JONES	91 SYMP,173	0	F
GREAT MARTIAN SCARE	SMITH	MUJ-219,03	0	F
GREAT SOVIET UFO COVER-UP: PART I	OBERG	MUJ-176,06	0	F
GREAT SOVIET UFO COVER-UP: PART II	OBERG	MUJ-177,06	0	
GULLIBILITY & OTHER ERRORS	CLARK	IUR-14-3,03	0	
HAS SCIENCE SOMETHING TO DO WITH UFOS?	PETIT	91 SYMP,039	0	F
HELICOPTERS, UFOS, AND THE PSYCHE	STILLINGS	MUJ-231,03	0	
HESSDALEN: AN INTBODUCTIO^	STACY	MUJ-237,03	0	F
HIGH STAKES	CLARK	IUR-16-3,03	0	
HIGHER DIMENSIONS	EDEN	MUJ-205,08	0	
HISTORY LESSON	CLARK	IUR-18-3,03	0	H
HUM'N'WHISTLE A UFO TUNE	McCAMPBELL	MUJ-202,14	0	
HUMAN FACTORS IN UFO SIGHTINGS	WESTRUM	81 SYMP,060	0	
HUMAN-ALIEN CONTACT AS META-LEVER/HISTOR	LINDEMANN	94 SYMP,049	0	E
HYNEK'S LAST WISH FOR UFOLOGY	CHRISTENSEN	88 SYMP,012	0	
HYPOTHESIS OF RETICULIAN INTENTIONS	BRANDENBURG	MUJ-269,11	0	E
I REMEMBER BLUE BOOK	ZEIDMAN	IUR-16-2,07	0	H
IMAGERY & CLOSE ENCOUNTERS	BASTERFIELD	MUJ-162,03	0	
INFORMATION OR MISINFORMATION?	HARDER	MUJ-27 ,09	0	
INNOCENT N ALL CGUNTS	MOORE	IUR-15-2,17	0	

INSIDE BUILDING 263: VISIT TO BLUE BOOK	WEBB	IUR-17-5,03	0	H
INTERNATIONAL DIRECTOR VISITS MIDW GPS	ANDRUS	MUJ-187,16	0	
INTERVIEW WITH ARTHUR C. LUNDAHL (CIA)	HUYGHE	MUJ-144,03	0	D
INTERVIEW WITH DR. J. ALLEN HYNEK	STACY	MUJ-202,03	0	
INTERVIEW WITH JACQUES VALLEE	STRAND	MUJ-241,03	0	
INTO THE MYSTIC	CLARK	IUR-18-5,03	0	
INVESTIGATOR'S JIGSAW	WRIGHT	MUJ-209,04	0	TR
ITALIAN GOVERNMENT REPORT	NEWS	MUJ-146,15	0	F
JACQUES VALLEE & JOSEPH CAMPBELL	CASTEEL	MUJ-287,13	0	
JOIN THE CAMPAIGN TO LIFT SECRECY LID		MUJ-190,06	0	
KENNETH ARNOLD REVISITED	LONG	MUJ-230,03	0	H
KLASS & FRIEDMAN DEBATE	STACY	MUJ-160,03	0	
KLASSICAL ENCOUNTER, A	FOGARTY	MUJ-157,07	0	
LAND WITHOUT FREEDOM	RANDLES	MUJ-223,12	0	F
LET THE DEBATE BEGIN	CLARK	IUR-15-1,03	0	
LET US NOW PRAISE ED RUPPELT	CLARK	IUR-16-5,03	0	H
LETTER FROM BRAZIL	PRATT	MUJ-232,14	0	F
LETTER FROM CHINA	DONG	MUJ-154,07	0	F
LETTERS: KLASS VS. HALL		MUJ-188,12	0	
LIFE NOT SO LONELY	SWORDS	MUJ-253,16	0	ASTRO
LIGHT YEARS: AN OPEN LETTER	KINDER	MUJ-228,03	0	
LONELINESS OF LONG DISTANCE RUNNER	STACY	MUJ-307,03	0	
LONELY LIFE OF A DOUBLE PLANET	PEARSON	MUJ-247,03	0	AST
LONG-DISTANCE RUNNER: PART II	STACY	MUJ-308,12	0	TR
MAJ. DONALD E. KEYHOE: AN APPRECIATION	HALL	MUJ-250,12	0	
MARS FEATURES REVIEWED	DOUGLASS	MUJ-253,19	0	AS
MASSACHUSETTS FORUM	WEBB	MUJ-211,08	0	
MESSAGE FROM THE AIR FORCE?	CERNY	MUJ-159,18	0	H
METEOR CONNECTION	SCHOENHERR	MUJ-205,06	0	ASTR
MICHIGAN STATE SYMPOSIUM	ANDRUS	MUJ-220,03	0	SY
MILITARY SECRECY: SAILORS, SOLDIERS, AIR	HALL	MUJ-153,04	0	
MIND-BODY PROBLEM & UFO RESEARCH	HANSEN	MUJ-163,11	0	E
MJ-12: THE FBI LINK	REDFERN	UE, V1,#10	0	D
MUFON - WORLD LEADER IN UFOLOGY	SCHUESSLER	94 SYMP,173	0	
MUFON AMATEUR RADIO NET REPORT	DOBBS	MUJ-244,11	0	
MUFON FEATURED ON NATIONWIDE BROADCAST		MUJ-157,03	0	
MUFON INTERNATIONAL ACTIVITIES	SINCLAIR	MUJ-171,15	0	F
MUFON VERSUS THE NEW AGE	GARNER	MUJ-308,13	0	TR
MUFON-NC 4TH ANNUAL TRAINING CONFERENCE	FAWCETT	MUJ-150,18	0	
MUFON-NC SYMPOSIUM	HALL	MUJ-185,12	0	
MUFON-NORTH CAROLINA UFO CONFERENCE	HADL	MUJ-173,08	0	
MYSTERY METEORS	GORDON	MUJ-223,08	0	AS
NATIONAL UFO CONFERENCE	ANDRUS	MUJ-220,14	0	
NATIONAL UFO INFORMATION WEEK	CHRISTENSEN	MUJ-210,05	0	
NEBRASKA CONFERENCE		MUJ-188,03	0	
NEED FOR SKEPTICS	RIGG	MUJ-246,13	0	TR
NEVER TO HAVE REASONED AT ALL	BULLARD	IUR-14%1,13	0	
NEW VIEW ON PLEIADES	HALL	MUJ-150,08	0	ASTR
NEW YORK TIMES OBITUARY	NYT	MUJ-217,03	0	H
NICAP IS VERY MUCH ALIVE	ANDRUS	MUJ-194,19	0	H
NICAP: THE BITTER TRUTH	HALL	MUJ-145,11	0	
NIGHT SEIGE	IMBROGNO	MUJ-232,12	0	
NORTH CAROLINA UFO CONFERENCE	HALL	MUJ-161,03	0	
NORTHERN LIGHTS	EVANS	MUJ-185,08	0	TR
NOTES ON TIME TRAVEL	JACOBS	IUR-16-4,21	0	TT
NOVA: DIRECTOR'S OPEN LETTER	ANDRUS	MUJ-175,03	0	
NOVA: GUEST EDITORIAL	HYNEK	MUJ-175,04	0	
OBSERVATIONS OF A RARE ASTRONOM PHENOM	STACY	MUJ-166,11	0	ASTR
OBSERVATIONS ON THE INACCESSIBLE CASES	LEET	MUJ-148,13	0	
ON THE ISSUE OF PUB INFO CONCERNING UFOS	CHRISTENSEN	MUJ-186,14	0	
OPEN LETTER	BLETCHMAN	MUJ-285,07	0	
OPEN LETTER TO CARL SAGAN	FRIEDMAN	MUJ-253,20	0	
OPEN LETTER TO FORMER SUBSCRIBERS F/S		MUJ-186,16	0	
OPEN LETTER TO ROBERT SHEAFFER	McCAMPBELL	MUJ-160,07	0	
OPEN LETTER: UNITED NATIONS		MUZ-295,14	0	
PARANOIA	CLARK	IUR-14-1,03	0	
PEEKING UNDER THE COVERATURE	OECHSLER	MUJ-285,08	0	
PENTACLE LETTER & BATTELLE UFO PROJECT	ZEID/RODEGHIER	IUR-18-3,04	0	D
PENTAGONAL AND OTHER UNUSUAL UFOS	SCHUESSLER	MUJ-177,03	0	
PERSERVERENCE REWARDED	CERNY	MUJ-179,03	0	
PHILIP & HOWARD (OUT THERE)	CLARK	IUR-15-5,03	0	D
PINPOINTING HOAXHOLES	RIGG	MUJ-262,03	0	TR
PIONEER 10 PLAQUE		MUJ-214,14	0	
PIPELINE PROGRESS	CHRISTENSEN	MUJ-222,13	0	
PREHISTORIC UFOS	BULLARD	MUJ-243,14	0	H
PREPARING FOR NEXT UFO FLAP	HYNEK	82 SYMP,079	0	
PROBLEMS & LESSONS OF ANOMALOUS AERIAL P	RUBTSOV	MUJ-248,08	0	
PROFESSIONALISM IN UFOLOGY	BRAY	82 SYMP,013	0	
PROFESSOR JEAN-PIERRE PETIT INTERVIEWED	de BROSSES	MUJ-273,03	0	F
PROJECT HESSDALEN	HAVIK	MUJ-237,04	0	F
PROJECT IDENTIFICATION:AUTHOR'S RESPONSE	RUTLEDGE	MUJ-179,09	0	

PROJECT MOON DUST	GREENWOOD	MUJ-221,06	0	D
PROJECT PENNINE: LANDSCAPE/UFO STUDY	CLARKE	MUJ-248,11	0	
PROJECT VISIT: DETERMINE WHAT THEY ARE	KISSINGER/SCHUE	80 SYMP,014	0	E
PROOF BEYOND REASONABLE DOUBT	GERSTEN	85 SYMP,N/P	0	
PROPERTIES OF UFO PHENOMENON	HYNEK	84 SYMP,162	0	
PROPOSED FEDERATION OF UFO GROUPS	HILBERG	MUJ-175,17	0	
PSYCHOSOCIALBABBLE	CLARK	IUR-15-3,03	0	
PUBLIC INFO: TOP PRIORITY FOR UFOLOGISTS	CHRISTENSEN	84 SYMP,013	0	
QUEST FOR TRUTH ABOUT UFOS	HALL	94 SYMP,185	0	
QUIET CRISIS IN MANAGEMENT	WRIGHT	MUJ-241,18	0	FIT
RAAF INVESTIGATION OF UFOS	CHALKER	MUJ-143,03	0	F
RADIATIVE PROCESSES & GENERATION OF UFO	RUTKOWSKI	IUR-14-5,09	0	
RAINBOW DECLARATION	BRANDENBURG	MUJ-258,15	0	T
RAINBOW DECLARATION & HUMAN DESTINY IN	BRANDENBURG	90 SYMP,114	0	E
RANDLES REPLIES (TO JENNIE ZEIDMAN)	RANDLES	MUJ-211-12	0	
RE-ENTRY WITH COMPANY	GRIBBLE	MUJ-254,14	0	IFO
RELIGION AND M.I.T.'81	DOWNING	MUJ-164,14	0	T
REMARKABLE METEORS: A COMMENT	HALL	MUJ-190,16	0	ASTR
REMEMBERING JAMES McDONALD	DRUFFEL	IUR-18-5,04	0	
REPORT ON ARGENTINE UFO CONGRESS	C/O THOMAS	MUJ-146,17	0	F
RESEARCHER REMEMBERED (EPPERSON)	DRUFFEL	MUJ-227,08	0	
RESIDENT CRITIC, THE: A COMMENT	NELSON	MUJ-182,10	0	E
REVIEW OF A BOOK REVIEW (PROJ IDENT)	LEET	MUJ-174,16	0	
REVIEW OF THE MORAVEC PAPER	DOWNING	MUJ-151,10	0	T
RICHARD HALL HONORED		MUJ-195,15	0	
ROBERT SCHEAFFER: "UFOLOGIST"	STAFF	MUJ-178,13	0	
ROCK OF AGES PRINCIPLE	DOWNING	MUJ-265,10	0	T
ROLE OF MUFON IN UFO RESEARCH	ANDRUS	92 SYMP,088	0	
SAY HELLO TO E-T!	WARE	MUJ-203,03	0	E
SCANDINAVIAN WORKSHOP	SERRA	MUJ-152,05	0	
SCIENCE & UFOLOGY: WHO NEEDS WHO?	EVANS	MUJ-221,15	0	
SCIENTISTS, UFOS & ANTI-SCIENT THINKING	CHRISTENSEN	86 SYMP,011	0	
SECOND LONDON INTERNATIONAL UFO CONGRESS	STACY	MUJ-162,07	0	F
SECURITY POLICY	WARE	MUJ-212,07	0	
SENSORY & PSYCHIC UFO EXPERIENCES	ANDREWS	MUJ-234,06	0	
SETTING THE UFO AGENDA	BLETCHMAN	86 SYMP,062	0	
SHIFTING BURDEN OF PROOF	CHRISTENSEN	85 SYMP,014	0	
SITE INSTRUMENTATION	STRAND	MUJ-237,07	0	F
SLOW FIREBALL STARTLES MANY	WEBB	MUJ-300,07	0	AS
SMALL PICTURE	DONDERI	IUR-18-1,18	0	
SMITHSONIAN UFO SYMPOSIUM	HALL	MUJ-152,03	0	
SNIPE HUNT IN SPACE	OBERG	MUJ-209,05	0	
SOME HIGHLIGHTS IN AUSTRALIAN UFOLOGY	NORMAN	MUJ-190,14	0	F
SOME THOUGHTS ON METHODOLOGY IN UFOLOGY	SCHOENHERR	MUJ-192,11	0	TR
SOMEBODY MUST BE BEHIND IT	CLARK	IUR-16-5,03	0	
SOUTH AMERICAN UFORIA	OBERG	MUJ-204,13	0	
SOVIET GRASS ROOTS UFOLOGY	KOMAREK	MUJ-280,16	0	F
SOVIET UFO COVER-UP: A RESPONSE	MOORE	MUJ-178,10	0	F
SOVIET UFO SECRETS	GRESH	MUJ-306,03	0	F
SPANISH AF UFO FILES: SECRET'S END	OLMOS	93 SYMP,126	0	F
SPANISH AIR FORCE UFO FILES	OLMOS	IUR-18-1,13	0	F
SPRITELY HELICOPTER (PHOTO)		MUJ-221,10	0	
STAR MAP HYPOTHESIS STILL VIABLE	WINKLER	MUJ-169,10	0	ASTR
STILL IN DEFAULT	MACCABEE	86 SYMP,130	0	
STRIEBER AND GOD HYPOTHESIS	DOWNING	MUJ-247,15	0	T
TALES FROM THE BARKER ZONE: 3 DAYS AT	SWORDS	IUR-17-6,04	0	H
THANKS FROM JOURNAL OF UFO RESEARCH		MUJ-192,04	0	
THAT'S THE WAY THE COMMITTEE CRUMBLES	CLARK	IUR-17-2,03	0	
THEORETICAL UFO PHYSICS	HARRIS	MUJ-232,10	0	
THICKETS OF MAGONIA	CLARK	IUR-15-1,04	0	
THIRD MASSACHUSSETTS UFO FORUM	WEBB	MUJ-224,12	0	
THIS IS A TEST	GIRARD	MUJ-251,13	0	
TIME TRAVELERS	JOHNSON	MUJ-297,04	0	TT
TOWARDS THE TRUTH	ANDRUS	MUJ-200,11	0	
TRIBUTE TO DR. J. ALLEN HYNEK		86 SYMP,183	0	H
TRIVIAL PURSUIT	CLARK	IUR-16-2,03	0	
TWO CHEERS FOR AMERICAN UFOLOGY	CLARK	IUR-14-2,08	0	
UFO DOCUMENTATION	HALL	MUJ-161,04	0	TR
UFO EVIDENCE, THE: 20 YEARS AFTER	RIDGE	MUJ-206,14	0	TR
UFO GENESIS	PRYTZ	MUJ-175,10	0	
UFO HYPOTHESIS: AUTHOR'S COMMENT	CAMPBELL	MUJ-169,17	0	E
UFO MATERIALS	CHRISTENSEN	MUJ-211,16	0	TR
UFO POLL	BRITO	MUJ-251,17	0	
UFO PRESS: HOW EASY A HOAX	STACY	MUJ-255,03	0	
UFO RELIGIOUS CRISIS SURVEY	ALEXANDER	MUJ-317,03	0	T
UFO RESEARCH: INTERNATIONAL PERSPECTIVE	HAISELL	82 SYMP,065	0	F
UFO SCIENCE & TECHNOLOGY SERVE MAGIC	MORRISON	MUJ-242,03	0	E
UFO SECRECY	BRYANT	MUJ-211,14	0	D
UFO SECRECY 1984: BIG BRO WATCHING THEM	GREENWOOD	84 SYMP,091	0	D
UFO SECRECY UPDATE	BRYANT	MUJ-224,09	0	
UFO SECRECY UPDATE	BRYANT	MUJ-208,15	0	D

UFO SECRECY UPDATE	BRYANT	MUJ-145,08	0	D
UFO SECRECY UPDATE (HOAXES & CHUTZPAH)	BRYANT	MUJ-164,16	0	D
UFO SECRECY UPDATE: MATTER OF CONDITION	BRYANT	MUJ-155,07	0	
UFO SECRECY UPDATE: SECRECY IN COURTS	BRYANT	MUJ-153,15	0	D
UFO SECRECY UPDATE: STONEWALLING AT FBI	BRYANT	MUJ-192,09	0	D
UFO SECRECY UPDATE: THE PAPER CHASE	BRYANT	MUJ-144,12	0	D
UFO SECRECY UPDATE: WHERE TO FROM HERE?	BRYANT	MUJ-161,13	0	D
UFO SIGHTING MAP: 2ND QUARTER 1981	McBRIDE	MUJ-171,16	0	
UFO STUDIES IN THE SCIENTIFIC LITERATURE	SCOTT	IUR-15-4,16	0	
UFO SUMMIT CONFERENCE	ANDRUS	MUJ-170,18	0	
UFO TECH NOTE (LANDSAT & UFO INVESTIGA)	SCHUESSLER	MUJ-171,13	0	TR
UFO TECH NOTE: VOICE STRESS ANALYSIS	SCHUESSLER	MUJ-190,11	0	TR
UFOLOGISTS & ET HYPOTHESIS	CLARK	MUJ-242,08	0	E
UFOLOGY & THE EDGES OF SCIENCE	SWORDS	MUJ-225,06	0	ASTR
UFOLOGY AS A PROFESSION	HYNEK	81 SYMP,014	0	
UFOLOGY EUROPE;WHAT IS AMERICA COMING TO	RUSSO/GRASSINO	IUR-14-2,04	0	F
UFOLOGY IN COMMONWEALTH OF IND. STATES	POPOVICH	92 SYMP,166	0	F
UFOLOGY IN CRISIS: SIX VIEWS	LOPEZ & OTHERS	IUR-17-1,21	0	
UFOLOGY IN CRISIS: TWO VIEWS	GREENWOOD/CLARK	IUR-16-6,03	0	
UFOLOGY IN ITALY	GRECO	MUJ-170,11	0	F
UFOLOGY: EMERGENCE OF A NEW SCIENCE	ANDRUS	MUJ-295,03	0	
UFOLOGY: NEW APPROACHES	AJAJA	92 SYMP,195	0	
UFOLOGY: SITUATION RED?	SCHUESSLER	MUJ-213,03	0	
UFOS & PROPHETIC RELIGIOUS MOVEMENTS	MORAVEC	MUJ-151,07	0	T
UFOS & RELIGION: FRENCH CONNECTION	DOWNING	MUJ-242,18	0	T
UFOS & STEALTH: A LINK?	GREENWOOD	MUJ-224,10	0	RD
UFOS & TELLER-OPPENHEIMER BATTLE	GROSS	MUJ-254,16	0	H
UFOS & THE MEDIA	BARNUM	MUJ-201,13	0	
UFOS & US GOVERNMENT: PART I	MOORE	MUJ-259,08	0	D
UFOS & US GOVERNMENT: PART II	MOORE	MUJ-260,08	0	D
UFOS 1947-1987 REVIEWED	STACY	MUJ-236,23	0	H
UFOS AND SECURITY	SOV MIL REV	MUJ-259,31	0	F
UFOS AND THE RAAF - INSIDE STORY-PART II	CHALKER	MUJ-176,11	0	F
UFOS AND THE RAAF - INSIDE STORY: PART I	CHALKER	MUJ-175,06	0	F
UFOS AND UFOLOGY IN BRAZIL	VAN PUTTEN	92 SYMP,N/P	0	F
UFOS AND WORLD HISTORY	DEAN	94 SYMP,091	0	E
UFOS IN REEL LIFE	THOMAS/STACY	MUJ-216,14	0	
UFOS SCIENTIFICALLY LEGITIMATE	SCOTT	MUJ-236,20	0	
UFOS, ETS AND THE NEW SCIENCE	O'LEARY	90 SYMP,012	0	E
UFOS...CANADA: A GLOBAL PERSPECTIVE	STACY	MUJ-174,03	0	SYM82
UFOS: 4 QUESTIONS FOR THEOLOG SEMINARIES	DOWNING	88 SYMP,037	0	T
UFOS: A FUTURISTIC PERSPECTIVE	SCHUESSLER	MUJ-258,10	0	T
UFOS: A PERIODICAL REVIEW	McCAMPBELL	MUJ-216,05	0	
UFOS: POLITICS & DECEPTION	JOHNSON	MUJ-301,11	0	F
UFOS: THE HIDDEN EVIDENCE	STACY	MUJ-163,03	0	
UFOS: UNCOVERING ULTIMATE ANSWER	MOORE	83 SYMP,082	0	D
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-215,07	0	
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-214,05	0	
UKRAINE RESEARCH INST. ON ANOM. PHENOM.	RUBSTOV	IUR-18-5,15	0	F
ULTIMATE UFO SEMINAR	STACY	MUJ-302,03	0	
UNINVITED GUESTS-A PREVIEW	HALL	MUJ-241,17	0	
UNRELIABLE WITNESSES	TOSELLI	MUJ-188,14	0	TR
UP IN THE AIR	CLARK	IUR-18-1,03	0	
VALLEE LECTURES IN LONDON	GORING	MUJ-225,03	0	F
VISIT TO PEOPLE'S REPUBLIC OF CHINA	DONG	MUJ-169,09	0	F
WAS MENZEL HIDING SOMETHING?	SWORDS	MUJ-271,08	0	
WHAT DO SIGHTINGS MEAN?	JACOBS	IUR-17-1,13	0	
WHAT GOV WOULD KNOW IF THEY READ OWN DOC	GERSTEN	81 SYMP,021	0	D
WHAT IF THEY ARE REAL?	MACCABEE	MUJ-226,12	0	
WHAT JUNG BELIEVED ABOUT UFOS	STILLINGS	MUJ-261,03	0	
WHAT NEW AGE?	CLARK	IUR-13-6,01	0	
WHEN IS A HOAX NOT A HOAX?	HIND	MUJ-218,03	0	F
WHITHER AMERICAN UFOLOGY?	RODEGHIER	IUR-14-2,03	0	
WHO NEEDS APATHY ANYWAY?	CHRISTENSEN	MUJ-225,08	0	TR
WHOSE UFO IS WHO'S?	STACY	MUJ-285,17	0	
WHY THE PRESS ACTS THAT WAY	BERLINER	IUR-17-5,16	0	
WIDENING THE NET	JOHNSON	MUJ-299,09	0	
WITNESS PROTECTION: A COMMENT	RANK	MUJ-169,16	0	
WRITING RIGHT	HOPKINS	MUJ-308,08	0	TR
YOU CAN'T ALWAYS GET WHAT YOU WANT	RODEGHIER	IUR-16-1,03	0	
ZETA 2 RETICULI: A RESPONSE	HENDRY	MUJ-171,12	0	ASTR

CAT 1 - General Cases 12 SEE UFOS IN MICHIGAN |COYNE |MUJ-194,05 |1 | 15 UFOS SEEN OVER EAST TEXAS |SCHUESSLER |MUJ-192,07 |1 | 1979 FONTAINE CASE IN FRANCE A HOAX |BONABOT |MUJ-190,10 |1 |F 1991 VG: OBJECT UNKNOWN |WEBB |MUJ-288,14 |1 |AS 1ST QUARTER 1981 UFO SIGHTINGS

MAP |McBRIDE |MUJ-160,16 |1 | 20 VIEW PENSACOLA UFO |ANDRUS/WATSON |MUJ-260,07 |1 |GB 24TH ANNUAL MUFON SYMPOSIUM |STACY |MUJ-305,03 |1 | ADDITIONAL GULF BREEZE CASE |FLANNIGAN |MUJ-246,07 |1 |GB AERIAL OBJECT OVER AT&T LAB |HAINES |MUJ-294,10 |1 | AERIAL PHENOM RES ORG AND FUTURE OF UFOL|HARDER |94 SYMP,223 |1 | AFRICAN ENCOUNTERS: CASE INVESTIGATIONS |HIND |81 SYMP,080 |1 |F AFRICAN REPORT |HIND |MUJ-211,03 |1 |F AIRSHIP SCARE AND WAR HYSTERIA |ARTS |IUR-15-1,14 |1 | AIRSHIPS: PART I |CLARK |IUR-16-1,04 |1 |H AIRSHIPS: PART II |CLARK |IUR-16-2,20 |1 |H AIRSHIPS? NO! |BANKS |MUJ-179,04 |1 |H ALCADE UFO ANALYZED |EWING/WARREN |MUJ-199,11 |1 | ALIENS VISIT VORONEZH |MOSCOW NEWS |MUJ-260,03 |1 |F ANDERSON EVENT |ROBERTS |MUJ-158,05 |1 | ARKANSAS SIGHTINGS |MAZUR |MUJ-243,17 |1 | ASTOUNDING UFO EXPERIENCE IN PUERTO RICO|MARTIN |93 SYMP,NOT |1 |F AUSTRALIAN UPDATE |BASTERFIELD |MUJ-185,11 |1 |F BANKSONS LAKE UFO |TILLY |MUJ-222,07 |1 | BELGIAN SIGHTINGS |MEESSEN |IUR-16-3,04 |1 |F BELGIAN TRIANGLES; THE SOBEPS REPORT |UTRECHT |MUJ-286,05 |1 |F BELGIAN WAVE |VIDAL/ROZENCWAJ|IUR-16-4,04 |1 |F BELGIUM UFO FLAP, THE |PRATT |MUJ-267,03 |1 |F BENTWATERS UPDATE |BIESELE |MUJ-220,13 |1 |F BENTWATERS--WHAT DO WE NOW KNOW? |BOECHE |86 SYMP,044 |1 |F BILLY, NO; ED, YES |MACCABEE |IUR-14-3,16 |1 |GB BLUEBERRY UFO |BECHTEL/McKENNA|MUJ-280,15 |1 | BOOMERANG MYSTERY |IMBROGNO |84 SYMP,139 |1 | BRAZIL STILL A UFO HOT SPOT |PRATT/LUCE |MUJ-285,03 |1 |F BRAZILIAN BRIEFING |GRANCHI |MUJ-223,07 |1 |F BRITISH GOV'T RELEASES UFO REPORTS | |MUJ-195,11 |1 |F CAL REP- NIGHT ON A MOUNTAIN |DRUFFEL |MUJ-152,15 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-176,14 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-175,15 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-174,15 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-172,09 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-171,09 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-170,16 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-169,11 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-168,13 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-166,13 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-165,14 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-164,12 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-162,12 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-160,13 |1 | CALIFORNIA REPORT |DRUFFEL |MUJ-167,9 |1 | CANADIAN UFO WAVE OF 1989 |RUTKOWSKI |IUR-14-6,07 |1 |F CANADIAN WAVE: AN ANALYSIS (1989) |RUTKOWSKI |IUR-15-4,06 |1 |F CE-1 NR ASTORIA, OREGON |LONG |MUJ-167,15 |1 | CE1 CASE IN BRAZIL |LUCE |MUJ-226,14 |1 |F CHARACTERISTICS OF CE'S IN SPAIN |OLMOS |87 SYMP,N/P |1 |F CHILEAN OVERVIEW, A |HUNEEUS |MUJ-218,05 |1 |F CIGAR-SHAPED OBJECT IN TEXAS | |MUJ-195,14 |1 | CLOSE ENCOUNTER AT COLUSA |CERNY |MUJ-195,03 |1 | CLOSE ENCOUNTER AT ELIZABETH |WEBB |MUJ-256,13 |1 | CLOSE ENCOUNTER THAT WASN'T |GORDON |MUJ-190,12 |1 | CLOSE ENCOUNTERS IN WEST VIRGINIA |SPICKLER |MUJ-317,12 |1 | CUBE-SHAPED OBJECT TUMBLES ACROSS SKY | |MUJ-189,16 |1 | CUFOS GULF BREEZE POSITION: A RESPONSE |CUFOS/ED |MUJ-245,03 |1 |GB CURRENT GULF BREEZE EVENTS |WALTERS |90 SYMP,072 |1 |GB CURRENT ITALIAN SCENE |RUSSO |MUJ-204,15 |1 |F DAY UFOS FLEW OVER SAC HEADQUARTERS | |MUJ-195,16 |1 |H DAYLIGHT CLOSE ENCOUNTER |GORDON |MUJ-255,18 |1 | DAYLIGHT DISC SEEN IN PHOENIX | |MUJ-197,14 |1 | DAYLIGHT DUMBELL |HAINES |IUR-14-5,12 |1 | DECEPTION

ISLAND UFO SIGHTINGS |PERISSE |87 SYMP,142 |1 |F DIAMOND-SHAPED UFO IN PENNSYLVANIA |GORDON |MUJ-194,07 |1 | DISC OBSERVED BY RUSSIAN SHIP IN 84 |ROMANOV |IUR-18-3,17 |1 |F EARTH-BASED UFOS |LEWIS |MUJ-191,16 |1 | EARTHLIGHT ENIGMA |EVANS |MUJ-200,03 |1 | EARTHLIGHTS REVELATION REVIEWED |NOYES |MUJ-263,15 |1 | EARTHLIGHTS REVIEWED |LONG |MUJ-201,07 |1 | EARTHLIGHTS: SCIENCE OR REVELATION? |LONG |IUR-15-3,13 |1 | EAST COAST UFO IDENTIFIED |ANDRUS |MUJ-222,03 |1 | ENCOUNTER AT BLUFF LEDGE: UFO CASE HIST |WEBB |88 SYMP,018 |1 | F-CLASS STARS AS EVOLUTION DRIVERS |AGGEN |MUJ-278,10 |1 | FARISH'S ROLE IN RENDLESHAM |ANDRUS |MUJ-203,07 |1 |F FIRE IN FOREST: NEW LIGHT ON RENDLESHAM |JAMISON |IUR-13-5,04 |1 |F FLARE SPARKS SIGHTING |WEBB |MUJ-221,16 |1 |TR FLASHLIGHT IN THE FOREST |RIDPATH |MUJ-203,10 |1 |F FLORIDA FLURRY |WARE |MUJ-211,06 |1 |GB FOO-FIGHTERS: THE STORY SO FAR |ROBERTS |MUJ-240,03 |1 |H FORMER COMBAT PILOT SEES OBJECT 3 TIMES | |MUJ-191,12 |1 | FORTY YEARS OF UFOLOGY IN SWEDEN |KUHLEMANN |87 SYMP,155 |1 |F FRENCH FLAP IGNORED |SIDER/SCOTT |MUJ-289,03 |1 |F FYFFE AL EXPERIENCE |BAKER |90 SYMP,085 |1 | GLOWING SPHERE OBSERVATION |PHILLIPS |MUJ-143,10 |1 | GREAT BALLS OF FIRE |DAVIES |MUJ-240,06 |1 | GREEN FIREBALLS |AGGEN |MUJ-271,10 |1 |AS GREENISH GLOWING LIGHT SEEN IN PA & NJ |GORDON |MUJ-191,11 |1 | GREENVILLE SIGHTINGS |CRAWFORD |MUJ-262,11 |1 | GULF BREEZE CE III-PART II |WARE/FLAN/ANDRU|MUJ-241,11 |1 |GB GULF BREEZE CE III- PART III |WARE/FLAN/ANDRU|MUJ-242,12 |1 |GB GULF BREEZE LIGHTS |MACCABEE |IUR-17-1,04 |1 |GB GULF BREEZE LIGHTS |HUFFORD |IUR-17-1,11 |1 |GB GULF BREEZE RUFOS |OVERALL |IUR-17-2,14 |1 |GB GULF BREEZE SIGHTINGS REVIEW | |MUJ-262,12 |1 |GB GULF BREEZE SUPPLEMENT |WARE/FLAN/ANDRU|MUJ-240,13 |1 |GB GULF BREEZE UPDATE |WRIGHT |MUJ-274,08 |1 |GB GULF BREEZE WITHOUT ED |MACCABEE |91 SYMP,185 |1 |GB GULF BREEZE, FL, PART IV |WARE/FLAN/ANDRU|MUJ-243,09 |1 |GB GULF BREEZE, FL, PART V |WARE/FLAN/ANDRU|MUJ-244,06 |1 |GB GULF BREEZE: BALANCING THE SCALE |HALL/SMITH |MUJ-248,03 |1 |GB HERR LINKE & FLYING WARMING PAN |BLOECHER |MUJ-153,06 |1 |F HIGH STRANGENESS IN COLORADO VALLEY |CLEMENS |MUJ-313,13 |1 | HIST & CULTURAL INTERP OF UFOS S. AFRICA|HIND |87 SYMP,039 |1 |F HISTORICAL SURVEY OF UFO CASES IN CHILE |HUNEEUS |87 SYMP,180 |1 |F HISTORY OF G/B, FL SIGHTING EVENTS |MACCABEE |88 SYMP,113 |1 |GB HISTORY OF UFO REPORTS IN CANADA |FRIEDMAN |87 SYMP,N/P |1 |F HUGE SAUCER OVER PENNSYLVANIA |CRAIN |MUJ-200,06 |1 | HUNTER SIGHTS UFO IN N. CALIFORNIA |CERNY |MUJ-151,13 |1 | HUNTERS FIND MORE THAN THEY BARGAINED |HAGLUND |MUJ-192,08 |1 | INVENTION OF A GULF BREEZE UFO |BECKER |IUR-17-2,19 |1 |GB ITALIAN SCENE, 1947-1987: A ROUND UP |PINOTTI |87 SYMP,013 |1 |F ITALIAN UFO WAVE OF 1978 |HALL |MUJ-153,12 |1 |F KENDALL COUNTY SIGHTING (IL) |ZAVODNY |MUJ-246,25 |1 | KIRTLAND LANDING |MACCABEE |MUJ-204,09 |1 |D LAB RESULTS OF 1966 SWAMPGAS CASE | |MUJ-195,12 |1 | LAST DECADE? |CLARK |IUR-15-2,03 |1 | LENTICULAR CLOUD IN MALAYSIA |JAMALUDIN |MUJ-183,17 |1 |F LIGHT PUZZLE IN PERTH, AUSTRALIA |UFORA |MUJ-196,09 |1 | LIGHT SHOW OVER LANCASTER |HAMILTON |MUJ-286,03 |1 | LIGHTS, AIRCRAFT PUZZLE POLICE |BOECHE |MUJ-183,03 |1 | LLANO LIGHTS |ANDRUS |MUJ-198,08 |1 | LOST BLUE BOOK RECORDS SURFACE |GREENWOOD |MUJ-307,11 |1 |D MARFA LIGHTS, THE |STACY |MUJ-235,03 |1 | MARINE LIGHT WHEELS |HENDRICKSON |MUJ-227,06 |1 | MASS HYSTERIA & MW SIGHTINGS, PART II |SWORDS |MUJ-197,16 |1 |

MASSACHUSETTS MUFON FORUM |WEBB |MUJ-199,03 |1 | MEMORIES OF LOOKOUT: UFOS ON YAKIMA RESV|LONG |MUJ-170,07 |1 | MIRACLES IN MEDJUGORJE |MIGLIORE |MUJ-268,13 |1 |F MISSOURI WAVE |BEDELL & |MUJ-289,15 |1 | MOST SIGNIFICANT SIGHTINGS IN GERMANY |IIOBRAND/LUDWIG|93 SYMP,239 |1 |F MULTIPLE WITNESS SIGHTING STRUCTURED UFO|SEIFRIED |MUJ-173,11 |1 | MYSTERIOUS AIRSHIPS: A COMMENT |BERLINER |MUJ-169,07 |1 |H MYSTERIOUS AIRSHIPS: COMMENTARY II |WINKLER |MUJ-172,14 |1 |H N. CALIFORNIA UFO FLURRY |HALL |MUJ-167,8 |1 | NEW BRUNSWICK CLOSE ENCOUNTER |WEBB |MUJ-262,09 |1 | NEW DIRECTOR OF PUBLICATIONS & MUJ ED | |MUJ-198,04 |1 | NEW YORK UFO TOWN-HALL MEETING |BRYANT |MUJ-198,05 |1 | NINE AMATEUR ASTRONOMERS OBSERVE UFO |KREMJL |MUJ-190,03 |1 |F NL ON YAKIMA INDIAN RESERVATION |LONG |MUJ-184,08 |1 | NOT-SO-MYSTERIOUS AIRSHIPS OF 1896-97 |WINKLER |MUJ-169,03 |1 |H OHIO FLAP |DELL'AQUILA |MUJ-249,15 |1 | OLD FLYING WING WITH CHRISTMAS LIGHTS |LONG |MUJ-188,13 |1 | ORANGE BALLS OF LIGHT |LONG |MUJ-266,04 |1 | ORDINARY UFO |FOWLER |MUJ-249,14 |1 | OREGON SHERIFF'S SIGHTINGS |LONG |MUJ-172,13 |1 | OREGON SKI AREA SIGHTINGS |ZELLER |MUJ-168,17 |1 | PENN STATE SIGHTING |GORDON |MUJ-212,08 |1 | PENNSYLVANIA CLOSE ENCOUNTER |GORDON |MUJ-210,08 |1 | PENNSYLVANIA FLAP BIGGEST SINCE 1973 |GORDON |MUJ-188,09 |1 | PENNSYLVANIA LOW-LEVEL UFO SIGHTINGS |GORDON |MUJ-172,03 |1 | PENNSYLVANIA REPORTS |GORDON |MUJ-206,05 |1 | PENNSYLVANIA WAVE |GORDON |MUJ-224,07 |1 | PENSACOLA UFO |HUFFORD |MUJ-282,17 |1 |GB PENTAGONAL UFOS |SCHUESSLER |MUJ-164,10 |1 | PERUVIAN OVNIS |LEVINE |MUJ-220,16 |1 |F PETALUMA UFO |PAGE |MUJ-221,08 |1 | PLASMA OR UFO? |LONG |MUJ-172,12 |1 | POLICEMAN ENCOUNTERS DIAMOND-SHAPED UFO |SCHUESSLER |MUJ-182,03 |1 | PROJECT ID: 13 YEARS & 160 SIGHTINGS |RUTLEDGE |86 SYMP,161 |1 | PSYCHOLOGICAL EVALUATION OF MR. ED |OVERLADE |MUJ-248,07 |1 |GB PYRAMID-SHAPED RAY FIELD VANISHES |GEP |MUJ-190,07 |1 |F RE-ENTRY RE-EXAMINED |WRIGHT/BEECH |MUJ-199,05 |1 | REAGON'S UFOS | |MUJ-246,22 |1 |H RECENT INDIAN RESERVATION SIGHTING |LONG |MUJ-169,08 |1 | RECENT SIGHTINGS IN NORTH CAROLINA | |MUJ-194,08 |1 | RED LIGHTS IN THE SKY! HOAX OR REAL? |SALISBERRY |MUJ-266,10 |1 | RED SKIES: GREAT 89 WAVE IN USSR |HUNEEUS |90 SYMP,169 |1 |F RENDLESHAM FOREST AFFAIR |ANDRUS |MUJ-201,17 |1 |F RENDLESHAM FOREST UPDATE |RANDLES |MUJ-204,03 |1 |F RENDLESHAM RE-VISITED |ZEIDMAN |MUJ-206,03 |1 |F REPEATED SIGHTINGS DOMED DISK NR FLINT |WRIGHT |MUJ-187,08 |1 | REPORT FROM AFRICA |HIND |MUJ-159,05 |1 |F REPORTS FROM NORWAY |LIDSTROM |MUJ-144,09 |1 |F RETURN OF THE MOTHERSHIPS |CRAIN |MUJ-234,15 |1 | ROARING UFO OVER VIRGINIA |GRATTAN |MUJ-170,10 |1 | ROBERT LAZAR AS FICTIONAL CHARACTER |CAMPBELL |MUJ-310,11 |1 |RD S. CAL'S STRAIGHT-LINE MYSTERY IN UFO S.|DRUFFEL |83 SYMP,060 |1 | SAN FERNANDO VALLEY S. WAVE, 1979 |GREENAWALD |MUJ-151,03 |1 | SCALE REMAINS UNBALANCED |MACCABEE |MUJ-252,03 |1 |GB SCANDINAVIAN SAUCER SCARE |LILJEGREN |MUJ-180,07 |1 |F SCIENTIFIC STUDIES OF UAP IN FRANCE |VELASCO |87 SYMP,051 |1 |F SEATTLE SIGHTINGS |GOUDIE |MUJ-219,13 |1 | SIGHTING OFF COAST OF BRAZIL | |MUJ-197,15 |1 |F SIGHTINGS OF UAP BY ASTRONOMERS |SCHNEIDER |MUJ-187,06 |1 | SISTERS WATCH OBJECT OVER DES MOINES |BIESELE |MUJ-156,14 |1 | SKETCHES OF UFO SEEN IN 1742 |WINKLER |MUJ-148,10 |1 |H SKYDANCER OVER ANTELOPE VALLEY |HAMILTON |MUJ-312,10 |1 | SOVIET AIR DEFENSES

BAFFLED BY HUGE UFOS|FUFOR |MUJ-266,08 |1 |F SOVIET MEDIA UFO SIGHTINGS | |MUJ-262,13 |1 |F SPECTACULAR SIGHTING IN NORTH CAROLINA |RHEIN |MUJ-196,13 |1 | STARRY NIGHT |DAVIDS |IUR-14-3,13 |1 | STRANGE BEHAVIOR OF CLOUD OVER NAV BASE | |MUJ-189,11 |1 | STRANGE LIGHTS OVER GULF BREEZE |MACCABEE |MUJ-284,16 |1 |GB STRANGENESS IN THE NIGHT |ZEIDMAN |IUR-14-1,04 |1 | TABOR LIGHTS |TOKARYK |MUJ-235,08 |1 |F THROUGH THE SECRECY BARRIER |MUSINSKY |IUR-15-4,14 |1 |F TRIANGLE OF LIGHTS OVER MICHIGAN |WRIGHT/STEWART |MUJ-170,13 |1 | TRIANGULAR UFO SIGHTED |MELESCIUC |MUJ-214,11 |1 | TRIANGULAR UFO: PRELIMINARY REPORT |MORGAN |MUJ-155,06 |1 | TWO FLORIDA REPORTS |SALISBERRY |MUJ-255,13 |1 |GB TWO SIGHTINGS IN BRITISH COLUMBIA |BIESELE |MUJ-194,12 |1 |F TYPICAL 1982 UFO REPORTS |HALL |MUJ-170,06 |1 | UFO ACTIVITIES IN THE SOVIET UNION |HAINES |IUR-16-2,13 |1 |F UFO ACTIVITY OVER OHIO |SCOTT |MUJ-217,04 |1 | UFO ALERT IN BRAZIL |HUNEEUS |MUJ-223,06 |1 |F UFO FOR A DAY |OBERG |MUJ-222,05 |1 | UFO INSPECTS PLANT |SCHUESSLER |MUJ-205,07 |1 | UFO MENAGERIE ON YAKIMA INDIAN RESERVATN|LONG |MUJ-168,08 |1 | UFO MYSTERY IN AUSTRALIA |CHALKER |87 SYMP,165 |1 |F UFO PHENOMENON IN HUNGARY |HARGITAI |IUR-14-2,13 |1 |F UFO REPORTS & DISSOCIATIVE HYSTERIA |SWORDS |MUJ-198,10 |1 | UFO RESEARCH IN BRITAIN |EVANS |87 SYMP,107 |1 |F UFO SIGHTING IN MEXICO |BLANEY |MUJ-155,03 |1 |F UFO SIGHTINGS & RESEARCH IN MODERN CHINA|CHIANG |93 SYMP,041 |1 |F UFO WATERS STILL RUN DEEP: 1984 SYMP |STACY |MUJ-196,03 |1 |SYM UFO: DON'T SHOOT! |DENNETT |MUJ-299,03 |1 | UFOLOGY IN URAGUAY & BRAZIL |SMITH |87 SYMP,082 |1 |F UFOS & INDIA: ANCIENT & CONTEMPORARY |NATHAN |87 SYMP,068 |1 |F UFOS AND RELIGION: OF THINGS VIS & INVIS|DOWNING |94 SYMP,033 |1 |T UFOS AND THE AMISH |SWORDS |IUR-18-5,12 |1 |T UFOS COMPETE WITH SANTA FOR...LIMELIGHT |GARNER |IUR-18-5,08 |1 | UFOS OR SOUL SHIPS? |RAYNES |MUJ-168,15 |1 |T UFOS OVER ARKANSAS: PART I |LEET |MUJ-171,05 |1 | UFOS OVER ARKANSAS: PART II |DEET |MUJ-172,04 |1 | UFOS OVER BELGIUM |GREER |MUJ-289,08 |1 |F UFOS OVER BRAZIL |ANDRUS |MUJ-221,03 |1 |F UFOS OVER CHINA | |MUJ-192,03 |1 |F UNKNOWN SWINGS LIKE A PENDULUM |GREENAWALD/HOLL|MUJ-192,16 |1 | UNUSUAL OBJECT OVER ST. PAUL |BAUERLINE & |MUJ-279,07 |1 | UTAH EFO SIGHDING |BIESELE |MUJ-277,08 |1 | WASHINGTON STATE CE-I |LONG |MUJ-166,16 |1 | WHAT HAPPENED IN KLICKITAT COUNTY? |LONG |MUJ-174,10 |1 | WHAT HAPPENED IN RENDLESHAM FOREST? |GRANT |MUJ-201,10 |1 |F WHAT RUSSIANS KNOW ABOUT UFOS |KNAPP |94 SYMP,275 |1 |D WHIDBEY ISLAND "UNKNOWN" |JOHNSON |MUJ-244,09 |1 | W@Y DO UFGS HAVE LIGHTS? |CMITH |MUJ-299,12 |1 | WHY IS UFOLOGY SO CONFUSING? |SWORDS |MUJ-223,03 |1 | WILLIAMSPORT WAVE |GRECO |MUJ-290,03 |1 | WOBBLING UFO WAS A VIVID BLUE |MAZUR |MUJ-192,10 |1 | WOMAN REVEALS 1977 FLORIDA SIGHTING |WARE |MUJ-191,14 |1 |GB YAKIMA INDIAN RESERVATION SIGHTINGS |LONG |MUJ-166,03 |1 | YAKIMA UFO |LONG |MUJ-205,05 |1 |

CAT 2 - Computer Studies & Statistical Research 61-MONTH WAVE THEORY REVISED |JOHNSON |MUJ-241,16 |2 | ANATOMY OF A UFO WINDOW |LaPORTE |MUJ-148,06 |2 | CONNECTING BY COMPUTER |KOMAR/THEER |MUJ-295,09 |2 | INSIGHTS FROM STUDYING GROUPS OF UFOS |HAINES |94 SYMP,153 |2 | ON THE NATURE OF UFO REPORTS |SMITH |MUJ-237,17 |2 |

ON UFO NOISES |SMITH |IUR-18-4,19 |2 | PARANET CLASSIFICATION |SPEISER |MUJ-230,15 |2 | PATTERNS IN THE DATA |RUTKOWSKI |IUR-16-3,17 |2 |F QUALITY CONTROL UFO DATABASE: SUGG TECHN|OBERG |80 SYMP,122 |2 | ROAD TO COMPUTERIZATION |WRIGHT |MUJ-263,16 |2 | SIGHTING COEFFICIENT |BERLINER |MUJ-228,14 |2 | TROUBLE WITH UNICAT- PART ONE |FULLER/UTRECHT |IUR-14-4,07 |2 | TROUBLE WITH UNICAT- PART TWO |FULLER/UTRECHT |IUR-14-5,03 |2 | UFO CAR PURSUITS: NEW PATTERNS OLD DATA |JOHNSON |89 SYMP,135 |2 | UFO COVER-UP...LIVE POLL |ANDRUS |MUJ-248,16 |2 | UFO EVENTS & MICHIGAN WEATHER |WRIGHT |MUJ-228,10 |2 | UFO REPORT DATABASE ANALYSIS |SPENCER |MUJ-305,13 |2 | UFOCAT & A FRIEND WITH TWO NEW IDEAS |MERRITT |80 SYMP,031 |2 | UFOCAT IS BACK! | |IUR-16-1,24 |2 | UNIQUE CATALOG (UNICAT) |SMITH |MUJ-212,16 |2 | WAVES |BULLARD |IUR-13-6,15 |2 | WHAT WE HAVE LEARNED FR UFO REPETITIONS |FAWCETT |85 SYMP,021 |2 | WHO BELIEVES IN UFOS? |FRIEDMAN |IUR-14-1,06 |2 |

CAT 3 - Electro-Magnetic Cases (E-M) ALTERNATIVE TO M/W THEORY OF HOT RING |THOMAS |MUJ-194,09 |3 | AREA 51, BOB LAZAR, DISINFORM-REEVALUAT |KNAPP |93 SYMP,214 |3 |RD AUSTRALIAN RESEARCHES ET SPACE TECHNOLOG|SCHUESSLER |MUJ-188,17 |3 |F BLACK HOLES & ROBERT LAZAR |AGGEN |MUJ-266,06 |3 |RD CAL REP (MAGNETIC ANOMALIES & FLIGHT-II)|DRUFFEL |MUJ-148,15 |3 | CAL REP, MAGNETIC ANOMALIES & UFO FLIGHT|DRUFFEL |MUJ-147,16 |3 | COMMENTS ON DRUFFEL'S MERCURY THEORY |THOMAS |MUJ-200,12 |3 | DETECTION & ANALYSIS OF AERIAL PHENOM |ELLISON |93 SYMP,113 |3 | E-M EFFECTS ESTABLISHED UFO MYSTERY |HALL |MUJ-192,14 |3 | FIELD-INDUCTION MAGNETOMETER |PENNINGTON |MUJ-151,14 |3 | FIFTY-SIX A/C PILOT SIGHTINGS INVOL E-M |HAINES |92 SYMP,101 |3 | FLYING SAUCER TECHNOLOGY |FRIEDMAN |80 SYMP,139 |3 | HEALTH EFFECTS: A RESPONSE |PERSINGER |MUJ-249,17 |3 | HYPERSPACE (VIRTUAL STATE) ENGINEERING |BEARDEN |80 SYMP,104 |3 | INSTR SENSING, RECORDING, & DOC OF T.P. |STANFORD |80 SYMP,151 |3 | INTERSTELLER SPACEPORTS & TRANS SYSTEMS |HOLT |86 SYMP,081 |3 |RD INTERVIEW WITH BOB LAZAR |KIRBY |MUJ-306,08 |3 |RD LIGHT-BENDING CASE |CHALKER |MUJ-145,17 |3 |F LITTLE PHYSICS...LITTLE FRICTION (CONDON|WOOD |IUR-18-4,06 |3 |RD MAGNETIC ANALYSIS OF CAR LIFTS |WILLSEY |MUJ-246,17 |3 | MAGNETIC MOMENT: A REVIEW |THOMAS |MUJ-258,13 |3 | MERCURY- POSS CLUE TO UFO PROPUL PART II|DRUFFEL |MUJ-197,12 |3 | MERCURY- POSS CLUE TO UFO PROPULSION |DRUFFEL |MUJ-196,15 |3 | NEUROPSYCHOLOGICAL ASPECTS OF VISITR EXP|PERSINGER |MUJ-247,10 |3 | NORTH CAROLINA UFO |FAWCETT |MUJ-215,05 |3 | OVERHEATING OF CAR BATTERIES |McCAMPBELL |MUJ-167,14 |3 | PARADOXICAL ENERGY LEVELS |NOYES |MUJ-242,17 |3 | PARALYSES BY MICROWAVES |NEAL |MUJ-283,13 |3 | PERSINGER THEORY, THE |WANDERER |MUJ-184,09 |3 | POSS INC CANCER & DEPR RISK (NR FLAPS) |PERSINGER |MUJ-244,03 |3 | PREDICTING UFO EVENTS & EXPERIENCES |PERSINGER |82 SYMP,033 |3 | RUPPELT RINGS: EFFECTS ON LF MAGN FIELDS|THOMAS |MUJ-197,05 |3 | S. AMERICAN MAGAZINE MIMICS U.S. UFO |SCHUESSLER |MUJ-180,16 |3 |F SCIENTIFIC CHALLENGE OF UFOS |McCAMPBELL |MUJ-194,03 |3 | SOUTH TEXAS VEHICLE EFFECT CASES |HILL |MUJ-167,8 |3 | STARFLIGHT, UFOS, AND SETI |MALLOVE |MUJ-184,16 |3 |E TASTE FOR UFOS |McCAMPBELL |MUJ-205,03 |3 | TO CATCH A FLYING STAR |ANDRUS |MUJ-257,11 |3 | TRUTH ABOUT THE ELLSWORTH CASE |PRATT |MUJ-191,06 |3 |D UFO I/F WITH VEHICLES SELF-START

ENGINES|McCAMPBELL |83 SYMP,045 |3 | UFO INSTRUMENT LANDING SYSTEM |LEET |MUJ-180,03 |3 |RD UFO LIFTING POWER |CRAIN |MUJ-210,03 |3 | UFO LIFTS CAR UP ON ITS SIDE | |MUJ-189,03 |3 | UFO LIGHT BEAMS: SPACE-TIME PROJECTIONS |HOLT |84 SYMP,120 |3 |TT UFO PROPULSION MODEL |ALZOFON |82 SYMP,041 |3 |RD UFO PROPULSION: PULSED R/A & CRYST STRUC|HOLT |83 SYMP,127 |3 |RD UFO RADIO INTERFERENCE |McCAMPBELL |MUJ-227,12 |3 | UFO SOUND RECOGNITION TECHNIQUE |HAINES |MUJ-252,25 |3 | UFOS AND HOT RINGS |McCAMPBELL |MUJ-189,12 |3 | UFOS AS TIME TRAVELERS |SWORDS |IUR-15-5,18 |3 |TT UFOS: MORE ENGINE EFFECTS |McCAMPBELL |MUJ-203,04 |3 | UNIFIED FIELD THEORY AND THE UFO |MONTIETH |80 SYMP,077 |3 | UPDATE ON BELLWOOD, PA UFO CAR LIFT CASE|GORDON |MUJ-200,09 |3 | VEHICLE INTERFERENCE CASES: A REVIEW |BASTERFIELD |MUJ-178,04 |3 | VEHICLE INTERFERENCE EFFECT |THOMAS |MUJ-233,03 |3 | VEHICLE INTERFERENCE: CAUTIONARY COMMENT|JOHNSON |IUR-15-1,19 |3 |

CAT 4 - Animal Effect Cases 1992 ANIMAL MUTILATION UPDATE |HOWE |MUJ-294,03 |4 |M ALIEN HARVEST REVIEWED |HEBEBRAND |MUJ-256,19 |4 |M ALIEN HARVEST, AN |HOWE |89 SYMP,113 |4 |M ANIMAL MUTILATIONS: DECADE OF MYSTERY |ADAMS |84 SYMP,044 |4 |M CATTLE MUT THAT DEFY CONVENT EXPLANATION|ANDRUS |83 SYMP,122 |4 |M CATTLE MUTE & IMAG CULPRITS: PSYCH PERSP|JORDAN |83 SYMP,101 |4 |M FURTHER EVIDENCE LINK AN. MUTE & ABDUCT |HOWE |91 SYMP,133 |4 |M MOVING LTS, DISCS, ANIMAL MUT IN AL |HOWE |93 SYMP,026 |4 |M MUTE EVIDENCE REVIEWED |WANDERER |MUJ-205,14 |4 |M MUTE EVIDENCE REVISITED |SEIFRIED |MUJ-212,13 |4 |M MUTILATED REALITY |CLARK |IUR-17-1,03 |4 |M RED OBJECT SPOOKS FARMHANDS, CATTLE | |MUJ-189,14 |4 | TISSUE CHANGES IN UNEXPL. ANIMAL MUTIL. |ALTSHULER |91 SYMP,291 |4 |M

CAT 5 - Abductions (Physio/Psychological) Cases ABDUCTED BY AN ARCHETYPE |EVANS |MUJ-158,07 |5 |A ABDUCTEE MEMORY LOSS |MEYER |MUJ-287,12 |5 |A ABDUCTEES: IMAGINED OR IMAGINAL? |GOTLIB |IUR-17-4,16 |5 |A ABDUCTION AND DECEPTION |HOPKINS |IUR-15-5,15 |5 |A ABDUCTION CASE IN POLAND |POPIK |MUJ-150,16 |5 |A ABDUCTION NOTES |CARPENTER |MUJ-298,09 |5 |A ABDUCTION NOTES |CARPENTER |MUJ-297,06 |5 |A ABDUCTION NOTES (MORE "EXPLANATIONS") |CARPENTER |MUJ-306,14 |5 |A ABDUCTION NOTES: PHOBIAS & RESOLUTIONS |CARPENTER |MUJ-314,12 |5 |A ABDUCTION OBSERVED BY INDEPENDENT WITNS |HOPKINS |92 SYMP,NOT PUB|5 |A ABDUCTION OF HARRY JOE TURNER |WHITING |MUJ-145,03 |5 |A ABDUCTION PHENOMENON IN AUSTRALIA |BASTERF/GODIC |IUR-14-4,11 |5 |A ABDUCTION REFLECTIONS |HOPKINS |MUJ-216,03 |5 |A ABDUCTION RESEARCH IN AUSTRALIA |BASTERFIELD |MUJ-315,06 |5 |A ABDUCTION RESEARCH: THE CHALLENGE AHEAD |WESTRUM |MUJ-258,21 |5 |A ABDUCTION STUDY GROUP FORMED | |MUJ-189,10 |5 |A ABDUCTION SURVEY CRITIQUE |HALL/JOHNS/RO |MUJ-303,09 |5 |A ABDUCTION: HUMAN ENCOUNTERS WITH ALIENS |MACK |MUJ-315,13 |5 |A ABDUCTIONS AND CREDIBILITY |WANDERER |MUJ-231,17 |5 |A ABDUCTIONS IN AFRICA-WORLDWIDE SIMILARIT|HIND |93 SYMP,016 |5 |A ABDUCTIONS IN ITALY |FLORINO/GRASSIN|IUR-14-4,14 |5 |A ABDUCTIONS: A BRITISH SURVEY |RANDLES |MUJ-238,10 |5 |A ABDUCTIONS: A COMPARATIVE STUDY |BULLARD |MUJ-238,03 |5 |A ABDUCTIONS: CAN WE BATTLE BACK? |DRUFFEL |MUJ-247,17 |5 |A ABDUCTIONS: CONSEQUENCE OF NONEXISTENCE |JACOBS |86 SYMP,100 |5 |A ABDUCTIONS: OUR DIRTY SECRET |WRIGHT

|MUJ-287,10 |5 |A ABDUCTIONS: STATE OF SIEGE - OR MIND? |PUHALSKI |MUJ-313,15 |5 |A AIR FORCE AND PASCAGOULA (TRANSCRIPT) | |MUJ-195,05 |5 |A ALLAGASH ABDUCTIONS |FOWLER |MUJ-300,03 |5 |A AN OPEN LETTER TO MICHAEL SWORDS |STRIEBER |MUJ-229,07 |5 |A AN OPEN LETTER TO UFO INVESTIGATORS |HOWARD |MUJ-295,20 |5 |A ANOTHER "INTERRUPTED JOURNEY" |CARPENTER |MUJ-283,04 |5 |A ARE ABDUCTIONS PRE-ARRANGED? |TESSMAN |MUJ-170,05 |5 |A AUSTRALIAN ABDUCTION |BASTERFIELD |IUR-16-2,04 |5 |A AUSTRALIAN ABDUCTION RESEARCH 1990-1992 |BASTERFIELD |IUR-17-5,13 |5 |A AUSTRALIAN ABDUCTIONS: AN UPDATE |BASTERFIELD |IUR-15-3,10 |5 |A AUSTRALIAN INTERRUPTED JOURNEYS |CHALKER |MUJ-150,03 |5 |A AUTHOR'S RESPONSE (TO ROGO) |ROGO |MUJ-180,15 |5 |A BACKGROUND & EXPERIENCE WITH VISITORS |STRIEBER |MUJ-224,03 |5 |A BIRTH TRAUMA AND ABDUCTIONS |WANDERER |MUJ-172,07 |5 |A BIRTH TRAUMA AND ABDUCTIONS |WANDERER |MUJ-170,03 |5 |A BOOK REVIEW (COMMUNION) |HALL |MUJ-229,18 |5 |A BOOK REVIEW (UFO ABDUCTIONS) |STACY |MUJ-156,17 |5 |A BOOK REVIEW: (TUJUNGA CANYON CONTACTS) |MATHEY |MUJ-155,13 |5 |A BOOK REVIEW: UFOS: THE IMAGE HYPOTHESIS |CHALKER |MUJ-165,16 |5 | BUDD HOPKINS REPLIES (DURANT/CORTILE) |HOPKINS |MUJ-303,06 |5 |A BUDD HOPKINS: "LINDA" CASE |CORTILE |94 SYMP,238 |5 |A CHILDHOOD ABDUCTION (PART II) |HOPKINS |MUJ-215,12 |5 |A CHILDHOOD ABDUCTION? |HOPKINS |MUJ-214,15 |5 |A CLAIMS IN QUESTION | |IUR-18-2,04 |5 |A CLOSE ENCOUNTER WITH POSSIBLE MT |ANDRUS |MUJ-197,10 |5 |A CLOSE, BUT NO SAUCER |TAFF |MUJ-277,03 |5 |A COMMUNION: A READER'S GUIDE |SWORDS |MUJ-229,03 |5 |A CONTACTEE/ABDUCTEE PECULIARITIES |LEMING |MUJ-184,7 |5 |A CONVERSATION WITH BUDD HOPKINS |CLARK |IUR-13-6,04 |5 |A CORTILE CASE: MISSING EVIDENCE |DURANT |MUJ-303,04 |5 |A CRITIC'S CORNER (ABDUCTIONS ABOUND) |WANDERER/DRUFFE|MUJ-177,16 |5 |A CRITIC'S CORNER (ABDUCTIONS) |WANDERER |MUJ-172,15 |5 |A CRITIC'S CORNER (REGRESSION) |WANDERER |MUJ-173,15 |5 |A DANGEROUS GAME REVIEWED |WEBB |MUJ-245,09 |5 |A DECEPTION, DISSOCIATION & ALIEN ABDUCTNS|SCHNABEL |MUJ-301,14 |5 |A DUAL VICTIMS: THE ABUSED & THE ABDUCTED |LAIBOW |IUR-14-3,04 |5 |A EDUCATING MENTAL HEALTH PROFESSIONALS |CARPENTER |MUJ-302,18 |5 |A ELECTRONIC HARASSMENT & ALIEN ABDUCTORS |LIVINGSTON |MUJ-307,04 |5 |A ET CONTACT: RELIGIOUS DIMENSION |DOWNING |90 SYMP,045 |5 |T ET OR MT? RESPONSE TO KENNETH RING |WHITE |MUJ-255,08 |5 |A EVALUATION OF MED INJURIES FROM CE'S |NIEMTZOW/SCHUES|MUJ-147,05 |5 | EVIDENCE SUPPORTING UFO ABDUCT REPORTS |HOPKINS |85 SYMP,066 |5 |A EXPERIENCED ANAMALOUS TRAUMA: NEW DIRECT|LAIBOW |90 SYMP,100 |5 |A EXPERIMENTERS' RESPONSE: IMAGINARY ABDUC|LAWSON/McCALL |MUJ-181,14 |5 |A EXTRATERRESTRIAL-PARAPHYSICAL CONTROVERS|HOPKINS |MUJ-153,03 |5 |A FALSE MEMORY SYNDROME |GOTLIB |MUJ-303,12 |5 |A FAMILIAR ENTITY & DUAL REF IN LATENT ENC|NYMAN |MUJ-251,10 |5 |A FANTASY-PRONE PERSONALITY HYPOTHESIS |BASTERFIELD |MUJ-309,16 |5 |A FILM REVIEW: FIRE IN THE SKY |TALARSKI |IUR-18-3,21 |5 |A FOREWARD TO SECRET LIKE |MACK |MUJ-287,08 |5 |A FRENCH ABDUCTION CASE | |MUJ-145,07 |5 |A FRENCH ABDUCTION FILE |MESNARD |MUJ-309,03 |5 |A HAUNTING OF KITLEY WOODS-ONGOING SAGA |HOPKINS |84 SYMP,167 |5 |A HELPING ABDUCTEES |MACK |IUR-17-4,10 |5 |A HOLY COMMUNION? |DOWNING |MUJ-228,08 |5 |T HOUSE OF CARDS: BUTLER/HANSEN/STEFULA CR|HOPKINS |IUR-18-2,08 |5 |A HYPNOSIS & CREATIVITY IN ABDUCTION REPS |CARLOS |MUJ-296,12 |5 |A HYPNOSIS VERSUS UFO REALITIES |NELSON |MUJ-148,03 |5 |A HYSTERIA & UFOS- IS THERE A CONNECTION? |SWORDS |MUJ-196,17 |5 | IMPLANT ENIGMA,

THE |SCHUESSLER |MUJ-266,18 |5 |A IMPLANT ENIGMA, THE: PART II |SCHUESSLER |MUJ-269,14 |5 |A IMPLANTS |BASTERFIELD |IUR-17-1,18 |5 |A IMPOSSIBLE TESTIMONY OF JANET KIMBALL |SMITH |IUR-18-2,06 |5 |A IN DEFENSE OF MEMORY |KERTH |IUR-17-3,15 |5 |A INFERNAL UFOS: BIGGER INSIDE THAN OUT? |KULIKOWSKI II |MUJ-313,09 |5 |A INFLUENCE OF HYPNOSIS IN INV OF ABDUCTNS|WEBB |85 SYMP,087 |5 |A INTRUDERS: A REVIEW |HALL |MUJ-230,16 |5 |A INTRUDERS: UFO ABDUCTIONS |HOPKINS |MUJ-227,03 |5 |A INVISIBILITY & THE UFO ABDUCTN PHENOM |HOPKINS |93 SYMP,182 |5 |A INVISIBLE UFO |RIDGE |MUJ-212,15 |5 |A JINDABYNE "ABDUCTION" |MORAVEC |MUJ-238,13 |5 |A KLASS CONCERNS |HOPKINS |MUJ-235,13 |5 |A KUDOS FOR KENNETH RING |KAHN |MUJ-255,06 |5 |A LATENT ENCOUNTER EXPERIENCE MODEL |NYMAN |MUJ-242,10 |5 |A LAW OFFICER REPORTS CEII INCIDENT |GORDON |MUJ-253,10 |5 | LETTER TO CARL SAGAN |HOPKINS |IUR-18-1,15 |5 |A LIGHT AT THE END OF THE TUNNEL |CORTILE |MUJ-302,12 |5 |A LINDA CORTILE ABDUCTION CASE |HOPKINS |MUJ-293,12 |5 |A LONG-TERM EFFECTS OF CLOSE ENCOUNTERS |DECKER |MUJ-229,08 |5 | LOSING A BATTLE WHILE WINNING THE WAR |HOPKINS |MUJ-314,10 |5 |A MATTER OF ETHICS |JACOBS |IUR-18-2,15 |5 |A MEDICAL EVIDENCE IN UFO CASES |SCHUESSLER |85 SYMP,078 |5 | MEDICAL INJURIES CATALOG |SCHUESSLER |MUJ-166,07 |5 | MEDICAL INJURY PROTOCOL |NEA |MUJ-225,14 |5 | MENTAL CQ AND PHYCHOLOG DISTURB: PART I |MORAVEC |MUJ-180,09 |5 | MENTAL CQ AND PSYCHOLOG DISTURB: PART II|MORAVEC |MUJ-181,07 |5 | MISSING EMBRYO/FETUS SYNDROME |NEAL |92 SYMP,213 |5 |A MISSING FETUS CASE SOLVED |DRUFFEL |MUJ-283,08 |5 |A MISSING TIME AS MISSING LINK |SCHMIDT |MUJ-184,06 |5 |A MISSING TIME: PSYCHOLOGIST EXAMINES EVID|CLAMAR |81 SYMP,076 |5 |A MIXED MESSAGE |CARPENTER |MUJ-260,20 |5 |A MODERN BIOLOGY AND ET HYPOTHESIS |SWORDS |91 SYMP,050 |5 |E MORE ON BETTY HILL |DaPORTE |MUJ-220,12 |5 |A MOTHER & CHILD TEXAS ABDUCTION CASE |WILLIS |MUJ-167,3 |5 |A MULTIPLE ABDUCTIONS IN CANADA: PART I |FENWICK |MUJ-183,10 |5 |A MULTIPLE ABDUCTIONS IN CANADA: PART II |FENWICK |MUJ-184,03 |5 |A NEW MODEL OF INVESTIGATION: PART I |SPENCER |MUJ-257,06 |5 |A NEW MODEL OF INVESTIGATION: PART II |SPENCER |MUJ-258,06 |5 |A NEW PBOTOCOL FOR ABDUCTION RECEARCH |ALEXANDER |MUJ-307,07 |5 |A NOTE ON TRAVIS WALTON EXPERIENCE |NELSON |MUJ-159,08 |5 |A ON MASS PANIC & OTHER FAVORITE MYTHS |HALL, ROBT |90 SYMP,061 |5 | ONE IN FORTY |DENNETT |MUJ-266,09 |5 |A PARANOID TEMPTATION |HOPKINS |MUJ-274,09 |5 |A PELLEY TIME-LAPSE UFO ENCOUNTER |WEBB |MUJ-254,11 |5 |A PERCIPIENT STUDIES GROUP |MORAVEC |MUJ-177,12 |5 |A PERCIPIENT-DEPENDENT COMPONENTS |SCHOENHERR |MUJ-162,10 |5 |A PERSONAL PRIMER, A |HOPKINS/JACOBS |MUJ-238,06 |5 |A POST ABDUCTION SYNDROME |WESTRUM |MUJ-224,07 |5 |A POST-ABDUCTION SYNDROME |JACOBS |88 SYMP,086 |5 |A PRELIM ANALYSIS OF MEDICAL INJURIES |NIEMTZOW |80 SYMP,131 |5 | PRESENT AT THE ABDUCTION |BASTERFIELD |IUR-17-3,13 |5 |A PROBABLE CHILDHOOD ABDUCTION |HOPKINS |MUJ-156,04 |5 |A PSIUFOLOGICAL PHEN: UFOS & PARANORMAL |MORAVEC |MUJ-150,13 |5 | PSYCHOLOG ASPECTS OF BELIEF & DISBELIEF |DELIN |MUJ-159,03 |5 |E PSYCHOLOG REACTIONS TO UFO EVENTS |MORAVEC |MUJ-158,12 |5 | PUBLIC REACTION TO ALIEN CONTACT: STUDY |BOECHE |88 SYMP,072 |5 |E PURSUING THE ULTIMATE ENCOUNTER |WEBB |MUJ-241,08 |5 |A REALITY OF ABDUCTION PHENOMENON |CARPENTER |91 SYMP,148 |5 |A RECENT FI INTO CLAIMS INJURIES IN BRAZIL|VALLEE |89 SYMP,031 |5 |F REJOINDER TO CRITIQUE OF BUDD HOPKINS |ANDRUS |MUJ-300,08 |5 |A REPORT ON PSIUFO PHENOMENA |MORAVEC

|MUJ-177,11 |5 |F RESISTING ALIEN ABDUCTIONS |DRUFFEL |MUJ-287,03 |5 |A RESISTING RESISTING |TILLY |MUJ-292,11 |5 |A RESPONSE TO CRITICS |STRIEBER |MUJ-242,07 |5 |A RESPONSE TO LAWSON & McCALL |DeHERRERA |MUJ-185,15 |5 |A REVEALING SCIENCE OF UFOLOGY |CRAWFORD |MUJ-284,10 |5 |A RING: A PERSONAL RESPONSE |ANONYMOUS |MUJ-255,10 |5 |A SAUCER SMEARERS |CLARK |IUR-18-2,03 |5 |A SCOTTISH ABDUCTION CASE |NEWS |MUJ-145,12 |5 |A SOUTH DAKOTA CONNECTION, THE |CHRISTENSEN |MUJ-181,03 |5 |A STANLEY INGRAM & THE PLANTOS GAMES |WORLEY |MUJ-300,12 |5 |A STAT REP ON UFO ABDUCTIONS IN NYC AREA |HOPKINS |MUJ-200,07 |5 |A STEWPOT THINKING: OBSTACLE TO SCIENCE |HOPKINS |MUJ-251,08 |5 |A STIRRING OUR DEEPEST FEARS |MACK |IUR-18-2,17 |5 |A SUPPORT GROUPS: A PROPOSAL |DRUFFEL |MUJ-234,11 |5 |A THERAPIST & INVESTIGATOR: DEFINING RULES|LAIBOW |MUJ-261,10 |5 |A THINKING AROUND PROBLEM OF EVIDENCE |HOPKINS |MUJ-179,10 |5 |A THOUGHTS ON PSYCHIATRISTS & UFO INVESTRS|HOPKINS |MUJ-263,13 |5 |A TOWARD AN IMAGINAL INTERPRETATION OF |RING |MUJ-253,03 |5 |A TRANSFORMATION TRANSFORMED |WANDERER |MUJ-254,18 |5 |A TRIBAL REACTIONS TO UFOS IN AFRICA |HIND |84 SYMP,064 |5 |F TRUCK DRIVER INJURED BY UFO: WEBB CASE |SCHUESSLER |93 SYMP,059 |5 | TRUTH, UFOS, & CLARENCE THOMAS HEARINGS |HOPKINS |IUR-16-6,14 |5 |A UFO ABDUCT CASES IN G/B, FL AREA |HOPKINS |90 SYMP,092 |5 |A UFO ABDUCTION CASES: MINI-SYMPOSIUM |HALL |MUJ-150,09 |5 |A UFO ABDUCTIONS - THE SKELETON KEY |HOPKINS |88 SYMP,103 |5 |A UFO ABDUCTIONS AT THE EVENT LEVEL |HOPKINS |IUR-16-4,09 |5 |A UFO ABDUCTIONS: INVISIBLE EPIDEMIC |HOPKINS |81 SYMP,044 |5 |A UFO ABDUCTN PHENOM: WHAT IT MIGHT MEAN |MACK |93 SYMP,202 |5 |A UFO CONTACTEES: CAPTIVE COLLAB OR COSMI |SPRINKLE |80 SYMP,054 |5 | UFO PHEN & RELATIONSHIP TO PARAPSYCH RES|OWEN |82 SYMP,025 |5 |A UFO SEDUCTION CASE IN BRAZIL |GEVAERD |MUJ-190,08 |5 |A UFOS & TELEPORTATION |EDEN |MUJ-218,10 |5 |A WHAT CAN UFOLOGISTS LEARN FROM PARAPSYCH|WAGNER |IUR-16-5,16 |5 |A WHAT CAN WE BELIEVE IN ABDUCT ACCOUNTS? |JACOBS |91 SYMP,030 |5 |A WHITLEY STRIEBER BREAKS HIS SILENCE |CASTEEL |MUJ-305,11 |5 |A WHO SPEAKS FOR WITNESS? MED/ETH ISSUES |GOTLIB |90 SYMP,024 |5 |E WHY ABDUCTION REPORTS ARE NOT URBAN LEG.|BULLARD |IUR-16-4,15 |5 |A WHY THE LINDA CASE IS A HOAX |JOHNSON |IUR-18-2,05 |5 |A

CAT 6 - Trace Cases 1947 CRASHED SAUCER REPORT |CERNY |MUJ-156,14 |6 |R 3 HOURS THAT SHOOK THE PRESS |SHANDERA/MOORE |MUJ-269,03 |6 |R AIR FORCED PUZZLED BY SOCORRO |HALL |MUJ-157,06 |6 |D ANOMALOUS BLISTERS |McDONOUGH |MUJ-304,08 |6 |C AUSTRALIAN ALIEN HONEYCOMB ANALYZED |BIESELE |MUJ-155,05 |6 |R AZTEC, NEW MEXICO - CRASH STORY RE-EXAMD|JONES/MINSHALL |IUR-16-5,11 |6 |R BACKGROUND OF THE GAO INVESTIGATION |WHITING |MUJ-311,11 |6 |R BENTWATERS INCIDENT |BOECHE |MUJ-212,10 |6 |F BOOK REVIEW (THE CRASH/RETR SYNDROME) |HALL |MUJ-145,10 |6 |R BOOK REVIEW (THE ROSWELL INCIDENT) |MACCABEE |MUJ-162,11 |6 |R BRITISH & CANADIAN CROP CIRCLE LAYS |DEETKEN |MUJ-304,09 |6 |C CANADIAN CUT-UPS & CROP CIRCLES |STRAINIC |MUJ-301,03 |6 |C CANADIAN LANDING CASE |CONWAY |MUJ-216,07 |6 |F CATALOG OF EARLY CRASH CLAIMS |CLARK |IUR-18-4,11 |6 |R CE2 IN THE EASTERN URALS |HAINES |IUR-17-6,11 |6 |F CHARLES RIVER ICE RING |ROSENFIELD |MUJ-288,12 |6 | CIRCLES CIRCUMSPECT? |STACY |MUJ-304,03 |6 |C CIRCLES OF NOTE: A CONTINUING

BIBLIOGRAP|CHOROST |MUJ-276,14 |6 |C CIRCLES OF SUMMER |STACY |MUJ-293,03 |6 |C CIRCULAR ARGUMENTS |NOYES |MUJ-258,16 |6 |C CIRCULAR EVIDENCE |ANDREWS |MUJ-243,11 |6 |C CLOSE ENCOUNTERS OF 2ND KIND: PHYS TRACE|PHILLIPS |81 SYMP,093 |6 | CONFESSIONS OF A CROP CIRCLE SPY! |SCHNABEL |MUJ-295,04 |6 |C CRASH/RETRIEVAL LID LIFTED? (SR II) |STRINGFIELD |MUJ-250,03 |6 |R CRASH/RETRIEVALS: (SR V) |STRINGFIELD |MUJ-249,10 |6 |R CRASHED SAUCERS, MJ-12 & THE DEBUNKERS |FRIEDMAN |92 SYMP,068 |6 |R CRASHED SAUCERS: EVID IN SEARCH OF PROOF|MOORE |85 SYMP,130 |6 |R CRASHED-SAUCER FORGERIES |NICKELL/FISCHE |IUR-15-2,04 |6 |R CROP CIRCLE AT MILAN, ILLINOIS |FISCHER |MUJ-279,05 |6 |C CROP CIRCLE SAMPLING |LEVENGOOD & |MUJ-289,13 |6 |C CROP CIRCLES IN THE U.S.S.R. |ANDRUS |MUJ-270,13 |6 |C CROP CIRCLES: BRIEF HISTORY & OVERVIEW |STACY |91 SYMP,283 |6 |C CROP CIRCLES: IS THERE A UFO CONNECTION?|WINGFIELD |94 SYMP,256 |6 |C CROP CIRCLES: MYSTICAL VIEW |MIGLIORE |MUJ-278,03 |6 |C CROP CIRCLES: PROP. PHYSICAL MEASUREMENT|WALES |MUJ-275,15 |6 |C CUTLER CORRECTION |MACCABEE |MUJ-243,20 |6 |R DELPHOS REVISITED: PART II |ANDRUS |MUJ-213,14 |6 | DELPHOS, KANSAS, CASE |PHILLIPS |MUJ-209,08 |6 | DID A BALLOON CRASH AT ROSWELL? |SCHMITT/RANDL |IUR-15-4,04 |6 |R DON'T BOTHER ME WITH THE FACTS |RANDLE |IUR-18-1,16 |6 |R DOODLEBUGS & LITTLE GREEN MEN |STACY |MUJ-209,03 |6 |R DOUBT & DEVIOUSNESS IN UK CROP CIRCLES |KEEN |92 SYMP,037 |6 |C DREAMLAND & THE CIA |BASIAGO |MUJ-291,10 |6 |RD ENGLISH CROP CIRCLES |ANDREWS |91 SYMP,N/P |6 |C ENGLISH HOAX UPDATE |WINGFIELD |MUJ-284,18 |6 |C EXPERT VOUCHES FOR MJ-12 PAPERS |BLETCHMAN |MUJ-243,16 |6 |R FLOATING UFOS |TAYLOR |MUJ-222,09 |6 | FORT WORTH P. CONF:J.BOND JOHNSON CONN |SCHMITT/RANDL |IUR-15-6,05 |6 |R FORT WORTH, JUL 8, 1947: COVER-UP BEGINS|SCHMITT/RANDLE |IUR-15-2,21 |6 |R FORUM ON MJ-12 |TODD/RODEG/GRE |IUR-15-3,15 |6 |R FROM DESK OF STANTON T. FRIEDMAN |FRIEDMAN |IUR-15-6,03 |6 |R GEPAN'S MOST SIGNIFICANT CASE | |MUJ-193,03 |6 |F GERALD ANDERSON: TRUTH VS. FICTION |CARPENTER |MUJ-281,03 |6 |R GI FIRES ON UFO IN KOREA |HAINES |IUR-15-6,23 |6 | GOING AROUND IN CIRCLES |TALARSKI |IUR-17-4,04 |6 |C GUIDE TO SOME NATURAL GROUND MARKINGS |BASTERFIELD |MUJ-194,14 |6 |C HARVESTING USEFUL DATA FROM CROP CIRCLES|RUTKOWSKI |IUR-16-2,16 |6 |C HATCH ENIGMA |RANDLE/SCHMITT |IUR-18-2,18 |6 |R HIDING THE HARDWARE |MACCABEE |IUR-16-5,04 |6 |R HOAXER & THE HOAXED |CLARK |IUR-17-4,03 |6 |R HOAXES AND AWHOLE LOT MORE |STACY |MUJ-277,09 |6 |C HOW TO MEASURE A CIRCLE |KINGSLEY |MUJ-278,09 |6 |C HYPOTHETICAL PLAN FOR CRASH/RETRIEVAL |BERLINER |89 SYMP,069 |6 |R IN THE BLACK (OUT THERE) |RODEGHIER |IUR-15-5,09 |6 |D IN THE LAND OF DREAMS |CAMERON/CRAIN/ |IUR-15-5,04 |6 |RD INTERVIEW WITH JESSE MARCEL, JR., M.D. |FISCHER |MUJ-279,08 |6 |R JESSE MARCEL & ROSWELL INC: AN EXCHANGE |ALLAN/RANDLE |IUR-18-3,13 |6 |R KECKSBURG CRASH UPDATE |GORDON |MUJ-258,03 |6 |R KECKSBURG UFO CRASH |GORDON |MUJ-274,03 |6 |R KECKSBURG UFO CRASH |GORDON |MUJ-257,03 |6 |R KECKSBURG UFO SEEN AT A.F. BASES |SANTUS |MUJ-274,06 |6 |R LA PAZ, ROSWELL & GREEN BALLS |TODD |MUJ-315,03 |6 |R LANDING OF BARRE-DES-CEVENNES |TYRODE |MUJ-144,06 |6 |F LANGENBURG, 1974: CLASSIC CE-2 & CCIRCL |TIMMERMAN |IUR-17-2,04 |6 |C LEGEND OF THE SPITSBERGEN SAUCER |BRAENNE |IUR-17-6,14 |6 |R LOONEY A LOOK: CROP CIRCLES W. MANITOBA |RUTKOWSKI |IUR-17-5,09 |6 |C LUMINOSITY REPORTS |NOYES |MUJ-304,06 |6 |C MACHINELIKE UNDERGROUND SOUNDS & UFO PHE|LONG |IUR-16-6,03 |6 | MAJESTIC & MOORE: NOT GUILTY! |SIDER |MUJ-256,14 |6 |R

MAJESTIC 12 |MOORE |MUJ-231,10 |6 |R MENZEL
MYSTERY |ANDRUS |MUJ-233,15 |6 |R MIDWEST CROP
CIRCLES |AGGEN |MUJ-272,15 |6 |C MINNESOTA PHYSICAL EVIDENCE
ANALYZED |HALL |MUJ-146,11 |6 | MISSING TIME
|RANDLE/SCHMITT |IUR-17-4,21 |6 |R MJ-12 & PHIL KLASS: WHAT ARE THE FACTS?
|MOORE/FRIEDMAN |88 SYMP,205 |6 |R MJ-12 INFORMANT, AN |CRAIN
|MUJ-261,15 |6 |R MJ-12 JURY STILL OUT |CLARK |MUJ-235,09 |6 |R MJ-
12 MAGIC ACT |GREENWOOD |MUJ-236,10 |6 |R MJ-12
REBUTTAL |TODD |MUJ-261,17 |6 |R MJ-12: AN OPEN LETTER
|MOORE |MUJ-249,08 |6 |R MJ-12: FACTS, Q&A |HASTINGS |MUJ-
254,03 |6 |R MJ-12: JURY STILL OUT |FRIEDMAN |IUR-15-2,13 |6 |R MJ-12:
REBUTTING A "REBUTTAL" |FRIEDMAN |MUJ-264,07 |6 |R MOVIE REVIEW
("HANGER 18") |MATHEY |MUJ-151,16 |6 |R MOVIE REVIEG (HANGEB
18) |DAVIS |MUJ-156,15 |6 |R MUFON PHYSICAL TRACE RESEARCH GROUP
|PHILLIPS |MUJ-144,16 |6 | MUNDRABILLA INCIDENT, THE |ANDRUS |MUJ-
239,16 |6 |F MUNDRABILLA INCIDENT- PART II |ANDRUS |MUJ-240,14 |6 |F
NATIONAL ARCHIVES MJ-12 RESPONSE |NAT ARCHIVES |MUJ-233,17 |6 |R NATURE'S
CROP CIRCLES, NATURE'S UFOS |RANDLES |IUR-!6-3,14 |6 |C NEW REVELATIONS
FROM ROSWELL |SCHMITT |90 SYMP,154 |6 |R NEW ROSWELL REVELATIONS:
GENERAL SPEAKS |SHANDERA |MUJ-273,12 |6 |R NEW WITNESS TO SAN AGUSTIN
CRASH |O'BIEN |MUJ-275,03 |6 |R NEW YORK CROP CIRCLE INVESTIGATION
|CORMIA |MUJ-313,16 |6 |C OBLONG UFO LANDS ON WATER |SCHUESSLER
|MUJ-178,11 |6 | ONCE UPON A TIME IN THE WHEAT |STRAINIC |EUJ-284, 3 |6
|C OPEBATION BDUE FLY |STONE |92 SYMP,205 |6 |R PENNSYLVANIA
TRACE CASE |GORDON |MUJ-225,16 |6 | PHYS TRACE LANDING REPS: CASE
FOR UFOS |PHILLIPS |85 SYMP,113 |6 | PHYSICAL EVIDENCE FOR UFOS IN AUSTRALIA
|CHALKER |MUJ-157,04 |6 | PHYSICAL TRACES: TRUTH OR CONSEQUENCES?
|VERGA |MUJ-198,06 |6 |C POSSIBLE PHYSICAL MECHANISM FOR PROD CC
|BRANDENBURG |MUJ-276,10 |6 |C PROJECT ARGUS REPORT |CHOROST
|MUJ-304,04 |6 |C RADIONUCLIDES PAPER |DUDLEY/CHOROST |MUJ-288,08
|6 |C RELIVING JULY 5, 1947 |CARPENTER |MUJ-275,07 |6 |R RESEARCH
UPDATE |MOORE |MUJ-230,09 |6 |R RESPONSE TO GREENWELL
CRITIQUE |STRINGFIELD |MUJ-153,11 |6 |R RETURN TO ROSWELL
|MACFIE |EUJ-288,03 |6 |R RIVER, LAKE & CREEK |STRAINIC |MUJ-
275,10 |6 |F ROSS, OHIO LANDING CASE |WILHELM |MUJ-186,3 |6 |
ROSWELL & ITS CONSEQUENCES |SIDER/SCOTT |MUJ-296,10 |6 |R ROSWELL &
THE FLYING WING |RANDLE/SCHMITT |IUR-18-4,03 |6 |R ROSWELL & THE X-15:
UFO BASICS |STRINGFIELD |MUJ-259,03 |6 |R ROSWELL DEBRIS
REANALYZED |THOMAS |MUJ-273,09 |6 |R ROSWELL INC: BEGIN OF
COSMIC WATERGATE |FRIEDMAN/MOORE |81 SYMP,132 |6 |R ROSWELL INVEST: NEW EV
OF CRASHED UFO |MOORE |82 SYMP,084 |6 |R ROSWELL INVESTIGATION
NOTES |SCHMITT/RANDL |IUR-15-6,16 |6 |R ROSWELL MATERIAL
|SCHMITT/RANDLE |IUR-16-6,10 |6 |R ROSWELL ON SHOWTIME |LOWE
|MUJ-316,13 |6 |R ROSWELL SOURCES |CCHMITT/BANDL |IUR-15-6,20 |&
|R ROSWELL'S LATEST UFO PHENOMENON (MUSEUM)|PFLOCK |MUJ-310,15 |6 |R
ROSWELL, 1989 |RODEGHIER |IUR-14-5,04 |6 |R ROSWELL, JULY 9,
1947 |SCHMITT/RANDL |IUR-14-6,04 |6 |R ROSWELL: ANATOMY OF AN
INVESTIGATION |RODEGHIER |IUR-15-6,04 |6 |R ROUND AND ROUND IN THE CIRCLE
GAME |RANDLES |IUR-16-6,17 |6 |C SAMPLES FROM MUNDRABILLA CE2
|BASTERFIELD |IUR-15-1,12 |6 | SEARCH FOR THE ARCHAEOLOGISTS |CAREY
|IUR-16-6,04 |6 |R SEARCH FOR THE ARCHAEOLOGISTS: AN EXCHAN|FRIEDMAN/CAREY
|IUR-17-3,06 |6 |R SECOND THOUGHTS ON BARNEY BARNETT STORY |SCHMITT/RANDLE
|IUR-17-3,04 |6 |R SECRET "SAUCER" SITES |BOYLAN |MUJ-292,14 |6 |RD
SIGNS OF CHANGE ARE REAL |ANDREWS |93 SYMP,169 |6 |C SIMULATED CE-2

GIVES TRAINEES EXPERIENCE|CERNY |MUJ-197,03 |6 |TR SOVIET ICE RING |RUBTSOV |MUJ-282,16 |6 |F SPHERICAL SOUNDS, ZOOM! |MACER-STORY |MUJ-276,12 |6 |C STATEMENT BY LEONARD STRINGFIELD |STRINGFIELD |MUJ-149,15 |6 |R SUMMER 1990 CROP CIRCLES |CHOROST/ANDREWS|MUJ-272,03 |6 |C SUMMER 1991 CROP CIRCLES |CHOROST |MUJ-282,03 |6 |C SWIRLED LANDING TRACE? |SALISBERRY |MUJ-264,03 |6 |C TAKING THE OFFENSIVE AT ROSWELL |JEFFREY |MUJ-312,03 |6 |R TESTIMONY SUPPORTED |O'BRIEN |MUJ-275,06 |6 |R THESES PRE-PARADIGM SCIENCE: CEREOLOGY |CHOROST |91 SYMP,103 |6 |C THOSE CORNY BRITISH CIRCLES |NOYES |MUJ-246,08 |6 |C TOUCH-DOWN IN NORTH CAROLINA |FAWCETT |MUJ-216,10 |6 | TRACKING TRACES |SCOTT |MUJ-281,08 |6 |C TRUMAN MJ-12 LETTER |SPICKLER |IUR-16-3,12 |6 |R UFO CRASH AT ROSWELL |RANDLE/SCHMITT |MUJ-311,08 |6 |R UFO CRASH/RET SYNDROME (SR II) |STRINGFIELD |STRINGFIELD |6 |R UFO CRASH/RET:AMASSING EVID. (SR III) |STRINGFIELD |STRINGFIELD |6 |R UFO CRASH/RET:SEARCH FOR PROOF (SR VII) |STRINGFIELD |STRINGFIELD |6 |R UFO CRASH/RETRIEVALS: A CRITIQUE |GREENWELL |MUJ-153,09 |6 |R UFO CRASH/RETRIEVALS: CRITIQUE GREENWELL|STAFF |MUJ-158,10 |6 |R UFO SECRECY UPDATE (MONDO RETRIEVO) |BRYANT |MUJ-169,15 |6 |R UPDATE ON CRASHED SAUCERS IN N.M. |FRIEDMAN |91 SYMP,268 |6 |R UPDATE ON OPERATION MAJESTIC-12 |FRIEDMAN |89 SYMP,081 |6 |R WHAT HAPPENED IN RAMEY'S OFFICE? |SCHMITT/RANDLE |MUJ-276,03 |6 |R WHAT THE AIR FORCE KNEW IN 1947 |SIDER |MUJ-245,14 |6 |R WILD GOOSE (MJ-12) |CLARK |IUR-14-5,03 |6 |R WILL THE CIRCLES BE BROKEN? |RUTKOWSKI |IUR-18-1,11 |6 |C

CAT 7 - Entity Cases 3-D SUITS |SCHUESSLER |MUJ-226,16 |7 |E ALIEN UNIFORM INSIGNIA |STETS |MORA 3/93,26 |7 |E ANATOMY OF AN ABDUCTION |SMITH |94 SYMP,075 |7 |A ARGENTINE POLICE ENCOUNTER WITH BEINGS |NEWS |MUJ-143,18 |7 |E BANGOR CE3 |JOHNSON |IUR-14-4,04 |7 |E CAL REP: ENTITY PHOTOS, PART I |DRUFFEL |MUJ-155,09 |7 | CAL REP: ENTITY PHOTOS, PART II |DRUFFEL |MUJ-156,11 |7 | CASE AGAINST ET |HYNEK |83 SYMP,118 |7 |E CASE FOR E-T CONTACT |MANTLE |MUJ-206,09 |7 |E CASE FOR ET: WITHIN MAINSTREAM SCIENCE |SWORDS |86 SYMP,018 |7 |E CE3 - AND CE2? |DRUFFEL |IUR-14-3,10 |7 | CONFRONTATIONS: SCIENTIST'S SEARCH ET |VALLEE |MUJ-266,03 |7 |E CORRELATION BET UFO PHENOM & ENTITIES |PERISSE |87 SYMP,130 |7 |E COULD LOOKALIKE UFONAUTS BE CLONES? |SWORDS |MUJ-189,05 |7 |E CRITIQUE OF THE BAILEY CASE |THOMAS |MUJ-187,11 |7 | DIX-McGUIRE UPDATED |STRINGF/HALL |MUJ-230,07 |7 |R ELEMENTARY, MY DEAR WATSON! |WHITEHURST |MUJ-246,15 |7 |E ENID BRADY'S E-T CONTACT LEGACY |BRYANT |MUJ-179,12 |7 |E ENTITIES AT LA ROCHELLE |HIND |MUJ-183,06 |7 |F ENTITIES: INITIAL FINDINGS, PART I |WRIGHT |MUJ-310,03 |7 |A ENTITIES: INITIAL FINDINGS, PART II |WRIGHT |MUJ-311,03 |7 |A ENTITY ENIGMA, THE |EVANS |84 SYMP,078 |7 |E ENTITY SIGHTING IN MISSOURI |BEDELL |MUJ-282,18 |7 | ET ARTIFACT TESTING |FRIEDMAN |MUJ-308,10 |7 |A ET CONNECTION |STRINGFIELD |MUJ-294,12 |7 | ETH: A RE-EXAMINATION |TOUGH |MUJ-235,15 |7 |E ETs: AN ECONOMY OF MEANS |REDDY |MUJ-217,06 |7 |E EXPAND PARAM OF ALIEN-HUMAN ABDUC AGENDA|TURNER |94 SYMP,019 |7 |A EXTRATERRESTRIAL HYBRIDIZATION UNLIKELY |SWORDS |MUJ-247,06 |7 |E FATAL ENCOUNTER AT FORT DIX: CASE STUDY |STRINGFIELD |85 SYMP,041 |7 |R GERALD ANDERSON: DISTURBING REVELATIONS |CARPENTER |MUJ-299,06 |7 |R GUNSHOT WOUND FROM AN

ALIEN? |GORDON |MUJ-189,07 |7 | HOW TO MAKE AN ALIEN |BULLARD |IUR-14-6,10 |7 |E HUMANOID CASE WITH MESSAGE |HALL |MUJ-143,12 |7 |E HUMANOID ENCOUNTER |WESTRUM |MUJ-215,14 |7 |E HUMANOID REPORT FROM CHICAGO, IL |BLOECHER |MUJ-159,09 |7 |E HYBRID THOUGHTS |JACOBS |MUJ-250,10 |7 |E HYBRIDIZATION QUESTION |VALLEE |MUJ-290,11 |7 | INSIGHTS INTO ANCIENT ASTRONAUT THEORY |PHILLIPS |91 SYMP,079 |7 |E JOURNAL'S ADIEU TO BAILEY PHOTOS |DRUFFEL |MUJ-189,09 |7 | MEN IN BLACK |ROJCEWICZ |MUJ-263,03 |7 |MIB MIDDLETON HUMANOIDS AFFAIR |WEBB |MUJ-143,07 |7 |E MINNESOTA CE-III |McNEFF |MUJ-220,09 |7 | NEW ZEALAND ENTITY REPORTS |BASTERFIELD |MUJ-177,04 |7 |F NICAP AND LESSONS FROM THE PAST |HALL |IUR-17-3,17 |7 | OF A FIRE IN THE SKY |BRILLIANT |MUJ-298,03 |7 | OPERATION BLUEBERRY: OEYDALEN ENCOUNTER |BLOECHER |MUJ-161,09 |7 |F POSSIBLE REPTILIAN ORIGINS OF UFO OCCUP |AGGEN |MUJ-174,14 |7 |E PUZZLING CASE OF THE CADAVER PHOTOS |STRINGFIELD |MUJ-163,15 |7 |R REPTILIANS & OTHER UNMENTIONABLES |CARPENTER |MUJ-300,10 |7 | STAT REP ON ALLEGED CADAVER PHOTOS |STRINGFIELD |MUJ-154,11 |7 |R THREE OCCUPANTS REPORTED BY WITNESS |GRATTAN |MUJ-188,16 |7 |E UFO & OCCUPANT AT SANTA MARIA AIRPORT |BLOECHER |MUJ-160,08 |7 |F UFO & OCCUPANTS (PROSPECT HTS, IL) |BLOECHER |MUJ-157,09 |7 |E UFO HOAXES & AGENTS: A SOUR SONATA |MACER-STORY |MUJ-265,08 |7 |MIB UFO JIGSAW |HOWE |92 SYMP,015 |7 | UFO-BIGFOOT UPDATE |GORDON |MUJ-173,13 |7 | UFO-RELATED BIGFOOT ENCOUNTER IN PA |GORDON |MUJ-171,03 |7 |E UFONAUTS: HOMO SAPIENS OF THE FUTURE? |SWORDS |MUJ-202,07 |7 |E UFOS & RELIGION: THE CE-III ISSUE |DOWNING |MUJ-148,11 |7 |T UFOS AND ANTHROPOIDS: A SUMMARY |MORAVEC |MUJ-179,18 |7 |E UNCOVERING THE GUARDIAN CAPER |MUFON ONTARIO |MUJ-313,03 |7 |E USSR UFO LANDING WITH ENTITIES |ANDRUS |MUJ-259,20 |7 |F WALTON EXPERIENCE REVISITED |WALTON |MUJ-298,06 |7 | WHAT IF THEY AREN'T FRIENDLY |DRUFFEL |MUJ-229,11 |7 |E WOMAN ON THE BRIDGE |HOPKINS |MUJ-296,05 |7 |

CAT 8 - Photographic Cases CAL REP (NEW CALIFORNIA UFO PHOTOS) |DRUFFEL |MUJ-154,16 |8 | CANADIAN PHOTOS ANALYZED |SAINIO |MUJ-298,12 |8 | CARL HART AND THE LUBBOCK LIGHTS |RANDLE |IUR-18-5,17 |8 | COMMENTS ON PHOTOGRAPHIC TRICKERY |MORRISON |MUJ-246,23 |8 |TR COSTA RICAN UFO PHOTOGRAPH |HALL |MUJ-166,18 |8 |F CRUISE MISSILE UFO DISAPPEARS |MACCABEE/SAINIO|MUJ-308,03 |8 |V DELIBERATE DECEPTION: BIG SUR UFO FILM |JACOBS, R. |MUJ-249,03 |8 | DIFFERENT PICTURE |SAINIO |MUJ-294,14 |8 | ED WALTERS, THE MODELS & TOMMY SMITH |HUFFORD |MUJ-297,09 |8 |GB FIRST COLOR NIGHT PHOTOGRAPH |ANDRUS |MUJ-212,03 |8 | FLORIDA PHOTO & CE III CASE |WARE/FLAN/ANDRU|MUJ-239,05 |8 |GB FORTUNE PHOTO REVISITED |WEBB |IUR-18-5,14 |8 | GSW PHOTOANALYSIS |ADRIAN/SPAULDNG|MUJ-237,12 |8 |F GULF BREEZE PHOTOGRAPHS |HYZER |MUJ-291,03 |8 |GB GULF BREEZE UFO PHOTO ANALYZED |MACCABEE |MUJ-314,03 |8 | HESSDALEN PHOTOGRAPHS |ODD/GUN/ROED |MUJ-237,11 |8 |F HOW TO BUILD MODEL UFOS |LaPORTE |MUJ-152,08 |8 |TR HOW TO MAKE YOUR OWN GULF BREEZE PHOTOS |UTRECHT |IUR-14-3,20 |8 |GB IS THIS ADAMSKI'S SAUCER? |ECKHARDT |MUJ-219,04 |8 |H JAPANESE VIDEO BAFFLES EXPERTS |SAINIO |UE,V1,#7 |8 |V KAL KORFF & MEIER HOAX: RESPONSE PART 2 |STEVENS |MUJ-165,11 |8 |F KAL KORFF & MEIER HOAX: RESPONSE PT.1 |STEVENS |MUJ-164,03 |8 |F McDIVITT SIGHTING |OBERG |MUJ-213,05 |8 | McDIVITT SIGHTING: PART II |OBERG |MUJ-

214,03 |8 | MEDJUGORJE UO |MACCABEE |IUR-17-2,12 |8 |F MEIER CASE |DEARDOFF |MUJ-211,01 |8 |F MEIER INCIDENT, THE: INFAMOUS HOAX |KORFF |MUJ-154,03 |8 |F MONTANA MOVIE |LEMING |MUJ-223,10 |8 | MUFON'S CONCLUSIONS ON THE WALTERS CASE |ANDRUS |MUJ-297,12 |8 |GB MULTIPLE- WITNESS PHOTO CASE |STANFORD |MUJ-196,10 |8 | OCCULTNESS & AMBIGUITY |DEARDOFF |MUJ-236,05 |8 |F OREGON UFO PHOTO IDENTIFIED |CERNY |MUJ-309,14 |8 | PENDULUM FROM THE PLEIDES |MACCABEE |IUR-14-1,11 |8 |F PHOTO ANALYSIS: A PICTORIAL PRIMER |SAINIO |92 SYMP,132 |8 | PHOTOGRAPH & ITS AFTERMATH |SCOTT |IUR-15-5,12 |8 | RAAF PHOTO TAKEN IN MALAYSIA |NEWS |MUJ-144,08 |8 |F RARE PHOTO COINCIDENCE |MACCABEE |IUR-15-3,04 |8 | REANALYSIS OF PHOTO 19 |MACCABEE |MUJ-271,11 |8 |GB REASSESSING THE MEIER CASE |STACY |MUJ-236,03 |8 |F RECENT UFO VIDEOTAPES |MACCABEE |MUJ-265,03 |8 |V SCIENTIFIC ANAL OF VIDEO/..BY DISCOVERY |KASHER |94 SYMP,108 |8 |V SCIENTIFICALLY BASED ANALYSIS UFO PHOTO |HAINES |86 SYMP,111 |8 | SOME NOTES ON PHOTOGRAPHIC TRICKERY |TOBIN |MUJ-244,12 |8 |TR SOMEBODY'S WRONG (MODEL IN THE ATTIC) |CLARK |IUR-15-4,03 |8 |GB TENNESSEE VIDEOTAPING |TARPLEY |MUJ-279,03 |8 |V THEN UFOS DRAWN IN AUTOCAD |MANN/AGGEN |MUJ-305,18 |8 | UFO FILMED CIRCLING RECKET |CRAIN |MUJ-245,10 |8 | UFO INTERCEPTS ROCKET |CRAIN |MUJ-225,05 |8 |F UFO PHOTOGRAPHED IN ONTARIO |NORRIS |UE,V1,#5 |8 |F VIDEOANALYSIS |SAINIO |93 SYMP,085 |8 |V WAS THE UMMO AFFAIR A HOAX? |WHITE |MUJ-167,13 |8 |F WASHINGTON STATE REPS INCL UFO VIDEO |JOHNSON |MUJ-178,03 |8 |V WILLIAM G. HYZER RESPONDS |HYZER |MUJ-294,15 |8 |

CAT 9 - Radar Cases F-16 RADAR TRACKS UFO |de BROSSES |MUJ-268,03 |9 |F FURTHER NOTES ON CANAL ZONE RADAR CASE |GREENWELL |MUJ-159,14 |9 |F INVISIBLES, THE |WHITEHURST/CRAW|MUJ-245,05 |9 | JAL SIGHTING UPDATE |ANDRUS |MUJ-227,04 |9 | JAL: KLASS DISPUTED |WHITEHURST |MUJ-235,12 |9 | MICHIGAN VISUAL & RADAR SIGHTINGS |COYNE |MUJ-317,08 |9 | NEW PHYSICAL EVIDENCE CASES IN AUSTRALIA|BASTERF/CHALKER|MUJ-156,03 |9 |F NEW ZEALAND R/V FILM CASES, PART II |MACCABEE |MUJ-147,07 |9 |F NEW ZEALAND R/V-FILM CASES, PART I |MACCABEE |MUJ-146,03 |9 |F NIGHT NORAD WENT ON TOP ALERT |RIDGE |MUJ-192,05 |9 | PILOT SIGHTINGS AND RADAR TRACKINGS |GRIBBLE |MUJ-186,11 |9 | PILOT SIGHTINGS AND RADAR TRACKINGS |GRIBBLE |MUJ-181,06 |9 | RADAR-VISUAL UFO SIGHTINGS |LaPORTE |MUJ-166,08 |9 | RADAR/SONAR CONTACT |WEBB |MUJ-199,07 |9 | RADAR/VISUAL UFOS & AIR FORCE DEBUNKING |HALL |IUR-18-3,15 |9 |H STRANGE ALASKAN ENCOUNTER |ANDRUS |MUJ-226,03 |9 | STRANGE ENCOUNTER OVER ALASKA |NEWSCLIP |MUJ-225,01 |9 | U.S. NAVY 1942 SIGHTING |CERNY/NEVILLE |MUJ-185,14 |9 |F UFOS AND U.S. RADAR |HALL |MUJ-154,07 |9 |

CAT 10 - Nuclear Radiation CASH-LANDRUM CASE CLOSED? |SCHUESSLER |MUJ-222,12 |10 | CASH-LANDRUM CASE HAMPERED |SCHUESSLER |MUJ-219,10 |10 | CASH-LANDRUM CASE, INV OF HELIC ACTIVITY|SCHUESSLER |MUJ-187,03 |10 | CASH-LANDRUM FILE: ISSUE OF GOV RESPONSI|SCHUESSLER |86 SYMP,175 |10 | CASH-LANDRUM RADIATION CASE |SCHUESSLER |MUJ-165,03 |10 | CASH-LANDRUM: SPECULAT ABOUT MED EFFECTS|SCHUESSLER |84 SYMP,108 |10 | PENTAGON INVESTIGATES CASH-LANDRUM CASE |SCHUESSLER |MUJ-176,03 |10 | RADIATION INJURIES FROM UFO |HALL |MUJ-158,03 |10 | RADIATION SICKNESS CAUSED

BY UFOS |SCHUESSLER |82 SYMP,049 |10 | RADIATION UFO INJURIES |NIEMTZOW |MUJ-179,14 |10 | TECH REVIEW OF R/A EVIDENCE CASH-LANDRUM|STOWE/RANK |MUJ-178,08 |10 |

CAT 11 - Sightings From Aircraft 1955 MARINE PILOT SIG@TING |NELSON |MUJ-166,11 |11 | AIR FORCE WARNS PILOT |CERNY |MUJ-186,08 |11 | CAR PACING, PILOT SIGHTING, BUZZING UFO |HALL |MUJ-164,06 |11 | COYNE CASE: CORRECTION & UPDATE |ZEIDMAN |IUR-14-2,17 |11 | DID UFO ABDUCT TWO U.S. FIGHTERS? |MARTIN |MUJ-261,20 |11 |D DO OUR SPY SATELLITES SEE UFOS? |REGEHR |MUJ-312,06 |11 |D ENCONTER OVER SIBERIA |HAINES |IUR-16-6,12 |11 |F FREDERICK VALENTICH ENCOUNTER UPDATE |NORMAN |MUJ-174,08 |11 |F GREEN LIGHT OVER MANSFIELD |ZEIDMAN |IUR-13-6,13 |11 | HISTORICAL NOTES: THOMAS MANTELL |JONES |MUJ-264,18 |11 |H KENNETH ARNOLD: UFO PIONEER |LONG |MUJ-165,07 |11 |H KENTUCKY CHOPPER CASE |RUTHERFORD |MUJ-302,09 |11 | MANSFIELD HELICOPTER CASE |ZEIDMAN |89 SYMP,012 |11 | MANTELL DIARY, A |CRAIN |MUJ-217,09 |11 |H MORE ON BRAZILIAN OVNIS |SMITH |MUJ-221,04 |11 |F PILOT TWICE ENCOUNTERS RINGED UFO |PAGE |MUJ-168,03 |11 | PLANE DISAPPEARANCE OPEN (VALENTICH) |SUFOI |MUJ-144,11 |11 |F REPORTED UFO SIGHTING |BECHTEL/McKENNA|MUJ-259,19 |11 | REPTD OBSERVATION FROM A/C AUSTRALASIA |BASTERFIELD |MUJ-147,03 |11 |F REVIEW OF SELECT A/P FROM A/C 1942-1952 |HAINES |83 SYMP,013 |11 | RICHARD HAINES: AN INTERVIEW |STACY |MUJ-210,12 |11 |H SENSE OF AWE, A |NELSON |MUJ-222,08 |11 | SPACE SHUTTLE DISCOVERY VOICE RECORDING |ANDRUS |MUJ-255,11 |11 | TIME-LINE ANALYSIS GOES UNCHALLENGED |ZEIDMAN |MUJ-194,15 |11 | UFO DISASTER AT GRIFFISS-ROME AF BASE |CERNY |MUJ-191,13 |11 | UFO INTERCEPTS AIRCRAFT OVER PARAGUAY |RAMIREZ |MUJ-310,08 |11 |F UFO SIGHTED FROM AIRCRAFT |CHANDLER |MUJ-154,08 |11 | UFO SIGHTING BY PILOT OVER PENNSYLVANIA |GORDON |MUJ-200,05 |11 |

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Basic Codes: Title/Author/Source/Cat/Subcat
This database utilizes the same system of category numbers as used by InterLink: UFO. Source codes: IUR=International UFO Reporter; MUJ=MUFON UFO Journal; Symposium Proceedings are listed by year and page (92 Symp, 015).

11TH ANNUAL MUFON SYMPOSIUM	STACY	MUJ-149,03	0	SY
12 SEE UFOS IN MICHIGAN	COYNE	MUJ-194,05	1	
12TH PLANET - KEY TO UFO ENIGMA	SITCHIN	91 SYMP,014	0	AS
14TH ANNUAL MUFON SYMPOSIUM	HALL	MUJ-182,04	0	SYMP
15 UFOS SEEN OVER EAST TEXAS	SCHUESSLER	MUJ-192,07	1	
18TH INTERNATIONAL SYMPOSIUM	STACY	MUJ-232,03	0	SY
1947 CRASHED SAUCER REPORT	CERNY	MUJ-156,14	6	R
1955 MARINE PILOT SIGHTING	NELSON	MUJ-166,11	11	
1979 FONTAINE CASE IN FRANCE A HOAX	BONABOT	MUJ-190,10	1	F
1982 INTERNATIONAL MUFON UFO SYMPOSIUM	ANDRUS	MUJ-171,18	0	SYN82
1982 UFO SUMMIT CONFERENCE	ANDRUS	MUJ-178,16	0	
1983 MUFON UFO SYMPOSIUM	STACY	MUJ-185,03	0	SY
1988 LINCOLN SYMPOSIUM	STACY	MUJ-246,03	0	SY
1989 LAS VEGAS SYMPOSIUM	STACY	MUJ-256,03	0	SY
1991 VG: OBJECT UNKNOWN	WEBB	MUJ-288,14	1	AS
1992 ALBUQUERQUE SYMPOSIUM	STACY	MUJ-292,03	0	SY
1992 ANIMAL MUTILATION UPDATE	HOWE	MUJ-294,03	4	M
1ST QUARTER 1981 UFO SIGHTINGS MAP	McBRIDE	MUJ-160,16	1	
20 VIEW PENSACOLA UFO	ANDRUS/WATSON	MUJ-260,07	1	GB
24TH ANNUAL MUFON SYMPOSIUM	STACY	MUJ-305,03	1	
3 HOURS THAT SHOOK THE PRESS	SHANDERA/MOORE	MUJ-269,03	6	R
3-D SUITS	SCHUESSLER	MUJ-226,16	7	E
61-MONTH WAVE THEORY REVISED	JOHNSON	MUJ-241,16	2	
ABDUCTED BY AN ARCHETYPE	EVANS	MUJ-158,07	5	A
ABDUCTEE MEMORY LOSS	MEYER	MUJ-287,12	5	A
ABDUCTEES: IMAGINED OR IMAGINAL?	GOTLIB	IUR-17-4,16	5	A
ABDUCTION AND DECEPTION	HOPKINS	IUR-15-5,15	5	A
ABDUCTION CASE IN POLAND	POPIK	MUJ-150,16	5	A
ABDUCTION NOTES	CARPENTER	MUJ-298,09	5	A
ABDUCTION NOTES	CARPENTER	MUJ-297,06	5	A
ABDUCTION NOTES (MORE "EXPLANATIONS")	CARPENTER	MUJ-306,14	5	A
ABDUCTION NOTES: PHOBIAS & RESOLUTIONS	CARPENTER	MUJ-314,12	5	A
ABDUCTION OBSERVED BY INDEPENDENT WITNS	HOPKINS	92 SYMP,NOT PUB	5	A
ABDUCTION OF HARRY JOE TURNER	WHITING	MUJ-145,03	5	A
ABDUCTION PHENOMENON IN AUSTRALIA	BASTERF/GODIC	IUR-14-4,11	5	A
ABDUCTION REFLECTIONS	HOPKINS	MUJ-216,03	5	A
ABDUCTION RESEARCH IN AUSTRALIA	BASTERFIELD	MUJ-315,06	5	A
ABDUCTION RESEARCH: THE CHALLENGE AHEAD	WESTRUM	MUJ-258,21	5	A
ABDUCTION STUDY GROUP FORMED		MUJ-189,10	5	A
ABDUCTION SURVEY CRITIQUE	HALL/JOHNS/RO	MUJ-303,09	5	A
ABDUCTION: HUMAN ENCOUNTERS WITH ALIENS	MACK	MUJ-315,13	5	A
ABDUCTIONS AND CREDIBILITY	WANDERER	MUJ-231,17	5	A
ABDUCTIONS IN AFRICA-WORLDWIDE SIMILARIT	HIND	93 SYMP,016	5	A
ABDUCTIONS IN ITALY	FLORINO/GRASSIN	IUR-14-4,14	5	A
ABDUCTIONS: A BRITISH SURVEY	RANDLES	MUJ-238,10	5	A
ABDUCTIONS: A COMPARATIVE STUDY	BULLARD	MUJ-238,03	5	A
ABDUCTIONS: CAN WE BATTLE BACK?	DRUFFEL	MUJ-247,17	5	A
ABDUCTIONS: CONSEQUENCE OF NONEXISTENCE	JACOBS	86 SYMP,100	5	A
ABDUCTIONS: OUR DIRTY SECRET	WRIGHT	MUJ-287,10	5	A
ABDUCTIONS: STATE OF SIEGE - OR MIND?	PUHALSKI	MUJ-313,15	5	A
ABOVE TOP SECRET	GOOD	89 SYMP,124	0	D
AD PLANE IFOS	LaPORTE	MUJ-161,07	0	TR
ADDITIONAL GULF BREEZE CASE	FLANNIGAN	MUJ-246,07	1	GB
AERIAL OBJECT OVER AT&T LAB	HAINES	MUJ-294,10	1	
AERIAL PHENOM RES ORG AND FUTURE OF UFOL	HARDER	94 SYMP,223	1	
AF INTELLIGENCE & CIA DOCUMENTS		MUJ-172,16	0	D
AFRICAN ENCOUNTERS: CASE INVESTIGATIONS	HIND	81 SYMP,080	1	F
AFRICAN REPORT	HIND	MUJ-211,03	1	F
AIDS TO UFO INVESTIGATOR: BIBLIOGRAPHY	OLMOS	MUJ-152,12	0	TR
AIR FORCE AND PASCAGOULA (TRANSCRIPT)		MUJ-195,05	5	A
AIR FORCE MODEL UFO	BERLINER	MUJ-160,05	0	

AIR FORCE WARNS PILOT	CERNY	MUJ-186,08	11	
AIR FORCED PUZZLED BY SOCORRO	HALL	MUJ-157,06	6	D
AIR INTEL REP NO. 100-203-79 (12/10/48)		MUJ-207,03	0	D
AIRCRAFT AND "AIRCRAFT"	WANDERER	MUJ-161,14	0	TR
AIRSHIP SCARE AND WAR HYSTERIA	ARTS	IUR-15-1,14	1	
AIRSHIPS: PART I	CLARK	IUR-16-1,04	1	H
AIRSHIPS: PART II	CLARK	IUR-16-2,20	1	H
AIRSHIPS? NO!	BANKS	MUJ-179,04	1	H
ALCADE UFO ANALYZED	EWING/WARREN	MUJ-199,11	1	
ALIEN CONTACTS & ABDUCT EXPERIENCES	RUBTSOV	94 SYMP,137	0	A
ALIEN HARVEST REVIEWED	HEBEBRAND	MUJ-256,19	4	M
ALIEN HARVEST, AN	HOWE	89 SYMP,113	4	M
ALIEN UNIFORM INSIGNIA	STETS	MORA 3/93,26	7	E
ALIENS AMONG US: A RELIGIOUS CONSPIRACY	WHITE	MUJ-286,07	0	T
ALIENS VISIT VORONEZH	MOSCOW NEWS	MUJ-260,03	1	F
ALLAGASH ABDUCTIONS	FOWLER	MUJ-300,03	5	A
ALLEN HYNEK AS I KNEW HIM	WEBB	IUR-18-1,04	0	
ALTERNATIVE TO M/W THEORY OF HOT RING	THOMAS	MUJ-194,09	3	
AMATEUR RADIO NET	DOBBS	MUJ-239,22	0	
AMAZING STORIES	FISCHER	MUJ-228,15	0	H
AN OPEN LETTER TO MICHAEL SWORDS	STRIEBER	MUJ-229,07	5	A
AN OPEN LETTER TO UFO INVESTIGATORS	HOWARD	MUJ-295,20	5	A
ANATOMY OF A UFO WINDOW	LaPORTE	MUJ-148,06	2	
ANATOMY OF AN ABDUCTION	SMITH	94 SYMP,075	7	A
ANDERSON EVENT	ROBERTS	MUJ-158,05	1	
ANIMAL MUTILATIONS: DECADE OF MYSTERY	ADAMS	84 SYMP,044	4	M
ANOMALOUS BLISTERS	McDONOUGH	MUJ-304,08	6	C
ANOTHER "INTERRUPTED JOURNEY"	CARPENTER	MUJ-283,04	5	A
ARE ABDUCTIONS PRE-ARRANGED?	TESSMAN	MUJ-170,05	5	A
AREA 51 ENCOUNTER	HAMILTON	MUJ-304,14	0	RD
AREA 51, BOB LAZAR, DISINFORM-REEVALUAT	KNAPP	93 SYMP,214	3	RD
ARGENTINE POLICE ENCOUNTER WITH BEINGS	NEWS	MUJ-143,18	7	E
ARKANSAS SIGHTINGS	MAZUR	MUJ-243,17	1	
ASTOUNDING UFO EXPERIENCE IN PUERTO RICO	MARTIN	93 SYMP,NOT	1	F
AUSTRALIAN ABDUCTION	BASTERFIELD	IUR-16-2,04	5	A
AUSTRALIAN ABDUCTION RESEARCH 1990-1992	BASTERFIELD	IUR-17-5,13	5	A
AUSTRALIAN ABDUCTIONS: AN UPDATE	BASTERFIELD	IUR-15-3,10	5	A
AUSTRALIAN ALIEN HONEYCOMB ANALYZED	BIESELE	MUJ-155,05	6	R
AUSTRALIAN INTERRUPTED JOURNEYS	CHALKER	MUJ-150,03	5	A
AUSTRALIAN RESEARCHES ET SPACE TECHNOLOG	SCHUESSLER	MUJ-188,17	3	F
AUSTRALIAN UPDATE	BASTERFIELD	MUJ-185,11	1	F
AUSTRIANS FIND DARK SIDE TO UFOS	BIESELE	MUJ-149,14	0	TR
AUTHOR'S RESPONSE (TO ROGO)	ROGO	MUJ-180,15	5	A
AZTEC, NEW MEXICO - CRASH STORY RE-EXAMD	JONES/MINSHALL	IUR-16-5,11	6	R
BACKGROUND & EXPERIENCE WITH VISITORS	STRIEBER	MUJ-224,03	5	A
BACKGROUND OF THE GAO INVESTIGATION	WHITING	MUJ-311,11	6	R
BANGOR CE3	JOHNSON	IUR-14-4,04	7	E
BANKSONS LAKE UFO	TILLY	MUJ-222,07	1	
BELGIAN SIGHTINGS	MEESSEN	IUR-16-3,04	1	F
BELGIAN TRIANGLES; THE SOBEPS REPORT	UTRECHT	MUJ-286,05	1	F
BELGIAN WAVE	VIDAL/ROZENCWAJ	IUR-16-4,04	1	F
BELGIUM UFO FLAP, THE	PRATT	MUJ-267,03	1	F
BELIEF SYSTEM SURVEY	JOHNSON	MUJ-249,18	0	
BENTWATERS INCIDENT	BOECHE	MUJ-212,10	6	F
BENTWATERS UPDATE	BIESELE	MUJ-220,13	1	F
BENTWATERS--WHAT DO WE NOW KNOW?	BOECHE	86 SYMP,044	1	F
BETTY HILL'S LANDING SITE	OSWALD	MUJ-230,17	0	
BIG PICTURE, THE	ANDRUS	MUJ-194,04	0	
BILLY, NO; ED, YES	MACCABEE	IUR-14-3,16	1	GB
BIRTH TRAUMA AND ABDUCTIONS	WANDERER	MUJ-172,07	5	A
BIRTH TRAUMA AND ABDUCTIONS	WANDERER	MUJ-170,03	5	A
BLACK HOLE OVERTURE	MACCABEE	MUJ-204,10	0	
BLACK HOLE OVERTURE (PART II)	MACCABEE	MUJ-205,10	0	
BLACK HOLES & ROBERT LAZAR	AGGEN	MUJ-266,06	3	RD
BLUEBERRY UFO	BECHTEL/McKENNA	MUJ-280,15	1	
BLUEPRINT FOR PROGRESS	HALL	MUJ-206,12	0	
BOOK REVIEW (CASEBOOK OF UFO INVESTIGA)	SCHUESSLER	MUJ-162,16	0	TR
BOOK REVIEW (COMMUNION)	HALL	MUJ-229,18	5	A
BOOK REVIEW (ENCYCLOPEDIA OF UFOS)	DAVIS	MUJ-155,14	0	H
BOOK REVIEW (ROAD TO THE STARS)	NEIDIGH	MUJ-145,14	0	
BOOK REVIEW (THE CRASH/RETR SYNDROME)	HALL	MUJ-145,10	6	R
BOOK REVIEW (THE ROSWELL INCIDENT)	MACCABEE	MUJ-162,11	6	R
BOOK REVIEW (UFO ABDUCTIONS)	STACY	MUJ-156,17	5	A
BOOK REVIEW (UFO PHEN & BEHAV SCIENTIST	SCHUESSLER	MUJ-146,18	0	
BOOK REVIEW (UFOS: THE GREATEST MYSTERY)		MUJ-152,11	0	
BOOK REVIEW: (TUJUNGA CANYON CONTACTS)	MATHEY	MUJ-155,13	5	A
BOOK REVIEW: CLEAR INTENT	BLETCHMAN	MUJ-193,17	0	D
BOOK REVIEW: UFOS: THE IMAGE HYPOTHESIS	CHALKER	MUJ-165,16	5	
BOOK REVIEW: UFOS: THE PUBLIC DECEIVED	HALL	MUJ-186,09	0	
BOOMERANG MYSTERY	IMBROGNO	84 SYMP,139	1	
BRAZIL STILL A UFO HOT SPOT	PRATT/LUCE	MUJ-285,03	1	F

BRAZILIAN BRIEFING	GRANCHI	MUJ-223,07	1	F
BRITISH & CANADIAN CROP CIRCLE LAYS	DEETKEN	MUJ-304,09	6	C
BRITISH GOV'T RELEASES UFO REPORTS		MUJ-195,11	1	F
BUDD HOPKINS REPLIES (DURANT/CORTILE)	HOPKINS	MUJ-303,06	5	A
BUDD HOPKINS: "LINDA" CASE	CORTILE	94 SYMP,238	5	A
BURDEN OF PROOF (SYMPOSIUM)	STACY	MUJ-208,03	0	SY
CAL REP (MAGNETIC ANOMALIES & FLIGHT-II)	DRUFFEL	MUJ-148,15	3	
CAL REP (NEW CALIFORNIA UFO PHOTOS)	DRUFFEL	MUJ-154,16	8	
CAL REP (OPEN LETTER TO CARL SAGAN)	DRUFFEL	MUJ-157,13	0	
CAL REP (REBUT FAILURE OF SCIENCE UFOLOG	DRUFFEL	MUJ-145,13	0	
CAL REP, MAGNETIC ANOMALIES & UFO FLIGHT	DRUFFEL	MUJ-147,16	3	
CAL REP- NIGHT ON A MOUNTAIN	DRUFFEL	MUJ-152,15	1	
CAL REP: ENTITY PHOTOS, PART I	DRUFFEL	MUJ-155,09	7	
CAL REP: ENTITY PHOTOS, PART II	DRUFFEL	MUJ-156,11	7	
CAL REPORT (CARL SAGAN, COSMOS & UFOS)	DeHERRERA	MUJ-158,15	0	
CALIFORNIA REPORT	DRUFFEL	MUJ-176,14	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-175,15	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-174,15	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-172,09	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-171,09	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-170,16	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-169,11	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-168,13	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-166,13	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-165,14	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-164,12	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-162,12	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-160,13	1	
CALIFORNIA REPORT	DRUFFEL	MUJ-167,9	1	
CAN WE LEARN SOMETHING FROM VULCAN?	WINKLER	MUJ-152,10	0	ASTR
CANADIAN CUT-UPS & CROP CIRCLES	STRAINIC	MUJ-301,03	6	C
CANADIAN LANDING CASE	CONWAY	MUJ-216,07	6	F
CANADIAN PHOTOS ANALYZED	SAINIO	MUJ-298,12	8	
CANADIAN UFO WAVE OF 1989	RUTKOWSKI	IUR-14-6,07	1	F
CANADIAN UFOLOGY	FRIEDMAN	MUJ-234,03	0	F
CANADIAN WAVE: AN ANALYSIS (1989)	RUTKOWSKI	IUR-15-4,06	1	F
CAR PACING, PILOT SIGHTING, BUZZING UFO	HALL	MUJ-164,06	11	
CARL HART AND THE LUBBOCK LIGHTS	RANDLE	IUR-18-5,17	8	
CARL SAGAN: A COMMUNICATION (COSMOS)	SPAULDING	MUJ-162,15	0	
CASE AGAINST ET	HYNEK	83 SYMP,118	7	E
CASE FOR E-T CONTACT	MANTLE	MUJ-206,09	7	E
CASE FOR ET: WITHIN MAINSTREAM SCIENCE	SWORDS	86 SYMP,018	7	E
CASH-LANDRUM CASE CLOSED?	SCHUESSLER	MUJ-222,12	10	
CASH-LANDRUM CASE HAMPERED	SCHUESSLER	MUJ-219,10	10	
CASH-LANDRUM CASE, INV OF HELIC ACTIVITY	SCHUESSLER	MUJ-187,03	10	
CASH-LANDRUM FILE: ISSUE OF GOV RESPONSI	SCHUESSLER	86 SYMP,175	10	
CASH-LANDRUM RADIATION CASE	SCHUESSLER	MUJ-165,03	10	
CASH-LANDRUM: SPECULAT ABOUT MED EFFECTS	SCHUESSLER	84 SYMP,108	10	
CATALOG OF EARLY CRASH CLAIMS	CLARK	IUR-18-4,11	6	R
CATTLE MUT THAT DEFY CONVENT EXPLANATION	ANDRUS	83 SYMP,122	4	M
CATTLE MUTE & IMAG CULPRITS: PSYCH PERSP	JORDAN	83 SYMP,101	4	M
CE-1 NR ASTORIA, OREGON	LONG	MUJ-167,15	1	
CE1 CASE IN BRAZIL	LUCE	MUJ-226,14	1	F
CE2 IN THE EASTERN URALS	HAINES	IUR-17-6,11	6	F
CE3 - AND CE2?	DRUFFEL	IUR-14-3,10	7	
CENTER FOR UFO STUDIES ACQUIRES NICAP	HALL	MUJ-168,06	0	
CENTER FOR UFO STUDIES CONFERENCE	HALL	MUJ-164,08	0	
CENTRAL EUROPEAN STUDIES	von LUDWIGER	MUJ-236,19	0	F
CHALLENGER MEMORIAL	SCHUESSLER	MUJ-215,03	0	
CHARACTERISTICS OF CE'S IN SPAIN	OLMOS	87 SYMP,N/P	1	F
CHARLES RIVER ICE RING	ROSENFIELD	MUJ-288,12	6	
CHESAPEAKE BAY CONN: IMPLIC CORP INVOLVE	OECHSLER	89 SYMP,147	0	
CHICAGO SYMPOSIUM A SUCCESS	STACY	MUJ-280,03	0	SY
CHILDHOOD ABDUCTION (PART II)	HOPKINS	MUJ-215,12	5	A
CHILDHOOD ABDUCTION?	HOPKINS	MUJ-214,15	5	A
CHILEAN OVERVIEW, A	HUNEEUS	MUJ-218,05	1	F
CHINA UFO RESEARCH	DONG	MUJ-155,08	0	F
CHURCHILL PAPERS, THE	MANTLE/BIRDSALL	MUJ-219,06	0	D
CIA DOCUMENTS SHOW UFO INTEREST	HALL	MUJ-146,16	0	D
CIA INVOLVEMENT: THE EARLY YEARS	STACY	MUJ-221,12	0	D
CIGAR-SHAPED OBJECT IN TEXAS		MUJ-195,14	1	
CIRCLES CIRCUMSPECT?	STACY	MUJ-304,03	6	C
CIRCLES OF NOTE: A CONTINUING BIBLIOGRAP	CHOROST	MUJ-276,14	6	C
CIRCLES OF SUMMER	STACY	MUJ-293,03	6	C
CIRCULAR ARGUMENTS	NOYES	MUJ-258,16	6	C
CIRCULAR EVIDENCE	ANDREWS	MUJ-243,11	6	C
CIVIL AND UNCIVIL WARS	CLARK	IUR-17-3,03	0	
CLAIMS IN QUESTION		IUR-18-2,04	5	A
CLOSE ENCOU-TER AT AOLUSA	CERNY	MUJ-195,03	1	
CLOSE ENCOUNTER AT ELIZABETH	WEBB	MUJ-256,13	1	
CLOSE ENCOUNTER THAT WASN'T	GORDON	MUJ-190,12	1	

CLOSE ENCOUNTER WITH POSSIBLE MT	ANDRUS	MUJ-197,10	5	A
CLOSE ENCOUNTERS IN WEST VIRGINIA	SPICKLER	MUJ-317,12	1	
CLOSE ENCOUNTERS OF 2ND KIND: PHYS TRACE	PHILLIPS	81 SYMP,093	6	
CLOSE ENCOUNTERS OF A FIREBALL KIND	SPICKLER	MUJ-265,13	0	AS
CLOSE, BUT NO SAUCER	TAFF	MUJ-277,03	5	A
COGNITIVE INTERVIEW	CULVER	UE,V2,#1	0	TR
COGNITIVE INTERVIEW, THE	CULVER	MUJ-316,11	0	TR
COMET HALLEY	WEBB	MUJ-216,13	0	ASTR
COMING OUT OF THE CLOSET	PAGE	MUJ-226,08	0	
COMMENTS ON DRUFFEL'S MERCURY THEORY	THOMAS	MUJ-200,12	3	
COMMENTS ON PHOTOGRAPHIC TRICKERY	MORRISON	MUJ-246,23	8	TR
COMMUNION: A READER'S GUIDE	SWORDS	MUJ-229,03	5	A
COMPLEAT SKEPTIC	RODEGHIER	IUR-13-5,01	0	
CONDON: TWENTY YEARS LATER	DELL'AQUILA	MUJ-251,03	0	H
CONFESSIONS OF A CROP CIRCLE SPY!	SCHNABEL	MUJ-295,04	6	C
CONFLICT OR COLLABORATION?	WHITING	MUJ-295,12	0	
CONFRONTATIONS: SCIENTIST'S SEARCH ET	VALLEE	MUJ-266,03	7	E
CONNECTING BY COMPUTER	KOMAR/THEER	MUJ-295,09	2	
CONTACT FROM PLEIADES IN FACT & FICTION	KORFF/MOORE	MUJ-173,03	0	F
CONTACTEE/ABDUCTEE PECULIARITIES	LEMING	MUJ-184,7	5	A
CONTINUING UFO DECEPT & CONFUSION SYNDR	CERNY	83 SYMP,169	0	D
CONTROLLERS, THE: PART I	CANNON	MUJ-270,03	0	
CONTROLLERS, THE: PART II	CANNON	MUJ-271,03	0	
CONVERSATION WITH BUDD HOPKINS	CLARK	IUR-13-6,04	5	A
CORRELATION BET UFO PHENOM & ENTITIES	PERISSE	87 SYMP,130	7	E
CORTILE CASE: MISSING EVIDENCE	DURANT	MUJ-303,04	5	A
COSTA RICAN UFO PHOTOGRAPH	HALL	MUJ-166,18	8	F
COULD LOOKALIKE UFONAUTS BE CLONES?	SWORDS	MUJ-189,05	7	E
COUNTDOWN TO REALITY	NORMAN	84 SYMP,023	0	F
COVER-UP NOW (UFO COVER-UP, LIVE!)	CLARK	IUR-13-5,03	0	
COVER-UP; WHAT GOVERNMENTS DO	STACY	MUJ-296,03	0	
COYNE CASE: CORRECTION & UPDATE	ZEIDMAN	IUR-14-2,17	11	
CRASH COURSE	DRUFFEL	MUJ-223,16	0	
CRASH/RETRIEVAL LID LIFTED? (SR II)	STRINGFIELD	MUJ-250,03	6	R
CRASH/RETRIEVALS: (SR V)	STRINGFIELD	MUJ-249,10	6	R
CRASHED SAUCERS, MJ-12 & THE DEBUNKERS	FRIEDMAN	92 SYMP,068	6	R
C:ASHED S¬UCERS: EVID IN SEARCH OF PROOF	MOORE	85 SYMP,130	6	R
CRASHED-SAUCER FORGERIES	NICKELL/FISCHE	IUR-15-2,04	6	R
CREDIBILITY OF UFO HYPOTHESES	CAMPBELL	MUJ-156,06	0	E
CREDIBILITY OF UFO HYPOTHESIS: CRITIQUE	STAFF	MUJ-161,05	0	E
CRITIC'S CORNER (ABDUCTIONS ABOUND)	WANDERER/DRUFFE	MUJ-177,16	5	A
CRITIC'S CORNER (ABDUCTIONS)	WANDERER	MUJ-172,15	5	A
CRITIC'S CORNER (ET OR NOT ET?)	WANDERER	MUJ-171,14	0	E
CRITIC'S CORNER (NESSIE & UFOS)	WANDERER	MUJ-176,17	0	F
CRITIC'S CORNER (REGRESSION)	WANDERER	MUJ-173,15	5	A
CRITICS CORNER: LESSONS OF NOVA	WANDERER	MUJ-178,15	0	
CRITIQUE OF THE BAILEY CASE	THOMAS	MUJ-187,11	7	
CROP CIRCLE AT MILAN, ILLINOIS	FISCHER	MUJ-279,05	6	C
CROP CIRCLE SAMPLING	LEVENGOOD &	MUJ-289,13	6	C
CROP CIRCLES IN THE U.S.S.R. ¬	AN¬RUS E	MUE-270,13	6	C
CROP CIRCLES: BRIEF HISTORY & OVERVIEW	STACY	91 SYMP,283	6	C
CROP CIRCLES: IS THERE A UFO CONNECTION?	WINGFIELD	94 SYMP,256	6	C
CROP CIRCLES: MYSTICAL VIEW	MIGLIORE	MUJ-278,03	6	C
CROP CIRCLES: PROP. PHYSICAL MEASUREMENT	WALES	MUJ-275,15	6	C
CRUISE MISSILE UFO DISAPPEARS	MACCABEE/SAINIO	MUJ-308,03	8	V
CRYPTOSNOBBERY	CLARK	IUR-17-6,03	0	
CUBE-SHAPED OBJECT TUMBLES ACROSS SKY		MUJ-189,16	1	
CUFOS GULF BREEZE POSITION: A RESPONSE	CUFOS/ED	MUJ-245,03	1	GB
CURRENT GULF BREEZE EVENTS	WALTERS	90 SYMP,072	1	GB
CURRENT ITALIAN SCENE	RUSSO	MUJ-204,15	1	F
CURRENT MEDIA ATTITUDES	SPEISER	MUJ-234,10	0	
CUTLER CORRECTION	MAECABEE E	MU+-243,20+	6	R
CYDONIAN HYPOTHESIS	BRANDENBURG &	89 SYMP,042	0	ASTR
DANGEROUS GAME REVIEWED	WEBB	MUJ-245,09	5	A
DAY UFOS FLEW OVER SAC HEADQUARTERS		MUJ-195,16	1	H
DAYLIGHT CLOSE ENCOUNTER	GORDON	MUJ-255,18	1	
DAYLIGHT DISC SEEN IN PHOENIX		MUJ-197,14	1	
DAYLIGHT DUMBELL	HAINES	IUR-14-5,12	1	
DEBUNKING, SOVIET STYLE	STONEHILL	IUR-16-2,15	0	F
DECEPTION ISLAND UFO SIGHTINGS	PERISSE	87 SYMP,142	1	F
DECEPTION, DISSOCIATION & ALIEN ABDUCTNS	SCHNABEL	MUJ-301,14	5	A
DEFENSE INTELLIGENCE AGENCY SEC. POSTER		MUJ-213,11	0	D
DEFINING THE BOUNDARIES	ALEXANDER	IUR-15-1,15	0	
DELIBERATE DECEPTION: BIG SUR UFO FILM	JACOBS, R.	MUJ-249,03	8	
DELPHOS REVISITED: PART II	ANDRUS	MUJ-213,14	6	
DELPHOS, KANSAS, CASE	PHILLIPS	MUJ-209,08	6	
DESERT SECRETS	AGGEN	MUJ-267,08	0	RD
DESIGNING FALSE REPORTS: ANOTHER EXAMPLE	LILJEGREN	MUJ-181,10	0	F
DETECTION & ANALYSIS OF AERIAL PHENOM	ELLISON	93 SYMP,113	3	
DIAMOND-SHAPED UFO IN PENNSYLVANIA	GORDON	MUJ-194,07	1	
DID A BALLOON CRASH AT ROSWELL?	SCHMITT/RANDL	IUR-15-4,04	6	R

DID UFO ABDUCT TWO U.S. FIGHTERS?	MARTIN	MUJ-261,20	11	D
DIFF BETWEEN PERCEPT OF UFOLOG AM & EURO	SPENCER	90 SYMP,036	0	F
DIFFERENT PICTURE	SAINIO	MUJ-294,14	8	
DISAPPEARANCE OF MARS OBSERVER	NORRIS	UE,V1,#10	0	AS
DISAPPEARANCE OF MARS OBSERVER PART II	NORRIS	UE,V1,#11	0	AS
DISC OBSERVED BY RUSSIAN SHIP IN 84	ROMANOV	IUR-18-3,17	1	F
DIX-McGUIRE UPDATED	STRINGF/HALL	MUJ-230,07	7	R
DO OUR SPY SATELLITES SEE UFOS?	REGEHR	MUJ-312,06	11	D
DO WE NOW HAVE TWO UFOLOGIES?	RANDLES	MUJ-240,10	0	
DOES THE ETH MAKE SENSE?	SWORDS	IUR-17-6,06	0	E
DON'T BOTHER ME WITH THE FACTS	RANDLE	IUR-18-1,16	6	R
DOODLEBUGS & LITTLE GREEN MEN	STACY	MUJ-209,03	6	R
DOUBT & DEVIOUSNESS IN UK CROP CIRCLES	KEEN	92 SYMP,037	6	C
DREAMLAND & THE CIA	BASIAGO	MUJ-291,10	6	RD
DUAL VICTIMS: THE ABUSED & THE ABDUCTED	LAIBOW	IUR-14-3,04	5	A
E-M EFFECTS ESTABLISHED UFO MYSTERY	HALL	MUJ-192,14	3	
EARTH-BASED UFOS	LEWIS	MUJ-191,16	1	
EARTHLIGHT ENIGMA	EVANS	MUJ-200,03	1	
EARTHLIGHTS REVELATION REVIEWED	NOYES	MUJ-263,15	1	
EARTHLIGHTS REVIEWED	LONG	MUJ-201,07	1	
EARTHLIGHTS: SCIENCE OR REVELATION?	LONG	IUR-15-3,13	1	
EAST COAST UFO IDENTIFIED	ANDRUS	MUJ-222,03	1	
ED WALTERS, THE MODELS & TOMMY SMITH	HUFFORD	MUJ-297,09	8	GB
EDITORIAL	STACY	MUJ-297,03	0	
EDUCATING MENTAL HEALTH PROFESSIONALS	CARPENTER	MUJ-302,18	5	A
ELECTRONIC HARASSMENT & ALIEN ABDUCTORS	LIVINGSTON	MUJ-307,04	5	A
ELEMENTARY, MY DEAR WATSON!	WHITEHURST	MUJ-246,15	7	E
ENCONTER OVER SIBERIA	HAINES	IUR-16-6,12	11	F
ENCOUNTER AT BLUFF LEDGE: UFO CASE HIST	WEBB	88 SYMP,018	1	
ENGLISH CROP CIRCLES	ANDREWS	91 SYMP,N/P	6	C
ENGLISH HOAX UPDATE	WINGFIELD	MUJ-284,18	6	C
ENID BRADY'S E-T CONTACT LEGACY	BRYANT	MUJ-179,12	7	E
ENQUIRER AND MUFON	ANDRUS	MUJ-192,16	0	
ENTITIES AT LA ROCHELLE	HIND	MUJ-183,06	7	F
ENTITIES: INITIAL FINDINGS, PART I	WRIGHT	MUJ-310,03	7	A
ENTITIES: INITIAL FINDINGS, PART II	WRIGHT	MUJ-311,03	7	A
ENTITY ENIGMA, THE	EVANS	84 SYMP,078	7	E
ENTITY SIGHTING IN MISSOURI	BEDELL	MUJ-282,18	7	
ESTIMATE OF THE SITUATION	CHRISTENSEN	MUJ-201,04	0	TR
ESTIMATE OF THE SITUATION 1984	SCHUESSLER	MUJ-191,03	0	TR
ET ARTIFACT TESTING	FRIEDMAN	MUJ-308,10	7	A
ET CONNECTION	STRINGFIELD	MUJ-294,12	7	
ET CONTACT: RELIGIOUS DIMENSION	DOWNING	90 SYMP,045	5	T
ET OR MT? RESPONSE TO KENNETH RING	WHITE	MUJ-255,08	5	A
ET PHONING - OR PHONY?	DOBBS	MUJ-179,06	0	E
ETH: A RE-EXAMINATION	TOUGH	MUJ-235,15	7	E
ETs: AN ECONOMY OF MEANS	REDDY	MUJ-217,06	7	E
EVALUATION OF MED INJURIES FROM CE'S	NIEMTZOW/SCHUES	MUJ-147,05	5	
EVIDENCE SUPPORTING UFO ABDUCT REPORTS	HOPKINS	85 SYMP,066	5	A
EXOPSYCHOLOGY	SCHUESSLER	MUJ-247,24	0	E
EXPAND PARAM OF ALIEN-HUMAN ABDUC AGENDA	TURNER	94 SYMP,019	7	A
EXPERIENCED ANAMALOUS TRAUMA: NEW DIRECT	LAIBOW	90 SYMP,100	5	A
EXPERIMENTERS' RESPONSE: IMAGINARY ABDUC	LAWSON/McCALL	MUJ-181,14	5	A
EXPERT VOUCHES FOR MJ-12 PAPERS	BLETCHMAN	MUJ-243,16	6	R
EXPLOSIVE BALL LIGHTNING	WEBB	MUJ-225,12	0	TR
EXTRAORDINARY DECADE (1980-1990)	CLARK	IUR-14-6,03	0	
EXTRAORDINARY ENCOUNTER HYPOTHESIS	ROJCEWICZ	MUJ-243,03	0	
EXTRATERRESTRIAL HYBRIDIZATION UNLIKELY	SWORDS	MUJ-247,06	7	E
EXTRATERRESTRIAL-PARAPHYSICAL CONTROVERS	HOPKINS	MUJ-153,03	5	A
F-16 RADAR TRACKS UFO	de BROSSES	MUJ-268,03	9	F
F-CLASS STARS AS EVOLUTION DRIVERS	AGGEN	MUJ-278,10	1	
FAITH, THEORY & UFOS	DOWNING	81 SYMP,035	0	T
FALL & RISE OF ET HYPOTHESIS	CLARK	88 SYMP,058	0	E
FALSE MEMORY SYNDROME	GOTLIB	MUJ-303,12	5	A
FAMILIAR ENTITY & DUAL REF IN LATENT ENC	NYMAN	MUJ-251,10	5	A
FANTASY-PRONE PERSONALITY HYPOTHESIS	BASTERFIELD	MUJ-309,16	5	A
FARISH'S ROLE IN RENDLESHAM	ANDRUS	MUJ-203,07	1	F
FATAL ENCOUNTER AT FORT DIX: CASE STUDY	STRINGFIELD	85 SYMP,041	7	R
FBI SPYING ON UFO RESEARCHERS?	BRYANT	MUJ-262,07	0	
FIELD INVESTIGATION	RIDGE	MUJ-217,16	0	TR
FIELD-INDUCTION MAGNETOMETER	PENNINGTON	MUJ-151,14	3	
FIFTY-SIX A/C PILOT SIGHTINGS INVOL E-M	HAINES	92 SYMP,101	3	
FILM REVIEW: FIRE IN THE SKY	TALARSKI	IUR-18-3,21	5	A
FINANCING NORTH AMERICAN UFO FEDERATION	ANDRUS	MUJ-187,15	0	
FIRE IN FOREST: NEW LIGHT ON RENDLESHAM	JAMISON	IUR-13-5,04	1	F
FIRST COLOR NIGHT PHOTOGRAPH	ANDRUS	MUJ-212,03	8	
FLARE SPARKS SIGHTING	WEBB	MUJ-221,16	1	TR
FLASHLIGHT IN THE FOREST	RIDPATH	MUJ-203,10	1	F
FLOATING UFOS	TAYLOR	MUJ-222,09	6	
FLORIDA FLURRY	WARE	MUJ-211,06	1	GB
FLORIDA PHOTO & CE III CASE	WARE/FLAN/ANDRU	MUJ-239,05	8	GB

FLORIDA SYMPOSIUM AIRS CONTROVERSEY	HUNEEUS	MUJ-269,08	0	
FLYING SAUCER FASCISM	CLARK	IUR-14-4,03	0	
FLYING SAUCER TECHNOLOGY	FRIEDMAN	80 SYMP,139	3	
FLYING SAUCERS vs. UFOS	STACY	MUJ-303,03	0	H
FLYING SAUCERS, NOISY NEGATIVSTS & TRUTH	FRIEDMAN	85 SYMP,097	0	E
FLYING WINGS & DEEP DESERT SECRETS	HAMILTON	MUJ-271,15	0	RD
FOGARTY ON KLASS: A COMMENT	ZEIDMAN	MUJ-160,10	0	
FOO-FIGHTERS: THE STORY SO FAR	ROBERTS	MUJ-240,03	1	H
FORBIDDEN SCIENCE: UFO PHEN & RESEARCH	VALLEE	92 SYMP,055	0	
FOREWARD TO SECRET LIKE	MACK	MUJ-287,08	5	A
FORMER COMBAT PILOT SEES OBJECT 3 TIMES		MUJ-191,12	1	
FORT WORTH P. CONF:J.BOND JOHNSON CONN	SCHMITT/RANDL	IUR-15-6,05	6	R
FORT WORTH, JUL 8, 1947: COVER-UP BEGINS	SCHMITT/RANDLE	IUR-15-2,21	6	R
FORTUNE PHOTO REVISITED	WEBB	IUR-18-5,14	8	
FORTY YEARS OF UFOLOGY IN SWEDEN	KUHLEMANN	87 SYMP,155	1	F
FORTY YEARS OF UFOS	DELL'AQUILA	MUJ-215,13	0	H
FORUM ON MJ-12	TODD/RODEG/GRE	IUR-15-3,15	6	R
FREDERICK VALENTICH ENCOUNTER UPDATE	NORMAN	MUJ-174,08	11	F
FRENCH ABDUCTION CASE		MUJ-145,07	5	A
FRENCH ABDUCTION FILE	MESNARD	MUJ-309,03	5	A
FRENCH FLAP IGNORED	SIDER/SCOTT	MUJ-289,03	1	F
FRINGE COVERAGE: A REVIEW	STACY	MUJ-251,16	0	
FROM ARNOLD TO HYNEK: END OF AN ERA	JACOBS	87 SYMP,118	0	H
FROM DESK OF STANTON T. FRIEDMAN	FRIEDMAN	IUR-15-6,03	6	R
FURTHER EVIDENCE LINK AN. MUTE & ABDUCT	HOWE	91 SYMP,133	4	M
FURTHER NOTES ON CANAL ZONE RADAR CASE	GREENWELL	MUJ-159,14	9	F
FUTURE OF UFOLOGY	HALL	IUR-18-5,07	0	TR
FYFFE AL EXPERIENCE	BAKER	90 SYMP,085	1	
GEPAN'S GUIDE TO UFO SIGHTINGS		MUJ-194,15	0	F
GEPAN'S MOST SIGNIFICANT CASE		MUJ-193,03	6	F
GERALD ANDERSON: DISTURBING REVELATIONS	CARPENTER	MUJ-299,06	7	R
GERALD ANDERSON: TRUTH VS. FICTION	CARPENTER	MUJ-281,03	6	R
GERMAN HYPOTHESIS, THE	MORRISON	MUJ-182,06	0	E
GERMAN UFO LIT NEEDS TRANSLATION	SINCLAIR	MUJ-160,11	0	F
GET INVOLVED & MAKE A DIFFERENCE!	HAINES	MUJ-317,14	0	
GI FIRES ON UFO IN KOREA	HAINES	IUR-15-6,23	6	
GLOBAL UFOLOGY-WORLDWIDE CASES, POLICIES	HUNEUUS	92 SYMP,173	0	F
GLOWING CLOUDS COURTESY NASA	GORDON	MUJ-214,10	0	TR
GLOWING SPHERE OBSERVATION	PHILLIPS	MUJ-143,10	1	
GOD HYPOTHESIS, THE	DOWNING	MUJ-246,10	0	T
GOING AROUND IN CIRCLES	TALARSKI	IUR-17-4,04	6	C
GOVERNMENT HARASSMENT: MUFON PRESS REL	BLETCHMAN	MUJ-250,13	0	
GOVERNMENT UFO CONNECTIONS	JONES	91 SYMP,173	0	F
GREAT BALLS OF FIRE	DAVIES	MUJ-240,06	1	
GREAT MARTIAN SCARE	SMITH	MUJ-219,03	0	F
GREAT SOVIET UFO COVER-UP: PART I	OBERG	MUJ-176,06	0	F
GREAT SOVIET UFO COVER-UP: PART II	OBERG	MUJ-177,06	0	
GREEN FIREBALLS	AGGEN	MUJ-271,10	1	AS
GREEN LIGHT OVER MANSFIELD	ZEIDMAN	IUR-13-6,13	11	
GREENISH GLOWING LIGHT SEEN IN PA & NJ	GORDON	MUJ-191,11	1	
GREENVILLE SIGHTINGS	CRAWFORD	MUJ-262,11	1	
GSW PHOTOANALYSIS	ADRIAN/SPAULDNG	MUJ-237,12	8	F
GUIDE TO SOME NATURAL GROUND MARKINGS	BASTERFIELD	MUJ-194,14	6	C
GULF BREEZE CE III- PART II	WARE/FLAN/ANDRU	MUJ-241,11	1	GB
GULF BREEZE CE III- PART III	WARE/FLAN/ANDRU	MUJ-242,12	1	GB
GULF BREEZE LIGHTS	MACCABEE	IUR-17-1,04	1	GB
GULF BREEZE LIGHTS	HUFFORD	IUR-17-1,11	1	GB
GULF BREEZE PHOTOGRAPHS	HYZER	MUJ-291,03	8	GB
GULF BREEZE RUFOS	OVERALL	IUR-17-2,14	1	GB
GULF BREEZE SIGHTINGS REVIEW		MUJ-262,12	1	GB
GULF BREEZE SUPPLEMENT	WARE/FLAN/ANDRU	MUJ-240,13	1	GB
GULF BREEZE UFO PHOTO ANALYZED	MACCABEE	MUJ-314,03	8	
GULF BREEZE UPDATE	WRIGHT	MUJ-274,08	1	GB
GULF BREEZE WITHOUT ED	MACCABEE	91 SYMP,185	1	GB
GULF BREEZE, FL, PART IV	WARE/FLAN/ANDRU	MUJ-243,09	1	GB
GULF BREEZE, FL, PART V	WARE/FLAN/ANDRU	MUJ-244,06	1	GB
GULF BREEZE: BALANCING THE SCALE	HALL/SMITH	MUJ-248,03	1	GB
GULLIBILITY & OTHER ERRORS	CLARK	IUR-14-3,03	0	
GUNSHOT WOUND FROM AN ALIEN?	GORDON	MUJ-189,07	7	
HARVESTING USEFUL DATA FROM CROP CIRCLES	RUTKOWSKI	IUR-16-2,16	6	C
HAS SCIENCE SOMETHING TO DO WITH UFOS?	PETIT	91 SYMP,039	0	F
HATCH ENIGMA	RANDLE/SCHMITT	IUR-18-2,18	6	R
HAUNTING OF KITLEY WOODS- ONGOING SAGA	HOPKINS	84 SYMP,167	5	A
HEALTH EFFECTS: A RESPONSE	PERSINGER	MUJ-249,17	3	
HELICOPTERS, UFOS, AND THE PSYCHE	STILLINGS	MUJ-231,03	0	
HELPING ABDUCTEES	MACK	IUR-17-4,10	5	A
HERR LINKE & FLYING WARMING PAN	BLOECHER	MUJ-153,06	1	F
HESSDALEN PHOTOGRAPHS	ODD/GUN/ROED	MUJ-237,11	8	F
HESSDALEN: AN INTRODUCTION	STACY	MUJ-237,03	0	F
HIDING THE HARDWARE	MACCABEE	IUR-16-5,04	6	R
HIGH STAKES	CLARK	IUR-16-3,03	0	

HIGH STRANGENESS IN COLORADO VALLEY	CLEMENS	MUJ-313,13	1	
HIGHER DIMENSIONS	EDEN	MUJ-205,08	0	
HIST & CULTURAL INTERP OF UFOS S. AFRICA	HIND	87 SYMP,039	1	F
HISTORICAL NOTES: THOMAS MANTELL	JONES	MUJ-264,18	11	H
HISTORICAL SURVEY OF UFO CASES IN CHILE	HUNEEUS	87 SYMP,180	1	F
HISTORY LESSON	CLARK	IUR-18-3,03	0	H
HISTORY OF G/B, FL SIGHTING EVENTS	MACCABEE	88 SYMP,113	1	GB
HISTORY OF UFO REPORTS IN CANADA	FRIEDMAN	87 SYMP,N/P	1	F
HOAXER & THE HOAXED	CLARK	IUR-17-4,03	6	R
HOAXES AND AWHOLE LOT MORE	STACY	MUJ-277,09	6	C
HOLY COMMUNION?	DOWNING	MUJ-228,08	5	T
HOUSE OF CARDS: BUTLER/HANSEN/STEFULA CR	HOPKINS	IUR-18-2,08	5	A
HOW TO BUILD MODEL UFOS	LaPORTE	MUJ-152,08	8	TR
HOW TO MAKE AN ALIEN	BULLARD	IUR-14-6,10	7	E
HOW TO MAKE YOUR OWN GULF BREEZE PHOTOS	UTRECHT	IUR-14-3,20	8	GB
HOW TO MEASURE A CIRCLE	KINGSLEY	MUJ-278,09	6	C
HUGE SAUCER OVER PENNSYLVANIA	CRAIN	MUJ-200,06	1	
HUM'N'WHISTLE A UFO TUNE	McCAMPBELL	MUJ-202,14	0	
HUMAN FACTORS IN UFO SIGHTINGS	WESTRUM	81 SYMP,060	0	
HUMAN-ALIEN CONTACT AS META-LEVER/HISTOR	LINDEMANN	94 SYMP,049	0	E
HUMANOID CASE WITH MESSAGE	HALL	MUJ-143,12	7	E
HUMANOID ENCOUNTER	WESTRUM	MUJ-215,14	7	E
HUMANOID REPORT FROM CHICAGO, IL	BLOECHER	MUJ-159,09	7	E
HUNTER SIGHTS UFO IN N. CALIFORNIA	CERNY	MUJ-151,13	1	
HUNTERS FIND MORE THAN THEY BARGAINED	HAGLUND	MUJ-192,08	1	
HYBRID THOUGHTS	JACOBS	MUJ-250,10	7	E
HYBRIDIZATION QUESTION	VALLEE	MUJ-290,11	7	
HYNEK'S LAST WISH FOR UFOLOGY	CHRISTENSEN	88 SYMP,012	0	
HYPERSPACE (VIRTUAL STATE) ENGINEERING	BEARDEN	80 SYMP,104	3	
HYPNOSIS & CREATIVITY IN ABDUCTION REPS	CARLOS	MUJ-296,12	5	A
HYPNOSIS VERSUS UFO REALITIES	NELSON	MUJ-148,03	5	A
HYPOTHESIS OF RETICULIAN INTENTIONS	BRANDENBURG	MUJ-269,11	0	E
HYPOTHETICAL PLAN FOR CRASH/RETRIEVAL	BERLINER	89 SYMP,069	6	R
HYSTERIA & UFOS- IS THERE A CONNECTION?	SWORDS	MUJ-196,17	5	
I REMEMBER BLUE BOOK	ZEIDMAN	IUR-16-2,07	0	H
IMAGERY & CLOSE ENCOUNTERS	BASTERFIELD	MUJ-162,03	0	
IMPLANT ENIGMA, THE	SCHUESSLER	MUJ-266,18	5	A
IMPLANT ENIGMA, THE: PART II	SCHUESSLER	MUJ-269,14	5	A
IMPLANTS	BASTERFIELD	IUR-17-1,18	5	A
IMPOSSIBLE TESTIMONY OF JANET KIMBALL	SMITH	IUR-18-2,06	5	A
IN DEFENSE OF MEMORY	KERTH	IUR-17-3,15	5	A
IN THE BLACK (OUT THERE)	RODEGHIER	IUR-15-5,09	6	D
IN THE LAND OF DREAMS	CAMERON/CRAIN/	IUR-15-5,04	6	RD
INFERNAL UFOS: BIGGER INSIDE THAN OUT?	KULIKOWSKI II	MUJ-313,09	5	A
INFLUENCE OF HYPNOSIS IN INV OF ABDUCTNS	WEBB	85 SYMP,087	5	A
INFORMATION OR MISINFORMATION?	HARDER	MUJ-270,09	0	
INNOCENT ON ALL COUNTS	MOORE	IUR-15-2,17	0	
INSIDE BUILDING 263: VISIT TO BLUE BOOK	WEBB	IUR-17-5,03	0	H
INSIGHTS FROM STUDYING GROUPS OF UFOS	HAINES	94 SYMP,153	2	
INSIGHTS INTO ANCIENT ASTRONAUT THEORY	PHILLIPS	91 SYMP,079	7	E
INSTR SENSING, RECORDING, & DOC OF T.P.	STANFORD	80 SYMP,151	3	
INTERNATIONAL DIRECTOR VISITS MIDW GPS	ANDRUS	MUJ-187,16	0	
INTERSTELLER SPACEPORTS & TRANS SYSTEMS	HOLT	86 SYMP,081	3	RD
INTERVIEW WITH ARTHUR C. LUNDAHL (CIA)	HUYGHE	MUJ-144,03	0	D
INTERVIEW WITH BOB LAZAR	KIRBY	MUJ-306,08	3	RD
INTERVIEW WITH DR. J. ALLEN HYNEK	STACY	MUJ-202,03	0	
INTERVIEW WITH JACQUES VALLEE	STRAND	MUJ-241,03	0	
INTERVIEW WITH JESSE MARCEL, JR., M.D.	FISCHER	MUJ-279,08	6	R
INTO THE MYSTIC	CLARK	IUR-18-5,03	0	
INTRUDERS: A REVIEW	HALL	MUJ-230,16	5	A
INTRUDERS: UFO ABDUCTIONS	HOPKINS	MUJ-227,03	5	A
INVENTION OF A GULF BREEZE UFO	BECKER	IUR-17-2,19	1	GB
INVESTIGATOR'S JIGSAW	WRIGHT	MUJ-209,04	0	TR
INVISIBILITY & THE UFO ABDUCTN PHENOM	HOPKINS	93 SYMP,182	5	A
INVISIBLE UFO	RIDGE	MUJ-212,15	5	A
INVISIBLES, THE	WHITEHURST/CRAW	MUJ-245,05	9	
IS THIS ADAMSKI'S SAUCER?	ECKHARDT	MUJ-219,04	8	H
ITALIAN GOVERNMENT REPORT	NEWS	MUJ-146,15	0	F
ITALIAN SCENE, 1947-1987: A ROUND UP	PINOTTI	87 SYMP,013	1	F
ITALIAN UFO WAVE OF 1978	HALL	MUJ-153,12	1	F
JACQUES VALLEE & JOSEPH CAMPBELL	CASTEEL	MUJ-287,13	0	
JAL SIGHTING UPDATE	ANDRUS	MUJ-227,04	9	
JAL: KLASS DISPUTED	WHITEHURST	MUJ-235,12	9	
JAPANESE VIDEO BAFFLES EXPERTS	SAINIO	UE,V1,#7	8	V
JESSE MARCEL & ROSWELL INC: AN EXCHANGE	ALLAN/RANDLE	IUR-18-3,13	6	R
JINDABYNE "ABDUCTION"	MORAVEC	MUJ-238,13	5	A
JOIN THE CAMPAIGN TO LIFT SECRECY LID		MUJ-190,06	0	
JOURNAL'S ADIEU TO BAILEY PHOTOS	DRUFFEL	MUJ-189,09	7	
KAL KORFF & MEIER HOAX: RESPONSE PART 2	STEVENS	MUJ-165,11	8	F
KAL KORFF & MEIER HOAX: RESPONSE PT.1	STEVENS	MUJ-164,03	8	F
KECKSBURG CRASH UPDATE	GORDON	MUJ-258,03	6	R

KECKSBURG UFO CRASH	GORDON	MUJ-274,03	6	R
KECKSBURG UFO CRASH	GORDON	MUJ-257,03	6	R
KECKSBURG UFO SEEN AT A.F. BASES	SANTUS	MUJ-274,06	6	R
KENDALL COUNTY SIGHTING (IL)	ZAVODNY	MUJ-246,25	1	
KENNETH ARNOLD REVISITED	LONG	MUJ-230,03	0	H
KENNETH ARNOLD: UFO PIONEER	LONG	MUJ-165,07	11	H
KENTUCKY CHOPPER CASE	RUTHERFORD	MUJ-302,09	11	
KIRTLAND LANDING	MACCABEE	MUJ-204,09	1	D
KLASS & FRIEDMAN DEBATE	STACY	MUJ-160,03	0	
KLASS CONCERNS	HOPKINS	MUJ-235,13	5	A
KLASSICAL ENCOUNTER, A	FOGARTY	MUJ-157,07	0	
KUDOS FOR KENNETH RING	KAHN	MUJ-255,06	5	A
LA PAZ, ROSWELL & GREEN BALLS	TODD	MUJ-315,03	6	R
LAB RESULTS OF 1966 SWAMPGAS CASE		MUJ-195,12	1	
LAND WITHOUT FREEDOM	RANDLES	MUJ-223,12	0	F
LANDING OF BARRE-DES-CEVENNES	TYRODE	MUJ-144,06	6	F
LANGENBURG, 1974: CLASSIC CE-2 & CCIRCL	TIMMERMAN	IUR-17-2,04	6	C
LAST DECADE?	CLARK	IUR-15-2,03	1	
LATENT ENCOUNTER EXPERIENCE MODEL	NYMAN	MUJ-242,10	5	A
LAW OFFICER REPORTS CEII INCIDENT	GORDON	MUJ-253,10	5	
LEGEND OF THE SPITSBERGEN SAUCER	BRAENNE	IUR-17-6,14	6	R
LENTICULAR CLOUD IN MALAYSIA	JAMALUDIN	MUJ-183,17	1	F
LET THE DEBATE BEGIN	CLARK	IUR-15-1,03	0	
LET US NOW PRAISE ED RUPPELT	CLARK	IUR-16-5,03	0	H
LETTER FROM BRAZIL	PRATT	MUJ-232,14	0	F
LETTER FROM CHINA	DONG	MUJ-154,07	0	F
LETTER TO CARL SAGAN	HOPKINS	IUR-18-1,15	5	A
LETTERS: KLASS VS. HALL		MUJ-188,12	0	
LIFE NOT SO LONELY	SWORDS	MUJ-253,16	0	ASTRO
LIGHT AT THE END OF THE TUNNEL	CORTILE	MUJ-302,12	5	A
LIGHT PUZZLE IN PERTH, AUSTRALIA	UFORA	MUJ-196,09	1	
LIGHT SHOW OVER LANCASTER	HAMILTON	MUJ-286,03	1	
LIGHT YEARS: AN OPEN LETTER	KINDER	MUJ-228,03	0	
LIGHT-BENDING CASE	CHALKER	MUJ-145,17	3	F
LIGHTS, AIRCRAFT PUZZLE POLICE	BOECHE	MUJ-183,03	1	
LINDA CORTILE ABDUCTION CASE	HOPKINS	MUJ-293,12	5	A
LITTLE PHYSICS...LITTLE FRICTION (CONDON	WOOD	IUR-18-4,06	3	RD
LLANO LIGHTS	ANDRUS	MUJ-198,08	1	
LONELINESS OF LONG DISTANCE RUNNER	STACY	MUJ-307,03	0	
LONELY LIFE OF A DOUBLE PLANET	PEARSON	MUJ-247,03	0	AST
LONG-DISTANCE RUNNER: PART II	STACY	MUJ-308,12	0	TR
LONG-TERM EFFECTS OF CLOSE ENCOUNTERS	DECKER	MUJ-229,08	5	
LOONEY A LOOK: CROP CIRCLES W. MANITOBA	RUTKOWSKI	IUR-17-5,09	6	C
LOSING A BATTLE WHILE WINNING THE WAR	HOPKINS	MUJ-314,10	5	A
LOST BLUE BOOK RECORDS SURFACE	GREENWOOD	MUJ-307,11	1	D
LUMINOSITY REPORTS	NOYES	MUJ-304,06	6	C
MACHINELIKE UNDERGROUND SOUNDS & UFO PHE	LONG	IUR-16-6,03	6	
MAGNETIC ANALYSIS OF CAR LIFTS	WILLSEY	MUJ-246,17	3	
MAGNETIC MOMENT: A REVIEW	THOMAS	MUJ-258,13	3	
MAJ. DONALD E. KEYHOE: AN APPRECIATION	HALL	MUJ-250,12	0	
MAJESTIC & MOORE: NOT GUILTY!	SIDER	MUJ-256,14	6	R
MAJESTIC 12	MOORE	MUJ-231,10	6	R
MANSFIELD HELICOPTER CASE	ZEIDMAN	89 SYMP,012	11	
MANTELL DIARY, A	CRAIN	MUJ-217,09	11	H
MARFA LIGHTS, THE	STACY	MUJ-235,03	1	
MARINE LIGHT WHEELS	HENDRICKSON	MUJ-227,06	1	
MARS FEATURES REVIEWED	DOUGLASS	MUJ-253,19	0	AS
MASS HYSTERIA & MW SIGHTINGS, PART II	SWORDS	MUJ-197,16	1	
MASSACHUSETTS FORUM	WEBB	MUJ-211,08	0	
MASSACHUSETTS MUFON FORUM	WEBB	MUJ-199,03	1	
MATTER OF ETHICS	JACOBS	IUR-18-2,15	5	A
McDIVITT SIGHTING	OBERG	MUJ-213,05	8	
McDIVITT SIGHTING: PART II	OBERG	MUJ-214,03	8	
MEDICAL EVIDENCE IN UFO CASES	SCHUESSLER	85 SYMP,078	5	
MEDICAL INJURIES CATALOG	SCHUESSLER	MUJ-166,07	5	
MEDICAL INJURY PROTOCOL	NEA	MUJ-225,14	5	
MEDJUGORJE UO	MACCABEE	IUR-17-2,12	8	F
MEIER CASE	DEARDOFF	MUJ-211,01	8	F
MEIER INCIDENT, THE: INFAMOUS HOAX	KORFF	MUJ-154,03	8	F
MEMORIES OF LOOKOUT: UFOS ON YAKIMA RESV	LONG	MUJ-170,07	1	
MEN IN BLACK	ROJCEWICZ	MUJ-263,03	7	MIB
MENTAL CQ AND PHYCHOLOG DISTURB: PART I	MORAVEC	MUJ-180,09	5	
MENTAL CQ AND PSYCHOLOG DISTURB: PART II	MORAVEC	MUJ-181,07	5	
MENZEL MYSTERY	ANDRUS	MUJ-233,15	6	R
MERCURY- POSS CLUE TO UFO PROPUL PART II	DRUFFEL	MUJ-197,12	3	
MERCURY- POSS CLUE TO UFO PROPULSION	DRUFFEL	MUJ-196,15	3	
MESSAGE FROM THE AIR FORCE?	CERNY	MUJ-159,18	0	H
METEOR CONNECTION	SCHOENHERR	MUJ-205,06	0	ASTR
MICHIGAN STATE SYMPOSIUM	ANDRUS	MUJ-220,03	0	SY
MICHIGAN VISUAL & RADAR SIGHTINGS	COYNE	MUJ-317,08	9	
MIDDLETON HUMANOIDS AFFAIR	WEBB	MUJ-143,07	7	E

MIDWEST CROP CIRCLES	AGGEN	MUJ-272,15	6	C
MILITARY SECRECY: SAILORS, SOLDIERS, AIR	HALL	MUJ-153,04	0	
MIND-BODY PROBLEM & UFO RESEARCH	HANSEN	MUJ-163,11	0	E
MINNESOTA CE-III	McNEFF	MUJ-220,09	7	
MINNESOTA PHYSICAL EVIDENCE ANALYZED	HALL	MUJ-146,11	6	
MIRACLES IN MEDJUGORJE	MIGLIORE	MUJ-268,13	1	F
MISSING EMBRYO/FETUS SYNDROME	NEAL	92 SYMP,213	5	A
MISSING FETUS CASE SOLVED	DRUFFEL	MUJ-283,08	5	A
MISSING TIME	RANDLE/SCHMITT	IUR-17-4,21	6	R
MISSING TIME AS MISSING LINK	SCHMIDT	MUJ-184,06	5	A
MISSING TIME: PSYCHOLOGIST EXAMINES EVID	CLAMAR	81 SYMP,076	5	A
MISSOURI WAVE	BEDELL &	MUJ-289,15	1	
MIXED MESSAGE	CARPENTER	MUJ-260,20	5	A
MJ-12 & PHIL KLASS: WHAT ARE THE FACTS?	MOORE/FRIEDMAN	88 SYMP,205	6	R
MJ-12 INFORMANT, AN	CRAIN	MUJ-261,15	6	R
MJ-12 JURY STILL OUT	CLARK	MUJ-235,09	6	R
MJ-12 MAGIC ACT	GREENWOOD	MUJ-236,10	6	R
MJ-12 REBUTTAL	TODD	MUJ-261,17	6	R
MJ-12: AN OPEN LETTER	MOORE	MUJ-249,08	6	R
MJ-12: FACTS, Q&A	HASTINGS	MUJ-254,03	6	R
MJ-12: JURY STILL OUT	FRIEDMAN	IUR-15-2,13	6	R
MJ-12: REBUTTING A "REBUTTAL"	FRIEDMAN	MUJ-264,07	6	R
MJ-12: THE FBI LINK	REDFERN	UE, V1,#10	0	D
MODERN BIOLOGY AND ET HYPOTHESIS	SWORDS	91 SYMP,050	5	E
MONTANA MOVIE	LEMING	MUJ-223,10	8	
MORE ON BETTY HILL	LaPORTE	MUJ-220,12	5	A
MORE ON BRAZILIAN OVNIS	SMITH	MUJ-221,04	11	F
MOST SIGNIFICANT SIGHTINGS IN GERMANY	IIOBRAND/LUDWIG	93 SYMP,239	1	F
MOTHER & CHILD TEXAS ABDUCTION CASE	WILLIS	MUJ-167,3	5	A
MOVIE REVIEW ("HANGER 18")	MATHEY	MUJ-151,16	6	R
MOVIE REVIEW (HANGER 18)	DAVIS	MUJ-156,15	6	R
MOVING LTS, DISCS, ANIMAL MUT IN AL	HOWE	93 SYMP,026	4	M
MUFON - WORLD LEADER IN UFOLOGY	SCHUESSLER	94 SYMP,173	0	
MUFON AMATEUR RADIO NET REPORT	DOBBS	MUJ-244,11	0	
MUFON FEATURED ON NATIONWIDE BROADCAST		MUJ-157,03	0	
MUFON INTERNATIONAL ACTIVITIES	SINCLAIR	MUJ-171,15	0	F
MUFON PHYSICAL TRACE RESEARCH GROUP	PHILLIPS	MUJ-144,16	6	
MUFON VERSUS THE NEW AGE	GARNER	MUJ-308,13	0	TR
MUFON'S CONCLUSIONS ON THE WALTERS CASE	ANDRUS	MUJ-297,12	8	GB
MUFON-NC 4TH ANNUAL TRAINING CONFERENCE	FAWCETT	MUJ-150,18	0	
MUFON-NC SYMPOSIUM	HALL	MUJ-185,12	0	
MUFON-NORTH CAROLINA UFO CONFERENCE	HALL	MUJ-173,08	0	
MULTIPLE ABDUCTIONS IN CANADA: PART I	FENWICK	MUJ-183,10	5	A
MULTIPLE ABDUCTIONS IN CANADA: PART II	FENWICK	MUJ-184,03	5	A
MULTIPLE WITNESS SIGHTING STRUCTURED UFO	SEIFRIED	MUJ-173,11	1	
MULTIPLE- WITNESS PHOTO CASE	STANFORD	MUJ-196,10	8	
MUNDRABILLA INCIDENT, THE	ANDRUS	MUJ-239,16	6	F
MUNDRABILLA INCIDENT- PART II	ANDRUS	MUJ-240,14	6	F
MUTE EVIDENCE REVIEWED	WANDERER	MUJ-205,14	4	M
MUTE EVIDENCE REVISITED	SEIFRIED	MUJ-212,13	4	M
MUTILATED REALITY	CLARK	IUR-17-1,03	4	M
MYSTERIOUS AIRSHIPS: A COMMENT	BERLINER	MUJ-169,07	1	H
MYSTERIOUS AIRSHIPS: COMMENTARY II	WINKLER	MUJ-172,14	1	H
MYSTERY METEORS	GORDON	MUJ-223,08	0	AS
N. CALIFORNIA UFO FLURRY	HALL	MUJ-167,8	1	
NATIONAL ARCHIVES MJ-12 RESPONSE	NAT ARCHIVES	MUJ-233,17	6	R
NATIONAL UFO CONFERENCE	ANDRUS	MUJ-220,14	0	
NATIONAL UFO INFORMATION WEEK	CHRISTENSEN	MUJ-210,05	0	
NATURE'S CROP CIRCLES, NATURE'S UFOS	RANDLES	IUR-16-3,14	6	C
NEBRASKA CONFERENCE		MUJ-188,03	0	
NEED FOR SKEPTICS	RIGG	MUJ-246,13	0	TR
NEUROPSYCHOLOGICAL ASPECTS OF VISITR EXP	PERSINGER	MUJ-247,10	3	
NEVER TO HAVE REASONED AT ALL	BULLARD	IUR-14-1,13	0	
NEW BRUNSWICK CLOSE ENCOUNTER	WEBB	MUJ-262,09	1	
NEW DIRECTOR OF PUBLICATIONS & MUJ ED		MUJ-198,04	1	
NEW MODEL OF INVESTIGATION: PART I	SPENCER	MUJ-257,06	5	A
NEW MODEL OF INVESTIGATION: PART II	SPENCER	MUJ-258,06	5	A
NEW PHYSICAL EVIDENCE CASES IN AUSTRALIA	BASTERF/CHALKER	MUJ-156,03	9	F
NEW PROTOCOL FOR ABDUCTION RESEARCH	ALEXANDER	MUJ-307,07	5	A
NEW REVELATIONS FROM ROSWELL	SCHMITT	90 SYMP,154	6	R
NEW ROSWELL REVELATIONS: GENERAL SPEAKS	SHANDERA	MUJ-273,12	6	R
NEW VIEW ON PLEIADES	HALL	MUJ-150,08	0	ASTR
NEW WITNESS TO SAN AGUSTIN CRASH	O'BIEN	MUJ-275,03	6	R
NEW YORK CROP CIRCLE INVESTIGATION	CORMIA	MUJ-313,16	6	C
NEW YORK TIMES OBITUARY	NYT	MUJ-217,03	0	H
NEW YORK UFO TOWN-HALL MEETING	BRYANT	MUJ-198,05	1	
NEW ZEALAND ENTITY REPORTS	BASTERFIELD	MUJ-177,04	7	F
NEW ZEALAND R/V FILM CASES, PART II	MACCABEE	MUJ-147,07	9	F
NEW ZEALAND R/V-FILM CASES, PART I	MACCABEE	MUJ-146,03	9	F
NICAP AND LESSONS FROM THE PAST	HALL	IUR-17-3,17	7	
NICAP IS VERY MUCH ALIVE	ANDRUS	MUJ-194,19	0	H

NICAP: THE BITTER TRUTH	HALL	MUJ-145,11	0	
NIGHT NORAD WENT ON TOP ALERT	RIDGE	MUJ-192,05	9	
NIGHT SEIGE	IMBROGNO	MUJ-232,12	0	
NINE AMATEUR ASTRONOMERS OBSERVE UFO	KREMJL	MUJ-190,03	1	F
NL ON YAKIMA INDIAN RESERVATION	LONG	MUJ-184,08	1	
NORTH CAROLINA UFO	FAWCETT	MUJ-215,05	3	
NORTH CAROLINA UFO CONFERENCE	HALL	MUJ-161,03	0	
NORTHERN LIGHTS	EVANS	MUJ-185,08	0	TR
NOT-SO-MYSTERIOUS AIRSHIPS OF 1896-97	WINKLER	MUJ-169,03	1	H
NOTE ON TRAVIS WALTON EXPERIENCE	NELSON	MUJ-159,08	5	A
NOTES ON TIME TRAVEL	JACOBS	IUR-16-4,21	0	TT
NOVA: DIRECTOR'S OPEN LETTER	ANDRUS	MUJ-175,03	0	
NOVA: GUEST EDITORIAL	HYNEK	MUJ-175,04	0	
OBLONG UFO LANDS ON WATER	SCHUESSLER	MUJ-178,11	6	
OBSERVATIONS OF A RARE ASTRONOM PHENOM	STACY	MUJ-166,11	0	ASTR
OBSERVATIONS ON THE INACCESSIBLE CASES	LEET	MUJ-148,13	0	
OCCULTNESS & AMBIGUITY	DEARDOFF	MUJ-236,05	8	F
OF A FIRE IN THE SKY	BRILLIANT	MUJ-298,03	7	
OHIO FLAP	DELL'AQUILA	MUJ-249,15	1	
OLD FLYING WING WITH CHRISTMAS LIGHTS	LONG	MUJ-188,13	1	
ON MASS PANIC & OTHER FAVORITE MYTHS	HALL, ROBT	90 SYMP,061	5	
ON THE ISSUE OF PUB INFO CONCERNING UFOS	CHRISTENSEN	MUJ-186,14	0	
ON THE NATURE OF UFO REPORTS	SMITH	MUJ-237,17	2	
ON UFO NOISES	SMITH	IUR-18-4,19	2	
ONCE UPON A TIME IN THE WHEAT	STRAINIC	MUJ-284,03	6	C
ONE IN FORTY	DENNETT	MUJ-266,09	5	A
OPEN LETTER	BLETCHMAN	MUJ-285,07	0	
OPEN LETTER TO CARL SAGAN	FRIEDMAN	MUJ-253,20	0	
OPEN LETTER TO FORMER SUBSCRIBERS F/S		MUJ-186,16	0	
OPEN LETTER TO ROBERT SHEAFFER	McCAMPBELL	MUJ-160,07	0	
OPEN LETTER: UNITED NATIONS		MUJ-295,14	0	
OPERATION BLUE FLY	STONE	92 SYMP,205	6	R
OPERATION BLUEBERRY: OEYDALEN ENCOUNTER	BLOECHER	MUJ-161,09	7	F
ORANGE BALLS OF LIGHT	LONG	MUJ-266,04	1	
ORDINARY UFO	FOWLER	MUJ-249,14	1	
OREGON SHERIFF'S SIGHTINGS	LONG	MUJ-172,13	1	
OREGON SKI AREA SIGHTINGS	ZELLER	MUJ-168,17	1	
OREGON UFO PHOTO IDENTIFIED	CERNY	MUJ-309,14	8	
OVERHEATING OF CAR BATTERIES	McCAMPBELL	MUJ-167,14	3	
PARADOXICAL ENERGY LEVELS	NOYES	MUJ-242,17	3	
PARALYSES BY MICROWAVES	NEAL	MUJ-283,13	3	
PARANET CLASSIFICATION	SPEISER	MUJ-230,15	2	
PARANOIA	CLARK	IUR-14-1,03	0	
PARANOID TEMPTATION	HOPKINS	MUJ-274,09	5	A
PATTERNS IN THE DATA	RUTKOWSKI	IUR-16-3,17	2	F
PEEKING UNDER THE COVERATURE	OECHSLER	MUJ-285,08	0	
PELLEY TIME-LAPSE UFO ENCOUNTER	WEBB	MUJ-254,11	5	A
PENDULUM FROM THE PLEIDES	MACCABEE	IUR-14-1,11	8	F
PENN STATE SIGHTING	GORDON	MUJ-212,08	1	
PENNSYLVANIA CLOSE ENCOUNTER	GORDON	MUJ-210,08	1	
PENNSYLVANIA FLAP BIGGEST SINCE 1973	GORDON	MUJ-188,09	1	
PENNSYLVANIA LOW-LEVEL UFO SIGHTINGS	GORDON	MUJ-172,03	1	
PENNSYLVANIA REPORTS	GORDON	MUJ-206,05	1	
PENNSYLVANIA TRACE CASE	GORDON	MUJ-225,16	6	
PENNSYLVANIA WAVE	GORDON	MUJ-224,07	1	
PENSACOLA UFO	HUFFORD	MUJ-282,17	1	GB
PENTACLE LETTER & BATTELLE UFO PROJECT	ZEID/RODEGHIER	IUR-18-3,04	0	D
PENTAGON INVESTIGATES CASH-LANDRUM CASE	SCHUESSLER	MUJ-176,03	10	
PENTAGONAL AND OTHER UNUSUAL UFOS	SCHUESSLER	MUJ-177,03	0	
PENTAGONAL UFOS	SCHUESSLER	MUJ-164,10	1	
PERCIPIENT STUDIES GROUP	MORAVEC	MUJ-177,12	5	A
PERCIPIENT-DEPENDENT COMPONENTS	SCHOENHERR	MUJ-162,10	5	A
PERSERVERENCE REWARDED	CERNY	MUJ-179,03	0	
PERSINGER THEORY, THE	WANDERER	MUJ-184,09	3	
PERSONAL PRIMER, A	HOPKINS/JACOBS	MUJ-238,06	5	A
PERUVIAN OVNIS	LEVINE	MUJ-220,16	1	F
PETALUMA UFO	PAGE	MUJ-221,08	1	
PHILIP & HOWARD (OUT THERE)	CLARK	IUR-15-5,03	0	D
PHOTO ANALYSIS: A PICTORIAL PRIMER	SAINIO	92 SYMP,132	8	
PHOTOGRAPH & ITS AFTERMATH	SCOTT	IUR-15-5,12	8	
PHYS TRACE LANDING REPS: CASE FOR UFOS	PHILLIPS	85 SYMP,113	6	
PHYSICAL EVIDENCE FOR UFOS IN AUSTRALIA	CHALKER	MUJ-157,04	6	
PHYSICAL TRACES: TRUTH OR CONSEQUENCES?	VERGA	MUJ-198,06	6	C
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-186,11	9	
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-181,06	9	
PILOT TWICE ENCOUNTERS RINGED UFO	PAGE	MUJ-168,03	11	
PINPOINTING HOAXHOLES	RIGG	MUJ-262,03	0	TR
PIONEER 10 PLAQUE		MUJ-214,14	0	
PIPELINE PROGRESS	CHRISTENSEN	MUJ-222,13	0	
PLANE DISAPPEARANCE OPEN (VALENTICH)	SUFOI	MUJ-144,11	11	F
PLASMA OR UFO?	LONG	MUJ-172,12	1	

POLICEMAN ENCOUNTERS DIAMOND-SHAPED UFO	SCHUESSLER	MUJ-182,03	1	
POSS INC CANCER & DEPR RISK (NR FLAPS)	PERSINGER	MUJ-244,03	3	
POSSIBLE PHYSICAL MECHANISM FOR PROD CC	BRANDENBURG	MUJ-276,10	6	C
POSSIBLE REPTILIAN ORIGINS OF UFO OCCUP	AGGEN	MUJ-174,14	7	E
POST ABDUCTION SYNDROME	WESTRUM	MUJ-224,07	5	A
POST-ABDUCTION SYNDROME	JACOBS	88 SYMP,086	5	A
PREDICTING UFO EVENTS & EXPERIENCES	PERSINGER	82 SYMP,033	3	
PREHISTORIC UFOS	BULLARD	MUJ-243,14	0	H
PRELIM ANALYSIS OF MEDICAL INJURIES	NIEMTZOW	80 SYMP,131	5	
PREPARING FOR NEXT UFO FLAP	HYNEK	82 SYMP,079	0	
PRESENT AT THE ABDUCTION	BASTERFIELD	IUR-17-3,13	5	A
PROBABLE CHILDHOOD ABDUCTION	HOPKINS	MUJ-156,04	5	A
PROBLEMS & LESSONS OF ANOMALOUS AERIAL P	RUBTSOV	MUJ-248,08	0	
PROFESSIONALISM IN UFOLOGY	BRAY	82 SYMP,013	0	
PROFESSOR JEAN-PIERRE PETIT INTERVIEWED	de BROSSES	MUJ-273,03	0	F
PROJECT ARGUS REPORT	CHOROST	MUJ-304,04	6	C
PROJECT HESSDALEN	HAVIK	MUJ-237,04	0	F
PROJECT ID: 13 YEARS & 160 SIGHTINGS	RUTLEDGE	86 SYMP,161	1	
PROJECT IDENTIFICATION:AUTHOR'S RESPONSE	RUTLEDGE	MUJ-179,09	0	
PROJECT MOON DUST	GREENWOOD	MUJ-221,06	0	D
PROJECT PENNINE: LANDSCAPE/UFO STUDY	CLARKE	MUJ-248,11	0	
PROJECT VISIT: DETERMINE WHAT THEY ARE	KISSINGER/SCHUE	80 SYMP,014	0	E
PROOF BEYOND REASONABLE DOUBT	GERSTEN	85 SYMP,N/P	0	
PROPERTIES OF UFO PHENOMENON	HYNEK	84 SYMP,162	0	
PROPOSED FEDERATION OF UFO GROUPS	HILBERG	MUJ-175,17	0	
PSIUFOLOGICAL PHEN: UFOS & PARANORMAL	MORAVEC	MUJ-150,13	5	
PSYCHOLOG ASPECTS OF BELIEF & DISBELIEF	DELIN	MUJ-159,03	5	E
PSYCHOLOG REACTIONS TO UFO EVENTS	MORAVEC	MUJ-158,12	5	
PSYCHOLOGICAL EVALUATION OF MR. ED	OVERLADE	MUJ-248,07	1	GB
PSYCHOSOCIALBABBLE	CLARK	IUR-15-3,03	0	
PUBLIC INFO: TOP PRIORITY FOR UFOLOGISTS	CHRISTENSEN	84 SYMP,013	0	
PUBLIC REACTION TO ALIEN CONTACT: STUDY	BOECHE	88 SYMP,072	5	E
PURSUING THE ULTIMATE ENCOUNTER	WEBB	MUJ-241,08	5	A
PUZZLING CASE OF THE CADAVER PHOTOS	STRINGFIELD	MUJ-163,15	7	R
PYRAMID-SHAPED RAY FIELD VANISHES	GEP	MUJ-190,07	1	F
QUALITY CONTROL UFO DATABASE: SUGG TECHN	OBERG	80 SYMP,122	2	
QUEST FOR TRUTH ABOUT UFOS	HALL	94 SYMP,185	0	
QUIET CRISIS IN MANAGEMENT	WRIGHT	MUJ-241,18	0	FIT
RAAF INVESTIGATION OF UFOS	CHALKER	MUJ-143,03	0	F
RAAF PHOTO TAKEN IN MALAYSIA	NEWS	MUJ-144,08	8	F
RADAR-VISUAL UFO SIGHTINGS	LaPORTE	MUJ-166,08	9	
RADAR/SONAR CONTACT	WEBB	MUJ-199,07	9	
RADAR/VISUAL UFOS & AIR FORCE DEBUNKING	HALL	IUR-18-3,15	9	H
RADIATION INJURIES FROM UFO	HALL	MUJ-158,03	10	
RADIATION SICKNESS CAUSED BY UFOS	SCHUESSLER	82 SYMP,049	10	
RADIATION UFO INJURIES	NIEMTZOW	MUJ-179,14	10	
RADIATIVE PROCESSES & GENERATION OF UFO	RUTKOWSKI	IUR-14-5,09	0	
RADIONUCLIDES PAPER	DUDLEY/CHOROST	MUJ-288,08	6	C
RAINBOW DECLARATION	BRANDENBURG	MUJ-258,15	0	T
RAINBOW DECLARATION & HUMAN DESTINY IN	BRANDENBURG	90 SYMP,114	0	E
RANDLES REPLIES (TO JENNIE ZEIDMAN)	RANDLES	MUJ-211-12	0	
RARE PHOTO COINCIDENCE	MACCABEE	IUR-15-3,04	8	
RE-ENTRY RE-EXAMINED	WRIGHT/BEECH	MUJ-199,05	1	
RE-ENTRY WITH COMPANY	GRIBBLE	MUJ-254,14	0	IFO
REAGON'S UFOS		MUJ-246,22	1	H
REALITY OF ABDUCTION PHENOMENON	CARPENTER	91 SYMP,148	5	A
REANALYSIS OF PHOTO 19	MACCABEE	MUJ-271,11	8	GB
REASSESSING THE MEIER CASE	STACY	MUJ-236,03	8	F
RECENT FI INTO CLAIMS INJURIES IN BRAZIL	VALLEE	89 SYMP,031	5	F
RECENT INDIAN RESERVATION SIGHTING	LONG	MUJ-169,08	1	
RECENT SIGHTINGS IN NORTH CAROLINA		MUJ-194,08	1	
RECENT UFO VIDEOTAPES	MACCABEE	MUJ-265,03	8	V
RED LIGHTS IN THE SKY! HOAX OR REAL?	SALISBERRY	MUJ-266,10	1	
RED OBJECT SPOOKS FARMHANDS, CATTLE		MUJ-189,14	4	
RED SKIES: GREAT 89 WAVE IN USSR	HUNEEUS	90 SYMP,169	1	F
REJOINDER TO CRITIQUE OF BUDD HOPKINS	ANDRUS	MUJ-300,08	5	A
RELIGION AND M.I.T.'81	DOWNING	MUJ-164,14	0	T
RELIVING JULY 5, 1947	CARPENTER	MUJ-275,07	6	R
REMARKABLE METEORS: A COMMENT	HALL	MUJ-190,16	0	ASTR
REMEMBERING JAMES McDONALD	DRUFFEL	IUR-18-5,04	0	
RENDLESHAM FOREST AFFAIR	ANDRUS	MUJ-201,17	1	F
RENDLESHAM FOREST UPDATE	RANDLES	MUJ-204,03	1	F
RENDLESHAM RE-VISITED	ZEIDMAN	MUJ-206,03	1	F
REPEATED SIGHTINGS DOMED DISK NR FLINT	WRIGHT	MUJ-187,08	1	
REPORT FROM AFRICA	HIND	MUJ-159,05	1	F
REPORT ON ARGENTINE UFO CONGRESS	C/O THOMAS	MUJ-146,17	0	F
REPORT ON PSIUFO PHENOMENA	MORAVEC	MUJ-177,11	5	F
REPORTED UFO SIGHTING	BECHTEL/McKENNA	MUJ-259,19	11	
REPORTS FROM NORWAY	LIDSTROM	MUJ-144,09	1	F
REPTD OBSERVATION FROM A/C AUSTRALASIA	BASTERFIELD	MUJ-147,03	11	F
REPTILIANS & OTHER UNMENTIONABLES	CARPENTER	MUJ-300,10	7	

RESEARCH UPDATE	MOORE	MUJ-230,09	6	R
RESEARCHER REMEMBERED (EPPERSON)	DRUFFEL	MUJ-227,08	0	
RESIDENT CRITIC, THE: A COMMENT	NELSON	MUJ-182,10	0	E
RESISTING ALIEN ABDUCTIONS	DRUFFEL	MUJ-287,03	5	A
RESISTING RESISTING	TILLY	MUJ-292,11	5	A
RESPONSE TO CRITICS	STRIEBER	MUJ-242,07	5	A
RESPONSE TO GREENWELL CRITIQUE	STRINGFIELD	MUJ-153,11	6	R
RESPONSE TO LAWSON & McCALL	DeHERRERA	MUJ-185,15	5	A
RETURN OF THE MOTHERSHIPS	CRAIN	MUJ-234,15	1	
RETURN TO ROSWELL	MACFIE	MUJ-288,03	6	R
REVEALING SCIENCE OF UFOLOGY	CRAWFORD	MUJ-284,10	5	A
REVIEW OF A BOOK REVIEW (PROJ IDENT)	LEET	MUJ-174,16	0	
REVIEW OF SELECT A/P FROM A/C 1942-1952	HAINES	83 SYMP,013	11	
REVIEW OF THE MORAVEC PAPER	DOWNING	MUJ-151,10	0	T
RICHARD HAINES: AN INTERVIEW	STACY	MUJ-210,12	11	H
RICHARD HALL HONORED		MUJ-195,15	0	
RING: A PERSONAL RESPONSE	ANONYMOUS	MUJ-255,10	5	A
RIVER, LAKE & CREEK	STRAINIC	MUJ-275,10	6	F
ROAD TO COMPUTERIZATION	WRIGHT	MUJ-263,16	2	
ROARING UFO OVER VIRGINIA	GRATTAN	MUJ-170,10	1	
ROBERT LAZAR AS FICTIONAL CHARACTER	CAMPBELL	MUJ-310,11	1	RD
ROBERT SCHEAFFER: "UFOLOGIST"	STAFF	MUJ-178,13	0	
ROCK OF AGES PRINCIPLE	DOWNING	MUJ-265,10	0	T
ROLE OF MUFON IN UFO RESEARCH	ANDRUS	92 SYMP,088	0	
ROSS, OHIO LANDING CASE	WILHELM	MUJ-186,3	6	
ROSWELL & ITS CONSEQUENCES	SIDER/SCOTT	MUJ-296,10	6	R
ROSWELL & THE FLYING WING	RANDLE/SCHMITT	IUR-18-4,03	6	R
ROSWELL & THE X-15: UFO BASICS	STRINGFIELD	MUJ-259,03	6	R
ROSWELL DEBRIS REANALYZED	THOMAS	MUJ-273,09	6	R
ROSWELL INC: BEGIN OF COSMIC WATERGATE	FRIEDMAN/MOORE	81 SYMP,132	6	R
ROSWELL INVEST: NEW EV OF CRASHED UFO	MOORE	82 SYMP,084	6	R
ROSWELL INVESTIGATION NOTES	SCHMITT/RANDL	IUR-15-6,16	6	R
ROSWELL MATERIAL	SCHMITT/RANDLE	IUR-16-6,10	6	R
ROSWELL ON SHOWTIME	LOWE	MUJ-316,13	6	R
ROSWELL SOURCES	SCHMITT/RANDL	IUR-15-6,20	6	R
ROSWELL'S LATEST UFO PHENOMENON (MUSEUM)	PFLOCK	MUJ-310,15	6	R
ROSWELL, 1989	RODEGHIER	IUR-14-5,04	6	R
ROSWELL, JULY 9, 1947	SCHMITT/RANDL	IUR-14-6,04	6	R
ROSWELL: ANATOMY OF AN INVESTIGATION	RODEGHIER	IUR-15-6,04	6	R
ROUND AND ROUND IN THE CIRCLE GAME	RANDLES	IUR-16-6,17	6	C
RUPPELT RINGS: EFFECTS ON LF MAGN FIELDS	THOMAS	MUJ-197,05	3	
S. AMERICAN MAGAZINE MIMICS U.S. UFO	SCHUESSLER	MUJ-180,16	3	F
S. CAL'S STRAIGHT-LINE MYSTERY IN UFO S.	DRUFFEL	83 SYMP,060	1	
SAMPLES FROM MUNDRABILLA CE2	BASTERFIELD	IUR-15-1,12	6	
SAN FERNANDO VALLEY S. WAVE, 1979	GREENAWALD	MUJ-151,03	1	
SAUCER SMEARERS	CLARK	IUR-18-2,03	5	A
SAY HELLO TO E-T!	WARE	MUJ-203,03	0	E
SCALE REMAINS UNBALANCED	MACCABEE	MUJ-252,03	1	GB
SCANDINAVIAN SAUCER SCARE	LILJEGREN	MUJ-180,07	1	F
SCANDINAVIAN WORKSHOP	SERRA	MUJ-152,05	0	
SCIENCE & UFOLOGY: WHO NEEDS WHO?	EVANS	MUJ-221,15	0	
SCIENTIFIC ANAL OF VIDEO/..BY DISCOVERY	KASHER	94 SYMP,108	8	V
SCIENTIFIC CHALLENGE OF UFOS	McCAMPBELL	MUJ-194,03	3	
SCIENTIFIC STUDIES OF UAP IN FRANCE	VELASCO	87 SYMP,051	1	F
SCIENTIFICALLY BASED ANALYSIS UFO PHOTO	HAINES	86 SYMP,111	8	
SCIENTISTS, UFOS & ANTI-SCIENT THINKING	CHRISTENSEN	86 SYMP,011	0	
SCOTTISH ABDUCTION CASE	NEWS	MUJ-145,12	5	A
SEARCH FOR THE ARCHAEOLOGISTS	CAREY	IUR-16-6,04	6	R
SEARCH FOR THE ARCHAEOLOGISTS: AN EXCHAN	FRIEDMAN/CAREY	IUR-17-3,06	6	R
SEATTLE SIGHTINGS	GOUDIE	MUJ-219,13	1	
SECOND LONDON INTERNATIONAL UFO CONGRESS	STACY	MUJ-162,07	0	F
SECOND THOUGHTS ON BARNEY BARNETT STORY	SCHMITT/RANDLE	IUR-17-3,04	6	R
SECRET "SAUCER" SITES	BOYLAN	MUJ-292,14	6	RD
SECURITY POLICY	WARE	MUJ-212,07	0	
SENSE OF AWE, A	NELSON	MUJ-222,08	11	
SENSORY & PSYCHIC UFO EXPERIENCES	ANDREWS	MUJ-234,06	0	
SETTING THE UFO AGENDA	BLETCHMAN	86 SYMP,062	0	
SHIFTING BURDEN OF PROOF	CHRISTENSEN	85 SYMP,014	0	
SIGHTING COEFFICIENT	BERLINER	MUJ-228,14	2	
SIGHTING OFF COAST OF BRAZIL		MUJ-197,15	1	F
SIGHTINGS OF UAP BY ASTRONOMERS	SCHNEIDER	MUJ-187,06	1	
SIGNS OF CHANGE ARE REAL	ANDREWS	93 SYMP,169	6	C
SIMULATED CE-2 GIVES TRAINEES EXPERIENCE	CERNY	MUJ-197,03	6	TR
SISTERS WATCH OBJECT OVER DES MOINES	BIESELE	MUJ-156,14	1	
SITE INSTRUMENTATION	STRAND	MUJ-237,07	0	F
SKETCHES OF UFO SEEN IN 1742	WINKLER	MUJ-148,10	1	H
SKYDANCER OVER ANTELOPE VALLEY	HAMILTON	MUJ-312,10	1	
SLOW FIREBALL STARTLES MANY	WEBB	MUJ-300,07	0	AS
SMALL PICTURE	DONDERI	IUR-18-1,18	0	
SMITHSONIAN UFO SYMPOSIUM	HALL	MUJ-152,03	0	
SNIPE HUNT IN SPACE	OBERG	MUJ-209,05	0	

SOME HIGHLIGHTS IN AUSTRALIAN UFOLOGY	NORMAN	MUJ-190,14	0	F
SOME NOTES ON PHOTOGRAPHIC TRICKERY	TOBIN	MUJ-244,12	8	TR
SOME THOUGHTS ON METHODOLOGY IN UFOLOGY	SCHOENHERR	MUJ-192,11	0	TR
SOMEBODY MUST BE BEHIND IT	CLARK	IUR-16-5,03	0	
SOMEBODY'S WRONG (MODEL IN THE ATTIC)	CLARK	IUR-15-4,03	8	GB
SOUTH AMERICAN UFORIA	OBERG	MUJ-204,13	0	
SOUTH DAKOTA CONNECTION, THE	CHRISTENSEN	MUJ-181,03	5	A
SOUTH TEXAS VEHICLE EFFECT CASES	HILL	MUJ-167,8	3	
SOVIET AIR DEFENSES BAFFLED BY HUGE UFOS	FUFOR	MUJ-266,08	1	F
SOVIET GRASS ROOTS UFOLOGY	KOMAREK	MUJ-280,16	0	F
SOVIET ICE RING	RUBTSOV	MUJ-282,16	6	F
SOVIET MEDIA UFO SIGHTINGS		MUJ-262,13	1	F
SOVIET UFO COVER-UP: A RESPONSE	MOORE	MUJ-178,10	0	F
SOVIET UFO SECRETS	GRESH	MUJ-306,03	0	F
SPACE SHUTTLE DISCOVERY VOICE RECORDING	ANDRUS	MUJ-255,11	11	
SPANISH AF UFO FILES: SECRET'S END	OLMOS	93 SYMP,126	0	F
SPANISH AIR FORCE UFO FILES	OLMOS	IUR-18-1,13	0	F
SPECTACULAR SIGHTING IN NORTH CAROLINA	RHEIN	MUJ-196,13	1	
SPHERICAL SOUNDS, ZOOM!	MACER-STORY	MUJ-276,12	6	C
SPRITELY HELICOPTER (PHOTO)		MUJ-221,10	0	
STANLEY INGRAM & THE PLANTOS GAMES	WORLEY	MUJ-300,12	5	A
STAR MAP HYPOTHESIS STILL VIABLE	WINKLER	MUJ-169,10	0	ASTR
STARFLIGHT, UFOS, AND SETI	MALLOVE	MUJ-184,16	3	E
STARRY NIGHT	DAVIDS	IUR-14-3,13	1	
STAT REP ON ALLEGED CADAVER PHOTOS	STRINGFIELD	MUJ-154,11	7	R
STAT REP ON UFO ABDUCTIONS IN NYC AREA	HOPKINS	MUJ-200,07	5	A
STATEMENT BY LEONARD STRINGFIELD	STRINGFIELD	MUJ-149,15	6	R
STEWPOT THINKING: OBSTACLE TO SCIENCE	HOPKINS	MUJ-251,08	5	A
STILL IN DEFAULT	MACCABEE	86 SYMP,130	0	
STIRRING OUR DEEPEST FEARS	MACK	IUR-18-2,17	5	A
STRANGE ALASKAN ENCOUNTER	ANDRUS	MUJ-226,03	9	
STRANGE BEHAVIOR OF CLOUD OVER NAV BASE		MUJ-189,11	1	
STRANGE ENCOUNTER OVER ALASKA	NEWSCLIP	MUJ-225,01	9	
STRANGE LIGHTS OVER GULF BREEZE	MACCABEE	MUJ-284,16	1	GB
STRANGENESS IN THE NIGHT	ZEIDMAN	IUR-14-1,04	1	
STRIEBER AND GOD HYPOTHESIS	DOWNING	MUJ-247,15	0	T
SUMMER 1990 CROP CIRCLES	CHOROST/ANDREWS	MUJ-272,03	6	C
SUMMER 1991 CROP CIRCLES	CHOROST	MUJ-282,03	6	C
SUPPORT GROUPS: A PROPOSAL	DRUFFEL	MUJ-234,11	5	A
SWIRLED LANDING TRACE?	SALISBERRY	MUJ-264,03	6	C
TABOR LIGHTS	TOKARYK	MUJ-235,08	1	F
TAKING THE OFFENSIVE AT ROSWELL	JEFFREY	MUJ-312,03	6	R
TALES FROM THE BARKER ZONE: 3 DAYS AT	SWORDS	IUR-17-6,04	0	H
TASTE FOR UFOS	McCAMPBELL	MUJ-205,03	3	
TECH REVIEW OF R/A EVIDENCE CASH-LANDRUM	STOWE/RANK	MUJ-178,08	10	
TENNESSEE VIDEOTAPING	TARPLEY	MUJ-279,03	8	V
TESTIMONY SUPPORTED	O'BRIEN	MUJ-275,06	6	R
THANKS FROM JOURNAL OF UFO RESEARCH		MUJ-192,04	0	
THAT'S THE WAY THE COMMITTEE CRUMBLES	CLARK	IUR-17-2,03	0	
THEN UFOS DRAWN IN AUTOCAD	MANN/AGGEN	MUJ-305,18	8	
THEORETICAL UFO PHYSICS	HARRIS	MUJ-232,10	0	
THERAPIST & INVESTIGATOR: DEFINING RULES	LAIBOW	MUJ-261,10	5	A
THESES PRE-PARADIGM SCIENCE: CEREOLOGY	CHOROST	91 SYMP,103	6	C
THICKETS OF MAGONIA	CLARK	IUR-15-1,04	0	
THINKING AROUND PROBLEM OF EVIDENCE	HOPKINS	MUJ-179,10	5	A
THIRD MASSACHUSSETTS UFO FORUM	WEBB	MUJ-224,12	0	
THIS IS A TEST	GIRARD	MUJ-251,13	0	
THOSE CORNY BRITISH CIRCLES	NOYES	MUJ-246,08	6	C
THOUGHTS ON PSYCHIATRISTS & UFO INVESTRS	HOPKINS	MUJ-263,13	5	A
THREE OCCUPANTS REPORTED BY WITNESS	GRATTAN	MUJ-188,16	7	E
THROUGH THE SECRECY BARRIER	MUSINSKY	IUR-15-4,14	1	F
TIME TRAVELERS	JOHNSON	MUJ-297,04	0	TT
TIME-LINE ANALYSIS GOES UNCHALLENGED	ZEIDMAN	MUJ-194,15	11	
TISSUE CHANGES IN UNEXPL. ANIMAL MUTIL.	ALTSHULER	91 SYMP,291	4	M
TO CATCH A FLYING STAR	ANDRUS	MUJ-257,11	3	
TOUCH-DOWN IN NORTH CAROLINA	FAWCETT	MUJ-216,10	6	
TOWARD AN IMAGINAL INTERPRETATION OF	RING	MUJ-253,03	5	A
TOWARDS THE TRUTH	ANDRUS	MUJ-200,11	0	
TRACKING TRACES	SCOTT	MUJ-281,08	6	C
TRANSFORMATION TRANSFORMED	WANDERER	MUJ-254,18	5	A
TRIANGLE OF LIGHTS OVER MICHIGAN	WRIGHT/STEWART	MUJ-170,13	1	
TRIANGULAR UFO SIGHTED	MELESCIUC	MUJ-214,11	1	
TRIANGULAR UFO: PRELIMINARY REPORT	MORGAN	MUJ-155,06	1	
TRIBAL REACTIONS TO UFOS IN AFRICA	HIND	84 SYMP,064	5	F
TRIBUTE TO DR. J. ALLEN HYNEK		86 SYMP,183	0	H
TRIVIAL PURSUIT	CLARK	IUR-16-2,03	0	
TROUBLE WITH UNICAT- PART ONE	FULLER/UTRECHT	IUR-14-4,07	2	
TROUBLE WITH UNICAT- PART TWO	FULLER/UTRECHT	IUR-14-5,03	2	
TRUCK DRIVER INJURED BY UFO: WEBB CASE	SCHUESSLER	93 SYMP,059	5	
TRUMAN MJ-12 LETTER	SPICKLER	IUR-16-3,12	6	R
TRUTH ABOUT THE ELLSWORTH CASE	PRATT	MUJ-191,06	3	D

TRUTH, UFOS, & CLARENCE THOMAS HEARINGS	HOPKINS	IUR-16-6,14	5	A
TWO CHEERS FOR AMERICAN UFOLOGY	CLARK	IUR-14-2,08	0	
TWO FLORIDA REPORTS	SALISBERRY	MUJ-255,13	1	GB
TWO SIGHTINGS IN BRITISH COLUMBIA	BIESELE	MUJ-194,12	1	F
TYPICAL 1982 UFO REPORTS	HALL	MUJ-170,06	1	
U.S. NAVY 1942 SIGHTING	CERNY/NEVILLE	MUJ-185,14	9	F
UFO & OCCUPANT AT SANTA MARIA AIRPORT	BLOECHER	MUJ-160,08	7	F
UFO & OCCUPANTS (PROSPECT HTS, IL)	BLOECHER	MUJ-157,09	7	E
UFO ABDUCT CASES IN G/B, FL AREA	HOPKINS	90 SYMP,092	5	A
UFO ABDUCTION CASES: MINI-SYMPOSIUM	HALL	MUJ-150,09	5	A
UFO ABDUCTIONS - THE SKELETON KEY	HOPKINS	88 SYMP,103	5	A
UFO ABDUCTIONS AT THE EVENT LEVEL	HOPKINS	IUR-16-4,09	5	A
UFO ABDUCTIONS: INVISIBLE EPIDEMIC	HOPKINS	81 SYMP,044	5	A
UFO ABDUCTN PHENOM: WHAT IT MIGHT MEAN	MACK	93 SYMP,202	5	A
UFO ACTIVITIES IN THE SOVIET UNION	HAINES	IUR-16-2,13	1	F
UFO ACTIVITY OVER OHIO	SCOTT	MUJ-217,04	1	
UFO ALERT IN BRAZIL	HUNEEUS	MUJ-223,06	1	F
UFO CAR PURSUITS: NEW PATTERNS OLD DATA	JOHNSON	89 SYMP,135	2	
UFO CONTACTEES: CAPTIVE COLLAB OR COSMI	SPRINKLE	80 SYMP,054	5	
UFO COVER-UP...LIVE POLL	ANDRUS	MUJ-248,16	2	
UFO CRASH AT ROSWELL	RANDLE/SCHMITT	MUJ-311,08	6	R
UFO CRASH/RET SYNDROME (SR II)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RET:AMASSING EVID. (SR III)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RET:SEARCH FOR PROOF (SR VII)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RETRIEVALS: A CRITIQUE	GREENWELL	MUJ-153,09	6	R
UFO CRASH/RETRIEVALS: CRITIQUE GREENWELL	STAFF	MUJ-158,10	6	R
UFO DISASTER AT GRIFFISS-ROME AF BASE	CERNY	MUJ-191,13	11	
UFO DOCUMENTATION	HALL	MUJ-161,04	0	TR
UFO EVENTS & MICHIGAN WEATHER	WRIGHT	MUJ-228,10	2	
UFO EVIDENCE, THE: 20 YEARS AFTER	RIDGE	MUJ-206,14	0	TR
UFO FILMED CIRCLING RECKET	CRAIN	MUJ-245,10	8	
UFO FOR A DAY	OBERG	MUJ-222,05	1	
UFO GENESIS	PRYTZ	MUJ-175,10	0	
UFO HOAXES & AGENTS: A SOUR SONATA	MACER-STORY	MUJ-265,08	7	MIB
UFO HYPOTHESIS: AUTHOR'S COMMENT	CAMPBELL	MUJ-169,17	0	E
UFO I/F WITH VEHICLES SELF-START ENGINES	McCAMPBELL	83 SYMP,045	3	
UFO INSPECTS PLANT	SCHUESSLER	MUJ-205,07	1	
UFO INSTRUMENT LANDING SYSTEM	LEET	MUJ-180,03	3	RD
UFO INTERCEPTS AIRCRAFT OVER PARAGUAY	RAMIREZ	MUJ-310,08	11	F
UFO INTERCEPTS ROCKET	CRAIN	MUJ-225,05	8	F
UFO JIGSAW	HOWE	92 SYMP,015	7	
UFO LIFTING POWER	CRAIN	MUJ-210,03	3	
UFO LIFTS CAR UP ON ITS SIDE		MUJ-189,03	3	
UFO LIGHT BEAMS: SPACE-TIME PROJECTIONS	HOLT	84 SYMP,120	3	TT
UFO MATERIALS	CHRISTENSEN	MUJ-211,16	0	TR
UFO MENAGERIE ON YAKIMA INDIAN RESERVATN	LONG	MUJ-168,08	1	
UFO MYSTERY IN AUSTRALIA	CHALKER	87 SYMP,165	1	F
UFO PHEN & RELATIONSHIP TO PARAPSYCH RES	OWEN	82 SYMP,025	5	A
UFO PHENOMENON IN HUNGARY	HARGITAI	IUR-14-2,13	1	F
UFO PHOTOGRAPHED IN ONTARIO	NORRIS	UE,V1,#5	8	F
UFO POLL	BRITO	MUJ-251,17	0	
UFO PRESS: HOW EASY A HOAX	STACY	MUJ-255,03	0	
UFO PROPULSION MODEL	ALZOFON	82 SYMP,041	3	RD
UFO PROPULSION: PULSED R/A & CRYST STRUC	HOLT	83 SYMP,127	3	RD
UFO RADIO INTERFERENCE	McCAMPBELL	MUJ-227,12	3	
UFO RELIGIOUS CRISIS SURVEY	ALEXANDER	MUJ-317,03	0	T
UFO REPORT DATABASE ANALYSIS	SPENCER	MUJ-305,13	2	
UFO REPORTS & DISSOCIATIVE HYSTERIA	SWORDS	MUJ-198,10	1	
UFO RESEARCH IN BRITAIN	EVANS	87 SYMP,107	1	F
UFO RESEARCH: INTERNATIONAL PERSPECTIVE	HAISELL	82 SYMP,065	0	F
UFO SCIENCE & TECHNOLOGY SERVE MAGIC	MORRISON	MUJ-242,03	0	E
UFO SECRECY	BRYANT	MUJ-211,14	0	D
UFO SECRECY 1984: BIG BRO WATCHING THEM	GREENWOOD	84 SYMP,091	0	D
UFO SECRECY UPDATE	BRYANT	MUJ-224,09	0	
UFO SECRECY UPDATE	BRYANT	MUJ-208,15	0	D
UFO SECRECY UPDATE	BRYANT	MUJ-145,08	0	D
UFO SECRECY UPDATE (HOAXES & CHUTZPAH)	BRYANT	MUJ-164,16	0	D
UFO SECRECY UPDATE (MONDO RETRIEVO)	BRYANT	MUJ-169,15	6	R
UFO SECRECY UPDATE: MATTER OF CONDITION	BRYANT	MUJ-155,07	0	
UFO SECRECY UPDATE: SECRECY IN COURTS	BRYANT	MUJ-153,15	0	D
UFO SECRECY UPDATE: STONEWALLING AT FBI	BRYANT	MUJ-192,09	0	D
UFO SECRECY UPDATE: THE PAPER CHASE	BRYANT	MUJ-144,12	0	D
UFO SECRECY UPDATE: WHERE TO FROM HERE?	BRYANT	MUJ-161,13	0	D
UFO SEDUCTION CASE IN BRAZIL	GEVAERD	MUJ-190,08	5	A
UFO SIGHTED FROM AIRCRAFT	CHANDLER	MUJ-154,08	11	
UFO SIGHTING BY PILOT OVER PENNSYLVANIA	GORDON	MUJ-200,05	11	
UFO SIGHTING IN MEXICO	BLANEY	MUJ-155,03	1	F
UFO SIGHTING MAP: 2ND QUARTER 1981	McBRIDE	MUJ-171,16	0	
UFO SIGHTINGS & RESEARCH IN MODERN CHINA	CHIANG	93 SYMP,041	1	F
UFO SOUND RECOGNITION TECHNIQUE	HAINES	MUJ-252,25	3	
UFO STUDIES IN THE SCIENTIFIC LITERATURE	SCOTT	IUR-15-4,16	0	

UFO SUMMIT CONFERENCE	ANDRUS	MUJ-170,18	0	
UFO TECH NOTE (LANDSAT & UFO INVESTIGA)	SCHUESSLER	MUJ-171,13	0	TR
UFO TECH NOTE: VOICE STRESS ANALYSIS	SCHUESSLER	MUJ-190,11	0	TR
UFO WATERS STILL RUN DEEP: 1984 SYMP	STACY	MUJ-196,03	1	SYM
UFO-BIGFOOT UPDATE	GORDON	MUJ-173,13	7	
UFO-RELATED BIGFOOT ENCOUNTER IN PA	GORDON	MUJ-171,03	7	E
UFO: DON'T SHOOT!	DENNETT	MUJ-299,03	1	
UFOCAT & A FRIEND WITH TWO NEW IDEAS	MERRITT	80 SYMP,031	2	
UFOCAT IS BACK!		IUR-16-1,24	2	
UFOLOGISTS & ET HYPOTHESIS	CLARK	MUJ-242,08	0	E
UFOLOGY & THE EDGES OF SCIENCE	SWORDS	MUJ-225,06	0	ASTR
UFOLOGY AS A PROFESSION	HYNEK	81 SYMP,014	0	
UFOLOGY EUROPE;WHAT IS AMERICA COMING TO	RUSSO/GRASSINO	IUR-14-2,04	0	F
UFOLOGY IN COMMONWEALTH OF IND. STATES	POPOVICH	92 SYMP,166	0	F
UFOLOGY IN CRISIS: SIX VIEWS	LOPEZ & OTHERS	IUR-17-1,21	0	
UFOLOGY IN CRISIS: TWO VIEWS	GREENWOOD/CLARK	IUR-16-6,03	0	
UFOLOGY IN ITALY	GRECO	MUJ-170,11	0	F
UFOLOGY IN URAGUAY & BRAZIL	SMITH	87 SYMP,082	1	F
UFOLOGY: EMERGENCE OF A NEW SCIENCE	ANDRUS	MUJ-295,03	0	
UFOLOGY: NEW APPROACHES	AJAJA	92 SYMP,195	0	
UFOLOGY: SITUATION RED?	SCHUESSLER	MUJ-213,03	0	
UFONAUTS: HOMO SAPIENS OF THE FUTURE?	SWORDS	MUJ-202,07	7	E
UFOS & INDIA: ANCIENT & CONTEMPORARY	NATHAN	87 SYMP,068	1	F
UFOS & PROPHETIC RELIGIOUS MOVEMENTS	MORAVEC	MUJ-151,07	0	T
UFOS & RELIGION: FRENCH CONNECTION	DOWNING	MUJ-242,18	0	T
UFOS & RELIGION: THE CE-III ISSUE	DOWNING	MUJ-148,11	7	T
UFOS & STEALTH: A LINK?	GREENWOOD	MUJ-224,10	0	RD
UFOS & TELEPORTATION	EDEN	MUJ-218,10	5	A
UFOS & TELLER-OPPENHEIMER BATTLE	GROSS	MUJ-254,16	0	H
UFOS & THE MEDIA	BARNUM	MUJ-201,13	0	
UFOS & US GOVERNMENT: PART I	MOORE	MUJ-259,08	0	D
UFOS & US GOVERNMENT: PART II	MOORE	MUJ-260,08	0	D
UFOS 1947-1987 REVIEWED	STACY	MUJ-236,23	0	H
UFOS AND ANTHROPOIDS: A SUMMARY	MORAVEC	MUJ-179,18	7	E
UFOS AND HOT RINGS	McCAMPBELL	MUJ-189,12	3	
UFOS AND RELIGION: OF THINGS VIS & INVIS	DOWNING	94 SYMP,033	1	T
UFOS AND SECURITY	SOV MIL REV	MUJ-259,31	0	F
UFOS AND THE AMISH	SWORDS	IUR-18-5,12	1	T
UFOS AND THE RAAF - INSIDE STORY-PART II	CHALKER	MUJ-176,11	0	F
UFOS AND THE RAAF - INSIDE STORY: PART I	CHALKER	MUJ-175,06	0	F
UFOS AND U.S. RADAR	HALL	MUJ-154,07	9	
UFOS AND UFOLOGY IN BRAZIL	VAN PUTTEN	92 SYMP,N/P	0	F
UFOS AND WORLD HISTORY	DEAN	94 SYMP,091	0	E
UFOS AS TIME TRAVELERS	SWORDS	IUR-15-5,18	3	TT
UFOS COMPETE WITH SANTA FOR...LIMELIGHT	GARNER	IUR-18-5,08	1	
UFOS IN REEL LIFE	THOMAS/STACY	MUJ-216,14	0	
UFOS OR SOUL SHIPS?	RAYNES	MUJ-168,15	1	T
UFOS OVER ARKANSAS: PART I	LEET	MUJ-171,05	1	
UFOS OVER ARKANSAS: PART II	LEET	MUJ-172,04	1	
UFOS OVER BELGIUM	GREER	MUJ-289,08	1	F
UFOS OVER BRAZIL	ANDRUS	MUJ-221,03	1	F
UFOS OVER CHINA		MUJ-192,03	1	F
UFOS SCIENTIFICALLY LEGITIMATE	SCOTT	MUJ-236,20	0	
UFOS, ETS AND THE NEW SCIENCE	O'LEARY	90 SYMP,012	0	E
UFOS...CANADA: A GLOBAL PERSPECTIVE	STACY	MUJ-174,03	0	SYM82
UFOS: 4 QUESTIONS FOR THEOLOG SEMINARIES	DOWNING	88 SYMP,037	0	T
UFOS: A FUTURISTIC PERSPECTIVE	SCHUESSLER	MUJ-258,10	0	T
UFOS: A PERIODICAL REVIEW	McCAMPBELL	MUJ-216,05	0	
UFOS: MORE ENGINE EFFECTS	McCAMPBELL	MUJ-203,04	3	
UFOS: POLITICS & DECEPTION	JOHNSON	MUJ-301,11	0	F
UFOS: THE HIDDEN EVIDENCE	STACY	MUJ-163,03	0	
UFOS: UNCOVERING ULTIMATE ANSWER	MOORE	83 SYMP,082	0	D
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-215,07	0	
UFOS: WHAT WENT WRONG?	AABUTAHA	MUJ-214,05	0	
UKRAINE RESEARCH INST. ON ANOM. PHENOM.	RUBSTOV	IUR-18-5,15	0	F
ULTIMATE UFO SEMINAR	STACY	MUJ-302,03	0	
UNCOVERING THE GUARDIAN CAPER	MUFON ONTARIO	MUJ-313,03	7	E
UNIFIED FIELD THEORY AND THE UFO	MONTIETH	80 SYMP,077	3	
UNINVITED GUESTS-A PREVIEW	HALL	MUJ-241,17	0	
UNIQUE CATALOG (UNICAT)	SMITH	MUJ-212,16	2	
UNKNOWN SWINGS LIKE A PENDULUM	GREENAWALD/HOLL	MUJ-192,16	1	
UNRELIABLE WITNESSES	TOSELLI	MUJ-188,14	0	TR
UNUSUAL OBJECT OVER ST. PAUL	BAUERLINE &	MUJ-279,07	1	
UP IN THE AIR	CLARK	IUR-18-1,03	0	
UPDATE ON BELLWOOD, PA UFO CAR LIFT CASE	GORDON	MUJ-200,09	3	
UPDATE ON CRASHED SAUCERS IN N.M.	FRIEDMAN	91 SYMP,268	6	R
UPDATE ON OPERATION MAJESTIC-12	FRIEDMAN	89 SYMP,081	6	R
USSR UFO LANDING WITH ENTITIES	ANDRUS	MUJ-259,20	7	F
UTAH UFO SIGHTING	BIESELE	MUJ-277,08	1	
VALLEE LECTURES IN LONDON	GORING	MUJ-225,03	0	F
VEHICLE INTERFERENCE CASES: A REVIEW	BASTERFIELD	MUJ-178,04	3	

VEHICLE INTERFERENCE EFFECT	THOMAS	MUJ-233,03	3	
VEHICLE INTERFERENCE: CAUTIONARY COMMENT	JOHNSON	IUR-15-1,19	3	
VIDEOANALYSIS	SAINIO	93 SYMP,085	8	V
VISIT TO PEOPLE'S REPUBLIC OF CHINA	DONG	MUJ-169,09	0	F
WALTON EXPERIENCE REVISITED	WALTON	MUJ-298,06	7	
WAS MENZEL HIDING SOMETHING?	SWORDS	MUJ-271,08	0	
WAS THE UMMO AFFAIR A HOAX?	WHITE	MUJ-167,13	8	F
WASHINGTON STATE CE-I	LONG	MUJ-166,16	1	
WASHINGTON STATE REPS INCL UFO VIDEO	JOHNSON	MUJ-178,03	8	V
WAVES	BULLARD	IUR-13-6,15	2	
WHAT CAN UFOLOGISTS LEARN FROM PARAPSYCH	WAGNER	IUR-16-5,16	5	A
WHAT CAN WE BELIEVE IN ABDUCT ACCOUNTS?	JACOBS	91 SYMP,030	5	A
WHAT DO SIGHTINGS MEAN?	JACOBS	IUR-17-1,13	0	
WHAT GOV WOULD KNOW IF THEY READ OWN DOC	GERSTEN	81 SYMP,021	0	D
WHAT HAPPENED IN KLICKITAT COUNTY?	LONG	MUJ-174,10	1	
WHAT HAPPENED IN RAMEY'S OFFICE?	SCHMITT/RANDLE	MUJ-276,03	6	R
WHAT HAPPENED IN RENDLESHAM FOREST?	GRANT	MUJ-201,10	1	F
WHAT IF THEY ARE REAL?	MACCABEE	MUJ-226,12	0	
WHAT IF THEY AREN'T FRIENDLY	DRUFFEL	MUJ-229,11	7	E
WHAT JUNG BELIEVED ABOUT UFOS	STILLINGS	MUJ-261,03	0	
WHAT NEW AGE?	CLARK	IUR-13-6,01	0	
WHAT RUSSIANS KNOW ABOUT UFOS	KNAPP	94 SYMP,275	1	D
WHAT THE AIR FORCE KNEW IN 1947	SIDER	MUJ-245,14	6	R
WHAT WE HAVE LEARNED FR UFO REPETITIONS	FAWCETT	85 SYMP,021	2	
WHEN IS A HOAX NOT A HOAX?	HIND	MUJ-218,03	0	F
WHIDBEY ISLAND "UNKNOWN"	JOHNSON	MUJ-244,09	1	
WHITHER AMERICAN UFOLOGY?	RODEGHIER	IUR-14-2,03	0	
WHITLEY STRIEBER BREAKS HIS SILENCE	CASTEEL	MUJ-305,11	5	A
WHO BELIEVES IN UFOS?	FRIEDMAN	IUR-14-1,06	2	
WHO NEEDS APATHY ANYWAY?	CHRISTENSEN	MUJ-225,08	0	TR
WHO SPEAKS FOR WITNESS? MED/ETH ISSUES	GOTLIB	90 SYMP,024	5	E
WHOSE UFO IS WHO'S?	STACY	MUJ-285,17	0	
WHY ABDUCTION REPORTS ARE NOT URBAN LEG.	BULLARD	IUR-16-4,15	5	A
WHY DO UFOS HAVE LIGHTS?	SMITH	MUJ-299,12	1	
WHY IS UFOLOGY SO CONFUSING?	SWORDS	MUJ-223,03	1	
WHY THE LINDA CASE IS A HOAX	JOHNSON	IUR-18-2,05	5	A
WHY THE PRESS ACTS THAT WAY	BERLINER	IUR-17-5,16	0	
WIDENING THE NET	JOHNSON	MUJ-299,09	0	
WILD GOOSE (MJ-12)	CLARK	IUR-14-5,03	6	R
WILL THE CIRCLES BE BROKEN?	RUTKOWSKI	IUR-18-1,11	6	C
WILLIAM G. HYZER RESPONDS	HYZER	MUJ-294,15	8	
WILLIAMSPORT WAVE	GRECO	MUJ-290,03	1	
WITNESS PROTECTION: A COMMENT	RANK	MUJ-169,16	0	
WOBBLING UFO WAS A VIVID BLUE	MAZUR	MUJ-192,10	1	
WOMAN ON THE BRIDGE	HOPKINS	MUJ-296,05	7	
WOMAN REVEALS 1977 FLORIDA SIGHTING	WARE	MUJ-191,14	1	GB
WRITING RIGHT	HOPKINS	MUJ-308,08	0	TR
YAKIMA INDIAN RESERVATION SIGHTINGS	LONG	MUJ-166,03	1	
YAKIMA UFO	LONG	MUJ-205,05	1	
YOU CAN'T ALWAYS GET WHAT YOU WANT	RODEGHIER	IUR-16-1,03	0	
ZETA 2 RETICULI: A RESPONSE	HENDRY	MUJ-171,12	0	ASTR

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Editor's Note: Jan Aldrich is the director of Project 1947, devoted to the documentation of the early history of the UFO phenomenon. He and the project may be be reached at Box 391, Canterbury, CT 06331.

Top-Secret 1949 Document

by Jan Aldrich

In the general correspondence file on UFOs for the Director of Intelligence (Decimal files .009 "Flying Disks" 1949), there were vague references made to this document and other USAF contacts with the Joint Intelligence Committee regarding UFOs. Citizens Against UFO Secrecy (CAUS) did submit FOIA requests for the document, which was thought to be classified secret.

CAUS had been looking for this document for more than 20 years. It was found in the National Archives II in College Park, Maryland, in the USAF Air Force Director of Intelligence files entitled A General File July 1945--December 1954: Records Relating to the Requirements for and the Collection and Dissemination of Intelligence" (Records Group 341, Entry 214A) during research for Project 1947 in July 1997. The JIC document had not been found previously because it had been classified top secret and was not in the records checked to satisfy the previous FOIA requests. This discovery demonstrates the usefulness of on site records inspection by researchers.

Project Saucer

In his 1950 paperback book *The Flying Saucers Are Real*, pp. 18 &19, Donald E. Keyhoe reported a conversation with Ken Purdy, an editor at *True* magazine:

> "Have you seen the *[Saturday Evening] Post* this week?" [said Purdy.]
> I told him no.
>
> "There's something damned queer going on. For fifteen months, 'Project Sauce' is buttoned up tight. Top Secret. Then suddenly, Forrestal gets the *Saturday Evening Post* to run two articles, brushing the whole thing off. The first piece hits the stands and what happens?"
>
> Purdy swung around, jabbed his finger at a document on his desk.
>
> "The same day, the Air Force rushes out his Project 'Saucer' report. It admits they haven't identified the disks in any important cases. They say it's still serious enough--wait a minute"--he thumbed through the stapled papers--"to require constant vigilance by 'Project Saucer' personnel and civilian population."

Purdy only knew the half of it. There was more. Had Keyhoe or Purdy known of the other activities around the last part of April and early May, they would have been sure there was something funny occurring. The Air Force made a concerted effort to disseminate its position to both official circles and the public.

REPORT BY THE DIRECTOR OF INTELLIGENCE, USAF

to the

JOINT INTELLIGENCE COMMITTEE

on

UNIDENTIFIED AERIAL OBJECTS

THE PROBLEM

1. To advise the Joint Intelligence Committee of the findings of the Directorate of Intelligence, USAF, regarding the sightings of unidentified aerial objects and the Air Force organization established for further investigation and solution of the problem.

FACTS BEARING ON THE PROBLEM

2. Following the great number of reported sightings of flying discs during the summer of 1947, Hq, Air Material Command, in a letter dated 23 September 1947, requested that the Commanding General, Army Air Forces, issue a directive assigning a priority, security classification and code name for a detailed study of flying disc reports. Hq, Air Material Command explained that their action was based on the opinion that phenomena reported appeared to be real and that there were objects in existence which would approximate the shape of a disc. AMC concluded that some incidents might be caused by natural phenomena but that some incidents described characteristics which suggested evasive tactics. Awaiting a specific directive, Hq, AMC continued to collect information on flying disc incidents in order to more clearly define the nature of the phenomena. On the

TOP SECRET
JIC

1

|The first page of the 1949 report to the Joint Intelligence Committee on Unidentified Aerial Objects

Among these activities were:

1. The Directorate of Intelligence personnel briefed the USAF Deputy Chief of Staff for Operations and his staff on UFOs on April 27, 1949. (Directorate of Intelligence, USAF, Decimal Correspondence File, "Flying Discs," 1949, National Archives II, College Park, Maryland.)

2. The Air Force sent a top-secret "Unidentified Aerial Objects" presentation with Appendix A, a summary of Air Force actions, to the Joint Intelligence Committee

(JIC) on April 27, 1949. The Committee was composed of representatives from the Army, Navy, Air Force, State Department, FBI and CIA. (Deputy Director of Intelligence, USAF. Records Group 341, Entry 214A, Top Secret Control #2-7051-A, National Archives II, College Park, Maryland. Reprinted in full at the end of this article.)

3.The USAF printed copies of the Top Secret "Analysis of Flying Object Incidents in the United States" (Air Intelligence Report 100-203-79) by the USAF Director Intelligence and the Office of Naval Intelligence. The printed report cover shows the date, April 28, 1949, although the document had been approved on December 1948. (USAF Directorate of Intelligence, Current Intelligence Files: Top Secret Control #2-7341, National Archives II, College Park, Maryland; see

4. The "Memorandum for the Press: Project Saucer" was released on April 29, 1949. ("Project Saucer," Memorandum to the Press # M26-49, April 27, 1949, Project Blue Book files; see

http://www.project1947.com/fig/projsauc.htm

5. The *Saturday Evening Post* hit the newsstands on April 29,1949, with the first part of Sidney Shalett's article on UFOs. ("What You Can Believe About Flying Saucers," *Saturday Evening Post,* April 30, 1949, pp. 20-21, 136-39; part 2, May 7, 1949, pp. 36, 184-86.)

The Air Force Public Relations Office cooperated fully with Shalett in the preparation of his article, but Major General Cabell had major problems. He would rather have had complete control over the press policy. However, his attempt to obtain this authority from Secretary of Defense Forrestal appeared to have been thwarted by Mr. Leo of the Public Relations Office. (See the Air Staff Study on press policy and flying discs, http://www/project1947.com/fig/1948e.htm ; Memorandum to Forrestal on press policy,

http://www.project1947.com/fig/1948f.htm ;

Memorandum for Record concerning press policy,

http://www.project1947.com/fig/1948d.htm ;

and Secretary of Air Force Office of Information UFO files 1947-1952, microfilm #33765, USAF Historical Research Activity, Maxwell Air Force Base, Ala.)

Shalett's article dismissed UFOs as any type of problem despite the conclusions of the recently printed "Analysis of Flying Object Incidents in the United States," which recommended that efforts be taken to determine whether UFOs represented a domestic development. Or if not, that actions be taken to determine whether they were a foreign development.

Shalett's article was his own, but it was probably endorsed by Leo. The Project Saucer press release was less negative, as Purdy pointed out to Keyhoe. There was then a necessity to make sure that the USAF and the intelligence community knew the Directorate of Intelligence's position. Therefore, the briefings prior to the release of the Project Saucer press memorandum informed these officials of the Air Force intelligence position.

Project Grudge's files had been opened to Shalett. Leo wrote to Wright Field, advising that Shalett should be given access to all information except for foreign sources and any material classified top secret.

Soon after Shalett's article hit the stands, other writers and editors also requested access to the files at Wright Field. Purdy was one of the first. Maj. Gen. Cabell may have ost his bid to limit

press access, but when asked about these new requests, Cabell responded that if one writer was given access, then all of them should have access. Cabell's sense of fair play may have helped Keyhoe and Purdy obtain the information that convinced them that UFOs were extraterrestrial. The desired effect of Shalett's article was soon overcome by Keyhoe's articles and his subsequent bestselling book, *The Flying Saucers Are Real*.

The JIC document has eluded researchers for years. In it one can see the seeds of the later Project Grudge report. It contains a summarized history of the Air Force's early attempt to investigate UFO reports.

There is one error in the document. The study that led to "Analysis of Flying Object Reports in the United States" was initiated by Maj. Gen. Cabell on July 27, 1948, shortly after the Chiles-Whitted sighting, not August 6, 1948, as given in the JIC presentation. (Records Group 341, General Files, Entry 214, Top Secret Control # 2-3931.)

In the JIC report the Directorate of Intelligence had already abandoned a major portion of the freshly printed A Analysis." In about 18 months the "Analysis" would be completely discarded and ordered destroyed. (Letter, Subject: Destruction of Air Intelligence Report Number 10079, September 25, 1950, Directorate of Intelligence, USAF, Decimal Correspondence File, A Flying Discs," 1950, National Archives II, College Park Maryland.)

Report by the Director of Intelligence, USAF, to the
Joint Intelligence Committee on
Unidentified Aerial Objects

The problem

1. To advise the Joint Intelligence Committee of the findings of the Directorate of Intelligence, USAF, regarding the sightings of unidentified aerial objects and the Air Force organization established for further investigation and solution of the problem.

Facts bearing on the problem

2. Following the great number of reported sightings of flying discs during the summer of 1947, Hq, Air Materiel Command, in a letter dated 23 September 1947, requested that the Commanding General, Army Air Forces, issue a directive assigning a priority, security classification and code name for a detailed study of flying disc reports. Hq, Air Materiel Command explained that their action was based on the opinion that phenomena reported appeared to be real and that there were objects in existence which would approximate the shape of a disc. AMC concluded that some incidents might be caused by natural phenomena but that some incidents described characteristics which suggested evasive tactics. Awaiting a specific directive, Hq, AMC continued to collect information on flying disc incidents in order to more clearly define the nature of the phenomena. On the 22nd of December 1947, in a memorandum, "Analysis of Flying Disc Reports," the Director of Intelligence concurred with Air Materiel Command's recommendation and forwarded their letter to the Director of Research and Development, DCS/M for reply.

3. In a letter dated 30 December 1947, the Director of Research and Development, DCS/M, advised the Commanding General, AMC, that Air Force policy was not to ignore reports of sightings and phenomena in the atmosphere but to recognize that part of its mission to collect, evaluate and act on information of this nature. To implement this policy it was directed that Hq, Air Materiel Command set up a project with the purpose of collecting, collating, evaluating, and distributing to interested government agencies and contractors, all information concerning sightings and phenomena in the atmosphere which could be construed to be of concern to the national security. This directive assigned a priority of 2-A to the project, a RESTRICTED

classification, and a code name of "SIGN."

4. At Air Materiel Command the Technical Intelligence Division was assigned the responsibility for accomplishing this mission with the full assistance of all divisions and activities within Air Materiel Command to permit successful completion of the project. The cooperation of the Army, Navy, Coast Guard and F.B.I. was solicited in order to facilitate the forwarding and investigation of all reports. Arrangements were effected for handling such reports directly with Air Materiel Command.

5. In addition to the collection, analysis and investigation activities directed by the project personnel at Hq, Air Materiel Command, Air Intelligence Memorandum dated 6 August 1948, subject: "Flying Saucers," required that a study be made by the Air Intelligence Division to examine the pattern of tactics of reported flying saucers and develop conclusions as to their probability. The results of this analysis were prepared as Air Intelligence division (DI/USAF-ONI) Study No. 203, "Analysis of Flying Object Incidents in the United States." The Directorate of Intelligence has maintained close liaison with Project "SIGN" activities in order that appropriate staff sections of Headquarters, USAF may be adequately advised on the entire subject of unidentified aerial phenomena reports.

6. The code name of "SIGN" for the project was changed to "GRUDGE" by a request on 16 December 1948 by the Director of Research and Development, DCS/M, Hq, USAF. "GRUDGE" under the U.S. Joint Services Code Word Index refers to the title "Detailed Study of Flying Discs."

Assumptions and conclusions

7. Hq, Air Materiel Command will continue its investigations under project "GRUDGE" and the Directorate of Intelligence, USAF, will maintain close liaison with that Command in order to advise Staff sections on the subject of unidentified aerial objects.

8. See Appendix "A" for discussion of the problem and conclusions drawn therefrom.

Recommendations

9. It is recommended that the Joint Intelligence Committee:

a. Furnish the Director of Intelligence, USAF, with comments on this paper.

Appendix A

Unidentified Aerial Objects
Facts and Discussion 1. As of 10 March 1949, a total of 256 incidents involving unidentified aerial objects had been recorded, under Project "SIGN." The majority of these were domestic observations but there were many from reports from foreign sources. In each incident the observers have been interrogated by investigators and the results have been analyzed by technical personnel.

2. Condensed summaries have been prepared on each incident to provide basic information to individuals and agencies having a responsibility or interest in the project.

3. The extreme lack of accurate observed details and the unpredictable occurrence of incidents have made positive identification extremely difficult. Data on unidentified aerial objects has grouped the incidents as follows:

13.3% - discs

43.0% - spherical or elliptical [sic] shape (including balls of fire)

6.0% - cylindrical shape

2.5% - winged objects

32.2% - shapes other than those above

4. In order to identify ordinary and conventional objects, that have probably been included in the list of reported incidents, graphical methods have been applied as follows:

5. Prepared graphical data includes:

a. Charts concerning unidentified aerial objects, to indicate:

(1) Type of object observed

(2) Vicinity in which particular type of object was observed

(3) Direction of flight

b. Location of guided missiles, research and related centers

c. Location of airlines, airfields, both military and commercial

d. Locations of radio beacon stations

e. Known or projected radar stations from which reports and assistance may be derived

f. Meteorological stations from which balloon release data, radiosonde or theodolite readings may be obtained

g. Past, current, and projected celestial phenomena

h. Flight paths of migratory birds

6. A psychological analysis of the reported data is being prepared by Aero-Medical Laboratory, AMC, for the purpose of determining those incidents that are probably based upon errors of the human mind and senses. A preliminary verbal report from the professional psychologists indicates that a considerable number of incidents can be explained as ordinary occurrences that have been misrepresented, as the result of human errors.

7. Specialist services, supplementary to those of AMC technical offices, are being provided by a number of agencies.

8. The Air Weather Service has reviewed incident data and has provided the information that 24 of the first 172 coincide, both with respect to location and time, with the release of weather balloons.

9. The Ohio State University has contracted with AMC to supply astronomical services in an effort to identify meteors, planetoids and associated phenomena. Professor Hynek, Ohio State University Astrophysicist and head of the University Observatory has reviewed the incident summary sheets.

10. Preliminary report of Dr. Hynek, indicates that 30 per cent of the first 200 incidents are positively attributable to astronomical phenomena, and 45 per cent could be explained on the basis of such phenomena or the sighting of weather balloons and other objects. This gives a total of 75 per cent of all incidents with possible explanation.

11. Members of the Scientific Advisory Board o the Chief of Staff, USAF, who have provided consultant services to Project "Grudge," include Dr. Irving Langmuir, Chief, General Electric Research and Dr. G. E. Valley of MIT.

12. Dr.G. E. Valley has displayed an active interest in Project "Grudge" to the extent of reviewing the reported incidents and writing an overall type of analysis in which he groups the various objects and then analyzes each group from the standpoint of scientific feasibility.

13. Inasmuch as various surmises have been advanced that some of the reported observations may have represented "space ships" or satellite vehicles, a special study has been initiated with the Rand Corporation, under the Rand Project, to provide an analysis from this standpoint and also to provide fundamental information, pertaining to the basic design and performance characteristics that might distinguish a possible "space ship." Rand Corporation has also informed AMC that their analysis of all incidents leads them to the conclusion that there is nothing in any reported incidents which would go against a rational explanation.

14. The Weather Bureau Library of the Department of Commerce has supplied information on "ball lightning." This was requested because of the belief by some persons that some of the observations may have represented "ball lightning." It appears that the subject of "ball lightning" occupies an undetermined status and authorities are not at all convinced that such a phenomenon actually exists.

15. On 8 April 1949 the repeated occurrence of green fireball phenomena in New Mexico was discussed with Dr. Joseph Kaplan, member of the USAF Scientific Advisory Board. This phenomenon has caused considerable concern on the part of Hq, Fourth Army and has occupied the interests of Dr. Lincoln LaPaz of the University of New Mexico. Dr. LaPaz believes that the phenomena are not meteorites. Because of Dr. LaPaz' outstanding ability for accurate observation and his experience in identification of meteoritic phenomena, Dr. Kaplan expressed the belief that the green fireball phenomena should be further investigated. Dr. Kaplan's views and this phenomena were discussed 12 April 1948 with Dr. Theodore von Karman, Chairman, USAF Scientific Advisory Board, who feels that the problem is more properly in the field of upper atmosphere research than the field of intelligence.

16. A summary of the incidents reported would indicate that:

a. All incidents which coincide with explainable aerial activities or recorded natural phenomena should be eliminated from further consideration.

b. Creditable unexplained incidents involving light phenomena should be further investigated and analyzed by highly competent scientists who can establish the identity either within or without the limits of known natural phenomena.

c. Creditable unexplained incidents which might involve the use of atomic powered craft of usual [sic] design should be considered jointly by the Atomic Energy Commission and highly competent aerodynamicists to determine the necessity for further consideration of such incidents by the National Defense Intelligence Agencies.

Conclusions

17. The majority of reported incidents are reliable to the extent that they have involved the sighting of some object or light phenomenon.

18. In spite of the lack of accurate data provided by witnesses, the majority of reported incidnts have been caused by misidentification of weather balloons, high altitude balloons with lights and/or electronic equipment, meteors, bolides, and the planet Venus.

19. There are numerous reports from reliable and competent observers for which a conclusive explanation has not been made. Some of these involve descriptions which would place them in the category of new manifestations of probable natural phenomena but others involve configurations and described performance which might conceivably represent an advanced aerodynamical development. A few unexplained incidents surpass these limits of credibility.

20. It is unlikely that a foreign power would expose a superior aerial weapon by a prolonged ineffectual penetration of the United States.

NICAP Home Page

A Die-Hard Issue

CIA's Role in the Study of UFOs, 1947-90

Gerald K. Haines

An extraordinary 95 percent of all Americans have at least heard or read something about Unidentified Flying Objects (UFOs), and 57 percent believe they are real. **(1)** Former US Presidents Carter and Reagan claim to have seen a UFO. UFOlogists--a neologism for UFO buffs--and private UFO organizations are found throughout the United States. Many are convinced that the US Government, and particularly CIA, are engaged in a massive conspiracy and coverup of the issue. The idea that CIA has secretly concealed its research into UFOs has been a major theme of UFO buffs since the modern UFO phenomena emerged in the late 1940s. **(2)**

In late 1993, after being pressured by UFOlogists for the release of additional CIA information on UFOs, **(3)** DCI R. James Woolsey ordered another review of all Agency files on UFOs. Using CIA records compiled from that review, this study traces CIA interest and involvement in the UFO controversy from the late 1940s to 1990. It chronologically examines the Agency's efforts to solve the mystery of UFOs, its programs that had an impact on UFO sightings, and its attempts to conceal CIA involvement in the entire UFO issue. What emerges from this examination is that, while Agency concern over UFOs was substantial until the early 1950s, CIA has since paid only limited and peripheral attention to the phenomena.

Background

The emergence in 1947 of the Cold War confrontation between the United States and the Soviet Union also saw the first wave of UFO sightings. The first report of a "flying saucer" over the United States came on 24 June 1947, when Kenneth Arnold, a private pilot and reputable businessman, while looking for a downed plane sighted nine disk-shaped objects near Mt. Rainier, Washington, traveling at an estimated speed of over 1,000 mph. Arnold's report was followed by a flood of additional sightings, including reports from military and civilian pilots and air traffic controllers all over the United States. **(4)** In 1948, Air Force Gen. Nathan Twining, head of the Air Technical Service Command, established Project SIGN (initially named Project SAUCER) to collect, collate, evaluate, and distribute within the government all information relating to such sightings, on the premise that UFOs might be real and of national security concern. **(5)**

The Technical Intelligence Division of the Air Material Command (AMC) at Wright Field (later Wright-Patterson Air Force Base) in Dayton, Ohio, assumed control of Project SIGN and began its work on 23 January 1948. Although at first fearful that the objects might be Soviet secret weapons, the Air Force soon concluded that UFOs were real but easily explained and not extraordinary. The Air Force report found that almost all sightings stemmed from one or more of three causes: mass hysteria and hallucination, hoax, or misinterpretation of known objects. Nevertheless, the report recommended continued military intelligence control over the investigation of all sightings and did not rule out the possibility of extraterrestrial phenomena. **(6)**

Amid mounting UFO sightings, the Air Force continued to collect and evaluate UFO data in the late 1940s under a new project, GRUDGE, which tried to alleviate public anxiety over UFOs via a public relations campaign designed to persuade the public that UFOs constituted nothing unusual or extraordinary. UFO sightings were explained as balloons, conventional aircraft, planets, meteors, optical illusions, solar reflections, or even "large hailstones." GRUDGE officials found no evidence in UFO sightings of advanced foreign weapons design or development, and they concluded that UFOs did not threaten US security. They recommended that the project be reduced in scope because the very existence of Air Force official interest encouraged people to believe in UFOs and contributed to a "war hysteria" atmosphere. On 27 December 1949, the Air Force announced the project's termination. **(7)**

With increased Cold War tensions, the Korean war, and continued UFO sightings, USAF Director of Intelligence Maj.

Gen. Charles P. Cabell ordered a new UFO project in 1952. Project BLUE BOOK became the major Air Force effort to study the UFO phenomenon throughout the 1950s and 1960s. **(8)** The task of identifying and explaining UFOs continued to fall on the Air Material Command at Wright-Patterson. With a small staff, the Air Technical Intelligence Center (ATIC) tried to persuade the public that UFOs were not extraordinary. **(9)** Projects SIGN, GRUDGE, and BLUE BOOK set the tone for the official US Government position regarding UFOs for the next 30 years.

Early CIA Concerns, 1947-52

CIA closely monitored the Air Force effort, aware of the mounting number of sightings and increasingly concerned that UFOs might pose a potential security threat. **(10)** Given the distribution of the sightings, CIA officials in 1952 questioned whether they might reflect "midsummer madness." **(11)** Agency officials accepted the Air Force's conclusions about UFO reports, although they concluded that "since there is a remote possibility that they may be interplanetary aircraft, it is necessary to investigate each sighting." **(12)**

A massive buildup of sightings over the United States in 1952, especially in July, alarmed the Truman administration. On 19 and 20 July, radar scopes at Washington National Airport and Andrews Air Force Base tracked mysterious blips. On 27 July, the blips reappeared. The Air Force scrambled interceptor aircraft to investigate, but they found nothing. The incidents, however, caused headlines across the country. The White House wanted to know what was happening, and the Air Force quickly offered the explanation that the radar blips might be the result of "temperature inversions." Later, a Civil Aeronautics Administration investigation confirmed that such radar blips were quite common and were caused by temperature inversions. **(13)**

Although it had monitored UFO reports for at least three years, CIA reacted to the new rash of sightings by forming a special study group within the Office of Scientific Intelligence (OSI) and the Office of Current Intelligence (OCI) to review the situation. **(14)** Edward Tauss, acting chief of OSI's Weapons and Equipment Division, reported for the group that most UFO sightings could be easily explained. Nevertheless, he recommended that the Agency continue monitoring the problem, in coordination with ATIC. He also urged that CIA conceal its interest from the media and the public, "in view of their probable alarmist tendencies" to accept such interest as confirming the existence of UFOs. **(15)**

Upon receiving the report, Deputy Director for Intelligence (DDI) Robert Amory, Jr. assigned responsibility for the UFO investigations to OSI's Physics and Electronics Division, with A. Ray Gordon as the officer in charge. **(16)** Each branch in the division was to contribute to the investigation, and Gordon was to coordinate closely with ATIC. Amory, who asked the group to focus on the national security implications of UFOs, was relaying DCI Walter Bedell Smith's concerns. **(17)** Smith wanted to know whether or not the Air Force investigation of flying saucers was sufficiently objective and how much more money and manpower would be necessary to determine the cause of the small percentage of unexplained flying saucers. Smith believed "there was only one chance in 10,000 that the phenomenon posed a threat to the security of the country, but even that chance could not be taken." According to Smith, it was CIA's responsibility by statute to coordinate the intelligence effort required to solve the problem. Smith also wanted to know what use could be made of the UFO phenomenon in connection with US psychological warfare efforts. **(18)**

Led by Gordon, the CIA Study Group met with Air Force officials at Wright-Patterson and reviewed their data and findings. The Air Force claimed that 90 percent of the reported sightings were easily accounted for. The other 10 percent were characterized as "a number of incredible reports from credible observers." The Air Force rejected the theories that the sightings involved US or Soviet secret weapons development or that they involved "men from Mars"; there was no evidence to support these concepts. The Air Force briefers sought to explain these UFO reports as the misinterpretation of known objects or little understood natural phenomena. **(19)** Air Force and CIA officials agreed that outside knowledge of Agency interest in UFOs would make the problem more serious. **(20)** This concealment of CIA interest contributed greatly to later charges of a CIA conspiracy and coverup.

Amateur photographs of alleged UFOs

Passoria, New Jersey, 31 July 1952

Sheffield, England, 4 March 1962

& Minneapolis, Minnesota, 20 October 1960

The CIA Study Group also searched the Soviet press for UFO reports, but found none, causing the group to conclude that the absence of reports had to have been the result of deliberate Soviet Government policy. The group also envisioned the USSR's possible use of UFOs as a psychological warfare tool. In addition, they worried that, if the US air warning system should be deliberately overloaded by UFO sightings, the Soviets might gain a surprise advantage in any nuclear attack. **(21)**

Because of the tense Cold War situation and increased Soviet capabilities, the CIA Study Group saw serious national security concerns in the flying saucer situation. The group believed that the Soviets could use UFO reports to touch off mass hysteria and panic in the United States. The group also believed that the Soviets might use UFO sightings to overload the US air warning system so that it could not distinguish real targets from phantom UFOs. H. Marshall Chadwell, Assistant Director of OSI, added that he considered the problem of such importance "that it should be brought to the attention of the National Security Council, in order that a communitywide coordinated effort towards it solution may be initiated." **(22)**

Chadwell briefed DCI Smith on the subject of UFOs in December 1952. He urged action because he was convinced that "something was going on that must have immediate attention" and that "sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major US defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles." He drafted a memorandum from the DCI to the National Security Council (NSC) and a proposed NSC Directive establishing the investigation of UFOs as a priority project throughout the intelligence and the defense research and development community. **(23)** Chadwell also urged Smith to establish an external research project of top-level scientists to study the problem of UFOs. **(24)** After this briefing, Smith directed DDI Amory to prepare a NSC Intelligence Directive (NSCID) for submission to the NSC on the need to continue the investigation of UFOs and to coordinate such investigations with the Air Force. **(25)**

The Robertson Panel, 1952-53

On 4 December 1952, the Intelligence Advisory Committee (IAC) took up the issue of UFOs. **(26)** Amory, as acting chairman, presented DCI Smith's request to the committee that it informally discuss the subject of UFOs. Chadwell then briefly reviewed the situation and the active program of the ATIC relating to UFOs. The committee agreed that the DCI should "enlist the services of selected scientists to review and appraise the available evidence in the light of pertinent scientific theories" and draft an NSCID on the subject. **(27)** Maj. Gen. John A. Samford, Director of Air Force Intelligence, offered full cooperation. **(28)**

At the same time, Chadwell looked into British efforts in this area. He learned the British also were active in studying the UFO phenomena. An eminent British scientist, R. V. Jones, headed a standing committee created in June 1951 on flying saucers. Jones' and his committee's conclusions on UFOs were similar to those of Agency officials: the sightings were not enemy aircraft but misrepresentations of natural phenomena. The British noted, however, that during a recent air show RAF pilots and senior military officials had observed a "perfect flying saucer." Given the press response, according to the officer, Jones was having a most difficult time trying to correct public opinion regarding UFOs. The public was convinced they were real. **(29)**

In January 1953, Chadwell and H. P. Robertson, a noted physicist from the California Institute of Technology, put together a distinguished panel of nonmilitary scientists to study the UFO issue. It included Robertson as chairman; Samuel A. Goudsmit, a nuclear physicist from the Brookhaven National Laboratories; Luis Alvarez, a high-energy physicist; Thornton Page, the deputy director of the Johns Hopkins Operations Research Office and an expert on radar and electronics; and Lloyd Berkner, a director of the Brookhaven National Laboratories and a specialist in geophysics. **(30)**

The charge to the panel was to review the available evidence on UFOs and to consider the possible dangers of the phenomena to US national security. The panel met from 14 to 17 January 1953. It reviewed Air Force data on UFO case histories and, after spending 12 hours studying the phenomena, declared that reasonable explanations could be suggested for most, if not all, sightings. For example, after reviewing motion-picture film taken of a UFO sighting near

Tremonton, Utah, on 2 July 1952 and one near Great Falls, Montana, on 15 August 1950, the panel concluded that the images on the Tremonton film were caused by sunlight reflecting off seagulls and that the images at Great Falls were sunlight reflecting off the surface of two Air Force interceptors. **(31)**

The panel concluded unanimously that there was no evidence of a direct threat to national security in the UFO sightings. Nor could the panel find any evidence that the objects sighted might be extraterrestrials. It did find that continued emphasis on UFO reporting might threaten "the orderly functioning" of the government by clogging the channels of communication with irrelevant reports and by inducing "hysterical mass behavior" harmful to constituted authority. The panel also worried that potential enemies contemplating an attack on the United States might exploit the UFO phenomena and use them to disrupt US air defenses. **(32)**

To meet these problems, the panel recommended that the National Security Council debunk UFO reports and institute a policy of public education to reassure the public of the lack of evidence behind UFOs. It suggested using the mass media, advertising, business clubs, schools, and even the Disney corporation to get the message across. Reporting at the height of McCarthyism, the panel also recommended that such private UFO groups as the Civilian Flying Saucer Investigators in Los Angeles and the Aerial Phenomena Research Organization in Wisconsin be monitored for subversive activities. **(33)**

The Robertson panel's conclusions were strikingly similar to those of the earlier Air Force project reports on SIGN and GRUDGE and to those of the CIA's own OSI Study Group. All investigative groups found that UFO reports indicated no direct threat to national security and no evidence of visits by extraterrestrials.

Following the Robertson panel findings, the Agency abandoned efforts to draft an NSCID on UFOs. **(34)** The Scientific Advisory Panel on UFOs (the Robertson panel) submitted its report to the IAC, the Secretary of Defense, the Director of the Federal Civil Defense Administration, and the Chairman of the National Security Resources Board. CIA officials said no further consideration of the subject appeared warranted, although they continued to monitor sightings in the interest of national security. Philip Strong and Fred Durant from OSI also briefed the Office of National Estimates on the findings. **(35)** CIA officials wanted knowledge of any Agency interest in the subject of flying saucers carefully restricted, noting not only that the Robertson panel report was classified but also that any mention of CIA sponsorship of the panel was forbidden. This attitude would later cause the Agency major problems relating to its credibility. **(36)**

The 1950s: Fading CIA Interest in UFOs

After the report of the Robertson panel, Agency officials put the entire issue of UFOs on the back burner. In May 1953, Chadwell transferred chief responsibility for keeping abreast of UFOs to OSI's Physics and Electronic Division, while the Applied Science Division continued to provide any necessary support. **(37)** Todos M. Odarenko, chief of the Physics and Electronics Division, did not want to take on the problem, contending that it would require too much of his division's analytic and clerical time. Given the findings of the Robertson panel, he proposed to consider the project "inactive" and to devote only one analyst part-time and a file clerk to maintain a reference file of the activities of the Air Force and other agencies on UFOs. Neither the Navy nor the Army showed much interest in UFOs, according to Odarenko. **(38)**

A nonbeliever in UFOs, Odarenko sought to have his division relieved of the responsibility for monitoring UFO reports. In 1955, for example, he recommended that the entire project be terminated because no new information concerning UFOs had surfaced. Besides, he argued, his division was facing a serious budget reduction and could not spare the resources. **(39)** Chadwell and other Agency officials, however, continued to worry about UFOs. Of special concern were overseas reports of UFO sightings and claims that German engineers held by the Soviets were developing a "flying saucer" as a future weapon of war. **(40)**

To most US political and military leaders, the Soviet Union by the mid-1950s had become a dangerous opponent. Soviet progress in nuclear weapons and guided missiles was particularly alarming. In the summer of 1949, the USSR had detonated an atomic bomb. In August 1953, only nine months after the United States tested a hydrogen bomb, the Soviets detonated one. In the spring of 1953, a top secret RAND Corporation study also pointed out the vulnerability of SAC bases to a surprise attack by Soviet long-range bombers. Concern over the danger of a Soviet attack on the United

States continued to grow, and UFO sightings added to the uneasiness of US policymakers.

Mounting reports of UFOs over eastern Europe and Afghanistan also prompted concern that the Soviets were making rapid progress in this area. CIA officials knew that the British and Canadians were already experimenting with "flying saucers." Project Y was a Canadian-British-US developmental operation to produce a nonconventional flying-saucer-type aircraft, and Agency officials feared the Soviets were testing similar devices. **(41)**

Adding to the concern was a flying saucer sighting by US Senator Richard Russell and his party while traveling on a train in the USSR in October 1955. After extensive interviews of Russell and his group, however, CIA officials concluded that Russell's sighting did not support the theory that the Soviets had developed saucerlike or unconventional aircraft. Herbert Scoville, Jr., the Assistant Director of OSI, wrote that the objects observed probably were normal jet aircraft in a steep climb. **(42)**

Wilton E. Lexow, head of the CIA's Applied Sciences Division, was also skeptical. He questioned why the Soviets were continuing to develop conventional-type aircraft if they had a "flying saucer." **(43)** Scoville asked Lexow to assume responsibility for fully assessing the capabilities and limitations of nonconventional aircraft and to maintain the OSI central file on the subject of UFOs.

CIA's U-2 and OXCART as UFOs

In November 1954, CIA had entered into the world of high technology with its U-2 overhead reconnaissance project. Working with Lockheed's Advanced Development facility in Burbank, California, known as the Skunk Works, and Kelly Johnson, an eminent aeronautical engineer, the Agency by August 1955 was testing a high-altitude experimental aircraft--the U-2. It could fly at 60,000 feet; in the mid-1950s, most commercial airliners flew between 10,000 feet and 20,000 feet. Consequently, once the U-2 started test flights, commercial pilots and air traffic controllers began reporting a large increase in UFO sightings. **(44)** (U)

The early U-2s were silver (they were later painted black) and reflected the rays from the sun, especially at sunrise and sunset. They often appeared as fiery objects to observers below. Air Force BLUE BOOK investigators aware of the secret U-2 flights tried to explain away such sightings by linking them to natural phenomena such as ice crystals and temperature inversions. By checking with the Agency's U-2 Project Staff in Washington, BLUE BOOK investigators were able to attribute many UFO sightings to U-2 flights. They were careful, however, not to reveal the true cause of the sighting to the public.

According to later estimates from CIA officials who worked on the U-2 project and the OXCART (SR-71, or Blackbird) project, over half of all UFO reports from the late 1950s through the 1960s were accounted for by manned reconnaissance flights (namely the U-2) over the United States. **(45)** This led the Air Force to make misleading and deceptive statements to the public in order to allay public fears and to protect an extraordinarily sensitive national security project. While perhaps justified, this deception added fuel to the later conspiracy theories and the coverup controversy of the 1970s. The percentage of what the Air Force considered unexplained UFO sightings fell to 5.9 percent in 1955 and to 4 percent in 1956. **(46)**

At the same time, pressure was building for the release of the Robertson panel report on UFOs. In 1956, Edward Ruppelt, former head of the Air Force BLUE BOOK project, publicly revealed the existence of the panel. A best-selling book by UFOlogist Donald Keyhoe, a retired Marine Corps major, advocated release of all government information relating to UFOs. Civilian UFO groups such as the National Investigations Committee on Aerial Phenomena (NICAP) and the Aerial Phenomena Research Organization (APRO) immediately pushed for release of the Robertson panel report. **(47)** Under pressure, the Air Force approached CIA for permission to declassify and release the report. Despite such pressure, Philip Strong, Deputy Assistant Director of OSI, refused to declassify the report and declined to disclose CIA sponsorship of the panel. As an alternative, the Agency prepared a sanitized version of the report which deleted any reference to CIA and avoided mention of any psychological warfare potential in the UFO controversy. **(48)**

The demands, however, for more government information about UFOs did not let up. On 8 March 1958, Keyhoe, in an interview with Mike Wallace of CBS, claimed deep CIA involvement with UFOs and Agency sponsorship of the

Robertson panel. This prompted a series of letters to the Agency from Keyhoe and Dr. Leon Davidson, a chemical engineer and UFOlogist. They demanded the release of the full Robertson panel report and confirmation of CIA involvement in the UFO issue. Davidson had convinced himself that the Agency, not the Air Force, carried most of the responsibility for UFO analysis and that "the activities of the US Government are responsible for the flying saucer sightings of the last decade." Indeed, because of the undisclosed U-2 and OXCART flights, Davidson was closer to the truth than he suspected. CI, nevertheless held firm to its policy of not revealing its role in UFO investigations and refused to declassify the full Robertson panel report. **(49)**

In a meeting with Air Force representatives to discuss how to handle future inquires such as Keyhoe's and Davidson's, Agency officials confirmed their opposition to the declassification of the full report and worried that Keyhoe had the ear of former DCI VAdm. Roscoe Hillenkoetter, who served on the board of governors of NICAP. They debated whether to have CIA General Counsel Lawrence R. Houston show Hillenkoetter the report as a possible way to defuse the situation. CIA officer Frank Chapin also hinted that Davidson might have ulterior motives, "some of them perhaps not in the best interest of this country," and suggested bringing in the FBI to investigate. **(50)** Although the record is unclear whether the FBI ever instituted an investigation of Davidson or Keyhoe, or whether Houston ever saw Hillenkoetter about the Robertson report, Hillenkoetter did resign from the NICAP in 1962. **(51)**

The Agency was also involved with Davidson and Keyhoe in two rather famous UFO cases in the 1950s, which helped contribute to a growing sense of public distrust of CIA with regard to UFOs. One focused on what was reported to have been a tape recording of a radio signal from a flying saucer; the other on reported photographs of a flying saucer. The "radio code" incident began innocently enough in 1955, when two elderly sisters in Chicago, Mildred and Marie Maier, reported in the *Journal of Space Flight* their experiences with UFOs, including the recording of a radio program in which an unidentified code was reportedly heard. The sisters taped the program and other ham radio operators also claimed to have heard the "space message." OSI became interested and asked the Scientific Contact Branch to obtain a copy of the recording. **(52)**

Field officers from the Contact Division (CD), one of whom was Dewelt Walker, made contact with the Maier sisters, who were "thrilled that the government was interested," and set up a time to meet with them. **(53)** In trying to secure the tape recording, the Agency officers reported that they had stumbled upon a scene from *Arsenic and Old Lace*. "The only thing lacking was the elderberry wine," Walker cabled Headquarters. After reviewing the sisters' scrapbook of clippings from their days on the stage, the officers secured a copy of the recording. **(54)** OSI analyzed the tape and found it was nothing more than Morse code from a US radio station.

The matter rested there until UFOlogist Leon Davidson talked with the Maier sisters in 1957. The sisters remembered they had talked with a Mr. Walker who said he was from the US Air Force. Davidson then wrote to a Mr. Walker, believing him to be a US Air Force Intelligence Officer from Wright-Patterson, to ask if the tape had been analyzed at ATIC. Dewelt Walker replied to Davidson that the tape had been forwarded to proper authorities for evaluation, and no information was available concerning the results. Not satisfied, and suspecting that Walker was really a CIA officer, Davidson next wrote DCI Allen Dulles demanding to learn what the coded message revealed and who Mr. Walker was. **(55)** The Agency, wanting to keep Walker's identity as a CIA employee secret, replied that another agency of the government had analyzed the tape in question and that Davidson would be hearing from the Air Force. **(56)** On 5 August, the Air Force wrote Davidson saying that Walker "was and is an Air Force Officer" and that the tape "was analyzed by another government organization." The Air Force letter confirmed that the recording contained only identifiable Morse code which came from a known US-licensed radio station. **(57)**

Davidson wrote Dulles again. This time he wanted to know the identity of the Morse operator and of the agency that had conducted the analysis. CIA and the Air Force were now in a quandary. The Agency had previously denied that it had actually analyzed the tape. The Air Force had also denied analyzing the tape and claimed that Walker was an Air Force officer. CIA officers, under cover, contacted Davidson in Chicago and promised to get the code translation and the identification of the transmitter, if possible. **(58)**

In another attempt to pacify Davidson, a CIA officer, again under cover and wearing his Air Force uniform, contacted Davidson in New York City. The CIA officer explained that there was no super agency involved and that Air Force policy was not to disclose who was doing what. While seeming to accept this argument, Davidson nevertheless pressed

for disclosure of the recording message and the source. The officer agreed to see what he could do. **(59)** After checking with Headquarters, the CIA officer phoned Davidson to report that a thorough check had been made and, because the signal was of known US origin, the tape and the notes made at the time had been destroyed to conserve file space. **(60)**

Incensed over what he perceived was a runaround, Davidson told the CIA officer that "he and his agency, whichever it was, were acting like Jimmy Hoffa and the Teamster Union in destroying records which might indict them." **(61)** Believing that any more contact with Davidson would only encourage more speculation, the Contact Division washed its hands of the issue by reporting to the DCI and to ATIC that it would not respond to or try to contact Davidson again. **(62)** Thus, a minor, rather bizarre incident, handled poorly by both CIA and the Air Force, turned into a major flap that added fuel to the growing mystery surrounding UFOs and CIA's role in their investigation.

Another minor flap a few months later added to the growing questions surrounding the Agency's true role with regard to flying saucers. CIA's concern over secrecy again made matters worse. In 1958, Major Keyhoe charged that the Agency was deliberately asking eyewitnesses of UFOs not to make their sightings public. **(63)**

The incident stemmed from a November 1957 request from OSI to the CD to obtain from Ralph C. Mayher, a photographer for KYW-TV in Cleveland, Ohio, certain photographs he took in 1952 of an unidentified flying object. Harry Real, a CD officer, contacted Mayher and obtained copies of the photographs for analysis. On 12 December 1957, John Hazen, another CD officer, returned the five photographs of the alleged UFO to Mayher without comment. Mayher asked Hazen for the Agency's evaluation of the photos, explaining that he was trying to organize a TV program to brief the public on UFOs. He wanted to mention on the show that a US intelligence organization had viewed the photographs and thought them of interest. Although he advised Mayher not to take this approach, Hazen stated that Mayher was a US citizen and would have to make his own decision as to what to do. **(64)**

Keyhoe later contacted Mayher, who told him his story of CIA and the photographs. Keyhoe then asked the Agency to confirm Hazen's employment in writing, in an effort to expose CIA's role in UFO investigations. The Agency refused, despite the fact that CD field representatives were normally overt and carried credentials identifying their Agency association. DCI Dulles's aide, John S. Earman, merely sent Keyhoe a noncommittal letter noting that, because UFOs were of primary concern to the Department of the Air Force, the Agency had referred his letter to the Air Force for an appropriate response. Like the response to Davidson, the Agency reply to Keyhoe only fueled the speculation that the Agency was deeply involved in UFO sightings. Pressure for release of CIA information on UFOs continued to grow. **(65)**

Although CIA had a declining interest in UFO cases, it continued to monitor UFO sightings. Agency officials felt the need to keep informed on UFOs if only to alert the DCI to the more sensational UFO reports and flaps. **(66)**

The 1960s: Declining CIA Involvement and Mounting Controversy

In the early 1960s, Keyhoe, Davidson, and other UFOlogists maintained their assault on the Agency for release of UFO information. Davidson now claimed that CIA "was solely responsible for creating the Flying Saucer furor as a tool for cold war psychological warfare since 1951." Despite calls for Congressional hearings and the release of all materials relating to UFOs, little changed. **(67)**

In 1964, however, following high-level White House discussions on what to do if an alien intelligence was discovered in space and a new outbreak of UFO reports and sightings, DCI John McCone asked for an updated CIA evaluation of UFOs. Responding to McCone's request, OSI asked the CD to obtain various recent samples and reports of UFO sightings from NICAP. With Keyhoe, one of the founders, no longer active in the organization, CIA officers met with Richard H. Hall, the acting director. Hall gave the officers samples from the NICAP database on the most recent sightings. **(68)**

After OSI officers had reviewed the material, Donald F. Chamberlain, OSI Assistant Director, assured McCone that little had changed since the early 1950s. There was still no evidence that UFOs were a threat to the security of the United States or that they were of "foreign origin." Chamberlain told McCone that OSI still monitored UFO reports, including the official Air Force investigation, Project BLUE BOOK. **(69)**

At the same time that CIA was conducting this latest internal review of UFOs, public pressure forced the Air Force to establish a special ad hoc committee to review BLUE BOOK. Chaired by Dr. Brian O'Brien, a member of the Air Force Scientific Advisory Board, the panel included Carl Sagan, the famous astronomer from Cornell University. Its report offered nothing new. It declared that UFOs did not threaten the national security and that it could find "no UFO case which represented technological or scientific advances outside of a terrestrial framework." The committee did recommend that UFOs be studied intensively, with a leading university acting as a coordinator for the project, to settle the issue conclusively. **(70)**

The House Armed Services Committee also held brief hearings on UFOs in 1966 that produced similar results. Secretary of the Air Force Harold Brown assured the committee that most sightings were easily explained and that there was no evidence that "strangers from outer space" had been visiting Earth. He told the committee members, however, that the Air Force would keep an open mind and continue to investigate all UFO reports. **(71)**

Following the report of its O'Brien Committee, the House hearings on UFOs, and Dr. Robertson's disclosure on a *CBS Reports* program that CIA indeed had been involved in UFO analysis, the Air Force in July 1966 again approached the Agency for declassification of the entire Robertson panel report of 1953 and the full Durant report on the Robertson panel deliberations and findings. The Agency again refused to budge. Karl H. Weber, Deputy Director of OSI, wrote the Air Force that "We are most anxious that further publicity not be given to the information that the panel was sponsored by the CIA." Weber noted that there was already a sanitized version available to the public. **(72)** Weber's response was rather shortsighted and ill considered. It only drew more attention to the 13-year-old Robertson panel report and CIA's role in the investigation of UFOs. The science editor of *The Saturday Review* drew nationwide attention to the CIA's role in investigating UFOs when he published an article criticizing the "sanitized version" of the 1953 Robertson panel report and called for release of the entire document. **(73)**

Unknown to CIA officials, Dr. James E. McDonald, a noted atmospheric physicist from the University of Arizona, had already seen the Durant report on the Robertson panel proceedings at Wright-Patterson on 6 June 1966. When McDonald returned to Wright-Patterson on 30 June to copy the report, however, the Air Force refused to let him see it again, stating that it was a CIA classified document. Emerging as a UFO authority, McDonald publicly claimed that the CIA was behind the Air Force secrecy policies and coverup. He demanded the release of the full Robertson panel report and the Durant report. **(74)**

Bowing to public pressure and the recommendation of its own O'Brien Committee, the Air Force announced in August 1966 that it was seeking a contract with a leading university to undertake a program of intensive investigations of UFO sightings. The new program was designed to blunt continuing charges that the US Government had concealed what it knew about UFOs. On 7 October, the University of Colorado accepted a $325,000 contract with the Air Force for an 18-month study of flying saucers. Dr. Edward U. Condon, a physicist at Colorado and a former Director of the National Bureau of Standards, agreed to head the program. Pronouncing himself an "agnostic" on the subject of UFOs, Condon observed that he had an open mind on the question and thought that possible extraterritorial origins were "improbable but not impossible." **(75)** Brig. Gen. Edward Giller, USAF, and Dr. Thomas Ratchford from the Air Force Research and Development Office became the Air Force coordinators for the project.

In February 1967, Giller contacted Arthur C. Lundahl, Director of CIA's National Photographic Interpretation Center (NPIC), and proposed an informal liaison through which NPIC could provide the Condon Committee with technical advice and services in examining photographs of alleged UFOs. Lundahl and DDI R. Jack Smith approved the arrangement as a way of "preserving a window" on the new effort. They wanted the CIA and NPIC to maintain a low profile, however, and to take no part in writing any conclusions for the committee. No work done for the committee by NPIC was to be formally acknowledged. **(76)**

Ratchford next requested that Condon and his committee be allowed to visit NPIC to discuss the technical aspects of the problem and to view the special equipment NPIC had for photoanalysis. On 20 February 1967, Condon and four members of his committee visited NPIC. Lundahl emphasized to the group that any NPIC work to assist the committee must not be identified as CIA work. Moreover, work performed by NPIC would be strictly of a technical nature. After receiving these guidelines, the group heard a series of briefings on the services and equipment not available elsewhere that CIA had used in its analysis of some UFO photography furnished by Ratchford. Condon and his committee were

impressed.> **(77)**

Condon and the same group met again in May 1967 at NPIC to hear an analysis of UFO photographs taken at Zanesville, Ohio. The analysis debunked that sighting. The committee was again impressed with the technical work performed, and Condon remarked that for the first time a scientific analysis of a UFO would stand up to investigation. **(78)** The group also discussed the committee's plans to call on US citizens for additional photographs and to issue guidelines for taking useful UFO photographs. In addition, CIA officials agreed that the Condon Committee could release the full Durant report with only minor deletions.

In April 1969, Condon and his committee released their report on UFOs. The report concluded that little, if anything, had come from the study of UFOs in the past 21 years and that further extensive study of UFO sightings was unwarranted. It also recommended that the Air Force special unit, Project BLUE BOOK, be discontinued. It did not mention CIA participation in the Condon committee's investigation. **(79)** A special panel established by the National Academy of Sciences reviewed the Condon report and concurred with its conclusion that "no high priority in UFO investigations is warranted by data of the past two decades." It concluded its review by declaring, "On the basis of present knowledge, the least likely explanation of UFOs is the hypothesis of extraterrestrial visitations by intelligent beings." Following the recommendations of the Condon Committee and the National Academy of Sciences, the Secretary of the Air Force, Robert C. Seamans, Jr., announced on 17 December 1969 the termination of BLUE BOOK. **(80)**

The 1970s and 1980s: The UFO Issue Refuses To Die

The Condon report did not satisfy many UFOlogists, who considered it a coverup for CIA activities in UFO research. Additional sightings in the early 1970s fueled beliefs that the CIA was somehow involved in a vast conspiracy. On 7 June 1975, William Spaulding, head of a small UFO group, Ground Saucer Watch (GSW), wrote to CIA requesting a copy of the Robertson panel report and all records relating to UFOs. **(81)** Spaulding was convinced that the Agency was withholding major files on UFOs. Agency officials provided Spaulding with a copy of the Robertson panel report and of the Durant report. **(82)**

On 14 July 1975, Spaulding again wrote the Agency questioning the authenticity of the reports he had received and alleging a CIA coverup of its UFO activities. Gene Wilson, CIA's Information and Privacy Coordinator, replied in an attempt to satisfy Spaulding, "At no time prior to the formation of the Robertson Panel and subsequent to the issuance of the panel's report has CIA engaged in the study of the UFO phenomena." The Robertson panel report, according to Wilson, was "the summation of Agency interest and involvement in UFOs." Wilson also inferred that there were no additional documents in CIA's possession that related to UFOs. Wilson was ill informed. **(83)**

In September 1977, Spaulding and GSW, unconvinced by Wilson's response, filed a Freedom of Information Act (FOIA) lawsuit against the Agency that specifically requested all UFO documents in CIA's possession. Deluged by similar FOIA requests for Agency information on UFOs, CIA officials agreed, after much legal maneuvering, to conduct a "reasonable search" of CIA files for UFO materials. **(84)** Despite an Agency-wide unsympathetic attitude toward the suit, Agency officials, led by Launie Ziebell from the Office of General Counsel, conducted a thorough search for records pertaining to UFOs. Persistent, demanding, and even threatening at times, Ziebell and his group scoured the Agency. They even turned up an old UFO file under a secretary's desk. The search finally produced 355 documents totaling approximately 900 pages. On 14 December 1978, the Agency released all but 57 documents of about 100 pages to GSW. It withheld these 57 documents on national security grounds and to protect sources and methods. **(85)**

Although the released documents produced no smoking gun and revealed only a low-level Agency interest in the UFO phenomena after the Robertson panel report of 1953, the press treated the release in a sensational manner. *The New York Times,* for example, claimed that the declassified documents confirmed intensive government concern over UFOs and that the Agency was secretly involved in the surveillance of UFOs. **(86)** GSW then sued for the release of the withheld documents, claiming that the Agency was still holding out key information. **(87)** It was much like the John F. Kennedy assassination issue. No matter how much material the Agency released and no matter how dull and prosaic the information, people continued to believe in a Agency coverup and conspiracy.

DCI Stansfield Turner was so upset when he read *The New York Times* article that he asked his senior officers, "Are we in UFOs?" After reviewing the records, Don Wortman, Deputy Director for Administration, reported to Turner that there was "no organized Agency effort to do research in connection with UFO phenomena nor has there been an organized effort to collect intelligence on UFOs since the 1950s." Wortman assured Turner that the Agency records held only "sporadic instances of correspondence dealing with the subject," including various kinds of reports of UFO sightings. There was no Agency program to collect actively information on UFOs, and the material released to GSW had few deletions. **(88)** Thus assured, Turner had the General Counsel press for a summary judgment against the new lawsuit by GSW. In May 1980, the courts dismissed the lawsuit, finding that the Agency had conducted a thorough and adequate search in good faith. **(89)**

During the late 1970s and 1980s, the Agency continued its low-key interest in UFOs and UFO sightings. While most scientists now dismissed flying saucers reports as a quaint part of the 1950s and 1960s, some in the Agency and in the Intelligence Community shifted their interest to studying parapsychology and psychic phenomena associated with UFO sightings. CIA officials also looked at the UFO problem to determine what UFO sightings might tell them about Soviet progress in rockets and missiles and reviewed its counterintelligence aspects. Agency analysts from the Life Science Division of OSI and OSWR officially devoted a small amount of their time to issues relating to UFOs. These included counterintelligence concerns that the Soviets and the KGB were using US citizens and UFO groups to obtain information on sensitive US weapons development programs (such as the Stealth aircraft), the vulnerability of the US air-defense network to penetration by foreign missiles mimicking UFOs, and evidence of Soviet advanced technology associated with UFO sightings.

CIA also maintained Intelligence Community coordination with other agencies regarding their work in parapsychology, psychic phenomena, and "remote viewing" experiments. In general, the Agency took a conservative scientific view of these unconventional scientific issues. There was no formal or official UFO project within the Agency in the 1980s, and Agency officials purposely kept files on UFOs to a minimum to avoid creating records that might mislead the public if released. **(90)**

The 1980s also produced renewed charges that the Agency was still withholding documents relating to the 1947 Roswell incident, in which a flying saucer supposedly crashed in New Mexico, and the surfacing of documents which purportedly revealed the existence of a top secret US research and development intelligence operation responsible only to the President on UFOs in the late 1940s and early 1950s. UFOlogists had long argued that, following a flying saucer crash in New Mexico in 1947, the government not only recovered debris from the crashed saucer but also four or five alien bodies. According to some UFOlogists, the government clamped tight security around the project and has refused to divulge its investigation results and research ever since. **(91)** In September 1994, the US Air Force released a new report on the Roswell incident that concluded that the debris found in New Mexico in 1947 probably came from a once top secret balloon operation, Project MOGUL, designed to monitor the atmosphere for evidence of Soviet nuclear tests. **(92)**

Circa 1984, a series of documents surfaced which some UFOlogists said proved that President Truman created a top secret committee in 1947, Majestic-12, to secure the recovery of UFO wreckage from Roswell and any other UFO crash sight for scientific study and to examine any alien bodies recovered from such sites. Most if not all of these documents have proved to be fabrications. Yet the controversy persists. **(93)**

Like the JFK assassination conspiracy theories, the UFO issue probably will not go away soon, no matter what the Agency does or says. The belief that we are not alone in the universe is too emotionally appealing and the distrust of our government is too pervasive to make the issue amenable to traditional scientific studies of rational explanation and evidence.

Notes

(1) See the 1973 Gallup Poll results printed in *The New York Times*, 29 November 1973, p. 45 and Philip J. Klass, *UFOs: The Public Deceived* (New York: Prometheus Books, 1983), p. 3.

(2) See Klass, *UFOs,* p. 3; James S. Gordon, "The UFO Experience," *Atlantic Monthly* (August 1991), pp. 82-92; David Michael Jacobs, *The UFO Controversy in America* (Bloomington: Indiana University Press, 1975); Howard Blum, *Out There: The Government's Secret Quest for Extraterrestrials* (New York: Simon and Schuster, 1990); Timothy Good, *Above Top Secret: The Worldwide UFO Cover-Up* (New York: William Morrow, 1987); and Whitley Strieber, Communion: *The True Story* (New York: Morrow, 1987).

(3) In September 1993 John Peterson, an acquaintance of Woolsey's, first approached the DCI with a package of heavily sanitized CIA material on UFOs released to UFOlogist Stanton T. Friedman. Peterson and Friedman wanted to know the reasons for the redactions. Woolsey agreed to look into the matter. See Richard J. Warshaw, Executive Assistant, note to author, 1 November 1994; Warshaw, note to John H. Wright, Information and Privacy Coordinator, 31 January 1994; and Wright, memorandum to Executive Secretariat, 2 March 1994. (Except where noted, all citations to CIA records in this article are to the records collected for the 1994 Agency-wide search that are held by the Executive Assistant to the DCI).

(4) See Hector Quintanilla, Jr., "The Investigation of UFOs," Vol. 10, No. 4, *Studies in Intelligence* (fall 1966): pp.95-110 and CIA, unsigned memorandum, "Flying Saucers," 14 August 1952. See also Good, *Above Top Secret,* p. 253. During World War II, US pilots reported "foo fighters" (bright lights trailing US aircraft). Fearing they might be Japanese or German secret weapons, OSS investigated but could find no concrete evidence of enemy weapons and often filed such reports in the "crackpot" category. The OSS also investigated possible sightings of German V-1 and V-2 rockets before their operational use during the war. See Jacobs, *UFO Controversy,* p. 33. The Central Intelligence Group, the predecessor of the CIA, also monitored reports of "ghost rockets" in Sweden in 1946. See CIG, Intelligence Report, 9 April 1947.

(5) Jacobs, *The UFO Controversy,* p. 156 and Quintanilla, "The Investigation of UFOs," p. 97.

(6) See US Air Force, Air Material Command, "Unidentified Aerial Objects: Project SIGN, no. F-TR 2274, IA, February 1949, Records of the US Air Force Commands, Activities and Organizations, Record Group 341, National Archives, Washington, DC.

(7) See US Air Force, *Projects GRUDGE and BLUEBOOK Reports 1- 12* (Washington, DC; National Investigations Committee on Aerial Phenomena, 1968) and Jacobs, *The UFO Controversy,* pp. 50-54.

(8) See Cabell, memorandum to Commanding Generals Major Air Commands, "Reporting of Information on Unconventional Aircraft," 8 September 1950 and Jacobs, *The UFO Controversy,* p. 65.

(9) See Air Force, *Projects GRUDGE and BLUE BOOK* and Jacobs, *The UFO Controversy,* p. 67.

(10) See Edward Tauss, memorandum for Deputy Assistant Director, SI, "Flying Saucers," 1 August 1952. See also United Kingdom, Report by the "Flying Saucer" Working Party, "Unidentified Flying Objects," no date (approximately 1950).

(11) See Dr. Stone, OSI, memorandum to Dr. Willard Machle, OSI, 15 March 1949 and Ralph L. Clark, Acting Assistant Director, OSI, memorandum for DDI, "Recent Sightings of Unexplained Objects," 29 July 1952.

(12) Stone, memorandum to Machle. See also Clark, memorandum for DDI, 29 July 1952.

(13) See Klass, UFOs, p. 15. For a brief review of the Washington sightings see Good, *Above Top Secret,* pp. 269-271.

(14) See Ralph L. Clark, Acting Assistant Director, OSI, memorandum to DDI Robert Amory, Jr., 29 July 1952. OSI and OCI were in the Directorate of Intelligence. Established in 1948, OSI served as the CIA's focal point for the analysis of foreign scientific and technological developments. In 1980, OSI was merged into the Office of Science and Weapons Research. The Office of Current Intelligence (OCI), established on 15 January 1951 was to provide all-source current intelligence to the President and the National Security Council.

(15) Tauss, memorandum for Deputy Assistant Director, SI (Philip Strong), 1 August 1952.

(16) On 2 January 1952, DCI Walter Bedell Smith created a Deputy Directorate for Intelligence (DDI) composed of six overt CIA organizations--OSI, OCI, Office of Collection and Dissemination, Office National Estimates, Office of Research and Reports, and the Office of Intelligence Coordination--to produce intelligence analysis for US policymakers.

(17) See Minutes of Branch Chief's Meeting, 11 August 1952.

(18) Smith expressed his opinions at a meeting in the DCI Conference Room attended by his top officers. See Deputy Chief, Requirements Staff, FI, memorandum for Deputy Director, Plans, "Flying Saucers," 20 August 1952, Directorate of Operations Records, Information Management Staff, Job 86-00538R, Box 1.

(19) See CIA memorandum, unsigned, "Flying Saucers," 11 August 1952.

(20) See CIA, memorandum, unsigned, "Flying Saucers," 14 August 1952.

(21) See CIA, memorandum, unsigned, "Flying Saucers," 19 August 1952.

(22) See Chadwell, memorandum for Smith, 17 September 1952 and 24 September 1952, "Flying Saucers." See also Chadwell, memorandum for DCI Smith, 2 October 1952 and Klass, *UFOs,* pp. 23-26.

(23) Chadwell, memorandum for DCI with attachments, 2 December 1952. See also Klass, *UFOs,* pp. 26-27 and Chadwell, memorandum, 25 November 1952.

(24) See Chadwell, memorandum, 25 November 1952 and Chadwell, memorandum, "Approval in Principle - External Research Project Concerned with Unidentified Flying Objects," no date. See also Philip G. Strong, OSI, memorandum for the record, "Meeting with Dr. Julius A. Stratton, Executive Vice President and Provost, MIT and Dr. Max Millikan, Director of CENIS." Strong believed that in order to undertake such a review they would need the full backing and support of DCI Smith.

(25) See Chadwell, memorandum for DCI, ""Unidentified Flying Objects," 2 December 1952. See also Chadwell, memorandum for Amory, DDI, "Approval in Principle - External Research Project Concerned with Unidentified Flying Objects," no date.

(26) The IAC was created in 1947 to serve as a coordinating body in establishing intelligence requirements. Chaired by the DCI, the IAC included representatives from the Department of State, the Army, the Air Force, the Joint Chiefs of Staff, the FBI, and the AEC.

(27) See Klass, *UFOs,* p. 27.

(28) See Richard D. Drain, Acting Secretary, IAC, "Minutes of Meeting held in Director's Conference Room, Administration Building, CIA," 4 December 1952.

(29) See Chadwell, memorandum for the record, "British Activity in the Field of UFOs," 18 December 1952.

(30) See Chadwell, memorandum for DCI, "Consultants for Advisory Panel on Unidentified Flying Objects," 9 January 1953; Curtis Peebles, *Watch the Skies! A Chronicle of the Flying Saucer Myth* (Washington, DC: Smithsonian Institution Press, 1994). pp. 73-90; and Jacobs, *The UFO Controversy,* pp. 91-92.

(31) See Fred C. Durant III, Report on the Robertson Panel Meeting, January 1953. Durant, on contract with OSI and a past president of the American Rocket Society, attended the Robertson panel meetings and wrote a summary of the proceedings.

(32) See Report of the Scientific Panel on Unidentified Flying Objects (the Robertson Report), 17 January 1953 and the Durant report on the panel discussions.

(33) See Robertson Report and Durant Report. See also Good, *Above Top Secret*, pp. 337-38, Jacobs, *The UFO Controversy*, p. 95, and Klass, *UFO's*, pp. 28-29.

(34) See Reber, memorandum to IAC, 18 February 1953.

(35) See Chadwell, memorandum for DDI, "Unidentified Flying Objects," 10 February 1953; Chadwell, letter to Robertson, 28 January 1953; and Reber, memorandum for IAC, "Unidentified Flying Objects," 18 February 1953. On briefing the ONE, see Durant, memorandum for the record, "Briefing of ONE Board on Unidentified Flying Objects," 30 January 1953 and CIA Summary disseminated to the field, "Unidentified Flying Objects," 6 February 1953.

(36) See Chadwell, letter to Julius A. Stratton, Provost MIT, 27 January 1953.

(37) See Chadwell, memorandum for Chief, Physics and Electronics Division/OSI (Todos M. Odarenko), "Unidentified Flying Objects," 27 May 1953.

(38) See Odarenko, memorandum to Chadwell, "Unidentified Flying Objects," 3 July 1953. See also Odarenko, memorandum to Chadwell, "Current Status of Unidentified Flying Objects (UFOB) Project," 17 December 1953.

(39) See Odarenko, memorandum, "Unidentified Flying Objects," 8 August 1955.

(40) See FBIS, report, "Military Unconventional Aircraft," 18 August 1953 and various reports, "Military-Air, Unconventional Aircraft," 1953, 1954, 1955.

(41) Developed by the Canadian affiliate of Britain's A. V. Roe, Ltd., Project Y did produce a small-scale model that hovered a few feet off the ground. See Odarenko, memorandum to Chadwell, "Flying Saucer Type of Planes" 25 May 1954; Frederic C. E. Oder, memorandum to Odarenko, "USAF Project Y," 21 May 1954; and Odarenko, T. M. Nordbeck, Ops/SI, and Sidney Graybeal, ASD/SI, memorandum for the record, "Intelligence Responsibilities for Non-Conventional Types of Air Vehicles," 14 June 1954.

(42) See Reuben Efron, memorandum, "Observation of Flying Object Near Baku," 13 October 1955; Scoville, memorandum for the record, "Interview with Senator Richard B. Russell," 27 October 1955; and Wilton E. Lexow, memorandum for information, "Reported Sighting of Unconventional Aircraft," 19 October 1955.

(43) See Lexow, memorandum for information, "Reported Sighting of Unconventional Aircraft," 19 October 1955. See also Frank C. Bolser, memorandum for George C. Miller, Deputy Chief, SAD/SI, "Possible Soviet Flying Saucers, Check On;" Lexow, memorandum, "Possible Soviet Flying Saucers, Follow Up On," 17 December 1954; Lexow, memorandum, "Possible Soviet Flying Saucers," 1 December 1954; and A. H. Sullivan, Jr., memorandum, "Possible Soviet Flying Saucers," 24 November 1954.

(44) See Gregory W. Pedlow and Donald E. Welzenbach, *The Central Intelligence Agency and Overhead Reconnaissance: The U-2 and OXCART Programs, 1954-1974* (Washington, DC: CIA History Staff, 1992), pp. 72-73.

(45) See Pedlow and Welzenbach, *Overhead Reconnaissance*, pp. 72-73. This also was confirmed in a telephone interview between the author and John Parongosky, 26 July 1994. Parongosky oversaw the day-to-day affairs of the OXCART program.

(46) See Jacobs, *The UFO Controversy*, p. 135.

(47) See Peebles, *Watch the Skies*, pp. 128-146; Ruppelt, *The Report on Unidentified Flying Objects* (New York: Doubleday, 1956); Keyhoe, *The Flying Saucer Conspiracy* (New York: Holt, 1955); and Jacobs, *The UFO Controversy*, pp. 347-49.

(48) See Strong, letter to Lloyd W. Berkner; Strong, letter to Thorton Page; Strong, letter to Robertson; Strong, letter to Samuel Goudsmit; Strong, letter to Luis Alvarez, 20 December 1957; and Strong, memorandum for Major James F. Byrne, Assistant Chief of Staff, Intelligence Department of the Air Force, "Declassification of the `Report of the

Scientific Panel on Unidentified Flying Objects,'" 20 December 1957. See also Berkner, letter to Strong, 20 November 1957 and Page, letter to Strong, 4 December 1957. The panel members were also reluctant to have their association with the Agency released.

>**(49)** See Wilton E. Lexow, memorandum for the record, "Comments on Letters Dealing with Unidentified Flying Objects," 4 April 1958; J. S. Earman, letter to Major Lawrence J. Tacker, Office of the Secretary of the Air Force, Information Service, 4 April 1958; Davidson, letter to Berkner, 8 April 1958; Berkner, letter to Davidson, 18 April 1958; Berkner, letter to Strong, 21 April 1958; Davidson, letter to Tacker, 27 April 1958; Davidson, letter to Allen Dulles, 27 April 1958; Ruppelt, letter to Davidson, 7 May 1958; Strong, letter to Berkner, 8 May 1958; Davidson, letter to Berkner, 8 May 1958; Davidson, letter to Earman, 16 May 1958; Davidson, letter to Goudsmit, 18 May 1958; Davidson, letter to Page, 18 May 1958; and Tacker, letter to Davidson, 20 May 1958.

(50) See Lexow, memorandum for Chapin, 28 July 1958.

(51) See Good, *Above Top Secret*, pp. 346-47; Lexow, memorandum for the record, "Meeting with the Air Force Personnel Concerning Scientific Advisory Panel Report on Unidentified Flying Objects, dated 17 January 1953 (S)," 16 May 1958. See also La Rae L. Teel, Deputy Division Chief, ASD, memorandum for the record, "Meeting with Mr. Chapin on Replying to Leon Davidson's UFO Letter and Subsequent Telephone Conversation with Major Thacker, [sic]" 22 May 1958.

(52) See Edwin M. Ashcraft, Chief, Contact Division (Scientific), memorandum to Chief, Chicago Office, "Radio Code Recording," 4 March 1955 and Ashcraft, memorandum to Chief, Support Branch, OSI, 17 March 1955.

(53) The Contact Division was created to collect foreign intelligence information from sources within the United States. See the Directorate of Intelligence Historical Series, *The Origin and Development of Contact Division, 11 July 19461 July 1965* (Washington, DC; CIA Historical Staff, June 1969).

(54) See George O. Forrest, Chief, Chicago Office, memorandum to Chief, Contact Division for Science, 11 March 1955.

(55) See Support Division (Connell), memorandum to Dewelt E. Walker, 25 April 1957.

(56) See J. Arnold Shaw, Assistant to the Director, letter to Davidson, 10 May 1957.

(57) See Support (Connell) memorandum to Lt. Col. V. Skakich, 27 August 1957 and Lamountain, memorandum to Support (Connell), 20 December 1957.

(58) See Lamountain, cable to Support (Connell), 31 July 1958.

(59) See Support (Connell) cable to Skakich, 3 October 1957 and Skakich, cable to Connell, 9 October 1957.

(60) See Skakich, cable to Connell, 9 October 1957.

(61) See R. P. B. Lohmann, memorandum for Chief, Contact Division, DO, 9 January 1958.

(62) See Support, cable to Skakich, 20 February 1958 and Connell (Support) cable to Lamountain, 19 December 1957.

(63) See Edwin M. Ashcraft, Chief, Contact Division, Office of Operations, memorandum for Austin Bricker, Jr., Assistant to the Director, "Inquiry by Major Donald E. Keyhoe on John Hazen's Association with the Agency," 22 January 1959.

(64) See John T. Hazen, memorandum to Chief, Contact Division, 12 December 1957. See also Ashcraft, memorandum to Cleveland Resident Agent, "Ralph E. Mayher," 20 December 1957. According to this memorandum, the photographs were viewed at "a high level and returned to us without comment." The Air Force held the original negatives. The CIA records were probably destroyed.

(65) The issue would resurface in the 1970s with the GSW FOIA court case.

(66) See Robert Amory, Jr., DDI, memorandum for Assistant Director/Scientific Intelligence, "Flying Saucers," 26 March 1956. See also Wallace R. Lamphire, Office of the Director, Planning and Coordination Staff, memorandum for Richard M. Bissell, Jr., "Unidentified Flying Saucers (UFO)," 11 June 1957; Philip Strong, memorandum for the Director, NPIC, "Reported Photography of Unidentified Flying Objects," 27 October 1958; Scoville, memorandum to Lawrence Houston, Legislative Counsel, "Reply to Honorable Joseph E. Garth," 12 July 1961; and Houston, letter to Garth, 13 July 1961.

(67) See, for example, Davidson, letter to Congressman Joseph Garth, 26 June 1961 and Carl Vinson, Chairman, House Committee on Armed Services, letter to Rep. Robert A. Everett, 2 September 1964.

(68) See Maxwell W. Hunter, staff member, National Aeronautics and Space Council, Executive Office of the President, memorandum for Robert F. Parkard, Office of International Scientific Affairs, Department of State, "Thoughts on the Space Alien Race Question," 18 July 1963, File SP 16, Records of the Department of State, Record Group 59, National Archives. See also F. J. Sheridan, Chief, Washington Office, memorandum to Chief, Contact Division, "National Investigation Committee on Aerial Phenomena (NICAP)," 25 January 1965.

(69) Chamberlain, memorandum for DCI, "Evaluation of UFOs," 26 January 1965.

(70) See Jacobs, *The UFO Controversy*, p. 199 and US Air Force, Scientific Advisory Board, Ad Hoc Committee (O'Brien Committee) to Review Project BLUE BOOK, *Special Report* (Washington, DC: 1966). See also *The New York Times*, 14 August 1966, p. 70.

(71) See "Congress Reassured on Space Visits," The New York Times, 6 April 1966.

(72) Weber, letter to Col. Gerald E. Jorgensen, Chief, Community Relations Division, Office of Information, US Air Force, 15 August 1966. The Durant report was a detailed summary of the Robertson panel proceedings.

(73) See John Lear, "The Disputed CIA Document on UFOs," *Saturday Review* (September 3, 1966), p. 45. The Lear article was otherwise unsympathetic to UFO sightings and the possibility that extraterritorials were involved. The Air Force had been eager to provide Lear with the full report. See Walter L. Mackey, Executive Officer, memorandum for DCI, "Air Force Request to Declassify CIA Material on Unidentified Flying Objects (UFO)," 1 September 1966.

(74) See Klass, UFOs, p. 40, Jacobs, *The UFO Controversy*, p. 214 and Everet Clark, "Physicist Scores `Saucer Status,'" *The New York Times*, 21 October 1966. See also James E. McDonald, "Statement on Unidentified Flying Objects," submitted to the House Committee on Science and Astronautics, 29 July 1968.

(75) Condon is quoted in Walter Sullivan, "3 Aides Selected in Saucer Inquiry," *The New York Times*, 8 October 1966. See also "An Outspoken Scientist, Edward Uhler Condon," *The New York Times*, 8 October 1966. Condon, an outgoing, gruff scientist, had earlier become embroiled in a controversy with the House Unamerican Activities Committee that claimed Condon was "one of the weakest links in our atomic security." See also Peebles, Watch the Skies, pp. 169-195.

(76) See Lundahl, memorandum for DDI, 7 February 1967.

(77) See memorandum for the record, "Visit of Dr. Condon to NPIC, 20 February 1967," 23 February 1967. See also the analysis of the photographs in memorandum for Lundahl, "Photo Analysis of UFO Photography," 17 February 1967.

(78) See memorandum for the record, "UFO Briefing for Dr. Edward Condon, 5 May 1967," 8 May 1967 and attached "Guidelines to UFO Photographers and UFO Photographic Information Sheet." See also Condon Committee, Press Release, 1 May 1967 and Klass, *UFOs*, p. 41. The Zaneville photographs turned out to be a hoax.

(79) See Edward U. Condon, Scientific Study of Unidentified Flying Objects (New York: Bantam Books, 1969) and Klass, UFOs, p. 41. The report contained the Durant report with only minor deletions.

(80) See Office of Assistant Secretary of Defense, News Release, "Air Force to Terminate Project BLUEBOOK," 17 December 1969. The Air Force retired BLUEBOOK records to the USAF Archives at Maxwell Air Force Base in Alabama. In 1976 the Air Force turned over all BLUEBOOK files to the National Archives and Records Administration, which made them available to the public without major restrictions. Some names have been withheld from the documents. See Klass, *UFOs,* p. 6.

(81) GSW was a small group of UFO buffs based in Phoenix, Arizona, and headed by William H. Spaulding.

(82) See Klass, *UFOs,* p. 8.

(83) See Wilson, letter to Spaulding, 26 March 1976 and GSW v. CIA Civil Action Case 78-859.

(84) GSW v. CIA Civil Action Case 78-859, p. 2.

(85) Author interview with Launie Ziebell, 23 June 1994 and author interview with OSI analyst, 21 July 1994. See also affidavits of George Owens, CIA Information and Privacy Act Coordinator; Karl H. Weber, OSI; Sidney D. Stembridge, Office of Security; and Rutledge P. Hazzard, DS&T; GSW v. CIA Civil Action Case 78-859 and Sayre Stevens, Deputy Director for National Foreign Assessment, memorandum for Thomas H. White, Assistant for Information, Information Review Committee, "FOIA Litigation Ground Saucer Watch," no date.

(86) See "CIA Papers Detail UFO Surveillance," *The New York Times,* 13 January 1979; Patrick Huyghe, "UFO Files: The Untold Story," *The New York Times Magazine,* 14 October 1979, p. 106; and Jerome Clark, "UFO Update," *UFO Report,* August 1979.

(87) Jerome Clark, "Latest UFO News Briefs From Around the World," *UFO Update,* August 1979 and GSW v. CIA Civil Action No. 78-859.

(88) See Wortman, memorandum for DCI Turner, "Your Question, `Are we in UFOs?' Annotated to The *New York Times* News Release Article," 18 January 1979.

(89) See GSW v. CIA Civil Action 78-859. See also Klass, *UFOs,* pp. 10-12.

(90) See John Brennan, memorandum for Richard Warshaw, Executive Assistant, DCI, "Requested Information on UFOs," 30 September 1993; Author interviews with OSWR analyst, 14 June 1994 and OSI analyst, 21 July 1994. This author found almost no documentation on Agency involvement with UFOs in the 1980s.

There is a DIA Psychic Center and the NSA studies parapsychology, that branch of psychology that deals with the investigation of such psychic phenomena as clairvoyance, extrasensory perception, and telepathy. The CIA reportedly is also a member of an Incident Response Team to investigate UFO landings, if one should occur. This team has never met. The lack of solid CIA documentation on Agency UFO-related activities in the 1980s leaves the entire issue somewhat murky for this period.

Much of the UFO literature presently focuses on contactees and abductees. See John E. Mack, *Abduction, Human Encounters with Aliens* (New York: Charles Scribner's Sons, 1994) and Howard Blum, *Out There* (New York: Simon and Schuster, 1990).

(91) See Charles Berlitz and William L. Moore, *The Roswell Incident* (New York: Berkeley Books, 1988); Moore, "The Roswell Incident: New Evidence in the Search for a Crashed UFO," (Burbank, California: Fair Witness Project, 1982), Publication Number 1201; and Klass, *UFOs,* pp. 280-281. In 1994 Congressman Steven H. Schiff (R-NM) called for an official study of the Roswell incident. The GAO is conducting a separate investigation of the incident. The CIA is not involved in the investigation. See Klass, *UFOs,* pp. 279-281; John H. Wright, Information and Privacy Coordinator, letter to Derek Skreen, 20 September 1993; and OSWR analyst interview. See also the made-for-TV film, *Roswell,* which appeared on cable TV on 31 July 1994 and Peebles, *Watch the Skies,* pp. 245-251.

(92) See John Diamond, "Air Force Probes 1947 UFO Claim Findings Are Down to Earth," 9 September 1994,

Associated Press release; William J. Broad, "Wreckage of a `Spaceship': Of This Earth (and U.S.)," *The New York Times,* 18 September 1994, p. 1; and USAF Col. Richard L. Weaver and 1st Lt. James McAndrew, *The Roswell Report, Fact Versus Fiction in New Mexico Desert* (Washington, DC: GPO, 1995).

(93) See Good, *Above Top Secret;* Moore and S. T. Friedman, "Philip Klass and MJ-12: What are the Facts," (Burbank California: Fair-Witness Project, 1988), Publication Number 1290; Klass, "New Evidence of MJ-12 Hoax," *Skeptical Inquirer,* vol. 14 (Winter 1990); and Moore and Jaime H. Shandera, *The MJ-12 Documents: An Analytical Report* (Burbank, California: Fair-Witness Project, 1990), Publication Number 1500. Walter Bedell Smith supposedly replaced Forrestal on 1 August 1950 following Forrestal's death. All members listed were deceased when the MJ-12 "documents" surfaced in 1984. See Peebles, *Watch the Skies,* pp. 258-268.

Dr. Larry Bland, editor of *The George C. Marshall Papers,* discovered that one of the so-called Majestic-12 documents was a complete fraud. It contained the exact same language as a letter from Marshall to Presidential candidate Thomas Dewey regarding the "Magic" intercepts in 1944. The dates and names had been altered and "Magic" changed to "Majic." Moreover, it was a photocopy, not an original. No original MJ-12 documents have ever surfaced. Telephone conversation between the author and Bland, 29 August 1994.

Date: Sun, 16 Jul 2006 07:38:09 -0500, updated 14 Aug 2016
From: Fran Ridge

Subject: Brookings Report, 1960

Cat: 0
Distribution: CE, SHG, NCP

On December 14, 1960, The Brookings Research Institute in Washington released a report prepared during 1960 for NASA entitled "Proposed Studies on the Implications of Peaceful Space Activities for Human Affairs", including a section entitled "Implications of a Discovery of Extraterrestrial Life". (Commonly referred to as "the Brookings Institute report".) The report discusses effects of meeting extraterrestrial life: "It is possible that if the intelligence of these creatures were sufficiently superior to ours, they would choose to have little if any contact with us. . . " (New York Times, Dec. 15, 1960) The original site for the 219-page report and the 50-page summary is listed below. For security reasons, if the site would go down, the NICAP site also hosts the full documents, also listed below. The article in the NICAP UFO Investigator that announced the release of the report in its Dec/Jan issue is produced below. Recently added is the New York Times article transcript,

http://www.nicap.org/papers/brookings.pdf
http://www.nicap.org/papers/brookings_summary.pdf

New York Times article (transcript only)

SPACE-LIFE REPORT COULD BE SHOCK, UFOI, Vol. I, No. II (Dec 1960 - Jan 1961 issue)
The discovery of intelligent space beings could have a severe effect on the public, according to a research report released by the National Aeronautics and Space Administration. The report warned that America should prepare to meet the psychological impact of such a revelation.

The 190-page report was the result of a $96,000 one-year study conducted by the Brookings Institution for NASA's long-range study committee.

Public realization that intelligent beings live on other planets could bring about profound changes, or even the collapse of our civilization, the research report stated.

> "Societies sure of their own place have disintegrated when confronted by a superior society," said the NASA report. "Others have survived even though changed. Clearly, the better we can come to understand the factors involved in responding to such crises the better prepared we may be."

Although the research group did not expect any immediate contact with other planet beings, it said that the discovery of intelligent space races "could nevertheless happen at any time."

Even though the UFO problem was not indicated as a reason for the study, it undoubtedly was an important factor. Fear of public reaction to an admission of UFO reality was cited as the main reason for secrecy in the early years of the AF investigation. (Confirmed to NICAP's present director in 1952-3, when the AF was planning to release important UFO reports, also the famous Utah motion-pictures of a UFO formation.)

Radio communication probably would be the first proof of other intelligent life, says the NASA report. It adds: "Evidences of its existence might also be found in artifacts left on the moon or other planets."

This report gives weight to previous thinking by scholars who have suggested that the earth already may be under close scrutiny by advanced space races. In 1958, Prof. Harold D. Lasswell of the Yale Law School stated:

> "The implications of the UFOs may be that we are already viewed with suspicion by more advanced civilizations and that our attempts to gain a foothold elsewhere may be rebuffed as a threat to other systems of public order." (UFO Investigator, Dec. 1958.)

The NASA warning of a possible shock to the public, from the revelation of more advanced civilizations, support's NICAP's previous arguments against AF secrecy about UFOs. All available information about UFOs should be given to the public now, so that we will be prepared for any eventuality.

National Investigations Committee On Aerial Phenomena

THE NICAP SITE PRESENTS

The RAND Corporation published a paper titled

"UFOs: What to Do?,

Here is the actual RAND Document in pdf format

Fran Ridge:
Originally, the RAND Corporation, a high level research group that had nothing to do with the business-machine firms and one of the most unpublicized yet highly competent contractors to the Air Force, stated in a letter dated June 25, 1969 that they were unable to identify any RAND publication on UFOs "available for external distribution."

Then, in another letter dated August 8th, 1969 RAND stated, "RAND has done very little on the subject of UFOs: therefore, no publications have been written on the subject."

I also have a copy of a letter dated October ? 1969 from the Department of the Air Force, to Mr. William Laub, of Northfield, Illinois. The letter was written by Lt. Col. James H. Aikman, Chief, Civil Branch, Community Relations Division, Office of Information. It states, "The Rand Corporation has never made any reports on unidentified flying objects (UFOs) for the United States Air Force. If any reports were made by this corporation they were made on their own."

RAND finally had to admit the existence of this paper and later stated that it was originally produced as an internal document and not prepared for or delivered to any of RAND's clients. RAND decided to make this paper available to the public if they asked for it.

This document, which crops up for discussion every once in a while, is placed here, with commentary at the end of this page, for the record. In regard to the commentary I have made a request to CUFOS (Nov. 2006) to locate a copy of a letter from George Kocher to Dr. J. Allen Hynek to document the contents mentioned by Jan Aldrich and confirm the date of same.

Below is the text version of the Rand Document

The RAND Corporation

RAND DOCUMENT
UFOs: What to Do?

George Kocher

27 November 1968

For RAND Use Only

DO NOT QUOTE OR CITE IN EXTERNAL RAND PUBLICATIONS OR CORRESPONDENCE

INTRODUCTION

Common sense is the quintessence of the experiences and prejudices of its time. It is a most unreliable advisor when one is confronted with a perfectly new situation. **Gustav Naan**

UFOs -- unidentified flying objects, or flying saucers as they are often called -- have been on the mind of the public for at least the last 22 years. For a number of reasons, we know little more about them now than we did at the outset. There exists a great amount of misinformation about the phenomenon not only in the minds of the public, but among educated groups such as scientists as well. It is the purpose of this series of essays to describe various aspects of the phenomenon, make clear my prejudices and the reasons for them, and to suggest a means of proceeding on this interesting and potentially very significant problem.

But first, a few words about the term UFO. J. A. Hynek, an astronomer having continuous involvement with UFO study for over 20 years, defines UFOs as "any reported aerial or surface visual sighting or radar return which remains unexplained by conventional means even after examination by competent persons. This definition ... specifies neither flying nor objects." (1) I would agree, but would prefer to replace "or radar return" with "or instrumental observation" and "even after examination by competent persons" to "even after competent examination by qualified persons." This, then, is the definition I have adopted in the five essays that follow.

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PART 1: UFOs -- HISTORICAL ASPECTS

Those familiar with the UFO literature are aware that reports of sightings did not begin with Arnold's sighting in 1947, but that phenomenology much the same as is reported today can be found in documents going back to the earliest times. Vallee (2) gives a sampling of this; B.L.P. Trench (3) has made a more thorough study and reports on the research of others able to study the original documents.

What was reported? Luminous discs, shields, globes and elongated objects in the sky, sometimes alone, sometimes in large numbers. Occasional descriptions of interactions with the observers are also mentioned, including landings, and seeing and communicating with occupants. The latter events especially were almost always interpreted in a religious context. A recent example is the repeated appearance of a typical UFO phenomenology at Fatima, Portugal on six successive months in 1917. The October 13 phenomenon was the best reported and was witnessed by a crowd of about 70,000 persons, including a number of scientists, reporters, atheists, and agnostics, as wel as faithful Catholics. One of the scientifically curious was Dr. A Garrett of the University of Coimbra. Rain, which had been falling that day, ceased and the crowd looked up to see the "sun" now visible through the heavy clouds. Professor Garrett wrote, "...I turned toward this (sun) which was attracting all eyes and I could see it like a disk with a clear cut edge, with a vivid rim,

luminous and shining, but without hurting one. The comparison I have heard at Fatima with a disk of dull silver, does

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not seem to me exact. It was a clearer, more vivid, richer color and with shifting tints like the luster of a pearl. It was not at all like the moon on a clear transparent night, for one saw and felt it like a living star. Nor was it spherical like the moon, nor did it have the same quality of lighter and less light. It looked like a burnished wheel cut out of mother-of-pearl. Nor could it be confused with the sun seen through a fog -- there was no fog... This disc spun dizzily round. It was not the twinkling of a star: it whirled round upon itself with mad rapidity... The sun, preserving the celerity of its rotation, detached itself from the firmament and advanced, blood-red, towards the earth, threatening to crush us with the weight of its vast and fiery mass. These moments made a terrifying impression." (4) The relationship of the old phenomenology to religion are discussed by Thomas. (5)

An example of earlier celestial displays of interest is illustrated in Figs 1 and 2. These are broadsheets from Nuremberg (1561) and Basel (1566), respectively. The psychologist, C. G. Jung; provides an analysis of the contents of the woodcuts in his interesting book. (6) Reference 7 has a very interesting reproduction of a fourteenth century fresco in a Yugoslavian church.

The modern period of the phenomenon began with a widely publicized sighting made by Kenneth Arnold in Washington state in 1947. A study by Bloecher of North American reports over the four week period bracketing the Arnold sighting lists 853 events, including 38 sightings made before Arnold's heavily publicized Sighting. (8)

Because the early reports seemed to suggest airborne craft of unusual appearance and kinematics, the problem came to rest with the newly organized U.S. Air Force. Initial fears were that the country was being over flown by advanced foreign aircraft, possibly on intelligence missions. The latter was suggested by the large number of sightings from the White Sands, New Mexico area and from the vicinity of the Hanford, Washington atomic plant.

Serious inquiry proceeded for a few years without any positive results. A number of supposedly knowledgeable people spoke out pointing out the sporadic nature of the sightings, and that since the reported

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Both Broadsheets from the Wickiana Collection, Zurich Central Library

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kinematics were inconsistent with current physical theory, the UFOs were not likely to be from a foreign power. Further, they argued, no other planets in our solar system were believed to support life -- certainly not intelligent life -- and since even the nearest star was over four light years away, the hypothesis of extraterrestrial origin was simply unacceptable from a scientific point of view. (9)

The Air Force investigative effort worked as follows: (10) Whenever a sighting was made, a report was to be made out and turned in to the Air Force at base level. The report was forwarded to Wright-Patterson AFB, Ohio for study. If the report was interesting enough, follow up inquiry was made. By 1952 the number of reports coming in was so large that the CIA was concerned that an actual attack on the country might not be immediately recognized. A panel of scientists was then convened in January 1953 to study the available evidence and see what conclusion could be reached about UFOs. After seven days of hearing evidence and discussing the matter it was concluded that there was only circumstantial evidence of the extraterrestrial hypothesis. The panel recommended a broadened study effort with full disclosure of investigations. In order to unplug the military intelligence channels, however, the CIA recommended that,

since the UFOs apparently posed no threat, the Air Force should debunk UFO reports and try generally to discourage public interest in them, in the hope that they would go away. (11)

It was the CIA's recommendation, apparently, that was made policy, for the investigative procedures used since 1953 have been vestigial and the handling of the subject by the authorities tended to make witnesses look ridiculous. In spite of the unfavorable publicity accorded witnesses, reports persisted, and no doubt in response to official behavior several civilian study groups were formed to receive reports and investigate sightings. The most successful of these groups is the National Investigation Committee on Aerial Phenomena (NICAP). NICAP's membership is well dispersed geographically and acts to learn as much as possible from sightings. The large number of scientific and technical personnel in the NICAP membership aids the quality of their evaluations. A summary of characteristics of the UFO phenomenology published by NICAP

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in 1964 (12) contains 575 reports that were extensively checked by NICAP for accuracy.

A series of sightings in 1965 and 1966 received considerable public attention arid after the poor public reception given the official explanations, the Air Force felt compelled to contract for a 15 month (later stretched to l8 months) scientific study to be performed at the University of Colorado under the leadership of E. U. Condon, a highly respected physicist. The Condon Committee is due to complete investigations at the end of June 1968; its report will be reviewed by the National Academy of Sciences (presumably to validate that the study was indeed the objective pearl of the scientific method that was desired), and is expected to be made public in October 1968. Unfortunately, the dismissal of two members of the Committee in February 1968 resulted in publicity suggesting that the study was not, in fact, objective. It remains, therefore, to see the final report to determine the worth of the study.

In the meantime, the respectability accorded UFOs by the $500,000 study contract permitted a considerable amount of scientific interest to surface. Astronomer Hynek has made a number of public statements on the basis of his long involvement as a consultant to the Air Force; atmospheric physicist James F. McDonald has turned his attention full time to the subject, and a number of scientific and technical journals have printed some dialogue - notably Science, the AIAA Journal, Bulletin of the Atomic Scientists and the Journal of the Astronautical Sciences. It is also noteworthy that the University of Toronto has recently formed a UFO study group.

Even the Soviets, who previously refused even to discuss the subject now admit to having a study group with good qualifications. The USSR Academy of Sciences still holds to the orthodox scientific view that UFOs are a nonproblem, however, using the same arguments we heard so long. These arguments are just as invalid in the USSR as in the USA.

It therefore appears that the subject is slowly and finally being regarded as a fit subject of scientific inquiry. It is hoped that enough scientists will acquaint themselves with the subject so that progress can finally be made.

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(Reference 13 is a good account of how the UFO phenomenon was treated in the U.S. and is recommended to those wondering how science came to consciously ignore the subject.)

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PART 2: UFOs -- ASTRONOMICAL ASPECTS

The astonishing thing would be if they did not exist.
Jean Cocteau

We saw in Part 1 that the historical aspects suggest an extraterrestrial explanation to UFOs. While it has not been established that the contemporary phenomena are extensions of the historical, there does seem to be a continuity in the descriptions of the phenomena described. We shall therefore look at contemporary astronomical knowledge and theories and ascertain the likelihood of the existence of other highly developed life forms.

To begin with, the observable universe -- that is, the distance to which we can observe luminous objects -- is several billion light years in radius (a light year is the distance light travels in a year at a rate of 186,300 miles per second. The sun is 8 light minutes from the earth. The next-nearest star is 4.2 light years away). Within this vast volume we find hundreds of millions of galaxies. Our own (Milky Way) galaxy is similar to many of those we see at great distances. It is a lens-shaped assemblage of some 100 billion stars having a diameter of about 100,000 light years. The sun is but one of its component stars and lies about 30,000 light years from the center, close to the plane of symmetry.

Now let us just consider the stars in our own galaxy -- specifically excluding those in neighboring or distant galaxies. We would like to estimate the number of stars having planets roughly similar to the Earth. From the statistics of stars within 15 light years of the sun we find that only about one-third are single, the rest binary or multiple. Since planetary orbits are often unstable in multiple systems (depending on the details of the configuration) we will say that only 30 billion stars in our galaxy now have a dynamical environment that permits planets to exist around them. Will these stars have planets? We cannot state with assurance that they will; however, current knowledge supports the theory that planetary formation is a natural adjunct to formation of the star itself from the interstellar gas cloud.

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We would therefore expect about 30 billion stars to have one or more planets. Now, we can reject certain classes of stars as candidates or habitable planets, because their lifetimes are too short (these are stars of high mass). Others can be rejected because of variability in light output, a characteristic that would make evolutionary development of life much more difficult. In fact if we select only those stars similar to the sun (whose peak of radiation energy coincides with a region of terrestrial atmospheric transparency) we have only a few percent of the total -- about one in 30. Therefore, we would expect about 1000 million suitable solar type stars exist. Of these, it is estimated by various astronomers that 200-600 million have planets at about the right distance and have been around long enough that life forms as developed as our own could exist. Implicit in further discussion are the assumptions that:

1. Planets and/or life evolves to a mutual compatibility;
2. The life force, whether spontaneous or otherwise, is such that whenever the environment is favorable, life will exist;
3. Our own history of past evolution and development is neither slow nor fast, but average and typical for life forms. (Ours is the only example available and no one has yet demonstrated that the "average" galactic life form should be any different.)

Now let us turn momentarily to time scales. The sun and earth are on the order of 5 billion years old. We might define modern man as being about 5000 years old (Stonehenge is 4000 years old) -- just one millionth of the earth's age. The age of science is certainly not more than 500 years, so our scientific and technical development has thus far occupied only one ten-millionth of the earth's life span. We expect the sun will burn another 5 billion years before significant changes in its brightness occur. Now the age of the galaxy is between 5 and 10 billion years; therefore among the 200-600 million stars we would expect to have acceptable planets, some would be older than the sun, some younger (for star formation is still continuing, even though at a lesser rate than in the galaxy's early history) and some the same age. It should be clear from assumption (3) and the example of our own

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development, that among the populated planets those younger than the sun would be peopled by beings very much behind us technologically, while those on older planets would be extraordinarily advanced (remember our progress of 500 years and note that some planets could be as much as a few billion years older). Indeed, we would be surprised to find someone else at just our stage of technological development. For the purposes of this paper, we can ignore both the multitude younger than ourselves and those at our point of development. Even so, we are left with the possibility of 100,000,000 planets in the galaxy having life forms very much advanced from us. (This number would be reduced significantly if life forms destroyed themselves soon after reaching our age of development. This is a philosophical point on which I am optimistic -- I believe the majority of races will learn to survive.) If these stars are uniformly distributed in the galactic disk, the average separation will be about 10 light years.

The usual scientist's reaction at this point is, well, even if the assumptions are correct and this number of advanced civilizations does exist, contact is still impossible because of the speed of light limitation of the theory of relativity. An excellent example of this kind of reasoning can be found in Ref. 14. My reply is that such a statement would appear to be shortsighted. For the moment, let us ignore the possibilities of overcoming the long time of travel by suspended animation and the like. Recall that our own physical theory has been developed in only 500 years. What can we expect in the next 500? Or 1000 or million or even billion years? I suggest that _if_ a way to circumvent the speed of light restriction is possible, it has already been found by someone in our galaxy. (I haven't the faintest idea how this might be done and I fully agree that our own experimental data appear to accurately confirm the existence of this limitation.) If it has been discovered by one, we certainly would expect it to be used; if no other planet's inhabitants independently discovered the means, it makes little difference for such a thing could be taught by the discoverer. Thus we may conclude that it is very likely that at least one, and probably many of the 100 million advanced planetary populations is capable of interstellar travel.

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The next question is, of course, have any of them been here? That question cannot yet be answered definitively. Without knowing what kind of phenomenology extraterrestrial visitors might exhibit, I will fall back on my scientific, mechanistic attitudes and say it makes sense to look for some kind of vehicle or spaceship. It appears that the class of phenomenology called UFO reports may contain, as a subset, actual observations of such craft. We shall now turn to the reports to see when and where things are seen and by whom and what phenomenology, if any) is revealed by the reports.

(Further information about the astronomical and biological possibilities are in Ref. 15, whose principal defects are (1) the authors uninformed rejection of UFO phenomenology as being relevant to the subject under discussion, and (2) their meek acceptance of the speed-of-light restriction as a universal truth. References 16 and 17 provide more detailed and more technical discussions of some aspects of the problem.)

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PART 3: UFOs -- THE CHARACTER OF REPORTS

Any collection of reports of unknown aerial sightings by the public will include a large percent of noise - sightings of something explainable. The reports are made because the appearance falls outside the range of the observer's experience, and the observer believes it is sufficiently anomalous to warrant the attention of authorities. Thus, any large collection of reports will include descriptions of aircraft, balloons) spacecraft, astronomical objects, atmospheric effects and the like. Often the practiced and perceptive analyst can recognize the stimulus, particularly if he has access to records of aircraft, balloon, and satellite movements, meteorological data and astronomical phenomenology. Recognition of stimulus is aided by a high quality report which is as quantitative as possible and which shows the observer to be able to differentiate between observation and interpretation. Of course a number of reports will be so lacking in details that no conclusion can be reached about what was seen. These are of little use; they may, however, serve as corroborating

evidence to another, higher quality, report and should not, therefore be rejected. The really interesting class of reports is that reporting phenomenology which is clearly extraordinary. The observer's qualifications may be such that the report is not only highly credible but is articulate and quantitative as well. It is this subclass of reports, variously estimated at 5 to 20 percent of the total, that offer hope of our learning what is going on.

Hynek considers two parameters of reports) credibility and strangeness, and suggests that the investigator really needs only to be concerned with reports having high strangeness and high credibility. The physical scientist is in a position to evaluate strangeness, the social scientist should be able to provide some measure of credibility. Hynek also comments on a number of beliefs about UFOs and reports stating, (18) among other things, that most reports are made by people who previously never gave much thought to UFOs; that reports are not always vague; and that well educated, well trained, reliable, stable people also contribute reports. These conclusions have been reached by most people who have taken the trouble to collect and investigate reports first hand.

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To illustrate the character of reports, I will quote several narratives from the literature. (Narratives, of course, are just the beginning of any report. Quantitative information, usually not given in the narrative must be obtained by careful interview of the witness.) The first is taken from a collection of 160 reports by Olsen. (19) It was originally made to NICAP.

Date: 24 April 1962
Place: Springfield (Delaware County), Pennsylvania

First witness, J. A. Gasslein, Jr. (Lt. Colonel, USAR Ret.) reports: "Time: Approximately 1945 hours, weather: clear, cloudless, medium blue sky, visibility good.

"My wife was driving her mother home following the latter's visit to our home. They had driven around the block to higher ground when my wife's mother looked out the car window and saw a large object. It was moving slowly and silently in an east-to-west direction at not over 50 ft. above street level. (Determined by the proximity to and relationship to the size of the Cape-Cod-type bungalows over which the object was passing.) My wife then plainly saw the object herself.

"Anxious to have me see the object, my wife quickly drove the car back to our house and attracted my attention. I had been working in the basement. I ran out of the house and up the street for a view. by the time I saw it, the object appeared to be about a quarter to a half-mile away, moving in a westerly direction. I saw it as an object smaller at the top than at the base, seemingly suspended in the air at an angle of about 45 degrees from my position, and giving off colored lights. I know that the object was not any kind of conventional aircraft of balloon.

"Having had the advantage of a closer viewing than I, my wife describes the object as follows..

" 'The UFO appeared to be about the size of one of the Cape Cod houses over which it passed, which would make it approximately 30 ft. in diameter and about the same dimension in height. It was circular, surmounted by a dome giving off flashes of green light. The center section rotated a series of square shaped "windows", each giving off a brilliant white light. The base section was somewhat saucer-shaped,

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curved upward. Shafts of white light were directed downward from the base.' Unfortunately, my wife cannot recall if the exterior was metallic in appearance. In any event, the object had a well-defined outline. Again, it moved silently. There was no evidence of occupants of the UFO.

"Approximately 20 to 25 minutes following the first sighting described above, the following sighting

occurred: "Returning from taking her mother home, my wife drove the car into our driveway alongside the house, headed westward. In the rear of our home was a wooded park area. My wife walked down the driveway to enter the house. Coming up the driveway was a neighbor friend, a young lady 20 years of age. In a tone of astonishment, she called my wife's attention to the park area, from which was emerging an object of the same description as outlined above moving easterly at low level -- not over 50 ft. above ground level, as judged by the trees in the area -- the UFO proceeded relatively slowly and without sound. It was approaching the rear of our home and adjacent properties.

"Again, my wife called me from the basement. By the time I got outside, the object had made a 90 degree turn northward and was proceeding parallel to the backs of the houses in the same line as ours. It was perhaps 150 - 200 yards distant. My observation of the characteristics of the UFO tallied with my wife's and the young lady's. Each of them independently made a pencil sketch within a few minutes after the sighting, and the sketches were substantially alike. "All told, there were at least 15 persons in the vicinity who acknowledged seeing the object at about the same time as the sightings made by my wife and myself."

Another witness, P. T. Scattergood, reports: "Around 8 (p.m.) I stepped out the front door, facing south and saw a brilliantly lighted object low in the southern sky. At first I took it to be a jet taking off from Philadelphia Airport, which is in that general direction. But I could hear no engine noise and it was traveling too slowly to be a plane. Also it did not have the usual blinking lights.

"It appeared to have a row of yellowish lights (which I took for the windows of the "jet") with a clear green light at the top. As I

watched, the row of lights appeared to be obscured as though a large paddle-wheel were revolving and blotting them out, beginning with the rear lights and proceeding forward. Since the object was moving west, I saw the right hand side of it. The periodic appearance and disappearance of the lights was perfectly regular. The top green light was constantly visible. I stood on the pavement and watched the object sail leisurely to the west until it disappeared behind some trees. The observation probably lasted from 5 to 10 minutes."

This report has the desirable features of the UFO being seen by a number of people (about 15) of which two actually made reports. (Hynek estimates the number of sightings to be about 10 times the number of reports turned in) . Other desirable aspects of this sighting are that it was made during daylight; that it was near enough that some details of its configuration were observable; and, it was visible long enough to allow the observers to consider "explanations" as they watched it.

The second example is reported by James F. McDonald in T. Bloecher's book on an intense period of UFO activity in 1947. The report was made 20 years after the sighting to Prof. McDonald for the reasons given at the end of the quotation.

"Mrs. Olavick was in her kitchen at 2101 East Hawthorne Street, Tucson, while Mrs. Down was out in the back-year patio. Suddenly Mrs. Down called her out excitedly, and both proceeded to observe what had caught Mrs. Down's eye. The time was just after the noon hour; Tucson's skies were completely cloudless. Somewhat north of their zenith lay an unusual, isolated, "steamy-fleecy" cloud at an altitude which Mrs. Olavick found difficult to estimate, though she recalled that it seemed lower than average for that time of year (thus, perhaps at or below 10,000 feet, say.). No other cloud was to be seen in the sky. In and out of the cloud moved a number of dull-white disc-like objects that rose and fell in an erratic manner, occasionally disappearing into or above the unnatural cloud. She said that these objects were round in planform but were not spherical, for they frequently tipped a bit, exposing a flattened-sphere form. She estimates that they watched these objects cavorting near the cloud for perhaps five or six minutes before the entire group suddenly disappeared within the cloud or perhaps above it.

"After a minute or so, as she now recalls it, a new object, perhaps three of four times as large as the little objects, came out of the cloud on its east side. After it emerged, the small objects began to emerge also, taking up a V-formation pattern behind it. The V comprised a line of four-abreast just to the rear of the large object, then a line of three-abreast behind that, and finally two-abreast in the rear. Thus the point of the V was to the rear (in the sense of the emergent and subsequent motion). This formation permitted the first accurate count of the small objects, nine in all. No sooner had the last pair emerged than all ten objects shot off to the northeast, climbing out of sight in a time that she thought was probably two to three seconds. She does not recall what happened to the cloud after the ten objects departed.

"I (McDonald) have spoken with Mrs. Olavick several additional times, following her first call. Her account was presented in an unembellished manner, and her descriptions were carefully framed, specifying just which parts had become less distinct in her memory. But the basic vividness of her memory of this observation she stressed repeatedly. I had to explain that it was by no means clear that the objects she saw were identical with those reported by Kenneth Arnold two months later. When I queried her as to why she had not reported them, she pointed out that she and Mrs. Down were entirely convinced that they had been fortunate enough to witness some new American military vehicles about which the general public had not yet been informed. Later she heard of the "flying saucers," and she and Mrs. Down, when they rejoined their husbands in mid-summer in Iowa, told them about their own observation. The husbands, she recalled, made such a joke of it that they ceased mentioning it.

Again we have a daytime sighting of several minutes duration, with two witnesses. As is often the case when.the phenomenon appears mechanical, it was interpreted as some secret government development. Ridicule of the sighting by family members and friends (if not by authorities) is frequently mentioned as a reason for delayed reporting of sightings.

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A third report is taken from a paper Prof. McDonald presented at the 12 March 1968 Canadian Aeronautics and Space Institute Astronautics Symposium, Montreal.

"At about 5:15 am., PDT, on the morning of July 4, 1967, at least five witnesses (and reportedly others not yet locatable) saw an object of unconventional nature moving over Highway 5 on the edge of Corning, California. Hearing of the event from NICAP, I began searching for the witnesses and eventually telephone-interviewed four. Press accounts from the Corning Daily Observer and Oakland Tribune afforded further corroboration.

"Jay Munger, operator of an all-night bowling alley, was drinking coffee with two police officers, James Overton of the Corning force and Frank Rakes of the Orland force, when Munger suddenly spotted the object out the front windows of his bowling alley. In a moment all three were outside observing what they each described as a dark gray oval or disc-shaped object with a bright light shining upwards on its top and a dimmer light shining downward from the underside. A dark gray or black band encircled the mid-section of the object. When first sighted, it lay almost due west, at a distance that they estimated at a quarter of a mile (later substantiated by independent witnesses viewing it at right angles to the line of sight of the trio at the bowling alley). It was barely moving, and seemed to be only a few hundred feet above terrain. The dawn light illuminated the object, but not so brightly as to obscure the two lights on top and bottom, they stated.

"Munger, thinking to get an independent observation from a different part of Corning, returned almost immediately to telephone his wife; but she never saw it for reasons of tree-obscuration. At my request, Munger re-enacted the telephoning process to form a rough estimate of elapsed time. He obtained a time of 1-1.5 minutes. This time is of interest because, when he completed the call and rejoined Overton and Rakes, the object had still moved only a short distance south on Highway 5 (about a quarter of a mile: perhaps), but then quickly accelerated and passed off to the south, going out of their sight in only about 10 seconds, far to their south.

Paul Heideman, of Fremont, California, was driving south on Highway 5 at the time of the above sighting, along with a friend, Robert King. I located Heideman and obtained from him an account of his observation made from a point on the highway north of Corning. He saw the light from the object, and had veered east (a turn not seen from the more restricted viewing point of the bowling-alley parking lot). Heideman said that, when first seen, it lay almost straight down Highway 5, serving to check the estimate of the other observers that the object lay only a few city blocks to their west.

The weather was clear, no haze, no wind, according to the witnesses. Munger's concise comment was "I've never seen anything like it before." He estimated its "diameter" at perhaps 50-100 ft, and its vertical thickness as perhaps 15-20 ft, with some kind of edge (band) perhaps 5-10 ft thick. No sound was ever heard. Overton stated to me that he had no idea what it was, but that "there was no doubt it was a craft of some sort."

The next example is from a report I personally investigated. It occurred in the area where I was reared; the observers are known to my family; I am familiar with the natural phenomenology of the area.

Date: 10 October 1966
Place: Near Newton, Illinois

First witnesses: Mrs. A (she prefers not to be publicly identified because of the reaction of friends and neighbors). Time: 5:20 p.m.

"Mrs. A was in her kitchen preparing supper; five of her children were playing outdoors. The children shouted to her to "come out and see the silent plane". She writes "I glanced out the south window and there it was coming into sight just south of our 72 foot silo moving very slowly from east to west. It was about 35 feet high. My first thought was that it was a plane making an emergency landing, but when I saw it in full view, I knew it was no plane, not like anything I have ever seen. I hurried outside to join the children in the yard. It

continued to move in a straight line to the west. We could see it clearly as it drifted over a 50 by 100 foot machine shed being built at the time [the workers were, however, in the fields this day]. It appeared to be larger than our car, and was more oval. There was a bluish glow around the ends, top, and bottom of it. It (the glow) wasn't bright, since it was daylight yet, but more like a low cloud, haze, or fog; or a mixture of bluish-grey tiny bubbles floating along around it. The object was seen clearly. It was blue in color and appeared to be made of metal. You could see [longitudinal] seam lines. There was one black window. I thought they (assuming someone was in it) could see out but we could not see them. I kept looking for someone to peep out and wave, but don't recall seeing or feeling anything at the time. There was a brownish-gold design on the lower back half. A raised part was on the top near the back which was noticed by all the children. It moved very quietly, making no sound at all except for a whirling or vibrating sound for 1 or 2 seconds as it drifted on toward the west... We followed it down the yard and lane, continuing to watch it as it was 300 feet, then 200 feet from the north and south gravel road and the REA electric line which is on the west side of the road. We were talking together, all very excited about what it was, where it came from, if there were people in it, and if it would rise to clear the electric line. It did; it rose so quickly and was out of sight in just a few seconds. Our eyes could not follow it fast enough. This was certainly a fantastic thing."

The questionnaire, a lengthy correspondence, an interview in June 1967 and other checking produced the following details:

Meteorology: Clear, warm, dry weather, cloudless.
Astronomical: Moonset 3:51 p.m. EST

UFO: Prolate spheroidial shape.

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The surface appeared to be non-spectacular, like dull aluminum or metal, and blue, the color probably deriving from the self-luminous halo. Longitudinal seams were apparent, but no rivets or such were seen. The black rectangle was assumed to be a window and appeared to be recessed. It was not shiny, but "like the dark of night." The surrounding glow was partly opaque, yet self luminous. It was darker than the sky and extended about 1/4 the object's length in all directions. The halo was particularly opaque at the ends: of the object, obscuring the underlying parts. The design at the lower rear looked like a pattern of crosses and dots.

Mrs. A says the glow obscured the design and in any case her attention was fixed on the "window". The only sound heard occurred when the UFO was nearest the unfinished shed, being constructed of a wooden framework covered with ferrous sheets. It is possible that some sheets were caused to vibrate. No electromagnetic effects were noted (TV was off) and no electrostatic or other effects were noted by Mrs. A or her children. As the UFO disappeared, Mrs. A was just looking along the road for a car; two of the children said the UFO pitched nose-up and as it went up a light or flame of orange color was seen at the rear.

Enough angular data was provided from building and landmark placement and sizes that it is possible to estimate the size of the metallic portion of the UFO at 16 to 20 feet in length, seen at a distance of 150 to 300 feet. Its linear speed was about 4 to 8 miles per hour, based on the above distances and timings obtained by re-enactment. It was visible for 4 minutes. Angular size was 2 3/4" at arms length. In an effort to quantify the colors somewhat, a Nickerson color fan was used by the witnesses to select the colors most nearly like those on the UFO. The color selections were made independently in direct sunlight with the color fan held in front of a white field. The colors given were

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Metallic surface
        Mrs. A.         7.5 PB - 7
        Child 1         2.5 PB - 8/5
        Child 2         7.5 B  - 3/5
Glow (The color of "grayness" was not uniform)
        Mrs. A.         5   PB - 8/5
                        2.5 PB - 8/5
        Child 1         5   PB - 7/7
        Child 2         2.5 PB - 6/8
Orange flare on ascent
        Child 1         5   YR - 7/11
        Child 2         5   YR - 7/11
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Second event: Same day, 6:30 p.m., sky is now dark. Location is in town of Newton, Illinois, about seven miles north west of first event.

Mrs. B was walking down the steps of a friend's house toward her car. "As I started down the steps my eyes were drawn by something in the south eastern sky. I stopped a moment and saw very clearly a luminous bluish object moving quite rapidly from east to west. It seemed to be rather low in the sky, but at night it is difficult to judge distance either as to how high it was or how far away it was. It did appear larger than a full moon, but instead of being round it had a definite oval shape. I would say an elongated oval. There was no sound that I could detect, and while it appeared to be blue and purple, there was also a whitish glow in it. The outline of the object was very distinct. I watched it until it disappeared behind some trees and a house a little less than a block from me.

Further correspondence and discussion brought forth the following information: The major axis of the oval was horizontal; its path was not perfectly horizontal) but somewhat undulatory. Its color was brightest and whitest at the center, becoming more blue and darker toward the edges. Mrs. B. estimated the colors as

shown below (Since the interview was conducted in the evening) the color fan was illuminated by an incandescent lamp).

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In itself, this last report, which describes a sighting of 15 to 20 seconds duration, contains insufficient information to come to any conclusion. However, when put alongside the earlier report there is the possibility of a relationship -- could these be reports of the same thing seen under differing conditions of illumination? We'll never know positively but the suggestion is quite strong.

As far as Mrs. A's sighting is concerned, we have obtained enough data from follow-up inquiry and on-site investigation to rule out known airborne craft, meteorological, and astronomical phenomenon. Yet the observations are sufficiently detailed to give us adequate confidence that some sort of machine was present, behaving in a very extraordinary way. Some parts of the object are similar to other reports (the effervescent glow, the orange color on acceleration, the very black "window" (which sounds like a block-body absorber)). Other parts are unusual -- the UFO's prolate spheroidal shape and the pattern (although seeing the pattern would require the observer to be quite close). The original correspondence and data sheets on Mrs. A's sighting run to over 40 pages. In correspondence and interviews over a period of 8 months no substantial inconsistencies could be found. The geometric data, particularly, are so intricately related that it is most unlikely that the witness could have fabricated a story so well. In addition, acquaintances made it clear that Mrs. A. is not prone to story telling and that "she is too busy to dream up such a tale". Mr. A, who returned from the fields that evening found the household still considerably agitated four hours after the event. He said he had no idea what it was his wife and children saw, but he obviously treated the sighting seriously for he went to considerable trouble to comply with a request to measure the sizes and locations of each building and tree on the farm.

It is this kind of sighting - the kind which is clearly inexplicable in contemporary terms, which causes me (and other interested persons) to take the whole subject so seriously. Hynek suggests that it is just this kind of sighting that often goes unreported, because the witness -- especially if his education or training are appropriate -- knows that what he saw was unambiguously extraordinary. And machine-like. A number of such reports were belatedly made after the University of

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Colorado study effort got underway. Apparently the witnesses waited for the respectability the UOC study brought to the subject. It is hoped that the scientific and intellectual climate will change to the point where witnesses, particularly those having the best qualifications, can feel free to report sightings and know that they are being taken seriously.

Not all reports are visual reports only. An example of a photographic observation studied in detail is given in reference 20. Here, a 16mn movie of two objects sighted in the daytime provided the analyst enough information to conclude that no known phenomena could have caused the images. This report is, hopefully, the first in a series of instrumented sightings carefully and adequately studied.

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PART 4: UFO'S - PHENOMENONOLOGICAL ASPECTS

Since I have made a first hand study of only a dozen sightings, the phenomenology described in this section will necessarily be based on descriptions of reports collected by others, particularly NICAP, APRO, UFOIRC, and Vallee. There is, unfortunately, no central file of reports accessible to the interested scientist, although large numbers of reports are in the hands of the organizations mentioned above. (The extensive Air Force files are of very limited use, from what I can tell, because of the extremely inconsistent quality of investigation.) In an unfortunate number of cases the report consists of little more than a narrative. My experience with the Newton sightings suggests that quantitative information is available if the investigator

takes the trouble to personally make an on-site study. True, it may not be the quality of an instrumented sighting, but enough quantitative data are available to permit meaningful study of sighting reports.

NICAP's document "The UFO Evidence" contains a summary of patterns in appearance and behavior as determined from cases they had studied through 1963. Regarding appearance, the most common type is a disc shape, followed by spherical, oval/elliptical, cylindrical, and triangular. The breakdown of NICAP's 575 cases goes as follows

Disc	**26 %**	**149**	**cases**
Round	**17 %**	**96**	**cases**
Oval/elliptical	**13 %**	**77**	**cases**
Cylindrical	**8.3 %**	**48**	**cases**
Triangular	**2 %**	**11**	**cases**
Other (Radar, light source, not stated)	**33.7%**	**194**	**cases**

Obviously, there may be some mis-classification within the first three groups because of projective effects. Discs may be coin-shaped or lens shaped (double convex). The domed disk is plano-convex, (sometimes double convex) with a smaller radius bulge atop the convex side. The saturn disk is a sphere or oblate spheroid with a thin ring projecting from the equator. Similar objects are

seen without the equatorial ring also. Another subset are the hemispheric variety, sometimes with a small protrusion at the apex and usually seen with the flat side down. All the above mentioned objects are generically oblate with the axis of symmetry usually seen oriented vertically. Another group are prolate, having the major axis horizontal, usually. This includes the elliptical (football) variety, the triangular or tear drop variety, and the cylindrical or cigar shaped species.

Reported colors depend strongly on the luminous environment. NICAP finds that of the 253 cases of daytime observations where color is stated, the results are

Silver or metallic	**34.8 %**	**88 cases**
White	**32.0 %**	**81 cases**
Specular	**13.4 %**	**34 cases**
Gray	**7.5 %**	**19 cases**
Black	**12.3 %**	**31 cases**

It should be noted that a few reports exist suggesting that the brightness of the object first thought by the observer to be reflected sunlight, was in fact self luminosity, as ascertained by the geometry, presence of clouds and the like.

In the dark-sky observations, the outline or shape of the UFO is often not seen. What is seen is a light or series of lights, sometimes extremely bright. Luminous rays are also reported, going up sometimes (particularly from domed discs) downward (from hemispheric types principally, also from discs) and from one UFO to another (spherical types). The luminous column is usually not divergent. Excluding these interesting rays, the reported colors of UFOs seen at night are, for 162 cases

Red	**38.3 %**	**62**	**cases**
Orange	**15.4 %**	**25**	**cases**
Yellow	**17.3 %**	**28**	**cases**
Green	**13.0 %**	**21**	**cases**
Blue	**16.0 %**	**26**	**cases**
Purple	**0**	**0**	

Brightness and color changes are also noted, and while the sample is small (82 cases) NICAP found the following: Of the 25 cases showing a change in brightness, 23 of the changes occurred at the moment of a velocity change (a change of either magnitude or direction). Concerning the change of color, 23 cases

showed a color change related to acceleration. While the supporting data are not conclusive, it appears that the spectral shift is to the red upon acceleration.

It should also be noted that UFOs reported at night have only a star-like appearance unless very close. Distant UFO's sometimes turn off and on. When closer to the observer, reports often indicate a number of lights, located at the top and around the rim usually. Sometimes the lights flash on and off or change color rhythmically. Several cases have been reported of the UFO flashing its lights in response to the witness flashing hand or vehicular lights. In other cases the lights winked off with the approach of another car or an aircraft, only to turn on again when the vehicle had passed.

While practically any luminous behavior could be produced by someone with sufficient time and money, kinematic behavior at odds with experience or, preferably, at odds with Newtonian behavior are suggestive of non-terrestrial origin.

A common kind of motion is called oscillation by NICAP and is subdivided into "wobble on axis" (frequently described also as fluttering, flipping, and tipping); pendulum motion on slow ascent, hovering and decent (also called "falling leaf motion"); and occasionally a side-to-side oscillation observed as the UFO proceeds horizontally. These motions are most often performed by discs, although examples of similar behavior by other forms also exist.

The last class, that of violent and erratic maneuvers, most clearly lacks an explanation from current physical theory. Using terms like bobbing, erratic, jerky, zigzag, dark, and shot away, witnesses describe motions involving high angular accelerations and velocities. A number of radar observations appear to substantiate this anomalous behavior. Among the 40 cases showing such characteristics, NICAP finds that 28 percent were reported by scientific or other appropriately experienced personnel.

Variation of Sightings with Time

It appears that the UFO phenomenology has been with us from the earliest times. In the last twenty-five years, however, there seems to be a drastic increase in the number of sightings. It is practically impossible to estimate the number of world-wide sightings because of the lack of suitable data collection means. In the U.S., the principal depositories are currently the Air Force, NICAP and APRO. It is estimated that currently these sources together receive about 2000 reports per year. Since only about one sighting in 10 is reported, the number of sightings is about 20,000. But of these, 80 to 95% are not interesting, leaving us with "only" 1000 to 4000 worthwhile sightings per year for North America.

In addition to the background of reports more or less constantly flowing in, occasional periods of intense activity are also noted. One such period was October 1954 over most of France. NICAP lists a number of these "flaps". Sometimes they are very localized, covering only a small portion of a state for a period of a few weeks.

APRO concludes, on the basis of the reports available to them, that the patterns of appearance follow phases - atomic test areas and installations in the late 1940s and early 50s, rivers, reservoirs and bodies of water in the late 50s and early 60s and now electrical distribution systems. Convincing evidence to support this hypothesis has not been published; however, if the hypothesis were true it would certainly raise a lot of question.

McDonald and others suggest that reports of the last few years show more sightings of objects at low altitude (or landed) and more sightings made from urban areas (in the 40s and 50s sightings were generally inversely correlated with population densities).

Interactions with the Environment

Interactions of UFOs with the environment produce a kind of believability that pure visual observations will never do. Some examples of interaction are cases showing electromagnetic disturbances in practically every kind of device -- radio, TV, auto ignition, aircraft electronics, compass, magnetometer, magnetic automobile speedometer, etc. NICAP lists 106 examples. NICAP also lists 81 cases of radar

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tracking of UFOs, most of which were simultaneous with visual sightings, and a number of which involved use of interceptors. Among the physiological effects noted are burns, temporary paralysis, prickling sensation, and eyes irritated as by ultraviolet light. A number of witnesses claim to have observed landings; depressions in the ground and damaged vegetation usually result. At a landing site in France, only weeds grow in a nine foot circular area where a disc was seen to land two years ago, despite efforts to replant. (21) At another landing site, French railway officials calculated that a weight of 30 tons would be required to make the depressions found in some railroad ties where a UFO was reported to have landed.

While most UFO's are silent, some have made sounds described as hissing, rushing, swishing, humming, whirring, whining, droning, like thunder, like shotgun, and a series of staccato explosions. In the past the absence of sonic booms from supersonic UFO's bothered many scientists; it appears now that that problem might be overcome by surrounding the craft by a corona discharge (which incidentally would be a luminous blue glow around the object). (23)

I will purposely not comment much on occupants, except to say that there are a few (very few) reasonably reliable and carefully investigated reports of UFO occupants. For the time being, I would prefer to concentrate on reports of the objects, however, as the frequency of reliable occupant reports is so low. I have no bias one way or the other along these lines. If UFOs are of extraterrestrial origin, they may or may not be "manned". If manned, one should expect an occasional appearance. Readers more interested in this aspect of UFOs are referred to reference 24.

In summary, we see a wide, almost exasperating range of reported phenomenology. By careful interviews with witnesses and analysis of a large number of reports the significant patterns in phenomenonology should appear. If the UFOs are a new manifestation of nature, they should exhibit some patterns of appearance or behavior which would aid in identifying and predicting them. If of extraterrestrial origin and intelligently guided it may be possible to anticipate appearances. This will be discussed in the next and final essay.

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PART 5: UFOs -- HOW TO PROCEED AND WHY

> We are so far from knowing all the forces of Nature and the various modes of their action that it is not worthy of a philosopher to deny phenomena only because they are inexplicable in the present state of our knowledge. The harder it is to acknowledge the existence of phenomena, the more we are bound to investigate them with increasing care.
> **Laplace**

Laplace's remarks are certainly as true and significant for us today as for his contemporaries. In the preceeding essays I have suggested that there exists a class of phenomena rather widely occuring today (and perhaps since earliest times) that is elusive, puzzling and often at variance with known scientific and technical experience. What are we going to do about it? What should we, what can we do about it?

J. E. MacDonald suggests that the UFO phenomena lie somewhere in the following categories of explanation:

> **1.** Hoaxes, fabrications, and frauds. Report files contain examples of these; investigators believe about 5 percent of all reports made are in this category. Detailed study, however, usually uncovers

such reports.
2. Hallucinations, mass hysteria, and rumor phenomena. Present understanding of psychology does not admit many of the significant reports to be explained in this way.
3. Misinterpretations of well known physical phenomena (meteorolo- gical, astronomical, optical, etc.). By far the largest percentage of reports fall in this category. Study by an experienced investigator can usually identify these.
4. Poorly understood physical phenomena (rare electrical or moteorological effects, plasmas). Certainly a distinct possibility in a number of cases, it is a category worthy of careful study. Some of the most interesting cases, however have sufficient observational datail to eliminate this possibility (I am referring to reports of unambiguously machine-like objects).

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5. Advanced technologies (test vehicles, satellites, reentry effects). Again, some reports can be attributed to this cause, but most cannot.
6. Poorly understood psychic phenomena (psychic projections, archetypal images, parapsychological phenomena, etc). It is difficult to comment on this possibility because the current lack of knowledge of parapsychology. While a (small) number of UFO reports do exhibit aspects of parapsychological phenomenology (25) general relationships have yet to be convincingly demonstrated. Reference 6 deals with this explanation.
7. Extraterrestrial probes. A possibility commonly held by the public and commonly rejected by scientists. Prof. McDonald believes a number of sightings are best explained by this hypothesis.
8. Messengers of salvation and occult truth. This explanation is listed because of the nature of certain reports (particularly "contact" reports -- reports involving communication of UFO occupants and the witnesses) and because of the historical aspects of the phenomenology. See reference 5 for elaboration.
Perhaps, to play it safe, an additional category should be listed:
9. Other

Clearly, the explanation of UFOs will interest someone. Psychologists have an interest in 1, 2, 3 and 6; theologians in category 8, scientists in 4 and 7. Therefore, whatever the explanation, it is a problem of at least average interest. If, by chance, the explanation is 7, or even 8 (and possibly 6) the value to society would be profound and significant. In this sense, an identification of the phenomenon would be a task of highest potential urgency.

How might it be done?

Because of the transient nature of UFO's we cannot expect to have the interested scientist rush to the spot to make his own observations. Reports so far accumulated, however, show that UFO's sometimes appear frequently in certain areas for a short period of time (a so-called "flap"). One characteristic of the flap is a larger percentage of sightings of objects at low levels than one normally obtains. If the reporting and analysis system were responsive enough, men and instruments

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could be dispatched when a flap was recognized with a reasonable hope of making first hand observations. I would therefore suggest the following:

1. Organization of a central report receiving agency, staffed by a permanent group of experienced UFO investigators and having on call specialists in astronomy, physics, optics, atmospheric physics, psychology and the like for application when needed.

2. This agency should be readily and instantly accessible to the public for the purpose of reporting. (Witnesses should be able to turn to someone other than the press to make reports.) Report forms could be made available in Post Offices, for example. More urgent reports could be made by toll-free telephone lines.

(Radio amateurs have recently begun cooperating with NICAP to provide an alerting system.) Because many sightings are made at night when most services are closed, the local police office should be prepared to receive reports of sightings. Experience indicates that witnesses usually turn first to the police, particularly if the UFO was close or if the witness was frightened. Such a local "data center" would be very useful for identifying flaps and could possibly serve to dispatch personnel to an area of interest. Care must be taken to properly inform the officers involved about the aims of the project and requests for assistance should be made in such a way as to minimize additional police work. An awareness of the problem by a dispatcher or desk sergeant might be sufficient to draw attention to a developing situation. An interested local scientist could then be notified, perhaps in time to make an observation. Hynek also suggests that the police carry cameras in their cars should they become involved as observers. This advice obviously applies to all interested persons.

3. A loose organization of interested scientists should be available to investigate reports in their local areas. A good start toward this has been made by NICAP. It is important that investigations be made rapidly and by properly qualified people.

4. The press should be encouraged to report sightings accurately and in a non-sensational manner. Suitable reporting would encourage other witnesses to come forth.

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5. Existing sensor records could be examined for anomalies, particularly if visual reports are made nearby. Since we don't know what to expect, it is difficult to say what is needed; however records of electric, magnetic and gravitational fields, radioactivity, optical and radio frequency anomalies would be a logical place to start. Radars could also contribute, if they are designed for general purpose use. As it is, most current radar detection and tracking devices are designed to ignore anomalous objects.

After a few years' operation in this mode, it should be possible to study the resulting report statistics to draw generalities about appearance and behavior (such as was done in Part IV) and most importantly to anticipate times and locations of appearances. Only when this is done will it be possible to instrument sightings and therefore obtain the objective data so badly needed If the explanation is #4, some environmental correlations are bound to occur. For #7 it is possible that appearances could be anticipated, if we are clever enough; for #6 and #8 we will likely not be able to anticipate appearances.

Certainly the conclusions drawn by NICAP from reports in their file are startling and, if valid worthy of considerable scientific effort. It would be much more convincing if data could be collected worldwide and if the most interesting reports could be intensively and completely investigated. I believe current reports justify the expanded data collection and analysis effort.

Pages 33 to 40 consist of the basic report form used by the University of Colorado UFO project which have not been included here. A copy of this reporting form is reproduced in "The Final Report of the Scientific Study of Unidentified Flying Objects," Bantam Books, 1968, published in association with Colorado Associated University Press.

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22. Vallee, p. 109

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25. An interesting example appears in the July, 1968 issue of Science & Mechanics, starting on page 30

26. A highly recommended collection of recent views on this subject are contained in the Symposium on Unidentified Flying Objects, Hearings Before the House Committee on Science and Astronautics, July 29, 1968

Short Commentaries

30 Dec 1966
Jan Aldrich:
George Kocher worked at RAND. He was interested in the UFOs. He wrote up a short paper for circulation within RAND. It was personal. It was not an official RAND document. Kocher got little or no response to his privately circulated document. One copy of it did make its way to Wright-Patterson. LTC Quintanilla wrote RAND a blazing letter. Once again, Quinanilla's letter was not an official ATIC response, but from Quintanilla's address and his personal opinion.

Kocher's supervisor turned Quintanilla's letter over to Kocher. RAND never responded to Quintanilla. Kocher did not follow up on his paper. The matter went no further. Kocher confirmed all this in a letter to Dr. Hynek which is now at CUFOS with a copy of Quintanilla's letter. CUFOS made copies of Kocher's document available years ago. You can, I believe, still purchase copies from them.

Ruppelt, I believe in his papers, mentioned that the chief of RAND in the early 1950s was hostile towards UFOs. Prior to that RAND had done a "Spaceship" study that COL McCoy requested in 1948. Parts of the study were used in the Project Grudge report.

There were several RAND scientists who, like Kocher, had at one time or another a personal interest in UFOs. NICAP was in contact with one or two. However, over the years contact was lost with these people.

There was one request from a scientist at RAND in 1965 to the Air Force for UFO material. The Air Force forwarded the request to Hynek. Nothing seems to have come of it. Again, it may have just been a personal interest item.

16 Nov 2006
Dick Hall:
It would be perfectly legitimate and accurate to list this document as an "internal RAND document." It is exactly the same sort of thing as the NSA think piece generated by an employee, which was not an "official" NSA document. These documents are part of the history and are revealing and important in their own right. What people in positions like theirs were thinking and trying to do is significant for historians (of which I are one).

Brad Sparks:
The hostile RAND official mentioned by Ruppelt in his papers was NOT the President and founder of RAND, Franklin Collbohm, it was James Lipp, chief of the Missile Division of RAND. Ruppelt also mentioned that RAND astronomer James Thompson was pro-UFO and used to visit him at BB.

The RAND "spaceship" UFO study was done by Lipp in Dec 1948 and included as an appendix to the Sign Report, not the Grudge Report.,

What is Jan's source for what Kocher said or did? Is it solely Kocher's letter to Hynek? Why is there no date or copy of it?

Kocher's RAND report seems to have more status as a RAND document than the NSA paper, given that it has RAND letterhead and the NSA paper has no NSA letterhead or routing.

17 Nov 2006
Jan Aldrich:
There were some UFO fans at RAND. Mary Rorig comes to mind. However, this paper is about as significant as some NICAP member writing a paper supporting contactees. It should be made clear that this was an individual effort within an organization which took no action, and had no discussion on the matter as the result of his effort other than to file it.

Dick Hall:
The agencies represented are not private, pro-UFO citizen groups. They are major Government agencies. So what they did and tried to do even on an in-house basis and the results (or non-results) is very significant for the purposes of historical analysis. The people mentioned all were highly qualified, reasonably high-level or respected employees. To simply label them as "fans" (sounds like "UFO buffs") and compare what they did to an internal NICAP paper is not a reasonable comparison. History has more to do with only what "officially" is said and done. A more apt comparison would be what Ruppelt or Fournet did and tried to do on the subject, and what had success and what didn't.

NICAP Home Page

National Investigations Committee On Aerial Phenomena

PDF Version of actual document (6 pages) and fake document (6 pages)

SECRET

DEPARTMENT OF THE AIR FORCE AFOIR-CO/Lt Col Garrett/mob/4544

28 Oct 47

Intelligence Requirements on Flying Saucer Type Aircraft

CSGID Attn: Plans and Collection Branch	Hq. USAF - AFOIR	**30 OCT 1947** Lt Col Garrett/mob/4544

1. It is requested that a Collection Memorandum, similar to the attached draft, be issued to the addresses indicated thereon. This is in accordance with conversation between Lt. Colonel Smith and Lt. Colonel Garrett.

2. It will be appreciated if, at the time this Memorandum is reproduced, ten (10) additional copies could be run off and sent to the Directorate of Intelligence, Air Intelligence Requirements Division, Collection Branch, for file purposes.

FOR THE SECRETARY OF THE AIR FORCE:

2 Incls.
1. Intelligence Requirements
2. Draft of Collection Memorandum

GEO. F. SCHULGEN
Brigadier General, U.S.A.F.
Chief, Air Intelligence Requirements Div.
Office of Ass't. Chief of Air Staff-2

SECRET

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DRAFT OF COLLECTION MEMORANDUM

OBJECT

1. This Memo sets forth the current intelligence requirements in the field of Flying Saucer type aircraft.

GENERAL

1. An alleged "Flying Saucer" type aircraft or object in flight, approximating the shape of a disc, has been reported by many observers from widely scattered places, such as the United States, Alaska, Canada, Hungary, the Island of Guam, and Japan. This object has been reported by many competent observers, including USAF rated officers. Sightings have been made from the ground as well as from the air.

2. Commonly reported features that are very significant and which may aid in the investigation are as follows:

a. Relatively flat bottom with extreme light-reflecting ability.

b. Absence of sound except for an occasional roar when operating under super performance conditions.

c. Extreme maneuverability and apparent ability to almost hover.

d. A plan form approximating that of an oval or disc with a dome shape on the top surface.

e. The absence of an exhaust trail except in a few instances when it was reported to have a bluish color, like a Diesel exhaust, which persisted for approximately one hour. Other reports indicated a brownish smoke trail that could be the results of a special catalyst or chemical agent for extra power.

f. The ability to quickly disappear by high speed or by complete disintegration.

g. The ability to suddenly appear without warning as if from an extremely high altitude.

h. The size most reported approximated that of a C-54 or Constellation type aircraft.

i. The ability to group together very quickly in a tight formation when more than one aircraft are together.

j. Evasive action ability indicates possibility of being manually operated, or possibly by electronic or remote control devices.

k. Under certain power conditions, the craft seems to have the ability to cut a clear path through clouds -- width of path estimated to be approximately one-half mile. Only one incident indicated this phenomenon.

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3. The first sightings in the U.S. were reported around the middle of May. The last reported sighting took place in Toronto, Canada, 14 September. The greatest activity in the U.S. was during the last week of June and the first week of July.

4. This strange object, or phenomenon, may be considered, in view of certain observations, as long-range aircraft capable of a high rate of climb, high cruising speed (possibly sub-sonic at all times) and highly maneuverable and capable of being flown in very tight formation. For the purpose of analysis and evaluation of the so-called "flying saucer" phenomenon, the object sighted is being assumed to be a manned aircraft, of Russian origin, and based on the perspective thinking and actual accomplishments of the Germans.

5. There is also a possibility that the Horten brothers' perspective thinking may have inspired this type of aircraft - particularly the "Parabola", which has a crescent plan form. Records show that only a glider version was built of this type aircraft. It is reported to have been built in Hellegenberg, Germany, but was destroyed by fire before having ever been flown. The Horten brothers' latest trend of perspective thinking was definitely toward aircraft configurations of low aspect ratio. The younger brother, Riemar, stated that the "Parabola" configuration would have the least induced drag - which is a very significant statement. The theory supporting this statement should be obtained if possible.

6. The German High Command indicated a definite interest in the Horten type of flying wing and were about to embark on a rigorous campaign to develop such aircraft toward the end of the war. A Horten design, known as the IX, which was designated as the Go-8-229 and the Go-P-60 (night fighter) was to be manufactured by the Gotha Plant. It is reported that a contract for fifty such aircraft was planned, but only three or four were built. This plant is now in the hands of the Russians. A recent report indicates that the Russians are now planning to build a fleet of 1,800 Horten VIII (six engine pusher) type flying wing aircraft. The wing span is 131 feet. The sweepback angle is 30 degrees. The Russian version is reported to be jet propelled.

REQUIREMENTS

1. Requirements appear at Inclosure No. 1.

SPECIAL INSTRUCTIONS

Control No. A-1917

DISTRIBUTION

1. To M.A.'s England, France, Sweden, Finland, USSR, Turkey, Greece, Iran,

China, Norway, Philippines, and to Commander-in-Chief, Far East, and Commanding General, United States Air Forces in Europe, through Commanding General, EUCOM.

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INCLOSURE NO. 1

1. Research and Development

a. What German scientists had a better-than-average knowledge of the Horten brothers' work and perspective thinking; where are these scientists now located, and what is their present activity? Should be contacted and interrogated.

b. What Russian factories are building the Horten VIII design?

c. Why are the Russians building 1,800 of the Horten VIII design?

d. What is their contemplated tactical purpose?

e. What is the present activity of the Horten brothers, Walter and Riemar?

f. What is known of the whereabouts of the entire Horten family, particular- ly the sister? All should be contacted and interrogated regarding any contemplated plans or perspective thinking of the Horten brothers, and any interest shown by the Russians to develop their aircraft.

g. Are any efforts being made to develop the Horten "Parabola" or modify this configuration to approximate an oval or disc?

h. What is the Horten perspective thinking on internal controls or controls that are effective mainly by streams of air or gas originating from within the aircraft to supplant conventional external surface controls?

2. Control

For any aircraft whose shape approximates that of an oval, disc, or saucer, information

regarding the following items is requested:

a. Boundary layer control method by suction, blowing, or a combination of both.

b. Special controls for effective maneuverability at very slow speeds or extremely high altitudes.

c. Openings either in the leading edge top and bottom surfaces that are employed chiefly to accomplish boundary layer control or for the purpose of reducing the induced drag. Any openings in the leading edge should be reported and described as to shape, size, etc. This investigation is significant to justify a disc shape configuration for long-range application.

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d. Approximate airfoil shape in the center and near the tips.

e. Front view and rear view shape.

3. Items of Construction

a. Type of material, whether metal, ferrous, non-ferrous, or non-metallic.

b. Composite or sandwich construction utilizing various combinations of metals, plastics, and perhaps balsa wood.

c. Unusual fabrication methods to achieve extreme light weight and structural stability particularly in connection with great capacity for fuel storage.

4. Items of Arrangement

a. Special provisions such as retractable domes to provide unusual observation for the pilot or crew members.

b. Crew number and accommodation facilities.

c. Pressurized cabin equipment.

d. High altitude or high speed escapement methods.

e. Methods of pressurization or supercharging from auxiliary units or from the prime

power plant.

f. Provisions for towing - especially with short fixed bar, and for re-fueling in flight.

g. Provisions for assisted take off application.

h. Bomb bay provisions, such as dimensions, approximate location, and unusual features regarding the opening and closing of the doors.

5. Landing Gear

a. Indicate type of landing gear - whether conventional, tricycle, multiple wheel, etc.

b. Retractable, and jettison features for hand gear.

c. Provisions for takeoff from ice, snow, or water.

d. Skid arrangements for either takeoff or landing.

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6. Power Plant

a.. Information is needed regarding the propulsion system used in the aircraft. Possible types of engines that could be employed include:

(1) Reciprocating (piston type) engine or gas turbine. Either or both of these could be used to drive propellers of conventional or special design, rotating vanes, ducted fans, or compressors.

(2) Jet propulsion engines including turbo jets, rockets, ramjets, pulse jets, or a combination of all four.

(3) Nuclear propulsion (atomic energy). Atomic energy engines would probably be unlike any familiar type of engine, although atomic engines might be employed in combination with any of the above types.

Aircraft would be characterized by lack of fuel systems and fuel storage place.

b. The power plant would likely be an integral part of the aircraft and could possibly not be distinguished as an item separate from the aircraft. If jet propulsion is used, large air handling capacity, characterized by a large air inlet and large exhaust nozzle, should be evident. The size of entrance and exit areas would be of interest. It is possible that the propulsive jet is governed or influenced for control of the aircraft. The presence of vanes or control surfaces in the exhaust or methods of changing the direction of the object should be observed.

c. Information desired on the propulsion systems pertains to the following items:

(1) Type of power plant or power plants.

(2) General description.

(3) Rating (thrust, horsepower, or air flow).

(4) Type of fuel

(5) Catalytic agents for super-performance or normal cruising power.

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Source http://www.project1947.com/fig/schulgen.htm

Page Source **CUFON**.

CUFON 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 1 of 7 Parts

CUFONSM Comment

29 Jan 1996 - If one delves to any depth at all into UFO history, then mention of the 4602nd Air Intelligence Service Squadron (AISS) is sure to crop up. Considering this, and the recent claims that the 4602d AISS involvement in field investigation of UFO incidents is the key to the "real", super secret UFO investigation, we thought that we should make available some of the 4602d AISS documents we obtained via the Freedom of Information Act.

Additionally our philosophical aim of making information freely available so that others may make up their own minds is well served by posing these files.

This material is extracted from the 4602d AISS unit history sent to us in 1994. In time available, over most of 1995, I have retyped the material in these files from copies made one page at a time on the microfilm viewer/printer at the University of Washington, Seattle WA (at $0.10 per page) from the 16mm microfilm on which the material was supplied. In many places, parts of the text is difficult to read; far too poor a text quality to allow scanning for OCR.

This file is one of a series of CUFONSM presentations we've named "samplers." These samplers are collections of extracts from larger groups of documents. The items chosen for inclusion in this sampler were picked entirely at the whim of the CUFONSM SYSOP. The selected items generally either involve UFO, 4602d AISS mission and organization, or other information which is interesting or relevant in some fashion. All UFO related material is included. This sampler contains approximately the equivalent of about 200 typewritten pages of material, selected from over 2000 pages in the 4602d AISS unit history. We make no claims regarding completeness. The material is broken into 7 parts plus a table of "symbols" used in the documents.

The retyping was done as carefully as possible. We cannot rule out the possibility of errors creeping into the text, but we did try to eliminate as much error as possible. Please note that we did not go to our usual lengths to preserve the look of the documents. Some formatting is preserved like the security markings, but line length and line spacing is not always preserved.

Much can be learned from these documents. For example, insights can be gained into the operation and organization of a USAF combat intelligence unit and the military processes and mindset in place at the time as well as a window on part of the military response to UFO.

TEXT STANDARDS

Some symbols and such are used to indicate certain aspects of the original papers, but may not have been uniformly or consistently applied:

1. ======= Double lines of equal signs denotes a break between documents
   =======

2. ======= Single lines of equal signs denotes a break between pages of a document.

3. xxx XXX Lines of x's or X's denote unreadable text.

4. /s/ Indicates an actual signature in the original.

5. {page x} Text in curly brackets are comments by CUFONSM.

6. ... Ellipsis indicates that text continues in the original, but is not reproduced here.

Jim Klotz, CUFONSM SYSOP

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RGS: 2-AF-D2

HISTORICAL DATA

of
4602d AIR INTELLIGENCE SERVICE SQUADRON

Ent Air Force Base, Colorado Springs, Colorado

Assigned: Air Defense Command

Under Operational Control of DCS/I, ADC

Attached to 4600th AB Gp for Adm & Logistic Support

For the Period: 1 March thru 30 June 1952

Prepared By	Approved By:
/s/	/s/
A. W. AUGUSTINE, JR	JOHN M. WHITE, JR
Capt., USAF	Lt. Col, USAF

/s/
LESLIE C. FREEMAN
M/Sgt
Historian

/s/
JACK E. WILSON
M/Sgt
Asst Historian

==========

History (Mar-Jun 52)
4602d AISS

MISSION

The Mission of the 4602d Air Intelligence Service Squadron is to provide an organization within Air Defense Command which will:

a. Collect positive air intelligence information by overt means from:

(1) Downed enemy air crews
(2) Enemy materiel
(3) Enemy documents

b. Collect information for such Bomb Damage Assessment as may be directed by Headquarters, United States Air Force.

It was established by DCS/I, ADC and the initial planning Staff prior to activation of the unit that the squadron's efforts would be primarily channeled toward collection of information from Soviet prisoners and equipment rather than forming a unit of multi-language and technical capability. All formal training within the unit was based on this plan.

The Bomb Damage assessment capability was limited by xx to that of providing a file of pre-strike photos, charts, xxx, graphs and Photo xxxx and making initial damage assessment reports to ADC from photo samples xxxxxx Tactical Air Command.

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History (Mar-Jun 52)
4602d AISS

BACKGROUND

In the early part of 1951, the Director of Intelligence, Air Defense Command, reviewed all existing requirements and capabilities for (1) immediate first phase examination of enemy air force equipment recovered within the continental Unites States, and (2) First phase interrogation of enemy air force personnel recovered within the continental Unites States, and (3) Providing xxxxx Bomb Damage Assessment of continental Unites States target area.

Although Air Base Commanders are responsible for all crashed aircraft within their areas,[1] it was found that they had no capability for examination of enemy equipment. At the same time, although Air Materiel Command had the capability for thorough examination of enemy equipment, they had only limited first phase and field collection capabilities.[2]

The Department of the Army who xxxxx xxxx xxxxxxxx of xxx and captured documents responsibility within the

ZI. However, there were no provisions for first phase interrogation and interpretation which would be of immediate value to ADC.

Bomb XXXXXXXXXXXXXX in similar conditions. Tactical Air Commanders capable of engineering xx with the actual making of damage photographs. However, no provisions existed for a central library of pre-strike photographs and photo interpretation

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1/ AFR 62-14
2/ Par 53 (12) AFR 23-2

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History (Mar-Jun 52)
4602d AISS

which would be of immediate assistance to ADC Commander.

In an effort to overcome these problems, the DI, ADC proposed that an Air Intelligence Service Squadron be established within ADC. Headquarters, United States Air Force concurred with the basic plan and authorized activation of the unit with a strength of 79 officers and 133 airmen.. However, the responsibilities of the proposed unit were telescoped in a manner which reduced its capability for providing immediate intelligence to ADC. The mission and function were further modified so that this unit would provide cadres for establishment of xxxxxx in other commands and the Air Force complement to the xxxx ASxIC,[3] ASDIC,[4] AND JM1A,[5] rather than being a unit of fixed capabilities to meet ADC requirements. As a result, operational xxxxxx authorized for this unit were

xxxxxxxxx

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History (Mar-Jun 52) 6
4602d AISS

ORGANIZATION and ADMINISTRATION

During the early part of this period, the administration of personnel records and related matters were handled by the 4600th Air Base Group. Morning reports, Form 20's and similar administrative forms were prepared by 4600th personnel. As more personnel became available, squadron clerks began to take over these functions, and in April, the personnel function, except for officers' records was moved to Peterson Field. The Command and Operations functions remained in the Domestic Vulnerability Division, R&E, DSC/I, until May, when these functions were also moved to offices at Peterson Field.

Throughout this period, the squadron was attached to the 4600th Air Base Group for Administration and Logistical Support. At a later date, when the unit has sufficient qualified personnel to man its administrative and operational functions, it is to become an independent squadron, attached to the 4600th AB Gp only for logistical support.

The squadron, as organized, provides for a Squadron Headquarters at Peterson Field, three Detachments, with one attached to each Defense Force, and 17 flights. The Fights are divided with 4 in WADF, 4 in CADF, and 9 in EADF areas.

The flights were designed as the basic field collection units for exploitation of crashed enemy aircraft and captured enemy personnel. These units were designed to be highly mobile, semi-self-supporting, and cross-trained in language and technical ability.

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Each Detachment and Squadron Headquarters was also designed to provide field collection units within its basic structure, thus providing an actual total of 21 field collection teams.

The organizational structure was designed to facilitate operational direction and control by DCS/I, ADC, with direct responsibility for operational and administrative control, under the Commanding Officer, 4602d AISS.

The basic structure of the Squadron Headquarters follows fairly closely that of a standard Air Force unit of similar size, with Command, Personnel and Administration, and Operations sections. Some changes, such as the addition of a full time Supply Officer on a Staff level with Operations; and a Training and Library sub-section to Operations and the addition of a Personnel section, with an officer in charge under the Adjutant, have been noted as desirable. It is also apparent that additional officer and enlisted personnel must be allotted the Personnel, Administration, and Operations overhead functions.

Some changes must also be made in the AFSC's authorized for the various functions. Most apparent at the present time is that of changing one airman on each detachment from a 70270 to a 20470 and one airman on each flight from a 20570 to a 20470. These changes will provide the detachments and flights with the necessary administrative, intelligence evaluation and operations capability, not previously provided.

It has also become apparent that enlisted grade authorizations

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as requested in the initial T/D submitted by ADC in July 1951, and approved by USAF for this organization, are not high enough to assure the unit of receiving the type of highly skilled personnel required for operation under the present concept.

Action to facilitate the changes in the AFSC's and functional requirements will be reflected the September 52 T/D. Personnel to man the changes will have to be drawn from within the unit's authorized strength. As the flights were planned on a basis of a total strength of 8, and this number has been reduced to 7 due to the shortage of officers, and is not further reducible without seriously hampering the efficiency of the flight, either the number of flights must be reduced or personnel drawn from the administrative overhead of the detachments. The latter is the most likely.

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CLASSIFIED SECRET
AUTH:
DG, ADC 26MAY53 /s/ RGJ
(Date) (Initial)

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JULY TO 30 JULY 1952

COMPILED AND WRITTEN BY:

/s/
Leo Orlovsky
AF 123xxxxx
A/2C USAF
Squadron Historian

APPROVED BY:

/s/
John M. White, Jr
Colonel USAF
Commanding

REVIEWED BY:

/s/
Richard C. Jones
Lt. Col. USAF
Operations Officer

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The 4602d Air Intelligence Service Squadron was activated 1 March 1952 in order to provide the Air Defense Command with an organization capable of filling a definite gap in ADC Intelligence in the vital field of collection of air combat intelligence. The very existence of the 4602d is predicated on the assumption of a possible enemy air assault against the United States. As a result of the tight security measures inherent in the Soviet system, certain information will never be obtained until the enemy exposes its military potential to us in the form of an attack. This squadron is one of the very few which is concerned with what will happen after the crucial initial attack, at which time it must be a fully trained combat unit capable of immediate movement to any type of terrain regardless of the climactic conditions or difficulty of access. It will be capable of fully investigating crashed enemy equipment, interrogating enemy personnel, translating enemy documents, and reporting Essential Elements of Information in time to be of value to the commanders. Only by means of such an organization will the intelligence agencies be able to obtain the facts concerning what hit us, how they hit us, when they will hit us again, how they will hit us again, and possibly where they will strike again. Information about the enemy Air Order of Battle, about their technological developments, and about their attack strategy, will allow the interceptors to be more effective in their action against the succeeding waves. The savings thereby incurred to the United States in terms of civilian casualties, property, and military installations will be of incalculable value.

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The period with which this historical report is concerned witnesses the activation and deployment of twelve (12) field units dispersed strategically throughout the United States. The limitations of any historical document do not permit a full treatment of the painstaking preparations that were involved in the formation of these intelligence teams or the relentless efforts of the team commanders and their personnel, but it is the aim of this historical report to relate the evolution of the 4602d Air Intelligence Service Squadron from an embryonic state of existence as of 1 July 1952 to that of a full-fledged active member of the United States air defense system by 31 December 1952.

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SECRET 1
SECURITY INFORMATION

ORGANIZATION
Reorganization of 4602d AISS

The 4602d Air Intelligence Service Squadron was activated and organized under authority of Air Defense Command General Order Number 20, dated 28 February 1952, at Peterson field, Ent Air Force Base, Colorado Springs, Colorado with an authorized strength of thirty-four (34) officers and ninety-seven (97) airmen. Under this General Order, three (3) flights, designated as Flights A, B and C were organized to be located at the three (3) Defense Force Headquarters at Hamilton Air Force Base, California, at Kansas City, Missouri, and at Stewart Air Force Base, new York, respectively.

A reorganization of the 4602d AISS was directed by ADC GO #47, dated 17 October 1952. The authorized strength of this organization was increased to sixty-one (61) officers and 133 airmen. Administrative and housekeeping equipment was authorized in accordance with Table of Allowance 1-1, March 1952, Table of Allowance 1-21, December 1951, and Special Equipment List as authorized by Headquarters, United States Air Force and Air Material Command. Under this reorganization, the three (3) original flights located at the Defense Force Headquarters were redesignated as detachments with a greatly reduced personnel strength, and a total of seventeen (17) flights were authorized, each with a strength of two (2) officers and five (5) airmen. ADC GO #47 also served to assign each field unit of the 4602 AISS to the nearest Air Defense Command base for logistical support. It was specifically determined that operational control resided with Headquarters, 4602d AISS.

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SECRET 2
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Considerable time and effort was expended during this reporting period in the drafting and submitting of an Air Defense Command Regulation which would prescribe the mission, organization, functions, and responsibilities of the 4602d AISS and the responsibilities within the Air Defense Command for its control, support and general deployment. Acceptance of this regulation was received from Headquarters, Air Defense Command at the close of this reporting period and its publication as Air Defense Command regulation 24-4 was to be effected 3 January 1953.

The 4602d AISS has the combat mission of supporting the Air Defense Command intelligence function through overt collection. limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed.

During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission.

Under ADCR 24-4 the 4602d AISS has been organized as follows: headquarters, located at Headquarters, Air Defense Command; a detachment established and maintained at each Air Defense Headquarters; and numbered flights, each subordinate to one of the detachments, located at various points throughout the area of responsibility of the Air Defense

Forces. In view of the pattern of deployment of these small

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units, it was decided that administrative and operational control would be maintained at squadron headquarters, and that logistical support would be the responsibility of the ADC bases to which the units wee permanently attached.

Under current plans, there will be nineteen (19) strategically deployed intelligence teams trained to fulfill the requirements of our highly specialized mission. the selection of geographical locations has been based on a study of prime target areas coupled with a desire for maximum area coverage. The vital Northeast Area will therefore be covered by the greatest number of teams, while the central and Western Defense Zones, in line with tactical considerations, will be covered by fewer teams. This assignment ratio has been based on the same assignment ratio given the tactical units in those areas.

The most significant feature of ADCR 24-4, insofar as the future of this organization is concerned, is its flexibility to meet any future emergencies. The promulgation of ADCR 24-4 signified the culmination of a series of documents in which the 4602d AISS obtained formal recognition throughout the air defense system.

Key Personnel Changes

Early in this reporting period the 4602d AISS received a new commanding officer. Lieutenant Colonel John M. White, formerly Commanding Officer of the 6004th AISS in Japan, was assigned to the 4602d AISS in July 1952 and formally assumed command of this organization on 4 August 1952, replacing Lieutenant Colonel Richard C. Jones. Lieutenant Colonel

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Jones, in January 1952, received the assignment of writing and obtaining approval of the mission of this unit and activating and assuming command of the 4602d. Lieutenant Colonel Rial F. Callagher, the former Commanding Officer of the 7053 AISS in Germany, was assigned to the 4602d AISS as Deputy Commanding Officer on 17 October 1952.

On 22 December 1952, Major William H. Smith and Captain Milton Bellovin were assigned to this organization as Operations Officer and Training Officer respectively.

Commander's Conference

A Commander's Conference was held at Headquarters, 4602d AISS during the period 15 to 17 December 1952 in order to discuss and resolve problems encountered by the field units and the squadron since activation. The conference proved valuable to all participants and, as revealed in the enclosed copy of the Summary of the Commander's Conference, every phase of this organization's varied activities were discussed. This first conference served to pave the way for future gatherings of the Officer-in-charge which will be held on an ad hoc basis when necessary.

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TRAINING

In order to cover effectively its huge area of responsibilities with a limited number of personnel, the 4602d Air Intelligence Service Squadron has inaugurated an intensive training program designed both to promote greater proficiency in each airman's job specialty and to cross train him in other fields of intelligence activities.

Based on current goals, the ultimate training objectives are as follows:

1. All male personnel trained in skiing and Arctic survival.
2. All field personnel trained in horse and pack animal operations.
3. All linguists cross trained in technical intelligence.
4. All technical personnel intelligence cross trained in intelligence operations.
5. All linguists and intelligence operations specialists instructed in interrogation procedures.
6. At least thirty-four (34) officers and airmen completing the parachute training course at Fort Benning, Georgia.
7. All squadron personnel trained in the essentials of public speaking.

Russian Language Training Program

Two (2) classes of Russian linguists wee graduated during this reporting period, in September and December 1952 respectively.

The original Russian language course at Headquarters 4602d AISS was

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TRAINING

intended to complement the individual proficiencies of the students, many of whom were already highly qualified linguists or possessed a Slavic language capability. The first two (2) classes provided the necessary number of linguists to fill the immediate requirements for manning the field units that were activated during the past six (6) months. The bulk of the students remaining after 19 December 1953 were linguists assigned to the 4602d AISS who were not proficient in the Russian language who required a greater degree of formal training before they could assume duties as linguists at the various field units.

Emphasis in the Russian language training was placed on conversation, orthography, and Air Force terminology. Students whose native tongue was Russian were proficient in the use of colloquialisms; however, grammar and pronunciation had to be stresses in order to achieve the desired standard.

In addition to language training, a program of Russian background and area studies was pursued. Among the subjects covered were Russian history, with particular emphasis being placed on events since the Bolshevik Revolution

of 1917, Soviet armed forces, the Soviet Air Force, and the characteristics of the Russian and satellite peoples as well as the Soviet airman.

Several classes were conducted on intelligence report writing which dealt primarily with the Form 112 since, as potential interrogators, this is the form with which linguists will be most confronted. Specific attention was devoted to Air Defense Command, Essential Elements of Information. Sample interrogation reports were executed in

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conjunction with mock interrogations given both in the English and Russian languages. The composition and uses of the Air Interrogation Guide were also explained to the students.

In order to adapt the training program to the specific needs of air intelligence, approximately two-fifths of the language training was devoted to the study of technical terms and the RAF Handbook for Interpreters. The Training Section of the 4602d AISS was most fortunate in receiving fifty (50) copies of the RAF Handbook since only 200 copies have been made available to the entire United States Air Force. It has been considered by members of the Training Section to be the best Russian technical text available, containing in concentrated form, statistics, Soviet Air Force terminology, abbreviations, and conversion tables. During free conversation periods and mock interrogations, the use of colloquial expressions was stressed to give the linguists greater rapport in any actual interrogations they might be called upon to conduct in the future.

It is significant to note that when the linguists underwent proficiency testing in the Russian language at Camp Carson, Colorado, the students, trained at Headquarters 4602d AISS, displayed greater fluency in the writing, speaking and comprehension of the Russian language than did the graduates of the Russian course of the United States Air Force Institute of Technology at Syracuse University.

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Air Technical Intelligence Training

As of 31 December 1952 a total of five (5) officers and forty-four (44) airmen assigned to the 4602d AISS had completed the nine (9) week course at Air Technical Intelligence at the Air Intelligence Center at Wright-Patterson Air Force Base, Dayton, Ohio.[1] In view of the valuable training these personnel received there in technical investigation, it has been planned to detail more personnel of the 4602d AISS to ATIC in the future. Word has been received from the Commanding Officer, Air Technical Intelligence allotting the 4602d AISS ten (10) slots for the ATIC course to be conducted from 5 January through 16 March 1953.[2]

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1. Info supplied by the Training Section
2. Ltr fr CO, ATIC to CO, 4602d AISS, Subj: "ATI Specialist Course," dated 7 November 1952.

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RESTRICTED SECURITY INFORMATION

HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

GENERAL ORDERS
NUMBER 47 17 October 1952

REORGANIZATION OF 4602D AIR INTELLIGENCE
SERVICE SQUADRON. . . . . SECTION I
DESIGNATION AND ORGANIZATION OF AIR INTELLIGENCE
SERVICE FLIGHTS. . . . . SECTION II

SECTION I

1. Effective 10 October 1952, the 4602d Air Intelligence Service Squadron, a Table of Distribution Unit, is reorganized with an authorized strength of 61 officers and 133 airmen.

2. Personnel will be furnished from sources available to this command.

3. Administrative and housekeeping equipment is authorized in accordance with Table of Allowance 1-1, March 1952, Table of Allowance 1-21, December 1951, and Special Equipment List as authorized by Headquarters USAF and Air Material Command.

4. Nonappropriated funds will be governed by the provisions of he AFR 176-1 and AFR 176-2.

5. Concurrent with above action the following detachments of the Air Intelligence Service Squadron are reorganized with strength as indicated:

DETACHMENT	*AUTHORIZED STRENGTH OFF	AMN
Detachment 1 (Hq)	4	8
Detachment 2 (Hq)	4	8
Detachment 3 (Hq)	4	8

6. Authority: AFR 20-52, as amended.

SECTION II

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are designated

and organized at stations and with strength as indicated:

STATION	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-A, McChord Field, Tacoma, Washington	2	5
Flight 1-B, Great Falls AFB, Great Falls, Montana	2	5

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GENERAL ORDERS (Cont)
NUMBER 47

STATION	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-C, Norton AFB, San Bernardino, California	2	5
Flight 1-D, Kirtland AFB, Albuquerque, New Mexico	2	5
Flight 2-A, Minneapolis-St Paul, Intl Aprt, Minnesota	2	5
Flight 2-B, McGhee-Tyson Aprt, Knoxville, Tennessee	2	5
Flight 2-C, Dobbins AFB, Marietta, Georgia	2	5
Flight 2-D, Tinker AFB, Oklahoma City, Oklahoma	2	5
Flight 3-A, O'Hare Intl Aprt, Chicago, Illinois	2	5
Flight 3-B, Wright-Patterson AFB, Dayton, Ohio	2	5
Flight 3-C, Selfridge Field, Mt Clemens, Michigan	2	5
Flight 3-D, Hancock Field, Syracuse, New York	2	5
Flight 3-E, Ft Ethan Allen, Vermont	2	5
Flight 3-F, Greater Pittsburgh Aprt, Pennsylvania	2	5
Flight 3-G, Presque Isle AFB, Presque Isle, Maine	2	5
Flight 3-H, McGuire AFB, Wrightstown, New Jersey	2	5
Flight 3-I, Andrews AFB, Camp Springs, Maryland	2	5

2. Authority: AFR 20-52, as amended.

SECTION III

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are attached to units indicated for logistics only:

FLIGHT	ATTACHED TO:
Flight 1-A	25th Air Division (Defense)
Flight 1-B	29th Air Division (Defense)
Flight 1-C	27th Air Division (Defense)
Flight 1-D	34th Air Division (Defense)
Flight 2-A	31st Air Division (Defense)
Flight 2-B	74th Air Base Squadron
Flight 2-C	35th Air Division (Defense)
Flight 2-D	33d Air Division (Defense)
Flight 3-A	4706th Defense Wing
Flight 3-B	4602d Air Intelligence Service Squadron
Flight 3-C	4708th Defense Wing
Flight 3-D	32d Air Division (Defense)
Flight 3-E	75th Air Base Squadron

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GENERAL ORDERS (Cont)
NUMBER 47

FLIGHT	ATTACHED TO:
Flight 3-F	81st Air Base Squadron
Flight 3-G	4711th Defense Wing
Flight 3-H	4709th Defense Wing
Flight 3-I	4602d Air Intelligence Service Squadron

2. Authority: AFR 20-52, as amended.

* (Personnel authorizations for detachments and flights are derived from and not in addition to the total authorized strength of the parent squadron.)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

A TRUE COPY

RICHARD C VAUGHN
2D Lt, USAF
Asst Adj

RESTRICTED SECURITY INFORMATION

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ADCR 24-4
1-5

ADC REGULATION) HEADQUARTERS AIR DEFENSE COMMAND
24-4)

Ent Air Force
Base, Colorado Springs, Colo.
3 January 1953

ORGANIZATION - AIR BASES AND AIR UNITS

1. Purpose. This regulation prescribes the mission, organization, functions and responsibilities of the 4602d Air Intelligence Service Squadron (AISS) and the responsibilities within the Air Defense Command for its control, support and general deployment.

2. References. ADCR 200-1; AFR 23-9; AFM 77-1; AFR 200-5; ADCR 200-3 (Classified), and General Order 47, Headquarters ADC, 1952.

3. Mission. a. The 4602d AISS has the combat mission of supporting the Air Defense Command intelligence function through overt collection, limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed.

b. During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission.

4. Organization, Control and Support. a. The 4602d Air Intelligence Service Squadron is a Table of Distribution Unit allocated to the Air Defense Command by Headquarters USAF for the specific purpose of performing the mission

set forth in paragraph 3, above. it is organized as follows:

(1) Headquarters 4602d Air Intelligence Service Squadron will be located at Headquarters, Air Defense Command.

(2) Detachment Headquarters will be established and maintained at each air defense force headquarters.

(3) Numbered flights, each subordinate to one of the detachments, located at various points throughout the area of responsibility as may be specifically prescribed from time to time by the Commanding General, Air Defense Command.

(4) The squadron headquarters has full administrative capability, but no logistic support capability. detachments and subordinate flights have only limited administrative and no logistical support capabilities.

b. Headquarters, Air Defense Command will ensure over-all logistical support to the 4602d Air Intelligence Service Squadron and its field units throughout the Air Defense Command. This support will be provided by the nearest Air Force base in accordance with AFR 11-4. the squadron commander has direct access to Headquarters Air Defense Command staff agencies.

5. Functions. The functions of the 4602d Air Intelligence Service Squadron are:

a. To fulfill Air Defense Command combat readiness elements of information by overt collection of air combat intelligence in the Air Defense

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ADCR 24-4
5-6

Command area of responsibility through the interrogation of captured enemy personnel, the examination and field analysis of enemy materiel, and the translation of captured enemy documents.

b. To supply the Deputy Chief of Staff/Intelligence with timely information and technical assistance in discharge of responsibility for Weapons Impact Evaluation (Air Defense Command aspects of the Bomb Damage Assessment Program).

c. To procure and/or train and maintain the necessary personnel qualified in general intelligence procedures, written and spoken foreign languages, technical intelligence investigation, photography and photo interpretation, and other such activities as may be necessary for the accomplishment of the mission.

d. To establish through procurement and training, a capability on the part of the personnel for prompt physical access to and effective operations in remote areas, over all types of terrain, and in all conditions of climate and weather. Training will specifically include, but is not confined to, cold weather, desert and swamp survival; skiing, snow shoeing, mountain climbing, animal transport and parachutist operations.

6. Responsibilities. a. The 4602d Air Intelligence Service Squadron will be responsible for:

(1) Exercise of administrative control and, under the general direction of Deputy Chief of Staff Intelligence, Air Defense Command, centralized operational control for deployed units and personnel.

(2) Establishment and maintenance of effective liaison and coordination with military, semi-military, governmental, and civilian agencies listed below:

(a) Military organizations to include, but not limited to, Headquarters Air Defense Command and subordinate units, Army Anti-Aircraft Command, other Air Force commands and subordinate units, Army, Navy, Marine and Coast Guard command and subordinate units.

(b) Semi-military agencies to include, but not limited to, Civil Defense Administration, ground Observer Corps, and Civil Air Patrol.

(c) Governmental agencies to include, but not limited to, Central Intelligence Agency, Federal Bureau of Investigation, Civil Aeronautics Administration, Federal and State Park and Forestry Services, State and local law enforcement agencies.

(d) Civil agencies when appropriate and in accordance with governing regulations, AFR 205-1 and ADCR 190-4, to include, but not limited to, the press, radio, television, telephone and telegraph companies, land grant agencies, flying clubs, etc.

(3) Arranging through local facilities for transportation of requisite personnel to intelligence targets.

(4) Arranging for rapid dissemination of collected intelligence through prescribed channels using organizational communications where appropriate.

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ADCR 24-4
6-7

(5) Keeping fully acquainted with all established training facilities, exploitation of which will further the squadron's training mission, and initiating action pointed toward such exploitation.

(6) Exploitation of squadron capabilities and training activities for the benefit of organizations to which attached to the maximum extent consonant with the squadron mission, along such lines as crash rescue and investigation; language, technical, and intelligence instruction; and direct support of intelligence operations within Air Defense Command.

b. All echelons of Air Defense Command are responsible for the administrative and logistical support o the field units of the 4602d Air Intelligence Service Squadron in discharge of their highly specialized mission. This responsibility includes, but is not limited to the provision of:

(1) Transportation -- surface and air operations officers will authorize flights for 4602d AISS field units for training purposes, photo reconnaissance requirements, and liaison and coordination visits to local governmental and civilian agencies. Transportation officers will authorize vehicles to be used for round trip distances up to 500 miles, in accordance with Chapter 3, paragraph 8h, AFM 77-1.

(2) Communications facilities, as tie lines and teletype.

(3) Office and storage space and supplies.

(4) Billeting and subsistence.

(5) Petty cash facilities. Funding assistance will be rendered field units in obtaining petty cash from bases at which they are located. petty cash facilities normally will be limited to purchased incident to the peculiar mission of the 4602d Air Intelligence Service Squadron. Any other purchases will be rigidly controlled by the limitations of paragraph 11, AFR 70-19.

c. Air defense force and air division (defense) commanders, or their representatives are authorized to provide letters of introduction to of detachments or flights of the 4602d Air Intelligence Service Squadron, within their area of responsibility, in order to facilitate liaison with local governmental and civilian agencies.

d. Headquarters, Air Defense Command will take appropriate action to assist in the procurement of collateral training facilities and equipment to the maximum extent required for accomplishing the squadron mission.

Authority. Letter, this headquarters, 7 January 1952, to DI, Headquarters USAF, Washington, 25, D.C., Subject: Air Intelligence Service Squadron, 1st Ind thereto by Headquarters USAF, 6 February 1952. (ADDIN)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

DISTRIBUTION: 3
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AUTH: DG, ADC
13Jan53 /S/ xxx
(Date) (Initial)

HEADQUARTERS
4602d AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base, Colorado Springs, Colorado

COMMANDERS CONFERENCE SUMMARY

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{Brigadier General Woodbury M. Burgess was a guest speaker at this Commanders conference}

GENERAL BURGESS

The theme which General Burgess dwelt upon was the readiness of the 4602d AISS to get combat intelligence when the bell rings. That is our full purpose and we must point our efforts in that direction. We must prepare ourselves for immediate readiness. Our constant training is one method of accomplishing our mission. We must fit in with and contribute to, the axiom that "Air Power is Peace Power."

Because time is of the essence, one of our goals is to train to be able to go anywhere in our area of responsibility within six hours. We must train to use any means of transportation; make all possible liaison contacts in order to get our job done. We are reporters out to get facts. We must know how to get things done and to be able to report incidents clearly and concisely. Even though our mission is after the advent of hostilities, we must take advantage of every way now to be ready to make people aware of our mission in order to fulfill the requirements of key EEI's and supply information which the ADC Commanders must know.

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REQUIREMENTS

This Headquarters has only one copy of ADC EEI's. As soon as this Headquarters receives more copies, dissemination will be made in the field. Headquarters ADC is preparing 3 hour and 24 hour SRI's. It is hoped that these will be finalized and disseminated in the near future. (Definition: EEI's are essential elements of information and are of a continuing nature. SRI's are specific requests for information and are usually of one-time nature).

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INTELLIGENCE PUBLICATIONS

The intelligence publications which headquarters will send to all Detachments and Flights are:

1. CONARC Air Intelligence Training Bulletin.

2. USAF Air Intelligence Digest.

3. ADC Weekly Intelligence Review and ADC Mission Intelligence.

We are now getting only 14 copies of USAF AI Digest. We have requested 21 copies. the 5th Air Force Summary and the FEAF Intelligence Roundup will also be ordered for distribution to all flights. Flight 3C stated they have received only one copy so far and they were informed by Lt Stockstill that the first copies go to the Detachments and the remainder will go to the flights on priority distribution.

Colonel Gallagher informed the conference that none of these publications can be copied or reproduced. Intelligence Documents will be distributed as soon as possible to all Flights, but above all, don't reproduce any part or section thereof.

AIR TECHNICAL RESEARCH PUBLICATION

The ATIC studies will be screened by the Tech personnel at headquarters and passed on if applicable. Headquarters has ordered 4 copies of the ATIC Summary, one copy will go to each detachment. This publication is distributed quarterly.

There is a Joint Anglo-American Study of USSR aircraft being compiled and will be available to us in the near future.

The Characteristics and Performance Handbook on USSR Aircraft and Armament is under revision at USAF and will be available after January 53.

ETHNIC CARDS & NIS

Ethnic Cards will prove invaluable to the interrogator. They explain in detail the languages and dialects of the USSR and Satellite Countries. These are on order. The National Intelligence Survey compiled by the CIA on Russia and Satellite Countries will be available after January 1953.

Volume 39, Air Fields and Seaplane Stations of the World has also been placed on order.

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{Part of 16th Page}

RECOGNITION JOURNAL AND JANAP's

Headquarters 4602d has ordered the Joint Army, Navy, Air Force procedure publications (JANAP) for the headquarters units and all the detachments. We have ordered only the basic JANAP's and ACP's (Allied Command Procedures) for communication format and procedures JANAP (201-B) contains the index of all JANAP's and ACP's.

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Captain Kenyon informed the Conference that JANAP's are of little use to the layman. They are written for Technical Specialists and are not pertinent to our squadron at this time. he would like to have a communications SOP

sent from headquarters to fit his requirements.

Lt Vaughn brought to the attention of the Conference that the "Monthly Aviation Accident" publication would be applicable to our Technical Program.

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{Part of 18th Page}

SECRET
SECURITY INFORMATION

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A "Cirvis" booklet compiled by ADC was passed out to Commanders. This booklet is an extract from JANAP - 146 and contains communications instructions for world-wide reporting of vital intelligence sightings from aircraft. This booklet should be brought to the attention of all civilian agencies contacted in our liaison program. Distribution id handled by the Civil Air Patrol.

SECURITY INFORMATION
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{Part of 20th Page}

SECRET
SECURITY INFORMATION

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SPECIALIZED TRAINING

Specialized training within the 4602d AISS is for the purpose of covering large areas under adverse conditions, under varying climatic conditions, with as much technical knowledge as possible. In view of this, as many persons as possible will attend various specialized training schools such as:

Special Weapons
Evasion and Survival
Guided Missiles
Atomic Weapons Indoctrination
Supply School
Parachutist Training

Because of the restricted number of personnel assigned to this organization, all personnel must be trained and cross-trained to be a double and triple-threat man in order that the squadron mission can be accomplished.

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SECURITY INFORMATION
3
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SECRET
SECURITY INFORMATION

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INTELLIGENCE REPORTS

The squadron regulations 200-2 and 2A are currently being revised and should be completed and distributed to the Field Units within a few weeks. The new regulation governs the submission of reports.

The new regulation 200-2 will to contain all the items formerly contained in the old regulation 200-2. Operational SOP #1 contains all the material which was omitted from the new regulation.

Sample report forms will be attached to the new regulation which will serve as a guide for the report writer. There are three types of transmittal reports:

1. Technical - Essay Type.
2. Interrogation - Essay and enumeration Type.
3. Documents.

All transmittals will be numbered in a prescribed fashion.

T - Technical
I - Interrogation
D - Documents
Example: 1-T-23

Flash reports will also be given a number for follow-up.

Example: 1-F-23

Referencing should be used whenever possible to refer to other reports rather than going to the trouble to reproduce material which is already available.

In writing reports, the telegraphic style should be utilized to the maximum. The word "SOURCE" in interrogation reports is always capitalized.

The OIC of each flight is required to sign all reports forwarded to Headquarters 4602d AISS and is further responsible for editing all reports sent from his individual flight.

SECURITY INFORMATION
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{Part of 22nd Page}

SECRET
SECURITY INFORMATION

It was pointed out that AFR 205-1 should be reviewed by all personnel and should be adhered to in all matters of classification. The OIC's have the authority to classify matter Secret and Top Secret. The authority for classification should be stamped in the top right hand corner of each document or report and also the transmittal cover sheet.

The OIC's should also put a signature block on the transmittal cover sheet as well as on each report within the material.

For reproduction purposes, all transmittals must be carbon-backed. India ink may be used instead of the carbon-back method if desired.

All units should have or procure AF Form 112.

When naming geographical locations (cities, towns, etc.), always list the geographic coordinates as well as the name. Capitalize all proper nouns.

Enclosures should be attached to the individual report of which they are part and each enclosure should be positively identified to avoid confusion.

All flash reports will have a number whether it is by letter, phone, TWX, or radio in order to positively identify it for future reference.

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Colonel White stated that the policy would be to send the original report (form 112) to Headquarters 4602d AISS in peacetime and in wartime the original would be sent to the D/I Defense Force.

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SECURITY INFORMATION
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{Part of 34th Page}

SECRET
SECURITY INFORMATION

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MAJOR TOOKE'S TEXT

1. Under the restrictive security requirements of ADCR 190-4, page 3, paragraph titled "Identification of Individuals", effective liaison and public relations cannot be conducted by this squadron in the efficient fulfillment of its operations.

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3. Since this organization is based in continental limits of the United States and a part of the Air Defense Command since it is identical in mission with 7050th AISW in Europe and 6004th AISS in the Pacific, the latter two organizations both having considerable contact with personnel of the USSR, the mission and requirements as a collection agency of the 4602d and other like units could hardly remain as restricted as ADCR 190-4 would place them.

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SECURITY INFORMATION
SECRET

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{End of Part 1 of the CUFON 4602d AISS UFO Sampler}

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Go To part 2
NICAP Home

National Investigations Committee On Aerial Phenomena

The Chop Clearance List

updated: 13 Feb 2011

Fran Ridge:
In regard to the famous Albert M. Chop Clearance Letter and the Chop Letter to Henry Holt & Company here is the clearance list referred to in both letters. Items, dates, and locations are exactly as found in the original. Added click-on links take you to the detailed reports with any corrected data. For example, Item #2 shows wrong date. Major Donald E. Keyhoe, later to be NICAP's director, was investigating and reporting on history being made on the UFO subject. His status report turned out to be, "Flying Saucers From Outer Space" in 1953. This page is still under construction.

Jan Aldrich:
As Al Chop revealed in his Sign Historical Group oral history interview, the Air Force policy was if asked about a certain case, the Air Force would release the details. Chop said that Keyhoe had a good network feeding him leads and he also had access to newspaper clippings and was able to ask about many cases which the Air Force released to him in 1952. Keyhoe was very persistant and would not go away or could not be discourage with a simple, "no." Chop said when he came to work, he would find Keyhoe already there with more questions for him. An important point was: one still had to know about a case to get the details. Later, the policy was not so open which led to charges of cover up.

List of Air Technical Intelligence UFO sightings and other information secured and cleared for Major Donald E. Keyhoe by Mr. Albert M. Chop, Air Force Press Desk.

1. Laredo Air Force Base, Tex., December 4, 1952. Air Force pilot's "fight" with a UFO.

2. North Atlantic area, August 29, 1952". Three disc shaped objects seen during tracking of a balloon.

3. Santa Ana, Calif., January 9, 1953. B-29 pilots saw rapidly moving UFO lights, bluish white, in formation.

4. Pesque Isle, Maine; Jan. 29, 1953. Pilots of an F-94 and two other fighter aircraft sighted a dark gray object, with a very definite oval shape.

5. Hempstead, Long Island; October 29, 1952. Two F-94s; very strong statement on object's maneuvering, high speed, that it seemed to be controlled.

6. Duncanville, Tex., January 6, 1953. Strange lighted object seen by CAA tower operator and others.

7. Goose Bay Air Force Base, Labrador, December 15, 1952. Two Air Force crews got a momentary radar lock on a strange object. One pilot had seen similar object before, on November 26, 1952.

8. Gulf of Mexico area, December 6, 1952. B-29 training flight. Radar and visual reports, accurate details, double-checked; speeds computed showed UFO making 9,000 m.p.h.

9. Minneapolis, Minn., October 11, 1951. Extremely important sighting by two airborne balloon observers, General Mills-Navy balloon project; observers were in a plane, sighted two smoky-gray cigar shaped objects moving at terrific speed. Also one of the objects was sighted and briefly seen in a theodolite by a ground observer.

10. March Air Force Base, Calif., September 28 (actually March 23), 1951. F-86s trying to intercept a strange object in controlled orbit at 50,000 feet or higher.

11. Terre Haute, Ind., October 9, 1951. CAA communicator report; silvery object seen overhead, moving at high speed. (See next case.)

12. Greencastle, Ind. (Paris, Illinois), October 9, 1951. Private pilot sighted silvery object at (estimated) 5,000 feet.

13. Japan. Rotating lights case. December 29, 1952. Extremely accurate details, with ground and airborne radar and visual confirmation; three plane crews confirmed position, movements, and speeds.

14. Northern Michigan area, November 24, 1951. UFO observed from four locations, faster than any jet.

15. Greenville, S.C., May 13, 1952. Four amateur astronomers observed a diamond-shaped formation, oval shaped objects, wobbled in flight.

16. Patrick Air Force Base, Fla., July 18, 1952. Three officers, four airmen, saw a series of UFO lights. Objects hovered, speeded up, stopped, turned.

17. July 29, 1952. An Aircraft and Warning Station in Michigan reported an extremely important case: Ground Control Intercept tracked UFO by radar, target speed 550 knots. Chased by F-94s; one got a radar lock-on; bright flashing light seen at the same time, same position.

18. Los Alamos, N.M., July 29, 1952. Several pilots and a Los Alamos guard saw a UFO, metallic in color, in straight, fast flight object made a 360 degree turn behind fighters trying to intercept it.

19. Albuquerque, N.M.; July 29, 1952. Air Force reserve colonel at Los Alamos saw a strange ellipse shaped light; indicated its rapid speed.

20. Bellefontaine, Ohio, August 1, 1952. Two F-86s chased a strange round object, got gun camera pictures.

21. Truth or Consequences, N. M. Three cylindrical objects sighted.

22. Azores; September 26, 1952. Strange green lights seen by Air Force crews approaching the Azores.

23. Washington, D.C., July 19-20 and July 26-27, 1952. The Washington Airport cases, radar and visual sightings.

24. Norfolk, Va., July 14, 1952. Pan American pilots' extremely' accurate report to ATIC on several lighted objects maneuvering and flying at terrific speeds.

25. Pittsburg, Kans., August 27, 1952. ATIC states basic details and soil sample forwarded from town where sighting occurred. Object reported hovering over open field; bluish lights seen through ports; swift ascent when observed. Soil sample broken up, unable to analyze for radioactivity.

26. Yuma County Airport, February 4, 1953. Theodolite tracking of two elliptical shaped objects.

27. Fort Worth, Tex, February 13, 1953. B-36 radar tracking and visual sightings of strange flying objects.

28. Terre Haute, Ind., February 1, 1953. Sighting of a UFO by a T-33 pilot.

29. Japan, April 19, 1952 (March 29 is the corrected date). A T-6 pilot, Lieut. D. C. Brigham, reported to ATIC the sighting of a small disc shaped object closing in on a fighter, maneuvering around it.

30. Uvalde, Tex., July 22, 1952. Details on separate list.

31. Manhatten Beach, Calif., July 27, 1952. The "stack of coins" sighting.

32. Near Hermanas, N. M., August 24, 1952. F-84 pilot observed two strange objects (disc shaped and maneuvering at high

speeds).

33. Hamilton Air Force Base, Calif., August 3, 1952. Sighting of a series of UFOs; extremely accurate report of maneuvers, speeds.

34. Rosalia, Wash., February 6, 1953. A B-36 report, very accurate sighting description, showing object circled as B36 approached it, and light commenced flashing at short intervals.

35. Truk Island, Feb. 6, 1953. Shiny, metallic looking object sighted by officer in charge of weather station.

36. Korea area (Okinawa), February 7, 1953. Radar picked up a UFO; an F-94 was scrambled, pilot saw bright orange colored object, which changed altitudes, pulled away at high speed.

37. Tunis-Tripoli, February 11, 1953. UFO sighted by crew of an Air Force C-119, closed in, fell back, paced plane for long period.

38. South Carolina. Preliminary report on case, in February, 1953, where a man named Booth fired at an apparently hovering lighted object. (Possibility he fired on a Navy blimp is being investigated.)

39. Falls Church, Va. Preliminary report on a sighting in August, 1952; rotating light UFO seen by ground observers including police. When police officer tilted scout car spotlight upward, object seemed to descend toward it. Light was hurriedly turned off, and object rose to former height, continued rotating.

40. Erie, Pa., February 22, 1953. Former Navy gunner, now plane spotter, reported silvery disc, with very brilliant glow, estimated to be at least 150 feet in diameter.

41. Panama, Canal Zone, November 25-26, 1952. Two UFOs, tracked by defense radar, no visual sighting.

42. Series of questions in regard to Dr. Donald Menzel's theories. Answered by ATIC.

43. Questions regarding claims of Henry J. Taylor, U.S. News and World Report, Dr. Urner Liddel, Frank Scully, Dr. Anthony Mirachi. Answered by ATIC.

44. Questions on Tremonton, Utah, pictures; existence known from outside source, confirmed by Air Force, including confirmation by Intelligence officers at showing of the McLean pictures.

45. Summary of early Air Force investigation; admission by Albert M. Chop that early phase was not well handled, but attitude now changed, with a very serious approach.

46. Fact that an increasing number of Air Force personnel, including officers both in and out of Intelligence and the Project, are convinced that the saucers are interplanetary in origin, unless some strange natural phenomena. (This statement was cleared before the official statement made to Henry Holt and Company.)

47. Fact that classified briefings are given by Intelligence to various important officials (as indicated by the Finletter report).

48. Fact that various highly reputable scientists, astronomers, astrophysicists, engineers, aeronautical experts, guided missile and rocket experts, etc., are used by the Project in analyzing reports and other evidence.

49. Fact that I helped the Air Force secure the McLean pictures for analysis.

50. Fact that Col. William C. Odell submitted an article (through Mr. Chop) indicating possible exodus from an other planet; that he was not allowed to use his rank in connection with it, and that after discussing the matter with True magazine I returned the manuscript to the colonel (again through Mr. Chop).

cleared

51. Clearance of the Tremonton, Utah, case, and the facts I previously had confirmed.

This itemized list bears the following notation.

"As initialed, the above is the true account of subjects discussed, opinions expressed, and material cleared for publication."

(Signed) Albert M. Chop.

Project SIGN

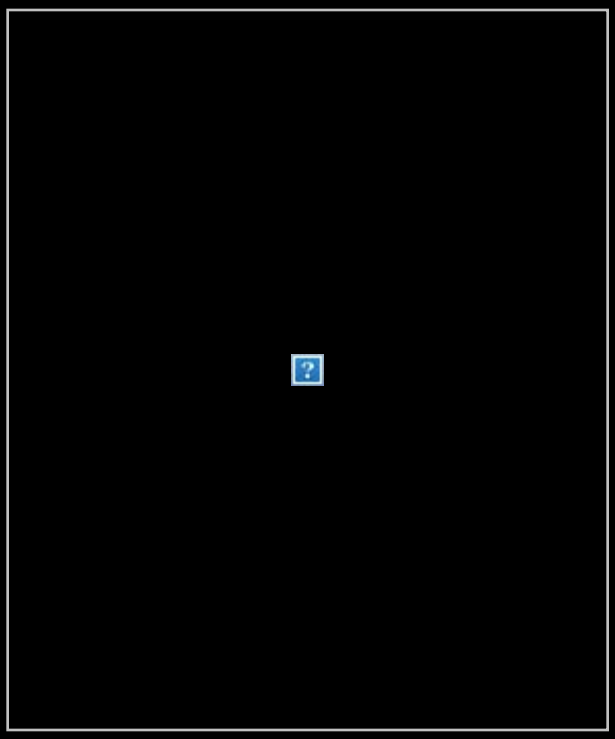
The Project SIGN Group

Reports:

(Secret) Twining Letter - "The reported phenomena are real."
23 April 1948 Project SIGN Quarterly Report #1 as required by Gen Craigie
Early Top Secret UFO Document Discovered - Jan Aldrich
McCoy statement in 1966 (transcript and audio file by NICAP)
Alfred Loedding and the Great Flying Saucer Wave of 1947 (Wendy Connors & Mike Hall)
Project SIGN & the EOTS - Michael Swords
Gen. Schulgen Memo - Secret - Oct. 28, 1947
Preliminary Sign Report (April 23,1948)
(SECRET) Project SIGN Report (Feb 1949)
100-203-79 - April 28, 1949, Top Secret "Evaluation of Flying Object Incidents
SIGN Group - NICAP Site
Project SIGN Historical Group - Project 1947

NICAP Home Page

Project MAGNET



Fran Ridge:

THE COLORADO PROJECT

Report - Criticism of the Air Force Not Allowed - Keyhoe
Report - Flying Saucer Fiasco, LOOK Magazine, May, 1968 - John Fuller
Report - The Condon Report and UFOs, Bulletin of the Atomic Scientist, April 1969, p. 39-42 - Hynek
Report - An Analysis of the Condon Report on the Colorado UFO Project - Sturrock

National Capital Area Skeptics (NCAS) recently placed the full text of the Condon report (all imagery and graphics included) on the web at:
Report

Simulated (not actual) photo of Gen. Samford press conference of July 29, 1952, recreated for UFO documentary (1956) by Greene-Rouse Productions.

THIRD OFFICIAL USAF INVESTIGATION of UNIDENTIFIED FLYING OBJECTS

PROJECT BLUE BOOK RESEARCH CENTER

About Michael David Hall	Project Bluebook 1951-1969	The Report on Unidentified Flying Objects - Ruppelt
Research Articles	NARA Blue Book Microfilm	Bluebook Member Biographies
"Blue List" Unknowns - Berliner 1500 BB Unknowns - Sparks	Project Blue Book Special Reports 1-12 (pdf file)	Captain Edward J. Ruppelt

The Project Blue Book Research Center is under the direction of Michael Hall, a private researcher, specializing in the historical aspects of Project Bluebook. Started in 1998 the Center is devoted to the task of researching the historical aspects of the third official investigation of Unidentified Flying Objects by the United States Air Force. Email mdhall@LAF.CIOE.Com

Mr. Hall takes no formal position regarding UFOs other than the belief the UFO phenomenon is reality based and constitutes a phenomenon that warrants on-going and UNBIASED scientific investigation by private researchers and the various disciplines in the field of academia. The primary goal of the Center is to share the history of Project Blue Book and the military and civilian personnel who were involved.

As research is an on-going endeavor at the Center new information and documents have recently been located that shed new insight on Blue Book's operation. This new information includes insights into the various military and civilian personnel associated with Project Blue Book. You are encouraged to visit this site often as new discoveries and commentary will be posted on a frequent basis.

Please enjoy your visit to the Project Bluebook Research Center. Mr. Hall can be reached by any of the following methods listed and we welcome your comments and assistance regarding Project Blue Book. All inquires to Mr. Hall is held in the strictest of confidence.

Although donations are graciously accepted for research by Mr. Hall, he believes that exchanging ideas, documentation and insight is vastly more important and the Project Blue Book Research Center has a few items available for purchase to assist in researching the history of Project Blue Book.

Mr. Francis Ridge has graciously donated the Project blue bookResearch Center's Web Page. Visitors are encouraged to check out the exciting work being done by Mr. Ridge and the the NICAP website, and the Project SIGN work by Wendy Connors.

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Origin of the UFO Phenomenon - a book by Michael Hall
NICAP Home Page

Training Information Series

TI-1, TAX DEDUCTIONS

This Training Information paper deals with expenses incurred with UFO investigation and research, and tax benefits that can offset these expenses. While this is NOT a policy statement, it is information that each FI/researcher should be aware of. This TI should be kept with other directives.

DEDUCTIBLE

A surprising number of researchers do not realize that their expenses incurred for investigations or administrative duties are tax deductible. As stated on the inside cover of every MUFON UFO Journal: "The Mutual UFO Network, Inc., is exempt from Federal Income Tax under Section 501(c)(3) of the Internal Revenue Code. MUFON is a publicly supported organization of the type described in Section 509(a)(2)." Which is to say, we are a scientific research organization.

ACTUAL EXPENSES

Actual expenses incurred (i.e. not to include estimates of worth for duties performed) include: mailings (stamps/metered costs, materials and photocopying), long distance telephone charges,
equipment purchases (e.g. telephone answering machine or two-drawer file), ID printing (letterhead or calling cards) and transportation pursuant to investigations or meetings (mileage at 12-cents per mile, still in effect this date, meals and lodging if necessary). Certainly good judgment must be used. A word processor or audio cassette recorder may be claimed if used primarily for MUFON purposes. UFO-related handbooks and encyclopedias, science texts used for the subject, nonfiction works on UFO cases that provide background information, and other investigative tools purchased for yourself or your membership are normally deductible. Receipts must be kept for all expenses. In order to submit the claim, you must use IRS Form 1040 schedule A - Itemized Deductions and Form 8283, Noncash Charitable Contributions. (Check with your tax consultant on form numbers or titles which may change over the years). A separate statement must accompany the forms which includes the above-quoted statement regarding MUFON's tax-exempt status.

We hope that this information will help you in determining what expenses are deductible.

May 1986, Revised July 1996

Training Information Series

TI-2, FIELD INVESTIGATION

By Francis L. Ridge

This Training Information paper deals with basic field investigation and local, regional, and state operational tips not covered in the Field Investigator's Manual. This revised paper was originally published in May 1986 in the MUFON UFO JOURNAL (Issue Number 217, Page 16).

REPORT SOURCES

Since the demise of the Air Force Project Blue Book in 1969, to facilitate the receipt and transmission of initial UFO reports, witnesses generally contact local law enforcement personnel, airport, airport control tower operators, weather observers, or nearby military bases. Reports are then usually referred to a local civilian UFO investigator. In the absence of a local operative the caller should be asked to contact the National UFO Reporting Center in Seattle, WA.:

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(206) 722-3000

The person handling the call completes an initial report form or **Message Slip** , which is then sent to the Mutual UFO Network (MUFON) in Seguin, TX. MUFON then submits a copy of this form to the MUFON State Director or the nearest qualified field investigator, who, in turn, contacts the witness directly. Sometimes initial reports are filed with the J. Allen Hynek Center for UFO Studies (CUFOS) in Chicago. In this case, a CUFOS representative may contact the state directly and request an investigation. In most cases the initial report to the state arrives as a form in the mail or a phone call, depending on the urgency. With the widespread use of the internet, preliminary reports and the acceptance of the case for investigation can sometimes be conducted by email. Finally, many times initial reports are made by the witnesses themselves, either in letter form or by calling the nearby field investigator referred by police, sheriff departments or airports.

PRELIMINARY INVESTIGATION

After the witness is contacted, if the object in question appears to evade conventional explanation, an investigation may begin. Depending on the potential value of the incident a number of methods may be used. If the object appears to have been an aircraft, balloon, star/planet, the report simply is noted on the message slip and filed way. Recording it is important, since an incident harder to explain may be linked directly with it later on, indicating both were probable IFOs (Identified Flying Objects). If something in the incident truly qualifies the event as a potential UFO (description or flight characteristic such as hovering, exhibiting anomalistic motion, absence of sound where some type of actual craft is observed at close range, etc.), the case should be thoroughly investigated. This can be done either in-person or by mail depending on the situation. Caution: Investigation by mail has become more and more less productive. And determining the character and reliability of the witness can BE more difficult, if not impossible, by the limited access of written communication. If the FI cannot investigate the incident in-person or on-site it should be conducted over the telephone, the Form 1 (General Case) then mailed to be signed and/or corrected. People in general hate to fill out questionnaires.

DISPOSITION

Preliminary reports on significant cases not received from MUFON direct, but acquired without MUFON HQ knowledge, should be sent to MUFON ASAP, either by phone, "snailmail", or email:

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MUFON_HQ@aol.com

Completed reports are submitted by Field Investigators or State Section Directors to their State Directors, who then forward the original copy to their Regional Director. Some states appoint an Investigation Coordinator to handle UFO investigations, leaving the administration activities to the State Director. After the Regional Director (who usually has about 15-20 states under his jurisdiction) reviews and checks it for completeness, the case report is then forwarded to the DDI (Deputy Director of Investigations). The report is then filed and data placed in the MUFON UFO database program. Copies of the report are retained by the state and the FI in charge. Some states also file duplicate reports, one

copy to CUFOS as a courtesy, especially if they provided the initial or preliminary report.

TRAINING SUGGESTIONS

Field Investigator and Field Investigator Trainee preparation and training should include the following:

1) The acquisition of the MUFON Field Investigator's Manual
2) Completion of the FIE (FI Exam) as soon as possible.
3) The construction of the Field Investigator Kit(s).
4) The establishment of a local hotline or "filter center".
5) Production and distribution of a "status report" or newsletter, sent periodically to local law enforcement dispatchers, airport control towers, selected news media, etc.

THE TRAINING OFFICER

To better facilitate training in a state group I highly recommend the selection of a "Training Officer". This person maintains contact by mail with FITs, sending materials, etc. I use a checklist and training record form (Training Transmittal Record) which lists all the materials available and when they were mailed. The TTR begins with the date the applicant became a member of MUFON, the date the applicant was sent a "welcome aboard" letter and sample newsletter, all the materials in the Training Information Series, and ends with the date the applicant completed the FI Exam, his score, and his promotion to FI and/or State Section Director. There is even a line and date for the "Certificate of Award" if the state uses one, such as Indiana. The trainee must send an SASE (one or two stamps) to the Training Officer for the next step of additional materials until the program is completed. The training ceases when the FIT stops requesting materials or fails to pay the state's annual dues. FITs may call the Training Officer at any time. If the state has no Training Officer, FITs should contact their State Director. If no State Director, trainees should contact Walt Andrus, MUFON's International Director, at 103 Oldtowne Rd., Seguin, TX 78155-4099. (210) 379-9216

THE FI MANUAL

This is a tool many veteran researchers never had available in the early years. The FI Manual was prepared from the combined experience of many respected and experienced UFO researchers. Any fool can ask questions from a questionnaire and write down the answers. There is more to it than that. And separating UFOs from IFOs requires knowledge, attainable through experience and proper use of the Manual. UFOlogy, the scientific study of UFOs, is a "volunteer profession", not a hobby. The FI Manual can be obtained from MUFON for $25 plus $3.50 for postage and handling. I suggest FITs send checks made out to MUFON to their State Director or Training Officer, to be forwarded to MUFON so that a notation can be made on the TTR that the FIT has complied with that requirement. The TTR is not a MUFON form or requirement, but an idea successfully used in Indiana for over ten years.

FI EXAM

As soon as the study of the Manual and other training information are completed, FITs should be ready to take the FI Exam. The State Director or Training Officer will help them acquire and submit the exam papers to the appropriate persons. The exam is an open-book test. If further assistance is needed, contact Walter Andrus at MUFON HQ.

THE FIELD INVESTIGATION KITS

Basic materials needed are listed in the Manual. I suggest at least two kits.

1) Kit One. Should include the Manual, copies of all the necessary forms, pens, paper, everything you might need for a routine on-the-spot investigation.
2) Kit Two. Would actually be the one mentioned in the Manual for collecting physical evidence.
3) Other kits. Could be designed to include everything needed for special investigations and collection. Items that need special care and support materials such as camcorders, which need tapes, batteries, chargers, etc. Or cameras, film, etc.

THE RAPID DEPLOYMENT TEAM

We use a list called a "PLL" or "Prescribed Load List" to include anything and everything a "think tank" might conceive needed during any investigation or deployment. The PLL is a major portion of our basic plan of having an alert team ready to go at any time. Years of experience has improved on the PLL. The list is checked periodically and everything on that list is loaded before we hit the road. The point is, organization and speed is important. You may only get one

chance in your lifetime to document an actual close encounter. When bonified UFOs decide to appear, confusion and panic begins. And Murphy's Law works best in UFOlogy. So, you still want to be a serious Field Investigator?

THE LOCAL HOTLINE

The idea of a UFO investigation means nothing if people can't contact you. And if the UFO sighting is "in progress", you want to view it yourself and possibly identify it or document the rare occurrence with videotape, etc. It is not necessary to have a dedicated line used strictly for UFO reports. But, if you do not, make sure you have "call waiting". I call it "call bothering", but it comes in handy. The phone near a note pad or pad of "message slips" is perfect, but another useful tool is the cordless phone. With that you can be outside actually looking for the locally-reported UFO and talking to the witness, other spotters in your group, or the control tower, etc.

STATUS REPORT OR NEWSLETTER

A tip for FIs and SSDs is to put out a periodic status report to dispatchers (local police, sheriff, state police) and airport tower controllers, and selected news media. Keep your local group up-to-date and constantly reminded of your telephone number and presence. An initial visit in-person is a good idea. Dress appropriate. Don't wear sunglasses or try to look like the CIA! If the newspaper does an article on your efforts, that could suffice. However, if you are good at PR, go for it! If you are in a good state group with a state newsletter being printed periodically, you're in luck. All you have to do is copy the newsletter, add a slip sheet with your information and phone number, and mail out. Caution: If your state newsletter is inappropriate or too radical, make up your own. If you look like a kook, or belong to a group of kooks, law enforcement will have nothing to do with you. Keep your theories to yourself. Remember, you are a serious researcher and you are searching for the truth, no matter what that turns out to be. It's called science. Dispatchers generally don't want to handle UFO reports. If they know you are in place and your phone number is handy, you can bet that they will hand off the report to you, unless they are ardent skeptics. Even then they want to appear to the public as concerned and will probably have the witness call you. Finally, you might make up a card (business or 3x5 or larger) to place under their desk glass or put on the bulletin board.

OTHER SUGGESTIONS

To become familiar with things in the sky, especially at night, you should spend time out on SKYWATCH. These are group learning sessions. And having "spotters" distributed around the county you live in can come in handy, too, if someone reports a UFO in your area. Telephone "patches" are very useful, but must be used with caution. Radio Shack units turn the cassette recorder on and off by simply picking up the phone, great for outdoors use. Other useful items include a strobelight or spotlight, CB radio or cellular phone, bionic ear, etc. One of the most important tools I have saved until last. The camcorder is a valuable piece of equipment in more ways than one. It's better than a movie camera and has sound. If you have one, make sure it is charged, loaded with tape, and ready to go at all times.

FINAL COMMENTS

Being prepared is the most important aspect of being a serious investigator. Most investigations will be routine and somewhat boring. If you must travel to investigate an incident, make sure you are prepared. A later return to complete an extra form may not be in your schedule. And witnesses might decide one session with you is all they want.

Here are a few other suggestions:

1) Use your ID card, but don't abuse it. Laminate it and have it clipped on your pocket or lapel. That way you don't have to make an issue of it.
2) FITs should be accompanied by a trained FI if at all possible.
3) If the witness is a child under 16 or a woman, one of the investigating personnel should be a woman.
4) If you obtain anything from the witness other than a signed report form, leave a receipt.
5) Don't discuss your theories. Get your work done, be courteous, and get out. If they ask questions or want information, tell them you will send some information. There are fact sheets and you have your newsletter.
6) One of the most important things you need to know is to let the witnesses tell what they saw and how it all started, in their own words and without interruption. If you interrogate the witnesses from a questionnaire only, the story you will get will be out-of-sequence and may be lacking a lot of important details. Answering a battery of "Joe Friday" questions is

not only distracting, it is unprofessional.

7) Finally, when investigating a "sight and sound type UFO" report, be sure to look around for an intermittent or continuous conventional sound source nearby. Witnesses may be in unfamiliar territory when they have a sighting, and the sound they associate with it may have a local and conventional explanation. A normal or even noisy (meaning needing maintenance) air conditioner, or blower on a grain dryer, or unfamiliar animal sound, may become associated with the sighting. And this sighting could be a genuine anomaly or a misidentification of a common object, but you must not assume the sound and the sighting event are related.

May 1986, Revised July 1996

Training Information Series

TI-3, SOURCE TESTS & EVALUATION

By Francis L. Ridge

This Training Information paper deals with possible, definite, or not-applicable sources for UFO sightings. It also provides a checklist for the sighting evaluation based on all the information in the report. Used initially as a training aid, copies made of these checklists were designed to be used in each case investigation as part of the final report.

SOURCE TESTS

These two checklists, Natural Source and Man-Made Source, are used to try to identify the sighting and later becomes part of the evaluation record. Due to the lack of space in these forms the appropriate items should be simply checked, then expanded on in the "Comments" portion of the report.

SIGHTING EVALUATION

This form provides a checklist and is the result of the overall analysis of the data collected by the FI. It also becomes part of the final report.

COMMENTS OF INVESTIGATOR

Besides the three pages mentioned above, the final report includes an additional report whereby the person completing the case record can add his/her comments. This is referred to as "Comments of the Investigator". For simpler cases the comments are usually brief. For more complicated or detailed cases the comments are more extensive. It includes comments about the possible cause of the sighting if the sighting may be explainable or reasons why the case remains unexplained. Many of these comments are recorded in letters and notes during the investigation. However, it is suggested that comments be re-capped in a separate report. The investigator should list his comments regarding the possibility or lack thereof of certain stimulus for the sighting based on the Source Test. Special note needs to be made concerning reported sounds noticed during the observation of the UFO. A witness in an unfamiliar area may detect a sound from one source and a visual observation from another source, both identifiable in prosaic terms. Or the object may be unidentified and the sound associated with a nearby, but invisible, power transformer or air conditioner, etc. The investigator should describe where the interrogation took place and who was present, names of other witnesses, etc. This would include who assisted in the investigation. The investigator should give his assessment of the observer(s) or report reliability. The observer may be sincere, but not be able to explain the particulars of the case properly or in terms that are usable to the investigator. His/her report may be too brief or lacking clarity for a determination to be made. A good example is where the witness only answers the questions with brief statements or simply a yes or no. A good witness is a credible person who tries to give as much detail and accurate information as possible.

Case Name _____ Date of Incident _____

FI In Charge _____

SOURCE TEST, Page One

This form, which needs to be attached to the final report itself, is a checklist of what natural objects were considered in an effort to identify the stimulus for the reported UFO. The reasons for rejecting or suspecting the possible stimulus, should be clearly noted. The not applicable items can be left blank. Use right side of form or separate sheets for notes.

NATURAL SOURCE:

1. ORGANIC SOURCE, TERRESTRIAL ( ) a. Animal ( ) b. Bird, Reptile ( ) c. Insect ( ) d. By-Product (spider webs, seeds)

2. INORGANIC SOURCE, TERRESTRIAL ( ) a. Adverse Weather (whirlwind) ( ) b. Atmospheric (clouds, moondogs) ( ) c. Lightning (ball, bolt, heat) ( ) d. Swamp Gas ( ) e. Other (debris, mirage)

3. INORGANIC SOURCE, TRANSTERRESTRIAL ( ) a. Bolides ( ) b. Meteorites/Meteors

4. INORGANIC SOURCE, EXTRATERRESTRIAL ( ) a. Comets ( ) b. Moon ( ) c. Planet(s) ( ) d. Star(s) ( ) e. Sun

5. OTHER (explain)

SOURCE TEST, Page Two

This form, which needs to be attached to the final report itself, is a checklist of what man-made objects were considered in an effort to identify the stimulus for the reported UFO. The reasons for rejecting or suspecting the possible stimulus, should be clearly noted. The not applicable items can be left blank. Use right side of form or separate sheets for notes.

MAN-MADE SOURCE:
1. AIRCRAFT ( ) a. Advertizing ( ) b. Commercial, Military, Private ( ) c. Other (blimp, experimental, helicopter)

2. BALLOON ( ) a. Hot Air ( ) b. Weather, Test, Etc. ( ) c. Other (prank, toy, etc.)

3. FIXED STRUCTURES ( ) a. Buildings ( ) b. Lights (ground, search, etc.) ( ) c. Towers (water, power line, radio)

4. HOAX ( ) a. On Witness ( ) b. By Witness

5. MISSILE ( ) a. Chemical (cloud, smoke, etc.) ( ) b. Cruise-type ( ) c. Launch

6. SATELLITE ( ) a. Orbiting (high-altitude) ( ) b. Re-Entry (similar to meteor)

7. OTHER (explain)

SIGHTING EVALUATION

The result of the overall analysis of the data collected by the field investigator.
1. Berliner Strangeness Scale:
( ) 0 - Identified as a known object/phenomenon or a report lacking clear UFO content
( ) 1 - Night light with no apparent object
( ) 2 - Night object
( ) 3 - Daylight object seen at a distance
( ) 4 - Night Close Encounter of the First Kind (within 500')
( ) 5 - Daylight CE-1
( ) 6 - Ambiguous CE-2 (trace, capable of being understood in more than one way)
( ) 7 - Unambiguous CE-2 (apparently only one explanation)
( ) 8 - CE-3 (occupants on or near craft)
( ) 9 - CE-3 (occupant reaction to witness)
( ) 10- CE-3 (with meaningful communication)

2. Berliner Credibility Scale:
( ) 0 - Witness(es) lacking believability
( ) 1 - Single average witness
( ) 2 - Multiple average witness
( ) 3 - Single exceptional witness
( ) 4 - Multiple Exceptional Witnesse

( ) 5 - Radar/visual observation
( ) 6 - Still photo(s) by amateur
( ) 7 - Still photo(s) by professional
( ) 8 - Movie/video by amateur
( ) 9 - Movie/video by professional
( ) 10- Live television

3. Speiser Strangeness Factor:
( ) S1 - Explainable or explained
( ) S2 - Probably explainable with more data
( ) S3 - Possibly explainable, but with elements of strangeness
( ) S4 - Strange; does not conform to known principles
( ) S5 - Highly strange: suggests intelligent guidance

4. Speiser Probability Factor:
( ) P1 - Not credible or sound
( ) P2 - Unreliable witness; possible hoax
( ) P3 - Somewhat credible or indeterminate
( ) P4 - Credible and sound
( ) P5 - Highly credible, leaving almost no doubt

( ) Great Significance
( ) Significant
( ) Limited Merit
( ) Borderline

Training Information Series

TI-4, RECOMMENDED READING

This Training Information aid, originally produced in a detailed, hard copy version, is now simply a web page link to available sites:

Recommended Reading
Advanced Reading
Book Stores

May 1986, Revised July 1996

Training Information Series

TI-5, CASE SUBMITTAL CHECKLIST

By Francis L. Ridge

This Training Information paper provides what is suggested regarding content of case submittal based on many years experience of field investigators. Although this is covered in the MUFON Field Investigator's Manual, the format used is designed to be as a checklist. Used by the State Director and or DDI , the form can be used to request further information from the Fl. Finally, copies of the form can actually be be used as part of the final report.

SIGHTING BACKGROUND
A description of the circumstances surrounding the receipt of the initial UFO sighting information or abduction report. Simply attach copy of initial report form or "message slip".

Notice of Initial Report - Message Slip
Initial Form/Material Checklist

SIGHTING ACCOUNT
Form 1, General Cases, should include witness notes or brief chronological composite or consolidation of the UFO sighting account.

SIGHTING INVESTIGATION
Activity Log. Simple chronological log by date, time and place denoting the tasks the FI carried out during the investigation. Sample on page two.

INTERVIEW AND INTERROGATION
FI Notes. A description of the interview and interrogation. This should include where and how the interview took place (mail, telephone, or onsite).

ADDITIONAL WITNESS CHECK
FI Notes. The circumstances surrounding how, when, and where additional witnesses were located and any subsequent interviews and interrogations including the FI's personal impressions of these witnesses and their home environment, interests, etc.

SOURCE TEST
A list of what natural or man-made objects were checked in an effort to identify the stimulus for the reported UFO is attached to this report. The reasons for rejecting or suspecting each, as being the stimulus should be clearly noted. (See TI~3).

WITNESS BACKGROUND CHECK
FI Notes. A list of the persons checked, their comments about the witness's character and their relationship to the witness. This section should include the FI's impressions of the witness personality, credibility, etc.

OTHER DATA NEEDED
Includes other forms, drawings, as needed for special evidence.

COMMENTS INTERROGATING FI

THE INVESTIGATION ACTIVITY LOG
If you don't have a computer or word processor, use a typewriter or a notebook. Title the log by location and date. Keep separate logs for different cases.

THE LOG'S CURRENT DATE IS THE DATE OF THE LAST ENTRY. If stored on computer, you simply load it, make a new entry, and save.

SAMPLE LOG

Subject: Investigation Activity Log "Jones" Case, 1/4/95

Jan 5, 9:00 PM. Received preliminary report on Jones case, a CE-2, set date for interview on 1/9 at 7:00 PM, at witness' home.

Jan 6, Sent copy of preliminary report (message slip) to MUFON since this is a priority case.

Jan 9, 7:00 PM. Conducted interview on-site. Witness drove us to location approximately 2 miles from home. Was assisted by FIT Bob 0lson.

The time of entry is important for certain things, such as when you were contacted about the case or when you called checking on a lead. Or when you went to the site and took measurements or photos. It's a good habit to put down the date AND time for each entry. Keep in mind, you don't have to make a formal entry every time you do something, just jot down the date and time on your notes. Then, when you do make your log entries you simply gather your notes in chronological order and summarize the action taken.

When asked by someone (the Deputy Director of Investigation or Regional Director, or members of the media) you will have these notes to refer to.

The Fl Manual tell us we need to keep an activity log on each case. We in Indiana do this on each and every one. In 1993 it became a real lifesaver. On July 13th of that year there was a mini flap in NE Indiana that occurred within the period of one hour and involved 50 witnesses and 20 filed reports. The stack of paperwork was about 2" thick.

Final Report Checklist

Training Information Series

TI-6, FACTS ABOUT UFOS

The subject of this Training Information Series is facts about UFOs. Copies of this TI are periodically and routinely given to news media, law enforcement, airport control towers, etc. Discussed are the phenomenon, the categories, the kinds of physical evidence, the research, and how to report a UFO.

THE PHENOMENON

From time to time throughout history there have been reports of strange things seen in the sky. In 1946 a series of sightings occurred in Sweden. And in the summer of 1947 there were
thousands of sightings in a six week period, and at least 350 people found themselves first and second-hand witnesses to what may have been an actual crash of a UFO with occupants. Since 1947, reports of UFOs have become increasingly numerous in the U.S. and other parts of the world. These reports continue in much the same form today.

UFO sightings are reported to MUFON (Mutual UFO Network) at Seguin, TX, and CUFOS (J. Allen Center for UFO Studies) in Chicago, IL, by a broad spectrum of the public, particularly through local law enforcement agencies. UFOs themselves are reported by many highly responsible people, e.g. military and civilian pilots, air traffic controllers, scientists, etc.

The majority of present-day sightings prove to be misinterpretations of natural phenomena: meteors, planets, and stars, or man-made objects such as airplanes, balloons, and satellites. These are referred to as identified flying objects (IFOs). A smaller number of reports cannot be investigated properly due either to lack of pertinent details or the inaccessibility of witnesses. In any given set of UFO reports, however, there remains a residue of about 5-10% which are truly puzzling, not only to witnesses, but to technically trained investigators who study the reports.

While UFO reports differ in many details, there are also a number of similarities recurring in such features as shape, maneuverability, appearance and disappearance, sound and color. There are several basic observational categories into which the unidentifieds may be classified.

The number of sightings worldwide must be in the millions, but there are over 106,000 entries on the UFOCAT (UFO Catalog) computer database. And over three thousand sightings have been cataloged by Dr. Richard Haines, a leading expert on sightings from aircraft, in his "Selected Sightings From Aircraft", observations from over 40 countries. "A long history of UFOs pacing aircraft or rockets, circling them, and fleeing when pursued by military jets, suggests some form of intelligence and curiosity."

RELATIVELY DISTANT SIGHTINGS

1. Nocturnal Lights (NL): These are sightings of lights in the night sky whose appearance and/or motions are not explainable in terms of conventional light sources. The lights appear most often as red, orange, or white. They form the largest group of UFO reports. Although unexplained, this group generally doesn't provide enough information for scientific study, but is still recorded on computer.

2. Daylight Discs (DD): Daytime sightings are generally of oval or disc-shaped metallic-appearing objects. They can appear high in the sky or close to the ground, and they are often reported to hover. They can seem to disappear in the distance with astounding speed. Daylight sightings are much rarer than nighttime sightings. As mentioned earlier, one of the largest UFO waves in UFO history occurred in a six-week period in the summer of 1947. The wave ended abruptly due to the "balloon" explanation and subsequent ridicule of the Roswell object put forth by the Army Air Force at that time.

3. Sightings From Aircraft. Dr. Richard Haines has presented a summary of his extensive research into pilot-UFO-sighting reports. He now has a catalog of over 3,000 pilot reports. **Sightings From Aircraft**

4. Radar/Visuals (RV): There are literally hundreds of reports of radar contact with UFOs. Of special significance are unidentified "blips" on radar screens which coincide with and confirm simultaneous visual sightings by the same or

other witnesses.

With the Sturrock Panel, Velasco presented information on radar cases drawn in part from the files of GEPAN/SEPRA. He pointed out that one catalog (the "Weinstein catalog" now under development at GEPAN/SEPRA), with 489 cases in all, contains 101 (21%) radar/visual cases (cases that involve both radar detection and visual observation), and the files of the US Air Force Blue Book project contain 363 cases of which 76 (21%) are radar/visual cases. Since 1945, reports of aeronautical cases have been collected by order of the French Air Force Chief of Staff. From 1977 on, information from civil and military observations made in French air-space have been sent to GEPAN/SEPRA.

RELATIVELY CLOSE SIGHTINGS - WITHIN 200 YARDS

1. Close Encounters of the First Kind (CE-1): Though the witness observes a UFO nearby, it does not appear to interact with either the witness or the environment.

2. Close Encounters of the Second Kind (CE-2): In these encounters there is a reported interaction between the UFO and the environment which may vary from interference to imprints or burns on the ground and physical effects on plants, animals, and humans. Of special interest is a group of such sightings involving vehicle interference. CUFOS published a report in 1981 with 441 cases. The report concluded: "Since an earthly origin for machines performing in this way for so many years can be ruled out, ET becomes the simplest and most direct hypothetical explanation."

3. Close Encounters of the Third Kind (CE-3): In this category entities generally of a more-or-less humanlike appearance (now referred to as "humanoids") are reported in or closely associated with the UFO. There is no direct contact or communication with the witness. In regard to this group, based on computer studies of worldwide, national, and regional data, CE-3's have been proven to be extremely rare occurrences. The UFO Filter Center can only vouch for national data from 1986-on for the United States, or from the beginning of the century for regional entries. Regional entries show that CE-3's represent less than 1.7% of the total regional database. The latest entry was for September 20, 1992, at Sullivan, Missouri.

Isolated encounters with humanoids with no apparent UFO or craft in the vicinity are referred to as "Humanoid Reports" and are not classified as CE-3's. An example would be of a humanoid seen in a field or near a road, such as reported in the early 1970's. Encounters with humanoids which interact with humans, such as bedroom visitations or attempted abductions, fall within the CE-4 classification below. Of particular interest is the relationship between CE-3's and the total CE group. Except for Close Encounters since 1985 all events prior to that period indicate simultaneous peaks.

4. Close Encounters of the Fourth Kind (CE-4): Let it be made clear that, prior to the massive press and media coverage of the 80's concerning UFO abductions, there were sightings of solid objects by qualified observers. There have been many reports, since 1980 and increasing in recent years, of incidents involving very close contact, involving temporary detainment of witnesses. These are usually referred to as UFO abductions. A better name might for an alleged abductee might be an "experiencer". Statistics and graphs on CE-4's are impossible to produce because reports are not filed expeditiously as other reports and date and time parameters are almost always unknown. Many are never filed at all because cases are on-going. These incidents appear to have begun early in the century and in many instances follow bloodlines through several generations.

Many believe that if abduction researchers followed the same guidelines as seasoned UFO researchers, the number of unexplained or actual incidents would be only a fraction of the reported total. Since 90% of the UFO sightings are actually "IFOs", honest evaluators might conclude that, in regard to "abductions", the experiencer is reporting what he or she believes actually happened but the causative factor may fall under other contexts with no relation to UFOs at all.

The best cases to ponder would be cases under investigation by qualified researchers and dealing with at least some conscious memory of an alleged abduction. Make no mistake about it. It is apparent that some or many of these incidents are for real.

WHAT ARE UFOS?

The world view now varies between the "nuts and bolts" (ET), "earthlights", "plasmas", "time travelers", and "parallel universes". Since the alleged craft sometimes appear to "dematerialize" right in front of the witnesses, many think UFOs cannot be real physical objects. As amply put by Richard Hall in "Uninvited Guests": "Popular authors have exploited

these themes, especially since the ETH (Extraterrestrial Hypothesis) has bogged down for lack of proof, but they remain essentially science fiction notions inaccessible to scientific verification".

KINDS OF PHYSICAL EVIDENCE

After some sightings, indications of the presence of something most unusual have been found.

1. Physical traces. Compressed and dehydrated vegetation, broken tree branches, and imprints in the ground have all been reported. Sometimes a soil sample taken from an area where a UFO had been close to the ground will be determined by laboratory analysis to have undergone heating or other changes not present in the control sample. CUFOS has a computer file of over 5600 such cases, 4,104 cases involving actual UFO sightings. **Trace Cases**

2. E-M Effects. Includes vehicle interference cases. With E-M (Electro-Magnetic) cases, the UFO appears to cause a number of effects on automobile ignition systems. CUFOS has a computer catalog of over 500 such cases. Within Dr. Haines catalog of over 3,000 pilot reports, approximately 6% involve transient electromagnetic effects allegedly associated with the presence of strange objects. Haines has compiled a catalog of 185 such EM events. **E-M Effects**

3. Physiological effects. Medical verification of burns, eye inflammation or temporary blindness, or other physiological effects attributed to encounters with UFOs, even healings of previous conditions, can also constitute evidence, especially when no other obvious cause for the effect can be found by the medical examiner.

4. Radarscope photos. A series of photographs of a radar screen on which a "blip" of a UFO appears is a powerful adjunct to a visual sighting because it provides quantitative evidence of the UFO's motions and velocity. **Radar Cases**

5. Photographs and videos. While it might seem that photographs would constitute the best evidence for UFOs, this has not been the case. Hoaxes are common but can usually be exposed quite easily, but even those photos which pass the test of microscopic analysis and/or computer enhancement often show no more than an object of unknown nature and frequently out of focus. For proper analysis of a photo it is necessary that the original negative be available and the photographer, witnesses, and circumstances under which the photograph was taken be known. Polaroid photos are more difficult, but not impossible to fake.

Of special interest is the influx of relatively good videos of UFOs. If properly used, a camcorder is almost fully automatic, eliminating most of the problems found in photos and drastically increasing the number of "frames" per study.

THE RESEARCH

The persistence of the UFO phenomenon and its worldwide occurrence have led to a growing number of scientists to involve themselves in UFO research. The attitude of scientific community is slowly changing.

HOW TO REPORT A UFO

If you yourself should see a UFO, first try to get as many other witnesses as possible and take a photograph (or better yet, a video of the object. Take careful note of its appearance, its motion, the time and duration of the sighting (a camcorder mode will give you a time/date) and the directions involved. Caution: A video viewer will temporarily blind at night, so aim the device quickly and try to pan as well as watch. Avoid zooming! Put objects of reference in the background wherever possible.

If you misplace the hotline number to report your sighting, you can call local law enforcement or the nearest airport control tower. The following are the UFO hotline numbers:

National UFO Reporting Center: (206) 722-3000
MUFON: (800) 836-2166

The major UFO organizations are: 1) Mutual UFO Network, Inc., 103 Oldtowne Rd., Seguin, TX 78155; 2) Allen Hynek Center for UFO Studies, 2457 W. Peterson Ave., Chicago, IL 60659; 3) Fund for UFO Research, PO Box 277, Mount Ranier, MD 20712.

Training Information Series

TI-7, PRESCRIBED LOAD LIST

This Training Information Sheet deals with various equipment for field investigators. It is an expansion of page 34 of the MUFON FIELD INVESTIGATOR'S MANUAL. This paper also discusses home office and skywatch equipment. Instructions on the use of said equipment can be found in the MANUAL and TI-2, FIELD INVESTIGATION. Because of the state- of-the-art regarding some equipment, some of these items may be obsolete.

For instructions regarding the use of these items, please refer to other TI's, in particular TI-2, "UFO Investigation".

FINANCIAL LIMITATIONS

The following lists are comprised of items used in field investigations. Because of the financial limitations inherent in any volunteer organization, the items have been divided into three categories: "Necessary", "Desired", and "Optional", according to priority and/or expense. For example, not everyone can afford to purchase a good Geiger counter and be professionally trained in its use. Thus, this piece of equipment has been placed in the optional list. None-the-less, the State and/or State Section Director should contact their local Civil Defense Director or Civil Defense Radiological Monitor. Usually Civil Defense is most cooperative in this respect. In some instances, CD personnel may be interested in becoming field investigators or consultants. Arrangements might be made to utilize their expertise and equipment.

NECESSARY EQUIPMENT

Although the investigator will generally not always employ all of the items in this list during any given investigation, such items, nevertheless, should be readily accessible to him/her when the need arises. Thus, it would be advantageous to store these items in a special container, suitcase, or tool box-type unit. Experience has shown that one kit pertaining to paperwork and related materials should be the primary kit.

MUFON ID Card
Camera & film
MUFON questionnaires
Sample containers (ziplock bags)
Field Investigator's Manual
Tape measure, ruler
Compass (good quality)
Flashlight (extra batteries)
Clipboard or notebook
Farmers almanac (ref 1)
Area maps
Magnifying glass
Paper
String
Pencils, pens
Knife
Star finder (ref 1)
Tweezers

DESIRABLE EQUIPMENT

This second list contains items which are extremely helpful to the UFO investigator and should be added to your kit, if possible and practical.

Cassette recorder & tapes
Supply of stakes
Color chart
Small garden trowel
Elevation indicator
Shovel

Arc indicator
Boots
Binoculars
Disposable polyethylene gloves
100' steel tape
Insect repellent
Several 100' chalk lines
First aid kit
Camera flash attachment
Personal MUFON calling cards
Plaster of Paris or paraffin
Detailed almanac (ref 1)

OPTIONAL EQUIPMENT

The items in this list are valuable tools for any UFO investigator. Some instruments require a trained specialist to operate correctly. Someone with a background in Chemistry or Physics would be a likely candidate for locating and operating a Scintillation Spectrometer. The contents of these kits are dependent upon the capabilities and resources of the Network talent.

Geiger counter
Video camera & videotapes (Ref 3)
Pocket spectroscope
Camera light meter
Scintillation spectrometer
Camera tripod
Magnetometer
Topographical maps
Camera & diffraction grating
Aerial maps (ref 4)
Police scanner (ref 2)
Rangefinder

OPTIONAL EQUIPMENT FOR OFFICE OR CAR

Cordless telephone
Telephone recorder
Cellular telephone

OPTIONAL EQUIPMENT FOR SKYWATCH OR RAPID DEPLOYMENT TEAM

Whisper 2000 or bionic ear
Halogen spotlight
Strobe light
Telescope
Night vision goggles
Polaroid sunglasses (ref 5)

References:

1. A subscription to "Astronomy" or "Sky & Telescope" could replace the almanac. Current star & planet positions are found in each monthly issues of both magazines. Of course, if you have a personal computer, there are numerous inexpensive programs such as "Skyglobe" and "EZ Cosmos".
2. Where legally permitted only.
3. See TI-12, Camcorders & UFOs.
4. Aerial photos and maps in the form of soil surveys can be obtained from your county office of the U. S. Department of Agriculture, Soil Conservation Service.

5. Polaroid lenses are supposed to show areas of polarization around UFOs due to their alleged strong magnetic field. This would be one way of verifying a daylight sighting of a genuine UFO.

The prospect of being wrong
need not frighten us a bit.

- Alan E. Nourse

CHAPTER 5

ELECTRICAL INTERFERENCE

UFOs have been notorious for stopping automobiles at close range. It is relatively common for a motorist, cruising down the highway, to have his engine sputter, lose power, or stop running. At night, the headlights frequently grow dim or go out completely. Also, static is heard on the radio, and it may stop playing. The driver stops at the side of the road and gets out to search for the cause. Only then does he notice a large, glowing disc nearby, commonly hovering at low altitude over his car.

These effects are not limited to automobiles, but occur with all kinds of vehicles that are powered by internal combustion engines, except diesels. Incidents of engine interference or failure have been reported for aircraft, motorcycles, trucks, buses, power mowers, tractors, and other farm machinery. In all cases, the engines ran normally after the UFO had departed.

A list of 106 cases of electromagnetic interference by UFOs has been compiled. (1) These examples occurred at scattered locations in North America, South America, Europe, and Australia from August 1945 to November 1963. The age of these reports need not cause concern because they are thoroughly typical of many similar events of more recent years.

In this list, more than sixty vehicles are reported to have had their engines miss, lose power, or fail completely during the sighting. Simultaneous interference on the radio and/or fading or complete loss of headlights is common. Unfortunately, there is insufficient data to identify the cases that occurred in the daytime when headlights would not be turned on. Nor is it clear in which cases the vehicle was equipped with a radio, or whether any radio was being played. At first glance, the list appears to provide information regarding the relative susceptibility of engines, radios, and headlights to interference by UFOs. One would expect, for example, that upon approaching a UFO a driver would observe the loss of his radio, headlamps, and engine, in that order. But such is not the case. In three instances, the engine, radio, and lights were all affected; in two cases, they all failed, in the third, the engine and radio failed, but the lights only dimmed. While this last case suggests that lights may be the most resistant to UFO interference, several counter-examples belie this notion. In some cases, the lights dimmed or failed while the engine was unaffected. Thus the engines, radios, and lights appear to be roughly equal in their sensitivity to UFOs, a rather surprising observation in view of the extreme sensitivity of radios to ordinary electrical interference. Driving close to power transmission lines which operate at 60 cycles/second usually causes static on the radio without affecting the lights and engine. The implication is clear: the mechanism of UFO interference is something other than low frequency, electromagnetic radiation.

Close examination of the reported cases discloses a gradation effect and suggests that the influence on the vehicle is related to the strength of emanation or proximity to the UFO. One engine missed as the lights flickered - another engine sputtered as the lights only dimmed - a third engine ran normally as static was heard on the radio and the lights dimmed. An expected pattern thus emerges. A weak influence from a UFO at a great distance mildly disturbs the engine, radio, and lights, whereas a

stronger influence upon closer approach causes all three to fail completely. In a previous chapter it was shown that the intensity of

the field radiated by UFOs was also variable; hence, the graduated response could occur while the distance to the UFO remained fixed.

Internal Combustion Engines

As everyone knows, the common automotive engine operates by drawing air and vaporized gasoline into a combustion chamber where the mixture is ignited with an electrical spark. Disruption of a running engine by an object at some distance must effectively interfere with the fuel, air, or spark, or any combination thereof. The flow of both fuel and air is a consequence of the piston evacuating the cylinder and drawing air through the carburetor, where it picks up minute droplets of fuel. These functions must continue as long as a vehicle is moving and in gear, whether or not the engine is delivering power. In other words, these two essential functions of a running engine which is pulling a heavy vehicle cannot be stopped by any means short of physically halting the vehicle, like against a concrete overpass. The only way to stop a running engine, therefore, is to disrupt the electrical system. Thus the influence of UFOs upon automobiles is most assuredly electrical or electromagnetic in nature. This inference, based on the effects upon radios, is surely correct. Any doubt on this point is completely dispelled by an unlikely coincidence in Italy in 1954 when a UFO flew over a conventional tractor and a diesel tractor running side by side. The conventional tractor was stopped, but the diesel was not. (2) Similarly in England, the driver of a truck told the police that a hovering UFO knocked out his lights and radio while his diesel engine continued to run. (3)

The above line of reasoning may seem to be very elementary, but it was by no means obvious to the Condon Committee. (4) The primary effort of that investigation into the interference with engines was directed toward experimentally determining the effect of strong magnetic fields upon the components of the electrical system. In very strong fields up to 20,000 gauss, insignificant effects were measured for the spark plugs, battery,

and lamp filaments. For the common steel encased coil, the spark was occasionally interrupted at 20,000 gauss. It was concluded that in view of "the magnetic shielding action of the sheet steel in the car body, the strength of the field outside the car would have to be considerably greater than this." Such strong fields would permanently alter the normal magnetic pattern of the car body. Hence, a car exposed to a strong magnetic field supposedly surrounding a UFO would carry a record of the event. Tests were conducted on a car that was alleged to have been stopped by a UFO. Its magnetic pattern was essentially the same as that of another car of the same make and model. The inquiry was dropped at that point with the conclusion that the car had not been exposed to an intense magnetic field. The implication was that it had not been exposed to a UFO, but of course, it may well have been stopped by a UFO without experiencing a strong magnetic field.

Instead of focusing exclusively upon strong magnetic fields, the investigation should have encompassed fluctuating, electromagnetic fields that could have effects upon engines, radios, and headlamps without altering the magnetic signature of the car body. This approach was suggested by David R. Saunders, who held a key position on the project . (5) High-frequency electromagnetic radiation is an excellent candidate for the cause of UFO interference with cars. It might be found capable of inducing high voltage surges in the secondary winding of the coil. The resulting sparks in

the cylinders would be completely out of time with the sequence of events required for an engine to run. Timing of the spark is quite critical; an engine will not run if it is only slightly off timing. This mechanism might explain why engines seem to be unusually sensitive to UFO interference. Regarding radios, it is clear that a high frequency field could cause static, or if strong enough, saturate the input circuit, thereby blocking its normal reception. A physical basis for the effect upon headlamps is the increase of resistivity of tungsten in the presence of microwave energy (6) Increasing resistance would reduce the flow of current through the lamp filament thereby diminishing the

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heating. The lamp would grow dim as the temperature dropped, or become entirely extinguished when the current became too low

The "tungsten" effect offers an alternative explanation for engine failure also, in that distributor points, being made of tungsten alloy, would be subject to interference. An increase of resistance would reduce the current in the primary winding of the coil, thus reducing the spark intensity in the secondary winding or eliminating it altogether. As the distributor cap enclosing the points is non-metallic, the absence of good shielding could make the ignition system extremely sensitive to this mechanism. Two more incidental effects, related to vehicles, that must be accounted for by a valid interpretation are a wildly oscillating behavior of both ordinary compasses and magnetic speedometers.

Radios

As mentioned in the previous section, automobile radios, and those installed in other vehicles, such as aircraft, have been disrupted on many occasions by UFOs. It may be assumed that most of them were amplitude modulation (AM) sets, as prior to the mid sixties frequency modulation (FM) receivers in automobiles were comparatively rare. Among the thirty-two cases of radio interference in the Hall list, some did not fail completely but emitted "static," "shrieking," "pulsating," and "roaring." Others produced intelligible signals such as "steady dit-dit-dit," "loud beeping," and "steady dot-dot-dash." Two such sounds were produced by radios in police cars. It appears that standard AM receivers are merely disrupted, whereas a message content is detected in the bandwidth commonly used for police communication. Again, an unusual coincidence provides some confirmation. In November *1957,* a Canadian observed the simultaneous failure of his battery radio and a portable shortwave radio as a UFO hovered at low altitude. The regular portable simply failed, but "a single tone was heard on one shortwave frequency." (7)

While the radio interference and the sighting were simultane-

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ous, there is no indication in these cases that the recognizable signals were emitted by the UFO, and there is ample reason to suspect that they were not. Nearly all medium-power marine beacons used for radio navigation, broadcast a steady repetition of dot-dash signals corresponding to a single letter in International Morse Code. A few coastal beacons transmit only a series of dashes, and are sometimes referred to as "beepers." (8) Aeronautical beacons, on the other hand, transmit coded signals of three letters, such as SF0 for San Francisco. (9) Hence, the question arises as to whether one can identify marine beacons that are responsible for the above signals, namely,

Signal	Letter	Vicinity

***	S	Kodiak, Alaska
beeping	none	Hammond, Indiana
**_	U	Hobbs, New Mexico

If such exist, they would be tabulated in *Radio Navigational Aids,* Publication No. 117-A and 117-B, U.S. Navy Hydro graphic Office.

The inference to be drawn here relates to the mechanism of UFO interference. Rather than saturate or block the input circuit, radiant energy from the UFO may be disturbing the highly sensitive tuning adjustment, that is, by detuning the station from that to which it had been previously set. Thus police radios might be picking up signals from the marine band where standard broadcast receivers usually do not. This possibility seems all the more likely from the nearness of the police and marine bands. It seems odd, however, that car radios are not reported to have changed their stations.

The question remains, "How could such a change occur?" The answer may lie in the characteristics of a tuning circuit which is composed of a coil, capacitor, and resistor in series. When stimulated by an alternating voltage, the circuit carries an alternating current of the same frequency. The magnitude of the current depends upon the frequency, and it reaches a maximum

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when the stimulating frequency matches the natural, resonant frequency of the circuit. The frequency at which resonance occurs is governed by the values of the electrical elements in the circuit. Hence, the resonant frequency can be changed by modifying one of them; the set is usually tuned by adjusting the capacitance. A particular station is tuned in by adjusting the resonant frequency to correspond to its transmitted carrier. Competing signals from other stations are suppressed because they are out of resonance. (10)

Should the coil in the tuned circuit be exposed to a fluctuating field of high frequency, extraneous currents will be induced in it, thereby altering its normal role in the circuit. Theoretically, the circuit would continue to function but at a different resonant frequency. In other words, the set would be detuned from the original station and might pick up another one. This mechanism of detuning may account for the common report of radio transmission being lost from aircraft, police cars, and radio stations. Police chasing a UFO in Danville, Illinois, were *unable to notify headquarters* because their radio went mysteriously dead. (11) Possibly their transmitter was detuned so that they could not be heard on the normally operating receiver at headquarters some distance away.

The most common problem with radios, however, is that they simply fail. They cease to produce any sounds in the presence of UFOs. Their return to normal after the UFO disappears weakens the notion that loss of power might be responsible. Any other possible basis for this behavior should be identified. As the influence of microwaves upon tungsten came under suspicion previously, it is rather significant to note that another major application of that metal is for cathodes in radio tubes. (12) Electrons inside the evacuated space of a radio tube are supplied by the cathode; they are boiled off its surface in vast numbers when it is at high temperature, producing the familiar glow in radio tubes. The flow of these electrons through the tube, being easily controlled, accounts for the extreme sensitivity of radios. In other words, signals are amplified enormously by controlling the flow

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of electrons through the tube. Restricting their supply at the origin, the cathode, would have a profound

effect. It would reduce the normal gain through the tube, or in the limit, stop the current completely. The output of the radio would either diminish below the threshold for hearing or cease altogether until the normal conditions were restored. This behavior is precisely the expected consequence of increasing the resistance of the tungsten or tungsten-alloy cathode with microwaves. Cathodes are maintained at their operating temperature by a separate, low-voltage circuit. Current through that circuit heats the cathode to incandescence in an exact analogy to the filament in a headlamp. (13) Increasing the resistance in the circuit would reduce the current and the rate of heating, thereby reducing or shutting off the supply of electrons. This mechanism would also hamper or prevent broadcasting of messages on transmitters by restricting the internal amplification or limiting the flow of power through output tubes into the antenna.

Household Receivers and Lamps

Hall cited eighteen cases of interference with radios, television sets, and house lights as UFOs flew over cities, towns, and populated areas. Interference with television was six times more frequent than with radios, a ratio so great that an explanation should be sought. It may simply reflect the greater popularity of television, but some technical aspects are implied. The large, rooftop antennas commonly used for TV are much more efficient than the small, ferrite antennas that are built into table-model and portable radios. This factor alone could account for the observations. In addition, the UFO interference may have frequency components closer to that of the TV carriers than to that of radio.

In any event, the specific nature of the reported TV interference, such as "dimmed," "blurred," "loss of audio," and "distortion," indicates that the trouble was not caused by loss of power. Thus, one must look to direct interference in the receiver circuits along the lines described above. A few instances of

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household lights being dimmed or extinguished may be identical to the effect on automobile headlamps. Obviously, loss of electrical power could be responsible, and UFO interference with power transmission over large areas is another prominent feature of the whole problem.

Power Transmission

An association between UFOs and electrical power facilities has been recognized for many years. UFOs tend to hover near generating stations, switchyards, and substations, and to travel along the rights-of-way for high-voltage transmission lines. They are frequently seen at these locations at the time of, or just prior to, electrical blackouts over extended areas served by the facilities. Naturally, blame for the inconvenience is laid upon the UFOs, but satisfactory explanations have not been found. The deficiency is twofold: The affinity of UFOs for electrical facilities is not well understood and their method of causing power failure has not been satisfactorily identified.

During the fall of 1966, a series of UFO sightings in southern New Hampshire attracted the attention of a famous journalist who conducted a thorough, on-the-spot investigation. Armed with portable tape recorders, he collected testimony from many witnesses, some of which was later published verbatim. In 73 separate testimonies, a direct relationship was reported between the UFOs and the power lines of the Northeast Grid. (14) The UFOs typically appeared at low altitude near the transmission lines, alternately rising and falling behind the trees. On more than one occasion, a "pipe like object came down from the base of the disc and actually touched the lines, remaining there for a minute or so." (15) In view of such observations, the contention that these UFOs were merely some obscure, electrical blobs that were precipitated by the power lines is absolutely untenable, especially since many of them were also seen at great altitudes being chased by jet fighter planes. Since in thousands of other situations, UFOs have been well removed from transmission lines, this group of

sightings, is unique and reveals a particular purpose behind their behavior. Exactly what this purpose might be is still an open question.

During the period of these sightings, on November 9, 1966, the power distribution system serving one-fifth of the American population in eight eastern states simply failed. The source of the trouble was initially reported to be a remote-controlled substation at Clay, New York, where only seconds before the blackout a pilot saw a brilliant, red ball, 100 feet in diameter. A total of five people saw this object, or one like it, in the vicinity. Investigations by the Federal Power Commission, however, officially traced the source of the blackout to a Canadian hydroelectric plant on the Niagara River. "The initial event was the operation of a backup relay at Beck Generating Station which opened circuit Q29BD, one of five 230-kv circuits connecting the generation of Beck to the Toronto-Hamilton load area." (16) Before examining these findings in further detail it is necessary to review some practices in the electrical industry. High-voltage transmission lines are subject to various natural hazards such as lightning, falling trees, and wind damage to the lines and towers. In the event of a lightning stroke, for example, the voltage of a line would suddenly rise to very high level causing an arc-over to ground around the insulators. This conducting path would continue to drain off the generated power unless the line were taken out of service momentarily. It would have to be isolated from the system, with other lines in parallel picking up its load, then switched back into service. To provide this protection, each leg of a transmission system is monitored by automatic devices that detect any abnormal conditions and take corrective action. These sensitive and fast-acting relays, in turn, operate the more massive and cumbersome circuit breakers that handle large amounts of power. It has been proposed in the past that magnetic fields accompanying UFOs induce current surges in the lines as they fly at high speed across the rights-of-way. (17) These surges would then be detected with the resulting isolation of the line. As a section of line is removed from service, the transfer of its power may cause

an overload on a parallel line, and so on as the disturbance propagates throughout the whole system. These relays are the points at which trouble begins, and the previously quoted FPC report indicated that "The precise cause of the backup relay energization is not known." This admission was then followed by a discussion of some possible system conditions that could have triggered it.

The clues to some of these puzzles sometimes hide in the detailed sequence of the reported events. For this reason, an obscure power failure in Brazil takes on special significance. On August 17, 1959, the automatic keys at the Uberlandia power station suddenly disconnected power to all four trunks. A technician at a substation 45 miles away immediately telephoned to report that all the keys at his location had been automatically disconnected as a UFO passed overhead, traveling in the direction of the generating station along the lines. The chief engineer then manually reset the keys at the main station, but they all automatically turned off again. At that moment he ran outside and saw a bright object in the sky approaching at high speed, later calculated to be 1,500 mph. As soon as the UFO passed, the entire system returned to normal. (18) The critical point in this report is that operation of the relays at the substation occurred when the UFO was directly overhead. Those at the main station, clearly out of range of influence from the UFO, detected an abnormal condition and apparently responded properly. A two-stage mechanism for this interference would involve first the induction of a surge in the lines and then corrective action by the relay. Instead, it appears that the influence of the UFO was exerted directly upon the relay itself without any intervening process. Design details of these devices assure that they would be sensitive to stray radiation. The heart of the induction-type relay is a small, circular plate of metal with a spindle rigidly attached at the center. Bearings at the ends of the spindle permit free rotation, and under normal conditions, the metallic disc is held in stationary balance by a spring acting against electromagnetic forces that are derived from the conditions on the line being monitored.

In the event of an undesirable condition, rotation of the disc closes the contacts for taking corrective action. Clearly, high-frequency electromagnetic radiation from a UFO would induce eddy currents in the disc, disrupting its delicate balance and actuating a circuit breaker. Induction of stray currents could also operate a plunger-type relay that is in common use, essentially a solenoid like an electric door bell, although these devices should be more resistant to interference than the others. The possible effect upon a third type of relay utilizing solid state electronics is simply not known. Of course, the induced operation of the electromagnetic relays would cause no damage. "Ostensibly, backup relay #Q-29 at the Sir Adam Beck generating station, Queenston, Ontario, was eventually pinpointed as the source of the massive failure. But further investigation, hardly noted in the press, showed that nothing in the relay was broken when it was removed for inspection. In fact, it went back into operation automatically when power was restored. The line it was protecting was totally undamaged." (19) Induced operation of the protective relays by electromagnetic radiation from UFOs is probably the reason for these power blackouts.

Footnotes: Chapter 5

1. Hall, Richard H., Editor, *The UFO Evidence,* National Investigations Committee on Aerial Phenomena, Section VIII, May 1964. Individual cases from this source are designated by the case numbers prefixed by the word Hall.
2. Originally reported in Michel, Aime, *Flying Saucers and the Straight Line Mystery*, p. 143, Criterian, 1958.
3. Case 896.
4. Condon, Edward U., *Scientific Study of Unidentified Flying Objects*, conducted by the University of Colorado, p.100, Dutton, 1969.
5. Saunders, David R. and Harkins, R. Roger, *UFOs? YES! Where the Condon Committee Went Wrong,* New American Library, 1968.
6. This obscure point came to the author's attention a few years ago and, unfortunately, all efforts to locate the source have been unavailing.
7. Hall, Case69 p.75
8. Dodge, H. S., *RDT, A Radio Guide to Marine Beacons, Aeronautical Beacons, and Broadcast Stations,* Steve Dodge Marine Electronics, Richmond, California, 1964.
9. Local Aeronautical Chart, San Francisco, U.S. Department of Commerce, Coast and Geodetic Survey.
10. Terman, Frederick Emmons, *Fundamentals of Radio,* McGraw-Hill, 1938.
11. Hall.Case 67, p.75.
12. Hampel, Clifford A., Editor, *Rare Metals Handbook*, 2nd Edition, p.593, Reinhold.
13. In an alternate design, the heat is supplied by a separate tungsten filament inside a cylindrical cathode.
14. Fuller, John 0., *Incident At Exeter,* p.220, Putnam, 1966.
15. Fuller, John 0., *Incident At Exeter*, p.199, Putnam, 1966.
16. Condon, Edward U., *Scientific Study of Unidentified Flying Objects*, p.112, Dutton, 1969.
17. McDonald, James E., Prepared Statement, Hearings Before the Committee on Science and Astronautics, U.S. House of Representatives, p.79, July 29, 1968.
18. Lorenzen, Coral and Jim, *UFOs The Whole Story,* p.152, Signet, 1969.
19. Fuller, John 0., *Incident at Exeter,* p.207, Putnam, 1966.

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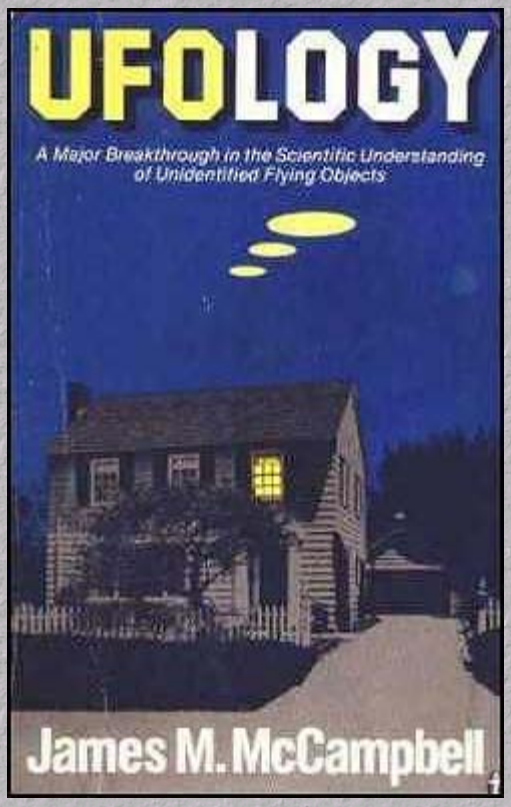
Chapter 4 to NICAP Home Chapter 6



NICAP Home Contents

National Investigations Committee On Aerial Phenomena

Category 10
Nuclear Connection Cases

Case Directory

METAL TUBE HOVERS OVER A-PLANT

Oak Ridge, Tennessee
September 1944

#498: 1944/9/18 0:0 2 84:15:20W 36:1:40N 3321 NAM USA TNS 8 9
OAK RIDGE,TN:MTL TUBE HVRS/A-PLANT DAYS AFTER OPENING:GOES WHEN CROWD GATHERS
Ref# 129 GROSS,Loren: CHARLES FORT & UFOS Page No. 56 MIL. BASE

"Back on the American home front, on the banks of the Clinch River at Oak Ridge, TN, a huge, black, windowless building was being constructed. In the middle of Sept 1944, this structure, a gaseous diffusion plant, began operation. This unusual factory was designed to prepare quantities of fissionable material for the US' most important secret weapon, the A-bomb.

"Shortly after the plant began operations, the area had a very odd visitor. A strange, metallic looking, tube-like object was spotted hovering over the road near the Oak Ridge plant. The object moved away as a crowd started to gather. The sighting was reported to the FBI (20)."

Original Source: Charles Fort. Reference (20) is from Lorenzen, UFOs: The Whole Story.

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The Nuclear Connection
NICAP Home Page

#524: 1945/7/0 12:0 10 119:24:0W 46:35:0N 3312 NAM USA WSH 7 7
HANFORD,WA:RDR-VIS:HUGE RED SCR/RDR/20km alt:6 6F6s CANT REACH:/LDLN#343
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 344 MIL. BASE

UFO SIGHTING OVER HANFORD NUCLEAR REACTOR
Mid-July, 1945

Case report from NICAP files

Radar detected a fast-moving object that was in a holding pattern directly above the Hanford plant. It was extremely high and the pilots couldn't see it at first. As they rapidly increased altitude the pilots all spotted it at about the same time and headed directly for its position. None of them could recognize it, but they could see it well from their vantage point. It had a saucer-like appearance, was bright, extremely fast, and very high. The F6F had an operating ceiling of 37,000 feet, but on this day they exceeded that considerably and still couldn't get close enough. It didn't make any overt moves, gave no signals, just hovered there as if observing, staying well enough out of reach. When some of the engines began to fail, and fuel consumption got critical, the planes returned to base one by one, and the strange craft disappeared as quickly as it came. The six F6F "Hellcats" made visual contact with the object described as the size of three aircraft carriers side by side, oval shaped, very streamlined like a stretched-out egg and pinkish in color. The witness who filed this report said that some kind of vapor was being emitted around the outside edges from portholes or vents. The object was observed at noon in a clear sky at an estimated altitude of 65,000 feet. After hovering in a fixed position above the Hanford Nuclear Reactor for an additional twenty minutes, the object disappeared going straight-up as the six Hellcats limped back to the Pasco Naval Air Station (Washington).

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NICAP Home Page
The Nuclear Connection

Radar Tracks Object

White Sands, New Mexico

July 1, 1947

It was not only civilians from the Roswell area that knew something strange had happened. Military officials, both officers and the enlisted technicians had been tracking, on their radar, an unidentified object in flight over southern New Mexico since July 1. The object had first appeared over the highly restricted areas near the White Sands Proving Ground (later the White Sands Missile Range) about one hundred miles from Roswell. This was the site of the first atomic bomb detonation in 1945 and currently the home of sensitive rocket and missile research being conducted by members of various components of the United States military.

On July 2, Steve MacKenzie,[7]* stationed at Roswell Army Air Field, had received a call from Brigadier General Martin E Scanlon of the Air Defense Command, ordering him to report to the radar sites at White Sands. MacKenzie was to monitor the object's movements and report them directly to the general. MacKenzie could not leave the scope unattended for even the shortest of times. In fact, once he had his watch established, he set up a system of mirrors so that he could see the screen even when he needed to use the latrine.

No one at White Sands doubted that this was a real object. When it first appeared, radar operators at White Sands had considered the possibility of a malfunction, but a check with a second set, as well as coordination with other sites, including those at Roswell and in Albuquerque, established that the target was real, and solid.

MacKenzie stayed at his post for twenty-four hours straight, but nothing changed. The object appeared periodically over southern New Mexico, but usually just "flitting from one location to another."

When MacKenzie reported that nothing had changed significantly during his twenty-four-hour watch, Scanlon decided to end MacKenzie's part of the operation. Although MacKenzie was ordered back to Roswell, the operators at White Sands were told to continue to monitor the object, as were the radarmen at Roswell and Albuquerque.

MacKenzie was in contact with Robert Thomas, an officer stationed in Washington, D.C., all during this time. Thomas asked on several occasions if he should head out to New Mexico, but MacKenzie told him not to bother for the time being. The situation was still fluid, and he didn't know what would happen. At two or three in the morning on July 4, however, Thomas called to inform MacKenzie he was on the way; explaining that he wanted to be on the scene in case something happened.

* Sworn affidavit on file.

Source: THE TRUTH ABOUT THE UFO CRASH AT ROSWELL, Randle/Schmitt, Page 4.

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NICAP Home Page
The Nuclear Connection

Radar Tracks Object

White Sands, New Mexico

July 4th, 1947

(See report, July 1, 1947)

Thursday, July 3. At the White Sands Proving Ground, an attempted launch of a V-2 rocket fails, never getting off the pad. Several people are injured in a spray of acid.

Steve MacKenzie is ordered to White Sands, where he spends nearly twenty-four hours watching the (radar) displays as the object flashes through the New Mexico skies. (160)

At two or three in the morning on July 4, ... Robert Thomas (an officer stationed in Washington, D.C.) called to inform MacKenzie he was on the way; explaining that he wanted to be on the scene in case something happened.

Thomas's special flight from Washington, D.C., arrived early on the afternoon of July 4. He had requested some special equipment and arranged for transportation for himself and for the small party of experts he had brought with him. He held a quick briefing with the men stationed at Roswell and then settled in to wait.

That evening the situation changed radically. The object, as displayed on the radar, seemed to pulsate, the blip growing larger and brightening before shrinking to its original size and dimming. This activity kept up for a short time and then the object blossomed into a sunburst and disappeared from the screen at about 11:20P.M. Because there were three sites tracking the object, the army technicians were able to plot, within vague parameters, the location of the crash or landing.

But the radar coverage in that section of New Mexico was not as complete as the military would have liked. The Capitan Mountains sit between the impact site and the radar sets of White Sands and Alamogordo. Other mountains rest between Albuquerque and Roswell. Coverage in some places did not extend below eight or nine thousand feet. That meant that the army, based on what it had learned while tracking the object at Roswell, knew that the object was down north of town. They just didn't have a precise location. A comprehensive search would be launched at sunrise. (8)

* Sworn affidavit on file.

Source: THE TRUTH ABOUT THE UFO CRASH AT ROSWELL, Randle/Schmitt, Page 5.

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The Nuclear Connection

#10935: 1975/11/22 0:0 5 81:6:0W 32:6:0N 3331 NAM USA GRG 8 10
nr SAVANNAH,GA:2/PLANE:WHT UFO/5 MIN NR NUCL.PLANT:RADAR
CONFIRM:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2
RESIDENT'L

PILOTS OBSERVE UFO NEAR NUCLEAR PLANT
Savannah, Georgia
November 22, 1975

Pilot Frank Auman, Jr. and UFO investigator Arlan Keith Andrews were flying in a private plane near the Savannah, Georgia Nuclear Plant. They saw a bright white UFO maneuvering in the area for four or five minutes. It made a "slight wobble" and then a hard turn, before it flew away. Jacksonville Control Center personnel at Jacksonville, Florida confirmed three UFO sightings (either radar or visuals) by pilots at the site. 11

In 1975 Arlan K. Andrews was a MUFON Consultant and State Director for Indiana.

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NICAP Home Page
The Nuclear Connection

#2049: 1952/6/21 23:0 15 84:18:0W 36:0:0N 3333 NAM USA TNS 6 10
OAK RIDGE,TN:RDR+GOC+AIR OBS:20cm NLT ovr AEC SITE:ELUDES
F47:8km
ALT:BLINKS
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 43 MIL. BASE

RV NEAR OAK RIDGE AEC PLANT
June 21, 1952

On June 21, 1952, at 10:58 PM**,** a Ground Observer Corps spotter reported that a slow-moving craft was nearing the AECs Oak Ridge Laboratory, an area so secret that it is prohibited to aircraft. The spotter called the light into his filter center and the filter center relayed the message to the ground control intercept radar. They had a target. But before they could do more than confirm the GOC spotter's report, the target faded from the radarscope.

An F-47 aircraft on combat air patrol in the area was vectored in visually, spotted a light, and closed on it. They "fought" from 10,000 to 27,000 feet, and several times the object made what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, and blinking until it put on power. The pilot could see no silhouette around the light. The similarity to the Fargo case was striking.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they bad seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

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NICAP Home Page
The Nuclear Connection

Form 97-TempDir
From: Francis Ridge

Subject: Veteran Pilots Report Disc, Hanford Atomic Plant, July 5, 1952

Category: 11
Distribution: CE, SHG, NCP
Documents: MAXWELL-PBB11-540-547 - PBB Archives - Dan Wilson

#2083: 1952/7/5 6:0 10 119:30:0W 46:32:0N 3333 NAM USA WSH 7 9
HANFORD,WA:4 PILOTS:SCR 2.7km OVR ATOMIC PLANT:CHANGES SHAPE:/r242p38
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 1 Issue 2 MIL. BASE

A "perfectly round disc" hovering above the Hanford atomic plant, Richland, Washington, was observed by four veteran pilots July 5, 1952. The four Conner Airlines pilots were interviewed by United Press when they landed in Denver, Colorado, and their story was put on the newswires that day.

Capt. John Baldwin (former Air Force pilot, with 7000 hours airline pilot experience at the time) said he was flying near the Hanford atomic plant at about 9000 feet. The UFO was noticed above the plane about 6:00 a.m. It was "just below a deck of wispy clouds about 10,000 to 15,000 feet directly above us," Baldwin said. He described it as "a perfectly round disc, white in color and almost transparent with small vapor trails off it like the tentacles of an octopus." fcf., September 24, .1959 FAA case below]

Capt. George Robertson, D. Shenkel (both former Air Force pilots) and Steven Summers confirmed Baldwin's report. "All of us have been flying a number of years," Baldwin said, "and we've seen all kinds of clouds and formations, but none of us had ever seen anything like this before."

At first, the UFO was hovering. Then it "seemed to back away" and tilt edge-on. "It became flat, gained speed and then disappeared quickly," Baldwin reported.

OPERATION MAINBRACE SIGHTINGS
In the vicinity of Denmark & Norway
September, 1952

A particularly interesting series of UFO reports came from the vicinity of the "Operation Mainbrace" NATO maneuvers held in September 1952. The maneuvers commenced September 13th and lasted twelve days. According to the U. S. Navy, “units of eight NATO governments and New Zealand participated, including 80,000 men, 1,000 planes, and 200 ships . . . in the vicinity of Denmark and Norway . . . ." Directed by British Admiral Sir Patrick Brind, "it was the largest NATO maneuver held up until that time."

September 13--The Danish destroyer Willemoes, participating in the maneuvers, was north of Bornholm Island. During the night, Lieutenant Commander Schmidt Jensen and several members of the crew saw an unidentified object, triangular in shape, which moved at high speed toward the southeast. The object emitted a bluish glow. Commander Jensen estimated the speed at over 900 mph.

Within the next week, there were four important sightings by well-qualified observers. (Various sources differ by a day or two on the exact dates, but agree on details. There is no question about the authenticity of the sightings; the British cases were officially reported by the Air Ministry, the others are confirmed by reliable witnesses. All occurred on or about September 20).

September 19--A British Meteor jet aircraft was returning to the airfield at Topcliffe, Yorkshire, England, just before 11 A. M. As it approached for landing, a silvery object was observed following it, swaying back and forth like a pendulum. Lieutenant John W. Kilburn and other observers on the ground said that when the Meteor began circling, the UFO stopped. It was disk-shaped, and rotated on its axis while hovering. The disk suddenly took off westward at high speed, changed course, and disappeared to the southeast.

About September 20--Personnel of the U.S.S. Franklin D. Roosevelt, an aircraft carrier participating in the Mainbrace maneuvers, observed a silvery, spherical object which was also photographed. (The pictures have never been made public). The UFO was seen moving across the sky behind the fleet. Reporter Wallace Litwin took a series of color photographs, which were examined by Navy Intelligence officers. The Air Force project chief, Captain Ruppelt stated: “[The pictures] turned out to be excellent . . . . judging by the size of the object in each successive photo, one could see that is was moving rapidly." The possibility that a balloon had been launched from one of the ships was immediately checked out. No unit had launched a balloon. A poor print of one of the photographs appears in the Project Blue Book files, but with no analysis report.

September 20--At Karup Field, Denmark, three Danish Air Force officers sighted a UFO about 7:30 P.M. The object, a shiny disk with metallic appearance, passed overhead from the direction of the fleet and disappeared in clouds to the east.

September 21--Six British pilots flying a formation of RAF jets above the North Sea observed a shiny sphere approaching from the direction of the fleet. The UFO eluded their pursuit and disappeared. When returning to base, one of the pilots looked back and saw the UFO following him. He turned to chase it, but the UFO also turned and sped away.

September 27/28--Throughout Western Germany, Denmark, and southern Sweden, there were widespread UFO reports. A brightly luminous object with a comet like tail was visible for a long period of time moving irregularly near Hamburg and Kiel. On one occasion, three satellite objects were reported moving around a larger object. A cigar-shaped object moving silently eastward also was reported.

Since existing documentation shows that U. S. Navy and Air Force Intelligence, and the RAF, were studying these incidents, it is a safe assumption that more information exists in the files of NATO, the British Air Ministry, the U. S. Navy, and the U. S. Air Force. The sightings remain unexplained.

Richard Hall

(This web page produced for the NICAP site by Francis Ridge, Loy Pressley, & Robert Fairfax)

NICAP Home Page
The Nuclear Connection

RV NEAR HANFORD AEC PLANT
December 10, 1952

On the night of December 10, 1952, near another atomic installation. the Hanford plant in Washington, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. The crew called their ground control station and were told that no planes were known to be in the area. They closed on the object and saw a large, round, white "thing" with a dim reddish light corning from two "windows." They lost visual contact but got a radar lock-on. They reported that when they attempted to close on it again it would reverse direction and dive away. Several times the plane altered course itself because collision seemed imminent.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

(This web page produced for **InterLink:UFO** by Francis Ridge)

UFO CIRCLED ATOMIC PLANT
SHIPPINGPORT, PA
10/1/57

From page 1, "The Fifth Horseman of the Apocalypse, UFOs: A History, 1957: October 1st - November 2d" by Loren Gross

"1 October. Rochester, Pennsylvania. (about 7:00 p.m.)

"Circled Shippingport Atomic Plant"

"A former Rochester councilman, John Karcher, owned a farm in Daugherty township, outside the city of Rochester. On October 1st, about 7:00 p.m., Mr. Karcher was with a friend, Lee Plunkett. The men were outdoors with a clear view of the sky.

"From the direction of the nearby town of Ohioville something strange approached at an altitude of 2,000 feet. The two men spotted it and were astonished. The thing was a big luminous torpedo they estimated was 200 feet long. The top half was green-colored and the bottom half was reddish-orange. These two colors were separated by a strip of yellow. The thing was moving slowly, perhaps as slow as 15 miles per hour. Karcher had enough time to get a pair of binoculars and to also phone some neighbors, a Mrs. Norderbugger and her daughter and son-in-law. These three neighbors managed to observe the object as it passed by on a steady course to the south, in the direction of Shippingport Atomic Plant. Karcher saw nothing worth mentioning with the binoculars and like everyone else believed the show was over when the UFO moved out of sight. To the surprise of all, the torpedo reappeared after a few minutes, retracing its course, apparently
returning to its home base, if it had one. In Mr. Karcher's opinion, the mystery ship made a U-turn over the nuclear facility, considering its speed and distance involved. This suggestion was taken seriously by the Air Force and the FBI." (The Beaver County Times, Beaver, Pennsylvania, 8 November 1957.)

Gross' comments in a footnote: "The newspaper said the FBI and the Air Force investigated. Where are those records?"

Created: Oct 20, 1997

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NICAP Home Page
The Nuclear Connection

#4943: 1957/11/4 22:50 20 106:38:0W 35:3:0N 3333 NAM USA NMX 6 10
KIRTLAND AFB,NM:2 ATCs:NLT CAVORTS+TAILS JETS
etc./5min:RDR/20MIN:>E
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 87 MIL. BASE

EGG-SHAPED OBJECT HOVERS OVER BASE

Kirtland Air Force Base, New Mexico
4 November, 1957

More detailed version on NICAP site

2245 MST
Witnesses: FAA (CAA) tower personnel, R.M. Kaser and E. G. Brink, reliable observers with 23 years of airport tower control experience between them.

Weather: Light rain.

A lighted object came down steeply at the east end of runway 26, left the flight line, crossed runways, taxiways, and unpaved areas at about a 30 degree angle, and proceeded southwest towards the control tower at an altitude of less than 100 feet. Observed through through 7x binoculars, the object appeared to be egg shaped, having no wings, tail, or fuselage, and was elongated vertically. It appeared to be fifteen to twenty feet tall, about the size of an automobile standing on its nose, and had a single white light at its base. Both Kaser and Brink emphatically stated that the object in no way resembled an aircraft.

When the object was about 3000 feet ENE of the tower, it stopped completely and hovered for about a minute. Then it began moving again, slowly at first, but then suddenly climbing at an extremely rapid rate of speed until it disappeared into the overcast sky. The object was in clear view at all time, with no intervening obstructions, according to the two men.

At this point Kaser and Brink phoned the CAA Radar Approach Control (RAPCON) unit to ask them if they could detect a fast target to the east. RAPCON was using CPN-18 surveillance radar at that time. Radar showed that the target moved eastward, then turned south at very high speed until it reached the vicinity of the Albuquerque Low Frequency Range Station, where it circled for several minutes. Then it came back towards Kirtland until it took up a position behind an Air Force C-46 that had just taken off. It stayed in position behind the C-46 until they both moved out of radar range.

Source Reference:
Statement on Unidentified Flying Objects submitted to the House Committee on Science and Astronautics at July 29, 1968, Symposium on Unidentified Flying Objects by James E. McDonald.

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NICAP Home Page
The Nuclear Connection

Form: 97NCP
Date: Updated 19 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Missile Battery Fires At Disc, Summer 1961; UFO Stalls Electrical Apparatus Near Moscow

Francis Ridge:
By the 1960s some extraordinary stories - largely unsubstantiated - had reached the Western media. According to science writer Alberto Fenogho, in an article in an Italian journal devoted to missile and space research, which was subsequently condensed and translated by Robert Pinotti, claims to have obtained his information from Soviet sources in the West, including a well-known diplomat. Here is what Timothy Good reported about one incident from "Above Top Secret", page 227:

"In the summer of 1961 near Rybinsk, 150 kilometers from Moscow, new missile batteries were being set up as part of Moscow's defense network. A huge disk-shaped object allegedly appeared at an estimated altitude of 20,000 meters, surrounded by a number of smaller objects. 'A nervous battery commander panicked and gave - unauthorized - the order to fire a salvo at the giant disk,' reported Fenogho. 'The missiles were fired. All exploded when at an estimated distance of some two kilometers from the target, creating a fantastic spectacle in the sky. The third salvo was never fired, for at this point the smaller 'saucers' went into action and stalled the electrical apparatus of the whole missile base. When the smaller discoidal UFOs had withdrawn and joined the larger craft, the electrical apparatus was again found to be in working order.'

"What are we to make of these sensational stories? In translating Fenogho's original article, Robert Pinotti noted that skeptics would point to the anonymity of Fenogho's informants and conclude that the reports are a pack of lies. Yet the stories are no more sensational than those reported in the West, and it seems unlikely that a respected journal would have published Fenogho's material unless there was *some* substance to it."

NCP Home Page
NICAP Home Page

#6532: 1965/10/0 12:0 3 80:52:20W 35:30:40N 3311 NAM USA NCR 7 8
LAKE NORMAN,NC:2/LITE PLANE FOTO 3 SCRS OVR MCGUIRE NUCL POWER
STN:/r95 v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2
FARMLANDS

THREE UFOS OVER McGUIRE NUCLEAR STATION

October 1965

In October 1965 Philip Parker on an aerial photography mission was flying with pilot H.T. Mayhew near the Perth Church Road Lake Norman crossing. Their plane was flying at about 1,000 feet as they circled the lake near the McGuire Nuclear Station, when they noticed three "bright objects" to their right. Pilot Mayhew gave his plane full throttle and they rose barely high enough to escape the UFOs, which were flying in formation 100 feet below them. Unnerved, as he was Parker was able to take one photograph of the three circular UFOs above Lake Norman, which is bordered by the Catawba, Lincoln, Gaston, Mecklenburg and Iredell counties in North Carolina.

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

DOMED UFO NEAR AEC PLANT
Lake Norman, NC
Late Summer, 1968

In past years several other photographs of UFOs flying above Lake Norman were taken by different photographers. One of the photographs of an early morning UFO was captured near the Sun on the film. In the photo, the UFO moved from the 4 to the 6 o'clock position from 90 to 20 degrees over a short period of time.

In the late summer of 1968 at 2 a.m. a married couple (names confidential on file) reported seeing a dome-topped UFO with "windows" and odd-colored lights (yellow, blue and red fixed together) flying near their Lake Norman home. The UFO was about two to three car lengths wide and made a soft humming sound. A "metal rod" came from the bottom edge of the UFO, as it moved down nearby power lines, almost touching the wires as it followed the power lines. The eyewitnesses ran the rest of the way home and were badly frightened by their experience. 7

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NICAP Home Page
The Nuclear Connection

SAUCER NEAR NUCLEAR FACILITY
Lake Norman, NC
July or August, 1972

At 9:30 p.m. businessman Robert P. Sartin, who lives near the Lake Norman Airport and Duke Power Plant's 150 high Cowans Ford Dam spotted a UFO. His attention to the UFO came when he heard children fishing from a nearby pier, who were shouting about an object in the sky. Four other persons became eyewitnesses to the UFO, which was seen about four miles East of the Marshall Steam Plant near Terrell.

The UFO, appeared to be about the size of a basketball court and had a thickness, one-half its width. The object looked like "one saucer inverted on top of another and had a row of flashing windows through its middle."

It had red, white and yellow lighted windows and hovered in the area overhead for about 10 minutes, before it flew sideways, then moved up and away at an unbelievable speed as it disappeared in the sky. 8

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NICAP Home Page
The Nuclear Connection

CLOSE ENCOUNTER NEAR LAKE MURRAY
March, 1975
Lexington, South Carolina

Mr. and Mrs. Jim Richardson were driving near the Lake Murray Hydroelectric Plant's Saluda Dam, when a brilliant "spotlight" came on and illuminated the interior of their car. They noticed the UFO looked "like two pie pans" put together and had a dome on top.

It flew about 40 to 50 feet above their car and it had red and blue lights on its ends and its dome was "brilliant white." The bottom of the UFO was octagonal in shape or like a stop sign. The Lake Murray area has been the scene of many UFO encounters over the years. 9

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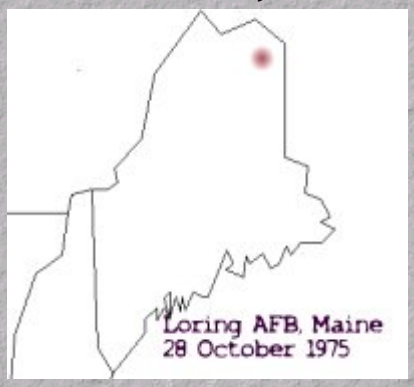
NICAP Home Page
The Nuclear Connection

#10868: 1975/10/27 19:50 140 67:53:20W 46:55:20N 3333 NAM USA MNE 7 10
LORING AFB,ME:PILOT++:40+'SCR CCLs NUCL.DEPOT:RDRs:EME:F4 CHASES:/r210v31#4
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 16 MIL. BASE

UFO CIRCLES WEAPONS STORAGE AREA
Loring AFB, Maine
October 27, 1975



A UFO was reported by Staff Sgt. Danny K. Lewis near the Loring Air Force Base, Maine. The UFO began to circle the nuclear weapons storage area to within 300 yards of the facility. Finally, it hovered 150 feet above the ground. The base was placed on a major alert status. Radar tracked its maneuvers in the area for over 40 minutes. The reddish-orange UFO later moved to within five feet of the ground. Security personnel said the UFO was "like a stretched-out football in the air" as it hovered nearby. They described the object as about four car lengths long. It shut off its lights and rapidly left the area from near ground level.

Documentation

Here's the detailed report adapted from "CLEAR INTENT" (Lawrence Fawcett and Barry Greenwood), page 16-26:

Loring Air Force Base,
Northeastern Maine
27 October 1975

Although it is no longer an active Air Force Base today, in 1975 Loring AFB was a Strategic Air Command Base and a storage site for nuclear weapons. The nukes were stored in a fenced weapons dump consisting of small huts covered with dirt for camouflage from the air. It was patrolled day and night by the 42nd Security Police Squadron.

At 7:45 P.M. on 27 October, 1975, Staff Sgt. Danny K. Lewis was patrolling the weapons dump when he saw an unidentified aircraft nearing the north perimeter of Loring at a low altitude of about 300 feet. Lewis noticed what appeared to be a red navigation light and a white strobe light on the aircraft. As Lewis watched, the craft entered the perimeter of Loring.

Meanwhile, in the control tower of the air base, Staff Sgt. James P. Sampley of the 2192nd

Communications Squadron was on duty at the radar screen. He got a radar return from an unknown aircraft ten to thirteen miles east-northeast of Loring. Sampley made numerous attempts by radio on all available communications bands, civilian and military, to contact the craft, but he got no response. The unidentified craft began to circle, and came to within 300 yards of the restricted nuclear storage area at a low altitude of 150 feet.

Back at the nuclear weapons dump, Lewis notified his Command Post that an unknown aircraft had penetrated the base perimeter and was within 300 yards of the nuclear weapons area. The base was immediately put on a Security Option 3 alert and Security contacted the tower regarding radar tracking of the aircraft.

At 8:45 P.M., Sgt. Grover K. Eggleston began observing the craft on radar from the tower as it began circling ten miles east-northeast of the base. The Wing Commander ordered a ground search and requested air support from Hancock Field, New York and North Bay, Ontario, Canada. Both bases refused to send air support. The Maine State Police and local airport flight services were contacted to attempt to identify the unknown craft, but without results. Intense ground searches produced no results.

The craft continued circling for approximately forty minutes, at which time it broke the pattern and headed toward Grand Falls, New Brunswick, Canada. In the vicinity of Grand Falls, twelve miles from Loring, it vanished from the radar screen. There was no further activity that night, although the base remained on high alert into the next morning. SAC Headquarters was notified.

28 October 1975

The next night, again at 7:45 P.M., while patrolling the weapons storage area, Staff Sgt. Lewis, along with Sgt. Clifton W. Blakeslee and Sgt. William J. Long, again spotted the lights of an unidentified aircraft approaching Loring AFB from the north at an altitude of about 3,000 feet. It approached to within about three miles of the base perimeter and was noted to have a flashing white light and an amber or orange light. Lewis reported the sighting to his Command Post, and the Wing Commander came out to the weapons storage area to see for himself. He reported seeing an object with a flashing white light and an amber light whose speed and motion were similar to that of a helicopter. The craft was also observed on radar.

The craft was then observed over the flight line by Sgt, Steven Eichner, Sgt. R. Jones, and others. They saw an orange and red object shaped like a stretched-out football hovering in mid-air. It turned out its lights, and then reappeared hovering about 150 feet over the end of the runway. It was described as about four car-lengths long, solid, reddish-orange, with no doors or windows, and with no visible propellers or engines. It was totally silent.

The base went on full alert and a sweep was made by security, but the object turned off its lights and was not seen again. Radar picked up a target moving in the direction of Grand Falls, New Brunswick. SAC Headquarters was again notified.

29 October 1975

Finally, because of the activity of the previous two nights, air support was given in the form of a National Guard helicopter. Canadian authorities were contacted, and permission to cross the border was granted. An RCMP officer would be aboard the helicopter because it was thought that the sightings might be connected with drug smuggling in the area.

That evening, when the first sighting was made, the Huey took off with its Army National Guard crew, the Royal Canadian Mounted Police officer, a Maine State Policeman, and

several Loring Air Security officers aboard. The Huey chased sighting reports made by ground crew for forty minutes, but they could see nothing from the air, even when they were as close as 100 yards to a spot where ground observers saw something. Nothing was detected by radar.

30 October 1975

The Maine National Guard Huey was replaced by an air force helicopter and crew from Plattsburgh AFB. That evening, objects were reported at several locations over and near the base, and were detected by radar.

During the remainder of 1975, objects and lights were reported several times in the skies between Loring and Grand Falls, New Brunswick. Official investigations by various U.S. and Canadian agencies revealed nothing that was released to the public.

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NICAP Home Page
The Nuclear Connection

#10879: 1975/10/30 22:50 15 83:23:0W 44:28:0N 3333 NAM USA MCH 7 10
WURTSMITH AFB,MI:NLTS+'COPTERS'ALLO SAC
BASE:1200MPH:1>W:1>N:/IURv3#4/r218p189
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 41
FARMLANDS

UFO CHASED BY KC-135 TANKER
Wurtsmith AFB, Michigan
30 October 1975

Wurtsmith AFB, located 2 miles west of Oscoda, Michigan, had its beginning in 1923 as a landing area for Army airplanes from Selfridge Field near Detroit. In 1953, it was formally named for Michigan's World War II hero, Major General Paul B. Wurtsmith, who died in an aircraft accident.

Wurtsmith was home for the 379th Bombardment Wing which controlled the 524th Bombardment Squadron and the 920th Aerial Refueling Squadron. The base was signed over to SAC in April, 1960 and the 40th Air Division, which was reactivated in July 1959 and assigned to the Strategic Air Command's Eighth Air Force, was headquartered there. The Division's mission at Wurtsmith was to supervise and monitor the operation of the 379th and 410th Bombardment Wings, the 305th Aerial Refueling Wing, the 351st Strategic Missile Wing, the 128th Aerial Refueling Group, and the 931st Aerial Refueling Group. Wurtsmith was one of the northern tier bases that housed nuclear weapons. Wurtsmith encompasses some 5,200 acres of land and had about 3,500 people assigned. It was formally closed in June, 1993, and all nuclear weapons were removed.

10:10 P.M., October 30th, 1975.

Persons in the base family housing area in the southeast part of Wurtsmith began seeing a low-flying aircraft that they thought was a helicopter. It had running lights and it hovered and moved up and down in an erratic fashion. An airman guarding the Capehart housing area gate observed an object with one white searchlight and two red lights at the rear. It was heading in a west-southwest direction. Another airman, on duty at the motor pool, saw lights near the western perimeter of the base. Sergeant Robert J. Anderson, also on duty at the motor pool, saw a KC-135 tanker and below the tanker he saw an unknown craft with a steady red light. Sounds similar to that of a helicopter were heard intermittently by observers.

10:25 P.M.

Security policemen at the back gate of Wurtsmith reported to their command post that they had observed an unidentified helicopter with no lights. The craft had hovered over the weapons storage area at low altitude. The craft moved towards the north, and when it reached the northern perimeter, it turned on its lights. Guards inside the weapons storage area reported seeing the craft and hearing a sound similar to that made by a helicopter.

10:30 P.M.

Radar Approach Control reported tracking low-flying objects on radar. They tracked a return as it flew a distance of thirty-five miles southeast of Wurtsmith. No visual sighting was made by tower personnel, and (oddly) no attempt was made to contact the unknown craft by radio. At that point, a KC-135 tanker returned to Wurtsmith from a refueling

mission. The Wing Commander, Colonel Boardman, ordered the KC-135 to try to intercept and identify the craft. The tanker was vectored in by Radar Approach Control.

Captain Myron Taylor, a navigation instructor who was on board the KC-135, later reported in a statement to 379th Bomb Wing Historian Staff Sergeant Paul J. Cahill, that:

I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then the UFO swung south...
...after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position.
...I would estimate that our altitude was about 2,000 feet and our speed approximately 200 knots.
...I would guess that we stayed close to the UFO most of the time, approximately one mile away, and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights.
...On the way back [to Wurtsmith], we picked up the UFO again at our eight o'clock position. We turned away, and it proceeded to follow us. Finally, we turned back in the direction of the UFO and it really took off back in the direction of the Bay area. I know this might sound crazy, but I would estimate that the UFO sped away from us doing approximately 1,000 knots.
...we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area.
...Captain Higginbotham was questioned by the OSI and cautioned not to discuss the incident.

A report was made to NORAD. The extract from the NORAD Command Director's Log reads:

31 Oct 75/0445Z:
Report from Wurtsmith AFB through Air Force Ops Center - incident at 0355Z. Helicopter hovered over SAC weapons storage area then departed area. Tanker flying at 2700 feet made both visual sighting and radar skin paint. Tracked object 25NM SE over Lake Huron where contact was lost.

The local police and the Saginaw, Michigan FBI office were notified, with no results.

All possible air traffic in the area was investigated, but none explained the UFO.

Since the Michigan Department of Natural Resources sometimes sent out helicopters to catch hunters spotlighting deer in nearby Huron National Forest, they were contacted. They had no aircraft in the air at the time.

The incidents were never explained.

Source material: *Above Top Secret* by Timothy Good, *The UFO Coverup* by Lawrence Fawcett & Barry J. Greenwood, *U.F.O.s Are Real* by Sergeant Clifford E. Stone

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

#10905: 1975/11/7 23:0 120 111:10:0W 47:30:0N 3333 NAM USA MNT 12 10
MALMSTROM AFB,MT:REMOTE ALARMS:RDR-VIZ:300'SCR:^^:MISSILES FOUND RETARGETTED!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

"FADED GIANT"
TARGETING SYSTEM TAMPERED WITH
Malmstrom AFB, Montana
7 November 1975

There are more than 2,000 missile sites spread across the United States. At Malmstrom Air Force Base in Montana, there are twenty Launch Control Facilities (LCF) housing Minuteman missiles underground. The Minuteman sites are alphabetically coded, such as "L-1," "K-1," "E-1," and the like, and are distributed over a wide area. One of these sites, K-7, which is located in the Judith Gap region just south of Lewiston, Montana, was the scene of an event which caused a major stir for the United states Air Force.

On November 7, remote electronic sensors triggered an alarm indicating that something was violating site security. Underground, in the launch control area, two officers noted the signal, but there was no television surveillance topside. The normal procedure for detecting what had violated security was to call for a missile security helicopter to check the area. At the same time, Sabotage Alert Teams (SAT), consisting of four to six men, were also alerted to the fact that a violation was taking place and were ordered to proceed to the site. On this occasion, an SAT team drove down the highway and onto a dirt road which led to the K-7 area. About a mile away, the team could see an orange, glowing object over the area. As they closed to within half a mile, they could now see that the object was tremendous in size. They radioed to the Launch Control Facility that, from their location, they were viewing a brightly glowing, orange, football field-sized disc that illuminated the missile site. The SAT team was ordered by the launch control people to proceed into the K-7 site. However, they responded that they refused to go any farther, clearly fearful of the intimidating appearance of the object. It began to rise, and at about 1,000 feet, NORAD picked up the UFO on radar. Two F-106 jet interceptors were launched from Great Falls, Montana, and headed toward the K-7 area. The UFO continued to rise. At about 200,000 feet, it disappeared from NORAD's radar. The F-106's were never able to get a visual sighting of the UFO.

All members of the SAT team were directed to the base hospital, where they were psychologically tested. It was determined that no one could identify the object that was seen, but that the members of the SAT team obviously had been through a traumatic experience. Meanwhile, targeting teams, along with computer specialists, were brought to the missile site to check out the missile, and specifically, the computer in the warhead that targets the missile. Amazingly, when the computer was checked, they found that the tape had mysteriously changed target numbers! The re-entry vehicle was then taken from the silo and brought back to the base. Eventually the entire missile was changed.

Source: Original: A Strange Harvest; reprinted in Clear Intent, 28**.**

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
NCP Home Page

#10908: 1975/11/8 2:10 35 110:6:0W 47:5:0N 3333 NAM USA MNT 7 10
10MI SE/STANFORD,MT:SAC SITE C1:4 RDRS+VISUAL:SCR LITES OFF AS JETS APPROACH.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10909: 1975/11/8 3:40 40 109:20:0W 46:50:0N 3333 NAM USA MNT 8 10
SE/HEATH,MT:SAC SITES K3+L4:RDR OBJs MNVR:TURN >W SLOW:TOO LO FOR JETS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

F-106's SCRAMBLED AFTER UNKNOWNS
Malmstrom AFB, Montana
8 November 1975

7:45 P.M.
NORAD radar detected unknowns heading south-southwest at 1200 feet. Once again, two F-106s were scrambled. SAT teams at areas K-1, K-3, L-1, L-4, and L-6 reported visual sightings of objects at low altitudes. The SAT teams reported that, when the jets approached, the UFOs would turn off their lights and become invisible. Then, when the jets had gone, the UFOs would turn their lights back on. At 9:15 P.M., teams in four different locations could see both the F-106s and the UFOs. Again, at 9:35, area L-5 reported that the unknown rose rapidly until it could not be distinguished from the stars.

From the 24 NORAD Region Senior Director's Log:
8 NOV 75 (0635Z) - (7 NOV 75 2335 MST) - A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

8 NOV 75 (0645Z) - (7 NOV 75 2345 MST) - Height personnel picked up objects 10 - 13,000 feet, Track J330, EKLB 0648, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C.

8 NOV 75 (0745Z) - (0045 MST) - Conversation about the UFOs; Advised to go ahead and scramble; but be sure and brief pilots, FAA. Go easy and the pilots will not descend below 12,000 ft.

8 NOV 75 (0753Z) - (0053 MST) - J330 unknown 0753. Stationary/seven knots/12,000. One (varies to seven) object. None, no possibility, EKLB 3746, two F-106, GTF, SCR 0754. NCOC notified.

8 NOV 75 (0820Z) - (0120 MST) - Lost radar contact, fighters broken off at 0825, looking in area of J331 (another height finder contact).

8 NOV 75 (0850Z) - (0150 MST) - Directed ftrs to RTB (return to base).

8 NOV 75 (0905Z) - (0205 MST) - From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 NOV 75 (0915Z) - (0215 MST) - From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in area, the lights went out; when fighters departed, the lights came back on; to NCOC.

8 NOV 75 (00953Z) - (0253 MST) - From SAC CP: L-5 reported object increased in speed - high velocity, raised in altitude and now cannot tell object from stars. To NCOC.

<>8 NOV 75 (1105Z) - (0405 MST) - From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewiston). NCOC notified.

Between August, 1975 and May, 1976, 130 reports of UFOs or unidentified helicopters were logged in the Great Falls, Montana area.

These reports were never explained.

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
NCP Home Page

#13401: 1983/10/13 0:30 5 81:39:0W 35:4:20N 3333 NAM USA SCR 8 7 GAFFNEY,SC:2 OBS:20'x8'SCR WHISTLES >>E TWRD CHEROKEE NUCL.STN:/r95v5#3p27
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

UFO NEAR CHEROKEE NUCLEAR STATION
Gaffney, SC
October 13, 1983

At 12:30 a.m. Mr. and Mrs. Wayne Ruppe of Gaffney, South Carolina were disturbed from their sleep by a siren-like sound (like something taking off). They looked out of their house windows in time to see a glowing oval-shaped UFO about 20 feet above their neighbor's home.

The neighborhood dogs were barking in a frenzy. The UFO, described as "about the size of a Winnebago travel-trailer" had two "beams of lights" on the bottom of the object.

It was orange-yellow in color and made a high-pitched sound as it crossed the power lines and moved east in direction of the Cherokee Nuclear Station. The UFO was seen for approximately five minutes and was estimated to be about 20 feet long and 8 to 10 feet in height. 15

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

#13517: 1984/6/14 22:30 20 73:57:0W 41:15:0N 3333 NAM USA NYK 7 8
INDIAN POINT,NY:GUARDS:DRK 30'SCR W/LITES OVR NUCLEAR REACTORS/15min:>NE
Ref# 1 HYNEK,J.A.+IMBROGNIO,P: NIGHT SIEGE Page No. 143 TOWN &CITY

UFO HOVERS OVER INDIAN POINT NUCLEAR POWER PLANT
Peekskill, New York
June 24, 1984

At 10:30 to 10:45 p.m. on this date security guards at the Indian Point Nuclear Power Plant near Peekskill, New York reported seeing a UFO over the plant for approximately 15 minutes. It was roughly 30 stories above the exhaust funnel of one of the plant's three nuclear reactors.

UFO investigator Philip J. Imbrogno for the Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) in Chicago, Illinois interviewed six of the twelve security guards who saw the UFO.

The UFO, according to the witnesses was huge in size, diamond-shaped and approximately 450 feet in length. It was first white, then changed to blue to red to green to amber in color. Local police in Peekskill received numerous UFO sightings during the same evening. One of them, Sgt. Karl Hoffman said the UFO he observed included a "dozen white lights" in V-formation that slowly moved towards the power plant at Indian Point. 16

Investigators uncovered some interesting information.

As the UFO approached the nuclear plant it flew to within 30 feet of its Reactor Number Three. When it did the plant's security systems, shut down as did all of its alarm systems and communication systems. Security guards were issued shotguns and were waiting for the final word to shoot at the UFO. A request was also made for an armed helicopter to come and shoot down the UFO, but before the command was given, the UFO moved away and left the area.

Carl Patrick of the plant's information office, when questioned by investigators about the UFO had this to say, "I can neither confirm or deny that the guards fired upon it, but they did what was necessary to protect the plant. 17

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

"One Month Earlier:
...a raising number of UFO observations in the area of the Chernobyl Nuclear Power Station (ChNPS)"

Chernobyl Exploded on 4/26/86 at 1:23 AM.

In reference to the possible UFO cause & effect relationship, in particular, Chernobyl:

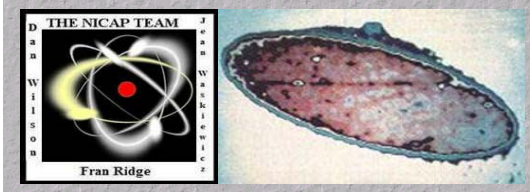
On May 1, 1997, Jerry Washington wrote:

In response to Anders Liljegren assertion that "'the UFO phenomenon' was NOT out to check on that...No sightings in the affected area until more than a week after the nuclear crash," referring to the Chernobyl disaster, I offer this excerpt from Dr. Vladimir V. Rubtsov's lectures as published in MUFON's 1994 Symposium Proceedings:

"...about one month before the Chernobyl disaster I had a talk with an air traffic controller of the Kharkov airport. He told me that, according to pilots' reports, there was a rising number of UFO observations in the area of the Chernobyl Nuclear Power Station (ChNPS). Later it became known that on the night of the fire in the ChNPS, some 3 hours after the explosion, a team of nuclear specialists saw in the sky over the station a fiery ball of the color of brass. The witnesses estimated its diameter as 6-8 meters and its distance from the burning nuclear reactor No. 4 as some 300 meters. Just before the observation these specialists measured the level of radiation in the place where they were standing. It was measured at 3000 milliroentgens per hour. 'Suddenly two bright rays of crimson color extended from the ball to the reactor... This lasted for some 3 minutes... The rays abruptly faded and the ball slowly floated away in a north-westerly direction, towards Byelorussia. Then we again looked at our radiation monitor. It displayed only 800 milliroentgens per hour...'"

Just thought you'd like to know.
Jerry Washington
Former State Director,
Kentucky/MUFON

NICAP Home Page
The Nuclear Connection



Nuclear Connection Project
NCP
Established, July 1, 2003

UFO OBSERVED OVER SUBMARINE BASE AND NUCLEAR WEAPONS FACILITY
April 22, 1998

Synopsis: From between approximately 2120 hrs. and 2130 hrs. (Pacific Daylight Time), one or more objects, variously described as a blue-green sphere, an oval of blue-green light, or a disc with six lights on it, was reported from multiple points throughout western Washington State. The object was reported to change direction of flight on at least three occasions, to execute a rolling maneuver on at least one occasion, to come to an almost complete stop in two locations, to reverse its general course of travel from south to north, and to change its appearance, including its color, on at least two occasions. One reliable observer witnessed the object to pass slowly over the center of Bangor Submarine Base on Hood Canal, approximately 20-30 miles to the west of Seattle, passing directly over the underground bunkers where nuclear weapons are thought to be stored. In excess of a dozen seemingly independent and reliable reports regarding the alleged sightings were received by the National UFO Reporting Center between April 22 and May 11.

Summary of Witness Reports:

1. Snohomish County, WA: A 16-yr. old male and his mother, located approximately 15-20 miles north of Seattle, witnessed a blue-green object suddenly descend from the sky, hover, and then accelerate to the south-southwest and disappear in that direction at approximately 2120 hrs. (PDT).

2. Poulsbo, WA: Larry Swanson, a former federal employee and computer specialist, who resides approximately ¼ mile from the northeast corner of the Bangor Submarine Base, allegedly witnessed a brightly lighted, disc-shaped object glide silently over the center of that military facility at approximately 2122 hrs.. The object tilted somewhat, so the witness was able to see the ventral side of the object quite clearly, he reports. A computer-generated graphic, provided by the witness, is shown above.

3. Auburn, WA: A man out walking his dog witnessed a perfectly circular, blue-green ball of light descend from north to south in the western sky at 2120 hrs. at a very high velocity.

4. Puyallup, WA: A man driving to work witnessed a striking blue-green ball of light descending at a 30-35 degree angle from north to south in the western sky at a very high velocity.

5. Shelton, WA: A young father witnessed a blue-green ball of light streak across the sky to the west of his location.

6. Oakville, WA: A mother and her two sons, driving west on State Route 12, located to the west of Interstate 5, witnessed a “disc shaped” object, imbedded in a cloud of blue-green light, streak from north to south in the western sky. The object appeared to “follow the contour” of the horizon, dipping down suddenly, and then rising up again during its rapid flight to the south. The object was reported to generate a peculiar “tail,” which streamed off the aft end of the object for a fleeting instant. All three witnesses believed they observed three lights on the top of the disc, and three lights on its ventral side, as well.

7. Steilacoom, WA: A woman witnessed a blue-green ball of light streak from north to south in the western sky at 2123 hrs..

8. Vancouver, WA: A husband and wife witnessed a blue-green ball of light move slowly from north to south in the western sky. Very peculiar appearance to the object, they reported, with a peculiar looking “mist” surrounding the object.

9. Portland, OR: A young musician witnessed a blue-green ball of light move from west to east in the northern sky from his vantage point in the city of Portland, OR.

10. Vancouver, WA: A male Ph.D. in computer science, driving north on Interstate 5 witnessed a blue-green ball of light, that seemed to him to descend vertically ahead of his automobile and hover momentarily above the highway. The witness added that he had experienced some very unusual emotional reactions to the event.

11. Yakima, WA: A law enforcement officer witnessed a blue-green ball of light moving at a very high velocity from south to north for approximately 2 seconds. During his sighting, the object suddenly changed its color from green to red. The sighting occurred at 2130 hrs., the witness thought.

NICAP Home Page
The Nuclear Connection

National Investigations Committee On Aerial Phenomena

Date: Tue, 23 Aug 2005 16:58:49 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Importance of Santa Fe, New Mexico
To: Fran Ridge <nicap@insightbb.com>

http://worf.eh.doe.gov/

REPORT OF THE MANAGER SANTA FE OPERATIONS U.S. ATOMIC ENERGY COMMISSION JULY 1950 TO JANUARY 1954 (DELETED)

Author: TYLER C L

1. JULY 1947 TO JULY 1950

The newly-created Atomic Energy Commission took over responsibility for the atomic energy program on January 1, 1947. On July 2 the Office of Santa Fe Directed Operations (nowSanta Fe Operations Office) was established to administer the atomic weapons field program. Two weeks later, the present Manager of SFOO arrived at Los Alamos to be the first civilian manager of the project.

In mid-1947, Los Alamos Scientific Laboratory, assisted by a small Sandia Branch, was carrying the major weight of weapons manufacture. There was some production of mechanical components at the Army's Rock Island (Ill.) Arsenal. The Salt Wells Pilot Plant of Naval Ordnance Test Station, Inyokern, California, was producing high explosives. There was little participation by private industry. Two weapons types were being produced in extremely limited quantity. Units going into stockpile were laboratory-fabricated. The limited production chain had only one source for each major component. Three major modifications of one Mark weapon were in early development,

The SFOO assignment at the beginning of its operations represented a tremendous undertaking. It was required to build the mandatory physical plant and organization, while at the same time assuring continuous production of weapons, and maintaining basic and applied research for development of more powerful, more varied, or more efficient weapons. The scope and priority of initial assignment were direct reflections of the

situation:

To build and develop at Los Alamos, the heart of the program, a community that would be adequate to obtain and to retain the type of personnel required. This meant rebuilding and expanding the community.

To provide a climate in which LASL could proceed with its job of basic nuclear research and development, and to provide a Technical Area physical plant adequate for the job.

To organize and supervise an ordnance development, production, and testing complex, relieving LASL of these responsibilities.

To expand production and facilities at other sites, in order to achieve a continuous flow of component parts.

To evolve an organization competent to achieve basic management and program objectives.

Approximately two and one-half peacetime years provided a relatively secure period unhampered by wartime expediencies, during which programs could be adequately planned and activated. The value of time for orderly development of a basic SF0 structure was underwritten by national and international events near the end of the period. In the Autumnof 1949 Russia tested an atomic weapon, and SF0 moved immediately out of its “peace-time” period into one of increased mission urgency and of “crash” programs. This was intensified in early 1950 with the decision to go all out on thermonuclear weapon development. It was further intensified three days before the end of the reporting period by the outbreak of the Korean War.

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: AFOSI Case 7: Another Object in Verical Descent Explodes Near Colonel
Date: November 23, 1948
Location: Vaughn, NM

Francis Ridge:
This one is not listed in the original or the upgraded version of the Blue Book Unknowns by Brad Sparks. The information that we have accumulated comes from the Blue Book Microfilms. The following comes from the documents that also include the November 3 or 4th incident:

> "On 23 November 1948 at approximately 2130 hours, I was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. I observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3-4 November."
>
> The document continues: "Colonel Hayes stated that he did not report the incidents as he thought they might have been connected with some Air Force exercises. He further stated that he heard no sound or saw no aircraft during either incident, which is understandable as he was travelling in a closed automobile. Weather conditions were clear."

For reports, documentation, analysis or discussions - see below:

November 23, 1948; Vaughn, NM. OSI Case 7 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 10; AESS Observed Green Flare Directly Over Sandia Base
Date: December 6, 1948
Location: Albuquerque, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> Dec. 6, 1948. Albuquerque, New Mexico (35.10° N, 106.64° W). 10:55 p.m. AESS officer Joseph Toulouse driving W saw a green fireball almost directly overhead above Sandia Base nuclear weapons assembly site, slightly to the NW arching slightly downward from E to W, about 1/3 full moon, with a flaming tail. (FOIA)

For reports, documentation, analysis or discussions - see below:

OSI Case 10, MAXW-PBB4-1284 - BB Microfilm - Francis Ridge
OSI Case 10, MAXW-PBB4-1294 - BB Microfilm - Francis Ridge
OSI Cases 8, 9, 10, 11, 13 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 13; LaPaz, Captain, CAP Intel Officer Observed Green Fireball
Date: December 12, 1948
Location: Starvation Peak, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> Dec. 12, 1948. Starvation Peak near Bernal, New Mexico. 9:02 p.m. ±0.5 min (MST). Dr. Lincoln LaPaz, USAF Capt. Charles L. Phillips, and CAP intelligence officer Lt. Allan B. Clark, returning from green fireball investigations while looking to the NW saw a green fireball at least stellar magnitude -4 traveling E to W low above the horizon about 3°-4° elevation in almost perfectly level flight until the last 0.1 to 0.2 sec when it slightly curved downward, disintegrating into 3-4 pieces, no sound. Based on independent witness, an AESS guard at Los Alamos, LaPaz triangulated object's flight path at about 8-10 miles height along a 25-mile path, speed 39,000 to 43,000 mph. (FOIA)

For reports, documentation, analysis or discussions - see below:

AFOSI Case 13 - BB Microfilm - Dan Wilson
AFOSI Cases 8, 9, 10, 11, 13 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 14; AESS OP Sighted Green Fireball With Triangulation
Date: December 20, 1948
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> Dec. 20, 1948. W of Los Alamos, New Mexico (35.89° N, 106.31° W). AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (FOIA)

For reports, documentation, analysis or discussions - see below:

Dec 20, 1948; Los Alamos, NM. OSI Case 14 - BB Microfilm - Dan Wilson
Sightings in Los Alamos area Dec 1948 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 15; Green Fireball Lights Up Cloud Between Itself and the Witness
Date: December 28, 1948
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, nor has it been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The documents below give the details of two incidents, but basically this is what the witness reported for December 28:

> An inspector at Los Alamos sighted a fireball on 28 December. It was not falling as fast as a falling star (meteor) he continued to watch. For several seconds, at an estimated altitude of 6,000', the object disappeared with a green flash, lighting up a small cloud between itself and the witness.

For reports, documentation, analysis or discussions - see below:

Dec 28, 1948; Los Alamos, NM. OSI Case 15 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Thu, 18 Aug 2005 16:17:46 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 6, 1949, Kirtland AFB, NM, OSI Case 16
To: Francis Ridge <nicap@insightbb.com>

January 6, 1949, Kirtland AFB, NM, OSI Case 16

Diamond shaped object in horizontal flight much faster than a jet

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-74

Page ID (PID) : MAXW-PBB5-74
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 74 - 75, 78 - 79

Frame 78

National Investigations Committee On Aerial Phenomena

Category: 08; Photographic Evidence

Subject: **AFOSI Case 18; Green Fireball Event Witnssed in New Mexico**
Date: **January 30, 1949**
Location: **Near Amarillo and Lamesa, TX**

Francis Ridge:
This case is listed for the record, since it has been incorrectly listed as a New Mexico case for so many years. Sighted and photographed in New Mexico, this event took place in Texas. It is listed in the updated catalog of BB unknowns by Brad Sparks:

> Jan. 30, 1949. Near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas. 5:54 p.m. (MST). Thousands of witnesses over several states saw spectacular green fireball, N-S trajectory triangulated by Dr. Lincoln LaPaz as 12 mile altitude over Amarillo area descending slightly on nearly horizontal 143-mile path to near Lamesa disappearing about 8 miles altitude. No noise except slight hissing. 100+ witnesses interviewed. (Sparks; FOIA)

Brad Sparks:
This is NOT a White Sands or Holloman case, this is the famous GREEN FIREBALL event of 5:54 PM Jan 30, 1949, where Lincoln LaPaz was able to precisely triangulate the location of the object from near Amarillo (at 34°50' N, 104°5' W) to near Lamesa (at 32°48' N, 102°22' W), Texas.

For reports, documentation, analysis or discussions - see below:

January 30, 1949; Alamogordo, NM. OSI Case 020 - BB Microfilm Frames 308-355 - Dan Wilson
Army letter from Kirtland to Chief of Staff, 31 Jan 49
The New Mexico Page

NICAP Home Page

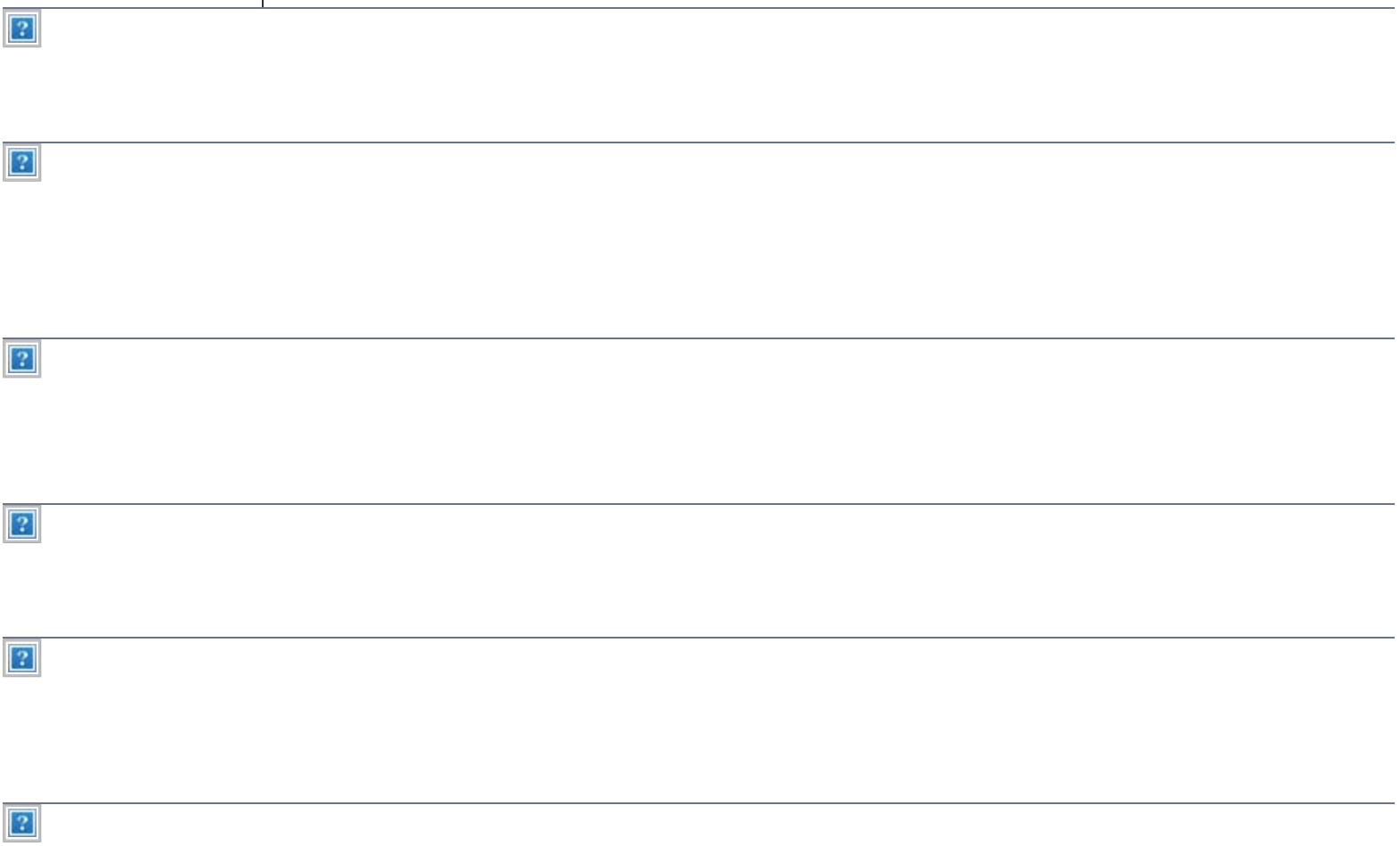
Date: Wed, 27 Jul 2005 16:03:43 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Feb.16, 1949, Conference on Aerial Phenomena
To: Francis Ridge <nicap@insightbb.com>

Feb.16, 1949, Conference on Aerial Phenomena, Los Alamos, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-374

Page ID (PID) : NARA-PBB88-374
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames - 374 - 397



Date: Wed, 27 Jul 2005 16:15:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Report on Conference held at Los Alamos, Feb. 16, 1949

To: Francis Ridge <nicap@insightbb.com>

Report on Conference held at Los Alamos, Feb. 16, 1949, on green fireball phenomena, Cmdr. Richard S. Manelkorn USN, Sandia Base.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-398

Page ID (PID) : NARA-PBB88-398
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames 398 - 401

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 23; Truck Driver Reports Luminous Object With Faint Trail of White Smoke
Date: February 17, 1949
Location: Grants, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

> Feb. 17, 1949. Near Grants (at 35° 7' ±2' N, 107°47' ±2' W), Sandia Base, and near Albuquerque (at 35° 5' N, 106° 35' W), New Mexico. 5:57-6:06 p.m. Green Oil Co. truck driver Herman Wilcox, at Chief's Rancho stop on Hwy 66, saw oval luminous white light with faint trail of white smoke in the SW at about 225° azimuth moving S in vertical climb then leveled off, then a gradual ascent, disappearing suddenly after several secs, no clouds in the sky to obscure it. (BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index) 9 mins 100+ 1 UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)

For reports, documentation, analysis or discussions - see below:

Feb 17, 1949; Albuquerque, NM. OSI Case 23 & 24 - MAXW-PBB5-547-555 - BB Microfilm - Dan Wilson
Feb 17, 1949; Sandia Base, NM. OSI Cases 23 & 24 - MAXW-PBB5-582-585 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 24; Vertical Climb, Then Leveled Off
Date: February 17, 1949
Location: Albuquerque, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

> Univ. of NM Prof. of Civil Engineering Marvin May, an associate of Dr. Lincoln LaPaz in meteorite tracking, saw a brilliant white object in the W at 6° elevation at 5:57 p.m. for >6 mins. Object was first round [1/3 Full Moon in size at this point apparently] then shifted to ellipse as it approached then appeared to be elongated like a bent pipe with corners, 1 Full Moon in length and 1/10 in width. Object made slight climbing turn to the N, shifted to peach color [yellow-orange?] as it made rapid sharp turning climb to the S at the end, disappearing in cloudless sky by diminishing in size and brightness. 100 Sandia Base guards including Officer of the Guard saw a yellow-orange cigar or yellow-red cigar-shaped object for 7 minutes from 5:59 to 6:06 p.m. (BB Maxwell Microfilm Roll 5, pp. 546-557, NARA Microfilm Roll 88, p. 401, Roll 91, p. 412; FOIA; Saunders/FUFOR Index) 9 mins 100+ 1 UNM Civil Engr Prof / meteorite tracker (LaPaz assoc.)

For reports, documentation, analysis or discussions - see below:

Feb 17, 1949; Albuquerque, NM. OSI Case 24 - NARA-PBB88-401,412 - BB Microfilm - Dan Wilson
Feb 17, 1949; Albuquerque, NM. OSI Case 23 & 24 - MAXW-PBB5-547-555 - BB Microfilm - Dan Wilson
Feb 17, 1949; Sandia Base, NM. OSI Cases 23 & 24 - MAXW-PBB5-582-585 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Case 25; Case Missing From BB Files
Date: February 27, 1949
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The report is missing from the BB Microfilm files and, in fact, that is noted in our findings in document MAXW-PBB5-431 below.

> Feb. 27, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 7:05 p.m. Green-white fireball seen in horizontal flight from W to E. (FOIA)

For reports, documentation, analysis or discussions - see below:

OSI Case 25, MAXW-PBB5-431 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sighting

Subject: AFOSI Case 26; AESS Inspector Reports High Speed Light
Date: March 2, 1949
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, but has been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

> March 2, 1949. Los Alamos, New Mexico (35.89° N, 106.31° W). 12:10 a.m. Sewald saw high speed light in horizontal flight low in the sky N to S. (FOIA; FUFOR Index)

For reports, documentation, analysis or discussions - see below:

Los Alamos; March 2, 1949, UFO Report - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Case 27; Vertical Descent of Green Fireball
Date: March 3, 1949
Location: Los Alamos, NM

Francis Ridge:
This report is not an original BB unknown, nor has it been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The report is, however, mentioned in the BB Microfilm files and listed in the La Paz/AFOSI Catalog. The behavior of the Green Fireballs is suspect in almost all of the AFOSI Catalog cases, especially so in this one where the FB is in an almost vertical descent, something no meteor of any kind can do.

For reports, documentation, analysis or discussions - see below:

OSI Case 27, MAXW-PBB5-642-646 - BB Microfilm - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Mon, 15 Aug 2005 15:42:07 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: AFOSI Case 36: March 8, 1949; Los Alamos, NM.
To: Francis Ridge <nicap@insightbb.com>

AFOSI Case 36: March 8, 1949; Los Alamos, NM.
Los Alamos Guard Station # 106 reports luminous object slower that meteor, March 8, 1949.
Intense white light, eliptical, pointed at ends, similar to fuselage of ME 109.
Flew south to north, descending at 45 degree angle, slower that twin engine plane.
Central part seemed to be a solid silver colored fuselage, with a flame or glow surrounding it.

Observer: Inspector W.E. Patterson, Atomic Security Service (AESS), Los Alamos, New Mexico.

#1271: 1949/3/8 0:0 1 106:18:0W 35:52:20N 3331 NAM USA NMX 6 8
LOS ALAMOS,NM:BBK:GUARD STNs 103+106:SILENT GRN-WHT OBJ >SE/CLOUD-ALTITUDE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 57 MIL. BASE

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-730

Page ID (PID) : MAXW-PBB5-730
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

<>**Frames 730 - 731 625, 732-738**

731

<>
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-625

<>
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-732

Page ID (PID) : MAXW-PBB5-732
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 732 - 738

Date: Sat, 20 Aug 2005 18:40:03 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 13, 1949, Sandia Base, NM, OSI Case 40
To: Francis Ridge <nicap@insightbb.com>

March 13, 1949, Sandia Base, NM, OSI Case 40

Ball-shaped object with a tail of fire flying at a speed slower than a meteor on a slightly descending path
Object appeared to be half the size of full moon

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-774

Page ID (PID) : MAXW-PBB5-774
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 774 - 776

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Cases 42 to 45
Date: March 27, 1949
Location: Tucumcari, Montoya, NM

Francis Ridge:
6-6:30 PM incident. This report is not an original BB unknown but is listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks as case 159 and the La Paz catalog as case 42. Few details and docs hard to read, but here's Spark's BB summary:

> March 27, 1949. Tucumcari (35°10' N, 103° 44' W), Montoya (35°6' N, 104°4' W), New Mexico. 6-6:30 p.m. Various witnesses, including police officer, postmaster (Montoya, N.M.), newspaper editor (Tucumcari Daily News), saw a contrail-like yellowamber-orange object, length/width ratio 5:1, 1/6 moon's diameter, slowly moving from S (205° azimuth) to W (254° azimuth) at about 45°-60° elevation (75° at Montoya moving 180° to 260° azimuth), wiggling slightly, at first in a vertical orientation [?], dived steeply-leveled-climbed 2-3 times, reversed course once at top of a climb, a bright glitter of white light at a leveling off. No sound or trail. (FOIA)

For reports, documentation, analysis or discussions - see below:

AFOSI Case 42 - BB Microfilm Docs 896-899 - Dan Wilson
AFOSI Case 45 - BB Microfilm Docs 898-910 - Dan Wilson
AFOSI Case 43 - BB Microfilm Docs 900-901 - Dan Wilson
AFOSI Case 44 - BB Microfilm Docs 902-903 - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Sat, 30 Jul 2005 20:02:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 27, 1949, Montoya, NM. OSI Case 43
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 27, 1949, Montoya, NM. OSI Case 43 Also listed as a BBU in Sparks CCPBBU.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-900

Page ID (PID) : MAXW-PBB5-900
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 900 - 901

Date: Sat, 30 Jul 2005 20:03:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 27, 1949, Tucumcari, NM. OSI Case 044

To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 27, 1949, Tucumcari, NM. OSI Case 044. Also listed as BBU in Sparks CCPBBU.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-902

Page ID (PID) : MAXW-PBB5-902
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 902 - 903

Date: Tue, 16 Aug 2005 16:17:42 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: AFOSI Case 45: March 27, 1949. Tucumcari, NM.
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 27, 1949, Tucumcari, NM, OSI Case 45

Long and narrow cylindrical-shaped object seen in the sky for 15 minutes
Object moving east to west
Object appeared to be solid and self luminous

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-898

Page ID (PID) : MAXW-PBB5-898
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 898 - 910

Date: Sat, 30 Jul 2005 20:19:15 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 12, 1949, Albuquerque, NM. OSI Case 51
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

April 12, 1949, Sandia Base, Albuquerque, NM. OSI Case 51

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1282

Page ID (PID) : MAXW-PBB5-1282
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 1282 - 1286

Date: Sat, 30 Jul 2005 20:28:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 22, 1949, Cliff, NM. OSI Case 54.
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

April 22, 1949, Cliff, NM. OSI Case 54.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1426

Page ID (PID) : MAXW-PBB5-1426
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 1426 - 1428

Date: Sat, 28 May 2005 20:45:23 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Concern over UFOs over AEC areas.

To: Francis Ridge <nicap@insightbb.com>

Dr. Kaplan expressed a great concern, as these occurrences relate to the National Defense of the United States.

There is concern over:
Los Alamos
Sandia Base
USAF Guided Missile Base at Holloman AFB
Camp Hood

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-635

Page ID (PID) : NARA-PBB88-635
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 88

Frames 636 - 639

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Los Alamos Sighting From NICAP Files
Date: May 1949
Location: Los Alamos, NM

Francis Ridge:
The following report was submitted to NICAP in 1961. The witness, a technician for the Atomic Energy Commission at Los Alamos, one morning had noticed a group of men outside the lab he was working at. Joining them he looked skyward, and at an altitude of approximately 9,000 feet observed 13 saucer shaped objects in a perfect straight line formation. During this observation period of about forty five minutes, several of the objects would suddenly leave this formation and with a tremendous burst of speed climb to what he thought was about 20,000 ft. There were hundreds of witnesses. See attached.

For reports, documentation, analysis or discussions - see below:

Los Alamos Sighting From NICAP Files - Jan Aldrich
The New Mexico Page

NICAP Home Page

Date: Sat, 27 Aug 2005 19:41:18 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Collection of airborne particles from Fireball of July 24, 1949
To: Francis Ridge <nicap@insightbb.com>

AN ATTEMPT TO COLLECT AIRBORNE PARTICLES ASSOCIATED WITH THE FIREBALL OF JULY 24, 1949

A fireball was reported to have passed over the general area of Socorro, New Mexico, on July 24, 1949, at 3:26 P.M.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-1410

Page ID (PID) : NARA-PBB88-1410
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames 1410 - 1415

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Array Comprised of Six "Windowlike" Rectangles of Light
Date: August 20, 1949
Location: Las Cruces, NM

Francis Ridge:
This incident is not among the original BB Unknowns, but IS listed in the new Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks:

> At about 10:00 p.m. on 8/20/49, The noted astronomer Dr. Clyde Tombaugh (Discoverer of Pluto), his wife, and his mother-in-law were in the yard of his Las Cruces home, admiring what Tombaugh described as a sky of rare transparency, when Tombaugh, looking almost directly towards zenith, spotted an array of pale yellow lights moving rapidly across the sky towards the southeast. He called them to the attention of the two others, who saw them just before they disappeared halfway to the horizon. The entire array subtended an angle which Tombaugh put at about one degree, and it took only a few seconds to cross 50 or 60 degrees of sky. The array comprised six "windowlike" rectangles of light, formed into a symmetric pattern; they moved too fast for aircraft, too slowly for a meteor, and made no sound. Tombaugh was quited as saying, "I have never seen anything like it before or since, and I have spent a lot of time where the night sky could be seen well."

For reports, documentation, analysis or discussions - see below:

The New Mexico Page

NICAP Home Page

Date: Tue, 16 Aug 2005 15:55:46 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sept. 27, 1949, Sandia Base, NM, OSI Cases 115-119
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

September 27, 1949, Sandia Base, NM, OSI Cases 115, 116, 117, 118, and 119

Round fireball seen by Military Police (MP) moving SE to NW

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-133

Page ID (PID) : NARA-PBB91-133
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 133 - 143

Date: Thu, 18 Aug 2005 17:37:46 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sightings at Albuquerque and Los Alamos NM, during Oct. and Nov. 1949
To: Francis Ridge <nicap@insightbb.com>

<>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico. Cases 129, 141, 143-148

October 7, 1949, Albuquerque, NM, OSI Case 129
Size: Half a moon
Color: Yellow to green
Shape: Round
Witness: 1st Lt. John W. Bloomfield, 8456 M.P. Company, Sandia Base, NM.

<>

October 14, 1949, Los Alamos, NM, OSI Case 141
Size: 1/8 size of full moon
Color: Green and silver
Estimated Speed: 500 M.P.H. or more
Witness: Employee at Los Alamos

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October 22, 1949, Los Alamos, NM, OSI Case 144
Size: Small
Color: Green
Witness: Inspector J.W. Fisher

October 22, 1949, Los Alamos, NM, OSI Case 143
Size: Four time the size of a flare
Color: Brilliant green
Estimated Speed: 150 M.P.H.
Witness: Inspector F.V. Cotner

November 19, 1949, Los Alamos, NM, OSI Case 146
Size:----
Color: Green
Witness: Inspector William G. Putman

November 19, 1949, Los Alamos, NM, OSI Case 147
Size:----
Color: Green
Witness: Inspector Thomas R. Roche, Jr.

November 19, 1949, Los Alamos, NM, OSI Case 145
Two bluish-green lights seen overhead and appeared to be stationary. The two objects suddenly curved around and disappeared to the north with great speed. No sound was heard. Witness was John F. Kalbach, scientist with Group P- 8 Group at Los Alamos.

November 25, 1949, Los Alamos, NM, OSI Case 148
Five staff members of the Los Alamos Scientific Laboratory saw a very bright object move from east to west with no sound.

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http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-207

Page ID (PID) : NARA-PBB91-207
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 207 - 214

Date: Mon, 1 Aug 2005 23:59:47 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: October 21, 1949, Roswell, NM. OSI Case 142
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

October 21, 1949, Roswell, NM. OSI Case 142
9:30 pm. Cat 8, NCP, No BBU listing. Photograph. No directory this date but supporting documents provided. The photographer, an NCO with the 509th Bomb Group, took the photograph using a tripod. The object was motionless for thirty minutes. The sighting would have been written off except that the witness was convinced the object was not a celestial body but a light on a structure, which didn't materialize when the area was later checked.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-720

Page ID (PID) : MAXW-PBB7-720
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 720 - 733, 737 - 741

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-737
Frame 737

Date: Thu, 28 Jul 2005 00:39:14 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Report on Conference on "Green Fireballs" , Nov 3, 1949 - Report Dated 7 Nov 1949

To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-511

Page ID (PID) : NARA-PBB85-511
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 85

Frames 511 - 516

Date: Thu, 28 Jul 2005 15:00:27 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Light Phenomena in the Southwestern United States
To: Francis Ridge <nicap@insightbb.com>

Light Phenomena in the Southwestern United States 12/9/49 WPAFB

http://www.blackvault.com/documents/ufos/1949/1949wpafb1.htm

http://www.blackvault.com/documents/ufos/1949/1949wpafb2.htm

Date: Fri, 26 Aug 2005 14:57:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: November 27, 1949, Socorro, Albuquerque, Kirtland AFB, NM, OSI Case 151
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

November 27, 1949, Socorro, Albuquerque, Kirtland AFB, NM, OSI Case 151
Fireball-like object seen at 1749 hours, moving east to west.

Observer: Charles E. Lancaster, Socorro, NM

Shape: Round
Size: Large as washtub
Speed: Slower than a meteor
Color: Pale green

Observer: John W Rapp, Albuquerque, NM

Shape: Egg shape
Size: Egg at arms length
Speed: 3-4 seconds to cover 15 - 20 degrees
Color: Bright blue white

Observer: W.W.Jones, Chief Controller, Kirtland AFB, NM.

Shape:____
Size: Lead pencil eraser at arms length
Speed: 5 to 7 degrees per second
Color: Blue white

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-960

Page ID (PID) : MAXW-PBB7-960
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 960 - 964

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-33

Date: Fri, 26 Aug 2005 15:19:22 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: December 3, 1949, Alamogordo, NM, OSI Case 153
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

December 3, 1949, Alamogordo, NM, OSI Case 153

Observer Charles S. Bagley, civilian employee at Holloman AFB, saw a round, green colored with a fringe of orange, object moving east to west in the sky. The object traveled in an arc downward and seemed to prescribe a small loop about midway in its travel. Time of sighting was 1805 hrs. MST. Object appeared somewhat larger than Venus.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-967

Page ID (PID) : MAXW-PBB7-967
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 967 - 968

Date: Fri, 26 Aug 2005 16:36:57 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: December 4, 1949, Albuquerque, NM, OSI Case 154 and 155

To: Francis Ridge <nicap@insightbb.com>

<>

At 1935 hrs. MST, Mr. James D. McAdam, Salesman, New York Life Insurance Company, at Albuquerque, NM, observed a round, green, object traveling nearly horizontal east to west in a sloping descent. Object sighted for 2 to 3 seconds before disappearing like a person blowing out a candle. Object was seen to the north of Albuquerque, NM.

At the same time of 1935 hrs. MST, at Los Alamos, NM. Mr. Robert M. Potter and J.H. Parsons, employees of the Los Alamos Scientific Laboratory, observed a round, green, object in a sloping descent, moving east to northeast. Object was seen to the north of the observers.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-970

Page ID (PID) : MAXW-PBB7-970
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 970 - 973

Date: Fri, 26 Aug 2005 16:38:13 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: December 5, 1949, Carrizozo, NM, OSI case 156
To: Francis Ridge <nicap@insightbb.com>

At 1930 to 1945 hrs. MST, witness and his wife while driving east of Carrizozo, NM, approximately 50 miles NE of Alamogordo, saw a teardrop-shaped fireball descending towards the ground. As the object neared the ground it appeared to increase in size. The speed of the object was very slow. A trail of bluish-green light was tapering off of the fireball.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-974

Page ID (PID) : MAXW-PBB7-974
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 974 - 977

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This report is not listed on the Project Blue Book Master Index

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-33

Page ID (PID) : NARA-PBB1-33
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 1
Frame 33

Date: Thu, 4 Aug 2005 16:03:11 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 7, 1950, Corona, NM. OSI Case 161
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 7, 1950, Corona, NM. OSI Case 161
BB 206. S of Corona, New Mexico. 10:15 p.m. Holloman AFB Asst. Maintenance Officer Risley while driving saw a yellowish-white ball of light at about 45° elevation descending at a 60° angle, changing color to orange with trailing flame, to just above a mountain range where it leveled off becoming bright blue-green traveling 10° E [?] until it dropped behind the mountain. (FOIA; FUFOR Index)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1126

Page ID (PID) : MAXW-PBB7-1126
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 1126 - 1129

Date: Tue, 30 Aug 2005 17:04:45 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 9, 1950, Los Alamos, NM
OSI Cases 162 - 164
To: Francis Ridge <nicap@insightbb.com>

AFOSI Case 162: January 9, 1950; Los Alamos, NM
==========

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 9, 1950, Los Alamos, NM, OSI Cases 162 - 164

Three scientists at Los Alamos, New Mexico, observed a round incandescent green object in straight horizontal flight for 2-3 seconds. Object disappeared behind trees.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1130

Page ID (PID) : MAXW-PBB7-1130
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1130 - 1135

Date: Tue, 2 Aug 2005 23:35:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 12, 1950, Holloman, NM. OSI Case 165
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 12, 1950, Holloman, NM. OSI Case 165
7:00 pm. Observed to the west, the object reportedly changed altitude erratically. Object was white and changed to green and red over a period of 5 minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1138

Page ID (PID) : MAXW-PBB7-1138
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1138 - 1141

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

Date: Thu, 1 Sep 2005 14:52:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: January 13, 1950, Holloman AFB, NM OSI Case 166

To: Francis Ridge <nicap@insightbb.com>

This sounds like it could be a star, but the report does state:
Observable celestial phenomena or planets that may account for the sighting: None
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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

January 13, 1950, Holloman AFB, NM, OSI Case 166

PFC John M. Gusich, Holloman AFB, observed a bright white object that changed color to red and green in northern sky. Object moved erratically up and down.

Observable celestial phenomena or planets that may account for the sighting: None

Reference made to OSI case 160, January 6, 1950, Alamogordo, 2230 hours, by same observer.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1145

Page ID (PID) : MAXW-PBB7-1145
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1145 - 1148

Date: Wed, 31 Aug 2005 16:43:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 7, 1950, between Tucumcari and Kirtland AFB, NM

OSI Cases 168 and 169

To: Francis Ridge <nicap@insightbb.com>

At 1955 hours, February 7, 1950, Cpl Edward S. Brunskoie and Cpl Robert W Pound, of the Office Of Special Investigations, 17th District, Kirtland AFB, NM, observed a reddish-green round object moving south southeast to east in a straight line for 4 to 6 seconds. The speed of the object was that of a meteor. Object appeared twice the size of evening star.

Between 1945 and 2000 hours, February 7, 1950, Capt. Seth Armstead, Kirtland AFB, NM, while flying an aircraft between Tucumcari, NM, and Kirtland AFB, NM, observed a fireball 10 degrees south of the aircraft. The fireball was moving east to west in a flat trajectory. The fireball appeared to travel 5 to 6 times as fast as the aircraft.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1196

Page ID (PID) : MAXW-PBB7-1196
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 1196 - 1199

Date: Tue, 30 Aug 2005 16:21:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 18, 1950, Holloman AFB, NM OSI Case 171

To: Francis Ridge <nicap@insightbb.com>

One of the witnesses, Major William J. Haynor, also made a UFO report for:
AFOSI Case 189: March 5, 1950; Vaughn, NM Air Provost Marshall Major William J. Haynor, Holloman AFB, with 5 other witnesses, observed a bright, round object in straight flight for 1 hour 25 minutes. Object's apparent size: ping pong ball at arms length. Movie film taken of the object.

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

February 18, 1950, Holloman AFB, NM, OSI Case 171

Major William J. Haynor, Air Provost Marshal, Holloman AFB, William E. Royal, Air Police Squadron, Holloman AFB, and Rayburn F. Gotzinger, Base Service Squadron, Holloman AFB, observed a white to orange round object that gradually changed to the shape of an ice-cream cone in the northeartern part of the sky for 1 hour and 44 minutes. The object appeared to be the size of a coffee cup held at arm's length. The observers were driving from Holloman AFB to Oscuro, New Mexico, in the northern part of the White Sands Missile Range.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91

(PID) : NARA-PBB91-281
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 281 - 284

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: AFOSI Case 173; Egg-Shaped Object Observed Through Theodolite
Date: February 24, 1950
Location: Albuquerque, NM

Francis Ridge:
Listed in the original BB Unknowns, this incident is also retained in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The incident occurred at 1:55 PM, but there were six other sightings listed in the LaPaz catalog.

> Case No. 642. Feb. 24, 1950. Albuquerque, New Mexico (35.10° N, 106.64° W). 1:55 p.m. While tracking a weather balloon from atop TWA Bld. at the Municipal Airport, Weather Observer Luther B. McDonald saw crossing the field of view in the theodolite a white, round object not quite as elongated as an egg, darkened on the top-left side, flying straight and level from about 20° to 23° elevation at about 110° azimuth in the E apparently on a trajectory towards them on about a 240° to 270° heading, covering 2° in 1-1/2 mins [probable roundoff in angles so that elevation may have changed from about 20.5° to 22.5° and azimuth from about 109° to 111°]. Objects angular size about that of the upper part of the moon as seen through theodolite [probable 21x telescope sight of David White pibal theodolite]. Lost sight when shifted to weather balloon (and back). Weather Observer Harrison S. Manson also observed object with the naked eye, for about 20-30 secs, appearing to be brilliant white like metal reflecting sunlight the apparent size of a weather balloon about to disappear in the distance, impression of flight heading to ESE [actually from ESE]. (Berliner; Jan Aldrich)

For reports, documentation, analysis or discussions - see below:

January 1950 Sightings - BB Microfilm - List case UNIDENTIFIED
Object seen over Los Alamos (Same time frame) - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 08; Photographic Case

Subject: AFOSI Case 175; UAO Photographed Over Datil
Date: February 24, 1950
Location: Datil, NM

Francis Ridge:
Not listed in the original BB Unknowns, this incident is listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The incident occurred at 7:30 PM, but there were six other sightings that day.

> Feb. 24, 1950. Datil, New Mexico (34.15° N, 107.85° W). 7:30 p.m. (MST). Stanfield and other Holloman AFB Photographic Branch project staff for tracking aerial phenomena at the Datil observation post saw and photographed a circular luminous object 15.31 arcmins (0.2552°) in diameter with a 3.785° long trail, using 1-5 Cineflex camera with 3-inch focal length lens. (Sparks; FUFOR Index)

For reports, documentation, analysis or discussions - see below:

January 1950 Sightings - BB Microfilm - List case UNIDENTIFIED
Object seen over Los Alamos (Same time frame) - BB Microfilm - Francis Ridge
Incident at Datil, NM; Photo later that evening Unexplained - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category: 01; Distant Encounters

Subject: AFOSI Case 180; AEC Investigators Sighted Unusual Object
Date: February 25, 1950
Location: Los Alamos, NM

Francis Ridge:
This case is listed among the original BB unknowns as case number 645. It is also listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks.

Twelve AEC Atomic Energy Security Service (AESS) inspectors saw a cylinder with tapered ends, silver and flashing, flew slow and then fast, fluttered and oscillated, and changed course. Observations by individuals varied from 3 seconds to 2 minutes. (Berliner).

For reports, documentation, analysis or discussions - see below:

AEC Investigators Sighted Unusual Object, Feb 25, 1950, Los Alamos, NM - BB Microfilm - Dan Wilson
Spot Intelligence Report - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

Date: Mon, 29 Aug 2005 15:29:21 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Feb. 25, 1950; Albuquerque, NM, OSI Case 181
To: Francis Ridge <nicap@insightbb.com>

<>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

February 25, 1950, 2115 hours, Albuquerque, NM, OSI Case 181

Direction of flight was towards the south, appeared 20-degrees above the horizon, almost vertical (descent), bright greenish white, 1-1/2 seconds, tear drop shaped, three times the size of a shooting star, and slightly slower, appeared to burn out.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1259

Page ID (PID) : MAXW-PBB7-1259
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1259 - 1260

Date: 19 May 2005
From: Francis Ridge; Coordinator NCP <nicap@insightbb.com>
Subject: Spot Intelligence Report; UFOs observed over Los Alamos
To: CE, SHG, NCP

NARA-PBB91-355, 370

NARA-PBB91-355
http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-355

NARA-PBB91-370
http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-370

Date: Mon, 29 Aug 2005 16:10:52 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February 25, 1950, 1545-1555 hours, Los Alamos, NM, OSI Case 186
To: Francis Ridge <nicap@insightbb.com>

AFOSI Case 186: Feb. 25, 1950; Los Alamos, NM
3:45 pm (3:55 pm?) Fourteen witnesses, NE-SW, overhead from 4 to 10 miles, traveled with a fluttering motion, silver, few seconds to 2-minutes, round, vary from 1/4" to small airplane, very fast 500 - 15 pph.

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

February 25, 1950, 1545-1555 hours, Los Alamos, NM, OSI Case 186

Twelve Atomic Energy Security Service Inspectors observed an object like a plane fuselage flying in a fluttering motion. Object was silver and flashing and flew from very slow to very fast.
Time in sight: 3 seconds to 2 minutes

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1255

Page ID (PID) : MAXW-PBB7-1255
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1255 - 1256

Date: Sat, 6 Aug 2005 16:30:17 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March/April 1950: Unidentified Aerial Objects observed over Los Alamos and Sandia Base
To: Francis Ridge <nicap@insightbb.com>

<>

Subject: Unidentified Aerial Objects observed over Los Alamos and Sandia Base, New Mexico, on
25 February 1950
4 March 1950
22 March 1950
1 April 1950

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-370

Page ID (PID) : NARA-PBB91-370
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 370 - 375

Date: Mon, 29 Aug 2005 16:40:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 5, 1950, 1135 hours, Vaughn,NM OSI Case 189
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

11:35 am. Traveled 195-degrees, 180-200 mph. Air Provost Marshall Major William J. Haynor, Holloman AFB, with 5 other witnesses, observed a bright, round object in straight flight for 1 hour 25 minutes. Object's apparent size: ping pong ball at arms length. Movie film taken of the object.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1306

<> **Page ID (PID) :** MAXW-PBB7-1306
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1306 - 1309

Date: Thu, 4 Aug 2005 20:33:24 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 11, 1950, Holloman AFB, NM. OSI Case 190
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 11, 1950, Holloman AFB, NM. OSI Case 190
1:00 am. A ping-pong ball-like object about 50 mile range was observed moving west in a straight flight and in a slight descent by an air provost marshall. Colors changed from light orange to blood red to amber to light green over 5-minute period.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-381

Page ID (PID) : NARA-PBB91-381
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 381 - 383

Date: Thu, 4 Aug 2005 16:37:03 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 16, 1950, Farmington, NM. OSI Case 192
To: Francis Ridge <nicap@insightbb.com>

Note: The date may be wrong on this report or perhaps there were sightings on March 16, 1950 and March 17, 1950, where hundreds of UFOs were seen over Farmington, New Mexico.

Dan...

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 16, 1950, Farmington, NM. OSI Case 192

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-385

Page ID (PID) : NARA-PBB91-385
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 385 - 386

Date: Sat, 6 Aug 2005 15:30:09 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 17, 1950, Los Alamos, UFO report

To: Francis Ridge <nicap@insightbb.com>

Subject: Unidentified Aerial Phenomenon

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 17, 1950, Los Alamos, New Mexico. OSI Cases 193-198

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-359

Page ID (PID) : NARA-PBB91-359
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 359 - 364

Date: Tue, 9 Aug 2005 20:36:47 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Re: AFOSI Case 199: Clovis, NM; March 20, 1950
To: Francis Ridge <nicap@insightbb.com>

All I could find is below, from:
Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

Spark's BBU:
March 20, 1950. 35 miles SE of Clovis, New Mexico. Morning. USAF pilot of T-6 saw a white spherical then elongated object flying at 2,000 mph.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-471

Page ID (PID) : NARA-PBB91-471
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 471 - 472

Date: Mon, 29 Aug 2005 15:01:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 24, 1950, Sandia Base, NM
To: Francis Ridge <nicap@insightbb.com>

At 1505 hours, three members of the 8450th MP (Military Police) Group observed a bright object about the size of a softball in the sky going north. The object was observed for approximately 4 or 5 minutes. The object was round and silver in color. Object was standing still at first then started traveling at around 700 MPH.

At 1547 hours, Pvt. Henry D. McMinn of the 8450 MP Group observed four round silvery objects at approximately 7000 feet over Sandia Base. The objects were faster than any jet. They flew level and then straight up.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1444

Page ID (PID) : MAXW-PBB7-1444
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll

Frames 1444 - 1452

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: AFOSI Case 209; 690th AC&W Members Report Metallic Cylinder
Date: May 1, 1950
Location: Kirtland AFB, NM

Francis Ridge:
This report is not an original BB unknown, and has not yet been included in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. However, it is listed in the AFOSI Catalog by Dr. Lincoln LaPaz. Details can be found at the link at the bottom of this directory. The Spot Intelligence Report, dated 2 May, briefly describes the sighting:

> On 1 May 1950, at approximately 1510 hours, Sgt. Jean W. Ortman, AF-16274854 and Pvt. Edward B. Hitchcock, AF-11202257, both members of the 690th AC&W Squadron, Kirtland AFB, New Mexico, observed a silver metallic object of a cylindrical shape. Said object was viewed for a second at which time it disintegrated. This observation was made from the Orderly Room, 690th. Aircraft Control and Warning Squadron at Kirtland Air Force Base, New Mexico.

For reports, documentation, analysis or discussions - see below:

OSI Case 209, NARA-PBB91-Docs 387-389 - BB Microfilm - Francis Ridge
The New Mexico Page

NICAP Home Page

Date: Wed, 8 Jun 2005 15:32:45 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Summary of Sightings of Unknown Aerial Phenomena, 17th District OSI

To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, 17th District OSI

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-407

Page ID (PID) : NARA-PBB91-407
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 91

Frames 407 - 479

Date: Wed, 3 Aug 2005 16:19:28 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: 15 June 1950 Memorandum, Studies of "Aerial Phenomena"
To: Francis Ridge <nicap@insightbb.com>

Memorandum concerning approval of limited dissemination of
Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-398

Page ID (PID) : NARA-PBB91-398
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 398 - 399

Date: Tue, 30 Aug 2005 15:26:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: July 19, 1950, Datil NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

Sergeant A. H. Raborn and Corporal Howard D. Locke, Air Police Squadron, Holloman AFB,, New Mexico, observed two round objects about the size of a softball, moving slowly ten degrees above the horizon. Objects changed color from green to red to redish brown. Objects were very bright.

Datil is approximately 40 miles west of Socorro, New Mexico.

This report is not listed on Project Blue Book Master Index.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-507

Page ID (PID) : NARA-PBB91-507
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 507 - 509

Date: Sat, 6 Aug 2005 19:43:25 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: August 1, 1950, Los Alamos, New Mexico, Unidentified Aerial Phenomena
To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-504

Page ID (PID) : NARA-PBB91-504
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 504 - 505

Date: Tue, 23 Aug 2005 19:50:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: August 7, 1950, Santa Fe, NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

August 7, 1950; Santa Fe, NM
4 a.m. [?] USAF fighter pilot Frazier with 93rd FI Sq saw black object at 20,000 ft disappear in the distance. (BBU Sparks, Project 1947; FUFOR Index)
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August 7 1950, Santa Fe, NM, UFO report

Unidentifiable object seen by 1st Lt. Henry W. Frazier USAF 93rd Fighter Squadron, Kirtland AFB, New Mexico, while he was flying 30,000 feet over Santa Fe New Mexico. Lt. Frazier descended towards the object which disappeared in the distance even though he was flying at 620 MPH.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-497

Page ID (PID) : NARA-PBB91-497
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 497 - 499

Date: Sat, 13 Aug 2005 18:41:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: September 17, 1950, Tatum, New Mexico, UFO report
To: Francis Ridge <nicap@insightbb.com>

An orange red ball or disc-shaped object seen moving about.
Tatum, New Mexico, is approximately 40 miles east of Roswell

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-386

Page ID (PID) : MAXW-PBB8-386
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frames 386 - 390

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 09; Radar Cases

Subject: Radar-Inspired National Alert
Date: December 6, 1950
Location: New Mexico/Texas Border

Bruce Maccabee:
For an hour the United States military was under a condition of national emergency during the morning of December 6, 1950. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related? This paper contains a discussion of the possibility that a flight of saucers caused the emergency and that the crash of one of them near the Texas-Mexico border on or about December 6, 1950 caused the immediate high alert.

For reports, documentation, analysis or discussions - see below:

1950 Alert - Robert Todd file - group one documents (5-page pdf)
The next four files contain a total of 24 documents obtained by Robert Todd
1950alert_1-6.pdf
1950alert_7-12.pdf
1950alert_13-18.pdf
1950alert_19-24.pdf
The Mystery of December 6, 1950 - Maccabee (MUFON SYMPAP99)
Report Synopsis (UFO Updates) - Bruce Maccabee
Comments on case (UFO Updates) - David Rudiak
FBI Memo, Dec. 5th, 1950, Detection of UFOs over Oak Ridge, KY
FBI Memo, Dec. 8, 1950, Immediate High Alert
From Gen. George Marshall Biography - Todd Zechel files, submitted by Jan Aldrich (pdf file)

The New Mexico Page
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 1; Distant Sightings

Subject: Six Witnesses From General Mills Report Objects Circled Balloon
Date: January 16, 1951
Location: Artesia, NM

Francis Ridge:
This report is not a BB unknown but probably should be. The Blue Book Archives themselves tell us this much: Jan 16, 1951; Artesia, New Mexico. Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manger of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: There was some confusion over the date of this case, with some records showing 1952 as the year. However

For reports, documentation, analysis or discussions - see below:

Two Unusual Objects Over Artesia, NM - BB Archives - Dan Wilson
January 16, 1951; Artesia, New Mexico - BB Archives - Dan Wilson
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category: 08; Photographic Evidence

Subject: Project TWINKLE Photographed UFO
Date: March 24, 1951
Location: Holloman AFB, Alamogordo, NM

Francis Ridge:
Not listed among the original BB Unknowns, this case IS listed in the Comprehensive Catalog of Project Blue Book Unknowns, by Brad Sparks.

5:55-6:00 PM (MST). Project TWINKLE personnel photographed, witha Leica 3c 50 mm camera, an unidentified elliptical object with major axis 8:31 arcmins minor axis 6.43 arcmins (0.1385 degrees and 0.1057 degrees).

For reports, documentation, analysis or discussions - see below:

Holloman AFB photo by tracking camera - BB Microfilms - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Mon, 15 Aug 2005 17:00:09 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 1, 1951, Los Alamos, NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1146

Page ID (PID) : MAXW-PBB8-1146
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frame_1146

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See also: Project Twinkle Final Report
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB1-905

Page ID (PID) : MAXW-PBB1-905
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 1

Frame_905

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB1-891

Page ID (PID) : MAXW-PBB1-891
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 1

Frame_891

Date: Fri, 6 May 2005 21:03:54 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: October 2, 1951, White Sands, New Mexico, 3 seperate UFO reports.

To: Francis Ridge <nicap@insightbb.com>

Three seperate reports from White Sands, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB9-238

Page ID (PID) : MAXW-PBB9-238
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 9

Frames 238 - 256

Page Scan | Page Text |

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Page Scan | Page Text |

Page Scan | Page Text |

National Investigations Committee On Aerial Phenomena

Category: 01; Distant Encounters

Subject: Flattened Oval Object As Large As B-29
Date: March 15, 1952
Location: Sandia Mountains, Kirtland AFB, NM

Francis Ridge:
Not listed among the original BB Unknowns, this case IS listed in the Comprehensive Catalog of Project Blue Book Unknowns, by Brad Sparks. Very little can be found regarding this incident apparently because the Air Force claimed "No conclusions. Report too late to investigate". However this much was found:

> Sandia Mtns (Kirtland AFB?), NM. 4:30 PM (MST). (McDonald list, BB Rep 7), 15 minutes. Dull aluminum object, shaped like a flattened oval and as large as a B-29 fuselage. 150-200 mph and stationary. 10,000 feet. AF officer.

For reports, documentation, analysis or discussions - see below:

Dull Aluminum Object Seen Nr Sandia Mountains, Kirtland AFB, NM; Mar 15, 1952 - BB Microfilms - Francis Ridge
The New Mexico Page

NICAP Home Page

Date: Tue, 9 Aug 2005 20:56:25 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: April 24, 1952; Clovis, New Mexico. 8:10 p.m.

To: Francis Ridge <nicap@insightbb.com>

This incident is listed among the original Project Blue Book unknowns as case #1151, and also listed in the updated Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks:

April 24, 1952. Clovis, New Mexico (34.40° N, 103.21° W). 8:10 p.m. USAF Flight Surgeon Maj. E. L. Ellis saw many orange-amber lights, sometimes separate, sometimes fused, behave erratically, varying speed from motionless to very fast. (Berliner; FUFOR Index)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-212

Page ID (PID) : MAXW-PBB10-212
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 212 - 215

Date: Sat, 20 Aug 2005 18:59:52 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 30, 1952, Moriarity, NM, Radar UFO report
To: Francis Ridge <nicap@insightbb.com>

Blue Book Unknown (Sparks)
April 30, 1952. Moriarty AFS, New Mexico (35° 1'50" N, 105°49' 0" W). 7:40 and 7:46 a.m. (MST). CPS-5 radar tracking of 4,000 mph first target at 230° azimuth (about SW) at 149 miles range moving 11 miles per 10-sec sweep for 4 sweeps heading into the radar site. 2nd track at 7:46 a.m. of 4,000 mph target at 280° azimuth (about W) at 140 miles moving 11 miles per 10-sec sweep for 6 sweeps [toward the radar] until disappearing at about 70 miles range. (McDonald files; Jan Aldrich; FUFOR 30-40 secs, then 60 seconds)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-307

Page ID (PID) : MAXW-PBB10-307
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 307 - 319

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Date: Mon, 15 Aug 2005 21:28:41 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: May 23, 1952, Kirtland AFB, NM, UFO report
To: Francis Ridge <nicap@insightbb.com>

Silver circular object with dome seen by several Air Force officers
Visual sighting with telescope, theodolite, and binoculars
Attempted radar and airborne interception

CCPBBU by Sparks lists the case as #429.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-840

Page ID (PID) : MAXW-PBB10-840
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 840 - 854

Form: FI-4
Date: Wed, 3 Aug 2005 16:45:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: June 5, 1952; Albuquerque, New Mexico (BBU 1256)

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

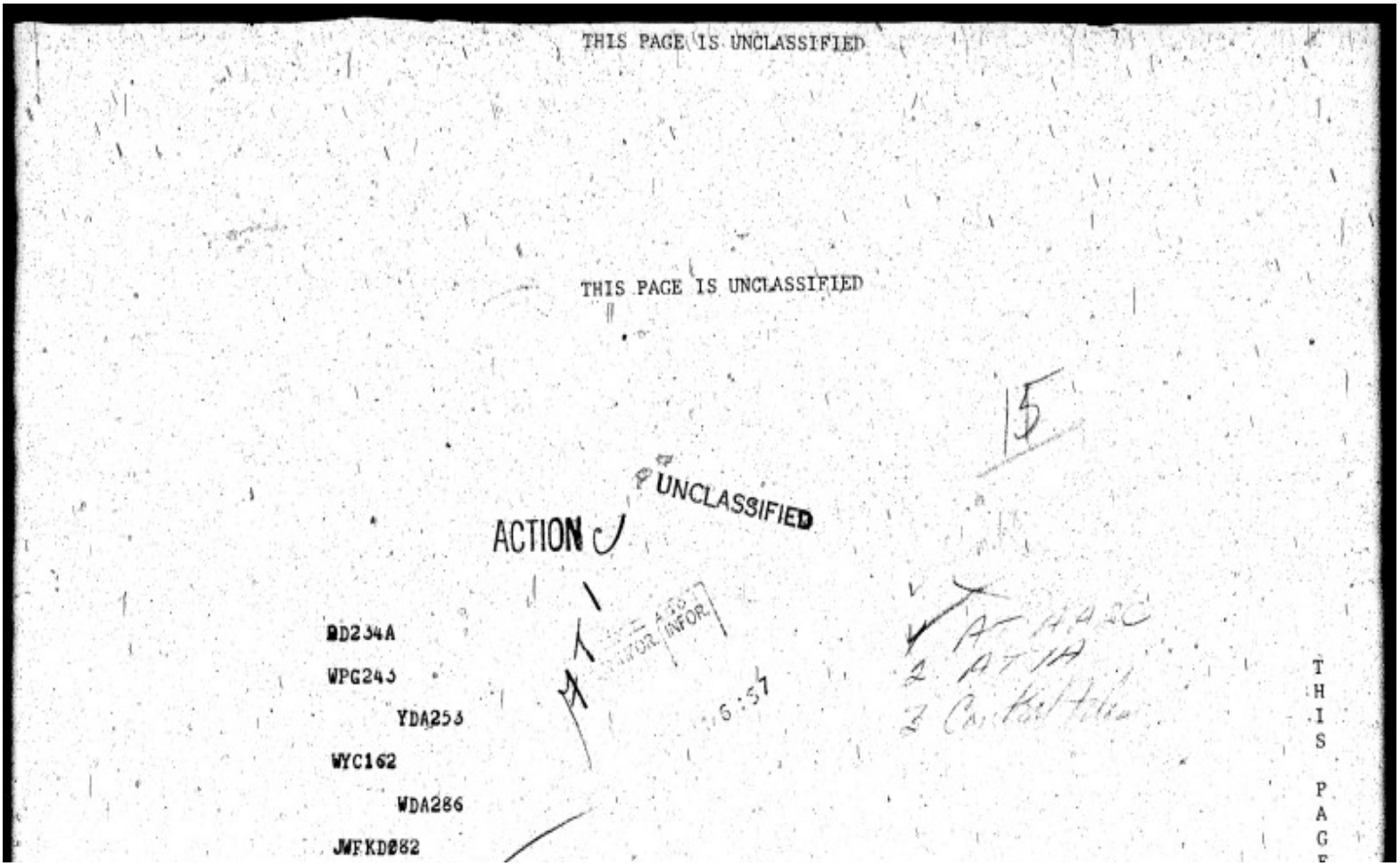
June 5, 1952; Albuquerque, New Mexico
6:45 p.m. Witness: S/Sgt T.H. Shorey. One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds.

S/Sgt. Shorey was a member of the elite 4925 Test Group (Atomic), based at Kirtland AFB, New Mexico.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-1072

Page ID (PID) : MAXW-PBB10-1072
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 1072-1073



RR JEPHQ JEDWP JEDEN JEPYB 444

DE JWFKD 43

R 0617302 ZNJ

FM CO 4901ST SPT WG /ATOMIC/ KIRTLAND AFB NMEX

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASHDC

JEDWP/AIR TECHNICAL INTELLIGENCE CTR WPAFB OHIO ATTN ATIAA-2C

JEDEN/CG ENT AFB COLO

JEPYB/CG ARDC BALTO MD

[redacted] AQQ-WCKO-6-1 X FLYOBRPT ONE RND SHINY OBJECT SIGHTD VISUALLY FR GROUND AT APPROX 1845 MST 5 JUNE SE QUADRANT ALBUQUERQUE X FLYING NORTH AT VERY HIGH SPPED AND ALT X PASSED ABOVE B-29 ON E CRSE AT APPROX 10000 FT X NO NLOUDS ALL QUADRANTS X V VISIBILITY 60 MI WINDS E 20 MPH X OBSERVER S/SGT T. H. SHOREY OF 521 S CEDAR ST ALBUQUERQUE X

06/2222Z JUN JWFKD

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

AF FORM 112—PART I
APPROVED 1 JUNE 1948

ATIP 4 [redacted]

UNCLASSIFIED

COUNTRY	REPORT	(LEAVE BLANK)
U.S.	DR-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Objects (FLYOBRPT)	
AREA REPORTED ON: Albuquerque, New Mexico	FROM (Agency): ~~Hq 4901st Support Wing (Atomic)~~ Kirtland Air Force Base, New Mexico
DATE OF REPORT: 9 June 1952	DATE OF INFORMATION: 6 June 1952
EVALUATION: C-3	
PREPARED BY (Officer): Major Roy L. Huddleston, USAF	SOURCE: S/Sgt T.H. Shorey, USAF
REFERENCES (Control number, directive, previous report, etc., as applicable): AFL #200-5 and TWX AQQ-WCKO 6-1	

SUMMARY: (Short concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II)

One object was observed from the ground at 1845 on 5 June 1952 by S/Sgt T.H. Shorey of 4925th Test Group (Atomic), Kirtland Air Force Base, New Mexico at his home at 521 South Cedar Street, Albuquerque, New Mexico. This address is approximately in the center of the city. The object was round in shape, but of indeterminable size. It had a very shiny luster but neither made noise nor left a trail. Its speed was described by the observer as approximately five or six times that of the F-86. It was first

sighted at an angle of 80° to the observer on its north course which involved no apparent maneuvers or change of altitude. The object was observed for approximately six seconds in which time it covered the remaining distance across the horizon. The object crossed above a B-29 or B-50 which was flying on an easterly course at approximately 10,000 feet. It was believed by the observer that the object was at a much greater altitude than the bomber. There were no clouds with 60-mile visibility and easterly winds aloft of 20 MPH. S/Sgt Shorey's duty in the 4925th Test Group (Atomic) is in the engineering field. His observations from the mechanical viewpoint should be credited as fairly reliable. He has had experience in judging altidudes and speeds by observing F-86's in flight with knowledge of their speed and altitude.

APPROVED:

MARION R. McCRACKIN
Lt Col, USAF
Wing Operations & Training Officer

None
INCLS

DISTRIBUTION BY ORIGINATOR

Chief, Air Technical Intelligence Center, ATTN, ATIAA-2c
Wright-Patterson AFB, Ohio

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted]

UNCLASSIFIED

39—88880-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950 O—921331

PAGE IS UNCLASSIFIED

Date: Fri, 5 Aug 2005 16:08:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: July 18, 1952, Placitas, New Mexico
To: Francis Ridge <nicap@insightbb.com>

July 18, 1952, Placitas, New Mexico

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-578

Page ID (PID) : NARA-PBB91-578
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 578 - 580

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 02; Close Encounters

Subject: Close Encounter at White Sands
Date: November 25, 1952
Location: White Sands, NM

Francis Ridge:
This incident is not listed among the BB Unknowns but is listed in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks as item 693: Nov. 25, 1952. White Sands, New Mexico. (McDonald list). The BB documents linked at the bottom of this directory, however, describe a close encounter after a major UFO flap in 1952.

BB Microfilm:
While returning to White Sands Proving Ground from Wm Beaumont Hospital, at approximately 2030 hours on 25 November 1952, I observed what appeared to be flares, or pyrotechnics, on the right side of the road. My first thought was that these objects were flares that were being fired by troops on a night project. However, shortly thereafter a matter of seconds I observed what appeared to be a flare land right in the middle of the road, about three or four hundred yards distant. It assumed the shape of a ball, having a green center, fading to a light hazy blue at the exterior. This light disappeared before my car arrived at the spot. After observing this light, I thought that the Department of Army had a new type pyrotechnics that I was not familiar with that they were using on a night problem. Approximately three to five minutes later I observed a light, or series of lights, approaching from the right side of the road, in the heavens, at an altitude of about three to five hundred feet and between 1/4 and 1/2 mile distant. I thought that probably, in conjunction with the night problem, this was an airborne drop of troops. I first thought it might be a C-119 or a C-123. However, this object made a right hand turn above the road and then disappeared at an angle of approximately 90 degrees straight into the sky. I cannot state whether it was a plane or a type of aircraft. I can merely state that there were two rows of what appeared to be windows, brilliantly lighted, and I would estimate that they were five to six feet in height and six to eight windows in each of the two rows. After this object disappeared, I stopped my car and got out to see if I could see a plane but could see nothing. I turned off the motor on my car to see if I could hear the motors of a plane, but I could near no sound. I then proceeded to White Sands Proving Ground."

For reports, documentation, analysis or discussions - see below:

The New Mexico Sightings, November 25, 1952 - MAXW-PBB1-722 - Dan Wilson
The New Mexico Page

NICAP Home Page

Date: Tue, 9 Aug 2005 21:08:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 31, 1953, Albuquerque, New Mexico, UFO report
To: Francis Ridge <nicap@insightbb.com>

January 31, 1953, Albuquerque, New Mexico, UFO report

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-693

Page ID (PID) : NARA-PBB91-693
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 693 - 702

Date: Tue, 9 Aug 2005 21:30:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Feb.17, 1953, Los Alamos, New Mexico, UFO report
To: Francis Ridge <nicap@insightbb.com>

Witness: Security Inspector at Los Alamos
The witness had been alerted by Protective Force Network to be on alert for unidentified object.(See frame 708.)

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-703

Page ID (PID) : NARA-PBB91-703
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 703 - 711

Frame 708

Date: Thu, 11 Aug 2005 00:02:41 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 18, 1953, Los Alamos, New Mexico, UFO report

To: Francis Ridge <nicap@insightbb.com>

Round fiery object seen east of Los Alamos, New Mexico, on February 18, 1953, at 0127 hrs.
Time in sight: Approximately 1/2 minute
Speed: Approximately 100-150 MPH

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-712

Page ID (PID) : NARA-PBB91-712
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 712 - 718

Form: 97NCP
Date: Updated 5 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: The Kirtland UFO Incident; Albuquerque, New Mexico; November 4, 1957

Francis Ridge:
Apparently the UFO flew right-to-left along the East-West runway, then turned SW toward the tower, stopping near the nuclear weapons storage area for about a minute. McDonald mentioned that the UFO stopped near the Kirtland "Drumhead Area" where the B-58 operated. If the object hovering near a WSA (Weapons Storage Area) didn't get your attention, you have to read what the implications might have been with the B-58 "Hustler"! See Joel Carpenter's preliminary analysis link below. And there's a lot more.

CAA tower personnel, R.M. Kaser and E. G. Brink, were reliable observers with 23 years of airport control tower experience between them. A lighted object came down steeply at the east end of a runway, left the flight line, crossed runways, taxiways, and unpaved areas at about a 30 degree angle, and proceeded southwest towards the control tower at an altitude of less than 100 feet. Observed through through 7x binoculars, the object appeared to be egg-shaped, having no wings, tail, or fuselage, and was elongated vertically. It appeared to be fifteen to twenty feet tall, about the size of an automobile standing on its nose, and had a single white light at its base. After the UFO left the area it was tracked on a CPN-18 surveillance radar and it exhibited some amazing flight characteristics. The object also came back towards Kirtland until it took up a position behind an Air Force C-46 that had just taken off. It stayed in position behind the C-46 until they both moved out of radar range.

There have been several UFO incidents in and around Kirtland AFB through the years. A questionable one happened in 1980, but the one of November 4th, 1957, was one that has stood the test of time and has been well covered by Hynek, McDonald, etc.

Here's the full story.

Statement on UFOs Submitted to the House Committee on Science and Astronautics, July 29, 1968 - James E. McDonald
FOIA Documents Directory (CUFON)
The Complaint Form (CUFON)
The Actual Document, Page 1
The Actual Document, Page 2
Manzano area 8-pic montage from TerraServer
Kirtland Underground Munitions Storage Complex, NM (UGS Photo 6 Oct 1996)
UFO Landing Near Kirtland AFB: Welcome to the Cosmic Watergate - Bruce Maccabee
Image of map A
Image of map B
The Kirtland Air Force Base Sightings - Loy Lawhon

The NCP Home Page
NICAP Home Page

Date: Fri, 1 Apr 2005 02:28:27 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: UFOs at Camp Hood. Facility became a national stockpile site in 1948

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Page ID (PID) : NARA-PBB88-551
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 88
Alt Roll ID : NARA T1206-88
Frame No. : 551

Alt Roll ID : NARA T1206-88
Frame No. : 566

<>

Date: Mon, 4 Apr 2005 16:24:52 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood/Killeen Base Reports
Original AFOSI Catalog, Items 62-100

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

AlAlt Roll ID : NARA T1206-91
Frame No. : 422

Alt Roll ID : NARA T1206-91
Frame No. : 428

Alt Roll ID : NARA T1206-91
Frame No. : 433

Page Scan | Page Text

Alt Roll ID : NARA T1206-91
Frame No. : 435

Page Scan | Page Text

These are all from:

Alt Roll ID : NARA T1206-91
Frame No. : 397

Frame 398

Frame 399

Date: Fri, 8 Apr 2005 15:32:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 2-3, 1949, Los Alamos/ Then Killeen Base

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

This a very interesting time. On March 2 and 3, 1949, there are two UFO reports from Los Alamos, and then on March 6,7,8, 1949, we have UFO reports from Killeen base, and then on the March 8, 1949, we have another UFO report from Los Alamos. Just a wild quess--maybe atomic weapons are being tranferred from Los Alamos to Killeen Base. Would be nice to see a log of when weapons were moved from Los Alamos during 1949.

Alt Roll ID : NARA T1206-1
Frame No. : 22

Alt Roll ID : NARA T1206-88
Frame No. : 551

Alt Roll ID : NARA T1206-1
Frame No. : 23

More --UFO report at Los Alamos on May 3, 1949, and then UFO report from Camp Hood on May 6, 7, 1949

Alt Roll ID : NARA T1206-1
Frame No. : 25

More-- UFO report at Los Alamos on June 2, 1949, then UFO report at Camp Hood June 6, 1949. UFO report at Los Alamos on June 11, 1949, then UFO report at Camp Hood, June 13, 1949.

Alt Roll ID : NARA T1206-1
Frame No. : 27

Green Fireball/UFO reports from Los Alamos/Sandia Base Feb.-Apr. 1949.

Alt Roll ID : NARA T1206-90

Frame No. : 1014

Alt Roll ID : NARA T1206-90
Frame No. : 1011

Form: 97 BB
Date: Tue, 07 Nov 2006 19:43:34 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 6, 1949; Killeen Base, Camp Hood, Texas (BBU)

Cat: 2
To: Francis Ridge <nicap@insightbb.com>

March 6, 1949; Killeen Base, Camp Hood, Texas (BBU)
8:20 p.m. (AFOSI 29 & 30) Army Sgt. Hubert Vickery and PFC John Ransom on patrol at the AFSWP (Armed Forces Special Weapons Project) nuclear weapons storage site saw a blue-white oblong object about 2 ft x 1 ft in size travel S from 286° to 279° azimuth elevation 5°45'. Other sightings by Army patrols from 8:30 p.m. to 2 a.m. (FOIA)

Report stated that several sightings of unusual "light" phenomena in the atmosphere above Site Baker (Q Area) had been made by security personnel.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-556

Page ID (PID)	NARA-PBB88-556
Collection	National Archives (NARA)
Roll Description	NARA Blue Book Roll 88
Document Code	T1206-88

Frames 556 - 557

Date: Fri, 2 Sep 2005 14:58:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 7, 1949, 0115 - 0130 hours, Killeen Base Camp Hood, Texas OSI Case 32

To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 7, 1949, 0115 - 0130 hours, Killeen Base, Camp Hood, Texas, OSI Case 32

Pvt. Paul C. Bryant, 42nd AIB Co A
Observed a bright blue light like a flash bulb.
Apparent size: Basketball
Altitude: 27 degrees 30 minutes above the horizon

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-716

Page ID (PID) : MAXW-PBB5-716
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 716 - 717

Date: Thu, 1 Sep 2005 16:25:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 7, 1949, Camp Hood, Texas, OSI Case 34

To: Francis Ridge <nicap@insightbb.com>

PFC. Max Eugene Manlove, 1st Provost Squadron, Camp Hood, Texas, observed a teardrop-shaped object, orange in color, drop vertically in front of him. Observation time: 2 seconds.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-712

Page ID (PID) : MAXW-PBB5-712
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 712 - 713

Date: Fri, 2 Sep 2005 15:20:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 8, 1949, 0103 hours, Point #6 Killeen Base, Camp Hood, Texas OSI Case 39

To: Francis Ridge <nicap@insightbb.com>

March 8, 1949. Killeen Base, Camp Hood, TX
2 a.m. Army infantrymen in separate locations 1/2 mile apart sight different lights, one white seen by Payne, the other, by Cpl. Luke Sims, was of a yellowish red light in level flight crossing 60° of sky. (FOIA; FUFOR Index)

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico

March 8, 1949, 0103 hours, Point #6, Killeen Base, Camp Hood, Texas, OSI Case 39

Cpl. Luke Burke Sims, 42nd AIB Co. A, observed an object that was lemon-shaped with a tail, reddish nose, whitish red trail. Object performed arc during flight.
Altitude: 15 degrees

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-725

Page ID (PID) : MAXW-PBB5-725
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 725 -726

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: The Killeen Base/Camp Hood Incidents
Date: March 17, 1949
Location: Camp Hood, TX

Francis Ridge:
UFOs have been seen where uranium and plutonium are mined and manufactured, where bomb development takes place, and where the bombs are stored, such as Killeen Base. Even where the bombs are transported to the testing areas (USS Curtiss). Surprisingly, the Camp Hood/Killeen incidents are even listed in the Project Blue Book "Unknowns" (case319).

Brad Sparks:
7:52 p.m. Capt. Horace McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, was preparing the test firing of flares in order to prove recent sightings were mistakes when he and his men themselves saw aerial phenomena, 7 separate sightings by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (FOIA)

Loren Gross:
After becoming a true bomb factory, Sandia (Base) shipped assembled bombs to Fort Hood, Texas, where there was a secure storage site guarded by the 12th Armored Infantry Battalion under the command of the Fourth Army...due to the difficulties previously mentioned (NCP-01 - Loren Gross), it wasn't until the spring of 1949 that the U.S. manufactured enough bombs to have a "stockpile." It is suggested that the "green fireballs" that appeared over Sandia in late 1948 bear a direct relationship to a sudden ramp-up of American nuclear weapon production. Also, later, in March,1949, when strange "flares" appeared around the "Q" area at Fort Hood, it is suggested that this interest by the UFOs was triggered by the recent arrival of the first shipment of atomic bombs which was stored as America's first nuclear bomb stockpile.

For reports, documentation, analysis or discussions - see below:

March 17, 1949, "Q" Area, AFWP, Camp Hood - BB docs - Dan Wilson
The Texas Sightings Page

NICAP Home Page

Date: Mon, 4 Apr 2005 17:13:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood, March 21, 1949 Report
Incidents of March 17 & 18, 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Here are three more pages of the Fort Hood report

Alt Roll ID : NARA T1206-88
Frame No. : 567

568 and 569 also

Date: Thu, 8 Sep 2005 15:24:42 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 28, 1949. SE of Killeen Base, Camp Hood, TX
To: Francis Ridge <nicap@insightbb.com>

April 28, 1949. SE of Killeen Base, Camp Hood, TX
8:30-10 p.m. Several Army security patrols sighted a variety of strange lights, mostly slowmoving changing color from white to red to green, one with a red blinking light, one with a "coneshaped affair" trailing in the rear similar to one seen the day before. (FOIA)
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http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1570

Page ID (PID) : MAXW-PBB5-1570
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 1570, 1579 - 1633

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1579

Date: Thu, 7 Apr 2005 16:56:53 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood, May 4, 1949 Document Exercise Appears To Be In Response to Frequent "Lights"

To: Francis Ridge, NICAP Site Coordinator <nicap@insightbb.com>

These documents are from www.bluebookarchive.org/

Roll number 88
page 767

This exercise appears to be in response to the frequent "lights" seen at Camp Hood and Killeen Base, in March and April 1949.

Alt Roll ID : NARA T1206-88
Frame No. : 767

Alt Roll ID : NARA T1206-88
Frame No. : 771

Alt Roll ID : NARA T1206-88

Frame No. : 772

Date: Mon, 4 Apr 2005 22:23:42 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Reports from Camp Hood, May 6,7,8, 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Alt Roll ID : NARA T1206-88
Frame No. : 772

Camp Hood

Alt Roll ID : NARA T1206-88
Frame No. : 776

Alt Roll ID : NARA T1206-88
Frame No. : 778

Date: Wed, 6 Apr 2005 14:40:37 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood sightings 6 May - 7 July 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Microfilm roll 88
page 1093

Alt Roll ID : NARA T1206-88
Frame No. : 1093

Alt Roll ID : NARA T1206-88
Frame No. : 1098

Alt Roll ID : NARA T1206-88
Frame No. : 1102

Date: Thu, 7 Apr 2005 17:10:19 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood Reports// May and June 1949.

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Roll number 88
Page 1103

Page Scan | Page Text

Page Scan | Page Text

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1152

1153

1154

1155

1156

1157

Roll 88
Page 1158

Form 97-BB Doc
Date: Fri, 23 Sep 2005 16:13:37 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: May 6, 1949, 2040 to 2130 hours, Camp Hood area, Texas

Cat: 1
To: Francis Ridge <nicap@insightbb.com>

<>Blue Book Unknown, Sparks catalog
UFO observation network using Army artillery observers (Ward?), established 2 days earlier, tracks its first object. (FOIA; Jan Aldrich)

Brilliant light seen approximately 4000 yards distant.

Witness: Lt. Mardell E. Ward, Hq. 14th A.F.A. Bn, Task Forces Commander

Apparent size of object: Half dollar held at arm's length
Color: Pinkish to green
Time in sight: 50 minutes
Speed: Very slow
Altitude: Approximately 1200 ft. dropping to 440 feet.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB6-122

PAGE INFO

Page ID (PID) :	MAXW-PBB6-122
Collection :	Maxwell Blue Book
Roll Description :	Project Blue Book Roll 6

Frames 122 - 123

Date: Thu, 7 Apr 2005 16:54:59 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Vicinity of Camp Hood, 22 April --6 May 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

This is an amazing document.
Page 5 -- A major conference with many high ranking officials attending, especially **H. L Gandy, Lieut. Col, Commanding Officer, Killeen Base.**

Page 6.-- "During the day(May 5 conference day), all representatives of Fourth Army expressed **great concern** about the unknown phenomena as they **believed the sightings to be valid.**"

"**a sufficient number of manifestations to cause grave concern**."

"simce the airstrip was on property which had been turned over to the supervision and control of the Eighth Air Force" Meaning the airstrip at Killeen Base. This would later become Gray AFB.

Page 7.-- "they had sightings made at Fort Worth of high speed aerial objects"

"On 19 May 1949, the plan for the reporting phenomena as drawn up by Fourth Army was furnished this office. Date of this plan is **4 May 1949,** and provides for a precise and comprehensive observers network in the Camp Hood area adjacent to Camp Killeen."

Check the document I sent you about ARTILLERY TRAINING FORCE Dated **4 May 1949**

Page 7 -- "agencies were unanimous in agreeing that the **new observation system** instituted by Fourth Army provided precise results and definitely indicated that the unknown phenomena in the Camp Hood area **could not be attributed to natural causes**."

Microfilm roll 88

Frame/page 757

NARA T1206-88
Frame No. : 757

760

761

762

763

88
764

Date: Tue, 13 Sep 2005 17:51:07 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: June 6, 1949. Killeen Base, Camp Hood, TX
To: Francis Ridge <nicap@insightbb.com>

June 6, 1949. Killeen Base, Camp Hood, TX
9:05-9:08 p.m. Williams, Jones and others in UFO observation and triangulation network tracked a hovering orange object about 30-70 ft in diameter, 2 mils angular size, 1 mile above ground, 3 miles S of the observation post, 4-1/2 miles S of the Plotting Center, which suddenly started moving in level flight then exploded in a shower of particles. (FOIA; FUFOR Index)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB6-820

Page ID (PID) : MAXW-PBB6-820
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 6

Frames 820, 836 - 839

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB6-836

Date: Mon, 19 Sep 2005 16:09:18 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Report from Camp Hood/ Killeen Base to Commanding General Eighth Air Force, Carswell AFB

To: Francis Ridge <nicap@insightbb.com>

Report from Camp Hood/ Killeen Base to Commanding General Eighth Air Force, Carswell AFB, Fort Worth, Texas, covering 23 reports of unnatural phenomena from March 6, 1949, through May 24, 1949, includes: **Date, Time, Coordinates, and Altitude.**
<>

Date: March - May 1949
Location: Camp Hood, Fort Worth, Texas Area
Number of Objects: Multiple

Headquarters **7 June 1949**
4001st Base Service Squadron
Camp Hood, Killeen Base

Subject: Report on Unnatural Phenomena
To. Commanding General Eighth Air Force
Carswell AFB, Fort Worth, Texas
Attention: Director of Intelligence

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-626

Page ID (PID) : MAXW-PBB5-626
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 626 - 629

Date: Fri, 9 Sep 2005 20:55:31 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: August 15, 1949, Dallas, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

August 15, 1949, Dallas, Texas, UFO report

Mrs. Allen and Mrs. Jean West observed 4 perfectly silver round flat discs flying in a straight line from northwest to southeast for 3 minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-246

Page ID (PID) : MAXW-PBB7-246
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 246 - 250

Date: Mon, 12 Sep 2005 21:11:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 2, 1950, 20 Miles East of Rock Springs, Texas, 10th District OSI Unconventional Aircraft Report

To: Francis Ridge <nicap@insightbb.com>

Witness observed a disc-shaped object flying low, estimated at 500 feet. Object was 35-40 feet in diameter, 15-18 feet thick, grayish white in color, with steam or vapor streaming from the rear. Object made a complete turn in a small valley and then moved on at at hight rate of speed in a westerly direction.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-875

Page ID (PID) : NARA-PBB90-875
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 90

Frames 875 - 877

Date: Mon, 12 Sep 2005 20:48:54 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February 11, 1950, Waco, Texas
To: Francis Ridge <nicap@insightbb.com>

February 11, 1950, Waco, Texas, 2230 hours. 10th District OSI report

Two witnesses observed two objects "like little moons" traveling at a high rate of speed in a northerly direction, over Waco, Texas.

This sighting not listed in Project Blue Book Master Index.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-873

Page ID (PID) : NARA-PBB90-873
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 90

Frames 873 - 874

Date: Mon, 12 Sep 2005 21:29:22 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Study of Aerial Phenomena, 10th District OSI, Kelly AFB, Texas
To: Francis Ridge <nicap@insightbb.com>

Summary of "Aerial Phenomena" incidents within the 10 District

Page 4

5. It is the opinion of the undersigned that the "phenomena" do exist

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-880

Page ID (PID) : NARA-PBB90-880
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 90

Frames 880 - 884

Date: Tue, 13 Sep 2005 18:17:06 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sunday, April 16, 1950, Fort Worth, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

Veteran Radar Bombardier Ira Maxey took pictures of half circular objects over Fort Worth, Texas, on Sunday, April 16, 1950.

Article appeared in Fort Worth Star Telegram April 18, 1950.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-194

Page ID (PID) : NARA-PBB92-194
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 194 - 195

Date: Tue, 13 Sep 2005 18:15:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 18, 1950, Near Memphis, Texas, UFO Report To: Francis Ridge <nicap@insightbb.com>

April 18, 1950. Near Memphis, Texas. 9 a.m.-12:40 p.m. (CST). CAA observers in Clarendon, Texas, saw unidentified object to the SE while observers in Childress about 50 miles SE saw object to NW and triangulated stationary object midway in between near Memphis, for 3+ hrs beginning at 9 a.m., which did not move significantly despite winds aloft. Northrop engineering test pilot Max Stanley and observers Lloyd Balsam and Sam F. West were asked to intercept object as they were about to take off in F-61C (AF 8357) from Amarillo on an MX-775 test (Navaho cruise missile celestial guidance test), and a B-36 also took off from Ft. Worth to intercept. At about 12:20 p.m., F-61C crew reached 20,000 ft near Memphis and saw a translucent silver spherical shaped object to the SE at "considerable distance" at 30,000+ ft with "prominent detents" top and bottom with a dark vertical streak or shadow, and streak tilted occasionally resulting in object moving laterally slowly and briefly, with no visible means of propulsion. Object was visible only when sunlight intermittently reflected on it. Contact with CAA Amarillo Range Station revealed no other aircraft in area at high altitude. Northrop crew flew 10 mins at 200+ mph (150 mph IAS) toward object but could not overtake it though apparently closed distance so that object was better observed, appearing as if possibly a weather balloon, however CAA Amarillo denied the possibility due to winds aloft and extreme length of CAA observation. Object then disappeared behind or into a deck of high altitude cirrus clouds. F-61C continued on SE heading for about 5 mins at 30,000 ft and UFO reappeared slightly to the right and higher, very close to the base of the cirrus cloud deck, and much closer than when it had disappeared. UFO angular size 1/2 of full moon. F-61C made radio contact with B-36 crew at 46,000 ft, above the cloud layer who could not see object. UFO then disappeared again behind or into a cloud [probably after < 1 min], F-61C circled for about 5 mins, then regained object for about 30 secs in a break between 2 clouds before losing sight of it for the last time. F-61C had to descend due to depletion of oxygen supply, 2-3 mins later B-36 broke off attempted intercept too. (Jan Aldrich) 3+ hrs 5+ witnesses 1/2 Full Moon triangulation; test pilot

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1593

Page ID (PID) : MAXW-PBB7-1593
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1593 - 1596

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April 18, 1950, Near Memphis, Texas, UFO report

Reported in Fort Worth Star Telegram on April 19, 1950

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-191

Page ID (PID) : NARA-PBB92-191
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 92

Frames 191 - 192

Date: Tue, 13 Sep 2005 18:39:04 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 18, 1950, Sherman Texas, OSI District 23, UFO Report

To: Francis Ridge <nicap@insightbb.com>

Two witnesses, housewifes of military personnel observed 18 to 20 flat circular objects with polished silver surface in the air over Sherman, Texas.

Report not listed in Project Blue Book Master Index.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-196

Page ID (PID) : NARA-PBB92-196
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 92

Frame 196

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There is a report of "Flying Saucers" seen at Sherman, Texas, in the article below from the Fort Worth Star Telegram of April 19, 1950.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-192

Red Star is Sherman, Texas

Map

Date: Thu, 15 Sep 2005 16:39:51 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: June 27, 1950; Texarkana, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

June 27, 1950; Texarkana, TX (BBU 738)
7:50 a.m. Red River Arsenal employees Terrell and Yates saw a bright object shaped like two dishpans face-to-face, fly straight and level at high speed. (Berliner)

<>
Red River Arsenal employees Mr. A.E. Terrell and Mr. L.D. Yates observed a bright object shaped like two dishpans turned together, fly straight and level at high speed. Object in sight for 4-5 seconds.

Project Blue Book Unknown

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1686

Page ID (PID) : MAXW-PBB7-1686
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1686 - 1690

Date: Mon, 12 Sep 2005 21:50:10 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 23, 1950, San Antonio, Texas, 10 District OSI UFO Report

To: Francis Ridge <nicap@insightbb.com>

M/Sgt XXXX Lackland AFB, and his family observed an egg-shaped object, silver in color, traveling to the NE at 500 to 700 MPH

Witnesses convinced that the object was an aircraft.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-890

Page ID (PID) : NARA-PBB90-890
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 890 - 891

Date: Fri, 9 Sep 2005 20:23:54 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 8, 1951, South of Fort Worth, Texas, UFO Report.
To: Francis Ridge <nicap@insightbb.com>

January 8, 1951, South of Fort Worth, Texas, UFO report.

Several groups of people observed triangular groups of lights, red and green. Objects appeared to be three lights in a vertical plane, hovering and moving about at an estimated 100 mph, along U.S. Highway 81.

Evaluation: Unidentified

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-873

Page ID (PID) : MAXW-PBB8-873
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frames 873 - 877

IMCAT Case Directory
Category 08, Photographic / Video Images

Preliminary Rating: **5**

The Lubbock Lights / Carl Hart Photos

August 25, 1951
Lubbock, Texas

Fran Ridge:
Listed as item 11 under photographic evidence in the Special Evidence section of NICAP's UFO Evidence, is the Lubbock Texas Lights. These photographs by Carl Hart, Jr., show a V-formation of large circular objects. Capt. Ruppelt, head of Air Force Project Blue Book, reported that "In each photograph the individual lights in the formation shifted position according to a definite pattern." Main photograph reproduced in True, May 1954. Skeptics have always had a field day with this one because it seemed to be only a set of photographs, taken by a young, inexperienced photographer, of geese, later explained as moths. Little did anyone know that even the Air Force, including the professors who also witnessed the overflights, did not buy the explanations. In fact, it appears some people, alerted to UFO activity, saw birds; others saw UFOs. And the most damning evidence against birds, a professional photographer, with professional equipment and better film, could not capture lighted bellies of geese. And that's not all. A swept-back winged object was being seen around the country during the period and two radars confirmed an unknown.

Captain Edward Ruppelt:
This target was real. I quickly took out a map of the United States and drew in a course line between Lubbock and the radar station. A UFO flying between these two points would be on a northwesterly heading and the times it was seen at the two places gave it a speed of roughly 900 miles per hour. This was by far the best combination of UFO reports I'd ever read and I'd read every one in the Air Force's files.

Detailed reports and documents
The Lubbock Lights: Introduction (Fran Ridge)
The Lubbock Lights: The Detailed Story (Michael Hall & Wendy Connors)
New Findings On The Lubbock Lights (Donald R. Burleson; IUR Summer 2001)
Chapter 8, Report on Unidentified Flying Objects (Edward J. Ruppelt)
The Lubbock Lights, The BB Records (Dan Wilson)
UFO Intelligence Summary - Subject: Lubbock Lights (Fran Ridge)
The Blue Book Files on Lubbock (Fran Ridge)
The Air Force Analysis Test Report No. WCEFP-2-4, Physics Branchis
The Current Encounters Thread

NICAP Home Page

Date: Fri, 9 Sep 2005 21:10:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 16, 1952, Dallas, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

April 16, 1952, Dallas, Texas, UFO report.

Boy Scouts observed 9-10 circular objects, 4 red, 4 yellow, 1 white. All objects made 90 degree turn. Observation time: 20 minutes

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-17

Page ID (PID) : MAXW-PBB10-17
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 17, 21

Date: Thu, 8 Sep 2005 16:02:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Carswell AFB, Texas, UFO/Nuclear Connection
To: Francis Ridge <nicap@insightbb.com>

There is a possible nuclear connection with sightings in and around the Dallas/ Fort Worth, Texas, area due to the proximity to Carswell AFB, a SAC Base, flying B-29, B-50, and B-36 bombers, whose mission was to wage nuclear war on the USSR. Carswell AFB is approximately 120 miles north of Fort Hood/Killeen Base area and there may have been many nuclear weapon transfers between the two locations. Also, Texas had probably the most Air Force Bases of any state (around 22 bases in the 1940-1950 range).

Carswell AFB

Location:

Two miles northwest of Fort Worth, Texas

Origin of Name:

Named after Maj Horace S. Carswell, killed in a B-24 crash in the South China Sea near Tungchen, China on 26 Oct 1944

Previous Designations:

- Carswell AFB, Texas (????-????)
- Fort Worth AAF, Texas (????-????)

Major Command:

- Air Combat Command (1 Jun 1992-????)
- Strategic Air Command (????-1 Jun 1992)
- ()

Wings/Groups Stationed:

- 7th Bomb Wing (1 Jun 1958-1 Oct 1993)
- 11th Bombardment Wing, Heavy ()
- 43rd Bombardment Wing, Medium ()
- 301st Fighter Wing ()
- 403rd Bombardment Wing, Heavy ()
- 4123rd Strategic Wing (1958-25 Feb 1959)
- ()

Squadrons Stationed:

- ()

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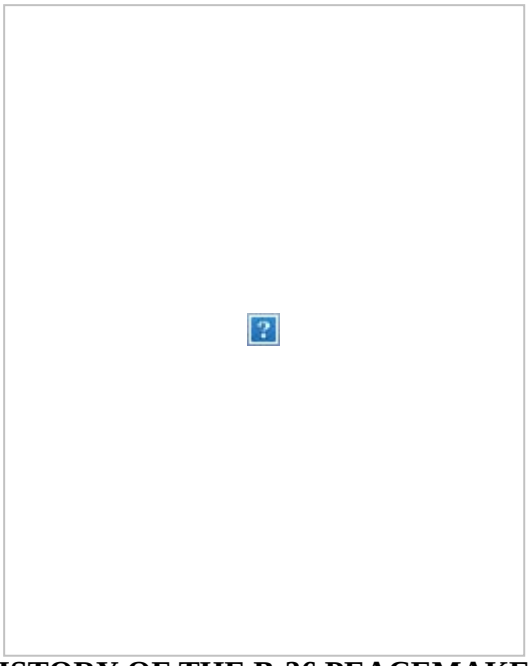
http://www.7bwb-36assn.org/b36genhistpg2.html

7th Bombardment Wing Operations, Carswell AFB, 1949-1951



HISTORY OF THE B-36 PEACEMAKER
"NEVER A SHOT IN ANGER"

SELECT A YEAR:

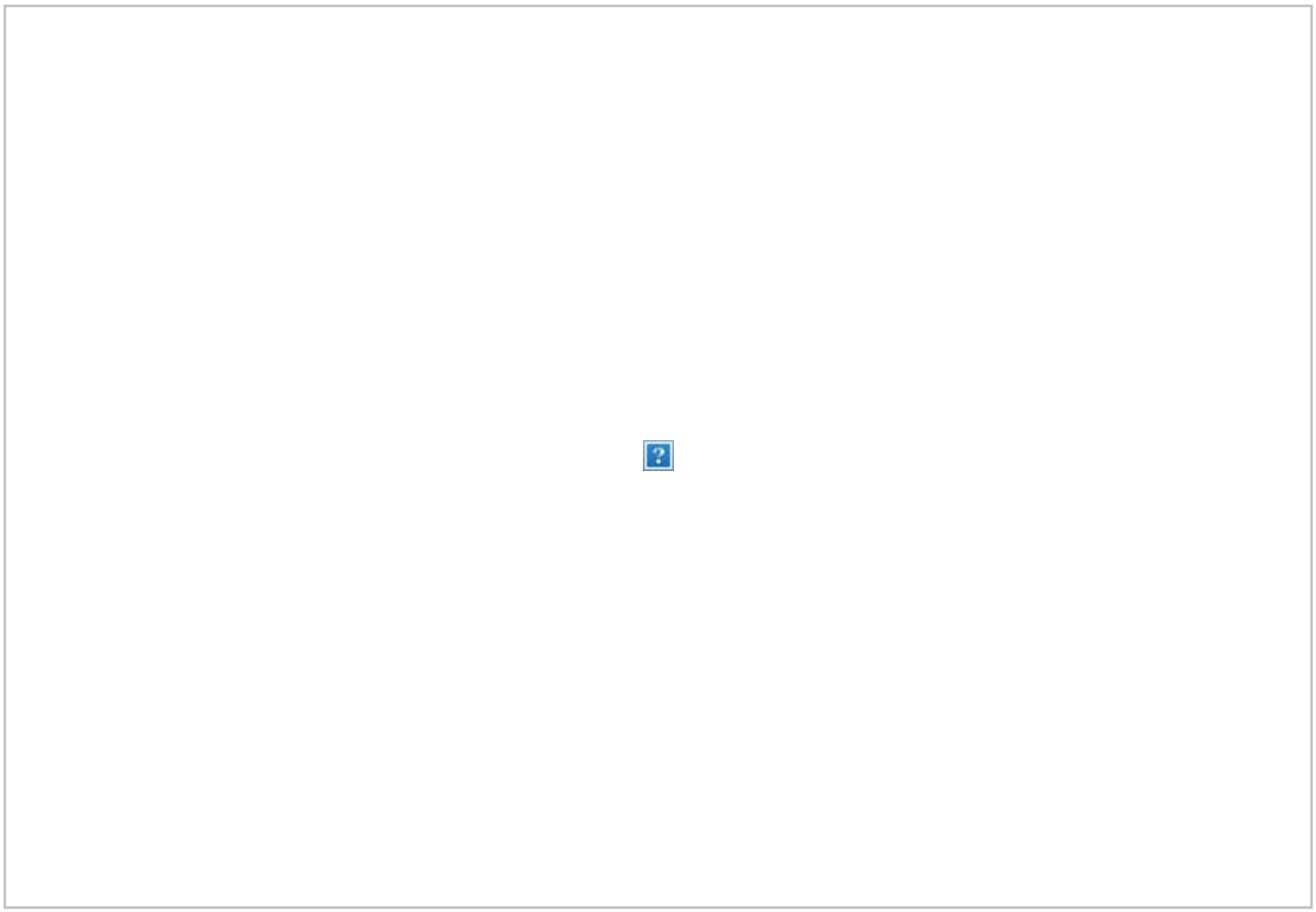
1946	1947	1948	1949	1950
1951	1952	1953	1954	1955
	1956	1957	1958	

1949

RETURN TO TOP

The year 1949 opened with both assigned bomb groups changing commanders. On 2 January 1949, Colonel Bryan B. Harper became the 7th Bomb Group commander, previously held by Colonel Clark, the present wing commander (he held the position of both group and wing commander since November 1947). Colonel Harper had

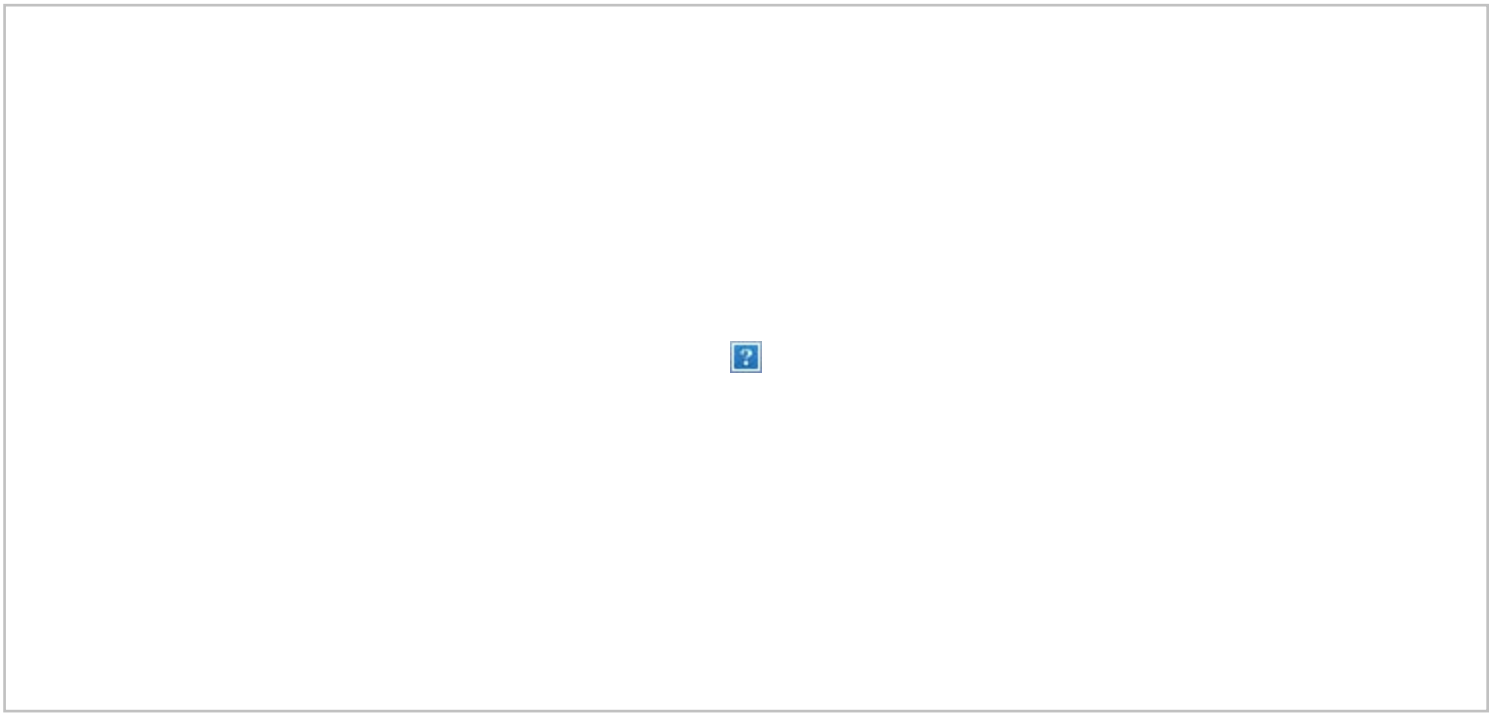
been the deputy base commander at Carswell since November 1947. A few days later, on 11 January, Lieutenant Colonel Harry E. Goldsworthy (later, Lieutenant General) replaced Major Ireland as the 11th Bomb Group commander. Major Ireland moved to the position of 11th Bomb Group executive officer. Colonel Goldsworthy had been the 436th Bomb Squadron commander.



Bob Hope inspecting a B-36 at Carswell on 6 January 1949.
Photo by Frank Kleinwechter

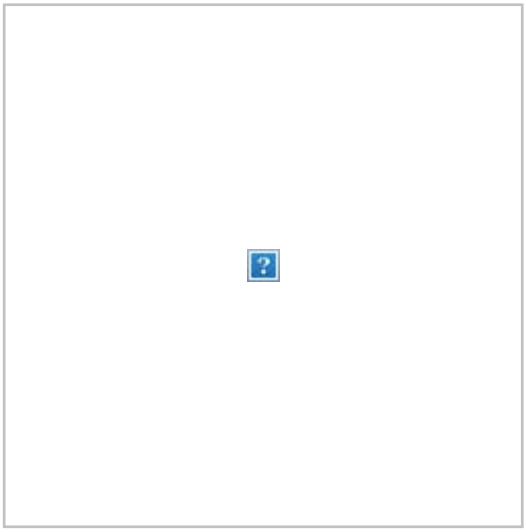
1949 PRESIDENTIAL INAUGURATION FLIGHT A five ship B-36 formation was flown four days later on 15 January 1949, in an air review over Washington, D.C., commemorating the inauguration of the President of the United States, Harry S. Truman. The mission was scheduled to be led by Major General Roger M. Ramey, 8th Air Force commander, but due to difficulties encountered after take off his aircraft returned to Carswell. The lead was then assumed by Colonel Clark, 7th Bomb Wing commander.

11TH BOMB GROUP RECEIVES FIRST B-36 BOMBERS On 17 January, the first B-36A 44-92007 was transferred from the 7th Bomb Group to the 11th Bomb Group. It was further assigned to the 26th Bomb Squadron. A second B-36A 44-02009 was assigned to the 26th on 19 January. That same day, the 11th Bomb Group conducted its maiden flight of a B-36 aircraft in B-36A 44-92007.



44-92007

The 26th Bomb Squadron crew which flew the training flight consisted of: Major Moreland, pilot and 26th Bomb Squadron commander; Captain Warner, Instructor pilot; First Lieutenant Giles, copilot; First Lieutenant Sikes, bombardier; Captain Wolford, navigator; First Lieutenant Weldon and Master Sergeant Benefield, engineers; Staff Sergeants Kelly, Rose and Greenfield, central fire control; Staff Sergeants Taggs, Johnson and Harris, aerial gunners; and Technical Sergeant McLemore, radio operator. Also, on 17 January, the 42nd Bomb Squadron, 11th Bomb Group received its first B-36A 44-92010 with a second B-36A 44-92019 delivered on 21 January 1949. The 98th Bomb Squadron, 11th Bomb Group, received its first B-36A 44-92022 on 19 January.



44-92009

The 11th Bomb Group conducted its maiden flight of a B36 aircraft in B-36A 44-92007 delivered to the 26th Bomb Squadron earlier. The 42nd Bomb Squadron, 11th Bomb Group received its first B-36A 44-92010. The 98th Bomb Squadron, 11th Bomb Group, received its first B-36A 44-92022 on 19 January.

FIRST AERIAL FLIGHT FOR 11TH BOMB GROUP Then on 25 January, the 11th Bomb Group took part in its first aerial review. A total of six B-36s (3-As 11th Bomb Group and 3-Bs 7th Bomb Group) led an aerial review in commemoration of the 7th Bomb Wing and 8th Air Force birthdays over Carswell AFB. Following the B-36s

were B-29s of the 509th Bomb Group, Walker AFB, Roswell, New Mexico and F-82 fighters from Kearney AFB, Kearney, Nebraska. The flight of 7th Bomb Wing aircraft was led by Lieutenant Colonel Ellery D. Preston, 436th Bomb Squadron commander, 7th Bomb Group.

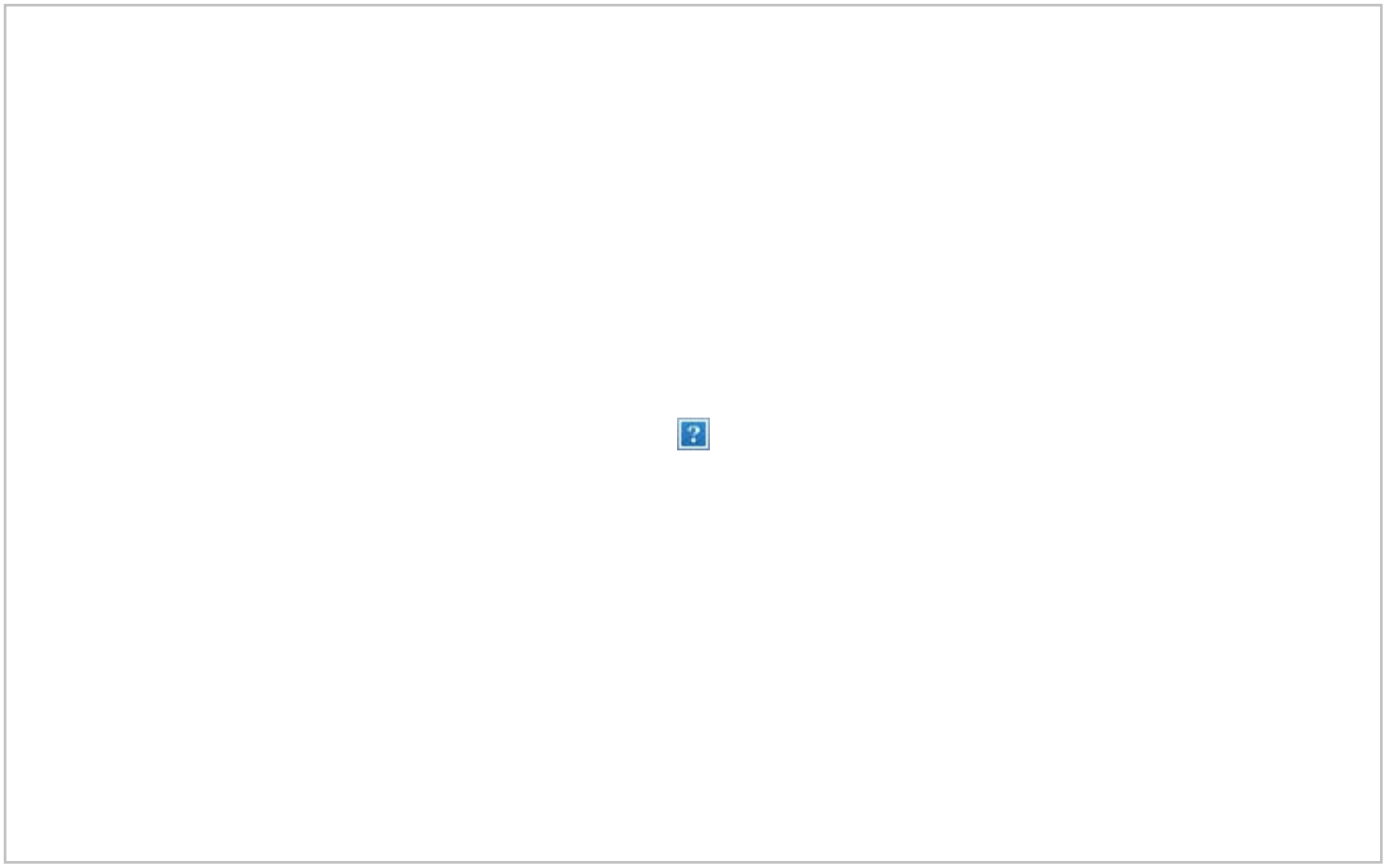
As the month closed the wing had 35 B-36s assigned, 30 in the 7th Bomb Group and five in the 11th Bomb Group. The 9th Bomb Squadron had 11 B-36s (5-A and 6-B), the 436th had 10 B-36s (5-A and 5-B), and the 492nd totaled 9 B-36s (4-A and 5-B). In the 11th Bomb Group, the 26th Bomb Squadron had two B-36As assigned, the 42nd had two B-36As, and the 98th only one B-36A. The 7th Maintenance and Supply Group under the wing was assigned the 7th Motor Vehicle Squadron, Bomb, on 1 February 1949, per SAC General Order 40.

Then on 11 February, Colonel Harper, 7th Bomb Group commander, became the wing executive officer. He was replaced as group commander by Colonel Charles D. Farr, who recently arrived from the Armed Forces Staff College in Washington, D.C.

On 15 February, the 7th Bomb Group, lead by Colonel Clark, wing commander, flew a sixteen ship formation commemorating air progress, in an aerial review over Andrews Field, Maryland. This formation was the largest B-36 formation to date of the world's largest bomber. The 7th Bomb Group transferred a total of six B-36As to the 11th Bomb Group in February. One B-36A 44-92012 to the 26th Bomb Squadron on 4 February, bringing total assigned in the squadron to six. The 42nd Bomb Squadron received three (44-92024, 12 February; 44-92006, 16 February; and 44-92017, 18 February) for five assigned. The last two B-36As (44-92016, 16 February and 44-92021, 18 February) were assigned to the 98th Bomb Squadron which had a total of three B-36As. This left the 11th Bomb Group with a total of 14 B-36As assigned in February. Additionally, B-29A 44-21753 (last 7th Bomb Wing, 7th Bomb Group, 492nd Bomb Squadron B-29 assigned) assigned to Headquarters, Eighth Air Force in December 1948, was pending disposition as the month closed.

NON-STOP B-36 FLIGHT Of importance during the month of March 1949 was a 9,600-mile, non-stop flight by a 492nd Bomb Squadron, 7th Bomb Group, B-36B 44-92035. The flight, lasting over 44 hours, pin-pointed entirely within the borders of the United States, began on 10 March from Carswell. The aircraft flew north to Minneapolis, Minnesota, then turned westward to Great Falls, Montana. From there, the bomber flew a diagonal line across the United States to Key West, Florida. While enroute north to Houston, midway from Key West, the aircraft dropped nearly 10,000 pounds of bombs over the Gulf of Mexico. Crossing over Houston the B-36 headed for Fort Worth. Reaching Fort Worth the bomber flew on to Denver, Colorado, and Great Falls, Montana, before turning and flying to Spokane, Washington. From Spokane, the aircraft flew to Denver. During this leg, the aircraft developed engine trouble and was forced to land two hours early at Carswell. The flight was the longest recorded to date in a B-36.

11TH BOMB GROUP RECEIVES FIRST B-36B AIRCRAFT On 18 March, the 11th Bomb Group received its first B-36B 44-92050, followed by a second B-36B 44-92049 on 19 March. Both aircraft were assigned to the 26th Bomb Squadron. Two more B-36Bs (44-92047 and 44-92051) were assigned to the 42nd Bomb Squadron on 24 March. The 98th Bomb Squadron received the last next B-36Bs in the 11th Bomb Group (44-92053 and 44-92055) on 28 March. Those aircraft resulted in 20 B-36s (14-A and 6-B) assigned to the 11th Bomb Group as March closed.



13 April 1949
Photo by Frank Kleinwechter

On 22 April 1949, two B-36B aircraft of the 9th and 492nd Bomb Squadrons, 7th Bomb Group, flew to Muroc, California, to perform an accelerated service test at 40,000 feet. The mission tested the suitability of the B-36 as a bombing platform for very-large type bombs. The two aircraft returned to Carswell on 10 June 1949. During the month, a total of 25 B-36s were assigned to the 7th Bomb Group (7-A and 18-B). Of those, the 9th Bomb Squadron had eight (2-A and 6-B), the 436th had eight (2-A and 6-B), while the 492nd totaled nine (3-A and 6-B). In the 11th Bomb Group, total B-36s assigned increased by two over last month to 22 for April (14-A and 8-B). The 26th Bomb Squadron had eight (6-A and 2-B), the 42nd totaled eight (5-A and 3-B), and the 98th had six (4-A and 2-B).

May was highlighted by a change of command in the wing commander position. On 11 May 1949, Colonel Clark, (later, Major General) the first 7th Bomb Wing commander, relinquished command to Colonel William P. Fisher. Colonel Fisher arrived from the Air War College, Maxwell AFB, Alabama, where he was serving on the faculty staff. Colonel Clark was reassigned to Headquarters, Eighth Air Force. The same day, Colonel Richard H. Carmichael assumed command of the 11th Bomb Group from Lieutenant Colonel Goldsworthy, who was awaiting further assignment. Colonel Carmichael had been assigned to the Office of the Secretary of the Air Force in Washington, D.C., prior to his becoming the 11th Bomb Group commander.

WING RECEIVES WORLD'S LARGEST LAND AIRCRAFT-CONSOLIDATED XC-99 On 26 May 1949, the 7th Bomb Wing became the first unit in the Air Force to receive the world's largest land aircraft, the Consolidated XC-99, 43-52436 cargo aircraft. The wings were made at the Consolidated Fort Worth plant, then shipped to the Convair plant, San Diego, California, in 1947 for assembly to the fuselage manufactured at Convair. It first flew from San Diego on 24 November 1947. After successful tests in San Diego, it was flown to Fort Worth and modified with the standard four wheel landing gear and bigger engines. It was the sister ship to its far-reaching counterpart bomber, the B-36, and was assigned to the 436th Bomb Squadron, 7th Bomb Group, for a series of inspections prior to reassignment with another Air Force unit at Kelly AFB, San Antonio, Texas, in September 1949. The gigantic, cigar-shaped aircraft had its modification and flight test program administered by the 436th Bomb Squadron. During June, the XC-99 had a complete over-all inspection. Maintenance of the double decked XC-99 was the responsibility of Master Sergeant Howell M. Covert, 436th Bomb Squadron crew chief. He and Technical Sergeant C. E. Cornell, 436th Bomb Squadron, his assistant, had just completed a seven-week

familiarization training course on the XC-99 at the Consolidated plant in Fort Worth. The aircraft bore a striking resemblance to the huge B-36 "Peacemaker". However, the XC-99 was 20 feet longer and 10 feet higher than the slender B-36. Wingspan of both aircraft was 230 feet. Designed from almost identical specifications, except for fuselages, both aircraft were equipped with multiple-wheel main landing gears. Both were powered by six-pusher-type engines located on the trailing edge of the wing. The weight of the aircraft was 265,000 pounds. Also, it could haul 400 fully equipped troops, 100,000 pounds of cargo, or 300 litter patients and their attendants. The volume of the XC-99 interior was 300,000 cubic feet; equivalent to 10 railroad freight cars, with a top speed of 300 mph, and maximum range of 8,100 miles. Service ceiling was set at 30,000 feet. The central portion of the 230 foot wing span was seven and a half feet thick, high enough to permit installation of a catwalk, so that crew members could climb into the wing to check engines during flight. This huge transport had an upper and lower cargo deck, connected by two stairways. The two electrically operated sliding cargo doors in the bottom of the fuselage could be opened in flight to permit dropping cargo. Four electrical hoists, operating on overhead rollers extending the length of each cargo area, were used to load and unload the aircraft. Maintenance people assigned to the 436th Bomb Squadron constructed four specially built loading cranes for the XC-99. These cranes expedited loading the transport.

FIRST AIR FORCE FLIGHT OF CONSOLIDATED XC-99 On 9 June 1949, Captain Deane G. Curry, 492nd Bomb Squadron, made the first Air Force flight in the new Consolidated XC-99 and accomplished six landings at Carswell. During the remainder of June, Captain Curry completed five additional flights, of which one was a night mission, and one an emergency landing at Kelly AFB, San Antonio, Texas. As the month closed the XC-99 was at Kelly undergoing repair and installation of a new engine.

XC-99

During June, the 11th Bomb Group transferred five B-36A aircraft to the Consolidated plant at Fort Worth, and one B-36B to the Oklahoma City Air Material Area, Tinker AFB, Oklahoma, for modification. Six remaining B-36Bs in the group were divided between the three assigned squadrons: 26th, 42nd and 98th Bomb Squadrons. Overall, the 11th Bomb Group had 22 B-36s assigned in June (15-A and 7-B). Also, the 7th Bomb Group received three new B-36Bs from the factory in June, for a total of 24 B-36s (3-A and 21-B) assigned, and one XC-99. Of those, the 9th Bomb Squadron had eight B-36s (1-A and 7-B), the 436th totaled seven B-36s (1-A and 6-B), plus one XC-99. This left the 492nd Bomb Squadron with the remaining nine B-36s (1-A and 8-B). On 1 July 1949, Captain Harold Barry, 492nd Bomb Squadron, flew a B-36B to Chicago, Illinois, for static display at Orchard Park Airport during the National Air Fair. The event was held from 1 to 5 July. Following this the 7th Bomb Group flew seven B-36s in a formation flyover of the National Air Fair in Chicago on 3 July. The next day, the group flew a formation of five B-36Bs over the fair.

3 July 1949. Enroute to the National Air Fair in Chicago
Photo by Frank Kleinwechter

BOEING B-29 SUPERFORTRESS ASSIGNED On 6 July, the base swimming pool was opened for use. Two days later, on 8 July, B-29A 44-62044, was assigned to the 492nd Bomb Squadron, 7th Bomb Group. The aircraft was formerly assigned to the 97th Bomb Group at Biggs AFB, El Paso, Texas. The 9th Bomb Squadron, 7th Bomb Group, received two new B-36B aircraft (44-92061A and 44-92064A) from the Consolidated plant, Fort Worth, on 11 July 1949. Also, two 9th Bomb Squadron B-36Bs (44-92033A and 44-92038A) were sent to the Consolidated plant, Fort Worth, for modification in July.

1948 B-36 DEPLOYMENT TO ALASKA Two 492nd Bomb Squadron B-36s departed for Alaska on 25 July 1949 with Major General Roger M. Ramey, 8th Air Force commander, and Colonel Fisher, 7th Bomb Wing commander. This flight was for the purpose of surveying B-36 facilities at Eielsen AFB, Alaska. The aircraft returned to Carswell on 29 July.

LAST WING B-36A'S TRANSFERRED During the month the 7th Bomb Group transferred the last three B-36As to the Air Material Command Storage at the Consolidated plant in Fort Worth. That left the group with 21 B-36Bs, one XC-99 and one B-29A assigned. The 9th Bomb Squadron had eight B-36Bs, the 436th totaled seven B-36Bs and one XC-99 (at Kelly AFB, Texas since late June for engine changes), and the 492nd with six B-36Bs and one B-29A. The 11th Bomb Group acquired four new B-36B aircraft in July, two (44-92053 and 44-92050) went to the 98th Bomb Squadron. Additionally, the 11th sent four B-36As to Consolidated in July for conversion. As the month closed 22 B-36s were assigned to the 11th Bomb Group (11-As and 11-Bs).

August 1949 opened with the official ground-breaking ceremony at Carswell AFB on 5 August, for the new base housing project. Major General Roger M. Ramey, 8th Air Force commander, turned the first earth with a gold-plated spade. He was followed by the 7th Bomb Wing commander, Colonel Fisher. The housing project would include a total of 67 units constructed by McCann Construction Company, Fort Worth, Texas. Following this the 7th Bomb Group changed commanders on 17 August 1949. That date, Colonel John A. Roberts (later Brigadier General) assumed command of the group from Colonel Farr who was reassigned to Fairfield-Suisan AFB, San Francisco, California. Colonel Roberts was previously the Eighth Air Force, Chief of Staff at Carswell.

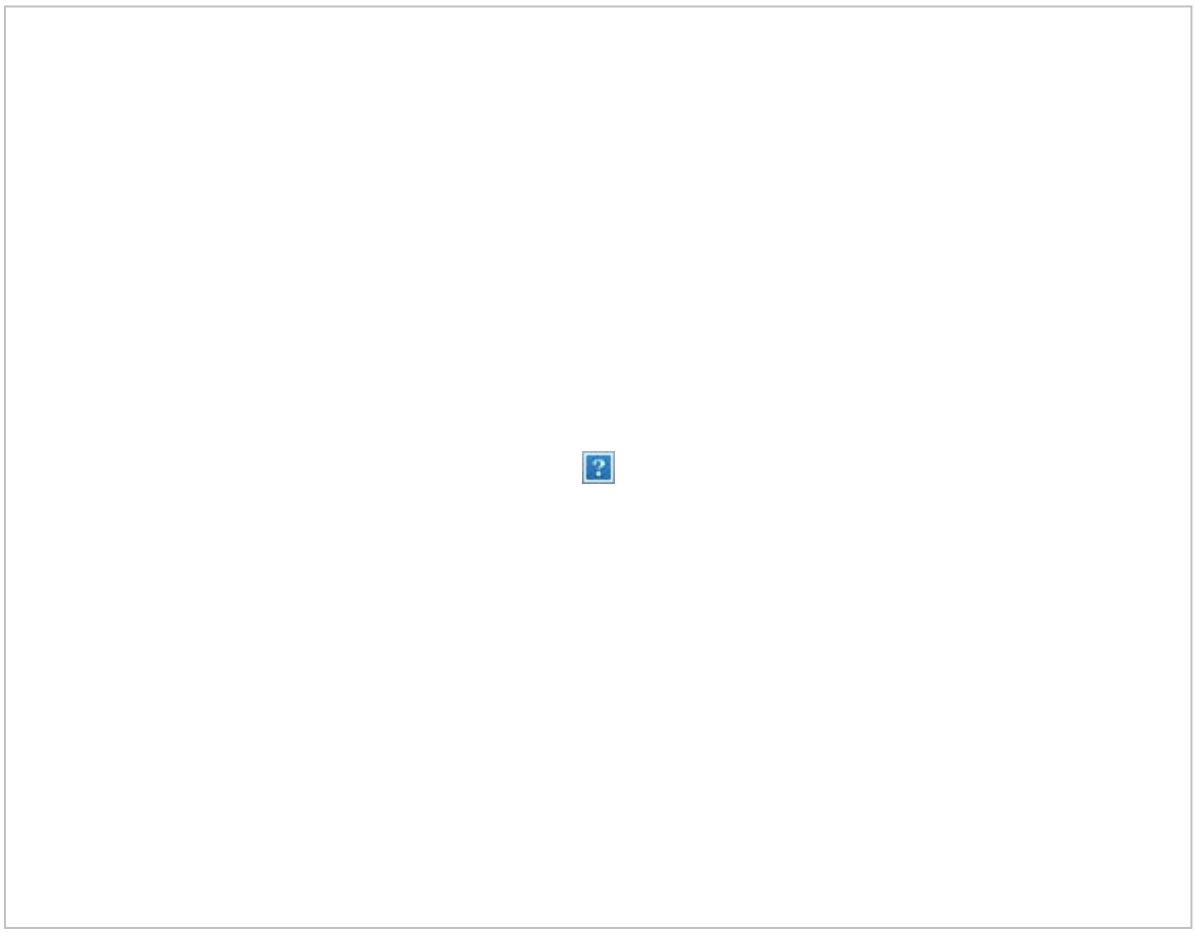
1949 NATIONAL AMERICAN LEGION CONVENTION FLYOVER Next, on 29 August, the wing flew three B-36B aircraft in a flyover at the Pennsylvania Railroad Station, Philadelphia, Pennsylvania, in conjunction with a commemoration of President Harry S. Truman and the Secretary of Defense, attending the National American Legion Convention. During the rest of August the 492nd Bomb Squadron, 7th Bomb Group, conducted a series of polar training missions out of Eielsen AFB, Alaska in the B-36B.

1949 CLEVELAND AIR RACES FLYOVERS During September 1949, wing B-36s flew in several flyover demonstrations. The first occurred on 3 September, when two 7th Bomb Group B-36Bs and one 11th Bomb Group B-36B accomplished a flyover at the Cleveland Air Races, Cleveland, Ohio. On 4 September, three more wing B-36s (2-7th and 1-11th Bomb Group) flew a second flyover at the Air Races in Cleveland. The last flyover for the

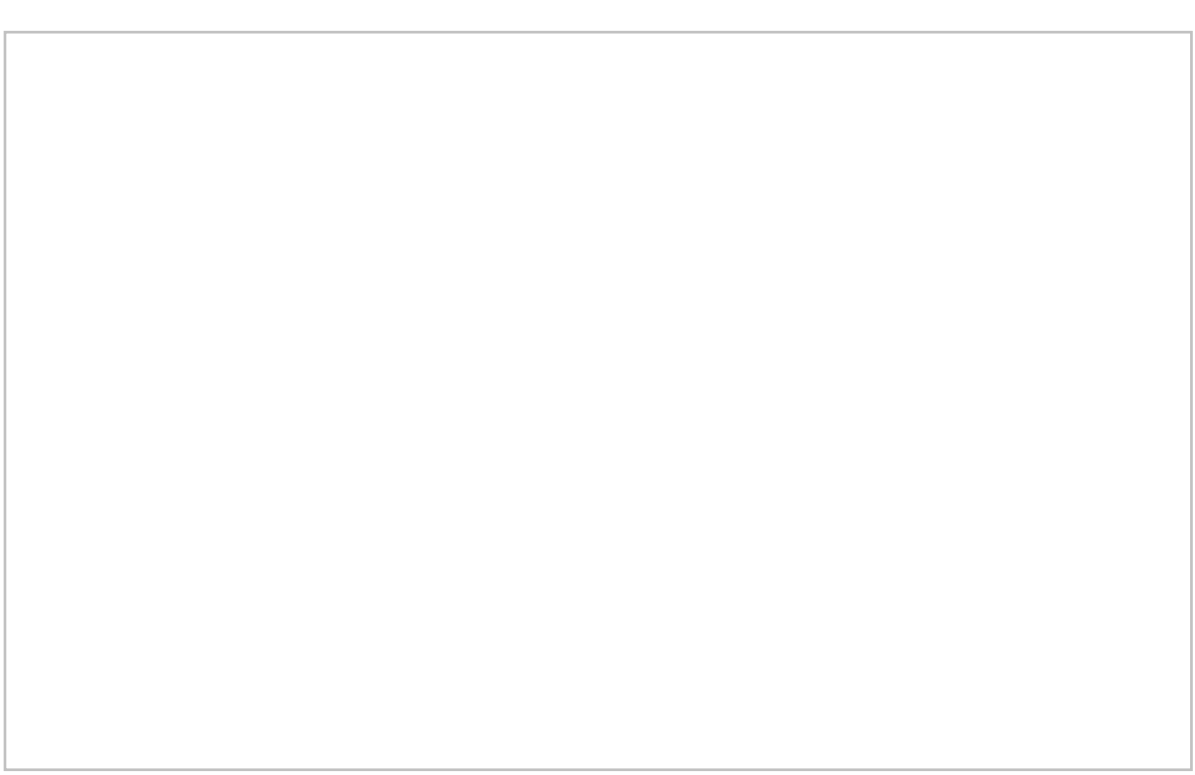
Air Races occurred on 5 September, with three B-36s (2-7th and 1-11th Bomb Group).

One 492nd Bomb Squadron, 7th Bomb Group, B-36B flew a navigational training flight to Eielsen AFB, Alaska, on 14 September. Enroute to Alaska the bomber conducted radar bombing at Stockton, California, and Geiger Field, Washington. The aircraft returned to Carswell on 16 September.

FIRST WING B-36 ACCIDENT The wing recorded its first major accident in a B-36 aircraft on 15 September 1949, when a 9th Bomb Squadron, 7th Bomb Group, B-36B 44-92079, crashed on take-off into Lake Worth, at the north end of the Carswell runway. The cause was attributed to the reversal of some engine propellers during launch resulting in a loss of power during take-off. Five of the 13 crew members were killed in the crash. These were the first fatalities in three years of B-36 operations.



15 September 1949



15 September 1949

The next day, 16 September, the 7th Bomb Wing received Eighth Air Force Operations Order 19-49, dated 15 September 1949. This order instructed that a forward operational area at Eielsen AFB, Alaska, be established for future training flights to Alaska. This exercise was to provide a means of testing the existing facilities at Eielsen and give the wing experience in maneuvers in Arctic flying. The operation was called Operation Drizzle.

Later in the month a distinguished visitor, Lord Arthur Tedder, Marshall of the Royal Air Force, United Kingdom, arrived at Carswell AFB on 21 September. He and his wife, Lady Tedder, viewed B-36 facilities at Carswell, inspected a B-36 and were briefed on Eighth Air Force operations.

1949 SAC BOMBING COMPETITION Convinced that the first SAC Bombing Competition had provided better bombing and a competitive spirit throughout SAC, Lieutenant General Curtis E. LeMay, Commander-in-Chief, Strategic Air Command, decided to make it an annual affair. Held from 3 to 7 October 1949, the second competition included 13 bomb groups: three B-36, eight B-29, and two B-50. The B-36 crews operated out of their home bases. Six crews from the wing took part, three from the 7th Bomb Group (9th, 436th and 492nd Bomb Squadrons), and three from the 11th Bomb Group (26th, 42nd and 98th Bomb Squadrons). Each participating crew accomplished three visual bomb releases and three radar releases from 25,000 feet. The 7th Bomb Group placed 4th overall with the 11th Bomb Group crews last at 13th.

Following return of the competition crews the wing mission changed on 13 October 1949. The higher headquarters directive divided the new mission into three parts as follows:

1. Organize and train a force capable of long range offensive bombardment.
2. To participate in the reserve training program to a maximum extent by training and administering assigned reserve personnel and units.
3. Be prepared to perform those tasks assigned in current emergency plans and related operations plans.

The basic difference between the old and new mission was the wing was no longer required to maintain a force for the purposes of participating in operations involving reconnaissance, photographic, mapping photography, sea search, and anti-submarine patrols.

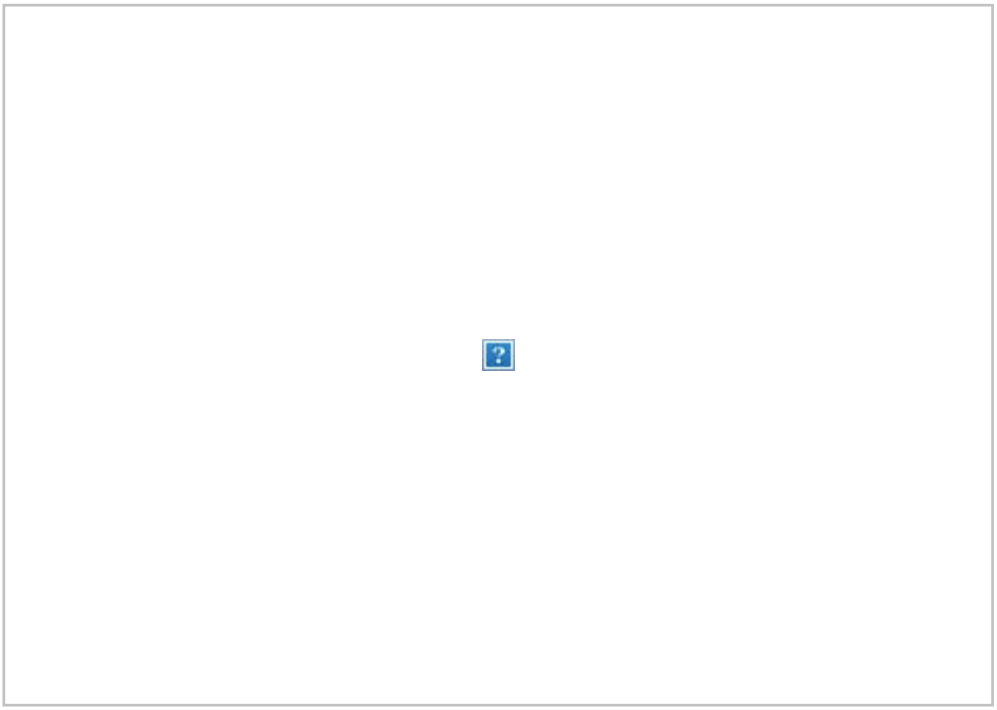
A rather unique method of training men for food service work was adopted by the 7th Food Service Squadron in October. The method was one in which airmen who had completed basic and secondary phases of cookery were given advanced training in local civilian organizations. Several airmen assigned to the squadron were attending cooking courses during October in such establishments as the Hotel Texas, Dean and Kroger Wholesale Meat and Provisions, and Milan Cafeteria, Fort Worth, Texas. Also, the Hotel Mayflower, Washington, D.C. With the knowledge gained from the well-known chefs of these establishments, the 7th Food Service Squadron expected to create culinary masterpieces.

On 24 October 1949, Portugal's Air Force Chief, General Alfredo dos Santos Cintra and party arrived at Carswell. General Cintra viewed a B-36 first hand and toured the Consolidated plant adjacent to the base. He described the Air Force B-36 as further proof that the United States Air Force was in an excellent state of readiness.

WING BEGINS APG-3 RADAR TAIL TURRET TESTING Realizing the necessity of testing and evaluating the APG-3 radar tail turret system, Headquarters, United States Air Force, directed the 7th Bomb Wing to undertake testing. The APG-3 was a radar airborne gun sighting system that provided for aircraft detection and automatic fire control of the tail-turret guns, designed to detect and automatically tract targets up to 5,000 yards in range on fighter-type aircraft. However, it was possible to extend that search range temporarily on fighters. After a particular target had been selected by the gunner-radar operator, the system automatically tracked the target within its angular limits in both range and direction. Also, the system automatically directed and pointed the gun turret in the correct firing position. The only mechanical function of the gunner was the activation of the firing mechanism when the target was in effective firing range. One B-36B 44-92042, of the 26th Bomb Squadron, 11th Bomb Group, was modified for testing as the right gun on the APG-3 was removed and a 35mm Vitarama camera installed in lieu of the turret. The first mission was flown on 25 October 1949, over Eglin AFB Gunnery Range, Florida, at 25,000 feet. Three passes were made on the tail position by two Lockheed F-80 Shooting Star fighters. The F-80 was the first true American jet fighter. Following those passes the APG-3 radar system failed. The malfunction of the radar system was due to low voltage transmitted to the modular and to the antenna tilt motor which became inoperative. Fifty feet of film was obtained and taken to Eglin for operational analysis. As the month closed, 23 B-36Bs were assigned to the wing: 20 in the 7th Bomb Group and 3 in the 11th Bomb Group.

On 1 November, the wing flew its second APG-3 Tail Turret System evaluation test. A total of 12 passes were made in the Eglin AFB Gunnery Range by two F-80 jet fighters at 25,000 feet. Both fighters and the B-36B assigned to the 26th Bomb Squadron, 11th Bomb Group, staged out of Eglin AFB, Florida. The next day, a fighter intercept gun-camera mission was flown on 2 November, out of Carswell in a B-36B of the 7th Bomb Group. Two North American F-82 Twin Mustang fighters from Bergstrom AFB, Austin, Texas, intercepted the bomber at 25,000 feet in the vicinity of Austin. The purpose of the mission, as in any gun-camera mission, was to provide "tracking" and "framing" experience for the B-36 gunners. Also, it provided experience in interception for the fighter pilots. A third test of the APG-3 system was flown out of Eglin AFB on 7 November. A total of 18 passes were made by two F-80 jet fighters on the bomber at 15,000 feet.

ANNUAL AIR INSPECTION From 7 to 18 November 1949, the annual Air Inspection of Carswell AFB was conducted by Eighth Air Force. In general, the inspection team was satisfied with the overall condition of the base over last year's inspection. The day the inspection closed, 18 November, Mr. W. Stuart Symington, Secretary of the Air Force, arrived at Carswell to inspect Eighth Air Force and fly in a B-36. He was greeted upon arrival by Lieutenant General Curtis E. LeMay, Commander-in-Chief, Strategic Air Command, and Major General Roger M. Ramey, Eighth Air Force commander. Mr. Symington stated that the B-36 was "still the best bomber we have", after his flight. Other honored guests in Mr. Symington's party included Senator Lyndon B. Johnson from Texas, Senator Richard Russell of Georgia, Mr. Amon G. Carter, and Mr. D. Harold Byrd, National Vice Chairman of the Civil Air Patrol.



19 November, 1949
VIPs ready for flight in B-36. (L-R): General LeMay, Senator Russell (Georgia), General Roger M. Ramey, Major John Bartlett, Air Force Secretary Symington, Senator Lyndon Johnson (Texas), Representative Thornberry.

A total of 22 B-36s were assigned to the wing (18-7th and 4-11th Bomb Group) as November closed out.

December was uneventful as the wing prepared a second B-36B 44-92078 (436th Bomb Squadron, 7th Bomb Group) for APG-3 modification.

As 1949 closed, the wing bomber inventory included 23 B-36s. The 7th Bomb Group accounted for 18, and the 11th Bomb Group had the remaining 5.

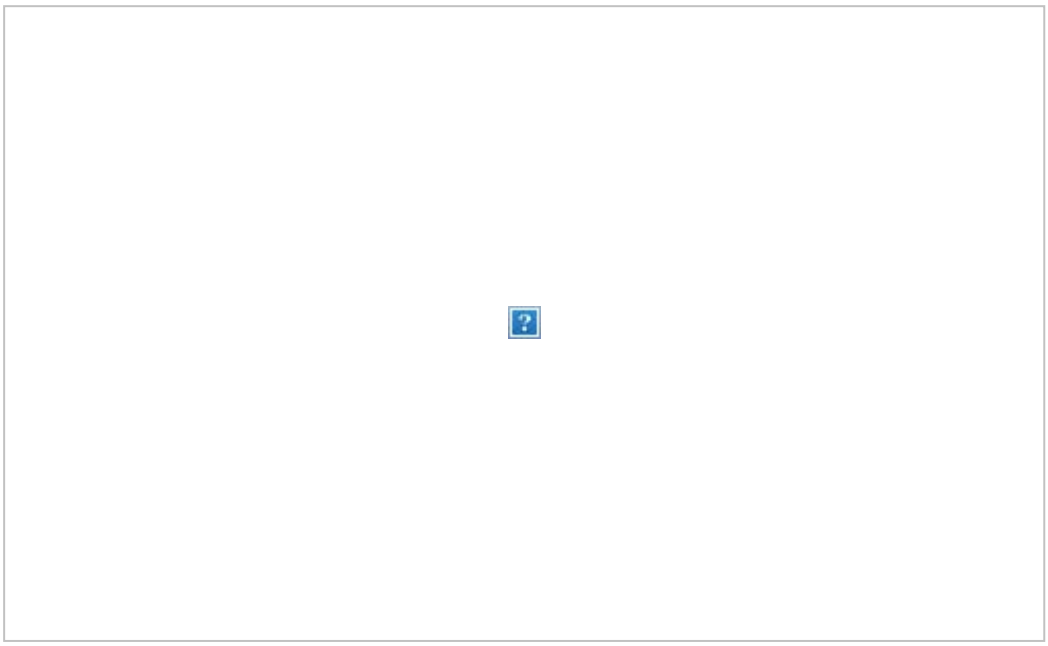
1950

RETURN TO TOP

WING COMMANDED BY BRIGADIER GENERAL A change in the wing command structure started off 1950 when Brigadier General Clarence S. Irvine (later, Major General) assumed command of the wing on 2 January from Colonel Fisher, who became the 43rd Bombardment Wing, Medium, commander at Davis-Monthan AFB, Tuscon, Arizona, the same day. General Irvine previously commanded the 509th Bombardment Wing, Medium, at Walker AFB, Roswell, New Mexico.

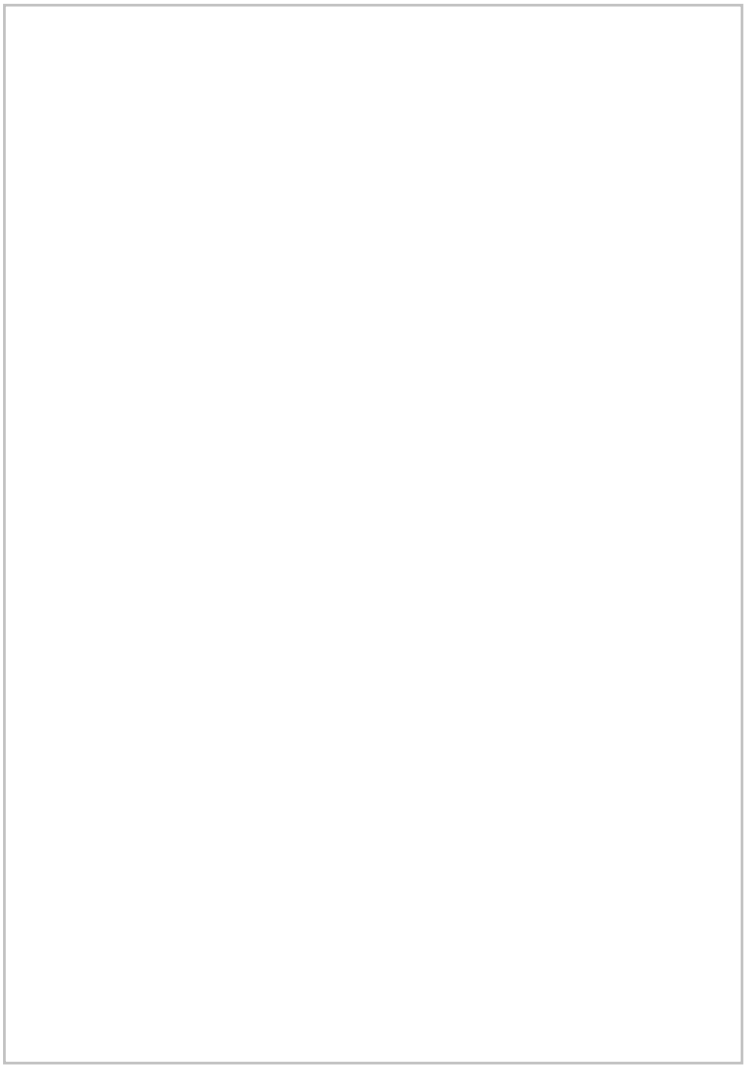
OFFICER FLIGHT ENGINEER SCHOOL ESTABLISHED AT CARSWELL The Officer Flight Engineer School, established by General Irvine on 8 November 1949, at Walker AFB, moved to Carswell on 1 February 1950. The school provided officer flight engineers the opportunity to regain their flying status, which had been suspended since July 1948. Of course, the school was not established for that purpose. The main reason for the school was that General Irvine realized the flight engineer position on present day and future bombers should be performed by a highly qualified technician. On 20 February, the sixth Officer Flight Engineer School class overall, and first at Carswell, commenced with 22 individuals. The length of the course was increased by six weeks to provide for additional B-36 subject matter. Carswell was visited on 3 February 1950, by Colonel Charles A. Lindberg, famed aviator who crossed the Atlantic in the "Spirit of St. Louis". During his visit Colonel Lindberg viewed the B-36, its operations, and training programs.

SECOND WING B-36 ACCIDENT Following this, one of the most important developments in the B-36 program occurred in mid-February as a result of numerous major malfunctions associated with the B-36. Those problems brought the B-36 program down to a low, and were emphasized in a dramatic, but tragic, manner--the crash of B-36B 44-92075 of the 436th Bomb Squadron, 7th Bomb Group, returning from Alaska.



Site of crash of B-36B 44-92075 in British Columbia
Photo by Doug Davidge

The aircraft had been taking part in cold weather maneuvers over British Columbia, Canada. The aircrew abandoned the aircraft when severe icing, plus an engine fire endangered the crew. A total of five out of 17 that parachuted lost their lives. Those five individuals were: 1Lt Holiel Ascol, bombardier; Captain Theodore F. Schreier, copilot; Captain William Phillips, navigator; Staff Sergeant Neal A. Straley, gunner; and Staff Sergeant Elbert W. Pollard, gunner. All except Schreier had streets in base housing named after them later in 1950. To date the streets are still named for those members.



Co-pilot's 7th Bomb Wing pin recovered from 44-92075 in 1998
Photo by Doug Davidge

This was the second recorded B-36 crash in the history of the wing. The engineering difficulties attributed to the crash in Canada were concerned with the following aircraft components, exhaust system, alternators, icing systems, and carburetors. Based on these problem areas and the crash on 14 February, General Irvine imposed flight restrictions on the B-36 aircraft at Carswell effective 15 February 1950. Flying activity ground to a halt following this.

On 24 February 1950, Major General (Retired) Ralph Royce, former 7th Bomb Group commander from 1939-1940, visited Carswell and toured a B-36. General Royce was one of the early pioneers in military aviation dating back to World War I.

The 11th Bomb Group changed commanders on 4 March 1950, as Colonel Bertram C. Harrison took over from Colonel Carmichael, who was transferred to Headquarters, Eighth Air Force at Carswell. Colonel Harrison, former deputy commander of the 7th Bomb Wing, was assigned duties as commander pending arrival of Colonel Thomas P. Gerrity, currently assigned to Air Material Command, Wright-Patterson AFB, Ohio.

Two days later on 6 March 1950, his Royal Highness, Prince Bernhard of The Netherlands, visited Carswell and toured the Consolidated plant at Fort Worth. The next day, 7 March, the Italian Air Force Chief of Staff, Lieutenant General Mario Ajmonecat, visited Carswell and the Consolidated plant at Fort Worth.

Tragedy hit Carswell on 15 March, as the 42nd Bomb Squadron, 11th Bomb Group, hanger burned down. This hanger was originally constructed in June 1943 and relocated in September 1945.

Following this, all the squadrons assigned to the 7th Maintenance and Supply Group, and 7th Air Base Group were

redesignated on 16 March 1950 in that the words "Bombardment, Heavy", were deleted from their titles. The official reason for this action was not known at the time but was presumed it was because no complimentary relationship between any one of those squadrons, and the type of tactical unit on the base under the wing-base theory of organization existed; therefore, those squadrons should not have a designation having reference to the type of tactical unit on base.

The need for a new exhaust system for the B-36, identified in February 1950, was quickly acted upon by Consolidated (Convair) and the Rohr Manufacturing Company, builder of the current exhaust system. Seven modified systems designed by Convair and two designed by Rohr were tested at Carswell during March. Both types failed to correct problems noted in February. Convair and Rohr returned to the drawing board as the month closed. Prior to the close of March, Colonel Geraldine May, Director of Women in the Air Force, toured Carswell on 22 March and viewed a B-36. A few days later plans were developed in maintenance to establish modification docks at Carswell, manned by Convair (formerly Consolidated-Vultee) people, to conduct specially designated modification projects. Plans were placed into operation on 27 March as the docks opened.

FIRST B-36 EXPERIMENTAL LANDING GEAR FLIGHTS The first B-36 take-off and landing with experimental caterpillar-type track landing gear was accomplished on 29 March at Carswell. Although this type of landing gear was not yet an innovation on Air Force B-36 aircraft, it was the latest step in the Air Force's program of track type gear development, and could eventually become an integrated part of the Air Force's production models of the B-36. Present production models of the B-36 were equipped with a four-wheel main landing gear and a dual wheel nose gear. As the month closed the wing possessed 24 B-36B aircraft, 17 in the 7th Bomb Group and seven in the 11th Bomb Group.

March, 1950

SAC REORGANIZES NUMBERED AIR FORCES During March, Strategic Air Command evaluated its

numbered air forces. The Eighth, at Carswell AFB, concentrated on medium and heavy bombers; Fifteenth, at March AFB, California, with medium bombers; and the Second, at Barksdale AFB, Louisiana, devoted exclusively to reconnaissance activities. Expansion and the integration of the B-36 and B-50 in the command created the need for a more balanced organization. Geographic factors also promoted the need for reorganization. For those reasons, SAC realigned the command effective 1 April 1950. Under the realignment, each numbered Air Force received bomber and reconnaissance assets in a geographic region. Second Air Force had eastern bases, Eighth central bases, and Fifteenth the western bases. This left the 7th Bomb Wing under control of Eighth Air Force as before. Barely a month after assuming command of the 11th Bomb Group, Colonel Harrison relinquished command to Colonel Thomas P. Gerrity on 3 April. Colonel Harrison, had been filling in as commander while awaiting arrival of Colonel Gerrity since March. He now assumed the group deputy commander position. Colonel Gerrity arrived from Wright-Patterson AFB, Ohio, where he was assigned to Headquarters, Air Material Command.

During April, 18 complete B-36 exhaust systems from Rohr Manufacturing arrived. This Rohr system fix, known locally as No. VI, consisted of reinforced plates attached to the outer periphery of the shroud cut-out for exhaust port legs. This improved shroud was installed on those exhaust bank segments having the Rohr spider fix.

Certification to build 600 units of rental housing off state highway 183 was received on 15 April 1950 from Scott W. Donaldson, Special Assistant to the Assistant Secretary of the Air Force. The Bucco Corporation of Fort Worth was awarded the 5.2 million dollar contract. Word of the contract was telephoned to Bucco President Raymound E. Buck, by Senator Lyndon B. Johnson and Congressman Wingate Lucas. This project was the first such undertaking in the Fort Worth area, designated solely to provide living quarters for military people. The 600 units would include two and three bedroom houses with 820 to 1,260 square feet of floor space. They would be divided between officers and enlisted in a rent range from $62.00 to $115.00 a month.

As the month closed, two B-36B aircraft were received by the 11th Bomb Group for a total of nine assigned in that unit.

FIRST B-36 LANDING OUTSIDE NORTH AMERICA Also during April, the Operational Engineering Program for B-36 aircraft was started at Carswell. Its purpose was to recommend modifications, maintenance procedures, and miscellaneous reports. The first landing made outside the North American continent by a B-36 occurred on 24 May 1950 at Ramey AFB, Puerto Rico. Brigadier General C. S. Irvine, wing commander, was in the lead aircraft. A total of four B-36s took part commanded by Captain (later, Brigadier General) Wesley L. Pendergraft, Captain George J. Benedict, Captain Artis H. Prichard, Jr., and First Lieutenant Edward C. Barrett; all from the 9th Bomb Squadron.

The same day, two new squadrons were activated and assigned to the wing, the 4010th Organizational Maintenance Squadron and the 4014th Electronic Squadron. Both were further assigned to the 7th Maintenance and Supply Group. The month of June opened with the wing gaining another squadron, the 4005th Women's Air Force (WAF) Squadron. It was designated and assigned to 8th Air Force, and further attached to the wing on 16 June 1950.

SAC FORCES ENTER COMBAT IN KOREA The invasion of South Korea by North Korea on 25 June 1950 brought part of SAC into combat for the first time since World War II. General Hoyt S. Vandenberg, USAF Chief of Staff, ordered two SAC bomb groups on 3 July to deploy their B-29s to the Far East and carry out conventional bombing operations north of the 38th parallel in North Korea. The 7th Bomb Wing, equipped with two B-36 groups was not effected at this time and continued training in the United States.

Five of the 17 units of the base NCO Housing Project (Row Type), ongoing since 1949, were turned over for occupancy on 14 July 1950. The first family presented keys to their new unit was Master Sergeant Leroy J. Wanless. Two days later, on 16 July, the 4010th Organizational Maintenance Squadron was reorganized into specialist teams, one for each tactical squadron in the wing (six total). Each team performed periodic organizational maintenance on assigned aircraft. Also, the 4010th Electronic Squadron was reorganized into specialist teams, one per each tactical squadron. These teams consisted of electronic and instrument specialists who performed periodic maintenance on the instruments and electronic systems of the B-36.

Additionally, the 7th Maintenance Squadron, under the 7th Maintenance and Supply Group, reorganized assigned

people on 16 July into teams to support assigned aircraft. Overall, reorganization of all three above squadrons altered the control of maintenance people by the Maintenance Control Section in the wing and assigned them directly to the tactical squadrons.

During July, the wing unveiled a new flying training program. It consisted of flying simulated combat missions to Limestone AFB, Maine (later Loring AFB), at the rate of one per each day. Maximum training requirements would be accomplished on all missions, including work with fighters of the Eastern Defense Command. The program would start in August.

Arrangements were made with Convair to have the flight section of the Fort Worth plant provide familiarization flights for pilots and flight engineers of the Wing Standardization Board in July. The purpose of these flights was to improve the effectiveness of the people assigned to stand aboard in the operation of the new B-36D model aircraft, scheduled to arrive from the plant in August.

In late July, an accelerated program was put into effort for modification of the carburetor on the B-36B engines. This modification was designed to improve engine performance during take-off, high altitude and ground operations, and to reduce carburetor icing at high altitude.

Following this on 25 July 1950, a contract in the amount of $40,519.00 was awarded to the General Engineering Corporation of Texas, for the installation of a hydrant refueling system at Carswell for tactical aircraft. The system, underground with storage and pump houses, would allow assigned aircraft to refuel or defuel at twice the rate currently done by tank trucks. Construction of the system started 27 July.

The next day, 28 July, ground breaking ceremonies were conducted by Major General Archie J. Old, Jr., new 8th Air Force commander, and Brigadier General Irvine for the new Wherry Housing Project, designated Valley View Housing. The 600-units would relieve the critical housing shortage experienced at Carswell once completed. Estimated completion was set for February 1951.

As the month closed out 31 B-36Bs were assigned to the wing. Of those, 17 were assigned to the 7th Bomb Group and 14 to the 11th Bomb Group.

On 21 August, 18 B-36B aircraft departed Carswell for Limestone AFB, Maine, to participate in a special training mission (Unit Simulated Combat Mission). It consisted of simulated radar bombing of St. Louis, Missouri, using Limestone AFB as the pre-strike launch base. All the aircraft, (9-7th and 9-11th Bomb Group) two from each squadron under respective groups, recovered at Limestone the same day. On 23 August, 17 of the bombers launched out of Limestone. The one bomber left experienced maintenance problems and once fixed returned to Carswell. The flight of bombers flew direct to St. Louis for the simulated bomb run. It was accomplished with no problems as all aircraft recovered at Carswell on 24 August.

WING RECEIVES FIRST CONVAIR B-36D AIRCRAFT While half the wing was TDY at Limestone AFB, Maine, the 26th Bomb Squadron, 11th Bomb Group, took delivery of the first B-36D 49-2653 in the wing on 22 August. The aircraft had six 3,500 horsepower propeller engines and four 5,200 pound jet thrust engines. The addition of jet engines increased the aircraft top speed to 439 mph at 32,000 feet. Also, the aircrew grew to 15: aircraft commander, two pilots, two engineers, bombardier, two radio operators, four gunners, navigator, radar operator (bombardier), and second observer. The second pilot and second radio operator doubled as gunners manning the top forward guns. The second observer manned the nose turret including loading and cleaning the guns.

WING BEGINS B-36B TRANSFER By the end of August, three more "D" models: 49-2647 (42nd Bomb Squadron, 11th Bomb Group), 49-2652 (9th Bomb Squadron, 7th Bomb Group), and 49-2654 (492nd Bomb Squadron, 7th Bomb Group) were delivered to Carswell.

Also, two B-36B aircraft were sent to the Convair Plant in San Diego, California, for modification into "D" models. Overall, a total of 35 B-36s were assigned in August, 19 in the 7th Bomb Group (2-D and 17-B), and 16 in the 11th Bomb Group (2-D and 14-B).

FIRST B-36D GUNNERY MISSION On 12 September 1950, a 26th Bomb Squadron, 11th Bomb Group, B-36D 49-2653 (the first D model in the wing) took part in the first "D" model gunnery mission. It was a test evaluation mission flown over the Eglin AFB Gunnery Range, Florida at 24,000 feet. During the mission seven malfunctions of various types occurred before the plane returned to Carswell. Just over a week later on 20 September, three B-36Ds (436th, 492nd and 9th Bomb Squadrons) of the 7th Bomb Group participated in an exact profile of the war plan. The mission consisted of a night attack on Fort Worth with additional training accomplished by making a simulated bomb run over Birmingham, Alabama. Also, the aircraft conducted a live firing over the Eglin AFB Gunnery Range, Florida, before recovering at Carswell. Later in the month, two more D models arrived brining the total number of B-36D aircraft in the wing to six. The two were assigned to the 436th Bomb Squadron, 7th Bomb Group (49-2650), and the 98th Bomb Squadron, 11th Bomb Group (49-2649).

A total of 37 B-36s were assigned to the wing as September closed out, 20 (17-B and 3-D) to the 7th Bomb Group and 17 (14-B and 3-D) in the 11th Bomb Group.

The remaining eight units of the ongoing NCO Housing Project (Row Type) were completed at Carswell and turned over for occupancy on 12 October. The overall project totaled 17 housing units.

Three 7th Bomb Group B-36D aircraft (9th, 436th and 492nd Bomb Squadrons) took part in a special training mission in October 1950. The purpose was to determine requirements in people, equipment, and supplies for staging through bases other than Carswell or home base. On 13 October, one North American B-25 Mitchell (assigned to Eighth Air Force at Carswell) flew to March AFB, California, with the advance party. The next day, prior to the bombers deploying, a Douglas C-54 Skymaster cargo aircraft launched from Carswell with support people, recovering later in the day at March. The three bombers conducted a simulated bombing mission over Fort Worth after take-off, then proceeded to Phoenix, Arizona, and accomplished a second bombing run. The bombers then flew to the Pacific Ocean for a gunnery mission. Completing this they landed at March AFB. The three bombers launched from March on 16 October and flew to Castle AFB, California. On 17 October, the bombers redeployed from Castle to Carswell. Enroute the bombers took part in a camera gunnery mission at 25,000 feet in Southern California with four Republic F-84 Thunderjet fighters of the 78th Fighter Group, Hamilton AFB, San Rafael, California. The F-84 was a descendant of the first bearer of the "Thunder" name, the Republic P-47 Thunderbolt, famed "Jug" of World War II. Additionally, the bombers conducted a simulated bomb run over San Francisco and Sacramento, California; Phoenix, Arizona; and Fort Worth, before landing at Carswell.

Following this, First Lieutenant Julian T. Williams was assigned the first house in the on going Wherry Housing Project (Valley View Housing) on 19 October 1950.

Next, Lieutenant Colonel Richard T. Black, deputy commanding officer, 7th Bomb Group, was appointed group commander on 24 October, when Colonel Roberts moved up to deputy commanding officer, 7th Bomb Wing.

As the month closed, one B-36D arrived upping total Ds assigned to seven. Overall, the wing had 35 B-36s, 23 in the 7th Bomb Group (3-D and 17-B) and 15 in the 11th Bomb Group (4-D and 11-B).

THIRD WING B-36 ACCIDENT The month of November opened with the 4001st Base Service Squadron, located at Gray AFB, Killeen, Texas, attached to the 7th Bomb Wing. Also, Gray AFB was further designated a sub-base of Carswell AFB. On 22 November, the wing recorded its third major B-36 accident that resulted in the complete destruction of B-36B 44-92035 (26th Bomb Squadron, 11th Bomb Group). Heading for Carswell with three engines out and no engine control the aircraft lost altitude and crashed 20 miles south of the runway. The entire crew bailed out prior to the crash with two losing their lives.

General (Retired) Carl Spaatz, former Air Force Chief of Staff, and former 7th Bomb Group commander (May 1929 to October 1931) arrived at Carswell on 28 November, along with members of the Air Force Academy Site Inspection Team. The purpose of the visit was to view sites for the proposed Air Force Academy. The team departed Carswell on 30 November.

Four B-36D aircraft arrived from the Convair plant, San Diego, California, during late November bringing total "D" models to 11 in the wing. Also, three B-36Bs were lost, two to Convair for modification, and one to crash

noted earlier.

Eight B-36D aircraft (4-7th Bomb Group and 4-11th Bomb Group) deployed to Limestone AFB, Maine, on 30 November to test pre-strike staging facilities, and evaluate B-36D aircraft and combat crews on a profile mission.

On 1 December 1950, six of those B-36s launched out of Limestone and flew direct to Ramey AFB, Puerto Rico. This was the second time wing B-36s had landed in Puerto Rico (previously B-36s had been flown to Alaska). Enroute to Ramey the bombers flew simulated bomb runs one Charleston, South Carolina, and Tallahassee, Florida. The two remaining B-36 bombers at Limestone deployed to Carswell on 5 and 6 December 1950. This operation closed out flying activity for 1950.

Based on the B-36 crash in November gunnery firing training missions were discontinued in the wing. With this action emphasis was placed on gun camera training instead of the live fire previously conducted.

One "D" model B-36 arrived from the Convair plant, San Diego, California on 12 December. As the year closed 12 B-36D aircraft were assigned in the wing.

1951

RETURN TO TOP

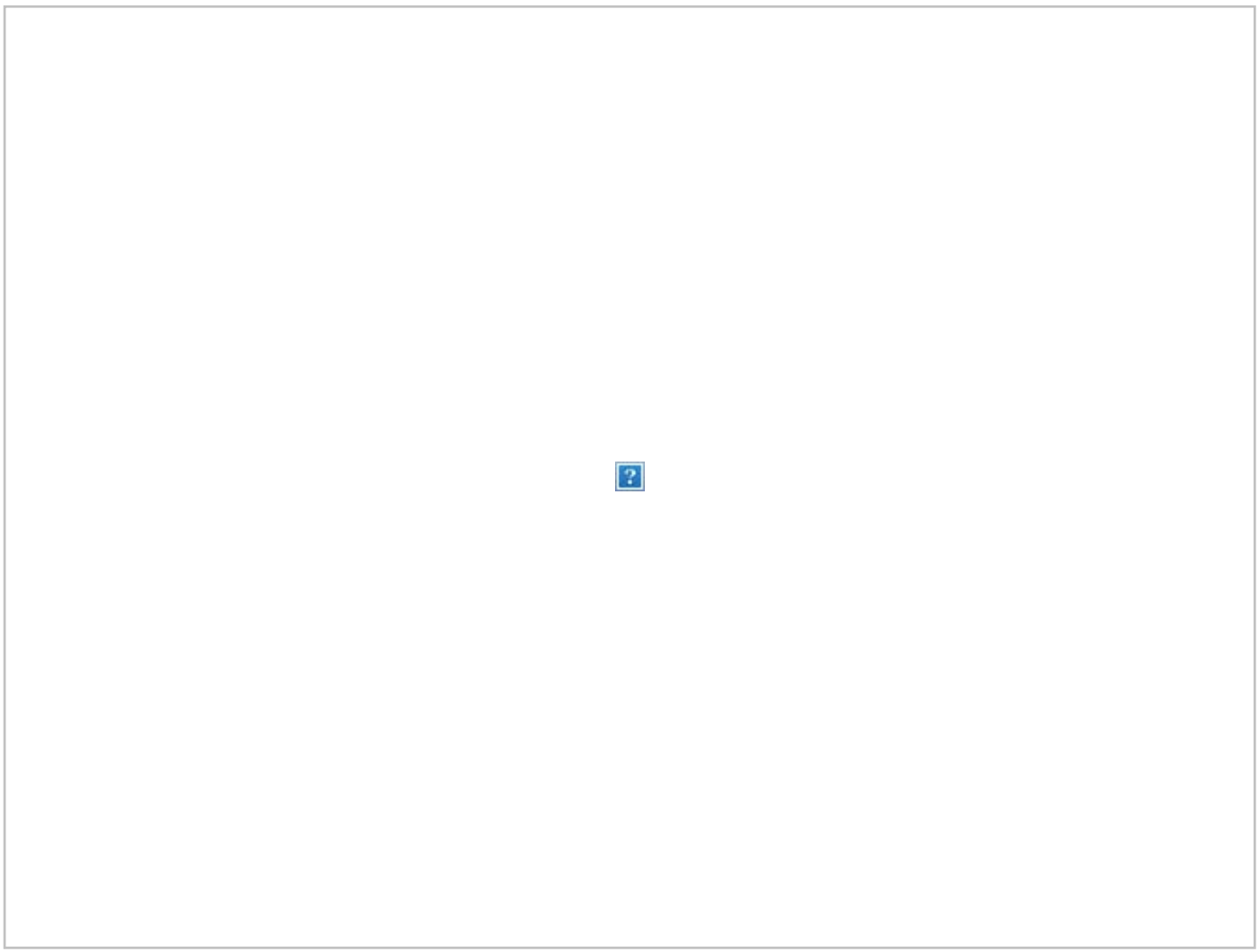
SAC REORGANIZES In January 1951 Headquarters, United States Air Force approved a proposal by General Curtis E. LeMay, Commander-in-Chief, Strategic Air Command, to reorganize SAC's combat forces at base level. Prior to this reorganization, each combat wing consisted of a wing headquarters, a combat group with tactical squadrons, a maintenance and supply group, air base group, and a medical group. This structure existed in most combat wings, including those on both single and double-wing bases. Under the new system, effective 15 February 1951, each wing would reorganize to include a wing headquarters, combat group with tactical squadrons; three maintenance squadrons; an air base group of housekeeping squadrons; a supply squadron; and a medical squadron. Both medical and maintenance and supply groups would be discontinued. The combat group headquarters remained in name only. The wing commander served as the combat group commander. In conjunction with this reorganization, SAC received authority from Air Force to organize air divisions on double wing bases and to operate the air base group on base. Composed of approximately 17 people, representing functions of command, operations, material, and administration, the air division headquarters served as an intermediate echelon of command between the combat wings and the numbered air force. The air division commander exercised direct control over the two wing commanders and the air base group commander.

On 4 January 1951, the 11th Maintenance and Supply Group was activated and attached to the 7th Bomb Wing. The group consisted of: 11th Maintenance Squadron, 11th Supply Squadron, 11th Motor Vehicle Squadron, and the 4014th Organizational Maintenance Squadron (formerly under the 7th Maintenance and Supply Group). The group was further attached to the 7th Maintenance and Supply Group for administrative, operational control, and logistical support.

FIRST B-36 DEPLOYMENT TO THE UNITED KINGDOM AND EUROPE Next, the wing took part in a special training mission to the United Kingdom. The purpose of the mission was to evaluate the B-36D under simulated war plan conditions. Also, further evaluate the equivalent airspeed and compression tactics for heavy bombardment aircraft; and evaluate select crew capability for bombing unfamiliar targets. The aircraft, staging through Limestone AFB, Maine, would land at RAF Lakenheath, United Kingdom, following a night radar bombing attack on Helgoland, Germany. From there the bombers would conduct a simulated bomb run on the Heston Bomb Plot, London, finally landing at Lakenheath. A total of 11 bombers launched out of Carswell on 14 January to Limestone AFB, landing that same day. On 15 January, all were set to depart Limestone. Of those, two aborted shortly after takeoff for engine failures, and three more returned to Carswell that day. The remaining six (one 9th Bomb Squadron, two 436th Bomb Squadron, 7th Bomb Group; and one each from the 26th, 42nd and 98th Bomb Squadrons, 11th Bomb Group) landed at RAF Lakenheath on 16 January following the two bomb runs

scheduled. This was the first deployment of wing and SAC B-36 aircraft to England and Europe. For the next four days the flight flew sorties out of England. The aircraft redeployed to the states on 20 January arriving at Carswell on 21 January.

As January closed, 18 B-36B and 18 B-36D bombers were assigned to the wing. Also, assigned "B" models began rotating to the Convair plant at San Diego, California, for modification to "D" models. This would continue until late June 1951 when all B models would be converted to B-36Ds in SAC.



B-36Bs being converted to B-36Ds at Convair in San Diego

11TH BOMBARDMENT WING AND 19TH AIR DIVISION ACTIVATED AT CARSWELL February opened with several organizational changes at Carswell due to SAC's announced reorganization in January this year. On 16 February, the 11th Bombardment Wing, Heavy, established on 18 November 1948, was activated at Carswell. The new wing assumed control of the 11th Bomb Group, attached to the 7th Bomb Wing since 1 December 1948. Next, 19th Air Division, Bombardment, redesignated 1 February as 19th Air Division, was organized on 16 February at Carswell. With this move the division assumed responsibility over the 7th and 11th Bomb Wings at Carswell. Also, the 7th Bomb Wing underwent a complete reorganization on 16 February. The 7th Bomb Group was reduced to one officer and one enlisted in a caretaker status. The 4010th Organizational Maintenance Squadron was divided to form the 4010th Armament Electronic Squadron, activated the same day. Those two squadrons, and the 7th Maintenance Squadron, redesignated the 7th Field Maintenance Squadron on 16 February, were further assigned to the 7th Bomb Wing. The three bomb squadrons, 9th, 436th, and 492nd were attached directly to the 7th Bomb Wing and taken out from under control of the group on 16 February. Finally, the

7th Aviation Squadron, attached to the wing since 1949, remained under the wing's control. At the same time the 7th Maintenance and Supply, and Medical Groups were inactivated this day with the 7th Air Base Group assigned to the 19th Air Division. With all this reorganization taking place the leadership of the wing changed hands as well on 16 February, as Colonel John A. Roberts assumed command of the 7th Bomb Wing from Brigadier General Irvine. Colonel Black, 7th Bomb Group commander, was replaced by Colonel Roberts. Thus, both the wing and group were under his direct command. Colonel Black was reassigned in the wing. General Irvine, previous wing commander, became the 19th Air Division commander the same day.

Three days later, on 19 February 1951, the 436th Bomb Squadron received a plaque from SAC for its distinguished record as the first B-36 unit in SAC to fly over 400 hours in one month.

Following this, five wing B-36Ds took part in a mock bombing mission over Portland, Oregon. The aircraft, TDY to Eielsen AFB, Alaska, since 19 February, launched out of Eielsen on 22 February. The bombers flew a high-level bombing mission over Portland then recovered at Carswell the same day. As the month closed, the wing had ten B-36Ds and nine B-36Bs assigned.

During March 1951, the wing established a new unit flying record when the 436th Bomb Squadron flew 477 hours with six B-36s in 29 days out of Carswell. Also, five B-36D bombers were received in March from the Convair plant, San Diego, California. All total, 20 B-36s were assigned to the wing in March (13-D and 7-B).

From 12 to 16 April, the wing flew its B-36 aircraft in night bombing missions against industrial targets in the Indianapolis, Indiana, area. The purpose of the mission was to determine the wing's bombing capability against a complex industrial target. On 12 April, 17 B-36s (12-D and 5-B) in the wing flew the first sorties on Indianapolis. All aircraft completed the long range flight on 13 April. Eight more B-36s (5-D and 3-B) flew out of Carswell on 16 April to bomb Indianapolis. The bombers recovered at Carswell on 17 April following the mission. During the sorties on 12 and 16 April, the bombers also attacked secondary targets of New York City (B-36Ds only); Oklahoma City, and Austin, Texas (B-36B only) before flying the primary mission over Indianapolis.

No "D" model bombers arrived from the Convair plant in San Diego during April, but the wing flew three "B" models to the plant for modification in late April.

On 24 April, Mr. Alexander P. de Seversky, noted writer, lecturer, aircraft designer, and manufacturer, visited Carswell. He took a flight in a 492nd Bomb Squadron B-36D while at Carswell.

FOURTH WING B-36 ACCIDENT Three days later, on 27 April, the wing recorded its fourth major B-36 crash which occurred during a fighter-bomber interception mission 55 miles northeast of Oklahoma City. During the interception an F-51 fighter hit the bomber resulting in both aircraft crashing. Fourteen individuals were killed and the B-36B was a total loss.

Colonel George T. Chadwell took command of the 7th Bomb Group on 5 May 1951, leaving Colonel Roberts the wing position. Also, Colonel Chadwell, who had been the deputy wing commander, kept that position.

FIFTH WING B-36 ACCIDENT The next day, 6 May, the wing suffered a major B-36 crash. B-36D 49-2660 crashed on landing at Kirtland AFB, Albuquerque, New Mexico. Twenty-three of the 25 onboard were killed. This was the fifth B-36 crash in the wing that destroyed a B-36 since their arrival in June 1948.

Shortly after this, on 14 May, a survey team in the wing deployed from Carswell in a C-124 to investigate the facilities at Goose Bay, Labrador, Canada, for its use in emergency war plan exercises. The team returned 10 days later.

On 17 May, Major General Irvine, 19th Air Division commander, presented Lieutenant Colonel Finlay F. Ross, Jr., 492nd Bomb Squadron commander, the 19th Air Division Achievement Award for Outstanding Flying Safety for April 1951. This was the second consecutive month the 492nd received the award.

B-36F ACCELLERATED SERVICE TEST PROGRAM BEGINS As the month of June opened, three wing bomber crews (S-04, S-18 and S-20) were assigned to temporary duty at the Convair Plant, Fort Worth, to

participate in the B-36F operational testing under the Accelerated Service Test Program. The aircraft flown by the crews was 49-2703, a RB-36F. Two flights were flown on 14 and 15 June out of Carswell. A third flight was conducted from 21 to 22 June, by a 9th Bomb Squadron crew in B-36F 49-2672. Earlier in the month on 4 and 9 June, the wing conducted an operations readiness test in two phases. Phase I involved a simulated deployment; and phase II, a high altitude attack on industrial targets in the Detroit, Michigan area. Final results of the exercise showed the wing was prepared for its mission.

LAST WING B-36B TRANSFERRED FOR CONVERSION The last B-36B in the wing was flown to the Convair plant, San Diego, California, for modification to a "D" model, on 23 June 1951.

On 30 June, the "On Top" modification project, in which a team from the Oklahoma City Air Logistics Area, Tinker AFB, Oklahoma, modified all 22 wing B-36D bombers, closed out.

Under the B-36F Accelerated Service Test Program, started in June, the wing flew three test flights. A fourth flight was accomplished from 3 to 4 July, by a 9th Bomb Squadron crew. This was the first flight in B-36F 49-2672 with the new long-range mixture barrels installed. The flight engineer reported that manual leaning operations were greatly improved with the modification to the barrels.

Next, a special training mission including a high altitude penetration of Eglin AFB, Fort Walton Beach, Florida, utilizing F-84 fighter escort from the 12th Fighter Wing, Bergstrom AFB, Texas, was flown on 10 July. On that date, nine B-36s took part escorted by 18 F-84 fighters. The bombers flew out of Carswell south to Port Arthur, Texas. At Port Arthur the bombers picked up their escort fighters and headed east to Florida reaching Eglin Range. Several F-86 fighters from Eglin AFB intercepted the bombers enroute to targets in the area. Completing the scheduled mission the bombers returned to Carswell and the escort fighters recovered at Eglin AFB, returning to Bergstrom AFB the next day.

On 11 July, a 9th Bomb Squadron crew conducted the fifth B-36F test flight in the B-36F Accelerated Service Test Program using B-36F 49-2672. This flight closed out the flying phase of the B-36F model test program as all six B-36F aircraft (49-2703, 49-2704, 49-2705, 49-2670, 49-2671 and 49-2672) at Carswell returned to Convair for 100 hour inspections, Air Material Command acceptance flights and other inspections.

FIRST B-36 DEPLOYMENT TO CANADA On 17 July 1951, the wing dispatched six B-36 aircraft of the 492nd Bomb Squadron to Goose Bay, Labrador, Canada. The purpose of the mission was to familiarize people in the squadron with the capabilities of the staging base, test these capabilities, provide an opportunity for crews to obtain actual polar experience, and to accomplish a partial profile mission on the return to Carswell. The flight enroute to Goose Bay was used as a routine training mission. All aircraft landed at Goose Bay on 17 July. Two days later, on 19 July, all six bombers flew a polar navigation training mission then recovered at Goose Bay. All six bombers redeployed to Carswell on 23 July. Enroute a partial war plan profile was conducted as the bombers attacked Tampa, Florida; Birmingham, Alabama; Fort Worth; Memphis, Tennessee; Little Rock, Arkansas; and Dallas; before landing at Carswell on 24 July.

July closed out with 24 B-36D bombers assigned to the wing. The wing conducted a radar bomber evaluation mission against a commercial center target in Binghampton, New York, on 4 and 9 August. The exercise was flown to compare the radar bombing accuracy of aircrews using radar predictions based on eight year old photography against the bombing accuracy of crews using recent radar reconnaissance, and to determine the ability of crews to accomplish celestial navigation and electronic countermeasures reconnaissance.

On 4 August, 15 B-36Ds, seven of which had old photography and the remaining eight new, launched out of Carswell. All aircraft flew the mission as scheduled and recovered at Carswell the same day. The crews using new photography were scored effective with the others not. Eight bombers of the 15 deployed out of Carswell on 9 August, to bomb Binghampton, scored effective using the current photography.

1951 SAC BOMBING COMPETITION With the abatement of the threat of World War III developing out of the Korean Conflict, the bombing competition, suspended in 1950, was resumed and expanded. To stress the importance of celestial navigation and to enable reconnaissance wings to compete, navigation was included as a

separate phase of the meet. MacDill AFB, Tampa, Florida, served as the competition headquarters, as well as the staging base for medium aircraft. Carswell AFB was the staging base for heavy aircraft. Held from 13 to 18 August 1951, the third meet to date in SAC, involved 12 bomb wings and three reconnaissance wings flying B/RB-36, B/RB-29, and B-50 aircraft. Also, two Royal Air Force crews from the United Kingdom participated with Washington bombers (Boeing B-29). Bombing requirements included three visual releases and four radar runs, and the navigation phase involving three night celestial navigation legs. Wing aircrews placed in the top ten overall.

WING RECEIVES FIRST CONVAIR B-36F AIRCRAFT On 18 August 1951, the first B-36F 49-2671 was assigned to the 9th Bomb Squadron in the wing. The B-36F was equipped with new WASP Major engines rated at 3,800 horsepower. Also, a K-3 radar system and APG-32 gun laying radar were added. The increased horsepower upped the top speed to 417 mph and the service ceiling to 44,000 feet with a combat payload of 264,300 pounds. A total of 34 B-36F models were eventually produced by Convair with all going to the wing.

FIRST B-36F GUNNERY MISSION The wing conducted its first "F" model gunnery test over the Eglin AFB Gunnery Range, Florida, on 22 August 1951. Results of the test were satisfactory. As the month closed, 25 B-36D and two B-36F bombers were assigned. B-36F 49-2672 was the second "F" model assigned in the wing and went to the 9th Bomb Squadron.

436TH BOMB SQUADRON DEPLOYS TO CANADA A second familiarization flight to Goose Bay, Labrador, Canada, was flown in September 1951. The purpose of the mission was to familiarize the 436th Bomb Squadron with the staging base at Goose Bay, and test the capabilities and facilities of the base. On 16 September, the 436th deployed six B-36D aircraft out of Carswell, landing the same day at Goose Bay. While at Goose Bay, the aircraft flew a polar navigation sortie to Thule, Greenland. The six bombers returned to Carswell on 23 September. Enroute a partial profile mission was conducted. On 30 September, a total of 29 B-36s were assigned in the wing (25-D and 4-F).

9TH BOMB SQUADRON DEPLOYS TO CANADA On 11 October, six B-36D aircraft of the 9th Bomb Squadron deployed to Goose Bay, Labrador, for familiarization training. All aircraft landed without incident the same day at Goose Bay. Two days later on 13 October, the squadron flew a polar navigation mission to Thule, Greenland, and back. The six aircraft departed Goose Bay on 17 October, and flew a modified profile mission enroute to Carswell. This deployment was the third and final squadron familiarization flight in the wing. With this flight all three bomb squadrons were familiar with staging out of Goose Bay. Thus, the wing was set to deploy in the future when tasked at a moments notice.

Also on 11 October, the wing conducted a unit simulated combat mission out of Carswell using three B-36Fs (9th, 436th and 492nd Bomb Squadrons). The mission was flown in the Eglin AFB Range, Florida. All three aircraft completed the mission as scheduled and returned to Carswell on 12 October.

On 29 October 1951, Colonel Roberts was assigned temporary duty at Carswell as Commanding Officer, 19th Air Division. In his absence from the wing Colonel George T. Chadwell, deputy wing commander, assumed the wing commander position.

Following this, the wing closed out October 1951 with 31 B-36s on hand, 25-D and 6-F. During November 1951, five B-36Fs were assigned to the wing. By the end of the month the wing had 36 B-36s (25-D and 11-F) divided among its three flying squadrons.

FIRST RAF BOMBING COMPETITION The Royal Air Force Bomber Command, United Kingdom, held its first Bombing Competition from 12 to 15 December 1951. SAC entered six aircraft in the competition, officially called the Navigation and Blind Bombing Competition. Operating out of RAF Sculthorpe, Norfolk, United Kingdom, were two B-29s (9th Bomb Wing, Travis AFB, California and 301st Bomb Wing, Barksdale AFB, Louisiana), two B-36s (7th and 11th Bomb Wings, Carswell AFB, Texas), and two B-50s (93d Bomb Wing, Castle AFB, California). On 4 December, one 7th Bomb Wing B-36D and one 11th Bomb Wing B-36D deployed from Carswell. Both bombers were to take part on a non-competitive basis to demonstrate equipment in order to effect a mutual exchange of ideas and techniques, and to compare techniques in target study and briefing. Both B-36s landed at RAF Sculthorpe on 5 December. Both aircraft flew the competition route from 12 to 13 December, out of

Sculthorpe. The 7th Bomb Wing deputy commander, Colonel Walter E. Chamber and Air Chief Marshall, Sir Hugh P. Lloyd, Commander in Chief of the British Bomber Command, flew in the 7th Bomb Wing B-36. The aircraft was piloted by Major Artist Prichard, 9th Bomb Squadron. The SAC B-29 team of the 9th and 301st Bomb Wings placed first overall in the competition. The two Carswell B-36s departed Sculthorpe on 14 December and arrived back home on 15 December. As the year 1951 closed 37 B-36s (25-D and 12-F) were assigned in the wing at Carswell.

National Investigations Committee On Aerial Phenomena

Category: 08; Photographic Evidence

Subject: **The Sherman, TX Photo Case**
Date: **August 2, 1965**
Location: **Sherman, TX**

Francis Ridge:
3:00 am. This famous case of the photo of a banded light can be found in a lot of UFO books and magazines in the 1960's and later on. Not sure what the object was, but unless the entry from Brad Spark's Comprehensive Catalog of Project Blue Book Unknowns is the same sighting (not an original BB unknown and time not given), there were other strange sightings the same day of a brilliant light in Texas that date. Report details are linked below.

For reports, documentation, analysis or discussions - see below:

The Sherman, TX, Photo Case - Temporal Doorway
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category: 01; Distant Sightings

Subject: Bright Object at Wagle Mountain Lake
Date: August 2, 1965
Location: Sherman, TX

Francis Ridge:
Not listed among the original BB Unknowns, this case IS listed in Brad Spark's Comprehensive Catalog of Project Blue Book Unknowns, time of incident not given). There were other strange sightings the same day of a brilliant light in Texas that date. Here is what we have so far:

> Aug. 2, 1965. Justin, Texas. 2 Tarrant County deputy sheriffs saw an object as bright as burning magnesium, land as they patrolled near Wagle Mountain Lake. Extensive investigation by police found no traces. (Vallée Magonia 667)

For reports, documentation, analysis or discussions - see below:

The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **0**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

Radio Amateur Tracks UFO With Radar? Maybe Not

March 1, 1950
Knoxville, Tennessee

Fran Ridge:
S. E. Adcock was a civilian operating a "ham" radar set. The witness and equipment are considered unreliable. The report synopsis by Bruce Maccabee, is fairly accurate but based on FBI documents, and shows that the radar used was able to track an object at 2,000 feet. But it also states that anything else came under serious question and no conclusions could be reached. But when Air Force documents were found (see documents linked below) the witness was found intoxicated, and when his height and speed figures were checked against the actual airliner they were wildly off.

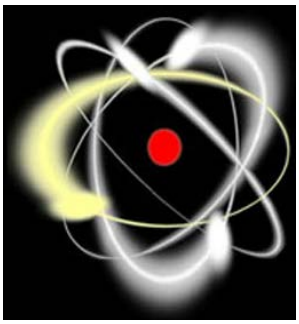
Detailed reports and documents
Radio Amateur Tracks UFO With Radar (Bruce Maccabee)
March 1, 1950, UFO Radar-Tracked Over Oak Ridge By Radio Amateur - BB Microfilm (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**



A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

Huge Saucer Over K-25 Area

October 12, 1950
Oak Ridge, Tennessee

Fran Ridge:
October 12, 1950; Oak Ridge, TN.(BBU)
Late Thursday, October 12, 1950, a saucer-looking object was observed over the K-25 area near the NEPA Project area. The object was described as round, as big as a four room house, silver in color, and had a blister at the top of the saucer. The object also had windows. The object rose slowly for about 100 feet, moved forward, rose again about the same distance and then it was gone at a high rate of speed. (Blue Book files, The Knoxville Journal, October 26, 1950).

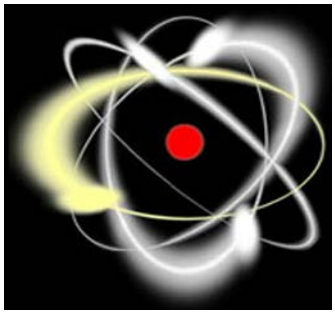
Detailed reports and documents
docs/MAXW-PBB8-499.jpg (Fran Ridge & Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**



A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

Oak Ridge Security Patrol Reports Objects At 50'

October 15, 1950
Oak Ridge, Tennessee

Brad Sparks:
October 15, 1950; Oakridge, Tennessee (BBU 819)
3:25 p.m. Involved AESS (Atomic Energy Security Service) Trooper Edward D. Rymer and John Moneymaker of University of Tennessee Research Farm. Described as a strange diving object shaped like bullet with a smoke trail. (Moneymaker saw a double pear-shape). The bullet or pear shape turned into a flat 2x5-inch grayish card shape with the smoke trail turning into a 20-ft long flat shimmering light gray ribbon-like streamer. It had a small black line running down middle, the streamer having a pulsating glow on the end of a 15-ft section, which was also partly transparent and maneuvered at 3 mph to within 210 feet of witnesses. Rymer approached to within 50 ft (but object did not seem larger). The object was at 6-ft height above ground and maneuvered over the road at Solway Gate, which is near Kerr Hollow, to Oak Ridge, then jumped over a 9-ft chain link fence with a terrain-following maneuver (object turned vertical to follow the fence), then rose sharply to negotiate a 30-ft willow tree similarly. The card shape changed to pear shape with same trail while en route to disappearing at increased speed over top of a ridge to the SE about one mile away. Rymer called attention of Hightower, an employee of Maxon Construction Co., who was driving up to Solway Gate, who then saw object disappearing. AESS Capt. Joe Zarzecki arrived just after disappearance of first object but saw 2nd and 3rd. Second similar object appeared shortly afterward seen by all 4 witnesses for about 30 seconds at 300 ft height with similar shape and maneuvers disappearing over same ridge to SE. Then about 5 minutes later a third object with similar shapes and maneuvers, seen for 10 seconds at 500 feet height by all witnesses disappeared over same ridge to SE. One object had a double pear shape. (Berliner; FBI files; BB AFOSI microfilm 90 frames 636-637) ? mins + 30 sees + 10 seconds

For reports, documentation, analysis or discussions - see below:

Oak Ridge Sighting by Security Patrol - Quote from an FBI Document (Jerry Washington)
Forty Project B;ue Book documents (Robert Powell & Fran Ridge)
FBI Cover Letter (not original) dated 18 October 1950 - Objects Over Oak Ridge, October 12,15,16, 1950
FBI incident report dated 15 Oct 1950, Page 1 of Inclosure #11
FBI report dated 15 Oct 1950, Page 2 of Incl. #11
FBI incident report dated 16 Oct 1950, Page 1 of Incl. #10
FBI report dated 16 Oct 1950, Page 2 of Incl. #10
FBI incident report dated 16 Oct 1950, Page 1 of Incl. #3
FBI report dated 18 Oct 1950, Page 2 of Incl. #3
FBI incident report dated 16 Oct 1950, Page 1 of Inclosure #3
FBI report dated 16 Oct 1950, Page 2 of Inclosure #3
FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.1
FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.2
FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.3

FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.4
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters & Category 09; Radar Case

Subject: Oak Ridge Security Guard Reports Spinning Object/ Radar Detects UFO
Date: October 16, 1950
Location: Oak Ridge, TN

Francis Ridge:
Surprisingly this was neither listed among the original BB Unknowns, nor the updated Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. It wasn't on our site and wasn't listed among the 200 nuclear connection cases by Larry Hatch (NCP-03). The Air Force documents were found originally by Dan Wilson on the BB Archive site and I matched it up with the report by Bruce Maccabee. I then located the AFOSI documents in my files and scanned them in. (See report and document links below). The documents clearly show radar had detected UFOs at the same time.

> NARA-PBB90-638: "At about 1520 EST 16 October, while Special Agent William S. Price was present, a report came from the AEC Patrol to the radar station relating that a Trooper Isabell and four civilian employees at Oak Sidge had observed a "silver disc" hovering over the K-25 Plant in the controlled area. The radar screen was able to pick up an indistinct target about every three (3) or four (4) sweeps of the indicator. An F-82 fighter plane was sent to attempt an intercept of the object. The airborne radar of the fighter picked up a target which later proved to be a light aircraft. The ground observers reported that the F-82 passed under the "silver disc" while it was in pursuit of the light plane. The crew of the fighter observed nothing unusual. Nothing further was learned of the sightings."

For reports, documentation, analysis or discussions - see below:

Oak Ridge Security Guard Reports Spinning Spherical Object, Oct 16, 1950 - Bruce Maccabee
Oak Ridge Security Guard Reports Spinning Object - BB Microfilm - Dan Wilson
FBI Letter of Oct 18, 1950: Objects Over Oak Ridge, Oct 12,15,16, 1950 (transcripted)
AEC Report by Troopers Clark & Briggs
AEC Incident Report by Trooper Isabell
FBI Incident Report, dated 16 Oct, 1950, Clark and Briggs
FBI Report, dated 16 Oct 1950, Trooper Isabel, Page 1
FBI Report, Isabell, Page 2
FBI Report, Drawing
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Objects Sighted Over "Control Zone"
Date: October 20, 1950
Location: Oak Ridge, TN

Francis Ridge:
Not listed in either BB Unknown list, original or Comprehensive Catalog of Blue Book Unknowns , but has aspects that may ultimately classify it as an unknown. At 4:55 PM on October 20, Larry Riordan, the Superintendent of Security for the X-10 control zone became a witness. While driving to a residential area he saw an object which he thought at first was a balloon which had lost its "basket." It was generally round, appeared to "come together at the bottom in wrinkles (rather indistinct and something was hanging below." It appeared to be 8 to 10 feet long and lead or gunmetal colored. It didn't seem to be moving but, since he was traveling and only saw it for a number of seconds, he couldn't be sure. He was sure it wasn't a weather balloon, although he thought it might have been a gas bag balloon launched by the nearby University of Tennessee Agricultural Research Farm.. On the same day at 3:27 PM the radar unit at the Knoxville airport detected radar targets near the area of Mr. Riordan's sighting and scrambled a fighter plane. The pilot searched the area for about an hour and a half, which included the time of Mr. Riordan's sighting, and found nothing.

Brad Sparks:
The Riordan sighting might be a balloon, but we won't know until AF data can fill in more details.

For reports, documentation, analysis or discussions - see below:

Objects Sighted Over Control Zone - Greenwood and Fawcett (Clear Intent)
FBI Document dated 25 October 1950, Page 1 of 3
FBI Document dated 25 October 1950, Page 2 of 3
FBI Document dated 25 October 1950, Page 3 of 3
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Oak Ridge I-10 Lab Employee Sees "the Flying Saucer"/Radiation Detected
Date: October 23, 1950
Location: Oak Ridge, TN

Francis Ridge:
This one isn't listed anywhere; Blue Book Unknowns, CCPBBU (Sparks updated list), Hatch's *U* Database with nuclear connection. But the witness told the Clinton Courier-News said he saw an object generally referred to as "the flying saucer". This article was quoted in a 2 November 1950 FBI document. Sighting was not verified by radar, the document (page 2) says.

Bruce Maccabee:
On October 23, at 4:30 PM, Francis Miller, an Oak Ridge laboratory employee, while driving along a road in Oak Ridge saw an object that appeared to be less than half a mile away and between 1,000 and 2,000 feet up. It appeared as an “aluminum flash” that was traveling in a south-southeast direction. He only saw it for a few seconds. Subsequently it was discovered that a nuclear radiation detection station (a Geiger counter) in the vicinity of the sighting registered a burst of alpha and beta radiation. The purpose of this station was to detect any leaks of radiation from the Oak Ridge Laboratory. There was no leakage of radiation, however. An expert from the Health and Research Division analyzed the readings from the Geiger counter and pronounced them unexplained. This association between radiation detection and a UFO sighting was similar to that at Mt. Palomar mentioned in Chapter 13. Whether the reading of the Geiger counter was actually a result of nuclear radiations or whether the presence of the UFO induced a transient electrical fault in the counter or whether there was some other explanation is not known. This case does not appear in the Project Blue Book file.

For reports, documentation, analysis or discussions - see below:

UFO Incident At Oak Ridge - Jan Aldrich/Greenwood File
FBI Document, dated 2 November 1950, Page 1
FBI Document, Page 2
FBI Document, dated 10 November 1950
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 09; Radar Cases

Subject: Assistant Chief of Security Sees UFO/Knoxville Tracks UFOs on Radar
Date: October 24, 1950
Location: Oak Ridge, TN

#1671: 1950/10/24 18:20 60 84:16:0W 36:1:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:SVRL OBS+RDR TARGETS:JETS SCRAMBLE:SLNT OBJ >>SSE:/r118 Feb97
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 173 MIL. BASE

Francis Ridge:
This series of incidents are not listed among the original BB Unknowns or the updated list by Brad Sparks (Comprehensive Catalog of Project Blue Book Unknowns), but involves two separate visuals and one radar.

For reports, documentation, analysis or discussions - see below:

Asst. Chief of Security sees UFO; Six hours later radar tracks UFOs - Maccabee
FBI document, dated 25 October 1950 (Fry sighting)
FBI document, Page 2 (Major Ballweg sighting and radar track at Knoxville Airport)
FBI document, dated 27, October 1950 (Major Ballweg)
FBI document, dated 30 October 1950
FBI document, Page 2
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Wife of Security Officer Reports Polished Aluminum Object at 500' Altitude
Date: December 5, 1950
Location: Oak Ridge, TN

#1694: 1950/12/5 13:0 1 84:15:0W 36:1:0N 3333 NAM USA TNS 7 7
OAK RIDGE,TN:BBK:SCR OVR POST OFFICE/60sec:> E:TURNS >>NW:SEP OBS SEE >> W
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 63 MIL. BASE

Bruce Maccabee:
At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

For reports, documentation, analysis or discussions - see below:

Wife of Security Officer Reports "Flat or Disklike" Object - Bruce Maccabee
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 09; Radar Cases

Subject: Another Radar Sighting
Date: December 20, 1950
Location: Oak Ridge, TN

Francis Ridge:
The radar log of the 663rd AN and C Squadron, McGhee Tyson Airport, Knoxville, Tennessee contained the following entry: "20 December 1950.1247 hours. Small paint in area (Oak Ridge Controlled Area). Very very slow. Made perfect intercept (with F-82 Fighter aircraft) and orbit surrounding small smoke cloud. This report is not carried in the Blue Book listings.

For reports, documentation, analysis or discussions - see below:

FBI Document, Page 1
FBI Document, Page 2
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **5**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

F-82 Attempts Intercept of UFO Over AEC Plant / Radar

Jan. 21, 1951
Oak Ridge, Tennessee

Fran Ridge:
Written off by the Air Force as a ground target and "ducting caused by an inversion", this incident is carried as unknown in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The sources are work by McDonald and the FUFOR Index.

Dan Wilson:
January 21, 1951; AEC Plant, Oak Ridge, Tennessee
At 4:20 p.m. an unidentified object was sighted on a radar scope of an F-82 fighter plane over the controlled area at Oak Ridge. The radar operator intercepted an indication of an airborne target at 18m (18,000 yards?). The GCI gave the go ahead to intercept the target. The radar set on the F-82 was "locked on" and the run began. The interception was unsuccessful and the fighter returned to base. In all, three passes were made at targets all with radar indications, but they could not be completed since the target was over the restricted area of Oak Ridge including the X-10 plant.

Brad Sparks:
The F-82 fighter (a Twin Mustang, like a 2-seater version of Mantell's plane) did not "return to base" then come back again. The F-82 went to Lenoir City, about 10 miles S of Oak Ridge labs, as a staging area for its exercise then came back to look for the unknown target again. Lenoir City was not the home base (which was unclear in this poorly documented report but was the 5th All-Weather Fighter Squadron, Knoxville).....Total unknown radar target duration probably 6 minutes but stretched out over an unknown time from 4:20 to at least 4:30 or even 5 PM.

Detailed reports and documents
UFO and F-82 Over Oak Ridge - Attempted Intercept - BB Microfilm - Dan Wilson
reports/510121oakridge_rep.htm (Brad Sparks)

The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Airspace Violation By Black Cigar Observed Above Oak Ridge Near F-86
Date: July 19, 1953
Location: Oak Ridge, TN

#2840: 1953/7/19 15:0 8 84:17:0W 36:2:0N 3331 NAM USA TNS 7 9
OAK RIDGE,TN:1+2 SLNT BLK GLOSSY SCRS CIRCLE:SHOOT>E/XTREME SPEED:/MFJ#242+205
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 205 MIL. BASE

Francis Ridge:
Not listed in neither the BB Unknowns nor the updated catalog by Brad Sparks, this incident was mentioned in the MUFON UFO Journal, Issue No. 205. An Army document was located and is presented by the link below with a transcript. Briefly, the incident is described here:

> "At approximately 3:00 P.M. on July 19, 1953, an F-86 aircraft was observed flying over the Oak Ridge residential area, making circles at what appeared to the writer to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The writer, together with his wife, observed the aircraft through a pair of six power field glasses. After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the circle of this object, it appeared at times to be in the shape of a cigar and at other times round."

For reports, documentation, analysis or discussions - see below:

Army Document - Flying Object Observed Over Oak Ridge
The Oak Ridge Page

NICAP Home Page

Index of /nuctests

Name	Last modified	Size	Description
Parent Directory		-	
nuctest570624.htm	2009-10-22 06:39	24K	
nuctest550406.htm	2009-10-22 06:39	3.8K	
nuctest520417.htm	2009-10-22 06:39	4.3K	
nuctest480506.htm	2009-10-22 06:39	4.3K	
nuctest5504xx.htm	2009-10-22 06:39	6.3K	
WS_FTP.LOG	2009-09-25 11:59	1.1K	

Index of /nuctests

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National Investigations Committee on Aerial Phenomena

A Privately-Supported Fact-Finding Body Serving The Public Interest

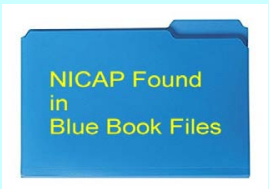
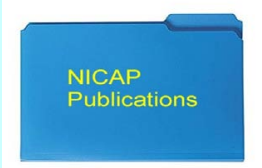
"Is there supporting evidence for the existence of advanced aerial technology in our atmosphere which exhibits characteristics beyond those of which we humans (Military, Scientists, et al) were capable of at the time of the incidents' occurrence?" (Michael Swords)

A must-read paper: Estimating Flight Characteristics of UAP - entropy-21-00939-v2.pdf

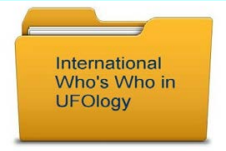
INFORMATION DESK

	CAP POINT at Amazon REGIONAL ENCOUNTERS at Amazon or autographed copies at The NICAP Store Visit our NICAP YouTube Channel	How to Report a UFO Launched 29 July 2018 Project MATCH MUFON
NICAP's Curator	Search using Google and "anysubject,nicap"	Free Online Books
	Global Sighting Information Datasource http://omnitalkradio.weebly.com/pentagon-ufo-study-media.html The latest audio/visual information in the news today!!!!!	

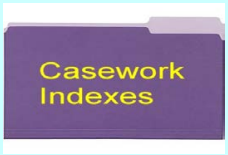
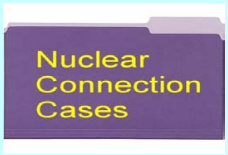
ABOUT NICAP

NICAP's A-Team		About NICAP by Don Berliner (FUFOR)
		
How NICAP began NICAP Press Releases & Official Statements	Where do we stand today?	Tribute to Donald E. Keyhoe Tribute to Richard Hall

MORE HISTORICAL INFORMATION

Journeys Through Audio UFO History (Wendy Connors)	UFOs and Government (Swords, Powell, et al)
	

UFO SIGHTINGS

The latest sightings reported to the NUFORC Sightings: MUFON Case Management System Sightings - By CATEGORY Folder	UFOs at ICBM sites and WSAs, by Robert L. Hastings UFOs & Nukes website
	

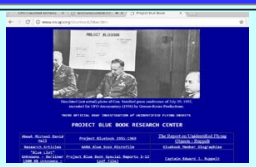
THE WRITTEN RECORD

Official Comments & Research Papers	Official Documents Directives
CUFOS IUR CD Rom	Official UFO Projects Military & Civilian
APRO Bulletins (at CUFOS)	Project Blue Book Archive

OTHER INVESTIGATION AND RESEARCH TOOLS

The Greenwood UFO Archive	Other Major UFO Research Groups
Glossary of Acronyms	Training Information Series

OTHER UFO PROJECTS

 Nuclear Connection Project	 **Project BB Research Center - Michael David Hall**
MADAR **MADAR & other detection studies**	THE SIGN HISTORICAL GROUP
Passive RADAR (Peter Davenport)	Project 1947

This fully authorized NICAP site was created by Francis L. Ridge on December 15, 1997.

Date: Mon, 9 May 2005 16:13:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Operation Teapot and the Sudden "Storm of unknown flying objects"
To: Francis Ridge <nicap@insightbb.com>

Operation Teapot

1955 - Nevada Proving Ground

Test:	Ess
Time:	20:30 23 March 1955 (GMT) 12:30 23 March 1955 (PST)
Location:	Nevada Test Site (NTS), Area 10
Test Height and Type:	-67 Feet Sub-surface Shot
Yield:	1.2 kt

This LASL test was the sixth to use the Ranger Able U-235 core, this time in a Mk-6 HE assembly. Ess ("Effects Sub-Surface") was a test of atomic demolition munition (ADM) cratering. The 8000 lb bomb was placed in a shaft lined with corrugated steel,10 feet wide and 70 feet deep (so that the bomb center was at -67 feet), which was back-filled with sandbags and dirt prior to firing. The crater was 300 feet wide and 128 feet deep.

Teapot Ess (43 K)

Test:	Apple-1
Time:	12:55 29 March 1955 (GMT) 4:55 29 March 1955 (PST)
Location:	Nevada Test Site (NTS), Area 4
Test Height and Type:	500 Foot Tower Shot
Yield:	14 kt

LASL test of a Class "D" (light weight) thermonuclear weapon primary and radiation implosion system, using small quantities of fusion fuel. The primary failed, yielding much less than the predicted 40 kt. No reaction was detected in the secondary stage. The nuclear system was 29.5 inches wide and 74.6 inches long and weighed 2300 lb.

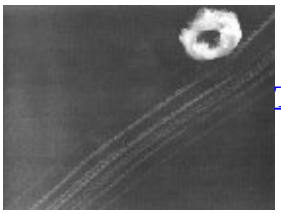
Teapot Apple-1 (38 K)

Test:	Wasp Prime
Time:	18:00 29 March 1955 (GMT) 10:00 29 March 1955 (PST)
Location:	Nevada Test Site (NTS), Area 7
Test Height and Type:	737 Foot Airdrop
Yield:	3.2 kt

This was a repeat LASL test of the Wasp design, using a higher yield core for weapons development purposes, but otherwise identical. B-36 airdrop. The yield was about the same as predicted. As a minor footnote - this shot was fired 5 hours and 5 minutes after Apple-1, the first time in U.S. history that two nuclear explosions were set off in one day.

Test:	HA
Time:	18:00 6 April 1955 (GMT) 10:00 6 April 1955 (PST)
Location:	Nevada Test Site (NTS), Area 1
Test Height and Type:	36,620 Foot Airdrop
Yield:	3.2 kt

This B-36H airdrop was a LASL high-altitude (= HA) test of an air-to-air missile warhead. Similar to the Wasp Prime device (17 inch spherical system weighing 125 lb) in a 1085 lb Mk-5 ballistic case. Due to the extreme high altitude of this test (for an air dropped device) it was parachute retarded to permit the release aircraft to escape to a safe distance, the only parachute weapon drop ever conducted at the NTS.


Teapot HA(22 K)

The nuclear fallout paths from the three tests mentioned above all trailed southeast over Arizona, New Mexico, and over Texas. In this area these is a sudden "Storm" of "Fireballs" see below:

Page ID (PID) : NARA-PBB89-824
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 8

Date: Mon, 25 Apr 2005 16:04:59 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: May 6, 1948, Marshall Islands UFO report during Operation Sandstone

To: Francis Ridge <nicap@insightbb.com>

(T1206-2-1054)

THE NEXT TWO PAGES MUST BE A FOLLOW-UP REPORT
Alt Roll ID : NARA T1206-2
Frame No. : 1055

Alt Roll ID : NARA T1206-2
Frame No. : 1056

Date: Sun, 20 Mar 2005 18:55:25 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: 18 Flying Saucers seen near Nevada Test Site, April 17, 1952.
To: Francis Ridge <slk@evansville.net>

WORK CREW SPOTS FLYING SAUCERS OVER A-TEST SITE

LAS VEGAS, Nev., April 17 (INS)

Flying Saucers in the area of the Nevada test site, where important new atomic tests are in progress, were reported Thursday.

An Air Force technical sergeant and four civilian workers at the Nellis Air Force Base, near Las Vegas, said they saw 18 circular objects flying an easterly course whcih carried them over or very close to the test site.

Those who reported seeing the objects were T/S Orville Lawson, Rudy Toncer, sheet metal shop foreman, and sheet metal shop workers R.K. Van Houtin, Edward Gregory and Charles Ruliffson.

The objects went by at 12:05 p.m. Van Houtin saw them first and then called attention of the others to them.

The men watched the saucers for about 30 seconds

(Reference: The Salt Lake Tribune, Friday Morning, April 18, 1952, Page 1)
==========

Operation Tumbler-Snapper

1952 - Nevada Proving Ground

Test:	Baker
Time:	17:30 15 April 1952 (GMT) 09:30 15 April 1952 (local)
Location:	Nevada Test Site (NTS), Area 7
Test Height and Type:	1109 Foot Airdrop from B-50
Yield:	1 kt

This device also used the Ranger Able U-235 core in a Mk 4 based test device (weight 10,500 lb).

==========

Note: Official fallout maps show the radioactive debris from Test Baker on April 15, 1952, swirled around for two days and was still in the area of the Nevada Test Site on April 17, 1952.

A part of the fallout cloud moved to the southwest and was over Yuma, Arizona on April 17, 1952. It was here on April 17 and 18, 1952, UFOs were reported.

PROJECT BLUE BOOK UNKNOWNS

April 17, 1952; Yuma, Arizona. 3:05 p.m. Witnesses: group of Army weather observation students, including several graduate engineers. One flat-white, circular object flew with an irregular trajectory and a brief trail, for about 7 seconds.

April 18, 1952; Yuma, Arizona. Time unknown. Witnesses: two Army weather observation students. One flat-white circular object flew for 5-10 seconds in a very erratic manner.

==========

It is most interesting that 18 UFOs were reported near the Nevada Test Site on April 17, 1952 where nuclear fallout was falling from the sky, and on October 30, 1951, 18 UFOs would be seen at the Nevada Test Site again, where fallout was falling.

<>
Signed, *Daniel Wilson*

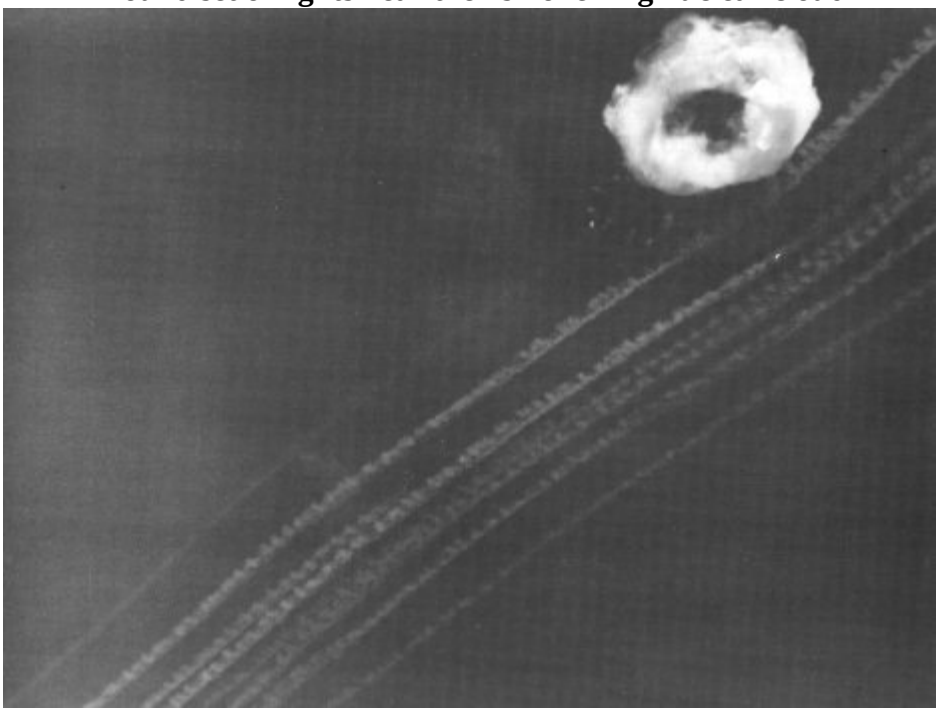
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Operation Teapot Nuclear Test //UFO??
To: Francis Ridge <nicap@insightbb.com>

http://nuclearweaponarchive.org/Usa/Tests/Teapot.html

Test:	HA
Time:	**18:00 6 April 1955 (GMT)** 10**:00 6 April 1955 (PST)**
Location:	**Nevada Test Site (NTS), Area 1**
Test Height and Type:	**36,620 Foot Airdrop**
Yield:	**3.2 kt**

This B-36H airdrop was a LASL high-altitude (= HA) test of an air-to-air missile warhead. Similar to the Wasp Prime device (17 inch spherical system weighing 125 lb) in a 1085 lb Mk-5 ballistic case. Due to the extreme high altitude of this test (for an air dropped device) it was parachute retarded to permit the release aircraft to escape to a safe

Round set of lights near the "smoke ring nuclear cloud"



Just six days before the above nuclear test shot, musician Andy Florio saw a large disc-shaped object near the ground near Tuscon, Arizona. **The object had lights all around the rim.**

Could the round set of lights near the circular nuclear cloud in the picture above be the same UFO???

Those are contrails near the "smoke ring nuclear cloud" so in effect the set of lights in a circle could be about 100 feet in diameter.
==========

http://www.scientificexploration.org/jse/articles/ufo_reports/rodeghier/1.html

Vehicle Interference Event Summaries

Mar. 30, 1955 0315 U.S., near Tucson, Arizona: Andy Florio sighted a "disc machine" at least **100 feet in diameter**. It made the sound of "electrical humming" and had bluish-green lights on its top, and amber lights from openings on the rim. Florio stopped his car when the radio failed, the lights dimmed, and the car slowed involuntarily to 12-15 mph. The UFO swayed back and forth while hovering and shot a beam of white light at the witness, burning his elbow and bubbling paint on the car. Florio also felt heat and a tingling sensation. Eventually the UFO departed , and when the car was checked, it was found to have a defective battery, dead radio, and only three spark plugs still firing. (CUFOS)

Date: Wed, 13 Apr 2005 23:32:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Nuclear Test UFO???

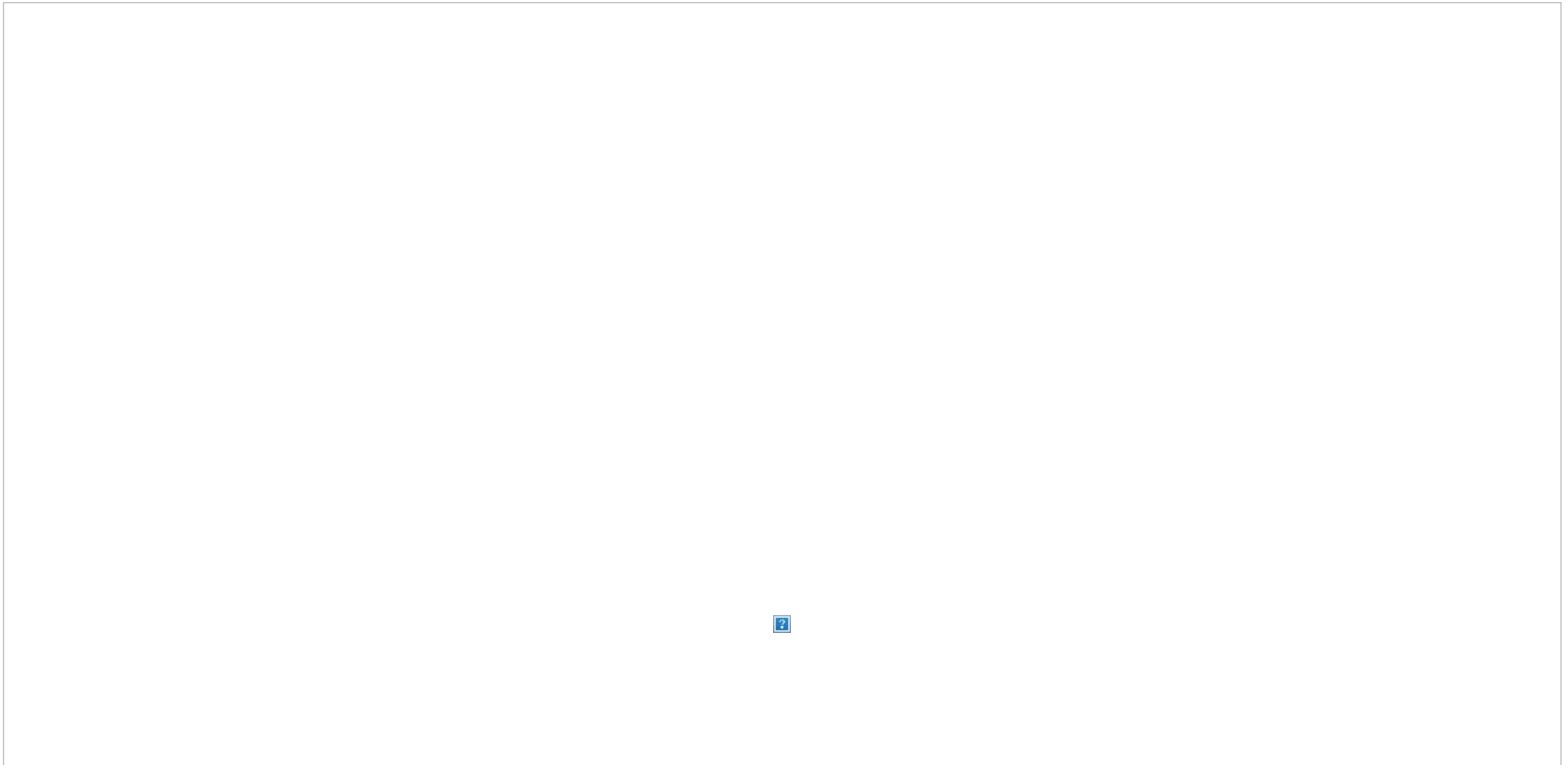
To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

http://www.nuclearfiles.org/remaps/pb/index.html

Priscilla - 24 June 1957

Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map

Fran,
Look just above the mountain right over the mushroom cloud, looks like a small sphere, and another up to the right a little.



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Plumbbob Test Series

May - October 1957

Pictures, Maps and Figures

Boltzmann/BFL* - 28 May 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Wilson - 18 June 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Priscilla - 24 June 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Hood - 5 July 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Diablo - 15 July 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Kepler + Owens/ KO* - 24-25 July 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Related items:

Ranger

Buster-Jangle

Tumbler-Snapper

Upshot-Knothole

Teapot

Hardtack-Phase II

Underground Era Test Series

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Stokes - 7 August 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Shasta - 18 August 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Doppler - 23 August 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Faollout Map
Per Capita Thyroid Doses Map

Franklin Prime - 30 August 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Smoky - 31 August 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Galileo - 2 September 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

WCL* - 6-8 September 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Fizeau - 14 September 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Newton - 16 September 1857
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Whitney - 23 September 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Charleston - 28 September 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

Morgan - 7 October 1957
Estimated Atmospheric Path
Radioactive Iodine - 131 Fallout Map
Per Capita Thyroid Doses Map

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WhiteSands1.gif %d×%d pixels

UNCLA[redacted]

EHO 00.92/1

31 May 50

JUL 13 1950

SUBJECT: Aerial Phenomena

TO: Commanding Officer
AF Cambridge Research Laboratory
Attn: Base Directorate, Geophysical Research
230 Albany St.,
Cambridge, Massachusetts

1. Per request of Dr. A. O. Mirarchi, during recent visit to this base, the following information is submitted.

2. Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station. The sightings were made by Land-Air, Inc., personnel while engaged in tracking regular projects with Askania Photo-theodolites. It has been reported that objects are sighted in some number; as many as eight have been visible at one time. The individuals making these sightings are professional observers therefore I would rate their reliaibility superior. In both cases photos were taken with Askanias.

3. The Holloman AF Base Data Reduction Unit analyzed the 27 April pictures and made a report, a copy of which I am enclosing with the film for your information. It was believed that triangulation could be effected from pictures taken on 24 May because pictures were taken from two stations. The films were rapidly processed and examined by Data Reduction. However, it was determined that sightings were made on two different objects and triangulation could not be effected. A report from Data Reduction and the films from the sighting are enclosed.

4. There is nothing further to report at this time.

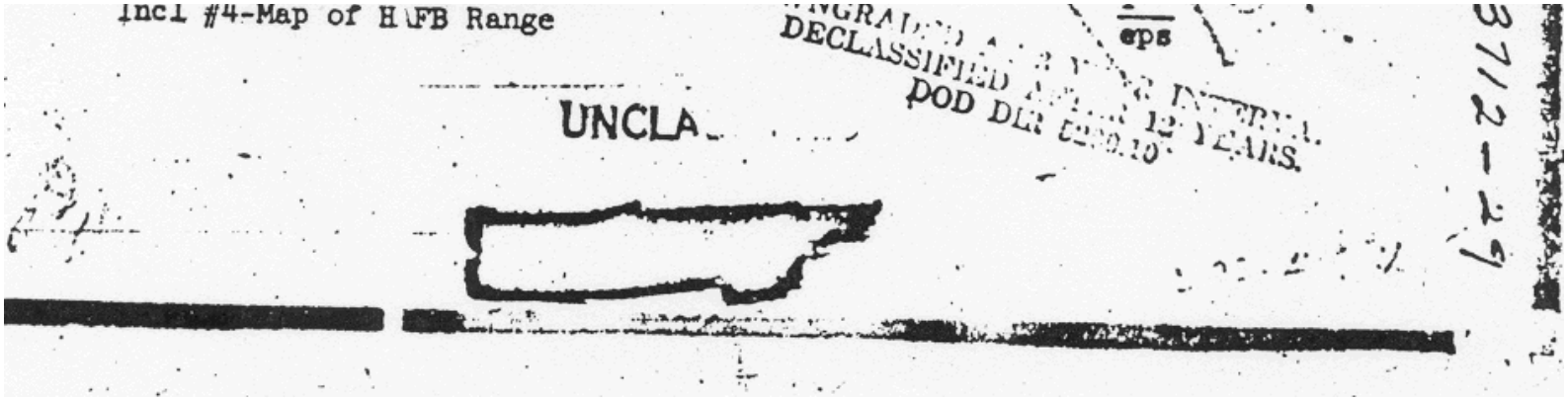
4 Incls:
Incl #1-Data Red Rpt #1
Incl #2-Data Red Report #2
Incl #3-Film, P-10, 24 May 50
Film, P-3, 24 May 50
Film, P-10, 27 Apr 50

COPY

DOWNGRADED

https://nicap.org/images/WhiteSands1.gif[20/10/2021 09:07:22]

WhiteSands1.gif %d×%d pixels



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UNCL [redacted]

Objects observed following MX 776A test of 27 April 1950

2nd Lt [redacted] EHOSIR 15 May 50 1

1. According to conversation between Col. Baynes and Capt. Bryant, the following information is submitted directly to Lt. Albert.

2. Film from station P10 was read, resulting in asimuth and elevation angles being recorded on four objects. In addition, size of image on film was recorded.

3. From this information, together with a single azimuth angle from station M7, the following conclusions were drawn:

a. The objects were at an altitude of approximately 150,000 feet.

b. The objects were over the Holloman range between the base and Tularosa Peak.

c. The objects were approximately 30 feet in diameter.

d. The objects were traveling at an undeterminable, yet high speed.

WILBUR L. MITCHELL
Mathematician
Data Reduction Unit

WLM/rd
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DECLASSIFIED AFTER 12 YEARS.
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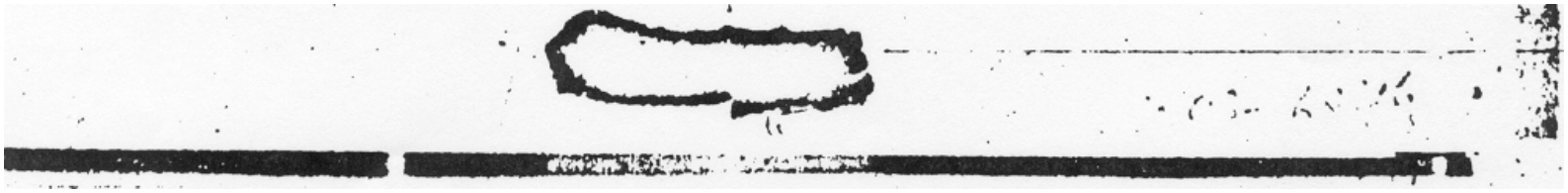

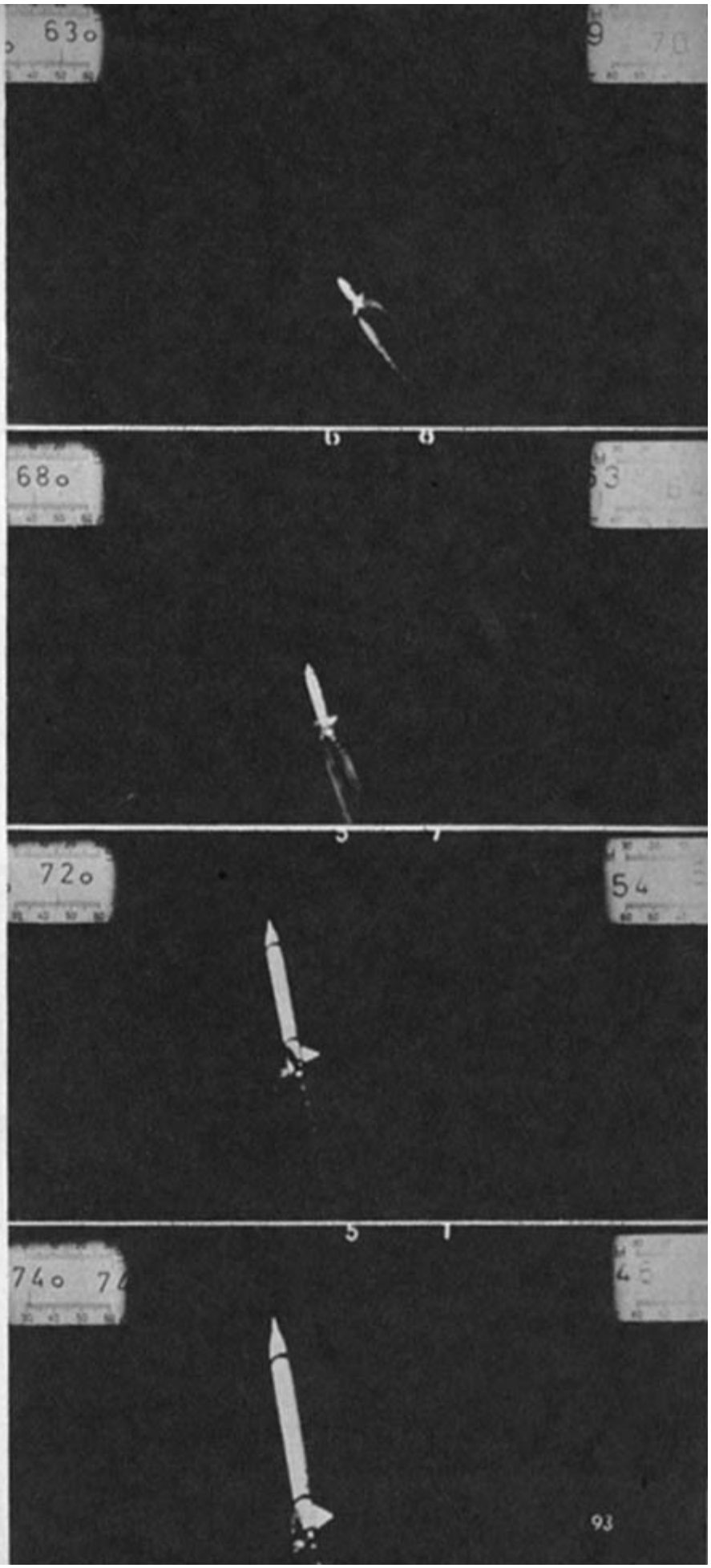

The four rare photos at right, showing different stages of the Viking's flight, were made by the Askania theodolite. From bottom to top, they not only record the angle of climb but, more important, report on rocket efficiency by detailing action of engine exhaust through upper atmosphere. When rocket engine operates at its top best, hypersonic shock cones in tail flame appear shaped perfectly as diamonds. If diamonds are in any way distorted, this indicates lack of smoothness in operation. Not too much is yet known about the stability of flames in special regions of the atmosphere. Until there is perfect knowledge of flame stability under all conditions, it would be hazardous to send a manned rocket using chemical fuels into space. Viking flights and tracking telescopes at White Sands are adding to such knowledge. This Viking was perfect. Bottom two photos show the neat shock-diamonds. Third photo up is beginning of fuel burnout. Note last few diamonds and perfect blob of fire exploding out of the nozzle. Top photo is final act of burnout: rocket is still stable, continues on for another 110 miles.

Photos by Ballistic Research Laboratory, White Sands Proving Ground

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UFO sightings at ICBM sites and nuclear Weapons Storage Areas

By Robert L. Hastings

Although the vast majority of Americans are completely unaware of its existence, the UFO/Nukes Connection is now remarkably well-documented. Air Force, FBI, and CIA files declassified via the Freedom of Information Act establish a convincing, ongoing pattern of UFO activity at U.S. nuclear weapons sites extending back to December 1948.

For more than 30 years, I have been interviewing former and retired U.S. Air Force personnel regarding their direct or indirect involvement in nuclear weapons-related UFO sighting incidents. These individuals—from retired colonels to former airmen—report extraordinary encounters which have obvious national security implications. In fact, taken to their logical conclusion, the reported incidents have planetary implications, given the horrific consequences that would result from a full-scale, global nuclear war.

At the time of their experiences, my former/retired USAF sources held positions ranging from nuclear missile launch and targeting officers, to missile maintenance personnel, to missile security police. The incidents described occurred at Malmstrom, Minot, F.E. Warren, Ellsworth, Vandenberg, and Walker AFBs, between 1963 and 1996. Other sources were stationed at Wurtsmith and Loring AFBs, where B-52 nuclear bombers were based during the Cold War era.

To date, I have interviewed over 50 individuals who were involved in various UFO-related incidents at Strategic Air Command bases or remote sites. I have selected the statements of 20 of those persons for presentation here. An expanded discussion of this material will appear in my forthcoming book, *The UFO/Nukes Connection*.

The testimony below is admittedly anecdotal evidence. Nevertheless, it is offered—often reluctantly—by persons who were entrusted by the U.S. government with the operation or security of weapons of mass destruction. As such, each source was subjected to, and passed, rigorous background checks and personality tests designed to ascertain, with a reasonable degree of certainty, their psychological stability and reliability.

For the moment, the international tensions of the Cold War era have receded. Consequently, the U.S. and Russia are currently downsizing their nuclear arsenals. Nevertheless, vast numbers of nukes still exist and may be unleashed at a moment's notice. Therefore, these weapons remain a potential threat to the future of the human race.

The events described below leave little doubt that our nuclear weapons program is an ongoing source of interest to someone possessing vastly superior technology. Significantly, the reported UFO activity occasionally transcends mere surveillance and appears to involve direct and unambiguous interference with our strategic weapons systems.

Considering these and similar accounts—too numerous and credible to dismiss—I would argue, as others have before me, that the heightened presence of the UFO phenomenon since the end of World War II is a direct consequence of the advent of the Nuclear Age. To suggest that this is the only explanation for widespread UFO sightings during our own era would be presumptuous, simplistic, and undoubtedly inaccurate. Nevertheless, I believe that the nuclear weapons-related incidents are integral to an understanding of the mystery at hand.

Anyone wishing to contact me may do so at hastings444@att.net.

My Sources:

Malmstrom AFB, Montana (1966-67):

1st Lt. Robert C. Jamison—Former USAF Minuteman ICBM targeting officer (Combat Targeting Team Commander), 341st Missile Maintenance Squadron, Malmstrom AFB, Montana:

Jamison states that he assisted in the re-start of an entire "flight" of ten Minuteman ICBMs which had simultaneously and inexplicably shut down immediately after a UFO was sighted in their vicinity by Air Force Security Police. Jamison is certain that the incident occurred at one of the missile flights located near Lewistown, Montana, perhaps Oscar Flight. This event probably occurred on the night of March 24/25, 1967, based on Jamison's portrayal of related events.

Jamison said that while his and other teams were preparing to respond to the stricken flight, they were ordered—as a precaution—to remain at Malmstrom until all UFO reports from the field had ceased. He further states that his team received a special briefing prior to being dispatched, during which it was directed to immediately report any UFO sighted while traveling to or from the missile field. In the event that a UFO appeared at one of the missile silos during the re-start procedure, the team was directed to enter the silo's personnel hatch, and remain underground until the UFO had left the vicinity. According to Jamison, the Air Police guard accompanying the team was to remain outside and relay information about the UFO to the base Command Post. Jamison's own team re-started three or four missiles but did not observe any unusual aerial activity.

Jamison said that while he was at the missile maintenance hangar, waiting to be dispatched to the field, he overheard two-way radio communications at the temporary Command Post, relating to another UFO having been sighted on the ground in a canyon near the town of Belt. He states he recalls hearing that a top commander—either Malmstrom's base commander, or the 341st Strategic Missile Wing commander—was on-site with other personnel. Based on these recollections, it appears that Jamison is describing the well-documented Belt, Montana UFO sighting of March 24/25, 1967.

Jamison said that immediately after the missile shutdown incident, for a period of approximately two weeks, his team received a special UFO briefing, identical to the one described above, before being dispatched to the field.

Jamison said that approximately two weeks after the full-flight missile shutdown, his team responded to another, partial shutdown—involving four or five ICBMs. Prior to being dispatched, Jamison's team received a report that the missile failures had occurred immediately after a UFO was sighted over the flight's Launch Control Facility. Jamison recalls that this incident took place at a flight located south or southwest of Great Falls, possibly India Flight, and during daylight hours.

Jamison said that he had subsequently spoken with several individuals, mostly missile security guards, who had witnessed various UFO-related incidents. He reports that they were "visibly shaken" by their experiences.

Comment: At least five other former or retired USAF personnel—all Minuteman missile launch officers stationed at Malmstrom AFB in 1967—have previously divulged their knowledge of UFO involvement in two separate, large-scale missile shutdown incidents. One of these individuals, former Deputy Missile Combat Crew Commander Robert Salas, has extensively investigated these events, together with researcher Jim Klotz. Their revealing summary of the March 1967 incidents may be found at:

http://www.cufon.org/cufon/malmstrom/malm1.htm

The article above also discusses the Air Force's formal denial of UFO-involvement in the one officially-acknowledged, full-flight missile shutdown incident at Malmstrom AFB—at Echo Flight—despite the missile launch officers' testimony to the contrary. The official disavowal is found in the 341st Strategic Missile Wing's "unit history".

Significantly, the unit historian, David Gamble, told Klotz that while compiling material for the

official history, he had learned of reports of UFO activity within Malmstrom's missile fields. When he made inquiries, Gamble received "no cooperation" from those in-the-know. He further said that written changes regarding "the UFO aspect of the missile shutdown incident" had been made by superiors. The final version of the unit history states, "Rumors of Unidentified Flying Objects (UFO) around the area of Echo Flight during the time of the fault were disproven."

Salas and Klotz have written a thorough and persuasive book, *Faded Giant*, which expands upon their earlier online report.

If Jamison's recollections are correct, and he did indeed respond to a large-scale missile shutdown at Oscar Flight on the same date as the well-documented Belt UFO sighting, then the date proposed for the Oscar event by Salas and Klotz—March 16, 1967—would seem to be in error. Salas has now acknowledged this possibility, however, Klotz remains skeptical about the alternate date.

Prior to my posting the Jamison-related material on the NICAP and NCP websites, I sent it to Klotz for his review. He responded, "I think that while witnesses' memories of 'events' tend to be pretty clear, memories of dates tend to be less accurate. I am a document-driven guy and I'd like to see some documentary evidence of multiple events. Lacking this, I only wish to keep open the idea that memories may be of a 'single' UFO-related missile shutdown event at Malmstrom. Certainly the indications from witness testimony are that multiple events may well have occurred."

For the record: I too would like to see unaltered documents relating to the shutdown events. In the early 1980s, I attempted to access, via the Freedom of Information Act, Office of Special Investigations (OSI) files relating to UFO sightings at Malmstrom's ICBM sites, only to be told that all such documents had already been declassified. However, multiple source testimony strongly suggests otherwise. I think David Gamble's comments above are telling. In my opinion, the documents that might shed light on the true facts relating to the missile shutdowns will remain hidden indefinitely, whereas those supporting the official version of events, including unit histories, will sometimes be declassified.

I also sent my Jamison-related material to Bob Salas. He responded, "What is interesting to me is the briefing Jamison received about how to respond if they sighted a UFO while working in the field. This would be a further indication that there had been experiences with UFOs at [Launch Facilities] prior to Jamison going out to the sites. We have also received similar information from a source we are protecting at this time."

Salas continued, "I [now] think it is more likely that Oscar Flight went down on some date after the Echo Flight [shutdown] and that it could very well have been on the same day as the Belt sighting. One of the factors that lead me to that 'opinion' is the lack of comment about two flights going down in the [now-declassified] telex that went out, and in the unit history. If the two had gone down on the same day, that would have been mentioned. The reason, I think, Oscar wasn't mentioned later is because by then the Air Force wanted to keep a secrecy lid on it and avoid the possibility of a leak by the indication of a growing and continuing problem. That would have made quite some headlines in the press."

Salas concluded, "Remember, from all we have heard from the maintenance people we have interviewed, the rumors and comments [about UFO activity] were rampant. I personally received a call from an NCO after the Oscar shutdowns, practically begging me to come talk to him and others about the incident. Believe me, it was all over the base and some of the troops were flat scared."

In conclusion, Jamison's statements are important because they indicate that the Air Force was fully aware of UFO involvement in at least two missile flight shutdown incidents prior to dispatching the missile maintenance teams to restart the ICBMs. Specifically, according to Jamison, the 341st Missile Maintenance Squadron undertook certain precautions and formally implemented various procedures to protect the teams' safety while in the field. In this respect, his testimony is unprecedented.

Staff Sgt. Louis D. Kenneweg—Former Minuteman ICBM maintenance clerk, 341st Missile

Maintenance Squadron, Malmstrom AFB, Montana:

At the time of the 1967 missile shutdown incidents, Staff Sgt. Louis D. Kenneweg was assigned to the 341st Missile Maintenance Squadron (MIMS) at Malmstrom AFB. His duties at the MIMS hangar included issuing Technical Order kits (T.O.s) to other members of his squadron. As Kenneweg explained, “Each of the repair teams would be required to take T.O.’s in the truck with them. The kit included books or manuals that would contain technical information that the technicians could look up rather than rely on memory. There was also a check list in plastic sleeves, kind of like a pre-flight checklist for a pilot, that they would use before removing the warhead from the missile. Of course there was an awful lot of supervision when that occurred.”

Although the date is uncertain, one night, around 11:45 P.M. Kenneweg was driving to work when he noticed something unusual in the sky. “As I traveled down one of the roads parallel to the flightline,” he said, “I saw something that I first thought was a private plane’s lights, blinking. As I watched it get closer, I realized that it wasn't blinking at all, but zig-zagging. First here, then there, traveling too fast for a plane. Then looming over the flightline. I got up late, and I knew that I had little time, but I stopped anyway. I opened the car door, got out, and focused on the lights. I watched it as long as I could, without being late to work. I remember saying to myself that this pilot was going to be in a lot of trouble, coming across the runway, or at least across the Air Force Base property. I don’t remember it traveling that close to me, but I do remember the image of it disappearing in a low southerly trajectory over the [MIMS] hangar. Of course, it was much farther away than it appeared. At that point, it wasn't ‘blinking’ anymore but had more of a glow. It appeared as a bright light the size of the moon, on a cloudy night, although I don't remember it being cloudy.”

Upon arriving at the MIMS hangar, Kenneweg was confronted by a scene of high activity. “As I entered the hangar I noticed that there were numerous trucks being loaded,” he said, “many more than I had ever seen all at the same time.”

Still puzzled about the strange, zig-zagging light, Kenneweg walked toward the Air Police office, where APs were routinely assigned to accompany the maintenance teams into the missile fields, guarding their trucks and the silos once they opened the gates. When he arrived, he noticed an unusual level of activity there as well. Kenneweg asked the Air Police sergeant on duty whether the base had any helicopters up. The sergeant replied that the helicopters didn’t have radar and didn’t fly at night.

Kenneweg continued, “Back at the office, I issued almost all of the [T.O.] kits on the shelf. I remember saying to myself, ‘I'm running out of kits, this is a busy night.’ Now, I didn’t check the sign-out sheet to see how many kits had been checked out before my shift, but while I was on duty, I did recall that they were almost all checked out. As I count them off in my head today, and try to see them on the shelf, we had a wall with 3 shelves that would hold 25 or so.”

Clearly, a lot of missiles were either undergoing routine maintenance, and/or had gone off Strategic Alert for another reason, all at the same time.

When the maintenance teams returned to the MIMS hangar—Kenneweg first thought that it had been some three hours later, but upon reflection, now believes that it was more than 24 hours later, during his next shift—one of the technicians hinted that something out of the ordinary had taken place in the missile field. “One of the guys mentioned to me that some very weird things were going on that night,” said Kenneweg, “It takes two guys to carry the T.O. kit, and there were other guys behind him, waiting in line to get checked in, and they were all nodding their heads in agreement. But this guy said that he couldn’t talk about it right then. He said he would tell me all about it back at the barracks. Well, like I have said before, I was busy working [a second job] at the Red Lion Supper Club and didn't really have that serious sit-down conversation with that particular airman. But the barracks was buzzing. Stories about how when they got to the [missile silos] and found no damage, and how all the batteries were dead. I also heard a story that [UFOs] were seen on radar, then they were gone.”

He continued, “Our missile sites each had a tertiary power system. The main power source was delivered by Montana Power. Telephone poles, transformers and wire. The second system was the

diesel generators, and the third was the battery back-up within the silo itself. Numerous reports came back saying that they had found no damage to the fences, wires, transformers, microwave intrusion system, locks on the three-foot-thick concrete blast doors, or to the batteries. So, no evidence of damage from intruders or animals, lightning or fire. Just three sources of power vanished and the batteries were dead."

Kenneweg believes that the incident was not isolated. "As I recall," he said, "there were other nights where the guys would come back and look a little shaken, all within that same time-period."

Comment: Based on Kenneweg's description of his own UFO sighting, during which the object appeared to be near or over Malmstrom's flightline at one point, I have speculated that the UFO may have briefly maneuvered near the base's nuclear Weapons Storage Area (WSA), which is located just east of the main runway. The WSA contains Minuteman missile nuclear warheads, known as Re-entry Vehicles (RVs). A review of aerial photographs of Malmstrom, which show the WSA, coupled with an analysis of Kenneweg's probable position near the MIMS hangar, lead to this conjecture. Regardless, another UFO sighting at the WSA, some years later, has been confirmed by two other sources. See Malmstrom AFB, Montana (1975).

Airman 1st Class David Hughes—Former Air Policeman, 341st Combat Defense Squadron, Malmstrom AFB, Montana:

Hughes stated, "I was stationed at Malmstrom from January 1966 through August 1967. I was an Air Policeman, assigned to 'B' Flight, with the 341st Combat Defense Squadron. I worked at the Foxtrot [Flight Launch Control Facility]. Many nights we observed a light in the sky between Choteau and Augusta, Montana."

He continued "This light would move at incredible speeds, make right-angle moves, and continue for hours. When seeking further information from wing command, we were often insulted when told it was a Telstar satellite. On one occasion we were told by other friends working in the [air traffic control] tower at the base that aircraft had been launched to seek to identify a strange radar echo that had appeared on their screens and on the screens of the local airport. This was later denied the next day, but if memory serves, the local newspaper had an story on it the next day. This must have happened sometime in early 1967, or late 1966."

Hughes concluded, "All I know is that some strange things consumed our attention many nights while on patrol. We patrolled from Augusta to Choteau each night and [frequently] saw something that lent credance to the UFO concept. To us, 'UFO' simply meant it was an Unidentified Flying Object, either from our military or some unknown source. We never believed the satellite story. However, when we learned that the jets had been scrambled and the next day it was denied, then we knew something was up."

Malmstrom AFB, Montana (1975):

Staff Sgt. Joseph M. Chassey—Former Minuteman ICBM maintenance technician, 341st Missile Maintenance Squadron, Malmstrom AFB, Montana:

Chassey states that one night in the fall of 1975, he overhead a two-way radio transmission alerting Air Force Security Police about an unknown craft hovering over the base's Weapons Storage Area.

Chassey said that the incident was widely discussed at the missile mechanical shop the following day. He later heard additional details about it from a friend, who was a helicopter re-fueler.

Apparently, two base helicopters had been scrambled to chase the intruder, which rapidly flew toward Belt, Montana, some ten miles distant. As the pursuing choppers neared the town, the unidentified craft quickly doubled-back to Malmstrom—leaving them far behind—and again hovered over the WSA for a short period of time before finally departing.

Chassey states that the object was described as an extremely bright light and was assumed to

have been a bona fide UFO because of its superior capabilities. He emphasized, “It flat outran the helicopters. We heard that it zipped out to Belt and back to the base in no time.”

Chassey, who separated from the Air Force at the end of October, 1975, believes that the incident occurred shortly before he left Malmstrom.

Comment: USAF documents from October 1975, declassified via the Freedom of Information Act, confirm other UFO sightings at the Weapons Storage Areas at Wurtsmith AFB, Michigan, and Loring AFB, Maine. At the time, each base hosted B-52 nuclear bomber squadrons. At Wurtsmith, initial sighting reports referred to the unidentified craft as a “helicopter”, however, the radar operator aboard a nearby KC-135 aircraft later tracked the craft traveling at approximately 1000 knots, far faster than any known helicopter. At Loring, some reports mentioned an “unidentified helicopter” near the WSA. However, eyewitness accounts from a B-52 ground crew indicated that the “helicopter” was bright orange, football-shaped, and had hovered silently. (For an extended discussion of these cases, consult Lawrence Fawcett and Barry Greenwood’s authoritative book, *Clear Intent*, later re-named *The UFO Cover-Up*.)

Lt. Col. Robert Peisher (USAF Ret.)—Former Commanding Officer, Detachment #5, 37th Air Rescue Squadron helicopter unit at Malmstrom AFB, Montana:

Peisher has confirmed the accuracy of Joseph Chassey’s account regarding the incident during which an unknown craft hovered above Malmstrom’s nuclear Weapons Storage Area, one night in the fall of 1975. However, Peisher said that even though his unit’s helicopters had indeed been involved in the intercept attempt, he himself had already been transferred to another squadron when the incident occurred, and had only heard about it “much later”.

Peisher also states that he had once been briefed by local civilian law enforcement about a series of cattle mutilations, many of which had occurred near Minuteman missile sites, during the summer and fall of 1975. He states that he and Cascade County deputy sheriff Captain Keith Wolverton determined that more than 80 such mutilations had occurred within Malmstrom’s missile field boundaries, some quite near various ICBM Launch Facilities (silos).

Peisher further states that he had been informally told about multiple UFO incidents at Malmstrom’s Minuteman missile sites, including one event during which a UFO "the size of a football field" had silently flown over the Echo Launch Control Facility one night in the fall of 1975.

Comment: The following verbatim excerpts are NORAD log entries from November 1975, declassified via the Freedom of Information Act. My own comments and clarifications follow some of the entries (in parentheses):

24th NORAD Region Senior Director’s Log (Malmstrom AFB, MT):

7 Nov 75 (1035Z) Received a call from the 341st Strategic Air Command Post (SAC CP), saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA, and L-6...Commander and Deputy for Operations (DO) informed.

7 Nov 75 (1203Z) SAC advised that the LCF at Harlowton, Montana, observed an object which emitted a light which illuminated the site driveway.

7 Nov 75 (1319Z) SAC advised K-1 says very bright object to their east is now southeast of them and they are looking at it with 10x50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also seems to have lights on it. SAC also advised female civilian reports having seen an object bearing south of her position six miles west of Lewistown.

(Note that all of these reports refer to the observation of aerial “objects”. Apparently, the Security Alert Teams could not identify them as either military or civilian aircraft.)

7 Nov 75 (1327Z) L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track

except for known traffic.

(In other words, when these sightings were first reported by SATs, “surveillance”—that is, radar personnel—at Malmstrom AFB and Great Falls International Airport could not detect any unknown aerial objects near the missile sites. As we shall see, radar contact with the UFOs was finally established as the sighting reports continued to unfold.)

7 Nov 75 (1355Z) K-1 and L-1 report that as the sun rises, so do the objects they have visual.

7 Nov 75 (1429) From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified.

8 Nov 75 (0635Z) A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

8 Nov 75 (0645Z) Height personnel picked up objects 10-13,000 feet. Track J330, EKLB 0649, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C.

(Height-finding radar finally confirmed that UFOs were present, varying over time between two and seven in number.)

8 Nov 75 (0753Z) J330 unknown 0753. Stationary/seven knots/12,000...two F-106...NCOC notified.

(Radar confirmed that one UFO, at an altitude of 12,000 feet, had hovered—that is, was “stationary”—before resuming flight at a leisurely 7 knots, or 9 mph. Shortly thereafter, two F-106s were scrambled to intercept it.)

8 Nov 75 (0905Z) From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 Nov 75 (0915Z) From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in the area, the lights went out; when fighters departed, the lights came back on; To NCOC.

(As SAT personnel at four different locations watched, the UFOs played cat-and-mouse with the F-106s, extinguishing their illumination as the jets approached their position and re-illuminating themselves after the fighters returned to base. The NORAD Combat Operations Center—NCOC—in Colorado Springs, was immediately informed of this incident.)

8 Nov 75 (1105Z) From SAC CP: L-5 reported object increased in speed — high velocity, raised in altitude and now cannot tell the object from stars. To NCOC.

9 Nov 75 (0305Z) SAC CP called and advised SAC crews at Sites L-1, L-6, and M-1 observing UFO. Object yellowish bright round light 20 miles north of Harlowton, 2 to 4,000 feet.

9 Nov 75 (0320Z) SAC CP reports UFO southeast of Lewistown, orange white disc object. 24th NORAD Region surveillance checking area. Surveillance unable to get height check.

(Note the reference to the UFO having a “disc” or saucer shape. Several more log entries from November 9th and 10th confirm that UFOs continued to be reported by SAT teams positioned near various missile silos.)

END OF LOG ENTRIES

Malmstrom AFB, Montana (1992):

Staff Sgt. Joseph M. Brown—Former Security Policeman, 343rd Missile Security Squadron, Malmstrom AFB, Montana:

Comment: I first learned of Joe Brown's experience after he posted a brief summary of it on researcher Ron Wright's Triad Research website. With Wright's assistance, I located Brown and interviewed him.

Brown states that one night in the spring of 1992, he and his security team partner were posted at Alpha Flight missile silo A-3. Due to an alarm system malfunction at the site, the two-man team was staked-out in a security camper near the launch facility, with one man on duty while the other slept. "I believe it was March or April," Brown told me, "site top-side security was down—the IMPSS (Improved Minuteman Physical Security System)—and if I remember correctly, there was no top-side power."

At about 4:30 a.m., Brown noticed a bright white light moving erratically across the sky. In his online posting, Brown had written, "This light was doing some wild things in the sky, sudden direction changes, moving very fast, then stopping, then shooting off in another direction. I watched this for about 15 to 20 minutes."

Then the light appeared to move closer to the silo. "I started getting spooked," Brown wrote, "so I reached out the window of the truck and started banging on the camper shell to wake [my partner] up. He finally came around the front, asking me what was wrong. I pointed to the light and told him I'd been watching it for around 20 minutes and I didn't know what it was. He got into the passenger side of the truck and we kept watching this thing doing its acrobatics."

Brown decided to radio another security team posted at Alpha Flight silo A-10, located some 10 miles away. "They responded hesitantly that they were watching this light," he wrote. The Flight Security Controller (FSC) at the Alpha Flight Launch Control Facility apparently overheard this exchange, because he suddenly broke into the conversation to inquire about the anxious radio chatter between the two security teams. Each confirmed that they were observing the strange light as it raced wildly around the sky.

Brown wrote that the team continued to watch the UFO until around 6:30 to 7:00 a.m., when it suddenly appeared to go straight up and hover. "We could still see the light, but by now it was starting to get daylight. As it got brighter, we could sort of make out a black shape around where the light was. We had binoculars, but even with them, all you could see was a fuzzy outline of sort of a triangle. I can't estimate the height of the object."

Upon returning to Malmstrom, Brown and his partner privately conferred with the security team posted at Alpha Flight silo A-10. The four guards agreed that they would not mention the sighting, and all expressed concern about possible repercussions resulting from their report to the Flight Security Controller.

As the security guards returned their weapons to the armory, they were suddenly ordered to report to a captain assigned to their squadron. Brown can not recall the officer's name but remembers being very concerned by this unexpected development. The captain asked the men to describe what they had seen. He listened carefully and then pointedly suggested that they not discuss the sighting. Brown told me, "At this point, the captain says, well I don't think you saw anything and I wouldn't go around talking about it. You guys are under PRP, remember that!"

Comment: Here is an apparent instance in which the mere mention of the PRP—Personnel Reliability Program—effectively intimidated military UFO witnesses into silence. This Department of Defense directive pertains to those who work with or around nuclear weapons, and dictates their conduct both on and off the job. If an individual's commanding officer judges his or her behavior to be unreliable, and a potential threat to the security of the weapons, a psychological examination of that person is usually ordered. Depending on its outcome, the individual under scrutiny risks being relieved of duty.

Brown stated that a couple of days after his experience at Alpha Flight, he heard that there had been some unusual activity at Malmstrom that same night. Referring to these rumored developments, he told me, "[A friend of mine] was a Tech Sergeant in the [missile] maintenance squadron, and it was a bit unusual for him to actually go to out in the field. He normally trouble-shot stuff on-base. He and I never got to really discuss what had happened...[but] he did tell me

that a lot of maintenance folks were sent out that night. Quite honestly, a lot of us were afraid to talk about it openly, especially after being told we should not talk about anything by our Captain."

Malmstrom AFB, Montana (1995):

UFO sighting by a Minuteman missile maintenance technician, who requests anonymity, as reported to **Tech. Sgt. Jeff Goodrich (USAF Ret.)**—Former Team Chief of Missile Handling, 341st Maintenance Squadron, Malmstrom AFB, Montana:

In the early hours of January 20, 1995, an Alert Response Team, composed of two security police, had been driving to the India Flight Launch Control Facility when they noticed a strange light in the southern sky. As they passed by Minuteman silo I-4, one of the men radioed a missile maintenance team working there, and asked its leader whether he could see the light too. The response was affirmative.

The missile maintenance technician who later reported the sighting to Goodrich said that the light was "large", and displayed numerous smaller lights—red, orange, yellow, green, and blue in color—across its surface. The UFO had been moving very slowly across the missile field, at low altitude. The technician insisted that the object was not an airplane or helicopter. Because he was a member of the missile maintenance team, and not a security policeman, he did not know whether the Alert Response Team had subsequently reported the UFO to the Flight Security Controller at the India Flight Launch Control Facility.

Comment: This UFO was not the first to be reported in Montana during January 1995. A brief entry in the sighting database published by the National UFO Reporting Center (NUFORC) indicates that on the evening of January 5th, an unnamed Air Force officer at Malmstrom AFB had called NUFORC to relay a sighting report which he had just received from someone in the town of Shelby. At about 9 p.m. the unidentified person had observed two objects moving silently through the sky for about two minutes. Although their shape could not be determined, the absence of any sound had apparently struck the sighting witness as unusual, and so a call was made to Malmstrom. Shelby is located almost exactly on the northern boundary of the Quebec Flight Minuteman missile field—with silo Q-18 situated less than two miles east of town, just north of Route 2.

Another entry in the NUFORC database indicates that two days later, on January 7th, at about 3 p.m., an unidentified woman had called Malmstrom AFB regarding a UFO sighting. Unfortunately, the location of the sighting is not specified in the entry.

A third call to NUFORC occurred on January 18th—just two days prior to the incident at India Flight reported to Tech. Sgt. Jeff Goodrich. The reporting center's log states, "An anonymous caller reports multiple UFO sightings reported between Fairfield and Deer Lodge, Montana. Background noise during call sounds like communications noise from some kind of operations center."

The caller told NUFORC that he had received multiple UFO sighting reports, over the period of an hour, from persons located between Fairfield and Deer Lodge. Perhaps significantly, Fairfield lies near the geographic center of the Hotel Flight Minuteman missile field, with silo H-9 situated at the western edge of town, just north of Route 408. Furthermore, if one leaves Fairfield and travels southwest—in a straight line toward Deer Lodge—one will eventually exit the Hotel field and cross directly into the Golf Flight missile field.

In short, nearly half of the countryside between Fairfield and Deer Lodge lies within the boundaries of Malmstrom's Minuteman missile fields. Although no evidence has yet surfaced which would place the reported UFOs in close proximity to specific silos within either Hotel or Golf Flight, the caller from Deer Lodge was nevertheless relaying sighting reports made by persons calling from the heart of "Rocket Ranch" country. The three sighting reports published by NUFORC may be found at http://www.nuforc.org/webreports/ndxlMT.html.

Malmstrom AFB, Montana (1996):

Tech. Sgt. Jeff Goodrich (USAF Ret.)—Former Team Chief of Missile Handling, 341st

Maintenance Squadron, Malmstrom AFB, Montana:

Goodrich states that February 2, 1996, he and an officer, whom I will not identify here, observed a loose formation of five triangular-shaped objects flying above Great Falls, Montana, which is located just west of Malmstrom. At the time of the sighting, both had been working at the Missile Roll Transfer Building, a remote site located some miles from the main base.

When first sighted, the objects were about 75-degrees above the horizon. They made no sound that the two men could discern, and left no contrails. Due to distance and glare, no surface detail was visible on any of the craft. Goodrich noted that the objects flew in unison, moving slowly from north to south. On two occasions, all five appeared motionless for 10-15 seconds. After the second hover, the objects suddenly accelerated, made a sweeping arc to the southwest, and soon disappeared over the horizon.

Goodrich estimated the objects' altitude to be 15-20,000 feet. This guess was based, in part, on statements made to him by personnel working at Malmstrom's air traffic control tower. After contacting them, he had been told that nothing out of the ordinary had been detected on radar at the time of the sighting—but was also told that the tower didn't track aircraft above 10,000 feet. Immediately after contacting the base's air traffic control tower, Goodrich called Great Falls International Airport. The controllers there also denied tracking unknown aircraft at the time of his sighting.

Given that Goodrich reported the UFOs' shape to be triangular, some skeptics might say that he and the officer had merely observed a flight of F-117A "stealth" fighter-bombers. Due to its unique design, an airborne F-117A can appear, from certain angles, to be nearly triangular. Moreover, the aircraft's stealth capability would explain why the flight had not been tracked on radar.

However, because Goodrich is certain that he and the officer had twice observed all five objects briefly hovering, this prosaic proposal would seem an unlikely solution. The F-117A is an amazing aircraft, but it can not remain motionless in the air. Furthermore, Goodrich described the UFOs as being bright white in color and occasionally exhibiting glare as their position varied in relation to the sun. An F-117A is painted flat black and appears dark against the sky, under all lighting and atmospheric conditions.

Jeff included two hand-drawn diagrams of the objects in his report about the sighting. The first one depicts their positions relative to one another in the sky. The second illustrates each object's shape —an isosceles triangle—with two sides of equal length. The third, shorter side was on the trailing edge of each object as it flew.

I asked Goodrich if he could determine whether the UFOs had flown or hovered over ICBM facilities at any time during the sighting. He replied that after the objects turned southwest, and left the city limits, they would have briefly passed over the India Flight missile field. However, he said that it did not appear that they had lingered in that vicinity. Instead, they continued to move steadily away, and eventually faded from view. (It should also be noted that when the objects approached Great Falls, they had to have flown over other missile fields located north of the city, however, I am not aware of any information currently available in the public domain to suggest a close-proximity incident at any ICBM LCF or LF, relating to the sighting.)

F.E. Warren AFB, Wyoming (1965):

Comment: Beginning at 1:30 A.M. on August 1, 1965, various personnel at F.E. Warren AFB, Wyoming—including the base commander—telephoned the Air Force's UFO Project Blue Book, at Wright-Patterson AFB, to report several UFO sightings at Warren's Minuteman missile sites.

The officer who fielded and logged the telephone calls to Blue Book that night was a Lt. Anspaugh. A memorandum summarizing these telephone calls was published in 1972 by Dr. J. Allen Hynek, the civilian scientific consultant to the project, in his book *The UFO Experience: A Scientific Inquiry*.

Inserted below are the verbatim entries in Lt. Anspaugh's memo:

1:30 A.M. - Captain Snelling, of the U.S. Air Force command post near Cheyenne, Wyoming, called to say that 15 to 20 phone calls had been received at the local radio station about a large circular object emitting several colors but no sound, sighted over the city. Two officers and one airman controller at the base reported that after being sighted directly over base operations, the object had begun to move rapidly to the northeast.

2:20 A.M. - Colonel Johnson, base commander of Francis E. Warren Air Force Base, near Cheyenne, Wyoming, called Dayton to say that the commanding officer of the Sioux Army Depot saw five objects at 1:45 A.M. and reported an alleged configuration of two UFOs previously reported over E Site. At 1:49 A.M. members of E flight reportedly saw what appeared to be the same [formation] reported at 1:48 A.M. by G flight. Two security teams were dispatched from E flight to investigate.

2:50 A.M. - Nine more UFOs were sighted, and at 3:35 A.M. Colonel Williams, commanding officer of the Sioux Army Depot, at Sydney, Nebraska, reported five UFOs going east.

4:05 A.M. - Colonel Johnson made another phone call to Dayton to say that at 4:00 A.M., Q flight reported nine UFOs in sight; four to the northwest, three to the northeast, and two over Cheyenne.

4:40 A.M. - Captain Howell, Air Force Command Post, called Dayton and Defense Intelligence Agency to report that a Strategic Air Command Team at Site H-2 at 3:00 A.M. reported a white oval UFO directly overhead. Later Strategic Air Command Post passed the following: Francis E. Warren Air Force Base reports (Site B-4 3:17 A.M.) –A UFO 90 miles east of Cheyenne at a high rate of speed and descending—oval and white with white lines on its sides and a flashing red light in its center moving east; reported to have landed 10 miles east of the site.

3:20 A.M. - Seven UFOs reported east of the site.

3:25 A.M. - E Site reported six UFOs stacked vertically.

3:27 A.M. - G-1 reported one ascending and at the same time, E-2 reported two additional UFOs had joined the seven for a total of nine.

3:28 A.M. - G-1 reported a UFO descending further, going east.

3:32 A.M. - The same site has a UFO climbing and leveling off.

3:40 A.M. - G Site reported one UFO at 70' azimuth and one at 120' . Three now came from the east, stacked vertically, passed through the other two, with all five heading west.

END OF SUMMARY

Airman 2nd Class Robert R. Thompson—Former Air Policeman, 809th Combat Defense Squadron, at F.E. Warren AFB, Wyoming:

Thompson states that he was on duty at the Quebec Flight Launch Control Facility one night in 1965, when he got a telephone call from the underground launch capsule. The Missile Combat Crew Commander asked Thompson and his partner to walk outside and look straight up. Thinking this was a joke of some kind, the two Air Policemen nevertheless complied. Directly overhead, Thompson saw eight stationary lights, much brighter and larger than stars, grouped together in four pairs. Due to their altitude and brilliance, it was not possible to determine the objects' shape or other details.

Thompson said that one light eventually left its position and began to roam among the others, moving slowly from pair to pair. He and his partner watched the mysterious aerial formation for about 10 minutes, before reporting the sighting to the missile commander. In response, Thompson was informed that NORAD, located at Cheyenne Mountain, Colorado, had earlier notified FE Warren

that its radars were tracking eight unknown objects hovering in the vicinity of the Quebec launch control site. Apparently, Warren's Command Center had called the LCF and asked the missile commander to verify their presence.

Said Thompson, "I wasn't sure what we were seeing until I reported back to the launch commander. When he told me of the report of UFOs from Cheyenne Mountain, I could tell by his voice that he wasn't joking." Thompson states that he and his partner were never debriefed, or warned to remain silent about the incident, but he never again mentioned it to the missile commander.

Perhaps significantly, the Blue Book memorandum inserted above may lend credence to Thompson's report. Specifically, this entry:

4:05 A.M. - Colonel Johnson made another phone call to Dayton to say that at 4:00 A.M., Q flight reported nine UFOs in sight; four to the northwest, three to the northeast, and two over Cheyenne.

However, because Thompson can not remember the date of his own sighting at "Q" or Quebec Flight, it may or may not have been the same incident noted above.

In any event, Thompson's sighting was not the last UFO incident to be reported at Quebec Flight during that period. Less than a week later, he had been approached by another individual in his unit, and told about a far more dramatic incident.

"We worked three days on, three days off," Thompson said, "One crew would relieve the other. Shortly after the sighting, when my crew returned to the LCF, an acquaintance came up and told me that while we were off-duty, he had been involved in another UFO sighting, at one of Q-Flight's Launch Facilities."

According to this individual, he and his partner had been on stake-out duty one night, and were sitting in a Security Alert Team (SAT) camper that was parked next to the missile silo. Without warning, the vehicle began to shake violently. He quickly leaned his head out the window and saw a large, very bright light silently hovering directly above the camper. After a few seconds, the shaking ceased and the light rapidly departed.

The SAT guard went on to tell Thompson that he and his partner had later been debriefed by an OSI agent and ordered not to talk about the incident. However, in spite of this warning, he had nevertheless felt compelled to compare notes with Thompson, whose own UFO experience had occurred less than a week earlier, and was common knowledge among the missile guards at Quebec Flight.

After hearing this strange story, Thompson approached the Non-Commissioned Officer In Charge (NCOIC) who had been on duty at Quebec the night of the camper incident and asked him to verify it. To his surprise, the NCOIC did so. Furthermore, he told Thompson that he had personally seen the UFO as it hovered over the LF.

"The Launch Facility in question was the one located closest to the LCF," said Thompson, "Even though it was five, maybe six miles away, the NCOIC told me that, on the night of the incident, he had seen an extremely bright light hovering over its location."

Thompson said that he later heard that the UFO activity at various missile flights had continued for about a month.

Comment: Although the bizarre report involving the camper is strikingly similar to a scene in Steven Speilberg's 1977 movie, *Close Encounters of the Third Kind*, UFO researchers Jim Klotz and Tom Tulien have heard a nearly-identical account from a former USAF missile guard who was stationed at Minot AFB, North Dakota, in 1968.

Airman 2nd Class Terry Stuck—Former Air Policeman, 809th Combat Defense Squadron, F.E. Warren AFB, Wyoming:

Stuck states that one morning in the summer of 1965, while reporting for duty at the Oscar Flight LCF, he was informed about a UFO sighting by the departing night-shift guards. “The night team had observed fast-moving lights or objects,” said Stuck, “vehicles moving with incredible speed.”

Apparently, during the shift-change, the departing security team leader also informed the arriving missile commander about the UFOs. Stuck overheard the exchange. “The OIC (Officer in Charge) was a Captain—I don't recall his name,” said Stuck, “I do remember him saying that he had been a pilot in Korea and had observed UFOs and had reported the incident. He said they had sent him to the base psychiatrist and had basically put a stop on advancements in his career.”

The moral of this story was clear to Stuck and the departing security team leader: Be careful what you report because there may be repercussions. Stuck did not know whether the team leader had ever filed an official report about the incident. In any event, the Oscar Flight UFO sighting incident is not mentioned in the Project Blue Book memorandum inserted above. Perhaps it took place on another date during that period, or perhaps it did indeed occur on August 1st, but went unreported.

A few days after these events, Stuck had his own UFO sighting, again at the Oscar Flight LCF. “The observations,” he recalled, “were actually made in front of the launch control security facility which was at ground level, facing the access gate of the main launch control facility. I was never able to determine the size or shapes [of the UFOs]. When I saw them, they were at extreme distances and were doing right [-angle] turns at unbelievable speeds. I never heard any sounds.”

F.E. Warren AFB, Wyoming (1973-74):

1st Lt. Walter F. Billings—Former Minuteman ICBM launch officer (Deputy Missile Combat Crew Commander), 90th Strategic Missile Wing, F.E. Warren AFB, Wyoming:

I have inserted below excerpts from Billings’ first letter to me, with a few clarifications (in parentheses) and minor modifications relating to grammar and punctuation:

Dear Mr. Hastings,

...I arrived at F.E. Warren AFB in Cheyenne, Wyoming, in late January of 1972 from Vandenburg AFB [where I] had been trained in Minuteman I. After further training at F.E. Warren [I] was sent with the operations crews as a Deputy Missile Commander and assigned to a Squadron for the typical duty as a 2nd lieutenant. I was later trained as a training officer for the [missile] wing in Minuteman I, which encompassed assisting new arrivals in training and running simulators, and other duties. [These were] the standard duties until the Spring of 1973.

As a first lieutenant, along with so many others, [I] went back to school at F.E. Warren to learn the new Minuteman III system that was to be installed during the year of 1973. After training and evaluations, alert duties were assigned for the new system to those that had completed their training. We were to go on alerts as the new missile system was installed. In those days, F.E. Warren had 200 missiles on alert and was very active.

I am afraid that the dates that I will provide are somewhat vague. I wrote my experiences for a publication in this arena back in September 1993, and even then the dates were not exact. Also, some of the missile terminology may not be exact. I have forgotten some of the terms. I am sorry that I did not keep a private log of these events, back when they occurred.

The first event took place in the Fall of 1973. Over half of the LCCs (Launch Control Centers) had been converted to Minuteman III by this time, and I was on alert at Golf LCC. It was late at night. The UHF radio linking all twenty LCCs opened up with urgent talk from India LCC. In those days, the UHF radio was turned on, at all times, and if one LCC spoke to their SAT (Security Alert Team) or other LCCs, all twenty LCCs heard the conversation. After the India crew received a Outer Security Zone [alarm] on one of their missiles, and sent their SAT crew out for the standard investigation trip, we began to hear over the radio the events that developed.

From the UHF radio communication between the SAT and the India LCC crew, as we listened, we

heard that as the truck was heading to the missile silo, the Inner Security Zone [alarm] had been tripped at the silo. Upon arriving near the subject silo, the SAT team observed a bright UFO hovering above the silo. The LCC crew advised the SAT team to proceed no further and to observe only. Approximately a minute later, the UFO moved off slowly for several thousand feet and then sped off at a high rate of speed. The conversation between the India LCC crew and the SAT team was heard by 19 other LCC crews on duty that night.

Upon relief by the next crew and upon return to F.E. Warren AFB, all crews on duty that night were informed that they would not speak to civilians or the news media about what they had heard on the UHF radio. Severe penalties were mentioned for those that did not heed this warning.

We, the LCC crews in general, began to hear rumors and stories, from other officers in operations and maintenance, that SAC headquarters at Offut AFB had sent the OSI (USAF Office of Special Investigations) to investigate this incident by helicopter. The India crew of that night would not speak of the incident at all. There were stories from missile maintenance that the missile in question had been carefully examined and that they found the target tapes (which guide the H-bomb warheads to their targets) on the three warheads had supposedly been erased that night by the UFO. Needless to say, I only heard that these things had occurred. These stories were told between missile guys over the following week, but they were reliable people, who did not speak to civilians or the press about this subject. However, the squadron commanders warned us, again, not to speak of the incident.

The second incident involved an entire missile maintenance crew, I believe six enlisted men and one officer. This also occurred in late 1973. A Minuteman III missile was being worked on for some routine problem during one of those late fall nights. A UFO was observed by the entire maintenance crew. The UFO appeared to be watching the work and was seen for a full five minutes as it maneuvered close to the missile silo. This was told to me by a missile maintenance 1st lieutenant, approximately three days after the incident occurred.

The third incident took place in early Spring of 1974. As I was arriving at Charlie LCC in the morning with my captain, to begin an alert duty, we were told by the staff sergeant and two security police who had been on duty that night, of the strange thing that had happened. They told us that a UFO had actually landed near the LCC and had been observed by the three, and that a minute-by-minute report had been given to the operations crew downstairs. When we asked about this, as we were relieving the LCC crew for our duty to begin, they would not talk about it with us. I heard a few days later that the staff sergeant was in some sort of trouble for speaking to us about what he saw, and that the OSI was again involved.

While I was in SAC, I personally was not directly involved with a UFO incident while on duty. However, during June of 1974, while on a camping trip in Dubois, Wyoming, with three other lieutenants, we observed a UFO flying relatively low. It was similar to the ones that were described to us, in the above three incidents. Since all four of us were Air Force lieutenants, we knew that this low-flying object was not an aircraft. From that time forward, I have had an interest in this subject and have read some on the subject as well.

I can tell you that these three incidents at F.E. Warren AFB did occur. It was a long time ago and I am sure many other things have happened since. I have not been able to find any written statements of these three incidents since. This could be because there was a very good cover-up of the situation at that time, or they were not deemed important enough to bother with. Though, I doubt that the latter is true.

I have always wondered as to what really happened to the missile that had the UFO hovering above it, and if the warhead target tapes had really been erased.

I wish you good luck on any research that you may do on this subject. I doubt that you will receive any help from those that might know the truth. I am sure that the cover-up that I observed many years ago is still in effect.

Thank you for your interest.

Sincerely,

Walter F. Billings

10/18/2002

Comment: In an effort to obtain an informed perspective on Billings' statements, I forwarded his letter to retired USAF Lt. Col. Philip Moore who, in 1978-79, had been the Commander of the 321st Strategic Missile Squadron at F.E. Warren AFB. Moore found the letter to be entirely credible. In an e-mail to me, dated 6/12/05, he wrote, "Billings' statement is totally believable, and his supporting facts are correct in spite of his dates and terminology caveats."

However, I also sent the letter to another former Minuteman missile launch officer who skeptically questioned Billings' use of the term "target tapes", when describing the Minuteman III's guidance system. (While the Minuteman I missile utilized such tapes, the Minuteman III did not.)

When I asked Moore to comment on this particular discrepancy, he replied, "[Regarding] Billings use of 'tapes' to refer to the maintenance part of the [guidance] system, the old tape system was replaced by a plug-in unit system. I think I remember that Billings was at F.E. Warren at the time MMI was deactivated and MMIII replaced it, having served in MMI and retrained in MMIII. Old terminology dies a slow death and the new system was often referred to as 'the tapes' for awhile after MMIII was in-place, until the old-timers got used to the new terminology."

Lt. Col. Moore's own ICBM-related UFO experience is discussed in the Walker AFB section of this article.

F.E. Warren AFB, Wyoming (1980-81):

Airman 1st Class Jay DeSisto—Former Air Policeman (Law Enforcement), 90th Security Police Squadron, F.E. Warren AFB, Wyoming:

Comment: Jay DeSisto's "UFO" experiences are somewhat different from those reported by my other former/retired USAF sources. For that reason, I have chosen to include his statement to me in its entirety.

DeSisto states, "I was an Airman First Class while stationed at FE Warren, in 1980-81. I worked as an LE (Law Enforcement) with the 90th Security Police Group. I was assigned to base patrol and very soon promoted to the position of Desk Sergeant, even though I was only an airman. Thinking back, I can recall numerous occasions when I was on duty as Desk Sergeant when the security personnel at the Weapons Storage Area would contact me and report 'lights' overhead. I would usually dispatch a base patrolman to the area to confirm the sightings but I cannot recall any specific outcomes. I am sure I would have reported these incidents in the desk blotter."

"While I never experienced or heard of any 'UFOs' while stationed there, there were several times when we were called in for duty on our days off to patrol the base perimeter because there were satellites allegedly overhead taking pictures. I always wondered what those recalls were about. It was strange. Again, no one ever mentioned UFOs, it was always 'satellites'. None of those recalls happened while I was on duty as the Desk Sergeant."

"The 'satellite' incidents were clustered, not spread-out, during my tenure at Warren. I seem to recall they would occur two or three nights in a row. I recall three times when my flight had to report for extra duty. One time we had been out at a bar off-base and when we returned to the base, the gate guards told us to immediately report to the armory to obtain weapons. Even though we had been drinking, they issued us weapons and we were posted on the perimeter of the nuclear Weapons Storage Area on base. It was unusual to use Law Enforcement personnel for this duty in that it was normally a function of the Security Police personnel."

"On two other occasions we were contacted at our barracks and told to report to the armory and obtain weapons. One of those times, I was posted at the Weapons Storage Area and another I was posted at the Combat Command Center doorway. Each time I was recalled for duty, our Flight

Chief, a Tech Sergeant name Robert Moore, explained the situation regarding the satellites. During these instances our group headquarters was very active. Our squadron commander, Major Bernal F. Koersen, was usually present."

"It really did not make sense to us that we were being called in for duty because of a satellite overhead. It seemed odd to have us don combat gear and weaponry. We just accepted the explanation of 'satellites' but, because of the way we were rousted for duty and the command activity present, we knew these incidents were very different from any type of readiness response exercise we had participated in, which were frequent and routine. We were often called in for extra duty during DoD inspections or Global Shield exercises, but again, during the satellite incidents, there was a different feel to the situation and the hurried and tense demeanor of command-level staff was quite different."

Comment: One of my other sources suggests the possibility that the mysterious satellites reported above FE Warren were actually Soviet satellites involved in the verification of the 1979 U.S./Soviet SALT II agreement, which limited the number of strategic missile launchers in each country. However, given the specifics of DeSisto's statement, this theory seems unlikely. Regardless, the Soviet satellite scenario would not explain the unidentified lights reported hovering at low altitude above the base's nuclear Weapons Storage Area.

DeSisto states that those sightings, by Air Force Security Police, had occurred on "numerous occasions" during 1980 and/or 1981. It should be noted that declassified documents from the Air Force Office of Special Investigations (OSI) confirm similar reports of UFOs, in August 1980, near the Manzano Weapons Storage Area, outside Kirtland AFB, New Mexico.

Furthermore, another UFO was observed in December 1980, as it directed laser-like beams of light down into, or near, the Bentwaters AFB Weapons Storage Area, during the now-famous series of sightings at the Anglo-American base, in Suffolk, England.

Walker AFB, New Mexico 1963-65:

Comment: *Florida Today* newspaper columnist Billy Cox conducted the initial interviews with Jerry Nelson and Gene Lamb. His article, "UFOs Haunt Missile Crew", was published in June 2001.

1st Lt. Jerry C. Nelson—Former Atlas ICBM launch officer (Deputy Missile Combat Crew Commander), 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Nelson states that on several occasions, while on alert in the underground launch capsule at Atlas Site 9, missile guards at ground-level had frantically reported a silent, very bright UFO hovering over the site. As he told Florida Today columnist Billy Cox, "The guards were scared. These objects would hover over the silo and shine lights down on them without making any noise." Nelson told me that he had personally been involved in "probably more than three but fewer than ten" such incidents, over a period of a month or so. He also remembered that the sightings had occurred "at least six months, maybe more like a year" after the Cuban Missile Crisis of October 1962, when the squadron had been placed on high-alert.

Oddly enough, when Nelson notified the missile squadron's Command Post about the incidents, his reports met with apparent indifference. Only much later did he learn that agents from the Office of Special Investigation had interviewed another individual regarding his knowledge of a similar incident.

1st Lt. Philip Moore—Former Atlas ICBM launch officer (Deputy Missile Combat Crew Commander), 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Moore, who retired as a Lieutenant Colonel, states that one night in the fall of 1964, while on alert in the launch capsule at Atlas Site 7, his missile commander, Major Dan Gilbert, received an extraordinary call from one of their "sister sites", either Site 6 or Site 8. The commander at the other site reported that an extremely bright light was repeatedly hovering directly over the site, racing away, returning, and hovering again. Apparently, one of the enlisted men at the site, perhaps the security guard, had observed this activity and reported it to the missile commander.

Moore states that some of Site 7's own enlisted men, including Tech. Sgt. Jack Nevins, were ordered up to the "silo cap" to monitor the situation. Moore states, "They reported the UFO zooming from the direction of Site 6 to the direction of Site 8 and hovering for awhile at the end of the movement…They all described it as a silent light that moved extremely rapidly—instant go and instant stop, no getting up to speed or slowing down. The common comment I remember was that everyone thought it was a UFO, and that it was hovering directly over Sites 6 and 8 and nowhere else. Thus, it was specifically interested in those sites."

Moore states that the Site 7 crew were never debriefed and never warned not to discuss the incident. "In other words," he said, "there was no official discussion or acknowledgment." Moore concluded, "I personally believe that there is something to the UFO/ICBM connection. I know the Air Force covers-up when it feels the official need. UFOs over ICBM sites could be one of those official needs."

Airman 1st Class Thomas Kaminski—Former Atlas ICBM Launch Facilities Specialist, 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Kaminski states that he had been at one of the Atlas ICBM launch sites northeast of Walker AFB one evening in 1964, possibly 1965, when the missile commander, Captain D------, directed him topside to view unexplained lights which had been reported to the site. Kaminski states he observed two star-like objects at a great distance, moving in unison.

When he reported his observations to the missile commander, Kaminski was told that the base was tracking the objects on radar and had scrambled two jet fighters to intercept them. Shortly thereafter, he observed the jets attempting to approach the unidentified lights, which then put on a burst of speed and outran the interceptors. The lights disappeared into a Cumulous cloud, followed by the fighters. Moments later, the jets emerged from the cloud but the lights were no longer visible. The fighters changed course and returned to base.

The next morning, upon returning to Walker AFB, Kaminski's missile team was routinely debriefed. He states, "During that briefing, my captain asked, 'Whatever happened to the two UFOs?' The response was, 'What UFOs?' My captain said, 'The ones you sent the fighters up after!' They said, 'We didn't sent up any fighters.' We knew that was the end of that conversation!"

Kaminski also states that he had once observed another UFO display, not at one of the remote missile sites but at Walker AFB itself. "At least half of my barracks saw this," he said, "It was at night and there were two or three lights—possibly four or five—that were moving around in the sky. They looked like stars but, from time to time, they did 90-degree turns. Not all at once though—they moved independently. They obviously knew that they wouldn't run into each other. I don't understand why we didn't hear any sonic booms. That bothers me. They stayed in the same general area [of the sky]. After about 15 minutes, zoom, they were gone." Then he added, "Actually, [sightings of UFOs] were fairly common on base. I think that a lot of guys saw them. It wasn't something that you discussed."

1st Lt. Eugene Lamb—Former Atlas ICBM launch officer (Deputy Missile Combat Crew Commander), 579th Strategic Missile Squadron, Walker AFB, New Mexico:

Lamb states that while he had not personally witnessed any of the UFO-related incidents at Walker's Atlas sites, he had once spoken to a former missile crew commander who had. This individual admitted, decades later, that he had briefly left the launch capsule to go topside to observe strange aerial lights being frantically reported by the missile site's guard. According to Lamb, the officer told him that the lights were unsettling because they had been moving erratically, and faster than jets. He told Lamb that he was familiar with all types of aircraft but had never seen anything like the extraordinary display in the sky above the Atlas silo. According to Lamb, the former officer had said, "These were not just lights. This was something else."

Lamb concluded, "People talked about [the sightings] at Happy Hour, after work, or after we got off-site, but it was kept pretty quiet as far as official statements went. To my knowledge, we were never briefed about it as a unit."

Airman 2nd Class Barry L. Krause—Former Atlas ICBM Missile Facilities Specialist, 579th Strategic Missile Squadron, Walker AFB, New Mexico:

I did not personally interview Krause, who died in 1973. However, on December 20, 1964, he wrote to a civilian UFO research organization, the National Investigations Committee on Aerial Phenomena (NICAP), to report an ongoing series of UFO-related incidents at his squadron's Atlas ICBM sites. In the letter, Krause stated that some of the missile security police whom he had queried about the sightings had deflected his questions by saying that the incidents had been classified "top secret." Krause also stated that, at one point, the UFO incidents had become so numerous, and ominous, that some of the missile guards were balking at reporting for duty.

Comment: Krause's 1964 letter to NICAP, written while the UFO incidents at Walker AFB were ongoing, is extremely important because it provides an unsolicited, contemporary account of some of the sightings at the missile sites. I would like to thank Richard Hall for sharing Krause's letter with other researchers.

Ellsworth AFB, South Dakota (1966):

Staff Sgt. Albert Spodnik (USAF Ret.)—Former Electro-Mechanical technician, 44th Missile Maintenance Squadron, Ellsworth AFB, South Dakota:

Spodnik states that one summer night in 1966, he and a fellow Electro-Mechanical Team technician were dispatched to Launch Facility (silo) Juliet-3 to correct an electrical malfunction. For some reason, both the commercial power supply to the site and the emergency power systems had simultaneously failed, rendering the Minuteman I missile temporarily inoperable. In Air Force parlance, the ICBM had "gone off alert status".

After restoring power to the launch facility, Spodnik and his partner began an automated start-up procedure which would return the missile to normal operational status. When they left the underground silo to take a break, the technicians' security escort alerted them to a sudden, excited exchange over the Crew Cab's two-way radio. As the three men listened, they learned that an armed Air Force Security Alert Team had been ordered to investigate a triggered security alarm at nearby Launch Facility Juliet-5. Furthermore, the missile there had abruptly dropped off alert status. As with Juliet-3, the site had lost commercial electrical power and its diesel-powered generator, designed to charge back-up batteries, had failed to start.

When the Security Alert Team arrived at Juliet-5, they reported that a strange object was sitting on the ground inside the security fence that surrounded the missile silo. As Spodnik and his companions eavesdropped, they heard the Flight Security Controller order the SAT to approach the object. Obviously upset, the team leader responded that he would not do so. He said that his team was parked outside the gate to the launch facility but would go no further. He then reported that the mysterious object was round, apparently metallic, and resting on a tripod landing gear.

As this drama was unfolding over the radio, Spodnik and his companions quickly climbed up on the Crew Cab's roof and flat bed to get a better view of the adjacent missile silo, which was about four miles away. Gazing across the flat, open terrain, they noticed an intense glow that seemed to envelop the entire launch facility, much brighter than the security lights located there.

By this time, the Flight Security Controller had notified Juliet Flight's Launch Commander about the situation. Spodnik could only hear the radio conversation between the Flight Security Controller and the Security Alert Team, but the Launch Commander had apparently ordered the team to approach the unidentified object. Once again, the team leader refused. In a strained voice, he abruptly asked for permission to fire on the object. In response, the Flight Security Controller yelled, "Negative! Don't shoot until you know what's going on!" He then informed the agitated security team leader that the Launch Commander had ordered the men to stand-by while he called the Missile Command Post at Ellsworth AFB. After a few moments, the team leader was told that a helicopter was being sent to the site.

Spodnik states that about 30 minutes after the Command Post had been notified about the UFO landing, he saw the helicopter in the distance, as it approached the stricken launch facility. When it

was about five minutes away, someone screamed into the radio, “There it goes!” Instantly, Spodnik saw a brilliant white light directly above Juliet-5, ascending vertically at enormous velocity. He said that while he couldn’t see the object itself, the light beneath it had the appearance of an “inverted flashlight beam”.

After the furor had subsided, Spodnik and his partner finished their work at Juliet-3 and returned to the base. Upon arriving, they and their security escort were unexpectedly met by the missile maintenance commander, who promptly asked them if they had seen or heard anything unusual while at the launch facility. The security guard readily admitted to eavesdropping on the two-way radio, confessing that he was baffled by what had taken place at Juliet-5.

Glancing nervously at each other, Spodnik and the other technician impulsively denied having witnessed anything out of the ordinary. Both men told the commander that they had spent the entire visit to the launch facility underground, restoring the missile to alert status.

When I asked Spodnik why he had not admitted to listening to the radio chatter, he replied that he and his partner had previously heard rumors about missile technicians being relieved of duty for reporting strange occurrences at ICBM sites. “We heard about people reporting seeing things,” he said, “Not necessarily UFOs, just anything oddball that couldn’t be explained rationally. Those guys were ordered to report to the [base] hospital, examined, and medically discharged as mentally unfit for military service.” Spodnik admitted that he didn’t personally know of anyone who had been treated in this manner, but rumors to that effect had been circulating within his squadron.

Spodnik was undoubtedly referring to a Department of Defense regulation known as “PRP”—Personnel Reliability Program. As mentioned earlier, this directive is designed to govern the behavior of those who work with or around nuclear weapons. Under its guidelines, potentially severe consequences await those judged by their superiors to be psychologically unstable. Several former Air Force missile personnel whom I have interviewed have said that, because of this regulation, they also had concerns about reporting their own UFO sighting, and often did not.

Spodnik said that the maintenance commander, upon hearing his denial, eyed him suspiciously and then ordered the two technicians to report to his office early the next morning. Upon arriving there, Spodnik noticed that the commander had with him an individual dressed in civilian clothes. This person was not introduced, said nothing, took no notes, but listened attentively as Spodnik and his partner answered the commander’s questions about the events of the previous evening. Now very nervous, the pair nevertheless stuck to their story—they had seen and heard nothing. After a several-minute interrogation, the maintenance commander ordered the two men to report to duty.

Spodnik further stated that the neither he nor his partner ever saw their security escort again. Ordinarily, standard duty rotation would have ensured that the same individual be assigned to accompany Spodnik on some future maintenance call, but this never occurred. Spodnik assumed that the escort had been transferred to another base, but never did learn the reason for his sudden departure.

Comment: A second former 44th Missile Maintenance Squadron technician, whom I will not identify, has independently confirmed the essential elements in Spodnik’s account, in particular the landing of the UFO inside the missile silo’s security fence. This individual estimates that the incident occurred in late June or early July, 1966, just prior to his separation from the Air Force.

Ellsworth AFB, South Dakota (1992):

UFO sighting by two Minuteman missile maintenance personnel, whom I will not identify, as reported to **Tech. Sgt. Jeff Goodrich (USAF Ret.)**—Former Minuteman missile technician, 44th Field Missile Maintenance Squadron (FMMS), Ellsworth AFB, South Dakota:

Just before midnight on October 27, 1992, two members of the 44th FMMS, Airman 1st Class Michael R-----, a vehicle controller, and Airman 1st Class Jason B-----, a Minuteman Electro-Mechanical Team technician, were approaching the squadron’s operations hangar when they saw a group of bright, white lights moving rapidly in rigid formation. While no solid object was actually

visible, the fact that the lights did not vary in their positions relative to one another led the witnesses to concluded that they were arranged across the surface of a very large but unseen craft.

As R----- and B----- watched, the light formation moved directly toward the Minuteman missile maintenance hangar, hovered over it momentarily, and then moved away, disappearing behind a bank of low clouds. Both of the observers estimated that at its closest approach, the object was approximately a quarter-mile from them.

Upon arriving at work, the startled eyewitnesses excitedly told those present about the sighting. At that time of night, there wasn't much happening at the hangar and it was relatively empty except for a handful of people in the vehicles and equipment sections.

The next day, another missile maintenance technician, Jeff Goodrich, also learned of the incident. Goodrich had a long-standing interest in UFOs, and was a certified field investigator for the Mutual UFO Network. Using that organization's standard sighting questionnaire, he had R----- and B----- independently record the details of their experience less than two days later.

R----- wrote, "It was kind of foggy out...When I first saw it, I thought it was an airplane, but it moved too smooth and swiftly without noise. I couldn't believe it. I was totally amazed. It was an awesome sight. It seemed to hover about three-to-five hundred feet over the ground and [then] it just sort of disappeared in the air."

In his report, B----- wrote, "I noticed it when I looked out over the hangar where I work. I pointed it out to Mike, who was driving. At first I thought it was an airplane but it was way too big. There were no flashing lights like on most planes and [its] shape was like no plane I've ever seen. I was freaked out [and] Mike almost ran off the road, trying to get a better look at it...It disappeared behind the clouds above the base."

Each airman made drawings of the UFO itself, as well as its position in the sky, relative to the hangar. In R-----'s picture, the lights appear similar to a string of pearls, delineating the presumed boundary of an unseen kidney bean-shaped object. B----- drew essentially the same picture, but with some of the lights positioned away from object's edge. He also depicted it as having more of a boomerang shape.

R----- drew the UFO hovering directly over the missile maintenance hangar, whereas B----- depicted the object approaching the facility from the north, and (as indicated by an arrow) moving into the cloud bank.

Elsewhere on the questionnaire, in the section titled, *Object Description*, R----- wrote that the UFO's apparent width had been "2-3 times the size of a full moon". B----- instead described the lights, writing that each one appeared "2-3 times the size of a star." However, in the *Personal Account* section, he wrote that the object itself had been much larger than an airplane and, in one of his drawings of the entire cluster of lights, he added the caption, "Approx. 300 ft. long".

Neither sighting witness was officially debriefed. It is unknown whether the UFO appeared on radar.

END OF SOURCE TESTIMONY

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For as God was the help of our reason to illuminate us, so should we likewise turn it every way, that we may be more capable of understanding His mysteries; provided only that the mind be enlarged, according to its capacity, to the grandeur of the mysteries, and not the mysteries contracted to the nar- rowness of the mind.

- Francis Bacon

PREFACE

Very few subjects have attracted as much attention throughout the world as Unidentified Flying Objects. Nearly everyone in the civilized world has at least heard of them. Even some natives beyond the reach of modern communications have described things in the sky that fit the definition. Beyond that, however, there is little unanimity. Every individual has naturally formed his own opinion on the topic, and beliefs vary greatly. Most reasonable people would accept a full and convincing proof of the identity of these mysterious objects. UFOs remain controversial, however, because no attempt at explaining the phenomenon has been entirely successful.

The fundamental fact confronting us is the existence of a large number of UFO sighting reports. Some of these reports may be fraudulent, but most investigators have concluded that the major ity are quite valid; that is, the witnesses themselves believed that they saw something real, external, artificial, and unusual. The primary aim of this book is to seek a satisfactory interpretation, or understanding, of these experiences.

On logical grounds it may be said that all possible explanations can be subdivided into two major categories, namely, A) physically real, manufactured objects that the witness could not relate to anything in his background, and B) something entirely different, such as obscure natural phenomena, hoaxes, or psychic projections. The possibility remains, of course, that the stimulus for a report of the first type was unique to a particular witness and could prove to be quite mundane to more knowledgeable and experienced people. The heart of the whole question, there fore, is whether or not there exists a subset of experiences in Category A that are unique and puzzling to mankind as a whole, including experts in every field. The majority of witnesses think so! This conviction is shared by most of the people who have diligently studied this subject. Contrary views are more popular among those who (a) feel that examination of the data would be undignified, (b) tend to reject any new concept out of hand, and (c) suspend judgment until irrefutable evidence is presented to them. Unfortunately, little progress in this perplexing field can be achieved while the mind is preoccupied with the issue of UFO existence. The reason for this dilemma is that while mentally coursing through the arguments pro and con, one's attention is deflected from discovery of more meaningful detail. The mind is then blocked from further enlightenment. Rational progress can be achieved only by setting such unwarranted skepticism aside, if only temporarily.

For the present purpose, the reader is requested to suspend his doubts and follow the argument that is developed in this book. Simply consider, for the moment, that UFOs are mechanical constructions that appear and behave in general accord with the accounts of the witnesses. Adopting this point of view cannot be harmful and may prove to be beneficial. As a working hypothesis, it will at least free the mind long enough to explore the available data. That alone is considered to be worthwhile. But its ultimate value can be assessed only upon completion of this book. At that time, we will recall that the reality of UFOs was merely assumed, as in a game, and not proven. One can then ask if this stratagem led to a more thorough, comprehensive understanding of the topic. Did it unravel some of the previous mysteries and reveal their true meaning in terms of scientific facts? Did it suggest some experiments in which new ideas may be tested? Affirmative answers to these questions will establish the value of the hypothesis. On the other hand, if the hypothesis fails to bear fruit, it must be uprooted like a barren tree

and thrown out of the orchard. The importance of accepting the reports at face value can hardly be overemphasized. The reader should retain this new perspective throughout the book, otherwise he may become uneasy when some detail of a sighting is brought forth and discussed uncritically. Nowhere does the author attempt to prove the validity of sighting information, or even to evaluate it. The raw data are merely accepted without bias for the purpose of exploration. It is not necessary to believe the data in order to study it. Its truth or falsity will be considered only in the final appraisal.

A fundamental precept of science is the freedom enjoyed by the theorist in devising hypotheses. While hypotheses must accommodate confirmed facts, they need not be reasonable. In fact, major advances in science have been built upon hypotheses that seem to be wildly unreasonable. Even after earning a permanent position in scientific thought, they may yet appear to be quite arbitrary and at odds with reason. In searching for new truth, one simply can not forecast the form it will take. Therefore, justifying an hypothesis is not at all necessary. As a Concession to the reader, ample evidence is presented in Chapter 1 to illustrate why our hypothesis was selected. This data can be a helpful transition for the novice, but it may be skipped by the sophisticated reader who is familiar with it or who recognizes that it is logically extraneous.

The search for truth about UFOs is severely handicapped. First of all, a sighting experience cannot be reproduced in the laboratory. Neither can a UFO be captured for detailed examination. The time and location of future sightings cannot be predicted. Spontaneous sightings are so brief and widely scattered that experts and scientific instruments can not easily be brought to the scene in time to observe the action. Is further understanding, therefore, out of the question? Probably not. But this pursuit of knowledge involves a curious irony. Although the sighting re ports have been derided as "anecdotal records," they are the only source of information on the subject. This reservoir must obviously be tapped if further insights are to be developed. This collection of reports undoubtedly contains some examples from Category B. Some reports that appeared to be well documented have later been exposed as pranks. Such material has occasion ally been accepted uncritically, with adverse effects. -But most worldwide and issuing from diverse cultures. The common discard it. Excessive zeal in this screening process has probably deprived the investigators and the public of some valuable information. To avoid this problem and the corollary one of assessing each report, a different approach has been taken here. Reliance is placed, not so much upon the details of an individual report, as upon the correlations of many independent reports scattered world wide and issuing from diverse cultures. The common elements threading their way through a large number of reports take on the greatest meaning. Several scattered but similar reports afford the opportunity of picking up some detail from one, more from another, and so on, until a composite picture of a typical event can be drawn. The present analysis relies heavily upon these concepts, even at the risk of unwittingly including a few hoaxes, hallucinations, internal eye flashes or whatever. The total number of reports is so large that such contamination of the source material is unlikely to distort the general findings.

The full magnitude of the UFO phenomenon is not commonly realized. A casual observer may have noted a dozen or so newspaper accounts in about as many years. He may have accidentally seen a few magazine articles sandwiched between sensational treatments of hunting polar bears and searching for treasure in the steaming Amazon. He may know of a few books on the subject, but not read them. Newspaper comments on the Condon Report (also unread) have assured him that there was nothing of special interest in the subject. It may be somewhat shocking for him to learn that the average number of reported sightings since 1947 is greater than 200 per year. Over 1,000 sightings were reported in 1967. As these figures apply only to the United States and UFOs are a global problem, the number of sighting reports is substantial. The total is not known, but there is every indication that it is on the order of 500,000 or larger.

While an individual author can do no more than scratch the surface of this voluminous collection, the results of analysis need not be proportionately compromised. After all, the portrait of a tiger can be painted from an adequate number of descriptions, although no testimony is received from the hundreds of people that have been eaten by them. To avoid bias in selecting source materials, the investigation

should depend upon catalogs of sightings that have been laboriously compiled by others. As discussed in Chapter 10, the present work is considered to be only a preliminary investigation that should eventually be repeated and extended on a much more comprehensive scale. It will suffice here to demonstrate a productive method of research by unveiling some new vistas of UFOs even if, at this stage, they are seen "through a glass, darkly."

The nature of the material itself and the anticipated retracing of the steps dictate the need for extensive citing of references. Other considerations also reinforce this choice. Information throughout the book falls into several categories that should be distinguished. Yet the continual use of qualifying language for this purpose would be very burdensome and tedious. Within the framework of the hypothesis that has been adopted, we will allow ourselves to say merely that such and such *happened,* whereas it is actually known only that it was *reported.* Under the circumstances, however, the reader is entitled to know where the information came from so that he can investigate a particular incident further. Much of the information herein comes with impeccable credentials from technical and scientific sources, which can be most helpful in verifying or expanding upon points that are made. Distinctions are sometimes needed between deductions in which the author has every confidence and extrapolations or hunches that have far less secure foundations. Occasional notes can help to keep these chickens and ducks in separate coops. References and comments have been numbered serially and assembled at the end of the book so that a quick referral can usually resolve any fleeting question.

A thorough investigation of UFOs cannot be arbitrarily confined to a few technical fields in which a particular author may be trained. It becomes necessary to follow the tracks of the elusive quarry wherever they may lead. As shall be seen later, they lead into many areas of technical specialty. It can hardly be expected that an author could be uniformly competent in all of them or that his treatment of these subjects would be free of error. It can only be hoped that the general findings are valid, that the various invasions into professional provinces are not offensive to the practitioners, and that their aid will be forthcoming to correct any deficiencies.

Acknowledgements

Return to NICAP Home

Chapter 1

A new fact is battling strenuously for access to your ears. A new aspect of the universe is striving to reveal itself. But no fact is so simple that it is not harder to believe than to doubt at the first presentation.
- Lucretius

CHAPTER 4

SOUNDS

Whether hovering motionless, gliding along at tree-top level, or cruising across the sky, UFOs are notably silent. Astonished witnesses often report that they were certainly close enough to have heard a conventional aircraft. Of course, they expected to hear the sounds generated by the engines, jet exhaust, or propellers, all of which are associated with the means of flight. The lack of such sounds from UFOs clearly indicates that their propulsion systems are unique and unconventional. Even at supersonic speeds, when airplanes invariably produce sonic booms, UFOs remain silent. A physical basis for this unusual performance will become apparent in a later chapter. While the familiar noise of flight is not associated with UFOs, they are known to produce some sounds. In 103 instances of close encounters during the decade 1958-68, witnesses reported hearing sounds and attempted to describe them. (1) As sounds are very difficult to describe, it is not surprising to find that a wide variety of expressions were used. Imagine the sound of a quarter dropping into a coffee can and the numerous adjectives or comparisons that would be evoked from several people in the next room. Further suppose that several different sounds occurred simultaneously, such as

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slamming a car door and spinning a New Year's noise-maker. Several people called upon to describe this racket would produce a bewildering assortment of words. A reasonable understanding of what they were trying to communicate would require that expressions pertaining to each component of the sounds first be isolated. Then some concept of the sources could be developed from the various expressions and allusions for each component.

While some of the adjectives used by witnesses, such as "dull" and "strange," are essentially without meaning, most of them can be associated with a limited number of different sounds having distinctive characteristics. The following table organizes nearly all the statements by the witnesses into five general categories depending upon the type of sounds that they attempted to describe.

Violent	Low Pitch	Rush Of Air	High Pitch	Signals
bang	hum	whoosh	shrill whir	beeping
loud explosion	low hum	swishing	high pitch	modulated whistle
thundering roar	low buzz	rushing	high pitched hum	signal- like noise
deafening roar	humming	hissing	high speed drill	strange pulsing
shock wave	buzzing	wings	shrieking	shrill beeping
blast	swarm of bees	fluttering	strong whistling	-
roar	humming bees	-	loud turbine	-
-	generator	-	whine	-

-	**electric motor**	-	**piercing whistle**	-
-	**whirring**	-	**jet**	-
-	**strange vibrations**	-	**whistling**	-
-	-	-	**painful**	-
-	-	-	**truck on wet cement**	-

(_____)

transformer and wind **vacuum cleaner**

(_____)

whistling, roar and bangs

It is interesting and reassuring that the descriptions by three witnesses encompassed combinations of the selected categories. For example, an allusion to a "vacuum cleaner" clearly refers to the combination of the noise from rushing air and the high-

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pitched whine of a turbine. These combinations are designated in the table by lines curving upward toward the appropriate category.

Violent Noises

Two subtypes of violent sounds are clearly discerned - an instantaneous explosion like a shock wave and a loud, continuous noise. These occurred as "it touched the ground," "upon rising" from a low altitude, during "30 seconds before takeoff," and as a UFO "left with a roar and a series of bangs." It appears that these sounds are directly related to the application of power for rapid acceleration or deceleration but they should not be confused with the normally silent landing and liftoff. A large UFO at a distance of 700 meters from a witness was slowly cruising at an estimated 80 km/hr, certainly subsonic; about three seconds after an intense blue light came on, the witness heard a "shock wave."- If the blue light generated a compression wave, it would travel at approximately 1100 ft/sec and reach the witness in just over two seconds. This internal consistency supports a general association between the blue light and the shock wave and the technical implications will be explored later in an analysis of propulsion.

Humming

The second category of sounds, typified as humming, denotes a low level that would not be heard at great distances. The allusion to bees is significant as it provides a specific basis for estimating the frequency or pitch of the sound. Of course, the humming noise of a flying bee comes from the wing beat of about 270 times per second, (3) corresponding closely to the musical note of middle C. Much lower tones, also referred to as humming, are generated by hummingbirds, specifically for the ruby-throated variety, at 70 beats per second for the female and 50 for the smaller male. (4) These tones correspond approximately to the C below the bass clef and the next lower G. They are certainly consistent with the

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60-or 120-cycle hum produced by electrical apparatus mentioned by several witnesses. It would seem farfetched to search for other causes of this sound when electrical machinery will do so nicely. In view of the brightly lighted interior of UFOs, their numerous navigation lights, and occasional intense beams, a source of electrical power is required. One witness might even be taken at his word, namely, it

sounded like a "generator."

Implied in the discussion thus far is the assumption that witnesses heard the humming sound in the normal fashion, namely, by the pressure of sound waves on the eardrum being transmitted by the bony structure of the inner ear to stimulate the auditory nerve. Any possible alternatives should be taken into account. It was suggested previously that UFOs emit high frequency, electromagnetic radiation that, like radar, would have no effect upon the eardrum. However, medical experiments have shown that some people can hear modulated, radio-frequency energy that they interpret as a "buzzing or knocking" sound. All subjects felt that the sound originated behind their heads regardless of the actual location. (5) Apparently, the pulsed energy bypasses the ear structure and induces signals directly in the auditory nerve. The physical reality of this mechanism was demonstrated when microelectrodes were inserted into a single nerve fiber with subsequent exposure to microwaves, electromagnetic energy in the range of 200 to 3,000 megacycles per second. Electrical potentials from millivolts up to 0.10 volts were measured between the inside and outside of the surface membrane. (6) As these tests were conducted with modulated microwaves it is obvious that the subjects were sensing the pulses of energy, not the carrier frequency. Pulse repetition rates as low as 160 per second are used on the FPS 16 radar at Jodrell Bank, England, (7) and rates as low as 300 per second appear to be common. (8) Thus the buzzing sound heard from UFOs may be stimulated directly within the head of the witnesses by high-frequency radiation being pulsed at a low, audio rate.

In passing, it is noted that voice modulation of microwaves might be developed to communicate with totally deaf people

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whose ear structure has been destroyed but whose auditory nerve is still intact. Should such prove to be possible and safe, one could also transmit a voice signal some distance on a microwave beam to a person without an electronic receiver. As shall be seen later, something like this may be a part of the total UFO phenomenon.

Rush of Air

Now to the third category of UFO sounds, something similar to the rush of air. Because of the consistency of the descriptions, the sound seems to be well-enough identified but there are no clues to its cause. At this stage of investigation, it can only be guessed that the sound is emitted by agitated molecules in an ionized "skin effect" on the surface of the vehicle. In the electrical breakdown of air along a high-voltage transmission line, called corona, a glow can be seen in the dark and a "hissing" sound becomes audible. (9) A similar electrical discharge may account for the sound of this general type.

High Pitch

It would be of interest and possible value to establish an approximate frequency range for the sound that is characterized by high pitch. At first glance, a "truck on wet pavement" seems to offer little help but it is a useful springboard for understanding the intent of the witness in technical terms. This vague reference is assuredly related to the reaction of the tire tread on the road surface. In seeking a technical interpretation, it can be estimated that the characteristic dimension between elements of a typical tread is one-half inch, that a medium-sized truck has tires of about 3-ft diameter, and that the witness is referring to the nominal speed such as 40 m/hr. Under these conditions, the tread elements would impact upon, and release from, the roadway about 1,400 times per second, creating a moderately high-pitched tone roughly equivalent to the F one octave above the treble clef. This

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value can only be considered as a crude estimate as it could easily be off by a factor of 2 to 3 in either direction.

Many of the expressions used to describe this sound, "shrieking," "piercing whistle," and "whine" bring to mind the distressing noise of a jet aircraft as the engines are revved up to taxi away from a loading area or in preparation for take-off. This impression is strongly reinforced by explicit comparisons such as "loud turbine" and even "jet." Apparently the witnesses were attempting to describe the high-pitched scream of the engine rather than the roar of exhaust gases.

Most of the offensive noise from jets is generated by the high-speed rotation of the first stage compressor. It consists of a broad spectrum of noise plus several discrete frequencies related to the engine parts and their speed of rotation. A principal source of discrete frequencies is the siren interaction of the inlet guide vanes and the first stage rotor blades. The fundamental frequency can be calculated as the product of the number of blades on the rotor times its speed of rotation. Typically, 30 blades at 10,000 rpm would produce a fundamental of 5,000 cycles per second. In addition, low-order harmonics of significant intensity could be generated with frequencies up to about 12,000 cycles per second. Thus the high-pitched noise of jet engines is composed of several discrete frequencies in the range of 5,000 to 12,000 cycles per second superimposed upon a broad-band background. (10) Tones corresponding to these discrete frequencies, which are very high, can be described accurately as a "whine" or, for the higher ranges, a "whistle." As a point of reference, a l0-kc whistle can sometimes be heard between stations on AM radio.

As the sound heard by one witness reminded him of a "high speed drill," another basis for estimating the frequency is available. Most high-speed drills are driven by electric motors at about 25,000 rpm, or 420 revolutions per second. (11) Fans are normally attached to the spindle for cooling the motor windings, with 15 blades being typical for small sizes. Thus the fundamental frequency from the fan would be about 6,300 cycles per second, not at all inconsistent with previous estimates. Other drill compo-

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nents, such as gears and bit, are reduced in speed by as much as 10 to 1 but are not notable noise generators.

From these data one may say that UFOs emit high-pitched sounds in the frequency range of about 1,000 to 10,000 cycles per second, probably consisting of several discrete frequencies. All indications are that the sound is caused by rotating machinery and, in particular, by blades attached thereto. In the absence of contrary indications, one would be tempted to guess that the machinery is somehow related to the propulsion system, but definitely not in the sense of ordinary jets. It might be pointed out that high-frequency sounds are significantly absorbed by the atmosphere, whereas low frequencies are practically unaffected; both are subject to attenuation according to the inverse square law. Atmospheric absorption at 8,000 cycles per second varies from 5 to 10 db per 100 meters, depending upon the temperature and humidity. (12) This selective absorption may explain why the high-pitch component is heard only at close range.

Coded Signals

Strange, signal-like sounds were reported in seven of the 447 close-encounter cases being analyzed. Perusal of the listed expressions suggests that "beeping" is the most descriptive term for this sound. While appearing only once in the above list, it was used on three separate occasions. Simultaneous radio interference was sometimes mentioned although it cannot be confirmed that the strange sound was actually emitted by the radios. In fact, radios were probably not involved. A 10-year-old boy saw a bright, silvery object standing on four legs in a wheat field. He heard a beeping sound just before the

object rose from the ground and departed straight up. No radio is mentioned in the report and it seems unlikely that the boy had one in a wheat field. Another similar instance occurred on a beach when a man heard a "modulated whistling" as an object rose off the sand to a height of 20 meters.

In the famous case of Mr. and Mrs. Barney Hill, (13) "beeping"

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sounds played an unusually significant role. While on vacation trip through New Hampshire, the Hills saw a large UFO approach from great distance and hover low over a field. Barney, who was driving, stopped the car and got out. Overcome with curiosity, he walked toward the UFO until he could see people inside and, with binoculars, could make out a pair of strange eyes staring at him. He fled in terror. The UFO followed their car for some time as the Hills tried to keep it in sight, excitedly discussing their predicament and experiencing a premonition that the people in the UFO would try to capture them.

"Then suddenly a strange electronic beeping was heard. The car seemed to vibrate with it. It was in irregular rhythm-beep, beep-beep, beep, beep-seeming to come from behind the car, in the direction of the trunk." (14)

Since the apparent source of the sound was behind the Hills, it could not have come from a radio. When asked if the radio was on at the time, Barney replied

"No. My radio was not on. It was so late, and I did not think I could get a station. So when I left Canada, I cut my radio off....I don't play my radio when I'm driving." (15)

Upon hearing the "beeping" sound, the Hills experienced an odd drowsiness. Sometime later, a second series of beeps re turned them to normal. They were unaware of anything between the two series of beeps. Much later, however, intervening events were recalled under hypnosis. The Hills had been captured by occupants of the UFO, taken aboard a gigantic vehicle, and subjected to biomedical experiments for nearly two hours. The Hills had fallen under control of the aliens at the first series of beeps. They were released with a posthypnotic suggestion that they would not remember anything about their experience, then awakened with the second series of beeps.

The onset of amnesia in another case was also triggered by beeping sounds.(16) A police officer in Nebraska approached to

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within 14 meters of a UFO on the highway and heard a shrill, beeping sound. He judged that it took only 10 minutes to return to headquarters, although one-half hour had elapsed. Under hypnosis at the University of Colorado, he recalled the events during the 20-minute period of amnesia. A very small person walked toward him from under the UFO and said that he had come to earth from outer space. (17) It may be assumed that the police officer was monitoring his radio at the time of encounter. However, the similarity of his experience with that of the Hills leads one to suspect that the radio was not involved in transmittal of the beeps.

It appears that beeping sounds near UFOs need not, and probably do not, involve radios, and that they are used to induce hypnotic trances, sometimes subjecting the witness to complete control by the UFO pilots. The mechanism for transmittal of the beeps seems to be encoded signals on a high-frequency carrier in the microwave range as suggested by the correlation between the Hills' experience and laboratory experiments on human subjects. Possible use of this mechanism that is more sophisticated

than raw beeps is treated in a section on language and communication.

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CHAPTER SIX

The Presses Roll -The Air Force Shrugs

The Grudge Report was supposedly not for general distribution. A few copies were sent to the Air Force Press Desk in the Pentagon and reporters and writers could come in and read it. But a good many copies did get into circulation. The Air Force Press Room wasn't the best place to sit and study a 600 page report, and a quick glance at the report showed that it required some study - if no more than to find out what the authors were trying to prove - so several dozen copies got into circulation. I know that these "liberated" copies of the Grudge Report had been thoroughly studied because nearly every writer who came to ATIC during the time that I was in charge of Project Blue Book carried a copy.

Since the press had some questions about the motives behind releasing the Grudge Report, it received very little publicity while the writers put out feelers. Consequently in early 1950 you didn't read much about flying saucers.

Evidently certain people in the Air Force thought this lull in publicity meant that the UFO's had finally died because Project Grudge was junked. All the project files, hundreds of pounds of reports, memos, photos, sketches, and other assorted bits of paper were unceremoniously yanked out of their filing cabinets, tied up with string, and chucked into an old storage case. I would guess that many reports ended up as "souvenirs" because a year later, when I exhumed these files, there were a lot of reports missing.

About this time the official Air Force UFO project had one last post death muscular spasm. The last bundle of reports had just landed on top of the pile in the storage case when ATIC received a letter from the Director of Intelligence of the Air Force. In official language it said, "What gives?" There had been no order to end Project Grudge. The answer went back that Project Grudge had not been disbanded; the project functions had been transferred and it was no longer a "special"

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project. From now on UFO reports would be processed through normal intelligence channels along with other intelligence reports.

To show good faith ATIC requested permission to issue a new Air Force wide bulletin which was duly mimeographed and disseminated. In essence it said that Air Force Headquarters had directed ATIC to continue to collect and evaluate reports of unidentified flying objects. It went on to explain that most UFO reports were trash. It pointed out the findings of the Grudge Report in such strong language that by the time the recipient of the bulletin had finished reading it, he would be ashamed to send in a report. To cinch the deal the bulletins must have been disseminated only to troops in Outer Mongolia because I never found anyone in the field who had ever received a copy.

As the Air Force UFO investigating activity dropped to nil, the press activity skyrocketed to a new peak. A dozen people took off to dig up their own UFO stories and to draw their own conclusions.

After a quiet January, True again clobbered the reading public. This time it was a story in the March 1950 issue and it was entitled, "How Scientists Tracked Flying Saucers." It was written by none other than the man who was at that time in charge of a team of Navy scientists at the super hush-hush guided missile test and development area, White Sands Proving Ground, New Mexico. He was Commander R. B. McLaughlin, an Annapolis graduate and a Regular Navy officer. His story had been cleared by the military and was in absolute, 180 degree, direct contradiction to every press release that had been made by the military in the past two years. Not only did the commander believe

that he had proved that UFO's were real but that he knew what they were. "I am convinced," he wrote in the True article, "that it," referring to a UFO he had seen at White Sands, "was a flying saucer, and further, that these disks are spaceships from another planet, operated by animate, intelligent beings."

On several occasions during 1948 and 1949, McLaughlin or his crew at the White Sands Proving Ground had made good UFO sightings. The best one was made on April 24, 1949, when the commander's crew of engineers, scientists, and technicians were getting ready to launch one of the huge 100-foot-diameter skyhook balloons. It was 10:30 AM. on an absolutely clear Sunday morning. Prior to the launching, the crew had sent up a small weather balloon to check the winds at lower levels. One man was watching the balloon through a theodolite, an instrument similar to a surveyor's transit built around a 25 power telescope, one man was holding a stop watch, and a third had a clipboard to record the measured data. The crew had tracked the balloon to about 10,000 feet when one of them suddenly shouted and pointed off to the left. The whole crew

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looked at the part of the sky where the man was excitedly pointing, and there was a UFO. "It didn't appear to be large," one of the scientists later said, "but it was plainly visible. It was easy to see that it was elliptical in shape and had a 'whitish silver color.'" After taking a split second to realize what they were looking at, one of the men swung the theodolite around to pick up the object, and the timer reset his stop watch. For sixty seconds they tracked the UFO as it moved toward the east. In about fifty-five seconds it had dropped from an angle of elevation of 45 degrees to 25 degrees, then it zoomed upward and in a few seconds it was out of sight. The crew heard no sound and the New Mexico desert was so calm that day that they could have heard "a whisper a mile away."

When they reduced the data they had collected, McLaughlin and crew found out that the UFO had been traveling 4 degrees per second. At one time during the observed portion of its flight, the UFO had passed in front of a range of mountains that were visible to the observers. Using this as a check point, they estimated the size of the UFO to be 40 feet wide and 100 feet long, and they computed that the UFO had been at an altitude of 296,000 feet, or 56 miles, when they had first seen it, and that it was traveling 7 miles per second.

This wasn't the only UFO sighting made by White Sands scientists. On April 5, 1948, another team watched a UFO for several minutes as it streaked across the afternoon sky in a series of violent maneuvers. The disk shaped object was about a fifth the size of a full moon.

On another occasion the crew of a C-47 that was tracking a skyhook balloon saw two similar UFO's come loping in from just above the horizon, circle the balloon, which was flying at just under 90,000 feet, and rapidly leave. When the balloon was recovered it was ripped.

I knew the two pilots of the C-47; both of them now believe in flying saucers. And they aren't alone; so do the people of the Aeronautical Division of General Mills who launch and track the big skyhook balloons. These scientists and engineers all have seen UFO's and they aren't their own balloons. I was almost tossed out of the General Mills offices into a cold January Minneapolis snowstorm for suggesting such a thing but that comes later in our history of the UFO.

I don't know what these people saw. There has been a lot of interest generated by these sightings because of the extremely high qualifications and caliber of the observers. There is some legitimate doubt as to the accuracy of the speed and altitude figures that McLaughlin's crew arrived at from the data they measured with their theodolite. This doesn't mean much, however. Even if they were off by a factor of 100 per cent, the speeds and altitudes would be fantastic, and besides they looked at

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the UFO through a 25 power telescope and swore that it was a flat, oval- shaped object. Balloons, birds, and airplanes aren't flat and oval shaped.

Astrophysicist Dr. Donald Menzel, in a book entitled Flying Saucers, says they saw a refracted image of their own balloon caused by an atmospheric phenomenon. Maybe he is right, but the General Mills people don't believe it. And their disagreement is backed up by years of practical experience with the atmosphere, its tricks and its illusions.

When the March issue of True magazine carrying Commander McLaughlin's story about how the White Sands Scientists had tracked UFO's reached the public, it stirred up a hornets' nest. Donald Keyhoe's article in the January True had converted many people but there were still a few heathens. The fact that government scientists had seen UFO's, and were admitting it, took care of a large percentage of these heathens. More and more people were believing in flying saucers.

The Navy had no comment to make about the sightings, but they did comment on McLaughlin. It seems that several months before, at the suggestion of a group of scientists at White Sands, McLaughlin had carefully written up the details of the sightings and forwarded them to Washington. The report contained no personal opinions, just facts. The comments on McLaughlin's report had been wired back to White Sands from Washington and they were, "What are you drinking out there?" A very intelligent answer- and it came from an admiral in the Navy's guided missile program.

By the time his story was published, McLaughlin was no longer at White Sands; he was at sea on the destroyer Bristol. Maybe he answered the admiral's wire.

The Air Force had no comment to make on McLaughlin's story. People at ATIC just shrugged and smiled as they walked by the remains of Project Grudge, and continued to "process UFO reports through regular intelligence channels."

In early 1950 the UFO's moved down to Mexico. The newspapers were full of reports. Tourists were bringing back more saucer stories than hand tooled, genuine leather purses. Time reported that pickpockets were doing a fabulous business working the sky gazing crowds that gathered when a plativolo was seen. Mexico's Department of National Defense reported that there had been some good reports but that the stories of finding crashed saucers weren't true.

On March 8 one of the best UFO sightings of 1950 took place right over ATIC.

About midmorning on this date a TWA airliner was coming in to land at the Dayton Municipal Airport. As the pilot circled to get into the

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traffic pattern, he and his copilot saw a bright light hovering off to the southeast. The pilot called the tower operators at the airport to tell them about the light, but before he could say anything, the tower operators told him they were looking at it too. They had called the operations office of the Ohio Air National Guard, which was located at the airport, and while the tower operators were talking, an Air Guard pilot was running toward an F-51, dragging his parachute, helmet, and oxygen mask.

I knew the pilot, and he later told me, "I wanted to find out once and for all what these screwy flying saucer reports were all about."

While the F-51 was warming up, the tower operators called ATIC and told them about the UFO and where to look to see it. The people at ATIC rushed out and there it was - an extremely bright light, much brighter and larger than a star. Whatever it was, it was high because every once in a while it

would be blanked out by the thick, high, scattered clouds that were in the area. While the group of people were standing in front of ATIC watching the light, somebody ran in and called the radar lab at Wright Field to see if they had any radar "on the air." The people in the lab said that they didn't have, but they could get operational in a hurry. They said they would search southeast of the field with their radar and suggested that ATIC send some people over. By the time the ATIC people arrived at the radar lab the radar was on the air and had a target in the same position as the light that everyone was looking at. The radar was also picking up the Air Guard F-51 and an F-51 that had been scrambled from Wright-Patterson. The pilots of the Air Guard '51 and the Wright-Patterson '51 could both see the UFO, and they were going after it. The master sergeant who was operating the radar called the F-51's on the radio, got them together and started to vector them toward the target. As the two airplanes climbed they kept up a continual conversation with the radar operator to make sure they were all after the same thing. For several minutes they could clearly see the UFO, but when they reached about 15,000 feet, the clouds moved in and they lost it. The pilots made a quick decision; since radar showed that they were getting closer to the target, they decided to spread out to keep from colliding with one another and to go up through the clouds. They went on instruments and in a few seconds they were in the cloud. It was much worse than they'd expected; the cloud was thick, and the airplanes were icing up fast. An F-51 is far from being a good instrument ship, but they stayed in their climb until radar called and said that they were close to the target; in fact, almost on it. The pilots had another hurried radio conference and decided that since the weather was so bad they'd better come down. If a UFO, or something, was in the clouds, they'd hit it before they could see it. So

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they made a wise decision; they dropped the noses of their airplanes and dove back down into the clear. They circled awhile but the clouds didn't break. In a few minutes the master sergeant on the radar reported that the target was fading fast. The F-51's went in and landed.

When the target faded on the radar, some of the people went outside to visually look for the UFO, but it was obscured by clouds, and the clouds stayed for an hour. When it finally did clear for a few minutes, the UFO was gone.

A conference was held at ATIC that afternoon. It included Roy James, ATIC's electronics specialist and expert on radar UFO's. Roy had been over at the radar lab and had seen the UFO on the scope but neither the F-51 pilots nor the master sergeant who operated the radar were at the conference. The records show that at this meeting a unanimous decision was reached as to the identity of the UFO's. The bright light was Venus since Venus was in the southeast during midmorning on March 8, 1950, and the radar return was caused by the ice laden cloud that the F-51 pilots had encountered. Ice laden clouds can cause a radar return. The group of intelligence specialists at the meeting decided that this was further proved by the fact that as the F-51's approached the center of the cloud their radar return appeared to approach the UFO target on the radarscope. They were near the UFO and near ice, so the UFO must have been ice.

The case was closed.

I had read the report of this sighting but I hadn't paid too much attention to it because it had been "solved." But one day almost two years later I got a telephone call at my office at Project Blue Book. It was a master sergeant, the master sergeant who had been operating the radar at the lab. He'd just heard that the Air Force was again seriously investigating UFO's and he wanted to see what had been said about the Dayton Incident. He came over, read the report, and violently disagreed with what had been decided upon as the answer. He said that he'd been working with radar before World War II; he'd helped with the operational tests on the first microwave warning radars developed early in the war by a group headed by Dr. Luis Alvarez. He said that what he saw on that radarscope was no ice

cloud; it was some type of aircraft. He'd seen every conceivable type of weather target on radar, he told me; thunderstorms, ice laden clouds, targets caused by temperature inversions, and the works. They all had similar characteristics - the target was "fuzzy" and varied in intensity. But in this case the target was a good, solid return and he was convinced that it was caused by a good, solid object.

And besides, he said, when the target began to fade on his scope he had raised the tilt of the antenna and the target came back, indicating that whatever it was, it was climbing. Ice laden clouds don't climb, he commented rather bitterly.

Nor did the pilot of one of the F-51's agree with the ATIC analysis. The pilot who had been leading the two ship flight of F-51's on that day told me that what he saw was no planet. While he and his wing man were climbing, and before the clouds obscured it, they both got a good look at the UFO, and it was getting bigger and more distinct all the time. As they climbed, the light began to take on a shape; it was definitely round. And if it had been Venus it should have been in the same part of the sky the next day, but the pilot said that he'd looked and it wasn't there. The ATIC report doesn't mention this point.

I remember asking him a second time what the UFO looked like; he said, "huge and metallic" - shades of the Mantell Incident.

The Dayton Incident didn't get much of a play from the press because officially it wasn't an unknown and there's nothing intriguing about an ice cloud and Venus. There were UFO reports in the newspapers, however.

One story that was widely printed was about a sighting at the naval air station at Dallas, Texas. Just before noon on March 16, Chief Petty Officer Charles Lewis saw a disk shaped UFO come streaking across the sky and buzz a high flying B-36. Lewis first saw the UFO coming in from the north, lower than the B-36; then he saw it pull up to the big bomber as it got closer. It hovered under the B-36 for an instant, then it went speeding off and disappeared. When the press inquired about the incident, Captain M. A. Nation, commander of the air station, vouched for his chief and added that the base tower operators had seen and reported a UFO to him about ten days before.

This story didn't run long because the next day a bigger one broke when the sky over the little town of Farmington, New Mexico, about 170 miles northwest of Albuquerque, was literally invaded by UFO's. Every major newspaper carried the story. The UFO's had apparently been congregating over the four comers area for two days because several people had reported seeing UFO's on March 15 and 16. But the seventeenth was the big day, every saucer this side of Polaris must have made a successful rendezvous over Farmington, because on that day most of the town's 3,600 citizens saw the mass fly-by. The first reports were made at 10:15 A.M.; then for an hour the air was full of flying saucers. Estimates of the number varied from a conservative 500 to "thousands." Most all the observers said the UFO's were saucer shaped, traveled at almost unbelievable speeds, and didn't seem to have any set

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flight path. They would dart in and out and seemed to avoid collisions only by inches. There was no doubt that they weren't hallucinations because the mayor, the local newspaper staff, ex-pilots, the highway patrol, and every type of person who makes up a community of 3,600 saw them.

I've talked to several people who were in Farmington and saw this now famous UFO display of St. Patrick's Day, 1950. I've heard dozens of explanations - cotton blowing in the wind, bugs' wings

reflecting sunlight, a hoax to put Farmington on the map, and real honest-to-goodness flying saucers. One explanation was never publicized, however, and if there is an explanation, it is the best. Under certain conditions of extreme cold, probably 50 to 60 degrees below zero, the plastic bag of a skyhook balloon will get very brittle, and will take on the characteristics of a huge light bulb. If a sudden gust of wind or some other disturbance hits the balloon, it will shatter into a thousand pieces. As these pieces of plastic float down and are carried along by the wind, they could look like thousands of flying saucers.

On St. Patrick's Day a skyhook balloon launched from Holloman AFB, adjacent to the White Sands Proving Ground, did burst near Farmington, and it was cold enough at 60,000 feet to make the balloon brittle. True, the people at Farmington never found any piece of plastic, but the small pieces of plastic are literally as light as feathers and could have floated far beyond the city.

The next day, on March 18, the Air Force, prodded by the press, shrugged and said, "There's nothing to it," but they had no explanation.

True magazine came through for a third time when their April issue, which was published during the latter part of March 1950, carried a roundup of UFO photos. They offered seven photos as proof that UFO's existed. It didn't take a photo interpretation expert to tell that all seven could well be of doubtful lineage, nevertheless the collection of photos added fuel to the already smoldering fire. The U.S. public was hearing a lot about flying saucers and all of it was on the pro side. For somebody who didn't believe in the things, the public thought that the Air Force was being mighty quiet.

The subject took on added interest on the night of March 26, when a famous news commentator said the UFO's were from Russia.

The next night Henry J. Taylor, in a broadcast from Dallas, Texas, said that the UFO's were Uncle Sam's own. He couldn't tell all he knew, but a flying saucer had been found on the beach near Galveston, Texas. It had USAF markings.

Two nights later a Los Angeles television station cut into a regular program with a special news flash; later in the evening the announcer

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said they would show the first photos of the real thing, our military's flying saucer. The photos turned out to be of the Navy XF-5-U, a World War II experimental aircraft that never flew.

The public was now thoroughly confused.

By now the words "flying saucer" were being batted around by every newspaper reporter, radio and TV newscaster, comedian, and man on the street. Some of the comments weren't complimentary, but as Theorem I of the publicity racket goes, "It doesn't make any difference what's said as long as the name's spelled right."

Early in April the publication that is highly revered by so many, U.S. News and World Report, threw in their lot. The UFO's belonged to the Navy. Up popped the old non flying XF-5-U again.

Events drifted back to normal when Edward R. Murrow made UFO's the subject of one of his TV documentaries. He took his viewers around the U.S., talked to Kenneth Arnold, of original UFO fame, by phone and got the story of Captain Mantell's death from a reporter "who was there." Sandwiched in between accounts of actual UFO sightings were the pro and con opinions of top Washington brass, scientists, and the man on the street.

Even the staid New York Times, which had until now stayed out of UFO controversy, broke down and ran an editorial entitled, "Those Flying Saucers - Are They or Aren't They?"

All of this activity did little to shock the military out of their dogma. They admitted that the UFO investigation really hadn't been discontinued. "Any substantial reports of any unusual aerial phenomena would be processed through normal intelligence channels," they told the press.

Ever since July 4, 1947, ten days after the first flying saucer report, airline pilots had been reporting that they had seen UFO's. But the reports weren't frequent - maybe one every few months. In the spring of 1950 this changed, however, and the airline pilots began to make more and more reports - good reports. The reports went to ATIC but they didn't receive much attention. In a few instances there was a semblance of an investigation but it was halfhearted. The reports reached the newspapers too, and here they received a great deal more attention. The reports were investigated, and the stories checked and rechecked. When airline crews began to turn in one UFO report after another, it was difficult to believe the old "hoax, hallucination, and misidentification of known objects" routine. In April, May, and June of 1950 there were over thirty five good reports from airline crews.

One of these was a report from a Chicago and Southern crew who

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were flying a DC-3 from Memphis to Little Rock, Arkansas, on the night of March 31. It was an exceptionally clear night, no clouds or haze, a wonderful night to fly. At exactly nine twenty-nine by the cockpit clock the pilot, a Jack Adams, noticed a white light off to his left. The copilot, G. W. Anderson, was looking at the chart but out of the corner of his eye he saw the pilot lean forward and look out the window, so he looked out too. He saw the light just as the pilot said, "What's that?"

The copilot's answer was classic: "No, not one of those things."

Both pilots had only recently voiced their opinions regarding the flying saucers and they weren't complimentary.

As they watched the UFO, it passed across the nose of their DC-3 and they got a fairly good look at it. Neither the pilot nor the copilot was positive of the object's shape because it was "shadowy" but they assumed it was disk shaped because of the circular arrangement of eight or ten "portholes," each one glowing from a strong bluish white light that seemed to come from the inside of whatever it was that they saw. The UFO also had a blinking white light on top, a fact that led many people to speculate that this UFO was another airliner. But this idea was quashed when it was announced that there were no other airliners in the area. The crew of the DC-3, when questioned on this possibility, were definite in their answers. If it had been another airplane, they could have read the number, seen the passengers, and darn near reached out and slugged the pilot for getting so close to them.

About a month later, over northern Indiana, TWA treated all the passengers of one of their DC-3 flights to a view of a UFO that looked like a "big glob of molten metal."

The official answer for this incident is that the huge orange red UFO was nothing more than the light from the many northern Indiana blast furnaces reflecting a haze layer. Could be, but the pilots say no.

There were similar sightings in North Korea two years later - and FEAF Bomber Command had caused a shortage of blast furnaces in North Korea.

UFO sightings by airline pilots always interested me as much as any type of sighting. Pilots in general should be competent observers simply because they spend a large part of their lives looking around the sky. And pilots do look; one of the first things an aviation cadet is taught is to "Keep your

head on a swivel"; in other words, keep looking around the sky. Of all the pilots, the airline pilots are the cream of this group of good observers. Possibly some second lieutenant just out of flying school could be confused by some unusual formation of ground lights, a meteor, or a star, but airline pilots have flown thousands of hours or they

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wouldn't be sitting in the left seat of an airliner, and they should be familiar with a host of unusual sights.

One afternoon in February 1953 I had an opportunity to further my study sightings by airline pilots I had been out at Air Defense Command Headquarters in Colorado Springs and was flying back East on United Airlines DC-6. There were many passengers on the airplane that afternoon but, as usual, the captain came strolling back through the cabin to chat. When he got to me he sat down in the next seat. We talked a few minutes; then I asked him what he knew about flying saucers. He sort of laughed and said that a dozen people a week asked that question, but when I told him who I was and why I was interested, his attitude changed. He said that he'd never seen a UFO but he knew a lot of pilots on United who had. One man, he told me, had seen one several years ago. He'd reported it but he had been sloughed off like the rest. But he was so convinced that he'd seen something unusual that he'd gone out and bought a Leica camera with a 105 mm. telephoto lens, learned how to use it, and now he carried it religiously during his flights.

There was a lull in the conversation, then the captain said, "Do you really want to get an opinion about flying saucers?"

I said I did.

"O.K.," I remember his saying, "how much of a layover do you have in Chicago?"

I had about two hours.

"All right, as soon as we get to Chicago I'll meet you at Caffarello's, across the street from the terminal building. I'll see who else is in and I'll bring them along."

I thanked him and he went back up front.

I waited around the bar at Caffarello's for an hour. I'd just about decided that he wasn't going to make it and that I'd better get back to catch my flight to Dayton when he and three other pilots came in. We got a big booth in the coffee shop because he'd called three more off duty pilots who lived in Chicago and they were coming over too. I don't remember any of the men's names because I didn't make any attempt to. This was just an informal bull session and not an official interrogation, but I really got the scoop on what airline pilots think about UFO's.

First of all they didn't pull any punches about what they thought about the Air Force and its investigation of UFO reports. One of the men got right down to the point: "If I saw a flying saucer flying wing tip formation with me and could see little men waving - even if my

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whole load of passengers saw it - I wouldn't report it to the Air Force." Another man cut in, "Remember the thing Jack Adams said he saw down by Memphis?" I said I did.

"He reported that to the Air Force and some red-hot character met him in Memphis on his next trip.

He talked to Adams a few minutes and then told him that he'd seen a meteor. Adams felt like a fool. Hell, I know Jack Adams well and he's the most conservative guy I know. If he said he saw something with glowing portholes, he saw something with glowing portholes - and it wasn't a meteor."

Even though I didn't remember the pilots' names I'll never forget their comments. They didn't like the way the Air Force had handled UFO reports and I was the Air Force's "Mr. Flying Saucer." As quickly as one of the pilots would set me up and bat me down, the next one grabbed me off the floor and took his turn. But I couldn't complain too much; I'd asked for it. I think that this group of seven pilots pretty much represented the feelings of a lot of the airline pilots. They weren't wide-eyed space fans, but they and their fellow pilots had seen something and whatever they'd seen weren't hallucinations, mass hysteria, balloons, or meteors.

Three of the men at the Caffarello conference had seen UFO's or, to use their terminology, they had seen something they couldn't identify as a known object. Two of these men had seen odd lights closely following their airplanes at night. Both had checked and double-checked with CAA, but no other aircraft was in the area. Both admitted, however, that they hadn't seen enough to class what they'd seen as good UFO sighting. But the third man had a lulu.

If I recall correctly, this pilot was flying for TWA. One day in March 1952 he, his copilot, and a third person who was either a pilot dead-heading home or another crew member, I don't recall which, were flying a C-54 cargo airplane from Chicago to Kansas City. At about 2:30 P.M. the pilot was checking in with the CAA radio at Kirksville, Missouri, flying 500 feet on top of a solid overcast. While he was talking he glanced out at his No.2 engine, which had been losing oil. Directly in line with it, and a few degrees above, he saw a silvery, disk shaped object. It was too far out to get a really good look at it, yet it was close enough to be able definitely to make out the shape.

The UFO held its relative position with the C-54 for five or six minutes; then the pilot decided to do a little on-the-spot investigating himself. He started a gradual turn toward the UFO and for about thirty seconds he was getting closer, but then the UFO began to make a left turn. It had apparently slowed down because they were still closing on it.

About this time the copilot decided that the UFO was a balloon; it just looked as if the UFO was turning. The pilot agreed halfway - and since the company wasn't paying them to intercept balloons, they got back on their course to Kansas City. They flew on for a few more minutes with "the darn thing" still off to their left. If it was a balloon, they should be leaving it behind, the pilot recalled thinking to himself; if they made a 45 degree right turn, the "balloon" shouldn't stay off the left wing; it should drop way behind. So they made a 45 degree right turn, and although the "balloon" dropped back a little bit, it didn't drop back far enough to be a balloon. It seemed to put on speed to try to make a turn outside of the C-54's turn. The pilot continued on around until he'd made a tight 360 degree turn, and the UFO had followed, staying outside. They could not judge its speed, not knowing how far away it was, but to follow even a C-54 around in a 360 degree turn and to stay outside all of the time takes a mighty speedy object.

This shot the balloon theory right in the head. After the 360 degree turn the UFO seemed to be gradually losing altitude because it was getting below the level of the wings. The pilot decided to get a better look. He asked for full power on all four engines, climbed several thousand feet, and again turned into the UFO. He put the C-54 in a long glide, headed directly toward it. As they closed in, the UFO seemed to lose altitude a little faster and "sank" into the top of the overcast. Just as the C-54 flashed across the spot where the UFO had disappeared, the crew saw it rise up out of the overcast off their right wing and begin to climb so fast that in several seconds it was out of sight.

Both the pilot and copilot wanted to stay around and look for it but No.2 engine had started to act up soon after they had put on full power for the climb, and they decided that they'd better get into Kansas City.

I missed my Dayton flight but I heard a good UFO story.

What had the two pilots and their passenger seen? We kicked it around plenty that afternoon. It was no balloon. It wasn't another airplane because when the pilot called Kirksville Radio he'd asked if there were any airplanes in the area. It might possibly have been a reflection of some kind except that when it "sank" into the overcast the pilot said it looked like something sinking into an overcast - it just didn't disappear as a reflection would. Then there was the sudden reappearance off the right wing. These are the types of things you just can't explain.

What did the pilots think it was? Three were sold that the UFO's were interplanetary spacecraft, one man was convinced that they were some U.S. "secret weapon," and three of the men just shook their heads. So did I. We all agreed on one thing - this pilot had seen something and it was something highly unusual.

82.The Report on Unidentified Flying Objects

The meeting broke up about 9:00 P.M. I'd gotten the personal and very candid opinion of seven airline captains, and the opinions of half a hundred more airline pilots had been quoted. I'd learned that the UFO's are discussed often. I'd learned that many airline pilots take UFO sightings very seriously. I learned that some believe they are interplanetary, some think they're a U.S. weapon, and many just don't know. But very few are laughing off the good sightings.

By May 1950 the flying saucer business had hit a new all-time peak. The Air Force didn't take any side, they just shrugged. There was no attempt to investigate and explain the various sightings. Maybe this was because someone was afraid the answer would be "Unknown." Or maybe it was because a few key officers thought that the eagles or stars on their shoulders made them leaders of all men. If they didn't believe in flying saucers and said so, it would be like calming the stormy Sea of Galilee. "It's all a bunch of damned nonsense," an Air Force colonel who was controlling the UFO investigation said. "There's no such thing as a flying saucer." He went on to say that all people who saw flying saucers were jokers, crackpots, or publicity hounds. Then he gave the airline pilots who'd been reporting UFO's a reprieve. "They were just fatigued," he said. "What they thought were spaceships were windshield reflections."

This was the unbiased processing of UFO reports through normal intelligence channels.

But the U.S. public evidently had more faith in the "crackpot" scientists who were spending millions of the public's dollars at the White Sands Proving Grounds, in the "publicity mad" military pilots, and the "tired, old" airline pilots, because in a nationwide poll it was found that only 6 per cent of the country's 150,697,361 people agreed with the colonel and said, "There aren't such things."

Ninety-four per cent had different ideas.

Chapter 7: The Pentagon Rumbles, Page

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Chapter 17

This is the first serious book about UFOs to be written by anyone actively connected with the official investigation of these phenomena. As chief of the Air Force project assigned to the investigation and analysis of UFOs, Mr. Ruppelt and his staff studied over 4,500 reports and discussed them with everyone from out-and-out crackpots to top-level scientists and generals

All reports received were subjected to military intelligence analysis procedures. Astronomers, physicists, aerodynamic engineers, and psychologists were consulted in the course of the Air Force's exhaustive investigations. The official Air Technical Intelligence Center reports of their findings, many details from which are revealed for the first time in this book, contain some completely baffling detailed accounts of UFO sightings by thoroughly reliable witnesses.

Here are the complete official accounts of the classic cases - the Lubbock Lights, the Utah Movies, the Florida Scoutmaster, the Washington Sightings - as well as a wealth of less-publicized but equally amazing incidents.

While others who have written books and articles on UFOs imply that they were conferring with officials in the inner sanctum, Mr. Ruppelt, as this fascinating book makes clear, *was* the inner sanctum.

About the Author

From early 1951 until September 1953, Edward J Ruppelt was chief of the United States Air Force's Project Blue Book, an operation of the Air Technical Intelligence Center. Since 1953 the author has been in close contact with the present project staff and recently made a trip across the country to check current developments. Mr. Ruppelt is now a research engineer for the Northrop Aircraft Company. - 1956

This online book was produced by NICAP Site Coordinator, Francis L. Ridge, and authorized by the Center for UFO Studies

NICAP Home Page

The Nuclear Connection

UFO SIGHTINGS NEAR NUCLEAR SITES

The Hornet's Nest
1947 - The First Wave
1948-1951 - Close Surveillance
1952 - The Second Wave, An Intensified Survey
1953-1956 - Continued Watch
1957 - The Third Wave, The Space Age Begins
1958-1966 - Continued Surveys
1967 - The "Hidden Wave"
1968-1972 - Routine Patrol
1973 - The Humanoid Wave
1974-end - Continued Surveys

Unprocessed Links:

The Oak Ridge Mini-Flap (1950)
Weinstein's Catalog
Intelligence Summary
Sightings At Military Installations
UFOs Continue to Visit Nuclear Energy Sites

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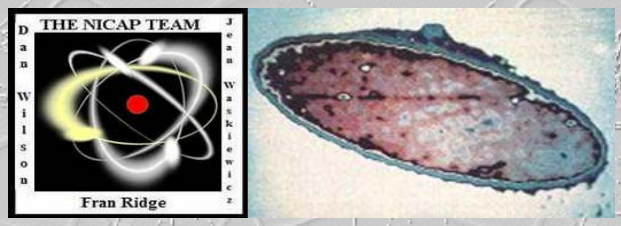
The Nuclear Connection



Nuclear Connection Project
NCP
Established, 2003

The Briefing Room

NCP Home Page

Latest Briefing, February 1, 2017

Fran Ridge

The Nuclear Connection Project was established on July 1, 2003. It has been fourteen very interesting years, probably the most enlightening work accomplished in the last half-century. Enlightening because it tells more about the "why" of the bonified UFO situation than any other field of study.

The evidence for a UFO/Nuclear Connection grows by the day. Official FBI, CIA, Army and Air Force documents establish, beyond a doubt, that UFOs have been seen and reported where uranium and plutonium are mined and manufactured (the Congo, New Mexico, Oak Ridge, Tennessee, the Hanford Plant at Washington, the Savannah River facility at South Carolina). Official reports are on file of UFOs seen where bomb development takes place (Los Alamos, Sandia Base) and where nuclear weapons are stored (Manzano Mountain near Kirtland, NM, and Killeen Base at Camp Hood, TX). Even where the bombs are transported to the testing areas: See U.S.S. Curtiss Incident. The Camp Hood/Killeen incidents are listed in the Project Blue Book "Unknowns". Some of the most dramatic incidents involve interference with our missile sites (shutdown of Minuteman missiles at Malmstrom AFB, Montana). Even the absence of incidents is uncanny, such as during one of the most dangerous periods in history, the Cuban Missile Crisis. Accidental war, where UFOs could be mistaken for Russian missiles or jets during very tense time, was a distinct possibility. Official documents show that UFOs had caused quite a stir at other times in our history, several times setting off nationwide alerts.

Our thanks to all the NCP Staff, in particular, Dan Wilson, for his fine work with the Blue Book files and many of the files below. Our thanks to Rebecca Wise and the Project Blue Book Archive for the documentation which made all this more than just hearsay and inaccurate reporting. The documents speak for themselves. And without our technological workhorse, Jean Waskiewicz, most of what we do would not be usable or even accessable. And Robert Duvall's insight into what all this implies, is right on the mark when it comes to the "connection", both nuclear and strategic. And although not a member of NCP by choice, Robert Hastings has provided more evidence for the nuclear connection in the form of researched and investigated missile incidences, than anybody.

Our primary goal at this time is to research, document, and post reports with the more obvious evidence of nuclear connections, which includes a files on White Sands, Camp Hood, Texas, and Oak Ridge, Tennessee:

Nuclear_Connection_Cases

The New Mexico Sightings
The Killeen Base/Camp Hood, TX Sightings (not yet ready)
The Oak Ridge, TN Sightings (to be updated)

Next, we will continue to research and post potential NC incidents with case synopses and documents on nuclear information on the NICAP site. Any category of UFO report (from category 1 thru 11) can be marked as a potential or suspected nuclear connection case.

Other Related Papers
NCP Papers by Staff Members and Associates
Nucnotes, Miscellaneous memos
Nuctests & UFOs

Video on YouTube
Ridge Suports Edwards Case

If you have any suggestions or information you think would be of interest to the NCP Working Group, please email me at your convenience.

Francis L. Ridge
Coordinator,
Nuclear Connection Project
skyking42@gmx.com

Nuclear Connection Project

NCP

The NCP Working Group

Francis L. Ridge

The Project Coordinator was born in 1942 and lives near Evansville, Indiana (Mt. Vernon). Ridge is an experienced investigator officially involved in serious research of the UFO phenomena since 1960. Starting out as head of the seven-man NICAP Subcommittee (National Investigations Committee on Aerial Phenomena) in Indiana in 1960, he became Indiana's MUFON State Director and FI for the Center for UFO Studies in 1989. Ridge has investigated hundreds of cases, and in 2006 re-opened the Mantell case. His computer database lists over 4,000 entries for the region covering Missouri, Illinois, Indiana, Ohio, Kentucky & Tennessee. He operated and directed the MADAR Project (UFO detection) from 1970 to 1995. As head of The Indiana Group he also was in charge of Indiana's Rapid Deployment Team of over 30 FIs and trained over 150 FI's during his tenure. In 1994 he wrote a book, "Regional Encounters: The FC Files". In December of 1997, Ridge set up the NICAP web site to house archived data and more recently set up the NICAP A-Team to peer review that data.

Richard Hall

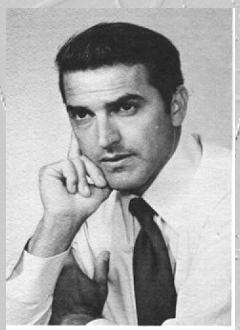
Born in 1930 he resides in Brentwood, Maryland. Hall has been a writer-editor in the Washington, D.C., area for over 40 years, including extensive work on scientific publications. He is former Assistant Director and Acting Director of the National Investigations Committee on Aerial Phenomena (NICAP), and in that capacity was editor of the 200,000-word documentary report The UFO Evidence and consultant to the University of Colorado UFO Project, sponsored by the Air Force Office of Scientific Research. He is a Contributing Editor to the J. Allen Hynek Center for UFO Studies (CUFOS) and a National Board Member of the Fund for UFO Research (1993-present). His latest work is Volume II: The UFO Evidence.

Dan Wilson

Born in 1951 and lives in Painesville, Ohio. He began studying nuclear weapons, the entire nuclear weapons complex, nuclear weapons testing, and nuclear power production in 1988. He has read extensively on the UFO phenomena and has interviewed various witnesses from the Air Force, Navy, and the Atomic Energy Commission. He contributed very interesting information to the newly released book, UFOs and Nukes, by Robert Hastings. Since 1998 he has extracted vital documents from the Project Blue Book Archives for the NICAP site, and in 2006 he discovered documents proving a cover-up in the Mantell case. Since 2003 he has provided valuable researched information regarding UFOs and the nuclear connection and is now an official member of the Nuclear Connection Project.

Jean Waskiewicz

Born in 1948. She is a retired Computer Systems Analyst and retired Michigan Mufon Webmaster. She is a member of Mufon International and served with Michigan MUFON for many years. UFO history is her passion and she loves the search for new data. She has been working feverishly on the NICAP effort since 2004. In 2006 her work on the Mantell case re-investigation for the NICAP team was absolutely essential. Her work in that regard illustrates that she will do whatever it takes to help decipher old documents and make them readable again. Without knowing it she has been in the NCP loop a long time and is now an official member of the NCP team.



Loren Gross

Born 1938. Mr. Gross became interested in UFOs as a teenager when he was a member of the civilian Ground Observer Corps in the 1950's. After graduation from high school, he served four years in the U.S. Air Force as a radar operator with the

Air Defense Command. In 1966 he received his B.A. degree in social science from the University of California at Chico and has since completed postgraduate work in physical science, history, and art. Mr. Gross is the author of many booklets on the early history of the UFO problem: The UFO Wave of 1896 (1974), The Mystery of the Ghost Rockets (1974), and Charles Fort, The Fortean Society, and Unidentified Flying Objects (1976). His most well-known works are the UFOs: A History series of booklets.

Donald A. Johnson, Ph.D.

He is an industrial/organizational psychologist and test developer with many years of consulting experience in career and leadership development, executive coaching, outplacement counseling and personnel selection. Dr. Johnson graduated from the University of Washington (Seattle) with a Ph.D. in Psychology in 1987 and from the University of Colorado (Boulder) with a BA in Anthropology in 1975. Dr. Johnson has had a long term interest in the UFO phenomenon and maintains a computer database of over 150,000 UFO reports for the J. Allen Hynek Center for UFO Studies, called UFOCAT. He is the author of The UFO Phenomenon: A Guide for the Perplexed (in press). He is also an avid student of the effects of rapid climate change events (RCCE) on human cultural and genetic evolution, and is currently doing research for a book on the effects of a bubonic plague epidemic on the population of Iceland.

Steven J. Dunn

Born 1952. After receiving a BA in Physics from The Lincoln University located near Oxford, PA in 1974, he joined the U. S. Navy, obtaining his Surface Warfare Officer qualification. He served as an officer in the U. S. Navy from 1976 to 1986. Since leaving the Navy, he has worked in the ASW field for various government contractors, specializing in software test and evaluation. He served in the Connecticut Army National Guard from 1983-86. He is now working for Logicon-Syscon Corp. in Dahlgren, VA. Married, with 2 children. Is concentrating on the Indian subcontinent for NCP-related sightings, using open sources.

Stanton T. Friedman

Received BSc and MSc degrees in physics from the University of Chicago in 1955 and

1956. He was employed for 14 years as a nuclear physicist for such companies as GE, GM, Westinghouse, TRW Systems, Aerojet General Nucleonics, and McDonnell Douglas on such advanced, classified, eventually canceled, projects as nuclear aircraft, fission and fusion rockets, and nuclear powerplants for space. Since 1967 Friedman has lectured on the topic "Flying Saucers ARE Real!" at more than 600 colleges and over 100 professional groups in 50 states, 9 provinces, 16 other countries. He has published more than 80 UFO papers. He has provided written testimony to Congressional Hearings, appeared twice at the UN, and been a pioneer in many aspects of Ufology including Roswell, Majestic 12, the Betty Hill-Marjorie Fish star map work; analysis of the Delphos, Kansas, physical trace case; crashed saucers, flying saucer technology and challenges to the S.E.T.I. to Investigate) cultists. He has spent many weeks at a total of 20 document archives. Stan has successfully taken on many critics of flying saucers, Roswell, Majestic 12, including winning a debate at Oxford University.

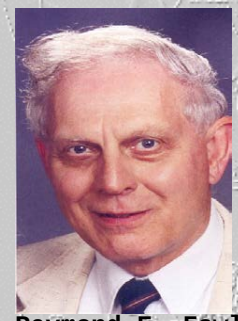
Kevin D. Randle

A professional, investigative journalist who, for almost thirty years, has been studying the UFO phenomenon. During that time he has traveled around the United States and interviewed hundreds of witnesses. Randle was one of the first to examine the infamous Project Blue Book files, the official U.S. Air Force investigation of UFOs. More recently, he investigated the alleged crash of an extraterrestrial ship in the Roswell, New Mexico area. Randle's credentials include journalism and military intelligence training. As a former member of the Aerial Phenomena Research Organization, and currently a special investigator for the J. Allen Hynek Center for UFO Studies, he is considered an expert in the field. For those organizations, he has researched abduction cases, landing trace reports, and occupant sightings. Randle, a respected author, has published more than fifty magazine articles about UFOs.

Robert Duvall

Born in 1957 just northwest of the Hanford nuclear reservation, is married with two children and resides in Edmonds, Washington. He has been in the aerospace electronics field performing mechanical packaging design for 20 plus years. Interests in UFO began at the age of 11, but weren’t strongly pursued until the early 1990’s. Military related sightings received primary attention, and through efforts to separate conventional findings from nuclear, certain patterns were noted. At the urging of a fellow researcher from Japan, he became familiar with the history of nuclear weapons development globally and in 1999 began applying that military/political history to nuclear sighting data to search for

correlation. He is now dedicating all efforts to studying and documenting this apparent correlative activity in an attempt to understand intent around the nuclear weapons issue.



Raymond E. Fowler

Born in Salem, Massachusetts and received a B.A. degree (magna cum laude) from Gordon College of Liberal Arts. His career included a tour with the USAF Security Service and 25 years with GTE Government Systems. He retired early after working as a Task Manager and Senior Planner on several major weapons systems including the Minuteman and MX Intercontinental Ballistic Missiles. Ray Fowler's contributions to UFOlogy are respected by UFO researchers throughout the world. His investigation reports have been published in: Congressional Hearings, Military Publications, newspapers, magazines and professional journals in the U.S.A.and abroad. The USAF UFO Projects' Chief Scientific Consultant, Dr. J. Allen Hynek, has called Raymond Fowler, "An Outstanding UFO investigator . . . I know of none who is more dedicated, trustworthy or persevering." Ray served as chairman of the NICAP Massachusetts Subcommittee, an early warning coordinator for the USAF-contracted UFO Study at the University of Colorado and as a scientific associate for the Center for UFO Study. In later years he served as director of investigations on the board of directors of the Mutual UFO Network. He also has appeared on hundreds of radio/TV shows in the U.S.A. since 1963 including: Dave Garroway, Dick Cavett, Mike Douglas, Good Morning America, Unsolved Mysteries, Sightings and a number of Network and syndicated documentaries on UFOs.

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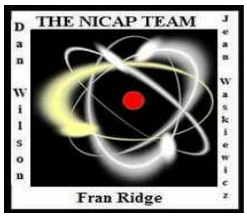

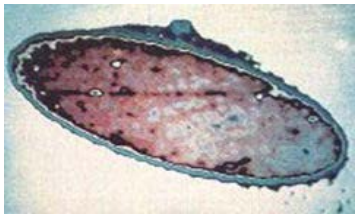

Nuclear Connection Project

NCP Report

NCP-03: UFO Sightings & Nuclear Sites

Larry Hatch
U UFO DATABASE Website

9/13/98

Provided here is a list of 193 sightings in or about nuclear sites and related places. These are 3-data-lines each, with a one line (78 character) capsule summary of events, plus coordinates, date , time and other fields.

Larry Hatch

#498: 1944/9/18 0:0 2 84:15:20W 36:1:40N 3321 NAM USA TNS 8 9
OAK RIDGE,TN:MTL TUBE HVRS/A-PLANT DAYS AFT OPENING:GOES WHEN CROWD GATHERS
Ref# 129 GROSS,Loren: CHARLES FORT & UFOS Page No. 56 MIL. BASE

#524: 1945/7/0 12:0 10 119:24:0W 46:35:0N 3312 NAM USA WSH 7 7
HANFORD,WA:RDR-VIS:HUGE RED SCR/RDR/20km alt:6 6F6s CANT REACH:/LDLN#343
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 344 MIL. BASE

#525: 1945/7/16 5:40 15 106:34:0W 33:32:0N 3333 NAM USA NMX 5 15
WHITE SANDS PROVING GROUNDS,NM:1ST A-BOMB TEST SUCCESSFUL. 33:32N-106:34W
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 MIL. BASE

#530: 1945/8/6 8:0 15 132:27:0E 34:24:0N 3333 ASP JPN HNS 7 15
HIROSHIMA,JAPAN:1ST A-BOMB IN WARFARE DESTROYS CITY:: 132:30E-34:30N
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#531: 1945/8/9 11:0 15 129:53:0E 32:48:0N 3320 ASP JPN KYU 7 15
NAGASAKI,JAPAN:PLUTONIUM BOMB DESTROYS CITY:2nd OF 2:
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#532: 1945/8/15 12:0 20 119:30:0W 46:35:0N 3323 NAM USA WSH 7 8
HANFORD,WA:6 NAVY F6F PILOTS:HUGE PINK OVOID HVRS/65k'alt/20min:nuclear plant
Ref# 150 WEINSTEIN,D; UFO/AIRCRAFT ENCOUNTERS Page No. 7 MIL. BASE

#660: 1947/6/24 14:30 1 119:20:0W 46:17:0N 3333 NAM USA WSH 6 6
RICHLAND,WA:1 OBS:3 SCRS >>WSW S&L:FASTER/PLANES:'TILTED DISK SHAPE':/r187#37
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 70 FARMLANDS

#680: 1947/6/27 9:50 15 106:28:0W 32:23:20N 3333 NAM USA NMX 7 7
WHITE SANDS,NMX FACILITY:2 OBS:"FLAMING" WHT DISC in S/L FLITE >>SW.
Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 15 MIL. BASE

#704: 1947/6/29 13:20 1 106:34:0W 33:33:0N 3333 NAM USA NMX 7 9

15mi.NE/LAS CRUCES,NM:ROCKET EXPERTS+2:SLVR SCR/NW SKY>>N:9K'alt:/r187#109
Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 17 MIL. BASE

#780: 1947/7/4 13:0 1 119:20:0W 46:18:0N 3331 NAM USA WSH 6 8
RICHLAND,WA:SVRL OBS:BRITE DISK FLIPS OVR+OVR:STRAIGHT UP/HIGH ALT:>>NE:NFD
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 78 RESIDENT'L

#1203: 1948/4/5 15:0 1 106:4:0W 32:51:0N 3332 NAM USA NMX 7 8
HOLLOMAN AFB,NM:3 BALLOON OBS:2 SLNT 35M SCRs/VIOLENT TURNS+MNVRS:1 SHOOTS >W
Ref# 2 VALLEE:UFOS IN SPACE:Anatomy/phenon. Page No. 73 MIL. BASE

#1216: 1948/7/0 0:0 2 119:6:0W 46:13:40N 3311 NAM USA WSH 6 6
PASCO,WA:nr NUCL FCLTY:PVT PILOT:BLK SCR DIVES:CLIMBS AWAY FAST:/MFJ#205 p12
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 38 IN-FLIGHT

#1254: 1948/12/5 0:0 21600 106:17:40W 35:52:40N 3320 NAM USA NMX 6 12
LOS ALAMOS,NM:PER FBI:GRN FBLS or SCRS SEEN 5,6,7,8,11,13,14,20+28 DEC'48!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 160 MIL. BASE

#1261: 1949/1/6 17:30 1 106:37:0W 35:2:0N 3333 NAM USA NMX 6 6
KIRTLAND AFB,NM:BBK#242:MIL GUARD:WHT 2' DIAMOND/1500'alt:CROSSES SKY VFAST:
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 5 MIL. BASE

#1271: 1949/3/8 0:0 1 106:18:0W 35:52:20N 3331 NAM USA NMX 6 8
LOS ALAMOS,NM:BBK:GUARD STNs 103+106:SILENT GRN-WHT OBJ >SE/CLOUD-ALTITUDE

Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 57 MIL. BASE

#1272: 1949/3/17 19:50 60 97:46:0W 31:11:0N 3333 NAM USA TXS 7 9
FORT HOOD,TX:BBK#319:FLARE-LIKE NLTS/FBLS MIMIC ACTUAL FLARE TESTS 1hr LATER..
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 2 MIL. BASE

#1276: 1949/4/5 0:0 5 106:33:0W 33:31:0N 3331 NAM USA NMX 8 10
WHITE SANDS,NM:5 SCIs/THEODOLITE:MOON-SIZE DISK/VLNT MNVRS:29000kph:/r242p155
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 71 MIL. BASE

#1295: 1949/5/21 14:0 20 119:23:40W 46:37:0N 3332 NAM USA WSH 6 9
HANFORD,WA:BBK#331:RDR+TSCOPES:UFO/18K'alt OVR ATOMIC PLANT:>>S:F82 TOO LATE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 76 MIL. BASE

#1302: 1949/6/10 15:40 15 106:30:0W 33:0:0N 3333 NAM USA NMX 8 12
WHITE SANDS,NM:HIQ USN CREW++:2 WHT SCRS PACE V2 ROCKET:1 PASSES THRU EXHAUST
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 82 MIL. BASE

#1306: 1949/6/22 19:0 15 84:16:0W 36:2:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:BBK#380:TEACHER+SCI.+1:2 DLTS+1 SCR SEEN/15min:SLOW+MTLC:>>NW
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 83 MIL. BASE

#1335: 1949/8/29 0:0 1 0:0:0Z 90:0:0N 3331 CIS RUS UNK 5 13
USSR loc unk:1st SOVIET ATOM BOMB TEST DETECTED BY AMERICAN SEISMOGRAPHS.

Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 41 MIL. BASE

#1360: 1949/11/16 19:50 2 106:18:20W 35:52:40N 3333 NAM USA NMX 6 8
LOS ALAMOS,NM:KIDS+SCIENTIST:2 BLU-GRN NLTS STATIONARY:THEN CURVE>N:SILENT
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 58 MIL. BASE

#1379: 1950/1/14 16:50 2 84:15:0W 36:0:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:CARLOAD/FAIRCHILD-NEPA WORKERS:BRILL FBL HVRS/RESTRICTED AIRSPACE
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 3 MIL. BASE

#1394: 1950/2/24 13:20 20 106:18:20W 35:53:20N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:BBK#645:2+12 AEC INSP:MTL SCR CCLS BASE/ERRATIC:GOES^:BACK/25th
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 26 MOUNTAINS

#1398: 1950/3/1 0:0 8000 84:16:40W 36:0:40N 3330 NAM USA TNS 6 9
OAK RIDGE,TN:1-6MAR:MIL+CIV RDRs+VISUAL:40k-80k ALT:NO PLANES SCHEDULED/AREA
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 27 MIL. BASE

#1440: 1950/3/17 15:0 15 106:36:0W 35:1:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:4 AF MEN:3 SLVR SCRS TUMBLE/10K'alt:1 SHOOTS ^:1>N:1>NE/15min
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 64 MIL. BASE

#1450: 1950/3/21 1:30 30 106:36:0W 35:2:0N 3333 NAM USA NMX 7 11
KIRTLAND AFB+SANDIA,NM:SLNT MLT SCRS CCL/30min:>>E::22MAR:11 MIL:FLYING WING
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 72 MIL. BASE

#1452: 1950/3/22 0:0 1 106:30:0W 35:9:0N 3331 NAM USA NMX 7 10
NW/KIRTLAND AFB,NM:11 AF SGTS:TAN FLYING WING> NW:TURNS>N+GONE/FANTASTIC SPEED
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 73 DESERT

#1465: 1950/3/24 15:10 5 106:26:0W 35:12:0N 3333 NAM USA NMX 8 8
SANDIA Mtns,NM:4 OBS:MOON-SIZE UFO LOOPS OVR SPECIAL MIL FCLTY/4min:SHOOTS^
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 77 MIL. BASE

#1535: 1950/4/17 13:30 20 106:18:0W 35:53:0N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:15+SCI/TSCOPE:3 9'MTLC SCRs/E.HRZN:FASTER/ANY JET:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MOUNTAINS

#1554: 1950/4/27 0:0 5 106:28:0W 32:40:0N 3331 NAM USA NMX 7 10
WHITE SANDS PG,NM:THEODOLITE FILMS/MISSILE TEST:30'UFOS/150K'alt:VHI SPEEDS
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 177 MIL. BASE

#1580: 1950/5/29 6:0 1 106:20:0W 33:29:0N 3331 NAM USA NMX 5 8
WHITE SANDS PG,NM:2 SEP THEODOLITES FILM UFO JUST PRIOR/MISSILE TEST:/r120p354
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 MIL. BASE

#1594: 1950/6/27 7:50 1 94:5:0W 33:25:0N 3333 NAM USA TXS 7 7
TEXARKANA,TX:2/TRUCK/RED RVR ARSENAL:FAST GLITTERING "DOUBLE-DISHPAN" ZIPS BY

Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 2 Page 64 MIL. BASE

#1623: 1950/7/30 0:0 12 119:31:0W 46:30:0N 3331 NAM USA WSH 7 9
HANFORD,WA:1ST OF MANY SCRS SEEN OVR AEC PLANT:RDRs:AF JETS CANT CATCH:
Ref# 47 KEHOE,Maj Donald: ALIENS FROM SPACE Page No. 4 PASTURE

#1661: 1950/10/12 23:30 44 84:16:0W 35:59:0N 3333 NAM USA TNS 7 9
OAK RIDGE,TN:GND RDRS DIRECT F82 >5 BLIPS:PILOT+AIR.RDR SEE NOTHING:/LDLN#331
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1664: 1950/10/15 15:20 300 84:17:40W 35:59:20N 3333 NAM USA TNS 8 10
OAK RIDGE,TN:BBK#819:SVRL RDRS+VIS:GUARDS HEAR ODD NOISES:TROOPERS SEE SCRS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1667: 1950/10/20 16:50 10 84:17:0W 35:59:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:AEC MAN:MTL "BALLOON" HVRS:CHANGES SHAPE?:RDR CONFIRM:JETS CHASE
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 172 MOUNTAINS

#1671: 1950/10/24 18:20 60 84:16:0W 36:1:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:SVRL OBS+RDR TARGETS:JETS SCRAMBLE:SLNT OBJ >>SSE:/r118 Feb97
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 173 MIL. BASE

#1676: 1950/11/5 11:50 10 84:16:0W 36:0:0N 3333 NAM USA TNS 6 7
OAK RIDGE,TN:AIRCRAFT ILLUSTRATOR:XLUCENT PEAR-SHAPE DARTS ABOUT/5-10min
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 5 MIL. BASE

#1683: 1950/11/21 19:0 8 119:5:40W 46:13:20N 3333 NAM USA WSH 7 11
PASCO,WA:25+OBS:GLOWING CGR >SW STOPS OVR HANFORD PLANT:THEN CONTINUES:/news
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 271 MIL. BASE

#1689: 1950/11/29 5:0 360 84:18:0W 36:1:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:RDR BLIPS >>W RIGHT TOWARD OAK RIDGE:BIG RISE/RADIATION THERE
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 60 MIL. BASE

#1692: 1950/12/2 21:0 10 81:43:0W 33:28:0N 3331 NAM USA SCR 8 8
ELLENTON,SC:BRILL.UFO MNVRS/10min:SITE/1st H-BOMB PLANT not built yet!:>>SW
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 62 TOWN &CITY

#1694: 1950/12/5 13:0 1 84:15:0W 36:1:0N 3333 NAM USA TNS 7 7
OAK RIDGE,TN:BBK:SCR OVR POST OFFICE/60sec:> E:TURNS >>NW:SEP OBS SEE >> W
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 63 MIL. BASE

#1705: 1950/12/15 0:0 10 84:15:20W 35:59:20N 3331 NAM USA TNS 6 8
OAK RIDGE,TN:UID BLIPS ALLO RDR SCREENS:FULL FIGHTER INTERCEPT finds nothing
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 67 MIL. BASE

#1707: 1950/12/18 8:20 10 84:17:0W 36:1:0N 3333 NAM USA TNS 6 8
OAK RIDGE,TN:3+OBSs:CIRC.NLT CHANGES SHAPE+BRILLIANCE:FADES TO A STAR >NW?
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 174 MIL. BASE

#1725: 1951/2/14 0:0 15 105:58:0W 32:52:0N 3331 NAM USA NMX 6 8
ALAMOGORDO,NM:2 AF PILOTS WATCH LRG BALLOON:SCR/HI alt HVRS:>>NW:/r78p159

Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 FOREST

#1766: 1951/7/14 9:0 1 106:28:0W 33:8:0N 3332 NAM USA NMX 7 7
WHITE SANDS PG,NM:2 UFOS nr B29:2 RDRs+FILM+TELESCOPES:/r120p355+/r242p84
Ref# 172 KEHOE,Donald: F.S from OUTER SPACE Page No. 48 MIL. BASE

#1769: 1951/8/0 0:0 6 76:16:0W 36:52:0N 3331 NAM USA VRG 6 8
ovr NORFOLK,VA:NAVY JET:2 SLO LITES:1 SHOOTS OFF:60'SCR TAILS JET INTO LANDING
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 40 IN-FLIGHT

#1802: 1951/10/9 13:50 1 87:40:0W 39:37:0N 3333 NAM USA ILN 7 7
E/PARIS,IL:BBK 985:PILOT=WARREN:SCR >>NE OVR AEC PLANT/NEWPORT:/r242p44
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 112 FARMLANDS

#1823: 1951/12/7 8:20 2 84:17:0W 36:0:0N 3333 NAM USA TNS 8 7
OAK RIDGE,TN:AEC GUARD:20' SQUARE OBJ ^+^ TWICE:CANVAS COLOR:TAKING SAMPLES?
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 6 MIL. BASE

#1949: 1952/4/30 8:30 2 106:22:0W 35:4:0N 3333 NAM USA NMX 7 6
TIJERAS CANYON,NM:PROFESSOR:SML SLVR SCR HVRS:GOES SLOWLY >N INTO CLOUD:NFD
Ref# 85 LESLIE,D & ADAMSKI,G:FS HAVE LANDED: Page No. 64 DESERT

#1954: 1952/5/1 5:30 2 119:18:0W 47:8:0N 3333 NAM USA WSH 6 7
MOSES LAKE,WA:2 AEC MEN:WINGLESS SLVR UFO S/L FOR 1.5min:SHAPE UNK:NFD
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 8 TOWN &CITY

#1969: 1952/5/10 15:0 15 106:4:0W 32:20:0N 3333 NAM USA NMX 7 8
KIRTLAND AFB,NM:AF COL+1:SLVR SCR >NE/5min:2nd SAME FLIPS+FLIPS >NE:/BBK REPt
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 1 Page 76 MIL. BASE

#1973: 1952/5/10 22:50 30 81:40:0W 33:15:0N 3333 NAM USA SCR 8 8
S/ELLENTON,SC:BBK#1198:8 SML SCRS/SAVANNAH H-BOMB PLANT:1>SW:1>N:/r136#1p75
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#2049: 1952/6/21 23:0 15 84:18:0W 36:0:0N 3333 NAM USA TNS 6 10
OAK RIDGE,TN:RDR+GOC+AIR OBS:20cm NLT ovr AEC SITE:ELUDES F47:8km ALT:BLINKS
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 43 MIL. BASE

#2051: 1952/6/23 3:30 1 84:16:20W 35:59:40N 3333 NAM USA TNS 7 6
OAK RIDGE,TN:1 OBS:BULLET OBJ TRAILS BURNT ORG SMOKE/30sec+:S/L FLITE
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 11 MIL. BASE

#2063: 1952/6/28 13:20 1 106:38:0W 35:2:0N 3333 NAM USA NMX 7 7
nr KIRTLAND AFB,NM:2 SCRS SEEN 30sec/2 OBS:1 >E,OTHER >SSE:INSTANT ACCEL.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 69 MIL. BASE

#2083: 1952/7/5 6:0 10 119:30:0W 46:32:0N 3333 NAM USA WSH 7 9
HANFORD,WA:4 PILOTS:SCR 2.7km OVR ATOMIC PLANT:CHANGES SHAPE:/r242p38
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 1 Issue 2 MIL. BASE

#2102: 1952/7/12 0:0 10 119:33:0W 46:35:0N 3331 NAM USA WSH 7 9
HANFORD,WA:2 YEL GLOBES OVR AEC FACILITY:AF INVESTIGN CONFIRMS:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#2178: 1952/7/22 10:50 25 106:21:0W 35:48:0N 3333 NAM USA NMX 7 8
SSW/LOS ALAMOS,NM:BBK#1538:UID:ATC++:LARGE VFAST UFOS:SUDDEN TURNS+REVERSALS:
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 5 DESERT

#2276: 1952/7/29 10:0 10 106:17:20W 35:52:20N 3333 NAM USA NMX 8 10
LOS ALAMOS CANYON,NM:6 SEP OBS:YEL UFO OVR BASE:JETS CHASE+VICE VERSA:E>>W
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 61 IN-FLIGHT

#2291: 1952/7/30 0:20 15 106:35:0W 35:2:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:BBK#1637?:2 SEP MIL OBS:ODD NLT:2 SEP.RDRS CANT PLOT IT.
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 63 MIL. BASE

#2614: 1952/11/12 22:20 16 106:17:40W 35:52:0N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:BBK#2219:UID:4 OBJS >>N/RESTRICTED AIRSPACE:BLINK+GLOW:NO RDR
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 19 MIL. BASE

#2634: 1952/11/21 18:20 1 81:52:0W 33:16:0N 3333 NAM USA GRG 4 7
SAVANNAH R. AEC,GA:2 OBS:RED FBL PASSES OVR H-BOMB PLANT:SEEN 30s:>>SSE
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 35 MIL. BASE

#2666: 1952/12/10 19:20 15 118:41:40W 47:19:20N 3333 NAM USA WSH 8 8
ODESSA+HANFORD,WA:F94S+GND+AIR RDRs:LRG WHT OBJ:PINK PORTHs:FAST 180øTURNS
Ref# 37 CONDON,Dr Edward: SCIENTIFIC STUDY.. Page No. 140 IN-FLIGHT

#2718: 1953/1/27 13:40 600 121:46:0W 37:41:0N 3333 NAM USA CLF 7 9
LIVERMORE,CA:GOC+AIR CIV OBS:BRITE-MTL SCRs ovr NEW AEC NUCL FACILITY:/r28p326
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 39 MIL. BASE

#2759: 1953/3/5 15:50 127 81:40:0W 33:17:0N 3333 NAM USA SCR 8 10
SAVANNAH R.H-BOMB PLANT,SC:2 SEP RDR-VIS JET SCRAMBLES/2hrs!:ANG 5F1s+RF80:SCR
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 3 MIL. BASE

#2790: 1953/4/25 0:0 999 146:0:0E 14:30:0N 3300 OCN PAC TIN 8 6
nr TINIAN ISL,MARIANAS,PACIFIC:SVRL UFOS SEEN/USN REPORT:1 RAMMED DROPS TO SEA
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 53 ISLANDS

#2840: 1953/7/19 15:0 8 84:17:0W 36:2:0N 3331 NAM USA TNS 7 9
OAK RIDGE,TN:1+2 SLNT BLK GLOSSY SCRS CIRCLE:SHOOT>E/XTREME SPEED:/MFJ#242+205
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 205 MIL. BASE

#2856: 1953/8/3 22:20 1 106:19:0W 35:52:40N 3333 NAM USA NMX 6 6
LOS ALAMOS,NM:SECURITY Gd:GRN OVOID FBL FALLS UPWARD:/AFOSI+AEC+BBK REPORTS
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 3 Page 1 MIL. BASE

#3190: 1954/6/26 0:40 1 112:2:0W 43:28:0N 3333 NAM USA IDH 5 9

IDAHO FALLS,ID:SVRL OBS:BRILL.FLASH OVR AEC TEST CENTER:FBL ^/TREMENDOUS SPEED
Ref# 173 KEHOE,Donald: The F.S. CONSPIRACY Page No. 168 TOWN &CITY

#3923: 1954/11/14 11:30 3 97:43:20W 31:6:40N 3333 NAM USA TXS 7 8
GRAY AFB/KILLEEN,TX:3 MPs:4'ORB DESCENDS OVR 'DANGER AREA 343':STREAKS AWAY

Ref# 138 GROSS,L.:UFOs a HISTORY-1954/5 books Book # 5 Page 21 MIL. BASE

#4097: 1955/5/14 0:20 9 2:3:0W 48:27:0N 3333 WEU FRN CDN 9 6
DINAN,FR:DOMED SCR/LO ALT:2 OIDS/SP-SUITS EXIT:BOX/CHESTS:OBS FROZEN:/r30p216
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 106 TOWN &CITY

#4102: 1955/5/20 2:30 1 4:47:0E 50:7:0N 3333 WEU FRN ADN 7 7
HAM-sur-MEUSE,FR:COPS:SCR >NW AGAINST WIND:MULTI-CLR BEAMS ^:INTERIOR LIT:
Ref# 152 BOURRET,J: Lea NOUVEAU DEFI des OVNI Page No. 34 ROAD+RAILS

#4188: 1955/8/5 20:40 200 84:32:20W 39:5:40N 3333 NAM USA OHI 7 13
CINCINNATI,OH:1000s/OBS:TEARDROP S>>N:WINDOWS!::6AUG SCR LANDS>>ATOMIC PLANT!
Ref# 176 STRINGFIELD,Leonard: SITUATION RED Page No. 148 METROPOLIS

#4220: 1955/8/25 10:40 3 84:41:20W 39:16:40N 3333 NAM USA OHI 8 8
FERNALD,OH:2 SEP.COPS:LITE BROWN ORB HVRS OVR ATOMIC PLANT/NUCL FACILITY
Ref# 139 GROSS,L.:UFOs a HISTORY-1955/3 books Book # 2 Page 77 TOWN &CITY

#4282: 1955/11/20 17:40 15 84:9:20W 36:13:0N 3333 NAM USA TNS 6 9
LAKE CITY,TN:BBK#3862:SVRL OBS:2 SEMI-XPARENT OVOIDS:ERRATIC:RESTRICTED AREA
Ref# 78 LOFTIN,Robert: IDENTIFIED FLYING S.: Page No. 175 MIL. BASE

#4477: 1956/8/13 22:30 360 0:33:0E 52:24:0N 3333 WEU GBI ENG 6 11
LAKENHEATH AB,ENGL:4 RDRS+PILOTS+ATCS:JETS CHASE:GUN CAMERA SHOTS?:>E/500mph
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 280 MIL. BASE

#4569: 1956/10/28 3:0 288 101:23:0W 48:22:0N 3333 NAM USA NDK 7 12
MINOT AFB,ND:BBK:MISSILE+B52 CREWS:GND/AIR/VIS+RDR FOTOS:UFOS/3Kmph:RADIO EME
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 137 MIL. BASE

#4844: 1957/9/29 5:30 10 77:10:0W 39:7:0N 3333 NAM USA MLD 8 7
DERWOOD M-SITE,MD:SENTRY:HUM!:GRN-WHT CGR HITS TREETOPS:/r35p61+/r46+/r8#405
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 11 MIL. BASE

#4856: 1957/10/8 9:20 1 123:0:0W 48:10:0N 3333 NAM USA WSH 6 7
(NIKE SITE),WA:BBK#5003:2 MIL OBS:2 SML DISKS/ODD TRAJ/30sec:TURN >NW:/r141#5
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 26 COASTLANDS

#4869: 1957/10/16 13:30 5 106:4:40W 33:19:20N 3333 NAM USA NMX 7 7
N/TULAROSA,NM:NURSE FOTOs WHT-GLOW OVOID ovr HOLLOMAN RANGE:/r219p11+/r11p245
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 5 DESERT

#4875: 1957/10/21 21:20 5 1:28:0W 52:11:0N 3333 WEU GBI ENG 8 8

RAF GAYDON,ENGL:nr COLLISION/RAF JET+SCR @28K':RDR CONFIRM:NUCL STN:/r120p50.
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 4 Issue 1 MIL. BASE

#4900: 1957/11/2 16:0 15 131:33:40E 30:13:40S 3323 OCN AUS SAU 8 10
MARALINGA,S.AUSTR:HUGE SCR TILTS/45ø:PORTHOLES:folos atomic tests:/FSRv31#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 163 DESERT

#4918: 1957/11/3 3:0 480 106:33:0W 33:35:0N 3333 NAM USA NMX 8 7
WHITE SANDS WR,NM:80M OVOID LANDS/1st ATEST SITE:BACK/2000h:/r111p92+/r242p169
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 MIL. BASE

#4934: 1957/11/4 13:10 15 106:5:0W 32:15:0N 3333 NAM USA NMX 7 6
US54 S/OROGRANDE,NM:CARS EME:OVOID
MNVRS:>>W:/MFJ#235+/FSRv4#1+/r242p169+/r141
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 ROAD+RAILS

#4943: 1957/11/4 22:50 20 106:38:0W 35:3:0N 3333 NAM USA NMX 6 10
KIRTLAND AFB,NM:2 ATCs:NLT CAVORTS+TAILS JETS etc./5min:RDR/20MIN:>E
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 87 MIL. BASE

#4957: 1957/11/5 16:20 8 105:55:0W 32:50:0N 3333 NAM USA NMX 8 7
SE/ALAMOGORDO,NM:2 SEP OBS:ORANGE CGR OVR HOLLOMAN AFB+ORG NLT GOING N>>E
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 98 RESIDENT'L

#4961: 1957/11/5 18:10 5 81:41:0W 33:15:0N 3333 NAM USA GRG 5 7
SAVANNAH R.,SC:RED GLO-BALL HVRS ovr AEC PLANT:ALERT:RDR:possible scramble
Ref# 24 NICAP: UFO INVESTIGATOR Volume 1 Issue 3 MIL. BASE

#5017: 1957/11/7 19:0 90 110:50:0W 35:14:0N 3333 NAM USA TXS 7 9
AMARILLO,TX:SVRL MIL+COPS:ODD OBJS W/LITES ALLO PANTEX NUCL PLANT:1 LANDS?

Ref# 141 GROSS,L:UFOs a HISTORY-1957/10 books Book # 8 Page 28 MIL. BASE

#5038: 1957/11/9 19:20 1 105:51:40W 33:49:0N 3333 NAM USA NMX 8 8
N/CARRIZOZO,NM:3/CAR:HEADLITES DIE:UFO> N TURNS >>SW/FAST:A-test site/r79p10
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 101 DESERT

#5082: 1957/11/23 6:30 20 117:40:40W 38:3:20N 3333 NAM USA NVD 7 6
US95 30mi W/TONOPAH,NV:4 15M SCRS/GND:CAR EMES:LOUD WHINE:SCRS >N:/r141#9p73
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 182 DESERT

#5319: 1959/1/0 23:50 20 90:41:20W 38:42:40N 3113 NAM USA MSO 8 8
WELDON SPRING,MO:BBK:3 OBS:SCR HVRs/GOV'T NUCLEAR FACILITY/20min:THEN >>SE.
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 80 FARMLANDS

#5605: 1961/2/0 22:10 1 3:52:40W 48:18:20N 3313 WEU FRN FNS 6 6
SW/LOQUEFFRET,FR:GENDARME:DOMED DISK/150M alt LITES AREA nr NUCL.POWER Stn:
Ref# 193 PHENOMENA SPATIAUX Quarterly, Paris Issue No. 36 ROAD+RAILS

#5805: 1962/8/7 23:50 8 110:46:20W 32:36:40N 3323 NAM USA ARZ 6 7
ORACLE,AZ:SEP.OBS:NLT ^ ovr TITAN MISSILE SILO:JETS CHASE:NLT AWAY+BACK:then ^
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 11 Issue 2 MIL. BASE

#5872: 1963/2/7 23:50 60 78:29:0W 38:2:0N 3333 NAM USA VRG 6 9

CHARLOTTESVILLE,VA:3/2 PLANES:SCR ovr MISSILE SITE++:2000kts:/MFJ#238+/r242p43
Ref# 24 NICAP: UFO INVESTIGATOR Volume 2 Issue 7 IN-FLIGHT

#6062: 1964/4/30 0:0 5 106:34:0W 33:50:0N 3331 NAM USA NMX 7 7
STALLION TEST SITE,NM:B57 RADIOS WHT OVOID LANDED:PHOTO RECON CALLED:/r214p117
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 13 Issue 1 DESERT

#6074: 1964/5/15 11:30 25 106:33:0W 33:40:0N 3333 NAM USA NMX 9 7
N/STALLION SITE,NM:2 SCRS RDR/VISL:PERFECT FLITE MNVRS:SEND PROPER IFF SIGNALS
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 226 DESERT

#6079: 1964/5/22 0:0 1 106:31:0W 33:2:0N 3331 NAM USA NMX 7 9
WHITE SANDS,NM:AUTO RDR TRACKS UFO ON TAPE::see 15MAY..UFO SENDS PHONY IFF!
Ref# 113 LORENZEN,J&C: ENCOUNTERS w UFO OCC's Page No. 244 DESERT

#6275: 1965/6/5 0:0 2880 70:57:0W 42:29:0N 3320 NAM USA MSC 6 8
LYNN+NAHANT,MASS:SVRL Repts/WEEKEND:CGR OVER GENERAL ELECTRIC FACILITY:NFD
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 14 Issue 4 COASTLANDS

#6532: 1965/10/0 12:0 3 80:52:20W 35:30:40N 3311 NAM USA NCR 7 8
LAKE NORMAN,NC:2/LITE PLANE FOTO 3 SCRS OVR MCGUIRE NUCL POWER STN:/r95 v5#3

Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 FARMLANDS

#6703: 1966/4/0 0:0 20 111:9:0W 47:30:0N 3211 NAM USA MNT 10 9
MALMSTROM AFB,MT:SPRING:UFOS SEEN:ALARMS:10 MISSILES INOPERATIVE:Good p302
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#6813: 1966/6/16 21:50 10 44:13:0E 46:32:0N 3333 CIS RUS TRC 4 10
ELISTA,KALMUK,RUSS:SCIENTISTS:DISK MNVRS/SPIRAL:MISSILE TEST?:HI+SLNT:/r9p187
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 204 MOUNTAINS

#6887: 1966/8/24 22:0 230 101:24:0W 48:23:0N 3333 NAM USA NDK 7 11
MINOT AFB,ND:4hrs/NLTS:RFI:RDR:3 MSITES REPORT:OBJs SEEN/GND LEVEL:RADIO RFI
Ref# 83 FOWLER,RAY:UFOS-INTERPLANETARY VISIT Page No. 286 MIL. BASE

#7082: 1967/2/10 3:40 6 82:42:20W 41:23:0N 3333 NAM USA OHI 8 7
S/SANDUSKY,OH:COP:8M SCR HVR 12M OVR AEC NUCL.FACILITY:BLU BEAM ^:/r24v3#11p3

Ref# 73 EDWARDS,Frank: F.S. HERE AND NOW. Page No. 137 TOWN &CITY

#7124: 1967/3/2 10:30 57 106:32:0W 32:51:0N 3333 NAM USA NMX 4 6
WHITE SANDS,NM:20 SLVR NLTS OVHD:RDR BLIPS/7km alt. CCL BASE:>>E:/r37p150
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 15 Issue 5 DESERT

#7133: 1967/3/5 23:0 10 101:17:0W 48:14:0N 3331 NAM USA NDK 7 7
nr MINOT,ND:SCR CIRCLES MISSILE SITE:TRUCKS CHASE:GOES ^ as JETS SCRAMBLE.
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 300 MIL. BASE

#7186: 1967/3/24 8:50 10 106:17:40W 35:53:20N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:2 SEP.OBS:SLNT SLVR-WHT DISK HVRS/10min:>> AGAINST WIND >CLOUDS

Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 64 TOWN &CITY

#7196: 1967/3/30 0:0 20 111:10:0W 47:29:0N 3331 NAM USA MNT 7 9
MALMSTROM AFB,MT:RDR-VIS/UFO:10 MISSILES KAPUT/FRITZ:SAME/GREAT FALLS/1966
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 301 MIL. BASE

#7272: 1967/5/17 3:50 3 82:56:0E 49:58:0N 3333 CIS KZK SEM 7 10
UST'KAMENOGORSK,KAZAKH SSR:ENGINEER:SCR 2xMOON S>N/2
MIN:VBRITE:BEAMS/SIDE.
Ref# 9 VALLEE,Jacques: UFO CHRONICLES/USSR Page No. 189 DESERT

#7548: 1967/10/26 11:20 27 2:26:20W 50:33:40N 3333 WEU GBI ENG 8 6
nr PORTLAND,ENGL:CYL W/4 ARMS ovr NUCLEAR PLANT:DOGS SCARED:/r120p64+FSR
Jan68
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 145 FARMLANDS

#7915: 1968/8/9 20:10 3 43:45:0W 19:31:0S 3333 SAM BRZ MGR 15 15
JABOTICATUBAS,BRZL:3 OBS:SCR LITES AREA/lo alt:3 OIDS INSIDE:MAN ZAPPED+DIES!ÿ
Ref# 105 PRATT,Bob: UFO DANGER ZONE: (Brazil) Page No. 193 FARMLANDS

#7991: 1968/9/17 1:0 40 115:0:0W 36:13:0N 3333 NAM USA NVD 7 10
NELLIS AFB,NV:2 MIL-ATCS:UFOS/VIOLENT MNVRs/40min:TYPE UNK:NFD/this ref.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 44 MIL. BASE

#9144: 1972/10/8 19:0 9999 66:43:20W 18:9:40N 3333 NAM USA PRC 5 10
ADJUNTAS,PR:MANY SEP.OBS:WAVE/NLTS etc.OVR AREAS/NATURAL RADIATION:/r231'78
Ref# 156 FSR CASE HISTORIES. Bimonthly/London Supplement # 17 ISLANDS

#9201: 1972/12/12 4:50 5 69:6:0W 30:11:0S 3333 SAM ARG SJN 4 6
RODEO+IGLESIAS,SAN JUAN,ARG:WHT SPHERES SEEN:nr Colanguil Nuclear Center
Ref# 231 CONTACT/UK: The UFO REGISTER by year YEAR =78 TOWN &CITY

#9235: 1973/1/19 11:30 2 81:41:0W 35:5:0N 3333 NAM USA SCR 8 7
GAFFNEY,SC:CAR PACED/SCR:RDO STATIC:MANY Rpts HERE/MONTHS:/LDLN#127:/r79p55
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 73 Issue 1 ROAD+RAILS

#9867: 1973/12/10 18:20 20 2:25:0E 47:46:20N 3333 WEU FRN LRT 6 9
W/OUZOUER-sur-LOIRE,FR:SEP.OBS+COPS:SLNT 5M CONE-SCR/20M alt:>SW:/LDLN#132
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 136 ROAD+RAILS

#9873: 1973/12/13 19:50 15 4:42:40E 44:8:0N 3333 WEU FRN GRD 6 7
MARCOULE,FR++:AL CAPTn:RED CGR W/BRILL.RED BEAMS/ENDS:meteor shower/LDLN#138
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 132 TOWN &CITY

#9991: 1974/2/21 21:0 1 4:43:0E 44:7:0N 3332 WEU FRN GRD 6 6
MARCOULE,GARD:MAN fm BAGNOLES:SCR/WAVY TRAJECTORY >W OVR NUCLEAR
CENTER
Ref# 30 FIGEUT&RUCHON: OVNI: Le 1er Dossier Page No. 449 TOWN &CITY

#10130: 1974/4/12 23:50 10 0:4:0E 43:14:0N 3333 WEU FRN HPY 7 8
TARBES,FR:NURSES/COBALT CLINIC:RED-GLO 20cm DISK VANISHES+REAPPEARS:4th floor
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 142 TOWN &CITY

#10319: 1974/8/20 20:0 60 73:44:20W 43:1:20N 3333 NAM USA NYK 5 10
SARATOGA LAKE,NY:FLURRY/UFO CALLS:COPS++:NLT-STROBE

HVRS+MNVRS:wave:/r71p97
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

#10320: 1974/8/20 20:30 30 73:45:0W 42:40:0N 3333 NAM USA NYK 5 10
ALBANY,NY:Apt ATC+MIL.RDRs:NLTS/500'alt/4h:3000+mph:FLASHES:VANISHES:/r71p100
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

#10529: 1975/2/17 18:0 180 109:31:20W 46:20:40N 3332 NAM USA MNT 8 9
SHAWMUT+ROUNDUP,MT:HUGE SCR SEEN/3hrs:DOWN RIVER fm MISSILE SITES:RDR INVISIBL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 FARMLANDS

#10530: 1975/2/17 21:0 120 109:50:0W 46:25:0N 3333 NAM USA MNT 7 9
nr HARLOWTON,MT:SVRL OBS:747-SIZE SCR HVRS 300'OVR K1 SAC SITE/2hrs:SHOOTS ^
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 MIL. BASE

#10539: 1975/2/24 18:50 3 1:35:0E 52:12:20N 3333 WEU GBI ENG 7 8
LEISTON,SUFFOLK:GIANT GREEN ORB FLIES IN FROM SEA:DOG COWERS:TV SETS EME
Ref# 81 RANDLES,Jenny: FROM OUT OF THE BLUE Page No. 124 COASTLANDS

#10569: 1975/3/18 0:0 5 120:30:0W 46:35:0N 3331 NAM USA WSH 8 11
YAKIMA,WA:MANY OBS:HUGE BRILL.BLU/GRN ROTATING ORB:many sep.rpts/MFJ#327p3
Ref# 28 FLAMMONDE,Paris: UFO EXIST! Page No. 444 FARMLANDS

#10571: 1975/3/18 20:0 5 16:11:40E 60:8:0N 3333 WEU SCN SWD 7 9
AVESTA,SWEDEN:FAMILY:CGR+4 BRITE OBJS CIRCLE NUCLEAR PWR STN:VANISH/PUFF/SMOKE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 103 TOWN &CITY

#10573: 1975/3/22 12:50 2 1:0:0E 41:4:0N 3333 WEU SPN TRG 7 8
SW/CAMBRILS,SP:PROF+2/CAR:60M SCR OFFLOADS PROBES nr NUCL PWR Stn:GONE/30sec
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 22 Issue 3 COASTLANDS

#10747: 1975/8/13 1:20 100 105:57:0W 32:51:0N 3333 NAM USA NMX 13 6
ALAMOGORDO,NM:Sgt MOODY ABD:"SLOW LMTD CONTACT..":/r210v24#12+/r249p326
Ref# 110 LORENZEN,J&C: ABDUCTED! (1977) Page No. 38 MOUNTAINS

#10764: 1975/8/21 22:0 390 103:7:0W 40:43:0N 3333 NAM USA CLR 12 10
LOGAN co,CO:COPS CHASE UID COPTER:PHONY AF RDR COORDS/RDO:LANDS:=MISSILE SILO!
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 187 PASTURE

#10851: 1975/10/18 21:0 645 111:44:0W 47:17:0N 3333 NAM USA MNT 7 10
CASCADE-EDEN,MT:9 UFO RPTs FROM HERE TO MALMSTROM SAC BASE in 10hr MARATHON.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 33 MIL. BASE

#10868: 1975/10/27 19:50 140 67:53:20W 46:55:20N 3333 NAM USA MNE 7 10
LORING AFB,ME:PILOT++:40+'SCR CCLs NUCL.DEPOT:RDRs:EME:F4 CHASES:/r210v31#4
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 16 MIL. BASE

#10872: 1975/10/28 19:40 90 67:53:0W 46:52:40N 3333 NAM USA MNE 8 9
S/LORING AFB,ME:SLNT SCR BACK OVR AMMO DUMP:>NE:phony copter:/r218p189+r149p48
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 18 MIL. BASE

#10879: 1975/10/30 22:50 15 83:23:0W 44:28:0N 3333 NAM USA MCH 7 10
WURTSMITH AFB,MI:NLTS+'COPTERS'ALLO SAC
BASE:1200MPH:1>W:1>N:/IURv3#4/r218p189
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 41 FARMLANDS

#10903: 1975/11/7 3:50 30 109:32:0W 46:51:0N 3333 NAM USA MNT 8 10
E/BUFFALO,MT:5 SAC MSITES:LRG RED/ORG/YEL OBJS HVR+DESCEND:wide area/Norad log
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#10904: 1975/11/7 6:10 3 109:19:0W 47:5:0N 3332 NAM USA MNT 8 10
6M E/LEWISTOWN,MT:SAC+CIV OBS:SCRS W/LITES HOVER AND >>S:/NORAD LOG
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10905: 1975/11/7 23:0 120 111:10:0W 47:30:0N 3333 NAM USA MNT 12 10
MALMSTROM AFB,MT:REMOTE ALARMS:RDR-VIZ:300'SCR:^^:MISSILES FOUND
RETARGETTED!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10908: 1975/11/8 2:10 35 110:6:0W 47:5:0N 3333 NAM USA MNT 7 10
10MI SE/STANFORD,MT:SAC SITE C1:4 RDRS+VISUAL:SCR LITES OFF AS JETS APPROACH.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10909: 1975/11/8 3:40 40 109:20:0W 46:50:0N 3333 NAM USA MNT 8 10
SE/HEATH,MT:SAC SITES K3+L4:RDR OBJs MNVR:TURN >W SLOW:TOO LO FOR JETS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10910: 1975/11/9 3:10 10 109:45:0W 46:40:0N 3333 NAM USA MNT 7 9
20m N/HARLOWTON,MT:SAC L1 L6+M1 SITES:ORG.YLW DISK:>N?:SEEN
SW/LEWISTON/0320h
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 32 MIL. BASE

#10914: 1975/11/10 10:20 10 101:24:0W 48:22:0N 3333 NAM USA NDK 8 9
MINOT AFB,ND:CAR-SIZE SLNT OBJ >>E OVR RDR TOWER:300-600M alt:=missile site
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 48 MIL. BASE

#10935: 1975/11/22 0:0 5 81:6:0W 32:6:0N 3331 NAM USA GRG 8 10
nr SAVANNAH,GA:2/PLANE:WHT UFO/5 MIN NR NUCL.PLANT:RADAR CONFIRM:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 RESIDENT'L

#10962: 1975/12/14 21:0 30 81:40:0W 29:20:0N 3333 NAM USA FLR 8 8
NE/SALT SPRINGS,FL:3 OBS:25'DOME W/5 12'LEGS OVR PWR LINES:TRCs+ODOR:/MFJ#205
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 24 Issue 7 FOREST

#11026: 1976/2/12 18:0 70 70:52:0W 42:50:20N 3333 NAM USA MSC 7 9
SALISBURY,MA:3+OBS:LRG SCR^:TILTS:^/TREES:RISES:AMAZING MNVRs:NUC.SUB.BASE
nr.
Ref# 218 FOWLER,Ray:CASEBOOK/UFO INVESTIGATOR Page No. 136 RESIDENT'L

#11248: 1976/9/10 1:10 60 101:30:0W 48:30:0N 3333 NAM USA NDK 7 7
unk.missile site,ND:ALARMS:NLTS HVR+MNVR:CYL HVRS/45ø:SILO CONTROLS GO
HAYWIRE
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 27 Issue 8 MIL. BASE

#11287: 1976/10/5 21:0 30 84:15:0W 43:34:0N 3323 NAM USA MCH 7 8
S/MIDLAND,MI:2+3 OBS:200'SCR OVR NUCL PLANT CONSTRUCTN:LRG SPOT LITES

100/GND
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 FARMLANDS

#11303: 1976/10/19 23:40 2 2:50:20W 47:53:20N 3333 WEU FRN MRB 7 8
LOCMINE,FR:4 OBS:6M SCR/20M alt:2 BEAMS ^:2 PORTHOLES/DOME:>S:/r30p631
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 169 TOWN &CITY

#11471: 1977/3/8 19:30 10 76:28:20W 39:46:0N 3333 NAM USA PNS 7 10
GATCHELVILLE,PA:2+2+2+2+2+1 OBS:RED FBL MNVRS AGAINST WIND:LANDING HOLES:BURNT
Ref# 161 HENDRY,Allan: The UFO HANDBOOK 1979: Page No. 120 OIL & COAL

#11738: 1977/10/15 17:30 1 84:15:0W 43:33:0N 3333 NAM USA MCH 10 7
S/MIDLAND,MI:2/CAR:170cm PSH JUMPS ROAD/2 LRG LEAPS:KNEES DONT FLEX:NUCL FCLTY
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 ROAD+RAILS

#11782: 1977/11/16 21:0 60 103:40:0W 44:33:0N 3333 NAM USA SDK 10 5
MSITE L-9,SD:FOIA:2 FIGs MELT RIFLE:BOARD 20'SCR+FLY:NUCL.PART/WARHEAD MISSING
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#11928: 1978/3/17 23:30 10 2:37:0W 53:23:0N 3333 WEU GBI ENG 14 6
RISLEY,ENG:RBT ZAPS OBS:WALKS THRU FENCE/ATOMIC CTR:MST:RADIO BLOWN:/LDLN#187
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 24 Issue 2 TOWN &CITY

#12258: 1978/10/29 21:30 3 151:1:0E 34:4:0S 3333 OCN AUS NSW 7 8
HEATHCOTE-MENAI,NSW:LRG SCR/PORTHOLES nr AEC REACTOR:2 BEAMS ^:FIG?:/r10p256

Ref# 229 UFO RESEARCH AUSTRALIA NEWSLETTER : YEAR =82 No.4 MIL. BASE

#12513: 1979/5/1 4:0 35 68:25:0W 33:30:0S 3333 SAM ARG MND 8 9
VIZCACHERAS,ARG:SCR 20M OVR OILFIELD:RESPONDS/LITES:SAND FUSED:ANIMALS CHANGE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 OIL & COAL

#12538: 1979/6/12 20:50 15 81:7:0W 33:53:0N 3333 NAM USA SCR 7 9
PINERIDGE,SC:7 OBS:OVOID BEAMS LITES^/NUCL PWR PLANT:2nd OBJ LATER:BOTH >>NW
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 1 TOWN &CITY

#12612: 1979/8/29 20:0 30 119:6:0W 46:21:0N 3333 NAM USA WSH 8 6
N/PASCO,WA:FARMERS:SLVR<>RED "FENCE POST" OUT OF PLACE:FLIES SW>>NW LATER
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 6 FARMLANDS

#12811: 1980/4/24 21:0 1 81:0:0W 35:33:0N 3333 NAM USA NCR 7 7
nr LAKE NORMAN,NC:2 ROOFERS:BRITE SCR RISES/LAKE:MAKES LOOP+AWAY:/FSRv35#2
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 151 RESIDENT'L

#12818: 1980/5/7 21:10 15 122:23:0W 40:34:0N 3333 NAM USA CLF 9 7
REDDING,CA:1+3 OBS:FOG ENVELOPS CAR:30+MIN MST:obs works/nucl.research:/r5p69
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 28 Issue 12 ROAD+RAILS

#12856: 1980/8/5 0:0 15 106:36:0W 35:3:0N 3331 NAM USA NMX 7 7

SANDIA/KIRTLAND AFB,NM:GUARD:UFO LANDS NR ALARMED "CR44 STORAGE BLDG":NFD
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 MIL. BASE

#12859: 1980/8/8 23:50 15 106:35:0W 35:3:0N 3333 NAM USA NMX 5 8
KIRTLAND AFB,NM:3 GUARDS:FAST NLT STOPS:MNVRS:SHOOTS STRAIGHT^^:/r26p225+/r120
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12860: 1980/8/9 0:20 15 106:37:0W 35:3:0N 3333 NAM USA NMX 8 8
SANDIA facility,NM:SCR LANDS BHND 'HQ CR 44' STORAGE BLDG:/MFJ#204+/r26p225
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12862: 1980/8/10 0:0 15 106:35:0W 34:50:0N 3331 NAM USA NMX 7 8
BELEN><ALBUQUERQUE,NM:STATE COP SEES UFO LAND/MANZANO MTNS nr SANDIA FACILITY
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 FARMLANDS

#12864: 1980/8/13 16:30 345 106:37:0W 35:1:0N 3332 NAM USA NMX 5 9
KIRTLAND AFB/ALBQ,NM:ALL RDRS OUT/5+HRS:UID HI-FREQ JAMMING:/FSRv29#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 405 MIL. BASE

#13045: 1981/5/15 0:0 0 3:26:20W 55:20:0N 3300 WEU GBI SCT 7 12
MOFFAT,DUMFRIES,SCOTLAND:BY NOW;100+SEP UFO SIGHTINGS:2 NUC POWERPLANTS NRBY
Ref# 34 BLUNDELL+BOAR:WRLDS GR.UFO MYSTERIES Page No. 185 PASTURE

#13122: 1981/9/20 4:30 1 92:58:20W 35:35:0N 3333 NAM USA ARK 6 7
8mi N/HECTOR,ARK:2 OBS:VIVID BLU BULB-BALLOON SHAPE >SE TWRD 17 MISSILE SILOS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 192 ROAD+RAILS

#13247: 1982/6/15 21:30 5 88:5:20W 41:39:0N 3333 NAM USA ILN 6 7
ROMEOVILLE,IL:FBL >> E nr POWERPLANT:HVRS+>>W AGAIN:ODD SHAPE see ref.drawing
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 177 ROAD+RAILS

#13292: 1982/10/4 0:0 240 28:2:0E 51:7:0N 3331 EEU UKR --- 7 11
BELOKOROVICHI,UKRAINE:MANY OBS:HUGE SCR HVRS/hrs:NUC.MISSILE CONTROLS GO CRAZY
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#13296: 1982/10/18 7:30 18 80:52:20W 35:29:40N 3333 NAM USA NCR 8 8
LAKE NORMAN,NC:SCR W/4 LEGS POSES AS WATER TANK OVR FOGBANK:FOG CLEARS:NO TANK
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 TOWN &CITY

#13365: 1983/6/21 0:0 18 25:44:0E 50:24:0N 3331 EEU UKR LVV 7 9
DUBNO,UKRAINE:WINGLESS CGR CCLS STRATEGIC NUCLEAR FACILITY/18min:NFD
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 37 Issue 4 MIL. BASE

#13399: 1983/10/4 16:0 240 0:0:0Z 90:0:0N 3333 EEU UKR UNK 14 11
UKRAINE:SOV M-BASE:UFOS/4hrs:MISSILE LAUNCH CODES ENABLED!:PHONY ORDERS!
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 306 MIL. BASE

#13401: 1983/10/13 0:30 5 81:39:0W 35:4:20N 3333 NAM USA SCR 8 7

GAFFNEY,SC:2 OBS:20'x8'SCR WHISTLES >>E TWRD CHEROKEE NUCL.STN:/r95v5#3p27
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#13414: 1983/11/22 10:30 2 118:6:20W 33:44:20N 3333 NAM USA CLF 10 7
SEAL BEACH,CA:2 OBS:ODD LONE CLOUD DROPS BLK GLOBS:RISES:DIVIDES:ovr NAVAL Ctr
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 189 MIL. BASE

#13517: 1984/6/14 22:30 20 73:57:0W 41:15:0N 3333 NAM USA NYK 7 8
INDIAN POINT,NY:GUARDS:DRK 30'SCR W/LITES OVR NUCLEAR REACTORS/15min:>NE
Ref# 1 HYNEK,J.A.+IMBROGNIO,P: NIGHT SIEGE Page No. 143 TOWN &CITY

#13531: 1984/7/24 21:0 15 73:58:0W 41:14:0N 3332 NAM USA NYK 7 8
INDIAN Pt.REACTOR,NY:VLRG DLT HVRS 300' OVR ACTIVE VENT:BIG COVERUP:/r1p140
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 302 TOWN &CITY

#13730: 1986/4/25 0:0 -25536 30:14:0E 51:17:0N 3330 EEU UKR KIE 5 15
CHERNOBYL NUCLEAR ACCIDENT NR KIEV USSR:SOVIETS SILENT..WORST IN HISTORY.
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#13808: 1986/8/1 22:30 18 85:47:0W 42:7:0N 3333 NAM USA MCH 7 9
BANKSONS LAKE,MI:SLNT 250'MANTA-UFO:EYE IRRITATION:>NE/NUCL.PWR PLANT:/MFJ#220
Ref# 25 HALL,Richard: UNINVITED GUESTS. Page No. 319 FARMLANDS

#13830: 1986/8/27 23:0 1500 121:30:0W 38:35:0N 3331 NAM USA CLF 7 7
SACRAMENTO,CA:2+2 OBS:LRG DLT OVR RANCHO SECO NUCL.PLANT:BEAMS^:+6 DLTS/28AUG!
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 163 TOWN &CITY

#13854: 1986/9/13 5:0 4 121:47:0W 37:41:0N 3333 NAM USA CLF 6 6
LIVERMORE,CA:1 OBS:DIAMOND OVR TOWN/400'alt:SILENT:LRG WHT LITE+SML ORG LITES
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 168 TOWN &CITY

#13960: 1987/9/13 3:0 5 119:19:0W 46:17:0N 3332 NAM USA WSH 7 7
RICHLAND,WA:OVAL UFO W/LITES MOVES DOWN+UP,>>SW twrd HANFORD AEC:SEEN 5min.
Ref# 220 NATIONAL UFO REP.CTR (NURC) SEATTLE Volume 20 Issue 1 DESERT

#13987: 1987/12/12 10:50 10 2:58:20E 43:13:0N 3333 WEU FRN AUD 8 5
MALVEZI,FR:1 OBS:6 ODD PSH nr ATOMIC PLANT:ODD CONVERSATION:AWAY/FLYING SLEDS
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 33 Issue 4 TOWN &CITY

#14345: 1989/7/28 22:10 200 45:40:0E 48:30:0N 3333 CIS RUS AST 7 8
KAPUSTIN YAR,RUS:KGB Rpt:SLNT 5M DOMED DISK MNVRS/MISSILE SITE:EVADES JET:>ENE
Ref# 149 BERLINER,Don: UFO BRIEFING DOCUMENT Page No. 77 MIL. BASE

#14348: 1989/8/0 15:0 1 81:14:0W 35:28:40N 3313 NAM USA NCR 6 6
LINCOLNTON,NC:1 OBS:SLNT 100'RED-BRN TRIANGLE HVRS 300'alt nr NUCLEAR PLANT:
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 TOWN &CITY

#14349: 1989/8/8 14:30 5 80:53:0W 35:31:0N 3333 NAM USA NCR 6 6

LAKE NORMAN RSVR,NC:RED DLT/1000'^300'alt:>>McGUIRE NUCLEAR PLANT SUBSTATION
Ref# 123 GOOD,Timothy: The UFO REPORT 1991 : Page No. 229 MIL. BASE

#14523: 1990/2/11 23:30 15 83:24:0W 41:54:40N 3333 NAM USA MCH 7 6
MONROE,MI:1 OBS/CAR:SCR-DLT CIRCLES FERMI NUCL.FCLTY:DROPS "SPARKS" ALL OVR
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 268 TOWN &CITY

#14620: 1990/5/25 0:0 60 61:47:0E 37:45:0N 3331 CIS TKM MRY 9 6
MARY,TURKMENISTAN:HUGE SCR OVR MIL AREA:BEAMS ZAP 2 GND+AIR MISSILES+2 JETS!
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 184 MIL. BASE

#14687: 1990/9/8 0:0 100 106:35:0W 35:1:0N 3331 NAM USA NMX 9 8
KIRTLAND AFB,NM:SECURITY POLICE:SVRL LANDINGS REPORTED:/LARGEST ATOMIC ARSENAL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 188 MIL. BASE

#14906: 1991/3/2 19:30 20 28:30:0E 59:50:0N 3333 CIS RUS LEN 7 8
SOSNOVYY BOR,RUS:AIRPT RDR+VISUAL:FAST ERRATIC UFO OVR NUCL POWER PLANT
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 176 COASTLANDS

#14918: 1991/3/17 16:0 20 30:8:0E 59:33:0N 3333 CIS RUS LEN 7 7
GATCHINA,RUS:UFO OVR ATOMIC RESEARCH REACTOR/PULKOVA RDR:DEPARTS/2200kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 178 MIL. BASE

#15020: 1991/10/10 16:20 85 28:56:0E 59:45:0N 3333 CIS RUS LEN 7 7
CAPE USTINSKIY,RUS:SKALA RDR:UFO/ERRATIC MOTIONS HERE+S.BOR NUCL PLANT:1852kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 179 COASTLANDS

#15021: 1991/10/12 13:0 1 30:16:0E 51:17:0N 3331 EEU UKR KIE 7 7
CHERNOBYL,UKR:SCR FOUND/FOTO/PWR PLANT 1 DAY AFTER NEAR NUCLEAR INCIDENT..
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 120 TOWN &CITY

#15465: 1993/3/31 2:20 1 4:46:40E 45:27:0N 3333 WEU FRN ISR 7 8
St.CLAIR-du-RHONE,FR:2 COPS:SLNT 45M CGR W/WINDOWS:HVRS:BLUE RAYS:>>SE/20M alt
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 318 TOWN &CITY

#15466: 1993/3/31 2:30 1 4:46:0E 44:21:40N 3333 WEU FRN DRM 7 6
St.SEPULCRE,FR:SCR+4 SML GLO-ORBS S/L W>>E:nr EDF nuclear stn to the west
Ref# 239 BANQUE OVNI Reports: by order number Issue No. 216 RESIDENT'L

#15477: 1993/4/16 21:20 15 82:38:40W 28:32:40N 3333 NAM USA FLR 7 6
BAYPORT,FL:COP:SLNT LOPSIDED BLK BOOMERANG PACES CAR:>>WSW WHEN SPOTLITE HITS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 343 TOWN &CITY

#15681: 1993/11/8 23:30 10 81:34:0W 35:6:0N 3333 NAM USA SCR 6 7
SMYRNA><GAFFNEY,SC:NLTS=STRANGE CRAFT WHICH BUZZES 2 IN CAR:SHOOTS SKYWARD

Ref# 60 UFO NEWSCLIPPING SERVICE: by Issue # Issue No. 293 FOREST

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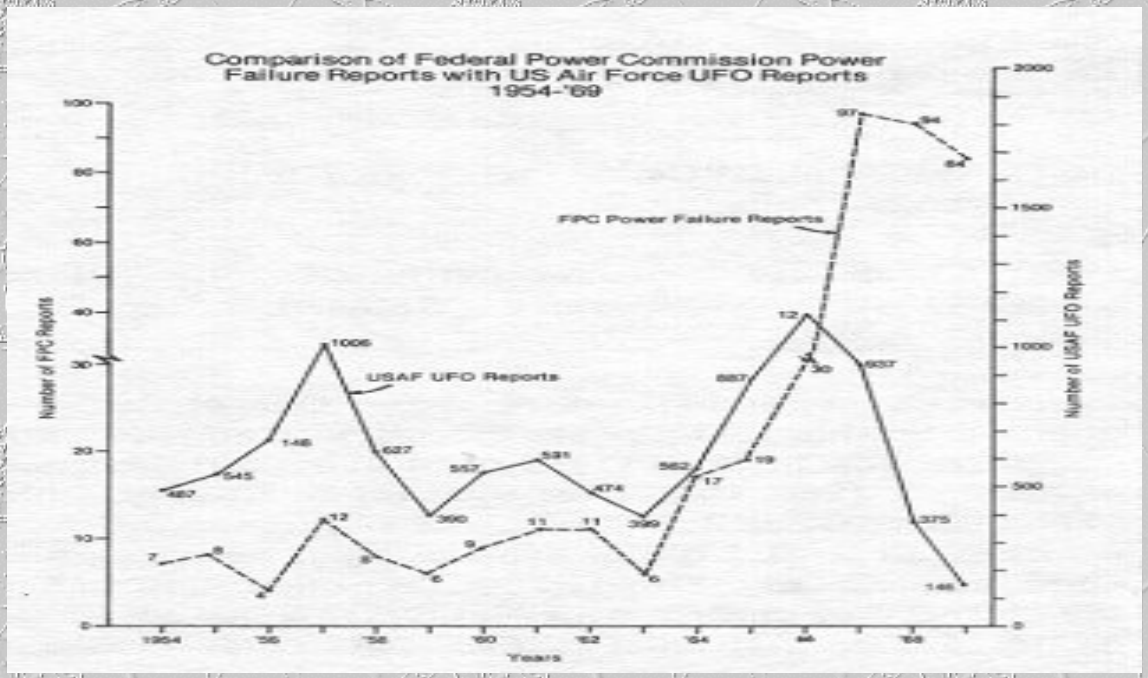
Power Outages & UFOS



"The graph above is a comparison of the Federal Power Commission's power failure reports with U.S. Air Force records of UFO reports from 1954-1969. Using this data, one can plot two curves as shown on the graph. It can be seen from the graph PF and UFO reports are in phase and track each other from year to year. Out of phase conditions do exist, however, for the years 1956 and 1967." - Paul C. Smith.

Below is the part of the testimony by Dr. James E. McDonald before the House Committee on Science & Astronautics, July 29, 1968:

Mr. Ryan:
Let me ask a further question: In the course of your investigation and your study of UFO sightings, have you found any cases where contemporaneously with the sighting of UFO's allegedly, there were any other events which took place, which might or might not be related to the UFO's?

Dr. McDonald.
Yes. Certainly there are many physical effects. For instance, in Mr. Pettis' district, several people found the fillings in their mouth hurting while this object was nearby, but there are many cases probably on record of car ignition failure. One famous case was at Levelland, Tex., in 1957. Ten vehicles were stopped within a short area, all independently in a 2-hour period, near Levelland, Tex. There was no lightning or thunder storm, and only a trace of rain. There is another which I don't know whether to bring to the committee's attention or not. The evidence is not as conclusive as the car stopping phenomenon, hut there are too many instances for me to ignore. UFO's have often been seen hovering near power facilities. There are a small number but still a little too many to seem pure fortuitous chance, of system outages, coincident with the UFO sighting. One of the cases was Tamaroa, Ill. Another was a case in Shelbyville, Ky., early last year.

Even the famous one, the New York blackout (Nov 9 1965), involved UFO sightings. Dr. Hynek probably would be the most appropriate man to describe the Manhattan sighting, since he interviewed several witnesses involved. I interviewed a woman in Seacliff, N.Y. She saw a disk hovering and going up and down. And then shooting away from New York just after the power failure. I went to the FPC for data, they didn't take them seriously although they had many dozens of sighting reports for that famous evening. There were reports all over New England in the midst of

that blackout, and five witnesses near Syracuse, N.Y., saw a glowing object ascending within about a minute of the blackout. First they thought it was a dump burning right at the moment the lights went out. It is rather puzzling that the pulse of current that tripped the relay at the Ontario Hydro Commission plant has never been identified, but initially the tentative suspicion was centered on the Clay Substation of the Niagara Mohawk network right there in the Syracuse area, where unidentified aerial phenomenon has been seen by some of the witnesses.

This extends down to the limit of single houses losing their power when a UFO is near. The hypothesis in the case of car stopping is that there might be high magnetic fields, d.c. fields, which saturate the core and thus prevent the pulses going through the system to the other side. Just how a UFO could trigger an outage on a large power network is however not yet clear. But this is a disturbing series of coincidences that I think warrant much more attention than they have so far received.

Mr. Ryan.
As far as you know, has any agency investigated the New York blackout in relation to UFO?

Dr. McDonald.
None at all. when I spoke to the FPC people, I was dissatisfied with the amount of information I could gain. I am saying there is a puzzling and slightly disturbing coincidence here. I'm not going on record as saying, yes, these are clear-cut cause and effect relations. I'm saying it ought to be looked at. There is no one looking at this relation between UFO's and outages.

Mr. Roush:
Our time is really running short, Mr. Ryan.

Mr. Ryan:
One final question. Do you think it is imperative that the Federal Power Commission, or Federal Communications Commission, investigate the relation if any between the sightings and the blackout?

Dr. McDonald:
My position would call for a somewhat weaker adjective. I'd say extremely desirable.

Mr. Roush:
Thank you. Thank you, Dr. McDonald.

(Dr. McDonald's testimony is noteworthy because of its directness and force. He considers the extraterrestrial hypothesis the most likely explanation of the phenomena. On examining the *best* UFO evidence, it is certainly possible to rule out practically every other hypothesis, and it is on this basis that Dr. McDonald and others lean toward the theory that we are undergoing surveillance from intelligently guided craft from extraterrestrial sources.)

On Wednesday, July 15, 1998, Joel Carpenter wrote:
"In 1992 "Time" magazine published an article called "The Doomsday Blueprints," an expose of Cold War secrets. The article contained an interview with J. Leo Bourassa, an Air Force officer (I don't think they gave his rank but I would guess he was a Colonel - he supposedly delivered the news of the 1960 U-2 shoot down to Eisenhower) who was the former commander of "High Point" - a bomb shelter complex for the President and executive branch officials. It's better known as Mt. Weather, and is located in West Virginia. The complex was built in the late 1950s. Bourassa had been the commander of the complex for its whole active lifetime - presumably until shortly before the 1992 article was written. He said that during the entire time he had been in charge of the base, he had put it on alert exactly one time. Remember what happened between around 1957 and 1992 - the Berlin crisis, the Cuban missile crisis, several Mideast wars, the KAL shoot down, etc. The one single alert was called on November 9, 1965, the day of the Northeast blackout - because Bourassa

thought a surgical nuclear attack was under way. I wonder if some nuclear sensors somewhere were giving false alarms, or if he just made the assumption on his own." - Joel Carpenter

Nov.65: Power failure and faulty bomb alarms.
"Special bomb alarms were installed near military facilities and near cities in U.S.A. so that news of a nuclear attack would be transmitted before the expected communication failure. The alarm circuits were set up to display a red signal at command posts the instant that the flash of a nuclear detonation reached the sensor and before the blast could put it out of action. Normally the display would show a green signal, and yellow if the sensor was not operating or was out of communication for any other reason. During the commercial power failure in NE United States in November 1965, displays from all the bomb alarms for the area should have shown yellow. In fact two of them from different cities showed red because of circuit errors. The effect was consistent with the power failure being due to nuclear weapon explosions, and the Command Center of the Office of Emergency Planning went on full alert. Apparently the military did not.".

Twenty Mishaps That Might Have Started Accidental Nuclear War - Phillips

(This web page was produced for the NICAP site by Francis Ridge)

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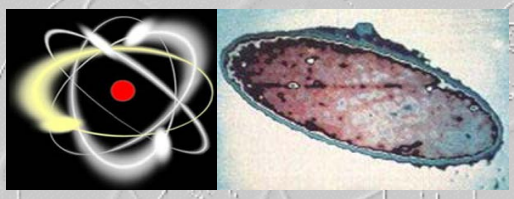

Nuclear Connection Project

NCP Notes

Updated : May 30, 2009

The Evaluation of the Atomic Bomb As A Military Weapon, Roswell & The Wave of 1947
High Energy Weapons Archive
Catalog of Known and Putative Nuclear Explosions From Unclassified Sources
2002, July 6: Bush Developing Military Policy Of Striking First
2002, June 19: UFOs Follow 509th
2002, July 4: U.S. Air Force: Israel has 400 nukes, building naval force
2002, June 26: DOD Announces Merger of U.S. Space & Strat Weapons
1953 Greenland Cases
Spring of 1952: UFOs & Nuclear Weapons
Reagon's Real Reason For SDI

SAC Base Links:
SAC Bases (work in progress) - Robert Duvall
Strategic Air Command.com
Fact Sheet: Air Combat Command

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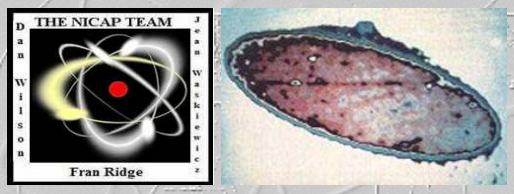

Nuclear Connection Project

Papers

Updated: 5 July 2021

NCP-01: **Some Early Patterns - Loren Gross**
NCP-02: **The NEPA and UFOs - Loren Gross**
NCP-03: **UFO Sightings & Nuclear Sites - Larry Hatch**
NCP-04: **A Project is Born: NCP: A Nuclear Connection - Francis Ridge**
NCP-05: **UFOs Continue to Visit Nuclear Energy Sites - George Fawcett**
NCP-06: **The Oak Ridge Mini-Flap - Lawrence Fawcett & Barry Greenwood**
NCP-07: **The Radiation Story - Captain Edward J. Ruppelt**
NCP-08: **The Nuclear connection - Richard Hall**
NCP-09: **Oak Ridge Native Speak - An Introduction - Jerry Washington**
NCP-10: **Nuclear Historical Correlative Research - Robert Duvall**
NCP-11: **Do Nuclear Facilities Attract UFOs? - Donald A. Johnson**
NCP-12: **The White Sands Proof - Bruce Maccabee**
NCP-13 **Twinkle, Twinkle, Little Craft - Bruce Maccabee**
NCP-14 **Saucers Over Oak Ridge - Bruce Maccabee**
NCP-15 **The Cuban Missile Crisis & UFOs - Francis Ridge**
NCP-16 **National Security, Missing Files & The Nuclear Key - Francis Ridge**
NCP-17 **Pandora's Box - What Have We Done? Francis Ridge**
NCP-18 **Roswell 200 Miles Up - The Boys Upstairs - Francis Ridge**
NCP-19 **MADAR 15 and the WOW Signal: Any Connection? - Francis Ridge**
NCP-20 **Roswell Debris: Not of This Earth - Kevin Randle**
NCP-21 **UFOIS: The UFO Sighting Wave of 1965 - Fran Ridge**
NCP-22 **UFOIS: The UFO Sighting Wave of 1957 - Fran Ridge**
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NCP-26 **The Night NORAD Went On Top Alert - Fran Ridge**

Alphabetical List and Histories of All Nuclear SAC Bases by State or Country
Computer Data File for NCP: Nuclear Weapons Storage Areas - Kirtland AFB
Catalog of Known and Putative Nuclear Explosions From Unclassified Sources (38 pgs)

Related Papers

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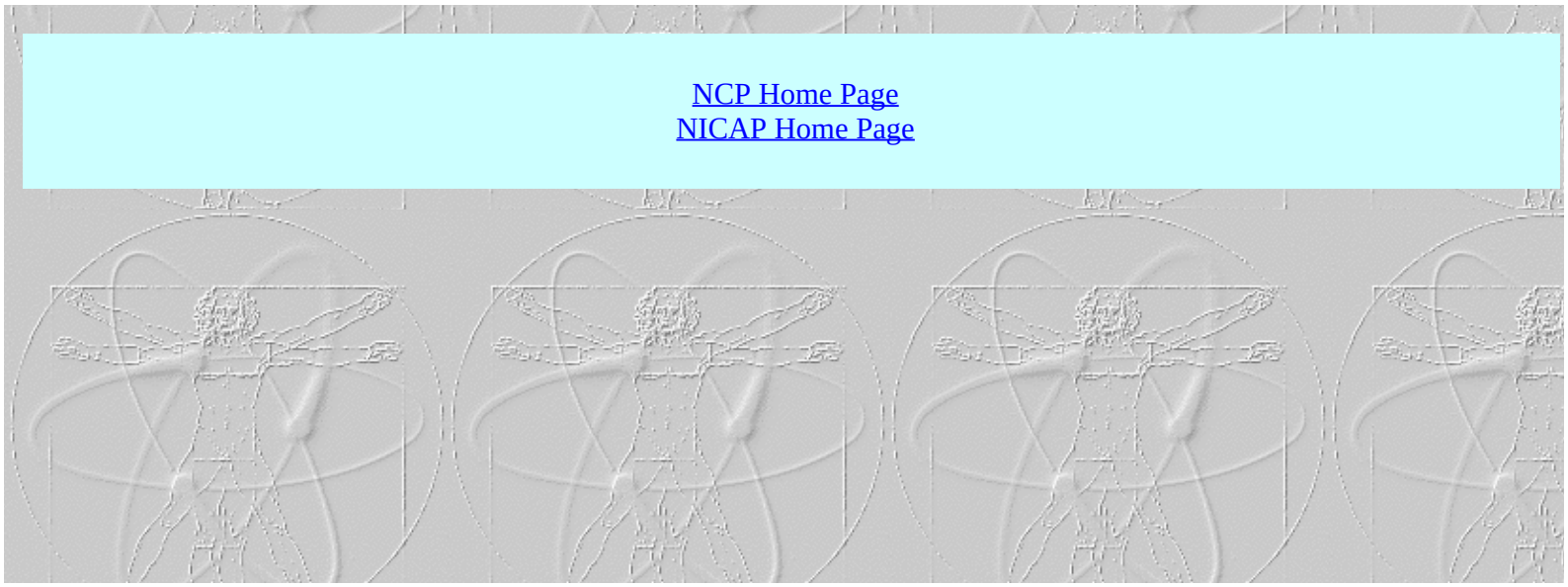
The E-4 Project: Exploding A Nuclear Bomb on the Moon - NCP Note/Joel Carpenter
Extraterrestrial Psychology - Richard Hall
20 Mishaps That Might Have Started Accidental Nuclear War - Alan F. Phillips, M.D.
Accidental War Danger Increasing - NICAP UFOI/October 1961
Another Estimate of the Situation FLYING SAUCERS: 1950 - Maj. Donald E. Keyhoe
Great Balls Of...Light - from "EVACUATION ROAD" - Jerry Washington
To Have Or Have Not - from "EVACUATION ROAD" - Jerry Washington

Nuclear-Related Web Sites of Interest

The High Energy Weapons Archive - A Guide to Nuclear Weapons (884 links)



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EARLY SIGNS ?

This page is placed here for several reasons. One being that these items/topics have been brought up many times in the literature and a lot of people have not seen quality renditions. However, the material presented here is real; the text provided is only speculation.

Lake Titicaca
UFO On Ancient Coin?
The Piri Reis Map
15th Century Painting of the Madonna
Piloted Craft in Turkish Fresco?

Back to Chronology
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National Investigations Committee On Aerial Phenomena

presents

18th Century
UFO Sighting Chronology

Popular Mechanics, September 1930, #3 depicts an 1897 craft
Credit: http://ufopop.org/ (Jim Klotz)

Released, Dec. 17, 2006; updated 14 Jan 2015
This 6-page report is derived primarily from the Magonia Database, sightings catalogued by Jacques Vallee and presented in his great work, Passport to Magonia. No doubt some of these came from Charles Fort. This report deals only with sightings prior to the 20th Century. Four entries, at the time of this writing that is, were taken from the UFO Evidence, 1964 (Hall). The illustration used above came from Jim Klotz' wonderful web site, ufopop.org/.

Our thanks for ALL these chronologies must go to our documentation team: Richard Hall (the original 1968 chronology from UFOE II), William Wise (Project Blue Book Archive), Dan Wilson (archive researcher), and Brad Sparks (Comprehensive Catalog of Project Blue Book Unknowns). Last, but not least, our thanks to Jean Waskiewicz who created the online NICAP DBase (NSID) that helped make it possible to link from the cases to the reports themselves. .

In regard to the "airship sightings" (particularly the 1897 incidents), on June 23 of this year (2006) I received an email from Thomas Eddie Bullard, the leading expert on these events. His email is presented in its entirety in the link given. To summarize, there are two sentences that say it all: "I've come to the conclusion that there are no genuine UFOs among the 1897 airships, though the matter is more complicated that just hoaxes."....."The reliable airship stories are not spectacular and the spectacular airship stories are not reliable. This pattern repeats throughout the two thousand or more reports until there is nothing left that I would want to stand up and defend as a genuine UFO. There are some impressive UFOs pre-1947, but they are not to be found in the various sightings waves of UFO prehistory."

In December of 2006 Dr. Eddie Bullard provided a report by a medical doctor/amateur astronomer that looks like the first incident that can be classified as an actual UFO. See Brad Sparks' report, April 15, 1897; St. Louis, MO.

Francis Ridge
NICAP Site Coordinator

Aug. 6, 1860; Norfolk, Virginia
Two objects, one red and one green, flew overhead together, moving with an undulating motion. (NICAP UFO Evidence, 1964, Hall)

July 1868; Copiago, Chile
A strange "aerial construction" bearing lights and making engine noises flew low over this town. Local people also described it as a giant bird covered with large scales producing a metallic noise. Although not an actual landing, this is the first instance of close observation of an unknown object at low altitude in the nineteenth century. (Magonia #1, Fort 638; Anatomy 11)

Dec. 7, 1872; Banbury, Great Britain
1:00 a.m. At King's Sutton an object resembling a haystack flew on an irregular course. Sometimes high, sometimes very low it was accompanied by fire and dense smoke. It produced the same effect as a tornado, felling trees and walls. It suddenly vanished. (Magonia #2, Fort 189)

1877; England
Three meteor-like objects moving together with "remarkable slowness" flew across the sky, visible about three minutes, "moving with the same velocity and grade of regularity. . [as] a flock of wild geese." [Credit: Charles Fort, from Report of the British Association, 1877-152]

1880; Aldershot, Great Britain
A strange being dressed in tight-fitting clothes and shining helmet soared over the heads of two sentries, who fired without result. The apparition stunned them with something described as "blue fire." (Magonia #3, FSR 61, 3; Magonia)

May 15, 1879; Persian Gulf
9:40 p.m. Two very large "wheels" were seen spinning in the air and slowly coming to the surface of the sea. Estimated diameter: 40 m. Distance between the objects: 150 m. Speed: 80 km/h/ Duration: 35 min. Witnesses aboard the ship "Vultur" (Magonia #4, Round up 17; Anatomy 12)

1880; Eastern Venezuela
A 14-year-old boy saw a luminous ball descending from the sky and hovering near him. He felt somehow "drawn" to it, but succeeded in backing away in spite of his terror. (Magonia #5, Lor. III 2O6)

March 26, 1880; Lamy, New Mexico
Evening. Four men walking near Galisteo Junction were surprised as they heard voices coming from a "strange balloon," which flew over them. It was shaped like a fish and seemed to be guided by a large fanlike device. There were eight to ten figures aboard. Their language was not understood. The object flew

low over Galisteo Junction and rose rapidly toward the east. (Magonia #6, FSR 65, 3)

June 11, 1881; Between Melbourne and Sydney at sea, Australia
4:00 a.m. The two sons of the Prince of Wales, one of them the future king of England, were cruising aboard "LaBacchante" when an object resembling a fully lighted ship was seen ("a phantom vessel all aglow"). (Magonia #7, Fort 637; Anatomy 12)

July 3, 1884; Norwood, N.Y.
Saturn-shaped UFO (globe with central ring) flew slowly overhead. [Credit: Charles Fort, from Science Monthly, 2-136]

Nov. 2, 1885; Scutari, Turkey
Dawn. A luminous object circled the harbor. Altitude: 5-6 m. Illuminated the whole town. Duration: 1 1/2 min, as a bluish-green flame. Then plunged into the sea. Made several circles above the ferry-boat pier. (Magonia #8, LDLN 48; Anatomy 14)

Oct. 24, 1886; Maracaibo, Venezuela
During the night, which was rainy and tempestuous, a family of nine persons, sleeping in a hut a few leagues from Maracaibo, were awakened by a loud humming noise and a vivid, dazzling light, which brilliantly illuminated the interior of the house. The occupants completely terror stricken, and believing, as they relate, that the end of the world had come, threw themselves on their knees and commenced to pray, but their devotions were almost immediately interrupted by violent vomiting, and extensive swellings commenced to appear in the upper part of their bodies, this being particularly noticeable about the face and lips. It is to be noted that the brilliant lights was not accompanied by a sensation of heat, although there was a smoky appearance and a peculiar smell. The next morning, the swellings had subsided, leaving upon the face and body large black blotches. No trace of lightning could afterward by observed in any part of the building, and all the sufferers unite in saying that there was no detonation, but only the loud humming already mentioned. Another curious attendant circumstance is that the trees around the house showed no signs of injury until the ninth day, when they suddenly withered. (From Warner Cowgill, U. S. Consulate, Maracaibo, Venezuela in a letter posted in Scientific American).

Nov. 12, 1887 Cape Race, Atlantic Ocean
Midnight. A huge sphere of fire was observed rising out of the ocean by witnesses aboard the "Siberian." It rose to an altitude of 16 m, flew against the wind, and came close to the ship, then "dashed oft" toward the southeast. Duration: 5 min. (Magonia #9, LDLN 48; Anatomy 14)

1896-1897--Mysterious "Airship" reported all across United States.

1896; Arolla, near Zermatt, Swiss Alps
Aleister Crowley was walking in the mountains when he suddenly saw two little men. He made a gesture to them, but they did not seem to pay attention and disappeared among the rocks. (Magonia #10, Magic Without Tears, by A. Crowley) (Note: Crowley was the notorious Satanist.)

March 26, 1897; Sioux City, Iowa
Approximate date. Robert Hibnight bard was caught by an anchor dropped from an unknown flying machine 22 km north of the town. He was dragged over 10 m and fell as his clothes were torn. (Magonia #11, FSR 66, 4)

March 28, 1897; Omaha, Nebraska
10:30 p.m. The majority of the population observed an object arriving from the southeast. It looked like a huge light, flew northwestward slowly, came to low altitude. A crowd gathered at a street corner to watch it. (Magonia #12, 185)

April 1, 1897; Everest, Kansas

9:00 p.m. The whole town saw an object fly under the cloud ceiling. It came down slowly, then flew away very fast to the southeast. When directly over the town it swept the ground with its powerful light. It was seen to rise up at fantastic speed until barely discernible, then to come down again and sweep low over the witnesses. At one point it remained stationary for 5 min at the edge of a low cloud, which it illuminated. All could clearly see the silhouette of the craft. (Magonia #13, FSR 66, 4)

April 12, 1897; Nilwood, Illinois
2:30 p.m. On the property of Z. Thacker, 19 km north of Carlinville, an unknown object landed. Before the three witnesses could reach it, the craft, which was shaped like a cigar with a dome, rose slowly and left majestically toward the north. Witnesses: Edward Teeples, William Street and Franklin Metcalf. (Magonia #14, 186; Anatomy 12)

Apr. 12, 1897 Girard, near Green Ridge, Illinois
6:00 p.m. A large crowd of miners saw an unknown object land 3 km north of Green Ridge and 4 km south of Girard. The night operator of the Chicago-and-Alton Railroad, Paul McCramer, stated that he came sufficiently close to the craft to see a man emerge from it to repair the machinery. Traces were found over a large area. The object itself was elongated like a ship with a roof and a double canopy. It left toward the north. (Magonia #15, 186,187)

April 14, 1897; Gas City, Indiana
3:00 p.m. An object landed 2 km south of Gas City on the property of John Roush, terrifying the farmers and causing the horses and cattle to stampede. Six occupants of the ship came out and seemed to make some repairs. Before the crowd could approach the object, it rose rapidly and flew toward the east. (Magonia #16, 188)

April 14, 1897; Cleveland, Ohio
Joseph Singler, captain of the "Sea Wing," was fishing with S. H. Davis, of Detroit, when they saw on the lake what they thought was a ship, about 13 m long, with a canopy. A man, about 25 years old, wearing a hunting jacket and a cap, was fishing from the deck of the object. Near him were a woman and a 10-year old child. When the "Sea Wing" came close to the craft, a large, colored balloon rose from the object, which flew up with it to an altitude of about 150 m and circled "like a hawk" before flying away. (Magonia #17, 189)

April 15, 1897; Linn Grove, Iowa
Morning. A large object was seen to fly slowly toward the north. It seemed ready to land and five men (F. G. Ellis, James Evans, David Evans, Joe Croaskey, Benjamin Buland) drove toward it. About 7 km north of Linn Grove, they found the craft on the ground, came within 700 m of it but it "spread its four giant wings and rose towards the North." Two strange figures aboard the craft made efforts to conceal themselves. Witnesses were surprised at the length of their hair. Most residents of Linn Grove saw the craft in flight. (Magonia #18, 190)

April 15, 1897; Howard-Artesian, South Dakota
Nightfall. A flying object coming closer and closer to the ground followed a train, as reported by the engineer, Joe Wright (Magonia #19, FSR 66,4)

April 15, 1897; St. Louis, MO
7:45 p.m. This is the first report from the entire period to be declared a possible UFO. Dr. Eddie Bullard provided this report to Brad Sparks in Dec. 2006. A Medical doctor/amateur astronomer observed a cigar shaped object with a telescope.

April 15, 1897; Perry Springs, Missouri
9:00 p.m. A passenger train on the Wabash line, going toward Quincy, was followed by a low-flying object for 15 min between Perry Springs and Hersman. All the passengers saw the craft, which had a red and white light. After Hersman it flew ahead of the train and disappeared rapidly, although the train was then running

at 65 km/h. (Magonia #20, 190)

April 15, 1897; Springfield, Illinois
Two farm workers, Adolph Winkle and John Hulle, saw a strange craft in a field. They had a discussion with its occupants, a woman and two men, and were told the ship-had flown from Quincy to Springfield in 30 min and that the crew was making electrical repairs. (Magonia #21, FSR 65,1)

April 16, 1897; Downs Township, Illinois
Approximate date. While working in his field, Haney Savidge saw an aerial craft land near him. Six people emerged from it and spoke to him for a few minutes before leaving again. (Magonia #22, 191)

April 16, 1897; Vincennes, IN
9:00 p.m. A mysterious airship passed over the city twice on the night of Friday, April 16. According to the Vincennes Morning Commercial, the airship first appeared about nine o'clock, traveling along the extreme eastern portion of the horizon: A sphere of golden light was first seen in the vicinity of the Union Depot, from down in the city. Those near the ship claimed they could clearly see the dark lines of its car, although no passengers were observed. (The Valley Advance, Vincennes, Indiana, March 18, 1980 Vol. 16, No. 28. Taken from Vincennes Morning Commercial April 16, 1897)

April 17, 1897; Williamston, Michigan
Morning. At least a dozen farmers saw an object maneuver in the sky for an hour before it landed. A strange man near 3 m tall, almost naked and suffering from the heat, was the pilot of the craft. "His talk, while musical, seemed to be a repetition of bellowings." One farmer went near him and received a blow that broke his hip. (Magonia #23; 196)

April 19, 1897; Leroy, Kansas
10:30 p.m. Alexander Hamilton was awakened by a noise among the cattle and went out with his son and his tenant. They saw an elongated cigar-shaped object, about 100 m long with a transparent cabin underneath showing narrow reddish bands, hovering 10 m above ground. They approached within 50 m of it. It was illuminated and equipped with a searchlight. Inside it were "six of the strangest beings" the witness had seen, also described as "hideous." They spoke a language no witness could understand. A cow was dragged away by the object with the help of a strong red cable; it was found butchered in a field the next day. (Magonia #24, Anatomy 16)

April 20, 1897; Homan, Arkansas
6:00 p.m. Capt. James Hooton was hunting in the vicinity of Homan when he heard the noise of a steam engine and found an object in a clearing. It looked like a cylinder with pointed ends, lateral wheels, and horizontal blade over it. Hooton spoke with a man who wore dark glasses and walked behind the craft. There were three or four occupants. The witness was told this was indeed "The Airship" and that it used compressed air for propulsion. Hooton saw the wheels spin as the craft rose and flew away. (Magonia #25, FSR 66, 4)

April 22, 1897; Rockland, Texas
John M. Barclay was intrigued when his dog barked furiously and a high-pitched noise was heard. He went out, saw a flying object circling 5 m above ground. Elongated with protrusions and blinding lights, it went dark when it landed. Barclay was met by a man who told him his purpose was peaceful and requested some common hardware items to repair the craft. He paid with a ten-dollar bill and took off "like a bullet out of a gun." (Magonia #26, 192)

April 22, 1897; Josserand, Texas
Midnight. Frank Nichols, who lived 3 km east of Josserand and was one of its most respected citizens, was awakened by a machine noise. Looking outside, he saw a heavy, lighted object land in his wheat field. He walked toward it, was stopped by two men who asked permission to draw water from his well. He then had a discussion with a half-dozen men, the crew of the strange machine. He was told how it worked but could

not follow the explanation. (Magonia #27, 193)

April 23, 1897; McKinney Bayou, Arkansas
Judge Lawrence A. Byrne of Texarkana, Arkansas, was surveying a tract of land when he saw a peculiar object anchored on the ground. "It was manned by three men who spoke a foreign language, but judging from their looks one would take them to be Japs." (Farish, in Allende Letters (Magonia #28, Award Special, 1968))

April 25, 1897; Merkel, Texas
Evening. People returning from church observed a heavy object being dragged along the ground by a rope attached to a flying craft. The rope got caught in a railroad track. The craft was too high for its structure to be visible but protrusions and a light could be distinguished. After about 10 min a man came down along the rope cut the end free, and went back aboard the craft, which flew away toward the northeast. The man was small and dressed in a light-blue uniform. (Magonia #29, 194)

April 26, 1897; Aquila-Hillsboro, Texas
Approximate date. A lawyer was surprised to see a lighted object fly over. His horse was scared and nearly toppled the carriage. When the main light was turned off, a number of smaller lights became visible on the underside of the dark object, which supported an elongated canopy. It went down toward a hill to the south, 5 km from Aquila. When the witness was on his way back one hour later he saw the object rising. It reached the altitude of the cloud ceiling and flew to the northeast at a fantastic speed with periodic flashes of light. (Magonia #30, 195)

May. 6, 1897; Hot Springs, Arkansas
Two policemen, Sumpter and McLenore, were riding northwest of Hot Springs when they saw a bright light in the sky. About 7 km farther they saw the light again coming down to the ground. One km farther the horses refused to walk. Two men were seen carrying lights. The lawmen took their rifles, called the strangers, and were told that they crossed the country with a flying craft. The silhouette of the machine, about 20 m long, could be seen in the clearing. There was a woman with an umbrella nearby. It was raining, and the younger of the men was filling a large container with water. The elder man had a beard and suggested that the policemen fly with them "to a place where it does not rain." The same witness went back through the same spot 40 min later and found nothing. (Magonia #31, FSR 66, 4)

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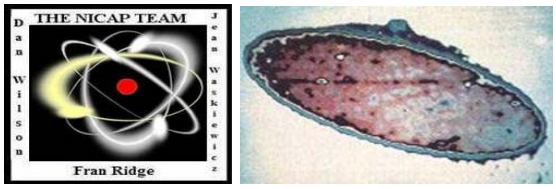
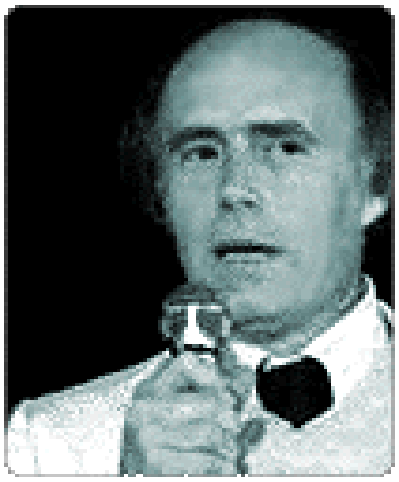


Nuclear Connection Project

NCP Paper

NCP-14: Saucers Over Oak Ridge



Bruce Maccabee

The summer and fall of 1950 was an important time in the history of UFO phenomena. The first book devoted to flying saucers, Flying Saucers are Real, written by Donald Keyhoe (Fawcett, New York, 1950) was published in June. This book expanded on his True magazine article of six months before. Keyhoe argued that the Air Force was covering up evidence that proved saucers were ET craft because the Air Force was worried about an Orson Wells "War of the Worlds" type of panic if the information became public. Nevertheless, there had been some leakage of information, such as the article by Commander McLaughlin about sightings at White Sands. Keyhoe suspected that such leaks were intended to prepare humanity for the eventual news. Furthermore, he suspected that the arrival of the saucers was related to our detonations of atomic (fission) bombs, which were first tested at White Sands. He suggested that perhaps the aliens wanted to prevent us from destroying the earth with hydrogen (fusion) bombs.

During the time between the publication of Keyhoe's magazine article and the publication of his book, there were important national and international political and military developments which affected the FBI perception of the flying saucer problem. The Cold War was hot. The Berlin Blockade had been successfully overcome, but the Russians had successfully taken over the satellite countries of East Germany, Poland, Czechoslovakia, Hungary and Yugoslavia. Then, on June 25 North Korea marched about 60,000 men into South Korea and began the Korean War. Both the Soviet Union and China were aiding North Korea. The South Korean Army, not fully prepared, collapsed under the weight of the attack and two days later President Truman ordered US troops to South Korea. The next day Seoul fell to the North and General MacArthur reported that the South Korean army was too demoralized to mount an effective resistance. Two days after that Truman ordered U.S. ground forces to Korea. The first post-WWII war was on!

Meanwhile, at the end of January, 1950, President Truman announced that work would begin on the hydrogen bomb. The race for the Super Bomb was on! (The Soviet Union would win this race in 1953.) Suddenly spies were being caught everywhere. In February, Klaus Fuchs was arrested for given secrets of the atomic bomb to the Soviets. (Fuch's spy activities were in large part the cause

of the Soviet Union's successful detonation of a fusion bomb in August, 1949.) FBI Director Hoover made a personal report to President Truman on Fuchs' capture and subsequent confession in Britain. A few days later Senator Joe McCarthy announced that there were over two hundred Communist Party members working for the Department of State. Five months later, about the time that the Korean War began, Harry Gold and David Greenglass were caught and provided information about a spy ring directed by the Rosenbergs which had provided atomic secrets to the Soviets during WWII. All of this espionage activity may have affected the FBI view of the UFO phenomenon because the Air Force was clearly worried about the green fireball and disc phenomena seen near the nuclear installations... could they be related to Communist subversion?... and because Colonel Gasser had indicated that the saucers were man-made missiles...but not made by the USA!

Soon after the publication of Keyhoe's book, and at a time when the Air Force was publicly disparaging the subject, the first highly credible motion picture of saucers was taken at Great Falls, Montana, on August 5, 1950. The Air Force wanted to look at it but didn't want to give the owner, Nicolas Mariana, any hint of particular interest in the subject. According to an AFOSI document, the agent contacting Mariana was to "exercise every caution so as not to unduly excite his curiousity or interest or in anywise conclude that the Air Force may have reversed its policy from that previously announced with regard to the existence or non-existence of such unconventional objects."

In later years this film would cause a great controversy as the Air Force claimed that the two objects in the film were Air Force jets. However the objects certainly didn't look like jets to Mariana and his secretary. When first sighted the objects were quite close and appeared to be round and rotating. Unfortunately by the time Mr. Mariana had obtained his camera they were considerably farther away so the film images appear as small, bright oval dots. The images do not look like jets and a scientific test performed years later indicated that jets filmed under similar circumstances would have been identified as such. The Air Force nevertheless claimed the objects were jets, even though the investigation turned up evidence that the only pair of jets which passed through the area of the sighting did so ten days after the film was shot!

All this time the FBI was quietly monitoring the fireball and saucer situation. Recall that in late August 1950 (see Chapter 14) Agent A. H. Belmont had written a memorandum to Special Assistant D. M. Ladd summarizing recent developments regarding green fireballs and saucers. On October 9 Mr. Ladd wrote a memorandum for Mr. Hoover providing an update on Project Twinkle. The memorandum states that "To date the Air Force has not advised us of any new developments in connection with this project." Evidently the Air Force had not told the FBI about the multiple witness sightings and filming of multiple objects on August 30 and 31. Mr. Ladd also made an explicit comparison between saucer sighting reports (referred to as "complaints") and the war in Korea, which to this point had been going reasonably well, since the North Korean army had not (yet) succeeded in pushing the United Nations and United States forces into the sea:

" According to Bureau files, an average of approximately three or four complaints have been received per month from June through September. These complaints were brought to the attention of OSI. A review of Bureau files does not indicate that there has been any increase in sightings of these phenomena during or as a result of the war in Korea."

Mr. Hoover was probably glad to see that there were so few complaints and that there was no apparent connection with the war. However, there still was the major question of the origin of the phenomena seen near the vital installations and the secondary question of just what the Air Force was doing about it. Mr. Ladd provided the following comments on these subjects:

"The Bureau has been advised in the past by OSI that many of the sightings reported to them were determined by investigation to have been of weather balloons, falling stars, meteorological phenomena and other air-borne objects.

Bureau liaison determined on the morning of October 9, 1950 from OSI headquarters that the investigation of these aerial phenoena are being handled by OSI, Wright Field, Ohio. Their investigation of these phenomena fails to indicate that the sightings involved spaceships or missiles from any other planet or country.

According to OSI, the complaints received by them have failed to indicate any definite pattern of activity. OSI further advised they are closely following the investigation of the captioned matters and they will advise this Bureau of any matters of interest."

Once again the FBI was told that the Air Force was sufficiently worried about these phenomena to continue secretly investigating even though many sightings could be explained. Since the Air Force was once again ruling out the interplanetary and "foreign country" explanations the FBI could only presume that all saucer sightings resulted from misidentifications, delusions and hoaxes.

Then the saucer controversy suddenly heated up again with the publication of the second flying saucer book, Behind the Flying Saucers by Frank Scully (Henry Holt, New York, 1950), in early September. Whereas Keyhoe had based his book on official sources and sightings, Scully based his book on a crashed saucer report! According to Scully a total of three flying saucers had crashed and had been analyzed by government scientists! (Note: there was no connection between Scully's crash story and the Roswell crash story.) The analysis of the saucers showed that they were fantastic devices and were piloted by little man-like creatures. Scully's book claimed that the story was first told during a lecture by oilman Silas Newton at the University of Denver on March 8, 1950 and that he had researched the story. (Recall it was on March 22, 1950 that Guy Hottel, SAC Washington, wrote to Hoover about three crashed saucers, a message that prompted Hoover to ask "what are the facts re flying saucers." See Chapter 14.) It turned out later that the source for Scully's story was a con-man by the name of Silas Newton who claimed he had gotten the details from another man who, in turn, claimed to be one of the government scientists who analyzed the saucers. Scully apparently did not realize the story was fraudulent (it was proven to be a hoax many years later).

Scully's book made quite a splash and regenerated the public saucer controversy, claiming, as it did, that a mysterious government scientist had verified the facts of the crash. Furthermore, Scully severely criticised the Air Force and all government authority, arguing that there had been extreme incompetence, a "double standard of morality" and official censorship. Scully's story was so fantastic that it was almost uniformly panned by the media. On the other hand, Keyhoe's more rational approach was not as flashy, but it convinced more people.

Keeping in mind that these books were coming at a time of "atomic paranoia," it is not surprising to see that Hoover took a particular interest in Scully's book. Ever on the alert for Communist subversion, on October 13 he sent an urgent teletype message to SAC, Los Angeles:

FLYING SAUCERS. YOU ARE INSTRUCTED TO DISCREETLY DETERMINE THROUGH APPROPRIATE SOURCES OF YOUR OFFICE WHETHER FRANK SCULLY AUTHOR OF THE BOOK QUOTE BEHIND THE FLYING SAUCERS UNQUOTE IS IDENTICAL TO THE FRANK SCULLY WHO HAS BEEN ACTIVELY ENGAGED IN COMMUNIST ACTIVITIES SINCE THE LATE NINETEEN THIRTIES IN THE TERRITORY OF YOUR OFFICE.

Evidently SAC, Los Angeles didn't respond immediately because Hoover sent another request on October 17 and yet another on October 18. There is no document in the Flying Disc file which indicates whether or not SAC Los Angeles answered Hoover, or whether Frank Scully, the author, was a Communist sympathizer.

On the same day that Hoover initiated the investigation of Frank Scully, the FBI received the first information on strange happenings at yet another "vital installation," Oak Ridge National

Laboratory in Tennessee. William Gray, SAC Knoxville, reported that radar had detected unidentified objects over Oak Ridge, the home of Project NEPA, the project to develop atomic powered aircraft.... Colonel Gasser's project!

On the 19th of October, before the FBI was fully aware of what was taking place at Oak Ridge, Hoover received from Mr. Ladd more information about Air Force activities:

"The matter of flying saucers was discussed by Special Agent .....(name censored)...with Major General Joseph F. Carroll of OSI on October 16, 1950, at which time General Carroll advised that insofar as he has been able to determine the Air Force is not working on any type of 'flying saucer' or 'flying disc.' General Carroll stated that the Air Force is working on high altitude rockets and jet aircraft. He stated these experiments may account for some of the reports concerning flying saucers but that the air Force is not apparently working on anything which is the cause of the many flying saucers reports. He stated that the Air Force program for investigating reports concerning flying saucers, etc., has been reinstituted at Wright Field and that any pertinent information of interest coming to his attention will be furnished to the Bureau."

Recall that Major General Cabell, Director of AFI, had requested that AMC reinstate the investigation and analysis at ATIC. On September 25, 1950 the Bureau received from Cabell a copy of an intelligence collection memorandum entitled "Reporting of Information on Unconventional Aircraft." This was yet another request to provide sighting information with the added request that "no publicity be given this reporting or analysis activity." The memorandum to Mr. Ladd, quoted above, reflected this new activity at ATIC. Once again, in private the Air Force was contradicting its public stance that saucer sightings were not worthy of attention. In private the Air Force and the FBI found out that sightings which were about to occur at Oak Ridge were worthy of attention...a lot of attention.

Recall that, in January, 1949, Colonel Gasser had reported to the FBI that two photos of a UFO had been taken near Oak Ridge in the summer of 1947. That was the first Oak Ridge sighting. The second occurred at about noon on May 25, 1949. It was a multiple witness sighting of a strange flat metallic object passing over the area while making a cracking noise. The third occurred at 7:00 PM, June 20, 1949. Several people observed three objects, two rectangular in shape and one circular, flying over Oak Ridge. After that there were no unusual observations until March 1, 1950. At 11:15 PM that night a Knoxville radio amateur with experience in radar technology, Stuart Adcock, called the local FBI agent, Mr. Robey, to report that he had detected an object circling at an altitude of about 40,000 feet over Oak Ridge. He was using a surplus military radar set. Adcock reported another detection the next day at 11:15 AM. This time the object was about 100,000 feet up. The Army Counter Intelligence Corps (CIC) and the AFOSI sent representatives to Adcock's house on the night of March 2 and they saw radar returns indicating an object at high altitude at about midnight. Over the next several days Adcock's radar occasionally indicated the presence of an object. The local CIC and OSI agents were not radar experts, but it appeared to them that the radar set was not particularly reliable. (To help in the investigation a radar expert was requested, but he didn't arrive until March 8, two days after Adcock had left town.) The local Navy Training Center radar equipment did not detect anything in the area where Adcock reported a radar taget, but it was not adapted to the detection of objects at such a high altitude. A joint experiment was carried out using both Adock's and the Navy's radar sets. They both detected two aircraft that were flying at 2,000 feet, indicating that Adcock's radar was working correctly. Adcock's last high altitude radar detection occurred during the morning of March 6, after which he left town (reason unknown). The local OSI agent attempted to contact Adcock, but was not able to and the investigation was ended on March 8. There was no conclusion as to what, if anything, Adcock had detected. SAC Robey reported to FBI headquarters that the most impressive thing to him had been the "lack of any agency actually taking responsibility for the situation and taking any action to verify or disprove the threat." He also pointed out that it was many hours after the initial detection or "threat" was reported that any action at all was taken. Evidently Oak Ridge was not as well protected against a threat of sabotage

as the security agencies had hoped!

Seven months later, at 11:25 PM on October 12, a military radar unit at Knoxville Airport suddenly detected 11, "and possibly more," unidentified targets moving over the restricted flight zone at Oak Ridge. This time action was taken. At 11:30, the radar station commander scrambled an F-82 fighter. It was in the air nine minutes later. The fighter was vectored toward two targets and, according to the radar, closed with the targets, but the pilot saw nothing. Ground observations also failed to detect anything in the sky. No unusual objects were seen visually or on radar for the next two days. Then the "dam broke."

On October 15, at 3:25 PM, three Oak Ridge security guards and a caretaker saw an exceedingly strange object, described as looking like a card with a long thin tail, moving through the atmosphere in the vicinity of the restricted zone. It appeared to be carrying out controlled maneuvers. The Knoxville radar showed on its screen some strange targets at the same time as the visual sightings. Again an aircraft was scrambled and saw nothing. The Project Blue Book master list shows that ATIC could not explain the visual sighting.

The next day at about 1:30 PM, John Isabell, a security guard of the Oak Ridge Patrol Force, saw a silver-white spherical object traveling from the southwest to the northeast and passing over the K-25 restricted area at high altitude. It was white or silvery and round like a ball. The second sighting on that day occurred at "exactly 2:55 PM." Mr. Isabell and two other members of the patrol force saw the same round object approaching from the northeast at a lower altitude and speed. The object, while spinning about an axis, traveled in a wide circle toward the southwest and disappeared. In a couple of minutes it reappeared in the southwest at a very high altitude and headed northeast at a high rate of speed. The guard phoned the information on the sighting immediately to headquarters where radar was picking up an indistinct target every third or fourth sweep over the K-25 area. An F-82 was scrambled. The ground witnesses reported that the fighter plane arrived about 15 minutes after the object had disappeared. (The ATIC sighting analysts subsequently decided that this object was a balloon in spite of the decription of spinning amd in spite of the odd flight path.) Later on, during the evening, some of the security guards heard strange, loud noises.

That same day, October 16, the CIC agent decided it was time to review the situation. He wrote a report mentioning the 1947 and 1949 sightings and discussed the recent sightings. The CIC took these sightings very seriously and thoroughly checked the backgrounds of the witnesses by using employment records and FBI reports in order "to ascertain their reliability, integrity and loyalty to the United States Government." The was no reason found to discredit these witnesses, many of whom were professional security guards.

The CIC and the other security agencies discussed the situation and attempted to arrive at some conclusions. The CIC report of these discussions make amusing reading in view of the concerted attempt later on by ATIC to explain the sightings any way possible. One gets the impression from the following document that, when it came to explaining UFO sightings as mundane phenomena, the security officials who were involved in the investigations had "been there, done that" and now they were looking for something new and convincing to explain these sightings:

" The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for OBJECTS SIGHTED OVER OAK RIDGE, however the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects

seen by different persons; and because of impossibility."

"...because of impossibility"? What was that supposed to mean? It meant that all the suggested explanations had been rejected because, in view of the high quality of the witnesses and the descriptive details, these explanations were impossible. So, having rejected mundane explanations, what were these objects? The CIC agent continued:

"The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.

These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions (are) parallel the terrain ridges in the locality."

The fantastic is generally rejected?

It is not too surprising that "the fantastic" would not be in an official report. However, the fact that it was rejected means that they at least thought about "the fantastic." They also showed a healthy degree of skepticism regarding the ATIC treatment of such sightings because they questioned the ATIC "identification" of the image in the 1947 photographs as a photographic flaw:

"Attention is invited to the 1947 photograph of a flying object. Atomic Energy Commission officials advise that the Air Force Laboratory at Wright Field, Ohio, indicate that the object is a water spot on the photograph. Because this object does not resemble other water spots of the photograph and because the object in the second photograph is following the dim trail left by the first object, some officials at (the) Atomic Energy Commission question the veracity of this statement. They also believe it is significant that the Air Force did not return the negative of this print."

These security agencies were quite correct to be skeptical of the ATIC treatment of these sightings. The Project Blue Book record shows that the radar sightings were identified as "radar pecularities," the first October 16 sighting was identified as an aircraft and the second as a balloon (even though the description of the object was the same for both sightings!). Only the October 15 sighting discussed above was listed as Unidentified.

Copies of the reports by the CIC agents were made available to the FBI. When he saw them Hoover may have wondered if the saucers had now transferred their activities from the west, where atomic bombs were designed, built and stored, to Oak Ridge where the uranium isotope U-235 was being extracted for use in atomic bombs and where nuclear energy was being studied as a possible source for aircraft propulsive power.

Strange noises were also part of the phenomena reported. Major Ronniger, a Senior Instructor at Oak Ridge, reported that at 3 PM on October 15 he heard a sound like the blast of a jet engine. He and another person searched the sky for such an aircraft but could find none. The next day several security guards reported that around 8 PM they heard what sounded like the blast of a jet several times. Each time the noise lasted about 3 1/2 seconds. "The sounds seemed to leave the vicinity making an ascent almost vertical. None of the guards could see an object in the sky."

By October 16 things were already hot at Oak Ridge, but that was only the beginning. Four days later, at 4:55 PM on October 20, Larry Riordan, the Superintendent of Security for the X-10 control zone became a witness. While driving to a residential area he saw an object which he thought at first was a balloon which had lost its "basket." It was generally round, appeared to "come together at the

bottom in wrinkles (rather indistinct and something was hanging below." It appeared to be 8 to 10 feet long and lead or gunmetal colored. It didn't seem to be moving but, since he was traveling and only saw it for a number of seconds, he couldn't be sure. He was sure it wasn't a weather balloon, although he thought it might have been a gas bag balloon launched by the nearby University of Tennessee Agricultural Research Farm.. On the same day at 3:27 PM the radar unit at the Knoxville airport detected radar targets near the area of Mr. Riordan's sighting and scrambled a fighter plane. The pilot searched the area for about an hour and a half, which included the time of Mr. Riordan's sighting, and found nothing.

Three days later, October 23, at 4:30 PM, Francis Miller, an Oak Ridge laboratory employee, while driving along a road in Oak Ridge saw an object that appeared to be less than half a mile away and between 1,000 and 2,000 feet up. It appeared as an "aluminum flash" that was traveling in a south-southeast direction. He only saw it for a few seconds. Subsequently it was discovered that a nuclear radiation detection station (a Geiger counter) in the vicinity of the sighting registered a burst of alpha and beta radiation. The purpose of this station was to detect any leaks of radiation from the Oak Ridge Laboratory. There was no leakage of radiation, however. An expert from the Health and Research Division analyzed the readings from the Geiger counter and pronounced them unexplained. This association between radiation detection and a UFO sighting was similar to that at Mt. Palomar mentioned in Chapter 13. Whether the reading of the Geiger counter was actually a result of nuclear radiations or whether the presence of the UFO induced a transient electrical fault in the counter or whether there was some other explanation is not known. This case does not appear in the Project Blue Book file.

During the evening of the next day there was a "light in the sky" sighting by two witnesses who were at widely separated locations. The first to see it was Mr. William Fry, the Assistant Chief of Security for Project NEPA. He was at a drive-in theater with his family at about 6:45 PM waiting for the movie to begin when he saw the lighted object in the southwest while casually looking around the sky. He reported to the CIC investigator,

"...I observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. (His wife and son also saw it.) ...A few moments later I heard a plane directly overhead making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at McGhee-Tyson Airport..

(At this point Mr. Fry went to a phone and called someone to look, but the person could not see it because of the hills and trees.) While returning to my car I met a friend...who stated he had been observing the object. I continued to observe the object with my wife but it seemed to be in a more northerly position which caused me to select a fixed point to determine whether or not the object was changing in either direction or altitude. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon.

The following morning, upon reporting to work I confided my story to...(name censored)...stationed at Oak Ridge with the NEPA project, but I hesitated to go on record as having observed such an unidentified object."

Mr. Fry did go on record because he learned that he was not the only witness. Air Force Major

Lawrence Ballweg also saw the light. He reported as follows:

"On the evening of 24 October 1950 at approximately 1855 (6:55 PM) I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920 (7:20 PM). During this period of time my wife also observed the object."

Mr. Fry then learned that the radar unit had also detected something. He was told that an unidentified object appeared at 6:30 PM at an altitude of approximately 5,000 feet in the same general vicinity as the object he saw. The radar target disappeared at 7:20 PM. The complete radar report to the CIC investigator says that targets appeared at 6:23 PM moving over the restricted flight zone and at 6:26 a fighter was scrambled to the area of the targets but failed to see anything.

Considering that the atmosphere can make a star or planet which is within a few degrees of the horizon appear to change color and move very slightly or twinkle, one might be tempted to identify the light as the bright planet Venus or a very bright star seen in the west an hour after sunset, which was at about 6 PM local dayight savings time. However, two elements of the description reject that sort of explanation. First, the light was described by Major Ballweg as moving relative to the stars. Since Major Ballweg used binoculars to view the light it is likely that his description of motion is accurate. Furthermore, it must have been quite large because Mr. Fry, not using binoculars, also detected motion. Second, Major Ballweg said that the light appeared over a telephone pole that was about 100 yards away. That would make the angular elevation greater than 5 degrees. According to the CIC investigator, Mr. Fry indicated that the elevation from his location was 30 to 40 degrees above horizontal. Hence it was so high in angular elevation that atmospheric effects would not make it appear to change color and there would be no noticeable effects other than the normal twinkling which affects stars at any angular elevation. The final reason for rejecting Venus or a bright star is that Venus was below the horizon at the time and there were no excessively bright stars in that sector of the sky at the time. The disappearance of the radar target at the same time as the light suggests that the UFO was a some kind of metallic unknown object hovering in the vicinity of Oak Ridge. This is another Oak Ridge sighting that is not in the Blue Book file, nor are the following October events.

About six hours later, between 2 AM and 3 AM, October 25, the radar unit reported several slowly moving objects such as had been seen previously. On October 26 at 5 AM Col. Edwin Thompson heard an intermittent noise like the blast of a jet, similar to what had been reported on the 15th and 16th. He saw no aircraft associated with the noise. Three days later seven people waiting at the Knoxville Airport "saw an object traveling to the Southwest at a great rate of speed. (name censored), who has considerable flying experience, was extremely excited and stated that this object was not an aircraft. He described it as a circular object, leaving a trail of smoke."

There were two reported sightings on November 5. At 9:29 AM an object was detected on radar traveling over the restricted area at a speed of 80 mph. A fighter aircraft attempted an intercept and then trailed the object for 20 miles. The pilot reported no visual contact. Two and a half hours later, at 11:55 AM, Don Patrick of the NEPA Division saw a very strangely shaped object travel by, apparently just above the mountain range. It seemed to change rapidly from a pear shape to a bean shape and other sausage-like shapes as it traveled. Although the shape changed the overall size was about constant. It seemed translucent but had definite outlined edges as seen against the sky and background clouds. There was no particular color and there were no bright highlights. Mr. Patrick at first thought it was a balloon but then realized that the shape changes and rapid motions meant it was something else. He told the CIC investigator that "the core (dark triangular portion) remained

constant and the apex of the core varied only a few degrees while the body of the object seemed to change shapes rapidly and would become elongated during a quick movement of the object." Project Blue Book files list this sighting as unidentified.

As part of the CIC agent's attempts to explain these sightings he asked Mr. J. Holland, chief of the Weather Section of the AEC at Oak Ridge, to provide information on balloon launches at the times of the sightings. There was no correlation. The only sighting that could have been a balloon was the October 20 sighting, and even that was not correlated with the Weather Section data. With regard to the radar detections during the previous month, Mr. Holland said radar can be reflected from patches of ionized air and if a large quantity of radioactive material were released it might provide sufficient ionaization of the air. However, he didn't believe any such release had occurred. According the the CIC agent's report the Weather Section would carry out research to determine whether or not "radioactive energy ejections" could cause radar returns. There is no report on the results of the radar research.

Between 5 and 11 PM on November 29 radar targets returned to the Oak Ridge area. Fighters were scrambled. They saw nothing. However, at 7 PM, during this period of radar sightings, graphic records of Geiger counter detections in the restricted area of Oak Ridge indicated an abnormal increase in alpha and gamma radation that could not be attributed to a known source. Apparently this was "too much" for the officials in charge of Oak Ridge security. They held a two day meeting to discuss the "operational difficulties" of the early warning radar of the Air Defense Command at Knoxville. AFI was asked to investigate the situation and to set up a separate radar set for comparison.

The suggestion that some radar targets might be the result of ionization of the air by nuclear radiation must have been on the mind of Mr. Gray, SAC Knoxville, because on December 4 he called FBI headquarters and discussed the speculation that releases of radioactive material could have caused the anomalous radar targets observed. The next day Mr. Hoover sent an urgent teletype to SAC Knoxville: "Arrangements should be made to obtain all facts concerning possible radar jamming by ionization of particles in the atmosphere. Conduct appropriate investigation to determine whether incident occurring northeast of Oliver Springs, Tennessee, could have had any connection with alleged radar jamming." Unfortunately any information that might have been available on the "Oliver Springs" case has not been released. Nor is there any response to Hoover's teletype message.

On December 5 and 6 there was a discussion of the technical aspects of the radar sightings with ATIC and intelligence officials. They concluded that the targets were probably "radar angels" which are reflections of objects on the ground which are observed only because of a temperature inversion which bends the radar radiation downward. On the other hand, that did not mean that there were no flying saucers around. At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

Although ATIC would eventually claim that most of these events were mundane (radar anomalies, balloons, aircraft) and leave only two of the Oak Ridge sightings unidentified, the local military officials and scientists were not so certain of easy identifications. They planned to begin their own scientific investigation. Lt. Col. John Hood, the AMC Field Engineering Officer, outlined the plan

in a December 5 memorandum entitled “Technical Approaches to the Problems of UFOs.” He proposed placing radiation counters over a wide area. After there had been sufficient anomalous object reports to establish a pattern, the data recorded by these counters would then be compared for time and location with the sightings “to see if any change in the background (radiation) occurs with the presence of sighted objects.” He also proposed that portable counters be made available which could be taken to the area of a sighting. Along with the counters he proposed that an aircraft with Geiger counters and also a magnetometer be made available. The magnetometer would indicate any fluctuations in the local magnetic field associated with sightings. He also proposed more accurate radars capable of measuring height as well as range and azimuth. This plan was to begin operating near the end of December.

The next anomalous event in the Oak Ridge area was yet another appearance of radar targets which “blanketed the radar scopes in the area directly over the government Atomic energy Commission projects.....these objects could not be identified from the radar image and a perfect fighter interception met with negative results.”

The last Oak Ridge sighting of any consequence occurred at about 8:30 AM on December 18. Groups of people in separate cars traveling to work saw an unusual object fly over the Oak Ridge area. To the Air Force officers in one of the cars it appeared as would a bright reflection from a very distant aircraft. It was southwest of them and they only saw it for a few seconds. At the same time several other NEPA project employees were in another car at a different location. They saw this object for about 30 seconds before it was obscured by the nearby hills. They described it as a bright circular light with an intensity greater than that of the full moon. It was between 15 and 30 degrees above the horizon as it moved in a northwesterly direction. They observed a strange effect on the circular light: it seemed to “darken, starting at approximately 7:00 t o 9:00 o’clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o’clock position of a very small diameter, at which point it appeared somewhat similar to a large star.”

About the time that Col. Hood’s research plan was to be put into effect the last two Oak Ridge sightings occurred. These were on December 20 and January 16. The December 20 case was another radar-only event (no visual contact) and the January 16 sighting involved sightings of stars. The Oak Ridge flap was over. There were no more sightings until a single one in the late fall of 1951. By that time the research project had effectively died. Thus, as happened with Project Twinkle in New Mexico, just as the local scientists and security agencies were about to carry out precise research that could prove the UFOs were real anomalous objects.... they disappeared!

In retrospect, although it might be possible that some of the radar detections were weather anomalies, often called “radar angels,” caused by temperature inversions in the atmosphere, the visual sightings cannot be so easily dismissed.

Source: UFO FBI Connection, Pages 163-181 (Bruce Maccabee)

National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **0**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

Radio Amateur Tracks UFO With Radar? Maybe Not

March 1, 1950
Knoxville, Tennessee

Fran Ridge:
S. E. Adcock was a civilian operating a "ham" radar set. The witness and equipment are considered unreliable. The report synopsis by Bruce Maccabee, is fairly accurate but based on FBI documents, and shows that the radar used was able to track an object at 2,000 feet. But it also states that anything else came under serious question and no conclusions could be reached. But when Air Force documents were found (see documents linked below) the witness was found intoxicated, and when his height and speed figures were checked against the actual airliner they were wildly off.

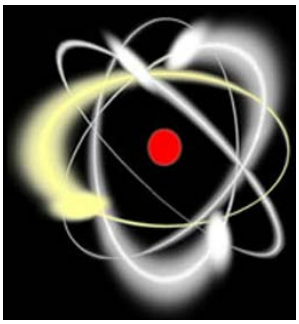
Detailed reports and documents
Radio Amateur Tracks UFO With Radar (Bruce Maccabee)
March 1, 1950, UFO Radar-Tracked Over Oak Ridge By Radio Amateur - BB Microfilm (Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**



A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

Huge Saucer Over K-25 Area

October 12, 1950
Oak Ridge, Tennessee

Fran Ridge:
October 12, 1950; Oak Ridge, TN.(BBU)
Late Thursday, October 12, 1950, a saucer-looking object was observed over the K-25 area near the NEPA Project area. The object was described as round, as big as a four room house, silver in color, and had a blister at the top of the saucer. The object also had windows. The object rose slowly for about 100 feet, moved forward, rose again about the same distance and then it was gone at a high rate of speed. (Blue Book files, The Knoxville Journal, October 26, 1950).

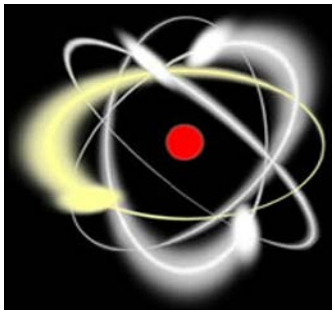
Detailed reports and documents
docs/MAXW-PBB8-499.jpg (Fran Ridge & Dan Wilson)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory
Category 2, Close Encounters

Preliminary Rating: **5**



A Hynek Classification of Close Encounter is usually an incident involving an object less than 500 feet from the witness. The size of the object, viewing conditions, or stereoscopic vision (depth perception) may render the object in greater detail and still qualify the sighting as a Close Encounter even though the object may have been beyond 500'. The incident depicted in the logo was encountered during an intense storm near Princeton, IN, Aug. 1973.

Oak Ridge Security Patrol Reports Objects At 50'

October 15, 1950
Oak Ridge, Tennessee

Brad Sparks:
October 15, 1950; Oakridge, Tennessee (BBU 819)
3:25 p.m. Involved AESS (Atomic Energy Security Service) Trooper Edward D. Rymer and John Moneymaker of University of Tennessee Research Farm. Described as a strange diving object shaped like bullet with a smoke trail. (Moneymaker saw a double pear-shape). The bullet or pear shape turned into a flat 2x5-inch grayish card shape with the smoke trail turning into a 20-ft long flat shimmering light gray ribbon-like streamer. It had a small black line running down middle, the streamer having a pulsating glow on the end of a 15-ft section, which was also partly transparent and maneuvered at 3 mph to within 210 feet of witnesses. Rymer approached to within 50 ft (but object did not seem larger). The object was at 6-ft height above ground and maneuvered over the road at Solway Gate, which is near Kerr Hollow, to Oak Ridge, then jumped over a 9-ft chain link fence with a terrain-following maneuver (object turned vertical to follow the fence), then rose sharply to negotiate a 30-ft willow tree similarly. The card shape changed to pear shape with same trail while en route to disappearing at increased speed over top of a ridge to the SE about one mile away. Rymer called attention of Hightower, an employee of Maxon Construction Co., who was driving up to Solway Gate, who then saw object disappearing. AESS Capt. Joe Zarzecki arrived just after disappearance of first object but saw 2nd and 3rd. Second similar object appeared shortly afterward seen by all 4 witnesses for about 30 seconds at 300 ft height with similar shape and maneuvers disappearing over same ridge to SE. Then about 5 minutes later a third object with similar shapes and maneuvers, seen for 10 seconds at 500 feet height by all witnesses disappeared over same ridge to SE. One object had a double pear shape. (Berliner; FBI files; BB AFOSI microfilm 90 frames 636-637) ? mins + 30 sees + 10 seconds

For reports, documentation, analysis or discussions - see below:

Oak Ridge Sighting by Security Patrol - Quote from an FBI Document (Jerry Washington)
Forty Project B;ue Book documents (Robert Powell & Fran Ridge)
FBI Cover Letter (not original) dated 18 October 1950 - Objects Over Oak Ridge, October 12,15,16, 1950
FBI incident report dated 15 Oct 1950, Page 1 of Inclosure #11
FBI report dated 15 Oct 1950, Page 2 of Incl. #11
FBI incident report dated 16 Oct 1950, Page 1 of Incl. #10
FBI report dated 16 Oct 1950, Page 2 of Incl. #10
FBI incident report dated 16 Oct 1950, Page 1 of Incl. #3
FBI report dated 18 Oct 1950, Page 2 of Incl. #3
FBI incident report dated 16 Oct 1950, Page 1 of Inclosure #3
FBI report dated 16 Oct 1950, Page 2 of Inclosure #3
FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.1
FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.2
FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.3

FBI report dated 17 Oct 1950 - Object sighted over Oak Ridge, Pg.4
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters & Category 09; Radar Case

Subject: Oak Ridge Security Guard Reports Spinning Object/ Radar Detects UFO
Date: October 16, 1950
Location: Oak Ridge, TN

Francis Ridge:
Surprisingly this was neither listed among the original BB Unknowns, nor the updated Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. It wasn't on our site and wasn't listed among the 200 nuclear connection cases by Larry Hatch (NCP-03). The Air Force documents were found originally by Dan Wilson on the BB Archive site and I matched it up with the report by Bruce Maccabee. I then located the AFOSI documents in my files and scanned them in. (See report and document links below). The documents clearly show radar had detected UFOs at the same time.

> NARA-PBB90-638: "At about 1520 EST 16 October, while Special Agent William S. Price was present, a report came from the AEC Patrol to the radar station relating that a Trooper Isabell and four civilian employees at Oak Sidge had observed a "silver disc" hovering over the K-25 Plant in the controlled area. The radar screen was able to pick up an indistinct target about every three (3) or four (4) sweeps of the indicator. An F-82 fighter plane was sent to attempt an intercept of the object. The airborne radar of the fighter picked up a target which later proved to be a light aircraft. The ground observers reported that the F-82 passed under the "silver disc" while it was in pursuit of the light plane. The crew of the fighter observed nothing unusual. Nothing further was learned of the sightings."

For reports, documentation, analysis or discussions - see below:

Oak Ridge Security Guard Reports Spinning Spherical Object, Oct 16, 1950 - Bruce Maccabee
Oak Ridge Security Guard Reports Spinning Object - BB Microfilm - Dan Wilson
FBI Letter of Oct 18, 1950: Objects Over Oak Ridge, Oct 12,15,16, 1950 (transcripted)
AEC Report by Troopers Clark & Briggs
AEC Incident Report by Trooper Isabell
FBI Incident Report, dated 16 Oct, 1950, Clark and Briggs
FBI Report, dated 16 Oct 1950, Trooper Isabel, Page 1
FBI Report, Isabell, Page 2
FBI Report, Drawing
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Objects Sighted Over "Control Zone"
Date: October 20, 1950
Location: Oak Ridge, TN

Francis Ridge:
Not listed in either BB Unknown list, original or Comprehensive Catalog of Blue Book Unknowns , but has aspects that may ultimately classify it as an unknown. At 4:55 PM on October 20, Larry Riordan, the Superintendent of Security for the X-10 control zone became a witness. While driving to a residential area he saw an object which he thought at first was a balloon which had lost its "basket." It was generally round, appeared to "come together at the bottom in wrinkles (rather indistinct and something was hanging below." It appeared to be 8 to 10 feet long and lead or gunmetal colored. It didn't seem to be moving but, since he was traveling and only saw it for a number of seconds, he couldn't be sure. He was sure it wasn't a weather balloon, although he thought it might have been a gas bag balloon launched by the nearby University of Tennessee Agricultural Research Farm.. On the same day at 3:27 PM the radar unit at the Knoxville airport detected radar targets near the area of Mr. Riordan's sighting and scrambled a fighter plane. The pilot searched the area for about an hour and a half, which included the time of Mr. Riordan's sighting, and found nothing.

Brad Sparks:
The Riordan sighting might be a balloon, but we won't know until AF data can fill in more details.

For reports, documentation, analysis or discussions - see below:

Objects Sighted Over Control Zone - Greenwood and Fawcett (Clear Intent)
FBI Document dated 25 October 1950, Page 1 of 3
FBI Document dated 25 October 1950, Page 2 of 3
FBI Document dated 25 October 1950, Page 3 of 3
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Oak Ridge I-10 Lab Employee Sees "the Flying Saucer"/Radiation Detected
Date: October 23, 1950
Location: Oak Ridge, TN

Francis Ridge:
This one isn't listed anywhere; Blue Book Unknowns, CCPBBU (Sparks updated list), Hatch's *U* Database with nuclear connection. But the witness told the Clinton Courier-News said he saw an object generally referred to as "the flying saucer". This article was quoted in a 2 November 1950 FBI document. Sighting was not verified by radar, the document (page 2) says.

Bruce Maccabee:
On October 23, at 4:30 PM, Francis Miller, an Oak Ridge laboratory employee, while driving along a road in Oak Ridge saw an object that appeared to be less than half a mile away and between 1,000 and 2,000 feet up. It appeared as an “aluminum flash” that was traveling in a south-southeast direction. He only saw it for a few seconds. Subsequently it was discovered that a nuclear radiation detection station (a Geiger counter) in the vicinity of the sighting registered a burst of alpha and beta radiation. The purpose of this station was to detect any leaks of radiation from the Oak Ridge Laboratory. There was no leakage of radiation, however. An expert from the Health and Research Division analyzed the readings from the Geiger counter and pronounced them unexplained. This association between radiation detection and a UFO sighting was similar to that at Mt. Palomar mentioned in Chapter 13. Whether the reading of the Geiger counter was actually a result of nuclear radiations or whether the presence of the UFO induced a transient electrical fault in the counter or whether there was some other explanation is not known. This case does not appear in the Project Blue Book file.

For reports, documentation, analysis or discussions - see below:

UFO Incident At Oak Ridge - Jan Aldrich/Greenwood File
FBI Document, dated 2 November 1950, Page 1
FBI Document, Page 2
FBI Document, dated 10 November 1950
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 09; Radar Cases

Subject: Assistant Chief of Security Sees UFO/Knoxville Tracks UFOs on Radar
Date: October 24, 1950
Location: Oak Ridge, TN

#1671: 1950/10/24 18:20 60 84:16:0W 36:1:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:SVRL OBS+RDR TARGETS:JETS SCRAMBLE:SLNT OBJ >>SSE:/r118 Feb97
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 173 MIL. BASE

Francis Ridge:
This series of incidents are not listed among the original BB Unknowns or the updated list by Brad Sparks (Comprehensive Catalog of Project Blue Book Unknowns), but involves two separate visuals and one radar.

For reports, documentation, analysis or discussions - see below:

Asst. Chief of Security sees UFO; Six hours later radar tracks UFOs - Maccabee
FBI document, dated 25 October 1950 (Fry sighting)
FBI document, Page 2 (Major Ballweg sighting and radar track at Knoxville Airport)
FBI document, dated 27, October 1950 (Major Ballweg)
FBI document, dated 30 October 1950
FBI document, Page 2
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Wife of Security Officer Reports Polished Aluminum Object at 500' Altitude
Date: December 5, 1950
Location: Oak Ridge, TN

#1694: 1950/12/5 13:0 1 84:15:0W 36:1:0N 3333 NAM USA TNS 7 7
OAK RIDGE,TN:BBK:SCR OVR POST OFFICE/60sec:> E:TURNS >>NW:SEP OBS SEE >> W
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 63 MIL. BASE

Bruce Maccabee:
At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

For reports, documentation, analysis or discussions - see below:

Wife of Security Officer Reports "Flat or Disklike" Object - Bruce Maccabee
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 09; Radar Cases

Subject: Another Radar Sighting
Date: December 20, 1950
Location: Oak Ridge, TN

Francis Ridge:
The radar log of the 663rd AN and C Squadron, McGhee Tyson Airport, Knoxville, Tennessee contained the following entry: "20 December 1950.1247 hours. Small paint in area (Oak Ridge Controlled Area). Very very slow. Made perfect intercept (with F-82 Fighter aircraft) and orbit surrounding small smoke cloud. This report is not carried in the Blue Book listings.

For reports, documentation, analysis or discussions - see below:

FBI Document, Page 1
FBI Document, Page 2
The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

RADCAT Case Directory
Category 9, RADAR

Preliminary Rating: **5**

RADCAT is a revitalized special project now being conducted jointly by NICAP & Project 1947 with the help and cooperation of the original compiler of RADCAT, Martin Shough, to create a comprehensive listing of radar cases with detailed documentation from all previous catalogues, including UFOCAT and original RADCAT.

F-82 Attempts Intercept of UFO Over AEC Plant / Radar

Jan. 21, 1951
Oak Ridge, Tennessee

Fran Ridge:
Written off by the Air Force as a ground target and "ducting caused by an inversion", this incident is carried as unknown in the Comprehensive Catalog of Project Blue Book Unknowns by Brad Sparks. The sources are work by McDonald and the FUFOR Index.

Dan Wilson:
January 21, 1951; AEC Plant, Oak Ridge, Tennessee
At 4:20 p.m. an unidentified object was sighted on a radar scope of an F-82 fighter plane over the controlled area at Oak Ridge. The radar operator intercepted an indication of an airborne target at 18m (18,000 yards?). The GCI gave the go ahead to intercept the target. The radar set on the F-82 was "locked on" and the run began. The interception was unsuccessful and the fighter returned to base. In all, three passes were made at targets all with radar indications, but they could not be completed since the target was over the restricted area of Oak Ridge including the X-10 plant.

Brad Sparks:
The F-82 fighter (a Twin Mustang, like a 2-seater version of Mantell's plane) did not "return to base" then come back again. The F-82 went to Lenoir City, about 10 miles S of Oak Ridge labs, as a staging area for its exercise then came back to look for the unknown target again. Lenoir City was not the home base (which was unclear in this poorly documented report but was the 5th All-Weather Fighter Squadron, Knoxville).....Total unknown radar target duration probably 6 minutes but stretched out over an unknown time from 4:20 to at least 4:30 or even 5 PM.

Detailed reports and documents
UFO and F-82 Over Oak Ridge - Attempted Intercept - BB Microfilm - Dan Wilson
reports/510121oakridge_rep.htm (Brad Sparks)

The Oak Ridge Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: Airspace Violation By Black Cigar Observed Above Oak Ridge Near F-86
Date: July 19, 1953
Location: Oak Ridge, TN

#2840: 1953/7/19 15:0 8 84:17:0W 36:2:0N 3331 NAM USA TNS 7 9
OAK RIDGE,TN:1+2 SLNT BLK GLOSSY SCRS CIRCLE:SHOOT>E/XTREME SPEED:/MFJ#242+205
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 205 MIL. BASE

Francis Ridge:
Not listed in neither the BB Unknowns nor the updated catalog by Brad Sparks, this incident was mentioned in the MUFON UFO Journal, Issue No. 205. An Army document was located and is presented by the link below with a transcript. Briefly, the incident is described here:

> "At approximately 3:00 P.M. on July 19, 1953, an F-86 aircraft was observed flying over the Oak Ridge residential area, making circles at what appeared to the writer to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The writer, together with his wife, observed the aircraft through a pair of six power field glasses. After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the circle of this object, it appeared at times to be in the shape of a cigar and at other times round."

For reports, documentation, analysis or discussions - see below:

Army Document - Flying Object Observed Over Oak Ridge
The Oak Ridge Page

NICAP Home Page

Date: Fri, 1 Apr 2005 02:28:27 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: UFOs at Camp Hood. Facility became a national stockpile site in 1948

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Page ID (PID) : NARA-PBB88-551
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 88
Alt Roll ID : NARA T1206-88
Frame No. : 551

Alt Roll ID : NARA T1206-88
Frame No. : 566

<>

Date: Mon, 4 Apr 2005 16:24:52 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood/Killeen Base Reports
Original AFOSI Catalog, Items 62-100

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

AlAlt Roll ID : NARA T1206-91
Frame No. : 422

Alt Roll ID : NARA T1206-91
Frame No. : 428

Alt Roll ID : NARA T1206-91
Frame No. : 433

Page Scan | Page Text

Alt Roll ID : NARA T1206-91
Frame No. : 435

Page Scan | Page Text

These are all from:

Alt Roll ID : NARA T1206-91
Frame No. : 397

Frame 398

Frame 399

Date: Fri, 8 Apr 2005 15:32:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 2-3, 1949, Los Alamos/ Then Killeen Base

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

This a very interesting time. On March 2 and 3, 1949, there are two UFO reports from Los Alamos, and then on March 6,7,8, 1949, we have UFO reports from Killeen base, and then on the March 8, 1949, we have another UFO report from Los Alamos. Just a wild quess--maybe atomic weapons are being tranferred from Los Alamos to Killeen Base. Would be nice to see a log of when weapons were moved from Los Alamos during 1949.

Alt Roll ID : NARA T1206-1
Frame No. : 22

Alt Roll ID : NARA T1206-88
Frame No. : 551

Alt Roll ID : NARA T1206-1
Frame No. : 23

More --UFO report at Los Alamos on May 3, 1949, and then UFO report from Camp Hood on May 6, 7, 1949

Alt Roll ID : NARA T1206-1
Frame No. : 25

More-- UFO report at Los Alamos on June 2, 1949, then UFO report at Camp Hood June 6, 1949. UFO report at Los Alamos on June 11, 1949, then UFO report at Camp Hood, June 13, 1949.

Alt Roll ID : NARA T1206-1
Frame No. : 27

Green Fireball/UFO reports from Los Alamos/Sandia Base Feb.-Apr. 1949.

Alt Roll ID : NARA T1206-90

Frame No. : 1014

Alt Roll ID : NARA T1206-90
Frame No. : 1011

Form: 97 BB
Date: Tue, 07 Nov 2006 19:43:34 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 6, 1949; Killeen Base, Camp Hood, Texas (BBU)

Cat: 2
To: Francis Ridge <nicap@insightbb.com>

March 6, 1949; Killeen Base, Camp Hood, Texas (BBU)
8:20 p.m. (AFOSI 29 & 30) Army Sgt. Hubert Vickery and PFC John Ransom on patrol at the AFSWP (Armed Forces Special Weapons Project) nuclear weapons storage site saw a blue-white oblong object about 2 ft x 1 ft in size travel S from 286° to 279° azimuth elevation 5°45'. Other sightings by Army patrols from 8:30 p.m. to 2 a.m. (FOIA)

Report stated that several sightings of unusual "light" phenomena in the atmosphere above Site Baker (Q Area) had been made by security personnel.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-556

Page ID (PID)	NARA-PBB88-556
Collection	National Archives (NARA)
Roll Description	NARA Blue Book Roll 88
Document Code	T1206-88

Frames 556 - 557

Date: Fri, 2 Sep 2005 14:58:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 7, 1949, 0115 - 0130 hours, Killeen Base Camp Hood, Texas OSI Case 32

To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

March 7, 1949, 0115 - 0130 hours, Killeen Base, Camp Hood, Texas, OSI Case 32

Pvt. Paul C. Bryant, 42nd AIB Co A
Observed a bright blue light like a flash bulb.
Apparent size: Basketball
Altitude: 27 degrees 30 minutes above the horizon

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-716

Page ID (PID) : MAXW-PBB5-716
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 716 - 717

Date: Thu, 1 Sep 2005 16:25:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 7, 1949, Camp Hood, Texas, OSI Case 34

To: Francis Ridge <nicap@insightbb.com>

PFC. Max Eugene Manlove, 1st Provost Squadron, Camp Hood, Texas, observed a teardrop-shaped object, orange in color, drop vertically in front of him. Observation time: 2 seconds.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-712

Page ID (PID) : MAXW-PBB5-712
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 712 - 713

Date: Fri, 2 Sep 2005 15:20:32 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: March 8, 1949, 0103 hours, Point #6 Killeen Base, Camp Hood, Texas OSI Case 39

To: Francis Ridge <nicap@insightbb.com>

March 8, 1949. Killeen Base, Camp Hood, TX
2 a.m. Army infantrymen in separate locations 1/2 mile apart sight different lights, one white seen by Payne, the other, by Cpl. Luke Sims, was of a yellowish red light in level flight crossing 60° of sky. (FOIA; FUFOR Index)

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Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico

March 8, 1949, 0103 hours, Point #6, Killeen Base, Camp Hood, Texas, OSI Case 39

Cpl. Luke Burke Sims, 42nd AIB Co. A, observed an object that was lemon-shaped with a tail, reddish nose, whitish red trail. Object performed arc during flight.
Altitude: 15 degrees

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-725

Page ID (PID) : MAXW-PBB5-725
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 725 -726

National Investigations Committee On Aerial Phenomena

Case Directory - Category: 01; Distant Encounters

Subject: The Killeen Base/Camp Hood Incidents
Date: March 17, 1949
Location: Camp Hood, TX

Francis Ridge:
UFOs have been seen where uranium and plutonium are mined and manufactured, where bomb development takes place, and where the bombs are stored, such as Killeen Base. Even where the bombs are transported to the testing areas (USS Curtiss). Surprisingly, the Camp Hood/Killeen incidents are even listed in the Project Blue Book "Unknowns" (case319).

Brad Sparks:
7:52 p.m. Capt. Horace McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, was preparing the test firing of flares in order to prove recent sightings were mistakes when he and his men themselves saw aerial phenomena, 7 separate sightings by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (FOIA)

Loren Gross:
After becoming a true bomb factory, Sandia (Base) shipped assembled bombs to Fort Hood, Texas, where there was a secure storage site guarded by the 12th Armored Infantry Battalion under the command of the Fourth Army...due to the difficulties previously mentioned (NCP-01 - Loren Gross), it wasn't until the spring of 1949 that the U.S. manufactured enough bombs to have a "stockpile." It is suggested that the "green fireballs" that appeared over Sandia in late 1948 bear a direct relationship to a sudden ramp-up of American nuclear weapon production. Also, later, in March,1949, when strange "flares" appeared around the "Q" area at Fort Hood, it is suggested that this interest by the UFOs was triggered by the recent arrival of the first shipment of atomic bombs which was stored as America's first nuclear bomb stockpile.

For reports, documentation, analysis or discussions - see below:

March 17, 1949, "Q" Area, AFWP, Camp Hood - BB docs - Dan Wilson
The Texas Sightings Page

NICAP Home Page

Date: Mon, 4 Apr 2005 17:13:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood, March 21, 1949 Report
Incidents of March 17 & 18, 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Here are three more pages of the Fort Hood report

Alt Roll ID : NARA T1206-88
Frame No. : 567

568 and 569 also

Date: Thu, 8 Sep 2005 15:24:42 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 28, 1949. SE of Killeen Base, Camp Hood, TX
To: Francis Ridge <nicap@insightbb.com>

April 28, 1949. SE of Killeen Base, Camp Hood, TX
8:30-10 p.m. Several Army security patrols sighted a variety of strange lights, mostly slowmoving changing color from white to red to green, one with a red blinking light, one with a "coneshaped affair" trailing in the rear similar to one seen the day before. (FOIA)
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http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1570

Page ID (PID) : MAXW-PBB5-1570
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 1570, 1579 - 1633

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-1579

Date: Thu, 7 Apr 2005 16:56:53 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood, May 4, 1949 Document Exercise Appears To Be In Response to Frequent "Lights"

To: Francis Ridge, NICAP Site Coordinator <nicap@insightbb.com>

These documents are from www.bluebookarchive.org/

Roll number 88
page 767

This exercise appears to be in response to the frequent "lights" seen at Camp Hood and Killeen Base, in March and April 1949.

Alt Roll ID : NARA T1206-88
Frame No. : 767

Alt Roll ID : NARA T1206-88
Frame No. : 771

Alt Roll ID : NARA T1206-88

Frame No. : 772

Date: Mon, 4 Apr 2005 22:23:42 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Reports from Camp Hood, May 6,7,8, 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Alt Roll ID : NARA T1206-88
Frame No. : 772

Camp Hood

Alt Roll ID : NARA T1206-88
Frame No. : 776

Alt Roll ID : NARA T1206-88
Frame No. : 778

Date: Wed, 6 Apr 2005 14:40:37 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood sightings 6 May - 7 July 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Microfilm roll 88
page 1093

Alt Roll ID : NARA T1206-88
Frame No. : 1093

Alt Roll ID : NARA T1206-88
Frame No. : 1098

Alt Roll ID : NARA T1206-88
Frame No. : 1102

Date: Thu, 7 Apr 2005 17:10:19 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Camp Hood Reports// May and June 1949.

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Roll number 88
Page 1103

Page Scan | Page Text

Page Scan | Page Text

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1152

1153

1154

1155

1156

1157

Roll 88
Page 1158

Date: Thu, 7 Apr 2005 16:54:59 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Vicinity of Camp Hood, 22 April --6 May 1949

To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

This is an amazing document.
Page 5 -- A major conference with many high ranking officials attending, especially **H. L Gandy, Lieut. Col, Commanding Officer, Killeen Base.**

Page 6.-- "During the day(May 5 conference day), all representatives of Fourth Army expressed **great concern** about the unknown phenomena as they **believed the sightings to be valid.**"

"**a sufficient number of manifestations to cause grave concern**."

"simce the airstrip was on property which had been turned over to the supervision and control of the Eighth Air Force" Meaning the airstrip at Killeen Base. This would later become Gray AFB.

Page 7.-- "they had sightings made at Fort Worth of high speed aerial objects"

"On 19 May 1949, the plan for the reporting phenomena as drawn up by Fourth Army was furnished this office. Date of this plan is **4 May 1949,** and provides for a precise and comprehensive observers network in the Camp Hood area adjacent to Camp Killeen."

Check the document I sent you about ARTILLERY TRAINING FORCE Dated **4 May 1949**

Page 7 -- "agencies were unanimous in agreeing that the **new observation system** instituted by Fourth Army provided precise results and definitely indicated that the unknown phenomena in the Camp Hood area **could not be attributed to natural causes**."

Microfilm roll 88

Frame/page 757

NARA T1206-88
Frame No. : 757

760

761

762

763

88
764

Date: Tue, 13 Sep 2005 17:51:07 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: June 6, 1949. Killeen Base, Camp Hood, TX
To: Francis Ridge <nicap@insightbb.com>

June 6, 1949. Killeen Base, Camp Hood, TX
9:05-9:08 p.m. Williams, Jones and others in UFO observation and triangulation network tracked a hovering orange object about 30-70 ft in diameter, 2 mils angular size, 1 mile above ground, 3 miles S of the observation post, 4-1/2 miles S of the Plotting Center, which suddenly started moving in level flight then exploded in a shower of particles. (FOIA; FUFOR Index)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB6-820

Page ID (PID) : MAXW-PBB6-820
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 6

Frames 820, 836 - 839

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB6-836

Date: Mon, 19 Sep 2005 16:09:18 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Report from Camp Hood/ Killeen Base to Commanding General Eighth Air Force, Carswell AFB

To: Francis Ridge <nicap@insightbb.com>

Report from Camp Hood/ Killeen Base to Commanding General Eighth Air Force, Carswell AFB, Fort Worth, Texas, covering 23 reports of unnatural phenomena from March 6, 1949, through May 24, 1949, includes: **Date, Time, Coordinates, and Altitude.**
<>

Date: March - May 1949
Location: Camp Hood, Fort Worth, Texas Area
Number of Objects: Multiple

Headquarters **7 June 1949**
4001st Base Service Squadron
Camp Hood, Killeen Base

Subject: Report on Unnatural Phenomena
To. Commanding General Eighth Air Force
Carswell AFB, Fort Worth, Texas
Attention: Director of Intelligence

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-626

Page ID (PID) : MAXW-PBB5-626
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 626 - 629

Date: Fri, 9 Sep 2005 20:55:31 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: August 15, 1949, Dallas, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

August 15, 1949, Dallas, Texas, UFO report

Mrs. Allen and Mrs. Jean West observed 4 perfectly silver round flat discs flying in a straight line from northwest to southeast for 3 minutes.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-246

Page ID (PID) : MAXW-PBB7-246
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 246 - 250

Date: Mon, 12 Sep 2005 21:11:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 2, 1950, 20 Miles East of Rock Springs, Texas, 10th District OSI Unconventional Aircraft Report

To: Francis Ridge <nicap@insightbb.com>

Witness observed a disc-shaped object flying low, estimated at 500 feet. Object was 35-40 feet in diameter, 15-18 feet thick, grayish white in color, with steam or vapor streaming from the rear. Object made a complete turn in a small valley and then moved on at at hight rate of speed in a westerly direction.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-875

Page ID (PID) : NARA-PBB90-875
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 90

Frames 875 - 877

Date: Mon, 12 Sep 2005 20:48:54 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February 11, 1950, Waco, Texas
To: Francis Ridge <nicap@insightbb.com>

February 11, 1950, Waco, Texas, 2230 hours. 10th District OSI report

Two witnesses observed two objects "like little moons" traveling at a high rate of speed in a northerly direction, over Waco, Texas.

This sighting not listed in Project Blue Book Master Index.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-873

Page ID (PID) : NARA-PBB90-873
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 90

Frames 873 - 874

Date: Mon, 12 Sep 2005 21:29:22 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Study of Aerial Phenomena, 10th District OSI, Kelly AFB, Texas
To: Francis Ridge <nicap@insightbb.com>

Summary of "Aerial Phenomena" incidents within the 10 District

Page 4

5. It is the opinion of the undersigned that the "phenomena" do exist

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-880

Page ID (PID) : NARA-PBB90-880
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 90

Frames 880 - 884

Date: Tue, 13 Sep 2005 18:17:06 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sunday, April 16, 1950, Fort Worth, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

Veteran Radar Bombardier Ira Maxey took pictures of half circular objects over Fort Worth, Texas, on Sunday, April 16, 1950.

Article appeared in Fort Worth Star Telegram April 18, 1950.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-194

Page ID (PID) : NARA-PBB92-194
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 194 - 195

Date: Tue, 13 Sep 2005 18:15:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 18, 1950, Near Memphis, Texas, UFO Report To: Francis Ridge <nicap@insightbb.com>

April 18, 1950. Near Memphis, Texas. 9 a.m.-12:40 p.m. (CST). CAA observers in Clarendon, Texas, saw unidentified object to the SE while observers in Childress about 50 miles SE saw object to NW and triangulated stationary object midway in between near Memphis, for 3+ hrs beginning at 9 a.m., which did not move significantly despite winds aloft. Northrop engineering test pilot Max Stanley and observers Lloyd Balsam and Sam F. West were asked to intercept object as they were about to take off in F-61C (AF 8357) from Amarillo on an MX-775 test (Navaho cruise missile celestial guidance test), and a B-36 also took off from Ft. Worth to intercept. At about 12:20 p.m., F-61C crew reached 20,000 ft near Memphis and saw a translucent silver spherical shaped object to the SE at "considerable distance" at 30,000+ ft with "prominent detents" top and bottom with a dark vertical streak or shadow, and streak tilted occasionally resulting in object moving laterally slowly and briefly, with no visible means of propulsion. Object was visible only when sunlight intermittently reflected on it. Contact with CAA Amarillo Range Station revealed no other aircraft in area at high altitude. Northrop crew flew 10 mins at 200+ mph (150 mph IAS) toward object but could not overtake it though apparently closed distance so that object was better observed, appearing as if possibly a weather balloon, however CAA Amarillo denied the possibility due to winds aloft and extreme length of CAA observation. Object then disappeared behind or into a deck of high altitude cirrus clouds. F-61C continued on SE heading for about 5 mins at 30,000 ft and UFO reappeared slightly to the right and higher, very close to the base of the cirrus cloud deck, and much closer than when it had disappeared. UFO angular size 1/2 of full moon. F-61C made radio contact with B-36 crew at 46,000 ft, above the cloud layer who could not see object. UFO then disappeared again behind or into a cloud [probably after < 1 min], F-61C circled for about 5 mins, then regained object for about 30 secs in a break between 2 clouds before losing sight of it for the last time. F-61C had to descend due to depletion of oxygen supply, 2-3 mins later B-36 broke off attempted intercept too. (Jan Aldrich) 3+ hrs 5+ witnesses 1/2 Full Moon triangulation; test pilot

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1593

Page ID (PID) : MAXW-PBB7-1593
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1593 - 1596

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April 18, 1950, Near Memphis, Texas, UFO report

Reported in Fort Worth Star Telegram on April 19, 1950

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-191

Page ID (PID) : NARA-PBB92-191
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 92

Frames 191 - 192

Date: Tue, 13 Sep 2005 18:39:04 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 18, 1950, Sherman Texas, OSI District 23, UFO Report

To: Francis Ridge <nicap@insightbb.com>

Two witnesses, housewifes of military personnel observed 18 to 20 flat circular objects with polished silver surface in the air over Sherman, Texas.

Report not listed in Project Blue Book Master Index.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-196

Page ID (PID) : NARA-PBB92-196
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 92

Frame 196

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There is a report of "Flying Saucers" seen at Sherman, Texas, in the article below from the Fort Worth Star Telegram of April 19, 1950.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB92-192

Red Star is Sherman, Texas

Map

Date: Thu, 15 Sep 2005 16:39:51 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: June 27, 1950; Texarkana, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

June 27, 1950; Texarkana, TX (BBU 738)
7:50 a.m. Red River Arsenal employees Terrell and Yates saw a bright object shaped like two dishpans face-to-face, fly straight and level at high speed. (Berliner)

<>
Red River Arsenal employees Mr. A.E. Terrell and Mr. L.D. Yates observed a bright object shaped like two dishpans turned together, fly straight and level at high speed. Object in sight for 4-5 seconds.

Project Blue Book Unknown

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1686

Page ID (PID) : MAXW-PBB7-1686
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 7

Frames 1686 - 1690

Date: Mon, 12 Sep 2005 21:50:10 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 23, 1950, San Antonio, Texas, 10 District OSI UFO Report

To: Francis Ridge <nicap@insightbb.com>

M/Sgt XXXX Lackland AFB, and his family observed an egg-shaped object, silver in color, traveling to the NE at 500 to 700 MPH

Witnesses convinced that the object was an aircraft.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-890

Page ID (PID) : NARA-PBB90-890
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 9

Frames 890 - 891

Date: Fri, 9 Sep 2005 20:23:54 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 8, 1951, South of Fort Worth, Texas, UFO Report.
To: Francis Ridge <nicap@insightbb.com>

January 8, 1951, South of Fort Worth, Texas, UFO report.

Several groups of people observed triangular groups of lights, red and green. Objects appeared to be three lights in a vertical plane, hovering and moving about at an estimated 100 mph, along U.S. Highway 81.

Evaluation: Unidentified

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-873

Page ID (PID) : MAXW-PBB8-873
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frames 873 - 877

IMCAT Case Directory
Category 08, Photographic / Video Images

Preliminary Rating: **5**

The Lubbock Lights / Carl Hart Photos

August 25, 1951
Lubbock, Texas

Fran Ridge:
Listed as item 11 under photographic evidence in the Special Evidence section of NICAP's UFO Evidence, is the Lubbock Texas Lights. These photographs by Carl Hart, Jr., show a V-formation of large circular objects. Capt. Ruppelt, head of Air Force Project Blue Book, reported that "In each photograph the individual lights in the formation shifted position according to a definite pattern." Main photograph reproduced in True, May 1954. Skeptics have always had a field day with this one because it seemed to be only a set of photographs, taken by a young, inexperienced photographer, of geese, later explained as moths. Little did anyone know that even the Air Force, including the professors who also witnessed the overflights, did not buy the explanations. In fact, it appears some people, alerted to UFO activity, saw birds; others saw UFOs. And the most damning evidence against birds, a professional photographer, with professional equipment and better film, could not capture lighted bellies of geese. And that's not all. A swept-back winged object was being seen around the country during the period and two radars confirmed an unknown.

Captain Edward Ruppelt:
This target was real. I quickly took out a map of the United States and drew in a course line between Lubbock and the radar station. A UFO flying between these two points would be on a northwesterly heading and the times it was seen at the two places gave it a speed of roughly 900 miles per hour. This was by far the best combination of UFO reports I'd ever read and I'd read every one in the Air Force's files.

Detailed reports and documents
The Lubbock Lights: Introduction (Fran Ridge)
The Lubbock Lights: The Detailed Story (Michael Hall & Wendy Connors)
New Findings On The Lubbock Lights (Donald R. Burleson; IUR Summer 2001)
Chapter 8, Report on Unidentified Flying Objects (Edward J. Ruppelt)
The Lubbock Lights, The BB Records (Dan Wilson)
UFO Intelligence Summary - Subject: Lubbock Lights (Fran Ridge)
The Blue Book Files on Lubbock (Fran Ridge)
The Air Force Analysis Test Report No. WCEFP-2-4, Physics Branchis
The Current Encounters Thread

NICAP Home Page

Date: Fri, 9 Sep 2005 21:10:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: April 16, 1952, Dallas, Texas, UFO Report
To: Francis Ridge <nicap@insightbb.com>

April 16, 1952, Dallas, Texas, UFO report.

Boy Scouts observed 9-10 circular objects, 4 red, 4 yellow, 1 white. All objects made 90 degree turn. Observation time: 20 minutes

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB10-17

Page ID (PID) : MAXW-PBB10-17
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 10

Frames 17, 21

Date: Thu, 8 Sep 2005 16:02:30 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Carswell AFB, Texas, UFO/Nuclear Connection
To: Francis Ridge <nicap@insightbb.com>

There is a possible nuclear connection with sightings in and around the Dallas/ Fort Worth, Texas, area due to the proximity to Carswell AFB, a SAC Base, flying B-29, B-50, and B-36 bombers, whose mission was to wage nuclear war on the USSR. Carswell AFB is approximately 120 miles north of Fort Hood/Killeen Base area and there may have been many nuclear weapon transfers between the two locations. Also, Texas had probably the most Air Force Bases of any state (around 22 bases in the 1940-1950 range).

Carswell AFB

Location:

Two miles northwest of Fort Worth, Texas

Origin of Name:

Named after Maj Horace S. Carswell, killed in a B-24 crash in the South China Sea near Tungchen, China on 26 Oct 1944

Previous Designations:

- Carswell AFB, Texas (????-????)
- Fort Worth AAF, Texas (????-????)

Major Command:

- Air Combat Command (1 Jun 1992-????)
- Strategic Air Command (????-1 Jun 1992)
- ()

Wings/Groups Stationed:

- 7th Bomb Wing (1 Jun 1958-1 Oct 1993)
- 11th Bombardment Wing, Heavy ()
- 43rd Bombardment Wing, Medium ()
- 301st Fighter Wing ()
- 403rd Bombardment Wing, Heavy ()
- 4123rd Strategic Wing (1958-25 Feb 1959)
- ()

Squadrons Stationed:

- ()

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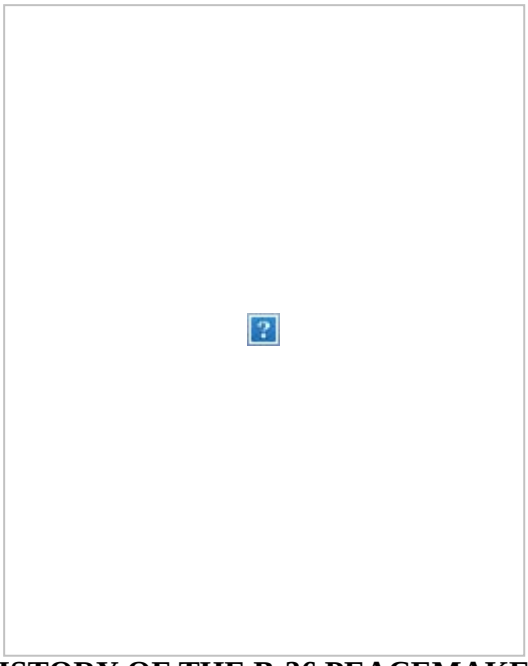
http://www.7bwb-36assn.org/b36genhistpg2.html

7th Bombardment Wing Operations, Carswell AFB, 1949-1951



HISTORY OF THE B-36 PEACEMAKER
"NEVER A SHOT IN ANGER"

SELECT A YEAR:

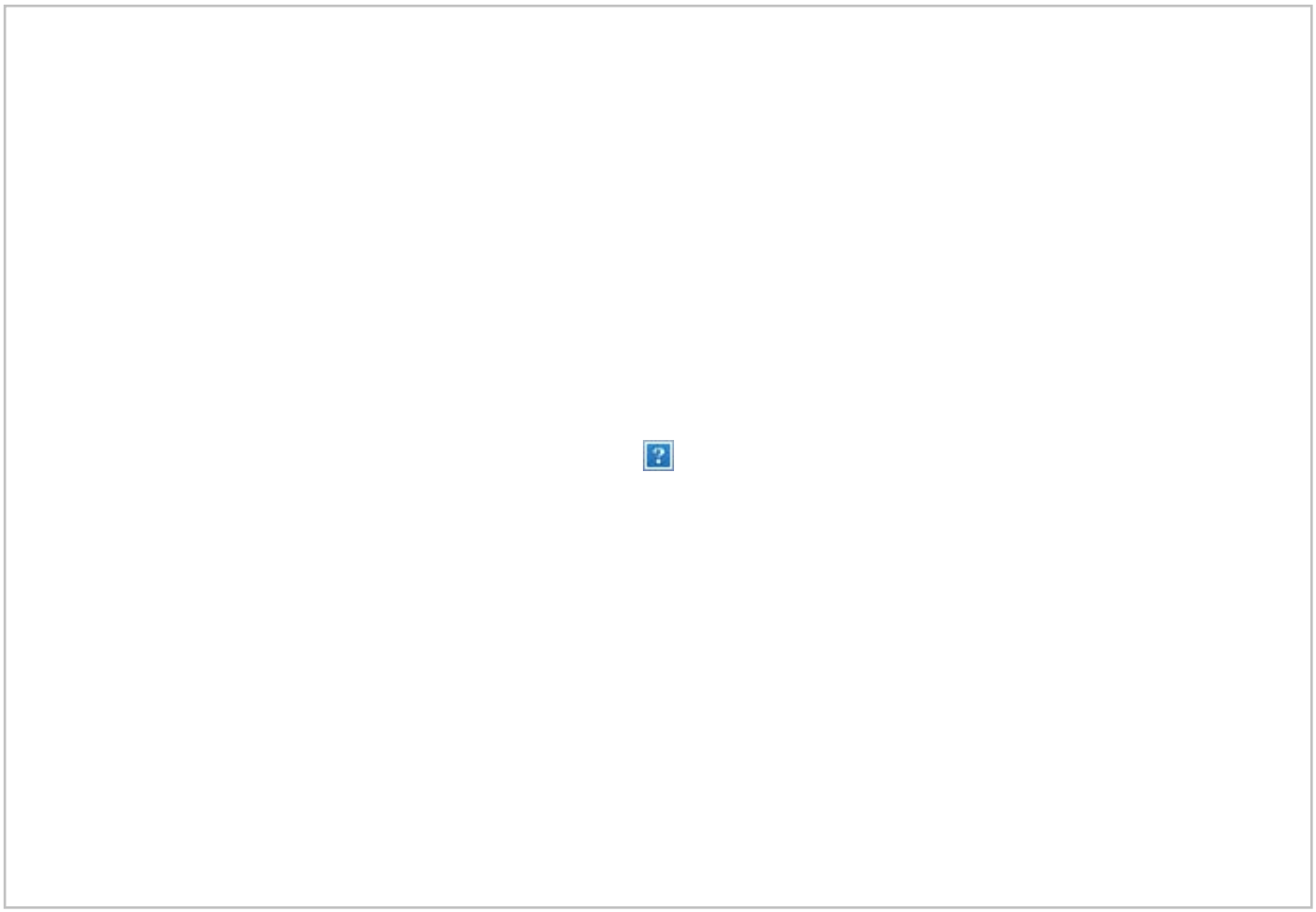
1946	1947	1948	1949	1950
1951	1952	1953	1954	1955
	1956	1957	1958	

1949

RETURN TO TOP

The year 1949 opened with both assigned bomb groups changing commanders. On 2 January 1949, Colonel Bryan B. Harper became the 7th Bomb Group commander, previously held by Colonel Clark, the present wing commander (he held the position of both group and wing commander since November 1947). Colonel Harper had

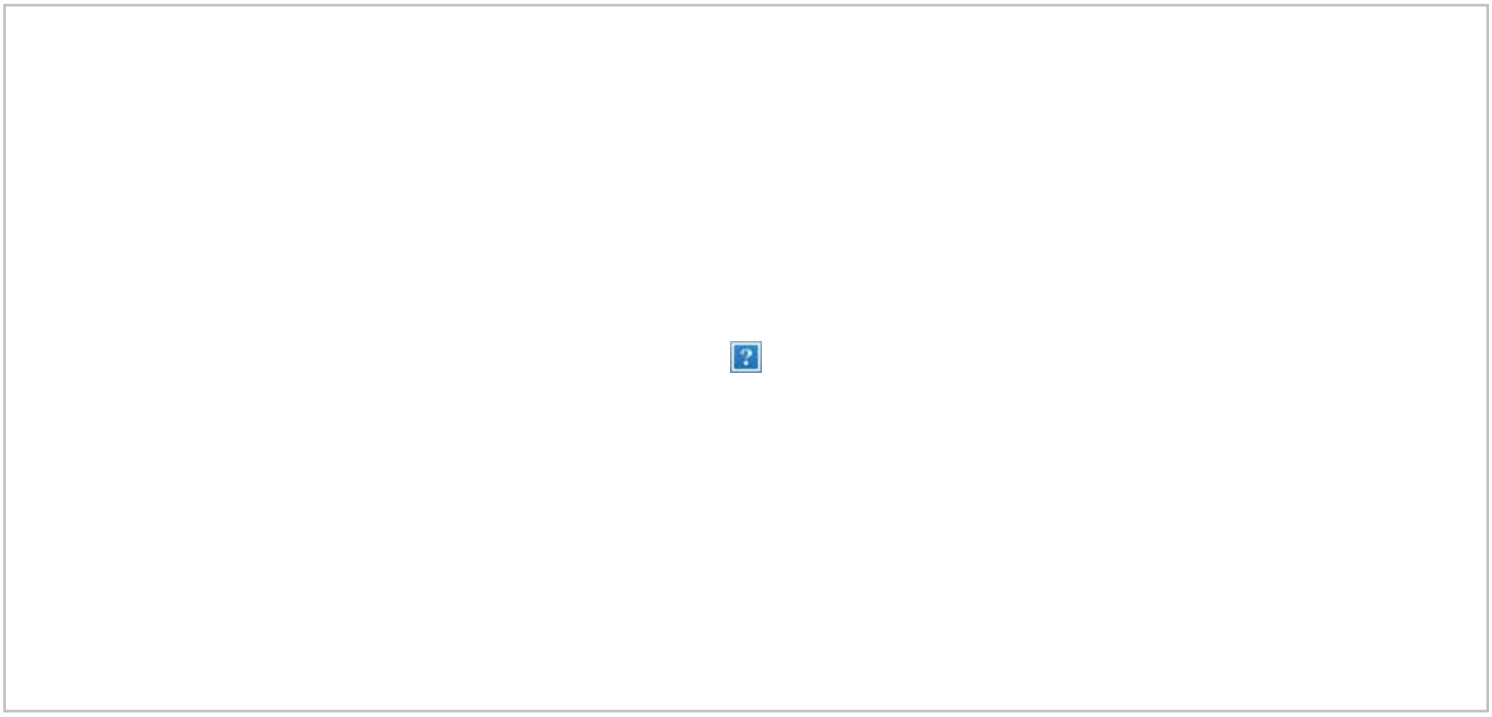
been the deputy base commander at Carswell since November 1947. A few days later, on 11 January, Lieutenant Colonel Harry E. Goldsworthy (later, Lieutenant General) replaced Major Ireland as the 11th Bomb Group commander. Major Ireland moved to the position of 11th Bomb Group executive officer. Colonel Goldsworthy had been the 436th Bomb Squadron commander.



Bob Hope inspecting a B-36 at Carswell on 6 January 1949.
Photo by Frank Kleinwechter

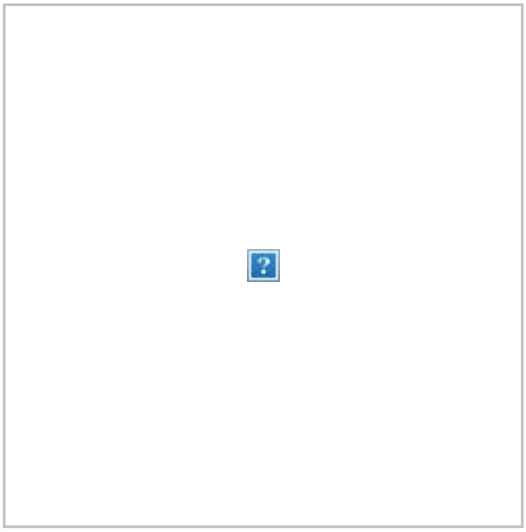
1949 PRESIDENTIAL INAUGURATION FLIGHT A five ship B-36 formation was flown four days later on 15 January 1949, in an air review over Washington, D.C., commemorating the inauguration of the President of the United States, Harry S. Truman. The mission was scheduled to be led by Major General Roger M. Ramey, 8th Air Force commander, but due to difficulties encountered after take off his aircraft returned to Carswell. The lead was then assumed by Colonel Clark, 7th Bomb Wing commander.

11TH BOMB GROUP RECEIVES FIRST B-36 BOMBERS On 17 January, the first B-36A 44-92007 was transferred from the 7th Bomb Group to the 11th Bomb Group. It was further assigned to the 26th Bomb Squadron. A second B-36A 44-02009 was assigned to the 26th on 19 January. That same day, the 11th Bomb Group conducted its maiden flight of a B-36 aircraft in B-36A 44-92007.



44-92007

The 26th Bomb Squadron crew which flew the training flight consisted of: Major Moreland, pilot and 26th Bomb Squadron commander; Captain Warner, Instructor pilot; First Lieutenant Giles, copilot; First Lieutenant Sikes, bombardier; Captain Wolford, navigator; First Lieutenant Weldon and Master Sergeant Benefield, engineers; Staff Sergeants Kelly, Rose and Greenfield, central fire control; Staff Sergeants Taggs, Johnson and Harris, aerial gunners; and Technical Sergeant McLemore, radio operator. Also, on 17 January, the 42nd Bomb Squadron, 11th Bomb Group received its first B-36A 44-92010 with a second B-36A 44-92019 delivered on 21 January 1949. The 98th Bomb Squadron, 11th Bomb Group, received its first B-36A 44-92022 on 19 January.



44-92009

The 11th Bomb Group conducted its maiden flight of a B36 aircraft in B-36A 44-92007 delivered to the 26th Bomb Squadron earlier. The 42nd Bomb Squadron, 11th Bomb Group received its first B-36A 44-92010. The 98th Bomb Squadron, 11th Bomb Group, received its first B-36A 44-92022 on 19 January.

FIRST AERIAL FLIGHT FOR 11TH BOMB GROUP Then on 25 January, the 11th Bomb Group took part in its first aerial review. A total of six B-36s (3-As 11th Bomb Group and 3-Bs 7th Bomb Group) led an aerial review in commemoration of the 7th Bomb Wing and 8th Air Force birthdays over Carswell AFB. Following the B-36s

were B-29s of the 509th Bomb Group, Walker AFB, Roswell, New Mexico and F-82 fighters from Kearney AFB, Kearney, Nebraska. The flight of 7th Bomb Wing aircraft was led by Lieutenant Colonel Ellery D. Preston, 436th Bomb Squadron commander, 7th Bomb Group.

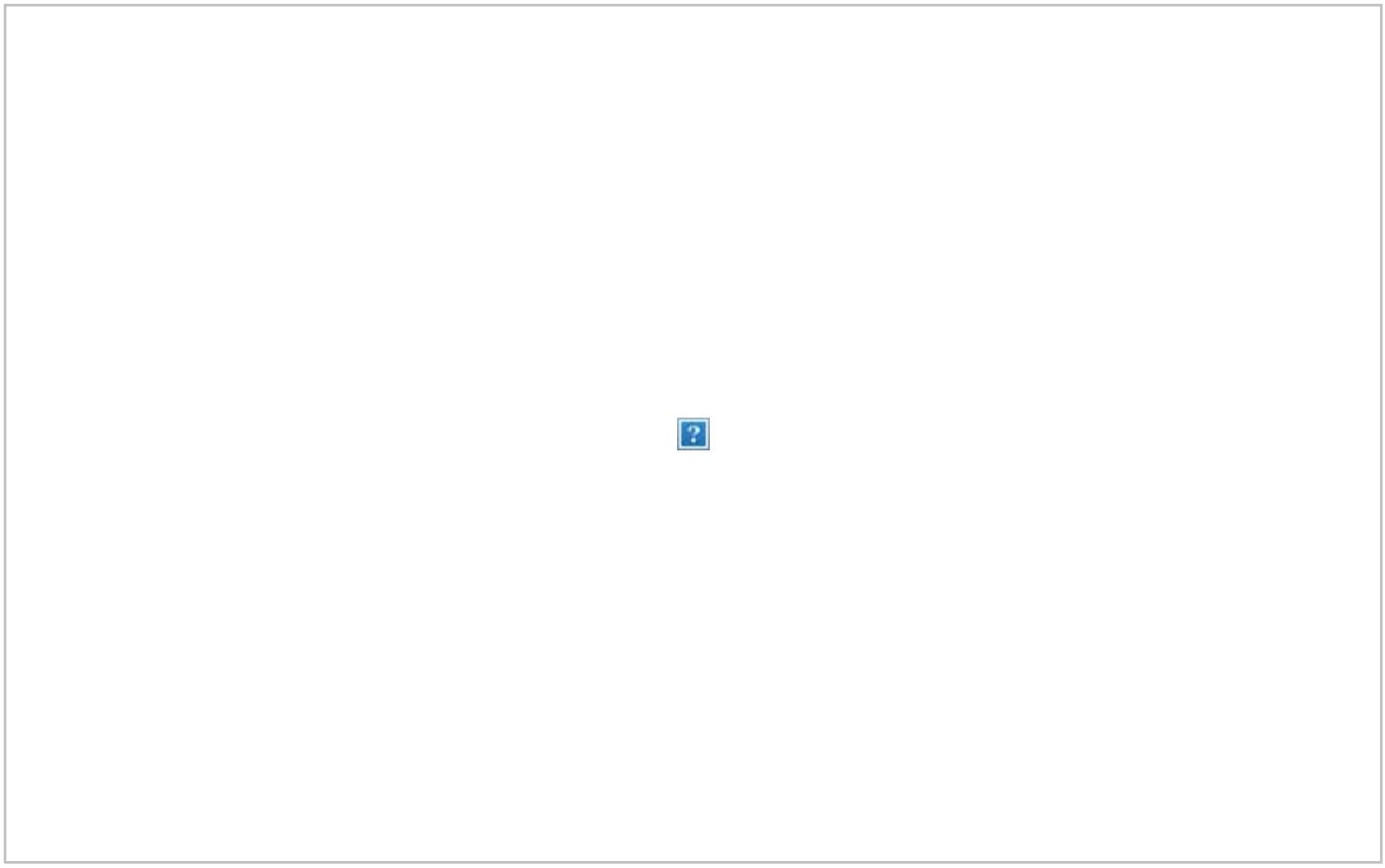
As the month closed the wing had 35 B-36s assigned, 30 in the 7th Bomb Group and five in the 11th Bomb Group. The 9th Bomb Squadron had 11 B-36s (5-A and 6-B), the 436th had 10 B-36s (5-A and 5-B), and the 492nd totaled 9 B-36s (4-A and 5-B). In the 11th Bomb Group, the 26th Bomb Squadron had two B-36As assigned, the 42nd had two B-36As, and the 98th only one B-36A. The 7th Maintenance and Supply Group under the wing was assigned the 7th Motor Vehicle Squadron, Bomb, on 1 February 1949, per SAC General Order 40.

Then on 11 February, Colonel Harper, 7th Bomb Group commander, became the wing executive officer. He was replaced as group commander by Colonel Charles D. Farr, who recently arrived from the Armed Forces Staff College in Washington, D.C.

On 15 February, the 7th Bomb Group, lead by Colonel Clark, wing commander, flew a sixteen ship formation commemorating air progress, in an aerial review over Andrews Field, Maryland. This formation was the largest B-36 formation to date of the world's largest bomber. The 7th Bomb Group transferred a total of six B-36As to the 11th Bomb Group in February. One B-36A 44-92012 to the 26th Bomb Squadron on 4 February, bringing total assigned in the squadron to six. The 42nd Bomb Squadron received three (44-92024, 12 February; 44-92006, 16 February; and 44-92017, 18 February) for five assigned. The last two B-36As (44-92016, 16 February and 44-92021, 18 February) were assigned to the 98th Bomb Squadron which had a total of three B-36As. This left the 11th Bomb Group with a total of 14 B-36As assigned in February. Additionally, B-29A 44-21753 (last 7th Bomb Wing, 7th Bomb Group, 492nd Bomb Squadron B-29 assigned) assigned to Headquarters, Eighth Air Force in December 1948, was pending disposition as the month closed.

NON-STOP B-36 FLIGHT Of importance during the month of March 1949 was a 9,600-mile, non-stop flight by a 492nd Bomb Squadron, 7th Bomb Group, B-36B 44-92035. The flight, lasting over 44 hours, pin-pointed entirely within the borders of the United States, began on 10 March from Carswell. The aircraft flew north to Minneapolis, Minnesota, then turned westward to Great Falls, Montana. From there, the bomber flew a diagonal line across the United States to Key West, Florida. While enroute north to Houston, midway from Key West, the aircraft dropped nearly 10,000 pounds of bombs over the Gulf of Mexico. Crossing over Houston the B-36 headed for Fort Worth. Reaching Fort Worth the bomber flew on to Denver, Colorado, and Great Falls, Montana, before turning and flying to Spokane, Washington. From Spokane, the aircraft flew to Denver. During this leg, the aircraft developed engine trouble and was forced to land two hours early at Carswell. The flight was the longest recorded to date in a B-36.

11TH BOMB GROUP RECEIVES FIRST B-36B AIRCRAFT On 18 March, the 11th Bomb Group received its first B-36B 44-92050, followed by a second B-36B 44-92049 on 19 March. Both aircraft were assigned to the 26th Bomb Squadron. Two more B-36Bs (44-92047 and 44-92051) were assigned to the 42nd Bomb Squadron on 24 March. The 98th Bomb Squadron received the last next B-36Bs in the 11th Bomb Group (44-92053 and 44-92055) on 28 March. Those aircraft resulted in 20 B-36s (14-A and 6-B) assigned to the 11th Bomb Group as March closed.



13 April 1949
Photo by Frank Kleinwechter

On 22 April 1949, two B-36B aircraft of the 9th and 492nd Bomb Squadrons, 7th Bomb Group, flew to Muroc, California, to perform an accelerated service test at 40,000 feet. The mission tested the suitability of the B-36 as a bombing platform for very-large type bombs. The two aircraft returned to Carswell on 10 June 1949. During the month, a total of 25 B-36s were assigned to the 7th Bomb Group (7-A and 18-B). Of those, the 9th Bomb Squadron had eight (2-A and 6-B), the 436th had eight (2-A and 6-B), while the 492nd totaled nine (3-A and 6-B). In the 11th Bomb Group, total B-36s assigned increased by two over last month to 22 for April (14-A and 8-B). The 26th Bomb Squadron had eight (6-A and 2-B), the 42nd totaled eight (5-A and 3-B), and the 98th had six (4-A and 2-B).

May was highlighted by a change of command in the wing commander position. On 11 May 1949, Colonel Clark, (later, Major General) the first 7th Bomb Wing commander, relinquished command to Colonel William P. Fisher. Colonel Fisher arrived from the Air War College, Maxwell AFB, Alabama, where he was serving on the faculty staff. Colonel Clark was reassigned to Headquarters, Eighth Air Force. The same day, Colonel Richard H. Carmichael assumed command of the 11th Bomb Group from Lieutenant Colonel Goldsworthy, who was awaiting further assignment. Colonel Carmichael had been assigned to the Office of the Secretary of the Air Force in Washington, D.C., prior to his becoming the 11th Bomb Group commander.

WING RECEIVES WORLD'S LARGEST LAND AIRCRAFT-CONSOLIDATED XC-99 On 26 May 1949, the 7th Bomb Wing became the first unit in the Air Force to receive the world's largest land aircraft, the Consolidated XC-99, 43-52436 cargo aircraft. The wings were made at the Consolidated Fort Worth plant, then shipped to the Convair plant, San Diego, California, in 1947 for assembly to the fuselage manufactured at Convair. It first flew from San Diego on 24 November 1947. After successful tests in San Diego, it was flown to Fort Worth and modified with the standard four wheel landing gear and bigger engines. It was the sister ship to its far-reaching counterpart bomber, the B-36, and was assigned to the 436th Bomb Squadron, 7th Bomb Group, for a series of inspections prior to reassignment with another Air Force unit at Kelly AFB, San Antonio, Texas, in September 1949. The gigantic, cigar-shaped aircraft had its modification and flight test program administered by the 436th Bomb Squadron. During June, the XC-99 had a complete over-all inspection. Maintenance of the double decked XC-99 was the responsibility of Master Sergeant Howell M. Covert, 436th Bomb Squadron crew chief. He and Technical Sergeant C. E. Cornell, 436th Bomb Squadron, his assistant, had just completed a seven-week

familiarization training course on the XC-99 at the Consolidated plant in Fort Worth. The aircraft bore a striking resemblance to the huge B-36 "Peacemaker". However, the XC-99 was 20 feet longer and 10 feet higher than the slender B-36. Wingspan of both aircraft was 230 feet. Designed from almost identical specifications, except for fuselages, both aircraft were equipped with multiple-wheel main landing gears. Both were powered by six-pusher-type engines located on the trailing edge of the wing. The weight of the aircraft was 265,000 pounds. Also, it could haul 400 fully equipped troops, 100,000 pounds of cargo, or 300 litter patients and their attendants. The volume of the XC-99 interior was 300,000 cubic feet; equivalent to 10 railroad freight cars, with a top speed of 300 mph, and maximum range of 8,100 miles. Service ceiling was set at 30,000 feet. The central portion of the 230 foot wing span was seven and a half feet thick, high enough to permit installation of a catwalk, so that crew members could climb into the wing to check engines during flight. This huge transport had an upper and lower cargo deck, connected by two stairways. The two electrically operated sliding cargo doors in the bottom of the fuselage could be opened in flight to permit dropping cargo. Four electrical hoists, operating on overhead rollers extending the length of each cargo area, were used to load and unload the aircraft. Maintenance people assigned to the 436th Bomb Squadron constructed four specially built loading cranes for the XC-99. These cranes expedited loading the transport.

FIRST AIR FORCE FLIGHT OF CONSOLIDATED XC-99 On 9 June 1949, Captain Deane G. Curry, 492nd Bomb Squadron, made the first Air Force flight in the new Consolidated XC-99 and accomplished six landings at Carswell. During the remainder of June, Captain Curry completed five additional flights, of which one was a night mission, and one an emergency landing at Kelly AFB, San Antonio, Texas. As the month closed the XC-99 was at Kelly undergoing repair and installation of a new engine.

XC-99

During June, the 11th Bomb Group transferred five B-36A aircraft to the Consolidated plant at Fort Worth, and one B-36B to the Oklahoma City Air Material Area, Tinker AFB, Oklahoma, for modification. Six remaining B-36Bs in the group were divided between the three assigned squadrons: 26th, 42nd and 98th Bomb Squadrons. Overall, the 11th Bomb Group had 22 B-36s assigned in June (15-A and 7-B). Also, the 7th Bomb Group received three new B-36Bs from the factory in June, for a total of 24 B-36s (3-A and 21-B) assigned, and one XC-99. Of those, the 9th Bomb Squadron had eight B-36s (1-A and 7-B), the 436th totaled seven B-36s (1-A and 6-B), plus one XC-99. This left the 492nd Bomb Squadron with the remaining nine B-36s (1-A and 8-B). On 1 July 1949, Captain Harold Barry, 492nd Bomb Squadron, flew a B-36B to Chicago, Illinois, for static display at Orchard Park Airport during the National Air Fair. The event was held from 1 to 5 July. Following this the 7th Bomb Group flew seven B-36s in a formation flyover of the National Air Fair in Chicago on 3 July. The next day, the group flew a formation of five B-36Bs over the fair.

3 July 1949. Enroute to the National Air Fair in Chicago
Photo by Frank Kleinwechter

BOEING B-29 SUPERFORTRESS ASSIGNED On 6 July, the base swimming pool was opened for use. Two days later, on 8 July, B-29A 44-62044, was assigned to the 492nd Bomb Squadron, 7th Bomb Group. The aircraft was formerly assigned to the 97th Bomb Group at Biggs AFB, El Paso, Texas. The 9th Bomb Squadron, 7th Bomb Group, received two new B-36B aircraft (44-92061A and 44-92064A) from the Consolidated plant, Fort Worth, on 11 July 1949. Also, two 9th Bomb Squadron B-36Bs (44-92033A and 44-92038A) were sent to the Consolidated plant, Fort Worth, for modification in July.

1948 B-36 DEPLOYMENT TO ALASKA Two 492nd Bomb Squadron B-36s departed for Alaska on 25 July 1949 with Major General Roger M. Ramey, 8th Air Force commander, and Colonel Fisher, 7th Bomb Wing commander. This flight was for the purpose of surveying B-36 facilities at Eielsen AFB, Alaska. The aircraft returned to Carswell on 29 July.

LAST WING B-36A'S TRANSFERRED During the month the 7th Bomb Group transferred the last three B-36As to the Air Material Command Storage at the Consolidated plant in Fort Worth. That left the group with 21 B-36Bs, one XC-99 and one B-29A assigned. The 9th Bomb Squadron had eight B-36Bs, the 436th totaled seven B-36Bs and one XC-99 (at Kelly AFB, Texas since late June for engine changes), and the 492nd with six B-36Bs and one B-29A. The 11th Bomb Group acquired four new B-36B aircraft in July, two (44-92053 and 44-92050) went to the 98th Bomb Squadron. Additionally, the 11th sent four B-36As to Consolidated in July for conversion. As the month closed 22 B-36s were assigned to the 11th Bomb Group (11-As and 11-Bs).

August 1949 opened with the official ground-breaking ceremony at Carswell AFB on 5 August, for the new base housing project. Major General Roger M. Ramey, 8th Air Force commander, turned the first earth with a gold-plated spade. He was followed by the 7th Bomb Wing commander, Colonel Fisher. The housing project would include a total of 67 units constructed by McCann Construction Company, Fort Worth, Texas. Following this the 7th Bomb Group changed commanders on 17 August 1949. That date, Colonel John A. Roberts (later Brigadier General) assumed command of the group from Colonel Farr who was reassigned to Fairfield-Suisan AFB, San Francisco, California. Colonel Roberts was previously the Eighth Air Force, Chief of Staff at Carswell.

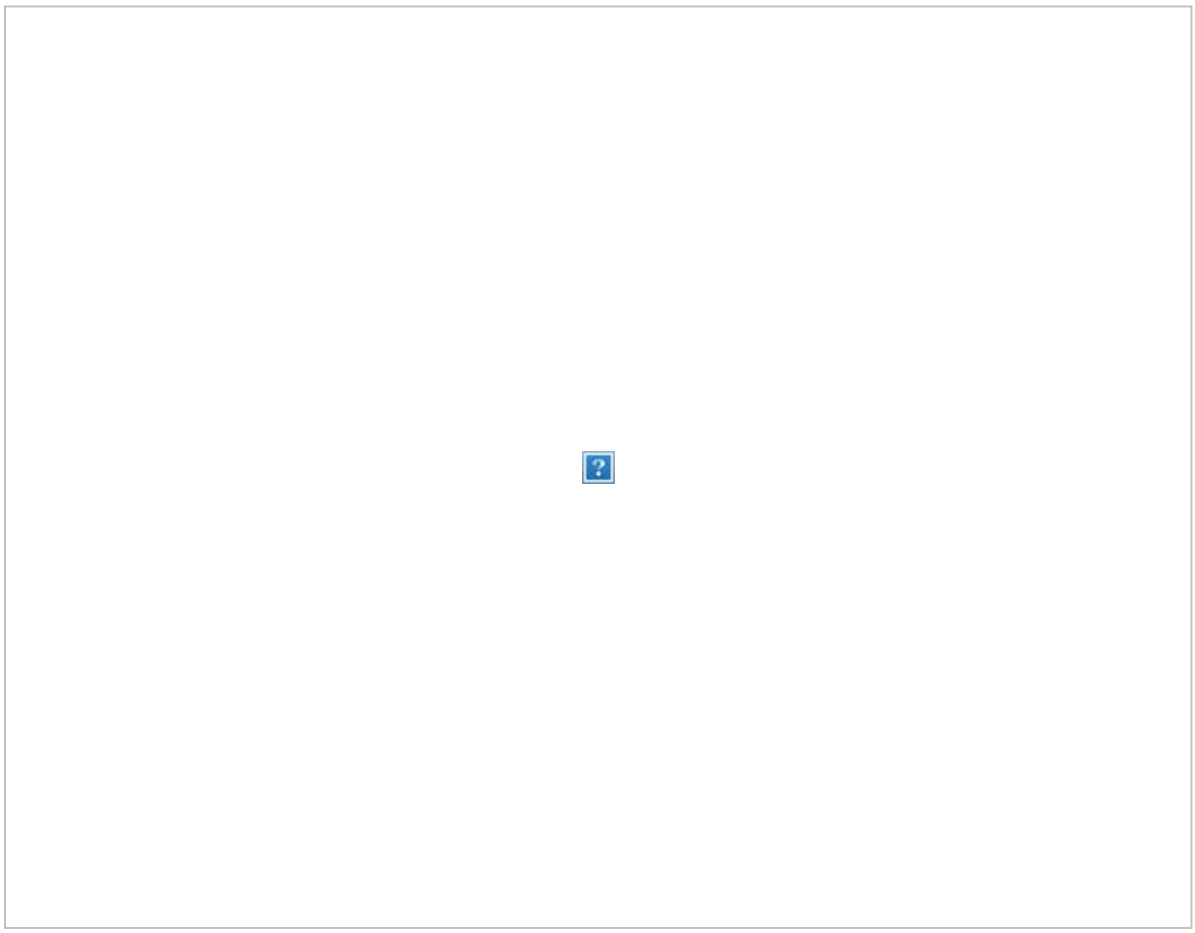
1949 NATIONAL AMERICAN LEGION CONVENTION FLYOVER Next, on 29 August, the wing flew three B-36B aircraft in a flyover at the Pennsylvania Railroad Station, Philadelphia, Pennsylvania, in conjunction with a commemoration of President Harry S. Truman and the Secretary of Defense, attending the National American Legion Convention. During the rest of August the 492nd Bomb Squadron, 7th Bomb Group, conducted a series of polar training missions out of Eielsen AFB, Alaska in the B-36B.

1949 CLEVELAND AIR RACES FLYOVERS During September 1949, wing B-36s flew in several flyover demonstrations. The first occurred on 3 September, when two 7th Bomb Group B-36Bs and one 11th Bomb Group B-36B accomplished a flyover at the Cleveland Air Races, Cleveland, Ohio. On 4 September, three more wing B-36s (2-7th and 1-11th Bomb Group) flew a second flyover at the Air Races in Cleveland. The last flyover for the

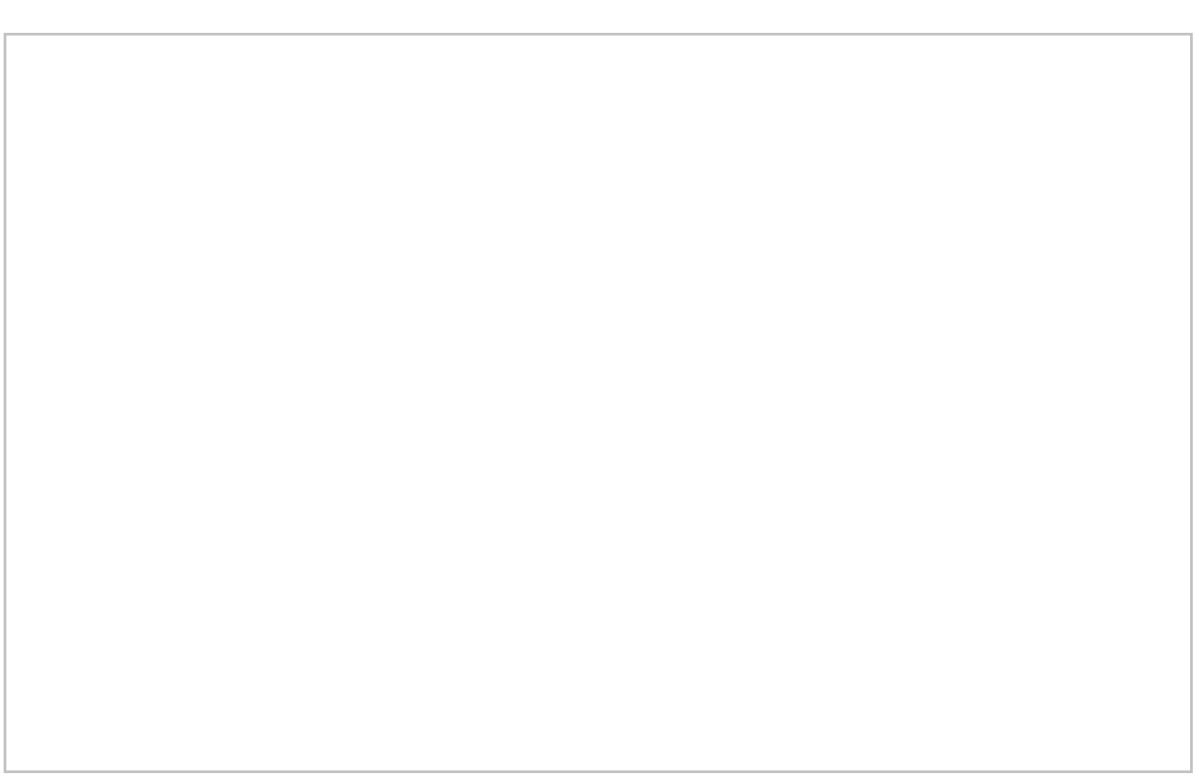
Air Races occurred on 5 September, with three B-36s (2-7th and 1-11th Bomb Group).

One 492nd Bomb Squadron, 7th Bomb Group, B-36B flew a navigational training flight to Eielsen AFB, Alaska, on 14 September. Enroute to Alaska the bomber conducted radar bombing at Stockton, California, and Geiger Field, Washington. The aircraft returned to Carswell on 16 September.

FIRST WING B-36 ACCIDENT The wing recorded its first major accident in a B-36 aircraft on 15 September 1949, when a 9th Bomb Squadron, 7th Bomb Group, B-36B 44-92079, crashed on take-off into Lake Worth, at the north end of the Carswell runway. The cause was attributed to the reversal of some engine propellers during launch resulting in a loss of power during take-off. Five of the 13 crew members were killed in the crash. These were the first fatalities in three years of B-36 operations.



15 September 1949



15 September 1949

The next day, 16 September, the 7th Bomb Wing received Eighth Air Force Operations Order 19-49, dated 15 September 1949. This order instructed that a forward operational area at Eielsen AFB, Alaska, be established for future training flights to Alaska. This exercise was to provide a means of testing the existing facilities at Eielsen and give the wing experience in maneuvers in Arctic flying. The operation was called Operation Drizzle.

Later in the month a distinguished visitor, Lord Arthur Tedder, Marshall of the Royal Air Force, United Kingdom, arrived at Carswell AFB on 21 September. He and his wife, Lady Tedder, viewed B-36 facilities at Carswell, inspected a B-36 and were briefed on Eighth Air Force operations.

1949 SAC BOMBING COMPETITION Convinced that the first SAC Bombing Competition had provided better bombing and a competitive spirit throughout SAC, Lieutenant General Curtis E. LeMay, Commander-in-Chief, Strategic Air Command, decided to make it an annual affair. Held from 3 to 7 October 1949, the second competition included 13 bomb groups: three B-36, eight B-29, and two B-50. The B-36 crews operated out of their home bases. Six crews from the wing took part, three from the 7th Bomb Group (9th, 436th and 492nd Bomb Squadrons), and three from the 11th Bomb Group (26th, 42nd and 98th Bomb Squadrons). Each participating crew accomplished three visual bomb releases and three radar releases from 25,000 feet. The 7th Bomb Group placed 4th overall with the 11th Bomb Group crews last at 13th.

Following return of the competition crews the wing mission changed on 13 October 1949. The higher headquarters directive divided the new mission into three parts as follows:

1. Organize and train a force capable of long range offensive bombardment.
2. To participate in the reserve training program to a maximum extent by training and administering assigned reserve personnel and units.
3. Be prepared to perform those tasks assigned in current emergency plans and related operations plans.

The basic difference between the old and new mission was the wing was no longer required to maintain a force for the purposes of participating in operations involving reconnaissance, photographic, mapping photography, sea search, and anti-submarine patrols.

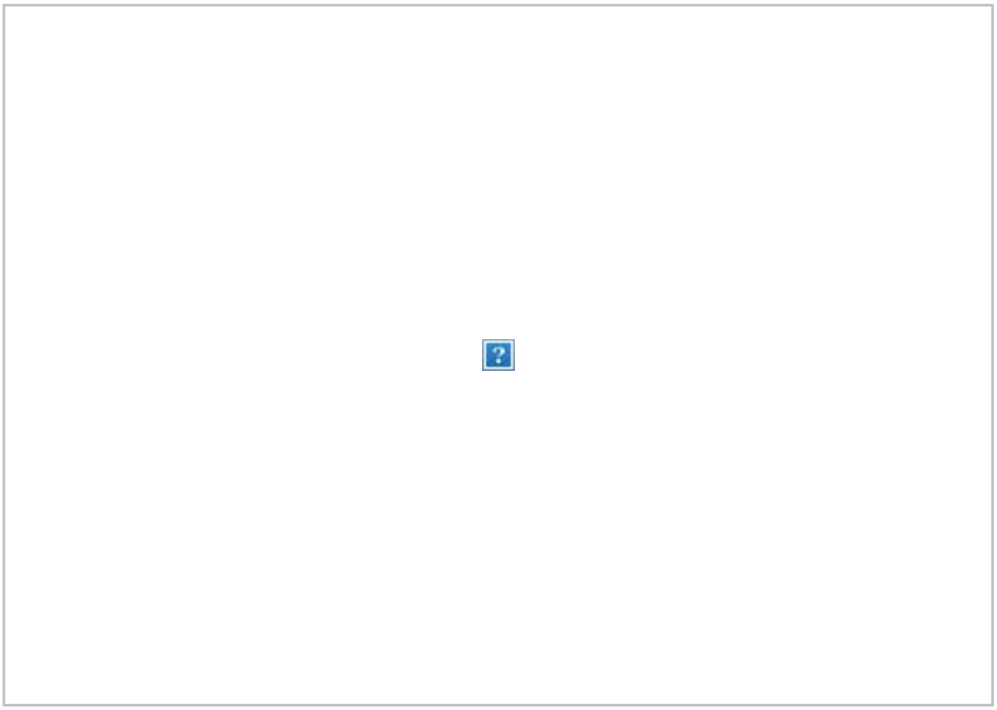
A rather unique method of training men for food service work was adopted by the 7th Food Service Squadron in October. The method was one in which airmen who had completed basic and secondary phases of cookery were given advanced training in local civilian organizations. Several airmen assigned to the squadron were attending cooking courses during October in such establishments as the Hotel Texas, Dean and Kroger Wholesale Meat and Provisions, and Milan Cafeteria, Fort Worth, Texas. Also, the Hotel Mayflower, Washington, D.C. With the knowledge gained from the well-known chefs of these establishments, the 7th Food Service Squadron expected to create culinary masterpieces.

On 24 October 1949, Portugal's Air Force Chief, General Alfredo dos Santos Cintra and party arrived at Carswell. General Cintra viewed a B-36 first hand and toured the Consolidated plant adjacent to the base. He described the Air Force B-36 as further proof that the United States Air Force was in an excellent state of readiness.

WING BEGINS APG-3 RADAR TAIL TURRET TESTING Realizing the necessity of testing and evaluating the APG-3 radar tail turret system, Headquarters, United States Air Force, directed the 7th Bomb Wing to undertake testing. The APG-3 was a radar airborne gun sighting system that provided for aircraft detection and automatic fire control of the tail-turret guns, designed to detect and automatically tract targets up to 5,000 yards in range on fighter-type aircraft. However, it was possible to extend that search range temporarily on fighters. After a particular target had been selected by the gunner-radar operator, the system automatically tracked the target within its angular limits in both range and direction. Also, the system automatically directed and pointed the gun turret in the correct firing position. The only mechanical function of the gunner was the activation of the firing mechanism when the target was in effective firing range. One B-36B 44-92042, of the 26th Bomb Squadron, 11th Bomb Group, was modified for testing as the right gun on the APG-3 was removed and a 35mm Vitarama camera installed in lieu of the turret. The first mission was flown on 25 October 1949, over Eglin AFB Gunnery Range, Florida, at 25,000 feet. Three passes were made on the tail position by two Lockheed F-80 Shooting Star fighters. The F-80 was the first true American jet fighter. Following those passes the APG-3 radar system failed. The malfunction of the radar system was due to low voltage transmitted to the modular and to the antenna tilt motor which became inoperative. Fifty feet of film was obtained and taken to Eglin for operational analysis. As the month closed, 23 B-36Bs were assigned to the wing: 20 in the 7th Bomb Group and 3 in the 11th Bomb Group.

On 1 November, the wing flew its second APG-3 Tail Turret System evaluation test. A total of 12 passes were made in the Eglin AFB Gunnery Range by two F-80 jet fighters at 25,000 feet. Both fighters and the B-36B assigned to the 26th Bomb Squadron, 11th Bomb Group, staged out of Eglin AFB, Florida. The next day, a fighter intercept gun-camera mission was flown on 2 November, out of Carswell in a B-36B of the 7th Bomb Group. Two North American F-82 Twin Mustang fighters from Bergstrom AFB, Austin, Texas, intercepted the bomber at 25,000 feet in the vicinity of Austin. The purpose of the mission, as in any gun-camera mission, was to provide "tracking" and "framing" experience for the B-36 gunners. Also, it provided experience in interception for the fighter pilots. A third test of the APG-3 system was flown out of Eglin AFB on 7 November. A total of 18 passes were made by two F-80 jet fighters on the bomber at 15,000 feet.

ANNUAL AIR INSPECTION From 7 to 18 November 1949, the annual Air Inspection of Carswell AFB was conducted by Eighth Air Force. In general, the inspection team was satisfied with the overall condition of the base over last year's inspection. The day the inspection closed, 18 November, Mr. W. Stuart Symington, Secretary of the Air Force, arrived at Carswell to inspect Eighth Air Force and fly in a B-36. He was greeted upon arrival by Lieutenant General Curtis E. LeMay, Commander-in-Chief, Strategic Air Command, and Major General Roger M. Ramey, Eighth Air Force commander. Mr. Symington stated that the B-36 was "still the best bomber we have", after his flight. Other honored guests in Mr. Symington's party included Senator Lyndon B. Johnson from Texas, Senator Richard Russell of Georgia, Mr. Amon G. Carter, and Mr. D. Harold Byrd, National Vice Chairman of the Civil Air Patrol.



19 November, 1949
VIPs ready for flight in B-36. (L-R): General LeMay, Senator Russell (Georgia), General Roger M. Ramey, Major John Bartlett, Air Force Secretary Symington, Senator Lyndon Johnson (Texas), Representative Thornberry.

A total of 22 B-36s were assigned to the wing (18-7th and 4-11th Bomb Group) as November closed out.

December was uneventful as the wing prepared a second B-36B 44-92078 (436th Bomb Squadron, 7th Bomb Group) for APG-3 modification.

As 1949 closed, the wing bomber inventory included 23 B-36s. The 7th Bomb Group accounted for 18, and the 11th Bomb Group had the remaining 5.

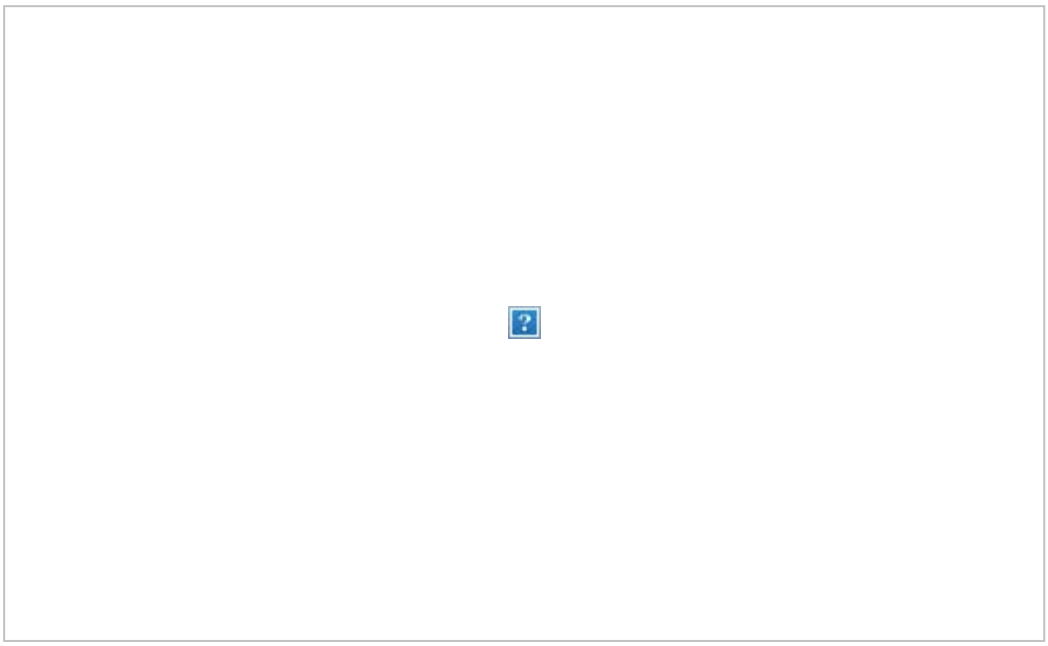
1950

RETURN TO TOP

WING COMMANDED BY BRIGADIER GENERAL A change in the wing command structure started off 1950 when Brigadier General Clarence S. Irvine (later, Major General) assumed command of the wing on 2 January from Colonel Fisher, who became the 43rd Bombardment Wing, Medium, commander at Davis-Monthan AFB, Tuscon, Arizona, the same day. General Irvine previously commanded the 509th Bombardment Wing, Medium, at Walker AFB, Roswell, New Mexico.

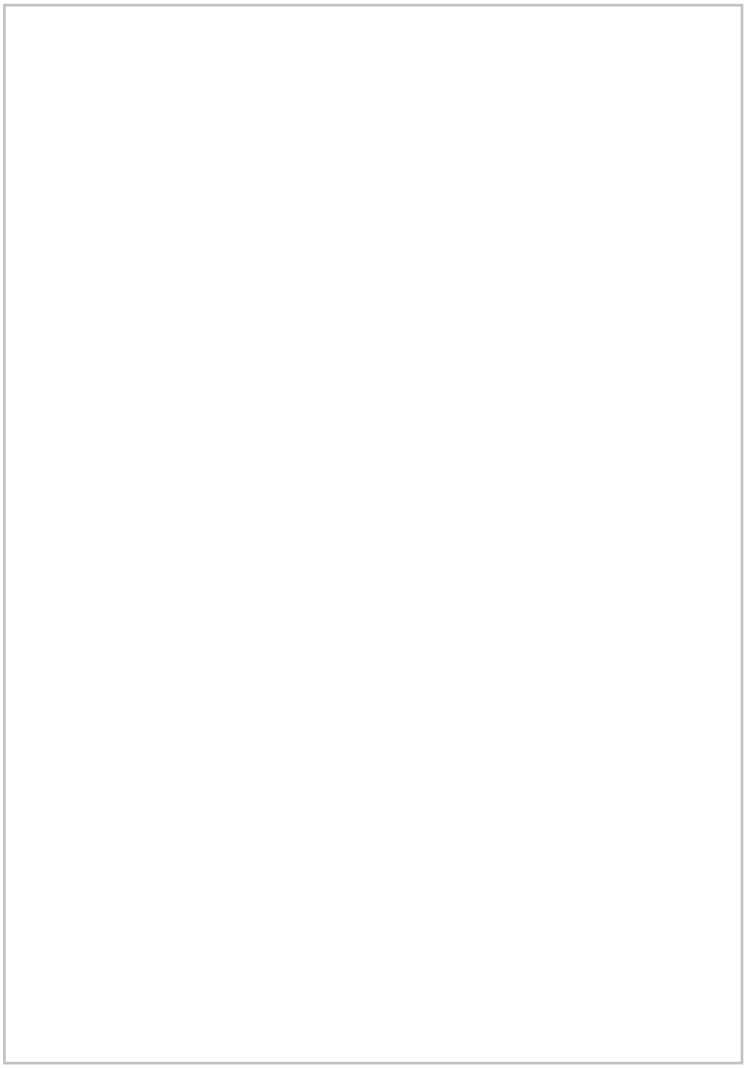
OFFICER FLIGHT ENGINEER SCHOOL ESTABLISHED AT CARSWELL The Officer Flight Engineer School, established by General Irvine on 8 November 1949, at Walker AFB, moved to Carswell on 1 February 1950. The school provided officer flight engineers the opportunity to regain their flying status, which had been suspended since July 1948. Of course, the school was not established for that purpose. The main reason for the school was that General Irvine realized the flight engineer position on present day and future bombers should be performed by a highly qualified technician. On 20 February, the sixth Officer Flight Engineer School class overall, and first at Carswell, commenced with 22 individuals. The length of the course was increased by six weeks to provide for additional B-36 subject matter. Carswell was visited on 3 February 1950, by Colonel Charles A. Lindberg, famed aviator who crossed the Atlantic in the "Spirit of St. Louis". During his visit Colonel Lindberg viewed the B-36, its operations, and training programs.

SECOND WING B-36 ACCIDENT Following this, one of the most important developments in the B-36 program occurred in mid-February as a result of numerous major malfunctions associated with the B-36. Those problems brought the B-36 program down to a low, and were emphasized in a dramatic, but tragic, manner--the crash of B-36B 44-92075 of the 436th Bomb Squadron, 7th Bomb Group, returning from Alaska.



Site of crash of B-36B 44-92075 in British Columbia
Photo by Doug Davidge

The aircraft had been taking part in cold weather maneuvers over British Columbia, Canada. The aircrew abandoned the aircraft when severe icing, plus an engine fire endangered the crew. A total of five out of 17 that parachuted lost their lives. Those five individuals were: 1Lt Holiel Ascol, bombardier; Captain Theodore F. Schreier, copilot; Captain William Phillips, navigator; Staff Sergeant Neal A. Straley, gunner; and Staff Sergeant Elbert W. Pollard, gunner. All except Schreier had streets in base housing named after them later in 1950. To date the streets are still named for those members.



Co-pilot's 7th Bomb Wing pin recovered from 44-92075 in 1998
Photo by Doug Davidge

This was the second recorded B-36 crash in the history of the wing. The engineering difficulties attributed to the crash in Canada were concerned with the following aircraft components, exhaust system, alternators, icing systems, and carburetors. Based on these problem areas and the crash on 14 February, General Irvine imposed flight restrictions on the B-36 aircraft at Carswell effective 15 February 1950. Flying activity ground to a halt following this.

On 24 February 1950, Major General (Retired) Ralph Royce, former 7th Bomb Group commander from 1939-1940, visited Carswell and toured a B-36. General Royce was one of the early pioneers in military aviation dating back to World War I.

The 11th Bomb Group changed commanders on 4 March 1950, as Colonel Bertram C. Harrison took over from Colonel Carmichael, who was transferred to Headquarters, Eighth Air Force at Carswell. Colonel Harrison, former deputy commander of the 7th Bomb Wing, was assigned duties as commander pending arrival of Colonel Thomas P. Gerrity, currently assigned to Air Material Command, Wright-Patterson AFB, Ohio.

Two days later on 6 March 1950, his Royal Highness, Prince Bernhard of The Netherlands, visited Carswell and toured the Consolidated plant at Fort Worth. The next day, 7 March, the Italian Air Force Chief of Staff, Lieutenant General Mario Ajmonecat, visited Carswell and the Consolidated plant at Fort Worth.

Tragedy hit Carswell on 15 March, as the 42nd Bomb Squadron, 11th Bomb Group, hanger burned down. This hanger was originally constructed in June 1943 and relocated in September 1945.

Following this, all the squadrons assigned to the 7th Maintenance and Supply Group, and 7th Air Base Group were

redesignated on 16 March 1950 in that the words "Bombardment, Heavy", were deleted from their titles. The official reason for this action was not known at the time but was presumed it was because no complimentary relationship between any one of those squadrons, and the type of tactical unit on the base under the wing-base theory of organization existed; therefore, those squadrons should not have a designation having reference to the type of tactical unit on base.

The need for a new exhaust system for the B-36, identified in February 1950, was quickly acted upon by Consolidated (Convair) and the Rohr Manufacturing Company, builder of the current exhaust system. Seven modified systems designed by Convair and two designed by Rohr were tested at Carswell during March. Both types failed to correct problems noted in February. Convair and Rohr returned to the drawing board as the month closed. Prior to the close of March, Colonel Geraldine May, Director of Women in the Air Force, toured Carswell on 22 March and viewed a B-36. A few days later plans were developed in maintenance to establish modification docks at Carswell, manned by Convair (formerly Consolidated-Vultee) people, to conduct specially designated modification projects. Plans were placed into operation on 27 March as the docks opened.

FIRST B-36 EXPERIMENTAL LANDING GEAR FLIGHTS The first B-36 take-off and landing with experimental caterpillar-type track landing gear was accomplished on 29 March at Carswell. Although this type of landing gear was not yet an innovation on Air Force B-36 aircraft, it was the latest step in the Air Force's program of track type gear development, and could eventually become an integrated part of the Air Force's production models of the B-36. Present production models of the B-36 were equipped with a four-wheel main landing gear and a dual wheel nose gear. As the month closed the wing possessed 24 B-36B aircraft, 17 in the 7th Bomb Group and seven in the 11th Bomb Group.

March, 1950

SAC REORGANIZES NUMBERED AIR FORCES During March, Strategic Air Command evaluated its

numbered air forces. The Eighth, at Carswell AFB, concentrated on medium and heavy bombers; Fifteenth, at March AFB, California, with medium bombers; and the Second, at Barksdale AFB, Louisiana, devoted exclusively to reconnaissance activities. Expansion and the integration of the B-36 and B-50 in the command created the need for a more balanced organization. Geographic factors also promoted the need for reorganization. For those reasons, SAC realigned the command effective 1 April 1950. Under the realignment, each numbered Air Force received bomber and reconnaissance assets in a geographic region. Second Air Force had eastern bases, Eighth central bases, and Fifteenth the western bases. This left the 7th Bomb Wing under control of Eighth Air Force as before. Barely a month after assuming command of the 11th Bomb Group, Colonel Harrison relinquished command to Colonel Thomas P. Gerrity on 3 April. Colonel Harrison, had been filling in as commander while awaiting arrival of Colonel Gerrity since March. He now assumed the group deputy commander position. Colonel Gerrity arrived from Wright-Patterson AFB, Ohio, where he was assigned to Headquarters, Air Material Command.

During April, 18 complete B-36 exhaust systems from Rohr Manufacturing arrived. This Rohr system fix, known locally as No. VI, consisted of reinforced plates attached to the outer periphery of the shroud cut-out for exhaust port legs. This improved shroud was installed on those exhaust bank segments having the Rohr spider fix.

Certification to build 600 units of rental housing off state highway 183 was received on 15 April 1950 from Scott W. Donaldson, Special Assistant to the Assistant Secretary of the Air Force. The Bucco Corporation of Fort Worth was awarded the 5.2 million dollar contract. Word of the contract was telephoned to Bucco President Raymound E. Buck, by Senator Lyndon B. Johnson and Congressman Wingate Lucas. This project was the first such undertaking in the Fort Worth area, designated solely to provide living quarters for military people. The 600 units would include two and three bedroom houses with 820 to 1,260 square feet of floor space. They would be divided between officers and enlisted in a rent range from $62.00 to $115.00 a month.

As the month closed, two B-36B aircraft were received by the 11th Bomb Group for a total of nine assigned in that unit.

FIRST B-36 LANDING OUTSIDE NORTH AMERICA Also during April, the Operational Engineering Program for B-36 aircraft was started at Carswell. Its purpose was to recommend modifications, maintenance procedures, and miscellaneous reports. The first landing made outside the North American continent by a B-36 occurred on 24 May 1950 at Ramey AFB, Puerto Rico. Brigadier General C. S. Irvine, wing commander, was in the lead aircraft. A total of four B-36s took part commanded by Captain (later, Brigadier General) Wesley L. Pendergraft, Captain George J. Benedict, Captain Artis H. Prichard, Jr., and First Lieutenant Edward C. Barrett; all from the 9th Bomb Squadron.

The same day, two new squadrons were activated and assigned to the wing, the 4010th Organizational Maintenance Squadron and the 4014th Electronic Squadron. Both were further assigned to the 7th Maintenance and Supply Group. The month of June opened with the wing gaining another squadron, the 4005th Women's Air Force (WAF) Squadron. It was designated and assigned to 8th Air Force, and further attached to the wing on 16 June 1950.

SAC FORCES ENTER COMBAT IN KOREA The invasion of South Korea by North Korea on 25 June 1950 brought part of SAC into combat for the first time since World War II. General Hoyt S. Vandenberg, USAF Chief of Staff, ordered two SAC bomb groups on 3 July to deploy their B-29s to the Far East and carry out conventional bombing operations north of the 38th parallel in North Korea. The 7th Bomb Wing, equipped with two B-36 groups was not effected at this time and continued training in the United States.

Five of the 17 units of the base NCO Housing Project (Row Type), ongoing since 1949, were turned over for occupancy on 14 July 1950. The first family presented keys to their new unit was Master Sergeant Leroy J. Wanless. Two days later, on 16 July, the 4010th Organizational Maintenance Squadron was reorganized into specialist teams, one for each tactical squadron in the wing (six total). Each team performed periodic organizational maintenance on assigned aircraft. Also, the 4010th Electronic Squadron was reorganized into specialist teams, one per each tactical squadron. These teams consisted of electronic and instrument specialists who performed periodic maintenance on the instruments and electronic systems of the B-36.

Additionally, the 7th Maintenance Squadron, under the 7th Maintenance and Supply Group, reorganized assigned

people on 16 July into teams to support assigned aircraft. Overall, reorganization of all three above squadrons altered the control of maintenance people by the Maintenance Control Section in the wing and assigned them directly to the tactical squadrons.

During July, the wing unveiled a new flying training program. It consisted of flying simulated combat missions to Limestone AFB, Maine (later Loring AFB), at the rate of one per each day. Maximum training requirements would be accomplished on all missions, including work with fighters of the Eastern Defense Command. The program would start in August.

Arrangements were made with Convair to have the flight section of the Fort Worth plant provide familiarization flights for pilots and flight engineers of the Wing Standardization Board in July. The purpose of these flights was to improve the effectiveness of the people assigned to stand aboard in the operation of the new B-36D model aircraft, scheduled to arrive from the plant in August.

In late July, an accelerated program was put into effort for modification of the carburetor on the B-36B engines. This modification was designed to improve engine performance during take-off, high altitude and ground operations, and to reduce carburetor icing at high altitude.

Following this on 25 July 1950, a contract in the amount of $40,519.00 was awarded to the General Engineering Corporation of Texas, for the installation of a hydrant refueling system at Carswell for tactical aircraft. The system, underground with storage and pump houses, would allow assigned aircraft to refuel or defuel at twice the rate currently done by tank trucks. Construction of the system started 27 July.

The next day, 28 July, ground breaking ceremonies were conducted by Major General Archie J. Old, Jr., new 8th Air Force commander, and Brigadier General Irvine for the new Wherry Housing Project, designated Valley View Housing. The 600-units would relieve the critical housing shortage experienced at Carswell once completed. Estimated completion was set for February 1951.

As the month closed out 31 B-36Bs were assigned to the wing. Of those, 17 were assigned to the 7th Bomb Group and 14 to the 11th Bomb Group.

On 21 August, 18 B-36B aircraft departed Carswell for Limestone AFB, Maine, to participate in a special training mission (Unit Simulated Combat Mission). It consisted of simulated radar bombing of St. Louis, Missouri, using Limestone AFB as the pre-strike launch base. All the aircraft, (9-7th and 9-11th Bomb Group) two from each squadron under respective groups, recovered at Limestone the same day. On 23 August, 17 of the bombers launched out of Limestone. The one bomber left experienced maintenance problems and once fixed returned to Carswell. The flight of bombers flew direct to St. Louis for the simulated bomb run. It was accomplished with no problems as all aircraft recovered at Carswell on 24 August.

WING RECEIVES FIRST CONVAIR B-36D AIRCRAFT While half the wing was TDY at Limestone AFB, Maine, the 26th Bomb Squadron, 11th Bomb Group, took delivery of the first B-36D 49-2653 in the wing on 22 August. The aircraft had six 3,500 horsepower propeller engines and four 5,200 pound jet thrust engines. The addition of jet engines increased the aircraft top speed to 439 mph at 32,000 feet. Also, the aircrew grew to 15: aircraft commander, two pilots, two engineers, bombardier, two radio operators, four gunners, navigator, radar operator (bombardier), and second observer. The second pilot and second radio operator doubled as gunners manning the top forward guns. The second observer manned the nose turret including loading and cleaning the guns.

WING BEGINS B-36B TRANSFER By the end of August, three more "D" models: 49-2647 (42nd Bomb Squadron, 11th Bomb Group), 49-2652 (9th Bomb Squadron, 7th Bomb Group), and 49-2654 (492nd Bomb Squadron, 7th Bomb Group) were delivered to Carswell.

Also, two B-36B aircraft were sent to the Convair Plant in San Diego, California, for modification into "D" models. Overall, a total of 35 B-36s were assigned in August, 19 in the 7th Bomb Group (2-D and 17-B), and 16 in the 11th Bomb Group (2-D and 14-B).

FIRST B-36D GUNNERY MISSION On 12 September 1950, a 26th Bomb Squadron, 11th Bomb Group, B-36D 49-2653 (the first D model in the wing) took part in the first "D" model gunnery mission. It was a test evaluation mission flown over the Eglin AFB Gunnery Range, Florida at 24,000 feet. During the mission seven malfunctions of various types occurred before the plane returned to Carswell. Just over a week later on 20 September, three B-36Ds (436th, 492nd and 9th Bomb Squadrons) of the 7th Bomb Group participated in an exact profile of the war plan. The mission consisted of a night attack on Fort Worth with additional training accomplished by making a simulated bomb run over Birmingham, Alabama. Also, the aircraft conducted a live firing over the Eglin AFB Gunnery Range, Florida, before recovering at Carswell. Later in the month, two more D models arrived brining the total number of B-36D aircraft in the wing to six. The two were assigned to the 436th Bomb Squadron, 7th Bomb Group (49-2650), and the 98th Bomb Squadron, 11th Bomb Group (49-2649).

A total of 37 B-36s were assigned to the wing as September closed out, 20 (17-B and 3-D) to the 7th Bomb Group and 17 (14-B and 3-D) in the 11th Bomb Group.

The remaining eight units of the ongoing NCO Housing Project (Row Type) were completed at Carswell and turned over for occupancy on 12 October. The overall project totaled 17 housing units.

Three 7th Bomb Group B-36D aircraft (9th, 436th and 492nd Bomb Squadrons) took part in a special training mission in October 1950. The purpose was to determine requirements in people, equipment, and supplies for staging through bases other than Carswell or home base. On 13 October, one North American B-25 Mitchell (assigned to Eighth Air Force at Carswell) flew to March AFB, California, with the advance party. The next day, prior to the bombers deploying, a Douglas C-54 Skymaster cargo aircraft launched from Carswell with support people, recovering later in the day at March. The three bombers conducted a simulated bombing mission over Fort Worth after take-off, then proceeded to Phoenix, Arizona, and accomplished a second bombing run. The bombers then flew to the Pacific Ocean for a gunnery mission. Completing this they landed at March AFB. The three bombers launched from March on 16 October and flew to Castle AFB, California. On 17 October, the bombers redeployed from Castle to Carswell. Enroute the bombers took part in a camera gunnery mission at 25,000 feet in Southern California with four Republic F-84 Thunderjet fighters of the 78th Fighter Group, Hamilton AFB, San Rafael, California. The F-84 was a descendant of the first bearer of the "Thunder" name, the Republic P-47 Thunderbolt, famed "Jug" of World War II. Additionally, the bombers conducted a simulated bomb run over San Francisco and Sacramento, California; Phoenix, Arizona; and Fort Worth, before landing at Carswell.

Following this, First Lieutenant Julian T. Williams was assigned the first house in the on going Wherry Housing Project (Valley View Housing) on 19 October 1950.

Next, Lieutenant Colonel Richard T. Black, deputy commanding officer, 7th Bomb Group, was appointed group commander on 24 October, when Colonel Roberts moved up to deputy commanding officer, 7th Bomb Wing.

As the month closed, one B-36D arrived upping total Ds assigned to seven. Overall, the wing had 35 B-36s, 23 in the 7th Bomb Group (3-D and 17-B) and 15 in the 11th Bomb Group (4-D and 11-B).

THIRD WING B-36 ACCIDENT The month of November opened with the 4001st Base Service Squadron, located at Gray AFB, Killeen, Texas, attached to the 7th Bomb Wing. Also, Gray AFB was further designated a sub-base of Carswell AFB. On 22 November, the wing recorded its third major B-36 accident that resulted in the complete destruction of B-36B 44-92035 (26th Bomb Squadron, 11th Bomb Group). Heading for Carswell with three engines out and no engine control the aircraft lost altitude and crashed 20 miles south of the runway. The entire crew bailed out prior to the crash with two losing their lives.

General (Retired) Carl Spaatz, former Air Force Chief of Staff, and former 7th Bomb Group commander (May 1929 to October 1931) arrived at Carswell on 28 November, along with members of the Air Force Academy Site Inspection Team. The purpose of the visit was to view sites for the proposed Air Force Academy. The team departed Carswell on 30 November.

Four B-36D aircraft arrived from the Convair plant, San Diego, California, during late November bringing total "D" models to 11 in the wing. Also, three B-36Bs were lost, two to Convair for modification, and one to crash

noted earlier.

Eight B-36D aircraft (4-7th Bomb Group and 4-11th Bomb Group) deployed to Limestone AFB, Maine, on 30 November to test pre-strike staging facilities, and evaluate B-36D aircraft and combat crews on a profile mission.

On 1 December 1950, six of those B-36s launched out of Limestone and flew direct to Ramey AFB, Puerto Rico. This was the second time wing B-36s had landed in Puerto Rico (previously B-36s had been flown to Alaska). Enroute to Ramey the bombers flew simulated bomb runs one Charleston, South Carolina, and Tallahassee, Florida. The two remaining B-36 bombers at Limestone deployed to Carswell on 5 and 6 December 1950. This operation closed out flying activity for 1950.

Based on the B-36 crash in November gunnery firing training missions were discontinued in the wing. With this action emphasis was placed on gun camera training instead of the live fire previously conducted.

One "D" model B-36 arrived from the Convair plant, San Diego, California on 12 December. As the year closed 12 B-36D aircraft were assigned in the wing.

1951

RETURN TO TOP

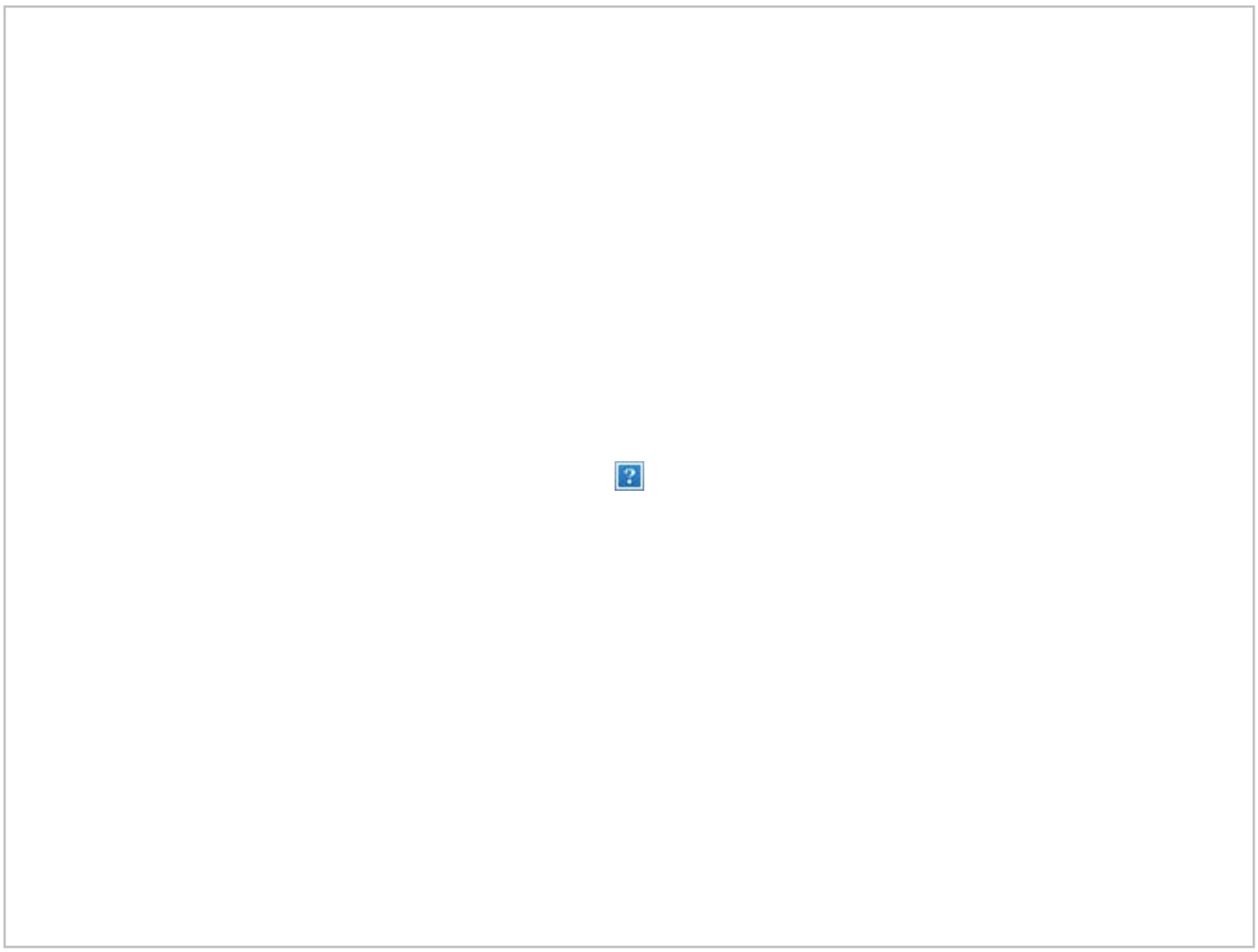
SAC REORGANIZES In January 1951 Headquarters, United States Air Force approved a proposal by General Curtis E. LeMay, Commander-in-Chief, Strategic Air Command, to reorganize SAC's combat forces at base level. Prior to this reorganization, each combat wing consisted of a wing headquarters, a combat group with tactical squadrons, a maintenance and supply group, air base group, and a medical group. This structure existed in most combat wings, including those on both single and double-wing bases. Under the new system, effective 15 February 1951, each wing would reorganize to include a wing headquarters, combat group with tactical squadrons; three maintenance squadrons; an air base group of housekeeping squadrons; a supply squadron; and a medical squadron. Both medical and maintenance and supply groups would be discontinued. The combat group headquarters remained in name only. The wing commander served as the combat group commander. In conjunction with this reorganization, SAC received authority from Air Force to organize air divisions on double wing bases and to operate the air base group on base. Composed of approximately 17 people, representing functions of command, operations, material, and administration, the air division headquarters served as an intermediate echelon of command between the combat wings and the numbered air force. The air division commander exercised direct control over the two wing commanders and the air base group commander.

On 4 January 1951, the 11th Maintenance and Supply Group was activated and attached to the 7th Bomb Wing. The group consisted of: 11th Maintenance Squadron, 11th Supply Squadron, 11th Motor Vehicle Squadron, and the 4014th Organizational Maintenance Squadron (formerly under the 7th Maintenance and Supply Group). The group was further attached to the 7th Maintenance and Supply Group for administrative, operational control, and logistical support.

FIRST B-36 DEPLOYMENT TO THE UNITED KINGDOM AND EUROPE Next, the wing took part in a special training mission to the United Kingdom. The purpose of the mission was to evaluate the B-36D under simulated war plan conditions. Also, further evaluate the equivalent airspeed and compression tactics for heavy bombardment aircraft; and evaluate select crew capability for bombing unfamiliar targets. The aircraft, staging through Limestone AFB, Maine, would land at RAF Lakenheath, United Kingdom, following a night radar bombing attack on Helgoland, Germany. From there the bombers would conduct a simulated bomb run on the Heston Bomb Plot, London, finally landing at Lakenheath. A total of 11 bombers launched out of Carswell on 14 January to Limestone AFB, landing that same day. On 15 January, all were set to depart Limestone. Of those, two aborted shortly after takeoff for engine failures, and three more returned to Carswell that day. The remaining six (one 9th Bomb Squadron, two 436th Bomb Squadron, 7th Bomb Group; and one each from the 26th, 42nd and 98th Bomb Squadrons, 11th Bomb Group) landed at RAF Lakenheath on 16 January following the two bomb runs

scheduled. This was the first deployment of wing and SAC B-36 aircraft to England and Europe. For the next four days the flight flew sorties out of England. The aircraft redeployed to the states on 20 January arriving at Carswell on 21 January.

As January closed, 18 B-36B and 18 B-36D bombers were assigned to the wing. Also, assigned "B" models began rotating to the Convair plant at San Diego, California, for modification to "D" models. This would continue until late June 1951 when all B models would be converted to B-36Ds in SAC.



B-36Bs being converted to B-36Ds at Convair in San Diego

11TH BOMBARDMENT WING AND 19TH AIR DIVISION ACTIVATED AT CARSWELL February opened with several organizational changes at Carswell due to SAC's announced reorganization in January this year. On 16 February, the 11th Bombardment Wing, Heavy, established on 18 November 1948, was activated at Carswell. The new wing assumed control of the 11th Bomb Group, attached to the 7th Bomb Wing since 1 December 1948. Next, 19th Air Division, Bombardment, redesignated 1 February as 19th Air Division, was organized on 16 February at Carswell. With this move the division assumed responsibility over the 7th and 11th Bomb Wings at Carswell. Also, the 7th Bomb Wing underwent a complete reorganization on 16 February. The 7th Bomb Group was reduced to one officer and one enlisted in a caretaker status. The 4010th Organizational Maintenance Squadron was divided to form the 4010th Armament Electronic Squadron, activated the same day. Those two squadrons, and the 7th Maintenance Squadron, redesignated the 7th Field Maintenance Squadron on 16 February, were further assigned to the 7th Bomb Wing. The three bomb squadrons, 9th, 436th, and 492nd were attached directly to the 7th Bomb Wing and taken out from under control of the group on 16 February. Finally, the

7th Aviation Squadron, attached to the wing since 1949, remained under the wing's control. At the same time the 7th Maintenance and Supply, and Medical Groups were inactivated this day with the 7th Air Base Group assigned to the 19th Air Division. With all this reorganization taking place the leadership of the wing changed hands as well on 16 February, as Colonel John A. Roberts assumed command of the 7th Bomb Wing from Brigadier General Irvine. Colonel Black, 7th Bomb Group commander, was replaced by Colonel Roberts. Thus, both the wing and group were under his direct command. Colonel Black was reassigned in the wing. General Irvine, previous wing commander, became the 19th Air Division commander the same day.

Three days later, on 19 February 1951, the 436th Bomb Squadron received a plaque from SAC for its distinguished record as the first B-36 unit in SAC to fly over 400 hours in one month.

Following this, five wing B-36Ds took part in a mock bombing mission over Portland, Oregon. The aircraft, TDY to Eielsen AFB, Alaska, since 19 February, launched out of Eielsen on 22 February. The bombers flew a high-level bombing mission over Portland then recovered at Carswell the same day. As the month closed, the wing had ten B-36Ds and nine B-36Bs assigned.

During March 1951, the wing established a new unit flying record when the 436th Bomb Squadron flew 477 hours with six B-36s in 29 days out of Carswell. Also, five B-36D bombers were received in March from the Convair plant, San Diego, California. All total, 20 B-36s were assigned to the wing in March (13-D and 7-B).

From 12 to 16 April, the wing flew its B-36 aircraft in night bombing missions against industrial targets in the Indianapolis, Indiana, area. The purpose of the mission was to determine the wing's bombing capability against a complex industrial target. On 12 April, 17 B-36s (12-D and 5-B) in the wing flew the first sorties on Indianapolis. All aircraft completed the long range flight on 13 April. Eight more B-36s (5-D and 3-B) flew out of Carswell on 16 April to bomb Indianapolis. The bombers recovered at Carswell on 17 April following the mission. During the sorties on 12 and 16 April, the bombers also attacked secondary targets of New York City (B-36Ds only); Oklahoma City, and Austin, Texas (B-36B only) before flying the primary mission over Indianapolis.

No "D" model bombers arrived from the Convair plant in San Diego during April, but the wing flew three "B" models to the plant for modification in late April.

On 24 April, Mr. Alexander P. de Seversky, noted writer, lecturer, aircraft designer, and manufacturer, visited Carswell. He took a flight in a 492nd Bomb Squadron B-36D while at Carswell.

FOURTH WING B-36 ACCIDENT Three days later, on 27 April, the wing recorded its fourth major B-36 crash which occurred during a fighter-bomber interception mission 55 miles northeast of Oklahoma City. During the interception an F-51 fighter hit the bomber resulting in both aircraft crashing. Fourteen individuals were killed and the B-36B was a total loss.

Colonel George T. Chadwell took command of the 7th Bomb Group on 5 May 1951, leaving Colonel Roberts the wing position. Also, Colonel Chadwell, who had been the deputy wing commander, kept that position.

FIFTH WING B-36 ACCIDENT The next day, 6 May, the wing suffered a major B-36 crash. B-36D 49-2660 crashed on landing at Kirtland AFB, Albuquerque, New Mexico. Twenty-three of the 25 onboard were killed. This was the fifth B-36 crash in the wing that destroyed a B-36 since their arrival in June 1948.

Shortly after this, on 14 May, a survey team in the wing deployed from Carswell in a C-124 to investigate the facilities at Goose Bay, Labrador, Canada, for its use in emergency war plan exercises. The team returned 10 days later.

On 17 May, Major General Irvine, 19th Air Division commander, presented Lieutenant Colonel Finlay F. Ross, Jr., 492nd Bomb Squadron commander, the 19th Air Division Achievement Award for Outstanding Flying Safety for April 1951. This was the second consecutive month the 492nd received the award.

B-36F ACCELLERATED SERVICE TEST PROGRAM BEGINS As the month of June opened, three wing bomber crews (S-04, S-18 and S-20) were assigned to temporary duty at the Convair Plant, Fort Worth, to

participate in the B-36F operational testing under the Accelerated Service Test Program. The aircraft flown by the crews was 49-2703, a RB-36F. Two flights were flown on 14 and 15 June out of Carswell. A third flight was conducted from 21 to 22 June, by a 9th Bomb Squadron crew in B-36F 49-2672. Earlier in the month on 4 and 9 June, the wing conducted an operations readiness test in two phases. Phase I involved a simulated deployment; and phase II, a high altitude attack on industrial targets in the Detroit, Michigan area. Final results of the exercise showed the wing was prepared for its mission.

LAST WING B-36B TRANSFERRED FOR CONVERSION The last B-36B in the wing was flown to the Convair plant, San Diego, California, for modification to a "D" model, on 23 June 1951.

On 30 June, the "On Top" modification project, in which a team from the Oklahoma City Air Logistics Area, Tinker AFB, Oklahoma, modified all 22 wing B-36D bombers, closed out.

Under the B-36F Accelerated Service Test Program, started in June, the wing flew three test flights. A fourth flight was accomplished from 3 to 4 July, by a 9th Bomb Squadron crew. This was the first flight in B-36F 49-2672 with the new long-range mixture barrels installed. The flight engineer reported that manual leaning operations were greatly improved with the modification to the barrels.

Next, a special training mission including a high altitude penetration of Eglin AFB, Fort Walton Beach, Florida, utilizing F-84 fighter escort from the 12th Fighter Wing, Bergstrom AFB, Texas, was flown on 10 July. On that date, nine B-36s took part escorted by 18 F-84 fighters. The bombers flew out of Carswell south to Port Arthur, Texas. At Port Arthur the bombers picked up their escort fighters and headed east to Florida reaching Eglin Range. Several F-86 fighters from Eglin AFB intercepted the bombers enroute to targets in the area. Completing the scheduled mission the bombers returned to Carswell and the escort fighters recovered at Eglin AFB, returning to Bergstrom AFB the next day.

On 11 July, a 9th Bomb Squadron crew conducted the fifth B-36F test flight in the B-36F Accelerated Service Test Program using B-36F 49-2672. This flight closed out the flying phase of the B-36F model test program as all six B-36F aircraft (49-2703, 49-2704, 49-2705, 49-2670, 49-2671 and 49-2672) at Carswell returned to Convair for 100 hour inspections, Air Material Command acceptance flights and other inspections.

FIRST B-36 DEPLOYMENT TO CANADA On 17 July 1951, the wing dispatched six B-36 aircraft of the 492nd Bomb Squadron to Goose Bay, Labrador, Canada. The purpose of the mission was to familiarize people in the squadron with the capabilities of the staging base, test these capabilities, provide an opportunity for crews to obtain actual polar experience, and to accomplish a partial profile mission on the return to Carswell. The flight enroute to Goose Bay was used as a routine training mission. All aircraft landed at Goose Bay on 17 July. Two days later, on 19 July, all six bombers flew a polar navigation training mission then recovered at Goose Bay. All six bombers redeployed to Carswell on 23 July. Enroute a partial war plan profile was conducted as the bombers attacked Tampa, Florida; Birmingham, Alabama; Fort Worth; Memphis, Tennessee; Little Rock, Arkansas; and Dallas; before landing at Carswell on 24 July.

July closed out with 24 B-36D bombers assigned to the wing. The wing conducted a radar bomber evaluation mission against a commercial center target in Binghampton, New York, on 4 and 9 August. The exercise was flown to compare the radar bombing accuracy of aircrews using radar predictions based on eight year old photography against the bombing accuracy of crews using recent radar reconnaissance, and to determine the ability of crews to accomplish celestial navigation and electronic countermeasures reconnaissance.

On 4 August, 15 B-36Ds, seven of which had old photography and the remaining eight new, launched out of Carswell. All aircraft flew the mission as scheduled and recovered at Carswell the same day. The crews using new photography were scored effective with the others not. Eight bombers of the 15 deployed out of Carswell on 9 August, to bomb Binghampton, scored effective using the current photography.

1951 SAC BOMBING COMPETITION With the abatement of the threat of World War III developing out of the Korean Conflict, the bombing competition, suspended in 1950, was resumed and expanded. To stress the importance of celestial navigation and to enable reconnaissance wings to compete, navigation was included as a

separate phase of the meet. MacDill AFB, Tampa, Florida, served as the competition headquarters, as well as the staging base for medium aircraft. Carswell AFB was the staging base for heavy aircraft. Held from 13 to 18 August 1951, the third meet to date in SAC, involved 12 bomb wings and three reconnaissance wings flying B/RB-36, B/RB-29, and B-50 aircraft. Also, two Royal Air Force crews from the United Kingdom participated with Washington bombers (Boeing B-29). Bombing requirements included three visual releases and four radar runs, and the navigation phase involving three night celestial navigation legs. Wing aircrews placed in the top ten overall.

WING RECEIVES FIRST CONVAIR B-36F AIRCRAFT On 18 August 1951, the first B-36F 49-2671 was assigned to the 9th Bomb Squadron in the wing. The B-36F was equipped with new WASP Major engines rated at 3,800 horsepower. Also, a K-3 radar system and APG-32 gun laying radar were added. The increased horsepower upped the top speed to 417 mph and the service ceiling to 44,000 feet with a combat payload of 264,300 pounds. A total of 34 B-36F models were eventually produced by Convair with all going to the wing.

FIRST B-36F GUNNERY MISSION The wing conducted its first "F" model gunnery test over the Eglin AFB Gunnery Range, Florida, on 22 August 1951. Results of the test were satisfactory. As the month closed, 25 B-36D and two B-36F bombers were assigned. B-36F 49-2672 was the second "F" model assigned in the wing and went to the 9th Bomb Squadron.

436TH BOMB SQUADRON DEPLOYS TO CANADA A second familiarization flight to Goose Bay, Labrador, Canada, was flown in September 1951. The purpose of the mission was to familiarize the 436th Bomb Squadron with the staging base at Goose Bay, and test the capabilities and facilities of the base. On 16 September, the 436th deployed six B-36D aircraft out of Carswell, landing the same day at Goose Bay. While at Goose Bay, the aircraft flew a polar navigation sortie to Thule, Greenland. The six bombers returned to Carswell on 23 September. Enroute a partial profile mission was conducted. On 30 September, a total of 29 B-36s were assigned in the wing (25-D and 4-F).

9TH BOMB SQUADRON DEPLOYS TO CANADA On 11 October, six B-36D aircraft of the 9th Bomb Squadron deployed to Goose Bay, Labrador, for familiarization training. All aircraft landed without incident the same day at Goose Bay. Two days later on 13 October, the squadron flew a polar navigation mission to Thule, Greenland, and back. The six aircraft departed Goose Bay on 17 October, and flew a modified profile mission enroute to Carswell. This deployment was the third and final squadron familiarization flight in the wing. With this flight all three bomb squadrons were familiar with staging out of Goose Bay. Thus, the wing was set to deploy in the future when tasked at a moments notice.

Also on 11 October, the wing conducted a unit simulated combat mission out of Carswell using three B-36Fs (9th, 436th and 492nd Bomb Squadrons). The mission was flown in the Eglin AFB Range, Florida. All three aircraft completed the mission as scheduled and returned to Carswell on 12 October.

On 29 October 1951, Colonel Roberts was assigned temporary duty at Carswell as Commanding Officer, 19th Air Division. In his absence from the wing Colonel George T. Chadwell, deputy wing commander, assumed the wing commander position.

Following this, the wing closed out October 1951 with 31 B-36s on hand, 25-D and 6-F. During November 1951, five B-36Fs were assigned to the wing. By the end of the month the wing had 36 B-36s (25-D and 11-F) divided among its three flying squadrons.

FIRST RAF BOMBING COMPETITION The Royal Air Force Bomber Command, United Kingdom, held its first Bombing Competition from 12 to 15 December 1951. SAC entered six aircraft in the competition, officially called the Navigation and Blind Bombing Competition. Operating out of RAF Sculthorpe, Norfolk, United Kingdom, were two B-29s (9th Bomb Wing, Travis AFB, California and 301st Bomb Wing, Barksdale AFB, Louisiana), two B-36s (7th and 11th Bomb Wings, Carswell AFB, Texas), and two B-50s (93d Bomb Wing, Castle AFB, California). On 4 December, one 7th Bomb Wing B-36D and one 11th Bomb Wing B-36D deployed from Carswell. Both bombers were to take part on a non-competitive basis to demonstrate equipment in order to effect a mutual exchange of ideas and techniques, and to compare techniques in target study and briefing. Both B-36s landed at RAF Sculthorpe on 5 December. Both aircraft flew the competition route from 12 to 13 December, out of

Sculthorpe. The 7th Bomb Wing deputy commander, Colonel Walter E. Chamber and Air Chief Marshall, Sir Hugh P. Lloyd, Commander in Chief of the British Bomber Command, flew in the 7th Bomb Wing B-36. The aircraft was piloted by Major Artist Prichard, 9th Bomb Squadron. The SAC B-29 team of the 9th and 301st Bomb Wings placed first overall in the competition. The two Carswell B-36s departed Sculthorpe on 14 December and arrived back home on 15 December. As the year 1951 closed 37 B-36s (25-D and 12-F) were assigned in the wing at Carswell.

National Investigations Committee On Aerial Phenomena

Category: 08; Photographic Evidence

Subject: **The Sherman, TX Photo Case**
Date: **August 2, 1965**
Location: **Sherman, TX**

Francis Ridge:
3:00 am. This famous case of the photo of a banded light can be found in a lot of UFO books and magazines in the 1960's and later on. Not sure what the object was, but unless the entry from Brad Spark's Comprehensive Catalog of Project Blue Book Unknowns is the same sighting (not an original BB unknown and time not given), there were other strange sightings the same day of a brilliant light in Texas that date. Report details are linked below.

For reports, documentation, analysis or discussions - see below:

The Sherman, TX, Photo Case - Temporal Doorway
The New Mexico Page

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category: 01; Distant Sightings

Subject: **Bright Object at Wagle Mountain Lake**
Date: **August 2, 1965**
Location: **Sherman, TX**

Francis Ridge:
Not listed among the original BB Unknowns, this case IS listed in Brad Spark's Comprehensive Catalog of Project Blue Book Unknowns, time of incident not given). There were other strange sightings the same day of a brilliant light in Texas that date. Here is what we have so far:

> Aug. 2, 1965. Justin, Texas. 2 Tarrant County deputy sheriffs saw an object as bright as burning magnesium, land as they patrolled near Wagle Mountain Lake. Extensive investigation by police found no traces. (Vallée Magonia 667)

For reports, documentation, analysis or discussions - see below:

The New Mexico Page

NICAP Home Page

More Witnesses To The Roswell Incident

The second flight out of Roswell. The nine men who flew the debris to Fort Worth on July 8, 1947. Maj. Jesse A. Marcel, Lt. Col. Payne Jennings, Lt. Col. Robert I Barrowclough, and Maj. Herb Wunderlich.

Capt William E. Anderson, M/Sgt. Robert R. Porter, T/Sgt. William A. Cross, T/Sgt. George M. Ades.

T/Sgt. Sterling P. Bone

The July 8 flight was the second confirmed flight to move the debris east out of Roswell. The first took place on July 6. According to DuBose, it was ordered by Gen. Clements McMullen, deputy commander of SAC, who wanted some of the original debris brought into Roswell by Mac Brazel that very day to be flown to Washington for inspection. The flight passed through Fort Worth where DuBose checked the container (a pouch) holding the debris prior to sending it on its way to its final destination. The destination was Wright Field, after a brief stop at Fort Worth. The flight was piloted by Roswell's base deputy commander, Lt. Col. Payne Jennings.

Lt. Col. Joe C. Briley

Lt. Col. Joe Briley confirmed that Col. Blanchard's "leave" was just a "blind", when in actuality he was at the impact site.

Brigadier Gen. Martin F. Scanlon

Brigadier Gen. Scanlon was involved in the clandestine retrieval of the craft at Roswell.

Major Edwin Easley

After decades of silence, provost marshal, Major Edwin Easley confirmed the bodies as well as the impact site north of Roswell just before his death in 1992. Col. Blanchard ordered Easley to post guards on the access roads to the debris field.

Capt. "Pappy" Henderson

Material had been brought from the debris field and loaded on a C-54, this time flown by Capt. Pappy Henderson to Wright Field in Dayton, Ohio.

Next, go to the July 8, 1947 Press Conference.

Roswell: The Real Story	Roswell: The Time Line
July 8, 1947: The Press Conference	The Roswell Link Directory

NICAP Home Page

The Roswell "Witness" List

Alphabetical listing of those involved in the Roswell incident (as reported in UFO CRASH AT ROSWELL by Kevin D. Randle and Donald R. Schmitt (Avon, 1991):

Armstrong, Captain
- Collected pieces of the crash from the Brazels' two years after the crash

Barnett, Grady L. "Barney"
- Claimed to have found wreckage and bodies on the Plains of San Agustin, about 120 miles from where Mac Brazel found wreckage.

Barrowclough, Lt. Colonel Robert
- Executive Officer of Roswell Army Air Field, Roswell, New Mexico.

Blanchard, Colonel William
- Commander, 509th Bomb Group, Roswell Army Air Field. Upon seeing the material collected at the site by Major Jesse A. Marcel, he ordered the roads leading to the crash site blocked, and later made a special trip to the site.

Brazel, W.W. "Mac"
- Foreman at the Foster ranch in Lincoln County, near Corona, New mexico. He found the crash site on the ranch.

Brazel, Bill
- Son of Mac Brazel and a major witness.

Briley, Lt. Colonel Joe
- In mid-July, 1947 he became the Operations Officer at Roswell Army Air Base.

Brown, Dr. Jerry
- NASA engineer who had worked at White Sands Missile Range. He speculated that the metal found was Duraluminum alloy or a V-2 rocket.

Brown, Sergeant Melvin E.
- Was at the second site, guarding the truck containing alien bodies. He also guarded the hanger at Roswell Army air Field while crates from the site were held there.

Chavez, Senator Dennis
- US Senator from New Mexico. He supposedly called Walter Whitmore, Sr. and suggested that he not air the recorded interview with Mac Brazel.

Clark, Deputy, B.A.
- Took the initial report from Mac Brazel at the Chaves County sheriff's office.

Dubose, Colonel Thomas J.
- Chief of Staff to Brigadier General Roger Ramey. He was photographed in Ramey's office with the "debris."

Easley, Major Edwin D.
- Provost Marshal in charge of the troops clearing the crash site.

Foster, Iris
- Owned a cafe in Taos, New Mexico. She often heard a man call "Cactus Jack," an amateur

archeologist, talk about seeing a downed alien ship.

Gardner, Mary Ann
- Nurse at St. Petersburg Hospital, Florida. She heard an archeologist on her deathbed tell about discovering an alien ship and bodies.

Gardner, Norma
- Typist with top security clearance at Wright-Patterson Air Force Base. She typed autopsy reports on alien beings and saw two bodies.

Haut, 1st Lieutenant Walter
- Public Information Officer at Roswell Army Air Field. He was ordered by Colonel Blanchard to issue a press release stating that a flying disc had been recovered.

Henderson, Captain Oliver W. "Pappy"
- Member, First Air Transport Unit, Roswell Army Air Field, and co-pilot of the first B-29 flight from Roswell to Fort Worth. He also was the pilot of a C-54 flight carrying wreckage from Roswell to Wright-Patterson Field, Dayton, Ohio.

Henderson, Sappho
- Wife of Pappy Henderson. She was told by her husband that he had flown the C-54 to Wright Field.

Jennings, Colonel Payne
- Deputy base and group commander at Roswell Army Air Field. He was the pilot of the first B-29 flight from Roswell to Fort Worth.

Johnson, J. Bond
- Staff reporter for the "Fort Worth Star Telegram." He took photographs of the "wreckage" in General Ramey's office.

Joyce, Frank
- Reporter and announcer for Roswell radio station KGFL. He interviewed Mac Brazel on the telephone before the military arrived and later told a different story.

Kaufman, Frank
- Friend of Warrant Officer Robert Thomas. He said the bodies were sealed in a wooden crate, while still at the hospital.

Lapaz, Dr. Lincoln
- Expert in meteorites; degrees in mathematics and astronomy. He was called in to investigate the crash site.

Maltais, L.W. "Vern"
- Said Barney Barnett had told him he had seen bodies in one- piece grey suits, after which archaeologists and the military arrived.

Marcel, Major Jesse A.
- Intelligence Officer at Roswell Army Air Field, 509th Bomb Group Intelligence Office. He picked up material at the ranch and later flew it to Fort Worth Army Air Field.

Marcel, Jesse Jr.
- Son of Jesse A. Marcel. He saw debris samples that his father brought home and, under hypnosis, was able to recall the designs marking the I-beam.

McBoyle, Johnny
- Station Manager of radio station KSWS, Roswell, New Mexico. He attempted to put the Roswell story out over the wire.

McGuire, Phyllis
- Daughter of Sheriff George A. Wilcox. She saw the military arrive very soon after he father called them.

McQuiddy, Art
- Editor "Roswell Morning Dispatch". Walter Hunt delivered a press release to him, which other military personnel later tried to retrieve.

Newton, Warrant Office Irving
- Weather officer at Fort Worth Army Air Field. He was ordered to General Ramey's office to identify the "wreckage." a Rawin target balloon.

Parker, Jim
- Ranch hand of Mac Brazel's. His some came home from school one day in 1988 reported an Air Force truck in the area.

Payne, Bud
- Neighbor of Mac Brazel. He had gotten thrown off the Foster ranch by the military while chasing a stray cow. He knew exactly where the crash site was.

Porter, Sergeant Robert
- Crewman on the B-29 that flow packages from Roswell Army Air Field to Fort Worth Army Air Field. He claims that Jesse Marcel was on the flight.

Proctor, Floyd
- Mac Brazel's nearest neighbor and husband of Loretta Proctor. Brazel came to their house to show them a piece of the metal.

Proctor, Loretta
- Mac Brazel's nearest Neighbor and wife of Floyd Proctor. She said she remembers her husband trying to whittle on the metal but failing to make a mark.

Proctor, Timothy D.
- Son of Floyd and Loretta Proctor. He found the crash site with Mac Brazel.

Ramey, Brigadier General Roger
- Commander, eight Air Force, of which the 509th Bomb Group was a part.

Rickett, Lewis S.
- Army counter-intelligence (CIC) agent, who assisted in the retrieval of debris from the crash site.

Roberts, Jud
- Minority owner of radio station KGFL, Roswell, New Mexico. He said the military picked up copies of Haut's press release from the media there.

Shirkey, Robert
- Saw wreckage taken by eight or nine men through the Operations Building at Roswell Army Air Field.

Sleepy, Lydia

- Secretary to Merle Tucker in Albuquerque, New Mexico. She was ordered over the telephone to stop transmitting the crash story.

Smith, Sergeant Robert E.
- Member of the First Air Transport Unit at Roswell Army Air Field. He spent an entire day loading three aircraft with the material from the crash site.

Strickland, Lymann
- Neighbor of Mac Brazel. He saw Brazel in Roswell being escorted out of the newspaper offices by three military officers.

Strickland, Marian
- Neighbor of Mac Brazel, wife of Lymann Strickland. An upset Brazel visited them after his release from custody at Roswell Army Air Field.

Thomas, Robert
- Warrant Officer who came in on a special flight to assist in recovery of debris.

Tucker, Merle
- Owner of several New Mexico radio stations. He arrived back from out of town to find that his Roswell station manager had tried to put the crash story out over the wire.

Tyree, Tommy
- Hand for Mac Brazel. He began to work about one month after the crash and remembers that Brazel was irritated because the sheep would not cross the debris field and had to be driven the long way
around to water.

Whitmore, Walter Sr.
- Majority owner of radio station KGFL in Roswell, New Mexico. He hid Mac Brazel from the Military.

Wilcox, Sheriff George A.
- Sheriff of Chaves County, in which Roswell is located. Mac Brazel showed him a piece of the debris and he suggested Brazel contact the military.

Wilmot, Dan
- Resident of Roswell, N.M. He and his wife saw an oval- shaped object fly over their house on July 2, 1947, the probable date of the crash.

Zorn, Vernon D.
- Non-commissioned officer in charge of the Third Photo Unit at Roswell Army Air Field. He said no photos of the crash site were taken by his men.

Next, proceed to Press Conference at Fort Worth.

Roswell Directory
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July 8th, 1947

The Roswell Newspaper & Fort Worth Press Conference

This page chronicles the press releases of July 8, 1947. Quite a bit has already been reported (see Timeline) about the discovery and recovery of the actual crash material. At 11:00 A.M. Lt. Walter Haut finishes the press release he'd been ordered to write and prepares to take it into town. He takes it first to one of the radio stations. By noon he has given a copy of the release to both radio stations and to both daily newspapers.

Roswell Daily Record

RAAF Captures Flying Saucer On Ranch in Roswell Region

Claims Army Is Stacking Courts Martial

House Passes Tax Slash by Large Margin

No Details of Flying Disk Are Revealed

Some of Soviet Satellites May Attend Paris Meeting

Miners and Operators Sign Highest Wage Pact in History

At 2:26 P.M. the story is out on the AP wire. The story announces: "The army air forces here today announced a flying disc had been found."

At 3:00 P.M. Marcel is told that he is going to Fort Worth with the wreckage. Only a few packages are loaded onto the plane. One, a triangular package about two feet long, is wrapped in brown paper. The other three are about the size of shoe boxes. They are so light that it feels as if there is nothing in them. The special flight, a B-29, takes off for the Fort Worth Army Air Field.

Calls come into Roswell from all over the world as the press release hits the various news wires.

Late in the afternoon, reporter J. Bond Johnson of the Fort Worth Star-Telegram is instructed to drive to the base. His editor tells him a flying saucer is coming from Roswell. Four photographs are taken by Mr. Johnson a couple of hours before the press conference, two showing Maj. Gen Roger M. Ramey by himself, and another two with Colonel Thomas J. DuBose. A couple of hours later the press conference takes place.

Brig. Gen. Roger M. Ramey, Commander of the 8th Air Force and "staged" balloon debris

Gen. Ramey and Col. Thomas J. DuBose

General Ramey and Lt. Col. DuBose

Some time before the press conference, at 3:53 PM. Roger Ramey announces that the flying disk has been sent on to Wright Field near Dayton, Ohio.

The press conference is held. Other reporters are present who take more photographs, some of which are shown below.

Marcel with substituted balloon debris on the floor of General Ramey's office

Marcel is shown here in Ramey's office. Before this, the general wants to see where the debris was found. Marcel accompanies him to the map room. Once Ramey is satisfied, they walk back to the general's office, but the debris is gone. In its place is a ripped-apart weather balloon with debris scattered on the floor.

Marcel was told to keep his mouth shut

Warrant Officer Irving Newton properly identifies the substituted debris as a balloon

Warrant Officer Irving Newton is ordered from the weather office at the Fort Worth Army Air Field to Ramey's office. Newton, in front of five or six reporters and officers of the Eighth Air Force, **immediately** identifies the wreckage on the office floor as a balloon. He is photographed and then sent back to his regular duties. Ramey orders his aide, Captain Roy Showalter, to cancel the special flight.

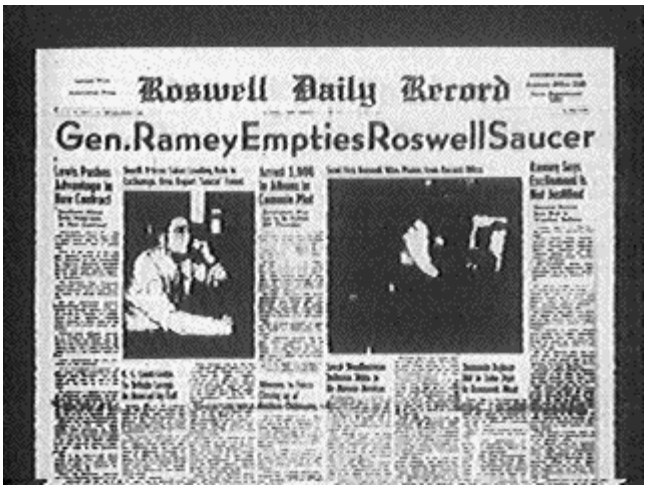
Years later DuBose acknowledges that the weather balloon story was designed to get reporters "off the general's back". And although Ramey, with the reporters watching, ordered the special flight cancelled, it was not. According to DuBose, Major General Clements McMullen, deputy commander of the Strategic Air Command, ordered Ramey to cover up the whole thing. They wanted to "put out the fire" as quickly as they could.

At 6:17 PM. the FBI sends a Teletype message to FBI Director J. Edgar Hoover telling him that a balloon is responsible for the reports. It is on its way to Dayton for examination by army air force experts.

At 7:30P.M. the AP breaks into its last message with a bulletin telling the world that the Roswell flying disk is nothing more than a balloon. Lt. Col. DuBose later told Roswell investigators that the balloon explanation was staged.

Ramey, with the identity of the wreckage established, announces to the world that the officers at Roswell had been fooled by a weather balloon. Ramey also appears on Fort Worth-Dallas radio station WBAP.

An unscheduled flight from Bolling Field (Washington, D.C.) arrives. Lewis Rickett meets it at Roswell and gives the crew a sealed box with wreckage in it. He is required to get a signature before he can surrender it.


Roswell Daily Record

Gen.RameyEmptiesRoswellSaucer

At 10:00 PM. ABC News "Headline Edition" tells the audience that Roger Ramey has identified the Roswell wreckage as a weather balloon.

Harassed Rancher who Located 'Saucer' Sorry He Told About It

And "Mac" Brazel, a very patriotic person, kept the story to himself the rest of his life. If it hadn't been for Maj. Jesse Marcel the Roswell investigation would have never been initiated. Since his announcement hundreds of persons have come forth describing different parts of the incident back in July of 1947.

Roswell: The Real Story	More witnesses
Roswell: The Time Line	The Roswell Link Directory

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The Roswell Incident

Timeline

Updated: 6-27-07; 2:20 pm

Wednesday. July 2, 1947
At 9:50 p.m. Mr. and Mrs. Dan Wilmot see an oval object, "like two inverted saucers faced mouth to mouth," passing over their house in Roswell, New Mexico. The object, moving at a high rate of speed, is heading northwest. (Ref. 1)

Friday. July 4, 1947
The first of the special flights from Washington arrives. On the plane is Warrant Officer Robert Thomas. Thomas and his companions are in uniform upon arrival, but quickly change to civilian clothes. Thomas wants an on-site briefing as soon as it could be arranged. These men remain at Roswell throughout the retrieval. (Ref. 1)

William Woody and his father watch a flaming object, white with a red trail, fall toward the ground north of Roswell. (Ref. 1)

During a thunderstorm near Corona, New Mexico, W W. "Mac" Brazel hears a tremendous thunderclap that sounds like an explosion but is somehow different from the rest of the thunder. Others in the area report the same phenomenon. (Ref. 1)

At 11:27 PM. the radar sites continue to watch the object. It seems to pulsate a number of times, then explodes into a starburst. The belief is that the object has now crashed. (Ref. 1)

Jim Ragsdale and Trudy Truelove see a bright flash of light and hear a roaring sound that passes overhead. Ragsdale knows that something has struck the ground close to their campsite. (Ref. 1)

Saturday, July 5.1947
Jason Ridgway (name changed), a sheepherder in central New Mexico, finds the remains of a crashed saucer He spends little time on the site and refuses to tell anyone about it until many years later. Ridgway is a friend of Mac Brazel. (Ref. 1)

Archaeologists, including W. Curry Holden, working the sites around Roswell stumble across the impact site where the object has crashed. One of them heads to the closest phone to tell Sheriff George Wilcox of the discovery of the remains of a crashed aircraft of some kind. (Ref. 1)

Wilcox calls the local fire department to alert them about the crash. One truck, with Dan Dwyer on it, responds to the call. The site is about thirty-five miles north of Roswell. (Ref. 1)

The Roswell Fire Department, escorted by members of the Roswell Police Department, makes a run along Pine Lodge Road northwest ofRoswell. These are among the first civilians to stumble across the impact site. (Ref. 1)

At 5:30 A.M. the military knowing the approximate location of the saucer crash, move in with a carefully

selected team for the recovery of the craft. The soldiers find civilians on the site already. They escort them off while others secure the area. Five bodies are found on the site. The site is cleaned and secured in six hours. (Ref. 1)

Following the rain the night before, Brazel inspects the pastures surrounding the ranch house. Riding with him is the young son of the Proctors, William D. Proctor. During the inspection, Brazel discovers a large debris field. Scattered on the slopes and into the sinkhole and depressions are metal, plastic like beams, pieces of lightweight material, foil, and string. The debris is thick enough that the sheep refuse to cross the field and are driven around it to water more than a mile away. (Ref. 1)

Thomas and his crew move out to the impact site. The bodies, originally covered by sheets, are now in lead-lined body bags. Only those with the highest clearance are allowed close to the center of the impact. Guards are posted, facing out, to keep the curious away (Ref. 1)

John McBoyle, a reporter for radio station KSWS in Roswell, tries to reach the crash site. He phones to report an object looking like a crushed dishpan. He tells Lydia Sleppy, who works at the parent station in Albuquerque, to hang on. She overhears an argument and then McBoyle tells her to forget it, he has made a mistake. McBoyle is about forty miles north of Roswell. (Ref. 1)

Sleppy tries to put a message out on the Teletype. According to Sleppy, the message is intercepted by the FBI in Dallas and she is ordered not to complete the transmission. (Ref. 1)

Melvin F. Brown, who is on guard duty at the impact site, is warned to climb into the back of the truck. Although he has been ordered not to look under the tarp, the moment that everyone's back is turned, he does. He finds the bodies of the alien flight crew. They are small, with large heads and skin that is yellow or orange. (Ref. 1)

Glenn Dennis, the mortician working at the Ballard Funeral Home in Roswell, receives a call from the base mortuary officer, who asks him about small caskets. (Ref. 1)

In Roswell for a conference, C. Bertram Schultz, a vertebra paleontologist, drives north from the city on Highway 285. To the west he sees a number of guards along the highway. Schultz isn't interested in driving to the west, so he doesn't stop, nor is he bothered by the guards. (Ref. 1)

The Roswell base mortuary officer calls again. He asks Glen Dennis questions about what various chemicals would do to blood and tissue. He also wants to know the procedures for preparing a body that has lain out in the elements. Dennis suspects a fatal crash involving a VIP. (Ref. 1)

Glenn Dennis receives a call from downtown Roswell, where an airman had been injured. The funeral home where Dennis works also operates the ambulance service. Dennis drives the injured airman to the base, is waved through the gate, and stops at the rear of the hospital. Parked behind it, at the loading dock and in front of the emergency room, are three ambulances. In the rear Dennis sees small, canoe like devices and strange debris of some sort. (Ref. 1)

The bodies arrive at the base and are taken to the hospital for examination. Dr. Jesse Johnson pronounces them dead. Two doctors who are not assigned to the base but who have arrived on one of the special flights begin the preliminary autopsy. (Ref. 1)

Brazel, taking a few scraps of the material, heads to the home of his closest neighbors, Floyd and Loretta Proctor. He shows them "a little sliver" of material that he can neither burn nor cut. The Proctors suggest he take it into town to show the sheriff. (Ref. 1)

Inside the base hospital at Roswell, Dennis is confronted by two officers. A red haired captain tells Dennis that he has seen nothing and heard nothing; if he opens his mouth, they will be picking his bones out of the sand. (Ref. 1)

Military bases along the West Coast have fighters on standby in case the flying disks are seen. A few bases in Oregon and Washington have planes equipped with gun cameras on airborne alert. (Ref. 1)

Sherman Campbell of Circleville, Ohio, reports to the sheriff that he has what he thinks is an explanation for some of the flying disk sightings. He has found a weather balloon on his farm. It is metallic, with a kite like appendage on it. The device is displayed at the local newspaper office and then returned to Campbell. Jean Campbell (Romero), Campbell's daughter, reports that it is kept in a barn for years afterward. (Ref. 1)

Later that evening, Brazel removes the large, circular piece of the debris from the range. Brazel either loads it into the back of his truck or drags it along behind. He stores it in a livestock shed about three miles north of the crash site. (Ref. 1)

The bodies are sealed into a long crate, which is taken to a hangar. It is left there overnight with spotlights playing on it while MPs stand guard around it. They never approach it. (Ref. 1)

Melvin Brown, along with other soldiers, is ordered to stand guard outside the hanger. Brown's commanding officer approaches and says, "Come on, Brownie, let's have a look inside." But there is nothing to see because everything has been packed and crated, ready for shipment. (Ref. 1)

Sunday, July 6, 1947
Brazel gets up early, completes his chores, and then drives into Roswell, about seventy-five miles away He stops at the office of Sheriff George A. Wilcox. Contrary to published reports, Wilcox is excited about the find and suggests the military at the Roswell Army Air Field be notified. (Ref. 1)

At 11:30 A.M. Dennis finally locates his friend, the nurse, who agrees to meet him for lunch. He drives out to the base to meet her at the officers' club. (Ref. 1)

While waiting for the military officers to arrive, Wilcox dispatches two of his deputies to the ranch. They have only the directions given by Brazel, but both men are familiar with the territory; and Wilcox believes they will be able to find the debris field. (Ref. 1)

William Woody and his father try to drive out toward the area where they'd seen the object coming down, but the roads are blocked. The side roads off Highway 285, from Vaughn and to the west, are guarded by military police who allow no one to pass. (Ref. 1)

Frank Joyce, a reporter and announcer for radio station KGFL, calls the sheriff and asks if anything interesting is happening at the office. Wilcox refers him to Brazel. (Ref. 1)

Colonel William Blanchard, commanding officer, entrusted with oversight of the first and only atomic-bomb strike force in the world, the 509th Bomb Group, orders Jesse A. Marcel, the air intelligence officer, to investigate. Marcel immediately drives to the sheriff's office. Marcel interviews Brazel, examines the pieces of the material that Brazel brought in, and decides he had better visit the ranch to examine the field for himself. (Ref. 1)

Marcel, taking some of the debris with him, returns to the base and reports to Blanchard what he has seen. Blanchard, convinced that he is in possession of something highly unusual, perhaps Soviet, alerts the next higher headquarters. Marcel and Blanchard (and later, Cavitt) all knew this was from not any type of balloon. (Ref. 1)

Marcel returns to the sheriff's office with the senior counterintelligence agent assigned to the base, Captain Sheridan Cavitt. They escort Brazel back to his ranch and examine the debris field. (Ref. 1)

Acting on orders from Major General Clements McMullen, deputy commander of the Strategic Air Command, Blanchard obtains, from the sheriff's office, more of the debris. It is sealed in a courier pouch and loaded on an airplane to be flown on to the Fort Worth Army Air Field, where it is given to Colonel

Thomas DuBose for transport on to Washington, D.C. (Ref. 1)

After Marcel and Cavitt leave with Brazel, the two deputies return to say they did not find the debris field but observed a burned area in one of the pastures. There the sand has been turned to glass and blackened. It looks as if something circular has touched down. (Ref. 1)

At the Fort Worth Army Air Field, DuBose and Colonel Alan D. Clark, the base commander, meet the aircraft from Roswell. Clark receives the plastic bag with the debris and walks to the "command" B-26 to fly it to Washington, D.C., and General McMullen. (Ref. 1)

Because of the distance to the ranch over roads that are less than adequate, Brazel, Marcel, and Cavitt do not arrive until after dark. They stay at the "Hines" house (an old ranch house close to the debris field), eat cold beans, and wait for daylight. Marcel runs a Geiger counter over the large piece of wreckage Brazel has stored in the cattle shed. He detects no sign of radiation. (Ref. 1)

Monday, July 7,1947
At 2:00A.M. a special flight leaves for Andrews AAF in Washington, D.C. Some of the debris and the bodies are on that flight. (Ref. 1)

Brazel takes the two military officers out to the crash site. It is three-quarters of a mile long and two to three hundred feet wide. A gouge starting at the northern end of it extends for four or five hundred feet toward the other end. It looks as if something has touched down and skipped along. The largest piece of debris is recovered at the southern edge of the gouge. (Ref. 1)

The debris is as thin as newsprint, but incredibly strong. There is foil that, when crumpled, unfolds itself without a sign of a wrinkle, I beams that flex slightly and have some symbols on them, and material resembling Bakelite. (Ref. 1)

Walt Whitmore, Frank Joyce's boss at KGFL, arranges for someone to go and grab Brazel at the ranch and bring him back to Roswell. By this time Whitmore figures Brazel was about to become a heavily sought-after man, so what better place to hide him than Whitmore's home? (Ref. 3)

Marcel and Cavitt walk the perimeter of the field and then range out looking for more details or another crash site, but find nothing else. Finally they return and spend the remainder of the day collecting debris. They load the rear of Marcel's car and then the jeep carryall driven by Cavitt. About dusk they begin the trip back to Roswell. (Ref. 1)

Lt. Haut was aware that someone had reported the remains of a downed vehicle by midmorning after his return to duty at the base. He was also aware that Major Jesse A. Marcel, head of intelligence, was sent by the base commander, Col. William Blanchard, to investigate. (Affidavit, Haut)

By late in the afternoon that same day, haut would learn that additional civilian reports came in regarding a second site just north of Roswell. He would spend the better part of the day attending to my regular duties hearing little if anything more. (Affidavit, Haut)

Lieutenant General Nathan E Twining, the commander of the Air Materiel Command, the parent organization at Wright Field, Ohio, and the next higher headquarters for both the Alamogordo Army Air Field and the Kirtland Army Air Field, changes his plans and flies into Alamogordo. (Ref. 1)

General Carl Spaatz, commander of the army air forces, on "vacation" in the Pacific Northwest, tells reporters that he knows nothing about the flying disks or the plans of various local units to search for them. (Ref. 1)

Intrigued by the story Joyce has told him about the telephone interview he'd conducted with Brazel, Walt Whitmore, Sr., wants to learn more. Whitmore, who knows many of the ranchers and is familiar with the

area, drives out to find Brazel. (Ref. 1)

Walt Whitmore, Sr., who asked Brazel to stay the night in Roswell at his home, now brings the KGFL men in..
That eveing the station's minority owner and newsman, "Jud" Roberts, conduct a wire-recorded interview with Brazelr KGFL by now was off the air so the broadcast would have to wait until morning. (Ref. 3)

Tuesday. July 8.1947
At 2:00 A.M. Marcel stops at his house on the way to the base. He awakens his wife, Viaud Marcel, and son, Jesse, Jr., to show them the material. Over the next hour they examine the debris on the kitchen floor. Marcel, Sr., says it was a flying saucer. Marcel is not breaking regulations since nothing has yet been classified. With the help of his son, Marcel loads it into the car to be taken to the base. (Ref. 1)

At 6:00 A.M. Marcel and Cavitt visit with Blanchard in his quarters and tell him what they have seen. (Ref. 1)

Blanchard calls the provost marshal and orders him to post guards on the roads around the debris field, armed guards encircled the primary areas, denying access to anyone without official business. Easley is directed to locate Brazel and have him escort the MPs to the crash site. (Ref. 1)

Blanchard calls Eighth Air Force headquarters and advises them of the new find. By this time no one believes the material is from a Soviet device. (Ref. 1)

Eighth Air Force relays the message up the chain of command to SAC headquarters. (Ref. 1)

7:30 a.m. The regular 8:00 AM staff meeting is moved up to 7:30 A.M. Lt. Haut would attend the regularly scheduled staff meeting. Besides Blanchard, Marcel; CIC [Counterintelligence Corp] Capt. Sheridan Cavitt; Col. James I. Hopkins, the operations officer; Lt. Col. Ulysses S. Nero, the supply officer; and from Carswell AAF in Fort Worth, Texas, Blanchard's boss, Brig. Gen. Roger Ramey and his chief of staff, Col. Thomas J. Dubose were also in attendance. The main topic of discussion was reported by Marcel and Cavitt regarding an extensive debris field in Lincoln County approx. 75 miles NW of Roswell. A preliminary briefing was provided by Blanchard about the second site approx. 40 miles north of town. Samples of wreckage were passed around the table. It was unlike any material I had or have ever seen in my life. Pieces which resembled metal foil, paper thin yet extremely strong, and pieces with unusual markings along their length were handled from man to man, each voicing their opinion. No one was able to identify the crash debris. (Affidavit, Haut)

One of the main concerns discussed at the meeting was whether we should go public or not with the discovery. Gen. Ramey proposed a plan, which I believe originated from his bosses at the Pentagon. Attention needed to be diverted from the more important site north of town by acknowledging the other location. Too many civilians were already involved and the press already was informed. I was not completely informed how this would be accomplished. (Affidavit, Haut)

7:30 A.M. Regular morning staff meeting is moved up to 7:30 A.M. Blanchard discusses the new find and its possible disposition. Attending the meeting are Marcel and Cavitt; Lieutenant Colonel James I. Hopkins, the operations officer; Major Patrick Saunders, the base adjutant; Major Isidore Brown, the personnel officer; and Lieutenant Colonel Ulysses S. Nero, the supply officer There is reason to believe that Lieutenant Colonel Charles W Horton, Lieutenant Colonel Fernand L. Andry; Lieutenant Walter Haut, and Master Sergeant Lewis Rickett may have also been there. (Ref. 1)

Whitmore, his wire-recorded interview with Brazel completed, takes Brazel out to the military base. (Ref. 1)

At 9:00 A.M. Cavitt and Rickett, having returned from assignment in Carlsbad, drive a staff car to the impact site, followed by MPs. They are stopped by the guards who are still posted. When they arrive, they

see that a small containment of debris remains which Rickett is allowed to examine. (Ref. 1)

Whitmore of KGFL receives a phone call from the FCC in Washington. He is told not to air the interview with Mac Brazel. If he does, the station will lose its broadcast license. Later, Senator Dennis Chavez, chairman of the Senate Appropriation's committee, phoned Whitmore to strongly advise him to do as he was instructed. (Ref. 1)

Blanchard and members of the staff confer by phone with higher headquarters. Brigadier General Roger Ramey orders Marcel to Fort Worth. (Ref. 1)

Mack Brazel, the ranch foreman who first discovered the debris field, was abducted and detained by the U.S. Army Air Forces at the guest house for four or five days while cleanup. Military officers begin to interrogate. Brazel was denied access to a phone, was given an Army physical, and was subjected to rigorous questioning and intimidation while under arrest. (Ref. 3)

At 11:00 A.M. Roswell AAF Commanding Officer Col. William Blanchard announced the recovery of a flying disc. Lt. Walter Haut finishes the press release he'd been ordered to write and is preparing to take it into town. He takes it first to one of the radio stations. By noon he has given a copy of the release to both radio stations and to both daily newspapers. (Ref. 1)

Sheriff Wilcox, wondering what happened out at the crash site, sends two more deputies out. This time they run into the cordon thrown up by the rnilitary and are turned back. The army is letting no unauthorized personnel onto the crash site. (Ref. 1)

At 2:26 P.M. the story is out on the AP wire. The story announces: "The army air forces here today announced a flying disc had been found." (Ref. 1)

The phones at the base start ringing. Irritated at his inability to get a line out, Blanchard orders Haut to do something about all the incoming calls. Haut says there is nothing he could do about incoming calls. (Ref. 1)

Robert Shirkey, standing in the operations building, watches as MPs begin carrying wreckage through to load onto a C-54 from the First Air Transport Unit. To see better, he has to step around Colonel Blanchard. (Ref. 1)

At 2:30 PM. Blanchard decides it is time to go on leave. Too many phone callers into the base are asking to speak with him. He, along with a few members of his staff, drive out to the debris field. Those left at the base are told to inform the reporters that the colonel is now on leave. (Ref. 1)

At 2:55 PM. the AP reports in a "95," just under a bulletin in importance, that a flying disk had been found. (Ref. 1)

At 3:00 P.M. Marcel is told that he is going to Fort Worth with the wreckage. Only a few packages are loaded onto the plane. One, a triangular package about two feet long, is wrapped in brown paper. The other three are about the size of shoe boxes. They are so light that it feels as if there is nothing in them. The special flight, a B-29, takes off for the Fort Worth Army Air Field. (Ref. 1)

Calls come into Roswell from all over the world as the press release hits the various news wires. (Ref. 1)

Reporter J. Bond Johnson of the Fort Worth Star-Telegram is instructed to drive to the base. His editor tells him a flying saucer is coming from Roswell. (Ref. 1)

Marcel is in Ramey's office with some of the debris. The general wants to see where the debris was found. Marcel accompanies him to the map room. Once Ramey is satisfied, they walk back to the general's office, but the debris is gone. In its place is a ripped-apart weather balloon with debris scattered on the floor. (Ref.

1)

At 3:53 PM. Roger Ramey announces that the flying disk has been sent on to Wright Field near Dayton, Ohio. (Ref. 1)

More men arrive at the debris field and are assigned to assist in cleaning it. Soldiers with wheelbarrows move across the field, tossing in the debris. When the wheelbarrows are filled, the soldier take the debris to collection points. The debris is then loaded into covered trucks to be driven into Roswell. (Ref. 1)

4:30 PM. CST. General Roger Ramey, the commander of the Eighth Air Force and Blanchard's supervising officer, presented to the press an alternate story: He claimed the Army had recovered a rawin target device suspended by a Neoprene rubber balloon. ("Rawin" is a method of determining wind speed and direction by using radar or radio waves to track a balloon carrying either a radar-sensitive target or radio transponder.) Mack Brazel, the ranch foreman who first discovered the debris field, was abducted and detained by the U.S. Army Air Forces for four or five days while cleanup (Ref. 3)

At 5:30 PM. a solution for the mystery is offered by Major E. M. Kirton who tells the *Dallas Morning News* that a balloon is responsible for all the excitement. (Ref. 1)

5:26 P.M. EDT. ABC_News_July 8. ABC News "Headline Edition" First aired at about 5:26 P.M. this broadcast was re-broadcast at 10:00 P.M. (Rudiak)

Warrant Officer Irving Newton is ordered from the weather office at the Fort Worth Army Air Field to Ramey's office. Newton, in front of a small number of reporters and officers of the Eighth Air Force, identifies the wreckage on the office floor as a balloon. He is photographed and then sent back to his regular duties. (Ref. 1)

At 6:17 PM. CST the FBI sends a Teletype message from the Dallas office to FBI Director J. Edgar Hoover telling him that a balloon is responsible for the reports. It is on its way to Dayton for examination by army air force experts. This telex disputes Gen. Ramey's announcement to the press that the special flight transporting wreckage to Wright Field (Dayton) had been cancelled, as well as Ramey's explanation of a balloon and foil radar target. (Ref. 1)

At 7:30P.M. the AP breaks into its last message with a bulletin telling the world that the Roswell flying disk is nothing more than a balloon. (Ref. 1)

Ramey, with the identity of the wreckage established, announces to the world that the officers at Roswell had been fooled by a weather balloon. Ramey also appears on Fort Worth-Dallas radio station WBAP. (Ref. 1)

An unscheduled flight from Boiling Field (Washington, D.C.) arrives. Lewis Rickett meets it at Roswell and gives the crew a sealed box with wreckage in it. He is required to get a signature before he can surrender it. (Ref. 1)

At 10:00 PM. ABC_News_July 8. ABC News "Headline Edition" 5:26 P.M. re-broadcast (Rudiak).

At 11:59 PM. one of the photographs taken by J. Bond Johnson is transmitted to New York on the news wire. (Ref. 1)

Wednesday, July 9,1947
Morning newspapers trumpet the story that the "flying saucer" found near Roswell is a weather device. Some quote Ramey while others quote "informed" sources, including senators in Washington. (Ref. 1)

Clean-up on the various sites resumes at sunup. The military is trying to get everything picked up before any more civilians stumble across the field. (Ref. 1)

8:00 a.m. Members of the First Air Transport Unit begin loading crates into C-54s. They load three or four aircraft with an intermediate destination of Kirtland. From there they are to be taken on to Los Alamos. Armed guards watch the loading of the aircraft. (Ref. 1)

At approximately 9:30 a.m. Col. Blanchard phoned my office and dictated the press release of having in our possession a flying disc, coming from a ranch northwest of Roswell, and Marcel flying the material to higher headquarters. I was to deliver the news release to radio stations KGFL and KSWS, and newspapers the Daily Record and the Morning Dispatch. (Affidavit, Haut)

By the time the news release hit the wire services, Haut's office was inundated with phone calls from around the world. Messages stacked up on his desk, and rather than deal with the media concern, Col Blanchard suggested that he go home and "hide out." (Affidavit, Haut)

Before leaving the base, Col. Blanchard took Haut personally to Building 84 [AKA Hangar P-3], a B-29 hangar located on the east side of the tarmac. Upon first approaching the building, he observed that it was under heavy guard both outside and inside. Once inside, he was permitted from a safe distance to first observe the object just recovered north of town. It was approx. 12 to 15 feet in length, not quite as wide, about 6 feet high, and more of an egg shape. Lighting was poor, but its surface did appear metallic. No windows, portholes, wings, tail section, or landing gear were visible. Also from a distance, Haut was able to see a couple of bodies under a canvas tarpaulin. Only the heads extended beyond the covering, and he was not able to make out any features. The heads did appear larger than normal and the contour of the canvas suggested the size of a 10 year old child. At a later date in Blanchard's office, he would extend his arm about 4 feet above the floor to indicate the height. Haut was informed of a temporary morgue set up to accommodate the recovered bodies. Haut was informed that the wreckage was not "hot" (radioactive). (Affidavit, Haut)

Jud Roberts along with Walt Whitmore, Sr., attempt to drive out to the debris field but run into the military cordon and are turned back. (Ref. 1)

According to Roswell Army Air Field head secretary Elizabeth Kyle, the telephones at the base are still tied up by the incoming calls. (Ref. 1)

More of the wreckage is brought into the base and is now being taken to be boxed into crates of various sizes and shapes. (Ref. 1)

Bud Payne, a rancher in the Corona area, is chasing a stray cow As he crosses onto the Foster ranch, a jeep carrying soldiers roars over a ridgeline and bears down on him. He is carried from the Foster ranch. (Ref. 1)

At 12:00 PM. the crate that has been sitting in the empty hangar guarded by the MPs is moved out to bomb pit number one. Nothing other than weapons has ever been stored in the bomb pit. (Ref. 1)

In Roswell Floyd Proctor and Lyman Strickland see Mac Brazel under escort by three military officers. He ignores both of them, something that he wouldn't have done under normal circumstances. (Ref. 1)

At lunch the nurse tells Dennis she is sick and wants to return to the barracks. In the course of the meal, she has provided Dennis with an account of what has happened and given him a drawing of the alien bodies. (Ref. 1)

Sometime that morning, Robin Adair, a photographer with AP received a call from main office in New York, was told to get to Roswell immediately, "even if it meant leasing a plane". Before land at Roswell, Adair flew over the sites (2). Many troops, vehicles, and MPs covered the large open field. "One of them (sites) wasn't very distinct. The other was." Something had descended, impacted the ground, and then ascended into the air. (Ref. 3)

Under military escort Brazel is taken into town and into the offices of the *Roswell Daily Record.* There he gives reporters, including Robin A. Adair and Jason Kellahin from Albuquerque, a new story. Now he claims to have found the debris on june 14. He also says he has found weather observation devices on two other occasions, and what he found is no weather balloon. (Ref. 1)

Ramey's weather officer; Irving Newton, says the weather balloon is a special kind. "We use them because they go much higher than the eye can see. (Ref. 1)

An officer from the base sweeps through Roswell picking up copies of Haut's press release, including those at the two radio stations. (Art McQuiddy said that a military officer had retrieved the copies of the press release written by Haut.) (Ref. 1)

Late in the afternoon, a flight crew at the skeet range is told they have a special flight coming up. The squadron operations officer; Edgar Skelly, tells the aircraft commander to keep everyone together. (Ref. 1)

The aircraft loaded by Robert Smith and other members of the First Air Transport Unit takes off for Albuquerque. The crates will eventually reach Los Alamos. All the crates are marked with stencils saying TOP SECRET. (Ref. 1)

Members of the flight crew pulled from the skeet range quickly preflight their aircraft. Once that is accomplished, they taxi out to the bomb pit. The only places on the base where the bomb pit can be observed are the tower and portions of the flight line. (Ref. 1)

A sealed, unmarked wooden crate is brought out and loaded into the bomb bay of the B-29, tail number 7301. Six armed MPs guard it, never allowing it out of their sight. (Ref. 1)

At Fort Worth a number of officers meet the aircraft. One is a man the bombardier recognizes as a mortician with whom he went to school. (Ref. 1)

When the crate is unloaded and taken from the flight line, Jesse Marcel is driven up to the aircraft. He and the crew are told to return to Roswell. There was no briefing given to them at fort Worth. It is clear now that this flight was a diversion. The bodies had already been sent to Andrews. (Ref. 1)

At 6:00 PM. Joseph Montoya returns to the base to catch the courier flight to land. He wants to get out of Roswell and forget what he has seen. (Ref. 1)

Mac Brazel calls on Frank Joyce, this time with a new story, significantly different from the one he told on Sunday. When Joyce points that out, Brazel responds that it "would go hard on him" if he didn't tell the new story. (Ref. 1)

At 8:00 PM. the flight crew is back. Again, they were not debriefed, but are told that they have flown the general's furniture to Fort Worth. They are cautioned not to tell anyone, including their families, what they have done. As far as everyone is concerned, the flight has not taken place. (Ref. 1)

Upon his return, Marcel confronts Cavitt in the intelligence office. Marcel wants to the reports flied in his absence, but Cavett refuses. Marcel points out that he is the senior officer but is told the orders came from Washington. If he has a problem, to "take it up with them." (Ref. 1)

Upon his return from Fort Worth, Major Marcel described to Haut taking pieces of the wreckage to Gen. Ramey's office and after returning from a map room, finding the remains of a weather balloon and radar kite substituted while he was out of the room. Marcel was very upset over this situation. haut and Marcel would not discuss it again. (Affidavit, Haut)

Haut would be allowed to make at least one visit to one of the recovery sites during the military cleanup. He would return to the base with some of the wreckage which he would display in my office. He was aware

two separate teams would return to each site months later for periodic searches for any remaining evidence and was convinced that what he personally observed was some type of craft and its crew from outer space. (Affidavit, Haut)

The *Las Vegas Review-Journal*, along with dozens of other newspapers, carries a United Press story. "Reports of flying saucers whizzing through the sky fell off sharply today as the army and the navy began a concentrated campaign to stop the rumors." The story also reports that AAF headquarters in Washington "delivered a blistering rebuke to officers at Roswell." (Ref. 1)

Thursday, July 10, 1947
As he reads the morning newspaper, Bill Brazel learns about his father's activities in Roswell. He realizes that no one will be at the ranch and makes plans to get down there to help. (Ref. 1)

At the debris field and impact site men are working to get everything cleaned up. They want nothing left and no signs of their presence. (Ref. 1)

Military personnel return to Sheriff Wilcox's office and ask for the box of debris he has been storing for them. Wilcox surrenders it without protest. (Ref. 1)

Mac Brazel is being held in the guest house on the base. The officers there are still trying to convince him that he is not to say anything about what he has seen. They are also trying to keep him out of the way of reporters. He is given a physical by doctors at the base hospital. (Ref. 1)

Sheriff Wilcox calls on Glenn Dennis's father, telling him that his son has gotten himself into trouble out at the base. The sheriff had been visited by a sergeant who wants to ensure Glenn's silence. (Ref. 1)

Major W. D. Prichard from Alamogordo claims that a unit from his base in Roswell launched balloons around June 14. That, according to the article reported in the Roswell Daily Record, is undoubtedly what Brazel had found. (Ref. 1)

Friday, July 11, 1947
The debriefings of all the participants are under way. Participants are taken into a room in small groups and told that the recovery is a highly classified event. No one is to talk about it to anyone. Everyone is to forget that it ever happened. (Ref. 1)

When he tries to contact his nurse friend, Glenn Dennis is informed that she has been transferred from the base and that no one knows where she has gone. (Ref. 1)

Members of the military warn those civilians around Roswell who know something of the events that they can never talk about what happened. In some cases, the witnesses are threatened with death should they speak to anyone. (Ref. 1)

Saturday, July 12, 1947
Bill Brazel and his wife, Shirley, arrive at the ranch, but no one is around. Brazel begins his work, first surveying the ranch to see what needs to be done. He sees no evidence of a continued military presence. The trucks, jeeps, soldiers, and cordon are gone. (Ref. 1)

This weekend no aircraft with gun cameras search for the flying disks. No aircraft on standby wait for orders to take off. In fact, all aircraft are ordered grounded to prevent further searching. (Ref. 1)

Tuesday, July 15, 1947
Mac Brazel returns from Roswell. All he will say about his experience is that his interrogators kept asking him the same questions over and over again and that Bill is better off not knowing what happened. Besides, Mac has taken an oath that he will never reveal, in detail, what he saw. By now most of the world has forgotten that a flying saucer supposedly crashed in New Mexico. (Ref. 1)

Late July 1947
A deeply upset Mac Brazel tells the Lyman Stricklands what happened in Roswell. Through he complains bitterly about his treatment there, he honors his oath of secrecy and says nothing about what he found. (Ref. 1)

Bill Brazel finds one of the pieces of foil-like material his father had described. Brazel shows this bit of debris to Sallye Strickland (later Tadolini). (Ref. 1)

August 1947
Mac Brazel and ranch hand Tommy Tyree spot a piece of wreckage floating in the water at the bottom of a sinkhole. Neither man bothers to climb down to retrieve it. (Ref. 1)

September 1947
Lewis S. Rickett is assigned to assist Dr. Lincoln La Paz from the University of New Mexico. La Paz's assignment is to determine, if possible, the speed and trajectory of the craft when it hit. According to Rickett, they discover a touchdown point five miles from the debris field where the sand has crystallized, apparently from the heat, and they find more of the foil-like material. La Paz, who apparently does not know that bodies were recovered, concludes that the object was an unoccupied probe from another planet. (Ref. 1)

Glenn Dennis learns that his nurse friend has been killed. A letter returned as undeliverable indicates the addressee is deceased. Nurses at the Roswell base tell him that she was killed in an aircraft accident while stationed in London, England. (Ref. 1)

November 1947
Arthur Exon, assigned at Wright Field, flies over the debris field and the impact site. The tracks of the trucks and jeeps are still visible, as is the gouge. (Ref. 1)

September 1948
Rickett, while in Albuquerque, meets with La Paz. La Paz remains convinced that an unoccupied probe from another planet crashed in New Mexico the year before. In his secret dealings with various government projects La Paz has found nothing to cause him to change his mind. (Ref. 1)

October 1948
Rickett meets with John Wirth, another CIC agent. Rickett asks Wirth about the status of the material recovered at Roswell and is told that they had yet to figure it out. According to Wirth, they hadn't been able to cut it. (Ref. 1)

Summer 1950
From time to time in the two years following the crash, Bill Brazel has found "scraps" of the craft. His father confirms this, saying, "That looks like some of the contraption I found." Bill Brazel, in Corona, mentions his discoveries. The next day Captain Armstrong and three others from the Roswell base arrive and ask for the material. Armstrong reminds Brazel that his dad cooperated with them. It is the younger Brazel's patriotic duty to give it up. Brazel can't think of a good reason to deny it to them and surrenders it. (Ref. 1)

Boyd Wettlaufer discusses the crash of an alien spacecraft with Dr. Lincoln La Paz. (Ref. 1)

1952
Major Ellis Boldra, an engineer stationed at Roswell, discovers samples of the debris locked in a safe in the engineering office. In the course of his experiments, he tries to burn and melt it with an acetylene torch and to cut it with a large variety of tools. Although extremely thin, the metal resists his efforts. When crumpled, it quickly returns to its original shape. (Ref. 1)

1961
UPI stringer Jay West is working in Alamogordo, in the area of White Sands Missile Range, when the base public information officer confides he has found a file that mentions the Roswell crash. The file includes a map. The PlO obtains a topographical map of the crash site. He and West make several trips out to try to locate the site. The maps show the debris field and then, to the east, a second site. (Ref. 1)

1969
As Americans walk on the moon, Melvin F. Brown tells his family that he has seen the wreckage of an extraterrestrial craft and the bodies of the crew. He assisted in the recovery; taking the bodies into Roswell. (Ref. 1)

1972
Inez Wilcox tells her granddaughter Barbara Dugger of the involvement of the Chaves County sheriff in the events of 1947. She says her husband, Sheriff Wilcox, was informed that one of the beings survived the crash. Mrs. Wilcox says rnilitary personnel used death threats to keep the family from talking about the events. (Ref. 1)

1978
Pappy Henderson confides in his close friend John Kromschroeder that he flew wreckage from a crashed saucer out of Roswell and to Dayton, Ohio. He shows Kromschroeder a fragment of the debris and tells his friend that he saw alien bodies. (Ref. 1)

Jesse Marcel is interviewed by a number of researchers, including Leonard H. Stringfield and Stanton Friedman. Marcel tells them that he is sure the wreckage is nothing from earth. Later, Marcel grants interviews to various news organizations, but those reports do not gain wide dissemination. (Ref. 1)

December 1979
Reporter Bob Pratt interviews and later publishes his interview with Jesse Marcel in which Marcel "admitted that he was the intelligence officer who had recovered the parts of a flying saucer." (Ref. 1)

1980
Syndicated television program "In Search Of" airs an episode about UFO coverups and interviews Marcel. In the course of that interview, Marcel again insists the material he saw had no earthly origin. (Ref. 1)

January 1980
Charles Berlitz and William L. Moore publish *The Roswell Incident,* the first attempt at a comprehensive analysis of the events at Roswell. In the course of his research, Moore located and interviewed more than seventy witnesses who had some knowledge of the event. (Ref. 1)

1982
After reading a story about the events at Roswell in a tabloid newspaper, Pappy Henderson tells his wife, Sappho, that everything in the story was true. He knows from his own personal involvement. He is surprised that the story is being released and, moreover; that it is accurately reported. He says even the descriptions of the bodies are accurate. (Ref. 1)

October 1988
Jim Parker's son sees a strange pickup truck on the ranch where the debris was found in 1947. Parker and his son chase it down and discover two men sitting in a U.S. Air Force pickup with a camper on the back. Inside are maps of the local area. The men are in their late twenties or early thirties and apparently of low rank. They claim they are surveying the area to put in a radar site to monitor low-flying aircraft. (Ref. 1)

Ref. 1 - The Truth About Roswell - Randle, Schmitt

Ref. 2 is the Haut Affidavit, so marked.

Ref. 3 - Witness to Roswell - Carey, Schmitt (2007)

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Did Sheridan Cavitt Visit The Same Crash Site? or "Cavitt Emptor!"

by Bruce Maccabee

INTRODUCTION, January, 2001

AS virtually everyone knows, there has been an immense controversy over the so-called Roswell Incident ever since the book by the same name was issued in 1980 (written by Charles Berlitz and William Moore, with investigative work by Stanton Friedman and Bill Moore). The controversy heated up in the latter 1980s as Kevin Randle and Donald Schmidt mounted their own investigation which resulted in two books, the first about the crash at Roswell and the second about "The Truth" of the crash at Roswell. Stanton Friedman and Don Berliner also contributed the story of the crash at Corona (book so named beause the crash site on the Foster Ranch was actually closer to Conona, NM than to Roswell). In the early 1990s there was a General Accounting Office investigation and also an Air Force investigation. It is the Air Force investigation which is of interest because for the first time the only living (in the early 1990's) witness, who was with Jesse Marcel when he retrieved the strange material from the dessert, allowed himself to be interviewed. This witness was Sheridan Cavitt, former counterintelligence officer at Roswell Army Air Force Base. Cavitt was identified as a witness in the early 1980's by Loren Gross who discovered Cavitt's name on a UFO document. Marcel could only recall referring to the man as "Cav" so, until Gross found Cavitt's complete name, it was not possible to search the records to find out who Marcel had taken with him to the crash site. Several months after Gross found Cavitt's name, Moore succeeded in locating him and visiting his house for an interview. However, Cavitt refused to talk about the incident. Years later he also refused to talk to Randle and Schmidt. However, he did talk to the Air Force invesigator and the story below is what he claimed actually happened. The astute reader will realize that Cavitt's testimony is about as solid as a Swiss cheese (full of holes). It is for this reason that Cavitt's testimony is valuable evidence FOR the conclusion that the Roswell debris was truly unusual, as stated by Jesse Marcel.

COLONEL WEAVER'S INVESTIGATION

(The following was written in 1994.) In September, 1994. the Air Force released a 23 page summary of its six month investigation into the 1947 Roswell, New Mexico UFO crash event (the "Roswell Incident"). The summary was written by Col. Richard Weaver. According to Col. Weaver what crashed was not a single weather balloon and radar target, as had been claimed by the Air Force (General Roger Ramey) in July, 1947, but rather a very complex arrangement of many such balloons and radar targets which was flown from Alamogordo Army Airfield on June 4, 1947 and not recovered. The flight was part of a formerly Top Secret project called Mogul. Mogul was intended to detect nuclear explosions by listening for them at high altitudes. Of particular importance is the fact that the balloon and radar reflector structure which the Col. Weaver claims was "the" Roswell crash debris was not constructed with exotic materials. According to Weaver the only difference between it and a normal weather balloon with a radar reflector would have been in the quantity of balloon debris, radar reflector materials and connecting cords, coming from perhaps over two dozen neoprene balloons and several radar reflectors. (The instrument package may have appeared slightly different from the instrument package on a normal weather balloon.)

It is not my intent here to discuss the Mogul hypothesis in any depth....since I think it is quite shallow. Instead, I wish to examine the testimony of Sheridan W. Cavitt, who was at the time the chief Counter- Intelligence Corps (CIC) officer at the Roswell Army Air Base and who is "universally acknowledged to have been involved" in the Roswell recovery. Sheridan Cavitt was interviewed by Col. Weaver during the Air Force investigation. As I read Cavitt's sworn statement (attachment 17 of the AF report) and the transcript of his interview (attachment 18) I was astonished...

very astonished!

There are so many inconsistencies with the testimony of other witnesses that began to ask myself whether or not Cavitt actually visited the site that we think of as "the" crash site.

Let me show you what I mean.

CAVITT'S TESTIMONY

According to Cavitt's sworn statement, he and Jesse Marcel, the base intelligence officer and Louis Rickett, another CIC officer, all went to the crash site at the same time. He goes on to say,

"To the best of my knowledge the three of us traveled to the aforementioned ranch land area by ourselves (that is, no other persons, civilian or military, were with us)"

(my emphasis). In the interview transcript he is quoted as saying,

"To the best of my recollection, I never met the rancher, Brazel."

This directly contradicts Jesse Marcel who said he took "Cav" Cavitt along, but not Rickett, and they both went with rancher "Mac" Brazel who was, after all, the only person who knew where to find the debris. (Note: based on reconstruction from Marcel's story, he and Cavitt went with Brazel to the ranch late on Sunday, July 6, 1947. Marcel said they stayed overnight at the ranch, visited the debris field on July 7 and returned to Roswell at night on July 7.) Therefore, Cavitt's statement, exclusive of the Rickett portion, is, by itself, hard to believe because neither Cavitt nor Marcel could have found the site without Brazel's help. Furthermore, Rickett, when interviewed by UFO investigators, said that Cavitt informed him of the crash material after Cavitt and Marcel had returned from their visit to the crash site. This would have been when they returned to the Roswell base early in the morning of Tuesday, July 8. Then, according to Rickett, he went with Cavitt and another man when Cavitt went there for a second time later the same morning. Rickett could not remember the name of he third man (it was presumably not Marcel, since Marcel had been ordered to fly some of the material to Carswell Air Force Base in Texas). In contradiction to this statement by Rickett, Cavitt told Col. Weaver that he didn't go to the site a second time. Cavitt also contradicted Marcel's claim that they (Marcel and Cavitt) spent the night with Brazel at the ranch (without any running water). According to Cavitt's interview statement, this was

"Totally made up, fabricated or whatever. I didn't have any experiences like that of spending the night out on the ranch."

Cavitt's sworn statement goes on to say,

"When we got to this location we subsequently located some debris which appeared to me to resemble bamboo type square sticks one quarter to one half inch square, that were very light, as well as some sort of metallic reflecting material that was also very light. I also vaguely recall some sort of black box (like a weather instrument). The area of this debris was very small, about 20 feet square, and the material was spread on the ground, but there was no gouge or crater or other obvious sign of impact."

This description of the crash site is contradicted by Marcel who said the area was very large, comparable to a football field in size. Marcel said the arrangement of the debris made it look as if an explosion had taken place in the air while the object was moving rapidly and the explosion caused the material to seem to spread or radiate outward from a small area at one end of the debris field. Cavitt's sworn statment continues with the most amazing revelation of all:

"I recognized the this material as being consistent with a weather balloon.

(my double emphasis). It is truly amazing that Cavitt would claim that he recognized it as balloon debris because there is no indication that he told Marcel of his opinion. Why didn't Cavitt point this out to Marcel? Why did he let Marcel think it was something special, something "ET?" And, why didn't he tell Rickett it was debris from a weather balloon? Further on in the interview we find the statement,

"We gathered up some of this material, which would easily fit into one vehicle. There certainly wasn't a lot of this material or enough to make up crates of it for multiple airplane flights."

Marcel was explicit in indicating that there was a lot of material, some of which filled up the two vehicles which he and Cavitt used to drive to the Brazel ranch on Sunday (Cavitt drove a Jeep carry-all and Marcel a '42 Buick, according to Marcel). According to Bill Brazel, "Mac" Brazel's son, a large number of Army personel appeared at the crash site to pick up the material which was left behind by Cavitt and Marcel. (NOTE: Cavitt's claim that there was not much debris also contradicts the official Air Force story that it was debris from a crashed Mogul balloon device. This would, indeed, have created a considerable amount of balloon and string debris and perhaps wooden structural members. This debris could have been spread over a large area since a Mogul balloon "train" consisted of many balloons tied in groups and extending over a length of several tens of feet, at least. I suppose the cynic with a conspiratorial bent would, at this point, suggest that perhaps Cavitt had not been very well briefed on what he should tell Colonel Weaver! Keep in mind that Cavitt had refused to be interviewed by people before Weaver, and he also refused after Weaver's visit. Yet, he testified that he had been cooperative with other researchers.) Cavitt's testimony continues as follows:

"What Marcel did with this material was unknown to me, although I know now from reading about this incident in numerous books that it was taken to the Eighth Air Force Headquarters in Fort Worth where it was subsequently identified as a weather balloon, which I thought it was all along."

Later in the statement he says,

"I only went to this area once and recovered debris once and to the best of my knowledge there were no other efforts to go back here. If there were they did not

involve me There was no secretive effort or heightened security regarding this incident or any unusual expenditure of manpower at the base to deal with it."

This claim that there was no particular effort expended to deal with this material contradicts numerous witnesses who said that there seemed to be a lot of activity surrounding the material. Still further in the statement he says,

"With regard to claims that we tested this material by hitting it with hammers without damaging it, I do not recall any of us doing so. I also did not test this material for radioactivity with a Geiger counter (or anything else)."

Here he is in conflict with Marcel's statement that some of the men picking up material did "test" it by hammering on it in order to permanently dent it, by attempting to crease it and by attempting to burn it. Marcel said they were not able to dent it, burn it or crease it. Bill Brazel, who collected small amounts of the material during a two year period after the crash, said that he, too, was unable to crease or dent it. (He didn't try to burn it.) Then Cavitt makes a very provocative statement:

"I do not recall attempting to burn any of this debris but my wife tells me she recalled that Jesse Marcel, his wife and son did have a small piece that they held over the fire when we had a cookout."

If true, what happened to that piece? Cavitt ended his sworn statement by reiterating his opinion that it was a balloon as "I thought so at the time and think so now," and by emphasizing that he had not been sworn to secrecy and was not withholding any information.

So! There you have it. Marcel and Rickett and all the others (Brazel, Brazel's neighbors, Sheriff Wilcox, Col. Blanchard, etc.) were all wrong, victims of insufficient education or self-delusion. They couldn't recognize a weather balloon, or a collection of weather balloons. Instead believed that the material was exotic. Then they went further and concluded it was from a "flying saucer." But they were all wrong. Cavitt, alone, realized what it was. At least that is what he and Col. Weaver would have you believe. Does this make any sense? Is is possible to explain how Cavitt's story could be so different without assuming that it is a "tall tale" intended to perpetuate the cover-up? Perhaps so, if we make a hitherto unthought of assumption (lots of people have theorized about what happened at Roswell in order to fill in the blanks in the history of the events; now it's my turn). Here I am making the (charitable?) assumption that Cavitt was telling the truth as he knew it. (I am aware of the alternative...that he had been "advised" how to answer by people presumably unknown to Col. Weaver and the AF investigations team.) The reason that there is a glimmer of "hope' that perhaps "Cav" and Marcel might both be correct is to be found in the transcript of the interview as opposed to the signed statement. Therein we learn that Cavitt and his wife had arrived at the base only shortly before the Roswell event. Weaver asked Cavitt when he was transferred to Roswell and he couldn't remember, guessing at first the fall of 1946, just after graduating from the Fort Holabird (Maryland) Counter Intelligence Corps school. Fortunately his wife was present for the interview and she recalled that it was June, 1947, which, according to Col. Weaver, agreed with the Cavitt's AF records. Cavitt's response to this was

"OK.. I told you my dates are slipping my mind.... It's hard to remember July 1947. I hadn't been there very long."

(my emphasis) Weaver asked Cavitt if he recalled the incident in early July when "you were asked to accompany Major Marcel to go recover the wreckage of anything?" Cavitt answered,

"Well, there again I couldn't swear to the dates, but in that time, which must have been July, we heard that someone had found some debris out not too far from Roswell and it looked suspicious. It was unidentified. So, I went out and I do not recall whether Marcel went with Rickett and me; I had Rickett with me. We went out to this site. There were no, as I understand, check points or anything like that (going through guards and that sort of garbage) we went out there and we found it. It was a small amount of, as I recall, bamboo sticks, reflective sort of material that would, well at first glance, you would probably think it was aluminum foil, something of that type. And we gathered up some of it. I don't know whether we even tried to get all of it. It wasn't scattered; well, what I call, you know, extensively. Like, it didn't go along the ground and splatter off some here and some there. We gathered up some of it and took it back to the base and I remember I had turned it over to Marcel. As I say, I do not remember whether Marcel was there or not on the site. He could have been. We took it back to the intelligence room... in the CIC office."

Then Weaver asked him what he thought it was and Cavitt responded that he thought it was a weather balloon. Later in the interview Cavitt said he made just one trip out to the site and he was sure it was with Rickett, but wasn't sure about Marcel. Weaver asked if he recalled reading about the "flying disc" in the newspaper and Cavitt said he didn't. He only took the paper for some weather reports. At this point his wife made a statement which leads directly to my "solution" to understanding Cavitt's story. She said, "We were so new there. In fact, I think I had just been there just maybe just (sic) a few days because I had been up to my sister's wedding and I don't think at that time we might not even have been taking the paper.... we heard nothing. Of course, we didn't associate with people on the base, either." In the following months and years the Cavitt's got to know the Marcels quite well and become good friends. One may imagine that they worked together quite often in the months and years after "the Roswell crash." These mutually contradictory stories could possibly be reconciled if we assume that Jesse Marcel made one important error of recollection: assume that Marcel was correct in claiming that he was accompanied by a CIC agent, but incorrect in recalling him as being "Cav" Cavitt. Perhaps Cavitt had only been on the base for a week or so based on his wife's testimony so Marcel would not have known him very well at that time. It is a historical fact that when recalling the story in 1979, when he was first extensively interviewed about this, Marcel couldn't remember Cavitt's first name, only that he was called "Cav." Perhaps Marcel was also confused about who actually accompanied him to "the" crash site. Suppose that he thought it was Cavitt, whereas in (my hypothesis) it actually was someone else, perhaps Cavitt's predecessor or some other CIC agent at the base. If this were true, then Cavitt was not involved with "the" Roswell crash. But, if he were not at "the" crash site, then what about his recollections? He clearly (assuming truthful!) recalls finding balloon wreckage with Rickett and, possibly, Marcel. My suggested explanation of Cavitt's story is based on the logical assumption that after the Roswell event was over, and assuming it really was "unconventional," the base would have been hypersensitized to the possibility of other crashes. Perhaps that would also hold true for ranchers in the area. Suppose, then, in the days or weeks following "the" incident, some other crash reports were made and suppose that Cavitt and Rickett and perhaps Marcel, actually went out on one of these and did, indeed, find a balloon. That could, possibly, explain the inconsistency between Cavitt's story and Marcel's. Years later Marcel would remember "the" crash and assume that Cavitt had accompanied him to the site and might forget about or ignore the crashed weather balloon because that was unimportant, whereas Cavitt would remember the weather balloon, but not "the" crash because he wasn't at "the"

crash site. What about Rickett's story? Perhaps he didn't go to "the" crash site after all, but only to a balloon site. Or, perhaps, he, too, incorrectly recalled Cavitt as the CIC officer who took him to "the" site. Naturally I cannot say that this hypothesis is correct, only that it might explain the conflicting testimony of three old men trying to recall the day by day, even hour by hour, events of thirty to forty years before. However, if this hypothesis is correct, then it leads to a mystery of its own: who was the CIC agent with Marcel? Could it have been Rickett, in which case Rickett would have visited the site twice? Or was it someone else? If this hypothesis is not correct and we can't find another which allows for all the witnesses to be telling the truth as they recall it, then it would appear that the blame for the inconsistency must be placed on Sheridan Cavitt. Is Cavitt' story a total fabrication for reasons related to the perpetuation of the cover-up? There is, after all, one undisputable fact in this whole story: Col. Blanchard, the Roswell (Army) Air Force commander, did order the release of the story which said a crashed flying saucer had been found on a ranch near Roswell and had been retrieved by Major Jesse Marcel. Col. Blanchard was not reprimanded for this information release (later on he was promoted to General). Furthermore, the stories told by numerous other witnesses tend to support the officially released story of the crash. The story told by Sheridan Cavitt, assuming that it applies to the same crash, is the only one that clearly contradicts this fact.

NOTE ADDED IN JAN. 2001 After this paper was circulated in 1994 I was told that a search of the information on base personnel at the time of the incident had failed to turn up any CIC officer who could have been at the crash site other than Sheridan Cavitt. Hence we must point the accusatory finger at Cavitt: it would appear that he lied during his tesimony to Col. Weaver.

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Found: The Archaeologists

Update: 11/27/98

Kevin Randle

The following information supports the evidence that Barney Barnett was telling the truth when he told others he had been at the crash site of a strange object and saw something other than a balloon, an object and alien-looking bodies in the summer of 1947. It also indicates why there has not been found any supporting evidence for a crash in the Plains of San Agustin. The crash site was just north of Roswell. Not only have the previously unidentified archaeologists been found, but several confirmed the information mentioned by Barney Barnett. Earlier, there was no proof that Barnett had been on the Plains on the day in question. And never has anyone accused Barnett of lying. The following updated report convincingly explains what happened and why some previous information has been conflicting. This is only the beginning. There are more witnesses to be found. Our thanks to Kevin Randle for his permission to post this web page.

Francis Ridge
NICAP Site Coordinator

Kevin D. Randle:
It was Barnett who introduced the concept of archaeologists into the Roswell crash case. Or rather, it was those repeating the Barnett story since Barnett died before any researchers began to investigate. (1) It was Jean Maltais who said they were affiliated with the University of Pennsylvania.(2) The stage was set for an area of investigation that would bear little fruit for more than a decade.

Bill Moore, writing in his 1985 paper about the status of his Roswell investigation, said that the link to the University of Pennsylvania had been confirmed. (3) He offered nothing in the way of evidence that it had been confirmed, just that statement.

As our investigation began in 1989, there was no reason to assume that the Barnett testimony was in error in any fashion. The conventional wisdom accepted the Barnett story at face value, and the search for the archaeologists, potential first-hand witnesses to the craft and bodies, was launched. Following the well-mapped route, we began the task of learning who was working in the state of New Mexico in July 1947, with an emphasis on those working in the area of the Plains of San Agustin.

Records were available listing who was where and what was being done. The archaeological literature provided additional clues, and while some of the records available at the Museum of New Mexico, and the Laboratories of Anthropology both in Santa Fe and the University of New Mexico in Albuquerque, might be incomplete, the articles contained acknowledgement sections listing local help and amateurs who assisted on the projects. In other words, there was a paper trail that would lead back to the archaeologists if any had been involved.

The archaeologists who were working on the Plains or near the Plains in July have been identified and eliminated. All of them have denied knowledge of anything happening there.

(4) Friends of them were located and questioned, in the hope of a lead, but none developed. The only conclusion that could be drawn was that none of them had been involved.

Given the situation, it would be easy to decide that the story of archaeologists had somehow been created between what Barnett actually said and what those he spoke to heard. The Barnett end of the story was created from second-hand testimony, and it is possible that something had been misunderstood. Since no one can now interview Barnett to ask him, investigators were forced to speculate about his testimony

It would have been easy to ignore the archaeologist connection if not for two additional facts. On February 15, 1990, just about a year after we began to actively investigate the Roswell case, a man claiming to be one of the archaeologists called.

According to him, they had been surveying the general area looking for "signs of occupation that predated the arrival of the white man."

That was interesting but entirely irrelevant. Anyone reading anything about the Roswell case would have been able to invent that detail. It was clear from the little that had been said that early-man sites were of interest to archaeologists working in New Mexico. However, when asked if he was one of the archaeologists who had been on the Plains, he said, "No. We were working north of the Capitan Mountains."

That was the new wrinkle. No one had suggested that the archaeologists had been working anywhere other than the Plains of San Agustin. He took it further, saying they had been driving cross-country, searching for evidence that the Indians had been in the area in the ancient past. They came up over a rise, and in the area below, "maybe half a mile, maybe more... was something that looked like a crashed airplane without wings." The caller said that it looked like an aircraft fuselage that was badly damaged, with no sign of a dome, porthole, or hatch. (5)

Interestingly, the man said that he saw another man already there. The archaeologist didn't pay much attention to the other witness, being so concerned with the crashed craft that he said he now knew wasn't an airplane. "It was more rounded." It was so badly damaged that he couldn't tell if it had been disk-shaped or not.

He only saw three bodies. They were small with big heads and big eyes. He said that the head was turned to one side, so that it was difficult to see the facial features. The beings were wearing silver-colored flight suits.

The military arrived moments later. The archaeologist thought there was an officer with them but wasn't sure. All were armed with pistols, and a couple of them had rifles. The archaeologists were ordered away from the craft and stood facing away from it. The man in charge told them that it was of vital national interest that they forget what they had seen. The man then took the names and school affiliations, telling them that grant programs and government funding could disappear if they mentioned what they had seen. (6)

They were then escorted from the area by armed guards. The archaeologist didn't mention what happened to the man who had been there first.

The intriguing aspects of the account were that he didn't report a disk and that they had been escorted from the site. Although nothing had been published about the military cordon, the archaeologist described it correctly, saying that there was an army car sitting at the side of the road with a couple of soldiers standing near it. They were turning back everyone who tried to use the road.

It was an interesting story and the man sounded sincere, but the same could be said for Gerald Anderson. In fact, from one point of view, the Anderson testimony was better because it wasn't anonymous and Anderson did supply some documentation. Only after it all fell apart was the Anderson story rejected for the hoax it was. (7)

The archaeologist changed, significantly, the location of the crash site. He placed it in Lincoln County, near the Brazel ranch. He changed the description of the craft and mentioned only three bodies. It was interesting corroboration of part of the Barnett story, but there were enough differences to suggest the man was relating what he'd seen as opposed to what he read. Unfortunately, with no other information, there was little that could be done to investigate.

But that wasn't the only lead to the archaeologists. After the "Unsolved Mysteries" broadcast of September 1989, Mary Ann Gardner came forward. She had been watching the program with her husband when she turned white and felt her stomach flip over. The story of the archaeologists was one that she'd heard about ten years earlier from a dying cancer patient.

The woman (Gardner couldn't remember her name) had been alone in the hospital. Feeling sorry for her because she had no visitors, Gardner spent as much time as she could listening to the woman's stories. Several times she told about the crash of the ship and the little men she had seen.

According to Gardner, "Basically... they had stumbled upon a spaceship of some kind and... there were bodies on the ground. The army showed up... and chased them away and... told them that if they ever told anything about it, that the government could always find them."

Gardner couldn't get the woman to say much other than that they had been "little people with big heads," and later she added, "large heads and large eyes.

Gardner thought that the military officers had covered the bodies the way police covered accident victims.

Under questioning, Gardner remembered that the woman had used the word "spaceship." Gardner thought that one of the men had entered the ship. He didn't explore it too far and then "the military was everywhere, the army people were everywhere."

The woman, according to Gardner, wasn't supposed to be there. They had been "looking for fossils. That's what she said. They were hunting rocks and looking for fossils.... She went with a friend."

Gardner said that when she first heard the story, in 1976 or 1977, she thought it was the result of a drug-induced fantasy. The woman was on painkillers because of her cancer, but she told the story half a dozen times. It wasn't until the "Unsolved Mysteries" broadcast that Gardner began to believe it. (8)

Of course, there were things to be investigated. Gardner remembered which hospital it had been and was able to provide a time frame for the event. It seemed simple enough to check the records at the hospital for the names of women who died of cancer during those years.

The hospital had been sold, but the hospital administrator said that if someone could get to Florida, the records would be available. But once that happened, there was a series of excuses as to why the records weren't available. Gardner was sure she would recognize the name if she heard it, but there was no way to learn it through the hospital.

The next best thing was to check the obituary pages of the local newspapers, but it was soon

evident that the task was overwhelming. All deaths in the area, and many from the rest of the state, were listed. All hospitals were included. Without a little more information, or another way to limit the search parameters, the task was impossible. (9)

These two cases, one second hand and one from an anonymous source, suggested that the Barnett data-that a group of civilian archaeologists had stumbled onto the crash site-was accurate. It was clear through research that the archaeologists had been neither on the Plains of San Agustin nor from the University of Pennsylvania, and that was about all that was known.

There was, as outlined elsewhere, very good evidence that something unusual happened near Roswell. The Mac Brazel story had a wide range of first-hand sources, documentation, and corroboration. The Barnett story had none of these.

Tom Carey, in fact, remembered the statement made by Moore in 1985 in which Moore claimed that he had confirmed the connection to the University of Pennsylvania. He called Moore and learned that he had spoken to an archaeologist at Pennsylvania who, according to Moore, remembered the story. Moore identified him as Bernard Wailes, who was still at Penn. Wailes denied it was he, said that he hadn't arrived in this country until the 1960s and knew nothing about the UFO crash near Roswell. He didn't even remember meeting Moore. (10)

The search then had to center on the area around the Brazel ranch and the areas north of Roswell. That was where something could be documented to have happened. It was the general area identified by the anonymous archaeologist, and it was about the only clue that was left.

Those at the Laboratory of Anthropology in Santa Fe took a look at all the reports filed from the area north of the Capitan Mountains east toward Roswell. The Museum of New Mexico provided the names of those who had been working in that area from 1945 through 1955.

The two names that popped up were Donald Lehmer and Jane H. Kelly Both were professionals who had written monographs that included information from the proper region. Lehmer, unfortunately, had been killed in an automobile crash, (11) but Kelly was alive and teaching. The scientific director of the Center for UFO Studies (CUFOS), Mark Rodeghier, spoke with her, and she said that she hadn't gotten into the region to make her study until sometime after 1948 (12) That seemed to be documented by her monograph.

Friends and advisors to Lehmer were found and interviewed. Fred Wendorff knew Lehmer well and said that Lehmer had never mentioned a thing to him. Wendorff believed that had Lehmer been involved, he would have said something. Others who knew Lehmer said that he had never mentioned it. Family members were eventually found, including a daughter, Megan, who wrote Tom Carey, "I've talked to my brothers and my father's cousin. He never mentioned anything about the Roswell incident or anything about UFOs to them." (13) That seemed to eliminate Donald Lehmer.

Since we'd already searched through the lists of professional archaeologists who had been working in New Mexico during the summer of 1947, the only thing left was to try to find the amateurs. These ranged from pot hunters to untrained people with an interest in archaeology They rarely, if ever, produced a written record, but professionals often tapped into the amateur network as they conducted their research. Often, when they finished their reports, the names of the amateurs were appended to thank them for their assistance.

The Laboratory of Anthropology library filed not only the monographs prepared by professionals, but the surveys conducted at the request of the Bureau of Land Management.

Using those documents, it was possible to learn the names of some of the amateurs.

There were a number of amateurs who led back into Lincoln and Chaves counties. Lists of amateurs working around the Fort Stanton area, north and south of Roswell, and with the Museum and Art Center in Roswell were obtained. There are a number of important sites in the area, especially along the Hondo River valley leading to the west from Roswell. Those who had worked the sites were identified and, if still alive, contacted. It was another dead end. No one had any first-hand knowledge of the events, and no one was able to think of who it might have been.

Another amateur surfaced by the name of Cactus Jack. After the "Unsolved Mysteries" broadcast, Iris Foster called, telling of an old pot hunter she knew only as Cactus Jack. He told Foster that he had seen the "object which was round but not real big." He claimed to have seen four bodies and said they were small. Their blood, according to Cactus Jack, was like tar, thick and black, and stained the silver uniforms they wore. (14)

Foster couldn't remember Cactus Jack's real name, but her sister Peggy Sparks could. She said it was Larry Campbell, an old-timer who had drifted through parts of New Mexico, Texas, and Arizona his whole life. Campbell, she believed, had been burned a number of years earlier in a fire in Taos and lived at a nursing home in Las Vegas, New Mexico. (15)

A search initiated at the *Taos* News failed to reveal any information about a fire or Larry Campbell. Carey tried to learn if Campbell had ever been in the nursing home in Las Vegas, and the answer was no. (16)Campbell, it seemed, was another dead end.

Interestingly, another Cactus Jack was located. Unfortunately he was in prison in Anthony, New Mexico. A quick check revealed that he was not old enough to be the Cactus Jack of the Roswell crash. (17)

Long lists of archaeologists and anthropologists had been located and many of the people were interviewed. They included Joe Ben Wheat, Jesse Jennings, William Pearce, Art Jelinek, Ridgely Whitman, John Speth, Regge Wiseman, and many more. The lists ranged from people who might have been involved to people who might have known who was involved.

For two years it seemed that nothing concrete could be learned. Had it not been for Gardner and the unidentified archaeologist who called, who seemed to have some inside knowledge, it would be simple to ignore this aspect of the case. The long searches, the checks at universities all over the United States, had failed to find a clue. With few exceptions, all who were interviewed were friendly and interested.

They wanted to help, but a point was reached when the names being given were the same ones already interviewed. There was nowhere to go.

Then Tom Carey received the break. A friend of a new member of Mutual UFO Network (MUFON) told Carey that her father, C. Bertram Schultz, had been telling the story of a crashed flying saucer for years. Although he wasn't an anthropologist, he was a vertebra paleontologist. He had spent time in Roswell and he had spoken to a group of archaeologists in Roswell who knew about the crash. He did, however, see the military cordon as he drove out of Roswell, speaking of guards on the western side of the highway Since he didn't want to drive off to the west, he was curious but unconcerned. (18)

The big question was: could Schultz remember the names of any of those archaeologists. According to him, W. Curry Holden was the leader of the group. (19)

Holden, at one time the chairman of the Department of History and Anthropology at Texas Tech in Lubbock, Texas, was ninety-six years old when he was discovered. Holden, when interviewed in 1992, said that he had been there. He could remember nothing about the event, other than that he had been there and had seen it all. Each time the question was asked during the short meeting, he confirmed that he had seen it all. (20)

Later, both his wife and daughter said that he was easily confused. Memories from his life were jumbled and reordered, and he had never mentioned, to either one, that he had been involved in a flying saucer crash. (21) But Holden had been asked the question three separate times in three separate ways, giving him the opportunity to answer it differently, yet he always responded that he had been there.

Holden's papers, nearly a quarter of a million sheets, had been given to Texas Tech and were there for review. With luck, there would be something in the papers to answer the questions one way or the other.

The weekend when the ship crashed had been a three-day holiday. Holden's records revealed that he had written a check in Lubbock on July 3, that he had been invited to a wedding on July 8, and that he made a bank deposit on July 9. There was no way to prove that he had been in Lubbock on the critical Sunday when the archaeologists had been on the impact site. (22) With Roswell only two to three hours away, and given the history of the region, there was no reason not to believe that he had been there.

Schultz was sure that Holden had been one of the archaeologists. Schultz mentioned that he had seen the cordon himself, (23) and his daughters confirmed that he had been to Roswell many times, particularly to a region south of Roswell. (24)

There are records of Schultz's research as well. Schultz was in southern Nebraska before and after the right date, collecting samples, but again, there is no record of where he was on the critical dates. The field notes, available at the University of Nebraska, were inconclusive, and Schultz's personal diaries were not available. (25)

Interestingly, records from Texas Tech did put Schultz and Holden together at the University of New Mexico for the 46th Annual Meeting of the American Anthropological Association, December 2~31, 1947. Holden attended the meeting, and Schultz spoke about "The Lime Creek Sites: New Evidence of Early Man in Southwestern Nebraska." (26)

Here were two major finds, archaeologists who had claimed to have knowledge of the events in Roswell, one first hand and one who had both first- and second hand information. But more important, both of them placed the site of the event in the Roswell area and not anywhere near the Plains of San Agustin.

The archaeologists had been found, but there weren't the revelations that had been expected. Holden, who died in April 1993, had been unable to share any additional data, and his age prevented a detailed questioning. Schultz, who could be interviewed, only related what he'd heard from Holden, and the little he'd seen himself.

Without these clues, the search would have been abandoned, but Carey couldn't let go. Without the data from the anonymous source and without the new data, the search would have to be ended. There would have been no hope.

But Carey stayed after it, reinterviewing those who had been found and rejected. He talked to Dr. George Agogino, who formally admitted that he had heard the story himself. He knew who had been there. When Carey read him the notes from the conversation with the anonymous source, Agogino said, "That's what he told me." (27)

Agogino didn't want to identify the archaeologist, because the man had made him promise not to tell. Fear of the goverument seemed to be the reason. He didn't want to get into trouble. But Agogino did tell, (28) providing a name as well as a corroborating source.

The search for the archaeologists has nearly ended. Their leader, Dr. W. Curry Holden, has been identified, and he confirmed his involvement. Corroborating witnesses have been found and interviewed. The story of archaeologists on the impact site, just north of Roswell, is true. The details provided by them have been sketchy, but we now have a better understanding of what happened on that New Mexican desert in July 1947. All that remains is to learn the names of the other witnesses and add them to the growing list of people who kept the greatest secret of the twentieth century.

Kevin D. Randle
Updated report, 11/27/98

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COLONEL BLANCHARD'S PRESS RELEASE

Date: Sat, 14 Mar 1998 15:41:57 -0600
To: slk@world.evansville.net
Subject: File: "CURRENT-ENCOUNTERS LOG9803"

Larry Miller has submitted some interesting material that we are posting. Here is his bio.

Francis Ridge
NICAP Site Coordinator

Lawrence E. (Larry) Miller was raised in Chattanooga Tennessee and attended college at Duke University. After that, he served a 26 year career in the United States Navy as a nuclear submarine officer. Since retirement in 1991, he has worked as a nuclear engineer. His main hobby is investigation of the paranormal. He is 54 years old and lives in Burke, VA. He can be reached on the internet at lemillerla@aol.com.

Colonel Blanchard's Press Release
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(First published in The American UFO Newsletter [TAUFON] VOL. 4 No. 19, Jan./Feb. 1998)

It is my personal opinion that the UFO phenomenon is real and very complex in nature. However, I find the Roswell story full of what appear to me to be gross inconsistencies, logical absurdities and strong, unsettling indicators of hidden agendas being worked by the various "terrestrial" forces that seem to be feeding into it. I also appears to me to have been deliberately manipulated into a world class legend about extraterrestrial contact and government cover up complete with a cast of heroes, villains, saints, and a rigid dogma that seems to have virtually captured most of the attention and resources of the various mainstream UFO groups at the expense of more meaningful research into the UFO phenomenon.

I will hereafter refer to this as the Roswell Legend.

For these reasons, Roswell has come to fascinate me, and I have devoted considerable time and thought to analyzing its many facets. To try to cover all of the reasons why I believe that the "king has no clothes" with respect to the Roswell Legend in one article for TAUFON is impossible.

When discussing the Roswell Legend with my friends, I like to start by sharing my thoughts about a key element in the beginning of the Legend which is the press release by the Roswell base commander, Colonel Blanchard, announcing unequivocally that the U.S. Army Air Force at Roswell had recovered a crashed disc. These comments are strictly my opinions based solely on my reading of material referenced in the next paragraph.

The authors on the subject whose work I have read and studied and who want to promote the Roswell Legend seem to use the press release as some sort of prima facie item of proof of their case without ever subjecting it to any critical examination. I would argue that a close examination of that element of the story raises significant suspicions of something else going on and something quite different from that which the pro-Roswell Legend elements would like to believe. I have read thoroughly The Roswell Incident by Berlitz and Moore, UFO Crash At Roswell by Randle and Schmitt, Crash At Corona by Friedman and Berliner,

and a host of articles on the subject in various newspapers and periodicals including a recent interview with former Roswell Base Public Information Officer, Walter Haut, by the Albuquerque Journal during the Roswell 50th year celebration.

The fairly consistent basics of the story of the events leading to the press release from all my various sources are that Major Marcel returned from the debris field in the wee hours of the morning with a car load of allegedly strange material. Eventually, he had an early morning staff meeting with Colonel Blanchard who is supposedly shown a few small pieces of this strange stuff. Blanchard's reported immediate actions are logical and consistent with standard military procedure in cases where a commanding officer doesn't know what he is dealing with and suspects potentially significant national security issues may be involved. He reportedly orders the entire area sealed off and strong security measures put in place.

So far so good, and his actions make sense, especially in light of the testing of all sorts of advanced rockets, etc. at nearby ultra secret bases such as White Sands. Then, out of the blue, Colonel Blanchard calls Lt. Haut into his office and orders him to make a press release announcing as a certainty that a crashed disc had been recovered.

I very much believe that the precipitous nature of the order and the unqualified certainty of the press release is very important to note and, to me, strongly indicate that a hidden agenda was at work. In other words, I would argue that, at this point, the story of Blanchard's role in things departs logic and common sense unless there was more going on than has been revealed. Ordering the press release was totally inconsistent with his own just delivered instructions for tight security and totally in violation of all the training in such matters that a senior military officer gets during their career.

As a former career military officer, I can assure the reader that every professional military officer knows that press releases from senior military commanders in the field on anything other than trivial, non-controversial matters must be reviewed and approved at the highest levels in Washington. Violation of this rule gets your career ruined very quickly. That Blanchard would on his own initiative order such a momentous press release, which was roughly equivalent to announcing the Second Coming of Christ, after only a cursory look at a few small pieces of the debris and a brief conversation with one major on his staff is not remotely believable to me, especially since he suffered no adverse consequences for his action and was later reportedly promoted to general.

Further, according to the above sources, a sizable force of federal agents and soldiers conveniently and instantly materialized all over not just the Roswell area, but all over New Mexico to cause what appears to have been deliberate mayhem among the local citizens with rather dramatic efficiency, speed, organization and heavy handed, gestapo-style theatrics. I would argue that the reported heavy handed actions of this army of agents and soldiers was totally unprofessional and totally unnecessary in the context of the situation unless they were part of a bigger, hidden agenda. As I study the accounts of this blitz, I sense "showmanship" at work. This certainly arouses my suspicions that these forces were pre-staged with a well orchestrated game plan and were just waiting for their cue, which was Blanchard's expected press release.

I found it interesting to note that Randle and Schmitt in their book noted above made what I regard as a rather clumsy effort to explain why Blanchard would, in the context of the story to that point, do something so illogical as to order his famous press release. Unable to come up with my postulated reason that made any sense, they finally state on page 57 of my Avon 1991 paperback copy, "Blanchard acting on orders issued in Washington, D.C., ordered Walter Haut, the PIO, to issue a press release saying they had recovered a flying disc.'" (Italics added by this author for emphasis.) Having casually dropped this devastating bomb

right into the guts of the traditional Roswell Legend in the form of a definitive statement of alleged fact, they just simply ignore the incredible implications and moved on. They offer no source for such a definitive statement nor do they offer any comment or speculation as to who in Washington might give such an order and why.

In summary, based solely on the version of events related in the above referenced sources, I am forced to strongly suspect that Blanchard, when he ordered his famous press release, was following orders from the highest levels in Washington in accordance with a scripted plan. I believe that pursuing who in Washington gave him his orders for that press release and why is where real Roswell investigators ought to be looking.

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Francis Ridge:
This page is a text file mirror site for use with our search engine on the NICAP web pages. The original link can be found HERE.

by Stanton T. Friedman

Kent Jeffrey's anti-Roswell conclusions (MUFON Journal, June, 1997) are based on the same kind of false reasoning that led to his pro-Roswell views: Don't bother me with the facts, my mind's made up; be enthusiastic and ready to put ones money where ones mouth is, but don't have the facts in hand first; don't bother finding out how security works; believe what one wants to believe. Do one's research by proclamation rather than investigation. Select from the data available to back up your conclusions, and ignore the facts that don't.

Kent stated on a recent radio show with me that he has never had a security clearance and his article certainly shows over and over again that he doesn't understand: that higher classification info cannot be presented in lower classification documents; that having a particular level clearance is not enough to gain access to classified information; that one must have a need-to-know for that information; that people with high level security clearance do not pass on classified information to people not having a clearance and need-to-know for the information.
Kent decided the Santilli footage was fraudulent because of the curled phone cord. I asked if he had checked with the phone company. He said he didn't need to. He knew there were no curled cords in 1947. He was wrong. The patent was granted in 1937 and production began in 1938. I tried to keep him from wasting big money on attorneys because no evidence had been presented that Frank Kaufman had played any roll in intelligence in 1947 (he was a civilian clerk on the base) or needed legal counsel. Kent didn't need any evidence because he and his father had a good visit with Frank. So he wasted thousands of dollars.

I tried to get him to understand that it was ridiculous to jump from talking about events in New Mexico in July, 1947 to demanding the president declassify everything learned about ETs since 1947 which might, of course, include technology of great importance from a military viewpoint. I didn't sign the Roswell Initiative because I do not believe technical data (defensive or offensive) should be put on the table for the Saddam Husseins of the world. Remember that one can't tell one's friends without telling one's enemies.

Kent can't seem to understand the utter foolishness of his comment that information about ETs is "knowledge of profound importance to which we are all entitled". Important? Certainly. But why does he think we are all entitled? There is an annual black budget of $30 Billion. Our elected representatives obviously believe there is a great deal of information to which we are not entitled. Other foolish nonsense includes "The existence of a crashed alien spacecraft would have been much more of a social and scientific issue than a national security issue." Is there no understanding that the government was confronted with a vehicle having exotic flight capability (clearly potentially useful for weapons delivery, for defense, for reconnais- sance) whose origin wasn't known, whose purpose wasn't known, and whose technology would be useful, not only to the US, but to our enemies? What weapons did the aliens have? Would aliens work with our enemies? would they be attacking Earth? These are major security issues.

Kent hardly mentions the security level of the many documents to which he refers, and which he proclaims would have certainly told about a crashed saucer. He acts as if he has seen all the relevant documents, and as though all members of the advisory board would

have had a need-to-know for compartmentalized information. Only one document, as it happens, was TOP SECRET and it dealt with "Analysis of Incidents", not analysis of wreckage; two very different areas of technological investigation. I have been to 17 Archives now. At none of them did I have access to Special Compartmented Information rated, for example, TOP SECRET/UMBRA or ULTRA, or MAJIC. W.B. Smith, in a 1950 TOP SECRET memo said the matter of flying saucers was the most classified subject in the USA, even more than the H-bomb. And Kent thinks we are all entitled to know all about them !!!

Kent talked to 3 former officers of the FTD, none of whom were at Wright Pat in 1947. He insults them by saying if they had known anything highly classified about crashed saucers, they would have told him (no clearance and no need to know) what they knew. The very reason they might have been so kind to him is that they wanted to be sure to dissuade someone so naive that there was anything. Furthermore, I have several times been inside a vault at FTD when I was a project engineer on a contract with them for Aerojet General Nucleonics. It was a very compartmentalized place. The primary focus at FTD was paperwork from foreign scientists, spies, and intelligence analysts. I have trouble believing it was ever FTD's job to go from analyzing wreckage to developing new technology. The U-2, Stealth, SR-71, and a myriad of other technologies were devised by industry under contract to major CIA, USAF, NAVY, or Army groups, NOT at FTD.

General Arthur Exon told me in person that he did NOT have a need to know for all the activities at WPAFB even when he was base commander in the mid 60's. We cannot even be certain that the three officers would have been told about events and wreckage brought there more than a decade earlier. Their concern was the here and the now, the near future, and enemy (not alien) technology. It would have been much more likely to ship wreckage to a highly classified facility such as Area 51 (supposedly established in the late 1940s), or a part of Los Alamos or Sandia. With the very successful Manhattan Project as a shining example, it seems most likely that a Special Project would have been established outside the US Air Force, Navy, or Army.... let's call it Operation Majestic 12.

Kent talks about conversations with B-29 pilots. Why would they have had a need to know for info about crashed saucers? That wouldn't help them be better bomber pilots. Again he insults them by saying that if they knew or had known anything beyond what was in the papers they would have told him. I should mention I attended the 50th anniversary reunion of the 509th in Wendover, Utah and another reunion in Roswell, and talked with loads of people from the 509th. I was also very impressed with the men of the 509th. Kent proclaims, "The most significant and dramatic event in recorded history would surely have been discussed by these men". Security doesn't work this way. In the first place, no need to know. In the second place, if they did know they would have known better than to talk to anybody. Remember that Jesse Marcel was in Intelligence; Cavitt and Rickett were in the Counter Intelligence Corps. None were pilots.

Kent denigrates Pappy Henderson. I spoke with his wife, with his daughter, with his son, with his world War 2 Bombardier. He told none of these people before seeing a newspaper article about the crash after 1980. He did tell his good friend, Dentist John Kromsohroeder, before the article appeared, but with his promise on his honor as a former naval officer, he wouldn’t talk about it. John didn't talk until after the Unsolved Mysteries broadcast which included Sappho Henderson. Pappy, after all, was entrusted with flying VIP’s over the harbor in the Pacific after nuclear weapons were detonated there during Operation Crossroads in 1946.

Kent rattles on about the high reliability of today's aircraft engines implying that alien spacecraft would be much more reliable. One would think the only reason an airplane

could crash was engine failure. Yet Kent himself tells of an MD-88 that crashed because the flaps weren't set properly. The Valujet and TWA 800 crashes didn't occur because there was engine failure, but apparently because of unexpected events having nothing to do with engine reliability. Landing gear have collapsed on airplanes. I hate to remind Kent, a professional pilot, that occasionally pilots make errors too. Sometimes birds are ingested into engines; no fault of the engine. Kent states the craft must be capable of interstellar flight. Why? There are many reports of huge mother ships carrying smaller saucers. Fighters attacking North Vietnam didn't fly there directly from the USA on each mission. Many flew from aircraft carriers located near the front.
Kent acts as though the debris found by Mac Brazel must have been all there was. There have been aircraft accidents where an engine was found many miles from the fuselage. I am convinced, partly from the Eisenhower briefing, as delineated in "TOP SECRET/MAJIC", that alien bodies (NOT time shifted crash test dummies) and other wreckage from inside the craft, were found just a few miles from the debris field. Kent complains about nothing exotic being found because he apparently thinks he knows all about alien spacecraft construction. One of the things that Jesse Marcel senior impressed upon me in 1978 was the LACK of anything conventional.

Kent doesn't know, for example, what the outer hull (skin?) of an alien vehicle would look like. How could indestructible material be spread out? By an incredible explosion induced by a lightning bolt dumping a huge amount of energy into a magnetoaerodynamic propulsion system. The steel left after the Oklahoma city bombing was still very strong even though broken. A radar beam known to be on could have disrupted a propulsion or guidance system causing a collision. After all 40% of the UFO sightings in the summer of 1947, according to Bloecher, involved more than one vehicle. There is ample evidence that another vehicle went down in the Plains of San Augustin, as described in "Crash at Corona", having a gash in the outer hull like two parentheses face to face. This is ignored totally by Kent and others who, for whatever reason, do not want it to be true.

Jesse Marcel spoke to Walter Haut about a piece of the very strong lightweight metal being rested on a rock with the other end on the ground. A sledgehammer was applied with no dent; hardly paper backed foil radar reflector easily torn by a 4 year old. And do you REALLY believe you couldn’t dent a paper-backed foil lying on the ground using a sledgehammer at will ?????

One of the worst things about Kent's article is that it employs tunnel vision. What about the testimony of Bill Brazel, who found strange wreckage himself? Of Judd Roberts the radio station man? Of Elizabeth Tulk and Phyllis McGuire the sheriff's daughters? Of Loretta Procter, of other ranchers? I spoke with all of these in April. What about all the testimony relating to the Plains of San Augustine crash and the easy proof that the NSA and CIA are withholding UFO related information. Why does Kent act as though flying disc and UFO mean the same thing? My lecture is Flying Saucers are Real, NOT UFOs are real because only some UFOs are flying saucers, though all flying saucers are UFOs.

He acts as though the US government would never lie. When the Trinity Site nuclear explosion occurred in July, 1945, a cover story was issued saying an ammunition dump had blown up, but fortunately, no one was injured. During WWII elaborate disinformation schemes were used to misdirect enemy activity. Yes, Virginia, governments do lie, and yes, the US government has recovered two crashed alien saucers in New Mexico in July 1947 complete with bodies, as described in "Crash at Corona" in spite of the attacks of noisy negativists.

Kent blindly accepts the current stories from Cavitt and Newton although they completely contradict earlier stories told by them long before Roswell became a big deal. Their

stories even contradict each other as well as the testimony of Jesse Marcel and Lou Rickett told to me first hand long ago. The only basis for even considering a Mogul balloon explanation is the disinformation newly told by Mac Brazel after having been reprogrammed, (according to Judd Roberts, Bill Brazel, Loretta Proctor, the Stricklands, Frank Joyce) and reported in the Daily Record on July 9, 1947 along with the supposed June 14 recovery date and the sticks and foil nonsense. July 8 articles say the stuff was recovered "last week". Even the RDR says the stuff covered an area 200 yards in diameter; neat trick for a few sticks and foil from a radar reflector. Brazel would never have made the difficult trip to Roswell for a tiny radar reflector. If Cavitt was being truthful, Brazel would have tossed the wreckage (Cavitt said it would fit in one vehicle) in the back of his pickup, and there would have been nothing to take Marcel back to see.

But wait, Cavitt now says he immediately recognized it as a balloon covering an area 20 feet square. Captain McAndrew says it was a huge Mogul train of balloons over 500 feet long with 23 balloons and sonobuoys and radar reflectors. How could that come down in an area 20 feet on a side? Why didn't Cavitt describe any foil and sticks? Could he have thought that he was supposed to say a balloon, rather than a Mogul Balloon? Why had Cavitt tried to convince Don Schmitt and Kevin Randle he wasn't even based in Roswell in early July, 1947 when he now, many years later, has clear recall of a simple balloon? Why did Cavitt lie when he said he went out with Jesse and Rickett and saw nobody else. There was no way he could ever have gone to the debris field without following Brazel.

Marcel and Rickett each said they had gone out separately with Cavitt. Why doesn't Kent tell us the last line of the July 9 article, "I am sure what I found was not any weather observation balloon." Remember that Brazel had previously recovered balloons. Why doesn't Kent mention that Colonel Weaver, in the huge AF report, intentionally eliminated a most important phrase from a July 8, 1947, FBI memo about the supposed balloon, "The object found resembles a high altitude weather balloon with a radar reflector (but that telephonic conversation between their office and Wright Field had not borne out this belief) disc and balloon being transported". The intent is clearly to deceive.

Newton's testimony is very different now from what it was in 1979 to Bill Moore after I had located him. Could it possibly be relevant that both are loyal career officers on nice pensions who need no hassles in retirement? Remember that almost 20 years ago Jesse told me that the wreckage covered a huge area hundreds of yards long and that he and Cavitt each took away only a small portion of it. Remember too that Mrs. Cavitt told Bill Moore, "He's not going to tell you anything. They told him not to." Bill had unfortunately mentioned at the Toronto MUFON conference that we had located Cavitt before he had been visited.

Kent says the symbols drawn based upon Jesse Jr's testimony are the same as recalled by Newton. They look about as much alike to me as Greek and Russian letters. Did it not occur to Kent that Newton might have seen Jesse’s symbols at the Roswell museum or on an extruded replica? Funny, he hadn't mentioned the symbols years ago. Funny that the CIA's most sophisticated photo analysis couldn't find any of that wonderful toy factory tape in the photos.
In short, Kent Jeffrey's enthusiastic "definitive" article is a splendid example of propaganda, NOT investigation.

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Mack Brazel RECONSIDERED

BY THOMAS J. CAREY and DONALD R. SCHMITT

Maggie and Mack Brazel in 1951, four years after the Roswell Incident. Photo courtesy of Bill Brazel Jr.

Were it not for William Ware "Mack" Brazel (1899-1963), there would never have been a Roswell Incident - at least not one known to the general public. In July 1947, the 48- year-old Brazel was scratching out a living as foreman of the J. B. Foster sheep ranch located 30 miles southeast of the small cattle town of Corona, New Mexico. The family lived in Tularosa, while Mack stayed on the ranch in a shack without a telephone, electricity, or even running water. The nearest neighbor was 10 miles.

As has been reported many times before, one day he discovered a mass of material strewn over a section of the vast hardscrabble grazing grounds and thought it strange and significant enough to warrant notifying the Chaves County sheriff, probably on July 6, who in turn called the Roswell Army Air Field. He did this not just because of a sense of patriotism, but also because the material was interfering with ranch operations, as the sheep wouldn't cross the debris field.

The military, in the persons of Maj. Jesse Marcel and Capt. Sheridan Cavitt, followed Brazel back to the ranch that same day. After spending the night, they spent the next day inspecting and collecting the debris, which they took to the base by the early morning of July 8. In short order, Col. William Blanchard, the commanding officer at Roswell, issued a press release stating that a "flying disk" had been recovered. Almost immediately after Blanchard's astonishing claim, Brig. Gen. Roger Ramey, his superior in the chain of command, held a press conference in Fort Worth, Texas, in which a battered balloon-borne radar reflector was said to be the "disk" found by Brazel.

A follow-up article in the Roswell newspaper on July 9 is the only contemporary published record of what Brazel said ("Harassed Rancher Who Located 'Saucer' Sorry He Told About It"). It was based on an interview conducted in the offices of the *Roswell Daily Record* on the afternoon of July 8. The description of the debris he furnished sounds much like a small part of a Project Mogul balloon array, similar to that from weather balloons, which is the accepted skeptical explanation today for the event. Though Project Mogul was indeed a top-secret project, the neoprene rubber balloons and paper-backed aluminum foil radar targets used in it were not. In the article, Brazel describes a collection of "tinfoil", "tape," "sticks," and "rubber," which was so limited in size that it could be rolled up in a small bundle. But then he said the debris took up an area about 200 yards in diameter, vastly greater than the remains a Mogul array would produce.

Apparently unnoticed and certainly unappreciated by reporters at the time were Brazel's final comments. The article concluded by noting that Brazel had previously found weather balloons on the ranch on at least two occasions, and he firmly stated, "I am sure what I found was not any weather observation balloon."

Brazel concluded by venting obvious frustration, saying that with the possible exception of a bomb, he would never report another object found on the ranch. The contradiction between his mundane description of the debris and his claim that this was not a weather balloon would reverberate almost endlessly when the Roswell controversy exploded into public consciousness.

THE HISTORICAL MACK BRAZEL

With that, Brazel and the Roswell disk faded into obscurity. It was not until 31 years later that Marcel spoke out, saying that what he found at the Foster ranch was "not from this Earth." Roswell was revisited by researchers, who produced persuasive circumstantial evidence indicating that the original Blanchard disk story was closer to the truth than the weather-balloon explanation.

What follows is an attempt to piece together the historical Mack Brazel and his role in the Roswell events. To this end, we have relied on the recollections of family, friends, and the few others who had contact with him during the critical days of July 1947. You may have read some of this information before, but in this article we refine our picture of Brazel's role and present new findings about what he may have discovered.

In preparing this overview, we have relied on the original interviews made and published by William Moore, Stanton Friedman, Kevin Randle, and Donald Schmitt when he was Randle's research partner, as well as our own recent field work.

W. WARE "MACK" BRAZEL

We'll begin with his nickname. Most accounts refer to him as "Mac," partly because researchers heard the name and applied the most logical phonetic spelling. And his family tells us he was so named after former President William McKinley. However, family documents show that the spelling "Mack" was always used. Indeed, the inscription on his tombstone reads *W. Ware Mack Brazel.*

The Brazel's final resting place in Tularosa, New Mexico

In addition to the first-person interview with Brazel at the *Roswe// Daily Record,* we know

of three other interviews. The first was done on the spur of the moment by Roswell radio station KGFL announcer Frank Joyce on Sunday, July 6. Joyce made it a practice to call Chaves County Sheriff George Wilcox for news leads. It happened that Brazel was in Wilcox's office at the time, relating his discovery of strange debris. Wilcox put Brazel on the telephone, and Joyce proceeded to interview him.

The second instance was an interview conducted at the home of Walt Whitmore, the owner of KGFL. This was probably done late on Monday, July 7. The interview was recorded on a wire recorder, which was the technology available at the time. The interview was meant to be aired as a scoop, but was never played on the air. Unfortunately, the recording has been lost to us because it was confiscated by the Army on the afternoon of July 8 and never returned during their operation to kill the original disk-retrieval story and remove all contrary evidence.

The third and last interview was conducted by an El Paso radio station. We know only that it took place, and can only guess that Brazel repeated the story he gave the *Roswell Daily Record.*

Based on our investigations and reasonable deduction, it seems almost certain that only the Joyce and Whitmore interviews presented Brazel's story in honest, undistorted fashion. At some point on July 7-8, Brazel was placed in military custody at the base. His statements during this period are therefore suspect and may be the result of coercion. Family members believe that Brazel was frightened or bought off by the military, and that his July 8 *Roswell Daily Record* interview, in particular, was, at least in the main outlines, dictated to him by the Army. One of the goals of our reinvestigation of Brazel has been to determine why he, alone among Roswell witnesses, was detained by the military.

THE HARASSED RANCHER

Mack Brazel's name first surfaced in public in the July 9 *Roswell Daily Record* article. Although the paper did not print a photo of Brazel, many other papers throughout the country did. Apparently his picture was the first Wirephoto electronically transmitted from Roswell. When this picture appeared in the *Albuquerque Journal,* it alerted his son Bill Jr. to the fact that his father was the center of a large controversy and that he might need some help.

The same page of the *Journal* carried the debunking story from Ramey's Fort Worth office, headlined "Gen. Ramey Empties Roswell Saucer." Brazel is also mentioned by name in this article.

FAMILY LORE

Mack Brazel died in 1963 at the age of 64, and his wife Maggie died in 1975 at the age of 73. Thus both were dead well before any researcher could interview them about the events in 1947

But there remain a number of family members who can fill us in on Mack's character and personality. They tell us he was a throwback to the "old-time cowboys." Frank Joyce, the KGFL announcer, described him to researcher William Moore as dirt-in-the-pores-of-the-skin type of guy." Joyce continued, "He didn't say a whole lot," and "(he) was a man of few words," but "his word and hand-shake were bond."

Mack's son Bill was interviewed by various researchers, including Moore, Friedman, Randle, and Schmitt. Bill maintained that he was able to learn very little directly from his father about the Roswell events. Moreover, Bill says that his father confided nothing about it

to his mother. But Bill believes that Mack did pass on at least some fragments of the story to Bill's wife Shirley, but that she was never given all the facts. Shirley Brazel died in 1996. Randle and Schmitt interviewed her on several occasions prior to her death. It has never been clear which details of Bill's recollections of his father's Roswell adventures came from discussions with Mack or from what Shirley told him.

Bill Jr. believes that his father ". . . took the most part of what he knew to the grave with him." His father did tell him that he was upset and bitter at being "put in jail" for a week for simply doing what he thought was a "good deed." All family members interviewed by Moore gave it as a truism that Mack had been sworn to secrecy for reasons patriotic, and that he took his oath very seriously because he was a man of his word. Other relatives swear that the military threatened his family. Another family story has it that Mack was particularly incensed at having endured a "head to foot" physical examination by the military before they would release him and allow him to return home.

Mack's older sister Lorrene Ferguson died in 1983, but she confirmed for Moore her brother's extreme reluctance to talk about the events. This is also confirmed by Mack's daughter, Bessie Brazel Sebreiber, who was 14 years old at the time of the Roswell events. She told Carey and Schmitt in a July 1999 interview, "We were told not to talk about this at all." She testified to her father's veracity most emphatically, saying, "If Dad said something happened, it happened! No ifs, ands, or buts about it." Mack's youngest child, Vernon, was 7 years old at the time of the incident. Unfortunately, he disappeared under mysterious circumstances in 1960 and has never been heard of again. Another son, Paul, died in 1997. He was employed running a ranch in Texas for the same J. B. Foster that employed his father in 1947, but when interviewed said he had no direct knowledge of the events.

FRIENDS AND NEIGHBORS

Brazel's friends and neighbors had much to say, particularly about his "change of life" after his return from military custody. According to his nearest neighbor, Floyd Proctor (d. 1987), when interviewed by Moore in 1979, Mack was in a state of excitement and very talkative about his discovery when he saw Proctor a day or two prior to his trip to Roswell and the sheriff's office. According to Proctor, Mack "just wouldn't shut up about it." Proctor's wife Loretta said Mack was returning her 7-year-old son Dee, who had been visiting the Foster ranch that day. He had brought a small piece of the wreckage with him to show the Proctors, who encouraged him to report it to the authorities for the $3,000 reward offered for proof of "flying disks."

Floyd and Loretta Proctor, Brazel's nearest neighbors in 1947, who saw a piece of the debris and advised Mack to go to the authorities in Roswell.

Proctor confirmed for Moore that Brazel had been kept in military custody for about a week, after which he would not talk about the event, preferring instead to change the subject or briefly repeat the balloon story if pressed. Proctor also described being in Roswell with another neighbor, L. D. Sparks, during the period of Brazel's detention. Brazel was surrounded by about half a dozen military escorts as he walked down the street. He was behaving strangely, according to Proctor, and pretended that he did not recognize Proctor and Sparks when they passed. This episode was corroborated in a 1988 interview we conducted with Sparks in his Roswell home, and also by Leonard Porter and Bill Jenkins, two other neighbors of Brazel who were there at the time.

L.D. Sparks, who saw Brazel under military custody in 1947.

In a 1998 interview, former real estate salesman Howard Scoggin of Las Cruces, New Mexico, described a 1959 encounter with Mack Brazel. Scoggin had gone to a local restaurant for lunch with a friend who pointed out Brazel sitting alone at another table. Against his friend's advice, Scoggin got up and approached Brazel, and asked him about the 1947 incident. Without saying a word, Brazel clenched his fist tightly, grimaced, and contorted his face, and then slowly rose out of his chair. Fearing for his personal safety, the surprised Scoggin backed away, while Brazel slowly stalked past him and out of the restaurant, leaving his food on the table. It was like watching one of those werewolf movies, when the star turns into the monster," said Scoggin almost 40 years after the encounter.

A former ranch hand of Brazel's, Ernest Lueras, was recently interviewed by the authors at his Corona filling station. Lueras recalled a time when he and Mack drove from Corona to Tularosa, a drive that on today's modern roads takes three hours to complete. The trip was made sometime after the 1947 events but before Mack left Corona for good to open his own business in Las Cruces (a meat-packing enterprise). The reason Lueras recalls this drive so vividly after all these years is Brazel's very odd behavior. After making several attempts at conversation, Lueras finally gave up. The rest of the trip was made in total silence. Lueras was nonplussed, and did not know what to make of the silent treatment from his boss.

Today, Lueras states his belief that 'They (the military) really messed him up."

WHAT BRAZEL FOUND

As related by William Moore in *The Roswell Incident*, Mack told friends and family that the debris came from an airborne explosion not a crash~because it consisted of separate pieces spread over a large area. Vegetation in the area of the debris was singed. The debris was like nothing he had ever seen before: "very odd... the strangest stuff he had ever seen." The metal was different from any metal he was familiar with because he could not cut, scratch or whittle it with his knife.

Strange writing or symbols on some of the Roswell debris have been described by other witnesses, such as Maj. Marcel and his son, Jesse Marcel Jr. Mack told friends and family about seeing similar markings, including Bill Jr., Mack's older sister Lorrene Ferguson, and Proctor. Bill recalled his father describing the writing as like "figures," and thought his father meant it resembled the ancient Indian petroglyphs or rock figures common in the Southwest. On the other hand, Ferguson and Proctor recalled Mack's description as being more like the "wiggles" one finds on wrappers of Chinese or Japanese firecrackers, and that they were in various pastel colors.

Of great importance is Bill Jr.'s statement that his father told him the Army had admitted they had definitely established that "it wasn't anything made by us." Mack may well have been told this during his detention as a means to convince him of the need for his cooperation. However, there is nothing in the record to indicate that either Mack, his family, or friends ever raised or broached the topic of bodies.

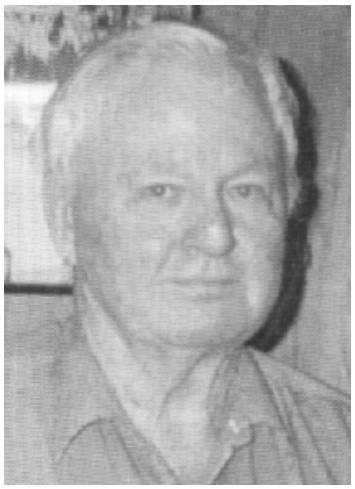
BRAZEL SEES THE SHERIFF

These maddeningly fragmentary descriptions are all we can gather from Brazel's family and friends, conveyed to them at first enthusiastically, and later most grudgingly. What-ever it was that fell on the ranch, Brazel packed a small amount of it in a box and delivered it to the Chaves County sheriff. When the military was advised of the discovery, they found it so provocative that they immediately dispatched two senior officers to follow Brazel to the remote site to investigate - on Sunday of the Fourth of July week end.

Significantly, those officers were the head intelligence officer of the 509th Bomb Group and the officer in charge of the Counterintelligence Corps unit at Roswell. They were not accompanied by any other enlisted personnel, another fact underscoring the extraordinary importance and sensitivity the military lent to Brazel's story. A fair speculation is that the Foster ranch discovery was not the first anomalous debris to be found in the Roswell area. This would explain the quick, high-level military response to Brazel's account.

FRANK JOYCE RECALLS "W. W."

Joyce was not interviewed until 1982 when Moore, following a tip, located him in Albuquerque. In 1947, Joyce was a 24-year-old announcer for KGFL in Roswell. He was also a stringer for the United Press wire service, meaning that he would place interesting stories on the press wire for national pickup. It was in this capacity that he got into trouble with the Army Air Force for placing the Blanchard "captured disk" release on the UP wire. This made the claim an international sensation, instead of a story confined to Roswell. Joyce left town in 1948, never to return, and settled in Albuquerque where he worked in radio and television as a news and features announcer for over 40 years.



Frank Joyce today.

Joyce said the Blanchard press release was delivered to him by hand by Lieut. Walter Haut, the Roswell public information officer. At the time of the interview with Moore, Joyce was still leery of talking about his involvement in the 1947 events, citing his reluctance to reveal information about what seemed a top-secret topic that could harm national security if disclosed, as well as concerns about his job as a media personality. So it would seem that, understandably, Joyce told the truth to Moore then, but not the entire truth.

According to Joyce, he had been "spinning records" and reporting the local news on his Sunday afternoon radio show on July 6. As was his habit, he called Sheriff Wilcox while a record was playing to inquire about newsworthy items. Wilcox put Brazel on the telephone and Joyce interviewed him off the air. Joyce then suggested to Wilcox that the military be contacted, and Wilcox followed the advice.

Curiously, Joyce went into detail for Moore about what Brazel did ***not*** tell him he found during that first interview, such as "balloon parts" and "balsa parts." But there is nothing about Brazel's description of what he *did* find, which must have formed the substance of the interview. Instead, Joyce talked about Brazel's frame of mind during the conversation, characterizing him as "terrified," but without elaboration or explanation.

He then discussed a second interview that he had with Brazel. We didn't mention this earlier because, unlike the other four interviews discussed previously, this second interview with Joyce is the only one where Brazel admitted he was coerced. Joyce described how Brazel came into the radio station a few days after the Sunday phone call to change his story. Upon hearing the new version, Joyce confronted Brazel off the air. "Just a minute!" said Joyce, "You know that this story that you've told me now in no way matches the story you told me on the phone." After a pause, Brazel leaned closer and told Joyce, "Look, son. You keep this to yourself. *They* told me to come in here and tell you this story or it would go awfully hard on me *and you" (*emphasis added per our interview with Joyce in 1998).

"I CAN'T GO INTO THAT"

Moore asked Joyce if Brazel had mentioned bodies to him on the phone. Joyce's cryptic response was, I can't go into that. I don't want to say." Moore pressed for more, but Joyce concluded by saying, "I think I've said all I want to on that. I made up my mind a long time ago that I would only go so far with that part of the story. That rancher apparently died with what he knew.... Whatever that thing was, the rancher *saw it all,* and it didn't originate on this planet. What I heard later about the Air Force having bodies of little men from space... was totally consistent with what I had heard at the time." We have to wonder about this last statement. Heard from whom at the time?

It is interesting that when this interview was done, the topic of bodies at Roswell had never been raised. The only flying-saucer account that mentioned bodies and seemed to fit the Roswell/ Corona timefrarne was that of Barney Barnett (d. 1969), who placed a crash with bodies on the Plains of San Agustin, 150 miles west of Roswell.

Although Moore wrote extensively on Roswell after this interview, he apparently never interviewed Joyce again, as the information in his articles from Joyce remained essentially unchanged.

JOYCE TALKS TO RANDLE AND SCHMITT

Joyce was approached again in 1989 by the team of Kevin Randle and Donald Schmitt. Joyce was still nervous about talking and refused to allow the interview to be taped. He repeated much the same story he had given Moore seven years before, but provided a few minor additions. Joyce said that Sheriff Wilcox was not impressed with Brazel's story and did not believe it. Because of this, Brazel asked Joyce for advice, and Joyce told him to call the air base. This is a minor change from his first version, where Joyce claimed he told Wilcox directly to call the base.

Joyce told Randle and Schmitt that Brazel had related "everything" on the telephone, but, as in the Moore interview, then refused to say more or answer specific questions about what it was that Brazel had found. Now he added that when Brazel visited the radio station several days later, there were several military men waiting outside in the lobby. And in this retelling, Joyce added a new and extremely provocative detail. "As he was leaving, Brazel turned and said, 'You know how they talk about little green men? Well, they weren't green.'"

Randle and Schmitt interviewed Joyce again in 1990. Joyce appeared to be more open and forthcoming, but little new was learned, although Joyce again reiterated that Brazel had told him the "whole story" during that first phone call. And he ended his account with Brazel uttering the same "little green men" line.

Joyce was interviewed four more times by Randle and Schmitt between March 1991 and September 1992. He added details to his previous accounts, such as where Brazel was standing during the discussion at the station, and how he (Joyce) conducted himself during what seems to have been a very lively discussion between the two men. He added that Brazel had said nothing during the telephone conversation about his family being at the ranch (an important point, given later claims by Besse Brazel Schreiber about her presence there). Also, the size of the debris field Brazel described in the telephone conversation was much larger than that conveyed during the later meeting.

And when Joyce retold the part where he confronted Brazel about the discrepancies between the first and second accounts, he now quoted himself as specifically saying, "The story is different, especially about the little green men." To which Brazel replied, "Only they weren't green."

Researcher Karl Pilock interviewed Joyce in 1992 and got the same account. Joyce repeated this version for the *Albuquerque Journal* during the 50th anniversary of the Roswell Incident, capping the "little green men" statement with, "And that is Gospel."

So there has been an evolution over the years from "I won't talk about it," to "The stories about bodies are consistent with what I heard at the time," to "Brazel said, 'You know how they talk about little green men?'" to Joyce asking, "What about the little green men?" This evolving testimony took 10 years for Joyce to produce the current, and presumably final,

version. Interestingly, Joyce says he did not speak about Roswell at all for 20 years after the event. Why has he slowly revealed more that he knows? Are the changes in his original account believable? Perhaps he feels more secure as the years have passed and the Roswell Incident has become known to a wide public. In our judgment, the trend in Joyce's story has been in the direction of a more complete recounting of his exchanges with Mack Brazel, rather than confabulation or falsehood. We conclude that Joyce is a credible witness, whose story is substantially correct.

Given Joyce's testimony, we must seriously consider the idea that Brazel saw bodies associated with the crash. Maybe the military showed Mack a body to convince him to keep quiet. But that doesn't make sense. Why show the find of the millennium to a civilian? So despite all the interviews with Joyce, we felt another was important to clarify this matter.

JOYCE TALKS TO CAREY AND SCHMITT

In May 1998 we visited Frank Joyce. After preliminary niceties, Joyce turned into a man on a mission. "I'm going to tell you fellows something I've never told anyone. Don't stop me once I get started, or I might realize what I am doing and shut up."

"When Wilcox put W. W. (Joyce calls Brazel "W. W.") on the phone, I could tell right away that here was a very distraught man on the other end of the line. He started in complaining about a lot of stuff scattered all over his ranch, and that the sheep wouldn't go around it to get to their usual watering place."

The following is a reconstruction of the original telephone conversation between Brazel and Joyce, based on Joyce's comments to us in this interview.

Brazel: [angrily] Who's gonna clean all that stuff up? That's what I wanna know. I need someone out there to clean it up.

Joyce: What stuff? What are you talking about?

Brazel: [somberly] Don't know. Don't know what it is. Maybe it's from one of them flying saucer things.

Joyce: Oh, really? Then you should call the Army air base. They are responsible for everything that flies in the air. They should be able to help you or tell you what it is.

Brazel: [At this point, according to Joyce, Brazel really started "losing it."] Oh, God. Oh, my God. What am I gonna do? It's horrible, horrible, just horrible.

Joyce: What is? What's horrible? What are you talking about?

Brazel: The stench! Just awful.

Joyce: Stench? From what? What are you talking about?

Brazel: They're dead.

Joyce: What? Who's dead?

Brazel: Little people.

[At this point, Joyce thought to himself, "This is crazy!" He decided to play the role of devil's advocate to a story he did not believe.]

Joyce: What the...? Where are they? Where did you find them?

Brazel: Somewhere else.

Joyce: Well, you know, the military is always firing rockets and experimenting with monkeys and things. So, maybe...

Brazel: [Shouting] God dammit! They're not monkeys, and they're not human!

With that, Brazel ended the conversation.

Joyce continued, "A day or so later W. W. called me at the station to tell me that he didn't have the story quite right the first time. So, I invited him over to the station. When he arrived, I could see the military waiting for him outside in the lobby, and he appeared to be under a great deal of stress. He then told me the new story, and that's when I challenged him about it and made the little green men comment, referring back to our original telephone conversation. That's when he replied that they weren't green, and out he went.

KGFL as it appeared in the 1940's (left); today the old station is a hair salon.

BRAZEL AND BODIES

Did Brazel find bodies? Even though we consider Joyce to be a credible witness, his testimony needs independent corroboration, particularly with such an important claim. It is one thing to say, as Marcel said many times, that the debris was "not of this Earth." But adding bodies - also not of this earth - raises the stakes immensely.

Just before she died in 1985, Wilcox's widow Inez stated that her husband was informed about the incident by "someone who came into town." Then her husband "Went out there to the site. There was a big burned area, and he saw debris. It was in the evening. There were 'space beings.' Their heads were large. They wore suits like silk."

Recall that the family and the neighbors and friends of Mack Brazel were told nothing about bodies by Mack. On the other hand, there exists a collection of testimony to the effect that alien bodies were recovered. Some parties state this plainly, others are circumspect. A review of all this testimony is beyond the scope of this article. Suffice it to say that Joyce's version of Brazel's statements finds considerable support, including new information that we have uncovered. Here are two examples.

We have located a woman currently living in Ruidoso, New Mexico, who recounted an intriguing story involving her ex-husband, who had been an enlisted man stationed at

Roswell. It was the summer of 1947, and she remembers him coming home one evening in a state of high excitement. She tried calming him down, and it was then that she noticed an unusually foul smell coming from his uniform. After she got him calmed down, she was able to get from him that he had been sent on a detail to a ranch "up near Corona" where some bodies had been found. She immediately washed his clothing and he took a long shower to remove the smell, which lingered.

We are in contact with the family of the late Meyers Wahnee, who was a pilot and air crew commander of the 714th Bomb Squadron, 448th Bomb Group. His picture is stamped on the back, "Official Photo, Air Force Photo Services, Roswell, New Mexico." The "Chief," as he was called, told his family of the 1947 Roswell events during the last year of his life (he died in 1981). He told them that the incident was true and that he was involved. He said that there were *three* separate sites. Bodies were found and first flown to Texas. Of special interest to us here, besides his mention of a third site, is his testimony to his wife and two children about "decomposing body parts" found among the debris at the Foster ranch. "It really happened," he told them. We can speculate that he felt free to talk about the events in 1981 because Roswell had become widely known.

Finally, there is this bit of evidence. Five years ago, the 81-year-old Loretta Proctor became extremely ill. With a life-threatening blood clot in her neck, her reclusive son Dee felt compelled to drive her to a remote location on the former Foster ranch where he told her that Mack Brazel had found "something else." This site is located ahout *2.5* miles east-southeast of the debris field. Loretta Proctor eventually recovered, but what was it that would cause a son to risk the health of his mother to embark on such a dangerous and uncomfortable trek? The question now seems to us to have been answered. Loretta will not volunteer anything beyond the "something else" statement for now, and Dee, who is now 59, will not talk to anyone.

SOME THINGS ARE BETTER LEFT ALONE

Clearly, in light of the new information presented here regarding Mack Brazel's role, there are more questions that require answers. We are confident our investigation is heading in the right direction, whatever the outcome. The reticence of some witnesses only adds fuel to the suspicion that something more was involved than debris.

Like so many others involved, former KGFL owner Walt Whitmore took secrets to his grave. Near his death, Joyce visited him and the talk turned to Roswell. Joyce asked the critical question: Were there bodies? Whitmore replied, "Some things are better left alone." And he would
say no more.

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Roswell: Clashing Visions of the Possible

By Michael Swords
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Roswell is obviously a highly divisive topic in ufology. People accept or reject it, often emotionally, for reasons which seem to the listener unclear, even after patient attention. The possibility of a crashed disk, and the necessary astoundingly successful security required, alternatively violates or coheres with visions of reality held dear by the loudest, and occasionally less civil, discussants. But these deeper visions of reality, or what the writers and speakers of these schools want to believe, remain largely undescribed. This paper would like to pretend for the moment that such individuals and their constricting views of reality are not part of the serious Roswell exploration, as I believe they are not, no matter how much we are lumbered with them.

Instead I would like to present a few thoughts on what is a more intriguing and potentially productive aspect of the Roswell debate: that intellectually honest and unprejudiced ufologists *also* differ markedly in their views about the crashed disk hypothesis, and what the mode of reality is that seems to be acceptable to some and not to others. I have sat around tables with reasonable people (and good friends) such as Mark Rodeghier and Tom Deuley, and listened as one researcher fails to convince another, and they end by amicably agreeing to disagree.

The main problem in these discussions between reasonable people has been the unique complexity of the Roswell case. Nothing in ufology has been remotely like it in terms of numbers of witnesses, variety and quality of researchers, fragmented information, and *the lack of a comprehensive, clear research document* to which all discussants can refer. Because of this complexity, perhaps no single researcher can wrap his mind completely around the case, and so all commentators work partly from ignorance. Whereas this situation should inspire humility in the intensity of conclusions, it unfortunately encourages the opposite in persons of strongly constricting visions of reality, and even muddies the exchanges between good, honest seekers of the truth.

Documents like the recent Air Force releases can appear to be reasonable to many people, only because of the case's complexity and the absence of a clear, comprehensive research document. This, and this alone, allows shoddy, incomplete research and "explanation" to address tiny elements of the case and pretend to address the entire complex. Some anti-Roswell ufologists have become masters of the "cut-a-branch-and-say-you-killed-the-tree" methodology. And Kent Jeffrey's recent change of mind about the case seems also influenced by this style of analysis. In many simpler UFO cases this approach might be reasonable. They are usually dependent upon very few elements. In the Roswell case, potshots and tree trimmings are important, but some humility and perspective should be applied when it comes to claiming what that trimming has actually done to the tree. In the real world, trimming often makes a tree healthier. Again, I want to emphasize that without a clear and comprehensive research document defining the ease, no one, supporter or detractor, has a clear idea of what they're aiming at. My friends and colleagues, Kevin Randle and Donald Schmitt, wrote good books but not this sort of document. That was not their intent in made-for-the-public publications. We are still looking for the research-usable publication from some source, however.

Because I cannot unravel the whole Roswell case in an article (due mainly to my patchy understanding of the details, let alone the length it would take), I would like to present what I believe to be the general hypothetical model that the reasonable pro-crash researchers are working with, and examine its strength and weakness. The pro-crash researchers base their views strongly in the historical context of the UFO phenomenon of the late 1940s and early 1950s. The anti-crash researchers seem to base their views in a different historical context: not UFOs, but their view of the way government and the military "should really work."

What ingredients interest the pro-crash researchers from which they build their working hypothesis? The first stone is really the foundation stone, and surprisingly almost never enters the discussion: that there was a huge wave of flying disk sightings being reported all over the country in the summer of 1947, and which continued intermittently as essentially the same phenomenon through 1952. This outbreak of anomalous aerial events was apparently well-witnessed and very convincing to those who studied it. What were they convinced of? That these *were flying disks;* technical craft performing beyond our own capabilities of the time, and of a very unusual configuration. Almost every discussion of the Roswell event skips lightly over this UFO context, and most begin talking as if the report were to be properly viewed as an isolated event.

This apparently stems from the time-honored tendency in UFO research to view each case separately and to admit that X never can prove Y. This, of course, is true. But at the same time, X very often can form a relevant context for Y, and make of Y a reasonable working hypothesis. This seems to me to be important in the sociology of the discussion. Accepting that Y is a reasonable working hypothesis due to its context in the 1947 wave, would take some of the ridicule and attack-dog mentality out of the discussion at the beginning. "I can see where you're coming from, but here's where I disagree." Perhaps, the debate could then proceed upon hypotheses, rather than ad hominems ("how could anyone be so foolish... etc."). And a second, perhaps irresolvable, concern: We should generally be more willing to credit the context of individual cases in ufology. As long as everyone insists on fighting every case in isolation to the death, there will never be any ufology. A field of study is always composed of a whole constellation of related or potentially related phenomena, for which there exist theories and working models which organize the pieces, have a remembered history, and direct subjective discussion. Our pseudoufology tends to feature isolation, no memory or history, and subjective argument.

Every pro-crash researcher that I know well feels that there is strong evidence of a large wave of aerial anomalies taking place in 1947, and that a reasonable and strong hypothesis for this is that craft beyond our current technical capabilities were being seen. I am not certain that the anti-crash researchers (again, I am not speaking of debunkers or other intellectually dishonest writers) feel as strongly about the 1947 wave and key cases such as Kenneth Arnold, C. J. Zohn, and E. J. Smith. For the pro-crash researcher, though, the wave and its several-year continuance of disks and radar reports form a powerful context within which the possibility of a crash is reasonable.

So what of the case itself? Lying on top of the foundation stone context are the three "columns" from which all the rest of the research on Roswell has sprung:

A. The news story release by the air base that they had in fact captured a flying saucer;

B. The testimony of Major Jesse Marcel, combined with his job responsibility, qualifications, and presumed character; and

C. The several descriptions of the Brazel ranch debris and the site.

The news release. At least this is something no one doubts happened, and apparently no one doubts that it was ordered by the base commander. Pro-crash researchers view this in regard to the simplest hypothesis: the release meant what it said. Any other hypothesis is entertainable, but it must make a case for a not insignificant reinterpreting of the release. When the second release comes out denying the conclusions of the first, the roles of the pro- and anti- crash researchers are reversed, but, I believe, not equally. The first release clearly inspired the second. Almost as clearly, that "inspiration" came from somewhere off the base. In that sense, it is reasonable to view the first release as originating at the site which was in contact with the material in the fullest and most direct way; and the second release not. There is still much latitude for rationalization upon this either way, but the fact of the release exists, and the simplest hypothesis is that the commander meant it.

One can imagine that the commander issued this press release whimsically or without much thought or having even bothered to look at the materials and the facts themselves, but that sort of behavior too would require some major rationalizing or guesswork. I submit that it is not unreasonable to suppose that base commander Blanchard familiarized himself quite extensively with whatever in formation and materials he had available before composing his release. If so, one is left with the problem of how Blanchard could have looked over and handled whatever his personnel had brought in, and decided that it was a flying disk, if in fact it was nothing more than U.S. produced balloon technology? For thc school-of-nothing-really-happened, one would hope that the required hypothesis of:

A. Blanchard didn't even look at the materials and still ordered an astounding release; or

B. Blanchard didn't think the stuff was really unusual, but wrote this anyway would be at least a little uncomfortable. And, in a civilized ufology, it would be nice to hear the anti-forces admit the discomfort, as, I believe, the reasonable pro-forces do when it comes to the "how could you keep that secret?" problem.

Major Jesse Marcel. Rightly or wrongly, pro-crash researchers view Major Marcel as a responsible and competent soldier, of good qualifications to distinguish between mundane balloon debris and something extraordinary, and of good character well beyond the creation of elaborate public hoaxes on potentially important matters. This characterization of Marcel may be in error, but, given his position in July 1947, some serious rationalization by counterviews must be made to cast him into a light of incompetence, irresponsibility, and/or dishonesty. Realizing how important Marcel is to the case has apparently spawned just such attempts to attack him.

I might add that the ad hominem attack is becoming a standard weapon in the arsenal of ufological debaters. In a field so dependent upon testimony and researcher competence and honesty, *maybe* one can understand this, but in today's climate it seems well out of control and terminally destructive. We have often seen that debunkers fall back on this as a last (vicious) line of defense: Father Gill messianicly lording it over the "primitive," impressionable Papuans; Cash and Landrum trying to rip off the government for "faked" injuries; Levelland or Socorro inventing cases to boost tourism. But perhaps we can do better as a community of cooperating colleagues. We have gone for years without good reason to doubt Jesse Marcel's character and competence. Now that the anti-forces recognize that the Roswell case is unlikely to fall as long as Major Marcel stands, we are seeing a variety of attempts to chop him down. Let us hope that this "analysis" is at least done civilly, honestly, sensitively.

7he debris field and the debris. It is the (apparent) fact that not only Major Marcel but several persons saw the crash debris (piecemeal or at the ranch) and that the descriptions are roughly consistent. Some people describe a self-forming metal (crumple-up, uncrumple by

itself) which, if real, would be extremely strange even now (even given Nitinol as its cousins), let alone in 1947. Marcel does not describe this. But even without the miracle fold-out metal, the debris seems very unusual for strength and lightness, and inconsistent with things like balloons and their instrument packages. The amount of debris stated to be at the ranch site also seems inconsistent with any balloon project.

Taking these three elements together in the historical context of the UFO wave, pro-crash researchers have reasoned this way:

1. There seem to have been a lot of reports of technological disk-shaped craft of superior aeronautical performance flying about.

2. Roswell Army Air Field's commander reported that he and the base had found a crashed one.

3. The head of base intelligence reported (many years later) that this was true and that it wasn't any balloon, and that as far as he could tell the material was unearthly.

4. The characteristics and amounts of the debris reported seem inconsistent with any known U.S. (or other) technical project which could have crashed there.

Conclusion. 'The Roswell event was a crashed non- terrestrial technology" is a reasonable working hypothesis.

A large amount of research and writing then exploded from there, as we all know. Some of the testimonies seemed to fit nicely with the hypothesis, some not. Everyone chose how and where they wanted to rationalize. But a second major debate front occurred. This was the anti-crash writers' context: How in the world could you have a real ET-Roswell, and also have the near-total silence from military, science, NASA et al, as if it never happened? The simple anti-answer: It *didn't* happen. Who knows what went on with the 1947 UFOs, the release, Marcel, and the debris, but it must have been mainly a packet of errors of some kind. This is not an unreasonable set of concerns, and it taxes the pro-crash researcher to model what could have happened. Here is a rough characterization of the pro-crash reality model vis-a-vis what happened post-crash and "cleanup."

The pro-crash view of the importance of the military gaining possession of materials from a piece of extraterrestrial technology is that this would be seen by the Pentagon *immediately* to be of highest importance and needing highest secrecy. Therefore, extreme precautions would be taken and plans made to place all aspects of this under such secrecy. Other than the mess at Roswell itself, this sort of plan should have been doable, maybe easier than we know. There have been many secret projects kept very "dark," and many, apparently, with very few persons aware of what the whole picture was all about. I am reminded of the following situation from (roughly) the same era.

In 1954 Eisenhower was scared to death about the possibility of a surprise nuclear attack by the USSR. He had grave reasons for keeping his feelings and what he might do about this problem absolutely secret. Ike had an Office of Defense Management which contained a Science Committee with many of the nation's elite and war-tested scientists on board. He spoke to J. Robert Oppenheimer and the good doctor suggested this committee.

Normally Ike would have discussed such momentous matters with his National Security Council, but, in his mind, this was too big even for them. Science Committee big wheels, James Conant of Harvard and James R. Killian of MIT, were called in. They suggested a special group of highest secrecy to make the necessary study. Its name was the Technological Capabilities Panel, and it was composed of an elite group of academics,

industrialists, and the military. There were only 50 (or so) persons involved who knew what was going on, and they reported only to Ike.

The structure of the Panel was a Steering Committee with three Project Teams, plus a military advisory committee, and a "communications working group." I don't know what this latter was, but perhaps it was the "service" group which handled all the materials, documents, communique's, etc. for the big brains. When their study was done, Ike listened to their report without inviting his National Security Council to attend.

What the pro-Roswellians imagine is something like the model in Diagram 1: an unavoidably messy situation in the Roswell area, both physically and socially, which was "cleaned up" by whatever means available as quickly as possible. Lots of leaks and unauthorized knowledge would be part of that mess, and lots of leaks occurred as expected. Secondly, almost no one would have to be in the know at Fort Worth, and that would be easy to secure. Thirdly, almost no one (other than a few lab scientists) would have to be in the know at Wright Field (or wherever), and that would be easy to secure. The number of people in the Pentagon (and related D.C. scientists) would initially be a little messier, but the problem could be kicked far upstairs very quickly and generally organized and controlled. The vast majority of military, political, and intelligence functions would be left entirely out of this situation, as it would be imperative for them to go forward with their business as if we had nothing hot to hide. Only if anything of real technical importance ever emerged from the testing would a decision have to be made to "alter human history." That decision would not be a crude decision, but as subtle an "interference" as possible. All decisions made would be driven by security issues alone. None would be driven by "science" or desire to explore.

This sort of highest-level elite program and security is what the pro-crash people require (and feel would be reasonable) in order to deal with the post-cleanup research and information blackout on the crashed disk. They see this project as being set up in principle (i.e., minimizing the number of persons, even within the Pentagon or at the research labs, who would be exposed to the materials or information in any way which would be suggestive of their nonterrestrial provenance) immediately; and tightening the security to a narrower need-to-know group with time. This is why pro-crash researchers aren't shocked by highly placed intelligence officers (like General George Schulgen or Colonel Howard McCoy) acting like they knew nothing about the reality of a crashed disk. People in their same positions weren't in on things like Ike's TC Panel; small elite extra-secret projects can be extremely selective, and should be. In analogy to the TCP, if there were only about 50 persons in the know totally, who would they be? There were only about a half-dozen military in Ike's group. The bulk were the Conants and Killians of the country.

This scenario seems unacceptable to the anti-crash researchers. They (apparently) feel that either:

A. You couldn't form this program effectively; or

B. Leaks would occur all over the place in time; or

C. Certain persons should have been in on this no matter how elite it was and that the persons (in their opinion) didn't act as if they were in on the secret.

Well, who really is to say? Without documentation either way this falls apart into another rationalization debate. As a person who tends to defend the reasonability of the ET-hypothesis for Roswell, I will (without grave claims of certitude) offer this:

A. It seems to me that the military, CIA, et al., have formed all sorts of extremely effective

secrecy programs, and had ready-made secret labs at Wright-Patterson T-3 Engineering (and elsewhere) immediately available to lock almost anything up tight.

B. Same answer as above, regarding "leaks." I would add that although no catastrophic leaks have occurred other than Major Marcel himself, a case could be made for a slow but steady number of minor leaks occurring over the whole 50-year period.

C. And as for who should or should not have been in the inner circle, that is guesswork, and I haven't heard many compelling arguments that any one person lower than someone like Vandenburg absolutely had to be part of this. To speak to the case of one of my favorite guys, Colonel Howard McCoy of Wright Patterson's T-2 intelligence division: As bright a guy as Mack was, he was the wrong guy for this task. His division was for analyzing intelligence reports, not testing metals and materials, or even biological specimens. I realize that many reasonable people will not be able to accept this sort of scenario, but we should (I believe) accept one another's viewpoint to the extent that we recognize where we're coming from, and admit that neither side knows what the upper echelons of the Pentagon would do or were capable of doing in the face of such a problem.

Schools of thought on Roswell are numerous, and every person seems to have his own unique take on it. I believe that it is informative, however, to break the schools of people who have an opinion down into four: the extra positive (X+), the positive (+), the negative (-), and the extra negative (X-) The extra positive and extra negative schools write and speak as if they have concretely made up their minds, and that there's nothing any longer to be said except monitor one another and release occasional nuclear volleys. Maybe something can come of this sort of behavior, but I doubt it. Almost by definition, concrete does not meditate, grow, and evolve. Unfortunately for most of us and the public, these nuclear volleys are all we tend to hear. They polarize the issue so strongly, and create false impressions of the unity of all elements of testimony at play, that people begin to see the case as an all-or-nothing situation (accept everything that I believe or none of it). Even worse, some people get the impression that the entirety of ufology is riding on the ease, a peculiar notion only explainable by watching too much pop media.

But more quietly, positive and negative individuals try to discuss the issues with more give and take and civility to their colleagues. We need to hear more of this sort of exchange and less from bomb-throwers.

In my observation of these debates (the saner sides of them anyway), the responsible anti-crash discussants cannot buy the level of secrecy and selectiveness of need-to-know personnel required by the pro-crash people to understand Pentagon and Project Sign behavior. They, therefore, doubt the crash evidence.

The responsible pro-crash discussants begin by being impressed with the debris-related testimonies, and therefore are led to imagine secrecy scenarios of an extreme nature. I believe that the pro-crash researchers (like pro UFO researchers) tend to trust testimony, especially when it is corroborated somehow, and the anti-crash persons do not. Also, the pro-crash side tends to see the case as a large constellation of many elements, and the anti-crash side tends to isolate bits, pick away at them, and, sometimes, forget case elements which are less easy targets.

My article has had the goal of clarifying a little of the different worlds that even good UFO scholars live in when it comes to Roswell. In my opinion there has never been a good focused debate on critical aspects of this ease, nor a research resource that would make such a debate feasible. But it's something that the serious people in the field need to do if the status of the crash event is ever to be made more understandable to any of us and to the

history of our field. We need a workshop of rational and respectful give-and take on this ease, and a solid research document on case elements and their sources to emerge from it. Is anyone interested?

(This web page was created for the NICAP Site by Francis Ridge)

The Roswell Directory
NICAP Home Page

20170212

DAN WILSON

Dan Wilson was born in 1951 and lives in Painesville, Ohio. He began studying nuclear weapons, the entire nuclear weapons complex, nuclear weapons testing, and nuclear power production in 1988. He has read extensively on the UFO phenomena and has interviewed various witnesses from the Air Force, Navy, and the Atomic Energy Commission. He contributed very interesting information to the newly released book, UFOs and Nukes, by Robert Hastings. Since 1998 he had extracted thousands of vital documents from the Project Blue Book Archives for the NICAP site and discovered many new reports that others have been able to add to the collection of BB unknowns. What most people did not know was that he had done all of this from a computer at the local library! It wasn't long after finding this that we were able to buy him his own personal computer. Since 2003 he had provided valuable researched information regarding UFOs and the nuclear connection and was an official member of the Nuclear Connection Project. In 2006 when I re-opened the Mantell case, Dan discovered documents that proved that the object identified as the source of the incident was over 400 miles away when encountered by Mantell. With the help of numerous members of NICAP's A-Team, including Jean Waskiewicz, Brad Sparks, Barry Greenwood, Mary Castnor and others, we were able to produce a major investigative report* with an analysis by Brad Sparks proving a cover-up in the Mantell case. Dan had been working on UFO cases involving UFOs and aircraft accidents and I created a folder on the site called /aca/.

On Jan 27, 2015, I received the last email from Dan Wilson. After months of harassment by unknown sources his computer had been hacked in December and by now it had been destroyed. Only Robert Hastings may know of what happened after that. (Fran Ridge)

The Mantell case Directory
The Mantell_Incident. An Anatomy of an Investifation: A 60-Year-Old Cover-Up (Fran Ridge) *

POSITION STATEMENT:
Pending

Original document: http://www.roswellproof.com/marcel_evaluations.html

ROSWELL & MAJOR JESSE MARCEL'S POSTWAR SERVICE EVALUATIONS

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See also:
Marcel's pre-Roswell UFO sighting
Marcel's debris descriptions

BACKGROUND

Major Jesse Marcel was the head intelligence officer, or A-2, at Roswell Army Air Field during the famous Roswell events of July 1947. He was the first to investigate the crash material found by rancher Mac Brazel on his ranch 75 miles northwest of Roswell. Upon returning to Roswell base, he was ordered by the Roswell base commanding officer, Col. William "Butch" Blanchard, to fly the material he recovered to Wright Field, Ohio, first stopping at Fort Worth to show what had been found to Brig. Gen. Roger Ramey, head of the Eighth Air Force, and Blanchard's superior officer. In the meantime, Blanchard issued a press release saying that they had recovered a "flying disc," and that it was being flown to higher headquarters. Within an hour, Gen. Ramey was publicly retracting the flying disc press release, and telling the media that what had been found was a weather balloon with its radar target. Upon Marcel's arrival at Fort Worth, Ramey then had a civilian press photographer take photos of himself, his chief of staff, Col. Thomas Dubose, and Marcel with balloon material, and declared that to be what was found at Roswell. In addition, a press conference was held shortly afterwards, where Ramey had one of his weather officers (Irving Newton) identify the displayed material as coming from a weather balloon.

But when located 30 years later, Marcel told a different story. He said the material at Brazel's ranch had highly unusual physical properties beyond human technology and was "not of this earth," definitely NOT balloon material of any kind. He further added that the material publicly shown by Ramey in Fort Worth was a substituted weather balloon swapped for the real debris he had brought Ramey from Roswell, a statement further corroborated by Dubose, then a retired Air Force brigadier-general when he testified. While Ramey was displaying the weather balloon for the press, the real material was forwarded to Wright Field and the material analyses labs there.

Despite other witnesses backing up Marcel's statements of unusual debris and a cover-up, debunkers of Marcel and Roswell have generally claimed that Marcel was somehow caught up in the flying saucer hysteria of the time, overreacted and misidentified simple balloon debris, misled Blanchard, somehow causing Blanchard to issue the inflammatory press release, and then further compounded matters by misbehaving in front of Ramey and the press. If this debunking portrait of Marcel were true, then some note of Marcel's poor judgment and misbehavior as an intelligence officer during the Roswell events should have been made subsequently by Marcel's superior officers. Also his future career as an intelligence officer should have been severely affected.

As it turns out, once Marcel's service record began making the rounds in 1996 and 1997, it became clear that Marcel was generally very well thought of by his superior officers both before and after the Roswell events, including those directly involved in Roswell, such as Col. Blanchard and Gen. Ramey. There are no clear references to the Roswell events in his post-Roswell evaluations, which are

overwhelmingly laudatory. Blanchard's evaluations of 6 May 1948 and 2 Aug 1948, and Ramey's evaluation of 19 Aug 1948 are particularly relevant here.

In addition, Marcel's career did not seem to suffer any adverse effects. He remained the head intelligence officer at Roswell for another year. He was promoted to Lt.-Colonel in the Air Force Reserve the following November (both Blanchard and Dubose recommended approval) and was not quietly let go when his commission ran out in early 1948, as might well have happened if the Air Force felt they had a rash and unreliable intelligence officer who caused them a great deal of public embarrassment. Instead he was recommissioned, and was soon transferred to Washington D.C. in August 1948 for higher intelligence work. (Ramey registered a mild protest, saying he had nobody to replace him.)

First he was made the SAC (Strategic Air Command) Chief of a presumed foreign technology intelligence division, an odd assignment for somebody who allegedly couldn't identify even mundane balloon debris. (Actual job position: Chief, Alien Capabilities Section, Intelligence Division, Hq. SAC) Then at the Pentagon's insistence, he was soon transferred to the Top Secret Special Weapons Project, given access to highly sensitive material, and served as the primary briefing officer for the higher brass in the project. There he also received two highly laudatory evaluations. Obviously the Air Force continued to feel Marcel was an extremely competent and trustworthy intelligence officer following the Roswell incident. None of this fits the profile of someone who badly bungled his intelligence job at Roswell, as the debunkers contend.

Included is a collection of Marcel's postwar evaluations and commendations, both before and after the Roswell events. Background material and my comments as to their significance are included. Interested readers can look them over for themselves and form their own opinion of Marcel as an intelligence officer and as a person.

Some of the evaluations were clipped at the edges by whomever originally copied Marcel's service file. In the case of Blanchard's two 1948 evaluations, the missing portions of the standardized word descriptions have been pasted in from another evaluation so they can be read in full. Some cleaning up of otherwise difficult-to-read text has also been done. Otherwise, the various documents are exactly as I received them.

LIST OF EVALUATIONS AND COMMENDATIONS; COMMENTS ON SIGNIFICANCE

1. Lt. Col. James Hopkins, 30 June 1946, Efficiency Report, Roswell (1 page, 1 page missing from back)

Significance: First post-war military evaluation of Marcel, useful for comparison and baseline purposes. As in many other evaluations, special note is made of Marcel's exceptional hard work. But Marcel is marked down slightly for organizational abilities, force, and leadership. Otherwise generally excellent and superior marks with overall numerical rating of high excellence. The average numerical score (5.2) is identical to the next two evaluations by Blanchard and Jennings.

Lt. Col. James Hopkins, 509th Operations Officer

2. Brig. General Roger M. Ramey, 26 July 1946, Commendation, Operation Crossroads, South Pacific (1 page)

Significance: Establishes that Ramey, head of the Eighth Air Force, was already well-acquainted with Marcel and his intelligence work before the Roswell events. Ramey commends Marcel for his handling of security, complex intelligence reports, and staff briefings for the 509th Bomb Group during Operation Crossroads (South Pacific A-bomb tests). Ramey as a major player in the later Roswell events would have known if Marcel bungled or mishandled his job during the Roswell events. (Compare with Ramey's evaluation of Marcel, 18 Aug 1948, a year after Roswell.)

3. Major General W.E. Kepner, 16 August 1946, Commendation, Operation Crossroads (1 page)

Gen. W. E. Kepner

Significance: Another commendation for Crossroads, this time from Gen. Kepner, Deputy Task Force Commander for Aviation. **Kepner commends Marcel for "superior performance."** These various commendations indicate that Marcel was instrumental in handling security for the A-bomb tests and also the assembling of "vast amounts of information needed for the training of crews." Given Marcel's involvement in security for the A-bomb tests, it makes it very unlikely he would have later broken security at Roswell to announce a crashed flying saucer, another charge by some debunkers contrary to all evidence. As in many places in his record, Marcel's exceptional hard work and devotion to duty are also noted. **Also states that Marcel can wear the Army Commendation Ribbon by direction of the Secretrary of War.** Compare to very similar commendation for Crossroads from Admiral Blandy, issued in Oct. 1948.

Kepner became chief of the A.F.'s Atomic Energy Division and Special Weapons Group at the Pentagon. He may have been one of those at A.F. headquarters requesting Marcel's transfer to the Special Weapons Project in the summer of 1948.

4. Vice Admiral William H. P. Blandy, 31 October, 1946, Endorsement, Operation Crossroads (1 page)

Adm. Blandy & Gen. Ramey at Operation Crossroads, 1946

Significance: Blandy, a famous WWII admiral, Commander of the Joint Task Force, and Commander-in-Chief of the Pacific Fleet, **personally wrote a brief endorsement "highly recommending" Marcel for the permanent award of the Army Commendation Ribbon.** Despite Blandy's recommendation and previous permission by the Sec'y of War that Marcel could wear the ribbon, a later review panel turned it down. This resulted in Blandy issuing his own commendation to Marcel in Oct. 1948, several months after the Roswell events.

5. Col. William Blanchard, 8 Jan 1947, Efficiency Report, Roswell (1 page)

Significance: First of three such reports by Marcel's Commanding

Col. Blanchard greets Gen. Ramey at Roswell, 1947

Officer (C/O) at Roswell. Compare with following one by Jennings and Blanchard's two other evaluations. Blanchard rates Marcel's work as "Excellent" overall (compare numerical ratings to Hopkins and Jennings), and compliments him on his exceptional experience in intelligence work and for his diligence and hard work.

This evaluation was written while the 509th was hurridly trying to become operational by February 19 as a permanent atomic bomber base. Qualified personnel were being assembled and training missions run to satisfy requirements to become operational. A base history lists Marcel as being one of seven "key personnel" in this process, along with Blanchard, Jennings, and Hopkins.

6. Lt. Col. Payne Jennings, 30 June 1947, Efficiency Report, Roswell (1 page)

Lt. Col. Payne Jennings, Roswell Deputy Base Commander

Significance: Jennings was the Roswell Deputy C/O and this evaluation was written a week before the Roswell events. Jennings later personally piloted Marcel's plane with crash debis to Fort Worth to meet Gen. Ramey. Marcel was obviously not Jennings' kind of officer. This is the least complimentary of Marcel's service evaluations, Jennings, unlike Blanchard and others, downgrading Marcel for overdiligence and lack of imagination and initiative. The numerical ratings, however, were nearly identical to those of Blanchard's, with the same overall rating of "Excellent." Notice that somebody examining this evaluation before I received a copy attached a "Post-It" to the document singling out the phrase "lacking imagination and initiative." This one phrase in isolation was all that was quoted from Marcel's many evaluations and was used to debunk him in a San Francisco/Oakland television broadcast in 1996 (KTVU), where the reporter was a former Air Force intelligence officer.

7. Admiral William. H. P. Blandy, Oct. 1947, Commendation, Operation Crossroads (1 page)

Adm. William H. P. Blandy

Significance: Written for Marcel by Blandy (now Commander-in-Chief of the Atlantic Fleet) after a review board on decorations ignored Blandy's personal recommendation that Marcel receive the Army Commendation Ribbon. Note this was written four months after the Roswell events. The fact that a famous admiral would go out of his way at a later date to issue the commendation is a good indication of the regard in which Marcel was held by the upper brass before and after Roswell. Almost the identical wording as Gen. Kepner's commendation in August, 1946, and obviously quoted from it, **noting Marcel's essential contributions to security and the handling of intelligence used in the training of crews for Operation Crossroads**. Blandy became a well-known admiral in the U.S. because of the heavy American press coverage of Crossroads. On July 9, 1947, he was

widely quoted in various Roswell press stories expressing moderate skepticism about the flying saucers. (See, e.g., New York Times, July 9, 1947) Whether he was "put up to it" or just doing this on his own is unknown. However, immediately prior to this, on July 7, Blandy had a unique private meeting with Pres. Truman and his Naval aide, one of a number of unusual "coincidences" surrounding the Roswell incident. A similar private meeting occurred with New Mexico Senator Carl Hatch, requested suddenly by Hatch, also on July 7.

8. Col. William Blanchard, 6 May 1948, Efficiency Report, Roswell (3 pages)

Significance: **The first of Marcel's evaluations following Roswell, Blanchard gives Marcel high numerical ratings in all categories, and his descriptions of Marcel as an intelligence officer and person are overwhelmingly complimentary**. Given Blanchard's deep involvement in the Roswell events, including his "flying disk" press release, his strong praise of Marcel soon after Roswell seriously undercuts debunker arguments that Marcel was an incompetent and rash intelligence officer who bungled the Roswell events and embarrassed his C/O and the Air Force. Debunkers, however, neglect to mention the rest of this evaluation and only note the one slightly negative comment, "His only known weakness is an inclination to magnify problems he is confronted with." But a thorough reading of this report and the next one indicates that it was unlikely that Blanchard was referring to Marcel's conclusions or work product, which received high ratings, but to something else (perhaps his perfectionist tendencies noted in other evaluations, such as Jennings'). Blanchard wouldn't be recommending Marcel for higher intelligence work and calling him highly dependable in his next evaluation if Marcel had magnified simple balloon material into a flying saucer, resulting in Blanchard being publicly embarrassed. Also observe that Blanchard notes that Marcel was exceptionally well qualified, cool-headed, highly logical, businesslike, and well-respected by all, again belying efforts to portray him as impulsive and incompetent.

This evaluation is also interesting in that it was endorsed by Col. Thomas Dubose, Gen. Ramey's Chief of Staff, who later backed up Marcel's story of Ramey swapping a weather balloon for the real Roswell material. Dubose states he doesn't personally know Marcel and is trusting Blanchard's judgment. Despite this, Dubose recommended Marcel for Air Staff and Training School, which would be preparation for possible future command positions. Furthermore Blanchard and Dubose (acting on behalf of Gen. Ramey) recommended Marcel's promotion to Lt.-Colonel in the Reserves the previous October & November, just 4 months after Roswell. Obviously Dubose knew of Marcel's record even if he didn't know him personally. Dubose also met Marcel in Fort Worth during the Roswell events and was a high-level eyewitness to what happened. So not only does Dubose have nothing negative to say about Marcel, he was also recommending him for promotion and advanced training following the Roswell incident. This again indirectly supports

that Marcel handled his job properly.

9. Col. William Blanchard, 2 Aug 1948, Efficiency Report, Roswell (3 pages)

Significance: **Written at the time Marcel was being transferred from Roswell to Washington for higher intelligence work, the report has even more highly complimentary personal comments about Marcel but slightly lower numerical ratings than Blanchard's previous report.** The only real significant negative is Blanchard rating Marcel at the bottom of eight officers of the same grade that he had evaluated in terms of overall usefulness to the Air Force. This might be mitigated by Roswell being the only atomic bomber base at the time and composed of elite, hand-picked men. Marcel would have faced unusually high-caliber competition. Furthermore, unlike most other officers at Roswell, Marcel was a civilian WWII draftee and not a West Point graduate (as was, e.g., Col. Blanchard). Academy graduates are almost automatically going to be given preference over draftees. Similarly, because Roswell was a bomber base, Blanchard was a bomber pilot himself, and this was the Air Force, Blanchard would again probably give preference to pilots as Air Force assets over intelligence officers (assuming most of these other men were pilots). Comments like these came from Gen. Ramey below, where he states that he thought Marcel command officer material, but he would never make general because he lacked a pilot's rating. Otherwise, Blanchard's personal comments definitely indicate that he had very high regard for Marcel both as an intelligence officer and person. **Note that Blanchard calls Marcel highly dependable, highly qualified, and highly recommends him for higher intelligence work**.

(Blanchard was a 4-star general and AF Vice Chief of Staff from 1965-66 when he died suddenly, just before becoming Chief of Staff.)

10. Col. John D. Ryan, 12 Aug 1948, Recommendation, Roswell (1 page)

Gen. John D. Ryan, Air Force Chief of Staff, 1967-1971

Significance: Although this was a routine recommendation, note that **Ryan terms Marcel's work and service "most exemplary" and "most outstanding."** Who was Ryan? He was a future A.F. Chief of Staff and Chairman of the Joint Chiefs of Staff. (An historical side note, his son Gen. Michael Ryan was A.F. Chief of Staff from 1997-2001. Another side note, Blanchard was destined to be the next AF Chief instead of Ryan, but he died of a heart attack at the Pentagon in 1966.) When this recommendation for Marcel was written, Ryan was about to replace Blanchard at Roswell as C/O, while Blanchard became the Director of Operations for the 8th AF in Fort Worth. At the time of the Roswell events, Ryan had been Ramey's Operations Officer, or A3. There is some circumstantial evidence linking him to the Roswell affair. The day before Gen. Ramey's weather balloon/radar target debunking of Roswell, Ryan was talking to the press about radar targets in a story musing about the origins of the flying saucers. Given Ryan's prior

remarks and his position as Op Officer for the base, Ryan could conceivably have been responsible for procuring a radar target as part of a cover story.

11. Major General Roger Ramey, 19 Aug 1948, Evaluation, Roswell (1 page)

Significance: Another important post-Roswell evaluation of Marcel by a superior officer familiar with him and closely involved in the Roswell events. **Ramey first calls Marcel's services to his command "outstanding," and then notes at the end that he believed Marcel would eventually become a Command Officer based on the progress and high caliber of his past performance and growth.** More highly complimentary remarks from somebody in-the-know, belying debunker contentions that Marcel had mishandled earlier events in Roswell and in Ramey's office in Fort Worth. **Ramey also registers a mild protest over Marcel's transfer, noting he had nobody to replace him.**

(In 1950 Ramey became USAF Director of Operations at the Pentagon. From 1954-1956 he was commanding officer of the 5th AF in Korea and Japan. He retired a three-star general in 1956 after a brief stint as head of the Air Defense Command)

12. Lt. Col. Ray McDuffee, 30 June 1949, Report of Officer Effectiveness, Special Weapons Program, Pentagon, Washington D.C. (3 pages)

Significance: First of two evaluations by McDuffee during Marcel's new assignment with the Special Weapons Program. This was a Top Secret program to assess the ongoing development of Soviet nuclear capabilities. Marcel was named Officer in Charge of War Room, and according to Marcel's job description in these evaluations, was in charge of a staff that prepared special briefings and reports for the higher brass on the latest changes in intelligence. Marcel also had a job title of Assistant for Atomic Energy during this period. **McDuffee is highly complimentary about the way Marcel handled his job, his personal intelligence, and his unusually diverse technical and intelligence background. Like Blanchard, he also makes special note of Marcel's high moral integrity, extreme hard work, and high standards for his work product** (in modern terminology, he might be seen as a workaholic with a streak of perfectionism).

13. Lt. Col. Ray McDuffee, 30 July 1950, Report of Officer Effectiveness, Special Weapons Program, Pentagon, Washington D.C. (3 pages)

Significance: Written as Marcel was in the process of getting a hardship discharge from the service. **Very similar to McDuffee's previous evaluation of Marcel with slightly higher numerical ratings placing him in a superior category.** The indorsing officer took

exception, saying the numerical ratings were too high, since McDuffee was primarily rating Marcel's briefing room presentation work rather than his overall 9301 (combat intelligence officer) duties. **McDuffee does make special note, however, that Marcel was a "thoroughly qualified" combat intelligence officer. Section VI giving Marcel's primary job description, places him squarely in the intelligence loop as the primary briefing officer for the higher brass**, relevant to another controversy about Marcel, whether he might have written a special report later used by Truman to announce the first Soviet A-bomb blast.

The Roswell Directory
NICAP Home Page

Date: Wed, 20 Jul 2005 16:34:13 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 30, 1949; Alamogordo, NM. OSI Case 020.
To: Francis Ridge <nicap@insightbb.com>

January 30, 1949; Alamogordo, NM. OSI Case 020. Unknown reliability. Information and documents needed.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-308

Page ID (PID) : MAXW-PBB5-308
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 308 - 355

~~CONFIDENTIAL~~

DEPARTMENT OF THE ARMY
STAFF MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

~~CONFIDENTIAL~~ PARAPHRASE NOT REQUIRED
~~PRIORITY~~

From: CO Kirtland AFB New Mexico

To: Chief of Staff USAF attn Dir of Special Investigations
Officer of the Inspector General

Nr: OSI-1-90 31 January 1949

Reference previous reports, subject; unknown, aerial phenomena, file number 24-8. Sighting of identical object reported at 2255Z 30 Jan 49 by aprx 30 people. Estimate at least 100 total sightings. AEC, APSWP, 4th Army, local commanders perturbed by implications of phenomena. Sighting reported from El Paso, Alburquerque, Alamogordo, Roswell, Socorro, and other locations. All appear to be same object at different points in trajectory. Unless instructed to contrary this office will make all out investigation with view to location of impact point if any. Request reply.

Rec'd - 2-4-49.
OSI.
G.I.R.-7
OKIMO.

ACTION: AF

INFO: ID, PO

DECLASSIFIED - 143 16-

13 FEB 11 1949

Q. IN 321 (2 Feb 49) DTG: 312145Z dck/B
RC 5/1

EA-16 COPY file.

50 FEB 28 1949

5 Cust.

~~SECRET~~

Date: Tue, 26 Jul 2005 16:07:50 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 17, 1949; Albuquerque, NM. OSI Cases 23 & 24

To: Francis Ridge <nicap@insightbb.com>

Blue Book index has two sightings for February 17, 1949, Albuquerque and Sandia Base.

Brad Sparks:
Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-547

<>**Page ID (PID) :** MAXW-PBB5-547
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 547 - 555

Date: Wed, 27 Jul 2005 17:14:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February, 17, 1949, Sandia Base, NM, UFO report.// Two reports
To: Francis Ridge <nicap@insightbb.com>

Two separate reports below for Sandia Base, New Mexico, on February 17, 1949.

February, 17, 1949, 552 hours, Sandia Base, NM, UFO report.
Object seen for 5 to 7 seconds.
Witness- M/Sgt John P Mitchell

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-582

Page ID (PID) : MAXW-PBB5-582
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 582 - 585

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Second sighting at Sandia Base, New Mexico, on February 17, 1949.

February 17, 1949, Albuquerque, NM, OSI Case 024

Reference below to a yellow-orange cigar-shaped light seen at Sandia Base, New Mexico, visible at 1759 to 1806, 17 February 1949.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-401

Page ID (PID) : NARA-PBB88-401
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

February 17, 1949; Albuquerque, NM. OSI Case 024

Sighting lasted six minutes, and was observed by approximately 100 witnesses, according to the report below.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-412
Page ID (PID) : NARA-PBB91-412
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frame 412

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Project Blue Book Master Index lists a sighting for Sandia Base, on February 17, 1949.

Date: Wed, 27 Jul 2005 16:40:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February 17, 1949; Albuquerque, NM. OSI Case 024
To: Francis Ridge <nicap@insightbb.com>

February 17, 1949, Albuquerque, NM, OSI Case 024

Reference below to a yellow-orange cigar-shaped light seen at Sandia Base, New Mexico, visible at 1759 to 1806, 17 February 1949.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-401

Page ID (PID) : NARA-PBB88-401
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

February 17, 1949; Albuquerque, NM. OSI Case 024

Sighting lasted six minutes, and was observed by approximately 100 witnesses, according to the report below.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-412
Page ID (PID) : NARA-PBB91-412
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frame 412

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Project Blue Book Master Index lists a sighting for Sandia Base, on February 17, 1949.

Date: Mon, 25 Jul 2005 23:56:26 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February 27, 1949; Los Alamos, NM. OSI Case 25
To: Francis Ridge <nicap@insightbb.com>

February 27, 1949; Los Alamos, NM. OSI Case 025.

Case Missing from Blue Book files

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-431

Page ID (PID) : MAXW-PBB5-431
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frame 431

Date: Mon, 18 Jul 2005 21:28:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Los Alamos, March 2, 1949, UFO report
To: Francis Ridge <nicap@insightbb.com>

March 2, 1949; Los Alamos, NM. OSI Case 026. Reliable source.
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-636

Page ID (PID) : MAXW-PBB5-636
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 636 - 641

Date: Tue, 26 Jul 2005 00:19:47 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 3, 1949; Los Alamos, NM. OSI Case 027
To: Francis Ridge <nicap@insightbb.com>

March 3, 1949; Los Alamos, NM. OSI Case 027. Reliable source. Information and documents sought.
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-642

Page ID (PID) : MAXW-PBB5-642
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 642 - 646

Date: Sat, 30 Jul 2005 16:51:44 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 27, 1949, Tucumcari, NM. OSI Case 042
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

<>**March 27, 1949, Tucumcari, NM. OSI Case 042**

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-896

Page ID (PID) : MAXW-PBB5-896
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

<>**Frames 896 - 899**

Date: Sat, 11 Jun 2005 20:18:38 -0400
From: "Jan Aldrich" <project1947@earthlink.net>
To: nicap@INSIGHTBB.COM

Subject: Los Alamos Sighting from NICAP files May, 1949

This sighting is from a collection of Keyhoe letters collected and retyped by Ted Bloecher....Ted bugged Keyhoe to bring in his letters from home and retyped them for the NICAP files. In addition Ted went through the files and retyped any letters he found directed to Keyhoe. Here is one below.

Rebecca LeTourneau retyped this up for us.

Jan Aldrich
Project1947

Copy of Witness' letter to Major Keyhoe, dated Jan. 27, 1961:

> Jan. 27, 1961
>
> Major Donald E. Keyhoe, U.S.M.C., Ret.
> N.I.C.A.P. (Etc.)
>
> Dear Major Keyhoe:
>
> May I say that I believe we have met before. It seems to me that I met you and Mrs. Keyhoe at a social function in Detroit, probably in 1950 or 1951. . . In any event, my object in writing you was to first offer my thanks as an interested and avid fan of yours. I haven't missed an article or release under your name. Secondly, I want to relate my personal sighting of UFO's.
>
> During the period from 1948 to 1950, I was employed as a technician for the Atomic Energy Commission at Los Alamos, New Mexico. During the month of May, 1949, the following event took place. About 10:30 AM, during a week day, my attention was attracted by a group of men outside the laboratory in which I was working. Joining them I looked skyward and at an altitude of approx. 9,000 ft. I observed 13 saucer shaped objects in a perfect straight line formation. During this observation period of about forty five minutes, several of the objects would suddenly leave this formation and with a tremendous burst of speed climb to what I think was about 20,000 ft.
>
> During this sighting, (witnessed by hundreds of residents and workers, also school children) may I add this observance. The atmosphere was clear, not a cloud in the sky and visibility unlimited. Our oldest children who were eleven and twelve at that time, related this event in a school report when we returned to California from this base. They were called liars. Rather than have them ridiculed, I asked them not to mention it again. I have served as Sr. Engineer in charge of static testing the 2nd stage of the "Minute Man" missile besides other programs and I think I have the

technical ability to make such an observation and report it as seen.

Everyone making these observations in the past, including myself, must either be stupid or our military personnel must have very good reasons for their denial of these stories. I feel it is about time that the Air Force should get off the fence and choose sides. Isn't there a solution?

Just couldn't resist dropping you a letter after reading the enclosed article. Please excuse my rusty typing and drop me a line when you have the time.

Sincerely,
E. M. (Ernie) Hunt
(s) Ernie Hunt
1503 Monterey Rd.
South Pasadena, California

NICAP files
Jan Aldrich
Project1947
http://www.project1947.com
P. O. Box 391
Canterbury, CT 06331
(860) 546-9135

Date: May 18, 2005
From: Francis Ridge <nicap@insightbb.com>

Subject; Incident at Datil, NM; Photo Unexplained
February 24 and 25th, 1950

To: CE, SHG, NCP

Sighting No. 175

Photograph of Unknown Aerial Phenomena taken at Datil, New Mexico by Cpl Lertis E. Stanfield, Holloman Air Force Base, New Mexico on 24 and 25 Feb 1950. An analysis of the above photograph was made by Dr. Lincoln LaPaz, Head of the Institute of Meteorics, University of New Mexico, Albuquerque, New Mexico, who reached the following conclusions;

a. The angular diameter of the perfectly round luminous object Stanfield observed was approx imately 1/4 of a degree.

b. The angular velocity of the object in the sky was greater than half a degree per minute.

Dr. LaPaz stated that on the basis of the results (a) and (b) above, the object seen by Stanfield was not the moon (for the angular, diameter is too small), it was not Venus or any other planet (for the angular diameter was too large), and it was not a bright fixed star slightly out of focus (for the observed rate of motion is double that due to the diurnal rotation of the earth).

NARA-PBB91-400

Date: Fri, 6 May 2005 21:05:27 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: AEC Investigators Sighted Unusual Object, Feb 25, 1950, Los Alamos, NM

To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1255

Page ID (PID) : MAXW-PBB7-1255
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 7

Frames 1255 - 1256

Date: 25 July 2005
From: Francis Ridge, nicap@insightbb.com

Subject: 690th AC&W Members Report Metallic Cylindrical Object Descended and Disintegrated

Kirtland AFB, NM; May 1, 1950

Distribution: CE, SHG, NCP Groups

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-387
NARA-PBB91-387 to NARA-PBB91-390

NARA-PBB91-387

NARA-PBB91-388

NARA-PBB91-389

NARA-PBB91-390

Immediate Saucer Alert!

The Mystery of December 6, 1950

by Bruce Maccabee

(This article was presented at the Symposium of the MUTUAL UFO NETWORK in July, 1999. The information presented here is also presented in somewhat different format in the book, THE UFO-FBI CONNECTION, by Bruce Maccabee, (Llewellyn Pub., 2000)

ABSTRACT

For an hour the United States military was under a condition of national emergency during the morning of December 6, 1950. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related? This paper contains a discussion of the possibility that a flight of saucers caused the emergency and that the crash of one of them near the Texas-Mexico border on or about December 6, 1950 caused the immediate high alert.

PART 1: NATIONAL EMERGENCY

LOCATION: WHITE HOUSE, WASHINGTON, D.C,
OFFICE OF THE PRESIDENT OF THE UNITED STATES
DATE: DECEMBER 6, 1950
TIME: 10:30 AM

(The President is preparing for a conference with British Prime Minister Clement Attlee. The secure phone rings. It is the Undersecretary of Defense Robert Lovett.)

Mr. President. I don't know whether this is related to the war in Korea, but it might be. Our northern tier radars have picked up a flight of several dozen aircraft approaching our east coast. They are unidentified and do not respond to our signaling. They could be Russian bombers. If they proceed on the present course they will be over Washington D.C. in several hours, having passed over major cities along the East Coast. The Continental Air Command has scrambled and is on high alert. We have begun preparations for a National Emergency and handling of the press. I suggest you take any precautions you think necessary in the event that this is an attack. I'll keep you informed. After I hang up all civilian communications with the Pentagon will be cut off.. I will keep you informed as the situation develops. Good-bye.

Shock! Could this be the realization of his worst nightmare? By resisting the North Korean aggression had President Truman brought on the most-feared consequence, nuclear war with the Soviet Union? Were these Soviet bombers loaded with atomic bombs to drop on Boston, New York and Washington, D.C.? Impossible, he thought as he placed the phone in its cradle. I don't believe it. The CIA has not reported any troop movements or aircraft activity that would suggest the Russians were preparing to attack. And yet, the radar had detected something. It must have been something big to cause this much activity by the Continental Air Command. Despite his apprehension he proceeded to the meeting with Mr. Clement Atlee as if nothing were happening. But, in the back of his mind he knew that some objects were approaching the United States. What were they?

****

What you have just read is partly fiction and partly fact.

Something DID happen that morning, something that has been glossed over in the history books as an accident of the radar. But was it? Read on. What follows is NOT fiction.

PART 2: IMMEDIATE HIGH ALERT FOR FLYING SAUCERS

URGENT. DECEMBER 8. RE: FLYING SAUCERS.

This office very confidentially advised by Army Intelligence, Richmond, that they have been put on immediate high alert for any data whatsoever concerning flying saucers. CIC here states background of instructions not available from Air Force Intelligence, who are not aware of reason for alert locally, but any information whatsoever must be telephoned by them immediately to Air Force Intelligence. CIC advises data strictly confidential and should not be disseminated (sic).

The above teletype message is contained in file 62-83894, the flying disc file of the FBI, the REAL X-Files! (The Truth is In Here!)

How very strange for the Army's Counter Intelligence Corps (CIC) to be put on immediate high alert for any data regarding objects/phenomena/craft which the U. S. Air Force had publicly and repeatedly claimed can all be explained and are no threat to the security of the United States! Are we to presume the CIC has nothing better to do than to run around chasing will o the wisps and similar ethereal things of no consequence to national defense? Of course not! We may imagine that Air Force Intelligence, headquartered in the Pentagon, requested the immediate high alert because something had happened, something related to flying saucers that demanded immediate attention. Evidently whatever had happened was so serious a matter that the CIC was not told the reason for the high alert. Not only that but the high alert condition was confidential and not to be disseminated which suggests that the CIC agent broke security by telling the FBI agent in Richmond.

What had happened? Even today we don't know ... but based on other information we can make a guess.

PART 3: THE COLONELS STORY

In 1977 Retired Air Force Col. Robert Willingham filed a report with NICAP regarding his observation of what he believed to be a Crashed Saucer.

What?

Did he say a Crashed Saucer?

Yes, he did. And here is what happened, according to the affidavit he filed with the National Investigations Committee on Aerial Phenomena (NICAP) and now in the file of the Center for UFO Studies (CUFOS). (NICAP was a civilian UFO research group founded in the latter half of the 1950s. It was the largest such group in the 1960s but it closed in the late 1970s. CUFOS, founded in the early 1970s, still exists in Chicago.) The complete affidavit is presented in A History of UFO Crashes by Kevin Randle (Avon Books, NY, 1995). Supplemental information is in parentheses:

> Down in Dyess Air Force Base in (Abilene) Texas, we were testing what turned out to be the F-94 (Lockheed Starfire, jet fighter, top speed about 600 mph, operational in 1950). They reported on the scope that they had an unidentified flying object at a high speed going to intercept our course. It became visible to us and we wanted to take off after it. Headquarters wouldn't let us go after it and we played around a little bit. We got to watching how it made 90 degree turns at this high speed and everything. We knew it wasn't a missile of any type. So then, we confirmed it with the radar control station on the DEW (Distant Early Warning) line (NORAD - North American Defense Command) and they kept following it and they claimed that it crashed somewhere off between Texas and the Mexico border.
>
> We got a light aircraft, me and my copilot, and we went down to the site. We landed out in the pasture right across from where it hit. We got over there. They told us to leave and everything else and then armed guards came out and they started to form a line around the area. So, on the way back, I saw a little piece of metal so I picked it up and brought it back with me. There were two sand mounds that came down and it looked to me like this thing crashed right between them. But it went into the ground, according to the way people were acting around it. So we never did get up to the site to see what had crashed. But you could see for, oh I'd say, three to five hundred yards where it went across the sand.
>
> It looked to me, I guess from the metal that we found, that it either had a little explosion or it began to disintegrate. Something caused this metal to come apart.

> It looked like something that was made because it was honeycombed. You know how you would make a metal that would cool faster. In a way it looked like magnesium steel but it had a lot of carbon in it. I tried to heat it with a cutting torch. It just wouldn't melt. A cutting torch burns anywhere from 3200 to 3800 degrees Fahrenheit and it would make the metal hot but it wouldn't even start the metal to yield.

According to Willingham, some time later he took the metal to the Marine Corps testing lab in Hagarstown, MD and gave it to some person for testing. When he returned for the results a few days later he was told there was no such person working there. Later was told never to talk about the incident. He signed a secrecy oath (which he apparently broke in 1977).

Todd Zechel, who was active in UFO research in the latter 1970s, investigated Willingham's story. In the middle 1980s Zechel told me some of the information he had learned from his investigation. According to Zechel this crash occurred between Dec. 5 and Dec. 8, 1950. (Randle lists the date as December 6.) It was Zechel's opinion based on Willingham's story and a document (discussed below) that the crash occurred on December 5, the recovery occurred on December 6, a general alert to counterintelligence was sent out on December 7, and the FBI learned about it on December 8. Zechel told this author that in 1978 he and a Japanese TV documentary team chartered a plane and flew, with Col. Willingham, to the location of the crash. It was roughly in the vicinity of Del Rio, Texas (Zechel did not tell me the exact location.). Del Rio is about 230 air miles from Abilene.

According to Zechel, Willingham said that the UFO was at an altitude of about 50,000 ft (nearly the maximum altitude of the F-94) and traveling 3 to 4 times faster than the jet, i.e., several times the speed of sound. It did a right angle turn, then slowed and started wobbling. Then it dropped downward continuously and went out of the pilots sight. Radar in Texas tracked the object until it went off the screen in a manner which suggested a crash. Willingham and the copilot returned to Dyess AFB, landed and got a small civil air patrol plane and flew to the border area where they thought it had crashed. (Depending upon the speed of the small aircraft and the exact location along the border, it could have taken two hours or more from the time the object appeared to crash until Willingham reached the site.) Willingham said that the Mexican military had reached the site before he got there. The Mexican military cordoned off the area and waited for US Air Force personnel to arrive

Zechel further told me that in 1975 he was fortunate to obtain a declassified but formerly Top Secret document which stated that Carswell Air Force Base, Fort Worth, Texas, had recovered some foreign object on December 6 or 7. He said the document referred to a high alert status because of the nature of the recovery, but the document did not specify what had been recovered. (Zechel did not provide me with a copy of this document.)

(For what its worth, the controversial Eisenhower Briefing Document released in 1987 by Timothy Goode and, independently, by William Moore, also claims a crash near the Texas-Mexico border on December 6.)

There is a discrepancy in Willingham's story which probably is a result of faulty memory. He said that the UFO was detected by the radar control station on the DEW (Distant Early Warning) line (NORAD - North American Defense Command) and that the DEW radar kept following it and they claimed that it crashed somewhere off between Texas and the Mexico border. The DEW line was not established until late 1953 and it was located in Alaska and northern Canada, so it could not possibly have tracked an object over Texas. The closest Air Defense Command radar at the time was at Walker AFB at Roswell, NM. However, this was also too far away. On the other hand there were Air Force bases in Texas which probably had radar installations that could have tracked the object reported by Willingham. Dyess AFB at Abilene is more than 200 miles from the Del Rio area of Texas. This is beyond the range of typical radar installations of the time (see discussion below) and so a radar at Dyess would not have been able to determine that an object went below the radar horizon or crashed at the distance of Del Rio. However, a radar installation at Kelly AFB, Brooks AFB or Randolph AFB, all near San Antonio, could have tracked an object to the vicinity of Del Rio without exceeding the range of the radar

PART 4: DISCONNECTED EVENTS?

So far we have three seemingly disconnected events: a documentable (see below) national emergency by the Defense Department on December 6, 1950, a documentable immediate high alert for saucer related information on December 8 and witness testimony about a flying saucer crash near the Texas-Mexico border on or about December 6, 1950. Could these be

related?

The existence of the FBI teletype message raises (at least) two related questions: why an immediate high alert, and why on December 8? Neither of these questions can be definitely answered at the present time because the CIC and Air Force records relating to this simply have not been found, even after a search, at my request, of CIC records by the Army Security agency. However, I can speculate that if a saucer had crashed on December 6 and been retrieved on the 6th or 7th, the Air Force intelligence may well have issued requests for immediate information in order to find out if any sightings had been made or if any other saucers had crashed. The high alert condition could then have been communicated to the FBI in a confidential way a day or so later (i.e., Dec. 8).

Whether the Air Force intelligence or the CIC received any special UFO information is not known. However, there were sightings on December 6 which are in the Blue Book file: one at West Springfield, Massachusetts (near Westover AFB) at 8:16 AM (one object, half-moon shaped, fast, flying in a southerly direction) and one at Fort Myers, Florida at 5 PM (a former aircraft purchasing agent and four boys, using 10-power binoculars, saw a 75' object, 3-4' thick with a bubble on top, silver colored with a red rim and having two white and two orange jets along the side; the center revolved when the object hovered and then it flew away very fast). The first object was identified as a aircraft by Project Blue Book; the second was unidentified. (The next sighting listed in the Blue Book file was in London, England, on December 9. Another of the only about 700 unidentified sightings in the Blue Book collection occurred on December 11 in Alaska.)

PART V: A RADAR EMERGENCY

So, what really happened on December 6 that nearly caused a national emergency?. The full story is not known, but the available information is intriguing. As you read the following discussion keep in mind that the global political situation was hot. There were two wars and two races: a Cold War between the USA and the Soviet Union and a Hot War in Korea, a missile race and an atomic bomb race. Russia and China were becoming potent Communist adversaries of the capitalist democracies. Their states purpose was to overthrow the capitalism. They were investing major portions of their country's resources into armaments and armies. The war in Korea was viewed as the first real military contest between communism and capitalism, and it was not going well for the USA and South Korea. Ever since the beginning of the war in June, 1950, the U. S. government had been worried about the Chinese response to the attempt of the United Nations to preserve the independence of South Korea. These worries increased after General MacArthur landed at Inchon in September and succeeded in driving the North Korean army back across the 38th parallel (the agreed-upon northern boundary of South Korea). In October and November U. N. troops pushed into North Korea under MacArthur's orders to destroy the North Korean army. Finally on November 25 the Chinese counterattacked with about 200,000 men, a number which doubled over the next month. U.N. forces, numbered at about one half the Chinese force, were once again in danger of complete defeat. This was causing a near panic situation in the USA. President Truman was worried about the possibility that the war would widen, even bringing on World War III, which could necessitate a nuclear response and nuclear armageddon. The Joint Chiefs of Staff (the top brass of all the armed services) had sent a warning to U. S. forces commanders throughout the world of a heightened possibility for world war. It was against this background of war jitters that a large group of unidentified aircraft was suddenly detected approaching the USA from the north, from the general direction of the Soviet Union! Was this the feared attack? Some important people were afraid it was!

There are three published versions of what happened during the morning of December 6. The version presented here first comes from the autobiography of Secretary of State, Dean Acheson, Present at the Creation (W.W. Norton Pub., NY; pages 479-480). The second version, published in The Wise Men by Walter Isaacson and Evan Thomas (Simon and Shuster, NY; 1986; pages 544-545) is based in an interview with Mr. Acheson. It differs slightly from Mr. Acheson's own version. The third is in Memoirs of Harry S. Truman: Years of Trial and Hope 1946-1952 (Vol. 2, page 405).

Looking first at Secretary Acheson's autobiography we find that:

> On the morning of December 6, soon after my arrival at the (State) Department, Deputy Secretary of Defense Lovett telephoned a report and an instruction from the President. Our early warning radar system in Canada had picked up formations of unidentified objects, presumably aircraft, headed southeast on a course that could bring them over Washington in two or three hours. All interception and defense forces were alerted. I was to inform but not advise the Prime Minister (Clement Atlee of Britain). The Pentagon telephones would be closed for all but emergency defense purposes and he could not talk again. Before he hung up, I asked whether he believed

> that the objects that were picked up were Russian bombers. He said that he did not. Getting Oliver Franks (the British ambassador) on the telephone I repeated the message. He asked whether the President had canceled the eleven-thirty meeting with Attlee, and was told that he had not. We agreed to meet there. Before ending the talk, he wondered about the purpose of my message. I suggested fair warning and an opportunity for prayer. As we finished, one of our senior officials burst into the room. How he had picked up the rumor I do not know, perhaps from the Pentagon. He wanted to telephone his wife to get out of town, and to have important files moved to the basement. I refused to permit him to do either and gave him the choice of a word-of-honor commitment not to mention the matter to anyone or being put under security detention. He wisely cooled off and chose the former. When we reached the White House, Lovett told us that the unidentified objects had disappeared. His guess was that they had been geese.

There are several important points to keep in mind as you read the following versions of what happened. Acheson said that early warning radar in Canada had detected formations (plural) of unidentified objects, presumably aircraft which were headed southeast in a direction that could put them over Washington, DC in 2 to 3 hours. Using an estimated top speed of 300 mph for Soviet bombers, this would put them a mere 600 - 900 miles from Washington. Acheson's story indicates that President Truman already knew about the unidentified aircraft and wanted Acheson to inform the British ambassador. Acheson ended his story by saying that, after he arrived at the White House, that is, at about 11:30 AM, Defense Undersecretary Lovett told him he guessed that the objects were geese.

The next version of the story, told in The Wise Men, is based on an interview with Mr. Acheson:

For a moment on the morning of December 6, he thought his nightmare (of world war) had come true. At 10:30 AM Bob Lovett called him from the Pentagon and abruptly informed him in his laconic voice: When I finish talking to you, you cannot reach me again. All incoming calls will be stopped. A national emergency is about to be proclaimed. We are informed that there is flying over Alaska at the present moment a formation of Russian planes heading southeast. The President wishes the British ambassador to be informed of this and be told that Mr. Attlee should take whatever measures are proper for Mr. Attlee's safety. I've now finished my message and I'm going to ring off. Acheson cut in, Now wait a minute, Bob, do you believe this? No, Lovett replied, and hung up. Acheson sat in his office and waited. The Air Force scrambled. A senior official burst in asking permission to telephone his wife to get out of town and wondering if he should begin moving files to the basement. Acheson tried to soothe him. A few minutes later Lovett calmly called back. The radar blips were not Soviet bombers after all. They were flocks of geese.

This version makes it seem that the alert period was very short, only a few minutes. However, by combining the information in this version about the beginning time, 10:30 AM, with the information in Acheson's biography about the ending time (after Acheson arrived at the White House), about 11:30 AM, we find that the alert lasted about an hour. This version is more specific as to where the objects were: they were detected over Alaska, which is over 3,000 miles from Washington, D. C. If that were true it would have taken not just two to three hours but much more than 10 hours for the planes to arrive over Washington.

President Truman wrote about the same episode:

> Shortly before we went into that morning meeting, Under Secretary Lovett called from the Pentagon, reporting that the radar screens of some air defense installations in the far north were reporting large formations of unidentified planes approaching. Fighter planes were sent up to reconnoiter and alerts were flashed to air centers in New England and beyond. But about an hour later -- while I was meeting with (Clement) Attlee -- Lovett notified me that the report had been in error. Some unusual disturbance in the Arctic atmosphere had thrown the radar off.

President Truman's version of the event suggests that the objects may have been detected north of the eastern United States rather than over Alaska. The fact that fighter aircraft were scrambled indicates that this alert was treated as a serious event by the Continental Air Command. Truman's explanation is somewhat different from Acheson's. Here we learn that the radar detections were caused by some sort of atmospheric disturbance.

An unpublished version of this event is found in the official transcript of the meeting between Truman and Atlee which is

preserved at the Truman library:

> At this point (in the meeting) Mr. Connelly entered the room and handed the President a report from Deputy Secretary of Defense Lovett. Mr. Lovett was reporting that the alert that had reached the President an hour earlier when it was thought that a large number of unidentified airplanes were approaching the northeast coast of the United States, had now been due to erroneous interpretation of atmospheric conditions. The President informed the Prime Minister that the report of the planes was in error. The Prime Minister expressed relief and gratification.

This version, based on notes made at the time rather than upon memories years afterward, says the unidentified objects were approaching the northeast coast of the United States, clearly contradicting Acheson's assertion that they were detected over Alaska, unless, of course, there were two groups of objects. Furthermore, this version indicates Lovett was the source of the atmospheric effects explanation mentioned by President Truman. But Lovett was also the source of the geese explanation reported by Acheson. So, which explanation was right? Or was neither correct?

A report carried by the International News Service reported yet another explanation:

Washington D.C., 6 December 1950 (INS):

> "A warning of an impending air attack resulted in a false alarm in this capitol city today. No air raid alarms were sounded, but functionaries charged with the Civil Air Defense of Washington were alerted that an unidentified aircraft had been detected off the coast of the State of Maine at mid-day. Later, a spokesman for the Air Force stated that interceptor aircraft had been dispatched , and that the object in question had been identified shortly thereafter as a North American C-47 aircraft which was approaching the continent from Goose Bay, Labrador. The warning was said to have been useful in verifying the efficiency of the Washington Civil Defense System. Civil Defense officials declined to comment on the incident."

This report, supposedly based on an Air Force statement, says the radar target was from a single C-47 (capable of up to 220 mph at altitudes up to 24,000 ft) approaching from Goose Bay, Labrador, a location about 500 miles north-northeast of the northeastern top of Maine. It says nothing about unknown aircraft over Alaska. Detection of planes near or over northeastern Maine (coming from the direction of Goose Bay) would be more compatible with the claim in Acheson's autobiography that the planes were several hours from reaching Washington, DC (the northeastern corner of Maine is about 700 miles from Washington, D.C., 2 1/3 hours at 300 mph).

It appears that this supposed attack did have repercussions in Alaska. The New York Times published a story with a December 7, Anchorage Alaska, dateline which said that All military personnel in Alaska were called on alert tonight (i.e., Dec. 6), but Air Force officials said that the order was purely a precautionary measure. Military police rounded up soldiers and theaters and radio stations made special announcements that troops were to return to their posts. Within a few hours there were no military personnel to be seen on Anchorage streets. Officials at Elmendorf Air Force Base said the alert had been in effect since the outbreak of the fighting in Korea. But they added that the AirFforce had increased its vigilance here in recent days.

Further evidence of the official jitters is in the statement in the Washington Post on December 10 that President Truman is seriously considering declaration of national emergency which could lead to an immediate all-out mobilization.

Over Alaska? Over Labrador? Flocks of Geese? Arctic atmospheric effects? A single C-47 aircraft? Or something else? Not until 1987 was further information on this event released by the Air Force, and sparse information at that! What follows was found by Don Berliner by accident during a search of declassified files of the Office of the Secretary of Defense, Record group 330, July 1, 1950 to December, 1951 (at the National Archives).

THE COLONEL'S MEMORANDUM

On December 6, Air Force Colonel Charles Winkle, Assistant Executive in the Directorate for Plans, wrote a memorandum for Secretary of Defense George Marshall about this event. It confirms the alert:

SUBJECT: Air Alert - 1030 Hours , 6 December 1950

1. The ConAC (Continental Air Command) Air Defense Controller notified the Headquarters USAF Command Post that at 1030 hours a number of unidentified aircraft were approaching the northeast area of the United States and that there was no reason to believe the aircraft were friendly.
2. This information was further amplified at 1040 hours as follows. By radar contact it was determined that approximately 40 aircraft were in flight, at 32,000 feet, on a course of 200 degrees in the vicinity of Limestone, Maine.
3. The emergency alert procedure went into effect immediately.
4. The Office of the President was notified. Brigadier General Landry returned the call and stated that the President had been notified and that:
   a. All information in this matter was to be released by the Department of the Air Force.
   b. Office of the President would release no information.
   c. The substance of a and b above was to be passed to the Office of the Secretary of Defense.
5. At 1104 hours the ConAC Air Defense Controller states that the original track had faded out and it appeared that the flight as originally identified is a friendly flight.
6. ConAC took immediate action to dispatch interceptors on the initial contact.

PART VI: RADAR ANALYSIS

The technical information in this document is sparse, but there are details which, when combined with the known capabilities of radar, call into question all of the previous explanations. In order to understand why, one must learn about the capabilities and locations of early warning radar installations in Maine.

By the beginning of WWII radar technology had developed to the point that aircraft detections at 150 miles were common. After the Japanese attack in December, 1941, the Army deployed, along the east and west coasts of the US, radar sets capable of detecting aircraft at 150 mile range at 20,000 ft elevation. By the late 1940s there were radar sets capable of a 200 mile range at 40,000 ft. The question now becomes, what were the capabilities and locations of the long-range search radar installations in Maine?

A valuable reference in this regard is Searching the Skies; The Legacy of the United States Cold war Defense Radar Program published by the USAF Air Combat Command (David Winkler, June, 1997) which recounts the history of the early warning radar that was set up by the Air Defense Command. These radar installations were dedicated to the detection of incursions into US airspace from the north. Generally they were located at sites where there already were radar installations used for other purposes such as air traffic control of military and civilian aircraft. Of course, there were also search radar installations at civilian airports and Air Force bases. One of these probably was at Loring AFB at Limestone, Maine, or at Presque Isle AFB at Presque Isle, Maine.

According to Searching the Skies,, in December, 1950 there was an AN/CPS-5 and also an AN/TPS-10A radar at Dow AFB near Bangor, Maine. These are Army/Navy (AN) search radars. The CPS-5 was a search radar and the TPS-10A was a height finder. The combination of these radars gave a solid search of up to 60 miles at 40,000 ft but often had success tracking aircraft as far as 210 miles away.

By combining the known radar capabilities with the information in Winkles document one can make a crude estimate of the speed of the objects. If we assume that the initial detection (10:30 AM) was made by the radar at Bangor, at the limit of its detection range, then at that time the objects were about 200 miles north-northeast of Bangor. About 10 minutes later (10:40 AM) the objects were in the vicinity of (over?) Limestone, Maine, which is about 150 miles north-northeast of Bangor. Hence these objects would have traveled about 50 miles in 10 minutes corresponding to a speed of 300 mph, the upper limit for long range bomber aircraft in 1950, but easily attained by fighter aircraft.

This speed calculation is based on the assumption that the initial detection was not made by radar installations that were closer to the northern border of Maine. The only reason for making this assumption is that the existence of a long range radar at Dow AFB is documented. I have no documentation on long range radar installations that may have been at Loring AFB, or at the nearby Presque Isle AFB, both of which are near the northeastern border of Maine. The capabilities of these assumed radars are unknown. However, according to Searching the Skies, there was an AN/TPS-1B long range search

radar that came on line at Loring AFB for use by the Air Defense Command or by ConAC in February, 1951. It is quite likely that this radar or one like it was already operating as an air traffic control radar at the Air Force Base in December, 1950. This type of radar had a capability of detecting aircraft at altitudes up to 10,000 ft at a range of 120 miles. At closer ranges it could detect aircraft at higher altitudes.

If we assume that a radar such as this made the initial detection then the estimated speed will be considerably larger than the 300 mph calculated above. Assume that at the initial detection was made about 100 miles from Loring AFB at Limestone. Then, ten minutes later the objects were in the vicinity of Limestone. Maine. That would mean they had traveled nearly 100 miles in 10 minutes for a speed of 500 - 600 mph, far in excess of anything but the fastest fighter jets of the time. Similarly, if the detection had been made from Loring AFB by a radar with a range of 200 miles, then the initial detection could have occurred when the objects were about 200 miles from Limestone. To travel 200 miles in 10 minutes requires a speed of 1,200 mph.

SNAFU OR SAUCERS? (SNAFU: situation normal, all fouled up)
As the preceding discussion shows, there is not enough information about the radar detections to allow an exact calculation of the speed of the objects. However, it appears that they were traveling at least 300 mph and quite likely twice that and perhaps over 1,000 mph.

The radar operators tracked the objects for ten minutes and determined that there were 40 objects (aircraft) flying at a rather high altitude (32,000 ft) and traveling south-southwestward (a course of 200 degrees). This course would take them over the eastern USA, roughly toward Washington, D.C.

The fact that the Air Force bases scrambled aircraft to intercept and identify the intruders means the radar images were so good that the operators were certain that these objects were real, unidentifiable yet solid targets, presumably aircraft, and not accidents of the radar. This is decidedly different from what the operators would have concluded had the radar showed relatively slow moving geese or atmospheric effects such as a radar mirage due to temperature inversion. Geese and atmospheric effects don't travel at hundreds of miles per hour along continuous tracks for many minutes.

The statement that there was no reason to believe the aircraft were friendly means that the Continental Air Command radar operators were not able to identify the aircraft from a known flight plan, nor were they able to communicate with the aircraft by radio. Had the aircraft been a single C-47 they certainly could have identified it as friendly since it would have responded to the numerous requests to identify itself. Furthermore, it would not have been as high as 32,000 ft, flying as fast as 300 mph and there likely would have been a flight plan. The intruders, on the other hand, were flying high, fast and were radio-silent.

According to Winkles document the radar track faded out at 11:04 AM, or about 24 minutes after the objects were near Limestone. If the objects had continued on the 200 degree course at a speed of 300 mph they would have traveled about 100 miles from Limestone and would have been nearing the limit of a 120 mile radar range. If they had been traveling at 600 mph, they would have been beyond the range of the of Limestone radar which would explain the fading of the track. (One would expect, however, that they would have been tracked by the Dow AFB radar as they continued southward.)

The strangest statement in the document is: it appears that the flight as originally identified is a friendly flight. What does that mean, it appears? Didn't they know for certain? Didn't they track the friendly aircraft until they were positive? Are we to believe that the Continental Air Command scrambled aircraft and put the USA into a state of immediate high alert and then weren't able to positively identify the aircraft?

One would expect if there had been upwards of forty friendly aircraft coming from the north toward the USA border someone would have been aware of it. There would have been a flight plan. At the very least these aircraft would have acknowledged the attempts to contact them by radio, attempts which must have been made numerous times starting with the first detection by radar. Either the flight plan or the radio identification would have been passed to the local commanders of the Continental Air Command aircraft to prevent needless scrambling of aircraft.

If these intruders were group of friendly aircraft why did Undersecretary of Defense Robert Lovett tell Dean Acheson that flocks of geese flying over Alaska caused the radar targets? Why did Undersecretary Lovett tell the President that arctic atmospheric conditions caused the radar targets? Why did the Air Force tell the press that a single C-47 caused the alert?

Presumably these were the explanations offered by the Top Brass after being told the details by the people who were directly involved with the radar detections and the scramble. Were the Top Brass embarrassed by the initial misidentification of a friendly flight and afraid to admit it? (I doubt that. They admitted to the press that it was a single C-47.) Or did the Top Brass, for whatever reason, not tell the President and the Undersecretary of Defense what these targets really were? Or were these people told but, when writing about it years later, they could not recall or could not reveal the exact nature of these objects to anyone else?

There must be other Air Force documents not yet released which clarify this situation. However, based on the information available in this document combined with the fact that CIC was put on immediate high alert for flying saucer information only two days later, I can suggest another explanation: perhaps the radar targets were flying saucers!

Perhaps one of them caused the 5 PM sighting in Ft. Myers, Florida.

And perhaps one of them flew somewhat erratically over Texas and crashed in Mexico. Perhaps. Will we ever know?

ACKNOWLEDGMENTS
I thank Don Berliner, Stanton Friedman, Kevin Randle, Todd Zechel, the FBI, Charles Winkle, Dean Acheson, Harry Truman and approximately forty high-flying aircraft for making this mystery possible.

Case Directory
NICAP Home Page

Radar Inspired National Alert

Northeastern United States
December 6, 1950

From: Bruce Maccabee <brumac@compuserve.com>
Date: Fri, 30 Jan 1998 12:02:20 -0500
Fwd Date: Fri, 30 Jan 1998 12:59:11 -0500
Subject: Re: PROJECT-1947: Ruppelt, Air Defense & UFOs

Bruce Maccabee:
On another matter, regarding the Air defense Command and radar: I have been trying to locate records related to the radar inspired national alert on December 6, 1950 at about 10:30 AM when radar picked up a number of objects approaching the northeastern United States. I have a chapter on this in my book THE UFO-FBI CONNECTION because two days later, according to a message found in the FBI file, the counter-intelligence corps was put on immediate high alert for any information related to flying saucers (Dec. 8). There appear to be NO RECORDS OF THIS EVENT in the files of the Secretary of Defense, other than one document which provides a few details that could only have come from other documents .

Furthermore, it is clear that the SECDEF office was involved in this event which resulted in planes being scrambled AND THE PRESIDENT AND SECRETARY OF STATE BEING ALERTED!

Could this be a real radar detection of a group of UFOs that was effectively covered up by the defense department? Hard to know. Truman comments briefly about this event in his memoirs (Chapt.25, Vol. II). So on Dec. 6, there were no doubt fears of a surprise Soviet air attack. Truman wrote:

< SNIP valuable comments about war jitters regarding the Korean war and the possibility of direct Russian attack, and the implications of "the bomb.">

Truman wrote in his memoirs of the Dec 6 alert:

"Shortly before we went into that morning meeting, Under Secretary Lovett called from the Pentagon, reporting that the radar screens of some air defense installations in the Far North were reporting large formations of unidentified planes approaching. Fighter planes were sent up to reconnoiter and alerts were flashed to air centers in New England and beyond. But about an hour later -- while I was meeting with Attlee --Lovett notified me that the report had been in error. Some unusual disturbance in the Arctic atmosphere had thrown the radar off."

If the Dec. 6 event was indeed caused by an "atmospheric disturbance," then why the CIC high alert two days later for any information on flying saucers?

Was Truman really told it was atmospheric, or was he really told that it wasn't Soviet bombers (the primary concern), but flying saucers instead? It's impossible to know from the scant information that we have.

True it is: we don't have enough information. But what there is paints a picture of confusion:

(a) Truman, in his memoirs, says Lovett (Under Sec of Def. under George Marshal, SECDEF) told him it was atmospheric disturbance (this also appears in the minutes of the meeting)

(b) Secretary of State Dean Acheson was told of the alert by Lovett at about 10:30 AM. Acheson wrote: "Our early warning radar in Canada had picked up formations of unidentified objects, presumably aircraft, headed on a southeast course that would bring them over Washington in two or three hours."

An hour later, during which time Acheson went to the White House, "Lovett told us the unidentified objects had disappeared. His guess was that they had been geese."

(c) International News Service carried a report of the event. After reporting on the alert and scramble. INS wrote, "Later a

spokesman for the Air Force stated that interceptor aircraft had been dispatched and that the object in question had been identified shortly thereafter as a North American C-47 which was approaching the continent from Goose Bay..."

(d) A memorandum written by AF Col. Charles Winkle on dec 6 (afternoon?) entitled "air alert 1030 hours" says that the Continental Air Command Air Defense Controller ...at 1030 hours...(reported) a number of unidentified aircraft..approaching the northeast ....and there was no reason to believe they were friendly." At 1040 hours the information was "further amplified" by radar contact which showed 40 aircraft in flight at 32,000 feet near Limestone, Maine.

The alert procedure went into affect and the President was notified. At 11:04 hours the radar track had "faded out and it appeared that the flight as originally identified is a friendly flight."

"Atmospheric? Geese? One C-47? A friendly flight? Wait a minute. You can bet that the initial 1030 detection was by radar, probably at a distance of about 200 miles (typical for search radar even in those days). Assuming the detection was made by "lashup" radar at Limestone, Maine, then if there were 40 "aircraft" in the vicinity of Limestone only 10 minutes later they must have traveled nearly 200 miles in 10 minutes.... or nearly 600 mph.... FAST for those days.

Also, you can bet that contact signals were repeatedly sent from the ground to these aircraft. Had they been friendly they would have responded. They certainly weren't Russian bombers.... so
WHAT WERE THEY?

Or maybe something else was happening to trigger the Dec. 8 alert. Dec. 6 is also the day of the rumored flying saucer crash in northern Mexico with retrieval by the U.S. military.

NOTE: This is the "Col Willingham" report made first in the late 1970's. However, Willingham never specified said Dec. 6.

This was a date invented by someone (Todd Zechel? Kevin Randle?). Willingham only said 1948-49, perhaps 1950. HE couldn't pin down a date. This is being checked on.

Case Directory

NICAP Home Page

Radar Inspired National Alert

Northeastern United States
December 6, 1950

David Rudiak:
A Blue Book unknown case also occurred that day in Fort Meyer, Florida where a 75 foot saucer was seen through binoculars by a former aircraft purchasing agent. Ruppelt wrote of the first UFO/radiation detection case at Los Alamos in Dec.1950. From Dec. 14-20, FBI memos mention three more UFO reports by radar operators and employees at OAK RIDGE. Two jet intercepts were attempted and on 12/14, "a group of objects blanketed the Radar Scopes..." for 3 hours. These incidents had been preceded by a flurry of 15 such UFO reports back in Oct. over Oak Ridge, also investigated by the FBI. The one that occurred on Oct. 23 is also mentioned by Ruppelt in his UFO radiation chapter. One FBI memo stated "Geiger counters in the vicinity [had] unexplainable readings at about this time."

For all we know, this may only represent a fraction of UFO activity at the time. The UFOs over our atomic installations like Los Alamos and OAK RIDGE must have been the most alarming. Maybe the Dec.6 incident really was a false alarm, but the military in conjunction with the other UFO incidents were concerned that we might not be able to distinguish a genuine Soviet attack from the UFOs that were flying around. Perhaps this triggered the alert on Dec. 8 for any additional information on the UFOs. It could have been fears of an accidental nuclear war with the Soviets at the height of the Korean War.

Case Directory

NICAP Home Page

COMMUNICATIONS SECTION

TELETYPE

FBI WASHINGTON DC 12-5-50 4-47 PM GAR

SAC, KNOXVILLE URGENT

DETECTION OF UNIDENTIFIED OBJCXXX OBJECTS OVER OAK RIDGE AREA, PROTECTIC OF VITAL INSTALLATIONS. REURTEL DECEMBER FOUR LAST REGARDING POSSIBLE RADAR JAMMING AT OAK RIDGE. ARRANGEMENTS SHOULD BE MADE TO OBTAIN ALL FACTS CONCERNING POSSIBLE RADAR JAMMING BY IONIZATION OF PARTICLES IN ATOXXX ATMOSPHERE. CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE WHETHER INCIDENT OCCURRING NORTHEAST OF OLIVER SPRINGS, TENNESSEE, COULD HAVE HAD ANY CONNECTION WITH ALLEGED RADAR JAMMING. SUTEL IMPORTANT DEVELOPMENTS.

HOOVER

END

CORRECT LAST WORD FIRST LINE PLS

PROTECTION

OK D FBI KX OLD

1950 DEC 20

FBI, RICHMOND. 12-8-50 12-09 PM MEW

DIRECTOR URGENT

RE FLYING SAUCERS. THIS OFFICE VERY CONFIDENTIALLY ADVISED BY ARMY INTELLIGENCE, RICHMOND, THAT THEY HAVE BEEN PUT ON IMMEDIATE HIGH ALERT FOR ANY DATA WHATSOEVER CONCERNING FLYING SAUCERS. CIC (COUNTER INTELLIGENCE CORPS) HERE STATES BACKGROUND OF INSTRUCTIONS NOT AVAILABLE FROM AIR FORCE INTELLIGENCE, WHO ARE NOT AWARE OF REASON FOR ALERT LOCALLY, BUT ANY INFORMATION WHATSOEVER MUST BE TELEPHONED BY THEM IMMEDIATELY TO AIR FORCE INTELLIGENCE. CIC ADVISES DATA STRICTLY CONFIDENTIAL AND SHOULD NOT BE DISSEMINATED.

AUERBACH

END ACK

12-11 PM OK FBI WA NRJ

The Oak Ridge Page

Oak Ridge Graphic Map
Oak Ridge Map
The Oak Ridge Sightings
NCP-14: Saucers Over Oak Ridge - Bruce Maccabee
31 May 1949 - Concern over UFOs over AEC areas - BB Microfilm - Dan Wilson
Oct 21, 1950 - FBI - Military research installations flyover by UFOs require immediate attention
Nov 4, 1952 - Col. Hood and the UFO sightings at Oak Ridge
FBI Memo, Dec. 5, 1950, Detection of UFOs over Oak Ridge, TN
Radar-Inspired National Alert - NE United States, Dec 6 1950 - Bruce Maccabee, David Rudiak
FBI Memo, Dec. 8, 1950, Immediate High Alert

Date: Wed, 3 Aug 2005 16:54:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Jan 16, 1951; Artesia, New Mexico.
To: Francis Ridge <nicap@insightbb.com>

Jan. 16, 1951; Artesia, New Mexico. Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manager of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.

Jan. 16, 1951; Artesia, New Mexico
Case Missing from Project Blue Book Files

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-847

Page ID (PID) : MAXW-PBB8-847
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frame 847

Date: Fri, 5 Aug 2005 15:55:14 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: January 16, 1951, Artesia, New Mexico???

To: Francis Ridge <nicap@insightbb.com>

Subject ; January 16, 1951, Artesia, New Mexico??? Solved?

Re-interview of witnesses verified that the sighting of unconventional aircraft over Artesia, New Mexico was on January 16, 1951, and not January 16, 1952, so states the information copy dated June 3, 1952. See below:

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-555

Page ID (PID) : NARA-PBB91-555
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 555 - 565

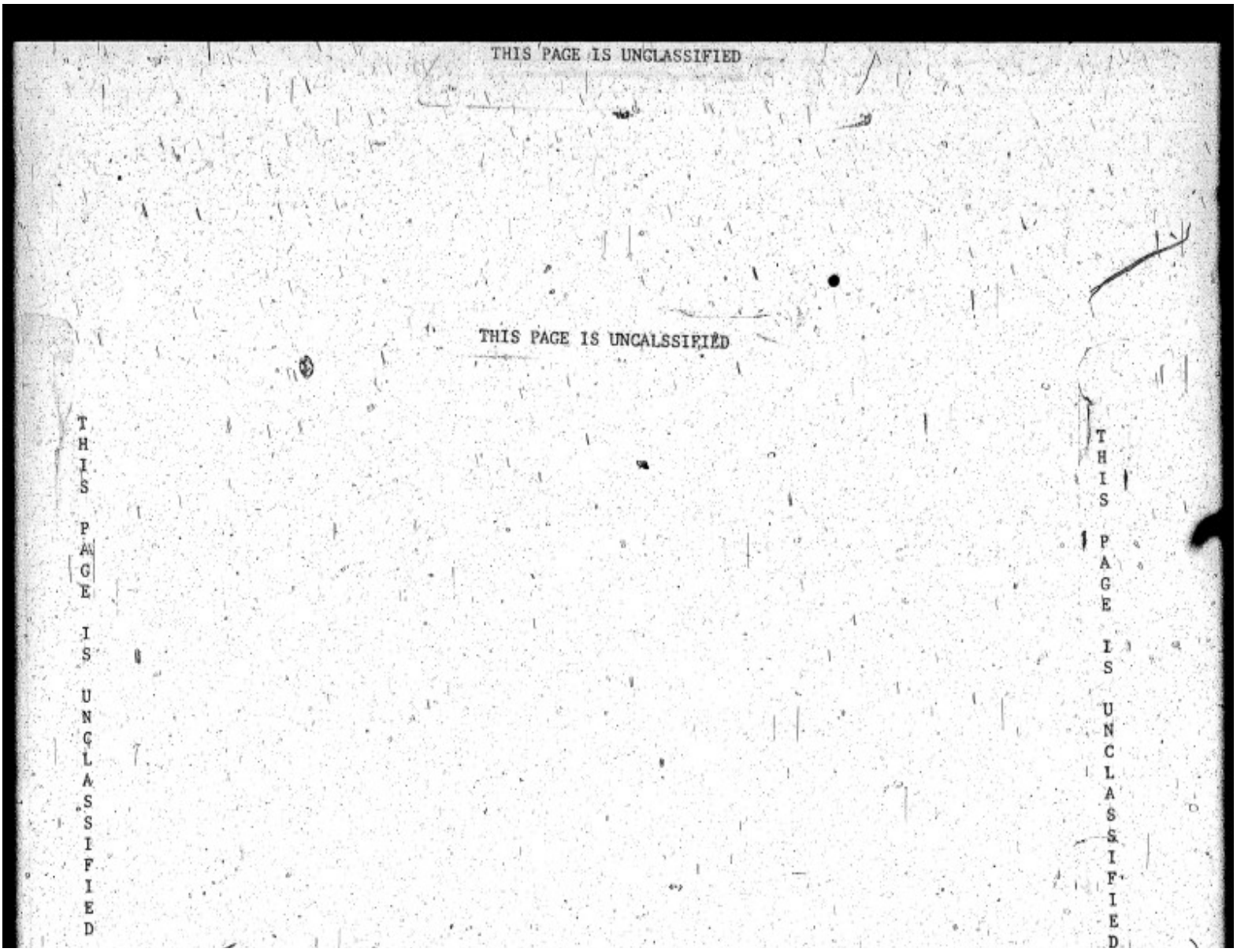
Form: Docs
Date: Wed, 18 May 2005 15:40:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

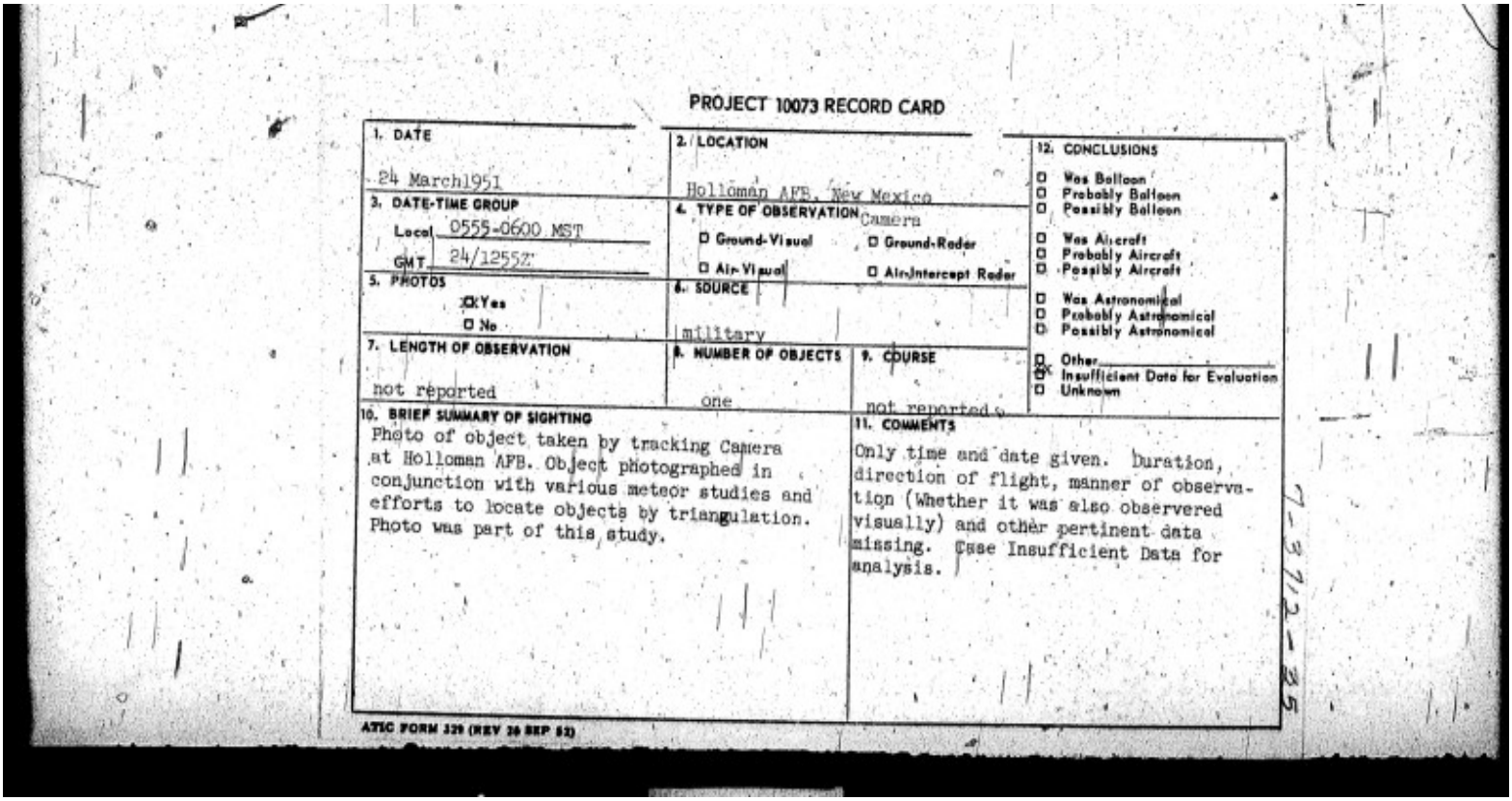
Subject: Holloman AFB Photo By Tracking Camera - March 24, 1951

Cat: 8
To: Francis Ridge <nicap@insightbb.com>

5:55-6:00 a.m. (MST). Project TWINKLE personnel photographed with a Leica 3c 50 mm camera an unidentified elliptical object with major axis 8.31 arcmins minor axis 6.343 arcmins (0.1385° and 0.1057°). (Sparks)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1131
Only page readable





PROJECT 10073 RECORD CARD

1. DATE
24 March 1951

2. LOCATION
Holloman AFB, New Mexico

3. DATE-TIME GROUP
Local 0555-0600 MST
GMT 24/1255Z

4. TYPE OF OBSERVATION Camera
☐ Ground-Visual ☐ Ground-Radar
☐ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☒ Yes
☐ No

6. SOURCE
military

7. LENGTH OF OBSERVATION
not reported

8. NUMBER OF OBJECTS
One

9. COURSE
not reported

10. BRIEF SUMMARY OF SIGHTING
Photo of object taken by tracking Camera at Holloman AFB. Object photographed in conjunction with various meteor studies and efforts to locate objects by triangulation. Photo was part of this study.

11. COMMENTS
Only time and date given. Duration, direction of flight, manner of observation (Whether it was also observered visually) and other pertinent data missing. Case Insufficient Data for analysis.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☒ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 30 SEP 52)

1-3212-35

Date: 20 May 2005
From: Francis Ridge, NCP Coordinator, <nicap@insightbb.com>

Subject: Dull Aluminum Object Seen Near Sandia Mountains, Kirtland AFB, NM; March 15, 1952

Distribution: NCP, CE, SHG

NARA Pages PBB85 652,653
beginning with
http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-652

NARA-PBB85-652

NARA-PBB85-653

Date: Mon, 1 Aug 2005 16:33:02 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: New Mexico Sightings, Nov. 25, 1952

To: Francis Ridge <nicap@insightbb.com>

White Sands, November 25, 1952, UFO report

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB1-722

Page ID (PID) : MAXW-PBB1-722
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 1

Source: http://www.cufon.org/cufon/foia_dir.htm

FREEDOM OF INFORMATION ACT DOCUMENTS DIRECTORY

Doc #	Date	From	Filename	Subject
1	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1947 J. EDGAR HOOVER FBI
2	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1947 AAF W/FBI UFO INVES.
3	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1966 J.E.HOOVER RESPONSE
4	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1949 FBI MEMO RE: PHOTOS
5	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1947 GEN. TWINING LETTER
6	06-09-1986	UFO INFO SERVICE	FOIA_002.TXT	1947 GEN. TWINING LETTER
7	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 LORING AFB LANDING
8	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 MALMSTROM AFB, MT
9	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 MALMSTROM AFB, MT
10	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 MALMSTROM AFB, MT.
11	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 KIRTLAND AFB, NM
12	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 KIRTLAND AFB, NM.
13	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 KIRTLAND AFB, NM
14	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 PROJ. AQUARIUS DOC.
15	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1986 NSA REPLY AQUARIUS
16	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1983 P.L. CLARKE MEMO
17	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1983 UNAUTHORIZED RELEASE
18	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1986 NSA PROJ. AQUARIUS
19	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1986 NSA PROJ. AQUARIUS
20	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1986 ANSWER TO NSA
21	07-11-1986	UFO INFO SERVICE	FOIA_005.TXT	1980 RAF WOODBRIDGE
22	07-12-1986	UFO INFO SERVICE	FOIA_005.TXT	1975 B.GOLDWATER,REQ-INFO
23	07-12-1986	UFO INFO SERVICE	FOIA_005.TXT	1981 GOLDWATER,LETTER # 2
24	07-12-1986	UFO INFO SERVICE	FOIA_005.TXT	1983 GOLDWATER,LETTER # 3
25	07-20-1986	UFO INFO SERVICE	FOIA_005.TXT	1942 MEMO FOR PRESIDENT
26	07-21-1986	UFO INFO SERVICE	FOIA_006.TXT	1950 W.B. SMITH MEMO
27	07-21-1986	UFO INFO SERVICE	FOIA_006.TXT	1950 W.B.SMITH MEMO #2
28	07-21-1986	UFO INFO SERVICE	FOIA_006.TXT	1950 W.B.SMITH MEMO #3
29	07-26-1986	UFO INFO SERVICE	FOIA_006.TXT	1953 GEN.BURGESS 4602nd
30	07-26-1986	UFO INFO SERVICE	FOIA_006.TXT	1953 GEN.BURGESS 4602nd #2
31	07-26-1986	UFO INFO SERVICE	FOIA_007.TXT	1973 HELICOPTER ENCOUNTER
32	07-30-1986	UFO INFO SERVICE	FOIA_007.TXT	1976 IRAN INTERCEPT CASE
33	07-30-1986	UFO INFO SERVICE	FOIA_007.TXT	1976 IRAN INTERCEPT CASE
34	07-30-1986	UFO INFO SERVICE	FOIA_007.TXT	1976 IRAN INTERCEPT CASE
35	09-15-1986	UFO INFO SERVICE	FOIA_007.TXT	1986 BRAZILIAN FOIA
36	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1980 BRAZILIAN FOIA
37	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1980 BRAZIL.FOIA PAGE 2
38	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1977 FAA REPORT
39	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1977 FAA REPORT PAGE 2
40	09-30-1986	UFO INFO SERVICE	FOIA_008.TXT	1978 BLUEFLY & MOONDUST
41	09-30-1986	UFO INFO SERVICE	FOIA_009.TXT	1979 BLUEFLY & MOONDUST
42	09-30-1986	UFO INFO SERVICE	FOIA_009.TXT	1986 BLUEFLY & MOONDUST
43	10-15-1986	UFO INFO SERVICE	FOIA_009.TXT	1961 MOONDUST PAGE 1
44	10-15-1986	UFO INFO SERVICE	FOIA_009.TXT	1961 MOONDUST PAGE 2
45	10-15-1986	UFO INFO SERVICE	FOIA_009.TXT	1961 MOONDUST PAGE 3
46	10-15-1986	UFO INFO SERVICE	FOIA_010.TXT	1961 MOONDUST PAGE 4
47	10-15-1986	UFO INFO SERVICE	FOIA_010.TXT	1961 MOONDUST PAGE 5
48	10-15-1986	UFO INFO SERVICE	FOIA_010.TXT	1961 MOONDUST PAGE 6
49	10-17-1986	UFO INFO SERVICE	FOIA_010.TXT	1986 HQ CR 44 IVOE
50	10-17-1986	UFO INFO SERVICE	FOIA_010.TXT	1986 HQ CR 44 PAGE 2
51	10-17-1986	UFO INFO SERVICE	FOIA_011.TXT	1983 REQUIREMENT(CR)44A
52	10-18-1986	UFO INFO SERVICE	FOIA_011.TXT	1983 REQ-(CR)44A PAGE 2,3
53	10-18-1986	UFO INFO SERVICE	FOIA_011.TXT	1983 REQ-(CR)44A PAGE 4,5
54	10-27-1986	UFO INFO SERVICE	FOIA_011.TXT	1969 BOLENDER MEMO
55	10-27-1986	UFO INFO SERVICE	FOIA_011.TXT	1969 BOLENDER MEMO PG. 2
56	10-27-1986	UFO INFO SERVICE	FOIA_012.TXT	1969 BOLENDER MEMO PG. 3
57	04-11-1987	UFO INFO SERVICE	FOIA_012.TXT	1987 SEN: GLENN:(AQUARIUS
58	04-11-1987	UFO INFO SERVICE	FOIA_012.TXT	1987 SENATOR:JOHN GLENN#2
59	04-11-1987	UFO INFO SERVICE	FOIA_012.TXT	1987 AIR FORCE (AQUARIUS)

C U F O N

Computer UFO Network

Seattle Washington, USA

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SYSOP - Jim Klotz Information Director - Dale Goudie

UFO Reporting and Information Service
Voice Line - (206) 721-5035
P.O.Box 832, Mercer Island, WA 98040, USA

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==========

Original CUFON Link

Document #: 11
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 KIRTLAND AFB, NM

FREEDOM OF INFORMATION ACT DOCUMENT FILES

COMPLAINT FORM
ADMINISTRATIVE DATA

TITLE	DATE	TIME
KIRTLAND AFB, NM, 8 Aug - 3 Sep 80 Alleged Sighting of Unidentified Aerial Lights in Restricted Test Range.	2 - 9 Sept 80	1200

PLACE
AFOSI Det 1700, Kirtland AFB, NM
NOW RECEIVED
Yes in person
SOURCE OF EVALUATION
Major Ernest E. Edwards
RESIDENCE OR BUSINESS ADDRESS PHONE
Commander, 1608 SPS, Manzano 4-7516
Kirtland AFB, NM
CR 44 APPLIES

REMARKS SUMMARY OF INFORMATION

1. On 2 Sept 80, SOURCE related on 8 Aug 80, three Security Policemen assigned to 1608 SPS, KAFB, NM, on duty inside the Manzano Weapons Storage Area sighted an unidentified light in the air that traveled from North to South over the Coyote Canyon area of the Department of Defense Restricted Test Range on KAFB, NM. The Security Policemen identified as: SSGT STEPHEN FERENZ, Area Supervisor, ATC MARTIN W. RIST and AMN ANTHONY D. FRAZIER, were later interviewed separately by SOURCE and all three related the same statement; at approximately 2350 hrs., while on duty in Charlie Sector, East Side of Manzano, the three observed a very bright light in the sky approximately 3 miles North-North East of their position. The light traveled with great speed and stopped suddenly in the sky over Coyote Canyon. The three first thought the object was a helicopter, however, after observing the strange aerial maneuvers (stop and go), they felt a helicopter couldn't have performed such skills. The light landed in the Coyote Canyon area. Sometime later, three witnessed the light take off and leave proceeding straight up at a high speed and disappear.

2. Central Security Control (CSC) inside Manzano, contacted Sandia Security, who conducts frequent building checks on two alarmed structures in area. They advised that a patrol was already in the area and would investigate.

3. On 11 Aug 80, RUSS CURTIS, Sandia Security, advised that on 9 Aug 80, a Sandia Security Guard, (who wishes his name not be divulged for fear of harassment), related the following: At approximately 0020 hrs., he was driving east on the Coyote Canyon access road on a routine building check of an alarmed structure. As he approached the structure he observed a bright light near the ground behind the structure. He also observed an object he first thought was a helicopter. But after driving closer, he observed a round disk shaped object. He attempted to radio for backup patrol but his radio would not work. As he approached the object on foot armed with a shotgun, the object took off in a vertical direction at a high rate of speed. The guard was a former helicopter mechanic in the U.S. Army and stated the object he observed was not a helicopter.

4. SOURCE advised on 22 Aug 80, three other security policemen observed the same aerial phenomena described by the first three. Again the object landed in Coyote Canyon. They did not see the object take off.

Document #: 12

From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 KIRTLAND AFB, NM.

FREEDOM OF INFORMATION ACT DOCUMENT FILES

CONTINUED FROM COMPLAL FORM 1, DTD 9 Sept 80

5. Coyote Canyon is part of a large restricted test range used by the Air Force Weapons Laboratory, Sandia Laboratories, Defense Nuclear Agency and the Department of Energy. The range was formerly patrolled by Sandia Security, however, they only conduct building checks there now.

6. On 10 Aug 80, a New Mexico State Patrolman sighted an aerial object land in the Manzano's between Belen and Albuquerque, NM. The Patrolman reported the sighting to the Kirtland AFB Command Post, who later referred the patrolman to the AFOSI Dist 17. AFOSI Dist 17 advised the patrolman to make a report through his own agency. On 11 Aug 80, the Kirtland Public Information office advised the patrolman the USAF no longer investigates such sighting unless they occur on a USAF base.

7. WRITER contacted all the agencies who utilized the test range and it was learned no aerial tests are conducted in the Coyote Canyon area. Only ground test are conducted.

8. On 8 Sept 80, WRITER learned from Sandia Security that another Security guard observed a object land near an alarmed structure sometime during the first week of August, but did not report it until just recently for fear of harassment.

9. The two alarmed structures located within the area contain HQ CR 44 material.

DATE FORWARDED HQ AFOSI
10 Aug 80 AFOSI FORM

DATE TYPE OR PRINTED NAME OF SPECIAL AGENT
Sept 80 Richard C Doty, SA

DISTRICT FILE NO
8017D93-0/29

Document #: 13
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 KIRTLAND AFB, NM

FREEDOM OF INFORMATION ACT DOCUMENT FILES

COMPLAINT FORM
ADMINISTRATIVE DATA

KIRTLAND AFB, NM 13 Aug 80, Possible Hostile Intelligence Intercept Incident, Frequency Jamming.

DATE: 14 Aug 80
TIME: 0730

PLACE: AFOSI District 17, BID, KIRTLAND AFB, NM

SOURCE AND EVALUATION: 1960th Communication Officer

RESIDENCE OR BUSINESS ADDRESS: 1960 COMMSq KAFB, NM

PHONE: 4-5098

REMARKS SUMMARY OF INFORMATION

1. On 13 Aug 80, 1960 COMM Sq Maintenance Officer reported Radar Approach Control equipment and scanner radar inoperative due to high frequency jamming from an unknown cause. Total blackout of entire radar approach system to include Albuquerque Airport was in effect between 1630-2215 hrs. Radar Approach Control back up system also were inoperative.

2. On 13 Aug 80, Defense Nuclear Agency Radio Frequency Monitors determined, by vector analysis, the interference was being sent from an area (V-90 degrees or due East). On DAF map coordinates E-28.6. The area was located NW of Coyote Canyon Test area. It was first thought that Sandia Laboratory, which utilizes the test range was responsible. However, after a careful check, it was later determined that no test were being conducted in the canyon area. Department of Energy, Air Force Weapons Laboratory and DNA were contacted but assured that their agencies were not responsible.

3. On 13 Aug 80, Base Security Police conducted a physical check of the area but because of the mountainous terrain, a thorough check could not be completed at that time. A later foot search failed to disclose anything that could have caused the interference.

4. On 13 Aug 80, at 2216 hrs., all radar equipment returned to normal operation without further incident.

5. CONCLUSION: The presence of hostile intelligence jamming cannot be ruled out. Although no evidence would suggest this, the method has been used in the past. Communication maintenance specialists cannot explain how such interference could cause the radar equipment to become totally inoperative. Neither could they suggest the type or range of the interference signal. DNA frequency monitors reported the interference beam was wide spread and a type unknown to their electronical equipment. Further checks of the area was being conducted by Technical Services, AFOSI.

6. High command interest item. Briefings requested IAW AFOSIR 124-4 be completed at HQ AFOSI/IVOE. HQ CR 44 and 51 items.

Document #: 14
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 PROJ. AQUARIUS DOC.

FREEDOM OF INFORMATION ACT DOCUMENT FILES

SECRET

17 NOV 1980

RTTEZYVW RUFLOJA9136
ZNY S E C R E T
GT
SECRET FOR AFOSI ONLY
R 171130Z NOV 80
FM HQ AFOSI BOLLING AFB DC//IVOE
TO RUWTFBA AFOSI DIST 17 KIRTLAND AFB NM//BID
INFO 7602 AINTELG FT BELVOIR VA//INSR
SECRET FOR AFOSI ONLY
Ref: Request for Photo Imagery Interpretation Your MSG 292030Z Oct 80.
Subject Case NR: 8017D93-126 HQ CR 44
1. Subject Negatives/Film were analyzed by HQ IVT and 7602 AINTELG, it and the following results were found:
A. Negative #1: Depicting C-5A aircraft on approach and streaking unidentified aerial object in lower right portion of film. Film found to be unaltered. Size differential was not consistent with size of aircraft. Conclusion: Inconclusive
B. Negative #2: Depicting cylinder shaped unidentified aerial object in upper left portion of photo. Film found to be unaltered. Film showed object to be consistent with field depth and consistent with relative size of fixed objects. Conclusion: Legitimate negative of unidentified aerial

object. Bolton/Reinfeld method did not reveal visible markings on object.
C. Negative #3: Depicting irregular shaped unidentified aerial object in seven frames of 8MM film. Because of the size and apparent speed of object no further classification or conclusion could be drawn. Film shown to be unaltered.
D. 34 inches of 8MM film: Depicting apparent colored object moving in front of still camera. Film found to be unaltered. Spectrography revealed colors to be basic prism features. Depth analysis revealed object to be within 152MM of camera. Object was not consistent with relative size of fixed objects observed for several seconds in film. Conclusion: inconclusive.
E. Original Negative Depicting Unidentified Object: Film found to be unaltered. Because of a lack of fixed objects in the film, no depth analysis could be performed. Bolton, Reinfeld method revealed object to be saucer shaped, approximate diameter 37 feet. Object contained a trilateral insignia on the lower portion of object. Conclusion: Legitimate negative of unidentified aerial object.
2. Ref your request for further information regarding HQ CR 44, the following is provided: Capt. Grace 7602 Aintelg, INS contacted and related following: (S/WINTEL) USAF no longer publicly active in UFO research, however USAF still has interest in all UFO sightings over USAF installation/test ranges. Several other government agencies, lead by NASA, actively investigates legitimate sightings through covert cover. (S/WINTEL/FSA) One such cover is UFO Reporting Center, US Coast and Geodetic Survey, Rockville, MD 20852. NASA filters results of sightings to appropriate military departments with interest in that particular sighting. The official US Government Policy and results of project Aquarius is still classified top secret with no dissemination outside official intelligence channels and with restricted access to "MJ Twelve". Case on Bennewitz is being monitored by NASA, INS, who request all future evidence be forwarded to them thru AFOSI, IVOE.
4. Ref your request for technical assistance. Because of a chance of public disclosure, no knowledgeable personnel with SPA will be provided. Continue to receive assistance from individuals mentioned in your message, Miller, fugate. Because of the sensitivity of case, request they be thoroughly debriefed at regular intervals.
BTS
NNNS
DOWNGRADE 17NOV2020

Document #: 15
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1986 NSA REPLY AQUARIUS

FREEDOM OF INFORMATION ACT DOCUMENT FILES

NATIONAL SECURITY AGENCY
CENTRAL SECURITY SERVICE
Fort George G. Meade, Maryland 20755-6000

Serial: J9014C

15 APR 1986

This responds to your letter of 7 March 1986 in which you further narrowed your Freedom of Information Act (FOIA) request for records pertaining to Project Aquarius.

The document located in response to your request as stated in your 7 March letter has been reviewed by this Agency as required by the FOIA and has been found to be currently and properly classified in accordance with Executive Order 12356. This document meets the criteria for classification as set forth in subparagraphs 2, 4, and 8 of section 1.3 and remains classified TOP SECRET as provided in section 1.1 of Executive Order 12356. The document is classified because its disclosure could reasonably be expected to cause exceptionally grave damage to the national security. Because the document is currently and properly classified, it is exempt from disclosure pursuant to the first exemption of the FOIA (5 U.S.C. section 552(b) (1)).

In addition, this Agency is authorized by various statues to protect

certain information concerning its activities. We have determined that such information exists in this document. Accordingly, those portions are also exempt from disclosure pursuant to the third exemption of the FOIA which provides for the withholding of information specifically protected from disclosure by statute. The specific statutes applicable in this case are Title 18 U.S. Code 798; Title 50 U.S. Code 403(d) (3); and Section 6, Public Law 86-36 (50 U.S. Code 402 "note").

No portion of the information is reasonably segregable.

Since your request has been denied, you are hereby advised of this Agency's appeal procedures.

Any person denied access to information may, within 45 days after notification of the denial, file an appeal to the NSA/CSS Freedom of Information Act Appeal Authority. The appeal shall be in writing addressed to the NSA/CSS FOIA Appeal Authority, National Security Agency, Fort George G. Meade, MD 20755-6000. The appeal shall reference the initial denial of access and shall contain, in sufficient detail and particularity, the grounds upon which the requester believes release of the information is required. The NSA/CSS Appeal Authority shall respond to the appeal within 20 working days after receipt.

In your letter, you take exception to the amount requested by this Agency for manpower and computer search fees to process your original request for all information on Project Aquarius. Please be advised that NSA search and duplication fees are computed in accordance with guidance promulgated in sections 6-201 and 6-202 of Dod Directive 5400.7-R

Sincerely,

JULIA B. WETZEL
Director of Policy

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UFO Reporting and Information Service
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P.O.Box 832, Mercer Island, WA 98040, USA

- Please credit CUFON as the source of this material -

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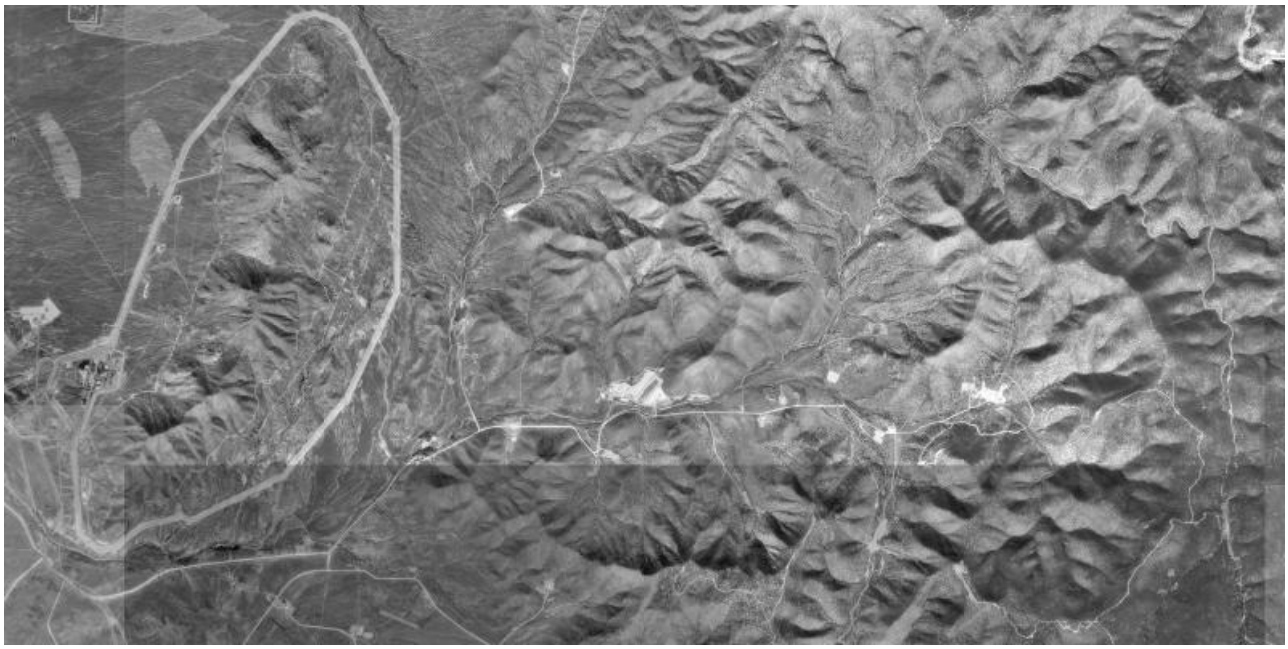
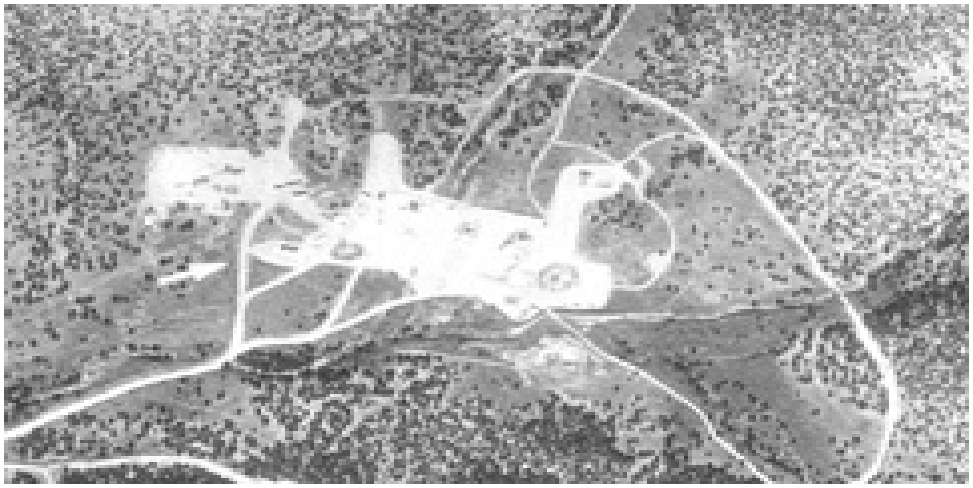
Manzano Mountain And WSA East



This is an eight tile image created from TerraServer to show area in question.



The arrow points to WSA bunker where UFO hovered. This image is illustrated in the top mosaic at far right. This is the EASTERN Weapons Storage Area.

The Kirtland Underground Munitions Storage Complex shown in the image:

http://www.nicap.org/nwsa-eyeball-kirtland.htm

is located far WEST of the hover site above near the Manzano WSA (the huge kidney-shaped road around the mountains). The site at the link above

is about at the 8 o'clock position; the SW side of the ring road.

Computer Data File for NCP

Kirtland Underground Munitions Storage Complex, NM (small portion; big color photo at link)

Coordinates:
35N 00' 17", 106W 30' 28"
3,874,600.0, 362,400.0

Kirtland AFB, NM **2450**

85 B61 Mod 7
365 W80-1/ALCM
600 B61 Mods 3, 4, 10
450 W56/Minuteman II
550 W69/SRAM
400 W84/GLCM

USGS photo 6 Oct 1996

Hessdalen Images

Fig A2

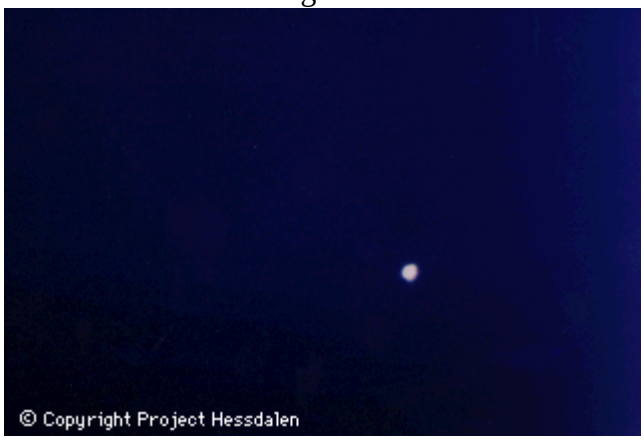


Fig A3

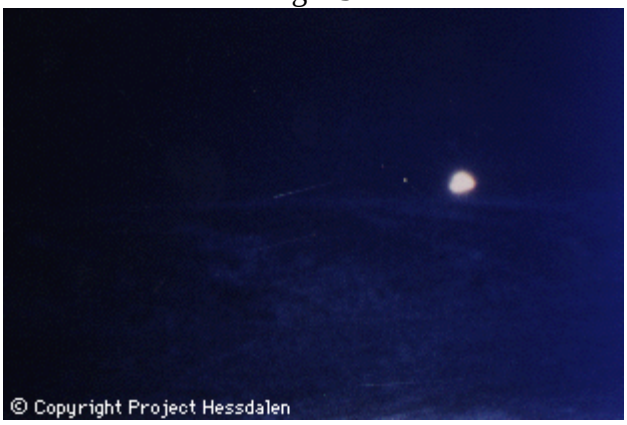


Fig A7

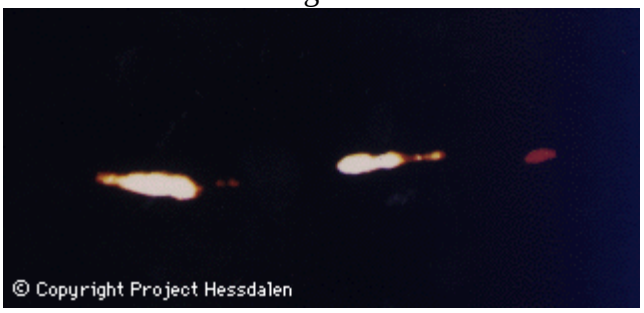


Fig A8

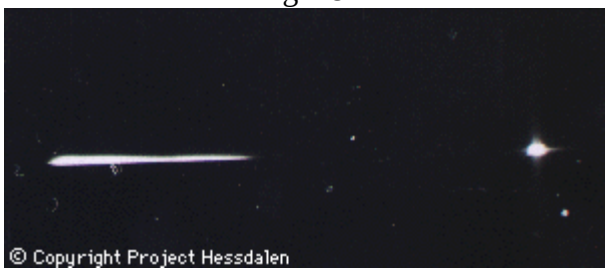


Fig A9

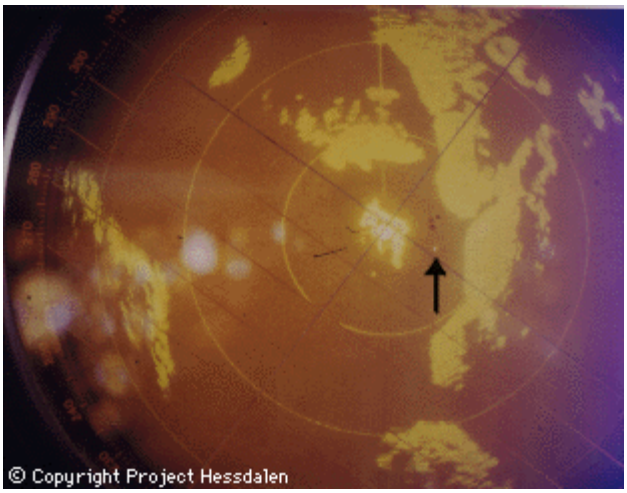


Fig A10

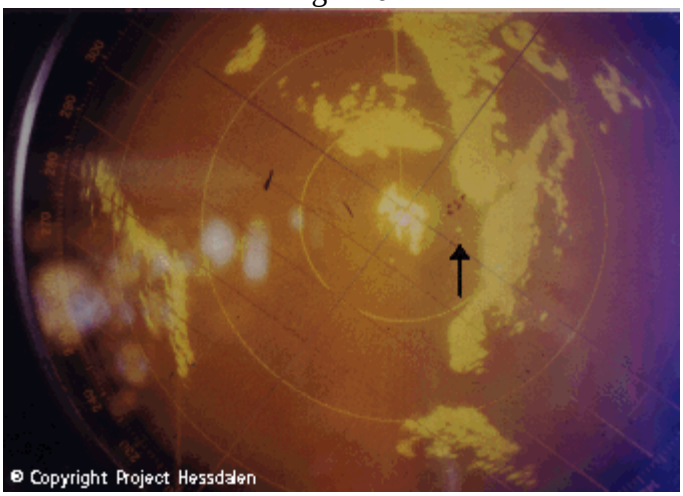


Fig A12

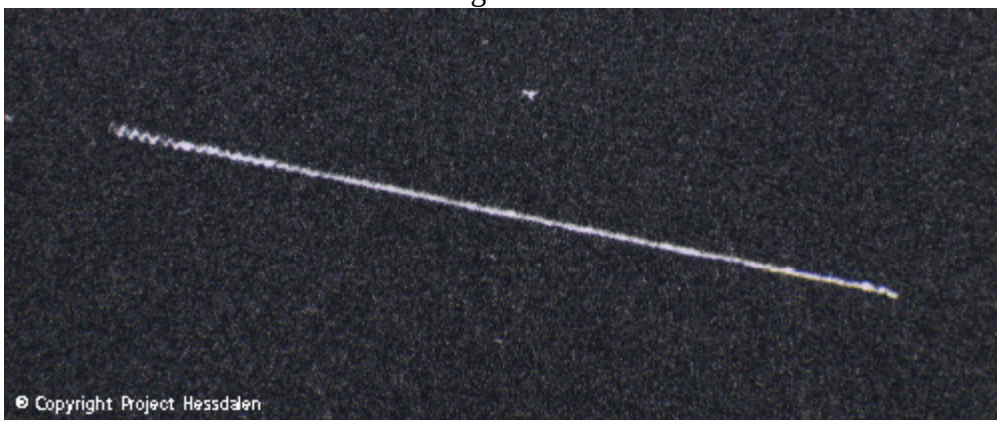


Fig A14

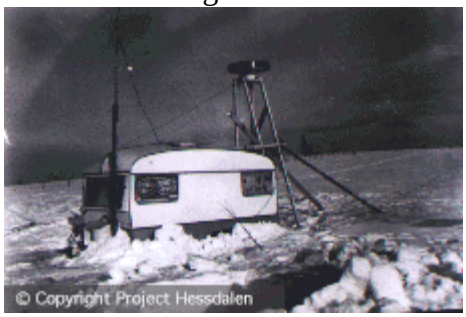
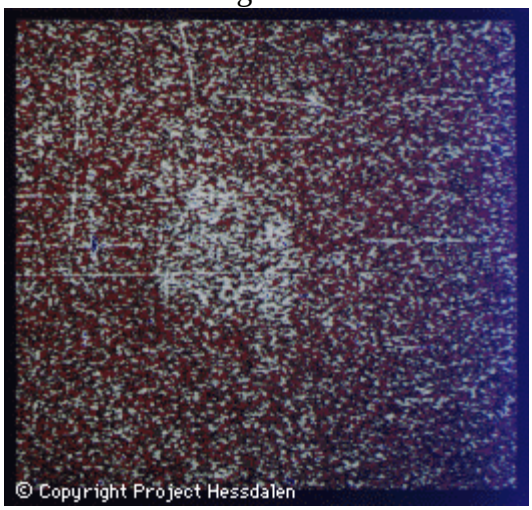


Fig A20

Fig A22

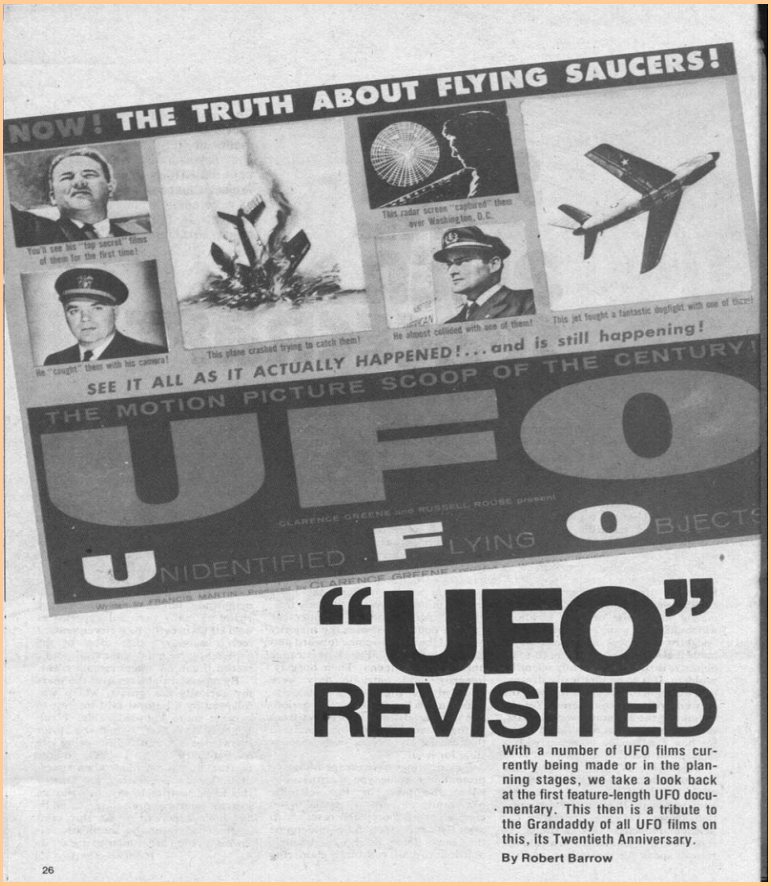


Return to Hessdalen Project

"U.F.O." REVISITED

"Unidentified Flying Objects", 1956 A Greene-Rouse Production.

By Robert Barrow (1976)



Note: This great article concerning the documentary film, appeared in 1976 in OFFICIAL UFO Magazine and was very extensive. The entire article [14 pages of regular type] was retyped into two web pages by Jerry Washington & Francis Ridge. Part one is the Al Chop story, of which the documentary was based. Part two covers the other persons portrayed in the movie.

With a number of UFO films currently being made or in the planning stages, we take a look back at the first feature-length UFO documentary. This, then, is a tribute to the Granddaddy of all UFO films on this, it's Twentieth Anniversary.

Most of U.F.O. concerned the official activities of Albert M. Chop. In the fifties, he watched the UFO story in the making with government officials. Today, he has dealings with the government's atomic energy project.

Al chop

Al Chop (Tom Towers) is promoted to Chief of the Press Section at the U.S. Air Force's Air Materiel Command. Soon after, he is transferred to the Pentagon and assigned to Project Blue Book.

"I saw an unidentified

Actor Tom Towers as Al Chop

flying object." Clarence Greene, producer of the 1956 United Artists release, "U.F.O.," Recently gave me this answer when I asked why he decided to make the movie. In 1956, Greene was a partner in Greene-Rouse Productions, Los Angeles. Today, he is President of Tower Productions, located in the same city.

Since "U.F.O.," Greene has produced a number of motion picture features: "The Fastest Gun Alive," "New York Confidential," "The Oscar," "Caper of the Golden Bulls," and others. Because of his simply-stated reason, Clarence Greene produced a major motion picture dealing with the UFO subject which surfaced in 1956, 92 minutes in duration, 8,166 feet in length, and shot in black & white - except for two actual films of UFOs which were offered in their original color.

During an August night in 1952, Greene and a friend were standing outside the formers house. The friend called attention to an object in the sky that looked like a "sphere of light." For five minutes they watched the UFO maneuver through stops and turns until it finally sped away over the horizon. Later, Greene learned that the UFO had also been seen by members of the Ground Observer Corps.

The producer readily admitted that the sighting made "an indelible impression" on him. The next day, he told his partner, Russell Rouse, and the Greene-Rouse staff of the incident. This was a harsh period of time for sighting witnesses who made their reports public, and now Clarence Greene knew how others must have felt in the face of contempt and ridicule.

"I was to learn," he explained, "that hundreds of other sightings had been made, with the sighters reluctant to mention it for fear of ridicule. I found myself becoming irritated at the scoffers. I was at a complete loss to understand why there seemed to be such a determined effort to suppress all news of UFOs by what seemed to be a planned campaign of skepticism and scoffing."

Greene decided the public should know the facts about "flying saucers." He began to delve into the UFO enigma. He discovered that Albert M. Chop, who had once been the Pentagon's Press Information Specialist and handled UFO news was nearby on the West Coast.

I had several meetings with him," Greene stated. "Chop was reluctant to talk at first. But when he realized I was dead serious about the unidentified flying object business, he gave me a breakdown on Project Blue Book, code name for the investigation of UFO." Chop and certain newsmen subsequently arranged a meeting between Greene and Capt. Edward Ruppelt, USAF Reserve, former Director of Project Bluebook.

"Together," Greene continued, "we went into a lengthy and exhaustive study of reports, various documents and affidavits of UFO sightings and reports from radar experts which, with some heretofore top secret motion pictures, in color, of flying saucers, form the basis of the film."

When some of Tom Towers' friends in Detroit learned that U.F.O. was coming to town in 1956, they arranged to have his name put up in lights on the marquee of the KRIM Theater. Towers recalls that his friends owned the theater, and sent him this photo "much to my pleasure and surprise."

Several months ago, Greene assured me that there was no official opposition to his plans to make the movie, nor was there any from his colleagues when they learned of this first-time event. He had no trouble in negotiating for use of the Montana (Mariana) and Utah (Newhouse) UFO films, which had only recently been declassified and made available publicly.

However, according to David Michael Jacobs in his excellent book, "The UFO Controversy in America" (1975, Indiana University Press), there was official concern going on in the background over Green's movie. Jacobs stated that Capt. George T. Gregory, who became head of Project Bluebook in April, 1956, was a UFO "debunker." He and the Air Force were obviously very concerned with "U.F.O."

Quoting Jacobs: "Gregory kept a file of all the movie's reviews, notifications, and advertisements, carefully underlining every statement that might cause problems for the Air Force or generate interest in UFOs. From Richard Dyer McCann's review in the 'Christian Science Monitor,' Gregory singled out the statement, 'It will almost certainly stir up a storm of public controversy,' and added the marginal note, 'This is something that neither PIO (Office of Public Information) or ATIC would like to undergo again!'_ ATIC asked (Dr. J. Allen) Hynek (AF Chief UFO Consultant) and Air Force officers to review the film before its release, and asked photo experts to compare copies of the Mariana and Newhouse films with the excerpts shown in the movie. ATIC Chief Scientist A. Francis Arcier met with agency officials to discuss the preparation of a case file giving the official Air Force explanation for every sighting portrayed in the film.

"When the film was released in May 1956, the 'storm of controversy' turned out to be little more than a light mist. "U.F.O." was successful, but it did not cause flying saucer hysteria, criticism of the Air Force, or more UFO reports."

Air Force concern was probably legitimate at the time, for Greene had gone straight to the source by getting technical assistance from people like Chop, Ruppelt and Dewey J. Fournet Jr. (Fournet, as an AF Major, had been the AF UFO Project Monitor).

Clarence Greene demanded realism in his movie. Several key people played their own roles. Many of the "extras" in "U.F.O." were officials or members of the Los Angeles Sheriff's Department who had experiences with UFOs and UFO reports. They offered their cooperation by "moonlighting" in the movie. And while it is true that "U.F.O." is a film composed of unknown actors, there is a scene during portrayal of the legendary 1952 radar-visual sightings over Washington. DC where a well-known name is involved. The voice of the pilot of "Red Dog One," who is surrounded by UFOs

while in flight, is that of veteran actor Harry Morgan who plays [played] Col. Sherman Potter on the television series, "M*A*S*H."

Despite Greene's painstaking concern for authenticity (even the script went through some severe changes in the interest of accuracy - the final production seems totally unlike many of the original pages of the script). "U.F.O." did not "make bricks" at the theaters. This seems to be a real anomaly, considering the period interest and enthusiasm for unusual and science-fiction films. Why didn't "U.F.O." captivate everybody with its enticement for real oddities?

At any rate, according to Albert Chop in a letter he wrote me in 1966 (he was then Deputy Public Affairs Officer for NASA in Houston), "The documentary "U.F.O." accurately portrays my role in Project Bluebook. We tried, and I think succeeded, in keeping the film honest and accurate.

Perhaps that is the main reason why the producer and all participants failed to realize any monetary gains from the effort. According to the books," Chop certified, "the producer lost over a hundred thousand [dollars].

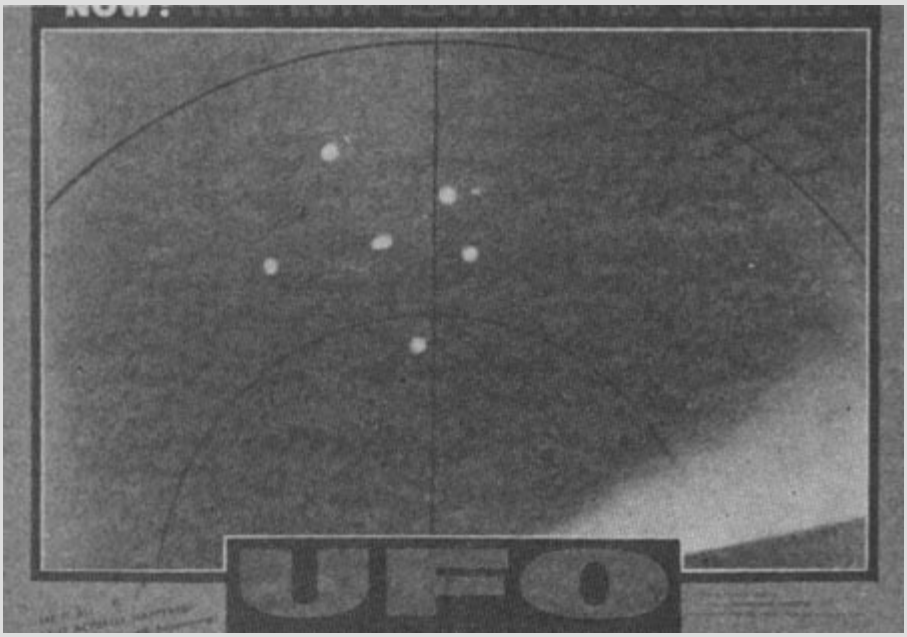
"Maybe a little of the Hollywood touch would have helped."

I asked Greene why the movie lost money at the box office. Was it possible, I queried in a letter, that the country wasn't ready for the documentary-like motion picture in 1956?

"It is possible," he replied, "but the audience wasn't ready."

He had "no way of knowing" how "U.F.O." might have done if it were filmed today instead of in 1956. Further, Greene disclosed that he never considered making a "U.F.O. Part II."

No matter, though, how the movie fared at the theaters. UFO researchers and "fans" can be grateful to Clarence Greene for his concern with honesty in the documentary.



Washington, D.C. UFOs show up on radar, surrounding "Red Dog One" jet interceptor.

"I made "U.F.O." because of a simple, but most urgent belief," Greene stated when the movie opened in 1956, "that the public should know the true facts about flying saucers."

Well, what about Al Chop and UFOs? This is the man whose background of UFO knowledge and work for the government in the early fifties precipitated Clarence Greene's efforts in making a movie about his official UFO experiences.

Prior to Chop's assignment to the Pentagon's UFO Press Desk, Chop acted as Chief of the Press Section, Headquarters, Air Materiel Command, USAF, at Wright-Patterson AFB. At that time

he wrote press releases, unsigned articles and responses to various inquiries. These duties were routine to the job. Among the unsigned pieces Chop wrote was one on helicopters which were becoming popular for use in the Korean conflict. The article saw print in "Newsweek" and assorted newspapers across the country.

Chop's opinion about UFOs at the time was: "this whole saucer business is pure, unadulterated bunk." He was as confirmed a skeptic as there could be.

However, after his promotion to Chief of the Press Section at A.M.C., he began to change his mind. Chop talked with top government personnel who were certain UFOs existed. He learned the government was, indeed, vitally concerned about UFOs.

When he was transferred to the Pentagon's Press Section, by request of Colonel Richard Searles, Chop - much to his surprise - was assigned directly to UFO investigation. It was here that he met Maj. Dewey Fournet of the Current Intelligence Branch. Chop worked closely with Fournet (UFO Project Monitor) and Capt. Ruppelt, head of Project Bluebook. Throughout the months he served with the official project, Chop cautiously began to accept the reality of UFOs.

What caliber of UFO sightings did it take to alter his skepticism of "flying saucers?" One early report from 1951, mentioned in "U.F.O.," Was sophisticated enough to make a big impression on Al Chop. He recently recalled:

"There was a report from General Mills' scientists who were tracking a large weather balloon with a theodolite," Chop began. "They saw an object descend on their balloon and make several passes at it. When the balloon was retrieved, it had a ten-foot dent in its side. The report contained figures on elevation, wind direction, and details on the appearance and exit of the UFO."

Considering the position Al Chop held, enviable from the viewpoint of a UFO researcher, it is easy to realize how the Pentagon's Press Chief became a believer.

"You must remember," he continued, "that I was privy to the project files. These contained hundreds of official reports of UFO encounters made by military personnel from all branches of the service. They were all classified with a high degree of security classification.

"Almost all of these made pretty scary reading from the verbatim descriptions of the pilots concerned."

By the time Chop viewed the famous Utah and Montana films, two years later, his observation of them "merely strengthened my personal beliefs and theories on the subject of UFOs_I leaned heavily toward the extraterrestrial theory prior to viewing the Montana and Newhouse films."

Chop described for me what it was really like to have been on the scene during the incredible incidents depicted in "U.F.O." Without a doubt, his most hectic time with the official project came during the classic month of July 1952, when up to 14 UFOs (at one time) appeared several times over Washington, DC On July 20, when the things first flew over the nation's capital, Chop was home sleeping through the chaos. But for the next week his desk was bombarded with press queries from across the country.

Then, a week later, Al Chop really became firmly involved in UFO history. It was July 26, around midnight, when the phone at his home rang.

"The initial phone call was received from the FAA Public Information Officer at the airport (Washington National)." The officer told Chop the UFOs over DC Were being tracked on radar.

Dewey J. Fournet, Jr., today: In the early fifties Major Fournet was the Monitor of the UFO Project. He, Chop and Ruppelt worked closely together.

"I told him I would be there as quickly as I could make it. After dressing, I called Major Fournet at his home and gave him what information I had. I asked my wife, Dolores, to come with me." This is one of the few points on which the movie and reality differ. In "U.F.O." Chop (played by Tom Towers) tells his wife "don't wait up" and leaves for the airport by himself.

Speeding to Washington National, the Chops' kept looking skyward, hoping to see the objects which some people were seeing visually. There was nothing in sight.

"I was rather apprehensive, but for no particular reason," Chop recalls. "All reports (of previous sightings) failed to mention any hazard to the observers. I did wonder what fate had decreed that I would be a part of the UFO project.

" In my haste I did probably run a few red lights or stop signs. However, there was extremely light traffic at that time of the morning, and I made the trip in a matter of 20 minutes or less."

The movie "U.F.O.," like many written accounts of the Washington National Sightings, concerned itself with the prominent details. I thought it would be interesting to ask Chop about the lesser known, obscure factors of this arrival at the airport.

"Well," he went on, "a routine evening in an airport traffic control center can best be described as exceedingly monotonous at least back in 1952 when most airplanes were slow prop jobs and air travel was not at its heyday. The military planes had their own airport facilities and were not using Washington National runways except on special occasions. So, there usually was very little conversation among tower personnel except the routine conversation and the usual low-key conversation between controllers and aircraft pilots flying in their vicinity."

But, true to the setting of the motion picture which dramatized this summer night in 1952, "The atmosphere was 'electric.' Everyone was aware that something unusual was going on. There were at least a dozen news media representatives on hand. They were confined to an ante room outside the radar room.

They were all clamoring for access to the radar." Chop immediately gave permission for the newsmen to watch the unknowns on the radar scope. "So, we had a mixed bag of reporters, including photographers, government personnel and airport control operators. Major Fournet arrived soon after I let the reporters into the room."

In "U.F.O.," Chop is seen

Al Chop (Tom Towers) watches UFOs on radar as the things continue their maneuvers over Washington, D.C. in 1952. The other officials are portrayed by Los Angeles law enforcement officers, who provided their talents to U.F.O.

to refuse reporters access to the radar, which is inaccurate, though news personnel were asked to leave during intercept attempts, as was Mrs. Chop.

I asked Chop how everyone in the scope room felt when one of the pursuing pilots (Red Dog One) was surrounded by UFOs visually and on radar. Was there a sense of helplessness or disbelief?

"Disbelief No! Helplessness Yes!" he insisted. "As we looked up at each other while watching that intercept attempt, you could imagine each of us trying to think of something that would be helpful.

I might also add there were no disbelievers around that scope. We all knew these objects represented something with which we could not cope."

All of this happened for several hours, while the radar room was in constant contact with the radar personnel at Andrews AFB (where UFOs were simultaneously tracked on radar). "These people were as apprehensive as we."

Skipping ahead to the present year, I asked Chop if his views on UFOs had changed since 1956, when the movie portrayed him as accepting the extraterrestrial theory for UFOs.

"I have not changed my theories on this subject as expressed in the film, except to consider the possibility that these objects could originate from another dimension in time and space.

It does seem improbable that physical objects can travel the vast distances between star systems in a profitable time span as we measure time and longevity here on our planet Earth." Chop has apparently done some thinking in this realm; he has discussed, for example, various theories on what happens to dying stars that eventually become "holes" in space, with top physicists.

Clarence Greene indicated in 1956 that Chop was reluctant to assist with "U.F.O." Chop bears this out.

"When first approached about helping with the documentary back in 1954, I was extremely wary about getting involved. However, in subsequent discussions with Greene and Russell Rouse, I became convinced they really wanted to do an unbiased, objective documentary that would shed some light on this subject for the general public.

"A secondary, yet very important objective, was to try to stimulate more interest in UFOs among the scientific personnel in our country."

Did you like the finished product? Any regrets about the movie?

"I continue to have mixed emotions concerning our efforts. I think we did make a contribution but we didn't achieve our goals. I am reminded of this every time I meet up with, or read about, an individual who flatly states there is nothing to the subject.

"One wonders," Chop considers, "what it will take to get people on Earth vitally interested. I wince when I think of the cost of the University of Colorado's 'Condon Study.'

"It is so damn obvious to anyone involved in the project that the 'findings' are nothing but a calculated farce. But why? Somewhere, there's a reasoned motive I will never understand."

Drawing again on his own experiences with the official UFO investigation, Al Chop commented on a couple of names which are familiar to many UFO researchers.

"It was interesting to observe from the sidelines how Dr. Robert L. Baker changed 180 degrees from a disbeliever to one embracing the extraterrestrial theory as a result of his study of the Montana and Newhouse films. In similar fashion, it was interesting to observe the change in Allen Hynek. I met him many years ago when his primary mission in the project seemed to be that of casting discredit on all those who reported UFO encounters."

Chop finally left the Press Desk at the Pentagon "because it was apparent the lid was back on the project and I don't believe in working in a vacuum." Nor did he like working in the Washington, DC area.

His only recent efforts on the UFO subject went into the syndicated TV documentary, "UFOs: Past, Present and Future," presented by Allen Sandler. Chop had not seen the feature, but heard from various people that it was a "good effort."

"Clarence Greene and Russell Rouse, as well as Allen Sandler, all lived up to my expectations as well as their own word concerning film documentaries. I have no regrets over being part of their efforts. I am disappointed that we could not achieve more with the material we had to work with, but I think we did make a good start."

In response to a question about UFO investigations of today, Chop believes "the news media has come a long way in their treatment of UFO reports. Unfortunately, the government policy has not changed noticeably...it still exudes an air of disinterest in the subject...it is downplayed as being of no particular importance. It is regrettable that our government officials cannot be more candid about their activities in this respect."

Seemingly, Chop doesn't buy the story that the government stopped investigating UFOs when Project Bluebook closed: "Our military forces and national security agencies have the continuing responsibility of investigating everything and anything that might prove a 'possible' threat to our country.

"It follows, then, quite naturally, that UFOs must continue to be investigated thoroughly or the agencies concerned are not doing their assigned job."

Chop indicated a preference that might surprise veteran UFO researchers. "I would welcome an opportunity to be involved in any official government dealing with UFOs.

It would have to be an objective, unclassified effort, with security classification limited to a genuine need to safeguard our own hardware performance. "And," he reflected, offering a quick qualifying remark, "since that will never come about in my lifetime, I prefer to sit on the sidelines as an observer."

"That's my reasoning," Chop said, "and it goes all the way back through Projects Sign, Grudge, and Bluebook, which should tell you something about the continuing need for study efforts."

Al Chop. With his background, he could only be an asset to a private UFO investigation. He departed from NICAP many years ago because "UFO authors" had distorted his image and tried to tie in his UFO-NICAP affiliation with his NASA employment. There was no such connection, but Chop, tired of the lies and angered by the inaccuracies, left the UFO scene.

Aside for his respect for the movie that portrayed him so well, Chop is a good, longtime friend of Major Donald E. Keyhoe (USMC, ret.) and staunchly lauds Keyhoe's pioneering UFO work.

Al Chop. After these years, he keenly reinforces what many UFO researchers tend to forget: "Someone, somewhere, has got to have the responsibility in our national security plans to continue the investigation of unknown objects reported in our skies."

End of Part One.

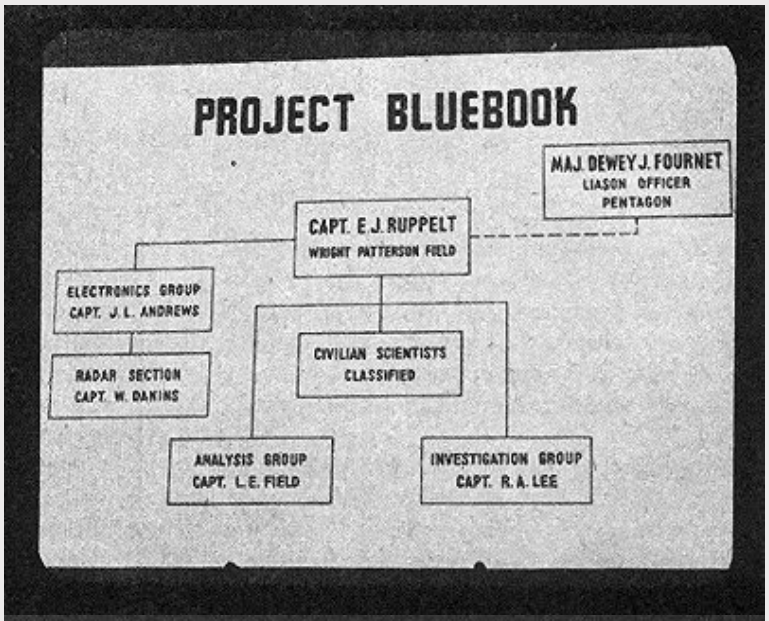
Next and final installment: The other players.

"UNIDENTIFIED FLYING OBJECTS":

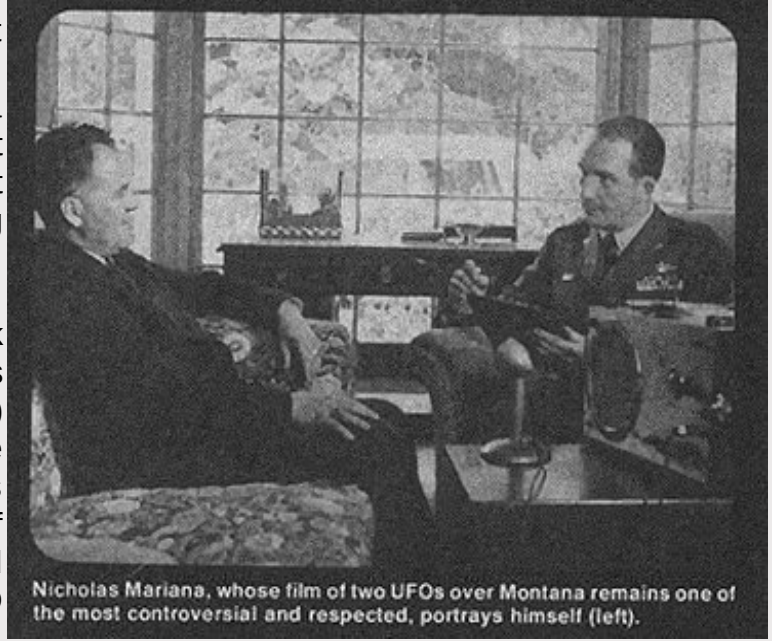
A Most Remarkable UFO Documentary Film

BY ROBERT BARROW (Winter 1977/78, Argosy)

Most science fiction movies which have dealt with the UFO topic have done so in anything but a sober fashion. But, if, you happen to watch the late-late show on TV, you might be lucky enough to catch the pioneer of serious UFO documentaries -- a film entitled, appropriately enough, "Unidentified Flying Objects." You'll be in for a real treat.



Chop (Tom Towers), is given a tour of a military radar facility by radar expert Wendell Swanson.



Nicholas Mariana, whose film of two UFOs over Montana remains one of the most controversial and respected, portrays himself (left).

Every few weeks, somewhere in the United States or overseas, a TV station airs an old 1956 motion picture on its late-late show or afternoon movie feature. *TV Guide* lists its title as "U. F. 0.," though the more wordy program logs might print the elaborate title of the United Artists release, "Unidentified Flying Objects."

Filmed primarily in black and white (except for two short, authentic UFO movies, shown in their original color), this Clarence Green-Russell Rouse production enjoyed only less than moderate success during its initial release to international movie houses 21 years ago.

However, a recent research session on the film's background, which led me to contact people in 17 cities among 12 states, convinced me that "U. F. 0." is truly a documentary, dealing fairly and, for the most part, accurately with the UFO subject is it was treated by the U.S. Government during the late 1940's and early fifties.

And "U.F.O." is a remarkable piece of work for its time. Whereas the other major studios have only recently considered the UFO) theme for *serious* motion picture productions, the l956 United Artists documentary was a far-sighted film. Most of the science-fiction movies which inundated the fifties, you may recall, dealt with the UFO

topic in *anything but* a sober mariner!

What was "U.F.0." about? On the surface, it seemed to make a good case for the existence of UFOs. In a deeper sense, the movie explores a very important historical aspect of the official U.S. investigation of the aerial phenomenon.

Unfortunately, United Artists' U.S.A. pressbook did not describe the film's storyline in detail, but a rare copy of the London, England "U.F.O." pressbook that I stumbled upon does. Following, then, is United Artists' English synopsis of the motion Picture---which I have paraphrased and added to in some spots in order to include other related material about this true motion picture account.

This writer, who openly confesses his respect for "U.F.0.," urges that the reader be on the lookout for the movie. I hope, too, that you enjoy viewing a few of the rare promotional photos herein that accompanied the film during its theater days..

Clarence Greene (Producer) and Wendell Swanson, a radar expert who played his own rule in "UFO," are shown discussing the motion picture script.

Radar expert Wendell Swanson, seated, talks about his field with producer Clarence Greene and the Late Capt. Edward J. Ruppelt, who was probably the best known former chief of Project Bluebook.

Albert M. Chop (played by Tom Towers), right, gives information to a personnel clerk at the Pentagon prior to undertaking his UFO duties.

SYNOPSIS

(1956 Press release by United Artists Corp., notes in italics added by Robert Barrow)

When Albert M. Chop (*played by Tom Towers, a veteran newsman)* reported to work on the Public Information Office desk of Air Materiel Command at Wright Patterson Air Base early in 1950, he airily dismissed press queries about Unidentified Flying Objects with, "This whole saucer business is pure, unadulterated bunk." He believed this despite all reports of sightings and the death of Captain Mantell, in 1948, while chasing a flying saucer.

Promoted to Chief of the Press Section at A.M.C., he soon began to have doubts. Startled to find that a famous scientist, Dr. Reiskaywitz, had an open mind on flying saucers, it was unsettling for Chop to learn from the Public Information Officer that Project Sign had not been closed down but

merely renamed Project Grudge. Most disturbing of all was the Colonel's reluctance to express any opinion on flying saucers.

When Chop was transferred to the Press Section in the Pentagon, by the special request of Col. Richard Searles, he felt sure he was finished with flying saucers. Instead, he was assigned directly to the investigation. Project Grudge was expanded and renamed Project Bluebook by U.S. Air Force Intelligence and Captain Edward J. Ruppelt was made chief of it *(Ruppelt played himself in the movie, adding to its historical value and authenticity). (NICAP note: Robert Barrow advised us that he did not make this statement and that Ruppelt did NOT appear in the film, although others did)*

Soon afterwards, Chop *(the real Albert Chop approved every line of the script dealing with himself)* learned from Major Dewey Fournet of Current Intelligence Branch, that the Air Force actually had motion pictures of U.F.O's. Fournet showed him the Montana film, explaining that, after thorough analysis, the objects remained unidentified *(the real Dewey J. Fournet, like Chop, also approved every line in the script regarding his official activities, though Fournet's role was played by an actor).*

Chop also learned that more film had been shot in Utah by Navy Photographer Newhouse *(Delbert Newhouse himself was interviewed in the movie),* and that Ruppelt and his staff were analyzing it. Later, after studying thousands of reports and analyses of sightings, Chop joined the top Pentagon brass for a viewing of the secret Utah film *(Nicholas Mariana, having photographed two UFOs in Montana, also appeared in the documentary).* The reports stated, "Not balloons, not aircraft, not birds, not faked," The Official conclusion was "Unknowns." The Utah film was never shown to the press, nor was its existence revealed *(until much later).*

On July 20, 1952, the Unknowns moved in

CLARENCE GREENE and RUSSELL ROUSE
present
"UNIDENTIFIED FLYING OBJECTS"
Written by Francis Martin
Produced by Clarence Greene Directed by Winston Jones
RELEASED THROUGH UNITED ARTISTS
CREDITS

Presented by ..... Clarence Green and Russell Rouse
Produced by ..... Clarence Greene
Directed by ..... Winston Jones
Associate Producer ..... Fernando Carrere
Written by ..... Francis Martin
Film Editor ..... Chester Schaeffer, A.C.E.
Photographed by ..... Howard A. Anderson, Ed Fitzgerald (Northwestern Locations) Bert Spielvogel (Eastern and Southern Locations)
Assistant to Producer ..... Paul Stone
Music by ..... Ernest Gold
Conducted by ..... Emil Newman
Associate Editor ..... Stefan Arnsten
Sound Recorder ..... Hal Overton
Rerecording Mixer ..... Buddy Myers
Music Mixer ..... Vinton Vernon

A GREEN-ROUSE PRODUCTION

Chop (Tom Towers), seated at left, sits through a classified showing of the Utah UFO film with highranking military officers. These men and many other extras in "UFO" were really members of the Los Angeles Police Dept.

for the first time over Washington, D.C.- Chop, who had slept through it all, was mobbed by queries from editors all over the country.

One week later, the night of July 26, Chop was called to C.A.A. Headquarters. Radar was again picking up Unknowns over the Nation's Capital. For six hours, Chop and Major Foumet were eye witnesses to the radar contact while UFOs hovered over Washington. Jet interceptors were sent up, and visual contact was made in addition to the radar sightings. This incident also was kept secret from the press and public. Even the White House was misinformed.

Chop and his wife discover that LIFE has hit the nation's newsstands with an important article suggesting that UFOs are very much a reality, and that they may be extraterrestrial.

The press demanded explanations. They knew that interceptors had been sent up, and now they wanted the facts. The; Chief of Staff ordered a press conference the next day (*film clips from the conference are included in the movie).* Chop and Ruppelt were present when General Samford stated there were "credible observers of relatively incredible things."

At home, Chop gets a fateful telephone call from a government official—UFOs are over Washington, D.C. for the second time in a week.

From that night on, Chop was convinced there was no longer any controversy as to whether or not there were U.F.O's moving in the atmosphere. They were an undeniable fact. The only questions left now were, "What are they?" and "Where do they come from?" He was also convinced that there was intelligence behind the objects and that

their source was, space.

(A final note: In the years following his own official UFO activities and the production of "U.F.O.," the real Mr. Albert M. Chop has considered other UFO theories besides the extraterrestrial idea, though he still, to this very day, remains certain that the phenomenon is real and demands a full investigation.)

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NICAP Home Page

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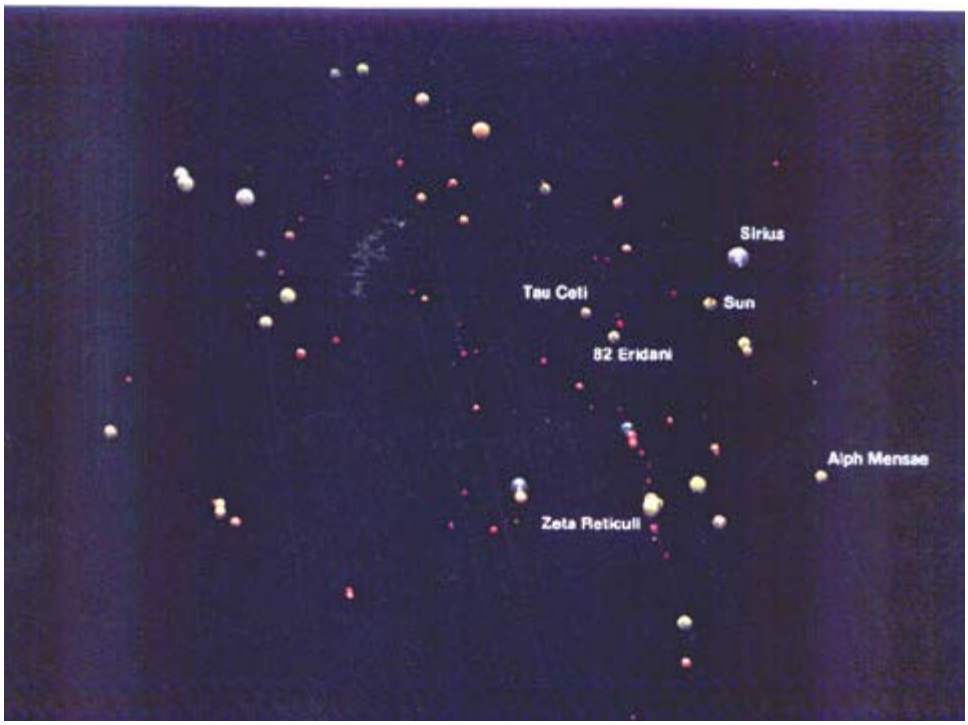
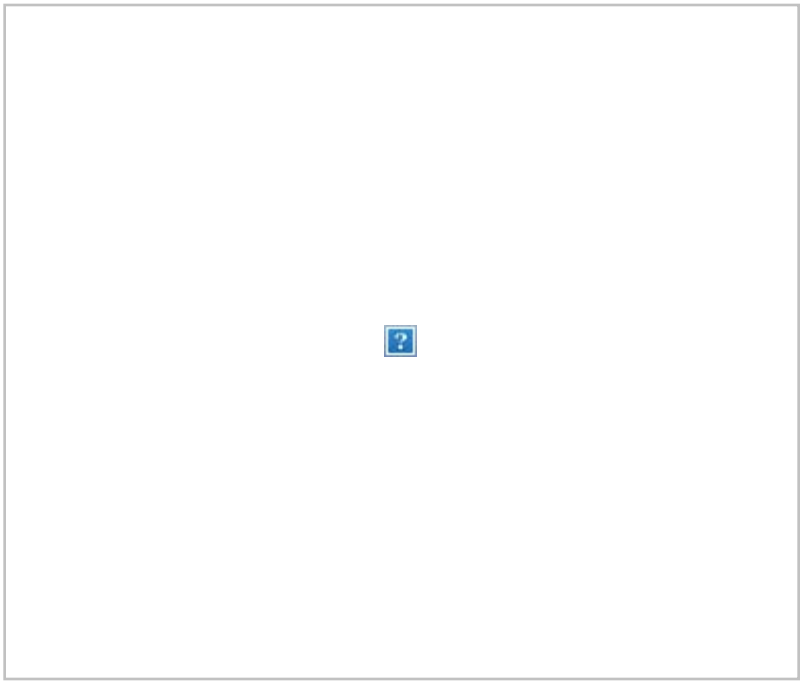


THE ZETA RETICULI INCIDENT

The Age of Nearby Stars

By Jeffrey L. Kretsch



The controversial interpretation of the Hill "star map" conducted by Marjorie Fish includes the sun and 15 nearby stars. These stars make an ideal case study for stellar age determination as described in this article. For further details specifically about this map, see in Focus and the December issue.

Commentary

Editor's Preface

The lead article in the December 1974 issue of ASTRONOMY, entitled "The Zeta Reticuli Incident", centered on interpretation of a map allegedly seen inside an extraterrestrial spacecraft. The intent of the article was to expose to our readers a rare instance where astronomical techniques have been used to analyze a key element in a so-called "close encounter" UFO incident. While not claiming that the analysis of the map was proof of a visit by extraterrestrials, we feel the astronomical aspects of the case are sufficiently intriguing to warrant wide dissemination and further study. The following notes contain detailed follow-up commentary and information directly related to that article.

The age of our own sun is known with some accuracy largely because we live on one of its planets. Examination of Earth rocks -- and, more recently, rocks and soil from the moon -- has conclusively shown that these two worlds went through their initial formation 4.6 billion years ago. The formation of the sun and planets is believed to have been virtually simultaneous, with the sun's birth producing the planetary offspring.

But we have yet to travel to any other planet -- and certainly a flight to the surface of a planet of a nearby star is an event no one reading this will live to witness. So direct measurement of the

ages of nearby stars -- as a by-product of extrasolar planetary exploration -- is a distant future enterprise. We are left with information obtained from our vantage point here near Earth. There is lots of it -- so let's find out what it is and what it can tell us.

When we scan the myriad stars of the night sky, are we looking at suns that have just ignited their nuclear fires -- or have they been flooding the galaxy with light for billions of years? The ages of the stars are among the most elusive stellar characteristics. Now, new interpretation of data collected over the past half century is shedding some light on this question.

Computer models of stellar evolution reveal that stars have definite lifespans; thus, a certain type of star cannot be older than its maximum predicted lifespan. Solar type stars of spectral class F5 or higher (hotter) cannot be older than our sun is today. These stars' nuclear fires burn too rapidly to sustain them for a longer period, and they meet an early death.

All main sequence stars cooler than F5 can be as old or older than the sun. Additionally, these stars are also much more likely to have planets than the hotter suns.

There are several exciting reasons why the age of a star should be tracked down. Suppose we have a star similar to the sun (below class F5). If we determine how old the star is, we can assume its planets are the same age -- a fascinating piece of information that suggests a host of questions: Would older Earthlike planets harbor life more advanced than us? Is there anything about older or younger stars and planets that would make them fundamentally different from the sun and Earth?

Of course we don't know the answer to the first question, but it is provocative. The answer to the second question seems to be yes (according to the evidence that follows).

To best illustrate the methods of star age determination and their implications, let's select a specific problem. "The Zeta Reticuli Incident" sparked more interest among our readers than any other single article in ASTRONOMY's history. Essentially, that article drew attention to a star map allegedly seen inside an extraterrestrial spacecraft. The map was later deciphered by Marjorie Fish, now a research assistant at Oak Ridge National Laboratory in Tennessee.

In her analysis, Ms. Fish linked all 16 prominent stars in the original map (which we'll call the Hill map since it was drawn by Betty Hill in 1966) to 15 real stars in the southern sky. The congruence was remarkable. The 15 stars -- for convenience we will call them the Fish-Hill pattern stars -- are listed on the accompanying table.

Since these stars have been a focus of attention due to Ms. Fish's work and the article mentioned above, we will examine them specifically to see if enough information is available to pin down their ages and (possibly) other characteristics. This will be our case study star group.

The Fish-Hill Pattern Stars

Gliese Cat. No.	Alternate Name	Spectral Type	W - Velocity	Total Space Velocity	Galactic Orbit Eccentricity	Galactic Orbit Incl.
17	Zeta Tucanae	G2	-38	70	.1575	.0529
27	54 Piscium	K0	10	45	.1475	.0260
59	HD 9540	G8	1	26	.0436	.0133
67	HD 10307	G2	0	45	.1057	.0092
	107					

68	Piscium	K1	3	43	.1437	.0134
71	Tau Ceti	G8	12	36	.2152	.0287
86	HD 13445	K0	-25	129	.3492	.0269
86.1	HD 13435	K2	-37	41	undetermined	undetermined
95	HD 14412	G5	-10	33	.1545	.0025
97	Kappa Fornax	G1	-13	35	.0186	.0078
111	Tau 1 Eridani	F6	14	81	.0544	.0078
136	Zeta 1 Reticuli	G2	15	79	.2077	.0321
138	Zeta 2 Reticuli	G1	-27	127	.2075	.0340
139	82 Eridani	G5	-12	37	.3602	.0310
231	Alpha Mensae	G5	13	22	.1156	.0065
Sun	Sol	G5	0	0	.0559	.0091

All the stars listed here are main sequence or spectral group V stars. Tau Ceti has a slight peculiarity in its spectrum as explained in the text. W- velocity is the star's motion in km/sec in a direction above or below (-) in the galactic plane. Total space velocity relative to the sun is also in km/sec. Data is from the Gliese Catalog of Nearby Stars (1969 edition).

Consider, for example, the velocities of these stars in space. It is now known that the composition and the age of a star shows a reasonably close correlation with that star's galactic orbit. The understanding of this correlation demands a little knowledge of galactic structure.

Our galaxy, as far as we are concerned, consists essentially of two parts -- the halo, and the disk. Apparently when the galaxy first took shape about 10 billion years ago, it was a colossal sphere in which the first generation of stars emerged. These stars -- those that remain today, anyway -- define a spherical or halolike cloud around the disk shaped Milky Way galaxy. Early in the galaxy's history, it is believed that the interstellar medium had a very low metal content because most of the heavy elements (astronomers call any element heavier than helium "heavy" or a "metal") are created in the cores of massive stars which then get released into the interstellar medium by stellar winds, novae and supernovae explosions. Few such massive stars had "died" to release their newly made heavy elements. Thus, the stars which formed early (called Population II stars) tend to have a spherical distribution about the center of the galaxy and are generally metal-poor.

A further gravitational collapse occurred as the galaxy flattened out into a disk, and a new burst of star formation took place. Since this occurred later and generations of stars had been born and died to enrich the interstellar medium with heavy elements, these disk stars have a metal-rich composition compared to the halo stars. Being in the disk, these Population I stars (the sun, for example) tended to have motions around the galactic core in a limited plane -- something like the planets of the solar system.

Population II stars -- with their halo distribution -- usually have more random orbits which cut through the Population I hoards in the galactic plane. A star's space velocity perpendicular to the galactic plane is called its W-velocity. Knowing the significance of the W-velocity, one can apply this information to find out about the population classification and hence the ages and compositions of stars in the solar neighborhood -- the Fish-Hill stars in particular.

High W-velocity suggests a Population II star, and we find that six of the 16 stars are so classified while the remaining majority are of Population I. A further subdivision can be made using the W-velocity data (the results are shown in the table below.

Population Classification of the Fish-Hill Stars

Old Population I (1 to 4 Billion Years Old)
Gliese 59
Gliese 67
107 Piscium
Older Population I (4 to 6 BillionYears Old)
Tau 1 Eridani
Tau Ceti
Alpha Mensae
Gliese 95
Kappa Fornax
54 Piscium
Sun
Disk Population II (6 to 8 Billion Years Old)
Zeta 1 Reticuli
Zeta 2 Reticuli
Intermediate Population II (About 10 Billion Years Old)
Zeta Tucanae
Gliese 86
Gliese 86.1
82 Eridani

According to this classification system (based on one by A. Blaauw), most of the 16 stars are in the same class as the sun -- implying that they are roughly of the same composition and age as the sun. The sun would seem to be a natural unit for use in comparing the chemical compositions and ages of the stars of the Fish-Hill pattern because it is, after all, the standard upon which we base our selection of stars capable of supporting life.

Three stars (Gliese 59, 67 and 68) are known as Old Population I and are almost certainly younger than the sun. They also probably have a higher metal content than the sun, although specific data is not available. The Disk Population II stars are perhaps two to four billion years older than the sun, while the Intermediate Population II are believed to be a billion or two years older still.

For main sequence stars like the sun, as all these stars are, it is generally believed that after the star is formed and settled on the main sequence no mixing between the outer layers and the thermo-nuclear core occurs. Thus the composition of the outer layers of a star, (from which we receive the star's light) must have essentially the same composition as the interstellar medium out of which the star and its planets were formed.

Terrestrial planets are composed primarily of heavy elements. The problem is: If there is a shortage of heavy elements in the primeval nebula, would terrestrial planets be able to form? At present, theories of planetary formation are unable to state for certain what the composition of the cloud must be in order for terrestrial planets to materialize, although it is agreed to be unlikely that Population II stars should have terrestrial planets. But for objects somewhere between Population I and II -- especially Disk Population II -- no one really knows.

Although we can't be certain of determining whether a star of intermediate metal deficiencies

can have planets or not, we can make certain of the existence of metal deficiencies in those stars. The eccentricities and inclinations of the galactic orbits of the Fish-Hill stars provide the next step in the information sequence.

The table above also shows that the stars Gliese 136, 138, 139, 86 and 71 have the highest eccentricities and inclinations in their galactic orbits. This further supports the Population II nature of these four stars. According to B.E.J. Pagel of the Royal Greenwich Observatory in England, the correlation between eccentricity and the metal/hydrogen ratio is better than that between the W-velocity and the metal/hydrogen ratio. It is interesting to see how closely the values of eccentricity seem to correspond with Population type as derived from W-velocity -- Old Population I objects having the lowest values. Since the two methods give similar results, we can lend added weight to our classification.

So far all the evidence for metal deficiencies has been suggestive; no direct evidence has been given. However, specific data can be obtained from spectroscopic analysis. The system for which the best set of data exists also happens to be one of the most important stars of the pattern, Zeta 1 Reticuli. In 1966, J.D. Danziger of Harvard University published results of work he had done on Zeta 1 Reticuli using wide-scan spectroscopy. He did indeed find metal deficiencies in the star: carbon, 0.2, compared to our sun; magnesium, 0.4; calcium, 0.5; titanium, 0.4; chromium, 0.3; manganese, 0.4; iron, 0.4; cobalt, 0.4; nickel, 0.2, and so on.

In spite of the possible error range of about 25 percent, there is a consistent trend of metal deficiencies -- with Zeta 1 Reticuli having less than half the heavy elements per unit mass that the sun does. Because Zeta 1 Reticuli has common proper motion and parallax with Zeta 2 Reticuli, it probably also has the same composition. Work done by M.E. Dixon of the University of Edinburgh showing the two stars to have virtually identical characteristics tends to support this.

The evidence that the Zeta Reticuli system is metal deficient is definite. From this knowledge of metal deficiency and the velocities and eccentricities, we can safely conclude that the Zeta Reticuli system is older than the sun. The question of terrestrial planets being able to form remains open.

The other two stars which have high velocities and eccentricities are 82 Eridani (Gliese 139) and Gliese 86. Because the velocities of these stars are higher than those of Zeta Reticuli, larger metal deficiencies might be expected. For the case of Gliese 86, no additional information is presently available. However, some theoretical work has been done on 82 Eridani concerning metal abundances by J. Hearnshaw of France's Meudon Observatory.

Although 82 Eridani is a high velocity star, its orbit lies largely within the galactic plane, and also within the solar orbit. Its orbit is characteristic of the Old Disk Population, and an ultraviolet excess indicates only a mild metal deficiency compared to the sun. Hearnshaw's conclusions indicate that the metal deficiency does not appear to be any worse than that of the Zeta Reticuli pair.

Because Gliese 86 has a velocity, eccentricity and inclination similar to 82 Eridani, it seems likely that its chemical composition may also not have severe metal deficiencies, but be similar to those of 82 Eridani.

Tau Ceti appears to be very much like the sun except for slight deficiencies of most metals in rarely seen abnormal abundances of magnesium, titanium, silicon and calcium. Stars in this class are known as alpha-rich stars, but such properties do not appear to make Tau Ceti unlikely to have planets similar to the sun's.

Tau 1 Eridani, an F6V star, has a life expectancy of 4.5 billion years -- so it cannot be older

than the sun. The low eccentricities and low moderate velocity support an age and composition near that of the sun.

Gliese 67 is a young star of at least solar metal abundances, considering its low velocity and eccentricity.

Having covered most of the stars either directly or simply by classifying them among the different Population classes, it is apparent that there is a wide age range among different stars of this group as well as a range of compositions. It is curious that the stars connected by the alleged "trade routes" (solid lines) are the older and occasionally metal deficient ones -- while the stars connected by dotted lines seem to be younger Population I objects.

A final point concerning the metal deficiencies is rather disturbing. Even though terrestrial planets might form about either star in the Zeta Reticuli system, there is a specific deficiency in carbon to well within the error range. This is disturbing because carbon is the building block of organic molecule chains. There is no way of knowing whether life on Earth would have emerged and evolved as far as it has if carbon were not as common here.

Another problem: If planets formed but lacked large quantities of useful industrial elements, could a technical civilization arise? If the essential elements were scarce or locked up in chemical compounds, then an advanced technology would be required to extract them. But the very shortage of these elements in the first place might prevent this technology from being realized. The dolphins are an example of an intelligent but nontechnical race. They do not have the means to develop technology. Perhaps some land creatures on another planet are in a comparable position by not having the essential elements for technological development. (This theme is explored in detail in "What Chariots of Which Gods?", August 1974.)

This whole speculation certainly is not strong enough to rule out the Fish interpretation of the Hill map given our present state of knowledge. Actually in some respects, the metal deficiencies support the Fish hypothesis because they support an advanced age for several of the stars -- suggesting that if cultures exist in these star systems, they might well be advanced over our own.

The fact that none of the stars in the pattern is seriously metal deficient (especially the vital branch high velocity stars 82 Eridani and Gliese 86) is an encouragement to the Fish interpretation -- if terrestrial planets can form in the first place and give rise to technical civilizations. Once again we are confronted with evidence which seems to raise as many questions as it answers. But the search for answers to such questions certainly can only advance knowledge of our cosmic environment.

Jeffrey L. Kretsch is an astronomy student at Northwestern University working under the advisement of Dr. J. Allen Hynek. For more than a year Kretsch has been actively pursuing follow-up studies to the astronomical aspects of the Fish-Hill map. More of his studies and comment s appear in In Focus.

Pattern Recognition & Zeta Reticuli

by Carl Sagan & Steven Soter

"The Zeta Reticuli Incident" is very provocative. It claims that a map, allegedly shown on board a landed extraterrestrial spacecraft to Betty Hill in 1961, later drawn by her from memory and published in 1966, corresponds well to similar maps of the closest stars resembling the sun based on stellar positions in the 1969 Gliese Catalog of Nearby Stars. The comparison maps were made by Marjorie Fish using a three dimensional physical model and later by a group of Ohio State University students using a presumably more accurate (i.e., less subjective)

computer generated projection. The argument rests on how well the maps agree and on the statistical significance of the comparison.

Figure 1 [not available here] show the Hill map and the Ohio State computer map with connecting lines as given in the ASTRONOMY article. The inclusion of these lines (said to represent trade or navigation routes) to establish a resemblance between the maps is what a lawyer would call "leading the witness". We could just as well have drawn lines as in the bottom of Figure 1 to lead the other way. A less biased comparison of the two data sets, without connecting lines as in Figure 2, shows little similarity. Any residual resemblance is enhanced by there being the same number of points in each map, and can be accounted for by the manner in which these points were selected.

The computer star map includes the sun and 14 stars selected from a list of the 46 nearest stars similar to the sun, derived from the Gliese catalog. It is not clear what criteria were used to select precisely these 14 stars from the list, other than the desire to find a resemblance to the Hill map. However, we can always pick and choose from a large random data set some subset that resembles a preconceived pattern. If we are free also to select the vantage point (from all possible directions for viewing the projection of a three dimensional pattern), it is a simple matter to optimize the desired resemblance. Of course such a resemblance in the case of selection from a random set is a contrivance -- an example of the statistical fallacy known as "the enumeration of favorable circumstances".

The presence of such a fallacy in this case appears even more likely when we examine the original Hill drawing, published in The Interrupted Journey by John Fuller. In addition to the prominent points that Betty Hill connected by lines, her map also includes a number of apparently random dots scattered about -- evidently to represent the presence of background stars but not meant to suggest actual positions. However, three of these dots appear in the version of the Hill map used in the comparison, while the others are absent. Thus some selection was made even from the original Hill map, although not to the same extent as from the Gliese catalog. This allow even greater freedom to contrive a resemblance.

Finally, we lear from The Interrupted Journey that Betty Hill first thought she saw a remarkable similarity between her UFO star map and a map of the constellation Pegasus published in the New York Times in 1965 to show the position of the quasar CTA-102. How many star maps, derived from the Gliese catalog or elsewhere, have been compared with Betty Hill's before a supposed agreement was found? If we suppress information on such comparisons we also overestimate the significance of the result.

The argument on "The Zeta Reticuli Incident" demonstrates only that if we set out to find a pattern correlation between two nearly random data sets by selecting at will certain elements from each and ignoring others, we will always be successful. The argument cannot serve even to suggest a verification of the Hill story -- which in any case is well known to be riddled with internal and external contradictions, and which is amenable to interpretations which do not invoke extraterrestrial intelligence. Those of us concerned with the possibility of extraterrestrial intelligence must take care to demand adequately rigorous standards of evidence. It is all too easy, as the old Chinese proverb says, for the imprisoned maiden to mistake the beating of her own heart for the hoof beats of her rescuer's horse.

Steven Soter is a research associate working under the advisement of Carl Sagan, director of Cornell University's laboratory for Planetary Studies.

Reply: by Terence Dickinson

The question raised by Steven Soter and Carl Sagan concerning the pattern resemblance of the Hill map and the computer generated projection of the Fish pattern stars is certainly a key question worthy of discussion. Next month two authors will make specific comments on this point.

Briefly, there is more to discounting the Fish interpretation than pattern resemblance. We would have discounted the Fish interpretation immediately on pattern resemblance alone. The fact that all the connecting lines join stars in a logical distance progression, and that all the stars are solar type stars, is significant. Ms. Fish tried to fit hundreds of other viewpoints and this one was the only one that even marginally fit and made sense in three dimensions and contained solar type stars. in this context, you could not "have just as well drawn the lines...to lead the other way".

Naturally there was a desire to find a resemblance between a group of nearby stars and the Hill pattern! That's why Marjorie Fish built six models of the solar neighborhood containing the relative positions of up to 256 nearby stars. The fact that she came up with a pattern that fits as well as it does is a tribute to her perseverance and the accuracy of the models. Stars cannot be moved around "to optimize the desired resemblance". Indeed Marjorie Fish first tried models using nearby stars of other than strictly solar type as defined in the article. She found no resemblances.

The three triangle dots selected from the background dots in the Hill map were selected because Mrs. Hill said they were more prominent than the other background stars. Such testimony was the basis of the original map so we either accept Mrs. Hill's observations and attempt to analyze them or reject the whole incident. We feel there is sufficient evidence compelling us not to reject the whole incident at this time.

We too are demanding rigorous standards of evidence to establish the reality of extraterrestrial intelligence. If there is even the slightest possibility that the Hills' encounter can provide information about such life, we feel it is worth pursuing. The map is worthy of examination by as many critical minds as possible.

Reply: by David R. Saunders

Last month, Steven Soter and Carl Sagan offered two counterarguments relating to Terence Dickinson's article, "The Zeta Reticuli Incident" (ASTRONOMY, December 1974).

Their first argument was to observe that the inclusion of connecting lines in certain maps "is what a lawyer would call 'leading the witness'." This was used as the minor premise in a syllogism for which the major premise was never stated. Whether we should consider "leading the witness" a sin or not will depend on how we conceive the purpose of the original article. The implied analogy between ASTRONOMYmagazine and a court of law is tenuous at best; an expository article written for a nonprofessional audience is entitled, in my opinion, to do all it can to facilitate communication -- assuming that the underlying message is honest. Much of what we call formal education is really little more than "leading the witness", and no one who accepts the educational goals objects very strongly to this process. In this context, we may also observe that Soter's and Sagan's first argument provides another illustrative example of "leading the witness"; the argument attacks procedure, not substance -- and serves only to blunt the reader's possible criticism of the forthcoming second argument. This paragraph may also be construed as an effort to lead the witness. Once we have been sensitized to the possibilities, none of us needs to be further misled!

The second argument offered by Soter and Sagan does attack a substance. Indeed, the editorial

decision to publish the original article was a responsible decision only if the issues raised by this second line of possible argument were fully considered. Whenever a statistical inference is made from selected data, it is crucial to determine the strenuousness of that selection and then to appropriately discount the apparent clarity of the inference. By raising the issue of the possible effects of selection, Soter and Sagan are right on target.

However, by failing to treat the matter with quantitative objectivity (by failing to weigh the evidence in each direction numerically, for example), they might easily perform a net disservice.

In some situations, the weight of the appropriate discount will suffice to cancel the clarity of a proposed inference -- and we will properly dismiss the proposal as a mere capitalization on chance, or a lucky outcome. (It is abundantly clear that Soter and Sagan regard the star map results as just such a fortuitous outcome.) In some other situations, the weight of the appropriate discount may be fully applied without accounting for the clarity of the inference as a potentially valid discovery. For example, if I proposed to infer from four consecutive coin tosses observed as heads that the coin would always yield heads, you would properly dismiss this proposal as unwarranted by the data. However, if I proposed exactly the same inference based on 40 similar consecutive observations of heads, you would almost certainly accept the inference and begin looking with me for a more systematic explanation of the data. The crucial difference here is the purely quantitative distinction between 4 and 40; the two situations are otherwise identical and cannot be distinguished by any purely qualitative argument.

When Soter and Sagan use phrases such as "some subset that resembles", "free also to select the vantage point", "simple matter to optimize", and "freedom to contrive a resemblance", they are speaking qualitatively about matters that should (and can) be treated quantitatively. Being based only on this level of argument, Soter's and Sagan's conclusions can only be regarded as inconclusive.

A complete quantitative examination of this problem will require the numerical estimation of at least three factors, and their expression in a uniform metric so that wee can see which way the weight of the evidence is leaning. The most convenient common metric will be that of "bits of information", which is equivalent to counting consecutive heads in the previous example.

One key factor is the degree of resemblance between the Hill map and the optimally similar computer-drawn map. Precisely how many consecutive heads is this resemblance equivalent to? A second key factor is the precise size of the population of stars from which the computer was allowed to make its selection. And a third key factor is the precise dimensionality of the space in which the computer was free to choose the best vantage point. If the first factor exceeds the sum of the other two by a sufficient margin, we are justified in insisting on a systematic explanation for the data.

The third factor is the easiest to deal with. The dimensionality of the vantage-point space is not more than three. A property of the metric system for weighing evidence is that each independent dimension of freedom leads us to expect the equivalent of one more consecutive head in the observed data. Three dimensions of freedom are worth exactly 3.0 bits. In the end, even three bits will be seen as relatively minor.

The second factor might be much larger than this, and deserve relatively more discussion. The appropriate discount for this selection will be log2C, where C is the number of distinct combinations of stars "available" to the computer. If we were to agree that C must represent the possible combinations of 46 stars taken 14 at a time, then log2C would be 37.8 bits; this would be far more than enough to kill the proposed inference. However, not all these combinations are equally plausible. We really should consider only combinations that are adjacent to one another

and to the sun, but it is awkward to try to specify exactly which combinations these are.

The really exciting moment in working with these data came with the realization that in the real universe, our sun belongs to a closed cluster together with just six of the other admissible stars -- Tau Ceti, 82 Eridani, Zeta Tucanae, Alpha Mensae, and Zeta 1 and Zeta 2 Reticuli. The real configuration of interstellar distances is such that an explorer starting from any of the seven should visit all of them before venturing outside. If the Hill map is assumed to include the sun, then it should include the other members of this cluster within an unbroken network of connections, and the other connected stars should be relatively adjacent in the real universe.

Zeta Reticuli occupies a central position in all of the relatively few combinations that now remain plausible. However, in my opinion, the adjacency criteria do leave some remnant ambiguity concerning the combination of real stars to be matched against the Hill map -- but only with respect to the region farthest from the sun. The stars in the closed cluster and those in the chain leading to Gliese 67 must be included, as well as Gliese 86 and two others from a set of five candidates. Log2C for this remnant selection is 3.9 bits. we must also notice that the constraint that Zeta Tucanae be occulted by Zeta Reticuli reduces the dimensionality of the vantage-point space from 3.0 to 1.0. Thus, the sum of factors two and three is now estimated as only 4.9 bits.

The first factor is also awkward to evaluate -- simply because there is no standard statistical technique for comparing points on two maps. Using an approximation based on rank-order correlation, I've guessed that the number we seek here is between 11 and 16. (This is the result cited by Dickinson on page 15 of the original article.) Deducting the second and third factors, this rough analysis leaves us with an empirical result whose net meaning is equivalent to observing at least 6 to 11 consecutive heads. (I say "at least", because there are other factors contributing to the total picture -- not discussed either by Dickinson or by Soter and Sagan -- that could be adduced to enhance this figure. For example, the computed vantage point is in good agreement with Betty Hill's reported position when observing the map, and the coordinate system implicit in the boundaries of the map is in good agreement with a natural galactic coordinate system. Neither have we discussed any quantitative use of the connections drawn on the Hill map, which were put there in advance of any of these analyses.)

In the final interpretation, it will always be possible to argue that 5 or 10 or even 15 bits of remarkable information simply isn't enough. However, this is a matter for each of us to decide independently. In deciding this matter, it is more important that we be consistent with ourselves (as we review a large number of uncertain interpretations of data that we have made) than that we be in agreement with some external authority. I do believe, though, that relatively few individuals will continue a coin-tossing match in which their total experience is equivalent to even six consecutive losses. In scientific matters, my own standard is that I'm interested in any result that has five or more bits of information supporting it -- though I prefer not to stick my neck out publicly on the basis of less than 10. Adhering to this standard, I continue to find the star map results exceedingly interesting.

Dr. David R. Saunders is a Research Associate at the University of Chicago's Industrial Relations Center.

Reply: by Michael Peck

Carl Sagan and Steven Soter, in challenging the possibilities discussed in "The Zeta Reticuli Incident", suggest that without the connecting lines drawn into the Hill map and the Fish interpretation there is little resemblance between the two. This statement can be tested using only X and Y coordinates of the points in the Hill map and a projection of the stars in the Fish pattern. The method used for the comparison can be visualized this way:

Suppose points of the Hill map and the Fish map are plotted on separate glass plates. These plates are held parallel (one behind the other), and are moved back and forth and rotated until the patterns appear as nearly as possible to match. A systematic way of comparing the patterns would be to adjust the plates until corresponding pairs of points match exactly. Then the other points in the patterns can be compared. Repeating this process for all the possible pairs of points (there are 105 in this case), the best fit can be found. Mathematically, this involves a change of scale and a simple coordinate transformation. A computer program was written which, using X and Y coordinates measured from a copy of the Hill map and a projection of the Fish stars, and using the Hill map as the standard, computed new X and Y coordinates for the Fish stars using the process described. >From these two sets of coordinates, six quantities were calculated: the average difference in X and Y; the standard deviation of the differences in X and Y, a measure of the amount of variation of the differences; and correlation coefficients in X and Y. The coefficient of correlation is a quantity used by statisticians to test a suspected relation between two sets of data. In this case, for instance, we suspect that the X and Y coordinates computed from the Fish map should equal the X and Y coordinates of the Hill map. If they matched exactly, the correlation coefficients would be one. If there were no correlation at all, the value would be near zero. We found that, for the best fitting orientation of the Fish stars, there was a correlation coefficient in X of 0.95 and in Y of 0.91. In addition, the average difference and the standard deviation of the differences were both small -- about 1/10 the total range in X and Y. As a comparison, the same program was run for a set of random points, with resulting correlation coefficients of 1/10 or less (as was expected). We can conclude, therefore, that the degree of resemblance between the two maps is fairly high.

From another point of view, it is possible to compute the probability that a random set of points will coincide with the Hill map to the degree of accuracy observed here. The probability that 15 points chosen at random will fall on the points of the Hill map within an error range which would make them as close as the Fish map is about one chance in 10 to the fifteenth power (one million billion). It is 1,000 times more probable that a person could predict a bridge hand dealt from a fair deck.

Michael Peck is an astronomy student at Northwestern University in Illinois.

Rebuttal: To David Saunders and Michael Peck

by Carl Sagan and Steven Soter

Dr. David Saunders last month claimed to have demonstrated the statistical significance of the Hill map, which was allegedly found on board a landed UFO and supposedly depicted the sun and 14 nearby sunlike stars. The Hill map was said to resemble the Fish map -- the latter being an optimal two-dimensional projection of a three-dimensional model prepared by selecting 14 stars from a positional list of the 46 nearest known sunlike stars. Saunders' argument can be expressed by the equation SS = Dr -(SF + VP), in which all quantities are in information bits. SS is the statistical significance of the correlation between the two maps, DR is the degree of resemblance between them, SF is a selection factor depending on the number of stars chosen and the size of the list, and VP is the information content provided by a free choice in three dimensions of the vantage point for projecting the map. Saunders finds SS = 6 to 11 bits, meaning that the correlation is equivalent to between 6 and 11 consecutive heads in a coin toss and therefore probably not accidental. The procedure is acceptable in principle, but the result depends entirely on how the quantities on the right-hand side of the equation were chosen.

For the degree of resemblance between the two maps, Saunders claims that DR = 11 to 16 bits,

which he admits is only a guess -- but we will let it stand. For the selection factor, he at first takes SF = log2C = 37.8 bits, where C represents the combinations of 46 things taken 14 at a time. Realizing that the size of this factor alone will cause SS to be negative and wipe out his argument, he makes a number of ad hoc adjustments based essentially on his interpretation of the internal logic of the Hill map, and SF somehow gets reduced to only 3.9 bits. For the present, we will let even that stand in order to avoid becoming embroiled in a discussion of how an explorer from the star Zeta Reticuli would choose to arrange his/her/its travel itinerary -- a matter about which we can claim no particular knowledge. However, we must bear in mind that a truly unprejudiced examination of the data with no a priori interpretations would give SF = 37.8 bits.

It is Saunders' choice of the vantage point factor VP with which we must take strongest issue, for this is a matter of geometry and simple pattern recognition. Saunders assumes that free choice of the vantage point for viewing a three-dimensional model of 15 stars is worth only VP = 3 bits. He then reduces the information content of directionality to one bit by introducing the "constraint" that the star Zeta Tucanae be occulted by Zeta Reticuli (with no special notation on the Hill map to mark this peculiarity). This ad hoc device is invoked to explain the absence of Zeta Tucanae from the Hill map, but it reveals the circular reasoning involved. After all, why bother to calculate the statistical significance of the supposed map correlation if one has already decided which points represent which stars?

Certainly the selection of vantage point is worth more than three bits (not to mention one bit). Probably the easiest circumstance to recognize and remember about random projections of the model in question are the cases in which two stars appear to be immediately adjacent. By viewing the model from all possible directions, there are 14 distinct ways in which any given star can be seen in projection as adjacent to some other star. This can be done for each of the 15 stars, giving 210 projected configurations -- each of which would be recognized as substantially different from the others in information content. And of course there are many additional distinct recognizable projections of the 15 stars not involving any two being immediately adjacent. (For example, three stars nearly equidistant in a straight line are easily recognized, as in Orion's belt.) Thus for a very conservative lower bound, the information content determined by choice of vantage point (that is, by being allowed to rotate the model about three axes) can be taken as at least equal to VP = log2(210) = 7.7 bits. Using the rest of Saunders' analysis, this would at best yield SS = zero to 4.4 bits -- not a very impressive correlation.

There is another way to understand the large number of bits involved in the choice of the vantage point. The stars in question are separated by distances of order 10 parsecs. If the vantage point is situated above or not too far from the 15 stars, it need only be shifted by about 0.17 parsecs to cause a change of one degree in the angle subtended by some pair of stars. Now one degree is a very modest resolution, corresponding to twice the full moon and is easily detected by anyone. For three degrees of freedom, the number of vantage points corresponding to this resolution is of order (10/0.17) cubed ~ (60) cubed ~ 2 X 10 to the fifth power, corresponding to VP = 17.6 bits. This factor alone is sufficient to make SS negative, and to wipe out any validity to the supposed correlation.

Even if we were to accept Saunders' claim that SS = 6 to 11 bits (which we obviously do not, particularly in view of the proper value for SF), it is not at all clear that this would be statistically significant because we are not told how many other possible correlations were tried and failed before the Fish map was devised. For comparison, there is the well-known correlation between the incidence of Andean earthquakes and oppositions of the planet Uranus. It is unlikely in the extreme that there is a physical causal mechanism operating here -- among other reasons, because there is no correlation with oppositions of Jupiter, Saturn or Neptune. But to have found such a correlation the investigator must have sought a wide variety of correlations of seismic events in many parts of the world with oppositions and conjunctions of

many astronomical objects. If enough correlations are sought, statistics requires that eventually one will be found, valid to any level of significance that we wish. Before we can determine whether a claimed correlation implies a causal connection, we must convince ourselves that the number of correlations sought has not been so large as to make the claimed correlation meaningless.

This point can be further illustrated by Saunders' example of flipping coins. Suppose we flip a coin once per second for several hours. Now let us consider three cases: two heads in a row, 10 heads in a row, and 40 heads in a row. We would, of course, think there is nothing extraordinary about the first case. Only four attempts at flipping two coins are required to have a reasonable expectation value of two heads in a row. Ten heads in a row, however, will occur only once in every 2 to the tenth power = 1,024 trials, and 40 heads in a row will occur only once every 2 to the fortieth ~ 10 to the twelfth power trials. At a flip rate of one coin per second, a toss of 10 coins requires 10 seconds; 1,024 trials of 10 coins each requires just under three hours. But 40 heads in a row at the same rate requires 4 X 10 to the thirteenth power seconds or a little over a million years. A run of 40 consecutive heads in a few hours of coin tossing would certainly be strong prima facie evidence of the ability to control the fall of the coin. Ten heads in a row under the circumstances we have described would provide no convincing evidence at all. It is expected by the law of probability. The Hill map correlation is at best claimed by Saunders to be in the category of 10 heads in a row, but with no clear statement as to the number of unsuccessful trials previously attempted.

Michael Peck finds a high degree of correlation between the Hill map and the Fish map, and thereby also misses the central point of our original criticism: that the stars in the Fish map were already preselected in order to maximize that very correlation. Peck finds one chance in 10 to the fifteenth power that 15 random points will correlate with the Fish map as well as the Hill map does. However, had he selected 15 out of a random sample of, say, 46 points in space, and had he simultaneously selected the optimal vantage point in three dimensions in order to maximize the resemblance, he could have achieved an apparent correlation comparable to that which he claims between the Hill and Fish maps. Indeed, the statistical fallacy involved in "the enumeration of favorable circumstances" leads necessarily to large, but spurious correlations.

We again conclude that the Zeta Reticuli argument and the entire Hill story do not survive critical scrutiny.

Dr. Steven Soter is a research associate in astronomy and Dr. Carl Sagan is director of the Laboratory for Planetary Studies, both at Cornell University in Ithaca, N.Y.

Is the Fish Interpretation Unique?

by Robert Sheaffer

The story of Marjorie Fish's attempts at identifying the star patterns sketched by Betty Hill was told in "The Zeta Reticuli Incident" by Terence Dickinson in the December 1974 issue. This pattern of solar type stars unquestionably bears a striking resemblance to the map that Betty Hill says she saw while she was being examined aboard a flying saucer. But how significant is this resemblance? Is there only one pattern of stars which will match the sketch convincingly?

Betty Hill herself discovered an impressive resemblance in a star map published in the New York Times. In 1965 a map of the stars of the constellation Pegasus appeared in that newspaper, accompanying the announcement by a Russian radio astronomer (Comrade Sholomitsky) the radio source CTA-102, depicted in the map, may be sending out intelligent radio signals. Intrigued by this remarkable claim, Betty Hill studied the map, and added the corresponding star names to her sketch. As you can see, the Pegasus map -- while not exactly like the sketch --

is impressively similar. If CTA-102 -- appearing near the "globes" in her sketch -- was in reality an artificial radio source, that would give the Pegasus map much additional credibility.

However, the case for the artificial origin of quasar CTA- 102 soon fell flat. Other scientists were unable to observe these reported strange variations which had caused Sholomitsky to suggest that CTA-102 might be pulsing intelligently.

In 1966, when Marjorie Fish was just beginning her work, Charles W. Atterberg (employed by an aeronautical communications firm in Illinois) also set out to attempt to identify this star pattern.

"I began my search by perusing a star atlas I had on hand," Atterberg explained. "I soon realized that this was a pointless and futile project." Any star pattern useful for interstellar navigation, he reasoned, would not be Earth-centered as are the familiar constellation figures. Thus Atterberg began to look in three dimensions for a pattern of stars that would approximate the Hill sketch.

Working from a list of the nearest stars, Atterberg "began plotting these stars as they would be seen from various directions. I did this by drawing the celestial position of a star, I would draw a straight line penetrating the sphere at a known position, and measure out to the distance of the star...It at first took me hours to plot this out from any one particular direction."

When plotting the stars as seen from a position indefinitely far away on the celestial equator at 17 hours right ascension, Atterberg found a pattern of stars conspicuously similar to the Hill sketch. After much work he refined this position to 17 hours 30 minutes right ascension, -10 degrees declination. The resulting map resembles the Hill sketch even more strongly than does the Fish map, and it contains a greater number of stars. Furthermore, all of the stars depicted in the Atterberg map lie within 18.2 light-years of the sun. The Fish map reaches out 53 light-years, where our knowledge of stellar distances is much less certain.

Carl Sagan states in *Intelligent Life in the Universe* that, excluding multiple star systems, "the three nearest stars of potential biological interest are Epsilon Eridani, Epsilon Indi and Tau Ceti." These three stars from the heart of the Atterberg map, defining the two spheres in the very center of the heavy lines that supposedly represent the major "trade routes" of the "UFOnauts". Epsilon Eridani and Tau Ceti were the two stars listened to by Project Ozma, the pioneering radio search for intelligent civilization in space.

Other heavy lines connect the spheres with the sun, which we know has at least one habitable planet. Thinner lines, supposedly representing places visited less frequently, connect with Groombridge 1618, Groombridge 34, 61 Cygni and Sigma Draconis, which are designated as stars "that could have habitable planets" in Stephen H. Dole's Rand Corporation study, Habitable Planets for Man. Of the 11 stars (not counting the sun) that have allegedly been visited by the aliens, seven of them appear on Dole's list. Three of the four stars which are not included are stopping points on the trip to Sigma Draconis, which Dole considered to have even better prospects than Epsilon Eridani or Epsilon Indi for harboring a habitable planet.

Another remarkable aspect of the Atterberg map is the fact that its orientation, unlike the Fish map, is not purely arbitrary. Gould's belt -- a concentration of the sky's brightest stars -- is exactly perpendicular to the plane of the Atterberg map. Furthermore, it is vertical in orientation; it does not cut obliquely across the map, but runs exactly up and down. A third curious coincidence: The southpole of the Atterberg map points toward the brightest part of Gould's belt, in the constellation Carina. The bright stars comprising Gould's belt might well serve as a useful reference frame for interstellar travelers, and it is quite plausible that they might base a navigational coordinate system upon it.

No other map interpreting the Hill sketch offers any rationale for its choice of perspectives. The

problem with trying to interpret Betty Hill's sketch is that it simply fits too many star patterns. Three such patterns have been documented to date. How many more exist undiscovered?

Robert Sheaffer is a computer systems programmer currently working at NASA's Goddard Space Flight Center in Greenbelt, MD.

Reply: by Marjorie Fish

Basically, Robert Sheaffer's contention is that at least three patterns can be found that are similar to Betty Hill's map, and therefore, more such interpretations are likely. If one stipulates that any stars from any vantage point can be used, then I agree that many patterns can be found similar to the map. However, if one uses restrictions on the type of stars, according to their probability of having planets and also on the logic of the apparent travel paths, then it is much more difficult. The three maps were: (1) Betty Hill's interpretation of the constellation Pegasus as being similar to her map, (2) Charles Atterberg's work, and (3) my work.

When I started the search, I made a number of restrictions including:

1. The sun had to be part of the pattern with a line connected to it, since the leader of the aliens indicated this to Betty.
2. Since they came to our solar system, they should also be interested in solar type stars (single main sequence G, probably also late single main sequence F and early single main sequence K). These stars should not be bypassed if they are in the same general volume of space.
3. Since there are a number of the above stars relatively near the sun and the pattern shows only 12 stars, the pattern would have to be relatively close to us (or else they would be bypassing sunlike stars, which is illogical).
4. The travel pattern itself should be logical. That is, they would not zip out 300 light-years, back to 10 light-years, then out 1,000, etc. The moves should make a logical progression.
5. Large young main sequence stars (O, B, A, early F) which are unlikely to have planets and/or life would not be likely to be visited.
6. Stars off the main sequence with the possible exception of those just starting off the main sequence would probably be avoided as they are unsuitable for life and, due to their variability, could be dangerous.
7. If they go to one star of a given type, it shows interest in that type star -- so they should go to other stars of that type if they are in the same volume of space. An exception to this might be the closest stars to the base star, which they might investigate out of curiosity in the early stages of stellar travel. For example, they would not be likely to bypass five red dwarfs to stop at the sixth, if all six were approximately equal in size, spectra, singleness or multiplicity, etc. Or, if they go to one close G double, they would probably go to other close G doubles.
8. The base star or stars is one or both of the large circles with the lines radiating from it.
9. One or both of the base stars should be suitable for life -- F8 to K5 using the lowest limits given by exobiologists, or more likely, K1 given by Dole.
10. Because the base stars are represented as such large circles, they are either intrinsically bigger or brighter than the rest or they are closer to the map's surface (the viewer) than the rest -- probably the latter. This was later confirmed by Betty Hill.

Mrs. Hill's interpretation of Pegasus disregards all of these criteria.

Atterberg's work is well done. His positioning of the stars is accurate. He complies with criteria 1, 2, 3, 5, 6 and 8; fairly well with 4; less well with 9, and breaks down on 7 and 10. I will discuss the last three of Atterberg's differences with my basic criteria in the following paragraphs:

Relative to point 9, his base stars are Epsilon Indi and Epsilon Eridani, both of which are near the lower limit for life bearing planets -- according to most exobiologists -- and not nearly as suitable as Zeta 1 and 2 Reticuli.

Concerning point 7, I had ruled out the red dwarfs fairly early because there were so many of them and there were only 12 lined points on the Hill map. If one used red dwarfs in logical consecutive order, all the lines were used up before the sun was reached. Atterberg used red dwarfs for some of his points to make the map resemble Betty Hill's but he bypassed equally good similar red dwarfs to reach them. If they were interested in red dwarfs, there should have been lines going to Gliese 65 (Luyten 76208) which lies near Tau Ceti and about the same distance from Epsilon Eridani as Tau Ceti, and Gliese 866 (Luyten 789-6) which is closer to Tau Ceti than the sun. Gliese 1 (CD-37 15492) and Gliese 887 (CD-36 15693) are relatively close to Epsilon Indi. These should have been explored first before red dwarfs farther away.

Red dwarfs Gliese 406 (Wolf 359) and Gliese 411 (BD + 36 2147) were by passed to reach Groombridge 1618 and Ross 128 from the sun. Barnard's star would be the most logical first stop out from the sun, if one were to stop at red dwarfs, as it is the closest single M and is known to have planets.

Since Atterberg's pattern stars include a number of relatively close doubles (61 Cygni, Struve 2398, Groombridge 34 and Kruger 60), there should also be a line to Alpha Centauri -- but there is not.

Relating to point 10, Atterberg's base stars are not the largest or brightest of his pattern stars. The sun, Tau Ceti, and Sigma Draconis are brighter. Nor are they closer to the viewer. The sun and 61 Cygni are much closer to the viewer than Epsilon Eridani. The whole orientation feels wrong because the base stars are away from the viewer and movement is along the lines toward the viewer. (Betty Hill told me that she tried to show the size and depth of the stars by the relative size of the circles she drew. This and the fact that the map was alleged to be 3-D did not come out in Interrupted Journey, so Atterberg would not have known that.)

Sheaffer notes that seven of Atterberg's pattern stars appear on Dole's list as stars that could have habitable planets. These stars are Groombridge 1618 (Gliese 380, BD + 50 1725), Groombridge 34 (Gliese 15,BD +43 44), 61 Cygni, Sigma Draconis, Tau Ceti, Epsilon Eridani and Epsilon Indi. Of these seven, only Epsilon Eridani, Tau Ceti and Sigma Draconis are above Doles' absolute magnitude minimum. The others are listed in a table in his book Habitable Planets for Man, but with the designation: "Probability of habitable planet very small; less than 0.001." Epsilon Eridani was discussed earlier. Sigma Draconis appears good but is listed as a probable variable in Dorrit Hoffleit's Catalogue of Bright Stars. Variability great enough to be noticed from Earth at Sigma Draconis' distance would cause problems for life on its planets. This leaves Tau Ceti which is one of my pattern stars also.

Another point Sheaffer made was that orientation of my map was arbitrary compared to Atterberg's map's orientation with Gould's belt. One of my first questions to Betty Hill was, "Did any bright band or concentration of stars show?" This would establish the galactic plane and the map's orientation, as well as indicate it was not just a local map. But there was none indicating that if the map was valid it was probably just a local one.

The plane of the face of my model map is not random, as Sheaffer indicated. It has intrinsic value for the viewer since many of the pattern stars form a plane at this viewing angle. The value to the viewer is that these stars have their widest viewing separation at that angle, and their relative distances are much more easily comprehended.

My final interpretation of the map was the only one I could find where all the restrictions

outlined above were met. The fact that only stars most suitable for Earthlike planets remained and filled the pattern seems significant.

Marjorie Fish is a research assistant at Oak Ridge National Laboratory in Tennessee.

Zeta Reticuli -- A Rare System

by Jeffrey L. Kretsch

Zeta Reticuli is a unique system in the solar neighborhood -- a wide physically associated pair of stars almost exactly like the sun. After searching through a list of stars selected from the Gliese catalog on the basis of life criteria, only one other pair within a separation of even 0.3 light-years could be found. (This pair -- Gliese 201 and Gliese 202, a K5e and F8Ve pair separated by 0.15 light-years -- is currently being investigated.) Zeta Reticuli is indeed a rare case.

Based on the Fish interpretation of the Hill map, the Zeta Reticuli pair forms the base of the pattern. If the other stars in the patter fit, it is a remarkable association with a rare star system.

In order to deal with this problem, I decided to computer the three-dimensional positions of the stars and construct a three-dimensional model showing these stars positions.

Speaking quantitatively, I discovered the two patterns are certainly not an exact match. However, if one considers the question of match from the standpoint of how the Hill pattern was made as opposed to the derived pattern's means of reproduction, the quantitative data may not be a complete means of determining whether the two patterns "match" or not. For example, the Hill pattern was drawn freehand -- so one would have to determine how much allowance one must give for differences in quantitative data. In such areas, I am not qualified to give an opinion. However, because the map was drawn freehand from memory, the fact that the resemblance between the Fish map and the Hill map is a striking one should be considered.

In my work I was able to verify the findings of Marjorie Fish in terms of the astronomy used.

Jeffrey L. Kretsch is an astronomy student at Northwestern University.

Hill Directory
NICAP Home Page

Introductory Remarks by Richard Hall

Dr. James E. McDonald and I met in the early 1960s through the pages of Weatherwise, a publication of the American Meteorological Society. As Executive Secretary of the National Investigations Committee on Aerial Phenomena (NICAP), I had written a letter to the editor expressing NICAP's interest in falls of chunks of ice from the sky, a scientific anomaly that had already come to McDonald's attention.

Having recently graduated from Tulane University, specializing in scientific philosophy and mathematics, I was an admirer and proponent of the text book scientific method that I had studied. I was especially interested in applying it to the fascinating and potentially significant reports of scientific anomalies -- like UFOs, "ice-falls", and another contemporary issue, the so-called "sky-quakes". These were unexplained aerial explosions that often rocked civilian communities and were assumed to be caused by jet aircraft exceeding the spend of sound and causing "sonic booms", even when no jets were in the area.

McDonald had served in naval intelligence and aerology in the U.S. Navy during World War II. He had received a B.A. in chemistry at the University of Omaha, an M.S. in meteorology from M.I.T., and a Ph.D in physics from Iowa State University (1951). He joined the University of Arizona faculty in 1954, teaching physics and meteorology, and became a full professor in 1956. He also served as Associate Director of the Institute of Atmospheric Physics (1954-1956) and Scientific Director (1956-1957). His principal research interests related to physical meteorology, cloud physics and precipitation processes, meteorological optics, atmospheric electricity, and weather modification.

McDonald embodies the principles of science that I had learned, and he understood from the history of science that anomalies often hinted at gaps in our scientific knowledge. The study of them could lead to important discoveries. He was open-minded about human testimony, and thoroughgoing in his analysis of data. His approach was energetic, even zestful, and no stone was left unturned when he was examining some feature of the UFO problem.

We became close friends and comrades in our mutually perceived mission to help make the world aware of the solid basis for taking the UFO phenomenon seriously. The reason: consistent reports of UFOs from members of society whose testimony on other matters would never have been questioned. Over occasional doses of tequila, and with great humor and camaraderie, we regularly debated the omnipresent issue of "grand cover-up" versus "grand foul-up" without ever resolving anything. We also spent countless hours discussing all facets of the subject, comparing notes, and working out strategies.

McDonalds's energy was legendary, and he was an activist scientist who liked to make things happen. When some skeptical objection was made in the name of science, he would study the area of science in question intensively, and usually shoot holes in the skeptic's argument. His incisive mind and analytical powers were impressive. Where others argued qualitatively for some position, McDonald would analyze it quantitatively and demonstrate how reasonable or unreasonable the argument was.

He examined such esoteric topics as ball lightning, "swamp gas" (methane) and its properties, plasmas, balloon patterns in the atmosphere, and radar propagation anomalies, and his writings on those topics in relation to UFO reports remain among the clearest and most cogent ever produced. Those who would cast off UFOs as a nonsense problem are forced to deal with McDonald's analysis indicating otherwise. Here was a scientist who served on panels of the National Academy of Sciences and the National Science Foundation, highly regarded both nationally and internationally, who -- following where the evidence led -- came up with a "politically incorrect" reading of the situation that tended to make him a scientific outcast in some quarters. As wild as it might sound, he said, UFOs do appear most likely to be extraterrestrial probes of some kind, and we had better face up to it.

I treasured his friendship and feel a great and irreplaceable loss as a result of his premature death in 1971. His smiling face and great sense of humor, his human decency and kindness, linger in my memory. McDonald's writings, including his voluminous correspondence, are an important legacy that deserve wider circulation. At this writing, his collected papers are being prepared for public access as a special collection at the library of the

University of Arizona, partly under a grant from the Fund for UFO Research. Also, a biography of McDonald is being written by Ann Druffel.

In compiling and editing this sample of his correspondence and papers taken from our personal collections, we are fortunate to have the services of Valerie Vaughn, former librarian at the Institute of Atmospheric Physics, University of Arizona, where McDonald was employed. His UFO work is here placed in the context of his broader scientific interests and activities. These writings illustrate both McDonald the scientist and McDonald the human being.

- Richard Hall, Chairman
Fund for UFO Research
January 21, 1995

Foreword

In 1989-90 I had the opportunity to work as the sole librarian for the Institute of Atmospheric Physics, University of Arizona, where I first came across the legacy of scientific accomplishments of one of the former professors, Dr. James E. McDonald. I was immediately impressed by McDonald's contributions to scientific literature and set out to compile an annotated bibliography of his writings. Coming from a "regular" scientific background myself, I was typically unfamiliar with certain subjects normally "rejected" by scientific establishment, and was astounded to discover McDonald's "other life," his serious study of UFOs.

By probing and investigating the Institute's locked rooms and cabinets to which McDonald's UFO writings had been banished, I followed a trail that gradually opened up a whole territory of "hidden" knowledge. The pursuit to find and catalog everything McDonald had written led me into contact with his devoted former secretary and his wife Betsy, both of whom had saved original documents that might have otherwise succumbed to the Institute's attempt to cleanse its eighteen-year connection with McDonald and the associated 'taint' of UFOlogy.

In 1990 I produced Science and Conscience, an annotated bibliography of McDonald's writings, but was still unaware of the full extent of his influence in the UFO community 25 years earlier. The publication of this modest bibliographic attempt drew me into contact with experts such as Richard Hall who had been researching UFOs for decades, and I began to realize the historical importance of McDonald and his efforts to bring the UFO problem into a wider, more serious and scientific context of the human quest for knowledge.

From the writings collected through the Institute's library and McDonald's wife, and Richard Hall's personal collection McDonald's letters and transcribed lectures, I have compiled what I believe is a representative sampling of the work of this prolific writer. This collection is by no means complete, for the total volume of McDonald's writings and research on UFOs fills many file cabinets. This book is presented simply as an introduction to the extensive and incomparable contribution of James E. McDonald to the Science of UFOlogy.

Valerie Vaughan
Amherst, Massachusetts

Introduction

These days you can pick up almost any best-selling book about UFOs and you won't see more than a bare mention of Dr. James E. McDonald. Yet, only twenty-five years ago, this man was so instrumental in awakening public interest in UFOs that he could be called one of the founding fathers of today's UFO movement. The fact that his name and his influence are absent from recent, popular encyclopedias and accounts of the history of UFOs is but one of the many curious omissions comprising the general covered-up nature of the whole UFO phenomena.

We look at the overwhelming number of popular books recently published on UFOs, alien contacts, conspiracy theories, and abductions, and we get the impression that much of what has been previously hidden has now been revealed. From this outpouring of true-experience literature we think we have a grasp of the history of the UFO movement. This book you hold in your hands now is an attempt to rectify this mistaken assumption. Through the writings of one man who was both observer and participant, we find a clear documented record of the development of awareness and suppression of UFO data, from 1947 through 1971. We also find the organized approach of one of the very few scientists who ever considered the UFO problem at all. Recognizing that UFOs defied the current understanding of physics, McDonald risked professional credibility in order to examine the sighting evidence in its scientific context, using the available data from radar, meteorology, electromagnetism, and credible witnesses.

McDonald was an atmospheric physicist who wrote highly technical papers for professional journals as well as general science articles "for the people." He was one of that rare breed of scientists who are knowledgeable and interested in many fields outside their own specialty. Topics of McDonald's writings include cloud physics, precipitation enhancement, inadvertent weather modification, the atmospheric effects of fallout, nuclear reactor hazards, unusual atmospheric phenomena (rainbows, cloudrings), air pollution, the effects of supersonic transports on air quality, the ozone and related health problems. He wrote about the physics of baseball, the use of chemical mace, arid lands and hydrology problems, paleoclimtology, and the history of meteorology.

McDonald established himself as a respected authority and leader in the field of atmospheric physics. He was an active member of the American Meteorological Society, the American Geophysical Union, the Arizona Academy of Science, and a senior physicist of the Institute of Atmospheric Physics and Professor of Meteorology at the University of Arizona. Positions he held included Research Associate, Cloud Physics Project, University of Chicago, and member of the Advisory Panel on Weather and Climate Modification for both the National Science Foundation and National Academy of Sciences. He was a member of the Advisory Panel of Project Stormfury and the President's Scientific Advisory Committee Panel on Hurricane Seeding.

But the man also had a conscience. He belonged to the American Civil Liberties Union and the American Humanist Association. He observed the effects of weather modification and warned against the problems. He was one of the first scientists to notice that certain types of emissions would soon affect the ozone layer, he saw the dangers of nuclear reactors and chemical mace, and he spoke out. Always he was the scientist, supporting his ideas with facts about the atmosphere.

This collection of McDonald's writings offers a perspective on the state of science during the 1950s and 60s. They give a view into how scientific ideas were handled or avoided by individuals within academia and the government. These two decades witnessed the growth of Big Science, experimentation with climate modification, the proliferation of nuclear weaponry and chemical warfare, the first serious questioning of atmospheric pollution, and the role that humans and their technology played in the deterioration of the atmosphere. McDonald wrote about all these issues from both a scientific and a conscientious standpoint. He discussed the related political and moral implications which scientists faced at that time ... and still do.

It was McDonald's firm belief that the people's right to know what the scientific establishment was doing was vital in the functioning of a democracy, and that scientists had an important responsibility to be concerned about

the consequences of their research and their role in educating the public. It is the spirit of these ideas that have led the editor to present this collect of writings.

We begin our story with the scientific writings, for that is where McDonald began ... as a scientist.

Form: 97 Report
Date: Fri, 27 Jul 2007 19:16:45 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: The 509th Composite Group and the UFOs/ Tinian, Guam, and Saipan /Radar / Summer 1945

Cat: 1,9
To: Francis Ridge <nicap@insightbb.com>

The 509th Composite Group and the UFOs/
Tinian, Guam, and Saipan

In May 1945, the 509th Composite Group started arriving on Tinian Island in the Mariana Islands. Tinian Island is located between Guam to the south and Saipan to the north. Operating out of North Field, Tinian Island, it was the 509th Composite Group that dropped the two atomic bombs on Japan on August 6 and 9, 1945, at Hiroshima and Nagasaki.

Reportedly:
During the summer of 1945 naval air search radar picked up large groups of unidentified objects traveling over the open sea over an area between Guam and Saipan. These objects were moving at over an estimated one thousand miles per hour.

See the information below.
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The 509th Composite Group and the UFOs

During the latter part of the month of May 1945, the greater part of the 509th Composite Group arrived on Tinian Island in the Mariana Islands, western Pacific Ocean. The movement was done via C-54 or B-29 aircraft following a route from the United States to Hickman Field, Hawaii, to Johnston Island, to Kwajalein Island in the Marshall Islands, and then on to Tinian Island. **(1)** The first C-54, number 9009, of the Advanced Air Echelon flew from Kwajelein to Tinian on May 22, 1945.

Sources:

(1) HISTORY OF 509TH COMPOSITE GROUP, 313TH BOMBARDMENT WING, TWENTIETH AIR FORCE, ACTIVATION to 15 AUGUST 1945, pages 19 - 24. http://www.au.af.mil/au/afhra/photo_galleries/509_composite_group_history/509th/509th.pdf

This route can be plotted on the map link below.
https://www.cia.gov/library/publications/the-world-factbook/reference_maps/pdf/oceania.pdf

Northern Mariana Islands

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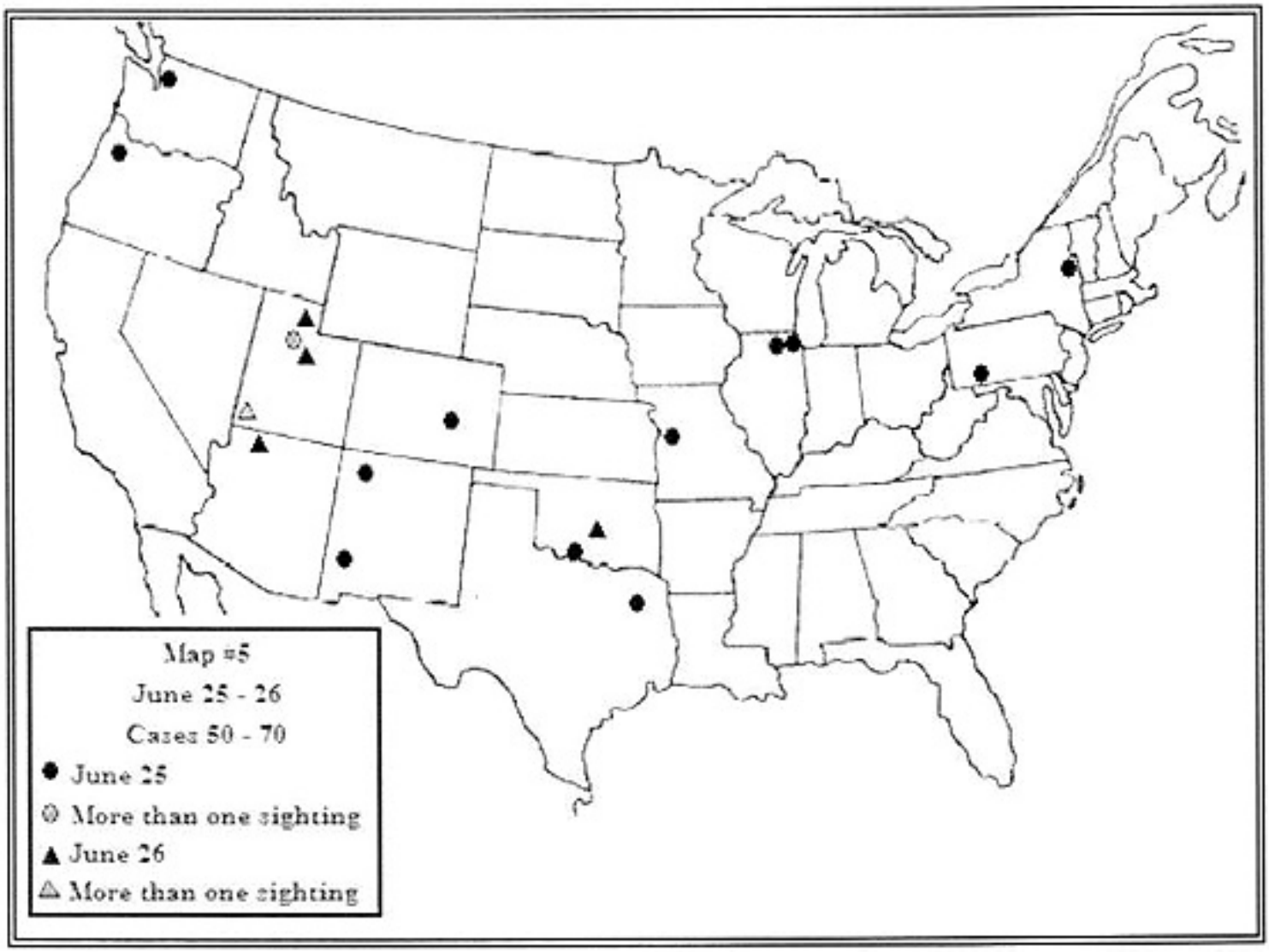
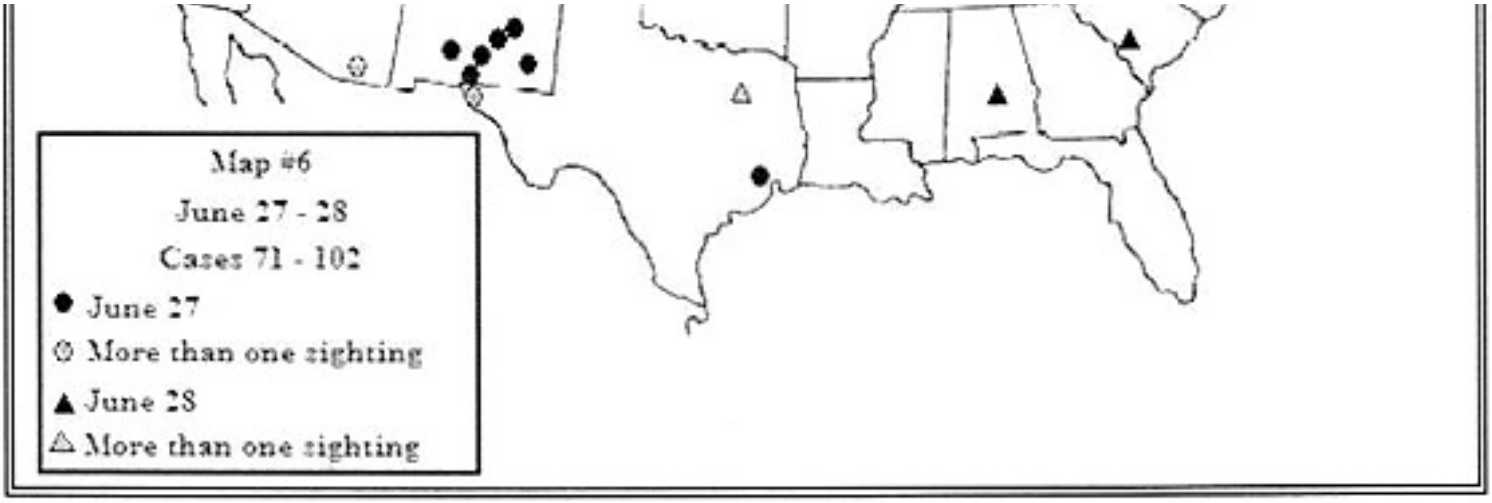
Summer 1945; at sea between Guam and Saipan

A Naval Radar Officer reports:
During the summer of 1945, at sea between Guam and Saipan, our air search radar on several occasions picked up a large group of pips approximately one hundred miles away on a course that would bring them directly overhead. We challenged them but got no response. Their speed on our plot indicated over one thousand miles per hour. These groups passed overhead at approximately two thousand feet and showed up on the radar screen as definite solid (not fuzzy) objects. When our visual spotters reported there was nothing in view, I personally went out and searched the sky with no luck. Our gear was carefully checked and calibrated and was in good order. These were definitely not ioized clouds, inversions, sea gulls, mechanical defects, or any other common explanations. After many months of operating radar gear one knows when they have a definite solid object on the screen, and for my money these were solid although invisible objects. (Reference: Coral and Jin Lorenzen, UFOs THE WHOLE STORY, page 24)


Map #5
June 25 - 26
Cases 50 - 70
June 25
More than one sighting
June 26
More than one sighting


Map #6
June 27 - 28
Cases 71 - 102
● June 27
⊙ More than one sighting
▲ June 28
△ More than one sighting

(Note: this refers to the "Roswell Incident")

FL: DALLAS 7-8-47 6-17 PM

DIRECTOR AND SAC, CINCINNATI URGENT

FLYING DISC, INFORMATION CONCERNING. MAJOR CURTAN, HEADQUARTERS EIGHTH AIR FORCE, TELEPHONICALLY ADVISED THIS OFFICE THAT AN OBJECT PURPORTING TO BE A FLYING DISC WAS RECOVERED NEAR ROSWELL, NEW MEXICO, THIS DATE. THE DISC IS HEXAGONAL IN SHAPE AND WAS SUSPENDED FROM A BALLOON BY CABLE, UNION BALLOON WAS APPROXIMATELY TWENTY FEET IN DIAMETER. MAJOR CURTAN FURTHER ADVISED THAT THE OBJECT FOUND RESEMBLES A HIGH ALTITUDE WEATHER BALLOON WITH A RADAR REFLECTOR, BUT THAT TELEPHONIC CONVERSATION BETWEEN THEIR OFFICE AND WRIGHT FIELD HAD NOT SERVED TO BORNE OUT THIS BELIEF. DISC AND BALLOON BEING TRANSPORTED TO WRIGHT FIELD BY SPECIAL PLANE FOR EXAMINATION. INFORMATION PROVIDED THIS OFFICE BECAUSE OF NATIONAL INTEREST IN CASE AND FACT THAT NATIONAL BROADCASTING COMPANY, ASSOCIATED PRESS, AND OTHERS ATTEMPTING TO BREAK STORY OF LOCATION OF DISC TODAY. MAJOR CURTAN ADVISED WOULD REQUEST WRIGHT FIELD TO ADVISE CINCINNATI OFFICE RESULTS OF EXAMINATION. NO FURTHER INVESTIGATION BEING CONDUCTED.

RECORDED

END

CKXXX ACK IN ORDER

UA 9 FBI CI HJW

DPI MS

6-30 PM O

7-22 PM O FBI WASH DC

Date: Thu, 16 Aug 2007 09:47:09 -0300
From: Stan Friedman <fsphys@rogers.com>

Subject: Ref. 9 - Gen. Twining at Roswell

To: Fran Ridge, The Roswell Group

Pages 42-45 of my book TOP SECRET/MAJIC clearly delineate that I was able to prove that Twining went to New Mexico on July 7 and left on July 11, 1947. I had managed to obtain flight logs for him and his pilot William McVey. I met with the latter in the DC area. Twining's daughter had given me his name and location. Twining's log had been in a box that had finally been declassified for me at the Library of Congress Manuscript Division...home of about 120 Archive Boxes of Twining's papers.

The front page of the Roswell Daily Record (An Evening paper) for July 8 (with the famous headline "RAAF Captures Flying Saucer on Ranch in Roswell Region") has an article in the lower right quadrant "Air Force General Says Army Not Doing Experiments" datelined Portland, Oregon, July 8. Twining is the general. Many morning papers carried the headline on July 9. Furthermore the Alamogordo News (a morning paper) of July 10 had a big front page story "Fantasy of "Flying Disc" Explained Here" complete with three pictures of the launch staged (on July 9) for the Press of a weather balloon radar reflector combo. The work was done by Twining's AMC people. The paper on July 14 noted (without any pix) that Twining had made a "routine" inspection of the Alamogordo base with a high powered group on July 11.

Twining had authority in Alamogordo, not in Roswell. Roswell AAF was a SAC base and not an R and D location. The Plains of San Agustin crash wreckage would have gone there and not to Roswell. Please note also the comments in the EBD saying that the covert operation had begun on July 7 and that Twining and Van Bush worked on the investigation. McVey, who was also Twining's aide, said Twining and Bush met often. There is also a July letter from Twining to Boeing on July 17 saying he had had to cancel a long planned trip to Seattle "due to a very important and sudden matter.. I have been away quite a bit". He had been in New Mexico.

There were several printings of TSM beginning in 1996 and of the 2nd edition of 2005. The latter has a 5000 word afterword dealing with objections that have been raised to the EBD, TF, and CT memos. Copies are available and are listed on my website at www.stantonfriedman.com . I guess I am pleased that interest is finally being shown.

Stan Friedman

Letter from Michael Swords to Fran Ridge in August 2007

Pdf version with illustrations

Dear Francis, Early August 2007

I finished reading your essay ("Roswell & the Wave of '47") about a week ago, and am just now getting around to writing.

The essay's good, and, as I have spent so much time with my head in that old history of our favorite hobby, I welcome all the respectable research that I can read.

I'd like to pass on a few meager comments for whatever good they might do. Regarding the base structure at Wright-Pat: as you know the base is a glued-together organization which has three different loc's (T-1, T-2, and T-3 in the old days). T-1, to the east, is Peterson Field, which was a relatively normal airbase, whose commanding officer was junior to the powers in T-2 and T-3. T-3, to the west, was the hi-technology "engineering" area, Wright Field, where the eggheads resided and this included several Nazi post-war "imports". In between, but on the Patterson side is/was T-2, the AMC/ATIC "Intelligence" division, home of Sign, Ruppelt et al. T-2 can be taxi'd to by landing at Patterson. If you could taxi to T-2 by landing at Wright, it wouldn't be a normal procedure, and I don't believe that they did thing that way.

During WWII and just after, the boys picking up air crash "junk" from the war were flying them (the pieces of planes, etc) into T-3 for the engineers to analyze – not the T-2 for the "intelligence" guys. That made sense. The engineers (even Mack McCoy and Alfred Loedding) had their offices (McCoy & Loedding double located) in the T-3 area, and T-3 was where the big "spaces" and equipment was.

I believe that the Roswell "stuff" went to T-3, not T-2.

These are my reasons, bleak as they are:

a) T-3 did that job & was geared to it;

b) T-3 had the on-site brains for it;

c) T-3 had large facilities which could be made secret;

d) The olde rumors have always said Wright, and although there's no "Hangar 18", there is a building 18 which looks (by position & function) to be a good candidate for all this;

e) One of Schmitt's witnesses (Henderson? or I think one of the 1st hands) said he flew to Wright field.

Well, I suppose all that could be viewed as trivial, but it points out one other thing to me if it was true – the T-2 personnel need not have been in this particular loop. I'd guess McCoy and Twining were, and maybe that's why McCoy was very particular about misrepresenting the status of "no crashes" in the so-called "McCoy memo" – in an ultra Top Secret situation he'd been told to absolutely minimize the distribution of knowledge that there might have been a crash. (& the generally-constituted USAF Scientific Advisory Board had no need to know this particular "operation" – it wasn't their job.) Leaks & gossip undoubtedly trickled around WRPAT, and some ultimately got to "us", but the bulk of T-2 was probably left guessing, just like the bulk of

everyone else. (Pentagon USAF, CIA, etc).

That's what (maybe) I know. I've attached a couple of maps for whatever use they might be.

God Bless & Peace,

Mike Swords.

PS. I'd like to hear you continue to analyze the peculiar sightings pattern you've teased out.

NICAP Home Page

Date: Fri, 20 Jul 2007 18:49:03 +0000
From: arc1@att.net (Richard Haines, NARCAP)
Subject: Lightning strikes and airplane crashes
To: nicap@insightbb.com, shg@mail.project1947.com

Dear Fran,
You have asked some interesting and complex questions. Here is some information for your possible use:

Documented crashes of airplanes due to lightning strikes: (list not complete)

26 June 1959	Milan, Italy	Lockheed Constellation
8 Dec. 1963	Elkton, Maryland	B-707 (Pan Am)
1981	Germany	commercial airliner
2000	China	commercial airliner
22 Aug. 2006	Sukha Balka, Ukraine	Tu-154 commercial airliner

How Frequent is This event? Statistical estimates vary as to the number of times a given airplane is struck by lightning during a "typical" year. Early estimates put the number at "slightly more than once per year" (ref. 1) but more recent estimates by Boeing state "...every commercial airplane is hit by lightning on average about twice a year." (ref. 2)

Because of the use of many techniques and materials the charge (estimated to be at least 200,000 amperes), is conducted effectively away from critical components and fuel tanks.

Considering the enormous number of commercial. military, and private airplane flights every day around the world, the probability of a crash caused directly by a lightning strike is extremely small. I doubt very much that it has even been calculated.

Different Levels of Damage. A Lockheed Field Service Digest (ref. 3) indicated that lightning can produce a variety of effects (although damage will be slight). Fortunately, there have been no recorded incidences of airplane passengers being killed by lightning during a flight. External (aluminum skin) pitting and occasional (hole) puncture occurs. The geometric vector of the lightning bolt relative to the aircraft's surface, relative aircraft velocity, conducting quality of the metal, and other factors determine the exact nature and appearance of these skin "burns" and arcing effects. Another effect is transient.

Radio and navigation equipment failure often occurs during a lightning strike. Modern commercial airplanes are so well shielded (grounded) these days that such effects are typically transient and non-destructive. Nevertheless, so-called all glass cockpits employing computers and plasma instrument displays are more susceptible to transient, high current arcs.

Dielectric radomes are struck by lightning in flight. The exact reason(s) is not yet known. In addition to pitting and small holes literaly burned through the non-conductive material, the intense heat can expand and cause explosions into the shell.

Protruding antennas are also commonly struck by lightning in flight. The charge can gain entry to the interior of the airplane along this pathway and expose personnel

to hazardous voltage levels. Much work has been done to develop spark-over arresters, dc blocking condensers, and static leak resistors to help control such effects.

Hinged parts such as are used in control surfaces of airplanes are also susceptible to damage; bonding jumpers are attached between these surfaces and fixed portions of the fuselage.

I'm sorry, but I'm out of time. I hope this will help you in some way.

Richard F. Haines, Ph.D.
Chief Scientist
NARCAP

1. www.lightningtech.com/d~ta/faq1.html

2. Gates, D., Building the 787/When Lightning Strikes, Seattle Times, 5 March 2006.
3. Turner, A.W., Lightning and Aircraft, Lockheed Field Service Digest, Issue 48, March 1964.

Wendy Connors
FADED DISCS
Collection

ROBERT TODD
2528 BELMONT AVENUE
ARDMORE, PENNSYLVANIA 19003

CONFIDENTIAL

9 January 1976

Mr. Sherman J. Larsen
President
Center For UFO Studies
P.O. Box 11
Northfield, Illinois 60093

Dear Mr. Larsen:

By now you have received the copies of correspondence I have received over the past year or so, and have had time to review the contents. As you will notice, a copy of JANAP 146 (E) was to be supplied to me. I have finally received that copy.

I notice that the copy of JANAP 146 your Center is selling consists of only six pages. I was wondering if this is because your Center thought it better to limit the number of pages, or because you did not have a full copy of this publication. In case you don't have a full copy, I must tell you that the information contained in the pages not offered by your Center are much more interesting than those you include. JANAP 146 contains a detailed list of information to be reported--information which could only apply to UFOs.

If your Center hasn't obtained the full copy, please let me know and I will send you one.

Regarding the "Estimate of the Situation." My requests have failed to surface a copy of this document. However, I am positive that it did exist. Additional substantiation of its existence was provided by a Mr. Harry Woo. Mr. Woo was the photo-analyst to whom then Major Dewey Fournet took the Utah and Montana films within the Navy's Photo Intelligence Center. Mr. Woo, in a telephone conversation with me, confirmed the fact that he was shown a copy of the "Estimate" by Major Fournet. Since Mr. Woo did not work for PIC until at least 1952, the Estimate survived long after it was supposedly ordered destroyed. (Mr. Woo, by the way, went to work for the CIA sometime around 1955--as a photo-analyst. He said he did not perform analysis on any UFO photographic materials for CIA.)

Mr. Woo also informed me that he had been invited to a special Pentagon briefing where a gun-camera film of a UFO was shown. He stated that the film was of poor quality and

Wendy Connors
FADED DISCS
Collection

showed only a blurred image. Even more interesting, however, was his reluctance to discuss the subject of UFOs. He seemed to feel that all this information was still highly secret. He was particularly reluctant to discuss his participation as a "witness" before the Robertson panel.

Mr. Woo also informed me that the Navy had seriously considered starting their own UFO investigating program. He said they didn't because of a lack of facilities.

Because I do not know if Mr. Woo would mind having his name mentioned, I have classified this letter "Confidential."

Regarding the matters of Major Fournet and Mr. Woo. I noticed that Mr. Dewey Fournet was slated to be a guest at the Ft. Smith, AR, UFO conference. I assume you would be able to get in touch with Mr. Fournet and confirm this information on your own--if you are not aware of it already.

If you would, please contact Mr. Fournet and ask him where he last saw a copy of the "Estimate" and what date it was. This may give me some clue as to where it is now. Also, if possible, ask him if there was any information contained in the Project Blue Book files on the CIA. It might also be interesting to know if the administrative and policy papers of Blue Book were as few when he was associated with the Project as they seem to be now. Masses of correspondence are missing. This, as I'm sure you know, is particularly true of the Project Sign and Grudge records.

I would also like to know if the "source" you alluded to in your letter of November 22, 1975, can obtain classified Air Force Intelligence documents. If so, I have a suggestion.

I am still working on obtaining CIRVIS and MERINT reports. My requests are very much up in the air--no pun intended--at the present moment. Could your Center benefit from photographic materials submitted along with CIRVIS reports? (What a stupid question!) I don't think there would be <u>any</u> way around paying for material of this type, source or no source.

I do not know how extensive your Center's files are. Do you have any information on a sighting at Luke AFB, Arizona, where gun-camera film footage was taken? (It occurred in March of 1953.) Also, do you have any information on a sighting at Osceola, Wisconsin, in July 1952? Film was also taken in this case.

Wendy Connors
FADED DISCS
Collection

Various other requests have the potential of supplying valuable information. Unfortunately I cannot determine their worth until I see them. And Freedom of Information Act requests take an inordinate period of time to process.

I really would appreciate your cooperation on the matters to be asked of Mr. Fournet. I've tried to obtain his address from the Air Force, but the Air Force is slightly less than cooperative. As a matter of fact, in response to my request the Air Force used the word "alleged" while referring to his association with Blue Book. A fact I'm sure Mr. Fournet would find humor in.

Sincerely,

Robert Todd

From AP 1550

From detailed study of reports selected for their impression of veracity and reliability, several conclusions have been formed:

(a) This "flying saucer" situation is not all imaginary or seeing too much in some natural phenomenon. Something is really flying around.

(b) Lack of topside inquiries, when compared to the prompt and demanding inquiries that have originated topside upon former events, give more than ordinary weight to the possibility that this is a domestic project, about which the President, etc. know.

(c) Whatever the objects are, this much can be said of their physical appearance:

1. The surfaced of these objects is metallic, indicating a metallic skin, at least.

2. When a trail is observed, it is lightly colored, a Blue-Brown haze, that is similar to a rocket engine's exhaust. Contrary to a rocket of the solid type, one observation indicates that the fuel may be throttled which would indicate a liquid rocket engine.

3. As to shape, all observations state that the object is circular or at least elliptical, flat on the bottom and slightly domed on the top. The size estimates place it somewhere near the size of a C-54 or a Constellation.

4. Some reports describe two tabs, located at the rear and symetrical about the ~~line~~ axis of flight motion.

5. Flights have been reported, from three to nine of them, flying good formation on each other, with speeds always above 300 knots.

6. The discs oscillate laterally while flying along, which could be snaking.

Office Memorandum • UNITED STATES GOVERNMENT

22

TO : D. M. LADD

FROM : E. G. FITCH

DATE: August 19, 1947

SUBJECT: FLYING DISCS

S.W. Reynolds

Aug. 19

Special Agent [redacted] of the Liaison Section, while discussing the above captioned phenomena with Lieutenant Colonel [redacted] of the Air Forces Intelligence, expressed the possibility that flying discs were, in fact, a very highly classified experiment of the Army or Navy. Mr. [redacted] was very much surprised when Colonel [redacted] not only agreed that this was a possibility, but confidentially stated it was his personal opinion that such was a probability. Colonel [redacted] indicated confidentially that a Mr. [redacted] who is a scientist attached to the Air Forces Intelligence, was of the same opinion.

Colonel [redacted] stated that he based his assumption on the following: He pointed out that when flying objects were reported seen over Sweden, the "high brass" of the War Department exerted tremendous pressure on the Air Forces Intelligence to conduct research and collect information in an effort to identify these sightings. Colonel [redacted] stated that, in contrast to this, we have reported sightings of unknown objects over the United States, and the "high brass" appeared to be totally unconcerned. He indicated this led him to believe that they knew enough about these objects to express no concern. Colonel [redacted] pointed out further that the objects in question have been seen by many individuals who are what he terms "trained observers," such as airplane pilots. He indicated also that several of the individuals are reliable members of the community. He stated it is his conclusion that these individuals saw something. He stated the above has led him to come to the conclusion that there were objects seen which somebody in the Government knows all about.

Mr. [redacted] pointed out to Colonel [redacted] that if it is a fact experimentations are being conducted by the United States Government, then it does not appear reasonable to request the FBI to spend money and [illegible] time conducting inquiries with respect to this matter. Colonel [redacted] stated that he agreed with Mr. [redacted] in this regard and indicated that it would be extremely embarrassing to the Air Forces Intelligence if it later is learned that these flying discs are, in fact, an experiment of the United States Government.

Mr. [redacted] subsequently discussed this matter with Colonel L. R. Forney of the Intelligence Division of the War Department. Colonel Forney stated that he had discussed the matter previously with General Chamberlin. Colonel Forney indicated to Mr. [redacted] that he has the assurance of General

SWR:LL

EX-64

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http://nicap.org/docs/fbi470819_1.htm[20/10/2021 09:13:39]

National Investigations Committee On Aerial Phenomena

Form: 97 Initial Report
Date: Thurs, 30 May 2007, 11:13:23 -0500
From: Larry Fawcett and Barry Greenwood <uhrhistory@comcast.net>

Subject: Intrusions at Loring AFB - 1975

Source: Clear Intent, 16-26
To: nicap@insightbb.com

On October 27, 1975, security personnel assigned to the 42nd Security Police Squadron, Loring Air Force Base, Maine, were on duty in the munitions storage area, positioned on the northern perimeter of the flight line. Nuclear weapons were stored there in igloo-type huts covered with dirt to camouflage them from aircraft flying in the air corridors above. The dump is more than a half mile long and is surrounded by a twelve-foot-high chain-link fence with barbed wire on top. The area in and around the dump is patrolled day and night by the 42nd Police with K-9 patrols and manned vehicles. It is a highly restricted location, both on the ground and in the air.

At 7:45 P.M., Staff Sgt. Danny K. Lewis of the 42nd Police was on duty at the dump when he spotted what he thought was an aircraft flying at low altitude along the northern perimeter of Loring. Lewis watched as the unknown aircraft penetrated the perimeter at an altitude of approximately 300 feet. From his location, Lewis could see a red navigation light and a white strobe light on the craft.

At about the same time, Staff Sgt. James P. Sampley of the 2192nd Communications Squadron, who was on duty in the control tower, observed the unknown aircraft on the tower radar screen. Its position was approximately ten to thirteen miles east-northeast of the base. Numerous attempts were made to radio the aircraft for identification and to advise it that it was entering a restricted area over the base. All communication bands, military and civilian, were used in an attempt to contact the unknown aircraft, but without results. The unknown aircraft began to circle, and at one point

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it came to within 300 yards of the nuclear storage area at an altitude of 150 feet.

At the storage area, Lewis notified the Command Post of the 42nd Bomb Wing that an unknown aircraft had penetrated the base and was within 300 yards of the weapons area. The commander of the 42nd Bomb Wing implemented a Security Option 3 alert, which brought the base up to major alert status. The Command Post called the tower and requested a radar tract on the unknown. At 8:45 P.M., Sgt. Grover K. Eggleston of the 2192nd Communications Squadron was on duty at the tower when the call from the Command Post came. He began observing the unknown aircraft. Six minutes later, while watching the radar screen, Eggleston noted that the unknown craft appeared to be circling approximately ten miles east-northeast of the base. This action lasted for forty minutes when, suddenly, it disappeared from the screen. Either the object had landed, or it had dropped below the radar coverage.

The Wing Commander arrived at the weapons storage area seven minutes after the initial sighting was made. Immediately, other units of the 42nd Police began pouring into the area. Security vehicles with blue flashing lights were converging from all over the base. Through the Loring Command Post, the Wing Commander requested fighter coverage from the 21st NORAD Region at Hancock Field, New York, and the 22nd NORAD Region at North Bay, Ontario, Canada. However, fighter support was denied by both regions. The Wing Commander then increased local security posture and requested assistance from the Maine State Police in trying to identify the unknown craft, which

they presumed was a helicopter. A call was made to local flight services for possible identification, without results.

The 42nd Security Police conducted a sweep of the weapons storage perimeter inside and out. An additional sweep was made of the areas that the craft had flown over. All actions produced no results. The craft broke the circling pattern and began flying toward Grand Falls, New Brunswick, Canada. Radar contact was lost in the vicinity of Grand Falls bearing 065 degrees, twelve miles from Loring. Canadian authorities were not notified.

No further unusual events occurred throughout that night. Priority messages were sent to the National Military Command Center in Washington, D.C., the Chief of Staff" of the U.S. Air Force, the USAF Forward Operations Division at Fort Ritchie, Maryland, and Strategic Air Command headquarters at the 8th Air Force and the 45th Division informing them of what had taken place. The base remained on a high state of alert for the rest of the night and into the early morning hours of October 28.

Could the unknown have been an aircraft that had strayed off course? Then why, when it was challenged by the tower, was there no response? Most pilots carry charts that show the restricted areas they cannot fly over. Why did the unknown circle at low altitude over the weapons storage area? Was this a one-time incident? Would it happen again? Probably all these

questions were pondered while teletypes were sent, briefings were held, and phone calls were made.

The unknown craft was thought to be a helicopter because of its flight characteristics. It hovered at times and dropped straight down below radar sweeps, and its size was similar to that of a helicopter. Little did the baffled observers know that this was only the beginning of a series of events that would take place over the next few nights, not only at Loring, but at other SAC installations along the northern tier bases and surrounding area.

On October 28, 1975, at 7:45 P.M., Sgt. Clifton W. Blakeslee and Staff Sgt. William J. Long, both assigned to the 42nd Security Police Squadron, were on duty at the munitions storage area. Along with Sgt. Danny Lewis, both Sgts. Blakeslee and Long spotted what appeared to be the running lights of an aircraft approaching Loring Air Force Base from the north at 3,000 feet. The aircraft did not come closer to Loring than about three miles at this time, and it was observed intermittently for the next hour. On first spotting the craft, Sgt. Lewis called the Command Post and advised it that the unknown craft had returned to Loring. Lewis reported that he could see a white flashing light and an amber or orange light. Once again, the Commander, 42nd Bomb Wing responded. Rushing to the area of the storage dump, he observed the unknown craft. He reported seeing a flashing white light and an amber-colored light on the object also. The speed and movement in the air suggested that the craft was a helicopter. From 7:45 P.M. to 8:20 P.M., it was under constant observation, both visually by the personnel in the storage area and electronically by the control tower radar, which showed the craft at a position three miles north of the Loring perimeter.

The unknown craft would appear and disappear from view, and, at one point, appeared over the end of the runway at an altitude of 150 feet. The object subsequently shut off its lights and reappeared over the weapons storage area, maintaining an altitude of 150 feet.

At this time, Sgt. Steven Eichner, a crew chief on a B-52 bomber, was working out of a launch truck along with Sgt. R. Jones and other members of the crew. Jones spotted a red and orange object over the flight line. It seemed to be on the other side of the flight line from where the weapons storage area was located. To Eichner and Jones, the object looked like a stretched-out football. It hovered in midair as everyone in the crew stared in awe. As they watched, the object put out its lights and disappeared, but it soon reappeared again over the north end of the runway, moving in jerky motions. It stopped and hovered. Eichner and the rest of the crew jumped into the truck and started to drive toward the object. Proceeding down Oklahoma Avenue (which borders the runway), they turned left onto the road that led to the weapons storage area. As they made the turn, they spotted the object about 300 feet in front of them. It seemed to be about five feet in the air and hovered without movement or noise. Exhibiting a reddish-orange color, the object was about four car lengths long. Eichner described what he saw next:

> The object looked like all the colors were blending together, as if you were looking at a desert scene. You see waves of heat rising off the desert floor. This is what I saw. There were these waves in front of the object and all the colors were blending together. The object was solid and we could not hear any noise coming from it.

They could not see any doors or windows on the object nor any propellers or engines which would keep the object in the air. Suddenly, the base came alive. Sirens began screaming. Eichner could see numerous blue lights on police vehicles coming down the flight line and runway toward the weapons storage area at high speed. Jones turned and said to the crew, "We better get out of here!" They immediately did. The Security Police did not try to stop them. Their interest was in the object over the storage dump, not in the truck which was in a restricted area. The crew drove the truck back to its original location and watched from there. The scene at the weapons storage area was chaotic, with blue lights rotating around, and the vehicles' searchlight beams shining in all directions.

The men in the crew decided not to report what they had seen, because they had entered a restricted area and could have been arrested for the violation.

The object shut off its lights and disappeared, not to be seen again that night. The 42nd Police conducted a security sweep of the weapons storage area inside and out, with no results. Radar had once again briefly tracked the object heading for Grand Falls, New Brunswick, finally losing the unknown at Grand Falls itself.

Priority messages were sent to the National Military Command Center in Washington, the Chief of Staff of the Air Force, the Air Force Forward Operations Division at Fort Ritchie, Maryland, SAC Headquarters, and the 9th Air Force, 45th Division, advising them that an unknown object had penetrated the base and had been in the nuclear storage area.

Because of the activity of the previous two days, Col. Richard E. Chapman, Commander of the 42nd Bomb Wing, had requested air support in the form of a National Guard helicopter and crew that was currently located at Loring. He wanted to be ready in case the intruder returned on the night of the twenty-ninth. This request was sent through military channels and was approved with the following constraints: The helicopter was to be used for tracking and identification only; apprehension by U.S. personnel was not authorized. There was to be no crossing of international borders, and only U.S. personnel, preferably military, but including the FBI, FAA, and Border Patrol representatives, if necessary, could be on board the National Guard helicopter.

Orders were given to place the helicopter and crew on "Full Time Training Duty." This, in essence, federalized the National Guard helicopter.
Brig. Gen. C. D. Roberts, USMC, Deputy Director for Operations, National Military Command Center, established a conference call with Major General Burkhart at SAC and Chapman, informing them of their approval

to use the helicopter. With the constraints, Chapman stated that there was no point in using the helicopter if it couldn't cross the border. Brig. Gen. Roberts notified Major General Sniffin, Director of Operations, DCSOPS (Deputy Chief of Staff for Operations and Plans) of the border-crossing issue. Permission to cross was requested of Canadian officials and subsequently was granted.

Sniffin called Roberts to inform him that permission had been granted to cross the border. This, in turn, was relayed to Col. Chapman at Loring. At 7:00 A.M., Col. Al White of the 112th Army National Guard Medical Company (Air Ambulance) in Bangor, Maine, ordered one UH 1 (Huey helicopter) to Loring with Chief Warrant Officer Bernard Poulin and Chief Warrant Officer Eugene E. Herrin aboard. After being told that their mission was secret, they were ordered to report to Col. Chapman.

On August 27, 1982, Bernard Poulin was interviewed by Larry Fawcett. His recollection of his mission was as follows:

> Upon our arrival at Loring AFB, we were briefed by the Wing Commander, Col. Richard Chapman. We were

> informed that all the sightings of this craft or whatever you want to call it had been late night or early morning. We launched the next morning. Aboard my helicopter were one member of the Canadian Royal Mounted Police, one member of the Maine State Police, and several Air Security police officers. The Air Police had a radio in the back of the helicopter and when the reports of the intruder started to come in, they would direct me to the location in which the object was seen. The reason the Maine State Police and the Canadian Police were aboard was that there had been a lot of drug operations going on in the area, and the powers to be thought that this is what was occurring at the base, but this never panned out, to the best of my recollection.
>
> Well, we were launched on the first search mission after ground personnel started to see or hear the, quote, if you will, "UFO" go by. So, we would launch, and I believe that we were in the air for around 40 minutes looking for this thing, with the idea that it was a rotary-type craft we were searching for. We were vectored in by ground personnel to different spots on the base where the ground personnel were seeing or hearing it. All this time we were being tracked by base radar [traffic control radar which is designed to pick up aircraft], and radar was not painting the object that was being reported. Ground personnel would call and say the object is at this location, but radar would not pick it up.
>
> Well, anyway, we hunted around, and we didn't see anything. Again they would call and say they could hear it at a location, and we would go there, but could not see it. We would then shut down and wait for the next call. And that went on for a couple of nights. This, again, was early evening or early in the morning. I can recall on the second night of the mission radar picked up a return, but it turned out to be a KC-135 tanker returning from overseas.

Poulin was asked: "According to some of the documents, personnel on the ground were reporting that at times you would bring your craft within 100 feet of the intruder, yet you could not see it?" He answered:

> Yes, well, we could go real low to where they said it was and would turn on our search light and sweep the area with the light, but we never saw the craft. After it was over, we discussed our mission. The powers to be were quite concerned about what was going on and if we were able to see anything. They maintained all along up there, you know, those are pretty sensitive places and they have to know what the hell was going on.

When they arrived at the base, the security lid was on so tightly that both pilots were permitted to call their wives only once to say that they were on a mission. In a meeting with Chapman, Poulin recalled the Commander saying, "We've got to keep the lid on the fact that someone has been able to penetrate in and around the bomb dump, and we don't know what's going on. We've got to find out what is going on and prevent it from happening again."

At Loring, additional manpower was armed and ready for deployment. The Security Police Battle Staff was to be manned at Central Security Control. An additional two-man mobile patrol was assigned to the weapons storage area during the hours of darkness, while a ten-man reserve force was standing by, ready for deployment. A two-man patrol would be positioned at key vantage points about one mile north of the base for added surveillance. An SAC/SP message informed northern tier bases of the situation and recommended a "Security Option Three" alert all along the U.S.-Canadian border.

The message went to Pease AFB in New Hampshire, Plattsburgh AFB in New York, Wurtsmith AFB in Michigan, Kinchloe AFB in Michigan, Sawyer AFB in Michigan, Grand Forks AFB in North Dakota, Minot AFB in North Dakota, Malmstrom AFB in Montana, Fairchild AFB in Washington, and Barksdale AFB in Iowa. The subject-identifying line of the message was "Defense Against Helicopter Assault," and it read:

> The past two evenings at one of our northern tier bases, an unidentified helicopter has been observed hovering over and in the near vicinity of the weapons storage area. Attempts to identify this aircraft have so far met with negative results. In the interest of nuclear weapons security, the action addresses will assume Security Option 3 during hours of darkness until further notice. Actions also should be taken to re-establish liaison with local law enforcement agencies that could assist your base in the event of a similar incident. Bases should thoroughly

review and insure all personnel are familiar with actions to take in association with the helicopter denial portion of your 207-xx plan.

On October 30, the Maine National Guard helicopter was replaced by a USAF helicopter and crew from Plattsburgh Air Force Base.
The following evening there were several reports of unknown objects suspected to be helicopters, at distances varying from directly over the base to 10 nautical miles northeast of the base. Some reports were confirmed on RAPCON radar with altitudes between 300 and 5,000 feet.

Additional, sporadic reports of helicopters continued well into December, though many of these were subsequently identified as normal helicopter traffic. In these reports, however, a distinction was drawn between the October sightings and later reports: Robert Fauk, Deputy Chief Patrol Agent with the U.S. Border Patrol, said he felt that an alleged helicopter report of November 18 was not the "Midnight Skulker of Loring." He added, "This craft was too slow and too small to be the craft they had problems with at Loring."

Two days before, Caribou police received telephone calls at 1:30 A.M. and 2:00 A.M. from an unnamed woman reporting bright, glowing lights that changed colors. Before long, reports came in from, among others, four Caribou police officers, one state Civil Defense officer, three Aroostook County deputy sheriffs, on-duty personnel at Loring, and several police officers from the communities of Limestone and Fort Fairchild. Descriptions were vague, but involved mainly blinking green and red lights and, in at least one instance, an exhaust or smoke emission.

After the woman's 2:00 A.M. call had come in, Officer Paul B. Michaud was on duty at the Caribou police station desk. He said, "When she first called, I thought she was seeing things or looking at the moon, but when I went out and looked, it was there."

"There was a real bright light. It hovered for a long time," Michaud said. He monitored the object for some time after. Referring to the original woman caller, Michaud said, "She called back about a half hour later and wanted to know what we were doing about it. She called back again. She probably stayed up all night."

Michaud was quite emphatic about his opinion of the object. "I'm twenty-eight years old, and I never saw anything like it. I don't believe in flying saucers or anything like that, but I don't know what that was."

An interesting addendum to this report is the fact that an airman at Loring told Caribou police that an unidentified object had briefly appeared on a radar screen and was located about fifteen miles across the border into Canada. Yet several days later, Lt. Robert Barca, Loring's Assistant Information Officer, said that his office was not too sure where the information came from, but a recheck showed Loring's radar screen did not track "the thing," according to reporter Christopher Spruce of the Bangor Daily News.

On October 12, 1982, Larry Fawcett interviewed Dean Rhodes, who, at the time of the overflights at Loring, was the reporter for the Bangor Daily News covering the story. During his investigation of the overflights, Rhodes traveled into Canada to check the possibility that the objects seen had originated from the Canadian side of the border.

He went to the airport in Grand Falls, New Brunswick, and spoke to pilots who were familiar with helicopters. No one there could shed any light on who or what had flown over Loring. A friend of Rhodes in the town of Van Buren, Maine, near the border, seemed convinced that this "helicopter" had come from a construction site located in the St. Johns Valley. Rhodes

questioned people at that site, including workers who would have known about the usage of a helicopter. They stated that no helicopter flights went into Maine at any time and no one knew of anyone owning such a vehicle in the area.

When Rhodes checked with the FBI in Boston, he was told that the aerial intrusions over Loring remained under investigation and that they had no idea as to who was responsible. A later Freedom of Information request was filed by the authors with the Boston FBI office, asking for documents concerning the identity of the object. The FBI completely denied any knowledge of the craft or who may have been responsible for the flights.

The Royal Canadian Mounted Police (RCMP) also responded similarly to inquiries about the object.

Rhodes checked with the U.S. Customs office at the Limestone border station and learned that a Customs officer, John J. Stedman, saw a light to the east around 1:30 A.M. Its maneuvering caused Stedman to tentatively identify it as an aircraft, probably a helicopter. Stedman saw what appeared to be a single white landing light and noted "vertical and horizontal movement." He estimated the altitude at about 5,000 feet. Rhodes learned that an RCMP officer who viewed the object from Stedman's border point said he didn't think the object was moving. "It was more than a mile and a half inside Canada, because from the TransCanada Highway, it still was quite a distance away. The TransCanada Highway lies more than a mile and a half inside the border. The officer said he had thought the object was more like a heavenly body than an aircraft."

According to confidential RCMP reports, the object was spotted over Grand Falls, New Brunswick, each time it was seen at Loring. When asked how the object was detected, RCMP Superintendent G. E. Reid said he would just "like to leave it as it is." An RCMP investigation of the Grand Falls incident was conducted, but no details were ever released.

On October 31, 1977, The National Enquirer sent a series of questions to the Secretary of the Air Force about the Loring incident, among other events. The questions, with the Air Force's answers are as follows.

> Reference mystery helicopters flying over Loring, Wurtsmith, Minot, October 27,29, and 31, and November 7,8,9, and 19,1975. Some over the weapons storage areas:
>
> 1. Were they identified or traced?
> A. No, the overflights were not identified as helicopters. Unsuccessful attempts were made to trace the sighted craft.
> 2. Was it ever definitely established that they were helicopters, or was this
> an assumption made based on sound, light, etc? A. No. The helicopter assumption was based on the sound and light perceptions
> of the eyewitnesses.
> 3. Were there any markings on any of the aircraft? A. No markings were identified.
>
> 24 Intrusions at Loring
>
> 4. Did they appear to be any known type of helicopter?
> A. Type of aircraft could not be identified due to limited visibility.
> J. How is it possible that any unidentified craft can get inside an AFB without
> being detected? A. On the dates in question the unidentified aircraft entered the airspace of
> each base at night and were detected.
> 6. Is there any explanation why OSI agents and others aboard could not see the intruding copter when people on the ground could see both the chase copter and the intruder?
> A. No explanation of this occurrence has been postulated.
> 7. Why was no attempt made to contact the copter by radio? A. Unknown.

Note the comments here. While the former public stance had been "helicopters," (as was also stated to Loring base personnel), suddenly the objects "were not identified as helicopters." No markings were identified nor could the type of aircraft be identified. And the objects could not be tracked with any certainty. Then, what was seen? Answer: Unknown!

According to an Air Force Office of Special Investigations (OSI) teletype dated October 29, 1975, Loring had been through this experience before. The teletype says briefly, "This incident closely parallels a similar helicopter sighting earlier this year." However, in a letter dated April 21, 1977, titled "Overflight of USAF Installations by Unidentified

Aircraft," OSI states: "AFOSI files revealed no record of the overflight of Loring AFB, ME (LAFB) in Jan. 1975 as reported in referenced letter." The referenced letter is one written on March 31, 1977, by Col. Richard Chapman, Commander of the 42nd Bomb Wing at Loring, certainly one source who would know about the earlier incident. What was so sensitive about the January 1975 overflight that OSI denied any knowledge of it, even in the face of the Loring Commander's statement? The authors have been unable to obtain further details about this affair, but it adds one more piece to a puzzle of mystery.

Yet more evidence of the strange nature of the Loring intruder followed. A paralegal aide in Washington, D.C., Robert Kinn, responded to a story about the Loring sightings in the Washington Post of January 18, 1979. Kinn said that he and another student attended Bowdoin College during 1975. One night in October, when all the activity occurred at Loring, Kinn and his friend were near the Brunswick, Maine, Naval Air Station. According to Kinn, "It came in very low, at treetop level from the ocean. It was like a helicopter, but different. More than twice the size of a normal helicopter. It had red lights and a white light. It would make ninety-degree turns and fly very fast."

"The base lighted up like a Christmas tree. There were trucks going every which way. It stayed over the base for five or ten minutes and then scooted over the Atlantic."

"We thought it might have been a vertical takeoff plane. We could tell it was not a normal helicopter," Kinn said. He added, "Both of us associ-

ated the sighting with a UFO activity; the excitement on the base was way out of the usual."

Could the Brunswick Naval Air Station UFO be the same object as that which was seen at Loring? According to a spokesman for the station, there had been no UFO sightings at the base for eight years. A vertical takeoff plane was stationed at Brunswick at the time, but there was no evidence linking it to the UFO sighting.

Occurring on the same day as the first Loring report (October 27) was the experience of David Stephens. We present this case, with little comment, as possibly having some relation to the other sightings. We find no evidence that the witnesses knew anything about the intense activity in Maine at the time. Indeed, the story was reported in the Lewiston Daily Sun on October 28, only a day after the first Loring report and fully two days before the first Loring press notices.

During the morning of October 27, Stephens, twenty-one years old, and a roommate, Glen Gray, eighteen, were listening to records in their trailer in Norway, Maine. Suddenly, a loud bang was heard. Both men went out to see what happened, but found nothing.

Later, Stephens and Gray decided to go for a ride in their 1968 Plymouth to kill time. They headed south on Route 26 toward Lake Thompson in Oxford, Maine. After traveling a quarter of a mile, they claimed that an "unknown force" wrenched the wheel of the car away from them. According to Stephens, "The car automatically turned. From then on, we couldn't control it."

As it developed, the car traveled well over a hundred miles per hour, over a distance of eleven miles to a field at Poland, Maine. It was here that they noticed two bright lights in a field. They thought that these were the lights on a truck, but shortly after they saw them, the lights began to rise, giving the impression of a helicopter.

Whatever it was, it rose above the trees adjoining the field and swerved silently in front of their car. The object was cigar-shaped, with red, green, and blue lights on the side, and about the size of a football field. The men, very frightened, drove away. After going a quarter of a mile, they noticed that the two bright lights on the object went out and another very bright light suddenly struck their car, causing Stephens and Gray to black out. They woke up after what they supposed was five minutes. It turned out that hours had apparently passed.

They started driving, only to lose control again and unwillingly drive to Tripp Pond. The huge UFO was there waiting. Two other domed, saucer-shaped objects were seen cavorting in the sky above the pond. The two saucers then skimmed

low over the pond and released a gray smoke which surrounded the car. The men saw the large UFO high in the air through the smoke. Suddenly, all of the objects and the smoke disappeared. Dawn broke shortly after.

2C Intrusions at Loring

Both men drove home and discovered a variety of physiological effects. Their hands and feet were swollen. Teeth were loose. Red rings had appeared around their necks, and they had severe chills. The next night they phoned the sheriff, who turned out to be very skeptical of the report when he came out to visit the men. Who could blame him!

Later, during December and January, Stephens met with Dr. Herbert Hopkins of Old Orchard Beach, Maine, who put him through eight sessions of hypnotic regression to discover details of the missing time. An even more unusual story came out.

Stephens recalled his car moving sideways, and the next thing he knew, he was inside the large UFO, standing in a dome-shaped room. A humanoid creature entered the room. According to Stephens, "He was four and a half feet tall, dressed in a dark robe. His head was shaped like a big light bulb. He had slanted eyes, no hair, and no mouth." Stephens was told he wouldn't be harmed.

He entered another room with five other entities standing around a long table. They asked Stephens to get up on the table and prepare for an examination. Stephens resisted and struck one of the creatures, without effect.

Stephens next found himself on the table being examined with a small, square machine with an extension arm and a probe on the end. The machine had many dials and lights on it. With it, the entities took skin and nail samples, hair and blood, and a button off Stephens' jacket. He was injected with a brown fluid which acted like a sedative. They said it wouldn't hurt him.

Stephens woke up after an undetermined time in his car next to Gray. The car was facing an oak tree. At might be expected, no one believed Stephens' extraordinary story, but he was fully convinced, along with Glen Gray, that it did happen.

We should add that while no solid evidence exists to substantiate the story by itself, several curious factors appear. First, the account coincided with the first outburst of sightings at Loring. Second, the Stephens' sighting location was less than forty miles from the Brunswick Naval Air Station, scene of the Kinn report. Third, Stephens and Gray described their UFO at first as looking like a helicopter, again like the Loring and Brunswick reports.

This string of events in Maine turned out to be merely the tip of the iceberg in a nationwide UFO blitz which received remarkably little media attention at the time.

Form: 97NCP
Date: Updated 3 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: UFO Circles Weapons Storage Area

Loring AFB, ME
October 27, 1975

NMCC Documents (6) (Fran Ridge files)

Although it is no longer an active Air Force Base today, in 1975 Loring AFB was a Strategic Air Command Base and a storage site for nuclear weapons. The nukes were stored in a fenced weapons dump consisting of small huts covered with dirt for camouflage from the air. It was patrolled day and night by the 42nd Security Police Squadron.

At 7:45 p.m. on 27 October, 1975, Staff Sgt. Danny K. Lewis was patrolling the weapons dump when he saw an unidentified aircraft nearing the north perimeter of Loring at a low altitude of about 300 feet. Lewis noticed what appeared to be a red navigation light and a white strobe light on the aircraft. As Lewis watched, the craft entered the perimeter of Loring. Meanwhile, in the control tower of the air base, Staff Sgt. James P. Sampley of the 2192nd Communications Squadron was on duty at the radar screen. He got a radar return from an unknown aircraft ten to thirteen miles east-northeast of Loring. Sampley made numerous attempts by radio on all available communications bands, civilian and military, to contact the craft, but he got no response. The unidentified craft began to circle, and came to within 300 yards of the restricted nuclear storage area at a low altitude of 150 feet.

Back at the nuclear weapons dump, Lewis notified his Command Post that an unknown aircraft had penetrated the base perimeter and was within 300 yards of the nuclear weapons area. The base was immediately put on a Security Option 3 alert and Security contacted the tower regarding radar tracking of the aircraft. At 8:45 P.M., Sgt. Grover K. Eggleston began observing the craft on radar from the tower as it began circling ten miles east-northeast of the base. The Wing Commander ordered a ground search and requested air support from Hancock Field, New York and North Bay, Ontario, Canada. Both bases refused to send air support. The Maine State Police and local airport flight services were contacted to attempt to identify the unknown craft, but without results. Intense ground searches produced no results.

The craft continued circling for approximately forty minutes, at which time it broke the pattern and headed toward Grand Falls, New Brunswick, Canada. In the vicinity of Grand Falls, twelve miles from Loring, it vanished from the radar screen. There was no further activity that night, although the base remained on high alert into the next morning. SAC Headquarters was notified.

(Aadapted from "CLEAR INTENT", Lawrence Fawcett and Barry Greenwood, page 16-26)

Francis Ridge
NCP Coordinator

The
NCP Home Page
NICAP Home Page

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA
NICAP
National Investigations Committee On Aerial Phenomena

NORAD Command Director's Log (1975) Pages 1 through 4

1977 (98)

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a. NORAD Command Director's Log (1975).

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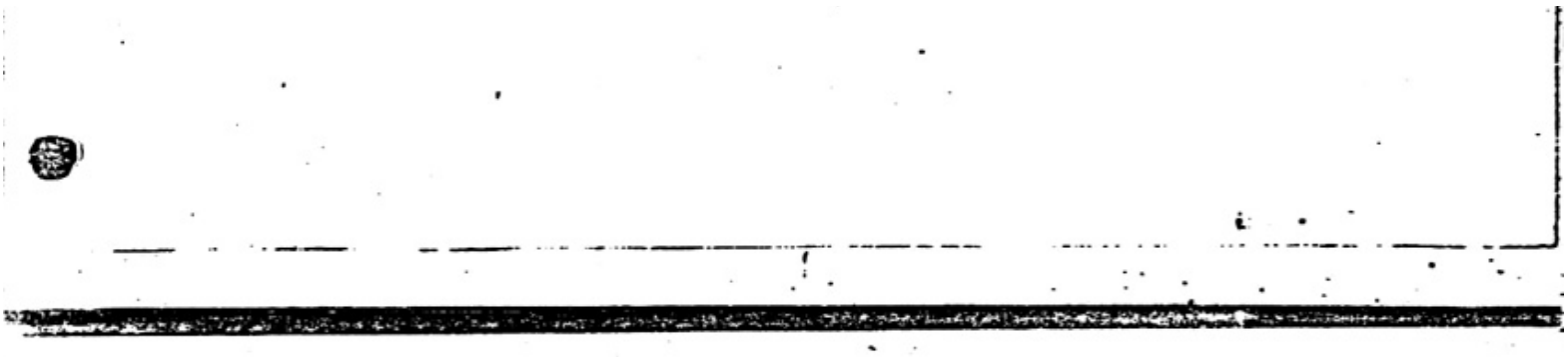
31 October/0445Z: Wurtsmith Michigan — Report from Wurtsmith AFB through Air Force Ops Center - incident at 0355Z. Helicopter hovered over SAC weapons storage area then departed area. Tanker flying at 2700 feet made both visual sighting and radar skin paint. Tracked object 35NM SE over Lake Huron where contact was lost.

1 November/0920Z: Loring — Received, as info, message from Loring AFB, Maine, citing probable helicopter overflight of base.

8 November/0753Z: ~~Wurtsmith~~ Malmstrom, Montana — 24th NORAD Region unknown track J330, heading SSW, 12000 feet. 1 to 7 objects, 46.46N 109.23W. Two F-106 scrambled out of Great Falls at 0745Z. SAC reported visual sighting from Sabotage Alert Teams (SAT) K1, K3, L1 and L6 (lights and jet sounds). Weather section states no anomalous propagation or northern lights. 0835Z SAC SAT Teams K3 and



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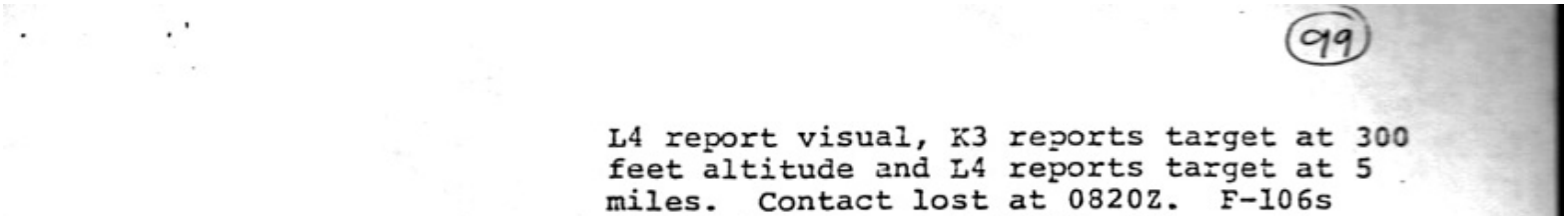

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b. 24th NORAD Region Senior Director's Log (Malmstrom AFB, Montana).

7 Nov 75 (1035Z) - Received a call from the 341st Strategic Air Command Post (SAC CP), saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA and L-6. The general object location would be 10 miles south of Moore, Montana, and 20 miles east of Buffalo, Montana. Commander and Deputy for Operations (DO) informed.

7 Nov 75 (1203Z) - SAC advised that the LCF at Harlowton, Montana, observed an object which emitted a light which illuminated the site driveway.

7 Nov 75 (1319Z) - SAC advised K-1 says very bright object to their east is now southeast of them and they are looking at it with 10x50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also has small lights on it. SAC also advises female civilian reports having seen an object bearing south from her position six miles west of Lewistown.

7 Nov 75 (1327Z) - L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track except for known traffic.

7 Nov 75 (1355Z) - K-1 and L-1 report that as the sun rises, so do the objects they have visual.

7 Nov 75 (1429Z) - From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified.

L4 report visual, K3 reports target at 300

feet altitude and L4 reports target at 5 miles. Contact lost at 0820Z. F-106s returned to base at 0850Z with negative results. 0905Z Great Falls radar search and height had intermittent contact. 0910Z SAC teams again had visual (Site C-1, 10 miles SE Stanford, Montana). 0920Z SAC CP reported that when F-106s were in area, targets would turn out lights, and when F106s left, targets would turn lights on. F-106s never gained visual or radar contact at anytime due to terrain clearance. This same type of activity has been reported in the Malmstrom area for several days although previous to tonight no unknowns were declared. The track will be carried as a remaining unknown.

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8 Nov 75 (0635Z) - A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

8 Nov 75 (0645Z) - Height radar personnel picked up objects 10-13,000 feet, Track J330, EKLB 0648, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C.

8 Nov 75 (0753Z) - J330 unknown 0753. Stationary/seven knots/ 12,000. One (varies seven objects). None, no possibility, EKLB 3746, two F-106, GTF, SCR 0754. NCOC notified.

8 Nov 75 (0820Z) - Lost radar contact, fighters broken off at 0825, looking in area of J331 (another height finder contact).

8 Nov 75 (0905Z) - From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 Nov 75 (0915Z) - From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in the area, the lights went out; when fighters departed, the lights came back on; to NCOC.

8 Nov 75 (0953Z) - From SAC CP: L-5 reported object increased in speed - high velocity, raised in altitude and now cannot tell the object from stars. To NCOC.

8 Nov 75 (1105Z) - From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewistown). NCOC notified.

9 Nov 75 (0305Z) - SAC CP called and advised SAC crews at Sites L-1, L-6 and M-1 observing UFO. Object yellowish bright round light 20 miles north of Harlowton, 2 to 4,000 feet.

9 Nov 75 (0320Z) - SAC CP reports UFO 20 miles southeast of Lewistown, orange white disc object. 24th NORAD Region surveillance checking area. Surveillance unable to get height check.

9 Nov 75 (0320Z) - FAA Watch Supervisor reported he had five air carriers vicinity of UFO, United Flight 157 reported seeing meteor, "arc welder's blue" in color. SAC CP advised, sites still report seeing object stationary.

9 Nov 75 (0348Z) - SAC CP confirms L-1, sees object, a mobile security team has been directed to get closer and report.

9 Nov 75 (0629Z) - SAC CP advises UFO sighting reported around 0305Z. Cancelled the flight security team from Site L-1, checked area and all secure, no more sightings.

8 Nov 75 (0635Z) - A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

8 Nov 75 (0645Z) - Height personnel picked up objects 10-13,000 feet, Track J330, EKLB 0648, 18 knots, 9,500 feet. Objects as man as seve, as few as two A/C.

8 Nov 75 (0735Z) - J330 unknon 0753. Stationary/seven knots/ 12,000. One (varies seven objects). None, no possibility, EKLB 3746, two F-106, GTF, SCR 0754. NCOC notified.

8 Nov 75 (0820Z) - Lost radar contact, fighters broken off at 0825, looking in area of J331 (another height finder contact).

8 Nov 75 (0905Z) - From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 Nov 75 (0915Z) - From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in the area, the lights went out; when fighters departed, the lights came back on; to NCOC.

8 Nov 75 (0953Z) - From SAC CP: L-5 reported object increased in speed - high velocity, raised in altitude and now cannot tell the object from stars. To NCOC.

8 Nov 75 (1105Z) - From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewistown). NCOC notified.

9 Nov 75 (0305Z) - SAC CP called and advised SAC crews at Sites L-1, L-6 and M-1 observing UFO. Object yellowish bright round light 20 miles north of Harlowton, 2 to 4,000 feet.

9 Nov 75 (0320Z) - SAC CP reports UFO 20 miles southeast of Lewiston, orange white disc object. 24th NORAD Region surveillance checking area. Surveillance unable to get height check.

9 Nov 75 (0320Z) - FAA Watch Supervisor reported he had five air carriers vicinity of UFO, United Flight 157 reported seeing meteor, "arc welder's blue" in color. SAC CP advised, sites still report seeing object stationary.

9 Nov 75 (0348) - SAC CP confirms L-1, sees object, a mobile security tem has been directed to get closer and report.

9 Nov 75 (0629Z) - SAC CP advises UFO sighting reported around 0305Z. Cancelled the flight security team from Site L-1, checked area and all secure, no more sightings.

(101)

MINOT

10 Nov 75 (0215Z) - Received a call from SAC CP. Report UFO sighting from site K-1 around Harlowton area. Surveillance checking area with height finder.

10 Nov 75 (0153Z) - Surveillance report unable to locate track that would correlate with UFO sighted by K-1.

MINOT AFB

10 Nov 75 (1125Z) - UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015Z. Approximately 1120Z, the object passed over the radar station, 1,000 feet to 2,000 feet high, no noise heard. Three people from the site or local area saw the object. NCOC notified.

2. HQ USAF/DADF also forwarded a copy of a NORAD document for a review for possible downgrade and release. We have determined the document is properly and currently classified and is exempt from disclosure under Public Law 90-23, 5 USC 552b(1).

withheld

3. The decision to withhold release of this document may be appealed in writing to the Secretary of the Air Force within 45 days from the date of this letter. If you appeal, include any reasons for reconsideration you wish to present and attach a copy of this letter. Address your letter as follows: Secretary of the Air Force, thru HQ ADCOM/DAD, Peterson AFB CO 80914.

Terrence C James

TERRENCE C. JAMES, Colonel, USAF
Director of Administration

Cy to: HQ USAF/DAD
HQ USAF/JACL

4

10 Nov 75 (0215Z) - Received a call from SAC CP. Report UFO sighting from site K-1 around Harlowson area. Surveillance checking area with height finder.

10 Nov 75 (0153Z) - Surveillance report unable to locate track that would correlate with UFO sighted by K-1.

10 Nov 75 (1125Z) - UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015Z. Approximately 1120Z, the object passed over the radar station, 1,000 feet to 2,000 feet high, no noise heard. Three people from the site or local area saw the object. NCOC notified.

2. HQ USAF/DADF also forwarded a copy of NORAD document for a review for possible downgrade and release. We have determined the document if properly and currently classified and is exempt from disclosure under Public Law 90-23, 5 USC 552b(1).

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TERRENCE C. JAMES, Colonel, USAF
Director of Administration

Cy to: HQ USAF/DAD
HQ USAF/JACL

4

National Investigations Committee On Aerial Phenomena

Form: 97 Initial Report
Date: Wed., 6 June 2007, 11:13:23 -0500
From: Larry Fawcett and Barry Greenwood <uhrhistory@comcast.net>

Subject: "Wurtsmith and Others" - 1975

Source: Clear Intent, 41-56
To: nicap@insightbb.com

October 30, 1975. At the same time that plans were being prepared at Loring for the return of the intruder, things started to break open at Wurtsmith Air Force Base, Michigan, another of the northern tier bases that were put on a security option three alert.

Wurtsmith is a Strategic Air Command base located three miles northwest of Oscoda, Michigan. It serves as the home base for the 40th Air Division and the 379th Bomb Wing.

At approximately 10:10 P.M., personnel in the vicinity of the family housing area located in the southeastern portion of Wurtsmith reported seeing what appeared to be running lights of a low-flying craft which was thought to be a helicopter. The craft hovered and moved up and down in an erratic manner.

Airman Martin E. Tackabury, assigned to the Capehart housing area gate, said that he saw the object for about five seconds near the perimeter of Wurtsmith, due south of his location. Tackabury reported that the object had one white light pointing directly downward and two red lights near the rear. The object seemed to be heading in a west-southwest direction. Tackabury could not hear any sound coming from the aerial craft because a B-52 was in the air nearby to the north.

Near the main gate at Wurtsmith, Airman Michael J. Myers, assigned to Police Unit Seven, was on duty at the Wurtsmith motor pool. As Myers looked toward the west, he could see several lights near the western edge of the base. The lights turned north and appeared to lose altitude. He did not hear any sound.

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Sergeant Robert J. Anderson, also at the motor pool, reported that he observed an airborne KC-135 tanker and another craft with a steady red light. The craft appeared to be flying slower, ahead and below the KC-135. Anderson believed he heard a sound similar to a helicopter. After thirty to thirty-five seconds, the object passed out of view.

Airman Roger Skipper, at the Wurtsmith main gate, said that when he responded to the activity at the motor pool, he heard sounds that diminished quickly.

At 1014, 1020, and 1025 P.M., at the back gate of Wurtsmith, security police reported to the command post that an unidentified helicopter with no lights came up over the back gate and hovered over the weapons storage area at a low altitude. Security police of the 379th security police squadron in the weapons storage area could not make out the type of craft. The craft started to move towards the northern perimeter where its lights were again turned on.

Sergeant James A. Miller of the Wurtsmith security police reported his observations of the unknown craft while on duty in the weapons storage area. He stated that he heard the sound of a possible helicopter coming from an area off the base toward the north. He thought he had heard the sound of a flying helicopter fifteen minutes earlier, but he didn't report it.

As he listened, the noise became drowned out by a military jet, and when the jet passed out of range, the original noise had stopped. No other similar sounds were heard.

The local police were notified; however, no evidence was found to corroborate a landing. Wurtsmith Control Tower personnel did not make visual contact with the craft, and no efforts were made to challenge the craft by radio.

Security police at the weapon storage area notified Colonel John J. Doran, Vice Commander, 379th Bomb Wing, that the guard posted at the back gate had reported what he thought was a helicopter overhead. The command post notified Col. Boardman (wing commander) and Col. Doran, and they proceeded to the flight line. It was at this time that Radar Approach Control (RAPCON) reported low-flying objects on their radar scope. They tracked the craft for approximately thirty-five miles on a southeastern bearing from Wurtsmith. Simultaneously, a KC-135 tanker was returning from a refueling mission. It entered Wurtsmith's traffic pattern and received permission to fly transition approaches. Col. Boardman ordered the KC-135 to attempt to identify the object. Wurtsmith air traffic control vectored the tanker in the object's direction.

Aboard the KC-135 was Major Frederick Pappas, the plane's commander; Captain K. E. May, co-pilot; Captain Rick Meier, the navigator; Captain Myron Taylor, instructor navigator; Captain Randy Higginbotham, instructor pilot; and Sergeant Steve Smith. The following statement on the KC-135 encounter with the UFO was given to the 379th Bomb Wing Histo-

rian, Staff Sergeant Paul J. Cahill, by Captain Taylor in a "Memo for the Record" dated January 18, 1979.

> We were returning from a refueling mission and during our first approach into the traffic pattern, RAPCON vectored us to check out a reported UFO in the area of the Wurtsmith Weapons Storage Area. As I recall, this activity occurred between 10:30 and 11:00 in the evening around the 1 st of November. I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then the UFO swung south still over the lake toward the Saginaw Bay area of Michigan. At first it was difficult to determine whether there were two different objects because of the irregular flashing of the lights. But, after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position. We were able to maintain visual contact most of the time and I was only able to paint an object on the radar scope for about 10 seconds. I would estimate that our altitude was about 2,000 feet and our speed approximately 200 knots. Shortly after turning south in pursuit of the UFO, we called Approach Control and received blanket clearance to follow the UFO at all altitudes and at all vectors. Occasionally, RAPCON would pick-up the UFO and help us by giving us vectors to the UFO's position. I would guess that we stayed close to the UFO most of the time, approximately one mile away, and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights. At first we thought it had landed on one of the large oil tankers but later decided that we had been wrong. We continued to search the Bay area but didn't see it so we changed our heading for Wurtsmith. On the way back, we picked the UFO up again at our eight o'clock position. We turned away, and it proceeded to follow us. Finally, we turned back in the direction of the UFO and it really took off back in the direction of the Bay area. I know this might sound crazy, but I would estimate that the UFO sped away from us doing approximately 1,000 knots. We continued in the direction of the Bay until RAPCON called us again and said they were painting a UFO four to five miles over the coast traveling in a westerly direction. They vectored us to the position of the UFO and we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area. Following the mission we discussed the incident and about a week later, Captain Higgin-botham was questioned by

the OSI and cautioned not to discuss the incident.

The historian obviously did his homework on the Wurtsmith sightings as this January 17, 1979, "Research Record of Events" will demonstrate.

The following actions and research requests have been accomplished regarding the UFO incident experienced by the 379 BMW in November 1975:
1. 15 Jan—0900L—Received a call from SAC/HO Mr. Caywood requesting that I provide him with any documents relating to subject incident.
2. Following that request, I checked the Oct-Dec 75 Wing History and found no references to the incident.

3. 15 Jan—1430L—Met with Colonel Doran, 379BMW/CC and asked him about the incident. He recalled the incident and described what he remembered. At that time, Colonel Doran was Vice Commander.
4. 16 Jan—0930L—Called Mr. Caywood, SAC/HO, and informed him of my findings. He requested that I prepare a "Memo for the Record" based on my discussion with Colonel Doran and send it to him as soon as possible.
5. 16 Jan—1000L—After talking to several crew members assigned to the 920AREFS who were at Wurtsmith at the time of the incident, I was able to obtain the names of three crew members aboard the KC-135 which tracked the UFO. All have separated from the USAF. One individual, Mr. Myron Taylor, was described as a good source. Mr. Taylor, formerly Capt. Taylor, had been aboard the flight as an instructor navigator. I requested that Mr. Taylor contact this office.
6. 16 Jan—1445L—received a collect call from Mr. Taylor, however, had to decline but instructed the operator to tell Mr. Taylor that I would attempt to call him. The operator gave me his number. Called the Command Section and informed Colonel Doran of my findings and requested permission to call Mr. Taylor. He agreed, however, instructed me to contact Ol and prior to forwarding a "Memo for the Record" coordinate it with him.
7. 16 Jan—1500L—Call Mr. Taylor. He described in detail an account of the mission and further informed me that approximately one week after the mission, the aircraft commander, Capt. Higginbotham had been contacted by the OS I.
8. 16 Jan—1520L—Received a call from Mr. Caywood, SAC/HO. He requested that I send the "Memo for the Record" to Mr. Schoem, Administrative Officer for the Air Force Office of History. He also requested that the information be prepared as soon as possible since the information had been requested by Congressman Stratton and was the subject of a Congressional inquiry. Mr. Caywood stated that Mr. Schoem had a suspense date of 26 January.
9. 17 Jan—1600L—Delivered draft copy of "Memo for the Record" to Wing Commander's Office for coordination.
10. 18 Jan—1000L—Met with Col. Doran. He returned the draft Memo and explained some changes he had made. He also asked if I had contacted Ol. Said no, had wanted to wait until coordination had been completed.
11. 18 Jan—1015L—Returned to Office and prepared "Memo for the Record" in final copy. Also called Office of Information and set up an appointment with Capt. Peck (10) for 1100L
12. 19 Jan 1100L—Capt. Peck and Lt. Owens came to the office and we discussed the Memo. All agreed that the Memo should at the very least be marked For Official Use Only. Called Colonel Doran and he agreed.
13. 18 Jan—1345L—Sent "Memo for the Record" to USAF/CYAU (S), Boiling AFB, D.C. (Attn: Mr. Schoem). Send info copies to SAC/HO and BAF/HO. Also sent three copies to Capt. Peck (01).

Cabill's "Memo for the Record" also alludes to the other incidents at Loring and Plattsburgh AFB, New York, during the same period of time.

Plattsburgh?

This was the first time that Plattsburgh had been mentioned in connec-

tion with the other reports. Unfortunately, no other bits of information could be unearthed detailing anything about UFO activity at Plattsburgh. Is it possible that the report is spurious and nothing happened? Plattsburgh received notices of the activity at other bases, and it is mentioned frequently on the reference list of released documents. Could the historian have mistakenly listed Plattsburgh as a sighting location after glossing over a teletype?

It is difficult to believe that a mistake was made in including Plattsburgh as a sighting locale. Many other northern tier Air Force bases, besides Loring and Malmstrom, experienced the inundation of UFOs, as we shall soon see. It would seem strange that Plattsburgh was left out of all the action. The thoroughness of Cahill's research would seem to argue in favor of it being a real event.

So, what actually happened? Was Plattsburgh involved in what Loring, Malmstrom, and Wurtsmith went through? Is information on possible intrusions at Plattsburgh being withheld? At this point, the questions remain unanswered.

In any case, Wurtsmith had its hands full with explaining its own UFOs. Were the objects merely helicopters? No positive visual identification was ever given by any of the personnel involved in the Wurtsmith sightings. Only lights and sounds were reported.

To summarize briefly, radar picked up the craft over the weapons storage area and followed it to the southeast, where the task of identification was handed over to the KC-135 commander. The KC-135 crew picked it up visually and on radar. Taylor, in his statement to Cahill, never once called the craft a helicopter, but called it "a UFO" and an "object." He said that their speed was about 200 knots, and in each attempt to close with the object, "it would speed away from us." Taylor added that when they were heading back to Wurtsmith, "we turned back in the direction of the UFO, and it really took off... doing approximately 1,000 knots."

One thousand knots! Certainly no helicopter ever built could do such a thing!

A NORAD Senior Director's log entry dated October 31 was located with a brief reference to Wurtsmith (NCOC is the NORAD Combat Operations Center):

> Alerted by NCOC of a helicopter sighted over Wurtsmith AFB Wpns storage area, a tanker sighted same and pursued it 35 SE over Lake Huron. Upon request of NCOC—Gen Wainwright and concurrence of Gen Taylor—contacted 379BW CP and offered assistance. Also advised ML, LH & JL alert of possibility of a scramble.

The Joint Chiefs of Staff files in the Pentagon contained an "Operational Report" dated October 30, 1975, which offered this comment:

> Upon information that the Dept. of Natural Resources sends out aircraft searching for hunters spotting deer, the Dept. of Natural Resources was

> contacted; however, they maintain none of their aircraft were in the area at the time.

The FBI field office in Saginaw, Michigan, was contacted by the Air Force and advised of the activity at Wurtsmith. The special agent in charge said that his office was "unaware of hostile threats against Wurtsmith Air Force Base."

There were efforts by the Air Force to confirm the route and arrival time of an Army helicopter from Wurtsmith to Selfridge Air National Guard Base, Michigan, and to identify any other Army craft in the area but this, too, did not explain the intruder.

Whatever buzzed Wurtsmith got away without a scratch.

On February 21, 1976, UFO researcher Robert Todd filed a request under the Freedom of Information Act for NORAD Command Director's logs. The logs were released to Todd on March 26, 1976, and confirmed that Canada was also having problems with UFOs. Taken from the logs are incidents related to UFO activity in the area of the Falconbridge Air Force Station, a radar site near North Bay, Ontario, Canada (times listed are Greenwich Zulu, 5 hours ahead of EST).

> 12 November 1975 0715 23rd NORAD Region. UFO Reported from Radar site at Falconbridge Ontario, Canada (Sudbury). Reported by Mr. Julian Prince of Sudbury thru Ontario Provincial Police (also observed by 2 OPP constables ZADOW & BRETT) 2 objects seen appeared to be artificial light fading on and off with jerky motion. Broken cloud layer with no estimated base. No radar contact made and no request for fighter scramble initiated.
> 15 November 1975 0742 UFO 23rd NORAD REGION. From Falconbridge Radar Site a civilian, Oliver Kizioja, Sudbury, Ontario, at 0615 was standing in back yard facing south. Observed one bright yellow object moving up and back, leaving a tail. It was very high but did not change position in regard to other stars. He watched for 15 minutes, then called radar site. Not observed on radar.
> 15 November 1975 1229 23rd NORAD REGION. From Falconbridge. At 1130, Lyman Paqutte, married student, residence Laurentian Univ., Sudbury, Ontario. Reported he had been looking due east, sky partly cloudy, saw one bright white object about 70° elevation, high out of range of binoculars. It climbed high out of range of binoculars. Observed for 20 minutes and witnessed by his wife, brother-in-law and sister-in-law. Negative radar contact.
> 17 November 1975 1705 24 NORAD Region UFO at 132345z Large orange ball with 2 red lights stationary; Azimuth 045° from River Court, Ontario. No radar contact. Called in to 24th NORAD at 16-1700z. 17 November 1975 1705 23rd NORAD region; UFO reported 0230z from a Mr. John Dunlops, address: Manitoulin Island, Ontario, Canada. Two objects, oval shaped with two yellow flashing lights, moving north to south, then became stationary, observed for 10 minutes, one above the other, sky was cloudy—no radar contact. Toronto AMIS advised no known traffic in area.

More entries appeared in the NORAD regional Senior Director's Log.

> 1205z 11 November 1975 Received unusual sighting report from Falcon-bridge AFS, Ontario, Canada. Info passed to NORAD Command Director, Intelligence and Weather.
> 1840z 11 November 1975 Actions pertaining to scramble of JL08 and 09 due to unusual object sighting. With Director of Operations approval. Scrambled JL08/09 at 1745z, airborne at 1750z. NORAD Combat Operations Center notified ol Fateortoridge KFS YnewtewV Nwcxaft. ON^ Fa\c,CK\hud<^e flying over incident, point no sighting, 1831 aircraft still in area, no radar aircraft or visual contact. Falconbridge AFS still reporting object at 26,000 ft.
> 2235z 12 November 1975 Transmitted unknown report to NCOC Surveillance on incident at Falconbridge AFS which occurred on 11 Nov. 1975. 0533z 15 November 1975 UFO report from Falconbridge, occurrence time 0202z. Report sent to NCOC Surveillance, referred to Assistant Command Director Space Defense Center, and Intelligence. These 3 individuals considered the report a UFO report and not an unknown track report.

On November 13, 1975, NORAD issued a press release to the media in Sudbury, Ontario. It stated:

> "At 4:05 A.M. Nov. 11, the Canadian Forces radar site at Falconbridge, Ontario, reported a radar track of an unidentified object about 25-30 nautical miles south of the site, ranging in altitude from 25,000 to 72,000 feet. Persons at the site also saw the object and said it appeared as a bright star but much closer. Two F-106 aircraft of the US Air Force Air National Guard's 171st Fighter Interceptor squadron at Selfridge ANGB, Michigan, were scrambled; but the pilots reported no contact with the object." The release was approved by

> NORAD's commander in charge.

The Falconbridge reports spilled over into 1976 and spread to other areas in Canada.

An aircrew observed an object with green and white lights traveling from right to left across its front on June 23, 1976. The crew was sixteen miles from North Bay Ontario on a 158° heading. The UFO was at an altitude of 20,000 feet and flew at the speed of sound.

A number of objects were observed at Penticton Tower, 140 miles east of Vancouver, British Columbia, on August 10, 1976. The objects had steady, flashing green and red lights and were seen by civilians and members of the Royal Canadian Mounted Police.

On October 8, 1976, Falconbridge relayed a report from a woman of Gorson, Ontario, saying she heard a beeping sound and saw one object, which had flashing red and yellow lights. She observed the object for a minute, then it vanished.

Falconbridge again reported on October 18 that the October 8 report by the woman was confirmed by a police officer. He said the UFO was oblong, with blue, white, and green flashing lights.

Meanwhile, back in 1975, NORAD logged a sighting from Minot Air Force Base, North Dakota. Minot AFB, located thirteen miles north of Minot, North Dakota, is a SAC base. Units stationed here are the 57th Air Division, the 91st Strategic Missile Wing, the 5th Bomb Wing, and the 5th Fighter Interceptor Squadron of the Tactical Air Command. Around Minot AFB, 19,324 acres of land are reserved for missile sites.

On November 10, 1975, a brief report was received that Minot was buzzed by a bright object. The object was about the size of a car and flew at an altitude of 1,000 to 2,000 feet, completely noiseless. According to NORAD, no further information was received. Requests were filed to locate additional information on the Minot AFB report, but precious little was available.

A long entry from the 24th NORAD Region Senior Director's Log said:

> UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015. Approximately 1120, the object passed over the radar station, 1000-2000 feet high, no noise heard. Three people from the site on local area saw the object. National Command Operations Center notified.

While UFO sightings in abundance took place at other Air Force bases, a different sort of activity was reported from Grand Forks AFB, North Dakota.
Located about sixteen miles west of Grand Forks, North Dakota, the base is the home of the 319th Bomb Wing and the 321st Strategic Missile Wing. On November 4, 1975, the following message was dispatched from the base at 3:01 A.M., Event/Incident:

> Command post identified at 04/0130z Nov 75 that there were possibly some shots fired from on base toward hard alert aircraft on the Sac alert ramp. Security Police have responded. Reportedly one alert tanker and bomber were hit. No damage to any aircraft was discovered after thorough inspection by maintenance and aircrews using artificial light. Inspection will be resumed during daylight hours. No injuries reported. Further reports to follow.

This report was followed by another, more detailed message on November 5, at 11:05 A.M.:

> Sources provided information concerning shots allegedly fired at aircraft at the Grand Forks AFB (GFAFB) ND alert facility. Inspection of the concerned aircraft yielded no evidence of damage. B. (1) on 3 Nov 75, source advised that four security policemen heard what they believed to be shots and possible hits on two

aircraft. CNE 4 B-52 NO. 004, and one A KC-135, No. 7397. On 4 Nov 75, source, located in the vicinity of aircraft 7997, advised that he had heard five shots in groups of three and two with a space of approximately two seconds between the groups. Approxi-

mately three seconds later we heard two separate "thuds" on aircraft 7997. On 4 Nov 75, source advised that he heard two shots and then three seconds later he heard eight or nine more shots evenly spaced. He believed the shots to be from a rifle probably more high-powered than a .22 caliber rifle. The shots came from a southeasterly direction, which is from the direction of the golf course. He was stationed at the alert facility gate. On 4 Nov 75, source located in the vicinity of aircraft 004. Advised that he heard four or five shots in rapid succession from the direction of the golf course and then one hit which sounded like a large rock against aircraft 004. The shots were loud and clear and sounded as if they came from a small caliber rifle. Possibly a .22.

On 4 Nov 75, source. Located in the vicinity of aircraft 7997. Advised that he heard four or five shots in rapid succession. Possibly from a semi-automatic rifle. Probably a small caliber rifle. The shots came from a southeasterly direction from the golf course. Approximately two seconds later he heard what he believed to be two hits on the rear of aircraft 7997. On 4 Nov 75. Source stated he reported to the southwest corner of the golf course. Approximately 150 yards from the south perimeter fence. "Omar" picked up a scent and scouted to the perimeter fence. Across the fence and south to N.D. Highway 2. Across Highway 2 and across the debris (broken concrete). The track turned east nearly parallel to the highway and "Omar" tracked approximately 100-150 yards to a small trailer court (20 trailers) then turned south along a tree line and then southeast toward a trailer. The track was lost at a picket fence adjoining the trailer. No lights were on in the trailer and no one was located in the vicinity. Source was accompanied by Capt Klawon: 321 Security Police Squadron, GFAFB, and by Luther Edmonds: Civilian, EMEPADC, ND, Police Department. Inspection of aircrafts numbers 004 and 7997 by the crew chiefs and maintenance personnel assigned to the 319 bomb wing revealed no evidence of damage to the aircrafts. The area surrounding the aircraft and that from which shots were believed to be fired were inspected. No spent cartridges or bullets were located. The alert facility is located on the southwest portion of GFAFB. It is bounded on the south by ND highway 2 and on the east by the GFAFB golf course. No blast deflectors are located on the alert facility. The alert facility and surrounding area is flat and open territory. Aside from those structures in the alert facility, there are no buildings in the vicinity of the facility. Press coverage included local television news coverage (WXJB) and newspaper coverage—Grand Forks Herald, Vol 37, Number 130: Section Two, Page 3, coverage reported that several shots were heard near the base perimeter and that inspection revealed no aircraft had been damaged. The following individuals at GFAFB were notified of the transmission of this document: Dale E. Eppineer, Col. Commander, 321 CSE; Donald D. Johnson, CO, Commander, 319 Bomb Wing; William A. Cockayne, Col. Commander, 321 Security Police Group. This represents the first incident of this nature at GFAFB within the preceding 18 months.

It is difficult to correlate the Grand Forks events with what occurred elsewhere. There were no aerial craft involved. The shooting incidents all seemed rather pointless since no damage was done. Yet, this did take place in the midst of a wave of UFO reports at other bases.

At the risk of sounding like we are trying to rule out a potential explanation for at least some of what happened at bases along the U.S./Canada border, we feel that while the Grand Forks sniper firings are curious, and still unexplained, they probably weren't related to the UFO activity. To coin a phrase used by the Air Force, we regard them as "isolated incidents." We mention it here, because the government released data on the Grand Forks attacks concurrently with data on the other bases. It may have been, in some manner, an attempt to downgrade concern over the intrusions. The public, seeing that a base was attacked with hand weapons, would conclude that the other areas were experiencing attacks by protesters or terrorists and, thus, not push too hard for information on UFOs.

The aerial objects seen at Loring, Malmstrom, and Wurtsmith were something very much out of the ordinary. The

vehicles showed such advanced aeronautical qualities that no possibility exists for terrorists being responsible. In essence, the Grand Forks activity served as a convenient "straw man" for the Air Force to use in diverting attention from the real problem.

The Commander-In-Charge of NORAD (CINCNORAD) sent this message to NORAD units in North America, dated November 11, 1975:

> Part I. Since 28 Oct 75 numerous reports of suspicious objects have been received at the NORAD CU; reliable military personnel at Loring AFB, Maine, Wurtsmith AFB, Michigan, Malmstrom AFB, Mt, Minot AFB, ND, and Canadian Forces Station, Falconbridge, Ontario, Canada, have visually sighted suspicious objects.
> Part II. Objects at Loring and Wurtsmith were characterized to be helicopters. Missile Site Personnel, Security Alert Teams, and Air Defense Personnel at Malmstrom Montana report an object which sounded like a jet aircraft. FAA advised there were no jet aircraft in the vicinity. Malmstrom search and height finder radars carried the object between 9,500 ft. and 15,600 ft. at a speed of seven knots. There was intermittent radar contact with the object from 0807532 thru 09002 Nov. 75. F-106s scrambled from Malmstrom could not make contact due to darkness and low altitude. Site personnel reported the object as low as 200 ft and said that as the interceptors approached the lights went out. After the interceptors had passed the lights came on again, one hour after they returned to base. Missile site personnel reported the object increased to a high speed, raised in altitude and could not be discerned from the stars.
> Part III. Minot AFB on 10 Nov reported that the base was buzzed by a bright object the size of a car at an altitude of 1000 to 2000 ft. There was no noise emitted by the vehicle.
> Part IV. This morning, 11 Nov 75, CFS Falconbridge reported search and height finder radar paints on an object up to 30 nautical miles south of the site ranging in altitude from 26,000 ft. to 72,000 ft. The site commander and other personnel say the object appeared as a bright star but much closer. With binoculars the object appeared as a 100 ft. diameter sphere and appeared to have craters around the outside.
> Part V. Be assured that this command is doing everything possible to identify and provide solid factual information on these sightings. I have also ex-

> pressed my concern to SAFOI that we come up soonest with a proposed answer to queries from the press to prevent overreaction by the public to reports by the media that may be blown out of proportion. To date efforts by Air Guard helicopters, SAC helicopters and Norad F-106s have failed to produce positive ID.

Note that the Falconbridge report mentioned here contains a few more details than had been available. The November 11 UFO appeared as a "100 foot diameter sphere" and was pockmarked with "craters" on the outside. Hardly a conventional aircraft!

There is also concern in the message that the press would overreact to the stories and that steps should be taken to prevent this. The media hardly reacted to the incidents at the time, and when they did, it usually was in the local press where very limited public reaction could be expected. The "prevent" tactic worked, and the magnitude of the UFO intrusions was recognized only well after the objects have come and gone.

The Air Force was lucky. Had full-blown media coverage been applied to the stories in the same general time frame when they happened, a Pandora's Box of criticism would surely have resulted over the Air Force's inability to deal effectively with the aerial invaders.

More information continued to flow. Two log entries from the Air Force Intelligence Service's Alert Officer's Log were released in 1977. The first one is dated October 31, 1975:

> Per Ltc. Redican's direction. Contacted DIA OPS center and informed them of unidentified flight activity over two SAC bases near Canadian border. CIA indicated appreciation and requested they be informed of any follow-up activity.

Numerous requests to the CIA for information have met with denial after denial. However, here's clear evidence that they had received reports on the sightings from the Air Force. Another log entry, dated November 3, 1975, says:

> Received call from AAC/IN (Alaskan Air Command/Intelligence). They had sent message 012224, Subject: Unidentified Foreign Object to INYSA and wanted to know if INYSA had received it. They wanted guidance from INYSA.

A UFO from the Alaskan Air Command now! We requested a copy of this report. The reply from the Air Force dated February 8, 1978, was very unsatisfying:

> The Alaskan Air Command message 012224 referred to on 3 November 1975 of the attached INZA Alert Officer Log extract is not available. Information received on this subject is considered raw intelligence material and maintained for only the briefest period of time.

Whatever happened must have been interesting!

U.S. sightings, as those in Canada, carried well into 1976. The National Military Command Center held a number of reports of sightings which were released after considerable correspondence. A "Memorandum for the Record" dated January 21, 1976, tells of a sighting at Cannon AFB, New Mexico:

> The following information was received from the Air Force Operations Center at 0555 EST:
>
> Two UFOs are reported near the flight line at Cannon AFB, New Mexico. Security Police observing them reported the UFOs to be 25 yards in diameter, gold or silver in color with blue light on top, hole in the middle and red light on bottom. Air Force is checking with radar. Additionally, checking weather inversion data.

A very striking object to be sure. Twenty-five yards in diameter, gold or silver in color with a blue light on top, a hole in the middle, and a red light on the bottom. It's not something you see flying around every day!

A "Memorandum for the Record" dated January 31, 1976, told of activity at Eglin AFB, Florida:

> 1. At 310805 received phoncon from AFOC: MG Lane, CG, Armament and Development Test Center, Eglin AFB, Florida, called and reported a UFO sighting from 0430 EST to 0600 EST. Security policemen spotted lights from what they called a UFO near an Eglin radar site.
> 2. Photographs of the lights were taken. The Eglin Office of Information has made a press release on the UFO.
> 3. The temperature inversion analysis indicated no significant temperature inversion at Eglin AFB at that time. The only inversion present was due to radiation from the surface to 2500 feet. The Eglin surface conditions were clear skies, visibility 10-14 miles, calm winds, shallow ground fog on the runway, and a surface temperature of 44 degrees F.

Additional information on the Eglin report appeared in the NORAD Command Director's Log for January 31:

> The Command Post received a UFO report from Eglin, FL, that Duke Field personnel saw a row of lights with a central white light at 1043. The lights were about 2° above the horizon at a zenith of 350°, range unknown. A later report (1245) states that further investigation in daylight indicated that the lights were probably on a building.

The "Memorandum for the Record" is dated several hours after the 1245 report received by NORAD of the lights being part of a building, yet it makes no mention of this discovery. It's strange that no one saw the building lights before that

time, and suddenly, one day, they became so sensational that official reports were filed with the National Military Command Center of a UFO. The memo refers to photos but all attempts to get them released, or to simply get an admission that they exist, were fruitless.

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Another NMCC Memorandum dated July 30, 1976, from Fort Ritchie, Maryland, relates this information:

> 1. At approximately 0345 EOT, the ANMCC called to indicate they had received several reports of UFOs in the vicinity of Fort Ritchie. The following events summarize the reports (times are approximate).
>
> a. 0130—Civilians reported a UFO sighting near Mt. Airy, Md. This information was obtained via a call from the National Aeronautics Board (?) to the Fort Ritchie Military Police.
>
> b. 0255—Two separate patrols from Site R reported sighting 3 oblong objects with a reddish tint, moving east to west. Personnel were located at separate locations on top of the mountain at Site R. c. 0300—Desk Sgt. at Site R went to the top of the Site R mountain and observed a UFO over the ammo storage area at 100-200 yards altitude.
>
> d. 0345—An Army Police Sgt. on the way to work at Site R reported sighting a UFO in the vicinity of Site R.
>
> 2. ANMCC was requested to have each individual write a statement on the sightings. One individual stated the object was about the size of a 2-1/2 ton truck.
>
> 3. Based on a JCS memorandum, subject: Temperature Inversion Analysis, dated 13 November 1975, the NMCC contacted the Air Force Global Weather Central. The Duty Officer, LTC OVERBY, reported that the Dulles International Airport observations showed two temperature inversions existed at the time of the alleged sightings. The first extended from the surface to 1,000 feet absolute and the second existed between 27,000 and 30,000 feet, absolute. He also said the atmosphere between 12,000 and 20,000 feet was heavily saturated with moisture. A hard copy message will follow.

Shades of Loring. One UFO was the size of a 2l/i ton truck. Several other UFOs were "oblong with a reddish tint." And they were seen over weapons storage areas!

Temperature inversions were indeed reported over the area at the time. This would have been significant had the sightings been reported on radar. But they weren't. Temperature inversions do not come down to 100 to 200 yards in altitude and hover over ammo storage areas. Neither do they present such a vivid visual appearance as described by the security police and civilians in the area.

The "hard copy message" mentioned in the last sentence of the memo is currently unavailable.

Serious military concern is reflected throughout the documents discussing the concentrated UFO sightings over these bases between October 1975 and July 1976. What was the reaction to all this by our Senators and Congressmen, the ones who control the purse strings of the military and who should be most disturbed by the lack of control of the armed forces over these events?

They, in fact, had almost no reaction because they weren't informed

54 Wurtsmith and Others

about the sightings at any time. It was only in 1978, three years after the initial outburst of sightings, that Congressman Samuel S. Stratton (D—N.Y.) became the first legislator to voice his concern.

On December 10, 1978, the weekly Parade magazine carried a story titled "UFO's vs. USAF, Amazing (But True) Encounters" by Michael Sat-chell. Basing its information on government documents released through the Freedom of Information Act, Parade summarized the events at Loring, Malmstrom, Wurtsmith, and other bases, as well as some foreign incidents acquired through U.S. government sources (see Chapter 6).

The Parade article had a significant impact on public interest in the 1975 reports. A copy of the article was sent to Congressman Stratton, who was, at the time, the Chairman of the Armed Services Investigations Subcommittee. Stratton sent a letter, dated December 20, 1978, to Major General Charles C. Blanton, Director, Legislative Liaison for the Office of the Secretary of the Air Force. In the letter, Stratton says:

> The attached item from Parade magazine of December 10 reports that unidentified aircraft penetrated the airspace at several Strategic Air Command bases in the United States and Canada on several occasions during the period October 27—November 19, 1975. The article proceeds to quote from Air Force documents to the effect that the intruding aircraft had "a clear intent in the weapons storage area" at Loring Air Force Base. Those same documents reportedly refer to unsuccessful efforts of Air Force air-crafts to intercept and identify the intruder aircraft. This Subcommittee is concerned by the alleged ability of unknown aircraft to penetrate airspace and hover over SAC bases, their weapons storage areas, missile sites, and launch control facilities, and the inability of Air Force equipment and personnel to intercept and identify such aircraft. Accordingly, it is requested that all Air Force reports relating to each of the incidents described in this article be furnished to the Subcommittee. It is further requested that all reports of any similar incidents, either before or since the October-November 1975 events, be furnished to the Subcommittee.

The letter was handled in the usual manner for a Congressional inquiry and was staffed to various internal Air Force groups. Amazingly, many replied that they had little or nothing to provide as information in response to the request and, in one case, the Air Force's Directorate of Operations and Readiness stated in a January 8, 1979, memo:

> We have been unable to find any official information regarding the incidents described in the Parade magazine article. Contact with individuals assigned to operational units where the incidents were alleged to have occurred indicate some of these incidents may not have happened at all [emphasis added].

The Air Force, mindful of the inadequacy of such a response to Stratton, had to provide something since more than enough evidence was available showing that the events did occur.

A formal response to Congressman Stratton was sent on February 9, 1979, by Joseph J. F. Clark, Associate Director, Legislative Liaison for the Air Force:

> This is in response to your recent letter concerning an item from the Parade magazine of December 10, 1978 regarding unidentified aircraft penetrating the airspace at several Strategic Air Command bases in the United States and Canada on several occasions during the period October 27 through November 19, 1975. Attached is a partial compilation of available materials obtained in response to your request for Air Force reports pertaining and similar to the incidents described in the Parade magazine article. We have requested such reports from numerous Air Force organizations, some of which are outside of this Headquarters. Not all of this material has been received, and it will be forwarded when it becomes available to us.
> Please note that the attached material rarely includes formal reports as such; rather, it mainly consists of copies of documents such as messages, memoranda, and duty officer log entries. This is because unidentified flying object reports are of transitory interest to the Air Force and permanent files are not maintained. In addition, please note that much of the enclosed material has been released to various people and organizations under the Freedom of Information Act.
> We trust the information attached will be helpful and hope to get additional information to you as soon as possible.

Attachments to the letter included memos, messages, and log entries relating to the sightings at Loring, Wurtsmith, Malmstrom, Falconbridge, and miscellaneous other reports. Clark was careful to emphasize that UFO records were of "transitory interest" and that "permanent files are not maintained"; that is, UFOs are not important and are no cause for concern. This is almost the precise wording of the Air Force's response to Barry Greenwood in 1977 in which UFOs were described as "transient in nature" with "no permanent record or file maintained" (see Chapter 1). Apparently, even

when you think you are getting a direct, personal reply, you still receive a canned response.

The letter also stresses the fact that the material had been released to various people and organizations under the Freedom of Information Act. If it were not for the relentless digging by researchers to unearth the information, much of which required lawsuits to obtain, what might the Air Force response have been?

There probably would have been no reason for a response. Congressman Stratton could never have read the Parade article, since Parade would have had nothing to write about. No documents would have been available.

Any hopes that a Congressional hearing might have been convened were dashed because Stratton did not pursue the matter after receiving the Clark letter and attachments. Why?

He pressed for various measures to close off the flow of information

from the military to the public and even urged substantial penalties for those who might print more than what the Pentagon would allow them to print.

Under these circumstances, it's obvious why Stratton said nothing more of the 1975 incidents. He avoided all attempts by investigators to contact him in his office, and no statements were given. His interest in 1975 is quite understandable, as any heavily pro-military person would be concerned over the Air Force's difficulty in dealing with the UFOs.

The fact that some individuals managed to locate specifics about the sightings was a necessary evil that the Air Force had to live with. The hope was that the small number of people who had this information would not have enough of a voice to draw attention. This worked until Parade picked up the baton.

Fortunately for the Air Force, Stratton was the only Congressman who asked weighted questions. He was friendly to the military and would not make waves. Politics did not enter into the 1975 picture in a serious way hereafter. The ball was definitely back in the court of the UFO researchers.

As strange as the 1975 activity seems, it was only a microcosm of UFO activity over the years. It has been estimated that for each UFO sighting reported, ten others go unreported. We might apply the same figures to military-oriented UFO sightings. Perhaps the differential between reported and unreported sightings is even larger in this case due to the more restricted atmosphere within the military for revealing UFO information.

If the reports proved one thing, they showed that for a "transient" phenomenon, UFOs were pretty persistent.

Form: 97NCP
Date: Updated 15 March 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: UFO Chased By KC-135 Tanker, Wurtsmith AFB, Michigan
October 30, 1975

#10879: 1975/10/30 22:50 15 83:23:0W 44:28:0N 3333 NAM USA MCH 7 10
WURTSMITH AFB,MI:NLTS+'COPTERS'ALLO SAC
BASE:1200MPH:1>W:1>N:/IURv3#4/r218p189
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 41 FARMLANDS

Francis Ridge:
This report of this incident comes from three sources.

Wurtsmith AFB, located 2 miles west of Oscoda, Michigan, had its beginning in 1923 as a landing area for Army airplanes from Selfridge Field near Detroit. In 1953, it was formally named for Michigan's World War II hero, Major General Paul B. Wurtsmith, who died in an aircraft accident.

Wurtsmith was home for the 379th Bombardment Wing which controlled the 524th Bombardment Squadron and the 920th Aerial Refueling Squadron. The base was signed over to SAC in April, 1960 and the 40th Air Division, which was reactivated in July 1959 and assigned to the Strategic Air Command's Eighth Air Force, was headquartered there. The Division's mission at Wurtsmith was to supervise and monitor the operation of the 379th and 410th Bombardment Wings, the 305th Aerial Refueling Wing, the 351st Strategic Missile Wing, the 128th Aerial Refueling Group, and the 931st Aerial Refueling Group. Wurtsmith was one of the northern tier bases that housed nuclear weapons. Wurtsmith encompasses some 5,200 acres of land and had about 3,500 people assigned. It was formally closed in June, 1993, and all nuclear weapons were removed.

10:10 P.M. Persons in the base family housing area in the southeast part of Wurtsmith began seeing a low-flying aircraft that they thought was a helicopter. It had running lights and it hovered and moved up and down in an erratic fashion. An airman guarding the Capehart housing area gate observed an object with one white searchlight and two red lights at the rear. It was heading in a west-southwest direction. Another airman, on duty at the motor pool, saw lights near the western perimeter of the base. Sergeant Robert J. Anderson, also on duty at the motor pool, saw a KC-135 tanker and below the tanker he saw an unknown craft with a steady red light. Sounds similar to that of a helicopter were heard intermittently by observers.

10:25 P.M. Security policemen at the back gate of Wurtsmith reported to their command post that they had observed an unidentified helicopter with no lights. The craft had hovered over the weapons storage area at low altitude. The craft moved towards the north, and when it reached the northern perimeter, it turned on its lights. Guards inside the weapons storage area reported seeing the craft and hearing a sound similar to that made by a helicopter.

10:30 P.M. Radar Approach Control reported tracking low-flying objects on radar. They tracked a return as it flew a distance of thirty-five miles southeast of Wurtsmith. No visual sighting was made by tower personnel, and (oddly) no attempt was made to contact the unknown craft by radio. At that point, a KC-135 tanker returned to

Wurtsmith from a refueling mission. The Wing Commander, Colonel Boardman, ordered the KC-135 to try to intercept and identify the craft. The tanker was vectored in by Radar Approach Control.

Captain Myron Taylor, a navigation instructor who was on board the KC-135, later reported in a statement to 379th Bomb Wing Historian Staff Sergeant Paul J. Cahill, that:

> I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then the UFO swung south...
> ...after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position.
> ...I would estimate that our altitude was about 2,000 feet and our speed approximately 200 knots.
> ...I would guess that we stayed close to the UFO most of the time, approximately one mile away, and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights.
> ...On the way back [to Wurtsmith], we picked up the UFO again at our eight o'clock position. We turned away, and it proceeded to follow us. Finally, we turned back in the direction of the UFO and it really took off back in the direction of the Bay area. I know this might sound crazy, but I would estimate that the UFO sped away from us doing approximately 1,000 knots.
> ...we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area.
> ...Captain Higginbotham was questioned by the OSI and cautioned not to discuss the incident.

A report was made to NORAD. The extract from the NORAD Command Director's Log reads:

> 31 Oct 75/0445Z:
> Report from Wurtsmith AFB through Air Force Ops Center - incident at 0355Z. Helicopter hovered over SAC weapons storage area then departed area. Tanker flying at 2700 feet made both visual sighting and radar skin paint. Tracked object 25NM SE over Lake Huron where contact was lost.
>
> The local police and the Saginaw, Michigan FBI office were notified, with no results.
>
> All possible air traffic in the area was investigated, but none explained the UFO.
>
> Since the Michigan Department of Natural Resources sometimes sent out helicopters to catch hunters spotlighting deer in nearby Huron National Forest, they were contacted. They had no aircraft in the air at the time.

The incidents were never explained.

Source material: *Above Top Secret* by Timothy Good, *The UFO Coverup* by Lawrence Fawcett & Barry J. Greenwood, *U.F.O.s Are Real* by Sergeant Clifford E. Stone

Wurtsmith Air Force Base Sighting (documents) - (Clear Intent by Larry Fawcett & barry Greenwood)
Wurtsmith Documents (FOIA)

NCP Home Page
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Unidentified Helicopter Intrusion - (Wurtsmith AFB, 1975)

752

N M C C

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

THE JOINT STAFF

31 October 1975
0451 EST

MEMORANDUM FOR RECORD

Subject: Low Flying Aircraft/Helicopter Sightings at Wurtsmith AFB, MI.

1. The SAC Command Post notified the NMCC of reported low flying aircraft/helicopter sightings at Wurtsmith AFB, Michigan at 302342 EST.

2. The attached OPREP-3s give a summary of the reported sightings.

DONALD M. DAVIS
Brigadier General, USAF
Deputy Director for
Operations (NMCC)

Attachments
a/s

Distribution:
J-30
J-31
DDO(NMCC)
ADDO(NMCC)
CCOC(NMCC)
WHEM DESK (NMCC)

7

(UFREP) REPORT

FROM: AF/XOOCOA

LOG SUP # 1-G

EVENT:
Identified Helicopter Intrusion

LOCATION:
Wurtsmith AFB, MI

DATE/TIME OF EVENT:
30/2255E Oct 1975

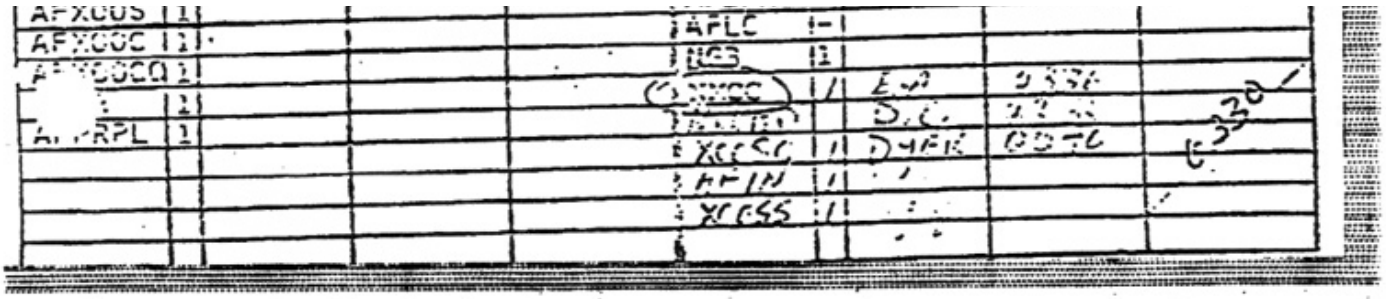
TIME REPORTED TO AFOC:
30/2327E Oct 1975

SAC (Lt Col Giordano) reports that an unidentified helicopter with no lights came up over the back gate of Wurtsmith and hovered over the Weapons Storage Area and then moved on. RAPCON had it painted for a short period. A tanker at 2700 feet had visual and skin paint out over Lake Huron for about 20 miles heading SE. Tanker reports he thinks he saw a second skin paint. The tanker lost all contact about 35 miles SE of the base over the lake. Tanker is still flying trying to locate by means of telephonic search with FAA and RAPCON. Increased security initiated at Wurtsmith.

31/0030E Update: Lt Col Giordano (SAC Senior Controller) updates and corrects the above information as follows: An unidentified low flying aircraft came up over the back gate of Wurtsmith and was visually sighted in the vicinity of the motor pool. RAPCON showed several aircraft at the time, one near the WSA (there was no hovering as previously reported). A tanker was dispatched and had visual and skin paint out over Lake Huron of a low flying aircraft (with lights on) heading SE at approximately 150 knots. Tanker reports that the aircraft appeared to be joined by another aircraft (with its lights on also). Tanker reports that both aircraft then turned out their lights simultaneously, as if on signal. Tanker lost all contact approximately 35 NM SE of the base. Upon information that the Dept of Natural Resources sends out aircraft searching for hunters spotting dear, the Dept of Natural Resources was contacted; however, they maintain none of their aircraft were in the area at the time.

NOTIFICATION RECORD AND DISTRIBUTION

OFFICE	#	PERSON	TIME	TIME	OFFICE	#	PERSON	TIME	TIME
SAFOS	2				AFLC	1			
SAFUS	1				AFLGY	1			
SAFOSA	1				AFPD	1			
SAFOI	1				AFPDO	1			
SAFLL	2				AFIG	1		0330	
AFCC	1				AFIGI	1			
AFCV	2				AFISC	1			
AFXO	2				AFOSI	1		0330	
AFXOX	1				AFSP	1			
AFXOO	3				AFDP	1			
					AFDPXJC	1			



753

ACTION: NONE-OO.
INFO:
UTYUW RUCSHIJ2068 3040649 NTNS-UUUU--RUEFHOA.

R UUUU ZNZ1
3105492 OCT 75
3798W CP WURTSMITH MI / JJ0065
ZEN/SAC CP FORCE STATUS
N/SAC CP LOGISTICS
N/8AF CP FORCE STATUS
N/8AF CP LOGISTICS
EFHOA/CSAF
EKAAA/USAF FWD OPS DIV FT RITCHIE MD

CLASSIFIED JOPREP JIFFY 0065/FFD340/IN/OPREP-3 BEELINE/76-02 1-01
0345Z CSC ADVISED CP THAT THE SECURITY GUARD AT BACK GATE
OTTED AN UNIDENTIFIED AIRCRAFT FLYING LOW OVER THE BASE AT
PPROX 0320Z. INITIAL REPORT TO CP SAID THAT AIRCRAFT WAS ALSO
BSERVED IN THE VICINITY OF WSA HOWEVER, LATER REPORTS SAID THAT
IRCRAFT OBSERVED MAY HAVE BEEN A KC-135 IN THE LOCAL TRAFFIC
ATTERN. AT 0330Z KC-135 SAID THAT THEY HAD SKIN PAINTED ON
ADAR AN AIRCRAFT 8 1/2 MILES NE OF BASE BUT COULD NOT SPOT
HE AIRCRAFT VISUALLY. AT APPROX 0350Z THE KC-135 PICKED UP THE
NIDENTIFIED AIRCRAFT NE OF THE BASE AT APPROX 0902I ON A VISUAL
AGE 02 RUCSHIJ 2068 UNCLAS
IC ING. KC-135 SAID HE SAW TWO AIRCRAFT IN A TRAIL FORMATION
O. APPROX 150 KIAS HEADING SOUTH. KC-135 SAID HE LOST CONTACT
ITH THE FORMATION AT 0413Z WITH THE UNIDENTIFIED FORMATION ON
HE KOSC 135/35 KC-135 TRACKED THE AIRCRAFT SOUTH TO THE MICH.
NUMB. AREA AND BACK NORTH TO THE BASE AREA A NUMBER OF TIMES.
EACH TIME THE KC-135 LOST VISUAL SIGHTING. KC-135 LANDED WHEN
UEL APROACHED OI MINIMUMS. INVESTIGATIONS IN PROGRESS. REPORTS
O FOLLOW AS INFO IS OBTAINED
T
2068
OTCUZYUW RUCSHIJ2068 3040649 0034-UUUU

3040648

PASS TO WEST ITEM DESK. ADV GY

IMMEDIATE

754

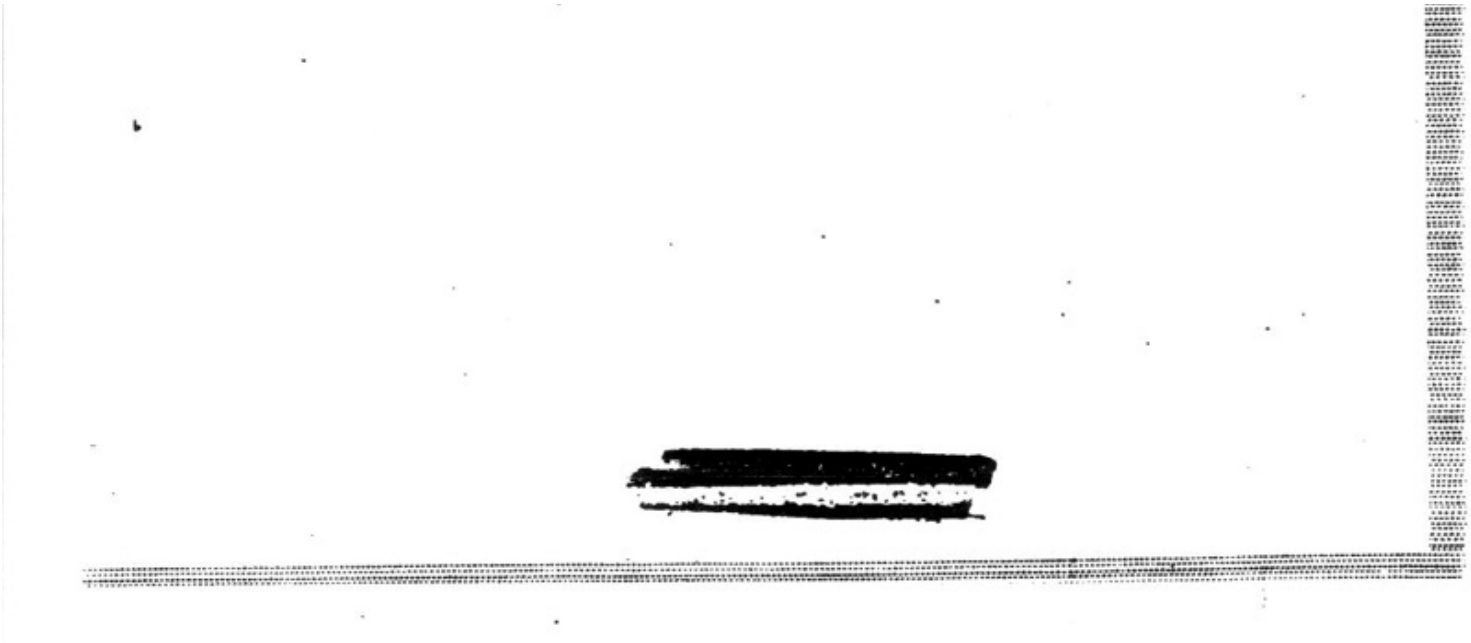
[redacted]

DDO UPDATE

AS OF 310600 EST OCT 1975

LOW FLYING AIRCRAFT/HELICOPTER SIGHTINGS

(U) The SAC Senior Controller notified the NMCC at 302342 EST of unidentified low-flying aircraft/helicopter sightings at Wurtsmith AFB, MI. One aircraft was visually sighted in the vicinity of the motor pool. RAPCON showed several objects on radar at the same time. A tanker was dispatched to the area and obtained both visual and radar skin paint of two aircraft. Both aircraft had lights on initially but appeared to turn them off simultaneously. (SOURCE: OPREP-3 302327 OCT 75)



National Investigations Committee On Aerial Phenomena

Form: 97 Initial Report
Date: Thurs, 1 June 2007, 11:13:23 -0500
From: Larry Fawcett and Barry Greenwood <uhrhistory@comcast.net>

Subject: "Faded Giant"? - Intrusions at Malmstrom - 1975

Source: Clear Intent, 27-40
To: nicap@insightbb.com

There are more than 2,000 missile sites spread across the United States. At Malmstrom Air Force Base in Montana, there are twenty Launch Control Facilities (LCF) housing Minuteman missiles underground. The Minuteman sites are alphabetically coded, such as "L-l," "K-l," "E-l," and the like, and are distributed over a wide area. One of these sites, K-7, which is located in the Judith Gap region just south of Lewiston, Montana, was the scene of an event which caused a major stir for the U.S. Air Force.

On November 7, 1975, remote electronic sensors triggered an alarm indicating that something was violating site security. Underground, in the launch control area, two officers noted the signal, but there was no television surveillance topside. The normal procedure for detecting what had violated security was to call for a missile security helicopter to check the area. At the same time, Sabotage Alert Teams (SAT), consisting of four to six men, were also alerted to the fact that a violation was taking place and were ordered to proceed to the site.

On this occasion, an SAT team drove down the highway and onto a dirt road which led to the K-7 area. About a mile away, the team could see an orange, glowing object over the area. As they closed to within half a mile, they could now see that the object was tremendous in size. They radioed to the Launch Control Facility that, from their location, they were viewing a brightly glowing, orange, football field-sized disc that illuminated the missile site. The SAT team was ordered by the launch control people to proceed into the K-7 site. However, they responded that they refused to

go any farther, clearly fearful of the intimidating appearance of the object. It began to rise, and at about 1,000 feet, NORAD picked up the UFO on radar.

Two F-106 jet interceptors were launched from Great Falls, Montana, and headed toward the K-7 area. The UFO continued to rise. At about 200,000 feet, it disappeared from NORAD's radar. The F-106s were never able to get a visual sighting of the UFO.

All members of the SAT team were directed to the base hospital, where they were psychologically tested. It was determined that no one could identify the object that was seen, but that the members of the SAT team obviously had been through a traumatic experience.

Meanwhile, targeting teams, along with computer specialists, were brought to the missile site to check out the missile, and specifically, the computer in the warhead that targets the missile. Amazingly, when the computer was checked, they found that the tape had mysteriously changed target numbers! The re-entry vehicle was then taken from the silo and brought back to the base. Eventually, the entire missile was changed.

The Malmstrom K-7 story is excerpted from "A Strange Harvest: Thoughts Beyond the Scenes" by Linda Moulton Howe, Denver Magazine, September 1980, an article with background information about the development of "A Strange Harvest," a seventy-five minute TV documentary about the animal mutilation mystery which has haunted the United States, Canada, parts of Western Europe, Central and South America, and the Canary Islands since 1967. Linda Moulton Howe, Director of Special Projects for the Denver CBS affiliate KMGH-TV, produced, wrote, directed, and edited the film which was originally broadcast May 25, 1981, and drew the largest recorded audience for a locally produced program in Denver television history. Ms. Howe has received several state and national awards for her documentary work, including a 1981 Regional Emmy for Audio Achievement in "A Strange Harvest."

An additional bit of information surfaced later. In a National Military Command Center "Memorandum for Record" dated November 8, 1975, 6 A.M. EST, the following statement appeared in reference to Malmstrom:

> At 405 EST, SAC Site L-5 observed one object accelerate, and climb rapidly to a point in altitude where it became indistinguishable from the stars. NORAD will carry this incident as a FADE remaining UNKNOWN at 320 EST since after that time only visual sightings occurred.

The reference to FADE is interesting. This would presumably refer to a target on a radar scope "fading" and disappearing from the screen. Yet both radar and visual sightings are described in the above extract.

Coincidentally, there is an Air Force term used to describe an incident in which a nuclear device is tampered with. This term is "Faded Giant," a phrase which

"Faded Giant"? 29

Could this mean that Malmstrom sites K-7 and L-5 both experienced missile-tampering activity in connection with the UFO sightings? No additional information has been forthcoming from the Air Force.

This was not the first time that such an incident had occurred at Malmstrom. In his book Casebook of a UFO Investigator (Prentice-Hall, Inc., 1981), author Raymond Fowler describes two earlier instances of "Faded Giants."

In the early spring of 1966, two officers had relieved an earlier shift in the underground launch control area for the evening. As they ran through the routine of monitoring the missile facility's instruments, alarms began to go off. It seems that all of the ten missiles at their location had simultaneously developed a problem. A quick check with each launching site indicated that none of the missiles could be launched, if indeed, due to a fault in all of their guidance and control systems. This is an unusual problem, because the guidance system is the most protected portion of a Minuteman missile. Personnel above ground had indicated that at the same time the problem developed, UFOs were seen in the area.

Another similar event, during the week of March 20, 1967, disturbed officials at Malmstrom. Again, a flight of ten missiles developed problems. A UFO was in the area and was confirmed on radar. Jet fighters were sent after the UFO, but the results of the pursuit are not known. Later inquiries to obtain additional information met with silence.

Other sightings were received at Malmstrom during November 1975. The following information is taken from the 24th NORAD Region Senior Director's log:

> MALMSTROM AFB, MONTANA:
> Nov. 7, 1975 (1035Z) Received a call from the 341 st Strategic Air Command Post (SAC CP) saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA, and L-6. The general object location would be 10 miles south of Moore, Montana, and 20 miles east of Buffalo, Montana. Commander Deputer [sic] for Operations (DO) informed.

Nov. 7, 1975 (1203Z) SAC advised that the LCF at Harlow, Montana, observed an object which emitted a light which illuminated the site driveway.

Nov. 7, 1975 (1319Z) SAC advised K-1 saw a very bright object to their east is now southeast of them and they are looking at it with 10 x 50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also has small lights on it. SAC also advises female civilian reports having seen an object bearing south from her position 6 miles west of Lewiston.

Nov. 7, 1975 (1327Z) L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track except for known traffic.

Nov. 7, 1975 (1355Z) K-1 and L-1 report that as the sun rises, so do the objects they have visual.

Nov. 7, 1975 (1429Z) From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified.

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Then, yet another sighting was reported. An off-duty missile launch officer and his deputy had just retired for crew rest in the Soft Support Building (SSB). The deputy went to the window and observed the silhouette of a large aircraft hovering about ten to fifteen feet above the ground and about twenty-five feet outside the Launch Control Facility. He described two red and white lights at the front of the aircraft, a white light on the bottom, and white light on the rear. The craft hovered motionless in this position for about one minute and then departed. The missile launch officer did not personally observe the aircraft, but from its sound, he speculated that it was a helicopter. The deputy also felt that the sounds he heard were those of a helicopter. The deputy's observations were limited by the darkness of the night, which prevented any good description of the craft or its shape.

On November 7, 1975, Captain Roscoe E. Moulthrop advised the Air Force Office of Special Investigations (AFOSI) that during the evening hours of November 6 and 7, two adjacent Launch Control Facilities approximately fifty miles south of Lewiston reported moving lights as UFOs.

On November 8, the 24th NORAD Region picked up one to seven unknowns heading south-southwest at about 1,200 feet. Two F-106s were scrambled out of Great Falls at 7:45 P.M. Simultaneously, SAC reported visual sightings from SAT teams at K-l, K-3, L-l, and L-6. This time the teams were hearing jet sounds and seeing lights. At 8:35 P.M., SAT teams at sites K-3 and L-4 were reporting that they had visual sightings on the objects, with K-3 reporting targets at an altitude of 300 feet. As the F-106s arrived at the location, SAT teams reported that the UFOs turned their lights off. The F-106s, in searching for the unknowns, never gained a visual or radar contact at any time because of the low altitude of the UFOs. However, when they left the area, the UFOs would turn their lights back on! At 9:15 P.M., four different locations were reporting that they had the UFOs and fighters in sight. The UFOs seemed to be playing a cat-and-mouse game.

At 9:53 P.M., the team at L-5 reported to the Command Post that the unknowns had increased in speed, climbed rapidly, and, at that point, could not be distinguished from the stars. A while later, the team at site E-l reported at 11:05 P.M. that a bright white light was seen approximately sixty nautical miles north of Lewiston.

On November 8, at 6 A.M., the National Military Command Center in Washington, D.C., distributed a "Memorandum for the Record." The subject was "Unidentified Sightings." It read as follows (excluding the L-5 report already mentioned earlier):

1) From NORAD Command Director: At 0253 EST 8 Nov, Malmstrom AFB, Montana received seven radar cuts on the height-finder radar at altitudes between 9,500 and 15,500 feet. Simultaneous ground witnesses observed lights in the sky and the sound of jet engines similar to jet fighters.

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Cross-tell with FAA revealed no jet aircraft within 100 NM of the sighting. Radar tracked the objects over Lewiston, Montana, at a speed of 7 knots. Two F-106 interceptors from the 24th NORAD Region were scrambled at 0254 EST, and became airborne at 0257 EST. At the time of the initial voice report, personnel at Malmstrom AFB and SAC sites K-1, K-3, L-3, and L-6 were reporting lights in the sky accompanied by jet engine noise.

2) 0344 EST From NORAD Command Director. Objects could not be intercepted. Fighters had to maintain a minimum of 12,000 feet because of mountainous terrain. Sightings had turned west, increased speed to 150 knots. Two tracks were apparent on height-finder radars ID-12 NM apart. SAC site K-3 reported sightings between 300 feet and 1,000 feet, while site L-4 reported sightings 5 NM from their position. Sightings disappeared from radar at position 4650 N/10920 W at a tracked speed of three (3) knots.

3) At 0440 EST, NMCC initiated contact with the NORAD Command Director who reported the following: At 0405 EST, Malmstrom receiving intermittent tracks on both search and height-finder radars. SAC site C-1, 10NM SE of Stanford, Montana, reported visual sightings of unknown objects. 0420 EST: Personnel at 4 SAC sites reported observing intercepting F-106s arrive in area; sighted objects turned off their lights upon arrival of interceptors, and back on upon their departure. 0440 EST: SAC site C-1 still had a visual sighting on objects.

4) NORAD stated that Northern Lights will sometimes cause phenomena such as this on height-finder radars, but their check with weather services revealed no possibility of Northern Lights.

5) NMCC notified Washington FAA at 0445 EST of the incidents described above. They had not received any information prior to this time.

The Memorandum was signed by Brigadier General William D. Barnes, U.S. Deputy Director for Operations, NMCC.

On November 9, at 3:05 A.M., SAC crews at sites L-l, L-6, and M-l observed a UFO. They described it as being a yellowish, bright, round light twenty miles north of Harlowton at an altitude of 2,000 to 4,000 feet. At 3:20 A.M., the SAC Command Post reported the UFO twenty miles southeast of Lewiston. The color of the object was reported as orange-white, and its appearance was round or disc-shaped.

The only response that the Air Force would give to public inquiries was: "All documentation at Malmstrom AFB has been destroyed in accordance with Air Force directives for the dates of the UFO sightings mentioned . . ."

Since when are all records of a serious incident or series of incidents of this magnitude destroyed? We must conclude that either there is gross incompetence in the military's handling of such situations, or that the UFOs, in these instances, presented so considerable a threat to the national security of the United States that the Air Force felt compelled to deliberately misinform the public, and, as a result, violated the Freedom of Information Act by stating that existing records had been destroyed.

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Not only was the Air Force having trouble with UFOs and mystery helicopters over the missile silos, but

also events began to happen in the air and on the ground in Cascade, Montana. The Cascade County sheriff's office was being flooded with reports of low-flying UFOs and peculiar, unmarked helicopters. They were also burdened with the task of trying to unravel another mystery: cattle mutilations.

Around 1974, strange reports had started to surface in the Western states about hundreds of beef cattle found dead across a section of the country running through Minnesota, Wisconsin, Kansas, Nebraska, Iowa, South Dakota, Colorado, Texas, Arizona, and California. By 1975, this activity had spread into Montana. Newspapers across the country carried stories of cattle mutilations and their possible connection with UFOs, which, in some cases, had been observed in close proximity to the time and place of the mutilation incidents.

Some of the cattle bore strange mutilations which could not be accounted for in the usual ways. Ears were carefully removed, tongues were cut out, udders and sex organs were gone, anuses sliced out, all with apparent surgical skill. Also, in such cases, involving mostly Black Angus and black, white-faced cattle, the carcasses were devoid of blood as if drained with a needle. No blood or footprints or vehicular tracks could be found on the ground. It almost seemed as if the bodies were mutilated elsewhere and dropped to the ground from the air.

Here are a few examples of what the Cascade County sheriff's office handled during the time of the overflights of missile silos at Malmstrom:

> "A mutilated cow is found in a plowed field, but there are no tracks in the soft earth."
> "The carcass of a mutilated animal is completely void of blood."
> "The cut area of a mutilated cow bears a neatly serrated edge, as though cut by a giant cookie cutter."
> "A farmer and his son watch four small UFOs darting about a larger one, described as being 'as big as a two-story building.' "
> "Strange, unidentified helicopters, some of them black, are seen but not heard—or heard but not seen."
> "An ordinarily aggressive watchdog becomes strangely quiet and refuses to bark as a strange light flooded his owner's home."

On October 16, 1975, at 10:25 A.M., a rancher stopped at the sheriff's department to report that one of his cows might have been mutilated. A deputy was sent to the ranch, located southeast of Great Falls. The cow was found in a securely locked pasture. The deputy could not find any visible tracks in the area, a feature which has been reported time and time again in cattle mutilation incidents, even when the ground is covered with snow. The deputy found that the cow's left jaw had been skinned. Its tongue had been cut out, and its right eye removed, not from its socket, but through the bone

directly above the eye. The cow had been last seen alive at 5 P.M. on October 15, 1975.

During the morning of October 18, John Struble of Columbia Falls, Montana, was driving his truck in the area of Flesher Pass, about twenty-five miles northwest of Helena. At about 12:30 A.M., he noticed a large object, fifty feet in diameter and twenty-five to thirty feet in the air, pass over his truck from the rear and then hover and stop about one hundred yards ahead of him. As the object did this, it directed a very bright light at him, causing the truck's lights and engine to go out. The UFO stayed there for about five minutes before moving away. According to Struble, the object made a noise like a big jet, then rocketed straight up into the sky and moved away to the east at an incredible speed. When the UFO disappeared, the truck's lights and engine came back on. Struble also noticed that his nonelectric watch had stopped for five minutes, the duration of the UFO's appearance.

Another sighting occurred at 4:30 A.M. on the eighteenth. John Giaco-mino, the vice principal of Flathead Valley High School, was preparing to go hunting when he noticed out his window a "big, bright object" near the top of Columbia Mountain to the north. He observed the object for about half an hour, reporting that it "lit up the whole mountain before dimming and turning a red color." The object moved up over the mountain and disappeared to the north.

The reports were logged by the Flathead County sheriff's office. Later, a spokesman for the Air Force 716th Radar Squadron near Kalispell said that they "officially" had seen nothing out of the ordinary.

The next day, the publisher of the Shelby, Montana, Times, Lloyd Stinebaugh, was contacted by the local police department at 5:15 A.M. The officer on duty said that he had a flying object in view, and he wondered if Stinebaugh could take photographs of it.

The object was very clear in the east. Pictures were taken from the newspaper office. Then Stinebaugh drove to a ridge near town for more photos. The object was seen through field glasses and appeared as an upside-down cross or a cigar shape with a cross or wings at the bottom. It hovered for nearly an hour before disappearing. The photos were developed, and most did not come out. Some did, and they showed an egg-shaped, bright object.

Malmstrom Base Operations received reports of UFOs on the night of October 18 between 9 P.M. and 7:45 A.M. Nine of the sightings came from the Cascade Eden areas south of Great Falls. At about the same time, law enforcement officers were getting reports north of Great Falls as far as Shelby. At 4:20 A.M., the Shelby sheriff's office reported that officers had sighted a UFO, and it was moving from one place to another at a high rate of speed. Its altitude was estimated to be around 2,000 feet. Malmstrom was notified by the sheriff's office, and NORAD tracked the object on radar.

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Both Malmstrom and NORAD confirmed that the object was not a conventional aircraft. The Shelby officer described the object as having a white light, with a red flame behind, and a green light on top; there were red lights on both sides. About fifteen minutes later, the object started to climb and headed west.

At 6:04 A.M. another report came in from the Power area northwest of Great Falls. An officer reported that he could see a UFO changing colors from red to white over Conrad.

On October 20, at about 4:30 P.M., a couple living on a ranch near Priest Butte, Montana, reported that they had seen a UFO about half a mile from their home, on the east slope of Priest Butte. Using binoculars, they described it as being egg-shaped, with the large end of the craft on the ground. It had one yellowish-gold light which at first gave off a dull glow and then became brighter. It had two arm-like appendages which came out of the craft, one on each side. The arms made a continual motion similar to a breaststroke. The craft remained stationary for five minutes. Then the appendages retracted into the craft, and it went straight up and out of sight.

Three men were hunting in the Ford Creek area in Augusta, Montana, on October 30. The men had gone to sleep in a horse trailer after tying the two horses to the back of the trailer. At about midnight, the men were awakened by the sound of the horses pulling back on the ropes and pawing the ground. The men looked up and noticed an object which they described as a solid, white light, shaped like a football. The object was five times as large as a star and was moving horizontally across the sky, heading north. They watched the object for only a few seconds, as it was moving at a very fast speed. After it had disappeared, the men checked the horses and found that one was missing. As they listened, they could hear it running down the road. They called out and it returned, but it was very nervous— something very unusual for this horse. After a while, both horses simmered down and there was no further trouble from them for the rest of the night.

Larry Fawcett interviewed Captain Keith Wolverton of the Cascade County Sheriff's Department. Wolverton was able to give a firsthand account as to what was occurring in Cascade County during October and November 1975. He stated, "During that period of time people were calling the Sheriff's Department from all areas of the county, reporting that strange aerial objects were flying low over the land and ranches." Wolverton and other officers responded to these complaints in an attempt to identify the objects, but all investigations conducted during the two-month period proved futile.

Wolverton told of a personal encounter with one of the flying objects on the night of November 11, 1975. He and a deputy were returning to Great Falls from Missoula. The evening sky was clear as the cruiser traveled over the highway at about 50 mph. Suddenly, out of the northern sky, a very large orange light descended, lighting up both sides of the road. This object was traveling at an incredible speed and passed directly over the cruiser

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at about 200 feet. Wolverton attempted to stop the cruiser to get a better view of the light, but it was traveling so fast that "It went from horizon to horizon in four seconds. It was impossible for us to determine its size or shape in the brief time we saw it!" There was no time to use the several thousand dollars' worth of photographic equipment in the cruiser. Both officers could not hear any sound from the light as it passed over the cruiser. Wolverton reported the incident to Malmstrom AFB, but they could not help him in identifying the light.

Wolverton told of another incident which occurred the same day. Occasionally, the Air Force would practice bomb runs over the missile sites by flying low over the silos and opening the bomb bay doors. As a B-52 bomber was flying over Freeze Out Lake, a Montana Fish and Game Department employee saw a light flying directly behind the bomber. Using his rifle scope to get a better look, he noted that the strange object seemed to be pacing the aircraft. It then briefly attached itself to the bomber, detached itself, and climbed out of sight. Wolverton said that this sighting was reported to Sheriff Pete Howard of Choteau County. Howard conducted follow-up interviews with military personnel and learned that as the object attached itself to the B-52, the plane's radar equipment went out! The Air Force has denied any knowledge of this report.

The authors would like to thank Captain Wolverton for his prompt attention and assistance in making the following information available. These police file entries document some of the aerial activities in and around Malmstrom AFB at the time of the overflights.

On October 7, 1975, the sheriffs department received a report that a neighboring county police department to the east had been working on two cows that had died and were cut up. The deputy who worked on that also ascertained that on or about October 1, two choppers were seen running together between 9:15 P.M. and 12:20 A.M.

On October 8, a report was filed by a Montana Highway Patrolman. On September 27, 1975, he was off-duty and camping in the mountains south of Great Falls, when he saw a helicopter fly over his camper. The canyon is a fairly narrow area. The helicopter was low enough to vibrate his mobile home. The time was about midnight. Also, on the eighth, the sheriffs department received a report that two ranchers south of Great Falls heard a chopper in their area during the night. The chopper stayed in one area for one half hour. This happened the third week in September.

On October 11, 1975, a black helicopter with a tinted bubble windshield and no markings was spotted flying east to west. This was reported by an unidentified caller. On November 2, a Choteau County police officer in a cruiser spotted a UFO south of Fort Benton. He watched it for thirty minutes. It was a very bright light flying in irregular patterns. RAPCON (Radar Approach Control) was called at 3:24 A.M. They told the sheriffs department that they did not have anything on the radar scope.

On November 8, the sheriffs department received a call from Lieutenant Peisher of Malmstrom AFB, who was in charge of the helicopter division. He told the sheriffs department that two nights prior, people around Lewiston saw a helicopter hovering and that last night two F-106s were scrambled to pursue a light in the sky. There was negative contact. Lt. Peisher also told Wolverton that two of Malmstrom's choppers would be on standby with armed guards and that they would notify the sheriffs department prior to launch.

On December 2, Malmstrom reported that missile crews reported a low-flying helicopter in the area of Juliet (Missile site), near the town of Brady, about twenty-five miles northwest of Malmstrom. This was first reported at 8:47 P.M. At 9:31 P.M., Malmstrom notified the sheriffs department that there were two craft being reported from different missile sites. On October 10, 1975, a man, his wife, and two boys observed a helicopter hover over their cattle at 8:30 P.M. It was one-quarter of a mile away. The craft was noiseless and had red and blue lights. This was in the county north of Wolverton's county and was handled by Sheriff Pete Howard. Also, on October 10, a local veterinarian observed a white light in the sky, with a red light on the side. It would disappear and then reappear. His observation was that the cattle in the area started howling louder than he had ever heard them howl. This lasted for about five minutes.

On October 16 and 17, a rancher south of Great Falls experienced a helicopter hovering over his ranch for fifteen to thirty minutes on both days. On October 17, 1975, a deputy observed a bright light southeast of Malmstrom AFB. It was hovering and reminded him of a landing light. On October 19, at 4:20 A.M., Shelby sheriffs office (Toole County) reported a UFO moving at a high speed at the altitude of 2,000 to 5,000 feet. NORAD at Malmstrom was notified. They indicated that it was not a conventional aircraft and that they would like more information. There were nine different sightings that night around Great Falls. On October 20, a black and white helicopter was reported flying one hundred feet off the ground, fourteen miles southeast of Great Falls. On October 25, 1975, an object was spotted ten miles southwest of Chester; it had green and blue lights. At 3:20 A.M., RAPCON was called. Nothing was sighted on radar. On October 26, Fort Benton reported a helicopter twenty miles east. At 12:06 A.M., Malmstrom reported no helicopter from base. On November 5, at 4:10 A.M., a man reported seeing several UFOs east of Great Falls. There were six objects together; one dropped down nearly to the level of his truck. On November 7, at 3:38 A.M., two girls traveling on the highway west of Great Falls reported being followed by a bright light, grayish in color with intermittent blue lights. On November 7, at 4:20 A.M., Malmstrom reported that SAC people around Lewiston had two UFOs in sight (Malmstrom scrambled two jets). On November 7, a man called, stating that he observed a bright light on November 2 around 9:30 P.M. around Belt; it was visible for fifteen seconds. On November 12,

at 4:04 A.M., there was a UFO sighting east of Fairfield; RAPCON was called; negative on (radar) scope. On November 16, at 4:00 A.M., Teton County sheriffs office personnel spotted and observed an object which moved rapidly and changed colors. RAPCON was called. They stated negative on the (radar) scope.

On October 25, Captain Wolverton talked to a woman who lived fifteen miles east of Malmstrom AFB. She stated that on October 17, around 10:30 P.M., she observed a large craft fly from east to west over her house. She said it was about the size of a DC-10, but it had no wings and no noise could be heard emanating from it. It had a ring of lights around the middle and was visible for about thirty seconds. While speaking to a neighboring rancher, Wolverton was told that a member of the family also observed a green light, described as large with a white light behind it, fly between their house and the above-mentioned house between 7:30 P.M. and 8:30 P.M. It came down by a haystack and then flew away.

During a Tuesday night and Wednesday morning in mid-November, Cascade, Teton, Pondera, and Chouteau counties were reporting unidentified helicopters over a wide area, including overflights of missile installations. Some objects seen were reported as helicopters, and others simply as nocturnal lights. On November 19, 1975, Cascade, Teton, Pondera, and Chouteau counties, as on the previous nights, again

experienced a helicopter/UFO wave. At least two helicopters were reported at once over a missile site. Malmstrom AFB verified that unidentified helicopters were in the area. On November 28, in Cascade County on the southeast edge of Great Falls, a law officer observed an unidentified helicopter which lifted up off the ground and flew away.

Between August 1975 and May 1976 in Cascade and surrounding counties, approximately 130 reports of unidentified helicopters and/or UFOs were logged. It should be noted that this Montana flap occurred at about the same time as similar phenomena which occurred over military bases in Michigan and Maine. The Cascade sheriffs office was swamped with so many calls on the aerial activity taking place over the county that the sheriff requested help from Malmstrom AFB. This help was granted in the form of security helicopters placed on twenty-four hour alert. The pilots would remain in the helicopter, even to sleep, in case a call came in from the sheriffs office.

We spoke to one of the pilots. He told us of an incident after a call for assistance had come in from the sheriff:

> People were reporting a craft at low level that they thought was a helicopter. They were reporting that the craft had strobe lights on it, like disco lights. Well, the weather was so bad when the report came in that it would have been impossible to fly a helicopter, with the icing and so forth. This made it kind of strange. We could not fly due to very bad weather conditions, but this craft had no trouble flying in this weather.

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Then, again, there was the Malmstrom activity. On November 7, 1975, at 3:45 A.M., reports were made from K, L, and M Launch Control Facilities regarding bright objects in the sky overhead. At the same time, teams at K-8 and L-6 were reporting objects with bright streamers, which appeared to hover and then descend. There were other simultaneous sightings from different locations in an area approximately 120 miles southeast of the base on a 120 radial. Two F-106s were launched from Great Falls. The lights dimmed and disappeared. All radar contact was lost. The temperature was 35°F, and visibility was 45 miles.

Sightings in Montana continued into 1976 and thereafter. Wolverton and Sheriff Pete Howard went to Fairfield on January 29, 1976, to investigate a report of a UFO sighting. They interviewed Bill Link (pseudonym) regarding an object he observed on January 21, 1976. Link stated that he, his wife, a brother, and his two sons had observed an object in a field near their house (about twelve miles west of Fairfield). It was 9:00 P.M., and they watched the object from their house until they observed red lights on the highway. Thinking the red lights were either that of a highway patrolman or the sheriff, Bill Link and his two sons, ages fifteen and thirteen, got into his truck and went toward the red lights on the highway. As they got closer, the lights ascended from the road and flew toward the larger object. Bill stopped his truck 500 yards from the large object and used his field glasses.

The following is a statement given by Bill Link on January 28, 1976, in the presence of Wolverton, Howard, and a deputy from Cascade County:

BILL LINK: We first spotted them from the house. My boy saw them first just as we turned in to go into the house. My mother was visiting, and he said, "Dad, there's a funny light down in the field." So we all turned to look at it, and I went on into the house. It didn't look strange to me. My wife, boy, and little girl stayed out, and pretty soon she said, "Come out, Bill. Look at these. They're really funny!" So I went out there, and by this time there is a row of trees down the road about three-quarters of a mile. Well, by this time, these lights were coming back and forth out from behind this row of trees. And they appeared at that time to be landing in the field and taking off and landing in the field and so forth. So we watched them for quite a while, probably twenty minutes, there with the field glasses on. About this time we saw two red blinkers down on the highway and I said, "Well, somebody has reported it to the sheriff or somebody is out

there now with a patrol car watching them, so we'll go down, too?" So I took the two boys and jumped in the pickup and as we turned the corner off our approach on the main highway, why, these red things that we thought were patrol cars, they then floated off the highway over this field, still blinking or they were then. So we drove

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on down there and then as we approached the field where they had went, why we saw this structure that looked like a hotel. A two-story hotel sitting out there in the field and the other lights were grouped around it. About four sets of lights grouped around it."

SHERIFF HOWARD: The big one looked like it was sitting right on the ground?

BILL LINK: It looked like it. That's what the appearance indicated.

SHERIFF HOWARD: About how far away was it?

BILL LINK: Like I said before, I would judge it to be 500 yards.

SHERIFF HOWARD:Is that as close as you got to it?

BILL LINK: That was as close as we got, maybe it was three, maybe it was five, maybe it was seven, but I would say, knowing where that field is, it wouldn't have been over five hundred yards.

SHERIFF HOWARD: What did the machine look like? Angular? Cigar-shaped?

BILL LINK: The one that looked like a hotel? Why, it had a rectangular shape, you could see the outline of it. You couldn't see the outline till you put the field glasses on. Then you could see the dark outline."

SHERIFF HOWARD: Did it have cabin lights or whatever you want to call it?

BILL LINK: Ya! Ya! There were, there were lights, windows, I'd say about . . . there were two rows of those and they appeared to be probably, oh, five to six feet high, and maybe two, three feet wide. With no ... that is standing on end like this.

WOLVERTON: Single pane windows?

BILL LINK: Single pane windows. No divisions at all in them.

WOLVERTON: Could you tell if there were windows all the way around it?

BILL LINK: Well, no, it looked like it was just . . .

WOLVERTON: One side?

BILL LINK: Face of one side of it.

SHERIFF HOWARD: But they were the full length of the machine?

BILL LINK: Ya, they were the full length of the machine. Well, they come about . . . they were . . . there was none in the exact corner of it. They started in a ways from each end of it. In the meantime, these other lights seemed to be kind of affiliated with it, cause they grouped around it. They would come up close to it and then they would leave, hover about it, and rapidly change places, and then they would appear to set down right in the stubble and then they would . . . some of them would die down to a very dim light and

then we would watch them for a while and they would flare right back up very brilliant . . .

This is only a small excerpt of a much longer statement on this case. It does demonstrate, however, the high degree of strangeness characterizing the reported sightings.

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Certainly what happened in Montana during this span of time must be regarded as one of the most concentrated series of bizarre encounters in the history of the UFO phenomenon. Perhaps even more interesting than what we've discussed here is the story we haven't been told by the authorities.

Form: 97NCP
Date: Updated 22 May 2007
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Malmstrom AFB, Incident (1975)

November 7, 1975
Lewiston, Montana

Francis Ridge:
Malmstrom AFB has had several major "nuclear connection" type incidents. The first one on-record is the March 16, 1967 case where ten Titan missiles were put into a "no-go" situation when a UFO hovered over the base. This later incident involved one missile warhead and occurred during the October/November SAC base overflights of 1975. After the event at Malmstrom, and the UFO began to rise to about 1,000 feet, NORAD picked up the object on radar. Two F-106 jet interceptors were launched from Great Falls, Montana, and headed toward the sighting area. See report link below for details.

The Malmstrom 1975 Case Report - Fawcett & Greenwood (CLEAR INTENT)
FOIA Documents Directory (CUFON)
NORAD Region Senior Director's Log (FOIA/CUFON)
Malmstrom AFB WSA Today
MALMSTROM AFB HOME, 341st STRATEGIC MISSILE WING

The NCP Home Page
NICAP Home Page

N M C C

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

THE JOINT STAFF

8 November 1975
0600 EST

MEMORANDUM FOR RECORD

Subject: Unidentified Sightings

1. 0308 EST FONECON from NORAD Command Director: at 0253 EST Malmstrom AFB Montana received seven radar cuts on the height-finder radar at altitudes between 9,500' and 15,500'. Simultaneously, ground witnesses observed lights in the sky and the sounds of jet engines similar to jet fighters. Cross-tell with FAA revealed no jet aircraft within 100NM of the sightings. Radar tracked the objects over Lewistown, Montana at a speed of seven (7) knots. Two F-106 intercepters from the 24th NORAD Region were scrambled at 0254 EST and became airborne at 0257 EST. At the time of the initial voice report personnel at Malmstrom AFB and SAC sites K1, K3, L3 and L6 were reporting lights in the sky accompanied by jet engine noise.

2. 0344 EST FONECON, same source:

Objects could not be intercepted. Fighters had to maintain a minimum of 12,000' because of mountainous terrain. Sightings had turned west, increased speed to 150 knots. Two tracks were apparent on height-finder radars 10-12 NM apart. SAC site K3 reported sightings between 300' and 1,000' while site L-4 reported sightings 5NM NW of their position. Sightings disappeared from radar at position 4650N/10920W at a tracked speed of three (3) knots.

3. At 0440 EST, NMCC intiated contact with the NORAD Command Director who reported the following:

0405 EST: Malmstrom receiving intermittent tracks on both search and height-finder radars. SAC site C-1, 10NM SE of Stanford, Montana, reported visual sightings of unknown objects.

0420 EST: Personnel at 4 SAC sites reported observing intercepting F-106's arrive in area; sighted objects turned off their lights upon arrival of interceptors, and back on upon their departure.

0440 EST: SAC site C-1 still had a visual sighting on objects.

4. NORAD stated that Northern Lights will sometimes cause phenomena such as this on height-finder radars, but their check with weather services revealed no possibility of Northern Lights.

5. NMCC notified Washington FAA at 0445 EST of the incidents described above. They had not received any information prior to this time.

6. 0522 EST FONECON with NORAD Command Director: At 0405 EST SAC Site L-5 observed one object accelerate and climb rapidly to a point in altitude where it became indistinguishable from the stars. NORAD will carry this incident as a FADE remaining UNKNOWN at 0320 EST, since after that time only visual sightings occurred.

WILMAN D. BARNES
Brigadier General, USA
Deputy Director for
Operations, NMCC

Copy to:
DDO
ADDO
CCOC
ALL AREA DESKS

National Investigations Committee On Aerial Phenomena

1975 Flyovers of SAC Bases Pages 1 to 3

AF FORM 85, FEB 73 REVISED COORDINATION AND FILE COPY UNCLASSIFIED (95)

01 03 PP PP UUUU 102245

NO

1975 Flyovers of SAC Bases

CINCSAC OFFUTT AFB NE/SP

AIG 688/CC/SP

AIG 689/CC/SP

XMT: 11AREFS ALTUS AFB OK

XMT: 916AREFS TRAVIS AFB CA

DET 1 68BMW MACDILL AFB FL/CC/SP

DET 2 7BMW SHEPPARD AFB TX/CC/SP

DET 2 97BMW COLUMBUS AFB MS/CC/SP

95SW GOOSE AB CN/CC/SP

3902ABW OFFUTT AFB NE/CC/SP /MESSENGER/

43CSG ANDERSEN AFB GU/CC/SP

INFO: 8AF BARKSDALE AFB LA/SP

15AF MARCH AFB CA/SP

AIG 670/DO

UNCLAS

SUBJECT: DEFENSE AGAINST HELICOPTER ASSAULT.

1. SEVERAL RECENT SIGHTINGS OF UNIDENTIFIED AIRCRAFT/ HELICOPTERS FLYING/HOVERING OVER PRIORITY A RESTRICTED

FILE IN CHINA

OFFICE SYMBOL 2 NOV 7

CINC CC

VCINC CV

CS

CSA

DA

AC

AD

DE

IN

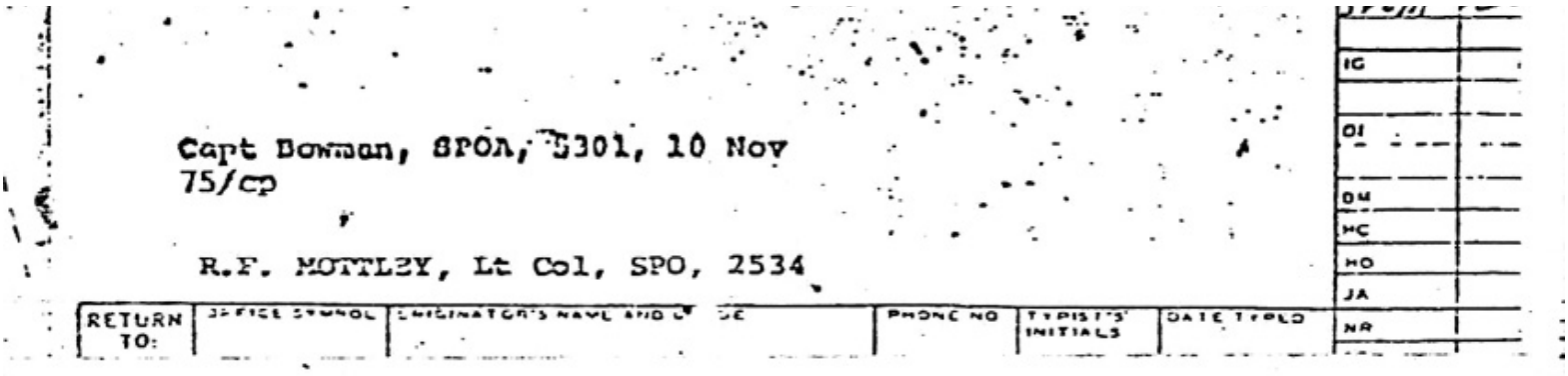
LG

DO

DP

SPO

SPOA


Capt Bowman, SPOA, 5301, 10 Nov
75/cp

R.F. MOTTLEY, Lt Col, SPO, 2534

RETURN TO: | OFFICE SYMBOL | ORIGINATOR'S NAME AND OFFICE | PHONE NO | TYPIST'S INITIALS | DATE TYPED

IG | OI | DM | MC | HO | JA | NR

Message multiple addressed to 14 agencies, page 1 of 3

01 03 PP PP UUUU

NO

CINCSAC OFFUTT AFB NE/SP

AIG 688/CC/SP

AIG 689/CC/SP

XMT: 11AREFS ALTUS AFB OK

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DET 2 97BMW COLUMBUS AFB MS/CC/SP

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Capt Dowman, SPOA, 8301, 10 Nov
75/cp

R.F. MOTTLEY, Lt Col, SPO, 2534

(96)

02 03 PP PP UUUU

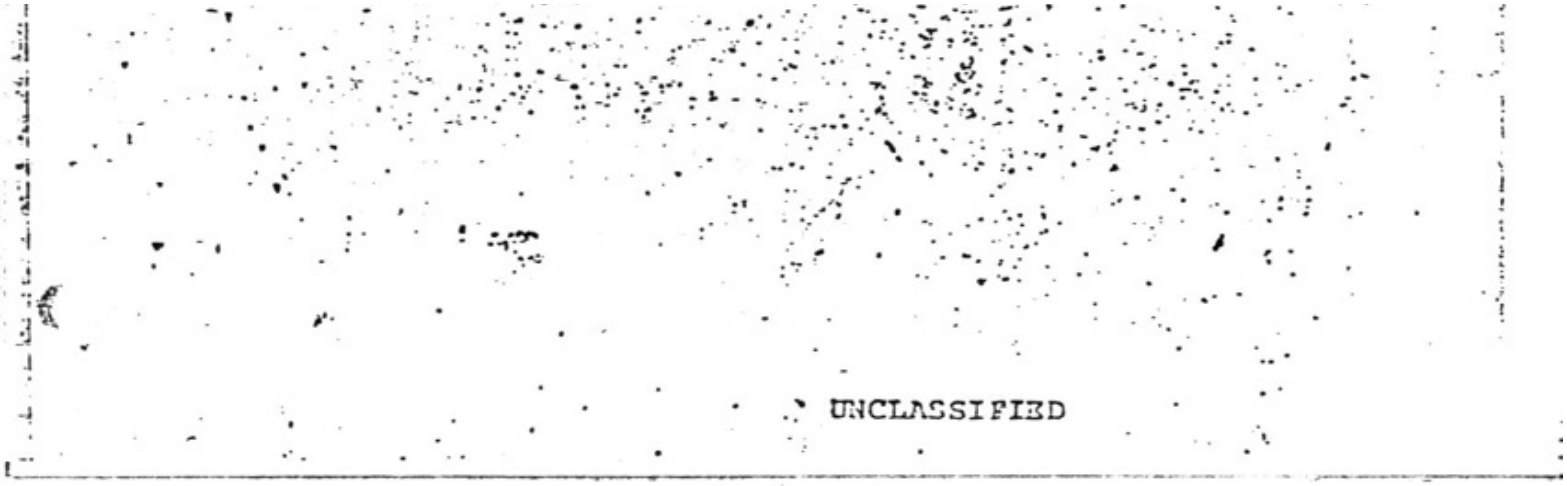
NO

AREAS DURING THE HOURS OF DARKNESS HAVE PROMPTED THE IMPLEMENTATION OF SECURITY OPTION 3 AT OUR NORTHERN TIER BASES. SINCE 27 OCT 75, SIGHTINGS HAVE OCCURRED AT LORING AFB, WURTSMITH AFB, AND MOST RECENTLY, AT MALMSTROM AFB. ALL ATTEMPTS TO IDENTIFY THESE AIRCRAFT HAVE MET WITH NEGATIVE RESULTS.

Loring Wurtsmith Malmstrom

2. WHILE AFFECTED BASES ARE NOW RETURNING TO NORMAL SECURITY POSTURE (AT THE OPTION OF THE LOCAL COMMANDER), ALL SAC SECURITY POLICE UNITS ARE REQUESTED TO MONITOR AND REPORT ALL SIGHTINGS OF UNIDENTIFIED AIRCRAFT/HELICOPTERS FLYING/HOVERING IN THE VICINITY OF WEAPONS STORAGE AREAS, AIRCRAFT ALERT AREAS AND MISSILE LAUNCH/LAUNCH CONTROL FACILITIES. AT THE DISCRETION OF LOCAL COMMANDERS, UNITS WILL IMPLEMENT AN APPROPRIATE SECURITY POSTURE UPON DETECTION OF SIMILAR CIRCUMSTANCES.

3. ACTIONS SHOULD ALSO BE TAKEN TO RE-ESTABLISH LIAISON WITH LOCAL LAW ENFORCEMENT AGENCIES AND FEDERAL AVIATION AGENCIES



Message multiple addressed to 14 agencies, page 2 of 3

02 03 PP PP UUUU

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UNCLASSIFIED

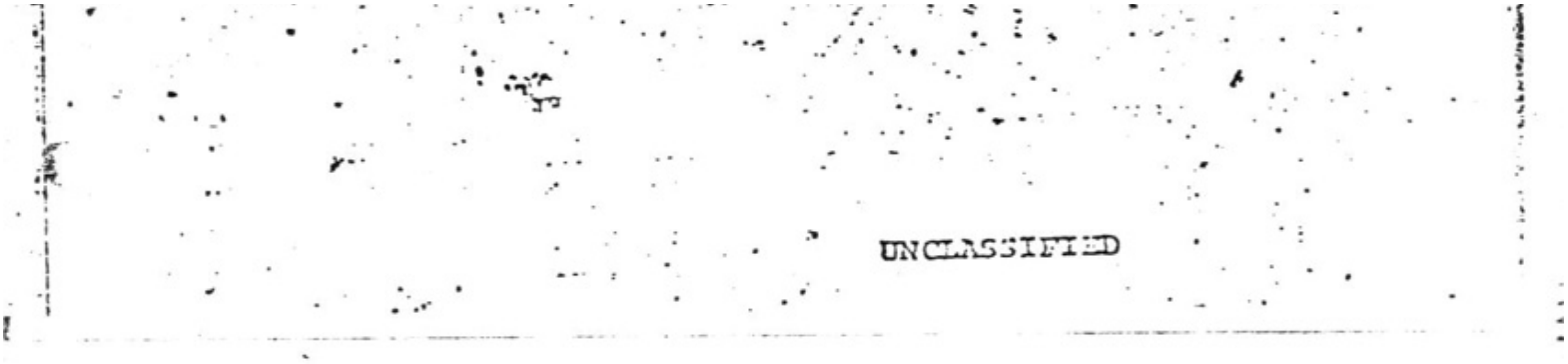
(97)

03 03 PP PP UUUU

NO

WHICH COULD BE MOBILIZED TO ASSIST IN THE IDENTIFICATION OF UNIDENTIFIED AIRCRAFT/HELICOPTERS AT YOUR LOCATION. BASES SHOULD THOROUGHLY REVIEW AND INSURE ALL PERSONNEL ARE FAMILIAR WITH ACTIONS TO TAKE IAW THE HELICOPTER DENIAL PORTION OF YOUR 207-XX PLAN.

4. FOR THE FOLLOWING UNITS ONLY:: 42BPS, 50DSPS, 380SPS, 379SPS, 449SPS, 410SPS, 432SPS, 91SPS, 341SPS, AND 92SPS. SECURITY OPTION III, IMPLEMENTED BY CINCSAC/SP 2920252 OCT 75, SAME SUBJECT, IS RESCINDED.



Message multiple addressed to 14 agencies, page 3 of 3

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UNCLASSIFIED

RSID (Regional Sighting Information Database)

Six-state region printout 1967

Produced for the NICAP web site by Francis Ridge

DATE	TIME	LOCATION	ST	HY	WT	DESCRIPT	SOUND	DURAT	VAL	IS	BERLI	SPEIS	F_USED	F_NEEDED	FI	DN	COUNTY	WITN	REF
670103		NEW RICHMOND	IN	C2											14	MONTGOMERY		EGBA,678	
670103		WAUKEGAN	IL	NL	01												WATERS	EGBA,556	
670107	1745	ST. LOUIS	MO	NL		DOMDISC			III									UFOE325	
670110	2030	BRUCEVILLE	IN	C1	02	DISC	NONE	15S	III	IC			1	RIDGE	02	KNOX	RIDGLEY		
670111		GALESBURG	IL	NL	01						11-15	METR?					WESTFALL	SL-18,13	
670113		JOPLIN	MO	NL	01												HICKMAN	EGBA,569	
670115		FRANKFORT	KY	NL								4DAYS						APROB,15	
670115	2100	SHELBYVILLE	KY	C2	MW	ELONGATE	NONE	M+	I			3						APROB,15	
670116	0600	KNOX CO.	IN	NU	MW	MOLAR	NONE	M+	V	IC		=BCLD	1	RIDGE	02	KNOX			
670117		SEYMOUR	IN	C1	01										06	JACKSON	PATTON	EGBA,680	
670117		JOPLIN	MO	NL														EGBA,569	
670117	EVEN	FREETOWN	IN	C1	01	LIGHT	NONE	30S	I						06	JACKSON	BEDEL	FSHN,131	
670118		CAPE GIRARD	MO	NL														UI,3,1	
670119	0630	WAYNE CO.	IN	NL	06	ROWLITES	NONE	3M	I					WORLEY	10	WAYNE	CLEVENGE		
670119	1500	MILAN	IN	C1	01	JAR	TRAIN	7M+	I	IC	05/01	UNKNI	18	WOR/RID	07	RIPLEY	THOMPSON	APROB,15	
670119	1830	CAIRO	IL	NL	MW	LIGHTS	NONE	7M	I								JONES/SM	FSHN,221	
670120		VICTORIA	TN	C2	01													EGBA,500	
670120	0200	THEBES	IL	NL	MW	LIGHT	NONE	45M	III								STOUT	FSHN,222	
670120	2000	CAIRO	IL	NL	XX	LIGHT	NONE											APRO	
670120	XXXX	VICTORIA	IL	TD	XX	OBJECT			I			6						ROUND-UP	
670126		CHICAGO	IL	NL								METR?						EGBA,531	
670126		COFFEEN	IL	C1														EGBA,532	
670128	0300	GRANITE CITY	IL	NL	08	CUPwDOME	NONE		III								PARMLEY	FSHN,222	
670129		KNOX CITY	MO	C3	03							7					CAMPBELL	SL-41,13	
670129	1900	ECKERTY	IN	NL	02	RBOL	NONE	15S+	III	IC	01/02	S5/P3	1	RIDGE	03	CRAWFORD	STURM		
670129	EVEN	CAIRO	IL	NL	02	LIGHT	NONE		III		UNKN	811					SMITH	APRO	
670130		SANDUSKY	OH	NL	01												AUSMER	UI,3,6	
670131		HAZEL CREST	IL	NL	01												MARLOWE	SL-40,8	
670131		CALIFORNIA	MO	NL														SL-43,8	
6701XX		BOULDER	IL	C1	01												HUTCHIN	SL-23,22	
6701XX		JENNINGS	MO	NL	01												MEYER	EGBA,569	
6701XX	1930	GALESBURG	IL	C1	MW	FUNNELTP	NONE		I									NCS	
670201	2055	ERLANGER	KY	NL	02	OBJwWIND	NONE		V								ILG	FSHN,223	
670202	0340	W.FRANKFORT	IL	NL	01		NONE	20M	V										

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|        |   |              |        |DELL
670202|EVEN|CAIRO       |IL|C1|01|LIGHT   |NONE    |        |I  |  |     |     |        |
|        |   |              |        |DELL
670204|1930|NORMAN      |IN|NL|01|ELLIPT  |NONE    |30M     |III|IC|     |     |1       |
|RIDGE   |06 |JACKSON     |CHASTAIN|
670204|1930|BROWNSTOWN  |IN|NL|01|XBOL    |NONE    |15M     |III|IC|     |     |1       |
|RIDGE   |06 |JACKSON     |BLEVINS |
670205|0145|OAKLAND CITY|IN|NL|12|BOOMERNG|NONE    |5M+     |IV |IC|     |     |1       |
|STUDLER |01 |GIBSON      |FREDERIC|
670205|0230|CROTHERSVILL|IN|NL|01|HEMIS   |NONE    |10M+    |III|IC|     |     |1       |
|RIDGE   |06 |JACKSON     |BARKER  |
670205|0600|BEDFORD     |IN|NL|01|CIGAR   |RAIN    |30M     |III|  |     |     |        |
|        |06 |LAWRENCE    |        |
670205|2000|HILLIARD    |OH|C3|01|EGG     |NOISE   |        |I  |  |     |     |7       |
|JONES/SC|   |              |"LUKE"  |MORA1994
670207|2000|OWEN CO.    |IN|NL|01|EGG     |NONE    |        |I  |  |     |     |        |
|WORLEY  |14 |OWEN        |POORMAN |
670208|0615|OWEN CO.    |IN|NL|01|STARLIKE|        |15S     |I  |  |     |     |        |
|WORLEY  |14 |OWEN        |POORMAN |
670209|1950|SEYMOUR     |IN|NL|01|ROUND   |NONE    |10M     |III|  |     |     |1       |
|RIDGE   |06 |JACKSON     |SWIDER  |
670210|    |SANDUSKY    |OH|C2|01|        |        |        |   |  |     |     |        |
|        |   |              |BUTLER  |UI,3,6
670210|2100|OWEN CO.    |IN|NL|05|OVAL    |NONE    |5M      |   |  |     |     |        |
|WORLEY  |14 |OWEN        |        |
670211|EVEN|MILFORD     |OH|C2|02|MUSHROOM|NONE    |        |   |  |     |     |        |
|        |   |              |HILDEBRA|NL,21
670211|XXXX|MILFORD     |OH|TD|XX|        |        |        |I  |  |     |     |        |
|        |   |              |        |ROUND-UP
670212|0200|OWEN CO.    |IN|C1|03|WBOLwWIN|NONE    |2M      |   |  |     |     |        |
|WORLEY  |14 |OWEN        |        |
670214|    |MILLER CO.  |MO|C3|  |        |        |        |   |  |     |     |7       |
|        |   |              |        |SL-8,1
670214|0700|JEFF.CITY   |MO|C3|  |DISC    |        |        |I  |  |     |     |        |
|        |   |              |        |UFOE327
670216|    |ST. LOUIS   |MO|C4|01|        |        |        |   |  |     |     |        |
|        |   |              |WETTLING|EGBA,581

670216|    |WESTON      |MO|C1|  |        |        |        |   |  |     |     |        |
|        |   |              |        |SL-33,3
670219|    |MILLER CO.  |MO|C1|  |        |        |        |   |  |     |     |        |
|        |   |              |        |SL-15,6
670222|    |MIDDLEPORT  |OH|HR|01|        |        |        |   |  |     |     |7MIB    |
|        |   |              |GORDON  |EGBA,711
670222|0630|MILTON      |IN|NL|02|OVALwLT |NONE    |        |I  |  |     |     |        |
|        |10 |WAYNE       |CLEVENGE|SE-34
670222|EVEN|HAGERSTOWN  |IN|NL|03|OBLONGwL|NONE    |        |   |  |     |     |        |
|        |10 |WAYNE       |LUTZ    |SE-34
670223|2130|MARION      |IL|C1|  |OVAL    |        |        |I  |  |     |     |        |
|        |   |              |        |UFOE329
670228|2100|OWEN CO.    |IN|C1|03|YBOL    |NONE    |        |I  |  |     |     |        |
|WORLEY  |14 |OWEN        |        |
670228|2100|OWEN CO.    |IN|C2|01|LIGHT   |NONE    |        |   |  |     |     |        |
|WORLEY  |14 |OWEN        |HARRIS  |
670228|2150|OWEN CO.    |IN|C1|02|DOORKNOB|NONE    |        |   |  |     |     |        |
|WORLEY  |14 |OWEN        |HOSAPPLE|
6702??|    |ST. LOUIS   |MO|NL|01|        |        |        |   |  |     |     |        |
|        |   |              |SCHNEIDE|SL-21,3
6702XX|2230|SUMNER      |IL|NL|01|RBOL    |NONE    |90M     |III|IC|     |     |1       |
|RIDGE   |   |              |GOCHENOU|
670301|    |JENNINGS    |MO|NL|  |        |        |        |   |  |     |     |        |
|        |   |              |        |SL-39,9
670301|2130|GOSPORT     |IN|C1|05|OBLONG  |NONE    |1M      |III|  |     |     |        |
|ALEMAN  |14 |OWEN        |HOLSAPPL|APRO
670301|2200|OWEN CO.    |IN|C1|02|SAUCER  |NONE    |        |III|  |     |     |        |
|ALEMAN  |14 |OWEN        |HOLSAPPL|APRO
670301|2200|GOSPORT     |IN|C1|01|OVAL    |NONE    |3M      |III|  |     |     |        |
|ALEMAN  |14 |OWEN        |DEAN    |APRO
670301|2206|POLAND      |IN|C1|04|DDISC   |NONE    |5M      |   |  |     |     |        |DATE
|ALEMAN  |14 |OWEN        |        |APRO
670303|    |TOLEDO      |OH|NL|01|        |        |        |   |  |     |     |        |
|        |   |              |CZEZUR  |APROB,15
670303|    |CHICAGO HTS.|IL|NL|01|        |        |        |   |  |     |     |        |
|        |   |              |LABELLE |EGBA,532
670303|    |HOMEWOOD    |IL|NL|  |        |        |        |   |  |     |     |        |
|        |   |              |        |EGBA,540
670303|    |LEWISTON    |IL|C1|  |OBLONG  |WHINE   |        |I  |  |     |     |        |
|        |   |              |        |UFOE330
670306|0425|HENDERSON   |IL|C1|01|DDISC   |HISS    |11M     |   |  |     |     |        |
|        |   |              |        |DELL
670306|DAYT|ST. CLAIR   |MO|DD|03|        |        |        |   |  |     |     |        |
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				BRIDDELL	SL-3,1									
670307		BARTLETT	IL	C1	01									
				DRZONEK	APROB,15									
670307	0030	KEENEYVILLE	IL	C1	03	ROUND	NONE		I					
				DRZONEK	SE-34									
670308		FLANAGAN	IL	NL										
				KENNEDY	EGBA,537									
670308		PONTIAC	IL	NL										
					EGBA,550									
670308		BUNCETON	MO	NL	01									
				ROWLES	EGBA,561									
670308	2330	CAMBRIDGE	IL	NL	01	OWL	NONE	M+	IV					
					DELL									
670308	DAYT	AURORA	IL	DD	01									
				DAVIS	EGBA,522									
670308	EVEN	CANTON	IL	NL										
					SE-35									
670308	EVEN	PEKIN	IL	NL										
					SE-35									
670308	EVEN	PEORIA	IL	NL										
					SE-35									
670308	EVEN	GALESBURG	IL	NL	01	LIGHT	NONE							
					SE-35									
670308	EVEN	CENTRALIA	IL	NL		LIGHT								
					SE-35									
670308	EVEN	SALEM	IL	NL	MW	LIGHT								
					SE-35									
670308	XXXX	MOLINE	IL	NL										
					SE-35									
670309	1331	MOLINE	IL	DD	MW	DISCS	NONE	12M					8M	
				FISHER	SL-10,1									
670309	1910	GALESBURG	IL	NL	MW	PANCAKE	NONE	M+	III					
					DELL									
670309	1915	PEKIN	IL	NL	01	OBOL	NONE							
				WIDBY	NCS									
670309	EVEN	CANTON	IL	NL		LIGHT								
					NCS									
670309	EVEN	CENTRALIA	IL	NL		LIGHT								
					SE-35									
670309	EVEN	PEORIA	IL	NL	01	SPECK	NONE		V					
					NCS									
670309	EVEN	SALEM	IL	NL	MW	LIGHT	NONE							
					SE-35									
670309	EVEN	GALESBURG	IL	NL	XX	LIGHT	NONE							
					SE-35									
670309	XXXX	MOLINE	IL	DD	42	OBJECTS	NONE				AFTN			
					SE-35									
670315		CALEDONIA	MO	NL	01									
				MUIR	EGBA,562									
670316		CAMDENTON	MO	NL								UFO?		
					SL-1,1									
670318		LEBANON	OH	C2	01									
				SMITH	APROB-15									
670318	XXXX	EATON	OH	HR	XX								7	
					ROUND-UP									
670321		NEW BADEN	IL	C2										
					PTAW,46									
670321		TOLEDO	OH	C2		FLATSPHE			I					
					UFOE328									
670321	0200	MASCOUTAH	IL	C2	02	OVAL	NONE	10M+	I				6	
					SL-71									
670321	2210	SPENCER	IN	C1	01	KITE	NONE	45M	III					
ALEMAN	14	OWEN		NOEL	APRO									
670322		YOUNGSTOWN	OH	DD	01									
				DOWNIE	EGBA,724									
670322		NEW HAVEN	OH	HR	01								7MIB	
				GORDON	EGBA,714									
670322	1930	BUSSERON	IN	NL	05	LIGHTS	NONE	H+					1	
STUDLER	02	KNOX		McCARTER										
670323	1130	LAWRENCEVILL	IL	DD	01	CIGAR	NONE	1M	III	IC			1	
RIDGE				GOSNELL										
670323	EVEN	ELIZABETH	IL	C1	XX	OWL	NONE		I					
					SE-72									
670325	EMOR	JOPLIN	MO	C1		3 DISCS			I					
					UFOE334									
670326		N. WINCHESTE	OH	DD										
					HYNEK									
670326		NEW WINCHEST	OH	DD										
					UE,64									
670328		MUNROE FALLS	OH	C3									7	
				MORRIS	APROB-15									

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670328|    |MUNROE FALLS|OH|C3|01|        |        |        |   |  |     |     |7       |
|       |   |            |MORRIS  |NL,30
670328|    |SHANNON CO. |MO|C1|01|        |        |        |   |  |     |     |        |
|       |   |            |BROADFOO|SL-2,6
670328|XXXX|KENT        |OH|HR|XX|        |N/A     |        |   |  |     |     |7       |
|       |   |            |          |ROUND-UP
670328|XXXX|MUNROE FALLS|OH|HR|XX|        |N/A     |        |   |  |     |     |7       |
|       |   |            |          |ROUND-UP
670330|    |ST. ANN     |MO|NL|01|        |        |        |   |  |     |     |        |
|       |   |            |POOR    |SL-34,11
6703XX|    |CALIFORNIA  |MO|C1|  |        |        |        |   |  |     |     |        |
|       |   |            |          |SL-45,16
6703XX|    |LINN CREEK  |MO|NL|01|        |        |        |   |  |     |     |        |
|       |   |            |CASE    |SL-1,3
670401|0545|WAYNE CO.   |IN|C1|01|ROUND   |NONE    |1M      |   |  |     |     |6       |
|WORLEY  |10 |WAYNE       |DELUCIO |
670403|    |ATHENS      |OH|C1|  |        |        |        |   |  |     |     |        |
|       |   |            |CLENDENE|EGBA,686
670405|DAYT|SEDALIA     |MO|DD|  |DISC    |        |        |   |  |     |     |        |
|       |   |            |          |SL-6,2
670410|1500|FAYETTE CO. |IN|DD|02|OVAL    |NONE    |30M     |III|  |     |     |8       |
|WORLEY  |10 |FAYETTE     |        |
670410|2145|FAYETTE CO. |IN|NL|02|COACH   |NONE    |20M     |III|  |     |     |        |
|WORLEY  |10 |FAYETTE     |JOHNSON |
670417|    |MIDDLEPORT  |OH|C1|  |        |        |        |   |  |     |     |        |
|       |   |            |ELLIS   |UI-4,6
670417|    |JEFFERSON CI|MO|C1|  |        |        |        |   |  |     |     |        |
|       |   |            |          |UE,96
670422|EMOR|ELIZABETH   |IL|C1|  |ELONGATE|        |        |I  |  |     |     |        |
|       |   |            |          |UFOE336
670428|EVEN|ELKHART     |IN|NL|02|LIGHTS  |NONE    |        |   |  |     |     |        |
|       |11 |ELKHART     |          |NCS
670510|0300|WAYNE CO.   |IN|C1|02|MISSILE |NONE    |15M     |I  |  |     |     |        |
|WORLEY  |10 |WAYNE       |WESTLER |
670515|2315|INDIANAPOLIS|IN|RV|02|CIGAR   |NONE    |25M     |   |  |02/05|S5/P5|9       |
|       |05 |MARION      |TOLER   |FSHN,152
670521|0300|NR. NIKE MB |IN|C1|02|OWL     |NONE    |2M      |I  |  |     |     |        |
|WORLEY  |10 |UNION       |CARMACK |
670521|0800|UNION CO.   |IN|DD|01|MELON   |SWISHING|5S      |IV |  |     |     |        |
|WORLEY  |10 |UNION       |BAUDENDI|
670522|    |GRAVOIS MILL|MO|NL|  |        |        |        |   |  |     |     |        |
|       |   |            |          |SL-2,6
6705XX|    |ASHLAND     |KY|TC|  |        |        |        |   |  |     |     |6       |
|       |   |            |          |PTAW,48
6705XX|    |CASSVILLE   |MO|C1|  |        |        |        |   |  |     |     |        |
|       |   |            |          |SL-15,6
6705XX|XXXX|CANTON      |IL|NL|02|LIGHT   |NONE    |        |III|  |     |     |        |
|       |   |            |          |NCS
670605|2330|VINCENNES   |IN|NL|03|TUBULAR |NONE    |30S     |III|IC|     |     |1       |
|RIDGE   |02 |KNOX        |PHILLIPS|
670606|    |HURON       |OH|DD|01|        |        |        |   |  |     |     |        |
|       |   |            |RITTER  |EGBA,705
670611|    |CINCINNATI  |OH|NL|01|        |        |        |   |  |     |METR?|        |
|       |   |            |HILL    |EGBA,693
670630|    |ASH GROVE   |MO|NL|01|        |        |        |   |  |     |     |        |
|       |   |            |STANTON |SL-2,2
6706XX|    |JEFFERSON CI|MO|NL|01|        |        |        |   |  |     |     |        |
|       |   |            |KUNTZ   |SL-2,4
6706XX|    |SEDALIA     |MO|NL|01|        |        |        |   |  |     |     |        |
|       |   |            |HUSKY   |SL-2,2
670703|2210|SEYMOUR     |IN|NL|01|LIGHT   |NONE    |2M      |IV |IC|     |     |1       |
|RIDGE   |06 |JACKSON     |WEASNER |
670707|    |FLORISSANT  |MO|NL|01|        |        |        |   |  |     |     |        |
|       |   |            |BRAZIE  |APROB,16
670709|    |SARCOXIE    |MO|NL|01|        |        |        |   |  |     |     |        |
|       |   |            |          |SL-3,5
670711|    |DEFIANCE    |OH|HR|  |        |        |        |   |  |     |     |7MIB    |
|       |   |            |          |EGBA,700
670713|    |WHITEHOUSE  |OH|C3|01|        |        |        |   |  |     |     |7MIB    |
|       |   |            |RICHARDS|APRO-16,
670713|XXXX|TOLEDO      |OH|TD|XX|        |        |        |   |  |     |     |6       |
|       |   |            |          |ROUND-UP
670714|DAYT|ST. LOUIS   |MO|DD|01|        |        |        |   |  |     |     |        |
|       |   |            |HICKS   |SL-42,10
670715|DAYT|SEDALIA     |MO|DD|  |DOMED   |        |        |   |  |     |     |        |
|       |   |            |          |SL-37,8
670718|    |YOUNGSTOWN  |OH|NL|  |        |        |        |   |  |     |     |        |
|       |   |            |          |EGBA,724
670718|0130|BOARDMAN    |OH|HR|01|        |        |        |   |  |     |     |7       |
|KEEL    |   |            |DE POLO |SL-93,10
6707XX|    |STOVER      |MO|NL|01|RBOL    |        |        |   |  |     |     |        |
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|        |   |            |BOESCHEN|SL-3,3
670815|    |HUEY        |IL|C2|  |        |        |   |  |     |     |6       |
|        |   |            |        |SL-33,11
670820|DAYT|KIRKSVILLE  |MO|DD|01|        |        |   |  |     |     |        |
|        |   |            |SHIPLEY |SL-4,5
670821|    |GLADDEN     |MO|NL|01|        |        |   |  |     |     |        |
|        |   |            |RUMMEL  |SL-1,1
670823|    |HAMILTON CO.|IN|TD|XX|        |        |I  |  |     |     |6       |
|        |05 |HAMILTON    |        |ROUND-UP
670825|    |ELDON       |MO|C1|  |        |        |   |  |     |     |        |
|        |   |            |        |EGBA,564
670829|2130|RICHMOND    |IN|NL|04|OBOL    |BUZZING |2H      |III|  |     |     |        |
|WORLEY  |10 |WAYNE       |TIBBOT  |
6708XX|DAYT|ST. ANN     |MO|DD|02|        |        |   |  |     |     |        |
|        |   |            |POOR    |SL-34,11
670902|    |SPRINGFIELD |MO|NL|01|        |        |   |  |     |     |        |
|        |   |            |PHILLIPS|SL-3,2
670911|    |VERMILLION  |OH|NL|  |        |        |   |  |     |METR?|        |
|        |   |            |        |EGBA,721
670922|    |GRAVOIS MILL|MO|NL|  |        |        |   |  |     |     |        |
|        |   |            |        |SL-5,1
670924|    |SEDALIA     |MO|NL|  |        |        |   |  |     |     |        |
|        |   |            |        |SL-2,1
6709XX|    |BECKEMEIER  |IL|NL|01|        |        |   |  |     |     |        |
|        |   |            |JANNETT |SL-34,6
671001|DAYT|ROCKFORD    |IL|DD|  |        |        |   |  |     |     |        |
|        |   |            |        |SL-2,6
671002|DAYT|SEDALIA     |MO|DD|  |        |        |   |  |     |     |        |
|        |   |            |        |SL-3,3
671003|EVEN|SYRACUSE    |IN|NL|MW|OBJECTS |        |   |  |     |     |        |
|        |11 |KOSCIUSCO   |        |NCS
671012|    |HERRIN      |IL|NL|  |        |        |   |  |     |     |        |
|        |   |            |        |APROB,16
671014|    |VERSAILLES  |MO|C1|  |        |        |   |  |     |     |        |
|        |   |            |        |SL-5,7
671020|    |THAYER      |MO|NL|  |        |        |   |  |     |UFO? |        |
|        |   |            |        |SL-3,4
671021|    |S. CAMPBELL |MO|NL|01|        |        |   |  |     |     |        |
|        |   |            |IMMON   |EGBA,584
671021|DAYT|SPRINGFIELD |MO|DD|  |        |        |   |  |     |     |        |
|        |   |            |        |APROB,16
671108|    |SALEM       |MO|NL|01|        |        |   |  |     |     |        |
|        |   |            |HEADRICK|EGBA,582
671108|    |FREEPORT    |IL|NL|01|        |        |   |  |     |     |        |
|        |   |            |TOEPFER |EGBA,538
671109|2345|ERWIN       |TN|C4|02|OBJECT  |NONE    |       |I  |  |     |     |        |
|        |   |            |        |SYMP,81
671124|DAYT|TUSCUMBIA   |MO|DD|  |        |        |   |  |     |     |        |
|        |   |            |        |EGBA,585
671127|2100|FAYETTE CO. |IN|C1|07|DDISC   |NONE    |10M    |I  |  |     |     |        |
|WORLEY  |10 |FAYETTE     |WORLEY  |
6711XX|EVEN|WAYNE CO.   |IN|C1|02|OVAL    |NONE    |       |   |  |     |     |        |
|WORLEY  |10 |WAYNE       |FOX     |
671208|0030|DEPUTY      |IN|C3|01|BOWL    |HUMMING |30M+   |I  |  |     |     |7MIB    |
|WORLEY  |07 |JEFFERSON   |CAIN    |EGBA,670
671214|EVEN|GOSHEN      |IN|NL|02|LIGHTS  |NONE    |       |III|  |     |     |        |
|        |11 |ELKHART     |        |NCS
671219|    |MAHOMET     |IL|C2|01|        |        |   |  |     |     |        |
|        |   |            |KELLY   |EGBA,544
671222|    |HOLMES CO.  |OH|C2|  |        |        |   |  |     |     |        |
|        |   |            |        |EGBA,705
671222|    |NEW HAVEN   |OH|HR|01|        |        |   |  |     |     |7MIB    |
|        |   |            |GORDON  |EGBA,714
671229|    |BREESE      |IL|C2|01|        |        |   |  |     |     |        |
|        |   |            |GRAPPERH|SL-17,11
67FALL|2100|PT. ISABEL  |OH|HR|03|        |        |   |  |     |     |7       |
|STRINGFI|   |            |        |SL-93,10
67SPRG|    |TIPTON      |MO|C1|02|        |        |   |  |     |     |        |
|        |   |            |        |SL-50,13
67SUMR|1600|BOONEVILLE  |IN|C1|03|DISC    |NONE    |       |V  |IC|05/02|UNKNI|1       |
|RIDGE   |01 |WARRICK     |ROBINSON|
67SUMR|EMOR|CAMP ATTERBU|IN|C1|MW|SAUCER  |NONE    |       |III|NI|     |     |FI-4    |1
|RIDGE   |05 |JOHNSON     |REIFEIS |
67SUMR|EVEN|CAMP ATTERBU|IN|NL|MW|LIGHT   |NONE    |15M+   |III|NI|     |     |FI-4    |1
|RIDGE   |05 |JOHNSON     |REIFEIS |
67SUMR|EVEN|ELDON       |MO|C2|01|DDISC   |NONE    |BRIEF  |I  |  |     |     |        |
|        |   |            |        |SL-71
67SUMR|XXXX|OLNEY       |IL|NL|02|ARROWHD |NONE    |       |   |  |     |     |        |
|RIDGE   |   |            |RYAN    |NCS
67XXXX|    |BARNETT     |MO|C2|01|DISC    |NONE    |M+     |I  |  |     |     |        |
|        |   |            |        |SL-43,10
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67XXXX|    |GALLIPOLIS  |OH|TC|  |        |        |   |  |     |     |7MIB    |
|        |   |            |        |EGBA,703
67XXXX|    |ELDON       |MO|C2|01|        |        |   |  |     |     |        |
|        |   |            |BAILEY  |SL-43,10
67XXXX|    |IRONTON     |MO|C2|  |        |        |   |  |     |     |        |
|        |   |            |        |PTAW,46
67XXXX|EVEN|INDIANAPOLIS|IN|C3|03|SAUCER  |NONE    |        |   |NI|     |     |FI-4    |
|CRODA   |05 |MARION      |CINDY R.|
67XXXX|EVEN|FRANKFORT,W.|IL|C1|02|SAUCER  |NONE    |        |I  |  |     |     |        |
|        |   |            |        |DELL 67
67XXXX|EVEN|CAIRO       |IL|NL|02|OBJwRIM |NONE    |        |I  |  |     |     |        |
|        |   |            |POMEROY |DELL 67
67XXXX|EVEN|FRANKFORT,W.|IL|C1|01|DERBY   |NONE    |        |   |  |     |     |        |
|        |   |            |        |DELL 67
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NICAP Home Page

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 434TH TROOP CARRIER WING (M) (RESERVE) (CAC)
BAKALAR AIR FORCE BASE, COLUMBUS, INDIANA 47201

REPLY TO
ATTN OF: PT

23 FEB 1967

SUBJECT: UFO

TO: National Investigations Committee on Aerial Phenomena
(Attn: Mr. Francis L. Ridge)
816 Perry
Vincennes, Indiana 47591

1. In accordance with AFR 200-2, Paragraph 7, this base must submit the following: "The Office of Information, Office of the Secretary of the Air Force, will release to the public or unofficial persons or organizations, all information or releases concerning UFO's, regardless of origin or nature. This includes replies to correspondence submitted direct to the AFSC (FTD) and other Air Force activities by private individuals requesting comments or results of analysis and investigations of sightings."

2. Your report dated 19 February 1967, is noted and will be passed to the appropriate personnel.

FOR THE COMMANDER

Elbert E. Wade

ELBERT E. WADE, Major, AFRes
Deputy Director of Operations
Plans & Training Branch

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DEPARTMENT OF THE ARMY
HEADQUARTERS 69TH ARTILLERY GROUP (AIR DEFENSE)
WILMINGTON, OHIO 45177

ADAC1-CO

24 February 1967

Mr. Francis L. Ridge
Director, Indiana Unit No. 1
Civilian Research
Unidentified Flying Objects
Vincennes, Indiana 47591

Dear Sir:

This organization can not confirm any of the nine UFO reports mentioned in your letter of 19 February 1967, addressed to Battery C, 5th Battalion (HERC), 56th Artillery, Dillsboro, Indiana

Sincerely,

John D. Penrod
JOHN D. PENROD
WO1, USA
Adjutant

123529

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Red Flash Seen In Sky Must Have Been Meteor

NOV 16 1960

That brilliant red flash seen over Vincennes and southern Indiana and adjoining areas Monday night must have been a meteor.

No body had any other logical explanation today, after a futile search for evidence of a plane crash.

First reports came from Florence, east of Vevay. Residents there said they saw an object burning in the sky. A Switzerland County farmer reported sighting "an object in the sky with three bright lights."

The Nike missile station at Dillsboro said it had traced an unidentified object with its radar but lost it as it traveled northwest toward Indianapolis. State police units rushed to the area looking for some evidence of a plane crash but could find none.

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BATTERY "C"
5TH MISSILE BATTALION, 56TH ARTILLERY
Dillsboro, Indiana

1 December 1960

Mr. Franklin Ridge
Director of CRUFO
Vincennes, Indiana

Dear Sir:

We were not radar tracking an unidentified flying object on Monday 14 November 1960.

Therefore we must submit a negative report.

Sincerely yours

CHARLES A MITCHICK
2/Lt Arty
Executive Officer

DEPARTMENT OF THE ARMY

Btry C
5th Msl Bn 56th Arty
Dillsboro, Indiana

OFFICIAL BUSINESS

CRUFO
RTD 5, Box 23
Vincennes, In

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 434TH TROOP CARRIER WING (M) (RESERVE) (CAC)
BAKALAR AIR FORCE BASE, COLUMBUS, INDIANA 47201

REPLY TO
ATTN OF: PT

21 March 1967

SUBJECT: Unidentified Flying Objects, (Your ltr, dtd 2 March 1967)

TO: National Investigations Committee on Aerial Phenomena
(Attn: Mr. Francis L. Ridge)
816 Perry
Vincennes, Indiana 47591

1. This headquarters submits a negative radar capability and negative report of positively identified sighting.

2. Suggest you recheck Section B Paragraph 5C AFR 80-17 dated 19 Sep 1966. Quote, "In response to local inquiries regarding UFO's reported in the vicinity of an Air Force Base, the base Commander may release information to the news media or the public after the sighting has been positively identified. If the--------thru entire paragraph.

3. Suggest contact with SAF-OI for desired information.

FOR THE COMMANDER

ELBERT E. WADE, Major, AFRes
Deputy Director of Operations
Plans & Training Branch

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Disc With Cupola

Princeton, Indiana
August, 1973

August, 1973; 9:00 PM.
Princeton, Indiana (USA)
Witnesses: 3
CE-1, Vallee: I
Disc with conning tower, No Sound, Duration: 5 Minutes
Evaluation: Berliner: 04/02

Francis Ridge, Field Investigator:
A reputable witness: "We were over at my mother-in-law's in Mt. Carmel, and that's about 11 miles from Princeton where I live, and it was evening and there was a storm coming up and we got upset over there. We had some bad experiences. A tree blew down and we decided to leave. We stopped at a filling station and got some gas and then we proceeded on to Princeton through the (Wabash River) bottoms and a, (of) course this was the time about when they were building PSI (the Public Service Indiana power plant) on the right hand side of the road.

"And we saw what appeared (now this was dark now) to be a couple of headlights. Well, we assumed they were maybe a temperature inversion, but then we got to thinking that during a thunderstorm or rainstorm you're not going to have a temperature inversion, it's going to be kinda stirred up. But directly in line with this was Owensville Rd. We thought maybe they might be headlights bouncing off of low clouds. These (lights) were up in the air.

"Our angle of perspective changed as we approached it. So we found out it was above the trees. The lightning caught up with us about this time and a pretty-good-sized bolt was behind it and we got it illuminated all around us and we saw what we appeared to be a saucer. Kinda weird, but the whole family witnessed it and nothing was said until we got home. "What surprised me, of course, we thought it was a car because it was the same spectral response that you'd have (received) from headlights, you know, the infra-red region, HEAVY in the infra-red. As we got closer to it, before the lightning struck, we saw what looked like clearance lights, one on each side of it. Later on it proved to be four, of whatever the light was, dotted around the cupola. And beneath it was a super-dark cone which apexed below the tree level. And this thing (the cone) didn't appear to be solid, the cone that came down to the ground or whatever it went down to. It was sort of wide at the bottom of the

saucer and evidently went to a point which would have been the opposite of a flashlight beam. And, ah, we kinda got a shock over it.

"I'd done a little snooping around during some rainstorms seeing if we could see it again, my oldest boy and I, back in where we thought it was in the woods. "As you come outside of Mt. Carmel and are proceeding towards Princeton, you'll find a large woods with a bunch of little spots where they've cut out to plant popcorn, I think, and corn. And it was over one of these patches, in fact it was the exact location where this Cavanaugh girl was found. "There is one thing. We've discussed this, the family and my oldest boy (he's 15 now), this is a good topic for us, inter-family. Ah, if these were lights shining on out, I would think they were more outside, than in, because if there were anyone inside this thing they would have been almost blind because the lights, if these were portholes, I'm saying, they would have to be almost blind because the lights were almost the same illumination as car headlights, although we didn't see any beams shooting out from them as you would on a car. "But the cone beneath it seemed to be, well, what I'd seen in laser, except on a much grander scale, in a different light spectrum. Of course in a storm you'll have heavy in ultra-violet, and ah, which could have made a red appear black, or any color would be off-color. Maybe there is something here in a beam, you know, like a laser. I think they (U.S. scientists) are doing experiments with green lasers that actually support objects. Why not?

"Another little injection here. It looked archaic, something out of Jules Verne, like a pickled metal, you know what I mean? When a piece of metal is heat-treated, pickled, a burnished silver color? It looked like this, well, you'd almost say you saw the rivets on the damned thing. Of course I didn't see any rivets. It was old-fashioned looking, not streamlined, (but) straight up and down, the cupola, with a little rolled edge on it. And ah, nothing ultra-modern that you would associate with space travel or something like this. I don't really believe the damned thing came from outer space (laughing). I mean, it doesn't ah, seem..... "Usually there is an explanation, but this damned thing, there wasn't any explanation for me (laughing again), you know, it was there, solid. "The damned thing was sitting awfully still, to be...it moved in from the west, or let's see, east, and then kinda stopped and started down. And so smooth and determined in its movements. It wasn't being affected by the storm any. "I'd say about 30' above the tree-level, five, six-hundred feet away, I'd imagine. I would estimate it about 30-40' (wide). Of course, I'm not very good on judging distances or sizes of objects. I overestimated (driving) because I thought it was landing or going down into a field which was just on the other side of the woods is an open field. So, I speeded up and went up there, and it had went down into the woods. So I had overshot my estimate there. We slowed down and watched it to almost a stop, I'd say three or four minutes. All the time we had good lighting from the lightning. Of course, I'd say it was ultra-violet, and this does make the colors...screws up the colors. It changes the shades heavy ultra-violet.

"The object was on a NW to SE track, descending." Weather was stormy, sky overcast with thick clouds, light rain, and lightning. Temperature was warm. The strong wind was from the west. The initial observation was of headlights, low on the horizon, to an object at about 30-degree elevation. The car was a 1971 Chevrolet 4-door Impala, air conditioning was on, windows closed "until I purposely rolled them down to observe. Realizing at this time it was a UFO, I turned on the radio, but did not hear any interference, nor did the engine stall, as I have read they did. At about 1,000' from the object, it stopped its linear movement and hovered, until we were within 500', then it descended very slowly into the woods."

Case Directory
NICAP Home Page

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A Community Institution

More than a Newspaper—

Wayne Co

Published Semi-Weekly – Mon

VOLUME NINETY-EIGHT (In County $4.00 per year. Out of County $5.00 per year.) MONDAY, AUGUST 12th, 19

AIR FORCE TEAM CHECKS OUT "LIGHTS"

Investigate 500 Claims A Year, Solve 98 Per Cent of Them.

An Air Force team of physicists from Wright - Patterson Field, Dayton, Ohio, spent the week end in Fairfield investigating the aerial phenomena sighted in Wayne county several nights last week.

Here were Lt. Col. Robert J. F[illegible], Capt. Hector Quintanilla a[illegible]/Sgt. Charles R. Sharp.

Made Interviews

The Air Force team interviewed persons who reported sighting strange objects in the Wayne county sky last week, starting with Ronnie Austin and his girl friend, Phyllis Bruce, who were startled by a strange lighted object which followed them in the sky near their Hickory Hill township homes last Sunday night.

What did the Air Force physicists find out? They aren't telling —yet, but Colonel Friend did make the following observations to the Press:

—The Air Force investigates 500 claims of strange aerial phenomena a year.

—It satisfactorily explains 98 per cent of them, at least in the years since 1956. From 1947, when "Project Bluebook", the Air Force name for investigation of aerial phenomena was started, the Air Force has satisfactorily explained 92 per cent of these sightings.

—Each Air Force base investigates such sightings nearest its base. He did not explain why Scott Air Base did not handle this i[illegible]tigation.

Investigate All

—The U.S. investigates every such sighting reported. "The one we didn't investigate might be the one which would blow us apart," Colonel Friend expalined.

—The story told by young Ronnie Austin and members of his

(Continued on Page 8)

AIR FORCE MEN CHECK LIGHT-IN-SKY STORIES HERE

A TEAM OF AIR FORCE PHYSICISTS were in Fairfield over the week end checking last week's light-in-the-sky stories. Here they are reading about it all in the Press . . . Lt. Col. Robert J. Friend (center), Capt. Hector Quintanilla, right and Sgt. Charles R. Sharp. They called the Press stories accurate and not overplayed.

SIGHTINGS IN SKY APPEAR ON WANE

None Reported In County Over Weekend; Seen in Other Counties.

Are Wayne county's neck-craning days over?

The eyes-to-the-sky activity appears to be waning, one week after a strange lighted object followed a Hickory Hill township teenager and his girl friend home.

A number of Fairfield and county residents sighted more strange lights Wednesday night.

The sightings brought Air Force

STORY OF ANOTHER LIGHT IN THE SKY

Harold and Roberta Flexter, of Cisne, Describe Experience With Light; No Date Given.

Harold and Roberta Flexter, of Cisne, write the Press the following account of their experience with a light in the sky. They gave no date, but it is presumed to be last week.

My husband, Harold Flexter, 28, and I, Roberta Flexter, 20, were at the farm house watching a cow that was to have a calf.

TOM FOGLE, 63, DIES IN CALIFORNI

Well Known Former Fairfiel Resident Will Be Buried There.

Tom Fogle, age about 63, die last week at his home in Cal fornia.

Word of his passing has reache friends here, but details are lacl ing.

Mr. Fogle was a son of tl late Mr. and Mrs. Orin Fogle, we known Fairfield residents a qua ter of a century ago.

The Fogles were one of tl

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Project Moon Dust

Chapter 8

The History of Project Moon Dust

by Kevin D. Randle, Captain, U.S.A.F.R

When United States Senator Jeff Bingaman asked the Air Force about a classified project called Moon Dust, Lieutenant Colonel John E. Madison of the Congressional Inquiry Division, Office of Legislative Liaison, wrote, “There is no agency, nor has there ever been, at Fort Belvoir, Virginia, which would deal with UFO’s or have any information about the incident in Roswell. In addition, there is no Project Moon Dust or Operation Blue Fly. Those missions have never existed.”

What the documentation, now available thanks in part to the Freedom of Information Act, and the pioneering work of Clifford Stone, tells us is that Madison’s letter to a United States Senator is, at best, inaccurate. The question can be asked was he merely uninformed, or was he purposefully lying to a Senator? Stone, a researcher in Roswell, New Mexico, challenged Madison’s response with a series of documents, which had been obtained through Freedom of Information Act requests. He pointed out that documents originally classified as secret and since downgraded, mentioned the code name Moon Dust, and specifically a project for UFO-related materials. It also established as fact the location of the parent unit being at Fort Belvoir, Virginia.

The response to this documented information was another letter to Senator Bingaman, apparently from Madison’s boss in the Congressional Liaison Office. Colonel George M. Mattingley, Jr., wrote, “This is in reply to your inquiry in behalf of Mr. Clifford E. Stone on the accuracy of the information we previously provided to your office. Upon further review of the case (which was aided by the several attachments to Mr. Stone’s letter), we wish to amend the statements contained in the previous response to your inquiry.”

It is necessary here to suggest that the Air Force had been caught in a lie (or misinformation) to Senator Bingaman because the documents were available to positively refute them? We can look at this as a simple mistake, based on the lack of information available to the Congressional Liaison Office and Lieutenant Colonel Madison. It can be suggested that nothing nefarious was going on here. Madison simply wasn’t aware of the classified Project Moon Dust and responded without checking the information, as he should have done.

We could believe that, except for the response written by Mattingley after Madison had been caught. It would seem that once they had been caught, they would be sure their information would be as accurate as possible.

Mattingley, in his letter to Bingaman to correct the previous mistakes, wrote, ”In 1953, during the Korean War, the Air Defense Command organized intelligence teams to deploy, recover, or exploit at the scene downed enemy personnel, equipment, and aircraft. The unit with responsibility for maintaining these teams was located at Fort Belvoir, Virginia. As the occasion never arose to use these air defense teams, the mission was assigned to Headquarters, United States Air Force in 1957 and expanded to include the following peace-time functions: a) Unidentified Flying Objects (UFOs), to investigate reliably reported UFOs within the United States; b) Project MOON DUST, to recover objects and debris from space vehicles that had survived re-entry from space to earth; c) Operation BLUE FLY, to

expeditiously retrieve Soviet Bloc equipment."

Having access to the previously classified 4602d records, I know that Mattingley's statements are not accurate. By the end of 1953, after the wave of summer sightings in 1952, after Blue Book had virtually ceased to exist, the 4602d was involved in UFO sighting investigations. Mattingley suggested the change came in 1957, but Mattingley is wrong. The only question is if he was as ill-informed as Madison, or if he was deliberately trying to suggest something else.

Mattingley also wrote, "These teams were eventually disbanded because of a lack of activity; Project MOON DUST teams and Operation BLUE FLY missions were similarly discontinued. The Air Force has no information that any UFOs were ever confirmed downed in the United States."

Again, this simply isn't the truth.; We know from released documents that Moon Dust wasn't discontinued. Its code name was changed after it was compromised. Robert G. Todd, in a letter from the Air Force dated July 1, 1987, learned that the "nickname Project Moon Dust no longer officially exists." According to Colonel Phillip E. Thompson, deputy assistant chief-of-staff, Intelligence, "It, [Project Moon Dust] has been replaced by another name that is not releasable. FTD's [Foreign Technology Division, headquartered at Wright-Patterson] duties are listed in a classified passage in a classified regulation that is being withheld because it is currently and properly classified."

And, we know, from documentation, much of it recovered from State Department records, that Moon Dust teams were notified and dispatched for various cases, some examples of which will follow here. It should be made clear that most of these cases deal with material and wreckage that is clearly of terrestrial origin. The point here is not to prove an extraterrestrial connection, but to confirm the use of Moon Dust teams, which contradicts the statements made by Colonel Mattingley to Senator Bingaman. The messages also confirm Moon Dust interest in UFOs and the involvement of the State Department.

On the night of March 25-26, 1968, four objects fell in an area of Nepal. The American embassy in Kathmandu, in a secret message dated July 23, alerted the 1127th USAF Field Activities Group, which had once been the 4602d, and the 1006th at Fort Belvoir, that they expected full cooperation with the government of Nepal. The subject of the message was… MOON DUST.

It is clear from the messages that the debris was readily identifiable to the staff at the embassy in Nepal. They had seen photographs of three of the items but had not been allowed to inspect the fourth. They noted that a "technical team should not be sent unless visual examination of the fourth object is felt essential."

This is, of course, a backward way of getting to the point. However, the embassy did prove that technical teams were available and that they were dispatched. The composition of those teams was described in another document that surfaced in the various Freedom of Information Act requests made.

Stone provided me with a copy of a document created in November 1961. It seemed to be directing the creation of the reinforcement of AFCIN Intelligence Team personnel. That document, however, is now wrapped in controversy because two versions have been discovered.

First, we must understand what this document is. The problem, according to the opening statement is, "To provide qualified personnel to AFCIN intelligence teams." The document has a section deleted and then, in paragraph 2, subsection C, says, "In addition to their staff

duty assignments, intelligence team personnel have peacetime duty functions in support of such Air Force Projects such as Moon Dust, Blue Fly, and UFO, and other AFCIN directed quick reaction projects which require intelligence team operational capabilities (see Definitions)."

It should be pointed out that this document ties Moon Dust, Blue Fly, and UFOs together. It points out that their assignments already existed, and they were already assigned personnel.

The definitions mentioned appear in paragraph 5. It covers not only those assigned to the teams, but also the terms used in the document itself. What is important here is the fact that "Moon Dust," "Blue Fly," and "UFO" are all parts of the definitions. Moon Dust is defined "As a specialized aspect of its overall material exploitation program, Headquarters USAF has established Project Moon Dust to locate, recover and deliver descended foreign space vehicles."

Although Mattingley defines Blue Fly as an operation to "expeditiously retrieve downed Soviet Bloc equipment," this document suggests that Blue Fly was "established to facilitate expeditious delivery to FTD of Moon Dust or other items of great technical intelligence interest." Certainly, Soviet Bloc equipment would fit into that definition, but it covers other items, including UFO-related debris, as well.

And finally, under definitions, it says, "Unidentified Flying Objects (UFO): Headquarters USAF has established a program for investigation of reliably reported unidentified flying objects within the United States. AFR 200-2 delineates 1127th collection responsibilities."

The second version of this document, one that I have seen, is exactly the same as the first, but contains a handwritten note that says it was a draft proposal and that it was never implemented. Robert Todd located this version. It is clearly the same as the first document, which I have in my possession, the difference being a handwritten note at the top. Barry Greenwood of Citizens Against UFO Secrecy suggested to me that the version Stone has, a copy of which he supplied to me, is the same as the version Todd has, with the exception of the handwritten note. According to Greenwood, the two versions are the same, and the source id the same, but someone inside the UFO community removed the handwritten note before releasing it to other UFO researchers. Greenwood seems to suspect Stone of having altered the document for the purpose of advancing his belief in Project Moon Dust and the missions it carried out.

Stone, on the other hand, claimed that he received his version from military sources without the handwritten note. His sources were not the same as those used by Todd, and he didn't receive his copy from Todd. Stone also makes the point that the handwritten note is irrelevant and refers only to the "Action Recommended" section at the end of the document. The other material, referring to "Factors Bearing on the Problem" and the "Discussion" reflects the situation as it already existed. In other words, the discussion about the composition of the teams and their missions was not a suggestion to develop those teams. The "not implemented" statement referred to adding, or tasking, additional Air Force personnel with Moon Dust.

So what we have, then, based on the documentation, including the disputed AFCIN intelligence team documents, are two letters from the Air Force to a United States senator that do not reflect accurate information. Even after being caught once, the Air Force came back with information that was less than perfect. And even if Todd and Greenwood are right in asserting that the November 1961 document was merely a draft, it provides information about the various projects and operations that were in existence at the time.

In fact, the information about the composition of the intelligence teams is corroborated by

other documents I recovered through both the Freedom of Information Act and general research conducted through the Air Force Archives at Maxwell Air Force Base in Alabama.

As mentioned elsewhere, I learned that members of the 4602nd and later the 1127th learned parachuting, horseback riding and animal packing, skiing, mountain climbing and various other survival skills. The November document, under "Criteria" notes, "Intelligence personnel can perform effectively only with an adequate background of training and experience. Inadequately qualified personnel in such assignment would be a liability rather than an asset to successful accomplishment of the mission."

The question that must be asked is if the Moon Dust personnel were ever used. Clearly, since the mission began in 1953 and continues today, as far as we can tell from the information available, we must answer, "Yes." This, too, is a contradiction to the letters from Madison and Mattingley.

Stone, in his response to the Madison letter, enclosed two debriefings of Soviet pilots in which UFO sightings were mentioned. If there was no interest in UFOs, Stone wondered what purpose was served by including that information. Mattingley replied, "Enclosures 3 and 4 of Mr. Stone's letter pertain to debriefings of two Soviet sources who were being interviewed for possible military information of interest. Their recounts of UFO sightings, even though they had occurred many times earlier, were included in the report for historical interest and were incidental to the main purpose of the report."

It is possible that Mattingley, in this respect, was being candid. But the question that can be asked is what historical interest can there be in sightings of objects that, according to the Air Force, do not exist? Why waste valuable time and effort recounting old UFO sightings? Just what was the historical context to which he referred?

Stone, in his rebuttal, argued, "Inclosures 3 and 4 were once classified Air Force Intelligence Reports. Enclosure 3 was IIR 1 517 0002 88, dated November 25, 1987, entitled Soviet Aircrew Sightings of Unexplained Phenomena. This report deals with UFO sightings that occurred in 1984 and later."

Stone asks, and rightly so, "What was the main purpose of these reports?? They deal directly with UFO sightings and make no references to Soviet missiles, or MIGs, or tanks. So what was the main purpose of these reports to which UFOs were incidental???"

So exactly what was Project Moon Dust? Did the Air Force ever activate it? Did the team members ever participate in the retrieval of an alien spacecraft?

We have a time frame for the beginning of the project from Mattingley's letter: 1953. As we have seen from the project's history, this was apparently an outgrowth of the situation in the summer of 1952. If Moon Dust came into existence at that time, to take over the investigative duties that had formerly rested with Blue Book, we have one set of answers. Blue Book was too public and the military was afraid of what might be spilled into the public arena because of that.

We must remember that in that time, at least publicly, the Air Force was telling us that there was no evidence for the existence of UFOs. If they were convinced of the accuracy of that statement, then why form teams to recover the material?

Teams were formed. We've already seen the documentation about it. And I know they were deployed. Again, there is documentation, but there is also personal testimony. Brigadier General Arthur Exon was the base commander at Wright-Patterson Air Force Base in the mid-1960s. During an interview I conducted with him in May 1990, he said, "Well, the way

this happened to me was that I would get a call and say that the crew or the team was leaving and they knew…There was such and such a time and they wanted an airplane and pilots to take X number of people to wherever…They might be gone two or three days or might be gone a week.

According to Exon, these were officers assigned to the Washington, D.C., area. They would fly into Wright-Patterson on commercial flights and then deploy on military aircraft. Their missions, according to Exon, were to investigate UFO sightings. He mentioned a case in Arizona where the craft had touched down and left a burned area.

These were, according to Exon, priority missions. He didn't ask questions, just alerted the proper facilities and scheduled the flights using their aircraft. It is clear, however, that these were Moon Dust teams engaging in the collection of UFO-related material Exon retired about the time that Project Blue Book was closed. His information doesn't suggest that any activity survived the end of Blue Book. However, it must be noted that Blue Book was based at Wright-Patterson, and if the officers coming into Ohio had been part of Blue Book, they would have already been there. In other words, it suggests an agency outside of Blue Book was interested in UFOs.

The other documents we've seen show that Moon Dust survived the end of Project Blue Book. There are, of course, the State Department records, and Colonel Thompson's letter telling Todd that the name, Moon Dust, had been changed.

Moon Dust became the real investigation of UFOs, the secret study that all of us claimed existed and that the Air Force denied. It was carried out by specially trained intelligence personnel. And, its existence was denied by the Air Force despite the facts.

Now we have all the data.

Kevin Randle

Source: Project Moon Dust, Pages 151-161
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NICAP Home

National Investigations Committee On Aerial Phenomena

Form: 97 BB Document
Dated: 4 March 2006, updated 19 April 2016
From: Fran Ridge

Subject: The Bolender Draft (Not Memo), Oct 20, 1969

Distribution: nicapresearch, SHG, NCP

Our thanks to Barry Greenwood for the clean version of this draft. Our thanks also to Gildas Bourdais for the first copy of the 3-page document. That reproduction was poor but readable and was a copy made from FUFOR's "U.S. Government Documents" package. The text version presented below was provided by Brad Sparks. Robert Todd obtained the release of the Bolender document in Jan 1979. The implications from this memo, issued just before the shutdown of Project Blue Book, is clear, and is found on page 2: " reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system." Although this comment has been made before in BB memos going back to 1958-9, this is the document often cited.

The Bolender Memo (document not memo) states that "in 1966 the Air Force Office of Scientific Research contracted to have the University of Colorado conduct an independent scientific investigation of unidentified flying objects. This study, directed by Dr. Edward U. Condon and made available as the "Scientific Study of Unidentified Flying Objects," serves as a basis for evaluating the Air Force investigative effort. After an extensive study of this report as well as the review of the report by a panel of the National Academy of Sciences, past studies, Project Blue Book operations and other inputs, the Office of Aerospace Research concluded, and we agree, that the continuation of Project Blue Book cannot be justified, either on the ground of national security or in the interest of science." The flawed study was fully exposed in a May 14, 1968, LOOK Magazine article, Flying Saucer Fiasco, by John G. Fuller.

(Brad Sparks: There were 16 Attachments to the Bolender Memo and Bob Todd spent years trying to get the AF to find and release them, but the AF totally stonewalled him. Several of the 16 Attachments are already known separately and have been released long before, but several are unknown and not released, several more are not described well enough to identify.)

The Bolender Draft

OFFICE ACTION SIGNATURE (Surname and Grade)
1 [AFRDDG ? Draft ? Espey ?] 6 AFCC Coord [illegible]
2 AFRDC Appr Bolender [?] 7 SAFRD Coord [illegible]
3 SAFOI Coord Hogan 8 SAFCS Sig
4 SAFLL Coord Graves [?] 9
5 AFCCS Appr [illegible] 10

SURNAME OF ACTION OFFICER AND GRADE SYMBOL PHONE TYPIST'S INIT.SUSPENSE DATE

Major Espey AFRDDG 52181 vc

SUBJECT DATE

Unidentified Flying Objects (UFO) 20 OCT 1969

SUMMARY

1. For more than twenty years the Air Force has had the responsibility within the Department of Defense for the investigation of unidentified flying objects (UFOs) (Atch 2). As stated in Project Blue Book, this investigative program has two objectives:

a. To determine whether UFOs pose a threat to the security of the United States: and

b. To determine whether UFOs exhibit any unique scientific information or advanced technology which could contribute to scientific or technical research (Atch 3).

Procedures for Project Blue Book reporting are defined in Air Force Regulation 80-17. This regulation requires the Commander of an Air Force base to provide a UFO investigative capability and for Air Force Systems Command to continue Project Blue Book (Atch 4). In response to this regulation most Commanders have appointed a UFO investigating officer, usually as an additional duty. Project Blue Book has two officers, one NCO and one civilian assigned on a full-time basis. In addition, Dr. A. J. Hynek served as a scientific consultant until 1 July 1969.

2. In 1966 the Air Force Office of Scientific Research contracted to have the University of Colorado conduct an independent scientific investigation of unidentified flying objects. This study, directed by Dr. Edward U. Condon and made available as the "Scientific Study of Unidentified Flying Objects," serves as a basis for evaluating the Air Force investigative effort (Atch 5). After an extensive study of this report as well as the review of the report by a panel of the National Academy of Sciences, past studies, Project Blue Book operations and other inputs, the Office of Aerospace Research concluded, and we agree, that the continuation of Project Blue Book cannot be justified, either on the ground of national security or in the interest of science (Atch 6).

3. The general conclusion of the Scientific Study of Unidentified Flying Objects is that "nothing has come from the study of UFOs in the past 21 years that has added to scientific knowledge." As to what the federal government should do with the UFO reports it receives from the general public, the authors add that they are "inclined to think that nothing should be done with them in the expectation that they are going to contribute to the advance of science." A panel of the National Academy of Sciences concurred in these views, and the Air Force has found no reason to question this

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conclusion. For example, it has been the Air Force experience that although a significant portion of the Air Force's environmental research program is

concerned with natural phenomena that could be associated with unidentified flying objects (Atch 7), Project Blue Book reports have not added any useful data to these research efforts (Atch 6). Thus, we concur with the University of Colorado recommendation "that only so much attention to the subject should be given as the Department of Defense deems to be necessary strictly from a defense point of view."

4. As early as 1953, the Robertson Panel concluded "that the evidence presented on Unidentified Flying Objects shows no indication that these phenomena constitute a direct physical threat to national security" (Atch 9). In spite of this finding, the Air Force continued to maintain a special reporting system. There is still, however, no evidence that Project Blue Book reports have served any intelligence function (Atch 8). Moreover, reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system (Atch 10). The Air Force experience therefore confirms the impression of the University of Colorado researchers "that the defense function could be performed withing the framework established for intelligence and surveillance operations without the continuance of a special unit such as Project Blue Book."

5. The conclusion which follows is that Project Blue Book does not merit future expenditures of resources. Accordingly, we recommend that it be terminated and that the actions which follow from this decision, such as cancelling Air Force Regulation 80-17 and not renewing the consultant contract, be initiated. Termination of Project Blue Book would have no adverse effect on Air Force operations or research programs. It would free manpower for useful purposes, eliminate the need for a scientific consultant and relieve base commanders of a minor responsibility and an administrative burden.

6. Termination of Project Blue Book would leave no official federal office to receive reports of UFOs. However, as already stated, reports of UFOs which could affect national security would continue to be handled through the standard Air Force procedures designed for this purpose. Presumably, local police departments respond to reports which fall within their responsibilities. Similarly, as to scientific research, the Colorado researchers conclude that, although they do not see "any fruitful lines of advance from the study of UFO reports, we believe that any scientist with adequate training and credentials who does come up with a clearly defined, specific proposal for study should be supported." We see no reason why the normal channels and criteria for the funding of scientific research should not be adequate for UFO-related research.

7. Some feel that a central reporting center should be established, and a proposal has been made to establish a Rare Atmospheric Phenomena Reporting Center (Atch 11 and 12). Because the problem affects a number of agencies, this center might be under the auspices of the Federal Council on Science and Technology. However, in the light of the University of Colorado recommendation

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that the federal government should not set up a major new agency for the scientific study of UFOs, we do not favor this suggestion and feel that UFO reports should be left to normal scientific and defense channels. If such a center is established, it should not perform an investigative function and should be initiated only on a trial basis for a specified lifetime.

8. Project Blue Book has accumulated records on over 13,000 sighting cases. During his study, Dr. Condon expressed concern about the possible loss of these records and their relative inaccessibility at Wright-Patterson Air Force Base. He was assured by Secretary Brown that we would look into the feasibility and desirability of relocating the files in the Washington area and that no action would be taken until the Colorado report was released (Atch 13). If Project Blue Book is terminated, the records should be transferred to an appropriate archive and preserved for historical value and to prevent charges that the Air Force is concealing facts.

9. To receive the candor and cooperation essential to the successful investigation of UFOs, the Air Force adopted a practice of confidentiality; witnesses were assured that their names would not be used without their permission (Atch 14). Therefore, access to these records and the publications [illegible] access must be carefully reviewed and controlled. SAFOI feels that an Air Force controlled archive away from the Washington, D.C. area is the most appropriate storage facility. Considering the existence of local, privately sponsored UFO investigative organizations, the ready availability of these records in the Washington area would result in an inordinate workload in clearing investigators, providing documentation, and reviewing and clearing manuscripts. Therefore, the Air University was queried about the possibility of storing these documents at the Air Force Archives (Atch 15). Air Force Air University will accept these records providing:

a. SAFOI will answer all requests about Blue Book, and not require AU research to answer such queries.

b. SAFOI will rigidly limit the right of access to recognized, legitimate researchers, and

c. SAFOI will screen researcher's notes to insure that "confidentiality" is maintained (Atch 16).

10. Project Blue Book should be terminated, and Blue Book records should be transferred to the USAF Archives at Air University. The attached memorandum would initiate these actions.

RECOMMENDATION

11. That the memorandum be signed.

3 /s/ C.H. Bolender
C. H. BOLENDER, Brig Gen, USAF 16 Atch
Deputy Director of Development (Listed on Separate Page)
DCS/Research & Development

Brookings Report - The NY Times 12/15/1960

Dateline: *The New York Times*, Thursday, December 15, 1960

Mankind is warned to Prepare for Discovery of Life in Space - Brookings Institution Report Says Earth's Civilization Might Topple if faced by a Race of Superior Beings

Washington. Dec 14 (UPI) -- Discovery of life on other worlds could cause the earth's civilization to collapse, a Federal report said today.

This warning was contained in a research report given to the National Aeronautical and Space Administration with the recommendation that the world prepare itself mentally for the eventuality.

The report, prepared by the Brookings Institution, said "while the discovery of intelligent life in other parts of the universe is not likely in the immediate future, it could nevertheless, happen at any time." Discovery of Intelligent beings on other planets could lead to an all-out effort by earth to contact them, or it could lead to sweeping changes or even the downfall of civilization, the report said.

Even on earth, it added, "societies sure of their own place have disintegrated when confronted by a superior society, and others have survived even though changed."

Responding to Crisis

"Clearly, the better we can come to understanding the factors involved in responding to such crisis the better prepared we may be."

The agency's 100-page report, prepared at a cost of $86,000 was for the space agency's committee on beings-in-space studies. The members, headed by Donald M. Michael also recommended further study of other space activities, including the symptomatic and propaganda effects and the implications of communications and weather satellites.

On the question of life in outer space, the report said that if intelligent or super-intelligent beings were discovered in the next twenty years they would probably be found by radio communications with other solar systems.

Evidence of such existence "might also be found in artifacts left on the moon or other planets," it said.

An attempt already has been made to contact outer space. Government scientist at Greenbank, West Virginia used radio astronomy in an effort to pick up signals that might have been beamed by intelligent beings. They concentrated on a star about fifteen light years away.

Signals were sent from Greenbank were of a kind that would show to anyone receiving on other planets that they were man-made and not natural phenomena.

Back to the Brookings Page

NICAP Home Page

THE RAND CORPORATION 1700 MAIN STREET, SANTA MONICA, CALIFORNIA 90406

6-25-69

Ref: Req Dtd
6-15-69

We are unable to identify any RAND publications on U. F. O.'s available for external distribution.

The Reports Department

THE RAND CORPORATION 1700 MAIN STREET, SANTA MONICA, CALIFORNIA 90406

8-8-69

Ref: Letter Dtd 8-1-69

RAND has done very little research on the subject of UFO's: therefore, no publications have been written on the subject.

The Reports Department

DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330

OFFICE OF THE SECRETARY

Dear Mr. Laub:

This is in response to your inquiry of October 2, 1969.

The Rand Corporation has never made any reports on unidentified flying objects (UFOs) for the United States Air Force. If any reports were made by this corporation they were made on their own.

We trust this information will be helpful.

Sincerely,

JAMES H. AIKMAN
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Mr. William C. Laub
Box 3
Northfield, Illinois 60093

CUFON 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 2 of 7 Parts

{The First Page}

SECRET

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JANUARY TO 30 JUNE 1953

COMPILED AND WRITTEN BY: APPROVED BY:

/s/ /s/
Douglas J Fulton John M. White, Jr.
AF 163xxxxx Colonel USAF
A/1C USAF Commander
Squadron Historian

REVIEWED BY: THIS document is classified SECRET In accordance with par23 B (6), AFR 205-1

/s/
Rial F. Gallagher dtd 24 July 1953.
Lt Col USAF
Deputy Commander 20 Nov 53

/s/
William C. Van Norman
Major USAF
Adjutant

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SECRET
SECURITY INFORMATION This document consists of 20pages
Copy 1 of 5 copies.

ASI 4602D AISS Classified
S01933 Document Log #2264

{The 5th Page}

SECURITY INFORMATION
SECRET

INTRODUCTION

The year of 1953 saw the 1st "birthday of the 4602d Air Intelligence Service Squadron pass amid a solid period of building for the organization. The original purpose of the squadron, as outlined in ADCR 24-4 is two-fold. First it has "the combat mission of supporting the Air Defense Command intelligence function through overt collection, limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed." Second, "During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission."[1] It is the youngest and most unique of the five (5) AISO's within the Air Force, and covers the largest area geographically. Consistent with the peace time mission of the 4602d, training is going on at full speed within the squadron. Some is done through special Air Force Schools, some in conjunction with the Army, and those unique courses which cannot be found in the regular curricula are taught in the Squadron Headquarters. Liaison contacts, together with promises of equipment and manpower, have increased more than ten-fold, and many areas of the country have now been well covered. Reporting procedures have left with many military, semi-military, and civilian groups, so that they will know what, where and how to report to the

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1. ADCR 24-4, dtd 3 January 1953

SECRET
SECURITY INFORMATION

{The 6th Page}

SECURITY INFORMATION
SECRET

4602d in case of an attack.

This reporting period also saw the activation of six (6) new field units, one at Great Falls Air Base, Montana, in January; second at Minneapolis in February, the third at Tinker Air Force Base in February; the fourth at McGuire Air Force Base in February; the fifth at Pittsburgh in March; and the sixth at McGhee-Tyson in May.

It is the aim of this historical report to tell of some of the problems faced by this organization, and report some of the strides forward from 1 January 1953 to 30 June 1953.

SECRET

SECURITY INFORMATION

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{Document Page 15 (part)}

SECURITY INFORMATION
SECRET

Air Technical Intelligence Training

As of June 1953 a total of 12 officers and 57 airmen had completed the Air Technical Intelligence Course at Wright-Patterson AFB Dayton, Ohio. After this course became an official USAF course, difficulties were encountered in getting authorization for 4602d AISS personnel to attend because of the prerequisites established. However, a letter from Col White to the Commanding General, ATIC, requesting the training of 4602d AISS personnel on an average basis without actually awarding an AFSC is expected to be favorably considered..[1]

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1. Ltr from Cmdr 4602d to CG ATIC, dtd 10 June 53.

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Interrogation Course

Language proficiency was deemed not sufficient in itself to meet the exacting demands of our mission which includes interrogation of captured hostile airmen as one of our responsibilities. Training in interrogation

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procedures and techniques was installed to equip 4602d AISS linguists and operations personnel to successfully discharge that part of our mission requiring interrogations.

The first curse was held at Headquarters 4602d AISS from 16 Feb through 13 March 1953 and included:

1. Importance of Far East Operations (Col White)
2. Wringer Operations (Col Gallagher)
3. Basic Intelligence Terms
4. Psychology of Questioning (Lt Woody, Base Legal Office)
5. The Soviet Mind
6. Basic Interrogation Techniques
7. Map and Compass Reading
8. Soviet Air Force
9. Basic Interrogation Reports, AF Form 112
10. Soviet Psychology and Soviet Intelligence System
11. Geneva Convention
12. Air Interrogation Guide
13. Psychology, Form, and Tactics of Eastern Interrogation
14. Sample USSR Documents, Customs
15. Interrogation Problems and Report Writing
16. Resisting Russian Interrogation (Lt Col Work, SAC)
17. 4602d AISS Operational SOP's
18. Personal Experiences (Col Rankin, ADC)
19. Russian Equivalents and Abbreviations
20. Intelligence References for the Interrogator
21. Air Interrogation Guide, Technical Series
22. Soviet and Satellite Air Forces

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23. Training Films

The second interrogation course, revised and abridged, was held at Headquarters 4602d AISS from 18 May through 29 May 1953. It included the following:

1. Basic Intelligence Terms
2. Basic Interrogation Procedures
3. Soviet and Satellite Characteristics
4. Eastern Cases
5. Recognition of Aircraft
6. Recognition of uniforms
7. Geneva Convention
8. Air Intelligence Guide and Air Intelligence Bulletin
9. Russian methods of Interrogation
10. Interrogation Approaches
11. Basic Interrogation Techniques
12. Map and Compass Reading
13. Case Histories of Eastern Interrogations
14. Soviet Intelligence and Security Agencies

The instructors for these classes were chosen for the most part from squadron personnel. Many of these were experienced interrogators from Project Wringer in Europe, the 6004th AISS in Japan and Korea, and various intelligence agencies in World War II. During this period the 4602d AISS was fortunate in obtaining qualified speakers who addressed the students and permanent party personnel at headquarters, supplementing the regular interrogation classes. These lecturers were:

1. Lt Col Robert E. Work, D/I, 3904th Composite Wg, Stead AFB, Nevada (SAC), on 19 March 53. Col Work is one of the AF experts on interro-

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gation, and his lectures on his experiences in interrogating POW's during World War II proved most enlightening.

2. Col R G Ronka, Hq, ADC, gave two lectures on POW interrogation procedures and techniques. Col Ronka interrogated German prisoners during WW II and, drawing from his personal experiences, gave extremely informative and interesting lectures.

3. Major Arthur Lilly, Human Resources Research Institute, Maxwell AFB, Ala., on 20 Mar 1953, explained the mission and composition of his organization to personnel of the 4602d AISS. Major Lilly stated that the HRRI will soon complete an interrogator's guide based on their research and that the 4602d will be included on the distribution list for this study.

4. On 18 Mar 1953, Piotr Pirogov, a former Soviet Air Force Lt who became famous in 1948 when he flew from the Ukraine to Linz, Austria, spent the afternoon at Headquarters 4602d AISS. Mr. Pirogov described his background and career in the Soviet Air Force and the events leading up to his now historic flight.

5. Major Ellis Vander Pyle of the Intelligence School, Lowry AFB, presented a lecture on the Far East situation to headquarters personnel on 9 April 1953.

6. Lt Col George E Schneider, former USAF Air Attach, to Poland, spoke to headquarters personnel on 18 June 1953. He described his experience during the 2 1/4 years he spent in Poland, the status of Polish airfields, and the observation of Soviet activity in Poland.

Atomic Energy Indoctrination

Information received from Headquarters, USAF indicated that 300 spaces will be available to the Air Force in the Special Weapons Indoctrination Course conducted by the Armed Forces Special Weapons Project at Sandia Base,

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Albuquerque, New Mexico. These spaces will be available during the period 1 May to 31 Dec 1953.

In compliance with the letter (1st Ind, 24 Mar 53) 4602d AISS requested a quota of five (5) spaces in the Special Weapons Indoctrination Course be made available to qualified field grade officers. It was further requested that consideration be given to permit ten (10) company grade officers of this organization to attend this course. This request was based on the requirement for special weapons information in relation to the primary mission of this organization. These company grade officers would possess the required TOP SECRET clearance. Copies of the basic letter and endorsements have been included in the documentation of this history.

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PERSONNEL AND ADMINISTRATION

During this period, due to the increase and intensification of the mission of the organization, the following changes were proposed to Headquarters ADC in the Table of Distribution of the 4602d AISS:

1. To be Deleted: 1 AFSC 20470 (Intell Ops Technician)
1 AFSC 20530 (Tech Intell Specialist)
1 AFSC 70230 (Appr Clerk)
3. AFSC 20471 (Photo Intrp Technician)

2. To be Added: 3 AFSC 20370 (Lang Technician)
1 AFSC 29351 (Sr Ground Radio Op)
1 AFSC 29370 (Sr Ground Radio Technician)
1 AFSC 64132 (Supply Records Clerk))

These changes are now under consideration at Headquarters ADC, and are expected to be approved in the near future. It is felt by this headquarters that the additions to the squadron T/D will be of incalculable value in the performance of the mission of the 4602d.

Since 1 Jan 53, the squadron personnel strength has steadily increased, primarily due to the return of personnel from overseas assignment. This squadron is the only organization the Zone of the Interior to which Intelligence-Linguist personnel can be sent for the best possible utilization upon their return from overseas assignment. Consequently, we have received a number of people from the 6004th AISS in Japan, the 7050th AISW in Germany, the 5004th AISS in Alaska, and the 1142d SAS in Austria. Since there are four OS Intelligence Organizations and only one in the ZI, the percentage of gains to this squadron is not consistent with the percentage of losses.

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ADCR 24-4

1-5

ADC REGULATION) HEADQUARTERS AIR DEFENSE COMMAND
24-4) Ent Air Force
Base, Colorado Springs, Colo.
3 January 1953

ORGANIZATION - AIR BASES AND AIR UNITS

1. Purpose. This regulation prescribes the mission, organization, functions and responsibilities of the 4602d Air Intelligence Service Squadron (AISS) and the responsibilities within the Air Defense Command for its control, support and general deployment.

2. References. ADCR 200-1; AFR 23-9; AFM 77-1; AFR 200-5; ADCR 200-3 (Classified), and General Order 47, Headquarters ADC, 1952.

3. Mission. a. The 4602d AISS has the combat mission of supporting the Air Defense Command intelligence function through overt collection, limited field analysis, and rapid reporting of air combat intelligence from positive field sources within the area of Air Defense Command responsibility. It will render such other general support of the Air Defense Command intelligence mission as shall be directed.

b. During peacetime, the 4602d AISS has been assigned the primary mission of training, effecting liaison, and otherwise preparing for full and instantaneous performance of its combat mission; and the secondary mission of supporting Air Defense Command training and other activities to the extent consistent with the squadron's combat mission and primary peacetime mission.

4. Organization, Control and Support. a. The 4602d Air Intelligence Service Squadron is a Table of Distribution Unit allocated to the Air Defense Command by Headquarters USAF for the specific purpose of performing the mission set forth in paragraph 3, above. it is organized as follows:

(1) Headquarters 4602d Air Intelligence Service Squadron will be located at Headquarters, Air Defense Command.

(2) Detachment Headquarters will be established and maintained at each air defense force Headquarters.

(3) Numbered flights, each subordinate to one of the detachments, located at various points throughout the area of responsibility as may be specifically prescribed from time to time by the Commanding General, Air Defense Command.

(4) The squadron headquarters has full administrative capability, but no logistic support capability. detachments and subordinate flights have only limited administrative and no logistical support capabilities.

b. Headquarters, Air Defense Command will ensure over-all logistical support to the 4602d Air Intelligence Service Squadron and its field units throughout the Air Defense Command. This support will be provided by the nearest Air Force base in accordance with AFR 11-4. The squadron commander has direct access to Headquarters Air Defense Command staff agencies.

5. Functions. The functions of the 4602d Air Intelligence Service Squadron are:

a. To fulfill Air Defense Command combat readiness elements of information by overt collection of air combat intelligence in the Air Defense

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Command area of responsibility through the interrogation of captured enemy personnel, the examination and field analysis of enemy materiel, and the translation of captured enemy documents.

b. To supply the Deputy Chief of Staff/Intelligence with timely information and technical assistance in discharge of responsibility for Weapons Impact Evaluation (Air Defense Command aspects of the Bomb Damage Assessment Program).

c. To procure and/or train and maintain the necessary personnel qualified in general intelligence procedures, written and spoken foreign languages, technical intelligence investigation, photography and photo interpretation, and other such activities as may be necessary for the accomplishment of the mission.

d. To establish through procurement and training, a capability on the part of the personnel for prompt physical access to and effective operations in remote areas, over all types of terrain, and in all conditions of climate and weather. Training will specifically include, but is not confined to, cold weather, desert and swamp survival; skiing, snow shoeing, mountain climbing, animal transport and parachutist operations.

6. Responsibilities. a. The 4602d Air Intelligence Service Squadron will be responsible for:

(1) Exercise of administrative control and, under the general direction of Deputy Chief of Staff Intelligence, Air Defense Command, centralized operational control for deployed units and personnel.

(2) Establishment and maintenance of effective liaison and coordination with military, semi-military, governmental, and civilian agencies listed below:

(a) Military organizations to include, but not limited to, Headquarters Air Defense Command and subordinate units, Army Anti-Aircraft Command, other Air Force commands and subordinate units, Army, Navy, Marine and Coast Guard command and subordinate units.

(b) Semi-military agencies to include, but not limited to, Civil Defense Administration, Ground Observer Corps, and Civil Air Patrol.

(c) Governmental agencies to include, but not limited to, Central Intelligence Agency, Federal Bureau of Investigation, Civil Aeronautics Administration, Federal and State Park and Forestry Services, State and local law enforcement agencies.

(d) Civil agencies when appropriate and in accordance with governing regulations, AFR 205-1 and ADCR 190-4, to include, but not limited to, the press, radio, television, telephone and telegraph companies, land grant agencies, flying clubs, etc.

(3) Arranging through local facilities for transportation of requisite personnel to intelligence targets.

(4) Arranging for rapid dissemination of collected intelligence through prescribed channels using organizational communications where appropriate.

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ADCR 24-4
6-7

(5) Keeping fully acquainted with all established training facilities, exploitation of which will further the squadron's training mission, and initiating action pointed toward such exploitation.

(6) Exploitation of squadron capabilities and training activities for the benefit of organizations to which attached to the maximum extent consonant with the squadron mission, along such lines as crash rescue and investigation; language, technical, and intelligence instruction; and direct support of intelligence operations within Air Defense Command.

b. All echelons of Air Defense Command are responsible for the administrative and logistical support o the field units of the 4602d Air Intelligence Service Squadron in discharge of their highly specialized mission. This responsibility includes, but is not limited to the provision of:

(1) Transportation -- surface and air. Operations officers will authorize flights for 4602d AISS field units for training purposes, photo reconnaissance requirements, and liaison and coordination visits to local governmental and civilian agencies. Transportation officers will authorize vehicles to be used for round trip distances up to 500 miles, in accordance with Chapter 3, paragraph 8h, AFM 77-1.

(2) Communications facilities, as tie lines and teletype.

(3) Office and storage space and supplies.

(4) Billeting and subsistence.

(5) Petty cash facilities. Funding assistance will be rendered field units in obtaining petty cash from bases at which they are located. Petty cash facilities normally will be limited to purchased incident to the peculiar mission of the 4602d Air Intelligence Service Squadron. Any other purchases will be rigidly controlled by the limitations of paragraph 11, AFR 70-19.

c. Air defense force and air division (defense) commanders, or their representatives are authorized to provide letters of introduction to of detachments or flights of the 4602d Air Intelligence Service Squadron, within their area of responsibility, in order to facilitate liaison with local governmental and civilian agencies.

d. Headquarters, Air Defense Command will take appropriate action to assist in the procurement of collateral training facilities and equipment to the maximum extent required for accomplishing the squadron mission.

Authority. Letter, this headquarters, 7 January 1952, to DI, Headquarters USAF, Washington, 25, D.C., Subject: Air Intelligence Service Squadron, 1st Ind thereto by Headquarters USAF, 6 February 1952. (ADDIN)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

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HEADQUARTERS
AIR DEFENSE COMMAND
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS
NUMBER 23 14 April 1953

AMENDMENT OF GENERAL ORDERS

1. Paragraph 1, Section 111, General Orders 47, 1952, and amending General Orders 20, 1953, is deleted and the following substituted therefor: Effective 11 April 1953, the following flights of the 4602d Air Intelligence Service Squadron are attached to Air Force Bases and units indicated for logistic support:

FLIGHT	ATTACHED TO
Flight 1-A	McChord AFB, Washington
Flight 1-B	Great Falls AFB, Montana
Flight 2-C	Norton AFB, San Bernardino, California
Flight 2-D	Kirtland AFB, Albuquerque, New
Flight 2-A	514th Air Defense Group, Minneapolis- St Paul, International Airport, Minnesota
Flight 2-B	516th Air Defense Group, McGhee-Tyson Airport, Tennessee
Flight 2-C	Dobbins AFB, Marietta, Georgia
Flight 2-D	Tinker AFB, Oklahoma City, Oklahoma
Flight 3-A	501st Air Defense Group O'Hare International Airport, Illinois
Flight 3-B	Wright-Patterson AFB, Dayton, Ohio
Flight 3-C	Selfridge AFB, Mt Clemens, Michigan
Flight 3-D	Griffiss AFB, Rome, New York
Flight 3-E	Ethan Allen AFB, Vermont
Flight 3-F	500th Air Defense Group Greater Pittsburgh Airport, Pennsylvania
Flight 3-G	Presque Isle AFB, Presque Isle, Maine
Flight 3-H	McGuire AFB, Wrightstown, New Jersey
Flight 3-I	Andrews AFB, Camp Springs, Maryland

2. Authority: AFR 20-52, as amended.

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

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RESTRICTED SECURITY INFORMATION

HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

GENERAL ORDERS
NUMBER 47 17 October 1952

REORGANIZATION OF 4602D AIR INTELLIGENCE
SERVICE SQUADRON. . . . . SECTION I
DESIGNATION AND ORGANIZATION OF AIR INTELLIGENCE
SERVICE FLIGHTS . . . . . SECTION II

SECTION I

1. Effective 10 October 1952, the 4602d Air Intelligence Service Squadron, a Table of Distribution Unit, is reorganized with an authorized strength of 61 officers and 133 airmen.

2. Personnel will be furnished from sources available to this command.

3. Administrative and housekeeping equipment is authorized in accordance with Table of Allowance 1-1, March 1952, Table of Allowance 1-21, December 1951, and Special Equipment List as authorized by Headquarters USAF and Air Material Command.

4. Nonappropriated funds will be governed by the provisions of he AFR 176-1 and AFR 176-2.

5. Concurrent with above action the following detachments of the Air Intelligence Service Squadron are reorganized with strength as indicated:

	*AUTHORIZED STRENGTH	
DETACHMENT	OFF	AMN
Detachment 1 (Hq)	4	8
Detachment 2 (Hq)	4	8
Detachment 3 (Hq)	4	8

6. Authority: AFR 20-52, as amended.

SECTION II

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are designated and organized at stations and with strength as indicated:

DETACHMENT	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-A, McChord Field, Tacoma, Washington	2	5
Flight 1-B, Great Falls AFB, Great Montana	2	5

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GENERAL ORDERS (Cont)
NUMBER 47

DETACHMENT	*AUTHORIZED STRENGTH OFF	AMN
Flight 1-C, Norton AFB, San Bernardino, California	2	5
Flight 1-D, Kirtland AFB, Albuquerque, New Mexico	2	5
Flight 2-A, Minneapolis-St Paul, Intl Aprt, Minnesota	2	5
Flight 2-B, McGhee-Tyson Aprt, Knoxville, Tennessee	2	5
Flight 2-C, Dobbins AFB, Marietta, Georgia	2	5
Flight 2-D, Tinker AFB, Oklahoma City, Oklahoma	2	5
Flight 3-A, O'Hare Intl Aprt, Chicago, Illinois	2	5
Flight 3-B, Wright-Patterson AFB, Dayton, Ohio	2	5
Flight 3-C, Selfridge Field, Mt Clemens, Michigan	2	5
Flight 3-D, Hancock Field, Syracuse, New York	2	5
Flight 3-E, Ft Ethan Allen, Vermont	2	5
Flight 3-F, Greater Pittsburgh Aprt, Pennsylvania	2	5
Flight 3-G, Presque Isle AFB, Presque Isle, Maine	2	5
Flight 3-H, McGuire AFB, Wrightstown, New Jersey	2	5
Flight 3-I, Andrews AFB, Camp Springs, Maryland	2	5

2. Authority: AFR 20-52, as amended.

SECTION III

1. Effective 10 October 1952, the following flights of the 4602d Air Intelligence Service Squadron are attached to units indicated for logistics only:

FLIGHT	ATTACHED TO:
Flight 1-A	25th Air Division (Defense)
Flight 1-B	29th Air Division (Defense)
Flight 1-C	27th Air Division (Defense)
Flight 1-D	34th Air Division (Defense)
Flight 2-A	31st Air Division (Defense)
Flight 2-B	74th Air Base Squadron
Flight 2-C	35th Air Division (Defense)
Flight 2-D	33d Air Division (Defense)
Flight 3-A	4706th Defense Wing
Flight 3-B	4602d Air Intelligence Service Squadron
Flight 3-C	4708th Defense Wing
Flight 3-D	32d Air Division (Defense)
Flight 3-E	75th Air Base Squadron

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GENERAL ORDERS (Cont)
NUMBER 47

FLIGHT	ATTACHED TO:
Flight 3-F	81st Air Base Squadron
Flight 3-G	4711th Defense Wing
Flight 3-H	4709th Defense Wing
Flight 3-I	4602d Air Intelligence Service Squadron

2. Authority: AFR 20-52, as amended.

* (Personnel authorizations for detachments and flights are derived from and not in addition to the total authorized

strength of the parent squadron.)

BY COMMAND OF GENERAL CHIDLAW:

JARED V. CRABB
Brigadier General, USAF
OFFICIAL: Chief of Staff

/s/
JOHN W. JONES
Lt Colonel, USAF
Asst Adj Gen

A TRUE COPY

RICHARD C VAUGHN
2D Lt, USAF
Asst Adj

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CONFIDENTIAL
SECURITY INFORMATION

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

A SUMMARY OF THE SECOND COMMANDER'S CONFERENCE
22, 23, 24, AND 25 JUNE 1953

THIS DOCUMENT CONSISTS OF SIXTY (60) PAGES

COPY NUMBER 21 OF 35 COPIES

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2ND CMDRS CONF, 22 JUNE 1953
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3. THE TEXT OF A SPEECH GIVEN BY BRIGADIER GENERAL WOOBURY M. BURGESS, DCS/I, HEADQUARTERS ADC

Last Friday while Colonel White was away, Lt Col Gallagher called up and said that they had been requested by Washington to send eleven officers to Korea, and to come back, in case of a truce, with the returning U S Prisoners of War for the purpose of interrogation. That, of course, means about sixty days TDY for eleven officers. That will seriously cripple your present capability , especially for interrogation. It will cripple some of your language capability. nevertheless, it's the type of thing which this squadron must be ready to do at any time; and it will certainly have an advantage from the point of view of training, from the point of view of gathering certain information in which the Air Defense Command may be interested. In other words, we can by the use of that addition to the interrogation team have some influence on the type of interrogation. I'm very much interested in the project as it goes forward, and I think we can afford to take the calculated risk of lessening the effectiveness here in the United States.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953 RESTRICTED

5. OPERATIONS (SUMMARY OF LT COL JONES' PRESENTATION)

a. UNIDENTIFIED FLYING OBJECTS

Investigation of unidentified flying objects is not presently part of the mission of this Squadron. Field units are not authorized to make investigations of this type unless so directed or prior approval is obtained from this Headquarters. If ATIC gets a report and feels an investigation is necessary, they will notify this Headquarters and we in turn will then direct the proper field team to make the investigation.

If you are asked by the D/I of your division to make an investigation, let us know about it. If it is not going to involve too much time, you can go ahead and make the investigation based on your own judgment. Don't let this sort of thing get out of hand, but if it will assist you in your relationships with the D/I and you feel that you have the time, go ahead. Otherwise, notify this Headquarters for prior approval.

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The EEI will be used as a basis for reporting during the ADX. Develop information outlined in the EEI, but don't refer specifically to the EEI when you submit your intelligence report.

During an actual war, it is permissible to transmit information classified up to and including SECRET in the clear provided it is operationally necessary. However, information classified above RESTRICTED would never be sent in the clear during a training exercise.

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When a field team reaches the scene of a crash, they should send a flash report in immediately stating that they are at the scene of a crash with a brief description of what is found. Three hours after reaching the scene, another flash report should be sent listing all flash intelligence gathered to that time. Twenty-four hours after reaching the scene, a twenty-four hour intelligence summary will be submitted. If the mission lasts for more than one day, a twenty-four hour report will be dispatched for every twenty-four hour period. There is no limit to the number of flash reports which may be transmitted on a single investigation. The number of flash reports will depend on the intelligence value of the information being collected.

Then within seventy-two hours after the field team returns to their station, they will submit a complete report on the investigation on the Form 112 to the local D/I with an information copy to Headquarters 4602d. Only one Form 112 will be submitted per investigation except in rare cases where extremely vital intelligence information may be involved. Time is of the essence - get all intelligence information into intelligence channels just as soon as it is humanly possible.

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g. POLICY ON PUBLIC RELATIONS: do not try to get the 4602d AISS or the names of 4602d personnel in the paper. When members of this Squadron participate in special activities such as rescue missions where it is virtually impossible to remain anonymous, it is all right to identify yourselves as members of the 4602d Air Intelligence Service Squadron. Inasmuch as this Squadron is new and completely unique, PIO men would like very much to publicize our activities and write-up Squadron personalities. However it is again emphasized that absolutely no publicity is to be given to the Squadron mission or to individuals within the Squadron. the only exception to this will be in special cases such as the one mentioned above where the Squadron activities are necessarily in the public eye. In other words, stay away from publicity except when it becomes a must. If there is any doubt or if special permission is desired to release information in various media, contact this Headquarters for an approval or disapproval.

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b. SECURITY CLEARANCES

It is necessary that every man in this organization be cleared for access to SECRET information. It is further necessary that no man be given access to classified information above restricted until he is cleared. All clearances are requested by this headquarters. In several instances, clearances have been requested by OIC's through local Provost Marshals. This procedure results in duplication of effort by this Headquarters and, more important, a duplication of effort by investigating agencies. All clearances will be requested by the security section at Squadron Headquarters.

Confusion has existed in the field as to the degree of clearance to which an individual is cleared for access and the clearance previously granted and entered in appropriate personnel records. Because a man's records reflect that an NAC and a BI have been completed and he is cleared for Top Secret does not mean he may have access, within this squadron, to Top Secret. Even though his records reflect clearance to Top Secret, he cannot have access to even confidential information until he is granted such access by the Provost Marshall, Ent AFB. This is not a situation peculiar to this organization or to this command, but a procedure which is Air Force wide. Neither clearance previously granted nor rank authorizes access to classified information. In many instances persons who have previously had access to Top Secret may, in the Squadron have access to Secret only.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

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1. HANDLING OF CLASSIFIED DOCUMENTS

The meaning of a registered document should be clarified. A registered document is a Top Secret, Secret, Confidential, or Restricted document assigned a short title and a copy number with instructions to account for the document periodically. This is not to be confused with a classified document to which a control number is affixed for administrative reasons, with no instructions to account for it periodically.

The first form used in connection with a registered document is AF Form 163, "Registered Material Transfer Report". This report will be prepared each time an Officer in Charge of a field unit is relieved of his duty assignment. This report will be prepared in four copies and signed by the newly assigned officer. distribution of this form is as follows:

1 copy to Air Adj Gen, Hq USAF, ATTN: Custodian of Registered Documents; 1 copy to Commander, ADC, ATTN: Custodian of Registered Documents; 1 copy to Hq 4602d AISS, ATTN: Custodian of Registered Documents; and 1 copy for file of the unit concerned.

AF Form 165, "Registered Material Inventory Report", will be used to report inventory of registered documents only and is due twice yearly. The due dates will be included in the Squadron SOP which is being prepared on this subject.

AF Form 164, "Registered Material Destruction Report". This form is to be used at any time a registered document is destroyed. A registered document will be destroyed upon written instruction from the Office of Record or when a change supersedes individual pages within the registered documents.

Classified documents - An inventory will be effected of all classified documents which are physically present at the time of the inventory and report of transfer signed by the newly assigned officer. Forms are being prepared for this report. It will be prepared in two copies, one copy for Hq 4602d and one copy for file in the unit concerned.

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4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

Certificates of destruction will be prepared an all classified documents destroyed and will include the classified log number assigned by this Headquarters, and the subject or title of the document, and the number of copies destroyed. this report will be prepared in at least two copies, one copy for Hq 4602d and one copy for file in the unit concerned.

The reports mentioned above will bear the following classification: Registered Document Transfer and Registered Document Inventory will be Restricted; Registered Document Destruction will be Confidential; Reports of Transfer, Inventory and Destruction of Classified Documents will be Restricted unless the subject or title of a document is classified. In this case the report will bear the highest degree of classification of the contents.

All Top Secret and Secret matter will show the authority for the classification, the initials of the classifying officer, and the date the classification was affixed, as require by par 28c, AFR 205-1A.

Changes in classification will be made in accordance with 27b (1), AFR 205-1. Individuals authorized to change or cancel the classification of a document will, when taking such action, write or stamp on the cover or first page thereof and such other pages as may be necessary, the following: "Classification canceled or change to _ _ _ _, by authority of (officer authorized to change classification by name and grade) (date)".

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2ND CMDRS CONF, 22 JUNE 1953

{A SUMMARY OF COLONEL WHITE'S CLOSING REMARKS, Cont}

...

g. WEAPONS AND E-1 KITS

The carbine and the 45 caliber pistol are the only squadron approved weapons. Only in rare cases when the weapons just mentioned are not available will it be authorized to carry 38 caliber p. E-1 kits are strictly for survival purposes and will not be scavenged or used on filed trips unless absolutely necessary.

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SECURITY INFORMATION

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RESTRICTED
SECURITY INFORMATION
4602d AISS, ENT AFB, COLO
2ND CMDRS CONF, 22 JUNE 1953

{A SUMMARY OF COLONEL WHITE'S CLOSING REMARKS, Cont.}

...

o. RESCUE MISSIONS

Let's keep up the kind of rescue service, whenever possible, which Lt. Johnson recently accomplished at San Gorgonio. Your units are in a position to render a great service by helping out in this way. I would rather see one rescue field mission accomplished than fifty classes in Russian. I addition to performing a humanitarian act, these mission do much to establish good relationships with agencies from whom we may desire assistance in the event of war. Never pass up an opportunity to assist in a rescue activity.

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RESTRICTED
SECURITY INFORMATION
4602d AISS, ENT AFB, COLO

2ND CMDRS CONF, 22 JUNE 1953

{A SUMMARY OF COLONEL WHITE'S CLOSING REMARKS, Cont.}

never take the cold-hearted approach to an air crash when death and disaster are involved. At a time like this, the humanitarian aspects are far more important than performing a technical investigation. So don't ask the Base Commander for permission to exploit a crash for investigation purposes when he is personally worried about the accident, notifying relatives, and recovering bodies. Rather, let the Base Commander know that you have the equipment and know-how, and make the services of your unit available in the event he wishes to call on you.

...

/s/
CALVIN HAMMOND JR
1st Lt, USAF
Conference Project Officer

/s/
JOHN M WHITE JR
Colonel, USAF
Commander

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SECURITY INFORMATION

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{First Page of 2 (unnumbered)}

SECURITY INFORMATION
RESTRICTED
HEADQUARTERS AIR DEFENSE COMMAND
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

ADPTR-F 353 09 MAR 1953

SUBJECT: (Unclassified) Atomic Energy Indoctrination

TO: Commanding Officer
4602d Air Intelligence Service Squadron
Ent Air Force Base
Colorado Springs, Colorado

1. Information received from Headquarters, USAF indicates three hundred (300) spaces will be available to the Air Force in the Special Weapons Indoctrination Course conducted by the Armed Forces Special Weapons Project a Sandia Base, Albuquerque, new Mexico. These spaces will be available during the period 2 May through 31 December 1953.

2. The mission of the Special Weapons Indoctrination Course is to familiarize designated Army, Navy, and Air Force Officers with the over-all operation of the Atomic Energy program. The scope of the course is:

a. To familiarize the class with the technical functioning, capabilities, and limitations of atomic

weapons.

b. To present the effects of atomic weapons.

c. To outline the logistic requirements for assembly organizations and the delivery services to include changes with new developments.

d. To discuss the employment of atomic weapons, including delivery systems.

e. To present the future developments and improvements that can be expected in the field of atomic weapons.

3. The length of this course is four (4) days, Tuesday through Friday. Frequency of course is approximately every two (2) weeks.

4. Field grade officers and civilian personnel with equivalent of GS-12 rating or higher who in the performance of their duties require access to information indicated above are eligible for attendance to this course.

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SECURITY INFORMATION

Hq, ADC, ADPTR-F 353, Subject: (Unclassified) Atomic Energy Indoctrination (Contd)

5 Personnel selected for attendance to this course must possess a minimum of a TOP SECRET clearance.

6. In order that provisions may be made for your command to participate in this training, it is requested that this headquarters be advised of your training requirements by 3 April 1953.

BY COMMAND OF GENERAL CHIDLAW:

ROBERT N. BRUCE
Lt Col, USAF
Dir of Tng

...

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SECURITY INFORMATION

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{End of Part 2 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 3
NICAP Home

DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
WASHINGTON 25, D. C.

25 February 1953

Mr. Donald E. Keyhoe
Wellington
Alexandria, Va.

Dear Mr. Keyhoe

The data on "flying saucer" sightings and the answers to your other queries indicated on the attached list, were secured from the Air Force Intelligence files and released to you for publication purposes, as per your request.

Very Truly Yours
Albert M. Chop
Albert M. Chop
AIR FORCE PRESS DESK

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DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
WASHINGTON 25, D. C.

26 January 1953

Henry Holt & Company
383 Madison Avenue
New York 17, N.Y.

Dear Sirs:

This will acknowledge your letter of recent date regarding a proposed book on "flying saucers" by Major Donald E. Keyhoe, U. S. Marine Corps, retired.

We in the Air Force recognize Major Keyhoe as a responsible, accurate reporter. His long association and cooperation with the Air Force, in our study of unidentified flying objects, qualifies him as a leading civilian authority on this investigation.

All the sighting reports and other information he listed have been cleared and made available to Major Keyhoe from Air Technical Intelligence records, at his request.

The Air Force, and its investigating agency, "Project Bluebook," are aware of Major Keyhoe's conclusion that the "Flying Saucers" are from another planet. The Air Force has never denied that this possibility exists. Some of the personnel believe that there may be some strange natural phenomena completely unknown to us, but that if the apparently controlled maneuvers reported by many competent observers are correct, then the only remaining explanation is the interplanetary answer.

Very Truly Yours
Albert M. Chop
Albert M. Chop
Air Force Press Desk

National Investigations Committee On Aerial Phenomena

Audio Files

Keyhoe Hall McCoy

Sound Byte No Longer Atributed To McCoy
February 8, 1966

http://www.nicap.org/audio/McCoy.mp3
I was in intelligence for a long time,
military intelligence. I was in the war.
It is logical (thank you)
not just military thinking, but as logical thinking
there was never a successful military occupation or adventure
where prior to the invasion or prior to the mass landing,
there were not agents sent ahead
This is standard practice
In Germany we and the British inserted Americans and we inserted British
who looked like the the Germans and spoke their language
In Japan we inserted, we had enough nisei
we inserted them into Japan
but we had agents in their country exactly the same as we have agents behind the Iron Curtain now

The main purpose of these people
is to be as exactly like the natives as possible
and yet the fact of life, the fact of military logic,
the fact of cultural logic
and especially since they have not been hostile,
dictates that there would be, if they are humanoid
there can be humanoids picked out
since the range of size shape and color on this planet is,
covers almost the entire spectrum
it almost dictates the fact that there would be agents of the space people,
wherever they come from,
living among us at the present time
and having been here over the last hundred years.

Date: Sat, 24 Sep 2005 16:58:56 -0500
From: mary <m.castner@COMCAST.NET>
Subject: Col. Howard M McCoy and the alien infiltration statment of 2/8/1966
Comments: To: project1947@earthlink.net, SHG <shg@ns2.txbs.net>
To: CURRENT-ENCOUNTERS@LISTSERV.AOL.COM

Last week the son of Howard McCoy, John McCoy, visited CUFOS and the subject of his father's voice on the NICAP tape came up. Turns out that John McCoy and his two brothers had all listened to the tape and claim it wasn't their father's voice. I can't think of anyone better to identify McCoy's voice then his three sons.

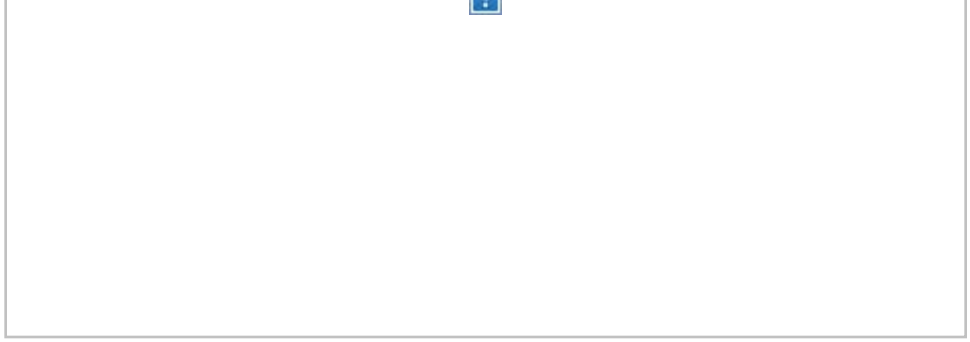
After some email exchanges with Dick Hall, who finally found a copy of the tape and a list of attendees at the NICAP reception for Fontes, he again listened to the tape closely and realized he had made a misidentification, an honest mistake, but an incorrect one. It was not the voice of Howard McCoy, but Howard Wright. He sent notice of this to Wendy Connors and John McCoy two days ago. Also, location of reception for Fontes was at NICAPs not Isabel Davis' apartment as posted back in 1999. Anyway, for the last six years everyone has thought the voice was that of Howard McCoy, but it is not. So we don't know what McCoy thought about alien infiltration or visitation nor can that inference be carried over to indicate how Project Sign was thinking as the initial posting stated. Even if McCoy had thought that way its still too much of a stretch to ASSUME thinking and conclusions of the Project Sign group.

List of attendees at the February 8, 1966 reception held at NICAP.

Olavo Fontes, M.D.
Howard Wright (Col. USAF Ret., UFO sighting witness)
Howard McCoy (Col., USAF Ret.)
Edward C. Russell, President, English Speaking Union (office in same building)
Tom Olsen, engineer
Frank Bloss, Trident engineer
Eli Bernzweig, Government attorney
Frank Rawlinson, NASA physicist
Leon Katchen, NASA physicist
Robert Suggs, PhD, anthropology
Mrs. Suggs
Joan Lusby, NICAP worker (now Joan Woodward)
Gordon Lore, NICAP staff
Richard Hall

The original web page was produced by Francis Ridge and Wendy Connors for the NICAP Web Site's 7th Year Anniversary, December 15, 2004. Copyrighted 2004, but reproduced here in the new format for the NICAP audio file.

Other Audio File Histories - Work In-Progess
nicap.org/audio/
http://www.nicap.org/



In December 1947, the USAF Headquarters approved Special Project HT-304, codename, Project Sign, to investigate and analyze the proliferating number of reports of flying-disc sightings and phenomenon in the atmosphere which can be construed to be of concern to the national security. Assuming that the reports might be caused by Soviet innovations recovered from the Germans, the logical place to conduct the investigation was the Technical Intelligence Division at Wright-Patterson AFB. Most of the early analysis work was carried out by highly trained aeronautical engineers, in the T-3 Engineering Division. Their conclusion after seven months, drafted in an Estimate of the Situation was that the phenomena were best explained as being of interplanetary origin. The Pentagon refused to accept this, which resulted in the breakup of the Sign team and set the tone for USAF behavior toward UFOs for the next two years. The Estimate was declassified and all copies ordered burned, and for years the Air Force would deny that any such report ever existed.

This is one of the few photos taken of the team inside the T-2 Conference Room at Wright Patterson AFB in 1948.

Personnel from the left and around the table are: Lt. Col. Malcolm Seashore, chief of the Material Command Intelligence Technical Analysis (MCIAT); [unidentifiable person blocked by Seashore]; Lt. Col. J.J. Hausman; Col. Howard McCoy, director of Air Material Command T-2 Intelligence Division; [believed to be] Capt. Robert Sneider, Project officer under McCoy and Clingerman; [believed to be] Col. William Clingerman, executive officer for Material Command Intelligence Analysis (MCIA); and John "Red" Honaker, liaison to the AMC Commander Lt Gen. Nathan Twining, with a pipe in his mouth.

Report and photo credit: Wendy Connors, Faded Disc Archives (Copyright 1999)
This web page produced for the NICAP Site by Francis Ridge

National Investigations Committee On Aerial Phenomena

HOUSE COMMITTEE ON SCIENCE & ASTRONAUTICS
Criticism of the Air Force, not allowed
Symposium on UFOs, 1968

(NICAP's optimism abruptly ended, when we learned the truth about the supposed hearings)

No criticism of the Air Force or the Colorado UFO project would be allowed.

The orders had been issued by Chairman Miller. They applied to Congressman Roush and all the other members of the Science and Astronautics Committee. The invited scientists also had been warned. Anything that might lead to disparaging statements about the AF investigation or the CU (University of Colorado) project was prohibited.

Although NICAP had played the leading role in securing the so-called hearings, we could not submit any information. Not only was our evidence blocked, we could make no comments on the discussions. No questions from the NICAP staff would be permitted, even if they were devoid of any AF or CU criticism - we could attend the meeting only as silent spectators. Although the discussions were officially called hearings, the meeting was also labeled as a symposium on unidentified flying objects, to remove any idea that this was an actual investigation.

Although the press had been invited, newsmen also were prohibited from asking questions. Some of them knew the inside story and they could have caused trouble. One correspondent, whom I had known for years, expected the muzzling order to cause a row.

"The Air Force must've pushed Miller into that," he told me. "But some of those Space Committee members are sore about it. They were all set to hit the AF and that Colorado Project. I know two who are going to try to buck the order. I'm not going to name them."

"I think I know who you mean.

"Well, it could set off a fight, and what a story that would be. That's the only reason I'm going-I already know most of the things McDonald and the rest will bring out."

Within minutes after the symposium began, Chairman Miller repeated his warning against criticizing the Air Force.

"I want to point out that your presence here is not a challenge to the work that is being done by the Air Force. Unfortunately there are those who are highly critical of the Air Force, saying that the AF has not approached the problem properly. I want you to know that we are in no way trying to go into the field that is theirs by law, and thus we are not critical of what the AF is doing.

"We should look at the problem from every angle. . . . I just want to point out we are not here to criticize the actions of the Air Force."

The first attempt to bypass the muzzling order was made by Congressman Ken Hechler.

"Is it your assumption," he asked Dr. Hynek, "that the AF . . . has not really measured up to a thorough scientific analysis of UFOs?"

But Hynek refused to answer the question. "The letter that came with the invitation to speak here strongly stated that we should not discuss the AF participation."

Congressman William F. Ryan, while questioning Dr. McDonald, tried to get his opinion of the Colorado Project Symposium Chairman Roush, following orders, quickly broke in:

"We agreed this was not the place to discuss that. . . . I'm sure Dr. McDonald would be very happy to confer with you privately on this."

Switching to another approach, Congressman Ryan led to McDonald's disclosing the Low memorandum to the National Academy of Sciences.

"You wrote . . . concerning this [Colorado] project?"

"Yes," McDonald replied. "I received a letter . saying we must let the Colorado Project run its course."

Congressman Roush interrupted. "I would appreciate it if we disposed of that."

But Ryan persisted. "I'm suggesting maybe this committee should make an investigation of the University of Colorado Project."

Committee Chairman Miller immediately stopped him. "That is something we don't have authority to do here."

In spite of the silencing order, a surprising amount of open criticism, hitting at the AF and the CU Project, was printed in the official Hearings Record. Most of it was contained in prepared statements which were not read aloud or quoted at the symposium.

One sharp comment on the project at Boulder came from Dr. Garry C. Henderson, Senior Research Scientist, Space Sciences, General Dynamics, Fort Worth, Texas. Dr. Henderson said prominent scientists had ignored careful research methods in dealing with the UFO problem.

"Such an example," he stated, "is the unfortunate selection of the University of Colorado team headed by a respected scientist, with the result that the squirrel-cage atmosphere usually associated with UFO interest has been augmented by built-in bias and confusion, rather than eliminated by one group of scientists' involvement. . . . The public has been led to believe that everything has been done to either prove or disprove the existence of UFOs - rubbish! Available information of a truly reliable nature should tend to increase activity, not place it in neglect, or worse, in ridicule."

Another paper, inserted in the Hearings Record by Rep. James G. Fulton, was prepared by nuclear physicist Stanton T. Friedman, who has worked on nuclear and radiation projects at General Motors, Westinghouse and the Aerojet Corporation. Friedman said that long studies and UFO investigations had convinced him that Earth is being visited by alien-controlled space vehicles. Referring to the AF debunking explanations, he added, "The low percentage of unknowns [unsolved cases] is the direct result of deception on the part of the U.S. Air Force . ."

Another indication of AF deception appeared in a discussion by Dr. Robert M. L. Baker, Jr., a noted research scientist engaged in NASA, Navy and AF projects. As a Douglas Aircraft Company consultant he made an eighteen-month study and scientific analysis of the famous Utah and Montana films. Oddly enough, this was requested by the AF, although it had debunked the film images as birds and reflections from aircraft. During his extensive examination, Dr. Baker found that the AF explanations were incorrect. He reported his findings, with all the detailed analyses, to Maj. Gen. H. E. Watson, head of Air Technical Intelligence. But the disproved answers were never retracted. (At the time of the hearings, the AF was still using these false explanations.)

Dr. Baker urged a truly scientific UFO investigation, with a mobile force of highly qualified scientists to secure the best information; a special tracking system; "listening posts" to seek out possible alien messages. Plans should be made, he said, to extract valuable information from an advanced society, if the extraterrestrial answer proves correct. He also urged studies to learn the characteristics of an advanced civilization and to be prepared for the psychological impact on our own culture, in case of "contact."

"The goal of understanding, if attained," he said, "may be of unprecedented importance to the human race."

The AF claims that UFOs do not exist were rejected by Dr. James A. Harder, Professor of Engineering, University of California. A prolonged investigation, he stated, had proved UFO reality. He also stressed the need for learning the technical secrets of these superior spacecraft.

The bad effects of ridicule were emphasized by Dr. Robert L. Hall, head of the Sociology Department, University of Illinois, and a former AF psychologist. As an example, he related the case of an American artillery colonel in Korea. While flying in his observer plane he encountered a typical UFO at fairly close range.

"He was an experienced observer," said Dr. Hall,". . . [but] when he returned he was so ridiculed he gave up trying to be taken seriously."

The risk of panic, from sudden contact with aliens, needs to be countered, Dr. Hall warned. Instead of issuing reassuring statements, he said, the public should be given sound information through a careful preparation program.

The most detailed expose of the AF cover-up was made by Dr. James McDonald. It was done without any harsh attack, through a long statement including over thirty pages of verified reports, with proof that public explanations were untrue-most of them AF debunking answers. Almost every important aspect of the UFO problem was covered, analyzed scientifically with confirmed evidence.

Even Dr. Carl Sagan, the least positive of the symposium scientists, made some important admissions. A frequent adviser to NASA, Dr. Sagan has degrees in physics, astronomy and astrophysics. He is an associate professor of astronomy at Cornell University, and is also connected with Cornell's Center for Radiophysics and Space Research. Interstellar flight at nearly the speed of light is not impossible, even with present principles of science, Dr. Sagan told the symposium members. "If we are being visited by representatives of extraterrestrial life, just sticking our heads in the sand would be a very bad policy. . . . If there are other technical civilizations, any random one is likely to be vastly in advance of us. It is unlikely there is any other civilization in the galaxy that is as backward [as we are]."

The only scientist adamantly opposed to acceptance of the UFO evidence was Dr. Donald H. Menzel, former director of Harvard Observatory. In his prepared statement Menzel explained UFOs as mirages, reflections from windows, TV antennae and car fenders and also as optical illusions, after-images, or spots before the eyes. Pilots and other trained witnesses, Dr. Menzel said, often make huge errors. Many unidentified objects, he claimed, were only birds, saucer shaped clouds, or wind-blown hats, spider webs, feathers and seedpods. In conclusion, Dr. Menzel stated: "The time has come for the Air Force to wrap up Project Blue Book. . .

<>Major Donald E. Keyhoe
***Aliens From Space* - 1973**

The extraordinary story of the half-million-dollar "trick" to make Americans believe the Condon committee was conducting an objective investigation

FLYING SAUCER FIASCO

By John G. Fuller

A statement from the director of NICAP

LOOK 5-14-68

A STRANGE SERIES of incidents in the University of Colorado Unidentified Flying Objects study has led to a near-mutiny by several of the staff scientists, the dismissal of two Ph.D's on the staff and the resignation of the project's administrative assistant.

The study, announced as a totally objective scientific investigation of one of the most puzzling phenomena of modern times, has already cost the taxpayer over half a million dollars. The committee is scheduled to release its report by the end of the year.

The announcement by the Secretary of Defense in October 1966, that the Air Force had selected Dr. Edward U. Condon and the University of Colorado for the UFO research contract was welcomed both by skeptical observers and those convinced of the existence of flying saucers.

Maj. Donald Keyhoe and his National Investigations Committee on Aerial Phenomena, who were among the severest critics of the Air Force's study, publicly announced cautious support and offered NICAP's nation-wide UFO reporting system to the new research group.

Condon, then 64, a distinguished physicist, former president of both the American Association for the Advancement of Science and the American Physical Society, had grappled with and subdued the House Un-American Activities Committee, and served as director of the U.S. Government's National Bureau of Standards from 1945 to 1951. His leadership appeared to promise pure scientific objectivity in the study. Only two details seemed to disturb some observers. Four out of the first five investigators appointed were psychologists. And Robert J. Low, project coordinator and key operations man in the study, held a master's degree in business administration (although his bachelor's degree was in electrical engineering). Some critics felt that more physical scientists were needed. Condon assured them that the staff would become more balanced, and later, it was.

The project staff received a minor jolt early in October of 1966, when the Denver *Post* published a story: **CU AIDE SLAPS UFO STUDY.** Low was quoted as saying that the UFO project "comes pretty close to the criteria of non acceptability" as a university function.

But the massive problems of getting the project started left little time for debate over that statement. Briefings were held in which Dr. J. Allen Hynek, chairman of the Department of Astronomy of Northwestern University and one of the few scientists in the country who had given UFO's serious study, gave the staff the background information he had acquired in his 20 years as scientific consultant for the Air Force. Later, such authorities as Major Keyhoe and Richard Hall 'from NICAP, Maj. Hector

Quintanilla, of the Air Force UFO study, and Dr. James McDonald, physicist at the Institute of Atmospheric Physics and professor in the Department of Meteorology at the University of Arizona, addressed the group. McDonald had carried out an extensive investigation on his own.

After examining the hundreds of well-documented reports of sightings by military and airline pilots, radar operators, police, technical observers and articulate, rational laymen, McDonald rejected as highly unlikely such conventional explanations for UFOs as ball lightning (plasma), hallucinations, hoaxes and misinterpretations of natural phenomena. He concluded that "only abysmally limited scientific competence has been brought to the study of UFO's within Air Force circles in the past 15 years. Unfortunately, during all this time, the scientific community and the public were repeatedly assured that substantial scientific talent was being used...."

From the beginning, the relationship between Dr. McDonald and Robert Low, the project coordinator, was abrasive. Low, who speaks softly, smoothly and guardedly, contrasts sharply with McDonald, who is intense and bluntly articulate.

The relationship between the Colorado group and NICAP was especially important. NICAP was large and well-organized, and could supply information on UFO sightings on a nationwide scale. NICAP hoped that the Colorado group would retain its scientific objectivity by concentrating on the estimated ten percent of "high credibility" cases, such as those Dr. McDonald was investigating.

The first major turbulence in the new project came early in February, 1967. Condon, burdened by heavy responsibilities in many public and educational projects, could not spend much time in the project offices. Low assumed the responsibilities for most of the decision-making. But on January, 25, Condon, known for his breezy, anecdotal style, spoke before a chapter of Sigma Xi, the honorary scientific fraternity. The Elmira, N.Y., *Star-Gazette* reported:

"Unidentified flying objects 'are not the business of the Air Force,' ...Dr. Edward U. Condon said here Wednesday night.... Dr. Condon left no doubt as to his personal sentiments on the matter: 'It is my inclination right now to recommend that the Government get out of this business. My attitude right now is that there's nothing to it.' With a smile, he added, 'but I'm not supposed to reach a conclusion for another year...'"

The. story also quoted Condon as saying: "What we're always reduced to is interviewing persons who claim they've had some kind of experience....I don't know of any cases where the phenomenon was still there after the person reports it... and it seems odd, but these people always seem to wait until they get home before they report what they saw."

Keyhoe knew of cases where "the phenomenon was still there after the person reported it," and where the observer didn't wait to get home before he reported it. He bristled. He knew that Condon had not yet investigated any field cases personally, nor had any members of the staff completed any meaningful research. The project was only three months old. "I have to admit," Keyhoe told David Saunders, a key staff member, "that I'm shocked by these statements. Is this a scientific investigation or isn't it?"

Condon wrote Keyhoe that some of his remarks had been taken out of context. NICAP then issued this statement: "Although we retain some reservations about the impressions of Dr. Condon's attitudes conveyed through some press accounts, we find no reason to go along with the skeptics who interpret the project merely as the latest gambit in an Air Force propaganda campaign. Having met most of the scientists involved, we are generally satisfied with their fair-mindedness and their thorough plans..."

The NICAP cooperation made it possible to establish an Early Warning System, and staff investigators were now being dispatched for field reports. Saunders gave particular attention to field surveys, as well as to the development of a master casebook and staff discussions of major cases. Low was giving the staff members considerable leeway in the approach they were taking. Condon, with his office some distance away, did not appear frequently, and some of the staff felt that it was often frustrating to try to reach him.

During this time, it seemed to some of the staff that several potentially interesting cases were turned down for investigation by Low for what were apparently specious reasons.

Another scientific investigator, Dr. Norman Levine, joined the project and immediately became aware of the strained atmosphere developing between Low and several members of the staff. Condon himself was heard to say that he wished the project could give the money back.

A senior member of the staff who was asked to make a speech before a teachers association began looking for specific details on the origin of the project. He was told that he might find some information in the open- files folder under the heading AIR FORCE CONTRACT AND BACKGROUND. The relaxed open-file system was part of a general overall policy to keep the project out of the cloak-and-dagger category. (In a later memo, Low said:

"The key point to keep in mind, it seems to me, is that our own files are not secure, they are not confidential, they can't be kept confidential, nor should they be....It is inconsistent with the purposes of a university to keep confidential any records of research activity....or any other records for that matter.")

The staff member found most of the material about the contract rather dull going, but one memo, written by Low to university officials on August 9, 1966, contained a few fresh details. The memo, labeled "Some Thoughts on the UFO Project," had been written before the contract was signed. In it, Low said, "..... Our study would be conducted almost exclusively by non- believers who, although they couldn't possibly *prove* a negative result, could and probably would add an impressive body of evidence that there is no reality to the observations. The trick would be, I think, to describe the project so that, to the public, it would appear a totally objective study but, to the scientific community, would present the image of a group of nonbelievers trying their best to be objective, but having an almost zero expectation of finding a saucer. One way to do this would be to stress investigation, not of the physical phenomena, but rather of the people who do the observing - the psychology and sociology of persons and groups who report seeing UFO's. If the emphasis were put here, rather than on examination of the old question of the physical reality of the saucer, I think the scientific community would quickly get the message....I'm inclined to feel at this early stage that, if we set up the thing right and take pains to get the proper people involved and have success in presenting the image we want to present to the scientific community, we could carry the job off to our benefit...."

When Levine read the memo, he was disturbed by the word "trick" and the phrase about making the investigation *"appear* a totally objective study" to the public. Others on the staff had a similar reaction.

Many staff members were also disturbed by the news that Condon had decided to attend the June Congress of "Ufologists" in New York. This was a convention of far-out supporters of undocumented and highly colorful UFO sightings.

On September 18, Condon, Low and Saunders met for the first time in many weeks. As a result of his reading of the memo, Saunders was deeply concerned about the negative approach to the UFO problem. It would be easy, he felt, to concentrate on the nut-and-kook cases and persuasively eliminate any serious consideration of the real problem.

The meeting went on for three hours. Low did most of the talking. Condon seemed tired. Low's position was that Saunders was sticking his nose into something that was none of his business. Condon's position was that he didn't understand what Saunders was talking about.

Saunders was led to believe that if by chance the Extra Terrestrial Intelligence (ETI) hypothesis was substantiated, the announcement would be sent by Condon directly to the Air Force and the President, and never be allowed to go to the public. This troubled him, because Saunders had been given a clear understanding that the report would go first to the National Academy of Sciences, then to the public and Air Force simultaneously. Saunders felt he could not let the problem drop. Another meeting was agreed to.

At this point, Keyhoe suddenly sent word that NICAP was going to take a strong stand against the Condon committee and no longer would supply material and reports. The reason, Keyhoe said, was a new speech made by Condon at the Atomic Spectroscopy Symposium at Gaithersburg, Md., on September 13, 1967. A report of the new Condon speech had already reached Dr. McDonald in a letter from a colleague at the University of Arizona, William S. Bickel, assistant professor of physics on the campus.

"..... Dr. Condon's speech was funny and entertaining," Bickel wrote. "But to me, it was also disappointing and surprising. Dr. Condon emphasized mostly funny things. He told of an offer made to him by a contactee, who, for a sizable sum deposited in the right bank, would introduce him to a UFO crew. ... He told how he tracked the case down and concluded that it was very likely a hoax..... My feelings about UFO's are similar to those of many people - I don't know what they are, I believe people are seeing real things, and I believe a scientific attack on the problem will solve the mystery - whatever they are..... The net effect of Dr. Condon's talk was zero, if not negative...."

In reply to Bickel, McDonald wrote, "..... The crackpots are so immediately recognizable that one need not waste any time at all on them.... I fail to understand why a scientific group should be given an address by any member of the Colorado team on the topic of the crackpot fringe...."

Word came from Keyhoe that he was drafting a long letter to the Colorado study group, and NICAP would reconsider its cooperation only if the answers to a list of questions were satisfactory.

On September 27, the *Rocky Mountain News* (Denver, Cob.) published this headline: **UFO RESEARCH CHIEF AT CU DISENCHANTED.** Condon was quoted as saying: "I'm almost inclined to think such studies ought to be discontinued unless someone comes up with a new idea on how to approach the problem.... The 21st century may die laughing when it looks back on many things we have done. This [the UFO study] may be one."

The majority of the staff began exploring several proposals, including the possibility of the entire staff resigning enmasse or issuing a press release or a minority report. Another proposal was the establishment of an independent scientific group to explore the rational sighting reports and eliminate the crackpot-fringe static. There was general agreement that an objective study of the UFO problem should be made and that accurate and unbiased findings should reach the National Academy of Sciences, the public and the Air Force. A confrontation with Low and Condon was arranged. Condon expressed regret that his statements had appeared in the press. Several members of the staff told of their concern that the content and form of the final report would reflect what they now felt was Condon's and Low's prejudice and would be unjustifiably negative. Staff members speculated that Condon was tired as well as disenchanted. He remained an enigma because the staff saw so little of him.

At an informal meeting in Denver on December 12, 1967, Saunders, Levine, McDonald and Hynek agreed that a new organization might be formed consisting only of professional-level members, designed to assure the continuation of intelligent UFO study regardless of whether the Condon report were negative or positive. After Hynek left, McDonald first became aware of Low's memo, and expressed his shock.

On January 19, 1968, Low phoned McDonald at the University of Arizona. McDonald reminded Low of the clearly negative tone of Condon's public statements over a period of time, including Condon's disturbing preoccupation with the crackpot elements. He also brought up Condon's failure to investigate personally significant field cases or to question any of the working staff who had been making a serious UFO study. McDonald stressed that he was not opposed to negative findings. What bothered him was that negative findings were already being clearly expressed by both Low and Condon. Low hung up in anger. McDonald prepared a long letter to Low to review his complaints. Low did not get around to reading the letter until February 6. In it, McDonald mentioned for the first time his concern about the memo, quoting to Low the phrases about "the trick." "I am rather puzzled by the viewpoints expressed there," McDonald wrote, "but I gather that they seem entirely straightforward to you, else this part of the record would, presumably, not be available for inspection in the open Project files...."

Mrs. Mary Louise Armstrong, who had worked directly with Low as his administrative assistant, was in the office as Low finished reading the letter. Low exploded. He said that whoever gave the memo to McDonald should be fired immediately. Then he seemed to cool down.

On Wednesday, February 7, Saunders was summoned to Condon's office. Low and Condon were present. The questioning focused on the memo. Did Saunders know of it and know where it was kept? Saunders said that the memo was only part of the whole problem. It alone did not seem especially important, he felt. The broader issues of scientific integrity were at stake. Condon, furious that he had not immediately been informed that McDonald knew of the memo, told Saunders, "For an act like that, you ought to be ruined professionally."

Saunders countered by saying that Condon and Low seemed to be treating the symptoms rather than the disease. He reminded them of the efforts of the entire staff to get Low and Condon to modify their intractable stance. He reviewed the long sequence of events and reminded Low that he had blocked the investigation of one particularly startling UFO case. Low protested that the investigation on this was completed. No mention was made of any dissatisfaction with Saunders's work.

Dr. Levine was summoned while Saunders was still in Condon's office. Saunders offered to stay. Low rose from his chair and physically ushered him out the door. Levine was unnerved by the forcible ejection of Saunders. Again, the questioning went straight to the memo. Levine said that he was at the Denver meeting when the memo was given to McDonald. He understood there was nothing whatever confidential about the memo, and did not see anything wrong with the action. Condon asked why Levine had not brought the memo to him, and Levine said that Condon's public and private statements had indicated that there was little likelihood of effective communication. He told Condon that Low had slammed the door in his face when he brought up the handling by Low of an Edwards Air Force Base case, and recalled that Condon himself had suggested that Levine call in sick when he was scheduled to make a talk at Colorado's High Altitude Observatory.

Condon accused him of being disloyal and treacherous, and Levine replied that loyalty to a scientific goal might take precedence over personal loyalty. Condon asked why Levine didn't invite him to come over and investigate the important cases. Levine indicated that he did not feel it was his place to invite the chief scientist of the project over. The questioning lasted about an hour. Condon dismissed Levine abruptly.

Mrs. Armstrong had joined the project at its inception with no convictions whatever about UFO's. By February, 1967, she was convinced that the study was being gravely misdirected. When, on February 7, 1968, Condon told her that he was going to fire Saunders and Levine the next day, Mrs. Armstrong's first impulse was to resign immediately. But she then decided first to confront Condon with what she regarded as clear, unassailable documentation of the factors behind the disagreement and low morale of the staff.

She talked to Condon on February 22, 1968, at his office. She told him frankly that there appeared to be an almost unanimous lack of confidence in the project coordinator and his scientific direction of the project. She pointed out that Low had indicated little interest in talking to those who carried out the investigations or in reading their reports. She said that her long, close association with Low gave strong evidence that he was trying very hard to say as little as possible in the final report, and to say that in the most negative way possible. At Condon's request, she wrote a follow- up letter in which she added that the tone of the memo indicated that Low was not unbiased from the beginning. Condon then wrote her: "My position is that that letter is a confidential matter between the two of us and that for you to disclose it to anyone else would be gravely unethical." But after long consideration, Mrs. Armstrong felt that it was more important to the public interest to state her feelings clearly.

The others who left the project also felt they had an obligation to speak out, and when Condon failed to respond positively to his outspoken letter of criticism, McDonald brought the matter before the executive officers of the National Academy of Sciences in a vigorous written protest. Saunders and Levine cleared their desks at Woodbury Hall and left.

Asked about the near-mutiny in the investigating staff, Condon said that he would make no comment. Low stated that he had absolutely "zero comment" to make about the dismissals. Thurston Manning, vice president and dean of the faculties of the University of Colorado, delivered word through his secretary that he had nothing to say. Scott Tyler, in charge of public relations for the university, said that he had no comment.

The hope that the establishment of the Colorado study brought with it has dimmed. All that seems to be left is the $500,000 trick.

END

The Project Blue Book Research Center presents
About Michael David Hall

Mike Hall

At present Michael Hall is researching all aspects of the Project Blue Book days although he has just completed a book primarily dealing with the very early years of Air Force investigations into UFOs. That book, *Origin of the UFO Phenomenon,* documents many fascinating events long forgotten by today's sound bite generation. It is one of very few books that approaches the subject from a historical perspective.

Michael David Hall has previously authored a biography on Indiana Senator Henry S. Lane. In *The Road To Washington, Rise of an Indiana Politician,* Hall traces the drama that took Lane from the chairmanship of the first national Republican Convention in 1856 to his influence four years later in securing Abraham Lincoln with his party's nomination. Dozens of magazine articles on Indiana history followed that work. Several of those continued Mr. Hall's research on the former Indiana senator, taking him from a congressional legislator who worked with Daniel Webster and Henry Clay, to the founder of the Indiana Republican Party, and then on to a powerful Civil War era senator.

Hall holds a B.A. from Illinois College and an M.A. from Western Illinois University in American History. In 1984 he began a museum career at the Illinois State Museum and since 1987 has served as Executive Director of the Montgomery County Historical Society and its Henry S. Lane Historic Home in Crawfordsville, Indiana.

Currently the author is working on a new book, *A Time To Remember, The UFO Wave of 1952* and a co-authored article with researcher Wendy Connors for the *International UFO Reporter* dealing with legendary Project Sign figure, Alfred Loedding. Soon an expanded version of *Origin of the UFO Phenomenon* will be published, titled *UFOs, A Century of Sightings: The Truth Revealed* -detailing the subject all the way up to present day.

As he pursues his research he finds diversion in aviation history as a part time guide at the United States Air Force Museum in Dayton, Ohio. Hall also has interest in the era of the great steam trains, serving as a director at the Linden, Indiana, Monon-Nickel Plate Railroad Museum and Historical Society. Residing in Lafayette, Indiana, with his wife Teresa and their collection of five pampered stray cats, both Mr. and Mrs. Hall developed interests in that area's rich heritage in transportation history spawned by technological influences from nearby Purdue University. In fact, Mr. Hall has taken advantage of his proximity to Purdue to further his studies in history and plans in the near future to complete his Ph. D. in American History.

Interest in the subject of UFOs began quite by accident while working at Purdue on a paper analyzing the effects of American daylight bombing raids on Germany. Mr. Hall then happened across some obscure UFO accounts filed by allied pilots. Called foo-fighters in those days, the stories he found fascinated him. As he came to realize what a huge volume of primary material existed on UFOs in the nation's archives, Hall knew he had an amazing story to tell.

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Project Blue Book 1951-1969

by Michael Hall

September 10th, 1951 marked a series of sightings that would prove to be the impetus for a serious reevaluation of the Air Force investigation into the UFO phenomenon. This would lead directly to the establishment of Project Blue Book.

The incidents began when an Army Signal Corps radar operator at Fort Monmouth, New Jersey, picked up an unknown flying target at 11:10 A.M. moving faster than the automatic setting mode could plot. The UFO followed the coast line, estimated at a speed of 700 miles per hour.

Twenty-five minutes later at 11:35 A.M. a T-33 jet piloted by Lieutenant Wilbert S. Rogers with Major Edward Ballard on board may have encountered that same object. They were flying over Point Pleasant, New Jersey, when Rogers spotted a “dull silver, flat disc-like object.” It appeared far below their aircraft which was then at 20,000 feet. Ballard confirmed the pilot’s observation as both crewmen estimated the craft to be around 30 to 50 feet in diameter. The UFO proceeded to descend toward Sandy Hook as Rogers nosed the jet down to investigate in a 360-degree descending turn. As Rogers executed that maneuver the unknown countered with a 90-degree turn to the left. By then both men knew they were not chasing a balloon. This UFO was not only banking left but was by then out-pacing their jet which Rogers had throttled up to 550 miles per hour! He then attempted to parallel its course from his current altitude of 17,000 feet, but it soon vanished out to sea.

Later that afternoon at 3:15 P.M., Fort Monmouth, New Jersey, radar picked up an object eighteen miles above the earth traveling slowly. Soon ground observers visually confirmed it although they could only see a silver speck. That sighting did later prove to be a balloon, but as a direct result of all of these Fort Monmouth, New Jersey Reports and some other odd radar reports the next day, many senior military leaders became concerned.

So much attention came to bear on the incidents that the Air Force Headquarters Intelligence director at the Pentagon, Major General Cabell, asked Air Technical Intelligence Center chief Harold Watson, in Dayton, Ohio, to look into the matter. Since 1948 the ATIC in Dayton had been responsible for collecting and investigating UFO reports.

Yet even before these incidents took place, General Cabell had come under pressure by many U.S. industrialists and scientists who felt the Air Force should be more forthcoming about UFO reports. They felt a renewed investigation should take place on a scale equal to that of 1948 during the first investigation named Project Sign. Cabell, who had once characterized the later Grudge Project and its report as “the most poorly written piece of unscientific tripe I’ve ever read,” seemed ready himself for a more serious study. That summer Cabell passed the mounting pressure on to Watson at ATIC although after the Fort Monmouth, New Jersey Reports, Cabell sent word down that he was even to be awakened during the middle of the night if he was needed!

Ironically, Watson had such a disdain for UFO sightings that initially he had hesitated to even forward the Fort Mommouth reports to Washington. In fact, when word of the incredible sightings first came into Dayton, the accounts were dismissed by Watson’s head of intelligence analysis, Colonel Bruno Feiling. Feiling completely bypassed Grudge and gave the report directly to James Rodgers who had once been in charge of the Grudge project and was Watson’s right-hand man. Apparently an argument of sorts soon arose within the ATIC offices as the New Jersey incidents gained more and more publicity. Finally, the report was sent to the Pentagon (apparently by some unnamed subordinate going over Watson’s head).

In response, Watson soon found himself in a heated conversation with Cabell. By then Watson knew he had to act fast, so he sent Lieutenant Colonel N.R. Rosengarten to New Jersey to conduct an investigation. Rosengarten then served as chief of Aircraft and Missiles at ATIC and technically had the old Grudge project under his many duties. He took with him intelligence officer Lieutenant Jerry Cummings who had actually taken over the administration of Grudge from James Rodgers. Although Cummings had only recently come to Grudge and, like Edward Ruppelt, had been reactivated with the start of hostilities in Korea. Ruppelt’s opinion of Cummings

was very high, and it is evident from the UFO files that a more serious approach was taken as soon as Cummings was ordered to administer what was left of the Grudge operation. As a matter of fact, both Ruppelt and Cummings had desks in the same building. Ruppelt noticed that when Cummings was given the defunct operation, it had been due to Watson rewarding Rodgers with better duty. Yet during the transition, both Ruppelt and Cummings came to learn the history of Watson and Rodgers' misadministration of Grudge.

Rosengarten and Cummings thus took great interest in their trip to New Jersey because it gave them the chance to finally investigate a really good report without direct interference from Watson and Rodgers. After arriving on the scene via a commercial airliner direct from Dayton, they worked around the clock to interrogate the radar operators and all participating technicians at Fort Monmouth. Following their investigation, Rosengarten and Cummings interrogated the T-33 pilots in New York. After that they headed to Washington to brief Cabell but couldn't get an airliner out of New York in time to catch a scheduled 10:00 A.M. meeting, so they charted a private plane. When they reached the Pentagon they found themselves participating in a very intense briefing with not just Cabell, but other top Pentagon Intelligence officials.

By the start of the meeting it is apparent that Rosengarten and Cummings had not only become impressed with the reports, but decided to take it upon themselves to put an end to Colonel Watson and his anti-UFO policy. We now know that during the meeting Cummings (with approval from Rosengarten) told Cabell all he knew about the behind-the-scenes influences on Project Grudge.

Cabell thus came to the realization that Watson had been deceiving him. He learned that since Watson took charge at ATIC in July of 1949, he had been intentionally downplaying sightings. Watson, he discovered, had been persistently debunking UFOs—even going out of his way to grab publicity to do so. He had even talked with reporters and columnist Bob Considine and branded all those who saw UFOs as "nuts," or "fatigued airline pilots." This greatly insulted U.S. service personnel who had filed many UFO reports themselves. Yet not until this meeting did Cabell fully realize that Watson, along with his confidant and former Grudge project leader James Rodgers, had run Grudge into the ground.

Cabell replaced Watson with Colonel Frank Dunn that very month. Other heads rolled too. Soon anti-UFO men in the Pentagon like Major Jerry Boggs were also out. Cabell then ordered ATIC to reactivate or create a new Project Grudge—hereafter referred to as New Grudge. But as urgent as the orders appeared, no one really seemed to want the added duty. Dunn proceeded to put all the responsibility on Rosengarten who then put it on Cummings, but Cummings soon left the Air Force for an assignment at the California Institute of Technology. So, the task went back up to Rosengarten. On September 16th he passed it on to Lieutenant Edward Ruppelt and Lieutenant Henry Metscher who had worked with Cummings on cases like the famous Lubbock Lights Incidents in Texas.

Ruppelt had been a decorated B-29 bombardier during WWII. In fact, during the war he won five battle stars, two theater combat ribbons, three Air Medals, a Distinguished Flying Cross with Oak Leaf Clusters, and a Presidential Citation. Ruppelt had gone over with the first B-29 squadron to India and followed it to Tinian Island. He remained in the 20th Bomber Command throughout the whole strategic bombing campaign of Japan and even flew on the last conventional raid of the war. After being decommissioned he entered Iowa State College and earned a BS degree in aeronautical engineering by 1950. With the outbreak of war in Korea he received a recall to duty from the Air Force and came into Intelligence at Wright-Patterson AFB. Given work immediately on classified projects, Ruppelt soon gained a reputation at ATIC as a problem solver. Although he would prove to be the best administrator of a UFO project the Air Force would ever have, he did not have the credentials or rank that would normally be drawn upon for what on the surface seemed an important intelligence assignment. Only 28 years old at the time, Ruppelt was not a career officer. Still a lieutenant by that fall, it is very odd that any non-career tracked officer would be put in charge of a project as important as one involving possible aerial intrusions into United States air space.

He had, however, impressed Rosengarten for some work he did on a captured Korean/Soviet Mig jet. Because of the meticulous reports and files Ruppelt kept, he was without doubt highly valued at ATIC during a time that personnel resources were being strained by war in Korea. And as anyone who knew Ruppelt will testify, he became instantly liked by all he served with, winning not only their respect but earning it through a high degree of devotion to duty. In sort, Ruppelt was a team player and sweated the details.

Originally New Grudge existed as a more or less two-man operation, but became a project within an ATIC group in late 1951. By March of 1952 it developed into a full group in ATIC, technically designated the Aerial Phenomena Group. By June 1952 Ruppelt's project became an ATIC section by which time the code name changed from Grudge to Blue Book. Soon promoted to captain, Ruppelt headed these projects

through 1953 with a serious and honest approach, making these years known as “The Age of Ruppelt.”

Ruppelt not only took the job seriously but expected his staff to do so as well. If anyone under him either became too skeptical or too convinced of one particular theory, they soon found themselves off the project. At no time, however, was New Grudge or Blue Book more than fact-finding groups and never regained the serious attention besotted on the early Sign investigation of 1948. Ruppelt’s project was basically a military operation within ATIC and did not have the highly skilled civilian engineers employed by Sign like Alfred Loedding.

Nevertheless, Ruppelt did professionalize the project by using a standardized questionnaire developed by Ohio State University for UFO witnesses to describe their sightings. He sought further scientific help from a preexisting contract with the Battelle Memorial Institute in Ohio. Already code named Project Stork, it assisted in the evaluation of statistical data produced by the Air Force investigations. (Project Stork had originally been set up to evaluate the Soviet Union as a military threat and when UFO analysis was tacked onto their duties, that part of the study became known as Little Stork.) He then secured Dr. Hynek, already an Air Force consultant in astronomy, as chief scientific consultant. Ruppelt contracted the Romeike news clipping service as well, (from May through September, 1952) bringing many UFO reports to ATIC that would have not been reported otherwise. The most visible change Ruppelt made involved a regular series of briefings that he gave to Air Force and military officials around the country. He then moved to implement a suggestion from General Cabell that would put cameras on the Air Defense Command’s more than 30 radar scopes around the country. Inspired by University of California physicist Joseph Kaplan, Ruppelt also attempted to develop special diffraction grid filters for camera lenses that could be used from aircraft or ground stations. Some duel lens models were called Videon cameras. With one of its lenses filtered, Videon cameras would be able to capture an object’s color spectrum and compare it to that of aircraft, stars and meteors, as well as its own unfiltered view. By comparing the two, at least non-anomalous occurrences could be weeded out.

One of Ruppelt’s actions affects us to this day. Prior to 1951 no one used the phrase unidentified flying object. Different combinations of the phrase were mentioned in the Sign project correspondence but as a catch word it did not really exist. Up to that time even stern high-ranking generals commonly talked of discs or saucers. Such phrases made Ruppelt uneasy. Realizing the complexities of the phenomenon, he insisted on popularizing “UFO.” It took several years, but his persistence eventually dissuaded the use of “flying saucer” in serious discussions.

As 1952 dawned, UFO reports began to gradually climb. Ruppelt and ATIC chief Colonel Frank Dunn attended a Pentagon briefing about that time with the new Air Force Intelligence Director, Major General John A. Samford. (Samford had replaced Cabell as head of Air Force Intelligence when Cabell took up the number two position at the CIA.) Samford already seemed very well informed about the UFO problem but soon appointed his Assistant for Production, Brigadier General W.M. Garland, to oversee liaison with ATIC’s New Grudge. Garland had been very close to Samford in the Pentagon and Ruppelt described Garland as a “moderately confirmed believer.” He learned that Garland had once seen a UFO while stationed in Sacramento, California. From the fall of 1952 on, Garland would serve as Ruppelt’s boss.

In the summer 1952 Ruppelt found himself in the middle of the largest UFO wave to date. The excitement caused by that wave led the CIA into the picture because the Truman administration feared a possible hysteria developing over the subject. This in return led to a CIA- sponsored discussion of UFOs known as the Robertson Panel in January of 1953. Stamped “Secret,” the Robertson Panel’s report (formally known as the Scientific Advisory Panel on UFOs) sent its recommendations to the Secretary of Defense, the Director of the Federal Civil Defense Administration, Chairman of the National Resources Board, and former Intelligence Director General Cabell, but not to Ruppelt or his ATIC superior General Garland.

Ruppelt may have been head of Blue Book, but it was not until later that he and Garland were briefed. During their meeting the CIA intentionally lied to them, stating that the panel had actually recommended the expansion of Blue Book and the declassification of its files. Ruppelt left the meeting very excited. He made plans for the utilization of more personnel, the final implementation of the camera surveillance, and media release of more classified files as Air Force press assistant Albert Chop had already done via popular UFO writer Donald Keyhoe. In fact, Keyhoe had just been briefed on the famous Tremonton Movie and eagerly looked forward to a more forthcoming policy from the Air Force. But, it never happened.

While Ruppelt waited for his promised increase in staff and the new projects to be implemented, he received a temporary transfer to non-UFO related duties in Denver. (During that period he attended an advanced intelligence course at Lowry AFB from

April 7, 1953, to July 3, 1953.) Then after a brief return to Blue Book Ruppelt was deactivated with the end of the war in Korea. The increase in staff never came nor did other plans. Fearing that the Air Force's seagull explanation for the Tremonton Movie would not be believed, it remained classified until 1956. General Garland may have then become aware of the true nature of the panel's recommendations because he reframed from speaking out on UFOs until he left the Air Force for a job at Rand. (In late 1953 Garland tried but failed to have Blue Book transferred over to the Air Defense Command.) Ruppelt seemed to have been kept in the dark about the actual magnitude of the Robertson Panel up until the time of his sudden death from a heart attack just seven years later. And, the public as a whole would not learn the full details of the Robertson Panel report until it was declassified in the summer of 1966.

But because of the military's slow bureaucratic nature, the Robertson Panel's recommendations took a great deal of time to be implemented. Through most of the first half of 1953 Ruppelt and his temporary replacement, Lieutenant Bob Olsson, continued operating Blue Book much as it had been the year before. The only major hindrance concerned getting replacements for staff members and of course the fruitless waiting for the increase in staff which never came. After being reduced to only two subordinates, Ruppelt had to become resourceful. He suggested utilizing other intelligence units for field investigations which eventually resulted in the use of the recently activated 4602nd Air Intelligence Service Squadron (or AISS) for that task.

Ruppelt's actual end at Blue Book came with the close of hostilities in Korea in August of 1953, thus ending the most significant period in the project. At the time of his departure only two assistants remained out of what had become a ten-person section. That same year Pentagon liaison Dewey Fournet and Albert Chop left, being the last to openly lean toward the extraterrestrial hypothesis in the "Age of Ruppelt." Chop had actually resigned his post following an accusation by the Air Force that Donald Keyhoe had fraudulently obtained sighting reports for his upcoming book. Yet, Chop had released the reports to him with full permission from Air Force intelligence and produced a signed affidavit to that effect.

For a period, Blue Book fell under the sole authority of one noncommissioned officer, Airman First Class Max Futch. Futch was a hard drinking Coca Cola man who not only kept himself going during the long days of the summer UFO wave of 1952 but served as Ruppelt's right-hand man in the office. Ruppelt placed great confidence in Futch and could always rely on him. But Futch soon left the service along with Bob Olsson—both heading for law school. After that ATIC assisted when needed to investigate reports, but from that point on the project primarily became a repository for files. Most field investigations were turned over to the nineteen scattered 4602nd AISS units of the Air Defense Command.

With Ruppelt's departure from Blue Book, the first significant effects of the Robertson Panel recommendations can be detected. It began with the reissuance of Air Force Regulation 200-2 to all American Air Force bases. This regulation put initial responsibility for investigating UFO sightings back with the commander of the air base closest to the event. Amendments would later state that only the 4602nd should make investigations unless there was not an AISS unit in the vicinity, and then the base commander could send a report to the one nearest him. USAFBs were also warned to treat UFO sightings with a restricted clearance at the very minimum and forbade the release of any information to the public except through Blue Book channels unless the sighting was positively identified. By decreasing attention on investigation and increasing the restriction on public information, the Air Force hoped it could successfully defuse (what the CIA had convinced them was) a growing hysteria over UFOs.

After a brief stint with Ruppelt's former assistants heading up Blue Book, Captain Charles Hardin assumed command of the project in March of 1954 with only a two-man staff at his disposal. Because of Hardin's meager resources, most field investigations by that time were being conducted by the 4602nd AISS. Hardin was assigned the task of concentrating Blue Book on countering public criticism and implementing the CIA's Robertson Panel recommendations which were made known to ATIC sometime by 1956. The 4602nd, however, soon found itself in trouble with the dreaded saucer killer Harold Watson who had regained full reign of ATIC. He felt its men were classifying too many sightings as unidentifieds. Hardin and astronomical advisor to the Air Force, Dr. Hynek (then still more of a UFO debunker than advocate), compiled a field guide known as the UFOB Guide. The UFOB Guide used categories for the 4602nd to more conveniently organize its data into explainable conclusions. Hardin suggested "common sense" as the best way to rule out witnesses' stories that seemed to contain contradictory evidence. Thus, unique or extraordinary details of sightings were not entered into the Blue Book files. As a result, unknowns fell from 60 percent in 1954 to 5.9 percent in 1955 and 0.4 by 1956. Ironically, as the number of unknowns fell, total UFO reports steadily increased.

In April 1956 the zealous debunker Captain George T. Gregory assumed leadership of Blue Book after Captain Hardin transferred to other duty. Other ATIC veterans also

left in 1956, creating a loss of awareness in the project of its own history. During Gregory's tenure UFO reports were carelessly and thoughtlessly classified. For example, if a child reported a UFO, policy dictated it automatically be attributed to an overactive imagination. Any reports coming out of Canada were put into the insufficient data category and overseas sightings were rarely recorded. Gregory, however, was not a poor officer. In Hynek's words, "promotion was the be-all and end-all of existence" to this career-minded man.

That's what Blue Book had become by 1956—a carefully controlled project run by those who could follow orders. No one wanted another Ruppelt who would run off to a comfortable highly paid civilian job and write (what they thought was) a tell-all book. The manner in which Air Force Headquarters required ATIC and thus Blue Book to handle UFO reports was by design, aimed more at public relations than investigation. Blue Book chiefs were made to believe that by dissuading public attention on UFOs, a correlation would result in decreasing numbers of those bothersome sightings. That became a form of results much easier to show to the Pentagon than the more difficult task of conducting expensive investigations into a complex phenomena. It might even mean a promotion and certainly guaranteed every career officer's goal—a paid retirement.

In October 1958 Blue Book received a very needed shot in the arm when Major Robert Friend replaced Captain Gregory as head of the project. His presence significantly bolstered morale because Friend had substantial scientific training and approached his job in a fair and impartial way just as Ruppelt had. But by that time, Blue Book had many limitations Ruppelt never faced. Friend tried very hard to organize a then chaotic project. Fearing many UFO files had been taken as souvenirs just as had been done prior to Ruppelt's time, he proposed microfilming reports. He also suggested cataloging sightings which would create an index to evaluate common characteristics. Both of these plans required funds that Friend was never able to acquire from his superiors, although he did succeed in establishing monthly meetings with an unofficial scientific advisory group chaired by Dr. Hynek to discuss the unexplained cases and hopefully discern trends. (Friend kept in almost daily contact with Hynek throughout his term at Blue Book.) Hynek's panel met with Friend until the end of 1960 and included astronomer L.V. Robinson, public relations expert Theodore J. Hieatt, chaplain Captain R. Pritz, physicist V.J. Handmacher, and psychologist Leroy D. Pigg.

An important suggestion that arose during Friend's tenure urged UFO research to be transferred from ATIC to the more scientifically inclined Air Research and Development Command. ATIC did push for this, but ARDC commander, Lieutenant General Bernard Schriever, apparently did not want the burden of controversy that came with UFOs. In 1961 ATIC became part of the Air Force Foreign Technology Division of the Air Force Systems Command. At that time ATIC again tried to pass off UFO investigations onto other agencies like NASA or the National Science Foundation, but neither wanted the public relations nightmare that came with it.

Friend had so few resources by that late date in the project's history that few cases could be investigated. In February of 1958 the Air Force revised regulation 200-2 for the fifth time. It stated that "Air Force activities must reduce the percentage of unidentified to the minimum." In the wake of this change Blue Book started to look more and more like a mere repository of files with little investigative authority.

Back in July of 1957 ATIC was told that if it deemed further investigation warranted on a particular case, it could assign personnel of the 1006th Air Intelligence Service Squadron or AISS who were to take over the job from the 4602nd —disbanded by the Air Defense Command. By 1958, however, the Air Force cut the AISS's budget, making it impossible to implement effective investigative procedures. By July of 1959 even that system ended when responsibility for follow up investigations was transferred from the 1006th to the 1127th Field Activities Group stationed at Fort Belvoir, Virginia. But the 1127th completed very little work on UFO cases.

In 1963 Friend, by then a Lieutenant Colonel, retired as head of Blue Book—replaced by Major Hector Quintanilla. Quintanilla served merely as a caretaker of the project until it disbanded in 1969. A career-tracked officer, he always stressed the official line of public relations over investigation in strict accordance with orders. Quintanilla had no personal interest in UFOs and as the years went on strained the patience of the more eclectic Dr. Hynek due to his insistence on following Air Force policy at all times.

By 1965 a new UFO wave was well underway, proving to be the largest in history. Reports would flood in from all over the world but prove most numerous in the USSR and the United States. Dreading another onslaught of reports like the 1952 wave, the Air Force considered ways to extricate itself from the whole situation. They still had not overcome the public relations nightmare that UFOs presented and were tired of what they saw as not only an embarrassing problem, but an expensive one as well.

As the USAF continued to downplay sightings, NICAP, a large civilian research and lobbying coalition, became a very vocal critic. But as in the 1952 wave, the military had more on its mind than UFOs. The Cold War remained a real concern as the Robertson Panel's words of forebodings continued to seem just as pertinent as they had been a decade earlier. U.S. involvement in Vietnam escalated in the mid 1960s and civil rights demonstrations continued as America became less and less interested in the mysteries of the universe and more focused on its own problems. Actually the entire Western world entered a period of disillusionment in that decade, spawned not just by European decolonization, but a Third World population explosion, global hunger, and environmental pollution.

Yet even in the midst of that world-wide unrest, The U.S. Congress focused on UFOs but only briefly. Although the Air Force would take considerable heat during the inquiry, they would also learn how to resolve their nagging problem. As the most sensational wave of all time transpired, the Air Force used its authority on the subject to fund a university study into the phenomenon. On the surface it would appear as a purely independent and impartial scientific inquiry. At first it did exactly what the Air Force hoped it would do. NICAP praised the formation of what became known as the Condon Committee and Congress appeared pacified too. As time wore on, however, it became obvious that the committee did not have the desire to enter into a meaningful scientific inquiry. The motivation simply was not there—leading to a poorly organized study, and a very expensive one at that, costing the American taxpayers over a half million dollars. When the committee presented its final report, it recommended the Air Force drop UFO investigations, allowing them to gracefully bring a halt to Project Blue Book in 1969. Because it was published under the respected name of project leader Dr. Edward Condon, the scientific community automatically accepted the conclusions. Most scientists did this without ever reading it let alone even taking the time to pick up a copy of the report.

As America landed men on the moon, the public became even less fascinated with spaceships from other worlds. They now had spaceships of their own and were very proud of them. In connection with the Condon Report, great accomplishments like Apollo made science seem a solution to all of man's problems. This had been a perception since the technological leaps in the 1890s, but prior to the space age, science still seemed a realm full of unlimited magical possibilities. With America's acceleration in education following Sputnik, science lost that mystical veil, becoming a practical tool of even the layman. Yet, out of enlightenment came a hypocrisy which chose to only recognize the scientific laws men were able to utilize at hand.

It is interesting to note however that in 1968 the Committee on Science and Astronautics conducted a symposium at the urging of Representative J. Edward Roush of Indiana. Roush was a confirmed NICAP supporter. He outlined to Congress serious concerns he had developed after talking to Dr. James McDonald about the scientific profundity of the Colorado project. Roush then attracted attention through an interview he gave to the Denver Post, in which he talked about the implications of the Air Force's influence on the Condon committee.

Six distinguished scientists from major universities attended the symposium including sociologist Dr. Robert L. Hall, Dr. Hynek, Dr. Carl Sagan, and Dr. McDonald. Two engineers, Dr. James A. Harder and Dr. Robert M. Baker, also sat on the panel. The committee was prohibited from getting entangled with the Condon committee or criticizing the Air Force as such statements could only have been discussed in a session of the Armed Services Committee.

Dr. Hynek used this as the first public forum to openly indicate that there may indeed be "scientific pay dirt" in the phenomenon. He also freely admitted that the Air Force had little interest in investigating UFO reports after 1953—having come to the conclusion that they did not present a threat to national security. He stressed that a small handful of contactees and pulp magazines had for years made UFOs an illegitimate subject in scientific circles. While he in no way suggested that UFOs were of an extraterrestrial origin, he made it clear that there was no way to even discuss the possibility without generating ridicule. Hynek then suggested the formation of an official "UFO Scientific Board of Inquiry" using the United Nations as a forum for an interchange of sighting reports.

Overall, the conclusions of the committee members stated that UFOs merited serious study and should be given closer and more objective attention. Some, like Sagan and Hall, questioned if UFOs were of an extraterrestrial nature but admitted that it was possible although unlikely. Both agreed with the need to study the subject further and Dr. Hall warned the government that it should release its files on UFOs to defuse concern over the issue. Dr. James Harder of the University of California went so far as to state: "On the basis of the data and ordinary rules of evidence, as would be applied in civil or criminal courts, the physical reality of UFOs has been proved beyond a reasonable doubt." He went on to say that the objects were "interplanetary."

Dr. Robert Baker, a former UCLA professor of astronomy and engineering and editor

of the Journal of the Astronomical Science, concluded—expressing an opinion that the old Newhouse and Mariana Films were most probably of anomalistic objects. He revealed that the Air Defense Command, (which by then could monitor outer space for a possible Soviet missile attack) had produced "a number of anomalistic alarms." Dr. Baker commented that he felt this was the only surveillance system that even had a "slight opportunity" of detecting advanced space visitors. Papers from the long time UFO debunker Dr. Donald Menzel as well as five other scientists with less pessimistic views including Stanton Friedman were then read into the record.

Unfortunately, the symposium's dialogue became completely overshadowed by the release of the Condon Committee's final report in the fall. Its 1,485 page hard back version studied 91 total cases, 61 of which were identified as misperceptions or hoaxes. The rest were classified as unidentified. Some famous UFO cases were reexamined like Major Lewis D. Chase's July 1957 incident in an RB-47. But just as during the Robertson Panel discussions, very few of the thousands of cases available were studied. NICAP had donated some of its best cases and less than one percent were examined. The scientific community, unaware of this, praised the efforts of the Condon report and the press then soon followed with an overall endorsement of its work. The conclusions everyone focused on, especially the Air Force, stated: There has been no advance to science through the study of UFOs in the past, and there likely will be no advance in the future. Consequently, the Air Force should give up its official project. There are, therefore, three main elements to the conclusion:

1. There has been no advance.
2. There almost surely never will be.
3. Project Blue Book should close.

The Air Force, not surprisingly, agreed with the assessments. Condon in fact repeatedly urged in his conclusions that the government as a whole should not be involved with the study of UFOs and agreed with the Air Force's conviction that the phenomenon presented no danger to national security. Condon even went so far as to warn that children in the school system could be "educationally harmed" by studying UFOs—recommending teachers discipline those having interest in the subject! (The Air Force, by the way, was then receiving approximately 3,000 letters per month from children desiring information to assist them in writing papers on UFOs for school projects.)

On December 17th of 1969, virtually a foregone conclusion after the Condon report, the new Secretary of the Air Force, Robert C. Seamans, Jr., announced the termination of Blue Book and all involvement in UFO investigations. The Air Force's justification stated UFOs presented no threat to national security and had no scientific value for study. The dissolution of Blue Book marked the end of an official recognition of the subject. Afterwards, UFOs would occasionally be discussed, but always with the suggestion that they were merely a periodic fad.

Although Blue Book ended in 1969, the speculation continued that the government might still have a secret, high level investigation. The subject was discussed at a meeting at Hynek's home on September 14, 1969, with his close friends affectionately known as the the "Invisible College." Hynek told his friends Jacques Vallee and Bill Powers that there may indeed be another study but that it would undoubtedly have the same data that Blue Book collected. His colleagues, however, disagreed. They felt a real study would go beyond the scope of file clerks. It would have access to radar records that Blue Book was never allowed to see.

After that meeting Vallee made a significant entry in his diary that tells a great deal about the last days of Blue Book and Hynek's association with it. It is so very critical to understanding the hypocrisy of the time:

I have to agree with Fred when he says that the Air Force has kept Hynek around only as long as he was silent. I came to Evanston six years ago and put pressure on him, urging him to change his stance. A string of important cases forced the issue. When he started talking, arguing for a new study, the Air Force simply pushed him aside. First they defused the issue by getting their most vocal opponents to testify before bogus congressional hearings; then they selected Ed Condon, a physicist who was about to retire, and he signed his name to a report which was a travesty of science, yet reassured the establishment. They used that report to bring about the liquidation of Hynek's position, but they were careful not to fire him.

Allen is now fifty-nine years old. He still goes to Dayton regularly and remains on the payroll as a part-time consultant. He never sees Quintanilla, who still works there with a lieutenant and a couple of secretaries. He is received personally by the commander, who hints he might put him on his own list of consultants someday. Colonel Winebrenner, a former military attache with the U.S. Embassy in Moscow and in Prague, takes him to lunch at the officers' club.

'What do you talk about?' asks Fred.

'Oh, we talk about lots of things, ordinary things like the weather,' answers Allen innocently. 'We talk about the places we have both traveled to. Foreign foods, European cuisine. He snaps his fingers and old bottles of Chateau-Latour materialize on the table in front of us. He speaks to me in Czech. He even gave me a copy of a UFO novel, The Fortec Conspiracy.'

Hynek has been charmed and neutralized by the Air Force. That doesn't mean anything, and it especially doesn't mean there is an ongoing secret study. It is highly undesirable for the air force of any country to have the citizenry believe in the reality of a phenomenon against which our jet fighters are powerless.

In the last year of its existence, Blue Book received 146 UFO reports of which only one received the unidentified classification. Virtually all of the cases that came in by that point were civilian sightings. Military personnel no longer reported UFOs—they weren't supposed to. The Air Force claimed UFOs were no longer seen by the military simply because they are trained observers that cannot be fooled by such things. Historically, however, that was not true. For the 22 years that the Air Force investigated UFOs they received 12,750 reports of which 587 were classified as unidentified. (At one time Air Force files listed 701 unidentifieds but today only 587 are noted in the declassified index.)

A significant percentage of those came from trained military observers and pilots. It is also important to remember that the USAF on average only received reports from about ten percent of those seeing UFOs. Many of the sightings they did get were never investigated, but merely filed according to a predetermined category as Blue Book personnel saw fit. And not all of those reports were given case numbers—making the total count of incidents on file closer to 16,000.

These records are now available on microfilm from the National Archives for anyone to view. Other material can be studied at the Air Force Historical Center at Maxwell AFB. In addition, the Air Force has periodically declassified relevant material about UFO investigations. Combined with determined freedom of information requests filed by researchers from many fields of discipline, new information on UFO events since 1947 are still coming to light. In fact, at the time of this writing 240 pages of UFO-related records have been released from the National Security Agency. Several thousand pages of mid-1950s era UFO case files of the 4602nd Air Intelligence Service Squadron have also been released. The National Archives' Records Center in St. Louis, Missouri, despite stating for years that their Air Force intelligence files were destroyed in a fire, have also announced the existence of 910 pages of old Sign and Grudge files including many of the missing cases. What new evidence will these records and future releases tell us? The history of Blue Book is not complete—not without your help.

NICAP Home Page

Project Blue Book Research Center

Research Articles

THE RUPPELT NOTES

Figures Associated With Project Blue Book - Captain Edward J. Ruppelt
Breakdown Shows Only 11.21% Explained - Francis Ridge

PERSPECTIVES ON THE ENVIRONMENT IN WHICH BLUE BOOK OPERATED DURING 1952

The Air Defense Command - Michael Hall
Operation Skywatch - Michael Hall
News Clipping Service - Michael hall

HISTORIC CASES

Florida Scoutmaster Update - Michael Hall

A BOOK

Origin of the UFO Phenomenon - Michael Hall

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Project Blue Book Biographies

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Source: http://www.parascope.com/articles/0697/bluelist.htm

Project Blue Book "Unknowns"

This list claims 701 UFO reports which represent all of the "unexplained" sightings recorded by the Air Force's Project Blue Book, a seventeen year investigation. The list provides the dates, locations, and Blue Book case numbers for the incidents. However, our count shows only 564. No one I know of has the list of 701 that BB claimed when Blue Book closed down. An updated list with over twice the number (over 1500 incidents) can be found at:

Comprehensive Catalog of 1,500 Project BLUE BOOK UFO Unknowns: Work in Progress (Version 1.7, Dec. 31, 2003) Compiled by Brad Sparks, © 2001-2003

[document begins]

U.S. AIR FORCE PROJECT BLUE BOOK CASES OFFICIALLY LISTED AS "UNKNOWN"

Case No. /Date(s)	Location
12 June 24, 1947	Portland, Oregon
27 July 3, 1947	South Brookville, Maine
34 July 4, 1947	Emmett, Idaho
36 July 6, 1947	Fairfield-Suisan AFB, California
50 July 8, 1947	Muroc AFB, California
69 July 29, 1947	Hamilton Field, California
85 September 3, 1947	Oswego, Oregon
91 October 1947	Dodgeville, Wisconsin
95 October 14, 1947	Phoenix. Arizona
139 April 5, 1948	Holloman AFB, New Mexico
185 July 29, 1948	Indianapolis, Indiana
190 July 31, 1948	Indianapolis, Indiana
191 July-August 1948	Marion, Virginia
208 September 23, 1948	San Pablo, California
218 October 15, 1948	Kyushu, Japan
257 December 3, 1948	Fairfield-Suisan AFB, California
275 January 4, 1949	Hickam Field Hawaii
284 January 27, 1949	Cortex, Florida
319 March 17-18, 1949	Killeen Base, Camp Hood, Texas
358 April 24, 1949	Arrey, New Mexico
361 April 28, 1949	Tucson, Arizona
376 May 5, 1949	Fort Bliss, Texas
379 May 6, 1949	Livermore, California
384 May 9, 1949	Tucson, Arizona
404 May 27, 1949	Southern, Oregon
483 July 24, 1949	Mountain Home, Idaho
496 July 30, 1949	Mount Hood, Oregon
642 February 24, 1950	Albuquerque, New Mexico
645 February 25, 1950	Los Alamos, New Mexico
650 March 3, 1950	Selfridge AFB, Michigan
671 March 20, 1950	Stuttgart, Arkansas
678 March 27, 1950	Motobu, Okinawa
680 March 28, 1950	Santiago, Chile

682	March 29, 1950	Marrowhode Lake, Tennessee
706	April 8, 1950	Kokomo, Indiana
711	April 14, 1950	Fort Monmouth, New Jersey
721	May 7, 1950	East Ely, Nevada
738	June 27, 1950	Texarkana, Texas
758	July 13, 1950	Redstone Arsenal, Georgia
773	August 4, 1950	North Atlantic
793	August 20, 1950	Nicosia, Cyprus
787	August 24, 1950	Air radar, Bermuda
790	August 30, 1950	Sandy Point, Newfoundland
797	September 3, 1950	Spokane, Washington
807	September 20, 1950	Kit Carson, Colorado
809	September 21, 1950	Provincetown, Massachusetts
819	October 15, 1950	Knoxville, Tennessee
821	October 15, 1950	Pope AFB, North Carolina
824	October 23, 1950	Bonlee, North Carolina
829	November 5, 1950	Oak Ridge, Tennessee
845	December 2, 1950	Nanyika, Kenya, Africa
848	December 6, 1950	Fort Meyers, Florida
849	December 11, 1950	Alaska
864	January 8, 1951	South of Fort Worth, Texas
868	January 12, 1951	Fort Benning, Georgia
886	February 1, 1951	Johnson AB, Japan
896	February 26, 1951	Durban, South Africa
897	February 26, 1951	Ladd AFB, Alaska
907	March 13, 1951	McClellan AFB, California
908	March 15, 1951	New Delhi, India
925	May 31, 1951	Niagara Falls, New York
943	July 24, 1951	Portsmouth, New Hampshire
955	August 25, 1951	Albuquerque, New Mexico
962	August 31, 1951	Matador, Texas
964	September 6, 1951	Claremont, California
969	September 13, 1951	Goose AFB, Labrador
980	October 2, 1951	Columbus, Ohio
984	October 3, 1951	Kadena, Okinawa
985	October 9, 1951	Terre Haute, Indiana
989	October 11, 1951	Minneapolis, Minnesota
1011	December 18, 1951	Andrews AFB, Washington, D.C.
1013	December 24,1951	Mankato, Minnesota
1021	December 7, 1951	Oak Ridge, Tennessee
1023	December 7, 1951	Sunbury, Ohio
1037	January 16, 1952	Artesia, New Mexico
1052	February 11, 1952	Pittsburgh, Pennsylvania
1061	February 23, 1952	Sinuiju, North Korea
1074	March 20, 1952	Queen Annes City, Maryland
1076	March 22, 1952	Yakima, Washington
1077	March 24, 1952	Point Conception, California
1082	March 29, 1952	Misawa AFB, Japan
1095	April 5, 1952	Duncanville, Texas
1097	April 5, 1952	Miami, Florida
1099	April 6, 1952	Temple, Texas
1108	April 12, 1952	North Bay, Ontario
1112	April 14, 1952	Memphis, Tennessee
1113	April 14, 1952	La Crosse, Wisconsin
1115	April 15, 1952	Santa Cruz, California
1124	April 17, 1952	Longmeadow, Massachusetts
1127	April 17-18, 1952	Yuma Test Station, Arizona
1128	April 18, 1952	Bethesda, Maryland
1129	April 18, 1952	Corner Brook, Newfoundland
1130	April 18, 1952	Japan
1131	April 18, 1952	Corner Brook, Newfoundland
1144	April 22, 1952	Okinawa
1147	April 24, 1952	Bellevue Hill, Vermont
1148	April 24, 1952	Milton, Massachusetts
1151	April 24, 1952	Clovis, New Mexico
1160	April 27, 1952	Roseville, Michigan
1163	April 27, 1952	Yuma, Arizona

1167	April 29, 1952	Marshall, Texas
1168	April 29, 1952	North of Goodland, Kansas
1174	May 1, 1952	Moses Lake, Washington
1176	May 1, 1952	George AFB, California
1183	May 5, 1952	Tenafly, New Jersey
1185	May 7, 1952	Keesler AFB, Mississippi
1194	May 9, 1952	George AFB, California
1198	May 10, 1952	Ellenton, South Carolina
1213	May 14,1952	Puerto Rico
1219	May 20, 1952	Houston, Texas
1227	May 25, 1952	Walnut Lake, Michigan
1232	May 28, 1952	Saigon, Indochina
1233	May 28, 1952	Albuquerque, New Mexico
1236	May 29, 1952	San Antonio, Texas
1243	June 1, 1952	Rapid City, South Dakota
1245	June 1, 1952	Walla Walla, Washington
1246	June 1, 1952	Soap Lake, Washington
1249	June 2, 1952	Bayview, Washington
1250	June 2, 1952	Fulda, Germany
1255	June 5. 1952	Lubbock, Texas
1256	June 5, 1952	Albuquerque, New Mexico
1257	June 5, 1952	Offutt AFB, Nebraska
	June 6, 1952	Kimpo AB, Korea (Case missing)
1260	June 7, 1952	Albuquerque, New Mexico
1263	June 8, 1952	Albuquerque, New Mexico
	June 9, 1952	Minneapolis, Minnesota (Case missing)
1269	June 12, 1952	Forth Smith, Arkansas
1270	June 12, 1952	Marrakech, Morrocco
1273	June 13, 1952	Middletown, Pennsylvania
1285	June 15, 1952	Louisville, Kentucky
1295	June 16, 1952	Walker AFB, New Mexico
1298	June 17, 1952	McChord AFB, Washington
1299	June 17, 1952	Cape Cod, Massachusetts
1302	June 18, 1952	Columbus, Wisconsin
1305	June 18, 1952	Pontiac, Michigan
1308	June 19, 1952	Goose AFB, Labrador
1310	June 19, 1952	Yuma, Arizona
1313	June 20, 1952	Korea
1319	June 21, 1952	Kelly AFB, Texas
1323	June 22, 1952	Korea
1331	June 23, 1952	Spokane, Washington
1332	June 23, 1952	McChord AFB, Washington
	June 23, 1952	Kirksville, Missouri (Case missing)
1334	June 23, 1952	Oak Ridge, Tennessee
1335	June 23, 1952	Near Owensboro, Kentucky
1340	June 25, 1952	Tokyo, Japan
1344	June 25, 1952	Chicago, Illinois
1347	June 25, 1952	Japan, Korea Area
1348	June 26, 1952	Terre Haute, Indiana
1351	June 26, 1952	Pottstown, Pennsylvania
1355	June 27, 1952	Topeka, Kansas
1361	June 28, 1952	Lake Kishkonoug, Wisconsin
1363	June 28, 1952	Nagoya, Honshu, Japan
1364	June 29, 1951	O'Hare Airport, Chicago, Illinois
1380	July 3, 1952	Selfridge AFB, Michigan
1382	July 3, 1952	Chicago, Illinois
1390	July 5, 1952	Norman, Oklahoma
1397	July 6-12, 1952	Governors Island, New York
1405	July 9, 1952	Colorado Springs, Colorado
1409	July 9, 1952	Kutztown, Pennsylvania
1431	July 12, 1952	Annapolis, Maryland
1436	July 13, 1952	Kirksville, Missouri
1444	July 14, 1952	Norfolk, Virginia
1451	July 15, 1952	West Palm Beach, Florida
1476	July 17, 1952	Lockbourne AFB, Ohio
1479	July 17, 1952	Rapid City, South Dakota
1482	July 18, 1952	Lockbourne AFB, Ohio
1483	July 18, 1952	Miami, Florida

1485	July 18, 1952	Patrick AFB, Florida
1492	July 19, 1952	Williston, North Dakota
1494	July 19, 1952	Elkins Park, Pennsylvania
1501	July 16, 1952	Beverly, Massachusetts
1502	July 17, 1952	White Plains, New York
1504	July 20, 1952	Lavalette, New Jersey
1514	July 21, 1952	Wiesbaden, Germany
1516	July 21, 1952	San Marcos AFB, Texas
1522	July 21, 1952	Randolph AFB, Texas
1524	July 21, 1952	Holyoke, Massachusetts
1533	July 22, 1952	Rockville, Indiana
1536	July 22, 1952	Uvalde, Texas
1538	July 22, 1952	Los Alamos, New Mexico
1554	July 23, 1952	Pottstown, Pennsylvania
1556	July 23, 1952	Boston-Provincetown, Massachusetts
1567	July 23, 1952	Altoona, Pennsylvania
1572	July 23, 1952	Trenton, New Jersey
1578	July 23, 1952	South Bend, Indiana
1584	July 24, 1952	Carson Sink, Nevada
1588	July 24, 1952	Travis AFB, California
1628	July 26, 1952	Kansas City, Missouri
1637	July 26, 1952	Kirtland AFB, New Mexico
	July 26, 1952	Williams, California
1654	July 22, 1952	Stafford, Virginia
1661	July 26, 1952	Washington, D.C.; Andrews AFB
1664	July 27, 1952	Wilmington, Delaware
1680	July 27, 1952	Selfridge AFB, Michigan
1684	July 27, 1952	Witchita Falls, Texas
1700	July 28, 1952	Heidelberg, Germany
1707	July 28, 1952	McGuire AFB, New Jersey
1708	July 28, 1952	McChord AFB, Washington
1731	July 29, 1952	Osceola, Wisconsin
1732	July 29, 1952	Langley APB, Virginia
1738	July 29, 1952	Merced, Calffornia
1739	July 29, 1952	Witchita, Kansas
1747	July 29, 1952	Ennis, Montana
1755	July 30, 1952	Albuquerque, New Mexico
1758	July 30, 1952	San Antonio, Texas
1771	August 1, 1952	Lancaster, California
1783	August 2, 1952	Lake Charles, Louisiana
1812	August 4, 1952	Phoenix, Arizona
1813	August 4, 1952	Mount Vernon, New York
1827	August 5, 1952	Haneda AFB, Japan
1841	August 6, 1952	Tokyo
1843	August 6, 1952	Belleville, Michigan
1845	August 6, 1952	Fort Austin, Michigan
1855	August 7, 1952	San Antonio, Texas
1870	August 9, 1952	Lake Charles AFB, Louisiana
1889	August 13, 1952	Tokyo, Japan
1920	August 18, 1952	Fairfield, California
1928	August 19, 1952	Red Bluff, California
1938	August 20, 1952	Neffesville, Pennsylvania
1944	August 21, 1952	Dallas, Texas
1956	August 23, 1952	Akron, Ohio
1961	August 24, 1952	Hermanas, New Mexico
1964	August 24, 1952	Tucson, Arizona
1969	August 24, 1952	Leveland, Texas
1972	August 25, 1952	Pittsburg, Kansas
1915	August 25, 1952	Delaware, Ohio
1979	August 25, 1952	Holloman AFB, New Mexico
1986	August 26, 1952	Lathrop Wells, Nevada
1987	August 26, 1952	Biloxi, Mississippi
1994	August 26,27,30, 1952	Mexico
2006	August 28, 1952	Chickasaw, Alabama
2013	August 29, 1952	Colorado Springs, Colorado
2022	September 1, 1952	Marietta, Georgia
2023	September 1, 1952	Yaak, Montana

2025	September 2, 1952	Chicago, lllinois
2045	September 6, 1952	Lake Charles AFB, Louisiana
2048	September 6, 1952	Tucson, Arizona
2049	September 7, 1952	San Antonio, Texas
2052	September 7, 1952	San Antonio, Texas
2062	September 9, 1952	Rabat, French Morocco
2077	September 12, 1952	Allen, Maryland
2085	September 13, 1952	Allentown, Pennsylvania
2086	September 14, 1952	Santa Barbara, California
2087	September 14, 1952	Operation Mainbrace
2089	September 14, 1952	White Lake, South Dakota
2092	September 14, 1952	El Paso, Texas
2093	September 14, 1952	Olmsted AFB, Pennsylvania
2099	September 16, 1952	Portland, Maine
2100	September 16, 1952	Warner Robins, Georgia
2105	September 17, 1952	Tucson, Arizona
2119	September 23, 1952	Gander Lake, Newfoundland
2124	September 24, 1952	Charleston, West Virginia
2126	September 26, 1952	41'N-35'W (Atlantic)
2128	September 27, 1952	Inyokern, California
2136	September 29, 1952	England
2138	September 30, 1952	Denver, California [sic]
2140	September 29, 1952	Southern Pines, North Carolina
2142	October 1, 1952	Shaw AFB, South Carolina
2143	October 1, 1952	Pascagoula, Mississippi
2150	October 7, 1952	Alamogordo, New Mexico
2155	October 10, 1952	Otis AFB, Massachusetts
2171	October 17, 1952	Taos, New Mexico
2172	October 17, 1952	Killeen, Texas
2173	October 17, 1952	Tierra Amarilla, New Mexico
2175	October 19, 1952	12-17'N 155-35' W (Pacific)
2177	October 19, 1952	San Antonio, Texas
2179	October 21, 1952	Knoxville, Tennessee
2184	October 24, 1952	Elberton, Alabama
2196	October 29, 1952	Erding Air Depot, Germany
2200	October 31, 1952	Fayetteville, Georgia
2202	November 3, 1952	Laredo AFB, Texas
2206	November 4, 1952	Vineland, New Jersey
2219	November 12, 1952	Los Alamos, New Mexico
2220	November 13, 1952	Clasgow and Opheim, Montana
2224	November 15, 1952	Wichita, Kansas
2246	November 24, 1952	Annandle, Virginia
2249	November 27, 1952	Albuquerque, New Mexico
2253	November 30, 1952	Washington, D.C.
2266	December 8, 1952	Ladd AFB, Alaska
2267	December 9, 1952	Madison, Wisconsin
2302	December 28, 1952	Marysville, California
2315	January 1, 1953	Craig, Montana
2323	January 8, 1953	Larson AFB, Washington
2326	January 10, 1953	Sonoma, California
2337	January 17, 1953	Guatemala
2361	January 28, 1953	Point Muga, California
2364	January 28, 1953	Corona, California
2365	January 28, 1953	Albany, Georgia Area
2384	February 3, 1953	Iceland
2388	February 4, 1953	Yuma, Arizona
2419	February 17, 1953	Port Austin, Michigan
2426	February 20, 1953	Stockton, California
2441	February 24, 1953	Sherman, Texas
2543	February 27, 1953	Shreveport, Louisiana
2490	March 10-11, 1953	Hackettstown, New Jersey
2496	March 14, 1953	37' 25' N 132' 25' E (Sea of Japan)
2511	March 21, 1953	Elmira, New York
2521	March 25, 1953	San Antonio, Texas
2524	March 27, 1953	Mount Taylor, New Mexico
2526	March 29, 1953	Spooner, Wisconsin
2535	April 8, 1953	Fukuoka, Japan
2542	April 15, 1953	Tucson, Arizona

2555 May 1, 1953	Goose AFB, Labrador
2577 May 27, 1953	San Antonio, Texas
2601 June 22, 1953	Goose AFB, Labrador
2605 June 24, 1953	Iwo Jima
2606 June 24, 1953	Simiutak, Greenland
2663 August 3, 1953	Amarillo, Texas
2686 August 20, 1953	California Area
2692 August 27, 1953	Greenville, Mississippi
2838 December 17, 1953	Hassleholm, Sweden
2840 December 24, 1953	El Cajon, California
2844 December 28, 1954	Marysville, California
2913 February 26, 1954	Newburyport, Massachusetts
2923 March 2, 1954	Pennsylvania
2926 March 5, 1954	Nouasseur, French Morocco
2937 March 12, 1954	Nouasseur, French Morocco
2962 April 9, 1954	Chicago, Illinois
2974 April 23, 1954	Pittsfield, Maine
2976 April 24, 1954	Hartland, Maine
2983 April 26, 1954	Athens, Georgia
2994 May 10, 1954	Elsinore, California
2997 May 11, 1954	Washington, D.C.
3009 May 22, 1954	La Porte, Indiana
3020 May 31, 1954	Concord, New Hampshire
3029 June 1, 1954	Minneapolis, Minnesota
303'7 June 9, 1954	Texarkana, Texas
3042 June 10, 1954	Estacado, Texas
3062 June 22, 1954	Miami Beach, Florida
3067 June 24,1954	Danvers, Massachusetts
3072 June 25, 1954	Indian Lake, Ohio
3116 July 18, 1954	Normandy, Missouri
3140 July 30, 1954	Los Angeles, California
3149 August 2, 1954	Westlake, Ohio
3155 August 6, 1954	San Antonio, Texas
3162 August 11, 1954	Pacific Ocean
3166 August 15, 1954	San Marcos, Texas
3180 August 24, 1954	Lagarfiot River, Iceland
3182 August 26, 1954	Danville, Virginia
3185 August 27, 1954	Dorchester, Massachusetts
3189 August 29, 1954	Prince Christian, Greenland
3196 September 5, 1954	Butler, Missouri
3198 September 5, 1954	Butler, Missouri
3213 September 18, 1954	Kimpo AB, Korea
3222 September 21, 1954	Barstow, California
3224 September 21, 1954	Santa Maria Airport, Azores
3226 September 22, 1954	Marshfield, Missouri
3227 September 23, 1954	Gatlinburg, Tennessee
3260 October 13, 1954	Nouasseur, French Morocco
3269 October 15,16,17, 1954	Kingfisher, Oklahoma
3281 October 28, 1954	Miho AB, Japan
3287 October 29, 1954	Azores
3326 November 15, 1954	Augusta, Maine
3331 November 19, 1954	Corvallis, Oregon
3341 November 28, 1954	Manila, Philippines
3352 December 3, 1954	Gulfport, Mississippi
3356 December 7, 1954	Cape Province, South Africa
3382 January 1, 1955	Cochise, New Mexico
3401 January 26, 1955	Lakeland, Florida
3414 February 1, 1955	Cochise, New Mexico
3416 February 2, 1955	Miramar NAS, California
3427 February 10, 1955	Bethesda, Maryland
3517 April 30, 1955	Travis County, Texas
3523 May 4, 1955	Keflavik Airport, Iceland
3565 May 23, 1955	Cheyenne, Wyoming
3673 July 29, 1955	Columbus, Nebraska
3699 August 11, 1955	Iceland
3720 August 23, 1955	Arlington, Virginia
3743 September 3, 1955	Bellingham, Washington

3750	September 7, 1955	Washington, D.C.
3757	September 9, 1955	Rock Garden, Tennessee
3800	October 8, 1955	Loogootee, Indiana
3810	October 11, 1955	Point Lookout, Maryland
3860	November 17, 1955	St. Louis, Missouri
3862	November 20, 1955	Lake City, Tennessee
3869	November 25, 1955	LaVeta, Colorado
3993	December 21, 1955	Caribou, Maine
3969	February 12, 1956	Goose Bay, Labrador
3977	February 19, 1956	Houston, Texas
4050	April 4, 1956	McKinney, Texas
4127	June 6, 1956	Banning, California
4270	August 8, 1956	20 miles south of Quartsite, Arizona
4348	August 27, 1956	Juniata, Pennsylvania
4379	September 4, 1956	Dallas, Texas
4399	September 14, 1956	Highland, North Carolina
4489	November 1, 1956	60 miles east of St. Louis, Missouri
4543	November 30, 1956	Charleston AFB, South Carolina
4577	December 31, 1956	Guam
4706	April 25, 1957	Ringgold, Louisiana
4760	June 12, 1957	Milan, Italy
4841	July 27, 1957	Longmont, Colorado
4847	July 29, 1957	Cleveland, Ohio
4848	July 29, 1957	Oldsmar, Florida
4959	September 20, 1957	Kadena APB, Okinawa
5003	October 8, 1957	Seattle, Washington
5205	November 6, 1957	Boerne, Texas
5227	November 6, 1957	Radium Springs, New Mexico
5254	November 8, 1957	Merrick, Long Island, New York
5419	November 26, 1957	Robins AFB, Georgia
5445	November 30, 1957	New Orleans, Louisiana
5545	December 13, 1957	Col Anahuac, Mexico
5559	December 17, 1957	Fruita, Colorado
5716	March 14, 1958	Healdsburg, California
5763	April 14, 1958	Lynchburg, Virginia
5800	May 9, 1958	Bohol Island, Philippines
5852	June 14, 1958	Pueblo, Colorado
5857	June 20, 1958	Fort Bragg, North Carolina
5999	August 17, 1958	Warren, Michigan
6027	September 1, 1958	Wheelus AFB, Tripoli
6089	October 2, 1958	Stroudsburg, Pennsylvania
6148	October 27, 1958	Lock Raven Dam, Maryland
6153	November 3, 1958	Minot, North Dakota
6317	March 26 or 27, 1959	Corsica, Pennsylvania
6400	June 18, 1959	Edmonton, Alberta, Canada
6409	June 30, 1959	Patuxent River, Maryland
6446	July 25, 1959	Irondequoit, New York
6462	August 10, 1959	Goose AFB, Labrador
6506	September 13, 1959	Gills Rock, Wisconsin
6507	September 13, 1959	Bunker Hill AFB , Indiana
6534	October 1, 1959	Telephone Ridge, Oregon
6538	October 4, 1959	Philippines
6543	October 6, 1959	Lincoln, Nebraska
6563	October 19, 1959	Plainville, Kansas
6600	November 18, 1959	South of Crystal Springs, Mississippi
6663	February 27, 1960	Rome, New York
6667	March 4, 1960	Dubuque, Iowa
6691	March 23, 1960	Indianapolis, Indiana
6711	April 12,1960	La Camp, Louisiana
6721	April 17, 1960	Richards, Gebaur AB, Missouri
672'7	April 25, 1960	Shelby, Montana
6858	July 19,20,21, 1960	St. Louis, Missouri
6914	August 23, 1960	Wichita, Kansas
6929	August 29, 1960	Crete, Illinois
6962	September 10, 1960	Ridgecrest, California
7057	October 5, 1960	Mount Kisco, New York
7133	November 27, 1960	Chula Vista, California

7134	November 29, 1960	South of Kyushu, Japan
7284	February 27, 1961	Bark River, Michigan
7321	Spring 1961	Kemah, Texas
7359	April 24, 1961	35'-50' N 125'40' W (Pacific)
7417	May 22, 1961	Tyndall AFB, Florida
7437	June 2, 1961	Miyako Jima Air Station, Japan
7491	July 7, 1961	Copemiah, Michigan
7499	July 11, 1961	Springfield, Ohio
7510	July 20, 1961	Houston, Texas
7579	August 12, 1961	Kansas City, Kansas
7741	November 21, 1961	Oldtown, Florida
7742	November 23, 1961	Sioux City, Iowa
7754	December 13, 1961	Washington, D.C.
7818	February 25, 1962	Kotzebue, Alaska
7823	March 1, 1962	Salem, New York
7840	March 26, 1962	Ramstein AFB, Germany
7841	March 26, 1962	Naperville, Illinois
7851	April 4, 1962	Wurtland, Kentucky
7930	May 26, 1962	Westfield, Massachusetts
7931	May 27, 1962	Palmer, Alaska
7957	June 21, 1962	Indianapolis, Indiana
7968	June 30-July 1, 1962	Richmond, Virginia
8020	July 19, 1962	Metuchen, New Jersey
8034	July 30, 1962	Ocean Springs, Mississippi
8064	August 19, 1962	Bermuda
8133	September 21, 1962	WSW of Biloxi, Mississippi
8182	October 23, 1962	Farmington, Utah ("Duck Hunter Case")
8215	November 17, 1962	Tampa, Florida
8360	May 18, 1963	New Plymouth, New Zealand
8363	May 22, 1963	Pequannock, New Jersey
8371	Summer 1963	Middletown, New York
8388	June 15, 1963	14'-17" N 69'57" E (Indian Ocean)
8434	July 1, 1963	Glen Ellyn, Illinois
8506	August 11, 1963	Warrenville, Illinois
8514	August 13-14, 1963	St. Calen, Switzerland
8548	September 14. 1963	Susanville, California
8549	September 15, 1963	Vandalia, Ohio
8581	October 4, 1963	Bedford, Ohio
8603	October 23, 1963	Meridian, Idaho
8604	October 24, 1963	Cupar Fife, Scotland
8647	December 11, 1963	McMinnville, Oregon
8654	December 16, 1963	40'-00" N 175'54" W (Pacific)
8729	April 3, 1964	Monticello, Wisconsin
8739	April 11. 1964	Homer, New York
8766	April 24, 1964	Socorro, New Mexico
8787	May 9, 1964	Asheville, North Carolina
8788	May 9, 1964	Chicago, Illinois
8811	May 18, 1964	Mount Vernon, Virginia
8836	May 26, 1964	Cambridge, Massachusetts
8839	May 26, 1964	Pleasantview, Pennsylvania
8870	June 13, 1964	Toledo, Ohio
8924	July 16, 1964	15 miles south of Houghton Lake, Michigan
8942	July 20, 1964	Clinton, Iowa--Littleton, Illinois
8969	July 27, 1964	Norwich, New York
8973	July 27, 1964	Denver, Colorado
9031	August 10, 1964	Wake Island
9048	August 15, 1964	New York City, New York
9049	August 15, 1964	Yosemite Park, California
9053	August I8, 1964	200 miles east of Dover (Atlantic)
9104	September 10, 1964	Cedar Grove, New Jersey
9170	November 14, 1964	Menomonee Falls, Wisconsin
9183	November 19, 1964	34'55" N 164'05" E (Pacific)
9242	January 23, 1965	Williamsburg, Virginia
9301	March 4, 1965	Corvallis, Oregon
9305	March 8, 1965	Mount Airy, Maryland

9345	April 4, 1965	Keesler AFB, Mississippi
9389	May 7, 1965	Oxford, Michigan
9474	July 6, 1965	Kiel, Wisconsin
9550	July 25, 1965	Castalia, Ohio
9675	August 4, 1965	Dallas, Texas
9680	August 4, 1965	Tinley Park, Illinois
9806	August 19, 1965	Cheffy Creek, New York
9864	August 30, 1965	Urbana, Ohio
9890	September 2-3, 1965	Exeter, New Hampshire
9915	September 3, 1965	Damon, Texas
9970	September 25, 1965	Chisholm, Minnesota
9971	September 25, 1965	Rodio, New Mexico
10066	November 4, 1965	Middletown, Ohio
10193	February 2, 1966	Salisbury, North Carolina
10196	February 6, 1966	Nederland, Texas
10247	March 20, 1966	Mims, Florida
10262	March 22, 1966	Houston, Texas
10270	March 23, 1966	Temple, Oklahoma
10291	March 26, 1966	Texahoma, Oklahoma
10329	March 30, 1966	Ottawa, Ohio
10384	April 5, 1966	Alto, Tennessee
10385	April 5, 1966	Lycoming, New York
10535	May 7, 1966	Goodfellow AFB, Texas
10626	June 6, 1966	Spooner, Wisconsin
10629	June 8, 1966	Kansas, Ohio
10663	June 18, 1966	Burnsville, North Carolina
10693	June 27, 1966	19' N 172" E (Pacific)
10739	July 11, 1966	Union, Pennsylvania
10781	July 25, 1966	Vanceboro, North Carolina
10798	July 31, 1966	Presque Isle State Park, Pennsylvania
10872	August 19, 1966	Donnybrook, North Dakota
10888	August 23, 1966	Columbus, Ohio
10899	August 26, 1966	Gaylesville, Alabama
10917	September 1, 1966	Willsboro, New York
10933	September 6, 1966	Suffolk County AFB, New York
10942	September 9, 1966	Franklin Springs, New York
10944	September 13, 1966	Gwinner, North Dakota
10973	September 28, 1966	Wilmington, Ohio
10996	October 5, 1966	Osceola, Wisconsin
11092	October 26, 1966	Cold Bay AFS, Alaska
11135	November 8, 1966	Saginaw, Minnesota
11239	December 25, 1966	Monroe, Oregon
11350	February 9, 1967	Odessa, Delaware
11355	February 12, 1967	Grand Rapids, Michigan
11383	February 16, 1967	Stoughton, Wisconsin
11394	February 20, 1967	Oxford, Wisconsin
11419	February 27, 1967	Grand Haven, Michigan
11454	March 6, 1967	Bentor Harbor, Michigan
11460	March 6-11, 1967	Galesburg, Moline, Illinois
11480	March 9, 1967	Onawa, lowa
11541	March 22, 1967	Wapello, Iowa
11551	March 24, 1967	Belt, Montana
11559	March 26, 1967	New Winchester, Ohio
11677	April 21, 1967	South Hill, Virginia
11744	May 17, 1967	Rural Hall, North Carolina
11815	June 24, 1967	Austin, Texas
11831	June 29, 1967	Scotch Plain, New Jersey
11869	July 10, 1967	Lizelia, Mississippi
12235	February 9, 1968	Groveton, Missouri
12498	September 15, 1968	Ocala, Florida
12567	November 23, 1968	Newton, Georgia
12607	January 17, 1969	Crittendon, Virginia

[document ends]

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THE BLUEBOOK "UNKNOWNS"

The following files (6) are from the work of Don Berliner, who compiled a listing of the Project "unknowns" .

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- Part Four
- Part Five
- Part Six (Conclusion)

Bluebook Part 1

THE BLUE BOOK UNKNOWNS

The unexplained UFO reports from the files of the U.S. Air Force's Project Blue Book UFO investigations.

Compiled by Don Berliner, for the Fund for UFO Research.

The conclusions or views expressed in this publication are the views of the author(s) and do not necessarily reflect the opinions of the Fund for UFO Research, Inc.

THE UNEXPLAINED UFO CASES FROM THE PROJECT BLUE BOOK FILES

In January, 1974, I visited the U.S. Air Force Archives at Maxwell AFB, Montgomery, Ala., to review the files of Project Blue Book as the first step toward writing a book on the subject.

In a full week, I read all the "unexplained" cases in the original files and made extensive notes, including the names and other identifying information on all witnesses where given. The cooperation of the staff of the Archives was excellent, and no restrictions were placed on my work.

A few months later, the files were withdrawn from public view so they could be prepared for transfer to the National Archives in Washington, D.C. This process involved making a Xerox copy of almost 30 file drawers of material, blacking out the names and other identifiers of all witnesses, and then microfilming the censored Xerox copy. The microfilm has been available to the public at the National Archives since 1976. The original Project Blue Book files remain under lock and key at the Archives.

On almost every page of the 12,000+ case files, there are big black marks where information that could be used to cross-check Project Blue Book's controversial work has been censored.

This includes the names of witnesses to widely-publicized cases, and even names in newspaper clippings!

As it was perfectly legal for me to copy witness' names when I visited the Air Force Archives, those names can be found in this report of 585 (less 13 missing) unexplained cases. And since the Privacy Act, which motivated the Air Force to censor the files in the first place, does not apply to reporters or anyone else outside the Government, they can be used as the reader pleases.

Inasmuch as the book I planned to write has never progressed beyond the manuscript stage, I see no reason to keep this information under wraps any longer. Perhaps it will encourage others to re-investigate cases and make the results known.

"Unidentified" says a great deal...and it says almost nothing.

Probably the most controversial aspect of the entire Air Force investigation of UFOs was its handling of individual cases.

The means by which one case was determined to be "identified" and another "unidentified" has no doubt fueled more arguments about Project Blue Book than anything else it did.

For many years, Blue Book's most vocal opponents have insisted that the standards by which cases were allegedly explained were grossly unscientific. Blue Book's goal, according to those who held it low esteem, was to attach some explanation to every case, regardless of logic or common sense. Examples of Blue Book saying a violently maneuvering disc was an aircraft, or of blaming a puzzling radar tracking on a supposedly malfunctioning radar set which it never bothered to check out, are numerous in the popular UFO literature.

And they are even more numerous in the files of Project Blue Book. The urgency with which Blue Book officials tagged answers onto cases without having done the proper investigation is obvious, though not proven. But if the Air Force was so eager to label cases "identified", despite the lack of supporting evidence, then those few cases which it labeled "unidentified" presumably withstood every attempt to apply every other kind of label. And so it may be that those cases are truly unidentifiable in familiar terms.

Indeed, the Air Force defines "unidentifiable" cases as those which "apparently contain all pertinent data necessary to suggest a valid hypothesis concerning the lack of explanation of the report, but the description of the object or its motion cannot be correlated with any known object or phenomenon."

To meet such criteria, a report must obviously come from a reputable source, and it must not bear any resemblance to airplanes, balloons, helicopters, spacecraft, birds, clouds, stars, planets, meteors, comets, electrical phenomena, or anything else known to frequent the air, the sky, or nearby space.

Unfortunately, the Air Force failed to stick to its own rules. Some of the "unidentifiable" cases most certainly can be correlated with known objects or phenomena. But most of them cannot. Moreover, many of the so-called "identified" cases cannot honestly be so correlated. But we are primarily concerned here with those cases which Project Blue Book openly admits it tried to explain and failed.

The amount of detail in these cases varies enormously. Some cases - frequently those which were well publicized at the time of the event - contain considerable information, while others are vague and seriously incomplete. Project Blue Book generally placed the blame for such incompleteness on the witnesses, but it should take its own share of the responsibility. 'In thousands of cases, there is no completed questionnaire in the Project files, nor even any indication that one was sent to the witness. And in most of the instances where a questionnaire was filled out, it was never followed up to get more complete answers to questions which the witnesses failed to deal with properly. For much of the life of Project Blue Book and its predecessors, there was no satisfactory questionnaire at all. And one of those used for a lengthy period was so badly organized that a witness should not be held to blame for giving incomplete answers.

Yet, despite all the roadblocks, many reports are sufficiently complete to tell a pretty clear story of a puzzling experience. With this data now available, anyone can look at Project Blue Book's "unidentified"

UFO reports and make up his own mind.

July 3, 1947; Harborside, Maine. 2:30 p.m. EDT. Witness: astronomer John Cole of South Brooksville, Me. Watched 10-15 seconds while ten very light objects, with two dark forms to their left, moved like a swarm of bees to the northwest. A loud roar was heard.

July 4, 1947; over Emmet, Idaho. 8:17 p.m. PDT. Witnesses: United Air Lines Capt. E.J. Smith, First Officer Ralph Stevens, Stewardess Marty Morrow. Watched for 12-15 minutes while four objects with flat bottoms and rough tops moved at varying speeds, with one high and to the right of the others.

July 6, 1947; Fairfield-Suisan Air Base, California. Daytime. Witnesses: Army Air Forces Capt. and Mrs. James Burniston. Watched for 1 minute while one object having no wings or tail rolled from side-to-side three times and then flew away very fast to the southeast.

July 8, 1947; Muroc Air Base, California. 9:30 a.m. PDT. Witnesses: lst Lt. Joseph McHenry, T/Sgt Ruvolo, S/Sgt Nauman, Miss Janette Scotte. Watched for an unstated length of time while two disc-shaped or spherical objects--silver and apparently metallic--flew a wide circular pattern, and then one of them later flew a tighter circle.

July 9, 1947; Meridian, Idaho. 12:17 p.m. PDT. Witness: Idaho statesman aviation editor and former (AAF) B-29 pilot Dave Johnson. Watched for more than 10 seconds from an Idaho Air National Guard AT-6 while a black disc, which stood out against the clouds, made a half-roll and then a stair-step climb.

July 10, 1947; Harmon Field, Newfoundland, Canada. Between 3 and 5 p.m. local time. Witnesses: three ground crewmen, including Mr. Leidy, for Pan American Airways. Watched briefly while one translucent disc- or wheel-shaped object flew very fast, leaving a dark blue trail and then ascended and cut a path through the clouds.

July 29, 1947; Hamilton Air Base, California. 2:50 p.m. PDT. Witnesses: Assistant Base Operations Officer Capt. William Rhyerd, ex-AAF B-29 pilot Ward Stewart. Watched for unknown length of time while two round, shiny, white objects with estimated 15-25 foot diameters, flew 3-4 times the apparent speed of a P-80, also in sight. One object flew straight and level; the other weaved from side-to-side like an escort fighter.

Sept. 3, 1947; Oswego, Oregon. 12:15 p.m. PDT. Witness: housewife Mrs. Raymond Dupui. Watched for unknown length of time as 12-15 round, silver objects flew an unstated pattern.

Oct., 1947; Dodgeville, Wisconsin. 11 unnamed civilian man. Watched for 1 hour while an undescribed object flew counterclockwise circles.

Oct. 14, 1947; 11 mi. NNE of Cave Creek, Arizona. Noon MDT. Witnesses: ex-AAF fighter pilot J.L. Clark, civilian pilot Anderson, third man. Watched 45-60 seconds while one 3-foot "flying wing"-shaped object, which looked black against the white clouds and red against the blue sky, flew straight at an estimated 380 m.p.h., at 8-10,000 feet, from NW to SE.

April 5, 1948; Holloman AFB, New Mexico. Afternoon. Witnesses: Geophysics Lab balloon observers Alsen, Johnson, Chance. Two irregular, round, white or golden objects. One made three loops then rose and disappeared rapidly; the other flew in a fast arc to the west during the 3O^second sighting.

July 29, 1948: Indianapolis, Indiana. 9:88 a.m. witness*: James Toney, Robert Huggins, both employees of a rug cleaning firm. One shiny aluminum object, shaped something like an airplane's propeller, with 10-12 small cups protruding from either blade. Estimated size 6-8' long, 1.5-2' wide. The object glided across the road a few hundred feet in front of their vehicle and apparently went down in a wooded area.

Sighting lasted a few seconds.

July 31, 1948; Indianapolis, Indiana. 8:25 a.m. Witnesses: Mr. and Mrs. Vernon Swigert; he was an electrician. Object was shaped like a cymbal, or domed disc; about 20' across and 6-8' thick, and was white without any shine. It flew straight and level from horizon to horizon in about 10 seconds, shimmering in the sun as if spinning.

July or August, 1948; vicinity of Marion, Virginia. Shortly after sunset. Witness: Max Abbott, flying a Bellanca Cruisair four-passenger private airplane. A single bright white light accelerated and turned up a valley.

Sept. 23, 1948; San Pablo, California. 12 noon. Witnesses: Sylvester Bentham and retired U.S. Army Col. Horace Eakins. Two objects: one, a buff or grey rectangle with vertical lines; the other a translucent "amoeba" with a dark spot near the center. The arms of the "amoeba" undulated. Both objects traveled very fast.

Oct. 15, 1948; Fusuoka, Japan. 11:05 p.m. Witnesses: pilot Halter and radar operator Hemphill of a P-61 "Black Widow" night fighter. Up to six objects tracked on radar, only one seen visually. Dull or dark object shaped like a dirigible with a flat bottom and clipped tail end. Six seen on radar separately Pilot attempted to close on visual object, but it dove away fast.

Dec. 3, 1948; Fairfield-Suisan AFB, California. 8:15 p.m. Witness: USAF Sgt., control tower operator. One round, white light flew for 25 seconds with varying speed, bouncing motion, and finally a rapid erratic climb.

Jan. 4, 1949; Hickam Field, Hawaii. 2 p.m. Witness: USAF pilot Capt. Paul Storey, on ground. one flat white, elliptical object with a matte top circled while oscillating to the right and left, and then sped away.

Jan. 27, 1949; Cortez-Bradenton, Florida. 10:20 p.m. Witnesses: Capt. Sames, acting chief of the Aircraft Branch, Eglin AFB, and Mrs. Sames. They watched for 25 minutes while a cigar-shaped object as long as two Pullman cars and having seven lighted square windows and throwing sparks, descended and then climbed with a bouncing motion at an estimated 400 m.p.h.

March 17, 1949; Camp Hood, Texas. 7:52 p.m. Witnesses: guards of the 2nd Armored Division. While awaiting the start of a flare firing, they watched, for an hour, while eight large, green, red and white flare-like objects flew in generally straight lines.

April 3, 1949; Dillon, Montana. 11:55 a.m. Witnesses: construction company owner Gosta Miller and three other unnamed persons. One object shaped like two plates attached face-to-face; matte bottom, bright aluminum top; 20' diameter, 4-5' thickness. It rocked or rotated in six cycles, descended, rocked, flew, rocked; all this was very fast.

April 4, 1949; Merced, California. 10:20 p.m. witness: William Parrott, former Air Force pilot and major. One generally round object with a curved bottom and dull coloring. The object gave off a clicking sound until overhead. Parrott's dog reacted. 35 seconds.

April 24, 1949; Arrey, New Mexico. l0:30 a.m. Witnesses: General Mills meteorologist and balloon expert C.B. Moore and others on a balloon launch crew. One white, round ellipsoid, about 2.5 times as long as wide.

April 28, 1949; Tucson, Arizona. 5:45 p.m. Witnesses: Howard Hann, Mr. Hubert, Tex Keahey. One bright, sausage-shaped object was observed for 40 minutes while it rolled and flew fast.

May 5, 1949; Ft. Bliss, Texas. 11:40 a.m. Witnesses: Army officers Maj. Day, Maj. Olhausen, Capt. Vaughn. Two oblong white discs, flying at an estimated 200-250 m.p.h., made a shallow turn during the 30-50 second observation.

May 6, 1949; Livermore, California. 9:35 a.m. Witness: C. G. Green. Two shiny, disc-like objects rotated around each other and banked. Then one shot upwards with a grey trail and rejoined the other. The sighting lasted 5 minutes.

May 9, 1949; Tucson, Arizona. 2:30 p.m. Witness: M/Sgt. Troy Putnam. Two round, flat silvery objects, estimated to be 25' in diameter, flew 750-1,000 m.p.h. in a banked but steady manner.

May 27, 1949; South-central Oregon. 2:25 p.m. Witness: Joseph Shell, ferrying SNJ trainer for North American Aviation, from Red Bluff, California, to Burns, Oregon. Five to eight oval objects, twice as long as wide, and 1/5 as thick. They flew in trail formation, with an interval equal to 3-4 times their length, except that the second and third were closer together.

July 24, 1949; Mountain Home, Idaho. 12 noon. Witness: Henry Clark, manager of a flying service, flying a Piper Clipper. Seven delta-shaped objects, 35-55' in span, 20-30' long, 2-5' thick; light colored except for a 12' diameter dark circle at the rear of each. They flew in a tight formation of twos with one behind, and made a perfect, but unbanked, turn. During the 10 minute sighting, they displayed decreasing smooth oscillations. Clark's engine ran rough during the sighting, and upon landing was found to have all its spark plugs burned out.

July 30, 1949; Mt. Hood, Oregon. 9 p.m. Witnesses: Northwest Airlines Capt. Thrush, two Portland control tower operators, and one flying instructor. One object with one white light and two red lights, maneuvered and hovered.

Feb 5, 1950; Teaticket, Massachusetts. 5:10 p.m. Witnesses: Marvin Odom, former U.S. Navy fighter pilot, USAF Lt. Philip Foushee, pilot from Otis AFB, and two others. Two thin, illuminated cylinders, one of which dropped a fireball, maneuvered together and then disappeared high and fast after 5 minutes.

Feb. 24, 1950; Albuquerque, New Mexico. 1:55 p.m. Witnesses: Municipal Airport Weather Observers Luther McDonald, Harrison Manson. One white, slightly elongated oval was watched for 1.5 minutes through a theodolite while it flew straight and level.

Feb. 25, 1950; Los Alamos, New Mexico. 3:55 p.m. Witnesses: Twelve Atomic Energy Commission security inspectors. One cylinder with tapered ends, silver and flashing, flew slow and hen fast, fluttered and oscillated, and changed course. observations by individuals varied from 3 seconds to 2 minutes.

arch 3, 1950; Selfridge AFB, Michigan. 11:05 p.m. Witness: st Lt Frank Mattson. One intense, dull yellowish light descended vertically, then flew straight and level very fast for 4 minutes.

March 20, 1950; Stuggart, Arkansas. 9:26 p.m. Witnesses: Chicago & Southern Airlines Capt. Jack Adams, First Officer G. W. Anderson, Jr. One 100' circular disc with 9-12 portholes along the lower side emitting a soft purple light, and a light at the top which flashed 3 times in 9 seconds, flew at not less than 1,000 m.p.h. It was seen for 25-35 seconds.

March 27, 1980; Motobo, Okinawa. 10:30 a.m. Witness: USAF radar operator Cpl. Bolfango. Tracked on radar for 2 minutes while it was stationary and then moved at 500 m.p.h.. Visual observation not detailed, only mentioned in summary.

March 28, 1950; Santiago, Chile. 3:15 p.m. Witness: M/Sgt. Patterson, of the office of the U.S. Air Attache. One white object observed for 5-10 seconds through binoculars while it flew high and fast,

crossing 30^ of sky.

March 29, 1950; Marrowbore Lake, Tennessee. 7 a.m. Witnesses: real estate salesmen Whiteside and Williams. Six-twelve dark objects shaped like 300-lb. bombs, estimated 5 feet long. Flew 500 m.p.h. and descended, making a noise like wind blowing through the trees.

April 8, 1950; Kokomo, Indiana. 2 a.m. Witness: Earl Baker. One grey metallic disc, 50' in diameter, 15' thick; top-shaped with a "conning tower" at the top and three ports on the rim giving off a blue light. It hovered for 2 minutes, then flew away. Baker aroused from sleep by his dog.

April 14, 1950; Ft. Monmouth, New Jersey. 2:30 p.m. Witness: Army M/Sgt. James. Four rectangular, amber objects, about 3' by 4'. changed speed and direction rapidly; the group of objects rose and fell during the 3-4 minute sighting.

May 7, 1950; Nine miles sough of Ely, Nevada. 6:45 p.m. Witnesses: Mr. and Mrs. George Smith and their grandson. One silvery white object hovered at 100' altitude, moved back and forth for 10 minutes and then flew up and away. Note in case file: "No investigation."

June 27, 1950; Texarkana, Texas. 7:50 a.m. Witnesses: Terrell and Yates, employees of Red River Arsenal. One object, bright, shaped like two dishpans face-to-face, flew straight and level, fast for 4-5 seconds.

July 13, 1950; Redstone Arsenal, Alabama. 5 p.m. Witnesses: two skilled Arsenal employees including Mr. Washburn. one object, shaped like a bowtie, and like polished aluminum. Flew straight and level, then one triangle rotated 1/4 turn in the opposite direction and returned to its original position. The object then made a right-angle turn and accelerated away after at least 30 seconds.

Aug. 4, 1950; approx. 100 mi. SE of New York City (39' 35' N., 72' 24.5' W.). 10 a.m. EDT. Witnesses: Master Nils Lewring, Chief Mate Jacob Koelwyn, Third Mate, of M/V Marcala. One 10' cylindrical object at 50-100' altitude, flying with a churning or rotary motion, accelerated at end of 15 second sighting.

Aug. 20, 1950; Nicosia, Cyprus. 1:30 p.m. Witnesses: USAF MATS liaison officer Lt. William Ghormley, Col. W. V. Brown, Lt. col. L.w. Brauer. One small, round, bright object flew fast, straight and level for 15-20 seconds.

Aug. 25, 1950; approx. 250 mi. SW of Bermuda (29' 40' N., 67* 28' W.). 8 p.m. Witness: B-29 radarman S/Sgt. William Shaffer. Radar observation, plus possible blue streak 3 minutes later. B-29 followed unidentified target, then passed it at l/4-mile distance, target followed for 5 minutes, then passed B-29 and sped away. Total time of tracking: 20 minutes.

Aug. 30, 1950; Sandy Point, Newfoundland, Canada. 1:30 p.m. Witnesses: three local employees, including Kaeel and Alexander, of the Air Force Base. A dark, barrel-shaped object with a pole down from it into the water, flew at 3-5 m.p.h. and 15-20' altitude for 5 minutes.

Sept. 3, 1950; Spokane, Washington. 2 p.m. Witnesses: Maj R.J. Gardiner, Mrs. Gardiner and neighbor (former saw three objects, others saw one). Metallic bronze discs, 20-30' long, 2-6' thick. Moved independently and erratically for 5 minutes.

Sept. 20, 1950; Kit Carson, Colorado. 10:49 a.m. Witness identified only as a "reliable source". Two large, round, glowing objects and three smaller, internally lit objects. Two hovered for 1 minute, moved, and three smaller ones came from behind or within the two larger objects, and all sped upward and away.

Sept. 21, 1950; Provincetown, Massachusetts. 9:52 a.m. Witness: M.I.T. research associate and Air National Guard Maj. M.H. Ligda. Radar tracking of one object during M.I.T tracking of USAF flight of F-84 or F-86 jet fighters. Object speed was 22 miles/minute (l,200 m.p.h.), made turn of 11-12 gs acceleration during 1 minute observation.

Oct. 15, 1950; Oak Ridge, Tennessee. 3:20 p.m. Atomic Energy Commission Trooper Rymer, J. Moneymaker, Capt. Zarzecki. Two shiny silver objects shaped like bullet or bladder. They dove with a smoke trail and one vanished. The other hovered at 5-6, altitude, 50' away, left and returned several times somewhat further away.

Oct. 15, 1950; Pope AFB, North Carolina. Witness: Daniel. Listed as "unidentified" in folder index, but no supporting data could be found.

Oct 15, 1950; Pope AFB, North Carolina. Witness: Woodward. Same as previous observation.

Oct. 23, 1950; Bonlee, North Carolina. 12:42 p.m. Witness: ex-USAF pilot Frank Risher. One aluminum object shaped like a dirigible or Convair C-99 cargo plane, with 3 portholes, arrived from southeast, hovered 3-5 seconds and flew away to the south- south-east at end of 40 second sighting.

Nov. 5, 1950, Oak Ridge, Tennessee. 11:55 a.m. Witness: Fairchild Aircraft illustrator Don Patrick. One translucent object, light grey with dark core, shaped like a pear or bean. Flew for 5-10 minutes with rapid, darting movements.

Dec. 2, 1950; Nanyika, Kenya. 10:50 a.m. Mr. and Mrs. L. Scott. One pearly, iridescent object with a flattened top, spun while hovering and made a sound like bees buzzing. Only data in files was from East African "Standard" newspaper.

Dec. 6, 1950; Ft. Myers, Florida. 5 p.m. Witnesses: former aircraft purchasing agent Harry Lamp and four boys, using lO-power binoculars. One 75' object, 3-4' thick, bubble on top, silver with a red rim having two white and two orange jets along it. The center revolved when the object hovered; then it flew away very fast.

Dec. 11, 1950; l0 mi. NW of Gulcana, Alaska. 10:13 p.m. Witnesses: crew of Northwest Air Lines flight 802. Two white flashes, followed by a dark cloud which rose and split in two.

Jan. 8, 1951; South of Ft. Worth, Texas. 10:45 p.m. Witnesses: Mr. and Mrs. W.J. Boggus, plus unidentified drivers and passengers in other cars stopped to watch. Two groups of red and green lights in triangular formations were stationary and then moved.

Jan. 12, 1951, Ft. Benning, Georgia. 10 p.m. Witness: U.S. Army 2nd Lt. A.C. Hale. One light with a fan-shaped wake remained motionless like a star about 20 minutes and then sped away.

Jan 16, 1951; Artesia, New Mexico. Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manger of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.

Feb. 1, 1951; Johnson Air Base, Japan. 5:10 p.m. Witnesses: pilot and radar operator of F-82 night fighter. One amber light made three or four 360* turns to the right, reversed toward the F-82 and then climbed out of sight.

Feb. 21, 1951; Durban, South Africa. 4:55 a.m. Witnesses: three men in a truck, several other persons, none named. A dark red, torpedo-shaped object with darker center, flew straight and level.

Feb. 26, 1951; Ladd AFB, Alaska. 7:10 a.m. Witness: USAF Sgt. J.B. Sells. One dull grey, metallic object, estimated to be 120' long and 10-12' thick, hovered, puffed smoke and sped away after 1-1.5 minutes. Note: may have been Feb. 25.

Mar. 10, 1951; Chinnampo, Korea. 9:51 a.m. Witnesses: crew of USAF B-29 bomber, including scanners and tail gunner. A large red-yellow glow burst and became blue-white. No further information in files.

Mar. 13, 1951; McClellan AFB, California. 3:20 p.m. Witnesses: USAF lst Lt. B.J. Hastie, Mrs. Rafferty. A cylinder with twin tails, 200' long and 90' wide, turned north and flew at incredible speed. Two minutes.

Mar. 15, 1951; New Delhi, India. 10:20 a.m. Witnesses: 25 members of a flying club, including the chief aerial engineer and his two assistants. One metallic cigar-shaped object with white exhaust which turned black when it accelerated to an estimated 1,000 m.p.h. and made a large loop. Seven minutes.

June 1, 1951; Niagara Falls, New York. 4:20 a.m. Witnesses: M/Sgt H.E. Sweeney, 2 enlisted men. One glowing yellow-orange, saucer-shaped object with arc-shaped wings, flew straight up. Seen for 30-40 seconds.

July 24, 1951; Portsmouth, New Hampshire. 7:10 Witnesses: Hanscom AFB Operations Officer Capt. Cobb, Cpl. Fein. One 100-200' tubular object, 5 times long as it was wide, with fins at one end, and colored greyish with many black spots. Flew 800-1,000 m.p.h. at 1-2,000' altitude, leaving a faint swath. 20 seconds.

Aug. 25, 1951; Albuquerque, New Mexico. 9:58 p.m. Witnesses: Sandia Base Security Guard Hugh Young and wife. A flying wing- shaped craft passed over their heads at an estimated 800-1,000' altitude with no sound. Size estimated at 1.5 times wingspan of B-36 bomber,or 350'. Dark, chordwise stripes on underside, and 6-8 pairs of soft, glowing lights on trailing edge of "wing". Speed estimated at 300-400 m.p.h., object seen for about 30 seconds.

Aug. 31, ; Matador, Texas. 12:45 p.m. Witnesses: Mrs. Tom Tilson, one or two other women, all apparently of excellent reputations. One pear-shaped object with a length of a B-29 fuselage (100'), aluminum or silver with a port or some type of aperture on the side. It moved with smaller end forward, drifting slowly at about 150' altitude, then headed up in a circular fashion and out of sight after a few seconds.

Sept. 6, 1951; Claremont, California. 7:20 p.m. (not really clear). Witnesses: S/Sgt W.T. Smith, M/Sgt L.L. Duel (?). Six orange lights in an irregular formation, flew straight and level into a coastal fog bank after 3-4 minutes.

Sept. 14, 1951; Goose Bay, Labrador, Canada. 9:30 p.m. Witnesses: T/Sgt W.B. Maupin, Cpl. J.W. Green. Three objects tracked on radar. Two were on a collision course, then one evaded to the right upon the request, by radio, of one of the radar operators! No aircraft were known to be in the area. A third unidentified track then joined the first two. More than 15 minutes.

Oct. 2, 1951; Columbus, Ohio. 6 p.m. Witness: Battelle Memorial Institute graduate physicist Howard Cross. One bright oval with a clipped tail flew straight and level, fading into the distance after 1 minute.

Oct. 3, 1951; Kadena, Okinawa. 10:27 p.m. Witnesses: radar operators Sgt. M.W. Watson and Pvt. Gonzales and one other Sergeant. One large, sausage-shaped blip tracked at an estimated 4,800 m.p.h.

Oct. 9, 1951; Terre Haute, Indiana. 1:42 p.m. Witness: CAA Chief Aircraft Communicator Roy Messmore at Hulman Municipal Airport. One round silver object flew directly overhead, reaching the horizon in 15 seconds. Note: a very similar incident happened 3 minutes later near Paris, Illinois (15 miles NW) and was also listed as "unidentified" for several years, but was eventually reclassified.

Oct. 11, 1951; Minneapolis, Minnesota. 6:30 a.m. Witnesses: General Mills balloon researchers, including aeronautical engineer J.J. Kaliszewski, aerologist C.B. Moore, pilot Dick Reilly in the air, and Doug Smith on the ground. The flight crew saw the first object, a brightly glowing one with a dark underside and a halo around it. The object arrived high and fast, then slowed and made slow climbing circles for about two minutes, and finally sped away to the east. Soon they saw another one, confirmed by ground observers using a theodolite, which sped across the sky. Total time first object was seen was 5 minutes, second was a few seconds.

Nov. 18, 1951; Washington, D.C. 3:20 a.m. Witnesses: Crew of Capital Airlines DC-4 Fliqht 610, Andrews AFB Senior air traffic controller Tom Selby. One object with several lights, followed the DC-4 for about 20 minutes and then turned back.

Nov. 24, 1951; Mankato, Minnesota. 33:53 p.m. Witnesses: USAF or ANG pilots W.H. Fairbrother and D.E. Stewart in P-51 Mustangs. One milky white object shaped like Northrop flying wing (broad, slightly swept-back wing with no fuselage or tail). Estimated 8' span. Flew straight and level for 5 seconds.

Dec. 7, 1951; Sunbury, Ohio. 4:30 p.m. Witness: amateur astronomer Carl Loar. One silvery sphere seen through telescope. Two specks sighted at sides, object seemed to explode and was replaced by a dark cloud and many specks. 30 minutes.

Dec. 7, 1951; Oak Ridge, Tennessee. 8:15 a.m. Witness: Atomic Energy Commission guard J.H. Collins. One 20' square object, white-grey but not shiny flew above ridge to clouds and back again twice, taking 30-40 seconds each time.

Feb. 11, 1952; Pittsburgh, Pennsylvania. 3 a.m. Witnesses: Capt. G.P. Arns and Maj. R.J. Gedson flying a Beech AT-ll trainer. One yellow-orange comet-shaped object pulsed flame for 1-2 seconds of a 1 minute straight and level flight.

Feb. 23, 1952; over North Korea. 11:15 p.m. Witness: Captain/B-29 navigator. One bluish cylinder, three times long as wide, with a tail and rapid pulsations, came in high and fast, made several turns and leveled out under B-29 which was evading mild antiaircraft fire. 45 second sighting.

March 20, 1952; Centreville, Maryland. 10:42 p.m. Witnesses: WWl/WW2 veteran A.D. Hutchinson and son. One dull orange-yellow saucer-shaped light flew straight and level very fast for 30 seconds.

March 23, 1952; Yakima, Washington. 6:56 and 7 p.m. Witnesses: pilot and radar operator of F-94 jet interceptor. On either occasion, a red fireball increased in brightness and then faded over 45 second span. Stationary both times. Note: Project Blue Book Status Report #7 (May 31, 1952) says target was also tracked by ground radar at 78 knots (90 m.p.h.) at 22,500' and 25,000' altitude.

Bluebook Part 2

March 24, 1952; 60 miles west of Pt. Concepcion, California. 8:45 a.m. Witnesses: B-29 navigator and radar operator. One target tracked for 20-30 seconds at estimated 3,000 m.p.h.

March 29, 1952; 20 miles north of Misawa AFB, Japan. 11:20 a.m. Witness: Brigham, pilot of AT-6

trainer. One small, very thin, shiny metallic disc flew alongside the AT-6, then made a pass at an F-84 jet fighter, flipped on edge, fluttered 20' from the F-84's fuselage and flipped in the slipstream...all in 10 seconds.

April 4, 1952; Duncanville, Texas. 7:30 p.m. Witnesses: two radar operators of the 147th AC&W Squadron. One object was tracked for one minute by radar at an estimated 2,160 m.p.h.

April 5, 1952; Phoenix, Arizona. l0:40 a.m. Witnesses: Mr. and Mrs. L.G. Ryan, R.L. Stokes, D. Schook. One large, dull grey circular object, followed by two more, flew straight and level at high speed.

April 5, 1952; Miami, Florida. 9:15 p.m. Witnesses: L.E. VanDercar and 9 year old son. Four dark circular objects with mostly fuzzy edges, crossed face of Moon; each was half the apparent diameter of Moon. 2:59 p.m. Witness: H.L. Russell.

April 6, 1952; Temple, Texas. 2:59 p. 50-75 grey-white discs changed position within formation continually, tilted in unison every 12-15 seconds during 3.8 minute sighting.

April 12, 1952; North Bay, Ontario, Canada. 9:30 p.m. Witnesses: Royal Canadian Air Force Warrant Officer E.H. Rossell, Flight Sgt. R. McRae. One round amber object flew fast, stopped, reversed direction, climbed away at 30' angle during a 2 minute observation.

April 14, 1952; LaCrosse, Wisconsin. 12:35 p.m. Witness: unidentified CAL airline pilot. Several light colored objects flew in V-formation. No further details in files.

April 14, 1952; Memphis, Tennessee. 6:34 p.m. Witnesses: U.S. Navy pilots Lt. jg. Blacky, Lt. jg. O'Neil. One inverted bowl, 3' long and 1' high, with vertical slots, flew fast, straight and level, 100 yards from observers' aircraft for 45-60 seconds.

April 15, 1952; Santa Cruz, California. 7:40 p.m. Witness: Mr. Hayes, brother of Master Sergeant. Two faint objects observed flying fast along the horizon for 6-8 seconds, using 20x spotting telescope.

April 17, 1952; Longmeadow, Massachusetts. 8:30 p.m. Witnesses: S.B. Brooks, chemical engineer J.A. Eaton. One round, deep orange object flew fast and erratic, occasionally emitting a shaft of light to the rear during a 40 minute sighting.

April 17, 1952; Yuma, Arizona. 3:05 p.m. Witnesses: group of Army weather observation students, including several graduate engineers. One flat-white, circular object flew with an irregular trajectory and a brief trail, for about 7 seconds.

April 18, 1952; Yuma, Arizona. Time unknown. Witnesses: two Army weather observation students. One flat-white circular object flew for 5-10 seconds in a very erratic manner.

April 18, 1952; Bethesda, Maryland. l1:30 a.m. Witnesses: R. Poerstal and three other men. Seven to nine circular, orange-yellow lights in a 40^ V-formation flew overhead silently for 4-8 seconds, from south to north.

April 18, 1952; Corner Brook, Newfoundland, Canada. l0:l0 p.m. Witness: reporter Chic Shave. One round, yellow-gold object flew south and returned during 1.5 minute sighting.

April 18, 1952; 50 miles northwest of Kyushu, Japan (129* 51' E., 34' 19' N.). Witness: one radar operator. Tracked unidentified target for 1 minute at 2,700 m.p.h.

April 18, 1952; Corner Brook, Newfoundland, Canada. 4 a.m. Witness: janitor C. Hamilton. One yellow-

gold object made a sharp turn and left a short, dark trail during l minute sighting.

April 22, 1952; Naha AFB, Okinawa. 99 p.m. Witnesses: crew of B-29 bomber, on ground. One elliptical object, followed by two and then another two, each with a white light that blinked every 1-2 seconds as they performed erratic maneuvers for 10 minutes.

April 24, 1952; Bellevue Hill, Vermont. 5 a.m. Witnesses: crew of USAF C-124 transport plane. Three circular, bluish objects in loose "fingertip" formation twice flew parallel to airplane during 3-4 minute period.

April 24, 1952; Milton, Massachusetts. 2:30 p.m. Witnesses: three Cambridge Research Center electronics engineers, one named Buruish. Two flat, red squares flew wobbly in level flight, climbed, leveled out during 1.5 minute observation.

April 24, 1952; Clovis, New Mexico. 8:10 p.m. Witness: USAF light Surgeon Maj. E.L. Ellis. Many orange-amber lights, sometimes separate, sometimes fused, behaved erratically. Speed varied from motionless to very fast during 5 minute sighting.

April 27, 1952; Roseville, Michigan. 4:15 p.m. Witnesses: H.A. Freytag and three male relatives, including a minister. One silver oval rolled, descended and stopped. Two silver cigar- shaped objects appeared, one departing to the east and one to the west. A third silver cigar-shaped object flew by at high speed. Sightings lasted 45 minutes.

April 27, 1952; Yuma, Arizona. 8:30 p.m. Witnesses: M/Sgt. and Mrs. G.S. Porter (he was off-duty control tower operator). Bright red or flame-colored discs, appearing as large as fighter planes. Seven sightings of one disc, one of two in formation during 2 hours. All seen below 11,000' overcast.

April 29, 1952; Marshall, Texas. 3:30 p.m. Witness: private pilot R.R. Weidman. One round, white object which flew straight, with a side-to-side oscillation for 1.5 minutes.

April 29, 1952; Goodland, Kansas. 100 p.m. Witness: B-29 bombardier Lt. R.H. Bauer. One white fan-shaped light pulsed 3-4 times per second for 2 seconds.

May 1, 1952; Moses Lake, Washington. 5:32 a.m. Witnesses: Two Atomic Energy Commission employees, Eggan and Shipley. One silver object without wings flew straight and level for 1.5 minutes.

May 1, 1952; George AFB, California. 10:50 a.m. Witnesses: three men on the arms range, plus one Lt. Colonel 4 miles away. Five flat-white discs about the diameter of a C-47's wingspan (95') flew fast, made a 90^ turn in a formation of three in front and two behind, and darted around, for 15-30 seconds.

May 5, 1952; Tenafly, New Jersey. 10:45 p.m. Witness: Mrs. M.M. Judson. Six or seven translucent, cream-yellow objects. One moved in an ellipse, while the others moved in and out.

May 7, 1952; Keesler AFB, Mississippi. 12:15 p.m. Witnesses: Capt. Morris, a Master Sergeant, a Staff Sergeant, and an Airman First Class. Ten times, an aluminum or silver cylindrical object was seen to dart in and out of the clouds during a 5-10 minute period.

May 9, 1952; George AFB, California. 5:20 p.m. Witness: A/lc G.C. Grindeland. One dull white, arrowhead-shaped object flew straight and level for 10 seconds.

May 10, 1952; Ellenton, South Carolina. 10:45 p.m. Witnesses: 4 Dupont employees at the Savannah River nuclear plant. Up to four yellow, disc-shaped objects were seen on five occasions between 10:45 and shortly after 11:15.

May 14, 1952; Mayaquez, Puerto Rico. 7 p.m. Witnesses: Attorney and ex-USAF pilot Mr. Stipes, Sr. Garcia-Mendez. Two shining orange spheres: one was stationary, while the other darted away and back for 30 minutes.

May 20, 1952; Houston, Texas. l0:l0 p.m. Witnesses: USAF pilots Capt. J. Spurgin and Capt. BB. Stephan. One bright or white oval object moved from side-to-side while making a gradual turn for 90 seconds.

May 25, 1952; Walnut Lake, Michigan. 9:15 p.m. Witnesses: seven persons, including John Hoffman, his family and friends. One large white circular object having dark sections on its rim, flew straight and level for 30 minutes, appearing red when behind a cloud.

May 28, 1952; Saigon, French Indo China. 10:30 a.m. Witnesses: many in crowd watching a ceremony. One white-silver disc-shaped object flew straight and fast for 2 minutes.

May 28, 1952; Albuquerque, New Mexico. 1:45-2:40 p.m. Witnesses: two city fire department employees. Two circular objects--one shiny silver and the other orange or light brown-- were seen three times performing fast maneuvers.

May 29, 1952; San Antonio, Texas. 7 p.m. Witness: USAF pilot Maj. D.W. Feuerstein, on ground. One bright tubular object tilted from horizontal to vertical for 8 minutes, then slowly returned to horizontal, again tilted vertical, accelerated, appeared to lengthen and turned red. The entire sighting lasted 14 minutes.

June 1, 1952; Rapid City, South Dakota. 6 p.m. Witnesses: A/lc Beatty and two civilians. At least five long silver objects flew in a neat box formation with a leader for 15-20 seconds.

June 1, 1952; Walla , Washington. 1 p.m. Witness: ex-military pilot Reserve Maj. W.C. Vollendorf. One oval object with a "definite airfoil" performed a fast climb for 7 seconds.

June l, 1952; Soap Lake, Washington. 3+ p.m. Witness: Ray Lottman. Three glimmering objects flew straight and level for 10 minutes.

June 2, 1952; Bayview, Washington. 5:02 p.m. Witness: Larry McWade. One purple object seen for unknown length of time. No further information in files.

June 2, 1952; Fulda, West Germany. Time unknown. Witness: lst Lt. John Hendry, photo-navigator on an RB-26C reconnaissance bomber. One porcelain-white object flew very fast for an unknown length of time.

June 5, 1952; Lubbock, Texas. 11 p.m. Witnesses: Dan Benson, Mr. Bacon. A total of eight yellow circular objects, like large stars, were seen during 45 minutes. The first two were in a trail formation, the others were seen singly.

June 5, 1952; Albuquerque, New Mexico. 6:45 p.m. Witness: S/Sgt T.H. Shorey. One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds.

June 5, 1952; Offutt AFB, Omaha, Nebraska. 11 p.m. Witnesses: 2nd Lt. W.R. Soper, a Strategic Air Command top secret control officer and former OSI agent; and two other persons. One bright red object remained stationary for 4.5 minutes before speeding away with a short tail.

June 6, 1952; Kimpo AFB, Korea. Case missing from official files.

June 7, 1952; Albuquerque, New Mexico. 11:18 a.m. Witnesses: crew of B-25 bomber #8840 at 11,500'. One rectangular aluminum object, about 6'x4', flew 250-300' below the B-25.

June 8, 1952; Albuquerque, New Mexico. 10:50 a.m. Witnesses: Mr. and Mrs. J.D. Markland. Four shiny objects flew straight and level in a diamond formation.

June 9, 1952; Minneapolis, Minnesota. Case missing from official files.

June 12, 1952; Ft. Smith, Arkansas. 7:30 p.m. Witnesses: U.S. Army Major and Lt. Colonel, using binoculars. One orange ball with a tail flew with a low angular velocity.

June 12, 1952; Marakesch, Morocco. 11:26 a.m. Witness: T/Sgt. H.D. Adams, operating an SCR-584 radar set. One unidentified blip tracked at 650 kts. (750 m.p.h.) at greater than 60,000' altitude.

June 13, 1952; Middletown, Pennsylvania. 8:45 p.m. Witness: R.S. Thomas, Olmstead AFB employee and former control tower operator. One round, orange object traveled south, stopped for 1 second, turned east, stopped 1 second, and went down.

June 15, 1952; Louisville, Kentucky. 11:50 p.m. Witness: Edward Duke, ex-U.S. Navy radar technician. One large, cigar- shaped object with a blunt front, lit sides and a red stern, maneuvered in a leisurely fashion for 15 minutes.

June 16, 1952; Walker AFB, New Mexico. 8:30 p.m. Witness: USAF maintenance specialist S/Sgt. Sparks. Five or six grayish discs, in a half-moon formation, flew at 500-600 m.p.h. for l minute.

June 17, 1952; McChord AFB, Washington. Between 7:30 and 10:20 p.m. Witnesses: many and varied. From one to five large silver-yellow objects flew erratically, stopped and started for about 15 minutes.

June 17, 1952; Cape Cod, Massachusetts. 1:28 a.m. Witness: pilot of USAF F-94 jet interceptor. A light like a bright star crossed the nose of the airplane while being observed for 15 seconds. No further information in the files.

June 18, 1952; Columbus, Wisconsin. 9 a.m. Witness: R.A. Finger. One crescent-shaped object hovered for several seconds and then sped away.

June 18, 1952; Walnut Lake, Michigan. 10 p.m. Witnesses: Marron Hoffman and four relatives, using 4x binoculars. One orange light was observed zigzagging and then hovering for an unspecified length of time.

June 19, 1952; Goose Bay, Labrador, Canada. 2:37 a.m. Witness: 2nd Lt. A'Gostino and unidentified radar operator. One red light turned white while wobbling. Radar tracked a stationary target during the 1 minute sighting.

June 19, 1952; Yuma, Arizona. 2 p.m. Witness: USAF pilot John Lane. One round, white object flew straight and level for 10 seconds.

June 20, 1952; Central Korea. 3:03 p.m. Witnesses: four Marine Corps Captains and pilots of F4U-4B Corsair fighter planes. One 10-20' white or silver oval object made a left-hand orbit at terrific speed for 60 seconds.

June 21, 1952; Kelly AFB, Texas. 12:30 p.m. Witness: T/Sgt. Howard Davis, flight engineer of B-29 bomber at 8,000' altitude. One flat object with a sharply pointed front and rounded rear; white with a dark blue center and red rim, trailed sparks as it dove past the B-29 at a distance of 500', in l second.

June 22, 1952; Pyungthek, Korea. 10:45 p.m. Witnesses: Two Marine Corps Sergeants. One 4 ft. diameter object dove at a runway shooting red flames, hovered briefly over a hill, turned 180 , flashed twice and was gone.

June 23, 1952; Spokane, Washington. 4:05 p.m. Witness: Airport weather observer Rex Thompson. One round disc with a metallic shine flashed, and fluttered like a flipped coin for 5-7 minutes.

June 23, 1952; McChord AFB, Washington. 9 p.m. Witness: 2nd Lt. K. Thompson. One very large light flew straight and level for 10 minutes. No further information.

June 23, 1952; Kirksville, Missouri. Case missing from official files.

June 23, 1952; Oak Ridge, Tennessee. 3:30 a.m. Witness: secretary Martha Milligan. One bullet-shaped object with burnt-orange exhaust flew straight and level for 30-60 seconds.

June 23, 1952; Owensboro, Kentucky. 10:00 a.m. Witness: National Guard Lt. Col. O. L. Depp. Two objects looking like "giant soap bubbles", reflecting yellow and lavender colors, flew in trail for 5 seconds.

June 23, 1952; Location unknown, but information came via Japan Hq. "CV 4359". 6:08 a.m. Witness: USAF pilot of the l8th Fighter-Bomber Group. One black coin-shaped object, 15-20' in diameter, made an irregular descent.

June 25, 1952; Chicago, Illinois. 8:30 p.m. Witnesses: Mrs. Norbury, Mr. Matheis. One bright yellow-white, egg-shaped object which sometimes had a red tail, made seven circles in 1 1/2 hours.

June 25, 1982; Japan-Korea area. Case missing from official files.

June 26, 1952; Terre Haute, Indiana. 2:45 a.m. Witness: USAF 2nd Lt. C. W. Povelites. Undescribed object flew at 600 m.p.h. and then stopped. No further information in files.

June 26, 1952; Pottstown, Pennsylvania. 11:50 p.m. Witness: assistant manager of airport. Three sightings of flashing lights: two lights separated by 2 miles, with the leader flashing steadily and the other irregularly; two similarly flashing lights, but with l mile separation; finally a single light. Speed estimated at 150-250 m.p.h.. Total of 1/2 hour.

June 27, 1952; Topeka, Kansas. 6:50 p.m. Witnesses: USAF pilot 2nd Lt. K. P. Kelly and wife. One pulsating red object which changed shape from a circular to a vertical oval as it pulsed. Was stationary for about 5 minutes, then went out.

June 28, 1952; Lake Kishkanoug, Wisconsin. 6 p.m. Witness: G. Metcalfe. One silver-white sphere became an ellipse as it turned and climbed away very fast. 10 seconds.

June 28, 1952; Nagoya, Japan. 4:10 p.m. Witness: Capt. T. W. Barger, USAF electronics countermeasures officer. One dark blue elliptical-shaped object with a pulsing border flew straight and level at 700-800 m.p.h..

June 29, 1952; O'Hare Airport, Chicago, Illinois. 5:45 p.m. witnesses: three USAF air policemen. One bright silver, flat oval object surrounded by a blue haze, hovered, then moved very fast to the right and to the left, and up and down for 45 minutes.

July 3, 1952; Selfridge AFB, Michigan. 4:15 a.m. Witnesses not identified. Two big lights, estimated at 20' diameter, flew straight and level at tremendous speed.

July 3, 1952; Chicago, Illinois. 11:50 p.m. Witness: Mrs. J. D. Arbuckle. Two bright pastel green discs flew straight and level very fast for 6 seconds.

July 5, 1952; Norman, Oklahoma. 7:58 p.m. Witness: Oklahoma State Patrolman Hamilton in State Patrol airplane. Three dark discs hovered and then flew away, silhouetted against a dark cloud. 15 seconds.

July 6-12, 1952; Elizabeth, New Jersey. 11:00 p.m. Witness: Charles Muhr. Four pictures taken of some indistinct light which was admittedly not seen visually, but which appeared on the negatives.

July 9, 1952; Colorado Springs, Colorado. 12:45 p.m. Witness: USAF pilot Maj. C. K. Griffin. One object shaped like an airfoil less its trailing edge, luminous white, moved slowly and erratically for 12 minutes.

July 9, 1952; Kutztown, Pennsylvania. 6:30 p.m. Witness: farmer John Mittl. One aluminum, oval-shaped object changed direction and attitude, finally tipping on end and departing after 20 seconds. Case file includes three vague photographs.

July 9, 1952; Rapid City AFB, South Dakota. 3:35 p.m. Witnesses: S/Sgt. D.P. Foster and three other persons. Three times, a single white, disc-shaped object sped by, straight and level, in 5 seconds.

July 12, 1952; Annapolis, Maryland. 3:30 p.m. Witness: insurance company president William Washburn. Four large, elliptical-shaped objects were seen to fly very fast, stop, turn 90* and fly away in 7-8 seconds. .

July 12, 1952; Kirksville, Missouri. 9 p.m. Witnesses: many radar controllers who were military officers. Several big blips tracked on radar at 1,500 kts. (1,700 m.p.h.). There was no visual sighting.

July 14, 1952; Norfolk, Virginia. 8:12 p.m. Witnesses: Pan American Airways First Officer William Nash, Second Officer William Fortenberry. Eight large, round, glowing red objects maneuvered below their airliner, in formation.

July 15, 1952; West Palm Beach, Florida. 10:10 p.m. Witnesses: J. Antoneff and two other persons. One discus-shaped object, grayish, except when hovering, when it appeared muddy. Hovered over Palm Beach International Airport, then followed an SA-l6 twin-engined amphibian and flew away after 40-60 seconds.

July 16, 1952; Beverly, Massachusetts. 9:35 a.m. Witness: U.S. Coast Guard photographer Shell Alpert. Four roughly elliptical blobs of light in formation photographed through window of photo lab.

July 17, 1952; White Plains, New York. 3:10 p.m. Witness: Mrs. Florence Daley. Two round objects, bluish-white with brighter rims, flew in formation, making a sound like bombers, only softer. Note: Later, the witness stated she heard many feminine voices coming from the objects.

July 17, 1952; Lockbourne, Ohio. 11 a.m. Witness: Air National Guard employees. One light like a big star was seen for 3 hours, but disappeared when an aircraft approached. Also seen the night of July 20, 22 and 23.

July 18, 1952; Lockbourne, Ohio. 9:10 p.m. Witnesses: T/Sgt. Mahone, A/3c Jennings. One amber-colored, elliptical-shaped object with a small flame at the rear, periodically increased in brightness. It moved very fast for l 1/2 minutes, giving off a resonant beat sound.

July 18, 1952; Miami, Florida. 11 a.m. Witnesses: E. R. Raymer and daughter. One opaque, silvery bubble flew very fast at a right-angle to the wind direction for 10 seconds.

July 18, 1952; Patrick AFB, Florida. 9:45 p.m. Witnesses: three USAF officers and four enlisted men. Over an hour period, a series of hovering and maneuvering red-orange lights were observed moving in a variety of directions.

July 19, 1952; Williston, North Dakota. 2:55 a.m. Witness: one experienced civilian pilot. One elliptical-shaped object with a light fringe, traveled down fast, made a 360* and then a 180* turn in 5 minutes.

July 19, 1952; Elkins Park, Pennsylvania. 11:35 p.m. Witnesses: USAF pilot Capt. C.J. powley and wife. Two star-like lights maneuvered, hovered and sped for 5-7 minutes.

July 20, 1952; Lavalette, New Jersey. 12:20 a.m. Witness: Seton Hall Univ. chemistry professor Dr. A.B. Spooner. Two large orange-yellow lights with some dull red coloring flew in trail, turned and circled for 5-6 minutes.

July 21, 1952; Weisbaden, West Germany. 6:30 p.m. Witnesses: USAF pilot Capt. E.E. Dougher, WAF Lt. J.J. Stong, situated miles apart. Four bright yellowish lights were seen by Dougher to separate, with two climbing and two flying away level in the opposite direction. Stong watched two reddish lights fly in opposite directions. Sightings lasted about 10-15 minutes.

July 21, 1952; San Marcos AFB, Texas. 10:40 p.m. Witnesses: one Lieutenant, two Staff Sergeants, three airmen. One blue circle with a blue trail was seen to hover and then accelerate to near-sonic speed (700+ m.p.h.) after 1 minute.

July 21, 1952; Converse, Texas. 4:30 p.m. Witness: wife of USAF Capt. J. B. Neal. One elongated, fuselage-shaped object flew straight and level, made a right-angle turn and went out of sight at more than 300 m.p.h., all in 3-5 seconds.

July 21, 1952; Rockville, Indiana. 8:10 p.m. Witnesses: one military officer, two enlisted men. One aluminum, delta-shaped object with a vertical fin, flew straight and level, and then hovered during a 3 minute sighting.

July 22, 1952; Holyoke, Massachusetts. After midnight. Witness: Mrs. A. Burgess. One round, yellow, flashing light went downward. No further information in files.

July 22, 1952; Los Alamos, New Mexico. 10:50 a.m. Witnesses: control tower operator Don Weins, and two pilots for Carco. Eight large, round, bright aluminum objects flew straight and level, then darted around erratically during 25 minutes.

July 22, 1952; Uvalde, Texas. 2:46 p.m. Witness: Don Epperly, Trans Texas Airlines station manager and weather observer. One large, round, silver object flew at more than 1,000 m.p.h. for 45 seconds, while gyrating.

July 22, 1952; between Boston and Provincetown, Massachusetts. 10:47 p.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor. One round blue light passed F-94, spinning.

July 22, 1952; Trenton, New Jersey. 10:50 p.m. t.o 12:45 a.m., July 23. Witnesses: crews of several USAF F-94 jet interceptors from Dover AFB, Del. Thirteen visual sightings and one radar tracking of blue-white lights during two hours.

July 23, 1952; Pottstown, Pennsylvania. 8:40 a.m. Witnesses: the two-man crews of three USAF F-94 jet interceptors. One large silver object, shaped like a long pear with two or three squares beneath it, flew at 150-180 kts. (170-210 m.p.h.), while a smaller object, delta-shaped or swept back, flew around it at

1,000-1,500 kts. (1,150-1,700 m.p.h.). Seen by crews for 1-4 minutes.

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July 23, 1952; Altoona, Pennsylvania. 12:50 p.m. Witnesses: two-man crews of two USAF F-94 jet interceptors at 35-46,000' altitude. Three cylindrical objects in a vertical stack formation flew at an altitude of 50-80,000'. Seen for 20 minutes.

July 23, 1952; South Bend, Indiana. 11:35 p.m. Witness: USAF pilot Capt. H. W. Kloth. Two bright blue-white objects flew together, then the rear one veered off after about 9 minutes.

July 24, 1952; Carson Sink, Nevada. 3:40 p.m. Witnesses: two USAF Lt. Colonels McGinn and Barton in a B-25 bomber. Three silver, delta-shaped objects, each with a ridge along the top, crossed in front of and above the B-25 at high speed, in 3-4 seconds.

July 26, 1952; Washington, D.C. 8 p.m. until after midnight. Witnesses: radar operators at several airports, airline pilots. Many unidentified blips tracked by radar all over Washington area, at varying speeds. Pilots spotted unidentified lights.

July 26, 1952; Kansas City, Missouri. 12:15 a.m. Witnesses: USAF Capt. H. A. Stone, men in control towers at Fairfax Field and Municipal Airport. One greenish light with red-orange flashes was seen for 1 hour as it descended in the northwest from 40* elevation to 10* elevation.

July 26, 1952; Andrews AFB, Maryland. This was a continuation of the extensive sightings and radar tracking reports reported throughout the Washington, D.C. area, all night long.

July 26, 1952; Kirtland AFB, New Mexico. 12:05 a.m. Witness: Airman lst Class J.M. Donaldson. Eight to ten orange balls in a triangular or V-formation flew very fast for 3-4 seconds.

July 26, 1952; Williams, California. Case missing from official files.

July 27, 1952; Selfridge AFB, Michigan. 10:05 a.m. Witnesses: three B-29 bomber crewmen on ground. Many round, white objects flew straight and level, very fast. Two at 10:05, one at 10:10, one at 10:15, one at 10:20. Each was seen for about 30 seconds.

July 27, 1952; Wichita Falls, Texas. 8:30 p.m. Witnesses: Mr. and Mrs. Adrian Ellis. Two disc-shaped objects, illuminated by a phosphorus light, flew at an estimated l,000 m.p.h. for 15 seconds.

July 28, 1952; Heidelberg, West Germany. 10:20 p.m. Witnesses: Sgt. B.C. Grassmoen, WAC Pfc. A.P. Turner. One saucer-shaped object having an appearance of light metal and giving off shafts of white light, flew slow, made a 90^ turn and climbed away fast after 4-5 minutes.

July 28, 1952; McGuire AFB, New Jersey. 6 a.m. Witness: Ground Control Approach radar operator M/Sgt. W.F. Dees, and persons in the base control tower. Radar tracked a large cluster of very distinct blips. Visual observation was of oblong objects having neither wings nor tail, which made a very fast turn and at one time were in echelon formation. Entire episode lasted 55 minutes.

July 28, 1952; McChord AFB, Washington. 2:15 a.m. Witnesses: T/Sgt. Walstead, S/Sgt. Calkins of the 635th AC&W Squadron. One dull, glowing, blue-green ball,.the size of a dime at arms' length, flew very fast, straight and level.

July 29, 1952; Osceola, Wisconsin. 1:30 a.m. Witnesses: radar operators on ground, pilot of F-5l

Mustang in flight. Several clusters of up to 10 small radar targets and one large target. Small targets moved from southwest to east at 50-60 kts. (60-70 m.p.h.), following each other. The large one moved at 600 kts. (700 m.p.h.). One hour total time. Pilot confirmed one target.

July 29, 1952; Langley AFB, Virginia. 2:30 p.m. Witness: USAF Capt D.G. Moore, of military air traffic control system. One undescribed object flew at an estimated 2,600 m.p.h., below 5,000' altitude, toward the air base for about 2 minutes.

July 29, 1952; Langley AFB, Virginia. 2:50 p.m. Witnesses: Mr. Moore, Gilfillan electronics representative W. Yhope. One radar target tracked moving away, stopped for 2 minutes, again moved very, very fast. Four minutes.

July 29, 1952; Merced, California. 3:44 or 4:35 p.m. Witnesses: Herbert Mitchell and one employee. One dark, discus-shaped object, trailed by a silvery light 2 lengths behind, tipped on its side, dove, hesitated and then circled very fast during the 2 minute sighting.

July 29, 1952; Wichita, Kansas. 12:35 p.m. Witnesses: USAF shop employees Douglas and Hess at Municipal Airport. One bright white circular object with a flat bottom flew very fast, and then hovered 10-15 seconds over the Cessna Aircraft Co. plant, during the 5 minute sighting.

July 29, 1952; Ennis, Montana. 12:30 p.m. Witnesses: USAF persons, alerted that UFOs were coming from the direction of Seattle, Wash. Two to five flat disc-shaped objects: one hovered 3-4 minutes, while the others circled it. Sighting length of 30 minutes not explained further.

July 30, 1952; Albuquerque, New Mexico. 11:02 p.m. Witness: USAF lst Lt. George Funk. One orange light remained stationary for 10 minutes. No further details in files.

July 30, 1952; San Antonio, Texas. 10 a.m. Witnesses: E.E. Nye and one other person. One round, white object flew slow and then sped away after 20-30 minutes.

Aug. 1, 1952; Lancaster, California. 1:14 a.m. Witnesses: sheriff's deputies and other persons, one named Mallette. Two brilliant red lights hovered and maneuvered for 5 minutes.

Aug. 2, 1952; Lake Charles, Louisiana. 3 a.m. Witnesses: USAF lst Lt. W.A. Theil, one enlisted man. One red ball with a blue flame tail flew straight and level for 3-4 seconds.

Aug. 4, 1952; Phoenix, Arizona. 2:20 a.m. Witness: USAF A/3c W.F. Vain. One yellow ball which lengthened and narrowed to plate shape, flew straight and level for 5 minutes.

Aug. 4, 1952; Mt. Vernon, New York. 11:37 a.m. Witnesses: one woman, two children. One object, shaped like a lifesaver or donut, emitted black smoke from its top and made a 15' arc in 1.5 minutes. Observed for 2 hours.

Aug 5. 1952; Haneda AFB, Japan. 11:30 p.m. Witnesses: USAF F-94 jet interceptor pilots lst Lt. W.R. Holder and lst Lt. A.M. Jones, and Haneda control tower operators. Airborne radar tracked a target for 90 seconds. Control tower operators watched 50-60 minutes while a dark shape with a light flew as fast as 330 kts. (380 m.p.h.), hovered, flew curves and performed a variety of maneuvers.

Aug. 6, 1952; Tokyo, Japan. This is a continuation of the Haneda AFB sightings.

Aug. 6, 1952; Port Austin, Michigan. Case missing from official files.

Aug. 7. 1952; San Antonio, Texas. 9:08 a.m. Witness: Mrs. Susan Pfuhl. Four glowing white discs: one

made a 180* turn, one flew straight and level, one veered off, and one circled during the 70 minute sighting.

Aug. 9, 1952; Lake Charles, Louisiana. 10:50 a.m. Witness: USAF A/3c J.P. Raley. One disc-shaped object flew very fast and then hovered for 2 seconds during a 5-6 minute sighting.

Aug. 13, 1952; Tokyo, Japan. 9:45 p.m. Witness: USAF Marine Corps pilot Maj. D. McGough. One orange light flew a left orbit at 8,000' and 230 m.p.h., spiraled down to no more than 1,500', remained stationary for 2-3 minutes and went out. An attempted interception was unsuccessful.

Aug. 18, 1952; Fairfield, California. 12:50 a.m. Witnesses: three policemen. One object changed color like a diamond, and changed directions during the 30 minute sighting.

Aug. 19, 1952; Red Bluff, California. 2:38 p.m. Witness: Ground Observer Corps observer Albert Lathrop. Two objects, shaped like fat bullets, flew straight and level, very fast for 25 seconds.

Aug. 20, 1952; Neffesville, Pennsylvania. 3:10 a.m. Witnesses: Bill Ford and two others. An undescribed object flew at 500' altitude for several minutes. No further data in files.

Aug. 21, 1952; Dallas, Texas. 11:54 p.m. Witness: Jack Rossen, ex-artillery observer. Three blue-white lights hovered then descended; 1.5 minutes later, one of them descended more.

Aug. 23, 1952; Akron, Ohio. 4:10 a.m. Witnesses: USAF 2nd Lt. H.K. Funseth, a ground radar observer, and two U.S. Navy men. One pulsing amber light was seen to fly straight and level for 7 minutes.

Aug. 24, 1952; Hermanas, Mexico. 10:15 a.m. Witness: Georgia Air National Guard F-84G jet fighter pilot Col. G.W. Johnson. Two 6' silver balls in abreast formation, one turned grey rapidly, the other slowly. One changed to long grey shape during a turn. Sighting lasted about 10 minutes.

Aug. 24, 1952; Tucson, Arizona. 5:40 p.m. Witnesses: Mr. and Mrs. George White. One large round, metallic, white light with a vague lower surface, flew slowly, then fast With a dancing, wavering motion, for about 1 minute.

Aug. 24, 1952; Levelland, Texas. 9:30 p.m., 10:30 p.m. Witnesses: Mr. and Mrs. Elmer Sharp. One object, shaped like a spinning top, changing color from red to yellow to blue, and with a fiery tail, hovered for 20 minutes, whistling, then flew away. It, or another like it, returned an hour later.

Aug. 25, 1952; Pittsburg, Kansas. 5:35 a.m. Witness: radio station musician William Squyres. One dull aluminum object, shaped like two meat platters, face to face, estimated at 75' long, 45' wide, and 15' thick. Through a window in the front section shone a blue light; the head and shoulders of a man could be seen. The mid section had numerous windows through which could be seen some kind of regular movement. A series of small propellers were spaced close together along the outer edge of the object, revolving at high speed. The object was hovering about 10' above the ground, 100 yards off the road, with a slight rocking motion. It then ascended vertically with a sound like a large covey of quail starting to fly at the same time. Vegetation showed signs of having been disturbed under the object.

Aug. 25, 1952; Holloman AFB, New Mexico. 3:40 p.m. Witnesses: civilian supervisor Fred Lee, foreman L.A. Aquilar. One round silver object flew south, turned and flew north, made a 360 turn and flew away vertically after 3-5 minutes.

Aug. 26, 1952; Lathrop Wells, Nevada. 12:10 a.m. Witness: USAF Capt. D.A. Woods. One large, round, very bright object with a V-shaped contrail having a dark cone in the center, flew very fast, hovered, made an instantaneous 90 turn, followed by a gentle climb and finally sudden acceleration.

Aug. 28, 1952; Chickasaw and Brookley AFB, Alabama. 9:30 p.m. Witnesses: USAF control tower operators, officer from USAF Office of Special Investigations, and others. Six objects, varying from fiery red to sparkling diamond appearance, hovered, flew erratically up and down for 1 hour and l5minutes.

Aug. 29, 1952; Colorado Springs, Colorado. 8:35 p.m. Witness: pilot C.A. Magruder. Three objects, 50' in diameter, 10' high, aluminum with red-yellow exhaust, flew in trail at estimated 1,500 m.p.h. for 4-5 seconds.

Aug. 29, 1952; west of Thule, Greenland (77' N., 75* 15' W.) 10:50 a.m. Witnesses: two U.S. Navy pilots flying a P4Y-2 patrol plane. Three white disc-shaped or spherical objects hovered, then flew very fast in a triangular formation, in 2-3 minutes.

Sept. l, 1952; Marietta, Georgia. 10:50 p.m. Witness: ex-AAF B-25 gunner. Two large white disc-shaped objects with green vapor trails flew in trail formation, merged, flew away very fast.

Sept. 1, 1952; Marietta, Georgia. 10:30 p.m. Witness: one unidentified person using binoculars. Two large objects shaped like spinning tops and displaying red, blue and green colors, flew side by side, leaving a sparkling trail for 30 minutes.

Sept. 1, 1952; Atlanta, Georgia. 9:43 p.m. Witnesses: Mrs. William Davis and nine other persons. One light, similar to the evening star, moved up and down for a long period of time.

Sept. l, 1952; Marietta, Georgia. 10:30 p.m. Witnesses: Mr. Bowman (ex-artillery officer) and 24 others. A red, white, and blue-green object which spun and shot off sparks for 15 minutes.

Sept. 1, 1952; Yaak, Montana. 4:45 a.m. Witnesses: Visual sighting by two USAF enlisted men, radar tracking seen by three men using AN/FPS-3 radar set. Two small, varicolored lights became black silhouettes at dawn; flew erratically. One hour.

Sept. 2, 1952; Chicago, Illinois. 3 a.m. Witness: radar tracker Turason (ground controlled approach) at Midway Airport. 40 targets flew in miscellaneous directions, up to 175 m.p.h. Two seemed to fly in formation with DC-6 airliner. Total of 8 hours.

Sept. 3, 1952; Tucson, Arizona. 99 a.m. Witnesses: civilian pilots McCraven and Thomas. One shiny, dark ellipse made three broad, curving sweeps in 1.5 minutes.

Sept. 6, 1952; Lake Charles AFB, Louisiana. l:3O'a.m. Witnesses: T/Sgt. J.E. Wilson and two enlisted men. One bright star-like light moved about the sky for 2 hours.

Sept. 6, 1952; Tucson, Arizona. 4:55 p.m. Witnesses: ex- Congresswoman Mrs. Isabella King and Bill McClain. One orange teardrop-shaped object whirled on its vertical axis, descended very fast, stopped, retraced its path upwards, while whirling in the opposite direction. 1.5 minutes.

Sept. 7, 1952; San Antonio, Texas. 10:30 p.m. Witnesses: chemist J.W. Gibson and others. One orange object or light (the color of 2,000' F.) exploded into view. Seen for from 3-20 seconds by various observers.

Sept. 9, 1952; Rabat, French Morocco. 9 p.m. Witness: E.J. Colisimo, a civilian illustrator with USAF Intelligence. One disc with lights along part of its circumference, flew twice as fast as a T-33 jet trainer, in a slightly curved path for 5 seconds.

Sept. 12, 1952; Allen, Maryland. 9:30 p.m. Witnesses: Mr. and Mrs. David Kolb, of the Ground Observer

Corps, using binoculars. One white light with a red trim and streamers flew northeast for 35 minutes.

Sept. 13, 1952; Allentown, Pennsylvania. 7:40 p.m. Witness: private pilot W.A. Hobler, flying a Beech Bonanza. One object, shaped like a fat football, flaming orange-red color, descended and then pulled up in front of the witness' airplane. Seen for 2 seconds.

Sept. 14, 1952; Santa Barbara, California. 8:40 p.m. Witness: USAF C-54 transport pilot Tarbutton. One blue-white light travelled straight and level, then went up. Seen for 30 seconds.

Sept. 14, 1952; North Atlantic, between Ireland and Iceland. Witnesses: military persons from several countries aboard ships in the NATO "Operation Mainbrace" exercise. Among the sightings: one blue-green triangle was observed flying 1,500 m.p.h; three objects in a triangular formation gave off white light exhaust at 1,500 m.p.h.

Sept. 14, 1952; White Lake, South Dakota. 7 p.m. Witness: Ground Observer Corps observer L.W. Barnes, using binoculars. One red, cigar-shaped object, with three puffs behind it, flew west, then south, and then was gone. Seen 30-40 minutes.

Sept. 14, 1952; Ciudad Jaurez, Mexico. 11:30 p.m. to 1:20 a.m., Sept. 15. Witnesses: consulting engineer R. J. Portis and three others. Six groups of 12-15 luminous spheres or discs, which flew in formations varying from arcs to inverted-Y's, very fast.

Sept. 14, 1952; Olmstead AFB, Pennsylvania. Time not known. Witness: pilot of Flying Tiger Airlines airplane N67977. One blue light flew very fast on a collision course with the airliner. Note: the summary card attached to the file showed completely different information.

Sept. 16, 1952; Portland, Maine. 6:22 p.m. Witnesses: crew of U.S. Navy P2V Neptune patrol plane, visually and via radar. A group of five lights was seen at the same time a long, thin blip was being tracked on radar. Note: consideration was given to this being USAF KC-97 airplanes involved in a refueling operation. The sighting involved 20 minutes.

Sept. 16, 1952; Warner-Robbins AFB, Georgia. 7:30 p.m. Witnesses: three USAF officers, two civilians. Two white lights flew abreast, at 100 m.p.h., for 15 minutes.

Sept. 17, 1952; Tucson, Arizona. 11:40 a.m. Witnesses: Mr. and Mrs. Ted Hollingsworth. Two groups of three large, flat, shiny objects flew in tight formations: the first group slow, the second faster. Seen for 2 minutes.

Sept. 23, 1952; Gander Lake, Newfoundland, Canada. No time shown. Witnesses: Pepperell AFB operations officer and seven other campers. One bright white light, which reflected on the lake, flew straight and level at 100 m.p.h. for 10 minutes.

Sept. 24, 1952; Charleston, West Virginia. 3:30 p.m. Witnesses: crew of USAF B-29 bomber. A lot of bright, metallic particles or flashes, up to 3' in length, streamed past the B-29 for 15 minutes.

Sept. 26, 1952; 400 miles NNW of Azores Islands. 11:16 p.m. Witnesses: pilot, copilot, engineer and aircraft commander of USAF C-124 transport plane. Two distinct green lights were seen to the right and slightly above the C-124, and at one time seemed to turn toward it. The lights alternated leading each other during more than 1 hour of observation.

Sept. 27, 1952; Inyokern, California. 10 p.m. Witnesses: two couples, using a 5x telescope. One large, round object, which went through the color spectrum every 2 seconds, was seen to fly straight and level for 15 minutes.

Sept. 29, 1952; Rochester, England. 3:55 p.m. Witnesses unknown, but report came via the Rochester Police Dept. Two flat objects hovered for 3 minutes, and then sped away.

Sept. 29, 1952; Southern Pines, North Carolina. 8:15 p.m. Witnesses: U.S. Army Res. lst Lt. C.H. Stevens and two others. One green ellipse with a long tail orbited for 15 minutes.

Sept. 29, 1952; Aurora, Colorado. 3:15 p.m. Witness: USAF T/Sgt. B.R. Hughes. Five or six circular objects, bright white but not shiny, circled in trail formation for 5-6 minutes.

Oct. 1, 1952; Shaw AFB, South Carolina. 6:57 p.m. Witness: USAF lst Lt. T.J. Pointek, pilot of RF-8O reconnaissance jet. One bright white light flew straight, then vertical, then hovered, and then made an abrupt turn during a 23 minute attempted intercept.

Oct. 1, 1952; Pascagoula, Mississippi. 7:40 p.m. Witnesses: Mr. and Mrs. C.C. McLean and one other person. One round, milky-white object, shaped like a powder puff, hovered for 5-10 minutes then flew away very fast in an arc. A loud blast was heard at the start of the 22 minute sighting.

Oct. 7, 1952; Alamagordo, New Mexico. 8:30 p.m. Witness: USAF Lt. Bagnell. One pale blue oval, with its long axis vertical, flew straight and level for 4-5 seconds, covering 30 in that time.

Oct. 10, 1952; Otis AFB, Massachusetts. 6:30 p.m. Witnesses: USAF S/Sgt., two other enlisted men. One blinking white light moved like a pendulum for 20 minutes, and then shot straight up.

Oct. 17, 1952; Taos, New Mexico. 9:15 p.m. Witnesses: Four USAF officers One round, bright blue light moved from north to northeast at an elevation of 45* for 2-3 seconds and then burned out.

Oct. 17, 1952; Killeen, Texas. 10:15 p.m. Witnesses: Ministers Greenwalt and Kluck. Ten lights, or a rectangle of lights, moved more or less straight and level for 5 seconds.

Oct. 17, 1952; Tierra Amarilla, New Mexico. 11 p.m. Witness: one military person (no detail). One white streamer moved at an estimated 3,000 m.p.h. in an arc for 20 seconds. No further details in files.

Oct. 19, 1952; San Antonio, Texas. 1:30 p.m. Witness: one ex-USAF aircrewman Woolsey. Three circular aluminum objects, one of which was olive-drab colored on the side, flew in a rough V-formation. One object flipped slowly, another object stopped, during the 3-4 minute sighting.

Oct. 19. 1952; 500 miles south of Hawaii. 6:58 p.m. Witnesses: crew of USAF C-50 transport plane. One round yellow light, with a red glowing edge, estimated at 100' in diameter, flew at 300-400 kts. (350-450 m.p.h.) for 20 seconds.

Oct. 21, 1952; Knoxville, Tennessee. No time given. Witnesses: persons at airport weather station. Six white lights flew in a loose formation for 1-2 minutes, and made a shallow dive at a weather balloon.

Oct. 24, 1952; Elberton, Alabama. 8:26 p.m. Witnesses: USAF Lt. Rau, Capt. Marcinko, flying a Beech T-ll trainer. One object, shaped like a plate, with a brilliant front and vague trail, flew with its concave surface forward for 5 seconds.

Oct. 29, 1952; Erding Air Depot, West Germany. 7:50 a.m. Witnesses: USAF S/Sgt. Anderson, A/2c Max Handy. One round object, silhouetted against a cloud, flew straight and level and smooth at 400 m.p.h. for 20 seconds.

Oct. 31, 1952; Fayetteville, Georgia. 7:40 p.m. Witness: USAF Lt. James Allen. One orange, blimp-shaped object, 80' long and 20' high, flew at treetop level, crossed over Allen's car (at which time his

radio stopped playing), then climbed out at 45' and tremendous speed at the end of a 1 minute sighting.

Nov. 3, 1952; Laredo AFB, Texas. 66:29 p.m. Witnesses: two control tower operators, including Lemaster. One long, elliptical, white-grey light flew very fast, paused, and then increased speed during a 3-4 second observation.

Nov. 4, 1952; Vineland, New Jersey. 5:40 p.m. Witness: housewife Mrs. Sprague. Two groups of 2-3 whirling discs of light flew toward the southeast over a period of 30 seconds.

Nov. 12, 1952; Los Alamos, New Mexico. 10:23 p.m. Witness: security inspector. Four red-white-green lights flew slowly over a prohibited area for 15 minutes.

Nov. 13, 1952; Opheim, Montana. 2:20 a.m. Witness: radar tracking by USAF 779th AC&W station. An unexplained track was followed for 1 hour, 28 minutes, at 158,000' altitude (30 miles) and a speed of 240 m.p.h. Radar was FPS/3 (PPI).

Nov. 13, 1952; Glasgow, Montana. 2:43 a.m. Witness: U.S. Weather Bureau observer Earl Oksendahl. Five oval-shaped objects, with lights all around them, flew in a V-formation for about 20 seconds. Each object seemed to be changing position vertically by climbing or diving as if to hold formation. Formation came from the northwest, made a 90* overhead, and flew away to the southwest.

Nov. 15, 1952; Wichita, Kansas. 7:02 a.m. Witnesses: USAF Maj. R.L. Wallander, Capt. Belleman, A/3c Phipps. One orange object (a blue streak?) varied in shape, as it made jerky upward sweeps with 10-15 second pauses during a 3-5 minute sighting.

Nov. 24, 1952; Annandale, Virginia. 6:30 p.m. Witness: L.L' Brettner. One round, glowing object flew very fast, made right angle turns and reversed course during a 1 hour sighting.

Nov. 27, 1952; Albuquerque, New Mexico. 12:10 p.m. Witnesses: pilot and crew chief of UAAF B-26 bomber. A series of black smoke bursts (4-3-3-4-3), similar to antiaircraft fire, was seen over a 20 minute period.C. 12:30 a.m. Witnesses: radar

Nov. 30, 1952; Washington, D.C. l operators at Washington National Airport. Radar trackings similar to those of July 26, 1952.

Dec. 8, 1952; Ladd AFB, Alaska. 8:16 p.m. Witnesses: pilot lst Lt. D. Dickman and radar operator lst Lt. T. Davies in USAF F-94 jet interceptor (s/n 49-2522). One white, oval light which changed to red at higher altitude, flew straight and level for 2 minutes, then climbed at phenomenal speed on an erratic flight path. Sighting lasted 10 minutes.

Dec. 9, 1952; Madison, Wisconsin. 5:45 p.m. Witnesses: Capt. Bridges and lst Lt. Johneon in USAF T-33 jet trainer. Four bright lights, in diamond formation, flew at 400 m.p.h. and were passed by the T-33 at 450 m.p.h. during the 10 minute sighting.

Dec. 28, 1952; Marysville, California. Case missing from official files.

Bluebook Part 4

Jan. 1, 1953; Craig, Montana. 8:45 p.m. Witnesses: Warner Anderson and two women. A silver, saucer-shaped object with a red glowing bottom, flew low over a river and then climbed fast in a horizontal attitude. Ten second sighting.

Jan. 8, 1953; Larson AFB, Washington. 7:15 a.m. Witnesses: men from the 82nd Fighter-Interceptor Squadron, including the squadron commander; all were on the ground. One green, disc- shaped or round object flew southwest for 15 minutes, with a vertically bobbing motion and sideways movements, below clouds.

Jan. 10, 1953; Sonoma, California. 3:45 p.m. or 4 p.m. Witnesses: retired Col. Robert McNab, and Mr. Hunter of the Federal Security Agency. One flat object, like a pinhead, made three 360* right turns in 9 seconds, made abrupt 90* turns to the right and left, stopped, accelerated to original speed and finally flew out of sight vertically after 60-75 seconds.

Jan. 17, 1953; near Guatemala City, Guatemala. 3:55 p.m. Witness: geologist/salesman J.J. Sackett. One brilliant green-gold object, shaped like the Goodyear blimp with its length twice its height, flew 400 m.p.h. straight and level, stopped, then went straight up with one stop. Sighting lasted 22 seconds.

Jan. 28, 1953; Pt. Mugu, California. 1 p.m. Witness: R.W. Love, owner of Love Diving Co., engaged in retrieving radio- controlled drones. An 18-20' white, flat disc flew straight and level, overhead, for 6 minutes.

Jan. 28, 1953; Corona, California. 6:05 p.m. Witness: USAF T/Sgt. George Beyer. Five 25' green spheres flew in V-formation, then changed to trail formation at which time the end objects turned red. Sighting lasted 12 minutes.

Jan. 28, 1953; Albany, Georgia. No time given. Witnesses: radar maintenance personnel. Radar tracked one stationary target for 20 minutes. A visual sighting about the same time was explained. No further information in the files.

Feb. 3, 1953; Keflavik, Iceland. 5:25 p.m. Witnesses: radar operators. Four unidentified targets were tracked for 24 minutes. No further data.

Feb. 4, 1953; Yuma, Arizona. 1:50 p.m. Witness: U.S. Weather Bureau observer Stanley Brown, using a theodolite. One white, oblong object was tracked flying straight up, leveling off and being joined by a second, similar, object. The second twice flew away and returned to the first. After 5 minutes, both were lost to sight behind clouds.

Feb. 17, 1953; Port Austin. Michigan. 10:04 p.m. Witnesses: two officers and three airmen of USAF AC&W squadron, visually and by radar. Visual object appeared to larger and brighter than a star and changed color; it was seen to move slowly for 5 minutes until 10:09 p.m. Radar picked up a target at 10:08 p.m. moving in a similar direction for 17 minutes, at similar speed.

Feb. 20, 1953; Pittsburg-Stockton, California. #1 time unknown; #2, 10:30 p.m. Witnesses: USAF B-25 bomber pilots. #1 was a bright yellow light seen for 8 minutes. #2 was a bright light which flew on a collision course, dimmed and climbed away fast.

Feb. 24, 1953; Sherman, Texas. 7:43 p.m. Witnesses: Warrant Officer and Mrs. Alden. Two bright red, round objects with big halos flew in small circles, climbed and faded during a 3-7 second sighting.

Feb. 27, 1953; Shreveport, Louisiana. 11:58 a.m. Witness: USAF airman/private pilot. Five yellow discs made circular turns, fluttered, three of them vanished, the other two flew erratic square turns for a total of 4 minutes.

March 11, 1953; Hackettstown, New Jersey. 4 a.m. Witness: Mrs. Nina Cook, an experienced private pilot and wife of a Pan Am flight engineer. A large light, blinking at 10-15 times per minute, moved up and down along a mountain range.

March 14, 1953; north of Hiroshima, Japan. 11:45 p.m. Witnesses: radar and visual observation by 10 crew members of U.S. Navy P2V-5 patrol plane. Groups of 5-10 colored lights, totaling 90-100, slowly moved aft off the left side of the airplane, as detected visually and by airborne radar for 5 minutes.

March 21, 1953; Elmira, New York. 3:05 p.m. Witness: Ground Observer Corps observation post. Six discs in a group flew high and fast for a few seconds.

March 25, 1953; San Antonio, Texas. 3:05 p.m. Witnesses: USAF Capt. and Mrs. D.E. Cox. Several lights, some of which moved straight, others which made 360^ turns for 1.5 hours.

March 27, 1953; Mt. Taylor, New Mexico. 7:25 p.m. Witness: pilot of USAF F-86 jet fighter at 600 kts. (700 m.p.h.). One bright orange circle flew at 800 kts. (900 m.p.h.), and executed three fast rolls. Pilot chased object for 4 minutes.

March 29, 1953; Spooner, Wisconsin. 3:45 p.m. Witness: L.C. Gillette. One aluminum, circular object flew high and fast, twice reversing its course. Note: Mr. Gillette saw a similar object in 1938. Fifteen second sighting.

April 8, 1953; Fukuoka, Japan. 7:55 p.m. Witness: lst Lt. D.J. Pichon, pilot of USAF F-94B jet interceptor. One bright blue light descended, accelerated, flew parallel to the F-94, increased its speed and blinked out after 45 seconds.

April 15, 1953; Tucson, Arizona. 5:45 p.m. Witness: S/Sgt. V.A. Locey. Three orange lights were seen for: 3 minutes, 30 seconds, and a few seconds.

May 1, 1953; Goose AFB, Labrador, Canada. 11:35 p.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor, and control tower operator. One white light evaded interception attempt by F-94 during 30 minute sighting.

May 27, 1953; San Antonio, Texas. 8:30 p.m. Witnesses: many unidentified civilians, including Jacobson. Nine separate meandering lights were seen during 15 minute sighting.

June 21, 1953; Naha, Okinawa. 7 p.m. Witnesses: Nine Japanese and Okinawan weather observers. One unidentified light moved slowly for 20 minutes. No further data in files.

June 22, 1953; Goose AFB, Labrador, Canada. Z:lO a.m. Witnesses: pilot and radar operator of USAF F-94 jet interceptor. One red light, flying at an estimated 1,000 kts. (1,100 m.p.h.) eluded the chasing F-94 after 5 minutes.

June 24, 1953; Iwo Jima, Bonin Islands. 11:30 p.m. Witnesses: crew of USAF KB-29 aerial tanker plane. Radar tracked an unidentified target which twice approached to within .5 miles of the airplane, and once to within 6 miles, during a 2 minute observation.

June 24, 1953; Simiutak, Greenland. 11:30 a.m. Witness: weather observer A/2c R.A. Hill. One red triangle hovered and rotated for 15 seconds, then climbed for 5 minutes.

Aug. 3, 1953; Amarillo, Texas. 12:04 p.m. Witness: Airport control tower chief C.S. Brown. One round and reflective or translucent object flew straight, stopped for 7 seconds, sped along, stopped again, was joined by a similar object and they flew off in different directions, after a total of 56 minutes.

Aug. 20, 1953; near Castle AFB, California. 9:05 p.m. Witnesses: crew of TB-29 bomber/trainer plane. One grayish oval object made four passes at the airplane (three times at 10-20 miles distance), then

dived vertically as if two objects.

Aug. 27, 1953; Greenville, Mississippi. 9:45 p.m. Witnesses: USAF pilot, M/Sgt., others, all on the ground. One meandering light was observed for 50 minutes. No further details in file.

Sept. 2, 1953; Sidi Slimane AFB, French Morocco. 9:14 p.m. Witnesses: Lt. Col. William Moore and lst Lt. J.H. McInnis, Dec. 24, 1953; El Cajon, California. 8:04 a.m. Witnesses: U.S. Navy Lts. J.B. Howard and L.D. Linhard, flying F9F-2 jet fighters. Ten silver, oval objects flew at more than 400 kts. (450 m.p.h.), straight and level, for 5 minutes.

Dec. 28, 1953; Marysville, California. 11:55 a.m. Witness: Yuba County Airport Manager Dick Brandt. One saucer, with a brilliant blue light, reflecting on a nearby building, hovered briefly during the 1.5 minute observation.

Jan. 28, 1954; Rangeley, Maine. 110-10:15 a.m. Witness: Wilhelm Reich. Two bright lights moved into valley, and were seen against the mountain background, for 15 minutes.

Feb. 26, 1954; Newburyport, Massachusetts. 2:30 p.m. Witnesses: architect R.M. Pierce, marine engineer George Avery and one other person. One silver disc, with a white trail, made a loud roar for 30-60 seconds.

March 2, 1954; vicinity of Harrisburg, Pennsylvania. 10 p.m. Witness: research engineer R.C. Swengel. Three objects, each with two lights, flew straight and level at medium speed for an unknown length of time.

March 5, 1954; Nouasseur, French Morocco. 8 p.m. Witnesses: crews of USAF KC-97 aerial tanker planes. One object or light made passes at KC-97s, the other flew straight and level. Sighting duration unknown.

March 12, 1954; Nouasseur, French Morocco. 9:35 a.m. Witness: USAF lst Lt. Robert Johnson, flying an F-86 jet fighter. He chased an object at more than 530 m.p.h. for 30 seconds, but was unable to catch it. It appeared to be the size of a fighter plane but had neither tanks nor trails.

April 8, 1954; Chicago, Illinois. 4:30 p.m. Witness: Lelah Stoker. One white round-topped disc, with a humanoid suspended beneath it, skimmed over the water, landed, and an occupant in a green suit walked around. It then took off very, very fast. Sighting lasted 30 minutes.

April 23, 1954; Pittsfield, Maine. 9:30 a.m. Witnesses: Mr. and Mrs. F.E. Robinson. One silver dollar-shaped object with a dome and a flashing light made a sound like a swarm of bees. It hovered and tilted, flew horizontally, then rose vertically without tilting. Stones underneath it moved. Four minute sighting.

April 24, 1954; Hartland, Maine. 6:10 p.m. Witness: D. Robinson. One large, silver, oblong object with a dome and a flashing light flew straight and level and then straight up. Total of 15 minutes under observation.

April 26, 1954; Athens, Georgia. 7:35 p.m. Witnesses: C. Cartey, Mr. and Mrs. H. Hopkins and their daughter. Fifteen to twenty yellow objects in a V-formation, flew from south to north for 10 seconds.

May 10, 1954; Elsinore, California. 12:40 p.m. Witness: U.S. Marine Corps Squadron Leader D.R. Higgin, flying an F3D-2 jet fighter. One dark gunmetal delta-shaped object, 22' long and 10' wide, with a fin on the top, descended at a 25-30' angle under the lead airplane of a formation, and over the airplane of Higgin. Sighting lasted a few seconds.

May 11, 1954; Washington, D.C. 10:45 p.m. Witnesses: three USAF.air policemen at Washington National Airport. Two bright lights were seen on three occasions to fly straight and level, make 90* turns and fade. Each sighting lasted about 45 seconds.

May 22, 1954; LaPorte, Indiana. 9:15 p.m. Witnesses: highway engineer R.W. Dring, engineer Geert Tibma. One bright light made a shallow climb for 45 seconds.

May 31, 1954; Concord, New Hampshire. 10:15 a.m. Witness: Mrs. L.K. Stevens. One very white, elongated object flew very, very fast, and then blinked out after 8-10 seconds.

June 1, 1954; from 400 miles south to Minneapolis, Minnesota. 9 p.m. Witnesses: crew of USAF B-47 jet bomber at 34,000' altitude. One object with running lights flew at 24-44,000' altitude for 1 hour.

June 8, 1954; Texarkana, Texas. 1 a.m. or 2:30 a.m. (file not clear). Witness: L.T. Prewitt, employee of Red River Arsenal. One golden yellow light flew over his house, making a "shhh" or buzzing sound for 2 minutes. 9:09 p.m. Witness: USAF pilot

June 10, 1954; Estacado, Texas. 9:09 p.m. Witness: USAF pilot Capt. Bill McDonald, in flight. One white light descended at 45^ from great altitude, passed under his aircraft, made two 360' turns and went out after 30 seconds.

June 22, 1954; Miami Beach, Florida. 9 p.m. Witnesses: U.S. Marine Corps Maj. E. Buchser and Maj. J.V. Wilkins. One meteor- like object descended, stopped, and became extremely bright. Sighting lasted 7 minutes.

June 24, 1954; Danvers, Massachusetts. 12:45 p.m. Witness: R.B. Tomer, director of commercial engineering for CBS-Hytron. One white, elliptical-shaped object covered 45^ of sky in 30 seconds.

June 25, 1954; Indian Lake, Ohio. 5:05 p.m. Witnesses: experienced private pilot John Mark, flying Navion light plane; radar at Dayton, Ohio airport, tracked very fast target at same location. One silver or aluminum round object with a flat bottom, raised front edge, inverted cone on top, and a diameter of about 60'. Flew horizontally, hovered, made a high-G pull up and then a steep climb into an overcast. Sighting lasted 3-5 minutes.

July 18, ; Normandy, Missouri. 8:40 p.m. Witness: A.T. Chamblin. One greenish-white disc was seen for 30 minutes.

July 25, 1954; Middle Sister Island, on U.S.-Canadian border in western Lake Erie. 7:12 p.m. Witness: attorney L.B. Tussing. One black cylinder, 12 times long as wide, moved fast along the surface of the lake.

July 30, 1954; Los Angeles, California. 10:15 a.m. Witness: Hughes Aircraft test pilots Englert and Peterson, flying a B-25 bomber. One metallic, pencil-shaped object flew slowly or hovered for an unstated length of time.

Aug. 2, 1954; Westlake, Ohio. 5:17 p.m. Witness: ex-AAF B-17 gunner (19 missions) N.E. Schroeder. One thin, bright ellipse, like polished metal, hovered for 5-8 seconds, dropped down 3,000' in 3 seconds, hovered again and faded out after a total of 20 seconds in view.

Aug' 6, 1954; San Antonio, Texas. 6 p.m. Witness: mechanical engineer L.H. Hormer. One intensely white elliptical light changed to yellow, then orange, then pink, four or five times while flying straight and level for 5 minutes.

Aug. 11, 1954; Yoron Jima, near Okinawa. 8:55 p.m. Witness: P.L. Percharde, electrical engineer and assistant manager of Moeller Shipwrecker Co., of Okinawa. A line of blue lights, underneath. a blue circle with a black center. Flew over ship and climbed, illuminating and agitating the clouds.

Aug. 15, 1954; San Marcos, Texas. 10:20 p.m. Witnesses: USAF Maj. W.J. Davis, Capt. R.D. Sauers, flying a C-47 transport plane. One dark blue oblong object paced the C-47, veered away, then crossed in front of it. Five minute sighting.

Aug. 24, 1954; Egilstadir, Iceland. 8:30 p.m. Witness: one unnamed farmer. A cylinder, 2-2.5' long, 4-5' in diameter, made a loud whizzing sound, flew straight and level fast, then slow, then fell into sandbar.

Aug. 26, 1954; Danville, Virginia. 6:15 a.m. Witness: Rev. W.L. Shelton. Two domed ellipses, 20' long, 8' thick, 10' at ends; glowing silver or orange. Hovered, then climbed side-by- side while getting brighter. Observed for 2 minutes.

Aug. 27, 1954; Dorchester, Massachusetts. 1 p.m. Witness: E.A. Srazdes. Seven large, white, teardrop-shaped objects turned blue. Flew in line formation and increased speed during the 2 minute sighting.

Aug. 29, 1954; Prince Christian, Greenland. 11:05 a.m. Witnesses: lst Officer H.G. Gardner, engineer J.V.D. Whitisy, flying Royal Dutch Airlines DC-4 (PH-DBZ). Three or four dark, lens-shaped objects veered north and changed position in formation during the 10 minute sighting.

Sept. 4, 1954; Butler, Missouri. 3 a.m. Witness: J. Faltemeier, CAA communications specialist. Twenty-thirty lights, as if on a string, flew straight and level for 1.5 minutes.

Sept. 5, 1954; Butler, Missouri. 12:23 a.m. Witness: J. Faltemeier, CAA communications specialist. One silver or white object with a slightly swept-back leading edge and a following exhaust, flew straight and level, then veered southwest to south after 30 seconds.

Sept. 18, 1954; Kimpo Air Base, Japan. 5:55 a.m. Witnesses: two control tower operators, a weather forecaster and a weather observer. One round object, like polished aluminum, flew straight and level for 11-13 minutes.

Sept. 21, 1954; Barstow, California. 1 a.m. Witnesses: two local policemen, four U.S. Marine Corps police, one highway patrolman. One red-orange ball giving off sparks, and a smaller light, made a zigzag descent and then hovered. Total of 20 minutes.

Sept. 21, 1954; Santa Maria, Azores Islands. 9:45 p.m. Witness: airport guard. One 10'x5' light metallic blue, pecan-shaped object with a clear glass or plastic nose having a door, and with poles or aerials on the nose. Humming or whining, it hovered, landed vertically, 50' away. A blond man, 5' 10" tall appeared, spoke in a strange language, patted the guard on the shoulder, got in the object, hooked up his harness, pushed a button, took off with the object's nose pointed up, then leveled off and climbed vertically. Sighting lasted 2-3 minutes.

Sept. 22, 1954; Marshfield, Missouri. 9 a.m. Witnesses: private pilot J.N. Williams, E.J. Ash. A thin, translucent tan asymmetrical boomerang-shaped object revolved, then tumbled down behind some trees. Marks were found in the dirt. Sighting lasted 15 minutes.

Sept. 23, 1954; Gatlinburg, Tennessee. 9:45 a.m. Witness: Dave Owenby. Two bright silver, wheel-shaped objects flew from north to south in trail for 2 minutes.

Oct. 13, 1954; Nouasseur, French Morocco. 10:05 a.m. Witness: weather observer, following a balloon with his theodolite. One round, flat, silver object flew straight and level for 30 seconds.

Oct. 15, 16 and 17, 1954; Kingfisher, Oklahoma. 8:45 p.m. Fifty objects with illuminated bottoms were seen flying in a V-formation, very fast, on successive nights. Only data is on summary card.

Oct. 28, 1954; Miho Air Base, Japan. 5:32 p.m. Witnesses: USAF pilots Lt. Col. O.C. Cook and Lt. J.W. Brown, on ground using 7x50 binoculars. One brilliant white, round-oval object climbed in front of clouds, brightened, turned 90 to the north. Seen for 45 seconds.

Oct. 29, 1954; Terciera Islands, Azores. 9 p.m. Witnesses: four Portuguese nationals. One object, shaped like a stovepipe with a center bulge and short wings (10' long, 3' in diameter, 3' wings) having concave wingtips, and grey colored. Made a gargling sound when hovering, then disappeared in the glare of airplane landing lights. Sighting lasted 4-5 minutes.

Nov. 15, 1954; Augusta, Maine. 44 p.m. Witness: N. Gallant, manager of radio station WFAV. Ten gold, circular objects flew in vertical V-formation, straight and level for 3 minutes.

Nov. 19, 1954; Corvallis, Oregon. 4:15 p.m. Witness: P.J. Gunn, assistant professor of art at Oregon State University and ex-U.S. Navy aviation cadet. One bright white light hovered 8.5-9 minutes, then crossed 20 of sky in 3-3.5 minutes.

Nov. 28, 1954; Manilla, Phillipine Islands. 10:50 a.m. Witness: one anonymous medical doctor. One flat-bottomed, domed object (65-70' across, 18-20' high), bright orange with yellow discs attached and an exhaust trail. Flew north, stopped, reversed its course during 4 minute sighting.

Dec. 3, 1954; Gulfport, Mississippi 12:12 p.m. Witnesses: Mr. and Mrs. S.P. Mellen. One translucent grey, round, flat object rotated on its vertical axis at high r.p.m. for 30 seconds.

Dec. 7, 1954; Cape Province, South Africa. 1:15 p.m. Witness: weather officer, using a theodolite. One white, semi-circular, flat object with a dome flew from west to east, then turned north. Sighting lasted 7 minutes.

Jan, 1, 1955; Cochise, New Mexico. 6:44 a.m. Witnesses: instructor and student pilot in USAF B-25 bomber/trainer. A metallic disc, shaped like two pie pans face-to-face, and 120- 130' in diameter, paced the B-25, showing both its edge and its face, for 5-7 minutes. Only item in case file was summary form.

Jan. 26, 1955; Lakeland, Florida. 6:15 p.m. Witness: J.M. Holland. A black smoke trail made a circle. There was an explosion and some objects fell. No further information in file.

Feb.l, 1955; 20 miles east of Cochise, New Mexico. 7:55 p.m. Witnesses: Instructor Capt. D.F. Ritzdorf, aviation cadet F.W. Miller in TB-25 bomber/trainer. One red and white ball hovered off the left wing of the TB-25 for 5 minutes, then made a very fast climb. Total time of sighting was 8 minutes.

Feb. 2, 1955; Miramar Naval Air Station, California. 11:50 a.m. Witness: USN Cmdr. J.L. Ingersoll. One highly polished sphere, with reddish-brown coloring, fell, then instantly accelerated to 1,000-1,500 m.p.h.

Feb. 10, 1955; Bethesda, Maryland. 10:03 p.m. Witness: E.J. Stein, model maker at U.S. Navy ship design facility. One object, shaped like a small portion of the bottom of the Moon, with a radiant yellow color, hovered for 30 seconds. Its bottom changed to a funnel shape. Total sighting lasted 1.5-2 minutes.

April 30, 1955; Travis County, Texas. 7:30 a.m. Witness USAF Wing Intelligence Officer Maj. L..J. Pagozalski. Four black objects in a cluster made a whooshing sound like a zephyr. Sighting lasted 2-3 seconds.

May 4, 1955; Keflavik, Iceland. 12:38 p.m. Witnesses: Lt. Col. E.J. Stealy, lst Lt. J.W. Burt. About 10 round, white objects, one of which left a brief smoke trail, flew in an irregular formation, some of them making erratic movements during the 5-8 second sighting.

May 23, 1955; Cheyenne, Wyoming. Midnight. Witnesses: USAF Airman/Basic I.J. Shapiro and E.C. Ingber. During a 5 minute period, two slender, vertical rectangles were seen low on the horizon, and two ovals with tops (dark, with dark blue illumination) flew higher.

July 29, 1955; Columbus, Nebraska. 10:45 p.m. Witness: Morrice Raymond. Four orange flashing lights and one whIte flashing light moved up and down like yo-yos for 5-6 minutes.

Aug. 11, 1955; Iceland. 11:45 a.m. Witness: 2nd Lt. E.J. Marlow. Twelve grey objects, from cigar to egg-shaped, varied their formation from elliptical to wavy line to scattered to straight line to trail formation. Speed varied from hover to 1,000 m.p.h. Sighting lasted 3-4 minutes.

Bluebook Part 5

Aug. 23, 1955; Arlington, Virginia. 10:45 a.m. Witness: G.M. Park, using a 400x telescope. Several orange lights moved singly or in groups, circling and stopping during 30 minute sighting.

Sept. 3, 1955; Bellingham, Washington. Witness: observer Saunders for Ground Observer Corps. One white pinhead moved slowly across 30^ of sky in 15 minutes. No further information.

Sept. 7, 1955; Washington, D.C. Witnesses: two photographers, one plate maker for the Army Map Service (one named Smith). One glowing round object flew an arc for 1 minute.

Sept. 9, 1955; near Alcoa, Tennessee. 12 noon. Witness: M.N. Dawkins, using binoculars. One brown, almost square object flew with a circular motion for 10-15 minutes.

Oct. 8, 1955; Loogootee, Indiana. 4:38 p.m. Witnesses: R.D. Prather, H. Ahern. One round, silver or white object flew straight and level at more than 1,000 m.p.h. for an unstated length of time.

Oct. 11, 1955; Pt. Lookout, Maryland. 4 p.m. Witnesses: B. Hale, A. Ostrom. One round object which looked white in the daylight and turned red with sparks toward the end of the 2.5 hour sighting, made a deep roar, unlike an aircraft.

Nov. 17, 1955; St. Louis, Missouri. 6:10 a.m. Witness: J.A. Mapes. Twelve round, flat objects, silver on top and dark on the bottom, flew in 4-deep formation, tipping in pitch and roll, for 45 seconds.

Nov. 20, 1955; Lake City, Tennessee. 5:20 p.m. Witnesses: Operations Officer Capt. B.G. Denkler and five men of the USAF 663rd AC&W Sqdn. Two oblong, bright orange, semi-transparent objects flew at terrific speed and erratically, toward and away from each other. Observed by various persons form 4 to 15 minutes.

Nov. 25, 1955; La Veta, Colorado. 10:30 a.m. Witness: State Senator S.T. Taylor. One dirigible-shaped object (fat front, tapered toward the tail) object, which was luminous green-blue and jellylike, appeared overhead diving at a 45' angle, then reduced angle to 30'. Object seen for 5 seconds.

Dec. 21, 1955; Caribou, Maine. 111 p.m. Witness: Roberta V. Jacobs. One round, very bright gold, domed disc made a short climb, rotated, hovered and then accelerated during the 6-8 minute sighting.

Feb. 12, 1956; Goose Bay, Labrador, Canada. 11:25 p.m. Witnesses: F-89 pilot Bowen, radar observer

Crawford. One green and red object rapidly circled the aircraft while being tracked on radar during 1 minute sighting. No further details.

Feb, 19, 1956; Houston, Texas. 6:07 a.m. Witnesses: crew of Eastern Airlines Super Constellation. One intense white light, moving 4-5 times the speed of the airplane, was evaded by the pilot.

April 4, 1956; McKinney, Texas. 3:15 p.m. Witnesses: Capt. Roy Hall, U.S. Army, ret.; Charles Anderson and others; some observed through a 6" telescope, others through a 55-200x telescope. One fat, oblong object with two lines around its middle, remained stationary for 6 hours.

June 6, 1956; Banning, California. 5:30 a.m. Witness: Mr. Bierman. One thin disc with a small dome, shimmering silver, hovered about 100 yards away for 8-10 seconds, then zoomed up.

Aug. 8, 1956; 20 miles south of Quartsite, Arizona. 11 p.m. Witnesses: attorneys W.B. Buttermore and J.W. Smith. One blue-white pulsating light flew fast, straight and level, for 5-7 minutes.

Aug. 27, 1956; Juniata, Pennsylvania. 9:55 p.m. Witness: Mrs. R.S. Pope. One bright disc with a clear dome flew vertically, then north. A very cold breeze seemed to have been originated by the object during the 3 minute sighting.

Sept. 4, 1956; Dallas, Texas. 9 p.m. Witnesses: U.S. Marine Corps T/Sgt. R.D. Rogers and family. One large star, changing to red color, remained stationary for 20 minutes, then went west at 200 kts. (230 m.p.h.). Sighting lasted 23 minutes.

Sept. 14, 1956; Highland, North Carolina. 1 a.m. Witness: Scaly, N. Car. policeman O.S. Gryman. Fourteen yellow-to-red round objects with tremendous exhaust, flew in a Vague formation from southwest to east to northeast and back again, while swooping up and down. Sighting lasted 1.5 hours.

Nov. 1, 1956; 60 miles east of St. Louis, Missouri, in Illinois. 5:30 p.m. Witness: USAF Capt. W..M. Lyons, Intelligence Division Chief (Aerial Weather Reconnaissance Officer), flying a T-33 jet trainer. One orange light with a blue tinge, flew across the sky for 2 minutes.

Nov. 30, 1956; Charleston AFB, South Carolina. 12:48 p.m. Witness: USAF aerial navigator Maj. D.D. Grimes. One unspecified object flew at an estimated 100' altitude over water for 10 minutes. No further details.

Dec. 31, 1956; Guam. 2:10 a.m. Witness: USAF lst Lt. Ted Brunson, flying an F-86D jet interceptor. One round, white object flew under the F-86D, which was unable to turn as sharply as the object.

April 25, 1957; Ringgold, Louisiana. Military witness Robertson. Case missing from official files.

June 12, ; Milan, Italy. 7:30 p.m. Witness: G.U. Donadio, translator for export-import firm. One object "big as a hen's egg" flew very fast, zigzagged, hovered and revolved, then shot up after 17 minutes.

July 27 or 29, 1957; Longmont, Colorado. Early morning. Witness: J.L. Siverly. One thick disc, ice blue, with a top like honeycomb (interconnected hexagons), hovered and rocked below the hill tops for 10 minutes. Middle band was scalloped, bottom had four kidney-shaped forms.

July 29, 1957; Cleveland, Ohio. 10:31 p.m. Witnesses: Capital Airlines Capt. R.L. Stimley, First Officer F.J. Downing. One large, round, yellow-white object dimmed once, crossed the bow of the airliner, which then gave chase but was unable to catch it. Sighting last 8 minutes.

July 29, 1957; Oldsmar, Florida. 11:45 a.m. Witness: E.E. Henkins. One pale yellow fireball glided into

the water and exploded. Viewed for 1 minute.

Sept. 20, 1957; Kadena AFB, Okinawa. 8 p.m. Witnesses: S/Sgt. H.T. O'Connor, S/Sgt. H.D. Bridgeman. One object, shaped like a coke bottle without the neck, translucent and fluorescent. Made four 5-10 second passes from north to south, with 4-5 minutes between passes.

Oct. 8, 1957; Seattle, Washington. 9:17 a.m. Witnesses: two U.S. Army sergeants. Two flat, round, white objects flew in trail formation along an irregular path, frequently banking during 25-30 seconds.

Nov. 6, 1957; Radium Springs, New Mexico. 10:50 p.m. Witnesses: one Las Cruces policeman, one Dona Ana County Deputy Sheriff. One round object--changing from red to green to blue to white-- rose vertically from a mountain top. Sighting lasted 10 minutes.

Nov. 8, 1957; Merrick, Long Island, New York. l0:10 a.m. Witness: Mrs. L. Dinner. One bar-shaped object, 3.5' long, giving off blue flashes, made a swishing sound. No further data.

Nov. 26, 1957; Robins AFB, Georgia. 10:07 a.m. Witnesses: three control tower operators, one weather observer and four others. One silver, cigar-shaped object suddenly vanished after 8 minutes.

Nov. 30, 1957; New Orleans, Louisiana. 2:11 p.m. Witnesses: three U.S. Coast Guardsmen. One round object turned white, then gold, then separated into three parts and turned red. Sighting lasted 20 minutes.

Dec. 13, 1957; Col Anahuac, Mexico. 9:35 a.m. Witness: R.C. Cano. Fourteen-fifteen circular, tapered discs, very bright, flew in a formation like a stack of coins, then changed to an inverted-V formation. Sighting lasted 20 minutes.

Dec. 17, 1957; near Grand Junction, Colorado. 7:20 p.m. Witness: F.G. Hickman, 17. One round object changed from yellow to white to green to red; red tail was twice as long as the body. It stopped, started, backed up for 45 minutes.

March 14, 1958; Healdsburg, California. 8:45 a.m. Witnesses: Mr. and Mrs. W.F. Cummings and one other. A 3' round, black object touched the ground and then took off. Watched for 2 minutes.

April 14, 1958; Lynchburg, Virginia. 1 p.m. Witness: USAF Maj. D.G. Tilley, flying C-47 transport. One grey-black rectangular object rotated very slowly on its horizontal axis for 4 seconds.

May 9, 1958; Bohol Island, Philippine Islands. 11:05 a.m. Witness: Philippine Airlines pilot. One object with a shiny, metallic surface was falling and spinning for 1.5 minutes.

June 14, 1958; Pueblo, Colorado. 10:46 a.m. Witness: airport weather observer O.R. Foster, using a theodolite. An object shaped like Saturn, less the bottom part; silver with no metallic luster, flew overhead for 5 minutes.

June 20 ,1958; Ft. Bragg, North Carolina. 11:05 p.m. Witness: Battalion Communication Chief SFC A. Parsley. One silver, circular object, its lower portion seen through a green haze, hovered, then oscillated slightly, then moved at great speed. Watched for 10 minutes.

Aug. 17, 1958; Warren, Michigan. 7:05 p.m. Witness: A.D. Chisholm. One extremely bright object shaped first like a bell, then like a saucer, hovered for 5 minutes, flipped over and sped away to the west-south-west. Sighting lasted 6-10 minutes.

Sept. 1, 1958; Wheelus AFB, Libya. 12:15 a.m. Witness: Philco technical representative A.M. Slaton.

One round, blue-white object flew at varying speeds. First sighting lasted 2 minutes, second lasted 1.5 minutes.

Oct. 2, 1958; Stroudsburg, Pennsylvania. 2:30 p.m. Witness: naturalist Ivan Sanderson. One dull-grey object, shaped like a pickle with a flat bottom, flew erratically and made loops for 15 seconds.

Oct. 27, 1958; Lock Raven Dam, Maryland. 10:30 p.m. Witnesses: Phillip Small, Alvin Cohen. One large, flat egg-shaped object affected a car's electrical system and caused a burning sensation on one of its occupants. Sighting lasted 1 minute.

Nov. 3, 1958; Minot, North Dakota. 2:01 p.m. Witness: M/Sgt. William R. Butler, medic. One bright green object, shaped like a 10 cent piece, and one smaller, silver round object. First object exploded, then second object moved toward the location of the first at high speed. Sighting lasted 1 minute.

March 26 or 27, 1959; Corsica, Pennsylvania. 12:45 p.m. Witness: T.E. Clark. One dark red, barrel-shaped object, 20' long, 6-7' high, descended below some trees during the 3 minute sighting.

June 18, 1959; Edmonton, Alberta, Canada. 9:30 p.m. Witnesses: A. Cavelli and R. Blessin, using 7x binoculars. One brown, cigar-shaped object came from below the horizon (close to the witnesses) ascending to 40-50^ above the horizon in 4 minutes.

June 30, 1959; Patuxent River NAS, Maryland. 8:23 p.m. Witness: USN Cdr. D. Connolly. One gold, oblate-shaped object, nine times as wide as it was thick, metallic and with sharp edges, flew straight and level for 20-30 seconds.

July 25, 1959; Irondequoit, New York. 1 p.m. Witness: technical illustrator W.D. Neva. One thin, crescent moon-shaped object with a small white dome in the center, flew at tremendous speed for 5-10 seconds.

Aug. 10, 1959; Goose AFB, Labrador, Canada. 1:28 a.m. Witness: Royal Canadian Air Force pilot Flt. Lt. M.S. Mowat, on ground. One large star-like light crossed 53* of sky in 25 minutes.

Sept. 13, 1959; Gills Rock, Wisconsin. 1:05 a.m. Witness: R.H. Daubner. One round yellow light, with eight blue lights within it, and then five larger red lights, flew very fast vertically while making a pulsating jet noise. Sighting lasted 10 minutes.

Sept. 13, 1959; Bunker Hill AFB, Indiana. 4 p.m. Witnesses: at least two control tower operators and the pilot of a Mooney private airplane. One pear-shaped object, colored white, cream, and metallic, with a trail under it. Object showed little movement during 3 hours. Attempted intercept by USAF T-33 jet trainer failed.

Oct. (3rd or 4th week), 1959; Telephone Ridge, Oregon. 9:15 p.m. Witness: department store manager C.A. Cissman. One bright light approached, hovered about 30 minutes, and then was up and gone in 2 seconds.

Oct. 4, 1959; Quezon, Philippine Islands. 9:25 p.m. Witnesses: USN Lt. C.H. Pogson, CPO K.J. Moore. One large round or oval object, changing from red to red-orange, flew straight and level for 15 minutes.

Oct. 6, 1959; Lincoln, Nebraska. 8:15 p.m. Witnesses: Lt. Col. L. Liggett (Selective Service) and wife. One round, white-yellow light made several abrupt turns and flew very fast for 2 minutes.

Oct. 19. 1959; P]ainvjlle! Kansas. 9:25 p.m. Witness: Capt. F.A. Henney, engineering instructor at USAF Academy, flying a T-33 jet trainer. One bright yellowish light came head-on at the T-33, the pilot avoided it and the light dimmed. Sighting lasted 30 seconds.

Nov. 18, 1959; Crystal Springs, Mississippi. 6:25 p.m. Witness: J.M. Porter. A row of red lights flew slow, then speeded up immensely. Sighting lasted 5-6 minutes.

Feb. 27, 1960; Rome AFB, New York. 6:27 p.m. Witnesses: control tower officer Capt. J. Huey and four other tower operators. One light trailing a white fan shape, made a mild descent for 3-4 minutes. 5:55 p.m. Witness: Charles

March 4, 1960; Dubuque, Iowa. 5:5 Morris. Three elliptical-shaped objects made a slight climb for 4 minutes. Film exposed during sighting showed no images of the objects.

March 23, 1960; Indianapolis, Indiana. 3:35 a.m. Witnesses: Mr. and Mrs. E.I. Larsen. A series of balls, arranged like an "X" with one diagonal line, seen for 3/4 of a minute. Note: little data on the case in the files.

April 12, 1960; LaCamp, Louisiana. 9 p.m. Witness: Monroe Arnold. One fiery-red disc exploded four or five times. Analysis of paint samples from explosion proved inconclusive. Sighting lasted 2-3 seconds.

April 17, 1960; Richards-Gebauer AFB, Missouri. 8:29 p.m. Witnesses: USAF Maj. J.G. Ford and Link representative A. Chapdelaine, using a 48x telescope. One reddish glow made an odd orbit for 2.5 minutes.

April 25, 1960; Shelby, Montana. 7-10 p.m. Witness: Mrs. M. Clark. Five circular objects flew in trail formation, hovered and accelerated and made sharp turns. Case file includes other reports from Mrs. Clark for previous 3 years.

July 19, 1960; St. Louis, Missouri. 8:30 p.m. Witness: T.L. Ochs. One round, bright red light flew overhead, stopped and hovered, and then backed up. Sighting lasted 20 minutes. Note: Ochs reported similar sightings on three following nights.

Aug. 23, 1960; Wichita, Kansas. 3::24 a.m. Witness: Boeing aeronautical engineer C.A. Komiske. One round object with yellow lights coming from what looked like three triangular windows at bottom. Object was dull orange. Flew in an arc for 2 minutes.

Aug. 29, 1960; Crete, Illinois. 4:05 p.m. Witness: farmer Ed Schneeweis. One shiny, round, silver object flew straight up very fast for 18 seconds.

Sept. 10, 1960; Ridgecrest, California. 9:50 p.m. Witnesses: Mr. and Mrs. M.G. Evans. Two light gray glowing objects, saucer or boomerang-shaped, which swished when accelerating. Seen 1-2 seconds each.

Oct. 5, 1960; Mt. Kisko, New York. 7:37 p.m. Witness: E.G. Crossland. One bright, star-like light moved across 120^ of sky in 20 seconds.

Nov. 27, 1960; Chula Vista, California. 7:30 p.m. Witnesses: Mr. and Mrs. L.M. Hart. One orange-red point of light made huge circles and stopped during the 20-30 minute sighting.

Nov. 29, 1960; south of Kyushu, Japan. 6:38 p.m. Witnesses: USAF Lt. Col. R.L. Blwlin (sp?) and Maj. F.B. Brown, flying a T-33 jet trainer. One white light 8lowed and paralleled the course of the T-33 for 10 minutes.

Feb, 27, 1961; Bark River, Michigan. 10:15 p.m. Witness: Mrs. LaPalm. One fiery-red, round object, preceded by light rays, slowed and descended, while her dog howled. Sighting lasted 10 minutes.

Spring, 1961; Kemah, Texas. Case missing from official files.

April 24, 1961; 200 miles SW of San Francisco, California (35' 50' N., 125' 40 W.). 3:34 a.m. Witnesses: aircraft commander Capt. H.J. Savoy and navigator lst Lt. M.W. Rand, on USAF RC-l2lD patrol plane. One reddish-white, round object or light, similar to satellite. Observed for 8 minutes.

May 22, 1961; Tyndall AFB, Florida. 4:30 p.m. Witnesses: Mrs. A.J. Jones and Mrs. R.F. Davis. One big silver dollar disc hovered and revolved, then suddenly disappeared after 15 minutes.

June 2, 1961; Miyako Jima, Japan. 10:17 P.m. Witnesses: lst Lt. R.N. Monahan and Hazeltine Electric Co. technical representative D.W. Mattison. One blue-white light flew erratic course at varying speed, in an arc-like path for 5 minutes.

July 7, 1961; Copemish, Michigan. 11 p.m. Witness: waitress Nannette Hilley. One large ball flew slow, split into four after 45 minutes. Four flew close formation, descended and flew away to the west. Total sighting lasted 1 hour.

July ll, 1961; Springfield, Ohio. 7:45 p.m. Witnesses: ex-air navigator G. Scott, Mrs. Scott, and neighbors. One round, bright light like shiny aluminum, passed overhead in 20 minutes.

July 20, 1961; Houston, Texas. 88 a.m. Witnesses: Trans-Texas Airlines Capt. A.V. Beather, flying DC-3, plus vague report from ground radar. Two very bright white light or objects flew in trail formation for 30 minutes.

Aug. 12, 1961; Kansas City, Kansas. 9 p.m. Witnesses: college seniors J.B. Furkenhoff and Tom Phipps. One very large oval object with a fin extending from one edge to the center; like a sled with lighted car running boards. Hovered at 50' altitude for 3-5 minutes, then flew straight up and east.

Nov. 21, 1961; Oldtown, Florida. 7:30 p.m. Witnesses: C. Locklear and Helen Hatch. One round, red-orange object flew straight up and faded after 3-4 minutes.

Nov. 23, 1961; Sioux City, Iowa. 9:30 p.m. Witness: F. Braunger. One bright red star flew straight and level for 15 minutes.

Dec. 13, 1961; Washington, D.C. 5:05 p.m. Witnesses: C.F. Muncy, ex-U.S. Navy pilot W.J. Myers, and G. Weber. One dark diamond-shaped object with a bright tip flew straight and level for 1-3 minutes.

Feb. 25, 1962; Kotzbue, Alaska. 7:20 p.m. Witnesses: one U.S. Army private, six anonymous civilians. One red light, trailed 30 seconds later by a blue light. Sighting lasted 5 minutes.

March l, 1962; Salem, New York. 10:35 p.m. Witness: Mrs. L. Doxsey, 66. One gold-colored box, 12-14"x3-4", flew straight and level across the horizon for 3-4 minutes. .

March 26, 1962; Ramstein Air Base, West Germany. 1:35 p.m. Witness: USAF Capt. J.M. Lowery, from an unspecified aircraft. One thin, cylindrical object--l/3 snout, 2/3 tail fins--flew at an estimated Mach 2.7 (2,000 m.p.h.) for 5-8 seconds.

March 26, 1962; Naperville, Illinois. 11:40 p.m. Witnesses: Mrs. D. Wheeler, Claudine Milligan. Six or eight red balls, arranged in a rectangular formation, became two objects with lights by the end of the 15 minute sighting.

March 26, 1962; Westfield, Massachusette. 10:45 p.m. Witnesses: many unidentified young people. One large red ball flew or fell down, then went back up during 3-10 minute sighting. Note: May 26?

April 4, 1962; Wurtland, Kentucky. 0150Z. Witnesses: G.R. Wells and J. Lewis, using 117x telescope. One small object changing brightness, gave off smoke but remained stationary like a comet for 6 minutes. Case missing from official files.

June 21, 1962; Indianapolis, Indiana. 4 a.m. Witnesses: Lt. Col. H. King and tail gunner M/Sgt. Roberts, aboard a B-52 heavy jet bomber. Three bright, star-like lights: one seen; 10 seconds later, two more were seen. Total sighting took 3 minutes.

June 30, 1962; Richmond, Virginia. 9 a.m. Witness: 13 year old Meadors. One red, star-like light seen for an unspecified length of time. No further details in files.

July 19, 1962. Bayhead, New Jersey. 9:30 p.m. Witnesses: C.T. Loftus, H. Wilbert. Four or five lights darted about the sky for 7-10 minutes.

July 29, 1962; Ocean Springs, Mississippi. 11:20 p.m. Witnesses: Mr. and Mrs. M.O. Barton. One bright cherry-red, diamond-shaped object flew slow, hovered, made fast 1/2 loops for l0 minutes.

Aug. 18, 1962; Bermuda. 5 p.m. Witnesses: owner M. Sheppard and chief announcer A. Seymour of radio station. Three dull-white, egg-shaped objects wavered as they moved for 20 minutes.

Sept. 21, 1962; WSW of Biloxi, Mississippi, in the Gulf of Mexico. 7:37 p.m. Witness: fishing boat captain S.A. Guthrie. Two objects, red and black with orange streaks, one as big as the Moon, and the other smaller. Arced across the sky for 13 minutes.

Oct. 23, 1962; Farmington, Utah. 3 p.m. Witness: R.O. Christensen. One grey and silver ball, trailing what looked like twine with two knots in it, swerved, and climbed away at a 45' angle, making a sound like a flock of ducks (rushing air). Twenty seconds.

Nov. 17, 1962; Tampa, Florida. 99 p.m. Witness: F.L. Swindale, college graduate and ex-USMC Capt. Three bright star-like lights approached, hovered and bounced, then faded after 11-15 minutes.

May 18, 1953; New Plymouth, New Zealand. 10:30 p.m. Witness: C.S. Chapman, 15. One white, fuzzy, flashing light hovered and darted around for 4 minutes.

May 22, 1963; Pequannock, New Jersey. 10:45 p.m. Witness: Myra Jackson. Four pink wheels spun or rolled very fast from east to west in succession, each taking about 1 second.

June 15, 1963; 200 miles north of Venezuela (14* 27' N., 69* 57' E.). 10:39 a.m. Witness: 3rd Mate R.C. Chamberlin, of S/ Thetis. One luminous disc traveled at 1.5 times the speed of satellite for 3-4 minutes.

Summer, 1963; Middletown, New York. 9:30 or 10 p.m. Witness: Grace Dutcher. Eight-ten lights moved at random, then in an oval formation, then singly, during the 1 minute sighting.

July 1, 1963; Glen Ellyn, Illinois. 8 p.m. Witness: R.B. Stiles, ll, using a theodolite. One light, the size of a match head at arm's length, flashed and moved around the sky for 1.5 hours.

Aug. 11, 1963; Warrenville, Illinois. 10 p.m. Witness: R.M. Boersma. One light moved around the sky for 20 seconds.

Aug. 13, 1963; St. Gallen, Switzerland. 8:04 p.m. Witness: A.F. Schelling. One fireball became a dark object after 4 minutes, and then a bigger glow, a minute later, and finally exploded. Note: same witness had another, undescribed, sighting on Aug. 14

Sept. 14, 1963; Susanville, California. 3:15 p.m. Witness: E.A. Grant, veteran of 37 years training forest fire lookouts for the U.S. Forest Service. One round object intercepted a long object and either attached itself to the latter or disappeared. Sighting lasted l0 minutes.

Sept. 15, 1963; Vandalia, Ohio. 66 p.m. Witness: Mrs. F.E. Roush. Two very bright gold objects--one shaped like a banana and the other like an ear of corn--one remained stationary, the other moved from west to north during 10 minutes,

Oct. 4, 1963; Bedford, Ohio. 3:32 p.m. Witness: R.E. Carpenter, 15. One intense oblong light with tapered ends and surrounded by an aqua haze, flashed and flickered while stationary for 15 seconds.

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Oct. 23, 1963; Meridian, Idaho. 8:35 p.m. Witnesses: several unnamed students, including Gordon. One object shaped like a circle from below and like a football from the side, hovered low over the observers, making a deep, pulsating, loud, extremely irritating sound, for 6 minutes.

Oct. 24, 1963; Cupar Fife, Scotland. No time given. Witnesses: A. McLean (12) and G. McLean (8). One light moved for an unspecified length of time. No further details in files. Note: Project Blue Book chief Maj. H. Quintanilla told the youngsters, in a letter, that this was "one of the most complete" of the unexplained cases for the year.

Dec. 11, 1963; McMinnville, Oregon. 7 a.m. Witness: W.W. Dolan, professor of mathematics and astronomy, and dean of the faculty of Linfield College. One bright, star-like light hovered, slowed, dimmed and flashed in 1 minute.

Dec. 16, 1963; 800 miles north of Midway Island (40* N., 175* 54' W.). 5:05 p.m. Witness: unspecified persons aboard a military aircraft. One white light blinked 2-3 times per second as it moved very fast across the sky for 15 seconds.

April 3, 1964; Monticello, Wisconsin. 9 p.m. Witnesses: Mr. and Mrs. R. Wold (he was a graduate student in anthropology). Four huge red lights in a rectangular formation, with a white light above, were near the ground, tilted and flew away after 3-4 minutes.

April 11, 1964; Homer, New York. 6:30 p.m. Witnesses: physiotherapist W.B. Ochsner and wife. Two cloud-like objects darkened; one shot away and returned during the 30-45 minute sighting.

April 24, 1964; Socorro, New Mexico. 5:45 p.m. Witness: Socorro policeman Lonnie Zamora. Watched object with flame underneath descend toward the desert. Two small humanoids observed near vertical oval on ground. Later watched object take off with a roar, go silent and fly away. Burning and charred brush found at landing sight.

May 9, 1964; Chicago, Illinois. 10:20 p.m. Witness: J.R. Betz, U.S. District Court reporter. Three light green crescent-shaped objects, about half the apparent size of the Moon, flew very fast in tight formation from east to west, oscillating in size and color for 3 seconds.

May 18, 1964; Mt. Vernon, Virginia. 5:15 p.m. Witness: civil engineer F. Meyers. One small, glowing white oval split twice after moving from the right of the Moon around to the left. Sighting lasted 17 minutes.

May 26, 1964; Cambridge, Massachusetts. 7:43 p.m. Witness: P. Wankowicz, RAF pilot and ex-Smithsonian satellite tracker. One thin, white ellipsoid (3.5 times as long as wide) flew straight and level

for 3-4 seconds.

May 26, 1964; Pleasantview, Pennsylvania. 11 p.m. Witness: Rev. H.C. Shaw. One yellow-orange light, shaped like the bottom of a ball, was spotted in a field and chased down the road for 2 miles.

June 13, 1964; Toledo, Ohio. 9:15 p.m. Witness: B.L. English, announcer for radio station WTOD. Three glowing white spheres, glowing red on their sides, moved slow, hovered and then moved in circles very fast, all the while making a low, rumbling sound.

July 16, 1964; 15 miles south of Houghton Lake, Michigan. 11:15 p.m. Witness: Northern Air Service pilot K. Jannereth. Four white lights in a stepped-up echelon formation, were joined by two more. They closed in on the airplane, then rapidly slowed and flew along with it for a total of 5 minutes.

July 20, 1964; Littleton, Illinois. 4:45 a.m. Witness: J.J. Winkle. One 60' diameter round-topped, flat-bottomed object with a long acetylene-colored flame shooting downward, flew straight and level, made a half loop, then rose up. Sighting lasted l minute.

July 27, 1964; Norwich, New York. 7:30 p.m. Witness: Duabert, engineering supervisor. One aluminum sphere with a luminous ring, remained stationary for 4-5 minutes.

July 27, 1964; Denver, Colorado. 8:20 p.m. Witness: A. Borsa. One white ball of fire, the size of a car, climbed slowly, then speeded up. Sighting lasted 2-3 minutes.

Aug. 10, 1964; Wake Island. 5:16 a.m. Witnesses: aircraft commander Capt. B.C. Jones and navigator lst Lt. H.J. Cavender, in parked USAF C-124 transport plane. One reddish, blinking light approached the runway, stopped and made several reverses during 2 minutes.

Aug. 15, 1964; New York, New York. 1:20 a.m. Witness: S.F. D'Alessandro. One 10'x5' bullet-shaped object with wavy lines on the rounded front part and six pipes along the straight rear portion, made a "whishhh" sound. Witness' dog growled during . sighting.

Aug. 15, 1964; Yosemite National Park, California. 8:15 a.m. Witnesses: E.J. Haug, of the San Francisco Orchestra and the San Francisco Conservatory of Music; and C.R. Bubb, a high school mathematics teacher. Three bright silver, round objects, in a stack formation, flew very fast, changing positions within the formation. The sound of rushing air was heard during the 3-4 second sighting.

Aug. 18, 1964; Atlantic Ocean, 200 miles east of Dover, Delaware. 12:35 a.m. Witnesses: Maj. D.W. Thompson and First Pilot 1st Lt. J.F. Jonke, on a USAF C-124 transport plane. One round, blurred, reddish-white object was on a collision course with the C-124 from ahead and below. The airplane evaded the object. Sighting lasted 2 minutes.

Sept. 10, 1964; Cedar Grove, New Jersey. 7:09 p.m. Witness: chemist P.H. DePaolo. Four white lights, 3-4 apart, were seen to the north, going west for 45 seconds.

Nov. 14, 1964; Menominee Falls, Wisconsin. 9:40 p.m. Witnesses: Dr. G.R. Wagner, MD; and two girls. Three dim, reddish lights flew through a 160^ arc in 5-6 seconds.

Nov. 19, 1964; 1,400 miles east of Tokyo, Japan (34' 55' N., 164* 05' E.). Witnesses: unidentified military persons. One bright white flashing light was traveling from horizon to horizon in 20 seconds.

Jan, 23, 1965; Williamsburg, Virginia. 8:40 a.m. Witness: Mr. T.F. Mains. One mushroom or light bulb-shaped object, 75-80' high, 25' diameter on top and l0' bottom diameter; metallic grey with a red-orange glow on the near side and a blue glow on the far side. The object made a sound like a vacuum cleaner.

The witness' car electrical system was affected as the object moved away at an altitude of 4'. The sighting lasted 25 seconds.

March 4, 1965; Corvallis, Oregon. 9:23 p.m. Witness: W.V. Harrison. Three lights rose from the ground, several seconds apart. The next day, an oily spot was found at the site.

March 8, 1965; Mt. Airy, Maryland. 7:40 p.m. Witness: J.H. Martin, instrument maker for U.S. Bureau of Standards. Six lights flew overhead slowly for 3 minutes.

April 4, 1965; Keesler AFB, Mississippi. 4:05 a.m. Witnesses: USAF A/2c Corum, a weather observer; confirmation by college student R. Pittman not clear from available data. One 40' black, oval object with four lights along the bottom, flew in and out of the clouds for 15 seconds.

May 7, 1965; Oxford, Michigan. 7:30 p.m. Witness: M.E. Marshall. One light, like a satellite, split into two parts, one of which was copperish color, then two more joined up. One object may have been tumbling. Sighting lasted 1 minute.

July 6, 1965; Kiel, Wisconsin. 9:30 p.m. Witness: Mrs. E.R. Hayner. One flashing light, like a satellite, was seen for less than 1 minute. No further data was in the files.

July 25, 1965; Castalia, Ohio. 9:15 p.m. Witness: amateur astronomer M.D. Harris, 16. One bright blue star crossed 90 of sky in 10-15 seconds.

Aug. 4, 1965; Dallas, Texas. 9:30 p.m. Witness: J.A. Carter, 19. One light flew fast, straight and level for 12 seconds. No further data in files.

Aug. 4, 1965; Tinley Park, Illinois. 11:35 p.m. Witnesses: two unnamed 14 year olds. One light moved around the sky for 16-17 seconds. No further data in files.

Aug. 19, 1965; Cherry Creek New York. 8:20 p.m. Witnesses: Mrs. William Butcher, son Harold, 17, and children. A large elliptical object, with a reddish vapor underneath, came close to the ground, then shot straight up into the clouds a few seconds later. Radio drowned out by static, a tractor engine stopped. When the object was on the ground, a steady beeping sound could be heard. Afterwards, a strange odor was noticed, and the next day, a purplish liquid, 2"x2" marks and patches of singed grass were found at the site. A bull bellowed and tried to break its bonds.

Aug. 30, 1965; Urbana, Ohio. 10:30 p.m. Witnesses: M.A. Lilly, N. Smith, T. Nastoff. One white ball, 5-8' in diameter and trailed by a 2-3' light, hit the road 100' in front of the witness' car, bounced and flew away. Sighting lasted 3-4 seconds.

Sept. 3, 1965; Exeter, New Hampshire. 2 a.m. Witnesses: Exeter Patrolmen Eugene Bertrand, Jr. and David Hunt, and Norman Muscarello. One large, dark, elliptical object with a row of red lights around it, moved slowly and erratically around houses and trees, while lights blinked in sequence. Farm animals were very noisy. Sighting lasted about 1 hour.

Sept. 3, 1965; Damon, Texas. 11 p.m. Witnesses: Brazoria County Chief Sheriff's Deputy Billy McCoy and Deputy Robert Goode. One triangular object, 150-200' long, 40-50' thick at middle and dark grey, with a long, bright, pulsing, purple light on the right side and a long blue light on the left side. Came from distance to 150' off highway and 100' in the air. Purple light illuminated ground beneath object and interior of police car. Driver felt heat on his left arm. Initial sighting lasted 5-10 minutes. Second sighting occurred later that night.

Sept. 25, 1965; Chisholm, Minnesota. 9:55 a.m. Witness: Bett Diamon. Five orange lights in a row flew

fast and made an abrupt turn during the 1 minute sighting.

Sept. 25, 1965; Rodeo, New Mexico. 10 p.m. Witnesses: Dr. George Walton, physical chemist, and wife. Two round white objects flew side-by-side, at 30-50' altitude, pacing the witnesses' car for 6 minutes.

Oct. 4, Middletown, Ohio. Witness: Tucker. Case missing from official files.

Feb. 2, 1966; Salisbury, North Carolina. 11:15 p.m. Witnesses: Mr. and Mrs. L.J. Wise. One silver, diamond-shaped object with several balls constantly in very fast motion around it, and much light. Object hovered over the trees for 3-4 minutes, while a dog barked, and then zipped out of sight. Sighting lasted 1 hour.

Feb. 6, 1966; Nederland, Texas. 5:45 a.m. Witnesses: Mr. and Mrs. K.R. Gulley. One yellow, lighted object at 500; altitude and a pulsating red glow on the lawn. The house lights went out, and high frequency bothered the witnesses' ears. Sighting lasted 5-10 minutes.

March 20, 1966; Miami, Florida.. 12:15 a.m. Witness: USAF Res. Maj. K.C. Smith, employee of NASA at Cape Kennedy. One pulsating light which varied from white to intense blue made a jerky ascent and then rapidly accelerated away to the north after 5 minutes.

March 22, 1966; Houston, Texas. 1:30 a.m. Witness: S.J. Musachia. White flashing lights, and the air full of smoke. Lit up witness' apartment. Sound of "yen " heard up close during 4 minute sighting.

March 23, 1966; Temple, Oklahoma. 5:05 a.m. Witness: W.E. Laxson. One large object, like a wingless C-124 transport plane; 75' long, 8' high and 12' wide; with a bubble canopy on top. Sat on highway, a man dressed in military work clothes entered, and it rose after about 40 seconds.

March 26, 1966; Texhoma, Oklahoma. Midnight. Witnesses: Mrs. P.N. Beer and Mrs. E. Smith. One flashing light buzzed their car from the front then hovered. Sighting lasted l0 minutes.

April 5, 1966; Alto, Tennessee. 11:55 p.m. Witness: W. Smith. One oval object with a dark top, appeared cone-shaped when moving. It made a high-frequency noise during the 2.5 hour sighting.

April 5, 1966; Lycoming, New York. 3 a.m. Witness: Lillian Louis. One vapor-like sphere hovered and spun at low altitude, shooting its exhaust onto the ground below. Sighting of 1 minute.

April 30, 1966; Sacramento, California. 3:15 a.m. Witness: Anita Miller. One light moved around the sky for 2.5 hours. No further detail in files.

May 7, 1966; Goodfellow AFB, Texas. 9:55 p.m. Witness: A/3c W.L. Whitehead. One short, cylindrical object with pointed ends and a yellow light at one end and blue light at the other, flew straight and level for 35 seconds.

June 6, 1966; Spooner, Wisconsin. 9:30 p.m. Witness: Dorothy Gray. Two domed discs with sparkling upper surfaces and square windows in their tops, revolved above a lake, apparently causing strange behavior of the lake water during the 25 second sighting.

June 8, 1966; Kansas, Ohio. 6:45 a.m. Witness: Max Baker. One bright silver, cigar-shaped object, as long as an airliner, buzzed the witness' car. Sighting lasted 1 minute.

June 18, 1966; Burnsville, North Carolina. 12:30 a.m. Witnesses: members of a Boy Scout group, including Sterrett. One bell-shaped object with three flashing red lights hovered for 5 hours and was then joined by six others.

June 27, 1966; 400 miles east of Wake Island (19* N., 172* E.). 4 a.m. Witness: Radio Officer Steffen Soresen, of the S/ Mt. Vernon Victory. One "cloud" expanded with a light inside, and then accelerated away after several minutes.

July l1, 1966; Union, Pennsylvania. 7:45 p.m. Witnesses: Carl Wood and Charles Hawthorne. One large (100' wide, 20' high) bright red object with small windows and yellow lights. The object emitted a humming noise, seemingly from the outside, and a grinding noise which seemed to come from inside. Observed for 1 hour.

July 25, 1966; Vanceboro, North Carolina. 1 a.m. Witness: college student James Clark. One object which changed color from orange to red to blue to green and back to orange. Followed witness' car at high speed, then stopped and hovered over the car. Rose and flew up and out of sight in less than 5 seconds. Entire sighting involved about 1 hour.

July 31, 1966; Presque Isle State Park, Pennsylvania. 7:25 p.m. Witnesses: Douglas Tibbetts, 16; Betty Klem, 16; Anita Haifley, 22; and Gerald Labelle, 29. Square or hexagonal object with edges lit or reflecting light, came tumbling down from right to left. Stopped 5-10' above the beach and settled heavily down; circle of spotlights at top were visible when it was on the ground. Sighting lasted 5 minutes. .

Aug. 19, 1966; Donnybrook, North Dakota. 4:50 p.m. Witness: U.S. Border Patrolman Don Flickenger. Round disc with domed top, 30' in diameter and 15' high, colored white, silvery or aluminum. Moved across a valley from the southeast, hovered over a reservoir, appeared to land in a small field, then rose up into clouds very rapidly. Sighting lasted 5 minutes.

Aug. 23, 1966; Columbus, Ohio. 77 p.m. Witnesses: Broomall and Gilpin. One circular, luminous white object split into five objects and all streaked away toward the west. Sighting lasted 15 minutes.

Aug. 26, 1966; Gaylesville, Alabama. 8:50 p.m. Witnesses: Mr. and Mrs. Funk and their three children. A cluster of four small, glowing, orange-yellow lights in a triangular formation, moved from east to west for 4.5 minutes.

Sept. 1, 1966; Willsboro, New York. 2:45 p.m. Witness: T.H. Ridman. One oval object with lights that flashed red and white and occasionally blue, traveled west, then disappeared downward. It returned, several minutes later, at which time a loud noise was heard. The entire sighting lasted 30 minutes.

Sept. 6, 1966; Suffolk County AFB, New York. 6:50 p.m. Witnesses: Stahl and Ladesic. One white cylinder of light came from the east at high speed, stopped and hovered for 3 minutes, and then turned and slowly disappeared. Sighting lasted 8 minutes.

Sept. 9, 1966; Franklin Springs, New York. 9 p.m. Witness: Jacobson. One solid object, larger than an army tank, with lights all around it, made a low humming sound and disappeared into woods at the end of the 30 minute sighting.

Sept. 13, 1966; Gwinner, North Dakota. 7:30 a.m. Witness: Rotenberger. One silvery-grey ellipse with a clear bubble protruding from its top, hovered about a mile away, then landed within 300 yards and took off very fast. It made a low-pitched whine during the 5 minute sighting.

Sept. 28, 1966; Wilmington, Ohio. 3:38 p.m. Witness: Clarke. Three round, oval-shaped, aluminum-colored objects with rotating rings around them. Two remained stationary, while the third varied its altitude during the 90 second sighting.

Oct. 5, 1966; Osceola, Wisconsin. Witnesses: several members of one family. One small, bright orange,

moon-shaped object remained stationary in the northeast for about 20 minutes, then suddenly took off very fast to the WNW.

Oct. 23, 1966; Southhampton, Long Island, New York. 6 p.m. Witness: Mr Acquino. One object with arms in front of it which sparkled like an arc-light. Traveled south along some power lines, then turned southwest. Made a slight humming sound during the 4 minute sighting.

Oct. 26, 1966; Cold Bay Air Force Station, Alaska. No time given. Witness: civilian control tower operator Ralston. One white object approached runway at 50' altitude. Runway lights were then turned on, and object accelerated and climbed away so fast that witness was unable to use binoculars. Sighting lasted 3 seconds.

Nov. 8, 1966; Saginaw, Michigan. At night. Witness: college graduate Annis. A group of lights that flashed and changed color hung stationary, almost touching the road, and would abruptly vanish during the 5 minute sighting.

Dec. 25, 1966; Monroe, Oregon. 33 a.m. Witnesses: civilians and military persons. Three round objects, as large as cars, gave off vapor, then became three bright reddish-orange lights. Blast at beginning of 90 minute sighting pushed one witness against a car.

Feb. 6, 1967; Odessa, Delaware. 8:45 p.m. Witnesses: Donald and Marie Guseman. One large, Saturn-shaped object--5O' in diameter and 20' high--with two bright lights, a green light on one side and a red light on the other. Hovered motionless over the trees, then slowly moved north and suddenly disappeared after 2 minutes.

Feb. 12, 1967; Grand Rapids, Michigan. 3:40 a.m. Witness: Mr. Lou Atkinson. Four fluorescent, football-shaped objects, a dull, almost grey luminous color; flew northeast in a very rigid formation for 4-10 seconds. Made a chirping noise.

Feb. 16, 1967; Stoughton, Wisconsin. 9:11 p.m. Witness: Miss Lynn Marsh. One light with faded edges seemed to follow observer in her car for 5-6 minutes.

Feb. 20, 1967; Oxford, Wisconsin. 3:10 a.m. Witness: USAF veteran/truck driver Stanton Summer. One orange-red object flew parallel to truck for 2 minutes.

Feb. 27, 1967; Grand Haven, Michigan. 8:19 p.m. Witnesses: Sheriff Grysen, wife and others. Large white light, with smaller red and green lights seen to the sides. Made almost instantaneous 90^ turn to left, shot out over road and stopped, moving too fast to follow. Sighting lasted 1 hour, 11 minutes.

March 6, 1967; Benton Harbor, Michigan. 12:01 a.m. Witnesses: Jerome Wolanin, assistant news director of radio station and former policeman, and wife. One round saucer or oval-shaped object with red, green and yellow lights around bottom rim which pulsated red. Flew level, east to west, and was joined by second object from west. First object opened top, second came over and hovered for 30 seconds and disappeared. Sighting lasted more than 40 minutes. Objects made hissing sound.

March 6, 1967; Galesburg-Moline, Illinois. 4:25 a.m. Witness: Deputy Sheriff Frank Courson. One object shaped like a rubber cup which is placed under furniture leg, with a dome set in the cup. Bottom of object spun rapidly, rim pulsated red. Approached witness and passed overhead at low altitude, making a hissing sound.

March 9, 1967; Galesburg, Illinois. 7:10 p.m. Witnesses: two housewives. One object shaped like a pancake with a rounded top; object was pulsating red, with red lights around its rim. Approached witnesses and seemed to explode with a brilliant white light that lasted 10 seconds and almost blinded

them. Then it accelerated to the north and disappeared.

March 9, 1967; Onawa, Iowa. 9:05 p.m. Witness: Jack Lindley. One bright white, saucer-shaped object, as big as a jet airliner, flew straight and fast to the east for 2 minutes.

March 22, 1967; Wapello, Iowa. 10:20 p.m. Witness: Douglas Eutsler, 15. Fluorescent, solid, multicolored lights stood still, then flew away at high speed after 1 minute.

March 24, 1967; Belt, Montana. 99 p.m. Witness: truck driver Ken Williams. One dome-shaped object, emitting a bright light, landed in a ravine. As the witness approached, it took off and settled back, hidden from the highway. Sighting lasted several minutes.

March 26, 1967; New Winchester, Ohio. 4 p.m. Witnesses: man, woman, three boys. One oval object, which looked like copper or brass with the sun shining on it, flew from southeast to northwest with tumbling motion for 30 minutes.

May 17, 1967; Rural Hall, North Carolina. 8:30 p.m. Witness: Red Ledford. One round, orange-colored object, similar in size to a small aircraft, zigzagged back and forth over a jet that was heading northeast for 5 minutes.

June 24, 1967; Austin, Texas. 3:12 a.m. Witness: artist Ray Stanford. One solid, blue-white, elliptical object flew from northwest to northeast and stopped, seemingly in response to flashlight signal, for 1.5 minutes. The object then proceeded along its original path at high speed and disappeared behind clouds. Sighting lasted 9 minutes.

June 29' 1967; Scotch Plains, New Jersey. 1:30 a.m. Witness: truck driver Damon Brown. One oyster-shaped object--2OO' wide, and 25-30' thick--with a huge red light at each end and one on the bottom, and a row of blue lights along the bottom. Circled m n aircraft, hovering then moving rapidly, and then followed the witness' car for about 500', veered south and departed at great speed after 8-10 minutes.

July 10, 1967; Lizelia, Mississippi. 5:50 p.m. Witness: golf pro Harold Washington (Capt, USMC, ret.). One object with a dome, the top colored gunmetal blue, the bottom the color of old lead. Moved east, crossed the highway tilted upward, moved to the right, accelerated and disappeared into the clouds after 3-5 seconds. Object made a swishing sound.

Oct. 18, 1967; Lake Charles, Louisiana. 9 p.m. Witness: John Herbert. One bright, fiery ball flashed four times while moving east, just above the tree tops. Sighting lasted 1 minute.

Feb. 9, 1968; Groveton, Missouri. 4:20 a.m. Witness: Mr. R.W. Bland. One object, 100' in diameter, with concave sides having "portholes" in the center of each gave off yellow-green light. Hovered 25' above ground, then moved rapidly toward the southwest. Gave off pulsating sound, like a length of wire whirled at high speed above the head. Sighting lasted 1-5 minutes.

Sept. 15, 1968; near Ocala, Florida. 9:30 p.m. Witness: missionary pilot Jay Cole, flying a Beech C-45 twin-engined utility plane. One light performed aerobatics for 15 minutes and then vanished. A second light appeared, heading toward them on a collision course, made a 90* turn and disappeared. Later, ground radar told them a target was following them. Sightings lasted 15 minutes.

Nov. 23, 1968. Newton, Georgia. 8:05 p.m. Witness: Mr. Jones, accountant. One oblong light, 120-150' wide. Hovering 75' above the ground, it emitted a beam that lit the ground. Radio gave off static, then car engine stopped. Light flew away vertically and car engine restarted itself. Sighting lasted 3-4 minutes.

Jan. 17, 1969; Crittenden, Virginia. 3:24 a.m. Witness: Mr. Roman Lupton, test facility mechanic. Several

amber lights--one of them blinking--in an elliptical formation, flew forward slowly while moving up and down, then turned and disappeared after 2 minutes. Made a humming sound.

NICAP Home Page

Captain Edward J. Ruppelt

UFO Reports From His Book
The Ruppelt Record - Mock Congressional Hearing - By F. Ridge & J. Washington

A Book by Michael Hall

Origin of the UFO Phenomenon

By Michael Hall

Focusing on possibly the greatest saga of all time, *Origin of the UFO Phenomenon* documents many fascinating events long forgotten by today's sound bite generation. It is one of very few books that approaches the subject from a historical perspective. Casting the story in the aura of the past with the mystery already inherent in the phenomenon, Mr. Hall has produced a true to life science fiction thriller. It's chilling, it's mystifying, and it's amazing because it is a very real part of our history.

The stories comprising the book are taken from the best sources available. The first chapters deal with the period from 1896 to 1946 which contain interesting legends and lore. Those years, however, do produce descriptions of not just the classic image of the "flying saucer," but a whole host of strange aerial phenomena that continues to be seen to this day. When the reader comes to 1947, a very shocking and more contemporary story unfolds. That year started the first large "wave" of UFO sightings. The term UFO, however, was yet to be coined, and in the early years saucers or discs were the catch words after a very famous sighting by Kenneth Arnold on June 24th. The phenomena rocked not only the United States but also the world. Beginning in force by July 4th of that year, shiny discs were being seen by hundreds. During that long Independence Day weekend the sightings dramatically increased in frequency from day to day. By July 6th, saucer reports made the front page of the New York Times and would do so for the next three straight days as the military started flying special "saucer patrols" in an attempt to intercept one of the mysterious discs. Every major city and most small towns around North America had sightings which were followed by similar accounts in other countries. Military men, scientists, doctors, lawyers, politicians, engineers, airline pilots, and just everyday citizens were seeing the strange objects, but what were they? Hall's book takes no position, it simply documents the facts.

The reports climbed to as many as a hundred a day from July 6th until July 11th. Then after the 11th, they suddenly declined. As 1947 progressed, only a few sightings were made, but fortunately in the United States the military had laid the groundwork for a very serious investigation of the incidents. By 1948 UFO activity picked up and accounted for some spectacular "classic" cases with a great many reports coming close together in 1949. From that year through 1951 many notable accounts also came to light but unfortunately were not properly investigated. For some unexplainable reason the Air Force had purged its best aeronautical engineers from the project by that point.

By 1952, the most famous UFO wave unfolded. Incidents became so numerous in the United States that in July the Democratic National Convention had to fight for headline space with the flying saucers-especially after they appeared over the White House. Virtually every American newspaper carried the accounts. Where reporters had previously come to take the subject somewhat lightly, by 1952 serious stories made page one features and portrayed notable public figures expressing concern. Fortunately for historians, Air Force Intelligence was then documenting dozens of reports per day via a revived investigation under the very able administration of Captain Edward J. Ruppelt. Ruppelt popularized the term UFO and served as Chief of Air Force investigations on the phenomenon until mid 1953.

Shortly thereafter the UFO saga in the United States becomes much harder to follow. This came about after the 1952 wave scared the United States government into doing something about the situation. They couldn't stop the sightings, but they did think they could discourage interest in the subject and prevent a possible hysteria - a real concern during that very hot period of the Cold War. Thus the book concludes its survey with the end of 1953.

Michael David Hall has previously authored a biography on Indiana Senator Henry S. Lane. In The Road To Washington, Rise of an Indiana Politician, Hall traces the drama that took Lane from the

chairmanship of the first national Republican Convention in 1856 to his influence four years later in securing Abraham Lincoln with his party's nomination. Dozens of magazine articles on Indiana history followed that work. Several of those continued Mr. Hall's research on the former Indiana senator, taking him from a congressional legislator who worked with Daniel Webster and Henry Clay, to the founder of the Indiana Republican Party, and then on to a powerful Civil War era senator.

Hall holds a B.A. from Illinois College and an M.A. from Western Illinois University in American History. In 1984 he began a museum career at the Illinois State Museum and since 1987 has served as Executive Director of the Montgomery County Historical Society and its Henry S. Lane Historic Home in Crawfordsville, Indiana.

Currently the author is working on a new book, *A Time To Remember, The UFO Wave of 1952* and a co-authored article with researcher Wendy Connors for the *International UFO Reporter* dealing with legendary Project Sign figure, Alfred Loedding. Soon an expanded version of *Origin of the UFO Phenomenon* will be published, titled *UFOs, A Century of Sightings: The Truth Revealed* detailing the subject all the way up to present day.

As he pursues his research he finds diversion in aviation history as a part time guide at the United States Air Force Museum in Dayton, Ohio. Hall also has interest in the era of the great steam trains, serving as a director at the Linden, Indiana, Monon-Nickel Plate Railroad Museum and Historical Society. Residing in Lafayette, Indiana, with his wife Teresa and their collection of five pampered stray cats, both Mr. and Mrs. Hall developed interests in that area's rich heritage in transportation history spawned by technological influences from nearby Purdue University. In fact, Mr. Hall has taken advantage of his proximity to Purdue to further his studies in history and plans in the near future to complete his Ph. D. in American History.

Interest in the subject of UFOs began quite by accident while working at Purdue on a paper analyzing the effects of American daylight bombing raids on Germany. Mr. Hall then happened across some obscure UFO accounts filed by allied pilots. Called foo-fighters in those days, the stories he found fascinated him. As he came to realize what a huge volume of primary material existed on UFOs in the nation's archives, Hall knew he had an amazing story to tell.

(The author can be reached by e-mail at mdhall@LAF.CIOE.Com).

Project Blue BookResearch Center Home Page
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MESSAGE SLIP

FI-4 PRELIMINARY REPORT

Date of sighting _____ Time _____ AM PM (Circle One)

City _____ State _____

DESCRIPTION:

Shape_____

Estimated size_____

How many witnesses? _____Sound_____

Distance _____ Altitude_____

How long did you watch it?_____

PHYSICAL CHARACTERISTICS: (Check appropriate boxes)

( ) Light form only
( ) Animal reaction
( ) Psychological event
( ) Electromagnetic event
( ) Humanoid or entity case
( ) Vehicle/device
( ) Physical trace
( ) Physiological event
( ) Landing/touchdown
( ) Time loss/memory loss

FLIGHT CHARACTERISTICS:

( ) Passed overhead
( ) Type 2, Under cloud ceiling
( ) Type 4, Continuous flight
( ) Type 1, Within 200' of ground
( ) Type 3, Change in motion
( ) Type 5, Stationary target

REPORTING PARTY:

Name_____

Address_____

City/State/Zip:_____

Age _____ Home phone _____ Office phone_____

Created by Francis Ridge.

Initial Form/Material Check List

Case ID/Date_____ Witness _____

Based on the Message Slip & preliminary report, this is the list of all forms/materials that is to be used in the investigation. The date and location of each action will be listed in the SIGHTING INVESTIGATION ACTIVITY LOG.

( ) Form 1, General Case

( ) Form 2, Computer Input Form

( ) Form 3, Electrical/Magnetic Case

( ) Form 4, Animal Effect Case

( ) Form 5, Psychological/Physiological Effects

( ) Form 6, Landing Trace Case

( ) Form 7, Entity Case

( ) Form 8, Photographic (or video) Case

( ) Form 9, Radar Case

( ) Form 10, Residual Radiation

( ) Form 11, Aerial Sighting Report

( ) Drawing of object (separate from on Form 1)

( ) Map of region

( ) News clippings

( ) Photos/videos

( ) Recording tape, audio

FINAL REPORT CHECKLIST

Date _____

The report of a claimed event (UFO sighting and/or abduction),

witnessed by _____ on _____ is attached. The current case record is considered complete. Included in this report are the following checked items:

( ) SIGHTING BACKGROUND. A description of the circumstances surrounding the receipt of the initial UFO sighting information or abduction report. Simply attach copy of initial report form or message slip

( ) SIGHTING ACCOUNT. Form 1, General Cases (or signed statement), should include witness notes or brief chronological composite or consolidation of the UFO sighting account. Other Forms needed depending on the type of report attached and noted on the Initial Form/Material Check List.

( ) SIGHTING INVESTIGATION. Activity Log. Simple chronological log by date, time, and place denoting the tasks the FI carried out during the investigation. (Actually, part of the FI Notes).

( ) INTERVIEW AND INTERROGATION. FI Notes. A description of the interview and interrogation. This should include where and how the interview took place (mail, telephone, or onsite).

( ) ADDITIONAL WITNESS CHECK. FI Notes. The circumstances surrounding how, when, and where additional witnesses were located and any subsequent interviews and interrogations including the FI's personal impressions of these witnesses and their home environment, interests, etc.

( ) SOURCE TESTS. A list of what natural or man-made objects were checked in an effort to identify the stimulus for the reported UFO is attached to this report. The reasons for rejecting or suspecting each, as being the stimulus should be clearly noted.

( ) WITNESS BACKGROUND CHECK. FI Notes. A list of the persons checked, their comments about the witness's character and their relationship to the witness. This section should include the FI's impressions of the witness personality, credibility, etc.

OTHER DATA NEEDED. Includes other forms, drawings, as needed for special evidence.
( ) Forms _____
( ) Drawings _____
( ) Other _____

( ) COMMENTS INTERROGATING Fl. (Fl Notes).

National Investigations Committee On Aerial Phenomena

Category 11
Sightings From Aircraft

NICAP Sighting Information Database - Sightings listed as Category 11

Updated: 12/16/2014
There are over 4,000 incidents involving sightings from aircraft which have been documented (Haines). And although this page is under construction, it contains many of the best and most important cases. The more recent events were taken from UFO Evidence II (Hall). Just a few. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

Incidents involving Distant Encounters (Cat 1), Close Encounters (Cat 2), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), and Radiation Cases (Cat 10), are listed on their appropriate pages at Evidence By Categories.

Francis Ridge
NICAP Site Coordinator

Other Information

Review Of Selected Sightings From Aircraft From 1973-1978 - Dr. Richard F. Haines (1979)
Review Of Selected Sightings From Aircraft From 1942-1952 - Richard F. Haines (1983)
Fifty-Six Aircraft Pilot Sightings Involving E-M Effects - Richard F. Haines (1992)
Category 11 - Sightings From Aircraft - Bibliographic Database
Selected Sightings From Aircraft (3,600+) - Dr. Richard Haines
Close Encounters With Unknown Missiles - Clas Svahn and Anders Liljegren
Comprehensive Catalog of 1,500 Project BLUE BOOK UFO Unknowns - Brad Sparks
A Catalog of Military, Airliner, and Private Pilots sightings from 1916 to 2000 - Dominique Weinstein/NARCAP
Aircraft UFO Encounters Summaries From Project 1947 Research - Jan Aldrich
UFO Sightings By Pilots - Glenn Campbell
Notes, References and Comments on ACUFOE and Related Matters - Jan Aldrich

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Evidence By Categories
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 6 - Physical Evidence

Trace Cases

NICAP Sighting Information Database - Sightings Listed as Category 6

These cases represent some of the high strangeness trace/landing events from a database of over 4,000 such events. As the reports are processed the entire database will be available on this site.Late breaking landing cases will be posted as received followed by on site investigation and analysis results. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

Francis Ridge
NICAP Site Coordinator

Other Information

To help support this site, please order a book or video about category, Cat 6
Bibliography of Group 6 - Francis Ridge
International Center for Physical Trace Research - Ted Phillips
Physical Trace Catalog - Ted Phillips (Project 1947)
Crop Circless / BLT Research Team - Nancy Talbott
Roswell Directory

Evidence By Categories
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National Investigations Committee On Aerial Phenomena

Category 3 - E-M Cases

Electromagnetic Effects

NICAP originally listed 81 primary cases in its June 1960 report. The UFO Evidence (1964) listed 106 cases of E-M Effects. Later, Mark Rodeghier (CUFOS) compiled a list of over 500 incidents. Dr. Richard Haines catalogued 185 involving aircraft, alone.

Other Categories, involving Distant Encounters (Cat 1), other Close Encounters (Cat 2), Animal Effects (Cat 4), Medical Effects (Cat 5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Categories. If you find an important E-M case that is NOT listed, please email me at: skyking42@gmx.com

Fran Ridge
Research Coordinator & Archivist

Other Information

E-M_Effects_Associated_With_UFOs-NICAP [1960]
Fifty-Six Aircraft Pilot Sightings Involving E-M Effects (Richard F. Haines, Ph.D. [1992])
Special Evidence- Electromagnetic Effects (Richard Hall)
UFO Interference With Vehicles & Self-Starting Engines [1983] (James M. McCampbell)
The Effects of Position and Distance in UFO Ignition-Interference Cases (Donald A. Johnson)
Catalog of Australian Vehicle E-M Cases (Keith Basterfield)
Blackouts & UFOs (Francis Ridge)
Compass Needle Reports - ORION (Eric Herr)
The MADAR Project Study (Francis Ridge)
I Know The Secret Of The Flying Saucers [TRUE, Jan 1966] (Donald Keyhoe)
Project 1947 E-M Effects Catalog (Mark Cashman)
Project Hessdalen Final Report (Erling Strand)
UFO Reports Involving Vehicle Interference [441 Cases] (Mark Rodeghier)
Unconventional Flying Objects: A Scientific Analysis 1997 synopsis (Paul Hill / H.E. Puthoff)

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National Investigations Committee On Aerial Phenomena

RADCAT / Category 9

Radar Cases

Database File 1 - Cat 9 Entries (radar catalog from NICAP DBase in doc file)
Database File 2 - RADCAT - Martin Shough (doc file)...RADCAT_(pdf file) *
Database File 3 - UFO Radar Contacts - Project 1947 - Dominque Weinstein
Database File 4 - UFOCAT Radar Case Extract (on demand)

This page is under construction but contains many key radar cases; many of them radar/visuals (RV's). Database File 3 (Weinstein) radar cases exceed 489; 76 of which are RV's..

UFO incidents involving Distant Encounters (Cat 1), Close Encounters (Cat 2), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat 5), Trace Cases (Cat 6), Photographs (Cat 8), Radiation (Cat 10), and Sightings From Aircraft (Cat 11), are listed on the appropriate pages at Evidence By Categories

If you find an important radar case that is NOT listed below, please email us at: nicap@insightbb.com.

Francis Ridge
NICAP Site Coordinator

*** Small file, full database not yet online**
Code: G=Ground Radar V=Visual A=Airborne Radar P=Photograph

Other Information

Category 9 UFO Bibliographic Database - Francis Ridge
Frequently Asked Questions: Is Radar Used To Monitor UFOs? - CUFOS
Meteorological Factors In Unidentified Radar Returns - Dr. James E. McDonald
What Radar Tells Us About Flying Saucers - Maj. Donald E. Keyhoe
Tracking UFOs By Satellite - Simon Harvey-Wilson
Comprehensive Catalog of 1,500 Project BLUE BOOK UFO Unknowns - Brad Sparks

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UFOLOGY

A Major Breakthrough in the Scientific Understanding of Unidentified Flying Objects By James M. McCampbell

A word about the author and news about UFOLOGY II

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This web page was created by Francis Ridge, NICAP Site Coordinator, and authorized by the author, James M. McCampbell

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Acknowledgements

Form: 97BB
Date: Tue, 24 Jan 2006 20:32:15 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 5, 1952, Hanford Atomic Works, Richland, Washington (BBU)

Cat: 11
To: Francis Ridge <nicap@insightbb.com>

July 5, 1952; Hanford Atomic Works, Richland, Wash (BBU)
6 a.m. Conner Airlines C-46 pilot Baldwin, another pilot and 2 copilots saw a perfect circular white disc above the Hanford site. (Project 1947; FUFOR Index)
==========

July 5, 1952, Hanford Atomic Works, Richland, Washington (BBU)

Time: 0545 PST to 0553 PST, another report at 0600 PST
Observers: 1st sighting, John Baldwin, pilot of C-46 aircraft MC 1837M
2nd sighting, pilot of a Conneis Airliner
Altitude: 19,000 to 24,000 feet
Object described as a perfectly round disc, white in color and almost transparent with small vapor trails off it like tentacles of an octopus.

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Page ID (PID)	MAXW-PBB11-540
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 11
Document Code	N/A

Frames 540 - 547

Date: Thu, 14 Jul 2005 17:03:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: November 3 or 4 and 23, 1948, Vaughn, New Mexico
To: Francis Ridge <nicap@insightbb.com>

These documents cover two incidents:
November 3 or 4th, 1948; Vaugh, NM. OSI Case 006
November 23, 1948; Vaugh, NM. OSI Case 007
beginning with actual source page at:

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB4-813

<>
Page ID (PID) : MAXW-PBB4-813
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 4

Frames 813 - 816

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INCIDENT SUMMARY SHEET

latter part of 47 Incident No. 225

1. Date and Time of Observation: 3 or 4th Nov 48 - 2130 hours & 23 Nov 48 (All sightings occurred approx 2200 hours)
2. Where Sighted: 10 miles east of Vaughn, N. M. - Highway 60 on 3 or 4th Nov 48
3. Observer's Position: ground - while driving (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Col W. P. Hayes, Inf., Executive, New Mexico Military District
5. Occupation and/or hobbies: As above
6. Attention Attracted by: N/S
7. Number of Object( ) Seen: 1
8. Size of Object(s): 1 foot in diameter
9. Color of Object(s): bright white changing to bright fiery red color as it exploded
10. Shape (Sketch if Possible) ball
11. Nature of Luminosity: "like miniature sun" (directed beam of light?)
12. Altitude of Object: (estimated) From 500 ft when first observed to 100-200 ft from ground where it burst in a spray of reddish color
13. Estimated Distance of Object from Observer: 40 to 60 yds on one sighting and about 400 yds at another
14. Estimated Speed of Object: Slow descent
15. Time in Sight: N/S - Had time to get out of car and watch object which appeared to explode 40 to 60 yds in front of him at an altitude of 200 ft.
16. Tactics: slow vertical descent
17. Sound Made by Object(s): none - although he was within 40 to 60 yds of obj. & outside of car. See "Details" at Albuquerque, N.M.
18. Direction of Flight of Object(s) Vertical descent
19. Apparent Construction: fireball
20. Effect on Clouds: N/S - weather clear
21. Exhaust Trail Color of): N/S
22. Manner of Disappearance: exploded - fragments assuming a fiery red color which descended toward earth like numerous sparks but extinguished before reaching ground
23. Weather Condition at Time of Sighting: Clear
24. Peculiarities Noted: Noticed always around 2200 hours - in the vicinity of Vaughn - Highway 60
25. Summary of Incident: (over)

(See attached page)

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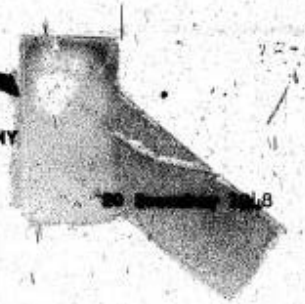

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HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

452.1 AKADB

SUBJECT: Unconventional Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject as above and to Control No. A-1917.

2. Attached Summary of Information, same subject as above, this Headquarters, dated 20 December 1948, is forwarded for your information and any action deemed necessary.

FOR THE COMMANDING GENERAL:

Eustis L. Poland

1 Incl
As stated

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

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SUMMARY OF INFORMATION

DATE: 20 December 1948

PREPARING OFFICE: Office of the AC of S, G-2, Headquarters Fourth Army, Fort Sam Houston, Texas

SUBJECT: Unconventional Aircraft

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE		OF INFORMATION	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

The following information has been received from the Fourth Army Intelligence Liaison Officer, Sandia Base, Albuquerque, New Mexico, dated 6 December 1948:

"Colonel W. P. Hayes, Inf., Executive, New Mexico Military District reports as follows:

"'On 3 or 4 November 1948 at approximately 2130 hours, I observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground. This occurred about 400 yards north of the road on which I was driving. The location was approximately 10 miles east of Vaughn, New Mexico, on Highway 60. (B-2)

"'On 23 November 1948 at approximately 2130 hours, I was driving west on Highway 60, about 10 miles west of Vaughn, New Mexico. I observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3 - 4 November.' (B-2)

"Colonel Hayes stated that he did not report the incidents as he thought they might have been connected with some Air Force exercises. He further stated that he heard no sound or saw no aircraft during either incident, which is understandable as he was travelling in a closed automobile. Weather conditions were clear." (B-2)

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DECLASSIFY [illegible] YEARS.
DOD DIR 5200.10

[illegible]

[redacted]UNCLASSIFIED[redacted]

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DISTRIBUTION: CG, AMC; BIO, El Paso; File.

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Incident: 225

Colonel Hayes first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, N. M. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vertical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200 feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col Hayes was on Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

On 3 or 4 Nov 48 at approximately 2130 hours he observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground - this occurred about 400 yards north of the road on which he was driving - 10 miles east of Vaughn, N. M. - Highway 60.

On 23 Nov 1948 at approximately 2130 hours, Col Hayes was driving west on Highway 60 - approximately 10 miles west of Vaughn, N. M. He again observed a ball of light descending vertically. It burst 100-200 feet from the ground - Conditions and appearance were the same as on 3 and 4th Nov.

Col Hayes

On the last 2 sightings/saw no aircraft and heard no sound which is understandable since he was traveling in a closed automobile. Weather conditions were clear.

EVALUATION B-2.

See Incident # 223 for details

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The New Mexico Page

New Mexico Map, Color Relief
New Mexico Map - Project 1947

Project TWINKLE Report - Project 1947
Project TWINLE Report - BB Microfilms, NARA-PBB85-491 - Blue Book Archive
Green Fireballs Over Los Alamos: The New Mexico Missile Crisis - Joel Carpenter
Green Fireball Chronology: 1946-February 1949 Green Fireball Chronology- Joel Carpenter
The Ghost Rockets, Guided Missiles and UFOs: A Tangle of Fear - 1937-53 - Joel Carpenter
Chapter Four: Green Fireballs, Project Twinkle, Little Lights, and Grudge - Ruppelt
Summary of Sightings in the New Mexico Area - La Paz Catalog - Docs 407-479 - BB Microfilm - Dan Wilson
January 31, 1949: FBI Memo: Protection of Vital Installations - Project 1947
January 31, 1949: CO Kirtland, NM to Chief of Staff, Director of Special Investigations - Patrick Gross
April 19, 1949 Report: Unidentified Aerial Phenomena in New Mexico-West Texas Area - NARA-PBB90 1011-1014
The Importance of Santa Fe Operations, New Mexico - 165-Page Report - AEC

Conferences:
February 16, 1949 - Los Alamos, NM: Conference on Aerial Phenomena
Conference - Docs 374-397
Conference Transcript
Report on Conference - Docs 398-401
April 27-28, 1949 - Kirtland AFB, NM: Concern over Los Alamos, Sandia Base, Capmp Hood
Conference - Docs 635-639
November 3, 1949 - Conference, Scientific Advisory Board to Chief of Staff
Conference Transcript
Report on Conference on "Green Fireballs"

White Sands Newsclippings - BB Microfilm - Dan Wilson
Alleged Sightings At White Sands - Docs 687-702 - BB Microfilm - Dan Wilson
Interesting Concentration of Sightings - Docs 578-583 - BB Microfilm - Dan Wilson
NCP-12: The White Sands Proof - Bruce Maccabee
NCP-13: White Sands Films, Mirarchi, and Project Twinkle - Bruce Maccabee
How Scientists Tracked A Flying Saucer - Cmdr. R. B. McLaughlin, USN (TRUE, March 1950)
May 25, 1950: Cover letter for Summary of Observation of Aerial Phenomenon in the New Mexico Area - Patrick Gross
Have We Visitors From Outer Space? - LIFE Magazine article, April 7, 1952
The New Mexico Sightings - Nuclear Connection Project - Francis Ridge

Date: Fri, 15 Jul 2005 15:51:48 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: OSI Cases 8, 9, 10, 11, 13
To: Francis Ridge <nicap@insightbb.com>

Twelve page continous document below mentions these OSI cases 008 through 013.

December 5, 1948; Las Vegas, NM. OSI Case 008.
December 5, 1948; Albuquerque, NM. OSI Case 009.
December 6, 1948; Sandia Base, NM. OSI Case 010.
December 8, 1948; Las Vegas, NM. OSI Case 011.
December 12, 1948; Las Vegas, NM. OSI Case 013.

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Green Fireball Folder (December 1948, New Mexico)

Page ID (PID) : MAXW-PBB4-1284
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 4

Frames 1284 - 1295

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-5 | DATE 13 Dec 48

REPORT MADE BY: CHARLES HAFFNER, Jr.

REPORT MADE AT: DO #17, Kirtland AFB

PERIOD: 6 - 9 December 1948

OFFICE OF ORIGIN: DO #17, Kirtland AFB

STATUS: PENDING

TITLE: UNKNOWN

(Aerial Phenomena)

CHARACTER: SPECIAL INQUIRY

REFERENCE: None, this is an initial report.

SYNOPSIS:

#1 AF Pilot
#2 Civilian Pilot

Investigation requested by District Commander, 17th District OSI.

Telephonic report received from Security Officer at Kirtland Air Force Base, Kirtland Field, New Mexico, on 6 December 1948, advised that an Air Force Pilot had observed an unidentified object similar to a green flare on 5 December 1948, at 2105 hours, west of Las Vegas, New Mexico, and again at 2127 hours on the east slope of the Sandia Mountains near Albuquerque, New Mexico. A commercial pilot reported a similar incident at 2135 hours west of Las Vegas, New Mexico.

Pilot of C-47, AF-9921, is identified as Captain A. GOADE, AO-55463, Captain Pilot of Pioneer Flight No. 63 is identified as Mr. ERNEST VAN LLOYD.

New Mexico State Police, Santa Fe, New Mexico, were contacted and had no information to offer reference unusual aerial phenomena.

Mr. K. D. BLOCK, Forest Supervisor, Santa Fe National Forest, Santa Fe, New Mexico, stated he has received no reports of incidents of this type during the current year. However, in the summer of 1947 a Mrs. MADELINE G. MERCHANT had made numerous reports to him concerning unusual aerial manifestations in the area from Tierra Amarilla to Los Alamos, New Mexico.

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OSI, Hq (1 Incl)	2		
10th District OSI (1 Incl)	2		
Holloman AFB Det (1 Incl)	1		
Walker AFB Det (1 Incl)	1		
File	2		

APPROVED

DOYLE REES
Lt. Col., USAF

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23 JULY 48

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SYNOPSIS (Continued)

Chief MATT O'BRIEN, Chief of Police, Las Vegas, New Mexico, stated he had received no prior reports of unusual occurrences of this type.

Patrolman ROLAND UTZ, New Mexico State Police, Las Vegas, New Mexico, stated he had heard a rumor concerning aerial fliers in the neighborhood of Las Vegas.

Mrs. JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Las Vegas, New Mexico, stated no night flying conducted from Watson Airport, Las Vegas, and she had heard no rumors concerning aerial flares.

Mr. J. D. MILLER, Chief Aircraft Communicator, CAA Municipal Airport, Las Vegas, New Mexico, stated he had heard of no incident of this nature and, in particular, had received no information from any aircraft on 5 December 1948.

Mr. JOHN J. HERMAN, Mr. K. C. FRANCIS, Mr. C. T. RICH, and Mr. ROY W. TOLLIVER, Aircraft Communicators, CAA, Las Vegas, New Mexico, all stated no previous reports or knowledge of unusual aerial phenomena. These individuals were alerted to report future incidents to the proper investigative agency.

Mr. BILLIE R. WATSON, Manager Pioneer Air Lines, Las Vegas, New Mexico, stated he had heard only a rumor from one of his pilots and knew of no unusual incidents regarding flares or lights in the Las Vegas area. Mr. WATSON stated he would report future incidents to Mr. MILLER of CAA.

Mr. WILLIAM BRAINARD, Manager, Las Vegas, New Mexico, stated he had no knowledge of any incidents of this type and will submit any future reports to Mr. FLOCK in Santa Fe.

Special Agents STAHL and KERF observed an intense green light in the sky at approximately 13,500 feet altitude near Las Vegas, New Mexico, on 5 December 1948. Agents were unable to identify this object and could not estimate distance or size, since no other object was visible on which to base the comparison.

Col. WILLIAM P. HAINES, stated he has observed an unusual phenomena, bright, white in color, similar to a miniature sun somewhat larger, larger than a basketball, on three (3) different occasions in the vicinity of Vaughn, New Mexico. First observation was made late in 1947; second observation on 3 or 4 November 1948; third observation on 25 November 1948.

Dr. LINCOLN LA PAZ, Director, Institute of Meteoritics, University of New Mexico, stated that phenomena being investigated could not be explained by him, nor could they be considered as meteors. Dr. LA PAZ

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SYNOPSIS (Continued)

mentioned three (3) previous anomalus incidents, the Memphis, Tennessee, incident of 7 May 1948; the Texas Observers' incident of 1948, 7 January, and the very remarkable "fireball" fall of 1948, 31 May, 3:42 a.m., MST, across the Los Alamos reservation which was probably meteoritic, but from which no meteorites have been secured in spite of careful search. Dr. LINCOLN LA PAZ personally witnessed the occurrence of a similar incident on 12 December 1948, at Las Vegas, N. M. A statement by Dr. LA PAZ is inclosed.

Col. HAROLD A. GUNN, Base Commanding Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Major WILLIAM P. GORDON, 4th Army Intelligence Liaison, Sandia Base, Albuquerque, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Mr. JOSEPH M. TOULOUSE, ESO Security, Sandia Base, observed a green flare directly over Sandia Base at 2255 hours, 6 December 1948.

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DETAILS:

AT ALBUQUERQUE, NEW MEXICO

1. This investigation predicated upon a verbal request District Commander, 17th District Office of Special Investigations (IG) USAF, Kirtland Air Force Base, Kirtland Field, New Mexico.

2. This is a joint investigation of Special Agents JOHN J. STAHL, Jr., HERMAN E. [redacted], KELVIN E. [redacted], and the writer.

3. On 6 December 1948, Captain JOSEPH HARLEN, Security Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, reported the following incidents:

5 Dec 48 Goade

At 2130 hours, 5 December 1948, a C-47, Number AF-9921, enroute from Lowry Air Force Base, Denver, Colorado, to Williams Air Force Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland Air Force Base, as being approximately ten (10) miles east of Albuquerque. Pilot stated that he had seen a green flare arise from the ground to an altitude of approximately five hundred (500) feet on the east slope of the Sandia Mountains. This incident occurred at about 2127 hours. Pilot stated that he had seen the same type of flare at approximately 2105 hours just west of Las Vegas, New Mexico. No other information was offered by this pilot.

5 Dec 48 Van Lloyd

At 2300 hours, 5 December 1948, the Control Tower, Kirtland Air Force Base, contacted Pioneer Air Flight #63, which had just completed a flight from Tucumcari, New Mexico, to Las Vegas, to Santa Fe, to Albuquerque, New Mexico. Captain of this flight stated he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot stated he had believed the light to be a shooting star at first, but, upon questioning, stated the opinion that the light was too near the ground to have been a shooting star. Pilot suggested that the light could have been a Very Pistol flare.

5 Dec 48

At 2320 hours, 5 December 1948, Captain VAN LLOYD, pilot of Pioneer Flight #63, reported by telephone to Kirtland Air Force Base Control Tower, stating that when he first saw the light it appeared to be coming straight toward his airplane and added that he had attempted to jerk the airplane from its course to avoid the light. VAN LLOYD said that the light appeared to be coming straight to the ship, then trailed off to the ground. The light was pale green and had a pale green trail. Captain VAN LLOYD said he was hesitant about reporting such incidents since they are generally not accepted.

4. On 6 December 1948, ERNEST VAN LLOYD, Captain and Pilot, JAMES L. SMITH, Co-pilot, and ELIZABETH CONNER, Flight Hostess, all

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EXHIBIT NO 223

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civilians, Pioneer Flight #63, were interviewed by S/A MELVIN H. HENRY. This interview was conducted at Pioneer Airline Operations, Kirtland Air Force Base, Kirtland Field, New Mexico. VAN LLOYD and SMITH advised that at 2135 hours, 5 December 1948, they were approaching Las Vegas, New Mexico, in a C-47 type airplane at an altitude of 9,000 feet, with a compass heading of 272 degrees. They observed directly ahead and slightly above their altitude, in the vicinity of the Montezuma Mission, a phenomenon which first appeared as a bright white flash, then an object came into view which was described as being a whitish, orange color. This object at first appeared to be coming directly toward their airplane, then arched downward and disappeared from sight. This object was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both VAN LLOYD and SMITH were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed this phenomena. Miss CORNER stated that she did not observe this object and added that to the best of her knowledge all of the passengers were asleep.

NOTE: It is to be noted that there is a discrepancy in the color of Capt. VAN LLOYD's initial report and that obtained by interview.

5. On 9 December 1948, Colonel WILLIAM F. HAYNS, Infantry, Civilian Component Affairs Officer, New Mexico Military District, was interviewed in his office, Building T-25, Kirtland Air Force Base, Kirtland Field, New Mexico. This interview was conducted by S/A JOHN J. SEAEL, Jr., S/A MELVIN H. HENRY, and the writer. Colonel HAYNS advised that he had first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, New Mexico. The phenomena appeared to be approximately four or five hundred feet above the ground when first observed and descending slowly and steadily in a vertical manner toward the earth. The object appeared to be slightly larger than a basketball, bright white in color, like a miniature sun. Upon reaching a point approximately two hundred feet above the surface of the earth, the object appeared to explode although no noise was apparent. Colonel HAYNS stopped his automobile and got out to watch the object. At this time the explosion, or disintegration, appeared to be taking place some forty to sixty yards distant, and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks, being extinguished before touching the ground. Colonel HAYNS stated that he was on Highway #60 at this time, near a railroad and separated from the vicinity where the fragments were landing by a fence. Colonel HAYNS did not cross the fence or investigate further.

6. Colonel HAYNS advised that on either 3 or 4 November 1948, an again on 23 November 1948, he observed two similar phenomena as described previously. These observations were in the same vicinity of the original phenomena on Highway #60, near Vaughn, New Mexico. All three of these incidents occurred at approximately 2200 hours. Col. HAYNS

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also advised that as far as he knew no maneuvers were being held by the National Guard or the Reserve Units in New Mexico.

NOTE: Colonel HAINS did not report any of these incidents, but upon receiving information of similar occurrences having been observed, did volunteer the information contained in this report.

7. On 9 December 1948, Dr. LINCOLN LA PAZ, Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, was interviewed in his office by Special Agent MELVIN H. HENN. Dr. LA PAZ produced his credentials which indicated that during the 2nd World War he was Technical Director, Operations Analysis Section, Hq., 2nd Air Force, and is closely associated in an official capacity with Dr. H. B. LANDSBERG, Executive Director, Committee on Geophysics and Geography, Research and Development Board, Pentagon, Washington, D. C. In connection with this capacity he has a secret and a top secret clearance by the Air Material Command, Wright-Patterson Air Force Base, Ohio.

8. Dr. LA PAZ explained the behavior of meteors and stated that those phenomena being investigated could not be explained or be considered as meteors. He advised, in view of the unexplained Memphis, Tennessee, incident, the occurrence at Los Alamos, New Mexico, and the proclaimed meteorites fall in Russia, that has not been explained, that the present phenomena should be investigated and an attempt be made to identify them.

9. On 13 December 1948, Dr. LA PAZ gave a statement concerning an incident, which he witnessed at 9:03 p.m., on 12 December 1948. Dr. LA PAZ's statement is inclosed as Incl. No. 1.

10. On 11 December 1948, Major WILLIAM P. GODSON, 4th Army Liaison Intelligence Officer, Sandia Base, New Mexico, advised S/A M. C. HENN, that there were no maneuvers in this area, and no experiments involving the use of rockets or flares.

11. On 12 December 1948, Col. HAROLD A. GUNN, Base Commander, Kirtland Air Force Base, Kirtland Field, New Mexico, was interviewed by S/A MELVIN H. HENN. Col. GUNN advised that he knows of no aerial maneuvers, and feels that in the event that there were, he would be so advised.

AT CHANDLER, ARIZONA

12. On 7 December 1948, S/A HERMAN H. HUNTER, reported from Williams Air Force Base, Chandler, Arizona, that Air Force C-47, Number AF-9921, was piloted by Captain A. GOADE, AO-55983. The co-pilot was determined to be Major R. M. GARNER, AO-40767, and the Flight Engineer was M/Sgt. R. G. WALKER, AF-299736 - (unknown in its entirety). All of the above personnel were reported to be permanently stationed at Randolph Air Force Base, San Antonio, Texas, and were enroute from San Antonio,

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Texas, to Williams Air Force Base, Arizona. Aircraft and crew departed for Mather Air Force Base, California, before an interview could be conducted.

AT SANTA FE, NEW MEXICO

13. On 5 December 1948, Captain K. K. MILLER, New Mexico State Police, State Police Headquarters, Highway 85, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Captain MILLER stated no reports had been received by his office from any of the State Police stationed throughout the state of New Mexico.

NOTE: Captain MILLER stated that he would report any incidents of this type to the State Police Office in Albuquerque and request that they contact the Office Of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico.

14. On 5 December 1948, Mr. K. D. FLOCK, Forest Supervisor, Santa Fe National Forest, Federal Court House Building, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Mr. FLOCK stated that he had received no reports of incidents of these types during the current year; however, in the summer of 1947, a woman named MARELINE S. MERCHANT (LNAB) P. O. Box 265, Santa Fe, New Mexico, had reported unusual aerial manifestations to him on numerous occasions. Mrs. MERCHANT, a writer, and her husband were prospecting throughout the State of New Mexico, and on at least five different occasions, during a period of five to six weeks, Mrs. MERCHANT had visited Mr. FLOCK and reported having observed objects which she described as being 'cigar-shaped with a glowing tip' in the sky. No information was available as to the altitude, size, speed, or frequency of these objects. Mrs. MERCHANT stated that she had personally observed these objects from Pierce Amarilla, New Mexico, to Los Alamos, New Mexico. Mrs. MERCHANT is believed to have contacted the military security personnel at Los Alamos Atomic Energy Commission (LAAD) installation, and also to have contacted the Governor of New Mexico reference her observations. It is not believed that Mrs. MERCHANT is now residing at Santa Fe.

15. Mr. FLOCK stated that he had alerted his Forest Rangers to watch for unusual lights or objects in the sky, but to date had received no reports from them. Mr. FLOCK recommended that WILLIAM BRATHARD, Forest Ranger, Las Vegas, be contacted for a report of possible activities of this nature in the Las Vegas area.

NOTE: Mr. FLOCK was unusually cooperative and security-conscious. Mr. FLOCK stated that he would discreetly alert his Rangers again and have them report to him all incidents of this nature immediately. These reports will be transmitted in turn to the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico. Mr. FLOCK stated also that he would be glad to cooperate by permitting members of the Office of Special Investigations to make use of temporarily inactive fire towers, or ranger stations, upon request.

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AT LAS VEGAS, NEW MEXICO

1. On 8 December 1948, Mr. Matt O'BRIEN, Chief of Police, Sixth and University, Las Vegas, New Mexico, was interviewed reference reports of unusual aerial phenomenon. Chief O'BRIEN stated that he had received no reports of this nature and added that this was the first he had heard of possible occurrences in the vicinity of Las Vegas. Chief O'BRIEN recommended that NOLAND UTZ, State Police, on duty in Las Vegas, be contacted.

2. On 8 December 1948, Patrolman NOLAND UTZ, New Mexico State Police, San Miguel County Court House (Old Town), Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomenon. Mr. UTZ stated he had received no reports of this nature and added that only on one occasion had he overheard a conversation about aerial flares in the neighborhood of Las Vegas. This conversation occurred during a meeting of several enforcement agents and Mr. UTZ stated he had no idea who had mentioned the subject. Mr. UTZ stated if he received reports of this type he would report same to the proper Federal agency. Mr. UTZ said that possibly a man named "HOUSE" who was flying a plane locally and doing advertising with a loud speaker attached to the plane could throw some light on the flares claimed to have been seen in the vicinity of Las Vegas.

3. On 8 December 1948, Mrs JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Watson Airport, East County Road, Las Vegas, New Mexico, was interviewed reference reports of flares observed at night in the vicinity of Las Vegas. Mrs. MARSHALL stated that she was the wife of JOSEPH MARSHALL, Owner of Las Vegas Flying Service. Mrs. MARSHALL stated that business was unusually slow at the Watson Airport, due to the near-abolishment of training of student pilots under the G.I. Bill. No flying is conducted at night from this air field. Mrs. MARSHALL added that possibly information could be obtained from the local newspaper office and added that she had heard no reports on flares in the Las Vegas area.

NOTE: Contact was not made with the local newspaper due to a desire of keeping publicity about this investigation to a minimum.

4. On 8 December 1948, Mr. J. D. MILLER, Chief Aircraft Communicator, Department of Commerce, Civil Aeronautics Administration (hereinafter referred to as C.A.A.), Box 1029, Municipal Airport, Las Vegas, New Mexico, was interviewed reference possible previous reports of unusual aerial phenomenon. Mr. MILLER stated he had heard of no incident prior to this interview and added that he was very much interested in events of this nature. Mr. MILLER stated he had received no information from any aircraft on 5 December 1948. A check of the C.A.A. records for this date verified this statement. Mr. MILLER stated that beginning immediately he would alert his Aircraft Communicators to report promptly incidents of this nature to him. These reports would in turn be reported to the Office of Special Investigations, Kirtland AFB, Kirtland Field, New Mexico. If the reports appear to necessitate immediate investigative action, a report will be made to a Federal agent residing in Las Vegas. Mr. MILLER requested that four of

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his six Aircraft Communicators, on duty at time of interview, be interviewed collectively and informed briefly of the type of reports desired and the necessity for reporting such incidents immediately to Mr. MILLER.

5. On 8 December 1948, Mr. JOHN J. NEWMAN, Mr. K. C. FRANCIS, Mr. C. T. RICH, and Mr. ROY W. TOLLIVER, Aircraft Communicators, C.A.A. Municipal Airport, Las Vegas, New Mexico, were interviewed collectively and informed of the investigation being conducted relative to unusual aerial phenomena. None of these men had received previous reports of this nature. All of these men agreed to maintain this information on a discreet basis and to handle the information as being highly classified. Permission was granted to these four communicators to brief the two communicators absent at this time reference the information desired. The two men absent were listed as Mr. IRWIN L. MERICLE and Mr. ROBERT L. BISH. The four communicators interviewed stated that the only night flying at Municipal Airport, Las Vegas, was by the two commercial airlines located there; Pioneer Airlines and Continental Airlines. It was pointed out that a Mr. LLOYD BIBLE, Owner-Manager of a flying school located on Municipal Airport was not licensed to make night flights and was not authorized to permit his students to fly at night. It was further noted that Mr. WOODROW HOUSE, owner of a Piper Super Cruiser used for advertising purposes in the vicinity of Las Vegas, was not licensed to fly at night.

6. On 8 December 1948, Mr. BILLY R. WATSON, Manager, Pioneer Airlines, Municipal Airport, Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomenon. Mr. WATSON was interviewed in his home, 816 Fourth Street, Las Vegas, New Mexico, and stated that with the exception of a rumor from one of his Pioneer pilots (Mr. VAN LLOYD) he had heard of no unusual incidents regarding flares or lights in the sky in and around the Las Vegas area. Mr. WATSON stated that he would stay on the alert in an attempt to gather any future information from pilots or crew members of Pioneer Airlines, but added that he did not feel like confiding in his two assistants, since they were very youthful and would undoubtedly disclose information regarding this investigation. Mr. WATSON stated that a Mr. W. R. McGOVERN, home address, 1001 Sixth Street, Las Vegas, Manager of Continental Airlines was presently out of town but was due to return on Friday, 10 December 1948. Mr. WATSON, upon being requested to do so, stated he would discreetly brief Mr. McGOVERN as to the nature of reports desired, and would impress Mr. McGOVERN as to the confidential classification of this investigation. Mr. WATSON concluded by stating that any information he obtained, and information obtained by Mr. McGOVERN, would be reported to Mr. MILLER of C.A.A. for subsequent transmittal to the proper investigative agency.

7. On 8 December 1948, Mr. WILLIAM BRAINARD, Ranger, Santa Fe National Forest Service, Federal Post Office Building, Las Vegas, New Mexico, was interviewed reference possible previous reports of unusual aerial phenomenon. Mr. BRAINARD stated that at no time in the past since his assignment to Las Vegas in February 1948 had he received any report or observed any incident regarding occurrences of this nature. Mr. BRAINARD said he would report any future incidents of this type to Mr. FLOCK in Santa Fe, for subsequent transmittal to the investigative agency concerned.

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AT LAS VEGAS, NEW MEXICO

This is a joint investigation conducted by Special Agents JOHN J. STAHL, Jr. and MELVIN E. NEEF.

At 1745 on 8 December 1948, Special Agents STAHL and NEEF, both rated pilots, took off from Kirtland Air Force Base, Albuquerque, New Mexico, in a T-7 type aircraft. At 1833 while flying at an indicated altitude of 11,500 feet, mean sea level, approximately 5,000 feet above terrain, a strange phenomenon was observed. The exact position of the aircraft at the time of the observation was 35° 31' North - 104° 51' West, approximately twenty (20) miles east of the Las Vegas, New Mexico, radio range station. At the time of the observation the aircraft was flying on a compass course of 90°, the indicated air-speed was one hundred sixty (160) miles per hour and the ground speed was approximately one hundred ninety miles per hour. Special Agent STAHL was flying as pilot and seated on the left side of the cockpit. Special Agent NEEF was flying as co-pilot and was seated on the right side of the cockpit. Special Agent NEEF first observed the phenomenon and a split second later Special Agent STAHL saw it. At an estimated altitude of 2,000 feet higher than the airplane or 13,500 feet above mean sea level a brilliant green light was observed coming toward the airplane at a rapid rate of speed from approximately 30° to the left of course, from 60° ENE, to 240° WSW. The object was similar in appearance to a burning green flare of common use in the Air Forces. However, the light was much more intense and the object appeared to be considerably larger than a normal flare. No estimate can be made of the distance or the size of the object since no other object was visible upon which to base a comparison. The object was definitely larger and more brilliant than a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon last approximately two (2) seconds at the end of which the object seemed to burn out. The trajectory then dropped off rapidly and a trail of glowing fragments reddish orange in color was observed falling toward the ground. The fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very moment it ignited and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split second before observation.

8 Dec 48 Stahl Neef

Weather at flight altitude was as follows; Ceiling unlimited, visibility, a minimum of seventy-five (75) miles, the wind, 30 miles per hour from 310° . The moon, in the first half, was approximately half way to its zenith and south, or to the right of course. The 1815 weather observation at Las Vegas, New Mexico, was clear, 30 miles visibility, temperature 30°, due point 17° , the wind from the NE at 6 miles per hour, the altimeter setting 30.06 inches of mercury. After the occurrence the aircraft remained in the same vicinity for approximately one and one-half hours but no further phenomena were observed.

On 9 December 1948, Special Agent STAHL accompanied by a crew chief took off from Kirtland Air Force Base at 1635 and flew to the area where the phenomenon had been observed the previous evening. A careful search of the terrain, both where the phenomenon was observed and in the direction from

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which it had appeared, was made. The terrain is barren and rough, and scarred by numerous dry washes and shallow canyons. Two or three widely separated buildings, apparently small ranch houses were noticed in the area. It appears that the land may be used for limited cattle raising. There are no indications of cultivation. The aircraft remained in the vicinity for several hours after sunset but no further phenomenon was observed. The weather conditions at flight altitude were high scattered cirrus clouds above 25,000 feet and visibility in excess of 40 miles.

On 11 December 1948, Mr. JOSEPH H. TOULOUSE, A.E.C. Security Representative, Sandia Base, gave Special Agent MEKF the following statement:

Statement

At approximately 2255 the evening of 6 December 1948, I observed a definite greenish flare in the sky almost directly overhead at Sandia Base. At the time of the flare I was driving west on D Street and had made the Stop sign at the Main Street. The flare appeared in the upper right hand corner of the windshield of the car slightly to the northwest.

The flare was approximately one-third the diameter of the moon and a slight arch onward falling from east to west. The flaming tail appeared during this arch. The entire phenomenon lasted possibly two to three seconds after which it vanished.

Joseph H. Toulouse
A.E.C. Security
Sandia Base

ENCLOSURES

FOR CO, KIRTLAND AFB:
Signed statement of Dr. LINCOLN LA PAZ dated at Albuquerque, New Mexico, 13 December 1948.

FOR OSI, HQ., WASHINGTON, D.C.:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR DO #10, KELLY AFB:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR HOLLOMAN AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR WALKER AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

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DISTRICT OFFICE #17, KIRTLAND AFB

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AT SANTA FE, NEW MEXICO

Will interview Mrs. MADELINE G. MERCHANT, Box 263, reference reports made by her to Mr. FLOCK, Forest Supervisor, Santa Fe National Forest, during the summer of 1947. Any recent activities concerning aerial phenomenon observed by Mrs. MERCHANT will be obtained.

AT LOS ALAMOS, NEW MEXICO

Will interview the Chief of the Security Section, Los Alamos Atomic Energy Commission installation reference reports made to that organization by Mrs. MADELINE MERCHANT in 1947 and possibly in 1948. Will further ascertain from the Chief of Security if any other reports of unusual aerial phenomenon have been reported to the Los Alamos Atomic Energy Commission installation.

AT WALKER AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

AT HOLLOMAN AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

DISTRICT OFFICE #10, SAN ANTONIO, TEXAS

AT SAN ANTONIO, TEXAS

Will interview Captain Goade, Major Carter and M/Sgt Walton concerning the flares, meteors or phenomenon observed by them at Las Vegas and on the eastern slope of the Sandia Mountains, New Mexico, on 5 December 1948, while enroute from Lowry AFB, Denver, Colorado, to Williams AFB, Chandler, Arizona.

AT EL PASO, TEXAS

Will determine whether or not Biggs AFB has been engaged in aerial maneuvers involving the use of aerial flares or similar devices.

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Date: Tue, 23 Aug 2005 16:26:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: December 12, 1948, 15 miles south of Las Vegas, NM, OSI Case 13

To: Francis Ridge <nicap@insightbb.com>

Green fireball observed from two separate stations.
Report from Dr. Lincoln La Paz.

Report states: "It is interesting to observe that the baskward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation."

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Page ID (PID) : NARA-PBB88-742
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

Frames 742 - 743

Date: Mon, 25 Jul 2005 17:03:31 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: December 20, 1948; Los Alamos, NM. OSI Case 014// December 28, 1948; Los Alamos, NM. OSI Case 015
To: Francis Ridge <nicap@insightbb.com>

December 20, 1948; Los Alamos, NM. OSI Case 014. Very reliable.
December 28, 1948; Los Alamos, NM. OSI Case 015 (Frame 1410)

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Page ID (PID) : MAXW-PBB4-1409
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 4

Frame 1409 is a part of a a AFOSI Report of Investigation that begins on **Frame 1407**

Frames 1407 - 1408

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8 | DATE 4 Jan 49

REPORT MADE BY: JACK L. BOLING

REPORT MADE AT: DO #17, Kirtland AFB, N. M.

PERIOD: 22-24, 29 December 1948

OFFICE OF ORIGIN: DO #17, Kirtland AFB, N. M.

STATUS: PENDING

TITLE: UNKNOWN (Aerial Phenomena)

CHARACTER: SPECIAL INQUIRY

REFERENCE: Report, S/A MAFFZIGER, 17th District OSI, 13 Dec 48 - Report, S/A BOLING, 17th District OSI, 22 Dec 48.

SYNOPSIS:

Additional sightings of "fireballs" reported from Phoenix, Arizona, and Hood River, Oregon. Negative check for reports made south and east of Albuquerque. Concurrent sightings reported from Los Alamos, New Mexico; bearings obtained and ground track plotted. Negative check made with observer on duty at night at Navy Project, Las Cruces, New Mexico. Report made by Dr. LA PAZ giving his findings.

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APPROVED: DOYLE REES, Lt Col, USAF, DISTRICT COMMANDER

FILE STAMP

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DETAILS:

1. This is a joint investigation by the writer, S/A MELVIN E. [illegible], EDGAR J. BETHART, and ROBERT R. JOENS.

AT ALBUQUERQUE, NEW MEXICO

2. Letter from Miss ELLEN PETERSON, to Dr. J. HUGH PRUETT, Professor of Astronomy, University of Oregon, dated 3 November 1948, was provided by Dr. LINCOLN LA PAZ. This letter indicates that Miss PETERSON saw a "very strange star or fireball" on the night of 24 October 1948 over Phoenix, Arizona. Description extracted from letter follows:

Color: Green
Course: East to west, with erratic side motions
Speed: Very slow (estimated 75 minutes to cross sky)
Remarks: Seemed to be affected in course and brilliance by stars; moved off course to north and south in zig-zag; faded as it went further west, then flared up and disappeared.

3. Lead sheets were transmitted to Williams Air Force Base Detachment, 17th District OSI, for interview with Miss PETERSON to develope precise details as to course and elevation. (Inclosure #1)

4. Letter from GENE H. BIRD, News Editor, Sun Publishing Company, Hood River, Oregon, to Dr. PRUETT, undated, was provided by Dr. LA PAZ. This letter refers to the sighting of a blue-white flash of light, accompanied by a loud noise, at 1930 hours, 11 December 1948. A summary of the letter from BIRD follows:

At approximately 1930, a brilliant blue-white flash of light was seen from Hood River, Oregon, about five miles south and slightly east. This is nearly directly over Pine Grove, a small Oregon town. Most witnesses said that it might have been lightning, but did not look like any lightning that they had ever seen. It looked more like the rapid burning of a flare. A loud noise, like thunder, accompanied the flash. One witness said that the light moved to the northwest, but no others saw the movement. The center of the flash seemed to be round and white, something like a fluorescent light, or a searchlight, and was concentrated. The weather was cold, with light rain and snow; no lightning or thunder was observed. Radio interference was strong at the time of the flash and for a few seconds later. (Inclosure #2)

5. Lead sheets were transmitted to 20th District OSI for interviews directed toward getting more details from BIRD, and obtaining further statements.

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Frames 1409 - 1410

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6. The writer made inquiries in the following New Mexico towns on 23 and 24 December, with negative results: Belen, Scholle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Salina. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN E. NEFF by Lieut. EARLE D. HIGHTOWER, Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. LA PAZ from the position of sighting by WILSON AND TRUETT.

Report by Inspector BUFORD O. TRUETT, AESS:

At about 2054, 20 December 1948, in company with Inspector W. D. WILSON, a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector WILLIAM D. WILSON, AESS:

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

8. Statements from Lieut. CLIFFORD E. STRANG, AESS (oral), and Mr. GEORGE S. SKIPPER (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEFF and Dr. LA PAZ on 29 December 1948. STRANG and SKIPPER reported concurrent sighting of the phenomena observed by TRUETT and WILSON. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by WILSON above. Transit readings were made by Dr. LA PAZ from location of sighting by STRANG and SKIPPER. A report was prepared by Dr. LINCOLN LA PAZ, meteoriticist, University of New Mexico, who has cooperated in this investigation, giving

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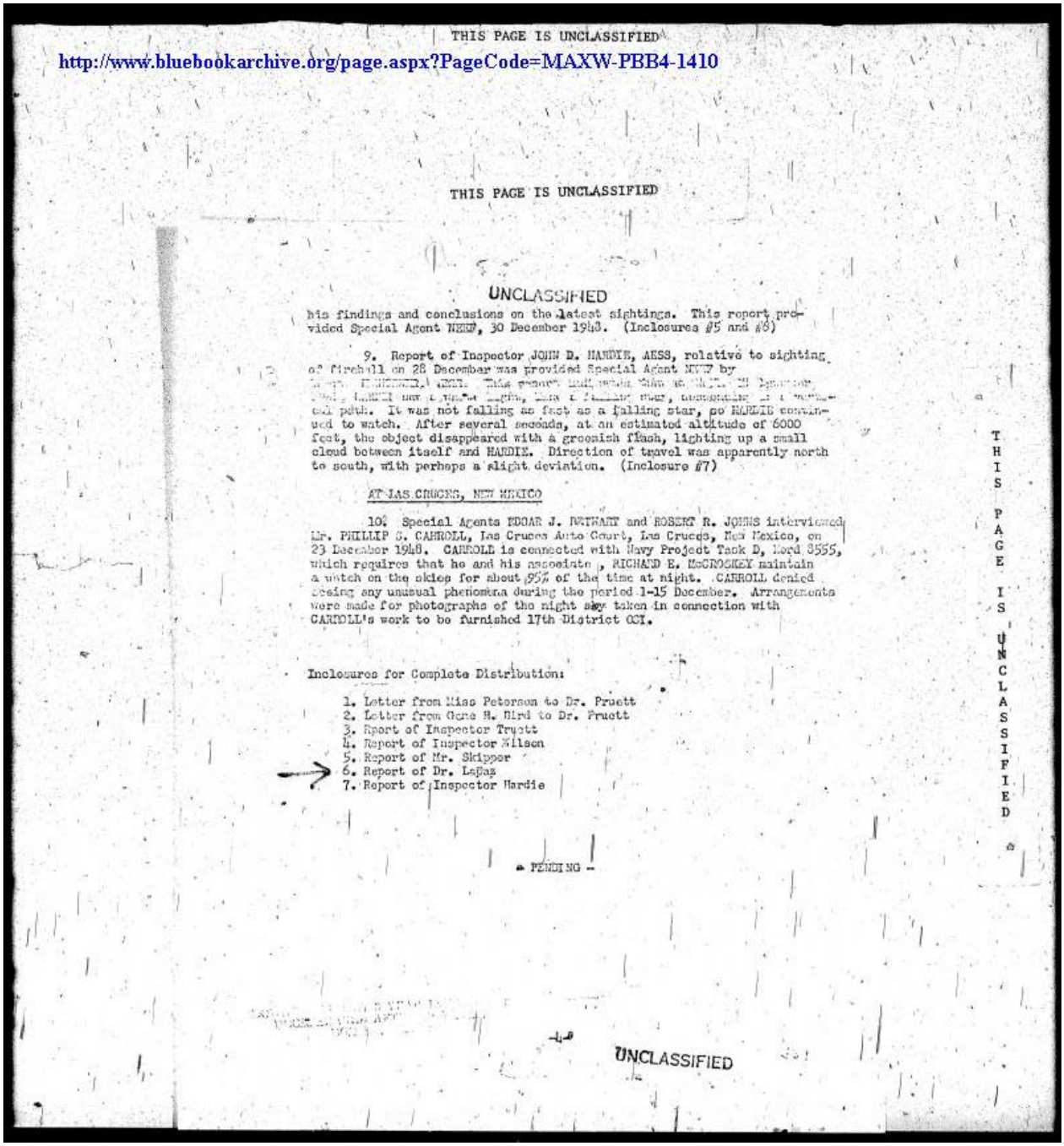
Frame 1410

This frame has reference to the December 28, 1948 (**December 28, 1948; Los Alamos, NM. OSI Case 015)**



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his findings and conclusions on the latest sightings. This report provided Special Agent NEHF, 30 December 1948. (Inclosures #5 and #8)

9. Report of Inspector JOHN D. HARDIE, AESS, relative to sighting of fireball on 28 December was provided Special Agent NYWF by [illegible]. This report [illegible] path. It was not falling as fast as a falling star, so HARDIE continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and HARDIE. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. [illegible] and ROBERT R. JOHNS interviewed Mr. PHILLIP S. CARROLL, Las Cruces Auto Court, Las Cruces, New Mexico, on 23 December 1948. CARROLL is connected with Navy Project Task D, Lord 3555, which requires that he and his associate, RICHARD E. McCROSKEY maintain a watch on the skies for about 95% of the time at night. CARROLL denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with CARROLL's work to be furnished 17th District OSI.

Inclosures for Complete Distribution:

1. Letter from Miss Peterson to Dr. Pruett
2. Letter from Gene H. Bird to Dr. Pruett
3. Report of Inspector Truett
4. Report of Inspector Wilson
5. Report of Mr. Skipper
6. Report of Dr. LaPaz
7. Report of Inspector Hardie

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Frames 1411 - 1422

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INCLOSURE #6

The University of New Mexico

Albuquerque

Institute of Meteoritics

December 30, 1948

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena (Third Report)

In the second report of this series, a description was given of the real path through the atmosphere of the green fireball of 1948, December 12, 9h 2m (plus or minus 30m). On the basis of corresponding observations made from one station near Starvation Peak, New Mexico, and a second station near Los Alamos, New Mexico, this fireball was found to have appeared near a point with the coordinates: latitude 35° 50' N, longitude 106° , 40' W, and to have disappeared near a point with the coordinates: latitude 35° 45' N, longitude 107° 05' W, traversing an almost horizontal path, at an elevation of about 10 miles above sea level, with a length of about 25 miles, at a velocity of approximately 10 miles per second. (The minimum path length consistent with the observations was found to be about 11 miles, the corresponding velocity then falling between 3 and 6 miles per second, depending on the duration adopted.)

On the basis of corresponding observations of the greenish-white fireball of 1948, December 20, 8h 54m p.m. made by two pairs of Los Alamos observers, it has now become possible to work out another approximate real path. As will be apparent from the original accounts of the observations made by AESS Inspectors William D. Wilson, Buford G. Truett, Clifford E. Strang, and Physical Security Inspector George S. Skipper, the fireball of 1948, December 20 was observed under less favorable conditions than the green fireball seen by five persons on the night of December 12. However, on the basis of the original accounts of the observers named above, of sketches supplied by these four individuals on December 29 and of transit observations made by Captain M. E. Neef and the undersigned on the same date at the points of observation (viz., 35° 48' .9, 106° 18' .4 for Strang and Skipper and 35° 55' ,106° 23' .7 for Wilson and Truett), it has been possible to establish reasonable concordance between various points on the fireball path as seen by the two groups of observers. Because of the very short baseline (only 8 miles long) between the two points of observation and the difficult conditions under which the fireball of December 20 was observed, it is my opinion that the real path derived from the December 20 observations deserves considerably less weight than that obtained from the December 12 observations.

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It is found that the fireball doubly observed by Messrs. Wilson, Truett, Strang, and Skipper appeared at a height of at least 10 miles and descended at an angle of about 45° to the vertical (according to Truett's estimate) to a point C at an elevation of only 2.3 miles above the horizontal plane through the point from which Strang and Skipper observed. As the fireball approached the point C, its path levelled off and from C to its point of disappearance, E, the fireball followed a nearly horizontal path approximately 7.5 miles long moving with a velocity of between 3.75 and 7.5 miles per second, depending on the duration estimate adopted. The coordinates of the projection of C on the earth are 35° 56' N, 106° 30' W, and those of the projection of E are 35° 57' N, 106° 23' W. The forward extension of the fireball's trace on the earth, as determined by the above projections, passes some six miles to the north of the town of Los Alamos.

It should be noted that the descending branch of the path of the fireball was observed by Inspector Truett alone, but he was absolutely certain that his observation of this portion of the path was correct. It should also be noted that no sound was heard, although the distance from the observers to the fireball and from the fireball to the earth could have been only a few miles at most. I have no hesitancy in testifying that an object possessing the real path and the other peculiarities observed by Messrs. Wilson, Truett, Strang, and Skipper was not a falling meteorite.

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239

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[redacted]

Incident #241, a, b -- Los Alamos, New Mexico -- 20 December 1948

Mr. Lafaz, who has interviewed the various observers of this incident, has stated that the object seen was not a falling meteorite. He had access to more detailed information than is contained in the typed reports offered here, and he is an expert in these matters.

It should be noted, however, that the reports available to this investigator show many contradictions concerning the color and trajectory of the object. One observer gives the angle of fall as 45°; another states that the trajectory was horizontal. Most observers indicate a bluish-white light; only one mentions the color green, which is so predominant in the New Mexico "green flashes."

It is not at all certain that the object observed here belongs to the "green flash" family of incidents.

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Incident: 241

Buford G. Truett

Atomic Energy Security Service Inspector

At about 2054, 20 December 1948, in company with Inspector W. D. WILSON, a falling light was observed at a great height moving toward the earth at a 45° angle; this angle decreased as the light fell until it disappeared on about a 20° angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. Its form seemed to grow more concrete and seemed to be something besides just a white unbroken moving light. It appeared to have a flat base leaving a broken red trail on each side. It was now nearer the earth. The angle of glide appeared to be 20° and reminded Truett of an airplane in flight. It seemed to fly thru the air as if controlled and did not fall straight to the earth as an uncontrolled object normally would. It was moving very very swiftly. It finally disappeared behind Point Eagle.

See Incident 239 for Details

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REPORT NO. 241a

1. Date of Observation 20 Dec 48 Date of Interview 29 Dec 1948
2. Exact time (local) 2054
3. Place of Observation Los Alamos, N. M.
4. Location of Observer ground 35° 55'; 106° 23' .7
5. How attracted attention to object Attention called to object by Inspector Buford G. Truett
6. Number of objects 1
7. Apparent size basketball - 1/4 the size of the moon
8. Color or Light intense /blue-white light
9. Shape
10. Altitude
11. Direction of Flight West to East, possibly a trifle to the south
12. Duration 1-1/2 seconds
13. Speed very fast rate of speed
14. Sound No sound
15. Tail faint trail of light behind it
16. Maneuvers
17. Direction of disappearance traveled in an almost flat trajectory and its decline formed an angle with the horizon of approx 20°
18. Manner of disappearance Behind a mountain directly to the northeast of Pt Eagle at a 20° angle
19. Number of objects
20. Characteristics Two objects the size of a baseball separated from the main body and followed it at even intervals of distance
21. Weather Cold with snow and rain

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Incident: 24la

William D. Wilson,

Atomic Energy Security Service Inspector

Inspector Wm D. Wilson, AESS, in the company of Inspector Mrxx. Buford O. Truett, AESS, who called his attention to the phenomenon, describes his experience as follows:

"At 2054, 20 Dec 45, we saw the object described below making a path thru the sky. It was travelling in an almost flat trajectory and its decline formed an angle with the horizon of approximately 20°. The angle of elevation from our point of observation was approximately thirty°. The object was moving at a very fast rate of speed and disappeared behind the mountain directly to the northeast of Pt Eagle. Total time of visibility was about one and one-half seconds.

Description:

An intense blue-white light about the size of a basketball. As the object traversed the sky, there was a faint trail of light behind it, and two objects the size of a baseball separated from the main body. These objects were of the same color and intensity as the main body, and trailed behind it directly in its path at even intervals of distance equal to approximately three times the diameter of the main body. The size of the main body was approximately one quarter the size of the moon

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241b

1. Date of Observation: 20 Dec 48 Date of Interview: 29 Dec 1948
2. Observation time (local): 2053
3. Place of Observation: Route 4 - north of Bandelier cut-off - Los Alamos
   35° 48'.9 106° 18'.4
   Direction of observer: ground
4. For astronomical objects only:
5. Number of objects: 1
6. Apparent size:
7. Color or brightness: Intense blue-white light
8. Sound:
9. Duration of observation:
10. Direction of flight: West to East, possibly a trifle to the south
    ~~Path of objects~~ N/S
11. Manner of flight: very fast rate of speed
12. Sound: No sound
13. Other observations:
14. Description of objects: traveled in an almost flat trajectory and its decline forming an angle with the horizon of approx 20°
15. Weather conditions:
16. Cloud cover: Cold with snow and rain

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Page [illegible] Incident: 241b

[illegible] of Witness: Clifford E. Strang

[illegible] and Address: AESS Inspector

[illegible]

An oral statement was made to Special Agent Neef and Dr La Paz on 29 Dec 1948. Inspector Strang accompanied Inspector Skipper. See Skipper's statement #241C. Both descriptions agreed with that of Inspector Wilson as to color, speed, trajectory and distance. Sightings were made concurrently.

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Log No. 240X 241C

2. Date of Observation: 20 Dec 48 Date of Interview: ~~29 Dec 1948~~

3. Exact time (Local): 2053

4. Place of Observation: Route 4 - north of Bandelier cut-off - Los Alamos 35° 48' .9, 106° 18' .4

5. Position of Observer: ground

6. Number of objects: 1

7. Apparent size: Tennis ball

8. Color of object: white with greenish tail

9. Shape: ball of light

10. Altitude: Questionable

11. Direction of motion: Southwest to Northeast

12. Duration of observation: 2 seconds

13. Speed: Slower than a meteorite - approx 1500 mph

14. Sound: No sound

15. Description: Small conical-shaped tail of a pale greenish color of gaseous nature

16. Brightness: glaring white light similar to color of white-hot steel in a smelting furnace

17. Manner of motion: Level course

18. Manner of disappearance: disappeared from view behind the tops of trees

19. Any additional observations: Appeared to maintain /Controlled flight

20. Weather conditions: Cold with snow and rain

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Page 2 Incident: 241C

Name and address of informant: George S. Skipper, Jr

Organization and address: Inspector Atomic Energy Security Service
Los Alamos, N. M.

Date and time of interview: [illegible] and name of interviewer:

At approximately 2053, December 20, 1948 while driving over State Route #4, toward the South Gate (Station 390), AESS Inspector Skipper observed what appeared to be at first glance a meteorite travelling from left to right, at right angles to the direction he was moving. The object seemed almost the size of a tennis ball and was a glaring white similar to the color of white-hot steel in a smelting furnace. The ball had a small conical shaped tail that appeared to be pale greenish in color and this tail was not as clearly defined as the ball itself but seemed to be of a gaseous nature.

The object appeared to be travelling on a controlled, level course and was visible approximately a second and a half, disappearing from view behind the trees that bordered the road. As he made a sharp right turn on the road the object again was visible for approximately a second and this time was considerably farther away. During this interval he observed a small light to the right of the object which appeared to be travelling with it. This smaller light was similar in appearance to a running light on an airplane and seemed reddish in color. The object and accompanying light disappeared from view behind the tops of more trees and he was unable to catch another glimpse of it.

Inasmuch as this event occurred at night and due to the terrain over which he was travelling it was difficult to state the exact direction in which the object was travelling. In addition, since he had no way of determining the actual size it was equally difficult to judge the altitude of the object.

Statement (oral) to Special Agent [illegible] and Dr La Paz on 29 Dec 48 was made by AESS Inspector Strang who accompanied Skipper. Description of STRANG & SKIPPER agreed with that of the concurrant sighting by [illegible] WILSON as to color, speed, trajectory and distance as well as time.

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20 DEC '8 Los Alamos N.M.

[illegible]

Basic: Ltr fr 17th Dist CSI, KAFB, to CO, KAFB, dtd 11 Jan 49, Subj: Unknown (Aerial Phenomena).

AF [illegible] 1st Ind [illegible]
HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind to letter same subject as above.

FOR THE COMMANDING OFFICER:

1 Incl: n/c (1 cy w/d)

OLIVER P. NOLAND
Captain, USAF
Ass't Adjutant

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Date: Tue, 23 Aug 2005 16:02:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Sightings in Los Alamos area Dec 1948 *
To: Francis Ridge <nicap@insightbb.com>

The document below just mentions the December 20, 1948 sighting. This document is rather important--just look at the distribution list.

December 20, 1948; Los Alamos, NM
AESS observation post sighted green fireball with a triangulated 7-8-mile W to E flight path calculated by LaPaz based on another independent observation at a different site. (Sparks BBU, FOIA)

==========

OSI 17th District, Kirtland AFB, New Mexico

Subject: UNKNOWN (Aerial Phenomena)

Established dates of sightings in the New Mexico area are 5, 6, 7, 8, 11, 12, 13, 14, 20, and 28 December 1948.

The majority of the observations have been reported from the Las Vegas-Los Alamos area in northern New Mexico.

Distribution:

Resident Agency, FBI
Fourth Army Liaison Officer
AEC Security, Sandia Base
Intelligence Office, Sandia Base
AESS, Los Alamos
Field Office for Atomic Energy, Kirtland AFB
Ohters as needed

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Page ID (PID) : MAXW-PBB4-1303
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 4

Frames 1303 - 1305

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[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

File No. 24-3 19 January 1949

SUBJECT: [redacted] (Aerial Phenomena)

TO: See Distribution

SUMMARY OF INFORMATION:

1. The present investigation is based on the series of sightings of anomalous luminous phenomena beginning on 5 December 1948. Reports of previously sighted phenomena are included as they are developed in the course of the investigation. Established dates of sightings in the New Mexico area are 5, 6, 7, 8, 11, 12, 13, 14, 20, and 28 December 1948, and 6 January 1949. Sound phenomena, which may or may not be related, are reported on 11 December 1948, and 30 December 1948.

2. In general the descriptions given by witnesses agree in the major features of the fireballs. A summarized description follows:

a. Location - The majority of the observations have been reported from the Las Vegas-Los Alamos area of northern New Mexico. Sightings from other points in the New Mexico area are almost invariable in that the object is seen in the direction of the Las Vegas-Los Alamos area. Ground tracks plotted from concurrent sightings fall in the immediate vicinity of Los Alamos.

Reports from Idaho, Oregon, and Arizona, concerning allied sightings have been received, but definite identity with the phenomena under investigation has not been established.

b. Color - A brilliant green, similar to a green traffic signal or a green "neon" light, is the usual color cited. Some reports indicate that the light began or ended with a red or orange flame. Other reports have given the color as red, white, blue-white, and yellowish green. The trailing lights (covered below) are said to be red.

c. Shape - With one exception the shape is definitely round, not a point of light. Most descriptions say that there is a definite area

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ltr, dtd 19 Jan 49, subj: [redacted] (Aerial Phenomena), File 24-9, Summary of Information.

UNCLASSIFIED

to the light source. One report gives the shape as that of a diamond, and another indicates that the trailing lights are elongated.

d. Size - The size is usually given as one-fourth (1/4) the diameter of the full moon, when that comparison is suggested. Frequently the size is compared to a basketball, with the trailing lights lights the relative size of a baseball.

e. Course - The course is usually reported as being on an east-west line. Admissible approach sectors calculated by Dr. L. Page indicated the probability that the objects are mostly approaching from the northern quadrant. Plotted ground tracks lie east-west, with one line of flight being east to west and the other almost directly opposite.

f. Trajectory - The trajectory of the objects is almost invariably given as almost horizontal, with occasionally a dip at the terminal end of the path. On two occasions a definite vertical change in course was indicated. In each of these cases, the trailing lights were present.

g. Speed - In most cases the observation period is approximately two seconds, with a large angular distance covered. Measurements of the ground tracks plotted from concurrent sightings give a minimum speed of three (3) miles per second and a maximum of twelve (12) miles per second. If the mean calculated speed be accepted as correct, then a velocity in the order of seven and one-half (7-1/2) miles per second is the result. In this connection, it is to be noted that the velocity required for a projectile to overcome both air resistance and the effect of the earth's gravity field is approximately seven and twenty-eight hundredths miles per second.

h. Altitude - The angular altitude varies with each observation, of course, but the altitude plotted from concurrent sightings is between six and ten miles.

i. Sound - On no occasion has any sound been directly associated with the observation of these phenomena. Unexplained sounds have, however, been reported from Los Alamos. A combined sound-light phenomenon has been reported from Oregon, but has not definitely been identified with the subject under investigation.

j. Multiple Units - On at least two occasions reports definitely show that the main luminous object was followed at a fixed distance by two trailing lights. One report shows these trailers as being the same color as the main body, and another that they were red, while the main body was green. In each of these instances, a sharp course variation in the vertical plane was noted.

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Ltr dtd 14 Jan 49, subj: UNKNOWN (Aerial Phenomena). File 324-9, Summary of Information.

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3. The observers upon whose reports this summary is based include Dr. NICOLE LA PAZ, authority on meteoritics, Special Agents of the OSI, airline pilots, military pilots, Los Alamos Security Inspectors, school teachers, truck drivers, and other assorted vocational groups. The congruency of the reports is all the more remarkable when the wide variation in background of the observers is considered.

4. The calculations as to track, height, and velocity are of necessity rough, as the observations upon which they are based were not scientifically accurate. Whenever possible, accurate transit readings have been taken from the spot where the sighting was made. These readings were based on estimated positions of the objects, however, so are not definitive. No photographs have as yet been obtained.

5. The conclusions reached from this investigation are:

a. Some nine (9) specific differences exist between these phenomena and any known meteoric data.

b. It is possible that they are manifestations of some hitherto unreported natural phenomena.

c. It is possible that they are man made.

DISTRIBUTION:

Resident Agency, FBI
Fourth Army Liaison Officer
AAC Security, Sandia Base
Intelligence Office, Sandia Base
AESS, Los Alamos
Field Office for Atomic Energy, Kirtland AFB
Other as needed

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b.3

223

T+T 48-2060.

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Date: Wed, 20 Jul 2005 16:34:13 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: January 30, 1949; Alamogordo, NM. OSI Case 020.
To: Francis Ridge <nicap@insightbb.com>

January 30, 1949; Alamogordo, NM. OSI Case 020. Unknown reliability. Information and documents needed.

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Page ID (PID) : MAXW-PBB5-308
Collection : Maxwell Blue Book
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Frames 308 - 355

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~~PRIORITY~~

From: CO Kirtland AFB New Mexico

To: Chief of Staff USAF attn Dir of Special Investigations
Officer of the Inspector General

Nr: OSI-1-90 31 January 1949

Reference previous reports, subject; unknown, aerial phenomena, file number 24-8. Sighting of identical object reported at 2255Z 30 Jan 49 by aprx 30 people. Estimate at least 100 total sightings. AEC, APSWP, 4th Army, local commanders perturbed by implications of phenomena. Sighting reported from El Paso, Alburquerque, Alamogordo, Roswell, Socorro, and other locations. All appear to be same object at different points in trajectory. Unless instructed to contrary this office will make all out investigation with view to location of impact point if any. Request reply.

Rec'd - 2-4-49.
OSI
G.I.R.-7
OKIMO.

ACTION: AF

INFO: ID, PO

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13 FEB 11 1949

Q. IN 321 (2 Feb 49) DTG: 312145Z dck/B
RC 5/1

EA-16 COPY file.

50 FEB 28 1949

5 Cust.

~~SECRET~~

Date: Tue, 26 Jul 2005 16:07:50 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: February 17, 1949; Albuquerque, NM. OSI Cases 23 & 24

To: Francis Ridge <nicap@insightbb.com>

Blue Book index has two sightings for February 17, 1949, Albuquerque and Sandia Base.

Brad Sparks:
Cases 23 and 24 are apparently the same object viewed at different or overlapping times on its trajectory. Case 23 is truck driver Herman Wilcox at about 6 PM (actually 5:57) from near Grants, NM, and Case 24 is UNM Prof. Marvin May at 5:57 PM from Albuquerque (who with his training in meteorite tracking with LaPaz has the more accurate time than the truck driver). There were also about 100 guards at Sandia Base including the Officer of the Guard, sighting it at 5:59-6:06 PM evidently.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-547

<>**Page ID (PID) :** MAXW-PBB5-547
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 547 - 555

Feb 17, 1949; Albuquerque

Date: Wed, 27 Jul 2005 17:14:58 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February, 17, 1949, Sandia Base, NM, UFO report.// Two reports
To: Francis Ridge <nicap@insightbb.com>

Two separate reports below for Sandia Base, New Mexico, on February 17, 1949.

February, 17, 1949, 552 hours, Sandia Base, NM, UFO report.
Object seen for 5 to 7 seconds.
Witness- M/Sgt John P Mitchell

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-582

Page ID (PID) : MAXW-PBB5-582
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 582 - 585

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Second sighting at Sandia Base, New Mexico, on February 17, 1949.

February 17, 1949, Albuquerque, NM, OSI Case 024

Reference below to a yellow-orange cigar-shaped light seen at Sandia Base, New Mexico, visible at 1759 to 1806, 17 February 1949.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-401

Page ID (PID) : NARA-PBB88-401
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

February 17, 1949; Albuquerque, NM. OSI Case 024

Sighting lasted six minutes, and was observed by approximately 100 witnesses, according to the report below.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-412
Page ID (PID) : NARA-PBB91-412
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frame 412

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Project Blue Book Master Index lists a sighting for Sandia Base, on February 17, 1949.

Date: Wed, 27 Jul 2005 16:40:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February 17, 1949; Albuquerque, NM. OSI Case 024
To: Francis Ridge <nicap@insightbb.com>

February 17, 1949, Albuquerque, NM, OSI Case 024

Reference below to a yellow-orange cigar-shaped light seen at Sandia Base, New Mexico, visible at 1759 to 1806, 17 February 1949.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-401

Page ID (PID) : NARA-PBB88-401
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 88

February 17, 1949; Albuquerque, NM. OSI Case 024

Sighting lasted six minutes, and was observed by approximately 100 witnesses, according to the report below.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-412
Page ID (PID) : NARA-PBB91-412
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frame 412

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Project Blue Book Master Index lists a sighting for Sandia Base, on February 17, 1949.

Date: Mon, 25 Jul 2005 23:56:26 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: February 27, 1949; Los Alamos, NM. OSI Case 25
To: Francis Ridge <nicap@insightbb.com>

February 27, 1949; Los Alamos, NM. OSI Case 025.

Case Missing from Blue Book files

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-431

Page ID (PID) : MAXW-PBB5-431
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frame 431

Date: Mon, 18 Jul 2005 21:28:12 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Los Alamos, March 2, 1949, UFO report
To: Francis Ridge <nicap@insightbb.com>

March 2, 1949; Los Alamos, NM. OSI Case 026. Reliable source.
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-636

Page ID (PID) : MAXW-PBB5-636
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 636 - 641

Date: Tue, 26 Jul 2005 00:19:47 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 3, 1949; Los Alamos, NM. OSI Case 027
To: Francis Ridge <nicap@insightbb.com>

March 3, 1949; Los Alamos, NM. OSI Case 027. Reliable source. Information and documents sought.
http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-642

Page ID (PID) : MAXW-PBB5-642
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 642 - 646

Date: Sat, 30 Jul 2005 16:51:44 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 27, 1949, Tucumcari, NM. OSI Case 042
To: Francis Ridge <nicap@insightbb.com>

Summary of Sightings of Unknown Aerial Phenomena, Reported by the 17th District Office of Special Investigations, Kirtland AFB, New Mexico.

<>**March 27, 1949, Tucumcari, NM. OSI Case 042**

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-896

Page ID (PID) : MAXW-PBB5-896
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

<>**Frames 896 - 899**

Date: Sat, 11 Jun 2005 20:18:38 -0400
From: "Jan Aldrich" <project1947@earthlink.net>
To: nicap@INSIGHTBB.COM

Subject: Los Alamos Sighting from NICAP files May, 1949

This sighting is from a collection of Keyhoe letters collected and retyped by Ted Bloecher....Ted bugged Keyhoe to bring in his letters from home and retyped them for the NICAP files. In addition Ted went through the files and retyped any letters he found directed to Keyhoe. Here is one below.

Rebecca LeTourneau retyped this up for us.

Jan Aldrich
Project1947

Copy of Witness' letter to Major Keyhoe, dated Jan. 27, 1961:

> Jan. 27, 1961
>
> Major Donald E. Keyhoe, U.S.M.C., Ret.
> N.I.C.A.P. (Etc.)
>
> Dear Major Keyhoe:
>
> May I say that I believe we have met before. It seems to me that I met you and Mrs. Keyhoe at a social function in Detroit, probably in 1950 or 1951. . . In any event, my object in writing you was to first offer my thanks as an interested and avid fan of yours. I haven't missed an article or release under your name. Secondly, I want to relate my personal sighting of UFO's.
>
> During the period from 1948 to 1950, I was employed as a technician for the Atomic Energy Commission at Los Alamos, New Mexico. During the month of May, 1949, the following event took place. About 10:30 AM, during a week day, my attention was attracted by a group of men outside the laboratory in which I was working. Joining them I looked skyward and at an altitude of approx. 9,000 ft. I observed 13 saucer shaped objects in a perfect straight line formation. During this observation period of about forty five minutes, several of the objects would suddenly leave this formation and with a tremendous burst of speed climb to what I think was about 20,000 ft.
>
> During this sighting, (witnessed by hundreds of residents and workers, also school children) may I add this observance. The atmosphere was clear, not a cloud in the sky and visibility unlimited. Our oldest children who were eleven and twelve at that time, related this event in a school report when we returned to California from this base. They were called liars. Rather than have them ridiculed, I asked them not to mention it again. I have served as Sr. Engineer in charge of static testing the 2nd stage of the "Minute Man" missile besides other programs and I think I have the

technical ability to make such an observation and report it as seen.

Everyone making these observations in the past, including myself, must either be stupid or our military personnel must have very good reasons for their denial of these stories. I feel it is about time that the Air Force should get off the fence and choose sides. Isn't there a solution?

Just couldn't resist dropping you a letter after reading the enclosed article. Please excuse my rusty typing and drop me a line when you have the time.

Sincerely,
E. M. (Ernie) Hunt
(s) Ernie Hunt
1503 Monterey Rd.
South Pasadena, California

NICAP files
Jan Aldrich
Project1947
http://www.project1947.com
P. O. Box 391
Canterbury, CT 06331
(860) 546-9135

Date: May 18, 2005
From: Francis Ridge <nicap@insightbb.com>

Subject; Incident at Datil, NM; Photo Unexplained
February 24 and 25th, 1950

To: CE, SHG, NCP

Sighting No. 175

Photograph of Unknown Aerial Phenomena taken at Datil, New Mexico by Cpl Lertis E. Stanfield, Holloman Air Force Base, New Mexico on 24 and 25 Feb 1950. An analysis of the above photograph was made by Dr. Lincoln LaPaz, Head of the Institute of Meteorics, University of New Mexico, Albuquerque, New Mexico, who reached the following conclusions;

a. The angular diameter of the perfectly round luminous object Stanfield observed was approx imately 1/4 of a degree.

b. The angular velocity of the object in the sky was greater than half a degree per minute.

Dr. LaPaz stated that on the basis of the results (a) and (b) above, the object seen by Stanfield was not the moon (for the angular, diameter is too small), it was not Venus or any other planet (for the angular diameter was too large), and it was not a bright fixed star slightly out of focus (for the observed rate of motion is double that due to the diurnal rotation of the earth).

NARA-PBB91-400

Date: Fri, 6 May 2005 21:05:27 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: AEC Investigators Sighted Unusual Object, Feb 25, 1950, Los Alamos, NM

To: Francis Ridge <nicap@insightbb.com>

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-1255

Page ID (PID) : MAXW-PBB7-1255
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 7

Frames 1255 - 1256

Date: 25 July 2005
From: Francis Ridge, nicap@insightbb.com

Subject: 690th AC&W Members Report Metallic Cylindrical Object Descended and Disintegrated

Kirtland AFB, NM; May 1, 1950

Distribution: CE, SHG, NCP Groups

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-387
NARA-PBB91-387 to NARA-PBB91-390

NARA-PBB91-387

NARA-PBB91-388

NARA-PBB91-389

NARA-PBB91-390

Immediate Saucer Alert!

The Mystery of December 6, 1950

by Bruce Maccabee

(This article was presented at the Symposium of the MUTUAL UFO NETWORK in July, 1999. The information presented here is also presented in somewhat different format in the book, THE UFO-FBI CONNECTION, by Bruce Maccabee, (Llewellyn Pub., 2000)

ABSTRACT

For an hour the United States military was under a condition of national emergency during the morning of December 6, 1950. Two days later the FBI was informed that the Army's Counter Intelligence Corps had been placed on Immediate High Alert for any information related to flying saucers. Were these two documented events related? This paper contains a discussion of the possibility that a flight of saucers caused the emergency and that the crash of one of them near the Texas-Mexico border on or about December 6, 1950 caused the immediate high alert.

PART 1: NATIONAL EMERGENCY

LOCATION: WHITE HOUSE, WASHINGTON, D.C,
OFFICE OF THE PRESIDENT OF THE UNITED STATES
DATE: DECEMBER 6, 1950
TIME: 10:30 AM

(The President is preparing for a conference with British Prime Minister Clement Attlee. The secure phone rings. It is the Undersecretary of Defense Robert Lovett.)

Mr. President. I don't know whether this is related to the war in Korea, but it might be. Our northern tier radars have picked up a flight of several dozen aircraft approaching our east coast. They are unidentified and do not respond to our signaling. They could be Russian bombers. If they proceed on the present course they will be over Washington D.C. in several hours, having passed over major cities along the East Coast. The Continental Air Command has scrambled and is on high alert. We have begun preparations for a National Emergency and handling of the press. I suggest you take any precautions you think necessary in the event that this is an attack. I'll keep you informed. After I hang up all civilian communications with the Pentagon will be cut off.. I will keep you informed as the situation develops. Good-bye.

Shock! Could this be the realization of his worst nightmare? By resisting the North Korean aggression had President Truman brought on the most-feared consequence, nuclear war with the Soviet Union? Were these Soviet bombers loaded with atomic bombs to drop on Boston, New York and Washington, D.C.? Impossible, he thought as he placed the phone in its cradle. I don't believe it. The CIA has not reported any troop movements or aircraft activity that would suggest the Russians were preparing to attack. And yet, the radar had detected something. It must have been something big to cause this much activity by the Continental Air Command. Despite his apprehension he proceeded to the meeting with Mr. Clement Atlee as if nothing were happening. But, in the back of his mind he knew that some objects were approaching the United States. What were they?

****

What you have just read is partly fiction and partly fact.

Something DID happen that morning, something that has been glossed over in the history books as an accident of the radar. But was it? Read on. What follows is NOT fiction.

PART 2: IMMEDIATE HIGH ALERT FOR FLYING SAUCERS

URGENT. DECEMBER 8. RE: FLYING SAUCERS.

This office very confidentially advised by Army Intelligence, Richmond, that they have been put on immediate high alert for any data whatsoever concerning flying saucers. CIC here states background of instructions not available from Air Force Intelligence, who are not aware of reason for alert locally, but any information whatsoever must be telephoned by them immediately to Air Force Intelligence. CIC advises data strictly confidential and should not be disseminated (sic).

The above teletype message is contained in file 62-83894, the flying disc file of the FBI, the REAL X-Files! (The Truth is In Here!)

How very strange for the Army's Counter Intelligence Corps (CIC) to be put on immediate high alert for any data regarding objects/phenomena/craft which the U. S. Air Force had publicly and repeatedly claimed can all be explained and are no threat to the security of the United States! Are we to presume the CIC has nothing better to do than to run around chasing will o the wisps and similar ethereal things of no consequence to national defense? Of course not! We may imagine that Air Force Intelligence, headquartered in the Pentagon, requested the immediate high alert because something had happened, something related to flying saucers that demanded immediate attention. Evidently whatever had happened was so serious a matter that the CIC was not told the reason for the high alert. Not only that but the high alert condition was confidential and not to be disseminated which suggests that the CIC agent broke security by telling the FBI agent in Richmond.

What had happened? Even today we don't know ... but based on other information we can make a guess.

PART 3: THE COLONELS STORY

In 1977 Retired Air Force Col. Robert Willingham filed a report with NICAP regarding his observation of what he believed to be a Crashed Saucer.

What?

Did he say a Crashed Saucer?

Yes, he did. And here is what happened, according to the affidavit he filed with the National Investigations Committee on Aerial Phenomena (NICAP) and now in the file of the Center for UFO Studies (CUFOS). (NICAP was a civilian UFO research group founded in the latter half of the 1950s. It was the largest such group in the 1960s but it closed in the late 1970s. CUFOS, founded in the early 1970s, still exists in Chicago.) The complete affidavit is presented in A History of UFO Crashes by Kevin Randle (Avon Books, NY, 1995). Supplemental information is in parentheses:

> Down in Dyess Air Force Base in (Abilene) Texas, we were testing what turned out to be the F-94 (Lockheed Starfire, jet fighter, top speed about 600 mph, operational in 1950). They reported on the scope that they had an unidentified flying object at a high speed going to intercept our course. It became visible to us and we wanted to take off after it. Headquarters wouldn't let us go after it and we played around a little bit. We got to watching how it made 90 degree turns at this high speed and everything. We knew it wasn't a missile of any type. So then, we confirmed it with the radar control station on the DEW (Distant Early Warning) line (NORAD - North American Defense Command) and they kept following it and they claimed that it crashed somewhere off between Texas and the Mexico border.
>
> We got a light aircraft, me and my copilot, and we went down to the site. We landed out in the pasture right across from where it hit. We got over there. They told us to leave and everything else and then armed guards came out and they started to form a line around the area. So, on the way back, I saw a little piece of metal so I picked it up and brought it back with me. There were two sand mounds that came down and it looked to me like this thing crashed right between them. But it went into the ground, according to the way people were acting around it. So we never did get up to the site to see what had crashed. But you could see for, oh I'd say, three to five hundred yards where it went across the sand.
>
> It looked to me, I guess from the metal that we found, that it either had a little explosion or it began to disintegrate. Something caused this metal to come apart.

> It looked like something that was made because it was honeycombed. You know how you would make a metal that would cool faster. In a way it looked like magnesium steel but it had a lot of carbon in it. I tried to heat it with a cutting torch. It just wouldn't melt. A cutting torch burns anywhere from 3200 to 3800 degrees Fahrenheit and it would make the metal hot but it wouldn't even start the metal to yield.

According to Willingham, some time later he took the metal to the Marine Corps testing lab in Hagarstown, MD and gave it to some person for testing. When he returned for the results a few days later he was told there was no such person working there. Later was told never to talk about the incident. He signed a secrecy oath (which he apparently broke in 1977).

Todd Zechel, who was active in UFO research in the latter 1970s, investigated Willingham's story. In the middle 1980s Zechel told me some of the information he had learned from his investigation. According to Zechel this crash occurred between Dec. 5 and Dec. 8, 1950. (Randle lists the date as December 6.) It was Zechel's opinion based on Willingham's story and a document (discussed below) that the crash occurred on December 5, the recovery occurred on December 6, a general alert to counterintelligence was sent out on December 7, and the FBI learned about it on December 8. Zechel told this author that in 1978 he and a Japanese TV documentary team chartered a plane and flew, with Col. Willingham, to the location of the crash. It was roughly in the vicinity of Del Rio, Texas (Zechel did not tell me the exact location.). Del Rio is about 230 air miles from Abilene.

According to Zechel, Willingham said that the UFO was at an altitude of about 50,000 ft (nearly the maximum altitude of the F-94) and traveling 3 to 4 times faster than the jet, i.e., several times the speed of sound. It did a right angle turn, then slowed and started wobbling. Then it dropped downward continuously and went out of the pilots sight. Radar in Texas tracked the object until it went off the screen in a manner which suggested a crash. Willingham and the copilot returned to Dyess AFB, landed and got a small civil air patrol plane and flew to the border area where they thought it had crashed. (Depending upon the speed of the small aircraft and the exact location along the border, it could have taken two hours or more from the time the object appeared to crash until Willingham reached the site.) Willingham said that the Mexican military had reached the site before he got there. The Mexican military cordoned off the area and waited for US Air Force personnel to arrive

Zechel further told me that in 1975 he was fortunate to obtain a declassified but formerly Top Secret document which stated that Carswell Air Force Base, Fort Worth, Texas, had recovered some foreign object on December 6 or 7. He said the document referred to a high alert status because of the nature of the recovery, but the document did not specify what had been recovered. (Zechel did not provide me with a copy of this document.)

(For what its worth, the controversial Eisenhower Briefing Document released in 1987 by Timothy Goode and, independently, by William Moore, also claims a crash near the Texas-Mexico border on December 6.)

There is a discrepancy in Willingham's story which probably is a result of faulty memory. He said that the UFO was detected by the radar control station on the DEW (Distant Early Warning) line (NORAD - North American Defense Command) and that the DEW radar kept following it and they claimed that it crashed somewhere off between Texas and the Mexico border. The DEW line was not established until late 1953 and it was located in Alaska and northern Canada, so it could not possibly have tracked an object over Texas. The closest Air Defense Command radar at the time was at Walker AFB at Roswell, NM. However, this was also too far away. On the other hand there were Air Force bases in Texas which probably had radar installations that could have tracked the object reported by Willingham. Dyess AFB at Abilene is more than 200 miles from the Del Rio area of Texas. This is beyond the range of typical radar installations of the time (see discussion below) and so a radar at Dyess would not have been able to determine that an object went below the radar horizon or crashed at the distance of Del Rio. However, a radar installation at Kelly AFB, Brooks AFB or Randolph AFB, all near San Antonio, could have tracked an object to the vicinity of Del Rio without exceeding the range of the radar

PART 4: DISCONNECTED EVENTS?

So far we have three seemingly disconnected events: a documentable (see below) national emergency by the Defense Department on December 6, 1950, a documentable immediate high alert for saucer related information on December 8 and witness testimony about a flying saucer crash near the Texas-Mexico border on or about December 6, 1950. Could these be

related?

The existence of the FBI teletype message raises (at least) two related questions: why an immediate high alert, and why on December 8? Neither of these questions can be definitely answered at the present time because the CIC and Air Force records relating to this simply have not been found, even after a search, at my request, of CIC records by the Army Security agency. However, I can speculate that if a saucer had crashed on December 6 and been retrieved on the 6th or 7th, the Air Force intelligence may well have issued requests for immediate information in order to find out if any sightings had been made or if any other saucers had crashed. The high alert condition could then have been communicated to the FBI in a confidential way a day or so later (i.e., Dec. 8).

Whether the Air Force intelligence or the CIC received any special UFO information is not known. However, there were sightings on December 6 which are in the Blue Book file: one at West Springfield, Massachusetts (near Westover AFB) at 8:16 AM (one object, half-moon shaped, fast, flying in a southerly direction) and one at Fort Myers, Florida at 5 PM (a former aircraft purchasing agent and four boys, using 10-power binoculars, saw a 75' object, 3-4' thick with a bubble on top, silver colored with a red rim and having two white and two orange jets along the side; the center revolved when the object hovered and then it flew away very fast). The first object was identified as a aircraft by Project Blue Book; the second was unidentified. (The next sighting listed in the Blue Book file was in London, England, on December 9. Another of the only about 700 unidentified sightings in the Blue Book collection occurred on December 11 in Alaska.)

PART V: A RADAR EMERGENCY

So, what really happened on December 6 that nearly caused a national emergency?. The full story is not known, but the available information is intriguing. As you read the following discussion keep in mind that the global political situation was hot. There were two wars and two races: a Cold War between the USA and the Soviet Union and a Hot War in Korea, a missile race and an atomic bomb race. Russia and China were becoming potent Communist adversaries of the capitalist democracies. Their states purpose was to overthrow the capitalism. They were investing major portions of their country's resources into armaments and armies. The war in Korea was viewed as the first real military contest between communism and capitalism, and it was not going well for the USA and South Korea. Ever since the beginning of the war in June, 1950, the U. S. government had been worried about the Chinese response to the attempt of the United Nations to preserve the independence of South Korea. These worries increased after General MacArthur landed at Inchon in September and succeeded in driving the North Korean army back across the 38th parallel (the agreed-upon northern boundary of South Korea). In October and November U. N. troops pushed into North Korea under MacArthur's orders to destroy the North Korean army. Finally on November 25 the Chinese counterattacked with about 200,000 men, a number which doubled over the next month. U.N. forces, numbered at about one half the Chinese force, were once again in danger of complete defeat. This was causing a near panic situation in the USA. President Truman was worried about the possibility that the war would widen, even bringing on World War III, which could necessitate a nuclear response and nuclear armageddon. The Joint Chiefs of Staff (the top brass of all the armed services) had sent a warning to U. S. forces commanders throughout the world of a heightened possibility for world war. It was against this background of war jitters that a large group of unidentified aircraft was suddenly detected approaching the USA from the north, from the general direction of the Soviet Union! Was this the feared attack? Some important people were afraid it was!

There are three published versions of what happened during the morning of December 6. The version presented here first comes from the autobiography of Secretary of State, Dean Acheson, Present at the Creation (W.W. Norton Pub., NY; pages 479-480). The second version, published in The Wise Men by Walter Isaacson and Evan Thomas (Simon and Shuster, NY; 1986; pages 544-545) is based in an interview with Mr. Acheson. It differs slightly from Mr. Acheson's own version. The third is in Memoirs of Harry S. Truman: Years of Trial and Hope 1946-1952 (Vol. 2, page 405).

Looking first at Secretary Acheson's autobiography we find that:

> On the morning of December 6, soon after my arrival at the (State) Department, Deputy Secretary of Defense Lovett telephoned a report and an instruction from the President. Our early warning radar system in Canada had picked up formations of unidentified objects, presumably aircraft, headed southeast on a course that could bring them over Washington in two or three hours. All interception and defense forces were alerted. I was to inform but not advise the Prime Minister (Clement Atlee of Britain). The Pentagon telephones would be closed for all but emergency defense purposes and he could not talk again. Before he hung up, I asked whether he believed

> that the objects that were picked up were Russian bombers. He said that he did not. Getting Oliver Franks (the British ambassador) on the telephone I repeated the message. He asked whether the President had canceled the eleven-thirty meeting with Attlee, and was told that he had not. We agreed to meet there. Before ending the talk, he wondered about the purpose of my message. I suggested fair warning and an opportunity for prayer. As we finished, one of our senior officials burst into the room. How he had picked up the rumor I do not know, perhaps from the Pentagon. He wanted to telephone his wife to get out of town, and to have important files moved to the basement. I refused to permit him to do either and gave him the choice of a word-of-honor commitment not to mention the matter to anyone or being put under security detention. He wisely cooled off and chose the former. When we reached the White House, Lovett told us that the unidentified objects had disappeared. His guess was that they had been geese.

There are several important points to keep in mind as you read the following versions of what happened. Acheson said that early warning radar in Canada had detected formations (plural) of unidentified objects, presumably aircraft which were headed southeast in a direction that could put them over Washington, DC in 2 to 3 hours. Using an estimated top speed of 300 mph for Soviet bombers, this would put them a mere 600 - 900 miles from Washington. Acheson's story indicates that President Truman already knew about the unidentified aircraft and wanted Acheson to inform the British ambassador. Acheson ended his story by saying that, after he arrived at the White House, that is, at about 11:30 AM, Defense Undersecretary Lovett told him he guessed that the objects were geese.

The next version of the story, told in The Wise Men, is based on an interview with Mr. Acheson:

For a moment on the morning of December 6, he thought his nightmare (of world war) had come true. At 10:30 AM Bob Lovett called him from the Pentagon and abruptly informed him in his laconic voice: When I finish talking to you, you cannot reach me again. All incoming calls will be stopped. A national emergency is about to be proclaimed. We are informed that there is flying over Alaska at the present moment a formation of Russian planes heading southeast. The President wishes the British ambassador to be informed of this and be told that Mr. Attlee should take whatever measures are proper for Mr. Attlee's safety. I've now finished my message and I'm going to ring off. Acheson cut in, Now wait a minute, Bob, do you believe this? No, Lovett replied, and hung up. Acheson sat in his office and waited. The Air Force scrambled. A senior official burst in asking permission to telephone his wife to get out of town and wondering if he should begin moving files to the basement. Acheson tried to soothe him. A few minutes later Lovett calmly called back. The radar blips were not Soviet bombers after all. They were flocks of geese.

This version makes it seem that the alert period was very short, only a few minutes. However, by combining the information in this version about the beginning time, 10:30 AM, with the information in Acheson's biography about the ending time (after Acheson arrived at the White House), about 11:30 AM, we find that the alert lasted about an hour. This version is more specific as to where the objects were: they were detected over Alaska, which is over 3,000 miles from Washington, D. C. If that were true it would have taken not just two to three hours but much more than 10 hours for the planes to arrive over Washington.

President Truman wrote about the same episode:

> Shortly before we went into that morning meeting, Under Secretary Lovett called from the Pentagon, reporting that the radar screens of some air defense installations in the far north were reporting large formations of unidentified planes approaching. Fighter planes were sent up to reconnoiter and alerts were flashed to air centers in New England and beyond. But about an hour later -- while I was meeting with (Clement) Attlee -- Lovett notified me that the report had been in error. Some unusual disturbance in the Arctic atmosphere had thrown the radar off.

President Truman's version of the event suggests that the objects may have been detected north of the eastern United States rather than over Alaska. The fact that fighter aircraft were scrambled indicates that this alert was treated as a serious event by the Continental Air Command. Truman's explanation is somewhat different from Acheson's. Here we learn that the radar detections were caused by some sort of atmospheric disturbance.

An unpublished version of this event is found in the official transcript of the meeting between Truman and Atlee which is

preserved at the Truman library:

> At this point (in the meeting) Mr. Connelly entered the room and handed the President a report from Deputy Secretary of Defense Lovett. Mr. Lovett was reporting that the alert that had reached the President an hour earlier when it was thought that a large number of unidentified airplanes were approaching the northeast coast of the United States, had now been due to erroneous interpretation of atmospheric conditions. The President informed the Prime Minister that the report of the planes was in error. The Prime Minister expressed relief and gratification.

This version, based on notes made at the time rather than upon memories years afterward, says the unidentified objects were approaching the northeast coast of the United States, clearly contradicting Acheson's assertion that they were detected over Alaska, unless, of course, there were two groups of objects. Furthermore, this version indicates Lovett was the source of the atmospheric effects explanation mentioned by President Truman. But Lovett was also the source of the geese explanation reported by Acheson. So, which explanation was right? Or was neither correct?

A report carried by the International News Service reported yet another explanation:

Washington D.C., 6 December 1950 (INS):

> "A warning of an impending air attack resulted in a false alarm in this capitol city today. No air raid alarms were sounded, but functionaries charged with the Civil Air Defense of Washington were alerted that an unidentified aircraft had been detected off the coast of the State of Maine at mid-day. Later, a spokesman for the Air Force stated that interceptor aircraft had been dispatched , and that the object in question had been identified shortly thereafter as a North American C-47 aircraft which was approaching the continent from Goose Bay, Labrador. The warning was said to have been useful in verifying the efficiency of the Washington Civil Defense System. Civil Defense officials declined to comment on the incident."

This report, supposedly based on an Air Force statement, says the radar target was from a single C-47 (capable of up to 220 mph at altitudes up to 24,000 ft) approaching from Goose Bay, Labrador, a location about 500 miles north-northeast of the northeastern top of Maine. It says nothing about unknown aircraft over Alaska. Detection of planes near or over northeastern Maine (coming from the direction of Goose Bay) would be more compatible with the claim in Acheson's autobiography that the planes were several hours from reaching Washington, DC (the northeastern corner of Maine is about 700 miles from Washington, D.C., 2 1/3 hours at 300 mph).

It appears that this supposed attack did have repercussions in Alaska. The New York Times published a story with a December 7, Anchorage Alaska, dateline which said that All military personnel in Alaska were called on alert tonight (i.e., Dec. 6), but Air Force officials said that the order was purely a precautionary measure. Military police rounded up soldiers and theaters and radio stations made special announcements that troops were to return to their posts. Within a few hours there were no military personnel to be seen on Anchorage streets. Officials at Elmendorf Air Force Base said the alert had been in effect since the outbreak of the fighting in Korea. But they added that the AirFforce had increased its vigilance here in recent days.

Further evidence of the official jitters is in the statement in the Washington Post on December 10 that President Truman is seriously considering declaration of national emergency which could lead to an immediate all-out mobilization.

Over Alaska? Over Labrador? Flocks of Geese? Arctic atmospheric effects? A single C-47 aircraft? Or something else? Not until 1987 was further information on this event released by the Air Force, and sparse information at that! What follows was found by Don Berliner by accident during a search of declassified files of the Office of the Secretary of Defense, Record group 330, July 1, 1950 to December, 1951 (at the National Archives).

THE COLONEL'S MEMORANDUM

On December 6, Air Force Colonel Charles Winkle, Assistant Executive in the Directorate for Plans, wrote a memorandum for Secretary of Defense George Marshall about this event. It confirms the alert:

SUBJECT: Air Alert - 1030 Hours , 6 December 1950

1. The ConAC (Continental Air Command) Air Defense Controller notified the Headquarters USAF Command Post that at 1030 hours a number of unidentified aircraft were approaching the northeast area of the United States and that there was no reason to believe the aircraft were friendly.
2. This information was further amplified at 1040 hours as follows. By radar contact it was determined that approximately 40 aircraft were in flight, at 32,000 feet, on a course of 200 degrees in the vicinity of Limestone, Maine.
3. The emergency alert procedure went into effect immediately.
4. The Office of the President was notified. Brigadier General Landry returned the call and stated that the President had been notified and that:
   a. All information in this matter was to be released by the Department of the Air Force.
   b. Office of the President would release no information.
   c. The substance of a and b above was to be passed to the Office of the Secretary of Defense.
5. At 1104 hours the ConAC Air Defense Controller states that the original track had faded out and it appeared that the flight as originally identified is a friendly flight.
6. ConAC took immediate action to dispatch interceptors on the initial contact.

PART VI: RADAR ANALYSIS

The technical information in this document is sparse, but there are details which, when combined with the known capabilities of radar, call into question all of the previous explanations. In order to understand why, one must learn about the capabilities and locations of early warning radar installations in Maine.

By the beginning of WWII radar technology had developed to the point that aircraft detections at 150 miles were common. After the Japanese attack in December, 1941, the Army deployed, along the east and west coasts of the US, radar sets capable of detecting aircraft at 150 mile range at 20,000 ft elevation. By the late 1940s there were radar sets capable of a 200 mile range at 40,000 ft. The question now becomes, what were the capabilities and locations of the long-range search radar installations in Maine?

A valuable reference in this regard is Searching the Skies; The Legacy of the United States Cold war Defense Radar Program published by the USAF Air Combat Command (David Winkler, June, 1997) which recounts the history of the early warning radar that was set up by the Air Defense Command. These radar installations were dedicated to the detection of incursions into US airspace from the north. Generally they were located at sites where there already were radar installations used for other purposes such as air traffic control of military and civilian aircraft. Of course, there were also search radar installations at civilian airports and Air Force bases. One of these probably was at Loring AFB at Limestone, Maine, or at Presque Isle AFB at Presque Isle, Maine.

According to Searching the Skies,, in December, 1950 there was an AN/CPS-5 and also an AN/TPS-10A radar at Dow AFB near Bangor, Maine. These are Army/Navy (AN) search radars. The CPS-5 was a search radar and the TPS-10A was a height finder. The combination of these radars gave a solid search of up to 60 miles at 40,000 ft but often had success tracking aircraft as far as 210 miles away.

By combining the known radar capabilities with the information in Winkles document one can make a crude estimate of the speed of the objects. If we assume that the initial detection (10:30 AM) was made by the radar at Bangor, at the limit of its detection range, then at that time the objects were about 200 miles north-northeast of Bangor. About 10 minutes later (10:40 AM) the objects were in the vicinity of (over?) Limestone, Maine, which is about 150 miles north-northeast of Bangor. Hence these objects would have traveled about 50 miles in 10 minutes corresponding to a speed of 300 mph, the upper limit for long range bomber aircraft in 1950, but easily attained by fighter aircraft.

This speed calculation is based on the assumption that the initial detection was not made by radar installations that were closer to the northern border of Maine. The only reason for making this assumption is that the existence of a long range radar at Dow AFB is documented. I have no documentation on long range radar installations that may have been at Loring AFB, or at the nearby Presque Isle AFB, both of which are near the northeastern border of Maine. The capabilities of these assumed radars are unknown. However, according to Searching the Skies, there was an AN/TPS-1B long range search

radar that came on line at Loring AFB for use by the Air Defense Command or by ConAC in February, 1951. It is quite likely that this radar or one like it was already operating as an air traffic control radar at the Air Force Base in December, 1950. This type of radar had a capability of detecting aircraft at altitudes up to 10,000 ft at a range of 120 miles. At closer ranges it could detect aircraft at higher altitudes.

If we assume that a radar such as this made the initial detection then the estimated speed will be considerably larger than the 300 mph calculated above. Assume that at the initial detection was made about 100 miles from Loring AFB at Limestone. Then, ten minutes later the objects were in the vicinity of Limestone. Maine. That would mean they had traveled nearly 100 miles in 10 minutes for a speed of 500 - 600 mph, far in excess of anything but the fastest fighter jets of the time. Similarly, if the detection had been made from Loring AFB by a radar with a range of 200 miles, then the initial detection could have occurred when the objects were about 200 miles from Limestone. To travel 200 miles in 10 minutes requires a speed of 1,200 mph.

SNAFU OR SAUCERS? (SNAFU: situation normal, all fouled up)
As the preceding discussion shows, there is not enough information about the radar detections to allow an exact calculation of the speed of the objects. However, it appears that they were traveling at least 300 mph and quite likely twice that and perhaps over 1,000 mph.

The radar operators tracked the objects for ten minutes and determined that there were 40 objects (aircraft) flying at a rather high altitude (32,000 ft) and traveling south-southwestward (a course of 200 degrees). This course would take them over the eastern USA, roughly toward Washington, D.C.

The fact that the Air Force bases scrambled aircraft to intercept and identify the intruders means the radar images were so good that the operators were certain that these objects were real, unidentifiable yet solid targets, presumably aircraft, and not accidents of the radar. This is decidedly different from what the operators would have concluded had the radar showed relatively slow moving geese or atmospheric effects such as a radar mirage due to temperature inversion. Geese and atmospheric effects don't travel at hundreds of miles per hour along continuous tracks for many minutes.

The statement that there was no reason to believe the aircraft were friendly means that the Continental Air Command radar operators were not able to identify the aircraft from a known flight plan, nor were they able to communicate with the aircraft by radio. Had the aircraft been a single C-47 they certainly could have identified it as friendly since it would have responded to the numerous requests to identify itself. Furthermore, it would not have been as high as 32,000 ft, flying as fast as 300 mph and there likely would have been a flight plan. The intruders, on the other hand, were flying high, fast and were radio-silent.

According to Winkles document the radar track faded out at 11:04 AM, or about 24 minutes after the objects were near Limestone. If the objects had continued on the 200 degree course at a speed of 300 mph they would have traveled about 100 miles from Limestone and would have been nearing the limit of a 120 mile radar range. If they had been traveling at 600 mph, they would have been beyond the range of the of Limestone radar which would explain the fading of the track. (One would expect, however, that they would have been tracked by the Dow AFB radar as they continued southward.)

The strangest statement in the document is: it appears that the flight as originally identified is a friendly flight. What does that mean, it appears? Didn't they know for certain? Didn't they track the friendly aircraft until they were positive? Are we to believe that the Continental Air Command scrambled aircraft and put the USA into a state of immediate high alert and then weren't able to positively identify the aircraft?

One would expect if there had been upwards of forty friendly aircraft coming from the north toward the USA border someone would have been aware of it. There would have been a flight plan. At the very least these aircraft would have acknowledged the attempts to contact them by radio, attempts which must have been made numerous times starting with the first detection by radar. Either the flight plan or the radio identification would have been passed to the local commanders of the Continental Air Command aircraft to prevent needless scrambling of aircraft.

If these intruders were group of friendly aircraft why did Undersecretary of Defense Robert Lovett tell Dean Acheson that flocks of geese flying over Alaska caused the radar targets? Why did Undersecretary Lovett tell the President that arctic atmospheric conditions caused the radar targets? Why did the Air Force tell the press that a single C-47 caused the alert?

Presumably these were the explanations offered by the Top Brass after being told the details by the people who were directly involved with the radar detections and the scramble. Were the Top Brass embarrassed by the initial misidentification of a friendly flight and afraid to admit it? (I doubt that. They admitted to the press that it was a single C-47.) Or did the Top Brass, for whatever reason, not tell the President and the Undersecretary of Defense what these targets really were? Or were these people told but, when writing about it years later, they could not recall or could not reveal the exact nature of these objects to anyone else?

There must be other Air Force documents not yet released which clarify this situation. However, based on the information available in this document combined with the fact that CIC was put on immediate high alert for flying saucer information only two days later, I can suggest another explanation: perhaps the radar targets were flying saucers!

Perhaps one of them caused the 5 PM sighting in Ft. Myers, Florida.

And perhaps one of them flew somewhat erratically over Texas and crashed in Mexico. Perhaps. Will we ever know?

ACKNOWLEDGMENTS
I thank Don Berliner, Stanton Friedman, Kevin Randle, Todd Zechel, the FBI, Charles Winkle, Dean Acheson, Harry Truman and approximately forty high-flying aircraft for making this mystery possible.

Case Directory
NICAP Home Page

Radar Inspired National Alert

Northeastern United States
December 6, 1950

From: Bruce Maccabee <brumac@compuserve.com>
Date: Fri, 30 Jan 1998 12:02:20 -0500
Fwd Date: Fri, 30 Jan 1998 12:59:11 -0500
Subject: Re: PROJECT-1947: Ruppelt, Air Defense & UFOs

Bruce Maccabee:
On another matter, regarding the Air defense Command and radar: I have been trying to locate records related to the radar inspired national alert on December 6, 1950 at about 10:30 AM when radar picked up a number of objects approaching the northeastern United States. I have a chapter on this in my book THE UFO-FBI CONNECTION because two days later, according to a message found in the FBI file, the counter-intelligence corps was put on immediate high alert for any information related to flying saucers (Dec. 8). There appear to be NO RECORDS OF THIS EVENT in the files of the Secretary of Defense, other than one document which provides a few details that could only have come from other documents .

Furthermore, it is clear that the SECDEF office was involved in this event which resulted in planes being scrambled AND THE PRESIDENT AND SECRETARY OF STATE BEING ALERTED!

Could this be a real radar detection of a group of UFOs that was effectively covered up by the defense department? Hard to know. Truman comments briefly about this event in his memoirs (Chapt.25, Vol. II). So on Dec. 6, there were no doubt fears of a surprise Soviet air attack. Truman wrote:

< SNIP valuable comments about war jitters regarding the Korean war and the possibility of direct Russian attack, and the implications of "the bomb.">

Truman wrote in his memoirs of the Dec 6 alert:

"Shortly before we went into that morning meeting, Under Secretary Lovett called from the Pentagon, reporting that the radar screens of some air defense installations in the Far North were reporting large formations of unidentified planes approaching. Fighter planes were sent up to reconnoiter and alerts were flashed to air centers in New England and beyond. But about an hour later -- while I was meeting with Attlee --Lovett notified me that the report had been in error. Some unusual disturbance in the Arctic atmosphere had thrown the radar off."

If the Dec. 6 event was indeed caused by an "atmospheric disturbance," then why the CIC high alert two days later for any information on flying saucers?

Was Truman really told it was atmospheric, or was he really told that it wasn't Soviet bombers (the primary concern), but flying saucers instead? It's impossible to know from the scant information that we have.

True it is: we don't have enough information. But what there is paints a picture of confusion:

(a) Truman, in his memoirs, says Lovett (Under Sec of Def. under George Marshal, SECDEF) told him it was atmospheric disturbance (this also appears in the minutes of the meeting)

(b) Secretary of State Dean Acheson was told of the alert by Lovett at about 10:30 AM. Acheson wrote: "Our early warning radar in Canada had picked up formations of unidentified objects, presumably aircraft, headed on a southeast course that would bring them over Washington in two or three hours."

An hour later, during which time Acheson went to the White House, "Lovett told us the unidentified objects had disappeared. His guess was that they had been geese."

(c) International News Service carried a report of the event. After reporting on the alert and scramble. INS wrote, "Later a

spokesman for the Air Force stated that interceptor aircraft had been dispatched and that the object in question had been identified shortly thereafter as a North American C-47 which was approaching the continent from Goose Bay..."

(d) A memorandum written by AF Col. Charles Winkle on dec 6 (afternoon?) entitled "air alert 1030 hours" says that the Continental Air Command Air Defense Controller ...at 1030 hours...(reported) a number of unidentified aircraft..approaching the northeast ....and there was no reason to believe they were friendly." At 1040 hours the information was "further amplified" by radar contact which showed 40 aircraft in flight at 32,000 feet near Limestone, Maine.

The alert procedure went into affect and the President was notified. At 11:04 hours the radar track had "faded out and it appeared that the flight as originally identified is a friendly flight."

"Atmospheric? Geese? One C-47? A friendly flight? Wait a minute. You can bet that the initial 1030 detection was by radar, probably at a distance of about 200 miles (typical for search radar even in those days). Assuming the detection was made by "lashup" radar at Limestone, Maine, then if there were 40 "aircraft" in the vicinity of Limestone only 10 minutes later they must have traveled nearly 200 miles in 10 minutes.... or nearly 600 mph.... FAST for those days.

Also, you can bet that contact signals were repeatedly sent from the ground to these aircraft. Had they been friendly they would have responded. They certainly weren't Russian bombers.... so
WHAT WERE THEY?

Or maybe something else was happening to trigger the Dec. 8 alert. Dec. 6 is also the day of the rumored flying saucer crash in northern Mexico with retrieval by the U.S. military.

NOTE: This is the "Col Willingham" report made first in the late 1970's. However, Willingham never specified said Dec. 6.

This was a date invented by someone (Todd Zechel? Kevin Randle?). Willingham only said 1948-49, perhaps 1950. HE couldn't pin down a date. This is being checked on.

Case Directory

NICAP Home Page

Radar Inspired National Alert

Northeastern United States
December 6, 1950

David Rudiak:
A Blue Book unknown case also occurred that day in Fort Meyer, Florida where a 75 foot saucer was seen through binoculars by a former aircraft purchasing agent. Ruppelt wrote of the first UFO/radiation detection case at Los Alamos in Dec.1950. From Dec. 14-20, FBI memos mention three more UFO reports by radar operators and employees at OAK RIDGE. Two jet intercepts were attempted and on 12/14, "a group of objects blanketed the Radar Scopes..." for 3 hours. These incidents had been preceded by a flurry of 15 such UFO reports back in Oct. over Oak Ridge, also investigated by the FBI. The one that occurred on Oct. 23 is also mentioned by Ruppelt in his UFO radiation chapter. One FBI memo stated "Geiger counters in the vicinity [had] unexplainable readings at about this time."

For all we know, this may only represent a fraction of UFO activity at the time. The UFOs over our atomic installations like Los Alamos and OAK RIDGE must have been the most alarming. Maybe the Dec.6 incident really was a false alarm, but the military in conjunction with the other UFO incidents were concerned that we might not be able to distinguish a genuine Soviet attack from the UFOs that were flying around. Perhaps this triggered the alert on Dec. 8 for any additional information on the UFOs. It could have been fears of an accidental nuclear war with the Soviets at the height of the Korean War.

Case Directory

NICAP Home Page

COMMUNICATIONS SECTION

TELETYPE

FBI WASHINGTON DC 12-5-50 4-47 PM GAR

SAC, KNOXVILLE URGENT

DETECTION OF UNIDENTIFIED OBJCXXX OBJECTS OVER OAK RIDGE AREA, PROTECTIC OF VITAL INSTALLATIONS. REURTEL DECEMBER FOUR LAST REGARDING POSSIBLE RADAR JAMMING AT OAK RIDGE. ARRANGEMENTS SHOULD BE MADE TO OBTAIN ALL FACTS CONCERNING POSSIBLE RADAR JAMMING BY IONIZATION OF PARTICLES IN ATOXXX ATMOSPHERE. CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE WHETHER INCIDENT OCCURRING NORTHEAST OF OLIVER SPRINGS, TENNESSEE, COULD HAVE HAD ANY CONNECTION WITH ALLEGED RADAR JAMMING. SUTEL IMPORTANT DEVELOPMENTS.

HOOVER

END

CORRECT LAST WORD FIRST LINE PLS

PROTECTION

OK D FBI KX OLD

1950 DEC 20

FBI, RICHMOND. 12-8-50 12-09 PM MEW

DIRECTOR URGENT

RE FLYING SAUCERS. THIS OFFICE VERY CONFIDENTIALLY ADVISED BY ARMY INTELLIGENCE, RICHMOND, THAT THEY HAVE BEEN PUT ON IMMEDIATE HIGH ALERT FOR ANY DATA WHATSOEVER CONCERNING FLYING SAUCERS. CIC (COUNTER INTELLIGENCE CORPS) HERE STATES BACKGROUND OF INSTRUCTIONS NOT AVAILABLE FROM AIR FORCE INTELLIGENCE, WHO ARE NOT AWARE OF REASON FOR ALERT LOCALLY, BUT ANY INFORMATION WHATSOEVER MUST BE TELEPHONED BY THEM IMMEDIATELY TO AIR FORCE INTELLIGENCE. CIC ADVISES DATA STRICTLY CONFIDENTIAL AND SHOULD NOT BE DISSEMINATED.

AUERBACH

END ACK

12-11 PM OK FBI WA NRJ

The Oak Ridge Page

Oak Ridge Graphic Map
Oak Ridge Map
The Oak Ridge Sightings
NCP-14: Saucers Over Oak Ridge - Bruce Maccabee
31 May 1949 - Concern over UFOs over AEC areas - BB Microfilm - Dan Wilson
Oct 21, 1950 - FBI - Military research installations flyover by UFOs require immediate attention
Nov 4, 1952 - Col. Hood and the UFO sightings at Oak Ridge
FBI Memo, Dec. 5, 1950, Detection of UFOs over Oak Ridge, TN
Radar-Inspired National Alert - NE United States, Dec 6 1950 - Bruce Maccabee, David Rudiak
FBI Memo, Dec. 8, 1950, Immediate High Alert

Date: Wed, 3 Aug 2005 16:54:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Jan 16, 1951; Artesia, New Mexico.
To: Francis Ridge <nicap@insightbb.com>

Jan. 16, 1951; Artesia, New Mexico. Time unknown. Witnesses: Two members of a balloon project from the General Mills . Aeronautical Research Laboratory, the manager of the Artesia Airport, and three pilots. The balloon crew was observing their 110' balloon at an altitude of 112,000' when a dull white, round object was spotted. It appeared larger than the balloon, but made no movement. Later, the balloon crew and the others saw two objects from the airport; flying side-by-side, they circled the balloon and flew away to the northeast. The second observation lasted about 40 seconds. Note: there is confusion over the date of this case, with some USAF records showing it as 1952; however, 1951 appears to be correct.

Jan. 16, 1951; Artesia, New Mexico
Case Missing from Project Blue Book Files

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-847

Page ID (PID) : MAXW-PBB8-847
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 8

Frame 847

Date: Fri, 5 Aug 2005 15:55:14 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: January 16, 1951, Artesia, New Mexico???

To: Francis Ridge <nicap@insightbb.com>

Subject ; January 16, 1951, Artesia, New Mexico??? Solved?

Re-interview of witnesses verified that the sighting of unconventional aircraft over Artesia, New Mexico was on January 16, 1951, and not January 16, 1952, so states the information copy dated June 3, 1952. See below:

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB91-555

Page ID (PID) : NARA-PBB91-555
Collection : NARA Blue Book
Roll Description : Project Blue Book Roll 91

Frames 555 - 565

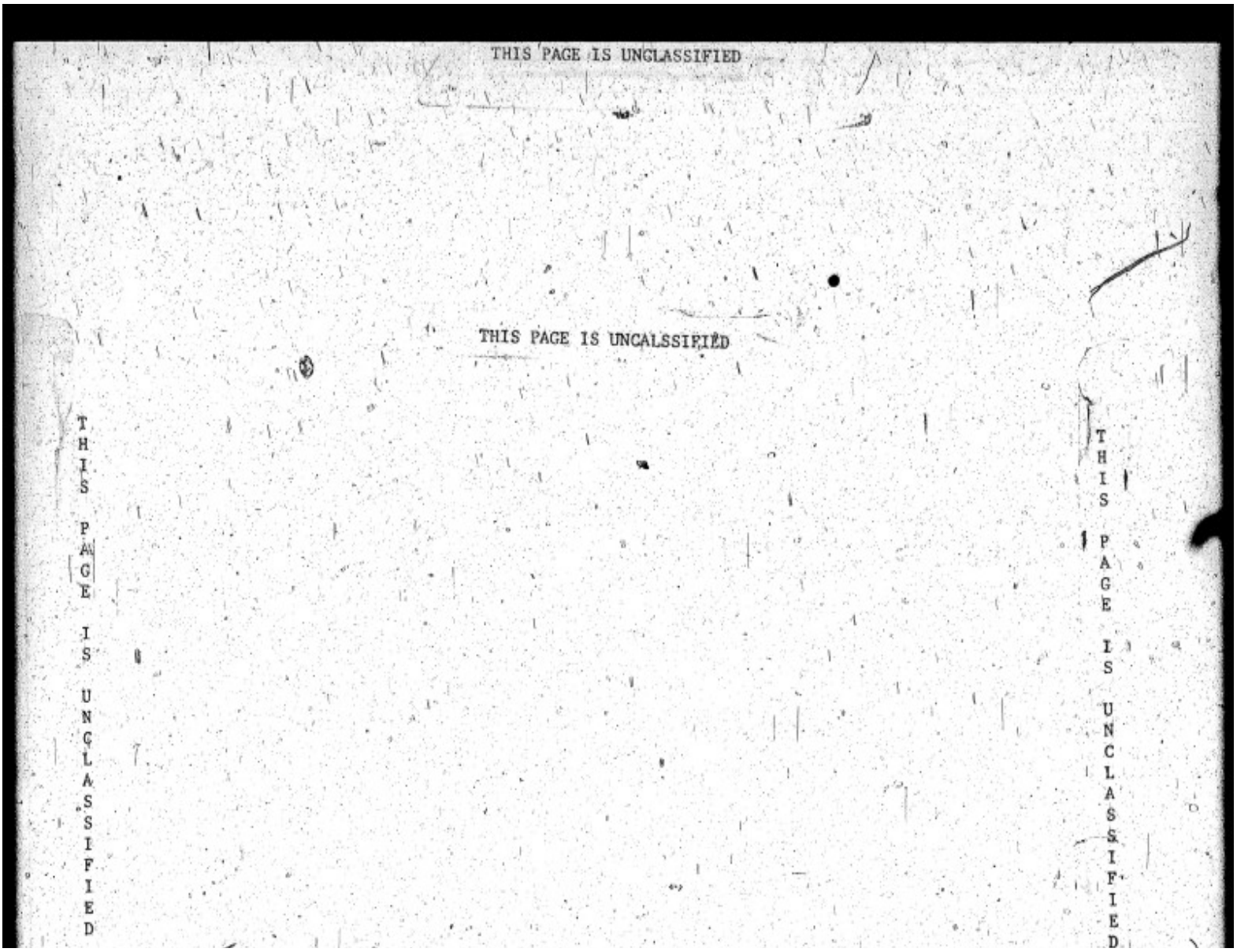
Form: Docs
Date: Wed, 18 May 2005 15:40:55 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

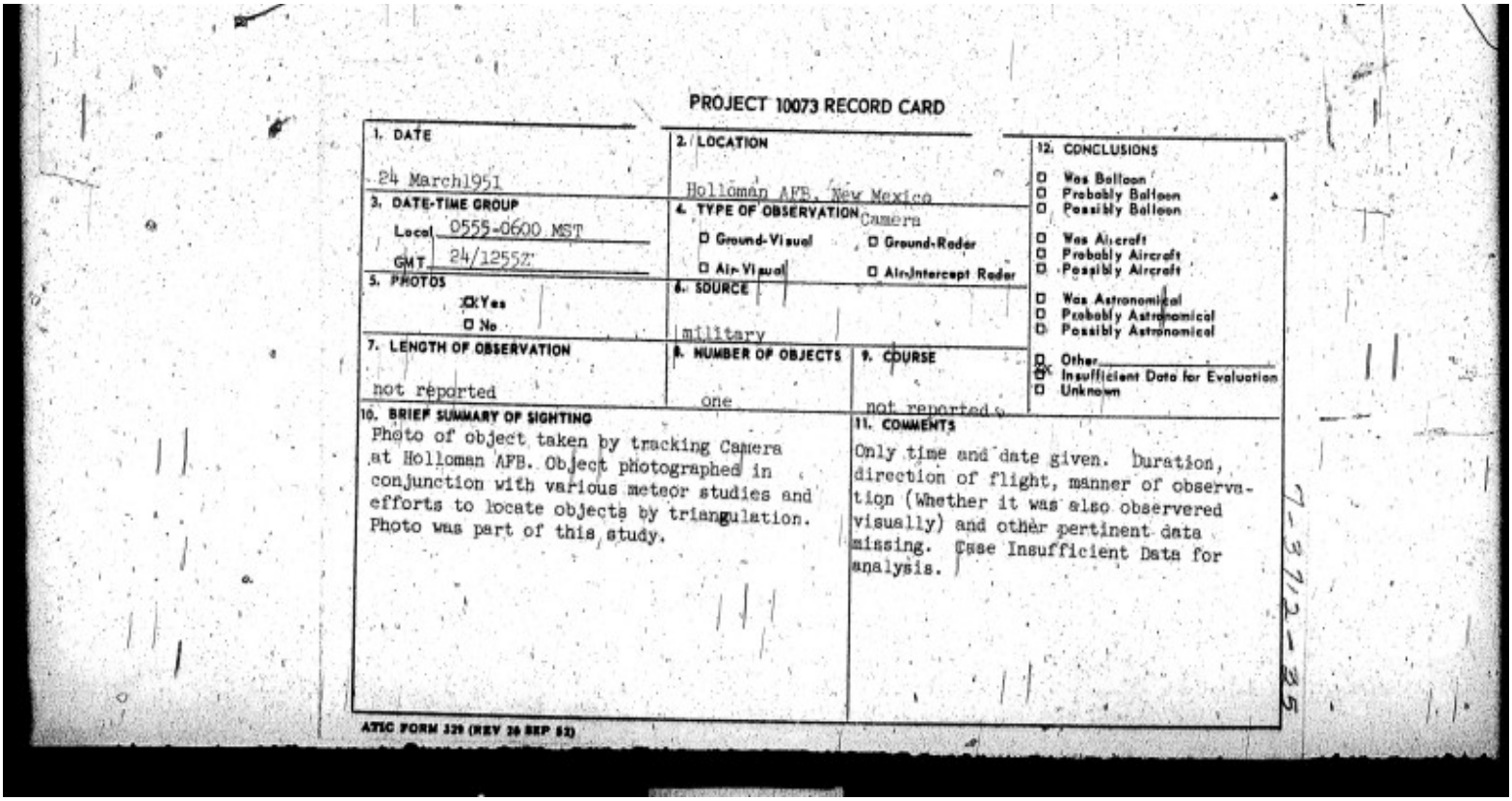
Subject: Holloman AFB Photo By Tracking Camera - March 24, 1951

Cat: 8
To: Francis Ridge <nicap@insightbb.com>

5:55-6:00 a.m. (MST). Project TWINKLE personnel photographed with a Leica 3c 50 mm camera an unidentified elliptical object with major axis 8.31 arcmins minor axis 6.343 arcmins (0.1385° and 0.1057°). (Sparks)

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB8-1131
Only page readable





PROJECT 10073 RECORD CARD

1. DATE: 24 March 1951

2. LOCATION: Holloman AFB, New Mexico

3. DATE-TIME GROUP: Local 0555-0600 MST; GMT 24/1255Z

4. TYPE OF OBSERVATION: Camera
- ☐ Ground-Visual
- ☐ Ground-Radar
- ☐ Air-Visual
- ☐ Air-Intercept Radar

5. PHOTOS: ☒ Yes ☐ No

6. SOURCE: military

7. LENGTH OF OBSERVATION: not reported

8. NUMBER OF OBJECTS: One

9. COURSE: not reported

12. CONCLUSIONS
- ☐ Was Balloon
- ☐ Probably Balloon
- ☐ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft
- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☐ Other
- ☒ Insufficient Data for Evaluation
- ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING
Photo of object taken by tracking Camera at Holloman AFB. Object photographed in conjunction with various meteor studies and efforts to locate objects by triangulation. Photo was part of this study.

11. COMMENTS
Only time and date given. Duration, direction of flight, manner of observation (Whether it was also observered visually) and other pertinent data missing. Case Insufficient Data for analysis.

I-3212-35

ATIC FORM 329 (REV 30 SEP 52)

Date: 20 May 2005
From: Francis Ridge, NCP Coordinator, <nicap@insightbb.com>
Subject: Dull Aluminum Object Seen Near Sandia Mountains, Kirtland AFB, NM; March 15, 1952
Distribution: NCP, CE, SHG

NARA Pages PBB85 652,653
beginning with
http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-652

NARA-PBB85-652

NARA-PBB85-653

Date: Mon, 1 Aug 2005 16:33:02 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: New Mexico Sightings, Nov. 25, 1952

To: Francis Ridge <nicap@insightbb.com>

White Sands, November 25, 1952, UFO report

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB1-722

Page ID (PID) : MAXW-PBB1-722
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 1

Source: http://www.cufon.org/cufon/foia_dir.htm

FREEDOM OF INFORMATION ACT DOCUMENTS DIRECTORY

Doc #	Date	From	Filename	Subject
1	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1947 J. EDGAR HOOVER FBI
2	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1947 AAF W/FBI UFO INVES.
3	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1966 J.E.HOOVER RESPONSE
4	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1949 FBI MEMO RE: PHOTOS
5	06-09-1986	UFO INFO SERVICE	FOIA_001.TXT	1947 GEN. TWINING LETTER
6	06-09-1986	UFO INFO SERVICE	FOIA_002.TXT	1947 GEN. TWINING LETTER
7	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 LORING AFB LANDING
8	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 MALMSTROM AFB, MT
9	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 MALMSTROM AFB, MT
10	06-10-1986	UFO INFO SERVICE	FOIA_002.TXT	1975 MALMSTROM AFB, MT.
11	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 KIRTLAND AFB, NM
12	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 KIRTLAND AFB, NM.
13	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 KIRTLAND AFB, NM
14	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1980 PROJ. AQUARIUS DOC.
15	06-10-1986	UFO INFO SERVICE	FOIA_003.TXT	1986 NSA REPLY AQUARIUS
16	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1983 P.L. CLARKE MEMO
17	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1983 UNAUTHORIZED RELEASE
18	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1986 NSA PROJ. AQUARIUS
19	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1986 NSA PROJ. AQUARIUS
20	06-10-1986	UFO INFO SERVICE	FOIA_004.TXT	1986 ANSWER TO NSA
21	07-11-1986	UFO INFO SERVICE	FOIA_005.TXT	1980 RAF WOODBRIDGE
22	07-12-1986	UFO INFO SERVICE	FOIA_005.TXT	1975 B.GOLDWATER,REQ-INFO
23	07-12-1986	UFO INFO SERVICE	FOIA_005.TXT	1981 GOLDWATER,LETTER # 2
24	07-12-1986	UFO INFO SERVICE	FOIA_005.TXT	1983 GOLDWATER,LETTER # 3
25	07-20-1986	UFO INFO SERVICE	FOIA_005.TXT	1942 MEMO FOR PRESIDENT
26	07-21-1986	UFO INFO SERVICE	FOIA_006.TXT	1950 W.B. SMITH MEMO
27	07-21-1986	UFO INFO SERVICE	FOIA_006.TXT	1950 W.B.SMITH MEMO #2
28	07-21-1986	UFO INFO SERVICE	FOIA_006.TXT	1950 W.B.SMITH MEMO #3
29	07-26-1986	UFO INFO SERVICE	FOIA_006.TXT	1953 GEN.BURGESS 4602nd
30	07-26-1986	UFO INFO SERVICE	FOIA_006.TXT	1953 GEN.BURGESS 4602nd #2
31	07-26-1986	UFO INFO SERVICE	FOIA_007.TXT	1973 HELICOPTER ENCOUNTER
32	07-30-1986	UFO INFO SERVICE	FOIA_007.TXT	1976 IRAN INTERCEPT CASE
33	07-30-1986	UFO INFO SERVICE	FOIA_007.TXT	1976 IRAN INTERCEPT CASE
34	07-30-1986	UFO INFO SERVICE	FOIA_007.TXT	1976 IRAN INTERCEPT CASE
35	09-15-1986	UFO INFO SERVICE	FOIA_007.TXT	1986 BRAZILIAN FOIA
36	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1980 BRAZILIAN FOIA
37	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1980 BRAZIL.FOIA PAGE 2
38	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1977 FAA REPORT
39	09-22-1986	UFO INFO SERVICE	FOIA_008.TXT	1977 FAA REPORT PAGE 2
40	09-30-1986	UFO INFO SERVICE	FOIA_008.TXT	1978 BLUEFLY & MOONDUST
41	09-30-1986	UFO INFO SERVICE	FOIA_009.TXT	1979 BLUEFLY & MOONDUST
42	09-30-1986	UFO INFO SERVICE	FOIA_009.TXT	1986 BLUEFLY & MOONDUST
43	10-15-1986	UFO INFO SERVICE	FOIA_009.TXT	1961 MOONDUST PAGE 1
44	10-15-1986	UFO INFO SERVICE	FOIA_009.TXT	1961 MOONDUST PAGE 2
45	10-15-1986	UFO INFO SERVICE	FOIA_009.TXT	1961 MOONDUST PAGE 3
46	10-15-1986	UFO INFO SERVICE	FOIA_010.TXT	1961 MOONDUST PAGE 4
47	10-15-1986	UFO INFO SERVICE	FOIA_010.TXT	1961 MOONDUST PAGE 5
48	10-15-1986	UFO INFO SERVICE	FOIA_010.TXT	1961 MOONDUST PAGE 6
49	10-17-1986	UFO INFO SERVICE	FOIA_010.TXT	1986 HQ CR 44 IVOE
50	10-17-1986	UFO INFO SERVICE	FOIA_010.TXT	1986 HQ CR 44 PAGE 2
51	10-17-1986	UFO INFO SERVICE	FOIA_011.TXT	1983 REQUIREMENT(CR)44A
52	10-18-1986	UFO INFO SERVICE	FOIA_011.TXT	1983 REQ-(CR)44A PAGE 2,3
53	10-18-1986	UFO INFO SERVICE	FOIA_011.TXT	1983 REQ-(CR)44A PAGE 4,5
54	10-27-1986	UFO INFO SERVICE	FOIA_011.TXT	1969 BOLENDER MEMO
55	10-27-1986	UFO INFO SERVICE	FOIA_011.TXT	1969 BOLENDER MEMO PG. 2
56	10-27-1986	UFO INFO SERVICE	FOIA_012.TXT	1969 BOLENDER MEMO PG. 3
57	04-11-1987	UFO INFO SERVICE	FOIA_012.TXT	1987 SEN: GLENN:(AQUARIUS
58	04-11-1987	UFO INFO SERVICE	FOIA_012.TXT	1987 SENATOR:JOHN GLENN#2
59	04-11-1987	UFO INFO SERVICE	FOIA_012.TXT	1987 AIR FORCE (AQUARIUS)

C U F O N

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Original CUFON Link

Document #: 11
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 KIRTLAND AFB, NM

FREEDOM OF INFORMATION ACT DOCUMENT FILES

COMPLAINT FORM
ADMINISTRATIVE DATA

TITLE	DATE	TIME
KIRTLAND AFB, NM, 8 Aug - 3 Sep 80 Alleged Sighting of Unidentified Aerial Lights in Restricted Test Range.	2 - 9 Sept 80	1200

PLACE
AFOSI Det 1700, Kirtland AFB, NM
NOW RECEIVED
Yes in person
SOURCE OF EVALUATION
Major Ernest E. Edwards
RESIDENCE OR BUSINESS ADDRESS PHONE
Commander, 1608 SPS, Manzano 4-7516
Kirtland AFB, NM
CR 44 APPLIES

REMARKS SUMMARY OF INFORMATION

1. On 2 Sept 80, SOURCE related on 8 Aug 80, three Security Policemen assigned to 1608 SPS, KAFB, NM, on duty inside the Manzano Weapons Storage Area sighted an unidentified light in the air that traveled from North to South over the Coyote Canyon area of the Department of Defense Restricted Test Range on KAFB, NM. The Security Policemen identified as: SSGT STEPHEN FERENZ, Area Supervisor, ATC MARTIN W. RIST and AMN ANTHONY D. FRAZIER, were later interviewed separately by SOURCE and all three related the same statement; at approximately 2350 hrs., while on duty in Charlie Sector, East Side of Manzano, the three observed a very bright light in the sky approximately 3 miles North-North East of their position. The light traveled with great speed and stopped suddenly in the sky over Coyote Canyon. The three first thought the object was a helicopter, however, after observing the strange aerial maneuvers (stop and go), they felt a helicopter couldn't have performed such skills. The light landed in the Coyote Canyon area. Sometime later, three witnessed the light take off and leave proceeding straight up at a high speed and disappear.

2. Central Security Control (CSC) inside Manzano, contacted Sandia Security, who conducts frequent building checks on two alarmed structures in area. They advised that a patrol was already in the area and would investigate.

3. On 11 Aug 80, RUSS CURTIS, Sandia Security, advised that on 9 Aug 80, a Sandia Security Guard, (who wishes his name not be divulged for fear of harassment), related the following: At approximately 0020 hrs., he was driving east on the Coyote Canyon access road on a routine building check of an alarmed structure. As he approached the structure he observed a bright light near the ground behind the structure. He also observed an object he first thought was a helicopter. But after driving closer, he observed a round disk shaped object. He attempted to radio for backup patrol but his radio would not work. As he approached the object on foot armed with a shotgun, the object took off in a vertical direction at a high rate of speed. The guard was a former helicopter mechanic in the U.S. Army and stated the object he observed was not a helicopter.

4. SOURCE advised on 22 Aug 80, three other security policemen observed the same aerial phenomena described by the first three. Again the object landed in Coyote Canyon. They did not see the object take off.

Document #: 12

From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 KIRTLAND AFB, NM.

FREEDOM OF INFORMATION ACT DOCUMENT FILES

CONTINUED FROM COMPLAL FORM 1, DTD 9 Sept 80

5. Coyote Canyon is part of a large restricted test range used by the Air Force Weapons Laboratory, Sandia Laboratories, Defense Nuclear Agency and the Department of Energy. The range was formerly patrolled by Sandia Security, however, they only conduct building checks there now.

6. On 10 Aug 80, a New Mexico State Patrolman sighted an aerial object land in the Manzano's between Belen and Albuquerque, NM. The Patrolman reported the sighting to the Kirtland AFB Command Post, who later referred the patrolman to the AFOSI Dist 17. AFOSI Dist 17 advised the patrolman to make a report through his own agency. On 11 Aug 80, the Kirtland Public Information office advised the patrolman the USAF no longer investigates such sighting unless they occur on a USAF base.

7. WRITER contacted all the agencies who utilized the test range and it was learned no aerial tests are conducted in the Coyote Canyon area. Only ground test are conducted.

8. On 8 Sept 80, WRITER learned from Sandia Security that another Security guard observed a object land near an alarmed structure sometime during the first week of August, but did not report it until just recently for fear of harassment.

9. The two alarmed structures located within the area contain HQ CR 44 material.

DATE FORWARDED HQ AFOSI
10 Aug 80 AFOSI FORM

DATE TYPE OR PRINTED NAME OF SPECIAL AGENT
Sept 80 Richard C Doty, SA

DISTRICT FILE NO
8017D93-0/29

Document #: 13
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 KIRTLAND AFB, NM

FREEDOM OF INFORMATION ACT DOCUMENT FILES

COMPLAINT FORM
ADMINISTRATIVE DATA

KIRTLAND AFB, NM 13 Aug 80, Possible Hostile Intelligence Intercept Incident, Frequency Jamming.

DATE 14 Aug 80
TIME 0730

PLACE
AFOSI District 17, BID, KIRTLAND AFB, NM

SOURCE AND EVALUATION
1960th Communication Officer

RESIDENCE OR BUSINESS ADDRESS
1960 COMMSq KAFB, NM

PHONE
4-5098

REMARKS SUMMARY OF INFORMATION

1. On 13 Aug 80, 1960 COMM Sq Maintenance Officer reported Radar Approach Control equipment and scanner radar inoperative due to high frequency jamming from an unknown cause. Total blackout of entire radar approach system to include Albuquerque Airport was in effect between 1630-2215 hrs. Radar Approach Control back up system also were inoperative.

2. On 13 Aug 80, Defense Nuclear Agency Radio Frequency Monitors determined, by vector analysis, the interference was being sent from an area (V-90 degrees or due East). On DAF map coordinates E-28.6. The area was located NW of Coyote Canyon Test area. It was first thought that Sandia Laboratory, which utilizes the test range was responsible. However, after a careful check, it was later determined that no test were being conducted in the canyon area. Department of Energy, Air Force Weapons Laboratory and DNA were contacted but assured that their agencies were not responsible.

3. On 13 Aug 80, Base Security Police conducted a physical check of the area but because of the mountainous terrain, a thorough check could not be completed at that time. A later foot search failed to disclose anything that could have caused the interference.

4. On 13 Aug 80, at 2216 hrs., all radar equipment returned to normal operation without further incident.

5. CONCLUSION: The presence of hostile intelligence jamming cannot be ruled out. Although no evidence would suggest this, the method has been used in the past. Communication maintenance specialists cannot explain how such interference could cause the radar equipment to become totally inoperative. Neither could they suggest the type or range of the interference signal. DNA frequency monitors reported the interference beam was wide spread and a type unknown to their electronical equipment. Further checks of the area was being conducted by Technical Services, AFOSI.

6. High command interest item. Briefings requested IAW AFOSIR 124-4 be completed at HQ AFOSI/IVOE. HQ CR 44 and 51 items.

Document #: 14
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1980 PROJ. AQUARIUS DOC.

FREEDOM OF INFORMATION ACT DOCUMENT FILES

SECRET

17 NOV 1980

RTTEZYVW RUFLOJA9136
ZNY S E C R E T
GT
SECRET FOR AFOSI ONLY
R 171130Z NOV 80
FM HQ AFOSI BOLLING AFB DC//IVOE
TO RUWTFBA AFOSI DIST 17 KIRTLAND AFB NM//BID
INFO 7602 AINTELG FT BELVOIR VA//INSR
SECRET FOR AFOSI ONLY
Ref: Request for Photo Imagery Interpretation Your MSG 292030Z Oct 80.
Subject Case NR: 8017D93-126 HQ CR 44
1. Subject Negatives/Film were analyzed by HQ IVT and 7602 AINTELG, it and the following results were found:
A. Negative #1: Depicting C-5A aircraft on approach and streaking unidentified aerial object in lower right portion of film. Film found to be unaltered. Size differential was not consistent with size of aircraft. Conclusion: Inconclusive
B. Negative #2: Depicting cylinder shaped unidentified aerial object in upper left portion of photo. Film found to be unaltered. Film showed object to be consistent with field depth and consistent with relative size of fixed objects. Conclusion: Legitimate negative of unidentified aerial

object. Bolton/Reinfeld method did not reveal visible markings on object.
C. Negative #3: Depicting irregular shaped unidentified aerial object in seven frames of 8MM film. Because of the size and apparent speed of object no further classification or conclusion could be drawn. Film shown to be unaltered.
D. 34 inches of 8MM film: Depicting apparent colored object moving in front of still camera. Film found to be unaltered. Spectrography revealed colors to be basic prism features. Depth analysis revealed object to be within 152MM of camera. Object was not consistent with relative size of fixed objects observed for several seconds in film. Conclusion: inconclusive.
E. Original Negative Depicting Unidentified Object: Film found to be unaltered. Because of a lack of fixed objects in the film, no depth analysis could be performed. Bolton, Reinfeld method revealed object to be saucer shaped, approximate diameter 37 feet. Object contained a trilateral insignia on the lower portion of object. Conclusion: Legitimate negative of unidentified aerial object.
2. Ref your request for further information regarding HQ CR 44, the following is provided: Capt. Grace 7602 Aintelg, INS contacted and related following: (S/WINTEL) USAF no longer publicly active in UFO research, however USAF still has interest in all UFO sightings over USAF installation/test ranges. Several other government agencies, lead by NASA, actively investigates legitimate sightings through covert cover. (S/WINTEL/FSA) One such cover is UFO Reporting Center, US Coast and Geodetic Survey, Rockville, MD 20852. NASA filters results of sightings to appropriate military departments with interest in that particular sighting. The official US Government Policy and results of project Aquarius is still classified top secret with no dissemination outside official intelligence channels and with restricted access to "MJ Twelve". Case on Bennewitz is being monitored by NASA, INS, who request all future evidence be forwarded to them thru AFOSI, IVOE.
4. Ref your request for technical assistance. Because of a chance of public disclosure, no knowledgeable personnel with SPA will be provided. Continue to receive assistance from individuals mentioned in your message, Miller, fugate. Because of the sensitivity of case, request they be thoroughly debriefed at regular intervals.
BTS
NNNS
DOWNGRADE 17NOV2020

Document #: 15
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1986 NSA REPLY AQUARIUS

FREEDOM OF INFORMATION ACT DOCUMENT FILES

NATIONAL SECURITY AGENCY
CENTRAL SECURITY SERVICE
Fort George G. Meade, Maryland 20755-6000

Serial: J9014C

15 APR 1986

This responds to your letter of 7 March 1986 in which you further narrowed your Freedom of Information Act (FOIA) request for records pertaining to Project Aquarius.

The document located in response to your request as stated in your 7 March letter has been reviewed by this Agency as required by the FOIA and has been found to be currently and properly classified in accordance with Executive Order 12356. This document meets the criteria for classification as set forth in subparagraphs 2, 4, and 8 of section 1.3 and remains classified TOP SECRET as provided in section 1.1 of Executive Order 12356. The document is classified because its disclosure could reasonably be expected to cause exceptionally grave damage to the national security. Because the document is currently and properly classified, it is exempt from disclosure pursuant to the first exemption of the FOIA (5 U.S.C. section 552(b) (1)).

In addition, this Agency is authorized by various statues to protect

certain information concerning its activities. We have determined that such information exists in this document. Accordingly, those portions are also exempt from disclosure pursuant to the third exemption of the FOIA which provides for the withholding of information specifically protected from disclosure by statute. The specific statutes applicable in this case are Title 18 U.S. Code 798; Title 50 U.S. Code 403(d) (3); and Section 6, Public Law 86-36 (50 U.S. Code 402 "note").

No portion of the information is reasonably segregable.

Since your request has been denied, you are hereby advised of this Agency's appeal procedures.

Any person denied access to information may, within 45 days after notification of the denial, file an appeal to the NSA/CSS Freedom of Information Act Appeal Authority. The appeal shall be in writing addressed to the NSA/CSS FOIA Appeal Authority, National Security Agency, Fort George G. Meade, MD 20755-6000. The appeal shall reference the initial denial of access and shall contain, in sufficient detail and particularity, the grounds upon which the requester believes release of the information is required. The NSA/CSS Appeal Authority shall respond to the appeal within 20 working days after receipt.

In your letter, you take exception to the amount requested by this Agency for manpower and computer search fees to process your original request for all information on Project Aquarius. Please be advised that NSA search and duplication fees are computed in accordance with guidance promulgated in sections 6-201 and 6-202 of Dod Directive 5400.7-R

Sincerely,

JULIA B. WETZEL
Director of Policy

==========

C U F O N
Computer UFO Network

Seattle Washington, USA

(206) 776-0382 8 Data Bits, No Parity, 1 Stop Bit 300/1200/2400 bps.

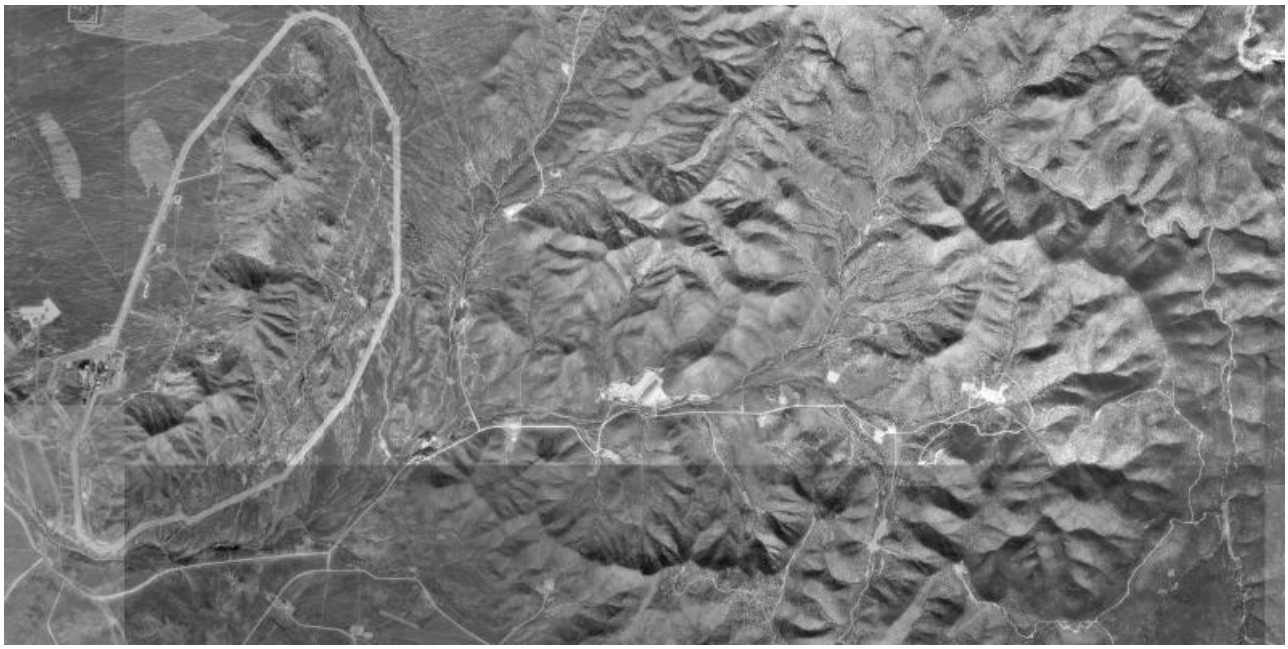
SYSOP - Jim Klotz Information Director - Dale Goudie

UFO Reporting and Information Service
Voice Line - (206) 721-5035
P.O.Box 832, Mercer Island, WA 98040, USA

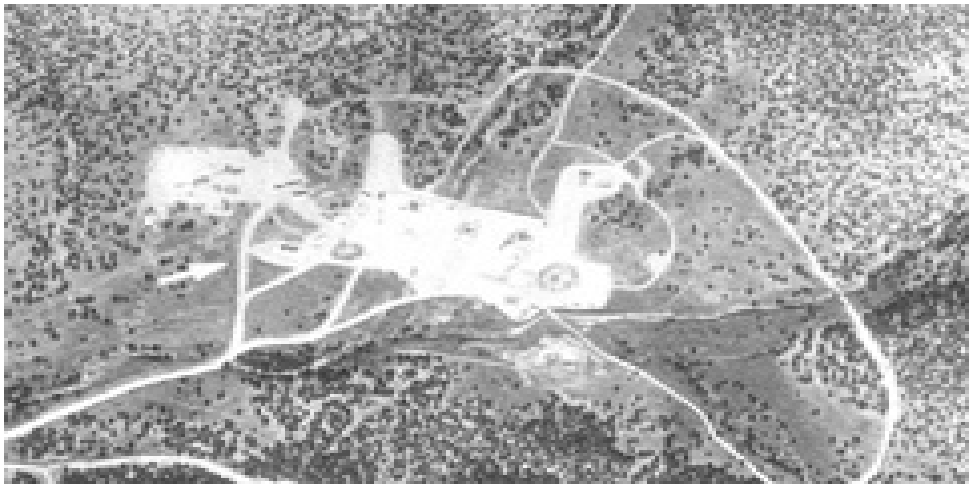
- Please credit CUFON as the source of this material -

==========

Manzano Mountain And WSA East



This is an eight tile image created from TerraServer to show area in question.



The arrow points to WSA bunker where UFO hovered. This image is illustrated in the top mosaic at far right. This is the EASTERN Weapons Storage Area.

The Kirtland Underground Munitions Storage Complex shown in the image:

http://www.nicap.org/nwsa-eyeball-kirtland.htm

is located far WEST of the hover site above near the Manzano WSA (the huge kidney-shaped road around the mountains). The site at the link above

is about at the 8 o'clock position; the SW side of the ring road.

Date: Sat, 3 Sep 2005 19:05:16 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 17, 1949, "Q" area, Armed Forces Weapon Project (AFSWP), Camp Hood, Texas
To: Francis Ridge <nicap@insightbb.com>

March 17, 1949. Killeen Base, Camp Hood, TX (BBU 319)
7:52 p.m. Capt. Horace McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, was preparing the test firing of flares in order to prove recent sightings were mistakes when he and his men themselves saw aerial phenomena, 7 separate sightings by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (FOIA)
==========

March 17, 1949, "Q" area, Armed Forces Weapon Project (AFSWP), Camp Hood, Texas
Eight moving "lights" appeared in the sky over "Q" area. "Q" area was put on alert status.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-798

Page ID (PID) : MAXW-PBB5-798
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 798 - 799, 803 - 806

Frame 803

OAK RIDGE SIGHTING BY SECURITY PATROL

10/15/50

Date: Wed, 01 Oct 1997
From: Jerry Washington <skyeking@aye.net>

It's been awhile, but I'm back with another case file from Oak Ridge, Tennessee: my hometown. The "Atomic City" has a long and storied history where the UFO phenomenon is concerned, and this is just one account among many that are available for public consumption, thanks to the Freedom of Information Act, and books by guys such as J. Allen Hynek (CUFOS), and Edward J.Ruppelt (Project Blue Book).

Jerry Washington
SD KY/MUFON

The following account is taken from an FBI document (circa 1950) sent by J. Edgar Hoover to Mr. Francis R. Hammock, Acting Director of the Division of Security of the Atomic Energy Commission in Washington, D.C.:

"On 15 October, 1950, Atomic Energy Security Patrol Trooper, Edward D.Rymer, and a caretaker, John Moneymaker, from the University of Tennessee Research Farm, at Oak Ridge, saw an object at about 12,000 to 15,000 feet above Solway Gate of the "Control Zone." This object appeared to be an aircraft which was starting to make an outside loop, trailing smoke behind. Soon these two men realized that the formerly described smoke behind the aircraft was a tail. This object continued to descend in a controlled dive, and when it approached the ground it leveled off and flew slowly, parallel to the ground. This object came within two hundred and ten (210) feet of the two observers and was paralleling the ground at approximately six (6) feet. Trooper Rymer attempted to approach the object but as he approached the object became smaller and started moving in a southeasterly direction. This object is said to have approached a nine (9) foot cyclone chain link fence and made a controlled movement to clear the fence, then a Willow tree, then a telephone post and wire, after which the object gained momentum and altitude and cleared a hill at approximately one (1) mile away. The object appeared to be pear shaped. When this object was over the hill it was still visible as the same object that was observed when only fifty (50) feet away. (The explanation given was that this object grew larger as it gained altitude and speed.)

Approximately five minutes later the object appeared again having reappeared from approximately the same location from which it had disappeared. The object was seen again five minutes later for approximately ten seconds.

During the above happenings, Mr. John Moneymaker had

visual reference of this object during its first [appearance] for approximately seven minutes. Trooper Rymer was interrupted twice during which times he called his headquarters in an attempt to get other observers. Also, during the fantastic flight of this object, Trooper Rymer stopped Mr. E.W. Hightower, who was on the highway in his vehicle, to verify what was being seen. Mr. Hightower's statement substantiates the description as before.

By the time the object appeared the second time, Joe Zarzecki, Captain of the Atomic Energy Commission Security Patrol, was present and also witnessed this phenomenon. Each of the observers describes the object substantially as follows:

a. When the object was first sighted it appeared to be an aircraft trailing smoke, or better described as "smoke writing."

b. When the object was approaching the ground in its descent, it took on the shape of a bullet with a large tail.

c. When the object was sighted on the ground (from app. 210 ft). It appeared to be approximately the size of a 2x5 card {from a distance], with a twenty (20) foot ribbon tail. The object and the tail were alternately moving up and down, and the ribbon appeared to be waving in the breeze. The color was a metallic gray.

d. When Trooper Rymer came within fifty (50) feet of the object he described it similar to the above except that the first two and one-half (2 ½) feet of the tail appeared more solid, but the last seventeen and one-half (17 ½) feet of the tail appeared almost transparent and was glowing, intermittently, in sections. The tail appeared to have four or five sections which would glow intermittently.

Trooper Rymer's record is among the best of the troopers at the Atomic Energy Commission Security Patrol. Mr. John Moneymaker holds badge No.UT-1817, and is employed by the University of Tennessee Agricultural Research Farm as a caretaker for small animals. Mr. E.W. Hightower holds badge No. 6633 and is an employee of the Maxon Construction Company.

The Controller, Capt. W. Akin, of Detachment No. 2…at the Knoxville Airport Radar Site, made a report that he had seen peculiar readings on the radar scopes at approximately 1520 hours. Apparently the radar picture was indefinite, intermittent, and inaccurate, because the objects sighted by radar would only make a short "painting" on the scope and would then disappear only to reappear at another location."

Attached to this Summary are eleven (11) enclosures which tend to clarify information contained in the former two (2) Summaries of Information on SUBJECT. These enclosures are composed of witness statements; background information concerning previous sightings of peculiar objects over Oak Ridge; and radar reports. The most reliable sources available were utilized in the

compilation of this report. The employment records and the Federal Bureau of Investigation reports concerning the witnesses were inspected to ascertain their reliability, integrity, and loyalty to the United States Government.

The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, ??PA [partially unreadable] Division, Oak Ridge: AEC Security Patrol, Oak Ridge; FBI, Knoxville: Air Force Radar and Fighter squadrons, Knoxville; and the OSI, Knoxville, Tennessee, FAIL TO EVOLVE AN ADEQUATE EXPLANATION FOR SUBJECT [emphasis mine] however, the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings HAVE BEEN REJECTED because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and BECAUSE OF IMPOSSIBILITY…"

(The previous document was declassified in 1983.)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Date: Fri, 27 Aug 2010 05:53:59 -0500
From: Francis Ridge <nicap@insightbb.com>
Subject: FBI docs for Oct 16, 1950, Oak Ridge, TN
To: RADCAT

The following pdf file contains all of the resized FBI documents below (2) and is now housed on the NICAP site for security reasons.

http://www.nicap.org/docs/FBI_docs_UFO11.pdf

Page 2 has been transcribed for text-search reasons.

CONFIDENTIAL
October 18, 1950

Director, FBI
SAC, Knoxville
Objects Over Oak Ridge, October 12, 15, 16, 1950
PROTECTION OF VITAL FACILITIES

Ramytel October 13, 1950

There is being submitted herewith a copy of two reports made by District Representative of the OSI, 8th District, U.S. Air Force, with regard to the detection of unidentified objects by the means of radar, as set forth in referenced teletype. These reports continue to set forth additional reports concerning unidentified objects in the air space are over Oak Ridge, Tennessee, which to date have not been explained.

No investigation is being conducted by the Knoxville Office in this matter, but any further information received from OSI or from CIC representatives will be forwarded immediately.

Air Mail
CCM:jaw
65-473
Enc.

[redacted] 8

FIELD AREA OFFICE #8
P. O. Box 379
Knoxville, Tenn.

Incident Report

AEC PATROL

Incident report No. 142-50
Date: October 15, 1950
Time: 3:25 P.M.

Classification	Trooper	Location
Unidentified Flying Object	E. D. Rymer	Kerr Hollow

Person Involved	Address	Badge No.	Company
Trooper E. D. Rymer		206	"D" Troop

Person Involved	Address	Badge No.	Company
Capt. J. J. Zarzecki			

[redacted] 66 [redacted] 66

John Moneymaker stopped at Kerr Hollow gate where I was on duty October 15, 1950, 3:20 P.M. He and I observed what appeared to be a skywriter in the air. He was one-quarter of the way through a letter "O". The object appeared to be 12,000 to 15,000 feet high and east by north of the gate, approximately one mile distance from the gate. At this time, the size appeared to be about the size of a four or five passenger plane. The object had a smoke trail the same crossectional size of its body and about one-quarter of a mile long. The smoke was grayish in color. The color of the body of the object was silver metallic. The object gave off no reflection. It was dull in appearance. When first observed, it was describing an arc toward the ground. When the object failed to complete the outside loop, I went into the gate house to report its appearance. Up till this time I thought it to be a plane doing some skywriting. While I was making the phone call, [redacted] watched the object continue downward to 1,500 feet. At that altitude, a second object was noticed alongside the smoke trail. 66
The second object was the same size and shape and was about 50 feet behind the first object. The second object appeared to be attached to the first object's smoke trail with about an 80 degree forward thrust, yet the second object was moving in the same direction of the first object and not drawing away from the smoke trail of the first object the way it should have been doing according to its angle and direction. At this altitude, both objects changed from a bullet shape to a bladder shape. Also, at 1500 feet both objects began pulling out of the vertical dive. During the entire descent, both objects diminished in size. From 1,500 feet, the angle of descent was about 45 degrees. At about 500 feet, the second or trailing object disappeared. The object continued downward to a point north of the perimeter fence over the roadway about 60 yards from the gatehouse toward Solway bridge. This was where the object was when I came out of the gatehouse. At this time, the object had diminished to about 2x3 inches.

(Page # 1 of Enclosure # 11)

65-58300-134

~~1018 docs~~
GFOI 501016 doc

16 October 1950

The files

A. L. Rydzewski, Acting Assistant Chief, Security Division

REPORT OF MYSTERIOUS FLYING OBJECT

SYMBOL: S:AIR

Pursuant to receipt of a report from John S. Davis, Chief, Oak Ridge Patrol, indicating that a mysterious flying object was observed in the vicinity of the Kerr Hollow Entrance, [redacted] was interviewed by F. P. Callaghan, Acting Chief, Security Division, AEC, ORO, in the presence of A. L. Rydzewski, Security Division, ORO, and Charles Jones, Security Agent, Maxon Construction Company, at approximately 10:15 p.m., October 15, 1950. Hightower is an electrician employed by the Edenfield Electric Company, which is under subcontract with the Maxon Construction Company, performing work at the K-29 Plant. [redacted] gave the following account of his observations. He was driving to work at approximately 3:15 p.m., October 15, 1950, and upon nearing the Kerr Hollow entrance to the Oak Ridge Controlled Area, he was requested by the guard on duty to stop and observe an object which the guard and another civilian were looking at. He got out of the car and noticed a white spot in the sky. He said it was "awful high" and moved from a position southeast of Kerr Hollow entrance in a westerly direction toward the Plant Areas. He noted that the sky was clear and the object was merely white, not shiny and emitted no trail of smoke and appeared to have no appendages. He observed the object for about 5 minutes and continued on his way to work before the white object disappeared from sight.

b6

When asked what he thought of the object, [redacted] related that his first impression was that it might be a toy ballon, because it looked quite similar to a toy ballon which one of the neighbor-hood girls had released in his presence several weeks ago. [redacted] was not sure of the size of shape of the object, however he indicated by hand gesture that it might have been about 9 inches in diameter and probably was in the shape of a disc or ball.

b6

[redacted] said that the guard and civilian appeared to be excited and told him that when they first saw it, the object was "Quite big" and that it moved along the road at very low altitude and that it suddenly ascended at an angle to the point where they were observing it at the time. He stated that the guard originally asked him to look at the object, just to make sure that he wasn't merely imagining he was seeing things.

(Page # 1 of Inclosure # 10)

65-5-8300-137

fbi501015doc2

-1018bdg

The files

16 October 1950

[redacted] stated that as far as he knows his eye-sight is good and that he only had to use glasses for reading purposes. He had his eyes tested about 4 years ago by [redacted], at which time this reading glasses were prescribed. He also had taken a pre-drivers license eye test about 3 weeks ago at the Maxon First Aid Station.

b6

b6 [redacted] stated that the only other person to whom he mentioned seeing the object was a guard stationed at Gate Two to the K-29 Plant.

Note: The Maxon Guard was later identified as being Jack Larton, who was interviewed at approximately 11:15 p.m. Larton stated that a man was driving through the portal shortly after 3:00 p.m. and stopped to chat with him for about 5 minutes. The man [redacted] stated that he had a headache and that he had been observing an object in the sky which was called to his attention by a guard at the Kerr Hollow entrance. According to Larton, the man further related that the object was so high he didn't know what it was, but it looked more or less like a toy ballon. Larton stated that he was not excited by this report; however he did mention something about flying objects to a fellow guard about two hours later when they observed aircraft which they believed were P-38's flying over the plant areas.

b6

Note: Other individuals who had observed the object were identified as AEC Patrolman Edward Dean Rymer and [redacted]

b6

A. L. Rydzewski

Rydzewski:ks

CERTIFIED TRUE COPY:

By: /s/ Wm. B. Gray
SAC, Knoxville

(Page # 2 of Inclosure # 10)

COPY

[redacted]TIAL

KNOXVILLE DETACHMENT
8th DISTRICT OSI (IG)
PO BOX 401
Knoxville, Tennessee

16 October 1950

SUBJECT: Visual Sightings of Unidentified Flying Objects over Oak Ridge, Tennessee

TO : District Commander
8th District OSI (IG)
Marvell AFB, Ala.

1. At 0830 16 October 1950, Mr. George Rathman, Security Division, Atomic Energy Commission, Oak Ridge, Tennessee, notified the undersigned that visual sightings of an unidentified flying object had been made by several persons at Oak Ridge. Accompanied by W. B. Gray, SAC Knoxville CIC, the undersigned proceeded to Oak Ridge.

2. At the AEC Security Division, Oak Ridge AEC Security Patrol [redacted] was interviewed by Mr. Rathman, Mr. Gray and the undersigned. In substance [redacted] related the following: At about 1525 EST, 15 October 1950 [redacted] was on duty at the Solway entrance to the Oak Ridge controlled area. He was conversing outside the guard house with [redacted], attendant at the University of Tennessee Research Farm Program, Oak Ridge. [redacted] happened to glance in the sky and called [redacted] attention to an object in the sky. The men observed that the object was starting to describe an arc in the sky. They estimated the object to be about twelve to fifteen thousand feet altitude. At this altitude the object resembled a sky-writing plane because smoke appeared to be trailing from the object. After the object described about a quarter of an arc it began to make a controlled descent at a speed estimated at about 100 miles per hour. [redacted] then noticed that the object had no wings and that it appeared to be bullet shaped. By this time the men could observe that what appeared to be smoke coming from the object was an attached tail. At this time [redacted] went in the guard house and called the Captain of the Guard to report a falling object. [redacted] continued to observe the object. When [redacted] came out of the guard house the object had descended to a height of about six (6) feet and was about seventy (70) yards from the two (2) men. By this time the object had assumed the shape of a two (2) by five (5) inch grayish colored card and attached to the object was a ribbon like tail about twenty (20) feet long and an inch wide. The object had no thickness. The tail of the object, which was light gray in color, had a small black line running down through its center. The tail appeared to be waving or rippling and the latter fifteen (15) feet of the tail gave off a pulsating glow intermittently in different section of the fifteen (15) feet. The latter fifteen (15) feet of the tail appeared to be somewhat transparent.

b7C

65-58300-136

ENCLOSURE

[redacted] estimated that the object was traveling about three (3) mile per hour and that the main body of the object was rocking slightly showing the corners and the under and top side. [redacted] advanced on the object to within fifty (50) feet but it did not appear to get any larger. At [redacted] approach the object picked up speed slightly, proceeded across the highway, came to a nine (9) foot chain link fence, rose vertically and parallel with the fence and proceeded over the fence. After clearing the fence it dipped toward the ground for a few feet and then rose sharply to clear a thirty (30) foot willow tree and proceeded in a southeasterly direction at an increased speed to a ridge about a mile away and disappeared over the top of the ridge. The object during the flight to the ridge, changed to a pear shape but the tail continued to be present. While the object was heading for the ridge a car driven by [redacted], employee of the Maxon Construction Company, Oak Ridge, approached the Solway gate. [redacted] called [redacted] attention to the object and he also saw it disappear over the ridge. Shortly after the object disappeared Captain of the AEC Security Patrol [redacted] arrived at the scene. Shortly thereafter another similar object appeared in the sky within sight of the men at a height of about 300 feet, traveling in the same direction as the previous object and it disappeared over the same ridge. The object was visible to the men for about thirty (30) seconds. About five (5) minutes after the second appearance another similar object again was visible at an altitude of about 500 feet for about a ten (10) second interval. b7C

3. After a discussion of the incident Mr. Rathman, Mr. Gray, [redacted] and the undersigned proceeded to Solway Gate, scene of the observation. A check was made of [redacted] estimate of distances and they were found to be substantially accurate. The immediate area around the gate is fairly level with wooded hills and ridges rising around the area. There were no obstructions or hindrances to visibility noticeable. At the direction of Mr. Rathman [redacted] was brought to the scene. He gave substantially the same account as did [redacted] except to add that while [redacted] was phoning and the object had descended to about 1500 feet the object appeared to be pear shaped and another pear shaped object appeared on one side of the object. As it came lower the object assumed the 2" x 5" card shape. b7C

[redacted] b7C

5. At 1400, 16 October Mr. Gray and the undersigned proceeded to the Air Force Radar Station at McGhee-Tyson Airport, Knoxville, Tennessee. Major R. C. Care, Defense Area Commander stated that the radar screen had picked up indistinct, unidentified objects during the afternoon of 15 Oct. Major Care produced the incident report of [redacted], controller; excerpts from his report are as follows: b7C

16 October 1950

Description of object seen by Atomic Energy Commission Security Patrol Trooper Edward D. Rymer; who approached the object as close as Fifty (50) feet, at about 1520 hours on 15 October 1950, is substantially as follows: When first seen at an estimated altitude of twelve (12) to fifteen (15) thousand feet, the object appeared to be an aircraft starting to "skywrite". The "Streamer" left behind is estimated to be approximately one-fourth (¼) of a mile long. The object then started a controlled descent, almost vertical, at a slower speed than an aircraft would dive, and the "tail" followed the object. "It" then appeared to take the shape of a large bullet with a streamer, or ribbon, as thick as the bullet, trailing in the path of the object but connected to it. The object then levelled off parallel to the horizon, decreased its speed, and passed within seventy (70) yards of Rymer and another observer whom Rymer had stopped (John Moneymaker). Rymer had reported via telephone that this object was a "falling object". As the object decreased its speed to less than a mans normal walk, Rymer attempted to approach the object, but when he got within fifty (50) feet of it, the object moved toward the Southeast at about six feet altitude above the terrain; made almost a mechanical maneuver to go over a nine (9) foot cyclone chain link fence; then another similar maneuver to pass over a willow tree and a telephone line; and finally gained altitude and speed and went over a hill about one mile distance.

When Rymer was within fifty (50) feet of the object it appeared to be a two (2) by five (5) card (similar to the ones issued to vehicles entering the "Control Zone" at Oak Ridge) with a twenty (20) foot ribbon tail, the first two feet of which were easily visible and the last eighteen (18) feet of which was almost transparent and divided into several sections. The sections of the tail would pulsate a dim "glow" alternately. Through the entire length of the tail, was a black line which might be described as a "wire". The entire color was bluish-gray similar to the color of the top of a "wood cooking range". The "body" of the object was gently moving up and down, and the tail waved in the breeze like a ribbon or a worm and followed the path of the "body" of the object. There was no breeze at the time! (Knoxville Airport reports a high breeze of eight (8) miles per hour). Further, from fifty (50) feet away, the object looked no bigger than it did from two hundred and ten (210) feet away, and when it disappeared over the hill, one (1) mile away, it still looked the same size that it had appeared at only fifty (50) feet, but the "body" was then "bladder" or "pear-shaped".

When questioned further, Rymer stated that the object had to change size from the time they first observed it until it came near the ground; and it had to get larger as it went over the hill or they would not have been able to see it at such distances.

The object appeared two more times within the next ten (10) minutes and Rymer was able to get two other observers to verify that they could see the same "thing".

The three observers, other than Rymer, [redacted]

(Page # 1 of Inclosure # 3)

b6

65-3-5300-197

[redacted]

and Joe Zarzecki, Captain of the AEC Security Patrol, Oak Ridge, Tennessee. At no time were any noises from this object heard.

AGENTS NOTES: Mr. George Rathman, AEC Security Division, stated that all these persons' description of the object was substantially the same when questioned separately, except that Rymer had been the closest and was the only person to report the transparent portion of the "tail". [redacted] stated substantially the same except that he did not see the transparent portion of the "tail". b6

b6 [redacted] was wearing his glasses at the time and his vision, with glasses, is20/20 in the right eye, and 20/30 in the left eye. Rymer's vision is 20/20 in both eyes without glasses.

Rymer's record indicates that he is one of the "better" and most respected troopers on the AEC Security Patrol. Nothing in his record indicates any weaknesses or peculiar inclinations.

Rymer stated that he would not have reported this incident if there had not been a witness. Moneymaker was reluctant to give information because of the fantastic nature of the incident.

Captain Zarzecki saw the object for only a moment on its third appearance and stated that the object appeared to be round as it crossed the sky at a high rate of speed.

NOTES: The above information was obtained on 16 October 1950 from interviews with Trooper Edward D. Rymer; [redacted], George Rathman, Security Division, Atomic Energy Commission; John S. Davis, Chief of Atomic Energy Commission Security Patrol; and Captain Joe Zarzecki. b6

In addition, the Atomic Energy Commission Security Division took Geiger counters to the scene of the incident but could get no reading.

~~SECRET~~

17 October 1950

CIC, FAO # 8, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE

(Refer: Summary of Information, Subject: as above, dated 15 Oct 1950.)

On 13 October 1950 Atomic Energy Security Patrol Trooper, Edward D. Rymer, and a caretaker, John Moneymaker, from the University of Tennessee Research Farm, at Oak Ridge, saw an object at about 12,000 to 15,000 feet above Soloway Gate of the "Control Zone." This object appeared to be an aircraft which was starting to make an outside loop, trailing smoke behind. Soon these two men realized that the formerly described smoke behind the aircraft was a tail. This object continued to descend in a controlled dive, much slower than an aircraft would dive, and when it approached the ground it levelled off and flew slowly, parallel to the ground. This object came within two hundred and ten (210) feet of the two observers and was paralleling the ground at approximately the speed that a man could walk, at a height of approximately six (6) feet. Trooper Rymer attempted to approach the object but as he approached the object became smaller and started moving in a southeasterly direction. This object is said to have approached a nine (9) foot cyclone chain link fence and made a controlled movement to clear the fence, then a Willow tree, then a telephone post and wire, after which the object gained momentum and altitude and cleared a hill at approximately one (1) mile away. The object appeared to be pear shaped. When this object was over the hill it was still visible as the same sized object that was observed when only fifty (50) feet away. (The explanation given was that this object grew larger as it gained altitude and speed.)

Approximately five minutes later the object appeared again having reappeared from approximately the same location from which it had disappeared. The object was seen again five mintues later for approximately ten second.

During the above happenings, Mr. John Moneymaker had visual reference of this object during its first slight for approximately seven minutes. Trooper Rymer was interrupted twice during which times he called his headquarters in an attempt to get other observers. Also, during the fantastic flight of this object, Trooper Rymer stopped Mr. E. W. Hightower, who was on the highway in his vehicle, to verify what was being seen. Mr. Hightower's statement substantiates the description as before.

By the time the object appeared the second time, Joe Zarzecki, Capt. of the Atomic Energy Commission Security Patrol, was present and also witnessed this phenomenon.

Each of the observers described the object substantially as follows:

a. When the object was first sighted it appeared to be an aircraft, trailing smoke, or better described as "smoke writing."

3 cc Headquarters, Third Army
1 cc OSI, Knoxville, Tennessee
1 cc FBI, Knoxville, Tennessee
1 cc to Security Division, AEC, Oak Ridge
1 cc File

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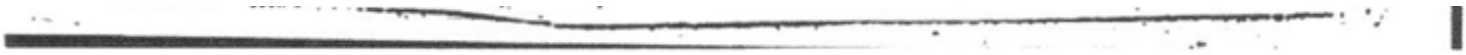

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17 October 1950

CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE

observers state that the fighter plane passed beneath the object which they were observing. The Security Division, Atomic Energy Commission, will attempt to have the observers, or some of the observers, make these same statements while undergoing a poliograph test.

Further information will be submitted as soon as possible as soon as an adequate verification has been obtained.

SOURCE: Atomic Energy Security Patrol Trooper, Edward D. Rymer; John Moneymaker; Joe Zarzecki, Cap. of the Atomic Energy Security Patrol; E. W. Hightower; Officials of the Atomic Energy Commission, Security Division; Major Care, Capt. W. Akin, McGee-Tyson Radar Site.

3 cc Headquarters, Third Army
1 cc OSI, Knoxville, Tennessee
1 cc FBI, Knoxville, Tennessee

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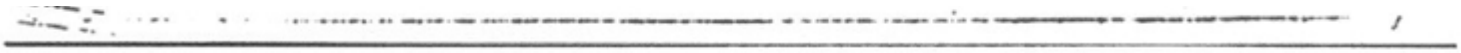
1 cc Security Division, AEC, O
1 cc File



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17 October 1950

CIC, FAO # 8, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE

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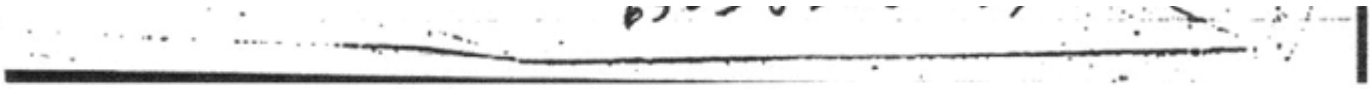

CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE

b. When the object was approaching the ground in its descent, it took on the shape of a bullett with a large tail.

c. When the object was sighted on the ground (from approximately two hundred and ten (210) feet) it appeared to be approximately the size of a 2x5 card, with a twenty (20) foot ribbon tail. The object and the tail was alternately moving up and down, add the ribbon appeared to be waving in the breeze. The color was a metallic grey.

d. When Trooper Rymer came within fifty (50) feet of the object he described it similar to the above except that the first two and one-half feet of the tail appeared more solid, but the last seventeen and one-half (17½) feet of the tail appeared almost transparent and was glowing, intermittently, in sections. The tail appeared to have four or five sections which would glow intermittently.

Trooper Rymer's record is among the best of the troopers at the Atomic Energy Commission Security Patrol. Mr. JohnMoneymaker holds badge No. UT-1817, and is employed by the University of Tennessee Agricultural Research Farm as a caretaker for small animals. Mr. K. W. Hightower holds badge No. 6633 and is an employee of the Maxon Construction Company.

The Controller, Capt. W. Akin, of Detachment No. 2, 662 AC and W Sqd., McGee-Tyson Airport, P. O. Box 202, Maryville, Tennessee, at the Knoxville Airport Radar Site, made a report that he had seen peculiar readings on the radar scopes at approximately 1520 hours. Apparently the radar picture was indefinite, intermittent, and inaccurate, because the objects sighted by radar would only make a short "painting" on the scope and would then disappear only to reappear at another location.

On 16 October 1950, at approximately 1520 hours, five persons (as yet unknown) sighted objects hovering over the K-25 plant at Oak Ridge, Tennessee. Further information and description is expected from these sources. However, the radar scopes at Knoxville Airport were giving an unintelligible reading. Apparently the Commanding Officer was reluctant to make any statement concerning these readings due to higher Headquarters doubting the event of the past few days.

Nevertheless, a fighter aircraft from the 5th Fighter Sqd. was sent to identify an object which was reported to be hovering over K-25. Upon approaching the area the radar equipment aboard the aircraft got an image on its scope and the pilot pursued this image and identified it as a light type aircraft. Ground

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1 cc FBI, Knoxville, Tennessee
1 cc Security Division, AEC
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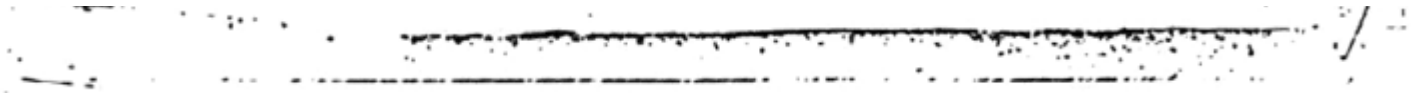


National Investigations Committee On Aerial Phenomena

050530
From: Bruce Maccabee
Subject: Oak Ridge Security Guard Reports Spinning Spherical Object, Oct 16, 1950
Distribution: NCP

The next day at about 1:30 PM, John Isabell, a security guard of the Oak Ridge Patrol Force, saw a silver-white spherical object traveling from the southwest to the northeast and passing over the K-25 restricted area at high altitude. It was white or silvery and round like a ball. The second sighting on that day occurred at "exactly 2:55 PM." Mr. Isabell and two other members of the patrol force saw the same round object approaching from the northeast at a lower altitude and speed. The object, while spinning about an axis, traveled in a wide circle toward the southwest and disappeared. In a couple of minutes it reappeared in the southwest at a very high altitude and headed northeast at a high rate of speed. The guard phoned the information on the sighting immediately to headquarters where radar was picking up an indistinct target every third or fourth sweep over the K-25 area. An F-82 was scrambled. The ground witnesses reported that the fighter plane arrived about 15 minutes after the object had disappeared. (The ATIC sighting analysts subsequently decided that this object was a balloon in spite of the decription of spinning amd in spite of the odd flight path.) Later on, during the evening, some of the security guards heard strange, loud noises.

That same day, October 16, the CIC agent decided it was time to review the situation. He wrote a report mentioning the 1947 and 1949 sightings and discussed the recent sightings. The CIC took these sightings very seriously and thoroughly checked the backgrounds of the witnesses by using employment records and FBI reports in order "to ascertain their reliability, integrity and loyalty to the United States Government." The was no reason found to discredit these witnesses, many of whom were professional security guards.

The CIC and the other security agencies discussed the situation and attempted to arrive at some conclusions. The CIC report of these discussions make amusing reading in view of the concerted attempt later on by ATIC to explain the sightings any way possible. One gets the impression from the following document that, when it came to explaining UFO sightings as mundane phenomena, the security officials who were involved in the investigations had "been there, done that" and now they were looking for something new and convincing to explain these sightings:

" The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for OBJECTS SIGHTED OVER OAK RIDGE, however the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility."

"...because of impossibility"? What was that supposed to mean? It meant that all the suggested explanations had been rejected because, in view of the high quality of the witnesses and the descriptive details, these explanations were impossible. So, having rejected mundane explanations, what were these objects? The CIC agent continued:

"The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.

These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions (are) parallel the terrain ridges in the locality."

The fantastic is generally rejected?

Source: UFO FBI Connection, 170-172

National Investigations Committee On Aerial Phenomena

Date: Mon, 25 Apr 2005 17:11:22 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Oak Ridge, Tenn. Oct. 16, 1950
To: NCP

The following pdf file contains all of the resized Project Blue Book documents below and is now housed on the NICAP site for security reasons.

http://www.nicap.org/docs/NARA-PBB90-635-641.pdf

The original over-sized docs from the Blue Book site are listed below:

NARA-PBB90-635 - 641

The first three pages are the cover for the Spot Intelligence Report, plus two pages of incidents prior to October 16. Pages 638
to 641 pertain directly to October 16th. The reader can skip the first three documents of this report and go to Page 638, or link to the BB Microfilm page directly at:

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-638

FORM OR-514
(April 1950)

Incident Report
AEC Patrol

CAUTION
This document contains information affecting the National Defense of the United States. Its transmission or the disclosure of its contents in any manner to an unauthorized person is prohibited and may result in severe criminal penalties under applicable Federal laws.

Closed
Date
By
W.R.
N.R.

Supplement
Incident Report No. 1424-50

Date: 10/16/50

Time: 2:55 P.M.

CLASSIFICATION	TROOPER	LOCATION
Flying Object	John L. Isabell	Blair Gate

PERSON INVOLVED	ADDRESS	BADGE NO.
Trooper Lendelle Clark		212
PERSON INVOLVED	ADDRESS	BADGE NO.
Trooper Hank N. Briggs		156

REMARKS:

On October 16, 1950, at approximately 2:55 P.M., Trooper Isabell stopped us at this Installation and showed us an object in the north that was traveling toward the northwest. It looked to be about 2,000 feet in the air and a white-silverish looking color, rotating in a counter clockwise manner. It was round in shape and going in a rather fast motion. This object was at a high altitude and seemed to come in sight and then disappear. It looked about the size of a ball and round at every angle we looked at it.

/s/ Lendelle Clark
/s/ Hank N. Briggs

DISTRIBUTION:
1 - Callaghan
2 - Chief Davis' File
3 - Mail & Rec. File

CERTIFIED TRUE COPY:
/s/ W B Gray
SAC, Knoxville

AEC, Oak Ridge, Tenn., 4-12-50-5000-A17622

65-5-830c-137

CAUTION

This document contains information affecting the National Defense of the United States. Its transmission or thedisclosure of its contents in any manner to an unauthorized person is prohibited and may result in severe criminal penalties under applicable Federal Laws.

Closed:
Date:
By:
W.R.:
N.R.:

Incident Report No. 1424-50

Date 10-16-50

Time 1:30 p.m.

CLASSIFICATION	TROOPER	LOCATION
Flying Object	John L. Isabell	Blair Gate

PERSON INVOLVED	BADGE NO.
Trooper Lendelle Clark	212
Trooper Hand N. Briggs	156

REMARKS:

At approximately 1:30 P.M., October 16, 1950, while working at Blair Gate, I saw an object in the air over K-25 traveling in a northeast direction from the southwest. It was traveling in a straight line and going very fast. The object was white or silvery in color and round like a ball and was about the size of a baseball as seen at the distance it was from me. It seemed to be very high.

At exactly 2"55 P.M., October 16, 1950, this object reappeared from the northeast at a considerably lower altitude and traveling a lot slower than before. It stopped a car that was coming in the gate in order to have witnesses to what I saw. The occupants of the car were Troopers Lendelle Clark and Hank N. Briggs going in to work. I pointed out the object to Troopers Clark and Briggs and we watched the object for several minutes. This object was slowly circling in a wide circle and spinning very fast, that is, the object itself was spinning around and around. The object drifted toward the southwest and in just a few minutes it reappeared at a very high altitude going back into the northeast and going very fast. We watched the object disappear into the northeast.

This information was phoned in to Headquarters immediately by the undersigned. About fifteen minutes after the object disappeared into the northeast, an F-82 Fighter plane showed up in the area where the object was last seen but appeared to be thousands of feet lower than the object which Troopers Clark, Briggs, and the undersigned saw and reported.

Distribution:
1 - Callaghan
2 - Chief Davis' File
3 - Mail & Rec. File

/s/ John L. Isabell, Trooper
Oak Ridge Patrol Force

CERTIFIED TRUE COPY:
/s/ Wm B. Gray
SAC, Knoxville

AEC, Oak Ridge, Tenn. 4/12/50
--5,000-A17622

Incl. # 5

FIELD AREA OFFICE # 8
P. O. Box 379
Knoxville, Tenn.

19 October 1950

The "Contract Guards" who guard the building at the MEPA project were warned by the MEPA Security Section to report any peculiarity, regardless of how silly or fantastic it might seem. These guards were unaware of the previous events concerning objects seen over Oak Ridge, but some of the guards had reported peculiar sounds during the evening of 16 October 1950.

Independent reports from different guards were received by the Security Section, MEPA, Oak Ridge. These reports were submitted by Guards S. R. Brown; H. C. Herron; and George R. Davis. They all stated substantially the same and described hearing an intermittant noise resembling the blast of a Jet Fighter Aircraft. Each noise lasted for about three and one half (3½) seconds and would recur frequently between 1956 hours and 2004 hours on 16 October 1950. Each noise would sound like a jet plane which had increased its thrust tremendously. The sounds seemed to leave the vicinity making an ascent almost vertical. None of the guards could see an object in the sky.

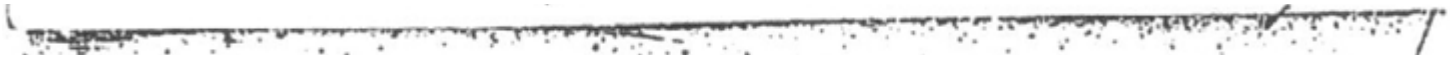
On 17 October 1950, Major L. E. Ronniger, Sr. Instructor, ORC Group, Oak Ridge, Tennessee, returned from Nashville, Tennessee, and visited an official of the Security Division, Atomic Energy Commission, Oak Ridge, Tennessee. Major Ronniger was amused when informed of the fantastic sights that some of the persons at Oak Ridge had seen but then he recalled an incident which he thought was not connected to the "Objects Sighted over Oak Ridge." After having been away from Oak Ridge during Monday and Tuesday, the 16th and 17th of October 1950, and without knowledge of the occurrences which had taken place except for the item about which he was being told (which had to do with visual sightings of the object), Major Ronniger stated that he had heard a noise at about 1500 hours on 15 October 1950 which he described exactly as the guards who heard the noise on the night of 16 October 1950. Major Ronniger, accompanied by his daughter, attempted to locate a jet fighter in the sky but could see nothing whatever.

The Radar crew of Detachment # 2, 662nd AC and W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee, did not get an image on their scope during either of these occurrences, according to Major R. C. Care.

NOTES: The above information was obtained on 17 October 1950 from Major L. E. Ronniger; Mr. George Rathman, Security Division, Atomic Energy Commission, and Mr. Gene Caedjon, MEPA, Oak Ridge, Tennessee, and John S. Davis, Atomic Energy Security Patrol/

65-58300-134

https://nicap.org/docs_oakridge/fbi501016doc1.htm[20/10/2021 09:20:14]



[redacted] estimated that the object was traveling about three (3) mile per hour and that the main body of the object was rocking slightly showing the corners and the under and top side. [redacted] advanced on the object to within fifty (50) feet but it did not appear to get any larger. At [redacted] approach the object picked up speed slightly, proceeded across the highway, came to a nine (9) foot chain link fence, rose vertically and parallel with the fence and proceeded over the fence. After clearing the fence it dipped toward the ground for a few feet and then rose sharply to clear a thirty (30) foot willow tree and proceeded in a southeasterly direction at an increased speed to a ridge about a mile away and disappeared over the top of the ridge. The object during the flight to the ridge, changed to a pear shape but the tail continued to be present. While the object was heading for the ridge a car driven by [redacted], employee of the Maxon Construction Company, Oak Ridge, approached the Solway gate. [redacted] called [redacted] attention to the object and he also saw it disappear over the ridge. Shortly after the object disappeared Captain of the AEC Security Patrol [redacted] arrived at the scene. Shortly thereafter another similar object appeared in the sky within sight of the men at a height of about 300 feet, traveling in the same direction as the previous object and it disappeared over the same ridge. The object was visible to the men for about thirty (30) seconds. About five (5) minutes after the second appearance another similar object again was visible at an altitude of about 500 feet for about a ten (10) second interval.

b7C

3. After a discussion of the incident Mr. Rathman, Mr. Gray, [redacted] and the undersigned proceeded to Solway Gate, scene of the observation. A check was made of [redacted] estimate of distances and they were found to be substantially accurate. The immediate area around the gate is fairly level with wooded hills and ridges rising around the area. There were no obstructions or hindrances to visibility noticeable. At the direction of Mr. Rathman [redacted] was brought to the scene. He gave substantially the same account as did [redacted] except to add that while [redacted] was phoning and the object had descended to about 1500 feet the object appeared to be pear shaped and another pear shaped object appeared on one side of the object. As it came lower the object assumed the 2" x 5" card shape.

b7C

[redacted]

b7C

5. At 1400, 16 October Mr. Gray and the undersigned proceeded to the Air Force Radar Station at McGhee-Tyson Airport, Knoxville, Tennessee. Major R. C. Care, Defense Area Commander stated that the radar screen had picked up indistinct, unidentified objects during the afternoon of 15 Oct. Major Care produced the incident report of [redacted], controller; excerpts from his report are as follows:

b7C

[redacted]

"Prior to this report [redacted], we had a reoccurance of targets like Thursday night. We had sent one scramble out and made several good passes at one target which painted very well. It was on a heading of 180 degrees and approx. 4 miles inside the eastern boundary of the area. Our fighter worked from 2500 to 5000 feet, but saw nothing. The speed of these targets varied from 40 to 100 miles per hour. Every characteristic was the same as before except that the speed was slower.

There was nothing on the scope at the location of this strange object.

The strange visitor was reported to [redacted] at Nobody, who carried through to EADF. Their orders were to put a patrol over the area, which was done.

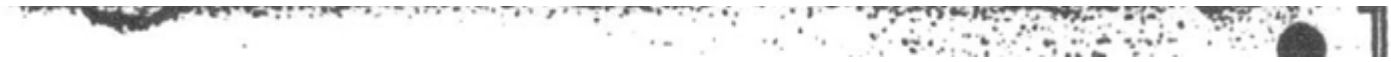
[redacted] operating under my control and later [redacted] saw nothing in the area except one large flock of birds, which we were painting. He estimated their number between 200 and 300. This was at 7000 feet. His patrol up until 1730 EST when I left duty, rangedfrom a low level pass over the gates to 7000 feet.

He was vectored after several well painted targets, but saw nothing."

6. At about 1520 EST 16 October, while the undersigned was present, a report came from the AEC Patrol to the radar station relating that a [redacted] and four civilian employees at Oak Ridge had observed a "silver disk" hovering over the K-25 plant in the controlled area. The radar screen was able to pick up an indistinct target about every three (3) or four (4) sweeps of the indicator. An F-82 fighter plane was sent to attempt an intercept of the object. The airborne radar of the fighter picked up a target which later proved to be a light aircraft. The ground observers reported that the F-82 passed under the "silver disk", while it was in pursuit of the light plane. The crew of the fighter observed nothing unusual. Nothing further was learned of the sightings.

7. Investigation will continue 17 October at which time [redacted] and other witnesses will be interviewed.

WILLIAM M. PRICE
S/A OSI
Detachment Commander



Objects Sighted Over "Control Zone"

Oak Ridge, Tennessee
October 20, 1950

FBI Report:

At 1655 hours, on 20 October 1950, Mr. Larry P. Riordan, AEC Badge No.522, Superintendent of Security at X-10 in the "Control Zone" at Oak Ridge, Tennessee, while enroute from X-10 to the Oak Ridge residential area, on Benton Valley Road, saw an object in the sky which appeared to be directly over the University of Tennessee Agricultural Research Farm. This object gave the general appearance of an aerial balloon which had lost its "basket." In other words, the object was generally round; appeared to come together at the bottom in wrinkles (rather indistinct), and something was hanging below. The balloon was described as being from eight to ten feet long; of a lead pipe or gunmetal color; and seemed to be approximately one-fourth (¼) mile from the observer, at a thirty (30) degree elevation above the horizon. The object was apparently stationary but since the observer was in a moving vehicle, he did not verify that it was stationary. As the vehicle in which he was traveling changed position, and went around a curve, Mr. Riordan noticed that this object appeared to be thinner. He concludes that by reason of his changing position, or the object changing its altitude, he observed another angle of the object which appeared to be thinner than upon his first sighting.

At the time of the observation there was adequate light and the object was plainly visible. Mr. Riordan is a responsible person, as is indicated by his position, and he has been aware of the many instances of reported objects flying in the sky. He is also very familiar with the weather balloons which are sent up hourly each day over Oak Ridge between 6:00 AM of one day until 1:00 AM of the next day. The size of these balloons vary, but generally they are similar to a circus balloon which is about twenty- four (24) inches in diameter. Mr. Riordan is certain that the object was not a weather balloon but his first impression was that this object was an experimental "gab" being utilized by the University of Tennessee Agricultural Research Farm.

Mr. Riordan has been the Security Chief of X-10 since 14 July 1943. His vision is normal except that he has negligible impairment of the right eye. Like many of the Atomic Energy Commission officials, Mr. Riordan has hoped for the opportunity to see one of these objects, and under the circumstances, he visualized it as accurately as possible.

On 20 October 1950, at 1527 hours, aircraft No. AF-409, Pilot Wolf, 5th AW-Fighter Sqd., took off from the Knoxville Airport for a "local patrol." The Radar Unit at Knoxville Airport received readings on their Radar scope and sent the aircraft after these targets. The aircraft pilot was unable to identify any flying object in the vicinity of the said targets. All targets were between eighteen (18) and twenty-five (25) miles from the Airport at 320 degrees. The aircraft was landed at 1713 hours. (Attention is invited to the fact that these targets were sighted at approximately the same time, and locality, that was reported by Mr. Larry Riordan.)

(Source: FBI, Clear Intent, 172)

25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

At 1655 hours, on 20 October 1950, Mr. Larry P. Riordan, AEC Badge No. 322, Superintendent of Security at X-10 in the "Control Zone" at Oak Ridge, Tennessee, while enroute from X-10 to the Oak Ridge residential area, on Benton Valley Road, saw an object in the sky which appeared to be directly over the University of Tennessee Agricultural Research Farm. This object gave the general appearance of an aerial balloon which had lost its "basket." In other words, the object was generally round; appeared to come together at the bottom in wrinkles (rather indistinct), and something was hanging below. The balloon was described as being from eight to ten feet long; of a lead pipe or gunmetal color; and seemed to be approximately one-fourth (¼) mile from the observer, at a thirty (30) degree elevation above the horizon. The object was apparently stationary but since the observer was in a moving vehicle, he did not verify that it was stationary. As the vehicle in which he was travelling changed position, and went around a curve, Mr. Riordan noticed that this object appeared to be thinner. He concludes that by reason of his changing position, or the object changing its altitude, he observed another angle of the object which appeared to be thinner than upon his first sighting.

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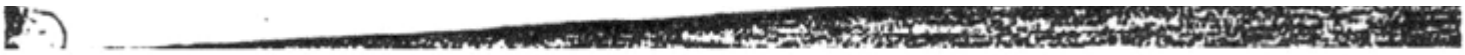
At 1845 hours, on 24 October 1950, Mr. William B. Fry, Assistant Chief of Security, MEPA Division, Oak Ridge, Tennessee, while attending a Drive-in theater with his wife and child, at Oak Ridge, noticed an object in the sky North-Northwest of his position, at a thirty (30) to forty (40) degree,

3 cc Hq., Third Army, Ft. McPherson, Ga.
1 cc Sec. Div., AEC, Oak Ridge, Tenn.
1 cc FBI, Knoxville, Tenn.
1 cc OSI, Knoxville, Tenn.
1 cc File

65-58300-137



25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

elevation. This object was moving gently in a horizontal plane, back and forth, within thirty (30) degrees of his line of sight. This object emitted a glow, varying in color from red to green, to blue-green, to blue, and to orange. The variations were checked on the vertical window post of Mr. Fry's vehicle and were witnessed by Mr. Fry's wife. The attention of another observer, the Projectionist at the Drive-in theater, was also called to the object and verification of this sighting was made. The object disappeared from his sight at 1920 hours.

At 1855 hours, on 24 October 1950, an Air Force Major, Lawrence Ballweg, MEPA Division, Oak Ridge, Tennessee, also saw from his residence an object which he described similarly. The object disappeared from the sight of Mr. Ballweg at 1920 hours, which coincides with the time of disappearance of the object from Mr. Fry's sight.

On 20 October 1950, at 1527 hours, aircraft No. AF-409, Pilot Wolf, 9th AW-Fighter Sqd., took off from the Knoxville Airport for a "local patrol". The Radar Unit at Knoxville Airport received readings on their Radar scope and sent the aircraft after these targets. The aircraft Pilot was unable to identify any flying object in the vicinity of the said targets. All targets were between eighteen (18) and twenty-five (25) miles from the Airport at 320 degrees. The aircraft was landed at 1713 hours. (Attention is invited to the fact that these targets were sighted at approximately the same time, and locality, that was reported by Mr. Larry Riordan.)

On 24 October 1950, at 1823 hours, several small, slow targets were seen on the Radar screen at the Knoxville Airport Radar Site. These targets appeared in the Southeast sector of the "Restricted Flying Zone" and over the city of Oak Ridge. These targets moved from the city area to and along the East boundary of the area. At 1826 hours, the fighter aircraft was "scrambled" and proceeded to the area where it was vectored among the targets but the pilot reported no visual contact with said targets. At 1920 hours the targets disappeared from the Radar Screen and the fighter was vectored toward another target believed to be one of three (3) aircraft enroute from Andrews Field to Stewart Field. (Note: 1920 hours is also the time that the object sighted by Mr. Fry and Major Ballweg disappeared from their view).

(Overall evaluation: C-3)

SOURCE: Mr. Larry P. Riordan, Security Superintendent, K-10; William M. Price, OSI, Knoxville, Tennessee; Mr. George Rathman, Security Division, AEC, Oak Ridge, Tennessee; and Major Raymond C. Care, USAF Area Defense Commander, Knoxville Airport, Knoxville, Tennessee.

3 cc Hq., Third Army, Ft. McPherson, Ga.
1 cc Sec. Div., AEC, Oak Ridge, Tenn.
1 cc FBI, Knoxville, Tenn.
1 cc OSI, Knoxville, Tenn.
1 cc File

COPY

UNIDENTIFIED OBJECT OVER OAK RIDGE, TENNESSEE - 27 October 1950

On the evening of 24 October 1950 at approximately 1855 I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared over a telephone pole about 100 yards from my house and seemed to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920. During this period of time my wife also observed the object.

/s/ [redacted] b7C
Major, USAF

CERTIFIED TRUE COPY:

/s/ William B. Gray
SAC, Knoxville, Tenn.

UFO INCIDENT AT OAK RIDGE, TN

10/23/1950

Jan Aldrich: Here is an incident report from Barry Greenwood's Oak Ridge file. I suspect it came from the FBI. Please note the radiation detection.

==========

10 November 1950

On 10 November 1950,----------, Oak Ridge, Tennessee, employee at----------, Oak Ridge, Tennessee was interviewed and he stated substantially as follows: At approximately 1630 hours on 23 October 1950, while driving on the Benton Valley Road, Oak Ridge, Tennessee, he observed an object over the Scarboro School (which is in the control area of Oak Ridge) at a distance of one-quarter to three-eighth of a mile from his position of observations. The object appeared to be between 1000 and 2000 feet in altitude and was described as an "aluminum flash".

It was traveling in a South Southeast direction. The object was dropping fast as it crossed the road and disappeared over a ridge--------heard no noise in connection with this object.

At approximately the time of this observation, a background (Geiger) counter located in the vicinity of this observation registered a reading for Alpha and Beta particles. ---------- with the Health and Research Division of Oak Ridge National Laboratories, has stated that a reading received on this background counter is unexplained.

NPTES: No intentional or accidental releases which would give such a reading were made during month October.

The Radar Station, Knoxville, Tennessee, has not reported a radar sighting on the date and time of this observation.

Created: Sep 23, 1997

2 November 1950

CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE:

On 25 October 1950, at approximately 500 hours, Col. Edwin W. Thompson, [redacted] 0-340795, Camp Stewart, Georgia, heard a noise which he described as "similar to a Jet aircraft blast". This noise was intermittent and continued for several moments. Col. Thompson was on the turnpike at Oak Ridge for a morning walk at the time, and he believed that this noise was being emitted from a factory in the near vicinity. Although he was aware of some of the facts concerning "Objects Sighted Over Oak Ridge" during the past two weeks, he still did not contribute this as pertinent.

NOTES: Col. Thompson is unfamiliar with Oak Ridge, having arrived for the first time there on 25 October 1950. His description coincides with that of Major L. E. Bonniger who heard a similar noise on 17 October 1950, and also coincides with the description of the noise heard by Guards S. R. Brown, H. C. Harris, George R. Davis; between the hours of 1950 and 2004 hours on 16 October 1950.

On 23 October 1950, at 1630 hours, Mr. F. J. Miller at the K-10 plant, Oak Ridge, Tennessee, saw an object generally referred to as "the flying saucer". He stated that this object was at an altitude of approximately 1000 feet. The speed of the object was not determined.

The following is an article printed in the Clinton Courier-News, dated 26 October 1950:

"Anderson county finally got into the act.

"After two years of reports from all over the nation concerning flying saucers, and after writers have made scads of money arguing the authenticity of flying discs back and forth and up and down, one of the "ships from Mars" has at last been reported as seen in Anderson county.

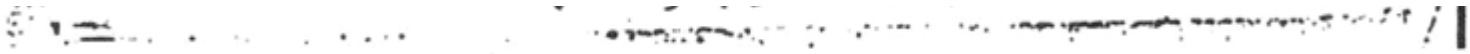
"This saucer was seen about a week ago in the Oak Ridge area. Just what day no one knows - or will tell. However, the saucer was reported by Jay Moneymaker, an Oak Ridge worker who lives near Edgemoor Bridge, an Oak Ridge guard and another unidentified man. The three men saw it hovering, flying, crouching or something over the area at Oak Ridge, they said.

"Moneymaker isn't talking, however. His family isn't talking. In fact the whole neighborhood is making like a bunch of professional clams. Other than to say he saw "something," he is saying nothing. His family also says he saw "something," but nothing more. The neighbors just say nothing.

"This modesty of Moneymaker, his family and his neighbors is reportedly the result of a visit one night recently from several species of intelligence officers, from heaven knows where.

3 cc Hq Third Army, Ft McPherson, Ga.
1 cc Secy, DIR, AEC, Oak Ridge, Tenn.
1 cc OSI, Knoxville, Tenn.
1 cc FBI, Knoxville, Tenn.
1 cc File

65-3-7366-137



2 November 1950

CIC, [redacted] P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE (continued)

"Pre-intelligence-officer reports that leaked out, however, state that the disc was large and that smoke was coming from it. There was no report as to whether the smoke was black, white or lavender blue. The same reports also indicated that the objects came close to the ground and that the men were unmistaken in their identity of it.

"No one will even say whether it was day or night, whether it was raining or the moon was shining when the three men happened to look up. However, Moneymaker works the day shirt."

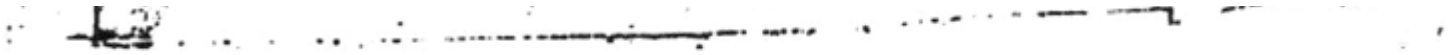
NOTES: Neither of the incidents mentioned in this summary were verified by Radar screen sightings at McGhee-Tyson Airport, Knoxville, Tennessee.

-2-

[redacted]

3 cc Hq Third Army, Ft. McPherson, Ga.
1 cc Sec, [redacted] AEC, Oak Ridge, Tenn.
1 cc OSI, Knoxville, Tenn.
[redacted]

1 cc FBI, Knoxville, Tenn.
1 cc File



10 November 1950

On 10 November 1950, [redacted] Oak Ridge, Tennessee, employee at [redacted] Oak Ridge, Tennessee, was interviewed and he stated substantially as follows: At approximately 1630 hours on 23 October 1950, while driving on the Benton Valley Road, Oak Ridge, Tennessee, he observed an object over the Scarboro School (which is in the control area of Oak Ridge) at a distance of one-quarter to three-eighth of a mile from his position of observation. The object appeared to be between 1000 and 2000 feet in altitude and was described as an "aluminum flash". It was traveling in a South-Southeast direction. The object was visible to him for only a few seconds and he could distinguish no shape. The object was dropping fast as it crossed the road and disappeared over a ridge [redacted] heard no noise in connection with this object.

At approximately the time of this observation, a background (Geiger) counter located in the vicinity of this observation registered a reading for Alpha and Beta particles. [redacted] with the Health and Research Division of Oak Ridge National Laboratories, has stated that a reading received on this background counter is unexplained.

NOTES: No intentional or accidental releases which would give such a reading were made during the month of October.

The Radar Station, Knoxville, Tennessee, has not reported a radar sighting on the date and time of this observation.

Subject: Assistant Chief of Security sees UFO; Six hours later radar tracks UFOs
By Bruce Maccabee
Source: UFO FBI Connection, Pages 175-177

During the evening.....there was a "light in the sky" sighting by two witnesses who were at widely separated locations. The first to see it was Mr. William Fry, the Assistant Chief of Security for Project NEPA. He was at a drive-in theater with his family at about 6:45 PM waiting for the movie to begin when he saw the lighted object in the southwest while casually looking around the sky. He reported to the CIC investigator,

"...I observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. (His wife and son also saw it.) ...A few moments later I heard a plane directly overhead making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at McGhee-Tyson Airport..

(At this point Mr. Fry went to a phone and called someone to look, but the person could not see it because of the hills and trees.) While returning to my car I met a friend...who stated he had been observing the object. I continued to observe the object with my wife but it seemed to be in a more northerly position which caused me to select a fixed point to determine whether or not the object was changing in either direction or altitude. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon.

The following morning, upon reporting to work I confided my story to...(name censored)...stationed at Oak Ridge with the NEPA project, but I hesitated to go on record as having observed such an unidentified object."

Mr. Fry did go on record because he learned that he was not the only witness. Air Force Major Lawrence Ballweg also saw the light. He reported as follows:

"On the evening of 24 October 1950 at approximately 1855 (6:55 PM) I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920 (7:20 PM). During this period of time my wife also observed the object."

Mr. Fry then learned that the radar unit had also detected something. He was told that an unidentified object appeared at 6:30 PM at an altitude of approximately 5,000 feet in the same general vicinity as the

object he saw. The radar target disappeared at 7:20 PM. The complete radar report to the CIC investigator says that targets appeared at 6:23 PM moving over the restricted flight zone and at 6:26 a fighter was scrambled to the area of the targets but failed to see anything.

Considering that the atmosphere can make a star or planet which is within a few degrees of the horizon appear to change color and move very slightly or twinkle, one might be tempted to identify the light as the bright planet Venus or a very bright star seen in the west an hour after sunset, which was at about 6 PM local dayight savings time. However, two elements of the description reject that sort of explanation. First, the light was described by Major Ballweg as moving relative to the stars. Since Major Ballweg used binoculars to view the light it is likely that his description of motion is accurate. Furthermore, it must have been quite large because Mr. Fry, not using binoculars, also detected motion. Second, Major Ballweg said that the light appeared over a telephone pole that was about 100 yards away. That would make the angular elevation greater than 5 degrees. According to the CIC investigator, Mr. Fry indicated that the elevation from his location was 30 to 40 degrees above horizontal. Hence it was so high in angular elevation that atmospheric effects would not make it appear to change color and there would be no noticeable effects other than the normal twinkling which affects stars at any angular elevation. The final reason for rejecting Venus or a bright star is that Venus was below the horizon at the time and there were no excessively bright stars in that sector of the sky at the time. The disappearance of the radar target at the same time as the light suggests that the UFO was a some kind of metallic unknown object hovering in the vicinity of Oak Ridge. This is another Oak Ridge sighting that is not in the Blue Book file, nor are the following October events.

About six hours later, between 2 AM and 3 AM, October 25, the radar unit reported several slowly moving objects such as had been seen previously. On October 26 at 5 AM Col. Edwin Thompson heard an intermittent noise like the blast of a jet, similar to what had been reported on the 15th and 16th. He saw no aircraft associated with the noise. Three days later seven people waiting at the Knoxville Airport “saw an object traveling to the Southwest at a great rate of speed. (name censored), who has considerable flying experience, was extremely excited and stated that this object was not an aircraft. He described it as a circular object, leaving a trail of smoke.”

25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

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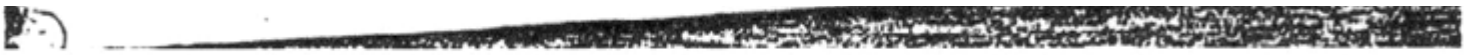

25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

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(Overall evaluation: C-3)

SOURCE: Mr. Larry P. Riordan, Security Superintendent, K-10; William M. Price, OSI, Knoxville, Tennessee; Mr. George Rathman, Security Division, AEC, Oak Ridge, Tennessee; and Major Raymond C. Care, USAF Area Defense Commander, Knoxville Airport, Knoxville, Tennessee.

3 cc Hq., Third Army, Ft. McPherson, Ga.
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COPY

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/s/ [redacted] b7C
Major, USAF

CERTIFIED TRUE COPY:

/s/ William B. Gray
SAC, Knoxville, Tenn.

UNIDENTIFIED OBJECT OVER OAK RIDGE, TENNESSEE - 30 October 1950.

On the evening of October 24, 1950 I was attending a moving picture show at the Oak Ridge out-door drive-in theater. I arrived approximately at 6:45 which was about 15 minutes prior to show time. While sitting in the car with my wife and children I casually glanced skyward towards the southwest and observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. My son noticed that I was observing something and questioned as to what it was at which time I asked him to look at the star and tell me what he saw. At first glance he immediately said that it did not look like a star to him at all because of the change in coloring. My wife also noticed the same phenomena. By now I was certain that I was not merely having an optical illusion. A few moments later I heard a plane directly over head making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at the McGhee-Tyson Airport.

I hesitated to approach other vehicles in the theater to witness the object, but managed to reach a telephone at the projection building and called [redacted], NEPA Division, Fairchild Engine and Airplane Corporation, at his home to ask him whether or not he could see in that direction and possibly observe the object. A later check with [redacted] indicated that his home was located in a poor geographical position to observe anything towards the southwest because of hills and other obliterating features of the terrain. He did, however, drive to a higher location but failed to see the object. b7C

While returning to my car I met a friend, [redacted] of Knoxville, to whom I pointed out the object. He stated he had been observing the same object. I continued to observe the object together with my wife but it seemed to be in a slightly more northerly position which caused me to select a fixed point to determine whether or not the object was changing ineither altitude or direction. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing in colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon. b7C

The following morning, upon reporting to work, I confided my story to [redacted] stationed at Oak Ridge with the MEPA Project, but I hesitated [redacted] go on record as having observed such an unidentified object. However, a few hours later Mr. William M. Price of the Knoxville OSI Office visited my office at which time I gave him an off-the-record account of the subject. b7C

In the meantime, I learned that [redacted] had also observed an unidentified object on the prior evening. In the presence of [redacted] and Price, I telephoned [redacted] and asked him to relate what he had seen. [redacted] listened on an auxiliary phone as a witness. [redacted] observations during the prior evening were identical as to the time, location, coloring, etc., with the one exception in which he did not observe any deviation in direction other than the gradual disappearance of the object while it was getting smaller and smaller and finally disappearing from view entirely in the northwest at exactly the same moment that my wife and I had observed. Mr. Price telephoned the radar unit at the McGhee-Tyson Airport and learned that an unidentified object appeared on the screen at 6:30 at an altitude of approximately 5000 feet in the same general vicinity as I had observed and disappeared from the screen at 7:20 the same evening. b7C

[redacted] b7C

CERTIFIED TRUE COPY:

s/ WILLIAM B. GRAY
SAC, Knoxville, Tenn.

[redacted]

[redacted]

Wife of Security Officer Reports "Flat or Disklike" Object
December 5, 1950
Oak Ridge, TN

Bruce Maccabee:
On December 5 and 6 there was a discussion of the technical aspects of the radar sightings with ATIC and intelligence officials. They concluded that the targets were probably “radar angels” which are reflections of objects on the ground which are observed only because of a temperature inversion which bends the radar radiation downward. On the other hand, that did not mean that there were no flying saucers around. At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

Although ATIC would eventually claim that most of these events were mundane (radar anomalies, balloons, aircraft) and leave only two of the Oak Ridge sightings unidentified, the local military officials and scientists were not so certain of easy identifications. They planned to begin their own scientific investigation. Lt. Col. John Hood, the AMC Field Engineering Officer, outlined the plan in a December 5 memorandum entitled “Technical Approaches to the Problems of UFOs.” He proposed placing radiation counters over a wide area. After there had been sufficient anomalous object reports to establish a pattern, the data recorded by these counters would then be compared for time and location with the sightings “to see if any change in the background (radiation) occurs with the presence of sighted objects.” He also proposed that portable counters be made available which could be taken to the area of a sighting. Along with the counters he proposed that an aircraft with Geiger counters and also a magnetometer be made available. The magnetometer would indicate any fluctuations in the local magnetic field associated with sightings. He also proposed more accurate radars capable of measuring height as well as range and azimuth. This plan was to begin operating near the end of December.

The next anomalous event in the Oak Ridge area was yet another appearance of radar targets which “blanketed the radar scopes in the area directly over the government Atomic energy Commission projects.....these objects could not be identified from the radar image and a perfect fighter interception met with negative results.”

Source: UFO FBI Connection, Maccabee, Pages 179-180

111th CIC Detachment, FA[illegible]8, P.O. Box 379, Knoxville, T[illegible]ssee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(In compliance with letter AJACI-360.33 General, dated 15 November 1950. Headquarters, Third Army, Subject; Unconventional Aircraft, the following is submitted.)

A. Location and Time of Sighting: On 1247 hours on 20 December 1950.

B. Weather at Time of Sighting: At 1200 hours on 20 December 1950; Ceiling - 2700 feet; broken overcast; Seven miles visibility; Temperature - 37 degrees F; Dew Point - 31 degrees; and Wind - Calm.

C. Names, Occupations, and Addresses of Witnesses: Personnel of the 663rd AC &C Squadron, and the 5th AN Fighter Squadron, McGhee Tyson Airport, Knoxville, Tennessee

D. Photographs of Objects, if available: None

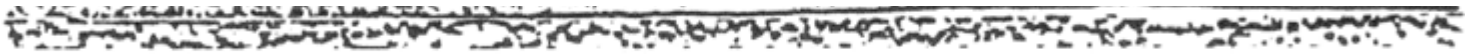
E. Object Sighted: The radar log of the 663rd AN and C Squadron, McGhee Tyson Airport, Knoxville, Tennessee contained the following entry; "20 December 1950. 1247 hours. Small paint in area (Oak Ridge Controlled Area). Very, very slow. Made perfect intercept (with F-82 Fighter aircraft) and orbit surrounding small smoke cloud."

F. Any other pertinent information: This report is made because of its possible aid in determining the identity of the numerous unidentified objects sighted over Oak Ridge, Tennessee.

SOURCE: Personnel of 663rd AC &W, Squadron, McGhee Tyson, Knoxville, Tennessee, and the log of the 663rd AC&W Squadron.

62-83894-265

ENCLOSURE



2 January 1951

111th-CIC, FAO #8, P. O. Box 379, Knoxville, Tennessee.

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

7. (Continued)

"0832 hours - Atomic Energy Commission reported aircraft over Northeast end of area - no paint. (Paint meaning indication on the radar scopes.)

"0839 hours - Small paint near Southeast corner of area on 190 degree. (Magnetic bearing of objects travel.)

"0845 hours - Lost contact. Fighter interception was attempted with negative results."

Attached hereto are two certified true copies of the statements made by the above mentioned observers.

Attachments - 2

2

CONFIDENTIAL
HEADQUARTERS
TENNESSEE MILITARY DISTRICT
NASHVILLE 4, TENNESSEE

TMIN 381

27 July 1953

SUBJECT: Air Space Violation at Oak Ridge, Tennessee

THRU: Commanding General
Third Army
Fort McPherson, Georgia

ATTN: AC of S. G2

TO: The Adjutant General
Washington 25 D.C.

- 1. Reference: Section VIII, paragraph 73b, AR 380-5.
- 2. The following report of unidentified objects by Norman H. Brown, Acting Chief, Review and Analysis Section, AEC, has been received from the Senior Instructor, USAR Instructor Group, Oak Ridge, Tennessee, and is transmitted herewith in accordance with directive cited in paragraph 1, above:

  "At approximately 3:00 P.M. on July 19, 1953, an F-86 aircraft was observed flying over the Oak Ridge residential area, making circles at what appeared to the writer to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The writer, together with his wife, observed the aircraft through a pair of six power field glasses. After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the circle of this object, it appeared at times to be in the shape of a cigar and at other times round."

  "This object was extremely black in color, having an appearance of a deep black metal exterior with a fine gloss. It did not leave a vapor trail or were there any lights of shine noticed. No sound was heard. The object flew east at a tremendous speed for what appeared to be approximately three miles where it stopped. The object was then joined by two more of these same objects. A formation similar to a spread "V" was formed and the objects, at a tremendous speed flew in an eastward direction."

- 3. Further information will be reported as received.

FOR THE CHIEF:
Captain, ASC Asst. Adjutant

SECURITY INFORMATION

SUBJECT: Air Space Violation at Oak Ridge, Tennessee

THRU: Commanding General
Third Army
Fort McPherson, Georgia
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CONFIDENTIAL
SECURITY INFORMATION

7-3-249

3. Further information will be reported as received.

FOR THE CHIEF:

[illegible], AGC
Asst Adjutant

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nuctest520417.htm	2009-10-22 06:39	4.3K	
nuctest550406.htm	2009-10-22 06:39	3.8K	
nuctest570624.htm	2009-10-22 06:39	24K	

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ACKNOWLEDGMENTS

The opportunity to study Unidentified Flying Objects at all is simply a gift from the witnesses; we would be totally ignorant on this subject without their accounts. I am grateful that many thousands of people who saw something strange in the sky were not afraid to tell somebody about their experiences. I am further indebted to the many researchers who have diligently investigated the individual sightings and shared their findings in various publications. These sources of information are carefully cited throughout the text. The literature on UFOs, however, is so extensive that it has not been possible to pinpoint and credit all authors who may have influenced my thinking. Their contributions must come under a blanket acknowledgment that is equally sincere. No slight is intended to writers who have been ignored, even though their works may be well-known and significant.

I am grateful to the artist, Hal Crawford, for his excellent illustration that is used with the kind permission of Hayden C. Hewes, Director, International UFO Bureau, P.O. Box 1281, Oklahoma City, Oklahoma 73103.

The many frustrations of writing a book in a perplexing field were greatly mollified by Mrs. Judy Vilar whose spirit remained bright as she typed untold numbers of final drafts that, alas, proved to be only preliminary.

Also deserving of thanks are my wife, Carol, grown children, Ann, Kathy, and Nancy, and, rounding out the household while attending college in the U.S., Miss Gunilla Bexar from Finland. They pretended not to notice that the old man went crackers and started talking a lot about flying saucers and other improbable things, even enduring his snippy demeanor when progress was too slow.

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CHAPTER SEVEN

The Pentagon Rumbles

On June 25, 1950, the North Korean armies swept down across the 38th parallel and the Korean War was on - the UFO was no longer a news item. But the lady, or gentleman, who first said, "Out of sight is out of mind," had never reckoned with the UFO.

On September 8, 1950, the UFO's were back in the news. On that day it was revealed, via a book entitled Behind the Flying Saucers, that government scientists had recovered and analyzed three different models of flying saucers. And they were fantastic - just like the book. They were made of an unknown super-duper metal and they were manned by little blue uniformed men who ate concentrated food and drank heavy water. The author of the book, Frank Scully, had gotten the story directly from a millionaire oilman, Silas Newton. Newton had in turn heard the story from an employee of his, a mysterious "Dr. Gee," one of the government scientists who had helped analyze the crashed saucers.

The story made news, Newton and "Dr. Gee" made fame, and Scully made money.

A little over two years later Newton and the man who was reportedly the mysterious "Dr. Gee" again made the news. The Denver district attorney's office had looked into the pair's oil business and found that the pockets they were trying to tap didn't contain oil. According to the December 6, 1952, issue of the Saturday Review, the D.A. had charged the two men with a $50,000 con game. One of their $800,000 electronic devices for their oil explorations turned out to be a $4.00 piece of war surplus junk.

Another book came out in the fall of 1950 when Donald Keyhoe expanded his original UFO story that had first appeared in the January 1950 issue of True magazine. Next to Scully's book Keyhoe's book was tame, but it convinced more people. Keyhoe had based his conjecture on fact, and his facts were correct, even if the conjecture wasn't.

Neither the seesaw advances and retreats of the United Nations troops in Korea nor the two flying saucer books seemed to have any effect on the number of UFO reports logged into ATIC, however. By official count, seventy-seven came in the first half of 1950 and seventy-five during the latter half. The actual count could have been more because in 1950, UFO reports were about as popular as sand in spinach, and I would guess that at least a few wound up in the "circular file."

In early January 1951 I was recalled to active duty and assigned to Air Technical Intelligence Center as an intelligence officer. I had been at ATIC only eight and a half hours when I first heard the words "flying saucer" officially used. I had never paid a great deal of attention to flying saucer reports but I had read a few, especially those that had been made by pilots. I'd managed to collect some 2,000 hours of flying time and had seen many odd things in the air, but I'd always been able to figure out what they were in a few seconds. I was convinced that if a pilot, or any crew member of an airplane, said that he'd seen some-

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thing that he couldn't identify he meant it - it wasn't a hallucination. But I wasn't convinced that

flying saucers were spaceships.

My interest in UFO's picked up in a hurry when I learned that ATIC was the government agency that was responsible for the UFO project. And I was really impressed when I found out that the person who sat three desks down and one over from mine was in charge of the whole UFO show. So when I came to work on my second morning at ATIC and heard the words "flying saucer report" being talked about and saw a group of people standing around the chief of the UFO project's desk I about sprung an eardrum listening to what they had to say. It seemed to be a big deal, except that most of them were laughing. It must be a report of hoax or hallucination, I remember thinking to myself, but I listened as one of the group told the others about the report.

The night before a Mid Continent Airlines DC-3 was taxiing out to take off from the airport at Sioux City, Iowa, when the airport control tower operators noticed a bright bluish white light in the west. The tower operators, thinking that it was another airplane, called the pilot of the DC-3 and told him to be careful since there was another airplane approaching the field. As the DC-3 lined up to take off, both the pilots of the airliner and the tower operators saw the light moving in, but since it was still some distance away the DC-3 was given permission to take off. As it rolled down the runway getting up speed, both the pilot and the copilot were busy, so they didn't see the light approaching. But the tower operators did, and as soon as the DC-3 was airborne, they called and told the pilot to be careful. The copilot said that he saw the light and was watching it. Just then the tower got a call from another airplane that was requesting landing instructions and the operators looked away from the light.

In the DC-3 the pilot and copilot had also looked away from the light for a few seconds. When they looked back, the bluish white light had apparently closed in because it was much brighter and it was dead ahead. In a split second it closed in and flashed by their right wing, so close that both pilots thought that they would collide with it. When it passed the DC-3, the pilots saw more than a light - they saw a huge object that looked like the "fuselage of a B-29."

When the copilot had recovered he looked out his side window to see if he could see the UFO and there it was, flying formation with them. He yelled at the pilot, who leaned over and looked just in time to see the UFO disappear.

The second look confirmed the Mid Continent crew's first impression -

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the object looked like a B-29 without wings. They saw nothing more, only a big "shadowy shape" and the bluish-white light - no windows, no exhaust.

The tower had missed the incident because they were landing the other airplane and the pilot and the copilot didn't have time to call them and tell them about what was going on. All the tower operators could say was that seconds after the UFO had disappeared the light that they had seen was gone.

When the airliner landed in Omaha, the crew filed a report that was forwarded to the Air Force. But this wasn't the only report that was filed; a full colonel from military intelligence had been a passenger on the DC-3. He'd seen the UFO too, and he was mighty impressed.

I thought that this was an interesting report and I wondered what the official reaction would be. The official reaction was a great big, deep belly laugh.

This puzzled me because I'd read that the Air Force was seriously investigating all UFO reports.

I continued to eavesdrop on the discussions about the report all day since the UFO expert was about

to "investigate" the incident. He sent out a wire to Flight Service and found that there was a B-36 somewhere in the area of Sioux City at the time of the sighting, and from what I could gather he was trying to blame the sighting on the B-36. When Washington called to get the results of the analysis of the sighting, they must have gotten the B-36 treatment because the case was closed.

I'd only been at ATIC two days and I certainly didn't class myself as an intelligence expert, but it didn't take an expert to see that a B-36, even one piloted by an experienced idiot, could not do what the UFO had done - buzz a DC-3 that was in an airport traffic pattern.

I didn't know it at the time but a similar event had occurred the year before. On the night of May 29, 1950, the crew of an American Airlines DC-6 had just taken off from Washington National Airport, and they were about seven miles west of Mount Vernon when the copilot suddenly looked out and yelled, "Watch it - watch it." The pilot and the engineer looked out to see a bluish white light closing in on them from dead ahead. The pilot racked the DC-6 up in a tight right turn while the UFO passed by on the left "from eleven to seven o'clock" and a little higher than the airliner. During this time the UFO passed between the full moon and DC-6 and the crew could see the dark silhouette of a "wingless B-29." Its length was about half the diameter of the full moon, and it had a blue flame shooting out the tail end.

Seconds after the UFO had passed by the DC-6, the copilot looked

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out and there it was again, apparently flying formation off their right wing. Then in a flash of blue flame it was gone - streaking out ahead of the airliner and making a left turn toward the coast.

The pilot of the DC-6, who made the report, had better than 15,000 hours' flying time.

I didn't hear anything about UFO's, or flying saucers, as they were then known, for several weeks but I kept them in mind and one day I asked one of the old hands at ATIC about them - specifically I wanted to know about the Sioux City Incident. Why had it been sloughed off so lightly? His answer was typical of the official policy at that time. "One of these days all of these crazy pilots will kill themselves, the crazy people on the ground will be locked up, and there won't be any more flying saucer reports."

But after I knew the people at ATIC a little better, I found that being anti saucer wasn't a unanimous feeling. Some of the intelligence officers took the UFO reports seriously. One man, who had been on Project Sign since it was organized back in 1947, was convinced that the UFO's were interplanetary spaceships. He had questioned the people in the control tower at Godman AFB when Captain Mantell was killed chasing the UFO, and he had spent hours talking to the crew of the DC-3 that was buzzed near Montgomery, Alabama, by a "cigar shaped UFO that spouted blue flame." In essence, he knew UFO history from A to Z because he had "been there."

I think that it was this controversial thinking that first aroused my interest in the subject of UFO's and led me to try to sound out a few more people.

The one thing that stood out to me, being unindoctrinated in the ways of UFO lore, was the schizophrenic approach so many people at ATIC took. On the surface they sided with the belly laughers on any saucer issue, but if you were alone with them and started to ridicule the subject, they defended it or at least took an active interest. I learned this one day after I'd been at ATIC about a month.

A belated UFO report had come in from Africa. One of my friends was reading it, so I asked him if I could take a look at it when he had finished. In a few minutes he handed it to me.

When I finished with the report I tossed it back on my friend's desk, with some comment about the whole world's being nuts. I got a reaction I didn't expect; he wasn't so sure the whole world was nuts - maybe the nuts were at ATIC. "What's the deal?" I asked him. "Have they really thoroughly checked out every report and found that there's nothing to any of them?"

He told me that he didn't think so, he'd been at ATIC a long time. He hadn't ever worked on the UFO project, but he had seen many of their reports and knew what they were doing. He just plain didn't buy a lot of their explanations. "And I'm not the only one who thinks this," he added.

"Then why all of the big show of power against the UFO reports?" I remember asking him.

"The powers-that-be are anti flying saucer," he answered about half bitterly, "and to stay in favor it behooves one to follow suit."

As of February 1951 this was the UFO project.

The words "flying saucer" didn't come up again for a month or two. I'd forgotten all about the two words and was deeply engrossed in making an analysis of the performance of the Mig-15. The Mig had just begun to show up in Korea, and finding out more about it was a hot project.

Then the words "flying saucer" drifted across the room once more. But this time instead of belly laughter there was a note of hysteria.

It seems that a writer from Life magazine was doing some research on UFO's and rumor had it that Life was thinking about doing a feature article. The writer had gone to the Office of Public Information in the Pentagon and had inquired about the current status of Project Grudge. To accommodate the writer, the OPI had sent a wire out to ATIC: What is the status of Project Grudge?

Back went a snappy reply: Everything is under control; each new report is being thoroughly analyzed by our experts; our vast files of reports are in tiptop shape; and in general things are hunky-dunky. All UFO reports are hoaxes, hallucinations, and the misidentification of known objects.

Another wire from Washington: Fine, Mr. Bob Ginna of Life is leaving for Dayton. He wants to check some reports.

Bedlam in the raw.

Other magazines had printed UFO stories, and other reporters had visited ATIC, but they had always stayed in the offices of the top brass. For some reason the name Life, the prospects of a feature story, and the feeling that this Bob Ginna was going to ask questions caused sweat to flow at ATIC.

Ginna arrived and the ATIC UFO "expert" talked to him. Ginna later told me about the meeting. He had a long list of questions about reports that had been made over the past four years and every time he asked a question, the "expert" would go tearing out of the room to try to find the file that had the answer. I remember that day people spent a lot of

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time ripping open bundles of files and pawing through them like a bunch of gophers. Many times, "I'm sorry, that's classified," got ATIC out of a tight spot.

Ginna, I can assure you, was not at all impressed by the "efficiently operating UFO project." People weren't buying the hoax, hallucination, and misidentification stories quite as readily as the Air Force believed.

Where it started or who started it I don't know, but about two months after the visit from Life's representative the official interest in UFO's began to pick up. Lieutenant Jerry Cummings, who had recently been recalled to active duty, took over the project.

Lieutenant Cummings is the type of person who when given a job to do does it. In a few weeks the operation of the UFO project had improved considerably. But the project was still operating under political, economic, and manpower difficulties. Cummings' desk was right across from mine, so I began to get a UFO indoctrination via bull sessions. Whenever Jerry found a good report in the pile - and all he had to start with was a pile of papers and files - he'd toss it over for me to read.

Some of the reports were unimpressive, I remember. But a few were just the opposite. Two that I remember Jerry's showing me made me wonder how the UFO's could be sloughed off so lightly. The two reports involved movies taken by Air Force technicians at White Sands Proving Ground in New Mexico.

The guided missile test range at White Sands is fully instrumented to track high, fast-moving objects - the guided missiles. Located over an area of many square miles there are camera stations equipped with cinetheodolite cameras and linked together by a telephone system.

On April 27, 1950, a guided missile had been fired, and as it roared up into the stratosphere and fell back to earth, the camera crews had recorded its flight. All the crews had started to unload their cameras when one of them spotted an object streaking across the sky. By April 1950 every person at White Sands was UFO conscious, so one member of the camera crew grabbed a telephone headset, alerted the other crews, and told them to get pictures. Unfortunately only one camera had film in it, the rest had already been unloaded, and before they could reload, the UFO was gone. The photos from the one station showed only a smudgy dark object. About all the film proved was that something was in the air and whatever it was, it was moving.

Alerted by this first chance to get a UFO to "run a measured course," the camera crews agreed to keep a sharper lookout. They also got the official O.K. to "shoot" a UFO if one appeared.

The Pentagon Rumbles.89

Almost exactly a month later another UFO did appear, or at least at the time the camera crews thought that it was a UFO. This time the crews were ready - when the call went out over the telephone net that a UFO had been spotted, all of the crews scanned the sky. Two of the crews saw it and shot several feet of film as the shiny, bright object streaked across the sky.

As soon as the missile tests were completed, the camera crews rushed their film to the processing lab and then took it to the Data Reduction Group. But once again the UFO had eluded man because there were apparently two or more UFO's in the sky and each camera station had photographed a separate one. The data were no good for triangulation.

The records at ATIC didn't contain the analysis of these films but they did mention the Data Reduction Group at White Sands. So when I later took over the UFO investigation I made several calls in an effort to run down the actual film and the analysis. The files at White Sands, like all files, evidently weren't very good, because the original reports were gone. I did contact a major who was very cooperative and offered to try to find the people who had worked on the analysis of the film. His report, after talking to two men who had done the analysis, was what I'd expected - nothing concrete except that the UFO's were unknowns. He did say that by putting a correction factor in the

data gathered by the two cameras they were able to arrive at a rough estimate of speed, altitude, and size. The UFO was "higher than 40,000 feet, traveling over 2,000 miles per hour, and it was over 300 feet in diameter." He cautioned me, however, that these figures were only estimates, based on the possibly erroneous correction factor; therefore they weren't proof of anything - except that something was in the air.

The people at White Sands continued to be on the alert for UFO's while the camera stations were in operation because they realized that if the flight path of a UFO could be accurately plotted and timed it could be positively identified. But no more UFO's showed up.

One day Lieutenant Cummings came over to my desk and dropped a stack of reports in front of me. "All radar reports," he said, "and I'm getting more and more of them every day."

Radar reports, I knew, had always been a controversial point in UFO history, and if more and more radar reports were coming in, there was no doubt that an already controversial issue was going to be compounded.

To understand why there is always some disagreement whenever a flying saucer is picked up on radar, it is necessary to know a little bit about how radar operates.

Basically radar is nothing but a piece of electronic equipment that

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"shouts" out a radio wave and "listens" for the echo. By "knowing" how fast the radio, or radar, wave travels and from which direction the echo is coming, the radar tells the direction and distance of the object that is causing the echo. Any "solid" object like an airplane, bird, ship, or even a moisture laden cloud can cause a radar echo. When the echo comes back to the radar set, the radar operator doesn't have to listen for it and time it because this is all done for him by the radar set and he sees the "answer" on his radarscope - a kind of a round TV screen. What the radar operator sees is a bright dot, called a "blip" or a "return." The location of the return on the scope tells him the location of the object that was causing the echo. As the object moves through the sky, the radar operator sees a series of bright dots on his scope that make a track. On some radar sets the altitude of the target, the object causing the echo, can also be measured.

Under normal conditions the path that the radar waves take as they travel through the air is known. Normal conditions are when the temperature and relative humidity of the air decrease with an increase in altitude. But sometimes a condition will occur where at some level, instead of the temperature and/or relative humidity decreasing with altitude, it will begin to increase. This layer of warm, moist air is known as an inversion layer, and it can do all kinds of crazy things to a radar wave. It can cause part of the radar wave to travel in a big arc and actually pick up the ground many miles away. Or it can cause the wave to bend down just enough to pick up trucks, cars, houses, or anything that has a surface perpendicular to the ground level.

One would immediately think that since the ground or a house isn't moving, and a car or truck is moving only 40, 50, or 60 miles an hour, a radar operator should be able to pick these objects out from a fast-moving target. But it isn't as simple as that. The inversion layer shimmers and moves, and one second the radar may be picking up the ground or a truck in one spot and the next second it may be picking up something in a different spot. This causes a series of returns on the scope and can give the illusion of extremely fast or slow speeds.

These are but a few of the effects of an inversion layer on radar. Some of the effects are well known, but others aren't. The 3rd Weather Group at Air Defense Command Headquarters in Colorado Springs has done a lot of work on the effects of weather on radar, and they have developed

mathematical formulas for telling how favorable weather conditions are for "anomalous propagation," the two-bit words for false radar targets caused by weather.

The first problem in analyzing reports of UFO's being picked up on

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radar is to determine if the weather conditions are right to give anomalous propagation. This can be determined by putting weather data into a formula. If they are, then it is necessary to determine whether the radar targets were real or caused by the weather. This is the difficult job. In most cases the only answer is the appearance of the target on the radar-scope. Many times a weather target will be a fuzzy and indistinct spot on the scope while a real target, an airplane for example, will be bright and sharp. This question of whether a target looked real is the cause of the majority of the arguments about radar detected UFO's because it is up to the judgment of the radar operator as to what the target looked like. And whenever human judgment is involved in a decision, there is plenty of room for an argument.

All during the early summer of 1951 Lieutenant Cummings "fought the syndicate" trying to make the UFO respectable. All the time I was continuing to get my indoctrination. Then one day with the speed of a shotgun wedding, the long overdue respectability arrived. The date was September 12, 1951, and the exact time was 3:04 P.M.

On this date and time a teletype machine at Wright-Patterson AFB began to chatter out a message. Thirty-six inches of paper rolled out of the machine before the operator ripped off the copy, stamped it Operational Immediate, and gave it to a special messenger to deliver to ATIC. Lieutenant Cummings got the message. The report was from the Army Signal Corps radar center at Fort Monmouth, New Jersey, and it was red-hot.

The incident had started two days before, on September 10, at 11:10 A.M., when a student operator was giving a demonstration to a group of visiting brass at the radar school. He demonstrated the set under manual operation for a while, picking up local air traffic, then he announced that he would demonstrate automatic tracking, in which the set is put on a target and follows it without help from the operator. The set could track objects flying at jet speeds.

The operator spotted an object about 12,000 yards southeast of the station, flying low toward the north. He tried to switch the set to automatic tracking. He failed, tried again, failed again. He turned to his audience of VIPs, embarrassed.

"It's going too fast for the set," he said. 'That means it's going faster than a jet!"

A lot of very important eyebrows lifted. What flies faster than a jet?

The object was in range for three minutes and the operator kept trying, without success, to get into automatic track. The target finally went off the scope, leaving the red-faced operator talking to himself.

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The radar technicians at Fort Monmouth had checked the weather - there wasn't the slightest indication of an inversion layer.

Twenty-five minutes later the pilot of a T-33 jet trainer, carrying an Air Force major as passenger and flying 20,000 feet over Point Pleasant, New Jersey, spotted a dull silver, disk like object far

below him. He described it as 30 to 50 feet in diameter and as descending toward Sandy Hook from an altitude of a mile or so. He banked the T-33 over and started down after it. As he shot down, he reported, the object stopped its descent, hovered, then sped south, made a 120 degree turn, and vanished out to sea.

The Fort Monmouth Incident then switched back to the radar group. At 3:15 P.M. they got an excited, almost frantic call from headquarters to pick up a target high and to the north - which was where the first "faster-than-a-jet" object had vanished - and to pick it up in a hurry. They got a fix on it and reported that it was traveling slowly at 93,000 feet. They also could see it visually as a silver speck.

What flies 18 miles above the earth?

The next morning two radar sets picked up another target that couldn't be tracked automatically. It would climb, level off, climb again, go into a dive. When it climbed it went almost straight up.

The two-day sensation ended that afternoon when the radar tracked another unidentified slow moving object and tracked it for several minutes.

A copy of the message had also gone to Washington. Before Jerry could digest the thirty-six inches of facts, ATIC's new chief, Colonel Frank Dunn, got a phone call. It came from the office of the Director of Intelligence of the Air Force, Major General (now Lieutenant General) C. P. Cabell. General Cabell wanted somebody from ATIC to get to New Jersey - fast - and find out what was going on. As soon as the reports had been thoroughly investigated, the general said that he wanted a complete personal report. Nothing expedites like a telephone call from a general officer, so in a matter of hours Lieutenant Cummings and Lieutenant Colonel N. R. Rosengarten were on an airliner, New Jersey bound.

The two officers worked around the clock interrogating the radar operators, their instructors, and the technicians at Fort Monmouth. The pilot who had chased the UFO in the T-33 trainer and his passenger were flown to New York, and they talked to Cummings and Rosengarten. All other radar stations in the area were checked, but their radars hadn't picked up anything unusual.

At about 4:00 A.M. the second morning after they had arrived, the investigation was completed, Cummings later told. He and Lieutenant

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Colonel Rosengarten couldn't get an airliner out of New York in time to get them to the Pentagon by 10:00 A.M., the time that had been set up for their report, so they chartered an airplane and flew to the capital to brief the general.

General Cabell presided over the meeting, and it was attended by his entire staff plus Lieutenant Cummings, Lieutenant Colonel Rosengarten, and a special representative from Republic Aircraft Corporation. The man from Republic supposedly represented a group of top U.S. industrialists and scientists who thought that there should be a lot more sensible answers coming from the Air Force regarding the UFO's. The man was at the meeting at the personal request of a general officer.

Every word of the two-hour meeting was recorded on a wire recorder. The recording was so hot that it was later destroyed, but not before I had heard it several times. I can't tell everything that was said but, to be conservative, it didn't exactly follow the tone of the official Air Force releases - many of the people present at the meeting weren't as convinced that the "hoax, hallucination, and misidentification" answer was quite as positive as the Grudge Report and subsequent press releases made out.

Toward the end of the two-hour conference a general asked Lieutenant Cummings to review the activity of the UFO investigation for the past year and a half. Maybe it was just a lack of sleep, or maybe it was just Cummings, but the general got the straight answer - for all practical purposes the project was dead. Then Cummings proceeded to elaborate on the details, the attitude at ATIC, the opposition to his reorganizing the project, and the methods of processing reports. Lieutenant Cummings didn't miss a point. He later told me that all of the generals and about three fourths of the full colonels present at the meeting turned the shade of purple normally associated with rage while a sort of sickly grin graced the faces of the remaining few. Then one of the generals on the purple-faced team glared at the sickly grin team and cut loose.

The first thing the general wanted to know was, "Who in hell has been giving me these reports that every decent flying saucer sighting is being investigated?"

Then others picked up the questioning.

"What happened to those two reports that General sent in from Saudi Arabia? He saw those two flying saucers himself."

"And who released this big report, anyway?" another person added, picking up a copy of the Grudge Report and slamming it back down on the table.

Lieutenant Cummings and Lieutenant Colonel Rosengarten came back to ATIC with orders to set up a new project and report back to General

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94.The Report on Unidentified Flying Objects

Cabell when it was ready to go. But Cummings didn't get a chance to do much work on the new revitalized Project Grudge - it was to keep the old name - because in a few days he was a civilian. He'd been released from active duty because he was needed back at Cal Tech, where he'd been working on an important government project before his recall to active duty.

The day after Cummings got his separation orders, Lieutenant Colonel Rosengarten called me into his office. The colonel was chief of the Aircraft and Missiles branch and one of his many responsibilities was Project Grudge. He said that he knew that I was busy as group leader of my regular group but, if he gave me enough people, could I take Project Grudge? All he wanted me to do was to get it straightened out and operating; then I could go back to trying to outguess the Russians. He threw in a few comments about the good job I'd done straightening out other foul-up projects. Good old "Rosy." With my ego sufficiently inflated, I said yes.

On many later occasions, when I'd land at home in Dayton just long enough for a clean clothes resupply, or when the telephone would ring at 2:00 A.M. to report a new "hot" sighting and wake up the baby, Mrs. Ruppelt and I have soundly cussed my ego.

I had had the project only a few days when a minor flurry of good UFO reports started. It wasn't supposed to happen because the day after I'd taken over Project Grudge I'd met the ex-UFO "expert" in the hall and he'd nearly doubled up with laughter as he said something about getting stuck with Project Grudge. He predicted that I wouldn't get a report until the newspapers began to play up flying saucers again. "It's all mass hysteria," he said.

The first hysterical report of the flurry came from the Air Defense Command. On September 23, 1951, at seven fifty-five in the morning, two F-86's on an early patrol were approaching Long Beach, California, coming in on the west leg of the Long Beach Radio range. All of a sudden the flight leader called his ground controller - high at twelve o'clock he and his wing man saw an object. It was

in a gradual turn to its left, and it wasn't another airplane. The ground controller checked his radars but they had nothing, so the ground controller called the leader of the F-86's back and told him to go after the object and try to identify it. The two airplanes started to climb.

By this time the UFO had crossed over them but it was still in a turn and was coming back. Several times they tried to intercept, but they could never climb up to it. Once in a while, when they'd appear to be getting close, the UFO would lazily move out of range by climbing

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slightly. All the time it kept orbiting to the left in a big, wide circle. After about ten minutes the flight leader told the ground controller, who had been getting a running account of the unsuccessful intercept, that their fuel was low and that they'd have to break off soon. They'd gotten a fairly good look at the UFO, the flight leader told the ground controller, and it appeared to be a silver airplane with highly swept back wings. The controller acknowledged the message and said that he was scrambling all his alert airplanes from George AFB. Could the two F-86's stay in the area a few more minutes? They stayed and in a few minutes four more F-86's arrived. They saw the UFO immediately and took over.

The two F-86's with nearly dry tanks went back to George AFB.

For thirty more minutes the newly arrived F-86's worked in pairs trying to get up to the UFO's altitude, which they estimated to be 55,000 feet, but they couldn't make it. All the time the UFO kept slowly circling and speeding up only when the F-86's seemed to get too close. Then they began to run out of fuel and asked for permission to break off the intercept.

By this time one remaining F-86 had been alerted and was airborne toward Long Beach. He passed the four homeward bound F-86's as he was going in, but by the time he arrived over Long Beach the UFO was gone.

All the pilots except one reported a "silver airplane with highly swept back wings." One pilot said the UFO looked round and silver to him.

The report ended with a comment by the local intelligence officer. He'd called Edwards AFB, the big Air Force test base north of Los Angeles, but they had nothing in the air. The officer concluded that the UFO was no airplane. In 1951 nothing we had would fly higher than the F-86.

This was a good report and I decided to dig in. First I had some more questions I wanted to ask the pilots. I was just in the process of formulating this set of questions when three better reports came in. They automatically got a higher priority than the Long Beach Incident.

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FOREWORD

This is a book about unidentified flying objects - UFO's - flying saucers." It is actually more than a book; it is a report because it is the first time that anyone, either military or civilian, has brought together in one document all the facts about this fascinating subject. With the exception of the style, this report is written exactly the way I would have written it had I been officially asked to do so while I was chief of the Air Force's project for investigating UFO reports - Project Blue Book.

In many instances I have left out the names of the people who reported seeing UFO's, or the names of certain people who were associated with the project, just as I would have done in an official report. For the same reason I have changed the locale in which some of the UFO sightings occurred. This is especially true in CHAPTER FIFTEEN, the story of how some of our atomic scientists detected radiation whenever UFO's were reported near their "UFO detection stations." This policy of not identifying the "source," to borrow a term from military intelligence, is insisted on by the Air Force so that the people who have co-operated with them will not get any unwanted publicity. Names are considered to be "classified information."

But the greatest care has been taken to make sure that the omission of names and changes in locale has in no way altered the basic facts because this report is based on the facts - all of the facts - nothing of significance has been left out.

It was only after considerable deliberation that I put this report together, because it had to be told accurately, with no holds barred. I finally decided to do it for two reasons. First, there is world-wide interest in flying saucers; people want to know the facts. But more often than not these facts have been obscured by secrecy and confusion, a situation that has led to wild speculation on one end of the scale and an almost dangerously blasé'
attitude on the other. It is only when all of the facts are laid out that a correct evaluation can be made.

Second, after spending two years investigating and analyzing UFO reports, after talking to the people who have seen UFO's - industrialists, pilots, engineers, generals, and just the plain man-on-the-street, and after discussing the subject with many very capable scientists, I felt that I was in a position to be able to put together the complete account of the Air Force's struggle with the flying saucer.

The report has been difficult to write because it involves something that doesn't officially exist. It is well known that ever since the first flying saucer was reported in June 1947 the Air Force has officially said that there is no proof that such a thing as an interplanetary spaceship exists. But what is not well known is that this conclusion is far from being unanimous among the military and their scientific advisers because of the one word, proof; so the UFO investigations continue.

The hassle over the word "proof" boils down to one question: What constitutes proof? Does a UFO have to land at the River Entrance to the Pentagon, near the Joint Chiefs of Staff offices? Or is it proof when a ground radar station detects a UFO, sends a jet to intercept it, the jet pilot sees it, and locks on with his radar, only to have the UFO streak away at a phenomenal speed? Is it proof when a jet pilot fires at a UFO and sticks to his story even under the threat of court-martial? Does this constitute proof?

The at times hotly debated answer to this question may be the answer to the question, "Do the UFO's really exist?"

I'll give you the facts - all of the facts - you decide.

July 1955 E. J. RUPPELT

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CHAPTER ONE

Project Blue Book and the UFO Story

In the summer of 1952 a United States Air Force F-86 jet interceptor shot at a flying saucer.

This fact, like so many others that make up the full flying saucer story has never before been told.

I know the full story about flying saucers and I know that it has never before been told because I organized and was chief of the Air Force Project Blue Book, the special project set up to investigate and analyze unidentified flying object, or UFO reports. (UFO is the official term that I created to replace the words 'flying saucers.")

There is a fighter base in the United States which I used to visit frequently because, during 1951, 1952, and 1953, it got more than its share of good UFO reports.

The commanding officer of the fighter group, a full colonel and command pilot, believed that UFO's were real. The colonel believed in UFO's because he had a lot of faith in his pilots - and they had chased UFO's in their F-86's. He had seen UFO's on the scopes of his radar sets, and he knew radar.

The colonel's intelligence officer, a captain, didn't exactly believe that UFO's were real, but he did think that they warranted careful investigation. The logic the intelligence officer used in investigating UFO reports - and in getting answers to many of them - made me wish many times that he worked for me on Project Blue Book.

One day the intelligence officer called me at my base in Dayton, Ohio. He wanted to know if I was planning to make a trip his way soon. When I told him I expected to be in his area in about a week, he asked me to be sure to look him up. There was no special hurry, he added, but he had something very interesting to show me.

When we got wind of a good story, Project Blue Book liked to start working on it at once, so I asked the intelligence officer to tell me what

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he had. But nothing doing. He didn't want to discuss it over the phone. He even vetoed the idea of putting it into a secret wire. Such extreme caution really stopped me, because anything can be coded and put in a wire.

When I left Dayton about a week later I decided to go straight to the fighter base, planning to arrive there in midmorning. But while I was changing airlines my reservations got fouled up, and I was faced with waiting until evening to get to the base. I called the intelligence officer and told him about the mix-up. He told me to hang on right there and he would fly over and pick me up in a T-33 jet.

As soon as we were in the air, on the return trip, I called the intelligence officer on the interphone and asked him what was going on. What did he have? Why all the mystery? He tried to tell me, but the interphone wasn't working too well and I couldn't understand what he was saying. Finally he told me to wait until we returned to his office and I could read the report myself.

Report! If he had a UFO report why hadn't he sent it in to Project Blue Book as he usually did?

We landed at the fighter base, checked in our parachutes, Mae West's, and helmets, and drove over to his office. There were several other people in the office, and they greeted me with the usual question, "What's new on the flying saucer front?" I talked with them for a while, but was getting impatient to

find out what was on the intelligence officer's mind. I was just about to ask him about the mysterious report when he took me to one side and quietly asked me not to mention it until everybody had gone.

Once we were alone, the intelligence officer shut the door, went over to his safe, and dug out a big, thick report. It was the standard Air Force reporting form that is used for all intelligence reports, including UFO reports. The intelligence officer told me that this was the only existing copy. He said that he had been told to destroy all copies, but had saved one for me to read.

With great curiosity, I took the report and started to read. What had happened at this fighter base?

About ten o'clock in the morning, one day a few weeks before, a radar near the base had picked up an unidentified target. It was an odd target in that it came in very fast - about 700 miles per hour - and then slowed down to about 100 miles per hour. The radar showed that it was located northeast of the airfield, over a sparsely settled area.

Unfortunately the radar station didn't have any height finding equipment. The operators knew the direction of the target and its distance from the station but they didn't know its altitude. They reported the target, and two F-86's were scrambled.

Project Blue Book and the UFO Story.3

The radar picked up the F-86's soon after they were airborne, and had begun to direct them into the target when the target started to fade on the radarscope. At the time several of the operators thought that this fade was caused by the target's losing altitude rapidly and getting below the radar's beam. Some of the other operators thought that it was a high flying target and that it was fading just because it was so high.

In the debate which followed, the proponents of the high flying theory won out, and the F-86's were told to go up to 40,000 feet. But before the aircraft could get to that altitude, the target had been completely lost on the radarscope.

The F-86's continued to search the area at 40,000 feet, but could see nothing. After a few minutes the aircraft ground controller called the F-86's and told one to come down to 20,000 feet, the other to 5,000 feet, and continue the search, The two jets made a quick letdown, with one pilot stopping at 20,000 feet and the other heading for the deck.

The second pilot, who was going down to 5,000 feet, was just beginning to pull out when he noticed a flash below and ahead of him. He flattened out his dive a little and headed toward the spot where he had seen the light. As he closed on the spot he suddenly noticed what he first thought was a weather balloon. A few seconds later be realized that it couldn't be a balloon because it was staying ahead of him. Quite an achievement for a balloon, since he had built up a lot of speed in his dive and now was flying almost straight and level at 3,000 feet and was traveling "at the Mach."

Again the pilot pushed the nose of the F-86 down and started after the object. He closed fairly fast, until he came to within an estimated 1,000 yards. Now he could get a good look at the object. Although it had looked like a balloon from above, a closer view showed that it was definitely round and flat saucer shaped. The pilot described it as being "like a doughnut without a hole."

As his rate of closure began to drop off, the pilot knew that the object was picking up speed. But he pulled in behind it and started to follow. Now he was right on the deck.

About this time the pilot began to get a little worried. What should he do? He tried to call his buddy, who was flying above him somewhere in the area at 20,000 feet. He called two or three times but could get no answer. Next he tried to call the ground controller but he was too low for his radio to

carry that far. Once more he tried his buddy at 20,000 feet, but again no luck.

By now he had been following the object for about two minutes and during this time had closed the gap between them to approximately 500

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4. The Report on Unidentified Flying Objects

yards. But this was only momentary. Suddenly the object began to pull away, slowly at first, then faster. The pilot, realizing that he couldn't catch it, wondered what to do next.

When the object traveled out about 1,000 yards, the pilot suddenly made up his mind - he did the only thing that he could do to stop the UFO. It was like a David about to do battle with a Goliath, but he had to take a chance. Quickly charging his guns, he started shooting. . . . A moment later the object pulled up into a climb and in a few seconds it was gone. The pilot climbed to 10,000 feet, called the other F-86, and now was able to contact his buddy. They joined up and went back to their base.

As soon as he had landed and parked, the F-86 pilot went into operations to tell his story to his squadron commander. The mere fact that he had fired his guns was enough to require a detailed report, as a matter of routine. But the circumstances under which the guns actually were fired created a major disturbance at the fighter base that day.

After the squadron commander had heard his pilot's story, he called the group commander, the colonel, and the intelligence officer. They heard the pilot's story.

For some obscure reason there was a "personality clash," the intelligence officer's term, between the pilot and the squadron commander. This was obvious, according to the report I was reading, because the squadron commander immediately began to tear the story apart and accuse the pilot of "cracking up," or of just "shooting his guns for the hell of it and using the wild story as a cover-up."

Other pilots in the squadron, friends of the accused pilot - including the intelligence officer and a flight surgeon - were called in to "testify." All of these men were aware of the fact that in certain instances a pilot can "flip" for no good reason, but none of them said that he had noticed any symptoms of mental crack-up in the unhappy pilot.

None, except the squadron commander. He kept pounding home has idea - that the pilot was "psycho" - and used a few examples of what the report called "minor incidents" to justify his stand.

Finally the pilot who had been flying with the "accused" man was called in. He said that he had been monitoring the tactical radio channel but that he hadn't heard any calls from his buddy's low flying F-86. The squadron commander triumphantly jumped on this point, but the accused pilot tended to refute it by admitting he was so jumpy that he might not have been on the right channel. But when he was asked if he had checked or changed channels after he had lost the object and before he had finally contacted the other F-86, he couldn't remember.

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So ended the pilot's story and his interrogation.

The intelligence officer wrote up his report of a UFO sighting, but at the last minute, just before sending it, he was told to hold it back. He was a little unhappy about this turn of events, so he went in to see why the group commander had decided to delay sending the report to Project Blue Book.

They talked over the possible reactions to the report. If it went out it would cause a lot of excitement, maybe unnecessarily. Yet, if the pilot actually had seen what he claimed, it was vitally important to get the report in to ATIC immediately. The group commander said that he would make his decision after a talk with his executive officer. They decided not to send the report and ordered it destroyed.

When I finished reading, the intelligence officer's first comment was, "What do you think?"

Since the evaluation of the report seemed to hinge upon conflicts between personalities I didn't know, I could venture no opinion, except that the incident made up the most fascinating UFO report I'd ever seen. So I batted the intelligence officer's question back to him.

"I know the people involved," he replied, "and I don't think the pilot was nuts. I can't give you the report, because Colonel told me to destroy it. But I did think you should know about it." Later he burned the report.

The problems involved in this report are typical. There are certain definite facts that can be gleaned from it; the pilot did see something and he did shoot at something, but no matter how thoroughly you investigate the incident that something can never be positively identified. It might have been a hallucination or it might have been some vehicle from outer space; no one will ever know. It was a UFO.

The UFO story started soon after June 24, 1947, when newspapers all over the United States carried the first flying saucer report. The story told how nine very bright, disk shaped objects were seen by Kenneth Arnold, a Boise, Idaho, businessman, while he was flying his private plane near Mount Rainier, in the state of Washington. With journalistic license, reporters converted Arnold's description of the individual motion of each of the objects like "a saucer skipping across water"- into "flying saucer," a name for the objects themselves. In the eight years that have passed since Arnold's memorable sighting, the term has become so common that it is now in Webster's Dictionary and is known today in most languages in the world.

For a while after the Arnold sighting the term "flying saucer" was used to describe all disk shaped objects that were seen flashing through the

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sky at fantastic speeds. Before long, reports were made of objects other than disks, and these were also called flying saucers. Today the words are popularly applied to anything seen in the sky that cannot be identified as a common, everyday object.

Thus a flying saucer can be a formation of lights, a single light, a sphere, or any other shape; and it can be any color. Performance wise, flying saucers can hover, go fast or slow, go high or low, turn 90 degree corners, or disappear almost instantaneously.

Obviously the term "flying saucer" is misleading when applied to objects of every conceivable shape and performance. For this reason the military prefers the more general, if less colorful, name: unidentified flying objects. UFO (pronounced Yoo-foe) for short.

Officially the military uses the term "flying saucer" on only two occasions. First in an explanatory sense, as when briefing people who are unacquainted with the term "UFO": "UFO - you know- flying saucers." And second in a derogatory sense, for purposes of ridicule, as when it is observed, "He says he saw a flying saucer."

This second form of usage is the exclusive property of those persons who positively know that all UFO's are nonsense. Fortunately, for the sake of good manners if for no other reason, the ranks of

this knowing category are constantly dwindling. One by one these people drop out, starting with the instant they see their first UFO.

Some weeks after the first UFO was seen on June 24, 1947, the Air Force established a project to investigate and analyze all UFO reports. The attitude toward this task varied from a state of near panic, early in the life of the project, to that of complete contempt for anyone who even mentioned the words "flying saucer."

This contemptuous attitude toward "flying saucer nuts" prevailed from mid 1949 to mid 1950. During that interval many of the people who were, or had been, associated with the project believed that the public was suffering from "war nerves."

Early in 1950 the project, for all practical purposes, was closed out; at least it rated only minimum effort. Those in power now reasoned that if you didn't mention the words "flying saucers" the people would forget them and the saucers would go away. But this reasoning was false, for instead of vanishing, the UFO reports got better and better.

Airline pilots, military pilots, generals, scientists, and dozens of other people were reporting UFO's, and in greater detail than in reports of the past. Radars, which were being built for air defense, began to pick up some very unusual targets, thus lending technical corroboration to the unsubstantiated claims of human observers.

Project Blue Book and the UFO Story.7

As a result of the continuing accumulation of more impressive UFO reports, official interest stirred. Early in 1951 verbal orders came down from Major General Charles P. Cabell, then Director of Intelligence for Headquarters, U.S. Air Force, to make a study reviewing the UFO situation for Air Force Headquarters.

I had been back in the Air Force about six months when this happened. During the second world war I had been a B-29 bombardier and radar operator. I went to India, China, and later to the Pacific, with the original B-29 wing. I flew two DCF's, and some Air Medals' worth of missions, got out of the Air Force after the war, and went back to college. To keep my reserve status while I was in school, I flew as a navigator in an Air Force Reserve Troop Carrier Wing.

Not long after I received my degree in aeronautical engineering, the Korean War started, and I went back on active duty. I was assigned to the Air Technical Intelligence Center at Wright-Patterson Air Force Base, in Dayton, Ohio. ATIC is responsible for keeping track of all foreign aircraft and guided missiles. ATIC also had the UFO project.

I had just finished organizing a new intelligence group when General Cabell's order to review past UFO reports came down. Lieutenant Colonel Rosengarten, who received the order at ATIC, called me in and wanted to know if I'd take the job of making the review. I accepted.

When the review was finished, I went to the Pentagon and presented my findings to Major General Samford, who had replaced General Cabell as Director of Intelligence.

ATIC soon got the word to set up a completely new project for the investigation and analysis of UFO reports. Since I had made the review of past UFO reports I was the expert, and I got the new job. It was given the code name Project Blue Book, and I was in charge of it until late in 1953. During this time members of my staff and I traveled close to half a million miles. We investigated dozens of UFO reports, and read and analyzed several thousand more. These included every report ever received by the Air Force.

For the size of the task involved Project Blue Book was always under- staffed, even though I did have ten people on my regular staff plus many paid consultants representing every field of science. All of us on Project Blue Book had Top Secret security clearances so that security was no block in our investigations. Behind this organization was a reporting network made up of every Air Force base intelligence officer and every Air Force radar station in the world, and the Air Defense Command's Ground Observer Corps. This reporting net sent Project Blue Book reports on every conceivable type of UFO, by every conceivable type of person.

8.The Report on Unidentified Flying Objects

What did these people actually see when they reported that they had observed a UFO? Putting aside truly unidentifiable flying objects for the present, this question has several answers.

In many instances it has been positively proved that people have reported balloons, airplanes, stars, and many other common objects as UFO's. The people who make such reports don't recognize these common objects because something in their surroundings temporarily assumes an unfamiliar appearance.

Unusual lighting conditions are a common cause of such illusions. A balloon will glow like a "ball of fire" just at sunset. Or an airplane that is not visible to the naked eye suddenly starts to reflect the sun's rays and appears to be a "silver ball." Pilots in F-94 jet interceptors chase Venus in the daytime and fight with balloons at night, and people in Los Angeles see weird lights.

On October 8, 1954, many Los Angeles newspapers and newscasters carried an item about a group of flying saucers, bright lights, flying in a V formation. The lights had been seen from many locations over Southern California. Pilots saw them while bringing their airplanes into Los Angeles International Airport, Air Force pilots flying out of Long Beach saw them, two CBS reporters in Hollywood gave an eyewitness account, and countless people called police and civil defense officials. All of them excitedly reported lights they could not identify. The next day the Air Force identified the UFO's; they were Air Force airplanes, KC-97 aerial tankers, refueling B-47 jet bombers in flight. The reason for the weird effect that startled so many Southern Californians was that when the refueling is taking place a floodlight on the bottom of the tanker airplane lights up the bomber that is being refueled. The airplanes were flying high, and slowly, so no sound was heard; only the bright floodlights could be seen. Since most people, even other pilots, have never seen a night aerial refueling operation and could not identify the odd lights they saw, the lights became UFO's.

In other instances common everyday objects look like UFO's because of some odd quirk in the human mind. A star or planet that has been in the sky every day of the observer's life suddenly "takes off at high speed on a highly erratic flight path." Or a vapor trail from a high flying jet - seen a hundred times before by the observer - becomes a flying saucer.

Some psychologists explain such aberrations as being akin to the crowd behavior mechanism at work in the "bobby sox craze." Teen-agers don't know why they squeal and swoon when their current fetish sways and croons. Yet everybody else is squealing, so they squeal too. Maybe that great comedian, Jimmy Durante, has the answer: "Everybody wants to

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get into the act." I am convinced that a certain percentage of UFO reports come from people who see flying saucers because others report seeing them.

But this "will to see" may have deeper roots, almost religious implications, for some people.

Consciously or unconsciously, they want UFO's to be real and to come from outer space. These individuals, frightened perhaps by threats of atomic destruction, or lesser fears - who knows what - act as if nothing that men can do can save the earth. Instead, they seek salvation from outer space, on the forlorn premise that flying saucer men, by their very existence, are wiser and more advanced than we. Such people may reason that a race of men capable of interplanetary travel have lived well into, or through, an atomic age. They have survived and they can tell us their secret of survival. Maybe the threat of an atomic war unified their planet and allowed them to divert their war effort to one of social and technical advancement. To such people a searchlight on a cloud or a bright star is an interplanetary spaceship.

If all the UFO reports that the Air Force has received in the past eight years could be put in this "psychological quirk" category, Project Blue Book would never have been organized. It is another class of reports that causes the Air Force to remain interested in UFO's. This class of reports are called "Unknowns."

In determining the identity of a UFO, the project based its method of operation on a well known psychological premise. This premise is that to get a reaction from one of the senses there must be a stimulus. If you think you see a UFO you must have seen something. Pure hallucinations are extremely rare.

For anything flying in the air the stimulus could be anything that is normally seen in the air. Balloons, airplanes, and astronomical bodies are the commoner stimuli. Birds and insects are common also, but usually are seen at such close range that they are nearly always recognized. Infrequently observed things, such as sundogs, mirages, huge fireballs, and a host of other unusual flying objects, are also known stimuli.

On Project Blue Book our problem was to identify these stimuli. We had methods for checking the location, at any time, of every balloon launched anywhere in the United States. To a certain degree the same was true for airplanes. The UFO observer's estimate of where the object was located in the sky helped us to identify astronomical bodies. Huge files of UFO characteristics, along with up-to-the-minute weather data, and advice from specialists, permitted us to identify such things as sun dogs, paper caught in updrafts, huge meteors, etc.

This determination of the stimuli that triggered UFO sightings, while

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not an insurmountable task, was a long, tedious process. The identification of known objects was routine, and caused no excitement. The excitement and serious interest occurred when we received UFO reports in which the observer was reliable and the stimuli could not be identified. These were the reports that challenged the project and caused me to spend hours briefing top U.S. officials. These were the reports that we called "Unknowns."

Of the several thousand UFO reports that the Air Force has received since 1947, some 15 to 20 per cent fall into this category called unknown. This means that the observer was not affected by any determinable psychological quirks and that after exhaustive investigation the object that was reported could not be identified. To be classed as an unknown, a UFO report also had to be "good", meaning that it had to come from a competent observer and had to contain a reasonable amount of data.

Reports are often seen in the newspapers that say: "Mrs. Henry Jones, of 5464 South Elm, said that 10:00 A.M. she was shaking her dust mop out of the bedroom window when she saw a flying saucer"; or "Henry Armstrong was driving between Grundy Center and Rienbeck last night when he saw a light. Henry thinks it was a flying saucer." This is not a good UFO report.

This type of UFO report, if it was received by Project Blue Book, was stamped "Insufficient Data for Evaluation" and dropped into the dead file, where it became a mere statistic.

Next to the "Insufficient Data" file was a file marked "C.P." This meant crackpot. Into this file went all reports from people who had talked with flying saucer crews, who had inspected flying saucers that had landed in the United States, who had ridden in flying saucers, or who were members of flying saucer crews. By Project Blue Book standards, these were not "good" UFO reports either.

But here is a "good" UFO report with an "unknown" conclusion:

On July 24, 1952, two Air Force colonels, flying a B-25, took off from Hamilton Air Force Base, near San Francisco, for Colorado Springs, Colorado. The day was clear, not a cloud in the sky.

The colonels had crossed the Sierra Nevada between Sacramento and Reno and were flying east at 11,000 feet on "Green 3," the aerial highway to Salt Lake City. At 3:40 P.M. they were over the Carson Sink area of Nevada, when one of the colonels noticed three objects ahead of them and a little to their right. The objects looked like three F-86's flying a tight V formation. If they were F-86's they should have been lower, according to civil air regulations, but on a clear day some pilots don't watch their altitude too closely.

In a matter of seconds the three aircraft were close enough to the B-25

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to be clearly seen. They were not F-86's. They were three bright silver, delta wing craft with no tails and no pilot's canopies. The only thing that broke the sharply defined, clean upper surface of the triangular wing was a definite ridge that ran from the nose to the tail.

In another second the three deltas made a slight left bank and shot by the B-25 at terrific speed. The colonels estimated that the speed was at least three times that of an F-86. They got a good look at the three deltas as the unusual craft passed within 400 to 800 yards of the B-25.

When they landed at Colorado Springs, the two colonels called the intelligence at Air Defense Comman d Headquarters to make a UFO report. The suggestion was offered that they might have seen three F-86's. The colonels promptly replied that if the objects had been F-86's they would have easily been recognized as such. The colonels knew what F-86's looked like.

Air Defense Command relayed the report to Project Blue Book. An investigation was started at once.

Flight Service, which clears all military aircraft flights, was contacted and asked about the location of aircraft near the Carson Sink area at 3:40 P.M. They had no record of the presence of aircraft in that area.

Since the colonels had mentioned delta wing aircraft, and both the Air Force and the Navy had a few of this type, we double-checked. The Navy's deltas were all on the east coast, at least all of the silver ones were. A few deltas painted the traditional navy blue were on the west coast, but not near Carson Sink. The Air Force's one delta was temporarily grounded.

Since balloons once in a while can appear to have an odd shape, all balloon flights were checked for both standard weather balloons and the big 100 foot diameter research balloons. Nothing was found.

A quick check on the two colonels revealed that both of them were command pilots and that each had several thousand hours of flying time. They were stationed at the Pentagon. Their highly classified assignments were such that they would be in a position to recognize anything that the

United States knows to be flying anywhere in the world.

Both men had friends who had "seen flying saucers" at some time, but both had openly voiced their skepticism. Now, from what the colonels said when they were interviewed after landing at Colorado Springs, they had changed their opinions.

Nobody knows what the two colonels saw over Carson Sink. However, it is always possible to speculate. Maybe they just thought they were close enough to the three objects to see them plainly. The objects might have been three F-86's: maybe Flight Service lost the records. It could be that the three F-86's had taken off to fly in the local area of their base

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but had decided to do some illegal sight-seeing. Flight Service would have no record of a flight like this. Maybe both of the colonels had hallucinations.

There is a certain mathematical probability that any one of the above speculative answers is correct - correct for this one case. If you try this type of speculation on hundreds of sightings with "unknown" answers, the probability that the speculative answers are correct rapidly approaches zero.

Maybe the colonels actually did see what they thought they did, a type of craft completely foreign to them.

Another good UFO report provides an incident in which there is hardly room for any speculation of this type. The conclusion is more simply, "Unknown," period.

On January 20, 1952, at seven twenty in the evening, two master sergeants, both intelligence specialists, were walking down a street on the Fairchild Air Force Base, close to Spokane, Washington.

Suddenly both men noticed a large, bluish white, spherical shaped object approaching from the east. They stopped and watched the object carefully, because several of these UFO's had been reported by pilots from the air base over the past few months. The sergeants had written up the reports on these earlier sightings.

The object was traveling at a moderately fast speed on a horizontal path. As it passed to the north of their position and disappeared in the west, the sergeants noted that it had a long blue tail. At no time did they hear any sound. They noted certain landmarks that the object had crossed and estimated the time taken in passing these landmarks. The next day they went out and measured the angles between these landmarks in order to include them in their report.

When we got the report at ATIC, our first reaction was that the master sergeants had seen a large meteor. From the evidence I had written off, as meteors, all previous similar UFO reports from this air base.

The sergeants' report, however, contained one bit of information that completely changed the previous picture. At the time of the sighting there had been a solid 6,000-foot-thick overcast at 4,700 feet. And meteors don't go that low.

A few quick calculations gave a rather fantastic answer. If the object was just at the base of the clouds it would have been 10,000 feet from the two observers and traveling 1,400 miles per hour.

But regardless of the speed, the story was still fantastic. The object was no jet airplane because there was no sound. It was not a searchlight because there were none on the air base. It was not an

automobile spotlight

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because a spotlight will not produce the type of light the sergeants described. As a double check, however, both men were questioned on this point. They stated firmly that they had seen hundreds of searchlights and spotlights playing on clouds, and that this was not what they saw.

Beyond these limited possibilities the sergeants' UFO discourages fruitful speculation. The object remains unidentified.

The UFO reports made by the two colonels and the two master sergeants are typical of hundreds of other good UFO reports which carry the verdict, "Conclusion unknown."

Some of these UFO reports have been publicized, but many have not. Very little information pertaining to UFO's was withheld from the press - if the press knew of the occurrence of specific sightings. Our policy on releasing information was to answer only direct questions from the press. If the press didn't know about a given UFO incident, they naturally couldn't ask questions about it. Consequently such stories were never released. In other instances, when the particulars of a UFO sighting were released, they were only the bare facts about what was reported. Any additional information that might have been developed during later investigations and analyses was not released.

There is a great deal of interest in UFO's and the interest shows no signs of diminishing. Since the first flying saucer skipped across the sky in the summer of 1947, thousands of words on this subject have appeared in every newspaper and most magazines in the United States. During a six-month period in 1952 alone 148 of the nation's leading newspapers carried a total of over 16,000 items about flying saucers.

During July 1952 reports of flying saucers sighted over Washington, D.C., cheated the Democratic National Convention out of precious head- line space.

The subject of flying saucers, which has generated more unscientific behavior than any other topic of modern times, has been debated at the meetings of professional scientific societies, causing scientific tempers to flare where unemotional objectivity is supposed to reign supreme.

Yet these thousands of written words and millions of spoken words - all attesting to the general interest - have generated more heat than light. Out of this avalanche of print and talk, the full, factual, true story of UFO's has emerged only on rare occasions. The general public, for its interest in UFO's, has been paid off in misinformation.

Many civilian groups must have sensed this, for while I was chief of Project Blue Book I had dozens of requests to speak on the subject of UFO's. These civilian requests had to be turned down because of security regulations.

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I did give many official briefings, however, behind closed doors, to certain groups associated with the government - all of them upon request.

The subject of UFO's was added to a regular series of intelligence briefings given to students at the Air Force's Command and Staff School, and to classes at the Air Force's Intelligence School.

I gave briefings to the technical staff at the Atomic Energy Commission's Los Alamos laboratory, where the first atomic bomb was built. The theater where this briefing took place wouldn't hold all of the people who tried to get in, so the briefing was recorded and replayed many times. The same thing happened at AEC's Sandia Base, near Albuquerque.

Many groups in the Pentagon and the Office of Naval Research requested UFO briefings. Civilian groups, made up of some of the nation's top scientists and industrialists, and formed to study special military problems, worked in a UFO briefing. Top Air Force commanders were given periodic briefings.

Every briefing I gave was followed by a discussion that lasted anywhere from one to four hours.

In addition to these, Project Blue Book published a classified monthly report on UFO activity. Requests to be put on distribution for this report were so numerous that the distribution had to be restricted to major Air Force Command Headquarters.

This interest was not caused by any revolutionary information that was revealed in the briefings or reports. It stemmed only from a desire to get the facts about an interesting subject.

Many aspects of the UFO problem were covered in these official briefings. I would give details of many of the better reports we received, our conclusions about them, and how those conclusions were reached. If we had identified a UFO, the audience was told how the identification was made. If we concluded that the answer to a UFO sighting was "Unknown," the audience learned why we were convinced it was unknown.

Among the better sightings that were described fully to interested government groups were: the complete story of the Lubbock Lights, including the possible sighting of the same V-shaped light formations at other locations on the same night; the story of a group of scientists who detected mysterious nuclear radiation when UFO's were sighted; and all of the facts behind such famous cases as the Mantell Incident, the Florida scoutmaster who was burned by a "flying saucer," and headline capturing sightings at Washington, D.C.

I showed them what few photographs we had, the majority of which everyone has seen, since they have been widely published in magazines and newspapers. Our collection of photographs was always a disappointment as far as positive proof was concerned because, in a sense, if you've

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seen one you've seen them all. We had no clear pictures of a saucer, just an assortment of blurs, blotches, and streaks of light.

The briefings included a description of how Project Blue Book operated and a survey of the results of the many studies that were made of the mass of UFO data we had collected. Also covered were our interviews with a dozen North American astronomers, the story of the unexplained green fireballs of New Mexico, and an account of how a committee of six distinguished United States scientists spent many hours attempting to answer the question, "Are the UFO's from outer space?"

Unfortunately the general public was never able to hear these briefings. For a long time, contrary to present thinking in military circles, I have believed that the public also is entitled to know the details of what was covered in these briefings (less, of course, the few items pertaining to radar that were classified "Secret," and the names of certain people). But withholding these will not alter the facts in any way.

A lot has already been written on the subject of UFO's, but none of it presents the true, complete

story. Previous forays into the UFO field have been based on inadequate information and have been warped to fit the personal biases of the individual writers. Well-meaning though these authors may be, the degree to which their books have misinformed the public is incalculable.

It is high time that we let the people know.

The following chapters present the true and complete UFO story, based on what I learned about UFO's while I was chief of Project Blue Book, the Air Force's project for the investigation and analysis of UFO reports. Here is the same information that I gave to Secretary of the Air Force, Thomas K. Finletter, to the Air Force commanders, to scientists and industrialists. This is what the Air Force knows about unidentified flying objects.

You may not agree with some of the official ideas or conclusions - neither did a lot of people I briefed - but this is the story.

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CHAPTER TWO

The Era of Confusion Begins

On September 23, 1947, the chief of the Air Technical Intelligence Center, one of the Air Force's most highly specialized intelligence units, sent a letter to the Commanding General of the then Army Air Forces. The letter was in answer to the Commanding General's verbal request to make a preliminary study of the reports of unidentified flying objects. The letter said that after a preliminary study of UFO reports, ATIC concluded that, to quote from the letter, "the reported phenomena were real." The letter strongly urged that a permanent project be established at ATIC to investigate and analyze future UFO reports. It requested a priority for the project, a registered code name, and an over-all security classification. ATIC's request was granted and Project Sign, the forerunner of Project Grudge and Project Blue Book, was launched. It was given a 2A priority, lA being the highest priority an Air Force project could have. With this the Air Force dipped into the most prolonged and widespread controversy it has ever, or may ever, encounter. The Air Force grabbed the proverbial bear by the tail and to this day it hasn't been able to let loose.

The letter to the Commanding General of the Army Air Forces from the chief of ATIC had used the word "phenomena." History has shown that this was not a too well chosen word. But on September 23, 1947, when the letter was written, ATIC's intelligence specialists were confident that within a few months or a year they would have the answer to the question, "What are UFO's?" The question, "Do UFO's exist?" was never mentioned. The only problem that confronted the people at ATIC was, "Were the UFO's of Russian or interplanetary origin?" Either case called for a serious, secrecy shrouded project. Only top people at ATIC were assigned to Project Sign.

Although a formal project for UFO investigation wasn't set up until September 1947, the Air Force had been vitally interested in UFO reports ever since June 24, 1947, the day Kenneth Arnold made the original UFO report.

As Arnold's story of what he saw that day has been handed down by the bards of saucerism, the true facts have been warped, twisted, and changed. Even some points in Arnold's own account of his sighting as published in his book, The Coming 0f The Saucers, do not jibe with what the official files say he told the Air Force in 1947. Since this incident was the original UFO sighting, I used to get many inquiries about it from the press and at briefings. To get the true and accurate story of what did happen to Kenneth Arnold on June 24, 1947, I had to go back through old newspaper files, official reports, and talk to people who had worked on Project Sign. By cross-checking these data and talking to people who had heard Arnold tell about his UFO sighting soon after it happened, I finally came up with what I believe is the accurate story.

Arnold had taken off from Chehalis, Washington, intending to fly to Yakima, Washington. About 3:00 P.M. he arrived in the vicinity of

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Mount Rainier. There was a Marine Corps C-46 transport plane lost in the Mount Rainier area, so Arnold decided to fly around awhile and look for it. He was looking down at the ground when suddenly he noticed a series of bright flashes off to his left. He looked for the source of the flashes and saw a string of nine very bright disk shaped objects, which he estimated to be 45 to 50 feet in length. They were traveling from north to south across the nose of his airplane. They were flying in a reversed echelon (i.e., lead object high with the rest stepped down), and as they flew along they

weaved in and out between the mountain peaks, once passing behind one of the peaks. Each individual object had a skipping motion described by Arnold as a "saucer skipping across water."

During the time that the objects were in sight, Arnold had clocked their speed. He had marked his position and their position on the map and again noted the time. When he landed he sketched in the flight path that the objects had flown and computed their speed, almost 1,700 miles per hour. He estimated that they had been 20 to 25 miles away and had traveled 47 miles in 102 seconds.

I found that there was a lot of speculation on this report. Two factions at ATIC had joined up behind two lines of reasoning. One side said that Arnold had seen plain, everyday jet airplanes flying in formation. This side's argument was based on the physical limitations of the human eye, visual acuity, the eye's ability to see a small, distant object. Tests, they showed, had proved that a person with normal vision can't "see" an object that subtends an angle of less than 0.2 second of arc. For example, a basketball can't be seen at a distance of several miles but if you move the basketball closer and closer, at some point you will be able to see it. At this point the angle between the top and bottom of the ball and your eye will be about 0.2 of a second of arc. This was applied to Arnold's sighting. The "Arnold-saw-airplanes" faction maintained that since Arnold said that the objects were 45 to 50 feet long they would have had to be much closer than he had estimated or he couldn't even have seen them at all. Since they were much closer than he estimated, Arnold's timed speed was all wrong and instead of going 1,700 miles per hour the objects were traveling at a speed closer to 400 miles per hour, the speed of a jet. There was no reason to believe they weren't jets. The jets appeared to have a skipping motion because Arnold had looked at them through layers of warm and cold air, like heat waves coming from a hot pavement that cause an object to shimmer.

The other side didn't buy this idea at all. They based their argument on the fact that Arnold knew where the objects were when he timed them.

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After all, he was an old mountain pilot and was as familiar with the area around the Cascade Mountains as he was with his own living room. To cinch this point the fact that the objects had passed behind a mountain peak was brought up. This positively established the distance the objects were from Arnold and confirmed his calculated 1,700-miles-per-hour speed. Besides, no airplane can weave in and out between mountain peaks in the short time that Arnold was watching them. The visual acuity factor only strengthened the "Arnold-saw-a-flying-saucer" faction's theory that what he'd seen was a spaceship. If he could see the objects 20 to 25 miles away, they must have been about 210 feet long instead of the poorly estimated 45 to 50 feet.

In 1947 this was a fantastic story, but now it is just another UFO report marked "Unknown." It is typical in that if the facts are accurate, if Arnold actually did see the UFO's go behind a mountain peak, and if he knew his exact position at the time, the UFO problem cannot be lightly sloughed off; but there are always "ifs" in UFO reports. This is the type of report that led Major General John A. Samford, Director of Intelligence for Headquarters, Air Force, to make the following comment during a press conference in July 1952: "However, there have remained a percentage of this total [of all UFO reports received by the Air Force], about 20 per cent of the reports, that have come from credible observers of relatively incredible things. We keep on being concerned about them."

In warping, twisting, and changing the Arnold incident, the writers of saucer lore haven't been content to confine themselves to the incident itself; they have dragged in the crashed Marine Corps' C-46. They intimate that the same flying saucers that Arnold saw shot down the C-46, grabbed up the bodies of the passengers and crew, and now have them pickled at the University of Venus Medical School. As proof they apply the same illogical reasoning that they apply to most everything. The military never released photos of the bodies of the dead men, therefore there were no bodies.

There were photographs and there were bodies. In consideration of the families of air crewmen and passengers, photos of air crashes showing dead bodies are never released.

Arnold himself seems to be the reason for a lot of the excitement that heralded flying saucers. Stories of odd incidents that occur in this world are continually being reported by newspapers, but never on the scale of the first UFO report. Occasional stories of the "Himalayan snowmen," or the "Malayan monsters," rate only a few inches or a column on the back pages of newspapers. Arnold's story, if it didn't make the headlines, at least made the front page. I had the reason for this explained to me one day when I was investigating a series of UFO reports in California in the spring of 1952.

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I was making my headquarters at an air base where a fighter bomber wing was stationed. Through a mutual friend I met one of the fighter- bomber pilots who had known Arnold. In civilian life the pilot was a news paper reporter and had worked on the original Arnold story. He told me that when the story first broke all the newspaper editors in the area were thoroughly convinced that the incident was a hoax, and that they intended to write the story as such. The more they dug into the facts, however, and into Arnold's reputation, the more it appeared that he was telling the truth. Besides having an unquestionable character, he was an excellent mountain pilot, and mountain pilots are a breed of men who know every nook and cranny of the mountains in their area. The most fantastic part of Arnold's story had been the 1,700-miles-per-hour speed computed from Arnold's timing the objects between two landmarks. "When Arnold told us how he computed the speed," my chance acquaintance told me, "we all put a lot of faith in his story." He went on to say that when the editors found out that they were wrong about the hoax, they did a complete about-face, and were very much impressed by the story. This enthusiasm spread, and since the Air Force so quickly denied ownership of the objects, all of the facts built up into a story so unique that papers all over the world gave it front-page space.

There was an old theory that maybe Arnold had seen wind whipping snow along the mountain ridges, so I asked about this. I got a flat "Impossible." My expert on the early Arnold era said, "I've lived in the Pacific Northwest many years and have flown in the area for hundreds of hours. It's impossible to get powder snow low in the mountains in June. Personally, I believe Arnold saw some kind of aircraft and they weren't from this earth." He went on to tell me about two other very similar sightings that had happened the day after Arnold saw the nine disks. He knew the people who made these sightings and said that they weren't the kind to go off "half cocked." He offered to get a T-6 and fly me up to Boise to talk to them since they had never made a report to the military, but I had to return to Dayton so I declined.

Within a few days of Arnold's sighting, others began to come m. On June 28 an Air Force pilot in an F-51 was flying near Lake Mead, Nevada, when he saw a formation of five or six circular objects off his right wing. The time was about three fifteen in the afternoon.

That night at nine twenty, four Air Force officers, two pilots, and two intelligence officers from Maxwell AFB in Montgomery, Alabama, saw a bright light traveling across the sky. It was first seen just above the horizon, and as it traveled toward the observers it "zigzagged," with bursts of high speed. When it was directly overhead it made a sharp 90 degree turn and was lost from view as it traveled south.

20.The Report on Unidentified Flying Objects

Other reports came in. In Milwaukee a lady saw ten go over her house "like blue blazes," heading south. A school bus driver in Clarion, Iowa, saw an object streak across the sky. In a few seconds twelve more followed the first one. White Sands Proving Ground in New Mexico chalked up the first

of the many sightings that this location would produce when several people riding in an automobile saw a pulsating light travel from horizon to horizon in thirty seconds. A Chicago housewife saw one "with legs."

The week of July 4, 1947, set a record for reports that was not broken until 1952. The center of activity was the Portland, Oregon, area. At 11:00 A.M. a carload of people driving near Redmond saw four disk- shaped objects streaking past Mount Jefferson. At 1:05 P.M. a policeman was in the parking lot behind the Portland City Police Headquarters when he noticed some pigeons suddenly began to flutter around as if they were scared. He looked up and saw five large disk shaped objects, two going south and three going east. They were traveling at a high rate of speed and seemed to be oscillating about their lateral axis. Minutes later two other policemen, both ex-pilots, reported three of the same things flying in trail. Before long the harbor patrol called into headquarters. A crew of four patrolmen had seen three to six of the disks, "shaped like chrome hub caps," traveling very fast. They also oscillated as they flew. Then the citizens of Portland began to see them. A man saw one going east and two going north. At four thirty a woman called in and had just seen one that looked like "a new dime flipping around." Another man reported two, one going southeast, one northeast. From Milwaukee, Oregon, three were reported going northwest. In Vancouver, Washington, sheriff's deputies saw twenty to thirty.

The first photo was taken on July 4 in Seattle. After much publicity it turned out to be a weather balloon.

That night a United Airlines crew flying near Emmett, Idaho, saw five. The pilot's report read:

Five "somethings," which were thin and smooth on the bottom and rough appearing on top, were seen silhouetted against the sunset shortly after the plane took off from Boise at 8:04 P.M. We saw them clearly. We followed them in a northeasterly direction for about 45 miles. They finally disappeared. We were unable to tell whether they out sped us or disintegrated. We can't say whether they were "smear like," oval, or anything else but whatever they were they were not aircraft, clouds or smoke.

Civilians did not have a corner on the market. On July 6 a staff sergeant in Birmingham, Alabama, saw several "dim, glowing lights" speeding across the sky and photographed one of them. Also on the sixth the crew

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of an Air Force B-25 saw a bright, disk shaped object "low at nine o'clock." This is one of the few reports of an object lower than the aircraft. At Fairfield-Suisun AFB in California a pilot saw something travel three quarters of the way across the sky in a few seconds. It, too, was oscillating on its lateral axis.

According to the old hands at ATIC, the first sighting that really made the Air Force take a deep interest in UFO's occurred on July 8 at Muroc Air Base (now Edwards AFB), the super secret Air Force test center in the Mojave Desert of California. At 10:10 A.M. a test pilot was running up the engine of the then new XP-84 in preparation for a test flight. He happened to look up and to the north he saw what first appeared to be a weather balloon traveling in a westerly direction. After watching it a few seconds, he changed his mind. He had been briefed on the high altitude winds, and the object he saw was going against the wind. Had it been the size of a normal aircraft, the test pilot estimated that it would have been at 10,000 to 12,000 feet and traveling 200 to 225 miles per hour. He described the object as being spherically shaped and yellowish white in color.

Ten minutes before this several other officers and airmen had seen three objects. They were similar except they had more of a silver color. They were also heading in a westerly direction.

Two hours later a crew of technicians on Rogers Dry Lake, adjacent to Muroc Air Base, observed another UFO. Their report went as follows:

On the 8 July 1947 at 11:50 we were sitting in an observation truck located in Area #3, Rogers Dry Lake. We were gazing upward toward a formation of two P-82's and an A-26 aircraft flying at 20,000 feet. They were preparing to carry out a seat ejection experiment. We observed a round object, white aluminum color, which at first resembled a parachute canopy. Our first impression was that a premature ejection of the seat and dummy had occurred but this was not the case. The object was lower than 20,000 feet, and was falling at three times the rate observed for the test parachute, which ejected thirty seconds after we first saw the object. As the object fell it drifted slightly north of due west against the prevailing wind. The speed, horizontal motion, could not be determined, but it appeared to be slower than the maximum velocity F-80 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct oval shaped outline, with two projections on the upper surface which might have been thick fins or knobs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke, flames, propeller arcs, engine noise, or other plausible or visible means of propulsion were noted. The color was silver, resembling an aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that it came into line of vision of the mountain tops, it was lost to the vision of the observers.

It is estimated that the object was in sight about 90 seconds. Of the five people sitting in the observation truck, four observed this object.

The following is our opinion about this object: It was man-made, as evidenced by the outline and functional appearance. Seeing this was not a hallucination or other fancies of sense.

Exactly four hours later the pilot of an F-51 was flying at 20,000 feet about 40 miles south of Muroc Air Base when he sighted a "flat object of a light reflecting nature." He reported that it had no vertical fin or wings. When he first saw it, the object was above him and he tried to climb up to it, but his F-51 would not climb high enough. All air bases in the area were contacted but they had no aircraft in the area.

By the end of July 1947 the UFO security lid was down tight. The few members of the press who did inquire about what the Air Force was doing got the same treatment that you would get today if you inquired about the number of thermonuclear weapons stock-piled in the U.S.'s atomic arsenal. No one, outside of a few high-ranking officers in the Pentagon, knew what the people in the barbed wire enclosed Quonset huts that housed the Air Technical Intelligence Center were thinking or doing.

The memos and correspondence that Project Blue Book inherited from the old UFO projects told the story of the early flying saucer era. These memos and pieces of correspondence showed that the UFO situation was considered to be serious; in fact, very serious. The paper work of that period also indicated the confusion that surrounded the investigation; confusion almost to the point of panic. The brass wanted an answer, quickly, and people were taking off in all directions. Everyone's theory was as good as the next and each person with any weight at ATIC was plugging and investigating his own theory. The ideas as to the origin of the UFO's fell into two main categories, earthly and non earthly. In the earthly category the Russians led, with the U.S. Navy and their XF-5-U-l, the "Flying Flapjack," pulling a not too close second. The desire to cover all leads was graphically pointed up to be a personal handwritten note I found in a file. It was from ATIC's chief to a civilian intelligence specialist. It said, "Are you positive that the Navy junked the XF-5-U-1 project?" The non earthly category ran the gamut of theories, with space animals trailing interplanetary craft about the same distance the Navy was behind the Russians.

This confused speculating lasted only a few weeks. Then the investigation narrowed down to the Soviets and took off on a much more methodical course of action.

The Era of Confusion Begins.23

When World War II ended, the Germans had several radical types of aircraft and guided missiles under development. The majority of these projects were in the most preliminary stages but they were the only known craft that could even approach the performance of the objects reported by UFO observers. Like the Allies, after World War II the Soviets had obtained complete sets of data on the latest German developments. This, coupled with rumors that the Soviets were frantically developing the German ideas, caused no small degree of alarm. As more UFO's were observed near the Air Force's Muroc Test Center, the Army's White Sands Proving Ground, and atomic bomb plants, ATIC's efforts became more concentrated.

Wires were sent to intelligence agents in Germany requesting that they find out exactly how much progress had been made on the various German projects.

The last possibility, of course, was that the Soviets had discovered some completely new aerodynamic concept that would give saucer performance.

While ATIC technical analysts were scouring the United States for data on the German projects and the intelligence agents in Germany were seeking out the data they had been asked for, UFO reports continued to flood the country. The Pacific Northwest still led with the most sightings, but every state in the Union was reporting a few flying saucers.

At first there was no coordinated effort to collect data on the UFO reports. Leads would come from radio reports or newspaper items. Military intelligence agencies outside of ATIC were hesitant to investigate on their own initiative because, as is so typical of the military, they lacked specific orders. When no orders were forthcoming, they took this to mean that the military had no interest in the UFO's. But before long this placid attitude changed, and changed drastically. Classified orders came down to investigate all UFO sightings. Get every detail and send it direct to ATIC at Wright Field. The order carried no explanation as to why the information was wanted. This lack of an explanation and the fact that the information was to be sent directly to a high-powered intelligence group within Air Force Headquarters stirred the imagination of every potential cloak- and- dagger man in the military intelligence system. Intelligence people in the field who had previously been free with opinions now clammed up tight.

The era of confusion was progressing.

Early statements to the press, which shaped the opinion of the public, didn't reduce the confusion factor. While ATIC was grimly expending maximum effort in a serious study, "certain high placed officials" were officially chuckling at the mention of UFO's.

24.The Report on Unidentified Flying Objects

In July 1947 an International News Service wire story quoted the public relations officer at Wright Field as saying, "So far we haven't found anything to confirm that saucers exist. We don't think they are guided missiles." He went on to say, "As things are now, they appear to be either a phenomenon or a figment of somebody's imagination."

A few weeks later a lieutenant colonel who was Assistant to the Chief of Staff of the Fourth Air Force was widely quoted as saying, "There is no basis for belief in flying saucers in the Tacoma area [referring to a UFO sighting in the area of Tacoma, Washington], or any other area."

The "experts," in their stories of saucer lore, have said that these brush offs of the UFO sightings were intentional smoke screens to cover the facts by adding confusion. This is not true; it was merely a lack of coordination. But had the Air Force tried to throw up a screen of confusion, they couldn't

have done a better job.

When the lieutenant colonel from the Fourth Air Force made his widely publicized denunciation of saucer believers he specifically mentioned a UFO report from the Tacoma, Washington, area.

The report of the investigation of this incident, the Maury Island Mystery, was one of the most detailed reports of the early UFO era. The report that we had in our files had been pieced together by Air Force Intelligence and other agencies because the two intelligence officers who started the investigation couldn't finish it. They were dead.

For the Air Force the story started on July 31, 1947, when Lieutenant Frank Brown, an intelligence agent at Hamilton AFB, California, received a long-distance phone call. The caller was a man whom I'll call Simpson, who had met Brown when Brown investigated an earlier UFO sighting, and he had a hot lead on another UFO incident. He had just talked to two Tacoma Harbor patrolmen. One of them had seen six UFO's hover over his patrol boat and spew out chunks of odd metal. Simpson had some of the pieces of the metal.

The story sounded good to Lieutenant Brown, so he reported it to his chief. His chief OK'd a trip and within an hour Lieutenant Brown and Captain Davidson were flying to Tacoma in an Air Force B-25. When they arrived they met Simpson and an airline pilot friend of his in Simpson's hotel room. After the usual round of introductions Simpson told Brown and Davidson that he had received a letter from a Chicago publisher asking him, Simpson, to investigate this case. The publisher had paid him $200 and wanted an exclusive on the story, but things were getting too hot, Simpson wanted the military to take over.

Simpson went on to say that he had heard about the experience off Maury Island but that he wanted Brown and Davidson to hear it firsthand.

He had called the two harbor patrolmen and they were on their way to the hotel. They arrived and they told their story.

I'll call these two men Jackson and Richards although these aren't their real names. In June 1947, Jackson said, his crew, his son, and the son's dog were on his patrol boat patrolling near Maury Island, an island in Puget Sound, about 3 miles from Tacoma. It was a gray day, with a solid cloud deck down at about 2,500 feet. Suddenly everyone on the boat noticed six "doughnut shaped" objects, just under the clouds, headed toward the boat. They came closer and closer, and when they were about 500 feet over the boat they stopped. One of the doughnut shaped objects seemed to be in trouble as the other five were hovering around it. They were close, and everybody got a good look. The UFO's were about 100 feet in diameter, with the "hole in the doughnut" being about 25 feet in diameter. They were a silver color and made absolutely no noise. Each object had large portholes around the edge.

As the five UFO's circled the sixth, Jackson recalled, one of them came in and appeared to make contact with the disabled craft. The two objects maintained contact for a few minutes, then began to separate. While this was going on, Jackson was taking photos. Just as they began to separate, there was a dull "thud" and the next second the UFO began to spew out sheets of very light metal from the hole in the center. As these were fluttering to the water, the UFO began to throw out a harder, rocklike material. Some of it landed on the beach of Maury Island. Jackson took his crew and headed toward the beach of Maury Island, but not before the boat was damaged, his son's arm had been injured, and the dog killed. As they reached the island they looked up and saw that the UFO's were leaving the area at high speed. The harbor patrolman went on to tell how he scooped up several chunks of the metal from the beach and boarded the patrol boat. He tried to use his radio to summon

aid, but for some unusual reason the interference was so bad he couldn't even call the three miles to his headquarters in Tacoma. When they docked at Tacoma, Jackson got first aid for his son and then reported to his superior officer, Richards, who, Jackson added to his story, didn't believe the tale. He didn't believe it until he went out to the island himself and saw the metal.

Jackson's trouble wasn't over. The next morning a mysterious visitor told Jackson to forget what he'd seen.

Later that same day the photos were developed. They showed the six objects, but the film was badly spotted and fogged, as if the film had been exposed to some kind of radiation.

Then Simpson told about his brush with mysterious callers. He said that Jackson was not alone as far as mysterious callers were concerned, the

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26.The Report on Unidentified Flying Objects

Tacoma newspapers had been getting calls from an anonymous tipster telling exactly what was going on in Simpson's hotel room. This was a very curious situation because no one except Simpson, the airline pilot, and the two harbor patrolmen knew what was taking place. The room had even been thoroughly searched for hidden microphones.

That is the way the story stood a few hours after Lieutenant Brown and Captain Davidson arrived in Tacoma.

After asking Jackson and Richards a few questions, the two intelligence agents left, reluctant even to take any of the fragments. As some writers who have since written about this incident have said, Brown and Davidson seemed to be anxious to leave and afraid to touch the fragments of the UFO, as if they knew something more about them. The two officers went to McChord AFB, near Tacoma, where their B-25 was parked, held a conference with the intelligence officer at McChord, and took off for their home base, Hamilton. When they left McChord they had a good idea as to the identity of the UFO's. Fortunately they told the McChord intelligence officer what they had determined from their interview.

In a few hours the two officers were dead. The B-25 crashed near Kelso, Washington. The crew chief and a passenger had parachuted to safety. The newspapers hinted that the airplane was sabotaged and that it was carrying highly classified material. Authorities at McChord AFB confirmed this latter point, the airplane was carrying classified material.

In a few days the newspaper publicity on the crash died down, and the Maury Island Mystery was never publicly solved.

Later reports say that the two harbor patrolmen mysteriously disappeared soon after the fatal crash.

They should have disappeared, into Puget Sound. The whole Maury Island Mystery was a hoax. The first, possibly the second-best, and the dirtiest hoax in the UFO history. One passage in the detailed official report of the Maury Island Mystery says:

> Both _____ (the two harbor patrolmen) admitted that the rock fragments had nothing to do with flying saucers. The whole thing was a hoax. They had sent in the rock fragments [to a magazine publisher] as a joke. _____ One of the patrolmen wrote to _____ [the publisher] stating that the rock could have been part of a flying saucer. He had said the rock came from a flying saucer because that's what [the publisher] wanted him to say.

The publisher, mentioned above, who, one of the two hoaxers said, wanted him to say that the rock fragments had come from a flying saucer, is the same one who paid the man I called Simpson $200 to investigate the case.

The Era of Confusion Begins.27

The report goes on to explain more details of the incident. Neither one of the two men could ever produce the photos. They "misplaced" them, they said. One of them, I forget which, was the mysterious informer who called the newspapers to report the conversations that were going on in the hotel room. Jackson's mysterious visitor didn't exist. Neither of the men was a harbor patrolman, they merely owned a couple of beat-up old boats that they used to salvage floating lumber from Puget Sound. The airplane crash was one of those unfortunate things. An engine caught on fire, burned off, and just before the two pilots could get out, the wing and tail tore off, making it impossible for them to escape. The two dead officers from Hamilton AFB smelled a hoax, accounting for their short interview and hesitancy in bothering to take the "fragments." They confirmed their convictions when they talked to the intelligence officer at McChord. It had already been established, through an informer, that the fragments were what Brown and Davidson thought, slag. The classified material on the B-25 was a file of reports the two officers offered to take back to Hamilton and had nothing to do with the Maury Island Mystery, or better, the Maury Island Hoax.

Simpson and his airline pilot friend weren't told about the hoax for one reason. As soon as it was discovered that they had been "taken," thoroughly, and were not a party to the hoax, no one wanted to embarrass them.

The majority of the writers of saucer lore have played this sighting to the hilt, pointing out as their main premise the fact that the story must be true because the government never openly exposed or prosecuted either of the two hoaxers. This is a logical premise, but a false one. The reason for the thorough investigation of the Maury Island Hoax was that the government had thought seriously of prosecuting the men. At the last minute it was decided, after talking to the two men, that the hoax was a harmless joke that had mushroomed, and that the loss of two lives and a B-25 could not be directly blamed on the two men. The story wasn't even printed because at the time of the incident, even though in this case the press knew about it, the facts were classed as evidence. By the time the facts were released they were yesterday's news. And nothing is deader than yesterday's news.

As 1947 drew to a close, the Air Force's Project Sign had outgrown its initial panic and had settled down to a routine operation. Every intelligence report dealing with the Germans' World War II aeronautical research had been studied to find out if the Russians could have developed any of the late German designs into flying saucers. Aerodynamicists at ATIC and at Wright Field's Aircraft Laboratory computed the maximum performance

28.The Report on Unidentified Flying Objects

that could be expected from the German designs. The designers of the aircraft themselves were contacted. "Could the Russians develop a flying saucer from their designs?" The answer was, "No, there was no conceivable way any aircraft could perform that would match the reported maneuvers of the UFO's." The Air Force's Aeromedical Laboratory concurred. If the aircraft could be built, the human body couldn't stand the violent maneuvers that were reported. The aircraft structures people seconded this, no material known could stand the loads of the reported maneuvers and heat of the high speeds.

Still convinced that the UFO's were real objects, the people at ATIC began to change their thinking. Those who were convinced that the UFO's were of Soviet origin now began to eye outer space, not because there was any evidence that the UFO's did come from outer space but because they were convinced that UFO's existed and only some unknown race with a highly developed state of technology could build such vehicles. As far as the effect on the human body was concerned, why couldn't these people, whoever they might be, stand these horrible maneuver forces? Why judge

them by earthly standards? I found a memo to this effect was in the old Project Sign files.

Project Sign ended 1947 with a new problem. How do you collect interplanetary intelligence? During World War II the organization that was ATIC's forerunner, the Air Materiel Command's secret "T-2" had developed highly effective means of wringing out every possible bit of information about the technical aspects of enemy aircraft. ATIC knew these methods, but how could this be applied to spaceships? The problem was tackled with organized confusion.

If the confusion in the minds of Air Force people was organized the confusion in the minds of the public was not. Publicized statements regarding the UFO were conflicting.

A widely printed newspaper release, quoting an unnamed Air Force official in the Pentagon, said:

The "flying saucers" are one of three things:
1. Solar reflections on low hanging clouds.
2. Small meteors that break up, their crystals catching the rays of the sun.
3. Icing conditions could have formed large hailstones and they might have flattened out and glided.

A follow-up, which quoted several scientists, said in essence that the unnamed Air Force official was crazy. Nobody even heard of crystallized meteors, or huge, flat hailstones, and the solar reflection theory was absurd.

Life, Time, Newsweek, and many other news magazines carried articles

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about the UFO's. Some were written with tongue in cheek, others were not. All the articles mentioned the Air Force's mass hysterical induced hallucinations. But a Veterans' Administration psychiatrist publicly pooh-poohed this. "Too many people are seeing things," he said.

It was widely suggested that all the UFO's were meteors. Two Chicago astronomers queered this. Dr. Gerard Kuiper, director of the University of Chicago observatory, was quoted as flatly saying the UFO's couldn't be meteors. "They are probably man-made," he told the Associated Press. Dr. Oliver Lee, director of Northwestern University's observatory, agreed with Dr. Kuiper and he threw in an additional confusion factor that had been in the back of many people's minds. Maybe they were our own aircraft.

The government had been denying that UFO's belonged to the U.S. from the first, but Dr. Vannevar Bush, the world-famous scientist, and Dr. Merle Tuve, inventor of the proximity fuse, added their weight. "Impossible," they said.

All of this time unnamed Air Force officials were disclaiming serious interest in the UFO subject. Yet every time a newspaper reporter went out to interview a person who had seen a UFO, intelligence agents had already been flown in, gotten the detailed story complete with sketches of the UFO, and sped back to their base to send the report to Project Sign. Many people had supposedly been "warned" not to talk too much. The Air Force was mighty interested in hallucinations.

Thus 1947 ended with various sized question marks in the mind of the public. If you followed flying saucers closely the question mark was big, if you just noted the UFO story titles in the papers it was smaller, but it was there and it was growing. Probably none of the people, military or civilian, who had made the public statements were at all qualified to do so but they had done it, their comments had been printed, and their comments had been read. Their comments formed the question mark.

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CHAPTER THREE

The Classics

1948 was only one hour and twenty-five minutes old when a gentleman from Abilene, Texas, made the first UFO report of the year. What he saw, "a fan shaped glow" in the sky, was insignificant as far as UFO

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reports go, but it ushered in a year that was to bring feverish activity to Project Sign.

With the Soviets practically eliminated as a UFO source, the idea of interplanetary spaceships was becoming more popular. During 1948 the people in ATIC were openly discussing the possibility of interplanetary visitors without others tapping their heads and looking smug. During 1948 the novelty of UFO's had worn off for the press and every John and Jane Doe who saw one didn't make the front pages as in 1947. Editors were becoming hardened, only a few of the best reports got any space. Only the "Classics" rated headlines. "The Classics" were three historic reports that were the highlights of 1948. They are called "The Classics," a name given them by the Project Blue Book staff, because: (1) they are classic examples of how the true facts of a UFO report can be twisted and warped by some writers to prove their point, (2) they are the most highly publicized reports of this early era of the UFO's, and (3) they "proved" to ATIC's intelligence specialists that UFO's were real.

The apparent lack of interest in UFO reports by the press was not a true indication of the situation. I later found out, from talking to writers, that all during 1948 the interest in UFO's was running high. The Air Force Press Desk in the Pentagon was continually being asked what progress was being made in the UFO investigation. The answer was, "Give us time. This job can't be done in a week." The press respected this and was giving them time. But every writer worth his salt has contacts, those "usually reliable sources" you read about, and these contacts were talking. All during 1948 contacts in the Pentagon were telling how UFO reports were rolling in at the rate of several per day and how ATIC UFO investigation teams were flying out of Dayton to investigate them. They were telling how another Air Force investigative organization had been called in to lighten ATIC's load and allow ATIC to concentrate on the analysis of the reports. The writers knew this was true because they had crossed paths with these men whom they had mistakenly identified as FBI agents. The FBI was never officially interested in UFO sightings. The writers' contacts in the airline industry told about the UFO talk from V.P.'s down to the ramp boys. Dozens of good, solid, reliable, experienced airline pilots were seeing UFO's. All of this led to one conclusion: whatever the Air Force had to say, when it was ready to talk, would be newsworthy. But the Air Force wasn't ready to talk.

Project Sign personnel were just getting settled down to work after the New Year's holiday when the "ghost rockets" came back to the Scandinavian countries of Europe. Air attaché's in Sweden, Denmark, and

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Norway fired wires to ATIC telling about the reports. Wires went back asking for more information.

The "ghost rockets," so tagged by the newspapers, had first been seen in the summer of 1946, a year before the first UFO sighting in the U.S. There were many different descriptions for the reported objects. They were usually seen in the hours of darkness and almost always traveling at extremely high speeds. They were shaped like a ball or projectile, were a bright green, white, red, or yellow and

sometimes made sounds. Like their American cousins, they were always so far away that no details could be seen. For no good reason, other than speculation and circulation, the newspapers had soon begun to refer authoritatively to these "ghost rockets" as guided missiles, and implied that they were from Russia. Peenemunde, the great German missile development center and birthplace of the V-2 and V-2 guided missiles, came in for its share of suspicion since it was held by the Russians. By the end of the summer of 1946 the reports were widespread, coming from Denmark, Norway, Spain, Greece, French Morocco, Portugal, and Turkey. In 1947, after no definite conclusions as to identity of the "rockets" had been established, the reports died out. Now in early January 1948 they broke out again. But Project Sign personnel were too busy to worry about European UFO reports, they were busy at home. A National Guard pilot had just been killed chasing a UFO.

On January 7 all of the late papers in the U.S. carried headlines similar to those in the Louisville Courier: "F-51 and Capt. Mantell Destroyed Chasing Flying Saucer." This was Volume I of "The Classics," the Mantell Incident.

At one fifteen on that afternoon the control tower operators at Godman AFB, outside Louisville, Kentucky, received a telephone call from the Kentucky State Highway Patrol. The patrol wanted to know if Godman Tower knew anything about any unusual aircraft in the vicinity. Several people from Maysville, Kentucky, a small town 80 miles east of Louisville, had reported seeing a strange aircraft. Godman knew that they had nothing in the vicinity so they called Flight Service at Wright-Patterson AFB. In a few minutes Flight Service called back. Their air Traffic control board showed no flights in the area. About twenty minutes later the state police called again. This time people from the towns of Owensboro and Irvington, Kentucky, west of Louisville, were reporting a strange craft. The report from these two towns was a little more complete. The towns people had described the object to the state police as being "circular, about 250 to 300 feet in diameter," and moving westward at a "pretty good

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clip." Godman Tower checked Flight Service again. Nothing. All this time the tower operators had been looking for the reported object. They theorized that since the UFO had had to pass north of Godman to get from Maysville to Owensboro it might come back.

At one forty-five they saw it, or something like it. Later, in his official report, the assistant tower operator said that he had seen the object for several minutes before he called his chiefs attention to it. He said that he had been reluctant to "make a flying saucer report." As soon as the two men in the tower had assured themselves that the UFO they saw was not an airplane or a weather balloon, they called Flight Operations. They wanted the operations officer to see the UFO. Before long word of the sighting had gotten around to key personnel on the base, and several officers, besides the base operations officer and the base intelligence officer, were in the tower. All of them looked at the UFO through the tower's 6 x 50 binoculars and decided they couldn't identify it. About this time Colonel Hix, the base commander, arrived. He looked and he was baffled. At two thirty, they reported, they were discussing what should be done when four F-51's came into view, approaching the base from the south.

The tower called the flight leader, Captain Mantell, and asked him to take a look at the object and try to identify it. One F-51 in the flight was running low on fuel, so he asked permission to go on to his base. Mantell took his two remaining wing men, made a turn, and started after the UFO. The people in Godman Tower were directing him as none of the pilots could see the object at this time. They gave Mantell an initial heading toward the south and the flight was last seen heading in the general direction of the UFO.

By the time the F-51's had climbed to 10,000 feet, the two wing men later reported, Mantell had

pulled out ahead of them and they could just barely see him. At two forty-five Mantell called the tower and said, "I see something above and ahead of me and I'm still climbing." All the people in the tower heard Mantell say this and they heard one of the wing men call back and ask, "What the hell are we looking for?" The tower immediately called Mantell and asked him for a description of what he saw. Odd as it may seem, no one can remember exactly what he answered. Saucer historians have credited him with saying, "I've sighted the thing. It looks metallic and it's tremendous in size.... Now it's starting to climb." Then in a few seconds he is supposed to have called and said, "It's above me and I'm gaining on it. I'm going to 20,000 feet." Everyone in the tower agreed on this one last bit of the transmission, "I'm going to 20,000 feet," but didn't agree on the first part, about the UFO's being metallic and tremendous.

The two wing men were now at 15,000 feet and trying frantically to call Mantell. He had climbed far above them by this time and was out of sight. Since none of them had any oxygen they were worried about Mantell. Their calls were not answered. Mantell never talked to anyone again. The two wing men leveled off at 15,000 feet, made another fruitless effort to call Mantell, and started to come back down. As they passed Godman Tower on their way to their base, one of them said something to the effect that all he had seen was a reflection on his canopy.

When they landed at their base, Standiford Field, just north of Godman, one pilot had his F-51 refueled and serviced with oxygen, and took off to search the area again. He didn't see anything.

At three fifty the tower lost sight of the UFO. A few minutes later they got word that Mantell had crashed and was dead.

Several hours later, at 7:20 P.M., airfield towers all over the Midwest sent in frantic reports of another UFO. In all about a dozen airfield towers reported the UFO as being low on the southwestern horizon and disappearing after about twenty minutes. The writers of saucer lore say this UFO was what Mantell was chasing when he died; the Air Force says this UFO was Venus.

The people on Project Sign worked fast on the Mantell Incident. Contemplating a flood of queries from the press as soon as they heard about the crash, they realized that they had to get a quick answer. Venus had been the target of a chase by an Air Force F-51 several weeks before and there were similarities between this sighting and the Mantell Incident. So almost before the rescue crews had reached the crash, the word "Venus" went out. This satisfied the editors, and so it stood for about a year; Mantell had unfortunately been killed trying to reach the planet Venus.

To the press, the nonchalant, offhand manner with which the sighting was written off by the Air Force public relations officer showed great confidence in the conclusion, Venus, but behind the barbed wire fence that encircled ATIC the nonchalant attitude didn't exist among the intelligence analysts. One man had already left for Louisville and the rest were doing some tall speculating. The story about the tower-to-air talk, "It looks metallic and it's tremendous in size," spread fast. Rumor had it that the tower had carried on a running conversation with the pilots and that there was more information than was so far known. Rumor also had it that this conversation had been recorded. Unfortunately neither of these rumors was true.

Over a period of several weeks the file on the Mantell Incident grew

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in size until it was the most thoroughly investigated sighting of that time, at least the file was the thickest.

About a year later the Air Force released its official report on the incident. To use a trite term, it was a masterpiece in the art of "weasel wording." It said that the UFO might have been Venus or it could have been a balloon. Maybe two balloons. It probably was Venus except that this is doubtful because Venus was too dim to be seen in the afternoon. This jolted writers who had been following the UFO story. Only a few weeks before, The Saturday Evening Post had published a two-part story entitled "What You Can Believe About flying Saucers." The story had official sanction and had quoted the Venus theory as a positive solution. To clear up the situation, several writers were allowed to interview a major in the Pentagon, who was the Air Force's Pentagon "expert" on UFO's. The major was asked directly about the conclusion of the Mantell Incident, and he flatly stated that it was Venus. The writers pointed out the official Air Force analysis. The major's answer was, "They checked again and it was Venus." He didn't know who "they" were, where they had checked, or what they had checked, but it was Venus. The writers then asked, "If there was a later report they had made why wasn't it used as a conclusion?" "Was it available?" The answer to the last question was "No," and the lid snapped back down This interview gave the definite impression that the Air Force was unsuccessfully trying to cover up some very important information, using Venus as a front. Nothing excites a newspaper or magazine writer more than to think he has stumbled onto a big story and that someone is trying to cover it up. Many writers thought this after the interview with the major, and many still think it. You can't really blame them either.

In early 1952 I got a telephone call on ATIC's direct line to the Pentagon. It was a colonel in the Director of Intelligence's office. The Office of Public Information had been getting a number of queries about all of the confusion over the Mantell Incident. What was the answer?

I dug out the file. In 1949 all of the original material on the incident had been microfilmed, but something had been spilled on the film. Many sections were so badly faded they were illegible. As I had to do with many of the older sightings that were now history, I collected what I could from the file, filling in the blanks by talking to people who had been at ATIC during the early UFO era. Many of these people were still around, "Red" Honnacker, George Towles, Al Deyarmond, Nick Post, and many others. Most of them were civilians, the military had been transferred out by this time.

Some of the press clippings in the file mentioned the Pentagon major

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and his concrete proof of Venus. I couldn't find this concrete proof in the file so I asked around about the major. The major, I found, was an officer in the Pentagon who had at one time written a short intelligence summary about UFO's. He had never been stationed at ATIC, nor was he especially well versed on the UFO problem. When the word of the press conference regarding the Mantell Incident came down, a UFO expert was needed. The major, because of his short intelligence summary on UFO's, became the "expert." He had evidently conjured up "they" and "their later report" to support his Venus answer because the writers at the press conference had him in a corner. I looked farther.

Fortunately the man who had done the most extensive work on the incident, Dr. J. Allen Hynek, head of the Ohio State University Astronomy Department, could be contacted. I called Dr. Hynek and arranged to meet him the next day.

Dr. Hynek was one of the most impressive scientists I met while working on the UFO project, and I met a good many. He didn't do two things that some of them did: give you the answer before he knew the question; or immediately begin to expound on his accomplishments in the field of science. I arrived at Ohio State just before lunch, and Dr. Hynek invited me to eat with him at the faculty club. He wanted to refer to some notes he had on the Mantell Incident and they were in his office, so we discussed UFO's in general during lunch.

Back in his office he started to review the Mantell Incident. He had been responsible for the weasel worded report that the Air Force released in late 1949, and he apologized for it. Had he known that it was going to cause so much confusion, he said, he would have been more specific. He thought the incident was a dead issue. The reason that Venus had been such a strong suspect was that it was in almost the same spot in the sky as the UFO. Dr. Hynek referred to his notes and told me that at 3:00 P.M., Venus had been south southwest of Godman and 33 degrees above the southern horizon. At 3:00 P.M. the people in the tower estimated the UFO to be southwest of Godman and at an elevation of about 45 degrees. Allowing for human error in estimating directions and angles, this was close. I agreed. There was one big flaw in the theory, however. Venus wasn't bright enough to be seen. He had computed the brilliance of the planet, and on the day in question it was only six times as bright as the surrounding sky. Then he explained what this meant. Six times may sound like a lot, but it isn't. When you start looking for a pinpoint of light only six times as bright as the surrounding sky, it's almost impossible to find it, even on a clear day.

Dr. Hynek said that he didn't think that the UFO was Venus.

36.The Report on Unidentified Flying Objects

I later found out that although it was a relatively clear day there was considerable haze.

I asked him about some of the other possibilities. He repeated the balloon, canopy reflection, and sundog theories but he refused to comment on them since, as he said, he was an astrophysicist and would care to comment only on the astrophysical aspects of the sightings.

I drove back to Dayton convinced that the UFO wasn't Venus. Dr. Hynek had said Venus would have been a pinpoint of light. The people in the tower had been positive of their descriptions, their statements brought that out. They couldn't agree on a description, they called the UFO "a parachute, an ice cream cone tipped with red," "round and white," "huge and silver or metallic," "a small white object," "one fourth the size of the full moon," but all the descriptions plainly indicated a large object. None of the descriptions could even vaguely be called a pinpoint of light.

This aspect of a definite shape seemed to eliminate the sundog theory too. Sundogs, or perihelia, as they are technically known, are caused by ice particles reflecting a diffused light. This would not give a sharp outline. I also recalled two instances where Air Force pilots had chased sundogs. In both instances when the aircraft began to climb, the sundog disappeared. This was because the angle of reflection changed as the airplane climbed several thousand feet. These sundog-caused UFO's also had fuzzy edges.

I had always heard a lot of wild speculation about the condition of Mantell's crashed F-51, so I wired for a copy of the accident report. It arrived several days after my visit with Dr. Hynek. The report said that the F-51 had lost a wing due to excessive speed in a dive after Mantell had "blacked out" due to the lack of oxygen. Mantell's body had not burned, not disintegrated, and was not full of holes; the wreck was not radioactive, nor was it magnetized.

One very important and pertinent question remained. Why did Mantell, an experienced pilot, try to go to 20,000 feet when he didn't even have an oxygen mask? If he had run out of oxygen, it would have been different. Every pilot and crewman has it pounded into him, "Do not, under any circumstances, go above 15,000 feet without oxygen." In high altitude indoctrination during World War II, I made several trips up to 30,000 feet in a pressure chamber. To demonstrate anoxia we would leave our oxygen masks off until we became dizzy. A few of the more hardy souls could get to 15,000 feet, but nobody ever got over 17,000. Possibly Mantell thought he could climb up to 20,000 in a hurry and get back down before he got anoxia and blacked out, but this would be a foolish

chance. This point was covered in the sighting report. A long-time friend of Mantell's went on record as saying that he'd flown with him several years and knew him personally. He couldn't conceive of Mantell's even thinking about disregarding his lack of oxygen. Mantell was one of the most cautious pilots he knew. "The only thing I can think," he commented, "was that he was after something that he believed to be more important than his life or his family."

My next step was to try to find out what Mantell's wing men had seen or thought but this was a blind alley. All of this evidence was in the ruined portion of the microfilm, even their names were missing. The only reference I could find to them was a vague passage indicating they hadn't seen anything.

I concentrated on the canopy reflection theory. It is widely believed that many flying saucers appear to pilots who are actually chasing a reflection on their canopy. I checked over all the reports we had on file. I couldn't find one that had been written off for this reason. I dug back into my own flying experience and talked to a dozen pilots. All of us had momentarily been startled by a reflection on the aircraft's canopy or wing, but in a second or two it had been obvious that it was a reflection. Mantell chased the object for at least fifteen to twenty minutes, and it is inconceivable that he wouldn't realize in that length of time that he was chasing a reflection.

About the only theory left to check was that the object might have been one of the big, 100-foot-diameter, "skyhook" balloons. I rechecked the descriptions of the UFO made by the people in the tower. The first man to sight the object called it a parachute; others said ice cream cone, round, etc. All of these descriptions fit a balloon. Buried deep in the file were two more references to balloons that I had previously missed. Not long after the object had disappeared from view at Godman AFB, a man from Madisonville, Kentucky, called Flight Service in Dayton. He had seen an object traveling southeast. He had looked at it through a telescope and it was a balloon. At four forty five an astronomer living north of Nashville, Tennessee, called in. He had also seen a UFO, looked at it through a telescope, and it was a balloon.

In the thousands of words of testimony and evidence taken on the Mantell Incident this was the only reference to balloons. I had purposely not paid too much attention to this possibility because I was sure that it had been thoroughly checked back in 1948. Now I wasn't sure.

I talked with one of the people who had been in on the Mantell investigation. The possibility of a balloon's causing the sighting had been mentioned but hadn't been followed up for two reasons. Number one

was that everybody at ATIC was convinced that the object Mantell was after was a spaceship and that this was the only course they had pursued. When the sighting grew older and no spaceship proof could be found, everybody jumped on the Venus band wagon, as this theory had "already been established." It was an easy way out. The second reason was that a quick check had been made on weather balloons and none were in the area. The big skyhook balloon project was highly classified at that time, and since they were all convinced that the object was of interplanetary origin (a minority wanted to give the Russians credit), they didn't want to bother to buck the red tape of security to get data on skyhook flights.

The group who supervise the contracts for all the skyhook research flights for the Air Force are located at Wright Field, so I called them. They had no records on flights in 1948 but they did think that the big balloons were being launched from Clinton County AFB in southern Ohio at that time. They offered to get the records of the winds on January 7 and see what flight path a balloon launched

in southwestern Ohio would have taken. In a few days they had the data for me.

Unfortunately the times of the first sightings, from the towns outside Louisville, were not exact but it was possible to partially reconstruct the sequence of events. The winds were such that a skyhook balloon launched from Clinton County AFB could be seen from the town east of Godman AFB, the town from which the first UFO was reported to the Kentucky State Police. It is not unusual to be able to see a large balloon for 50 to 60 miles. The balloon could have traveled west for a while, climbing as it moved with the strong east winds that were blowing that day and picking up speed as the winds got stronger at altitude. In twenty minutes it could have been in a position where it could be seen from Owensboro and Irvington, Kentucky, the two towns west of Godman. The second reports to the state police had come from these two towns. Still climbing, the balloon would have reached a level where a strong wind was blowing in a southerly direction. The jet stream winds were not being plotted in 1948 but the weather chart shows strong indications of a southerly bend in the jet stream for this day. Jet stream or not, the balloon would have moved rapidly south, still climbing. At a point somewhere south or southwest of Godman it would have climbed through the southerly moving winds to a calm belt at about 60,000 feet. At this level it would slowly drift south or southeast. A skyhook balloon can be seen at 60,000.

When first seen by the people in Godinan Tower, the UFO was south of the air base. It was relatively close and looked "like a parachute," which a balloon does. During the two hours that it was in sight, the observers reported that it seemed to hover, yet each observer estimated the time

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he looked at the object through the binoculars and time wise the descriptions ran "huge," "small," "one fourth the size of a full moon," "one tenth the size of a full moon." Whatever the UFO was, it was slowly moving away. As the balloon continued to drift in a southerly direction it would have picked up stronger winds, and could have easily been seen by the astronomers in Madisonville, Kentucky, and north of Nashville an hour after it disappeared from view at Godman.

Somewhere in the archives of the Air Force or the Navy there are records that will show whether or not a balloon was launched from Clinton County AFB, Ohio, on January 7, 1948. I never could find these records. People who were working with the early skyhook projects "remember" operating out of Clinton County AFB in 1947 but refuse to be pinned down to a January 7 flight. Maybe, they said.

The Mantell Incident is the same old UFO jigsaw puzzle. By assuming the shape of one piece, a balloon launched from southwestern Ohio, the whole picture neatly falls together. It shows a huge balloon that Captain Thomas Mantell died trying to reach. He didn't know that he was chasing a balloon because he had never heard of a huge, 100-foot-diameter skyhook balloon, let alone seen one. Leave out the one piece of the jigsaw puzzle and the picture is a UFO, "metallic and tremendous in size."

It could have been a balloon. This is the answer I phoned back to the Pentagon.

During January and February of 1948 the reports of "ghost rockets" continued to come from air attaches in foreign countries near the Baltic Sea. People in North Jutland, Norway, Denmark, Sweden, and Germany reported "balls of fire traveling slowly across the sky." The reports were very sketchy and incomplete, most of them accounts from newspapers. In a few days the UFO's were being seen all over Europe and South America. Foreign reports hit a peak in the latter part of February and U.S. newspapers began to pick up the stories.

The Swedish Defense Staff supposedly conducted a comprehensive study of the incidents and concluded that they were all explainable in terms of astronomical phenomena. Since this was UFO history, I made several attempts to get some detailed and official information on this report and the

sightings, but I was never successful.

The ghost rockets left in March, as mysteriously as they had arrived.

All during the spring of 1948 good reports continued to come in. Some were just run-of-the-mill but a large percentage of them were good, coming from people whose reliability couldn't be questioned. For example, three scientists reported that for thirty seconds they had watched a round object streak across the sky in a highly erratic flight path near the Army's secret

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White Sands Proving Ground. And on May 28 the crew of an Air Force C-47 had three UFO's barrel in from "twelve o'clock high" to buzz their transport,

On July 21 a curious report was received from the Netherlands, The day before several persons reported seeing a UFO through high broken clouds over The Hague. The object was rocket shaped, with two rows of windows along the side. It was a poor report, very sketchy and incomplete, and it probably would have been forgotten except that four nights later a similar UFO almost collided with an Eastern Airlines DC-3. This near collision is Volume II of "The Classics."

On the evening of July 24, 1948, an Eastern Airlines DC-3 took off from Houston, Texas. It was on a scheduled trip to Atlanta, with intermediate stops in between. The pilots were Clarence S. Chiles and John B. Whitted. At about 2:45 A.M., when the flight was 20 miles southwest of Montgomery, the captain, Chiles, saw a light dead ahead and closing fast. His first reaction, he later reported to an ATIC investigation team, was that it was a jet, but in an instant he realized that even a jet couldn't close as fast as this light was closing. Chiles said he reached over, gave Whitted, the other pilot, a quick tap on the arm, and pointed. The UFO was now almost on top of them. Chiles racked the DC-3 into a tight left turn. Just as the UFO flashed by about 700 feet to the right, the DC-3 hit turbulent air. Whitted looked back just as the UFO pulled up in a steep climb.

Both the pilots had gotten a good look at the UFO and were able to give a good description to the Air Force intelligence people. It was a B-29 fuselage. The underside had a "deep blue glow." There were "two rows of windows from which bright lights glowed," and a "bright trail of orange red flame" shot out the back.

Only one passenger was looking out of the window at the time. The ATIC investigators talked to him. He said he saw a "strange, eerie streak of light, very intense," but that was all, no details. He said that it all happened before he could adjust his eyes to the darkness.

Minutes later a crew chief at Robins Air Force Base in Macon, Georgia, reported seeing an extremely bright light pass overhead, traveling at a high speed. A few days later another report from the night of July 24 came in. A pilot, flying near the Virginia North Carolina state line, reported that he had seen a "bright shooting star" in the direction of Montgomery, Alabama, at about the exact time the Eastern Airlines DC-3 was "buzzed."

According to the old timers at ATIC, this report shook them worse than the Mantell Incident. This was the first time two reliable sources had been really close enough to anything resembling a UFO to get a good

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look and live to tell about it. A quick check on a map showed that the UFO that nearly collided with the airliner would have passed almost over Macon, Georgia, after passing the DC-3. It had been

turning toward Macon when last seen. The story of the crew chief at Robins AFB, 200 miles away, seemed to confirm the sighting, not to mention the report from near the Virginia North Carolina state line.

In intelligence, if you have something to say about some vital problem you write a report that is known as an "Estimate of the Situation." A few days after the DC-3 was buzzed, the people at ATIC decided that the time had arrived to make an Estimate of the Situation. The situation was the UFO's; the estimate was that they were interplanetary!

It was a rather thick document with a black cover and it was printed on legal sized paper. Stamped across the front were the words TOP SECRET.

It contained the Air Force's analysis of many of the incidents I have told you about plus many similar ones. All of them had come from scientists, pilots, and other equally credible observers, and each one was an unknown.

The document pointed out that the reports hadn't actually started with the Arnold Incident. Belated reports from a weather observer in Richmond, Virginia, who observed a "silver disk" through his theodolite telescope; an F47 pilot and three pilots in his formation who saw a "silver flying wing," and the English "ghost airplanes" that had been picked up on radar early in 1947 proved this point. Although reports on them were not received until after the Arnold sighting, these incidents all had taken place earlier.

When the estimate was completed, typed, and approved, it started up through channels to higher command echelons. It drew considerable comment but no one stopped it on its way up.

A matter of days after the Estimate of the Situation was signed, sealed, and sent on its way, the third big sighting of 1948, Volume III of "The Classics," took place. The date was October 1, and the place was Fargo, North Dakota; it was the famous Gorman Incident, in which a pilot fought a "duel of death" with a UFO.

The pilot was George F. Gorman, a twenty-five-year-old second lieutenant in the North Dakota Air National Guard.

It was eight thirty in the evening and Gorman was coming into Fargo from a cross-country flight. He flew around Fargo for a while and about nine o'clock decided to land. He called the control tower for landing instructions and was told that a Piper Cub was in the area. He saw the Cub below him. All of a sudden what appeared to be the taillight of

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another airplane passed him on his right. He called the tower and complained but they assured him that no other aircraft except the Cub were in the area. Gorman could still see the light so he decided to find out what it was. He pushed the F-51 over into a turn and cut in toward the light. He could plainly see the Cub outlined against the city lights below, but he could see no outline of a body near the mysterious light. He gave the '51 more power and closed to within a 1,000 yards, close enough to estimate that the light was 6 to 8 inches in diameter, was sharply outlined, and was blinking on and off. Suddenly the light became steady as it apparently put on power; it pulled into a sharp left bank and made a pass at the tower. The light zoomed up with the F-51 in hot pursuit. At 7,000 feet it made a turn. Gorman followed and tried to cut inside the light's turn to get closer to it but he couldn't do it. The light made another turn, and this time the '51 closed on a collision course. The UFO appeared to try to ram the '51, and Gorman had to dive to get out of the way. The UFO passed over the '51's canopy with only a few feet to spare. Again both the F-51 and the object turned and closed on each other head on, and again the pilot had to dive out to prevent a collision. All of a sudden the light

began to climb and disappeared.

"I had the distinct impression that its maneuvers were controlled by thought or reason," Gorman later told ATIC investigators.

Four other observers at Fargo partially corroborated his story, an oculist, Dr. A. D. Cannon, the Cub's pilot, and his passenger, Einar Neilson. They saw a light "moving fast," but did not witness all the maneuvers that Gorman reported. Two CAA employees on the ground saw a light move over the field once.

Project Sign investigators rushed to Fargo. They had wired ahead to ground the plane. They wanted to check it over before it flew again. When they arrived, only a matter of hours after the incident, they went over the airplane, from the prop spinner to the rudder trim tab, with a Geiger counter. A chart in the official report shows where every Geiger counter reading was taken. For comparison they took readings on a similar airplane that hadn't been flown for several days. Gorman's airplane was more radioactive. They rushed around, got sworn statements from the tower operators and oculist, and flew back to Dayton.

In the file on the Gorman Incident I found an old memo reporting the meeting that was held upon the ATIC team's return from Fargo. The memo concluded that some weird things were taking place.

The historians of the UFO agree. Donald Keyhoe, a retired Marine Corps major and a professional writer, author of The Flying Saucers Are Real and Flying Saucers from Outer Space, needles the Air Force about

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the Gorman Incident, pointing out how, after feebly hinting that the light could have been a lighted weather balloon, they dropped it like a hot UFO. Some person by the name of Wilkins, in an equally authoritative book, says that the Gorman Incident "stumped" the Air Force. Other assorted historians point out that normally the UFO's are peaceful, Gorman and Mantell just got too inquisitive, "they" just weren't ready to be observed closely. If the Air Force hadn't slapped down the security lid, these writers might not have reached this conclusion. There have been other and more lurid "duels of death."

On June 21, 1952, at 10:58 P.M., a Ground Observer Corps spotter reported that a slow moving craft was nearing the AEC's Oak Ridge Laboratory, an area so secret that it is prohibited to aircraft. The spotter called the light into his filter center and the filter center relayed the message to the ground control intercept radar. They had a target. But before they could do more than confirm the GOC spotter's report, the target faded from the radarscope.

An F-47 aircraft on combat air patrol in the area was vectored in visually, spotted a light, and closed on it. They "fought" from 10,000 to 27,000 feet, and several times the object made what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, and blinking until it put on power. The pilot could see no silhouette around the light. The similarity to the Fargo case was striking.

On the night of December 10, 1952, near another atomic installation, the Hanford plant in Washington, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. The crew called their ground control station and were told that no planes were known to be in the area. They closed on the object and saw a large, round, white "thing" with a dim reddish light coming from two "windows." They lost visual contact, but got a radar lock-on. They reported that when they attempted to close on it again it would reverse direction and dive away. Several times the plane altered course itself because collision seemed imminent.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

The other dogfight occurred September 24, 1952, between a Navy pilot of a TBM and a light over Cuba.

The pilot had just finished making some practice passes for night fighters when he spotted an orange light to the east of his plane. He checked on aircraft in the area, learned that the object was unidentified,

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and started after it. Here is his report, written immediately after he landed:

As it [the light] approached the city from the east it started a left turn. I started to intercept. During the first part of the chase the closest I got to the light was 8 to 10 miles. At this time it appeared to be as large as an SNJ and had a greenish tail that looked to be five to six times as long as the light's diameter. This tail was seen several times in the next 10 minutes in periods of from 5 to 30 seconds each. As I reached 10,000 feet it appeared to be at 15,000 feet and in a left turn. It took 40 degrees of bank to keep the nose of my plane on the light. At this time I estimated the light to be in a 10-to-l 5 mile orbit.

At 12,000 feet I stopped climbing, but the light was still climbing faster than I was. I then reversed my turn from left to right and the light also reversed. As I was not gaining distance, I held a steady course south trying to estimate a perpendicular between the light and myself. The light was moving north, so I turned north. As I turned, the light appeared to move west, then south over the base. I again tried to intercept but the light appeared to climb rapidly at a 60 degree angle. It climbed to 35,000 feet, then started a rapid descent.

Prior to this, while the light was still at approximately 15,000 feet, I deliberately placed it between the moon and myself three times to try to identify a solid body. I and my two crewmen all had a good view of the light as it passed the moon. We could see no solid body. We considered the fact that it might be an aerologist's balloon, but we did not see a silhouette. Also, we would have rapidly caught up with and passed a balloon.

During its descent, the light appeared to slow down at about 10,000 feet, at which time I made three runs on it. Two were on a 90 degree collision course, and the light traveled at tremendous speed across my bow. On the third run I was so close that the light blanked out the airfield below me. Suddenly it started a dive and I followed, losing it at 1,500 feet.

In this incident the UFO was a balloon.

The following night a lighted balloon was sent up and the pilot was ordered up to compare his experiences. He duplicated his dogfight - illusions and all. The Navy furnished us with a long analysis of the affair, explaining how the pilot had been fooled.

In the case involving the ground observer and the F-47 near the atomic installation, we plotted the winds and calculated that a lighted balloon was right at the spot where the pilot encountered the light.

In the other instance, the "white object with two windows," we found that a skyhook balloon had been plotted at the exact site of the "battle."

Gorman fought a lighted balloon too. An analysis of the sighting by the Air Weather Service sent to ATIC in a letter dated January 24, 1949, proved it. The radioactive F-51 was decontaminated by a memo from a Wright Field laboratory explaining that a recently flown airplane will be

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more radioactive than one that has been on the ground for several days. An airplane at 20,000 to 30,000 feet picks up more cosmic rays than one shielded by the earth's ever present haze.

Why can't experienced pilots recognize a balloon when they see one? If they are flying at night, odd things can happen to their vision. There is the problem of vertigo as well as disorientation brought on by flying without points of reference. Night fighters have told dozens of stories of being fooled by lights.

One night during World War II we had just dumped a load of bombs on a target when a "night fighter" started to make a pass at us. Everyone in the cockpit saw the fighter's red-hot exhaust stack as he bore down on us. I cut loose with six caliber-.50 machine guns. Fortunately I missed the "night fighter" - if I'd have shot it I'd have fouled up the astronomers but good because the "night fighter" was Venus.

While the people on Project Sign were pondering over Lieutenant Gorman's dogfight with the UFO - at the time they weren't even considering the balloon angle - the Top Secret Estimate of the Situation was working its way up into the higher echelons of the Air Force. It got to the late General Hoyt S. Vandenberg, then Chief of Staff, before it was batted back down. The general wouldn't buy interplanetary vehicles. The report lacked proof. A group from ATIC went to the Pentagon to bolster their position but had no luck, the Chief of Staff just couldn't be convinced.

The estimate died a quick death. Some months later it was completely declassified and relegated to the incinerator. A few copies, one of which I saw, were kept as mementos of the golden days of the UFO's.

The top Air Force command's refusal to buy the interplanetary theory didn't have any immediate effect upon the morale of Project Sign because the reports were getting better.

A belated report that is more of a collectors' item than a good UFO sighting came into ATIC in the fall of 1948. It was from Moscow. Someone, I could never find out exactly who, reported a huge "smudge like" object in the sky.

Then radar came into the picture. For months the anti saucer factions had been pointing their fingers at the lack of radar reports, saying, "If they exist, why don't they show up on radarscopes?" When they showed up on radarscopes, the UFO won some converts.

On October 15 an F-61, a World War II "Black Widow" night fighter was on patrol over Japan when it picked up an unidentified target on its radar. The target was flying between 5,000 and 6,000 feet and traveling about 200 miles per hour. When the F-61 tried to intercept it would get to within 12,000 feet of the UFO only to have it accelerate to an estimated

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1,200 miles per hour, leaving the F-61 far behind before slowing down again. The F-61 crew made six attempts to close on the UFO. On one pass, the crew said, they did get close enough to see its silhouette. It was 20 to 30 feet long and looked "like a rifle bullet."

Toward the end of November a wire came into Project Sign from Germany. It was the first report where a UFO was seen and simultaneously picked up on radar. This type of report, the first of many to come, is one of the better types of UFO reports. The wire said:

At 2200 hours, local time, 23 November 1948, Capt. saw an object in the air directly east of this base. It was at an unknown altitude. It looked like a reddish star and was moving in a southerly direction across Munich, turning slightly to the southwest then the southeast. The speed could have been between 200 to 600 mph, the actual speed could not be estimated,

not knowing the height. Capt. called base operations and they called the radar station. Radar reported that they had seen nothing on their scope but would check again. Radar then called operations to report that they did have a target at 27,000 feet, some 30 miles south of Munich, traveling at 900 mph. Capt. reported that the object that he saw was now in that area. A few minutes later radar called again to say that the target had climbed to 50,000 feet, and was circling 40 miles south of Munich.

Capt. - is an experienced pilot now flying F-80's and is considered to be completely reliable. The sighting was verified by Capt. , also an F-80 pilot.

The possibility that this was a balloon was checked but the answer from Air Weather Service was "not a balloon." No aircraft were in the area. Nothing we know of, except possibly experimental aircraft, which are not in Germany, can climb 23,000 feet in a matter of minutes and travel 900 miles per hour.

By the end of 1948, Project Sign had received several hundred UFO reports. Of these, 167 had been saved as good reports. About three dozen were "Unknown." Even though the UFO reports were getting better and more numerous, the enthusiasm over the interplanetary idea was cooling off. The same people who had fought to go to Godman AFB to talk to Colonel Hix and his UFO observers in January now had to be prodded when a sighting needed investigating. More and more work was being pushed off onto the other investigative organization that was helping ATIC. The kickback on the Top Secret Estimate of the Situation was beginning to dampen a lot of enthusiasms. It was definitely a bear market for UFO's.

A bull market was on the way, however. Early 1949 was to bring "little lights" and green fireballs.

The "little lights" were UFO's, but the green fireballs were real.

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CHAPTER EIGHT

The Lubbock Lights, Unabridged

When four college professors, a geologist, a chemist, a physicist, and a petroleum engineer, report seeing the same UFO's on fourteen different occasions, the event can be classified as, at least, unusual. Add the facts that hundreds of other people saw these UFO's and that they were photographed, and the story gets even better. Add a few more facts - that these UFO's were picked up on radar and that a few people got a close look at one of them, and the story begins to convince even the most ardent skeptics.

This was the situation the day the reports of the Lubbock Lights arrived at ATIC. Actually the Lubbock Lights, as Project Blue Book calls them, involved many widespread reports. Some of these incidents are known to the public, but the ones that added the emphasis and intrigue to the case and caused hundreds of hours of time to be spent analyzing the reports have not been told before. We collected all of these reports under the one title because there appeared to be a tie-in between them.

The first word of the sightings reached ATIC late in September 1951, when the mail girl dropped letters into my "in" basket. One of the letters was from Albuquerque, New Mexico, one was from a small town in Washington State, where I knew an Air Defense Command radar station was located, and the other from Reese AFB at Lubbock, Texas.

I opened the Albuquerque letter first. It was a report from 34th Air Defense at Kirtland AFB. The report said that on the evening of August 25, 1951, an employee of the Atomic Energy Commission's super secret Sandia Corporation and his wife had seen a UFO. About dusk they were sitting in the back yard of their home on the outskirts of Albuquerque. They were gazing at the night sky, commenting on how beautiful it was, when both of them were startled at the sight of a huge airplane flying swiftly and silently over their home. The airplane had been in sight only a few seconds but they had gotten a good look at it because it was so low. They estimated 800 to 1,000 feet. It was the shape of a "flying wing" and one and a half times the size of a B-36. The wing was sharply swept back, almost like a V. Both the husband and wife had seen B-36's over their

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home many times. They couldn't see the color of the UFO but they did notice that there were dark bands running across the wing from front to back. On the aft edge of the wings there were six to eight pairs of soft, glowing, bluish lights. The aircraft had passed over their house from north to south.

The report went on to say that an investigation had been made immediately. Since the object might have been a conventional airplane, air traffic was checked. A commercial airlines Constellation was 50 miles west of Albuquerque and an Air Force B-25 was south of the city, but there had been nothing over Albuquerque that evening. The man's back ground was checked. He had a "Q" security clearance. This summed up his character, oddballs don't get "Q" clearances. No one else had reported the UFO, but this could be explained by the fact the AEC employee and his wife lived in such a location that anything passing over their home from north to south wouldn't pass over or near very many other houses. A sketch of the UFO was enclosed in the report.

I picked up the letter from Lubbock next. It was a thick report, and from the photographs that were attached, it looked interesting. I thumbed through it and stopped at the photos. The first thing that struck me was the similarity between these photos and the report I'd just read. They showed a series of lights in a V shape, very similar to those described as being on the aft edge of the "flying wing" that was reported from Albuquerque. This was something unique, so I read the report in detail.

On the night of August 25, 1951, about 9:20 P.M., just twenty minutes after the Albuquerque sighting, four college professors from Texas Technological College at Lubbock had observed a formation of soft, glowing, bluish green lights pass over their home. Several hours later they saw a similar group of lights and in the next two weeks they saw at least ten more. On August 31 an amateur photographer had taken five photos of the lights. Also on the thirty first two ladies had seen a large "aluminum colored," "pear shaped" object hovering near a road north of Lubbock. The report went into the details of these sightings and enclosed a set of the photos that had been taken.

This report, in itself, was a good UFO report, but the similarity to the Albuquerque sighting, both in the description of the object and the time that it was seen, was truly amazing.

I almost overlooked the report from the radar station because it was fairly short. It said that early on the morning of August 26, only a few hours after the Lubbock sighting, two different radars had shown a target traveling 900 miles per hour at 13,000 feet on a northwesterly heading. The target had been observed for six minutes and an F-86 jet interceptor

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had been scrambled but by the time the F-86 had climbed into the air the target was gone. The last paragraph in the report was rather curt and to the point. It was apparently in anticipation of the comments the report would draw. It said that the target was not caused by weather. The officer in charge of the radar station and several members of his crew had been operating radar for seven years and they could recognize a weather target. This target was real.

I quickly took out a map of the United States and drew in a course line between Lubbock and the radar station. A UFO flying between these two points would be on a northwesterly heading and the times it was seen at the two places gave it a speed of roughly 900 miles per hour.

This was by far the best combination of UFO reports I'd ever read and I'd read every one in the Air Force's files.

The first thing I did after reading the reports was to rush a set of the Lubbock photos to the intelligence officer of the 34th Air Division in Albuquerque. I asked him to show the photos to the AEC employee and his wife without telling them what they were. I requested an answer by wire. Later the next day I received my answer: "Observers immediately said that this is what they saw on the night of 25 August. Details by airmail." The details were a sketch the man and his wife had made of a wing around the photo of the Lubbock Lights. The number of lights in the photo and the number of lights the two observers had seen on the wing didn't tally, but they explained this by saying that they could have been wrong in their estimate.

The next day I flew to Lubbock to see if I could find an answer to all of these mysterious happenings.

I arrived in Lubbock about 5:00 P.M. and contacted the intelligence officer at Reese AFB. He knew that I was on my way and had already set up a meeting with the four professors. Right after dinner we met them.

If a group had been hand-picked to observe a UFO, we couldn't have picked a more technically qualified group of people. They were:

Dr. W. I. Robinson, Professor of Geology.

Dr. A. G. Oberg, Professor of Chemical Engineering.

Professor W. L. Ducker, Head of the Petroleum Engineering Department.

Dr. George, Professor of Physics.

This is their story:

On the evening of August 25 the four men were sitting in Dr. Robinson's back yard. They were discussing micro meteorites and drinking tea. They jokingly stressed this point. At nine twenty a formation of lights streaked across the sky directly over their heads. It all happened so fast that none

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The Lubbock Lights, Unabridged.99

of them had a chance to get a good look. One of the men mentioned that he had always admonished his students for not being more observant; now he was in that spot. He and his colleagues realized they could remember only a few details of what they had seen. The lights were a weird bluish green color and they were in a semicircular formation. They estimated that there were from fifteen to thirty separate lights and that they were moving from north to south. Their one wish at this time was that the lights would reappear. They did; about an hour later the lights went over again. This time the professors were a little better prepared. With the initial shock worn off, they had time to get a better look. The details they had remembered from the first flight checked. There was one difference; in this flight the lights were not in any orderly formation, they were just in a group.

The professors reasoned that if the UFO's appeared twice they might come back. Come back they did. The next night and apparently many times later, as the professors made twelve more observations during the next few weeks. For these later sightings they added two more people to their observing team.

Being methodical, as college professors are, they made every attempt to get a good set of data. They measured the angle through which the objects traveled and timed them. The several flights they checked traveled through 90 degrees of sky in three seconds, or 30 degrees per second. The lights usually suddenly appeared 45 degrees above the northern horizon, and abruptly went out 45 degrees above the southern horizon. They always traveled in this north-to-south direction. Outside of the first flight, in which the objects were in a roughly semicircular formation, in none of the rest of the flights did they note any regular pattern. Two or three flights were often seen in one night.

They had tried to measure the altitude, with no success. First they tried to compare the lights to the height of clouds but the clouds were never near the lights, or vice versa. Next they tried a more elaborate scheme. They measured off a base line perpendicular to the objects' usual flight path. Friends of the professors made up two teams. Each of the two teams was equipped with elevation measuring devices, and one team was stationed at each end of the base line. The two teams were linked together by two-way radios. If they sighted the objects they would track and time them, thus getting the speed and altitude.

Unfortunately neither team ever saw the lights. But the lights never seemed to want to run the course. The wives of some of the watchers claimed to have seen them from their homes in the city. This later proved to be a clue.

100.The Report on Unidentified Flying Objects

The professors were not the sole observers of the mysterious lights. For two weeks hundreds of other people for miles around Lubbock reported that they saw the same lights. The professors checked many of these reports against the times of the flights they had seen and recorded, and many checked out close. They attempted to question these observers as to the length of time they had seen the lights

and angles at which they had seen them, but the professors learned what I already knew, people are poor observers.

Naturally there has been much discussion among the professors and their friends as to the nature of the lights. A few simple mathematical calculations showed that if the lights were very high they would be traveling very fast. The possibility that they were some natural phenomena was, of course, discussed and seriously considered. The professors did a lot of thinking and research and decided that if they were natural phenomena they were something altogether new. Dr. George, who has since died, studied the phenomena of the night sky during his years as a professor at the University of Alaska, and he had never seen or heard of anything like this before.

This was the professors' story. It was early in the morning when we returned to Reese AFB. I sat up a few more hours unsuccessfully trying to figure out what they had seen.

The next day I again met the intelligence officer and we went to talk to Carl Hart, Jr., the amateur photographer who had taken the pictures of the lights. Hart was a freshman at Texas Tech. His story was that on the night of August 31 he was lying in his bed in an upstairs room of the Hart home. He, like everyone else in Lubbock, had heard about the lights but he had never seen them. It was a warm night and his bed was pushed over next to an open window. He was looking out at the clear night sky, and had been in bed about a half hour, when he saw a formation of the lights appear in the north, cross an open patch of sky, and disappear over his house. Knowing that the lights might reappear as they had done in the past, he grabbed his loaded Kodak 35, set the lens and shutter at f 3.5 and one tenth of a second, and went out into the middle of the back yard. Before long his vigil was rewarded when the lights made a second pass. He got two pictures. A third formation went over a few minutes later and he got three more pictures. The next morning bright and early Hart said he took the roll of unexposed film to a friend who ran a photo finishing shop. He explained that he did all of his film processing in this friend's lab. He told the friend about the pictures and they quickly developed them.

I stopped Hart at this point and asked why he didn't get more excited

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about what could be the biggest news photos of the century. He said that the lights had appeared to be so dim that he was sure he didn't have anything on the negatives; had he thought that he did have some good pictures he would have awakened his friend to develop the negatives right away.

When he developed the negatives and saw that they showed an image, his friend suggested that he call the newspaper. At first the paper wasn't interested but then they decided to run the photos. I later found out that they had done some checking of their own.

We went with Hart into his back yard to re-enact what had taken place. He described the lights as being the same dull, glowing bluish green color as those seen by the professors. The formation was different, however. The lights Hart saw were always flying in a perfect V. He traced the path from where they appeared over some trees in the north, through an open patch of sky over the back yard, to a point where they disappeared over the house. From the flight path he pointed out, the lights had crossed about 120 degrees of open sky in four seconds. This 30-degree-per-second angular velocity corresponded to the professors' measured angular velocity.

We made arrangements to borrow Hart's negatives, thanked him for his information, and left.

Armed with a list of names of other observers of the mysterious lights, the intelligence officer and I started out to try to get a cross-section account of the other UFO sightings in the Lubbock area. All the stories about the UFO's were the same; various types of formations of dull bluish green lights, generally moving north to south. A few people had variations. One lady saw a flying venetian blind

and another a flying double boiler. One point of interest was that very few claimed to have seen the lights before reading the professors' story in the paper, but this could get back to the old question, "Do people look up if they have no reason to do so?"

We talked to observers in nearby towns. Their stories were the same. Two of them, tower operators at an airport, reported that they had seen the lights on several occasions.

It was in one of these outlying towns, Lamesa, that we talked to an old gentleman, about eighty years old, who gave us a good lead. He had seen the lights and he had identified them. Ever since he had read the story in the papers he had been looking. One evening he and his wife were in their yard looking for the lights. All of a sudden two or three appeared. They were in view for several seconds, then they were gone. In a few minutes the lights did a repeat performance. The man admitted he had been scared. He broke off his story of the lights and launched into

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his background as a native Texan, with range wars, Indians, and stage coaches under his belt. What he was trying to point out was that despite the range wars, Indians, and stagecoaches, he had been scared. His wife had been scared too. We had some difficulty getting back to the lights but we finally made it. The third time they came around, he said, one of the lights emitted a sound. It said, "Plover." The old gentleman had immediately identified it as a plover, a water bird about the size of a quail. Later that night, and on several other occasions, they had seen the same thing. After a few more hair-raising but interesting stories of the old west Texas, we left.

Our next stop was the federal game warden's office in Lubbock. We got the low-down on plovers. We explained our interest and the warden was very helpful. He had been around west Texas all of his life so he was familiar with wildlife. The oily white breast of a plover could easily reflect light, but plovers usually didn't travel in more than pairs, or three at the most. He had never seen or heard of them traveling in a flock of fifteen to thirty but, of course, this wasn't impossible. Ducks, yes, but probably not plovers. He did say that for some unknown reason there were more than the usual number of plovers in the area that fall.

I was anxious to get the negatives that Hart had lent us back to the photo lab at Wright Field, but I had one more call to make. I wanted to talk to the two ladies who had seen a strange object hovering near their car, but I also wanted to write my report before I left Lubbock. Two Air Force special investigators from Reese AFB offered to talk to the ladies, so I stayed at the air base and finished my report.

That night when the investigators came back, I got the story. They had spent the whole day talking to the ladies and doing a little discreet checking into their backgrounds.

The two ladies, a mother and her daughter, had left their home in Matador, Texas, 70 miles northeast of Lubbock, about twelve thirty P.M. on August 31. They were driving along in their car when they suddenly noticed "a pear shaped" object about 150 yards ahead of them. It was just off the side of the road, about 120 feet in the air. It was drifting slowly to the east, "less than the speed required to take off in a Cub airplane." They drove on down the road about 50 more yards, stopped, and got out of the car. The object, which they estimated to be the size of a B-29 fuselage, was still drifting along slowly. There was no sign of any exhaust blast and they heard no noise, but they did see a "porthole" in the side of the object. In a few seconds the object began to pick up speed and rapidly climb out of sight. As it climbed it seemed to have a tight spiraling motion.

The investigation showed that the two ladies were "solid citizens," with absolutely no talents, or reasons, for fabricating such a story. The daughter was fairly familiar with aircraft. Her husband was an Air Force officer then in Korea, and she had been living near air bases for several years. The ladies had said that the object was "drifting" to the east, which possibly indicated that it was moving with the wind, but on further investigation it was found that it was moving into the wind.

The two investigators had worked all day and hadn't come up with the slightest indication of an answer.

This added the final section to my now voluminous report on the Lubbock affair.

The next morning as I rode to the airport to catch an airliner back to Dayton I tried to put the whole puzzle together. It was hard to believe that all I'd heard was real. Did a huge flying wing pass over Albuquerque and travel 250 miles to Lubbock in about fifteen minutes? This would be about 900 miles per hour. Did the radar station in Washington pick up the same thing? I'd checked the distances on the big wall map in flight operations just before leaving Reese AFB. It was 1,300 miles from Lubbock to the radar site. From talking to people, we decided that the lights were apparently still around Lubbock at 11:20 P.M. and the radar picked them up just after midnight. They would have had to be traveling about 780 miles per hour. This was fairly close to the 900-mile-per-hour speed clocked by the two radars. The photos of the Lubbock Lights checked with the description of what the AEC employee and his wife had seen in Albuquerque. Nobody in Lubbock, however, had reported seeing a "flying wing" with lights. All of this was swimming around in my mind when I stepped out of the staff car at the Lubbock airport.

My plane had already landed so I checked in at the ticket counter, picked up a morning paper, and ran out and got into the airplane. I sat down next to a man wearing a Stetson hat and cowboy boots. I soon found out he was a retired rancher from Lubbock.

On the front page of the paper was an account of a large meteor that had flashed across New Mexico, west Texas and Oklahoma the night before. According to the newspaper account, it was very spectacular and had startled a good many people in Lubbock. I was interested in the story because I had seen this meteor. It was a spectacular sight and I could easily understand how such things could be called UFO's. My seat partner must have noticed that I was reading the story of the meteor because he commented that a friend of his, the man who had brought him to the airport, had seen it. We talked about the meteor. This led to a discussion of other odd happenings and left a perfect opening for him to

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bring up the Lubbock Lights. He asked me if I'd heard about them. I said that I had heard a few vague stories. I hoped that this would stave off any detailed accounts of stories I had been saturated with during the past five days, but it didn't. I heard all the details all over again.

As he talked on, I settled back in my seat waiting for a certain thing to happen. Pretty soon it came. The rancher hesitated and the tone of his voice changed to a half proud, half apologetic tone. I'd heard this transition many times in the past few months; he was going to tell about the UFO that he had seen. He was going to tell how he had seen the bluish green lights. I was wrong; what he said knocked me out of my boredom.

The same night that the college professors had seen their formation of lights his wife had seen something. Nobody in Lubbock knew about the story, not even their friends. He didn't want anyone to think he and his wife were crazy. He was telling me only because I was a stranger. Just after dark his wife had gone outdoors to take some sheets off the clothesline. He was inside the house reading the paper. Suddenly his wife had rushed into the house, as he told the story, "as white as the sheets

she was carrying." As close as he could remember, he said, this was about ten minutes before the professors made their first sighting. He stopped at this point to tell me about his wife, she wasn't prone to be "flighty" and she "never made up tales." This character qualification was also standard for UFO storytellers. The reason his wife was so upset was that she had seen a large object glide swiftly and silently over the house. She said it looked like "an airplane without a body." On the back edge of the wing were pairs of glowing bluish lights. The Albuquerque sighting! He said he didn't have any idea what his wife had seen but he thought that it was an interesting story.

It was an interesting story. It hit me right between the eyes. I knew the rancher and his wife couldn't have possibly heard the Albuquerque couple's story, only they and a few Air Force people knew about it. The chances of two identical stories being made up were infinitesimal, especially since neither of them fitted the standard Lubbock Light description. I wondered how many other people in Lubbock, Albuquerque, or any where in the Southwest had seen a similar UFO during this period and hesitated to mention it.

I tried to get a few more facts from the rancher but he'd told me all he knew. At Dallas I boarded an airliner to Dayton and he went on to Baton Rouge, never knowing what he'd added to the story of the Lubbock Lights.

On the way to Dayton I figured out a plan of attack on the thousands

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of words of notes I'd taken. The best thing to do, I decided, was to treat each sighting in the Lubbock Light series as a separate incident. All of them seemed to be dependent upon each other for importance. If the objects that were reported in several of the incidents could be identified, the rest would merely become average UFO reports. The photographs taken by Carl Hart, Jr., became number one on the agenda.

As soon as I reached Dayton I took Hart's negatives to the Photo Reconnaissance Laboratory at Wright Field. This laboratory, staffed by the Air Force's top photography experts, did all of our analysis of photographs. They went right to work on the negatives and soon had a report.

There had originally been five negatives, but when we asked to borrow them Hart could only produce four. The negatives were badly scratched and dirty because so many people had handled them, so it was difficult to tell the actual photographic images from the dust spots and scratches. The first thing that the lab did was to look at each spot on the negatives to see if it was an actual photographic image. They found that the photos showed an inverted V formation of lights. In each photo the individual image of a light was badly blurred due to motion of the camera, but by careful scrutiny of each blurred image they were able to determine that the original lights that Hart had photographed were circular, near pinpoint sources of light. Like a bright star, or a distant light bulb. Next they made enlargements from the negatives and carefully plotted the position of each light in the formation.

In each photograph the individual lights in the formation shifted position according to a definite pattern.

One additional factor that was brought out in the report was that although the photos were taken on a clear night no images of the stars could be found in the background. This proved one thing, the lights, which were overexposed in the photograph, were a great deal brighter than the stars, or the lights affected the film more than the light from the stars.

This was all that the photos showed. It was impossible to determine the size of each image of the group, speed, or altitude.

The next thing was to try to duplicate what Hart said he had done. I enlisted the aid of several friends and we tried to photograph a moving light. When we were talking to Hart in Lubbock, he had taken us to his back yard, where he had shot the pictures. He had traced the flight path of lights across the sky. We had him estimate the speed by following an imaginary flight of lights across the sky. It came out to about four seconds. We had a camera identical to the one that Hart had used and

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set up a light to move at the same speed as the UFO's had flown. We tried to take photographs. In four seconds we could get only two poor shots. These were badly blurred, much worse than Hart's, due to the one-tenth-of-a-second shutter speed. We repeated our experiment several times, each time with the same results. This made a lot of people doubt the authenticity of Hart's photos.

With the completed photo lab report in my hands, I was still without an The report was intere ting but didn't prove anything. All I could do was opinions from as qualified sources as I could find. A physiologist at the Aeromed boratory knocked out the timing theory immediately by saying that if Ha rt had been excited he could have easily taken three photos in four seconds if we could get two in four seconds in our experiment. Several professional photographers, one of them a top Life photographer, said that if Hart was familiar with his camera and was familiar with panning action shots, his photos would have shown much less blur than ours. I recalled what I heard about Hart's having photographed sporting events for the Lubbock newspaper. This would have called for a good panning technique.

The photographs didn't tally with the description of the lights that the professors had seen; in fact, they were firmly convinced that they were of "home manufacture." The professors had reported soft, glowing lights yet the photos showed what should have been extremely bright lights. Hart reported a perfect formation while the professors, except for the first flight, reported an unorderly group. There was no way to explain this disagreement in the arrangement of the lights. Of course, it wasn't impossible that on the night that Hart saw the lights they were flying in a V formation. The first time the professors saw them they were flying in a semicircle.

The intensity of the lights was difficult to explain. Again I went to the people in the Photo Reconnaissance Laboratory. I asked them if there was any possible situation that could cause this. They said yes. An intensely bright light source which had a color far over in the red end of the spectrum, bordering on infrared, could do it. The eye is not sensitive to such a light, it could appear dim to the eye yet be "bright" to the film. I asked them what kind of a light source would cause this. There were several things, if you want to speculate, they said, extremely high temperatures for one. But this was as far as they would go. We have nothing in this world that flies that appears dim to the eye yet will show bright on film, they said.

This ended the investigation of the photographs, and the investigation ended at a blank wall. My official conclusion, which was later given

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to the press, was that "The photos were never proven to be a hoax but neither were they proven to be genuine." There is no definite answer.

The emphasis of the investigation was now switched to the professors sighting. The meager amount of data that they had gathered seemed to be accurate but it was inconclusive as far as getting a definite answer was concerned. They had measured two things, how much of the sky the objects had crossed in a certain time and the angle from one side of the formation to the other. These figures

didn't mean a great deal, however, since the altitude at which the formation of lights was flying was unknown. If you assumed that the objects were flying at an altitude of 10,000 feet you could easily compute that they were traveling about 3,600 miles per hour, or five to six times the speed of sound. The formation would have been about 1,750 feet wide. If each light was a separate object it could have been in the neighborhood of 100 feet in diameter. These figures were only a guess since nobody knew if the lights were at, above, or below 10,000 feet. If they had been higher they would have been going faster and have been larger. If lower than 10,000 feet, slower and smaller.

The only solid lead that had developed while the Reese AFB intelligence officer and I were investigating the professors' sightings was that the UFO's were birds reflecting the city lights; specifically plover. The old cowboy from Lamesa had described something identical to what the professors described and they were plover. Secondly, whenever the professors left the vicinity of their homes to look for the lights they didn't see them, yet their wives, who stayed at home, did see them. If the "lights" were birds they would be flying low and couldn't be seen from more than a few hundred feet. While in Lubbock I'd noticed several main boulevards lighted with the bluish mercury vapor lights. I called the intelligence officer at Reese AFB and he airmailed me a city map of Lubbock with the mercury-vapor-lighted streets marked. The place where the professors had made their observations was close to one of these streets. The big hitch in this theory was that people living miles from a mercury-vapor-lighted boulevard had also reported the lights. How many of these sightings were due to the power of suggestion and how many were authentic I didn't know. If I could have found out, it would have been possible to plot the sightings in Lubbock, and if they were all located close to the lighted boulevards, birds would be an answer. This, however, it was impossible to do.

The fact that the lights didn't make any perceivable sound seemed as if it might be a clue. Birds or light phenomena wouldn't make any sound, but how about some object of appreciable size traveling at or above them

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speed of sound? Jet airplanes don't fly as fast as the speed of sound but they, make a horrible roar. Artillery shells, which are going much faster than aircraft, whine as they go through the air. I knew that a great deal of the noise from a jet is due to the heated air rushing out of the tail pipe, but I didn't know exactly how much of the noise this caused. If a jet airplane with a silent engine could be built, how much noise would it make? How far could it be heard? To get the answer I contacted National Advisory Committee for Aeronautics Laboratory at Langley AFB, a government agency which specializes in aeronautical research. They didn't know. Neither they nor anybody else had ever done any research on this question. Their opinion was that such an aircraft could not be heard 5,000 or 10,000 feet away. Aerodynamicists at Wright Field's Aircraft Laboratory agreed.

I called the Army's Ballistic Research Laboratories at Aberdeen Proving Grounds, Maryland, to find out why artillery shells whine. These people develop and test all kinds of shells so they would have an answer if anybody did. They said that the majority of the whine of an artillery shell is probably caused by the flat back end of the shell. If a perfectly streamlined shell could be used it would not have any perceivable whine.

What I found out, or didn't find out, about the sound of an object moving at several times the speed of sound was typical of nearly every question that came up regarding UFO's. We were working in a field where there were no definite answers to questions. In some instances we were getting into fields far advanced above the then present levels of research. In other instances we were getting into fields where no research had been done at all. It made the problem of UFO analysis one of getting opinions. All we could do was hope the opinions we were getting were the best.

My attempts to reach a definite conclusion as to what the professors had seen met another blank wall. I had no more success than I'd had trying to reach a conclusion on the authenticity of the photographs.

A thorough analysis of the reports of the flying wings seen by the retired rancher's wife in Lubbock and the AEC employee and his wife in Albuquerque was made. The story from the two ladies who saw the aluminum colored pear shaped object hovering near the road near Matador, Texas, was studied, checked, and rechecked. Another blank wall on all three of these sightings.

By the time I got around to working on the report from the radar station in Washington State, the data of the weather conditions that existed on the night of the sighting had arrived. I turned the incident folder over to the electronics specialists at ATIC. They made the analysis

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and determined that the targets were caused by weather, although it was a borderline case. They further surmised that since the targets had been picked up on two radars, if I checked I'd find out that the two targets looked different on the two radarscopes. This is a characteristic of a weather target picked up on radars operating on different frequencies. I did check. I called the radar station and talked to the captain who was in charge of the crew the night the target had been picked up.

The target looked the same on both scopes. This was one of the reasons it had been reported, the captain told me. If the target hadn't been the same on both scopes, he wouldn't have made the report since he would have thought he had a weather target. He asked me what ATIC thought about the sighting. I said that Captain James thought it was weather. Just before the long-distance wires between Dayton and Washington melted, I caught some comment about people sitting in swivel chairs miles from the closest radarscope. . . . I took it that he didn't agree the target was caused by weather. But that's the way it officially stands today.

Although the case of the Lubbock Lights is officially dead, its memory lingers on. There have never been any more reliable reports of "flying wings" but lights somewhat similar to those seen by the professors have been reported. In about 70 per cent of these cases they were proved to be birds reflecting city lights.

The known elements of the case, the professors' sightings and the photos, have been dragged back and forth across every type of paper upon which written material appears, from the cheapest, coarsest pulp to the slick Life pages. Saucer addicts have studied and offered the case as all conclusive proof, with photos, that UFO's are interplanetary. Dr. Donald Menzel of Harvard studied the case and ripped the sightings to shreds in Look, Time, and his book, Flying Saucers, with the theory that the professors were merely looking at refracted city lights. But none of these people even had access to the full report. This is the first time it has ever been printed.

The only other people outside Project Blue Book who have studied the complete case of the Lubbock Lights were a group who, due to their associations with the government, had complete access to our files. And these people were not pulp writers or wide-eyed fanatics, they were scientists, rocket experts, nuclear physicists, and intelligence experts. They had banded together to study our UFO reports because they were convinced that some of the UFO's that were being reported were interplanetary spaceships and the Lubbock series was one of these reports.

The fact that the formations of lights were in different shapes didn't bother them; in fact, it convinced them all the more that their ideas of how a spaceship might operate were correct.

This group of scientists believed that the spaceships, or at least the part of the spaceship that came relatively close to the earth, would have to have a highly swept back wing configuration. And they believed that for propulsion and control the craft had a series of small jet orifices all around its edge. Various combinations of these small jets would be turned on to get various flight attitudes. The lights that the various observers saw differed in arrangement because the craft was flying in different flight attitudes.

(Three years later the Canadian Government announced that this was exactly the way that they had planned to control the flying saucer that they were trying to build. They had to give up their plans for the development of the saucer like craft, but now the project has been taken over by the U.S. Air Force.)

This is the complete story of the Lubbock Lights as it is carried in the Air Force files, one of the most interesting and most controversial collection of UFO sightings ever to be reported to Project Blue Book. Officially all of the sightings, except the UFO that was picked up on radar, are unknowns.

Personally I thought that the professors' lights might have been some kind of birds reflecting the light from mercury vapor street lights, but I was wrong. They weren't birds, they weren't refracted light, but they weren't spaceships. The lights that the professors saw - the backbone of the Lubbock Light series - have been positively identified as a very commonplace and easily explainable natural phenomenon.

It is very unfortunate that I can't divulge exactly the way the answer was found because it is an interesting story of how a scientist set up complete instrumentation to track down the lights and how he spent several months testing theory after theory until he finally hit upon the answer. Telling the story would lead to his identity and, in exchange for his story, I promised the man complete anonymity. But he fully convinced me that he had the answer, and after having heard hundreds of explanations of UFO's, I don't convince easily.

With the most important phase of the Lubbock Lights "solved" - the sightings by the professors- the other phases become only good UFO reports.

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CHAPTER NINE

The New Project Grudge

While I was in Lubbock, Lieutenant Henry Metscher, who was helping me on Project Grudge, had been sorting out the many bits and pieces of information that Lieutenant Jerry Cummings and Lieutenant Colonel Rosengarten had brought back from Fort Monmouth, New Jersey, and he had the answers.

The UFO that the student radar operator had assumed to be traveling at a terrific speed because he couldn't lock on to it turned out to be a 400-mile-an-hour conventional airplane. He'd just gotten fouled up on his procedures for putting the radar set on automatic tracking. The sighting by the two officers in the T-33 jet fell apart when Metscher showed how they'd seen a balloon.

The second radar sighting of the series also turned out to be a balloon. The frantic phone call from headquarters requesting a reading on the object's altitude was to settle a bet. Some officers in headquarters had seen the balloon launched and were betting on how high it was.

The second day's radar sightings were caused by another balloon and weather - both enhanced by the firm conviction that there were some mighty queer goings on over Jersey.

The success with the Fort Monmouth Incident had gone to our heads and we were convinced that with a little diligent digging we'd be knocking off saucers like an ace skeet shooter. With all the confidence in the world, I attacked the Long Beach Incident, which I'd had to drop to go to Lubbock, Texas. But if saucers could laugh, they were probably zipping through the stratosphere chuckling to themselves, because there was no neat solution to this one.

In the original report of how the six F-86's chased the high flying UFO over Long Beach, the intelligence officer who made the report had said that he'd checked all aircraft flights, therefore this wasn't the answer.

The UFO could have been a balloon, so I sent a wire to the Air Force weather detachment at the Long Beach Municipal Airport. I wanted the track of any balloon that was in the air at 7:55 A.M. on September 23, 1951.

112.The Report on Unidentified Flying Objects

While I was waiting for the answers to my two wires, Lieutenant Metscher and I began to sort out old UFO reports. It was a big job because back in 1949, when the old Project Grudge had been disbanded, the files had just been dumped into storage bins. Hank and I now had four filing case drawers full of a heterogeneous mass of UFO reports, letters, copies of letters, and memos.

But I didn't get to do much sorting because the mail girl brought in a copy of a wire that had just arrived. It was a report of a UFO sighting at Terre Haute, Indiana. I read it and told Metscher that I'd quickly whip out an answer and get back to helping him sort. But it didn't prove to be that easy.

The report from Terre Haute said that on October 9, a CAA employee at Hulman Municipal Airport had observed a silvery UFO. Three minutes later a pilot, flying east of Terre Haute, had seen a similar object. The report lacked many details but a few phone calls filled me in on the complete story.

At 1:43 P.M. on the ninth a CAA employee at the airport was walking across the ramp in front of the

administration building. He happened to glance up at the sky - why, he didn't know - and out of the corner of his eye he caught a flash of light on the southeastern horizon. He stopped and looked at the sky where the flash of light had been but he couldn't see anything. He was just about to walk on when he noticed what he described as "a pinpoint" of light in the same spot where he'd seen the flash. In a second or two the "pinpoint" grew larger and it was obvious to the CAA man that something was approaching the airport at a terrific speed. As he watched, the object grew larger and larger until it flashed directly overhead and disappeared to the northwest. The CAA man said it all happened so fast and he was so amazed that he hadn't called anybody to come out of the nearby hangar and watch the UFO. But when he'd calmed down he remembered a few facts. The UFO had been in sight for about fifteen seconds and during this time it had passed from horizon to horizon. It was shaped like a "flattened tennis ball," was a bright silver color, and when it was directly overhead it was "the size of a 50 cent piece held at arm's length."

But this wasn't all there was to the report. A matter of minutes after the sighting a pilot radioed Terre Haute that he had seen a UFO. He was flying from Greencastle, Indiana, to Paris, Illinois, when just east of Paris he'd looked back and to his left. There, level with his airplane and fairly close, was a large silvery object, "like a flattened orange," hanging motionless in the sky. He looked at it a few seconds, then hauled his plane around in a tight left bank. He headed directly toward the UFO,

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but it suddenly began to pick up speed and shot off toward the northeast. The time, by the clock on his instrument panel, was 1:45 P.M. - just two minutes after the sighting at Terre Haute.

When I finished calling I got an aeronautical chart out of the file and plotted the points of the sighting. The CAA employee had seen the UFO disappear over the northwestern horizon. The pilot had been flying from Greencastle, Indiana, to Paris, Illinois, so he'd have been flying on a heading of just a little less than 270 degrees, or almost straight west. He was just east of Paris when he'd first seen the UFO, and since he said that he'd looked back and to his left, the spot where he saw the UFO would be right at a spot where the CAA man had seen his UFO disappear. Both observers had checked their watches with radio time just after the sightings, so there couldn't be more than a few seconds' discrepancy. All I could conclude was that both had seen the same UFO.

I checked the path of every balloon in the Midwest. I checked the weather - it was a clear, cloudless day; I had the two observers' back-grounds checked and I even checked for air traffic, although I knew the UFO wasn't an airplane. I researched the University of Dayton library for everything on daylight meteors, but this was no good. From the description the CAA employee gave, what he'd seen had been a clear-cut, distinct, flattened sphere, with no smoke trail, no sparks and no tail. A daylight meteor, so low as to be described as "a 50 cent piece held at arm's length," would have had a smoke trail, sparks, and would have made a roar that would have jolted the Sphinx. This one was quiet. Besides, no daylight meteor stops long enough to let an airplane turn into it. Conclusion: Unknown.

In a few days the data from the Long Beach Incident came in and I started to put it together. A weather balloon had been launched from the Long Beach Airport, and it was in the vicinity where the six F-86's had made their unsuccessful attempt to intercept a UFO. I plotted out the path of the balloon, the reported path of the UFO, and the flight paths of the F-86's. The paths of the balloon and the F-86's were accurate, I knew, because the balloon was being tracked by radio fixes and the F-86's had been tracked by radar. At only one point did the paths of the balloon, UFO, and F-86's coincide. When the first two F-86's made their initial visual contact with the UFO they were looking almost directly at the balloon. But from then on, even by altering the courses of the F-86's, I couldn't prove a thing.

In addition, the weather observers from Long Beach said that during the period that the intercept was taking place they had gone outside and

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looked at their balloon; it was an exceptionally clear day and they could see it at unusually high altitudes. They didn't see any F-86's around it. And one stronger point, the balloon had burst about ten minutes before the F-86's lost sight of the UFO.

Lieutenant Metscher took over and, riding on his Fort Monmouth victory, tried to show how the pilots had seen the balloon. He got the same thing I did - nothing.

On October 27, 1951, the new Project Grudge was officially established. I'd written the necessary letters and had received the necessary endorsements. I'd estimated, itemized, and justified direct costs and manpower. I'd conferred, inferred, and referred, and now I had the money to operate. The next step was to pile up all this paper work as an aerial barrier, let the saucers crash into it, and fall just outside the door.

I was given a very flexible operating policy for Project Grudge because no one knew the best way to track down UFO's. I had only one restriction and that was that I wouldn't have my people spending time doing a lot of wild speculating. Our job would be to analyze each and every UFO report and try to find what we believed to be an honest, unbiased answer. If we could not identify the reported object as being a balloon, meteor, planet, or one of half a hundred other common things that are sometimes called UFO's, we would mark the folder "Unknown" and file it in a special file. At some later date, when we built up enough of these "Unknown" reports, we'd study them.

As long as I was chief of the UFO project, this was our basic rule. If anyone became anti flying saucer and was no longer capable of making an unbiased evaluation of a report, out he went. Conversely anyone who became a believer was through. We were too busy during the initial phases of the project to speculate as to whether the unknowns were spaceships, space monsters, Soviet weapons, or ethereal visions.

I had to let three people go for being too pro or too con.

By the latter part of November 1951 I knew most of what had taken place in prior UFO projects and what I expected to do. The people in Project Sign and the old Project Grudge had made many mistakes. I studied these mistakes and profited by them. I could see that my predecessors had had a rough job. Mine would be a little bit easier because of the pioneering they had done.

Lieutenant Metscher and I had sorted out all of the pre 1951 files, refiled them, studied them, and outlined the future course of the new Project Grudge.

When Lieut. Colonel Rosengarten and Lieutenant Cummings had been at the Pentagon briefing Major General Cabell on the Fort Monmouth

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Incidents, the general had told them to report back when the new project was formed and ready to go. We were ready to go, but before taking my ideas to the Pentagon, I thought it might be wise to try them out on a few other people to get their reaction. Colonel Frank Dunn, then chief of ATIC, liked this idea. We had many well known scientists and engineers who periodically visited ATIC as consultants, and Colonel Dunn suggested that these people's opinions and comments would be valuable. For the next two weeks every visitor to ATIC who had a reputation as a scientist, engineer,

or scholar got a UFO briefing.

Unfortunately the names of these people cannot be revealed because I promised them complete anonymity. But the list reads like a page from Great Men of Science.

Altogether nine people visited the project during this trial period. Of the nine, two thought the Air Force was wasting its time, one could be called indifferent, and six were very enthusiastic over the project. This was a shock to me. I had expected reactions that ranged from an extremely cold absolute zero to a mild twenty below. Instead I found out that UFO's were being freely and seriously discussed in scientific circles. The majority of the visitors thought that the Air Force had goofed on previous projects and were very happy to find out that the project was being re-established. All of the visitors, even the two who thought we were wasting our time, had good suggestions on what to do. All of them offered their services at any future time when they might be needed. Several of these people became very good friends and valuable consultants later on.

About two weeks before Christmas, in 1951, Colonel Dunn and I went to the Pentagon to give my report. Major General John A. Samford had replaced Major General Cabell as Director of Intelligence, but General Samford must have been told about the UFO situation because he was familiar with the general aspects of the problem. He had appointed his Assistant for Production, Brigadier General W. M. Garland, to ride herd on the project for him.

Colonel Dunn briefly outlined to General Samford what we planned to do. He explained our basic policy, that of setting aside the unknowns and not speculating on them, and he told how the scientists visiting ATIC had liked the plans for the new Project Grudge.

There was some discussion about the Air Force's and ATIC's responsibility for the UFO reports. General Garland stated, and it was later confirmed in writing, that the Air Force was solely responsible for investigating and evaluating all UFO reports. Within the Air Force, ATIC was the responsible agency. This in turn meant that Project Grudge

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was responsible for all UFO reports made by any branch of the military service. I started my briefing by telling General Samford and his staff about the present UFO situation.

The UFO reports had never stopped coming in since they had first started in June 1947. There was some correlation between publicity and the number of sightings, but it was not an established fact that reports came in only when the press was playing up UFO's. Just within the past few months the number of good reports had increased sharply and there had been no publicity.

UFO's we're seen more frequently around areas vital to the defense of the United States. The Los Alamos-Albuquerque area, Oak Ridge, and White Sands Proving Ground rated high. Port areas, Strategic Air Command bases, and industrial areas ranked next. UFO's had been reported from every state in the Union and from every foreign country. The U.S. did not have a monopoly.

The frequency of the UFO reports was interesting. Every July there was a sudden increase in the number of reports and July was always the peak month of the year. Just before Christmas there was usually a minor peak.

The Grudge Report had not been the solution to the UFO problem. It was true that a large percentage of the reports were due to the "misidentification of known objects"; people were seeing balloons, airplanes, planets, but this was not the final answer. There were a few hoaxes, hallucinations, publicity seekers, and fatigued pilots, but reports from these people constituted less than 1 per cent of the total. Left over was a residue of very good and very "unexplainable" UFO sightings that were

classified as unknown.

The quality of the reports was getting better, I told the officers; they contained more details that could be used for analysis and the details were more precise and accurate. But still they left much to be desired.

Every one of the nine scientists and engineers who had reviewed the UFO material at ATIC had made one strong point: we should give top priority to getting reasonably accurate measurements of the speed, altitude, and size of reported UFO's. This would serve two purposes. First, it would make it easy to sort out reports of common things, such as balloons, airplanes, etc. Second, and more important, if we could get even one fairly accurate measurement that showed that some object was traveling through the atmosphere at high speed, and that it wasn't a meteor, the UFO riddle would be much easier to solve.

I had worked out a plan to get some measured data, and I presented it to the group for their comments.

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I felt sure that before long the press would get wind of the Air Force's renewed effort to identify UFO's. When this happened, instead of being mysterious about the whole thing, we would freely admit the existence of the new project, explain the situation thoroughly and exactly as it was, and say that all UFO reports made to the Air Force would be given careful consideration. In this way we would encourage more people to report what they were seeing and we might get some good data.

To further explain my point, I drew a sketch on a blackboard. Suppose that a UFO is reported over a fair-sized city. Now we may get one or two reports, and these reports may be rather sketchy. This does us no good - all we can conclude is that somebody saw something that he couldn't identify. But suppose fifty people from all over the city report the UFO. Then it would be profitable for us to go out and talk to these people, find out the time they saw the UFO, and where they saw it (the direction and height above the horizon). Then we might be able to use these data, work out a triangulation problem, and get a fairly accurate measurement of speed, altitude, and size.

Radar, of course, will give an accurate measurement of speed and altitude, I pointed out, but radar is not infallible. There is always the problem of weather. To get accurate radar data on a UFO, it is always necessary to prove that it wasn't weather that was causing the target. Radar is valuable, and we wanted radar reports, I said, but they should be considered only as a parallel effort and shouldn't take the place of visual sightings.

In winding up my briefing, I again stressed the point that, as of the end of 1951 - the date of this briefing - there was no positive proof that any craft foreign to our knowledge existed. All recommendations for the reorganization of Project Grudge were based solely upon the fact that there were many incredible reports of UFO's from many very reliable people. But they were still just flying saucer reports and couldn't be considered scientific proof.

Everyone present at the meeting agreed - each had read or had been briefed on these incredible reports. In fact, two of the people present had seen UFO's.

Before the meeting adjourned, Colonel Dunn had one last question. He knew the answer, but he wanted it confirmed. "Does the United States have a secret weapon that is being reported as a UFO?"

The answer was a flat "No."

In a few days I was notified that my plan had been given the green light. I already had the plan

written up in the form of a staff study so I sent it through channels for formal approval.

118.The Report on Unidentified Flying Objects

It had been obvious right from the start of the reorganization of Project Grudge that there would be questions that no one on my staff was technically competent to answer. To have a fully staffed project, I'd need an astronomer, a physicist, a chemist, a mathematician, a psychologist, and probably a dozen other specialists. It was, of course, impossible to have all of these people on my staff, so I decided to do the next best thing. I would set up a contract with some research organization who already had such people on their staff; then I would call on them whenever their services were needed.

I soon found a place that was interested in such a contract, and the day after Christmas, Colonel S. H. Kirkland, of Colonel Dunn's staff, and I left Dayton for a two-day conference with these people to outline what we wanted. Their organization cannot be identified by name because they are doing other highly secret work for the government. I'll call them Project Bear.

Project Bear is a large, well known research organization in the Midwest. The several hundred engineers and scientists who make up their staff run from experts on soils to nuclear physicists. They would make these people available to me to assist Project Grudge on any problem that might arise from a UFO report. They did not have a staff astronomer or psychologist, but they agreed to get them for us on a subcontract basis. Besides providing experts in every field of science, they would make two studies for us; a study of how much a person can be expected to see and remember from a UFO sighting, and a statistical study of UFO reports. The end product of the study of the powers of observation of a UFO observer would be an interrogation form.

Ever since the Air Force had been in the UFO business, attempts had been made to construct a form that a person who had seen a UFO could fill out. Many types had been tried but all of them had major disadvantages. Project Bear, working with the psychology department of a university, would study all of the previous questionnaires, along with actual UFO reports, and try to come up with as near a perfect interrogation form as possible. The idea was to make the form simple and yet extract as much and as accurate data as possible from the observer.

The second study that Project Bear would undertake would be a statistical study of all UFO reports. Since 1947 the Air Force had collected about 650 reports, but if our plan to encourage UFO reports worked out the way we expected this number could increase tenfold. To handle this volume of reports, Project Bear said that they would set up a complete UFO file on IBM punch cards. Then if we wanted any bit of information from the files, it would be a matter of punching a few buttons on an

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IBM card sorting machine, and the files would be sorted electronically in a few seconds. Approximately a hundred items pertaining to a UFO report would be put on each card. These items included everything from the time the UFO was seen to its position in the sky and the observer's personality. The items punched on the cards would correspond to the items on the questionnaires that Project Bear was going to develop.

Besides giving us a rapid method of sorting data, this IBM file would give us a modus operandi file. Our MO file would be similar to the MO files used by police departments to file the methods of operations of a criminal. Thus when we received a report we could put the characteristics of the reported UFO on an IBM punch card, put it into the IBM machine, and compare it with the characteristics of other sightings that had known solutions. The answer might be that out of the one

hundred items on the card, ninety-five were identical to previous UFO reports that ducks were flying over a city at night reflecting the city's lights.

On the way home from the meeting Colonel Kirkland and I were both well satisfied with the assistance we believed Project Bear could give to Project Grudge.

In a few days I again left ATIC, this time for Air Defense Command Headquarters in Colorado Springs, Colorado. I wanted to find out how willing ADC was to help us and what they could do. When I arrived I got a thorough briefing on the operations of ADC and the promise that they would do anything they could to help solve the UFO riddle.

All of this co-operation was something that I hadn't expected. I'd been warned by the people who had worked on Project Sign and the old Project Grudge that everybody hated the word UFO - I'd have to fight for everything I asked for. But once again they were wrong. The scientists who visited ATIC, General Samford, Project Bear, and now Air Defense Command couldn't have been more co-operative. I was becoming aware that there was much wider concern about UFO reports than I'd ever realized before.

While I traveled around the United States getting the project set up, UFO reports continued to come in and all of them were good. One series of reports was especially good, and they came from a group of people who had had a great deal of experience watching things in the sky - the people who launch the big skyhook balloons for General Mills, Inc. The reports of what the General Mills people had seen while they were tracking their balloons covered a period of over a year. They had just sent them in because they had heard that Project Grudge was being reorganized and was taking a different view on UFO reports. They, like so many other reliable observers, had been disgusted with the previous

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Air Force attitude toward UFO reports, and they had refused to send in any reports. I decided that these people might be a good source of information, and I wanted to get further details on their reports, so I got orders to go to Minneapolis. A scientist from Project Bear went with me. We arrived on January 14, 1952, in the middle of a cold wave and a blizzard.

The Aeronautical Division of General Mills, Inc., of Wheaties and Betty Crocker fame, had launched and tracked every skyhook balloon that had been launched prior to mid 1952. They knew what their balloons looked like under all lighting conditions and they also knew meteorology, aerodynamics, astronomy, and they knew UFO's. I talked to these people for the better part of a full day, and every time I tried to infer that there might be some natural explanation for the UFO's I just about found myself in a fresh snowdrift.

What made these people so sure that UFO's existed? In the first place, they had seen many of them. One man told me that one tracking crew had seen so many that the sight of a UFO no longer even especially interested them. And the things that they saw couldn't be explained.

For example: On January 16, 1951, two people from General Mills and four people from Artesia, New Mexico, were watching a skyhook balloon from the Artesia airport. They had been watching the balloon off and on for about an hour when one of the group saw two tiny specks on the horizon, off to the northwest. He pointed them out to the others because two airplanes were expected into the airport, and he thought that these might be the airplanes. But as they watched, the two specks began to move in fast, and within a few seconds the observers could see that "the airplanes" were actually two round, dull white objects flying in close formation. The two objects continued to come in and headed straight toward the balloon. When they reached the balloon they circled it once and flew off to the northwest, where they disappeared over the horizon. As the two UFO's circled the balloon, they tipped on edge and the observers saw that they were disk shaped.

When the two UFO's were near the balloon, the observers also had a chance to compare the size of the UFO's with the size of the balloon. If the UFO's were as close to the balloon as they appeared to be they would have been 60 feet in diameter.

After my visit to General Mills, Inc., I couldn't help remembering a magazine article I'd read about a year before. It said that there was not a single reliable UFO report that couldn't be attributed to a skyhook balloon.

I'd been back at ATIC only a few days when I found myself packing up

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to leave again. This time it was for New York. A high priority wire had come into ATIC describing how a Navy pilot had chased a UFO over Mitchel AFB, on Long Island. It was a good report.

I remember the trip to New York because my train passed through Elizabeth, New Jersey, early in the morning, and I could see the fires caused by an American Airlines Convair that had crashed. This was the second of the three tragic Elizabeth, New Jersey, crashes.

The morning before, on January 21, a Navy pilot had taken off from Mitchel in a TBM. He was a lieutenant commander, had flown in World War II, and was now an engineer at the Navy Special Devices Center on Long Island. At nine fifty he had cleared the traffic pattern and was at about 2,500 feet, circling around the airfield. He was southeast of the field when he first noticed an object below him and "about three runway lengths off the end of Runway 30." The object looked like the top of a parachute canopy, he told me; it was white and he thought he could see the wedges or panels. He said that he thought that it was moving across the ground a little bit too fast to be drifting with wind, but he was sure that somebody had bailed out and that he was looking at the top of his parachute. He was just ready to call the tower when he suddenly realized that this "parachute" was drifting across the wind. He had just taken off from Runway 30 and knew which direction the wind was blowing.

As he watched, the object, whatever it was (by now he no longer thought that it was a parachute), began to gradually climb, so he started to climb, he said, staying above and off to the right of the object. When the UFO started to make a left turn, he followed and tried to cut inside, but he overshot and passed over it. It continued to turn and gain speed, so he dropped the nose of the TBM, put on more power, and pulled in behind the object, which was now level with him. In a matter of seconds the UFO made a 180 degree turn and started to make a big swing around the northern edge of Mitchel AFB. The pilot tried to follow, but the UFO had begun to accelerate rapidly, and since a TBM leaves much to be desired on the speed end, he was getting farther and farther behind. But he did try to follow it as long as he could. As he made a wide turn around the northern edge of the airfield he saw that the UFO was now turning south. He racked the TBM up into a tight left turn to follow, but in a few seconds the UFO had disappeared. When he last saw it, it had crossed the Long Island coast line near Freeport and it was heading out to sea.

When he finished his account of the chase, I asked the commander some specific questions about the UFO. He said that just after he'd

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decided that the UFO was not a parachute it appeared to be at an altitude of about 200 to 300 feet over a residential section. From the time it took it to cover a city block, he'd estimated that it was traveling about 300 miles an hour. Even when he pulled in behind the object and got a good look, it still looked like a parachute canopy -- dome shaped --white -and it had a dark under surface. It had

been in sight two and a half minutes.

He had called the control tower at Mitchel during the chase, he told me, but only to ask if any balloons had been launched. He thought that he might be seeing a balloon. The tower had told him that there was a balloon in the area.

Then the commander took out an aeronautical chart and drew in his flight path and the apparent path of the UFO for me. I think that he drew it accurately because he had been continually watching landmarks as he'd chased the UFO and was very careful as he drew the sketches on the map.

I checked with the weather detachment at Mitchel and they said that they had released a balloon. They had released it at nine fifty and from a point southeast of the airfield. I got a plot of its path. Just as in the Long Beach Incident, where the six F-86's tried to intercept the UFO, the balloon was almost exactly in line with the spot where the UFO was first seen, but then any proof you might attempt falls apart. If the pilot knew where he was, and had plotted his flight path even semi accurately, he was never over the balloon. Yet he was over the UFO. He came within less than 2,000 feet of the UFO when he passed over it; yet he couldn't recognize it as a balloon even though he thought it might be a balloon since the tower had just told him that there was one in the area. He said that he followed the UFO around the north edge of the airfield. Yet the balloon, after it was launched southeast of the field, continued on a southeast course and never passed north of the airfield.

But the biggest argument against the object's being a balloon was the fact that the pilot pulled in behind it; it was directly off the nose of his airplane, and although he followed it for more than a minute, it pulled away from him. Once you line up an airplane on a balloon and go straight toward it you will catch it in a matter of seconds, even in the slowest airplane. There have been dogfights with UFO's where the UFO's turned out to be balloons, but the pilots always reported that the UFO "made a pass" at them. In other words, they rapidly caught up with the balloon and passed it. I questioned this pilot over and over on this one point, and he was positive that he had followed directly behind the UFO for over a minute and all the time it was pulling away from him.

This is one of the most typical UFO reports we had in our files. It is

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typical because no matter how you argue there isn't any definite answer. If you want to argue that the pilot didn't know where he was during the chase - that he was 3 or 4 miles from where he thought he was - that he never did fly around the northern edge of the field and get in behind the UFO - then the UFO could have been a balloon.

But if you want to believe that the pilot knew where he was all during the chase, and he did have several thousand hours of flying time, then all you can conclude is that the UFO was an unknown.

I think the pilot summed up the situation very aptly when he told me, "I don't know what it was, but I've never seen anything like it before or since - maybe it was a spaceship."

I went back to Dayton stumped - maybe it was a spaceship.

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CHAPTER TEN

Project Blue Book and the Big Build-Up

Just twenty minutes after midnight on January 22, 1952, nineteen and a half hours after the Navy lieutenant commander had chased the UFO near Mitchel AFB, another incident involving an airplane and something unknown was developing in Alaska. In contrast with the unusually balmy weather in New York, the temperature in Alaska that night, according to the detailed account of the incident we received at ATIC, was a miserable 47 degrees below zero. The action was unfolding at one of our northern-most radar outposts in Alaska. This outpost was similar to those you may have seen in pictures, a collection of low, sprawling buildings grouped around the observatory like domes that house the antennae of the most modern radar in the world. The entire collection of buildings and domes are one color, solid white, from the plastering of ice and snow. The picture that the outpost makes could be described as fascinating, something out of a Walt Disney fantasy - but talk to somebody who's been there - it's miserable.

At 0020, twenty minutes after midnight, an airman watching one of the outpost's radarscopes saw a target appear. It looked like an airplane because it showed up as a bright, distinct spot. But it was unusual because it was northeast of the radar site, and very few airplanes ever flew over

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this area. Off to the northeast of the station there was nothing but ice, snow, and maybe a few Eskimos until you got to Russia. Occasionally a B-50 weather reconnaissance plane ventured into the area, but a quick check of the records showed that none was there on this night.

By the time the radar crew had gotten three good plots of the target, they all knew that it was something unusual - it was at 23,000 feet and traveling 1,500 miles an hour. The duty controller, an Air Force captain, was quickly called; he made a fast check of the targets that had now been put on the plotting board and called to a jet fighter interceptor base for a scramble.

The fighter base, located about 100 miles south of the radar site, acknowledged the captain's call and in a matter of minutes an F-94 jet was climbing out toward the north.

While the F-94 was heading north, the radar crew at the outpost watched the unidentified target. The bright dots that marked its path had moved straight across the radarscope, passing within about 50 miles of the site. It was still traveling about 1,500 miles an hour. The radar had also picked up the F-94 and was directing it toward its target when suddenly the unidentified target slowed down, stopped, and reversed its course. Now it was heading directly toward the radar station. When it was within about 30 miles of the station, the radar operator switched his set to a shorter range and lost both the F-94 and the unidentified target.

While the radar operator was trying to pick up the target again, the F-94 arrived in the area. The ground controller told the pilot that they had lost the target and asked him to cruise around the area to see if he and his radar operator could pick up anything on the F-94's radar. The pilot said he would but that he was having a little difficulty, was low on fuel, and would have to get back to his base soon. The ground controller acknowledged the pilot's message, and called back to the air base telling them to scramble a second F-94.

The first F-94 continued to search the area while the ground radar tried to pick up the target but neither could find it.

About this time the second F-94 was coming in, so the ground radar switched back to long range. In a minute they had both of the F-94's and the unidentified target on their scope. The ground controller called the second F-94 and began to vector him into the target.

The first F-94 returned to its base.

As both the second F-94 and the target approached the radar site, the operator again switched to short range and again he lost the jet and the target. He switched back to long range, but by now they were too close to the radar site and he couldn't pick up either one.

The pilot continued on toward where the unidentified target should have been. Suddenly the F-94 radar operator reported a weak target off to the right at 28,000 feet. They climbed into it but it faded before they could make contact.

The pilot swung the F-94 around for another pass, and this time the radar operator reported a strong return. As they closed in, the F-94's radar showed that the target was now almost stationary, just barely moving. The F-94 continued on, but the target seemed to make a sudden dive and they lost it. The pilot of the jet interceptor continued to search the area but couldn't find anything. As the F-94 moved away from the radar station, it was again picked up on the ground radar, but the unidentified target was gone.

A third F-94 had been scrambled, and in the meantime its crew took over the search. They flew around for about ten minutes without detecting any targets on their radar. They were making one last pass almost directly over the radar station when the radar operator in the back seat of the F-94 yelled over the interphone that he had a target on his scope. The pilot called ground radar, but by this time both the F-94 and the unidentified target were again too close to the radar station and they couldn't be picked up. The F-94 closed in until it was within 200 yards of the target; then the pilot pulled up, afraid he might collide with whatever was out in the night sky ahead of him. He made another pass, and another, but each time the bright spot on the radar operator's scope just stayed in one spot as if something were defiantly sitting out in front of the F-94 daring the pilot to close in. The pilot didn't take the dare. On each pass he broke off at 200 yards.

The F-94 crew made a fourth pass and got a weak return, but it was soon lost as the target seemed to speed away. Ground radar also got a brief return, but in a matter of seconds they too lost the target as it streaked out of range on a westerly heading.

As usual, the first thing I did when I read this report was to check the weather. But there was no weather report for this area that was detailed enough to tell whether a weather inversion could have caused the radar targets.

But I took the report over to Captain Roy James, anyway, in hopes that he might be able to find a clue that would identify the UFO.

Captain James was the chief of the radar section at ATIC. He and his people analyzed all our reports where radar picked up UFO's. Roy had been familiar with radar for many years, having set up one of the first stations in Florida during World War II, and later he took the first aircraft control and warning squadron to Saipan. Besides worrying about

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keeping his radar operating, he had to worry about the Japs' shooting holes in his antennae.

Captain James decided that this Alaskan sighting I'd just shown him was caused by some kind of freak weather. He based his analysis on the fact that the unknown target had disappeared each time the ground radar had been switched to short range. This, he pointed out, is an indication that the radar was picking up some kind of a target that was caused by weather. The same weather that caused the ground radar to act up must have caused false targets on the F-94's radar too, he continued. After all, they had closed to within 200 yards of what they were supposedly picking up; it was a clear moonlight night, yet the crews of the F-94's hadn't seen a thing.

Taking a clue from the law profession, he quoted a precedent. About a year before over Oak Ridge, Tennessee, an F-82 interceptor had nearly flown into the ground three times as the pilot attempted to follow a target that his radar operator was picking up. There was a strong inversion that night, and although the target appeared as if it were flying in the air, it was actually a ground target.

Since Captain James was the chief of the radar section and he had said "Weather," weather was the official conclusion on the report. But reports of UFO's' being picked up on radar are controversial, and some of the people didn't agree with James's conclusion.

A month or two after we'd received the report, I was out in Colorado Springs at Air Defense Command Headquarters. I was eating lunch in the officers' club when I saw an officer from the radar operations section at ADC. He asked me to stop by his office when I had a spare minute, and I said that I would. He said that it was important.

It was the middle of the afternoon before I saw him and found out what he wanted. He had been in Alaska on TDY when the UFO had been picked up at the outpost radar site. In fact, he had made a trip to both the radar site and the interceptor base just two days after the sighting, and he had talked about the sighting with the people who had seen the UFO on the radar. He wanted to know what we thought about it.

When I told him that the sighting had been written off as weather, I remember that he got a funny look on his face and said, "Weather! What are you guys trying to pull, anyway?"

It was obvious that he didn't agree with our conclusion. I was interested in learning what this man thought because I knew that he was one of ADC's ace radar trouble shooters and that he traveled all over the world, on loan from ADC, to work out problems with radars.

"From the description of what the targets looked like on the radar-

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scopes, good, strong, bright images, I can't believe that they were caused by weather," he told me.

Then he went on to back up his argument by pointing out that when the ground radar was switched to short range both the F-94 and the unknown target disappeared. If just the unknown target had disappeared, then it could have been weather. But since both disappeared, very probably the radar set wasn't working on short ranges for some reason. Next he pointed out that if there was a temperature inversion, which is highly unlikely in northern Alaska, the same inversion that would affect the ground radar wouldn't be present at 25,000 feet or above.

I told him about the report from Oak Ridge that Captain James had used as an example, but he didn't buy this comparison. At Oak Ridge, he pointed out, that F-82 was at only 4,000 feet. He didn't know how the F-94's could get to within 200 yards of an object without seeing it, unless the object was painted a dull black.

"No," he said, "I can't believe that those radar targets were caused by weather. I'd be much more inclined to believe that they were something real, something that we just don't know about."

During the early spring of 1952 reports of radar sightings increased rapidly. Most of them came from the Air Defense Command, but a few came from other agencies. One day, soon after the Alaskan Incident, I got a telephone call from the chief of one of the sections of a civilian experimental radar laboratory in New York State. The people in this lab were working on the development of the latest types of radar. Several times recently, while testing radars, they had detected unidentified targets. To quote my caller, "Some damn odd things are happening that are beginning to worry me." He went on to tell how the people in his lab had checked their radars, the weather, and everything else they could think of, but they could find absolutely nothing to account for the targets; they could only conclude that they were real. I promised him that his information would get to the right people if he'd put it in a letter and send it to ATIC. In about a week the letter arrived-hand-carried by no less than a general. The general, who was from Headquarters, Air Material Command, had been in New York at the radar laboratory, and he had heard about the UFO reports. He had personally checked into them because he knew that the people at the lab were some of the sharpest radar engineers in the world. When he found out that these people had already contacted us and had prepared a report for us, he offered to hand carry it to Wright-Patterson.

I can't divulge how high these targets were flying or how fast they were going because it would give an indication of the performance of

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our latest radar, which is classified Secret. I can say, however, that they were flying mighty high and mighty fast.

I turned the letter over to ATIC's electronics branch, and they promised to take immediate action. They did, and really fouled it up. The person who received the report in the electronics branch was one of the old veterans of Projects Sign and Grudge. He knew all about UFO's. He got on the phone, called the radar lab, and told the chief (a man who possibly wrote all of the textbooks this person had used in college) all about how a weather inversion can cause false targets on weather. He was gracious enough to tell the chief of the radar lab to call if he had any more "trouble."

We never heard from them again. Maybe they found out what their targets were. Or maybe they joined ranks with the airline pilot who told me that if a flying saucer flew wing tip to wing tip formation with him, he'd never tell the Air Force.

In early February I made another trip to Air Defense Command Headquarters in Colorado Springs. This time it was to present a definite plan of how ADC could assist ATIC in getting better data on UFO's. I briefed General Benjamin W. Chidlaw, then the Commanding General of the Air Defense Command, and his staff, telling them about our plan. They agreed with it in principle and suggested that I work out the details with the Director of Intelligence for ADC, Brigadier General W. M. Burgess. General Burgess designated Major Verne Sadowski of his staff to be the ADC liaison officer with Project Grudge.

This briefing started a long period of close co-operation between Project Grudge and ADC, and it was a pleasure to work with these people. In all of my travels around the government, visiting and conferring with dozens of agencies, I never had the pleasure of working with or seeing a more smoothly operating and efficient organization than the Air Defense Command. General Chidlaw and General Burgess, along with the rest of the staff at ADC, were truly great officers. None of them were believers in flying saucers, but they recognized the fact that UFO reports were a problem that must be considered. With technological progress what it is today, you can't afford to have anything in the air that you can't identify, be it balloons, meteors, planets or flying saucers.

The plan that ADC agreed to was very simple. They agreed to issue a directive to all of their units explaining the UFO situation and telling specifically what to do in case one was detected. All radar units equipped with radarscope cameras would be required to take scope photos of targets that fell into the UFO category - targets that were not airplanes or known weather phenomena. These photos, along with a completed technical

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questionnaire that would be made up at ATIC by Captain Roy James, would be forwarded to Project Grudge.

The Air Defense Command UFO directive would also clarify the scrambling of fighters to intercept a UFO. Since it is the policy of the Air Defense Command to establish the identity of any unidentified target, there were no special orders issued for scrambling fighters to try to identify reported UFO's. A UFO was something unknown and automatically called for a scramble. However, there had been some hesitancy on the part of controllers to send airplanes up whenever radar picked up a target that obviously was not an airplane. The directive merely pointed out to the controllers that it was within the scope of existing regulations to scramble on radar targets that were plotted as traveling too fast or too slow to be conventional airplanes. The decision to scramble fighters was still up to the individual controller, however, and scrambling on UFO's would be a second or third priority.

The Air Defense Command UFO directive did not mention shooting at a UFO. This question came up during our planning meeting at Colorado Springs, but, like the authority to scramble, the authority to shoot at anything in the air had been established long ago. Every ADC pilot knows the rules for engagement, the rules that tell him when he can shoot the loaded guns that he always carries. If anything in the air over the United States commits any act that is covered by the rules for engagement, the pilot has the authority to open fire.

The third thing that ADC would do would be to integrate the Ground Observer Corps into the UFO reporting net. As a second priority, the GOC would report UFO's - first priority would still be reporting aircraft.

Ever since the new Project Grudge had been organized, we hadn't had to deal with any large-scale publicity about UFO's. Occasionally someone would bring in a local item from some newspaper about a UFO sighting, but the sightings never rated more than an inch or two column space. But on February 19, 1952, the calm was broken by the story of how a huge ball of fire paced two B-29's in Korea. The story didn't start a rash of reports as the story of the first UFO sighting did in June 1947, but it was significant in that it started a slow build-up of publicity that was far to surpass anything in the past.

This Korean sighting also added to the growing official interest in Washington. Almost every day I was getting one or two telephone calls from some branch of the government, and I was going to Washington at least once every two weeks. I was beginning to spend as much time telling people what was going on as I was doing anything about it. The answer was to get somebody in the Directorate of Intelligence in the

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Pentagon to act as a liaison officer. I could keep this person informed and he could handle the "branch office" in Washington. Colonel Dunn bought this idea, and Major Dewey J. Fournet got the additional duty of manager of the Pentagon branch. In the future all Pentagon inquiries went to Major Fournet, and if he couldn't answer them he would call me. The arrangement was excellent

because Major Fournet took a very serious interest in UFO's and could always be counted on to do a good job.

Sometime in February 1952 I had a visit from two Royal Canadian Air Force officers. For some time, I learned, Canada had been getting her share of UFO reports. One of the latest ones, and the one that prompted the visit by the RCAF officers, occurred at North Bay, Ontario, about 250 miles north of Buffalo, New York. On two occasions an orange red disk had been seen from a new jet fighter base in the area.

The Canadians wanted to know how we operated. I gave them the details of how we were currently operating and how we hoped to operate in the future, as soon as the procedures that were now in the planning stages could be put into operation. We agreed to try to set up channels so that we could exchange information and tie in the project they planned to establish with Project Grudge.

Our plans for continuing liaison didn't materialize, but through other RCAF intelligence officers I found out that their plans for an RCAF sponsored project failed. A quasi official UFO project was set up soon after this, however, and its objective was to use instruments to detect objects coming into the earth's atmosphere. In 1954 the project was closed down because during the two years of operation they hadn't officially detected any UFO's. My sources of information stressed the word "officially."

During the time that I was chief of the UFO project, the visitors who passed through my office closely resembled the international brigade. Most of the visits were unofficial in the sense that the officers came to ATIC on other business, but in many instances the other business was just an excuse to come out to Dayton to get filled in on the UFO story. Two RAF intelligence officers who were in the U.S. on a classified mission brought six single-spaced typed pages of questions they and their friends wanted answered. On many occasions Air Force intelligence officers who were stationed in England, France, and Germany, and who returned to the U.S. on business, took back stacks of unclassified flying saucer stories. One civilian intelligence agent who frequently traveled between the U.S. and Europe also acted as the unofficial courier for a German group - transporting hot newspaper and magazine articles about UFO's that I'd collected. In return I received the latest information on

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European sightings - sightings that never were released and that we never received at ATIC through official channels.

Ever since the fateful day when Lieutenant Jerry Cummings dropped his horn rimmed glasses down on his nose, tipped his head forward, peered at Major General Cabell over his glasses and, acting not at all like a first lieutenant, said that the UFO investigation was all fouled up, Project Grudge had been gaining prestige. Lieutenant Colonel Rosengarten's promise that I'd be on the project for only a few months went the way of all military promises. By March 1952, Project Grudge was no longer just a project within a group; we had become a separate organization, with the formal title of the Aerial Phenomena Group. Soon after this step-up in the chain of command the project code name was changed to Blue Book. The word "Grudge" was no longer applicable. For those people who like to try to read a hidden meaning into a name, I'll say that the code name Blue Book was derived from the title given to college tests. Both the tests and the project had an abundance of equally confusing questions.

Project Blue Book had been made a separate group because of the steadily increasing number of reports we were receiving. The average had jumped from about ten a month to twenty a month since December 1951. In March of 1952 the reports slacked off a little, but April was a big month. In April we received ninety-nine reports.

On April 1, Colonel S. H. Kirkland and I went to Los Angeles on business. Before we left ATIC we had made arrangements to attend a meeting of the Civilian Saucer Investigators, a now defunct organization that was very active in 1952.

They turned out to be a well-meaning but Don Quixote-type group of individuals. As soon as they outlined their plans for attempting to solve the UFO riddle, it was obvious that they would fail. Project Blue Book had the entire Air Force, money, and enthusiasm behind it and we weren't getting any answers yet. All this group had was the enthusiasm.

The highlight of the evening wasn't the Civilian Saucer Investigators, however; it was getting a chance to read Ginna's UFO article in an advance copy of Life magazine that the organization had obtained - the article written from the material Bob Ginna had been researching for over a year. Colonel Kirkwood took one long look at the article, sidled up to me, and said, "We'd better get back to Dayton quick; you're going to be busy." The next morning at dawn I was sound asleep on a United Airlines DC-6, Dayton bound.

The Life article undoubtedly threw a harder punch at the American public than any other UFO article ever written. The title alone, "Have

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We Visitors from Outer Space?" was enough. Other very reputable magazines, such as True, had said it before, but coming from Life, it was different. Life didn't say that the UFO's were from outer space; it just said maybe. But to back up this "maybe," it had quotes from some famous people. Dr. Walter Riedel, who played an important part in the development of the German V-2 missile and is presently the director of rocket engine research for North American Aviation Corporation, said he believed that the UFO's were from outer space. Dr. Maurice Biot, one of the world's leading aerodynamicists, backed him up.

But the most important thing about the Life article was the question in the minds of so many readers: "Why was it written?" Life doesn't go blasting off on flights of space fancy without a good reason. Some of the readers saw a clue in the author's comments that the hierarchy of the Air Force was now taking a serious look at UFO reports. "Did the Air Force prompt Life to write the article?" was the question that many people asked themselves.

When I arrived at Dayton, newspapermen were beating down the door. The official answer to the Life article was released through the Office of Public Information in the Pentagon: "The article is factual, but Life's conclusions are their own." In answer to any questions about the article's being Air Force inspired, my weasel worded answer was that we had furnished Life with some raw data on specific sightings.

My answer was purposely weasel worded because I knew that the Air Force had unofficially inspired the Life article. The "maybe they're interplanetary" with the "maybe" bordering on "they are" was the personal opinion of several very high-ranking officers in the Pentagon - so high that their personal opinion was almost policy. I knew the men and I knew that one of them, a general, had passed his opinions on to Bob Ginna.

Oddly enough, the Life article did not cause a flood of reports. The day after the article appeared we got nine sightings, which was unusual, but the next day they dropped off again.

The number of reports did take a sharp rise a few days later, however. The cause was the distribution of an order that completed the transformation of the UFO from a bastard son to the family heir. The piece of paper that made Project Blue Book legitimate was Air Force Letter 200-5, Subject: Unidentified Flying Objects. The letter, which was duly signed and sealed by the Secretary of the Air

Force, in essence stated that UFO's were not a joke, that the Air Force was making a serious study of the problem, and that Project Blue Book was responsible for the study. The letter stated that the commander of every Air Force

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installation was responsible for forwarding all UFO reports to ATIC by wire, with a copy to the Pentagon. Then a more detailed report would be sent by airmail. Most important of all, it gave Project Blue Book the authority to directly contact any Air Force unit in the United States without going through any chain of command. This was almost unheard of in the Air Force and gave our project a lot of prestige.

The new reporting procedures established by the Air Force letter greatly aided our investigation because it allowed us to start investigating the better reports before they cooled off. But it also had its disadvantages. It authorized the sender to use whatever priority he thought the message warranted. Some things are slow in the military, but a priority message is not one of them. When it comes into the message center, it is delivered to the addressee immediately, and for some reason, all messages reporting UFO's seemed to arrive between midnight and 4:00 A.M. I was considered the addressee on all UFO reports. To complicate matters, the messages were usually classified and I would have to go out to the air base and personally sign for them.

One such message came in about 4:30 A.M. on May 8, 1952. It was from a io station in Jackso ville, Florida, and had been forwarded over the Flight teletype net. I received the usual telepho ne call from the teletype room at Wright-Patterson, I think I got dressed, and I went out and picked up the message. As I signed for it I remember the night man in the teletype room said, "This is a lulu, Captain."

It was a lulu. About one o'clock that morning a Pan-American airlines DC-4 was flying south toward Puerto Rico. A few hours after it had left New York City it was out over the Atlantic Ocean, about 600 miles off Jacksonville, Florida, flying at 8,000 feet. It was a pitch-black night; a high overcast even cut out the glow from the stars. The pilot and copilot were awake but really weren't concentrating on looking for other aircraft because they had just passed into the San Juan Oceanic Control Area and they had been advised by radio that there were no other air planes in the area. The copilot was turning around to look at number four engine when he noticed a light up ahead. It looked like the taillight of another airplane. He watched it closely for a few seconds since no other airplanes were supposed to be in the area. He glanced out at number four engine for a few seconds, looked back, and he saw that the light was in about the same position as when he'd first seen it. Then he looked down at the prop controls, synchronized the engines, and looked up again. In the few seconds that he had glanced away from the light, it had moved to the right so that it was now directly ahead of the DC-4, and it had increased in size. The copilot reached over and slapped the pilot

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on the shoulder and pointed. Just at that instant the light began to get bigger and bigger until it was "ten times the size of a landing light of an airplane." It continued to close in and with a flash it streaked by the DC-4's left wing. Before the crew could react and say anything, two more smaller balls of fire flashed by. Both pilots later said that they sat in their seats for several seconds with sweat trickling down their backs.

It was one of these two pilots who later said, "Were you ever traveling along the highway about 70 miles an hour at night, have the car that you were meeting suddenly swerve over into your lane and then cut back so that you just miss it by inches? You know the sort of sick, empty feeling you get when it's all over? That's just the way we felt."

As soon as the crew recovered from the shock, the pilot picked up his mike, called Jacksonville Radio, and told them about the incident. Minutes later we had the report. The next afternoon Lieutenant Kerry Rothstien, who had replaced Lieutenant Metscher on the project, was on his way to New York to meet the pilots when they returned from Puerto Rico.

When Kerry talked to the two pilots, they couldn't add a great deal to their original story. Their final comment was the one we all had heard so many times, "I always thought these people who reported flying saucers were crazy, but now I don't know."

When Lieutenant Rothstien returned to Dayton he triple checked with the CAA for aircraft in the area - but there were none. Could there have been airplanes in the area that CAA didn't know about? The answer was almost a flat "No." No one would fly 600 miles off the coast without filing a flight plan; if he got into trouble or went down, the Coast Guard or Air Rescue Service would have no idea where to look.

Kerry was given the same negative answer when he checked on surface shipping.

The last possibility was that the UFO's were meteors, but several points in the pilots' story ruled these out. First, there was a solid overcast at about 18,000 feet. No meteor cruises along straight and level below 18,000 feet. Second, on only rare occasions have meteors been seen traveling three in trail. The chances of seeing such a phenomenon are well over one in a billion.

Some people have guessed that some kind of an atmospheric phenomenon can form a "wall of air" ahead of an airplane that will act as a mirror and that lights seen at night by pilots are nothing more than the reflection of the airplane's own lights. This could be true in some cases, but to have a reflection you must have a light to reflect. There

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are no lights on an airplane that even approach being "ten times the size of a landing light."

What was it? I know a colonel who says it was the same thing that the two Eastern Airlines' pilots, Clarence Chiles and John Whitted, saw near Montgomery, Alabama, on July 24, 1948, and he thinks that Chiles and Whitted saw a spaceship.

Reports for the month of April set an all time high. These were all reports that came from military installations. In addition, we received possibly two hundred letters reporting UFO's, but we were so busy all we could do was file them for future reference.

In May 1952 I'd been out to George AFB in California investigating a series of sightings and was on my way home. I remember the flight to Dayton because the weather was bad all the way. I didn't want to miss my connecting flight in Chicago, or get grounded, because I had faithfully promised my wife that we would go out to dinner the night that I returned to Dayton. I'd called her from Los Angeles to tell her that I was coming in, and she had found a baby sitter and had dinner reservations. I hadn't been home more than about two days a week for the past three months, and she was looking forward to going out for the evening.

I reached Dayton about midmorning and went right out to the base. When I arrived at the office, my secretary was gone but there was a big note on my desk: "Call Colonel Dunn as soon as you get in."

I called Colonel Dunn; then I called my wife and told her to cancel the baby sitter, cancel the dinner reservations, and pack my other bag. I had to go to Washington.

While I'd been in California, Colonel Dunn had received a call from General Samford's office. It seems that a few nights before, one of the top people in the Central Intelligence Agency was having a lawn party at his home just outside Alexandria, Virginia. A number of notable personages were in attendance and they had seen a flying saucer. The report had been passed down to Air Force intelligence, and due to the quality of the brass involved, it was "suggested" that I get to Washington on the double and talk to the host of the party. I was at his office before 5:00 P.M. and got his report.

About ten o'clock in the evening he and two other people were standing near the edge of his yard talking; he happened to be facing south, looking off across the countryside. He digressed a bit from his story to explain that his home is on a hilltop in the country, and when looking south, he had a view of the entire countryside. While he was talking to the two other people he noticed a light approaching from the west. He had assumed it was an airplane and had casually watched it, but

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when the light got fairly close, the CIA man said that he suddenly realized there wasn't any sound associated with it. If it were an airplane it would have been close enough for him to hear even above the hum of the guests' conversations. He had actually quit talking and was looking at the light when it stopped for an instant and began to climb almost vertically. He said something to the other guests, and they looked up just in time to see the light finish its climb, stop, and level out. They all watched it travel level for a few seconds, then go into a nearly vertical dive, level out, and streak off to the east.

Most everyone at the party had seen the light before it disappeared, and within minutes several friendly arguments as to what it was had developed, I was told. One person thought it was a lighted balloon, and a retired general thought it was an airplane. To settle the arguments, they had made a few telephone calls. I might add that these people were such that the mention of their names on a telephone got quick results. Radar in the Washington area said that there had been no airplanes flying west to east south of Alexandria in the past hour. The weather station at Bolling AFB said that there were no balloons in the area, but as a double check the weather people looked at their records of high altitude winds. It couldn't have been a balloon because none of the winds up to 65,000 feet were blowing from west to east - and to be able to see a light on a balloon, it has to be well below 65,000 feet; the man from CIA told me that they had even considered the possibility that the UFO was a meteor and that the "jump" had been due to some kind of an atmospheric distortion. But the light had been in sight too long to be a meteor. He added that an army chaplain and two teetotaler guests had also seen the light jump.

There wasn't much left for me to do when I finished talking to the man. He and his guests had already made all of the checks that I'd have made. All I could do was go back to Dayton, write up his report, and stamp it "Unknown."

Back in March, when it had become apparent that the press was reviving its interest in UFO's, I had suggested that Project Blue Book subscribe to a newspaper clipping. Such a service could provide several things. First, it would show us exactly how much publicity the UFO's were getting and what was being said, and it would give us the feel of the situation. Then it would also provide a lot of data for our files. In many cases the newspapers got reports that didn't go to the Air Force. Newspaper reporters rival any intelligence officer when it comes to digging up facts, and there was always the possibility that they would uncover and print something we'd missed. This was especially true in the few

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cases of hoaxes that always accompany UFO publicity. Last, it would provide us with material on

which to base a study of the effect of newspaper publicity upon the number and type of UFO reports.

Colonel Dunn liked the idea of the clipping service, and it went into effect soon after the first publicity had appeared. Every three or four days we would get an envelope full of clippings. In March the clipping service was sending the clippings to us in letter sized envelopes. The envelopes were thin - maybe there would be a dozen or so clippings in each one. Then they began to get thicker and thicker, until the people who were doing the clipping switched to using manila envelopes. Then the manila envelopes began to get thicker and thicker. By May we were up to old shoe boxes. The majority of the newspaper stories in the shoe boxes were based on material that had come from ATIC.

All of these inquiries from the press were adding to Blue Book's work load and to my problems. Normally a military unit such as ATIC has its own public information officer, but we had none so I was it. I was being quoted quite freely in the press and was repeatedly being snarled at by someone in the Pentagon. It was almost a daily occurrence to have people from the "puzzle palace" call and indignantly ask, "Why did you tell them that?" They usually referred to some bit of information that somebody didn't think should have been released. I finally gave up and complained to Colonel Dunn. I suggested that any contacts with the press be made through the Office of Public Information in the Pentagon. These people were trained and paid to do this job; I wasn't. Colonel Dunn heartily agreed because every time I got chewed out he at least got a dirty look.

Colonel Dunn called General Samford's office and they brought in General Sory Smith of the Department of Defense, Office of Public Information. General Smith appointed a civilian on the Air Force Press Desk, Al Chop, to handle all inquiries from the press. The plan was that Al would try to get his answers from Major Dewey Fournet, Blue Book's liaison officer in the Pentagon, and if Dewey didn't have the answer, Al had permission to call me.

This arrangement worked out fine because Al Chop had been through previous UFO publicity battles when he was in the Office of Public Information at Wright Field.

The interest in the UFO's that was shown by the press in May was surpassed only by the interest of the Pentagon. Starting in May, I gave on the average of one briefing in Washington every two weeks, and there was always a full house. From the tone of the official comments to the public about UFO's, it would indicate that there wasn't a great deal of

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interest, but nothing could be further from the truth. People say a lot of things behind a door bearing a sign that reads "Secret Briefing in Progress."

After one of the briefings a colonel (who is now a brigadier general) presented a plan that called for using several flights of F-94C jet interceptors for the specific purpose of trying to get some good photographs of UFO's. The flight that he proposed would be an operational unit with six aircraft - two would be on constant alert. The F-94C's, then the hottest operational jet we had, would be stripped of all combat gear to give them peak performance, and they would carry a special camera in the nose. The squadrons would be located at places in the United States where UFO's were most frequently seen.

The plan progressed to the point of estimating how soon enough airplanes for two flights could be stripped, how soon special cameras could be built, and whether or not two specific Air Force bases in the U.S. could support the units.

Finally the colonel's plan was shelved, but not because he was considered to be crazy. After considerable study and debate at high command level, it was decided that twelve F-94C's couldn't be

spared for the job and it would have been ineffective to use fewer airplanes.

The consideration that the colonel's plan received was an indication of how some of the military people felt about the importance of finding out exactly what the UFO's really were. And in the discussions the words "interplanetary craft" came up more than once.

Requests for briefings came even from the highest figure in the Air Force, K. Finletter, then the Se cretary for Air. On May 8, 1952, Lieutenant Colonel R. J. Taylor of Colonel Dunn's staff and I presented an hour-long briefing to Secretary Finletter and his staff. He listened intently and asked several questions about specific sightings when the briefing was finished. If he was at all worried about the UFO's he certainly didn't show it. His only comment was, "You're doing a fine job, Captain. It must be interesting. Thank you."

Then he made the following statement for the press:

"No concrete evidence has yet reached us either to prove or disprove the existence of the so-called flying saucers. There remain, however, a number of sightings that the Air Force investigators have been unable to explain. As long as this is true, the Air Force will continue to study flying saucer reports."

In May 1952, Project Blue Book received seventy-nine UFO reports compared to ninety-nine in April. It looked as if we'd passed the peak and were now on the downhill side. The 178 reports of the past two

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months, not counting the thousand or so letters that we'd received directly from the public, had piled up a sizable backlog since we'd had time to investigate and analyze only the better reports. During June we planned to clear out the backlog, and then we could relax.

But never underestimate the power of a UFO. In June the big flap hit - they began to deliver clippings in big cardboard cartons.

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CHAPTER ELEVEN

The Big Flap

In early June 1952, Project Blue Book was operating according to the operational plan that had been set up in January 1952. It had taken six months to put the plan into effect, and to a person who has never been indoctrinated into the ways of the military, this may seem like a long time. But consult your nearest government worker and you'll find that it was about par for the red tape course.

We had learned early in the project that about 60 per cent of the reported UFO's were actually balloons, airplanes, or astronomical bodies viewed under unusual conditions, so our operational plan was set up to quickly weed out this type of report. This would give us more time to concentrate on the unknown cases.

To weed out reports in which balloons, airplanes, and astronomical bodies were reported as UFO's, we utilized a flow of data that continually poured into Project Blue Book. We received position reports on all flights of the big skyhook balloons and, by merely picking up the telephone, we could get the details about the flight of any other research balloon or regularly scheduled weather balloon in the United States. The location of aircraft in an area where a UFO had been reported was usually checked by the intelligence officer who made the report, but we double checked his findings by requesting the location of flights from CAA and military air bases. Astronomical almanacs and journals, star charts, and data that we got from observatories furnished us with clues to UFO's that might be astronomical bodies. All of our investigations in this category of report were double checked by Project Bear's astronomer.

Then we had our newspaper clipping file, which gave us many clues. Hydrographic bulletins and Notams (notices to airmen), published by

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the government, sometimes gave us other clues. Every six hours we received a complete set of weather data. A dozen or more other sources of data that might shed some light on a reported UFO were continually being studied.

To get all this information on balloons, aircraft, astronomical bodies, and what have you, I had to co-ordinate Project Blue Book's operational plan with the Air Force's Air Weather Service, Flight Service, Research and Development Command, and Air Defense Command with the Navy's Office of Naval Research, and the aerology branch of the Bureau of Aeronautics; and with the Civil Aeronautics Administration, Bureau of Standards, several astronomical observatories, and our own Project Bear. Our entire operational plan was similar to a Model A Ford I had while I was in high school - just about the time you would get one part working, another part would break down.

When a report came through our screening process and still had the "Unknown" tag on it, it went to the MO file, where we checked its characteristics against other reports. For example, on May 25 we had a report from Randolph AFB, Texas. It went through the screening process and came out "Unknown"; it wasn't a balloon, airplane, or astronomical body. So then it went to the MO file. It was a flock of ducks reflecting the city lights. We knew that the Texas UFO's were ducks because our MO file showed that we had an identical report from Moorhead, Minnesota, and the UFO's at Moorhead were ducks.

Radar reports that came into Blue Book went to the radar specialists of ATIC's electronics branch.

Sifting through reams of data in search of the answers to the many reports that were pouring in each

week required many hours of overtime work, but when a report came out with the final conclusion, "Unknown," we were sure that it was unknown.

To operate Project Blue Book, I had four officers, two airmen, and two civilians on my permanent staff. In addition, there were three scientists employed full time on Project Bear, along with several others who worked part time. In the Pentagon, Major Fournet, who had taken on the Blue Book liaison job as an extra duty, was now spending full time on it. If you add to this the number of intelligence officers all over the world who were making preliminary investigations and interviewing UFO observers, Project Blue Book was a sizable effort.

Only the best reports we received could be personally investigated in the field by Project Blue Book personnel. The vast majority of the reports had to be evaluated on the basis of what the intelligence officer who had written the report had been able to uncover, or what data we

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could get by telephone or by mailing out a questionnaire. Our instructions for "what to do before the Blue Book man arrives," which had been printed in many service publications, were beginning to pay off and the reports were continually getting more detailed.

The questionnaire we were using in June 1952 was the one that had recently been developed by Project Bear. Project Bear, along with psychologists from a Midwestern university, had worked on it for five months. Many test models had been tried before it reached its final form - the standard questionnaire that Blue Book is using today.

It ran eight pages and had sixty eight questions which were booby- trapped in a couple of places to give us a cross check on the reliability of the reporter as an observer. We received quite a few questionnaires answered in such a way that it was obvious that the observer was drawing heavily on his imagination.

From this standard questionnaire the project worked up two more specialized types. One dealt with radar sightings of UFO's, the other with sightings made from airplanes.

In Air Force terminology a "flap" is a condition, or situation, or state of being of a group of people characterized by an advanced degree of confusion that has not quite yet reached panic proportions. It can be brought on by any number of things, including the unexpected visit of an inspecting general, a major administrative reorganization, the arrival of a hot piece of intelligence information, or the dramatic entrance of a well stacked female into an officers' club bar.

In early June 1952 the Air Force was unknowingly in the initial stages of a flap - a flying saucer flap - the flying saucer flap of 1952. The situation had never been duplicated before, and it hasn't been duplicated since. All records for the number of UFO reports were not just broken, they were disintegrated. In 1948, 167 UFO reports had come into ATIC; this was considered a big year. In June 1952 we received 149. During the four years the Air Force had been in the UFO business, 615 reports had been collected. During the "Big Flap" our incoming message log showed 717 reports.

To anyone who had anything to do with flying saucers, the summer of 1952 was just one big swirl of UFO reports, hurried trips, midnight telephone calls, reports to the Pentagon, press interviews, and very little sleep.

If you can pin down a date that the Big Flap started, it would probably be about June 1.

It was also on June 1 that we received a good report of a UFO that had been picked up on radar. June 1 was a Sunday, but I'd been at the

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office all day getting ready to go to Los Alamos the next day. About 5:00 P.M. the telephone rang and the operator told me that I had a long- distance call from California. My caller was the chief of a radar test section for Hughes Aircraft Company in Los Angeles, and he was very excited about a UFO he had to report.

That morning he and his test crew had been checking out a new late- model radar to get it ready for some tests they planned to run early Monday morning. To see if their set was functioning properly, they had been tracking jets in the Los Angeles area. About midmorning, the Hughes test engineer told me, the jet traffic had begun to drop off, and they were about ready to close down their operation when one of the crew picked up a slow moving target coming across the San Gabriel Mountains north of Los Angeles. He tracked the target for a few minutes and, from the speed and altitude, decided that it was a DC-3. It was at 11,000 feet and traveling about 180 miles an hour toward Santa Monica. The operator was about ready to yell at the other crew members to shut off the set when he noticed something mighty odd - there was a big gap between the last and the rest of the regularly spaced bright spots on the radarscope. The man on the scope called the rest of the crew in because DC-3's just don't triple their speed. They watched the target as it made a turn and started to climb over Los Angeles. They plotted one, two, three, and then four points during the target's climb; then one of the crew grabbed a slide rule. Whatever it was, it was climbing 35,000 feet per minute and traveling about 550 miles an hour in the process. Then as they watched the scope, the target leveled out for a few seconds, went into a high speed dive, and again leveled out at 55,000 feet. When they lost the target, it was heading southeast somewhere near Riverside, California.

During the sighting my caller told me that when the UFO was only about ten miles from the radar site two of the crew had gone outside but they couldn't see anything. But, he explained, even the high flying jets that they had been tracking hadn't been leaving vapor trails.

The first thing I asked when the Hughes test engineer finished his story was if the radar set had been working properly. He said that as soon as the UFO had left the scope they had run every possible check on the radar and it was O.K.

I was just about to ask my caller if the target might not have been some experimental airplane from Edwards AFB when he second guessed me. He said that after sitting around looking at each other for about a minute, someone suggested that they call Edwards. They did, and Edwards' flight operations told them that they had nothing in the area.

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I asked him about the weather. The target didn't look like a weather target was the answer, but just to be sure, the test crew had checked. One of his men was an electronics/weather specialist whom he had hired because of his knowledge of the idiosyncrasies of radar under certain weather conditions. This man had looked into the weather angle. He had gotten the latest weather data and checked it, but there wasn't the slightest indication of an inversion or any other weather that would cause a false target.

Just before I hung up I asked the man what he thought he and his crew had picked up, and once again I got the same old answer: "Yesterday at this time any of us would have argued for hours that flying saucers were a bunch of nonsense but now, regardless of what you'll say about what we saw, it was something damned real."

I thanked the man for calling and hung up. We couldn't make any more of an analysis of this report

than had already been made, it was another unknown.

I went over to the MO file and pulled out the stack of cards behind the tab "High Speed Climb." There must have been at least a hundred cards, each one representing a UFO report in which the reported object made a high speed climb. But this was the first time radar had tracked a UFO during a climb.

During the early part of June, Project Blue Book took another jump up on the organizational chart. A year before the UFO project had consisted of one officer. It had risen from the one man operation to a project within a group, then to a group, and now it was a section. Neither Project Sign nor the old Project Grudge had been higher than the project-within-a-group level. The chief of a group normally calls for a lieutenant colonel, and since I was just a captain this caused some consternation in the ranks. There was some talk about putting Lieutenant Colonel Ray Taylor of Colonel Dunn's staff in charge. Colonel Taylor was very much interested in UFO's; he had handled some of the press contacts prior to turning this function over to the Pentagon and had gone along with me on briefings, so he knew something about the project. But in the end Colonel Donald Bower, who was my division chief. decided rank be damned, and I stayed on as chief of Project Blue Book.

The location within the organizational chart is always indicative of the importance placed on a project. In June 1952 the Air Force was taking the UFO problem seriously. One of the reasons was that there were a lot of good UFO reports coming in from Korea. Fighter pilots reported seeing silver colored spheres or disks on several occasions, and radar in Japan, Okinawa, and in Korea had tracked unidentified targets.

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In June our situation map, on which we kept a plot of all of our sightings, began to show an ever so slight trend toward reports beginning to bunch up on the east coast. We discussed this build-up, but we couldn't seem to find any explainable reason for it so we decided that we'd better pay special attention to reports coming from the eastern states.

I had this build-up of reports in mind one Sunday night, June 15 to be exact, when the OD at ATIC called me at home and said that we were getting a lot of reports from Virginia. Each report by itself wasn't too good, the OD told me, but together they seemed to mean something. He suggested that I come out and take a look at them - so I did.

Individually they weren't too good, but when I lined them up chronologically and plotted them on a map they took the form of a hot report.

At 3:40 P.M. a woman at Unionville, Virginia, had reported a "very shiny object" at high altitude.

At 4:20 P.M. the operators of the CAA radio facility at Gordonsville, Virginia, had reported that they saw a "round, shiny object." It was southeast of their station, or directly south of Unionville.

At 4:25 P.M. the crew of an airliner northwest of Richmond, Virginia, reported a "silver sphere at eleven o'clock high."

At 4:43 P.M. a Marine pilot in a jet tried to intercept a "round shiny sphere" south of Gordonsville.

At 5:43 P.M. an Air Force T-33 jet tried to intercept a "shiny sphere" south of Gordonsvllle. He got above 35,000 feet and the UFO was still far above him.

At 7:35 P.M. many people in Blackstone, Virginia, about 80 miles south of Gordonsville, reported it. It was a "round, shiny object with a golden glow" moving from north to south. By this time radio

commentators in central Virginia were giving a running account of the UFO's progress.

At 7:59 P.M. the people in the CAA radio facility at Blackstone saw it.

At 8:00 P.M. jets arrived from Langley AFB to attempt to intercept it, but at 8:05 P.M. it disappeared.

This was a good report because it was the first time we ever received a series of reports on the same object, and there was no doubt that all these people had reported the same object. Whatever it was, it wasn't moving too fast, because it had traveled only about 90 miles in four hours and twenty five minutes. I was about ready to give up until morning and go home when my wife called. The local Associated Press man had called our home and she assumed that it was about this sighting. She had just said that I was out so he might not call the base. I decided that I'd better keep working so I'd have the answer in time to keep the

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story out of the papers. A report like this could cause some excitement. The UFO obviously wasn't a planet because it was moving from north to south, and it was too slow to be an airplane. I called the balloon- plotting center at Lowry AFB, where the tracks of the big skyhook balloons are plotted, but the only big balloons in the air were in the western United States, and they were all accounted for.

It might have been a weather balloon. The wind charts showed that the high altitude winds were blowing in different directions at different altitudes above 35,000 feet, so there was no one flow of air that could have brought a balloon in from a certain area, and I knew that the UFO had to be higher than 35,000 feet because the T-33 jet had been this high and the UFO was still above it. The only thing to do was to check with all of the weather stations in the area. I called Richmond, Roanoke, several places in the vicinity of Washington, D.C., and four or five other weather stations, but all of their balloons were accounted for and none had been anywhere close to the central part of Virginia.

A balloon can travel only so far, so there was no sense in checking stations too far away from where the people had seen the UFO, but I took a chance and called Norfolk; Charleston, West Virginia; Altoona, Pennsylvania; and other stations within a 150 mile radius of Gordonsville and Blackstone. Nothing.

I still thought it might be a balloon, so I started to call more stations. At Pittsburgh I hit a lead. Their radiosonde balloon had gone up to about 60,000 feet and evidently had sprung a slow leak because it had leveled off at that altitude. Normally balloons go up till they burst at 80,000 or 90,000 feet. The weather forecaster at Pittsburgh said that their records showed they had lost contact with the balloon when it was about 60 miles southeast of their station. He said that the winds at 60,000 feet were constant, so it shouldn't be too difficult to figure out where the balloon went after they had lost it. Things must be dull in Pittsburgh at 2:00 A.M. on Monday mornings, because he offered to plot the course that the balloon probably took and call me back.

In about twenty minutes I got my call. It probably was their balloon, the forecaster said. Above 50,000 feet there was a strong flow of air southeast from Pittsburgh, and this fed into a stronger southerly flow that was paralleling the Atlantic coast just east of the Appalachian Mountains. The balloon would have floated along in this flow of air like a log floating down a river. As close as he could estimate, he said, the balloon would arrive in the Gordonsville-Blackstone area in the late afternoon or early evening. This was just about the time the UFO had arrived.

"Probably a balloon" was a good enough answer for me.

The next morning at 8:00 A.M., Al Chop called from the Pentagon to tell me that people were crawling all over his desk wanting to know about a sighting in Virginia.

The reports continued to come in. At Walnut Lake, Michigan, a group of people with binoculars watched a "soft white light" go back and forth across the western sky for nearly an hour. A UFO "paced" an Air Force B-25 for thirty minutes in California. Both of these happened on June 18, and although we checked and rechecked them, they came out as unknowns.

On June 19 radar at Goose AFB in Newfoundland picked up some odd targets. The targets came across the scope, suddenly enlarged, and then became smaller again. One unofficial comment was that the object was flat or disk shaped, and that the radar target had gotten bigger because the disk had banked in flight to present a greater reflecting surface. ATIC's official comment was weather.

Goose AFB was famous for unusual reports. In early UFO history someone had taken a very unusual colored photo of a "split cloud." The photographer had seen a huge ball of fire streak down through the sky and pass through a high layer of stratus clouds. As the fireball passed through the cloud it cut out a perfect swath. The conclusion was that the fireball was a meteor, but the case is still one of the most interesting in the file because of the photograph.

Then in early 1952 there was another good report from this area. It was an unknown.

The incident started when the pilot of an Air Force C-54 transport radioed Goose AFB and said that at 10:42 P.M. a large fireball had buzzed his airplane. It had come in from behind the C-54, and nobody had seen it until it was just off the left wing. The fireball was so big that the pilot said it looked as if it was only a few hundred feet away. The C-54 was 200 miles southwest, coming into Goose AFB from Westover AFB, Massachusetts, when the incident occurred. The base officer-of-the-day, who was also a pilot, happened to be in the flight operations office at Goose when the message came in and he overheard the report. He stepped outside, walked over to his command car, and told his driver about the radio message, so the driver got out and both of them looked toward the south. They searched the horizon for a few seconds; then suddenly they saw a light closing in from the southwest. Within a second, it was near the airfield. It had increased in size till it was as big as a "golf ball at arm's length," and it looked like a big ball of fire. It was so low that both the OD and his driver dove under

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the command car because they were sure it was going to hit the airfield. When they turned and looked up they saw the fireball make a 90 degree turn over the airfield and disappear into the northwest. The time was 10:47 P.M.

The control tower operators saw the fireball too, but didn't agree with the OD and his driver on how low it was. They did think that it had made a 90 degree turn and they didn't think that it was a meteor. In the years they'd been in towers they'd seen hundreds of meteors, but they'd never seen anything like this, they reported.

And reports continued to pour into Project Blue Book. It was now not uncommon to get ten or eleven wires in one day. If the letters reporting UFO sightings were counted, the total would rise to twenty or thirty a day. The majority of the reports that came in by wire could be classified as being good. They were reports made by reliable people and they were full of details. Some were reports of balloons, airplanes, etc., but the percentage of unknowns hovered right around 22 per cent.

To describe and analyze each report, or even the unknowns, would require a book the size of an unabridged dictionary, so I am covering only the best and most representative cases.

One day in mid June, Colonel Dunn called me. He was leaving for Washington and he wanted me to come in the next day to give a briefing at a meeting. By this time I was taking these briefings as a matter of course. We usually gave the briefings to General Garland and a general from the Research and Development Board, who passed the information on to General Samford, the Director of Intelligence. But this time General Samford, some of the members of his staff, two Navy captains from the Office of Naval Intelligence, and some people I can't name were at the briefing.

When I arrived in Washington, Major Fournet told me that the purpose of the meetings, and my briefing, was to try to find out if there was any significance to the almost alarming increase in UFO reports over the past few weeks.

By the time that everyone had finished signing into the briefing room in the restricted area of the fourth floor "B" ring of the Pentagon, it was about 9:15 A.M. I started my briefing as soon as everyone was seated.

I reviewed the last month's UFO activities; then I briefly went over the more outstanding "Unknown" UFO reports and pointed out how they were increasing in number - breaking all previous records. I also pointed out that even though the UFO subject was getting a lot of publicity, it wasn't the scare type publicity that had accompanied the earlier flaps - in fact, much of the present publicity was anti saucer.

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Then I went on to say that even though the reports we were getting were detailed and contained a great deal of good data, we still had no proof the UFO's were anything real. We could, I said, prove that all UFO reports were merely the misinterpretation of known objects if we made a few assumptions.

At this point one of the colonels on General Samford's staff stopped me. "Isn't it true," he asked, "that if you make a few positive assumptions instead of negative assumptions you can just as easily prove that the UFO's are interplanetary spaceships? Why, when you have to make an assumption to get an answer to a report, do you always pick the assumption that proves the UFO's don't exist?"

You could almost hear the colonel add, "O.K., so now I've said it."

For several months the belief that Project Blue Book was taking a negative attitude and the fact that the UFO's could be interplanetary spaceships had been growing in the Pentagon, but these ideas were usually discussed only in the privacy of offices with doors that would close tight.

No one said anything, so the colonel who had broken the ice plunged in. He used the sighting from Goose AFB, where the fireball had buzzed the C-54 and sent the OD and his driver belly whopping under the command car as an example. The colonel pointed out that even though we had labeled the report "Unknown" it wasn't accepted as proof. He wanted to know why.

I said that our philosophy was that the fireball could have been two meteors: one that buzzed the C-54 and another that streaked across the airfield at Goose AFB. Granted a meteor doesn't come within feet of an airplane or make a 90 degree turn, but these could have been optical illusions of some kind. The crew of the C-54, the OD, his driver, and the tower operators didn't recognize the UFO's as meteors because they were used to seeing the normal "shooting stars" that are most commonly seen.

But the colonel had some more questions. "What are the chances of having two extremely

spectacular meteors in the same area, traveling the same direction, only five minutes apart?"

I didn't know the exact mathematical probability, but it was rather small, I had to admit.

Then he asked, "What kind of an optical illusion would cause a meteor to appear to make a 90 degree turn?"

I had asked our Project Bear astronomer this same question, and he couldn't answer it either. So the only answer I could give the colonel was, "I don't know."

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I felt as if I were on a witness stand being cross-examined, and that is exactly where I was, because the colonel cut loose.

"Why not assume a point that is more easily proved?" he asked. "Why not assume that the C-54 crew, the OD, his driver, and the tower operators did know what they were talking about? Maybe they had seen spectacular meteors during the hundreds of hours that they had flown at night and the many nights that they had been on duty in the tower. Maybe the ball of fire had made a 90 degree turn. Maybe it was some kind of an intelligently controlled craft that had streaked northeast across the Gulf of St. Lawrence and Quebec Province at 2,400 miles an hour.

"Why not just simply believe that most people know what they saw?" the colonel said with no small amount of sarcasm in his voice.

This last comment started a lively discussion, and I was able to retreat. The colonel had been right in a sense - we were being conservative, but maybe this was the right way to be. In any scientific investigation you always assume that you don't have enough proof until you get a positive answer. I don't think that we had a positive answer - yet.

The colonel's comments split the group, and a hot exchange of ideas, pros and cons, and insinuations that some people were imitating ostriches to keep from facing the truth followed.

The outcome of the meeting was a directive to take further steps to obtain positive identification of the UFO's. Our original idea of attempting to get several separate reports from one sighting so we could use triangulation to measure speed, altitude, and size wasn't working out. We had given the idea enough publicity, but reports where triangulation could be used were few and far between. Mr. or Mrs. Average Citizen just doesn't look up at the sky unless he or she sees a flash of light or hears a sound. Then even if he or she does look up and sees a UFO, it is very seldom that the report ever gets to Project Blue Book. I think that it would be safe to say that Blue Book only heard about 10 per cent of the UFO's that were seen in the United States.

After the meeting I went back to ATIC, and the next day Colonel Don Bower and I left for the west coast to talk to some people about how to get better UFO data. We brought back the idea of using an extremely long focal length camera equipped with a diffraction grating.

The cameras would be placed at various locations throughout the United States where UFO's were most frequently seen. We hoped that photos of the UFO's taken through the diffraction gratings would give us some proof one way or the other.

The diffraction gratings we planned to use over the lenses of the cameras were the same thing as prisms; they would split up the light

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from the UFO into its component parts so that we could study it and determine whether it was a meteor, an airplane, or balloon reflecting sunlight, etc. Or we might be able to prove that the photographed UFO was a craft completely foreign to our knowledge.

A red-hot, A-1 priority was placed on the camera project, and a section at ATIC that developed special equipment took over the job of obtaining the cameras, or, if necessary, having them designed and built.

But the UFO's weren't waiting around till they could be photographed. Every day the tempo and confusion were increasing a little more.

By the end of June it was very noticeable that most of the better reports were coming from the eastern United States. In Massachusetts, New Jersey, and Maryland jet fighters had been scrambled almost nightly for a week. On three occasions radar equipped F-94's had locked on aerial targets only to have the lockon broken by the apparent violent maneuvers of the target.

By the end of June there was also a lull in the newspaper publicity about the UFO's. The forthcoming political conventions had wiped out any mention of flying saucers. But on July 1 there was a sudden outbreak of good reports. The first one came from Boston; then they worked down the coast.

About seven twenty five on the morning of July 1 two F-94's were scrambled to intercept a UFO that a Ground Observer Corps spotter reported was traveling southwest across Boston. Radar couldn't pick it up so the two airplanes were just vectored into the general area. The F-94's searched the area but couldn't see anything. We got the report at ATIC and would have tossed it out if it hadn't been for other reports from the Boston area at that same time.

One of these reports came from a man and his wife at Lynn, Massachusetts, nine miles northeast of Boston. At seven thirty they had noticed the two vapor trails from the climbing jet interceptors. They looked around the sky to find out if they could see what the jets were after and off to the west they saw a bright silver "cigar shaped object about six times as long as it was wide" traveling southwest across Boston. It appeared to be traveling just a little faster than the two jets. As they watched they saw that an identical UFO was following the first one some distance back. The UFO's weren't leaving vapor trails but, as the man mentioned in his report, this didn't mean anything because you can get above the vapor trail level. And the two UFO's appeared to be at a very high altitude. The two observers watched as the two F-94's searched back and forth far below the UFO's.

Then there was another report, also made at seven thirty. An Air

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Force captain was just leaving his home in Bedford, about 15 miles northwest of Boston and straight west of Lynn, when he saw the two jets. In his report he said that he, too, had looked around the sky to see if he could see what they were trying to intercept when off to the east he saw a "silvery cigar shaped object" traveling south. His description of what he observed was almost identical to what the couple in Lynn reported except that he saw only one UFO.

When we received the report, I wanted to send someone up to Boston immediately in the hope of getting more data from the civilian couple and the Air Force captain; this seemed to be a tailor-made case for triangulation. But by July 1 we were completely snowed under with reports, and there just wasn't anybody to send. Then, to complicate matters, other reports came in later in the day.

Just two hours after the sighting in the Boston area Fort Monmouth, New Jersey, popped back into

UFO history. At nine thirty in the morning twelve student radar operators and three instructors were tracking nine jets on an SCR 584 radar set when two UFO targets appeared on the scope. The two targets came in from the northeast at a slow speed, much slower than the jets that were being tracked, hovered near Fort Monmouth at 50,000 feet for about five minutes, and then took off in a "terrific burst of speed" to the southwest.

When the targets first appeared, some of the class went outside with an instructor, and after searching the sky for about a minute, they saw two shiny objects in the same location as the radar showed the two unidentified targets to be. They watched the two UFO's for several minutes and saw them go zipping off to the southwest at exactly the same time that the two radar targets moved off the scope in that direction.

We had plotted these reports, the ones from Boston and the one from Fort Monmouth, on a map, and without injecting any imagination or wild assumptions, it looked as if two "somethings" had come down across Boston on a southwesterly heading, crossed Long Island, hovered for a few minutes over the Army's secret laboratories at Fort Monmouth, then proceeded toward Washington. In a way we half expected to get a report from Washington. Our expectations were rewarded because in a few hours a report arrived from that city.

A physics professor at George Washington University reported a "dull, gray, smoky colored" object which hovered north northwest of Washington for about eight minutes. Every once in a while, the professor reported, it would move through an arc of about 15 degrees to the right or left, but it always returned to its original position. While he was watching the UFO he took a 25 cent piece out of his pocket and held it at arm's length

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so that he could compare its size to that of the UFO. The UFO was about half the diameter of the quarter. When he first saw the UFO, it was about 30 to 40 degrees above the horizon, but during the eight minutes it was in sight it steadily dropped lower and lower until buildings in downtown Washington blocked off the view.

Besides being an "Unknown," this report was exceptionally interesting to us because the sighting was made from the center of downtown Washington, D.C. The professor reported that he had noticed the UFO when he saw people all along the street looking up in the air and pointing. He estimated that at least 500 people were looking at it, yet his was the only report we received. This seemed to substantiate our theory that people are very hesitant to report UFO's to the Air Force. But they evidently do tell the newspapers because later on we picked up a short account of the sighting in the Washington papers. It merely said that hundreds of calls had been received from people reporting a UFO.

When reports were pouring in at the rate of twenty or thirty a day, we were glad that people were hesitant to report UFO's, but when we were trying to find the answer to a really knotty sighting we always wished that more people had reported it. The old adage of having your cake and eating it, too, held even for the UFO.

Technically no one in Washington, besides, of course, Major General Samford and his superiors, had anything to do with making policy decisions about the operation of Project Blue Book or the handling of the UFO situation in general. Nevertheless, everyone was trying to get into the act. The split in opinions on what to do about the rising tide of UFO reports, the split that first came out in the open at General Samford's briefing, was widening every day. One group was getting dead serious about the situation. They thought we now had plenty of evidence to back up an official statement that the UFO's were something real and, to be specific, not something from this earth. This group wanted Project Blue Book to quit spending time investigating reports from the standpoint of trying to

determine if the observer of a UFO had actually seen something foreign to our knowledge and start assuming that he or she had. They wanted me to aim my investigation at trying to find out more about the UFO. Along with this switch in operating policy, they wanted to clamp down on the release of information. They thought that the security classification of the project should go up to Top Secret until we had all of the answers, then the information should be released to the public. The investigation of UFO's along these lines should be a maximum effort, they thought, and their plans called for lining up many top scientists to devote their full time to the project. Someone once said that enthusiasm

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is infectious, and he was right. The enthusiasm of this group took a firm hold in the Pentagon, at Air Defense Command Headquarters, on the Research and Development Board, and many other agencies throughout the government. But General Samford was still giving the orders, and he said to continue to operate just as we had - keeping an open mind to any ideas.

After the minor flurry of reports on July 1 we had a short breathing spell and found time to clean up a sizable backlog of reports. People were still seeing UFO's but the frequency of the sighting curve was dropping steadily. During the first few days of July we were getting only two or three good reports a day.

On July 5 the crew of a non-scheduled airliner made page two of many newspapers by reporting a UFO over the AEC's super secret Hanford, Washington, installation. It was a skyhook balloon. On the twelfth a huge meteor sliced across Indiana, southern Illinois, and Missouri that netted us twenty or thirty reports. Even before they had stopped coming in, we had confirmation from our astronomer that the UFO was a meteor.

But forty two minutes later there was a sighting in Chicago that wasn't so easily explained.

According to our weather records, on the night of July 12 it was hot in Chicago. At nine forty two there were at least 400 people at Montrose Beach trying to beat the heat. Many of them were lying down looking at the stars, so that they saw the UFO as it came in from the west north west, made a 180 degree turn directly over their heads, and disappeared over the horizon. It was a "large red light with small white lights on the side," most of the people reported. Some of them said that it changed to a single yellow light as it made its turn. It was in sight about five minutes, and during this time no one reported hearing any sound.

One of the people at the beach was the weather officer from O'Hare International Airport, an Air Force captain. He immediately called O'Hare. They checked on balloon flights and with radar, but both were negative; radar said that there had been no aircraft in the area of Montrose Beach for several hours.

I sent an investigator to Chicago, and although he came back with a lot of data on the sighting, it didn't add up to be anything known.

The next day Dayton had its first UFO sighting in a long time when a Mr. Roy T. Ellis, president of the Rubber Seal Products Company, and many other people, reported a teardrop shaped object that hovered over Dayton for several minutes about midnight. This sighting had an interesting twist because two years later I was in Dayton and stopped in at ATIC to see a friend who is one of the technical advisers at the center.

Naturally - the conversation got around to the subject of UFO's, and he asked me if I remembered this specific sighting. I did, so he went on to say that he and his wife had seen this UFO that night but they had never told anybody. He was very serious when he admitted that he had no idea what it could have been. Now I'd heard this statement a thousand times before from other people, but coming from this person, it was really something because he was as anti saucer as anyone I knew. Then he added, "From that time on I didn't think your saucer reporters were as crazy as I used to think they were."

The Dayton sighting also created quite a stir in the press. In conjunction with the sighting, the Dayton Daily Journal had interviewed Colonel Richard H. Magee, the Dayton-Oakwood civil defense director; they wanted to know what he thought about the UFO's. The colonel's answer made news: "There's something flying around in our skies and we wish we knew what it was."

When the story broke in other papers, the colonel's affiliation with civil defense wasn't mentioned, and he became merely "a colonel from Dayton." Dayton was quickly construed by the public to mean Wright- Patterson AFB and specifically ATIC. Some people in the Pentagon screamed while others gleefully clapped their hands. The gleeful handclaps were from those people who wanted the UFO's to be socially recognized, and they believed that if they couldn't talk their ideas into being they might be able to force them in with the help of this type of publicity.

The temporary lull in reporting that Project Blue Book had experienced in early July proved to be only the calm before the storm. By mid July we were getting about twenty reports a day plus frantic calls from intelligence officers all over the United States as every Air Force installation in the U.S. was being swamped with reports. We told the intelligence officers to send in the ones that sounded the best.

The build-up in UFO reports wasn't limited to the United States- every day we would receive reports from our air attaché in other countries. England and France led the field, with the South American countries running a close third. Needless to say, we didn't investigate or evaluate foreign reports because we had our hands full right at home.

Most of us were putting in fourteen hours a day, six days a week. It wasn't at all uncommon for Lieutenant Andy Flues, Bob Olsson, or Kerry Rothstien, my investigators, to get their sleep on an airliner going out or coming back from an investigation. TWA airliners out of Dayton were more like home than home. But we hadn't seen anything yet.

All the reports that were coming in were good ones, ones with no answers. Unknowns were running about 40 per cent. Rumors persist

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that in mid July 1952 the Air Force was braced for an expected invasion by flying saucers. Had these rumormongers been at ATIC in mid July they would have thought that the invasion was already in full swing. And they would have thought that one of the beachheads for the invasion was Patrick AFB, the Air Force's Guided Missile Long Range Proving Ground on the east coast of Florida.

On the night of July 18, at ten forty five, two officers were standing in front of base operations at Patrick when they noticed a light at about a 45 degree angle from the horizon and off to the west. It was an amber color and "quite a bit brighter than a star." Both officers had heard flying saucer stories, and both thought the light was a balloon. But, to be comedians, they called to several more officers and airmen inside the operations office and told them to come out and "see the flying saucer." The people came out and looked. A few were surprised and took the mysterious light seriously, at the expense of considerable laughter from the rest of the group. The discussion about the light grew livelier and bets that it was a balloon were placed. In the meantime the light had drifted over the base, had stopped for about a minute, turned, and was now heading north. To settle the bet,

one of the officers stepped into the base weather office to find out about the balloon. Yes, one was in the air and being tracked by radar, he was told. The weather officer said that he would call to find out exactly where it was. He called and found out that the weather balloon was being tracked due west of the base and that the light had gone out about ten minutes before. The officer went back outside to find that what was first thought to be a balloon was now straight north of the field and still lighted. To add to the confusion, a second amber light had appeared in the west about 20 degrees lower than where the first one was initially seen, and it was also heading north but at a much greater speed. In a few seconds the first light stopped and started moving back south over the base.

While the group of officers and airmen were watching the two lights, the people from the weather office came out to tell the UFO observers that the balloon was still traveling straight west. They were just in time to see a third light come tearing across the sky, directly overhead, from west to east. A weatherman went inside and called the balloon tracking crew again - their balloon was still far to the west of the base.

Inside of fifteen minutes two more amber lights came in from the west, crossed the base, made a 180 degree turn over the ocean, and came back over the observers.

In the midst of the melee a radar set had been turned on but it couldn't pick up any targets. This did, however, eliminate the possibility of the

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lights' being aircraft. They weren't stray balloons either, because the winds at all altitudes were blowing in a westerly direction. They obviously weren't meteors. They weren't searchlights on a haze layer because there was no weather conducive to forming a haze layer and there were no searchlights. They could have been some type of natural phenomenon, if one desires to take the negative approach. Or, if you take the positive approach, they could have been spaceships.

The next night radar at Washington National Airport picked up UFO's and one of the most highly publicized sightings of UFO history was in the making. It marked the beginning of the end of the Big Flap.

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CHAPTER TWELVE

The Washington Merry-Go-Round

No flying saucer report in the history of the UFO ever won more world acclaim than the Washington National Sightings.

When radars at the Washington National Airport and at Andrews AFB, both close to the nation's capital, picked up UFO's, the sightings beat the Democratic National Convention out of headline space. They created such a furor that I had inquiries from the office of the President of the United States and from the press in London, Ottawa, and Mexico City. A junior sized riot was only narrowly averted in the lobby of the Roger Smith Hotel in Washington when I refused to tell U.S. newspaper reporters what I knew about the sightings.

Besides being the most highly publicized UFO sightings in the Air Force annals, they were also the most monumentally fouled-up messes that repose in the files. Although the Air Force said that the incident had been fully investigated, the Civil Aeronautics Authority wrote a formal report on the sightings, and numerous magazine writers studied them, the complete story has never fully been told. The pros have been left out of the con accounts, and the cons were neatly overlooked by the pro writers.

For a year after the twin sightings we were still putting little pieces in the puzzle.

In some aspects the Washington National Sightings could be classed as a surprise - we used this as an excuse when things got fouled up --- but

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in other ways they weren't. A few days prior to the incident a scientist, from an agency that I can't name, and I were talking about the build-up of reports along the east coast of the United States. We talked for about two hours, and I was ready to leave when he said that he had one last comment to make - a prediction. From his study of the UFO reports that he was getting from Air Force Headquarters, and from discussions with his colleagues, he said that he thought that we were sitting right on top of a big keg full of loaded flying saucers. "Within the next few days," he told me, and I remember that he punctuated his slow, deliberate remarks by hitting the desk with his fist, "they're going to blow up and you're going to have the granddaddy of all UFO sightings. The sighting will occur in Washington or New York," he predicted, "probably Washington."

The trend in the UFO reports that this scientist based his prediction on hadn't gone unnoticed. We on Project Blue Book had seen it, and so had the people in the Pentagon; we all had talked about it.

On July 10 the crew of a National Airlines plane reported a light "too bright to be a lighted balloon and too slow to be a big meteor" while they were flying south at 2,000 feet near Quantico, Virginia, just south of Washington.

On July 13 another airliner crew reported that when they were 60 miles southwest of Washington, at 11,000 feet, they saw a light below them. It came up to their level, hovered off to the left for several minutes, and then it took off in a fast, steep climb when the pilot turned on his landing lights.

On July 14 the crew of a Pan American airliner enroute from New York to Miami reported eight UFO's near Newport News, Virginia, about 130 miles south of Washington.

Two nights later there was another sighting in exactly the same area but from the ground. At 9:00

P.M. a high ranking civilian scientist from the National Advisory Committee for Aeronautics Laboratory at Langley AFB and another man were standing near the ocean looking south over Hampton Roads when they saw two amber colored lights, "much too large to be aircraft lights," off to their right, silently traveling north. Just before the two lights got abreast of the two men they made a 180 degree turn and started back toward the spot where they had first been seen. As they turned, the two lights seemed to "jockey for position in the formation." About this time a third light came out of the west and joined the first two; then as the three UFO's climbed out of the area toward the south, several more lights joined the formation. The entire episode had lasted only three minutes.

The only possible solution to the sighting was that the two men had seen airplanes. We investigated this report and found that there were several B-26's from Langley AFB in the area at the time of the sighting, but none of the B-26 pilots remembered being over Hampton Roads. In fact, all of them had generally stayed well south of Norfolk until about 10:30 P.M. because of thunderstorm activity northwest of Langley. Then there were other factors - the observers heard no sound and they were away from all city noises, aircraft don't carry just one or two amber lights, and the distance between the two lights was such that had they been on an airplane the airplane would have been huge or very close to the observers. And last, but not least, the man from the National Advisory Committee for Aeronautics was a very famous aerodynamicist and of such professional stature that if he said the lights weren't airplanes they weren't.

This then was the big build-up to the first Washington national sighting and the reason why my friend predicted that the Air Force was sitting on a big powder keg of loaded flying saucers.

When the keg blew the best laid schemes of the mice and men at ATIC, they went the way best laid schemes are supposed to. The first one of the highly publicized Washington national sightings started, according to the CAA's logbook at the airport, at 11:40 P.M. on the night of July 19 when two radars at National Airport picked up eight unidentified targets east and south of Andrews AFB. The targets weren't airplanes because they would loaf along at 100 to 130 miles an hour then suddenly accelerate to "fantastically high speeds" and leave the area. During the night the crews of several airliners saw mysterious lights in the same locations that the radars showed the targets; tower operators also saw lights, and jet fighters were brought in.

But nobody bothered to tell Air Force Intelligence about the sighting. When reporters began to call intelligence and ask about the big sighting behind the headlines, INTERCEPTORS CHASE FLYING SAUCERS OVER WASHINGTON, D.C., they were told that no one had ever heard of such a sighting. In the next edition the headlines were supplemented by, AIR FORCE WON'T TALK.

Thus intelligence was notified about the first Washington national sighting.

I heard about the sighting about ten o'clock Monday morning when Colonel Donald Bower and I got off an airliner from Dayton and I bought a newspaper in the lobby of the Washington National Airport Terminal Building. I called the Pentagon from the airport and talked to Major Dewey Fournet, but all he knew was what he'd read in the

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papers. He told me that he had called the intelligence officer at Bolling AFB and that he was making an investigation. We would get a preliminary official report by noon.

It was about 1:00 P.M. when Major Fournet called me and said that the intelligence officer from

Bolling was in his office with the preliminary report on the sightings. I found Colonel Bower, we went up to Major Fournet's office and listened to the intelligence officer's briefing.

The officer started by telling us about the location of the radars involved in the incident. Washington National Airport, which is located about three miles south of the heart of the city, had two radars. One was a long-range radar in the Air Route Traffic Control section. This radar had 100 mile range and was used to control all air traffic approaching Washington. It was known as the ARTC radar. The control tower at National Airport had a shorter range radar that it used to control aircraft in the immediate vicinity of the airport. Boiling AFB, he said, was located just east of National Airport, across the Potomac River. Ten miles farther east, in almost a direct line with National and Bolling, was Andrews AFB. It also had a short-range radar. All of these airfields were linked together by an intercom system.

Then the intelligence officer went on to tell about the sighting.

When a new shift took over at the ARTC radar room at National Airport, the air traffic was light so only one man was watching the radarscope. The senior traffic controller and the six other traffic controllers on the shift were out of the room at eleven forty, when the man watching the radarscope noticed a group of seven targets appear. From their position on the scope he knew that they were just east and a little south of Andrews AFB. In a way the targets looked like a formation of slow airplanes, but no formations were due in the area. As he watched, the targets loafed along at 100 to 130 miles an hour; then in an apparent sudden burst of speed two of them streaked out of radar range. These were no airplanes, the man thought, so he let out a yell for the senior controller. The senior controller took one look at the scope and called in two more of the men. They all agreed that these were no airplanes. The targets could be caused by a malfunction in the radar, they thought, so a technician was called in - the set was in perfect working order.

The senior controller then called the control tower at National Airport; they reported that they also had unidentified targets on their scopes, so did Andrews. And both of the other radars reported the same slow speeds followed by a sudden burst of speed. One target was clocked at 7,000 miles an hour. By now the targets had moved into every sector of the

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scope and had flown through the prohibited flying areas over the White House and the Capitol.

Several times during the night the targets passed close to commercial airliners in the area and on two occasions the pilots of the airliners saw lights that they couldn't identify, and the lights were in the same spots where the radar showed UFO's to be. Other pilots to whom the ARTC radar men talked on the radio didn't see anything odd, at least that's what they said, but the senior controller knew airline pilots and knew that they were very reluctant to report UFO's.

The first sighting of a light by an airline pilot took place shortly after midnight, when an ARTC controller called the pilot of a Capital Airlines flight just taking off from National. The controller asked the pilot to keep watch for unusual lights or anything. Soon after the pilot cleared the traffic pattern, and while ARTC was still in contact with him, he suddenly yelled, "There's one - off to the right - and there it goes." The controller had been watching the scope, and a target that had been off to the right of the Capitaliner was gone.

During the next fourteen minutes this pilot reported six more identical lights.

About two hours later another pilot, approaching National Airport from the south, excitedly called the control tower to report that a light was following him at "eight o'clock level." The tower checked their radar-scope and there was a target behind and to the left of the airliner. The ARTC radar also

had the airliner and the UFO target. The UFO tagged along behind and to the left of the airliner until it was within four miles of touchdown on the runway. When the pilot reported the light was leaving, the two radarscopes showed that the target was pulling away from the airliner.

Once during the night all three radars, the two at Washington and the one at Andrews AFB, picked up a target three miles north of the Riverdale Radio beacon, north of Washington. For thirty seconds the three radar operators compared notes about the target over the intercom, then suddenly the target was gone - and it left all three radarscopes simultaneously.

But the clincher came in the wee hours of the morning, when an ARTC traffic controller called the control tower at Andrews AFB and told the tower operators that ARTC had a target just south of their tower, directly over the Andrews Radio range station. The tower operators looked and there was a "huge fiery orange sphere" hovering in the sky directly over their range station.

Not too long after this excitement had started, in fact just after the

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technician had checked the radar and found that the targets weren't caused by a radar malfunction, ARTC had called for Air Force interceptors to come in and look around. But they didn't show, and finally ARTC called again - then again. Finally, just about daylight, an F-94 arrived, but by that time the targets were gone. The F-94 crew searched the area for a few minutes but they couldn't find anything unusual so they returned to their base.

So ended phase one of the Washington National Sightings.

The Bolling AFB intelligence officer said he would write up the complete report and forward it to ATIC.

That afternoon things bustled in the Pentagon. Down on the first floor Al Chop was doing his best to stave off the press while up on the fourth floor intelligence officers were holding some serious conferences. There was talk of temperature inversions and the false targets they could cause; but the consensus was that a good radar operator could spot inversion- caused targets, and the traffic controllers who operated the radar at Washington National Airport weren't just out of radar school. Every day the lives of thousands of people depended upon their interpretation of the radar targets they saw on their scopes. And you don't get a job like this unless you've spent a good many years watching a luminous line paint targets on a good many radarscopes. Targets caused by inversions aren't rare - in the years that these men had been working with radar they had undoubtedly seen every kind of target, real or false, that radar can detect. They had told the Bolling AFB intelligence officer that the targets they saw were caused by the radar waves' bouncing off a hard, solid object. The Air Force radar operator at Andrews backed them up; so did two veteran airline pilots who saw lights right where the radar showed a UFO to be.

Then on top of all this there were the reports from the Washington area during the previous two weeks - all good - all from airline pilots or equally reliable people.

To say the least, the sighting at Washington National was a jolt.

Besides trying to figure out what the Washington National UFO's were, we had the problem of what to tell the press. They were now beginning to put on a squeeze by threatening to call a congressman - and nothing chills blood faster in the military. They wanted some kind of an official statement and they wanted it soon. Some people in intelligence wanted to say just, "We don't know," but others held out for a more thorough investigation. I happened to be in this latter category. Many times in the past I had seen what first seemed to be a good UFO report completely fall apart under a thorough

investigation. I was for stalling

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the press and working all night if necessary to go into every aspect of the sighting. But to go along with the theme of the Washington National Sightings - confusion - there was a lot of talk but no action and the afternoon passed with no further investigation.

Finally about 4:00 P.M. it was decided that the press, who still wanted an official comment, would get an official "No comment" and that I would stay in Washington and make a more detailed investigation.

I called Lieutenant Andy Flues, who was in charge of Project Blue Book while I was gone, to tell him that I was staying over and I found out that they were in a deluxe flap back in Dayton. Reports were pouring out of the teletype machines at the rate of thirty a day and many were as good, if not better, than the Washington incident. I talked this over with Colonel Bower and we decided that even though things were popping back at ATIC the Washington sighting, from the standpoint of national interest, was more important.

Feeling like a national martyr because I planned to work all night if necessary, I laid the course of my investigation. I would go to Washington National Airport, Andrews AFB, airlines offices, the weather bureau, and a half dozen other places scattered all over the capital city. I called the transportation section at the Pentagon to get a staff car but it took me only seconds to find out that the regulations said no staff cars except for senior colonels or generals. Colonel Bower tried - same thing. General Samford and General Garland were gone, so I couldn't get them to try to pressure a staff car out of the hillbilly who was dispatching vehicles. I went down to the finance office - could I rent a car and charge it as travel expense? No - city buses are available. But I didn't know the bus system and it would take me hours to get to all the places I had to visit, I pleaded. You can take a cab if you want to pay for it out of your per diem was the answer. Nine dollars a day per diem and I should pay for a hotel room, meals, and taxi fares all over the District of Columbia. Besides, the lady in finance told me, my travel orders to Washington covered only a visit to the Pentagon. In addition, she said, I was supposed to be on my way back to Dayton right now, and if I didn't go through all the red tape of getting the orders amended I couldn't collect any per diem and technically I'd be AWOL. I couldn't talk to the finance officer, the lady informed me, because he always left at 4:30 to avoid the traffic and it was now exactly five o'clock and she was quitting.

At five one I decided that if saucers were buzzing Pennsylvania Avenue in formation I couldn't care less. I called Colonel Bower, explained my troubles, and said that I was through. He concurred, and I caught the next airliner to Dayton.

When I returned I dropped in to see Captain Roy James in the radar branch and told him about the sighting. He said that he thought it sounded as if the radar targets had been caused by weather but since he didn't have the finer details he naturally couldn't make any definite evaluation.

The good UFO reports that Lieutenant Flues had told me about when I called him from Washington had tripled in number before I got around to looking at them. Our daily take had risen to forty a day, and about a third of them were classified as unknowns.

More amber red lights like those seen on July 18 had been observed over the Guided Missile Long Range Proving Ground at Patrick AFB, Florida. In Uvalde, Texas, a UFO described as "a large, round, silver object that spun on its vertical axis" was seen to cross 100 degrees of afternoon sky in

forty eight seconds. During part of its flight it passed between two towering cumulus clouds. At Los Alamos and Holyoke, Massachusetts, jets had chased UFO's. In both cases the UFO's had been lost as they turned into the sun.

In two night encounters, one in New Jersey and one in Massachusetts, F-94's tried unsuccessfully to intercept unidentified lights reported by the Ground Observer Corps. In both cases the pilots of the radar nosed jet interceptors saw a light; they closed in and their radar operators got a lock-on. But the lock-ons were broken in a few seconds, in both cases, as the light apparently took violent evasive maneuvers.

Copies of these and other reports were going to the Pentagon, and I was constantly on the phone or having teleconferences with Major Fournet.

When the second Washington National Sighting came along, almost a week to the hour from the first one, by a stroke of luck things weren't too fouled up. The method of reporting the sighting didn't exactly follow the official reporting procedures that are set forth in Air Force Letter 200-5, dated 5 April 1952, Subject: Reporting of Unidentified Flying Objects - but it worked.

I first heard about the sighting about ten o'clock in the evening when I received a telephone call from Bob Ginna, Life magazine's UFO expert. He had gotten the word from Life's Washington News Bureau and wanted a statement about what the Air Force planned to do. I decided that instead of giving a mysterious "no comment" I would tell the truth: "I have no idea what the Air Force is doing; in all probability it's doing nothing." When he hung up, I called the intelligence duty officer in the Pentagon and I was correct, intelligence hadn't heard about the sighting. I asked the duty officer to call Major Fournet and ask him if he would go out to the airport, which was only two or three miles from his home. When

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he got the call from the duty officer Major Fournet called Lieutenant Holcomb; they drove to the ARTC radar room at National Airport and found Al Chop already there. So at this performance the UFO's had an official audience; Al Chop, Major Dewey Fournet, and Lieutenant Holcomb, a Navy electronics specialist assigned to the Air Force Directorate of Intelligence, all saw the radar targets and heard the radio conversations as jets tried to intercept the UFO's.

Being in Dayton, 380 miles away, there wasn't much that I could do, but I did call Captain Roy James thinking possibly he might want to talk on the phone to the people who were watching the UFO's on the radarscopes. But Captain James has a powerful dislike for UFO's- especially on Saturday night.

About five o'clock Sunday morning Major Fournet called and told me the story of the second sighting at Washington National Airport:

About 10:30 P.M. on July 26 the same radar operators who had seen the UFO's the week before picked up several of the same slow moving targets. This time the mysterious craft, if that is what they were, were spread out in an arc around Washington from Herndon, Virginia, to Andrews AFB. This time there was no hesitation in following the targets. The minute they appeared on the big 24 inch radarscope one of the controllers placed a plastic marker representing an unidentified target near each blip on the scope. When all the targets had been carefully marked, one of the controllers called the tower and the radar station at Andrews AFB - they also had the unknown targets.

By 11:30 P.M. four or five of the targets were continually being tracked at all times, so once again a call went out for jet interceptors. Once again there was some delay, but by midnight two F-94's from New Castle County AFB were airborne and headed south. The reporters and photographers were

asked to leave the radar room on the pretext that classified radio frequencies and procedures were being used in vectoring the interceptors. All civilian air traffic was cleared out of the area and the jets moved in.

When I later found out that the press had been dismissed on the grounds that the procedures used in an intercept were classified, I knew that this was absurd because any ham radio operator worth his salt could build equipment and listen in on any intercept. The real reason for the press dismissal, I learned, was that not a few people in the radar room were positive that this night would be the big night in UFO history - the night when a pilot would close in on and get a good look at a UFO and they didn't want the press to be in on it.

But just as the two '94's arrived in the area the targets disappeared

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from the radarscopes. The two jets were vectored into the areas where the radar had shown the last target plots, but even though the visibility was excellent they could see nothing. The two airplanes stayed around a few minutes more, made a systematic search of the area, but since they still couldn't see anything or pick up anything on their radars they returned to their base.

A few minutes after the F-94's left the Washington area, the unidentified targets were back on the radarscopes in that same area.

What neither Major Fournet nor I knew at this time was that a few minutes after the targets left the radarscopes in Washington people in the area around Langley AFB near Newport News, Virginia, began to call Langley Tower to report that they were looking at weird bright lights that were "rotating and giving off alternating colors." A few minutes after the calls began to come in, the tower operators themselves saw the same or a similar light and they called for an interceptor.

An F-94 in the area was contacted and visually vectored to the light by the tower operators. The F-94 saw the light and started toward it, but suddenly it went out, "like somebody turning off a light bulb." The F-94 crew continued their run and soon got a radar lock-on, but it was broken in a few seconds as the target apparently sped away. The fighter stayed in the area for several more minutes and got two more lock-ons, only to have them also broken after a few seconds.

A few minutes after the F-94 over Newport News had the last lock-on broken, the targets came back on the scopes at Washington National.

With the targets back at Washington the traffic controller again called Defense Command, and once again two F-94's roared south toward Washington. This time the targets stayed on the radarscopes when the airplanes arrived.

The controllers vectored the jets toward group after group of targets, but each time, before the jets could get close enough to see anything more than just a light, the targets had sped away. Then one stayed put. The pilot saw a light right where the ARTC radar said a target was located; he cut in the F-94's afterburner and went after it, but just like the light that the F-94 had chased near Langley AFB, this one also disappeared. All during the chase the radar operator in the F-94 was trying to get the target on his set but he had no luck.

After staying in the area about twenty minutes, the jets began to run low on fuel and returned to their base. Minutes later it began to get light, and when the sun came up all the targets were gone.

Early Sunday morning, in an interview with the press, the Korean veteran who piloted the F-94, Lieutenant William Patterson, said:

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I tried to make contact with the bogies below 1,000 feet, but they [the radar controllers] vectored us around. I saw several bright lights. I was at my maximum speed, but even then I had no closing speed. I ceased chasing them because I saw no chance of overtaking them. I was vectored into new objects. Later I chased a single bright light which I estimated about 10 miles away. I lost visual contact with it about 2 miles.

When Major Fournet finished telling me about the night's activity, my first question was, "How about the radar targets, could they have been caused by weather?"

I knew that Lieutenant Holcomb was a sharp electronics man and that Major Fournet, although no electronics specialist, was a crackerjack engineer, so their opinion meant a lot.

Dewey said that everybody in the radar room was convinced that the targets were very probably caused by solid metallic objects. There had been weather targets on the scope too, he said, but these were common to the Washington area and the controllers were paying no attention to them.

And this something solid could poke along at 100 miles an hour or outdistance a jet, I thought to myself.

I didn't ask Dewey any more because he'd been up all night and wanted to get to bed.

Monday morning Major Ed Gregory, another intelligence officer at ATIC, and I left for Washington, but our flight was delayed in Dayton so we didn't arrive until late afternoon. On the way through the terminal building to get a cab downtown, I picked up the evening papers. Every headline was about the UFO's:

FIERY OBJECTS OUTRUN JETS OVER CAPITAL - INVESTIGATION VEILED IN SECRECY FOLLOWING VAIN CHASE

JETS ALERTED FOR SAUCER - INTERCEPTORS CHASE LIGHTS IN D.C. SKIES

EXPERT HERE TO PUSH STUDY AS OBJECTS IN SKIES REPORTED AGAIN

I jokingly commented about wondering who the expert was. In a half hour I found out - I was. When Major Gregory and I walked into the lobby of the Roger Smith Hotel to check in, reporters and photographers rose from the easy chairs and divans like a covey of quail. They wanted

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my secrets, but I wasn't going to tell nor would I pose for pictures while I wasn't telling anything. Newspaper reporters are a determined lot, but Greg ran interference and we reached the elevator without even a "no comment."

The next day was one of confusion. After the first Washington sighting the prevailing air in the section of the Pentagon's fourth floor, which is occupied by Air Force Intelligence, could be described as excitement, but this day it was confusion. There was a maximum of talk and a minimum of action. Everyone agreed that both sightings should be thoroughly investigated, but nobody did anything. Major Fournet and I spent the entire morning "just leaving" for somewhere to investigate "something." Every time we would start to leave, something more pressing would come up.

About 10:00 A.M. the President's air aide, Brigadier General Landry, called intelligence at President

Truman's request to find out what was going on. Somehow I got the call. I told General Landry that the radar target could have been caused by weather but that we had no proof.

To add to the already confused situation, new UFO reports were coming in hourly. We kept them quiet mainly because we weren't able to investigate them right away, or even confirm the facts. And we wanted to confirm the facts because some of the reports, even though they were from military sources, were difficult to believe.

Prior to the Washington sightings in only a very few of the many instances in which radar had picked up UFO targets had the targets themselves supposedly been seen visually. Radar experts had continually pointed out this fact to us as an indication that maybe all of the radar targets were caused by freak weather conditions. "If people had just seen a light, or an object, near where the radar showed the UFO target to be, you would have a lot more to worry about," radar technicians had told me many times.

Now people were seeing the same targets that the radars were picking up, and not just at Washington.

On the same night as the second Washington sighting we had a really good report from California. An ADC radar had picked up an unidentified target and an F-94C had been scrambled. The radar vectored the jet interceptor into the target, the radar operator in the '94 locked-on to it, and as the airplane closed in the pilot and RO saw that they were headed directly toward a large, yellowish orange light. For several minutes they played tag with the UFO. Both the radar on the ground and the radar in the F-94 showed that as soon as the airplane would get almost within gunnery range of the UFO it would suddenly pull away

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at a terrific speed. Then in a minute or two it would slow down enough to let the F-94 catch it again.

When I talked to the F-94 crew on the phone, the pilot said that they felt as if this were just a big aerial cat-and-mouse game - and they didn't like it - at any moment they thought the cat might have pounced.

Needless to say, this was an unknown.

About midmorning on Tuesday, July 29th, Major General John Samford sent word down that he would hold a press conference that afternoon in an attempt to straighten out the UFO situation with the press.

Donald Keyhoe reports on the press conference and the events leading up to it in detail in his book, Flying Saucers from Outer Space. He indicates that before the conference started, General Samford sat behind his big walnut desk in Room 3A138 in the Pentagon and battled with his conscience. Should he tell the public "the real truth" - that our skies are loaded with spaceships? No, the public might panic. The only answer would be to debunk the UFO's.

This bit of reporting makes Major Keyhoe the greatest journalist in history. This beats wire tapping. He reads minds. And not only that, he can read them right through the walls of the Pentagon. But I'm glad that Keyhoe was able to read the General's mind and that he wrote the true and accurate facts about what he was really thinking because I spent quite a bit of time talking to the General that day and he sure fooled me. I had no idea he was worried about what he should tell the public.

When the press conference, which was the largest and longest the Air Force had held since World War II, convened at 4:00 P.M., General Samford made an honest effort to straighten out the

Washington National Sightings, but the cards were stacked against him before he started. He had to hedge on many answers to questions from the press because he didn't know the answers. This hedging gave the impression that he was trying to cover up something more than just the fact that his people had fouled up in not fully investigating the sightings. Then he had brought in Captain Roy James from ATIC to handle all the queries about radar. James didn't do any better because he'd just arrived in Washington that morning and didn't know very much more about the sightings than he'd read in the papers. Major Dewey Fournet and Lieutenant Holcomb, who had been at the airport during the sightings, were extremely conspicuous by their absence, especially since it was common knowledge among the press that they weren't convinced the UFO's picked up on radars were weather targets.

But somehow out of this chaotic situation came exactly the result

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that was intended - the press got off our backs. Captain James's answers about the possibility of the radar targets' being caused by temperature inversions had been construed by the press to mean that this was the Air Force's answer, even though today the twin sightings are still carried as unknowns.

The next morning headlines from Bangor to Bogota read:

AIR FORCE DEBUNKS SAUCERS AS JUST NATURAL PHENOMENA

The Washington National Sightings proved one thing, something that many of us already knew: in order to forestall any more trouble similar to what we'd just been through we always had to get all of the facts and not try to hide them. A great deal of the press's interest was caused by the Air Force's reluctance to give out any information, and the reluctance on the part of the Air Force was caused by simply not having gone out to find the answers.

But had someone gone out and made a more thorough investigation a few big questions would have popped up and taken some of the intrigue out of the two reports. It took me a year to put the question marks together because I just picked up the information as I happened to run across it, but it could have been collected in a day of concentrated effort.

There was some doubt about the visual sighting of the "large fiery-orange-colored sphere" that the tower operators at Andrews AFB saw when the radar operators at National Airport told them they had a target over the Andrews Radio range station. When the tower operators were later interrogated they completely changed their story and said that what they saw was merely a star. They said that on the night of the sighting they "had been excited." (According to astronomical charts, there were no exceptionally bright stars where the UFO was seen over the range station, however. And I heard from a good source that the tower men had been "persuaded" a bit.)

Then the pilot of the F-94C changed his mind even after he'd given the press and later told me his story about vainly trying to intercept unidentified lights. In an official report he says that all he saw was a ground light reflecting off a layer of haze.

Another question mark arose about the lights that the airline pilots saw. Months after the sighting I heard from one of the pilots whom the ARTC controllers called to learn if he could see a UFO. This man's background was also impressive, he had been flying in and out of Washington since 1936. This is what he had to say:

The most outstanding incident happened just after a take-off one night from Washington National. The tower man advised us that there was

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a UFO ahead of us on the take-off path and asked if we would aid in tracking it down. We were given headings to follow and shortly we were advised that we had passed the UFO and would be given a new heading. None of us in the cockpit had seen anything unusual. Several runs were made; each time the tower man advised us we were passing the UFO we noticed that we were over one certain section of the Potomac River, just east of Alexandria. Finally we were asked to visually check the terrain below for anything which might cause such an illusion. We looked and the only object we could see where the radar had a target turned out to be the Wilson Lines moonlight steamboat trip to Mount Vernon. Whether there was an altitude gimmick on the radar unit at the time I do not know but the radar was sure as hell picking up the steamboat.

The pilot went on to say that there is such a conglomeration of lights around the Washington area that no matter where you look you see a "mysterious light."

Then there was another point: although the radars at Washington National and Andrews overlap, and many of the targets appeared in the overlap area, only once did the three radars simultaneously pick up a target.

The investigation brought out a few more points on the pro side too. We found out that the UFO's frequently visited Washington. On May 23 fifty targets had been tracked from 8:00 P.M. till midnight. They were back on the Wednesday night between the two famous Saturday night sightings, the following Sunday night, and again the night of the press conference; then during August they were seen eight more times. On several occasions military and civilian pilots saw lights exactly where the radar showed the UFO's to be.

On each night that there was a sighting there was a temperature inversion but it was never strong enough to affect the radar the way inversions normally do. On each occasion I checked the strength of the inversion according to the methods used by the Air Defense Command Weather Forecast Center.

Then there was another interesting fact: hardly a night passed in June, July, and August in 1952 that there wasn't an inversion in Washington, yet the slow moving, "solid" radar targets appeared on only a few nights.

But the one big factor on the pro side of the question is the people involved - good radar men - men who deal in human lives. Each day they use their radar to bring thousands of people into Washington National Airport and with a responsibility like this they should know a real target from a weather target.

So the Washington National Airport Sightings are still unknowns.

Had the press been aware of some of the other UFO activity in the

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United States during this period, the Washington sightings might not have been the center of interest. True, they could be classed as good reports but they were not the best that we were getting. In fact, less than six hours after the ladies and gentlemen of the press said "Thank you" to General Samford for his press conference, and before the UFO's could read the newspapers and find out that they were natural phenomena, one of them came down across the Canadian border into Michigan. The incident that occurred that night was one of those that even the most ardent skeptic would have difficulty explaining. I've heard a lot of them try and I've heard them all fail.

At nine forty on the evening of the twenty-ninth an Air Defense Command radar station in central Michigan started to get plots on a target that was coming straight south across Saginaw Bay on Lake Huron at 625 miles an hour. A quick check of flight plans on file showed that it was an unidentified target.

Three F-94's were in the area just northeast of the radar station, so the ground controller called one of the F-94's and told the pilot to intercept the unidentified target. The F-94 pilot started climbing out of the practice area on an intercept heading that the ground controller gave him. When the F-94 was at 20,000 feet, the ground controller told the pilot to turn to the right and he would be on the target. The pilot started to bring the F-94 around and at that instant both he and the radar operator in the back seat saw that they were turning toward a large bluish white light, "many times larger than a star." In the next second or two the light "took on a reddish tinge, and slowly began to get smaller, as if it were moving away." Just then the ground controller called and said that he still had both the F-94 and the unidentified target on his scope and that the target had just made a tight 180 degree turn. The turn was too tight for a jet, and at the speed the target was traveling it would have to be a jet if it were an airplane. Now the target was heading back north. The F-94 pilot gave the engine full power and cut in the afterburner to give chase. The radar operator in the back seat got a good radar lock-on. Later he said, "It was just as solid a lock-on as you get from a B-36." The object was at 4 miles range and the F-94 was closing slowly. For thirty seconds they held the lock-on; then, just as the ground controller was telling the pilot that he was closing in, the light became brighter and the object pulled away to break the lock-on. Without breaking his transmission, the ground controller asked if the radar operator still had the lock-on because on the scope the distance between two blips had almost doubled in one sweep of the antenna. This indicated that the unknown target had almost doubled its speed in a matter of seconds.

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For ten minutes the ground radar followed the chase. At times the unidentified target would slow down and the F-94 would start to close the gap, but always, just as the F-94 was getting within radar range, the target would put on a sudden burst of speed and pull away from the pursuing jet. The speed of the UFO - for by this time all concerned had decided that was what it was - couldn't be measured too accurately because its bursts of speed were of such short duration; but on several occasions the UFO traveled about 4 miles in one ten second sweep of the antenna, or about 1,400 miles an hour.

The F-94 was getting low on fuel, and the pilot had to break off the chase a minute or two before the UFO got out of range of the ground radar. The last few plots on the UFO weren't too good but it looked as if the target slowed down to 200 to 300 miles an hour as soon as the F-94 turned around.

What was it? It obviously wasn't a balloon or a meteor. It might have been another airplane except that in 1952 there was nothing flying, except a few experimental airplanes that were far from Michigan, that could so easily outdistance an F-94. Then there was the fact that radar clocked it at 1,400 miles an hour. The F-94 was heading straight for the star Capella, which is low on the horizon and is very brilliant, but what about the radar contacts? Some people said "Weather targets," but the chances of a weather target's making a 180 degree turn just as an airplane turns into it, giving a radar lock-on, then changing speed to stay just out of range of the airplane's radar, and then slowing down when the airplane leaves is as close to nil as you can get.

What was it? A lot of people I knew were absolutely convinced this report was the key - the final proof. Even if all of the thousands of other UFO reports could be discarded on a technicality, this one couldn't be. These people believed that this report in itself was proof enough to officially accept the fact that UFO's were interplanetary spaceships. And when some people refused to believe even this report, the frustration was actually pitiful to see.

As the end of July approached, there was a group of officers in intelligence fighting hard to get the UFO "recognized." At ATIC, Project Blue Book was still trying to be impartial - but sometimes it was difficult.

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CHAPTER THIRTEEN

Hoax or Horror?

To the military and the public who weren't intimately associated with the higher levels of Air Force Intelligence during the summer of 1952 - and few were - General Samford's press conference seemed to indicate the peak in official interest in flying saucers. It did take the pressure off Project Blue Book - reports dropped from fifty per day to ten a day inside of a week - but behind the scenes the press conference was only the signal for an all out drive to find out more about the UFO. Work on the special cameras continued on a high priority basis, and General Samford directed us to enlist the aid of top ranking scientists.

During the past four months we had collected some 750 comparatively well documented reports, and we hoped that something in these reports might give us a good lead on the UFO. My orders were to tell the scientists to whom we talked that the Air Force was officially still very much interested in the UFO and that their assistance, even if it was only in giving us ideas and comments on the reports, was badly needed. Although the statement of the problem was worded much more loosely, in essence it was, "Do the UFO reports we have collected indicate that the earth is being visited by a people from another planet?"

Such questions had been asked of the scientists before, but not in such a serious vein.

Then a secondary program was to be started, one of "educating" the military. The old idea that UFO reports would die out when the thrill wore off had long been discarded. We all knew that UFO reports would continue to come in and that in order to properly evaluate them we had to have every shred of evidence. The Big Flap had shown us that our chances of getting a definite answer on a sighting was directly proportional to the quality of the information we received from the intelligence officers in the field.

But soon after the press conference we began to get wires from intelligence officers saying they had interpreted the newspaper accounts of General Samford's press conference to mean that we were no longer interested in UFO reports. A few other intelligence officers had evidently

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also misinterpreted the general's remarks because their reports of excellent sightings were sloppy and incomplete. All of this was bad, so to forestall any misconceived ideas about the future of the Air Force's UFO project, summaries of General Samford's press conference were distributed to intelligence officers. General Samford had outlined the future of the UFO project when he'd said:

"So our present course of action is to continue on this problem with the best of our ability, giving it the attention that we feel it very definitely warrants. We will give it adequate attention, but not frantic attention."

The summary of the press conference straightened things out to some extent and our flow of reports got back to normal.

I was anxious to start enlisting the aid of scientists, as General Samford had directed, but before this could be done we had a backlog of UFO reports that had to be evaluated. During July we had been swamped and had picked off only the best ones. Some of the reports we were working on during August had simple answers, but many were unknowns. There was one report that was of special interest because it was an excellent example of how a UFO report can at first appear to be absolutely

insoluble then suddenly fall apart under thorough investigation. It also points up the fact that our investigation and analysis were thorough and that when we finally stamped a report "Unknown" it was unknown. We weren't infallible but we didn't often let a clue slip by.

At exactly ten forty five on the morning of August 1, 1952, an ADC radar near Bellefontaine, Ohio, picked up a high speed unidentified target moving southwest, just north of Dayton. Two F-86's from the 97th Fighter Interceptor Squadron at Wright-Patterson were scrambled and in a few minutes they were climbing out toward where the radar showed the UFO to be. The radar didn't' have any height finding equipment so all that the ground controller at the radar site could do was to get the two F-86's over or under the target, and then they would have to find it visually.

When the two airplanes reached 30,000 feet, the ground controller called them and told them that they were almost on the target, which was still continuing its southwesterly course at about 525 miles an hour. In a few seconds the ground controller called back and told the lead pilot that the targets of his airplane and the UFO had blended on the radar scope and that the pilot would have to make a visual search; this was as close in as radar could get him. Then the radar broke down and went off the air.

But at almost that exact second the lead pilot looked up and there in the clear blue sky several thousand feet above him was a silver colored

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sphere. The lead pilot pointed it out to his wing man and both of them started to climb. They went to their maximum altitude but they couldn't reach the UFO. After ten minutes of unsuccessful attempts to identify the huge silver sphere or disk - because at times it looked like a disk - one of the pilots hauled the nose of his F-86 up in a stall and exposed several feet of gun camera film. Just as he did this the warning light on his radar gun sight blinked on, indicating that something solid was in front of him - he wasn't photographing a sundog, hallucination, or refracted light.

The two pilots broke off the intercept and started back to Wright- Patterson when they suddenly realized that they were still northwest of the base, in almost the same location they had been when they started the intercept ten minutes before. The UFO had evidently slowed down from the speed that the radar had measured, 525 miles an hour, until it was hovering almost completely motionless.

As soon as the pilots were on the ground, the magazine of film from the gun camera was rushed to the photo lab and developed. The photos showed only a round, indistinct blob - no details - but they were proof that some type of unidentified flying object had been in the air north of Dayton.

Lieutenant Andy Flues was assigned to this one. He checked the locations of balloons and found out that a 20-foot-diameter radiosonde weather balloon from Wright-Patterson had been very near the area when the unsuccessful intercept took place, but the balloon wasn't traveling 525 miles an hour and it couldn't be picked up by the ground radar, so he investigated further. The UFO couldn't have been another airplane because airplanes don't hover in one spot and it was no atmospheric phenomenon. Andy wrote it off as an unknown but it still bothered him; that balloon in the area was mighty suspicious. He talked to the two pilots a half dozen times and spent a day at the radar site at Bellefontaine before he reversed his "Unknown" decision and came up with the answer.

The unidentified target that the radar had tracked across Ohio was a low flying jet. The jet was unidentified because there was a mix-up and the radar station didn't get its flight plan. Andy checked and found that a jet out of Cleveland had landed at Memphis at about eleven forty. At ten forty five this jet would have been north of Dayton on a southwesterly heading. When the ground controller blended the targets of the two F-86's into the unidentified target, they were at 30,000 feet and were looking for the target at their altitude or higher so they missed the low flying jet - but they did see the

balloon. Since the radar went out just as the pilots saw the balloon, the ground controller couldn't see that the

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unidentified target he'd been watching was continuing on to the south- west. The pilots didn't bother to look around any more once they'd spotted the balloon because they thought they had the target in sight.

The only part of the sighting that still wasn't explained was the radar pickup on the F-86's gun sight. Lieutenant Flues checked around, did a little experimenting, and found out that the small transmitter box on a radiosonde balloon will give an indication on the radar used in F-86 gun sights.

To get a final bit of proof, Lieutenant Flues took the gun camera photos to the photo lab. The two F-86's had been at about 40,000 feet when the photos were taken and the 20 foot balloon was at about 70,000 feet. Andy's question to the photo lab was, "How big should a Biot balloon appear on a frame of 16 mm. movie film when the balloon is 30,000 feet away?"

The people in the photo lab made a few calculations and measurements and came up with the answer, "A 20 foot balloon photographed from 30,000 feet away would be the same size as the UFO in the gun camera photos."

By the middle of August, Project Blue Book was back to normal. Lieutenant Flues's Coca-Cola consumption had dropped from twenty bottles a day in mid July to his normal five. We were all getting a good night's sleep and it was now a rare occasion when my home telephone would ring in the middle of the night to report a new UFO.

But then on the morning of August 20 I was happily taking a shower, getting ready to go to work, when one of these rare occasions occurred and the phone rang - it was the ATIC OD. An operational immediate wire had just come in for Blue Book. He had gone over to the message center and gotten it. He thought that it was important and wanted me to come right out. For some reason he didn't want to read it over the phone, although it was not classified. I decided that if he said so I should come out, so I left in a hurry.

The wire was from the intelligence officer at an air base in Florida. The previous night a scoutmaster and three boy scouts had seen a UFO. The scoutmaster had been burned when he approached too close to the UFO. The wire went on to give a few sketchy details and state that the scoutmaster was a "solid citizen."

I immediately put in a long distance call to the intelligence officer. He confirmed the data in the wire. He had talked briefly to the scoutmaster on the phone and from all he could gather it was no hoax. The local police had been contacted and they verified the story and the fact of the burns. I asked the intelligence officer to contact the scoutmaster and ask

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if he would submit to a physical examination immediately. I could imagine the rumors that could start about the scoutmaster's condition, and I wanted proof. The report sounded good, so I told the intelligence officer I'd get down to see him as soon as possible.

I immediately called Colonel Dunn, then chief at ATIC, and gave him a brief rundown. He agreed that I should go down to Florida as soon as possible and offered to try to get an Air Force B-25, which would save time over the airlines.

I told Bob Olsson to borrow a Geiger counter at Wright Field, then check out a camera. I called my wife and asked her to pack a few clothes and bring them out to me. Bob got the equipment, ran home and packed a bag, and in two hours he and I and our two pilots, Captain Bill Hoey and Captain David Douglas, were on our way to Florida to investigate one of the weirdest UFO reports that I came up against.

When we arrived, the intelligence officer arranged for the scoutmaster to come out to the air base. The latter knew we were coming, so he arrived at the base in a few minutes. He was a very pleasant chap, in his early thirties, not at all talkative but apparently willing to co-operate.

While he was giving us a brief personal history, I had the immediate impression that he was telling the truth. He'd lived in Florida all of his life. He'd gone to a private military prep school, had some college, and then had joined the Marines. He told us that he had been in the Pacific most of the war and repeated some rather hairy stories of what he'd been through. After the war he'd worked as an auto mechanic, then gone to Georgia for a while to work in a turpentine plant. After returning to Florida, he opened a gas station, but some hard luck had forced him to sell out. He was now working as a clerk in a hardware store. Some months back a local church had decided to organize a boy scout troop and he had offered to be the scoutmaster.

On the night before the weekly scout meeting had broken up early. He said that he had offered to give four of the boys a ride home. He had let one of the boys out when the conversation turned to a stock car race that was to take place soon. They talked about the condition of the track. It had been raining frequently, and they wondered if the track was flooded, so they drove out to look at it. Then they started south toward a nearby town to take another of the boys home. They took a blacktop road about 10 miles inland from the heavily traveled coastal highway that passes through sparsely settled areas of scrub pine and palmetto thickets.

They were riding along when the scoutmaster said that he noticed a light off to his left in the pines. He slowed down and asked the boys if

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they'd seen it; none of them had. He started to drive on, when he saw the lights again. This time all of the boys saw them too, so he stopped. He said that he wanted to go back into the woods to see what was going on, but that the boys were afraid to stay alone. Again he started to drive on, but in a few seconds decided he had to go back. So he turned the car around, went back, and parked beside the road at a point just opposite where he'd seen the lights.

I stopped him at this point to find out a little bit more about why he'd decided to go back. People normally didn't go running off into palmetto thickets infested with rattlesnakes at night. He had a logical answer. The lights looked like an airplane crashing into the woods some distance away. He didn't believe that was what he saw, but the thought that this could be a possibility bothered him. After all, he had said, he was a scoutmaster, and if somebody was in trouble, his conscience would have bothered him the rest of his life if he hadn't investigated and it had been somebody in need of help.

A fifteen minute radio program had just started, and he told the boys that he was going to go into the woods, and that if he wasn't back by the time the program ended they should run down the road to a farmhouse that they had passed and get help. He got out and started directly into the woods, wearing a faded denim billed cap and carrying machete and two flashlights. One of the lights was a spare he carried in his back pocket.

He had traveled about 50 yards off the road when he ran into a palmetto thicket, so he stopped and

looked for a clear path. But finding none, he started pushing his way through the waist high tangle of brush.

When he stopped, he recalled later, he had first become aware of an odd odor. He couldn't exactly describe it to us, except to say that it was "sharp" or "pungent." It was very faint, actually more like a subconscious awareness at first. Another sensation he recalled after the incident was a very slight difference in temperature, hardly perceivable, like walking by a brick building in the evening after the sun has set. He hadn't thought anything about either the odor or the heat at the time but later, when they became important, he remembered them.

Paying no attention to these sensations then, he pushed on through the brush, looking up occasionally to check the north star, so that he could keep traveling straight east. After struggling through about 30 yards of palmetto undergrowth, he noticed a change in the shadows ahead of him and stopped to shine the flashlight farther ahead of him to find out if he was walking into a clearing or into one of the many ponds that dot that particular Florida area. It was a clearing.

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The boy scouts in the car had been watching the scoutmaster's progress since they could see his light bobbing around. Occasionally he would shine it up at a tree or across the landscape for an instant, so they knew where he was in relation to the trees and thickets. They saw him stop at the edge of the open, shadowed area and shine his light ahead of him.

The scoutmaster then told us that when he stopped this second time he first became consciously aware of the odor and the heat. Both became much more noticeable as he stepped into the clearing. In fact, the heat became almost unbearable or, as he put it, "oppressively moist, making it hard to breathe."

He walked a few more paces and suddenly got a horrible feeling that somebody was watching him. He took another step, stopped, and looked up to find the north star. But he couldn't see the north star, or any stars. Then he suddenly saw that almost the whole sky was blanked out by a large dark shape about 30 feet above him.

He said that he had stood in this position for several seconds, or minutes - he didn't know how long - because now the feeling of being watched had overcome any power of reasoning he had. He managed to step back a few paces, and apparently got out from under the object, because he could see the edge of it silhouetted against the sky.

As he backed up, he said, the air became much cooler and fresher, helping him to think more clearly. He shone his light up at the edge of the object and got a quick but good look. It was circular shaped and slightly concave on the bottom. The surface was smooth and a grayish color. He pointed to a gray linoleum topped desk in the intelligence officer's room. "Just like that," he said. The upper part had a dome in the middle, like a turret. The edge of the saucer shaped object was thick and had vanes spaced about every foot, like buckets on a turbine wheel. Between each vane was a small opening, like a nozzle.

The next reaction that the scoutmaster recalled was one of fury. He wanted to harm or destroy whatever it was that he saw. All he had was a machete, but he wanted to try to jump up and strike at whatever he was looking at. No sooner did he get this idea than he noticed the shadows on the turret change ever so slightly and heard a sound, "like the opening of a well oiled safe door." He froze where he stood and noticed a small ball of red fire begin to drift toward him. As it floated down it expanded into a cloud of red mist. He dropped his light and machete, and put his arms over his face. As the mist enveloped him, he passed out.

The boy scouts, in the car, estimated that their scoutmaster had been gone about five minutes when they saw him stop at the edge of the clear-

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ing, then walk on in. They saw him stop seconds later, hesitate a few more seconds, then shine the light up in the air. They thought he was just looking at the trees again. The next thing they said they saw was a big red ball of fire engulfing him. They saw him fall, so they spilled out of the car and took off down the road toward the farmhouse.

The farmer and his wife had a little difficulty getting the story out of the boys, they were so excited. All they could get was something about the boys' scoutmaster being in trouble down the road. The farmer called the Florida State Highway Patrol, who relayed the message to the county sheriff's office. In a few minutes a deputy sheriff and the local constable arrived. They picked up the scouts and drove to where their car was parked.

The scoutmaster had no idea of how long he had been unconscious. He vaguely remembered leaning against a tree, the feeling of wet, dew covered grass, and suddenly regaining his consciousness. His first reaction was to get out to the highway, so he started to run. About halfway through the palmetto thicket he saw a car stop on the highway. He ran toward it and found the deputy and constable with the boys.

He was so excited he could hardly get his story told coherently. Later the deputy said that in all his years as a law enforcement officer he had never seen anyone as scared as the scoutmaster was as he came up out of the ditch beside the road and walked into the glare of the headlights. As soon as he'd told his story, they all went back into the woods, picking their way around the palmetto thicket. The first thing they noticed was the flashlight, still burning, in a clump of grass. Next to it was a place where the grass was flattened down, as if a person had been lying there. They looked around for the extra light that the scoutmaster had been carrying, but it was gone. Later searches for this missing flashlight were equally fruitless. They marked the spot where the crushed grass was located and left. The constable took the boy scouts home and the scoutmaster followed the deputy to the sheriff's office. On the way to town the scoutmaster said he first noticed that his arms and face burned. When he arrived at the sheriff's office, he found that his arms, face, and cap were burned. The deputy called the Air Force.

There were six people listening to his story. Bob Olsson, the two pilots, the intelligence officer, his sergeant, and I. We each had previously agreed to pick one insignificant detail from the story and then requestioning the scoutmaster when he had finished. Our theory was that if he had made up the story be would either repeat the details perfectly or not remember what he'd said. I'd used this many times before, and it was a good indicator

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of a lie. He passed the test with flying colors. His story sounded good to all of us.

We talked for about another hour, discussing the event and his background. He kept asking, "What did I see?" - evidently thinking that I knew. He said that the newspapers were after him, since the sheriff's office had inadvertently leaked the story, but that he had been stalling them off pending our arrival. I told him it was Air Force policy to allow people to say anything they wanted to about a UFO sighting. We had never muzzled anyone; it was his choice. With that, we thanked him, arranged to pick up the cap and machete to take back to Dayton, and sent him home in. a staff car.

By this time it was getting late, but I wanted to talk to the flight surgeon who had examined the man

that morning. The intelligence officer found him at the hospital and he said he would be right over. His report was very thorough. The only thing he could find out of the ordinary were minor burns on his arms and the back of his hands. There were also indications that the inside of his nostrils might be burned. The degree of burn could be compared to a light sunburn. The hair had also been singed, indicating a flash heat.

The flight surgeon had no idea how this specifically could have happened. It could have even been done with a cigarette lighter, and he took his lighter and singed a small area of his arm to demonstrate. He had been asked only to make a physical check, so that is what he'd done, but he did offer a suggestion. Check his Marine records; something didn't ring true. I didn't quite agree; the story sounded good to me.

The next morning my crew from ATIC, three people from the intelligence office, and the two law officers went out to where the incident had taken place. We found the spot where somebody had apparently been lying and the scoutmaster's path through the thicket. We checked the area with a Geiger counter, as a precautionary measure, not expecting to find anything; we didn't. We went over the area inch by inch, hoping to find a burned match with which a flare or fireworks could have been lighted, drippings from a flare, or anything that shouldn't have been in a deserted area of woods. We looked at the trees; they hadn't been hit by lightning. The blades of grass under which the UFO supposedly hovered were not burned. We found nothing to contradict the story. We took a few photos of the area and went back to town. On the way back we talked to the constable and the deputy. All they could do was to confirm what we'd heard.

We talked to the farmer and his wife - but they couldn't help. The few

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facts that the boy scouts had given them before they had a chance to talk to their scoutmaster correlated with his story. We talked to the scout master's employer and some of his friends; he was a fine person. We questioned people who might have been in a position to also observe something; they saw nothing. The local citizens had a dozen theories, and we thoroughly checked each one.

He hadn't been struck by lightning. He hadn't run across a still. There was no indication that he'd surprised a gang of illegal turtle butchers, smugglers, or bootleggers. There was no indication of marsh gas or swamp fire. The mysterious blue lights in the area turned out to be a farmer arc-welding at night. The other flying saucers were the landing lights of air- planes landing at a nearby airport.

To be very honest, we were trying to prove that this was a hoax, but were having absolutely no success. Every new lead we dug up pointed to the same thing, a true story.

We finished our work on a Friday night and planned to leave early Saturday morning. Bob Olsson and I planned to fly back on a commercial airliner, as the B-25 was grounded for maintenance. Just after dinner that night I got a call from the sheriff's office. It was from a deputy I had talked to, not the one who met the scoutmaster coming out of the woods, but another one, who had been very interested in the incident. He had been doing a little independent checking and found that our singed UFO observer's background was not as clean as he led one to believe. He had been booted out of the Marines after a few months for being AWOL and stealing an automobile, and had spent some time in a federal reformatory in Chillicothe, Ohio. The deputy pointed out that this fact alone meant nothing but that he thought I might be interested in it. I agreed.

The next morning, early, I was awakened by a phone call from the intelligence officer. The morning paper carried the UFO story on the front page. It quoted the scoutmaster as saying that "high brass" from Washington had questioned him late into the night. There was no "high brass," just four

captains, a second lieutenant, and a sergeant. He knew we were from Dayton because we had discussed who we were and where we were stationed. The newspaper story went on to say that "he, the scout master, and the Air Force knew what he'd seen but he couldn't tell - it would create a national panic." He'd also hired a press agent. I could understand the "high brass from the Pentagon" as literary license by the press, but this "national panic" pitch was too much. I had just about decided to give up on this incident and write it off as "Unknown" until this happened. From all appearances, our scoutmaster was going to make a fast buck on his experience. Just before leaving for Dayton, I called

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Major Dewey Fournet in the Pentagon and asked him to do some checking.

Monday morning the machete went to the materials lab at Wright- Patterson. The question we asked was, "Is there anything unusual about this machete? Is it magnetized? Is it radioactive? Has it been heated?" No knife was ever tested so thoroughly for so many things. As in using a Geiger counter to check the area over which the UFO had hovered in the Florida woods, our idea was to investigate every possible aspect of the sighting. They found nothing, just a plain, unmagnetized, unradioactive, unheated, common, everyday knife.

The cap was sent to a laboratory in Washington, D.C., along with the scoutmaster's story. Our question here was, "Does the cap in any way (burns, chemicals, etc.) substantiate or refute the story?"

I thought that we'd collected all the items that could be analyzed in a lab until somebody thought of one I'd missed, the most obvious of them all - soil and grass samples from under the spot where the UFO had hovered. We'd had samples, but in the last minute rush to get back to Dayton they had been left in Florida. I called Florida and they were shipped to Dayton and turned over to an agronomy lab for analysis.

By the end of the week I received a report on our ex-Marine's military and reformatory records. They confirmed a few suspicions and added new facts. They were not complimentary. The discrepancy between what we'd heard about the scoutmaster while we were in Florida and the records was considered a major factor. I decided that we should go back to Florida and try to resolve this discrepancy.

Since it was hurricane season, we had to wait a few days, then sneak back between two hurricanes. We contacted a dozen people in the city where the scoutmaster lived. All of them had known him for some time. We traced him from his early boyhood to the time of the sighting. To be sure that the people we talked to were reliable, we checked on them. The specific things we found out cannot be told since they were given to us in confidence, but we were convinced that the whole incident was a hoax.

We didn't talk to the scoutmaster again but we did talk to all the boy scouts one night at their scout meeting, and they retold how they had seen their scoutmaster knocked down by the ball of fire. The night before, we had gone out to the area of the sighting and, under approximately the same lighting conditions as existed on the night of the sighting, had re-enacted the scene - especially the part where the boy scouts saw their scoutmaster fall, covered with red fire. We found that not even by standing on top of the car could you see a person silhouetted in the clearing where the scoutmaster supposedly fell. The rest of their stories fell apart

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to some extent too. They were not as positive of details as they had been previously.

When we returned to Dayton, the report on the cap had come back. The pattern of the scorch showed that the hat was flat when it was scorched, but the burned holes - the lab found some minute holes we had missed - had very probably been made by an electrical spark. This was all the lab could find.

During our previous visit we repeatedly asked the question, "Was the hat burned before you went into the woods?" and, "Had the cap been ironed?" We had received the same answers each time: "The hat was not burned because we [the boy scouts] were playing with it at the scout meeting and would have noticed the burns," and, "The cap was new; it had not been washed or ironed." It is rumored that the cap was never returned because it was proof of the authenticity of the sighting. The hat wasn't returned simply because the scoutmaster said that he didn't want it back. No secrets, no intrigue; it's as simple as that.

Everyone who was familiar with the incident, except a few people in the Pentagon, were convinced that this was a hoax until the lab called me about the grass samples we'd sent in. "How did the roots get charred?" Roots charred? I didn't even know what my caller was talking about. He explained that when they'd examined the grass they had knocked the dirt and sand off the roots of the grass clumps and found them charred. The blades of grass themselves were not damaged; they had never been heated, except on the extreme tips of the longer blades. These had evidently been bending over touching the ground and were also charred. The lab had duplicated the charring and had found that by placing live grass clumps in a pan of sand and dirt and heating it to about 300 degrees F. over a gas burner the charring could be duplicated. How it was actually done outside the lab they couldn't even guess.

As soon as we got the lab report, we checked a few possibilities ourselves. There were no hot underground springs to heat the earth, no chemicals in the soil, not a thing we found could explain it. The only way it could have been faked would have been to heat the earth from underneath to 300 degrees F., and how do you do this without using big and cumbersome equipment and disturbing the ground? You can't. Only a few people handled the grass specimens: the lab, the intelligence officer in Florida, and I. The lab wouldn't do it as a joke, then write an official report, and I didn't do it. This leaves the intelligence officer; I'm positive that he wouldn't do it. There may be a single answer everyone is over looking, but as of now the charred grass roots from Florida are still a mystery.

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Writing an official report on this incident was difficult. On one side of the ledger was a huge mass of circumstantial evidence very heavily weighted against the scoutmaster's story being true. On our second trip to Florida, Lieutenant Olsson and I heard story after story about the man's aptitude for dreaming up tall tales. One man told us, "If he told me the sun was shining, I'd look up to make sure." There were parts of his story and those of the boy scouts that didn't quite mesh. None of us ever believed the boy scouts were in on the hoax. They were undoubtedly so impressed by the story that they imagined a few things they didn't actually see. The scoutmaster's burns weren't proof of anything; the flight surgeon had duplicated these by burning his own arm with a cigarette lighter. But we didn't make step one in proving the incident to be a hoax. We thought up dozens of ways that the man could have set up the hoax but couldn't prove one.

In the scoutmaster's favor were the two pieces of physical evidence we couldn't explain, the holes burned in the cap and the charred grass roots.

The deputy sheriff who had first told me about the scoutmaster's Marine and prison record had also said, "Maybe this is the one time in his life he's telling the truth, but I doubt it."

So did we; we wrote off the incident as a hoax. The best hoax in UFO history.

Many people have asked why we didn't give the scoutmaster a lie detector test. We seriously considered it and consulted some experts in this field. They advised against it. In some definite types of cases the lie detector will not give valid results. This, they thought, was one of those cases. Had we done it and had he passed on the faulty results, the publicity would have been a headache.

There is one way to explain the charred grass roots, the burned cap, and a few other aspects of the incident. It's pure speculation; I don't believe that it is the answer, yet it is interesting. Since the blades of the grass were not damaged and the ground had not been disturbed, this one way is the only way (nobody has thought of any other way) the soil could have been heated. It could have been done by induction heating.

To quote from a section entitled "Induction Heating" from an electrical engineering textbook:

A rod of solid metal or any electrical conductor, when subjected to an alternating magnetic field, has electromotive forces set up in it. These electromotive forces cause what are known as "eddy currents." A rise in temperature results from "eddy currents."

Induction heating is a common method of melting metals in a foundry.

Replace the "rod of solid metal" mentioned above with damp sand, an

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electrical conductor, and assume that a something that was generating a powerful alternating magnetic field was hovering over the ground, and you can explain how the grass roots were charred. To get an alternating magnetic field, some type of electrical equipment was needed. Electricity - electrical sparks - the holes burned in the cap "by electric sparks."

UFO propulsion comes into the picture when one remembers Dr. Einstein's unified field theory, concerning the relationship between electromagnetism and gravitation.

If this alternating magnetic field can heat metal, why didn't everything the scoutmaster had that was metal get hot enough to burn him? He had a flashlight, machete, coins in his pocket, etc. The answer - he wasn't under the UFO for more than a few seconds. He said that when he stopped to really look at it he had backed away from under it. He did feel some heat, possibly radiating from the ground.

To further pursue this line of speculation, the scoutmaster repeatedly mentioned the unusual odor near the UFO. He described it as being "sharp" or "pungent." Ozone gas is "sharp" or "pungent." To quote from a chemistry book, "Ozone is prepared by passing air between two plates which are charged at a high electrical potential." Electrical equipment again. Breathing too high a concentration of ozone gas will also cause you to lose consciousness.

I used to try out this induction heating theory on people to get their reaction. I tried it out one day on a scientist from Rand. He practically leaped at the idea. I laughed when I explained that I thought this theory just happened to tie together the unanswered aspects of the incident in Florida and was not the answer; he was slightly perturbed. "What do you want?" he said. "Does a UFO have to come in and land on your desk at ATIC?"

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CHAPTER FOURTEEN

Digesting the Data

It was soon after we had written a finish to the Case of the Scoutmaster that I went into Washington to give another briefing on the latest UFO developments. Several reports had come in during early August that had been read with a good deal of interest in the military and other govern-

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187. Digesting the Data

mental agencies. By late August 1952 several groups in Washington were following the UFO situation very closely.

The sighting that had stirred everyone up came from Haneda AFB, now Tokyo International Airport, in Japan. Since the sighting came from outside the U.S., we couldn't go out and investigate it, but the intelligence officers in the Far East Air Force had done a good job, so we had the complete story of this startling account of an encounter with a UFO. Only a few minor questions had been unanswered, and a quick wire to FEAF brought back these missing data. Normally it took up to three months to get routine questions back and forth, but this time the exchange of wires took only a matter of hours.

Several months after the sighting I talked to one of the FEAF intelligence officers who had investigated it, and in his estimation it was one of the best to come out of the Far East.

The first people to see the UFO were two control tower operators who were walking across the ramp at the air base heading toward the tower to start the midnight shift. They were about a half hour early so they weren't in any big hurry to get up into the tower - at least not until they saw a large brilliant light off to the northeast over Tokyo Bay. They stopped to look at the light for a few seconds thinking that it might be an exceptionally brilliant star, but both men had spent many lonely nights in a control tower when they had nothing to look at except stars and they had never seen anything like this bright before. Besides, the light was moving. The two men had lined it up with the corner of a hangar and could see that it was continually moving closer and drifting a little off to the right.

In a minute they had run across the ramp, up the several hundred steps to the tower, and were looking at the light through 7x50 binoculars. Both of the men, and the two tower operators whom they were relieving, got a good look at the UFO. The light was circular in shape and had a constant brilliance. It appeared to be the upper portion of a large, round, dark shape which was about four times the diameter of the light itself. As they watched, the UFO moved in closer, or at least it appeared to be getting closer because it became more distinct. When it moved in, the men could see a second and dimmer light on the lower edge of the dark, shadowy portion.

In a few minutes the UFO had moved off to the east, getting dimmer and dimmer as it disappeared. The four tower men kept watching the eastern sky, and suddenly the light began to reappear. It stayed in sight a few seconds, was gone again, and then for the third time it came back, heading toward the air base.

This time one of the tower operators picked up a microphone, called

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the pilot of a C-54 that was crossing Tokyo Bay, and asked if he could see the light. The pilot didn't see anything unusual.

At 11:45 P.M., according to the logbook in the tower, one of the operators called a nearby radar site and asked if they had an unidentified target on their scopes. They did.

The FEAF intelligence officers who investigated the sighting made a special effort to try to find out if the radar's unidentified target and the light were the same object. They deduced that they were since, when the tower operators and the radar operators compared notes over the telephone, the light and the radar target were in the same location and were moving in the same direction.

For about five minutes the radar tracked the UFO as it cut back and forth across the central part of Tokyo Bay, sometimes traveling so slowly that it almost hovered and then speeding up to 300 miles an hour. All of this time the tower operators were watching the light through binoculars. Several times when the UFO approached the radar station - once it came within 10 miles - a radar operator went outside to find out if he could see the light but no one at the radar site ever saw it. Back at the air base the tower operators had called other people and they saw the light. Later on the tower man said that he had the distinct feeling that the light was highly directional, like a spotlight.

Some of the people who were watching thought that the UFO might be a lighted balloon; so, for the sake of comparison, a lighted weather balloon was released. But the light on the balloon was much more "yellowish" than the UFO and in a matter of seconds it had traveled far enough away that the light was no longer visible. This gave the observers a chance to compare the size of the balloon and the size of the dark, shadowy part of the UFO. Had the UFO been 10 miles away it would have been 50 feet in diameter.

Three minutes after midnight an F-94 scrambled from nearby Johnson AFB came into the area. The ground controller sent the F-94 south of Yokohama, up Tokyo Bay, and brought him in "behind" the UFO. The second that the ground controller had the F-94 pilot lined up and told him that he was in line for a radar run, the radar operator in the rear seat of the F-94 called out that he had a lock-on. His target was at 6,000 yards, 10 degrees to the right and 10 degrees below the F-94. The lockon was held for ninety seconds as the ground controller watched both the UFO and the F-94 make a turn and come toward the ground radar site. Just as the target entered the "ground clutter" - the permanent and solid target near the radar station caused by the radar beam's striking the ground - the lock-on was broken. The target seemed to pull away swiftly from the jet

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interceptor. At almost this exact instant the tower operators reported that they had lost visual contact with the UFO. The tower called the F-94 and asked if they had seen anything visually during the chase - they hadn't. The F-94 crew stayed in the area ten or fifteen more minutes but couldn't see anything or pick up any more targets on their radar.

Soon after the F-94 left the area, both the ground radar and the tower operators picked up the UFO again. In about two minutes radar called the tower to say that their target had just "broken into three pieces" and that the three "pieces," spaced about a quarter of a mile apart, were leaving the area, going northeast. Seconds later tower operators lost sight of the light.

The FEAF intelligence officers had checked every possible angle but they could offer nothing to account for the sighting.

There were lots of opinions, weather targets for example, but once again the chances of a weather target's being in exactly the same direction as a bright star and having the star appear to move with the false radar target aren't too likely - to say the least. And then the same type of thing had happened twice before inside of a month's time, once in California and once in Michigan.

As one of the men at the briefing I gave said, "It's incredible, and I can't believe it, but those boys in

FEAF are in a war - they're veterans - and by damn, I think they know what they're talking about when they say they've never seen anything like this before."

I could go into a long discourse on the possible explanations for this sighting; I heard many, but in the end there would be only one positive answer - the UFO could not be identified as something we knew about. It could have been an interplanetary spaceship. Many people thought this was the answer and were all for sticking their necks out and establishing a category of conclusions for UFO reports and labeling it spacecraft. But the majority ruled, and a UFO remained an unidentified flying object.

On my next trip to the Pentagon I spent the whole day talking to Major Dewey Fournet and two of his bosses, Colonel W. A. Adams and Colonel Weldon Smith, about the UFO subject in general. One of the things we talked about was a new approach to the UFO problem - that of trying to prove that the motion of a UFO as it flew through the air was intelligently controlled.

I don't know who would get credit for originating the idea of trying to analyze the motion of the UFO's. It was one of those kinds of ideas that are passed around, with everyone adding a few modifications. We'd been talking about making a study of this idea for a long time, but we hadn't had many reports to work with; but now, with the mass of data that we

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had accumulated in June and July and August, the prospects of such a study looked promising.

The basic aim of the study would be to learn whether the motion of the reported UFO's was random or ordered. Random motion is an unordered, helter-skelter motion very similar to a swarm of gnats or flies milling around. There is no apparent pattern or purpose to their flight paths. But take, for example, swallows flying around a chimney - they wheel, dart, and dip, but if you watch them closely, they have a definite pattern in their movements - an ordered motion. The definite pattern is intelligently controlled because they are catching bugs or getting in line to go down the chimney.

By the fall of 1952 we had a considerable number of well documented reports in which the UFO's made a series of maneuvers. If we could prove that these maneuvers were not random, but ordered, it would be proof that the UFO's were things that were intelligently controlled.

During our discussion Major Fournet brought up two reports in which the UFO seemed to know what it was doing and wasn't just aimlessly darting around. One of these was the recent sighting from Haneda AFB, Japan, and the other was the incident that happened on the night of July 29, when an F-94 attempted to intercept a UFO over eastern Michigan. In both cases radar had established the track of the UFO.

In the Haneda Incident, according to the sketch of the UFO's track, each turn the UFO made was constant and the straight "legs" between the turns were about the same length. The sketch of the UFO's flight path as it moved back and forth over Tokyo Bay reminded me very much of the "crisscross" search patterns we used to fly during World War II when we were searching for the crew of a ditched airplane. The only time the UFO seriously deviated from this pattern was when the F-94 got on its tail.

The Michigan sighting was even better, however. In this case there was a definite reason for every move that the UFO made. It made a 180 degree turn because the F-94 was closing on it head on. It alternately increased and decreased its speed, but every time it did this it was because the F-94 was closing in and it evidently put on speed to pull out ahead far enough to get out of range of the F-94's radar. To say that this motion was random and that it was just a coincidence that the UFO made the 180 degree turn when the F-94 closed in head on and that it was just a coincidence that the UFO

speeded up every time the F-94 began to get within radar range is pushing the chance of coincidence pretty hard.

The idea of the motion analysis study sounded interesting to me, but we were so busy on Project Blue Book we didn't have time to do it. So

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Major Fournet offered to look into it further and I promised him all the help we could give him.

In the meantime my people in Project Blue Book were contacting various scientists in the U.S., and indirectly in Europe, telling them about our data, and collecting opinions. We did this in two ways. In the United States we briefed various scientific meetings and groups. To get the word to the other countries, we enlisted the gratis aid of scientists who were planning to attend conferences or meetings in Europe. We would brief these European bound scientists on all of the aspects of the UFO problem so they could informally discuss the problem with their European colleagues.

The one thing about these briefings that never failed to amaze me, although it happened time and time again, was the interest in UFO's within scientific circles. As soon as the word spread that Project Blue Book was giving official briefings to groups with the proper security clearances, we had no trouble in getting scientists to swap free advice for a briefing. I might add that we briefed only groups who were engaged in government work and who had the proper security clearances solely because we could discuss any government project that might be of help to us in pinning down the UFO. Our briefings weren't just squeezed in either; in many instances we would arrive at a place to find that a whole day had been set aside to talk about UFO's. And never once did I meet anyone who laughed off the whole subject of flying saucers even though publicly these same people had jovially sloughed off the press with answers of "hallucinations," "absurd," or "a waste of time and money." They weren't wild eyed fans but they were certainly interested.

Colonel S. H. Kirkland and I once spent a whole day briefing and talking Beacon Hill Group, the co e name for a collection of some of the world's leadingists and industrialists. This group, formed to con ider and analyze the to of military problems, took a very serious interest in our project and gave od advice. At Los Alamos and again at Sandia Base our briefings were given in auditoriums to standing room only crowds. In addition I gave my briefings at National Advisory Committee for Aeronautics laboratories, at Air Research and Development centers, at Office of Naval Research facilities and at the Air Force University. Then we briefed special groups of scientists.

Normally scientists are a cautious lot and stick close to proven facts, keeping their personal opinions confined to small groups of friends, but when they know that there is a sign on a door that says "Classified Briefing in Progress," inhibitions collapse like the theories that explain all the UFO's away. People say just what they think.

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I could jazz up this part of the UFO story as so many other historians of the UFO have and say that Dr. So-and-So believes that the reported flying saucers are from outer space or that Dr. Whosita is firmly convinced that Mars is inhabited. I talked to plenty of Dr. So-and-So's who believed that flying saucers were real and who were absolutely convinced that other planets or bodies in the universe were inhabited, but we were looking for proven facts and not just personal opinions.

However, some of the questions we asked the scientists had to be answered by personal opinions because the exact answers didn't exist. When such questions came up, about all we could do was to try to get the largest and most representative cross section of personal opinions upon which to base

our decisions. In this category of questions probably the most frequently discussed was the possibility that other celestial bodies in the universe were populated with intelligent beings. The exact answer to this is that no one knows. But the consensus was that it wouldn't be at all surprising.

All the briefings we were giving added to our work load because UFO reports were still coming in in record amounts. The lack of newspaper publicity after the Washington sightings had had some effect because the number of reports dropped from nearly 500 in July to 175 in August, but this was still far above the normal average of twenty to thirty reports a month.

September 1952 started out with a rush, and for a while it looked as if UFO sightings were on the upswing again. For some reason, we never could determine why, we suddenly began to get reports from all over the southeastern United States. Every morning, for about a week or two, we'd have a half dozen or so new reports. Georgia and Alabama led the field. Many of the reports came from people in the vicinity of the then new super-hush-hush Atomic Energy Commission facility at Savannah River, Georgia. And many were coming from the port city of Mobile, Alabama. Our first thought, when the reports began to pour in, was that the news papers in these areas were possibly stirring things up with scare stories, but our newspaper clipping service covered the majority of the southern papers, and although we kept looking for publicity, none showed up. In fact, the papers only barely mentioned one or two of the sightings. As they came in, each of the sighting reports went through our identification process; they were checked against all balloon flights, aircraft flights, celestial bodies, and the MO file, but more than half of them came out as unknowns.

When the reports first began to come in, I had called the intelligence officers at all of the major military installations in the Southeast unsuc-

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cessfully trying to find out if they could shed any light on the cause of the sightings. One man, the man who was responsible for UFO reports made to Brookley AFB, just outside of Mobile, Alabama, took a dim view of all of the proceedings. "They're all nuts," he said.

About a week later his story changed. It seems that one night, about the fourth night in a row that UFO's had been reported near Mobile, this man and several of his assistants decided to try to see these famous UFO's; about 10:00 P.M., the time that the UFO's were usually reported, they were gathered around the telephone in the man's office at Brookley AFB. Soon a report came in. The first question that the investigator who answered the phone asked was, "Can you still see it?"

The answer was "Yes," so the officer took off to see the UFO.

The same thing happened twice more, and two more officers left for different locations. The fourth time the phone rang the call was from the base radar station. They were picking up a UFO on radar, so the boss himself took off. He saw the UFO in air out over Mobile Bay and he saw the return of the UFO on the radarscope.

The next morning he called me at ATIC and for over an hour he told me what had happened. Never have I talked to four more ardent flying saucer believers.

We did quite a bit of work on the combination radar visual sighting at Brookley. First of all, radar visual sightings were the best type of UFO sightings we received. There are no explanations for how radar can pick up a UFO target that is being watched visually at the same time. Maybe I should have said there are no proven explanations on how this can happen, because, like everything else associated with the UFO, there was a theory. During the Washington National Sightings several people proposed the idea that the same temperature inversion layer that was causing the radar beam to bend down and pick up a ground target was causing the target to appear to be in the air. They went

on to say that we couldn't get a radar visual sighting unless the ground target was a truck, car, house, or something else that was lighted and could be seen at a great distance. The second reason the Brookley AFB sighting was so interesting was that it knocked this theory cold.

The radar at Brookley AFB was so located that part of the area that it scanned was over Mobile Bay. It was in this area that the UFO was detected. We thought of the theory that the same inversion layer that bent the radar beam also caused the target to appear to be in the air, and we began to do a little checking. There was a slight inversion but, according to our calculations, it wasn't enough to affect the radar. More important was the fact that in the area where the target appeared there were no

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targets to pick up - let alone lighted targets. We checked and rechecked and found that at the time of the sighting there were no ships, buoys, or anything else that would give a radar return in the area of Mobile Bay in which we were interested.

Although this sighting wasn't as glamorous as some we had, it was highly significant because it was possible to show that the UFO couldn't have been a lighted surface target.

While we were investigating the sighting we talked to several electronics specialists about our radar visual sightings. One of the most frequent comments we heard was, "Why do all of these radar visual sightings occur at night?"

The answer was simple: they don't. On August 1, just before dawn, an ADC radar station outside of Yaak, Montana, on the extreme northern border of the United States, picked up a UFO. The report was very similar to the sighting at Brookley except it happened in the daylight and, instead of seeing a light, the crew at the radar station saw a "dark, cigar shaped object" right where the radar had the UFO pinpointed.

What these people saw is a mystery to this day.

Late in September I made a trip out to Headquarters, ADC to brief General Chidlaw and his staff on the past few months' UFO activity.

Our plans for periodic briefings, which we had originally set up with ADC, had suffered a bit in the summer because we were all busy elsewhere. They were still giving us the fullest co-operation, but we hadn't been keeping them as thoroughly read in as we would have liked to. I'd finished the briefing and was eating lunch at the officers' club with Major Verne Sadowski, Project Blue Book's liaison officer in ADC Intelligence, and several other officers. I had a hunch that something was bothering these people. Then finally Major Sadowski said, "Look, Rupe, are you giving us the straight story on these UFO's?"

I thought he meant that I was trying to spice things up a little, so I said that since he had copies of most of our reports and had read them, he should know that I was giving them the facts straight across the board.

Then one of the other officers at the table cut in, "That's just the point, we do have the reports and we have read them. None of us can understand why Intelligence is so hesitant to accept the fact that something we just don't know about is flying around in our skies - unless you are trying to cover up something big."

Everyone at the table put in his ideas. One radar man said that he'd looked over several dozen radar reports and that his conclusion was that the UFO's couldn't be anything but interplanetary spaceships. He started to give his reasons when another radar man leaped into the conversation.

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This man said that he'd read every radar report, too, and that there wasn't one that couldn't be explained as a weather phenomenon - even the radar visual sightings. In fact, he wasn't even convinced that we had ever gotten such a thing as radar visual sighting. He wanted to see proof that an object that was seen visually was the same object that the radar had picked up. Did we have it?

I got back into the discussion at this point with the answer. No, we didn't have proof if you want to get technical about the degree of proof needed. But we did have reports where the radar and visual bearings of the UFO coincided almost exactly. Then we had a few reports where airplanes had followed the UFO's and the maneuvers of the UFO that the pilot reported were the same as the maneuvers of the UFO that was being tracked by radar.

A lieutenant colonel who had been sitting quietly by interjected a well chosen comment. "It seems the difficulty that Project Blue Book faces is what to accept and what not to accept as proof."

The colonel had hit the proverbial nail on its proverbial head.

Then he went on, "Everyone has a different idea of what proof really is. Some people think we should accept a new model of an airplane after only five or ten hours of flight testing. This is enough proof for them that the airplane will fly. But others wouldn't be happy unless it was flight tested for five or ten years. These people have set an unreasonably high value on the word 'proof.' The answer is somewhere in between these two extremes."

But where is this point when it comes to UFO's?

There was about a thirty second pause for thought after the colonel's little speech. Then someone asked, "What about these recent sightings at Mainbrace?"

In late September 1952 the NATO naval forces had held maneuvers off the coast of Europe; they were called Operation Mainbrace. Before they had started someone in the Pentagon had half seriously mentioned that Naval Intelligence should keep an eye open for UFO's, but no one really expected the UFO's to show up. Nevertheless, once again the UFO's were their old unpredictable selves - they were there.

On September 20, a U.S. newspaper reporter aboard an aircraft carrier in the North Sea was photographing a carrier take-off in color when he happened to look back down the flight deck and saw a group of pilots and flight deck crew watching something in the sky. He went back to look and there was a silver sphere moving across the sky just behind the fleet of ships. The object appeared to be large, plenty large enough to show up in a photo, so the reporter shot several pictures. They were developed right

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away and turned out to be excellent. He had gotten the superstructure of the carrier in each one and, judging by the size of the object in each successive photo, one could see that it was moving rapidly.

The intelligence officers aboard the carrier studied the photos. The object looked like a balloon. From its size it was apparent that if it were a balloon, it would have been launched from one of the ships, so the word went out on the TBS radio: "Who launched a balloon?"

The answer came back on the TBS: "Nobody."

Naval Intelligence double checked, triple checked and quadruple checked every ship near the carrier but they could find no one who had launched the UFO.

We kept after the Navy. The pilots and the flight deck crew who saw the UFO had mixed feelings - some were sure that the UFO was a balloon while others were just as sure that it couldn't have been. It was traveling too fast, and although it resembled a balloon in some ways it was far from being identical to the hundreds of balloons that the crew had seen the aerologists launch.

We probably wouldn't have tried so hard to get a definite answer to the Mainbrace photos if it hadn't been for the events that took place during the rest of the operation, I explained to the group of ADC officers.

The day after the photos had been taken six RAF pilots flying a formation of jet fighters over the North Sea saw something coming from the direction of the Mainbrace fleet. It was a shiny, spherical object, and they couldn't recognize it as anything "friendly" so they took after it. But in a minute or two they lost it. When they neared their base, one of the pilots looked back and saw that the UFO was now following him. He turned but the UFO also turned, and again it outdistanced the Meteor in a matter of minutes.

Then on the third consecutive day a UFO showed up near the fleet, this time over Topcliffe Aerodrome in England. A pilot in a Meteor was scrambled and managed to get his jet fairly close to the UFO, close enough to see that the object was "round, silvery, and white" and seemed to "rotate around its vertical axis and sort of wobble." But before he could close in to get a really good look it was gone.

It was these sightings, I was told by an RAF exchange intelligence officer in the Pentagon, that caused the RAF to officially recognize the UFO.

By the time I'd finished telling about the Mainbrace Sightings, it was after the lunch hour in the club and we were getting some get-the-hell-out of-here looks from the waiters, who wanted to clean up the dining room. But before I could suggest that we leave, Major Sadowski repeated his

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original question - the one that started the whole discussion- "Are you holding out on us?"

I gave him an unqualified "No." We wanted more positive proof, and until we had it, UFO's would remain unidentified flying objects and no more.

The horizontal shaking of heads illustrated some of the group's thinking. We had plans for getting more positive proof, however, and I said that just as soon as we returned to Major Sadowski's office I'd tell them what we contemplated doing.

We moved out onto the sidewalk in front of the club and, after discussing a few more sightings, went back into the security area to Sadowski's office and I laid out our plans.

First of all, in November or December the U.S. was going to shoot the first H-bomb during Project Ivy. Although this was Top Secret at the time, it was about the most poorly kept secret in history - everybody seemed to know all about it. Some people in the Pentagon had the idea that there were beings, earthly or otherwise, who might be interested in our activities in the Pacific, as they seemed to be in Operation Mainbrace. Consequently Project Blue Book had been directed to get transportation to the test area to set up a reporting net, brief people on how to report, and analyze their reports on the spot.

Secondly, Project Blue Book was working on plans for an extensive system to track UFO's by instruments. Brigadier General Garland, who had been General Samford's Deputy Director for Production and who had been riding herd on the UFO project for General Samford, was now chief at ATIC, having replaced Colonel Dunn, who went to the Air War College. General Garland had long been in favor of trying to get some concrete information, either positive or negative, about the UFO's. This planned tracking system would replace the defraction grid cameras that were still being developed at ATIC.

Thirdly, as soon as we could we were planning to gather together a group of scientists and let them spend a full week or two studying the UFO problem.

When I left ADC, Major Sadowski and crew were satisfied that we weren't just sitting around twiddling our UFO reports.

During the fall of 1952 reports continued to drop off steadily. By December we were down to the normal average of thirty per month, with about 20 percent of these falling into the "Unknown" category.

Our proposed trip to the Pacific to watch for UFO's during the H-bomb test was canceled at the last minute because we couldn't get space on an airplane. But the crews of Navy and Air Force security forces who did

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go out to the tests were thoroughly briefed to look for UFO's, and they were given the procedures on how to track and report them. Back at Dayton we stood by to make quick analysis of any reports that might come in - none came. Nothing that fell into the UFO category was seen during the entire Project Ivy series of atomic shots.

By December work on the planning phase of our instrumentation program was completed. During the two months we had been working on it we had considered everything from giving Ground Observer Corps spotters simple wooden tracking devices to building special radars and cameras. We had talked over our problems with the people at Wright Field who knew about missile tracking equipment, and we had consulted the camera technicians at the Air Force Aerial Reconnaissance Laboratory. Astronomers explained their equipment and the techniques to use, and we went to Rome, New York, and Boston to enlist the aid of the people who develop the Air Force's electronic equipment.

Our final plan called for visual spotting stations to be established all over northern New Mexico. We'd picked this test location because northern New Mexico still consistently produced more reports than any other area in the U.S. These visual spotting stations would be equipped with a sighting device similar to a gun sight on a bomber. All the operator would have to do would be to follow the UFO with the tracking device, and the exact time and the UFO's azimuth and elevation angles would be automatically recorded. The visual spotting stations would all be tied together with an interphone system, so that as soon as the tracker at one station saw something he could alert the other spotters in the area. If two stations tracked the same object, we could immediately compute its speed and altitude.

This visual spotting net would be tied into the existing radar defense net in the Albuquerque-Los Alamos area. At each radar site we proposed that a long focal length camera be synchronized to the turning radar antenna, so that any time the operator saw a target he could press a button and photograph the portion of the sky exactly where the radar said a UFO was located. These cameras would actually be astronomical telescopes, so that even the smallest light or object could be photographed.

In addition to this photography system we proposed that a number of sets of instruments be set out around the area. Each set would contain instruments to measure nuclear radiation, any disturbances in the earth's magnetic field, and the passage of a body that was giving off heat. The instruments would continually be sending their information to a central "UFO command post," which would also get reports directly from the radars and the visual spotting stations.

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This instrumentation plan would cost about $250,000 because we planned to use as much surplus equipment as possible and tie it into existing communications systems, where they already existed. After the setup was established, it would cost about $25,000 a year to operate. At first glance this seemed like a lot of money, but when we figured out how much the UFO project had cost the Air Force in the past and how much it would probably cost in the future, the price didn't seem too bad - especially if we could solve the UFO problem once and for all.

The powers-that-be at ATIC O.K.'d the plan in December and it went to Washington, where it would have to be approved by General Samford before it went to ADC and then back to the Pentagon for higher Air Force official blessing. From all indications it looked as if we would get the necessary blessings.

But the majority of the effort at Project Blue Book during the fall of 1952 had gone toward collecting together all of the bits and pieces of data that we had accumulated over the past year and a half. We had sorted out the best of the "Unknowns" and made studies of certain aspects of the UFO problem, so that when we could assemble a panel of scientists to review the data we could give them the over-all picture, not just a basketful of parts.

Everyone who knew about the proposed panel meeting was eager to get started because everyone was interested in knowing what this panel would have to say. Although the group of scientists wouldn't be empowered to make the final decision, their recommendations were to go to the President if they decided that the UFO's were real. And any recommendations made by the group of names we planned to assemble would carry a lot of weight.

In the Pentagon and at ATIC book was being made on what their recommendations would be. When I put my money down, the odds were 5 to 3 in favor of the UFO.

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CHAPTER FIFTEEN

The Radiation Story

The idea for gathering together a group of scientists, to whom we referred as our "panel of experts," had been conceived early in 1952 - as soon as serious talk about the possibility that the UFO's might be interplanetary

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spaceships had taken hold in both military and scientific circles. In fact, when Project Grudge was reorganized in the summer of 1951 the idea had been mentioned, and this was the main reason that our charter had said we were to be only a fact finding group. The people on previous UFO projects had gone off on tangents of speculation about the identity of the UFO's; they first declared that they were spacecraft, then later, in a complete about face, they took the whole UFO problem as one big belly laugh. Both approaches had gotten the Air Force into trouble. Why they did this I don't know, because from the start we realized that no one at ATIC, in the Air Force, or in the whole military establishment was qualified to give a final yes or no answer to the UFO problem. Giving a final answer would require a serious decision - probably one of the most serious since the beginning of man.

During 1952 many highly qualified engineers and scientists had visited Project Blue Book and had spent a day or two going over our reports. Some were very much impressed with the reports - some had all the answers.

But all of the scientists who read our reports readily admitted that even though they may have thought that the reports did or did not indicate visitors from outer space, they would want to give the subject a good deal more study before they ever committed themselves in writing. Consequently the people's opinions, although they were valuable, didn't give us enough to base a decision upon. We still needed a group to study our material thoroughly and give us written conclusions and recommendations which could be sent to the President if necessary.

Our panel of experts was to consist of six or eight of the top scientists in the United States. We fully realized that even the Air Force didn't have enough "pull" just to ask all of these people to drop the important work they were engaged in and spend a week or two studying our reports. Nor did we want to do it this way; we wanted to be sure that we had something worth while before asking for their valuable time. So, working through other government agencies, we organized a preliminary review panel of four people. All of them were competent scientists and we knew their reputations were such that if they recommended that a certain top scientist sit on a panel to review our material he would do it.

In late November 1952 the preliminary review panel met at ATIC for three days.

When the meeting ended, the group unanimously recommended that a "higher court" be formed to review the case of the UFO. In an hour their recommendation was accepted by higher Air Force authorities, and the men proceeded to recommend the members for our proposed panel.

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They picked six men who had reputations as being both practical and theoretical scientists and who were known to have no biased opinions regarding the UFO's.

The meeting of the panel, which would be held in Washington, was tentatively scheduled for late December or early January - depending upon when all of the scientists who had been asked to attend would be free. At Project Blue Book activity went into high gear as we made preparations for the meeting. But before we were very far along our preparations were temporarily sidetracked - I got a lead on the facts behind a rumor. Normally we didn't pay attention to rumors, but this one was in a different class.

Ever since the Air Force had become interested in UFO reports, the comment of those who had been requested to look them over and give a professional opinion was that we lacked the type of data "you could get your teeth into." In even our best reports we had to rely upon what someone had seen. I'd been told many times that if we had even one piece of information that was substantiated by some kind of recorded proof - a set of cinetheodolite movies of a UFO, a spectrum photograph, or any other kind of instrumented data that one could sit down and study - we would have no difficulty getting almost any scientist in the world interested in actively helping us find the answer to the UFO riddle.

The rumor that caused me to temporarily halt our preparations for the high level conference involved data that we might be able to get our teeth into.

This is the way it went:

In the fall of 1949, at some unspecified place in the United States, a group of scientists had set up equipment to measure background radiation, the small amount of harmless radiation that is always present in our atmosphere. This natural radiation varies to a certain degree, but will never increase by any appreciable amount unless there is a good reason.

According to the rumor, two of the scientists at the unnamed place were watching the equipment one day when, for no apparent reason, a sudden increase of radiation was indicated. The radiation remained high for a few seconds, then dropped back to normal. The increase over normal was not sufficient to be dangerous, but it definitely was unusual. All indications pointed to equipment malfunction as the most probable explanation. A quick check revealed no obvious trouble with the gear, and the two scientists were about to start a more detailed check when a third member of the radiation crew came rushing into the lab.

Before they could tell the newcomer about the unexplained radiation they had just picked up, he blurted out a story of his own. He had driven

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to a nearby town, and on his return trip, as he approached the research lab, something in the sky suddenly caught his eye. High in the cloudless blue he saw three silvery objects moving in a V formation. They appeared to be spherical in shape, but he wasn't sure. The first fact that had hit him was that the objects were traveling too fast to be conventional aircraft. He jammed on the brakes, stopped his car, and shut off the engine. No sound. All he could hear was the quiet whir of a generator in the research lab. In a few seconds the objects had disappeared from sight.

After the first two scientists had briefed their excited colleague on the unusual radiation they had detected, the three men asked each other the $64 question: Was there any connection between the two incidents? Had the UFO's caused the excessive radiation?

They checked the time. Knowing almost exactly when the instruments had registered the increased radiation, they checked on how long it took to drive to the lab from the point where the three silver objects had been seen. The times correlated within a minute or two. The three men proceeded to check their radiation equipment thoroughly. Nothing was wrong.

The rumor stopped here. Nothing that I or anyone else on Project Blue Book could find out shed any further light on the source of the story. People associated with projects similar to the research lab that was mentioned in the rumor were sought out and questioned. Many of them had heard the story, but no one could add any new details. The three unknown scientists, at the unnamed lab, in an unknown part of the United States, might as well never have existed. Maybe they hadn't.

Almost a year after I had first heard the UFO radiation story I got a long-distance call from a friend on the west coast. I had seen him several months before, at which time I told him about this curious rumor and expressed my wish to find out how authentic it was. Now, on the phone, he told me he had just been in contact with two people he knew and they had the whole story. He said they would be in Los Angeles the following night and would like very much to talk to me.

I hated to fly clear to the west coast on what might be a wild goose chase, but I did. I couldn't afford to run the risk of losing an opportunity to turn that old recurrent rumor into fact.

Twenty hours later I met the two people at the Hollywood Roosevelt Hotel. We talked for several hours that night, and I got the details on the rumor and a lot more that I hadn't bargained for. Both of my informants were physicists working for the Atomic Energy Commission, and were recognized in their fields. They wanted no publicity and I promised them that they would get none. One of the men knew all the details behind the

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rumor, and did most of the talking. To keep my promise of no publicity, I'll call him the "scientist."

The rumor version of the UFO radiation story that had been kicking around in Air Force and scientific circles for so long had been correct in detail but it was by no means complete. The scientist said that after the initial sighting had taken place word was spread at the research lab that the next time the instruments registered abnormal amounts of radiation, some of the personnel were to go outside immediately and look for some object in the sky.

About three weeks after the first incident a repetition did occur. While excessive radiation was registering on the instruments in the lab, a lone dark object was seen streaking across the sky. Again the instruments were checked but, as before, no malfunction was found.

After this second sighting, according to the scientist, an investigation was started at the laboratory. The people who made the visual observations weren't sure that the object they had seen couldn't have been an airplane. Someone thought that perhaps some type of radar equipment in the airplane, if that's what the object was, might have affected the radiation- detection equipment. So arrangements were made to fly all types of aircraft over the area with their radar in operation. Nothing unusual happened. All possible types of airborne research equipment were traced during similar flights in the hope that some special equipment not normally carried in aircraft would be found to have caused the jump in radiation. But nothing out of the ordinary occurred during these tests either.

It was tentatively concluded, the scientist continued, that the abnormally high radiation readings were "officially" due to some freakish equipment malfunction and that the objects sighted visually were birds or airplanes. A report to this effect was made to military authorities, but since the conclusion stated that no flying saucers were involved, the report went into some unknown file. Project Blue Book never got it.

Shortly after the second UFO radiation episode the research group finished its work. It was at this time that the scientist had first become aware of the incidents he related to me. A friend of his, one of the men involved in the sightings, had sent the details in a letter.

As the story of the sightings spread it was widely discussed in scientific circles, with the result that the conclusion, an equipment malfunction, began to be more seriously questioned. Among the scientists who felt that further investigation of such phenomena was in order, were the man to whom I was talking and some of the people who had made the original sightings.

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About a year later the scientist and these original investigators were working together. They decided to make a few more tests, on their own time, but with radiation detection equipment so designed that the possibility of malfunction would be almost nil. They formed a group of people who were interested in the project, and on evenings and weekends assembled and set up their equipment in an abandoned building on a small mountain peak. To insure privacy and to avoid arousing undue interest among people not in on the project, the scientist and his colleagues told everyone that they had formed a mineral club. The "mineral club" deception covered their weekend expeditions because "rock hounds" are notorious for their addiction to scrambling around on mountains in search for specimens.

The equipment that the group had installed in the abandoned building was designed to be self operating. Geiger tubes were arranged in a pattern so that some idea as to the direction of the radiation source could be obtained. During the original sightings the equipment malfunction factor could not be definitely established or refuted because certain critical data had not been measured.

To get data on visual sightings, the "mineral club" had to rely on the flying saucer grapevine, which exists at every major scientific laboratory in the country.

By late summer of 1950 they were in business. For the next three months the scientist and his group kept their radiation equipment operating twenty-four hours a day, but the tapes showed nothing except the usual background activity. The saucer grapevine reported sightings in the general area of the tests, but none close to the instrumented mountain top.

The trip to the instrument shack, which had to be made every two days to change tapes, began to get tiresome for the "rock hounds," and there was some talk of discontinuing the watch.

But persistence paid off. Early in December, about ten o'clock in the morning, the grapevine reported sightings of a silvery, circular shaped object near the instrument shack. The UFO was seen by several people.

When the "rock hounds" checked the recording tapes in the shack they found that several of the Geiger tubes had been triggered at 10:17 A.M. The registered radiation increase was about 100 times greater than the normal background activity.

Three more times during the next two months the "mineral club's" equipment recorded abnormal radiation on occasions when the grapevine reported visual sightings of UFO's. One of the visual sightings was substantiated by radar.

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After these incidents the "mineral club" kept its instruments in operation until June 1951, but nothing more was recorded. And, curiously enough, during this period while the radiation level remained normal, the visual sightings in the area dropped off too. The "mineral club" decided to concentrate on determining the significance of the data they had obtained.

Accordingly, the scientist and the group made a detailed study of their mountain top findings. They

had friends working on many research projects throughout the United States and managed to visit and confer with them while on business trips. They investigated the possibility of unusual sunspot activity, but sunspots had been normal during the brief periods of high radiation. To clinch the elimination of sunspots as a cause, their record tapes showed no burst of. radiation when sunspot activity had been abnormal.

The "rock hounds" checked every possible research project that might have produced some stray radiation for their instruments to pick up. They found nothing. They checked and rechecked their instruments, but could find no factor that might have induced false readings. They let other scientists in on their findings, hoping that these outsiders might be able to put their fingers on errors that had been overlooked.

Now, more than a year after the occurrence of the mysterious incidents that they had recorded, a year spent in analyzing their data, the "rock hounds" had no answer.

By the best scientific tests that they had been able to apply, the visual sightings and the high radiation had taken place more or less simultaneously.

Intriguing ideas are hard to kill, and this one had more than one life, possibly because of the element of mystery which surrounds the subject of flying saucers. But the scientific mind thrives on taking the mystery out of unexplained events, so it is not surprising that the investigation went on.

According to my friend the scientist, a few people outside the laboratory where the "rock hounds" worked were told about the activities of the "mineral club," and they started radiation detection groups of their own.

For instance, two graduate astronomy students from a southwestern university started a similar watch, on a modest scale, using a modified standard Geiger counter as their detection unit. They did not build a recorder into their equipment, however, and consequently were forced to man their equipment continuously, which naturally cut down the time they were in operation. On two occasions they reportedly detected a burst of high radiation.

Although the veracity of the two astronomers was not doubted, the scientist felt that the accuracy of their readings was poor because of the rather low quality of their equipment.

The scientist then told me about a far more impressive effort to verify or disprove the findings of the "mineral club." Word of the "rock hounds" and their work had also spread to a large laboratory in the East. An Air Force colonel, on duty at the lab, told the story to some of his friends, and they decided to look personally into the situation.

Fortunately these people were in a wonderful spot to make such an investigation. At their laboratory an extensive survey of the surrounding area was being made. An elaborate system of radiation detection equipment had been set up for a radius of 100 miles around the lab. In addition, the defenses of the area included a radar net.

Thanks to the flashing of silver eagles, the colonel's group got permission to check the records of the radiation survey station and to look over the logs of the radar stations. They found instances where, during the same period of time that radiation in the area had been much higher than normal, radar had had a UFO on the scope. These events had occurred during the period from January 1951 until about June 1951.

Upon learning of the tentative but encouraging findings that the colonel's group had dug out of their

past records, people on both the radiation survey crews and at the radar sites became interested in co-operating for further investigation. A tie-in with the local saucer grapevine established a three way check.

One evening in July, just before sunset, two of the colonel's group were driving home from the laboratory. As they sped along the highway they noticed two cars stopped ahead of them. The occupants were standing beside the road, looking at something in the sky.

The two scientists stopped, got out of their car, and scanned the sky too. Low on the eastern horizon they saw a bright circular object moving slowly north. They watched it for a while, took a few notes, then drove back to the lab.

Some interesting news awaited them there. Radar had picked up an unidentified target near the spot where the scientists in the car had seen the UFO, and it had been traveling north. A fighter had been scrambled, but when it got into the proper area, the radar target was off the scope. The pilot glimpsed something that looked like the reported UFO, but before he could check further he had to turn into the sun to get on an interception course, and he lost the object.

Several days passed before the radiation reports from all stations could be collected. When the reports did come in they showed that

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stations east of the laboratory, on an approximate line with the radar track, had shown the highest increase in radiation. Stations west of the lab showed nothing.

The possible significance of this well covered incident spurred the colonel's group to extend and refine their activities. Their idea was to build a radiation detection instrument in an empty wing tank and hang the tank on an F-47. Then when a UFO was reported they would fly a search pattern in the area and try to establish whether or not a certain sector of the sky was more radioactive than other sectors. Also, they proposed to build a highly directional detector for the F-47 and attempt actually to track a UFO.

The design of such equipment was started, but many delays occurred. Before the colonel's group could get any of the equipment built, some of the members left the lab for other jobs, and the colonel, who sparked the operation, was himself transferred elsewhere. The entire effort collapsed.

The scientist was not surprised that I hadn't heard the story of the colonel's group. All the people involved, he said, had kept it quiet in order to avoid ridicule. The scientist added that he would be glad to give me all the data he had on the sightings of his "mineral club," and he told me where to get the information about the two astronomers and the colonel's group.

Armed with the scientist's notes and recorder tapes, I left for my office at Wright-Patterson Air Force Base, Dayton.

With the blessings of my chief, I started to run down the rest of the radiation information. The data we had, especially that from the scientist's "mineral club," had been thoroughly analyzed, but we thought that since we now had access to more general data something new and more significant might be found.

First I contacted the government agency for which all of the people involved in these investigations had been working, the scientists who recorded the original incident, the scientist and his "mineral club," the colonel's group, and the rest.

The people in the agency were very co-operative but stressed the fact that the activities I was investigating were strictly the extracurricular affairs of the scientists involved, had no official sanction, and should not be tied in with the agency in any way, shape, or form. This closed door reaction was typical of how the words "flying saucer" seem to scare some people.

They did help me locate the report on the original incident, however, and since it seemed to be the only existing copy, I arranged to borrow it.

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About this same time we located the two graduate astronomy students in New Mexico. Both now had their Ph.D.'s and held responsible jobs on highly classified projects. They repeated their story, which I had first heard from the scientist, but had kept no record of their activities.

On one occasion, just before dawn on a Sunday morning, they were on the roof, making some meteorological observations. One of them was listening to the Geiger counter when he detected a definite increase in the clicking.

Just as the frequency of the clicks reached its highest peak - almost a steady buzz - a large fireball, described by them as "spectacular," flashed across the sky. Both of the observers had seen several of the green fireballs and said that this object was similar in all respects except that the color was a brilliant blue white.

With the disappearance of the fireball, the counter once more settled down to a steady click per second. They added that once before they had detected a similar increase in the frequency of the clicks but had seen nothing in the sky.

In telling their story, both astronomers stressed the point that their data were open to a great deal of criticism, mainly because of the limited instrumentation they had used. We agreed. Still their work tended to support the findings of the more elaborate and systematic radiation investigations.

The gods who watch over the UFO project were smiling about this time, because one morning I got a call from a colonel on Wright-Patterson Air Force Base. He was going to be in our area that morning and planned to stop in to see me.

He arrived in a few minutes and turned out to be none other than the colonel who had headed the group which had investigated UFO's and radiation at the eastern laboratory. He repeated his story. It was the same as I had heard from the scientist, with a few insignificant changes. The colonel had no records of his group's operations, but knew who had them. He promised to get a wire off to the person immediately, which he did.

The answer was a bit disappointing. During the intervening months the data had been scattered out among the members of the colonel's group, and when the group broke up, so did its collection of records.

So all we had to fall back on was the colonel's word, but since he now was heading a top priority project at Wright, it would be difficult not to believe him.

After obtaining the colonel's story, we collected all available data concerning known incidents in which there seemed to be a correlation

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between the visual sighting of UFO's and the presence of excess atomic radiation in the area of the sightings.

There was one last thing to do. I wanted to take the dates and times of all the reported radiation increases and check them against all sources of UFO reports. This project would take a lot of leg work and digging, but I felt that it would offer the most positive and complete evidence we could assemble as to whether or not a correlation existed.

Accordingly, we dug into our files, ADC radar logs, press wire service files, newspaper morgues in the sighting area, and the files of individuals who collect data on saucers. Whenever we found a visual report that correlated with a radiation peak we checked it against weather conditions, balloon tracks, astronomical reports, etc.

As soon as the data had all been assembled, I arranged for a group of Air Force consultants to look it over. I got the same old answer - the data still aren't good enough. The men were very much interested in the reports, but when it came time to putting their comments on paper they said, "Not enough conclusive evidence." If in some way the UFO's could have been photographed at the same time that the radiation detectors were going wild, it would have been a different story, they later told me, but with the data I had for them this was the only answer they could give. No one could explain the sudden bursts of radiation, but there was no proof that they were associated with UFO's.

The board's ruling wrote finish to this investigation. I informed the colonel, and he didn't like the decision. Later I passed through the city where the scientist was working. I stopped over a few hours to brief him on the board's decision. He shook his head in disbelief.

It is interesting to note that both the colonel and the scientist reacted in the same way. We're not fools - we were there - we saw it - they didn't. What do they want for proof?

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CHAPTER SIXTEEN

The Hierarchy Ponders

By early January 1953 the scientists who were to be members of our panel of experts had been contacted and had agreed to sit in judgment of the UFO. In turn, we agreed to give them every detail about the UFO.

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We had our best reports for them to read, and we were going to show them the two movies that some intelligence officers considered as the "positive proof" - the Tremonton Movie and the Montana Movie.

When this high court convened on the morning of January 12, the first thing it received was its orders; one of three verdicts would be acceptable:

1. All UFO reports are explainable as known objects or natural phenomena; therefore the investigation should be permanently discontinued.

2. The UFO reports do not contain enough data upon which to base a final conclusion. Project Blue Book should be continued in hopes of obtaining better data.

3. The UFO's are interplanetary spacecraft.

The written verdict, the group was told, would be given to the National Security Council, a council made up of the directors of all U.S. intelligence agencies, and thence it would go to the President of the United States - if they should decide that the UFO's were interplanetary spacecraft.

Because of military regulations, the names of the panel members, like the names of so many other people associated with the UFO story, cannot be revealed. Two of the men had made names for themselves as practical physicists - they could transform the highest theory for practical uses. One of these men had developed the radar that pulled us out of a big hole at the beginning of World War II, and the other had been one of the fathers of the H-bomb. Another of the panel members is now the chief civilian adviser to one of our top military commanders, and another was an astronomer whose unpublished fight to get the UFO recognized is respected throughout scientific circles. There was a man who is noted for his highly theoretical physics and mathematics, and another who had pioneered operations research during World War II. The sixth member of the panel had been honored by the American Rocket Society and the International Astronautical Federation for his work in moving space travel from the Buck Rogers realm to the point of near reality and who is now a rocket expert.

It was an impressive collection of top scientific talent.

During the first two days of the meeting I reviewed our findings for the scientists. Since June 1947, when the first UFO report had been made, ATIC had analyzed 1,593 UFO reports. About 4,400 had actually been received, but all except 1,593 had been immediately rejected for analysis. From our studies, we estimated that ATIC received reports of only 10 per cent of the UFO sightings that were made in the United States, therefore in five and a half years something like 44,000 UFO sightings had been made.

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Of the 1,593 reports that had been analyzed by Project Blue Book, and we had studied and evaluated every report in the Air Force files, we had been able to explain a great many. The actual breakdown was like this:

Balloons

Known	1.57%
Probable	4.99%
Possible	11.95%
Total	18.51%

Aircraft

Known	0.98%
Probable	7.74%
Possible	3.04%
Total	11.76%

Astronomical Bodies

Known	2.79%
Probable	4.01%
Possible	7.40%
Total	14.20%

Other: 4.21%

i.e. Searchlights on clouds, birds, blowing paper, inversions, reflections, etc.

Hoaxes: 1.66%

Reports with insufficient data to evaluate: 22.72%

(In addition to those initially eliminated)

Unknowns: 26.94%

By using the terms "Known," "Probable," and "Possible," we were able to differentiate how positive we were of our conclusions. But even in the "Possible" cases we were, in our own minds, sure that we had identified the reported UFO.

And who made these reports? Pilots and air crews made 17.1 per cent from the air. Scientists and engineers made 5.7 per cent, airport control tower operators made an even 1.0 per cent of the reports, and 12.5 per cent of the total were radar reports. The remaining 63.7 per cent were made by military and civilian observers in general.

The reports that we were interested in were the 26.94 per cent or 429 "Unknowns," so we had studied them in great detail. We studied the reported colors of the UFO's, the shapes, the directions they were traveling, the times of day they were observed, and many more details,

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but we could find no significant pattern or trends. We did find that the most often reported shape was elliptical and that the most often reported color was white or "metallic." About the same number of UFO's were reported as being seen in daytime as at night, and the direction of travel equally covered the sixteen cardinal headings of the compass.

Seventy per cent of the "Unknowns" had been seen visually from the air; 12 per cent had been seen visually from the ground; 10 per cent had been picked up by ground or airborne radar; and 8 per cent

were combination visual radar sightings.

In the over-all total of 1,593 sightings women made two reports for every one made by a man, but in the "Unknowns" the men beat out women ten to one.

There were two other factors we could never resolve, the frequency of the sightings and their geographical distribution. Since the first flurry of reports in July of 1947, each July brought a definite peak in reports; then a definite secondary peak occurred just before each Christmas. We plotted these peaks in sightings against high tides, world-wide atomic tests, the positions of the moon and planets, the general cloudiness over the United States, and a dozen and one other things, but we could never say what caused more people to see UFO's at certain times of the year.

Then the UFO's were habitually reported from areas around "technically interesting" places like our atomic energy installations, harbors, and critical manufacturing areas. Our studies showed that such vital military areas as Strategic Air Command and Air Defense Command bases, some A-bomb storage areas, and large military depots actually produced fewer reports than could be expected from a given area in the United States. Large population centers devoid of any major "technically interesting" facilities also produced few reports.

According to the laws of normal distribution, if UFO's are not intelligently controlled vehicles, the distribution of reports should have been similar to the distribution of population in the United States - it wasn't.

Our study of the geographical locations of sightings also covered other countries. The U.S. by no means had a curb on the UFO market

In all of our "Unknown" reports we never found one measurement of size, speed, or altitude that could be considered to be even fairly accurate. We could say only that some of the UFO's had been traveling pretty fast.

As far as radar was concerned, we had reports of fantastic speeds - up to 50,000 miles an hour - but in all of these instances there was some doubt as to exactly what caused the target. The highest speeds reported

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for our combination radar visual sightings, which we considered to be the best type of sighting in our files, were 700 to 800 miles an hour.

We had never picked up any "hardware" - any whole saucers, pieces, or parts - that couldn't be readily identified as being something very earthly. We had a contract with a materials testing laboratory, and they would analyze any piece of material that we found or was sent to us. The tar covered marble, aluminum broom handle, cow manure, slag, pieces of plastic balloon, and the what-have-you that we did receive and analyze only served to give the people in our material lab some practice and added nothing but laughs to the UFO project.

The same went for the reports of "contacts" with spacemen. Since 1952 a dozen or so people have claimed that they have talked to or ridden with the crews of flying saucers. They offer affidavits, pieces of material, photographs, and other bits and pieces of junk as proof. We investigated some of these reports and could find absolutely no fact behind the stories.

We had a hundred or so photos of flying saucers, both stills and movies. Many were fakes some so expert that it took careful study by photo interpreters to show how the photos had been faked. Some were the crudest of fakes, automobile hub caps thrown into the air, homemade saucers suspended by

threads, and just plain retouched negatives. The rest of the still photos had been sent in by well meaning citizens who couldn't recognize a light flare of flaw in the negative, or who had chanced to get an excellent photo of a sundog or mirage.

But the movies that were sent in to us were different. In the first place, it takes an expert with elaborate equipment to fake a movie. We had or knew about four strips of movie film that fell into the "Unknown" category. Two were the cinetheodolite movies that had been taken at White Sands Proving Ground in April and May of 1950, one was the Montana Movie and the last was the Tremonton Movie. These latter two had been subjected to thousands of hours of analysis, and since we planned to give the panel of scientists more thorough reports on them on Friday, I skipped over their details and went to the next point I wanted to cover - theories.

Periodically throughout the history of the UFO people have come up with widely publicized theories to explain all UFO reports. The one that received the most publicity was the one offered by Dr. Donald Menzel of Harvard University. Dr. Menzel, writing in Time, Look, and later in his Flying Saucers, claimed that all UFO reports could be explained as various types of light phenomena. We studied this theory thoroughly because it did seem to have merit. Project Bear's physicists studied it. ATIC's scientific consultants studied it and discussed it with several

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leading European physicists whose specialty was atmospheric physics. In general the comments that Project Blue Book received were, "He's given the subject some thought but his explanations are not the panacea."

And there were other widely publicized theories. One man said that they were all skyhook balloons, but we knew the flight path of every skyhook balloon and they were seldom reported as UFO's. Their little brothers, the weather balloons, caused us a great deal more trouble.

The Army Engineers took a crack at solving the UFO problem by making an announcement that a scientist in one of their laboratories had duplicated a flying saucer in his laboratory. Major Dewey Fournet checked into this one. It had all started out as a joke, but it was picked up as fact and the scientist was stuck with it. He gained some publicity but lost prestige because other scientists wondered just how competent the man really was to try to pass off such an answer.

All in all, the unsolicited assistance of theorists didn't help us a bit, I told the panel members. Some of them were evidently familiar with the theories because they nodded their heads in agreement.

The next topic I covered in my briefing was a question that came up quite frequently in discussions of the UFO: Did UFO reports actually start in 1947? We had spent a great deal of time trying to resolve this question. Old newspaper files, journals, and books that we found in the Library of Congress contained many reports of odd things being seen in the sky as far back as the Biblical times. The old Negro spiritual says, "Ezekiel saw a wheel 'way up in the middle of the air." We couldn't substantiate Ezekiel's sighting because many of the very old reports of odd things observed in the sky could be explained as natural phenomena that weren't fully understood in those days.

The first documented reports of sightings similar to the UFO sightings as we know them today appeared in the newspapers of 1896. In fact, the series of sightings that occurred in that year and the next had many points of similarity with the reports of today.

The sightings started in the San Francisco Bay area on the evening of November 22, 1896, when hundreds of people going home from work saw a large, dark, "cigar shaped object with stubby wings" traveling northwest across Oakland.

Within hours after the mystery craft had disappeared over what is now the northern end of the Golden Gate Bridge, the stories of people in other northern California towns began to come in on the telegraph wires. The citizens of Santa Rosa, Sacramento, Chico, and Red Bluff- several thousand of them saw it.

I tried to find out if the people in these outlying communities saw the

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UFO before they heard the news from the San Francisco area or afterward, but trying to run down the details of a fifty-six-year-old UFO report is almost hopeless. Once while I was on a trip to Hamilton AFB I called the offices of the San Francisco Chronicle and they put me in touch with a retired employee who had worked on a San Francisco paper in 1896. I called the old gentleman on the phone and talked to him for a long time. He had been a copy boy at the time and remembered the incident, but time had canceled out the details. He did tell me that he, the editor of the paper, and the news staff had seen "the ship," as he referred to the UFO. His story, even though it was fifty six years old, smacked of others I'd heard when he said that no one at the newspaper ever told anyone what they had seen; they didn't want people to think that they were "crazy."

On November 30 the mystery ship was back over the San Francisco area and those people who had maintained that people were being fooled by a wag in a balloon became believers when the object was seen moving into the wind.

For four months reports came in from villages, cities, and farms in the West; then the Midwest, as the airship "moved eastward." In early April of 1897 people in Iowa, Nebraska, Missouri, Wisconsin, Minnesota, and Illinois reported seeing it. On April 10 it was reported to be over Chicago. Reports continued to come in to the newspapers until about April 20; then it, or stories about it, were gone. Literally thousands of people had seen it before the last report clicked in over the telegraph wires.

A study of the hundreds of newspaper accounts of this sighting that rocked the world in the late 1890's was interesting because the same controversies that arose then exist now. Those who hadn't seen the stubby winged, cigar shaped "craft" said, "Phooey," or the nineteenth- century version thereof. Those who had seen it were almost ready to do battle to uphold their integrity. Some astronomers loudly yelled, "Venus," "Jupiter," and "Alpha Orionis" while others said, "We saw it." Thomas Edison, the man of science of the day, disclaimed any knowledge of the mystery craft. "I prefer to devote my time to objects of commercial value," he told a New York Herald reporter. "At best airships would only be toys."

Thomas - you goofed on that prediction.

I had one more important point to cover before I finished my briefing and opened the meeting to a general question-and-answer session.

During the past year and a half we had had several astronomers visit Project Blue Book, and they were not at all hesitant to give us their opinions but they didn't care to say much about what their colleagues were thinking, although they did indicate that they were thinking. We decided

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that the opinions and comments of astronomers would be of value, so late in 1952 we took a poll. We asked an astronomer, whom we knew to be unbiased about the UFO problem and who knew every outstanding astronomer in the United States, to take a trip and talk to his friends. We asked him not to make a point of asking about the UFO but just to work the subject into a friendly conversation.

This way we hoped to get a completely frank opinion. To protect his fellow astronomers, our astronomer gave them all code names and he kept the key to the code.

The report we received expressed the detailed opinions of forty five recognized authorities. Their opinions varied from that of Dr. C, who regarded the UFO project as a "silly waste of money to investigate an even sillier subject," to Dr. L, who has spent a great deal of his own valuable time personally investigating UFO reports because he believes that they are something "real." Of the forty five astronomers who were interviewed, 36 per cent were not at all interested in the UFO reports, 41 per cent were interested to the point of offering their services if they were ever needed, and 23 per cent thought that the UFO's were a much more serious problem than most people recognized.

None of the astronomers, even during a friendly discussion, admitted that he thought the UFO's could be interplanetary vehicles. All of those who were interested would only go so far as to say, "We don't know what they are, but they're something real."

During the past few years I have heard it said that if the UFO's were really "solid objects" our astronomers would have seen them. Our study shed some light on this point - astronomers have seen UFO's. None of them has ever seen or photographed anything resembling a UFO through his telescope, but 11 per cent of the forty five men had seen something that they couldn't explain. Although, technically speaking, these sightings were no better than hundreds of others in our files as far as details were concerned, they were good because of the caliber of the observer. Astronomers know what is in the sky.

It is interesting to note that out of the representative cross section of astronomers, five of them, or 11 per cent, had sighted UFO's. For a given group of people this is well above average. To check this point, the astronomer who was making our study picked ninety people at random - people he met while traveling - and got them into a conversation about flying saucers. These people were his "control group," to borrow a term from the psychologists. Although the percentage of people who were interested in UFO's was higher for the control group than for the group of astronomers, only 41 per cent of the astronomers were interested while 86 per cent of the control group were interested; 11 per cent of the

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astronomers had seen UFO's, while only about 1 per cent of the control group had seen one. This seemed to indicate that as a group astronomers see many more UFO's than the average citizen.

When I finished my briefing, it was too late to start the question- and- answer session, so the first day's meeting adjourned. But promptly at nine o'clock the next morning the group was again gathered, and from the looks of the list of questions some of them had, they must have been thinking about UFO's all night.

One of the first questions was about the results of photography taken by the pairs of huge "meteorite patrol" cameras that are located in several places throughout North America. Did they ever photograph a UFO? The cameras, which are in operation almost every clear night, can photograph very dim lights, and once a light is photographed its speed and altitude can be very accurately established. If there were any objects giving off light as they flew through our atmosphere, there is a chance that these cameras might have photographed them. But they hadn't.

At first this seemed to be an important piece of evidence and we had just about racked this fact up as a definite score against the UFO when we did a little checking. If the UFO had been flying at an altitude of 100 miles, the chances of its being picked up by the cameras would be good, but the chances of photographing something flying any lower would be less.

This may account for the fact that while our "inquiring astronomer" was at the meteorite patrol camera sites, he talked to an astronomer who had seen a UFO while operating one of the patrol cameras.

Many people have asked why our astronomers haven't seen anything through their big telescopes. They are focused light years away and their field of vision is so narrow that even if UFO's did exist and littered the atmosphere they wouldn't be seen.

Another question the panel had was about Orson Welles' famous War of the Worlds broadcast of October 1938, which caused thousands of people to panic. Had we studied this to see if there were any similarities between it and the current UFO reporting?

We had.

Our psychologist looked into the matter and gave us an opinion - to make a complete study and get a positive answer would require an effort that would dwarf the entire UFO project. But he did have a few comments. There were many documented cases in which a series of innocent circumstances triggered by the broadcast had caused people to completely lose all sense of good judgment - to panic. There were some similar reports in our UFO files.

But we had many reports in which people reported UFO's and obviously

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hadn't panicked. Reports from pilots who had seen mysterious lights at night and, thinking that they might be a cockpit reflection, had turned off all their cockpit lights. Or the pilots who turned and rolled their airplanes to see if they could change the angle of reflection and get rid of the UFO. Or those pilots who climbed and dove thousands of feet and then leveled out to see if the UFO would change its relative position to the airplane. Or the amateur astronomer who made an excellent sighting and before he reluctantly reported it as a UFO had talked to a half dozen professional astronomers and physicists in hopes of finding an explanation. All of these people were thinking clearly, questioning themselves as to what the sightings could be; then trying to answer their questions. These people weren't panicked.

The question-and-answer period went on for a full day as the scientists dug into the details of the general facts I had given them in my briefing.

The following day and a half was devoted to reviewing and discussing fifty of our best sighting reports that we had classed as "Unknowns."

The next item on the agenda, when the panel had finished absorbing all of the details of the fifty selected top reports, was a review of a very hot and very highly controversial study. It was based on the idea that Major Dewey Fournet and I had talked about several months before - an analysis of the motions of the reported UFO's in an attempt to determine whether they were intelligently controlled. The study was hot because it wasn't official and the reason it wasn't official was because it was so hot. It concluded that the UFO's were interplanetary spaceships. The report had circulated around high command levels of intelligence and it had been read with a good deal of interest. But even though some officers at command levels just a notch below General Samford bought it, the space behind the words "Approved by" was blank - no one would stick his neck out and officially send it to the top.

Dewey Fournet, who had completed his tour of active duty in the Air Force and was now a civilian, was called from Houston, Texas, to tell the scientists about the study since he had worked very closely with the group that had prepared it.

The study covered several hundred of our most detailed UFO reports. By a very critical process of elimination, based on the motion of the reported UFO's, Fournet told the panel how he and any previous analysis by Project Blue Book had been disregarded and how those reports that could have been caused by any one of the many dozen known objects - balloons, airplanes, astronomical bodies, etc., were sifted out. This sifting took quite a toll, and the study ended up with only ten or twenty reports that fell into the "Unknown" category. Since such critical methods of

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evaluation had been used, these few reports proved beyond a doubt that the UFO's were intelligently controlled by persons with brains equal to or far surpassing ours.

The next step in the study, Fournet explained, was to find out where they came from. "Earthlings" were eliminated, leaving the final answer - spacemen.

Both Dewey and I had been somewhat worried about how the panel would react to a study with such definite conclusions. But when he finished his presentation, it was obvious from the tone of the questioning that the men were giving the conclusions serious thought. Fournet's excellent reputation was well known.

On Friday morning we presented the feature attractions of the session, the Tremonton Movie and the Montana Movie. These two bits of evidence represented the best photos of UFO's that Project Blue Book had to offer. The scientists knew about them, especially the Tremonton Movie, because since late July they had been the subject of many closed door conferences. Generals, admirals, and GS-16's had seen them at "command performances", and they had been flown to Kelly AFB in Texas to be shown to a conference of intelligence officers from all over the world. Two of the country's best military photo laboratories, the Air Force lab at Wright Field and the Navy's lab at Anacostia, Maryland, had spent many hours trying to prove that the UFO's were balloons, airplanes, or stray light reflections, but they failed - the UFO's were true unknowns. The possibility that the movie had been faked was considered but quickly rejected because only a Hollywood studio with elaborate equipment could do such a job and the people who filmed the movies didn't have this kind of equipment.

The Montana Movie had been taken on August 15, 1950, by Nick Mariana, the manager of the Great Falls baseball team. It showed two large bright lights flying across the blue sky in an echelon formation. There were no clouds in the movie to give an indication of the UFO's speed, but at one time they passed behind a water tower. The lights didn't show any detail; they appeared to be large circular objects.

Mariana had sent his movies to the Air Force back in 1950, but in 1950 as no interest in the UFO so , after a quick viewing, Project Grudge had written them off as "the reflections from two F-94 jet fighters that were in the area."

In 1952, at the request of the Pentagon, I reopened the investigation of the Montana Movie. Working through an intelligence officer at the Great Falls AFB, I had Mariana reinterrogated and obtained a copy of his movie, which I sent to the photo lab.

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When the photo lab got the movie, they had a little something to work with because the two UFO's had passed behind a reference point, the water tower. Their calculations quickly confirmed that the objects were not birds, balloons, or meteors. Balloons drift with the wind and the wind was not

blowing in the direction that the two UFO's were traveling. No exact speeds could be measured, but the lab could determine that the lights were traveling too fast to be birds and too slow to be meteors.

This left airplanes as the only answer. The intelligence officer at Great Falls had dug through huge stacks of files and found that only two airplanes, two F-94's, were near the city during the sighting and that they had landed about two minutes afterwards. Both Mariana and his secretary, who had also seen the UFO's, had said that the two jets had appeared in another part of the sky only a minute or two after the two UFO's had disappeared in the southeast. This in itself would eliminate the jets as candidates for the UFO's, but we wanted to double check. The two circular lights didn't look like F-94's, but anyone who has done any flying can tell you that an airplane so far away that it can't be seen can suddenly catch the sun's rays and make a brilliant flash.

First we studied the flight paths of the two F-94's. We knew the landing pattern that was being used on the day of the sighting, and we knew when the two F-94's landed. The two jets just weren't anywhere close to where the two UFO's had been. Next we studied each individual light and both appeared to be too steady to be reflections.

We drew a blank on the Montana Movie - it was an unknown.

We also drew a blank on the Tremonton Movie, a movie that had been taken by a Navy Chief Photographer, Warrant Officer Delbert C. Newhouse, on July 2, 1952.

Our report on the incident showed that Newhouse, his wife, and their two children were driving to Oakland, California, from the east coast on this eventful day. They had just passed through Tremonton, Utah, a town north of Salt Lake City, and had traveled about 7 miles on U.S. Highway 30S when Mrs. Newhouse noticed a group of objects in the sky. She pointed them out to her husband; he looked, pulled over to the side of the road, stopped the car, and jumped out to get a better look. He didn't have to look very long to realize that something highly unusual was taking place because in his twenty one years in the Navy and 2,000 hours' flying time as an aerial photographer, he'd never seen anything like this. About a dozen shiny disk like objects were "milling around the sky in a rough formation."

Newhouse had his movie camera so he turned the turret around to a 3 inch telephoto lens and started to photograph the UFO's. He held the camera still and took several feet of film, getting all of the bright objects

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in one photo. All of the UFO's had stayed in a compact group from the time the Newhouse family had first seen them, but just before they disappeared over the western horizon one of them left the main group and headed east. Newhouse swung his camera around and took several shots of it, holding his camera steady and letting the UFO pass through the field of view before it disappeared in the east.

When I received the Tremonton films I took them right over to the Wright Field photo lab, along with the Montana Movie, and the photo technicians and I ran them twenty or thirty times. The two movies were similar in that in both of them the objects appeared to be large circular lights - in neither one could you see any detail. But, unlike the Montana Movie, the lights in the Tremonton Movie would fade out, then come back in again. This fading immediately suggested airplanes reflecting light, but the roar of a king-sized dogfight could have been heard for miles and the Newhouse family had heard no sound. We called in several fighter pilots and they watched the UFO's circling and darting in and out in the cloudless blue sky. Their unqualified comment was that no airplane could do what the UFO's were doing.

Balloons came under suspicion, but the lab eliminated them just as quickly by studying the kind of a reflection given off by a balloon - it is a steady reflection since a balloon is spherical. Then, to further scuttle the balloon theory, clusters of balloons are tied together and don't mill around. Of course, the lone UFO that took off to the east by itself was the biggest argument against balloons.

Newhouse told an intelligence officer from the Western Air Defense Forces that he had held his camera still and let this single UFO fly through the field of view, so the people in the lab measured its angular velocity. Unfortunately there were no clouds in the sky, nor was he able to include any of the ground in the pictures, so our estimates of angular velocity had to be made assuming that the photographer held his camera still. Had the lone UFO been 10 miles away it would have been traveling several thousand miles an hour.

After studying the movies for several weeks, the Air Force photo lab at Wright Field gave up. All they had to say was, "We don't know what they are but they aren't airplanes or balloons, and we don't think they are birds."

While the lab had been working on the movies at Wright Field, Major Fournet had been talking to the Navy photo people at Anacostia; they thought they had some good ideas on how to analyze the movies, so as soon as we were through with them I sent them to Major Fournet and he took them over to the Navy lab.

The Navy lab spent about two months studying the films and had just

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completed their analysis. The men who had done the work were on hand to brief the panel of scientists on their analysis after the panel had seen the movies.

We darkened the room and I would imagine that we ran each film ten times before every panel member was satisfied that he had seen and could remember all of the details. We ran both films together so that the men could compare them.

The Navy analysts didn't use the words "interplanetary spacecraft" when they told of their conclusions, but they did say that the UFO's were intelligently controlled vehicles and that they weren't airplanes or birds. They had arrived at this conclusion by making a frame-by-frame study of the motion of the lights and the changes in the lights' intensity.

When the Navy people had finished with their presentation, the scientists had questions. None of the panel members were trying to find fault with the work the Navy people had done, but they weren't going to accept the study until they had meticulously searched for every loophole. Then they found one.

In measuring the brilliance of the lights, the photo analysts had used an instrument called a densitometer. The astronomer on the panel knew all about measuring the density of an extremely small photographic image with a densitometer because he did it all the time in his studies of the stars. And the astronomer didn't think that the Navy analysts had used the correct technique in making their measurements. This didn't necessarily mean that their data were all wrong, but it did mean that they should recheck their work.

When the discussion of the Navy's report ended, one of the scientists asked to see the Tremonton Movie again; so I had the projectionists run it several more times. The man said that he thought the UFO's could be sea gulls soaring on a thermal current. He lived in Berkeley and said that he'd seen gulls high in the air over San Francisco Bay. We had thought of this possibility several months before because the area around the Great Salt Lake is inhabited by large white gulls. But the speed of

the lone UFO as it left the main group had eliminated the gulls. I pointed this out to the physicist. His answer was that the Navy warrant officer might have thought he had held the camera steady, but he could have "panned with the action" unconsciously. This would throw all of our computations way off. I agreed with this, but I couldn't agree that they were sea gulls.

But several months later I was in San Francisco waiting for an airliner to Los Angeles and I watched gulls soaring in a cloudless sky. They were "riding a thermal," and they were so high that you couldn't see them until they banked just a certain way; then they appeared to be a bright white

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flash, much larger than one would expect from sea gulls. There was a strong resemblance to the UFO's in the Tremonton Movie. But I'm not sure that this is the answer.

The presentation of the two movies ended Project Blue Book's part of the meeting. In five days we had given the panel of scientists every pertinent detail in the history of the UFO, and it was up to them to tell us if they were real - some type of vehicle flying through our atmosphere. If they were real, then they would have to be spacecraft because no one at the meeting gave a second thought to the possibility that the UFO's might be a super secret U.S. aircraft or a Soviet development. The scientists knew everything that was going on in the U.S. and they knew that no country in the world had developed their technology far enough to build a craft that would perform as the UFO's were reported to do. In addition, we were spending billions of dollars on the research and development and the procurement of airplanes that were just nudging the speed of sound. It would be absurd to think that these billions were being spent to cover the existence of a UFO type weapon. And it would be equally absurd to think that the British, French, Russians or any other country could be far enough ahead of us to have a UFO.

The scientists spent the next two days pondering a conclusion. They reread reports and looked at the two movies again and again, they called other scientists to double check certain ideas that they had, and they discussed the problem among themselves. Then they wrote out their conclusions and each man signed the document. The first paragraph said:

We as a group do not believe that it is impossible for some other celestial body to be inhabited by intelligent creatures. Nor is it impossible that these creatures could have reached such a state of development that they could visit the earth. However, there is nothing in all of the so-called "flying saucer" reports that we have read that would indicate that this is taking place.

The Tremonton Movie had been rejected as proof but the panel did leave the door open a crack when they suggested that the Navy photo lab redo their study. But the Navy lab never rechecked their report, and it was over a year later before new data came to light.

After I got out of the Air Force I met Newhouse and talked to him for two hours. I've talked to many people who have reported UFO's, but few impressed me as much as Newhouse. I learned that when he and his family first saw the UFO's they were close to the car, much closer than when he took the movie. To use Newhouse's own words, "If they had been the size of a B-29 they would have been at 10,000 feet altitude." And the Navy man and his family had taken a good look at the objects - they

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looked like "two pie pans, one inverted on the top of the other!" He didn't just think the UFO's were disk shaped; he knew that they were; he had plainly seen them. I asked him why he hadn't told this to the intelligence officer who interrogated him. He said that he had. Then I remembered that I'd sent the intelligence officer a list of questions I wanted Newhouse to answer. The question "What did the

UFO's look like?" wasn't one of them because when you have a picture of something you don't normally ask what it looks like. Why the intelligence officer didn't pass this information on to us I'll never know.

The Montana Movie was rejected by the panel as positive proof because even though the two observers said that the jets were in another part of the sky when they saw the UFO's and our study backed them up, there was still a chance that the two UFO's could have been the two jets. We couldn't prove the UFO's were the jets, but neither could we prove they weren't.

The controversial study of the UFO's' motions that Major Fournet had presented was discarded. All of the panel agreed that if there had been some permanent record of the motion of the UFO's, a photograph of a UFO's flight path or a photograph of a UFO's track on a radarscope, they could have given the study much more weight. But in every one of the ten or twenty reports that were offered as proof that the UFO's were intelligently controlled, the motions were only those that the observer had seen. And the human eye and mind are not accurate recorders. How many different stories do you get when a group of people watch two cars collide at an intersection?

Each of the fifty of our best sightings that we gave the scientists to study had some kind of a loophole. In many cases the loopholes were extremely small, but scientific evaluation has no room for even the smallest of loopholes and we had asked for a scientific evaluation.

When they had finished commenting on the reports, the scientists pointed seriousness of the decisi n they had been asked to make. They said that th tried hard to be objective and not to be picayunish but actually all we had wasstantial evidence. Good circumstantial evidence, to be sure, but we had othcrete, no hardware, no photos showing any detail of a UFO, no measured speedsdes, or siz es - nothing in the way of good, hard, cold, scientific facts. To stake the future course of millions of lives on a decision based upon circumstantial evidence would be one of the gravest mistakes in the history of the world.

In their conclusions they touched upon the possibility that the UFO's might be some type of new or yet undiscovered natural phenomenon. They explained that they hadn't given this too much credence; however, if the

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UFO's were a new natural phenomenon, the reports of their general appearance should follow a definite pattern - the UFO reports didn't.

This ended the section of the panel's report that covered their conclusions. The next section was entitled, "Recommendations." I fully expected that they would recommend that we as least reduce the activities of Project Blue Book if not cancel it entirely. I didn't like this one bit because I was firmly convinced that we didn't have the final answer. We needed more and better proof before a final yes or no could be given.

The panel didn't recommend that the activities of Blue Book be cut back, and they didn't recommend that it be dropped. They recommended that it be expanded. Too many of the reports had been made by credible observers, the report said, people who should know what they're looking at - people who think things out carefully. Data that was out of the circumstantial - evidence class was badly needed. And the panel must have been at least partially convinced that an expanded effort would prove something interesting because the expansion they recommended would require a considerable sum of money. The investigative force of Project Blue Book should be quadrupled in size, they wrote, and it should be staffed by specially trained experts in the fields of electronics, meteorology, photography, physics, and other fields of science pertinent to UFO investigations. Every effort should be made to set up instruments in locations where UFO sightings are frequent, so that data could be measured and

recorded during a sighting. In other locations around the country military and civilian scientists should be alerted and instructed to use every piece of available equipment that could be used to track UFO's.

And lastly, they said that the American public should be told every detail of every phase of the UFO investigation - the details of the sightings, the official conclusions, and why the conclusions were made. This would serve a double purpose; it would dispel any of the mystery that security breeds and it would keep the Air Force on the ball - sloppy investigations and analyses would never occur.

When the panel's conclusions were made known in the government, they met with mixed reactions. Some people were satisfied, but others weren't. Even the opinions of a group of the country's top scientists couldn't overcome the controversy that had dogged the UFO for five years. Some of those who didn't like the decision had sat in on the UFO's trial as spectators and they felt that the "jury" was definitely prejudiced - afraid to stick their necks out. They could see no reason to continue to assume that the UFO's weren't interplanetary vehicles.

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CHAPTER SEVENTEEN

What Are UFO's?

While the scientists were in Washington, D.C., pondering over the UFO, the UFO's weren't just sitting idly by waiting to find out what they were - they were out doing a little "lobbying" for the cause - keeping the interest stirred up.

And they were doing a good job, too.

It was just a few minutes before midnight on January 28, 1953, when a message flashed into Wright-Patterson for Project Blue Book. It was sent "Operational Immediate," so it had priority handling; I was reading it by 12:30 A.M.. A pilot had chased a UFO.

The report didn't have many details but it did sound good. It gave the pilot's name and said that he could be reached at Moody AFB. I put in a long distance call, found the pilot, and flipped on my recorder so that I could get his story word for word.

He told me that he had been flying an F-86 on a "round robin" navigation flight from Moody AFB to Lawson AFB to Robins AFB, then back to Moody - all in Georgia. At exactly nine thirty five he was at 6,000 feet, heading toward Lawson AFB on the first leg of his flight. He remembered that he had just looked down and had seen the lights of Albany, Georgia; then he'd looked up again and seen this bright white light at "ten o'clock high." It was an unusually bright light, and he said that he thought this was why it was so noticeable among the stars. He flew on for a few minutes watching it as he passed over Albany. He decided that it must be an extremely bright star or another airplane - except it just didn't look right. It had too much of a definitely circular shape.

It was a nice night to fly and he had to get in so much time anyway, so he thought he'd try to get a little closer to it. If it was an airplane, chances were he could close in and if it was a star, he should be able to climb up to 30,000 feet and the light shouldn't change its relative position. He checked his oxygen supply, increased the r.p.m. of the engine, and started to climb. In three or four minutes it was obvious that he was getting above the light, and he watched it; it had moved in relation to the

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stars. It must be an airplane then, he'd decided - an airplane so far away that he couldn't see its red and green wing tip lights.

Since he'd gone this far, he decided that he'd get closer and make sure it was an airplane; so he dropped the nose of the F-86 and started down. As the needle on the machmeter nudged the red line, he saw that he was getting closer because the light was getting bigger, but still he couldn't see any lights other than the one big white one. Then it wasn't white any longer; it was changing color. In about a two second cycle it changed from white to red, then back to white again. It went through this cycle two or three times, and then before he could realize what was going on, he told me, the light changed in shape to a perfect triangle. Then it split into two triangles, one above the other. By this time he had leveled off and wasn't closing in any more. In a flash the whole thing was gone. He used the old standard description for a disappearing UFO: "It was just like someone turning off a light - it's there, then it's gone."

I asked him what he thought he'd seen. He'd thought about flying saucers, he said, but he "just couldn't swallow those stories." He thought he had a case of vertigo and the more he thought about it, the surer he was that this was the answer. He'd felt pretty foolish, he told me, and he was glad that he was alone.

Up ahead he saw the sprawling lights of Fort Benning and Lawson AFB, his turning point on the flight, and he'd started to turn but then he'd checked his fuel. The climb had used up quite a bit, so he changed his mind about going to Robins AFB and started straight back to Moody.

He called in to the ground station to change his flight plan, but before he could say anything the ground radio operator asked him if he'd seen a mysterious light.

Well - he'd seen a light.

Then the ground operator proceeded to tell him that the UFO chase had been watched on radar. First the radar had the UFO target on the scope, and it was a UFO because it was traveling much too slowly to be an airplane. Then the radar operators saw the F-86 approach, climb, and make a shallow dive toward the UFO. At first the F-86 had closed in on the UFO, but then the UFO had speeded up just enough to maintain a comfortable lead. This went on for two or three minutes; then it had moved off the scope at a terrific speed. The radar site had tried to call him, the ground station told the F-86 pilot, but they couldn't raise him so the message had to be relayed through the tower.

Rack up two more points for the UFO - another unknown and another confirmed believer.

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Two or three weeks after the meeting of the panel of scientists in Washington I received word that Project Blue Book would follow the recommendations that the panel had made. I was to start implementing the plan right away. Our proposal for setting up instruments had gone to the Pentagon weeks before, so that was already taken care of. We needed more people, so I drew up a new organizational cable that called for more investigators and analysts and sent it through to ATIC's personnel section.

About this time in the history of the UFO the first of a series of snags came up. The scientists had strongly recommended that we hold nothing back - give the public everything. Accordingly, when the press got wind of the Tremonton Movie, which up until this time had been a closely guarded secret, I agreed to release it for the newsmen to see. I wrote a press release which was O.K.'d by General Garland, then the chief of ATIC, and sent it to the Pentagon. It told what the panel had said about the movies, "until proved otherwise there is no reason why the UFO's couldn't have been sea gulls." Then the release went on to say that we weren't sure exactly what the UFO's were, the sea gull theory was only an opinion. When the Pentagon got the draft of the release they screamed, "No!" No movie for the press and no press release. The sea gull theory was too weak, and we had a new publicity policy as of now - don't say anything.

This policy, incidentally, is still in effect. The January 7, 1955, issue of the Air Force Information Services Letter said, in essence, people in the Air Force are talking too much about UFO's - shut up. The old theory that if you ignore them they'll go away is again being followed.

Inside of a month the UFO project took a few more hard jolts. In December of 1952 I'd asked for a transfer. I'd agreed to stay on as chief of Blue Book until the end of February so that a replacement could be obtained and be broken in. But no replacement showed up. And none showed up when Lieutenant Rothstien's tour of active duty ended, when Lieutenant Andy Flues transferred to the Alaskan Air Command, or when others left. When I left the UFO project for a two month tour of temporary duty in Denver, Lieutenant Bob Olsson took over as chief. His staff consisted of Airman First Class Max Futch. Both men were old veterans of the UFO campaign of '52, but two people can do only so much.

When I came back to ATIC in July 1953 and took over another job, Lieutenant Olsson was just

getting out of the Air Force and Al/c Futch was now it. He said that he felt like the President of Antarctica on a non expedition year. In a few days I again had Project Blue Book, as an additional duty this time, and I had orders to "build it up."

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While I had been gone, our instrumentation plan had been rejected. Higher headquarters had decided against establishing a net of manned tracking stations, astronomical cameras tied in with radars, and our other proposed instrumentation. General Garland had argued long and hard for the plan, but he'd lost. It was decided that the cameras with diffraction gratings over the lenses, the cameras that had been under development for a year, would suffice.

The camera program had started out as a top priority project, but it had lost momentum fast when we'd tested these widely publicized instruments and found that they wouldn't satisfactorily photograph a million candle power flare at 450 yards. The cameras themselves were all right, but in combination with the gratings, they were no good. However, Lieutenant Olsson had been told to send them out, so he sent them out.

The first thing that I did when I returned to Project Blue Book was to go over the reports that had come in while I was away. There were several good reports but only one that was exceptional. It had taken place at Luke AFB, Arizona, the Air Force's advanced fighter bomber school that is named after the famous "balloon buster" of World War I, Lieutenant Frank Luke, Jr. It was a sighting that produced some very interesting photographs.

There were only a few high cirrus clouds in the sky late on the morning of March 3 when a pilot took off from Luke in an F-84 jet to log some time. He had been flying F-51's in Korea and had recently started to check out in the jets. He took off, cleared the traffic pattern, and started climbing toward Blythe Radio, about 130 miles west of Luke. He'd climbed for several minutes and had just picked up the coded letters BLH that identified Blythe Radio when he looked up through the corner glass in the front part of his canopy - high at about two o'clock he saw what he thought was an airplane angling across his course from left to right leaving a long, thin vapor trail. He glanced down at his altimeter and saw that he was at 23,000 feet. The object that was leaving the vapor trail must really be high, he remembered thinking, because he couldn't see any airplane at the head of it. He altered his course a few degrees to the right so that he could follow the trail and increased his rate of climb. Before long he could tell that he was gaining on the object, or whatever was leaving the vapor trail, because he was under the central part of it. But he still couldn't see any object. This was odd, he thought, because vapor trails don't just happen; something has to leave them. His altimeter had ticked off another 12,000 feet and he was now at 35,000. He kept on climbing, but soon the '84 began to mush; it was as high as it would go. The pilot dropped down 1,000 feet and continued on - now he was below

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the front of the trail, but still no airplane. This bothered him too. Nothing that we have flies over 55,000 feet except a few experimental airplanes like the D-558 or those of the "X" series, and they don't stray far from Edwards AFB in California. He couldn't be more than 15,000 feet from the front of the trail, and you can recognize any kind of an airplane 15,000 feet away in the clear air of the sub stratosphere. He looked and he looked and he looked. He rocked the F-84 back and forth thinking maybe he had a flaw in the Plexiglas of the canopy that was blinking out the airplane, but still no airplane. Whatever it was, it was darn high or darn small. It was moving about 300 miles an hour because he had to pull off power and "S" to stay under it.

He was beginning to get low on fuel about this time so he hauled up the nose of the jet, took about 30

feet of gun camera film, and started down. When he landed and told his story, the film was quickly processed and rushed to the projection room. It showed a weird, thin, forked vapor trail - but no airplane.

Lieutenant Olsson and Airman Futch had worked this one over thoroughly. The photo lab confirmed that the trail was definitely a vapor trail, not a freak cloud formation. But Air Force Flight Service said, "No other airplanes in the area," and so did Air Defense Command, because minutes after the F-84 pilot broke off contact, the "object" had passed into an ADIZ - Air Defense Identification Zone - and radar had shown nothing.

There was one last possibility: Blue Book's astronomer said that the photos looked exactly like a meteor's smoke trail. But there was one hitch:

the pilot was positive that the head of the vapor trail was moving at about 300 miles an hour. He didn't know exactly how much ground he'd covered, but when he first picked up Blythe Radio he was on Green S airway, about 30 miles west of his base, and when he'd given up the chase he'd gotten another radio bearing, and he was now almost up to Needles Radio, 70 miles north of Blythe. He could see a lake, Lake Mojave, in the distance.

Could a high altitude jet stream wind have been blowing the smoke cloud? Futch had checked this - no. The winds above 20,000 feet were the usual westerlies and the jet stream was far to the north.

Several months later I talked to a captain who had been at Luke when this sighting occurred. He knew the F-84 pilot and he'd heard him tell his story in great detail. I won't say that he was a confirmed believer, but he was interested. "I never thought much about these reports before," he said, "but I know this guy well. He's not nuts. What do you think he saw?"

I don't know what he saw. Maybe he didn't travel as far as he thought he did. If he didn't, then I'd guess that he saw a meteor's smoke trail. But if he did know that he'd covered some 80 miles during the chase, I'd say

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that he saw a UFO - a real one. And I find it hard to believe that pilots don't know what they're doing.

During the summer of 1953, UFO reports dropped off considerably. During May, June, and July of 1952 we'd received 637 good reports. During the same months in 1953 we received only seventy six. We had been waiting for the magic month of July to roll around again because every July there had been the sudden and unexplained peak in reporting; we wanted to know if it would happen again. It didn't - only twenty one reports came in, to make July the lowest month of the year. But July did bring new developments.

Project Blue Book got a badly needed shot in the arm when an unpublicized but highly important change took place: another intelligence agency began to take over all field investigations.

Ever since I'd returned to the project, the orders had been to build it up - get more people - do what the panel recommended. But when I'd asked for more people, all I got was a polite "So sorry." So, I did the next best thing and tried to find some organization already in being which could and would help us. I happened to be expounding my troubles one day at Air Defense Command Headquarters while I was briefing General Burgess, ADC's Director of Intelligence, and he told me about his 4602nd Air Intelligence Squadron, a specialized intelligence unit that had recently become operational. Maybe it could help - he'd see what he could work out, he told me.

Now in the military all commitments to do something carry an almost standard time factor. "I'll expedite it," means nothing will happen for at least two weeks. "I'll do it right away," means from a month to six weeks. An answer like, "I'll see what I can work out," requires writing a memo that explains what the person was going to see if he could work out, and sealing it in a time capsule for preservation so that when the answer finally does come through the future generation that receives it will know how it all started. But I underestimated the efficiency of the Air Defense Command. Inside of two weeks General Burgess had called General Garland, they'd discussed the problem, and I was back in Colorado Springs setting up a program with Colonel White's 4602nd.

The 4602nd's primary function is to interrogate captured enemy airmen during wartime; in peacetime all that they can do is participate in simulated problems. Investigating UFO reports would supplement these problems and add a factor of realism that would be invaluable in their training. The 4602nd had field teams spread out all over the United States, and these teams could travel anywhere by airplane, helicopter, canoe, jeep, or skis on a minute's notice. The field teams had already established a

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working contact with the highway patrols, sheriffs' offices, police, and the other military in their respective areas, so they were in an excellent position to collect facts about a UFO report. Each member of the field teams had been especially chosen and trained in the art of interrogation, and each team had a technical specialist. We couldn't have asked for a better ally.

Project Blue Book was once more back in business. Until the formal paper work went through, our plan was that whenever a UFO report worth investigating came in we would call the 4602nd and they would get a team out right away. The team would make a thorough investigation and wire us their report. If the answer came back "Unknown," we would study the details of the sighting and, with the help of Project Bear, try to find the answer.

A few weeks after the final plans had been made with the 4602nd, I again bade farewell to Project Blue Book. In a simple ceremony on the poop deck of one of the flying saucers that I frequently have been accused of capturing, before a formation of the three-foot-tall green men that I have equally as frequently been accused of keeping prisoner, I turned my command over to Al/c Max Futch and walked out the door into civilian life with separation orders in hand.

The UFO's must have known that I was leaving because the day I found out that officers with my specialty, technical intelligence, were no longer on the critical list and that I could soon get out of the service, they really put on a show. The show they put on is still the best UFO report in the Air Force files.

I first heard about the sighting about two o'clock on the morning of August 13, 1953, when Max Futch called me from ATIC. A few minutes before a wire had come in carrying a priority just under that reserved for flashing the word the U.S. has been attacked. Max had been called over to ATIC by the OD to see the report, and he thought that I should see it. I was a little hesitant to get dressed and go out to the base, so I asked Max what he thought about the report. His classic answer will go down in UFO history, "Captain," Max said in his slow, pure Louisiana drawl, "you know that for a year I've read every flying saucer report that's come in and that I never really believed in the things." Then he hesitated and added, so fast that I could hardly understand him, "But you should read this wire." The speed with which he uttered this last statement was in itself enough to convince me. When Max talked fast, something was important.

A half hour later I was at ATIC - just in time to get a call from the Pentagon. Someone else had gotten out of bed to read his copy of the wire.

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I used the emergency orders that I always kept in my desk and caught the first airliner out of Dayton to Rapid City, South Dakota. I didn't call the 4602nd because I wanted to investigate this one personally. I talked to everyone involved in the incident and pieced together an amazing story.

Shortly after dark on the night of the twelfth, the Air Defense Command radar station at Ellsworth AFB, just east of Rapid City, had received a call from the local Ground Observer Corps filter center. A lady spotter at Black Hawk, about 10 miles west of Ellsworth, had reported an extremely bright light low on the horizon, off to the northeast. The radar had been scanning an area to the west, working a jet fighter in some practice patrols, but when they got the report they moved the sector scan to the northeast quadrant. There was a target exactly where the lady reported the light to be. The warrant officer, who was the duty controller for the night, told me that he'd studied the target for several minutes. He knew how weather could affect radar but this target was "well defined, solid, and bright." It seemed to be moving, but very slowly. He called for an altitude reading, and the man on the height finding radar checked his scope. He also had the target - it was at 16,000 feet.

The warrant officer picked up the phone and asked the filter center to connect him with the spotter. They did, and the two people compared notes on the UFO's position for several minutes. But right in the middle of a sentence the lady suddenly stopped and excitedly said, "It's starting to move - it's moving southwest toward Rapid."

The controller looked down at his scope and the target was beginning to pick up speed and move southwest. He yelled at two of his men to run outside and take a look. In a second or two one of them shouted back that they could both see a large bluish white light moving toward Rapid City. The controller looked down at his scope - the target was moving toward Rapid City. As all three parties watched the light and kept up a steady cross conversation of the description, the UFO swiftly made a wide sweep around Rapid City and returned to its original position in the sky.

A master sergeant. who had seen and heard the happenings told me that in all his years of duty - combat radar operations in both Europe and Korea - he'd never been so completely awed by anything. When the warrant officer had yelled down at him and asked him what he thought they should do, he'd just stood there. "After all," he told me, "what in hell could we do - they're bigger than all of us."

But the warrant officer did do something. He called to the F-84 pilot he had on combat air patrol west of the base and told him to get ready for an intercept. He brought the pilot around south of the base and gave him a course correction that would take him right into the light, which

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was still at 16,000 feet. By this time the pilot had it spotted. He made the turn, and when he closed to within about 3 miles of the target, it began to move. The controller saw it begin to move, the spotter saw it begin to move and the pilot saw it begin to move - all at the same time. There was now no doubt that all of them were watching the same object.

Once it began to move, the UFO picked up speed fast and started to climb, heading north, but the F-84 was right on its tall. The pilot would notice that the light was getting brighter, and he'd call the controller to tell him about it. But the controller's answer would always be the same, "Roger, we can see it on the scope."

There was always a limit as to how near the jet could get, however. The controller told me that it was just as if the UFO had some kind of an automatic warning radar linked to its power supply. When

something got too close to it, it would automatically pick up speed and pull away. The separation distance always remained about 3 miles.

The chase continued on north - out of sight of the lights of Rapid City and the base - into some very black night.

When the UFO and the F-84 got about 120 miles to the north, the pilot checked his fuel; he had to come back. And when I talked to him, he said he was damn glad that he was running out of fuel because being out over some mighty desolate country alone with a UFO can cause some worry.

Both the UFO and the F-84 had gone off the scope, but in a few minutes the jet was back on, heading for home. Then 10 or 15 miles behind it was the UFO target also coming back.

While the UFO and the F-84 were returning to the base - the F-84 was planning to land - the controller received a call from the jet interceptor squadron on the base. The alert pilots at the squadron had heard the conversations on their radio and didn't believe it. "Who's nuts up there?" was the comment that passed over the wire from the pilots to the radar people. There was an F-84 on the line ready to scramble, the man on the phone said, and one of the pilots, a World War II and Korean veteran, wanted to go up and see a flying saucer. The controller said, "O.K., go."

In a minute or two the F-84 was airborne and the controller was working him toward the light. The pilot saw it right away and closed in. Again the light began to climb out, this time more toward the northeast. The pilot also began to climb, and before long the light, which at first had been about 30 degrees above his horizontal line of sight, was now below him. He nosed the '84 down to pick up speed, but it was the same old story - as soon as he'd get within 3 miles of the UFO, it would put on a burst of speed and stay out ahead.

Even though the pilot could see the light and hear the ground controller

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telling him that he was above it, and alternately gaining on it or dropping back, he still couldn't believe it - there must be a simple explanation. He turned off all of his lights - it wasn't a reflection from any of the airplane's lights because there it was. A reflection from a ground light, maybe. He rolled the airplane - the position of the light didn't change. A star - he picked out three bright stars near the light and watched carefully. The UFO moved in relation to the three stars. Well, he thought to himself, if it's a real object out there, my radar should pick it up too; so he flipped on his radar ranging gun sight. In a few seconds the red light on his sight blinked on - something real and solid was in front of him. Then he was scared. When I talked to him, he readily admitted that he'd been scared. He'd met MD 109's, FW 190's and ME 262's over Germany and he'd met MIG-21's over Korea but the large, bright, bluish white light had scared him - he asked the controller if he could break off the intercept.

This time the light didn't come back.

When the UFO went off the scope it was headed toward Fargo, North Dakota, so the controller called the Fargo filter center. "Had they had any reports of unidentified lights?" he asked. They hadn't.

But in a few minutes a call came back. Spotter posts on a southwest- northeast line a few miles west of Fargo had reported a fast moving, bright bluish white light.

This was an unknown - the best.

The sighting was thoroughly investigated, and I could devote pages of detail on how we looked into every facet of the incident; but it will suffice to say that in every facet we looked into we saw nothing. Nothing but a big question mark asking what was it.

When I left Project Blue Book and the Air Force I severed all official associations with the UFO. But the UFO is like hard drink; you always seem to drift back to it. People I've met, people at work, and friends of friends are continually asking about the subject. In the past few months the circulation manager of a large Los Angeles newspaper, one of Douglas Aircraft Company's top scientists, a man who is guiding the future development of the super secret Atlas intercontinental guided missile, a movie star, and a German rocket expert have called me and wanted to get together to talk about UFO's. Some of them had seen one.

I have kept up with the activity of the UFO and Project Blue Book over the past two years through friends who are still in intelligence. Before Max Futch got out of the Air Force and went back to law school he wrote to me quite often and a part of his letters were always devoted to the latest about the UFO's.

Then I make frequent business trips to ATIC, and I always stop in to

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see Captain Charles Hardin, who is now in charge of Blue Book, for a "What's new?" I always go to ATIC with the proper security clearances so I'm sure I get a straight answer to my question.

Since I left ATIC, the UFO's haven't gone away and neither has the interest. There hasn't been too much about them in the newspapers because of the present Air Force policy of silence, but they're with us. That the interest is still with us is attested to by the fact that in late 1953 Donald Keyhoe's book about UFO's, Flying Saucers From Outer Space, immediately appeared on best seller lists. The book was based on a few of our good UFO reports that were released to the press. To say that the book is factual depends entirely upon how one uses the word. The details of the specific UFO sightings that he credits to the Air Force are factual, but in his interpretations of the incidents he blasts way out into the wild blue yonder.

During the past two years the bulk of the UFO activity has taken place in Europe. I might add here that I have never seen any recent official UFO reports or studies from other countries; all of my information about the European Flap came from friends. But when these friends are in the intelligence branches of the U.S. Air Force, the RAF, and the Royal Netherlands Air Force, the data can be considered at least good.

The European Flap started in the summer of 1953, when reports began to pop up in England and France. Quality wise these first reports weren't too good, however. But then, like a few reports that occurred early in the stateside Big Flap of 1952, sightings began to drift in that packed a bit of a jolt. Reports came in that had been made by personal friends of the brass in the British and French Air Forces. Then some of the brass saw them. Corners of mouths started down.

In September several radar sites in the London area picked up unidentified targets streaking across the city at altitudes of from 44,000 to 68,000 feet. The crews who saw the targets said, "Not weather," and some of these crews had been through the bloody Battle of Britain. They knew their radar.

In October the crew of a British European Airways airliner reported that a "strange aerial object" had paced their twin-engined Elizabethan for thirty minutes. Then on November 3, about two thirty in the afternoon, radar in the London area again picked up targets. This time two Vampire jets were scrambled and the pilots saw a "strange aerial object" The men at the radar site saw it too; through

their telescope it looked like a "flat, white-colored tennis ball."

The flap continued into 1954. In January those people who officially keep track of the UFO's pricked up their ears when the report of two

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Swedish airline pilots came in. The pilots had gotten a good look before the UFO had streaked into a cloud bank. It looked like a discus with a hump in the middle.

On through the spring reports poured out of every country in Europe. Some were bad, some were good.

On July 3, 1954, at eight fifteen in the morning, the captain, the officers and 463 passengers on a Dutch ocean liner watched a "greenish colored, saucer shaped object about half the size of a full moon" as it sped across the sky and disappeared into a patch of high clouds.

There was one fully documented and substantiated case of a "landing" during the flap. On August 25 two young ladies in Mosjoen, Norway, made every major newspaper in the world when they encountered a "saucer- man." They said that they were picking berries when suddenly a dark man, with long shaggy hair, stepped out from behind some bushes. He was friendly; he stepped right up to them and started to talk rapidly. The two young ladies could understand English but they couldn't understand him. At first they were frightened, but his smile soon "disarmed" them. He drew a few pictures of flying saucers and pointed up in the sky. "He was obviously trying to make a point," one of the young ladies said.

A few days later it was discovered that the man from "outer space" was a lost USAF helicopter pilot who was flying with NATO forces in Norway.

As I've always said, "Ya gotta watch those Air Force pilots - especially those shaggy haired ones from Brooklyn."

The reporting spread to Italy, where thousands of people in Rome saw a strange cigar shaped object hang over the city for forty minutes. Newspapers claimed that Italian Air Force radar had the UFO on their scopes, but as far as I could determine, this was never officially acknowledged.

In December a photograph of two UFO's over Taormina, Sicily, appeared in many newspapers. The picture showed three men standing on a bridge, with a fourth running up with a camera. All were intently watching two disk shaped objects. The photo looked good, but there was one flaw, the men weren't looking at the UFO's; they were looking off to the right of them. I'm inclined to agree with Captain Hardin of Blue Book - the photographer just fouled up on his double exposure.

Sightings spread across southern Europe, and at the end of October, the Yugoslav Government expressed official interest. Belgrade newspapers said that a "thoughtful inquiry" would be set up, since reports had come from "control tower operators, weather stations and hundreds of farmers." But the part of the statement that swung the most weight was, "Scientists in astronomical observatories have seen these strange objects with their own eyes."

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During 1954 and the early part of 1955 my friends in Europe tried to keep me up-to-date on all of the better reports, but this soon approached a full time job. Airline pilots saw them, radar picked them up, and military pilots chased them. The press took sides, and the controversy that had plagued the

U.S. since 1947 bloomed forth in all its confusion.

An ex-Air Chief Marshal in the RAF, Lord Dowding, went to bat for the UFO's. The Netherlands Air Chief of Staff said they can't be. Herman Oberth, the father of the German rocket development, said that the UFO's were definitely interplanetary vehicles.

In Belgium a senator put the screws on the Secretary of Defense - he wanted an answer. The Secretary of Defense questioned the idea that the saucers were "real" and said that the military wasn't officially interested. In France a member of parliament received a different answer - the French military was interested. The French General Staff had set up a committee to study UFO reports.

In Italy, Clare Boothe Luce, American Ambassador to Italy, said that she had seen a UFO and had no idea what it could be.

Halfway around the world, in Australia, the UFO's were busy too. At Canberra Airport the pilot of an RAAF Hawker Sea Fury and a ground radar station teamed up to get enough data to make an excellent radar visual report.

In early 1955 the flap began to die down about as rapidly as it had flared up, but it had left its mark - many more believers. Even the highly respected British aviation magazine, Aeroplane, had something to say. One of the editors took a long, hard look at the over-all UFO picture and concluded, "Really, old chaps- I don't know."

Probably the most unique part of the whole European Flap was the fact that the Iron Curtain countries were having their own private flap. The first indications came in October 1954, when Rumanian newspapers blamed the United States for launching a drive to induce a "flying saucer psychosis" in their country. The next month the Hungarian Government hauled an "expert" up in front of the microphone so that he could explain to the populace that UFO's don't really exist because, "all 'flying saucer' reports originate in the bourgeois countries, where they are invented by the capitalist warmongers with a view to drawing the people's attention away from their economic difficulties."

Next the U.S.S.R. itself took up the cry along the same lines when the voice of the Soviet Army, the newspaper Red Star, denounced the UFO's as, you guessed it, capitalist propaganda.

In 1955 the UFO's were still there because the day before the all important May Day celebration, a day when the Soviet radio and TV are

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normally crammed with programs plugging the glory of Mother Russia to get the peasants in the mood for the next day, a member of the Soviet Academy of Sciences had to get on the air to calm the people's fears. He left out Wall Street and Dulles this time - UFO's just don't exist.

It was interesting to note that during the whole Iron Curtain Flap, not one sighting or complimentary comment about the UFO's was made over the radio or in the newspapers; yet the flap continued. The reports were obviously being passed on by word of mouth. This fact seems to negate the theory that if the newspaper reporters and newscasters would give up the UFO's would go away. The people in Russia were obviously seeing something.

While the European Flap was in progress, the UFO's weren't entirely neglecting the United States. The number of reports that were coming into Project Blue Book were below average, but there were reports. Many of them would definitely be classed as good, but the best was a report from a photo reconnaissance B-29 crew that encountered a UFO almost over Dayton.

About 11:00 A.M. on May 24, 1954, an RB-29 equipped with some new aerial cameras took off from Wright Field, one of the two airfields that make up Wright-Patterson AFB, and headed toward the Air Force's photographic test range in Indiana. At exactly twelve noon they were at 16,000 feet, flying west, about 15 miles northwest of Dayton. A major, a photo officer, was in the nose seat of the '29. All of the gun sights and the bombsight in the nose had been taken out, so it was like sitting in a large picture window - except you just can't get this kind of a view anyplace else. The major was enjoying it. He was leaning forward, looking down, when he saw an extremely bright circular shaped object under and a little behind the airplane. It was so bright that it seemed to have a mirror finish. He couldn't tell how far below him it was but he was sure that it wasn't any higher than 6,000 feet above the ground, and it was traveling fast, faster than the B-29. It took only about six seconds to cross a section of land, which meant that it was going about 600 miles an hour.

The major called the crew and told them about the UFO, but neither the pilot nor the copilot could see it because it was now directly under the B-29. The pilot was just in the process of telling him that he was crazy when one of the scanners in an aft blister called in; he and the other scanner could also see the UFO.

Being a photo ship, the RB-29 had loaded cameras - so the logical thing to do would be to take a picture, but during a UFO sighting logic sometimes gets shoved into the background. In this case, however, it

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didn't, and the major reached down, punched the button on the intervalometer, and the big vertical camera in the aft section of the airplane clicked off a photo before the UFO sped away.

The photo showed a circular shaped blob of light exactly as the major had described it to the RB-29 crew. It didn't show any details of the UFO because the UFO was too bright; it was completely overexposed on the negative. The circular shape wasn't sharp either; it had fuzzy edges, but this could have been due to two things: its extreme brightness, or the fact that it was high, close to the RB-29, and out of focus. There was no way of telling exactly how high it was but if it were at 6,000 feet, as the major estimated, it would have been about 125 feet in diameter.

Working with people from the photo lab at Wright-Patterson, Captain Hardin from Project Blue Book carried out one of the most complete investigations in UFO history. They checked aircraft flights, rephotographed the area from high and low altitude to see if they could pick up something on the ground that could have been reflecting light, and made a minute ground search of the area. They found absolutely nothing that could explain the round blob of light, and the incident went down as an unknown.

Like all good "Unknown" UFO reports, there are as many opinions as to what the bright blob of light could have been as there are people who've seen the photo. "Some kind of light phenomenon" is the frequent opinion of those who don't believe. They point out that there is no shadow of any kind of a circular object showing on the ground - no shadow, nothing "solid." But if you care to take the time you can show that if the object, assuming that this is what it was, was above 4,000 feet the shadow would fall out of the picture.

Then all you get is a blank look from the light phenomenon theorists.

With the sighting from the RB-29 and the photograph, all of the other UFO reports that Blue Book has collected and all of those that came out of the European Flap, the big question - the key question - is: What have the last two years of UFO activity brought out? Have there been any important developments?

Some good reports have come in and the Air Force is sitting on them. During 1954 they received some 450 reports, and once again July was the peak month. In the first half of 1955 they had 189. But I can assure you that these reports add nothing more as far as proof is concerned. The quality of the reports has improved, but they still offer nothing more than the same circumstantial evidence that we presented to the panel of scientists in early 1953. There have been no reports in which the speed or altitude of a UFO has been measured, there have been no reliable

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photographs that show any details of a UFO, and there is no hardware. There is still no real proof.

So a public statement that was made in 1952 still holds true: "The possibility of the existence of interplanetary craft has never been denied by the Air Force, but UFO reports offer absolutely no authentic evidence that such interplanetary spacecraft do exist."

But with the UFO, what is lacking in proof is always made up for in opinions. To get a qualified opinion, I wrote to a friend, Frederick C. Durant. Mr. Durant, who is presently the director of a large Army Ordnance test station, is also a past president of the American Rocket Society and president of the International Astronautical Federation. For those who are not familiar with these organizations, the American Rocket Society is an organization established to promote interest and research in space flight and lists as its members practically every prominent scientist and engineer in the professional fields allied to aeronautics. The International Astronautical Federation is a world-wide federation of such societies.

Mr. Durant has spent many hours studying UFO reports in the Project Blue Book files and many more hours discussing them with scientists the world over - scientists who are doing research and formulating the plans for space flight. I asked him what he'd heard about the UFO's during the past several years and what he thought about them. This was his reply:

This past summer at the Annual Congress of the IAF at Innsbruck, as well as previous Congresses (Zurich, 1953, Stuttgart, 1952, and London, 1951), none of the delegates representing the rocket and space flight societies of all the countries involved had strong feelings on the subject of saucers. Their attitude was essentially the same as professional members of the American Rocket Society in this country. In other words, there appear to be no confirmed saucer fans in the hierarchy of the professional societies.

I continue to follow the subject of UFO's primarily because of my being requested for comment on the interplanetary flight aspects. My personal feelings have not changed in the past four years, although I continue to keep an objective outlook.

There are many other prominent scientists in the world whom I met while I was chief of Project Blue Book who, I'm sure, would give the same answer - they've not been able to find any proof, but they continue to keep an objective outlook. There are just enough big question marks sprinkled through the reports to keep their outlook objective.

I know that there are many other scientists in the world who, although they haven't studied the Air Force's UFO files, would limit their comment to a large laugh followed by an "It can't be." But "It can't be's"

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are dangerous, if for no other reason than history has proved them so. Not more than a hundred years ago two members of the French Academy of Sciences were unseated because they supported the idea

that "stones had fallen from the sky." Other distinguished members of the French Academy examined the stones, "It can't be - stones don't fall from the sky," or words to that effect. "These are common rocks that have been struck by lightning."

Today we know that the "stones from the sky" were meteorites.

Not more than fifty years ago Dr. Simon Newcomb, a world famous astronomer and the first American since Benjamin Franklin to be made an associate of the Institute of France, the hierarchy of the world science, said, "It can't be." Then he went on to explain that flight without gas bags would require the discovery of some new material or a new force in nature.

And at the same time Rear Admiral George W. Melville, then Chief Engineer for the U.S. Navy, said that attempts to fly heavier-than-air vehicles was absurd.

Just a little over ten years ago there was another "it can't be." Ex President Harry S. Truman recalls in the first volume of the Truman Memoirs what Admiral William D. Leahy, then Chief of Staff to the President, had to say about the atomic bomb. "That is the biggest fool thing we have ever done," he is quoted as saying. "the bomb will never go off, and I speak as an expert in explosives."

Personally, I don't believe that "it can't be." I wouldn't class myself as a "believer," exactly, because I've seen too many UFO reports that first appeared to be unexplainable fall to pieces when they were thoroughly investigated. But every time I begin to get skeptical I think of the other reports, the many reports made by experienced pilots and radar operators, scientists, and other people who know what they're looking at. These reports were thoroughly investigated and they are still unknowns. Of these reports, the radar visual sightings are the most convincing. When a ground radar picks up a UFO target and a ground observer sees a light where the radar target is located, then a jet interceptor is scrambled to intercept the UFO and the pilot also sees the light and gets a radar lock on only to have the UFO almost impudently outdistance him, there is no simple answer. We have no aircraft on this earth that can at will so handily outdistance our latest jets.

The Air Force is still actively engaged in investigating UFO reports, although during the past six months there have been definite indications that there is a movement afoot to get Project Blue Book to swing back to the old Project Grudge philosophy of analyzing UFO reports - write

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them all off, regardless. But good UFO reports cannot be written off with such answers as fatigued pilots seeing a balloon or star, "green" radar operators with only fifteen years' experience watching temperature inversion caused blips on their radarscopes; or "a mild form of mass hysteria or war nerves." Using answers like these, or similar ones, to explain the UFO reports is an expedient method of getting the percentage of unknowns down to zero, but it is no more valid than turning the hands of a clock ahead to make time pass faster. Twice before the riddle of the UFO has been "solved," only to have the reports increase in both quantity and quality.

I wouldn't want to hazard a guess as to what the final outcome of the UFO investigation will be, but I am sure that within a few years there will be a proven answer. The earth satellite program, which was recently announced, research progress in the fields of electronics, nuclear physics, astronomy, and a dozen other branches of the sciences will furnish data that will be useful to the UFO investigators. Methods of investigating and analyzing UFO reports have improved a hundred fold since 1947 and they are continuing to be improved by the diligent work of Captain Charles Hardin, the present chief of Project Blue Book, his staff, and the 4602nd Air Intelligence Squadron. Slowly but surely these people are working closer to the answer - closer to the proof.

Maybe the final proven answer will be that all of the UFO's that have been reported are merely

misidentified known objects. Or maybe the many pilots, radar specialists, generals, industrialists, scientists, and the man on the street who have told me, "I wouldn't have believed it either if I hadn't seen it myself," knew what they were talking about. Maybe the earth is being visited by interplanetary spaceships.

Only time will tell.

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1945/7/0 12:0 10 119:24:0W 46:35:0N 3312 NAM USA WSH 7 7
HANFORD,WA:RDR-VIS:HUGE RED SCR/RDR/20km alt:6 6F6s CANT REACH:/LDLN#343
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#525: 1945/7/16 5:40 15 106:34:0W 33:32:0N 3333 NAM USA NMX 5 15
WHITE SANDS PROVING GROUNDS,NM:1ST A-BOMB TEST SUCCESSFUL. 33:32N-106:34W
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 MIL. BASE

#530: 1945/8/6 8:0 15 132:27:0E 34:24:0N 3333 ASP JPN HNS 7 15
HIROSHIMA,JAPAN:1ST A-BOMB IN WARFARE DESTROYS CITY:: 132:30E-34:30N
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#531: 1945/8/9 11:0 15 129:53:0E 32:48:0N 3320 ASP JPN KYU 7 15
NAGASAKI,JAPAN:PLUTONIUM BOMB DESTROYS CITY:2nd OF 2:
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

1947 - The First Wave

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THE FIRST WAVE
1947

"We are reminded of a statement made by General Nathan F. Twining of the Army Air Forces (the original UFO study Project Sign) in 1947 forty years ago. General Twining said, 'all pertinent data would be made available to the Atomic Energy Commission (AEC).' " - George Fawcett

#660: 1947/6/24 14:30 1 119:20:0W 46:17:0N 3333 NAM USA WSH 6 6
RICHLAND,WA:1 OBS:3 SCRS >>WSW S&L:FASTER/PLANES:'TILTED DISK SHAPE':/r187#37
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 70 FARMLANDS

#680: 1947/6/27 9:50 15 106:28:0W 32:23:20N 3333 NAM USA NMX 7 7
WHITE SANDS,NMX FACILITY:2 OBS:"FLAMING" WHT DISC in S/L FLITE >>SW.

Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 15 MIL. BASE

#704: 1947/6/29 13:20 1 106:34:0W 33:33:0N 3333 NAM USA NMX 7 9
15mi.NE/LAS CRUCES,NM:ROCKET EXPERTS+2:SLVR SCR/NW SKY>>N:9K'alt:/r187#109
Ref# 15 RANDLE+SCHMITT:UFO CRASH at ROSWELL Page No. 17 MIL. BASE

Report July 1, 1947; White Sands, New Mexico. Object being tracked on radar near Roswell.

#780: 1947/7/4 13:0 1 119:20:0W 46:18:0N 3331 NAM USA WSH 6 8
RICHLAND,WA:SVRL OBS:BRITE DISK FLIPS OVR+OVR:STRAIGHT UP/HIGH ALT:>>NE:NFD
Ref# 171 ALDRICH,Jan: PROJECT 1947 (research) Page No. 78 RESIDENT'L

Report July 4, 1947; White Sands, New Mexico. Radar tracks object which apparently went down

Next: 1948-1951: Close Surveillance

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#1203: 1948/4/5 15:0 1 106:4:0W 32:51:0N 3332 NAM USA NMX 7 8
HOLLOMAN AFB,NM:3 BALLOON OBS:2 SLNT 35M SCRs/VIOLENT TURNS+MNVRS:1 SHOOTS >W
Ref# 2 VALLEE:UFOS IN SPACE:Anatomy/phenon. Page No. 73 MIL. BASE

#1216: 1948/7/0 0:0 2 119:6:0W 46:13:40N 3311 NAM USA WSH 6 6
PASCO,WA:nr NUCL FCLTY:PVT PILOT:BLK SCR DIVES:CLIMBS AWAY FAST:/MFJ#205 p12
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 38 IN-FLIGHT

#1254: 1948/12/5 0:0 21600 106:17:40W 35:52:40N 3320 NAM USA NMX 6 12
LOS ALAMOS,NM:PER FBI:GRN FBLS or SCRS SEEN 5,6,7,8,11,13,14,20+28 DEC'48!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 160 MIL. BASE

#1261: 1949/1/6 17:30 1 106:37:0W 35:2:0N 3333 NAM USA NMX 6 6
KIRTLAND AFB,NM:BBK#242:MIL GUARD:WHT 2' DIAMOND/1500'alt:CROSSES SKY VFAST:
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 5 MIL. BASE

#1271: 1949/3/8 0:0 1 106:18:0W 35:52:20N 3331 NAM USA NMX 6 8
LOS ALAMOS,NM:BBK:GUARD STNs 103+106:SILENT GRN-WHT OBJ >SE/CLOUD-ALTITUDE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 57 MIL. BASE

#1272: 1949/3/17 19:50 60 97:46:0W 31:11:0N 3333 NAM USA TXS 7 9
FORT HOOD,TX:BBK#319:FLARE-LIKE NLTS/FBLS MIMIC ACTUAL FLARE TESTS 1hr LATER..
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 2 MIL. BASE

#1276: 1949/4/5 0:0 5 106:33:0W 33:31:0N 3331 NAM USA NMX 8 10
WHITE SANDS,NM:5 SCIs/THEODOLITE:MOON-SIZE DISK/VLNT MNVRS:29000kph:/r242p155
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 71 MIL. BASE

#1295: 1949/5/21 14:0 20 119:23:40W 46:37:0N 3332 NAM USA WSH 6 9
HANFORD,WA:BBK#331:RDR+TSCOPES:UFO/18K'alt OVR ATOMIC PLANT:>>S:F82 TOO LATE
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 76 MIL. BASE

#1302: 1949/6/10 15:40 15 106:30:0W 33:0:0N 3333 NAM USA NMX 8 12
WHITE SANDS,NM:HIQ USN CREW++:2 WHT SCRS PACE V2 ROCKET:1 PASSES THRU EXHAUST
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 82 MIL. BASE

#1306: 1949/6/22 19:0 15 84:16:0W 36:2:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:BBK#380:TEACHER+SCI.+1:2 DLTS+1 SCR SEEN/15min:SLOW+MTLC:>>NW
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 1 Page 83 MIL. BASE

#1335: 1949/8/29 0:0 1 0:0:0Z 90:0:0N 3331 CIS RUS UNK 5 13
USSR loc unk:1st SOVIET ATOM BOMB TEST DETECTED BY AMERICAN SEISMOGRAPHS.
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 41 MIL. BASE

#1360: 1949/11/16 19:50 2 106:18:20W 35:52:40N 3333 NAM USA NMX 6 8
LOS ALAMOS,NM:KIDS+SCIENTIST:2 BLU-GRN NLTS STATIONARY:THEN CURVE>N:SILENT
Ref# 133 GROSS,L.:UFOs a HISTORY-1949/2 books Book # 2 Page 58 MIL. BASE

#1379: 1950/1/14 16:50 2 84:15:0W 36:0:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:CARLOAD/FAIRCHILD-NEPA WORKERS:BRILL FBL HVRS/RESTRICTED AIRSPACE
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 3 MIL. BASE

#1394: 1950/2/24 13:20 20 106:18:20W 35:53:20N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:BBK#645:2+12 AEC INSP:MTL SCR CCLS BASE/ERRATIC:GOES^:BACK/25th
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 26 MOUNTAINS

#1398: 1950/3/1 0:0 8000 84:16:40W 36:0:40N 3330 NAM USA TNS 6 9
OAK RIDGE,TN:1-6MAR:MIL+CIV RDRs+VISUAL:40k-80k ALT:NO PLANES SCHEDULED/AREA
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 27 MIL. BASE

#1440: 1950/3/17 15:0 15 106:36:0W 35:1:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:4 AF MEN:3 SLVR SCRS TUMBLE/10K'alt:1 SHOOTS ^:1>N:1>NE/15min
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 64 MIL. BASE

#1450: 1950/3/21 1:30 30 106:36:0W 35:2:0N 3333 NAM USA NMX 7 11
KIRTLAND AFB+SANDIA,NM:SLNT MLT SCRS CCL/30min:>>E::22MAR:11 MIL:FLYING WING
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 72 MIL. BASE

#1452: 1950/3/22 0:0 1 106:30:0W 35:9:0N 3331 NAM USA NMX 7 10
NW/KIRTLAND AFB,NM:11 AF SGTS:TAN FLYING WING> NW:TURNS>N+GONE/FANTASTIC SPEED
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 73 DESERT

#1465: 1950/3/24 15:10 5 106:26:0W 35:12:0N 3333 NAM USA NMX 8 8
SANDIA Mtns,NM:4 OBS:MOON-SIZE UFO LOOPS OVR SPECIAL MIL FCLTY/4min:SHOOTS^
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 1 Page 77 MIL. BASE

#1535: 1950/4/17 13:30 20 106:18:0W 35:53:0N 3333 NAM USA NMX 7 7
LOS ALAMOS,NM:15+SCI/TSCOPE:3 9'MTLC SCRs/E.HRZN:FASTER/ANY JET:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MOUNTAINS

#1554: 1950/4/27 0:0 5 106:28:0W 32:40:0N 3331 NAM USA NMX 7 10
WHITE SANDS PG,NM:THEODOLITE FILMS/MISSILE TEST:30'UFOS/150K'alt:VHI SPEEDS
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 177 MIL. BASE

#1580: 1950/5/29 6:0 1 106:20:0W 33:29:0N 3331 NAM USA NMX 5 8
WHITE SANDS PG,NM:2 SEP THEODOLITES FILM UFO JUST PRIOR/MISSILE TEST:/r120p354
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 MIL. BASE

#1594: 1950/6/27 7:50 1 94:5:0W 33:25:0N 3333 NAM USA TXS 7 7
TEXARKANA,TX:2/TRUCK/RED RVR ARSENAL:FAST GLITTERING "DOUBLE-DISHPAN" ZIPS BY
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 2 Page 64 MIL. BASE

#1623: 1950/7/30 0:0 12 119:31:0W 46:30:0N 3331 NAM USA WSH 7 9
HANFORD,WA:1ST OF MANY SCRS SEEN OVR AEC PLANT:RDRs:AF JETS CANT CATCH:
Ref# 47 KEHOE,Maj Donald: ALIENS FROM SPACE Page No. 4 PASTURE

#1661: 1950/10/12 23:30 44 84:16:0W 35:59:0N 3333 NAM USA TNS 7 9
OAK RIDGE,TN:GND RDRS DIRECT F82 >5 BLIPS:PILOT+AIR.RDR SEE NOTHING:/LDLN#331
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1664: 1950/10/15 15:20 300 84:17:40W 35:59:20N 3333 NAM USA TNS 8 10
OAK RIDGE,TN:BBK#819:SVRL RDRS+VIS:GUARDS HEAR ODD NOISES:TROOPERS SEE SCRS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 171 MIL. BASE

#1667: 1950/10/20 16:50 10 84:17:0W 35:59:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:AEC MAN:MTL "BALLOON" HVRS:CHANGES SHAPE?:RDR CONFIRM:JETS CHASE
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 172 MOUNTAINS

#1671: 1950/10/24 18:20 60 84:16:0W 36:1:0N 3333 NAM USA TNS 8 9
OAK RIDGE,TN:SVRL OBS+RDR TARGETS:JETS SCRAMBLE:SLNT OBJ >>SSE:/r118 Feb97

Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 173 MIL. BASE

#1676: 1950/11/5 11:50 10 84:16:0W 36:0:0N 3333 NAM USA TNS 6 7
OAK RIDGE,TN:AIRCRAFT ILLUSTRATOR:XLUCENT PEAR-SHAPE DARTS ABOUT/5-10min
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 5 MIL. BASE

#1683: 1950/11/21 19:0 8 119:5:40W 46:13:20N 3333 NAM USA WSH 7 11
PASCO,WA:25+OBS:GLOWING CGR >SW STOPS OVR HANFORD PLANT:THEN CONTINUES:/news
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 271 MIL. BASE

#1689: 1950/11/29 5:0 360 84:18:0W 36:1:0N 3333 NAM USA TNS 7 8
OAK RIDGE,TN:RDR BLIPS >>W RIGHT TOWARD OAK RIDGE:BIG RISE/RADIATION THERE
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 60 MIL. BASE

#1692: 1950/12/2 21:0 10 81:43:0W 33:28:0N 3331 NAM USA SCR 8 8
ELLENTON,SC:BRILL.UFO MNVRS/10min:SITE/1st H-BOMB PLANT not built yet!:>>SW
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 62 TOWN &CITY

#1694: 1950/12/5 13:0 1 84:15:0W 36:1:0N 3333 NAM USA TNS 7 7
OAK RIDGE,TN:BBK:SCR OVR POST OFFICE/60sec:> E:TURNS >>NW:SEP OBS SEE >> W
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 63 MIL. BASE

#1705: 1950/12/15 0:0 10 84:15:20W 35:59:20N 3331 NAM USA TNS 6 8
OAK RIDGE,TN:UID BLIPS ALLO RDR SCREENS:FULL FIGHTER INTERCEPT finds nothing
Ref# 134 GROSS,L.:UFOs a HISTORY-1950/3 books Book # 3 Page 67 MIL. BASE

#1707: 1950/12/18 8:20 10 84:17:0W 36:1:0N 3333 NAM USA TNS 6 8
OAK RIDGE,TN:3+OBSs:CIRC.NLT CHANGES SHAPE+BRILLIANCE:FADES TO A STAR >NW?
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 174 MIL. BASE

#1725: 1951/2/14 0:0 15 105:58:0W 32:52:0N 3331 NAM USA NMX 6 8
ALAMOGORDO,NM:2 AF PILOTS WATCH LRG BALLOON:SCR/HI alt HVRS:>>NW:/r78p159
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 131 FOREST

#1766: 1951/7/14 9:0 1 106:28:0W 33:8:0N 3332 NAM USA NMX 7 7
WHITE SANDS PG,NM:2 UFOS nr B29:2 RDRs+FILM+TELESCOPES:/r120p355+/r242p84
Ref# 172 KEHOE,Donald: F.S from OUTER SPACE Page No. 48 MIL. BASE

#1769: 1951/8/0 0:0 6 76:16:0W 36:52:0N 3331 NAM USA VRG 6 8
ovr NORFOLK,VA:NAVY JET:2 SLO LITES:1 SHOOTS OFF:60'SCR TAILS JET INTO LANDING
Ref# 135 GROSS,Loren: UFOS a HISTORY - 1951 Page No. 40 IN-FLIGHT

#1802: 1951/10/9 13:50 1 87:40:0W 39:37:0N 3333 NAM USA ILN 7 7
E/PARIS,IL:BBK 985:PILOT=WARREN:SCR >>NE OVR AEC PLANT/NEWPORT:/r242p44
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 112 FARMLANDS

#1823: 1951/12/7 8:20 2 84:17:0W 36:0:0N 3333 NAM USA TNS 8 7
OAK RIDGE,TN:AEC GUARD:20' SQUARE OBJ ^+^ TWICE:CANVAS COLOR:TAKING SAMPLES?
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 6 MIL. BASE

1952 - The Second Wave

An Intensified Survey

In addition, the Air Force Special Weapons Command was established at Kirtland in 1949 and was redesignated the Air Force Special Weapons Center in 1952 to help develop advanced nuclear weapons.

1952/4/30 8:30 2 106:22:0W 35:4:0N 3333 NAM USA NMX 7 6
TIJERAS CANYON,NM:PROFESSOR:SML SLVR SCR HVRS:GOES SLOWLY >N INTO CLOUD:NFD
Ref# 85 LESLIE,D & ADAMSKI,G:FS HAVE LANDED: Page No. 64 DESERT

1952/5/1 5:30 2 119:18:0W 47:8:0N 3333 NAM USA WSH 6 7
MOSES LAKE,WA:2 AEC MEN:WINGLESS SLVR UFO S/L FOR 1.5min:SHAPE UNK:NFD
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 8 TOWN &CITY

1952/5/10 15:0 15 106:4:0W 32:20:0N 3333 NAM USA NMX 7 8
KIRTLAND AFB,NM:AF COL+1:SLVR SCR >NE/5min:2nd SAME FLIPS+FLIPS >NE:/BBK REPt
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 1 Page 76 MIL. BASE

1952/5/10 22:50 30 81:40:0W 33:15:0N 3333 NAM USA SCR 8 8
S/ELLENTON,SC:BBK#1198:8 SML SCRS/SAVANNAH H-BOMB PLANT:1>SW:1>N:/r136#1p75
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

Report - May 10, 1952; South Carolina; UFO Incident at Savannah River (AEC) Plant

Albuquerque, New Mexico
28 May 1952
1:45-2:40 p.m.
Witnesses: Two city fire department employees. Two circular objects--one shiny silver and the other orange or light brown-- were seen three times performing fast maneuvers.

Albuquerque, New Mexico
5 June 1952
6:45 p.m.
Witness: S/Sgt T.H. Shorey.
One shiny round object flew 5-6 times as fast as an F-86 jet fighter for 6 seconds.

Albuquerque, New Mexico
7 June 1952
11:18 a.m.
Witnesses: Crew of B-25 bomber #8840 at 11,500'. One rectangular aluminum object, about 6'x4', flew 250-300' below the B-25.

Albuquerque, New Mexico
8 June 1952
10:50 a.m.
Witnesses: Mr. and Mrs. J.D. Markland.
Four shiny objects flew straight and level in a diamond formation.

Report 1952/6/21 23:0 15 84:18:0W 36:0:0N 3333 NAM USA TNS 6 10
OAK RIDGE,TN:RDR+GOC+AIR OBS:20cm NLT ovr AEC SITE:ELUDES F47:8km ALT:BLINKS
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 43 MIL. BASE

1952/6/23 3:30 1 84:16:20W 35:59:40N 3333 NAM USA TNS 7 6
OAK RIDGE,TN:1 OBS:BULLET OBJ TRAILS BURNT ORG SMOKE/30sec+:S/L FLITE
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 11 MIL. BASE

1952/6/28 13:20 1 106:38:0W 35:2:0N 3333 NAM USA NMX 7 7
nr KIRTLAND AFB,NM:2 SCRS SEEN 30sec/2 OBS:1 >E,OTHER >SSE:INSTANT ACCEL.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 69 MIL. BASE

Report 1952/7/5 6:0 10 119:30:0W 46:32:0N 3333 NAM USA WSH 7 9
HANFORD,WA:4 PILOTS:SCR 2.7km OVR ATOMIC PLANT:CHANGES SHAPE:/r242p38
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 1 Issue 2 MIL. BASE

1952/7/12 0:0 10 119:33:0W 46:35:0N 3331 NAM USA WSH 7 9
HANFORD,WA:2 YEL GLOBES OVR AEC FACILITY:AF INVESTIGN CONFIRMS:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

1952/7/22 10:50 25 106:21:0W 35:48:0N 3333 NAM USA NMX 7 8
SSW/LOS ALAMOS,NM:BBK#1538:UID:ATC++:LARGE VFAST UFOS:SUDDEN TURNS+REVERSALS:
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 5 DESERT

Kirtland AFB, New Mexico
26 July, 1952
12:05 a.m.
Witness: Airman lst Class J.M. Donaldson.
Eight to ten orange balls in a triangular or V-formation flew very fast for 3-4 seconds.

1952/7/29 10:0 10 106:17:20W 35:52:20N 3333 NAM USA NMX 8 10
LOS ALAMOS CANYON,NM:6 SEP OBS:YEL UFO OVR BASE:JETS CHASE+VICE VERSA:E>>W
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 61 IN-FLIGHT

1952/7/30 0:20 15 106:35:0W 35:2:0N 3333 NAM USA NMX 7 9
KIRTLAND AFB,NM:BBK#1637?:2 SEP MIL OBS:ODD NLT:2 SEP.RDRS CANT PLOT IT.
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 3 Page 63 MIL. BASE

Report - September, 1952; Operation Mainbrace Sightings Ruppelt's version Sightings in the North Sea area/military exercise

1952/11/12 22:20 16 106:17:40W 35:52:0N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:BBK#2219:UID:4 OBJS >>N/RESTRICTED AIRSPACE:BLINK+GLOW:NO RDR
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 19 MIL. BASE

1952/11/21 18:20 1 81:52:0W 33:16:0N 3333 NAM USA GRG 4 7

SAVANNAH R. AEC,GA:2 OBS:RED FBL PASSES OVR H-BOMB PLANT:SEEN 30s:>>SSE
Ref# 136 GROSS,L.:UFOs a HISTORY-1952/6 books Book # 6 Page 35 MIL. BASE

Albuquerque, New Mexico
27 November 1952
12:10 p.m.
Witnesses: Pilot and crew chief of UAAF B-26 bomber.
A series of black smoke bursts (4-3-3-4-3), similar to antiaircraft fire, was seen over a 20 minute period.C. 12:30 a.m. Witnesses: radar

1952/12/10 19:20 15 118:41:40W 47:19:20N 3333 NAM USA WSH 8 8
ODESSA+HANFORD,WA:F94S+GND+AIR RDRs:LRG WHT OBJ:PINK PORTHs:FAST 180øTURNS
Ref# 37 CONDON,Dr Edward: SCIENTIFIC STUDY.. Page No. 140 IN-FLIGHT

Report - December 10, 1952; Washington, DC. Hanford AEC Plant, RV

1953-1956 : A Continued Watch

(This web page produced for the NICAP site by Francis Ridge)

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1953-1956

#2718: 1953/1/27 13:40 600 121:46:0W 37:41:0N 3333 NAM USA CLF 7 9
LIVERMORE,CA:GOC+AIR CIV OBS:BRITE-MTL SCRs ovr NEW AEC NUCL FACILITY:/r28p326
Ref# 242 HALL,Richard:The UFO EVIDENCE /NICAP Page No. 39 MIL. BASE

#2759: 1953/3/5 15:50 127 81:40:0W 33:17:0N 3333 NAM USA SCR 8 10
SAVANNAH R.H-BOMB PLANT,SC:2 SEP RDR-VIS JET SCRAMBLES/2hrs!:ANG 5F1s+RF80:SCR
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 3 MIL. BASE

#2790: 1953/4/25 0:0 999 146:0:0E 14:30:0N 3300 OCN PAC TIN 8 6
nr TINIAN ISL,MARIANAS,PACIFIC:SVRL UFOS SEEN/USN REPORT:1 RAMMED DROPS TO SEA
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 2 Page 53 ISLANDS

#2840: 1953/7/19 15:0 8 84:17:0W 36:2:0N 3331 NAM USA TNS 7 9
OAK RIDGE,TN:1+2 SLNT BLK GLOSSY SCRS CIRCLE:SHOOT>E/XTREME SPEED:/MFJ#242+205
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 205 MIL. BASE
http://www.nicap.org/ncp/ncp-oakridge190753.htm

#2856: 1953/8/3 22:20 1 106:19:0W 35:52:40N 3333 NAM USA NMX 6 6
LOS ALAMOS,NM:SECURITY Gd:GRN OVOID FBL FALLS UPWARD:/AFOSI+AEC+BBK REPORTS
Ref# 137 GROSS,L.:UFOs a HISTORY-1953/3 books Book # 3 Page 1 MIL. BASE

#3190: 1954/6/26 0:40 1 112:2:0W 43:28:0N 3333 NAM USA IDH 5 9
IDAHO FALLS,ID:SVRL OBS:BRILL.FLASH OVR AEC TEST CENTER:FBL ^/TREMENDOUS SPEED
Ref# 173 KEHOE,Donald: The F.S. CONSPIRACY Page No. 168 TOWN &CITY

#3923: 1954/11/14 11:30 3 97:43:20W 31:6:40N 3333 NAM USA TXS 7 8
GRAY AFB/KILLEEN,TX:3 MPs:4'ORB DESCENDS OVR 'DANGER AREA 343':STREAKS AWAY
Ref# 138 GROSS,L.:UFOs a HISTORY-1954/5 books Book # 5 Page 21 MIL. BASE

#4097: 1955/5/14 0:20 9 2:3:0W 48:27:0N 3333 WEU FRN CDN 9 6
DINAN,FR:DOMED SCR/LO ALT:2 OIDS/SP-SUITS EXIT:BOX/CHESTS:OBS FROZEN:/r30p216
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 106 TOWN &CITY

#4102: 1955/5/20 2:30 1 4:47:0E 50:7:0N 3333 WEU FRN ADN 7 7
HAM-sur-MEUSE,FR:COPS:SCR >NW AGAINST WIND:MULTI-CLR BEAMS ^:INTERIOR LIT:
Ref# 152 BOURRET,J: Lea NOUVEAU DEFI des OVNI Page No. 34 ROAD+RAILS

#4188: 1955/8/5 20:40 200 84:32:20W 39:5:40N 3333 NAM USA OHI 7 13
CINCINNATI,OH:1000s/OBS:TEARDROP S>>N:WINDOWS!::6AUG SCR LANDS>>ATOMIC PLANT!
Ref# 176 STRINGFIELD,Leonard: SITUATION RED Page No. 148 METROPOLIS

#4220: 1955/8/25 10:40 3 84:41:20W 39:16:40N 3333 NAM USA OHI 8 8

FERNALD,OH:2 SEP.COPS:LITE BROWN ORB HVRS OVR ATOMIC PLANT/NUCL FACILITY
Ref# 139 GROSS,L.:UFOs a HISTORY-1955/3 books Book # 2 Page 77 TOWN &CITY
http://home.fuse.net/ufo/littlemen.html

#4282: 1955/11/20 17:40 15 84:9:20W 36:13:0N 3333 NAM USA TNS 6 9
LAKE CITY,TN:BBK#3862:SVRL OBS:2 SEMI-XPARENT OVOIDS:ERRATIC:RESTRICTED AREA
Ref# 78 LOFTIN,Robert: IDENTIFIED FLYING S.: Page No. 175 MIL. BASE

#4477: 1956/8/13 22:30 360 0:33:0E 52:24:0N 3333 WEU GBI ENG 6 11
LAKENHEATH AB,ENGL:4 RDRS+PILOTS+ATCS:JETS CHASE:GUN CAMERA SHOTS?:>E/500mph
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 280 MIL. BASE

#4569: 1956/10/28 3:0 288 101:23:0W 48:22:0N 3333 NAM USA NDK 7 12
MINOT AFB,ND:BBK:MISSILE+B52 CREWS:GND/AIR/VIS+RDR FOTOS:UFOS/3Kmph:RADIO EME
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 137 MIL. BASE

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1957

#4844: 1957/9/29 5:30 10 77:10:0W 39:7:0N 3333 NAM USA MLD 8 7
DERWOOD M-SITE,MD:SENTRY:HUM!:GRN-WHT CGR HITS TREETOPS:/r35p61+/r46+/r8#405
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 11 MIL. BASE

Report - October 1, 1957; Shippingport, PA UFO circled atomic plant

#4856: 1957/10/8 9:20 1 123:0:0W 48:10:0N 3333 NAM USA WSH 6 7
(NIKE SITE),WA:BBK#5003:2 MIL OBS:2 SML DISKS/ODD TRAJ/30sec:TURN >NW:/r141#5
Ref# 185 BERLINER,DON: The BLUEBOOK UNKNOWNS Page No. 26 COASTLANDS

#4869: 1957/10/16 13:30 5 106:4:40W 33:19:20N 3333 NAM USA NMX 7 7
N/TULAROSA,NM:NURSE FOTOs WHT-GLOW OVOID ovr HOLLOMAN RANGE:/r219p11+/r11p245
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 58 Issue 5 DESERT

#4875: 1957/10/21 21:20 5 1:28:0W 52:11:0N 3333 WEU GBI ENG 8 8
RAF GAYDON,ENGL:nr COLLISION/RAF JET+SCR @28K':RDR CONFIRM:NUCL STN:/r120p50.
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 4 Issue 1 MIL. BASE

Report - November 4, 1957; Kirland AFB, New Mexico Egg-shaped UFO hovers over base

#4900: 1957/11/2 16:0 15 131:33:40E 30:13:40S 3323 OCN AUS SAU 8 10
MARALINGA,S.AUSTR:HUGE SCR TILTS/45ø:PORTHOLES:folos atomic tests:/FSRv31#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 163 DESERT

#4918: 1957/11/3 3:0 480 106:33:0W 33:35:0N 3333 NAM USA NMX 8 7
WHITE SANDS WR,NM:80M OVOID LANDS/1st ATEST SITE:BACK/2000h:/r111p92+/r242p169
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 MIL. BASE

#4934: 1957/11/4 13:10 15 106:5:0W 32:15:0N 3333 NAM USA NMX 7 6
US54 S/OROGRANDE,NM:CARS EME:OVOID MNVRS:>>W:/MFJ#235+/FSRv4#1+/r242p169+/r141
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 57 Issue 11 ROAD+RAILS

#4943: 1957/11/4 22:50 20 106:38:0W 35:3:0N 3333 NAM USA NMX 6 10
KIRTLAND AFB,NM:2 ATCs:NLT CAVORTS+TAILS JETS etc./5min:RDR/20MIN:>E
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 87 MIL. BASE

#4957: 1957/11/5 16:20 8 105:55:0W 32:50:0N 3333 NAM USA NMX 8 7
SE/ALAMOGORDO,NM:2 SEP OBS:ORANGE CGR OVR HOLLOMAN AFB+ORG NLT GOING N>>E
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 98 RESIDENT'L

#4961: 1957/11/5 18:10 5 81:41:0W 33:15:0N 3333 NAM USA GRG 5 7
SAVANNAH R.,SC:RED GLO-BALL HVRS ovr AEC PLANT:ALERT:RDR:possible scramble

Ref# 24 NICAP: UFO INVESTIGATOR Volume 1 Issue 3 MIL. BASE

#5017: 1957/11/7 19:0 90 110:50:0W 35:14:0N 3333 NAM USA TXS 7 9
AMARILLO,TX:SVRL MIL+COPS:ODD OBJS W/LITES ALLO PANTEX NUCL PLANT:1 LANDS?
Ref# 141 GROSS,L:UFOs a HISTORY-1957/10 books Book # 8 Page 28 MIL. BASE

#5038: 1957/11/9 19:20 1 105:51:40W 33:49:0N 3333 NAM USA NMX 8 8
N/CARRIZOZO,NM:3/CAR:HEADLITES DIE:UFO> N TURNS >>SW/FAST:A-test site/r79p10
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 101 DESERT

#5082: 1957/11/23 6:30 20 117:40:40W 38:3:20N 3333 NAM USA NVD 7 6
US95 30mi W/TONOPAH,NV:4 15M SCRS/GND:CAR EMES:LOUD WHINE:SCRS >N:/r141#9p73
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 182 DESERT

(This web page produced for the NICAP site by Francis Ridge)

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1958-1966

In 1958, the U.S. agreed to a moratorium on nuclear testing. The resulting limitations on determining weapons effects inspired efforts by the Special Weapons Center and Sandia Corporation to develop methods of simulating nuclear effects with nonnuclear techniques. In the wake of the full-scale tests and signing of the test ban treaty, the Air Force Weapons Laboratory was created from elements of the Special Weapons Center. The Weapons Laboratory built facilities during the 1960s to simulate nuclear effects such as transient radiation, X-rays, and electromagnetic pulse. To study the latter, the Trestle, the largest simulation facility ever built, was completed on the east side of Kirtland during the late 1970s.

#5319: 1959/1/0 23:50 20 90:41:20W 38:42:40N 3113 NAM USA MSO 8 8
WELDON SPRING,MO:BBK:3 OBS:SCR HVRs/GOV'T NUCLEAR FACILITY/20min:THEN >>SE.
Ref# 55 HYNEK,J.A.: THE HYNEK UFO REPORT Page No. 80 FARMLANDS

#5605: 1961/2/0 22:10 1 3:52:40W 48:18:20N 3313 WEU FRN FNS 6 6
SW/LOQUEFFRET,FR:GENDARME:DOMED DISK/150M alt LITES AREA nr NUCL.POWER Stn:
Ref# 193 PHENOMENA SPATIAUX Quarterly, Paris Issue No. 36 ROAD+RAILS

Report - Summer of 1961; Near Moscow. Report of Russian tactical missiles being fired on UFO

#5805: 1962/8/7 23:50 8 110:46:20W 32:36:40N 3323 NAM USA ARZ 6 7
ORACLE,AZ:SEP.OBS:NLT ^ ovr TITAN MISSILE SILO:JETS CHASE:NLT AWAY+BACK:then ^
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 11 Issue 2 MIL. BASE

#5872: 1963/2/7 23:50 60 78:29:0W 38:2:0N 3333 NAM USA VRG 6 9
CHARLOTTESVILLE,VA:3/2 PLANES:SCR ovr MISSILE SITE++:2000kts:/MFJ#238+/r242p43
Ref# 24 NICAP: UFO INVESTIGATOR Volume 2 Issue 7 IN-FLIGHT

#6062: 1964/4/30 0:0 5 106:34:0W 33:50:0N 3331 NAM USA NMX 7 7
STALLION TEST SITE,NM:B57 RADIOS WHT OVOID LANDED:PHOTO RECON CALLED:/r214p117
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 13 Issue 1 DESERT

#6074: 1964/5/15 11:30 25 106:33:0W 33:40:0N 3333 NAM USA NMX 9 7
N/STALLION SITE,NM:2 SCRS RDR/VISL:PERFECT FLITE MNVRS:SEND PROPER IFF SIGNALS
Ref# 111 LORENZEN,C:FS the STARTLING EVIDENCE Page No. 226 DESERT

#6079: 1964/5/22 0:0 1 106:31:0W 33:2:0N 3331 NAM USA NMX 7 9
WHITE SANDS,NM:AUTO RDR TRACKS UFO ON TAPE::see 15MAY..UFO SENDS PHONY IFF!
Ref# 113 LORENZEN,J&C: ENCOUNTERS w UFO OCC's Page No. 244 DESERT

#6275: 1965/6/5 0:0 2880 70:57:0W 42:29:0N 3320 NAM USA MSC 6 8
LYNN+NAHANT,MASS:SVRL Repts/WEEKEND:CGR OVER GENERAL ELECTRIC FACILITY:NFD
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 14 Issue 4 COASTLANDS

#6532: 1965/10/0 12:0 3 80:52:20W 35:30:40N 3311 NAM USA NCR 7 8
LAKE NORMAN,NC:2/LITE PLANE FOTO 3 SCRS OVR MCGUIRE NUCL POWER STN:/r95 v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 FARMLANDS

Report - October, 1965; Lake Norman, NC; Three UFOs over McGuire Nuclear Power Station

#6703: 1966/4/0 0:0 20 111:9:0W 47:30:0N 3211 NAM USA MNT 10 9
MALMSTROM AFB,MT:SPRING:UFOS SEEN:ALARMS:10 MISSILES INOPERATIVE:Good p302
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#6813: 1966/6/16 21:50 10 44:13:0E 46:32:0N 3333 CIS RUS TRC 4 10
ELISTA,KALMUK,RUSS:SCIENTISTS:DISK MNVRS/SPIRAL:MISSILE TEST?:HI+SLNT:/r9p187
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 204 MOUNTAINS

#6887: 1966/8/24 22:0 230 101:24:0W 48:23:0N 3333 NAM USA NDK 7 11 MINOT AFB,ND:4hrs/NLTS:RFI:RDR:3 MSITES REPORT:OBJs SEEN/GND LEVEL:RADIO RFI
Ref# 83 FOWLER,RAY:UFOS-INTERPLANETARY VISIT Page No. 286 MIL. BASE

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1967

#7082: 1967/2/10 3:40 6 82:42:20W 41:23:0N 3333 NAM USA OHI 8 7
S/SANDUSKY,OH:COP:8M SCR HVR 12M OVR AEC NUCL.FACILITY:BLU BEAM
^:/r24v3#11p3
Ref# 73 EDWARDS,Frank: F.S. HERE AND NOW. Page No. 137 TOWN &CITY

#7124: 1967/3/2 10:30 57 106:32:0W 32:51:0N 3333 NAM USA NMX 4 6
WHITE SANDS,NM:20 SLVR NLTS OVHD:RDR BLIPS/7km alt. CCL
BASE:>>E:/r37p150
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 15 Issue 5 DESERT

#7133: 1967/3/5 23:0 10 101:17:0W 48:14:0N 3331 NAM USA NDK 7 7
nr MINOT,ND:SCR CIRCLES MISSILE SITE:TRUCKS CHASE:GOES ^ as JETS
SCRAMBLE.
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 300 MIL. BASE

Report - March 16, 1967; Malmstrom AFB, Montana; UFO causes "no-go Fault" condition at missile facility.

#7186: 1967/3/24 8:50 10 106:17:40W 35:53:20N 3333 NAM USA NMX 6 7
LOS ALAMOS,NM:2 SEP.OBS:SLNT SLVR-WHT DISK HVRS/10min:>> AGAINST
WIND >CLOUDS
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 64 TOWN &CITY

#7196: 1967/3/30 0:0 20 111:10:0W 47:29:0N 3331 NAM USA MNT 7 9
MALMSTROM AFB,MT:RDR-VIS/UFO:10 MISSILES KAPUT/FRITZ:SAME/GREAT
FALLS/1966
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 301 MIL. BASE

#7272: 1967/5/17 3:50 3 82:56:0E 49:58:0N 3333 CIS KZK SEM 7 10
UST'KAMENOGORSK,KAZAKH SSR:ENGINEER:SCR 2xMOON S>N/2
MIN:VBRITE:BEAMS/SIDE.
Ref# 9 VALLEE,Jacques: UFO CHRONICLES/USSR Page No. 189 DESERT

#7548: 1967/10/26 11:20 27 2:26:20W 50:33:40N 3333 WEU GBI ENG 8 6
nr PORTLAND,ENGL:CYL W/4 ARMS ovr NUCLEAR PLANT:DOGS
SCARED:/r120p64+FSR Jan68
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 145 FARMLANDS

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1968-1972

#7915: 1968/8/9 20:10 3 43:45:0W 19:31:0S 3333 SAM BRZ MGR 15 15
JABOTICATUBAS,BRZL:3 OBS:SCR LITES AREA/lo alt:3 OIDS INSIDE:MAN ZAPPED+DIES!ÿ
Ref# 105 PRATT,Bob: UFO DANGER ZONE: (Brazil) Page No. 193 FARMLANDS

Report - Late Summer, 1968; Lake Norman, NC. Domed UFO near AEC plant

#7991: 1968/9/17 1:0 40 115:0:0W 36:13:0N 3333 NAM USA NVD 7 10
NELLIS AFB,NV:2 MIL-ATCS:UFOS/VIOLENT MNVRs/40min:TYPE UNK:NFD/this ref.
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 44 MIL. BASE

Report - July or August, 1972; Lake Norman, NC. Saucer near nuclear facility

#9144: 1972/10/8 19:0 9999 66:43:20W 18:9:40N 3333 NAM USA PRC 5 10
ADJUNTAS,PR:MANY SEP.OBS:WAVE/NLTS etc.OVR AREAS/NATURAL RADIATION:/r231'78
Ref# 156 FSR CASE HISTORIES. Bimonthly/London Supplement # 17 ISLANDS

#9201: 1972/12/12 4:50 5 69:6:0W 30:11:0S 3333 SAM ARG SJN 4 6
RODEO+IGLESIAS,SAN JUAN,ARG:WHT SPHERES SEEN:nr Colanguil Nuclear Center
Ref# 231 CONTACT/UK: The UFO REGISTER by year YEAR =78 TOWN &CITY

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1973

#9235: 1973/1/19 11:30 2 81:41:0W 35:5:0N 3333 NAM USA SCR 8 7
GAFFNEY,SC:CAR PACED/SCR:RDO STATIC:MANY Rpts
HERE/MONTHS:/LDLN#127:/r79p55
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 73 Issue 1 ROAD+RAILS

#9867: 1973/12/10 18:20 20 2:25:0E 47:46:20N 3333 WEU FRN LRT 6 9
W/OUZOUER-sur-LOIRE,FR:SEP.OBS+COPS:SLNT 5M CONE-SCR/20M
alt:>SW:/LDLN#132
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 136 ROAD+RAILS

#9873: 1973/12/13 19:50 15 4:42:40E 44:8:0N 3333 WEU FRN GRD 6 7
MARCOULE,FR++:AL CAPTn:RED CGR W/BRILL.RED BEAMS/ENDS:meteor
shower/LDLN#138
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 132 TOWN &CITY

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1974-date

#9991: 1974/2/21 21:0 1 4:43:0E 44:7:0N 3332 WEU FRN GRD 6 6
MARCOULE,GARD:MAN fm BAGNOLES:SCR/WAVY TRAJECTORY >W OVR NUCLEAR CENTER
Ref# 30 FIGEUT&RUCHON: OVNI: Le 1er Dossier Page No. 449 TOWN &CITY

#10130: 1974/4/12 23:50 10 0:4:0E 43:14:0N 3333 WEU FRN HPY 7 8
TARBES,FR:NURSES/COBALT CLINIC:RED-GLO 20cm DISK VANISHES+REAPPEARS:4th floor
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 142 TOWN &CITY

#10319: 1974/8/20 20:0 60 73:44:20W 43:1:20N 3333 NAM USA NYK 5 10
SARATOGA LAKE,NY:FLURRY/UFO CALLS:COPS++:NLT-STROBE HVRS+MNVRS:wave:/r71p97
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

#10320: 1974/8/20 20:30 30 73:45:0W 42:40:0N 3333 NAM USA NYK 5 10
ALBANY,NY:Apt ATC+MIL.RDRs:NLTS/500'alt/4h:3000+mph:FLASHES:VANISHES:/r71p100
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 74 Issue 7 TOWN &CITY

Report - March of 1975; Lake Murray, Lexington, SC
Close encounter with octagon near nuclear site
Report - October 27, 1975; Loring AFB, Maine
UFO circles weapons storage area
Report - October 30, 1975; Wurtsmith AFB Michigan
UFO chased by KC-135 tanker
Report - Late October 1975; Cheyenne Mountain, Colorado
Night NORAD went on top alert.
Report - November 7, 1975; Malmstrom AFB, Montana
Targeting system tampered with
Report - November 8, 1975; Malmstrom AFB, Montana
F-106's scrambled after UFOs
Report - November 22, 1975; Savannah, Georgia
Pilots observe UFO near nuclear plant

#10529: 1975/2/17 18:0 180 109:31:20W 46:20:40N 3332 NAM USA MNT 8 9
SHAWMUT+ROUNDUP,MT:HUGE SCR SEEN/3hrs:DOWN RIVER fm MISSILE SITES:RDR INVISIBL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 FARMLANDS

#10530: 1975/2/17 21:0 120 109:50:0W 46:25:0N 3333 NAM USA MNT 7 9
nr HARLOWTON,MT:SVRL OBS:747-SIZE SCR HVRS 300'OVR K1 SAC SITE/2hrs:SHOOTS ^
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 262 MIL. BASE

#10539: 1975/2/24 18:50 3 1:35:0E 52:12:20N 3333 WEU GBI ENG 7 8
LEISTON,SUFFOLK:GIANT GREEN ORB FLIES IN FROM SEA:DOG COWERS:TV SETS EME
Ref# 81 RANDLES,Jenny: FROM OUT OF THE BLUE Page No. 124 COASTLANDS

#10569: 1975/3/18 0:0 5 120:30:0W 46:35:0N 3331 NAM USA WSH 8 11
YAKIMA,WA:MANY OBS:HUGE BRILL.BLU/GRN ROTATING ORB:many sep.rpts/MFJ#327p3
Ref# 28 FLAMMONDE,Paris: UFO EXIST! Page No. 444 FARMLANDS

#10571: 1975/3/18 20:0 5 16:11:40E 60:8:0N 3333 WEU SCN SWD 7 9
AVESTA,SWEDEN:FAMILY:CGR+4 BRITE OBJS CIRCLE NUCLEAR PWR STN:VANISH/PUFF/SMOKE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 103 TOWN &CITY

#10573: 1975/3/22 12:50 2 1:0:0E 41:4:0N 3333 WEU SPN TRG 7 8
SW/CAMBRILS,SP:PROF+2/CAR:60M SCR OFFLOADS PROBES nr NUCL PWR Stn:GONE/30sec
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 22 Issue 3 COASTLANDS

#10747: 1975/8/13 1:20 100 105:57:0W 32:51:0N 3333 NAM USA NMX 13 6
ALAMOGORDO,NM:Sgt MOODY ABD:"SLOW LMTD CONTACT..":/r210v24#12+/r249p326
Ref# 110 LORENZEN,J&C: ABDUCTED! (1977) Page No. 38 MOUNTAINS

#10764: 1975/8/21 22:0 390 103:7:0W 40:43:0N 3333 NAM USA CLR 12 10
LOGAN co,CO:COPS CHASE UID COPTER:PHONY AF RDR COORDS/RDO:LANDS:=MISSILE SILO!
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 187 PASTURE

#10851: 1975/10/18 21:0 645 111:44:0W 47:17:0N 3333 NAM USA MNT 7 10
CASCADE-EDEN,MT:9 UFO RPTs FROM HERE TO MALMSTROM SAC BASE in 10hr MARATHON.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 33 MIL. BASE

#10868: 1975/10/27 19:50 140 67:53:20W 46:55:20N 3333 NAM USA MNE 7 10
LORING AFB,ME:PILOT++:40+'SCR CCLs NUCL.DEPOT:RDRs:EME:F4 CHASES:/r210v31#4
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 16 MIL. BASE

#10872: 1975/10/28 19:40 90 67:53:0W 46:52:40N 3333 NAM USA MNE 8 9
S/LORING AFB,ME:SLNT SCR BACK OVR AMMO DUMP:>NE:phony copter:/r218p189+r149p48
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 18 MIL. BASE

#10879: 1975/10/30 22:50 15 83:23:0W 44:28:0N 3333 NAM USA MCH 7 10
WURTSMITH AFB,MI:NLTS+'COPTERS'ALLO SAC BASE:1200MPH:1>W:1>N:/IURv3#4/r218p189
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 41 FARMLANDS

#10903: 1975/11/7 3:50 30 109:32:0W 46:51:0N 3333 NAM USA MNT 8 10
E/BUFFALO,MT:5 SAC MSITES:LRG RED/ORG/YEL OBJS HVR+DESCEND:wide area/Norad log
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 29 MIL. BASE

#10904: 1975/11/7 6:10 3 109:19:0W 47:5:0N 3332 NAM USA MNT 8 10
6M E/LEWISTOWN,MT:SAC+CIV OBS:SCRS W/LITES HOVER AND >>S:/NORAD LOG
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10905: 1975/11/7 23:0 120 111:10:0W 47:30:0N 3333 NAM USA MNT 12 10
MALMSTROM AFB,MT:REMOTE ALARMS:RDR-VIZ:300'SCR:^^:MISSILES FOUND RETARGETTED!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

#10908: 1975/11/8 2:10 35 110:6:0W 47:5:0N 3333 NAM USA MNT 7 10
10MI SE/STANFORD,MT:SAC SITE C1:4 RDRS+VISUAL:SCR LITES OFF AS JETS APPROACH.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10909: 1975/11/8 3:40 40 109:20:0W 46:50:0N 3333 NAM USA MNT 8 10
SE/HEATH,MT:SAC SITES K3+L4:RDR OBJs MNVR:TURN >W SLOW:TOO LO FOR JETS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10910: 1975/11/9 3:10 10 109:45:0W 46:40:0N 3333 NAM USA MNT 7 9
20m N/HARLOWTON,MT:SAC L1 L6+M1 SITES:ORG.YLW DISK:>N?:SEEN SW/LEWISTON/0320h
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 32 MIL. BASE

#10914: 1975/11/10 10:20 10 101:24:0W 48:22:0N 3333 NAM USA NDK 8 9
MINOT AFB,ND:CAR-SIZE SLNT OBJ >>E OVR RDR TOWER:300-600M alt:=missile site
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 48 MIL. BASE

#10935: 1975/11/22 0:0 5 81:6:0W 32:6:0N 3331 NAM USA GRG 8 10
nr SAVANNAH,GA:2/PLANE:WHT UFO/5 MIN NR NUCL.PLANT:RADAR CONFIRM:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 RESIDENT'L

#10962: 1975/12/14 21:0 30 81:40:0W 29:20:0N 3333 NAM USA FLR 8 8
NE/SALT SPRINGS,FL:3 OBS:25'DOME W/5 12'LEGS OVR PWR LINES:TRCs+ODOR:/MFJ#205
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 24 Issue 7 FOREST

#11026: 1976/2/12 18:0 70 70:52:0W 42:50:20N 3333 NAM USA MSC 7 9
SALISBURY,MA:3+OBS:LRG SCR^:TILTS:^/TREES:RISES:AMAZING MNVRs:NUC.SUB.BASE nr.
Ref# 218 FOWLER,Ray:CASEBOOK/UFO INVESTIGATOR Page No. 136 RESIDENT'L

#11248: 1976/9/10 1:10 60 101:30:0W 48:30:0N 3333 NAM USA NDK 7 7
unk.missile site,ND:ALARMS:NLTS HVR+MNVR:CYL HVRS/45ø:SILO CONTROLS GO HAYWIRE
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 27 Issue 8 MIL. BASE

#11287: 1976/10/5 21:0 30 84:15:0W 43:34:0N 3323 NAM USA MCH 7 8
S/MIDLAND,MI:2+3 OBS:200'SCR OVR NUCL PLANT CONSTRUCTN:LRG SPOT LITES 100/GND
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 FARMLANDS

#11303: 1976/10/19 23:40 2 2:50:20W 47:53:20N 3333 WEU FRN MRB 7 8
LOCMINE,FR:4 OBS:6M SCR/20M alt:2 BEAMS ^:2 PORTHOLES/DOME:>S:/r30p631

Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 169 TOWN &CITY

#11471: 1977/3/8 19:30 10 76:28:20W 39:46:0N 3333 NAM USA PNS 7 10
GATCHELVILLE,PA:2+2+2+2+2+1 OBS:RED FBL MNVRS AGAINST
WIND:LANDING HOLES:BURNT
Ref# 161 HENDRY,Allan: The UFO HANDBOOK 1979: Page No. 120 OIL & COAL

#11738: 1977/10/15 17:30 1 84:15:0W 43:33:0N 3333 NAM USA MCH 10 7
S/MIDLAND,MI:2/CAR:170cm PSH JUMPS ROAD/2 LRG LEAPS:KNEES DONT
FLEX:NUCL FCLTY
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 ROAD+RAILS

#11782: 1977/11/16 21:0 60 103:40:0W 44:33:0N 3333 NAM USA SDK 10 5
MSITE L-9,SD:FOIA:2 FIGs MELT RIFLE:BOARD
20'SCR+FLY:NUCL.PART/WARHEAD MISSING
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#11928: 1978/3/17 23:30 10 2:37:0W 53:23:0N 3333 WEU GBI ENG 14 6
RISLEY,ENG:RBT ZAPS OBS:WALKS THRU FENCE/ATOMIC CTR:MST:RADIO
BLOWN:/LDLN#187
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 24 Issue 2 TOWN &CITY

#12258: 1978/10/29 21:30 3 151:1:0E 34:4:0S 3333 OCN AUS NSW 7 8
HEATHCOTE-MENAI,NSW:LRG SCR/PORTHOLES nr AEC REACTOR:2 BEAMS
^:FIG?:/r10p256
Ref# 229 UFO RESEARCH AUSTRALIA NEWSLETTER : YEAR =82 No.4 MIL.
BASE

#12513: 1979/5/1 4:0 35 68:25:0W 33:30:0S 3333 SAM ARG MND 8 9
VIZCACHERAS,ARG:SCR 20M OVR OILFIELD:RESPONDS/LITES:SAND
FUSED:ANIMALS CHANGE
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 139 OIL & COAL

#12538: 1979/6/12 20:50 15 81:7:0W 33:53:0N 3333 NAM USA SCR 7 9
PINERIDGE,SC:7 OBS:OVOID BEAMS LITES^/NUCL PWR PLANT:2nd OBJ
LATER:BOTH >>NW
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 1 TOWN
&CITY

#12612: 1979/8/29 20:0 30 119:6:0W 46:21:0N 3333 NAM USA WSH 8 6
N/PASCO,WA:FARMERS:SLVR<>RED "FENCE POST" OUT OF PLACE:FLIES
SW>>NW LATER
Ref# 200 CUFOS: INTERNATIONAL UFO REPORTER Volume 4 Issue 6
FARMLANDS

Kirtland Air Force Base, New Mexico
8 August 1980
2350 MST

Three Security Policemen on duty in Charlie Sector, East Side of Manzano Weapons Storage Area, observed a very bright light that traveled with great speed and stopped suddenly in the sky over Coyote Canyon. They at first thought the object was a helicopter, but after observing the object perform unusual aerial maneuvers, they felt it could not be a helicopter. The light was
observed to land in the Coyote Canyon area. Sometime later they observed the light take off again and proceed straight up at a high speed until it was no longer visible.

9 August, 1980
0020 MST

A Sandia Security Guard was driving east on the Coyote Canyon access road on a routine building check of an alarmed structure. As he approached the structure, he observed a bright light near the ground behind the structure. He also observed an object that he at first thought was a helicopter. As he came closer, he observed that it was not a helicopter, but a round disk shaped object. When he attempted to radio for backup, he found that his radio was not functioning. He approached the object on foot armed with a shotgun, and the object thereupon took off in a vertical direction at high speed.

22 August, 1980

Three other unnamed Security Guards observed a light over Coyote Canyon that behaved in a similar manner as the one seen on 8 August. Coyote Canyon is part of a large restricted test range used by the Air Force Weapons Laboratory, Sandia Laboratories, the Defense Nuclear Agency, and the Department of Energy.

In late 1980, the Aerial Phenomena Research Organization (APRO), received an anonymous letter from which the following is excerpted:

On July 16, 1980, at between 10:30 and 10:45 AM, Craig R. Weitzel...a Civil Air Patrol Cadet from Dobbins AFB... visiting Kirtland AFB, NM, observed a dull metallic colored UFO flying... near Pecos, New Mexico...WEITZEL was with ten other individuals, including USAF active duty airmen, and all witnessed the sightings. Weitzel took some pictures of the object. Weitzel ...observed the UFO land in a clearing approximately 250 yds. NNW of the training area. Witzel observed an individual dressed in a metallic suit depart the craft and walk a few feet away. The individual was outside the craft for just a few minutes. When the individual returned the craft took off toward the NW.

The letter went on to claim that Weitzel had been visited the next day by a man in a dark suit with black hair and sunglasses who claimed to be from Sandia Laboratories and who told Weitzel that he had seen something he shouldn't have seen - a secret craft from Los Alamos. The "man in black" demanded all of the photographs that Weitzel had taken, but Weitzel told him that they were no longer in his possession, that one of the airmen that had been with him now had them. Wetzel was warned not to tell anyone what he had seen. The letter stated that Weitzel called Kirtland AFB and made a report of the incident to the Security Police. They referred him to the Air Force Office of Special Investigations, and an AFOSI special agent, Mr. Dody (actually Sgt. Richard C. Doty), took a statement from Weitzel along with the photographs. The letter closed by saying that the writer had information that the USAF was storing a UFO at Manzano that had been recovered at Roswell, New Mexico. The letter writer said that he had to remain anonymous for his own protection.

In 1985, a researcher named Benton Jamison located Craig Weitzel, who confirmed that he had indeed sighted a UFO and had made a report to Sgt. Richard C. Doty, but that he had not seen the object land or seen an occupant, and that no "man in black" had visited him. In 1989, a civilian researcher named Robert Hastings stated that he had compared the typewritten anonymous letter that APRO had received with the OSI UFO report form that Doty had completed on Weitzel's sighting and had found that both were typed on the same typewriter.(Revelations p 47-48)

#12811: 1980/4/24 21:0 1 81:0:0W 35:33:0N 3333 NAM USA NCR 7 7
nr LAKE NORMAN,NC:2 ROOFERS:BRITE SCR RISES/LAKE:MAKES

LOOP+AWAY:/FSRv35#2
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 151 RESIDENT'L

#12818: 1980/5/7 21:10 15 122:23:0W 40:34:0N 3333 NAM USA CLF 9 7
REDDING,CA:1+3 OBS:FOG ENVELOPS CAR:30+MIN MST:obs
works/nucl.research:/r5p69
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 28 Issue 12 ROAD+RAILS

#12856: 1980/8/5 0:0 15 106:36:0W 35:3:0N 3331 NAM USA NMX 7 7
SANDIA/KIRTLAND AFB,NM:GUARD:UFO LANDS NR ALARMED "CR44
STORAGE BLDG":NFD
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 MIL. BASE

#12859: 1980/8/8 23:50 15 106:35:0W 35:3:0N 3333 NAM USA NMX 5 8
KIRTLAND AFB,NM:3 GUARDS:FAST NLT STOPS:MNVRS:SHOOTS
STRAIGHT^^:/r26p225+/r120
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12860: 1980/8/9 0:20 15 106:37:0W 35:3:0N 3333 NAM USA NMX 8 8
SANDIA facility,NM:SCR LANDS BHND 'HQ CR 44' STORAGE
BLDG:/MFJ#204+/r26p225
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 29 Issue 5 MIL. BASE

#12862: 1980/8/10 0:0 15 106:35:0W 34:50:0N 3331 NAM USA NMX 7 8
BELEN><ALBUQUERQUE,NM:STATE COP SEES UFO LAND/MANZANO MTNS nr
SANDIA FACILITY
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 225 FARMLANDS

#12864: 1980/8/13 16:30 345 106:37:0W 35:1:0N 3332 NAM USA NMX 5 9
KIRTLAND AFB/ALBQ,NM:ALL RDRS OUT/5+HRS:UID HI-FREQ
JAMMING:/FSRv29#5
Ref# 120 GOOD,Timothy: ABOVE TOP SECRET. Page No. 405 MIL. BASE

#13045: 1981/5/15 0:0 0 3:26:20W 55:20:0N 3300 WEU GBI SCT 7 12
MOFFAT,DUMFRIES,SCOTLAND:BY NOW;100+SEP UFO SIGHTINGS:2 NUC
POWERPLANTS NRBY
Ref# 34 BLUNDELL+BOAR:WRLDS GR.UFO MYSTERIES Page No. 185 PASTURE

#13122: 1981/9/20 4:30 1 92:58:20W 35:35:0N 3333 NAM USA ARK 6 7
8mi N/HECTOR,ARK:2 OBS:VIVID BLU BULB-BALLOON SHAPE >SE TWRD 17
MISSILE SILOS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 192 ROAD+RAILS

#13247: 1982/6/15 21:30 5 88:5:20W 41:39:0N 3333 NAM USA ILN 6 7
ROMEOVILLE,IL:FBL >> E nr POWERPLANT:HVRS+>>W AGAIN:ODD SHAPE see
ref.drawing
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 177 ROAD+RAILS

#13292: 1982/10/4 0:0 240 28:2:0E 51:7:0N 3331 EEU UKR --- 7 11
BELOKOROVICHI,UKRAINE:MANY OBS:HUGE SCR HVRS/hrs:NUC.MISSILE
CONTROLS GO CRAZY
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 MIL. BASE

#13296: 1982/10/18 7:30 18 80:52:20W 35:29:40N 3333 NAM USA NCR 8 8
LAKE NORMAN,NC:SCR W/4 LEGS POSES AS WATER TANK OVR

FOGBANK:FOG CLEARS:NO TANK
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 TOWN &CITY

Report - October 18, 1982; Lake Norman, NC
Silver oval UFO with "four legs"
Report - October 13, 1983; Gaffney, SC
UFO near Cherokee Nuclear Station
Report - June 24, 1984; Peekskill, New York
UFO over nuclear power plant causes alert and electrical failure
Report - April 26, 1986; USSR
Chernobyl explosion at 1:23 AM, preceded by UFO activity
Report - April 22, 1998; Washington State
UFOs sighted over submarine base and nuclear storage facility

#13365: 1983/6/21 0:0 18 25:44:0E 50:24:0N 3331 EEU UKR LVV 7 9
DUBNO,UKRAINE:WINGLESS CGR CCLS STRATEGIC NUCLEAR FACILITY/18min:NFD
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 37 Issue 4 MIL. BASE

#13399: 1983/10/4 16:0 240 0:0:0Z 90:0:0N 3333 EEU UKR UNK 14 11
UKRAINE:SOV M-BASE:UFOS/4hrs:MISSILE LAUNCH CODES ENABLED!:PHONY ORDERS!
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 306 MIL. BASE

#13401: 1983/10/13 0:30 5 81:39:0W 35:4:20N 3333 NAM USA SCR 8 7
GAFFNEY,SC:2 OBS:20'x8'SCR WHISTLES >>E TWRD CHEROKEE NUCL.STN:/r95v5#3p27
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

#13414: 1983/11/22 10:30 2 118:6:20W 33:44:20N 3333 NAM USA CLF 10 7
SEAL BEACH,CA:2 OBS:ODD LONE CLOUD DROPS BLK GLOBS:RISES:DIVIDES:ovr NAVAL Ctr
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 189 MIL. BASE

#13517: 1984/6/14 22:30 20 73:57:0W 41:15:0N 3333 NAM USA NYK 7 8
INDIAN POINT,NY:GUARDS:DRK 30'SCR W/LITES OVR NUCLEAR REACTORS/15min:>NE
Ref# 1 HYNEK,J.A.+IMBROGNIO,P: NIGHT SIEGE Page No. 143 TOWN &CITY

#13531: 1984/7/24 21:0 15 73:58:0W 41:14:0N 3332 NAM USA NYK 7 8
INDIAN Pt.REACTOR,NY:VLRG DLT HVRS 300' OVR ACTIVE VENT:BIG COVERUP:/r1p140
Ref# 76 ANDREWS,George C:EXTRA-Ts AMONG US. Page No. 302 TOWN &CITY

#13730: 1986/4/25 0:0 -25536 30:14:0E 51:17:0N 3330 EEU UKR KIE 5 15
CHERNOBYL NUCLEAR ACCIDENT NR KIEV USSR:SOVIETS SILENT..WORST IN HISTORY.
Ref# 91 GENERAL KNOWLEDGE (various) #91 Page No. 0 TOWN &CITY

#13808: 1986/8/1 22:30 18 85:47:0W 42:7:0N 3333 NAM USA MCH 7 9
BANKSONS LAKE,MI:SLNT 250'MANTA-UFO:EYE IRRITATION:>NE/NUCL.PWR PLANT:/MFJ#220
Ref# 25 HALL,Richard: UNINVITED GUESTS. Page No. 319 FARMLANDS

#13830: 1986/8/27 23:0 1500 121:30:0W 38:35:0N 3331 NAM USA CLF 7 7
SACRAMENTO,CA:2+2 OBS:LRG DLT OVR RANCHO SECO
NUCL.PLANT:BEAMS^:+6 DLTS/28AUG!
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 163 TOWN &CITY

#13854: 1986/9/13 5:0 4 121:47:0W 37:41:0N 3333 NAM USA CLF 6 6
LIVERMORE,CA:1 OBS:DIAMOND OVR TOWN/400'alt:SILENT:LRG WHT
LITE+SML ORG LITES
Ref# 40 CUFON / NAT'l UFO REPORTING CENTER Page No. 168 TOWN &CITY

#13960: 1987/9/13 3:0 5 119:19:0W 46:17:0N 3332 NAM USA WSH 7 7
RICHLAND,WA:OVAL UFO W/LITES MOVES DOWN+UP,>>SW twrd HANFORD
AEC:SEEN 5min.
Ref# 220 NATIONAL UFO REP.CTR (NURC) SEATTLE Volume 20 Issue 1 DESERT

#13987: 1987/12/12 10:50 10 2:58:20E 43:13:0N 3333 WEU FRN AUD 8 5
MALVEZI,FR:1 OBS:6 ODD PSH nr ATOMIC PLANT:ODD
CONVERSATION:AWAY/FLYING SLEDS
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 33 Issue 4 TOWN &CITY

#14345: 1989/7/28 22:10 200 45:40:0E 48:30:0N 3333 CIS RUS AST 7 8
KAPUSTIN YAR,RUS:KGB Rpt:SLNT 5M DOMED DISK MNVRS/MISSILE
SITE:EVADES JET:>ENE
Ref# 149 BERLINER,Don: UFO BRIEFING DOCUMENT Page No. 77 MIL. BASE

#14348: 1989/8/0 15:0 1 81:14:0W 35:28:40N 3313 NAM USA NCR 6 6
LINCOLNTON,NC:1 OBS:SLNT 100'RED-BRN TRIANGLE HVRS 300'alt nr
NUCLEAR PLANT:
Ref# 96 WEBSITE or UFO-BBS. Press Ctrl-R Site # 110 TOWN &CITY

#14349: 1989/8/8 14:30 5 80:53:0W 35:31:0N 3333 NAM USA NCR 6 6
LAKE NORMAN RSVR,NC:RED DLT/1000'^300'alt:>>McGUIRE NUCLEAR PLANT
SUBSTATION
Ref# 123 GOOD,Timothy: The UFO REPORT 1991 : Page No. 229 MIL. BASE

#14523: 1990/2/11 23:30 15 83:24:0W 41:54:40N 3333 NAM USA MCH 7 6
MONROE,MI:1 OBS/CAR:SCR-DLT CIRCLES FERMI NUCL.FCLTY:DROPS
"SPARKS" ALL OVR
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 268 TOWN &CITY

#14620: 1990/5/25 0:0 60 61:47:0E 37:45:0N 3331 CIS TKM MRY 9 6
MARY,TURKMENISTAN:HUGE SCR OVR MIL AREA:BEAMS ZAP 2 GND+AIR
MISSILES+2 JETS!
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 184 MIL. BASE

#14687: 1990/9/8 0:0 100 106:35:0W 35:1:0N 3331 NAM USA NMX 9 8
KIRTLAND AFB,NM:SECURITY POLICE:SVRL LANDINGS REPORTED:/LARGEST
ATOMIC ARSENAL
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 188 MIL. BASE

#14906: 1991/3/2 19:30 20 28:30:0E 59:50:0N 3333 CIS RUS LEN 7 8
SOSNOVYY BOR,RUS:AIRPT RDR+VISUAL:FAST ERRATIC UFO OVR NUCL
POWER PLANT
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 176 COASTLANDS

#14918: 1991/3/17 16:0 20 30:8:0E 59:33:0N 3333 CIS RUS LEN 7 7
GATCHINA,RUS:UFO OVR ATOMIC RESEARCH REACTOR/PULKOVA RDR:DEPARTS/2200kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 178 MIL. BASE

#15020: 1991/10/10 16:20 85 28:56:0E 59:45:0N 3333 CIS RUS LEN 7 7
CAPE USTINSKIY,RUS:SKALA RDR:UFO/ERRATIC MOTIONS HERE+S.BOR NUCL PLANT:1852kph
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 179 COASTLANDS

#15021: 1991/10/12 13:0 1 30:16:0E 51:17:0N 3331 EEU UKR KIE 7 7
CHERNOBYL,UKR:SCR FOUND/FOTO/PWR PLANT 1 DAY AFTER NEAR NUCLEAR INCIDENT..
Ref# 121 GOOD,Timothy: ALIEN UPDATE : Page No. 120 TOWN &CITY

#15465: 1993/3/31 2:20 1 4:46:40E 45:27:0N 3333 WEU FRN ISR 7 8
St.CLAIR-du-RHONE,FR:2 COPS:SLNT 45M CGR W/WINDOWS:HVRS:BLUE RAYS:>>SE/20M alt
Ref# 194 LUMIERES dans la NUIT.(Paris) Issue No. 318 TOWN &CITY

#15466: 1993/3/31 2:30 1 4:46:0E 44:21:40N 3333 WEU FRN DRM 7 6
St.SEPULCRE,FR:SCR+4 SML GLO-ORBS S/L W>>E:nr EDF nuclear stn to the west
Ref# 239 BANQUE OVNI Reports: by order number Issue No. 216 RESIDENT'L

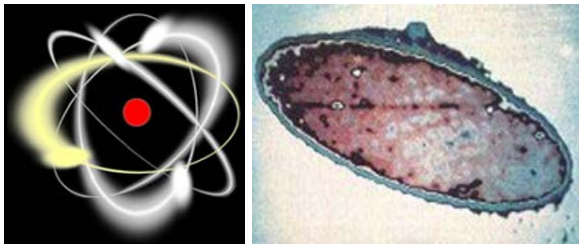
#15477: 1993/4/16 21:20 15 82:38:40W 28:32:40N 3333 NAM USA FLR 7 6
BAYPORT,FL:COP:SLNT LOPSIDED BLK BOOMERANG PACES CAR:>>WSW WHEN SPOTLITE HITS
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 343 TOWN &CITY

#15681: 1993/11/8 23:30 10 81:34:0W 35:6:0N 3333 NAM USA SCR 6 7
SMYRNA><GAFFNEY,SC:NLTS=STRANGE CRAFT WHICH BUZZES 2 IN CAR:SHOOTS SKYWARD
Ref# 60 UFO NEWSCLIPPING SERVICE: by Issue # Issue No. 293 FOREST

1994/11/23
CINCINNATI, OH
http://home.fuse.net/ufo/FERNALD.htm

1998/04/22
WASHINGTON STATE
http://www.nwlink.com/~ufocntr/CB980422.html

NICAP Home Page
The Nuclear Connection



Nuclear Connection Project

NCP

NCP-06: The Oak Ridge Mini-Flap

Lawrence Fawcett & Barry Greenwood:
(Clear Intent, 171-175)

A flurry of reports suddenly burst into FBI files from Oak Ridge, Tennessee, during the fall of 1950. A few interesting events preceded this. A summary of these events follows

June 1947
Mr. W. R. Pressley photographed a flying object at Oak Ridge, Tennessee. The street in the foreground has been identified as Illinois Avenue, Oak Ridge, Tenn.

20 June 1949
At 1900 hours Mr. and Mrs. E. H. Anderson and Mrs. John A. White sighted three objects at Oak Ridge, Tennessee, similar to SUBJECT.

1-6 March 1950
Mr. Stuart Adcock reported peculiar readings on his "Ham" Radar Scope. These objects reappeared at approximately the same time of day which is similar to SUBJECT. (Refer: Summary of Information, Subject: Unidentified Objects Over Oak Ridge Vicinity, dated 6 March 1950.)

12 October 1950
2325 hours. Knoxville Airport Radar Unit indicated a series of unidentified targets over the "Restricted Zone" at Oak Ridge.

2347. Fighter aircraft was at the position of the radar target and made three perfect interceptions but could see nothing.

13 October 1950
0000-0100 hours. Additional Radar plots as before.

15 October 1950
Approximately 1400 hours. Major L. E. Ronniger, accompanied by his daughter, heard intermittent noises.

151? hours. Fighter plane made unsuccessful passes at a good radar target four (4) miles from the East Boundary (Kerr Hollow Gate).

1520 hours. SUBJECT seen at Kerr Hollow Gate by Troopers Rymer and Zarzecki, Mr. Hightower, and Mr. Moneymaker.

1520 hours. Radar scopes at McGhee-Tyson Airport indicate unidentified targets.

16 October 1950
1455 to 1530 hours. Objects seen by Troopers Isabell, Briggs, and Clark.

1520 hours. Radar scopes at McGhee-Tyson Airport giving unintelligible readings.

1956 to 2004 hours. NEPA Guards, Brown, Herron, and Davis report peculiar sounds.

20 October 1950
1655 hours. Visual sightings by Larry P. Riordan, Security Chief, X-10 Plant.

23 October 1950
1630 hours. Visual sightings made by Francis J. Miller. (Geiger counters in the vicinity had unexplainable readings at about this time.)

24 October 1950
1855 to 1900 hours. Visual sightings of a light by Major Dallveg, Mr. Frey, and the Radar Station.

1823 to 1920 hours. Several small, slow targets appeared on radar scope.

26 October 1950
Robert W. Lassell and five others sighted objects from the Knoxville Airport, Knoxville, Tennessee.

5 November 1950
1155 to 1200 hours. Visual sighting by Don Patrick.

25 May 1950
In the vicinity of Louden, Tennessee, a flat, metallic object, accompanied by "a flapping noise," was seen by five people living in that area.

Certainly something big was going on. Oak Ridge was the site of the old Atomic Energy Commission's testing facilities. Unauthorized aerial craft in this area would amount to a major security breach of very great concern to the military.

A memo dated October 25, 1950 provided some details:

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

At 1655 hours, on 20 October 1950, Mr. Larry P. Riordan, AEC Badge No.522, Superintendent of Security at X-10 in the "Control Zone" at Oak Ridge, Tennessee, while enroute from X-10 to the Oak Ridge residential area, on Benton Valley Road, saw an object in the sky which appeared to be directly over the University of Tennessee Agricultural Research Farm. This object gave the general appearance of an aerial balloon which had lost its "basket." In other words, the object was generally round; appeared to come together at the bottom in wrinkles (rather indistinct), and something was hanging below. The balloon was described as being from eight to ten feet long; of a lead pipe or gunmetal color; and seemed to be approximately one-fourth (¼) mile from the observer, at a thirty (30) degree elevation above the horizon. The object was apparently stationary but since the observer was in a moving vehicle, he did not verify that it was stationary. As the vehicle in which he was travelling changed position, and went around a curve, Mr. Riordan noticed that this object appeared to be thinner. He concludes that by reason of his changing position, or the object changing its altitude, he observed another angle of the object which appeared to be thinner

than upon his first sighting.

At the time of the observation there was adequate light and the object was plainly visible. Mr. Riordan is a responsible person, as is indicated by his position, and he has been aware of the many instances of reported objects flying in the sky. He is also very familiar with the weather balloons which are sent up hourly each day over Oak Ridge between 6:00 **AM** of one day until 1:00 **AM** of the next day. The size of these balloons vary, but generally they are similar to a circus balloon which is about twenty- four (24) inches in diameter. Mr. Riordan is certain that the object was not a weather balloon but his first impression was that this object was an experimental "gab" being utilized by the University of Tennessee Agricultural Research Farm.

Mr. Riordan has been the Security Chief of X-10 since 14 July 1943. His vision is normal except that he has negligible impairment of the right eye. Like many of the Atomic Energy Commission officials, Mr. Riordan has hoped for the opportunity to see one of these objects, and under the circumstances, he visualized it as accurately as possible.

At 1845 hours, on 24 October 1950, Mr. William B. Fry, Assistant Chief of Security, NEPA Division, Oak Ridge, Tennessee, while attending a Drive- in theater with his wife and child, at Oak Ridge, noticed an object in the sky North-Northwest of his position, at a thirty (30) to forty (40) degree elevation. This object was moving gently in a horizontal plane, back and forth, within thirty (30) degrees of his line of sight. This object emitted a glow, varying in color from red to green, to blue-green, to blue, and to orange. The variations were checked on the vertical window post of Mr. Fry's vehicle and were witnessed by Mr. Fry's wife. The attention of another observer, the Projectionist at the Drive-in theater, was also called to the object and verification of this sighting was made. The object disappeared from his sight at 1920 hours.

At 1855 hours, on 24 October, 1950, an Air Force Major, Lawrence Ballweg, NEPA Division, Oak Ridge, Tennessee, also saw from his residence an object which he described similarly. The object disappeared from the sight of Mr. Ballweg at 1920 hours, which coincides with the time of disappearance of the object from Mr. Fry's sight.

On 20 October 1950, at 1527 hours, aircraft No. AF-409, Pilot Wolf, 5th AW-Fighter Sqd., took off from the Knoxville Airport for a "local patrol." The Radar Unit at Knoxville Airport received readings on their Radar scope and sent the aircraft after these targets. The aircraft pilot was unable to identify any flying object in the vicinity of the said targets. All targets were between eighteen (18) and twenty-five (25) miles from the Airport at 320 degrees. The aircraft was landed at 1713 hours. (Attention is invited to the fact that these targets were sighted at approximately the same time, and locality, that was reported by Mr. Larry Riordan.)

On 24 October 1950, at 1823 hours, several small, slow targets were seen on the Radar screen at the Knoxville Airport Radar Site. These targets appeared in the Southeast sector of the "Restricted Flying Zone" and over the city of Oak Ridge. These targets moved from the city area to and along the East boundary of the area. At 1826 hours, the fighter aircraft was "scrambled" and proceeded to the area where it was vectored among the targets but the pilot reported no visual contact with said targets. At 1920 hours the targets disappeared from the Radar Screen and the fighter was vectored toward another target believed to be one of three (3) aircraft enroute from Andrews Field to Steward Field. (Note: 1920 hours is also the time that the object sighted by Mr. Fry and Major Ballweg disappeared from their view).

Sightings continued into December 1950 around Oak Ridge. On December 14, the following information was reported.

A. Location and Time of Sighting: From 1605 hours for about three (3) hours, on 14 December 1950, on the Radar Scopes of the 663rd AC and W Squadron, McGhee Tyson Airport, Knoxville, Tennessee.

B. Weather at the Time: At 1600 hours on 14 December 1 950-"Ceiling- 2100 feet; Broken overcast; Seven (7) miles visibility; temperature, 37 degrees F.; and Wind-Southwest at thirteen (13) miles per hour.

C. Names, Occupations, and Addresses of Witnesses: Personnel of the 663rd AC and W Squadron, 30th Air Division, McGhee Tyson Airport, Knoxville, Tennessee, who were on duty at the time. Their occupations are Radar operators, Supervisors and experts.

D. Photographs of Objects, if available: No photographs taken. See "F" below.

E. Objects Sighted: A group of targets blanketed the Radar Scopes in the area directly over the government Atomic Energy Commission projects at Oak Ridge, Tennessee. These objects could not be identified from the radar image and a perfect fighter interception met with negative results.

F. Any other pertinent information: Lt. Robinson of the 663rd AC and W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee took photographs of the scope readings with a personal, four (4) by five (5) Speed Graphic Camera, using Plus-X civilian procured film, a lens opening of F-2.5, and a shutter speed varying from twenty (20) to forty-five (45) seconds. The negatives were printed and forwarded to the 30th Air Division, Selfridge Air Force Base, Michigan, which installation printed the negatives and sent copies thereof to the 663rd AC and W squadron. The numerous targets can be readily identified from the permanent radar echos by comparing the photographs.

The Army sent a report to the FBI on a sighting by employees of the Nuclear Energy for Propulsion of Aircraft project (NEPA) at Oak Ridge:

On December 18,1950, at sometime between 0820 and 0830, the following NEPA employees were riding in a vehicle on the Turnpike within the Controlled Area toward the NEPA Project approximately one mile short of the "Y" cutoff to White Wing entrance. The passengers, with the exception of . . . who did not attempt to participate in the viewing, observed a light emanating in the shape of a circle, of an intensity much greater than that of a bright moon, through the windshield of the vehicle. The viewers had the impression that there was form in connection with the light rather than merely a point source. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. It appeared to be from 15 to 30 degrees elevated above the horizontal and on an azimuth between west and northwest, and appeared to be traveling in a northwesterly direction. The impression of it traveling is due to the fact that the object appeared to diminish considerably in size during the approximate thirty seconds during which it was viewed. The vehicle remained in motion and in following the course of the road, changed its relative position so that the object was viewed during the last few seconds from the side windows. As the vehicle proceeded down the road a nearby ridge obstructed the view of the object, and although the vehicle completed the turn toward K-25 at the "Y" intersection and the passengers had a relatively clear view at points along the road, the object was not viewed again. The observers were unable to estimate approximate size, speed, or vertical elevation; and, therefore, were not certain whether the object was over the Controlled Area or a considerable distance away. There was no vapor trail or any other visible condition within the vicinity of the object and there were no clouds which could have obscured it. The observers were unable to identify the object in terms of mass or shape, other than the circular appearance of the light. However, the circular area appeared to darken, starting at

approximately 7:00 to 9:00 o'clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star.

The observers were not in complete agreement as to whether the object was moving at a speed which caused it to diminish in size or actually was diminishing in size without any great velocity of travel due to the darkening effect described above.

Another radar report was received on December 20 as follows:

Object sighted: The radar log of the 663rd AN and C Squadron, McGhee Tyson Airport, Knoxville, Tennessee contained the following entry: "20 December 1950.1247 hours. Small paint in area (Oak Ridge Controlled Area). Very very slow. Made perfect intercept (with F-82 Fighter aircraft) and orbit surrounding small smoke cloud.

A very cryptic teletype appears here as the final entry for 1950. Whether it relates to the activity at Oak Ridge or elsewhere remains to be explained. No other file has been found relevant to the information contained in it. It is dated December 3, 1950.

RE: flying saucers. This office very confidentially advised by Army Intelligence, Richmond, that they have been put on immediate high alert for any data whatsoever concerning flying saucers. CIC (Counter Intelligence Corps) here states background of instructions not available from Air Force Intelligence, who are not aware of the reason for alert locally, but any information whatsoever must be telephoned by them immediately to Air Force Intelligence. CIC advises data strictly confidential and should not be disseminated.

So, flying saucers, once again, upset the military to such an extreme that an *"Immediate High Alert"* must be declared. This is hardly what to expect from an illusion.

Most UFO information in the FBI files from this point on is sporadic in nature. A number of unusual reports appear, however. This teletype is dated May 26, 1952.

RE Flying Saucers, information concerning. Three women saw strange objects floating in sky over Ashland, KY. At eight fifty PM**,** EST, May twenty- five last for two or three minutes. Objects described as looking like large oysters with fishtails floating low like a cloud. They were oval in shape and according to observers could have been balloons. They came in over Ashland from the north, circled and went back in the opposite direction. Above information for Bureau. No action here.

An important admission is made in the first paragraph of this July 29, 1952 memo:

SUBJECT: FLYING SAUCERS

Purpose:

To advise at the present time the Air Force has failed to arrive at any satisfactory conclusion in its research regarding numerous reports of flying saucers and flying discs sighted throughout the United States.

NCP Home Page

Source: http://www.ufomind.com/misc/1997/sep/d23-008.shtml

UFOs CONTINUE TO VISIT NUCLEAR ENERGY SITES

by GEORGE D. FAWCETT

Looking back over the years during the 40th anniversary of UFOs in modern times (JUNE 24,1987) it is interesting to note that UFOs have been seen and recorded near various atomic energy locations in this country and overseas. This link was first noticed by Captain Edward Ruppelt in 1952 and reported in a LOOK magazine article (JUNE 24,1952) titled "Hunt For The Flying Saucer." Captain Ruppelt, who directed the U.S. Air Force Project Blue Book at that time, when viewing a folder of 63 mystifying UFO reports that had been plotted on a map of the United States discovered that it showed "an ominous correlation" with the location of various atomic energy installations. LOOK magazine learned that some high ranking officers had taken note of this fact and had then held a Pentagon conference to discuss these numerous strange concentrations that have continued to this day.

Such incidents at the Savannah River, Hanford, Los Alamos, Oak Ridge, McGuire , Cherokee and Indian Point nuclear and atomic plants are of continued vital interest and concern to scientific, military, civilian and governmental observers everywhere.

These UFO encounters raise such serious questions as: Are UFOs monitoring our atomic and nuclear energy sites and if so, why? Why has the AEC (now NRC) had representatives on most of all the major government UFO investigative projects? Why do guards at some AEC installations report their UFO encounters directly to the AEC?

The questions continue -- What have AEC studies using air samplers, radioactive background counters, portable counters, magnetometers, oscilloscopes, cameras, radar and other devices revealed? That types of radiation increases have been discovered? What do they make of the increasing numbers of individuals who have suffered "radioactive" injuries of one sort or another alleged to have occurred during UFO incidents in many states in the United States and other global countries?

In essence, what have been the major discoveries and perhaps hidden secrets of the AEC-UFO link since the late 1940's?

Let's examine some of these often reported events. On May 10, 1952 four employees of the DuPont Company, employed at the Savannah River Plant saw eight "disc-shaped" objects approach the Ellenton, South Carolina plant. The objects varied from a yellow to gold in color, moved south to north at a "high rate" of speed. The eight UFOs approached the area at such a low altitude that they

had to rise to pass over some tall tanks in the area. The noiseless UFOs weaved from left to right and moved from side to side as they departed at a 90 degree angle. " The AEC in Washington was advised."

On July 5, 1952 four Florida pilots reported a flying saucer hovering above the Hanford atomic works, a sensitive scientific installation at Richlands ,Washington. Captain John Baldwin, Captain George Robertson and pilots D. Shanbel and Steven Summers stated that the UFO was round and flat. After hovering over the atomic plant, it gained speed, reversed its course and then disappeared quickly. Two yellow globes of fiery appearance were reported over the Hanford plant seven days later, confirmed by Air Force investigators. Two years earlier on April 17, 1950 more than fifteen persons at the secret atomic energy project at Los Alamos, New Mexico reported they saw a UFO on the eastern horizon. One of the observers, a scientist from the University of California Personnel Division watched one of the three objects thru a telescope and said that it looked flat, metallic and was roughly circular and about nine feet in diameter. The UFO appeared to be about 2,000 feet high and moved ".. faster than any known conventional aircraft." It was seen for about 20 minutes and put on quite a show. Dozens of excellent UFO sightings have been reported by countless eyewitnesses at Los Alamos over the years.

On 4 June 21, 1952 brought an interesting case of a UFO that trespassed prohibited airspace at the AEC's Oak Ridge Laboratory in Tennessee at 10:58 pm. The UFO was observer by Ground Observer Corps volunteers and also detected by radar. The UFO was pursued by a F-47 aircraft on combat patrol from a 10,000 to 27,000 foot altitude. During the aerial dogfight, the UFO attempted to ram the F-47 on several occasions, before leaving the area. UFO encounters have become quite commonplace at this AEC site.

In October 1965 Philip Parker on an aerial photography mission was flying with pilot H.T. Mayhew near the Perth Church Road Lake Norman crossing. Their plane was flying at about 1,000 feet as they circled the lake near the McGuire Nuclear Station, when they noticed three "bright objects" to their right. Pilot Mayhew gave his plane full throttle and they rose barely high enough to escape the UFOs, which were flying in formation 100 feet below them. Unnerved, as he was Parker was able to take one photograph of the three circular UFOs above Lake Norman, which is bordered by the Catawba, Lincoln, Gaston, Mecklenburg and Iredell counties in North Carolina.

In past years several other photographs of UFOs flying above Lake Norman were taken by different photographers. One of the photographs of an early morning UFO was captured near the Sun on the film. In the photo, the UFO moved from the 4 to the 6 o'clock position from 90 to 20 degrees over a short period of time.

In the late summer of 1968 at 2 a.m. a married couple (names confidential on file) reported seeing a dome-topped UFO with "windows" and odd-colored lights (yellow, blue and red fixed together) flying near their Lake Norman home. The UFO was about two to three car lengths wide and made a soft humming sound. A "metal rod" came from the bottom edge of the UFO, as it moved down nearby power lines, almost touching the wires as it followed the power lines. The eyewitnesses ran the rest of the way home and were badly frightened by their experience. 7

In July or August, 1972 at 9:30 p.m. businessman Robert P. Sartin, who lives near the Lake Norman Airport and Duke Power Plant's 150 high Cowans Ford Dam spotted a UFO. His attention to the UFO came when he heard children fishing from a nearby pier, who were shouting about an object in the sky. Four other persons became eyewitnesses to the UFO, which was seen about four miles East of the Marshall Steam Plant near Terrell.

The UFO, appeared to be about the size of a basketball court and had a thickness, one-half its width. The object looked like "one saucer inverted on top of another and had a row of flashing windows through its middle."

It had red, white and yellow lighted windows and hovered in the area overhead for about 10 minutes, before it flew sideways, then moved up and away at an unbelievable speed as it disappeared in the sky. 8

In March, 1975 at Lexington, South Carolina Mr. and Mrs. Jim Richardson were driving near the Lake Murray Hydroelectric Plant's Saluda Dam, when a brilliant "spotlight" came on and illuminated the interior of their car. They noticed the UFO looked "like two pie pans" put together and had a dome on top.

It flew about 40 to 50 feet above their car and it had red and blue lights on its ends and its dome was "brilliant white." The bottom of the UFO was octagonal in shape or like a stop sign. The Lake Murray area has been the scene of many UFO encounters over the years. 9

On October 27,1975 a UFO was reported by Staff Sgt. Danny K. Lewis near the Loring Air Force Base, Maine. The UFO began to circle the nuclear weapons storage area to within 300 yards of the facility. Finally, it hovered 150 feet above the ground. The base was placed on a major alert status. Radar tracked its maneuvers in the area for over 40 minutes. The reddish-orange UFO later moved to within five feet of the ground. Security personnel said the UFO was "like a stretched-out football in the air" as it hovered nearby. They described the object as about four car lengths long. It shut off its lights and rapidly left the area from near ground level. 10

On November 22, 1975 Pilot Frank Auman, Jr. and UFO

investigator Arlan Keith Andrews were flying in a private plane near the Savannah, Georgia Nuclear Plant. They saw a bright white UFO maneuvering in the area for four or five minutes. It made a "slight wobble" and then a hard turn, before it flew away. Jacksonville Control Center personnel at Jacksonville, Florida confirmed three UFO sightings(either radar or visuals) by pilots at the site. 11

Arlan K. Andrews is a MUFON Consultant and State Director in Indiana.

On March, 1978 several persons described seeing two "milky white" UFOs flying side by side at treetop level at the McGuire Nuclear Station near Triangle, North Carolina. 12

April 24, 1980 at 9 p.m. brought another UFO report from the Lake Norman area. Pete Link and Jeff Schlatter, two Rutherford County carpenters, while working on a house roof observed a bright yellow UFO that rose up vertically from Lake Norman, made a loop and then disappeared while moving rapidly away. 13

Lake Norman is a large lake and is surrounded by Highway 16, Highway 73, Highway 150 and Highway 21. The lake is surrounded by many towns and cities, among them Mooresville, Lincolnton, Lowesville, Denver, Triangle, Iron Station, Stanley, Davidson and Sherrills Ford. These communities have been a "hotbed of UFO sightings" over the past four decades.

One of the more intriguing UFO sightings was reported at 7:30 a.m. on October 18,1982. Gary Fortenberry and Jimmy Bumgarner, two employees at the McGuire Nuclear Station on Lake NOrman were driving to work on Highway 73 at the Catawba River(Lincoln County) when they encountered an unknown.

They watched a dull silver oval UFO with "four legs" above a nearby fogbank. During the daylight encounter, they first mistook it for a water tank, but later in the day when they returned home from work, the fog had lifted and no water tank was to be seen anywhere in the area. They did notice that high voltage lines from the power plants were in the general area of the earlier sightings. When first seen the UFO was about 250 feet above the ground The eyewitnesses had worked at McGuire for six years without experiencing anything unusual. Several months before, when UFOs again visited the same location, the power fluctuated, before the UFOs left the area. Security guards, when questioned by me on the phone, told me that such UFO incidents were to be made directly to AEC headquarters. 14

On October 13, 1983 at 12:30 a.m. Mr. and Mrs. Wayne Ruppe of Gaffney, South Carolina were disturbed from their sleep by a siren-like sound (like something taking off). They looked out of their house windows in time to see a glowing

oval-shaped UFO about 20 feet above their neighbor's home.

The neighborhood dogs were barking in a frenzy. The UFO, described as "about the size of a Winnebago travel-trailer" had two "beams of lights" on the bottom of the object.

It was orange-yellow in color and made a high-pitched sound as it crossed the power lines and moved east in direction of the Cherokee Nuclear Station. The UFO was seen for approximately five minutes and was estimated to be about 20 feet long and 8 to 10 feet in height. 15

On June 24,1984 from 10:30 to 10:45 p.m. security guards at the Indian Point Nuclear Power Plant near Peekskill, New York reported seeing UFO over the plant for approximately 15 minutes. It was roughly 30 stories above the exhaust funnel of one of the plant's three nuclear reactors.

UFO investigator Philip J. Imbrogno for the Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) in Chicago, Illinois interviewed six of the twelve security guards who saw the UFO.

The UFO, according to the witnesses was huge in size, diamond-shaped and approximately 450 feet in length. It was first white, then changed to blue to red to green to amber in color. Local police in Peekskill received numerous UFO sightings during the same evening. One of them, Sgt. Karl Hoffman said the UFO he observed included a "dozen white lights" in V-formation that slowly moved towards the power plant at Indian Point. 16

In the case of the UFO reported by security guards at the Indian Point Nuclear Plant at Peekskill investigators uncovered some interesting information.

As the UFO approached the nuclear plant it flew to within 30 feet of its Reactor Number Three. When it did the plant's security systems, shut down as did all of its alarm systems and communication systems.

Security guards were issued shotguns and were waiting for the final word to shoot at the UFO. A request was also made for an armed helicopter to come and shoot down the UFO, but before the command was given, the UFO moved away and left the area.

Carl Patrick of the plant's information office, when questioned by investigators about the UFO had this to say, "I can neither confirm or deny that the guards fired upon it, but they did what was necessary to protect the plant. 17

UFO reports continued to be concentrated near various atomic energy locations in the late 1980s by reliable eyewitnesses.

We are reminded of a statement made by General Nathan F. Twining of the Army Air Forces (the original UFO study Project Sign) in 1947 forty years ago. General Twining said, "all pertinent data would be made available to the Atomic Energy Commission (AEC)."

Perhaps answers to the many question posed at the beginning of this article were furnished to the Atomic Energy Commission, but they have yet to see the light of day in the public sector through 1987.

Perhaps in the not to distant future, the truth behind the UFO-AEC link will be fully revealed to the public.

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The Nuclear Connection

20 Mishaps That Might Have Started Accidental Nuclear War

by Alan F. Philips, M.D.

Original page with very important and useful links

Ever since the two adversaries in the Cold War, the U.S.A. an the U.S.S.R., realized that their nuclear arsenals were sufficient to do disastrous damage to both countries at short notice, the leaders and the military commanders have thought about the possibility of a nuclear war starting without their intention or as a result of a false alarm. Increasingly elaborate accessories have been incorporated in nuclear weapons and their delivery systems to minimize the risk of unauthorized or accidental launch or detonation. A most innovative action was the establishment of the "hot line" between Washington and Moscow in 1963 to reduce the risk of misunderstanding between the supreme commanders.

Despite all precautions, the possibility of an inadvertent war due to an unpredicted sequence of events remained as a deadly threat to both countries and to the world. That is the reason I am prepared to spend the rest of my life working for abolition of nuclear weapons. One way a war could start is a false alarm via one of the warning systems, followed by an increased level of nuclear forces readiness while the validity of the information was being checked. This action would be detected by the other side, and they would take appropriate action; detection of the response would tend to confirm the original false alarm; and so on to disaster. A similar sequence could result from an accidental nuclear explosion anywhere. The risk of such a sequence developing would be increased if it happened during a period of increased international tension.

On the American side many "false alarms" and significant accidents have been listed , ranging from trivial to very serious, during the Cold War . Probably many remain unknown to the public and the research community because of individuals' desire to avoid blame and maintain the good reputation of their unit or command. No doubt there have been as many mishaps on the Soviet Side.

Working with any new system, false alarms are more likely. The rising moon was misinterpreted as a missile attack during the early days of long-range radar. A fire at a broken gas pipeline was believed to be enemy jamming by laser of a satellite’s infrared sensor when those sensors were first deployed.

The risks are illustrated by the following selection of mishap. If the people involved had exercised less caution, or if some unfortunate coincidental event had occurred, escalation to nuclear war can easily be imagined. Details of some of the events differ in different sources: where there have been disagreements, I have chosen to quote those from the carefully researched book, The Limits of Safety by Scott D. Sagan. Sagan gives references to original sources in all instances.

The following selections represent only a fraction of the false alarms that have been reported on the American side. Many probably remain unreported, or are hidden in records that remain classified. There are likely to have been as many on the Soviet Side which are even more difficult to access.

1) November 5, 1956: Suez Crisis Coincidence
British and French Forces were attacking Egypt at the Suez Canal;. The Soviet Government had suggested to the U.S. that they combine forces to stop this by a joint military action, and had warned the British and French governments that (non-nuclear) rocket attacks on London and Paris were being considered. That night NORAD HQ received messages that:

(i) unidentified aircraft were flying over Turkey and the Turkish air force was on alert
(ii) 100 Soviet MIG-15's were flying over Syria
(iii) a British Canberra bomber had been shot down over Syria
(iv) the Soviet fleet was moving through the Dardanelles.

It is reported that in the U.S.A. General Goodpaster himself was concerned that these events might trigger the NATO operations plan for nuclear strikes against the U.S.S.R.
The four reports were all shown afterwards to have innocent explanations. They were due, respectively, to:

(i) a flight of swans
(ii) a routine air force escort (much smaller than the number reported) for the president of Syria, who was returning from a visit to Moscow
(iii) the Canberra bomber was forced down by mechanical problems
(iv) the Soviet fleet was engaged in scheduled routine exercises.

2) November 24, 1961: BMEWS Communication Failure
On the night of November 24, 1961, all communication links went dead between SAC HQ and NORAD. The communication loss cut off SAC HQ from the three Ballistic Missile Early Warning Sites (BMEWS) at Thule (Greenland,) Clear (Alaska,) and Fillingdales (England,). There were two possible explanations facing SAC HQ: either enemy action, or the coincidental failure of all the communication systems, which had redundant and ostensibly independent routes, including commercial telephone circuits. All SAC bases in the United States were therefore alerted, and B-52 bomber crews started their engines, with instructions not to to take off without further orders. Radio communication was established with an orbiting B-52 on airborne alert, near Thule. It contacted the BMEWS stations by radio and could report that no attack had taken place.

The reason for the "coincidental" failure was the redundant routes for telephone and telegraph between NORAD and SAC HQ all ran through one relay station in Colorado. At that relay station a motor had overheated and caused interruption of all the lines.

3) August 23, 1962: B-52 Navigation Error
SAC Chrome Dome airborne alert route included a leg from the northern tip of Ellesmore Island, SW across the Arctic Ocean to Barter Island, Alaska. On August 23, 1962, a B-52 nuclear armed bomber crew made a navigational error and flew 20 degrees too far north. They approached within 300 miles of Soviet airspace near Wrangel island, where there was believed to be an interceptor base with aircraft having an operational radius of 400 miles.

Because of the risk of repetition of such an error, in this northern area where other checks on Navigation are difficult to obtain, it was decided to fly a less provocative route in the future. However, the necessary orders had not been given by the time of the Cuban missile crisis in October 1962, so throughout that crisis the same northern route was being flown 24 hours a day.

4) August-October, 1962: U2 Flights into Soviet Airspace
U2 high altitude reconnaissance flights from Alaska occasionally strayed unintentionally into Soviet airspace. One such episode occurred in August 1962. During the Cuban missile crisis on October of 1962, the U2 pilots were ordered not to fly within 100 miles of Soviet airspace.

On the night of October 26, for a reason irrelevant to the crisis, a U2 pilot was ordered to fly a new route, over the north pole, where positional checks on navigation were by sextant only. That night the aurora prevented good sextant readings and the plane strayed over the Chukotski Peninsula. Soviet MIG interceptors took off with orders to shoot down the U2. The pilot contacted his U.S. command post and was ordered to fly due east towards Alaska. He ran out of fuel while still over Siberia. In response to his S.O.S., U.S. F102-A fighters were launched to escort him on his glide to Alaska, with orders to prevent the MIG's from entering U.S. airspace. The U.S. interceptor aircraft were armed with nuclear missiles. These could have been used by any one of the F102-A pilots at his own

discretion.

5) October 24, 1962- Cuban Missile Crisis: A Soviet Satellite Explodes
On October 24, a Soviet satellite entered its own parking orbit, and shortly afterward exploded. Sir Bernard Lovell, director of the Jodrell Bank observatory wrote in 1968: "the explosion of a Russian spacecraft in orbit during the Cuban missile crisis... led the U.S. to believe that the USSR was launching a massive ICBM attack." The NORAD Command Post logs of the dates in question remain classified, possibly to conceal reaction to the event. Its occurrence is recorded, and U.S. space tracking stations were informed on October 31 of debris resulting from the breakup of "62 BETA IOTA."

6) October 25, 1962- Cuban Missile Crisis: Intruder in Duluth
At around midnight on October 25, a guard at the Duluth Sector Direction Center saw a figure climbing the security fence. He shot at it, and activated the "sabotage alarm." This automatically set off sabotage alarms at all bases in the area. At Volk Field, Wisconsin, the alarm was wrongly wired, and the Klaxon sounded which ordered nuclear armed F-106A interceptors to take off. The pilots knew there would be no practice alert drills while DEFCON 3 was in force, and they believed World War III had started.

Immediate communication with Duluth showed there was an error. By this time aircraft were starting down the runway. A car raced from command center and successfully signaled the aircraft to stop. The original intruder was a bear.

7) October 26, 1962- Cuban Missile Crisis: ICBM Test Launch
At Vandenburg Air Force Base, California, there was a program of routine ICBM test flights. When DEFCON 3 was ordered all the ICBM's were fitted with nuclear warheads except one Titan missile that was scheduled for a test launch later that week. That one was launched for its test, without further orders from Washington, at 4a.m. on the 26th.

It must be assumed that Russian observers were monitoring U.S. missile activities as closely as U.S. observers were monitoring Russian and Cuban activities. They would have known of the general changeover to nuclear warheads, but not that this was only a test launch.

8) October 26, 1962- Cuban Missile Crisis: Unannounced Titan Missile Launch
During the Cuba crisis, some radar warning stations that were under construction and near completion were brought into full operation as fast as possible. The planned overlap of coverage was thus not always available.

A normal test launch of a Titan-II ICBM took place in the afternoon of October 26, from Florida to the South Pacific. It caused temporary concern at Moorestown Radar site until its course could be plotted and showed no predicted impact within the United States. It was not until after this event that the potential for a serious false alarm was realized, and orders were given that radar warning sites must be notified in advance of test launches, and the countdown be relayed to them.

9) October 26, 1962- Cuban Missile Crisis: Malstrom Air Force Base
When DEFCON 2 was declared on October 24, solid fuel Minuteman-1 missiles at Malmstrom Air Force Base were being prepared for full deployment. The work was accelerated to ready the missiles for operation, without waiting for the normal handover procedures and safety checks. When one silo and missile were ready on October 26 no armed guards were available to cover transport from the normal separate storage, so the launch enabling equipment and codes were all placed in the silo. It

was thus physically possible for a single operator to launch a fully armed missile at a SIOP target.

During the remaining period of the Crisis the several missiles at Malstrom were repeatedly put on and off alert as errors and defects were found and corrected. Fortunately no combination of errors caused or threatened an unauthorized launch, but in the extreme tension of the period the danger can be well imagined.

10) October, 1962- Cuban Missile Crisis: NATO Readiness
It is recorded on October 22, that British Prime Minister Harold Macmillan and NATO Supreme Commander, General Lauris Norstad agreed not to put NATO on alert in order to avoid provocation of the U.S.S.R. When the U.S. Joint Chiefs of Staff ordered DEFCON 3 Norstad was authorized to use his discretion in complying. Norstad did not order a NATO alert. However, several NATO subordinate commanders did order alerts to DEFCON 3 or equivalent levels of readiness at bases in West Germany, Italy, Turkey, and United Kingdom. This seems largely due to the action of General Truman Landon, CINC U.S. Air Forces Europe, who had already started alert procedures on October 17 in anticipation of a serious crisis over Cuba.

11) October, 1962- Cuban Missile Crisis: British Alerts
When the U.S. SAC went to DEFCON 2, on October 24, Bomber Command (the U.K.) was carrying out an unrelated readiness exercise. On October 26, Air Marshall Cross, CINC of Bomber Command, decided to prolong the exercise because of the Cuba crisis, and later increased the alert status of British nuclear forces, so that they could launch in 15 minutes.

It seems likely that Soviet intelligence would perceive these moves as part of a coordinated plan in preparation for immediate war. They could not be expected to know that neither the British Minister of Defense nor Prime Minister Macmillian had authorized them.

It is disturbing to note how little was learned from these errors in Europe. McGeorge Bundy wrote in Danger and Survival (New York: Random House 1988), "the risk [of nuclear war] was small, given the prudence and unchallenged final control of the two leaders."

12) October 28, 1962- Cuban Missile Crisis: Moorestown False Alarm
Just before 9 a.m., on October 28, the Moorestown, New Jersey, radar operators informed the national command post that a nuclear attack was under way. A test tape simulating a missile launch from Cuba was being run, and simultaneously a satellite came over the horizon.

Operators became confused and reported by voice line to NORAD HQ that impact was expected 18 miles west of Tampa at 9:02 a.m. The whole of NORAD was reported, but before irrevocable action had taken place it was reported that no detonation had taken place at the predicted time, and Moorestown operators reported the reason for the false alarm.

During the incident overlapping radar's that should have confirmed or disagreed were not in operation . The radar post had not received routine information of satellite passage because the facility carrying out that task had been given other work for the duration of the crisis.

13) October 28, 1962- Cuban Missile Crisis: False Warning Due to Satellite
At 5:26 p.m. on October 28, the Laredo radar warning site had just become operational. Operators misidentified a satellite in orbit as two possible missiles over Georgia and reported by voice line to NORAD HQ. NORAD was unable to identify that the warning came from the new station at Laredo and believed it to be from Moorestown, and therefore more reliable. Moorestown failed to intervene and contradict the false warning. By the time the CINC, NORAD had been informed, no impact had

been reported and the warning was "given low credence."

14) November 2, 1962: The Penkovsky False Warning
In the fall of 1962, Colonel Oleg Penkovsky was working with the Soviets as a double agent for the (U.S.) C.I.A. He had been given a code by which to warn the CIA if he was convinced that a Soviet attack on the United States was imminent. He was to call twice, one minute apart, and only blow into the receiver. Further information was then to be left at a "dead drop" in Moscow.

The pre-arranged code message was received by the CIA on November 2, 1962.

It was known at the CIA that Penkovsky had been arrested on October 22. Penkovsky knew he was going to be executed. It is not known whether he had told the KGB the meaning of the code signal or only how it would be given, nor is it known exactly why or with what authorization the KGB staff used it. When another CIA agent checked the dead drop he was arrested.

15) November, 1965: Power Failure and Faulty Bomb Alarms
Special bomb alarms were installed near military facilities and near cities in the U.S.A., so that the locations of nuclear bursts would be transmitted before the expected communication failure. The alarm circuits were set up to display a red signal at command posts the instant that the flash of a nuclear detonation reached the sensor and before the blast put it out of action. Normally the display would show a green signal, and yellow if the sensor was not operating or was out of communication for any other reason.

During the commercial power failure in the NE United States, in November 1965, displays from all the bomb alarms for the area should have shown yellow. In fact, two of them from different cities showed red because of circuit errors. The effect was consistent with the power failure being due to nuclear weapons explosions, and the Command Center of the Office of Emergency Planning went on full alert. Apparently the military did not.

16) January 21, 1968: B-52 Crash near Thule
Communication between NORAD HQ and the BMEWS station at Thule had 3 elements:

1. Direct radio communication.
2. A "bomb alarm" as described above.
3. Radio Communication relayed by a b-52 bomber on airborne alert.

On January 21, 1968, a fire broke out in the b-52 bomber on airborne alert near Thule. The pilot prepared for an emergency landing at the base. However the situation deteriorated rapidly, and the crew had to bale out. There had been no time to communicate with SAC HQ, and the pilotless plane flew over the Thule base before crashing on the ice 7 miles miles offshore. Its fuel and high explosive component of its nuclear weapons exploded, but there was no nuclear detonation.

At that time, the "one point safe" condition of the nuclear weapons could not be guaranteed, and it is believed that a nuclear explosion could have resulted form accidental detonation of the high explosive trigger. Had there been a nuclear detonation even at 7 miles distant, and certainty much nearer the base, all three communication methods would have given an indication consistent with a successful nuclear attack on both the base and the B-52 bomber. The bomb alarm would have shown red, and the other two communication paths would have gone dead. It would hardly have been anticipated that the combination could have been caused by accident, particularly as the map of the routes for B-52 airborne flights approved by the President showed no flight near to Thule. The route had been apparently changed without informing the White House.

17) October 24-25, 1973: False Alarm During Middle East Crisis
On October 24, 1973, when the U.N. sponsored cease fire intended to end the Arab-Israeli war was in force, further fighting stared between Egyptian and Israeli troops in the Sinai desert. U.S. intelligence reports and other sources suggested that the U.S.S.R. was planning to intervene to protect the Egyptians. President Nixon was in the throes of Watergate episode and not available for a conference, so Kissinger and other U.S. officials ordered DEFCON 3. The consequent movements of aircraft and troops were of course observed by Soviet intelligence. The purpose of the alert was not to prepare for war, but to warn the U.S.S.R. not to intervene in the Sinai. However, if the following accident had not been promptly corrected then the Soviet command might have had a more dangerous interpretation.

On October 25, while DEFCON 3 was in force, mechanics were repairing one of the Klaxons at Kinchole Air Force Base, Michigan, and accidentally activated the whole base alarm system. B-52 crews rushed to their aircraft and started the engines. The duty officer recognized the alarm was false and recalled the crews before any took off.

18) November 9, 1979: Computer Exercise Tape
At 8:50 a.m. on November 9, 1979, duty officers at 4 command centers (NORAD HQ, SAC Command Post, The Pentagon National Military Command Center, and the Alternate National Military Command Center) all saw on their displays a pattern showing a large number of Soviet Missiles in a full scale attack on the U.S.A. During the next 6 minutes emergency preparations for retaliation were made. A number of Air Force planes were launched, including the President's National Emergency Airborne Command Post, though without the President! The President had not been informed, perhaps because he could not be found.

No attempt was made to use the hot line either to ascertain the Soviet intentions or to tell the Soviets the reasons for U.S. actions. This seems to me to have been culpable negligence. The whole purpose of the "Hot Line" was to prevent exactly the type of disaster that was threatening at that moment.

With commendable speed, NORAD was able to contact PAVE PAWS early warning radar and learn that no missiles had been reported. Also, the sensors on the satellites were functioning that day and had detected no missiles. In only 6 minutes the threat assessment conference was terminated.

The reason for the false alarm was an exercise tape running on the computer system. U.S. Senator Charles Percy happened to be in NORAD HQ at the time and is reported to have said there was absolute panic. A question was asked in Congress. The General Accounting Office conducted an investigation, and an off-site testing facility was constructed so that test tapes did not in the future have to be run on a system that could be in military operation.

19) June , 1980: Faulty Computer Chip
The Warning displays at the Command Centers mentioned in the last episode included windows that normally showed 0000 ICBMs detected 0000 SLBMs detected

At 2:25 a.m. on June 3, 1980, these displays started showing various numbers of missiles detected, represented by 2's in place of one or more 0's. Preparations for retaliation were instituted, including nuclear bomber crews staring their engines, launch of Pacific Command's Airborne Command Post, and readying of Minutemen missiles for launch. It was not difficult to assess that this was a false alarm because the numbers displayed were not rational.

While the cause of that false alarm was still being investigated 3 days later, the same thing happened and again preparations were made for retaliation. The cause was a single faulty chip that was failing in a random fashion. The basic design of the system was faulty, allowing this single failure to cause a deceptive display at several command posts.

The following incident is added to illustrate that even now, when the Cold War has been over for 8 years errors can still cause concern. This particular one could have hardly brought nuclear retaliation.; but there are still 30,000 nuclear weapons deployed, and two nuclear weapon states could get into a hostile adversarial status again.

20) January, 1995: Russian False Alarm
On January 25, 1995, the Russian early warning radar's detected an unexpected missile launch near Spitzbergen. The estimated flight time to Moscow was 5 minutes. The Russian President, the Defense Minister and the Chief of Staff were informed. The early warning and the control and command center switched to combat mode. Within 5 minutes, the radar's determined that the missile's impact would be outside the Russian borders.

The missile was Norwegian, and was launched for scientific measurements. ON January 16, Norway had notified 35 countries including Russia that the launch was planned. Information had apparently reached the Russian Defense Ministry, but failed to reach the on-duty personnel of the early warning system.

See article in Scientific American by Bruce G. Blair, Harold A. Feiveson and Frank N. von Hippel at

http://www.sciam.com/1197issue/1197vonhippel.html

Comment and Note On Probability

The probability of actual progression to nuclear war on any one of the occasions listed may have been small, due to planned "fail-safe" features had failed. However, the accumulation of small probabilities of disaster from a long sequence of risks add up to serious danger.

There is no way of telling what the actual level of risk was in these mishaps but if the chance of disaster in every one of the 20 incidents had been only 1 in 100, it is mathematical fact that the chance of surviving al 20 would have been 82%, i.e. about the same as the chance of surviving a single pull of the trigger at Russian roulette played with a 6 shooter. With a similar series of mishaps on the Soviet side: another pull of the trigger. If the risk in some of the events had been as high as 1 in 10, then the chance of surviving just seven such events would have been less than 50:50.

Acronyms

BMEWS: Ballistic Missile Early Warning Site
CIA: Central Intelligence Agency
CINC: Commander in Chief
DEFCON: Defense Readiness Condition (DEFCON 5 is the peacetime state; DEFCON 1 is a maximum war readiness).
HQ: Headquarters
ICBM: Intercontinental Ballistic Missile (land based)
KGB: Soviet Secret Police and Intelligence
NORAD: North American Air Defense Command
PAVE PAWS: Precision Acquisition of Vehicle Entry Phased-Array Warning System
SAC: Strategic Air Command
SIOP: Single Integrated Operational Plan
SLBM: Submarine Launched Ballistic Missile

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NCP Home Page
NICAP Home Page

Bush Developing Military Policy Of Striking First

New Doctrine Addresses Terrorism

By Thomas E. Ricks and Vernon Loeb

Washington Post Staff Writers
Monday, June 10, 2002; Page A01

The Bush administration is developing a new strategic doctrine that moves away from the Cold War pillars of containment and deterrence toward a policy that supports preemptive attacks against terrorists and hostile states with chemical, biological or nuclear weapons.

The new doctrine will be laid out by President Bush's National Security Council as part of the administration's first "National Security Strategy" being drafted for release by early this fall, senior officials said.

One senior official said the document, without abandoning containment and deterrence, will for the first time add "preemption" and "defensive intervention" as formal options for striking at hostile nations or groups that appear determined to use weapons of mass destruction against the United States.

Bush hinted at the new doctrine in his State of the Union address in January, when he labeled Iraq, Iran and North Korea an "axis of evil" and warned that he would not allow them to threaten the United States with weapons of mass destruction. The president articulated the doctrine for the first time June 1 in a commencement address at West Point.

By adopting the doctrine as part of its formal national security strategy, the administration will compel the U.S. military and intelligence community to implement some of the biggest changes in their histories, officials said. That is already touching off heated debates within the administration and among defense commentators about what changes need to be made and whether a doctrine of preemption is realistic.

But there is general agreement that adopting a preemption doctrine would be a radical shift from the half-century-old policies of deterrence and containment that were built around the notion that an adversary would not attack the United States because it would provoke a certain, overwhelming retaliatory strike.

Administration officials formulating the new doctrine said the United States has been forced to move beyond deterrence since Sept. 11 because of the threat posed by terrorist groups and hostile states supporting them. "The nature of the enemy has changed, the nature of the threat has changed, and so the response has to change," said a senior official, noting that terrorists "have no territory to defend. . . . It's not clear how one would deter an attack like we experienced."

The administration's embrace of the new doctrine has triggered an intense debate inside the Pentagon and among military strategists about the feasibility and wisdom of preemptive strikes against shadowy terrorist networks or weapons storage facilities.

It has aroused concern within NATO as well. Defense Secretary Donald H. Rumsfeld told the United States' 18 NATO allies in Brussels last Thursday that the alliance could no longer wait for "absolute proof" before acting against terrorist groups or threatening countries with chemical, biological or nuclear weapons.

NATO Secretary General George Robertson, reacting to Rumsfeld's remarks, said NATO remained a defensive alliance. He added, "We do not go out looking for problems to solve."

Some defense analysts said preemption carries the risk of causing a crisis to escalate quickly by increasing pressure on both sides to act sooner rather than later -- forcing them, in the parlance of the nuclear chess game, to "use it or lose it."

"Preemption is attractive on the surface," said defense analyst Harlan Ullman. But he added: "As one gets deeper, it gets more and more complicated and dangerous."

Critics also note that a botched attack that blew chemicals, biological spores or radioactive material into the atmosphere would risk killing thousands of people, not only in the target nation, but in neighboring countries.

Even proponents of preemption inside and outside the government concede that this more aggressive strategic doctrine requires far better and far different intelligence than the U.S. government gathers -- at a time when the abilities of the CIA and the FBI to fulfill their current duties are under scrutiny.

Michele Flournoy, a former Pentagon proliferation expert now at the Center for Strategic and International Studies, said that to be effective, the United States will need to strike preemptively before a crisis erupts to destroy an adversary's weapons stockpile. Otherwise, she said, the adversary could erect defenses to protect those weapons, or simply disperse them.

But Flournoy said she favors moving toward a doctrine of preemption given the proliferation of chemical, biological and nuclear weapons among states supporting terrorists. She said the policy may offer the best of a series of bad choices.

"In some cases, preemptive strikes against an adversary's [weapons of mass destruction] capabilities may be the best or only option we have to avert a catastrophic attack against the United States," she said.

Under the doctrine, nuclear first strikes would be considered weapons of last resort, especially against biological weapons that can be best destroyed by sustained exposure to the high heat of a nuclear blast, Pentagon officials said. But the focus of the effort is finding new ways of using conventional weapons to detect and destroy weapons arsenals, and especially the missiles used to deliver them.

To do that, the Pentagon is studying how to launch "no warning" raids that go far beyond quick airstrikes. The key tool to execute that mission is a new "Joint Stealth Task Force" that pulls in the least detectable elements of every part of the armed forces, including radar-evading aircraft, Special Operations troops and ballistic submarines being converted to carry those troops and to launch cruise missiles.

Beyond changes in weapons, doctrine and organization, Rumsfeld and his top aides are trying to alter the U.S. military mind-set. "Preemption . . . runs completely against U.S. political and strategic culture," defense expert Frank Hoffman said in an essay published this year by the Center for Defense Information.

In the past, the United States has viewed surprise or "sneak" attacks as dishonorable, the kind of thing inflicted on the American people, not initiated by them, analysts have noted.

One senior defense official responded that 21st century security threats can no longer be assessed in terms of the past. "In the world in which we live, it's not enough to deter," the official said. "You need more capability, more flexibility, more nuanced options and choices."

Defense scientists and war planners are hard at work developing new weapons and capabilities to give Bush "options different than those he may have had in the past," the official said.

At the Defense Threat Reduction Agency, a $1.1 billion defense agency created in 1998 to counter the threat of weapons of mass destruction, scientists are studying how to attack and destroy hardened and deeply buried bunkers containing chemical, biological and radiological weapons with advanced conventional bombs, low-yield nuclear devices and even high-yield nuclear weapons.

"There was a time during which we really didn't know what phase we were in, so we called it the 'post-Cold War phase,' " said Stephen M. Younger, the agency's director. "And it wasn't clear what kind of weapons we were going to need for the conflicts of the future. September 11 clarified that. And we are getting a better understanding of the types [of threat] we may face in the future and the types of weaponry that will be required [to counter] them."

Younger said his agency is working on advanced conventional explosives with hardened warheads that could penetrate underground concrete bunkers and destroy biological agents with a sustained level of extremely high heat.

"We want to use the minimum force to achieve the military objective, if at all possible, with a conventional weapon," Younger said. "We do not want to cross the nuclear threshold unless it is an example of extreme national emergency."

But there are some bunkers that are "so incredibly hard," Younger said, "that they do require high-yield nuclear weapons." Low-yield nuclear warheads could be useful in certain scenarios, he said, but they run the risk of spreading biological agents across the countryside.

Rumsfeld's Nuclear Posture Review, completed at the end of last year, stated that "new capabilities must be developed to defeat emerging threats such as hard and deeply buried targets." It also said "several nuclear weapons options" that could be useful in attacking such facilities include "improved earth penetrating weapons."

But senior administration officials said the tactical use of nuclear weapons is being studied, not actively contemplated. "There is no one anxious to think about the employment of tactical nuclear weapons," a senior defense official said. "That's not what we are trying to do."

What the Pentagon is most focused on, the official said, is a method of "advanced conventional strike."

Inside the Pentagon, some officials suspect that the new doctrine may be acted upon sooner rather than later.

"I think the president is trying to get the American people ready for some kind of preemptive move" against Iraq, said a Pentagon consultant. He said it would not necessarily be against Iraqi weapons sites but might instead involve a seizure of Iraqi oil fields.

But a senior administration official dismissed the idea of a "bolt from the blue" attack on Iraq. "I want to caution that [the president] was not making an announcement about imminent action" in his West Point address, the official said. "Some people have quite frankly said, 'Oh, this must have been about Iraq.' He was not making an announcement about imminent action, but this was a doctrinal statement."

Rumsfeld may have captured this situation best when he declined to discuss preemption last week. Asked in an interview whether the U.S. government is contemplating preemptive moves against other nations' weapons of mass destruction, he replied: "Why would anyone answer that question if they were contemplating it?"

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Date: Wed, 19 Jun 2002 21:50:19 -0400

Subject: Re: UFOs follow 509th?

From: joel carpenter <imagery@covad.net>
To: NCP Team

Actual (seriously) unit patch from the 509th Bomb Wing used during flight testing of the B-2 Stealth Bombers that it now flies. It shows a Grey about to eat a B-2, superimposed over a radar scope, along with a knife and fork. The caption reads CLASSIFIED FLIGHT TEST/GUSTATUS SIMILIS PULLUS" ("Tastes like chicken")

I kid you not. This comes from a very reliable source.

Apparently the Roswell legend is well known in 509th lore.

I'm not exactly sure _what_ tastes like chicken, but there you have it.

Joel

Date: Wed, 19 Jun 2002 17:14:13 -0400
Subject: 509th
From: joel carpenter <imagery@covad.net>
To: Francis Ridge <slk@evansville.net>

Fran -

One little ironic thing about Whiteman is that it's the _current_ home of the 509th Bomb Wing of Roswell fame. :) It wasn't in 1957, but the 509th was stationed at Pease AFB, NH in the mid-60s while the nearby famous Exeter, NH case was going on. The UFOs seem to follow the 509th.

As far as I can tell it was just a B-47 base in 1957.

Joel

Date: Thu, 04 Jul 2002 17:58:15 -0700
From: "joel carpenter" <imagery@covad.net>

U.S. Air Force: Israel has 400 nukes, building naval force

SPECIAL TO WORLD TRIBUNE.COM
Thursday, July 4, 2002
A United States Air Force report asserts that Israel is building a nuclear naval force meant to respond to any nuclear strike by such countries as Iran or Iraq.

It is the first time a U.S. military institution has stated that Israel has produced a hydrogen bomb. The number of purported Israeli nuclear weapons cited in the report is double that of previous assessments.

The report, sponsored by the air force's Counterproliferation Center, asserts that the navy can deploy any of what it asserts is Israel's 400 atomic and hydrogen weapons, Middle East Newsline reported. The center is located in the Maxwell Air Force Base in Alabama.

In a report entitled "The Third Temple's Holy of Holies: Israel's Nuclear Weapons," U.S. Army Col. Warner Farr said Israel's nuclear arsenal has grown from an estimated 13 nuclear bombs in 1967 to 400 nuclear and thermonuclear weapons. Farr said Israel's navy could deploy nuclear weapons on the fleet of three German-built Dolphin-class diesel submarines.

"Israel will then have a second strike capability with nuclear cruise missiles, and this capability could well change the nuclear arms race in the Middle East," the report, which Farr said is based on unclassified sources, read. "Israeli rhetoric on the new submarines labels them 'national deterrent' assets."

The report said these nuclear missiles could have a range of 350 kilometers. Israel would try to base its nuclear naval force near Oman, with which Israel has informal relations, the September 1999 report, which was recently published by the center, said.

"The first basing options for the new second-strike force of nuclear missile capable submarines include Oman, an Arab nation with unofficial Israeli relations, located strategically near Iran," the report said.

The U.S. Air Force Counterproliferation Center was established in 1998. The center is meant to help prepare air force commanders counter the threat from weapons of mass destruction. The report did not deem Israel's purported nuclear arsenal as a direct threat to the United States.

The report said Israel's Defense Ministry has requested from the government of Prime Minister Ariel Sharon authorization for a retaliatory nuclear strike. Israel could also use Jordanian air space for a nuclear strike on Iran, which the report said could produce a nuclear warhead as early as 2004.

From: "joel carpenter" <imagery@covad.net>
To: "Francis Ridge" <slk@evansville.net>

Subject: DOD ANNOUNCES MERGER OF U.S. SPACE AND STRATEGIC COMMANDS

Date: Wed, 26 Jun 2002 20:18:43 -0400

NEWS RELEASE from the United States Department of Defense

No. 331-02
(703)697-5131(media)
IMMEDIATE RELEASE
June 26, 2002
(703)428-0711(public/industry)

DOD ANNOUNCES MERGER OF U.S. SPACE AND STRATEGIC COMMANDS

As part of the ongoing initiative to transform the U.S. military into a 21st century fighting force, Secretary of Defense Donald H. Rumsfeld today announced the intention to merge two unified commands whose missions include control of America's nuclear forces, military space operations, computer network operations, strategic warning and global planning. The intended merger of U.S. Space Command (SpaceCom) and U.S. Strategic Command (StratCom) will improve combat effectiveness and speed up information collection and assessment needed for strategic decision-making.

"The missions of SpaceCom and StratCom have evolved to the point where merging the two into a single entity will eliminate redundancies in the command structure and streamline the decisionmaking process," said Rumsfeld.

U.S. Strategic Command, located at Offutt Air Force Base in Neb., is the command and control center for U.S. nuclear forces. U.S. Space Command in Colorado Springs, Colo., commands military space operations, information operations, computer network operations and space campaign planning. Both commands are charged with countering the proliferation of weapons of mass destruction.

"StratCom and SpaceCom have successfully provided the capabilities to meet the nation's defense needs for many years," said Rumsfeld. "The merged command will be responsible for both early warning of and defense against missile attack as well as long-range conventional attacks."

The intended merger is scheduled to take place in October 2002, and the preferred location for the command headquarters is Offutt Air Force Base, Neb.

Web version: http://www.defenselink.mil/news/Jun2002/b06262002_bt331-02.html
-- News Releases: http://www.defenselink.mil/news/releases.html
-- DoD News: http://www.defenselink.mil/news/dodnews.html

Sunday, 23 June 2002 22:41:22 -0400
From: "joel carpenter" <imagery@covad.net>
To: NCP
Subject: 1953 Greenland cases

Updated 20170124

I'd like to read this into the record - an amazing collection of mystery aircraft reports mixed with UFO reports from Greenland, from official AF unit records for 1953. Note that even some of the airplanes reported are doing things that airplanes couldn't do. And the reports that sound most like UFOs are said by natives to have begun around the time the US air base was constructed. From a page at

http://www.homestead.com/argumentsandfacts/files/Archives.htm#_Hlk470270707 ER GREENLAND (1953)

[Note: This was at the beginning of American "bomber gap" concerns, and also at the height of the UFO craze. There was near certainty that Soviet aircraft were overflying North America. The DEW line defense line was being formulated, and the Ground Observer Corps had been established in the States. At this time, CIRVIS (suspicious activities) reporting was being solicited of all travelers in the Arctic. Some of the reports here are obviously uncorrelated Allied aircraft, whereas others are quite puzzling, and the flying light bulbs leave one truly amazed…) See the text version of the bad link below, *, all of which is worth a look.

Joel Carpenter

(Fran Ridge: The link above no longer works, but I found several documents on UFO activity at Greenland that year in the microfilms. Take a look at these, then skim down to the text file Joel thoughtfully provided before the site went down. It starts out with a Jan 22, 1953 incident not mentioned in the report. NARA-PBB85-812, 860, NARA-PBB1-97, NARA-PBB85-905, NARA-PBB1-99, 106, NARA-PBB86-382. 1953_Greenland.pdf

TEXT VERSION OF LINK CONTENT

REPORT FROM SONDRESTROM AB OF UNIDENTIFIED FLYING OBJECTS OVER GREENLAND (1953)

[Note: This was at the beginning of American "bomber gap" concerns, and also at the height of the UFO craze. There was near certainty that Soviet aircraft were overflying North America. The DEW line defense line was being formulated, and the Ground Observer Corps had been established in the States. At this time, CIRVIS (suspicious activities) reporting was being solicited of all travelers in the Arctic. Some of the reports here are obviously uncorrelated Allied aircraft, whereas others are quite puzzling, and the flying light bulbs leave one truly amazed.\

The first report of the year was information received from Grondal, Greenland, stating that an unidentified aircraft overflew Cape Tobin, 7024N 2158W on 5 January 1953. Two hours and five minutes later, aircraft overflew Aputiteq 6700N 3205W headed in a southerly direction. Aircraft was of the twin-engine type flying low in each instance. Negative information was our reply.

An unidentified aircraft overflew Angmagssalik, 6535N-3745W, on 24 Jan 53. Aircraft approached from the west and disappeared in an easterly direction.

On 26 February 53, Thule AB reported an unidentified GCA sighting. Negative reply was submitted.

A radio message received from Frobisher Bay, reported four vapor trails over Resolute on 1 Mar 53, direction north to south. Negative information was dispatched from this station.

Again on 1 Mar 53, contrails were sighted over Simiutak, Greenland.

Contrails were moving northwest to southeast. On 11 Mar 53, Sondrestrom AB, reported unidentified contrails which curved south, approximately 50 miles southwest of this base.

It was reported that on 27 Mar 53, by late information from Harmon AFB, that an unidentified object was cited by two civilians in a wooded area near Harmon. The men entered the woods to haul plywood. The area became light, and an object shaped like a light bulb, about six inches long, went past them and put out the lantern that they were carrying. No estimate of speed was given and the object disappeared over the mountains. The object came from a northwest direction. In the same area on 18 Apr 53, Mrs. Anthony Young, observed the same type of glow over her barn. An object described as above came into view and disappeared over the sea. Mrs. Young stated that objects have been observed many times since last fall but never before that time. All objects were noiseless and all traveled at a high rate of speed. No action was taken.

On 8 Apr 53, Sondrestrom reported sighting of an unidentified white light, by pilot and co-pilot of a MATS aircraft enroute from Goose AB to Sondrestrom AB, at 6600N-5330W, approximately 110 miles south of base. Received negative reply from other stations.

Reports received this station on 12 Apr 53, of an unidentified B-29 type aircraft two miles south of Torbay Airport, Newfoundland, at an altitude of 200 feet above the terrain. The Director of Intelligence, NEAC, evaluated this sighting to be an uncorrelated friendly aircraft.

A jet aircraft was sighted by Capt. R.L. Emberry, pilot, and 1st Lt. J.R. Morin, radar observer, F-94 aircraft of the 59th Fighter Interceptor Squadron, approximately 10 miles south of Goose AB, Labrador, on 2 May 53. The aircraft was approximately 10,000 feet below F-94 which was flying at 24,000 feet. Both aircraft climbed to 40,000 feet. The unidentified aircraft continued to climb until out of sight with a speed well in excess of F-94. The pilot declared aircraft was similar to F-94 with afterburner but further stated it was unlike any USAF aircraft. Negative report from this headquarters.

Another report of sighting from Angmagssalik, Greenland, on 2 May 53, if unidentified aircraft was observed from the ground by observers of unknown experience, flying from northwest to southeast at a very high altitude. NEAC evaluates aircraft as friendly. Check of flight plans showed USAF, C-54, number 2689, was over this area at approximate time of sighting.

On 4 May 53, an unidentified flying object was visually sighted by a Canadian National female civilian (at Goose Bay). The object was reflected in the beam of a rotating beacon. This object was travelling south at low altitude and high speed and was the color of light metal, with a shape of a football. It made noise similar to pieces of tin striking each other. The object disappeared in low stratus over the base. NEAC evaluated this as an unidentified object.

Information received this headquarters from Narssarssuaq AB, stated that an unidentified aircraft was sighted through an overcast over Aputiteq, Greenland, on 9 May 53. The aircraft was flying southwest with no identifying markings visible. The Commander of Iceland Defense Force states Iceland Defense Force PBY was in this area and is of the opinion that subject PBY was aircraft sighted at Aputiteq, Greenland.

A report of an unidentified airborne sighting by airborne radar 39 miles NW of Goose AB, Labrador, on 13 May 53. This sighting was made by Lt. D.C. Rogers, pilot, and Lt. J.A. Lane, radar observer who attempted interception but the object was lost before visual contact could be made. Radar presentation was that of a multi-engine aircraft. No information from this
station.

On 21 May 53, RCAF airways at Resolute Bay reported that an unidentified aircraft flew over Resolute site at approximately 400 feet altitude in a north to south direction. Due to the low ceiling, the aircraft was not visually sighted. Resolute states that the aircraft must have let down on Resolute beacon to make a low fly path. Negative reply was given from this station pertaining to this sighting. NEAC evaluates this incident as a possible Soviet aerial reconnaissance mission.

The aircraft that overflew Pond Inlet, 7242N-7813W, heading NW at a high altitude and was heard through an overcast, and first believed to be RCAF Lancaster, VC-212, temporarily based at Frobisher on photo reconnaissance missions, is erroneous. Message from Thule AB, Greenland, indicated the unidentified aircraft can be correlated with MATS C-124, which departed Thule AB at 23/0811Z May 53, enroute to McChord via Churchill.

Possible correlation of aircraft sighted over Port Harrison on 29 May 53, is believed to be RCAF Lancaster that departed Rockcliffe. Another report of twin-engine single tail aircraft was reported over Whale River Area, 5120N-7800W, on the 30th of May 53. A preliminary evaluation from Headquarters, Northeast Air Command, stated same aircraft as Lancaster over Port Harrison.

Approximately 25 single blips unidentified flying objects, was sighted by GCA screen radar in the vicinity of Goose Air Base, during the period 0334Z to 0600Z on the 11th of June 1953. Blips represented aircraft with speed of 30-100 knots. Altitudes were unidentifiable. No specific pattern was indicated in.[unreadable]

An unidentified object was sighted 12 June 53, in the vicinity of Goose Air Base, by fighter pilot W.C. Nicholas, on combat patrol. Object appeared to be jet aircraft with afterburner. Object appeared to put on speed and climb through overcast. The pilot followed and saw object through clouds but could not follow because of low fuel.

On 20 June 53, an aircraft was heard but not sighted above clouds over Mint Julep project. The aircraft was identified as friendly by report from AACS, saying that a SAC aircraft was in that area. Again on 22 June 53, Mint Julep reported that an unidentified contrail was sighted over the cap site at an altitude of approximately 25,000 feet, flying northward at a very high rate of speed. SC-47 at Sondrestrom was dispatched to check for possible identification but was unable to procure additional information. A negative report was received from other stations.

An object collided with and disintegrated a weather balloon at 18,000 feet over Simiutak, Greenland, on 24 June 53. This object was observed through a theodolite by A/2C Richard Hill, weather observer, with three and one half years experience. Object was travelling in southeast to northwest direction at varied speeds. Object described as red, rotating in a circular motion with shape as either delta or circular. Object hovered after collision, rotating in a circular motion for 15 seconds, then rapidly departed into the wind, direction, 300 degrees. Observers stated object was three times the size of the weather balloon. Negative information reported from this station.

An unidentified aircraft was observed over Tingmiarmiut, Greenland, 6230N-4206W, by **** settlement for approximately ten minutes on 28 June 53. The aircraft disappeared in a westerly direction at an estimated altitude of 9,000 feet. This station had no information of aircraft in that area.

ENDREP

From: "joel carpenter" <imagery@covad.net>
To: "Francis Ridge" <slk@evansville.net>

Subject: Re: UFOs & Alert Scare, April 1952

Date: Fri, 28 Jun 2002 09:05:37 -0400

By the spring of 1952, Air Defense Command was in a near-frenzied state over the potential of a Soviet sneak attack. Its eyes and ears, the Lashup radar network and the GOC, had proven discouragingly unreliable, and, lacking credible intelligence on Soviet capabilities and intentions, it had no real basis for assessing the nature of the threat. As one air defense expert pointed out in a speech at the Air War College on April 1, attacking Soviet bombers "might come in at a high altitude or low altitude. They might come in many different ways as far as whether they exploit saturation tactics or try to sneak through the defenses or so on. And since we don't know anything really about their doctrine of strategic air, we have a tremendous gamut of possibilities to worry about ... we always have to look at the worst possibility."

Little more than two weeks later, the worst possibility seemed to have come true.

On April 16, Air Force Intelligence warned Col Burgess, at ADC Headquarters, Ent AFB, that a classified source (possibly an electronic intercept) had provided an "indication" of ominous Soviet military activity. Burgess directed his staff to be ready for anything out of the ordinary. Around 10:30 PM Colorado time, observers at a remote US installation on Nunivak Island in the Bering Sea spotted what looked like four vapor trails heading east-southeast toward the continental US. They reported the sighting to their control center at Elmendorf AFB, near Anchorage, which relayed the information to McChord AFB in Tacoma. McChord, in turn, transmitted the warning to Hamilton AFB, in California, which finally passed it to ADC Headquarters just after midnight local time. Burgess immediately contacted the Royal Canadian Air Force, notified the various ADC subdivisions, and ordered perimeter radar stations to take extreme precautions. When Ent attempted to call Elmendorf for confirmation, the line went dead, leaving Headquarters in a state of frustrated anger. Around 2:30, the Ent Combat Operations Center woke General Frederick H. Smith, Vice Commander of ADC, and informed him that they had "something hot." Smith rushed back to take charge. He was reluctant to call an alert, which would activate the entire network of fighters and antiaircraft artillery, on such slim evidence. As he and his officers debated the problem, an aide came running up with an urgent notice from Eastern Air Defense Forces: radar at Presque Isle, Maine, had reported five incoming Unknowns. It was a haunting replay of the December 6, 1950 scare. With the simultaneous appearance of two waves of unidentified targets, there was no alternative. At 3:10 AM, Smith ordered America's first nationwide Air Defense Readiness alert.

Within seconds, the Air Force began winding up toward warfighting capability. ADC commander General Benjamin Chidlaw raced back to Ent to assume command. General LeMay was notified by hotline of the alert, and his Strategic Air Command prepared for an order to launch its bombers. The Pentagon, and probably the White House, were informed. Regional ADC centers called in personnel. Interceptor crews raced to their aircraft as backup

fighters were brought up to ready status. Tactical Air Command and reserve units prepared to turn over their fighters to ADC control. The Ent COC was a bedlam of chattering teletypes and ringing telephones as bases all over the country reported in. Within thirty minutes, Army antiaircraft artillery sites were ordered to man their weapons and mobile guns began preparing to move out. Interceptors screamed toward the Unknowns in the east.

Somewhere over Maine, the fighters closed in on three of the Unknowns. One by one, as the objects loomed out of the darkness, the interceptor pilots were able to discern that they were conventional aircraft -- in fact, they were ordinary airliners. As the situation clarified, Eastern Air Defense Force determined that the airliners -- a Pan Am ship, a British flight, and an Air France plane -- had gone off course or off schedule for one reason or another and had routinely reported their deviations to Canadian air traffic control centers. But the deviation reports had never been passed on to Presque Isle. The stray airliners, unregistered on the US radar center's logs, became potentially hostile Unidentified Flying Objects. Just before 6:00 AM, Chidlaw rescinded the alert.

The Air Staff in the Pentagon was highly critical of the action, charging that ADC had "panicked" and overreacted. "Tell 'em if the situation occurs again I'll do the same thing," Chidlaw said as he stalked back to bed. Later, he told General Vandenberg that he hoped the April 17 alert had made "more of our top Air Force people ... aware of the very thin margin of evidence on which we too frequently must base our decisions." Newspaper accounts of the Alaska contrail sighting made it into Flying Saucer Review and on into popular UFO literature as saucer reports, without, of course, any description of the ADC alert.

Air Defense Command was desperate. Its confidence in the ability of its fighters to defeat a Soviet attack was at an all-time low. There was a growing concern about a strange aspect of the realities of Soviet tactics: because of the limited range of Soviet Tu-4 bombers -- near-identical copies of the B-29 -- any Soviet attackers would of necessity be unable to return to their homeland after making their bombing runs (midair refueling had yet to be widely employed). If a Soviet surprise attack came, American defenses would therefore be confronted by suicidally determined foes.

On April 23, ADC urgently requested that the Air Force archives at Maxwell AFB, Alabama locate "all material extant" on Japanese and German attempts to destroy bombers by ramming them with fighters. Its Operations and Training Directorate Fighter-Interceptor Division considered the ramming study a "red-hot major project," but planned to "release validated information to the Defense Forces in a discreet manner so as not to adversely affect the morale of combat personnel or leave the ADC open to criticism by civilian agencies." Studies began on the possibility of actually smashing F-94s into B-29s (presumably unmanned drones) to test the effects of the potentially suicidal tactic.

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Alphabetical List and Histories of All Nuclear SAC Bases by State or Country

SAC was established on March 21, 1946 as one of three commands of the US Army Air Forces. Initially under General George Kenny at Bolling Field, Washington, D.C., SAC headquarters settled at Offutt AFB near Omaha, Nebraska under the command of General Curtis LeMay In October of 1948. The new separate Air Force was born September 18, 1947. Part of the SAC Mission certainly was to provide “long range offensive operations in any part of the world” in the form of a nuclear reach as a deterrent to future aggression.

The Alphabetical Review is a list of bases, air stations, and airports that the United States Air Force has occupied since 1947. Many bases have had name changes, so each separate name has been listed.

AB - Air Base, AS - Air Station, AFB - Air Force Base, AFS – Air Force Station, (M/I)AP - (Municipal/International) Airport, RAF - Royal Air Force Station/Base

AL Alabama
Anniston AFB, AL
Birmingham MAP, AL
Brookley AFB, AL
Dannelly Field, AL
Gunter AFB, AL
Maxwell AFB, AL

AK Alaska
Amchitka AFB, AK
Big Delta AFB, AK
Eielson AFB, AK
Elmendorf AFB, AK
Galena Airport, AK
King Salmon Airport, AK
Kulis ANGB, AK
Shemya AFB, AK

AZ Arizona
Davis-Monthan AFB, AZ
Luke AFB, AZ
Gila Bend AFAF, AZ
Sky Harbor IAP, AZ
Tucson IAP, AZ
Williams AFB, AZ

AR Arkansas
Blytheville AFB, AR (Closed 1992)
Eaker AFB, AR
Fort Smith MAP, AR

Little Rock AFB, AR

CA California
Beale AFB, CA
Castle AFB, CA
Edwards AFB, CA
Fairfield-Suisun AFB, CA
George AFB, CA
Los Angeles AFB, CA
March AFB, CA
Mather AFB, CA (Closed 1993)
McClellan AFB, CA
Moffett Federal Airfield, CA
Norton AFB, CA
Onizuka AFS, CA
Travis AFB, CA
Vandenberg AFB, CA

CO Colorado
Air Force Academy - Colorado Springs, Colorado
Air Force Accounting & Finance Center - Denver, Colorado
Buckley ANGB, CO
Cheyenne Mountain AFS, CO
Falcon AFB, CO
Lowry AFB, CO
Peterson AFB, CO
US Air Force Academy, CO

CT Connecticut
Bradley ANGB, CT

DE Delaware
Dover AFB, DE
New Castle County Airport, DE

FL Florida
Avon Park AFB, FL
Buckingham AFB, FL
Cape Canaveral AFS, FL
Duke Field, FL
Eglin AFB, FL
Homestead AFB, FL (Closed 1992)
Hurlburt Field, FL
Jacksonville IAP, FL
MacDill AFB, FL
McCoy AFB, FL (Closed 1974)
Patrick AFB, FL
Tyndall AFB, FL

GA Georgia
Chandler Field, GA
Dobbins AFB, GA
Hunter AFB, GA
Marietta AFB, GA

Moody AFB, GA
Robins AFB, GA
Savannah IAP, GA
Turner AFB, GA (Closed 1967)

HI Hawaii
Barking Sands AFB, HI
Bellows AFB, HI
Bonham AFB, HI
Hickam AFB, HI
Wheeler AFB, HI

ID Idaho
Mountain Home AFB, ID

IL Illinois
Capital Airport, IL
Chanute AFB, IL
O'Hare Air Reserve Forces Facility, IL
Greater Peoria Airport, IL
Scott AFB, IL

IN Indiana
Atterbury AFB, IN
Bakalar AFB, IN
Benjamin Harrison AFB, IN
Bunker Hill AFB, IN
Fort Wayne, IN
Grissom AFB, IN
Hulman Regional Airport, IN

IA Iowa
Des Moines MAP, IA
Sioux Gateway Airport, IA

KS Kansas
Forbes AFB, KS
McConnell AFB, KS
Smokey Hill AFB, KS
Topeka AFB, KS

KY Kentucky
Standiford Field, KY

LA Louisiana
Alexandria AFB, LA
Barksdale AFB, LA
Chennault AFB, LA
England AFB, LA
Lake Charles AFB, LA
NAS New Orleans, LA

ME Maine
Bangor ANGB, ME
Dow AFB, ME (Closed 1968)

Limestone AFB, ME
Loring AFB, ME (Closed 1994)
Presque Isle AFB, ME

MD Maryland
Andrews AFB, MD
Glenn L. Martin State Airport, MD

MA Massachusetts
Barnes MAP, MA
Cape Cod AFS, MA
Hanscom AFB, MA
Otis AFB, MA
Westover AFB, MA

MI Michigan
William K. Kellogg Airport, MI
Kincheloe AFB, MI (Closed 1977)
K.I. Sawyer AFB, MI (Closed 1995)
Phelps Collins ANGB, MI
Selfridge AFB, MI
Oscoda AFB, Michigan (Renamed Wurtsmith AFB in 1953)
Wurtsmith AFB, MI (Closed 1993)

MN Minnesota
Duluth IAP, MN
Minneapolis-St. Paul IAP, MN

MS Mississippi
Columbus AFB, MS
Gulfport-Biloxi Regional Airport, MS
Keesler AFB, MS
Key Field, MS
Allen C. Thompson Field, MS

MO Missouri
Aeronautical Chart & Information Center - St. Louis, Missouri
Lambert Field, MO
Richards-Gebaur AFB, MO
Rosecrans Memorial Airport, MO
Whiteman AFB, MO

MT Montana
Glasgow AFB, MT
Great Falls IAP, MT
Malmstrom AFB, MT

NE Nebraska
Kearney AFB, NE
Lincoln MAP, NE
Offutt AFB, NE

NV Nevada
Indian Springs AFAF, NV
May ANGB, NV
Nellis AFB, NV
Tonopah Test Range Airfield, NV

NH New Hampshire
Grenier AFB, NH
New Boston AFS, NH
Pease AFB, NH
Portsmouth AFB, NH

NJ New Jersey
Atlantic City IAP, NJ
McGuire AFB, NJ

NM New Mexico
Clovis AFB, NM (Renamed Cannon AFB)
Cannon AFB, NM
Holloman AFB, NM
Kirtland AFB, NM
Walker AFB, NM (Closed 1967)

NY New York
Floyd Bennett Field, NY
Griffiss AFB, NY (Closed 1995)
Hancock Field, NY
Mitchel Field, NY
Niagara Falls IAP, NY
Plattsburgh AFB, NY
Schenectady County Airport, NY
Stewart ANGB, NY
Suffolk County AFB, NY

NC North Carolina
Charlotte/Douglas IAP, NC
Morris Field, NC
Pope AFB, NC
Seymour Johnson AFB, NC

ND North Dakota
Cavalier AFS, ND
Grand Forks AFB, ND
Hector Field, ND
Minot AFB, ND

OH Ohio
Clinton County AFB, OH
Lockbourne AFB, OH
Mansfield Lahm Airport, OH
Newark AFB, OH
Rickenbacker AFB, OH
Springfield-Beckley MAP, OH
Toledo Express Airport, OH

Wright-Patterson AFB, OH
Youngstown MAP, OH

OK Oklahoma
Altus AFB, OK
Ardmore AFB, OK
Clinton Sherman AFB, OK (Closed 1970)
Tinker AFB, OK
Tulsa IAP, OK
Vance AFB, OK
Will Rogers World Airport, OK

OR Oregon
Kingsley Field, OR
Portland IAP, OR

PA Pennsylvania
Harrisburg IAP, PA
Greater Pittsburgh IAP, PA
Willow Grove Air Reserve Forces Facility, PA

RI Rhode Island
Quonset Point State Airport, RI

SC South Carolina
Charleston AFB, SC
Donaldson AFB, SC
McEntire ANGB, SC
Myrtle Beach AFB, SC
Shaw AFB, SC

SD South Dakota
Ellsworth AFB, SD
Joe Foss Field, SD
Rapid City AFB, SD

TN Tennessee
Arnold AFB, TN
McGhee Tyson ANGB, TN
Memphis IAP, TN
Nashville Metropolitan Airport, TN
Sewart AFB, TN

TX Texas
Amarillo AFB, TX
Bergstrom AFB, TX (Closed 1993)
Big Spring AFB, TX
Biggs AFB, TX
Brooks AFB, TX
Bryan AFB, TX
Carswell AFB, TX
NAS Dallas, TX
Dyess AFB, TX

Eldorado AFS, TX
Ellington AFB, TX
Goodfellow AFB, TX
Hondo MAP, TX
Kelly AFB, TX
Lackland AFB, TX
Laughlin AFB, TX
Randolph AFB, TX
Reese AFB, TX
Sheppard AFB, TX

UT Utah
Hill AFB, UT
Salt Lake City IAP, UT

VA Virginia
Byrd IAP, VA
Langley AFB, VA

Vt Vermont
Burlington IAP, VT

WA Washington
Fairchild AFB, WA
Larson AFB, WA
McChord AFB, WA
Moses Lake AFB, WA

WV West Virginia
Shepherd Field, WV
Yeager Airport, WV

WI Wisconsin
General Mitchell IAP, WI
Truax Field, WI
Volk Field, WI

WY Wyoming
Cheyenne MAP, Wyoming
Francis E. Warren AFB, WY

DC District of Columbia
Bolling AFB, District of Columbia

Ramey AFB, PR (Closed 1971)

CANADA
AB Alberta
BC British Columbia
MB Manitoba
NB New Brunswick
NF Newfoundland
NS Nova Scotia
ON Ontario
QC Quebec
SK Saskatchewan
YK Yukon

Woomera AS, Australia

Lajes Field, Azores

Iraklion AB, Crete

Bordeaux-Mérignac AB, France
Chaumont AB, France
Dreux AB, France
Etain AB, France
Laon AB, France
Phalsbourg AB, France
Rouvres AB, France
Toul-Rosières AB, France

Bitburg AB, Germany
Fürstenfeldbruck AB, Germany
Hahn AB, Germany
Landstuhl AB, Germany
Lindsey AB, Germany
Neubiberg AB, Germany
Ramstein AB, Germany
Rhein Main AB, Germany
Sembach AB, Germany
Spangdahlem AB, Germany
Stuttgart/Echterdingen Airport, Germany
Tempelhof Central Airport AS, Germany
Zweibrücken AB, Germany

Sondestrom AB, Greenland
Thule AB, Greenland

Andersen AFB, Guam
Northwest Guam AFB, Guam

NAS Keflavik, Iceland

Aviano AB, Italy
San Vito del Normanni AB, Italy

Itazuke AB, Japan
Johnson AB, Japan
Komaki AB, Japan
Misawa AB, Japan
Yokota AB, Japan

Soesterberg AB, the Netherlands

Kadena AB, Okinawa
Naha AB, Okinawa

Albrook AFS/AFB, Panama
Howard AFB, Panama

Clark AB, Republic of the Philippines

Muniz ANGB, Puerto Rico

Kunsan AB, Republic of Korea
Osan AB, Republic of Korea

Decimomannu AB, Sardina

Torrejon AB, Spain
Zaragoza AB, Spain (US operations ended 1991)

Nakhon Phanom RTAFB, Thailand

Cam Ranh Bay AB, South Vietnam
Da Nang AB, South Vietnam
Nha Trang AB, South Vietnam
Phan Rang AB, South Vietnam
Phu Cat AB, South Vietnam
Tuy Hoa AB, South Vietnam

Ankara AS, Turkey
Incirlik AB, Turkey
Izmir AS, Turkey

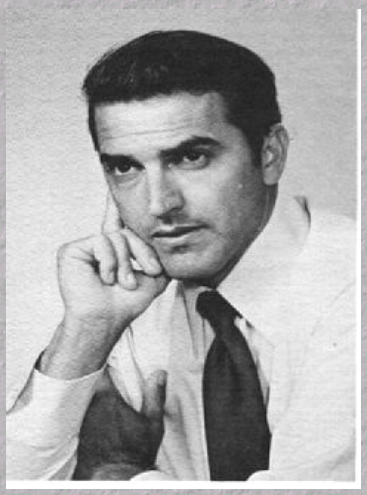
RAF Alconbury, UK
RAF Bentwaters, UK
RAF Chicksands, UK
RAF Fairford, UK
RAF Goester, UK
RAF Greenham Common, UK
High Wycombe AS, UK
RAF Kemble, UK
RAF Lakenheath, UK
RAF Little Risington
RAF Manston, UK
RAF Mildenhall, UK
RAF Sculthorpe, UK

RAF Upper Heyford, UK
RAF Woodbridge

Nuclear Connection Project

NCP Papers

NCP-01: Some Early Patterns



Loren Gross

The Winter of 1948-49 was much more important to the UFO mystery than most students of UFO history realize. Although there are many gaps to our story, it is hoped that some discussion of certain salient points will aid in the understanding of the more detailed text. Also, this is an opportunity to include some new information and speculation. We will address three questions:

1.) Why did strange aerial lights appear over the U.S. Southwest in the Winter of 1948-49?

2.) Why was President Truman worried about the Russians and what did this worry have to do with the UFO riddle?

3.) Why did project SIGN become project GRUDGE?

Question #1: Why the aerial lights?

--The two-week flap of the summer of 47 was described by skeptics as a psychological phenomenon that suddenly appeared and them ran its course.

--On the other hand, persons like Donald Keyhoe, a believer in visitors from space, interpreted the same 47 flap as a nation-wide reconnaissance.

Whichever explanation one chooses, one has to explain the pattern of reports that took place for the next 2½ years. The skeptics would have to be puzzled by the persistence of sporadic reports, and the "believers" would have be wondering what the visitors were going to do. No striking pattern to UFO activity was evident with one exception --some marked activity in the U.S. southwest in late 1948 on through 1949. What was so special about that area?

After World War II President Truman was determined to use the atomic bomb to safeguard the nation and to strengthen the hand of American negotiators during that turbulent period. On December 31,1946, Truman authorized the establishment of the Atomic Energy Commission to manage the nuclear weapons program. Several months later the AEC submitted a status report to the Chief Executive on what the group found after assuming control. Truman was shocked by what the commission discovered. The test explosions of nuclear devices at Bikini the previous summer had been a show for "strategic purposes" and the advanced bombs meant for warfare remained untested and were not even assembled. What's more, the number of bombs was trifling. Nuclear bombs were put together by highly skilled civilians and most had scattered after the war, leaving low paying government service for lucrative positions with private industry. Military personnel were urgently needed to do the bomb assembly, and these people had to be trained and the bombs simplified so it would not take a Ph.D. to do the job. Also, another headache was serious questions about the supply of raw uranium. A drastic increase in the amount of the material was needed to built a realistic bomb stockpile. It seems that the vast majority of raw uranium came from mines in the Elisabethville District of the Belgian Congo in Africa (note: UFO sighting reports in March, 1952) and production was shared with Great Britain on a SO/SO basis by treaty. The arrangement was clearly inadequate in view of American plans so late in 1947 discussions were begun with London with the aim of making the treaty more advantageous. By January 1948 talks resulted in the U.S. getting all of the uranium from the Congo for the next two years, 1948-49, plus an option on uncommitted ore that had already been shipped to Britain. This generous settlement was achieved by allowing British scientists access to a number of nuclear secrets.

Sandia National Laboratories in New Mexico, which provided the engineering expertise for the Los Alamos theorists, geared up to build bombs in earnest as the people, designs, and raw material became available. The Joint Chiefs of Staff ordered that 400 bombs be built by 1951. After becoming a true bomb factory, Sandia shipped assembled bombs to Fort Hood, Texas, where there was a secure storage site guarded by the 12th Armored Infantry Battalion under the command of the Fourth Army.

Due to the difficulties previously mentioned, it wasn't until the spring of 1949 that the U.S. manufactured enough bombs to have a "stockpile." It is suggested that the "green fireballs" that appeared over Sandia in late 1948 bear a direct relationship to a sudden ramp-up of American nuclear weapon production. Also, later, in March,1949, when strange "flares" appeared around the "Q" area at Fort Hood, it is suggested that this interest by the UFOs was triggered by the recent arrival of the first shipment of atomic bombs which was stored as America's first nuclear bomb stockpile.

Question #2: Why worry about the Russians?

To explore this question there is some references to the year 1948. Page numbers given refer to pages in the booklet: UFOs A History: 1948.

Trouble with the Russians

The last thing President Truman wanted in the year 1948 was any kind of showdown with Russia. Did the Russians have any inkling the Americans were bluffing about having a nuclear deterrent?

In Europe, the critical part of the world, there was political turmoil, economic chaos, and disruptive masses of displaced persons. The battle- tested divisions of the Kremlin were poised in mid Europe and Moscow's propaganda machine was in high gear. The Communists were pushing hard and their agents were everywhere. Hungary, Poland, and

Czechoslovakia, yielded to the pressure. Even a country not occupied by the Red Army, Finland, gave in after being "invited" to sign a "pact of friendship," a document that crippled its independence. Winston Churchill, surveying the dismal scene, remarked: "Only the bomb keeps the Russians back."

In January 1948, as previously mentioned, an all-out effort to create an American nuclear bomb stockpile was underway.

In this same month U.S. Air Force Intelligence learned of some sightings of mysterious missiles with "green tails" over Scandinavia, reportedly coming from Russian-occupied Peenemunde on the north German Baltic coast. (Remember this mention of the color green) U.S. Air Force Intelligence felt that the sightings signaled: ".. a revival of another series of alleged flying phenomena." (See pp. 5-6) The reference here was to the Swedish "ghost rockets" of 1946-47 some believed were Russian flying bombs but were never proved to be a Moscow device.

The future of Europe hinged on Germany and the focus of the East-West struggle was Germany's capital, the city of Berlin. The city was under joint occupation of the four war-time allies, France, Britain, Russia, and the United States. The country of Germany was itself divided in zones, each occupied by one of the aforementioned powers. The rub was that Berlin was deep inside the Russian zone and thus at the mercy of Moscow.

The end of March, 1948, the Russian authorities progressively became less tractable in their relationship over the occupation of the German capital. The Communists began to harass traffic and personnel moving through their zone going to great lengths to inspect freight and personal baggage on its way to Berlin. Anyone who complained was turned back.

April 5, 1948, some UFOs exhibiting violent maneuvers appeared very high above Holloman AFB, New Mexico. It was an impressive case and received a lot of attention by Air Force Intelligence. (See pp. 24-27)

Lt. Col. James Beam and civilian advisor Alfred Loedding, made a special visit to the home of saucer photographer William Rhodes in early April because the military had a high opinion of the man's pictures taken back in the Summer of 1947. Questioning the fellow, Beam and Loedding learned something new. Rhodes claimed he saw a "vent" across the trailing edge of the horseshoe-shaped object. This detail helped the theory that the Air Force was dealing with a kind of conventional aircraft. (See p. 24)

This same month highway, rail, and river traffic to Berlin was choked off by Russian authorities because of what they called "technical difficulties." Only the air lanes remained open.

A U.S. military Intelligence agent reported from Moscow on June 10th that the Soviet Central Party Committee was conducting a "secret study of American flying saucer and Swedish ghost rocket reports." (See p. 107)

By June 25th the city of Berlin was effectively blockaded putting the Western powers in a precarious position. Truman had to acknowledge the unpleasant fact that if the U.S. desired to stay in the city it had to show the firm resolve to do so, but that meant a risk of war. The President sent General Clay to Europe to size up the situation and when the General returned on July 22nd and reported to Truman and the National Security Council, he said that if Berlin was abandoned it would be a calamity for American security. After conferring about the matter, the President and the NSC authorized a massive airlift to supply Berlin, but did so over the objections of Air Force General Hoyt Vandenberg who pointed out that if war did break out most of the allied and American air transport, vital to Western defense,

would be in an exposed position and would be caught and destroyed.

Two days after the important airlift decision, the Chiles-Whitted "sky monster" UFO encounter rocked Air Force Intelligence. Many at project SIGN were convinced by this case that UFOs were real machines. (See pp.34-45) The main question then was: "whose machine?"

To ease tensions, Truman sent representatives to Moscow on August 2nd to have face-to-face talks with Molotov and Stalin about Berlin.

On August 3rd a Western military agent reported seeing a strange cigar-like UFO flying over Moscow. (See p.48)

On August 5th a top secret "Estimate of the Situation" by project SIGN was circulated in Air Force Intelligence and rejected by Air Force Chief of Staff Hoyt Vandenberg. The "Estimate" suggested that the UFOs were interplanetary visitors. Unknown to researchers of UFO history was the General's opinion of the Russian secret weapon theory. (See p.50)

During the summer of 1948 the Air Force's "Nuclear Energy for the Propulsion of Aircraft Project" (NEAP) came under review. Some 45 engineers, metallurgists, aeronautics specialists, and physicists, gathered at Lexington, Massachusetts, for a secret brainstorming session. Some of the experts wanted to terminate the project as being impractical but the U.S. Air Force pushed for a continuation and won a narrow vote. Months later, a military engineer, who had an interest in the success of the NEAP project, played a role in the UFO story in early 1949 by generating rumors that the Russians were experimenting with atomic-powered craft.

The same day General Vandenberg rejected the "Estimate," August 5th, a routine UFO report from Columbia, South Carolina, carried the following official remark on the military paperwork: "... in the interest of national defense, all publicity surrounding this investigation is to be stringently avoided." (See p.51)

In the transcript of the February 16, 1949, fireball conference (detailed in this booklet) Dr. La Paz, civilian meteor expert, confirms that it was he that helped investigate the Four Corners meteor fall back on October 30, 1947. He states that within hours of the fall he and a government search team arrived in the Four Corners region and tried to locate the object. Exhaustive ground searches were conducted. According to Dr. La Paz this was the first time he: "... detected a bit of interest on the part of the military (in meteor falls)." The team found nothing so they went back time and again. Apparently it was La Paz and this search team that visited the C. Weafer's homestead on the Navajo Reservation in August, 1948 (See p.107 of the booklet: UFOs A History: 1948) and made careful transit measurements. Mr. Weafer claims that the scientists and military men on the team were agreed that the object that fell was not a meteor but a:".. .guided object, probably from the military establishment of a foreign power." (Again see p.107)

The ninth of September the National Security Council, chaired by Truman, was informed that the Berlin airlift was succeeding but that negotiations with the Russians were failing. Tension reached a new high level. Communist- led riots rocked the western sectors of Berlin and the Russian Air Force announced that its jet fighters would be conducting "air exercises" in the same air lanes used by the Berlin airlift transports. In the days following there were a number of close encounters between the transports and the jets. Some people in the U.S. urged Truman to break diplomatic relations with the Russians but the President felt that the only alternative to negotiations was war.

October 1st the impressive George Gorman UFO case took place. Gorman's plane was

checked for radiation that might have come from the UFO. Gorman's commanding officer talked too freely to the press and was threatened with court- martial. (See p.52)

That Fall, in another example of being security conscious, the U.S. Air Force's Office of Special Investigations (OSI), consulted the "Harper-Knowles" file, a civilian subversive list, during the investigation of a San Francisco, California, UFO case. (See p. 52)

A second report by General Clay to Truman and the NSC on October 22nd was more hopeful than his first. The Berlin airlift continued to be successful and the German people were closing ranks behind the Western powers. The struggle over the city had become one of endurance.

Two days after General Clay's report, a strange green fireball was visible for 75 minutes in the sky over Phoenix, Arizona. Air Force Intelligence was convinced the phenomenon was not a meteor due to the time factor. (See p.68)

Another secret activity at this time was the use of the big 100-foot Skyhook balloons by the Americans to spy on the Russians. The balloons were suppose to drift over Russia and snap pictures of areas unreachable by any other means. A UFO report in Air Force files dated November 3, 1948, states that a long, plastic-like "intestine" was seen floating high over the U.S. East Coast, clearly a Skyhook not yet fully inflated. A notation on the report said the report was "secret" and suggested that the message be destroyed. One is tempted to ask: "If the Americans were doing secret aerial reconnaissance, why not the Russians?" (See p.69)

And then, on December 5th, a number of strange green fireballs flashed over New Mexico. In the days following more of the fireballs were seen. Air Force OSI agents questioned CAA officials stationed at the Las Vegas, New Mexico , Municipal Airport about the fireballs and then warned the civilians about the:".. confidential classification of the investigation." (See p.76)

In a letter to the local Air Force OSI unit, Dr. La Paz mentioned that requests from the news media concerning the December 5th manifestations were not disseminated due to: "....pressure from other agencies also investigating this occurrence." (See p.79)

On December 12th, Dr. La Paz, in the company of Air Force Intelligence officers and Atomic Energy Commission security agents, personally witnessed the appearance of a green fireball that:".. passed almost centrally across the Los Alamos reservation." (See p. 80)

Due to the quality of the witnesses to the December 12th incident, it seems to be much more than a coincidence that project SIGN got a new mane on December 16th. The new name was "GRUDGE."

In mid December the "visitors from space" theory got a strong vote of no confidence from an Air Force advisor, a RAND Corporation expert, Dr. J.F. Lipp. His view was probably the basis of General Vandenberg's August 5th rejection of the "Estimate of the Situation." A few, more or less "pro- extraterrestrial" opinions by him, were outweighed by the negative ones. One should read his "guesses" carefully and ponder their validity. (See pp. 91-92) On December 10th an official report on UFOS was issued. See below.

In contrast, one should notice the big play given in the Top Secret Air Intelligence Report No. 100-203-79 to the Russian secret weapon theory. In that section titled: "facts and discussion" the Air Force even suggested a possible aircraft, a Model Horten XIII, with a regiment of the planes reportedly based near the city of Irkutsk to guard an atomic plant there. (See pp. 98-99) The most fascinating thing about the document is that it is so ready to accept evidence that points to the material existence of an aerial intruder in the skies of

America.

An Atomic Energy Commission security agent observed a green fireball passage on December 20th and when he reported his experience he hastened to add: "It might damage some of our Atomic Installations eventually if it is not a natural thing and man-controlled." (See p.82)

Dr. La Paz wrote Dr. H.E. Landsberg, executive director of the RDB committee on geophysics and geography, on December 28 that in regards to the green fireballs New Mexico authorities:".. .are deeply concerned." (See p.87)

The year ended with a December 29th message being put on file that discussed the reappearance of "ghost rockets" over Scandinavia of which:".. no proof has been obtained to confirm such flights." (See p.89) In other words, these "rockets" which were thought by some to be Russian and akin to aerial objects being seen in the U.S., were proving a disappointing source of evidence for the Russian theory.

1949 January-June

During the first six months of 1949 covered by this booklet, trouble with the Russians dissipated, while the mystery of unexplained aerial phenomena appearing over the U.S. Southwest became stranger than ever. In odd contras, Project GRUDGE's actions do not reflect the growing strangeness of the UFO riddle.

A diamond-shaped white light swept over Kirtland AFB, New Mexico, Ordinance area on January 6th. (See p.5)

Four days later FBI chief J. Edgar Hoover received a dispatch from one of his agents stationed at Knoxville, Tennessee, which detailed the claims of an Army engineer only identified as a "Mr. E" who asserted that the Air Force regarded the aerial objects that were reported over Oak Ridge atomic facility in 1947 as man-made missiles and not natural phenomena. The Army engineer suggested that the objects were "atomic energy missiles" of possible Russian manufacture. (See pp.6-10)

After January 30th a big effort to investigate the meteors was contemplated and we learn:"... local commanders were perturbed by implications of the phenomena." (See p.15)

The next day the FBI issued a document. entitled: "Protection of Vital Installations" and stated in the paper that the Army and the Air Force considered flying discs and "balls of fire" top secret subject matter and it suggested that the Swedish ghost rockets might have been of Russian origin. The paper also told about the Chiles-Whitted report terming the object seen by the pilot a "windowed aircraft of an unconventional type." Furthermore, the green fireballs were mentioned and described as "unexplained phenomena." (See pp.16-17)

Apparently to head off this surge of interest, on February 11th the change from SIGN to GRUDGE became official. One of the first bit of business by GRUDGE was to advised the FBI that the Air Force felt that UFOs "ultimately would be determined to have a natural explanation." (See p.21)

In spite of GRUDGE, a conference on the green fireballs was convened at Los Alamos on February 16th. No Air Force Intelligence people were present.

With Dr. La Paz as the principle speaker, there was considerable discussion about meteors and how the green fireballs were a different type of phenomenon. There was talk about light intensity, velocity, kinetic energy, color, trajectory, shock waves, composition,

periodicities, etc. (This conference laid the groundwork for project TWINKLE) (See pp. 23-53)

March 1, 1949 the Russians indicated they were sincere about ending the Berlin problem and it looked like the crisis would he over in the near future.

In contrast to the good news in Europe, a very ominous development took place in the U.S. Truman now had his nuclear bomb stockpile, in storage at Fort Hood, Texas, but the "Q" area was being visited by some mysterious aerial "flares." These strange lights seemed to be smaller cousins of the fireballs zooming over New Mexico. (See pp. 56-59, 66-67,82)

Reports of "flares" around the "Q" area at Fort Hood peaked between April 27th-28th. (See p.66)

Project GRUDGE was busy all this time, but evidently it wasn't busy checking out the green fireballs and mysterious "flares." A big two-part UFO debunking article written with GRUDGE cooperation appeared in the April 29th and May 7th issues of the Saturday Evening Post. The prime message was that UFOs were not Russian or visitors from the stars and that a wave of UFO hysteria could hit the U.S. at the same time as an international crisis overloading the Air Force's Intelligence channels.

On May 12th the Russians finally ended the Berlin blockade. Truman hailed the event as a victory for the Western powers.

On May 18th the Air Force issued Air Force Regulation 205-6 prohibiting the: "....disclosure of the nature, sources, or existence of investigative information to unauthorized persons." (See p.75)

Reuters news service reported more strange flying bodies over Scandinavia, this time eastern Finland near the border with Russia. (See p.75)

May 21st a UFO is seen and detected on radar over the Hanford, Washington, atomic works (apparently now operating at capacity to refine raw uranium) (See p.76)

The army unit guarding the "Q" area at Fort Hood requested scientific help, equipment, to investigate the "flares" on June 15th. (See p.82)

On June 22nd a strange UFO sailed over the center of Oak Ridge, Tennessee, atomic works (which was, one assumes, also now operating at capacity to refine raw uranium) (See p.84)

Question #3: Why did SIGN become GRUDGE?

If the reader has studied this writer's UFO history booklet covering the year 1948, he would have noted that a "big change" was taking place within Wright Field's UFO investigation during the winter of 1948-49. It is suggested by this writer that the change had to do with the High Command's concern about the security of America's ramp-up production of nuclear bombs. The "seeming inquisitiveness" of the green fireballs about Sandia, and the phenomena's seeming ability to detect the increase in bomb manufacturing, was seen as a potential threat, the first such indication that there was something unexplained in the heavens that might pose a real danger.

Those in New Mexico responsible for the security of the atomic labs: the FBI, the Army, and Atomic Energy Security agents, were of course very worried about the sky lights and took steps to understand them, but it is quite possible no one in those organizations knew the significance of the timing of the "sky spies'" appearance. Top secret documents available to

President Truman that had figures relating to the quantity of atomic bombs, had the numbers deleted. These numbers were converted into code, put on another piece of paper, and kept in a separate room.

The first indication of a change in Project SIGN was a notification that the project's name would be changed from SIGN to "GRUDGE." This occurred on December 16, 1948. Speculation about GRUDGE has centered on its "debunking" but another reason for the existence of GRUDGE is the fact that it came into being just weeks after the green fireballs began to zoom over New Mexico. The series of December 5th sightings was particularly impressive. A Fourth Army source gives us an interesting clue to the origin and the reason for GRUDGE when he mentioned that GRUDGE replaced SlGN because GRUDGE was to cover both UFOs and the fireballs. To make this plain, evidently, the Air Force informed the Army on February 11, 1949, that the Air Force would be the "gathering and reporting agency of the fireball incidents" (This didn't stop the Army, however, from conducting inquiries into the mystery). There was a good reason to do this because up to that time UFOs more or less implied physical machines but the green fireballs were thought by some to be possible "geomagnetic manifestations." As Dr. Lincoln La Paz put it, the fireball phenomenon..... apparently ignores air resistance and gravity and goes blissfully on its way." (See p.42) This explanation seems to have been a favorite with the scientists advising the military although they had trouble dealing with the localized nature of the phenomenon's appearances. In fact, when the FBI began to nose around after being urged to take UFOs seriously by a "Mr. E," the Air Force dissuaded Hoover by an unjustified flat declaration that:"... it was believed that ultimately it would be found that the phenomena in question has a natural explanation." (See p.21)

If the green fireballs caused concern, it can be surmised that the "flares" startled more than a few people. When the flares appeared around the "Q" area at Fort Hood, the bomb stockpile site, it would be asking too much to consider the "flares" a natural phenomenon that happened to appear in a "circular pattern around the storage area." (See p.57) After the Fort Hood manifestations, some people in the High Command must have been convinced of something.

Once GRUDGE had assumed official jurisdiction over both UFOs and the fire balls, the result was a continuous debunking. Why this was is explained by the Air Force. Major General C.P. Cabell, USAF, Director of Intelligence, Office of Deputy Chief of Staff, Operations, wrote a Brig. General Moore of the Directorate of Intelligence, DCS/O, on November 30, 1948, just prior to the establishment of GRUDGE, that the Air Force was having difficulties with the news media and was concerned about reactions by the public to the UFO subject:

"At the present time evaluation of these reports has progressed only to the extent that we must accept that some type of flying objects have been observed although their identification and origin are not yet discernible. We therefore conclude that insufficient data is available to date to warrant any further action except continuing attempts to determine the nature and origin of these objects.

"There is increasing pressure on the part of the U.S. Press to publicize 'flying saucer' incidents. The Director of Intelligence, USAF, has attempted to dissuade the Press from publishing articles of this nature. It has been pointed out to the Press that these articles would necessarily be speculative in nature and would probably result in a flood of reports, making the problem of analysis and evaluation... increasingly difficult....

"RECOMMENDATION
"(1) That inquiring agencies be informed that the Air Force is investigating carefully all

valid reports of flying objects.
"(2) That the attached memorandum to Mr. Forrestal. . request mg authority to assist the Press, upon request, in the preparation of such articles, be signed." 1.

The policies of GRUDGE would be carried over to a later Air Force UFO investigative effort, Project BLUE BOOK. BLUE BOOK would last until 1969. A secret Air Force document, obtained through the Freedom of Information Act, said of BLUE BOOK that the project was a "program" which had a certain "primary purpose." The document stated:

"..... the primary purpose of the program was to allay hysteria by systematically squelching rumors and illusions. Reassuring the public mind that no tangible evidence existed to support fears of an 'invasion from outer space,' or that 'radical technological advances and developments by the enemy' do not exist, was imperative." 2.

As the reader will see in this booklet, the unusual (unprecedented?) move by the Air Force of requesting the Secretary of Defense Forrestal to authorize military Intelligence to "assist the press" was evidently ap proved because it wasn't long before a big two-part article appeared in the Saturday Evening-Post, telling the UFO story in a manner acceptable to official policy.

This "guidance of the press," however, backfired. Ken Purdy, editor of True Magazine, developed a notion something was terribly wrong with the Post article and the Air Force's attitude. Purdy then got investigator-journalist Donald Keyhoe interested. For Keyhoe it marked the beginning of a decades-long struggle between him and the military, and a safe bet is that when the last word is written about the UFO mystery, historians will agree: "Keyhoe was right."

Loren Gross - UFO's: A History 1949: January - June

1. "Highlights of Air Force Intelligence Files." Focus, The Monthly Newsletter of the Fair-Witness Project, Inc., William Moore. 4219 West Olive St., Suite 247, Burbank, CA, 9150S. Vol.1, No.6, August 31, 1985. p.4.

2. "Blue Book's Purpose: "To Allay Hysteria By.. .Squelching Rumors And Illusions." Focus, The Monthly Newsletter of the Fair-Witness Project, Inc., Ed.Jimmy Ward ~ William Moore. 4219 West Olive St., Suite 247, Burbank, CA, 91505. Vol.1, No.11, January 31, 1986. pp.1,4.

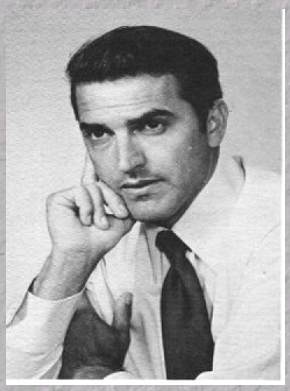
Loren Loren, born 1938. Mr. Gross became interested in UFOs as a teenager when he was a member of the civilian Ground Observer Corps in the 195Os. After graduation from high school, he served four years in the U.S. Air Force as a radar operator with the Air Defense Command. In 1966 he received his B.A. degree in social science from the University of California at Chico and has since completed postgraduate work in physical science, history, and art. Mr. Gross is the author of many booklets on the early history of the UFO problem: The UFO Wave of 1896 (1974), The Mystery of the Ghost Rockets (1974), and Charles Fort, The Fortean Society, and Unidentified Flying Objects (1976). His most well-known works are the UFOs: A History series of booklets

NCP Home Page

Nuclear Connection Project

NCP Papers

NCP-02: The NEPA and UFOs



Loren Gross

In General Twining's famous "Flying Saucers Are Real" letter of September 1947, he directed that information collected about the phenomenon be sent to a number of agencies, with one of them being the NEPA project or "Nuclear Energy for the Propulsion of Aircraft."

The possibility of proving that a nuclear-powered aircraft of some sort existed would have been a powerful motivation to certain people in their quest for information about UFOs. Any of the persons involved in the Fairchild Engine and Airplane Corporation NEPA division situated at Oak Ridge, Tennessee, for example, would have a lot to gain if it could be proved atomic engines were feasible, be they Russian or Martian, The budgetary hassles with Congress would be put to rest. Jobs would become secure in the case of civilians, and in the case of the military the prestige invested would not be lost. With that in mind, it is not surprising that Colonel John Hood of the Air Material Command Field Engineering Office, Oak Ridge, whose pet project was apparently the Air Force's proposed atomic plane, led the effort to investigate strange radiation readings at the Tennessee facility.

A brief history of the NEPA project:

In October, 1945, Congressional hearings initiated a controversy that persisted for years and cost hundreds of millions in tax dollars.

Senator Homer Ferguson asked: "Do you see a future for atomic power in an airplane?"

J. Carlton Ward, Jr., President of Fairchild Engine & Airplane Corporation, testifying on Capital Hill, replied: "The whole tactical concept of war will change to the nation that first solves that problem."

The next day the Chicago Tribune headlined: "PREDICTS ATOM WILL END LIMIT ON PLANE RANGE."

Many experts, however, did not find the answer so clear cut. "Hogwash," snorted atomic scientist J. Robert Oppenheimer. "Too dangerous," roared nuclear expert Edward Teller. Other detractors, senior engineers, exclaimed: "slow, expensive, complicated, and possibly useless."

The United States Army Air Force, desperate to establish itself as a separate service branch so it could drop the word "Army" from its title, saw in Carlton Ward's words a possible salvation, for without a very long range bomber the Air Force would forever be tied to the Army in a support role. A nuclear powered plane would in theory have almost unlimited range and would dominate the globe, exciting thoughts for Air Force Generals. The High Command obtained funding and eventually 14,000 people in seven states were hard at work on a futuristic bomber. A commitment of money did not, however, give the project respectability in the eyes of many in the Atomic Energy Commission. For example, Oak Ridge National Laboratory in Tennessee had its nuclear aircraft team assigned to a dilapidated building behind the power plant.

In 1947 the Pentagon's Scientific Advisory Committee, headed by J. Robert Oppenheimer and Harvard University President James Conant, recommended termination of research on the atomic powered plane since the radiation shielding problem seemed insurmountable (and not helping matters any was that veterans of the Manhattan Project resented the Air Force's intrusive behavior). This rebuff to the Air Force's ambitions was not calmly received, especially when the United States Navy's atomic-powered submarine plans were going forward quickly without serious technical difficulties. There's no love lost between the Air Force and the Navy in the competition for the most advanced weapon systems.

Vigorous lobbying in Congress won for the Air Force a review of the atomic bomber project before termination was implemented. In the summer of 1948 some 45 engineers, metallurgists, aeronautics specialists, and physicists, gathered at Lexington, Massachusetts, for a secret brainstorming session. After extensive talks the Air Force managed a narrow victory and the project was allowed to continue on the recommendation of the experts.

The attraction of an atomic powered bomber to the Air Force almost seemed to border on the unreasonable. A more rational solution to the Air Force's problem of achieving a long range capability was in-flight refueling of conventional bombers (A solution pushed by the Air Force's think tank RAND and one that was eventually adopted), but the in-flight concept was intentionally ignored.

It might be asked: "What about rockets?" Here the problem was again one of range. The only thing available was improved versions of the Nazi V-2 brought to the U.S. after the war in Europe and the range of that missile was only some 250 miles, hardly making it the intercontinental weapon system the Air Force wanted.

Besides design difficulties involved in the problem of increasing range, there was heated debate among the services about which one should be in charge of rocket warfare. Many felt missiles should be considered a kind of artillery therefore the gunnery experts of the Army and the Navy were encouraged to seek exclusive control of what was asserted to be basically a ballistic weapon. Missiles, it was argued, did not "fly" so why give them to the Air Force? The Air Force put up a half-hearted fight since it did not look forward to being "silo-sitters," the soul of that service imbued with the romance of flight. Air Force Chief of Staff Curtis Le May typified the mood. He allocated meager funds for Air Force missile research, and to a critic of his missile prejudice Le May snapped: "Sir, a missile has neither loyalty nor discrimination."

Of course the Air Force would have had no trouble at all with their atomic plane plans if it

could be proved the Russians had already developed a similar craft that could travel to North America, maneuver, and then return to Asia. Le May could have had a blank check from Congress.

Here something else enters the picture. The Air Force had an enormous amount of verbal Intelligence that indicated the possible existence of an aircraft of foreign manufacture that did have extreme range capabilities, while displaying powers of maneuverability that were on the same level of amazement as atomic energy. This verbal Intelligence was of a most extraordinary character. The Air Force was receiving hundreds of "flying saucer" reports.

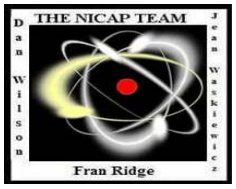
It was probably no accident that James Conant of Harvard was the chief of the Air Force's first UFO investigative effort, project SIGN. At the time of project SIGN, Conant, serving on the Pentagon's scientific advisory committee, was under great pressure to evaluate whether the atomic bomber was a rational concept. There were just too many questions and no assurance how much time and money it would take answer them.

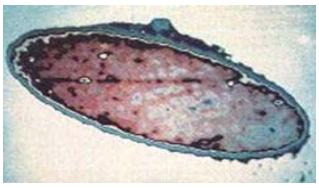
This view of events shows how concerned the Air Force was about the possibility "flying saucers" were atomic powered aircraft. It also shows that there was a very substantial reason for censorship of UFO material other than the "aliens from space" idea pushed so hard by Keyhoe.

Although the atomic powered aircraft plan was scrapped some years ago (it was a billion dollar bust) much information concerning the work is still classified and those files might well contain a number of interesting documents pertaining to the UFO mystery.

Source: APPENDIX, "UFOs: A History 1952 November December", by Loren Gross

The Nuclear Connection





Nuclear Connection Project

NCP Paper

NCP-04: A Project is Born

A Nuclear Connection

Francis Ridge
Coordinator, NCP

Updated: 6/26/2002

In 1945, in southern New Mexico, at Los Alamos Laboratories, scientists were developing and testing the first nuclear weapons in great secrecy. The need for extensive flight support and test facilities reasonably near Los Alamos became apparent, and during September 1945, units of the Z Division of Los Alamos Laboratory were moved to Sandia Base at Albuquerque. The unit was the predecessor of Sandia Corporation, which was organized in 1949. It became, and (as Sandia National Laboratories) remains, the largest resident unit on Kirtland and has consistently been involved with development and testing of special weapons and energy sources and systems. Today this includes LASER weapons, particle beams, and plasma weapons - "Star Wars" weapons.

Other nuclear-related units were formed at Sandia Base and nearby Kirtland AFB, as the west side was redesignated in 1947. The Armed Forces Special Weapons Project (later the Defense Atomic Support Agency, then the Defense Nuclear Agency) operated Sandia Base and provided support to the Secretary of Defense, Joint Chiefs of Staff, and military departments in matters concerning nuclear weapons, nuclear effects, and testing. In addition, the Air Force Special Weapons Command was established at Kirtland in 1949 and was redesignated the Air Force Special Weapons Center in 1952 to help develop advanced nuclear weapons.

During the 1940s and 1950s, air defense, weather, and atomic test squadrons operated form Kirtland, and people from both bases took part in the nuclear test series conducted in Nevada and the Pacific.

These facilities in the southwest, including Kirtland, were very important to us, and apparently, to someone else. On November 4, 1957, an incident occurred at Kirtland AFB (Ref. 1) that for years got lost in the shuffle and was "explained away" by Air Force Project Blue Book. Even the Condon Committee wrote it off. Then along came a dedicated researcher, Dr. James E. McDonald from the University of Arizona. He found that no one had really interrogated the witnesses and that literally everyone had missed a very important close encounter with something we still don't have in the U.S. inventory, an egg-shaped craft that has been seen many times before to fly with its longer axis in a vertical position.

There are three principal types of objects that eventually belong to this group of "small" UFOs. One of them is a type "a"; an egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan. Manned or unmanned, this was not a conventional aircraft that just happened to wander into Kirtland's restricted airspace. It ha hovered over the "Drumhead Area" for about a minute, just yards NE of the Weapons Storage Area bunkers, and was very close to the area where the B-58 "Hustler" operated, which was just beginning its nuclear qualification testing at the time. And the object had come in from the east and must have passed just north of the main WSA at Manzano Mountain..

1947

My interest in the "nuclear connection" began in the 1980's, but my desire to pursue it further began just a few years ago while writing my book (Ref. 2).. I am well-versed in UFO military history, in particular, and I've always been impressed with the first major sighting wave in the United States, which was in the summer of 1947. Two years before, in August of 1945, we were forced to drop two atomic bombs on Japan (Hiroshima and Nagasaki) and almost 200,000 civilians perished. Without any stretch of the imagination, it is now easy to see that an "outsider" who had good intelligence information at the end of the second World War, would have been able to predict that these weapons of mass destruction, already used by one of the most civilized countries on Planet Earth, would probably be used again. With 150 different tribes of people that existed on the planet, all of which had tribal warfare as their number one pastime, this must have seemed likely. In 1947 those weapons and those delivery systems were being tested in the same region as the massive UFO activity: the Southwest.

The first major sighting wave occurred in the United States in the summer of 1947 with over 800 reports in six weeks, half of which were sightings of "daylight discs" or ""flying saucers"? The sightings peaked and ceased within days of a reported crash of an object at Roswell, New Mexico, the HQ for the 509th Bomb Group, the only atomic bomb group in the world. A more technically interesting and potentially-threating area on the face of the Earth did not exist in the summer of 1947.

1948

The "green fireballs", which were a piece of the UFO puzzle that I had always avoided because they were very much like meteors, and very much unlike "flying saucers", began to fit into the puzzle. These strange objects were not meteors or foreign missiles, and they had high selectivity for nuclear installations. A lot of people were concerned; some were worried.

More Reports

UFO sightings near atomic power plants and other nuclear installations were already on record. Project Blue Book's, Captain Edward Ruppelt, in his 1956 book (The Report on Unidentified Flying Objects) stated that "UFO's were habitually reported from areas around "technically interesting" places like our atomic energy installations, harbors, and critical manufacturing areas. Our studies showed that such vital military areas as Strategic Air Command and Air Defense Command bases, some A-bomb storage areas, and large military depots actually produced fewer reports than could be expected from a given area in the United States. Large population centers devoid of any major 'technically interesting' facilities also produced few reports." Whether he didn't know, or couldn't say, the incidents near and over areas with a nuclear connection were prevalent. There were over 193 incidents! There were many, detailed reports, where objects had violated airspace over atomic installations and caused major concern, ten years before the one at Kirtland (1957) mentioned earlier, and they continued after that up until one of the most dangerous times in world history, 1962.

Cuban Missile Crisis (1962)

I was the Director of the UFO Filter Center at Mt. Vernon, Indiana, from 1973 to 1995 and operated the MADAR (UFO detection) Project at the same time. Whenever I would get on-going sightings referred to me from law enforcement or the Evansville airport control tower, I would contact one of our volunteer spotters close to the sighting area to check the sky sector. One of our SKYNET spotters (who had always maintained a low profile because of his former occupation) had been a defense radarman. Several of his hair-raising accounts had to be kept confidential until after his death. When he passed away I filed his reports with CUFOS and MUFON, and later, posted them on the NICAP site. The most disturbing one was regarding a jet scramble mission over New York during the Cuban Missile Crisis. The UFO was being pursued by AF jets with nuclear tipped missiles.

1967

Five years later we were still not being "invaded" by ET. There had to be some other purpose behind the surveillance. In March of 1967, unknown objects had caused eight Minuteman One, nuclear-tipped missiles, all of which were on different electrical circuits, to go into a "no-go" condition, meaning that they could not be launched. This incident was of extreme concern to SAC headquarters and Boeing, because they couldn't explain it. At first this seemed like an isolated event. Was someone testing our defenses and showing our vulnerabilities? Did they favor the United States? Or was this a warning? Were we about to do something rash and was stopped, or was this timed for some other reason or purpose? We still don't know, but it happened again in 1975.

1975

When the Freedom Of Information Act documents began to circulate in the mid-80's, I studied the 1975 northern tier SAC base over flights, and started taking more interest in similar events. At about the same time as I was going over my set of the cleared FOIA documents, I had participated as the sole guest on a two-hour call-in radio talk show for WGBF in Evansville, Indiana. One of the "callers" was a former AF security team member at NORAD in November of 1975, and he reported an incident that must have been part of something much bigger going on in the United States that winter. I was later contacted by the anonymous caller and was able to fully investigate the incident, which involved a total "lock-down" of Cheyenne Mountain after defense radarmen tracked UFOs. So there were SAC base over flights on the northern tier and at NORAD HQ, all at the same time. It is interesting to note that the Travis Walton abduction occurred at about the same time.

Late 90's

By April, 2000, my interest had reached a more serious level, and I began getting incidents and people together. I began to form a special working group I dubbed the Nuclear Connection Project. At about the same time I obtained a DVD called "Trinity & Beyond: The Atomic Bomb Movie". While viewing this film, narrated by William Shatner, I became extremely uneasy. It shouldn't have bothered me at all because I had been in Civil Defense in the late 50's as a radiological monitor and had even begun training as a Radiological Defense Officer. I had shown some of the same films in some of my training classes. And in the military I was a CBR Specialist. The only difference was my new perspective after almost forty years of UFO research involving military incidents, and our recent brush with a potential nuclear threat in the Middle East. The distinct impression I got was remarkably similar to the world's dealings with Iraq.

BTW, most people would find it hard to believe that there has been over 2300 actual or putative atomic tests conducted on Planet Earth, and some in space!!! And there are rumors that at least once or twice, nuclear weapons were fired at the Moon!!!!

The suspicions about a nuclear connection and certain UFO incidents was already strong. It was time to organize and go to work. And this time the work would be done without the controversy and

limitations of communication with other email lists, which were always loaded with "skeptibunkers" and weirdoes that would waste what little precious time we had. The work would be done confidentially, with occasional help from the "outside" lists.

My forty-plus years experience in UFO investigation and research began with my chairing Indiana's first NICAP investigation subcommittee in 1960. My seven-man team for the National Investigations Committee on Aerial Phenomena took part in some of the most interesting investigations of the early years and was selected to support the University of Colorado's investigation and check on the Air Force Project Blue Book. I later became State Director for the Mutual UFO Network and a Field Investigator for the J. Allen Hynek Center for UFO Studies. I operated the MADAR (Multiple Anomaly Detection & Automated Recording) station near Evansville, Indiana, for 21 years. I began work on the NICAP Public Information Website on Dec 15, 1997.

Some of the other members of the NCP Working Group had provided some very interesting information and had submitted reports.

Loren Gross was a perfect candidate for the Project with his knowledge and meticulous records of the most important years in UFO research, the late 40's and early 50's. His series of booklets, "UFOs: A History", provided vital and important information. In one booklet (Reference 4 is an extract from one) he states:

> "No striking pattern to UFO activity was evident with one exception --some marked activity in the U.S. southwest in late 1948 on through 1949. What was so special about that area?" Later in the report he gets more specific: "Due to the difficulties previously mentioned, it wasn't until the spring of 1949 that the U.S. manufactured enough bombs to have a 'stockpile.' It is suggested that the 'green fireballs' that appeared over Sandia in late 1948 bear a direct relationship to a sudden ramp-up of American nuclear weapon production. Also, later, in March,1949, when strange 'flares' appeared around the 'Q' area at Fort Hood, it is suggested that this interest by the UFOs was triggered by the recent arrival of the first shipment of atomic bombs which was stored as America's first nuclear bomb stockpile."

The connection began to get better and our NCP Working Group began to grow in number. I wanted a select, but small and well-versed group. One of the first to join, and one of the first to mention a possible nuclear connection, was Richard Hall.

Richard Hall was former Assistant Director and Acting Director of the National Investigations Committee on Aerial Phenomena (NICAP) in Washington, DC and is now my chief consultant on the NICAP Public Information Web Site. Richard has over 40 years of experience, including extensive work on scientific publications. He was a consultant to the University of Colorado UFO Project, sponsored by the Air Force Office of Scientific Research. He is the author of, just to name a few books: the "UFO Evidence" (1964), "Uninvited Guests" (1988), and the latest - "Volume II: The UFO Evidence" (2001). Richard was thinking about a nuclear connection about the same time as I was. Here's what he had to say:

> "It was not until I began reviewing reams of literature while doing research for The UFO Evidence, Volume II, in the mid-1990s that a more obvious pattern began to emerge: a strong correlation of sightings with nuclear weapons." (See Reference 5).

Larry Hatch, an early member of the NCP Working Group, had something the Project needed really bad: a database of sightings. Our group needed a checklist of UFO cases involving a potential or possible nuclear connection already on-record. After we digested those we would start looking for

more incidents. To our surprise, we found that his "U" Database already had 193 cases "flagged" with a nuclear connection. This list is growing as we proceed in our NCP research. To see the current detailed list, click on Reference 3.

Wendy Connors, who continues to research the modern history of the unidentified flying object phenomenon, never ceases to amaze us with her findings. It's going to be hard to beat her to the "smoking gun" we are all looking for. For the last seven years she has worked on bringing to the field of Ufology an illustrative historical perspective of Project SIGN. She also operates and maintains the Faded Discs Archive. Her most recent work, is entitled: Anatomy of a Project – An Illustrated History of Project SIGN.

Jerry Washington was born and raised in Oak Ridge, Tennessee, site of the Manhattan Project, birthplace of the atomic bomb. He is an author and scriptwriter whose autobiographical tale, "Evacuation Road", chronicles the oddities of growing up in the Atomic City. An extremely close encounter near the "bomb factory awakened me to the reality of the UFO phenomenon". One of our earliest members, this man lived near one of the hottest UFO areas in the world, Oak Ridge, Tennessee. Jerry wrote several papers about his experiences there. See Reference 7.

Our most recent additions to the Project are Steven Dunn, Joel Carpenter, Robert Duvall and Bruce Maccabee.

Steven Dunn, after receiving a BA in Physics from The Lincoln University located near Oxford, PA in 1974, joined the U. S. Navy, obtaining his Surface Warfare Officer qualification. He served as an officer in the U. S. Navy from 1976 to 1986. Since leaving the Navy, he has worked in the ASW field for various government contractors, specializing in software test and evaluation. He is now concentrating on the Indian subcontinent for NCP-related sightings, using open sources.

Joel Carpenter's father was stationed at a Strategic Air Command base in the midwest at the height of 1960s Cold War tensions. An avid collector of documentation and photographs on aircraft, spacecraft and missiles, Joel is interested in the relationship between post WWII experimental aerospace projects and the UFO phenomenon. He holds degrees in history and industrial design. It was Joel who pointed out two nuclear connections with the 1957 Kirtland incident. With the help of an informant I was able to verify certain information and found another "connection", making this one of the best NC cases so far on record.

Robert Duvall has been in the aerospace electronics field performing mechanical packaging design for 20 plus years. At the urging of a fellow researcher from Japan, he became familiar with the history of nuclear weapons development globally and in 1999 began applying that military/political history to nuclear sighting data to search for correlation. He is now dedicating all efforts to studying and documenting this apparent correlative activity in an attempt to understand intent around the nuclear weapons issue. For example, most people are not aware that there were serious nuclear bomber training missions from an aircraft carrier in the Vietnam region the summer before the famous Northeast Power Grid Failure of November 9, 1965. The correlation between actual UFO sightings and blackouts has been pretty well confirmed (See Power Outages & UFOS). And that on July 16, 1952, just three days before the Washington National Sightings, the joint chiefs made the recommendation for a first strike on Red China utilizing atomic weapons. There is much more. Click on Reference 9.

Bruce Maccabee, a "seasoned" UFO investigator and well-known researcher, has expertise within the NCP and will be valuable with his skills as a photo analyst and his knowledge concerning important UFO events and government involvement. Bruce investigated the 1980 Kirtland landing near the Manzano Weapons Storage area.

The NCP Team, along with its demanding workload, is proceeding very well. The UFO community and the public, will be advised of our findings at an appropriate time. The work is just beginning to

pay off, even though the Project is already over two years old.

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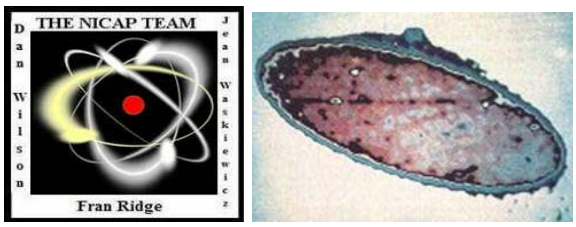
NCP Home Page



Nuclear Connection Project

NCP Paper

NCP-05: UFOs Continue to Visit Nuclear Energy Sites

by George Fawcett

Looking back over the years during the 40th anniversary of UFOs in modern times (JUNE 24,1987) it is interesting to note that UFOs have been seen and recorded near various atomic energy locations in this country and overseas. This link was first noticed by Captain Edward Ruppelt in 1952 and reported in a LOOK magazine article (JUNE 24,1952) titled "Hunt For The Flying Saucer." Captain Ruppelt, who directed the U.S. Air Force Project Blue Book at that time, when viewing a folder of 63 mystifying UFO reports that had been plotted on a map of the United States discovered that it showed "an ominous correlation" with the location of various atomic energy installations. LOOK magazine learned that some high ranking officers had taken note of this fact and had then held a Pentagon conference to discuss these numerous strange concentrations that have continued to this day.

Such incidents at the Savannah River, Hanford, Los Alamos, Oak Ridge, McGuire , Cherokee and Indian Point nuclear and atomic plants are of continued vital interest and concern to scientific, military, civilian and governmental observers everywhere.

These UFO encounters raise such serious questions as: Are UFOs monitoring our atomic and nuclear energy sites and if so, why? Why has the AEC (now NRC) had representatives on most of all the major government UFO investigative projects? Why do guards at some AEC installations report their UFO encounters directly to the AEC?

The questions continue -- What have AEC studies using air samplers, radioactive background counters, portable counters, magnetometers, oscilloscopes, cameras, radar and other devices revealed? That types of radiation increases have been discovered? What do they make of the increasing numbers of individuals who have suffered "radioactive" injuries of one sort or another alleged to have occurred during UFO incidents in many states in the United States and other global countries?

In essence, what have been the major discoveries and perhaps hidden secrets of the AEC-UFO link since the late 1940's? Let's examine some of these often reported events. On May 10, 1952 four employees of the DuPont Company, employed at the Savannah River Plant saw eight "disc-shaped" objects approach the Ellenton, South Carolina plant. The objects varied from a yellow to gold in color, moved south to north at a "high rate" of speed. The eight UFOs approached the area at such a low altitude that they had to rise to pass over some tall tanks in the area. The noiseless UFOs weaved from left to right and moved from side to side as they departed at a 90 degree angle. " The AEC in Washington was advised."

On July 5, 1952 four Florida pilots reported a flying saucer hovering above the Hanford atomic works, a sensitive scientific installation at Richlands ,Washington. Captain John Baldwin, Captain George Robertson and pilots D. Shanbel and Steven Summers stated that the UFO was round and flat. After hovering over the atomic plant, it gained speed, reversed its course and then disappeared quickly. Two yellow globes of fiery appearance were

reported over the Hanford plant seven days later, confirmed by Air Force investigators. Two years earlier on April 17, 1950 more than fifteen persons at the secret atomic energy project at Los Alamos, New Mexico reported they saw a UFO on the eastern horizon. One of the observers, a scientist from the University of California Personnel Division watched one of the three objects through a telescope and said that it looked flat, metallic and was roughly circular and about nine feet in diameter. The UFO appeared to be about 2,000 feet high and moved ".. faster than any known conventional aircraft." It was seen for about 20 minutes and put on quite a show. Dozens of excellent UFO sightings have been reported by countless eyewitnesses at Los Alamos over the years.

On 4 June 21, 1952 brought an interesting case of a UFO that trespassed prohibited airspace at the AEC's Oak Ridge Laboratory in Tennessee at 10:58 pm. The UFO was observer by Ground Observer Corps volunteers and also detected by radar. The UFO was pursued by a F-47 aircraft on combat patrol from a 10,000 to 27,000 foot altitude. During the aerial dogfight, the UFO attempted to ram the F-47 on several occasions, before leaving the area. UFO encounters have become quite commonplace at this AEC site.

In October 1965 Philip Parker on an aerial photography mission was flying with pilot H.T. Mayhew near the Perth Church Road Lake Norman crossing. Their plane was flying at about 1,000 feet as they circled the lake near the McGuire Nuclear Station, when they noticed three "bright objects" to their right. Pilot Mayhew gave his plane full throttle and they rose barely high enough to escape the UFOs, which were flying in formation 100 feet below them. Unnerved, as he was Parker was able to take one photograph of the three circular UFOs above Lake Norman, which is bordered by the Catawba, Lincoln, Gaston, Mecklenburg and Iredell counties in North Carolina.

In past years several other photographs of UFOs flying above Lake Norman were taken by different photographers. One of the photographs of an early morning UFO was captured near the Sun on the film. In the photo, the UFO moved from the 4 to the 6 o'clock position from 90 to 20 degrees over a short period of time.

In the late summer of 1968 at 2 a.m. a married couple (names confidential on file) reported seeing a dome-topped UFO with "windows" and odd-colored lights (yellow, blue and red fixed together) flying near their Lake Norman home. The UFO was about two to three car lengths wide and made a soft humming sound. A "metal rod" came from the bottom edge of the UFO, as it moved down nearby power lines, almost touching the wires as it followed the power lines. The eyewitnesses ran the rest of the way home and were badly frightened by their experience. 7

In July or August, 1972 at 9:30 p.m. businessman Robert P. Sartin, who lives near the Lake Norman Airport and Duke Power Plant's 150 high Cowans Ford Dam spotted a UFO. His attention to the UFO came when he heard children fishing from a nearby pier, who were shouting about an object in the sky. Four other persons became eyewitnesses to the UFO, which was seen about four miles East of the Marshall Steam Plant near Terrell. The UFO, appeared to be about the size of a basketball court and had a thickness, one-half its width. The object looked like "one saucer inverted on top of another and had a row of flashing windows through its middle." It had red, white and yellow lighted windows and hovered in the area overhead for about 10 minutes, before it flew sideways, then moved up and away at an unbelievable speed as it disappeared in the sky. 8

In March, 1975 at Lexington, South Carolina Mr. and Mrs. Jim Richardson were driving near the Lake Murray Hydroelectric Plant's Saluda Dam, when a brilliant "spotlight" came on and illuminated the interior of their car. They noticed the UFO looked "like two pie pans" put together and had a dome on top. It flew about 40 to 50 feet above their car and it

had red and blue lights on its ends and its dome was "brilliant white." The bottom of the UFO was octagonal in shape or like a stop sign. The Lake Murray area has been the scene of many UFO encounters over the years. 9

On October 27,1975 a UFO was reported by Staff Sgt. Danny K. Lewis near the Loring Air Force Base, Maine. The UFO began to circle the nuclear weapons storage area to within 300 yards of the facility. Finally, it hovered 150 feet above the ground. The base was placed on a major alert status. Radar tracked its maneuvers in the area for over 40 minutes. The reddish -orange UFO later moved to within five feet of the ground. Security personnel said the UFO was "like a stretched-out football in the air" as it hovered nearby. They described the object as about four car lengths long. It shut off its lights and rapidly left the area from near ground level. 10

On November 22, 1975 Pilot Frank Auman, Jr. and UFO investigator Arlan Keith Andrews were flying in a private plane near the Savannah, Georgia Nuclear Plant. They saw a bright white UFO maneuvering in the area for four or five minutes. It made a "slight wobble" and then a hard turn, before it flew away. Jacksonville Control Center personnel at Jacksonville, Florida confirmed three UFO sightings (either radar or visuals) by pilots at the site. 11 Arlan K. Andrews is a MUFON Consultant and State Director in Indiana.

On March, 1978 several persons described seeing two "milky white" UFOs flying side by side at treetop level at the McGuire Nuclear Station near Triangle, North Carolina. 12

April 24, 1980 at 9 p.m. brought another UFO report from the Lake Norman area. Pete Link and Jeff Schlatter, two Rutherford County carpenters, while working on a house roof observed a bright yellow UFO that rose up vertically from Lake Norman, made a loop and then disappeared while moving rapidly away. 13

Lake Norman is a large lake and is surrounded by Highway 16, Highway 73, Highway 150 and Highway 21. The lake is surrounded by many towns and cities, among them Mooresville, Lincolnton, Lowesville, Denver, Triangle, Iron Station, Stanley, Davidson and Sherrills Ford. These communities have been a "hotbed of UFO sightings" over the past four decades.

One of the more intriguing UFO sightings was reported at 7:30 a.m. on October 18,1982. Gary Fortenberry and Jimmy Bumgarner, two employees at the McGuire Nuclear Station on Lake NOrman were driving to work on Highway 73 at the Catawba River (Lincoln County) when they encountered an unknown. They watched a dull silver oval UFO with "four legs" above a nearby fog bank. During the daylight encounter, they first mistook it for a water tank, but later in the day when they returned home from work, the fog had lifted and no water tank was to be seen anywhere in the area. They did notice that high voltage lines from the power plants were in the general area of the earlier sightings. When first seen the UFO was about 250 feet above the ground The eyewitnesses had worked at McGuire for six years without experiencing anything unusual. Several months before, when UFOs again visited the same location, the power fluctuated, before the UFOs left the area. Security guards, when questioned by me on the phone, told me that such UFO incidents were to be made directly to AEC headquarters. 14

On October 13, 1983 at 12:30 a.m. Mr. and Mrs. Wayne Ruppe of Gaffney, South Carolina were disturbed from their sleep by a siren-like sound (like something taking off). They looked out of their house windows in time to see a glowing oval-shaped UFO about 20 feet above their neighbor's home. The neighborhood dogs were barking in a frenzy. The UFO, described as "about the size of a Winnebago travel-trailer" had two "beams of lights" on the bottom of the object. It was orange-yellow in color and made a high-pitched sound as it

crossed the power lines and moved east in direction of the Cherokee Nuclear Station. The UFO was seen for approximately five minutes and was estimated to be about 20 feet long and 8 to 10 feet in height. 15

On June 24,1984 from 10:30 to 10:45 p.m. security guards at the Indian Point Nuclear Power Plant near Peekskill, New York reported seeing UFO over the plant for approximately 15 minutes. It was roughly 30 stories above the exhaust funnel of one of the plant's three nuclear reactors. UFO investigator Philip J. Imbrogno for the Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) in Chicago, Illinois interviewed six of the twelve security guards who saw the UFO. The UFO, according to the witnesses was huge in size, diamond-shaped and approximately 450 feet in length. It was first white, then changed to blue to red to green to amber in color. Local police in Peekskill received numerous UFO sightings during the same evening. One of them, Sgt. Karl Hoffman said the UFO he observed included a "dozen white lights" in V-formation that slowly moved towards the power plant at Indian Point. 16

In the case of the UFO reported by security guards at the Indian Point Nuclear Plant at Peekskill investigators uncovered some interesting information. As the UFO approached the nuclear plant it flew to within 30 feet of its Reactor Number Three. When it did the plant's security systems, shut down as did all of its alarm systems and communication systems. Security guards were issued shotguns and were waiting for the final word to shoot at the UFO. A request was also made for an armed helicopter to come and shoot down the UFO, but before the command was given, the UFO moved away and left the area. Carl Patrick of the plant's information office, when questioned by investigators about the UFO had this to say, "I can neither confirm or deny that the guards fired upon it, but they did what was necessary to protect the plant. 17

UFO reports continued to be concentrated near various atomic energy locations in the late 1980s by reliable eyewitnesses.

We are reminded of a statement made by General Nathan F. Twining of the Army Air Forces (the original UFO study Project Sign) in 1947 forty years ago. General Twining said, "all pertinent data would be made available to the Atomic Energy Commission (AEC)."

Perhaps answers to the many question posed at the beginning of this article were furnished to the Atomic Energy Commission, but they have yet to see the light of day in the public sector through 1987. Perhaps in the not to distant future, the truth behind the UFO-AEC link will be fully revealed to the public.

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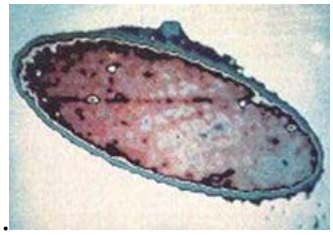
The Nuclear Connection



Nuclear Connection Project

NCP

NCP-07: The Radiation Story

By Captain Edward J. Ruppelt

The idea for gathering together a group of scientists, to whom we referred as our "panel of experts," had been conceived early in 1952 - as soon as serious talk about the possibility that the UFO's might be interplanetary spaceships had taken hold in both military and scientific circles. In fact, when Project Grudge was reorganized in the summer of 1951 the idea had been mentioned, and this was the main reason that our charter had said we were to be only a fact finding group. The people on previous UFO projects had gone off on tangents of speculation about the identity of the UFO's; they first declared that they were spacecraft, then later, in a complete about face, they took the whole UFO problem as one big belly laugh. Both approaches had gotten the Air Force into trouble. Why they did this I don't know, because from the start we realized that no one at ATIC, in the Air Force, or in the whole military establishment was qualified to give a final yes or no answer to the UFO problem. Giving a final answer would require a serious decision - probably one of the most serious since the beginning of man.

During 1952 many highly qualified engineers and scientists had visited Project Blue Book and had spent a day or two going over our reports. Some were very much impressed with the reports - some had all the answers.

But all of the scientists who read our reports readily admitted that even though they may have thought that the reports did or did not indicate visitors from outer space, they would want to give the subject a good deal more study before they ever committed themselves in writing. Consequently the people's opinions, although they were valuable, didn't give us enough to base a decision upon. We still needed a group to study our material thoroughly and give us written conclusions and recommendations which could be sent to the President if necessary.

Our panel of experts was to consist of six or eight of the top scientists in the United States. We fully realized that even the Air Force didn't have enough "pull" just to ask all of these people to drop the important work they were engaged in and spend a week or two studying our reports. Nor did we want to do it this way; we wanted to be sure that we had something worth while before asking for their valuable time. So, working through other government agencies, we organized a preliminary review panel of four people. All of them were competent scientists and we knew their reputations were such that if they recommended that a certain top scientist sit on a panel to review our material he would do it.

In late November 1952 the preliminary review panel met at ATIC for three days.

When the meeting ended, the group unanimously recommended that a "higher court" be formed to review the case of the UFO. In an hour their recommendation was accepted by higher Air Force authorities, and the men proceeded to recommend the members for our proposed panel. They picked six men who had reputations as being both practical and theoretical scientists and who were known to have no biased opinions regarding the UFO's.

The meeting of the panel, which would be held in Washington, was tentatively scheduled for late

December or early January - depending upon when all of the scientists who had been asked to attend would be free. At Project Blue Book activity went into high gear as we made preparations for the meeting. But before we were very far along our preparations were temporarily sidetracked - I got a lead on the facts behind a rumor. Normally we didn't pay attention to rumors, but this one was in a different class.

Ever since the Air Force had become interested in UFO reports, the comment of those who had been requested to look them over and give a professional opinion was that we lacked the type of data "you could get your teeth into." In even our best reports we had to rely upon what someone had seen. I'd been told many times that if we had even one piece of information that was substantiated by some kind of recorded proof - a set of cinetheodolite movies of a UFO, a spectrum photograph, or any other kind of instrumented data that one could sit down and study - we would have no difficulty getting almost any scientist in the world interested in actively helping us find the answer to the UFO riddle.

The rumor that caused me to temporarily halt our preparations for the high level conference involved data that we might be able to get our teeth into.

This is the way it went:

In the fall of 1949, at some unspecified place in the United States, a group of scientists had set up equipment to measure background radiation, the small amount of harmless radiation that is always present in our atmosphere. This natural radiation varies to a certain degree, but will never increase by any appreciable amount unless there is a good reason.

According to the rumor, two of the scientists at the unnamed place were watching the equipment one day when, for no apparent reason, a sudden increase of radiation was indicated. The radiation remained high for a few seconds, then dropped back to normal. The increase over normal was not sufficient to be dangerous, but it definitely was unusual. All indications pointed to equipment malfunction as the most probable explanation. A quick check revealed no obvious trouble with the gear, and the two scientists were about to start a more detailed check when a third member of the radiation crew came rushing into the lab.

Before they could tell the newcomer about the unexplained radiation they had just picked up, he blurted out a story of his own. He had driven to a nearby town, and on his return trip, as he approached the research lab, something in the sky suddenly caught his eye. High in the cloudless blue he saw three silvery objects moving in a V formation. They appeared to be spherical in shape, but he wasn't sure. The first fact that had hit him was that the objects were traveling too fast to be conventional aircraft. He jammed on the brakes, stopped his car, and shut off the engine. No sound. All he could hear was the quiet whir of a generator in the research lab. In a few seconds the objects had disappeared from sight.

After the first two scientists had briefed their excited colleague on the unusual radiation they had detected, the three men asked each other the $64 question: Was there any connection between the two incidents? Had the UFO's caused the excessive radiation?

They checked the time. Knowing almost exactly when the instruments had registered the increased radiation, they checked on how long it took to drive to the lab from the point where the three silver objects had been seen. The times correlated within a minute or two. The three men proceeded to check their radiation equipment thoroughly. Nothing was wrong.

The rumor stopped here. Nothing that I or anyone else on Project Blue Book could find out shed any further light on the source of the story. People associated with projects similar to the research lab that was mentioned in the rumor were sought out and questioned. Many of them had heard the story, but no one could add any new details. The three unknown scientists, at the unnamed lab, in an

unknown part of the United States, might as well never have existed. Maybe they hadn't.

Almost a year after I had first heard the UFO radiation story I got a long-distance call from a friend on the west coast. I had seen him several months before, at which time I told him about this curious rumor and expressed my wish to find out how authentic it was. Now, on the phone, he told me he had just been in contact with two people he knew and they had the whole story. He said they would be in Los Angeles the following night and would like very much to talk to me.

I hated to fly clear to the west coast on what might be a wild goose chase, but I did. I couldn't afford to run the risk of losing an opportunity to turn that old recurrent rumor into fact.

Twenty hours later I met the two people at the Hollywood Roosevelt Hotel. We talked for several hours that night, and I got the details on the rumor and a lot more that I hadn't bargained for. Both of my informants were physicists working for the Atomic Energy Commission, and were recognized in their fields. They wanted no publicity and I promised them that they would get none. One of the men knew all the details behind the rumor, and did most of the talking. To keep my promise of no publicity, I'll call him the "scientist."

The rumor version of the UFO radiation story that had been kicking around in Air Force and scientific circles for so long had been correct in detail but it was by no means complete. The scientist said that after the initial sighting had taken place word was spread at the research lab that the next time the instruments registered abnormal amounts of radiation, some of the personnel were to go outside immediately and look for some object in the sky.

About three weeks after the first incident a repetition did occur. While excessive radiation was registering on the instruments in the lab, a lone dark object was seen streaking across the sky. Again the instruments were checked but, as before, no malfunction was found.

After this second sighting, according to the scientist, an investigation was started at the laboratory. The people who made the visual observations weren't sure that the object they had seen couldn't have been an airplane. Someone thought that perhaps some type of radar equipment in the airplane, if that's what the object was, might have affected the radiation- detection equipment. So arrangements were made to fly all types of aircraft over the area with their radar in operation. Nothing unusual happened. All possible types of airborne research equipment were traced during similar flights in the hope that some special equipment not normally carried in aircraft would be found to have caused the jump in radiation. But nothing out of the ordinary occurred during these tests either.

It was tentatively concluded, the scientist continued, that the abnormally high radiation readings were "officially" due to some freakish equipment malfunction and that the objects sighted visually were birds or airplanes. A report to this effect was made to military authorities, but since the conclusion stated that no flying saucers were involved, the report went into some unknown file. Project Blue Book never got it.

Shortly after the second UFO radiation episode the research group finished its work. It was at this time that the scientist had first become aware of the incidents he related to me. A friend of his, one of the men involved in the sightings, had sent the details in a letter.

As the story of the sightings spread it was widely discussed in scientific circles, with the result that the conclusion, an equipment malfunction, began to be more seriously questioned. Among the scientists who felt that further investigation of such phenomena was in order, were the man to whom I was talking and some of the people who had made the original sightings.

About a year later the scientist and these original investigators were working together. They decided to make a few more tests, on their own time, but with radiation detection equipment so designed that

the possibility of malfunction would be almost nil. They formed a group of people who were interested in the project, and on evenings and weekends assembled and set up their equipment in an abandoned building on a small mountain peak. To insure privacy and to avoid arousing undue interest among people not in on the project, the scientist and his colleagues told everyone that they had formed a mineral club. The "mineral club" deception covered their weekend expeditions because "rock hounds" are notorious for their addiction to scrambling around on mountains in search for specimens.

The equipment that the group had installed in the abandoned building was designed to be self operating. Geiger tubes were arranged in a pattern so that some idea as to the direction of the radiation source could be obtained. During the original sightings the equipment malfunction factor could not be definitely established or refuted because certain critical data had not been measured.

To get data on visual sightings, the "mineral club" had to rely on the flying saucer grapevine, which exists at every major scientific laboratory in the country.

By late summer of 1950 they were in business. For the next three months the scientist and his group kept their radiation equipment operating twenty-four hours a day, but the tapes showed nothing except the usual background activity. The saucer grapevine reported sightings in the general area of the tests, but none close to the instrumented mountain top.

The trip to the instrument shack, which had to be made every two days to change tapes, began to get tiresome for the "rock hounds," and there was some talk of discontinuing the watch.

But persistence paid off. Early in December, about ten o'clock in the morning, the grapevine reported sightings of a silvery, circular shaped object near the instrument shack. The UFO was seen by several people.

When the "rock hounds" checked the recording tapes in the shack they found that several of the Geiger tubes had been triggered at 10:17 A.M. The registered radiation increase was about 100 times greater than the normal background activity.

Three more times during the next two months the "mineral club's" equipment recorded abnormal radiation on occasions when the grapevine reported visual sightings of UFO's. One of the visual sightings was substantiated by radar.

After these incidents the "mineral club" kept its instruments in operation until June 1951, but nothing more was recorded. And, curiously enough, during this period while the radiation level remained normal, the visual sightings in the area dropped off too. The "mineral club" decided to concentrate on determining the significance of the data they had obtained.

Accordingly, the scientist and the group made a detailed study of their mountain top findings. They had friends working on many research projects throughout the United States and managed to visit and confer with them while on business trips. They investigated the possibility of unusual sunspot activity, but sunspots had been normal during the brief periods of high radiation. To clinch the elimination of sunspots as a cause, their record tapes showed no burst of. radiation when sunspot activity had been abnormal.

The "rock hounds" checked every possible research project that might have produced some stray radiation for their instruments to pick up. They found nothing. They checked and rechecked their instruments, but could find no factor that might have induced false readings. They let other scientists in on their findings, hoping that these outsiders might be able to put their fingers on errors that had been overlooked.

Now, more than a year after the occurrence of the mysterious incidents that they had recorded, a

year spent in analyzing their data, the "rock hounds" had no answer.

By the best scientific tests that they had been able to apply, the visual sightings and the high radiation had taken place more or less simultaneously.

Intriguing ideas are hard to kill, and this one had more than one life, possibly because of the element of mystery which surrounds the subject of flying saucers. But the scientific mind thrives on taking the mystery out of unexplained events, so it is not surprising that the investigation went on.

According to my friend the scientist, a few people outside the laboratory where the "rock hounds" worked were told about the activities of the "mineral club," and they started radiation detection groups of their own.

For instance, two graduate astronomy students from a southwestern university started a similar watch, on a modest scale, using a modified standard Geiger counter as their detection unit. They did not build a recorder into their equipment, however, and consequently were forced to man their equipment continuously, which naturally cut down the time they were in operation. On two occasions they reportedly detected a burst of high radiation.

Although the veracity of the two astronomers was not doubted, the scientist felt that the accuracy of their readings was poor because of the rather low quality of their equipment.

The scientist then told me about a far more impressive effort to verify or disprove the findings of the "mineral club." Word of the "rock hounds" and their work had also spread to a large laboratory in the East. An Air Force colonel, on duty at the lab, told the story to some of his friends, and they decided to look personally into the situation.

Fortunately these people were in a wonderful spot to make such an investigation. At their laboratory an extensive survey of the surrounding area was being made. An elaborate system of radiation detection equipment had been set up for a radius of 100 miles around the lab. In addition, the defenses of the area included a radar net.

Thanks to the flashing of silver eagles, the colonel's group got permission to check the records of the radiation survey station and to look over the logs of the radar stations. They found instances where, during the same period of time that radiation in the area had been much higher than normal, radar had had a UFO on the scope. These events had occurred during the period from January 1951 until about June 1951.

Upon learning of the tentative but encouraging findings that the colonel's group had dug out of their past records, people on both the radiation survey crews and at the radar sites became interested in co-operating for further investigation. A tie-in with the local saucer grapevine established a three way check.

One evening in July, just before sunset, two of the colonel's group were driving home from the laboratory. As they sped along the highway they noticed two cars stopped ahead of them. The occupants were standing beside the road, looking at something in the sky.

The two scientists stopped, got out of their car, and scanned the sky too. Low on the eastern horizon they saw a bright circular object moving slowly north. They watched it for a while, took a few notes, then drove back to the lab.

Some interesting news awaited them there. Radar had picked up an unidentified target near the spot where the scientists in the car had seen the UFO, and it had been traveling north. A fighter had been scrambled, but when it got into the proper area, the radar target was off the scope. The pilot glimpsed something that looked like the reported UFO, but before he could check further he had to

turn into the sun to get on an interception course, and he lost the object.

Several days passed before the radiation reports from all stations could be collected. When the reports did come in they showed that stations east of the laboratory, on an approximate line with the radar track, had shown the highest increase in radiation. Stations west of the lab showed nothing.

The possible significance of this well covered incident spurred the colonel's group to extend and refine their activities. Their idea was to build a radiation detection instrument in an empty wing tank and hang the tank on an F-47. Then when a UFO was reported they would fly a search pattern in the area and try to establish whether or not a certain sector of the sky was more radioactive than other sectors. Also, they proposed to build a highly directional detector for the F-47 and attempt actually to track a UFO.

The design of such equipment was started, but many delays occurred. Before the colonel's group could get any of the equipment built, some of the members left the lab for other jobs, and the colonel, who sparked the operation, was himself transferred elsewhere. The entire effort collapsed.

The scientist was not surprised that I hadn't heard the story of the colonel's group. All the people involved, he said, had kept it quiet in order to avoid ridicule. The scientist added that he would be glad to give me all the data he had on the sightings of his "mineral club," and he told me where to get the information about the two astronomers and the colonel's group.

Armed with the scientist's notes and recorder tapes, I left for my office at Wright-Patterson Air Force Base, Dayton.

With the blessings of my chief, I started to run down the rest of the radiation information. The data we had, especially that from the scientist's "mineral club," had been thoroughly analyzed, but we thought that since we now had access to more general data something new and more significant might be found.

First I contacted the government agency for which all of the people involved in these investigations had been working, the scientists who recorded the original incident, the scientist and his "mineral club," the colonel's group, and the rest.

The people in the agency were very co-operative but stressed the fact that the activities I was investigating were strictly the extracurricular affairs of the scientists involved, had no official sanction, and should not be tied in with the agency in any way, shape, or form. This closed door reaction was typical of how the words "flying saucer" seem to scare some people.

They did help me locate the report on the original incident, however, and since it seemed to be the only existing copy, I arranged to borrow it.

About this same time we located the two graduate astronomy students in New Mexico. Both now had their Ph.D.'s and held responsible jobs on highly classified projects. They repeated their story, which I had first heard from the scientist, but had kept no record of their activities.

On one occasion, just before dawn on a Sunday morning, they were on the roof, making some meteorological observations. One of them was listening to the Geiger counter when he detected a definite increase in the clicking.

Just as the frequency of the clicks reached its highest peak - almost a steady buzz - a large fireball, described by them as "spectacular," flashed across the sky. Both of the observers had seen several of the green fireballs and said that this object was similar in all respects except that the color was a brilliant blue white.

With the disappearance of the fireball, the counter once more settled down to a steady click per second. They added that once before they had detected a similar increase in the frequency of the clicks but had seen nothing in the sky.

In telling their story, both astronomers stressed the point that their data were open to a great deal of criticism, mainly because of the limited instrumentation they had used. We agreed. Still their work tended to support the findings of the more elaborate and systematic radiation investigations.

The gods who watch over the UFO project were smiling about this time, because one morning I got a call from a colonel on Wright-Patterson Air Force Base. He was going to be in our area that morning and planned to stop in to see me.

He arrived in a few minutes and turned out to be none other than the colonel who had headed the group which had investigated UFO's and radiation at the eastern laboratory. He repeated his story. It was the same as I had heard from the scientist, with a few insignificant changes. The colonel had no records of his group's operations, but knew who had them. He promised to get a wire off to the person immediately, which he did.

The answer was a bit disappointing. During the intervening months the data had been scattered out among the members of the colonel's group, and when the group broke up, so did its collection of records.

So all we had to fall back on was the colonel's word, but since he now was heading a top priority project at Wright, it would be difficult not to believe him.

After obtaining the colonel's story, we collected all available data concerning known incidents in which there seemed to be a correlation between the visual sighting of UFO's and the presence of excess atomic radiation in the area of the sightings.

There was one last thing to do. I wanted to take the dates and times of all the reported radiation increases and check them against all sources of UFO reports. This project would take a lot of leg work and digging, but I felt that it would offer the most positive and complete evidence we could assemble as to whether or not a correlation existed.

Accordingly, we dug into our files, ADC radar logs, press wire service files, newspaper morgues in the sighting area, and the files of individuals who collect data on saucers. Whenever we found a visual report that correlated with a radiation peak we checked it against weather conditions, balloon tracks, astronomical reports, etc.

As soon as the data had all been assembled, I arranged for a group of Air Force consultants to look it over. I got the same old answer - the data still aren't good enough. The men were very much interested in the reports, but when it came time to putting their comments on paper they said, "Not enough conclusive evidence." If in some way the UFO's could have been photographed at the same time that the radiation detectors were going wild, it would have been a different story, they later told me, but with the data I had for them this was the only answer they could give. No one could explain the sudden bursts of radiation, but there was no proof that they were associated with UFO's.

The board's ruling wrote finish to this investigation. I informed the colonel, and he didn't like the decision. Later I passed through the city where the scientist was working. I stopped over a few hours to brief him on the board's decision. He shook his head in disbelief.

It is interesting to note that both the colonel and the scientist reacted in the same way. We're not fools - we were there - we saw it - they didn't. What do they want for proof?

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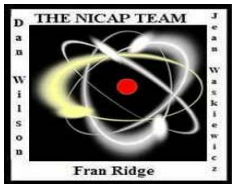

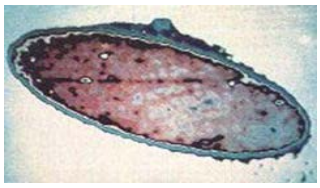

Nuclear Connection Project

NCP Paper

NCP-08: The Nuclear Connection

By Richard H. Hall

In my book Uninvited Guests (Aurora Press, 1988) I devoted a chapter to analysis of what we could decipher about the purposes of the UFO pilots from the accumulated evidence. Therein I discussed a seeming interest in human energy sources, especially petroleum, and briefly touching on nuclear energy. Table 6, "UFO Displays and World History," mentions seeming associations of UFO sightings with atomic bomb tests and with our space programs. Later I conducted a "strategic correlation" study showing an apparent association of close-range sightings with nuclear generating plants, which was published in a popular newsstand UFO magazine.

It was not until I began reviewing reams of literature while doing research for The UFO Evidence, Volume II, in the mid-1990s that a more obvious pattern began to emerge: a strong correlation of sightings with nuclear weapons. Once the pattern became clear, one of its implications struck me: could the aliens (or "beings from elsewhere") actually have intervened in earthly affairs to help end the dangerous Cold War nuclear confrontation? Debunkers, of course, will consider this an entirely crackpot notion; nothing but wishful thinking and a desire for "saviors from space." But they never bother to study the data and so are oblivious to the many emerging patterns.

Section II ("Military Witnesses") of The UFO Evidence, Volume II (Scarecrow Press, 2001) reports much of the data that led me to this suspicion. It includes the 1967 ICBM base cases in Montana and North Dakota and the 1975 SAC base overflights reported by Ray Fowler and Fawcett & Greenwood, and also the 1978 McGuire AFB "alien encounter" case and the 1980 Bentwaters AFB case. I had extensive face-to-face interviews with the primary witnesses in the latter two cases, and both involved UFOs in the close vicinity of nuclear weapons storage sites.

With 20-20 hindsight, other cases such as the 1957 Army jeep patrol case in New Mexico and a number of incidents reported by Ed Ruppelt also had a "nuclear connection."

Interestingly, my mentor and friend, Donald E. Keyhoe, who was way ahead of everybody in his perceptions about the significance of UFOs first raised this suspicion in The Flying Saucers Are Real (Fawcett, 1950): "[UFO visits which had occurred sporadically in the past] suddenly increased in 1947, following the series of A-bomb explosions begun in 1945" (p. 174).

Clearly the study of patterns in UFO sightings holds a lot of promise for increasing our knowledge about the nature and meaning of UFO visitations. Larger scale and more sophisticated statistical analyses would be highly desirable.

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Nuclear Connection Project

NCP Papers

NCP-09: Oak Ridge Native Speak - An Introduction

Jerry Washington:
Regretfully, any contribution I make to the Nuclear Connection Project is going to be purely anecdotal. My only qualification is scarcely more than an accident of birth – having been hatched and reared in the original "Atomic City": Oak Ridge, Tennessee.

A sleepy little burgh tucked discreetly away in the rolling hills between the Cumberland and Great Smoky Mountain ranges, Oak Ridge has always appeared deceptively normal on the surface. Only when you peeked behind the façade of plutonium and privilege – and you had to know where to look – did you glimpse the town's true nature.

Beyond the designer dachas of the nuclear bourgeoisie, out past the abandoned guard tower relics of an earlier era, lay the vast no-man's land we called the "Restricted Zone" ("we" meaning the Mensa set's prodigal offspring).

The Oak Ridge "Reservation" encompasses many hundreds of square miles. However, the town itself – the residential area – occupies only a small percentage of that acreage. The rest has always been under the purview of the Federal Government; Atomic Energy Commission (AEC); Union Carbide; Martin Marietta, or whoever holds the reigns of power these days.

The Oak Ridge City cops lacked the authority to cross over into "the zone," a fact taken full advantage of by me and my fellow delinquents. With too much time and money on our hands, we sought to relieve our boredom through frequent incursions into "the zone," where we'd party hearty in the shadow of K-25, Y-12, or X-10, the three resident nuke facilities.

We sure-as-hell weren't worried about AEC Security showing up. Those guys were an absolute joke! Even at the height of the Cold War, we were able to carouse "the zone" with impunity. We could've been Russian spies or worse, and nobody would've known.

Ringed with "DANGER: RADIOACTIVE" signs, we went about our business with the fatalism borne by Oak Ridgers, and nurtured throughout our formative years. Field trips to the Oak Ridge National Laboratory (X-10) only served to reinforce that posture, as we gazed down into the luminous depths of the Heavy Water tank used to cool spent reactor rods. Years later I would learn that that otherworldly glow had a name: Cerenkov Radiation. As with the radioactive dimes that we took home as souvenirs and promptly liberated from their plastic casings, it was probably best that we didn't know too much back then. What you don't know can't hurt you, or so the theory goes…

That was certainly the disposition with which I approached any mention of UFOs at the time, whether in a periodical, TV show, or even Baby Huey cartoons! The subject made me extremely uncomfortable. When Time or Life Magazine (I don't remember which) came out with a special UFO issue featuring a full-color glossy of an alleged UFO on the front cover, my adolescent self went utterly apoplectic. I repeatedly flipped over the issue displayed on our coffee table, so as not to have to look at the thing.

Of course, I was weaned – like most of my generation – on a steady diet of B-Movies bearing titles

like “It Came From Outer Space” and “Invaders from Mars.” And while they also made me uncomfortable, it was the notion of TV’s “The Invaders,” that really made me squirm; those glowing hands…the dissonant music…the opening sequence with the saucer landing. The notion of something so totally outside of my “zone” of reference ran contrary to the ideals that I held dear: My yearning for a reasonable life, where cause begets effect, and stuff makes sense.

I have set the stage for the following account. It is through the contextual prism of life in the Atomic City, as I’ve described it, that these “anecdotes” should be viewed…

too-close encounter

When I invited my buddy, Robert, over to cruise for chicks and beer on his first weekend home from college, UFOs were the very last thing on my mind – they weren’t even on the radar screen. Bob was a fellow hedonist, and, while I was still adrift in a sea of uncertainty about my future after high school, he had seized the bull by the horns and enrolled in the University of Tennessee in Knoxville.

He picked me up in the beat up, old Corvair that he’d inherited from his older brother. I was a little heftier than Bob and, although it took some doing, I squeezed my bulk into the passenger seat. Off we went – Laurel and Hardy – into the balmy, autumn evening, headed due west towards the Restricted Zone.

Truthfully, Bob and I weren’t all that close. We'd never really hung out together, however, rumor had it that he had spent his entire first semester at UT racking up one sexual conquest after another, and I was anxious to hear him dish the dirt. My ears were purt near burnin’ as he regaled me with a play-by-play account of his sexploits, a goodly percentage of which could have been hyperbole; Bob wouldn’t be the first young man who’s inflated his statistics.

Still, Bob was a pretty rational guy, not given to too many flights of fancy. An honor student at Oak Ridge High, a school that churned out National Merit Finalists like Y-12 turned out nuclear triggers, he'd had the prettiest girlfriend in school. In other words, he really didn’t need to exaggerate very much.

“Let’s cruise the plants,” I suggested, and Bob agreed.

“I haven’t had my fix of radiation in a while,” he quipped, only half in jest. “We’ll take the grand tour, then come back by the liquor store and buy some beer.”

Onward, toward K-25 we trekked, penetrating deep into the Restricted Zone, Bob, all the while, keeping a running commentary going about his collegiate conquests. Basically, it was just your typical dude’s night out – two local boys cruisin’ the nuke plants, hoping to stumble upon some action.

Eventually, we found ourselves on Bearcreek Road, the curvy, two-lane road that leads to Y-12. A shift change was due at the facility in half an hour, but for the time being, we had the thoroughfare to ourselves. It was a moonless night, so Robert had to drive with extra care. Although quite familiar with the route, the lack of streetlights or other vehicles only added to the challenges of negotiating its numerous twists and turns on such a caliginous night.

And then it happened. We were driving along, shootin’ the breeze, listening to the A.M. radio, when off to our right, a bright, fully illuminated object appeared out of nowhere. It was descending at a 30-degree angle, following the topography of the hillside next to the road, when it abruptly leveled out, stopped, and hovered no more than twenty feet above the road. Exhibiting every sign of being intelligently controlled, simply by the ultra-precise manner in which it maneuvered, the UFO seemed to be daring us to approach it and drive underneath it.

The object was disk-shaped, radiant, metallic, the size of an eighteen-wheeler, and utterly silent. I know, because at the moment it first appeared in my field of vision, I reached over to turn off the radio. I don't know why, exactly, but that enabled me to hear whatever ambient noises were present, and other than the air passing by the open car window, there were none – other than the pounding of our hearts, of course.

"Oh, God," I cried, " what do we do?"

"I don't know," Robert replied meekly.

The fear, the greatest we had ever known, was robbing us of the ability to speak. Reacting on instinct, Bob put the pedal-to-the-metal, but this was a Corsair remember, a rickety ol' relic that had long seen its day.

The object awaited us, only a hundred feet or so up ahead. Even at the modest speed we were travelling, there was no way we could stop – not in so short a distance. The laws of physics were indeed committing us to pass right underneath the intruder.

I glanced away, but its otherworldly luminescence still managed to burn its image into my psyche. Robert wasn't so lucky. He was forced to keep his eyes trained on the road, and it was he who noticed the prismatic effect that the object exhibited. As though a rainbow were contained within, the UFO pulsed with an unnatural light.

Passing beyond the "contact point," all I could think of in my panicked state was the possibility that the UFO was toying with us, and I suffered another panic attack. Suddenly, a diffuse light appeared on the distant horizon.

"Could that be?" I wondered.

"I hope so," Bob replied.

What we were seeing were the first familiar signs of humankind: the lights from the western boundary of the miles long Y-12 plant. It was only a couple of kilometers away.
For the next few minutes we hoped and prayed with every bit of fervor a couple of irreverent teens could muster that we'd make it back to civilization without another run-in with the mystery craft. "Just a little further…just a little further," I chanted – a rather different mantra from my usual call-of-the-wild.

"Thank God…thank God," I intoned in unparalleled relief, once we reached the outer limits of the "bomb factory." It's ironic how something so alien as Y-12, with its enormous electromagnets (largest on the planet) and cutting edge technologies, could produce such a warm-fuzzy deep within me. A true baby boomer, I was home…

(postscripts)

Oddly enough, Robert and I never discussed our encounter again. I tried to get him to talk about it once, several months after the fact when I happened upon him in a pizza joint, but he refused. The very mention of it made the blood drain from his face and his knees go wobbly. Quasi-hostile, he strong-armed me to the side and warned me to never bring the subject up again. And so it remained – that silence between us – up until his death of AIDS complications in 1990. In a subsequent conversation with our mutual best friend, I learned that Bob had given him a detailed description of the events of that night, and that all of the pertinent details matched up with my recollections. It was a relief to know that I wasn't just passing swamp gas…

I once queried Stanton Friedman and John Carpenter, two men who've made it their life's work to study the UFO phenomenon, what their take on such a close encounter was, and both replied that it fit the alien abduction profile. "Any encounter that close, usually involves a missing time and/or an abduction component," was their consensus. Both found Robert's apoplexy when cornered in the pizza joint a particularly telling constituent. I was completely unaware of both phenomena – alien abduction and missing time – at the time the event occurred. Not until I assumed the State Directorship of both Kentucky/MUFON and Skywatch did I become aware of just how much Bob and I fit the profile of likely abductees.

Growing up in the Atomic City you learn a lot about its history, about its birth during World War II, its top-secret mission, its chief export – weapons grade uranium – and about the role it played in bringing the war to a rapid conclusion. You never hear about its lengthy and well-documented history of UFO surveillance or about the folks, like Bob and me, who put a human face on the startling statistics. That discovery would also come later.

In October of 1973, a "flap" occurred during which UFOs were seen all over the East Coast, from Louisiana in the south, to Michigan in the north. Oak Ridge, too, had its share of sightings, as her skies were suddenly adorned with amber ovals, red BOLs (balls of light), and multi-colored whatnots. (See "Red Balls of…Light," and "To Have or Have-Not," for a personal account.)

I feel I'm keeping lofty company to have my tales of the strange-but-true included among the likes of researchers of such impressive caliber and credentials. Admittedly, my evidence for the status of Oak Ridge, Tennessee, as a UFO hotspot is anecdotal, but hey – in the beginning was the word…

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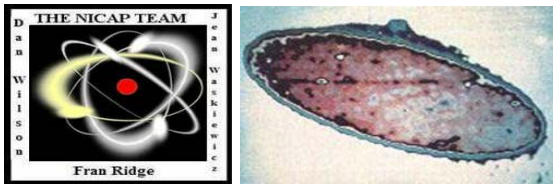


Nuclear Connection Project

NCP Paper

NCP-10: Nuclear Historical Correlative Research

by Robert Duvall

Robert Duvall

Do UFO respond to our political will in the arena of nuclear weapons? It is inevitable to compare the onset of prolific UFO activity of the last 60 or so years to our acquiring nuclear weapons capability. In making that comparison it is essential to realize the possibility that an historical relationship could exist, and to at least perform a study to make that determination. This paper's primary goal is the introduction of the historical correlative concept and represents a small sample of such a study. This paper also provides topic organizational structure allowing the data to be collected in a fashion that is easily applied to historical research. Although much progress has been made towards firming this approach, not all topics have received correlative attention as of this writing.

Why choose military sighting data? The significance of military sightings is imbedded in the high quality of the observation and documentation, the consistency of the types of activity, and most important, the notice taken by the chain of command. Engaging the military of a state is the most direct way of getting attention – all the way to the top. It is apparent that direct contact with leaders of states today is rare or probably nonexistent. Any sighting at or near to a state's capital should therefore be treated as extremely significant. Most normal UFO activity occurs in fashions not meant to attract attention, such as in the guise of night or in remote areas, or so brief in length as to make it nearly impossible to ascertain anything from the sighting. When discovered, UFO usually end any observation by leaving quickly. Yet military engagement is direct, specific in type and location, often having duration indicating the intent to acquire full attention. Repetition of specific activities related to military could very well be attempts to relate or demonstrate clear superiority, concern over policy/decisions, and, with the more aggressive activity, a conveyance of warnings. That cannot be ignored as a distinct possibility. This is the case with UFO activity related directly to nuclear technology, weaponry and the associated political prowess.

What does this have to do with a possible historical relationship? Evidence supports this relationship. The location and the timing of many of these sightings are coincident with historical events within the related realm, whether that is conventional conflict or specific

aspects of nuclear policy and militarization. This does not apply just to the US. There is much to be learned by applying an orderly study of this relationship both in conventional military conflict and nuclear militarization globally.

Introducing this historical relational concept in a convincing manner to the general populace would require a fairly extensive set of consistent examples. When looking at the complex history of the last 60 years, the task becomes daunting. However, setting specific categories and building examples for each with consideration of pertinent global military actions helps simplify this significantly. The separation between “conventional” and “nuclear” strategy/decisions during the various conflicts must be maintained at all times. The “conventional” military actions have related UFO activities which likely carry with them an agenda differing from that of “nuclear” related UFO activities.

While the results from each category may not stand firm statistically, applied together the composition with their patterns of behavior become more revealing. Over time a sense is acquired of the types of nuclear related policies/decisions/events and the kinds/timing of UFO activity these elicit.

Loren Gross has written about the Berlin crisis of 1948 in an historical relational manner (NCP-01: Some Early Patterns). There are many more nuclear historical manifestations to draw from. Although we lay claim to being the first to detonate atomic weapons, the events that we are studying here in the US are not peculiar to the US - Britain, France, the former Soviet Union (and now, Russia), China, Israel, Pakistan, India, and probably South Africa, all likely have had similar types of activity. The focus of this study has only included the first five. Of those, China and France have yielded little information thus far.

Actions of UFO related to nuclear technology and its utilization border on predictable.

The following list represents known categories for UFO event/nuclear historical correlative study:

* **Weapons Development and Manufacture** – Atomic and thermonuclear - research facilities (Los Alamos, Sandia Labs, Lawrence Livermore) and other developmental locations. This category seems straight-forward in that sightings at these locations could be related to activity at these facilities at the time of the sighting. It could even be as simple as status checks or demonstrating concern through repeated presence at facilities. More study is needed in this category to determine if any historical significance exists in these incursions.

*** Fuel Processing Facilities** (initially Oak Ridge Tennessee then Hanford Washington -in my backyard). Hanford was the second facility built to support the Manhattan Project. The fuel for the weapons used in Japan came from this facility. It would be an obvious target for surveillance and demonstration. An event occurred at this facility on or around the date of the Trinity Test.

Hanford, WA: Radar picked up a fast moving oval object the size of three aircraft carriers side by side which then began to hover over N-Plant at 65,000 ft altitude. Six F6F's were scrambled to the object but reached a maximum altitude of 42,000 ft, 5,000 ft above the rated ceiling of the F6F. The pilots were forced to go back as their engines began to fail and fuel became dangerously low. The object then disappeared as quickly as it came. At least twenty minutes elapsed during the event. The object was described as "very streamlined like a stretched-out egg and

pinkish in color" and emitting vapor from the outer edges. The date of the occurrence was described by Rolan Powell, one of the pilots, as "six weeks before the Japanese surrendered aboard the Battleship Missouri in Tokyo Bay on September 2, 1945." This places the sighting in the middle of July. Living On The Edge: An American war hero's daring feats as a navy fighter pilot, civilian test pilot, and CIA mercenary by Byron D. Varner, privately published. Also interviews with the author and principal, Rolan D. Powell by Walt Andrus. Thanks to Francis Ridge – NICAP Web Site.

Long duration sightings at or near these facilities close to such important dates can interpreted as demonstrations. The timing of these demonstrations often occur about significant atomic/nuclear related events. Do they want our leaders to be cognizant of these incursions and their importance? It is as if they are applying pressure. The sighting over the Oak Ridge facility September 18 of 1944 occurred on the same day as the Hyde Park Accord, a secret accord between the US and Britain [F. D. Roosevelt and W. Churchill] deciding atomic bombing of Japan. There are many events that have occurred over the weapons material manufacturing facilities and much opportunity to learn the historical significance.

A side note:
In a search for information relating UFO to Hanford, documents relating to the cleanup efforts at Hanford turned up with information on a waste dump area officially titled "UFO Landing Area." It is in one of the oldest dump areas of the reservation and adjacent to the main security facilities. It appears, based on another person's review of recent aerial photos, that the cleanup is complete at that location. That was an interesting find. The titles of these various cleanup areas do not show a theme of humor or sarcasm. The underground plume of contaminants at the reservation is slowly working its way toward the Columbia River. At this time, there is not much we can do to halt this progression.

*** Weapons Testing** – have test dates and locations, Space Tests-EMP Moon N-test? (US, Britain, France and Russia) It is likely that appearances were made at a majority of the tests. There is film footage from the DoD that looks suspiciously like a UFO applying surveillance during a test. Many of these tests are available on video. Some of these tests were demonstrations themselves for the sake of applying pressure to the former USSR. These would be likely candidates for demonstration activity from the UFO.

One test in particular that either was or wasn't attempted, was a demonstration test that was slated to occur on the Moon. There are two accounts – one that says the Air Force shut the project down and another that says it was launched, intercepted and destroyed by UFO. Tests did actually take place in space, however, in 1958 and again in 1962 after the test moratorium was over. These were executed to realize the results of ionizing the Van Allen belt with radiation. As it turned out in a test from Johnston Island, radar, radio communications and power were all knocked out in a large area. This EMP (electro-magnetic pulse) affect is known to be a useful tool in knocking out the enemies' ability to retaliate. The possibility of an enemy's use of EMP has become an important driver in having missile defense capability.

Another attempted test on Johnston resulted in destruction of the rocket on the pad and resulting plutonium contamination of a large area around the launch facility. Deaths have been attributed to exposure following the accident.

Its unimaginable that we would have continued to get away with sending these weapons into space. Between the US and the USSR there were at least 20 tests. These were cut off due to the danger posed to space assets, astronauts and cosmonauts, and the population as a whole (not to mention UFO). An Outer Space Treaty was drawn up in response to keep nuclear weapons out of space for detonation or targeting from space. There is a good video called “Nukes in Space” (Peter Kuran – Goldhil Home Media International) and more information on the space tests available on the Internet.

Delivery of fissile materials via naval vessel for these tests had UFO fly-overs. It is also likely the USS Indianapolis and its ill-fated mission delivering the fissile material unescorted for the Hiroshima and Nagasaki bombings had visits by UFO. There are survivors from that sinking, but It seems unjustifiable interviewing them about possible sightings during their voyage after hearing their personal accounts of the hell they lived through.

*** Rocket/Missile Development** (White Sands, Australia, Russia).
It would be consistent for UFO to monitor rocket development both as future delivery vehicles for nuclear weapons and for our space purposes. Accounts exist to support this observation. Further work is needed to provide examples.

*** Nuclear Threat or Standoff Conditions** - dates of US decisions or military command recommendations to pursue the use of nuclear weapons during various conflicts and standoffs.

It is this category that would include incursions over Washington D.C. and other capitals throughout the world. There are many examples to draw from. The demonstrations in these instances would be more bold, pointed at leadership and persistent in duration. The 1952 flap holds many secrets. At that time we were in the midst of the Korean war, were on schedule with development of the hydrogen bomb, had many complex issues to consider regarding the Soviets with their nuclear weapons development and China. China’s involvement in the Korean War had pushed our military command towards recommending the use of atomic weapons at least once. This instance had taken place in the first months of 1951. In 1952 we had new developments involving China over the situation in the Indo-China region. China was once again aiding in a growing conflict that would eventually oust the French colonial government and persist to become the Vietnam War. An article researched and printed in a prominent Japanese newspaper Asahi on September 16, 1984, states that according to documents retrieved through the FOIA, on July 16, 1952, the joint chiefs made the recommendation to take on China utilizing atomic weapons. Excerpts from the article as translated to English:

“The United States Department of State announced on the 14th [September, 1984] that in its diplomatic documents, the United States Armed Forces were concerned with the French gradually losing in its frontline battle in the Indo-China War. The United States was contemplating cutting resources to the League for Vietnamese independence (The Vietnamese army led by Ho Chi Minh), and to use nuclear weapons against China to prevent their descending south.

It is known from the diplomatic documents released last year [1983], that nuclear weapons considered for use against China by the United States when entering the Korean War. But this is the first time that the consideration for the use of nuclear weapons in the first Indo-China war was made public.

According to those documents, the first time that a nuclear strike against China was considered, was on January 11, 1952 at the conference held by military representatives from the United States, France, and England. Chairman Bradley of the Joint Chiefs of Staffs. He suggested that, in order to halt the southern advance of China in the Indo-China war, they warn China about the use of nuclear weapons as being one of their options. But, telling the method that they would use in a retaliatory attack was considered unwise, and the suggestion was dropped.

In the same year, on July 16, at the strategic military conference held by the Department of State and the Joint Chiefs of Staff, Chairman Bradley stated that it would be difficult to halt the southern advance of China without paralyzing their transportation systems with nuclear weapons. It is not known at this time what the view of President Truman was concerning this topic."

There is evidence to support that strong connections exist between political/military considerations of the use of nuclear weapons and the appearance of UFO at the capitol or other important government facilities. Of the conflicts since WWII, the Vietnam War has provided the largest number of nuclear scenarios beginning in 1949, when the Chinese began supplying arms to Ho Chi Minh. Certainly all of the nuclear threats and standoffs have to be studied to look for consistent patterns before passing judgement on the 1952 D.C. correlation indicated above.

*** Deployment of Nuclear Bomber and Missile Wings** - US and overseas, increased activity as a result of. (over bombers on alert status, weapons storage, harassing bombers on training missions, etc…) (most US locations were bases left over from WWII).

Deployment historical documents for the US and overseas are being utilized. Although this category is not documented yet, many examples have been collected over the years to suggest that correlation of activity with deployment is a sure thing. This will be backed with data as this effort continues. The primary purpose of covering this topic is to indicate a strong statistical relationship. If UFO are truly interested in and concerned over our nuclear components as the evidence supports, this would in itself be the motivation for the different incursions over these bases. Monitoring weapon types, movement and deployment would surely be the activities they would engaged in. Another aspect this topic uncovers is the treatment generally of our military planes. UFO tend to engage our military aircraft directly and boldly.

*** Nuclear False Alerts -** bomber fleet attacks or missile launches indicated by early warning radar installations or satellites-occurring in the US or USSR (with consideration of specific nuclear related action or deployment by a country, increasing political tensions).

This is one hot topic. Of course there have been many false alerts that were of our own accord, whether equipment malfunction, inadequate equipment design, or technology infancy. Then there are some that probably fall completely out of our hands, and its interesting to note what was going on when these occurred. As an example, in the mid 1970's, European NATO countries were reformulating defense policy. It made little sense to have large numbers of ground troops in the face of a nuclear threat from the USSR. What really made sense both economically and strategically, was to have Eastern Europe defended by a theater of medium range nuclear tipped missiles. The only problem was that the location

of the missiles only gave Moscow six minutes response time. Comparing that with what the US had left a clear imbalance. Deployment of the Pershing II missiles began in the early eighties. Many articles about false alerts during this period indicate the number of false alerts through 1985 is surely in the thousands. This is difficult to verify. Equally difficult to verify is the source of these alerts. There are the same few explanations repeated over and over. While this accounts for a few, what of the rest? The true depth of the issue of false nuclear alerts is not explored or exposed for reasons likely having to do with public confidence. If UFO have had a role in keeping our defense apparatus off balance with these staged scenarios, who in the defense department would ever admit this?

Going back to December of 1950, about a year after Russia had detonated its first atomic bomb, we had an alert that looked like Russian bombers headed towards our Northeastern coast. This was probably our first alert. The bombers faded out on the radar screens before any detrimental action was taken. Its interesting to note that a year after the first detonation would have provided the Russians enough time to assemble the weapons and to get the bombers ready for the task.

This is a difficult topic to get good data on. But it would be consistent that UFO would engage the US and the Soviets in such a fashion. If anyone reading this is aware of examples, please pass them along.

*** Missile Wing Interference** (nondestructive and limited scope demonstrations/warnings) -with missile launch readiness or missile trajectory change, or with test launches curtailing dummy warhead trajectory, all demonstrating highly advanced capability we are unable to anticipate and design to. (Both US and USSR. What else do they have up their sleeve?) At some point we passed the line separating the possibility and the probability of utilizing ICBM weapons. This is a discussion worth engaging in because it will likely reveal that military and political will somehow changed in the early 1960's to elicit the bold UFO activity experienced at the various missile bases. It is no secret to most individuals who have read the various publications discussing military related UFO activity that launch capability of limited numbers of missiles were taken offline on a few occasions, and that launch coordinates were altered at least once.

There was also a test launch of an Atlas ICBM with a dummy warhead out over the Pacific in September of 1964 (Deliberate Deception: The Big Sur UFO Filming – Bob Jacobs). This test was filmed and, upon review of the film, officials in the airforce found a disk entering into the frames, circling the warhead, shooting a laser like beam at four separate locations on the warhead, and exiting the frames. The dummy warhead then tumbled out of its trajectory. There are many other instances including an individual silo in Russia where the controls indicated to the operator for a harrowing 15 seconds that the launch sequence was initiated and the missile was about to launch. A massive UFO hovered outside of the silo control facility. The top officials were aware of this event. Why did these kinds of activity occur? One assessment is that we were being shown a superior capability. For what purpose? Here are some possible reasons:

Indicating to our military command that we do not have the control over these assets that would have to be in place in order to utilize them.

Allowing that we may not know whether our equipment is malfunctioning or that the source is external.

Allowing that in a real scenario, we will not have certainty that interference wouldn't occur again.

Uncertainty seems to play an important role. With thousands of nuclear weapons ready to go at any time and with the predictions of the outcome uncertainty has no place. No permanent damage was incurred by these activities and our national security was minimally compromised. The people at the top were well aware of these events.

*** Nuclear Military Exercises** (US and joint).
This is another category that is worth filling in with some research. If pressure was being applied using these other areas for demonstration, likely nuclear exercises would have had them as well.

*** Nuclear Accidents** (research, reactor, weapons test, weapons lost, vessels sunk).

There was one purported incident in Canada where a small nuclear-tipped cruise missile was fired from a US military aircraft at a UFO, missing it, of course. Although that may not be considered an accident, it is not stated whether the missile was recovered after the incident.

There were many occasions when bombs were lost, nuclear submarines loaded with missiles sank, and accidents occurred at nuclear fuel processing plants and nuclear power plants. A limited search for activity at Three Mile Island in Pennsylvania turned up dry. There may have been some related activity after the event. It will take more work.

Chernobyl was a different case. UFO Activity occurred prior to and after the accident there. Readings before and after a sphere descended over the facility just after the accident indicated that the level in that area had been reduced by over 2/3, according to Paul Stonehill in "The Soviet UFO Files".

*** Mining Raw Uranium** – what better place to make a statement than the mines.

There is documented activity over uranium mines in Africa. It is likely that data will support mine-related sightings in Wyoming. And here's a fascinating event that occurred in Texas:

The summer of 1971, I was working the night shift for Conoco Oil Co. at an open pit uranium mine west of Karnes City, Tx. I was one of 6 people operating Caterpillar 657B earth movers. We were down to about 210 feet deep when this incident happened. It was about 11:10 PM , just after shift change we were getting ready to crank our machines, when the 85 acre pit lit up as if it was daylight. The light was so bright that I had to squint because it hurt my eyes. I remember hearing a high pitched hissing noise and the hair on my arms stood on end. I was so scared, I fell to the ground and started praying. I remember trying to look up, but the light was so bright I couldn't. After about 2 minutes, the light started getting dimmer and I could finally look up at it. What I saw amazed me. The object was round and the bright light was coming from the center of the bottom of the UFO. Around the perimeter of the craft was hundreds of penlight size light beams that alternated in all colors of the spectrum. Now I know they were laser beams. The UFO was rising up slowly at first and then went straight up out of sight in about 10 seconds. I was crying and shaking and so was everyone else. The other shift workers thought we were crazy when we told them what had

happened. But we got the last laugh. This is how we proved it actually happened. There is a vein of uranium ore that runs from George West Texas to almost Texarkana Texas. When determining where to place a mine, the following steps are accomplished: (1) A geologist with a geiger counter flies over the area and finds the highest radiation reading. (2) Drilling trucks are sent out and core samples are drilled to determine the highest concentration of uranium ore. These core samples are drilled in a grid pattern and every core sample is given a tracking number and logged in showing the concentration and amount of uranium present. (3) The open pit mine is then laid out according to these core samples. When this UFO incident happened, we were about 2 feet away from a layer of hard rock called the "tap rock" that laid directly on top of the uranium ore. The uranium ore varied in depth from 6 to 18 inches and had about the same brown color as low grade coal. Two days after this incident, the tap rock was removed to expose the uranium ore. We were astounded to find that the uranium ore was now a chalky white substance that had NO radioactivity at all! There was a 250 foot diameter circle of this chalky material in the center of the pit. Outside of the circle, the uranium ore was still as potent as before the incident. Core samples don't lie. This chalky material was uranium before this incident. Many a night I have laid in my bed thinking about what happened. I think the UFO needed the uranium for some reason.

NUFORC
Occurred : 6/15/1971 23:10 (Entered as : 6/15/71 23:10)
Reported : 5/27/1999 21:18
Posted : 6/23/1999
Location : Karnes County, TX
Shape : Circle UFO sighting over open pit uranium mine.

Interpretation of this event is that a demonstration was made regarding the use of uranium. If UFO needed raw or processed uranium, certainly given the advanced capabilities displayed, they could have taken as much as they wanted from any source. If that were the intent you would see much more of that kind of activity around these mines and likely we would be dealing with losses at facilities where processed material is stored, which is simply not supported by the sighting data available. In this case however what we have is a known quality and quantity of raw material that is days away from being extracted. Right in front of the workers this UFO comes down and renders the uranium worthless in an area large enough to get attention. There are no other events on subsequent days. Just this one. This surely got the attention of any engineering personnel working on the project. It is likely that the information was forwarded to the AEC or another government agency. Another event was probably noted by the government for its specificity in dealing with nuclear technology. The pressure was maintained.

*** Weapons Component and Chemical Manufacturing Facilities**
There were likely events occurring over plants that may have been involved in materials used in processing weapons fuel. More work is needed for this category.

*** Weapons Dismantling Facility** (Pantex, Texas)
This should provide some recent activity if they are monitoring our progress.

*** Power Outage Events** – conflict related? Nuclear related? (Vietnam – many events)

Is it possible that the power outage events of the 1960's and 1970's were responses to political/military actions? The many articles and books indicate the immense depth of political turmoil brought on by the Vietnam War. The controversy over the courses of action and the lack of a clear plan based on sound intelligence and analysis brought the public in on the political fray. These sentiments were shared by the public of allied countries as well. From the controversial Tonkin Gulf Resolution (possible UFO involvement in this incident) on we were in over our heads. Documentation from several government sources reveal that discussions to utilize nuclear weapons came up on several occasions. Early in 1965, President Johnson had initiated a massive bombing campaign in Vietnam that continued throughout the year. What happened towards November of that year? If indeed the Northeastern US power outage of that year was initiated by UFO, what was the message? What prompted that action? Was Johnson initiating a nuclear option? There were serious nuclear bomber training missions from an aircraft carrier in the Vietnam region the summer of that year. A clear picture has not yet emerged and further historical research is needed to look for the correlative relationship. The other outage events have to be evaluated as well.

*** Hiroshima and Nagasaki**

iates have shed much light on these events. It importance and horrific nature to set in whe is common knowledge among some of those he bomb ing that UFO wer present weeks and after, there is little known evidence to supp g there wer efforts to study the affects fferent disciplines. Film and camera crews ccompanied them documenting every aspect of these affects. Included in the photographic records are probably hundreds of pictures and film footage of the UFO present on a daily basis. While a few pictures are posted on the Internet that appear to include UFO, a more robust photographic record will be needed to set the record straight. Additionally, there are probably some written accounts of the UFO surveillance. There can be no doubt that there was much outward interest and concern displayed during this unique and horrific time in human history.

*** Naval Nuclear Launch Submarines**

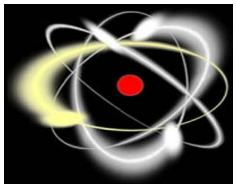
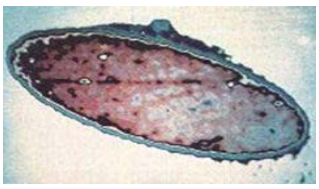
Deployment of submarines is unique due to the ability to close in to specific locations. Many of these sightings involve UFO submerging in and exiting the oceans.

*** Treaties and Their Role**

Is it possible that related UFO activity had a small influence on treaties? It is hard to ignore the distinct possibility that UFO have pressured our governments indirectly.

Today researchers are in a unique position. A plethora of nuclear historical information is available from many sources. Thanks to the hard work of many individuals, large numbers of sightings at sensitive installations have been documented and put into databases for study. The time is right to put new efforts into understanding the historical significance of these military UFO sightings. If indeed, these events are as relational as it now seems, we may begin to understand their role. Imagine that!

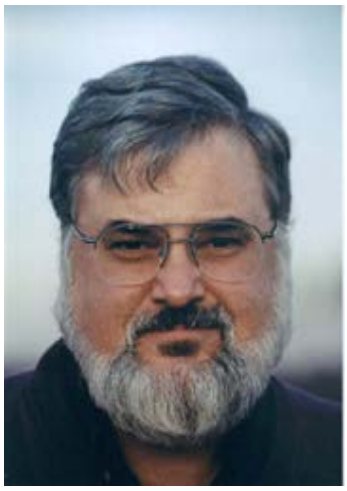
NCP Home Page

Nuclear Connection Project

NCP Paper

NCP-11: Do Nuclear Facilities Attract UFOs?



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On numerous occasions, UFOs have been reported over nuclear power plants as well as nuclear research facilities and nuclear weapons storage bunkers at military bases. (1) A good percentage of these reports occurred at highly restricted government research and production facilities, such as Los Alamos, Oak Ridge, Hanford AEC, and Savannah River AEC. Highly trained government scientists and military personnel, who had been granted top-secret military clearances, made many of these reports.

In a well-documented series of incidents in early November 1975, nocturnal lights and unidentified “mystery helicopters” visited a wide spectrum of American military bases and missile sites across the northern tier of this country. Between October 27 and November 10, reports of UFOs over nuclear weapons storage sites were repeatedly made at Loring AFB in northern Maine, Wurtsmith AFB in Michigan, Grand Forks and Minot Air Force Bases in North Dakota, and Malmstrom AFB in Montana. F-106 interceptors were scrambled out of Malmstrom AFB near Great Falls, Montana in response to multiple reports of UFO visits to nearby missile sites near Moore, Harlowton, Lewistown, and several missile sites around Malmstrom AFB. (2)

A similar rash of incursions occurred in December 1948 (Los Alamos), December 1950 (Oak Ridge), July 1952 (Hanford AEC, Savannah River AEC, and Los Alamos), August 1965 (Warren AFB near Cheyenne, WY), March 1967 (Minot AFB, Malmstrom AFB, and Los Alamos), August 1968 (Ellsworth AFB in South Dakota), August 1980 (Warren AFB, Sandia Labs and Kirtland AFB, NM), December 1980 (Benwaters RAFB, Suffolk, England), and October 1991 (Chernobyl, Ukraine and Arkhangel’sk Missile Base, Russia).

These reports led some to speculate that the intelligences behind UFOs have an interest in nuclear

weapons and nuclear power. One feature of these reports suggesting a direct link deals with light rays or energy beams being focused on nuclear materials.(3) Multiple independent accounts state that beams of light were directed downward from the UFOs onto the nuclear storage bunkers and underground missile silos, perhaps penetrating them beneath the surface. (4) (5) In addition, there have been unsubstantiated rumors from enlisted men that the telemetry of the weapons at some sites had been changed or that other weapons had been rendered inoperative.(6) (7)

Some researchers have suggested that the occupants of UFOs have a deep concern about the safety of nuclear power, and our proliferation of nuclear weapons, and are therefore keeping a close scrutiny of these sites. During the Chernobyl nuclear power plant disaster on April 26, 1986, technicians reported that they observed a fiery sphere, similar in color to brass, within 1,000 feet of the damaged Unit 4 reactor during the height of the fire, about three hours after the initial explosion. Two bright red rays shot out from the UFO and were directed at the reactor. It hovered in the area for about three minutes, then the rays vanished and the UFO moved slowly away to the northwest. Radiation levels taken just before the UFO appeared read 3,000 milliroentgens/hour, and after the rays the readings showed 800 milliroentgens/hour. Apparently the UFO had brought down the radiation level.(8)

Is there any statistical evidence that indicates a heightened attention to nuclear sites? In an effort to determine this, we applied the techniques of epidemiology to the UFO evidence accumulated since World War II. Table 1 below was developed from the UFOCAT 2002 database. It compares 164 counties with nuclear facilities to a control group of 164 US counties without nuclear facilities. Nuclear facilities include those plants involved in the storage or manufacturer of nuclear materials, including military bases where nuclear weapons are deployed and commercial or research nuclear power plants. A nuclear facility might be a small commercial nuclear power plant such as Vermont Yankee in Windham County, Vermont; or it might be a nuclear production plant such as Rocky Flats in Jefferson County, Colorado; or it might be a nuclear submarine base such as Bangor Naval Base in Kitsap County, Washington.

The control group counties were selected on the basis of the closest match in population, with an attempt to also match the same region of the country (Northeast, Midwest, South, Mountain, West Coast) as the county with a nuclear facility, and with an attempt to exclude control group counties with military bases that might have held nuclear weapons at one time. The results suggest that there is an important association between the presence of a nuclear facility and the rates of both UFO sightings and close encounters (CE). This association tends to increase with those counties with smaller populations, so the results are further stratified by five population categories:

(a) counties with populations over 500,000;
(b) counties with populations between 225,000 and 500,000;
(c) counties with populations between 101,000 and 225,000;
(d) counties with populations between 50,000 and 101,000; and
(e) counties with populations under 50,000.

For US counties with populations between 50,000 and 101,000 the rate of UFO reports peaks at 37.03 per 100,000 people for those counties with nuclear facilities, and this rate is 2.61 times higher than for similar counties without nuclear facilities. Overall, the rate of UFO sighting reports is 13.84 for nuclear site counties and 9.59 for non-nuclear counties, for a relative risk of 1.44. In other words, they are 1.44 times more likely to occur in these counties. For close encounter reports, the rate is 2.58 per 100,000 compared to 1.79 per 100,000 in non-nuclear counties, for a relative risk of 1.44. Ninety-two of the nuclear site counties are considered UFO “hotspots,” having had four or more UFO close encounters, while only 70 of the non-nuclear counties are rated as UFO hotspots.

The answer about whether nuclear facilities attract UFOs appears to be “yes.” There is an excess

of 3,051 UFO reports for nuclear site counties above what would have been predicted based on the non-nuclear counties. For close encounters, there is an excess of 568 close encounter reports over what should have been expected based on other UFO reporting dynamics.

In a previous study using US county data, education was found to be positively correlated with UFO reporting. Those counties with a higher percentage of residents possessing a high school degree were found to produce larger numbers of UFO reports. (9) So it is important to check if there is a large imbalance in educational level between the nuclear-site and non-nuclear counties selected for this study.

From 1960 US Census data, the average percentage of those adults (over age 25) possessing a high school degree across the 164 nuclear-site counties was 43.7%. This compares to a rate of 38.9% for the 164 non-nuclear counties. In general, it can be stated that nuclear facilities tend to require a more highly educated work force, and this fact may account for the small difference noted between the two groups. Whether this small difference in educational level could explain all of the excess in UFO reports and close encounters seems doubtful.

So we are left with a somewhat troubling finding. Apparently UFO reports do occur more frequently in the vicinity of nuclear sites, after controlling for population and the region of the country. Given that the motives of the intelligences behind UFOs, assuming that UFOs are intelligently controlled, are not well known, we should be concerned. Given the long history of UFO incursions at sensitive, highly-restricted nuclear facilities; and given that the events of September 11, 2001 have drawn attention to the vulnerability of nuclear power plants to terrorist acts, it would seem to behoove national security agencies to re-direct some attention to the issue of UFOs entering restricted air space over nuclear facilities. No matter how possibly benign the motives of the UFO occupants may be, were I the new Director of Homeland Security I would certainly be paying attention to this matter.

Tables

References:

(1) The UFOCAT 2002 database lists 289 reports at sites coded as “Missile” or “Nuclear” facilities. These reports date from March 1944, an aerial encounter near Yakima, Washington not far from the huge WWII plutonium production plant at Hanford, to another aerial encounter in October 2001 over a nuclear power plant in Kent, England. At least 52 of these cases are close-encounter reports.

(2) Fund for UFO Research (1985). Government documents concerning over-flights of military bases in 1975, pp. 98=100.

(3) Gestin, Pierre (1973). Phenomena Spatiaux, July 1973, p. 26 (Loqueffret, France, February 1961).

(4) Gross, Loren (1982). UFOs: A History 1950: April - July. Fremont, CA: Author, p. 34 (Dugway Proving Grounds, UT, April 25, 1950).

(5) Hall, Richard H. (2001). The UFO Evidence Volume II: A thirty-year report. Lanham, MD: Scarecrow Press (Bentwaters AFB, December 27, 1980)

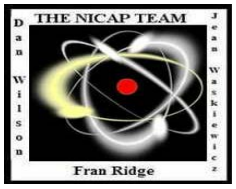
(6) Keyhoe, Donald E (1973). Aliens from Space: The real story of Unidentified Flying Objects. Garden City, NY: Doubleday, pp. 10-11 (Minot AFB, March 5, 1967).

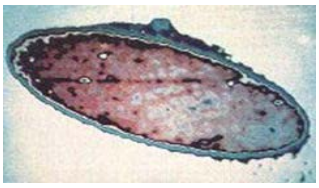
(7) Hall, Richard H (2001). The UFO Evidence Volume II: A thirty-year report. Lanham, MD: Scarecrow Press, p. 333 (Malmstrom AFB, March 16, 1967).

(8) Stonewell, Paul (1998). The Soviet UFO Files. New York: Quadrillion Publishing, pp. 68-69.

(9) Saunders, David R. (1972). Some new lines for UFO research. MUFON 1972 Conference Proceedings. June 17, 1972, pp 139-145.

NCP Home Page

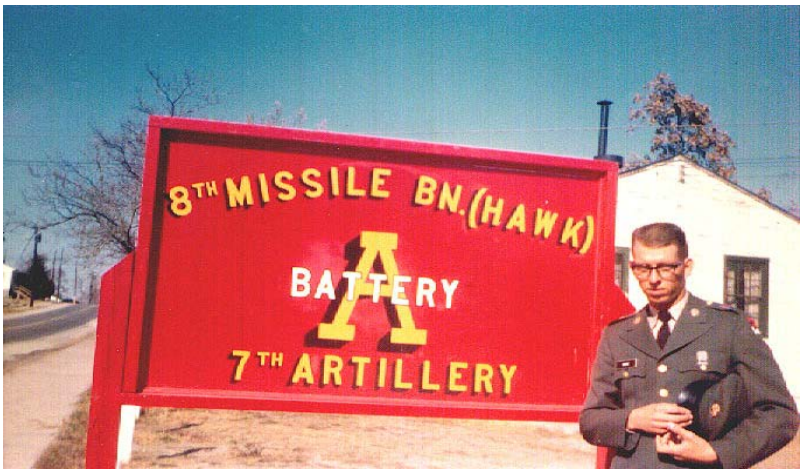




Nuclear Connection Project

NCP Paper

NCP-15
The Cuban Missile Crisis & UFOs?



Francis Ridge
NCP Coordinator

First, watch this scary video clip of our M280

Premier Khrushchev authorized his Soviet field commanders in Cuba to launch their tactical nuclear weapons if invaded by U.S. forces.

8/21/2008, updated 4/23/2019

Since November of 1960 I had been an authorized FI & Subcommittee Chairman/team leader for the National Investigations Committee on Aerial Phenomena. In September of 1963, as head of Indiana Unit #1, I was asked to give a briefing to the 1127th Air Reserve Squadron at Vincennes, Indiana. My briefing covered the key points of the concern about serious UFO reports, including the possibility of accidental war from misinformed air defense radar men mistaking UFOs for Soviet missiles during dangerous alert periods.

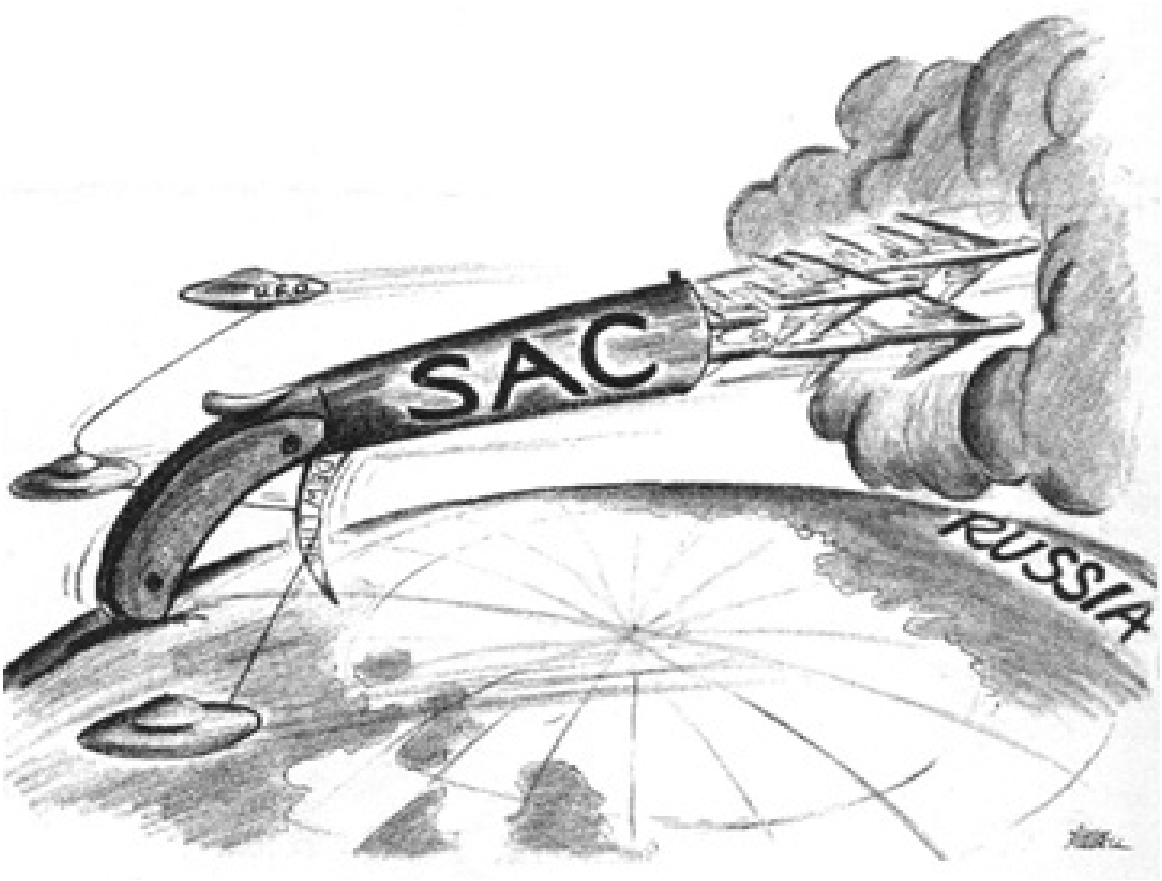
In October of 1961, two years earlier, one of NICAP's newsletters explained the dangers: "In a recent statement, Vice President Johnson declared: 'The western allies must be prepared for every possible eventuality- - deliberate or accidental.' Three weeks prior to that, the Vice President sent the Senate Preparedness Subcommittee an urgent NICAP report on one increasing hazard: The danger of mistaking UFOs for Soviet bombers or missiles. The NICAP newsletter also mentioned that there was an equal danger that Russia might fatally mistake UFOs for a U.S. attack. If our Government would spotlight this risk, it might cause the Kremlin to take similar steps to end confusion over UFOs." How this ties into the Cuban Missile Crisis will be discussed very shortly.

I began database work on UFOs in 1986. The idea was to track UFOs in databases as they move from one location to another, actually crossing state lines. Close encounters and radar cases adding credibility to even distant daylight and nighttime sightings. But this was an extreme rarity: Database

research showed UFOs apparently left the scene vertically, or at least that's what they appeared to do in many instances. I settled down with a six-state region, covering and listing sightings from Missouri to Ohio and Indiana to Tennessee. After looking for correlations in the printouts I noticed something unusual, but I didn't give it much thought at the time.

In 1997 I began work on the new NICAP web site to collect and post all the massive evidence from the NICAP files. Soon I would elicit the help of what would become the A-Team, about 25 people who could help me conduct this huge effort. One of the jobs we had was to update the old chronologies (prior 1947 to 1995) and create the new ones (1996 to date). In that process we posted the 1962 chrono in April of 2006. What I thought was unusual also showed up in the updated chrono.

Because of my years-long interest in the possibility of a UFO/nuclear connection, in July of 2003 I established the Nuclear Connection Project (NCP) to look for nuclear connection cases and post them, along with related material. I got together a team of specialists and went to work. The main focus of the NCP was to look for connections, correlations.



In the earlier years we were more concerned with UFOs triggering accidental nuclear war. Declassified government documents show that unexplained objects with extraordinary technical capabilities pose challenges to military activity around the globe. U.S. fighter jets have been scrambled to pursue UFOs, according to North American Aerospace Defense Command (NORAD) logs and U.S. Air Force documents. Peruvian and Iranian Air Force planes attempted to shoot down unexplained objects during air encounters, and Belgium F-16's equipped with automatically guided missiles pursued UFO's in 1990 .In those earlier decades, such concerns were openly discussed among American government officials. In 1960, for example, Representative Leonard G. Wolf of Iowa entered an "urgent warning" from former CIA Director Vice Admiral R.H. Hillenkoetter (one of our NICAP's members) into the Congressional Record that "certain dangers are linked with unidentified flying objects." Wolf cited Gen. L.M. Chassin, NATO coordinator of Allied Air

Service, warning that "if we persist in refusing to recognize the existence of the UFOs, we will end up, one fine day, by mistaking them for the guided missiles of an enemy - and the worst will be upon us."

So what happened in 1962? If we consider only the Cuban Missile Crisis, that was bad enough. 1962 was one of the most dangerous years in history, if not THE most dangerous. It is nothing short of a miracle that we are here today talking about this. What you are about to read will astound you.

One of the papers I posted on the Nuclear Connection Project site is one called, "20 Mishaps That Might Have Started Accidental Nuclear War", by Alan F. Philips, M.D. TWELVE those incidents occurred in 1962!!!!

1) B-52 Navigation Error. A SAC Chrome Dome airborne alert route included a leg from the northern tip of Ellesmore Island, SW across the Arctic Ocean to Barter Island, Alaska. On August 23, 1962, a B-52 nuclear armed bomber crew made a navigational error and flew 20 degrees too far north. They approached within 300 miles of Soviet airspace near Wrangel island, where there was believed to be an interceptor base with aircraft having an operational radius of 400 miles. Because of the risk of repetition of such an error, in this northern area where other checks on Navigation are difficult to obtain, it was decided to fly a less provocative route in the future. However, the necessary orders had not been given by the time of the Cuban missile crisis in October 1962, so throughout that crisis the same northern route was being flown 24 hours a day.

2) U2 Flights into Soviet Airspace. U2 high altitude reconnaissance flights from Alaska occasionally strayed unintentionally into Soviet airspace. One such episode occurred in August 1962. During the Cuban missile crisis on October of 1962, the U2 pilots were ordered not to fly within 100 miles of Soviet airspace. On the night of October 26, for a reason irrelevant to the crisis, a U2 pilot was ordered to fly a new route, over the north pole, where positional checks on navigation were by sextant only. That night the aurora prevented good sextant readings and the plane strayed over the Chukotski Peninsula. Soviet MIG interceptors took off with orders to shoot down the U2. The pilot contacted his U.S. command post and was ordered to fly due east towards Alaska. He ran out of fuel while still over Siberia. In response to his S.O.S., U.S. F102-A fighters were launched to escort him on his glide to Alaska, with orders to prevent the MIG's from entering U.S. airspace. The U.S. interceptor aircraft were armed with nuclear missiles. These could have been used by any one of the F102-A pilots at his own discretion.

3) A Soviet Satellite Explodes. On October 24, a Soviet satellite entered its own parking orbit, and shortly afterward exploded. Sir Bernard Lovell, director of the Jodrell Bank observatory wrote in 1968: "the explosion of a Russian spacecraft in orbit during the Cuban missile crisis... led the U.S. to believe that the USSR was launching a massive ICBM attack." The NORAD Command Post logs of the dates in question remain classified, possibly to conceal reaction to the event. Its occurrence is recorded, and U.S. space tracking stations were informed on October 31 of debris resulting from the breakup of "62 BETA IOTA."

4) Intruder in Duluth. At around midnight on October 25, a guard at the Duluth Sector Direction Center saw a figure climbing the security fence. He shot at it, and activated the "sabotage alarm." This automatically set off sabotage alarms at all bases in the area. At Volk Field, Wisconsin, the alarm was wrongly wired, and the Klaxon sounded which ordered nuclear armed F-106A interceptors to take off. The pilots knew there would be no practice alert drills while DEFCON 3 was in force, and they believed World War III had started. Immediate communication with Duluth showed there was an error. By this time aircraft were starting down the runway. A car raced from command center and successfully signaled the aircraft to stop. The original intruder was a bear.

5) ICBM Test Launch. At Vandenburg Air Force Base, California, there was a program of routine ICBM test flights. When DEFCON 3 was ordered all the ICBM's were fitted with nuclear warheads

except one Titan missile that was scheduled for a test launch later that week. That one was launched for its test, without further orders from Washington, at 4 a.m. on the 26th. It must be assumed that Russian observers were monitoring U.S. missile activities as closely as U.S. observers were monitoring Russian and Cuban activities. They would have known of the general changeover to nuclear warheads, but not that this was only a test launch.

6) Unannounced Titan Missile Launch. During the Cuba crisis, some radar warning stations that were under construction and near completion were brought into full operation as fast as possible. The planned overlap of coverage was thus not always available. A normal test launch of a Titan-II ICBM took place in the afternoon of October 26 (same day as the California Titan launch!!!), from Florida to the South Pacific. It caused temporary concern at Moorestown Radar site until its course could be plotted and showed no predicted impact within the United States. It was not until after this event that the potential for a serious false alarm was realized, and orders were given that radar warning sites must be notified in advance of test launches, and the countdown be relayed to them.

7) Malmstrom Air Force Base. When DEFCON 2 was declared on October 24, solid fuel Minuteman-1 missiles at Malmstrom Air Force Base were being prepared for full deployment. The work was accelerated to ready the missiles for operation, without waiting for the normal handover procedures and safety checks. When one silo and missile were ready on October 26 no armed guards were available to cover transport from the normal separate storage, so the launch enabling equipment and codes were all placed in the silo. It was thus physically possible for a single operator to launch a fully armed missile at a SIOP target. During the remaining period of the Crisis the several missiles at Malmstrom were repeatedly put on and off alert as errors and defects were found and corrected. Fortunately no combination of errors caused or threatened an unauthorized launch, but in the extreme tension of the period the danger can be well imagined.

8) NATO Readiness. It is recorded on October 22, that British Prime Minister Harold Macmillan and NATO Supreme Commander, General Lauris Norstad agreed not to put NATO on alert in order to avoid provocation of the U.S.S.R. When the U.S. Joint Chiefs of Staff ordered DEFCON 3 Norstad was authorized to use his discretion in complying. Norstad did not order a NATO alert. However, several NATO subordinate commanders did order alerts to DEFCON 3 or equivalent levels of readiness at bases in West Germany, Italy, Turkey, and United Kingdom. This seems largely due to the action of General Truman Landon, CINC U.S. Air Forces Europe, who had already started alert procedures on October 17 in anticipation of a serious crisis over Cuba.

9) British Alerts. When the U.S. SAC went to DEFCON 2, on October 24, Bomber Command (the U.K.) was carrying out an unrelated readiness exercise. On October 26, Air Marshall Cross, CINC of Bomber Command, decided to prolong the exercise because of the Cuba crisis, and later increased the alert status of British nuclear forces, so that they could launch in 15 minutes. It seems likely that Soviet intelligence would perceive these moves as part of a coordinated plan in preparation for immediate war. They could not be expected to know that neither the British Minister of Defense nor Prime Minister Macmillian had authorized them.

10) Moorestown False Alarm. Just before 9 a.m., on October 28, the Moorestown, New Jersey, radar operators informed the national command post that a nuclear attack was under way. A test tape simulating a missile launch from Cuba was being run, and simultaneously a satellite came over the horizon. Operators became confused and reported by voice line to NORAD HQ that impact was expected 18 miles west of Tampa at 9:02 a.m. The whole of NORAD was reported, but before irrevocable action had taken place it was reported that no detonation had taken place at the predicted time, and Moorestown operators reported the reason for the false alarm. During the incident overlapping radar's that should have confirmed or disagreed were not in operation . The radar post had not received routine information of satellite passage because the facility carrying out that task had been given other work for the duration of the crisis.

11): False Warning Due to Satellite. At 5:26 p.m. on October 28, the Laredo radar warning site had just become operational. Operators misidentified a satellite in orbit as two possible missiles over Georgia and reported by voice line to NORAD HQ. NORAD was unable to identify that the warning came from the new station at Laredo and believed it to be from Moorestown, and therefore more reliable. Moorestown failed to intervene and contradict the false warning. By the time the CINC, NORAD had been informed, no impact had been reported and the warning was "given low credence."

12) November 2, 1962: The Penkovsky False Warning. In the fall of 1962, Colonel Oleg Penkovsky was working with the Soviets as a double agent for the (U.S.) C.I.A. He had been given a code by which to warn the CIA if he was convinced that a Soviet attack on the United States was imminent. He was to call twice, one minute apart, and only blow into the receiver. Further information was then to be left at a "dead drop" in Moscow. The pre-arranged code message was received by the CIA on November 2, 1962. It was known at the CIA that Penkovsky had been arrested on October 22. Penkovsky knew he was going to be executed. It is not known whether he had told the KGB the meaning of the code signal or only how it would be given, nor is it known exactly why or with what authorization the KGB staff used it. When another CIA agent checked the dead drop he was arrested.

It is hard to imagine that out of 20 mishaps that could have led to a nuclear war, 12 of them occurred in 1962, most of them during the Cuban missile Crisis. But it gets worse....

THE CRISIS WAS WORSE THAN WE THOUGHT

This was discovered in 1992: Unknown to U.S. intelligence for 30 years, the Soviet Union had sneaked about 100 small tactical nuclear weapons into Cuba at the time of the 1962 missile crisis, in addition to its more powerful strategic missiles.

The Soviet leader Nikita Khrushchev had authorized his field commanders in Cuba to launch their tactical nuclear weapons if invaded by U.S. forces.

But Khrushchev, horrified that Castro had urged him to launch strategic nuclear missiles against the United States at the height of the crisis, ordered that all the tactical weapons be swiftly removed. The crisis ended and the last of the tactical warheads was reported returned to the Soviet Union in December 1962, according to documents found by Western and Russian researchers in once-secret Soviet archives.

"In retrospect, it shows the crisis was more dangerous than thought," said George Washington University professor Jim Hershberg, an expert on the crisis. "If we had invaded Cuba (the Joint Chiefs of Staff at the Pentagon had urged President Kennedy to invade Cuba immediately, before the Soviets' missiles were fully operational) and they had used some of these [tactical] weapons, it would have been awful." The Soviet archives showed that the CIA's failure to spot the tactical nukes led to a potentially catastrophic underestimation of the threat that Cuba posed as President Kennedy was considering invading the island to knock out the strategic missiles.

Robert Hastings: "To his everlasting credit, Kennedy pushed back. Still stinging from the poor advice he had earlier received from the military and CIA, when they eagerly advocated the ill-fated Bay of Pigs invasion by anti-Castro Cubans, Kennedy wanted to explore other military options before actually invading Cuba. Hence a sea blockade was implemented, intended as a barrier to further Soviet shipments of missiles to its Cuban allies. Only decades later did the enormity of Kennedy's decision become known." (UFOs and Nukes, Hastings, Page 124).

At a 1992 academic seminar in Havana on the missile crisis, Gen. Anatoly Gribkov, of the former Soviet armed forces general staff, blurted out that Moscow had sent to Cuba, in addition to the 24

medium range nuclear missiles, nine nuclear warheads for ground-to-ground Luna rockets, also known as FROGs, in 1962. With a range of 30 miles and 2-kiloton warheads -- the Hiroshima bomb was 14 kilotons -- Lunas are considered tactical ``battlefield'' weapons, unlike strategic missiles with a 1,000-mile-plus range and warheads of one or more megatons. These nine weapons were under the authority of local Soviet field commanders. In event of war, those could have been launched at the officers' discretion, without prior authorization from Moscow. Gribkov said that had President Kennedy ordered an invasion, it was the Soviet commanders' intention to use the tactical nukes against U.S. forces as they landed on Cuban beaches.

The world has long known about Moscow's deployment in Cuba of the 24 SS4 and SS5 missiles. With that one stroke, Khrushchev hoped to double the number of Soviet missiles capable of hitting the U.S. heartland, while extending his nuclear defensive umbrella to Cuba. They included 80 FKR cruise missiles armed with 12-kiloton warheads. The FKR was essentially a scaled-down, pilotless version of a MiG jet, with a target guidance system good out to 100 miles, although it could fly much farther. It was designed to defend the Cuban coastline and the land around the U.S. Naval Base at Guantanamo Bay from any U.S. invasion attempt.

The Soviet freighter Indigirka, carrying 45 SS4 and SS5 warheads, 36 of the FKR warheads and all of the Luna and Il-28 nuclear warheads, left the Soviet Union on Sept. 15 and arrived in the Cuban port of Mariel on Oct. 4, three weeks before the crisis erupted. The Aleksandrovsk, carrying 24 strategic warheads and 44 FKR warheads, docked in the north-central port of La Isabela on Oct. 23 -- the day before the U.S. blockade of Cuba's shipping lanes went into effect. The hot part of the crisis essentially ended that Oct. 28 when Khrushchev agreed to withdraw the SS4s and SS5s in exchange for a public Kennedy promise not to invade Cuba and a secret vow to remove U.S. nuclear missiles from Turkey.

Perhaps most alarmingly, at the time of the crisis, no one in Washington, including the Joint Chiefs of Staff—who were urging Kennedy to send troops into Cuba as soon as possible—knew of the tactical missiles' presence. Decades later, while referring to General Gribkov's dramatic revelations, Kennedy's Secretary of Defense, Robert McNamara, said of the proposed invasion, "Had we carried out that attack, there would have been [tactical] nuclear war [in Cuba] and where that would have lead nobody knows."

With all that was going wrong in 1962 it was a miracle the human race still thrives on Planet Earth.

But there's more. I recently became aware of the following incident.

Vasili Alexandrovich Arkhipov (Russian) was a Soviet Navy officer. During the CUBAN Missile Crisis, he prevented the launch of a nuclear torpedo and thereby prevented a nuclear war.

In July 1961, Arkhipov was appointed deputy commander or executive officer of the new Hotel-class ballistic missile submarine K-19. During its nuclear accident, he backed Captain Nikolai Vladimorovich Zateyev during the potential mutiny. While assisting with engineering work to deal with the overheating reactor, he was exposed to a harmful level of radiation. This incident is depicted in the American film K-19, The Widowmaker.

On 27 October 1962, during the Cuban Missile Crisis, a group of eleven United States Navy destroyers and the aircraft carrier USS Randolph located the diesel-powered nuclear-armed Soviet Foxtrot-class submarine B-59 near Cuba being in international waters, the Americans started dropping practice depth charges, explosives intended to force the submarine to come to the surface for identification. There had been no contact from Moscow for a number of days and, although the submarine's crew had earlier been picking up U.S. civilian radio broadcasts, once B-59 began attempting to hide from its U.S. Navy pursuers, it was too deep to monitor any radio traffic, so those on board did not know whether war had broken out. The captain of the submarine, Valentin

Grigorievitch Savitsky, believing that a war might already have started, wanted to launch a nuclear torpedo.

Unlike the other subs in the flotilla, on board the B-59 three officers had to agree unanimously to authorize the launch: Captain Savitsky; the political officer Ivan Semonovich Maslennikov; and the second-in-command Arkhipov. Typically, Russian submarines that were armed with the "Special Weapon" only required the captain to get authorization from the political officer if he felt it was necessary to launch the nuclear torpedo, but due to Arkhipov's position as flotilla commander, the B-59's captain was also required to gain Arkhipov's approval. An argument broke out among the three, in which only Arkhipov was against the launch.

Although Arkhipov was only second-in-command of submarine B-59, he was commander of the entire flotilla of submarines, including B-4, B-36 and B-130, and equal in rank to Captain Savitsky. According to author Edward Wilson, the reputation Arkhipov gained from his courageous conduct in the previous year's Soviet submarine K-19 incident also helped him prevail in the debate. Arkhipov eventually persuaded Savitsky to surface the submarine and await orders from Moscow. This action effectively averted the nuclear warfare which most likely would have ensued had the torpedo been fired. The submarine's batteries had run very low and the air-conditioning had failed, so it was forced to surface amidst its U.S. pursuers and head home. Washington's message that practice depth charges were being used to signal the submarine to surface never reached B-59, and Moscow claims it has no record of receiving it either.

There are probably many other things that went on that year that will never see the light of day.

On any given day during any crisis, the introduction of a bonafied UFO on somebody's radar screen could mean accidental war. We have come close many times.According to two studies I conducted, there was a conspicuous lack of UFO reports during the crisis. UFO incidents happen when people do normal things, go to work, come home from work, etc. Even with a crisis on and people glued to the TV and radio, they have to do things that put them into the UFO environment. There were almost no reports. One would also expect military cases with misidentifications. There was a lack of those too.

Robert Hastings: "According to published sighting report data bases, they were decidedly conspicuous by their absence. Based on declassified U.S. government documents and the ufological literature, it appears that UFO activity during those ominous days of October 1962 was at a rather low level worldwide. This fact had always struck me as odd. Given other clusters of UFO activity at nuclear weapons laboratories and storage areas, or during periods of intense atomic testing in Nevada and the Pacific (and, later on, at U.S. Air Force ICBM sites outside various Strategic Air Command bases) one might predict that a UFO presence would be in evidence, in one form or another, during the planet's closest brush with nuclear catastrophe."

There were six good radar cases BEFORE the crisis. Item # 4 (620418) was extremely interesting. It was a National Defense Alert case:

On April 18th the Air Defense Command was alerted after an object was tracked by NORAD and ground witnesses as it traveled for 32-minutes from Oneida, New York across the midwest, through Kansas & Colorado, Utah, and the disappeared from Nellis AFB radar at 10,000 feet. Jets had been scrambled from two locations. Power outages were reported and the object made a turn toward the east and landed. There is quite a bit of information from numerous sources concerning this major incident, including Project Blue Book documents. It is very interesting that every one of these states except Utah, has or was in the process of obtaining ICBM Bases: New York, Plattsburg AFB; Kansas, Forbes AFB, McConnell AFB; Utah, Minuteman production at Air Force Plant 77 at Hill AFB; Idaho, Mountain Home AFB; Montana, Malmstrom AFB; New Mexico, Walker AFB; Wyoming, F. E. Warren AFB; Arizona, Davis Monthan AFB; California, Beale AFB.

The most hair-raising incident I'm aware of occurred right before the Crisis. I found out from a close friend that an incident, triggered by a UFO over U.S. airspace at the time, had occurred. I was told that I could release this report once my friend had passed away. Here is Harold Hartig's story.

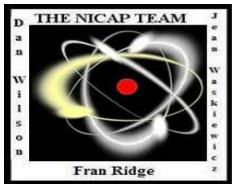
nicap.org/6210XXcmc_dir.htm

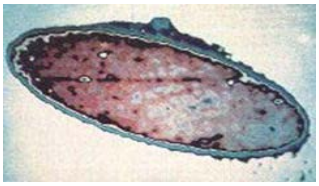
October, 1962; Palermo AFS, New Jersey
The entire U.S., Canada, and Alaska were on a top Security Option 5 alert. In NORAD Region 21 something slower than an incoming missile, but faster than our jet interceptors, was violating airspace all the way from New Jersey, Pennsylvania, New York, on into Canada and Alaska, and we were ready to use tactical nuclear weapons, if necessary, to stop it. A friend of mine was a radar expert and a defense radar operator at that time. Years before he died he told me of this incident during the Cuban Missile Crisis which fully illustrates the seriousness of the situation, plus gives us an insight into who was, or was not, the intelligence behind the UFO phenomena.

There were eight good radar cases that year. The last one occurred after the Crisis.

November 10, 1962; North Star Bay, Greenland
At 2:15 a.m. local time, a fast moving target was observed on ground radar on a magnetic bearing 280 inbound. A CIRVIS REPORT was made. Airway notified Thule ACC. Target lost in ground clutter. Two F-102 aircraft and an L-20 aircraft searched the area without results.

But by and large it looks as if somebody, who knew what was going on, made the smart decision to keep a low profile. They might have been able to do something else had we attacked Cuba, but in any case, by 1967 they had disabled nuclear missiles at Malmstrom AFB in Montana. And even before that, in 1964 they were apparently able to disable an Atlas D warhead at Big Sur in California..





Nuclear Connection Project

NCP Paper

NCP-16

National Security, Missing Files, The Nuclear Key

Francis Ridge
NCP Coordinator

8/27/2008

If things are as they seemed, to many of those interested in UFOs and believe they exist, eventually the truth will come out, or UFOs will provide the answers at their own choosing and at a time they choose. If things were as the Air Force has always said they are, the subject of UFOs will eventually die and the stories will become part of the world's urban legends. No problems with national security. In either case, no problem to be concerned about and no need for cover-ups or any projects like Blue Book. But there IS a problem: Things are NOT as they seem. Even the picture of what what many people thought was going on is wrong. The nuclear connection with UFOs is now well established, and the number of incidents that have leaked out is far greater than any of us even imagined. UFOs have observed nuclear bomb material being made and shipped, weapons built and tested and stored. UFOs have been observed to monitor missile and warhead upgrading at missile sites, have shut down missiles in their silos, have changed (even erased) targeting tapes. UFOs have even caused nuclear-tipped missiles, already aimed at key Russian targets, to go into launch mode!!! The amount of evidence is now staggering, and much of what we thought we knew about UFOs and how the Air Force wanted to get out of the UFO "business" takes on a whole new meaning.

In 1956, former Project Blue Book Director, Captain Edward J. Ruppelt, published his book, "The Report on Unidentified Flying Objects". On page 212 it he states:

> There were two other factors we could never resolve, the frequency of the sightings and their geographical distribution. Since the first flurry of reports in July of 1947, each July brought a definite peak in reports; then a definite secondary peak occurred just before each Christmas. We plotted these peaks in sightings against high tides, **world-wide atomic tests**, the positions of the moon and planets, the general cloudiness over the United States, and a dozen and one other things, but we could never say what caused more people to see UFO's at certain times of the year.
>
> Then the UFO's were habitually reported from areas around "technically interesting" places like our atomic energy installations, harbors, and critical manufacturing areas. Our studies showed that such vital military areas as Strategic Air Command and Air Defense Command bases, some A-bomb

> storage areas, and large military depots actually produced fewer reports than could be expected from a given area in the United States. Large population centers devoid of any major "technically interesting" facilities also produced few reports.

Ruppelt was right about where UFOs were being reported. The data now grapically illustrates what UFOs were concerned with. And Dan Wilson, one of our NCP staff members and researchers has uncovered evidence of UFO interest in nuclear tests and even radioactive fallout.

Researcher & NCP member, Jan Aldrich notes:

> In a 1952 LOOK article, Ruppelt mentions a file of 63 cases of UFOs over nuclear installations, but such a file is not in currently-declassified Blue Book files.

The lies continued up to and beyond the closing of the official Air Force project whose job it was to investigate and screen UFO reports from the military and civilians. In December of 1969, Project Blue Book ceased operations. This is what the final report said.

> 1) No UFO reported, investigated, and evaluated by the Air Force has ever given any indication of threat to our national security.
> 2) There has been no evidence submitted to or discovered by the Air Force that sightings categorized as "unidentified" represent technological developments or principles beyond the range of present-day scientific knowledge.
> 3) There has been no evidence indicating that sightings categorized as "unidentified" are extraterrestrial vehicles.

Most researchers knew that all of this was untrue. In fact, most people suspected that this was just another in a series of lies. One of the questions always asked by the media, and pondered by anyone remotely interested in the UFO subject, is, "If UFOs are what they appear to be, why would the government want this surpressed?" With general knowledge about UFOs most enthusiasts would only consider the information readily available in books, magazines, and TV and radio programs. Aside from the over-blown abduction scare reports, based on available information, and even much of the Project Blue Book files, there was nothing to be concerned about. If this is all real, we were simply not alone. Maybe we are simply the "new kids on the block". No need for a cover-up, at least now, after over a half a century of non-hostility. But in the last decade or so research has turned up some vital information that gives us reasons to reconsider many things we thought we knew about UFOs.

In the 1970's, one question raised after Project Blue Book closed down, was, where did the important UFO reports go? And, why were so many well-known, good reports not in Blue Book files?

Researcher, Robert Todd obtained the release of the Bolender memo in Jan 1979. The implications from this memo, issued just before the shutdown of Project Blue Book, is clear, and is found on page 2: " reports of unidentified flying objects which could affect national security are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system."

The Bolender Memo was the first whiff from the cover-up's smoking gun. There would be more, a lot more, in the years to come. It amounted to confirmation of a long-standing suspicion: Project Blue Book served as a front for a classified project that handled the truly sensitive reports. The memo was prepared on October 20, 1969 by Brig. Gen. C. H. Bolender, the Air Force's Deputy Director of Development. And 16 pages attached to this memo, which presumably would have shed some light on this curious assertion, are missing from the Air Force files.

Researcher, Todd Zechel's paper, The CIA's Most Secret UFO Counterintelligence Project: The Condon Committee, is interesting reading. What it shows is that the Condon Project was no accident. It certainly was not just a way to get the Air Force out of the embarrassing UFO business. More serious things were

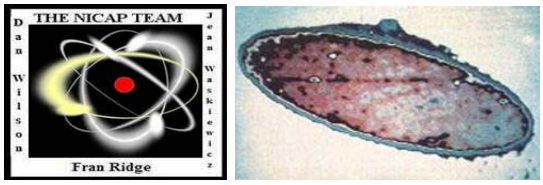
going on that involved just what the Air Force claimed wasn't an issue, national security. And it wasn't the UFO reports we had all read about many times before that concerned the CIA the most. There were many almost worthless civilian reports and there were good ones. There were many good military reports, many of which repose in the Blue Book files to this day. Raised from the 741 unknowns picked from over 13,000 sightings on file, researchers James E. McDonald and Brad Sparks were able to double that figure. But it wasn't those reports either. It was the ones you won't find in the BB files; the ones involving nuclear weapons and their launch vehicles, that are obviously indicative of very serious problems with our national security. What we had thought was a small part of the picture turns out to be a much larger portion, a much more serious group of incidents.

In 2003, I established the Nuclear Connection Project, whose purpose it was/is to catalog and detail the many nuclear connection cases to see how widespread they were and if there were any specific patterns. Others before me had concerns about NC cases. My concern was raised about the same time Richard Hall expressed his, in his book, "Uninvited Guests" (1988). Then there were books by Ray Fowler, Barry Greenwood & Larry Fawcett, and others. At the start of the project, valuable leads as to NC motives were expressed by Loren Gross.

We've learned a lot in the last five years, but the recent publication of a new book, UFOs and Nukes", by non-member, Robert Hastings, is the definitive body of evidence supporting, not only the nuclear connection, but the reasons behind most of the questions raised about UFOs for many years. What it graphically illustrates is that the nuclear connection is far greater than we had thought even five years ago. The UFO appearance during WWII and subsequent presence is a nuclear-related one. Project Blue Book may have been kept out of the loop, but an agency higher up not only recognized the threat, but took over the investigation.

Francis Ridge,
Coordinator, Nuclear Connections Project
http://www.nicap.org/ncp/ncp-home.htm
The NCP Team today.

NCP Home Page

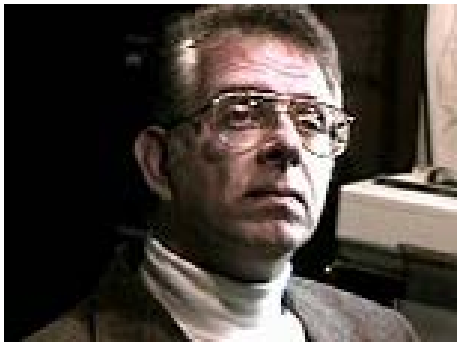


Nuclear Connection Project

NCP Paper

NCP-17

Pandora's Box - What Have We Done?



Francis Ridge
NCP Coordinator

1/10/2009

The year is 1946 and "flying saucers" are not yet a household word. And "flying discs" and Roswell won't become headline national news until a year later. What is an alien race, that had been doing routine observations of activities on planet Earth for decades, thinking, after witnessing two devastating world wars, one ending with two atomic bombs dropped on Japanese civilians in August of 1945? And now, in July of 1946, a fleet of 71 surplus and captured ships are anchored in the Bikini Atoll lagoon in the Marshall Islands. Maybe the aliens knew; maybe they didn't, but these ships are being used as targets. A support fleet of more than 150 ships are providing quarters, experimental stations, and workshops for most of the 42,000 healthy young men.

July 25, 1946; 8:35 AM
A standard Fat Man type Mk 3A fission bomb (and only a mere 23 kilotons, not 50-100 megatons) is used in this test. The bomb is encased in a watertight steel caisson, and suspended beneath landing ship LSM-60. The closest ship to surface zero is the USS Saratoga. Photographs of the Baker shot are unique among nuclear detonation pictures. The blinding flash that usually obscures the target area takes place underwater and is barely seen. The clear image of ships in the foreground and background gives a sense of scale. The large Wilson cloud and the vertical water column are distinctive Baker shot features, making the pictures easily identifiable. The most famous scene in the video shows the 27,000 ton battleship, Arkansas, 562 ft (171 m) long, upended to near vertical, with two-thirds of its length in the air, silhouetted against the north face of the water column.

http://www.youtube.com/watch?v=5JMfkMQXybM&feature=channel_page

Eight ships were sunk or capsized, eight more were severely damaged. Sunk vessels were the USS Saratoga, USS Arkansas, the Nagato, LSM-60 (obviously), the submarines USS Apogon and USS Pilotfish, the concrete dry dock ARDC-13, and the barge YO-160. 42,000 healthy young men, who were never warned of radiation hazards, were exposed to these tests, washed (decontaminated) the damaged ships with radioactive water, drank radioactive water, swam in radioactive water.

Recapping:
Operation Crossroads was an atmospheric nuclear weapon test series conducted in the summer of 1946.
1. ABLE was detonated at an altitude of 520 feet (158 meters) on 1 July

2. BAKER was detonated 90 feet (27 meters) underwater on 25 July.
3. CHARLIE was..... canceled.

Such tests would never be conducted for the peaceful uses of atomic energy after two devastating world wars and the use of two weapons that killed over 200,000 civilians. And the monitoring of the movement and testing of captured German V-2's (similar to our intelligence activities and the U-2 flights right before the Cuban Missile Crisis), was missile delivery of weapons of mass destruction the next phase? All this being done by the peaceful nations who stood out among the other 150 tribes on Planet Earth.. Does it come as a surprise that the famous "Ghost Rockets", which shook up the Pentagon brass, exploded on the scene that same year and in July of 1946?

It gets scarier.

May 25, 1953
If you were watching a relatively warlike race of beings and saw this, what would you think? Seven years after the Baker blast you just saw, and many tests later, the potential use of tactical nuclear weapons is becoming more possible. This is the first test of a nuclear artillery shell (Grable for "gun") - the 280 mm AFAP (artillery fired atomic projectile). The shot was an artillery delivered airburst. The shell traveled 11,000 yards before detonation which occurred 86 feet west, 137 feet south, and 24 feet above the designated burst point. The predicted yield was 14 kt. The Mk-9 280 mm (11.02 inch) shell was 54.4 inches long, weighed 803 lb, and used oralloy as the fissile material. Air burst detonation was arranged by a time fuze. The Mk-9 was fired by an enormous 85 ton artillery piece. The gun had a muzzle velocity of 2060 ft/sec, and a range of up to 20 miles.

http://www.youtube.com/watch?v=XT5jo7aZzTw&feature=channel_page

Russian field commanders had these (and pilotless drones), loaded with tactical nuclear weapons, plus the authority to use them on an invading U.S. ground attack force if the American Joint Chiefs would have had their way during the Cuban Missile Crisis in October of 1963. Kennedy's decision to try something else prevented WWIII. The whole world was watching. And somebody else, too.

August 27, 1958; 2:30 AM
Three Lockheed X-17A three-stage missiles, each modified to carry a 1.7-kiloton W-25 plutonium warhead, were fired from the USS Norton Sound in the south Atlantic near the Falkland Islands, a remote locale chosen for its windswept winter, which assured there would be no activity in the vicinity. A third-stage failure resulted in a nuclear detonation at a lower altitude than planned, but the explosion seven minutes later was high enough to partially confirm the Christofilos effect. The Task Force 88 team watched in awe as a brilliant flash spread across the horizon, and a pale red glow transformed into an eerie, greenish-blue aurora high above, forming glowing streamers along the direction of magnetic north and south.

http://www.youtube.com/watch?v=CvSBiHDHOk8&feature=channel_page

Two more launches followed on August 30 and September 6, while the latest U.S. satellite, Explorer 4, probed the results. Explorer 4 had been launched just before Argus began publicly to further investigate the Van Allen radiation belts but secretly to also analyze the Argus experiments. James Van Allen's instruments, along with measurements from ships, airplanes, and sounding rockets, confirmed Christofilos' predictions. The Argus explosions had indeed created artificial radiation belts around Earth.

Besides detonating nuclear weapons all over Planet Earth like kids shooting off fireworks on the 4th of July, we were now polluting the upper atmosphere and space with nuclear radiation. We knew that none of us was up there, but we weren't sure if "anybody else" was. But we did it anyway.

July 9, 1962
Operation Dominic was a series of 105 nuclear test explosions conducted in 1962 and 1963 by the United States. On this day in July of 1962, at 0900 Zulu, a THOR missilel lifted off Johnston Island and roared to an altitude of 248 miles where the W-49 warhead/MK-4RV were released and detonated. The test was quite spectacular with impressive light displays from an artificial aurora lasting up to seven minutes. The electromagnetic pulse (EMP) from the test sent power line surges

throughout Oahu (800 miles away) knocking out street lighting, blowing fuses and circuit breakers, and triggering burglar alarms. This was the highest altitude test and second largest warhead detonated during the Johnston Island portion of Operation Dominic and was probably the one that lead to newspaper headlines which read, "It Was High Noon at 11:00 PM Today."

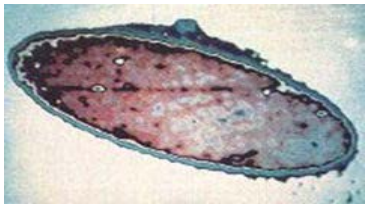
http://www.youtube.com/watch?v=EmdBFoQtVvU&feature=channel_page

We had no International Space Station or orbiting spacecraft in orbit at that time, nor did anyone else on Earth. But what about "somebody else"?

There have been well over 2,000 atomic tests on this planet. If these tests were not dangerous to ET, they at least told a grim story: Mankind, even the peaceful ones, were planning for what many defense people thought was just a matter of time. Nuclear war.

It is not surprising that UFOs touched off a series of warnings, that began with the shutdown of 18 missiles at Malmstrom AFB, Montana, in March of 1967.

NCP Home Page



Nuclear Connection Project

NCP Notes

Moon Tests - Nuclear

Date: Sat, 08 Jun 2002 12:52:44 -0400
Subject: Re: Any credibility?
From: joel carpenter <imagery@covad.net>

I lurk on an email list for international space projects that's frequented by a number of space journalists and government experts (I just lurk!! :)) and over the course of the last couple of years there have been several exchanges between the members about claims of secret deep-space nuclear detonations during the early space race era. One member is a former NSA analyst (after seeing his website and postings I believe him) and claims that he was privy to intercepted communications about these tests (presumably Soviet but he won't elaborate since it's all still classified). Other members of the list publicly doubt the story but he insists this occurred and he saw reports.

I doubt an actual moon shot occurred, since it would be pretty hard to conceal if it was done secretly.

FWIW.
Joel

> I have several newspaper articles about the "moon test". The original source
> of this story was a letter from physicist Leonard Reiffel published in the
> journal Nature, May 4, 2000. According to the newspaper articles the test
> was scuttled by the Air Force due to the inherent dangers of launching the
> warhead on a rocket (reliability). Carl Sagan is said to have been on the 10
> person team to study the possible affects of the dust and debris cloud
> ejecting out to space and to determine if there were any organic molecules
> released. Also suggested is that he may have revealed the project (security
> breach) in an application for an academic fellowship. Could this breach have
> had a role in the scuttle?
>
> Colonel Ross Dedrickson claims that the moon test launch actually took
> place. In Greer's book, he also claims there was a nuclear atmospheric test
> out in the Pacific in '61. My information on tests indicates there were no
> atmospheric tests due to the moratorium ('58-'62).
>
> It seems unlikely, given the tense cold war climate at that time, that the
> moon launch actually happened, although what we have at this point is one
> man's word against another's.
>
> Any further observations?
>
> Rob Duvall

The Nuclear Connection

Extraterrestrial Psychology

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Richard Hall

If we suppose that UFOs carry visitors from elsewhere (extraterrestrial intelligences, or ETIs for convenient shorthand), why are they here? Does the accumulated data provide any clues as to their interests or purposes? Seeking answers may be akin to tea-leaf reading, but we now have 40 years of descriptive information. If we analyze the circumstances of UFO sightings it might be possible to discern some patterns that reveal something about ETI psychology.

We know that the long history of visitation has produced little evidence of overt hostility. Some aircraft accidents and bothersome physiological effects could be evidence of accidental harm or of self-defense. Maybe the ETIs are to us as we are to ants, and if we interfere with their picnic they stomp on us. From the obvious high technology displayed it is possible to infer that if their goal were to destroy us or take us over, this could have been done long ago.

Watching UFO events over a period of decades, you get the feeling of a detached or long-term program of some sort that at times of UFO sighting waves seems about to reach a culmination, but never does. Sudden spurts of confrontational behavior and direct intercession in human activities, as if some final contact or communication were imminent, give way to long lull periods during which the waves are forgotten until next time. The waves usually are sufficiently spectacular to make international headlines, but do not penetrate our cultural inertia to the point of upsetting the routines of society, or even to the point of stimulating a larger scale scientific study.

People react and internalize the events, maintaining a high awareness of UFOs as shown by Gallup polls, but governments do not. The few times that governments have reacted and initiated investigations, the inquiries have floundered in a sea of confusion about what to believe and how to go about a study. Busy scientists have half-heartedly looked at the subject and, noting its ebbs and flows, assumed it must have something to do with mass psychology.

Almost everyone knows about UFOs, and that they might be extraterrestrial in origin, but this is taken to be a popular belief rather than a serious theory justified by things seen. So society marches on undisturbed by the ghostly apparitions, through petroleum crises, Middle East war, crippled economies, and assorted forms of human violence and riots.

If the ETIs wanted to raise our consciousnesses without upsetting world governments, they couldn't adopt a better plan than the manner in which they have manifested themselves to us so far.

The major displays that constitute UFO waves (see Table 6) typically include episodes of blatant interactions with humans and their vehicles. This blatancy factor embedded in UFO waves alternates with periods in which UFO behavior seems more subtle, even furtive. During the lull periods when conventional news media lose interest in the subject, sighting information is difficult to obtain and is only slowly and painfully reconstructed by UFOlogists using their own limited resources. When the information is in, we learn that startling events have continued to occur but, for reasons unknown, they have not attracted the same degree of attention. Human reactions to UFO sightings perhaps are more cyclical than the sightings themselves.

As indicated in Table 6, each wave period has corresponded roughly to major historical events. A far more comprehensive study of such historical correlations is needed before too much significance is attached to them. Something about the nature of news reporting of crises and earth-shaking events may incidentally zero in on UFO reports. But a certain rationale for ETI interest in the rapidly exploding development of human aerospace technology also can be read into the apparent coincidences.

By repeated manifestations in specific contexts of human affairs, UFOs have shown apparent interest in --

* Vehicles

* Warfare

* Strategic technology

* Energy

* Human physiology

In addition to the vehicle encounter cases reported in chapters 1 and 2, some of the earliest significant UFO sightings on record involve aircraft and rocket pacings at such test ranges as White Sands Proving Grounds, New Mexico, and later at Cape Canaveral, Florida. The ETIs, it could be argued, have displayed curiosity about all forms of human propulsion, from piston engines to jets and rockets.

Every major war in modern times has included UPO sightings at the scene of combat. The "foo-fighters" of World War II were the first widely reported UFOs of the 20th Century.

William D. Leet, late Arkansas State Director for the Mutual UFO Network, was a bomber pilot during World War II. On a "lone wolf" bombing mission over Klagenfurt, Austria, November 24, 1944, he and his B-17 crew were on their bomb run when the plane suddenly was caught in a blinding light for 2-3 seconds, and Leet felt a sensation of heat. If it had been searchlights, the Germans would not have broken off contact. They completed the bomb run safely, encountering no flak, and turned to scurry back to their home airfield in Amendola, Italy.

All at once a round, amber light appeared off the left wing of the B-17, showing a perfectly circular outline, and paced alongside the plane for about 45 minutes before abruptly vanishing. During debriefing, Leet was informed that no searchlights were known to be at Klagenfurt. The intelligence officer suggested that the amber disc was a new German fighter or remote control device radioing position information to antiaircraft guns, but Leet replied that the object did not fire on them, nor had they encountered any flak.

"Foo-fighters" also were seen in the Asian Theater. On August 10, 1944, Capt. Alvah M.

Reida was piloting a B-29 on a bombing mission over Sumatra. After leaving the target area he and his crew saw an orange spherical object with a halo effect that paced off the starboard wing. Reida took evasive action, but the UFO followed every maneuver for about 8 minutes. "When it left;" he said, "it made an abrupt 90 degree turn, up and accelerating rapidly;"

Wayne Thomas, Jr, a former group intelligence officer for B-29's stationed on Tinian also has confirmed that "foo fighter" reports were common in the Asian Theater. They would typically move along with the bombers for several minutes at a time before breaking off.

A number of very similar Korean War UFO sightings appear in the records of the Air Force Project Blue Book, now on microfilm in the National Archives. In Project Grudge Report No.4 (Grudge was the immediate predecessor of Blue Book) is the following report:

"On the night of 29 January 1952, 30 miles WSW of Wonson, Korea, three members of a B-29 crew ... observed a light orange colored sphere for a period of five minutes. The object was on a parallel course to the B-29 at 8 o'clock level. The color of the object was further described as being the color of the sun with an occasional bluish tint. The outer edge of the object appeared to be fuzzy and it seemed to have an internal churning movement like flames or fiery gases.

The object closed in on the B-29 to an undetermined distance, and then faded away in the distance:'

The bomber was at 22,500 feet in CAVU weather (clear and visibility unlimited) at 2300 hours local time. At 2324 hours, another B-29 crew observed an identical object near Sunchon.

During his testimony at the 1968 Congressional UFO Symposium, Dr. Robert L. Hall recounted the following experience:

"When I was on the faculty at the University of Minnesota, a student came to me, having heard that I had some interest in this question. He informed me that his father, a colonel, an artillery colonel in Korea ... had flown over a hill in Korea in his observer plane, and found (right next to him virtually) a characteristic unidentified flying object with the usual kind of configuration. It had promptly retreated upwards. It had frightened him, but he was an experienced and trained observer, so he took notes on it ... . When he returned he was so ridiculed and laughed at for a long period of time that he completely gave up trying to have this taken seriously. He refused to talk about it:"

During October 1973 when UFOs were once again making headlines after a long lull, Gen. George S. Brown, Air Force Chief of Staff, said at a press conference: "I don't know if this story has ever been told, but UFOs plagued us in Vietnam during the war!" He cited an incident in early summer of 1968 when a series of sightings set off quite a battle (with) an Australian destroyer taking a hit;' and another in 1969 that resulted in "some shooting."

A spectacular sighting occurred in June 1966 at Nha Trang, an active base on the coastline of South Vietnam. About 9:45 p.m. there was a flash of light and a UFO approached, descended in plain view of numerous soldiers, and hovered a few hundred feet off the ground, its glow illuminating the entire area. The base generator failed and the base was blacked out. Idling aircraft engines, bulldozers, trucks, everything (including some diesel engines) failed for about 4 minutes. The UFO finally "went straight up" and rapidly disappeared from view.

Colonel Robert M. Tirman, an Air Force flight surgeon, was among those who observed a

"huge" cylindrical UFO over southeast Asia on March 14, 1969. Tirman was a passenger on a KC-135 whose pilots and crew also saw the object. The cylinder hovered in a vertical orientation about 2 miles from the plane at about 15,000 feet altitude. When they tried to circle for a closer look, the UFO disappeared. Jet interceptors also were scrambled but could not locate the UFO.

STRATEGIC TECHNOLOGY

During large-scale NATO maneuvers ("Operation Mainbrace") in the North Sea in September 1952, UFOs were sighted for over a week by ships and aircraft of the fleet. Color photographs were taken from the deck of the U.S. aircraft carrier *Franklin D. Roosevelt* of an unidentified silvery spherical object moving at high speed. No technical analyses of the photographs or other sightings have ever been released.

Air Force and CIA documents obtained by lawyer Peter Cersten under the Freedom of Information Act reflect the fact that by the early 1950s the U.S. Government was concerned about the pattern of UFOs being sighted at strategic locations. (Gersten, reference A, bibliography)

On May 25, 1950, the Kirtland, New Mexico, district office of the Air Force Office of Special Investigations (OSI) reported a series of UFO sightings by scientists, pilots, security personnel, and others to the OSI Director, expressing concern about "...the continued occurrence of unexplained phenomena of this nature in the vicinity of sensitive installations ..."

In a memo dated December 2, 1952 (on the heels of the major UFO wave of that year) the CIA Assistant Director of Scientific Intelligence alerted CIA Director Walter B. Smith to the pattern of sightings at strategic locations: "Sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major U.S. defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles."

During the 1952 wave, including the Washington, D.C., radar-visual sightings, Air Force intelligence had received a steady flow of reports from jet interceptor pilots who had been scrambled to chase unidentified objects detected by radar. Time after time the pilots obtained visual sightings of the UFOs, often locked onto them with airborne radar, but could not catch them. The UFOs sometimes played a cat-and-mouse game, fleeing just out of range of the fighter aircraft, then turning and following the plane as it returned to base.

Several times during the Washington, D.C., sightings, interceptors were scrambled from Dover AFB, Delaware, and roared into the skies over Washington. Just as they arrived the UFOs would vanish off the radar scopes. Later research in the morgue of a Maryland eastern shore newspaper turned up references to UFOs showing up there, some 70 miles southeast of Washington, moments after they disappeared in Washington.

An exception was reported in one case when an F-94 pilot from Dover did intercept a group of UFOs when vectored to them by radarmen. A group of civilian and military aviation experts at National Airport watched on radar as the UFOs surrounded the F-94. The terrified pilot was heard on the intercom meekly asking permission to break off contact and return to base. His personal testimony, which has never been released, would make a fascinating addition to the record. What did he see and experience?

The eerie truth is that the UFOs have reacted differently to armed military interceptors than they have to civilian aircraft. In 1952 they literally followed airliners as they approached Washington National Airport, sometimes hovering in plain sight of them. But they usually

stayed out of the way of military jets, behaving almost as if testing their capabilities, or taunting them.

The CIA case files for 1952, once maintained by the Physics and Electronics Division, have never been released to the public. Do they contain reports of effects on the intercepting aircraft or other odd occurrences? In the widely publicized September 19, 1976, Iranian jet case, American-built F-4's were scrambled to chase UFOs which displayed an "inordinate amount of maneuver- ability!" They also displayed an ability to defend themselves; when one F-4 pilot attempted to fire at a UFO, his weapons control panel abruptly became "inoperable." Another pilot experienced total instrument failure as he closed in on a UFO. A Defense Intelligence Agency evaluation labeled this "an outstanding report."

These reports border on proof that the ETIs know what our weapons are, perhaps even know when we are getting ready to use them. Another indication of weapons awareness is the SAC base reports also belatedly known to the public through FOIA lawsuits. Quoting lawyer Peter Gersten (Reference B, bibliography):

> "DOD, USAF, and CIA documents reveal that during October, November, and December of 1975, reliable military personnel repeatedly sighted unconventional aerial objects in the vicinity of nuclear weapons storage areas, aircraft alert areas, and nuclear missile control facilities at Loring AFB, Maine; Wurtsmith AFB, Michigan; Malmstrom AFB, Montana; Minot AFB, North Dakota; and Canadian Air Forces Station, Ontario. Many of the sightings were confirmed by radar. At Loring AFB, the interloper 'demonstrated a clear intent on the weapons storage areas' ...
> An Air Force document says that 'Security Option III' was implemented and that security measures were coordinated with 15 Air Force bases from Guam to Newfoundland!'

Many other examples could be cited from UFO history to demonstrate an apparent pattern of the ETIs "watching" our technological development, especially our propulsion (delivery) capabilities, our actions in warfare, our nuclear technology ... and our reaching out into space. Wherever they come from, it may be that we are beginning to pose a threat to them because (a) we can now send space vehicles to the outer planets and beyond, (b) we are warlike, and (c) we have nuclear weapons.

(Table 5, World-Wide Record of Successful Space Launches, not show here).

As early as 1958 a Yale University social scientist, Dr. Harold D. Lasswell, in discussing space travel, suggested:

> 'The implications of the unidentified flying objects (UFOS) may be that we are already viewed with suspicion by more advanced civilizations and that our attempts to gain a foothold elsewhere may be rebuffed as a threat to other systems of public order."

ENERGY

That ETIs would be interested in our sources and applications of energy follows logically from their interest in our strategic technology, but it is difficult to establish any clear correlation. My private studies convince me that an interest has been displayed in atomic energy facilities and petroleum-related activities. Map plotting shows a significant

concentration of sightings in New Mexico, counter to population trends. New Mexico is extraordinarily high in both strategic facilities and mineral production.

Another State with a significant number of close-range UFO sightings in comparison to its population (see Table 7*)* is Missouri. A separate study by Ted Phillips of 2,108 CE II physical trace cases shows that Missouri ranks third in number of such reports while ranking 13th in population. Missouri contains major aerospace activities, a leading weapons production facility, and is a significant producer of strategic metals and minerals. For the most part, as Table 7 illustrates, sighting frequency tends to reflect population.

Vehicle encounter cases, taken as a whole, could be interpreted as showing an interest in our uses of energy, what makes our vehicles tick. So can the numerous cases of aircraft and rocket pacings.

A possible progression of interest with time is intriguing, but remains only an intuition. During the 1940s and 1950s UFOs were particularly observed around aircraft and rockets. During the 1960s automobile encounter cases came to the fore. Also during the 1960s, when our space program reached the stage of lunar rockets and deep space probes, major waves of UFO sightings occurred after a lull of 7 years. Then, in the 1970s, the "petroleum connection" began to emerge.

It was almost as if the ETIs gradually figured out the motive power of our vehicles, monitoring the sites of advanced propulsion technology (White Sands, Cape Canaveral), checking our energy resources, and tracing our peculiar dependence on fossil fuels to the U.S. oil fields of the West and Southwest (e.g., Levelland and Damon, Texas sightings), and to the Arab nations of the Middle East. Whether a similar pattern has evolved in other countries is unknown.

At any rate, the 1973 UFO wave coincided with the OPEC embargo and the beginning of the U.S. petroleum supply crisis, and the 1978 Eastern Hemisphere wave (largely unreported in the U.S.) was focused in the oil-rich Arab nations. Was this only coincidence?

A series of UFO sightings occurred in Kuwait starting on November 9, 1978. As reported by P. G. Jacob, a marine biologist employed by the Kuwait Institute for Scientific Research, "All the sightings occurred in the oil fields of Kuwait Oil Company, the major oil producing concern in Kuwait:" The final sighting was November 21 over the Al Sabriyah oil field near the Iraqi border, and the UFO was photographed as it flew over a 20-foot water tower and hovered in the area for 30 minutes.

At one point Kuwait Oil Company technicians observed the landing and take-off of a soundless domed UFO which had a flashing red body light. Telecommunications were interrupted during the sighting, and an electrically operated oil pumping station near the landing site ceased to function. Similar E-M effects were noted during the other sightings.

From November 1978 through January 1979, UFOs were seen and photographed from several Arab nations over a wide area near the Persian Gulf coast opposite Iran. During the same time frame there were widespread sightings in Australia and New Zealand, including the famous New Zealand movie films taken from an aircraft in December. The movies received international news media attention, but the Arab oil field sightings and landing did not, at least not in the United States.

Early in 1979 a UFO landing also was reported at a major Argentine oil field. On May 1, engineers of the YPF government oil fields at Vizcacheras, in a remote area accessible only to company employees, were awakened at 4:00 a.m. from the noise made by goats in a

corral. When they went outside to investigate, they saw a UPO hovering silently about 70 meters from the encampment and 20 meters above the ground. They waved a lantern and the UFO seemed to respond by blinking a light, then slowly landed nearby. More light signals were exchanged, then the UFO took off and disappeared toward the Andes mountains at 4:35 a.m.

The group went to inspect the landing spot and found a large circle in which the sand had been petrified or hardened into chunks. Soil samples were taken to a Professor Corradi for analysis. Corradi, identified as Director of the Institute for Extrahuman Studies, said the samples were being analyzed by the Office of Mining. He noted that after the sighting, the goats (about 1,500) refused to return to their corral.

Corradi also noted a strategic connection that other South American investigators have commented upon in the past:

> "I have been noticing for some time that the permanent presence of the UFOs over the uranium mines of La Pintada and Cuesta de los Terneros in San Rafael and now in Vizcacheras, is not a coincidence."

Earlier, on March 10, 1977, crew members of two oil tankers anchored a mile apart in the offshore Anuna oil field of Indonesia at 7:40 p.m. saw a large dark object with a red body light, and emitting yellowish-white beams of light. The UFO approached from the west beneath a 1,000 foot cloud cover, circled the oil field twice, and flew away to the east.

The "petroleum connection" may or may not be significant. The possibility exists that the ETIs have been conducting a broad survey of human technology that, among other things, has touched on petroleum as well as other energy- related factors. The survey might be of such broad scope, so comprehensive, that no particular pattern would emerge from our large scale data analysis and UFO sightings would correlate with almost everything under the sun. But if the skeptical assumption is made, no science is done and we are left only with speculation. The effort to seek out such patterns in the data seems well worthwhile.

Meanwhile, the attempt to analyze extraterrestrial psychology remains a speculative art that necessarily involves critical assumptions at various points. The scenario presented here amounts to an educated guess and a survey of reasonable possibilities. We are not likely to have any final answers until the full resources of science are applied to the problem ... or the ETIs reveal their purposes.

TABLE 6
UFO Displays and World History

1939-1946: World War II; German rocket and jet technology advances; Bikini atoll atomic tests; Hiroshima and Nagasaki A-bombs, 1945-46.

1944-1946: UFOs ("foo-fighters") observed by Allied and Axis pilots.

1947: V-2 and other rocket/missile tests; Nevada A- bomb tests; flight of X-1, first supersonic aircraft.

1947: First major wave of UFO sightings in U.S. initially focused in Northwest.

June 25, 1950-July 26, 1953: Korean War; first American H-bomb detonated Nov 1, 1952.

1952: Major UFO wave June-December, including radar-visual, pilot sightings, jet interceptor chase cases; September NATO sightings during North Sea maneuvers.

1954: Bikini atoll H-bomb test March 1 injures Japanese fishermen with radioactive fallout; height of Cold War struggle over fate of Germany; maturation of ICBMs due to improved inertial guidance systems; Algerian War begins, Nov. 1.

1954: Major UFO sighting wave September-October, primarily in Europe, including numerous humanoid sightings for first time.

1957: British H-bomb test May 15 at Christmas Island; first Soviet ICBM successfully launched Aug. 26; Sputnik I, first earth satellite launch, Oct. 4; Sputnik II (carrying dog) launched Nov. 3.

1957: Major UFO wave October-December, primarily focused in southwest and Midwest United States.

October 1958-September 1961: Moratorium by major powers on further nuclear testing; Sept.-Oct. 1959 Soviet lunar flights, including Lunik II impact on Moon, Sept.13; Soviet Venus probe launched Feb.12, 1961; Soviet nuclear testing resumed Aug. 29, 1961.

Apr.12, 1961-June 16, 1963: First manned Earth-orbital flights, 12 in 26 months; British and American nuclear testing resumed Feb. 7, 1962; Ranger IV impacts on Moon April 26, 1962; Mariner 2 Venus probe launched Aug.27, 1962; American-Cuban crisis Sept- Nov.1962.

Fall 1963: Nuclear test ban treaty signed Aug. 5; President John F Kennedy assassinated Nov.22.

1959-1963: Significant lull period in reported UFO sightings.

1964-67: Lunar landings and deep space probes; multiple-manned Earth-orbital flights, 13 between Oct.1964 and April 1967; Middle East war; height of U.S. involvement in Vietnam War.

1964: Ranger VII impacts on Moon July 31; Communist Chinese explode nuclear bomb for first time Oct.16; Mariner 4 Mars probe launched Nov.28.

1965: Ranger VIII launched Feb.17 for lunar impact; Ranger IX launched Mar.21 for lunar impact; Soviet Venus probe launched Nov.12.

1966: Soviet Union first successful lunar "soft landing" Feb. 3; Soviet probe impacts on Venus Mar 1; Soviet Luna 10 placed in lunar orbit March 31; Chinese H-bomb detonated May 9; Surveyor 1 launched May 30, lunar landing; Soviet Luna 13 Moon landing Dec.24.

1967: Surveyor 3 Moon landing Apr 19; third Israeli-Arab war begins June 5; Soviet Venera 4 launched, "soft landing" on Venus; Mariner 5 passes near Venus Oct.19.

1964-67: Renewal of UFO sightings after 7-year lull; largest volume sighting wave in UFO history 1966-67; Congressional hearings and Colorado UFO Project formed, 1966.

August 24, 1968: First French H-bomb test.

July 20, 1969: U.S. lands men on Moon.

1973: OPEC oil embargo, petroleum crisis and political turmoil in U.S., Agnew resignation; Israeli-Arab war Oct. 6-21.

1973: Major UFO wave October-November after 4-5 year lull, featuring numerous humanoid sightings and Hickson-Parker abduction.

1978: Continuing Middle East crises, petroleum short age, OPEC price rises.

1978: Sighting wave October-December in Middle East and Australasia (little publicized in U.S.), including Arab Nation sightings and oil field landing.

(Sources: NASA Space Activities Summaries, 1960s; "Chronology of Major European Events;' University of S. Carolina, Feb. 8, 1978; *Encyclopedia Britannica*, 1969, atomic energy and space exploration entries)

TABLE 7
Top 10 States reporting
UFO close encounters vs. population
(Based on 379 CE II and CE III cases through 1967)

SIGHTING RANK/STATE
(Population Rank, 1970 Census)

1. California (1)	6. Illinois (5)
2. Ohio (6)	7. New Mexico (37)
3. New York (2)	8. Indiana (11)
4. Pennsylvania (3)	9. Missouri (13)*
5. Texas (4)	10. Florida (9)

*ln a study by Ted Phillips (see Bibliography) analyzing 2,105 CE-II physical trace cases through 1951, Missouri ranked 3rd in case frequency vs. 13th in population.

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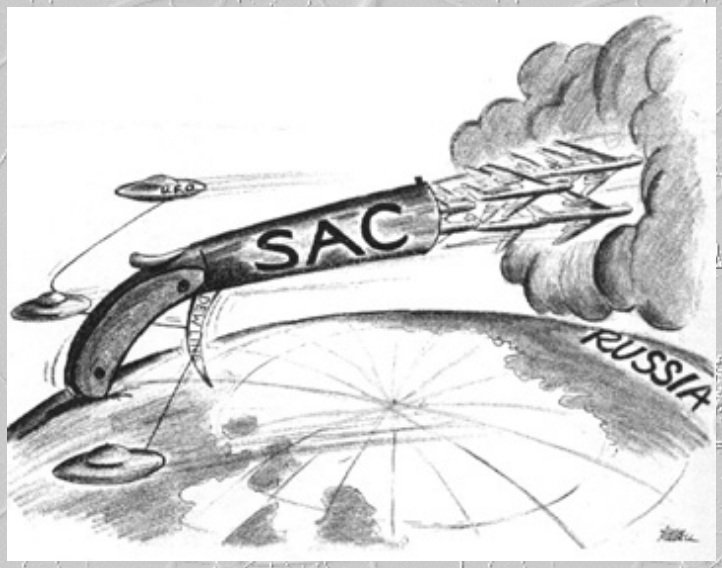
Accidental-War Danger Increasing

UFOI, October 1961



In a recent statement, Vice President Johnson declared:

"The western allies must be prepared for every possible eventuality- - deliberate or accidental."

Three weeks ago, the Vice President sent the Senate Preparedness Subcommittee an urgent NICAP report on one increasing hazard: The danger of mistaking UFOs for Soviet bombers or missiles.

There is an equal danger that Russia might fatally mistake UFOs for a U.S. attack. If our Government spotlighted this risk, it might cause the Kremlin to take similar steps to end confusion over UFOs.

The following steps show how UFOs might trigger World War III:

1. U.S.-Canada radar picks up un known, high-speed flying objects heading for this continent. Many defense-radar personnel fully accept denials that UFOs exist; when all radars show such solid objects in large formation or groups. obviously under intelligent control, these operators are likely to conclude: Probable Soviet attack. SAC (Strategic Air Command) bombers are launched. By AF admission. this situation has already occurred.

2. Soviet agents near SAC bases see the launchings, secretly radio Moscow. Soviet bombers are launched, missile bases alerted.

3. As SAC bombers head toward Russia, checks are swiftly made to confirm or disprove the alarm. Intelligence has no word of sudden Soviet preparations. But, because of the Berlin crisis, Russia is known to be in at least partial war-readiness. This could be a surprise attack.

4. At a certain point, SAC pilots are prepared to turn back unless they receive coded signals that the President has ordered attack. Presumably, the Soviet has a similar system. By now, both U.S. and Soviet radar have picked up the other side's bombers. This would not make

war certain -- realizing that mutual disaster was inevitable, both fleets might warily circle, well out of range, then return to their bases. But; if high-speed UFOs were tracked, heading for either country, it could cause a fateful decision. Several UFOs have been tracked at missile speeds--one at 18.000 m.p.h., by Navy scientists at White Sands, two at over 9,000 m.p.h. (Goose Bay AFB, and by an AF B-29 radar.) If either side mistook UFOs for H-bomb missiles aimed at their cities and bases, war would be almost inevitable.

The risk is there, and growing. Even if it is only a tiny fraction of 1%, it is still too great.

"The confusion about UFOs among our defense personnel should be ended promptly." warns the NICAP Board. "All available information, including methods of distinguishing UFOs from ordinary missiles or aircraft, should be released at once."

Many members already are backing NICAP's attempts to reduce UFO secrecy dangers. But the average American still does not realize the risk of accidental war from mistaking UFOs for Soviet missiles or bombers. This danger has been greatly increased by Khrushchev's threats and ruthless Soviet efforts to intimidate the United States. We urge all members to help spread word of this hazard- -not just as a patriotic duty, but to increase our chance of survival as Communist-inspired tension menaces the free world,

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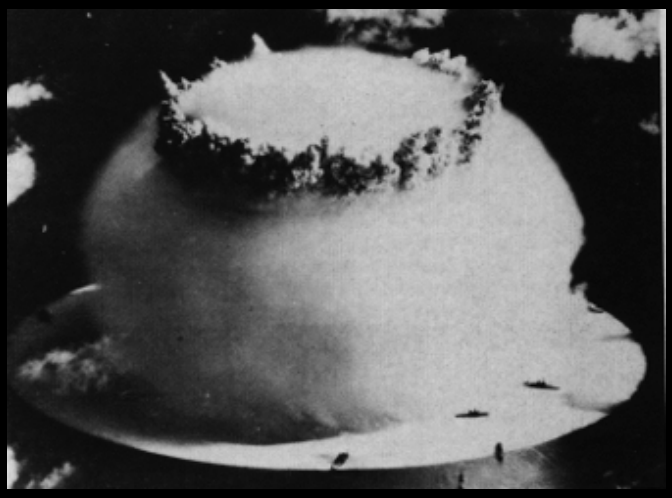
Another Estimate of the Situation

FLYING SAUCERS: 1950

Maj. Donald E. Keyhoe



Francis Ridge:
Although this scenario was presented over 50 years ago in a book entitled, "Flying Saucers Are Real", by Donald Keyhoe (several years before NICAP was launched) the basic contention is still uncannily possible. The report below is Chapter XIV, devoid of only the first opening line.

==========

What were they like? And what were they doing here?

From the long record of sightings, it was possible to get an answer to the second question. Observation of the earth followed a general pattern. According to the reports, Europe, the most populated area, had been more closely observed than the rest of the globe until about 1870. By this time, the United States, beginning to rival Europe in industrial progress, had evidently become of interest to the space-ship crews.

From then on, Europe and the Western Hemisphere, chiefly North America, shared the observers' attention. The few sightings reported at other points around the world indicate an occasional check-up on the earth in general. Apparently World War I had not greatly concerned the space observers. One reason might be that our aerial operations were still at a relatively low altitude.

But World War II had drawn more attention, and this had obviously increased from 1947 up to the present time. Our atomic-bomb explosions and the V-2 high-altitude experiments might be only coincidence, but I could think of no other development that might seriously concern dwellers on other planets.

It was a strange thing to think of some far-off race keeping track of the earth's progress. If Redell was right, it might even have started in prehistoric time; a brief survey, perhaps once a century or even further spaced, then gradually more frequent observation as cities appeared on the earth.

Somewhere on a distant planet there would be records of that long survey. I wondered how our development would appear to that far-advanced race. They would have seen the slow sailing ships, the first steamships, the lines of steel tracks that carried our first trains.

Watching for our first aircraft, they would see the drifting balloons that seemed an aerial miracle when the Montgolfiers first succeeded. More than a century later, they would have noted the slow, clumsy airplanes of the early 1900's. From our gradual progress to the big planes and bombers of today, they could probably chart our next steps toward the stratosphere--and then space.

During the last two centuries, they would have watched a dozen wars, each one fiercer than the last, spreading over the globe. Adding up all the things they had seen, they could draw an accurate picture of man, the earth creature, and the increasingly fierce struggle between the earth races.

The long survey held no sign of menace. If there had been a guiding purpose of attack and destruction, it could have been carried out years ago. It was almost certain that any planet race able to traverse space would have the means for attack.

More than once, during this investigation, I had been asked: "If the saucers are interplanetary, why haven't they landed here? Why haven't their crews tried to make contact with us?"

There was always the possibility that the planet race or races could not survive on earth, or that their communications did not include the methods that we used. But I found that hard to believe. Such a superior race would certainly be able to master our radio operations, or anything else that we had developed, in a fairly short time. And it should be equally simple to devise some means of survival on earth, just as we were already planning special suits and helmets for existence on the moon. During a talk with a former Intelligence officer, I got a key to the probable explanation.

"Why don't you just reverse it--list what we intend to do when we start exploring space? That'll give you the approximate picture of what visitors to the earth would be doing."

Naturally, all the details of space plans have not been worked out, but the general plan is clear. After the first successful earth satellites, we will either attempt a space base farther out or else launch a moon rocket. Probably many round trips to the moon will be made before going farther in space. Which planet will be explored first, after the moon?

According to Air Force reports, it is almost a certainty that planets outside the solar system are inhabited. But because of the vast distances involved, expeditions to our neighboring planets may be tried before the more formidable journeys. More than one prominent astronomer believes that life, entirely different from our own, may exist on some solar planets. Besides Mars, Jupiter, and Venus, there are five more that, like the earth, revolve around the sun.

One of the prominent authorities is Dr. H. Spencer Jones, Astronomer Royal. In his book *Life on Other Worlds*, Dr. Jones points out that everything about us is the result of changing processes, begun millenniums ago and still going on. We cannot define life solely in our own terms; it can exist in unfamiliar forms.

"It is conceivable," Dr. Jones states in his book, "that we could have beings, the cells of whose bodies contained silicon instead of the carbon which is an essential constituent of our cells and of all other living cells on the earth. And that because of this essential difference between the constitution of those cells and the cells of which animal and plant life on the earth are built up, they might be able to exist at temperatures so high that no terrestrial types of life could survive."

According to Dr. Jones, then, life could be possible on worlds hotter and drier than ours; it could also exist on a very much colder one, such as Mars.

Even if a survey of the sun's planets proved fruitless, it would decide the question of their being populated. Also, it would provide valuable experience for the much longer journeys into space.

No one expects such a survey until we have a space vehicle able to make the round trip. One-way trips would tell us nothing, even if volunteers offered to make such suicidal journeys.

The most probable step will be to launch a space vehicle equipped with supplies for a long time, perhaps a year or two, within the solar system. Since Mars has been frequently mentioned as a source of the flying saucers, let's assume it would be the first solar-system planet to be explored from the earth.

As the space ship neared Mars, it could be turned to circle the planet in an orbit, just like our planned earth satellite vehicle. Once in this orbit, it could circle indefinitely without using fuel except to correct its course.

From this space base, unmanned remote-control "observer" units with television "eyes" or other transmitters would be sent down to survey the planet at close range. If it then seemed fairly safe, a manned unit could be released to make a more thorough check-up.

Such preliminary caution would be imperative. Our explorers would have no idea of what awaited them. The planet might be uninhabited. It might be peopled by a fiercely barbarous race unaware of civilization as we know it. Or it might have a civilization far in advance of ours.

The explorers would first try to get a general idea of the whole planet. Then they would attempt to examine the most densely populated areas, types of armature, any aircraft likely to attack them. Combing the radio spectrum, they would pick up and record sounds and signals in order to decipher the language.

As on earth, they might hear a hodgepodge of tongues. The next step would be to select the most technically advanced nation, listen in, and try to learn its language, or record it for deciphering afterward on earth.

Our astronomers already have analyzed Mars's atmosphere, but the explorers would have to confirm their reports, to find out whether the atmosphere at the surface would support their lungs if they landed. The easiest way would be to send down manned or unmanned units with special apparatus to scoop in atmosphere samples. Later analysis would tell whether earthlings would need oxygen-helmet suits such as we plan to use on the moon.

But before risking flight at such low altitudes, the explorers would first learn everything possible about the planet's aircraft, if any. They would try to determine their top ceiling, maximum speed, maneuverability, and if possible their weapons. Much of this could be done by sending down remote-control "observer" disks, or whatever type we decide to use. A manned unit might make a survey at night, or in daytime with clouds nearby to shield it. By hovering over the planet's aircraft bases, the explorers could get most of the picture, and also decide whether the bases were suitable for their own use later.

It might even be necessary to lure some Martian aircraft into pursuit of our units, to find out their performance. But our explorers would above all avoid any sign of hostility; they would hastily. withdraw to show they had no warlike intentions.

If the appearance of our observer units and manned craft caused too violent reactions on the planet, the explorers would withdraw to their orbiting space vehicle and either wait for a lull or else start the long trip back home. Another interplanetary craft from the earth might take its place later to resume periodic surveys.

In this way, a vast amount of information could be collected without once making contact with the strange race. If they seemed belligerent or uncivilized, we would probably end our survey and check on the next possibly inhabited planet. If we found they were highly civilized, we would undoubtedly attempt later contact. But it might take a long time, decades of observation and analysis, before we were ready for that final step.

We might find a civilization not quite so advanced as ours. It might not yet have developed radio and television. We would then have no way of getting a detailed picture, learning the languages, or communicating with. the Martians. Analysis of their atmosphere might show a great hazard to earthlings, one making it impossible to land or requiring years of research to overcome. There might be other obstacles beyond our present understanding.

This same procedure would apply to the rest of the solar-system planets and to more distant systems. Since Wolf 359 is the nearest star outside our system that is likely to have inhabited planets, one of these planets would probably be listed as the first to explore in far-distant space. It would be a

tremendous undertaking, unless the speed of light can be exceeded in space. Since Wolf 359 is eight light-years from the earth, even if a space ship traveled at the theoretical maximum--just under 186,000 miles a second--it would take over sixteen years for the round trip. Detailed observation of the planet would add to this period.

If we assume half that speed--which would still be an incredible attainment with our present knowledge--our space explorers would have to dedicate at least thirty-two years to the hazardous, lonely round trip. However, there has never been a lack of volunteers for grand undertakings in the history of man.

It is quite possible that in our survey of the solar-system planets we would find some inhabited, but not advanced enough to be of interest to us. Periodically, we might make return visits to note their progress. Meantime, our astronomers would watch these planets, probably developing new, higher powered telescopes for the purpose, to detect any signs of unusual activity. Any tremendous explosion on a planet would immediately concern us.

Such an explosion, on Mars, was reported by astronomers on January 16, 1950. The cause and general effects are still being debated. Sadao Saeki, the Japanese astronomer who first reported it at Osaka, believes it was of volcanic nature.

The explosion created a cloud over an area about seven hundred miles in diameter and forty miles high. It was dull gray with a yellowish tinge and a different color from the atmospheric phenomena customarily seen near Mars. Saeki believes the blast might have destroyed any form of life existing on the planet, but even though the telescopic camera recorded a violent explosion, other authorities do not believe the planet was wrecked. The canals first discovered on Mars by Giovanni Schiaparelli, about 1877, are still apparent on photographs.

Mars is now being carefully watched by astronomers. If there are more of the strange explosions, the planet will be scanned constantly for some clue to their nature.

If a mysterious explosion on Mars, or any other planet, were found of atomic origin, it would cause serious concern on earth. Suppose for a moment that it happened many years from now, when we will have succeeded in space explorations. At this time, let us assume our explorers have found that Mars is experimenting with high-altitude rockets; some of them have been seen, rising at tremendous speed, in the upper atmosphere of Mars.

Then comes this violent explosion. A scientific analysis of the cloud by astrophysicists here on earth proves it was of atomic origin.

The first reaction would undoubtedly be an immediate resurvey of Mars. As quickly as possible, we would establish an orbiting space base--out of range of Martian rockets--and try to find how far they had advanced with atomic bombs.

Samples of the Martian atmosphere would be collected and analyzed for telltale radiation. Observer units would be flown over the planet, with instruments to locate atom-bomb plants and possibly uranium deposits. The rocket-launching bases would also come under close observation. We would try to learn how close the scientists were to escaping the pull of gravity. Since Mars's gravity is much less than the earth's, the Martians would not have so far to progress before succeeding in space travel.

The detailed survey by our space-base observers would probably show that there was no immediate danger to the earth. It might take one hundred years--perhaps five hundred--before the Martians could be a problem. Eventually, the time would come when Mars would send out space-ship explorers. They would undoubtedly discover that the earth was populated with a technically advanced civilization. Any warlike ideas they had in mind could be quickly ended by a show of our superior space craft and our own atomic weapons--probably far superior to any on Mars. It might even be

possible that by then we would have finally outlawed war; if so, a promise to share the peaceful benefits of our technical knowledge might be enough to bring Martian leaders into line.

Regardless of our final decision, we would certainly keep a lose watch on Mars--or any other planet that seemed a possible threat.

Now, if our space-exploration program is just reversed, it will give a reasonable picture of how visitors from space might go about investigating the earth. Such an investigation would tie in with the general pattern of authentic flying-saucer reports:

1. World-wide sightings at long intervals up to the middle of the nineteenth century.

2. Concentration on Europe, as the most advanced section of the globe, until late in the nineteenth century.

3. Frequent surveys of America in the latter part of the nineteenth century, as we began to develop industrially, with cities springing up across the land.

4. Periodic surveys of both America and Europe during the gradual development of aircraft, from the early 1900's up to World War II.

5. An increase of observation during World War II, after German V-2's were launched up into the stratosphere.

6. A steadily increasing survey after our atomic-bomb explosions in New Mexico, Japan, Bikini, and Eniwetok.

7. A second spurt of observations following atom-bomb explosions in Soviet Russia.

8. Continuing observations of the earth at regular intervals, with most attention concentrated on the United States, the present leader in atomic weapons. (Saucers have been reported seen over the Soviet Union, but the number is unknown. There is some evidence that Russia has an investigative unit similar to Project "Saucer.")

There are other points of similarity to the program of American space exploration that I have outlined. Most of the extremely large saucers have been at high altitudes, some of them many miles above the earth. At that height, a space ship would be in no danger from our planes and antiaircraft guns and rockets. The smaller disks and the mystery lights have been seen at low altitudes. Occasionally a larger saucer has been seen to approach the earth briefly, as at Lockbourne Air Force Base, at Bethel, Alabama, at Macon and Montgomery, and other places. It has been suggested that this was for the purpose of securing atmospheric samples. It could also be to afford personal observation by the crews.

The numerous small disks seen in the first part of the scare, in 1947, fit the pattern for preliminary and close observation by remote-controlled observer units. As the scare increased, the daytime sightings decreased for a while, and mystery lights began to be seen more often. This apparent desire to avoid unfavorable attention could have been caused by our pilots' repeated attempts to chase the strange flying objects.

Authentic reports have described sightings; over the following Air Force bases: Chanute, Newark, Andrews, Hickam, Robbins, Godman, Clark, Fairfield Suisan, Davis-Monthan, Harmon, Wright-Patterson, Holloman, Clinton County Air Force Base, and air bases in Alaska, Germany, and the Azores. Saucers have also been sighted over naval air stations at Dallas, Alameda, and Key West, and from the station at Seattle. They have been reported maneuvering over the White Sands Proving Ground, over areas containing atomic developments, above the Muroc Air Base testing area, and over

the super-secret research base near Albuquerque.

Several times saucers have paced both military and civil aircraft; their actions strongly indicate deliberate encounters to learn our planes' speed and performance.

It seems obvious that both the planes and the bases were being observed, and in some cases photographed by remote-control units or manned space ships.

Although I thought it improbable that the location of our uranium deposits would be of interest to space men, a Washington official told me it would be relatively simple to detect the ore areas with airborne instruments.

"The Geological Survey has already developed special Geiger counters for planes," he told me. "They had a little trouble from cosmic-ray noise. They finally had to cover the Geigers with lead shields. Whenever an important amount of radiation is present in the ground, the plane crew gets a signal, and they spot the place on their map. It's a quick way of locating valuable deposits."

When I told him what I had in mind, he suggested an angle I had not considered.

"Mind you," he said, "I'm not completely sold on the interplanetary answer. But assuming it's correct that we're being observed, I can think of a stronger reason than fear of some distant attack. Some atomic scientists say that a super-atomic bomb, or several set off at once, could knock the earth out of its orbit. It sounds fantastic, but so is the A-bomb. It's just possible that some solar-planet race discovered the dangers long ago. They would have good reason to worry if they found we were on that same track. There may be some other atomic weapon we don't suspect, even worse than the A-bomb, one that could destroy the earth and seriously affect other planets."

At the time, I thought this was just idle speculation. But since then, several atomic scientists have confirmed this official's suggestion. One of these was Dr. Paul Elliott, a nuclear physicist who worked on the A-bomb during the war.

According to Dr. Elliott, if several hydrogen bombs were exploded simultaneously at a high altitude, it could speed up the earth's rotation or change its orbit. He based his statement on the rate of energy the earth receives from the sun, a rate equal to some four pounds of hydrogen exploded every second. Still other atomic scientists have said that H-bomb explosions might even knock a large chunk out of the earth, with unpredictable results.

A dramatic picture of what might happen if the earth were forced far out of its orbit is indicated in the much-discussed book *Worlds in Collision*, by Dr. Immanuel Velikovsky, recently published by Macmillan. After many years of research, Dr. Velikovsky presents strong evidence that the planet Venus, when still a comet resulting from eruption from a larger planet, moved erratically about the sky and violently disturbed both the earth and Mars.

When the comet approached the earth, our planet was forced out of its orbit, according to Worlds in Collision. For a time, the world was on the brink of destruction. Quoting many authentic ancient records, including the Quiché manuscript of the Mayas, the Ipuwer papyrus of the Egyptians, and the Visiddhi-Magga of the Buddhists, Dr. Velikovsky describes the cataclysm that took place. "The face of the earth changed," he writes in his book. The details, reinforced by the Zend-Avesta of the Persians, tell of tremendous hurricanes, of a major upheaval in the earth's surface, of oceans rushing over many parts of the land, while rivers were driven from their beds. Some of the events in this period are mentioned in the Bible.

Professor Horace M. Kallen, former dean of the New School of Social Research, strongly endorses Dr. Velikovsky's statements: "It is my belief that Velikovsky has supported his theses with substantial evidence and made an effective and persuasive argument."

Many other authorities endorse this work, which is documented with impressive references. But even if this particular account is not accepted, all astronomers agree that the effect of a comet passing near the earth would be appalling. *Worlds in Collision* states that Mars, like the earth, was pulled out of its orbit by the comet's erratic passage. It may be that this near disaster to the earth and Mars is known on other solar planets, or remembered on Mars itself, if the planet is inhabited.

The possibility of super-bomb explosions on the earth understandably disturb any dwellers on other solar-system planets.

This may be what was back of the Project "Saucer" statement on the probable motives of any visitors from space. I mentioned this Air Force statement in an earlier chapter, but it may be of interest to repeat it at this time. The comment appeared in a confidential analysis of Intelligence reports, in the formerly secret Project "Saucer" document, "Report on Unidentified Aerial and Celestial Objects." It reads as follows:

"Such a civilization might observe that on earth we now have atomic bombs and are fast developing rockets. In view of the past history of mankind, they should be alarmed. We should therefore expect at this time above all to behold such visitations.

"Since the acts of mankind most easily observed from a distance are A-bomb explosions, we should expect some relation to obtain between the time of the A-bomb explosions, the time at which the space ships are seen, and the time required for such ships to arrive from and return to home base."

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Great Balls Of...Light

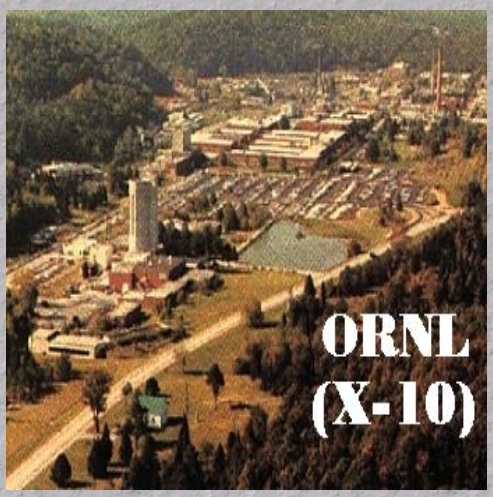
Excerpted from "EVACUATION ROAD"
by JERRY WASHINGTON

In this excerpt from "Evacuation Road" Jerry tells of his encounters with what have come to be known as red BOLs (Balls of Light), back in his hometown of Oak Ridge, Tennessee; which along with Los Alamos, NM, and Hanford, Washington, was one of a trio of cities involved in the "Manhattan Project" - the top secret effort to build the first atomic bomb back in the 1940s. With their long and well-documented history of UFO surveillance, the "unholy" trinity certainly made for a unique place to grow up.

The following excerpt begins with Jerry and Astrid, his Norwegian girlfriend, walking along minding their own business when the strangeness begins:

Astrid and I observed several other oddities together in the restricted skies over the Atomic City during the late 1970s. One of these sightings took place as she walked me home one evening, after hitching a ride over to her place to show her dad a copy of the Hindu text, the Sama Vedas. In Vedantic literature, which predates the Bible by thousands of years, there are numerous mentions of vimanas - flying objects that supposedly visited earth and tooled around our solar system in antiquity.

I wanted to prove to her dad that UFOs had been around for a long time and that other folks had espied them besides me. We'd debated the subject often with Lars holding firm to his belief that UFOs were either misidentifications of conventional objects, or the imaginings of uneducated minds. Lars had a maddening habit of thinking he was right all the time, an unappealing trait made even more so by his unflappable Nordic cool. He was employed out at the Oak Ridge National
Laboratory (X-10), so he was bedeviled with a physicist's need for hard evidence.



"You have no proof," he'd say to me with that smug little smirk on his face, "and until you do, I'm afraid your saucers will belong in the realm of science fiction." This annoyed me to the point that I often fantasized about stuffing a wedge of Yjetost, a cloying, sweet variety of Norwegian goat-cheese, down his patronizing throat. But I never did, content in the knowledge that I was doing the "big nasty" with his lovely daughter right underneath his self-satisfied nose, and the ol' fart was clueless...

He did appear to be somewhat intrigued by the text. I don't know if it's true of most

Scandinavians, but Lars viewed religion in much the same way Karl Marx did - as an "opiate of the masses." The Vedas, however, with their detailed descriptions of what twentieth-century Man would come to know of as spaceships, piqued his interest a bit. It didn't sway his opinion on the subject fundamentally, but at least he didn't dismiss it out of hand.

I had triumphed, so to speak, and to the victors go the spoils, so I asked Astrid to drive me home figuring that we might make a little "detour" along the way. She suggested that we walk, however, ever the practical one.

Astrid, a Scandinavian beauty with eyes the color of jade, had dual citizenship, spoke five languages, and I was seriously in lust. Just being with her warmed the "cockles" of my heart, which the balmy mid-October temperatures only magnified. I was certainly not thinking about UFOs as we made our way along Robertsville Road, Sama Vedas in hand, about a mile from my house. A third of the way home, I was basking in my true love's presence when suddenly, from behind a nearby ridge, a glowing sphere of luminous red light appeared seemingly headed in our direction. As I watched in wonder, the object approached us, then abruptly disappeared.

"Did you see that?" I queried Astrid excitedly.

"Yes," she replied, sounding decidedly unimpressed.

"What do you think it was?"

"Nothing," she replied, "it's just one of those things."

"One of what things?" I demanded to know as we echoed a conversation Richard Dreyfuss and Terri Garr have in the movie "Close Encounters of the 3rd Kind."

"Nothing for you to concern yourself with," she replied as she shot me one of those withering looks that said, "If you persist with this line of questioning then you will not get your reward." So I quickly dropped the subject and we continued on our way.

About two-thirds of the way home, we took a little detour up to the Linden School playground for that extra-curricular activity I was hoping for. Reclining in a patch of grass near the swing sets, we had a window on the world and the privacy we were seeking. Wasting no time, we were well on our way to "effecting a merger" when the damned thing happened again. As before, a ball of luminous red light emerged from behind the exact same ridge seemingly headed in our direction. Then that object disappeared, just like the first. I don't know much about triangulation, but if you used the ridge as its apex, the points of the two sightings if diagrammed out would form an equilateral triangle. Of course, I didn't make a big deal out of it this time either. I'd learned my lesson...

Brother James and I would have another sighting of the red balls-of-light only a few nights later. Out for a walk, we'd just crested the top of our hilly street when we observed one of the crimson-red curiosities passing lazily and silently over our "crib." Flying at no higher than tree-top level, the object didn't appear to be attached to anything else as it bobbed slowly up-and-down. Continuing on around the block, we watched as the light meandered across Montana Avenue and the next ridge over before disappearing out of sight.

Excited, but hardly new to the UFO phenomenon by that time, Jamey and I kept walking until we reached a clearing that afforded us an unfettered view of the ridge that serves as the de facto demarcation line between the restricted and residential sectors of Oak Ridge - only about a quarter of a mile away. And no sooner had we arrived than we noticed a string of

little red lights flying in a train-like formation over that same ridge. Following the topography precisely, the lights flew back and forth just feet above the treetops, reversing course at will and even dividing in half at one point. That was something to see. As I focused in on the lights through a pair of binoculars we'd brought along just in case, one of the little unknowns split in two, its two halves flying off in opposite directions.

Eventually the activity died down as the BOLs flew off in a westerly direction, towards K-25, the Uranium Enrichment Facility.

Show over, we figured as we started to head for home. At that very moment, however, we suddenly caught sight of a "luxury cruiser," a much larger and longer object approaching at a leisurely pace from the direction of K-25. Resplendent with a row of green lights running down its mid-section, and a bright red light on each end, the object reached a point directly opposite us, behind that defacto demarcation line, where it hovered motionlessly for a few minutes before descending ever-so-slowly out of sight...

It sure was a "hot" night in the ol' Atomic City that night!

***

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To Have Or Have Not

Excerpted from "EVACUATION ROAD"
by Jerry Washington

In the following excerpt from Jerry Washington's upcoming book "Evacuation Road," he tells of a couple of UFO sightings he had in the 1970s back in his hometown of Oak Ridge, Tennessee (the "Manhattan Project"). A city that along with Los Alamos, New Mexico, and Hanford, Washington, served as the birthplace of the atomic bomb. And while it may not constitute "Best Evidence" per se, it does illustrate how common the UFO presence has often been in the "Atomic City."

It begins with Jerry and his Norwegian girlfriend Astrid, steaming up the windows of his car while parked in a graveyard bordering the restricted (government) zone. Oblivious to anything but each other at the time, that was just about to change. As Jerry tells it:

Try as I might, it was hard for me to ignore the amber-colored, oval-shaped object that had suddenly intruded upon our awareness, gliding silently through the sky above the adjoining pastureland. We watched it as it scooted from left-to-right across our field of vision, then disappeared behind the neighboring ridge. Then, after only a few moments, the object reappeared, moving in the opposite direction.

Astrid, who was very much her father's daughter when it came to such matters, dismissed the sighting as irrelevant despite its high-strangeness factor. While I was much more intrigued by it, undoubtedly due to the close encounter of the extreme kind I'd had two years earlier. The amber light she and I were looking at clearly had no business being there. The skies over Oak Ridge were (and still are) highly restricted and very closely monitored. A prudent policy, I'd say, under the circumstances...

That's how brother James, and my buddy Greg and I felt as we made a speedy exit out of town one afternoon as Melvin, a local boy of the African-American persuasion, was threatening to crash the 727 he'd just hijacked into the Y-12 Nuclear Facility, otherwise known as the "Bomb Factory." Demanding to be flown to Cuba, Melvin had apparently been in contact with Fidel Castro who had helped him hatch the hijack plot. The plan was for "Nervous Melvin" to commandeer the plane, demand a million dollars ransom, and force the pilot to return to McGhee-Tyson airport in Knoxville, where Melvin was to collect the money. Then he'd fly to Cuba where Fidel would welcome him as a hero of the Revolution.

Melvin swung into action as soon as the plane took off on its regular route. Brandishing a pistol, he immediately secured the cockpit. The co-pilot thought he was bluffing, though, and refused to play along. So Melvin shot him in the leg to convince him otherwise. It worked, and the pilot was soon on the radio to the Knoxville tower relaying Melvin's list of demands to the authorities. The pilot also began to fly in circles over the "Bomb Factory," as instructed. Whenever the negotiations bogged down, Melvin would renew his threat to crash the plane into the facility.

Headed for Knoxville to party, the three of us couldn't help but feel a little safer the further we ventured from home. But our destination lay only twenty-five miles away, which would have made scant difference had Melvin actually followed through on his threat.

We kept our A.M. dial tuned to the local black radio station, in transit, because it was the only one airing a play-by-play account of the drama. And every now and then, in his velvety smooth, ultra-hip disc jockey voice, the radio announcer would express his solidarity with "Brotha Melvin," while fielding telephone calls doing the same. I wonder if Melvin's supporters were hip to the fact that a nuclear chain-reaction triggered by the idiot would have been an equal opportunity apocalypse?

Fortunately, it never came to that. Melvin got his money and a one-way ticket to Cuba, and East Tennessee got a reprieve.

Upon his arrival in Cuba, our hometown boy was in for a rude surprise. Instead of being hailed as a hero, Castro confiscated the money and tossed Melvin's ebony ass into a six-by-six-by-six prison cell. And there he would remain until the Mariel boatlift of 1980, when Fidel would send him home and into the waiting arms of the Feds, who locked him up and threw away the key. "Viva la libertad!"

Obviously, a "no-fly" zone over Oak Ridge wasn't going to keep out every undesirable. Nor did it deter those pesky amber-colored ovals, of which I observed a number that autumn. It also didn't stop the object my friend Greg spotted one evening, as he went from being a "have-not" to a "have" as far as a sighting was concerned...

It was late night, around 1:00 a.m. in the morning, and James and I were still up toying with the hapless katydid we'd snatched off the top of my air-conditioning unit after putting up with the creature's annoying cadences for several hours. Playing God, we were toying with our prey, contemplating its fate.

Suddenly, in the midst of this conceit, there came a loud, insistent pounding on the window that jolted James and I right out of our skins. Greg had shown up and was imploring us to get our butts outdoors to see something strange in the sky.

Outside, I found Greg in the front yard gesturing towards the horizon while mumbling something about never doubting me again. Anxious to see what had him so excited, I focused my gaze in the direction he was pointing but all I could see was a star. A bright, rather colorful star perhaps, but a star nonetheless.

Earlier that evening, Greg had been parked up at one of the scenic overlooks that afford the citizens of Oak Ridge a panoramic view of the Atomic City, when he spotted a UFO hovering over K-25, the Uranium Enrichment Facility. Rushing home immediately to pick up his brother Jeff, the two of them then made a beeline for my place (I was Mr. Flying Saucer, after all).

He knew I'd had a close encounter, the truth of which I was certainly not shy about spreading. A typical scenario: A bunch of us delinquent types would pile into the deluxe motor-home my stepmother had so thoughtfully parked in our backyard, a joint or some liquid refreshment would get passed around, then, with my captive audience suitably primed, I'd launch into my "we are not alone" sermonette. The funny thing is, I'd always assumed that everybody took me at my word, especially Greg. We'd been best friends for years and I trusted him above all others to give me the benefit of the doubt. But as his remarks clearly indicated, this was not the case. Turns out he wanted to believe, but he was the very essence of a "have-not."

This time the tables were turned. While Greg kept insisting that we were observing the same object he'd seen from the overlook, I was skeptical. It didn't fit his original description of that object (multiple lights, enormous size) and it was stationary, whereas the earlier one was seen both hovering and ascending. I didn't doubt for a second that he'd actually sighted a UFO over K-25. With Oak Ridge's long and storied history of UFO "surveillance," what else was new? Instead, I figured he'd inadvertently lost sight of the original object somewhere between his house and mine. And so, after several valiant hours of trying to convince me that they were one and the same, Greg (and James) reluctantly gave up and headed indoors. And that's when it happened. As his brother Jeff and I prepared to follow suit, one of those pesky, amber-colored ovals suddenly appeared in the eastern sky.

After watching it glide silently across the horizon for a few moments, Jeff, a professional diver by trade and a cynical son-of-a-bitch not usually given to genuflection, suddenly dropped to his knees and starting praying like crazy for a quick deliverance. "Help me Jesus," he chanted repeatedly as I hollered for the other guys to get their asses back outside. Spilling out the doors like "johns" during a raid, Greg and James arrived in time to see the object stop dead in its tracks, then zip in an instant back a quarter arc across the sky. Aligning itself up with the so-called star, the two objects appeared to effect some kind of energy transference for a brief time. Indeed, it put on quite a show for us as we watched in slack-jawed amazement. I also couldn't shake the impression that the object was toying with

us, much as James and I were "toying" with the katydid. Finally, as the object resumed its trek, we were suddenly enveloped in a warm and gentle breeze, on what had been a still night up until then...

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Lake Titicaca from space, May 1985.

The origin of the name Titicaca is unknown. It has been translated as "Rock Puma", allegedly because of its resemblance to the shape of a puma hunting a rabbit, combining words from the local languages Quechua and Aymara, and as "Crag of Lead". Locally, the lake goes by several names.

Because the southeast quarter of the lake is separated from the main body by the Strait of Tiquina, the Bolivians call this smaller part *Lago Huiñaymarca* and the larger part *Lago Chucuito*. In Peru, these smaller and larger parts are referred to as *Lago Pequeño* and *Lago Grande*, respectively.

Centuries' Old UFO Coin Remains Mystery

Fri Jan 28, 2005 4:24 pm

An unidentified flying object on a 17th century French coin continues to mystify rare coin experts.

Colorado Springs, CO (PRWEB) January 28, 2005 -- After decades of seeking possible answers about a mysterious UFO-like design on a 17th century French copper coin, a prominent numismatic expert says it remains just that: an unidentified flying object. After a half-century of research, the design has defied positive identification by the numismatic community.

"It was made in the 1680s in France and the design on one side certainly looks like it could be a flying saucer in the clouds over the countryside," said Kenneth E. Bressett of Colorado Springs, Colorado, a former President of the 32,000-member American Numismatic Association and owner of the curious coin.

"Is it supposed to be a UFO of some sort, or a symbolic representation of the Biblical Ezekiel's wheel? After 50 years of searching, I've heard of only one other example of it, and nothing to explain the unusual design."

Bressett said the mysterious piece is not really a coin, but a "jeton," a coin-like educational tool that was commonly used to help people count money, or sometimes used as a money substitute for playing games. It is about the size of a U.S. quarter-dollar and similar to thousands of other jetons with different religious and educational designs that were produced and used in Europe during the 16th and 17th centuries.

"The design on this particular piece could be interpreted as showing either a UFO or Ezekiel's wheel, but little else. Some people think the Old Testament reference to Ezekiel's wheel may actually be a description of a long-ago UFO," he explained.

"The legend written in Latin around the rim is also mystifying. 'OPPORTUNUS ADEST' translates as 'It is here at an opportune time.' Is the object in the sky symbolic of needed rainfall, or a Biblical reference or visitors from beyond? We probably will never know for certain," said Bressett.

"It is part of the lure of numismatics that makes coin collecting so intriguing."

PROBVS AVGVSTVS

Chronology
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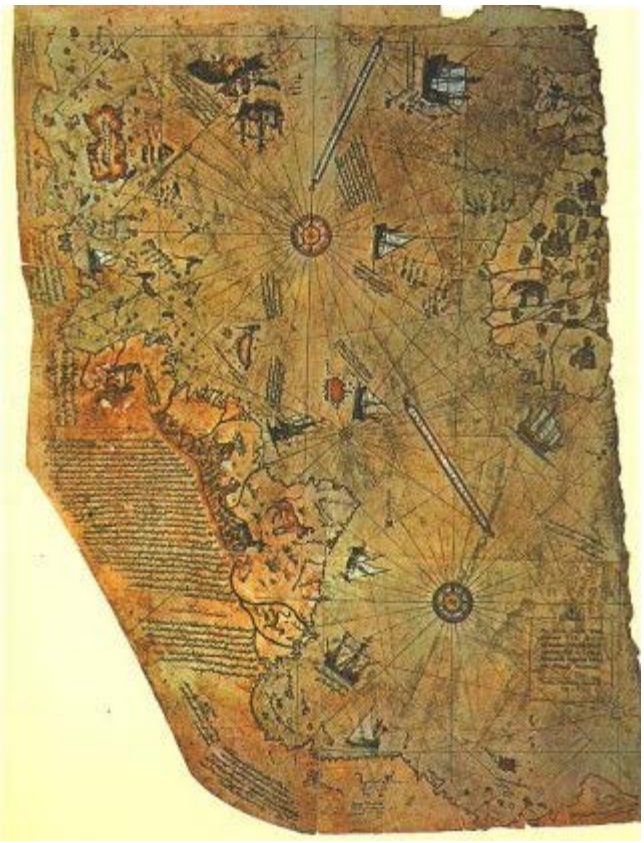
THE PIRI REIS MAP



Piri Reis was a famous Turkish admiral in the sixteenth century who had a passionate interest in his collection of old maps. When the admiral's flagship tied up in some new port, Piri Reis and his aides scoured the bazaars for ancient charts and maps. During a now-forgotten sea battle, the admiral captured several enemy sailors. One of the captives boasted of sailing with Columbus on his three voyages to the new world.

Reis, ever on the lookout for new information and maps, questioned the man, who turned out to be one of Columbus's pilots. Reis asked if Columbus was mad, or if he knew that there was land across the ocean. The pilot said he knew, that he had maps, and that the pilot still had the maps!

The admiral's eyes scanned the yellowed charts. The tracings on the parchment were precise. Using his collection of antique charts, Admiral Piri Reis compiled a world map in 1513. In 1929, a group of historians, poking around in the harem section of the Palace of Topkapi in Constantinople, found the Piri Reis map in a pile of rubble. These scholars were astonished to discover that the map showed the coastal outlines of South and North America. It also included precise data on the southern polar continent, Antarctica, supposedly not discovered until 1818.

Arlington T. Mallerey, an authority on ancient maps, eventually came into possession of these documents. He was puzzled to find that the geographical data on the map was not in the correct position. Assisted by the U.S. Navy Hydrographic Bureau, Mallerey made a grid and transferred the Piri Reis map onto a globe. The map was totally accurate.

Later, studies by Professor Charles H. Hapgood and Richard W. Strachan revealed that the originals of the Piri Reis charts may have been aerial pictures snapped at a great height. The rivers, mountain ranges, islands, desserts, and plateaus, were drawn with unusual accuracy. As an example, Greenland was represented as being two separate islands. This was confirmed just recently by a French polar expedition; their seismic soundings beneath the surface indicated ice covers the space between the two islands.

In Antarctica, an exploratory profile was made by seismic soundings. It revealed mountains and valleys beneath the ice cap that matched the markings on the Piri Reis map. In the January, 1966, issue of Fate magazine, Professor Charles H. Hapgood explained the sensational discovery.

"Now this was extraordinary. In the first place, nobody is supposed to have discovered Antarctica until 1818, three hundred years after Piri Reis, and it is regarded as unthinkable that the Greeks, Romans, Babylonians or Phoenicians could have sailed that far. In the second place, the ice cap in Antarctica is supposed to be millions of years old, and therefore to have been in existence long before man evolved on earth. Mallerey's suggestion (that someone had mapped the south polar continent before the ice cap originated) appeared outrageous and scientists in general refused to concern themselves with it."

It seems incredible that ancient cartographers had maps that were more accurate than the best charts produced today. Yet, Captain Mallerey stated that "it was evident that there was very little ice then, at either pole. But, secondly, they had a record, for example, of every mountain range in Northern Canada and Alaska, including some ranges that the Army Map Service did not have. The U.S. Army has since found them! Just how they were able to do it, we do not know. But, you will probably recall that the Greeks had the legend of an airplane. We don't know how they could map so accurately without an airplane. But, map it they did. Not only that, but they knew their longitude correctly, something we could not do until two hundred years ago."

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Some facts AND some speculation
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Painting of the Madonna and Saint Giovannino

Painting in the Palazzo Vecchio in Florence, attributed to the 15th Century school of Filippo Lippi. Look in the upper right section of the painting. A man and dog are apparently looking at something ithe sky! See blow-up of upper right section below.

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FRESCO IN TURKEY HINTS AT PILOTED CRAFT

The fresco is on the wall behind an alter in a church in Turkey, I believe. The 'pilot' is looking back and around the curved painting to the other side where another craft with a different being in it is looking at the occupant of the craft in the picture.

Unfortunately my UFO Library is in storage at the moment as Sue and I separated a couple of months ago and my current space is too small for most of my 'stuff' and I don't have access to the book to get a scan of the other craft.

Errol Bruce-Knapp

(As soon as we can get more images and further information, this web page will be updated. F. Ridge)

Chronology
NICAP Home

Date: Fri, 23 Jun 2006 10:00:19 -0400
From: "Bullard, Thomas E" <tbullard@indiana.edu>

Subject: No Genuine Airships in 1897

To: Francis Ridge <nicap@insightbb.com>

Hi Fran,

Good to hear from you again. I've come to the conclusion that there are no genuine UFOs among the 1897 airships, though the matter is more complicated that just hoaxes. Many honest and reliable people reported a light in the sky, but their description of how the light sank slowly toward the horizon makes it clear that they were looking at Venus or some other heavenly body. Other honest people reported a structured object with lights, moving in a manner and direction no heavenly body could manage, but these people were the victims of a hoax. What they saw was a fire balloon (hot air), a sort of device popular as a form of 4th of July "firework" but available in drug stores (the Targets and Wal-Marts of the day) all year 'round. A follow-up of airship sightings in a town often revealed who the jokesters were, or reported the burnt-out carcass of the fire balloon had landed in some farmer's field, now and then starting a fire. Then we have the out-and-out hoaxes. Fakery was an accepted form of newspaper entertainment in those days, with snake stories and ghosts being popular and credited to the "snake editor." Airships opened a new opportunity and the newspapers welcomed it. The local correspondent, paid by the column inch, could buy the groceries by cranking out an elaborate airship story. One town could play a joke on a neighboring town by attributing airship sightings to it and then commenting on its lapse from temperance. Tall-tale tellers could regale their audiences with a good airship yarn, and practical jokers could contrive wood-and-sheet-metal contraptions and claim that it crashed. In a day when people knew their neighbors face to face, affidavits meant little and airship lies left no blemish on a man's reputation--witness Alexander Hamilton's calfnapping airship and support of him by the prominent people of the county, all of whom were in on the joke as members of a local liars' club.

I was sorry to see the Aurora crash come back to life recently, since it was effectively killed off long ago. In the first place, only one newspaper story reported it. The Dallas Morning News account was repeated in other newspapers, but no other reporter went to the scene for independent confirmation. This contrasts with a Waterloo, Iowa, hoax where the jokers left a model airship in a field and many papers covered the story, also many people came to town or took a look while passing through, then commented on what they had seen when they returned home. None of this happened with Aurora. Local histories, one of them written only ten years or so after 1897, fail to mention the crash even though it would have been the most sensational event in the history of the town. Most old residents knew nothing of the crash when it became popular in the mid-1970s, and those who claimed that the story was true had ulterior motives or a fanciful disposition. The real motive behind the story seems to have been an attempt to attract some attention to a town that had suffered the recent disappointment of being bypassed by the railroad. In any case, for a long list of reasons, Aurora was a hoax.

And so it goes: The reliable airship stories are not spectacular and the spectacular airship stories are not reliable. This pattern repeats throughout the two thousand or more reports until there is nothing left that I would want to stand up and defend as a genuine UFO. There are some impressive UFOs pre-1947, but they are not to be found in the various sightings waves of UFO prehistory.

Best regards,
Eddie Bullard

Form: Analysis
Date: 24 Dec 2006
From: Brad Sparks
Subject: Analysis: Amateur Astronomer (Medical Doctor) Sighting, April 15, 1897 St Louis, MO

St. Louis Post-Dispatch of April 16, 1897, pp.1-2 [Credit: Thomas Bullard.]

Airship Viewed by Telescope /
Dr. Leo Caplan Watched the Aerial Visitor /
Distinctly Saw the Car....

The airship visited St. Louis again Thursday night. This time the bright searchlight was not only seen by thousands but the object was observed through a telescope and the outlines of the craft were seen.

[The observer was a medical doctor.]

Dr. Caplan is a dabbler in astronomy and frequently gazes at the heavenly bodies. He knows that he did not see a star....

"I was walking to my home on Washington avenue last night about 7:45...when I saw a bright light almost overhead. It was northwest of the zenith...

"But the moment I saw this light I realized it was something unusual and I hastened home, ran to the roof and brought my telescope to bear on the object. Before taking a sight I noticed the light was swaying from side to side. The effect was exactly that of a searchlight that was being manipulated.

"The moment I looked through the glass I discovered a long black body behind the light. It was exactly the cigar shape that has been described.

"I thought something must be the matter with the lens and I turned the telescope on different stars and planets. There was no unnatural effect evident and I brought the glass to bear again on the mysterious visitor. At first I could not locate the light, then I found that it had moved several degrees to the north. When I caught it again I once more made out the cigar-shaped craft.

"The airship...moved over considerable space in five minutes, and I followed it all the time. It took a northwesterly course, then veered to the West and finally to North. Then it darted off in that direction and was lost to sight. I had the light in view fully ten minutes from the time I first saw it on the street....

"It could not have been a star?"

"No sir. I looked at Venus, at Sirius and other bright stars several times, then back at the mysterious object. Besides, through my glass the object behind the light was distinctly visible."

ANALYSIS

This is a fairly impressive sighting by someone who was obviously technically trained, as an MD and familiar with astronomy and astronomical terms and concepts (zenith, degrees, etc.), equipped with a telescope actually used in the sighting. Dr. Caplan has time, date, duration, location, directional data, and states he did control checks of stars and planets, naming Sirius and Venus and excluding them. The UFO he saw was NW of Zenith when first seen, moved several degrees to the N, then seemed to head NW then W then N when it "darted off" to the N out of sight after a total of 10 minutes. In the telescope he saw a "cigar shape" "long black body behind the light" that had been "swaying" like a searchlight.

In fact Sirius was indeed up in the SW sky at azimuth 222 degs elevation 23 degs at 7:45 PM in St Louis that night of April 15, 1897. Venus was low on the horizon in the WNW at 294 degs azimuth, elevation 7 degs, dropping to 5 degs by the end of the sighting at 7:55 PM. Venus was nowhere near the Zenith (which is 90 degs elevation) and did not set until about 8:30 PM, still in the WNW (now at 301 degs azimuth).

Is there any reason to doubt this account? This would seem to go a long ways towards establishing the reality of a UFO phenomenon in the 1897 wave, including "cigar shape" dark body behind a brilliant white light. I would definitely like to see more amateur astronomer accounts.

I am having real trouble seeing how Dr Caplan's sighting can possibly be explained by a fire balloon carrying a Japanese lantern, as has been suggested. The fundamental characteristic of a "fire balloon" is FIRE. Caplan did not report 2 lights (fire balloon and Japanese lantern), only one light. If the Japanese lantern suspended below the fire balloon was what was "swaying" like a searchlight then Caplan should have seen the fire in the fire balloon as well. Moreover he reports no color let alone multicolors of a Japanese lantern, evidently it was white light.

Caplan reported a "cigar-shaped" "long black body behind the light" when viewing through his telescope, which does not at all seem like a Japanese lantern, designed to be lit up ("lantern") not be dark. He should have been able to resolve the fine details of the Japanese lantern construction through his telescope. He did not report seeing flames or flame coloration to the one and only light, which should have been obvious when viewed through his telescope, to say nothing of seeing an obvious Japanese lantern shape in the scope had it been such.

Form: 97 UFO Report
Date: Sun, 24 Jun 2007 20:36:33 -0400
From: Francis Ridge <nicap@insightbb.com>

Subject: Early Airship in Vincennes Sky, April 16, 1897

Source: The Valley Advance, Vincennes, Indiana, March 18, 1980 Vol. 16, No. 28,
Cat: 1

UFOs and the Media
Vincennes Morning Commercial
April 16, 1897

Unidentified flying objects are nothing new for the people of Vincennes. In 1897 a mysterious airship passed over the city twice on the night of Friday, April 16. According to the Vincennes Morning Commercial, the airship first appeared about nine oclock, traveling along the extreme eastern portion of the horizon: A sphere of golden light was first seen in the vicinity of the Union Depot, from down in the city. Those near the ship claimed they could clearly see the dark lines of its car, although no passengers were observed.

Many reputable citizens witnessed the flight. From his home on Burnetts Heights, Sam Judah said he could plainly see the ship with its fluttering wings, its movements resembling a side wheeler steam-boat, sailing through the air with incredible velocity.

From his doorway, where he had gone to look at his thermometer, Col. Ewing saw the light, which he at first thought was a falling star, but as it moved so slowly, soon became convinced that it was the inevitable airship. Ewing watched it for about four minutes.

Anton Simon noticed a ball of fire, moving in a north-westerly to southeasterly course, which he later realized was an airship.

Victor Schonfeld, somewhat of an expert observer, having made airships and balloons, a life-long study, and having even made several ascensions in his time, testified that this was a genuine airship.

Among many others who saw the airship were Col. M.P. Ghee, Thomas Eastham, Judge DeWolf, Will Mason, Scott Emison, Jesse Foulks, all highly reputable witnesses.

The airship first passed rapidly overhead in a southwesterly direction. An hour and a half later, it was seen again, passing over the northern portion of the city, traveling in a northwesterly direction:

The last time it seemed to pass directly over the fairgrounds (present-day Gregg Park) and traveled more slowly than in its first swift passage straight over the city.

It is thought that the navigator turned his flying machine around and started back, or that the ship landed near the city and started back.

Some say voices could be heard in the airship, and one gentleman, who saw it from Burnetts Heights says he could see a man moving about in the ship and that he appeared to be adjusting the machinery.

The Commercial concluded: Other cities have seen the airship and now Vincennes is strictly up to date'.

In fact, the Vincennes encounter was only one of some 200 sightings made by thousands of people in 19 states, during our nations first UFO flap of 1896-1897.

In his article, Close Encounters of the Earliest Kind, in the December, 1979 issue of American Heritage magazine, Ron Genini described the beginning of the flap in (where else?) California, in November of 1896. There were elements of hoax in some of the accounts, but many people believed they saw something. Many of the eyewitness accounts agreed that a traveling light or airship moved against the wind at an altitude of from 50 to 2,000 feet. It was cigar- or egg-shaped, with wing-like propellers or fan-like wheels revolving rapidly . . . and a doubly powerful arc light at its bottom center.

Soon, hoaxters got into the act, claiming to have ridden the flying machine, or to have talked with its crew, or even to have invented it. When some of these hoaxes were exposed, newspapers became skeptical, questioning the veracity or sobriety of witnesses, and making the airship the butt of jokes. After the excitement died down on the West Coast, the airship reappeared in the skies of the Midwest and South in April, 1897. In the first chapter of his book The UFO Controversy in America, David Michael Jacobs details the many sightings over Chicago, St. Louis, Milwaukee, Omaha, Kansas City, Dallas, and many other cities and towns.

Colored or intensely bright white lights were the most characteristic feature of the airship descriptions; in many other particulars the descriptions agreed with those from California--a cylindrical, or cigar-shaped body with a propeller or propellers.

As Jacobs points out, the first modern airship or dirigible was built in France in 1898, but there is no record of any American inventor producing an airship at this time. And the speeds attributed to the mysterious airship--estimated at up to 200 miles per hour--far exceeded anything possible at the time. Again, there were some hoaxters, and again the newspapers were skeptical.

In Vincennes, the evening Western Sun, having been scooped by the morning paper, wrote a kind of tongue-in-cheek parody:

The Air Ship Sails the Azure Depths like a Tongue of Light; It Floats through Space Leaving Multitudes of Worshipping People on the Earth Beneath-- Supposed to Contain Five Passengers and to be Enroute to Jacksonville, Fla.
The Sun described the effects upon the supposed superstitious inhabitants of that aristocratic colored suburb known as Idaho,who were scared to death.

A few days later the airship lent itself to advertising:

The airship seems to be an assured fact. But it is not attracting so much attention as the slashing prices that are being made on hardware and bicycles at Scott & Sons. Millers Drug Store on Main Street used the airship to draw attention to its ice cream and sodas.

There was not another sighting flap until 1946.

The chief difference was that while people in 1896-7 thought that the UFOs were man-made objects, in the modern ear the tendency is to believe that they are not of this earth.

A winged ship in the sky was how the San Francisco Call described a mysterious airship seen at Sacramento on Nov. 17, 1896. The illustration closely matches the description of one seen over Vincennes in April, 1897.

FLYING MATTRESS? -- With wings like mattress ticking, a California airship is depicted shining its light earthward. Also shown is a four-man crew in a canopied cockpit. Singing to the accompaniment of a phonograph supposedly could be heard coming from the craft.

OAK RIDGE SIGHTING BY SECURITY PATROL

10/15/50

Date: Wed, 01 Oct 1997
From: Jerry Washington <skyeking@aye.net>

It's been awhile, but I'm back with another case file from Oak Ridge, Tennessee: my hometown. The "Atomic City" has a long and storied history where the UFO phenomenon is concerned, and this is just one account among many that are available for public consumption, thanks to the Freedom of Information Act, and books by guys such as J. Allen Hynek (CUFOS), and Edward J.Ruppelt (Project Blue Book).

Jerry Washington
SD KY/MUFON

The following account is taken from an FBI document (circa 1950) sent by J. Edgar Hoover to Mr. Francis R. Hammock, Acting Director of the Division of Security of the Atomic Energy Commission in Washington, D.C.:

"On 15 October, 1950, Atomic Energy Security Patrol Trooper, Edward D.Rymer, and a caretaker, John Moneymaker, from the University of Tennessee Research Farm, at Oak Ridge, saw an object at about 12,000 to 15,000 feet above Solway Gate of the "Control Zone." This object appeared to be an aircraft which was starting to make an outside loop, trailing smoke behind. Soon these two men realized that the formerly described smoke behind the aircraft was a tail. This object continued to descend in a controlled dive, and when it approached the ground it leveled off and flew slowly, parallel to the ground. This object came within two hundred and ten (210) feet of the two observers and was paralleling the ground at approximately six (6) feet. Trooper Rymer attempted to approach the object but as he approached the object became smaller and started moving in a southeasterly direction. This object is said to have approached a nine (9) foot cyclone chain link fence and made a controlled movement to clear the fence, then a Willow tree, then a telephone post and wire, after which the object gained momentum and altitude and cleared a hill at approximately one (1) mile away. The object appeared to be pear shaped. When this object was over the hill it was still visible as the same object that was observed when only fifty (50) feet away. (The explanation given was that this object grew larger as it gained altitude and speed.)

Approximately five minutes later the object appeared again having reappeared from approximately the same location from which it had disappeared. The object was seen again five minutes later for approximately ten seconds.

During the above happenings, Mr. John Moneymaker had

visual reference of this object during its first [appearance] for approximately seven minutes. Trooper Rymer was interrupted twice during which times he called his headquarters in an attempt to get other observers. Also, during the fantastic flight of this object, Trooper Rymer stopped Mr. E.W. Hightower, who was on the highway in his vehicle, to verify what was being seen. Mr. Hightower's statement substantiates the description as before.

By the time the object appeared the second time, Joe Zarzecki, Captain of the Atomic Energy Commission Security Patrol, was present and also witnessed this phenomenon. Each of the observers describes the object substantially as follows:

a. When the object was first sighted it appeared to be an aircraft trailing smoke, or better described as "smoke writing."

b. When the object was approaching the ground in its descent, it took on the shape of a bullet with a large tail.

c. When the object was sighted on the ground (from app. 210 ft). It appeared to be approximately the size of a 2x5 card {from a distance], with a twenty (20) foot ribbon tail. The object and the tail were alternately moving up and down, and the ribbon appeared to be waving in the breeze. The color was a metallic gray.

d. When Trooper Rymer came within fifty (50) feet of the object he described it similar to the above except that the first two and one-half (2 ½) feet of the tail appeared more solid, but the last seventeen and one-half (17 ½) feet of the tail appeared almost transparent and was glowing, intermittently, in sections. The tail appeared to have four or five sections which would glow intermittently.

Trooper Rymer's record is among the best of the troopers at the Atomic Energy Commission Security Patrol. Mr. John Moneymaker holds badge No.UT-1817, and is employed by the University of Tennessee Agricultural Research Farm as a caretaker for small animals. Mr. E.W. Hightower holds badge No. 6633 and is an employee of the Maxon Construction Company.

The Controller, Capt. W. Akin, of Detachment No. 2…at the Knoxville Airport Radar Site, made a report that he had seen peculiar readings on the radar scopes at approximately 1520 hours. Apparently the radar picture was indefinite, intermittent, and inaccurate, because the objects sighted by radar would only make a short "painting" on the scope and would then disappear only to reappear at another location."

Attached to this Summary are eleven (11) enclosures which tend to clarify information contained in the former two (2) Summaries of Information on SUBJECT. These enclosures are composed of witness statements; background information concerning previous sightings of peculiar objects over Oak Ridge; and radar reports. The most reliable sources available were utilized in the

compilation of this report. The employment records and the Federal Bureau of Investigation reports concerning the witnesses were inspected to ascertain their reliability, integrity, and loyalty to the United States Government.

The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, ??PA [partially unreadable] Division, Oak Ridge: AEC Security Patrol, Oak Ridge; FBI, Knoxville: Air Force Radar and Fighter squadrons, Knoxville; and the OSI, Knoxville, Tennessee, FAIL TO EVOLVE AN ADEQUATE EXPLANATION FOR SUBJECT [emphasis mine] however, the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings HAVE BEEN REJECTED because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and BECAUSE OF IMPOSSIBILITY…"

(The previous document was declassified in 1983.)

NICAP Home Page

National Investigations Committee On Aerial Phenomena

Date: Fri, 27 Aug 2010 05:53:59 -0500
From: Francis Ridge <nicap@insightbb.com>
Subject: FBI docs for Oct 16, 1950, Oak Ridge, TN
To: RADCAT

The following pdf file contains all of the resized FBI documents below (2) and is now housed on the NICAP site for security reasons.

http://www.nicap.org/docs/FBI_docs_UFO11.pdf

Page 2 has been transcribed for text-search reasons.

CONFIDENTIAL
October 18, 1950

Director, FBI
SAC, Knoxville
Objects Over Oak Ridge, October 12, 15, 16, 1950
PROTECTION OF VITAL FACILITIES

Ramytel October 13, 1950

There is being submitted herewith a copy of two reports made by District Representative of the OSI, 8th District, U.S. Air Force, with regard to the detection of unidentified objects by the means of radar, as set forth in referenced teletype. These reports continue to set forth additional reports concerning unidentified objects in the air space are over Oak Ridge, Tennessee, which to date have not been explained.

No investigation is being conducted by the Knoxville Office in this matter, but any further information received from OSI or from CIC representatives will be forwarded immediately.

Air Mail
CCM:jaw
65-473
Enc.

[redacted] 8

FIELD AREA OFFICE #8
P. O. Box 379
Knoxville, Tenn.

Incident Report

AEC PATROL

Incident report No. 142-50
Date: October 15, 1950
Time: 3:25 P.M.

Classification	Trooper	Location
Unidentified Flying Object	E. D. Rymer	Kerr Hollow

Person Involved	Address	Badge No.	Company
Trooper E. D. Rymer		206	"D" Troop

Person Involved	Address	Badge No.	Company
Capt. J. J. Zarzecki			

[redacted] 66 [redacted] 66

John Moneymaker stopped at Kerr Hollow gate where I was on duty October 15, 1950, 3:20 P.M. He and I observed what appeared to be a skywriter in the air. He was one-quarter of the way through a letter "O". The object appeared to be 12,000 to 15,000 feet high and east by north of the gate, approximately one mile distance from the gate. At this time, the size appeared to be about the size of a four or five passenger plane. The object had a smoke trail the same crossectional size of its body and about one-quarter of a mile long. The smoke was grayish in color. The color of the body of the object was silver metallic. The object gave off no reflection. It was dull in appearance. When first observed, it was describing an arc toward the ground. When the object failed to complete the outside loop, I went into the gate house to report its appearance. Up till this time I thought it to be a plane doing some skywriting. While I was making the phone call, [redacted] watched the object continue downward to 1,500 feet. At that altitude, a second object was noticed alongside the smoke trail. 66
The second object was the same size and shape and was about 50 feet behind the first object. The second object appeared to be attached to the first object's smoke trail with about an 80 degree forward thrust, yet the second object was moving in the same direction of the first object and not drawing away from the smoke trail of the first object the way it should have been doing according to its angle and direction. At this altitude, both objects changed from a bullet shape to a bladder shape. Also, at 1500 feet both objects began pulling out of the vertical dive. During the entire descent, both objects diminished in size. From 1,500 feet, the angle of descent was about 45 degrees. At about 500 feet, the second or trailing object disappeared. The object continued downward to a point north of the perimeter fence over the roadway about 60 yards from the gatehouse toward Solway bridge. This was where the object was when I came out of the gatehouse. At this time, the object had diminished to about 2x3 inches.

(Page # 1 of Enclosure # 11)

65-58300-134

~~101Sadd~~
GFOSI 501016 4dr

16 October 1950

The files

A. L. Rydzewski, Acting Assistant Chief, Security Division

REPORT OF MYSTERIOUS FLYING OBJECT

SYMBOL: S:AIR

Pursuant to receipt of a report from John S. Davis, Chief, Oak Ridge Patrol, indicating that a mysterious flying object was observed in the vicinity of the Kerr Hollow Entrance, [redacted] was interviewed by F. P. Callaghan, Acting Chief, Security Division, AEC, ORO, in the presence of A. L. Rydzewski, Security Division, ORO, and Charles Jones, Security Agent, Maxon Construction Company, at approximately 10:15 p.m., October 15, 1950. Hightower is an electrician employed by the Edenfield Electric Company, which is under subcontract with the Maxon Construction Company, performing work at the K-29 Plant. [redacted] gave the following account of his observations. He was driving to work at approximately 3:15 p.m., October 15, 1950, and upon nearing the Kerr Hollow entrance to the Oak Ridge Controlled Area, he was requested by the guard on duty to stop and observe an object which the guard and another civilian were looking at. He got out of the car and noticed a white spot in the sky. He said it was "awful high" and moved from a position southeast of Kerr Hollow entrance in a westerly direction toward the Plant Areas. He noted that the sky was clear and the object was merely white, not shiny and emitted no trail of smoke and appeared to have no appendages. He observed the object for about 5 minutes and continued on his way to work before the white object disappeared from sight.

b6

When asked what he thought of the object, [redacted] related that his first impression was that it might be a toy ballon, because it looked quite similar to a toy ballon which one of the neighbor-hood girls had released in his presence several weeks ago. [redacted] was not sure of the size of shape of the object, however he indicated by hand gesture that it might have been about 9 inches in diameter and probably was in the shape of a disc or ball.

b6

[redacted] said that the guard and civilian appeared to be excited and told him that when they first saw it, the object was "Quite big" and that it moved along the road at very low altitude and that it suddenly ascended at an angle to the point where they were observing it at the time. He stated that the guard originally asked him to look at the object, just to make sure that he wasn't merely imagining he was seeing things.

(Page # 1 of Inclosure # 10)

65-5-8300-137

-1018bdz

The files

16 October 1950

[redacted] stated that as far as he knows his eye-sight is good and that he only had to use glasses for reading purposes. He had his eyes tested about 4 years ago by [redacted], at which time this reading glasses were prescribed. He also had taken a pre-drivers license eye test about 3 weeks ago at the Maxon First Aid Station.

b6

b6 [redacted] stated that the only other person to whom he mentioned seeing the object was a guard stationed at Gate Two to the K-29 Plant.

Note: The Maxon Guard was later identified as being Jack Larton, who was interviewed at approximately 11:15 p.m. Larton stated that a man was driving through the portal shortly after 3:00 p.m. and stopped to chat with him for about 5 minutes. The man [redacted] stated that he had a headache and that he had been observing an object in the sky which was called to his attention by a guard at the Kerr Hollow entrance. According to Larton, the man further related that the object was so high he didn't know what it was, but it looked more or less like a toy ballon. Larton stated that he was not excited by this report; however he did mention something about flying objects to a fellow guard about two hours later when they observed aircraft which they believed were P-38's flying over the plant areas.

b6

Note: Other individuals who had observed the object were identified as AEC Patrolman Edward Dean Rymer and [redacted]

b6

A. L. Rydzewski

Rydzewski:ks

CERTIFIED TRUE COPY:

By: /s/ Wm. B. Gray
SAC, Knoxville

(Page # 2 of Inclosure # 10)

COPY

[redacted]

KNOXVILLE DETACHMENT
8th DISTRICT OSI (IC)
PO BOX 401
Knoxville, Tennessee

16 October 1950

SUBJECT: Visual Sightings of Unidentified Flying Objects over Oak Ridge, Tennessee

TO : District Commander
8th District OSI (IC)
Marvell AFB, Ala.

1. At 0830 16 October 1950, Mr. George Rathman, Security Division, Atomic Energy Commission, Oak Ridge, Tennessee, notified the undersigned that visual sightings of an unidentified flying object had been made by several persons at Oak Ridge. Accompanied by W. B. Gray, SAC Knoxville CIC, the undersigned proceeded to Oak Ridge.

2. At the AEC Security Division, Oak Ridge AEC Security Patrol [redacted] was interviewed by Mr. Rathman, Mr. Gray and the undersigned. In substance [redacted] related the following: At about 1525 EST, 15 October 1950 [redacted] was on duty at the Solway entrance to the Oak Ridge controlled area. He was conversing outside the guard house with [redacted], attendant at the University of Tennessee Research Farm Program, Oak Ridge. [redacted] happened to glance in the sky and called [redacted] attention to an object in the sky. The men observed that the object was starting to describe an arc in the sky. They estimated the object to be about twelve to fifteen thousand feet altitude. At this altitude the object resembled a sky-writing plane because smoke appeared to be trailing from the object. After the object described about a quarter of an arc it began to make a controlled descent at a speed estimated at about 100 miles per hour. [redacted] then noticed that the object had no wings and that it appeared to be bullet shaped. By this time the men could observe that what appeared to be smoke coming from the object was an attached tail. At this time [redacted] went in the guard house and called the Captain of the Guard to report a falling object. [redacted] continued to observe the object. When [redacted] came out of the guard house the object had descended to a height of about six (6) feet and was about seventy (70) yards from the two (2) men. By this time the object had assumed the shape of a two (2) by five (5) inch grayish colored card and attached to the object was a ribbon like tail about twenty (20) feet long and an inch wide. The object had no thickness. The tail of the object, which was light gray in color, had a small black line running down through its center. The tail appeared to be waving or rippling and the latter fifteen (15) feet of the tail gave off a pulsating glow intermittently in different section of the fifteen (15) feet. The latter fifteen (15) feet of the tail appeared to be somewhat transparent.

b7C

65-58300-136

ENCLOSURE

[redacted] estimated that the object was traveling about three (3) mile per hour and that the main body of the object was rocking slightly showing the corners and the under and top side. [redacted] advanced on the object to within fifty (50) feet but it did not appear to get any larger. At [redacted] approach the object picked up speed slightly, proceeded across the highway, came to a nine (9) foot chain link fence, rose vertically and parallel with the fence and proceeded over the fence. After clearing the fence it dipped toward the ground for a few feet and then rose sharply to clear a thirty (30) foot willow tree and proceeded in a southeasterly direction at an increased speed to a ridge about a mile away and disappeared over the top of the ridge. The object during the flight to the ridge, changed to a pear shape but the tail continued to be present. While the object was heading for the ridge a car driven by [redacted], employee of the Maxon Construction Company, Oak Ridge, approached the Solway gate. [redacted] called [redacted] attention to the object and he also saw it disappear over the ridge. Shortly after the object disappeared Captain of the AEC Security Patrol [redacted] arrived at the scene. Shortly thereafter another similar object appeared in the sky within sight of the men at a height of about 300 feet, traveling in the same direction as the previous object and it disappeared over the same ridge. The object was visible to the men for about thirty (30) seconds. About five (5) minutes after the second appearance another similar object again was visible at an altitude of about 500 feet for about a ten (10) second interval. b7C

3. After a discussion of the incident Mr. Rathman, Mr. Gray, [redacted] and the undersigned proceeded to Solway Gate, scene of the observation. A check was made of [redacted] estimate of distances and they were found to be substantially accurate. The immediate area around the gate is fairly level with wooded hills and ridges rising around the area. There were no obstructions or hindrances to visibility noticeable. At the direction of Mr. Rathman [redacted] was brought to the scene. He gave substantially the same account as did [redacted] except to add that while [redacted] was phoning and the object had descended to about 1500 feet the object appeared to be pear shaped and another pear shaped object appeared on one side of the object. As it came lower the object assumed the 2" x 5" card shape. b7C

[redacted] b7C

5. At 1400, 16 October Mr. Gray and the undersigned proceeded to the Air Force Radar Station at McGhee-Tyson Airport, Knoxville, Tennessee. Major R. C. Care, Defense Area Commander stated that the radar screen had picked up indistinct, unidentified objects during the afternoon of 15 Oct. Major Care produced the incident report of [redacted], controller; excerpts from his report are as follows: b7C

16 October 1950

Description of object seen by Atomic Energy Commission Security Patrol Trooper Edward D. Rymer; who approached the object as close as Fifty (50) feet, at about 1520 hours on 15 October 1950, is substantially as follows: When first seen at an estimated altitude of twelve (12) to fifteen (15) thousand feet, the object appeared to be an aircraft starting to "skywrite". The "Streamer" left behind is estimated to be approximately one-fourth (¼) of a mile long. The object then started a controlled descent, almost vertical, at a slower speed than an aircraft would dive, and the "tail" followed the object. "It" then appeared to take the shape of a large bullet with a streamer, or ribbon, as thick as the bullet, trailing in the path of the object but connected to it. The object then levelled off parallel to the horizon, decreased its speed, and passed within seventy (70) yards of Rymer and another observer whom Rymer had stopped (John Moneymaker). Rymer had reported via telephone that this object was a "falling object". As the object decreased its speed to less than a mans normal walk, Rymer attempted to approach the object, but when he got within fifty (50) feet of it, the object moved toward the Southeast at about six feet altitude above the terrain; made almost a mechanical maneuver to go over a nine (9) foot cyclone chain link fence; then another similar maneuver to pass over a willow tree and a telephone line; and finally gained altitude and speed and went over a hill about one mile distance.

When Rymer was within fifty (50) feet of the object it appeared to be a two (2) by five (5) card (similar to the ones issued to vehicles entering the "Control Zone" at Oak Ridge) with a twenty (20) foot ribbon tail, the first two feet of which were easily visible and the last eighteen (18) feet of which was almost transparent and divided into several sections. The sections of the tail would pulsate a dim "glow" alternately. Through the entire length of the tail, was a black line which might be described as a "wire". The entire color was bluish-gray similar to the color of the top of a "wood cooking range". The "body" of the object was gently moving up and down, and the tail waved in the breeze like a ribbon or a worm and followed the path of the "body" of the object. There was no breeze at the time! (Knoxville Airport reports a high breeze of eight (8) miles per hour). Further, from fifty (50) feet away, the object looked no bigger than it did from two hundred and ten (210) feet away, and when it disappeared over the hill, one (1) mile away, it still looked the same size that it had appeared at only fifty (50) feet, but the "body" was then "bladder" or "pear-shaped".

When questioned further, Rymer stated that the object had to change size from the time they first observed it until it came near the ground; and it had to get larger as it went over the hill or they would not have been able to see it at such distances.

The object appeared two more times within the next ten (10) minutes and Rymer was able to get two other observers to verify that they could see the same "thing".

The three observers, other than Rymer, [redacted]

(Page # 1 of Inclosure # 3)

b6

65-3-5300-197

[redacted]

and Joe Zarzecki, Captain of the AEC Security Patrol, Oak Ridge, Tennessee. At no time were any noises from this object heard.

AGENTS NOTES: Mr. George Rathman, AEC Security Division, stated that all these persons' description of the object was substantially the same when questioned separately, except that Rymer had been the closest and was the only person to report the transparent portion of the "tail". [redacted] stated substantially the same except that he did not see the transparent portion of the "tail". b6

b6 [redacted] was wearing his glasses at the time and his vision, with glasses, is20/20 in the right eye, and 20/30 in the left eye. Rymer's vision is 20/20 in both eyes without glasses.

Rymer's record indicates that he is one of the "better" and most respected troopers on the AEC Security Patrol. Nothing in his record indicates any weaknesses or peculiar inclinations.

Rymer stated that he would not have reported this incident if there had not been a witness. Moneymaker was reluctant to give information because of the fantastic nature of the incident.

Captain Zarzecki saw the object for only a moment on its third appearance and stated that the object appeared to be round as it crossed the sky at a high rate of speed.

NOTES: The above information was obtained on 16 October 1950 from interviews with Trooper Edward D. Rymer; [redacted], George Rathman, Security Division, Atomic Energy Commission; John S. Davis, Chief of Atomic Energy Commission Security Patrol; and Captain Joe Zarzecki. b6

In addition, the Atomic Energy Commission Security Division took Geiger counters to the scene of the incident but could get no reading.

~~SECRET~~

17 October 1950

CIC, FAO # 8, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE

(Refer: Summary of Information, Subject: as above, dated 15 Oct 1950.)

On 13 October 1950 Atomic Energy Security Patrol Trooper, Edward D. Rymer, and a caretaker, John Moneymaker, from the University of Tennessee Research Farm, at Oak Ridge, saw an object at about 12,000 to 15,000 feet above Soloway Gate of the "Control Zone." This object appeared to be an aircraft which was starting to make an outside loop, trailing smoke behind. Soon these two men realized that the formerly described smoke behind the aircraft was a tail. This object continued to descend in a controlled dive, much slower than an aircraft would dive, and when it approached the ground it levelled off and flew slowly, parallel to the ground. This object came within two hundred and ten (210) feet of the two observers and was paralleling the ground at approximately the speed that a man could walk, at a height of approximately six (6) feet. Trooper Rymer attempted to approach the object but as he approached the object became smaller and started moving in a southeasterly direction. This object is said to have approached a nine (9) foot cyclone chain link fence and made a controlled movement to clear the fence, then a Willow tree, then a telephone post and wire, after which the object gained momentum and altitude and cleared a hill at approximately one (1) mile away. The object appeared to be pear shaped. When this object was over the hill it was still visible as the same sized object that was observed when only fifty (50) feet away. (The explanation given was that this object grew larger as it gained altitude and speed.)

Approximately five minutes later the object appeared again having reappeared from approximately the same location from which it had disappeared. The object was seen again five mintues later for approximately ten second.

During the above happenings, Mr. John Moneymaker had visual reference of this object during its first slight for approximately seven minutes. Trooper Rymer was interrupted twice during which times he called his headquarters in an attempt to get other observers. Also, during the fantastic flight of this object, Trooper Rymer stopped Mr. E. W. Hightower, who was on the highway in his vehicle, to verify what was being seen. Mr. Hightower's statement substantiates the description as before.

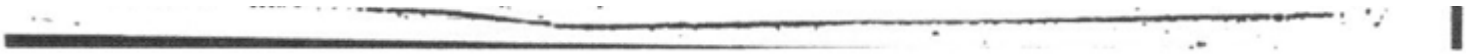
By the time the object appeared the second time, Joe Zarzecki, Capt. of the Atomic Energy Commission Security Patrol, was present and also witnessed this phenomenon.

Each of the observers described the object substantially as follows:

a. When the object was first sighted it appeared to be an aircraft, trailing smoke, or better described as "smoke writing."

3 cc Headquarters, Third Army
1 cc OSI, Knoxville, Tennessee
1 cc FBI, Knoxville, Tennessee
1 cc to Security Division, AEC, Oak Ridge
1 cc File

65-58300-13)



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17 October 1950

CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE

observers state that the fighter plane passed beneath the object which they were observing. The Security Division, Atomic Energy Commission, will attempt to have the observers, or some of the observers, make these same statements while undergoing a poliograph test.

Further information will be submitted as soon as possible as soon as an adequate verification has been obtained.

SOURCE: Atomic Energy Security Patrol Trooper, Edward D. Rymer; John Moneymaker; Joe Zarzecki, Cap. of the Atomic Energy Security Patrol; E. W. Hightower; Officials of the Atomic Energy Commission, Security Division; Major Care, Capt. W. Akin, McGee-Tyson Radar Site.

3 cc Headquarters, Third Army
1 cc OSI, Knoxville, Tennessee
1 cc FBI, Knoxville, Tennessee

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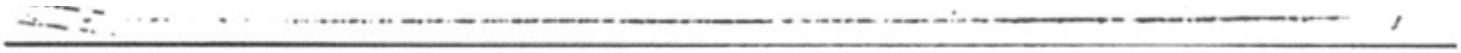
1 cc Security Division, AEC, O
1 cc File



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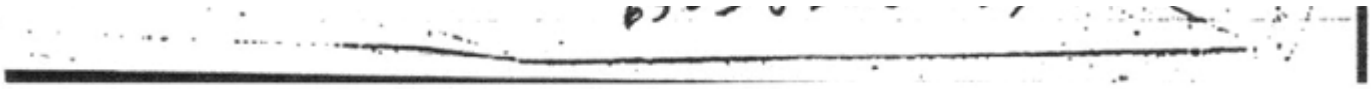


CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE

b. When the object was approaching the ground in its descent, it took on the shape of a bullett with a large tail.

c. When the object was sighted on the ground (from approximately two hundred and ten (210) feet) it appeared to be approximately the size of a 2x5 card, with a twenty (20) foot ribbon tail. The object and the tail was alternately moving up and down, add the ribbon appeared to be waving in the breeze. The color was a metallic grey.

d. When Trooper Rymer came within fifty (50) feet of the object he described it similar to the above except that the first two and one-half feet of the tail appeared more solid, but the last seventeen and one-half (17½) feet of the tail appeared almost transparent and was glowing, intermittently, in sections. The tail appeared to have four or five sections which would glow intermittently.

Trooper Rymer's record is among the best of the troopers at the Atomic Energy Commission Security Patrol. Mr. JohnMoneymaker holds badge No. UT-1817, and is employed by the University of Tennessee Agricultural Research Farm as a caretaker for small animals. Mr. K. W. Hightower holds badge No. 6633 and is an employee of the Maxon Construction Company.

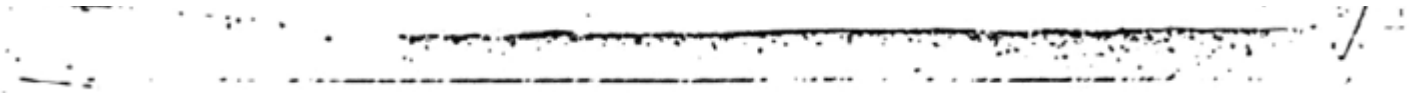
The Controller, Capt. W. Akin, of Detachment No. 2, 662 AC and W Sqd., McGee-Tyson Airport, P. O. Box 202, Maryville, Tennessee, at the Knoxville Airport Radar Site, made a report that he had seen peculiar readings on the radar scopes at approximately 1520 hours. Apparently the radar picture was indefinite, intermittent, and inaccurate, because the objects sighted by radar would only make a short "painting" on the scope and would then disappear only to reappear at another location.

On 16 October 1950, at approximately 1520 hours, five persons (as yet unknown) sighted objects hovering over the K-25 plant at Oak Ridge, Tennessee. Further information and description is expected from these sources. However, the radar scopes at Knoxville Airport were giving an unintelligible reading. Apparently the Commanding Officer was reluctant to make any statement concerning these readings due to higher Headquarters doubting the event of the past few days.

Nevertheless, a fighter aircraft from the 5th Fighter Sqd. was sent to identify an object which was reported to be hovering over K-25. Upon approaching the area the radar equipment aboard the aircraft got an image on its scope and the pilot pursued this image and identified it as a light type aircraft. Ground

3 cc Headquarters, Third Army
1 cc CSI, Knoxville, Tennessee
1 cc FBI, Knoxville, Tennessee
1 cc Security Division, AEC
1 cc File

http://nicap.org/docs_oakridge/fbi501013doc5.htm[20/10/2021 09:25:00]



050530
From: Bruce Maccabee
Subject: Oak Ridge Security Guard Reports Spinning Spherical Object, Oct 16, 1950
Distribution: NCP

The next day at about 1:30 PM, John Isabell, a security guard of the Oak Ridge Patrol Force, saw a silver-white spherical object traveling from the southwest to the northeast and passing over the K-25 restricted area at high altitude. It was white or silvery and round like a ball. The second sighting on that day occurred at "exactly 2:55 PM." Mr. Isabell and two other members of the patrol force saw the same round object approaching from the northeast at a lower altitude and speed. The object, while spinning about an axis, traveled in a wide circle toward the southwest and disappeared. In a couple of minutes it reappeared in the southwest at a very high altitude and headed northeast at a high rate of speed. The guard phoned the information on the sighting immediately to headquarters where radar was picking up an indistinct target every third or fourth sweep over the K-25 area. An F-82 was scrambled. The ground witnesses reported that the fighter plane arrived about 15 minutes after the object had disappeared. (The ATIC sighting analysts subsequently decided that this object was a balloon in spite of the decription of spinning amd in spite of the odd flight path.) Later on, during the evening, some of the security guards heard strange, loud noises.

That same day, October 16, the CIC agent decided it was time to review the situation. He wrote a report mentioning the 1947 and 1949 sightings and discussed the recent sightings. The CIC took these sightings very seriously and thoroughly checked the backgrounds of the witnesses by using employment records and FBI reports in order "to ascertain their reliability, integrity and loyalty to the United States Government." The was no reason found to discredit these witnesses, many of whom were professional security guards.

The CIC and the other security agencies discussed the situation and attempted to arrive at some conclusions. The CIC report of these discussions make amusing reading in view of the concerted attempt later on by ATIC to explain the sightings any way possible. One gets the impression from the following document that, when it came to explaining UFO sightings as mundane phenomena, the security officials who were involved in the investigations had "been there, done that" and now they were looking for something new and convincing to explain these sightings:

" The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for OBJECTS SIGHTED OVER OAK RIDGE, however the possibilities of practical jokers, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility."

"...because of impossibility"? What was that supposed to mean? It meant that all the suggested explanations had been rejected because, in view of the high quality of the witnesses and the descriptive details, these explanations were impossible. So, having rejected mundane explanations, what were these objects? The CIC agent continued:

"The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.

These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions (are) parallel the terrain ridges in the locality."

The fantastic is generally rejected?

Source: UFO FBI Connection, 170-172

National Investigations Committee On Aerial Phenomena

Date: Mon, 25 Apr 2005 17:11:22 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: Oak Ridge, Tenn. Oct. 16, 1950
To: NCP

The following pdf file contains all of the resized Project Blue Book documents below and is now housed on the NICAP site for security reasons.

http://www.nicap.org/docs/NARA-PBB90-635-641.pdf

The original over-sized docs from the Blue Book site are listed below:

NARA-PBB90-635 - 641

The first three pages are the cover for the Spot Intelligence Report, plus two pages of incidents prior to October 16. Pages 638
to 641 pertain directly to October 16th. The reader can skip the first three documents of this report and go to Page 638, or link to the BB Microfilm page directly at:

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB90-638

FORM OR-514
(April 1950)

Incident Report
AEC Patrol

CAUTION
This document contains information affecting the National Defense of the United States. Its transmission or the disclosure of its contents in any manner to an unauthorized person is prohibited and may result in severe criminal penalties under applicable Federal laws.

Closed
Date
By
W.R.
N.R.

Supplement
Incident Report No. 1424-50

Date: 10/16/50

Time: 2:55 P.M.

CLASSIFICATION	TROOPER	LOCATION
Flying Object	John L. Isabell	Blair Gate

PERSON INVOLVED	ADDRESS	BADGE NO.
Trooper Lendelle Clark		212
PERSON INVOLVED	ADDRESS	BADGE NO.
Trooper Hank N. Briggs		156

REMARKS:

On October 16, 1950, at approximately 2:55 P.M., Trooper Isabell stopped us at this Installation and showed us an object in the north that was traveling toward the northwest. It looked to be about 2,000 feet in the air and a white-silverish looking color, rotating in a counter clockwise manner. It was round in shape and going in a rather fast motion. This object was at a high altitude and seemed to come in sight and then disappear. It looked about the size of a ball and round at every angle we looked at it.

/s/ Lendelle Clark
/s/ Hank N. Briggs

DISTRIBUTION:
1 - Callaghan
2 - Chief Davis' File
3 - Mail & Rec. File

CERTIFIED TRUE COPY:
/s/ W B Gray
SAC, Knoxville

AEC, Oak Ridge, Tenn., 4-12-50-5000-A17622

65-5-830c-137

CAUTION

This document contains information affecting the National Defense of the United States. Its transmission or thedisclosure of its contents in any manner to an unauthorized person is prohibited and may result in severe criminal penalties under applicable Federal Laws.

Closed:
Date:
By:
W.R.:
N.R.:

Incident Report No. 1424-50

Date 10-16-50

Time 1:30 p.m.

CLASSIFICATION	TROOPER	LOCATION
Flying Object	John L. Isabell	Blair Gate

PERSON INVOLVED	BADGE NO.
Trooper Lendelle Clark	212
Trooper Hand N. Briggs	156

REMARKS:

At approximately 1:30 P.M., October 16, 1950, while working at Blair Gate, I saw an object in the air over K-25 traveling in a northeast direction from the southwest. It was traveling in a straight line and going very fast. The object was white or silvery in color and round like a ball and was about the size of a baseball as seen at the distance it was from me. It seemed to be very high.

At exactly 2"55 P.M., October 16, 1950, this object reappeared from the northeast at a considerably lower altitude and traveling a lot slower than before. It stopped a car that was coming in the gate in order to have witnesses to what I saw. The occupants of the car were Troopers Lendelle Clark and Hank N. Briggs going in to work. I pointed out the object to Troopers Clark and Briggs and we watched the object for several minutes. This object was slowly circling in a wide circle and spinning very fast, that is, the object itself was spinning around and around. The object drifted toward the southwest and in just a few minutes it reappeared at a very high altitude going back into the northeast and going very fast. We watched the object disappear into the northeast.

This information was phoned in to Headquarters immediately by the undersigned. About fifteen minutes after the object disappeared into the northeast, an F-82 Fighter plane showed up in the area where the object was last seen but appeared to be thousands of feet lower than the object which Troopers Clark, Briggs, and the undersigned saw and reported.

Distribution:
1 - Callaghan
2 - Chief Davis' File
3 - Mail & Rec. File

/s/ John L. Isabell, Trooper
Oak Ridge Patrol Force

CERTIFIED TRUE COPY:
/s/ Wm B. Gray
SAC, Knoxville

AEC, Oak Ridge, Tenn. 4/12/50
--5,000-A17622

Incl. # 5

FIELD AREA OFFICE # 8
P. O. Box 379
Knoxville, Tenn.

19 October 1950

The "Contract Guards" who guard the building at the NEPA project were warned by the NEPA Security Section to report any peculiarity, regardless of how silly or fantastic it might seem. These guards were unaware of the previous events concerning objects seen over Oak Ridge, but some of the guards had reported peculiar sounds during the evening of 16 October 1950.

Independent reports from different guards were received by the Security Section, NEPA, Oak Ridge. These reports were submitted by Guards S. R. Brown; H. C. Herron; and George R. Davis. They all stated substantially the same and described hearing an intermittant noise resembling the blast of a Jet Fighter Aircraft. Each noise lasted for about three and one half (3½) seconds and would recur frequently between 1956 hours and 2004 hours on 16 October 1950. Each noise would sound like a jet plane which had increased its thrust tremendously. The sounds seemed to leave the vicinity making an ascent almost vertical. None of the guards could see an object in the sky.

On 17 October 1950, Major L. E. Ronniger, Sr. Instructor, ORC Group, Oak Ridge, Tennessee, returned from Nashville, Tennessee, and visited an official of the Security Division, Atomic Energy Commission, Oak Ridge, Tennessee. Major Ronniger was amused when informed of the fantastic sights that some of the persons at Oak Ridge had seen but then he recalled an incident which he thought was not connected to the "Objects Sighted over Oak Ridge." After having been away from Oak Ridge during Monday and Tuesday, the 16th and 17th of October 1950, and without knowledge of the occurrences which had taken place except for the item about which he was being told (which had to do with visual sightings of the object), Major Ronniger stated that he had heard a noise at about 1500 hours on 15 October 1950 which he described exactly as the guards who heard the noise on the night of 16 October 1950. Major Ronniger, accompanied by his daughter, attempted to locate a jet fighter in the sky but could see nothing whatever.

The Radar crew of Detachment # 2, 662nd AC and W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee, did not get an image on their scope during either of these occurrences, according to Major R. C. Care.

NOTES: The above information was obtained on 17 October 1950 from Major L. E. Ronniger; Mr. George Rathman, Security Division, Atomic Energy Commission, and Mr. Gene Caedjon, NEPA, Oak Ridge, Tennessee, and John S. Davis, Atomic Energy Security Patrol/

(Page # 1 of Enclosure # 7)

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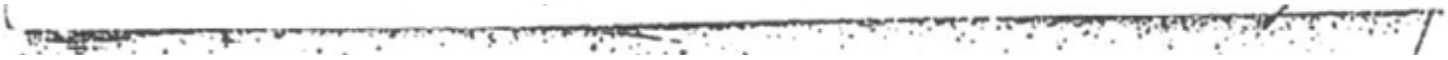


[redacted] estimated that the object was traveling about three (3) mile per hour and that the main body of the object was rocking slightly showing the corners and the under and top side. [redacted] advanced on the object to within fifty (50) feet but it did not appear to get any larger. At [redacted] approach the object picked up speed slightly, proceeded across the highway, came to a nine (9) foot chain link fence, rose vertically and parallel with the fence and proceeded over the fence. After clearing the fence it dipped toward the ground for a few feet and then rose sharply to clear a thirty (30) foot willow tree and proceeded in a southeasterly direction at an increased speed to a ridge about a mile away and disappeared over the top of the ridge. The object during the flight to the ridge, changed to a pear shape but the tail continued to be present. While the object was heading for the ridge a car driven by [redacted], employee of the Maxon Construction Company, Oak Ridge, approached the Solway gate. [redacted] called [redacted] attention to the object and he also saw it disappear over the ridge. Shortly after the object disappeared Captain of the AEC Security Patrol [redacted] arrived at the scene. Shortly thereafter another similar object appeared in the sky within sight of the men at a height of about 300 feet, traveling in the same direction as the previous object and it disappeared over the same ridge. The object was visible to the men for about thirty (30) seconds. About five (5) minutes after the second appearance another similar object again was visible at an altitude of about 500 feet for about a ten (10) second interval.

b7C

3. After a discussion of the incident Mr. Rathman, Mr. Gray, [redacted] and the undersigned proceeded to Solway Gate, scene of the observation. A check was made of [redacted] estimate of distances and they were found to be substantially accurate. The immediate area around the gate is fairly level with wooded hills and ridges rising around the area. There were no obstructions or hindrances to visibility noticeable. At the direction of Mr. Rathman [redacted] was brought to the scene. He gave substantially the same account as did [redacted] except to add that while [redacted] was phoning and the object had descended to about 1500 feet the object appeared to be pear shaped and another pear shaped object appeared on one side of the object. As it came lower the object assumed the 2" x 5" card shape.

b7C

[redacted]

b7C

5. At 1400, 16 October Mr. Gray and the undersigned proceeded to the Air Force Radar Station at McGhee-Tyson Airport, Knoxville, Tennessee. Major R. C. Care, Defense Area Commander stated that the radar screen had picked up indistinct, unidentified objects during the afternoon of 15 Oct. Major Care produced the incident report of [redacted], controller; excerpts from his report are as follows:

b7C

"Prior to this report [redacted], we had a reoccurance of targets like Thursday night. We had sent one scramble out and made several good passes at one target which painted very well. It was on a heading of 180 degrees and approx. 4 miles inside the eastern boundary of the area. Our fighter worked from 2500 to 5000 feet, but saw nothing. The speed of these targets varied from 40 to 100 miles per hour. Every characteristic was the same as before except that the speed was slower.

There was nothing on the scope at the location of this strange object.

The strange visitor was reported to [redacted] at Nobody, who carried through to EADF. Their orders were to put a patrol over the area, which was done.

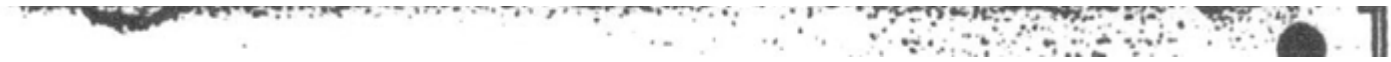
[redacted] operating under my control and later [redacted] saw nothing in the area except one large flock of birds, which we were painting. He estimated their number between 200 and 300. This was at 7000 feet. His patrol up until 1730 EST when I left duty, rangedfrom a low level pass over the gates to 7000 feet.

He was vectored after several well painted targets, but saw nothing."

6. At about 1520 EST 16 October, while the undersigned was present, a report came from the AEC Patrol to the radar station relating that a [redacted] and four civilian employees at Oak Ridge had observed a "silver disk" hovering over the K-25 plant in the controlled area. The radar screen was able to pick up an indistinct target about every three (3) or four (4) sweeps of the indicator. An F-82 fighter plane was sent to attempt an intercept of the object. The airborne radar of the fighter picked up a target which later proved to be a light aircraft. The ground observers reported that the F-82 passed under the "silver disk", while it was in pursuit of the light plane. The crew of the fighter observed nothing unusual. Nothing further was learned of the sightings.

7. Investigation will continue 17 October at which time [redacted] and other witnesses will be interviewed.

WILLIAM M. PRICE
S/A OSI
Detachment Commander



Objects Sighted Over "Control Zone"

Oak Ridge, Tennessee
October 20, 1950

FBI Report:

At 1655 hours, on 20 October 1950, Mr. Larry P. Riordan, AEC Badge No.522, Superintendent of Security at X-10 in the "Control Zone" at Oak Ridge, Tennessee, while enroute from X-10 to the Oak Ridge residential area, on Benton Valley Road, saw an object in the sky which appeared to be directly over the University of Tennessee Agricultural Research Farm. This object gave the general appearance of an aerial balloon which had lost its "basket." In other words, the object was generally round; appeared to come together at the bottom in wrinkles (rather indistinct), and something was hanging below. The balloon was described as being from eight to ten feet long; of a lead pipe or gunmetal color; and seemed to be approximately one-fourth (¼) mile from the observer, at a thirty (30) degree elevation above the horizon. The object was apparently stationary but since the observer was in a moving vehicle, he did not verify that it was stationary. As the vehicle in which he was traveling changed position, and went around a curve, Mr. Riordan noticed that this object appeared to be thinner. He concludes that by reason of his changing position, or the object changing its altitude, he observed another angle of the object which appeared to be thinner than upon his first sighting.

At the time of the observation there was adequate light and the object was plainly visible. Mr. Riordan is a responsible person, as is indicated by his position, and he has been aware of the many instances of reported objects flying in the sky. He is also very familiar with the weather balloons which are sent up hourly each day over Oak Ridge between 6:00 AM of one day until 1:00 AM of the next day. The size of these balloons vary, but generally they are similar to a circus balloon which is about twenty- four (24) inches in diameter. Mr. Riordan is certain that the object was not a weather balloon but his first impression was that this object was an experimental "gab" being utilized by the University of Tennessee Agricultural Research Farm.

Mr. Riordan has been the Security Chief of X-10 since 14 July 1943. His vision is normal except that he has negligible impairment of the right eye. Like many of the Atomic Energy Commission officials, Mr. Riordan has hoped for the opportunity to see one of these objects, and under the circumstances, he visualized it as accurately as possible.

On 20 October 1950, at 1527 hours, aircraft No. AF-409, Pilot Wolf, 5th AW-Fighter Sqd., took off from the Knoxville Airport for a "local patrol." The Radar Unit at Knoxville Airport received readings on their Radar scope and sent the aircraft after these targets. The aircraft pilot was unable to identify any flying object in the vicinity of the said targets. All targets were between eighteen (18) and twenty-five (25) miles from the Airport at 320 degrees. The aircraft was landed at 1713 hours. (Attention is invited to the fact that these targets were sighted at approximately the same time, and locality, that was reported by Mr. Larry Riordan.)

(Source: FBI, Clear Intent, 172)

25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

At 1655 hours, on 20 October 1950, Mr. Larry P. Riordan, AEC Badge No. 322, Superintendent of Security at X-10 in the "Control Zone" at Oak Ridge, Tennessee, while enroute from X-10 to the Oak Ridge residential area, on Benton Valley Road, saw an object in the sky which appeared to be directly over the University of Tennessee Agricultural Research Farm. This object gave the general appearance of an aerial balloon which had lost its "basket." In other words, the object was generally round; appeared to come together at the bottom in wrinkles (rather indistinct), and something was hanging below. The balloon was described as being from eight to ten feet long; of a lead pipe or gunmetal color; and seemed to be approximately one-fourth (¼) mile from the observer, at a thirty (30) degree elevation above the horizon. The object was apparently stationary but since the observer was in a moving vehicle, he did not verify that it was stationary. As the vehicle in which he was travelling changed position, and went around a curve, Mr. Riordan noticed that this object appeared to be thinner. He concludes that by reason of his changing position, or the object changing its altitude, he observed another angle of the object which appeared to be thinner than upon his first sighting.

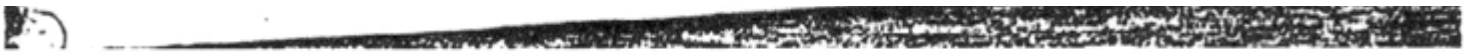
At the time of the observation there was adequate light and the object was plainly visible. Mr. Riordan is a responsible person, as is indicated by his position, and he has been aware of the many instances of reported objects flying in the sky. He is also very familiar with the weather balloons which are sent up hourly each day over Oak Ridge between 6:00 a.m. of one day until 1:00 a.m. of the next day. The size of these balloons vary but, generally, they are similar to a circus balloon which is about twenty-four (24) inches in diameter. Mr. Riordan is certain the object seen was not a weather balloon but his first impression was that this object was an experimental "gab" being utilized by the University of Tennessee Agricultural Research Farm.

Mr. Riordan has been the Security Chief of X-10 since 14 July 1943. His vision is normal except that he has negligible impairment of the right eye. Like many of the Atomic Energy Commission officials, Mr. Riordan has hoped for the opportunity to see one of these objects, and under the circumstances, he visualized it as accurately as possible.

At 1845 hours, on 24 October 1950, Mr. William B. Fry, Assistant Chief of Security, MEPA Division, Oak Ridge, Tennessee, while attending a Drive-in theater with his wife and child, at Oak Ridge, noticed an object in the sky North-Northwest of his position, at a thirty (30) to forty (40) degree,

3 cc Hq., Third Army, Ft. McPherson, Ga.
1 cc Sec. Div., AEC, Oak Ridge, Tenn.
1 cc FBI, Knoxville, Tenn.
1 cc OSI, Knoxville, Tenn.
1 cc File

65-58300-137



25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

elevation. This object was moving gently in a horizontal plane, back and forth, within thirty (30) degrees of his line of sight. This object emitted a glow, varying in color from red to green, to blue-green, to blue, and to orange. The variations were checked on the vertical window post of Mr. Fry's vehicle and were witnessed by Mr. Fry's wife. The attention of another observer, the Projectionist at the Drive-in theater, was also called to the object and verification of this sighting was made. The object disappeared from his sight at 1920 hours.

At 1855 hours, on 24 October 1950, an Air Force Major, Lawrence Ballweg, MEPA Division, Oak Ridge, Tennessee, also saw from his residence an object which he described similarly. The object disappeared from the sight of Mr. Ballweg at 1920 hours, which coincides with the time of disappearance of the object from Mr. Fry's sight.

On 20 October 1950, at 1527 hours, aircraft No. AF-409, Pilot Wolf, 9th AW-Fighter Sqd., took off from the Knoxville Airport for a "local patrol". The Radar Unit at Knoxville Airport received readings on their Radar scope and sent the aircraft after these targets. The aircraft Pilot was unable to identify any flying object in the vicinity of the said targets. All targets were between eighteen (18) and twenty-five (25) miles from the Airport at 320 degrees. The aircraft was landed at 1713 hours. (Attention is invited to the fact that these targets were sighted at approximately the same time, and locality, that was reported by Mr. Larry Riordan.)

On 24 October 1950, at 1823 hours, several small, slow targets were seen on the Radar screen at the Knoxville Airport Radar Site. These targets appeared in the Southeast sector of the "Restricted Flying Zone" and over the city of Oak Ridge. These targets moved from the city area to and along the East boundary of the area. At 1826 hours, the fighter aircraft was "scrambled" and proceeded to the area where it was vectored among the targets but the pilot reported no visual contact with said targets. At 1920 hours the targets disappeared from the Radar Screen and the fighter was vectored toward another target believed to be one of three (3) aircraft enroute from Andrews Field to Stewart Field. (Note: 1920 hours is also the time that the object sighted by Mr. Fry and Major Ballweg disappeared from their view).

(Overall evaluation: C-3)

SOURCE: Mr. Larry P. Riordan, Security Superintendent, K-10; William M. Price, OSI, Knoxville, Tennessee; Mr. George Rathman, Security Division, AEC, Oak Ridge, Tennessee; and Major Raymond C. Care, USAF Area Defense Commander, Knoxville Airport, Knoxville, Tennessee.

3 cc Hq., Third Army, Ft. McPherson, Ga.
1 cc Sec. Div., AEC, Oak Ridge, Tenn.
1 cc FBI, Knoxville, Tenn.
1 cc OSI, Knoxville, Tenn.
1 cc File

COPY

UNIDENTIFIED OBJECT OVER OAK RIDGE, TENNESSEE - 27 October 1950

On the evening of 24 October 1950 at approximately 1855 I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared over a telephone pole about 100 yards from my house and seemed to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920. During this period of time my wife also observed the object.

/s/ [redacted] b7C
Major, USAF

CERTIFIED TRUE COPY:

/s/ William B. Gray
SAC, Knoxville, Tenn.

UFO INCIDENT AT OAK RIDGE, TN

10/23/1950

Jan Aldrich: Here is an incident report from Barry Greenwood's Oak Ridge file. I suspect it came from the FBI. Please note the radiation detection.

==========

10 November 1950

On 10 November 1950,----------, Oak Ridge, Tennessee, employee at----------, Oak Ridge, Tennessee was interviewed and he stated substantially as follows: At approximately 1630 hours on 23 October 1950, while driving on the Benton Valley Road, Oak Ridge, Tennessee, he observed an object over the Scarboro School (which is in the control area of Oak Ridge) at a distance of one-quarter to three-eighth of a mile from his position of observations. The object appeared to be between 1000 and 2000 feet in altitude and was described as an "aluminum flash".

It was traveling in a South Southeast direction. The object was dropping fast as it crossed the road and disappeared over a ridge--------heard no noise in connection with this object.

At approximately the time of this observation, a background (Geiger) counter located in the vicinity of this observation registered a reading for Alpha and Beta particles. ---------- with the Health and Research Division of Oak Ridge National Laboratories, has stated that a reading received on this background counter is unexplained.

NPTES: No intentional or accidental releases which would give such a reading were made during month October.

The Radar Station, Knoxville, Tennessee, has not reported a radar sighting on the date and time of this observation.

Created: Sep 23, 1997

2 November 1950

CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE:

On 26 October 1950, at approximately 500 hours, Col. Edwin W. Thompson, [redacted] 0-340795, Camp Stewart, Georgia, heard a noise which he described as "similar to a Jet aircraft blast". This noise was intermittent and continued for several moments. Col. Thompson was on the turnpike at Oak Ridge for a morning walk at the time, and he believed that this noise was being emitted from a factory in the near vicinity. Although he was aware of some of the facts concerning "Objects Sighted Over Oak Ridge" during the past two weeks, he still did not contribute this as pertinent.

NOTES: Col. Thompson is unfamiliar with Oak Ridge, having arrived for the first time there on 25 October 1950. His description coincides with that of Major L. E. Bonniger who heard a similar noise on 17 October 1950, and also coincides with the description of the noise heard by Guards S. R. Brown, H. C. Harris, George R. Davis; between the hours of 1950 and 2004 hours on 16 October 1950.

On 23 October 1950, at 1630 hours, Mr. F. J. Miller at the K-10 plant, Oak Ridge, Tennessee, saw an object generally referred to as "the flying saucer". He stated that this object was at an altitude of approximately 1000 feet. The speed of the object was not determined.

The following is an article printed in the Clinton Courier-News, dated 26 October 1950:

"Anderson county finally got into the act.

"After two years of reports from all over the nation concerning flying saucers, and after writers have made reads of money arguing the authenticity of flying discs back and forth and up and down, one of the "ships from Mars" has at last been reported as seen in Anderson county.

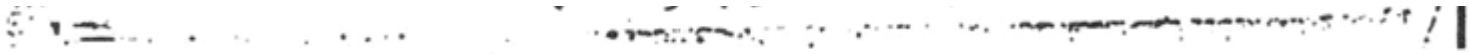
"This saucer was seen about a week ago in the Oak Ridge area. Just what day no one knows - or will tell. However, the saucer was reported by Jay Moneymaker, an Oak Ridge worker who lives near Edgemoor Bridge, an Oak Ridge guard and another unidentified man. The three men saw it hovering, flying, crouching or something over the area at Oak Ridge, they said.

"Moneymaker isn't talking, however. His family isn't talking. In fact the whole neighborhood is making like a bunch of professional clams. Other than to say he saw "something," he is saying nothing. His family also says he saw "something," but nothing more. The neighbors just say nothing.

"This modesty of Moneymaker, his family and his neighbors is reportedly the result of a visit one night recently from several species of intelligence officers, from heaven knows where.

3 cc Hq Third Army, Ft McPherson, Ga.
1 cc Secy, DIR, AEC, Oak Ridge, Tenn.
1 cc OSI, Knoxville, Tenn.
1 cc FBI, Knoxville, Tenn.
1 cc File

65-3-7366-137



2 November 1950

CIC, [redacted] P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE (continued)

"Pre-intelligence-officer reports that leaked out, however, state that the disc was large and that smoke was coming from it. There was no report as to whether the smoke was black, white or lavender blue. The same reports also indicated that the objects came close to the ground and that the men were unmistaken in their identity of it.

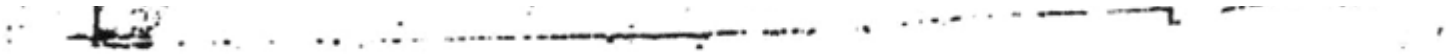
"No one will even say whether it was day or night, whether it was raining or the moon was shining when the three men happened to look up. However, Moneymaker works the day shift."

NOTES: Neither of the incidents mentioned in this summary were verified by Radar screen sightings at McGhee-Tyson Airport, Knoxville, Tennessee.

-2-

[redacted]
3 cc Hq Third Army, Ft. McPherson, Ga.
1 cc Sec. Div., AEC, Oak Ridge, Tenn.
1 cc OSI, Knoxville, Tenn.
[redacted]

1 cc FBI, Knoxville, Tenn.
1 cc File



10 November 1950

On 10 November 1950, [redacted] Oak Ridge, Tennessee, employee at [redacted] Oak Ridge, Tennessee, was interviewed and he stated substantially as follows: At approximately 1630 hours on 23 October 1950, while driving on the Benton Valley Road, Oak Ridge, Tennessee, he observed an object over the Scarboro School (which is in the control area of Oak Ridge) at a distance of one-quarter to three-eighth of a mile from his position of observation. The object appeared to be between 1000 and 2000 feet in altitude and was described as an "aluminum flash". It was traveling in a South-Southeast direction. The object was visible to him for only a few seconds and he could distinguish no shape. The object was dropping fast as it crossed the road and disappeared over a ridge [redacted] heard no noise in connection with this object.

At approximately the time of this observation, a background (Geiger) counter located in the vicinity of this observation registered a reading for Alpha and Beta particles. [redacted] with the Health and Research Division of Oak Ridge National Laboratories, has stated that a reading received on this background counter is unexplained.

NOTES: No intentional or accidental releases which would give such a reading were made during the month of October.

The Radar Station, Knoxville, Tennessee, has not reported a radar sighting on the date and time of this observation.

Subject: Assistant Chief of Security sees UFO; Six hours later radar tracks UFOs
By Bruce Maccabee
Source: UFO FBI Connection, Pages 175-177

During the evening.....there was a "light in the sky" sighting by two witnesses who were at widely separated locations. The first to see it was Mr. William Fry, the Assistant Chief of Security for Project NEPA. He was at a drive-in theater with his family at about 6:45 PM waiting for the movie to begin when he saw the lighted object in the southwest while casually looking around the sky. He reported to the CIC investigator,

"...I observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. (His wife and son also saw it.) ...A few moments later I heard a plane directly overhead making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at McGhee-Tyson Airport..

(At this point Mr. Fry went to a phone and called someone to look, but the person could not see it because of the hills and trees.) While returning to my car I met a friend...who stated he had been observing the object. I continued to observe the object with my wife but it seemed to be in a more northerly position which caused me to select a fixed point to determine whether or not the object was changing in either direction or altitude. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon.

The following morning, upon reporting to work I confided my story to...(name censored)...stationed at Oak Ridge with the NEPA project, but I hesitated to go on record as having observed such an unidentified object."

Mr. Fry did go on record because he learned that he was not the only witness. Air Force Major Lawrence Ballweg also saw the light. He reported as follows:

"On the evening of 24 October 1950 at approximately 1855 (6:55 PM) I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920 (7:20 PM). During this period of time my wife also observed the object."

Mr. Fry then learned that the radar unit had also detected something. He was told that an unidentified object appeared at 6:30 PM at an altitude of approximately 5,000 feet in the same general vicinity as the

object he saw. The radar target disappeared at 7:20 PM. The complete radar report to the CIC investigator says that targets appeared at 6:23 PM moving over the restricted flight zone and at 6:26 a fighter was scrambled to the area of the targets but failed to see anything.

Considering that the atmosphere can make a star or planet which is within a few degrees of the horizon appear to change color and move very slightly or twinkle, one might be tempted to identify the light as the bright planet Venus or a very bright star seen in the west an hour after sunset, which was at about 6 PM local dayight savings time. However, two elements of the description reject that sort of explanation. First, the light was described by Major Ballweg as moving relative to the stars. Since Major Ballweg used binoculars to view the light it is likely that his description of motion is accurate. Furthermore, it must have been quite large because Mr. Fry, not using binoculars, also detected motion. Second, Major Ballweg said that the light appeared over a telephone pole that was about 100 yards away. That would make the angular elevation greater than 5 degrees. According to the CIC investigator, Mr. Fry indicated that the elevation from his location was 30 to 40 degrees above horizontal. Hence it was so high in angular elevation that atmospheric effects would not make it appear to change color and there would be no noticeable effects other than the normal twinkling which affects stars at any angular elevation. The final reason for rejecting Venus or a bright star is that Venus was below the horizon at the time and there were no excessively bright stars in that sector of the sky at the time. The disappearance of the radar target at the same time as the light suggests that the UFO was a some kind of metallic unknown object hovering in the vicinity of Oak Ridge. This is another Oak Ridge sighting that is not in the Blue Book file, nor are the following October events.

About six hours later, between 2 AM and 3 AM, October 25, the radar unit reported several slowly moving objects such as had been seen previously. On October 26 at 5 AM Col. Edwin Thompson heard an intermittent noise like the blast of a jet, similar to what had been reported on the 15th and 16th. He saw no aircraft associated with the noise. Three days later seven people waiting at the Knoxville Airport “saw an object traveling to the Southwest at a great rate of speed. (name censored), who has considerable flying experience, was extremely excited and stated that this object was not an aircraft. He described it as a circular object, leaving a trail of smoke.”

25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

At 1655 hours, on 20 October 1950, Mr. Larry P. Riordan, AEC Badge No. 322, Superintendent of Security at X-10 in the "Control Zone" at Oak Ridge, Tennessee, while enroute from X-10 to the Oak Ridge residential area, on Benton Valley Road, saw an object in the sky which appeared to be directly over the University of Tennessee Agricultural Research Farm. This object gave the general appearance of an aerial balloon which had lost its "basket." In other words, the object was generally round; appeared to come together at the bottom in wrinkles (rather indistinct), and something was hanging below. The balloon was described as being from eight to ten feet long; of a lead pipe or gunmetal color; and seemed to be approximately one-fourth (¼) mile from the observer, at a thirty (30) degree elevation above the horizon. The object was apparently stationary but since the observer was in a moving vehicle, he did not verify that it was stationary. As the vehicle in which he was travelling changed position, and went around a curve, Mr. Riordan noticed that this object appeared to be thinner. He concludes that by reason of his changing position, or the object changing its altitude, he observed another angle of the object which appeared to be thinner than upon his first sighting.

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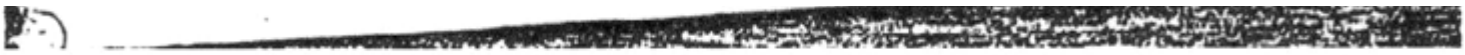

25 October 1950

111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

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At 1855 hours, on 24 October 1950, an Air Force Major, Lawrence Ballweg, MEPA Division, Oak Ridge, Tennessee, also saw from his residence an object which he described similarly. The object disappeared from the sight of Mr. Ballweg at 1920 hours, which coincides with the time of disappearance of the object from Mr. Fry's sight.

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(Overall evaluation: C-3)

SOURCE: Mr. Larry P. Riordan, Security Superintendent, K-10; William M. Price, OSI, Knoxville, Tennessee; Mr. George Rathman, Security Division, AEC, Oak Ridge, Tennessee; and Major Raymond C. Care, USAF Area Defense Commander, Knoxville Airport, Knoxville, Tennessee.

3 cc Hq., Third Army, Ft. McPherson, Ga.
1 cc Sec. Div., AEC, Oak Ridge, Tenn.
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1 cc File

COPY

UNIDENTIFIED OBJECT OVER OAK RIDGE, TENNESSEE - 27 October 1950

On the evening of 24 October 1950 at approximately 1855 I heard a plane fly over my home in the Woodland area. Being a curious individual I went outdoors to watch it with my binoculars. While looking for the plane I saw an object in the western sky which appeared at first to be a star but upon closer observation I noticed that it was rapidly changing colors from red to blue to white. When first seen it appeared over a telephone pole about 100 yards from my house and seemed to be moving very slowly in a northwest direction. It was moving relative to the other stars. The object was too small to be able to see any details even with the glasses. It disappeared from sight about 1920. During this period of time my wife also observed the object.

/s/ [redacted] 67C
Major, USAF

CERTIFIED TRUE COPY:

/s/ William B. Gray
SAC, Knoxville, Tenn.

UNIDENTIFIED OBJECT OVER OAK RIDGE, TENNESSEE - 30 October 1950.

On the evening of October 24, 1950 I was attending a moving picture show at the Oak Ridge out-door drive-in theater. I arrived approximately at 6:45 which was about 15 minutes prior to show time. While sitting in the car with my wife and children I casually glanced skyward towards the southwest and observed what I at first thought to be an unusually bright star. The exceptional brilliance caused me to continue to observe it when it suddenly seemed to change color rapidly from a reddish hue to a bright orange and again to a brilliant light blue. My son noticed that I was observing something and questioned as to what it was at which time I asked him to look at the star and tell me what he saw. At first glance he immediately said that it did not look like a star to him at all because of the change in coloring. My wife also noticed the same phenomena. By now I was certain that I was not merely having an optical illusion. A few moments later I heard a plane directly over head making passes over the Oak Ridge area, which was later identified as one of the F-82 fighter planes from the Air Force unit stationed at the McGhee-Tyson Airport.

I hesitated to approach other vehicles in the theater to witness the object, but managed to reach a telephone at the projection building and called [redacted], NEPA Division, Fairchild Engine and Airplane Corporation, at his home to ask him whether or not he could see in that direction and possibly observe the object. A later check with [redacted] indicated that his home was located in a poor geographical position to observe anything towards the southwest because of hills and other obliterating features of the terrain. He did, however, drive to a higher location but failed to see the object. b7c

While returning to my car I met a friend, [redacted] of Knoxville, to whom I pointed out the object. He stated he had been observing the same object. I continued to observe the object together with my wife but it seemed to be in a slightly more northerly position which caused me to select a fixed point to determine whether or not the object was changing ineither altitude or direction. There seemed to be a deviation from north to south for approximately five to ten degrees. The changing in colors were still very evident but the object seemed to be continually getting smaller and smaller as though it was becoming more distant. At approximately 7:18 by my watch it disappeared from view entirely. During these observations my wife continued to report to me the identical things that I was observing. During the entire time the F-82 airplane continued to make passes over the area until approximately 7:15. The weather conditions were excellent; the air was calm; and the sky was cloudless with the exception of a very slight haze over the distant horizon. b7c

The following morning, upon reporting to work, I confided my story to [redacted] stationed at Oak Ridge with the NEPA Project, but I hesitated [redacted] go on record as having observed such an unidentified object. However, a few hours later Mr. William M. Price of the Knoxville OSI Office visited my office at which time I gave him an off-the-record account of the subject. b7C

In the meantime, I learned that [redacted] had also observed an unidentified object on the prior evening. In the presence of [redacted] and Price, I telephoned [redacted] and asked him to relate what he had seen. [redacted] listened on an auxiliary phone as a witness. [redacted] observations during the prior evening were identical as to the time, location, coloring, etc., with the one exception in which he did not observe any deviation in direction other than the gradual disappearance of the object while it was getting smaller and smaller and finally disappearing from view entirely in the northwest at exactly the same moment that my wife and I had observed. Mr. Price telephoned the radar unit at the McGhee-Tyson Airport and learned that an unidentified object appeared on the screen at 6:30 at an altitude of approximately 5000 feet in the same general vicinity as I had observed and disappeared from the screen at 7:20 the same evening. b7C

[redacted] b7C

CERTIFIED TRUE COPY:

s/ WILLIAM B. GRAY
SAC, Knoxville, Tenn.

[redacted]

[redacted]

Wife of Security Officer Reports "Flat or Disklike" Object
December 5, 1950
Oak Ridge, TN

Bruce Maccabee:
On December 5 and 6 there was a discussion of the technical aspects of the radar sightings with ATIC and intelligence officials. They concluded that the targets were probably “radar angels” which are reflections of objects on the ground which are observed only because of a temperature inversion which bends the radar radiation downward. On the other hand, that did not mean that there were no flying saucers around. At about 12:50 PM, December 5, the wife of one of the security officers saw an unusual object north of her position, flying apparently over the Post Office building in Oak Ridge. It appeared to be a couple of miles away and 500 feet above the ground. It appeared to be made of highly polished aluminum or metal that reflected the sun. Its shape was round and flat or disklike. She saw the object for about a minute as it flew in a direct course eastward. Ten minutes later another lady at a different location observed the same or a similar object heading westward. The OSI agent who investigated this case learned that there was an east wind at 6 mph and a clear sky. No balloons had been launched near that time. He also learned that there were two aircraft airborne at the time, but both were about fourteen miles south of the witnesses. ATIC subsequently claimed that the witnesses saw an aircraft

Although ATIC would eventually claim that most of these events were mundane (radar anomalies, balloons, aircraft) and leave only two of the Oak Ridge sightings unidentified, the local military officials and scientists were not so certain of easy identifications. They planned to begin their own scientific investigation. Lt. Col. John Hood, the AMC Field Engineering Officer, outlined the plan in a December 5 memorandum entitled “Technical Approaches to the Problems of UFOs.” He proposed placing radiation counters over a wide area. After there had been sufficient anomalous object reports to establish a pattern, the data recorded by these counters would then be compared for time and location with the sightings “to see if any change in the background (radiation) occurs with the presence of sighted objects.” He also proposed that portable counters be made available which could be taken to the area of a sighting. Along with the counters he proposed that an aircraft with Geiger counters and also a magnetometer be made available. The magnetometer would indicate any fluctuations in the local magnetic field associated with sightings. He also proposed more accurate radars capable of measuring height as well as range and azimuth. This plan was to begin operating near the end of December.

The next anomalous event in the Oak Ridge area was yet another appearance of radar targets which “blanketed the radar scopes in the area directly over the government Atomic energy Commission projects.....these objects could not be identified from the radar image and a perfect fighter interception met with negative results.”

Source: UFO FBI Connection, Maccabee, Pages 179-180

111th CIC Detachment, [redacted], P.O. Box 379, Knoxville, [redacted]

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(In compliance with letter AJACI-360.33 General, dated 15 November 1950. Headquarters, Third Army, Subject; Unconventional Aircraft, the following is submitted.)

A. Location and Time of Sighting: On 1247 hours on 20 December 1950.

B. Weather at Time of Sighting: At 1200 hours on 20 December 1950; Ceiling - 2700 feet; broken overcast; Seven miles visibility; Temperature - 37 degrees F; Dew Point - 31 degrees; and Wind - Calm.

C. Names, Occupations, and Addresses of Witnesses: Personnel of the 663rd AC &C Squadron, and the 5th AN Fighter Squadron, McGhee Tyson Airport, Knoxville, Tennessee

D. Photographs of Objects, if available: None

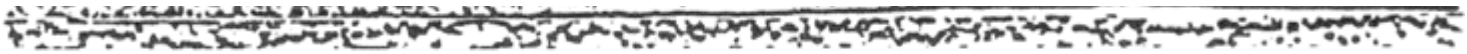
E. Object Sighted: The radar log of the 663rd AN and C Squadron, McGhee Tyson Airport, Knoxville, Tennessee contained the following entry; "20 December 1950. 1247 hours. Small paint in area (Oak Ridge Controlled Area). Very, very slow. Made perfect intercept (with F-82 Fighter aircraft) and orbit surrounding small smoke cloud."

F. Any other pertinent information: This report is made because of its possible aid in determining the identity of the numerous unidentified objects sighted over Oak Ridge, Tennessee.

SOURCE: Personnel of 663rd AC &W, Squadron, McGhee Tyson, Knoxville, Tennessee, and the log of the 663rd AC&W Squadron.

62-83894-265

ENCLOSURE



2 January 1951

111th-CIC, FAO #8, P. O. Box 379, Knoxville, Tennessee.

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

J. (Continued)

"0832 hours - Atomic Energy Commission reported aircraft over Northeast end of area - no paint. (Paint meaning indication on the radar scopes.)

"0839 hours - Small paint near Southeast corner of area on 190 degree. (Magnetic bearing of objects travel.)

"0845 hours - Lost contact. Fighter interception was attempted with negative results."

Attached hereto are two certified true copies of the statements made by the above mentioned observers.

Attachments - 2

2

CONFIDENTIAL
HEADQUARTERS
TENNESSEE MILITARY DISTRICT
NASHVILLE 4, TENNESSEE

TMIN 381

27 July 1953

SUBJECT: Air Space Violation at Oak Ridge, Tennessee

THRU: Commanding General
Third Army
Fort McPherson, Georgia

ATTN: AC of S. G2

TO: The Adjutant General
Washington 25 D.C.

- 1. Reference: Section VIII, paragraph 73b, AR 380-5.
- 2. The following report of unidentified objects by Norman H. Brown, Acting Chief, Review and Analysis Section, AEC, has been received from the Senior Instructor, USAR Instructor Group, Oak Ridge, Tennessee, and is transmitted herewith in accordance with directive cited in paragraph 1, above:

  "At approximately 3:00 P.M. on July 19, 1953, an F-86 aircraft was observed flying over the Oak Ridge residential area, making circles at what appeared to the writer to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The writer, together with his wife, observed the aircraft through a pair of six power field glasses. After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the circle of this object, it appeared at times to be in the shape of a cigar and at other times round."

  "This object was extremely black in color, having an appearance of a deep black metal exterior with a fine gloss. It did not leave a vapor trail or were there any lights of shine noticed. No sound was heard. The object flew east at a tremendous speed for what appeared to be approximately three miles where it stopped. The object was then joined by two more of these same objects. A formation similar to a spread "V" was formed and the objects, at a tremendous speed flew in an eastward direction."

- 3. Further information will be reported as received.

FOR THE CHIEF:
Captain, ASC Asst. Adjutant

SECURITY INFORMATION

SUBJECT: Air Space Violation at Oak Ridge, Tennessee

THRU: Commanding General
Third Army
Fort McPherson, Georgia
ATTN: AC of S, G2

TO: The Adjutant General
Washington 25, D. C.

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"This object was extremely black in color, having an appearance of a deep black metal exterior with a fine gloss. It did not leave a vapor trail or were there any lights of shine noticed. No sound was heard. The object flew east at a tremendous speed for what appeared to be approximately three miles where it stopped. The objects was then joined by two more of these same objects. A formation similar to a spread "V" was formed and the objects, at a tremendous speed flew in an eastward direction."

CONFIDENTIAL
SECURITY INFORMATION

7-3-249

3. Further information will be reported as received.

FOR THE CHIEF:

[illegible]
Lieutenant, AGC
Asst Adjutant

Date: Sat, 3 Sep 2005 19:05:16 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>
Subject: March 17, 1949, "Q" area, Armed Forces Weapon Project (AFSWP), Camp Hood, Texas
To: Francis Ridge <nicap@insightbb.com>

March 17, 1949. Killeen Base, Camp Hood, TX (BBU 319)
7:52 p.m. Capt. Horace McCulloch, Asst. G-2 of the 2nd Armored Division at the nuclear weapons storage site, was preparing the test firing of flares in order to prove recent sightings were mistakes when he and his men themselves saw aerial phenomena, 7 separate sightings by trained artillery observers in different locations enabled rapid triangulation of large, green, red and white flare-like objects flying in generally straight lines. (FOIA)
==========

March 17, 1949, "Q" area, Armed Forces Weapon Project (AFSWP), Camp Hood, Texas
Eight moving "lights" appeared in the sky over "Q" area. "Q" area was put on alert status.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB5-798

Page ID (PID) : MAXW-PBB5-798
Collection : Maxwell Blue Book
Roll Description : Project Blue Book Roll 5

Frames 798 - 799, 803 - 806

Frame 803

Oliver Wendelle "Pappy" Henderson

Oliver "Pappy" Henderson Photo, courtesy of Wendy Connors

C-54

In July of 1947 Robert E. Smith was a member of the 1st Air Transport Unit, Roswell, NM.

> **Robert Smith:**
> The C-54 into which Smith helped load the single twenty-foot crate would have been Pappy Henderson's. I remember seeing T/Sgt. Harbell Elzey, T/Sgt. Edward Bretherton, and S/Sgt. William Fortner.

Stanton Friedman:
Capt. Oliver Wendell "Pappy" Henderson may have been the most highly regarded pilot at Roswell AAF. A veteran of thirty missions in B-24 Liberator bombers in Europe, he participated in the postwar A-bomb tests in the Pacific and earned major commendations for his flying. Henderson kept quiet about the unsettling events of July 1947 for three decades. Finally he mentioned them to a fellow retired officer; dentist John Kromschroeder, with whom he was then involved in a joint business venture. The dentist said nothing about this until July 1990, more than four years after Henderson's death from cancer.

In 1977, Pappy had told Kromsehroeder about the incident. He said he transported wreckage and alien bodies, describing the latter as "spacecraft garbage," and adding "the passengers suffered their death." Henderson, in the recollection of Kromschroeder, described the bodies simply as being "small." About a year later; around 1978, Henderson produced a piece of metal he had taken from the collection of wreckage. "I gave it a good, thorough looking-at," Kromschroeder said in 1990, "and decided it was an alloy we are not familiar with (he and Henderson shared an interest in metallurgy). Gray lustrous metal resembling aluminum, lighter in weight and much stiffer. [We couldn't] bend it... edges sharp and jagged."

The priceless scrap of material may be tucked away in Pappy's records and papers, just waiting to be freed. But there is currently no way to search the two thousand-plus cubic feet of materials that jam two small storage buildings and a garage to the ceilings. His widow Sappho, has rejected suggestions that investigators be allowed to search through a lifetime of her late husband's memorabilia. The prospect is daunting, for a slim piece of metal could be hidden between any two pieces of paper in any of many scores of bulging cardboard boxes. Even if she were willing to have strangers paw through such personal matters,

it could take hundreds of hours, and there is no assurance that the scrap of crashed UFO is there. It could have been lost, thrown out, or even confiscated.

In 1982, Henderson met with several members of his old bomber crew during an Air Division reunion in Nashville. According to one of the men in the group, "It was in his hotel room that he told us the story of the UFO and about his part. All we were told by Pappy is that he flew the plane to Wright Field. He definitely mentioned the bodies, but I don't recall any details except that they were small and different. I was skeptical at first, but soon saw that Pappy was quite serious."

Pappy died before I got a chance to interview him. But his widow Sappho, agreed to be interviewed, as did his daughter; Mary Sappho described what her husband had told her.

Mary Sappho Henderson:
We met during World War II when he flew with the 446th Bomb Squadron; he flew B-24s [on] thirty missions over Germany. After the war, he returned home ... and was then sent to Roswell. While stationed there, he ran the "Green Hornet Airline," which involved flying C-54s and C-47's carrying VIPs, scientists, and materials from Roswell to the Pacific during the atom bomb tests. He had to have a Top Secret clearance for this responsibility

In 1980 or 1981, he picked up a newspaper at a grocery store where we were living in San Diego. One article described the crash of a UFO outside Roswell, with the bodies of aliens discovered beside the craft. He pointed out the article to me and said, "I want you to read this article, because it's a true story. I'm the pilot who flew the wreckage of the UFO to Dayton, Ohio [home of Wright Field]. I guess now that they're putting it in the paper, I can tell you about this. I wanted to tell you for years." Pappy never discussed his work because of his security clearance.

He described the beings as small with large heads for their size. He said the material that their suits were made of was different than anything he had ever seen. He said they looked strange. I believe he mentioned that the bodies had been packed in dry ice to preserve them.

To hear her voice, click here

Mrs. Mary Kathryn Groode, Pappy's daughter, added her remembrances to those of her mother.

Mary Kathryn Goode:
When I was growing up, he and I would often spend evenings looking at the stars. On one occasion, I asked him what he was looking for. He said, "I'm looking for flying saucers. They're real, you know"

In 1981, during a visit to my parents' home, my father showed me a newspaper article which described the crash of a UFO and the recovery of alien bodies outside Roswell, New Mexico. He told me that he saw the crashed craft and the alien bodies described in the article, and that he had flown the wreckage to Ohio. He described the alien beings as small and pale, with slanted eyes and large heads. He said they were humanoid- looking, but different from us. I think he said there were three bodies.

He said the matter had been Top Secret and that he was not supposed to discuss it with anyone, but that he felt it was alright to tell me because it was in the newspaper.

I also spoke with Pappy's son and cousin, both of whom told of having heard Pappy quietly tell his story after the newspaper article appeared.

On the basis of all that is known of Pappy's brief mentions of his involvement with the events at Roswell, it appears that while he probably saw bodies at the airbase, he may have transported only materials to Wright Field.

Stanton Friedman
Crash At Corona, 125-128

Special package:

"Crash at Corona" (Trade paper, lists at 13.95, autographed by Friedman); "TOP SECRET/MAJIC" Hard cover (list 22.95, autographed by Friedman) and "UFOS: The Real Story" Friedman's CDROM. All three together including priority postage for just $30.00 US from:

UFORI, POB 958, Houlton, ME 04730-0958
or via Visa or Master Card
Toll free 877-457-0232

Back to original More Witnesses Page
NICAP Home

The Roswell Story

Roswell Daily Record

RAAF Captures Flying Saucer On Ranch in Roswell Region

Claims Army Is Stacking Courts Martial

House Passes Tax Slash by Large Margin

No Details of Flying Disk Are Revealed

Some of Soviet Satellites May Attend Paris Meeting

Miners and Operators Sign Highest Wage Pact in History

Stories about crashed UFOs have circulated for many years, but until recently they were dismissed as nonsense by most people, including ufologists. New investigations, however, are uncovering startling evidence indicating that a UFO may have crashed in the New Mexico desert in July 1947.

The event took place during the first week of July 1947 and involved the recovery of wreckage by the military from a remote ranch northwest of Roswell, New Mexico. There is now considerable testimony from former members of the military known to have been involved, including two brigadier generals, that the recovered material was not of terrestrial origin. Admittedly, such a claim taxes the limits of credibility for discerning and rational individuals. It also tends to evoke a response of immediate dismissal. The preponderance of evidence, however, indicates the event occurred.

Maggie & Mack Brazel in 1951, four years after the Roswell Incident: Photo courtesy of Bill Brazel, Jr.

A rancher named Mac Brazel discovered strange metal strewn across a wide area of range land he tended. Because of the material's unusual characteristics, Brazel took pieces of the debris to the authorities in Roswell, New Mexico. Intrigued by the debris, Colonel Blanchard, commanding officer at Roswell Army Air Field, ordered two intelligence officers to investigate.

Col. William "Butch" Blanchard

Roswell Army Air Field was the home of the 509th Bomb Group, which was an elite outfit--the only atomic group in the world. The two men Col. Blanchard sent to the crash site were Major Jesse Marcel and Captain Sheridan Cavitt. Upon their report, Colonel Blanchard quietly ordered that the ranch area be cordoned off. Soldiers removed the debris, sending it to Army headquarters in Fort Worth, Texas.

Maj. Jesse Marcel

CIC Agent Sheridan Cavett

On the morning of July 8, 1947, Colonel Blanchard had Lt. Walter Haut issue a press release stating that the wreckage of a "crashed disk" (UFO) had been recovered. The press release was transmitted over the wire services in time to make headlines in over thirty U.S. afternoon newspapers that same day.

Lt. Walter Haut

Lt. Walter Haut was the Public Information Officer at Roswell AAF. Within hours something had happened and the press release was retracted, and further press coverage restricted.

Col. Thomas J. DuBose

The late General Thomas DuBose was a colonel and General Ramey's chief of staff at Eighth Air Force Headquarters in Forth Worth, Texas, in 1947. Before his death in 1992, General DuBose testified that he himself had taken the telephone call from General Clements McMullen at Andrews Army Air Field in Washington, D.C., ordering the coverup. The instructions were for General Ramey to concoct a "cover story" to "get the

press off our backs."

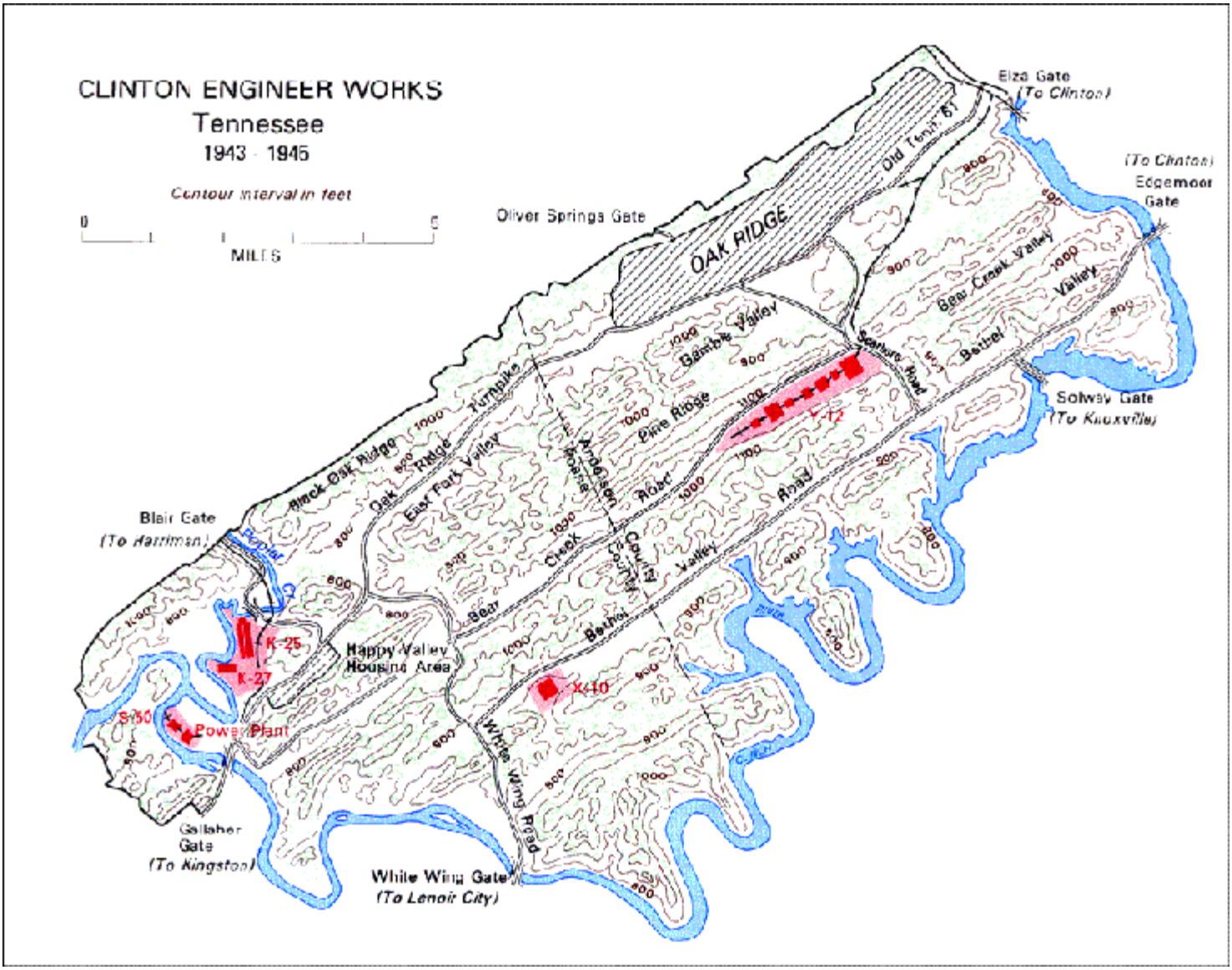
At a press conference in Fort Worth, the Army explained that the intelligence officer and others at Roswell had misidentified the debris, which was, in fact, the remains of a downed balloon with a metallic radar reflector attached, and not a flying saucer. Public interest faded, and the Roswell event became a part of UFO folklore, with most ufologists accepting the official government version of the story.

Brigadier General Roger M. Ramey

It was not until the late 1970s, with Jesse Marcel's decision to comment publicly on the strange material and other aspects of the Roswell event, that the UFO crash story was revived. Since that time, new evidence indicates the weather balloon explanation was part of an elaborate government coverup, and in fact, the original report of a recovered flying disk was probably true. Investigations into the UFO crash story continue with the goal of pressuring the United States government to end the coverup and to reveal to the American public what actually crashed on the New Mexican desert that night in July 1947.

Next, see More Witnesses A more comprehensive list can be found at Roswell Witness List.

The Roswell Directory
NICAP Home Page


CLINTON ENGINEER WORKS
Tennessee
1943 - 1945
Contour interval in feet
0
1
5
MILES
Oliver Springs Gate
OAK RIDGE
Elza Gate
(To Clinton)
(To Clinton)
Edgemoor
Gate
Old Tenn. 61
Bear Creek Valley
Bethel
Scarboro Road
Solway Gate
(To Knoxville)
Gamble Valley
Pine Ridge
K-12
Turnpike
Black Oak Ridge
Oak Ridge
East Fork Valley
Robertsville
Road
Blair Gate
(To Harriman)
Poplar
Creek
Bear
Creek
Valley
Bethel
K-25
K-27
S-50
Power Plant
Happy Valley
Housing Area
X-10
White Wing Road
Gallaher
Gate
(To Kingston)
White Wing Gate
(To Lenoir City)

Date: Sat, 28 May 2005 20:45:23 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Concern over UFOs over AEC areas.

To: Francis Ridge <nicap@insightbb.com>

Dr. Kaplan expressed a great concern, as these occurrences relate to the National Defense of the United States.

There is concern over:
Los Alamos
Sandia Base
USAF Guided Missile Base at Holloman AFB
Camp Hood

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-635

Page ID (PID) : NARA-PBB88-635
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 88

Frames 636 - 639

MILITARY RESEARCH INSTALLATIONS FLYOVER BY UFOS REQUIRE IMMEDIATE ATTENTION:

As early as 1950, a large number of governmental agencies knew that UFOs are real.

Of particular interest:

> "The opinion of the officials at the Security Division, AEC, Oak Ridge; Security Branch, NEPA division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI, Knoxville; Air Force Radar and Fighter Squadron, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation fir SUBJECT, however, the possibilities of practical jokes, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, object thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility."

REFERENCES:

Title:	OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE
To:	?
CC:	Commanding General, Third Army; FBI, Knoxville; Major Martin, G-2 Section, Third Army; OSI, Knoxville; Div. AEC, Oak Ridge, Tennessee.
Author:	?
Date:	October 21, 1950
Length:	?
Classification:	?

THE TRANSCRIPT:

21 October 1950

FAO #8, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(Refer: Summaries of Information, subject; as above, dated 13 and 12 October 1950)

Attached to this Summary is eleven (11) inclosures which tend to clarify information contained in the former two (2) Summaries of Information on SUBJECT. These inclosures are composed of witness statements; background information concerning previous sightings of peculiar objects over Oak Ridge; and radar reports. The most reliable sources available were utilized in the compilation of this report. The employment records and the Federal Bureau of Investigation reports concerning the witnesses were inspected to ascertain their reliability, integrity, and loyalty to the United States Government.

The opinion of the officials at the Security Division, AEC, Oak Ridge; Security Branch, NEPA division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI, Knoxville; Air Force Radar and Fighter Squadron, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation fir SUBJECT, however, the possibilities of practical jokes, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, object thrown from the ground,

windblown objects, insanity, and many other natural happenings have been rejected because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility.

The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics; and the third is similar to the second except that an intended demoralisation or harassment is involved. The fantastic is generally rejected.

These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions parallel the terrain ridges in this locality.

Attention is invited to the 1947 photograph of a flying object (inclosure #8). Atomic Energy Commission officials advise that the Air Force Laboratory at Wright Field, Ohio, indicate that the object is a water sport [sic; "spot"] on the photograph. Because this object does not resemble other water spots of the photograph; and because the object in the second photograph is following the dim trail left by the first object, some officials at Atomic Energy Commission question the veracity of

3 cc Commanding General, Third Army	1 cc FBI, Knoxville
1 cc Major Martin, G-2 Section, Third Army	1 cc OSI, Knoxville
1 cc Div. AEC, Oak Ridge, Tennessee	1 cc File

THE SCANNED DOCUMENT:

21 October 1950

FAO #8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(Refer: Summaries of Information, Subject; as above, dated 13 and 17 October 1950)

Attached to this Summary is eleven (11) inclosures which tend to clarify information contained in the former two (2) Summarries of Information on SUBJECT. These inclosures are composed of witness statements; background information concerning previous sightings of peculiar objects over Oak Ridge; and radar reports. The most reliable sources available were utilized in the compilation of this report. The employment records and the Federal Bureau of Investigation reports concerning the witnesses were inspected to ascertain their reliability, integrity, and loyalty to the United States Government.

The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI, Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for SUBJECT, however the possibilities of practical jokers, mass hysteria, ballons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility.

The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics; and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.

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3 cc Commanding General, Third Army
1 cc Major Martin, G-2 Section, Third Army
1 cc Div. AEC, Oak Ridge, Tennessee
1 cc FBI, Knoxville, Tennessee
1 cc OSI, Knoxville, Tennessee
1 cc File

65-58300-137

FBI Document Page 2

Date: Fri, 3 Jun 2005 00:02:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Col. Hood and the UFO sightings at Oak Ridge

To: Francis Ridge <nicap@insightbb.com>

Col. Hood and the UFO sightings at Oak Ridge

Might be some correlation between sightings of UFOs and increases in radiation at Oak Ridge.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-930

Page ID (PID) : MAXW-PBB7-930
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 7

Frames 930 - 935

COMMUNICATIONS SECTION

TELETYPE

FBI WASHINGTON DC 12-5-50 4-47 PM GAR

SAC, KNOXVILLE URGENT

DETECTION OF UNIDENTIFIED OBJCXXX OBJECTS OVER OAK RIDGE AREA, PROTECTIC OF VITAL INSTALLATIONS. REURTEL DECEMBER FOUR LAST REGARDING POSSIBLE RADAR JAMMING AT OAK RIDGE. ARRANGEMENTS SHOULD BE MADE TO OBTAIN ALL FACTS CONCERNING POSSIBLE RADAR JAMMING BY IONIZATION OF PARTICLES IN ATOXXX ATMOSPHERE. CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE WHETHER INCIDENT OCCURRING NORTHEAST OF OLIVER SPRINGS, TENNESSEE, COULD HAVE HAD ANY CONNECTION WITH ALLEGED RADAR JAMMING. SUTEL IMPORTANT DEVELOPMENTS.

HOOVER

END

CORRECT LAST WORD FIRST LINE PLS

PROTECTION

OK D FBI KX OLD

1950 DEC 20

"U.F.O." REVISITED

"Unidentified Flying Objects", 1956

Part Two: The Other Players

Major Dewey J. Fournet Jr.

Dewey J. Fournet Jr. is presently employed as a member of management in a large international chemical company. Like Chop, he stays quite busy with his job, and he isn't a publicity-seeker in any sense. As a matter of fact, when it comes to UFOs these days, Fournet stays very "low key." He offered me some rather profound dialogue, however, dealing with his involvement in the Air force UFO project in the early fifties. He, Chop and Ruppelt worked closely together on the official UFO investigation. And, like many other knowledgeable contributors, Fournet provided technical experience during the making of "U.F.O."

Fournet's role in the Air Force was intelligence. He served in the Army nearly four years in World War II, and for the last three years of that period he performed intelligence work in the Army Air Force. The Air Force became a separate operation soon after the war, and Fournet's reserve commission was transferred from the Army to the Air Force. In April 1951, Fournet found himself recalled to active Air Force duty and he was sent to Air Command and Staff School until August. He was soon assigned to Intelligence at the Pentagon.

"Shortly afterwards," he recalls, "I was assigned official Headquarters responsibility for the UFO program, serving as Monitor for Project Bluebook and handling UFO-related intelligence matters."

Major Fournet left active service - and the UFO project - in January 1953, having racked up five-and-a-half years with the military during the two periods.

"I was indeed a UFO skeptic when I was assigned to the program," Fournet states. "At some point during the first few months of my assignment - probably during early 1952 - I became convinced that the subject deserved serious attention.

"This change," he indicates, "occurred as a result of my exposure to the project files and the study of the steadily increasing volume of sighting reports. "I didn't become a 'believer' in the popular sense," he cautions, "I simply changed my posture from complete disdain of the subject to one of conviction that it needed serious study."

Fournet, whose comments typify an intelligence officer who treated his work seriously, explained that the USAF had to learn as much as it could about the UFO phenomenon, "if for no other reason than to be able to discern a potential Soviet attack through the background 'static' created by the deluge of UFO reports in 1952."

Nowadays, admitting that scientific curiosity had to remain subordinated during his active USAF participation, Fournet hopes that science will take a major role in identifying UFOs. In the movie "U.F.O.," Fournet (who did not play himself, though he approved every line of his part in the script) shows Al Chop the Montana and Utah UFO films. In reality he, like Chop, found the films very

curious. Following lab tests and witness interviews involving the Utah film, Fournet turned out to be one of the people responsible for classifying Delbert Newhouse's filmed UFOs as "unknowns."

Dewey Fournet has played a mostly silent role as a member of NICAP's Board of Governors since 1957. He recently attended the well-attended UFO conference held at Fort Smith, Arkansas (where, in fact, the Lorenzens of APRO kindly told him of my interest in interviewing him).

Again, thinking back, he summed up his views on the government's efforts to explain UFOs.

"Personally, I regret the fact that the government no longer associates itself with this subject, although I feel no remorse whatsoever over the burial of the USAF project because of the extremely negative path that it generally followed after 1953. "Captain Ruppelt confided to me that he could see the negativism developing following the report by the CIA Scientific Panel in early 1953, and this was the main reason for his request to be reassigned from the project."

Fournet is keen, probably with justification, in emphasizing that the Air Force was mainly concerned with whether UFOs were a threat to national security. However, "when the CIA Scientific Panel concluded in 1953 that no threat was evident, the Air Force philosophy seems to have undergone drastic modification with minor variations until the project was disbanded following the infamous Condon report."

If a government agency with a less limited mission had been funded to study UFOs, according to Fournet, we might have had some of the answers to UFOs. "Since this has never been done, I feel that it was proper for privately funded organizations to move into the vacuum." But there are problems.

"For example." Fournet concedes, "there are few totally serious organizations. Too many have sprung up on the fringe element, either to promote preconceived philosophies and/or 'solutions' or to realize monetary windfalls. Then, the few sound organizations represent a fragmentation of resources and overlapping efforts, as a consequence of which no one is able to bring to bear all the available talent in one coordinated attack on the problem."

Dewey Fournet - via Major Fournet - was portrayed in "U.F.O." in several scenes. Like Al Chop, he was present during the famous Washington National sightings in 1952.

"My involvement in the Washington incidents did entail hectic days and nights, although these sightings were merely a small part of an unbelievable hectic period of eight or nine months in 1952." The advantage during the National sightings was that Fournet didn't have to depend on eyewitness accounts. He was on the scene, observing the UFOs on radar.

"My attention to what was going on, however, was far from undivided - long distance phone calls to handle, fighter interceptor requests to make, reporters outside to be satisfied, etc."

At this point in reality, there arises another conflict in what "U.F.O." portrays. "In fact, I wasn't even present when a fighter pilot reported that he was surrounded by UFOs," Fournet explains. "In reviewing the movie script, I had taken issue with Al Chop over this, and only after considerable discussion and reflection did I finally conclude that this occurred when I was on the phone, talking to Bob Ginna of 'Life' [magazine]."

Discussing "U.F.O.," Fournet is careful to assert that the events in the movie are depicted as they are seen through the eyes of a public information officer (Chop). "Although the facts depicted are accurate," Fournet said, "actual operations in Intelligence were materially different in many respects from the impressions the movie can leave. Al happened to be a privileged recipient of considerable information because I had convinced my superiors in 1952 that all non-sensitive UFO information should be made available to the public.

"Because of this," Fournet points out, "I tried to keep Al informed of all developments that I thought would provoke queries from the press and members of the public.

"This was the only 'open' period that I know of in the entire existence of the UFO project."

The written interview with Dewey Fournet included a final question. Do you feel a lot of important UFO information has been and/or is still being censored by certain government agencies?

"To the best of my knowledge," he replied in conclusion, "there has never been any censoring per se, with the exception of deleting names of witnesses and any data pertaining to radar or intercept procedures.

"On the other hand, I'm positive that the public was frequently fed misleading statistics and examples of reports that were atypical, intended only to make the subject appear to be entirely asinine."

Straight talk from Dewey J. Fournet Jr., another important figure in UFO history who helped to add accuracy to "U.F.O."

Clarence Greene was well on his way to making his planned documentary a celluloid reality in late 1955.

Al Chop had given the okay to basing the film on his experiences with the official UFO investigation. Dewey Fournet had offered to lend technical advice. Arrangements were under way for Edward Ruppelt to play his own role as well as give advice. Delbert Newhouse and Nicholas Mariana were available to be interviewed on film about the unexplained UFO films they had made.

In addition, Greene had enlisted the aid of electronics engineer and radar specialist Wendell V. Swanson. Swanson had built our first radar installation at Okinawa, and later analyzed many radar-confirmed UFO reports at Wright Field during the years the movie depicts. By 1954, he was a leading engineer in the missile guidance division of a West Coast aircraft plant. Like Ruppelt, Swanson played himself in "U.F.O."

The production staff was being readied as well. Exhaustive research by screenwriter Francis Martin was being put into script form and undergoing revision. Winston Jones, a Hollywood prop man, was about to assume a more strategic position as the director of "U.F.O."

Amidst all the organizing, documenting and double-checking, however, there was still a key position to be filled. Someone had to play the role of Al Chop. That someone was found in the City Room of the now defunct "Los Angeles Examiner." His name was Tom Towers, a writer who was then a senior member of the Aviation Writers association. Towers recently recounted the events surrounding his selection for the part:

"When 'U.F.O.' came about, Al Chop recommended me to Greene-Rouse Productions as an active newspaperman who would fill the part he played as a member of Project Bluebook. Chop was then working in the public relations department of the Douglas Aircraft Company and I knew him through my aviation writing duties. So, after a few meetings with Greene-Rouse - and a check with my editors at the 'Examiner' - I was able to get a 21-day leave to make the picture.

'The picture was low-budget - under $200,000 I believe - and I furnished almost all my own wardrobe. I also furnished my own car for scenes requiring a vehicle, and the film was made in a small hideaway studio on the outskirts of Hollywood." Towers emphasizes that production was carried out under strict secrecy for fear that other companies might try to rush a competing film into print. Or perhaps to keep reporters away from the studio: "I recall that my dressing room in this 'studio' was the men's room. What a put-down!"

Tom Towers is very opinionated about his role in "U.F.O." He regrets that he wasn't able to give the form of portrayal he had in mind. "This was because I was under the direction of a director who was following the script and taking orders from producers who were genuinely interested in presenting the facts. I do not offer this as a criticism, but only as my own feeling. I felt the film was

too damn factual. It attracted two kinds of people: those who believed and those who did not. The broad middle mass could not have cared less - and you need that market to make a film successful at the box office."

Tom Towers. He admits that as the highest paid performer in "U.F.O.," he only grossed $1,500.

In attempting to reach his goal of making "U.F.O." a documentary of the highest standards, Clarence Greene sought out people and events that had the means to lend authenticity. For instance, even though the Newhouse (Utah) and Mariana (Montana) films had been shot in color - and "U.F.O." was filmed in glorious black and white - Greene insisted on showing the UFO movies in their original color. Therefore, every point of "U.F.O." contains color sections just to accommodate these films.

It might be argued that Clarence Greene left very little to chance in his selection of convincing UFO events. What better form of documentation could there be than to include an interview with a commercial airlines pilot who, with crew and passengers aboard, actually encountered a UFO while in flight? Greene located an American Airlines pilot who was still on duty with the company. His name was Capt. Willis T. Sperry ("Doc" Sperry, as he is known to his friends).

Sperry had made an important UFO sighting on May 29, 1950, at about 9:30 in the evening. There was unlimited visibility, and Sperry's American Airlines flight was 60 miles southwest of Washington, DC, headed for Nashville, Tennessee. His aircraft was flying at 7,500 feet. Sperry (who retired from American in April, 1971, after 32 years of service) was about to make UFO history. A UFO came into view.

"I was turned around in my seat at the moment it appeared, getting a map out of a briefcase. My copilot called out, 'What is that - look out - it's coming right at us.'" Sperry outlined what happened next.

"I made an immediate right turn from a heading of approximately 230 degrees to 320 degrees.

"The object was a very bright shimmering blue light. We were very interested in ascertaining its distance from us."

As Sperry leveled off in flight, the UFO appeared to stop in the sky.

"As I look back on this incident, I recall that, at the time, it did not occur to me that I was seeing an object called a UFO. It was a very puzzling sight." By the time the UFO appeared to stop, the stewardess and eight passengers had seen the light, along with Sperry, the copilot and the flight engineer. The object remained stationary for about 30 seconds before it began moving again. "At this time," continued Sperry, "I started a left turn to keep it in view."

"There was a full moon in the eastern sky; the object passed between us and the moon, and I got a definite silhouette of it. It appeared cigar-shaped, with no external (characteristics) protruding from it.

"It circled around behind us and appeared on our right, where it again came to an apparent stop. How far was it from us? I will take a guess that it was five miles away. We really had no way of judging its distance.

"After about 20 to 30 seconds," Sperry relates, "it started moving eastbound, climbing at about a 30 degree angle. We watched it until it disappeared."

For this interview, "Doc" Sperry surprised this writer with further information on his sighting - data that is not known even to veteran researchers.

"An eastbound American Airlines DC6 between Nashville and Knoxville at 19,000 feet, headed for Washington and flown by Capt. Henry Myers, observed what appeared to be a brilliant shooting star falling eastward from the zenith.

"When it got to the horizon it stopped. They watched it for seconds as it seemed to move horizontally, then it disappeared.

"I talked to Myers after the incident and we correlated the time of my sighting with his, and it was exactly the same time."

Myers told Sperry that what was most interesting was the fact that "shooting stars" don't stop and change direction!

"His aircraft was 450 nautical miles to the southwest of us," Sperry continued.

"I have been reluctant to report this, as he asked me at the time to please keep his sighting out of the news. He is now deceased. Capt. Henry Myers was the pilot of the Sacred Cow, which flew President Roosevelt during World War II," Sperry added. (I double-checked with Sperry to make sure he wanted this information released now; he did, and I'm glad.) Thus, Clarence Greene invited Sperry to tell his story in "U.F.O." The interview took place at L.A. International Airport. Now, twenty years later, Willis Sperry is in partnership with another man, and he's still in the "flying business," though from a different point of view. Instead of just piloting assorted aircraft, Sperry now sells them, at his Orion Aircraft Sales Company (Van Nuys, California).

Sperry was asked if he recalls receiving any public reaction or any reaction from American Airlines after his interview in "U.F.O." appeared across the nation. "The public reaction at that time," he indicates, "and from American Airlines, was genuine interest."

Sperry confirms that no particular physical effects resulted among anybody on the plane during or after the UFO sighting.

"I had no idea that this sighting would generate so much interest," he confesses. "Almost everyone seemed genuinely interested in what I saw. I had several interviews with Air Force Intelligence personnel from Washington.

"American Airlines expressed only interest in what I saw and never issued any censorship orders to me."

In the Greene-Rouse movie, Sperry was asked, "Have you ever seen any similar object, Captain?" He replies, "Never before or since." He feels the same today.

"Although I observe probably more than the average layman for any unusual phenomena, I have never seen anything since then."

Willis Sperry. Like so many pilots, he believes UFOs are more than products of the imagination. What is your opinion of UFOs in 1976? I asked in conclusion.

"I am very much of the opinion that there is some extraterrestrial phenomenon that has not been explained," he advises. He believes that the findings of Erich von Daniken ("Chariots of the Gods?") are very convincing.

But Sperry bases his belief on other events - like sightings by people who know about things that fly - on the Earth and beyond.

"The sightings by Apollo flights to the moon should convince most skeptics that this old Earth has been visited in the past as well as the present."

Willis Sperry. In many ways, he unintentionally acts as a spokesman for many pilots whose views on UFOs are similar to his own. Willis Sperry. Another reason why "U.F.O." can truly be classified a documentary.

All the good, sincere people - all the documentation - all the time and all the planning came to fruition in May 1956, when "U.F.O." Was released by theaters around the world. Movie reviews were generally kind, often ecstatic. Columnist Louella Parsons wrote: "Hollywood is talking about the

incredible interest expressed by fans and those in the industry over the flying saucer film made by Clarence Greene and Russell Rouse with our government's knowledge. It actually shows pictures of the saucers and is attracting front page and editorial attention although what the saucers are is still a mystery."

From "Variety": "An authentic beat! Interesting, informing and important! Gripping climax! Should register well!"

And the movie did register well, but not as well as it should have. The documentary approach just didn't go over as attractively as the producers had planned. Why not, is anybody's guess, and the whole question is irrelevant at this point, anyway.

Greene-Rouse went to great lengths to support their motion picture with facts. Every document that would back up the story line was placed in the custody of a Los Angeles insurance company and made available for public inspection.

Among the documents on file was a weather chart which reported atmospheric conditions over Washington, DC during the July 1952 sightings. The chart reportedly proved that the radar pickup of UFOs could not be attributed to temperature inversions. Also on file was a transcript of General Samford's Pentagon press conference held after the July 26 sightings.

A wire from Al Chop was likewise on display in which he said: "I AM TELLING THE TRUE FACTS TO THE PUBLIC FOR THE FIRST TIME IN YOUR MOTION PICTURE_"

Capt. Edward Ruppelt, USAF Reserve, also had a wire on file, and he stated: "I HEREWITH CONFIRM THE AUTHENTICITY OF THE FACTS AND INCIDENTS DRAMATIZED IN YOUR SCREENPLAY_"

Maj. Dewey Fournet submitted a statement to Greene-Rouse, also kept on file: He certified that the part of the script dealing with his role was "_factually correct and true to the best of my knowledge_"

Delbert C. Newhouse and Nicholas Mariana each placed statements on file regarding their UFO films. The Newhouse film contained up to 12 unknowns; the Mariana film, two.

Some of the documents on file were as much of an anomaly as the UFOs. Part of an official press statement prepared by Albert Chop and Colonel Wendell Smith (Current Intelligence Office Branch, Deputy Chief of Staff, Intelligence USAF) stated that the Newhouse Utah UFO film "could not be produced under simulated conditions."

At the same time, this press statement "was cleared by Col. Adams, Chief of Current Intelligence, and also by the Air Force Office of Information Services." Then, the puzzler: "At the last moment," the statement continued, "this press statement was killed by Col. Teaburg of Air Force Intelligence." Assuredly, the military works in strange ways.

However, Col. Adams sent a letter to Newhouse, telling him that his UFO film "still remains one of the most interesting incidents we have investigated."

The full reports of Thomas Mantell's death while chasing a UFO was also placed on view.

The Gorman case of October 1948, dramatized in "U.F.O.," Was on file, containing information on a blinking, white light that made a pass at the Fargo, North Dakota, Air Base tower. Lt. Gorman, coming in for a landing, dove at the light and chased it for 27 minutes while several observers watched the "dogfight." Substantiating witness reports were on file.

Another official report, from January 1951, was in the hands of the insurance company. A Mid-Continent Airlines DC3 had taken off from Sioux City (Iowa) Airport. As it climbed for altitude, an unidentified light closed in. The object made a head-on pass at the DC3, which swerved to avoid a collision. The incident was observed by several passengers - including a colonel from Military

Intelligence. The chaos ended when the UFO suddenly zoomed straight up in the air and disappeared. This event was also portrayed in the movie.

Capt. Willis Sperry's report, in affidavit form, was the final document kept on file. "Since my experience," he clearly pointed out, "I have talked to many airline pilots who have seen similar objects that absolutely cannot be identified in any known type of aircraft category due to the speed, maneuverability and shape of the object."

Any discussions of "U.F.O." should also make mention of the theme music. The lively, often beautiful score heard throughout the movie was written by Ernest Gold (conducted by Emil Newman) and is entitled "U.F.O.," according to the files of the musical society, A.S.C.A.P. It's one of those scores that, if put into an LP album (as so many movie scores are these days), might be very successful.

Where can "U.F.O." be found these days? Actually, the motion picture can be obtained for special showings (or by TV stations when purchased in a "package"). Write the following for information, and don't fear the price of rental - group showings can be arranged for around $70.00 per viewing: UA Sixteen, 729 Seventh Avenue, New York, N.Y. 10019. "Unidentified Flying Objects."/Clarence Greene.

Maybe if the two of them had made acquaintances today, instead of 1956, the movie would have the same shattering effect on audiences that recent films like "Chariots of the Gods" have had.

Strange, really. Way back in December '75, I wrote Clarence Greene and asked a question that was special to me. Considering how public interest in UFOs has become more heightened and sophisticated over the years, would you ever consider making another UFO film documentary? Green's reply consisted of just one word: "Possibly."

One contemplates what wonders Clarence Greene might work with an updated documentary on the UFO mystery. UFO research owes him a great debt. Unfortunately, he does not owe UFO research another great film documentary.

"U.F.O." Could there ever be another like it?

"Possibly," the sound of the word makes me more hopeful. "Possibly."

**** THE END ****

Back to "UFO Revisited"
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Wurtsmith Air Force Base Sighting

(From the book titled "***Clear Intent***" by Lawrence Fawcett and Barry Greenwood)

Wurtsmith is a Strategic Air Command base located three miles north-west of Oscoda, Michigan. It serves as the home base for the 40th Air Division and the 379th Bomb Wing.

At approx. 10:10 pm, personnel in the vicinity of the family housing area located in the southeastern portion of Wurtsmith reported seeing what appeared to be running lights of a low flying craft which was thought to be a helicopter. The craft hovered and moved up and down in an erratic manner.

Airman Martin E. Tackabury, assigned to the Capehart housing area gate, said that he saw the object for about five seconds near the perimeter of Wurtsmith, due south of his location. Tackabury reported that the object had one white light pointing directly downward and two red lights near the rear. The object seemed to be heading in a west southwest direction. Tackabury could not hear any sound coming from the aerial craft because a B-52 was in the air nearby to the north.

Near the main gate at Wurtsmith, Airman Michael J. Myers, assigned to Police Unit Seven, was on duty at the Wurtsmith motor pool. As Myers looked toward the west, he could see several lights near the western edge of the base. The lights turned north and appeared to lose altitude. He did not hear any sound.

Sergeant Robert J. Anderson, also at the motor pool, reported that he observed an airborne KC-135 tanker and another craft with a steady red light. The craft appeared to be flying slower, ahead and below the KC-135. Anderson believed the heard a sound similar to a helicopter. After 30 - 35 seconds, the object passed out of view.

Airman Roger Skipper, at the Wurtsmith main gate, said that when he responded to the activity at the motor pool, he heard sounds that diminished quickly.

At 10:14, 10:20, and 10:25 pm, at the back gate of Wurtsmith, security police reported to the command post that an unidentified helicopter with no lights came up over the back gate and hovered over the weapons storage area at a low altitude. Security police of the 379th security police squadron in the weapons storage area could not make out the type of craft. The craft started to move towards the northern perimeter where its lights were again turned on.

Sergeant James A. Miller of the Wurtsmith security police reported his observations of the unknown craft while on duty in the weapons storage area. He stated that he heard the sound of a possible helicopter coming from an area off the base toward the north. He thought he had heard the sound of a flying helicopter fifteen minutes earlier, but he didn't report it.

As he listened, the noise became drowned out by a military jet, and when the jet passed out of range, the original noise had stopped. No other similar sounds were heard.

The local police were notified; however, no evidence was found to corroborate a landing. Wurtsmith Control Tower personnel did not make visual contact with the craft, and no efforts were made to challenge the craft by radio.

Security police at the weapon storage area notified Colonel John J. Doran, Vice Commander, 379th Bomb Wing, that the guard posted at the back gate had reported what he thought was a helicopter overhead. The command post notified Col. Boardman (wing commander) and Col. Doran, and they proceeded to the flight

line. It was at this time that Radar Approach tracked the craft for approx. 35 miles on a southeastern bearing from Wurtsmith. Simultaneously, a KC-135 tanker was returning from a refueling mission. It entered Wurtsmith's traffic pattern and received permission to fly transition approaches. Col. Boardman ordered the KC-135 to attempt to identify the object. Wurtsmith air traffic control vectored the tanker in the object's direction.

Aboard the KC-135 was Major Frederick Pappas, the plane's commander; Captain K.E. May, co-pilot; Captain Rick Meier, the navigator; Captain Myron Taylor, instructor navigator; Captain Randy Higginbotham, instructor pilot; and Sergeant Steve Smith.

The following statement on the KC-135 encounter with the UFO was given to the 379th Bomb Wing Historian, Staff Sergeant Paul J. Cahill, by Captain Taylor in a "Memo for the Record" dated January 18, 1979.

"We were returning from a refueling mission and during our first approach into the traffic pattern, RAPCON vectored us to check out a reported UFO in the area of the Wurtsmith Weapons Storage Area. As I recall, this activity occurred between 10:30 and 11:00 in the evening around the 1st of November. I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then Michigan. At first it was difficult to determine whether there were two different objects because of the irregular flashing of the lights. But, after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position. We were able to paint an object on the radar scope for about 10 seconds. I would estimate that our altitude was about 2,000 ft. and our speed approximately 200 knots. Shortly after turning south in pursuit of the UFO, we called Approach Control and received blanket clearance to follow the UFO at all altitudes and at all vectors. Occasionally, RAPCON would pick up the UFO and help us by giving us vectors to the UFO's position. I would guess that we stayed close to the UFO most of the time, approx. one mile away, and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights. At first we thought it had landed on one of the large oil tankers but later decided that we had been wrong. We continued to search the Bay area but didn't see it so we changed our heading for Wurtsmith. On the way back, we picked the UFO up again at our eight o'clock position. We turned away, and it proceeded to follow us. Finally, we turned back in the direction of the UFO and it really took off back in the direction of the Bay area. I know this might sound crazy, but I would estimate that the UFO sped away from us doing approx. 1,000 knots. We continued in the direction of the Bay until RAPCON called us again and said they were painting a UFO four to five miles over the coast traveling in a westerly direction. They vectored us to the position of the UFO and we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area. Following the mission we discussed the incident and about a week later, Captain Higginbotham was questioned by the OSI and cautioned not to discuss the incident."

No positive visual identification was ever given by any of the personnel involved in the Wurtsmith sightings. Only lights and sounds were reported.

The FBI field office in Saginaw, Michigan was contacted by the Air Force and advised of the activity at Wurtsmith. The special agent in charge said that his office was "unaware of hostile threats against Wurtsmith Air Force Base."

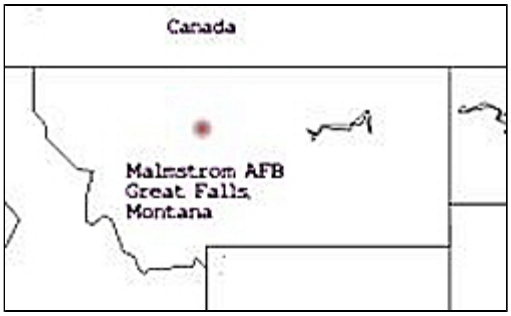
(For research records made by Staff Sergeant Paul J. Cahill, and more information concerning this case see the book "***Clear Intent***")

Click Here to view Wurtsmith FOIA Document #1
Click Here to view Wurtsmith FOIA Document #2
Click Here to view Wurtsmith FOIA Document #3

Click Here to view Wurtsmith FOIA Document #4

Malmstrom AFB, Incident

Lewiston, Montana
November 7, 1975



Malmstrom AFB, Montana

Lawrence Fawcett & Barry Greenwood:
There are more than 2,000 missile sites spread across the United States. At Malmstrom Air Force Base in Montana, there are twenty Launch Control Facilities (LCF) housing Minuteman missiles underground. The Minuteman sites are alphabetically coded, such as "L-1," "K-1," "E-1," and the like, and are distributed over a wide area. One of these sites, K-7, which is located in the Judith Gap region just south of Lewiston, Montana, was the scene of an event which caused a major stir for the United states Air Force.

On November 7, remote electronic sensors triggered an alarm indicating that something was violating site security. Underground, in the launch control area, two officers noted the signal, but there was no television surveillance topside. The normal procedure for detecting what had violated security was to call for a missile security helicopter to check the area. At the same time, Sabotage Alert Teams (SAT), consisting of four to six men, were also alerted to the fact that a violation was taking place and were ordered to proceed to the site. On this occasion, an SAT team drove down the highway and onto a dirt road which led to the K-7 area. About a mile away, the team could see an orange, glowing object over the area. As they closed to within half a mile, they could now see that the object was tremendous in size. They radioed to the Launch Control Facility that, from their location, they were viewing a brightly glowing, orange, football field-sized disc that illuminated the missile site. The SAT team was ordered by the launch control people to proceed into the K-7 site. However, they responded that they refused to go any farther, clearly fearful of the intimidating appearance of the object. It began to rise, and at about 1,000 feet, NORAD picked up the UFO on radar. Two F-106 jet interceptors were launched from Great Falls, Montana, and headed toward the K-7 area. The UFO continued to rise. At about 200,000 feet*, it disappeared from NORAD's radar. The F-106's were never able to get a visual sighting of the UFO.

All members of the SAT team were directed to the base hospital, where they were psychologically tested. It was determined that no one could identify the object that was seen, but that the members of the SAT team obviously had been through a traumatic experience. Meanwhile, targeting teams, along with computer specialists, were brought to the missile site to check out the missile, and specifically, the computer in the warhead that targets the missile. Amazingly, when the computer was checked, they found that the tape had mysteriously changed target numbers! The re-entry vehicle was then taken from the silo and brought back to the base. Eventually the entire missile was changed.

Source: A Strange Harvest; reprinted in Clear Intent, 28.

***** (The source of this part of the story has not been documented. Furthermore, NORAD didn't have radar capability for that altitude, nor was there any radar within a thousand miles that could track an object at 200'000 feet. - Fran Ridge)

Malmstrom Incident (1975) Directory

NICAP Home Page

Source: http://www.cufon.org/cufon/foia_002.htm

Document #: 7
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1975 LORING AFB LANDING

FREEDOM OF INFORMATION ACT DOCUMENT FILES

DEPARTMENT OF THE AIR FORCE
Headquarters Aerospace Defense Command

Reply to
Attn of: DAD

Subject: Request for Information Under The Freedom of Information Act

To _____

1. A copy of you letter dated 22 August 1977 was received in this headquarters for direct reply on 19 September 1977. The following log entries have been extracted for release:

a. NORAD Command Director's Log (1975)

29 Oct/0630Z: Command Director called by Air Force Operations Center concerning an unknown helicopter landing in the munitions storage area at Loring AFB, Maine. Apparently this was second night in a row this occurrence. There was also an indication, but not confirmed, that Canadian bases had been overflown by a helicopter.

31 Oct/0445Z: Report from Wurtsmith AFB through Air Force Ops Center - incident at 0355Z. Helicopter hovered over SAC Weapons storage area then departed area. Tanker flying at 2700 feet made both visual sighting and radar skin paint. Track object 35NM SE over Lake Huron where contack was lost.

1 Nov/0920Z: Received, as info, message from Loring AFB, Maine, citing probable helicopter overflight of base.

8 Nov/0753Z: 24th NORAD Region unknown tract J330, heading SSW, 12000 feet. 1 To 7 objects, 46.46N 109.23W. Two F-106 scrambled out of Great Falls at 0745Z. SAC reported visual sighting from Sabotage Alert Teams (SAT) K1, K3, L1 and L6 (lights and jet sounds). Weather section states no anomalous propagation or northern lights.

Document #: 8
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1975 MALMSTROM AFB, MT

FREEDOM OF INFORMATION ACT DOCUMENT FILES

NORAD Region Senior Director's Log (Malmstrom AFB, Montana).

0835Z: SAT Teams K3 and L4 report visual, K3 report target at 300 feet altituds and L4 reports target at 5 miles. Contact lost at 0820Z. F-106s returned to base at 0850Z with negative results. 0905Z Great Falls radar search and height had intermittent contact. 0910Z SAT teams again had visual (Site C-1, 10 miles SE Stanford, Montana0. 0920Z SAT CP reported that when F-106s were in area, targets would turn out lights, and when

F-106s left, targets would turn lights on. F-106s never gained visual or radar contact at anytime due to terrain clearance.

This type of activity has been reported in the Malmstrom area for several days although previous to tonight no unknowns were declared. The track will be carried as a remaining unknown.

7 NOV 75 (1035Z) - Received a call from the 34st Strategic Air Command post (SAC CP), saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA and L-6.The general object location would be 10 miles south of Moore, Montana, and 20 miles east of Buffalo,Montana, Commander and Deputy for Operations (DO) informed

7 NOV 75 (1203Z) - SAC advised that the LCF at Harlowton, Montana,observed an object which emitted a light which illuminated the site driveway.

7 NOV 75 (1319Z) - SAC advised K-1 says very bright object to their east is now southeast of them and they are looking at it with 10x50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also has small lights on it. SAC also advises female civilian reports having seen an object bearing south from her position six miles west of Lewistown.

7 NOV 75 (1327Z) - L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in the shape. In all this time, surveilance has not been able to detect any sort of track except for known traffic.

7 NOV 75 (1355Z) - K-1 and L-1 report that as the sun rises, so do the objects they have visual.

7 NOV 75 (1429Z) - From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notitier.

8 NOV 75 (0635Z) - A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light personnel at K-1 seeing same object.

8 NOV 75 (0645Z) - Height personnel picked up object 10-13,000 feet, track J330, EKLB 0648, 18 Knots, 9,500 feet. Objects as many as seven, as few as two A/C.

8 NOV 75 (0753Z) - J330 unknown 0753, Stationary / seven knots /12,000. One (varies seven objects.). None, no possibility, EKLB 3746, two F-106, GTF, SCR 0754. NCOC notified.

Document #: 9
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1975 MALMSTROM AFB, MT

FREEDOM OF INFORMATION ACT DOCUMENT FILES

24th NORAD Region Senior Director's Log (Malmstrom AFB, Montana).

8 NOV 75 (0820Z) - Lost radar contact, figters broken off at 0825, looking in area of J331 (another height finder contact).

8 NOV 75 (0905Z) - From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 NOV 75 (0915Z) - From SAC CP:From four different points:Observed objects and fighters; when fighters arrived in the area, the lights went out; when fighters departed, the lights came back on; to NCOC.

8 nov 75 (0953Z) - From SAC CP: L-5 reported object increased in speed - high velocity,raised in altitude and now cannot tell the object from stars . to NCOC.

8 NOV 75 (1105Z) - From SAC CP: E-1 reported white light (site is approximately 60 nautical miles north of Lewistown). NCOC notified.

9 NOV 75 (0305Z) - SAC CP Called and advised SAC crews at sites L-1, L-6 and M-1 observing UFO. object yellowish bright round light 20 miles north of Harlowton, 2 to 4,000 feet.

9 NOV 75 (0320) - SAC CP reported UFO 20 miles southeast of Lewistown, orange white disc object. 24 NORAD Region survellance checking area. Surveillance unable to get height check.

9 NOV 75 (0320Z) - FAA Watch Supervisor reported he had five air carriers vicinity of UFO, United Fight 157 reported seeing meteor, "arc welder's blue" in color. SAC CP advised,sites still report seeing object stationary

9 NOV 75 (0348Z) - SAC CP Confirms L-1, sees object, a mobile security team has been directed to get closer and report.

9 NOV 75 (0629Z) - SAC CP advises UFO sighting reported around 0305Z. Cancelled the flight security team from site L-1, checked area and all secure, no more sightings.

10 NOV 75 (0215Z) - Received a call from SAC CP. Report UFO sighting from site K-1 around Harlowton area. Surveillance

10 NOV 75 (0153Z) - Surveillance report unable to locate track that would correlate with UFO sighting by K-1.

Document #: 10
From: UFO INFO SERVICE
Date Sent: 06-10-1986
Subject: 1975 MALMSTROM AFB, MT.

FREEDOM OF INFORMATION ACT DOCUMENT FILES

24th NORAD Region Senior Director's Log (malmstrom AFB, Montana).

10 NOV 75 (1125Z) - UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015Z. Approximately 1120Z, the object passed over the radar station, 1,000 feet to 2,000 feet high, no noise heard. Three people from the site or local area saw the object. NCOC notified.

2. HQ USAF/DADF also forwarded a copy of a NORAD document for a review for possible downgrade and release. We have determined the document is properly and currently classified and is exempt from disclosure under public law 90-23, 5 USC 552b(1).

3. The decision to withhold release of this document may be appealed in writing to the Secretary of the Air Force within 45 days from the date of this letter. If you appeal, include any reasons for reconsideration you wish to present and attach a copy of this letter. Address your letter as follows: Secretary of the Air Force, thru HQ ADCOM/DAD, Peterson AFB CO 80914.

TERRENCE C. JAMES, COLONEL, USAF
Director of Administration

CY to: HQ USAF/DAD
HQ USAF/JACL

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C U F O N

Computer UFO Network

Seattle Washington, USA

(206) 776-0382 8 Data Bits, No Parity, 1 Stop Bit 300/1200/2400 bps.

SYSOP - Jim Klotz Information Director - Dale Goudie

UFO Reporting and Information Service

Voice Line - (206) 721-5035
P.O.Box 832, Mercer Island, WA 98040, USA

- Please credit CUFON as the source of this material -

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NCP Data File

Malmstrom AFB, MT, WSA
Coordinates:
47N 30' 34", 111W 09' 53"
5,261,800.0, 487,600.0

Malmstrom AFB, MT **550**

150 W62/Minuteman III
400 W78/Minuteman III

USGS photo 08 Jul 1995

Malmstrom 1967 Incident Directory
NICAP Home

National Investigations Committee On Aerial Phenomena

Category 2
Close Encounter

Case Directory

Observational Evidence Of Propulsion

Princeton, Indiana
August 1973

Francis Ridge:
This is one case I will always remember. Not just because I investigated it first hand, but because of the intimate details missing from many other UFO incidents. And if it hadn't been for a nearby lightning strike the sighting might have rated no more than a nocturnal light It happened in August of 1973, but wasn't reported until January of 1976 to the UFO Filter Center in Mt. Vernon. I was very impressed with the person reporting and with some of the details of the incident which appeared to be observational evidence of the "Sorenson Effect". I later found a foreign photograph that depicted the same "super dark cone" that the witness had reported below the object. Although the drawing suggests an "Adamski-type" saucer, the witness had merely drawn what he and the two other witnesses had observed and agreed on, a "disc" with a "little rolled edge" on a "straight up & down cupola", items like portholes, and the "cone".

The Report - Francis Ridge
NICAP Home Page

CUFONSM 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 3 of 7 Parts

{The First Page}

SECRET

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JULY TO 30 DECEMBER 1953

COMPILED AND WRITTEN BY: APPROVED BY:

/s/
Douglas J Fulton
AF 163xxxxx
A/1C USAF
Squadron Historian

/s/
John M. White, Jr
Colonel USAF
Commander

REVIEWED BY: THIS DOCUMENT CONSISTING OF 34 PAGES
IS CLASSIFIED SECRET IN ACCORDANCE WITH
PAR 23 B (6), AFR 205-1

/s/
Eugene R Manfrin
Major. USAF
OIC, Material & Services

/s/ Ray L Jones
Major Grade

This document consists of 34 pages
Copy 6 of 15 copies.

4602D AISS Classified

Document Log #5 540470

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SECRET
1

INTRODUCTION

At the termination of WW II, intelligence information was plentiful. It was then possible to accurately assess the effectiveness of our weapons. Documents containing valuable technical data were abundant. Persons having knowledge of a multitude of pertinent subjects were available for interrogation. Inventions of all stages of development were awaiting investigation. Prisoners of War were returning from areas of interest. All this and much more was at our disposal for intelligence exploitation.

An enormous opportunity and challenge existed for military intelligence, and many military programs were initiated to gather as much information as possible. These programs constituted a commendable effort. Reports containing valuable intelligence of all types were evaluated and collated. They clearly showed the potential, but only a minute portion of intelligence information available was being collected.

The CIC, later redesigned by USAF as the OSI, was doing its best to service the intelligence requirements in both Europe and the Far East, but the two-fold mission of collecting counter and positive intelligence precluded any concentrated effort toward the collection of positive air intelligence. Criminal investigation, black market activities, and security investigations were receiving priority while air intelligence exploitation went begging.

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Realizing the need for an organization comparable to the OSI for the collection of positive air intelligence, D/I, USAF gathered a group of linguists to service the D/I of the United States Air Force in Europe with interpreters, translators, and interrogators. In November, 1948, this group was designated the 7001st Air Intelligence Service Squadron.

As relations with the USSR became increasingly strained and the Iron Curtain closed around Russia and the Satellites, the Director of Intelligence, USAF, established "Project Wringer" to exploit, for air intelligence, former prisoners of war repatriated from the USSR and its satellites. The returnees had been scattered in PW camps throughout the "Iron Curtain" countries performing a variety of tasks in semi-skilled and hard labor capacities. In some cases PoW's had worked as specialists in key industries, and a small group of PoW had enjoyed limited freedom of movement in certain areas of USAF interest. Through interrogation of these returnees, the Air Force was able to begin forming a picture of the USSR's air offensive and defensive capabilities, and the extent and vulnerability of the USSR's industry and war making potential.

The results of the intelligence collection efforts proved sufficient to indicate the need for further expansion. The original 7001st AISS of 15 officers and 45 airmen grew into the 7050th Air Intelligence Service Wing with personnel skilled in all phases of intelligence. recognizing the success of this type of unit, the Director of Intelligence, USAF, took action in August, 1950 to develop

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additional 7050th Air Intelligence Service Organizations for certain selected major air commands and areas to intensify the collection of air intelligence in the field. The 6004th AISS in the Far East proved beyond a doubt the value of an AISO during hostilities through overt collection activities. This unit has recently been enlarged and redesignated the 6002d Air Intelligence Service group. the 5004th, activated in Alaska in 1951, although a much smaller unit, is nevertheless producing valuable positive intelligence. The 4602d AISS, activated in March 1952, is the newest AISO, but has the greatest geographical coverage per individual assigned.

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Operations Section has been reorganized to comply more closely to actual functional needs and to the organizational T/D. Under the new set up there are three major sections in Operations: Training, Critique and Analysis (formerly Editing and Evaluation) and Operational Control. Training is broken down into two sections, Language Training and Specialized Training. Operational Control is broken down into Field Coordination (formerly Field Units) and Documents and Dissemination. Personnel assigned to the various sections and the AFSC slots they are occupying are as follows:

OIC Operations	- Lt Colonel Jones 2016
AOIC Operations	- Major Romanoff 2074
Airborne Operations Officer	- Vacant 2064
OIC Operational Control	- Vacant 2064
AOIC Operational Control	- Vacant 2074
OIC Field Coordination	- Lt Hammond 2054
OIC D & D	- Lt Stockstill
OIC Training	- Captain Ivanow 2074
OIC Language Training	- Vacant 2074
OIC Specialized Training	- Lt Jacobs 2054
OIC Evaluation and Editing	- Capt Schottloutner [1]

UFOB Program

On 4 December 1953 Colonel White, Captain Cybulski and Captain Bellovin attended a conference with General Burgess fort he purpose of discussing the role of the 4602d AISS in the Unidentified Flying

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Object (UFOB) Program, and an ATI course for the 4602d. It was proposed that in the future the 4602d will be the agency responsible to ATIC for the investigation of FLYOBRPTS in the ZI. Captain Cybulski was appointed FLYOBRPT officer and departed on 5 December 1953 for Wright-Patterson AFB for the purpose of (1. Establishing the role of the 4602d in the collection of and reporting of FLYOBRPT data and (2. Developing an ATI course to meet 4602d requirements. The course will be designed primarily to instruct our personnel in the latest technological developments in SLRA, ECM, and A-Bomb and Guided Missile techniques as applicable to our responsibilities. [2]

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During the San Gorgonio body recovery operation, in California, our Norton AFB team made five horseback trips into the snow covered mountains, where helicopter operation failed. Horses were the only means of transportation that could get the team to the crash and bring out the recovered bodies.

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{Page 31 (Footnotes only)}

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1. Weekly Bulletin, 10 Jul 53
2. Weekly Bulletin, 11 DEC 53

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{First (Title)Page}

CONFIDENTIAL

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base

Colorado Springs, Colorado

A SUMMARY OF THE SECOND COMMANDER'S CONFERENCE
13 - 16 JANUARY 1954

THIS DOCUMENT CONSISTS OF ONE HUNDRED THIRTY ONE (131) PAGES

COPY NUMBER 46 OF 49 COPIES

CONFIDENTIAL

4602D AISS Classified
Document Log # 1954 0187

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{Second page of TOC}

CONFIDENTIAL

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Hq 4602d AISS, Ent AFB, Colo.
3rd Commanders' Conference Captain J. Cybulski

UNIDENTIFIED FLYING OBJECTS (UFOB)

First I wish to caution you that the regulation on UFOB reporting is only in draft form and that we are waiting for approval to go ahead from Headquarters USAF.

No Flight or Detachment personnel will be authorized to arrange with local Air Defense units for interception action. The 4602d is an investigating agency. We are not operations. Colonel Walton, Intelligence, at the Pentagon asked that we be permitted to go into this, before the regulation becomes final, but so far I have not heard any report on it. The primary reason for our participation in this program is to solve a very perplexing problem for the Air Force and the country as a whole. To the Air Force the investigations of the UFOB is very important. In all but a few cases a satisfactory solution has been reached and the Air Force feels that adequate, thorough investigative procedures can solve the small percentage of unsolved sightings. This is where we come into the picture.

Due to our strategic locations throughout the country, we can be available at a moments notice, to investigate any legitimate sightings. However, before any flight or detachment embarks on an investigation, it should accomplish two major steps: (1) determine the reliability of the reported sighting, (2) obtain permission to investigate from this headquarters by TWX or MARS. It is possible, under some circumstances, to obtain permission by placing a phone call to our headquarters. As a matter of fact that may be necessary in some cases.

For example: If the information indicates that the sighting will be around for some time, it may pay off to obtain permission by telephone, because you want to go out there immediately. Several factors will determine that of course. Distance will be a factor. If you have to go some place 250, 300 miles away and you feel that you should, the time that you have spent placing the phone call would not matter. However, if it was 15 or 20 miles away, and someone calls, reporting an object still in sight, you may want to go immediately. Many factors will have to be taken into consideration when a sighting is reported to one of the flights, or detachments. To better understand the elements and procedures involved in the investigation of UFOB I would like to cover this draft of the regulation. Now you are going to be faced with many, many new problems that you haven't had to face to date, and it will call for and require a great deal of common sense. Determine first how legitimate it is, how serious it is, if there really is something, or if it is a letter from some crackpot. If it is the letter, you'll have to ignore it. Above all, the Air Force is sincere in its attempt to obtain proof one way or the other. When I went to Dayton, the scientist and the astronomer they had hired, were ready to quit. But before they were permitted to say anything I was introduced and told them what I was there for and what I was going to do. They threw their resignations away and decided to stay. Because as the astronomer said - "put yourself in my

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position, I am being ridiculed by members of my profession for chasing those imaginary objects, and when I went into this ,I went into it sincerely, because I thought that both from the astronomical standpoint and also from the scientific value, I could disprove these things. In so doing I would be rendering my profession and my country some service. However, in the past, I have not been able to get support from the Air Force. It seems that they all think this is a hot subject, and they want to drop it. They don't want to have anything to do with it. No one wants to be quoted.

Now that the 4602d has entered the picture, we are assuming quite a serious role. The feeling is, both at Wright_Patterson and Washington, that we could be very very instrumental in bringing this thing to a head, once and for all. They feel that it can be done by personal contact, where a piece of paper fails, because in the past if they had a sighting somewhere, the people looking into it were the people at Wright-Patterson where there was only one officer, and one airman available. So they get a sighting in South Dakota. They send out a form of about 6 or 8 pages, Lt Ledher is quite familiar with it, as probably all of you are. The man takes one look at it, depending on the intelligence level of the person, and he more or less decides that he didn't see anything. Or he'll answer it hastily in a haphazard way, and it doesn't give anyone anything to work with. And that is where we hope to rectify the situation because you will fill out this form if you go out. Let's say that there is a sighting in Kansas City. You go and you look into it and you fill out the form and there's sufficient evidence that it should be looked into, and you've made all efforts to investigate it, it would be turned over from there to ATIC and they would take over. In many cases they would come up with a solution, whereas now it's dropped dead. They don't do anything about it. It just comes to a blank wall, because of insufficient

information. The biggest files at ATIC, are complied of materials that stated insufficient evidence. Of course some of it you can't help. Obviously if somebody calls in and says that he saw an object for 5 seconds, he or she would have to have some very conclusive evidence to substantiate, maybe a picture, maybe some other factor, before you could put any value on it. What can you prove in 5 seconds? But if at La Cross, Wisconsin, where apparently a number of people had seen it for several hours, that's another story. There you could really make something out of it, Then there are cases, like that near Great Falls, Montana where a Warrant Officer shot 40 feet of film. After you blow it up and look at it, you see it's a formation of high-flying geese. Powerful telescopes like those in California or the East, can analyze some of the sightings as stars.

I'd like to say a few words on the analysis portion of this AF Reg. (See Par 4b) After we have gone as far as we can, and we have

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS' CONF

exhausted all efforts to identify a sighting, we will turn it over to ATIC, with a recommendation that it be investigated. You will send it in to us here at Headquarters. I will review it, AND WE WILL PUT AN INDORSEMENT, a cover letter on it and send it on to ATIC. They will investigate from both the astronomical and the scientific standpoint. They will come up with some answer and will notify us. We here in Headquarters will keep a complete file on all the sightings. That's why we want the information copied. We will file them under separate headings, such as the type of personnel involved, military or civilian, or air-lines. We will record it under the type of object it was eventually determined to be.

Cooperation: When requested by ATIC, the 4602d will conduct investigations, within our capability, and furnish air and ground transportation, to ATIC, and 4602d representatives when feasible. Direct communication is authorized between us and ATIC.

Area of Responsibility; All portions of this regulation are equally applicable to us and to ATIC under the following conditions: When the 4602d AISS exhausts all efforts to identify the object, we will turn it over to ATIC. That is one time when the ATIC comes into the picture and the second is when it is actually in their area, and we will be responsible for telling them that. Bear in mind that their military facilities are practically nil. As I cited earlier, they have only one officer. The airman (assigned to this project) was discharged the 31st of December, leaving only the officer and a typist.

Guidance: The thoroughness and quality of the reports and investigations is entirely up to you., It's up to the individual. He can make it or break it. The steps you should take to identify the object are (1) the theodolite measurements, (2) the possibility of interception, (3) contact which is your biggest factor. If it happened in this area, who would you check with? Pueblo Airport? Albuquerque? Denver? Determine if they had any aircraft in the area at that time. Contact AC&W people and find out if they had any information on it. Check with weather people and find out if any balloons had been released at that time and in that area. All these steps you would have to take before you could feel that you had exhausted all efforts. now, consult astronomers in the area to determine if any astronomical body or phenomena could account for it, or have any bearing on the observation. This is optional. if you are fortunate in having an astronomer, or their facilities in your area, go to them, and see if they can help you. However, there cannot be any expense involved, because the astronomer in Dayton is under contract to the Air Force for all investigation, astronomically speaking and he receives funds to contact other people. If you were in the Albuquerque area and had exhausted all efforts, and we turned it over to ATIC, their astronomer would undoubtedly call the local astronomer whom he probably knows, and asks him to look into it.

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF

However you could save time and money if you happened to have that contact yourself. not all people will have that. Originally we were trying to work out something where we could take care of that end of it, but it would entail the task of lining up 18 different astronomers with 18 different contracts. Besides the man at ATIC is getting quite a sum of money for this and they feel that it should be his business. In case you can do it, go ahead. Contact military and civilian tower operators, that, of course, goes without saying. You would almost automatically do that. Contact persons who might have knowledge of experimental aircraft, and so on. Lt. Ledher ran into that. They have firms up there that do experimental work at Niagra Falls. Bell Aircraft does much experimental work with supersonic aircraft and things like that.

Reports: Information relating to UFOB will be reported without delay to the nearest 4602d unit. It will eventually end up at an Air Force Base or an Air Force Channel, regardless of who reports it, whether it's a civilian or the police. The method and priority of the dispatch will be selected in accordance with the apparent value of the material. There's nothing classified about this. We want to make this as unclassified as possible. Unless, and this I rather doubt, unless it happens to be the real thing. In that case additional data will be necessary, and we will have to come back to you to follow it up and you would have to give us the additional information that we need. The only time I can see that coming up is when we turn it over to ATIC and they get together with their astronomer and scientists, and decide that they need more information. They would come directly to you, the people who investigated it. We want to give them every assistance possible. That's where the program has been falling down. All written reports will be prepared on the Form 112, short title, "UFOB". I won't go into the report format because its outlined for you, and is also on this form.

Security: Reports should be unclassified, unless data included necessitates a higher classification.

Evidence: If anyone ever looked up AFR 95-6 and 95-7 as to what you have to do to send photographs forward, the way to mark them, the way to identify them, measurements etc., you'll know its complicated. These regulations outline where you have to send them. The photographs go to Washington. In addition one copy of each print will b forwarded to ATIC, and one to us here at headquarters. Fortunately there will not be too much of that. In almost every case where gun cameras or aircraft cameras have been used, the thing has been too small for identification and the photographs haven't been of too much value.

Material: In case of any physical evidence of UFOB, you're to safeguard it and notify us. We will tell you what to do with it.

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF

10. Release of Information:

a. Inquiries concerning specific local sightings will be referred to the activity information officer. The reporting officer may furnish the latter all raw information except names of principals, Air Force comments, details of intercept procedures involved and classified radar data. Examples of the type of information which may be released are:

(1) The location, time and date
(2) Description of the object
(3) Maneuvers reported
(4) Type of physical evidence
(If requester knows that such evidence exists)
(5) Intercept or other identification attempt made
(6) The fact that the object has been conclusively identified by ATIC or 4602d AISS as a conventional aerial device or other familiar object and no further evaluation is contemplated.

b. general information, such as periodic news releases, summaries of investigations, and status of the program, will be released by Headquarters USAF. ATIC and Headquarters 4602d AISS, will furnish this news release material to Headquarters USAF.

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF LT R M STOCKSTILL

DOCUMENTS AND DISSEMINATION

I. INTRODUCTION

The Documents and Dissemination folder that was passed out to all Officers-in-Charge included all the forms used between D&D and the field units. The sample forms were filled out in a correct manner and contained complete instructions. The few problems that D&D has had with the field units were in the nature of administrative errors in filling out the forms. The D&D folder will guide the personnel that maintain the field unit libraries and classified sections. In addition to standard form, the D&D folder contained the directives that revised the AFR 205-1 and directives that upgraded and downgraded restricted documents. The security directives will be effective pending revision of AFR 205-1, ADCR 205-2, and SR 205-1 and 205-2.

II. REGISTERED DOCUMENTS

The Officer-in-Charge of each field unit will be designated on orders as Custodian of Registered Documents. The as Custodian of Registered Documents is the only officer that can sign Air Force Forms 163, 164, 165, and flyleaf receipts (certificate of entry and destruction) that come with the AIB, AIB #2, and CEI's (Communication-Electronics Instructions which only detachments have). All Registered Document forms with the exception of CEI's will be sent to this headquarters. The office of record for the AIBs is Hq, USAF, Air Adjutant General, ATTN: Custodian of Registered Documents. ADCR 205-2b states that the Custodian of Registered Documents will have at least an interim Top Secret clearance.

III CLASSIFIED DOCUMENTS

JANAPs and ACPs were discussed. The detachments have a letter of authority which will authorize them to order the necessary documents from the Cheli Depot and the Shelby Depot (JANAP - Joint Army-Navy-Air Force Procedures) (ACP -Allied Command Procedures). These publications contain directives covering standard communication format and procedures. All field units will receive the WAF AID as soon as Hq USAF, changes their distribution list. This is done quarterly. All units are receiving CONAC Intelligence Training Bulletin, ADC WIR, ADC Mission Intelligence and SAC Survival Trends.

The ICGM, AFM 200 series, has been upgraded along with the old AIG. The ATIC Studies, Reports, and Bulletins have been requested for all units. The ATIC publications with the AFM-200 series will be the documents used in the new

technical training program being established.

IV. TARGET MATERIALS

Squadron coverage of WACs and classified materials were discussed. A "WAC Bible" composed of WACs annotated in such a manner as to show coverage within the WAC area, was demonstrated. A squadron regulation cov-

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HQ 4602D AISS, ENT AFB, COLO.
3RD COMDRS CONF LT R M STOCKSTILL

ering the filing by numerical order of all target material is being prepared by this Headquarters. A consolidated inventory of all target materials sent to the field units before Jan 54 is being compiled by D&D sections. This type of inventory will be accomplished semi-annually and will incorporate all Form 104Cs issued in the period concerned.

V. CONTROL OF CLASSIFIED DOCUMENTS

The AGO Form 996, until replaced with DD 646, will be used in the transmission of all classified materials to this Headquarters. Certificates of Destruction are to arrive at this Headquarters in two copies. Inventory and Transfer Reports of Classified Documents must be submitted to this Headquarters upon a change of the Officer-in-Charge in accordance with SR 205-2. Classified documents originating in the field must note:

(a) Authority and Reason; par 22 and 23, AFR 205-1
(b) Pages and inclosures numbered in series of total pages
(c) Copy number of total copies produced

The 104C forms that accompany the target material are to be kept as receipts and will be reflected on inventories by the registry number found on each shipment.

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{Page 123 (Part)}

"THIRD COMMANDERS' CONFERENCE, TEXT OF COLONEL WHITE'S SUMMARY OF THE THIRD COMMANDERS' CONFERENCE" (Cont.)}

HEADQUARTERS
4602D AISS Colonel John M. White, Jr.
Ent AFB, Colorado Commander

...

13 UNIDENTIFIED FLYING OBJECTS

When the UFOB program becomes active, Headquarters will issue implementing instructions. I don't want you to implement anything until those instructions become final. Adhere completely to the instructions you received on public

information releases. We are currently reviewing all directives in the Squadron, and we are going to set the example in preparation. We will try to give you the best directives that we can give you, and you've got to apply common sense to see whether these directives are sufficient to answer your needs. If, after a normal study of them, you are still unable to obtain exactly what you need, then let us know. Most of the time I think you'll find that some regulations may be improved as operational conditions change.

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{Page 130 (Part)}

CONFIDENTIAL

Hq 4602D AISS, Ent AFB, Colo.
3RD Commanders' Conference

A D D E N D A

...

d. UNIDENTIFIED FLYING OBJECTS: Air Force Regulation 200-2 in draft form was revised to include the participation of the 4602d AISS units, was mimeographed and distributed to all field unit OIC's. Conferees were admonished not to implement subject draft of regulation until further advised by Headquarters 4602d AISS.

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{Page 131 (Part)(ADDENDA Cont.)}

CONFIDENTIAL
Hq 4602D AISS, Ent AFB, Colo.
3RD Commanders' Conference

III PSYCHOLOGICAL WARFARE

This was a new topic for the 4602d, and was discussed by Major DeBruler. The classification of Major DeBruler's presentation prevented the inclusion of the text in this summary.

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{The Second Page (Title Page)}

SECRET

HISTORICAL DATA FOR 4602d AIR INTELLIGENCE SERVICE SQUADRON

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

FOR THE PERIOD: 1 JANUARY TO 30 JUNE 1954

COMPILED AND WRITTEN BY: APPROVED BY:

/s/ /s/
Stanley A. Vining for John M. White, Jr Henson R. DeBruler
AF 17 323 xxx Colonel USAF [Major USAF]
A/1C USAF Commander Squadron Historian

REVIEWED BY: THIS DOCUMENT CONSISTING OF 44 PAGES IS CLASSIFIED SECRET IN ACCORDANCE WITH PAR 23 B (6), AFR 205-1

/s/
Eugene R Manfrin
Major. USAF
OIC, Material & Services Officer /s/ Ray L Jones Major
Name Grade

This document consists of 185 pages
Copy 1 of 8 copies.

SECRET
RM-57-1640

4602D AISS Classified
Document Log #54 1129

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{Page 1}

SECRET

INTRODUCTION

As time passes and new technological advances are made, the prospect of future war looms more ominous and foreboding; into this atmosphere the 4602d AISS was projected. The increased tempo of activity in all phases of the squadron operations gave rise to new problems and required refinement of procedures already in existence and the reevaluation of the progress made in certain activities. The way in which the 4602d has attempted to solve its problems is in effect the history of the organization.

Time is the most significant factor in solving these problems. War does not wait for the unprepared; therefore, the 4602d has increased its training, liaison, logistical and administrative efforts.

New regulations were issued and old ones revised. A total of twenty-eight (28) were published during the reporting period. Administrative work was simplified, enabling field units to concentrate on peacetime training.

Communications, parachute, interrogation, language and technical training was intensified.

Unwieldy supply procedures were simplified, resulting in greater flexibility and reduced effort.

Issues with the FBI which had temporarily halted liaison activities with law enforcement agencies were resolved. The liaison effort produced proportionately greater pledges of assistance
during the reporting period than in any previous period. Pledges of communication assistance from non-military agencies and increased familiarity with portable communications equipment resulted in some improvement in the communications capability of the squadron. The printing and distribution of 300,000 copies of the new Squadron Brochure provided a new medium for solicitation of assistance.

There was steady advancement in combat readiness at the end of the reporting period.

There was more assurance that the field units of the squadron would be notified in the event of downed enemy aircraft or aircrewmen. The squadron had greater capability to move rapidly to the scene of an enemy crash.

The squadron's intelligence teams were more capable of exploitation of intelligence sources.

While still the weakest phase of squadron operations, there was some increase in the ability of the squadron to transmit intelligence information rapidly into Air Defense Command channels.

The period was characterized by an evaluation of previous efforts. This evaluation was expressed in new and refined procedures and directives. The squadron is more mature and better able to take its place in the Air Defense structure.

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{Page 2 (Part)}

SECRET

SURVEY OF PERIOD

I. Organization

a. A change occurred in the organization of the 4602d AISS with the issuance of Air Defense Command General Orders #16 [1], dated 21 May 1954. These orders amended Headquarters Air Defense Command General Orders #47 [2], dated 17 October 1952 in the following manner:

(1) So much of General Orders #47 as pertains to organization of Flight 3-B and Flight 3-I was deleted.

(2) Flight 3-B was reorganized and activated effective 24 May 1954. General Orders #16 further assigned Flight 3-B to the Air Materiel Command, Wright-Patterson Air Force Base, Ohio, for administrative and logistical support.

b. A revision of Squadron Regulation 24-1 [3], Organization of the 4602d AISS, dated 29 July 52 was effected on 4 June 54. This new regulation reorganized the headquarters staff. It divided the staff into four departments; Command, Personnel & Administration, Operations, and Materiel & Services. The major revisions took place in the Operations Section. All sub-sections concerned with direct control of peacetime and combat operations of the squadron were placed under the Operations Officer. Control of classified material including all intelligence reference documents was returned to the Officer-in-Charge of Personnel & Administration (Adjutant).

c. The mission, function and responsibilities of field units and Headquarters Staff of the 4602d AISS were described on Squadron Regulation 24-2 [4], dated 16 June 54. It set forth in detail the peacetime mission of training and liaison to prepare the intelligence teams of the squadron for the wartime mission of overt collecting of intelligence from "people,

paper and hardware". This regulation defined duties of field units in respect to the two aspects of the mission.

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1. General Orders # 16, Hq ADC, dtd 21 May 54
2. General Orders # 47, Hq ADC, dtd 17 Oct 52
3. Sq Reg 24-1, dtd 4 June 54
4. Sq Reg 24-2, dtd 16 June 54

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{End of Part 3 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 4
NICAP Home

The Project Blue Book Research Center presents

Figures Associated With Project Blue Book

Captain Edward J. Ruppelt notes:

Ackerman, Brig. Gen. John B.
General Ackerman was Chief of the Collection Division of the D/I all during the big UFO Flap of l952. He had no direct connection with the project but he was very much interested. I used to stop in to see him and he always had definite ideas as to what we had and what we should be doing. He would tend to get all excited about individual sightings. He got copies of the UFO reports and several times he was on the phone wanting to know what I planned to do even before I had time to digest what was in the report. Ackerman had a "direct channel" to the top, to the Secretary of the Air Force and people in the Department of Defense, and every once in awhile he would quote some top dog in the government and what he thought that I should be doing.

Adams, Col. W.A.
Col Adams was the chief of the Topical Intelligence Branch of the D/I and Col. (Weldon H.S.) Smith and Major Dewey Fournet worked for him. He was pretty much sold on the whole thing. I think that Dewey Fournet influenced his thinking to a great extent and he really went to bat for all of Dewey's ideas. He pushed Fournet's study of the motions of the UFO's and he is the one who used to be the most vocal in briefings and at meetings in regard to Blue Book's taking a "negative" attitude. He is the one who became irked in one briefing and asked me if it wasn't true that if we made a few positive assumptions we could prove that the UFO's were real

Alvarez, Louis Dr.
Dr. Louis Alvarez, a physics professor from the University or California in Berkley, developer of MEW radar at the beginning of World War II and one of the "fathers" of the H-bomb. He sat on the panel that met in Washington in January 1953. Alavarz was only lukewarm to the idea that the UFO's might be real.

Burgess, Brig. Gen. Woodbury
General Burgess was the D/I of the Air Defense Command under General Chidlaw. He wasn't a believer in UFOs but he was firmly convinced that we, meaning the Air Force, should make every effort to find out what they were, even if they were all explainable. He bent over backwards to give us all the cooperation that we needed. I would say that his ideas reflected those of General Chidlaw.

Major General John B. Cabell
General Cabell was the Director of Intelligence for the Air Force during the 1947-1951 UFO era. He is the one who ordered Project Grudge reorganized in the summer of 1951. I didn't know him too well because he left to become number two man in the CIA shortly after I got on the project. He is the man who held the initial meeting in the Pentagon that Lt. Jerry Cummings and Col Rosengarten attended. He raised all kinds of hell when he found out that Col Watson and ATIC hadn't been doing anything about the UFO project in 1950. According to what Cummings said, he was pretty much a believer in the UFO's. General Samord replaced Cabell in the summer of1951.

Chapman, ??
This man was in charge of one of the photo labs at Wright Air Development Center and he did all of our work on UFO photos. He was a firm believer. He did do a good job of making unbiased analyses of our photos, however.

Deyarmond, Col. Albert B.
Al Deyarnond was an old hand with the UFO's, he'd been in on the first of Project Sign. From the old memo's I found, signed by him, he was once a firm believer along with Al Loeding, "Red"

Honnacker and the rest of the veterans or Project Sign. But by the time I got into the picture was, at least on the surface, lined up with the scoffers. But once, when I began to knock the UFO's, he raised the devil and chewed me out for not keeping an open mind." I would guess that he was a "scoffer" because he was a deciple of Col. Watson's. Deyarmond is now chief of structures at Ryan Aircraft Company.

Erickson, Col. J.G.
Col Erickson was head of the Policy and Management Branch of the Directorate of Intelligence and in some way he got in on all of the UFO business. He was sort of power behind the throne on what the official policy would be. I gave him quite a few briefings and he seemed to be a "lone wolf" in that he wanted to get the picture for himself. He got a little hacked at Fournet quite often, because he thought that Fournet was pushing his ideas, that the UF0's were real, too hard. I think that Erickson tended to put a lot of faith in the UFO's but he was one of those who was afraid to stick his neck out.

Fournet, Dewey J., Major, USAF
Dewey was Blue Book's liaison man in the D.I. He took over in early 1952 or late 1951 from a Lt. Col. whose name I've forgotten. The Lt. Col. was a completely worthless jerk. Dewey got hot on the subject right away and helped us a great deal in getting things straightened out in the Pentagon. His job was just supposed to be part time, but within a matter of months he was working on it full time. Fournet was the most confirmed believer that I ran into in the Pentagon. He had access to all of our reports, read them all over very carefully, and he was still absolutely convinced. He and I used to argue by the hour and I must say that he had some good arguments. All of his conclusions were based on the "race value" of the reports. If a person said that they saw something and had a good description of it, Dewey took this as the last word. He and I disagreed when I didn't buy the reports lock, stock and barrel. I didn't think that the person was using or having hallucinations, I was sure that they reported what they saw, but I wasn't convinced that what they saw was actually what happened. In other words I played it heavy on the "optical illusion" side and I backed this up with experience. I'd investigated too many reports and found that something that starts out to seem real mysterious can many times prove to be something very simple. No matter how much I talked, however, I never convinced Fournet that I had a point. Dewey is now (1955) a civilian engineer with the Ethyl Corporation in Baton Rouge, La.

Garland, Brig Gen, W. M.
General Garland was my boss at ATIC from the Fall of 1952 until I left. He was a moderately confirmed believer. He had seen a UFO while he was stationed in Sacramento, California. He was Gen. Samford's assistant in the Pentagon before he came to ATIC and he was the inspiration behind the Life article by Ginna. He gave Ginna his ideas and prompted Life to stick their necks out. Gen. Garland is now out of the Air Force and is a consultant to Rand.

Gittings, Homer
Homer Gittings was my contact in Los Alamos. He was a charter member of the group that was trying to correlate recorded radiation from an unknown source with UFO reports. He worked closely with a Ph.D. but I've forgotten the Ph.D.'s name. Gittings, the Ph.D. and several other scientists would fly down to Albuquerque and we'd meet with Col Methaney at Air Defense Headquarters. If I remember correctly, Gittings had an MS degree in Physics and was an instrumentation specialist.

Goudsmidt, Samuel
This man, from AEC's Brookhaven Lab on Long Island, sat on the Panel that met in Washington in January 1953. Goudsmidt was probably the most violent anti-saucer man at the panel meeting. Everything was a big joke to him which brought down the wrath of the other panel members on numerous occasions.

Hardin, Capt Charles
Chuck Hardin is running Project Blue Book at the present time. Since the operation of the project has changed and the 4602nd has taken over the leg work, he doesn't have much to do. By his own admission, he has a good deal at ATIC and is playing it for all it is worth. General Watson doesn't like UFO's so Hardin is keeping things just as quiet as possible and staying out from under everyone's feet. In other words, being a regular Air Force, he is just doing as little as possible because he knows how controversial the subject is and his philosophy is that if you don't do anything you won't get hurt. He definitely doesn't believe in UFO's, in fact he thinks that anyone who is even interested is crazy. They bore him. He has been the one big bottleneck in my getting anything from the Air Force because he is afraid that my book will stir things up too much.

Hayden, Father
Father Hayden was head of the astronomy department at Georgetown University. I never met him but Dr. Steve Possony was always going to him with our UFO problems. Father Hayden seemed to be very much interested in our problems and couldn't at all be classed as a scoffer.

Hynek, Dr. J. Allen
Dr. Hynek has been the consultant astronomer to Projects Sign, Grudge and Blue Book. I won't say that he's a "believer" but he's darn interested. He has devoted a great deal of his valuable time to the project. He has read almost every UFO report in the Air Force files. In the summer of 1952 he debated with Menzel at the American Optical Society meeting in Boston and blasted Menzel right out of the hall. He sat on the panel in Washington in January 1952 and was very much pro-UFO. Dr. Hynek is Head of the Ohio State Univ. Astronomy Department, Director of the Perkins Observatory and Assistant Dean of the USU Graduate School. He is still working for Blue Book.

Kalizewski, J.J.
This was one of the people that I talked to at General Mills. He was one of the members of the original Skyhook balloon launching crew. He had a BS degree in aeronautical engineering and was considered to be a sharp lad. All of the people at General Mills were convinced that the UFO's were real, as they said, they had all seen the UFO's. The boss, Chas. Moore, whom I talked to for only a few minutes, was very put out at the way the Air Force had handled many of the UFO reports and was very indignant. In the summer of 1952, Kalezewski was quoted in the Minneapolis paper as saying that the Air Force should put forth more effort because he was convinced that the UFO's were real.

Kaplan, Dr. Joseph.
"Joe" Kaplan is a physics professor at UCLA. His main UFO interest was the Green Fireballs. He put a lot of stock in Dr. La Paz's theory that the GFB's were man-made, although at one time he thought that they were auroral patches. Dr. Kaplan originated the grid camera idea. Dr. Kaplan is presently "ram rodding" the satellite program for the International Geophysical Year.

Lipp, Dr. James
"Jimmy" Lipp was the Rand Corporations guided missile expert and he was violently anti-saucer. He wrote an analysis of the possibility that other planets were inhabited for the Grudge report. Early in 1953 Col. Don Bower and I tried to enlist Rand's aid, on a contract basis, to try to develop some way of getting more positive answers but, at the recommendation of Lipp, Rand refused to touch it. "Too hot," was their reason. I think controversial would have been a better word than "hot."

Col. Methaney
Col Methaney was the CO of the 34th Air Defense Division in Albuquerque. He is now a Brig General. He was firmly convinced that the UFO's were real and that they were interplanetary space ships. He wrote up a plan that called for a special squadron of stripped down F-94C's to chase the UFO's. The plan went through Western Air Defense Headquarters and to Air Defense Command Headquarters but it was rejected because of the non-availability of the aircraft. It was in the 34th that

the F-86 pilot claimed that he shot at the UFO.

Paige, Thornton
Thornton Paige of John Hopkin's Operations Research Office, editor of the Operations Research Journal, and an astronomer, sat on the panel in Washington D.C. in January 1952. He tended to line up with Hynek against Louis Alvarez and Goudsmidt to stick up for the UFO's. He actually didn't know too much about the subject but, like Hynek, he didn't go along with the idea of being so definite about the UFO's not existing.

Parrish, Lt. Glenn.
This officer fits into the UFO picture because he was the Intelligence Officer at the 34th Air Defense Division at Albuquerque where Col. Methany was the CO. Parrish sent in some of the best reports that we had and he is the man who showed me the report on the pilot who shot at the UFO. With all of the good reports that Parrish sent in, he wasn't a confirmed believer. But he did think that the reports were important enough to warrant careful investigations. In addition to the above, Parrish was the middle man for the reports from the people who were doing the radiation work in Los Alamos. We had most of our meetings in Parrish's, or Col Methaney's office at Kirtland AFB. Parrish didn't have much to do with Dr. Lincoln La Paz in Albuquerque. Again he was the middle man, so to speak. A special agent in the CSI office at Kirtland was the man who did most of our contact work with La Paz. This agent, whose name I've forgotten, was convinced that the Green Fireballs were the real thing and he and La Paz were always out investigating something. Since the Air Force didn't recognize the fireballs as any threat, he did all of this on his own time, but he was tapping Air Force contacts and equipment.

Porter, Col J.J.
Col Porter was the Deputy Director for Estimate of the D/I. He was violently anti-UFO. He was Fournet's boss. At every briefing or meeting he always got his two cents worth in and he minced no words. But he never had a decent argument; he didn't know what was being reported nor did he care, he just didn't believe that there was anything to it. General Cabell is reported to have climbed all over him and Col Hal Watson for conspiring to get rid of the UFO project in 1950.

Possony, Dr. Stephen T.
Steve Possony was the acting chief of the Directorate of Intelligence Special Study Group and he had a direct channel to Samford. Steve was pretty much sold on the whole thing. He did a lot of investigating on his own book and he had Father Hayden, the astonomer, as his special consultant. Steve and his crew used to cruise all over the U.S. and Europe and during these travels they picked up a lot of UFO data. Steve was behind Fournet 100% and tended to push him. He was smart enough to know that the UFO situation was hot so he used Fournet, who was a reserve and didn't plan to stay in the Air Force any longer than he had to, to try out his ideas. Possony didn't much care what he said, however, and he used to go to battle with any or all of the more vocal skeptics. He really got teed off at Menzell and went to all ends to find out everything about the man. It turned out to be very interesting. Possony had a good reputation in the Air Force. Besides being a fairly sharp intelligence man, he is a professor at Georgetown University and he has written quite a bit on the strategy and concepts of airpower. He is considered one the of the world's experts on this subject.

Robertson, Bob
Bob Robertson is now chief scientific advisor to the Commander-in-Chief of NATO. He first came out to ATIC in November 1952, with a group of other scientists, to review our UFO material. He and his party stayed two days and then went back to Washington and suggested to the National Security Council that a group of top scientists get together to look over the reports. At that time, at least, he... (missing page here?) no more info on this man in original typed letter

Rosenzweig, Leslie
Les Rosenzweig worked for Possony. He was sort of a dull tool and whenever Possony said or did

anything Les took it as the gospel. When it came to UFO's there was no difference. Les made quite a few studies on how the UFO's could be powered, how they could be contacted, etc. He pushed the idea of using a huge horizontal movie screen to flash messages to the UFO's. He, or possibly it was Possony himself, made a lot of contacts with Willy Ley. They dropped him fast however, when good old commercial Willy began to try to push himself into the act a little too fast. It is interesting to note that those people in the U.S. who are actually considered to be tops in the fields of interplanetary travel have no use for Willy Ley or Von Braun.

Samford, Major General John
General Samford never committed himself one way or the other on the subject of UFO's. He was always very much interested and gave me the utmost in cooperation, but he never said much. He used to ask many of the other people at meetings what they thought and there were a lot of "pro" answers but he never agreed or disagreed with anyone. The only time that I ever heard him say anything was when Col Porter got real nasty about the whole thing one day and began to knock ATIC, UFO's, me and everything associated with the project. Then the General said something to the effect that as far as he could see, I was the first person in the history of the Air Force's investigation that had taken a serious approach to the investigation and that he didn't see how anyone could decide until I'd collected more data. At the present time the General is the one who is so rabid on the fact that nothing will be released. He got "burned" real bad on the press conference in July 1952. His statements were twisted around and newsreel shots of him were "cut and pieced" to get him saying things that he didn't. He wanted to play along with the writers but they misquoted him so badly that now he is saying absolutely nothing. Donald Keyhoe keeps writing about the "silence group" in the Air Force, those who want to clamp down on UFO news. Gen Sanford is the silence group and friend Keyhoe can take all of the credit for making him that way.

Smith, Weldon H.S. Col
This man was Dewey Fournet's boss. He wasn't quite as sold on the UFO's as Col Bill Adams but he was pretty well sold. He also "brought" Fournet's ideas and studies. I remember specifically the case of the Burned Scoutmaster: Col Smith was "sold" that this was the real thing. He was following the whole show from the Pentagon, through my calls to Fournet and from the wires that I was sending back. Just as soon as I got back from the first trip to Florida I went in to see him and he got quite irked when I said that something about this scoutmaster just didn't ring true. He said that I was biased and wasn't giving the man a chance. According to Keyhoe, he is the person from the D/I that wrote the anonymous letter that Keyhoe quotes in his book. I don't believe it, however, I think that Fournet wrote it.

Thompson, James
When I knew Jim Thompson he was an astronomer working for RAND in Santa Monica. He used to stop in at ATIC quite frequently and spend a day or two reading reports. Whenever I got out to California he used to arrange an unofficial bull session with a dozen or so of the "believers" AND and we'd talk UFO's.

Watson, Col. H.E.
Col Watson, now a Brig Gen and once again Chief of ATIC, was chief of ATIC when I arrived. (He later went to Europe for three years.) He was violently anti-saucer but he crossed himself up too many times trying to constantly grab publicity. He was the one who made the famous remark about all UFO observers being nuts or "fatigued airline pilots". He continually hauled in writers who would plug him and debunk the UFO's. I've overheard him tell how he completely snowed Bob Considine.

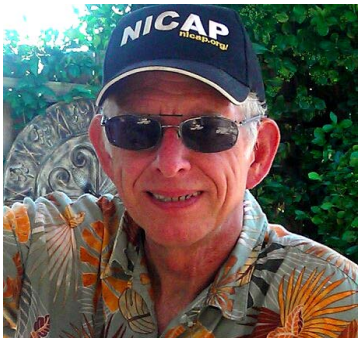
White, Major General
I think that this man's name was White. He was from some branch of research and development in the Pentagon. He and his staff religiously attended every one of my briefings and were sold that the UFO's were real. He had Gen Samford's ear but I don't think he quite convinced Samford that the

UFO’s were real.

Zimmerman, Charles
Charley Zimmerman was the technical advisor to the chief of the Analysis Branch at ATIC. I never could figure out exactly where he stood on the subject of UFO’s but I think he was a bit of a believer. Several times I tried to put through an explanation that a UFO was a balloon or other known object and he’d argue like mad against it. Many times he’d come running into my office to show me “a new, red hot report”.

Project Blue Book Research Center Home Page
NICAP Home Page

National Investigations Committee On Aerial Phenomena



Fran Ridge

Date: Fri, 21 Aug 1998 12:38:13 -0500

Air Force Figures Tell Real Story: 88.79% Unexplained

To: News Media

Captain Edward Ruppelt, in his 1956 book, "The Report on Unidentified Flying Objects", gave some interesting statistics on the Air Force's Project Blue Book findings. Ruppelt's tenure was at a time when the Air Force was putting its best foot forward and the figures presented were based on 1,593 sightings. Less than 20 years later, in 1969 when Blue Book closed down, there were over 12,618 sightings on the books with 741 Unknowns. That equates to to only 5.8%. I later found out that these figures were derived from the Battelle Institude study which produced Project Blue Book Special Report 14. Let's look at those figures a little closer, the one's Ruppelt quoted in his book.

	Known	Probable	Possible	Total
Balloons	1.57	4.99	11.95	18.51
Aircraft	0.98	7.74	3.04	11.76
Astro	2.79	4.01	7.40	14.20
Other	4.21			4.21*
Hoaxes	1.66			1.66*
Insuff. Data				22.72
Unknowns				26.94
	11.21	16.74	22.39	
				100.00

According to Ruppelt the percentage of Unknowns was 26.94%. A scientific approach to these figures shows that only 11.21% were actually proven explained (total of column 1 which represents 179 cases) leaving, in actuality, 88.79% unexplained! These Blue Book figures (during the most serious time of it's life) were based on the then 1,593 sightings the Air Force had studied.

Actually it's worse! They only "studied" 1,593 sightings, but had "received" over 4,400 with only 179 explained!!! That's less than 4% "explained"! If we were to state that a certain percentage of UFOs were "possible" or "probable" ET, the debunkers would remind us that, "scientifically", only the "proven" could be used in such an analysis. Using the Air Forces's actual numbers11.21% were proven explained, leaving over 88% without a proven explanation.

With something like that going on in U.S. air space, somebody in the Air Force should have been more

concerned. This was a matter of national security and/or scientific interest.

The Project Blue Book Research Center presents

Perspectives On The Environment In Which Blue Book Operated During 1952 series:

The Air Defense Command

By Michael Hall

June marked the real start of the 1952 wave or as Ruppelt put it, flap. Dozens of reports came in per day and while researchers often talk about ten to twenty good reports for a particular year, June alone had over 100. One such case developed on this Sunday morning in Los Angeles when Hughes Aircraft Company technicians were conducting a test of a new experimental radar. The set worked well all morning, tracking civilian and military aircraft in the Los Angeles area. Near the end of their testing the set picked up what they assumed to be a DC-3 coming across the San Gabriel Mountains north of Los Angeles at 11,000 feet. As the scientist monitored the blip they thought it might be the last good airliner target for the morning. It did prove to be one of the last radar targets they would have until the afternoon, but no other aircraft would perform the way this would-be DC-3 did. Soon their instruments tracked it in a 35,000 feet per minute climb traveling at 550 miles per hour! The object then dove until it leveled out at 55,000 feet, heading southeast near Riverside, California. After checking with Edwards AFB, the technicians confirmed that no high performance aircraft had been in the area. The radar set was checked and rechecked, yet Hughes engineers felt confident that the radar recorded the information accurately.

That same day UFO reports came in from Africa, Korea, Rapid City, Iowa; Indianapolis, Indiana; and Walla Walla, Washington. Not since 1947 had as many cases been recorded per day as would be in these summer months. But unlike the ’47 wave, this surge of sightings would last well into the fall.

Central to an understanding of the UFO wave of 1952 is a knowledge of the way in which the military then monitored the skies. UFOs, even by 1952, did not necessarily infer spacecraft from another world. UFOs were considered to be any object flying through the air space of the United States that could not be identified. Then, as now, the military is interested in any “unidentified” air traffic. This is of greatest relevance when realizing that from 1949 to 1989, the threat of a Soviet air attack was perceived to be quite real. Today we take it for granted with our vast technology that the skies are constantly being scanned with satellite and sophisticated radar networks of the United States Space Command — formerly known only as NORAD. But in 1952 no satellite systems existed and very few modern ground radar units were in operation.

There were only three basic means available to the Air Force’s air defense system by 1952. The first consisted of a few large radar stations that had been put in place to scan for attacking Soviet bomber fleets. Although the famous DEW network of northern radar defense was still on the drawing board, installations were already in place, mainly in Alaska and Canada, to scan for a Soviet threat coming out of Siberia. In the lower continental U.S., radar stations dotted various states—designed to follow possible enemy aircraft and direct fighters from Air Defense Command bases. These were basically an outgrowth of about 75 radar stations already in place at the end of the Second World War—known as Ground Control Intercept sites or GCI. Most of these were near major Eastern cities and in the Western regions around nuclear facilities with a few stations in Canada and Mexico. The GCI sites consisted of one or two search radars, a height-finder radar, ground-to-air and air-to-ground communications. The operators at each station worked on shifts but not necessarily on a round-the-clock basis. Each operator filled his hours by watching a small round radar “scope” or screen. When an aircraft was detected it would appear as a “blip” of light on the screen. Each radar site was connected by telephone so a target could be tracked by multiple stations. Information from the radar sights was tied into control centers which had a large illuminated Plexiglas board with geographic features of the local countryside imposed on its surface. Men would stand on ladders behind these

huge clear boards and mark the trajectory of significant targets as reports came in from the various radar stations.

Unfortunately, ever since 1950 the Air Force had been severely stretching its radar resources because of the war in Korea. As a result, experienced radar operators became greatly diluted among the total number of bases. Still more of the experienced personnel were reassigned to serve at the growing number of bomber bases built for the Strategic Air Command or SAC. These units operated their own powerful radar defense equipment. Yet even though most large civilian airports were installing radar, vast areas of the country and sea-side approaches still lay blind by 1952 to aerial intrusions. And even in areas of complete radar coverage, no technology then existed to track very low flying aircraft.

It is apparent from declassified documents that the Air Force was thus very concerned about air defense. One part of a top secret project had evolved from the work of top scientists at the wartime Radiation Laboratory at MIT. Actually a continuation of their work, “Project Charles” and then known as “Project Lincoln,” analyzed possible points of weakness—mainly in America, but also NATO defenses. Jointly sponsored by the Air Force, Army, and Navy, Lincoln (which evolved into the Lincoln labs in July of 1951) described these problems in terms of “chaos.” Uppermost in the minds of military officials was the development of a comprehensive system of early warning air defense.

This brings us to the third important type of defense network relied upon by 1952—known as the Ground Observer Corps. The GOC utilized thousands of civilian volunteers to man government stations to visually spot unknown aircraft. The GOC first began on an experimental basis in September of 1949—then called Operation Lookout. (Actually a very similar operation existed during the Second World War when the same need arose to guard against possible Axis air and submarine attacks.) The goal of the GOC was to eventually have a 24-hour surveillance of the sky by one million volunteers at 24,000 observation posts. The Air Force trained these volunteers and designed procedures for filing reports. Although GOC personnel were administered by civilian authorities under each state government’s civil defense structure, the reports of GOC observation posts came into “filter centers”—run both by the military and state civil defense. Each filter center had an Air Force officer in charge.

Most GOC posts were short staffed. Rarely were they operating on a 24-hour basis. As the Cold War reached a severe state of tension by the summer of 1952, the Air Force initiated a campaign to beef-up the GOC. Operation Skywatch became a direct result of this plan. President Truman even made a personal call for volunteers to man Skywatch. Yet despite agreat deal of publicity, most GOC posts remained severely undermanned during the nighttime hours when even the most dedicated volunteers had to sleep so they could go to their regular jobs. As a result, some researchers have suggested that the Air Force intentionally played-up UFO reports to interest people in the project. Even if this was true, it must be noted that something truly phenomenal was flying through the skies that summer because many Skywatch personnel reported UFOs.

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The Project Blue Book Research Center presents

By Michael Hall

Following are a few very good news articles from the time that reflect the public's perception of Operation Skywatch:

OPERATION 'SKYWATCH' OPENS MONDAY
Washington [July 12, 1952]—President Truman made a bid Saturday for more volunteers to man lookout stations which will go on a round-the-clock watch Monday against air invaders.Without saying directly that his aim was recruitments for "Operation Skywatch" around America's air frontiers, the President still put over the point in a statement saying the project is "a common sense precaution in which Americans can serve proudly." He added that the watchers will be helping to prevent war. The first shifts of some 150,000 volunteers will take their posts early Monday at about 6,000 stations in 27 states to scan the skies for any raiders who might slip through the radar screen for a sneak attack that could set off World War III. The Air Defense Command is announcing the delayed start of the need for at least 350,000 more observers. The president pointed out the need for every possible second of warning in the event of attack, both to speed counter-action and to save lives and vital facilities. "Our greatest hopes for peace lie in being so strong and well prepared that our enemies will not dare attack." Mr. Truman said, "Every citizen who cooperates in "Operation Skywatch" as well as in other defense activities, is helping prevent the war none of us wants to happen." The Air Force wanted to start the watch in May, because the experts said weather conditions are most favorable for a long distance air assault from May through September. The Federal Air Defense Organization was forced to postpone start of the operation because not enough civilians had volunteered to make possible a round-the-clock operation. The Air Force has pressed for the start of the continuous ground observation because Russia now has the atomic bomb and long distance bombers capable of attacking the United States. The start of "Operation Skywatch" follows by a few weeks an Army announcement that antiaircraft men and their guns are now on continuous duty around key target areas across the nation. Despite great advances in electronics development, defense experts stress the essential need for human eyes and brains to spot and report aircraft in areas where natural obstacles, such as mountains, and the earth's curvature, create blind spots for the radar screen that already is operating along the country's coasts, northern borders and around vital areas such as atomic plants. All the New England states and all those in the northern third of the country are taking part in the sky watching. Along the East Coast, civilian observers will take their posts in the states extending southward through Virginia. The three Pacific Coast states are also tied into the observer network."

AIR FORCE DENIES 'SAUCER' REPORTS 'SKYWATCH' CAUSE
Washington-July 24—An Air Force spokesman "emphatically" denied last night the new crop of "flying saucer" reports had anything to do with putting volunteer aircraft spotters on 24-hour duty. The civilian ground observer corps began standing a round-the-clock watch this month in coastal and northern border states, the most likely avenues of enemy plane approach. The spokesman noted that saucer reports come from every direction.

He said the sole function of the ground observers is to supplement the radar network of the Air Defense Command by watching for unidentified low-flying planes. Any flying saucers they see will be strictly incidental.

The Air Force denial followed reports from two New England "Operation Skywatch" stations that

"silver discs" had been spotted in the sky Tuesday night and early today.

Charles Buck, an observer at Westfield, Me., said he saw three discs of different sizes flying at high altitude and heading southwest. Coast Guard Seaman Henry Armpriester said two disc-like objects circled the Nahant, Mass., Coast Guard station at about 2,000 feet and then headed out to sea. Other airborne objects of the flying saucer variety were sighted over Boston, Springfield, Mass. and over several New Jersey points."

NEED MORE VOLUNTEERS FOR AIR SPOTTERS POST
Although no flying saucers, blips, discs, or whatever their name is, have been reported from the Austin Town Hall skywatch station, Lake and Central, volunteers there would know just what to do should any of the nocturnal apparitions show up.

This is the word of Fred. W. Bosserman, boss of the operation, and Town Hall director, who told The Austinite this week that he could use some more help.

He first explained how the station works by telling of a recent "dry run". In this instance, a passing commercial plane was the guinea pig. Sighting it, one of the volunteers noted its position, altitude, type and direction. He then grabbed a telephone and asked for "aircraft flash," was promptly connected with the Air Defense Filter Center in the Museum of Science and Industry, and gave the operator there the information.

The Austin station, known as "Charles Mike 15 Black," is one of 15 in the city and suburbs and is part of a 27-state network designated as "Operation Skywatch."

Bosserman says he can use about 25 more persons for the 8 a. m. to 11 p. m. schedule on which the post is open. They are asked to stand watch only one day a week on one or the other of the following shifts:

8 to 10:30 a.m.
10:30 a.m. to 1 p.m.
1 p.m. to 3:30 p.m.
3:30 p.m. to 6 p.m.
6 p.m. to 8:30 p.m.
8:30 p.m. to 11 p.m.

Heretofore, he added, it has been necessary for those wishing to volunteer to do so by filing applications at the Chicago Civil Defense Corps at 140 South Dearborn. Now they need only phone the Town Hall, Estebrook, 8-0126, or call in person.

Two persons are required for each shift and at the present time, a watcher can just about choose one suiting his convenience. Both men and women, 18 years and over, may volunteer, Bosserman declared. He said that no previous training is necessary. Austin residents, who may be in the prescribed area, were warned this week that an air raid siren test will be conducted Thursday."

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The Project Blue Book Research Center presents

Perspectives On The Environment In Which Blue Book Operated During 1952

series

Newsclippings

By Michael Hall

All during the summer wave of 1952, Blue Book received huge numbers of news accounts dealing with the flying saucer phenomenon. Detailed via the Romeike clippings service subscription Ruppelt initiated—literally thousands of sightings became available that otherwise would have never been reported to ATIC. Unfortunately, due to staff shortages, these accounts could not even be cataloged. In fact, it is doubtful the clippings were ever reviewed. Eventually they were microfilmed, but in the 1960s a later Blue Book director effectively disposed of them by giving the microfilm to a civilian researcher. From that point on, they have remained in private hands. Thus the Romeike clippings are not now part of the National Archives' Blue Book collection. But thanks to UFO researcher Jan Aldrich, this author has been allowed to view and make personal copies of all of the thousands and thousands of clippings. Working in close connection with Aldrich, this author has begun an analysis.

A remarkable series of clippings, for example, come from Friday, August 15, 1952. They all speak of a bright green oval-shaped UFO traversing over the central United States. The sightings began in Dallas, Texas, at 7:59 P.M. describing a "round light" heading north-east. Far to the northeast of Dallas at 9:00 P.M., East St. Louis news accounts talk of a "bright green oval object," but no trajectory is given. By 9:15 P.M., however, many news accounts have Taylorville, Illinois, residents seeing a "bright green disk," placing it on a due north heading. Just a few miles north of there, at 9:30 P.M., the object appeared over Springfield, Illinois.

The Springfield paper reported hundreds seeing an "oval green ball" high over the fair grounds. Approximately 200 calls flooded into the Sangamon County Sheriff's Office from all over the area reporting the same phenomenon. By then the UFO was confirmed as heading east. The Galesburg, Illinois, newspaper also had a "blue-green rocket of some sort" heading east. Then, fifty-one miles due east of Springfield, a UFO appeared over Urbana, Illinois, at 9:32 P.M. (This was the only Illinois sighting that made it into the Blue Book files.) That case contained a report from a Lieutenant Colonel from Chanute AFB. He and his wife told of their observation which took place that night from a drive-in theater. Each described the UFO they saw as a green oval-shaped object very high in the sky that came from the west and made an abrupt right angle turn to the north. Thirty-four miles west of there a Danville, Illinois, paper had five people seeing that same strange "green round object." Two motorists on the road between those two cities saw it too. Then, due north of both Urbana and Danville, news accounts place a strange green oval object over Chicago by midnight or later and jets were scrambled in relation to that UFO.

These August 15th sightings may have just been due to a lighted weather balloon. But the important point is that without the Romeike news clippings, all we would have is one Blue Book sighting in Texas and the one much later in Urbana, Illinois. It is a shame that Blue Book did not have greater staff resources to follow-up on this important source of sightings provided by the clipping service. Thankfully, at least Ruppelt's trusted assistant, Max Futch, conscientiously placed these clippings into file folders although few made it into the official index.

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Florida Scoutmaster Case

August 19, 1952.

Captain Edward J. Ruppelt:
Just as Fournet's theory came under discussion and sightings such as those from Japan were providing better data, a report hit ATIC that seemed to provide some real proof. The case involved a scoutmaster in West Palm Beach, Florida, who had been close enough to a flying saucer to reach out and touch it. In fact, he probably would have if it hadn't stunned him first with a heat ray!

The incident must have really shook up someone in the Air Force, because unlike the Washington sightings, Ruppelt received all the assistance he needed to investigate. Colonel Weldon Smith in particular expressed great interest in the case. An Air Force B-25 came to Blue Book's disposal to give Ruppelt and his assistant, 2nd Lieutenant Robert M. Olsson, personal and speedy transportation from Dayton, Ohio, to Florida. In addition, Ruppelt was under no time constraints. He even received special assistance from two other Air Force Captains, Hoey and Davis, who flew down with them and remained to assist.

Upon arrival, the ATIC team heard an interesting story from the witness. He was a curious character. A Marine during the war and supposedly a widely respected man around town, he was also scoutmaster of Troop 33. Because the incident took place right after a meeting ofthe troop and involved some of the boys, it has ever since been referred to as the Florida Scoutmaster Case.

According to the scoutmaster, D.S. "Sonny" DesVergers, it all began while he was driving three scouts home that night. He turned off the coastal highway and down an inland blacktop to go where one of the boys lived. After traveling about ten miles inland he noticed a bright lightin the palmetto thickets. At first he passed by it, but then stopped some way down the road and turned the car around to go back. He hesitated in doing this, but could not help feeling that the light mighthave been a fire, perhaps indicating a crashed airplane.

Despite the pleas from the scouts who did not want to be left alone, DesVergers got out of the car and headed into the thickets—a very dangerous thing to do in the snake infested south Florida swamps. About50 yards off the road he entered the dense thickets and pushed through waist-high brush. Suddenly a sharp pungent odor came across him. The
temperature also seemed a little warmer as he pushed 30 yards further through the undergrowth. Chopping the brush with a machete that he had taken from the car, DesVergers lit his way with one of two flashlight she had on him. From the car the boys could see the flashlight beam and tracked his progress from its reflection. Knowing this, DesVergers periodically paused and shined the light up on the tree canopy.

After moving near an opening, he stopped again to signal his location. Suddenly at that very moment DesVergers felt overcome by a suffocating moist heat. He paused, wondering if the supposed clearing was actually a quicksand-like bog or a pond. Luckily the ground was quite solid, but by this time he had become a little more concerned about his location. He cast the beam of the flashlight down so he could look up at the stars to try to figure out what direction he was facing. But to his great surprise, the stars were gone. Moments ago there were hundreds—now none. Then he realized they weren't all gone, just the ones directly above him. "This just couldn't be," he thought—unless. Unless something was above him!

As his eyes slowly adjusted he realized there was a large oval object hovering only about 30 feet overhead. Slowly stepping back from this frightening situation, he shined his light up on it. Now he could clearly see a concave bottom beneath a smooth gray circular-craft. Stepping back some more

he could see a dome on top of the object. The edge of this “saucer” looked like it had evenly spaced veins every foot, with a type of nozzle between them. The former Marine was, to say the least, humbled by this sight and continued to give the craft further space. Suddenly, however, he froze in his tracks. A horrifying sound came from the craft. It was the sound of a door, just like a heavy metal safe makes when opened. Feeling as angry as he was scared, he then found himself helplessly enveloped in a red mist. It seemed to originate from a ball of red fire slowly being expelled from the craft. This overwhelmed him, causing DesVergers to lose consciousness.

In the car the boys, Bobby Ruffing, Chuck Stevens, and David Rowan, claimed they saw their leader become surrounded by a big red ball of fire. Severely shaken by the sight, the boys piled out and ran down the road as fast as they could to the nearest house. They found a farmer who called the State Police who were soon on the scene with a deputy sheriff, Mott Partin, to pick them up. Partin then drove the scouts to the sight of the occurrence to find DesVergers running out of the woods. He stated that the scoutmaster appeared sincerely frightened, more so than he had ever witnessed anyone to be in all his years of law
enforcement. The officers went into the thicket and found one of DesVergers’ flashlights still burning near some flattened grass where he had apparently collapsed. His second flashlight was never found. Once they got him to police headquarters, officers noticed that DesVergers’ hands, arms, face, and cap were all burnt. Although the police may have been somewhat doubtful of the heat ray story, they decided to call the Air Force and thus initiated the investigation.

Ruppelt personally questioned DesVergers upon arriving in Florida. He did so at regular intervals, determining that he remembered details well, but did not repeat them in a rehearsed or exact manner. Ruppelt’s experience with hoaxers indicated to him that this testimony stood in great contrast, showing sincere answers. An Air Force flight surgeon then examined his wounds and likened them to a mild sunburn withindications of singed hairs, suggesting in his words “a flash heat source.” The scoutmaster’s nostrils also showed signs of burns.

Ruppelt examined the sight of the encounter and found nothing to contradict the story. Neither, however, were there signs of scorched earth or grass, or residual radiation. But curiously (although not revealed until after laboratory tests were conducted in Dayton) the roots of the samples of grass extracted at the scene were charred. This puzzled Ruppelt because his team personally collected them. They were from undisturbed ground and while they didn’t pay any attention to the roots at the time, the grass blades were certainly not burnt. The scorched hat also fell under lab scrutiny which suggested it had been damaged by sparks of some sort, possibly electrical in nature. Ruppelt felt satisfied it had not been burnt prior to the incident, as the boys had handled it earlier that night at the scout meeting. In fact, Ruppelt personally questioned the boys, even dressing in civilian clothes during the questioning so as not to intimidate them. His impression was that the boys were sincere even though they did not all give the exact same details.

It started to look like one of the better cases, perhaps the best case yet, but then things fell apart. In those early days of Blue Book investigations, background checks were still conducted. The checks revealed DesVergers had been a Marine, but not a decorated hero as he often bragged. His records only had a dishonorable discharge to show for his war service. Nor was DesVergers a widely respected citizen as he claimed—just widely known.

Local area citizens stated that he was a likable enough fellow, but all agreed they wouldn't believe him if he told them the sun was shining on a bright Florida afternoon. Another complication arose when Ruppelt later returned to the area of the sighting and determined the scouts could not have possibly seen DesVergers overcome by the mysterious flame, even if they were standing on top of the car looking for it. The foliage was just too dense. And although Ruppelt interviewed the scouts again, he did not feel they were part of a hoax. Yet he did file it as such in the official report.

Describing the incident in his 1956 book, he indicated that he still felt it had to have been a hoax,

although he did suggest if so, it was the best in UFO history. Other authors and researchers have tried to sensationalize the Florida Scoutmaster Case. Even good books on thesubject claim that the case was so fantastic that the files were never entered into the Blue Book records and that the case does not even appear in the index.

Not true. The case is in the index and Ruppelt's extensive report can also be found in the National Archives. The material is somewhat misplaced but is all there. And any researcher who has the patience and time to study the files will piece together the same story this author has. Unfortunately, no records will ever tell us if DesVergers really saw a UFO or not. What an irony, if the one time in his life he may have been telling the truth—and no one bothered to believe him**.**

Source: Report on Unidentified Flying Objects, Ruppelt, 176

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Some People I (Ruppelt) Knew

Ackerman, Brig. Gen. John B.

General Ackerman was Chief of the Collection Division of the D/I all during the big UFO Flap of l952. He had no direct connection with the project but he was very much interested. I used to stop in to see him and he always had definite ideas as to what we had and what we should be doing. He would tend to get all excited about individual sightings. He got copies of the UFO reports and several times he was on the phone wanting to know what I planned to do even before I had time to digest what was in the report. Ackerman had a "direct channel" to the top, to the Secretary of the Air Force and people in the Department of Defense, and every once in awhile he would quote some top dog in the government and what he thought that I should be doing.

Adams, Col. W.A.

Col Adams was the chief of the Topical Intelligence Branch of the D/I and Col. (Weldon H.S.) Smith and Major Dewey Fournet worked for him. He was pretty much sold on the whole thing. I think that Dewey Fournet influenced his thinking to a great extent and he really went to bat for all of Dewey's ideas. He pushed Fournet's study of the motions of the UFO's and he is the one who used to be the most vocal in briefings and at meetings in regard to Blue Book's taking a "negative" attitude. He is the one who became irked in one briefing and asked me if it wasn't true that if we made a few positive assumptions we could prove that the UFO's were real

Alvarez, Louis Dr.

Dr. Louis Alvarez, a physics professor from the University or California in Berkley, developer of MEW radar at the beginning of World War II and one of the "fathers" of the H-bomb. He sat on the panel that met in Washington in January 1953. Alavarz was only lukewarm to the idea that the UFO's might be real.

Burgess, Brig. Gen. Woodbury

General Burgess was the D/I of the Air Defense Command under General Chidlaw. He wasn't a believer in UFOs but he was firmly convinced that we, meaning the Air Force, should make every effort to find out what they were, even if they were all explainable. He bent over backwards to give us all the cooperation that we needed. I would say that his ideas reflected those of General Chidlaw.

Major General John B. Cabell

General Cabell was the Director of Intelligence for the Air Force during the 1947-1951 UFO era. He is the one who ordered Project Grudge reorganized in the summer of 1951. I didn't know him too well because he left to become number two man in the CIA shortly after I got on the project. He is the man who held the initial meeting in the Pentagon that Lt. Jerry Cummings and Col Rosengarten attended. He raised all kinds of hell when he found out that Col Watson and ATIC hadn't been doing anything about the UFO project in 1950. According to what Cummings said, he was pretty much a believer in the UFO's. General Samord replaced Cabell in the summer of1951.

Chapman, ??

This man was in charge of one of the photo labs at Wright Air Development Center and he did all of our work on UFO photos. He was a firm believer. He did do a good job of making unbiased analyses of our photos, however.

Deyarmond, Col. Albert B.

Al Deyarnond was an old hand with the UFO's, he'd been in on the first of Project Sign. From the old memo's I found, signed by him, he was once a firm believer along with Al Loeding, "Red" Honnacker and the rest of the veterans or Project Sign. But by the time I got into the picture was, at least on the surface, lined up with the scoffers. But once, when I began to knock the UFO's, he raised

the devil and chewed me out for not keeping an open mind." I would guess that he was a "scoffer" because he was a disciple of Col. Watson's. Deyarmond is now chief of structures at Ryan Aircraft Company.

Erickson, Col. J.G.

Col Erickson was head of the Policy and Management Branch of the Directorate of Intelligence and in some way he got in on all of the UFO business. He was sort of power behind the throne on what the official policy would be. I gave him quite a few briefings and he seemed to be a "lone wolf" in that he wanted to get the picture for himself. He got a little hacked at Fournet quite often, because he thought that Fournet was pushing his ideas, that the UF0's were real, too hard. I think that Erickson tended to put a lot of faith in the UFO's but he was one of those who was afraid to stick his neck out.

Fournet, Dewey J., Major, USAF

Dewey was Blue Book's liaison man in the D.I. He took over in early 1952 or late 1951 from a Lt. Col. whose name I've forgotten. The Lt. Col. was a completely worthless jerk. Dewey got hot on the subject right away and helped us a great deal in getting things straightened out in the Pentagon. His job was just supposed to be part time, but within a matter of months he was working on it full time. Fournet was the most confirmed believer that I ran into in the Pentagon. He had access to all of our reports, read them all over very carefully, and he was still absolutely convinced. He and I used to argue by the hour and I must say that he had some good arguments. All of his conclusions were based on the "race value" of the reports. If a person said that they saw something and had a good description of it, Dewey took this as the last word. He and I disagreed when I didn't buy the reports lock, stock and barrel. I didn't think that the person was using or having hallucinations, I was sure that they reported what they saw, but I wasn't convinced that what they saw was actually what happened. In other words I played it heavy on the "optical illusion" side and I backed this up with experience. I'd investigated too many reports and found that something that starts out to seem real mysterious can many times prove to be something very simple. No matter how much I talked, however, I never convinced Fournet that I had a point. Dewey is now (1955) a civilian engineer with the Ethyl Corporation in Baton Rouge, La.

Garland, Brig Gen, W. M.

General Garland was my boss at ATIC from the Fall of 1952 until I left. He was a moderately confirmed believer. He had seen a UFO while he was stationed in Sacramento, California. He was Gen. Samford's assistant in the Pentagon before he came to ATIC and he was the inspiration behind the Life article by Ginna. He gave Ginna his ideas and prompted Life to stick their necks out. Gen. Garland is now out of the Air Force and is a consultant to Rand.

Gittings, Homer

Homer Gittings was my contact in Los Alamos. He was a charter member of the group that was trying to correlate recorded radiation from an unknown source with UFO reports. He worked closely with a Ph.D. but I've forgotten the Ph.D.'s name. Gittings, the Ph.D. and several other scientists would fly down to Albuquerque and we'd meet with Col Methaney at Air Defense Headquarters. If I remember correctly, Gittings had an MS degree in Physics and was an instrumentation specialist.

Goudsmidt, Samuel

This man, from AEC's Brookhaven Lab on Long Island, sat on the Panel that met in Washington in January 1953. Goudsmidt was probably the most violent anti-saucer man at the panel meeting. Everything was a big joke to him which brought down the wrath of the other panel members on numerous occasions.

Hardin, Capt Charles

Chuck Hardin is running Project Blue Book at the present time. Since the operation of the project has changed and the 4602nd has taken over the leg work, he doesn't have much to do. By his own

admission, he has a good deal at ATIC and is playing it for all it is worth. General Watson doesn't like UFO's so Hardin is keeping things just as quiet as possible and staying out from under everyone's feet. In other words, being a regular Air Force, he is just doing as little as possible because he knows how controversial the subject is and his philosophy is that if you don't do anything you won't get hurt. He definitely doesn't believe in UFO's, in fact he thinks that anyone who is even interested is crazy. They bore him. He has been the one big bottleneck in my getting anything from the Air Force because he is afraid that my book will stir things up too much.

Hayden, Father

Father Hayden was head of the astronomy department at Georgetown University. I never met him but Dr. Steve Possony was always going to him with our UFO problems. Father Hayden seemed to be very much interested in our problems and couldn't at all be classed as a scoffer.

Hynek, Dr. J. Allen

Dr. Hynek has been the consultant astronomer to Projects Sign, Grudge and Blue Book. I won't say that he's a "believer" but he's darn interested. He has devoted a great deal of his valuable time to the project. He has read almost every UFO report in the Air Force files. In the summer of 1952 he debated with Menzel at the American Optical Society meeting in Boston and blasted Menzel right out of the hall. He sat on the panel in Washington in January 1952 and was very much pro-UFO. Dr. Hynek is Head of the Ohio State Univ. Astronomy Department, Director of the Perkins Observatory and Assistant Dean of the USU Graduate School. He is still working for Blue Book.

Kalizewski, J.J.

This was one of the people that I talked to at General Mills. He was one of the members of the original Skyhook balloon launching crew. He had a BS degree in aeronautical engineering and was considered to be a sharp lad. All of the people at General Mills were convinced that the UFO's were real, as they said, they had all seen the UFO's. The boss, Chas. Moore, whom I talked to for only a few minutes, was very put out at the way the Air Force had handled many of the UFO reports and was very indignant. In the summer of 1952, Kalezewski was quoted in the Minneapolis paper as saying that the Air Force should put forth more effort because he was convinced that the UFO's were real.

Kaplan, Dr. Joseph.

"Joe" Kaplan is a physics professor at UCLA. His main UFO interest was the Green Fireballs. He put a lot of stock in Dr. La Paz's theory that the GFB's were man-made, although at one time he thought that they were auroral patches. Dr. Kaplan originated the grid camera idea. Dr. Kaplan is presently "ram rodding" the satellite program for the International Geophysical Year.

Lipp, Dr. James

"Jimmy" Lipp was the Rand Corporations guided missile expert and he was violently anti-saucer. He wrote an analysis of the possibility that other planets were inhabited for the Grudge report. Early in 1953 Col. Don Bower and I tried to enlist Rand's aid, on a contract basis, to try to develop some way of getting more positive answers but, at the recommendation of Lipp, Rand refused to touch it. "Too hot," was their reason. I think controversial would have been a better word than "hot."

Col. Methaney

Col Methaney was the CO of the 34th Air Defense Division in Albuquerque. He is now a Brig General. He was firmly convinced that the UFO's were real and that they were interplanetary space ships. He wrote up a plan that called for a special squadron of stripped down F-94C's to chase the UFO's. The plan went through Western Air Defense Headquarters and to Air Defense Command Headquarters but it was rejected because of the non-availability of the aircraft. It was in the 34th that the F-86 pilot claimed that he shot at the UFO.

Paige, Thornton

Thornton Paige of John Hopkin's Operations Research Office, editor of the Operations Research Journal, and an astronomer, sat on the panel in Washington D.C. in January 1952. He tended to line up with Hynek against Louis Alvarez and Goudsmidt to stick up for the UFO's. He actually didn't know too much about the subject but, like Hynek, he didn't go along with the idea of being so definite about the UFO's not existing.

Parrish, Lt. Glenn.

This officer fits into the UFO picture because he was the Intelligence Officer at the 34th Air Defense Division at Albuquerque where Col. Methany was the CO. Parrish sent in some of the best reports that we had and he is the man who showed me the report on the pilot who shot at the UFO. With all of the good reports that Parrish sent in, he wasn't a confirmed believer. But he did think that the reports were important enough to warrant careful investigations. In addition to the above, Parrish was the middle man for the reports from the people who were doing the radiation work in Los Alamos. We had most of our meetings in Parrish's, or Col Methaney's office at Kirtland AFB. Parrish didn't have much to do with Dr. Lincoln La Paz in Albuquerque. Again he was the middle man, so to speak. A special agent in the CSI office at Kirtland was the man who did most of our contact work with La Paz. This agent, whose name I've forgotten, was convinced that the Green Fireballs were the real thing and he and La Paz were always out investigating something. Since the Air Force didn't recognize the fireballs as any threat, he did all of this on his own time, but he was tapping Air Force contacts and equipment.

Porter, Col J.J.

Col Porter was the Deputy Director for Estimate of the D/I. He was violently anti-UFO. He was Fournet's boss. At every briefing or meeting he always got his two cents worth in and he minced no words. But he never had a decent argument; he didn't know what was being reported nor did he care, he just didn't believe that there was anything to it. General Cabell is reported to have climbed all over him and Col Hal Watson for conspiring to get rid of the UFO project in 1950.

Possony, Dr. Stephen T.

Steve Possony was the acting chief of the Directorate of Intelligence Special Study Group and he had a direct channel to Samford. Steve was pretty much sold on the whole thing. He did a lot of investigating on his own book and he had Father Hayden, the astronomer, as his special consultant. Steve and his crew used to cruise all over the U.S. and Europe and during these travels they picked up a lot of UFO data. Steve was behind Fournet 100% and tended to push him. He was smart enough to know that the UFO situation was hot so he used Fournet, who was a reserve and didn't plan to stay in the Air Force any longer than he had to, to try out his ideas. Possony didn't much care what he said, however, and he used to go to battle with any or all of the more vocal skeptics. He really got teed off at Menzell and went to all ends to find out everything about the man. It turned out to be very interesting. Possony had a good reputation in the Air Force. Besides being a fairly sharp intelligence man, he is a professor at Georgetown University and he has written quite a bit on the strategy and concepts of airpower. He is considered one the of the world's experts on this subject.

Robertson, Bob

Bob Robertson is now chief scientific advisor to the Commander-in-Chief of NATO. He first came out to ATIC in November 1952, with a group of other scientists, to review our UFO material. He and his party stayed two days and then went back to Washington and suggested to the National Security Council that a group of top scientists get together to look over the reports. At that time, at least, he... (missing page here?) no more info on this man in original typed letter

Rosenzweig, Leslie

Les Rosenzweig worked for Possony. He was sort of a dull tool and whenever Possony said or did anything Les took it as the gospel. When it came to UFO's there was no difference. Les made quite a

few studies on how the UFO's could be powered, how they could be contacted, etc. He pushed the idea of using a huge horizontal movie screen to flash messages to the UFO's. He, or possibly it was Possony himself, made a lot of contacts with Willy Ley. They dropped him fast however, when good old commercial Willy began to try to push himself into the act a little too fast. It is interesting to note that those people in the U.S. who are actually considered to be tops in the fields of interplanetary travel have no use for Willy Ley or Von Braun.

Samford, Major General John

General Samford never committed himself one way or t>

Transfer interrupted!

was always very much interested and gave me the utmost in cooperation, but he never said much. He used to ask many of the other people at meetings what they thought and there were a lot of "pro" answers but he never agreed or disagreed with anyone. The only time that I ever heard him say anything was when Col Porter got real nasty about the whole thing one day and began to knock ATIC, UFO's, me and everything associated with the project. Then the General said something to the effect that as far as he could see, I was the first person in the history of the Air Force's investigation that had taken a serious approach to the investigation and that he didn't see how anyone could decide until I'd collected more data. At the present time the General is the one who is so rabid on the fact that nothing will be released. He got "burned" real bad on the press conference in July 1952. His statements were twisted around and newsreel shots of him were "cut and pieced" to get him saying things that he didn't. He wanted to play along with the writers but they misquoted him so badly that now he is saying absolutely nothing. Donald Keyhoe keeps writing about the "silence group" in the Air Force, those who want to clamp down on UFO news. Gen Sanford is the silence group and friend Keyhoe can take all of the credit for making him that way.

Smith, Weldon H.S. Col

This man was Dewey Fournet's boss. He wasn't quite as sold on the UFO's as Col Bill Adams but he was pretty well sold. He also "brought" Fournet's ideas and studies. I remember specifically the case of the Burned Scoutmaster: Col Smith was "sold" that this was the real thing. He was following the whole show from the Pentagon, through my calls to Fournet and from the wires that I was sending back. Just as soon as I got back from the first trip to Florida I went in to see him and he got quite irked when I said that something about this scoutmaster just didn't ring true. He said that I was biased and wasn't giving the man a chance. According to Keyhoe, he is the person from the D/I that wrote the anonymous letter that Keyhoe quotes in his book. I don't believe it, however, I think that Fournet wrote it.

Thompson, James

When I knew Jim Thompson he was an astronomer working for RAND in Santa Monica. He used to stop in at ATIC quite frequently and spend a day or two reading reports. Whenever I got out to California he used to arrange an unofficial bull session with a dozen or so of the "believers" AND and we'd talk UFO's.

Watson, Col. H.E.

Col Watson, now a Brig Gen and once again Chief of ATIC, was chief of ATIC when I arrived. (He later went to Europe for three years.) He was violently anti-saucer but he crossed himself up too many times trying to constantly grab publicity. He was the one who made the famous remark about all UFO observers being nuts or "fatigued airline pilots". He continually hauled in writers who would plug him and debunk the UFO's. I've overheard him tell how he completely snowed Bob Considine.

White, Major General

I think that this man's name was White. He was from some branch of research and development in the Pentagon. He and his staff religiously attended every one of my briefings and were sold that the UFO's were real. He had Gen Samford's ear but I don't think he quite convinced Samford that the UFO's were real.

Zimmerman, Charles

Charley Zimmerman was the technical advisor to the chief of the Analysis Branch at ATIC. I never could figure out exactly where he stood on the subject of UFO's but I think he was a bit of a believer. Several times I tried to put through an explanation that a UFO was a balloon or other known object and he'd argue like mad against it. Many times he'd come running into my office to show me "a new, red hot report".

NICAP Home Page

UFO REPORTS

From

The Report on Unidentified Flying Objects.

November 18, 1948 - Andrews AFB T-6 Chases UFO - Washington, DC
November 23, 1948 - F-80 Radar/Visual - Munich, Germany
April 24, 1949 - The McLaughlin Crew - White Sands, NM (C.B. Moore)
March 8, 1950 - Radar/Visual Over ATIC
January 22, 1952 - Nenana, AK Radar Case (UT)
June 21, 1952 - RV Near Oak Ridge AEC Plant
The Summer of 1952 - Air Force F-86 Shot At A Flying Saucer - Albuquerque, NM
July 24, 1952 - The Carson, NV, Sink Case
December 10, 1952 - RV Near Hanford AEC Plant
August 12, 1953 - R/V - Ellsworth Air Force Base, E. of Rapid City, SD

National Investigations Committee On Aerial Phenomena

UFO Sightings
Research by Category

On the NICAP site, sightings of UFOs have been categorized by type of evidence. Below, the left column is the link to the specific category page where information and sources are filed. The right column, besides describing each category briefly, has links to the sightings themselves as listed in the NICAP Sighting Information Database (NSID).

Category 01 - Distant Encounters: Daylight Discs & Nocturnal Lights
Category 02 - Close Encounters: Objects within 500 feet of the witness
Category 03 - E-M (Electro-Magnetic) Cases
Category 04 - Animal Effects Cases
Category 05 - Psychological/Physiological Cases
Category 06 - Physical Evidence - Trace Cases
Category 07 - Entity Cases Humanoid Reports, CE-III Reports
Category 08 - Photographic Evidence, Stills, Motion Pictures & Videos
Category 09 - Radar Cases
Category 10 - Radiation & Nuclear Connection Cases
Category 11 - Sightings From Aircraft

NICAP Home Page

A REVIEW OF SELECTED SIGHTINGS FROM AIRCRAFT

FROM 1973 TO 1978

RICHARD F. HAINES Copyright 1979

Introduction

There are five major reasons for reviewing sightings of anomalous phenomena from aircraft. First, pilots and other crew members tend to be educated, stable people who are taught to recognize a wide variety of meteorological and other aerial phenomena; they are also trained to be observant - to see and be seen during flight. As pilots accumulate more and more flight time they also have an opportunity to see and identify unusual illusory effects in nature (Minnaert, 1954; Wood, 1968). These factors tend to enhance their reliability as witnesses This is not to say that pilots are not as subject to certain motion- induced (and other) visual illusions as observers on the ground but, rather, that pilots are more likely than not, to be good eye witnesses.

The second reason is the unique vantage point from which the sighting can take place. Aircraft flying high above the earth make it possible to view the aerial phenomenon below them, seen against the earth background. This is important in helping to establish the maximum distance to the phenomenon, a far more difficult task when the phenomenon is seen against a sky background. Not only this but pilots usually have available a wide field of view and they can quickly maneuver their aircraft to see in other directions as well.

Third, almost all commercial, military, and research aircraft and even some private aircraft are equipped with a wide range of on-board equipment helpful in detecting, reporting, and even analyzing certain characteristics of the phenomenon encountered. Radar transmitters and receivers, UHF and VHF radios, radio-magnetic and gyro-compasses, automatic direction finders, air temperature and pressure sensors, and other standard equipment can become important during aerial sightings. The rapid use of the aircraft's radio can also alert ground monitoring facilities to search the skies for the phenomenon over a broad geographic region and can request the visual search assistance of other pilots flying in the vicinity. The pilot can also request detailed weather information via the radio so as to determine if the phenomenon might somehow be associated with a particular weather pattern.

The fourth reason is namely that, particularly for commercial aircraft flying at high altitudes, the possibility that the phenomenon is a bird, prank balloon, or other deliberately contrived hoax launched from the air becomes smaller and smaller with increasing altitude.

The fifth reason for studying sightings by pilots is the fact that professional pilots have reputations at stake. What is the basis of this statement? It is that most commercial airlines conduct specially prepared screening programs for candidate air crews in order to try to eliminate those individuals who are psychologically unstable, those who are unable to cope with stress in an appropriate manner, those who can not assume a leadership role as their professional career continues, and those who cannot demonstrate an ability to make rapid, sound judgments in emergencies. And thus, by predisposition, selection, and training, pilots tend to possess such traits as leadership, dominance, alertness, achievement, and consistency of behavior to mention a few. Maintenance of such a public and corporate image is very important. Therefore, if pilots do come forward with details of an airborne sighting it is reasonable to believe that they have, indeed, seen something very strange to them, strange enough to file a report and risk some degree of ridicule.

Certainly, the above is not to suggest that pilots are less (or more) likely to perceive illusory effects or misinterpret a natural phenomenon about which they may know little. Rather, it is reasonable to assume that pilots will be more likely to test a wide variety of hypotheses concerning

the sighting before making their report and, if a particular hypothesis is reasonable they will probably not make a formal report.

To help improve the chances of obtaining reliable sighting details of truly anomalous aerial phenomena only sightings by two or more persons on-board the aircraft were analyzed here. And, to help reduce the chances that the phenomenon (or object) was a weather or research balloon, a bird, or meteor, the duration of the sighting was taken into account. In general, the lower the sighting altitude (i.e., the altitude of the phenomenon) the longer the duration had to be to be included here.

Troy Challenger and the author reviewed a total of more than 300 sightings from the air for the period 1947 to 1959 (1979). The present review is meant as a continuation of this earlier review. The interested reader should also consult the following articles involving pilot sightings from the air (Greenawald, 1977; Ruppelt, 1956; Shanklin, 1955; Wichman, 1971; Wilkins, 1954; Zeidman, 1978; Zigel, 1968).

The objective of this paper is to present the results of a review of aerial sightings predominately by pilots for the period 1 January 1973 through 31 December 1978.

(NICAP site note: The following is a partial text file (first few columns: Date, Time, Location) created for use with the Global Sighting Information Database search engine on the NICAP site. The full and correct page representations of Table 1, pages 116, 117, & 118 can be found as large GIFS on the active links provided at the beginning of each page chart below.)

Table 1, Full page 116 (Click here)

(1973)
Date/Time/Location
Feb 2 - 0220 - New Zealand
Feb 12 - 2130 - England
Apr 12 - 2230 - Missouri
May 17 - 2337 - S. Atlantic
May 18 - 0216 - N. Atlantic
May 19 - 1855 - Turkey
May 20 - 0415 - England
Jul 16 - 1830 - Spain
Oct 18 - 2310 - Ohio
Oct 19 - 2035 - Ohio
Nov 8 -1640 - Bolivia
Nov 12 - 0830 - Toronto

(1974)
Jan 26 - 0259 - Lisbon
Mar 13 - ???? - Argentina
Mar 17 - 1130 - Taiwan
Apr 2 - 0930 - Argentina
Jul 14 - l600 - Quebec
Jul 15 - 0900 - Ontario
Oct ? - Day - Texas
Oct 10 - 2210 - Newfoundland
Oct 11 - 0415 - Newfoundland
Nov 16 - 2105 - New York
Nov 23 - 1800 - New York

Nov 24 - 2100 - New York

(1975)
Jan 15 - 1808 - Japan
Jan ? - 0300 - Mid Pacific
Apr 13 - 2245 - Spain
Jun 8 - 1530 - Manitoba
Jul ? - ???? - Indonesia
Jul 4 - 2200 - New Jersey
Jul 6 - 1700 - Pennsylvania
Sep ? - 0330 - Atlantic Ocean

Table 1, Full page 117 (Click here)

Partial text only
Sep 28 - 2000 - Argentina
Oct 28 - ???? - Yugoslavia
Nov 22 - 1750 - S. Carolina
Nov 22 - 0740 - Arizona

(1976)
Feb 25 - 1915 - England
Feb 25 - 1915 - England
Mar 11 - night - Spain
Jun ? - 2130 - Michigan
Jun 24 - 1115 - Ontario
Jul 22 - 2300 - India
Jul 30 - 1930 - Portugal
Jul 30 - 2100 - Portugal
Jul 31 - 2004 - Rhodesia
Aug 20 - 1100 - Arizona
Sep 19 - 0130 - Tehran
Sep 19 - 0215 - Lisbon

(1977)
Jan 21 - dusk - Colombia
Mar 21 - 2050 - Los Angeles
Apr 14 - 0200 -: Luxembourg
Aug 7 - 0343 - Cairo
Sep 4 - 2250 - Montana
Sep 22 - 0525 - Texas
Oct 26 - 1720 - Japan
Oct 27 - 1735 - Sardinia
Dec 12 - 1425 - Tennessee
Dec 22 - 2340 - N. Atlantic
Dec 22 - 0200 - N. Atlantic
Dec 27 - 2254 - N. Carolina

(1978)
Jun 11 - 1300 - Los Angeles
Jun 24 - 2245 - Wisconsin
Jul 4 - 1515 - Los Angeles

Table 1, Full page 118 (Click here)

Partial text file only here
Aug 27 - 1340 - Massachusetts
Aug 28 - 1243 - West Germany
Dec 21 - 0336 - New Zealand
Dec 21 - 2400 - New Zealand
Dec 30 - 0012 - New Zealand

Notes:

1. The following abbreviations are used: F = foreign; U = USA (registration); C = commercial; P = private; M = military.

2. Altitude/range are in feet unless otherwise noted (e.g., ft feet). k = one thousand. The term "near" simply indicates that the original report stated directly or implied that the phenomenon was estimated to be relatively near the aircraft.

3. The value before the slash represents by Y = yes or N = no whether ground radar made contact with the UFO. The value after the slash indicates whether radar on board the aircraft made contact.

4. A ? indicates that the report did not contain this information. Use of the term indicates that the author's estimate of the encounter was less than 15 seconds.

5. This sighting was reported by the same pilot who reported the November 16, 1974 event, presumably following the same flight path.

6. An asterisk indicates that the value is only approximate. The value supplied is derived from details available in the original report.

7. This period of multiple sightings extended until 2130 (for a total of 5.5 hours).

6. This sighting of December 12, 1977 occurred in three parts, taking place at approximately 1425 (duration - 2.5 min); 1526 (duration -0.25 min); and 1527 (duration - 2 min).

TABLE 2
Summary of Cases Involving Electromagnetic Effects

Date **Details of E-M Effect(s)**

02-02-73 "About thirty yards from the aircraft was a ball of intense bluish-white light, much like a welding arc, that was twenty to forty feet in diameter, and stayed with his aircraft for about twenty to twenty-five seconds. The Automatic Direction Finding Compass, and both the gyroscopic compass and magnetic one, went haywire and spun at a speed of about twelve revolutions per minute. All directional equipment remained non-functional until he passed over the Wanganui area.

07-14-54 A foreign military pilot flying at 35,000 feet altitude over the Charlevoix region, N.E. of Quebec city reported sighting a triangular shaped object about 5,000 feet above his altitude. "He reported having lost radio contact and experienced troubles with his navigation equipment while flying ...close to the "Balloon." (Note: The story had been circulating during the event that the object was a balloon, however the National Research Council in Ottawa placed the case in "Non-Meteorite Sighting File No. 74- 052.").

07-00-75 American 747 aircraft crew near Indonesia reported temporary electrical failure as a UFO came along side the aircraft.

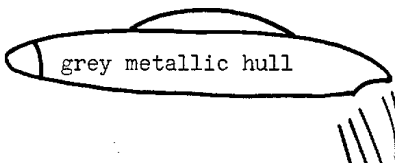
10-28-75 Foreign DC-9 aircraft were followed by "glowing UFOs" between Zagreb and Belgrade, Yugoslavia. "...some disturbances in the functioning of some instruments on (the) jets" was reported.

09-19-76 Foreign military jets (F-4 Phantom) weapons systems jammed during approaches to the UFO, a commercial aircraft's radio was also "jammed." The military aircraft malfunctions occurred within a 15 to 20 mile range. During an interview with Lt. Gen. Azarbarzin, Deputy Commander in Chief of Operations, Imperial Iranian Air Force, Thran on 1-4-77 he is quoted as saying, "...this technology they were using for jamming was something we haven't had before and we don't have it. It doesn't exist because it was a very wide band and this jammer could jam different bands, different frequencies at the same time. It's very unusual."

Figure 1
Appearances of Phenomena
(ordered by common features)
Pages 119-128

Category: Angularly Large, Sources with Definite Shape

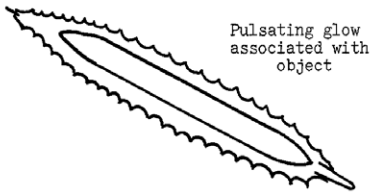
10-18-73. Drawing by pilot (L.C.). Constant red light on front, green light on rear moves as a spotlight does.



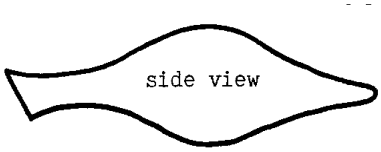
Drawing by crew chief (R.Y.).

06-08-75. Drawing by pilot (L.A.G.). Object disappeared in "cloud of smoke"

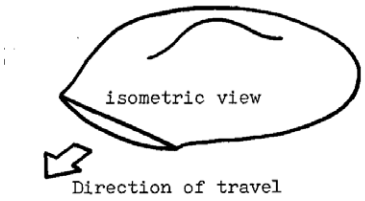
12-12-77. Drawing by passenger (R.S.). Object No.3. Pulsating glow associated with object.



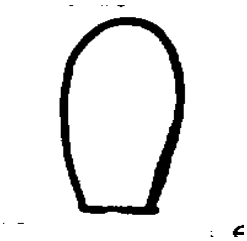
12-22-77. Drawing by UFO investigator (D.R. Tucker, Project VISIT).



Estimated width: 60'. Thickness: 20'.



07-16-73. Drawing by artist after pilot's description. Looked like a rugby ball in a vertical position with its lower end cut off, top half was greenish; bottom half shaded from orange to reddish; light emitted from bottom.



Estimated height: 20m, width: 10m

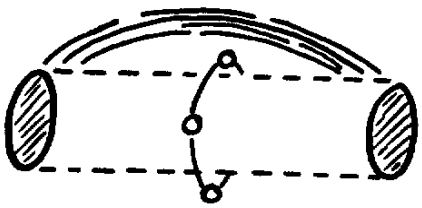
10-19-73. (No drawing available) Private pilot reported seeing a "huge (size of two story house) glowing green glob of light in a rough pyramid shape" which "swooped alongside his plane from nowhere." This object "changed shape and would pulsate; as it dimmed, radar contact was lost, as it brightened, radar contact was re-established."

11-08-73. (No drawing available) Foreign commercial pilot reported seeing a small, luminous top-shaped object with small window openings.

07-22-76. (No drawing available) Foreign commercial pilot reported seeing an object at his altitude of 35,000 feet which resembled a "dirigible gondola, with four very large windows, each about 25 feet apart." It was estimated as being "... much larger than (their) DC-10." Intense illumination was seen inside the "windows."

09-22-77. (No drawing available) American commercial pilot reported seeing "no distinct shape...but it appeared to be elongated with a row of brightly illuminated "windows" running front to rear."

09-19-76. Drawing by Mehrabad (Tehran) airport control tower, night shift supervisor (H.P.) from the ground.



Object 1. Hazy-yellow-blue arc. Elliptical disc of pulsating whitish-blue light (at ends) Estimated length: 8m, thickness: 2m.

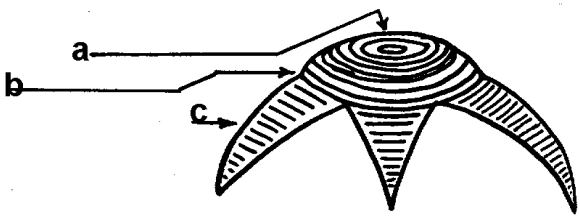
Main body invisible.

One round red light circling the main body, and pausing very briefly every quarter-turn. "...it took about a second or two to make a full circle."

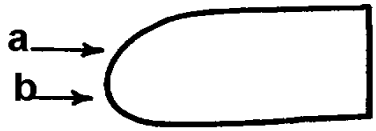
The entire object "oscillated like a see-saw--with the two ends describing 20 degree arcs." (viewed for 5 mm).

Object 2. Same witness (H.P.) then saw about two miles farther south a "circle of blue color - probably about six meters in diameter ." (viewed for about 3 mm)

Object 3. Same witness (H.P.) then saw object change shape to appear ".. like a fan with sometimes three, sometimes four, drooping and tapered blades." Glowing red core ("a"); Green ring ("b"). Dark orange extension ("c") as though flowing out of the green area. Became more yellow than orange toward each tip. Witness is certain that there was only one such extension which kept revolving to create an illusion of four and sometimes three different extensions, each extension was estimated to be about 2m long. Extension outlines were fuzzy.

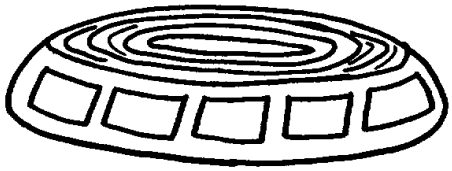


Object 4. The same witness (H.P.) and many others at control tower also witnessed seeing a fourth object or change in shape of the same object. Main part was orange-red ("a"). Corner glowed red ("b"). "While stationary, the UFO seemed like a beehive of activity: rhythmically glowing oscillating, and emanating lights that rotated around it."

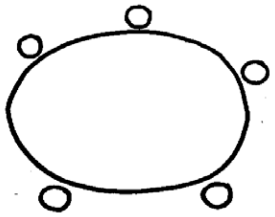


"Every few minutes the UFO would also change positions- seemingly disappearing from the observers at the control tower, and almost instantaneously reappearing at another spot in the sky miles away."

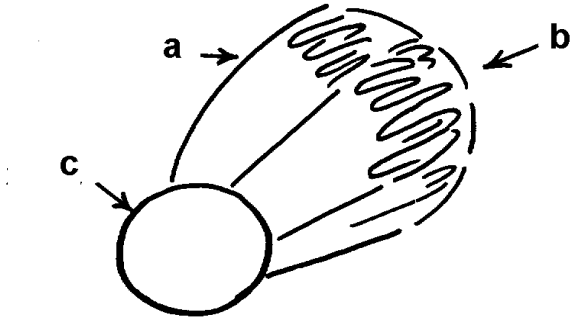
9-19-76. Drawing by first officer (A.P.) An intensely white, fluorescent light was emitted by the object. It left a non-continuous, sparkling trail.



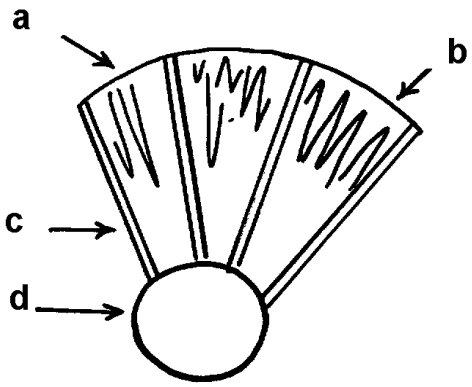
Drawing by pilot (Anon.). Horizontal oval of primarily white light but with a "constant blend of different shades of colors appearing across the surface." Outline was diffuse. Estimated width: 15'. Apparent angular diameter: 0.25 deg. Five small, distinct red lights located at edge.



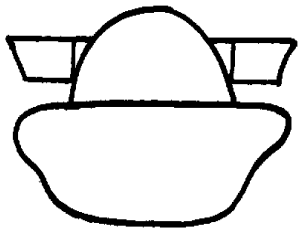
12-27-77. Drawing by pilot (R.A.). Curved edge ("a"); silver ("b"), white light ("c").



Drawing by observer on board helicopter (H.D.). Rounded top ("a"); silver ("b"); four ribs (maybe more) ("c"); white light ("d").



7-4-78. Drawing by pilot (F.P.H.). Hemispheric dome was bright chrome. Base was dull gray. Protrusions from dome rotated "back and forth" rapidly - the eyes could see the motion. "UFO was very close and clearly defined in clear air and skies." Estimated width of base: 36". Total height: 36"



6-11-78. Drawing ny pilot (F.W.W.) "...solid metallic aircraft of ovoid shape having a definite axis about which it moved... symmetrical in shape with a continuous highly reflective surface with no visible seams, markings, bolts, rivets, lights or protrusions of any kind." Estimated width: 2' to 3'. Thickness: 1.5' to 2.5'.

5-20-73. (No drawing available) Foreign commercial pilot reported seeing a "...silver oblong body, hanging vertically.

2-2-73. (No drawing available) Foreign commercial pilot reported seeing a ".... ball of intense bluish-white light, much like a welding arc.. .twenty to forty feet in diameter." It stayed with his aircraft for about 20 to 25 seconds.

4-12-73. (No drawing available) American private pilot (and passenger) reported seeing a "circular-shaped UFO that was bright white which became tinged with orange at times and "seemed to give off heat waves."

12-30-78. (No drawing available; l6mm color film 10 fps obtained for approx. 7 minutes) Film image shapes vary from circular. to oblate spheroid to thick streaks (both curved and straight) to complex closed polygons.

Colors on color film are typically yellow-white with occasional small areas of green and red.

9-4-77. (No drawing available) American commercial pilot reported seeing an oval UFO "...about 150 feet in diameter, flying at an altitude of 15,000 to 18,000 feet.... It was pulsating from a circular shape toward oblong, and giving off a reddish-green glow speckled by throbbing white, green and red lights on its side."

10-27-77. (No drawing available) Foreign military pilots in three separate aircraft reported seeing an orange circular UFO within 1000 ft. of one aircraft.

12-22-77. (No drawing available) American commercial pilot and co-pilot reported seeing a circular UFO with predominantly white lights. "There was a red blinking light on top of the thing with all those twinkling, silvery-white lights on around the middle... there was darkness between the red light on top and the white lights around the middle, and then darkness below the lights again.... and there was another red blinking light on the bottom of it. About every dozen or so lights around the middle, there was a reddish-purple one, and in between THEM, (sic) there was a blue one. But they were all blinking off and on intermittently."

This UFO then emitted a neon-green smoke ring from its bottom side which descended to the ocean's surface and "submerged! We saw the glowing green circle of water where it went in, and then the glow disappeared!.... Seconds later, two more green rings dropped out. The second one dropped away and submerged like the first one, but the third one dropped down and then shot straight ahead to disappear toward the coast."

"**...** the big UFO paced us for about twenty minutes, then all of a sudden the lights around the middle began going out in clusters -- not in banks of say, six or eight in a row, but six or eight separate individual lights at the same time..." "The top and bottom blinking red lights went out too with only scattered blue lights around the middle still blinking."

Finally, "... we could faintly see the silhouette of... like two inverted shallow soup bowls put together. Then very faintly just above the mid-lateral line we could see a soft subdued green glow emanating (sic) from what appeared to be trapezoidal shaped windows.. you know... wider at the bottom than at the top.

"Just about the time our eyes got focused on the windows, the thing assumed an overall bluish corona. Then it took off straight ahead like a cut cat, leaving nothing in front of us but a blue streak in the sky."

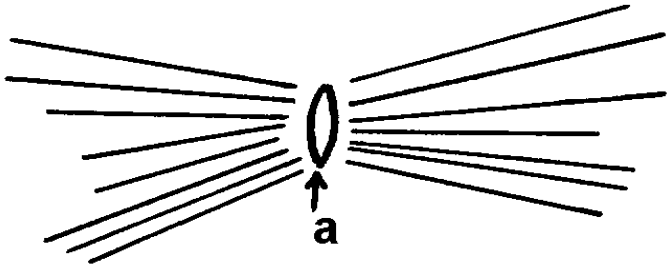
7-6-75. (No drawing available) American commercial pilot and co-pilot reported seeing a "...very dark rust" colored disc that at times appeared "almost black."

3-11-76. (No drawing available) Foreign commercial pilot reported seeing "an object which emitted a strange, intense light which seemed to come out from windows or similar openings, for to each luminous spot corresponded a dark one," It disappeared immediately after becoming intensely white.

8-20-76. Drawing by commercial aircraft passenger (J.S.). Object was seen near the ground, "reflecting sunlight brightly." A round shadow was seen on the ground beneath the object... the shadow then merged with the object. Reddish-brown spot ("a"), silvery, shiny disc ("b").

5-19-73. Drawing by pilot (E.M.). Bright light at center ("a"); a trail of paler light ("b"). Glare (as seen on horizon).

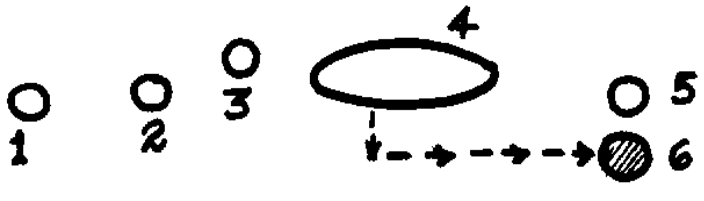
As seen on at Zenith. Bright light at "a".



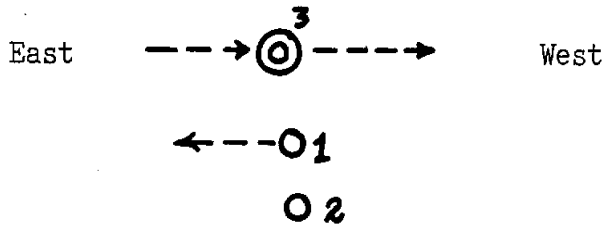
7-4-75. (No drawing available) Private pilot and passenger reported seeing the outline of a craft of light coloration and oval or cigar shape that appeared "...quite large." As it accelerated out of sight it "...changed brightness slightly."

Category: More Than One Object with Finite Angular Size

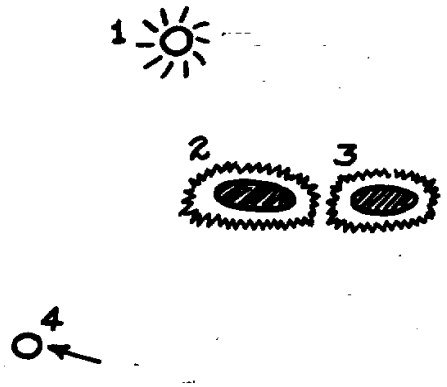
3-17-74. Drawing by pilot (W.K.) "While I was watching objects 3, 4, and 5.. with my binoculars (along with two other crew members)" another object (number 6) dropped out the bottom of number 4. Object number 6 dropped down "...approx. 2,000 feet and then shot out to join up with no. 5." They all disappeared since we passed under them in about the opposite direction. The objects were sharply outlined and reflected the daylight.



8-28-78. Drawing by pilot (P.C.). Two small, round objects 1 & 2 were seen motionless ahead and above the aircraft. The captain "then noticed a circular halo-shaped object 3 approach from the East." It passed "very close" to the two round objects and continued. "As it passed, one of the round objects (number 1) accelerated to the East very rapidly and was soon lost to sight. "All these objects were very high up, but quite clear. They all shown white.".



7-30-76. Drawing by pilot (D.W.) Pilot reported seeing light 1 for 8 minutes, object 2 appeared 2 min later and 3rd at same time. Object 1 was "incredibly bright." As we were looking a long cigar shaped object or sausage shaped brown affair appeared below it and to the starboard side of it, it just materialized...and then another one appeared next to it. 1: "Very large bright headlamp". 2 & 3: First object appeared. Second object (30-sec later).



: Second smaller bright object appeared about here.

First officer (C.T.) said that, "...its shape (number 1) was very difficult to discern. Rather like an enormous headlamp in the sky. It was not a star, planet or satellite." "Whilst watching this light an incredible occurrence was witnessed. At a much lower level, a large rectangular object suddenly materialized. It had the appearance of a thick, foreshortened condensation trail. The periphery was of a vapor appearance and colored, probably by the setting sun. The center was very dark, solid looking, somewhat cigar like and appeared stationary." About 30 sec later object 3 appeared "...just behind the first....I was under the impression that a third one appeared underneath the second (object 3) but couldn't swear to it. Another light then appeared (object 4); seven o'clock to the headlamp, but was lower on the horizon, not so intense and may be unrelated to this situation."

Category: Miscellaneous Descriptions Involving Perceived Shape

1-26-78. (No drawing available) Foreign commercial pilot and crew reported seeing from 10 to 15 orange glowing saucer-shaped objects flying in precise formation. The separation distances were maintained throughout the approx. 60 second-long sighting.

4-2-74. (No drawing available) Foreign commercial pilot and four other crew members reported

seeing an extremely bright round, somewhat flat object. An estimated 70 passengers on board also saw it.

7-14-74. (No drawing available) Foreign commercial pilot reported seeing a luminous triangle while at an altitude of 33,000 feet.

7-15-74. (No drawing available) Foreign commercial pilot and other passengers reported seeing a bright, silver-white cigar or triangular-shaped object above their aircraft. The object appeared to change from red to orange and yellow to blue.

10-??-74. (No drawing available) American commercial pilot and passenger reported seeing a bright white rectangular object seen against the clear blue sky. It finally accelerated upward out of sight after remaining visible for about eight minutes.

8-27-78. (No drawing available) American private pilot and passenger reported seeing a bright, reflective silvery-white oval or sphere, partly translucent, with no protrusions. Object appeared to darken as it neared the aircraft.

Category: Continuously Visible Single Point Sources - White

05-18-73	11-24-74	07-30-76
11-12-73	04-13-75	01-21-77
03-13-74	09-??- 75	04-14-77
11-16-74	09-28-75	04-23-77
11-23-74	11-22-75	

Category: Continuously Visible Single Point Sources - Colored

05-17-73 Very bright, blue-white with a red tail.

10-10-74 Greenish light, followed aircraft for 25 minutes.

11-22-75 Greenish-white light and orange sparks trail - changed to ragged patch of orange - changed to flowing orange "embers"- changed to darkness over 4.5 minute duration.

06-24-76 White light with a greenish tint traveling at about Mach 1.

07-31-76 Orange object seen "low on NW horizon."

10-26-77 Four or five "fireballs" seen falling into Pacific Ocean.

12-21-78 Brilliant white with intermittent reddish tinge. Two or three lights followed aircraft for about10 minutes.

03-21-77 Bright orange with blue flames trailing behind.

Category: Flashing Point Sources - White and Colored

02-12-73 Two white flashing lights, one on top of the other, accelerated vertically out of sight.

10-11-74 Object had red and white flashing lights. Object "pulled along side the aircraft for about 5 miles as aircraft descended 5,000 feet."

01-?? -75 Dull white source flashed on and off "sharply" for three minutes. Disappeared suddenly.

02-25-76 White light with a tint of red, hazy outline, flashed at 5 second intervals. (FP)

02-25-76 Brilliant white, rapidly flashing, sharply defined. (FC)

Data Base

A total of 72 sighting reports of 69 separate cases or an average of 11.5 sightings per year involving relatively long durations and two or more eye witnesses of the UFO were found in my own files and in reports sent to me by numerous foreign and domestic investigators. Of these, 72.2 percent involved commercial, *19.5* percent involved private and 8.3 percent involved military pilots. Table 1 summarizes these cases which includes the basic "objective" sighting data, i.e., radar (ground sites on-board) and electromagnetic (E-M) effects on-board the aircraft. (1)

Six cases were found involving some type of electromagnetic effect on-board the aircraft. The basic details of these six cases are given in Table 2. One report (4-13-75) was too abbreviated and in Spanish to afford enough details to include here.

A number of subjectively determined characteristics were also reported for these sightings. Both verbal descriptions as well as drawings of the phenomena were available in some instances. The many hundreds of pages of original documents have been abbreviated and grouped by common features in Figure 1 (pages a - j) for cross comparison.

Data Analysis

The distribution of sightings by year and foreign or domestic aircraft registry is given in Figure 2. The total number of sightings appears to be relatively constant except for 1978. Perhaps this is because not all of the available reports for 1978 have yet been submitted. There also appears to be a small increase in the number of American aircraft involved.

That there tends to be a small increase in the total number of sightings from the air as the year progresses with a dominant peak occurring in July is illustrated in Figure 3. These monthly frequencies may be compared with those given on pages 33 - 38 of Hall's (1964) review of military, commercial, and private pilot sightings for the period August 1944 to March 1963 (224 months). A total of 112 sightings are listed (2) in Hall's review for an average of two sightings per month in comparison to an average of one sighting for each of the 72 months covered in the present review. The numbers in parentheses for each month in Figure 2 represent the percentage of all 112 sightings in Hall's review for comparison purposes. The peak (i.e., maximum) frequency of sightings in July is evident in both sets of data as it was in the U.S. Air Force's Project Blue Book, Special Report No. 14 (Davidson, 1971) covering the period June 1947 through December 1952 and including about 4,000 UFO sighting reports. While the relatively large sample size represented

in the Air Force graph indicates a more symmetrical distribution of sightings around the July - August peak months, the criterion that was used to place sightings into the "in sufficient information" category in the first place is open to question for reasons that are beyond the scope of the present paper.

Figure 2. Number of Sightings By Year & Registration Classification
Figure 3. Number of Sightings by Month & Registration Classification

The present data were also analyzed by duration of the sighting. Figure 4 presents these findings by year. The top of each bar is the maximum and the bottom the minimum duration in minutes with the mean shown by a short horizontal line and number (in minutes). While the means are relatively long and may surprise some readers, comparison may be made to other research on the same subject by Davidson (1971) and Vallee and Vallee (1966, pg. 178) which indicates roughly comparable durations for sightings predominantly from the ground. A direct comparison among these three sets of duration data is not possible since each investigator used a different method of compiling data. It is valid to say that the present sighting durations tend to be of shorter duration than either those of the Air Force's Special Report 14 or those presented by Vallee and Vallee. These comparative duration graphs are given in Figure 5.

What time of the day did the present group of sightings occur? The answer is illustrated in Figure 6 using a 24 hour clock and plotting the frequency of the sightings' local time within one-hour intervals. It may be seen that the largest proportion of sightings occurred between 2100 and 2500 hours with a second "peak" occurring between 0200 and 0300 hours.

The major "peak" extending between 2100 and 2500 hours local time in Figure 6 corresponds to the major peak cited by Vallee and Vallee (1966) for Type III cases, namely, "...an unusual object of spherical, discoidal or elliptical shape stationary in the sky." However, no secondary "peak" is found for the 0200 to 0300 hours period in the data presented by Vallee and Vallee. In addition, a peak in the number of object sightings was found to occur between 2000 and 2300 hours in the U.S. Air Force study (Davidson, 1971; Fig. 41) and a much smaller peak at 1400 to 1500 hours. Thus, the present data appears to fall within the same general frequency of occurrence and time of day patterns as previously reported sighting data (primarily sightings from the ground). A previous analysis of aerial sightings (Challenger and Haines, 1979) has shown that these two frequency "peaks" are influenced by season of the year and by the latitude at which the sighting is made. Interested readers may also wish to consult other "time of day" data reported elsewhere (Ballester-Olmos and Vallee, 1971; Hynek and Vallee, 1975; Phillips, 1975) which include predominately sightings from the ground.

It is also instructive to compare the distribution of the various types of "objective' data with the subjective date. Objective data is any automatically or instrumentally derived data that occurs *without* the direct, continuous involvement of the human being. This is done in Figure 7 in the form of a Ven diagram. Numbers in parentheses represent the percentage of the total 72 sighting reports for each type of data indicated. These data were extracted from the "Radar" and "E-M" columns of Table 1 for each sighting for which there was a "Y" (yes). Referring to Figure 7 it may be seen that some form of objective data was found to occur on 21 (29 percent) of the 72 total sightings. Also, seven percent involved both on-board and ground radar of the aerial phenomenon and one percent involved both on-board radar contact and some type of E-M effect. Interestingly, in no instance was there the situation where an objective indication of a phenomenon was obtained without a visual sighting. These data may be considered as a continuation of other reported E-M effects accompanying UFO phenomenon reported elsewhere (Hall, 1964, Section 8) in which aircraft pilots reported such effects as engine failure, jammed radar, blocked radio transmission on various frequencies, "strange" radio signals received, ADF burnt out, etc. In the majority of such cases a high energy field seems implicated. Determination of the exact nature of the phenomenon would depend upon a careful study of extremely well documented cases where on-board sensing

systems are affected in a way that may be "recalibrated" after the fact. For Instance, if an ADF coil is shorted out it is possible to trace each circuit segment to find out where the break occurred and the likely current density that would have been required to cause the damage. A detailed analysis of various E-M data associated with the New Zealand sighting of 12-30-78 is currently underway.

Figure 4. Sighting Duration (minimum, mean, maximum) by Year
Figure 5. Cumulative Percentage Distribution of Sighting Duration
Figure 6. Time Distribution of Sightings (1973-1978)
Figure 7. Diagram of the Quantitative Distribution of Subjective & Objective Data

Some general observations are in order concerning the shapes and other reported "subjective" features of these objects: (1) Of the 18 drawings analyzed, ten (55.5 percent) were symmetrical. This value is close to the 59.7 percent of symmetrical UFO drawings by 139 participants in a special UFO drawing test who indicated that they had seen a UFO (Haines, 1979 (b)), (2) The majority of these drawings were oriented with the long axis parallel to the earth's surface (assuming that the paper used for the sketch was oriented long dimension vertically), (3) In most of these verbal descriptions the object or source of light was clearly defined, and (4) Numerous descriptions involve one or more:

(a) Luminous rays emanating from the object: (10-18-73; 12-12-77; 9-19-76 Object 1, Object 3; 5-19-73; 7-16-73)

(b) Either steady or pulsating homogeneous luminance over the entire surface of the object; (2-2-73; 4-12-73; 10-19-73; 1-26-74; 4-2-74; 7-14-74; 7-15-74; 10-??-74; 7-30-76; 9-19-76 Object 2, Object 4; 9-19-76; 10-27-77; 12-30-78)

(c) Highly complex colored lights accompanying a main object: (2-12-73; 10-11-74; 9-19-76 Object 1, Object 4; 9-4-77; 12-22-77; 6-24-78)

(d) Passively reflecting object(s): (5-20-73; 3-17-74; 7-6-75: 8-20-76; 6-11-78; 7-4-78; 8-27-78; 8-28-78)

(e) Some variation of "windows" and/or internal illumination seen within the object(s): (11-8-73; 3-11-76; 7-22-76; 9-22-77; 12-22-77)

Referring to the descriptions of the phenomena given in Figure 1, it can be seen that these descriptions could be placed into one of six basic classifications: 3

(1) Angularly large sources with a definite shape (27 cases)

(2) More than one object with finite angular size (3 cases)

(3) Miscellaneous descriptions involving perceived shape (6 cases)

(4) Continuously visible single point source(s) - white (14 cases)

(5) Continuously visible single point source(s) - colored (8 cases)

(6) Flashing point source(s) - white and colored (5 cases)

It did not appear warranted to develop more categories than these.

Some General Observations

Perhaps the most general observation to be drawn from this review is that there are some patterns that emerge. As discussed, they are the same kinds of time of day and month of the year patterns that have been reported previously and which derive mainly from observers on the ground. Certainly, there is no particular reason why details of sightings from the air should differ significantly from sightings from the earth's surface. Another general conclusion is that private, military, and commercial pilots and passengers continue to see and report bizarre phenomena while flying; this occurs in many foreign countries as well as in America. Also, while some of the present sightings seem to involve passive, free-floating objects like balloons (e.g., 7-6-75 and 6-11-78) the majority do not. The appearance of the phenomena seems to fall within approximately the same broad range of perceived shapes as are cited in the UFO literature (e.g., Vallee and Vallee, 1966). This occurs in spite of the supposedly high observational capabilities of pilots outlined briefly in the introduction; this observation raises some intriguing questions concerning the validity of the sighting details. If one assumes that pilots are seeing and reporting the same phenomena as ground observers are seeing and reporting then one would expect the subjective and objective data obtained from the two observer groups to be similar (and with comparable range of features). Apparently this is what is occurring. If one assumes, on the other hand, that pilots are seeing and reporting a different sub-set of phenomena than are seen by ground observers one would expect some qualitative (and quantitative?) differences in the reports from the two observer groups. While a statistically reliable test of the similarity and differences of these two observer groups' reports must await a larger sample size made up of more valid data, it now appears reasonable to suggest that the aerial phenomena reported by pilots and passengers flying is very similar to the aerial phenomena seen from the ground.

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FOOTNOTES

1. One reason they are listed here is to invite comments and corrections from the reader, If you happen to know the explanation of any particular sighting please correspond directly with the author.

2. Only those dates for which the month is given are included here.

3. As is indicated in the drawings of Table 2, almost all of the drawings were by the pilot(s) involved. Every attempt was made to faithfully reproduce the original line weight, shading, orientation, and other features of the original drawing in keeping with recommendations made elsewhere (Haines, 1979) (b).

Source: MUFON 1979 UFO Symposium Proceedings, pages 113-140.

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Official Comments

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A REVIEW OF SELECTED AERIAL PHENOMENON SIGHTINGS

FROM AIRCRAFT FROM 1942 TO 1952

Richard F. Haines, Ph.D.

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ABSTRACT

Sightings of so-called anomalous phenomena made from the air have the same fundamental features as phenomena reported by ground witnesses. This conclusion is based on a previous review of 69 cases from aircraft for the period 1975 to 1978 (reference 1). It is significant in that several prosaic explanations offered are either totally or partially eliminated because of it (e.g., radio controlled models, birds, balloons). The present review of an earlier period seeks patterns in the data that may be diagnostic in understanding something about the core identity of UFO phenomena. A total of 285 aircrew reports are reviewed for the period 1 January 1942 to 31 December 1952. It was found that 93 percent involved American and 7 percent foreign aircraft. Of the total 68 percent were military, 20 percent commercial, 11 percent private, and 1 percent unspecified. Twenty-nine cases (10.2 per cent) involved some form of electro-magnetic effect; they are reviewed in some detail. General statistics on temporal, spatial, and other factors are provided.

INTRODUCTION

A previous MUFON symposium paper (reference 1) gives five reasons for the author's continuing interest in the analysis of unidentified aerial phenomena reported by aircrew during flight. The present review is a continuation of an attempt to find pattern(s) of characteristics predictive and/or diagnostic of the phenomenon's basic nature. A total of 72 reports of 69 separate cases from 1975 to 1978 involving two or more aircrew witnesses in flight was presented at the 1969 annual MUFON convention in San Francisco. There it was concluded that the basic nature of the phenomenon (phenomena?) seen by aircrew was remarkably similar to that reported by ground witnesses representing an extremely wide range of occupations. Because many of the aircrew sightings took place at high altitudes, over extended periods of time, and during (airplane) travel at high velocities, a number of prosaic explanations could be readily eliminated. Among these explanations are birds, balloons, radio-controlled flying models, and kites. Meteors, and rocket launches and re-entries also are generally precluded because of the relatively long viewing durations and sometimes violent flight maneuvers displayed. It should be remembered that the space age did not begin in earnest until October 4, 1957 with the launch of Sputnik 1.

Of particular interest from the earlier MUFON paper were five cases of the 69 (7 percent) that involved some kind of electro-magnetic (EM) effect. They included: (1) abnormal deviations of a gyro - and a magnetic-compass in addition to a burnt-out automatic direction finding compass, (2) navigation and radio equipment malfunction, (5) temporary failure of the electrical system, (4) malfunctions in cockpit instruments, and (5) temporary but total failure of the weapons firing system on an American built F-4 Phantom jet aircraft with wide frequency band jamming. Each of these events occurred when an unidentified phenomenon flew in the vicinity of the airplane. Other EM cases are presented elsewhere (references 2 - 6). All of the aircraft flying during the period reviewed here had some kinds of sensors, emitters, or other passive instrumentation on-board that could give clues as to the frequencies, magnetic field strengths, and power densities on the airplane allegedly produced by the phenomenon. It is the author's belief that a systematic search of the spectral frequency plot(s) of the aerial phenomena will be particularly helpful in understanding what

the phenomenon is and also in enlisting the assistance of other professionals in such studies.

Finally, since almost all of the information reviewed here is historical and not particularly complete (obtained largely from USAF Project Blue Book files), the earlier restrictions of requiring two or more eyewitnesses and a combination of high altitude and low air speed or lower altitudes but higher air speeds were not applied. It is finally becoming an accepted truth in UFO studies that the validity and scientific usefulness of the evidence obtained is only as high as the reliability of the observer(s) and the care with which the data is dealt by the investigator(s). Witness reliability is influenced by many external (environmental) and internal (socio-psychological) factors each of which can contribute to the final perception and memory reconstruction of what took place (references 7,8,12). Unfortunately, much early UFO research was carried out by untrained people; much of the early U.S. Air Force "research" conducted under Project Sign and Grudge was haphazard in terms of both its quality and quantity. Because the present review covers this early period the data base is not as complete or useful as it otherwise might have been. Nevertheless, it is better than nothing and does form a base upon which to build explanatory models.

THE DATA BASE

Appendix 1 presents a listing of the 285 cases found in the open literature for the period in question. A blank or question mark indicates that data was missing in the original report. An "L" in the column labeled "Time" stands for local time while a "Z" stands for Greenwich Mean time (also called "Z" or zulu time). "Loc" stands for the general location of the sighting (also refer to the latitude and longitude columns). "Flt." stands for the flight registration of the airplane where "U" = USA, "F" = foreign, "M" = military, "C" = commercial, and "P" = private. A "yes" in the EM column indicates the cases where some kind of EM effect was reported. Duration of the sighting is given in minutes (m) or seconds (s). A hyphen indicates a range of values. "Brief" and "few" is assumed to represent two.

Appendix 1 - Summary of Cases Reviewed

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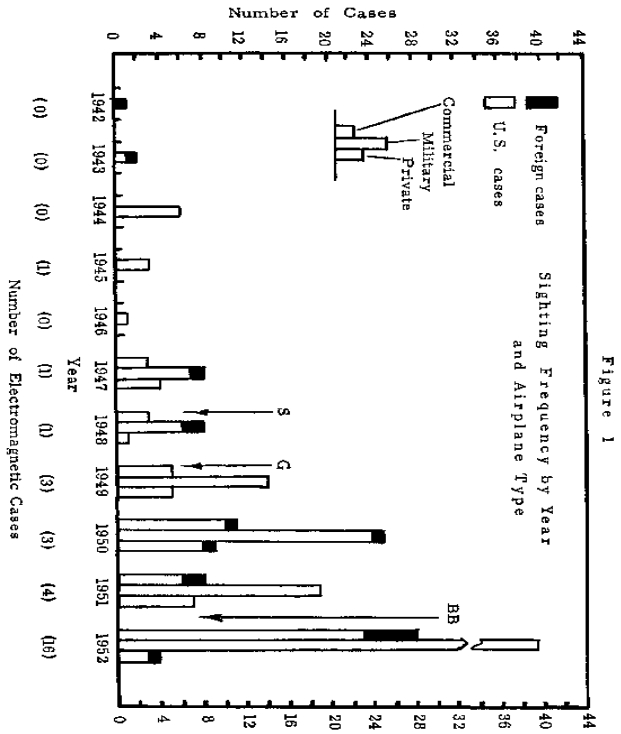
RESULTS OF THE ANALYSIS

Sighting Frequency by Year and Airplane Type

How do the present 285 cases distribute themselves over this 11- year period? Figure 1 illustrates the answer. The now well publicized "flap" of 1952 took place within a longer period of activity which extended several years previously.



Better Version of Figure 1, Number of Electromagnetic Cases (Click Here)

The filled bars represent foreign aircraft and the clear bars American. Each year has as many as three vertical bars. They are: (left) = commercial, (center) military, (right) private. It may be noted that while the number of U.S. sighting reports tended to rise over this period no such rise is seen for the foreign aircrew data. A Chi square analysis (footnote 1) showed that there were significantly more domestic sightings than foreign

$$x^2 = 24; df = 10; p<0.01$$

The proportion of foreign to U.S. sighting reports switched to a more equitable balance for the 1975 to 1978 period (reference 1, page 131).

Project Sign was officially created on 22 January 1948 (see point "S" in Figure l). It was the first USAF study of UFO phenomena conducted by the Air Technical Intelligence Center of the Air Material Command located at Wright-Patterson AFB, Ohio. It was replaced in both name and (most) personnel on 16 December 1948 by Project Grudge (see point "G" in Figure 1). As Jacobs (reference 9) points out, many personnel in Project Sign who "...leaned toward the extraterrestrial hypothesis" were replaced by others with no such bent. Jacobs continues, "Instead of seeking the origin of a possibly unique phenomenon, as Sign had done, Grudge usually denied the objective reality of that phenomenon. In this way Grudge shifted the focus of its investigation from the phenomenon to the people who reported it." Despite the fact that reporting a UFO was not made mandatory until 29 April 1952 when AF 200-5 was issued, there was a continual rise in the number of sighting reports from US aircrew during both Project Sign and Grudge. No doubt the increased publicity surrounding the Air Force's involvement in the subject contributed to the rise as did the often spectacular nature of the phenomenon.

A comparison of the number of "unidentifieds" from a Project Blue Book official press release of February 1966 (reference 10) for the period 1947 to 1952 is given in Table 1 with the number of cases uncovered during the present review. Clearly, the author included more cases in the unidentified category than did Project Blue Book officials for 1947 through

1951. A non significant Product-Moment correlation of r = 0.71 was found between the present distribution of six frequencies for 1947 to 1952 and the corresponding distribution for 1973 to 1978 (reference 1). These two distributions were statistically different from each other

$$x^2 = 5.1;\ df = 11;\ p<0.05.$$

Table 1
Comparison of Number of "Unidentifieds"
from Project Blue Book and the Present Review

Year	Project Blue Book Total No. Reports	No. UFOs (%)	Present Review
1942			1
1943			2
1944			6
1945			3
1946			1
1947	122	12 (9.8)	17
1948	156	7 (4.5)	13
1949	186	22 (11.8)	24
1950	210	27 (12.8)	45
1951	169	22 (13.0)	34
1952	1,501	303 (20.2)	137
Totals	2,344	393	283

Sighting Frequency by Month and Year

Several previous reviews have suggested a consistent "month" effect with certain months producing more sightings than others. No such pattern was found in a previous analysis of pilot sightings for the period 1947 to 1959 (reference 11). A sighting shift phenomenon was found, however, such that during summer months most sightings occurred in northerly latitudes (37-degrees to 49-degrees) and during winter months most occurred in southerly latitudes (25-degrees to 36-degrees). But what about the present data base?

Figure 2 provides a month by month frequency plot of the number of sighting reports over this eleven-year period. The monthly totals added across all eleven years are: (Jan) = 19, (Feb) = 13, (Mar) = 18, (Apr) = 13, (May) = 24, (Jun) = 29, (Jul) = 46, (Aug) = 28, (Sep) = 17, (Oct) = 20, (Nov) = 23, (Dec) = 27, (no month cited) = 6. The sighting report frequency appears to be fairly consistent over the twelve months of the year with but a small increase in the May - June period.

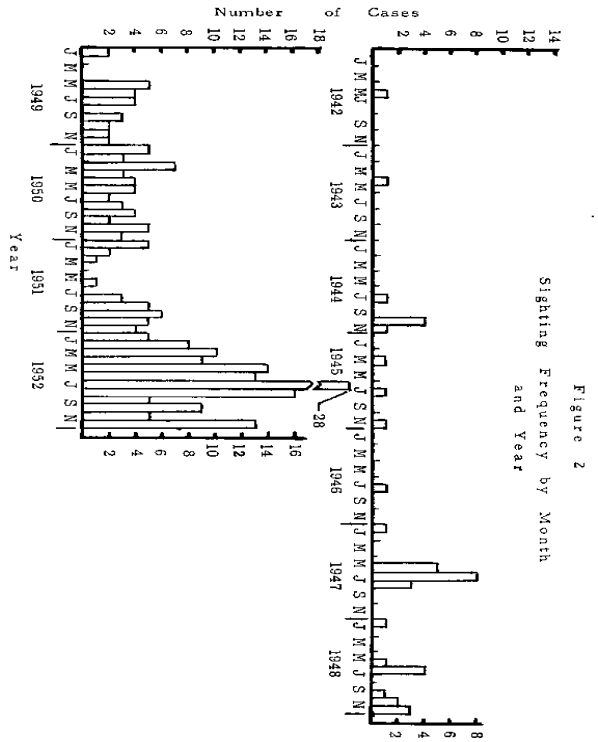


Figure 2, Sighting Frequency by Month and Year (Better Version)

Sighting Duration

Another parameter of interest is the maximum, minimum, and mean duration of each sighting. Of course many things can influence this parameter in both directions (see reference 12, chapter 10). It was assumed here that the number of temporal estimates which were longer than the actual event would tend to average out the number which were shorter than the actual event; i.e., the mean ought to be fairly representative of its "actual" value. Figure 3 presents these data. The top and bottom of each bar represents the maximum and minimum sighting duration, respectively with the mean shown by the short horizontal line and numeric value (in minutes). The grand mean duration of 7.3 minutes is less than the grand mean duration of 8.5 minutes found for the 1973 to 1978 period (reference 1).

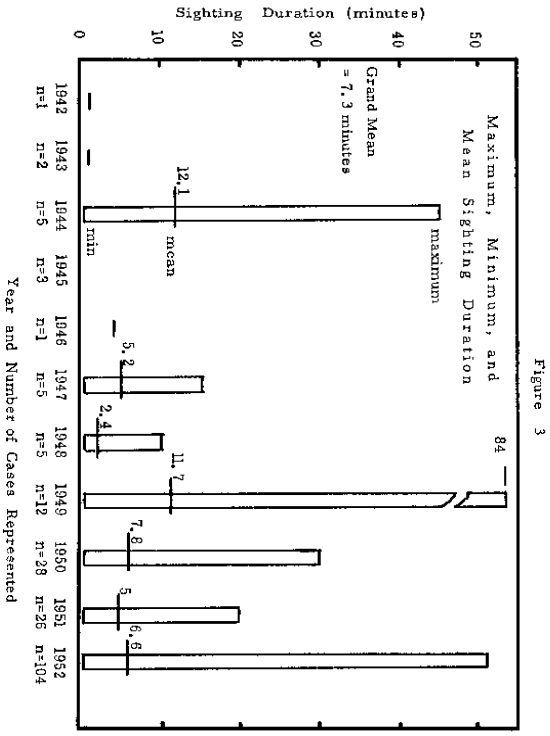


Figure 3

Figure 3, Year and Number of Cases Represented (Better Version)

For an airplane traveling at 150 miles per hour a period of 7.3 minutes corresponds to more than 18 miles of travel in straight, level flight (neglecting winds). Of course not all airplanes included here continued flying straight and/or level. Many pilots turned to be able to keep the phenomenon in sight or follow it (them). Various so-called "natural" phenomenon such as ball lightning and meteoritic passage through the atmosphere normally do not last even half as long as 7.3 minutes! These relatively long viewing durations make possible careful observation of the phenomenon by the aircrew.

The frequency distribution of measured or estimated sighting duration has been re-plotted in Figure 4 as a histogram (along with comparable duration data from reference 1. Dashed bars are for the present review and solid for the 1973 to 1978 review period. These two data sets differ significantly at the $p < 0.001$ level of confidence according to a

X^2 value of 37 (df = 13).

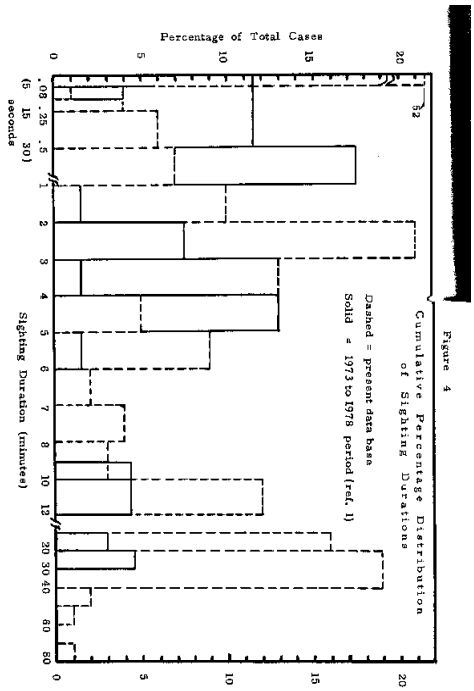


Figure 4, Sighting Duration (minutes) (Better Version)

Number of Eye Witnesses

It is instructive to know how many eye witnesses were involved if for no other reason than to gain an idea of the approximate reliability of the overall data base. In general, the more eye witnesses involved the more potentially useful information is available to the investigator, particularly when the eye witnesses are pilots and other highly trained and motivated air crew members. Figure 5 presents a histogram giving the number of cases (vertical axis) involving the number of eye witnesses shown along the horizontal axis. The large numbers of cases involving two or more witnesses is (largely) due to the high proportion of cases involving commercial and military airplanes. Numbers in parentheses beneath each eye witness number category are the corresponding number of cases from the 1973 to 1978 period review out of a total of 69. (Note: three cases in the previous review were unspecified in terms of duration)

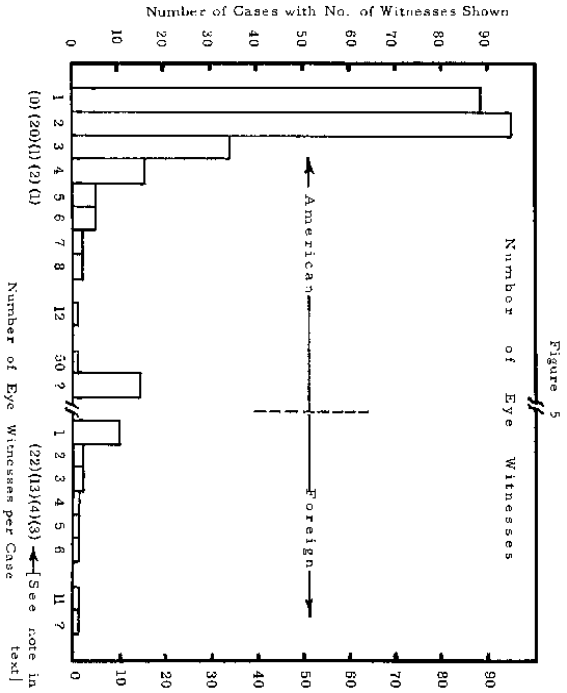


Figure 5, Number of Eyewitnesses per Case (Better Version)

Local Time Frequency Distribution

What time of day did these sightings occur? Figure 6 gives the answer using a 24-hour clock notation, that is, all 24 hours of the day are shown around the circumference of an imaginary circle. Midnight is at the top and noon at the bottom. The number of tick marks measured outward from the center of the figure give the number of cases that occurred within each hour. The largest number of cases in the present review took place between 8:00 and 9:00 pm and the second largest between 9:00 and 10:00 pm local time. A two-hour long peak frequency was also found for the 1973 to 1978 period but was shifted one hour later. In addition, a secondary peak (involving 6 cases) was found between 2:00 and 3:00 am local time for the 1973 to 1978 period but not here. All six of them were reported by foreign aircrews. It is possible that flight schedules of commercial aircraft may well have changed between the present and earlier reviews.

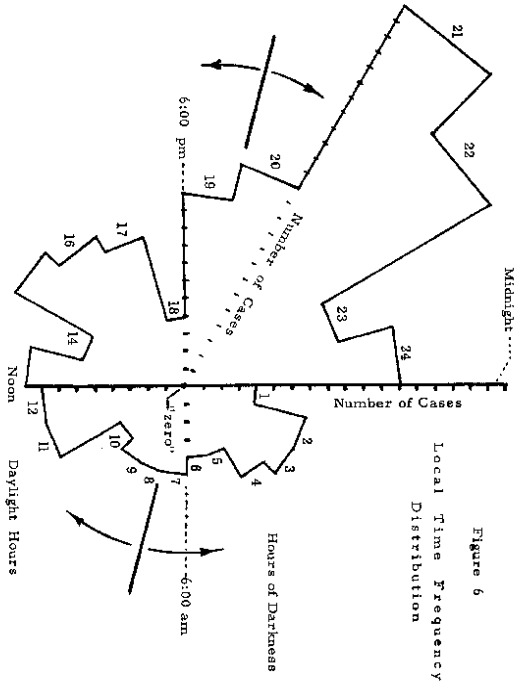


Figure 6, Local Time Frequency Distribution (Better version)

A Chi square analysis was performed on the present hourly frequency data compared with the corresponding hourly frequency data for the 1973 to 1978 period. They did not differ significantly

$$X^2 = 25; df = 23$$

Another analysis showed that there is no statistically significant difference between the number of sightings reported during am hours as with pm hours

$$X^2 = 13; df = 11.$$

Finally, an analysis of the number of sightings occurring during predominately daylight hours (i.e., 8:00 am to 7:00 pm) with predominately nighttime (darkness) hours (i.e., 8:00 pm to 7:00 am) showed that significantly more sightings occurred during nighttime

$$X^2 = 40; df = 11; p < 0.001.$$

Electro-Magnetic Effect Cases

Among the 283 cases reviewed were 24 (8.5 percent) that involved some form of EM disturbance, malfunction, or other effect. Table 2 summarizes these interesting cases by category.

Table 2

Summary of Electro-Magnetic Cases

EM Effect Reported	Date	No. Cases	(Percent)
Aircraft Radar Contact only (no visual)	1-12-50 1-21-51 3-24-52 12-24-52	4	15.4
Aircraft and Ground Radar Contact only (no visual)	1-22-52 8-6-52	2	7.6
Aircraft Radar Contact and Visual Contact by Aircrew	9- -50 9-17-51 10-18-51 3-26-52 12-10-52	5	19.2
Ground Radar and Visual Contact by Aircrew	6-16-48 3-23-52 5-26-52 7-20-52 Summer 1952 8-9-52 Autumn 1952 12-6-52 12-15-52	9	34.6
Aircraft Engine Stopped while in-flight	7-23-47 6-16-48 6- -49	3	11.5
Aircraft Engine Trouble	8-28-45 7-24-49	2	7.6
Aircraft Radio Transmission Jamming	9- -50	1	3.8
	Total =	26*	99.7

Note: Two cases fall into two different categories, viz., 6-16-48; 9- -50.

Click Here for Readable Copy of Table 2, Summary of Electro-Magnetic Cases

Following is a synopsis of each of these 24 cases grouped by general category.

Aircraft Radar Contact Only (no visual)

12 January 1950 2325 Hrs (local) $24^{0}00'$N $85^{0}20'$W Gulf of Mexico

A USAF B-29 was flying at 10,000 ft altitude when three radar paints were made. The radar screen "blips" orbited the B-29 with velocities estimated up to 3,000 mph. One blip traveled across the screen in 15 to 20 seconds (100 mile range setting). Two more blips then appeared and joined the first. A blip would enter the screen on one side, pass through the center (where it was lost temporarily) and then emerge on the opposite side, Blips were also seen on the 20 and 50 mile range settings. The main blip would hover in one location for from 5 to 15 seconds. The total sighting lasted about 30 minutes. The radar was jammed for about 10 minutes while in the vicinity of the Texas border.

21 January 1951 1620 Hrs (local) $36^{0}00'$ N $84^{0}22'$ W Oak Ridge, Tenn.

A USAF F-82 jet fighter flying at 7,000 ft. altitude established a radar contact over the Oak Ridge X-10 Atomic energy project plant. Initial contact was at about 10 miles, One of two aircraft made a lock-on approach at 4.5 miles where the unidentified EM source descended below the aircraft's beam. When the nose was dropped the target was once more acquired. Two other passes were made over the plant area. (Note: On 16 January 1951 at 1645 Hrs five people driving in the control zone security area reported seeing an "unusually brilliant object.")

The Air Force Material Command analysis of this incident concluded that the radar return was probably due to refraction to the ground (and back) of the airplane's radar beam by a temperature and/or moisture duct which was located at about the same altitude as the jet interceptor. Weather records for 21 January 1951 at 2100 Hrs showed a 6-degree inversion between 2,000 and 5,000 ft altitude (below the aircraft flying at about 7,000 ft) and another 3-degree inversion existing between 8,000 and 11,000 feet altitude. Air temperature near the ground was 58-degrees F and dew point of 19-degrees. Winds were very low.

March 1952 0845 Hrs (local) $34^{0}30'$N $121^{0}30'$W off California coast.

A U.S. Air Force B-29 navigator and radar operator viewed a radar return from an unidentified source for from 20 to 30 seconds while flying at 25,000 ft altitude and 200 mph, at a point 60 miles west of Point Conception, California. The radar return was calculated to be moving at about 3,000 mph on the APQ 13 set and was at about 25,000 feet altitude. Although visibility was unlimited nothing was seen.

The official USAF conclusion was "unidentified" even though some conjecture was given to radar reflections off a part of the aircraft and/or machine gun bullets which were fired for practice during the sighting.

December 1952 1215 Hrs (local) $33^{0}00'$N $96^{0}15'$W Dallas, Texas

The crew of a USAF B-36 reported radar contact with an unidentified EM source while flying at 40,000 ft altitude about 80 miles northeast of Dallas, Texas. The return occurred intermittently over 30 minutes at a range of from 2,000 to 4,000 yards within +/- 30-degree azimuth and -5 to -15-degree elevation angle (relative to level). Indicated air speed was 180 mph. The radar set was type AN/APG-41. The returns were photographed with a type ANO/15 camera and C-15 type film.

This event occurred during and after practice intercepts were made on the bomber by two F-84 interceptors (made to check out a new type of gun radar). Both radar sets on the B-36 showed the return at the same location. Radar interference was experienced for 30 minutes after the two jets had left the area. When the B-36 changed heading or climbed or dove the radar return remained in the same location.

Aircraft and Ground Radar Contact (no visual)

22 January 1952 0020 Hrs (local) $64^{0}30'$N 149000'W Alaska

An Alaskan ground radar site first detected an unknown object traveling away from their location at about 1350 to 1500 knots. An Air Force F-94 jet interceptor was scrambled to investigate and its on-board (type AN/APG-33) radar also locked on. The unknown reversed its course, returning toward the ground site. The ground radar tracked the F-94 near Nenana (near Fairbanks). The first airborne contact was of two returns ahead and about 500 feet below the aircraft's altitude of 30,000 feet**.** One return was bright and the other faint. Contact was lost at 200 yards range. About 60 minutes later the aircraft made a second contact dead ahead and at the same altitude as the aircraft; rate of closure was 100 knots. The pilot did not see anything during either pass. The aircraft was checked for radiation on 23 January 1952 with negative results. The ground site used a pulse repetition rate (PRR) of 600 and was set to MTI operation (a mode that cancels out fixed ground clutter from being displayed on the screen).

The F-94 radar observer said, "All during this flight, I had picked up an occasional mutual inductance line on the scope, but it would appear at different positions in azimuth and for only one sweep. I attributed this to a possible malfunction of the set and ignored it."

Since contact was lost each time the ground radar unit switched to short range, an Air Force radar expert said the return was probably caused by some kind of "freak weather." Note case: 21 January 1951 near Oak Ridge, Tennessee.

6 August 1952 0025 Hrs (local) $35^{0}48'$N $139^{0}54'$E Japan

An F-94B jet interceptor was scrambled from Johnson AFB, Japan because of an unidentified contact with an airborne object from ground radar (type AN/CPS-1; AN/CPS-4) of the 528th AC & W Group. The unidentified aerial return was tracked making a right-hand (circling) orbit over Tokyo Bay. No height information was available. The unknown was also detected on the APQ-33 on-board radar, however, nothing was seen visually. All radar sets were (later) checked and found to be in working order. The weather was exceptionally good at the time with winds at 5,000 feet altitude at 20 knots at 2000. Cloud cover was 3/l0ths at 14,000 feet.

Aircraft Radar Contact and Visual Contact by Aircrew

? September 1950 0700 Hrs (local) 40^0N 127^0E Korea

The pilot of a U.S. Navy night combat fighter aircraft reported seeing two huge shadows traveling over the ground below him at a high rate of speed. He was flying at 10,000 feet altitude just before sunrise and estimated the shadows were moving about 1,000 mph. Then they both stopped suddenly and backed up and appeared to vibrate or jitter. He looked up and saw two apparently solid objects with a silver, mirror surface above him. He readied his guns and his radar screen bloomed (became very bright) indicating some form of jamming. Turning down the set's sensitivity had no effect. when he tried to radio his ship a strange buzzing noise was heard. He stated, "Each time I switched frequencies the band was clear for a moment then the buzzing began." Using the radar screen's initial image size and indicated range as indicators, he judged their diameters to be at least 600 or 700 feet. Both were described as looking like a coolie's hat with oblong ports emitting copper-green light which gradually shifted to pale pastel colors. A shimmering red ring encircled the top portion of each object. A jet black circle was also seen on the bottom of each object. During the entire period when the objects seemed to jitter the black circle appeared to remain stationary.

Note. It may be significant to point out a closely similar sighting investigated by the author which took place on 4 July 1981 at l645 Hrs (local) over Lake Michigan, USA by a commercial aircrew. The main eyewitness was an ex-Navy combat fighter pilot in Korea.' (Reference 13).

17 September 1951 0420 (Z) $61^0$30'N $68^0$50' W West of So. Greenland tip

A USAF B-36 crew flying at 18 000 feet altitude over the Atlantic ocean d radar (jammi g) interference on their APQ-24 set. The alleged source of inte e was an "unidentified aircraft" at 28 miles away. The anti-jamming system was act..but there was no change in the jamming pattern on the radar scope." Fif nutes later radar interference was received c ming from the right side of the a through a horizontal arc of 1200. The unknown source was tr cked at a vel f 238 knots. Several aircrew members had seen running lights which wer "...not rd...all were white with twin white tail lights." The electronic counterme (ECM) officer picked up carrier waves on 867, 849, 822, 991, 730, 715, and 730 megaHertz. "Frequencies in the 700-800 and 900 megacycle group are unexplainable since no radar stations, U.S. or Canadian, are known to exist in the area within range of the B-36... .there are no aircraft assigned to the NEAC area that have night lights as described...or (that) fly at the altitude and airspeed indicated."

One day later two other B-36 aircraft left Goose Air Base (Labrador) enroute to Resolute, NWT. The first aircraft was flying at an altitude of 18,000 feet and 210 knots airspeed. Its

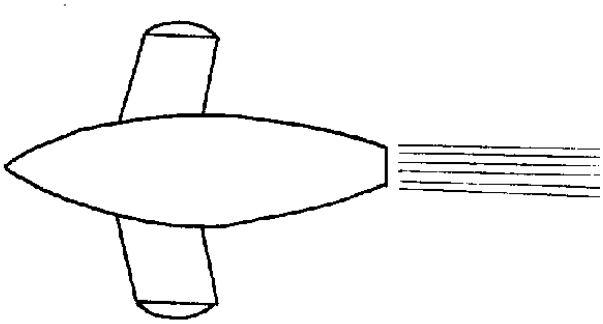
ECM operator detected a shifting carrier wave and identified it on each of the following frequencies: 867, 849, 822, 991, 730, 715, and 730 megaHertz. Nine minutes later "...very powerful signals were picked up on (the) 38 to 42 and the 48 to 57 megaHertz" band. The second aircraft was flying 20 minutes behind the first. Its ECM operator reported detecting a signal of 240 megaHertz with a one microsecond pulse duration. At 0000 Hrs (Z) a continuous signal of the "tracking" type was picked up on 53 megaHertz. Its pulse duration was 1 microsecond. From 0000 Hrs to 0100 Hrs signals were picked up on 37.5, 43.5, 44 to 58, 58.5 to 63, and 89.5 to 92 megaHertz. At 0100 Hrs (Z) an "image signal" was identified on a frequency of 180 megaHertz.

The official Air Force conclusion was "aircraft" and "Not a UFO report."

18 October 1951 0333 (Z) $35^0$48'N $123^0$16'E Tsingtao, China

The waist gunner and rest of the crew of a Navy PBM-Mariner type BD-5 aircraft reported sighting a "...long conically shaped flame." They were flying at 5,000 feet altitude 140 miles from Tsingtao, China over the Yellow Sea. The length of the flame varied during the 16 to 22 minutes-long sighting. On board radar also detected the phenomenon. When the pilot turned toward the phenomenon it veered away, maintaining an almost constant separation. The flame was an orange-red hue. When it grew longer it changed to a white-orange hue. The crew could still see it after radar contact was lost "...until the estimated range became three or four miles." Its "hull" was estimated to be 60 feet long with a "wing" shape (as viewed through binoculars) with a dihedral at the tips. It flew at a high (25-degree) angle of attack. It accelerated slowly at first and then more rapidly, finally being lost to radar at 22 miles range. Its calculated velocity near the end of the encounter was 530 knots.

Witness sketch of object:



26 March 1952 2030 Hrs (local) $31^0$10'N $103^0$30'W Texas

A flight of four USAF B-5OD aircraft were flying from Ft. Stockton to Pecos, Texas at 8:30 pm at 27,800 feet altitude. Aircraft no. 9299 of the 509th Bomb Group was maintaining its rearward relative position to the lead aircraft by means or its radar (set on 2 mile range). The radar observer picked up a return for five minutes on a reciprocal scope face position as the lead aircraft which then suddenly disappeared from its one mile range position. Nothing was seen visually at this time. At 10:13 pm the radar observer saw the return "move rapidly" toward the lead aircraft. He quickly called the right (side) scanner who subsequently saw something like red and green running lights during a 10 - 15 minute-long period of observation. The object was also seen by the crews of the lead and number 4 aircraft visually and on radar.

10 December 1952 1915 Hrs (local) $47^0$20'N $118^0$40'W Washington state

Both crew members of an Air Force F-94 interceptor flying near Odessa, Washington

between 26,000 and 27,000 feet altitude reported seeing six round, reddish-white objects with 2 "windows" traveling at about 240 knots. They flew in formation and then suddenly reversed direction. They dipped instantaneously as they headed almost head-on toward the aircraft. They were detected on the ARC-33 radar during the 15 minute sighting. At first they hovered and appeared as dim reddish-white lights in the clear, moonless, dark night sky. They disappeared suddenly at one point.

The official Air Force conclusion was "possibly research balloon."

Ground Radar and Visual Contact by Aircrew

16 June 1948 time not known location not known within Soviet Union

A Soviet Air Force aircraft allegedly experienced engine failure and electrical system failure when a light beam struck him. It seemed to come from a "mysterious apparatus" at an estimated range of 5.6 miles. The pilot was temporarily blinded by the conical ray of light. Ground radar first sighted the unidentified object which was described as a cucumber shape by the pilot.

23 March 1952 1805 Hrs (local) $46^0$20'N $120^0$25'W Washington state

A U.S. Air Defense Command Alert F-94 aircraft was scrambled at 6:33 pm as a result of the ground radar contact of an airborne object some 20 miles south of Yakima, Washington. The radar operator on the aircraft first detected the unknown at 22,500 feet altitude and a second contact was made at 10-degrees above a level line of sight when they were at 25,000 feet. The pilot reported seeing a large "ball of fire" on two occasions which would "...build up and then fade out" over a 45-second long period. Its size and shape were not discernible. It was red with no tail or exhaust. The F-94 was traveling at 360 knots while the unknown was tracked during one eight-minute period traveling at 78 knots toward the SE. Winds were to the SE at 80 to 100 knots.

The official USAF conclusion was "unidentified." This is interesting in that they might well have relied upon a balloon explanation in light of the data on local winds.

26 May 1952 0320 Hrs (local) location not known exactly North Korea

(Incident a)

The crew of an F-94 interceptor was informed by ground radar of an unidentified on its tail. After making a 180-degree turn the radar operator locked onto an object at 7,000 yards range. As the separation range diminished both crew members saw a "brilliant white light straight ahead." It then performed a steady climbing turn and "accelerated at a tremendous speed drawing away from the F-94 which now had cut in its after-burner." Radar contact was lost after 15 seconds. A later equipment check found the radar system to be in perfect condition.

(Incident b)

The same aircrew (later) reported making seven passes on a UFO with very similar features as in incident a (above) except that nothing was seen visually. The F-94 was traveling at about 250 knots when the object quickly and constantly accelerated away. The object traveled from 6,000 to 25,000 yards in about 14 seconds (calculated velocity of 2,777 mph). The radar was set to long range so it was not possible to gauge the size of the object accurately. A slight image fading occurred as the radar lock was broken. Page 4 of USAF Report 52-85 indicated that the calculated distance covered by the object is (sic)

approximately 68,500 feet. Acceleration is 650 ft/sec or approximately 20 "G" acceleration (which is far more than the human body can stand for more than a fraction of a second). Its final velocity was 9,450 ft/sec or about 5,580 knots (6,420 mph).

The official USAF conclusion was "Possible malfunction of airborne radar set."

20 July 1952 0100 Hrs (local) $39^0$25'N $78^0$00'W West Virginia

An Airway Traffic Control Center (ATCC) controller at Washington, D.C. National airport radioed the crew of a Capital Airlines flight soon after its takeoff. At an altitude of about 4,000 feet the crew witnessed two or three unidentified objects traveling at a high rate of speed about nine miles ahead of their DC-4. ATCC requested them to investigate. From three to five minutes later the objects were about five miles ahead of the aircraft and were on radar. From one to three seconds later another DC-4 aircraft passed them in the opposite direction. From four to five minutes later the copilot saw one bluish-white object moving in a steep 25-degree dive moving from NE to SW at a "tremendous rate of speed." The DC-4 was then at 6,000 feet altitude over Charlestown, West Virginia. Both pilots then saw a "brilliant bluish white flash" pass them at a tremendous speed. They then saw another brilliant bluish white light appear where the previous light had disappeared. It moved rapidly from their right side to their left along an arc 30-degrees above the horizon.

Note. This incident took place during a six hour-long period of very intense UFO activity in the vicinity of the nations' Capital. A TV electrical engineer in Cumberland, Maryland reported unusual TV interference within a few hours of this case.

Summer 1952 night exact location not known Florida

The crew of a U.S. Strategic Air Command B-29 aircraft of the 809th Air Base Group, MacDill AFB, Florida was asked by field radar to investigate a ground radar contact at 40,000 feet altitude and traveling at 400 knots. At about midnight the captain sighted a "glowing white light shaped like a football" while flying at 20,000 feet. As the aircraft was turned to chase it, it accelerated quickly out of sight. No other data was available. The weather was clear and calm with no temperature inversions.

9 August 1952 2057 Hrs (local) 38^0W 127^0E Korea

A pilot in the First Marine Air Wing was flying at 15,000 feet altitude near grid position K-3 Korea when he reported sighting a "moving ball of fire with a stream of flame." It was at an estimated altitude of about l0,500 feet. Ground radar sweep time was ten seconds. The unidentified screen image length was equivalent to about two miles and was curved. Its calculated velocity would have been about 1,600 knots on the controller's Plan 12 scope.

The official USAF conclusion was a "meteorite." Note, a meteor was seen at about this time and locale by ground personnel.

Autumn 1952 2200 Hrs (local) $40^0$12'N $74^0$45'W New Jersey

The crew of an Eastern Airlines Martin 404 commercial aircraft were flying over Trenton, New Jersey at from 7,000 to 9,000 feet altitude at about 10:00 pm when they reported sighting a yellowish navigation-type light at about ten miles away. They asked ground radar for confirmation of any unscheduled traffic and ground radar locked on to it. Both the aircraft and the unknown were traveling at about 260 mph. As it approached them it looked like an incandescent yellow elliptical shape; it passed across their nose within about one mile and then suddenly began a 30-degree climb toward the SE gradually accelerating and

changing color to a blue-white. Long Island radar confirmed its ascent and acceleration. The total sighting from the cockpit was from three to four minutes. No red or green navigation lights were seen.

6 December 1952 2325 Hrs (local) $20^0$18'N $92^0$4'W Gulf of Mexico

Six members of a USAF B-29 bomber flying at 18,000 feet altitude over the Gulf of Mexico 100 miles south of the Louisiana coast at 5:24 am sighted a series of blue streaks passing them in groups, generally front to rear. The sky was clear and visibility was unlimited. At 5:25 am one of the aircraft radar picked up a single return moving very fast. A second return was noticed at the edge of the screen. At about 5:32 am a third group of returns was picked up. One group had (apparently) taken up a pacing position about 40 miles behind the aircraft. This group suddenly changed direction and accelerated directly toward the aircraft (from behind). At an unspecified range they slowed and kept pace for about ten seconds. Then they suddenly accelerated off to one side. As the pilot looked at his radar screen an unidentified image 0.5 inch diameter was seen. A group of smaller objects merged into the larger image. Then they all flew off at over 9,000 mph. Contact was broken off at 5:35 am. There were from 20 to 25 objects in all passing within about 20 miles of the aircraft.

The official USAF conclusion was "unknown."

15 December 1952 2315 Hrs (local) $53^0$00'N $60^0$40'W Labrador

Pilots of a USAF T-33 and an F-94B reported sighting a bright red and white light after being vectored to a given location by ground control approach (GCA) personnel. The light had no definite shape and was seen during a 25 minute period. The F-94B attempted an intercept without success traveling at 375 mph. Ground radar tracked the unknown for 40 miles at an altitude of from 1,500 to 2,000 feet. The unknown was within 15 miles west of Goose Air Base, Labrador.

The official USAF conclusion was "unknown."

Aircraft Engine Stopped While In-Flight

23 July 1947 daytime exact location not known Eastern USA

A private pilot flying at 6,000 feet altitude reported first sighting a very bright ray of light coming from above his altitude. Then his engine began to "...perform peculiarly. It coughed and sputtered spasmodically." He administered carburetor heat without success. His engine stopped but, much to his utter amazement, he claimed that his aircraft maintained its level attitude. When he checked his air speed it was at zero He felt "...an odd prickling, electric-like sensation coursing through my body." Then he saw an object above him and to his left; a strange "wraith-like craft." It had a projecting flanged rim; either side had "streamer-like portholes." It hung motionless about 1/4-mile away and appeared a metallic hue. He then switched both magnetos to on and his engine came to life. Then the aircraft nosed into a stall and picked up speed. (Reference 14).

16 June 1948 time not known location not known within Soviet Union

(Note. This case has been reviewed (above) in the section dealing with "Ground Radar and Visual Contact by Aircrew").

June 1949 time not known 20^0N 90^0W Mexico

The crew of a four engine USAF transport reported encountering an unusual hovering at abo ut 8,000 feet altitude above the Yucatan peninsula near the Tierras Calientes hills. The captain and others saw a "...light layer of vapor or whitish smoke hovering around it." It oscillated a number of times around its vertical axis and then suddenly began to move directly toward the aircraft. It seemed to narrowly miss the left wing and then circled the aircraft. The pilot nosed into a dive to an altitude of 3,000 feet and the object repeated its passes around the plane, "gleaming like a mirror in the sunlight." Then all four engines began to fire irregularly and "...the ailerons and the tail began to show signs of weakening." The pilot commanded his crew to bail out and as they did so they watched the object ascend vertically to its original altitude. The aircraft crashed into the swamp. (Reference 15)

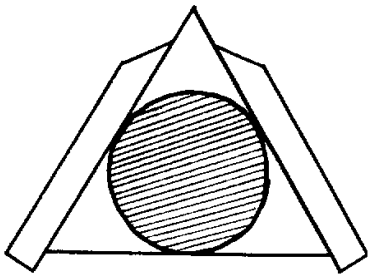
Aircraft Engine Trouble

28 August 1945 time not known exact location not known Iwo Jima, Pacific

A U.S. Army Air Corp C-46, two engine aircraft experienced engine trouble and lost altitude during the period when three unidentified objects were seen nearby.

24 July 1949 1203 Hrs (local) $43^0$10'N $115^0$35'W Mt. Home, Idaho

The pilot of an American Piper Clipper aircraft flying at 19,000 feet altitude reported being passed by two rows of three objects each flying in perfect formation with a seventh object slightly to the rear of the others. When they passed they turned right about 1,500 feet ahead and 500 feet below his aircraft. Then they turned right again and passed his right side at a velocity estimated to be from 450 to 500 mph. They were all the same shape (see sketch below) with a delta shaped wing and a dark colored circle about 12 feet in diameter located midway between the tips of the object. Its top surface was perfectly flat and a shallow dome was seen on top about 2 to 5 feet high. Each object had a needle sharp nose and a flat tail. Some type of outer panels seemed to oscillate. They disappeared from full view suddenly. The wing to wing span was 35 to 55 feet. They had



no visible means of propulsion and the trailing edge of the wings were flat (not tapered).

As the pilot flew through the objects' flight path he expected some turbulence but there was none. His Lycoming 4 cylinder opposed engine was brand new but began to malfunction at this time. Upon landing a mechanic found all four spark plugs to have been shorted and burned out.

September 1950 0700 Hrs (local) 40^0N 127^0E Korea

A U.S. Navy night combat fighter was flying just before sunrise at 1,000 feet altitude over Korea. The primary details of this case have been presented above. When he attempted to radio his ship about sighting two huge unidentified aerial objects it was blocked by a "strange bussing noise." Each time he switched frequencies the band was clear for a moment and then the buzzing began again. No specific information is given concerning the

frequencies used, output power, or other technical details.

Electro-magnetic effects on board aircraft due to the presence of some unknown airborne phenomenon nearby continues to be a challenge to the serious investigator. The above cases are to be added to the growing lists of such cases (References 1 - 6). A highly technically trained team of scientists and engineers must assess the best documented cases in terms of the most probable cause(s) of the effects reported. It must not be presumed that the Air Force has done this for the present set of cases. A great deal of detailed knowledge is now available concerning the electrodynamics of the Earth's atmosphere and near volume of space. Atmospheric and plasma physicists are needed to deduce the possibility that microwave and shorter wavelength emissions from the Earth are playing some role in exciting on board sensors (cf. References 16 - 17). It seems reasonable to say that the state of technology in radiative transfer between 1942 and 1952 was not sufficiently advanced as to be able to produce all of the effects noted here, particularly engine malfunction. Of course another source of such interference lies on board the aircraft itself due to various electrical system static discharge problems, however, the rather precisely timed and frequency selective interference or jamming in some instances makes this explanation difficult to hold.

GENERAL CONCLUSIONS

The present review of aircrew sightings has shown that there are a relatively large number of reports by highly credible and trained observers who have under their control, sensitive, tunable sensors of various kinds. It was shown that there was a rapid increase in the number of sightings up to 1952 by U.S. aircrew but not foreign. No particular month of the year stands out in terms of having more sightings represented. The distribution of sighting durations showed a tri-modal distribution with one peak at less than five seconds, a second peak at between two and three minutes and a third at between 20 and 40 minutes. It might be suggested that the longer modes probably represent fundamentally different phenomena than the shortest mode which are more likely misidentifications of some well known object which, with longer observation time, would be correctly identified. When an observer has two or more minutes to view something, however, this explanation is significantly more tenuous. With regard to the number of eye witnesses, well over half of the cases involved two or more witnesses which makes the well known hallucination hypothesis impossible.

Considering the fact that both this and the previous review (Reference 1) found that a predominant number of sightings occurred well after sunset raises interesting questions that are not related to sun- illuminated objects seen against the darkening sky background (see Reference 10, pp. 72 - 88). Future reviews should attempt to take into account air traffic density at different hours of the day; this was not possible here due to a lack of such records. The present distribution of sightings by time of day suggests that sky darkness may play a role in the increased frequency of sightings since the human eye will continue to increase in sensitivity for about an hour (or more) after entering darkness after which it will maintain a fairly stable sensitivity level. Of course this fact cannot then explain the rapid drop in sightings just after midnight when the sky brightness is still very dark.

The author requests that readers with further information on these and other aircrew sightings contact him directly.

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FOOTNOTES

1. The Chi Square tests the probability (p) that two data distributions are drawn from the same population. It is expressed in terms of a probability that there is no difference in the frequency distribution of the two groups. In this first use of the x^2 statistic one group is the foreign cases and the other is the U.S. group. A p value less than 0.05 indicatos that one would not expect to obtain the same results more than five times out of one hundred purely on the basis of chance.

Source: MUFON 1983 UFO Symposium Proceedings, pages 13-44.

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Official Comments
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FIFTY-SIX AIRCRAFT PILOT SIGHTINGS INVOLVING ELECTROMAGNETIC EFFECTS

Richard F. Haines, Ph.D.

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ABSTRACT

Reports of anomalous aerial objects (AAO) appearing in the atmosphere continue to be made by pilots of almost every airline and air force of the world in addition to private and experimental test pilots. This paper presents a review of 56 reports of AAO in which electromagnetic effects (E-M) take place on-board the aircraft when the phenomenon is located nearby but not before it appeared or after it had departed. These effects are not related to the altitude or airspeed of the aircraft. The average duration of these sightings was 17.5 minutes in the 37 cases in which duration was noted. There were between one and 40 eye witnesses (average = 2.71) on the aircraft. Reported E-M effects included radio interference or total failure, radar contact with and without simultaneous visual contact, magnetic and/or gyro-compass deviations, automatic direction finder failure or interference, engine stopping or interruption, dimming cabin lights, transponder failure, and military aircraft weapon system failure. There appears to be a reduction of the E-M energy effect with the square of increasing distance to the AAO. These events and their relationships are discussed. This area of research should be concentrated on by other investigators because of the wealth of information it yields and the physical nature of AAO including wavelength/frequency and power density emissions.

INTRODUCTION

The subject of pilot reports of anomalous aerial phenomena has been of deep interest to me for over 15 years for several reasons. (1) Pilots possess a high level of training and personal motivation for making careful observations. (2) Their (usually) high level of experience in flight helps them make rapid and accurate assessments of often ambiguous situations. (3) Their capability to radio for immediate assistance or confirmation of events (e.g., ground radar, etc.) often provides corollary data. (4) Their ability to fly in different directions and altitudes provides them an opportunity to gain a better view of the anomalous phenomena or objects (5) Maintenance of their professional reputations is important to them so that they will usually consider all of the alternative explanations before making a final report of an unknown object. Finally, (6) Their aircraft often possess sensitive electronic equipment that sometimes detect various aspects of the phenomenon. In short, pilots are usually very good observers whose reports contain valuable information for the investigator.

I have prepared several review articles of pilot sightings for the periods 1942 to 1952 (Haines, 1983), 1950 to 1954 from the Korean War (Haines, 1990), and from 1973 to 1979 (Haines, 1979). In the first of these reviews, 283 cases were covered and in the second and third, 40 and 72 reports, respectively. More than 300 pilot cases were summarized by Challenger and Haines (1980). Other reviews of individual pilot sightings have been published by Del Giudice (1987), Haines (1980, 1982(a), 1982(b), NICAP (1980), Shanklin (1955), Stacy (1987-88), Wichman (1971), and Zeidman (1979).

In addition, Gillmor (1968), Greenawald (1971), Ruppelt (1956), Wilkins (1954), and Zigel (1968), to mention a few, have published books or articles that include pilot sightings, some of which involve electromagnetic effects on board the aircraft. Perhaps the broadest conclusions that can be drawn from this large body of information are: (1) AAO seen from the air possess the same physical

characteristics as do those that are reported from the ground; (2) some AAO are clearly capable of out-flying any aerial device mankind has yet built, (3) some AAO possess electromagnetic radiation characteristics which can interact with and interfere with man-made avionic systems at a distance. This report deals with this third matter in particular.

Several UFO investigators have reviewed E-M and ignition-interference cases including Hall (1964), on behalf of the National Investigations Committee on Aerial Phenomena (NICAP) who listed 106 cases. Johnson (1983, 1988), McCampbell (1973), and Rodeghier (1988) also reviewed such incidents. Johnson (1983) reviewed 276 reports involving motorized land vehicles whose electrical systems and/or ignition systems were interfered with by the presence of one or more UFO. He analyzed the influence of UFO position and distance upon strength of the interference on the electrical system and reported, "The likelihood of a vehicle stalling out consistently increases as the distance between the vehicle and the UFO becomes small." In his 1988 paper Johnson expanded this review by adding the influence of UFO size and event duration. He found 78 relatively complete cases involving UFO size, distance, and duration.

In his 1988 paper Rodeghier catalogued 441 cases of UFO-caused vehicle interference including (engine and electrical system; engine only, radios only; power reduced to engine; headlights only; radio and lights). It has been speculated that ionized air near an engine's distributor can lead to reciprocating engine failure through a change in shape of the generated spark (Klass, 1968, pg. 97), however no supporting evidence for this presumption is given. Hall's 1964 review of 106 perhaps controlled explosions which incidentally interfere with electrical circuits under certain conditions." Falla (1979) also summarized 420 EM cases. More recently, Smith (1991) provided me with a listing of 126 cases from his UNICAT computer file in which the parameter electromagnetic (EM) was included. These cases include 113 from surface vehicles and technology and 13 (10.3 percent) from aircraft and related technology. Only three of these are included in the present listing.

THE DATA BASE

The following 56 cases involving E-M effects on board aircraft were drawn from my personal collection of almost 3,600 pilot sightings going back to 1926 when cockpits didn't have much more instrumentation than a simple barometer to indicate air pressure (altitude) change. These 56 cases represent 1.5 percent of all pilot sighting reports. Interested readers may contact me for a copy of the abbreviated list of cases analyzed here.

The following topics are summarized below from these tables:

(a) Year distribution

(b) Time of day

(c) Geographic location

(d) Aircraft registration (Class)

(e) Type of aircraft

(f) Number of witnesses

(g) Sighting duration

(h) Number of AAO

(i) Shape of AAO

(j) AAO Motion Characteristics

(k) E-M effects upon aircraft systems

(a) **Yearly distribution**. These E-M cases cover a period of 45 years (1945 to 1990). No cases were found for 15 of these years. The highest number of reports were made in 1952, the well-known "flap" year of UFOlogy in America. No apparent patterns are found in these data.

(b) **Time of day.** Figure 1 presents the (local) time at which these events took place. The now-familiar bimodal distribution was found peaking with six cases between 8 to 9 p.m. and midnight to 1 a.m. local time. I found a somewhat similar double peak in the 1942 - 1952 sample of 283 cases (Haines, 1983). Except for possible disruption of VHF radio transmission at night due to ionization in the upper atmosphere one would not expect to see any particular temporal distribution of E-M cases on a natural basis. Very few aircraft can fly at altitudes high enough to experience this kind of radio disruption.

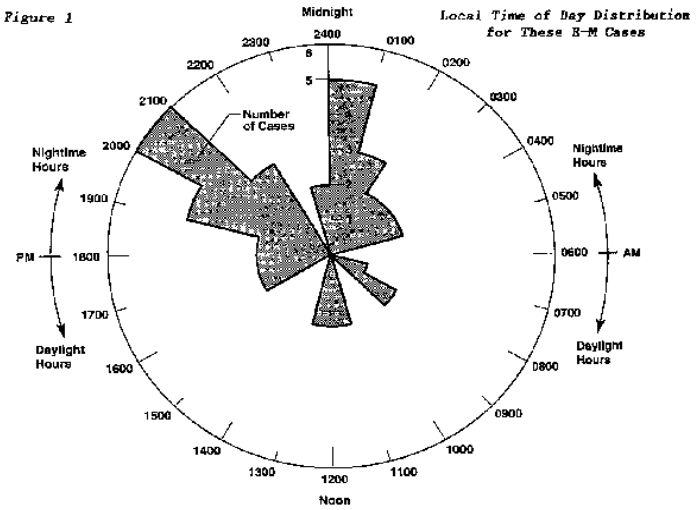

Figure 1 - Local Time-of-Day Distribution for E-M Cases
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The time of day at which EM interference occurred in the 126 ground and aircraft cases from a recent UNICAT analysis (Smith, 1991) found that most took place at 2300 - 2400 hours local time (23 cases; 18.2 percent). The number of EM cases fell rapidly to five cases during the one hour after midnight (1200 - 0100L), rose to nine cases (7.1 percent) (0100 - 0200L). Before midnight the number of EM cases was four cases (1800 - 1900L), four cases (1900 - 2000L), eight cases (2000 - 2100L), 10 cases (8 percent) (2100 - 2200L), 15 cases (12 percent) (2200 - 2300L), 14 cases (11 percent) (2300 - 2400L).

(c) **Geographic location.** The present 56 cases occurred in 24 countries and in 19 American states as well as over the following major bodies of water of the world (Antarctica; Bering Sea; Gulf of Mexico; Sea of Japan). Fifty of the 56 cases (89 percent) took place in the northern hemisphere and only six (11 percent) in the southern hemisphere. Concerning longitude, 34 cases (61 percent) took place in the western hemisphere and 22 (39 percent) in the eastern hemisphere. These findings are a result of the location of the flight paths flown by these aircraft. Unfortunately, it is not feasible to normalize these data against actual flight path locations. Localized concentrations of (iron-bearing) magnetized rock can produce fairly slow compass needle deviations. These areas are well known and are marked on aviation charts in addition to the earth's global magnetic fields. None of the compass deviation events reported here were the result of these well known phenomena.

(d) **Aircraft registration (Class)**. Table 1 summarizes the different types of aircraft registration involved in this set of data. Most of the cases associated with U.S. military aircraft took place before 1960. In general private aircraft do not have as much advanced electronic equipment on-board to be affected by AAO radiation.

Table 1

Aircraft Class Distribution

	(Number of Cases) Foreign	American
Private	2	6
Commercial	15	2
Military	6	25

(e) **Type of aircraft.** Table 2 lists all of the aircraft types involved in these cases. Of the 41 different aircraft types involved here 17 (41 percent) were propeller driven with internal combustion engines.

Table 2

Types of Aircraft

Private		Cessna 150	Piper-Clipper
		Cessna 170	Piper-Navajo
		Cessna 182	Piper-Cub
		Seneca	
Commercial		DC-4	B-737
		DC-9	B-747
		DC-10	Caravelle
		Beaver	Bristol 170MK31
		Aero-commander	IL-14
Military	C-46	B-29	F-4
	C-47	B-36	F-15C
	C-130	RB-47H	F-16
	Transport	B-50D	F-82
			F-86
		T-33	F-86D,K
			F-89D
		BD-5	F-89J
		P2V-5F	F-94
			F-94B
		UH-1H	F-104

(f) **Number of witnesses**. The number of witnesses either of the E-M effect or the AAO itself ranged from one to more than forty (see the case dated 11-16-67 that lasted over an hour!). There was an average of 2.7 eye witnesses per case.

(g) **Sighting duration**. Figure 2 presents the distribution of sighting durations for these cases. They range from seconds to three hours. The longer durations (and higher altitudes) tend to eliminate most prosaic explanations for AAO including meteorites, balloons, model planes, gliders, kites, and remotely piloted vehicles. This distribution is similar to what I found in my review of all pilot sightings for the period 1973 through 1978 (Haines, 1979).

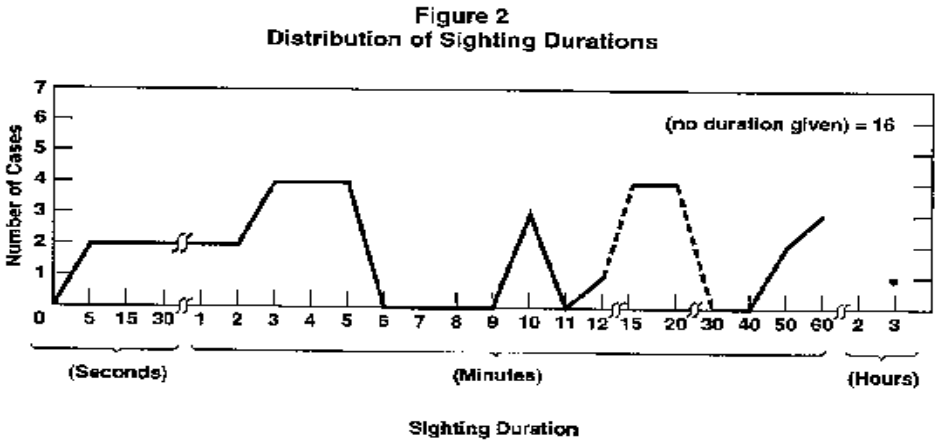

Figure 2 - Distribution of Sighting Durations
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(h) **Number of AAO**. The number of AAO in each case was counted in relation to the type of aircraft registration involved. These findings are presented in Figure 3. Note that there were from one to thirteen separate AAO in any given case and that there does not appear to be any particular distribution in the number of AAO by private, commercial, or military aircraft type which might occur if the AAO could detect, in advance, what classification of aircraft was present and then arrange to bring a particular number of their own vehicles near the aircraft. In three cases the pilot wasn't sure about the number of objects.

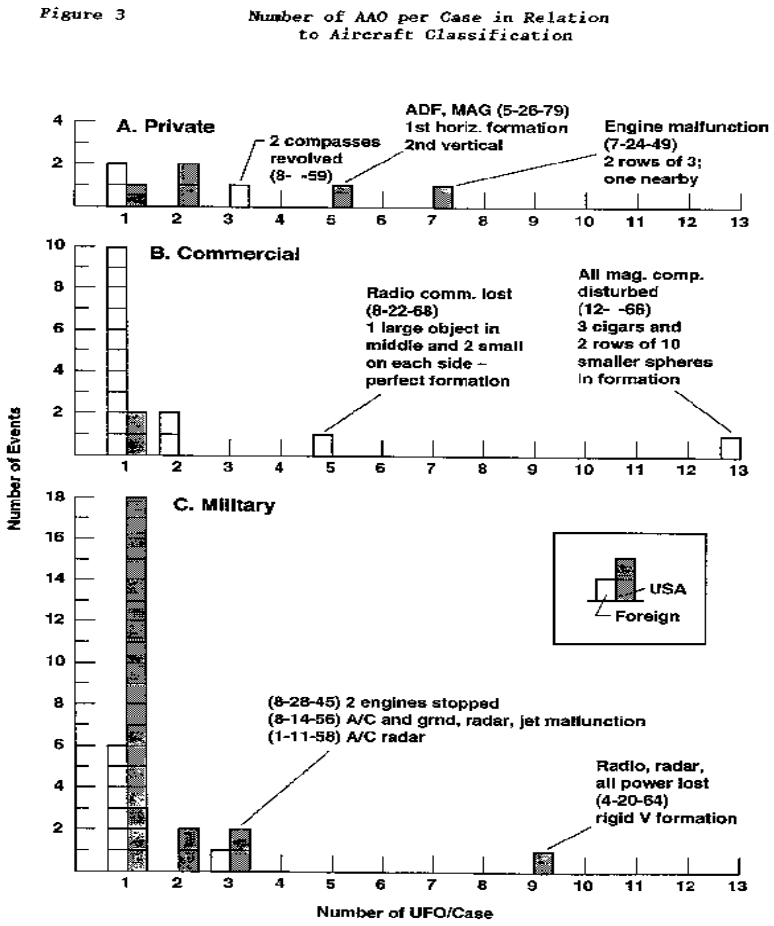

Figure 3- Number of AAO Per Case in Relation to Aircraft Classification
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In the December 1966 case from Finland both pilots reported seeing a "formation of odd lights" flying in formation (see Figure 4 for an artist's rendition). Three were cigar shaped objects which kept a rigid formation relative to one another. There was a straight row of ten dark and ten light colored round objects. Flight crews on four other commercial flights reported seeing the same formation. The two compass systems on the Caravelle jet aircraft showed different readings. As the formation moved on ahead of the aircraft both compasses returned smoothly to normal (accurate) orientation.

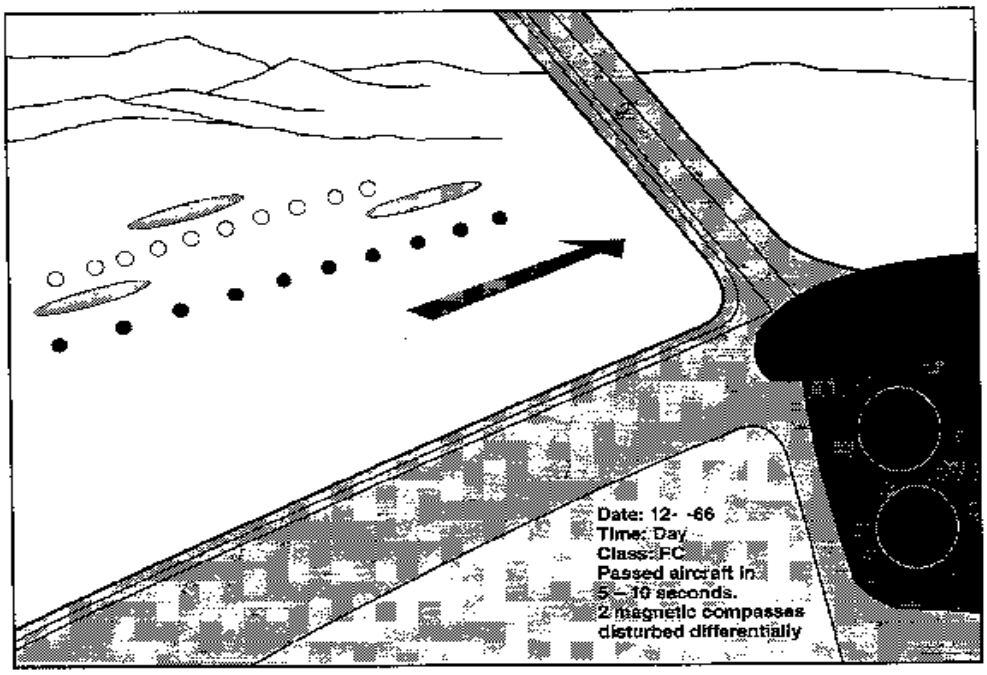

Figure 4.
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Figure 5 is an artist's rendering of another highly interesting multiple UFO sighting of (8-22-68) from Australia which lasted more than ten minutes. The lines labeled (A), (B), and (C) merely represent passage of time, not three parallel flight paths. The larger objects appeared to divide into two sections and rejoin and also to change shape as shown. The smaller spherical objects would fly in rigid formation with the larger objects and then move away and return to it. Radio transmission interference occurred only when these objects were near the aircraft. It isn't known whether the intensity of timing of interference occurred during any of the particular AAO activity shown here.

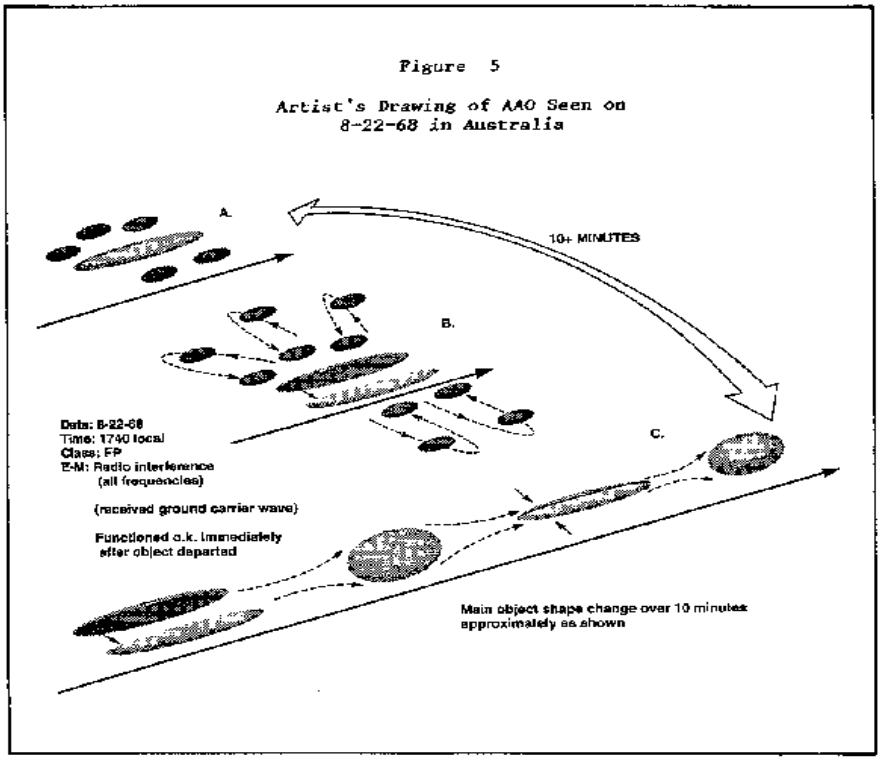

Figure 5
92-figure5L.gif

I suggest that the larger is the number of closely spaced AAO near an aircraft the stronger will be their integrated E-M "field" produced at the aircraft's location. This seems to be supported by the private and commercial aircraft class data in Figure 3. In part A of Figure 3 the formations of five and seven AAO produced ADF and magnetic compass deviations and engine malfunction, respectively. In part B of this figure the formations of five and thirteen AAO yielded blocked radio communication and magnetic compass disturbances, respectively. In part C three and nine AAO interfered with engines, and radio/electrical power, respectively.

(i) **Shape of AAO**. Table 3 presents a summary of verbal descriptions of the various AAO observed. They have been grouped by angular size and apparently self-emitting versus passively reflecting. It is impossible to be certain whether an entry in any category may not also be part of another category at a difference time.

Table 3

Summary of AAO Shapes, Size, and Luminance*

	Self-emitting	Passively reflecting
	white(1)	
	white-2 red dim red windows(1)	
	orange(1)	no shape (polished metal)(1)
Angular Point	white & red(1)	
	white, red & green(1)	
	red & green(1)	
	red(1)	
	no color cited(1)	
	Sphere-greenish(1)	Cigar-grey (2)
	Sphere-amber(1)	Egg (1)
Angularly Large**	Sphere-white(1)	Cone (red flames(1)
	Sphere-white-yellow-Red(2)	Oblate spheroid(1)
	Oval-grey(1)	Bullet (1)
	Top-green/red mid-band(1)	Triangle, flattop (4)
	Top-red & blue flashing(1)	Domed disk, flat bottom(2)
		Domed disk, grey-blue(1)
		Wreath & flanged rim (1)

Notes: * Seventeen cases (55%) involved only a radar screen image spot and eight cases involved "not available" or "not indicated."

** Larger than about 30 minutes of arc.

(j) **AAO Motion Characteristics**. Are there patterns of relationships between different AAO shapes/luminance and AAO motions? The answers are found in Tables 4 and 5 which list the motion codes of 39 cases (70%) of the total in which both shape and motion characteristics are given. Table 4-A and B probably represent the same objects and phenomena but seen from different distances rather than representing differences in the physical size of the AAO.

Table 4-A

AAO Motion(s) Relative to Nine Cases of Self-Luminous (Small) Point Sources*

Date	Shape	Motion				Type				
11-18-77	White light			H	J					T
9-19-57	White light	A	C				N	P	S	
9- 7-58	White, red & green			H						V
3-26-52	Red & green	high speed travel								
11- 4-57	Red	A						P		
5-26-79	Orange	A	C					P		
1- 3-63	None (projected white beam							P		
	Total =	3	2	2	1		1	4	1 1	1
	Pct. =	19	13	13	6		6	25	6 6	6

* These sixteen motions represent 20.5% of all those reported.

Table 4-B

AAO Motion(s) Relative to Nine Cases of Self Luminous Angularly Large Sources*

Date	Shape	Motion			Type			
3- 1-86	Amber sphere (Sp)	A				P		T
2- 2-73	Blue-white Sp					P		
6- 4-55	White, yellow & Red Sp				H			
3-12-77	Bright white Sp				H	P		
5-31-52	Intense Sp 450 kts.							
8- -59	Grey oval 250 mph							
2- 3-54	Top (green-top; Red mid-band)		D	E				
11-16-67	Top (red & blue flashing lights)	A					S	
11- -68	Pale blue disk & 12 windows	A						T
	Totals =	3	1	1	2	3	1	2
	Pct. =	23	8	8	15	23	8	15

* These thirteen motions represent 16.4% of all those reported.

Table 4-C

Motion Coding Explanations
(Letters are Included in Following Tables)

A	Approached aircraft on a straight path and/or collision course
B	Circled behind aircraft quickly
C	Flew in curved path
D	Descended vertically
E	Revolved about an axis
F	Multiple objects flew in rigid formation
G	Flew in straight path cross aircraft path
H	Hovered or appeared almost motionless
J	Flew parallel with aircraft
K	Sudden stop in mid-air
L	Flew on straight flight path
M	Jumps invisibly from place to place
N	Made a right angle (or very sharp) turn
O	Oscillated about its vertical axis
P	Paced aircraft at close distance
R	Sudden reversal of flight direction
S	Flew in one or more circles around aircraft
T	Accelerated away from aircraft
U	Sudden disappearance
V	Ascended vertically

Table 5-A

AAO Motion(s) Relative to Two Cases of Reflecting Point Sources*

(See Table 2)

Date	Shape	Motion Type				
6- -49	None (polished metal)	A	O		S	V
9-26-67	None	A		P		
	Total =	2	1	1	1	1
	Pct. =		17	17	17	17

* These six motions represent 7.5% of all those reported.

Table 5-B

AAO Motion(s) Relative to Nineteen Cases of Angularly Extended Reflecting Sources*

Date	Shape	Motion Type												
12- -66	Cigar							P		T				
10-18-73	Grey cigar 600 kts	A						P		T				
7-16-73	Egg												V	
10-18-51	Cone (red flames) 530 kts													
7-23-47	Wreath & flanged rim							P						
12-10-52	Oblate Spheroid, white				H				R					
1-29-62	Oblate Sp.				H								V	
4-20-64	Oblate Sp., white	A						P						
3-21-65	Oblate Sp., greenish	A						P		S	T			
9-19-76	Oblate Sp.,	A						P	R					
3- -71	Bullet			G				P			T	U		
12-17-56	Domed disk, flat bottom 1500kts				H						T			
6-18-68	Domed disk, grey-blue	A									T			
9- -50	Coolie hat 1000 mph													
7-24-49	Triangle, flat top & shallow bottom	A					N							
7-14-74	Triangle				H									
3-30-90	Triangle 1800 kts		D		H	K			R			U	V	
8-22-68	None given			F				P						
2- 4-90	None given				H	K					T		V	
	Total =		6	1	1	1	6	2	1	8	3	1	7	2	4
	Pct. =		14	2	2	2	14	5	2	19	7	2	16	7	9

* These 43 motions represent 55.1% of all those reported.

The rank order of AAO motions from most to least frequent occurrence (with percentage of the total 95 cases) is given in Table 6. Note that the first four categories account for more than 60 percent of all reported AAO motions. The first three items typically require both a sufficiently long viewing duration and relatively near distance to the AAO in order for the pilot to be able to visually discriminate these features.

Let us only consider those types of motion where the aircraft appears to be the center of focus or attention of the AAO. Only two of the present 20 motion types (viz., A and P) together account for almost 35 percent of all of these types of cases! When three other (similar) motion types (B, J, and S) are added the total rises to 42.1 percent! If AAO are nothing but natural atmospheric phenomena why would they be attracted in these particular ways to the aircraft and remain nearby for such a long time? Indeed, this is strong evidence for some kind of intelligence associated with AAO.

Table 6

Ranked Frequency of AAO Motions

	AAO Motion	Percentage	Mean Alt. (x1000')	Mean Dur. (min.)
P	Paced aircraft at close distance	20.0	16.9	13.5
A	Approached aircraft on straight path and/or collision course	14.7	16.7	18.9
H	Hovered or appeared almost motionless	13.7	23.1	25.0
T	Accelerated away from aircraft	11.7	9.7	6.3
V	Ascended vertically	7.4		
D	Descended vertically	4.3		
R	Sudden reversal of direction of flight	4.3		
S	Flew in 1 or more circles around aircraft	4.3		
K	Sudden stop in mid-air	3.1		
U	Sudden disappearance	3.1		
C	Flew in curved path	2.1		
J	Flew parallel with aircraft	2.1		
N	Right angle (very sharp) turn	2.1		
B	Circled behind aircraft (quickly)	1.0		
E	Revolved (about an axis)	1.0		
F	Multiple objects flew in rigid formation	1.0		
G	Flew in straight path across A/C path	1.0		
L	Straight flight path	1.0		
M	Jumps invisibly from place to place	1.0		
O	Oscillation (about vertical axis)	1.0		
	Total =	99.9%		

An analysis was made to discover whether the four types of AAO sizes and luminance's were differentially related to AAO motions when the distance between the AAO and the aircraft was decreasing, increasing, or remaining at about the same distances during the sighting. The results of this analysis are presented in Table 7. These motion categories are not mutually exclusive and several could apply equally well to the other categories depending on the direction of the AAO relative to the aircraft

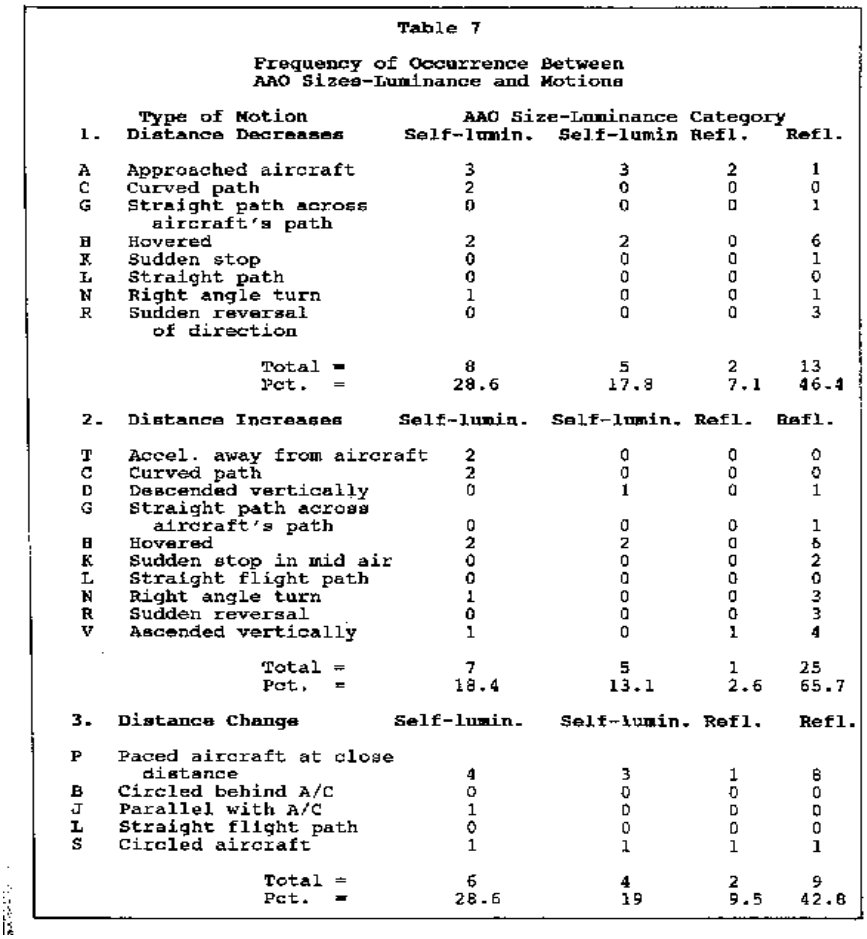

Table 7

Frequency of Occurrence Between
AAO Sizes-Luminance and Motions

	Type of Motion	AAO Size-Luminance Category			
1.	Distance Decreases	Self-lumin.	Self-lumin	Refl.	Refl.
A	Approached aircraft	3	3	2	1
C	Curved path	2	0	0	0
G	Straight path across aircraft's path	0	0	0	1
H	Hovered	2	2	0	6
K	Sudden stop	0	0	0	1
L	Straight path	0	0	0	0
N	Right angle turn	1	0	0	1
R	Sudden reversal of direction	0	0	0	3
	Total =	8	5	2	13
	Pct. =	28.6	17.8	7.1	46.4
2.	Distance Increases	Self-lumin.	Self-lumin.	Refl.	Refl.
T	Accel. away from aircraft	2	0	0	0
C	Curved path	2	0	0	0
D	Descended vertically	0	1	0	1
G	Straight path across aircraft's path	0	0	0	1
H	Hovered	2	2	0	6
K	Sudden stop in mid air	0	0	0	2
L	Straight flight path	0	0	0	0
N	Right angle turn	1	0	0	3
R	Sudden reversal	0	0	0	3
V	Ascended vertically	1	0	1	4
	Total =	7	5	1	25
	Pct. =	18.4	13.1	2.6	65.7
3.	Distance Change	Self-lumin.	Self-lumin.	Refl.	Refl.
P	Paced aircraft at close distance	4	3	1	8
B	Circled behind A/C	0	0	0	0
J	Parallel with A/C	1	0	0	0
L	Straight flight path	0	0	0	0
S	Circled aircraft	1	1	1	1
	Total =	6	4	2	9
	Pct. =	28.6	19	9.5	42.8

Table 7

Note that the relative percentage of cases for the four AAO size luminance categories is approximately the same across these three categories of approach-recede-no change.

Table 8 presents the AAO motions associated with radar contact cases

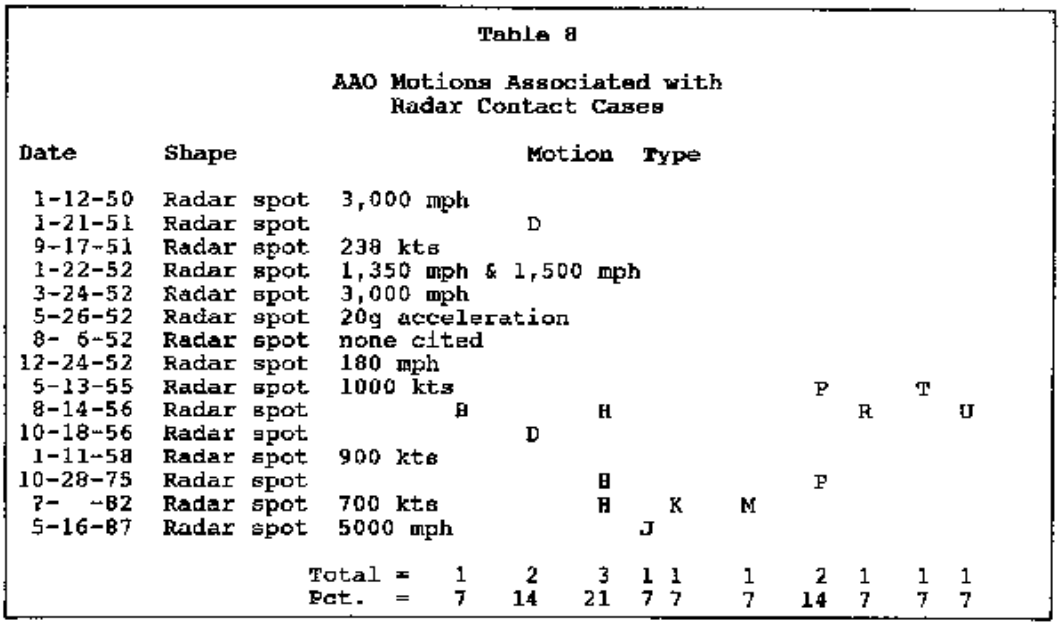

Table 8

AAO Motions Associated with
Radar Contact Cases

Date	Shape	Motion Type									
1-12-50	Radar spot	3,000 mph									
1-21-51	Radar spot			D							
9-17-51	Radar spot	238 kts									
1-22-52	Radar spot	1,350 mph & 1,500 mph									
3-24-52	Radar spot	3,000 mph									
5-26-52	Radar spot	20g acceleration									
8- 6-52	Radar spot	none cited									
12-24-52	Radar spot	180 mph									
5-13-55	Radar spot	1000 kts							P		T
8-14-56	Radar spot		B		H					R	U
10-18-56	Radar spot			D							
1-11-58	Radar spot	900 kts									
10-28-75	Radar spot				H				P		
?- -82	Radar spot	700 kts			H		K	M			
5-16-87	Radar spot	5000 mph				J					
	Total =	1	2	3	1	1	1	2	1	1	1
	Pct. =	7	14	21	7	7	7	14	7	7	7

Table 8

A great majority of these particular cases represent very high speed AAO.

(k) **E-M effect upon aircraft systems**. Now that various aspects of the surrounding flight conditions and related events of these sightings have been reviewed we turn to the main subject of this paper. For each physical system we seek the failure point that is common to the most instruments. For example, since many cockpit instruments are operated electrically an interruption to the electrical power distribution system can temporarily affect many different instruments. If the ammeter indicates a slow battery discharge the electrically driven instruments and displays will cease functioning in well known ways. But if only one or two electrically driven instruments are affected by the AAO this suggests either that: (1) the E-M radiation from the AAO wasn't strong enough to cripple the entire electrical system (but only the few instruments), (2) its radiation was tuned only to the instruments affected, or (3) the affected instruments were not adequately shielded from the radiation. The following topics are treated here: (1) electrically driven systems, (2) magnetically actuated systems, (3) engine malfunctions, and (4) hydraulic aircraft systems.

Figure 6 illustrates, by area of circles, the basic categories of E-M effects reviewed here and the relative proportion of each one. Three circles lie partially outside the main circle because these systems were either on the ground (e.g., radar) or could have involved mechanical problems (e.g., engine malfunction) as well as electrical problems.

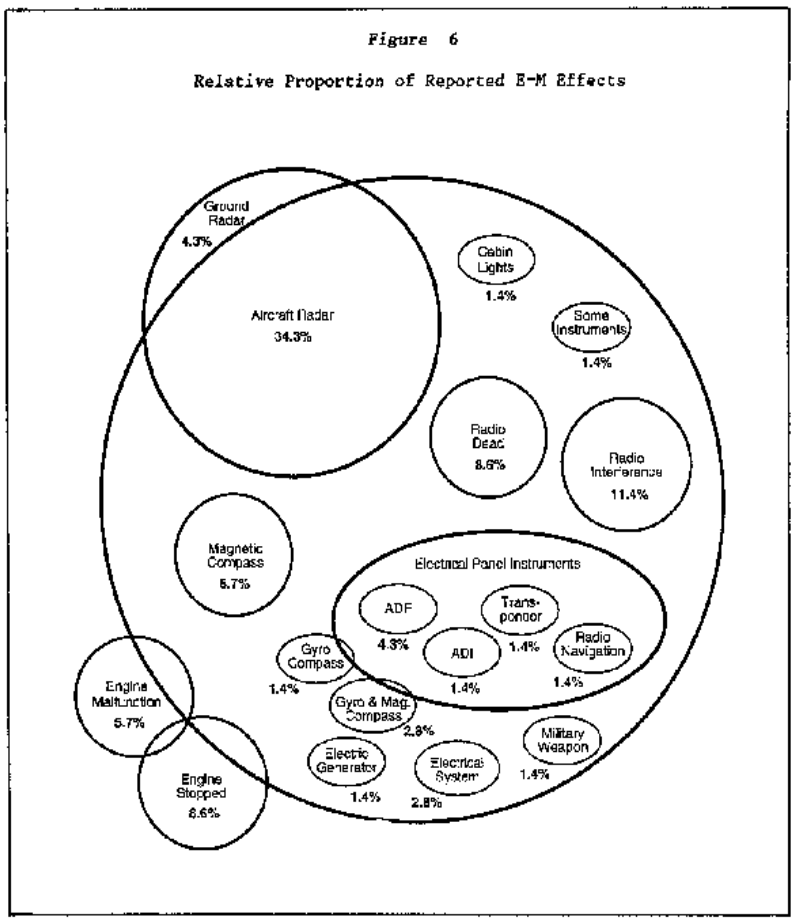

Figure 6
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1. **Electrically Driven Systems.** Modern aircraft have a large number of displays and controls that are electrically controlled and powered. Only a few have emergency battery backup systems. In addition, modern aircraft have highly efficient electrical shielding around each bundle of cables to prevent various kinds of malfunctions.

Of the 65 total E-M effects reviewed here, 51 (78%) involved the electrical system in one way or another (including the 21 radar cases which require electrical energy and which involved positive

contact with the object by 27 different ground and aircraft sets). Table 9 summarizes these effects; radar cases are omitted. It is not known whether the individual instrument or system failed by itself or because of temporary or permanent loss of input electrical power.

Table 9

Direct or Indirect E-M Effects Involving Aircraft Electrical Systems

	Cases	Date
1. Electrical System Power Lost (unknown cause)	2	
all power lost		4-20-64
system failed only when AAO was nearby		7- -75
2. Electrical Generator burnt out (right side)	1	11- 4-57
3. Automatic Direcction Finder (ADF) "interference"	4	
"violent reaction"		11- 4-57
needle rotated "aimlessly long after event		3-21-65
Spun at AAO passed A/C		2- 2-73
		5-26-79
4. Cabin lights dimmed to "dull glow" when AAO approached and returned to normal as it departed		11-16-67
5. Radio communication (permanently dead)	2	2- 3-54
		11-16-67
6. Radio transmission complete failure	5	
Failed only when AAO was nearby		3-21-65
Failed only during AAO encounter		6- 1-68
Failed at all available frequencies		8-22-68
Failed as AAO passed aircraft		7-16-73
Failed only when AAO was near aircraft		7-14-74
7. Radio interference (static, buzzing)	7	
Buzz heard soon after freq. changed many times/many frequencies		9- -50
Interference occurred only when AAO nearby		11- 4-57
Interference occurred only when AAO nearby		4-20-64
VHF interference when AAO paced aircraft at est. distance of about 5 meters		6-18-68
Interference occurred only when AAO nearby		11- -68
Static occurred as AOO passed aircraft		5-26-79
Static occurred when AAO was nearby		3- 1-86
8. Radio navigation equipment	1	
Problem developed only when AAO was nearby		7-14-74
9. Electric (Magnesyn) gyro compass	3	
Needle precessed at 20 deg per 12 miles (with large magnetic compass variations)		6- 4-55
Revolved and pointed at AAO as it circled the Cessna 170		8- -59
All 3 systems pointed in different directions for 3-4 minutes		3-12-77
10. Military weapon system (Sidewinder Missile) control panel ceased functioning	1	9-19-76
11. Transponder stopped working	1	11-18-77
Total Cases =	28	

For a relatively small area source of E-M radiation its strength decreases inversely with the square of the distance to the source as illustrated in Figure 7. Thus, if the aircraft is 2D units from the AAO the radiation strength at that location is one-fourth of what it would be at distance D. By increasing the distance to 3D the strength decreases to one-sixteenth, etc. The grey curved line shows that as D decreases E-M strength increases toward infinity very very rapidly. What are some consequences of

this fact with regard to these particular sightings? If the AAO radiates a constant field strength and it approaches the aircraft we would expect increasingly more powerful effects on aircraft systems and vice versa. In fact, there were 14 different E-M effects noted for the A motion category (Approached the Aircraft) and only two for motion category T (Accelerated Away from the Aircraft). The H (Hovered nearby) category had 10 E-M effects and P (Paced the Aircraft) had 16 E-M effects. These and other findings are consistent with the expected effects of E-M radiation upon physical systems and also show that the phenomena are not optical in nature but possess some form of electromagnetic radiation.

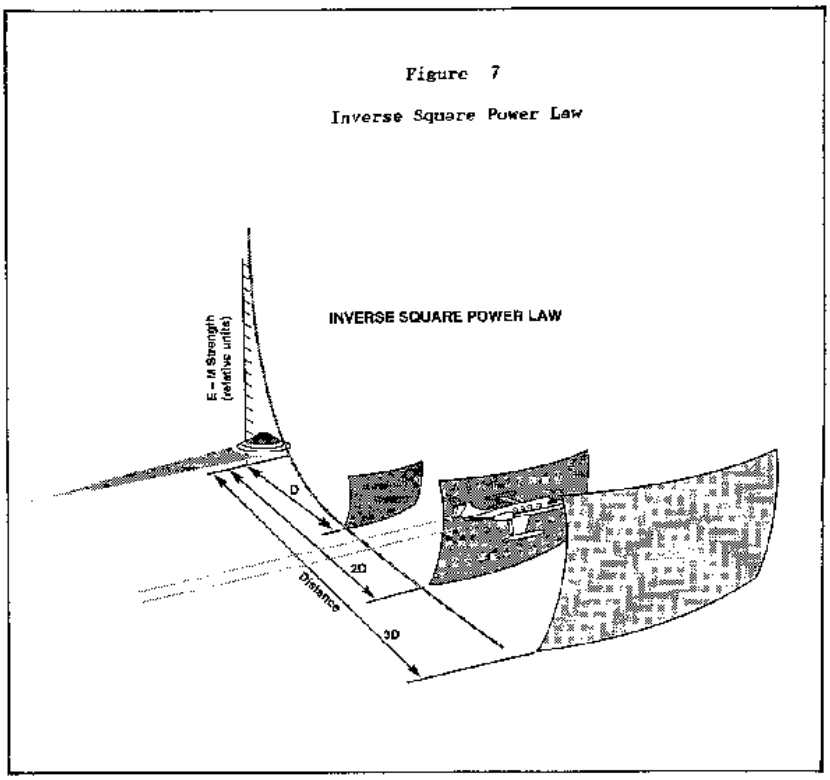

Figure7
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McCampbell (1973; pg. 51) reviewed published E-M cases involving UFO and stated, ". . . the (automobile) engines, radios, and lights appear to be roughly equal in their sensitivity to UFOs . . the mechanism of UFO interference is something other than low frequency, electromagnetic radiation." Yet this assessment may be premature as shown by the following data.

2. **Magnetically Actuated Systems**. The magnetic compass is a navigational system almost as old as mankind, indeed its basic design has not changed in thousands of years. There are many documented instances of spinning compasses on both ships and aircraft (Berlitz, 1977; pg. 43) including the famous case of the disappearance of Flight 19 on December 5, 1945 and another on March 25, 1945 when a U.S. Navy PBM pilot reported that his ".... radio compass started to circle. The magnetic compass was also spinning. Our radio became useless because of static. All our flight instruments went out." However, these cases did not (apparently) involve the simultaneous presence of anomalous aerial objects nearby the aircraft arid so are not included here.

Clark and Corbitt (1942) point out that deflection of a magnetic (compass) needle is produced by two primary causes: (1) proximity of ferro-magnetic metals inside the aircraft structure, and/or (2) the presence of varying electromagnetic fields in the area of the compass produced by the flow of relatively large electric currents in the region of the cockpit. Since great effort is taken to remove ferro-magnetic metals inside aircraft compass deflections in flight must be due to an imposed magnetic field(s). It is the DC or AC nature and strength of such fields that are of primary

importance.

Thanks to experimental work by McCampbell (1991) some of the dynamic parameters of the relationship between time-varying strength of a magnetic field and spin rate of various types of compasses are known. He used both a liquid filled and a "card or rose movement" compass and a powerful nickle steel permanent bar magnet (1" x 0.63" x 4.75") He brought the magnet's north end radially toward and away from each compass (normal to the needle) at different approach/recede "pumping" rates as well as different closest approach distances. He found that: (1) Spinning, i.e., complete needle rotation, began (and continued) at about 0.07 gauss (peak power) at 33 RPM rotation rate. This field strength is about 35 percent of the earth's magnetic field strength of approximately 0.2 gauss, (2) Increasing the peak field strength drives the compasses to a relatively high RPM as long as the pulses are kept in proper synchronization. If field strength is greater than some undetermined value the needle begins to move erratically. (3) The liquid filled compass exhibited spin rates ranging from 4 to 20 RPM. This corresponds to pulses of 0.13 to 0.33 pulses per second (i.e., 7.7 to 3.0 seconds per pulse. (4) The card compass exhibited higher spin rates ranging from 33 to 126 RPM. (5) Field strength had to be about two to three times greater for the liquid filled compass than for the card compass to achieve the same rate of spin due to viscous friction effects, (6) The relationship between spin rate and closest approach distance of the magnet to the compass is approximately linear (between 8 - 13 cm).

It is interesting to calculate the strength of the magnetic field that would exist D distance (feet) from the aircraft at its source if its field strength was 0.07 gauss at the aircraft. Table 10 provides several calculated values.

Table 10

Calculated Magnetic Field Strength With Distance from an Aircraft (Assumes 0.07 gauss at aircraft and no effective shielding)

Distance (Ft.)	g (gauss)
100	700
250	4,375
500	17,500
1,000	70,000
5,280 (st. mile)	1,951,488
2 st. miles	7,805,952

If AAO possess magnetic fields of millions of gauss or more then we can also expect to see various optical effects such as Faraday rings in the atmosphere surrounding the AAO (when viewed through polarizing lenses). Such reports have been made by observers from the ground and so cannot be treated here.

There were seven cases of the total (10.7%) that involved the magnetic and/or gyro-compass(es) on the aircraft. These cases are listed in Table 11.

Table 11

E-M Effects Involving Magnetic and/or Gyro Compasses

	Cases	Date
1. Single magnetic compass deviations	3	
Rotated at several rpm		2- 2-73
Rotated clockwise at about 4 rpm		10-18-73
Rotated as AAO passed by		5-26-79
2. Multiple magnetic compass deviations	1	
Each disturbed differently when AO nearby		12- -66
3. Multiple gyro compass deviations	1	
All three pointed in different directions for 3-4 minutes while AAO was pacing the aircraft		3-12-77
4. Magnetic and Gyro compass deviations	2	
Precessed at 20 deg. per 12 miles		6- 4-58
Revolved and pointed at AAO as it circled the Cessna model 170		8- -58
Total =	7	

The 2-2-73 and 10-18-73 cases appear consistent with a magnetic field of about 0.02 gauss that is pumping the needle at something less than 0.3 pulses per second (18 pulses per minute). The 5-26-79 and 8-58 cases both are consistent with a DC magnetic field. The 3-12-77 case is very puzzling because it implies both a DC magnetic field effect and an inertial effect.

Modern aircraft have the compass sensors mounted remotely from the cockpit display, usually on the external skin of the airplane. This is done to help avoid artifacts that can be produced through electrostatic charge accumulation in flight, lightning strikes, etc. Based upon the above data it is likely that the emitting field(s) of AAO are, in some cases, of a magnetic character, either AC, DC, or both.

3. **Engine Malfunction.** There was a total of nine cases (16%) in which reciprocating aircraft engines either stopped completely in flight or lost power. These events are listed in Table 12.

Table 12

E-M Effects Involving Aircraft Engine Malfunction

	Cases	Date
Single Engine Reciprocating Engine stopped	1	3- -71
One of Multiple Reciprocating Engine stopped	2	7-23-47
		1- 3-63
Two Reciprocating Engines stopped	2	8-28-45
AAO within 800m, restarted as it departed		9-29-67
Reciprocating Engine Malfunction	4	6- -49
Four cylinders involved, all plugs burnt out		7-24-49
Single engine (Piper Cub) increased RPM		8-31-58
Engine ran "rough"		5-26-79
Turbojet Engine Malfunction	1	8-14-56
Total =	10	

Aircraft engines are known to fail in flight more often than many people realize so that such instances must be shown to be extraordinary and clearly unrelated to more common explanations as fuel starvation. All of the events cited above took place when one or more aerial objects were in close (visual) proximity to the aircraft Still it is possible that the pilot was so fascinated by the

unexpected phenomenon that he forgot to switch fuel tanks or to take other required action.

An operating engine can be disrupted either by air, spark, and/or fuel supply. However, as long as the engine and aircraft are moving through the air, the carburetion system is functioning correctly, and the pistons are pumping up and down, the flow of fuel and air are drawn into the cylinders regardless of whether the engine is delivering power. "The only way to stop a running engine, therefore, is to disrupt the electrical system." (McCampbell, 1973, pg. 51) What can interrupt an electrical system?

It is known that a strong magnetic DC field by itself is not likely to ey electrical system compon nts of a reciprocating engine to fail. A natio . testing laboratory used an electromagnet c which could produce a field streng o 10 kilogauss (kg) across an area nine inches in diameter. They found insignificant effects on a spark plug at atmospheric pressure (gap = 0.025") oriented both coaxially and normal to the field. A tungsten filament light bulb did not change in brightness or current (resistance) for field strengths up to 20 kg. In addition, the voltage of a lead acid battery (with resistive load of 1 amp current) oriented with the magnetic field parallel to the plates decreased in voltage from 12.3 at zero field to 12.0 volts at 20 kg. Gillutor (1968) also reported that a typical steel-encased coil placed in a 20 kg magnetic field interrupted the spark only occasionally. When the coil was encased in an aluminum container the spark plug (attached to the coil) started missing at about 4 kg and ceased altogether at 17 kg. Since aircraft reciprocating engines use a (rotating electromagnet) magneto system and not a coil and distributor electrical system one would **not** expect the above cited result to apply directly.

High frequency E-M radiation could affect the electrical system of an automobile by inducing high voltage surges in the secondary windings of the coil leading to incorrect timing of the ignition system.

4. **Hydraulic Aircraft Systems**. It is interesting to note that no incidences of malfunction or failure of aircraft hydraulic systems were reported due to AAO proximity. The nature of fluid dynamics would probably preclude most hydraulic system failures (brakes, aileron control, etc.) from occurring due to imposed E-M radiation.

DISCUSSION

Normalizing the Database. Given sufficient statistical data concerning the number of aircraft flying at any hour of the day, day of the week, or in specific geographic locales, etc., it is possible to normalize data such as these. Unfortunately, it was not possible to achieve such normalization. This was done by Rodeghier (1988) for surface vehicles for time of day effects; the surprising result found was that the peak hour for E-M effects to occur was between 0300 and 0400 local time with a secondary peak from 0100 to 0200 local time! This is important, according to Rodeghier, in that the hourly distribution of thunderstorms over the United States is highly skewed toward the late afternoon hours. His data apparently were not related to thunder- storms. Unfortunately, such statistical data is almost impossible to obtain for military and private type airplanes and very difficult to interpret for commercial airplanes. Given sufficient manpower and computer power it would be possible to normalize part of the present data.

Concerning surface vehicle ignition interference cases Johnson's (1988) analyses suggested that ignition failure is **not** the result of natural causes such as sand, dust, damp weather, etc. as suggested by Sharp (1977) and Menzel and Boyd (1963). Such simple minded explanations do not explain the present aircraft engine interference or failure cases either.

Operator-Caused Effect. We cannot overlook the possibility that in some cases the pilots themselves caused the effects that were reported but were not aware of their behavior or forgot about it in the confusion of the encounter due to his or her emotional state. This explanation is not tenable in those cases where there are multiple pilots present who cross-check each other and who

can calm one another in emotional conditions.

Piezo-electric Effects. Persinger has postulated in many papers that intense E-M field generated by the stress of tectonic plate movements in the Earth's crust can produce plasmoid luminous balls of varying color, size, and brief duration (typically under 15-20 seconds) (1976, 1979). Klass (1968) has proposed a somewhat less precise but similar hypothesis for the UFO phenomena involving ball lightning. Both gentlemen have failed to explain how such a phenomenon can travel high into the atmosphere (as is reported by many airplane pilots) or how the contained plasma can sustain itself for periods of time as long as those reported here (conservatively up to 20 minutes). And, as Rodeghier (1988) has stated, ". . . there is no a priori reason to expect anything but a random distribution of piezo-electric events by hour of the day. in direct contrast with the bimodal distribution shown in Figure 1. Until such explanations are forthcoming and are supported by field observations and laboratory research the piezo-electric effect should be placed near the bottom of any list of credible explanations of the present high altitude E-M events.

Plasma Sheath Interference. A plasma is a particular region within a gas discharge containing very nearly equal number of positive and negative ions. Apparently, its neutral charge affords it some stability of character over time. It's form is thought to result from magnetic fields which establish a reasonably defined interface with surrounding air. It is well known that radio transmission can be disrupted or blocked altogether by atmospheric ionization. This occurred during the re-entry of manned spacecraft into the Earth's atmosphere as the plasma sheath surrounding the space capsule blocked radio communication. The charged particles of a natural plasma move at random and would be expected to produce an apparently random interference pattern known as white noise or static in radio and television transmissions. Klass (1968; pg. 95) has suggested that most UFO phenomena are explained by natural atmospheric plasmas without ever considering the possibility that such plasmas are not a natural phenomenon at all but a by-product of the UFO phenomenon itself! Of course a contained ball of plasma could not reach beneath the hood of a car without being dissipated by the metal hood of an automobile or the engine cowling of an airplane, or could it? There are numerous verified accounts of ball lightning contacting a commercial aircraft in flight and somehow finding its way inside the passenger and crew compartment(s), sometimes to exit silently at some point or other times to explode with a loud clap. How the plasma enters the fully enclosed volume has never been explained but it does! It is a scientific fact that a magnetic field will be generated by the electrically charged particles within a plasma.

Power Interruption and AAO. This topic has received some attention over the years mainly because of its broad social implications. Smith (pg. 272, 1980) compared the number of UFO reports in the U.S. Air Force Project Blue Book project and the number of U.S. Federal Power Commission reports of power failure for the period 1954 through 1969. He noted that the two curves "are in phase and track each other from year to year. Out of phase conditions do exist, however, for the years of 1956 and 1967."

SUMMARY AND CONCLUSIONS

This paper has reviewed some of the details surrounding 56 E-M cases reported by pilots in flight. In the great majority of these cases the cockpit instruments, cabin lights, weapon systems, radar contact, engine(s), and other electromechanical devices on board each evidenced behavior consistent with known laws of physics. In only a few (e.g., 6-4-55; 8-31-58; 3-12-77) were there truly anomalous effects from the point of view of modern-day physics. These data deserve further scrutiny

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Category 11 - Sightings From Aircraft

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
1955 MARINE PILOT SIGHTING	NELSON	MUJ-166,11	11	
AIR FORCE WARNS PILOT	CERNY	MUJ-186,08	11	
CAR PACING, PILOT SIGHTING, BUZZING UFO	HALL	MUJ-164,06	11	
COYNE CASE: CORRECTION & UPDATE	ZEIDMAN	IUR-14-2,17	11	
DID UFO ABDUCT TWO U.S. FIGHTERS?	MARTIN	MUJ-261,20	11	D
DO OUR SPY SATELLITES SEE UFOS?	REGEHR	MUJ-312,06	11	D
ENCONTER OVER SIBERIA	HAINES	IUR-16-6,12	11	F
FREDERICK VALENTICH ENCOUNTER UPDATE	NORMAN	MUJ-174,08	11	F
GREEN LIGHT OVER MANSFIELD	ZEIDMAN	IUR-13-6,13	11	
HISTORICAL NOTES: THOMAS MANTELL	JONES	MUJ-264,18	11	H
KENNETH ARNOLD: UFO PIONEER	LONG	MUJ-165,07	11	H
KENTUCKY CHOPPER CASE	RUTHERFORD	MUJ-302,09	11	
MANSFIELD HELICOPTER CASE	ZEIDMAN	89 SYMP,012	11	
MANTELL DIARY, A	CRAIN	MUJ-217,09	11	H
MORE ON BRAZILIAN OVNIS	SMITH	MUJ-221,04	11	F
PILOT TWICE ENCOUNTERS RINGED UFO	PAGE	MUJ-168,03	11	
PLANE DISAPPEARANCE OPEN (VALENTICH)	SUFOI	MUJ-144,11	11	F
REPORTED UFO SIGHTING	BECHTEL/McKENNA	MUJ-259,19	11	
REPTD OBSERVATION FROM A/C AUSTRALASIA	BASTERFIELD	MUJ-147,03	11	F
REVIEW OF SELECT A/P FROM A/C 1942-1952	HAINES	83 SYMP,013	11	
RICHARD HAINES: AN INTERVIEW	STACY	MUJ-210,12	11	H
SENSE OF AWE, A	NELSON	MUJ-222,08	11	
SPACE SHUTTLE DISCOVERY VOICE RECORDING	ANDRUS	MUJ-255,11	11	
TIME-LINE ANALYSIS GOES UNCHALLENGED	ZEIDMAN	MUJ-194,15	11	
UFO DISASTER AT GRIFFISS-ROME AF BASE	CERNY	MUJ-191,13	11	
UFO INTERCEPTS AIRCRAFT OVER PARAGUAY	RAMIREZ	MUJ-310,08	11	F
UFO SIGHTED FROM AIRCRAFT	CHANDLER	MUJ-154,08	11	
UFO SIGHTING BY PILOT OVER PENNSYLVANIA	GORDON	MUJ-200,05	11	

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Category 6 - Trace Cases / Crash-Retrievals

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
1947 CRASHED SAUCER REPORT	CERNY	MUJ-156,14	6	R
3 HOURS THAT SHOOK THE PRESS	SHANDERA/MOORE	MUJ-269,03	6	R
AIR FORCED PUZZLED BY SOCORRO	HALL	MUJ-157,06	6	D
ANOMALOUS BLISTERS	McDONOUGH	MUJ-304,08	6	C
AUSTRALIAN ALIEN HONEYCOMB ANALYZED	BIESELE	MUJ-155,05	6	R
AZTEC, NEW MEXICO - CRASH STORY RE-EXAMD	JONES/MINSHALL	IUR-16-5,11	6	R
BACKGROUND OF THE GAO INVESTIGATION	WHITING	MUJ-311,11	6	R
BENTWATERS INCIDENT	BOECHE	MUJ-212,10	6	F
BOOK REVIEW (THE CRASH/RETR SYNDROME)	HALL	MUJ-145,10	6	R
BOOK REVIEW (THE ROSWELL INCIDENT)	MACCABEE	MUJ-162,11	6	R
BRITISH & CANADIAN CROP CIRCLE LAYS	DEETKEN	MUJ-304,09	6	C
CANADIAN CUT-UPS & CROP CIRCLES	STRAINIC	MUJ-301,03	6	C
CANADIAN LANDING CASE	CONWAY	MUJ-216,07	6	F
CATALOG OF EARLY CRASH CLAIMS	CLARK	IUR-18-4,11	6	R
CE2 IN THE EASTERN URALS	HAINES	IUR-17-6,11	6	F
CHARLES RIVER ICE RING	ROSENFIELD	MUJ-288,12	6	
CIRCLES CIRCUMSPECT?	STACY	MUJ-304,03	6	C
CIRCLES OF NOTE: A CONTINUING BIBLIOGRAP	CHOROST	MUJ-276,14	6	C
CIRCLES OF SUMMER	STACY	MUJ-293,03	6	C
CIRCULAR ARGUMENTS	NOYES	MUJ-258,16	6	C
CIRCULAR EVIDENCE	ANDREWS	MUJ-243,11	6	C
CLOSE ENCOUNTERS OF 2ND KIND: PHYS TRACE	PHILLIPS	81 SYMP,093	6	
CONFESSIONS OF A CROP CIRCLE SPY!	SCHNABEL	MUJ-295,04	6	C
CRASH/RETRIEVAL LID LIFTED? (SR II)	STRINGFIELD	MUJ-250,03	6	R
CRASH/RETRIEVALS: (SR V)	STRINGFIELD	MUJ-249,10	6	R
CRASHED SAUCERS, MJ-12 & THE DEBUNKERS	FRIEDMAN	92 SYMP,068	6	R
CRASHED SAUCERS: EVID IN SEARCH OF PROOF	MOORE	85 SYMP,130	6	R
CRASHED-SAUCER FORGERIES	NICKELL/FISCHE	IUR-15-2,04	6	R
CROP CIRCLE AT MILAN, ILLINOIS	FISCHER	MUJ-279,05	6	C
CROP CIRCLE SAMPLING	LEVENGOOD &	MUJ-289,13	6	C
CROP CIRCLES IN THE U.S.S.R.	ANDRUS	MUJ-270,13	6	C
CROP CIRCLES: BRIEF HISTORY & OVERVIEW	STACY	91 SYMP,283	6	C
CROP CIRCLES: IS THERE A UFO CONNECTION?	WINGFIELD	94 SYMP,256	6	C
CROP CIRCLES: MYSTICAL VIEW	MIGLIORE	MUJ-278,03	6	C
CROP CIRCLES: PROP. PHYSICAL MEASUREMENT	WALES	MUJ-275,15	6	C
CUTLER CORRECTION	MACCABEE	MUJ-243,20	6	R
DELPHOS REVISITED: PART II	ANDRUS	MUJ-213,14	6	
DELPHOS, KANSAS, CASE	PHILLIPS	MUJ-209,08	6	
DID A BALLOON CRASH AT ROSWELL?	SCHMITT/RANDL	IUR-15-4,04	6	R
DON'T BOTHER ME WITH THE FACTS	RANDLE	IUR-18-1,16	6	R
DOODLEBUGS & LITTLE GREEN MEN	STACY	MUJ-209,03	6	R
DOUBT & DEVIOUSNESS IN UK CROP CIRCLES	KEEN	92 SYMP,037	6	C
DREAMLAND & THE CIA	BASIAGO	MUJ-291,10	6	RD
ENGLISH CROP CIRCLES	ANDREWS	91 SYMP,N/P	6	C
ENGLISH HOAX UPDATE	WINGFIELD	MUJ-284,18	6	C
EXPERT VOUCHES FOR MJ-12 PAPERS	BLETCHMAN	MUJ-243,16	6	R
FLOATING UFOS	TAYLOR	MUJ-222,09	6	
FORT WORTH P. CONF:J.BOND JOHNSON CONN	SCHMITT/RANDL	IUR-15-6,05	6	R
FORT WORTH, JUL 8, 1947: COVER-UP BEGINS	SCHMITT/RANDLE	IUR-15-2,21	6	R
FORUM ON MJ-12	TODD/RODEG/GRE	IUR-15-3,15	6	R
FROM DESK OF STANTON T. FRIEDMAN	FRIEDMAN	IUR-15-6,03	6	R
GEPAN'S MOST SIGNIFICANT CASE		MUJ-193,03	6	F
GERALD ANDERSON: TRUTH VS. FICTION	CARPENTER	MUJ-281,03	6	R
GI FIRES ON UFO IN KOREA	HAINES	IUR-15-6,23	6	
GOING AROUND IN CIRCLES	TALARSKI	IUR-17-4,04	6	C
GUIDE TO SOME NATURAL GROUND MARKINGS	BASTERFIELD	MUJ-194,14	6	C
HARVESTING USEFUL DATA FROM CROP CIRCLES	RUTKOWSKI	IUR-16-2,16	6	C
HATCH ENIGMA	RANDLE/SCHMITT	IUR-18-2,18	6	R
HIDING THE HARDWARE	MACCABEE	IUR-16-5,04	6	R
HOAXER & THE HOAXED	CLARK	IUR-17-4,03	6	R
HOAXES AND AWHOLE LOT MORE	STACY	MUJ-277,09	6	C
HOW TO MEASURE A CIRCLE	KINGSLEY	MUJ-278,09	6	C
HYPOTHETICAL PLAN FOR CRASH/RETRIEVAL	BERLINER	89 SYMP,069	6	R
IN THE BLACK (OUT THERE)	RODEGHIER	IUR-15-5,09	6	D
IN THE LAND OF DREAMS	CAMERON/CRAIN/	IUR-15-5,04	6	RD
INTERVIEW WITH JESSE MARCEL, JR., M.D.	FISCHER	MUJ-279,08	6	R
JESSE MARCEL & ROSWELL INC: AN EXCHANGE	ALLAN/RANDLE	IUR-18-3,13	6	R
KECKSBURG CRASH UPDATE	GORDON	MUJ-258,03	6	R

KECKSBURG UFO CRASH	GORDON	MUJ-274,03	6	R
KECKSBURG UFO CRASH	GORDON	MUJ-257,03	6	R
KECKSBURG UFO SEEN AT A.F. BASES	SANTUS	MUJ-274,06	6	R
LA PAZ, ROSWELL & GREEN BALLS	TODD	MUJ-315,03	6	R
LANDING OF BARRE-DES-CEVENNES	TYRODE	MUJ-144,06	6	F
LANGENBURG, 1974: CLASSIC CE-2 & CCIRCL	TIMMERMAN	IUR-17-2,04	6	C
LEGEND OF THE SPITSBERGEN SAUCER	BRAENNE	IUR-17-6,14	6	R
LOONEY A LOOK: CROP CIRCLES W. MANITOBA	RUTKOWSKI	IUR-17-5,09	6	C
LUMINOSITY REPORTS	NOYES	MUJ-304,06	6	C
MACHINELIKE UNDERGROUND SOUNDS & UFO PHE	LONG	IUR-16-6,03	6	
MAJESTIC & MOORE: NOT GUILTY!	SIDER	MUJ-256,14	6	R
MAJESTIC 12	MOORE	MUJ-231,10	6	R
MENZEL MYSTERY	ANDRUS	MUJ-233,15	6	R
MIDWEST CROP CIRCLES	AGGEN	MUJ-272,15	6	C
MINNESOTA PHYSICAL EVIDENCE ANALYZED	HALL	MUJ-146,11	6	
MISSING TIME	RANDLE/SCHMITT	IUR-17-4,21	6	R
MJ-12 & PHIL KLASS: WHAT ARE THE FACTS?	MOORE/FRIEDMAN	88 SYMP,205	6	R
MJ-12 INFORMANT, AN	CRAIN	MUJ-261,15	6	R
MJ-12 JURY STILL OUT	CLARK	MUJ-235,09	6	R
MJ-12 MAGIC ACT	GREENWOOD	MUJ-236,10	6	R
MJ-12 REBUTTAL	TODD	MUJ-261,17	6	R
MJ-12: AN OPEN LETTER	MOORE	MUJ-249,08	6	R
MJ-12: FACTS, Q&A	HASTINGS	MUJ-254,03	6	R
MJ-12: JURY STILL OUT	FRIEDMAN	IUR-15-2,13	6	R
MJ-12: REBUTTING A "REBUTTAL"	FRIEDMAN	MUJ-264,07	6	R
MOVIE REVIEW ("HANGER 18")	MATHEY	MUJ-151,16	6	R
MOVIE REVIEW (HANGER 18)	DAVIS	MUJ-156,15	6	R
MUFON PHYSICAL TRACE RESEARCH GROUP	PHILLIPS	MUJ-144,16	6	
MUNDRABILLA INCIDENT, THE	ANDRUS	MUJ-239,16	6	F
MUNDRABILLA INCIDENT- PART II	ANDRUS	MUJ-240,14	6	F
NATIONAL ARCHIVES MJ-12 RESPONSE	NAT ARCHIVES	MUJ-233,17	6	R
NATURE'S CROP CIRCLES, NATURE'S UFOS	RANDLES	IUR-16-3,14	6	C
NEW REVELATIONS FROM ROSWELL	SCHMITT	90 SYMP,154	6	R
NEW ROSWELL REVELATIONS: GENERAL SPEAKS	SHANDERA	MUJ-273,12	6	R
NEW WITNESS TO SAN AGUSTIN CRASH	O'BIEN	MUJ-275,03	6	R
NEW YORK CROP CIRCLE INVESTIGATION	CORMIA	MUJ-313,16	6	C
OBLONG UFO LANDS ON WATER	SCHUESSLER	MUJ-178,11	6	
ONCE UPON A TIME IN THE WHEAT	STRAINIC	MUJ-284,03	6	C
OPERATION BLUE FLY	STONE	92 SYMP,205	6	R
PENNSYLVANIA TRACE CASE	GORDON	MUJ-225,16	6	
PHYS TRACE LANDING REPS: CASE FOR UFOS	PHILLIPS	85 SYMP,113	6	
PHYSICAL EVIDENCE FOR UFOS IN AUSTRALIA	CHALKER	MUJ-157,04	6	
PHYSICAL TRACES: TRUTH OR CONSEQUENCES?	VERGA	MUJ-198,06	6	C
POSSIBLE PHYSICAL MECHANISM FOR PROD CC	BRANDENBURG	MUJ-276,10	6	C
PROJECT ARGUS REPORT	CHOROST	MUJ-304,04	6	C
RADIONUCLIDES PAPER	DUDLEY/CHOROST	MUJ-288,08	6	C
RELIVING JULY 5, 1947	CARPENTER	MUJ-275,07	6	R
RESEARCH UPDATE	MOORE	MUJ-230,09	6	R
RESPONSE TO GREENWELL CRITIQUE	STRINGFIELD	MUJ-153,11	6	R
RETURN TO ROSWELL	MACFIE	MUJ-288,03	6	R
RIVER, LAKE & CREEK	STRAINIC	MUJ-275,10	6	F
ROSS, OHIO LANDING CASE	WILHELM	MUJ-186,3	6	
ROSWELL & ITS CONSEQUENCES	SIDER/SCOTT	MUJ-296,10	6	R
ROSWELL & THE FLYING WING	RANDLE/SCHMITT	IUR-18-4,03	6	R
ROSWELL & THE X-15: UFO BASICS	STRINGFIELD	MUJ-259,03	6	R
ROSWELL DEBRIS REANALYZED	THOMAS	MUJ-273,09	6	R
ROSWELL INC: BEGIN OF COSMIC WATERGATE	FRIEDMAN/MOORE	81 SYMP,132	6	R
ROSWELL INVEST: NEW EV OF CRASHED UFO	MOORE	82 SYMP,084	6	R
ROSWELL INVESTIGATION NOTES	SCHMITT/RANDL	IUR-15-6,16	6	R
ROSWELL MATERIAL	SCHMITT/RANDLE	IUR-16-6,10	6	R
ROSWELL ON SHOWTIME	LOWE	MUJ-316,13	6	R
ROSWELL SOURCES	SCHMITT/RANDL	IUR-15-6,20	6	R
ROSWELL'S LATEST UFO PHENOMENON (MUSEUM)	PFLOCK	MUJ-310,15	6	R
ROSWELL, 1989	RODEGHIER	IUR-14-5,04	6	R
ROSWELL, JULY 9, 1947	SCHMITT/RANDL	IUR-14-6,04	6	R
ROSWELL: ANATOMY OF AN INVESTIGATION	RODEGHIER	IUR-15-6,04	6	R
ROUND AND ROUND IN THE CIRCLE GAME	RANDLES	IUR-16-6,17	6	C
SAMPLES FROM MUNDRABILLA CE2	BASTERFIELD	IUR-15-1,12	6	
SEARCH FOR THE ARCHAEOLOGISTS	CAREY	IUR-16-6,04	6	R
SEARCH FOR THE ARCHAEOLOGISTS: AN EXCHAN	FRIEDMAN/CAREY	IUR-17-3,06	6	R
SECOND THOUGHTS ON BARNEY BARNETT STORY	SCHMITT/RANDLE	IUR-17-3,04	6	R
SECRET "SAUCER" SITES	BOYLAN	MUJ-292,14	6	RD
SIGNS OF CHANGE ARE REAL	ANDREWS	93 SYMP,169	6	C
SIMULATED CE-2 GIVES TRAINEES EXPERIENCE	CERNY	MUJ-197,03	6	TR
SOVIET ICE RING	RUBTSOV	MUJ-282,16	6	F
SPHERICAL SOUNDS, ZOOM!	MACER-STORY	MUJ-276,12	6	C
STATEMENT BY LEONARD STRINGFIELD	STRINGFIELD	MUJ-149,15	6	R
SUMMER 1990 CROP CIRCLES	CHOROST/ANDREWS	MUJ-272,03	6	C
SUMMER 1991 CROP CIRCLES	CHOROST	MUJ-282,03	6	C
SWIRLED LANDING TRACE?	SALISBERRY	MUJ-264,03	6	C
TAKING THE OFFENSIVE AT ROSWELL	JEFFREY	MUJ-312,03	6	R

TESTIMONY SUPPORTED	O'BRIEN	MUJ-275,06	6	R
THESES PRE-PARADIGM SCIENCE: CEREOLOGY	CHOROST	91 SYMP,103	6	C
THOSE CORNY BRITISH CIRCLES	NOYES	MUJ-246,08	6	C
TOUCH-DOWN IN NORTH CAROLINA	FAWCETT	MUJ-216,10	6	
TRACKING TRACES	SCOTT	MUJ-281,08	6	C
TRUMAN MJ-12 LETTER	SPICKLER	IUR-16-3,12	6	R
UFO CRASH AT ROSWELL	RANDLE/SCHMITT	MUJ-311,08	6	R
UFO CRASH/RET SYNDROME (SR II)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RET:AMASSING EVID. (SR III)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RET:SEARCH FOR PROOF (SR VII)	STRINGFIELD	STRINGFIELD	6	R
UFO CRASH/RETRIEVALS: A CRITIQUE	GREENWELL	MUJ-153,09	6	R
UFO CRASH/RETRIEVALS: CRITIQUE GREENWELL	STAFF	MUJ-158,10	6	R
UFO SECRECY UPDATE (MONDO RETRIEVO)	BRYANT	MUJ-169,15	6	R
UPDATE ON CRASHED SAUCERS IN N.M.	FRIEDMAN	91 SYMP,268	6	R
UPDATE ON OPERATION MAJESTIC-12	FRIEDMAN	89 SYMP,081	6	R
WHAT HAPPENED IN RAMEY'S OFFICE?	SCHMITT/RANDLE	MUJ-276,03	6	R
WHAT THE AIR FORCE KNEW IN 1947	SIDER	MUJ-245,14	6	R
WILD GOOSE (MJ-12)	CLARK	IUR-14-5,03	6	R
WILL THE CIRCLES BE BROKEN?	RUTKOWSKI	IUR-18-1,11	6	C

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National Investigations Committee On Aerial Phenomena

Category 3 - E-M Cases

Electromagnetic Effects

The NICAP UFO Evidence (1964) listed 106 cases of E-M Effects. Later, CUFOS compiled a list of over 500 incidents. Dr. Richard Haines catalogued 185 involving aircraft, alone. Other Categories, involving Distant Encounters (Cat 1), other Close Encounters (Cat 2), Animal Effects (Cat 4), Medical Effects (Cat 5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Categories. If you find an important E-M case that is NOT listed, please email me at: slk@evansville.net

Francis Ridge
NICAP Site Coordinator

Fifty-Six Aircraft Pilot Sightings Involving E-M Effects - Richard F. Haines, Ph.D.(1992)
(Special Evidence) Electromagnetic Effects - Richard Hall

The UFO Evidence (106 of the cases listed in link below) - Richard Hall
The UFO Evidence II (more cases listed in link below) - Richard Hall
UFO Interference With Vehicles and Self-Starting Engines - James M. McCampbell (1983)
The Effects of Position and Distance in UFO Ignition-Interference Cases - Donald A. Johnson (????)
Catalog of Australian Vehicle E-M Cases - Keith Basterfield
Blackouts & UFOs - Francis Ridge
Category/Group 3 - A UFO Bibliography - Francis Ridge
Compass Needle Reports - ORION - Eric Herr
MADAR Project Study - Francis Ridge
I Know The Secret Of The Flying Saucers - Donald Keyhoe (TRUE, Jan 1966)
Project 1947 E-M Effects Catalog - Mark Cashman
Project Hessdalen Final Report - MSc.EE. Erling Strand
RSID CE-II - Regional Sighting Information Database (Midwest) - Francis Ridge
UFO Reports Involving Vehicle Interference (441 Cases) - Mark Rodeghier

This following pages are under construction. The cases listed represent reports in which a distinct UFO was observed at the same time and place that a definite electro-magnetic effect (E-M) such as a car-stalling occurred.

Cat 3 Case Listings - Early Case Up To End Of 1963
Cat 3 Case Listings - Cases From 1964 On

NICAP Home Page

UFO INTERFERENCE WITH VEHICLES AND SELF-STARTING ENGINES

James M. McCampbell

ABSTRACT

Disruption of automobile engines by UFOs is a familiar phenomenon. Less well known are instances where an engine that had been killed comes back to life again when the UFO departs, that is, the engine restarts itself without assistance from the driver. Twenty- seven such cases are summarized. A key observation by a mechanic whose engine had been stopped by a UFO suggests a mechanism by which self-starting might be understood. Should a non-firing engine come to rest with one cylinder past top-dead-center, it would entrap a suitable mixture of fuel and air to be ignited by the next arriving spark thereby cranking the engine. Such an event might result from collapse of a gaseous discharge across open breaker points in the distributor. If the discharge had been sustained by ionization of the atmospheric gases caused by the UFO, it would collapse shortly after departure of the UFO.

INTRODUCTION

Unidentified flying objects are frequently reported to have exerted some influence upon the physical environment. All of these events are full of technical implications. One category in particular draws attention because of the promise that much scientific knowledge may be gained from it. A large number of UFO sightings have been made at the same time that a vehicle being driven by the witness suffered some sort of malfunction. UFOs appear to exploit a technology in advance of our own. But there is no reason to assume that the mechanisms by which vehicle interferences take place are beyond the capacity of contemporary science. On the contrary, design of internal combustion engines is a sophisticated endeavor. Engineers who design engines or others who understand them should be able to analyze any phenomenon that causes their failure. At least, every prospect encompassed by existing knowledge should be explored before appealing to esoteric theories.

Progress in understanding very complex subjects sometimes proceeds upon recognizing a basic structure, or pattern, that is inherent in the problem. Most students of UFOlogy fully appreciate the variety of details relating to vehicle interferences. But most of them fall conveniently into the following categories:

1. Engine Disruption And Failure. A normally operating engine begins to run roughly and loses power, with accompanying reduction in speed. It may shortly resume normal operation. Either following the disruption, or occurring suddenly, the engine simply stops running altogether.

2. Failure To Restart. Efforts of the operator to start the engine are unavailing in the presence of a UFO. Usually, it can be turned over, but does not catch. After the UFO has departed, however, starting is again normal. In a few instances, permanent damage has been suffered.

3. Self-Starts. Without any assistance from the operator, the engine starts by itself at the time the UFO flies away or very shortly thereafter.

HYPOTHESIS TO BE INVESTIGATED

Scientific progress is frequently achieved by a single hypothesis having a wide range of implications. A number of different suggestions intended to resolve separate elements of the overall

problem, known as ad hoc hypotheses, is an offense to science. They are eventually supplanted by a more comprehensive and useful concept. The hypothesis to be investigated here is that -

> The proximate cause of engine interferences in the above categories is ionization of the atmosphere. (Reference 1) (Ionization is the process by which electrons become detached from their parent atoms, leaving as separate particles the electron itself and the positively charged remnant of the atom that is called an ion.

ENGINE DISRUPTION AND FAILURE

UFOs evidently ionize the atmosphere. Luminous, colored halos sometimes surrounding them must be produced by the recombination of free electrons with ions of the atmospheric gases. (Reference 2) At other times UFOs are reported to be buried inside a dazzling white cloud that is clearly a plasma, a highly dissociated state of electrons and ions. Beyond the luminous boundary one would expect that gases are also being ionized but to a lesser degree. Witnesses repeatedly tell of feeling electricity in the air, hair standing up, prickly sensations, or electrical shocks. Such expressions point directly to electrical phenomena. They are well enough understood, but investigators may have no mental framework into which the message can be fitted, so they may be ignored or forgotten.

Until recently it has been nearly impossible to deal with engine interference cases properly because the mass of data was so widely scattered throughout the literature. It would have required a monumental effort to collect the cases, summarize them, perform statistical analyses, and publish a reference document. But two such documents have now become available. One by the British UFO Research Association (BUFORA) in 1979 (Reference 3) and the other by the Center for UFO Studies (CUFOS) in 1981 (Reference 4). Their respective authors, Geoffrey Falla and Mark Rodeghier, deserve admiration and gratitude for these outstanding contributions. It is now relatively easy to scan the worldwide record of vehicle interferences.

Where was the witness when his engine failed? -- In the driver's seat. What could he see when looking under the hood at a dead engine? -- Nothing. Where was he when attempting to re-start the car? -- Back in the driver's seat. These circumstances contrive to prevent the witness from observing anything significant, except in one crucial case. (Reference 5) Relevant details of that case are extracted from the British summary. As a very bright light approached a car it mimicked several series of flashlight signals. "....The car radio started to be affected and the engine faltered, the interior of the car became very hot, then the engine failed completely. The driver got out of the car, noted that the object was directly overhead and felt a *prickling sensation like small electric shocks*. He lifted the car hood and *asked his wife to try to start the engine*. The engine turned over, but *sparks were seen to jump from the plug leads across the coil to the metal side of the car* and back again. The man was a master mechanic and had never seen such an effect before. As another vehicle approached the *object moved away at high speed. The car engine could then be started immediately...."* (Emphasis supplied by the present author.) It is fortuitous that this event took place at 10 o'clock at night as the sparks may not have been noticed in daylight. So of several hundred cases of engine interference, we have one in which the cause was actually observed. And by a mechanic at that:

What does this mean? Very strong electrical surges of 15,000 to 20,000 volts are delivered to the spark plugs through heavily insulated wires. These wires fan out from the distributor to each plug, lying rather snugly to the engine block and grounded components. In normal operation, rubber insulation plus that provided by spatial separation assures that the electrical surge is delivered to the plugs. The insulating properties of air are impressive. It can sustain an electrical tension without breakdown of about 76,000 volts per inch. For a wire carrying a charge of 15,000 volts only half an

inch from the engine block, the electric field strength would be roughly 30,000 volts per inch; so the margin for preventing the charge from shorting out is not great. Now comes a UFO that ionizes the air. Free electrons in such a strong electrical gradient will be accelerated. They will quickly acquire sufficient speed and kinetic energy to knock electrons off of other atoms. These, in turn, produce grandchildren, etc. The net result is an avalanche of charge as the atmosphere breaks down in a spark. By this method, Geiger counters register the passage of a single ionizing particle. Once the charge has been dissipated to ground, the conducting path heals itself. This mechanism would prevent the high-voltage surge from reaching the spark plugs. The onset of this condition would first be observed as a disruption of the engine when one or a few cylinders was starved, because their wires were closer to ground or their insulation had deteriorated. When a sufficient number of cylinders do not receive a spark, the engine will fail.

FAILURE TO RESTART

Having reached a possible understanding of how UFOs could interfere with internal combustion engines, it is relatively simple to see why the engine might not restart as long as the UFO is present. Turning the ignition switch will crank the engine, but it could not be started as long as high-voltage pulses intended for the spark plugs are shorted to ground by the breakdown of ionized air. There is another sub-category of this phenomenon, namely, cases in which the starting motor reportedly refuses to crank the engine at all. This problem, focusing upon the starter solenoid, is extremely complex, and since it is apparently unrelated to ionization, it must be set aside for the present .

SELF- STARTS

The most exasperating aspect of engine interference cases is the claim that an engine started by itself when the UFO departed, even though the driver's efforts were futile while it was nearby. This is such a ridiculous notion that even trained mechanics scoff at it. Others find it an impossible concept. (Reference 6) Yet it has happened, if witnesses are to be believed at all. Appendix A gives 27 abstracts of cases taken from the Rodegheir catalogue. Obvious push-starts are not included and the list may not be comprehensive.

Rodeghier found a total of 268 engine failures not including, of course, instances of mere rough running or loss of power. Comparing this number with the 27 self starts, one sees that the latter phenomenon is rare, amounting to only about 10% of the time. At any rate, these cases are adequate to establish some essential factors for self starting. The presence of a UFO is obviously required, usually at rather short range. (No mysterious engine failures followed by self starts are known to the author to have been reported apart from a UFO sighting.) Self- starts occur only in conjunction with departure of the UFO, either simultaneously, within seconds, or a few minutes at most. Cars, trucks, vans, and motorcycles are subject to the phenomenon. All are presumed to have had internal combustion engines using spark plugs as none of the available summaries indicated diesel engines. Based upon conditions within the engines that are necessary for self starting, the rarity of these events will become explicable.

Most people have a pretty clear, if not detailed, idea of how car engines work. Electric current from the battery flows through the primary circuit of the coil until it is broken by the opening of the breaker points. The resulting collapse of a magnetic field in the coil induces a high-voltage surge in the secondary windings that is distributed in a certain order to the spark plugs. A fuel-air mixture is then ignited to create high pressure within the cylinder. Not so well known is the fact that the spark is normally timed somewhat early because the propagation of the flame front in the cylinder and the build up of pressure are relatively sluggish. At idling speed, the spark is ignited while the cylinder is still approaching top-dead-center (TDC) on the compression stroke. It is usually set at about 5 degrees of crankshaft rotation ahead of TDC, but automatic devices advance it much farther in proportion to the engine speed.

There is a natural threat of sparking across the opening points that would rapidly erode the point surfaces. To offset this problem, a small condenser is included in the circuit to take up the current temporarily when the points open. Thus sparking is prevented. If the air around the points was ionized, however, an electrical breakdown between the points would be likely. Fairly high electrical field strengths exist at the instant of point separation. With a supply of free electrons and ions around the points, a spark over could easily occur and persist while the points continued to recede to their maximum spacing. Such a current is technically known as an arc discharge. These arcs, having a negative resistance characteristic, produce a runaway current unless it is limited by resistance in the circuit itself. As the current under normal conditions is limited by the resistance in the primary circuit, it will be limited in the arc to exactly the design value. Only when the UFO leaves the scene would the ionization be reduced until the arc could no longer be sustained. It would then extinguish itself instantly. As far as the electrical behavior of the primary circuit is concerned, this event would not be distinguishable from normal opening of the points, that is, a sudden breaking of the circuit. A strong surge must then be induced in the secondary circuit. It could then reach the spark plugs if departure of the UFO has removed the cause of such surges being shorted to ground. So a cylinder in a warm engine, being fully charged with a fuel-air mixture is ignited. If it had come to rest somewhat past TDC, the force due to firing will crank the engine gingerly. One need only remember how push-starts were done in manual shift cars. One cylinder firing and off you went:

Cranking of the engine would be effective from a cylinder position between a few degrees past TDC to 1200 or so. But the crankshaft rotates twice for each power stroke of a cylinder in a 4-cycle engine. So, as a first approximation, one could estimate the favorable circumstances for a given cylinder to be about (120/2x360) x 100 16.4%, if the rest position was purely random. However, it is not. Cylinders act in pairs with one in the compression stroke being balanced by another in the power stroke. If the valves opened and closed at exactly O and 180-degrees, the trapped gases in a non-firing engine would merely act as efficient springs, balancing out the net torque on the shaft. Again, because of the relatively sluggish movement of the gases into and out of the cylinders, valves are timed to operate in anticipation of these two angles. A net torque causes a coasting and stopping engine to approach, then slightly back away from TDC. Its companion would correspondingly approach and slightly back away from its bottom position at 180-degrees, an unfavorable location for self starting. Hence the probability of favorable circumstances for a given cylinder should be much less than 16%. Furthermore, if the engine remained dead for a long time, the fuel-air mixture would leak out past the rings, making self starts impossible. The duration of engine failure is seldom reported, but it must be limited to a matter of minutes, or even to several seconds. While calculating the probability of self starts seems to be impossible, these conditions illustrate why it is so small in the case histories.

One would expect stronger influences upon automobiles from UFOs that are quite close. This question was subjected to statistical analysis by Johnson who found that the distance factor was strongly related to engine disruptions and failures. (Reference 8) Fifty-six cases were subdivided into three groups according to whether the UFO was closer than 30 meters, between 30 and 120 meters, or beyond 120 meters. This corresponded to a grouping of the data and changes in the selected cut offs had no effect. Of a total of 43 failures, the number of events in the three categories were 16, 18, and 9, respectively. In other words, 79% of the failures were produced at distances less than 120 meters. The maximum recorded distance for engine failure was not given.

Additional data on this point is available from Rodeghier in the form of a bar chart. (Reference 9) Distances were broken down generally into increments of 200 feet, but intervals of 50 feet were used in the first 200 feet. By estimating from the scale and suitably combining the first four categories, one obtains the following results:

Range (ft)	Number of Events
0-100	64
100-200	28
200-300	14
300-400	15
400-500	6
500-600	7
600-700	3
700-800	5

From 800 to 2,000 feet the distances were clustered in four intervals of 200 feet, then one of 400 feet, and finally, one for all distances beyond 2,000 feet. Therefore, the above table cannot be extended further. Let it suffice to observe that the remaining data give a fair approximation to an exponential tail. A surprising total of 15 cases were greater than 2,000 feet. The importance of UFO proximity is clearly evidenced by the large number of cases within 100 feet and the steady fall- off out to 800 feet. The above table certainly suggests a decrease in the influence from UFOs according to the inverse square of the distance, as would be the case for isotropic radiation. The data are somewhat contaminated, however, by a few instances where beams of "light" were directed at the vehicles.

Many cases in the record do not give information on the distances of the UFO possibly because the size was not known and no distance could be judged, or the event took place at night so reference points were missing, or the investigator didn't ask. So it is with the record of self starts. Of the 27 such cases under review, estimated distances are available for only 10, but they are instructive. The distance figures are 12, 25, 45, 60, 200, 300, 600, 1000, and greater than 2000 feet. Four cases are within 100 feet, but others range to beyond 2000 feet. It seems that the previous table of general interference and these self starts are consistent; proximity increases the likelihood of the effect. There is no threshold distance within which it takes place, and interference may take place up to a half mile or more.

CAUSE OF IONIZATION

What possible means could cause ionization in the engine compartment and inside the distributor housing? One prospect would be the photoelectric effect that pries electrons out of material surfaces up on absorption of a photon. As iron is in great abundance under the hood, it should be suspect. The energy required to pull an electron out of iron, called the work function, is 4.4 volts. Electromagnetic radiation having photons of that energy or greater would have to have wavelengths of

$$2.76 \times 10^{-5} \text{ cm}$$

or shorter, which lie in the ultraviolet region of the spectrum near the visible. This is the radiation used in psychedelic displays and because it is invisible it is called black light. It could enter the engine compartment through the air passages in the radiator or by scattering through the open areas around the bottom of the engine. As both the steel distributor housing and the phenolic cap are opaque to ultraviolet, it could not be responsible for ionization inside the housing. Therefore, this potential source of free electrons must be ruled out. Another possibility would be direct photoionization of the air molecules. But again, the photons would have to be in the ultraviolet. Many natural materials exhibit florescence, but none has been reported in the vicinity of UFOs. It is unlikely that UFOs emit ultraviolet radiation, because there is no evidence indicating that they do.

On the other hand, radiation in the microwave region has long been suspected as contributing to

UFO effects. Wavelengths in the range from 0.5 cm. down to 0.5 mm. are resonantly absorbed by oxygen molecules and water vapor. (Reference 10) The absorption throws the absorbing molecules into higher states of rotation, but that energy is instantly transferred to neighboring molecules by collision. The increased kinetic motion of some receiving molecules should become vigorous enough to dislodge electrons. Considering what is suspected about other aspects of such radiation near UFOs, microwave radiation should be considered as a candidate means of ionization.

CONCLUSIONS

The hypothesis that ionization of the atmospheric gases by UFOs appears to have some merit. It has pinpointed physical processes that can clarify the malfunctioning and killing of engines and, in particular, the hitherto incredible claims that engines restarted themselves. It teaches us that credence should be lent to sighting reports no matter how bizarre their content. The success of the hypothesis also implies that some UFOs are probably physical machines because their reported influence upon motor vehicles is physical. Radiation from UFOs is apparently associated with their propulsion system and every effort should be made to determine all the electromagnetic parameters. In doing so, one would expect to find, not a group of accidental quantities, but an integrated design optimization by those who manufacture UFOs.

Concepts discussed here are subject to experimental verification. Although the equipment required may not be available to an independent researcher, it could easily be assembled by a substantial laboratory. A research program is envisioned in three stages:

1. Investigate individual components of the electrical system in a *simulated* environment to establish the level of ionization required to produce high-voltage sparks and low-voltage arcs.

2. Attempt to disrupt running engines with *simulated* sources of ionization such as a radioactive source lowered into the engine compartment and, particularly, near the distributor.

3. Measure the ionization produced by microwave radiation over a broad range of wavelengths and intensities. Then flood a running engine with ionizing microwaves, measuring the level of ionization and microwave intensity. Determine the values required to produce engine malfunction and stoppage. Test the present hypothesis concerning selfstarts and measure the relevant factors.

This program, while modest, could go far toward elucidating the observed phenomena and, more importantly, quantifying the radiation that may be emanating from UFOs. Should results prove to be unproductive, then research can be redirected away from microwave radiation in continuing efforts to understand the numerous puzzling details of UFO reports.

(NICAP note: Appendix chart A below is abbreviated with only the date, time, location & vehicle shown, for use with the NICAP search engine to locate case information by keyword. The GIFs of each full page can be found onsite by clicking the active link preceding each abbreviated page)

APPENDIX A. Vehicle Selfstart Cases (from Rodeghier)

Click here for 83-54.gif

Date Time Location Vehicle

Spring 44 or '45 ???? Auberry, CA car
Dec 8, 1957 1730 Woodward, OK car
Aug 5, 1962 0145 Argentina truck
May 10, 1964 2130 Argentina van
Jan 14, 1965 2200 Enfield, NH car
Oct 8, 1965 0025 England car
Nov ?, 1966 2300 Belgium motorcy
Feb 13, 1967 2200 Bigfork, MT pickup
Apr 10, 1967 1920 Jonestown, PA car
Oct 11, 1967 2000 Canada car
Dec 24, 1967 Evening Tucson, AZ car
Jul *25*, 1968 Argentina car

83-55.gif
Feb 2, 1969 Night Chile 2 cars
May ?, 1972 U.S.S.R. car
Jul 25, 1972 Evening Australia car
Nov 10, 1972 2300 England motorcyc
Jan 1, 1973 Midnight Chile car
Feb 9, 1973 0300 England car
May 2, 1973 1930 Australia truck
Jul 21, 1973 2100 France car
Oct 24, 1973 2100 Dobson, NC car
Jan 24, 1974 1600 Belgium car

83-56.gif
Apr ?, 1974 Evening Belgium car
Dec 23, 1975 2300 Goodridge, MN car
Sep 17, 1976 0330 Australia car
Jun 23?, 1977 0515 South Africa van
Aug 24, 1978 2200 Ottumwa, IA car

APPENDIX B. HISTORICAL MUSING

The only reported self-start prior to 1957 occurred in the spring of 1944 or 1945 in Auberry, California. As this predated the wave of 1947 by 2 or 3 years the case may be suspect, but it is provisionally accepted at face value. (Reference 11) As there were a great many UFO sightings in the decade from 1947 to 1957, one wonders about the paucity of self-start reports in that period. Whether witnesses were reluctant to report them or UFOs were keeping greater distances from automobiles will never be known, but the timing is curious. It is possible that the onset of self-start reports began in 1957 because of design changes about that time in the electrical system of automobiles. In 1953 the luxury cars (Buick, Cadillac, Chrysler, and Oldsmobile) converted from 6-volt to 12-volt electrical systems. Other manufacturers followed suit and by 1957 all new American cars (except Willys) had adopted the 12-volt system. (Reference 12) European manufacturers made a similar transition with a delay of about 5 years. Of course, in 1957 the majority of cars on the road still were 6-volt.

In the new designs, the 6-volt coil was retained, but a resistor was added to the primary circuit to limit voltage at the points to 6 volts. Various methods were developed to switch this resistor out of the circuit when the engine was dead to allow for easier starts with the full 12 volts across the points. It is then switched into the circuit during operation, since the use of 12 volts for extended periods would erode the points. So automobiles began in 1953 to have 12 volts across the points,

whereas prior to that year they all had 6-volt systems. The question is whether the arc discharge herein postulated is substantially easier to generate and sustain in the newer systems. Applying a large voltage across a gap of air produces a weak trickle of current that increases as the voltage is increased. At the time of electrical breakdown of the air, the current rises to very high values and the voltage drops across the gap to about the ionization potential of the gases in it. (Reference 13) Ionization potential is the energy required to remove an electron from a molecule or an atom. For the principal constituents of air, molecular nitrogen and oxygen, the ionization potentials are respectively 15.8 ev and 11.2 ev. (An electron volt, ev, is the kinetic energy acquired by an electron being accelerated through an electrical potential difference of one volt.) For trace gases the ionization potentials are higher. So a potential difference of 12 volts across the gap would accelerate electrons to energies sufficient to ionize oxygen. This additional source of free charges would certainly improve the chances of sustaining an arc. The mechanism would probably by ineffective in a 6-volt gap because the accelerated electrons would not acquire sufficient energy to ionize the gases.

REFERENCES AND NOTES

1. A previous suggestion by the author that increased resistance of the tungsten breaker points due to absorption of microwave radiation caused engine failure may be incorrect and, for the present, must be disregarded. Such is the nature of research. McCampbell, James M., "Further Evidence of UFO Radiation," *MUF0N Symposium Proceedings*, (Scottsdale, Arizona, July 16 and l7, 1997.

2. McCampbell, James M., *UFOlogy*, Chapter 3, "Composition and Luminosity," (Celestial Arts, 1976).

3. Fallas, Geoffrey, Vehicle Interference Project, edited by Charles F. Lookwood and Anthony Pace, British UFO Research Association, 1979).

4. Rodeghier, Mark, *UFO Reports Involving Vehicle Interference, A Catalogue and Analysis*, edited by Mimi Hynek and Sanna Hans Longden, (Center for UFO Studies, October, 1981).

5. Originally published as an apparent series of articles by Bill Chalker, Road Hazard, Conclusion, *AFRO Bulletin*, Vol. 25, No. 2, pp 1 and 3. This case was summarized by Falla, then independently by Rodeghier. Extracts of key elements from the Falla summary, verified by consulting the original report, are used as the details relating to electrical phenomena and were omitted in the Rodeghier version. This deficiency illustrates the problem of producing summaries, namely, the absence of guidelines for assuring preservation of significant details.

6. Rodeghier, op cit, p. 128, well expresses a widely held opinion as follows regarding "...the act of disappearing and re-starting of a vehicle's engine by itself. These last two characteristics are positively associated, not surprisingly, because both are nonsensical, extraordinary, unphysical events. Things do not disappear, nor machines start themselves, at least in this world." And again on p. 131, "It is true that the engine was reported to have started by itself, but that only confirms the messy nature of the EM data and the need for statistical methods to sort out patterns." The messy nature of the data is readily acknowledged, but statistical methods, while powerful and revealing in the larger view of things, must give way to the perspectives of engineering and science in the analysis of details.

7. The assistance of Richard K. Sooy is gratefully acknowledged. He is the owner/manager of a modern service station, Carlmont Village Shell, 2000 Ralson Avenue, Belmont, California and holds, among other qualifications, a current

certificate in Engine Tune-Up from the National Institute for Automotive Service Excellence. He also provided access to some old repair manuals that must be quite rare.

8. Johnson, Donald A., *The Effects of Position and Distance in UFO Ignition Interference Cases*, Journal of UFO Studies, 1981, 3_, (in press). He also presented a paper at an international conference sponsored by CUFOS, "Size, Distance, and Duration Parameters of the Ignition Interference Effect," Proceedings of the 1981 CUFOS Conference, Evanston, Illinois, CUFOS 1981, (in press). Three variables found to be significant were (a) duration of the event, (b) size of the UFO, and (c) distance to the UFO. Sophisticated statistical methods showed that disruption cases were associated with brief encounters with small objects. Also, that complete stalling was associated with the observation or contact with strange creatures. This cannot do justice to the work that is eagerly awaited in the open literature.

9. Rodeghier, op. cit., p. 82.

10. Technical data were reviewed in McCampbell, James M., "*An Hypothesis Concerning the Origin of UFOs -- Horses Under the Hood,"* Thesis - Antithesis Proceedings, (Los Angeles and Orange County Chapters of the American Institute of Aeronautics and the Los Angeles Chapter of the World Futures Society, September 27, 1975, p. 37).

11. Bloecher, Ted, *Report on the UFO Wave of 1947*, privately published, 1976. The classical sighting by Kenneth Arnold, marking the onset of the modern era for UFOs, was accompanied during June and July, 1947, by "many hundreds" of sightings in the United States. A truly remarkable document".

12. *Motor's Auto Repair Manual*, 21st Edition, The Hearst Corporation, 1958.

15. This subject is covered to various degrees in many textbooks on at atomic physics and electronics. An excellent, general reference that is available in many libraries is the McGraw-Hill Encyclopedia of Science and Technology , 1967. Articles are accessible through the index volume.

Source: MUFON 1983 UFO Symposium Proceedings, pages 45-59.

(This web page was created by Francis Ridge for the NICAP web site. The paper was the work of James M. McCampbell and scannable copies of the Proceedings were generously made available by John Schuessler).

Official Comments Page
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THE EFFECTS OF POSITION AND DISTANCE IN UFO IGNITION-INTERFERENCE CASES

Donald A. Johnson

Abstract

Some reports of UFO sightings involve events in which motorized land vehicles experience ignition or electrical system interference in the presence of a UFO; 276 such reports were collected from the UFO literature. These events were analyzed to determine the role played by position of UFO and distance from UFO to vehicle in the severity of the reported electrical system interference. A highly significant relationship (p .001) was found between position of UFO and severity of effect. A substantial majority of the cases experiencing complete engine failures (stalls) occurred when the UFO was reported either directly in front of or above the witness' vehicle. A significant inverse relationship (p .03) was found between reported distance from the UFO and severity of effect. A significant interaction between position and distance was discovered (p .04). UFOs appearing in front of or above the witness' vehicle were reported as being closer than those observed behind or off to one side. It was hypothesized that this interaction may be responsible for the correlation between position and severity of effect. Constructing a multidimensional contingency model to test for relative effects was not possible due to incomplete data. It was recommended that investigators of future events make a special effort to obtain distance and position estimates.

The analysis of close encounter cases of the second kind (CE-IIs), *i.e.,* UFO cases involving reported physical effects, offer the potential of the richest rewards to scientific inquiry. Such cases offer the greatest promise for instrumental, quantitative data (Hynek, 1972)**.** Even in cases where there are no lasting physical effects, it may still be possible to sort out physically meaningful information from the qualitative and general testimony of the UFO witnesses (McCampbell, 1976b).

Reports of motor vehicle electrical system interference during a UFO encounter usually involve no lasting physical effects or damage. However, there is one major advantage these reports have to reports involving simple close UFO observations: the presence of a physical device capable of serving as a measuring instrument, namely, the motor vehicle. McCampbell presents this argument in the following way:

> A common lament in ufology is the lack of so-called hard, or instrumental, data. Such information is generally lacking in the sighting report. But it should bc observed that an automobile is merely an assemblage of components and circuitry that is reportedly responding to changes in the environment. In other words, the automobile functions as an instrument notwithstanding its design for other purposes. (1976, p. 164)

Viewed in this manner, the reported effect on the motor vehicle could provide us with the means to test certain hypotheses about the physical nature of the interference effect. An essential step is to notice the elements that are common to a large number of independent sightings.

The purpose of this paper is to investigate the role two variables -- position of UFO and distance from UFO -- play in the severity of the reported electrical system interference. These two variables were selected because they appear to have a role in the literature and because they relate to

questions of physical causality of the reported effect.

Hall (1960) and McCampbell (1976b) both point to the same pattern in UFO ignition interference reports. The UFOs are reported as being directly ahead of the automobiles and at a low altitude at the time of electrical interference. McCampbell believes that this positioning plays a crucial role in headlight failures, and postulates that intense microwave radiation may be the cause. The radiation would collect on the headlight filament which would increase the resistivity of the tungsten in the filament, thereby reducing the flow of current and extinguishing the lights when the flow of the current becomes too low to keep the filament incandescent (McCampbell, 1976a)**.** Position of the UFO would play an important role because the UFO would need to be within a narrow region directly ahead of the headlights in order for the microwave radiation to be focused by the parabola of the headlamp on the filament (McCampbell, 1976a).

Other hypotheses involving the possible effect of microwave radiation on the timing of the sparks in a standard ignition system vehicle and the resistivity of the tungsten alloy in the distributor points, are offered in explanation for the engine failures. Whether position would have any effect on the cause of these engine failures was not discussed by McCampbell. Nevertheless, there are a great many cases mentioned in the literature where engine failure alone is correlated with the UFO being directly in front or above the vehicle. We can hypothesize that a possible shielding effect occurs whenever too much shielding material (in the form of the roof, trunk, and passengers of the car) is positioned between the UFO and the engine of the motor vehicle.

This is only one hypothesis; other causal explanations could equally well be advanced. The intent of this paper is only to establish whether a statistically significant relationship exists, not to prove its causes.

If the cause of the interference effect is high frequency electromagnetic radiation, as McCampbell and some others contend (McCampbell, 1976a, then one should expect to observe an inverse relationship between distance and intensity of effect. This expectation would correspond to known physical parameters, such as the inverse-square law. McCampbell argues that such a relationship exists, and mentions some of the better documented cases which appear to reveal a graddational distance effect (1976a). On the other hand, Rodeghier (1978) could find no such relationship between distance and intensity of the interference effect in his analysis of automobile electromagnetic interference data. The lack of such a relationship could argue against a physical basis for the phenomenon, or it could be used to argue that the physical force involved is transient or only applied selectively. It is not clear, however, what type of statistical test Rodeghier applied to his data, or the number of cases on which he based his conclusion. An additional intent of this paper, therefore, is to determine whether proximity to the UFO at the time of the ignition interference plays a statistically important role in the severity of the effect noted.

A final intent of this paper is to shed light on the relative effects of these two factors by examining whether any interaction exists between position and distance, and what the strength of that relationship might be.

Method

A computer-generated listing of all possible cases involving electromagnetic effects in the vicinity of a UFO and also involving a motor vehicle was obtained from the Center for UFO Studies' (CUFOS) computerized catalogue of UFO reports (UFOCAT) in November 1978. This listing contained 570 cases. Working from this and other sources, an eventual file of 276 cases was compiled that involved confirmed reports of motor vehicle ignition or electrical system interference attributable by the witnesses to a close UFO encounter.

These cases involved headlights and engine near failure and complete failure, but were limited to cases involving land vehicles and did not include reports of car radio interference. Because

interference cannot be directly linked to a vehicle's electrical system, because it frequently results from a wide variety of mundane causes, and because the reports themselves were sometimes vague about the nature of the radio interference, it was felt it would be better to exclude these more ambiguous cases from the study.

Of the 276 cases, 154 were obtained from books or catalogues published by UFO researchers. The remaining 122 came from periodicals, newspaper accounts, and private investigators' files. Over 100 separate sources were consulted in compiling this file, and for the majority of cases, multiple references existed on the same report to check and compare. Table 1 breaks down the reports by their principal source.

Table 1

Principle Source for 276 UFO Events

books		periodicals	
Vallee	47	FSR	46
Hall	29	APRO	34
Lorenzens	17	ACOS(Australia)	15
Phillips	12	IUR	4
Ballester-Olmos	11	NICAP	3
Michel	9	other	11
Hynek	4		
other	25	Newspapers	7
	154	Files	2
			122

While making no pretensions about this list being totally exhaustive, nevertheless it would be safe to say that due to the extensive nature of the search and the powerful bibliographic assistance provided by UFOCAT, this compilation contains the great majority of cases ever reported.

No discussion or exemplification of particular cases will be presented in this paper. For such a presentation, the reader is referred to Chapter 9 of J. Allen Hynek's book, The UFO Experience (1972).

Description of the Reports

The earliest reported case occurred in 1909 and the latest added to the file occurred in December 1978. Only seven cases occurred before 1954. Reports have been associated with every region of the world with the exception of Japan and the Far East.

Table 2 presents the number of reports for each major region of the world.

Table 2
UFO Vehicle Electrical System
Interference Reports
by Region of World

US and Canada	145	E. Europe & USSR	2
Latin America	40	Africa	4
Great Britain	13	Australia & N.Z.	22
Western Europe	50		

All cases were coded in terms of the nature of the effect on the motor vehicle and the type of vehicle involved. Categories of vehicle included 219 (79%) involving automobiles, 36 involving trucks or vans, 12 involving motorcycles, 8 involving farm vehicles, and 1 incident with a snowmobile.

These cases involved collectively over 500 witnesses. Perhaps surprisingly, over 60% of the cases involved multiple witnesses. The number- of-witnesses per incident data can be broken down as: single witness, 112 cases; two witnesses, 73 cases; three witnesses, 28 cases; four or more witnesses, 32 cases; information not given, 31 cases.

For types of electrical interference noted there were 83 incidents where both the engine and headlights of the vehicle died, 124 cases where only the engine was reported stalled, 9 cases where the vehicle had not been in operation but could not be started, 31 cases where the engine faltered and lost power but did not stall completely, and 29 cases where only the headlights failed while the engine performance was unaffected. With the exception of only 16 cases, all of these effects were apparently temporary and in some cases, power returned spontaneously once the UFO had left the area. In many cases, multiple vehicles were involved in the same incident. In particular, on two separate occasions a diesel-powered and a standard-ignition-powered motor vehicle were involved together. (The two cases referred to are the Forli, Italy case, occurring November 14, 1954**,** and involving two farm tractors, and the Fordingbridge, England case, occurring November 5, 1967**,** involving a diesel-powered Leyland truck and a Jaguar sports car.) In both instances, the ignition-system-powered vehicle stalled while the diesel-powered vehicle continued to run. For the record, no case involving the failure of a diesel-powered engine has ever been recorded, although at least two more cases involving diesel-powered trucks had reports of head light failures.

Results

Of the 276 cases of ignition or electrical system interference reported in the UFO literature, a total of 176 contain some mention of the position of the UFO relative to the witnesses' vehicle. For these 176cases, the evidence reveals 86 cases (48.9%) where the UFO was reported directly in front of the vehicle at the time of ignition interference, 51 cases (29.0%) where the UFO was reported as hovering above the vehicle, and 39 cases (22.2%) where the UFO was reported as positioned behind or off to one side of the vehicle. Of 18 cases involving headlight failure alone, only 5 occurred when the UFO was directly in front of the automobile. This seems to contradict McCampbell's contention that "UFOs hovering directly overhead, standing or maneuvering off to the side, or chasing cars seldom, if ever, have killed the lights . . ." (McCampbell, p. 168).

A 3X3 contingency table was constructed comparing position of UFO with effect on vehicle's electrical or ignition system. Interference effects were categorized in decreasing degree of severity as (1) incidents where both engine and headlights failure were reported, (2) incidents where only engine failure was reported (obviously encompassing all daytime reports), and (3) incidents where the engine missed or slowed but did not stall completely or where headlights failure was reported.

The results are presented in Table 3.

Table 3
Vehicle Interference Effect by Position of UFO

	In front	Above	Behind or Alongside	
Engine and headlights died	36	13	11	60
Engine stalled	39	28	10	77
Engine missed or headlights only affected	11	10	18	39
	86	51	39	176

Pearson's chi-square = 21.14 $p < .001$
Degrees of freedom = 4

Position 39

Clearly, a highly significant relationship exists between the reported position of the UFO at the time of the ignition interference and the severity of the effect. The strength of the reported effect appears to be greatly enhanced when the UFO is either directly in front or directly above the motor vehicle. This relationship is even more clearly shown by reducing the number of categories to a 2x2 contingency table. Effect is then categorized as "stall" or "no stall," and position categorized as "in front or above" or "other." This new categorization is shown in Table 4.

Table 4
Effect (Stall/No Stall) by Position
Above or In front/Other

	Position: Above or In front	Position: Behind or Alongside	
Stall	116	21	137
No stall	21	18	39
	137	39	176

Pearson's chi-square = 14.98 $p < .001$
Degrees of freedom = 1

With one degree of freedom, the chi-square value is 14.98**,** indicating a highly significant relationship ($p < .ooi$). In terms of measures of association, the phi coefficient, which for 2x2 tables is directly translatable into a correlation coefficient, is equal to .31. This indicates a moderately positive relationship between position and effect, with approximately 10% of the variance observed in the ignition interference effect (whether the vehicle stalls or not) attributable to the position of the UFO vis-à-vis the witnesses' automobile, truck, or motorcycle.

We next turn our attention to the role that distance from the UFO plays in the severity of the ignition interference effect reported. It is well known among perceptual psychologists and other

experts that humans are poor judges of distance, and our ability to estimate distances at night - when most of these incidents occur-is especially poor (Haines, 1979**.** Even under the best conditions, such estimates must be viewed as only rough approximations and not precise statements.

The difficulty in obtaining meaningful distance estimates probably discourages some witnesses from making any estimate at all, and probably further discourages investigators from recording and transmitting them. Only 56 cases contain an estimate (in feet or meters) of the distance from the observer to the UFO. This paucity of data is understandable.

However, estimates of distances, while only crude at best and certainly varying in accuracy from one observer to the next, can nevertheless provide some ballpark notion of whether the presence of the UFO was close by or far away. For this reason, reported distance in this study is treated as an ordinal variable with only three categories: close, intermediate, and far.

Close refers to all reported distances of less than 30 meters. In such instances, the observer should be able to rely on such distance cues as size and features of the UFO, as well as inter- positional cues, for instance, if the UFO was observed between the witness and a nearby tall tree. Such encounters are usually regarded emotionally by the witnesses as close and immediate, and very impressive.

An intermediate distance would be from 30 meters to 120 meters. More cases fall into this category than any other. The observer perceives the UFO to be a close but not overpowering presence, usually no more than a stone's throw away. Interpositional or size cues allow the witness to approximate the distance to be within the length of a large soccer field. A "far" distance would refer to anything beyond 120 meters.

The cutpoints for these categories were derived in part experientially as described above, and in part by looking at the data to derive categories of approximately equal size. To check for any spurious effects caused by the choice of cutpoints in the results reported below, the data were recalculated at cutpoints of 15 meters and 200 meters. Practically identical results were obtained. The ignition interference effects were dichotomized as either a complete engine stall or not. The results arc presented in Table 5.

Table 5
Distance as an Ordinal Variable Affecting Ignition Failure

	Distance			
	Close	Intermediate	Far	
Stall	16	18	9	43
No stall	2	5	6	13
	18	23	15	56

Jonckheere's S = 185
z = 1.92
p < .03 (one-tailed)

An appropriate test of significance, more powerful than the chi-square test which makes rank order distance from close to far, is the nonparametic statistic called the Jonckheere test with tics (Leach, 1979)**.** For our data, we will regard our explanatory variable (distance) as having the three ordinal values we discussed. We will treat every observation within a category as a tie. The test statistic, S, is the same as used in the Wilcoxon Rank-Sum test, and it is evaluated-- after a continuity

correction is made--by approximation to the normal curve. Since our alternative hypothesis is that the data should conform to the "inverse square law" of effect over distance common to all physical forces, this will properly be a one-tailed test.

Our results show a significant relationship ($p < .03$) between severity of the ignition interference effect and the distance to the UFO. The likelihood of a vehicle stalling out consistently increases as the distance between the vehicle and the UFO becomes small.

As a measure of association, Goodman and Kruskal's gamma statistic was found to equal .48. This can be given a probabilistic interpretation by noting that the probability of a vehicle not stalling, given that it is further away from the UFO, is .74, while the probability that it would stall is 26**.** Gamma is then the difference of these two probabilities (Leach, 1979)**.**

The logical next step in the analysis is to look for any interaction between position and distance which might further account for the association of both variables with severity of ignition interference effect. if no interaction is found, then we can conclude that each variable contributes to the interference effect independent of the other. If, on the other hand, a positive association between position and distance is found--"positive" defined in terms of close proximity being associated with advantageous positioning--then we must allow for the possibility that the position effect may only be an artifact caused by the proximity effect, or vice versa.

The test to use in this situation is again the Jonckheere test with ties. Since we are only interested in the alternative hypothesis that position and distance are positively associated, our test will legitimately be in the one-tailed direction only. The results are presented in Table 6 and we find that the relationship between position and distance is significant at the .04 level.

Table 6

The Interaction of Distance with Position

	Close	Intermediate	Far	
Directly in front or above	8	16	16	40
Behind or alongside	2	4	6	12
	18	20	14	52

Jonckheere's S = 176
Z = 1.83 $p < .04$ (one-tailed)

At this point we have conducted tests for all two-way interactions by summing over the third variable. Unfortunately, this method is not sufficient to allow any statements about the relative effects of position and distance on severity of effect. Indeed, to base our analysis solely on two-dimensional tables is risky, as situations of partial or conditional independence may arise where a two-dimensional treatment of the data alone could be misleading (Everitt, 1977).

The preferred course of analysis would have been to have developed a three-dimensional table of position x distance x effect. Such a multidimensional table would have allowed for testing the relative contributions of position and distance to severity of effect as well as testing for the possibility of a second order or three-way interaction. Unfortunately, due to a great lack in the number of distance estimates reported in the literature, the number of cases remaining in the analysis (N=52) is too few to perform such an analysis. With a 3X2X2 table, a chi-square test of mutual independence, with seven degrees of freedom, fails to achieve significance (Pearson's chi-square = 10.66, $p < .20$). One concludes that further analysis of the table would be unfruitful.

Discussion

In reviewing the evidence for headlight failures only, we find that 13 out of i8 cases occurred when the UFO was situated somewhere other than in front of the car. It appears that we need to provide another causal model for these 13 cases, as McCampbell's tungsten resistivity hypothesis is not sufficient to explain all the evidence.

On the other hand, position of UFO seems in extricably linked to the phenomenon of vehicle electrical system failure. One hundred sixteen cases, or nearly two-thirds of those cases describing the position of the UFO, list it as directly in front or directly above the automobile. The criteria applied in coding these observations was quite strict and refers to a very limited area around the automobile: "directly in front" of the vehicle refers to exactly that, usually on or hovering low over the roadway and barring the way; "directly above" refers to the situation when the UFO hovers or passes directly over the hood or the roof of the car. Hall (1960) and McCampbell appear to have correctly alerted our attention to this relationship. Whether there exists a causal relationship between position and effect is difficult to assess, particularly since the position variable is confounded with proximity to the UFO. The position variable, however, might help explain those cases where a UFO passes in close proximity to a motor vehicle and no interference effect is noticed.

Distance and severity of ignition interference effect appear to have an established relationship in a manner compatible with what would be expected from a high frequency, electromagnetic force. The closer the UFO, the more likely the vehicle responds with complete engine failure. These conclusions are compatible with those observations of MeCampbell (1976a) but contradict those of Rodeghier (1981). A possible reason for Rodeghier's conclusions could be that his test simply lacked statistical power due to inappropriate design, small sample size, or the choice of the wrong test statistic.

The most attractive interpretation of the interaction found to exist between position of UFO and distance to UFO, from the point of view of someone who would like to show that a physical force is responsible for the engine and headlights failures, is the viewpoint that ascribes all of the interference effect to the close proximity of the UFO. The position effect is seen simply as an artifact of proximity and of no real importance. This argument would hold that since UFOs appearing in front of cars are actually closer, there is no great mystery in why more of these cars are stalling.

This view would be in accord with the results. It should be pointed out that the distance effect might still someday be accounted for by the position effect (or another variable not even considered here). Or, as is usually the case, the truth may be somewhere in the middle.

One criticism that might be made of the data and of UFO reports in general is that the events are not independent. Put another way, the possibility exists that the witnesses fabricated their reports or colored their own testimony so that it would be in line with the commonly "known" description of how a UFO should look and behave. Lack of independence violates a critical assumption of the statistical tests we have employed.

At least two considerations argue against this type of interpretation. First, I had hoped to show by including the data on region-of-world that the phenomenon is global in nature. Reports were contributed by witnesses from a wide variety of educational and professional backgrounds from just about every major cultural language group in the world. It is unlikely that witnesses in one culture would be familiar with testimony of similar events in other areas of the world, particularly when the news has to cross language barriers. Surprising as it may seem to those unfamiliar with the field of UFO research, the details of these events are simply not considered newsworthy by the international press. One must also keep in mind that it appears there is little that could be gained from fabricating

a UFO encounter.

Second, a wide range of descriptions are obtained about such variables as color, size, shape, number of objects, the lack or presence of noise, as well as such subjective assessments as inferred intent on the part of the UFO. This seems to argue against the assumption that the witnesses are adopting a conventional story line.

An obvious direction for future research would be to compare ignition interference UFO events to other events involving UFOs with witnesses in automobiles where no electrical system interference is noted. Data for the variables position and distance would be compared.

In view of the findings of this report, it is recommended that all investigators conducting investigations of similar cases in the future make a special effort to obtain position and distance estimates.

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Official Comments Page
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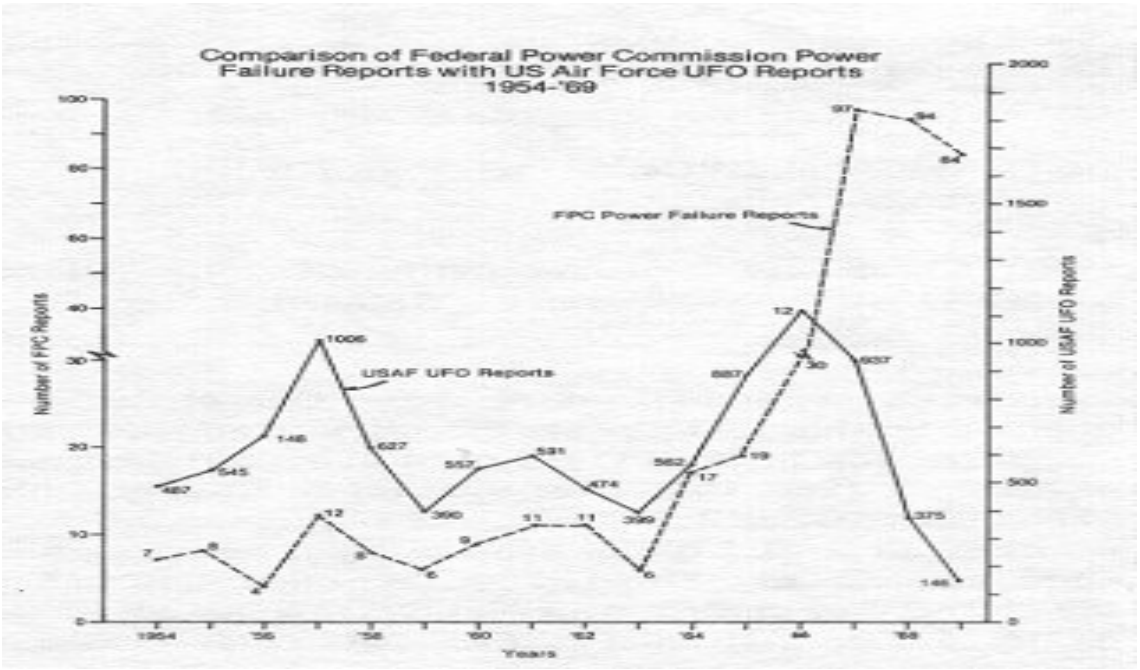
Power Outages & UFOS



"The graph above is a comparison of the Federal Power Commission's power failure reports with U.S. Air Force records of UFO reports from 1954-1969. Using this data, one can plot two curves as shown on the graph. It can be seen from the graph PF and UFO reports are in phase and track each other from year to year. Out of phase conditions do exist, however, for the years 1956 and 1967." - Paul C. Smith.

Below is the part of the testimony by Dr. James E. McDonald before the House Committee on Science & Astronautics, July 29, 1968:

Mr. Ryan:
Let me ask a further question: In the course of your investigation and your study of UFO sightings, have you found any cases where contemporaneously with the sighting of UFO's allegedly, there were any other events which took place, which might or might not be related to the UFO's?

Dr. McDonald.
Yes. Certainly there are many physical effects. For instance, in Mr. Pettis' district, several people found the fillings in their mouth hurting while this object was nearby, but there are many cases probably on record of car ignition failure. One famous case was at Levelland, Tex., in 1957. Ten vehicles were stopped within a short area, all independently in a 2-hour period, near Levelland, Tex. There was no lightning or thunder storm, and only a trace of rain. There is another which I don't know whether to bring to the committee's attention or not. The evidence is not as conclusive as the car stopping phenomenon, hut there are too many instances for me to ignore. UFO's have often been seen hovering near power facilities. There are a small number but still a little too many to seem pure fortuitous chance, of system outages, coincident with the UFO sighting. One of the cases was Tamaroa, Ill. Another was a case in Shelbyville, Ky., early last year.

Even the famous one, the New York blackout (Nov 9 1965), involved UFO sightings. Dr. Hynek probably would be the most appropriate man to describe the Manhattan sighting, since he interviewed several witnesses involved. I interviewed a woman in Seacliff, N.Y.

She saw a disk hovering and going up and down. And then shooting away from New York just after the power failure. I went to the FPC for data, they didn't take them seriously although they had many dozens of sighting reports for that famous evening. There were reports all over New England in the midst of that blackout, and five witnesses near Syracuse, N.Y., saw a glowing object ascending within about a minute of the blackout. First they thought it was a dump burning right at the moment the lights went out. It is rather puzzling that the pulse of current that tripped the relay at the Ontario Hydro Commission plant has never been identified, but initially the tentative suspicion was centered on the Clay Substation of the Niagara Mohawk network right there in the Syracuse area, where unidentified aerial phenomenon has been seen by some of the witnesses.

This extends down to the limit of single houses losing their power when a UFO is near. The hypothesis in the case of car stopping is that there might be high magnetic fields, d.c. fields, which saturate the core and thus prevent the pulses going through the system to the other side. Just how a UFO could trigger an outage on a large power network is however not yet clear. But this is a disturbing series of coincidences that I think warrant much more attention than they have so far received.

Mr. Ryan.
As far as you know, has any agency investigated the New York blackout in relation to UFO?

Dr. McDonald.
None at all. when I spoke to the FPC people, I was dissatisfied with the amount of information I could gain. I am saying there is a puzzling and slightly disturbing coincidence here. I'm not going on record as saying, yes, these are clear-cut cause and effect relations. I'm saying it ought to be looked at. There is no one looking at this relation between UFO's and outages.

Mr. Roush:
Our time is really running short, Mr. Ryan.

Mr. Ryan:
One final question. Do you think it is imperative that the Federal Power Commission, or Federal Communications Commission, investigate the relation if any between the sightings and the blackout?

Dr. McDonald:
My position would call for a somewhat weaker adjective. I'd say extremely desirable.

Mr. Roush:
Thank you. Thank you, Dr. McDonald.

(Dr. McDonald's testimony is noteworthy because of its directness and force. He considers the extraterrestrial hypothesis the most likely explanation of the phenomena. On examining the *best* UFO evidence, it is certainly possible to rule out practically every other hypothesis, and it is on this basis that Dr. McDonald and others lean toward the theory that we are undergoing surveillance from intelligently guided craft from extraterrestrial sources.)

On Wednesday, July 15, 1998, Joel Carpenter wrote:
"In 1992 "Time" magazine published an article called "The Doomsday Blueprints," an expose of Cold War secrets. The article contained an interview with J. Leo Bourassa, an Air Force officer (I don't think they gave his rank but I would guess he was a Colonel - he supposedly delivered the news of the 1960 U-2 shoot down to Eisenhower) who was the former commander of "High Point" - a bomb shelter complex for the President and

executive branch officials. It's better known as Mt. Weather, and is located in West Virginia. The complex was built in the late 1950s. Bourassa had been the commander of the complex for its whole active lifetime - presumably until shortly before the 1992 article was written. He said that during the entire time he had been in charge of the base, he had put it on alert exactly one time. Remember what happened between around 1957 and 1992 - the Berlin crisis, the Cuban missile crisis, several Mideast wars, the KAL shoot down, etc. The one single alert was called on November 9, 1965, the day of the Northeast blackout - because Bourassa thought a surgical nuclear attack was under way. I wonder if some nuclear sensors somewhere were giving false alarms, or if he just made the assumption on his own." - Joel Carpenter

Nov.65: Power failure and faulty bomb alarms.
"Special bomb alarms were installed near military facilities and near cities in U.S.A. so that news of a nuclear attack would be transmitted before the expected communication failure. The alarm circuits were set up to display a red signal at command posts the instant that the flash of a nuclear detonation reached the sensor and before the blast could put it out of action. Normally the display would show a green signal, and yellow if the sensor was not operating or was out of communication for any other reason. During the commercial power failure in NE United States in November 1965, displays from all the bomb alarms for the area should have shown yellow. In fact two of them from different cities showed red because of circuit errors. The effect was consistent with the power failure being due to nuclear weapon explosions, and the Command Center of the Office of Emergency Planning went on full alert. Apparently the military did not.".

Twenty Mishaps That Might Have Started Accidental Nuclear War

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Category 9 - Radar Cases

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
F-16 RADAR TRACKS UFO	de BROSSES	MUJ-268,03	9	F
FURTHER NOTES ON CANAL ZONE RADAR CASE	GREENWELL	MUJ-159,14	9	F
INVISIBLES, THE	WHITEHURST/CRAW	MUJ-245,05	9	
JAL SIGHTING UPDATE	ANDRUS	MUJ-227,04	9	
JAL: KLASS DISPUTED	WHITEHURST	MUJ-235,12	9	
MICHIGAN VISUAL & RADAR SIGHTINGS	COYNE	MUJ-317,08	9	
NEW PHYSICAL EVIDENCE CASES IN AUSTRALIA	BASTERF/CHALKER	MUJ-156,03	9	F
NEW ZEALAND R/V FILM CASES, PART II	MACCABEE	MUJ-147,07	9	F
NEW ZEALAND R/V-FILM CASES, PART I	MACCABEE	MUJ-146,03	9	F
NIGHT NORAD WENT ON TOP ALERT	RIDGE	MUJ-192,05	9	
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-186,11	9	
PILOT SIGHTINGS AND RADAR TRACKINGS	GRIBBLE	MUJ-181,06	9	
RADAR-VISUAL UFO SIGHTINGS	LaPORTE	MUJ-166,08	9	
RADAR/SONAR CONTACT	WEBB	MUJ-199,07	9	
RADAR/VISUAL UFOS & AIR FORCE DEBUNKING	HALL	IUR-18-3,15	9	H
STRANGE ALASKAN ENCOUNTER	ANDRUS	MUJ-226,03	9	
STRANGE ENCOUNTER OVER ALASKA	NEWSCLIP	MUJ-225,01	9	
U.S. NAVY 1942 SIGHTING	CERNY/NEVILLE	MUJ-185,14	9	F
UFOS AND U.S. RADAR	HALL	MUJ-154,07	9	

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NICAP Home Page

Frequently asked questions about UFOs -- a UFO FAQ

Is radar used to monitor UFOs?

Although there are cases in which UFOs are tracked by radar (Radar-Visual sightings), radar is not considered a practical surveillance technique for ufology. Radar, including the sophisticated systems of the FAA and NORAD, has many shortcomings that limit its value to UFO research. A UFO may be too low for it to be detected or too fast to appear on the radar screen for more than a few sweeps of the antenna. UFOs that hover or move erratically may be filtered out by a radar's sophisticated computer system as ground scatter or noise. Also, planes with transponders return stronger radar signals than targets not so equipped, and radars are often tuned only to transponder signals. It is also possible that UFOs might not return radar signals at all.

In spite of the inadequacies of radar in the search for UFOs, FAA supervisors do report "unusual air traffic" in their operational logs, and radar confirmation of a UFO sighting can help verify a report and details of a UFO's physical characteristics. A serious problem for ufologists, however, is that the FAA keeps radarscope tapes of air traffic for only two weeks, and computer printouts of this information can be very expensive. As a result, radar data is only available for cases reported immediately.

Although rare, one Radar-Visual case is more significant than dozens of nocturnal light reports for increasing our understanding of the UFO phenomenon.

Meteorological Factors in Unidentified Radar

The University of Arizona, Tucson, Arizona

Meteorological Factors in Unidentified Radar Returns

14th Radar Meteorology Conference
American Meteorological Society

November 17-20, 1970

James E. McDonald

1. Introduction:

Radar meteorology might be said to have its earliest roots in attempts to account for unexplained echoes detected with Navy shipboard CXAM radar on the U.S.S. Yorktown 450 miles off the southern California coast in the summer of 1940 (Page, 1962). The echoes were demonstrated to be multiple-sweep returns from the distant San Diego coastal area, seen via the now notorious anomalous propagation (AP) conditions prevalent in that area.

Similarly, productive research on what ultimately proved to be a wide variety of types of "radar angels" stemmed from efforts to account for peculiar echoes not identifiable as aircraft or precipitation or ground returns. Lightning echoes went through a similar period of existence as unidentified returns, as did those caused by intense tornado vortices, sea breeze fronts, etc. Clearly, unidentified radar returns, and the meteorological factors contributing to them, have provided a fruitful source of stimulating new problems in radar meteorology over the past three decades. Perhaps the most recent example thereof is found in current studies of the meteorological implications of the astonishing breaking-wave echoes seen on certain ultrasensitive, ultra-high-resolution radars, such as the new CW/FM vertically-pointing set developed at the Naval Electronics Laboratory. The curious scalloped and braided echo-patterns went unidentified for a time after being first noted some years back, but are now reliably attributed to index discontinuities whose shear-generated undulations and refractivity variance must come as a distinct surprise to every meteorologist on first seeing graphic records of these phenomena. In these and other cases of initially unidentified radar returns, experience has shown that close attention to recurrent features of the patterns of puzzling returns has paid off in new and important understanding of the atmosphere and its electromagnetic propagation characteristics.

The present paper will comment upon and cite some examples of a category of unidentified radar returns that do not seem to be well-known to investigators in radar meteorology, despite the fact that the phenomena have frequently been attributed to anomalous propagation and other weather effects. These are a type of returns observed on operational radars, chiefly military and air traffic radars, intermittently over a period of about twenty years, yet never subjected to any very careful, systematic, and extended scientific scrutiny, as near as I have been able to ascertain.

2. Past Studies:

It is to be understood that I exclude from this discussion (a) all really extensive layer-type returns of the sort now fairly familiar to radar meteorologists from many studies, (b) dot-angels of both wind-independent (insects, birds) and wind-dependent (atmospheric refractive anomalies) types, (c) ring angels, and (d) intense but generally really extensive and only slowly changing ground returns due to AP. After that elimination, there still remains a class of wind-independent returns, often highly localized and often exhibiting apparent speeds of propagation well above ambient wind speeds and sometimes even well above known aircraft speeds. In Plank's (1956) review of angel phenomena, he appears to have been cognizant of such a residual class, which he labeled Type III Angels ("Echoes, frequently erratic-moving, from localized, non-wind carried sources"). That he had in mind returns of the category here under consideration seems further confirmed by his subsequent treatment (Plank, 1959, p. 23) of what he termed "a

type of non-aircraft echo that suddenly appears, moves for a matter of minutes in a semi-straight line path at velocities of some 600-2000 mph, and then disappears." Echoes of this nature were discussed earlier by Borden and Vickers (1953) following two widely publicized episodes at Washington National Airport on July 19 and 26, 1952. (See also Air Weather Service, 1954.) Plank (1958) has also briefly discussed those two episodes and described the prevailing conditions as "exceedingly super-refractive." However, my own computations of the relevant N-gradients in the weak surface-inversion layer present showed a value of only about half the ducting value, and subsequent checks by Plank (personal communication) revealed that a factor of two had been inadvertently omitted from his earlier computations when his estimated gradients were in error by a factor of two, on the high side. Thayer's gradient computations confirm this (he does show a thin duct on 7/26/52, but its elevation of 1 km essentially rules out trapping), yet he too attributes the episode to AP, which is difficult to understand. To my present knowledge, the only discussion of any substantial number of cases in the category of unusual radar returns to be considered here is that of Thayer (1969), presented as part of the University of Colorado's study of unidentified flying objects (UFOs). Since Thayer attributes many of his cases to AP, his analyses are of present interest. Blackmer et al. (1965) ostensibly addressed themselves to the present category, but in fact do not discuss a single specific instance that falls in the class of interest here; they merely review known propagation anomalies. Hardy (1969) has also described unusual radar echoes in a symposium whose context was that of the long-puzzling UFO problem; but all of his examples, like those touched on by Blackmer et al., were drawn from categories of known types of angels and gravity-wave effects and none from the category here under discussion, In the same symposium, I discussed in considerable detail (McDonald, 1969) four specific cases in the category of present interest, two of which cases Thayer (1969) had attributed to AP effects. I gave reasons for rejecting such an interpretation (McDonald 1969). For brevity, the category of present interest will be referred to as "radar UFOs" in the remainder of these remarks.

3. Some Illustrative Examples of Radar UFOs Attributed to Atmospheric Effects:

We do face a semantic problem here as to what shall be understood by the term "radar UFO." I would emphasize, first, as did Plank in describing his "Type III angels", that they must be discrete echoes (often as intense as or more intense than, conventional aircraft at corresponding ranges); and, second, they must exhibit motions whose kinematic characteristics are quite distinct from those of conventional aircraft or of familiar ground-return effects. I would also add a third stipulation that they must be unlike any of the familiar interference and ECM effects (spoking, running-rabbits, blanking, etc.). Those three stipulations may at least be suggestive of relevant elimination criteria, even if each calls for much more careful specification than is possible within present space-limitations. Plank stressed "erratic" motion; but in many instances of radar UFOs, strong targets have moved in straight-line paths from one side of an operational scope to the other at speeds far in excess of aircraft speeds (i.e., several thousands of miles per hour) without any change of apparent course. In other instances, high-speed tracks have exhibited sharp direction-changes, stops, closed one-sweep course-reversals, or closed orbits at extreme g-levels, in fashion quite inexplicable in terms of known aeronautical devices. Plank's term "erratic" is thus somewhat misleading, although there certainly are cases on record where that description would fit rather well. His speed range, 600-2000 mph, is not acceptable here, at either its lower or upper limit. Cases that I have looked into include targets whose speeds have, within a single tracking episode, varied from zero to several times his suggested upper limit. However, I believe that, for initial purposes of discussion, there is probably rough correspondence between what Plank referred to as "Type III angels" and what I shall here term "radar UFOs", though his omission of specific details of cases he had in mind renders that conclusion a bit uncertain. Thayer was definitely concerned with the same general category that I wish to discuss, as will be seen in examples below; Hardy (1969) and Blackmer et al. (1969), to repeat, simply were not, in my opinion, treating the present problem.

3.1 Case 1: Kincheloe AFB, Sept. 11-12, 1967:

Between 2242E, Sept. 11 and 0001E, Sept. 11-12, 1967, targets were observed with an MPN-14 radar (S-band, 60- mile range, 20 rpm scan, beam tilt-range 0-10 degrees) at the Rapcon Site, Kincheloe AFB, Michigan. The phenomena to be described below were officially explained as "probable anomalous propagation" by Air Force Project Blue Book; and Thayer (1969), p. 164) concludes that this is a "case of observations of moving AP- echoes produced by unusually well-stratified atmospheric conditions." Thus we confront here a case of some unusual echoes that have been attributed to atmospheric effects by two investigations.

My examination of the episode is based on study of file material in Air Force archives and on direct interviews with Sgt M. Y. Burns, the senior radar operator on duty during the episode. It is relevant to remark that Burns, at that time, had 7 years' experience in radar, 3 of them at Kincheloe AFB working with the equipment involved in this case. Useful information on the case has also been provided by Dr. Norman E. Levine, who was one of two investigators representing the University of Colorado UFO Project in an on-site check carried out approximately three weeks after the incident. Thayer was not at the site, nor did he interview personnel involved. Like most other cases of interest in the category of radar UFOs, this one is too involved to describe in full detail here; but salient futures will be noted, in order to suggest the kind of problems that I regard as still unsolved.

A total of 17 targets were followed during the roughly 80 minutes' duration of this episode. On only two occasions were two targets painting on the scope at the same time; the other 13 were singles. At the time of the appearance of the first target, a B-52 which was outbound about 30 mi west was being followed routinely (recounted to me by Levine, confirmed to me by Burns in direct interview, and confirmed in Blue Book case-file in archives), when a second blip was noted heading N to S on a potential collision course with the B-52. The pilot was alerted but never saw any other aircraft or object. He was asked if he was "playing with radar" but no ECM was involved. Burns estimates that the target's initial speed was somewhat faster than that of the bomber; but then it suddenly slowed to roughly half its initial apparent speed and the B-52 cleared it, the target seeming to pass southward behind the aircraft. The blip then abruptly turned eastward and accelerated to a speed that Burns and other duty personnel estimated at approximately 2000 mph (1.5 mi/sweep, roughly). Burns could not recall if this first target crossed the scope; all of his original notes were given to Levine and hence are presumably in the University of Colorado archives. Burns told me that this target, like most of the subsequent targets, was stronger than the B-52 return, and that he had MTI on and it was taking out all ground clutter. In response to my query, he stated that he had looked for AP all that night but saw none at any time. He contacted Minneapolis ARTC and the ADC SAGE center, but they had nothing on such a target.

Eight minutes later a second target appeared. (Following data from official case-file, and only rather sketchy information is given on most of the targets; but, on directly querying TSgt Burns, I learned that all were hard targets, not diffuse echoes of the sort typical of small elements of ground-return from AP.) This second target was seen at 250 degrees azimuth, heading towards 50=F8 azimuth, speed not specified in case file. Then between 2250E and 2330E "nine other UFOs" were observed on the MPN-14: (1) at 270 degrees tracking towards 90 degrees; (2) at 230 degrees, tracking 30 degrees; (3) at 380 degrees, tracking 100 degrees; (4) at 270 degrees, tracking 90 degrees; (5) at 230 degrees, tracking 30 degrees for 20 miles, then changed course, heading 360 degrees; (6) at 280 degrees tracking 100 degrees for 20 miles, then turned to 180 degrees. Then these last two targets (5 and 6) "joined at 30 miles due west of Kincheloe AFB and both went eastbound at 2000 mph," passing overhead but not visually observed. (Quote from original TWX from Kincheloe to Project Blue Book, in case-file.) The remaining three UFOs were: (7) at 160 degrees, tracki ng 360 degrees; (8) at 30 degrees, tracking 200 degrees; and (9) at 30 degrres, tracking 270 degrees. Then, at 2338E another target was picked up at 200 degrees, tracking 360 degrees. At 2358E, another at 280 degrees, tracking 120 degrees from 60 miles out until 20 miles out then

turned and headed towards 270 degrees.

At 0000E (on the 12th), Burns logged the second of two instances in which two unidentified targets were on-scope concurrently. One was at azimuth 200 degrees, tracking 90 degrees but then turned to a heading of 360 degrees, slowed down over an interval of 8 miles, turned to a 270 degrees heading, and "disappeared from scope" (sic). The second of the two was at 250 degrees initially, and tracking 90 degrees, but then turned towards a heading of 360 degrees and left the scope.

Finally, the seventeenth observed anomalous target, detected at 0001E, was first picked up at 270 degrees, tracking 30 degrees, but turned to a 360 degrees heading, slowed down, turned to 270 degrees, then turned again to a 360 degrees heading, and speeded up again.

The case-file includes further comments and clarifications Lt. T. E. Leaman at Kincheloe and Lt. W. B. Stoecker, ADC (SAGE) Duluth, as well as by Blue Book officers. These include the statement noting that the sergeant who reported the sighting "is very experienced and would probably know what it was if it was anomalous propagation," and statements that no interceptor scramble from Kincheloe was called because no scramble capability existed there, while none was called from SAGE Duluth because their remoted scopes did not show the unknowns (with single exception of a strobe seen from the 753rd AC&Wron near Sault Ste. Marie). Stoecker suggested that the objects may have been too low over Kincheloe to be seen from the SAGE sites; on the other hand, as the file states (and as Burns stressed to me), tower personnel at Kincheloe saw nothing visually despite good visibility and only scattered high clouds, which is puzzling, though by no means unprecedented. Burns tried beam-tilting and tended to get stronger returns at high than at low tilt. No RHI equipment was locally available, unfortunately. The case-file states that Sgt. Burns tried switching channels, as a cross-check against possible ECM, but got no change in target intensity, tending to discount that possibility. I asked Burns if he tried IFF, and he said he did but got no IFF, just skin-return. He pointed out that the 752d AC&Wron at Empire, Mich., queried him at one point during this episode, asking if he was getting a retum at about 100 mi SE, heading his way. But his MPN-14 had only 60-mi range and could not then detect it; nor did a target subsequently enter his scope from that sector. The only target that he carried which he knew to be concurrently carried by another radar was one at a bearing of about 250 degrees from Kincheloe that was also seen at least briefly by radar at the 753d at Sault Ste. Marie. Burns recalled that the 753d had a height on that target, but they did not release it to him. There is no indication in the casefile that this important point was checked by anyone.

Because targets in the radar UFO category have often been reported to stop for variable periods of time, I asked Burns what he felt the slowest speed had been. He replied that in several instances some of these targets hovered motionless for a time of the order of 10-15 seconds (3-5 scans). The MTI was set to function out to approximately 15 miles; whether the hovering targets lay within or beyond the MTI limit is not now clear. What interpretation is to be put on a radar episode such as the above? At Project Blue Book, the considerable experience of the senior man on duty and his specific yet unsuccessful search for AP symptoms were rather casually ignored in the following evaluative comment by V. D. Bryant, dated 15 January 1968 and included in the official case-file: "The obvious 'excuse' or 'explanation' for the sightings appears to be temperature inversion. The erratic courses taken by the 'objects', their wide variations in speed (150 to 2000 mph), and the fact that no noise was heard, even at the low altitudes assumed, all point toward anomalous propagation due to temperature inversions." And, on that basis, the Kincheloe sighting is so carried in the official files. This is a representative Blue Book radar evaluation, I have found.

Thayer (1969), reviewing this case in the Condon Report, states: "This is a good example of moving radar targets that cannot be seen visually, where there is a 'forbidden cone' over the radar site. Some of the returns were even seen to approach within 5-15 mi of the radar and disappear, apparently subsequently reappearing on the other side of the radar scope at about the same range that they disappeared. This sort of behavior is

symptomatic of AP-echoes." [That gross misinterpretation of the blind spot over-head in all search-type radars is made by Thayer in other cases he analyzes in the Condon Report, including the extremely significant Lakenheath case of 1956 in England (Thayer, 1969, p. 163).]

Thayer displays refractivity profiles for the time and general vicinity of the Kincheloe episode and, on the basis of an elevated duct in the 300-500m layer, suggests that "strong partial reflection should be expected," and that "moving AP-echoes, produced in the manner described by Borders and Vickers (1953), could be expected to appear at apparent heights of between 2000-3000 ft and 7000-9000 ft." Confusingly, those heights do not match either of the diagrams he displays, one of which is, in fact, labeled 9 Nov. 1967, a month and a half after this episode. Also, Thayer systematically plots his index profiles on A-Z coordinates, yet always labels the super-refractive layers in terms of the vertical N-gradient, not the A-gradient. This is more than merely confusing; it promotes the misinterpretation that ducting is present in cases (numerical value between about -115 km^-1 and -157 km^-1), where it really is not.

A basic difficulty in examining the validity of Thayer's assertion concerning "strong partial reflection" is that he does not define his usage of that term. In usual practice, it has acquired two distinct meanings: (1) Partial direct reflection, i.e., back-scatter, to put it more precisely, or (2) partial forward-scatter. Neither of those interpretations offers any hope of accounting for the kinematics of the reported Kincheloe targets, and certainly the former could not conceivably yield apparent radar cross-sections rather greater than that of a B-52, as Sgt. Burns characterized the intensities of these unidentified returns.

Nor does Thayer clarify his position by seeming to equate "strong partial reflections" with the ideas proposed by Borden and Vickers (1953). Their discussion postulates essentially specular reflection from moving waves on an inversion surface, the propagation speeds being of the order of the wind speed and the apparent targets thus being assigned roughly twice the speed at inversion level, for reasons of simple relfection-geometry. First, it must be remarked that, although the Borden and Vickers report has often been cited as if it settled the July, 1952 Washington radar UFO episodes, I find that view unsupported by the very sketchy and entirely qualitative mode they propose. Secondly, the upper-level winds at Kincheloe that night were less than 10 kts up to the 850 mb level (below which lay the only index gradients of any significance), which would scarcely account for the reported target speeds on anything remotely like the Borden-Vickers hypothesis. And third, the Borden-Vickers hypothesis of "glint" reflections from favorably disposed undulations on an inversion surface could scarcely be invoked to account for apparent target movements, whose directional variability matched that seen on the Kincheloe MPN-14 during this episode; nor could it possibly account for sudden turns, hovering, and accelerations described in the official case-file. Other slightly subtler objections could easily be raised, but those simple ones seem sufficient to reject Thayer's loose explanation (let alone the still less meaningful one contained in the official case file).

One might ask how Thayer would suggest that any form of propagation anomaly or "partial reflection" could explain the complex kinematics reported by the Kincheloe Rapcon Site for this night. One partial answer may be that he offers that suggestion in a mere 4-paragraph account of this intriguing case, an account that gives the reader no hint that 17 distinct targets were seen, that says nothing about turns, hovering periods, or accelerations, that omits any mention of speeds of the order of 2000 mph, and that gives no suggestion that in one instance two such targets converged from opposite directions, turned eastward together, and then moved across the scope side-by-side at about Mach 3, passing over and beyond Kincheloe AFB. Unfortunately, I must add that my detailed checking of the discussions of the 35 "optical and radar analyses" in the Condon Report has established that such omissions of crucial sighting details are typical, not exceptional in that Report.

Plank (1958, 1959) has suggested that perhaps some of the "erratically moving angels" (his Type III) might be caused by

"shock waves, echo being the product of direct back scatter or diversion of energy to the ground." He then notes that shock waves are thin, on the order of microns, yet can have refractive index differences across them of "several hundred N-units." The high speeds exhibited by some of the targets in this Kincheloe episode (and in many others of interest) might vaguely suggest shock phenomena, so perhaps a few remarks negating that hypothesis are in order. First, Plank really does not offer any geometric model to support the kind of kinematics found in interesting radar UFO cases. (Quite possibly he is unaware of the content of most such cases.) Only extremely simple paths would be possible; certainly his emphasis upon erratic movement goes wholly unexplained on any such model. But the greater objections are the quantitative objections. He mentions N-changes of several hundred units; but this is quite unreasonable. First, only temperature jumps and not humidity jumps could accompany shockwave passage.

Secondly, in the lower atmosphere, one N-unit change is associated with approximately 1 degree C of temperature change. Third, the Rankine-Hugoniot equations permit one to relate shock-front temperature changes to concomitant peak overpressures; and an over-pressure of, say, 5 psi, is found to lead to a transient shock-heating of only about 30 degrees C (hence about 30 N-units jump across shock-front), yet this is an overpressure not only great enough to take out all nearby windows but to level weak structures and collapse roofs. In brief, the only shock waves capable of giving significant radar-reflecting characteristics would be of rather severely damaging nature, would leave unmistakable after-effects, and yet could influence a radar beam for only fractions of a second. The shock-wave suggestion seems unpromising for explaining radar UFOs, in general, and the Kincheloe targets in particular. Indeed, one of the characteristic puzzles of high-speed radar UFOs (and the Kincheloe UFOs in particular) is that no discernible sonic boom is associated with cases where the radar-deduced speeds are markedly supersonic.

In summary, it is by no means clear that one can accept any known kind of anomalous propagation for targets in the class exemplified by the Kincheloe targets. However, we are doubtless still unaware of certain types of propagation anomalies in our atmosphere, and the breaking-wave echoes may attest to interesting surprises yet to come. But there seems to exist so large a margin of separation between any of the now-suspected atmospheric effects and the characteristics of what I am terming radar UFOs that I do find it difficult to understand how AP and "weather effects" have so long been casually employed to explain radar unidentified targets within Project Blue Book, and how they have more recently been invoked in the Condon Report by Thayer in essentially similar manner.

Perhaps a clue to the latter is found in a curious introductory definition of what Thayer (1969, p.117) terms "blip-like" radar returns: "Cases where the radar target (or targets shared characteristics similar to the return from a solid object (such as an aircraft, etc.) and where the target did not display erratic or discontinuous behavior. Acceleration or velocity in excess of known aircraft capabilities, or periods of immobility were not considered to be contrary to normal target behavior." I fear that this definition be paraphrased fairly by saying that Thayer adopted at the outset explicatory rules by which completely abnormal radar returns were agreed to be quite normal. Many examples in support of such a paraphrase have come to my attention in follow-up investigations of the Condon Report, whose handling of the radar UFO cases I find almost wholly uncritical, generally tendentious, and often absurd -- and, more than that, disturbingly incomplete with respect to the scientifically most puzzling features of many of the cases (cf. McDonald, 1969). If we are to learn anything meteorologically interesting from radar UFOs, it will come only from much more discriminating and more thorough analyses than any now at hand.

3.2 Case 2: U. S. Naval Air Station, North Island, San Diego, Calif., Oct. 14 1957:

As another illustration of past radar UFO cases that have been officially explained in terms of meteorological effects, we might consider one that, unlike the preceding case, involves visual as well as radar observations, and for which the radar

observations were made from the air rather than from the ground. Cases of both the latter types are scattered through the Air Force archives, and some, like this one, emanated from another service. I have not interviewed any of the observers in this particular case, so, in order to fulfill written agreements with the Air Force, I cannot cite witness-names. Instead, I shall be forced to use merely initials of the Navy personnel involved. (I am currently challenging Air Force structures against citation of names of military and government-agency witnesses in past UFO cases, contending that they are blocking full and credible scientific discussion of case details and arguing that these strictures stand in violation of P.L. 552. It is the present Air Force position (SAFOI letter, 7 Aug 1970) that scientific citation of witness names would constitute an "invasion of privacy", despite the fact that these were personnel of the military, FAA, USWB, etc,, whose observations and official reports were made in regular line of duty. At this writing, my efforts to get the Air Force to rescind these strictures have not yet proved successful, so unfortunately I am obliged to omit all names from this account of my checks on this scientifically significant case.

No strictures against citation of names of investigative and evaluative personnel have ever been imposed in the course of my investigations, so I do cite certain names in those categories, since they, too, are of obvious documentational relevance.)

Slightly before 1900 PST, on October 14, 1957, at NAS North Island, AC/3 VEE (initials of enlisted Navy tower controller) noted "a bright, round, white light, about the size of a dime, bearing 210 degrees T from the tower and approximately 300 ft above the Point Loma land mass," according to a 17 October 1957 report to the Air Force Office of Special Investigations from the District Intelligence Officer, Eleventh Naval District. VEE observed the object remain stationary for about 2 minutes and then fade out. One or two minutes later a similar light, presumably the same, suddenly reappeared slightly farther north and a bit lower than before, and now somewhat brighter. After remaining stationary about two minutes, it again faded away, the report notes. Somewhere in this sequence, VEE alerted two other enlisted personnel, DC and MD, also on duty in the tower; and all used binoculars in the later portions of the visual observations, according to the intelligence summary. It soon reappeared once more, again farther north and again lower; it seemed now to wobble slightly and exhibited a half-halo on its upper portion, with a bluish tint on one side. No angular estimate is given.

Concurrently, a Navy S2F tracker (anti-sub-marine search aircraft), attached to VS-21 at NAS North Island, moved into position for takeoff, and AC/3 VEE had to divide his attentions between the unexplained light over Pt. Loma and the S2F ready for takeoff. In the process of controlling the takeoff and vectoring the aircraft to attempt a search, VEE lost the object, the reasons becoming clearer below.

According to Air Intelligence Information Report 01-03-57, dated 23 October 1957, prepared by Maj. L. W. Bruner, 27th Air Division, Norton AFB, Calif., based on a signed summary statement by the S2F pilot, Lt. ALR (initials), the aircrew, during engine warmup, had heard the tower operator take three radio calls to an "unidentified aircraft", requesting identity and intentions, but getting no reply. On requesting and getting takeoff clearance, Lt. ALR was asked by the tower operator to maintain 200 ft altitude after liftoff and proceed to Pt. Loma to identify a stationary light source apparently hovering at that estimated altitude. Lt. ALR notes that both the copilot, Lt.(jg) GTC, and he observed the light, while still on the runway before starting their run.

"After take-off, I turned outbound over the channel," Lt. ALR wrote in VS-21 msg 152348Z of Oct 1957, "and climbed to 200 feet, all the while keeping the light in view. My intentions were to proceed seaward of the light so as to silhouette its airframe against the lights of San Diego. However, when we drew abreast of it off our right wingtip, we observed it undergoing a rapid acceleration away from us and to the west. I noted relative motion between it and the lights of San Diego. As our range opened the light began to alternately vary in color and intensity. The extremes were bright red and a blue white, with

no regular period of change from one to the other."

"I turned West and assumed a heading of 230 mag. with the light then dead ahead. In about four or five minutes (warm-up time) our radar operator reported a target dead ahead at seventeen miles and above us. The weather was clear ahead and above, with a discernable horizon and low clouds 30 miles west. The stars were bright and clear but small and dim compared with the light we were following. During the chase there was always evident a relative motion between this object and the background of stars."

"From Pt. Loma on out the object climbed steadily and I followed in a gradual ascent at 240 knots IAS, closing irregularly. At 4500 ft the object leveled off 12 miles ahead, and then drifted right 10 degrees in about five seconds. I turned right to 240 mag., leveled off and increased speed to 160 knots. The range closed to 10 miles and stabilized. After following for about three minutes at 10 miles I decreased speed to 120 knots but observed no range-rate on radar. I then advanced speed to 180 knots IAS and still observed no range-rate."

"The object in the meantime drifted 20 degrees to the left (220 mag.) in no more than 10 seconds, and then closed range to 8 miles in one rotation of the radar antenna (7.5 seconds). The range stabilized again at 8 miles and we began another gradual climb. At 8000 ft and about 40 miles from Pt. Loma the object leveled off and shortly after disappeared visually and on radar. Fifteen seconds later it reappeared visually but not on radar although the operator switched to sector-scan and searched continuously."

Lt. ALR concluded his summary with the comment that they maintained visual contact until the S2F was 50 miles from Pt. Loma, at which time they lost visual contact, too (fadeout), terminating the incident. His statement notes that all four aircrewmen saw it and can substantiate his descriptions. (The two enlisted men aboard were WES and WPC.)

This is only one more of many radar UFO cases I have recently been studying as a result of extensive searches through the Air Force archives and only one of many hundreds of UFO cases I have checked during the past four years. Each case has certain unique features, but many have the common feature that it is exceedingly difficult to propose for them conventional explanations. Yet, here as in almost all the rest that have received the Project Blue Book evaluations, a conventional explanation has been assigned by Blue Book.

I quote from that explanation, extracted from Air Force archives, since it invokes atmospheric phenomena of potential interest to radar meteorologists and atmospheric physicists:

"Distortion of light and changing colors attributed to probable inversion off coast. That Arcturus was the object is ... indicated by the fact that the pilots could not close on the object. Its jumping around and the spurious radar returns caused by inversion or other weather conditions conclusive to distortion of atmospheric optics. Sighting was of short duration and Arcturus set at about the time of object's disappearance."

(Actually, I must note that there is a slight confusion on the official evaluation of this case, Although the above case-summary explains the sighting in terms of Arcturus and some form of anomalous propagation, the casecard in the archives shows it as "Possible Balloon." There is no evidence of any real analysis of either hypothesis, no weather data, no computations of positions, or other quantitative assessment; but the original teletype message from AIRASRON-21 to Wright-Patterson AFB, which notes how the object "drifted across chase plane's course at speeds estimated by pilot to be in excess of 1000 mph," has a pencil-sketch of a top-view of an aircraft flying past a sphere, with arrows and lines evidently intended to depict the viewpoint contained in evaluating annotations that nearly obliterate parts of the TWX: "Tests have shown that when a/c slipstream from wing tip hits balloons it sends it rapidly sideways." The sketch and pencilled evaluative comments, typical of many documents in the UFO archives, are signed by Capt. George T. Gregory, who was

Project Blue Book officer in the 1957-59 period. Many of such UFO reports were processed in about this way over the years.

But this one has the alternative (and evidently officially preferred) explanation of suggested inversion effects on Arcturus and the S2F's radar. Consider certain difficulties with that explanation: (1) The tower observers reported to Navy intelligence interrogators that the light shifted three times, from its azimuth of first appearance at 210 degrees T. At about 1900 PST on this date, Arcturus was nearing the horizon at about 290 degrees T. This light over Pt. Loma was seen by the cockpit crew from the runway and held in sight until they drew nearly abreast of it, viewing it off the right wingtip, whereupon it suddenly accelerated westward and started climbing. (2) The subsequent air chase involved a sequence of pursuit headings stated to be 230 degrees mag, then 240 degrees mag, then 220 degrees mag, the source finally pulling away and fading out at 230 degrees mag, after an approximately 20-minute visual-radar chase, at about 230 degrees mag. The magnetic variation off the San Diego coast is about 15 degrees E, whence the bearing to Arcturus would have been about 275 degrees mag, some 35 to 50 degrees from the luminous object's reported azimuth, far in excess of uncertainties that would affect observations under these conditions. (3) Viewed from the S2F, the object appeared to climb, then level out, on two occasions. And it executed fast lateral shifts to both left and right, through arcs stated by the Navy pilot to approximate 10 degrees and 20 degrees of relative azimuth. (4) The aircraft was flying, after the first few minutes, at altitudes well above the coastal subsidence inversion whose refractive effects are adduced in the official explanation to account for angular image-excursions whose amplitudes dwarf the 10's of seconds of arc displacement associated with stellar scintillation effects, even under unfavorable viewing conditions at the surface, let alone at 4-8000 ft level. (5) Nor does the official explanation that the "inversion and weather conditions" were responsible make better sense of the reported radar behavior. Ranges opened and closed, angular altitude varied, and azimuths shifted, all this during a 40-mile pursuit, at altitudes ultimately near 8000 ft. (6) The estimated lateral speeds (order of 1000 mph) came from rough calculations based on radar ranges, plus compass-based angular estimates. A target at 10-mile radar range that moves 20 degrees in 10 seconds has exhibited an apparent velocity near 1200 mph.

To suggest that optical refraction effects plus anomalous propagation could cause such extreme behavior, and to suggest it without the slightest supporting argument, is simply not reasonable.

Could there be some truly phenomenal optical and radar-propagational anomalies of the atmosphere that might be capable of yielding visual and radar indications of this sort? The archives have many more such anomalies that will require at least equal extensions of present scientific knowledge if we are to account for them along the lines of application of atmospheric physics that I have found typical of Project Blue Book UFO explanations over the past two decades.

3.3 Case 3: Gulf of Mexico, B-29, Dec. 6, 1952:

With so large a number of previously unknown cases that I could discuss and so little space available here, it is difficult to select a final example. But because of my strong concern over the serious inadequacies of the radar-optical UFO case-analyses in the Condon Report, I choose a last one that exhibits some of those deficiencies, that is explained in terms of alleged atmospheric effects, and that happens to be a rather famous case in UFO annals. I believe that the ad hoc panel that reviewed and endorsed the Condon Report (NAS, 1969) could not possibly have scrutinized carefully the level of analysis of cases such as this in that Report, a point that I have elaborated elsewhere (McDonald, 1969b).

In the early morning hours of December 6, 1952, a B-29, on the return leg of a training flight out of Randolph AFB had turned around over Tampa and taken up a generally westbound course across the Gulf. When about 100 miles south of the Louisiana coast at an altitude of 20,000 ft, visual sighting of oilwell flares on the coast led the Instructor Navigator, 1/Lt WN, to request a student radar operator to turn on his set and try to pick up the coastline on 100 mile range. After the student

operator's failure to detect the coast, WN confirmed that no coastline echo was discernible, so called for a set calibration. Some time later he was alerted to presence of some four blips ahead and in rapid closure with the B-29. [Air Intelligence Information Report No. IR-86-52, filed from Randolph AFB by Maj. J. R. Sheffield, Wing Operations Officer, 3510th Flying Training Wing, includes a summary of the events, the sightings, a map, and signed statements by three officers and two enlisted men who figure in the incident. These items, plus the original TWX and other materials in the archived case-file indicate that the B-29 had turned to a heading of 320 degrees at some earlier time, after the unsuccessful search for the coastline on the navigational radar, and had reached coordinates of 28 degrees 10'N, 92 degrees 04'W when the sightings began. I cite these points because they are quite relevant to a point that Thayer (1969) regards as crucial, yet seem to me to be a misinterpretation of the intelligence report. I infer from coordinates and times that inability to pick up the coastline occurred while the B-29 was still just over 100 miles offshore, beyond the set's 100-mile range. Furthermore, the set was then uncalibrated, as the Instructor Navigator makes clear in his signed statement.]

The first 4 targets were sighted at 0525 CST, "with no specific grouping such as a radar beacon transmits apparent on the scope at 330 degrees," Lt. WN stated. The radar had azimuth stabilization; its scan rate was 25 rpm. The navigator, 2/Lt RKE, verified WN's assertion that these first blips advanced southeastward about 5 mi/scan, and MSgt BRP, the aircraft performance technician, using 1/Lt NK's stopwatch data and the indicated displacements per scan, informed the crew that the computed target speed was about 5000 mph. These targets, viewed on three repeater scopes, passed to the right of the B-29 and moved offscope at a bearing of about 70 degrees.

Then, immediately after a calibration-check, a second group of blips was seen coming in along a similar path. This time the pilot called off relative bearings from his repeater scope, with instructions for the crew to watch on the starboard. SSgt WJD states: "I immediately looked in that position (3 o' clock bearing called out from cockpit) and saw two flashes of approximately 3 seconds, which did not alter course whatsoever. The flash was of a blue-white nature and did not change brilliance... when it disappeared." Two objects were also seen by MSgt BRP, and he was evidently forward for he saw them move rearward and disappear under the wing. In 1/Lt WN's accounc, he confirms that these flashes were seen to "go from front to rear under our wing "

The interrogating officer, Maj. J. R. Sheffield, in his intelligence report from Randolph AFB, gives 18,000 ft as the approximate altitude of the objects and 20,000 ft as the B-29's altitude, accepting the crew's statements that the objects came in below the B-29. Despite this, Sheffield states in his report that: "Visual sightings are indecisive an of little confirmatory value," but no explanation of why he discounts the two crewmen's observations is given. Like many other Blue Book reports, this case-file leaves unanswered a number of pertinent questions. The total number of objects followed on radar is not clearly specified. 1/Lt NK says he observed: "about twenty objects in all, sometimes as many as two and three on the scope at one time." Crewmen refer to one radar-observed event involving a merger of targets (a feature that I have now found in a number of reports of radar UFOs). As WN described it: "Contact was broken off at 0535 after a group of blips merged into a half-inch curved arc about 30 miles from our a/c at 320 degrees and proceeded across the scope and off it at a computed speed of over 9000 mph." WN also stresses one other significant target-movement: "One group of blips, after the scope was calibrated, were noted, after moving from 330 degrees to 150 degrees across the scope, to arc about and swing in behind us at approximately 30 miles and maintain speed and distance for approximately 10 seconds and then disappear." Given that summary, consider Thayer's (1969) explanation of this case (which Blue Book has carried as "unidentified" since 1953): "The visual sightings were probably Geminid meteors," he writes. No supporting discussion; just that assertion. In fact, one finds that the radiant of this December shower lay at about 280 degrees azimuth and about 55 degrees elevation angle at 0535C on this date. Hence, any Geminids seen to the starboard of an aircraft on 315-320 degrees heading at 0530C would have been descending almost

perpendicular to the NE horizon, a 90 degrees direct mismatch with Thayer's explanation.

The above-described multiple radar target events Thayer explains in terms of a ducting layer that showed on the 0900C Burwood radar. "The strange moving targets seen on the radar were probably caused by imperfections in the atmospheric layer forming the radio duct allowing radio energy to enter the ducting layer at various points. This would create sporadic returns." The failure to pick up the coastline just prior to the UFO episode he explains as follows: "A transmitter located above a radio duct and emitting a high enough frequency to be affected, as the radar undoubtedly was, does not excite propagation within the duct. This implies that the coastline below the duct would not be visible to the radar located above the duct." Thayer's argument is, of course, quite erroneous; he has his argument upside down. And casual suggestion that the complex target behavior reported in this case was the result of "a series of gravity waves running along the duct" is mere verbalism.

Thus were radar UFOs discounted in the Condon Report. Perhaps the above examples will give at least some indication that there remains an unsolved scientific problem here, that there exist unidentified radar returns of a category for which atmospheric effects have been proposed as explanations, but on ground that are to date less than satisfactory.

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January 1999

PRESS RELEASE

Milestone in UFO studies published on floppy disc

More than two decades ago, the author introduced a new and fruitful approach to analyzing UFO reports in a book, *UFOlogy, New Insights From Science And Common Sense.* The basic idea was to focus upon the unusual and puzzling phenomena that were observed, then search for scientific explanations. Experimental data published in the literature of mainstream science was used to convert general concepts into detailed descriptions. It was sometimes possible to reproduce the effects in simple experiments on a work bench. The specific, physical processes established, beyond doubt, the nature of complex, electromagnetic fields surrounding UFOs that are artifacts of their propulsion system. Research continued along this line with periodic communiqués over the ensuing years. Findings were released in many articles in UFO journals and presentations in scientific and public forums. Most of that work never reached a large audience and subsequently became buried in a limited number of out-of-print documents that were usually filed away and eventually tossed out.

Many people who have become interested in UFOs during recent years have no idea of the amount of progress that has been made in understanding UFOs. For that reason, the author has compiled most of his writings onto an IBM 3 ½ " diskette. The text was written in the WRITE program of Microsoft Windows 3.1 that is easily read directly or with most word processors. Some chapters delve into rather obscure, technical areas but are written so that the general reader can follow the arguments. Scientific veracity, however, is preserved to challenge the most critical professional. in addition, several essays are included on social issues arising from UFOs.

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James M. McCampbell
Director of Research, 1975-93
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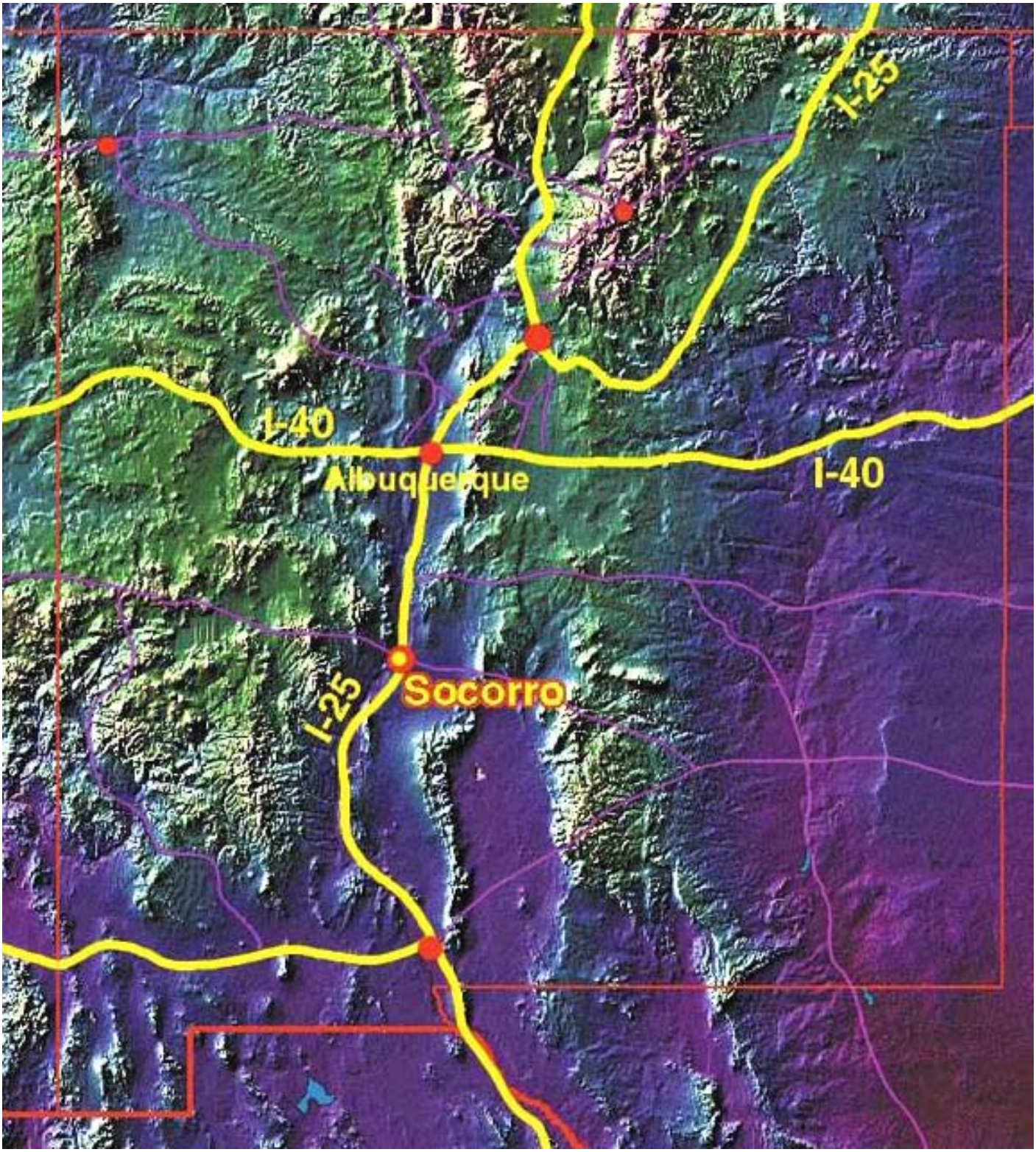
I-25
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Socorro
I-25

Date: Wed, 13 Apr 2005 16:36:01 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: White Sands, Misc.

To: Francis Ridge <nicap@insightbb.com>

BBA Roll ID : MISC-PBB1
Alt Roll ID : N/A
Frame No. : 743

Alt Roll ID : NARA T1206-89
Frame No. : 899

Alt Roll ID : NARA T1206-85
Frame No. : 749

Alt Roll ID : NARA T1206-91
Frame No. : 286

March 23, 1950 article

Alt Roll ID : NARA T1206-91
Frame No. : 287

Alt Roll ID : NARA T1206-89
Frame No. : 869

Alt Roll ID : NARA T1206-89
Frame No. : 317

NARA T1206-89
Frame No. : 913

Date: Sat, 23 Apr 2005 17:40:05 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: "Alleged Sightings" at White Sands

The April 24, 1949 and August 30, 1949, Incidents Downplayed By USAF
To: Francis Ridge, Coordinator, Nuclear Connection Project <nicap@insightbb.com>

Page ID (PID) : MISC-PBB1-687
Collection : Other Official Microfilms
Roll Description : Misc Blue Book Files Roll

http://www.bluebookarchive.org/page.aspx?PageCode=MISC-PBB1-687

BBA Roll ID : MISC-PBB1
Alt Roll ID : N/A
Frame No. : 687

Frames 687-702

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BBA Roll ID : MISC-PBB1
Alt Roll ID : N/A
Frame No. : 702

Date: Sat, 23 Apr 2005 19:34:51 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Interesting Concentration of Sightings

To: Francis Ridge, Coordinator, NCP <nicap@insightbb.com>

Interesting concentration of sightings listed on the page below,
1. Dayton, Ohio
2. Columbus, Ohio
3. White Sands, New Mexico
4. Albuquerque, New Mexico
5. Oak Ridge, Tenn.
6. Camp Hood, Texas

Circa 1952.

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-581

Alt Roll ID : NARA T1206-85
Frame No. : 581

This page below is from **STATUS REPORT, PROJECT GRUDGE-REPORT NO. 3**

31 JANUARY 1952

Below is
STATUS REPORT, PROJECT GRUDGE-REPORT NO. 3

31 JANUARY 1952

Alt Roll ID : NARA T1206-85
Frame No. : 578

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB85-578

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TRUE, March 1950
Actual article
Navy Officer Tells

HOW SCIENTISTS TRACKED A FLYING SAUCER

by
Commander Robert B. McLaughlin, USN

In its January issue TRUE said that the flying saucers are real and interplanetary. Its story was widely supported by the nation's press and radio. TRUE's findings are here confirmed by Commander McLaughlin, a rocket expert at White Sands Proving Ground, who worked independently of this magazine's investigation. He reveals how a troup of Navy men and scientists tracked a flying disk with a precision instrument and tells of flights he and others witnessed.

On a bright, clear Sunday morning in April, 1949, a detachment of Navy men and a group of scientists released a balloon from a point 57 miles northwest of the White Sands Proving Ground base. They were interested in getting weather data from the upper atmosphere, and as the balloon rose, they charted its flight as usual with a theodolite and a stop watch. There were five observers in all; four of them coordinating the instrument data. One followed the balloon through the theodolite's telescope. One called off the readings. One recorded them, and the fourth man held the watch.

Shortly after the balloon was aloft west of the observation point, the theodolite operator swung his instrument rapidly to the east. A strange object, seen by everyone present, had crossed the path of the balloon. The instrument man, confused, had followed it. Swiftly, one of the scientists grabbed the theodolite and began tracking the missile.

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A strange object, seen by everyone present, had crossed the path of the balloon. The instrument man, confused, had followed it. Swiftly, one of the scientists grabbed the theodolite and began tracking the missile.

An accurate plot of the object's course was recorded. Analyzing this data later, I can state definitely that:

1. The object, viewed in cross section, was elliptical in shape.

2. It was about 105 feet in diameter.

3. It was flying at an altitude of approximately 56 miles. (This was determined by a ballistics expert. An object at a lower altitude on this particular bright day could not have fitted the data taken. For security reasons, I cannot go deeper into this method of calculating altitude.)

4. Its speed was about 5 miles per second.

5. At the end of its trajectory, it swerved abruptly upward, altering its angle of elevation by 5 degrees -- corresponding to an increase in altitude of about 25 miles -- in a period of 10 seconds. Rough calculation indicates that a force of more that 20 G's (20 times the pull of gravity) would be required to produce this elevation in this time.

6. The object was visible for 60 seconds.

7. It disappeared at an elevation of 29 degrees.

Close questioning of the observers prior to the official report that went to "Project Saucer" at Wright-Patterson Field in Dayton, Ohio, produced an almost unanimous judgment that the objects was discus shaped and that it was a flat white color. High powered binoculars showed no exhaust trail, no stream of light or other evidence of a propulsions system. And, no sound. What was it?

I am convinced that it was a flying saucer and, further, that these disks are space ships from another planet, operated by animate, intelligent beings.

I think it is safe to say that it wasn't any type of aircraft known on Earth today. Even if, as is likely, there are top secret models which you and I know nothing about, there is no human being in this world who could take a force of 20 G's and live to tell about it.

I doubt that it was meteor. These small bullets from space frequently light up our sky as they burn, from friction generated by hurtling through our atmosphere. But only occasionally are they visible in the daytime. And besides, meteors remain in view for only a few seconds -- 10 or 12 at the maximum. This object was watched for 60 seconds.

Its size rules out the possibility of its being a bird or other known creature. No cloud could have moved in such a trajectory.

It was not a balloon, I can state positively. A number of men who saw it were experienced balloonists. Furthermore, they were in a position to know that no balloon capable of approaching the object's altitude was in the area. Even at 120,000 feet, near the peak altitude for any present type, a balloon would have to have been moving at 1,700 miles per hour to conform to the trajectory data.

And to clinch it, the wind 20 miles up was, as it happens, moving from east to west -- opposite to the motion of the object.

Hallucination? Optical illusion? I think it is reasonable to say that illusions do not appear simultaneously and identically to five different trained weather observers.

I cannot think of any other possibilities. Reliable observers saw the object. A sensitive instrument tracked it. The atmosphere was bright and clear in an area where we considered it a dull day if you could not see 50 miles horizontally with the naked eye.

The only flaw was that I -- up to that time -- had not seen a Flying Saucer personally.

Nonetheless, the information excited me. I began to seek an explanation -- a respectable, convincing answer in terms of physics, mathematics, aerodynamics and astronomy as we know them today.

Before I had completed my theories, I saw a Saucer for myself.

On morning late in May, I was standing outside of my office at the White Sands base during the flight of an Army upper atmosphere missile. These, of course, rise much faster than a balloon and usually you loose sight of them shortly before they reach peak elevation. You are very fortunate if you can spot them again on the way down.

The missile had just been fired, and we had just lost sight of it when a lieutenant commander standing next to me

yelled: "There it goes."

A Marine captain and I saw what he was pointing at. (A civilian engineer and a Marine major with us did not.) A white object was proceeding very slowly westward. As I watched, it rapidly gained speed.

The object had now passed overhead, and I thought it was going to fall near a ranch house two or three miles west of us. But it spurted like a scalded cat, shot over the Organ Mountains behind us and disappeared.

This was a very serious matter to us. We always took precautions to prevent missiles from leaving the range. Immediately, I phoned the range safety officer.

"I've just seen your missile leave the range to the west of here," I said.

He groaned. As we debated what to do, we both heard the thudding impact of our missile well to the north of us and in the center of the range.

What, then, had I seen? I now faced the problem of every Flying Saucer witness. What was truth? What was imagination?

Two Saturday Evening Post articles last year by Sidney Shalett concluded that the disks were hallucinations, upper atmosphere weather balloons, astronomical phenomena, or the result of vertigo or self hypnosis. In the January issue of this magazine, Donald E. Keyhoe, aviation expert for TRUE, asserted that the saucers are visitors from another planet.

I thought back as carefully as I could over what I had seen. I realized I was slightly better off than most witnesses. I had not expected to see a Saucer, but I had expected to see something. My eyes, fairly used to this kind of observations, had been looking for a fast moving missile.

These impressions I settled on as accurate:

1. The Saucer, at the time it was first sighted, had been going at an extremely slow speed, perhaps 1 mile per second.

2. Despite the relative slowness, I could not determine its shape, although I judged it was similar in size to Saucer No. 1 because it was visible at an altitude above 25 miles.

3. It accelerated to a speed far in excess of anything obtainable with present day rocket motors.

4. The object passed within 5 degrees of the sun and was still visible to the naked eye. This would hardly have been true if the the object had been a meteor.

5. Again, there was no evidence of a propulsion system.

The last appearance of Flying Disks which I feel is reliable enough to report occurred in early June. I did not see it personally, but the circumstances are impressive enough for me to include them here.

This day we were firing a Navy upper atmosphere missile. Shortly after its take-off, two small circular objects, guessed to be approximately 20 inches in diameter, appeared from no place and joined the Navy missile on its upward flight. (Similar small disks have also been previously reported as well as the larger types mentioned earlier.)

At about the time the Navy missile was doing well over 2,000 feet per second, the object on the west side passed through the exhaust gases and joined its friend on the east. They then apparently decided the missile was not going fast enough for them. They accelerated, passed the Navy missile and sailed off upward and eastward.

Some eight minutes after the Navy missile had fallen back into the range, I received a radio report from a very powerful optical observation post located on a mountain top. The Navy missile, it said, had just passed over the mountain and was going out of the range to the west. This could have been one of the two objects that we had seen and which had changed direction, or it could have been a third one.

The odd thing is that before long I had reports from eleven men in five separate OP's, none of which could communicate with each other and which were located at different points of the compass. All had seen the two objects perform as I have described.

Putting together all the data observed in three appearances, one of which I had seen for myself, and all which I believe beyond doubt, I decided that it was necessary to look outside the known world for an answer.

No one realizes better than I do that the explanations which follow may be incorrect. I think, however, that there is too much evidence from too many reliable sources for us to be content with inconclusive explanations, and we must press on to find an answer.

I think that the saucers are piloted space ships, first, because of their flight performance. The White Sands Saucers were most definitely capable of changing their direction while above our atmosphere. This extreme maneuverability -- plus their large size -- eliminates for me the likelihood of their being operated by remote control.

My own experience with rockets leads me to feel that a Saucer with such characteristics is far beyond the technical powers of anyone on earth. Our present system of rocket propulsion, using thermochemical energy, is entirely inadequate to duplicate the terrific 5 degree gain in altitude observed during the flight of Saucer No. 1.

If you accept this, you are led to assume that the Saucers can be propelled only by power derived from the atom.

What kind? And how? Well, I suggest a "radiation pressure motor."

Radiation pressure is one of the oldest known physical phenomena. You have seen it work if you have ever noticed a little glass enclosed gadget that jewelers often place in their shop windows. This is the "Crookes radiometer," a device more that 100 years old. Inside a small glass globe four metal vanes, black on one side and silver on the other, rotate on an axis, although there is apparently no motor driving them.

Light supplies the power. It radiates a "push" that varies from the surface of one vane to that of the one next to it. Now, where could the Saucer engineers get enough light to propel their missile through space?

I envision a motor somewhat like a fluorescent lamp. An inner core is filled with fissionable material, probably a gas. An outer tube surrounding the core contains a fluorescent material.

The fissionable gas activates the fluorescent material, causing light. Light exerts pressure -- a propulsive push or thrust -- against a heavily shielded curved reflector. The push propels the missile.

The activity of the fluorescent material is controlled by increasing or decreasing the amount of fissionable gas in the inner core. And fluorescent material is pumped into the outer tube as it is used up. This is greatly oversimplified, and certain major problems remain.

There is, for instance, no known substance out of which the tubes could be constructed. Any material we can compound would disintegrate under the fissioning process. I would also hesitate to say what kind of shield would completely protect the Saucer crew from radiation effects.

The theory of a radiation pressure motor has been discussed with experts at a number of universities. Some scoffed. Some were encouraging. Since our present investigations of atomic power are in the primer stage, however, I think it's early to say the idea is impossible. Let's simply admit that if the Saucer people utilize anything like this principle, they have probably refined and perfected it.

While I have my neck out really far, I'd like to add that a Saucer would use three sets of motors.

The main set would be used to launch it and propel it on its space voyage. These motors would be placed in one segment of the edge of the disk. A second set, probably located in the flat under surface of the disk, would be used to

sustain it in flight while it hovered or prepared to land.

The third would be a small set to control roll and tilt. Since radiation from the main power plant might be great, I should imagine that the crew would be confined to a segment of the leading edge of the disk.

This would leave a large area of the midsection for fuel storage tanks, food supplies and other equipment.

One case, described by both Shalett and Keyhoe, involves a disk conforming to this pattern.

At 2:45 a.m., on July 24, 1948, an Eastern Airlines DC-3, enroute to Atlanta, Georgia, from Montgomery, Alabama, sighted a "brilliant, fast moving object" about a mile away. Captain Clarence S. Chiles, an ex-Air Transport Command flier, and Pilot John B. Whitted, formerly a B-29 pilot, both observed it clearly.

They agreed that it was about 100 feet long, shaped like a cigar. It was wingless. When the object passed them, at about eye level, they saw two rows of "windows" along the fuselage. These glowed with a blinding white light. A dark blue light ran the length of the shape, along the underside. There was a red orange flame exhaust which rocked the DC-3 at the missile veered off and zoomed out of sight.

It seems to me that rather than a cigar shaped fuselage, what the pilots may have seen was a disk, edge on. The two rows of ports would be the vents of the main power plant. The blue light came from the belly motors, thrusting downward to enable the disk to operate at the slow speed of 500 to 700 miles per hour which the pilots estimated. The flame I am less sure about. Possibly the fact that it was traveling within the Earth's atmosphere (the DC-3 was at 5,000 feet during the encounter) made exhaust particles visible. The jolt it imparted to the DC-3, however, is not surprising. I should say that the plane felt a light energy blast, a product of radiation pressure motor operation.

The discus shape, as such, conforms to aerodynamic law and would provide a perfectly feasible flying machine.

I believe, though, that the design is employed as a temperature compensating device. By varying the angle of tilt, the disk in its flight through space could control the amount of heat it received from the sun. Flat side toward the sun, it could absorb considerable heat, edge on very little.

Design, construction and operation of the Saucers indicate to me that a very superior intelligence is at work. Not only at work, but present within the disks. I cannot believe that the ready maneuverability shown, for instance, by Saucer No. 2 in avoiding the uprising Army missile was remotely controlled.

What these people look like I have no idea. Since I insist that they are actually at the controls of their strange craft, however, I must suggest that they are considerably smaller than we are. We already know that while 6 G's are a tremendous strain on the human frame, creatures smaller than ourselves can bear up under incredible pressures. A bee can probably take 20 G's, an ant even more. Saucer crewmen would also have to be pretty small to ride Saucers No. 3, the 20 inch disks. It is staggering to imagine intelligent beings that small, but we must not disregard any possibilities.

Where the Saucers come from can only be answered by guesswork. My guess is Mars. Mars "cooled off" and perhaps became capable of supporting some form of life millions of years before the earth did. The Martians, if such there be, would have a big start in scientific development.

I believe that the frequency of the Saucers' appearance over the southwestern section of the United States may have been influenced by the relation of Mars to Earth on July 16, 1945.

On this date Mars was in a good position to see our surface. And at 5:30 a.m. on that morning, the first atomic bomb was exploded in New Mexico, in the northwest corner of the present White Sands range. It is conceivable that the flash was viewed from afar by sensitive optical instruments.

What are the Saucers up to? So far, their behavior would indicate that they are interested only in observing us. The fact that the Saucers' operations so far have been peaceful also seems to knock out the suspicion that they have been launched by a foreign Earth power such as Russia. If a nation were fiddling with long range missiles, why would it

experiment over the United States, where a crash could deliver the object and all its secrets on our doorstep?

Will the Saucers land? The small ones might. If their occupants decide they could survive on Earth, the small Saucers might be dispatched from the larger missiles.

The larger disks, even assuming maximum motor efficiency, probably could not risk the loss of accumulated momentum that would occur in landing. It would be too difficult to generate again the momentum necessary to return home.

Why don't you see Saucers?

The atmosphere over about 75 percent of the Earth's surface is filled with moisture particles. These give us a "white sky" much of the time. Against such a background, it would be mere chance which allowed anyone to sight a Flying Saucer. At White Sands, we undoubtedly had near perfect atmospheric conditions and excellent visibility.

I know that this is a fantastic story. I cannot prove the theories I have outlined. I probably can't even prove the disks are real until I've ridden in one.

But in terms of the very limited knowledge we of the Earth possess, these ideas perhaps offer a clue to the solution of a great puzzle.

Whatever the answer, I can't feel that there is anything terrible, hostile or dangerous about the Flying Saucers or their occupants.

The challenge of space travel has fascinated the people of Earth for centuries.

It is not fantastic for us to explore other planets, why should it be fantastic for Martians, say, to visit us?

So far, all I have suffered is a little hurt pride. They got here first.

-- Commander Robert B. McLaughlin

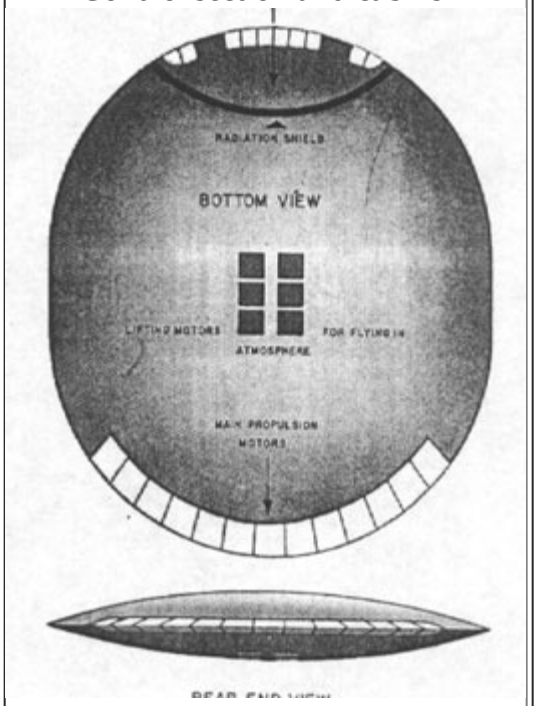
Commander Robert Bright McLaughlin is an expert in naval ordnance and guided missiles. For the past three years he has been in charge of the Navy unit assisting in classified projects at the White Sands Proving Ground, Las Cruces, New Mexico.

He began his researches in the guided missile field in 1939, four years after his graduation from the Naval Academy. A post-graduate student of engineering at that time, he was assigned to a Navy board evaluating the effectiveness of antiaircraft gunnery. By 1941, he had outlined the technique for a "beam rider" guided missile which, by the ability to "change its mind" after being fired, heightened antiaircraft accuracy against swift, evasive, high altitude aircraft targets.

During the war he was gunnery officer aboard the aircraft carrier Intrepid and saw action in the major Pacific campaign from Kwajalein to the Philippines. He was with the Intrepid when it underwent an attack by thirty three Japanese Kamikaze (suicide) planes in three and a half minutes.

In August, 1946, he was assigned to White Sands. He is 37, a stocky, round faced man with curly brown hair, blue eyes, and a crisp, precise manner of speaking. He is married and has two youngsters, a girl of 2 1/2 years and a boy of 10 months.

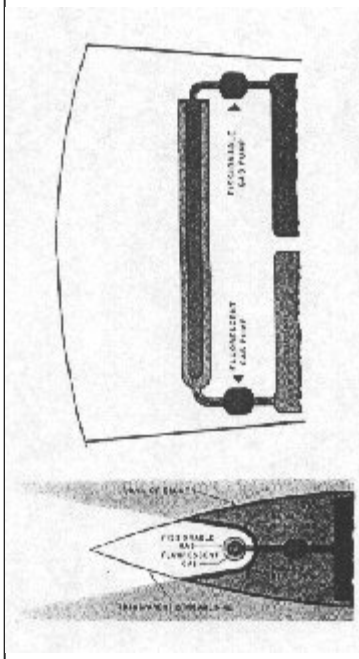
Control section and cabins



Schematic views of space ship driven

At present he is skipper of the destroyer Bristol.	**by radiation pressure**

Light from motor, shown top and side, gives "rocket" thrust.



When the Air Force early this year declassified the hitherto secret Project Saucer files, it revealed that 375 incidents of "unidentified flying objects" had been analyzed by consulting scientists. Of these, 341 had been explained to the Air Force's satisfaction.

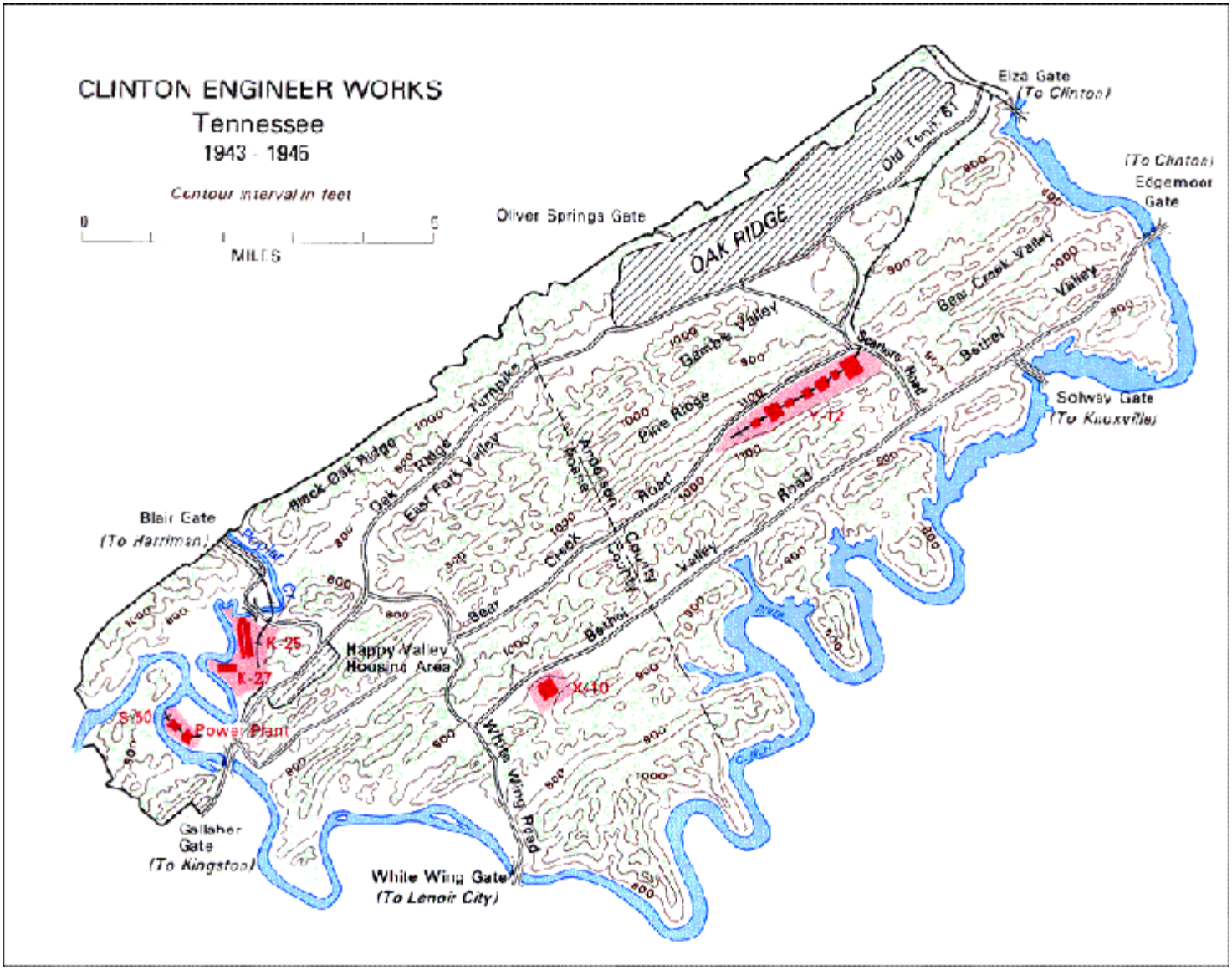
It was officially admitted that for 34 incidents, there was no "apparent ready explanation." Among these was the opening incident of Commander McLaughlin's article.

Even these 34, the Air Force said, might be rationally explained if the "psychological and physiological" factors were taken into account. But the Aero-Medical Laboratory, which was most concerned with such factors, acknowledges that "it will never be possible to say with certainty that any individual did not see a space ship, an enemy missile or other flying objects. All that is possible is to judge the likelihood that he saw such objects."

In short, Project Saucer experts admit that statistical probability -- rather than scientific proof -- was the best it could expect to achieve.

The Editors of TRUE believe that the admitted existence of 34 "unexplained incidents" indicates that the announced discontinuance of Project Saucer was premature. TRUE further believes that the official announcement was ill advised, made in haste, and that the United States Project Saucer has in fact been continued without interruption under another code name. The 34 "unexplained incidents" which the Air Force concedes -- there are no doubt others -- are the best documented and the hardest to explain in any fashion other than by the interplanetary thesis first set forth by Donald E. Keyhoe in TRUE for January and here repeated by Commander McLaughlin.

Return to NICAP homepage.


CLINTON ENGINEER WORKS
Tennessee
1943 - 1945
Contour interval in feet
0
1
5
MILES
Oliver Springs Gate
OAK RIDGE
Elza Gate
(To Clinton)
(To Clinton)
Edgemoor
Gate
Old Tenn. 61
Bear Creek Valley
Bethel
Scarboro Road
Solway Gate
(To Knoxville)
Bamble Valley
Pine Ridge
K-12
Turnpike
Black Oak Ridge
Oak Ridge
East Fork Valley
Robertsville
Road
Blair Gate
(To Harriman)
Poplar
Creek
Bear
Creek
Valley
Bethel
K-25
K-27
S-50
Power Plant
Happy Valley
Housing Area
X-10
White Wing Road
Gallaher
Gate
(To Kingston)
White Wing Gate
(To Lenoir City)

Date: Sat, 28 May 2005 20:45:23 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Concern over UFOs over AEC areas.

To: Francis Ridge <nicap@insightbb.com>

Dr. Kaplan expressed a great concern, as these occurrences relate to the National Defense of the United States.

There is concern over:
Los Alamos
Sandia Base
USAF Guided Missile Base at Holloman AFB
Camp Hood

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB88-635

Page ID (PID) : NARA-PBB88-635
Collection : NARA Blue Book Microfilm
Roll Description : Project Blue Book Roll 88

Frames 636 - 639

MILITARY RESEARCH INSTALLATIONS FLYOVER BY UFOS REQUIRE IMMEDIATE ATTENTION:

As early as 1950, a large number of governmental agencies knew that UFOs are real.

Of particular interest:

> "The opinion of the officials at the Security Division, AEC, Oak Ridge; Security Branch, NEPA division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI, Knoxville; Air Force Radar and Fighter Squadron, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation fir SUBJECT, however, the possibilities of practical jokes, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, object thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility."

REFERENCES:

Title:	OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE
To:	?
CC:	Commanding General, Third Army; FBI, Knoxville; Major Martin, G-2 Section, Third Army; OSI, Knoxville; Div. AEC, Oak Ridge, Tennessee.
Author:	?
Date:	October 21, 1950
Length:	?
Classification:	?

THE TRANSCRIPT:

21 October 1950

FAO #8, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(Refer: Summaries of Information, subject; as above, dated 13 and 12 October 1950)

Attached to this Summary is eleven (11) inclosures which tend to clarify information contained in the former two (2) Summaries of Information on SUBJECT. These inclosures are composed of witness statements; background information concerning previous sightings of peculiar objects over Oak Ridge; and radar reports. The most reliable sources available were utilized in the compilation of this report. The employment records and the Federal Bureau of Investigation reports concerning the witnesses were inspected to ascertain their reliability, integrity, and loyalty to the United States Government.

The opinion of the officials at the Security Division, AEC, Oak Ridge; Security Branch, NEPA division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI, Knoxville; Air Force Radar and Fighter Squadron, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation fir SUBJECT, however, the possibilities of practical jokes, mass hysteria, balloons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, object thrown from the ground,

windblown objects, insanity, and many other natural happenings have been rejected because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility.

The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics; and the third is similar to the second except that an intended demoralisation or harassment is involved. The fantastic is generally rejected.

These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the time of flight is either to or from the Northeast and Southwest, which directions parallel the terrain ridges in this locality.

Attention is invited to the 1947 photograph of a flying object (inclosure #8). Atomic Energy Commission officials advise that the Air Force Laboratory at Wright Field, Ohio, indicate that the object is a water sport [sic; "spot"] on the photograph. Because this object does not resemble other water spots of the photograph; and because the object in the second photograph is following the dim trail left by the first object, some officials at Atomic Energy Commission question the veracity of

3 cc Commanding General, Third Army	1 cc FBI, Knoxville
1 cc Major Martin, G-2 Section, Third Army	1 cc OSI, Knoxville
1 cc Div. AEC, Oak Ridge, Tennessee	1 cc File

THE SCANNED DOCUMENT:

21 October 1950

FAO #8, P. O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(Refer: Summaries of Information, Subject; as above, dated 13 and 17 October 1950)

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The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, KEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI, Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for SUBJECT, however the possibilities of practical jokers, mass hysteria, ballons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility.

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3 cc Commanding General, Third Army
1 cc Major Martin, G-2 Section, Third Army
1 cc Div. AEC, Oak Ridge, Tennessee
1 cc FBI, Knoxville, Tennessee
1 cc OSI, Knoxville, Tennessee
1 cc File

65-58300-137

FBI Document Page 2

Date: Fri, 3 Jun 2005 00:02:00 +0100 (BST)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: Col. Hood and the UFO sightings at Oak Ridge

To: Francis Ridge <nicap@insightbb.com>

Col. Hood and the UFO sightings at Oak Ridge

Might be some correlation between sightings of UFOs and increases in radiation at Oak Ridge.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB7-930

Page ID (PID) : MAXW-PBB7-930
Collection : Maxwell AFB Microfilm
Roll Description : Project Blue Book Roll 7

Frames 930 - 935

COMMUNICATIONS SECTION

TELETYPE

FBI WASHINGTON DC 12-5-50 4-47 PM GAR

SAC, KNOXVILLE URGENT

DETECTION OF UNIDENTIFIED OBJCXXX OBJECTS OVER OAK RIDGE AREA, PROTECTIC OF VITAL INSTALLATIONS. REURTEL DECEMBER FOUR LAST REGARDING POSSIBLE RADAR JAMMING AT OAK RIDGE. ARRANGEMENTS SHOULD BE MADE TO OBTAIN ALL FACTS CONCERNING POSSIBLE RADAR JAMMING BY IONIZATION OF PARTICLES IN ATOXXX ATMOSPHERE. CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE WHETHER INCIDENT OCCURRING NORTHEAST OF OLIVER SPRINGS, TENNESSEE, COULD HAVE HAD ANY CONNECTION WITH ALLEGED RADAR JAMMING. SUTEL IMPORTANT DEVELOPMENTS.

HOOVER

END

CORRECT LAST WORD FIRST LINE PLS

PROTECTION

OK D FBI KX OLO

1950 DEC 20

National Investigations Committee On Aerial Phenomena

Category 10
Nuclear Connection Cases

Case Directory

METAL TUBE HOVERS OVER A-PLANT

Oak Ridge, Tennessee
September 1944

#498: 1944/9/18 0:0 2 84:15:20W 36:1:40N 3321 NAM USA TNS 8 9
OAK RIDGE,TN:MTL TUBE HVRS/A-PLANT DAYS AFTER OPENING:GOES WHEN CROWD GATHERS
Ref# 129 GROSS,Loren: CHARLES FORT & UFOS Page No. 56 MIL. BASE

"Back on the American home front, on the banks of the Clinch River at Oak Ridge, TN, a huge, black, windowless building was being constructed. In the middle of Sept 1944, this structure, a gaseous diffusion plant, began operation. This unusual factory was designed to prepare quantities of fissionable material for the US' most important secret weapon, the A-bomb.

"Shortly after the plant began operations, the area had a very odd visitor. A strange, metallic looking, tube-like object was spotted hovering over the road near the Oak Ridge plant. The object moved away as a crowd started to gather. The sighting was reported to the FBI (20)."

Original Source: Charles Fort. Reference (20) is from Lorenzen, UFOs: The Whole Story.

(This web page produced for the NICAP site by Francis Ridge & Larry Hatch)

The Nuclear Connection
NICAP Home Page

#524: 1945/7/0 12:0 10 119:24:0W 46:35:0N 3312 NAM USA WSH 7 7
HANFORD,WA:RDR-VIS:HUGE RED SCR/RDR/20km alt:6 6F6s CANT REACH:/LDLN#343
Ref# 160 MUFON UFO JOURNAL (by issue no.) Issue No. 344 MIL. BASE

UFO SIGHTING OVER HANFORD NUCLEAR REACTOR
Mid-July, 1945

Case report from NICAP files

Radar detected a fast-moving object that was in a holding pattern directly above the Hanford plant. It was extremely high and the pilots couldn't see it at first. As they rapidly increased altitude the pilots all spotted it at about the same time and headed directly for its position. None of them could recognize it, but they could see it well from their vantage point. It had a saucer-like appearance, was bright, extremely fast, and very high. The F6F had an operating ceiling of 37,000 feet, but on this day they exceeded that considerably and still couldn't get close enough. It didn't make any overt moves, gave no signals, just hovered there as if observing, staying well enough out of reach. When some of the engines began to fail, and fuel consumption got critical, the planes returned to base one by one, and the strange craft disappeared as quickly as it came. The six F6F "Hellcats" made visual contact with the object described as the size of three aircraft carriers side by side, oval shaped, very streamlined like a stretched-out egg and pinkish in color. The witness who filed this report said that some kind of vapor was being emitted around the outside edges from portholes or vents. The object was observed at noon in a clear sky at an estimated altitude of 65,000 feet. After hovering in a fixed position above the Hanford Nuclear Reactor for an additional twenty minutes, the object disappeared going straight-up as the six Hellcats limped back to the Pasco Naval Air Station (Washington).

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

Radar Tracks Object

White Sands, New Mexico

July 1, 1947

It was not only civilians from the Roswell area that knew something strange had happened. Military officials, both officers and the enlisted technicians had been tracking, on their radar, an unidentified object in flight over southern New Mexico since July 1. The object had first appeared over the highly restricted areas near the White Sands Proving Ground (later the White Sands Missile Range) about one hundred miles from Roswell. This was the site of the first atomic bomb detonation in 1945 and currently the home of sensitive rocket and missile research being conducted by members of various components of the United States military.

On July 2, Steve MacKenzie,[7]* stationed at Roswell Army Air Field, had received a call from Brigadier General Martin E Scanlon of the Air Defense Command, ordering him to report to the radar sites at White Sands. MacKenzie was to monitor the object's movements and report them directly to the general. MacKenzie could not leave the scope unattended for even the shortest of times. In fact, once he had his watch established, he set up a system of mirrors so that he could see the screen even when he needed to use the latrine.

No one at White Sands doubted that this was a real object. When it first appeared, radar operators at White Sands had considered the possibility of a malfunction, but a check with a second set, as well as coordination with other sites, including those at Roswell and in Albuquerque, established that the target was real, and solid.

MacKenzie stayed at his post for twenty-four hours straight, but nothing changed. The object appeared periodically over southern New Mexico, but usually just "flitting from one location to another."

When MacKenzie reported that nothing had changed significantly during his twenty-four-hour watch, Scanlon decided to end MacKenzie's part of the operation. Although MacKenzie was ordered back to Roswell, the operators at White Sands were told to continue to monitor the object, as were the radarmen at Roswell and Albuquerque.

MacKenzie was in contact with Robert Thomas, an officer stationed in Washington, D.C., all during this time. Thomas asked on several occasions if he should head out to New Mexico, but MacKenzie told him not to bother for the time being. The situation was still fluid, and he didn't know what would happen. At two or three in the morning on July 4, however, Thomas called to inform MacKenzie he was on the way; explaining that he wanted to be on the scene in case something happened.

* Sworn affidavit on file.

Source: THE TRUTH ABOUT THE UFO CRASH AT ROSWELL, Randle/Schmitt, Page 4.

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

Radar Tracks Object

White Sands, New Mexico

July 4th, 1947

(See report, July 1, 1947)

Thursday, July 3. At the White Sands Proving Ground, an attempted launch of a V-2 rocket fails, never getting off the pad. Several people are injured in a spray of acid.

Steve MacKenzie is ordered to White Sands, where he spends nearly twenty-four hours watching the (radar) displays as the object flashes through the New Mexico skies. (160)

At two or three in the morning on July 4, ... Robert Thomas (an officer stationed in Washington, D.C.) called to inform MacKenzie he was on the way; explaining that he wanted to be on the scene in case something happened.

Thomas's special flight from Washington, D.C., arrived early on the afternoon of July 4. He had requested some special equipment and arranged for transportation for himself and for the small party of experts he had brought with him. He held a quick briefing with the men stationed at Roswell and then settled in to wait.

That evening the situation changed radically. The object, as displayed on the radar, seemed to pulsate, the blip growing larger and brightening before shrinking to its original size and dimming. This activity kept up for a short time and then the object blossomed into a sunburst and disappeared from the screen at about 11:20P.M. Because there were three sites tracking the object, the army technicians were able to plot, within vague parameters, the location of the crash or landing.

But the radar coverage in that section of New Mexico was not as complete as the military would have liked. The Capitan Mountains sit between the impact site and the radar sets of White Sands and Alamogordo. Other mountains rest between Albuquerque and Roswell. Coverage in some places did not extend below eight or nine thousand feet. That meant that the army, based on what it had learned while tracking the object at Roswell, knew that the object was down north of town. They just didn't have a precise location. A comprehensive search would be launched at sunrise. (8)

* Sworn affidavit on file.

Source: THE TRUTH ABOUT THE UFO CRASH AT ROSWELL, Randle/Schmitt, Page 5.

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

#10935: 1975/11/22 0:0 5 81:6:0W 32:6:0N 3331 NAM USA GRG 8 10
nr SAVANNAH,GA:2/PLANE:WHT UFO/5 MIN NR NUCL.PLANT:RADAR
CONFIRM:/r95v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2
RESIDENT'L

PILOTS OBSERVE UFO NEAR NUCLEAR PLANT
Savannah, Georgia
November 22, 1975

Pilot Frank Auman, Jr. and UFO investigator Arlan Keith Andrews were flying in a private plane near the Savannah, Georgia Nuclear Plant. They saw a bright white UFO maneuvering in the area for four or five minutes. It made a "slight wobble" and then a hard turn, before it flew away. Jacksonville Control Center personnel at Jacksonville, Florida confirmed three UFO sightings (either radar or visuals) by pilots at the site. 11

In 1975 Arlan K. Andrews was a MUFON Consultant and State Director for Indiana.

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

#2049: 1952/6/21 23:0 15 84:18:0W 36:0:0N 3333 NAM USA TNS 6 10
OAK RIDGE,TN:RDR+GOC+AIR OBS:20cm NLT ovr AEC SITE:ELUDES
F47:8km
ALT:BLINKS
Ref# 29 RUPPELT,E.J.:The REPORT ON UFOS. Page No. 43 MIL. BASE

RV NEAR OAK RIDGE AEC PLANT
June 21, 1952

On June 21, 1952, at 10:58 PM**,** a Ground Observer Corps spotter reported that a slow-moving craft was nearing the AECs Oak Ridge Laboratory, an area so secret that it is prohibited to aircraft. The spotter called the light into his filter center and the filter center relayed the message to the ground control intercept radar. They had a target. But before they could do more than confirm the GOC spotter's report, the target faded from the radarscope.

An F-47 aircraft on combat air patrol in the area was vectored in visually, spotted a light, and closed on it. They "fought" from 10,000 to 27,000 feet, and several times the object made what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, and blinking until it put on power. The pilot could see no silhouette around the light. The similarity to the Fargo case was striking.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they bad seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

Form 97-TempDir
From: Francis Ridge

Subject: Veteran Pilots Report Disc, Hanford Atomic Plant, July 5, 1952

Category: 11
Distribution: CE, SHG, NCP
Documents: MAXWELL-PBB11-540-547 - PBB Archives - Dan Wilson

#2083: 1952/7/5 6:0 10 119:30:0W 46:32:0N 3333 NAM USA WSH 7 9
HANFORD,WA:4 PILOTS:SCR 2.7km OVR ATOMIC PLANT:CHANGES SHAPE:/r242p38
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 1 Issue 2 MIL. BASE

A "perfectly round disc" hovering above the Hanford atomic plant, Richland, Washington, was observed by four veteran pilots July 5, 1952. The four Conner Airlines pilots were interviewed by United Press when they landed in Denver, Colorado, and their story was put on the newswires that day.

Capt. John Baldwin (former Air Force pilot, with 7000 hours airline pilot experience at the time) said he was flying near the Hanford atomic plant at about 9000 feet. The UFO was noticed above the plane about 6:00 a.m. It was "just below a deck of wispy clouds about 10,000 to 15,000 feet directly above us," Baldwin said. He described it as "a perfectly round disc, white in color and almost transparent with small vapor trails off it like the tentacles of an octopus." fcf., September 24, .1959 FAA case below]

Capt. George Robertson, D. Shenkel (both former Air Force pilots) and Steven Summers confirmed Baldwin's report. "All of us have been flying a number of years," Baldwin said, "and we've seen all kinds of clouds and formations, but none of us had ever seen anything like this before."

At first, the UFO was hovering. Then it "seemed to back away" and tilt edge-on. "It became flat, gained speed and then disappeared quickly," Baldwin reported.

OPERATION MAINBRACE SIGHTINGS
In the vicinity of Denmark & Norway
September, 1952

A particularly interesting series of UFO reports came from the vicinity of the "Operation Mainbrace" NATO maneuvers held in September 1952. The maneuvers commenced September 13th and lasted twelve days. According to the U. S. Navy, “units of eight NATO governments and New Zealand participated, including 80,000 men, 1,000 planes, and 200 ships . . . in the vicinity of Denmark and Norway . . . ." Directed by British Admiral Sir Patrick Brind, "it was the largest NATO maneuver held up until that time."

September 13--The Danish destroyer Willemoes, participating in the maneuvers, was north of Bornholm Island. During the night, Lieutenant Commander Schmidt Jensen and several members of the crew saw an unidentified object, triangular in shape, which moved at high speed toward the southeast. The object emitted a bluish glow. Commander Jensen estimated the speed at over 900 mph.

Within the next week, there were four important sightings by well-qualified observers. (Various sources differ by a day or two on the exact dates, but agree on details. There is no question about the authenticity of the sightings; the British cases were officially reported by the Air Ministry, the others are confirmed by reliable witnesses. All occurred on or about September 20).

September 19--A British Meteor jet aircraft was returning to the airfield at Topcliffe, Yorkshire, England, just before 11 A. M. As it approached for landing, a silvery object was observed following it, swaying back and forth like a pendulum. Lieutenant John W. Kilburn and other observers on the ground said that when the Meteor began circling, the UFO stopped. It was disk-shaped, and rotated on its axis while hovering. The disk suddenly took off westward at high speed, changed course, and disappeared to the southeast.

About September 20--Personnel of the U.S.S. Franklin D. Roosevelt, an aircraft carrier participating in the Mainbrace maneuvers, observed a silvery, spherical object which was also photographed. (The pictures have never been made public). The UFO was seen moving across the sky behind the fleet. Reporter Wallace Litwin took a series of color photographs, which were examined by Navy Intelligence officers. The Air Force project chief, Captain Ruppelt stated: “[The pictures] turned out to be excellent . . . . judging by the size of the object in each successive photo, one could see that is was moving rapidly." The possibility that a balloon had been launched from one of the ships was immediately checked out. No unit had launched a balloon. A poor print of one of the photographs appears in the Project Blue Book files, but with no analysis report.

September 20--At Karup Field, Denmark, three Danish Air Force officers sighted a UFO about 7:30 P.M. The object, a shiny disk with metallic appearance, passed overhead from the direction of the fleet and disappeared in clouds to the east.

September 21--Six British pilots flying a formation of RAF jets above the North Sea observed a shiny sphere approaching from the direction of the fleet. The UFO eluded their pursuit and disappeared. When returning to base, one of the pilots looked back and saw the UFO following him. He turned to chase it, but the UFO also turned and sped away.

September 27/28--Throughout Western Germany, Denmark, and southern Sweden, there were widespread UFO reports. A brightly luminous object with a comet like tail was visible for a long period of time moving irregularly near Hamburg and Kiel. On one occasion, three satellite objects were reported moving around a larger object. A cigar-shaped object moving silently eastward also was reported.

Since existing documentation shows that U. S. Navy and Air Force Intelligence, and the RAF, were studying these incidents, it is a safe assumption that more information exists in the files of NATO, the British Air Ministry, the U. S. Navy, and the U. S. Air Force. The sightings remain unexplained.

Richard Hall

(This web page produced for the NICAP site by Francis Ridge, Loy Pressley, & Robert Fairfax)

NICAP Home Page
The Nuclear Connection

RV NEAR HANFORD AEC PLANT
December 10, 1952

On the night of December 10, 1952, near another atomic installation. the Hanford plant in Washington, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. The crew called their ground control station and were told that no planes were known to be in the area. They closed on the object and saw a large, round, white "thing" with a dim reddish light corning from two "windows." They lost visual contact but got a radar lock-on. They reported that when they attempted to close on it again it would reverse direction and dive away. Several times the plane altered course itself because collision seemed imminent.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

(This web page produced for **InterLink:UFO** by Francis Ridge)

UFO CIRCLED ATOMIC PLANT
SHIPPINGPORT, PA
10/1/57

From page 1, "The Fifth Horseman of the Apocalypse, UFOs: A History, 1957: October 1st - November 2d" by Loren Gross

"1 October. Rochester, Pennsylvania. (about 7:00 p.m.)

"Circled Shippingport Atomic Plant"

"A former Rochester councilman, John Karcher, owned a farm in Daugherty township, outside the city of Rochester. On October 1st, about 7:00 p.m., Mr. Karcher was with a friend, Lee Plunkett. The men were outdoors with a clear view of the sky.

"From the direction of the nearby town of Ohioville something strange approached at an altitude of 2,000 feet. The two men spotted it and were astonished. The thing was a big luminous torpedo they estimated was 200 feet long. The top half was green-colored and the bottom half was reddish-orange. These two colors were separated by a strip of yellow. The thing was moving slowly, perhaps as slow as 15 miles per hour. Karcher had enough time to get a pair of binoculars and to also phone some neighbors, a Mrs. Norderbugger and her daughter and son-in-law. These three neighbors managed to observe the object as it passed by on a steady course to the south, in the direction of Shippingport Atomic Plant. Karcher saw nothing worth mentioning with the binoculars and like everyone else believed the show was over when the UFO moved out of sight. To the surprise of all, the torpedo reappeared after a few minutes, retracing its course, apparently
returning to its home base, if it had one. In Mr. Karcher's opinion, the mystery ship made a U-turn over the nuclear facility, considering its speed and distance involved. This suggestion was taken seriously by the Air Force and the FBI." (The Beaver County Times, Beaver, Pennsylvania, 8 November 1957.)

Gross' comments in a footnote: "The newspaper said the FBI and the Air Force investigated. Where are those records?"

Created: Oct 20, 1997

This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

#4943: 1957/11/4 22:50 20 106:38:0W 35:3:0N 3333 NAM USA NMX 6 10
KIRTLAND AFB,NM:2 ATCs:NLT CAVORTS+TAILS JETS
etc./5min:RDR/20MIN:>E
Ref# 0 HYNEK,J:UFO EXPERIENCE:A Sci.Inquiry Page No. 87 MIL. BASE

EGG-SHAPED OBJECT HOVERS OVER BASE

Kirtland Air Force Base, New Mexico
4 November, 1957

More detailed version on NICAP site

2245 MST
Witnesses: FAA (CAA) tower personnel, R.M. Kaser and E. G. Brink, reliable observers with 23 years of airport tower control experience between them.

Weather: Light rain.

A lighted object came down steeply at the east end of runway 26, left the flight line, crossed runways, taxiways, and unpaved areas at about a 30 degree angle, and proceeded southwest towards the control tower at an altitude of less than 100 feet. Observed through through 7x binoculars, the object appeared to be egg shaped, having no wings, tail, or fuselage, and was elongated vertically. It appeared to be fifteen to twenty feet tall, about the size of an automobile standing on its nose, and had a single white light at its base. Both Kaser and Brink emphatically stated that the object in no way resembled an aircraft.

When the object was about 3000 feet ENE of the tower, it stopped completely and hovered for about a minute. Then it began moving again, slowly at first, but then suddenly climbing at an extremely rapid rate of speed until it disappeared into the overcast sky. The object was in clear view at all time, with no intervening obstructions, according to the two men.

At this point Kaser and Brink phoned the CAA Radar Approach Control (RAPCON) unit to ask them if they could detect a fast target to the east. RAPCON was using CPN-18 surveillance radar at that time. Radar showed that the target moved eastward, then turned south at very high speed until it reached the vicinity of the Albuquerque Low Frequency Range Station, where it circled for several minutes. Then it came back towards Kirtland until it took up a position behind an Air Force C-46 that had just taken off. It stayed in position behind the C-46 until they both moved out of radar range.

Source Reference:
Statement on Unidentified Flying Objects submitted to the House Committee on Science and Astronautics at July 29, 1968, Symposium on Unidentified Flying Objects by James E. McDonald.

(This web page produced for the NICAP site by Francis Ridge)

NICAP Home Page
The Nuclear Connection

Form: 97NCP
Date: Updated 19 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Missile Battery Fires At Disc, Summer 1961; UFO Stalls Electrical Apparatus Near Moscow

Francis Ridge:
By the 1960s some extraordinary stories - largely unsubstantiated - had reached the Western media. According to science writer Alberto Fenogho, in an article in an Italian journal devoted to missile and space research, which was subsequently condensed and translated by Robert Pinotti, claims to have obtained his information from Soviet sources in the West, including a well-known diplomat. Here is what Timothy Good reported about one incident from "Above Top Secret", page 227:

"In the summer of 1961 near Rybinsk, 150 kilometers from Moscow, new missile batteries were being set up as part of Moscow's defense network. A huge disk-shaped object allegedly appeared at an estimated altitude of 20,000 meters, surrounded by a number of smaller objects. 'A nervous battery commander panicked and gave - unauthorized - the order to fire a salvo at the giant disk,' reported Fenogho. 'The missiles were fired. All exploded when at an estimated distance of some two kilometers from the target, creating a fantastic spectacle in the sky. The third salvo was never fired, for at this point the smaller 'saucers' went into action and stalled the electrical apparatus of the whole missile base. When the smaller discoidal UFOs had withdrawn and joined the larger craft, the electrical apparatus was again found to be in working order.'

"What are we to make of these sensational stories? In translating Fenogho's original article, Robert Pinotti noted that skeptics would point to the anonymity of Fenogho's informants and conclude that the reports are a pack of lies. Yet the stories are no more sensational than those reported in the West, and it seems unlikely that a respected journal would have published Fenogho's material unless there was *some* substance to it."

NCP Home Page
NICAP Home Page

#6532: 1965/10/0 12:0 3 80:52:20W 35:30:40N 3311 NAM USA NCR 7 8
LAKE NORMAN,NC:2/LITE PLANE FOTO 3 SCRS OVR MCGUIRE NUCL POWER
STN:/r95 v5#3
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2
FARMLANDS

THREE UFOS OVER McGUIRE NUCLEAR STATION

October 1965

In October 1965 Philip Parker on an aerial photography mission was flying with pilot H.T. Mayhew near the Perth Church Road Lake Norman crossing. Their plane was flying at about 1,000 feet as they circled the lake near the McGuire Nuclear Station, when they noticed three "bright objects" to their right. Pilot Mayhew gave his plane full throttle and they rose barely high enough to escape the UFOs, which were flying in formation 100 feet below them. Unnerved, as he was Parker was able to take one photograph of the three circular UFOs above Lake Norman, which is bordered by the Catawba, Lincoln, Gaston, Mecklenburg and Iredell counties in North Carolina.

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NICAP Home Page
The Nuclear Connection

DOMED UFO NEAR AEC PLANT
Lake Norman, NC
Late Summer, 1968

In past years several other photographs of UFOs flying above Lake Norman were taken by different photographers. One of the photographs of an early morning UFO was captured near the Sun on the film. In the photo, the UFO moved from the 4 to the 6 o'clock position from 90 to 20 degrees over a short period of time.

In the late summer of 1968 at 2 a.m. a married couple (names confidential on file) reported seeing a dome-topped UFO with "windows" and odd-colored lights (yellow, blue and red fixed together) flying near their Lake Norman home. The UFO was about two to three car lengths wide and made a soft humming sound. A "metal rod" came from the bottom edge of the UFO, as it moved down nearby power lines, almost touching the wires as it followed the power lines. The eyewitnesses ran the rest of the way home and were badly frightened by their experience. 7

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NICAP Home Page
The Nuclear Connection

SAUCER NEAR NUCLEAR FACILITY
Lake Norman, NC
July or August, 1972

At 9:30 p.m. businessman Robert P. Sartin, who lives near the Lake Norman Airport and Duke Power Plant's 150 high Cowans Ford Dam spotted a UFO. His attention to the UFO came when he heard children fishing from a nearby pier, who were shouting about an object in the sky. Four other persons became eyewitnesses to the UFO, which was seen about four miles East of the Marshall Steam Plant near Terrell.

The UFO, appeared to be about the size of a basketball court and had a thickness, one-half its width. The object looked like "one saucer inverted on top of another and had a row of flashing windows through its middle."

It had red, white and yellow lighted windows and hovered in the area overhead for about 10 minutes, before it flew sideways, then moved up and away at an unbelievable speed as it disappeared in the sky. 8

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NICAP Home Page
The Nuclear Connection

CLOSE ENCOUNTER NEAR LAKE MURRAY
March, 1975
Lexington, South Carolina

Mr. and Mrs. Jim Richardson were driving near the Lake Murray Hydroelectric Plant's Saluda Dam, when a brilliant "spotlight" came on and illuminated the interior of their car. They noticed the UFO looked "like two pie pans" put together and had a dome on top.

It flew about 40 to 50 feet above their car and it had red and blue lights on its ends and its dome was "brilliant white." The bottom of the UFO was octagonal in shape or like a stop sign. The Lake Murray area has been the scene of many UFO encounters over the years. 9

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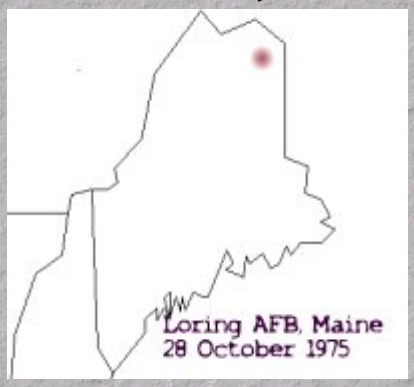
NICAP Home Page
The Nuclear Connection

#10868: 1975/10/27 19:50 140 67:53:20W 46:55:20N 3333 NAM USA MNE 7 10
LORING AFB,ME:PILOT++:40+'SCR CCLs NUCL.DEPOT:RDRs:EME:F4 CHASES:/r210v31#4
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 16 MIL. BASE

UFO CIRCLES WEAPONS STORAGE AREA
Loring AFB, Maine
October 27, 1975



A UFO was reported by Staff Sgt. Danny K. Lewis near the Loring Air Force Base, Maine. The UFO began to circle the nuclear weapons storage area to within 300 yards of the facility. Finally, it hovered 150 feet above the ground. The base was placed on a major alert status. Radar tracked its maneuvers in the area for over 40 minutes. The reddish-orange UFO later moved to within five feet of the ground. Security personnel said the UFO was "like a stretched-out football in the air" as it hovered nearby. They described the object as about four car lengths long. It shut off its lights and rapidly left the area from near ground level.

Documentation

Here's the detailed report adapted from "CLEAR INTENT" (Lawrence Fawcett and Barry Greenwood), page 16-26:

Loring Air Force Base,
Northeastern Maine
27 October 1975

Although it is no longer an active Air Force Base today, in 1975 Loring AFB was a Strategic Air Command Base and a storage site for nuclear weapons. The nukes were stored in a fenced weapons dump consisting of small huts covered with dirt for camouflage from the air. It was patrolled day and night by the 42nd Security Police Squadron.

At 7:45 P.M. on 27 October, 1975, Staff Sgt. Danny K. Lewis was patrolling the weapons dump when he saw an unidentified aircraft nearing the north perimeter of Loring at a low altitude of about 300 feet. Lewis noticed what appeared to be a red navigation light and a white strobe light on the aircraft. As Lewis watched, the craft entered the perimeter of Loring.

Meanwhile, in the control tower of the air base, Staff Sgt. James P. Sampley of the 2192nd

Communications Squadron was on duty at the radar screen. He got a radar return from an unknown aircraft ten to thirteen miles east-northeast of Loring. Sampley made numerous attempts by radio on all available communications bands, civilian and military, to contact the craft, but he got no response. The unidentified craft began to circle, and came to within 300 yards of the restricted nuclear storage area at a low altitude of 150 feet.

Back at the nuclear weapons dump, Lewis notified his Command Post that an unknown aircraft had penetrated the base perimeter and was within 300 yards of the nuclear weapons area. The base was immediately put on a Security Option 3 alert and Security contacted the tower regarding radar tracking of the aircraft.

At 8:45 P.M., Sgt. Grover K. Eggleston began observing the craft on radar from the tower as it began circling ten miles east-northeast of the base. The Wing Commander ordered a ground search and requested air support from Hancock Field, New York and North Bay, Ontario, Canada. Both bases refused to send air support. The Maine State Police and local airport flight services were contacted to attempt to identify the unknown craft, but without results. Intense ground searches produced no results.

The craft continued circling for approximately forty minutes, at which time it broke the pattern and headed toward Grand Falls, New Brunswick, Canada. In the vicinity of Grand Falls, twelve miles from Loring, it vanished from the radar screen. There was no further activity that night, although the base remained on high alert into the next morning. SAC Headquarters was notified.

28 October 1975

The next night, again at 7:45 P.M., while patrolling the weapons storage area, Staff Sgt. Lewis, along with Sgt. Clifton W. Blakeslee and Sgt. William J. Long, again spotted the lights of an unidentified aircraft approaching Loring AFB from the north at an altitude of about 3,000 feet. It approached to within about three miles of the base perimeter and was noted to have a flashing white light and an amber or orange light. Lewis reported the sighting to his Command Post, and the Wing Commander came out to the weapons storage area to see for himself. He reported seeing an object with a flashing white light and an amber light whose speed and motion were similar to that of a helicopter. The craft was also observed on radar.

The craft was then observed over the flight line by Sgt, Steven Eichner, Sgt. R. Jones, and others. They saw an orange and red object shaped like a stretched-out football hovering in mid-air. It turned out its lights, and then reappeared hovering about 150 feet over the end of the runway. It was described as about four car-lengths long, solid, reddish-orange, with no doors or windows, and with no visible propellers or engines. It was totally silent.

The base went on full alert and a sweep was made by security, but the object turned off its lights and was not seen again. Radar picked up a target moving in the direction of Grand Falls, New Brunswick. SAC Headquarters was again notified.

29 October 1975

Finally, because of the activity of the previous two nights, air support was given in the form of a National Guard helicopter. Canadian authorities were contacted, and permission to cross the border was granted. An RCMP officer would be aboard the helicopter because it was thought that the sightings might be connected with drug smuggling in the area.

That evening, when the first sighting was made, the Huey took off with its Army National Guard crew, the Royal Canadian Mounted Police officer, a Maine State Policeman, and

several Loring Air Security officers aboard. The Huey chased sighting reports made by ground crew for forty minutes, but they could see nothing from the air, even when they were as close as 100 yards to a spot where ground observers saw something. Nothing was detected by radar.

30 October 1975

The Maine National Guard Huey was replaced by an air force helicopter and crew from Plattsburgh AFB. That evening, objects were reported at several locations over and near the base, and were detected by radar.

During the remainder of 1975, objects and lights were reported several times in the skies between Loring and Grand Falls, New Brunswick. Official investigations by various U.S. and Canadian agencies revealed nothing that was released to the public.

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NICAP Home Page
The Nuclear Connection

#10879: 1975/10/30 22:50 15 83:23:0W 44:28:0N 3333 NAM USA MCH 7 10
WURTSMITH AFB,MI:NLTS+'COPTERS'ALLO SAC
BASE:1200MPH:1>W:1>N:/IURv3#4/r218p189
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 41
FARMLANDS

UFO CHASED BY KC-135 TANKER
Wurtsmith AFB, Michigan
30 October 1975

Wurtsmith AFB, located 2 miles west of Oscoda, Michigan, had its beginning in 1923 as a landing area for Army airplanes from Selfridge Field near Detroit. In 1953, it was formally named for Michigan's World War II hero, Major General Paul B. Wurtsmith, who died in an aircraft accident.

Wurtsmith was home for the 379th Bombardment Wing which controlled the 524th Bombardment Squadron and the 920th Aerial Refueling Squadron. The base was signed over to SAC in April, 1960 and the 40th Air Division, which was reactivated in July 1959 and assigned to the Strategic Air Command's Eighth Air Force, was headquartered there. The Division's mission at Wurtsmith was to supervise and monitor the operation of the 379th and 410th Bombardment Wings, the 305th Aerial Refueling Wing, the 351st Strategic Missile Wing, the 128th Aerial Refueling Group, and the 931st Aerial Refueling Group. Wurtsmith was one of the northern tier bases that housed nuclear weapons. Wurtsmith encompasses some 5,200 acres of land and had about 3,500 people assigned. It was formally closed in June, 1993, and all nuclear weapons were removed.

10:10 P.M., October 30th, 1975.

Persons in the base family housing area in the southeast part of Wurtsmith began seeing a low-flying aircraft that they thought was a helicopter. It had running lights and it hovered and moved up and down in an erratic fashion. An airman guarding the Capehart housing area gate observed an object with one white searchlight and two red lights at the rear. It was heading in a west-southwest direction. Another airman, on duty at the motor pool, saw lights near the western perimeter of the base. Sergeant Robert J. Anderson, also on duty at the motor pool, saw a KC-135 tanker and below the tanker he saw an unknown craft with a steady red light. Sounds similar to that of a helicopter were heard intermittently by observers.

10:25 P.M.

Security policemen at the back gate of Wurtsmith reported to their command post that they had observed an unidentified helicopter with no lights. The craft had hovered over the weapons storage area at low altitude. The craft moved towards the north, and when it reached the northern perimeter, it turned on its lights. Guards inside the weapons storage area reported seeing the craft and hearing a sound similar to that made by a helicopter.

10:30 P.M.

Radar Approach Control reported tracking low-flying objects on radar. They tracked a return as it flew a distance of thirty-five miles southeast of Wurtsmith. No visual sighting was made by tower personnel, and (oddly) no attempt was made to contact the unknown craft by radio. At that point, a KC-135 tanker returned to Wurtsmith from a refueling

mission. The Wing Commander, Colonel Boardman, ordered the KC-135 to try to intercept and identify the craft. The tanker was vectored in by Radar Approach Control.

Captain Myron Taylor, a navigation instructor who was on board the KC-135, later reported in a statement to 379th Bomb Wing Historian Staff Sergeant Paul J. Cahill, that:

I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then the UFO swung south...
...after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position.
...I would estimate that our altitude was about 2,000 feet and our speed approximately 200 knots.
...I would guess that we stayed close to the UFO most of the time, approximately one mile away, and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights.
...On the way back [to Wurtsmith], we picked up the UFO again at our eight o'clock position. We turned away, and it proceeded to follow us. Finally, we turned back in the direction of the UFO and it really took off back in the direction of the Bay area. I know this might sound crazy, but I would estimate that the UFO sped away from us doing approximately 1,000 knots.
...we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area.
...Captain Higginbotham was questioned by the OSI and cautioned not to discuss the incident.

A report was made to NORAD. The extract from the NORAD Command Director's Log reads:

31 Oct 75/0445Z:
Report from Wurtsmith AFB through Air Force Ops Center - incident at 0355Z. Helicopter hovered over SAC weapons storage area then departed area. Tanker flying at 2700 feet made both visual sighting and radar skin paint. Tracked object 25NM SE over Lake Huron where contact was lost.

The local police and the Saginaw, Michigan FBI office were notified, with no results.

All possible air traffic in the area was investigated, but none explained the UFO.

Since the Michigan Department of Natural Resources sometimes sent out helicopters to catch hunters spotlighting deer in nearby Huron National Forest, they were contacted. They had no aircraft in the air at the time.

The incidents were never explained.

Source material: *Above Top Secret* by Timothy Good, *The UFO Coverup* by Lawrence Fawcett & Barry J. Greenwood, *U.F.O.s Are Real* by Sergeant Clifford E. Stone

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NICAP Home Page
The Nuclear Connection

#10905: 1975/11/7 23:0 120 111:10:0W 47:30:0N 3333 NAM USA MNT 12 10
MALMSTROM AFB,MT:REMOTE ALARMS:RDR-VIZ:300'SCR:^^:MISSILES FOUND RETARGETTED!
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 27 MIL. BASE

"FADED GIANT"
TARGETING SYSTEM TAMPERED WITH
Malmstrom AFB, Montana
7 November 1975

There are more than 2,000 missile sites spread across the United States. At Malmstrom Air Force Base in Montana, there are twenty Launch Control Facilities (LCF) housing Minuteman missiles underground. The Minuteman sites are alphabetically coded, such as "L-1," "K-1," "E-1," and the like, and are distributed over a wide area. One of these sites, K-7, which is located in the Judith Gap region just south of Lewiston, Montana, was the scene of an event which caused a major stir for the United states Air Force.

On November 7, remote electronic sensors triggered an alarm indicating that something was violating site security. Underground, in the launch control area, two officers noted the signal, but there was no television surveillance topside. The normal procedure for detecting what had violated security was to call for a missile security helicopter to check the area. At the same time, Sabotage Alert Teams (SAT), consisting of four to six men, were also alerted to the fact that a violation was taking place and were ordered to proceed to the site. On this occasion, an SAT team drove down the highway and onto a dirt road which led to the K-7 area. About a mile away, the team could see an orange, glowing object over the area. As they closed to within half a mile, they could now see that the object was tremendous in size. They radioed to the Launch Control Facility that, from their location, they were viewing a brightly glowing, orange, football field-sized disc that illuminated the missile site. The SAT team was ordered by the launch control people to proceed into the K-7 site. However, they responded that they refused to go any farther, clearly fearful of the intimidating appearance of the object. It began to rise, and at about 1,000 feet, NORAD picked up the UFO on radar. Two F-106 jet interceptors were launched from Great Falls, Montana, and headed toward the K-7 area. The UFO continued to rise. At about 200,000 feet, it disappeared from NORAD's radar. The F-106's were never able to get a visual sighting of the UFO.

All members of the SAT team were directed to the base hospital, where they were psychologically tested. It was determined that no one could identify the object that was seen, but that the members of the SAT team obviously had been through a traumatic experience. Meanwhile, targeting teams, along with computer specialists, were brought to the missile site to check out the missile, and specifically, the computer in the warhead that targets the missile. Amazingly, when the computer was checked, they found that the tape had mysteriously changed target numbers! The re-entry vehicle was then taken from the silo and brought back to the base. Eventually the entire missile was changed.

Source: Original: A Strange Harvest; reprinted in Clear Intent, 28**.**

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NICAP Home Page
NCP Home Page

#10908: 1975/11/8 2:10 35 110:6:0W 47:5:0N 3333 NAM USA MNT 7 10
10MI SE/STANFORD,MT:SAC SITE C1:4 RDRS+VISUAL:SCR LITES OFF AS JETS APPROACH.
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

#10909: 1975/11/8 3:40 40 109:20:0W 46:50:0N 3333 NAM USA MNT 8 10
SE/HEATH,MT:SAC SITES K3+L4:RDR OBJs MNVR:TURN >W SLOW:TOO LO FOR JETS
Ref# 26 FAWCETT+GREENWOOD: UFO COVERUP. Page No. 31 MIL. BASE

F-106's SCRAMBLED AFTER UNKNOWNS
Malmstrom AFB, Montana
8 November 1975

7:45 P.M.
NORAD radar detected unknowns heading south-southwest at 1200 feet. Once again, two F-106s were scrambled. SAT teams at areas K-1, K-3, L-1, L-4, and L-6 reported visual sightings of objects at low altitudes. The SAT teams reported that, when the jets approached, the UFOs would turn off their lights and become invisible. Then, when the jets had gone, the UFOs would turn their lights back on. At 9:15 P.M., teams in four different locations could see both the F-106s and the UFOs. Again, at 9:35, area L-5 reported that the unknown rose rapidly until it could not be distinguished from the stars.

From the 24 NORAD Region Senior Director's Log:
8 NOV 75 (0635Z) - (7 NOV 75 2335 MST) - A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

8 NOV 75 (0645Z) - (7 NOV 75 2345 MST) - Height personnel picked up objects 10 - 13,000 feet, Track J330, EKLB 0648, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C.

8 NOV 75 (0745Z) - (0045 MST) - Conversation about the UFOs; Advised to go ahead and scramble; but be sure and brief pilots, FAA. Go easy and the pilots will not descend below 12,000 ft.

8 NOV 75 (0753Z) - (0053 MST) - J330 unknown 0753. Stationary/seven knots/12,000. One (varies to seven) object. None, no possibility, EKLB 3746, two F-106, GTF, SCR 0754. NCOC notified.

8 NOV 75 (0820Z) - (0120 MST) - Lost radar contact, fighters broken off at 0825, looking in area of J331 (another height finder contact).

8 NOV 75 (0850Z) - (0150 MST) - Directed ftrs to RTB (return to base).

8 NOV 75 (0905Z) - (0205 MST) - From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 NOV 75 (0915Z) - (0215 MST) - From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in area, the lights went out; when fighters departed, the lights came back on; to NCOC.

8 NOV 75 (00953Z) - (0253 MST) - From SAC CP: L-5 reported object increased in speed - high velocity, raised in altitude and now cannot tell object from stars. To NCOC.

<>8 NOV 75 (1105Z) - (0405 MST) - From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewiston). NCOC notified.

Between August, 1975 and May, 1976, 130 reports of UFOs or unidentified helicopters were logged in the Great Falls, Montana area.

These reports were never explained.

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NICAP Home Page
NCP Home Page

#13401: 1983/10/13 0:30 5 81:39:0W 35:4:20N 3333 NAM USA SCR 8 7 GAFFNEY,SC:2 OBS:20'x8'SCR WHISTLES >>E TWRD CHEROKEE NUCL.STN:/r95v5#3p27
Ref# 195 FLYING SAUCER REVIEW: (London) Volume 35 Issue 2 MIL. BASE

UFO NEAR CHEROKEE NUCLEAR STATION
Gaffney, SC
October 13, 1983

At 12:30 a.m. Mr. and Mrs. Wayne Ruppe of Gaffney, South Carolina were disturbed from their sleep by a siren-like sound (like something taking off). They looked out of their house windows in time to see a glowing oval-shaped UFO about 20 feet above their neighbor's home.

The neighborhood dogs were barking in a frenzy. The UFO, described as "about the size of a Winnebago travel-trailer" had two "beams of lights" on the bottom of the object.

It was orange-yellow in color and made a high-pitched sound as it crossed the power lines and moved east in direction of the Cherokee Nuclear Station. The UFO was seen for approximately five minutes and was estimated to be about 20 feet long and 8 to 10 feet in height. 15

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NICAP Home Page
The Nuclear Connection

#13517: 1984/6/14 22:30 20 73:57:0W 41:15:0N 3333 NAM USA NYK 7 8
INDIAN POINT,NY:GUARDS:DRK 30'SCR W/LITES OVR NUCLEAR REACTORS/15min:>NE
Ref# 1 HYNEK,J.A.+IMBROGNIO,P: NIGHT SIEGE Page No. 143 TOWN &CITY

UFO HOVERS OVER INDIAN POINT NUCLEAR POWER PLANT
Peekskill, New York
June 24, 1984

At 10:30 to 10:45 p.m. on this date security guards at the Indian Point Nuclear Power Plant near Peekskill, New York reported seeing a UFO over the plant for approximately 15 minutes. It was roughly 30 stories above the exhaust funnel of one of the plant's three nuclear reactors.

UFO investigator Philip J. Imbrogno for the Dr. J. Allen Hynek's Center for UFO Studies (CUFOS) in Chicago, Illinois interviewed six of the twelve security guards who saw the UFO.

The UFO, according to the witnesses was huge in size, diamond-shaped and approximately 450 feet in length. It was first white, then changed to blue to red to green to amber in color. Local police in Peekskill received numerous UFO sightings during the same evening. One of them, Sgt. Karl Hoffman said the UFO he observed included a "dozen white lights" in V-formation that slowly moved towards the power plant at Indian Point. 16

Investigators uncovered some interesting information.

As the UFO approached the nuclear plant it flew to within 30 feet of its Reactor Number Three. When it did the plant's security systems, shut down as did all of its alarm systems and communication systems. Security guards were issued shotguns and were waiting for the final word to shoot at the UFO. A request was also made for an armed helicopter to come and shoot down the UFO, but before the command was given, the UFO moved away and left the area.

Carl Patrick of the plant's information office, when questioned by investigators about the UFO had this to say, "I can neither confirm or deny that the guards fired upon it, but they did what was necessary to protect the plant. 17

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NICAP Home Page
The Nuclear Connection

"One Month Earlier:
...a raising number of UFO observations in the area of the Chernobyl Nuclear Power Station (ChNPS)"

Chernobyl Exploded on 4/26/86 at 1:23 AM.

In reference to the possible UFO cause & effect relationship, in particular, Chernobyl:

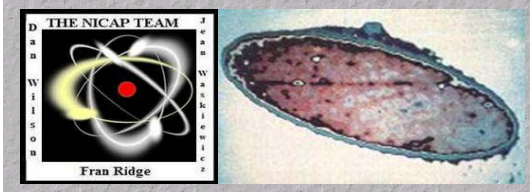
On May 1, 1997, Jerry Washington wrote:

In response to Anders Liljegren assertion that "'the UFO phenomenon' was NOT out to check on that...No sightings in the affected area until more than a week after the nuclear crash," referring to the Chernobyl disaster, I offer this excerpt from Dr. Vladimir V. Rubtsov's lectures as published in MUFON's 1994 Symposium Proceedings:

"...about one month before the Chernobyl disaster I had a talk with an air traffic controller of the Kharkov airport. He told me that, according to pilots' reports, there was a rising number of UFO observations in the area of the Chernobyl Nuclear Power Station (ChNPS). Later it became known that on the night of the fire in the ChNPS, some 3 hours after the explosion, a team of nuclear specialists saw in the sky over the station a fiery ball of the color of brass. The witnesses estimated its diameter as 6-8 meters and its distance from the burning nuclear reactor No. 4 as some 300 meters. Just before the observation these specialists measured the level of radiation in the place where they were standing. It was measured at 3000 milliroentgens per hour. 'Suddenly two bright rays of crimson color extended from the ball to the reactor... This lasted for some 3 minutes... The rays abruptly faded and the ball slowly floated away in a north-westerly direction, towards Byelorussia. Then we again looked at our radiation monitor. It displayed only 800 milliroentgens per hour...'"

Just thought you'd like to know.
Jerry Washington
Former State Director,
Kentucky/MUFON

NICAP Home Page
The Nuclear Connection



Nuclear Connection Project
NCP
Established, July 1, 2003

UFO OBSERVED OVER SUBMARINE BASE AND NUCLEAR WEAPONS FACILITY
April 22, 1998

Synopsis: From between approximately 2120 hrs. and 2130 hrs. (Pacific Daylight Time), one or more objects, variously described as a blue-green sphere, an oval of blue-green light, or a disc with six lights on it, was reported from multiple points throughout western Washington State. The object was reported to change direction of flight on at least three occasions, to execute a rolling maneuver on at least one occasion, to come to an almost complete stop in two locations, to reverse its general course of travel from south to north, and to change its appearance, including its color, on at least two occasions. One reliable observer witnessed the object to pass slowly over the center of Bangor Submarine Base on Hood Canal, approximately 20-30 miles to the west of Seattle, passing directly over the underground bunkers where nuclear weapons are thought to be stored. In excess of a dozen seemingly independent and reliable reports regarding the alleged sightings were received by the National UFO Reporting Center between April 22 and May 11.

Summary of Witness Reports:

1. Snohomish County, WA: A 16-yr. old male and his mother, located approximately 15-20 miles north of Seattle, witnessed a blue-green object suddenly descend from the sky, hover, and then accelerate to the south-southwest and disappear in that direction at approximately 2120 hrs. (PDT).

2. Poulsbo, WA: Larry Swanson, a former federal employee and computer specialist, who resides approximately ¼ mile from the northeast corner of the Bangor Submarine Base, allegedly witnessed a brightly lighted, disc-shaped object glide silently over the center of that military facility at approximately 2122 hrs.. The object tilted somewhat, so the witness was able to see the ventral side of the object quite clearly, he reports. A computer-generated graphic, provided by the witness, is shown above.

3. Auburn, WA: A man out walking his dog witnessed a perfectly circular, blue-green ball of light descend from north to south in the western sky at 2120 hrs. at a very high velocity.

4. Puyallup, WA: A man driving to work witnessed a striking blue-green ball of light descending at a 30-35 degree angle from north to south in the western sky at a very high velocity.

5. Shelton, WA: A young father witnessed a blue-green ball of light streak across the sky to the west of his location.

6. Oakville, WA: A mother and her two sons, driving west on State Route 12, located to the west of Interstate 5, witnessed a “disc shaped” object, imbedded in a cloud of blue-green light, streak from north to south in the western sky. The object appeared to “follow the contour” of the horizon, dipping down suddenly, and then rising up again during its rapid flight to the south. The object was reported to generate a peculiar “tail,” which streamed off the aft end of the object for a fleeting instant. All three witnesses believed they observed three lights on the top of the disc, and three lights on its ventral side, as well.

7. Steilacoom, WA: A woman witnessed a blue-green ball of light streak from north to south in the western sky at 2123 hrs..

8. Vancouver, WA: A husband and wife witnessed a blue-green ball of light move slowly from north to south in the western sky. Very peculiar appearance to the object, they reported, with a peculiar looking “mist” surrounding the object.

9. Portland, OR: A young musician witnessed a blue-green ball of light move from west to east in the northern sky from his vantage point in the city of Portland, OR.

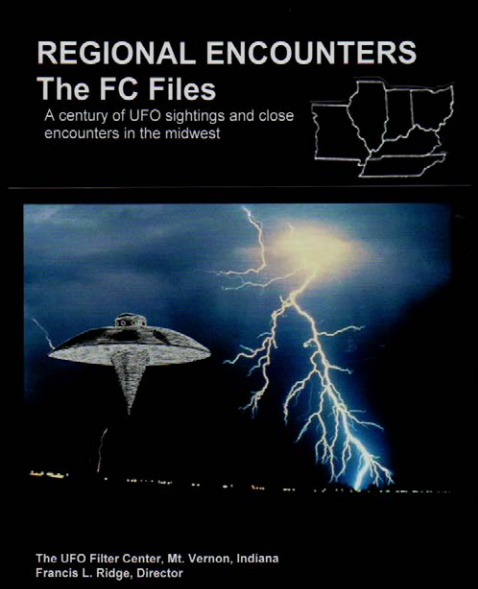
10. Vancouver, WA: A male Ph.D. in computer science, driving north on Interstate 5 witnessed a blue-green ball of light, that seemed to him to descend vertically ahead of his automobile and hover momentarily above the highway. The witness added that he had experienced some very unusual emotional reactions to the event.

11. Yakima, WA: A law enforcement officer witnessed a blue-green ball of light moving at a very high velocity from south to north for approximately 2 seconds. During his sighting, the object suddenly changed its color from green to red. The sighting occurred at 2130 hrs., the witness thought.

NICAP Home Page
The Nuclear Connection

"Regional Encounters: The FC Files"

By Francis L. Ridge



The book, "Regional Encounters: The FC Files", was a sell-out, a 170-page, fully-illustrated (8-1/2x11) perfect binding book covering the best close encounters in the region since the turn of the century. It is now an exciting and very versatile CD-Rom written in three formats: 1) html, 2) jpeg, 3) pdf!!!! The six-state region covers Missouri to Ohio and Indiana to Tennessee. The CD/book covers the entire sighting period from before the turn of the century, to 1991.

The CD/book includes the MADAR UFO detection study conducted from 1970 to 1991. Reports include some of the best encounters ever reported, including the case where a train was stopped by a UFO in 1973, and one where a man suffered from possible radiation exposure, and many incidents of jet chases.

Francis L. Ridge is a 54-year veteran researcher with service in NICAP, MUFON, and CUFOS.

Shipped First Class in the U.S. at only $12.00 postpaid, this chronological compilation is only half the original price of the book. Foreign, First Class, $22.00.

Send money order to:

Francis Ridge
618 Davis Drive
Mt. Vernon, IN 47620

NICAP Home Page

this statement. They also believe it significant that the Air Force did not return the negative of this print.

Following is a chronological summary of the reported events which have occurred at Oak Ridge, Tennessee.

June 1947 -	Mr. W. R. Pressley photographed a flying object at Oak Ridge, Tenn. The street in the foreground has been identified as Illinois Avenue, Oak Ridge, Tennessee. (Inclosure #8)
20 June 1949 -	At 1900 hours Mr. and Mrs E. H. Anderson and Mrs. John A. White sighted three objects at Oak Ridge, Tennessee, similar to SUBJECT. (Inclosure #10)
1,2,3,4,5,6, March 1950 -	Mr. Stuart Adcock reported peculiar readings on his "Ham Radar Scope. These objects reappeared at approximately the same time of day which is similar to SUBJECT. (Refer: Summary of Information, Subject; Unidentified Objects Over Oak Ridge Vicinity, dated 6 March 1950.)
12 October 1950 -	2325 hours - Knoxville Airport Radar Unit indicated a series of unidentified targets over the restricted zone at Oak Ridge. (Incl[...])
12 October 1950	2341 Fighter aircraft was at the position of the radar target and made three perfect interceptions but could see nothing. (Incl[...]
13 October 1950 -	0000 to 0100 hours. Additional Radar plots as before. (Incl. #1)
13 October 1950 -	hours. Major L. E. Ronigger, accompanied by his daughter, heard intermittent noises. (Inclosure #7)
15 October 1950 -	151? hours. Fighter plane made unsuccessful passes at a good radar target four (4) miles from the East Boundary (Kerr Hollow Ga[...] Inclosure #4)
15 October 1950 -	1520 hours. SUBJECT seen at Kerr Hollow gate by Troopers Rymer and Zarzecki, Mr. Hightower, and Mr. Moneymaker. (Inclosures #3,[...]
15 October 1950 -	1520 hours. Radar scopes at McGhee-Tyson Airport indicate unidentified targets. (Inclosure #4)

THE SCANNED DOCUMENT:

this statement. They also believe it significant that t.. Air Force did not return the negative of thisprint.

Following is a chronological summary of the reported events which have occurred at Oak Ridge, Tennessee.

June 1947 - Mr. W. R. Pressley photographed a flying object at Oak Ridge, Tenn. The street in the foreground has been identified as Illinois Avenue, Oak Ridge, Tennessee. (Inclosure # 8)

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1, 2, 3, 4, 5, 6, March 1950 - Mr. Stuart Adcock reported peculiar readings on his "Hom Radar Scope. These objects reappeared at approximately th same time of day which is similar to SUBJECT. (Refer: Summary of Information, Subject; Unidentified Objects Over Oak Ridge Vicinity, dated 6 March 1950.)

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15 October 1950-151? hours. Fighter plane made unsuccessful passes at a good radar target four (4) miles from the East Boundary (Kerr Hollow Ga (Inclosure # 4)

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15 October 1950-1520 hours. Radar scopes at McGhee-Tyson Airport indicate unidentified targets. (Inclosure # 4)

(OPREP-3 REPORT

FROM: AF/XOOCOA

LOG SUP # 1-G

EVENT:

Unidentified Helicopter Intrusion

LOCATION:

Wurtsmith AFB, MI

DATE/TIME OF EVENT:

30/2255E Oct 1975

TIME REPORTED TO AFOC:

30/2327E Oct 1975

SAC (Lt Col Giordano) reports that an unidentified helicopter with no lights came up over the back gate of Wurtsmith and hovered over the Weapons Storage Area and then moved on. RAPCON had it painted for a short period. A tanker at 2700 feet had visual and skin paint out over Lake Huron for about 20 miles heading SE. Tanker reports he thinks he saw a second skin paint. The tanker lost all contact about 35 miles SE of the base over the lake. Tanker is still flying trying to locate by means of telephonic search with FAA and RAPCON. Increased security initiated at Wurtsmith.

31/0030E Update: Lt Col Giordano (SAC Senior Controller) updates and corrects the above information as follows: An unidentified low flying aircraft came up over the back gate of Wurtsmith and was visually sighted in the vicinity of the motor pool. RAPCON showed several aircraft at the time, one near the WSA (there was no hovering as previously reported). A tanker was dispatched and had visual and skin paint out over Lake Huron of a low flying aircraft (with lights on) heading SE at approximately 150 knots. Tanker reports that the aircraft appeared to be joined by another aircraft (with its lights on also). Tanker reports that both aircraft then turned out their lights simultaneously, as if on signal. Tanker lost all contact approximately 35 NM SE of the base. Upon information that the Dept of Natural Resources sends out aircraft searching for hunters spotting dear, the Dept of Natural Resources was contacted; however, they maintain none of their aircraft were in the area at the time.

NOTIFICATION RECORD AND DISTRIBUTION

OFFICE	#	PERSON	TIME	TIME	OFFICE	#	PERSON	TIME	TIME
SAFOS	2				AFIG	1			
SAFUS	1				AFIGY	1			
SAFOSA	1				AFPD	1			
SAFOI	1				AFPDO	1			
SAFLL	1				AFIG	1		0330	
AFCC	1				AFIGI	1			
AFCV	1				AFISC	1			
AFXO	2				AFOSI	1		0330	
AFXOX	1				AFSP	1			
AFXOO	3				AFDP	1			
AFXOOS	1				AFDPXJGI				
AFXOOC	1				AFLC	1			
AFXOOCO	1				IGS	1			
	1				(AFSCC)	1	[illegible]	[illegible]	
AUGRPL	1				[illegible]		D.C.	[illegible]	
					XOOSC	1	DMAE	0054	0330
					AFIN	1			
					XOSS	1			

THE JOINT STAFF

NMCC

THE NATIONAL MILITARY COMMAND CENTER

WASHINGTON, D.C. 20301

31 October 1975
0451 EST

MEMORANDUM FOR RECORD

Subject: Low Flying Aircraft/Helicopter Sightings at Wurtsmith AFB, MI.

1. The SAC Command Post notified the NMCC of reported low flying aircraft/helicopter sightings at Wurtsmith AFB, Michigan at 302342 EST.

2. The attached OPREP-3s give a summary of the reported sightings.

DONALD M. DAVIS
Brigadier General, USAF
Deputy Director for
Operations (NMCC)

Attachments
a/s

Distribution:
J-30
J-31
DDO (NMCC)
ADDO (NMCC)
CCOC (NMCC)
WHEM DESK (NMCC)

ACTION: NONE-OO
INFO:
UUUU RUCSHIJ2068 3040649 MTYS-UUUU--RUEFHOA.

PASS TO WEST DESK.
ADV GY

ZNZI
3106492 OCT 75
FM 379BW CP WURTSMITH MI / JJOO65
TO ZEN/SAC CP FORCE STATUS
N/SAC CP LOGISTICS
N/8AF CP FORCE STATUS
N/8AF CP LOGISTICS
EFHOA/CSAF
EKAAA/USAF FWD OPS DIV FT RITCHIE MD

CLASSIFIED JOPREP JIFFY OC65/FFD340/IN/OPREP-3 BEELINE/76-02 1-01
0345Z CSC ADVISED CP THAT THE SECURITY GUARD AT BACK GATE
OTTED AN UNIDENTIFIED AIRCRAFT FLYING LOW OVER THE BASE AT
PPROX 0320Z. INITIAL REPORT TO CP SAID THAT AIRCRAFT WAS ALSO
BSERVED IN THE VICINITY OF WSA HOWEVER. LATER REPORTS SAID THAT
IRCRAFT OBSERVED MAY HAVE BEEN A KC-135 IN THE LOCAL TRAFFIC
ATTERN. AT 0330Z KC-135 SAID THAT THEY HAD SKIN PAINTED ON
ADAR AN AIRCRAFT 6 1/2 MILES NE OF BASE BUT COULD NOT SPOT
HE AIRCRAFT VISUALLY. AT APPROX 0350Z THE KC-135 PICKED UP THE
NIDENTIFIED AIRCRAFT NE OF THE BASE AT APPROX 0340/21 ON A VISUAL
AGE 02 RUCSHIJ 2068 UNCLAS
IC ING. KC-135 SAID HE SAW TWO AIRCRAFT IN A TRAIL FORMATION
O. APPROX 150 KIAS HEADING SOUTH. KC-135 SAID HE LOST CONTACT
ITH THE FORMATION AT 0413Z WITH THE UNIDENTIFIED FORMATION ON
HE KOSC 135/35 KC-135 TRACKED THE AIRCRAFT SOUTH TO THE MICH.
HUMB. AREA AND BACK NORTH TO THE BASE AREA A NUMBER OF TIMES.
ACH TIME THE KC-135 LOST VISUAL SIGHTING. KC-135 LANDED WHEN
UEL APPROACHED OI MINIMUMS. INVESTIGATIONS IN PROGRESS. REPORTS
O FOLLOW AS INFO IS OBTAINED
T
2068
TCUZYUW RUCSHIJ2068 3040649 0034-UUUU

3040648

IMMEDIATE

[redacted]

DDO UPDATE

AS OF 310600 EST OCT 1975

LOW FLYING AIRCRAFT/HELICOPTER SIGHTINGS

(U) The SAC Senior Controller notified the NMCC at 302342 EST of unidentified low-flying aircraft/helicopter sightings at Wurtsmith AFB, MI. One aircraft was visually sighted in the vicinity of the motor pool. RAPCON showed several objects on radar at the same time. A tanker was dispatched to the area and obtained both visual and radar skin paint of two aircraft. Both aircraft had lights on initially but appeared to turn them off simultaneously. (SOURCE: OPREP-3 302327 OCT 75)

[redacted]

Form: 97 NCPDIR
Date: Updated 3 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10, 2, 3
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: "Echo Flight" / Malmstrom AFB Missile Incident; Lewiston, Montana; March 16, 1967

Francis Ridge:
What could be more interesting and important than an incident involving UFOs and our strategic defenses, especially where there appears to have been a direct relationship between the incident and the failure of vital missile targeting systems, ten missiles at one site and ten at another, 35 miles apart! "Some signal had been sent to the missiles which caused them to go off alert status." What most people do not understand is, this was not just an unfounded rumor. The incident has been confirmed. Although it is normal for authorities to "explain away" almost all UFO incidents, this one is not that easy. This is the story of extraordinary events that happened in 1967 to Strategic Air Command Missile Combat Officers; Missileers assigned to operate the Minuteman Intercontinental Ballistic Missile , an essential part of America's Cold War strategic nuclear deterrent. Our thanks to Joel Carpenter for locating the image of what he suspects is the LCC capsule that was apparently targeted by the UFO. And, most importantly, our thanks to Jim Klotz and Robert Salas for the official reporting of this incident to the world. And now, their book, "Faded Giant", tells the full story.(See link below).

Brad Sparks:
In the 1967 Malmstrom incident 10 Minutemans DID get knocked out, but the investigation was conducted not by NSA but by the missile contractor Boeing, which issued a SECRET classified "Report of Engineering Investigation of Echo Flight Incident, Malmstrom, Mont - 16 Mar 1967." The trick was that the UFO "rumors" were denied so that the missile disabling could be investigated and reported as if unrelated to the UFO's (which WERE sighted, contrary to the flimsy denials). No satisfactory explanation for the missile disabling was found. (See below) Presumably whenever these kinds of national security UFO incidents occurred that affected military equipment there were investigations by contractors who built or maintained the equipment, and the UFO aspects were compartmented off. At a higher level these reports could be read by someone cleared to know about the UFO details, and they could ignore the perfunctory denials of UFO activity written into the contractor studies.

The Malmstrom AFB UFO/Missile Incident (1967) - Jim Klotz and Robert Salas (CUFON)
Minuteman Missiles Shutdown - Robert L. Salas (MUJ-345, 15)
Incident at Malmstrom Base - ufocom
The Malmstrom Site Today
"Oscar Flight" Minuteman Launch Control Capsule 1.5 m.S. of Roy, MT.(TerraServer)
Update: March 2005: Book, "Faded Giant", now available - Jim Klotz and Robert Salas

NCP Home Page
NICAP Home Page

CUFONSM 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 4 of 7 Parts

{Unnumbered Page 1 of 2}

Sq Reg 55-6
HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base Colorado Springs, Colorado

SQUADRON REGULATION 26 June 1954
NUMBER 55-6

OPERATIONS

Combat Intelligence Team

Paragraph	
Purpose.	1
Scope	2
References	3
Responsibility	4
Definition	5

1. Purpose. To define and establish the concept of the 4602d AISS Combat Intelligence Team.

2. Scope. This regulation is applicable to all units of the 4602d Air Intelligence Service Squadron.

3. References. Squadron Regulation 50-3, 56-1, 200-2

4. Responsibility. It is the responsibility of OIC's of 4602d AISS field units to insure compliance with provisions of this regulation.

5. Definition.

a. Combat Intelligence Team: The smallest operational unit of 4602d AISS which functions as a team in the investigation of downed enemy aircraft or interrogation of enemy crewmen or in training for the performance of the combat mission. The team will consist of one officer or noncommissioned officer and two airmen. At least one of the three team members must have a technical intelligence skill. If one team member has two or more of the required skills, that advantage will not obviate the necessity for the teams to have three members, each of whom will have a minimum of one of the three required skills.

b. Team Commander: The one officer or noncommissioned officer in charge of the Intelligence Team will be designated the Team Commander.

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{Page 2}
Sq Reg 55-6

BY ORDER OF THE COMMANDER

OFFICIAL: RAY L. JONES
Major, USAF
Adjutant

/s/
RAY L. JONES
Major, USAF
Adjutant

DISTRIBUTION: "D"

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{Unnumbered Page 1 of 2}

HEADQUARTERS

AIR DEFENSE COMMAND
Colorado Springs, Colorado

20 January 1954
Mr. Norman Philcox
Liaison Section
Federal Bureau OF Investigation
9th and Pennsylvania
Washington, D.C.

Dear Mr. Philcox:

Colonel White recently held his semi-annual Commanders' Conference for Flights and Detachments of the 4602nd Air Intelligence Service Squadron. I addressed the conference at its start and covered among other things the need for establishing effective liaison and working relationships with pertinent elements of the FBI. As background. I covered the nature and wherefore of relations and business with local law enforcement agencies. I stated my understanding of the agreement reached at the conference in your offices which I attended during December.

All present at the 4602nd Commanders' Conference were apparently in full understanding and agreement and reported excellent progress in field relationships with local FBI agents.

Last Friday, 15 January, I was informed in a telephone conversation with Colonel George Perry in Washington, that certain incidents had been reported which seemed to indicate either a different interpretation or a misunderstanding by 4602nd personnel or by FBI agents or both in three different parts of the country.

This was further clarified on 18 January in another conversation with Colonel Perry. There is undoubtedly some basic difference in our previous interpretation of agreements reached at the Washington conference in December. As a result of my 18 January conversation with Colonel Perry, I believe I am fully aware of the Bureau's interpretation and wishes. As a result, I have had Colonel White clarify his directives and my advice to his conference by sending new TWX instructions to the field.

Because understanding is even more difficult at a distance, I am inclosing a copy of these latest instructions for the perusal and comment of the Bureau. I would appreciate early advice if there is any disagreement with or suggested addition to these instructions.

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{ Page 2}

Mr. Norman Philcox, FBI - 20 Jan 1954

I feel certain I correctly assessed the governing spirit of our conference and agreement in Washington. The basic mission of the 4602nd was recognized together with the need for an understanding of that mission and assistance to it where practical by law enforcement agencies throughout the country. I believe we recognized the need for this assistance and the prior preparation therefore as being a basic part of one of the vital elements of our national air defense.

On the other hand, we recognized the basic legal and traditional relationship of the FBI to all law enforcement agencies. Because of the necessity to avoid any possible confusion in the minds of anyone, and especially of law enforcement agencies, it was agreed that the manner and amount of 4602nd liaison and assistance arrangements with law enforcement agencies were legally and properly the responsibility of the FBI. Only in the actual manner of how the FBI proposed to exercise that responsibility was there any misunderstanding on the part of myself or my representatives. We are glad to correct any wrong interpretations we have had. I sincerely hope that the enclosure meets FBI approval and understanding. If not it will be amended accordingly. At the risk of repetition, we feel that effective and smooth arrangements for law enforcement agencies to assist the 4602nd as practical, are an essential and important aspect of preparing foe the air defense of our country. Hence we greatly appreciate the past and continuing efforts of the FBI to this end.

Sincerely yours,

W.M. BURGESS
Brigadier General, USAF
DCS/Intelligence

cc: Col George Perry
Exec, D/I, USAF

Rm 4A940, Pentagon
Wash 25, D.C.

THIS IS A TRUE COPY

/s/
HENSON R. DEBRULER
Major, USAF

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{Unnumbered Page 1 of 1}

INFORMATION COPY FOR COMMANDER: 4602D AISS

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D.C.
January 26, 1954

Brigadier General W.M. Burgess
Deputy Chief of Staff, Intelligence
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

Dear General Burgess:

I wish to acknowledge your letter of January 20, 1954, addressed to Mr. Philcox of our Liaison Section. Your instructions issued to the Flight and Detachment Commanders, 4602d Air Intelligence Service Squadron, by the AISS Headquarters on January 19, 1954, have been reviewed and appear to be in accordance with our previous agreement and understanding. I wish to express my appreciation for your prompt handling of this matter and for your past efforts in effecting satisfactory liaison relations between the AISS and the FBI

Sincerely yours,

/s/
John Edgar Hoover
Director

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{The First Page (Cover Page)}

SECRET

History of
4602d AIR INTELLIGENCE SERVICE SQUADRON

RM-57-1634

VOL. 1

SECRET
1 JULY - 31 DEC. 1954

4602D AISS Classified
Document Log # 55 0534

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{The Second Page (Title Page)}

SECRET

S Q U A D R O N H I S T O R Y

4602d

Air Intelligence Service Squadron

Air Defense Command

1 July to 31 December 1954

Approved by: Prepared and written by:
/s/ /s/
Major E. R Manfrin Captain Nicholas G. Handgis
M & S OIC Squadron Historian

Approved by:

/s/
Colonel John M. White, JR.
Commander

RM 57-1634
SECRET

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{ Page 1 (Part)}

SECRET

I. SURVEY OF PERIOD

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The beginning of this period marked a new phase of squadron development. The activation phase was over. Reassessment and standardization of directives and policies was completed early in this historical period. The squadron entered into a period of determining the best solutions to problems and procedures of training, liaison, personnel,

records maintenance and supply and administration. Refinement of squadron policies and directives was the keynote of this period.

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SECRET

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{ Page 12}

SECRET

Unidentified Flying Object (UFOB) Program

With the publication of AFR 200-2 [3] in August 1954, ADC was given the responsibility of conducting all field investigations within the Zone of the Interior to determine the identity of any UFOB. Further, AFR 200-2 noted that the 4602d AISS had the capability to investigate these reports for ADC, and stipulated that Air Force activities should establish and maintain liaison with the nearest element of the 4602d. Thus the 4602d AISS was indirectly designated as ADC investigating and collection agency of UFOB reports. The Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Ohio was responsible for analyzing and evaluating the reports. The 4602d, therefore, worked directly with ATIC in formalizing agreements, plans and policies, and in the actual conduct of the UFOB program. On the 17th and 18th of November, 1954, the Commander, 4602d AISS and his staff met with ATIC representative, Captain Charles Hardin, and Doctor Allen Hynek, USAF Contract Astronomer, to discuss ATIC-4602d AISS relationships in the investigation and processing of Unidentified Flying Object reports. During the course of the conference, general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of UFOB reports and the criteria for the evaluation of reports and conducting investigations were discussed. This meeting resulted in a report being drawn up and submitted to ATIC [4] wherein were recommended certain agreements and

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3 AF reg 200-2, dtd 12 Aug 1954 Doc 28
4 Lttr to ATIC: Report of visit of Representatives Doc 29

SECRET

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{ Page 13}

SECRET

procedures relative to the UFOB program. ATIC, in a 1st endorsement to this letter report, concurred in the agreements and procedures recommended. [5] Following the above agreement, ATIC sent to the 4602d a UFOB Guide [6] designed for use in determining the feasibility of follow-up investigation of Unidentified Flying Object reports and in identifying the objects or phenomena concerned. At the close of this period the squadron was in the process of compiling a detailed UFOB Guide of its own. The squadron was also in receipt of U.S. Air Force Technical Information Forms [7] for use in questioning observers of unidentified flying phenomena.

In an effort to establish firm Squadron and ADC policies regarding the UFOB program, the 4602d submitted to ADC, for comments and approval, draft copies of the following Regulations and Memoranda: [8]

Proposed ADCR, Subj: UFOB's
Proposed ADC Staff memorandum, Subj: UFOB's
Proposed 4602d Squadron Regulation, Subj: UFOB's

Since the receipt of AFR 200-2 (UFOB), dtd 12 August, 1954, to 31 December, 1954, the 4602d AISS had received 112 preliminary UFOB reports. Out of these, twenty-five (25) follow-up field investigations were conducted by 4602d personnel. Although the 4602d was responsible for only for follow-up field investigation and reporting and not the final analysis and identification of UFOB's, nevertheless, seventy-seven (77) reports were resolved by analysis at this squadron.

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6 UFOB Guide
7 USAF Technical Information Sheet Doc 30
8 Proposed drafts, copies of ADCR-UFOB; ADC Staff Doc 31
Memorandum-UFOB: 4602d AISS Reg UFOB Doc 32

SECRET

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{ Page 14 (part)}

SECRET

Of all the UFOB reports forwarded to ATIC, only thirty-five (35) were unresolved. [9]

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9 Include 1 to Command Data Doc 15

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{Title Page}

CONFIDENTIAL

GUIDE FOR 4602D AISS
COMMITTEE DISCUSSIONS

4602D AISS Classified
Document Log # 54 1021

CONFIDENTIAL

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{ Page 1 (Part)}

CONFIDENTIAL

CONAD INTELLIGENCE CONFERENCE

1 - 3 November 1954

GUIDE FOR 4602D AISS COMMITTEE DISCUSSIONS

I. INTRODUCTION: There are two problems for consideration by this committee which are related. The first part of the problem is to determine who shall exercise operational control over the field units of the 4602d AISS. The second problem pertains to the difficulties experienced by our field units in obtaining sufficient logistical support from the base support organization. the problems attendant to the tenant status of 4602d field units will in some degree be affected by the recommendations of the committee with respect to the first problem. Namely, that of who will exercise operational control. Therefore, the problem of operational control will be considered first.

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CONFIDENTIAL

This document consists of 75 pages 4602D AISS
Classified
Copy 14 of 15 copies. Document Log # 54 1021

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{ Page 8 (Part)}

CONFIDENTIAL

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I. The following activities are presently controlled or monitored by the Squadron Headquarters:

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CONFIDENTIAL

8

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{ Page 9 (Part)}

CONFIDENTIAL

...

3. The program of investigation of Unidentified Flying Objects.

...

CONFIDENTIAL

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{ Page 23 (Part)}

CONFIDENTIAL

...

M. UFOBS

1. Who will provide funding citation for UFOB investigations?
2. Who will control preliminary investigations?
3. Who will provide transpiration for UFOB investigations?
4. Who will determine the mode of transportation of UFOB investigations?
5. Who will be responsible for notifying the appropriate agencies?
6. Who will evaluate and determine the requirement for a preliminary UFOB investigation?
7. Who will determine the need for a follow-up field investigation of UFOBS?
8. Who will designate the personnel to conduct preliminary and follow-up field investigations of UFOBS?
9. Who will evaluate the field investigations prepared on Form 112?
10. Who will determine whether all efforts to identify the UFOB have been exhausted?
11. Who will maintain centralized records of all UFOBS?

CONFIDENTIAL

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{ Page 24 (Part)}

CONFIDENTIAL

12. Who will maintain liaison with ATIC on UFOBS forwarded to ATIC for further analysis?
13. Who will provide for reproduction and distribution of Form 112 UFOB reports?
14. Who will establish the standards for proper UFOB Investigations?
15. Who will establish the proper reporting procedures?
16. Who will effect the proper disposition of UFOB evidence? (Photographs and materiel)?
17. Who will control the release of information concerning UFOBS?
18. Who will select the appropriate unit to conduct the UFOB investigation?
19. Who will prepare the subsequent year's budget for UFOB investigations?

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CONFIDENTIAL

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{Cover, Weekly Bulletin (sample copy in History file)}

WEEKLY BULLETIN

{Drawing showing a 3-men parachuting from a 2-engine propeller driven cargo-type airplane into the countryside}

4602
Air Intelligence
Service Squadron

DATE OCT 15 1954 ISSUE 54-42

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{Page 10 (Part)}

(7) Captain Chaney, Headquarters ADC, was contacted to determine the expected effect Operation Flying Cloud will have on reports of UFOB's. Captain Chaney stated that this operation has been in effect for some time and he does not anticipate a rush of UFOB reports.

{ FOIA request for records of Operation Flying Cloud have produced the information that it was a high-altitude balloon-delivered weapons system test program.}

...

(10) Telephone conversation between Major Cybulski and Captain Matsuo, OIC, Flight 3-B, reference the ATIC letter of agreement on UFOB investigations, resulted in the information that Captain Matsuo will contact ATIC again to determine the status of this letter of agreement. This conversation on 13 October 1954, pointed out again the fact that the letter of agreement is necessary for the full implementation of AFR 200-2. Captain Matsuo stated that he would ask the ATIC UFOB Officer to expedite subject letter.

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{Line drawing map of continental map of U.S. with symbols indicating disposition of UFOB sightings}

SECRET
UFOB SIGHTINGS
12 AUG. 54 - 31 DEC. 54

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{First Unnumbered Page of 4}

*AFL 200-5
1-5

AIR FORCE REGULATION DEPARTMENT OF THE AIR FORCE
No. 200-2 WASHINGTON, 12 AUGUST 1954

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: FLYOBRPT)

Paragraph

Purpose and Scope 1

Definitions 2

Objectives. 3

Responsibility 4

Guidance 5
.

ZI Collection 6

Reporting 7

Evidence 8
.

Release of Facts. 9

1. Purpose and Scope: This Regulation establishes procedures for information and evidence materiel pertaining to unidentified flying objects and sets forth the responsibility of Air Force activities in this regard. It applies to all Air Force Activities.

2. Definitions:

a. Unidentified Flying Objects (UFOB) relates to any airborne object which by performance, aerodynamic characteristics, or unusual features, does not conform to any presently known aircraft or missile type, or which cannot be positively identified as a familiar object.

b. Familiar Objects - Include balloons, astronomical bodies, birds, and so forth.

3. Objectives: Air Force interest in unidentified flying objects is twofold: First as a possible threat to the security of the United States and its forces, and secondly, to determine technical aspects involved.

a. Air Defense. To date the flying objects reported have imposed no threat to the security of the United States and its Possessions. However, the possibility that new air vehicles, hostile aircraft or missiles may first be regarded as flying objects by the initial observer is real. This requires that sightings be reported as rapidly and as completely as information permits.

b. Technical Analysis thus far has failed to provide a satisfactory explanation for a number of sightings reported. The Air Force will continue to collect and analyze reports until all sightings can be satisfactorily explained., bearing in mind that:

(1) To measure scientific advances, the Air Force must be informed on experimentation and development of new air vehicles.

(2) The possibility exists that an air vehicle of revolutionary configuration may be developed.

(3) The reporting of all pertinent factors will have a direct bearing on the success of the technical analysis.

4. Responsibility:

a. Reporting. Commanders of all Air Force activities will report all information and evidence that may come to their attention, including that received from adjacent commands of the other services and from civilians.

b. Investigation. Air Defense Command will conduct all field investigations within the ZI, to determine the identity of any UFOB.

c. Analysis. The Air Technical Intelligence Center (ATIC), Wright-Patterson Air Force Base, Ohio, will analyze and evaluate: All information and evidence reported within the ZI after the Air Defense Command has exhausted all efforts to identify the UFOB; and all information and evidence collected in overseas areas.

d. Cooperation. All activities will cooperate with Air Defense Command representatives to insure the economical and prompt success of an investigation, including the furnishing of air and ground transportation, when feasible.

5. Guidance. The thoroughness and quality of a report or investigation into incidents of unidentified flying objects are limited only by the resourcefulness and imagination of the person responsible for preparing the report. Guidance set forth below is based on experience and has been found helpful in evaluating incidents.

a. Theodolite measurements of changes of azimuth and elevation and angular size.

b. Interception, identification, or air search

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*This Regulation supersedes AFR 200-2, 26 August 1953,
Including Change 200-2A, 2 November 1953.

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action. these actions may be taken if appropriate and within the scope of existing air defense regulations.

c. Contact with local aircraft control and Warning (AC&W) units, ground observer corps (GOC) posts and filter centers, pilots and crews of aircraft aloft at the time and place of sighting whenever feasible, and any other persons or organizations which may have factual data bearing on the UFOB or may be able to offer corroborating evidence, electronic or otherwise.

d. Consultation with military and civilian weather forecasters to obtain data on: Tracks of weather balloons released in the area, since these often are responsible for sightings; and any unusual meteorological activity which may have a bearing on the UFOB.

e. Consultation with astronomers in the area to determine whether any astronomical body or phenomenon would account for or have bearing on the observation.

f. Contact with military and civilian tower operators, air operations offices, and so forth, to determine whether the sighting could be the result of misidentification of known aircraft.

g. Contact with persons who might have knowledge of experimental aircraft of unusual configuration, rocket and guided missile firings, and so forth in the area.

6. ZI Collection. The Air Defense Command has a direct interest in the facts pertaining to UFOB's reported within the ZI and has, in the 4602d Air Intelligence Service Squadron (AISS), the capability to investigate these reports. The 4602d AISS is composed of specialists trained for field collection and investigation of matters of air intelligence interest which occur within the zone of the ZI. This squadron is highly mobile and deployed throughout the ZI as follows: Flights are attached to air defense divisions, detachments are attached to each of the defense forces, and the squadron headquarters is located at Peterson Field, Colorado, adjacent to Headquarters, Air Defense Command. Air Force activities, therefore, should establish and maintain liaison with the nearest element of this squadron. This can be accomplished by contacting the appropriate echelon of the Air Defense Command as outlined above.

a. All Air Force activities are authorized to conduct such preliminary investigation as may be required for reporting purposes; however, investigations should not be carried beyond this

point, unless such action is requested by the 4602d AISS.

b. On occasions - after initial reports submitted -additional data is required which can be developed more economically by the nearest Air Force activity, such as narrative statements, sketches, marked maps, charts, and so forth. Under such circumstances, appropriate commanders will be contacted by the 4602d AISS.

c. Direct communication between echelons of the 4602d AISS and Air Force activities is authorized.

7. Reporting. Information relating to unidentified flying objects will be reported promptly. The method (electrical or written) and priority of the dispatch will be selected in accordance with the apparent intelligence value of the information. In most instances, reports will be made by electrical means: Information over 24 hours old will be given a "deferred" precedence. reports over 3 days old will be made by written report prepared on AF Form 112, Air Intelligence Information report, and AF Form 112a, Supplement to AF Form 112,

a. Addressees:

(1) Electrical Reports. All electrical reports will be multiple addressed to:

(a) Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado.

(b) Nearest Air Division (Defense) (For ZI only.)

(c) Commander, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio.

(d) Director of Intelligence, Headquarters, USAF, Washington 25, D.C.

(2) Written Reports:

(a) Within the ZI, reports will be submitted direct to the Air Defense Command. Air Defense Command will reproduce the report and distribute it to interested ZI intelligence agencies. The original report together with the notation of the distribution effected then will be forwarded to the Director of Intelligence, Headquarters, USAF, Washington 25, D.C.

(b) Outside the ZI, reports will be submitted direct to the Director of Intelligence, Headquarters, USAF, Washington 25, D.C. as prescribed in "Intelligence Collection Instructions" (ICI), June 1954.

b. Short Title. "UFOB" will appear at the beginning of the text of electrical messages and in the subject of written reports.

c. Negative Data. The word "negative"

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in reply to any numbered item of the report format will indicate that all logical leads were developed without success. The phrase "not applicable" (N/A) will indicate that the question does not apply to the sighting being investigated.

d. Report Format Reports will include the following numbered items:

(1) Description of the object(s):

(a) Shape

(b) Size compared to known object (use one of the following terms: Head of a pin, pea, dime, nickel, quarter, half dollar, silver dollar, baseball, grapefruit, or basketball) held in the hand at about arms length.

(c) Color.

(d) Number.

(e) Formation, if more than one.

(f) Any discernible features or details.

(g) Tail, trail, or exhaust, including size of same compared to size of object(s).

(h) Sound. If heard, describe sound.

(i) Other pertinent or unusual features.

(2) Description of course of object(s):

(a) What first called the attention of the observer(s) to the object(s)?

(b) Angle of elevation and azimuth of the objects when first observed.

(c) Angle of elevation and azimuth of the objects upon disappearance.

(d) Description of flight path and maneuvers of object(s).

(e) Manner of disappearance of objects(s)

(f) Length of time in sight

(3) Manner of observation:

(a) Use one or a combination of the following items: Ground-visual, ground-electronic, air-electronic. (If electronic, specify type of radar.)

(b) Statement as to optical aids (telescopes, binoculars, and so forth) used and description thereof.

(c) If the sighting is made while airborne, give type of aircraft, identification number, altitude, heading, speed and home station.

(4) Time and date of sighting:

(a) Zulu time-date group of sighting.

(b) Light conditions (use one of the following terms): Night, day, dawn, dusk.

(5) Locations of observer(s). Exact latitude and longitude of each observer or Georef position,

or position with reference to a known landmark.

(6) Identifying information of all observer(s):

(a) Civilian - Name, age, mailing address, occupation.

(b) Military - Name, grade, organization, duty, and estimate of reliability.

(7) Weather and winds-aloft conditions at time and place of sightings:

(a) Observer(s) account of weather conditions.

(b) Report from nearest AWS or U.S. Weather Bureau Office of wind direction and velocity in degrees and knots at surface, 6,000', 10,000', 16,000', 20,000', 30,000', 50,000', and 80,000', if available.

(c) ceiling.

(d) Visibility.

(e) Amount of cloud cover.

(f) Thunderstorms in area and quadrant in which located.

(8) Any other unusual activity or condition, meteorological, astronomical, or otherwise, which might account for the sighting.

(9) Interception and identification action taken. (Such action may be taken whenever feasible, complying with existing air defense directives.)

(10) Location of any air traffic in the general area at the time of the sighting.

(11) Position title and comments of the preparing officer, including his preliminary analysis of the possible cause of the sighting(s).

e. Security. Reports should be unclassified unless inclusion of data required by c and d below mandates a higher classification.

8. Evidence. The existence of physical evidence (photographs or materiel) will be promptly reported.

a. Photographic:

(1) Visual: the negative and two prints will be forwarded, all original film, including wherever possible both prints and negatives, will be titled or otherwise properly identified as to place, time, and date of the incident

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(see "Intelligence Collection Instructions" (ICI), June 1954)

(2) Radar: Two copies of each print will be forwarded. Prints of radarscope photography will be titled in accordance with AFR 95-7 and forwarded in accordance with AFR 95-6.

b. Materiel Suspected or actual items of materiel which come into the possession of any Air Force Echelon will be safeguarded in such manner as to prevent any defacing or alteration which might reduce its value for intelligence examination and analysis.

9. Release of Facts: Headquarters USAF will release summaries of evaluated data which will inform the public on this subject. In response to local inquiries, it is permissible to in form news media representatives on UFOB's when the object is positively identified as a familiar object (see paragraph 2b), except that the following type of data warrants protection and should not be revealed: Names of principles, intercept and investigation procedures, and classified radar data. For those objects which are not explainable, only the fact that ATIC will analyze the data is worthy of release, due to many unknowns involved.

By Order of the Secretary of the Air Force:

Official: N.F. Twining
K.E. THIEBAUD Chief of Staff, United States Air Force
Colonel, USAF
Air Adjutant General

DISTRIBUTION:
S; X
ONI, Department of the Navy 200
G-2, Department of the Army 10

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{Unnumbered Page 1 of 4}

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

AISOP
23 November 1954

SUBJECT: Report of Visit of ATIC Representatives

TO: Commander
Air technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

1. On 17 and 18 November 1954, the Commander, 4602dAISS and his staff met with Captain Charles Hardin, ATIC and Doctor Allen Hynek, USAF Contract Astronomer, for the purpose of discussing ATIC-4602d AISS relationships in the investigation and processing of Unidentified Flying Object reports. During the course of the conference general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of UFOB reports and the criteria for the evaluation of reports and conducting investigations were discussed.

2. The evaluation of all UFOB reports as well as the lines of inquiry of investigations, will be governed by the application of certain hypotheses to the data available. In the majority of cases, provided the information concerning the sightings is sufficiently complete, the data will suggest that the sighting was probably some known object or natural

phenomena. For example, the data available might suggest to the investigator the hypothesis that the object was an aircraft. A check list will then be applied to the data using the hypothesis that the sighting was an aircraft. the check list will contain those items which, in combination, characterize aircraft from other possible objects or phenomena. For example, if the object was an aircraft, then there should have been noise, there should have been radar observation I certain areas, etc. The application of these check lists will suggest the lines of a follow-up investigation in the event the data is insufficient to satisfy the elements of proof necessary to identification. ATIC will furnish the 4602d AISS with the check lists referred to above which will assist in the identification of UFOB's and will cover, for example, aircraft, balloons, astronomical phenomena, guided missiles, etc. In addition a special evaluation of preliminary UFOB reports must be made to determine whether follow-up investigations can reasonably be expected to result in additional reliable and usable data.

3. Evaluation of Preliminary reports

a. ATIC will furnish the 4602d AISS with "rule of thumb" criteria to be used by the Squadron Headquarters in determining the necessity for

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

a follow-up, field investigation of a UFOB report. These criteria will cover, among others, the following subjects:

(1) Duration of sighting

(2) Number of persons reporting the sighting.

(3) Distance from location of sighting to nearest 4602D AISS field unit.

(4) Reliability of person or persons reporting the sighting.

(5) Number of independent sightings reported.

(6) The value in obtaining additional information immediately.

(7) Existence of physical evidence (photographs, material, hardware).

b. It was noted that a single extraordinary circumstance might require follow-up, field investigation even though the general application of the criteria furnished by ATIC indicates that further investigation would probably yield little additional information.

c. In general follow-up field investigation of a preliminary UFOB report will not be warranted when the hypothesis suggested by the preliminary report of the incident cannot be tested by facilities available.

4. Exhaustion of Effort in the Investigation of UFOB's: Effort will be considered as exhaustive when every logical, physical hypothesis suggested by a qualified report of the incident has been tested by the facilities available.

a. Qualified preliminary reports shall be considered to be those which merit further investigation under the criteria set forth in paragraph 3 above.

5. Unsolved Cases: A case shall be considered unsolved after every suggested hypothesis has been tested by available facilities and a large percentage of the data in the report does not correlate with the characteristics of known objects or

natural phenomena.

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

6. The following procedures were agreed upon:

a. In case a UFOB sighting is reported initially by non-Air Force sources in letter form to either ATIC or the 4602d AISS, the file card will be made in duplicate by the recipient, and one copy forwarded to the other agency. This card will indicate that the UFOB was reported by letter and will show the action taken.

b. ATIC will be forwarded a file card indicating the action taken by the 4602d AISS on preliminary reports transmitted to the 4602d by electrical means.

c. The results of follow-up field investigations made by the 4602d AISS and reported on AF Form 112 will, in all cases, be sent to ATIC, DI USAF, and such other agencies as the Commander, 4602d AISS, deems necessary.

d. ATIC may require specific information for aid in analyzing a reported UFOB sighting which can be furnished by a field unit of the 4602d AISS. provided travel is not involved, ATIC may contact the appropriate unit directly. In case ATIC desires detailed investigation or action which would necessitate travel, request will be made by ATIC to the Commander, 4602d AISS.

e. File card reflecting action taken or conclusions reached by ATIC on either a preliminary or follow-up UFOB report will be sent to Commander, 4602d AISS under the following circumstances.

(1) When conclusions of ATIC relative to identification of the sighting are at variance with those reached by 4602d AISS.

(2) When additional action is initiated by ATIC following the completion of action by the 4602d AISS.

7. Exchange of information: As a result of the ATIC experience in the field of investigations of UFOB reports, information of a general interest was discussed during the visit of ATIC representatives and will be furnished to the 4602d AISS on a continuing basis. Examples of such information follow:

a. Grid cameras. Information relative to the present distribution of grid cameras and changes in the current distribution.

b. Statistics. Consolidation of statistics reflecting trends.

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

total reports and studies conducted by contract agencies.

c. Examples of proper and improper UFOB reporting.

d. List of standard replies to letters requesting action or information concerning reported sightings.

8. It is requested that the guides for evaluation of reports referred to in paragraphs 2 and 3 above be furnished at the earliest practicable date. Concurrence or comments relative to the procedures and agreements contained herein are solicited.

/s/
JOHN M. WHITE JR.
Colonel, USAF
Commander

ATIAE-5 1st Ind

AIR TECHNICAL INTELLIGENCE CENTER,
Wright-Patterson Air Force Base, Ohio
10 DEC 1954

TO: Commander, 4602d AISS (ADC) Ent Air Force Base Colorado Springs, Colorado

1. The Air Technical Intelligence Center concurs in the agreements and procedures as outlined in basic letter.

2. A "Standard Operating Procedure" is being prepared for use in the unidentified flying object program. This will be furnished to Hq 4602d AISS as a suggested guide.

3. The SOP will include the procedures listed in the basic letter together with guides for evaluation of reports and criteria for determining the necessity for field investigations.

FOR THE COMMANDER

/s/
R. C. SCHUM
CWO, USAF
Asst. Adj.

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{Unnumbered Title (cover) Page (Enclosure No.1 to previous letter)}

UFOB GUIDE

This guide is designed for use in determining the feasibility of follow-up investigation of Unidentified Flying Object reports and in identifying the objects or phenomena concerned.

AIR TECHNICAL INTELLIGENCE CENTER

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

encl #1

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{Unnumbered Page 1}

PART I

FOLLOW-UP INVESTIGATIONS

GENERAL

An UFOB report is worthy of follow-up investigation when it contains information to suggest that a positive identification with a well known phenomenon may be made or when it characterizes an unusual phenomenon. The report should suggest almost immediately, largely by the coherency and clarity of the data, that there is something of identification value and/or scientific value.

In general, reports which should be given consideration are those which involve several reliable observers, together or separately, and which concern sightings of greater duration than one quarter minute. Exception should be made to this when circumstances attending the report are considered to be extraordinary.

Special attention should be given to reports which give promise of a "fix" on the position and to those reports involving trajectories.

RULES OF THUMB

Every UFOB case should be judged individually but there are a number of "rules of thumb," under each of the following headings, which should prove helpful in determining the necessity for follow-up investigation.

1. Duration of Sighting

When the duration of a sighting is less than 15 seconds, the probabilities are great that it is not worthy of follow-up. As a word of caution, however, should a large number of individual observers concur

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on an unusual sighting of a few seconds duration, it should not be dismissed.

When a sighting has covered just a few seconds, the incident, when followed-up in the past, has almost always proved to be meteor or a gross misidentification of a common object owing to the lack of time in which to observe.

2. Number of Persons Reporting the Sighting

Short duration sightings by single individuals are seldom worthy of follow-up.

Two or three competent independent observations carry the weight of 10 or more simultaneous individual observations. As an example, 25 people at one spot may observe a strange light in the sky. This, however, has less weight than two reliable people observing the same light from different locations. In the later case a position-fix is indicated.

3. Distance from Location of Sighting to Nearest Field Unit

Reports which meet the preliminary criterion stated above should all be investigated if their occurrence is in the

immediate operating vicinity of the squadron concerned.

For reports involving greater distances, follow-up necessity might be judged as being inversely proportional to the square of the distances concerned. For example, an occurrence 150 miles away might be considered to have four times the importance (other things being equal) than one that is 300 miles away.

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4. Reliability of Person or Persons reporting

In establishing the necessity of follow-up investigation only "short term" reliability of individuals can be employed. Short term reliability is judged from the logic and coherency of the original report and by the age and occupation of the person. Particular attention should be given to whether the occupation involves observation reporting or technical knowledge.

5. Number of Individual Sightings Reported

Two completely individual sightings, especially when separated by a mile or more constitutes sufficient cause for follow-up, assuming previous criterion have not been violated.

6. The Value of Obtaining Additional Information Immediately.

If the information cannot be obtained within seven days, the value of such information is greatly decreased.

It is of great value to obtain additional information immediately if previously stated criteria have been met. Often, if gathered quickly, two or three items (weather conditions, angular speed, changes in trajectory, duration, etc.) are sufficient for immediate evaluation.

If investigation is undertaken after weeks or months the original observers cease to be of value as far as additional new information is concerned. Generally, later interrogation yields only bare repetition of facts originally reported plus an inability on the part of the observer to be objective.

7. Existence of Evidence (Photographs, Material, Hardware)

In cases where any physical evidence exists, a follow-up should

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be made if some of the above criteria have not been met.

CONCLUSION - Part I

It is understood that all above criteria must be evaluated in terms of "common sense." The original report, from its wording and clarity will almost always suggest to the reader whether there is any "paydirt" in the report.

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PART II

IDENTIFICATION CRITERIA

GENERAL

When a UFO report meets, in large measure, the criteria projected in Part I and a follow-up investigation is instituted, then the interrogator should ask what physical object or objects might have served as the original stimulus for the report. The word "object" here includes optical phenomena such as reflections from clouds, sundogs, etc.

Frequently one or perhaps two solutions will be immediately suggested by the nature of the report. The word "solution" cannot be used here in the scientific sense. A solution in UFOB work means that a hypothesis has been arrived at which appears to have the greatest probability of having given rise to the given report.

Following is a group of hypotheses or examples which should prove helpful in arriving at solutions. A check should be made to see how many of the items are satisfied by the report and how many are missing. An effort should be made to obtain any missing items as soon as possible.

Each typical hypothesis is listed on a separate page.

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AIRCRAFT

1. Shape: From conventional to circular or elliptical.

2. Size: Pinpoint to actual.

3. Color: Silver to bright yellow (night - black or color of lights).

4. Speed: Generally only angular speeds can be observed. This depends on distance but small objects crossing major portion of the sky in a minute can be ruled out. Aircraft will nor cross a major portion of the sky in less than a minute whereas a meteor certainly will.

5. Formation: Two to twenty. numbers greater than 20 more likely birds than aircraft.

6. Tails: May or may not have (vapor and exhaust).

7. Sound: Zero to loud shrill or low depending on altitude.

8. Course: Steady, straight or gently curving (not erratic - may appear still if approaching head-on). Right angle turns and sudden reversals, changes in altitude ruled out. Note: Although report may indicate erratic course, if other items check, follow-up should proceed on basis of aircraft because of psychological tendencies of excited people to exaggerate course changes.
9. Time In Sight: More than 15 seconds, generally of the order of a minute or two.

10. Lighting conditions: Night or Day.

11. Radar: Should show normal aircraft returns.

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BALLOONS

1. Shape: Round to cigar or pinpoint

2. Size: Balloons up to a hundred feet will generally appear from pinpoint to size of a pea held at armslength

3. Color: Silver, white or many tints. It may possibly appear dark as when projected against the clouds.

4. Speed: Large scale erratic speed ruled out. In general hovering to slow apparent speed.

5. Formation: Single to cluster.

6. Trails: None.

7. Sound: None.

8. Course: Straight with a gradual ascent, unless falling.

9. Time In Sight: Generally long. Note: Balloon may suddenly burst and disappear.

10. Lighting conditions: Night or day but especially at sunset.

11. Radar: No return except when carrying sonde equipment.

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METEOR

1. Shape: Round to elongated.

2. Size: Pinpoint to size of moon.

3. Color: Flaming yellow with red, green or blue possible.

4. Speed: Crosses major portion of sky in few seconds except if coming head-on.

5. Formation: Generally single - can break into shower at end of trajectory. Occasionally (but rare) small groups.

6. Trails: At night almost always a luminous train which can persist as long as half an hour (rarely). daytime meteors are much less frequently observed. In daytime, leaves a whitish to dark smoke trail.

7. Sound: None, although occasionally reported (believed psychological).

8. Course: Generally streaking downward, but not necessarily sharply downward. Can on rare occasion give impression of slight rise.

9. Time In Sight: Longest reported about 30 seconds, generally less than 10.

10. Lighting conditions: Day or night. Mostly night.

11. Radar: Return from meteor itself is highly improbable, however, the train left by a meteor, is a good radar reflector.

12. Other: An exceptionally bright meteor is called a fireball. These are rare but extremely spectacular and on occasion have been known to light surroundings to the brightness of daylight.

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STARS OR PLANETS

GENERAL

The planets, Venus, Mars, Jupiter, and Saturn are generally brighter than any star, but they twinkle much less (unless very close to the horizon). Stars twinkle a great deal and when near the horizon can give impression of flashing light in many colors.

1. Shape: Pinpoint - starlike.

2. Size: Never appreciable.

3. Color: Yellow with rainbow variations.

4. Speed: Stars apparent speed carries them from east to west in the course of the night but they are often reported as erratic. The effect is psychological, most people being unable to consider a point as being stationary. Occasionally turbulence in the upper atmosphere can cause a star to appear to jump (rare) but somehow twinkling stars give the impression of movement to many people. Note: Just because the report says the light moves does not rule out the possibility of it being a star unless motion is from one part of the sky to another in relatively short time.

5. Formation: There are no clusters of very bright stars but faint stars are grouped in their familiar constellations. Note: A report of 4 or 5 bright clustering lights would rule out stars.

6. Trails: None.

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7. Sound: None.

8. Course: Always describe a 24 hour circle around pole of sky from east to west.

9. Time In Sight: When clear, stars are always visible. most stars rise or set during the course of the night. Stars low in western sky set within an hour or two. Stars in east, always go higher in the sky.

10. Lighting conditions: Night - Twilight.

11. Radar: None.

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OPTICAL PHENOMENA

GENERAL

This can cover a multitude of things. Original scanning of the report should be made to attempt to determine whether it more likely describes a material object or an optical illusion.

Optical phenomena which have been reported as UFOBs run from reflections on clouds and layers of ice crystals (sundogs) to the many types of mirages. No one set of optical phenomena can be set down as representation for the whole class.

There is no limit to the speed of optical phenomena. Reflections can travel from incredible speed , as in the case of a search-beacon on high clouds, to stationary.

These cases if well reported will almost always warrant follow-up. Their variety and connection with upper atmospheric conditions make these observations especially valuable scientifically.

1. Shape: Generally round but can be elliptical or linear.

2. Size: Starlike to large luminous glow.

3. Color: Generally yellow.

4. Speed: Stationary to fantastic.

5. Formation: Any.

6. Trails: None.

7. Sound: None.

8. Course: Any.

9. Time In Sight: Any

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{Page 12}

10. Lighting conditions: Day and night.

11. Radar: No return. In special cases radar response will occasionally have to do with unusual clouds, and meteorological phenomena such as described in Minnaert's book "Light and Color in the Open Air."

12. Other: One of the standard types is the "sundog." In this a large luminous halo is seen around the sun with one to four images of the sun placed along the halo at intervals of 90 degrees. Another report often has to do with a bright planet or even the moon shining through a light overcast. Mirages reflections are said to occur frequently when temperature inversions exist in the atmosphere. If an optical phenomena is suspected, routine check of the

meteorological records should be made to establish whether such inversions existed.

12

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{ CUFONSM NOTE: The following 9 pages, contain a copy of "U. S. AIR FORCE TECHNICAL INFORMATION SHEET" This UFO sighting report form was developed by the Battelle Memorial Institute in conjunction with the USAF during Project STORK. Several versions of this form were used over the years. This version is the same as the one reproduced in the book Project Blue Book, edited by Brad Steiger, 1976, ConFucian Press and Ballantine Books, ISBN 0-345-34525-8 }

pp. 1-2 pp.3-4 pp. 5-6 pp. 7-8 pp. 9

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{End of Part 4 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 5
NICAP Home

Group /Category 6
Landing Trace Cases

Case Directory

The Florida Scoutmaster/Desvergers Case

West Palm Beach, Florida
August 19, 1952

Francis Ridge:
This incident is reported herein for the record. I have no comments other than the fact that if future or current researchers/students need information pertaining to it, it will be here onsite. Updates and new findings will be posted as they are provided. Initially this case was written off as a hoax.

Case Report - Ruppelt
Best Hoax - Pflock
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Group /Category 9 - Radar Case

Case Directory

Radar-Visual Over ATIC

Wright-Patterson AFB, Dayton, Ohio
March 8, 1950

Francis Ridge:
According to the then Project Blue Book Director, Captain Edward Ruppelt, one of the best UFO sightings of 1950 took place right over the Air Technical Intelligence Center at Dayton, Ohio.

Richard Hall:
In mid-morning, the CAA received a report from Capt. W.H. Kerr, Trans-World Airways pilot, that he and two other TWA pilots had a UFO in sight. A gleaming UFO was visible, hovering at high altitude. CAA also had 20 or more reports on the UFO from the Vandalia area when WPAFB was notified, and sent up four P-51 interceptors. The UFO was also visible to control tower operators and personnel of Air Technical Intelligence Center on the base. Radar had an unidentified target in the same position. (See full report below).

Brad Sparks:
The date was definitely March 8 not 9, 1950 -- the case was investigated while it happened and newspaper articles the next day March 9 prove that it happened "yesterday." It has long been thought to be an IFO, or a bunch of them -- sun reflection off ice laden clouds, Venus, and/or the ice laden clouds themselves, and some later radar trackings of a large cloud-like layer which tracks had nothing to do with the visual sightings. Because this happened right in AMC Project Grudge's backyard and was investigated by AMC personnel including Roy James and James J. Rodgers, it was dragged out by Col Watson's stooges James and Rodgers as "proof" that UFO's were only ice crystals, year after year. However the data do not all add up to simple IFO explanations. But it is not a very good UFO case either, just some fragmentary details that don't hang together very well.

March 8, 1950; Nr Dayton, Ohio - Edward Ruppelt
Object Over ATIC - Not a Good Case - Brad Sparks
The P-51 Mustang

NICAP Home Page

NENANA, ALASKA RADAR CASE (UT)

Just twenty minutes after midnight on January 22, 1952, nineteen and a half hours after the Navy lieutenant commander had chased the UFO near Mitchell AFB, another incident involving an airplane and something unknown was developing in Alaska.....

At 0020, twenty minutes after midnight, an airman, watching one of the outpost's radarscopes saw a target appear. It looked like an airplane because it showed up as a bright, distinct spot. But it was unusual because it was northeast of the radar site, and very few airplanes ever flew over this area. Off to the northeast of the station there was nothing but ice, snow, and maybe a few Eskimos until you got to Russia. Occasionally a B-5O weather reconnaissance plane ventured into the area, but a quick check of the records showed that none was there on this night.

By the time the radar crew had gotten three good plots of the target, they all knew that it was something unusual - it was at 23,000 feet and traveling 1,500 miles an hour. The duty controller, an Air Force captain, was quickly called; he made a fast check of the targets that had now been put on the plotting board and called to a jet fighter-interceptor base for a scramble.

The fighter base, located about 100 miles south of the radar site, acknowledged the captain's call and in a matter of minutes an F-94 jet was climbing out toward the north.

While the F-94 was heading north, the radar crew at the outpost watched the unidentified target. The bright dots that marked its path had moved straight across the radarscope, passing within about 50 miles of the site. It was still traveling about 1,500 miles an hour. The radar had also picked up the F-94 and was directing it toward its target when suddenly the unidentified target slowed down, stopped, and reversed its course. Now it was heading directly toward the radar station. When it was within about 30 miles of the station, the radar operator switched his set to a shorter range and lost both the F-94 and the unidentified target.

While the radar operator was trying to pick up the target again, the F-94 arrived in the area. The ground controller told the pilot that they had lost the target and asked him to cruise around the area to see if he and his radar operator could pick up anything on the F-94's radar. The pilot said he would but that he was having a littie difficulty, was low on fuel, and would have to get back to his base soon. The ground controller acknowledged the pilot's message, and called back to the air base telling them to scramble a second F-94.

The first F-94 continued to search the area while the ground radar tried to pick up the target but neither could find it.

About this time the second F-94 was coming in, so the ground radar switched back to long range. In a minute they had both of the F-94's and the unidentified target on their scope. The ground controller called the second F-94 and began to vector him into the target.

The first F-94 returned to its base.

As both the second F-94 and the target approached the radar site, the operator again switched to short range and again he lost the jet and the target. He switched back to long range, but by now they were too close to the radar site and he couldn't pick up either one.

The pilot continued on toward where the unidentified target should have been. Suddenly the F-94 radar operator reported a weak target off to the right at 28,000 feet They climbed into it but it faded before they could make contact.

The pilot swung the F-94 around for another pass, and this time the radar operator reported a strong return. As they closed in, the F-94's radar showed that the target was now almost stationary, just barely moving. The F-94 continued on, but the target seemed to make a sudden dive and they lost it. The pilot of the jet interceptor continued to search the area but couldn't find anything. As the F-94 moved away from the radar station, it was again picked up on the ground radar, but the unidentified target was gone.

A third F-94 had been scrambled, and in the meantime its crew took over the search. They flew around for about ten minutes without detecting any targets on their radar. They were making one last pass almost directly over the radar station when the radar operator in the back seat of the F-94 yelled over the interphone that he had a target on his scope. The pilot called ground radar, but by this time both the F-94 and the unidentified target were again too close to the radar station and they couldn't be picked up. The F-94 closed in until it was within 200 yards of the target; then the pilot pulled up, afraid he might collide with whatever was out in the night sky ahead of him. He made another pass, and another, but each time the bright spot on the radar operator's scope just stayed in one spot as if something were defiantly sitting out in front of the F-94 daring the pilot to close in. The pilot didn't take the dare. On each pass he broke off at 200 yards.

The F-94 crew made a fourth pass and got a weak return, but it was soon lost as the target seemed to speed away. Ground radar also got a brief return, but in a matter of seconds they too lost the target as it streaked out of range on a westerly heading.

As usual, the first thing I did when I read this report was to check the weather. But there was no weather report for this area that was detailed enough to tell whether a weather inversion could have caused the radar target.

But I took the report over to Captain Roy James, anyway, in hopes that he might be able to find a clue that would identify the UFO.

Captain James was the chief of the radar section at ATIC. He and his people analyzed all our reports where radar picked up UFO's. Roy had been familiar with radar for many years, having set up one of the first stations in Florida during World War II, and later he took the first aircraft control and warning squadron to Saipan. Besides worrying about keeping his radar operating, he had to worry about the Japs' shooting holes in his antennae.

Captain James decided that this Alaskan sighting I'd just shown him was caused by some kind of freak weather. He based his analysis on the fact that the unknown target had disappeared each time the ground radar had been switched to short range. This, he pointed out, is an indication that the radar was picking up some kind of a target that was caused by weather. The same weather that caused the ground radar to act up must have caused false targets on the F-94's radar too, he continued. After all, they had closed to within 200 yards of what they were supposedly picking up; it was a clear moonlight night, yet the crews of the F-94's hadn't seen a thing.

Taking a clue from the law profession, he quoted a precedent. About a year before over Oak Ridge, Tennessee, an F-82 interceptor had nearly flown into the ground three times as the pilot attempted to follow a target that his radar operator was picking up. There was a strong inversion that night, and although the target appeared as if it were flying in the air, it was actually a ground target.

Since Captain James was the chief of the radar section and he had said "Weather," weather was the official conclusion on the report. But reports of UFO's' being picked up on radar are controversial, and some of the people didn't agree with James's conclusion.

A month or two after we'd received the report, I was out in Colorado Springs at Air Defense Command Headquarters. I was eating lunch in the officers' club when I saw an officer from the radar operations section at ADC. He asked me to stop by his office when I had a spare minute, and I said that I would. He said that it was important.

It was the middle of the afternoon before I saw him and found out what he wanted. He had been in Alaska on TDY when the UFO had been picked up at the outpost radar site. In fact, he had made a trip to both the radar site and the interceptor base just two days after the sighting, and he had talked about the sighting with the people who had seen the UFO on the radar. He wanted to know what we thought about it.

When I told him that the sighting had been written off as weather, I remember that he got a funny look on his face and said, "Weather! what are you guys trying to pull, anyway?"

It was obvious that he didn't agree with our conclusion. I was interested in learning what this man thought because I knew that he was one of ADC's ace radar trouble shooters and that he traveled all over the world, on loan from ADC, to

work out problems with radars.

"From the description of what the targets looked like on the radarscopes, good, strong, bright images, I can't believe that they were caused by weather," he told me.

Then he went on to back up his argument by pointing out that when the ground radar was switched to short range both the F-94 and the unknown target disappeared. If just the unknown target had disappeared, then it could have been weather. But since both disappeared, very probably the radar set wasn't working on short ranges for some reason. Next he pointed out that if there was a temperature invenion, which is highly unlikely in northern Alaska, the same inversion that would affect the ground radar wouldn't be present at 25,000 feet or above.

I told him about the report from Oak Ridge that Captain James had used as an example, but he didn't buy this comparison. At Oak Ridge, he pointed out, that F-82 was at only 4,000 feet. He didn't know how the F-94's could get to within 200 yards of an object without seeing it, unless the object was painted a dull black,

"No," he said, "I can't believe that those radar targets were caused by weather. I'd be much more inclined to believe that they were something real, something that we just don't know about."

Captain Edward J. Ruppelt
Former Head of Project Blue Book

The following is the Air Force report listed as explained: "Target caused by weather phenomena".

Case Summary : (from Project Blue Book - Report # 7- 31 May 1952)

No visual sighting, ground and airborne radar only

1. Description of incident :

At 1020Z (Zulu Time) on 22 January 1952, a radar station at Murphy's Dome, Alaska, observed an unidentified radar return. The target was going away from the station on an azimuth of 210°, at a speed of about 1500 mph when first observed but appeared to reverse its direction and returned toward the station. The set was adjusted so that the target could be observed as it closed in on the station but after this change was made the target was again observed, however, at about its original location, and again going away from the station. Just before it faded, it appeared to be making a turn back toward the station.

At 1030Z an F-94 was airborne to search for the object. At this time the object was going away from the station at a high rate of speed so the F-94 was told to orbit. About this time the ground station lost contact with the object but continued to track the F-94.

At about 1100Z as the F-94 was approaching Nenana (near Fairbanks), the radar observer in the F-94 observed two targets, one faint and one bright. The aircraft was at 30,000 ft and the target was at 25,000 ft. The targets crossed from right to left and appeared to be traveling slowly and as the F-94 approached the target a high rate of closure was indicated. The contact was lost at a range of 200 yards.

Approximately one hour later, again near Nenana, another contact was made by the F-94. In this instance the target was kept dead ahead and level. When the target was at a range of 200 yards, the pilot pulled up and the target was lost. The rate of closure during the run was 100 knots even though the F-94 had flaps down. No other contacts were made and the aircraft was released at 1210Z.

During the two airborne contacts the F-94 was being tracked by the ground station but the object was not being picked up.

The weather was clear but no visual sighting was made. On the same night, the same crew had visually identified a C-

54, a C-47, and a small civilian aircraft from 300 to 500 yards. There were no clouds in the sky but it was a dark night.

No malfunctions were found in either radar set.

2. Status of investigation :

Report by electronic branch of ATIC.

Target being slanted instead of perpendicular to radii from radar station indicates possible weather target. Speed may be accounted for by the momentary appearance and disappearance of other weather targets . Further explanation cannot be made.

3. Conclusion :

Target caused by weather phenomena.

Other sources :

Radar-visual UFO case in 1952, by Richard Hall, FUFOR, 1996

(This web page produced for **NICAP InterLink:UFO** by Francis Ridge & Dominque Weinstein)

RV NEAR OAK RIDGE AEC PLANT
June 21, 1952

On June 21, 1952, at 10:58 PM**,** a Ground Observer Corps spotter reported that a slow-moving craft was nearing the AECs Oak Ridge Laboratory, an area so secret that it is prohibited to aircraft. The spotter called the light into his filter center and the filter center relayed the message to the ground control intercept radar. They had a target. But before they could do more than confirm the GOC spotter's report, the target faded from the radarscope.

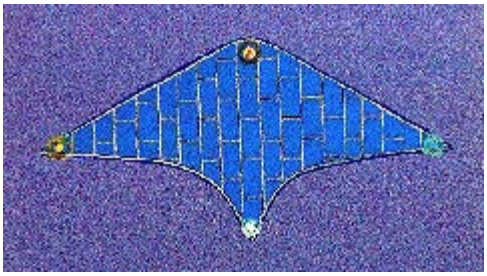
An F-47 aircraft on combat air patrol in the area was vectored in visually, spotted a light, and closed on it. They "fought" from 10,000 to 27,000 feet, and several times the object made what seemed to be ramming attacks. The light was described as white, 6 to 8 inches in diameter, and blinking until it put on power. The pilot could see no silhouette around the light. The similarity to the Fargo case was striking.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they bad seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

(This web page produced for **InterLink:UFO** by Francis Ridge)

THE CARSON SINK CASE



This object, similar to the one discussed below, was observed 30 years later at Floyd Knobs, Indiana, on March 4, 1990. It still hasn't shown up in any world military inventory.

Michael David Hall:
One such case had to be believed because it came from extremely reliable witnesses. Their sighting occurred over Carson Sink, Nevada. It involved two competent observers who were both Air Force officers. These witnesses, Lieutenant Colonel John L. McGinn and Lieutenant Colonel John R. Barton, were also intimately familiar with every type of aircraft or missile in the world at that time. For that reason their sighting drew great attention at both ATIC and the Pentagon when it surfaced. The incident took place while on board a twin engine B-25 bomber that they had requisitioned for a cross-country flight beginning from Hamilton AFB (formerly Hamilton Field). After take off they were headed for Colorado Springs on a very clear day with unlimited visibility. Such perfect flying conditions are appreciated by any veteran flyer, especially the two lieutenant colonels who were looking forward to a smooth ride and the chance to take in some beautiful scenery. While over the Sierra Nevada, McGinn and Barton did see some amazing terrain but soon saw something even more spectacular.

Between Sacramento and Reno they entered “Green 3,” the airway’s version of a highway into Salt Lake City. At 3:40 P.M. MST while at 11,000 feet over the Carson Sink area of Nevada, the pilots spotted three aircraft ahead of them and to their right. At first the lieutenant colonels assumed these must be F-86 jet fighters. The “bogies” were moving much like the new jets - although something just didn’t add up. If they were F-86s, they should be lower in accordance with civil air regulations, and it also appeared odd to see military jets fly in what appeared to be a perfect V formation.

In short order their B-25 closed in on the objects, close enough for a better look. The pilots then immediately realized they weren’t F-86s at all, but what were they? Each craft appeared very bright silver in color with a delta wing-like airfoil. They thought these couldn’t be a new type of delta jet because they had no tails or pilot’s canopies. The craft all displayed a clean upper triangular wing with a definite ridge running from nose to tail. Before McGinn and Barton fully grasped the fantastic sight before them, the strange objects made a left bank and zoomed within 400 to 800 yards of their B-25, an uncomfortably short amount of space in the air. Their speed was estimated by the men to be at the very least three times that of any conventional jet then flying! Yet after four short seconds the hair raising maneuver was over and the UFOs were gone.

As soon as McGinn and Barton landed at Colorado Springs they were on the phone to Air Defense Command Headquarters. When they learned that no civilian or military aircraft were anywhere near them at 3:40 P.M., the magnitude of their sighting finally sunk in. McGinn and Barton were both command pilots with very distinguished service careers, having logged several thousand hours flying time each. They were assigned to the Pentagon with highly classified assignments and were perfectly familiar with even the most secret foreign and domestic aircraft designs. Neither had seen anything remotely like those objects before, but they indicated
that they had probably witnessed what friends of theirs had observed, “flying saucers.”

Blue Book made their own study and located all delta wing jets, then exclusively flown by the Navy, yet none were in the Green 3 area. They also checked other sources, which had no records of aircraft, balloons, or anything of any kind over Carson Sink at the time.36 Although only one of 22 reports which made it into ATIC that day, and just one of

about 100 worldwide sightings for the 24th, the Carson Sink Sighting, case number 1584, is the best of those in the files marked unidentified.

Edward J. Ruppelt version:
Here is a "good" UFO report with an "unknown" conclusion:

On July 24, 1952, two Air Force colonels, flying a B-25, took off from Hamilton Air Force Base, near San Francisco, for Colorado Springs. The day was clear; not a cloud in the sky.

The colonels had crossed the Sierra Nevada between Sacramento and Reno and were flying east at 11,000 feet on "Green 3," the aerial highway. At 3:40 P.M., they were over the Carson Sink area of Nevada when one of the colonels noticed three objects ahead of them and a little to the right. The objects looked like three F-86's flying a tight V formation. If they were F-86's the should have been lower, according to civil air regulations, but on a clear day some pilots don't watch their altitude too closely.

In a matter of seconds the three aircraft were close enough to the B-25 to be clearly seen. They were not F-86's. They were three bright silver, delta wing craft with no tails and no pilot's canopies. The only thing that broke the sharply defined, clean upper surface of the triangular wing was a definite ridge that ran from the nose to the tail.

In another second the three deltas made a slight left bank and shot by the B-25 at terrific speed. The colonels estimated that the speed was at least three times that of an F-86. They got a good look at the three deltas as the unusual craft passed within 400 to 800 years of the B-25.

When they landed at Colorado Springs, the two colonels called the intelligence people at Air Defense Command Headquarters to make a UFO report. The suggestion was offered that they might have seen three F-86's. The colonels promptly replied that if the objects had been F-86's they would have been able to recognize them as such. They colonels knew what F-86's looked like.

Air Defense Command relayed the report to Project Blue Book. An investigation was started at once.

Flight Service, which clears all military aircraft flights, was contacted and asked about the location of aircraft near the Carson Sink area at 3:40 PM. They had no record of the presence of aircraft in that area.

Since the colonels had mentioned delta wing aircraft, and both the Air Force and the Navy had a few of this type, we double-checked. The Navy's delta's were all on the east coast, at least all of the silver ones were. A few deltas painted the traditional navy blue were on the west coast, but not near Carson Sink. The Air Force's one delta was temporarily grounded.

Since balloons once in a while can appear to have an odd shape, all balloon flights were checked for both standard weather balloons and the big 100'-diameter research balloons. Nothing was found.

A quick check on the two colonels revealed that both of them were command pilots and that each had several thousand hours of flying time. They were stationed at the Pentagon. Their highly classified assignments were such that they would be in a position to recognize anything that the United States known to be flying anywhere in the world.

Both men had friends who had "seen flying saucers" at some time, but both had openly voiced their skepticism. Now, from what the colonels said when they were interviewed after landing at Colorado Springs, they had changed their opinions.

(Source: Michael David Hall, "UFOs, A Century of Sightings", Page 187 & Captain Edward J. Ruppelt's, Report on Unidentified Flying Objects, Page 10).

RV NEAR HANFORD AEC PLANT

On the night of December 10, 1952, near another atomic installation. the Hanford plant in Washington, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. The crew called their ground control station and were told that no planes were known to be in the area. They closed on the object and saw a large, round, white "thing" with a dim reddish light corning from two "windows." They lost visual contact but got a radar lock-on. They reported that when they attempted to close on it again it would reverse direction and dive away. Several times the plane altered course itself because collision seemed imminent.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

Captain Edward J. Ruppelt

(This web page produced for **InterLink:UFO** by Francis Ridge)

National Investigations Committee On Aerial Phenomena

Category 1 - Distant Encounters

Daylight Discs and Nocturnal Lights

NICAP Sighting Information Database - Sightings listed as Category 1

There have been millions of sightings in this category with over 100,000 listed in UFOCAT. This page is under construction and contains only a few, but important, incidents.

Incidents involving Close Encounters (Cat 2), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence By Categories. If you find an important case that is NOT listed, please email me at: skyking42@gmx.com

Francis Ridge
NICAP Site Coordinator & Archivist

Other Information

Category/Group 1 - A Regional UFO Bibliography - Francis Ridge
NUFORC - National UFO Reporting Center - Peter Davenport
Project1947 - UFO Internet Group - Jan Aldrich
Project 1947 UFO Sightings - (1909-1954) - Jan Aldrich
Chronological Catalog of Interesting UFO Sightings - Mark Cashman

Evidence By Categories
NICAP Home Page

Category 2 - Close Encounters

Objects Within 500' *

Close encounters are normally described as incidents where the object is within 500' of the witness(es). However, we have included cases where the size or viewing conditions allow stereoscopic vision of a superstructure.

Incidents involving Distant Encounters (Cat 1), E-M (Cat 3), Animal Effects (Cat 4), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Special Evidence by categories. However, many classic Close Encounters are also listed on this page. If you find an important case that is NOT listed, please email me at: skyking42@gmx.com

Francis Ridge
NICAP Site Coordinator & Archivist

Other Information

Category/Group 1 - A Regional UFO Bibliography - Francis Ridge
RSID CE-I - Regional Sighting Information Database - Francis Ridge
NUFORC - National UFO Reporting Center - Peter Davenport
Project1947 - UFO Internet Group - Jan Aldrich
Project 1947 UFO Sightings - (1909-1954) - Jan Aldrich
Chronological Catalog of Interesting UFO Sightings - Mark Cashman

Evidence By Categories
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 4
Animal Effect Cases

NICAP Sighting Information Database - Sightings Listed as Category 4

The NSID listing above is a comprehensive list with many links to case material. Incidents involving Distant Encounters (Cat 1), Close Encounters (Cat 2), E-M (Cat 3), Medical Effects (Cat5), Trace Cases (Cat 6), Entities (Cat 7), Photographic Cases (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Categories. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

This page represents the work being done by Joan Woodward (Animal Reaction Specialist) and Jean Waskiewicz (NICAP's Computer Database Specialist) and is under construction.

Joan Woodward's excellent report us linked below. This is summarized version from the original paper, Animal Reactions to UFOs: A Preliminary Investigation from the Animals' Perspective, MUFON Special Publication, July 2005, 60 pp, published as a submitted paper in the 36th Annual International UFO Symposium, (2005) pp. 229-278.

Francis Ridge
NICAP Site Coordinator

Other Information

Animal Reactions to UFOs: A Summary of the Evidence - Joan Woodward (doc. file)
Group 4 UFO Bibliography - Francis Ridge

Evidence By Categories
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 5
Medical Effects *

NICAP Sighting Information Database - Sightings Listed as Category 5

This page involves psychological or physiological effects and is under construction and lists only the most prominent case at this point in time. Other Categories, involving Distant Encounters (Cat 1), other Close Encounters (Cat 2), E-M Effects (Cat 3), Animal Effects (Cat 4), Trace Cases (Cat 6), Entities (Cat 7), Photographs (Cat 8), Radar (Cat 9), Radiation (Cat 10), or Sightings From Aircraft (Cat 11), are listed on their appropriate pages at Evidence by Special Categories. If you find an important Abduction case that is NOT listed, please email me at: nicap@insightbb.com

Francis Ridge
NICAP Site Coordinator

Other Information

Group 5 UFO Bibliography - Francis Ridge
Eye & Skin Irritations In UFO Reports - Mark Cashman
Medical Injury Catalog - John Schuessler- Catalog of 400 close encounters
To help support this site, please order a book or video about category, Cat 5

Evidence By Categories
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 7 - Entity Cases

Humanoid Encounters

NICAP Sighting Information Database - Sightings Listed as Category 7

Francis Ridge:
Entity cases are usually associated with Close Encounters of the Third Kind (CE-III), but many are humanoid reports indirectly related to UFOs. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

The most recent addition to this directory is the premier issue of the JAR (Journal of Abduction-Encounter Research).. See link below which also has the free first issue and subscription information on future issues.

The Air Force Academy textbook chapter gives the description of UFO occupants by Zamora, the Hills and many others who have observed occupants near landed UFOs. One portion of the text states:

> "The most commonly described alien is about three and one-half feet tall, has a round head (helmet?), arms reaching to or below his knees, and is wearing a silvery space suit or coveralls. Other aliens appear to be essentially the same as earthmen, while still others have particularly wide (wrap-around) eyes and mouths with very thin lips. And, there is a rare group reported as about four feet tall, weight of around 35 pounds, and covered with thick hair or fur (clothing?). Members of this last group are described as being extremely strong."

Other Information

Physical UFOlogy & Alien Command Structure: A Hypothetical Overview (2008)
Humanoid Sighting Reports - Compiled by Albert Rosales
JAR (Journal of Abduction-Encounter Research)- Susan Swiatek
CE-III Catalog (pdf file) - Bruno Molon
UFO Occupant Sightings - Richard H. Hall
Category/Group 7 Regional UFO Database - Francis Ridge
Intruders Foundation - Budd Hopkins
Occupant Database - Steven Dunn
Australian UFO Entity Catalog - Keith Basterfield
1973 - Year Of The Humanoids - David Webb
RSID CE-III Regional Sighting Information Database - Francis Ridge
Pilots and Passengers (Ufology Chapter 8) - James M. McCampbell
Whitley Strieber's Website

Evidence By Categories
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 8 - Photographic Evidence

Photos, Films, Videos of UFOs

NICAP Sighting Information Database - Sightings Listed as Category 8
UFO Shapes Chart
Group 8 - Bibliographic Database - Francis Ridge
Index of some images - Photos from some of the links plus others.

FOTOCAT is an in-progress project owned and managed by Vicente-Juan Ballester Olmos, a catalog of world-wide UFO photo events occurred up to December 31, 2005, with 12,600 entries at July 2020. Project's blogsite is http://fotocat.blogspot.com/" Author-compiler can be reached at ballesterolmos@yahoo.es

Francis Ridge
NICAP Site Coordinator

Evidence By Categories
NICAP Home Page

National Investigations Committee On Aerial Phenomena

Category 10
Nuclear Connection Cases
Includes Missile Incidents

NICAP Sighting Information Database - Sightings Listed as Category 10

Originally designed to list limited cases of nuclear radiation and UFOs, this category now includes those incidents with potential nuclear connections. If you find an important case that is NOT listed, please email me at: nicap@insightbb.com

For a comprehensive study of the "nuclear connection" please do visit the Nuclear Connection Project site which also lists related incidents from all over the globe.

Francis Ridge
NICAP Site Coordinator

Other Information

UFO Intelligence Summary of Nuclear Connection Cases - NCP - Francis Ridge
Missile Incidents - Under Construction - Francis Ridge
UFO Sightings at ICBM Sites and Nuclear Weapons Storage Areas - Robert L. Hastings
Group 10 - UFO Bibliographic Database - Francis Ridge
The Radiation Story - Captain Edward J. Ruppelt
The UFO Vehicle Classification System - McCampbell

Evidence By Categories
NICAP Home Page

TABLE 1

Summary of Cases Reviewed

Date	Local Time	Latitude ° '	Longitude ° '	Location (approx)	Flight (note 1)	No Wit	No UFOs	Alt/Rng (note 2)	Radar (note 3)	E-M	Duration (note 4)
(1973)											
Feb 2	0220	38 51 S	177 59 E	New Zealand	FC	2	1	10k/90 ft	N/N	Y	.41 min
Feb 12	2130	53 25 N	01 22 E	England	FC	2	1	2.5k/2 mi	?/?	N	?
Apr 12	2230	37 30 N	90 40 W	Missouri	UP	2	1	3.5k/?	?/?	N	1.0 min
May 17	2337	06 00 N	28 00 W	S. Atlantic	FC	2	1	33k/?	N/N	N	2.5 min
May 18	0216	51 55 N	31 25 W	N. Atlantic	FC	2	1	35k/?	N/N	N	1.0 min
May 19	1855	41 46 N	27 59 E	Turkey	FC	3	1	33k/?	?/?	N	5 min
May 20	0415	53 45 N	02 06 W	England	FC	4	1	25k/?	?/?	?	10 min
Jul 16	1830	42 ?? N	03 ?? E	Spain	FC	2	1	3k/?	?/?	?	11 min
Oct 18	2310	40 50 N	82 40 W	Ohio	UM	4	1	2.5k/?	N/N	N	5 min
Oct 19	2035	38 42 N	82 35 W	Ohio	UP	2	1	?/?	Y/N	N	?
Nov 8	?	16 40 S	67 50 W	Bolivia	FM,FC	3	1	?/?	?/?	?	?
Nov 12	0830	44 30 N	75 40 W	Toronto	FP	2	1	2.5k/10k	N/N	N	.33 min
(1974)											
Jan 26	0259	38 40 N	09 00 W	Lisbon	FC	3	10-15	31k/?	?/?	N	1.0 min
Mar 13	?	31 28 S	68 35 W	Argentina	FC	2	2	20k/?	?/?	?	2.0 min
Mar 17	1130	23 30 N	121 00 E	Taiwan	UC	4	6	45k/15 mi	N/N	N	5.0 min
Apr 2	0930	32 30 S	52 00 W	Argentina	FC	5	1	?/?	?/?	?	?
Jul 14	1600?	45 50 N*	72 20 W*	Quebec	FM,FC,FP	3*	1	33k/?	?/?	Y	?
Jul 15	0900	46 23 N	81 00 W	Ontario	FC	3	1	38k/?	N/?	N	5-6 min
Oct ?	Day	31 ?? N	98 40 W	Texas	UC	2	1	9k/20 mi	N/N	?	8 min*
Oct 10	2210	49 20 N	55 20 W	Newfoundland	FP	2	1	3k*/?	Y/N	?	25 min
Oct 11	0415	48 50 N	49 20 W	Newfoundland	FC	2	1	7.5k/near	?/?	?	5 min
Nov 16	2105	42 ?? N	71-74 W	New York	UC	2	1	16k/?	?/?	?	20 min
Nov 23	1800	42 ?? N	71-74 W	New York	UC	2	1	?/?	?/?	?	10 min (note 5)
Nov 24	2100	42 ?? N	71-74 W	New York	UC	2	1	?/?	?/?	?	5 min (note 5)
(1975)											
Jan 15	1808	35 50 N	193 40 E	Japan	FC	2	15-16	7k/5 mi	N/N	N	0.7 min*
Jan ?	0300	22 ?? N*	166 ?? E*	Mid Pacific	UC	3	1	?/?	N/N	N	3 min
Apr 13	2245	38 30 N	05 15 W	Spain	FC	2	1	26k/?	?/?	Y	?
Jun 8	1530	52 50 N	96 30 W	Manitoba	FC	3	2	?/?	?/?	?	3-4 min
Jul ?	?	?? ??	?? ??	Nr/Indonesia	UC	5	1	?/?	?/?	Y	?
Jul 4	2200	40 52 N	74 17 W	New Jersey	UP	2	1	?/5 mi	N/N	N	1.0 min
Jul 6	1700*	41 39 N	76 01 W	Pennsylvania	UC	2	1	17k/?	N/N	N	2.7 min
Sep ?	0330*	55 00 N	17-08 W	Atlantic Ocean	FC	3	1	34k/?	?/?	?	27 min

http://nicap.org/papers/79-116chart.gif[20/10/2021 09:32:55]

79-117chart.gif %d×%d pixels

TABLE 1 (cont)

Date	Local Time	Latitude o '	Longitude o '	Location (approx)	Flight (note 1)	No Wit	No UFOs	Alt/Rng (note 2)	Radar (note 3)	E-M	Duration (note 4)
Sep 28	2000	30 20 S	57 50 W	Argentina	FC	3	1	14k/?	N/N	N	60 min
Oct 28	?	45-44 N	16-20 E	Yugoslavia	FC	2	2	?/?	?/?	Y	?
Nov 22	1750	32 53 N	80 42 W	S. Carolina	UP	2	1	20k/6 mi*	?/?	?	4-5 min
Nov 22	0740	32 15 N	112 54 W	Arizona	UC	2	1	29k/?	Y/N	?	4.5 min
(1976)											
Feb 25	1915	51 10 N	01 00 E	England	FC	3	1	0-5k/1 mi	N/N	N	0.58 min
Feb 25	1915	51 40 N	00 30 E	England	FP	2	1	?/?	N/N	N	0.5 min
Mar 11	night	39 30 N	03 00 E	Spain	FC	2	1	?/?	N/Y	?	3 min*
Jun ?	2130	42 43 N	84 34 W	Michigan	UP	2	1	?/2 mi	N/N	N	?
Jun 24	1115*	46 20 N	79 30 W	Ontario	FM	2	1	?/?	Y/N	?	?
Jul 22	2300	19 06 N	78 09 E	India	FC	3	1	35k/near	N/N	?	0.2 min
Jul 30	1930*	38 45 N	09 00 W	Portugal	FC	4	1	?/?	?/Y	N	30 min
Jul 30	2100	38 30 N	08 30 W	Portugal	FC	3	3	?/7 mi	Y/Y	N	8 min
Jul 31	2004	17 00 S	32 00 E	Rhodesia	FC	2	1	?/?	?/?	?	?
Aug 20	1100	32 24 N	110 47 W	Arizona	UC	2	1	?/?	?/?	N	?
Sep 19	0130	36 ?? N	52 ?? E	Tehran	FM	2	1	grnd/?	N/Y	Y	10 min
Sep 19	0215	38 40 N	09 00 W	Lisbon	FC	4	1	4k/3 mi	N/N	N	0.75 min
(1977)											
Jan 21	dusk	04 30 N	75 25 W	Colombia	FC	5	1	25k/?	Y/N	N	3 min
Mar 21	2050	33 50 N	118 00 W	Los Angeles	UP	2	2	1.5k/0.5 mi	N/N	?	0.25 min
Apr 14	0200	50 20 N	06 00 E	Luxembourg	FC	3	1	31k/near	Y/Y	N	brief (4 times)
Aug 7	0343	30 00 N	28 47 E	Cairo	FC	2	1	?/?	?/?	?	0.03 min
Sep 4	2250	45 47 N	108 45 W	Montana	UC	3	1	15k/?	N/N	N	75 min
Sep 22	0525	31 38 N	105 10 W	Texas	UC	3	1	?/?	N/?	N	0.75 min
Oct 26	1720	38 ?? N*	143 ?? E*	Japan	FC	2	4-5	?/?	?/?	N	brief
Oct 27	1735	39 20 N	09 00 E	Sardinia	FM	5	1	?/1000 ft	?/?	?	5 min
Dec 12	14258	34 13 N	90 27 W	Tennessee	UC	2	3	37k/?	N/N	N	4.75 min
Dec 22	2340	?? ?? N	?? ?? W	N. Atlantic	UC	2	4	21k/near	N/N	N	20 min
Dec 22	0200	?? ?? N	?? ?? W	N. Atlantic	FC	2	1	?/1 mi	?/?	?	0.33 min
Dec 27	2254	35 12 N	80 50 W	N. Carolina	UP	2	2	2k/?	N/Y	N	6-10 min
(1978)											
Jun 11	1300	34 07 N	117 57 W	Los Angeles	UP	2	1	4.5k/?	N/N	N	10 min
Jun 24	2245	42 46 N	89 26 W	Wisconsin	UC	2	1	18k/?	Y/N	N	23 min
Jul 4	1515	34 17 N	119 05 W	Los Angeles	UP	2	1	2.8k/?	N/N	N	0.58 min

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79-118chart.gif %d×%d pixels

TABLE 1 (cont)

Date	Local Time	Latitude ° '	Longitude ° '	Location (approx)	Flight (note 1)	No Wit	No UFOs	Alt/Rng (note 2)	Radar (note 3)	E-M	Duration (note 4)
Aug 27	1340	42 09 N	70 14 W	Massachusetts	UP	2	1	2.5k/?	Y/N	N	1.0 min
Aug 28	1243	48 45 N	09 12 W	West Germany	FC	5	3	33k/?	N/N	N	0.5 min
Dec 21	0338	42-43 S	173 30 E	New Zealand	FC	2	2-3	2.5k/near	Y/Y	N	11 min
Dec 21	2400	42-43 S	173 30 E	New Zealand	FC	2	1	?/?	Y/Y	N	?
Dec 30	0012	42 28 S	174 00 E	New Zealand	FC	4	1	10-14k/?	Y/Y	N	53 min

Notes:

1. The following abbreviations are used: F = foreign; U = USA (registration); C = commercial; P = private; M = military.

2. Altitude/range are in feet unless otherwise noted (e.g., ft = feet). k = one thousand. The term "near" simply indicates that the original report stated directly or implied that the phenomenon was estimated to be relatively near the aircraft.

3. The value before the slash represents by Y = yes or N = no whether ground radar made contact with the UFO. The value after the slash indicates whether radar on board the aircraft made contact.

4. A ? indicates that the report did not contain this information. Use of the term "brief" indicates that the author's estimate of the encounter was less than 15 seconds.

5. This sighting was reported by the same pilot who reported the November 16, 1974 event, presumably following the same flight path.

6. An asterisk indicates that the value is only approximate. The value supplied is derived from details available in the original report.

7. This period of multiple sightings extended until 2130 (for a total of 5.5 hours).

8. This sighting of December 12, 1977 occurred in three parts, taking place at approximately 1425 (duration - 2.5 min); 1526 (duration - 0.25 min); and 1527 (duration - 2 min).

http://nicap.org/papers/79-118chart.gif[20/10/2021 09:32:56]

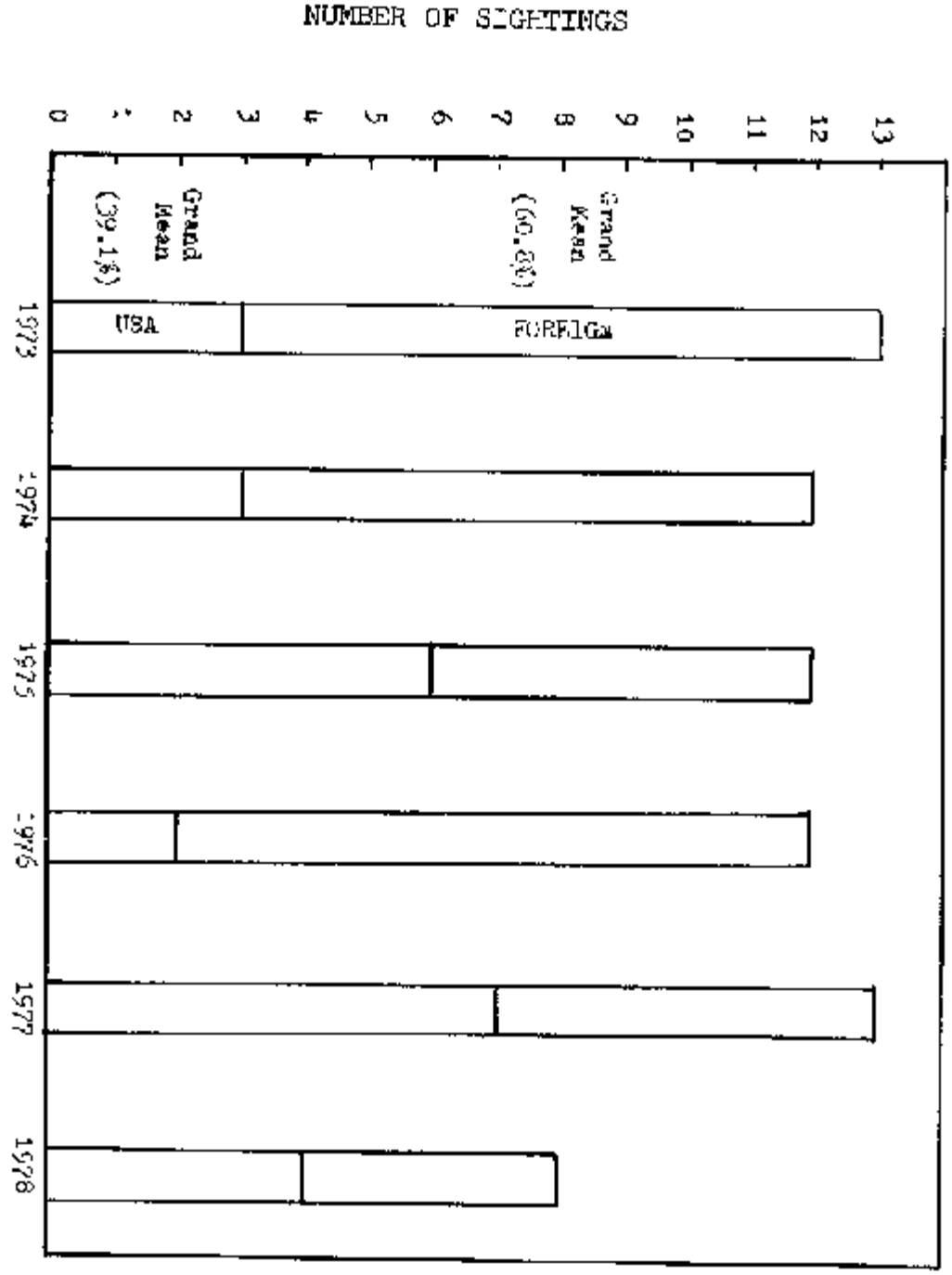


Figure 2. Number of Sightings by Year and Registration Classification

79-132.gif %d×%d pixels

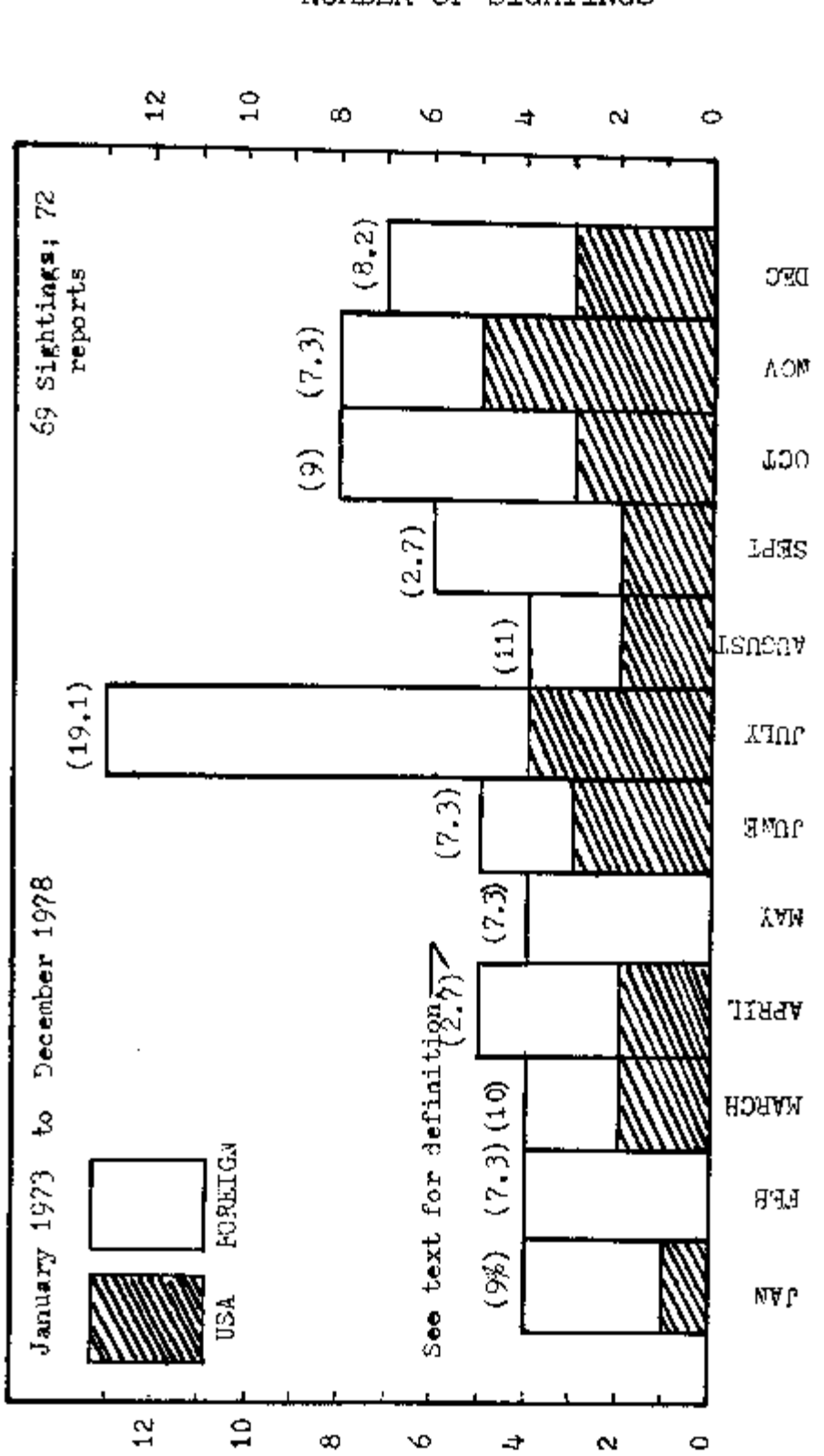


Figure 3. Number of Sightings by Month and Registration Classification

http://nicap.org/papers/79-132.gif[20/10/2021 09:32:57]

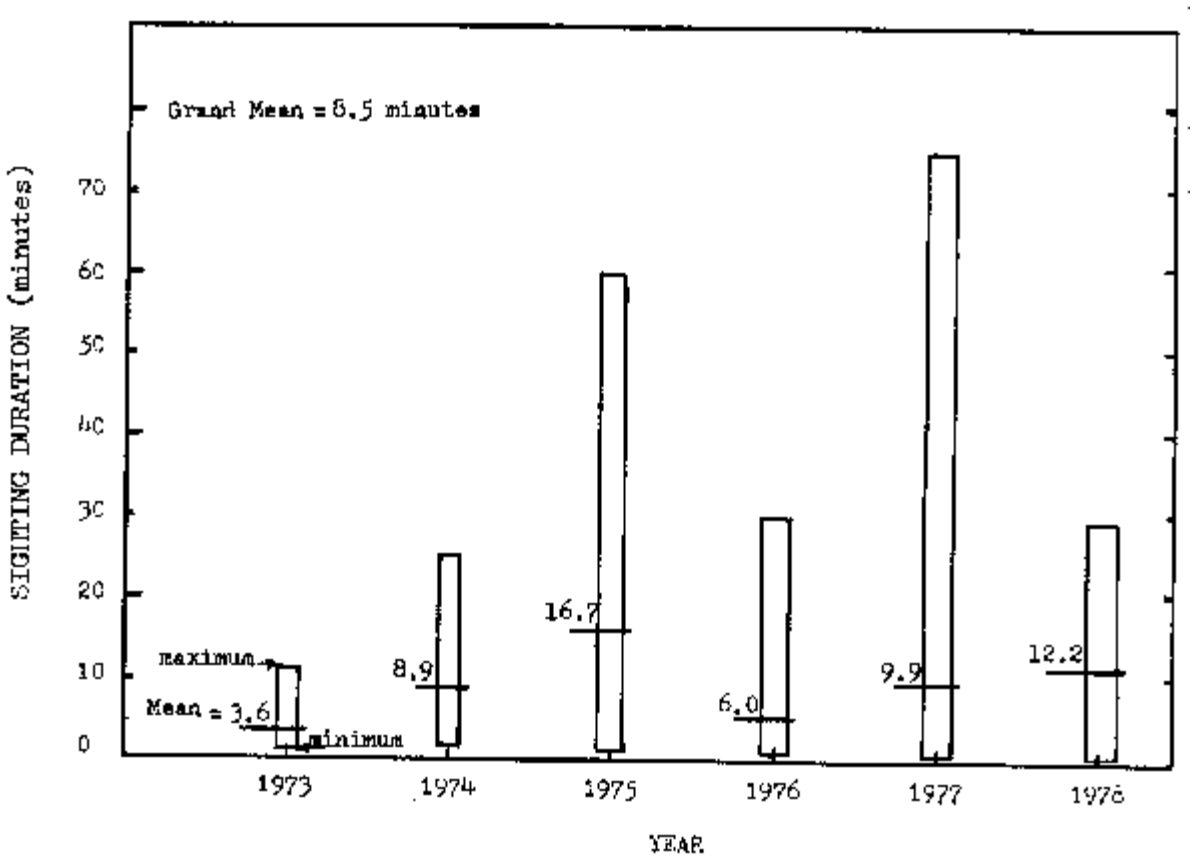


Figure 4. Sighting Duration (minimum, mean, maximum) by Year

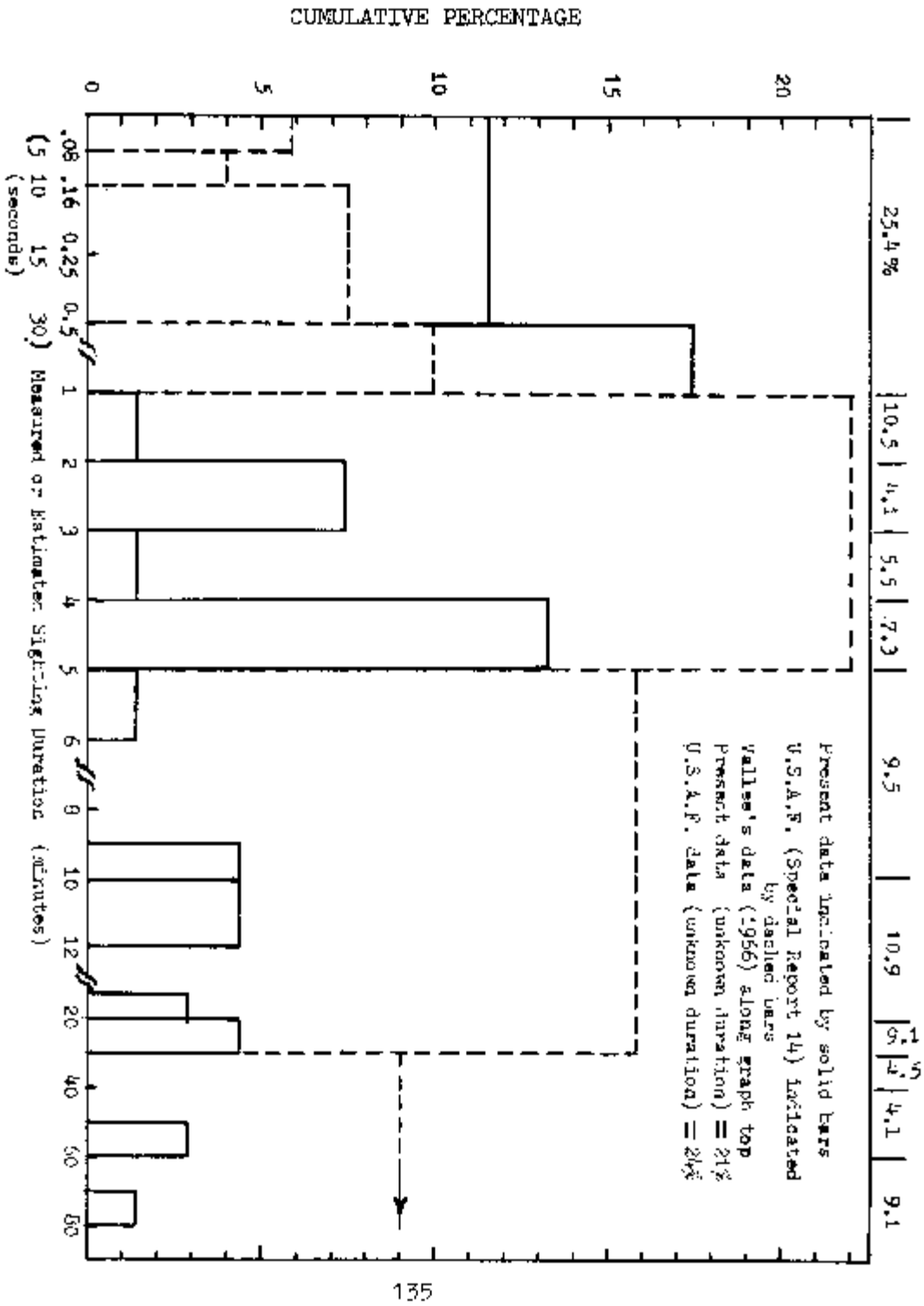


Figure 5. Cumulative Percentage Distribution of Sighting Duration

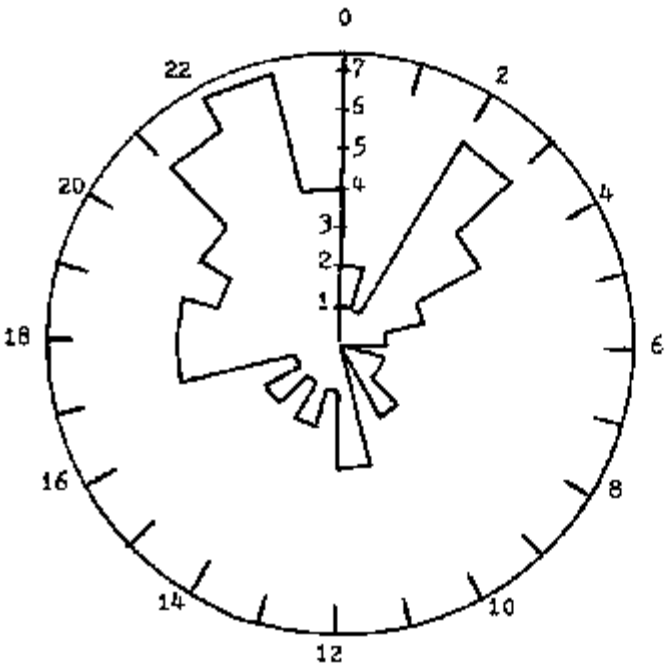


Figure 6
Time Distribution of Sightings
(1973 - 1978)
(Local Time)

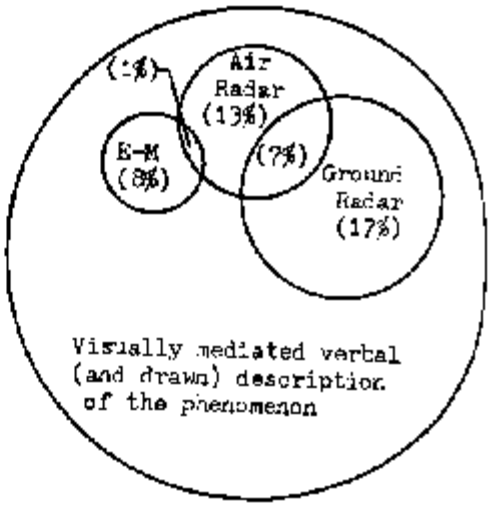
79-136b.gif %d×%d pixels

Figure 7

Diagram of the Quantitative Distribution of Subjective and Objective Data

"Objective Data" three smaller circles inside major circle. N = 21 sightings in which at least one "objective" response was obtained. (46 percent)

"Subjective Data" major circle N = 72 sightings (100 percent)



http://nicap.org/papers/79-136b.gif[20/10/2021 09:33:00]

Appendix 1
Summary of Cases Reviewed

Date mo.day	Time (1)	Latitude ° '	Longitude ° '	Loc. (2)	Flt. (3)	No. wit.	No. UFO	EM (4)	Duration (5)
(1942)									
6-25	night	51 20 N	4 00 E	Holland	FM	3	1	----	2 m
(1943)									
?-?				N.Atlantic	UM	2	1	---	2 m
5-27	0115L	51 30 N	7 00 E	Essen,G.	FM	6	1	---	30 s
(1944)									
8-10	0030L	2 59 S	105 E	Sumatra	UM	3	1	----	8 m
11-?	night			Germany	UM	1	5	---	30 s
11-23	night	00 55 N	6 00 E	Strasbourg	UM	3	8-10	----	5 m
11-24		46 38 N	14 20 E	Germany	UM	1	?	---	45 m
11-27	night	49 18 N	8 26 E	Mannheim	UM	2	1	---	?
12-22	0600L	46 38 N	14 20 E	Hagenau	UM	1	?	----	2 m
(1945)									
4-?	morn.	48 19 N	14 18 E	Linz,Aus	UM	1	1	----	?
8-28				Iwo Jima	UM	2	3	yes	?
12-5		29 15 N	79 W	off Fl.	UM	5	?	---	?
(1946)									
3 1	1000L	28 16 N	82 W	Tampa Fl	UM	3	1	---	3 m
(1947)									
1 16	2230L	55 N	2 E	Nc.Sea	FM	1	1	---	15 m
6-14	1400L	35 13 N	119 00 W	Calif.	UP	1	10	---	?
6-24	1400L	46 40 N	122 00 W	Wash.st.	UP	1	9	---	?
6-29	1400L	36 12 N	114 30 W	Nevada	UM	1	6	---	?
6-28	2000L	32 20 N	86 20 W	Alabama	UM	2	1	----	?
6-30	0910L			Arizona	UC	1	2	---	?
7-4	2100L	43 52 N	116 30 W	Portland	UO	3	5	---	10 m
7-6	1545L	39 10 N	94 40 W	Kansas	UM	1	1	---	?
7-7	1145L	43 N	89 W	S.Wisc.	UM	2	1	---	15 s
7-7	1430L	43 N	89 W	S.Wisc.	UM	2	1	----	20 s
7-8	1000L	34 50 N	117 52 W	Muroc Ca	UT	1	1	----	?
7-8	1550L	34 50 N	117 52 W	Muroc Ca	UM	1	1	----	?
7-9	1215L	43 41 N	116 20 W	Idaho	UM	1	sev	----	?
7-23	day			E.USA	UP	1	2	yes	?
8-4	1600L	42 20 N	71 20 W	Boston	UC	2	1	---	?
8-4		60 15 N	160 27 W	Alaska	UT	2	1	----	?
8-6	1815L	42 57 N	123 18 W	Oregon	UP	2	1	----	45 s
(1948)									
?-?	night	55 N	35 W	N.Atlan.	UC	1	1	---	90 s
1-7	1443L	36 40 N	86 38 W	Kentucky	UM	3	1	---	30 s
6-16				USSR	FM	1	1	yes	?
7-?	1300L			Pasco,Wn	UP	1	1	---	?

7-20		52	3	N	4	15	E	Hague	FM	?	1	---	?
7-23	0200L							Georgia	UP	?	?	---	?
7-23	0245L	32	20	N	86	40	W	Alabama	UC	3	1	---	10 s
10-15	2300L	35		N	131		E	S.Japan	UM	?	?		?
11-18	2145L	38	42	N	76	54	W	Marylnd	UM	2	1	---	10 m
11-23	2200L	48	50	N	11	20	E	W.Germy	UM	3	1	---	?
12-5	2127L	35	05	N	107	20	W	N.Mexico	UM	3	1	---	?
12-5	2135L	35	40	N	105	20	W	LasVegas	UC	2	1	---	?
12-8	1833L	36	10	N	113	45	W	LasVegas	UM	2	1	---	2 s
(1949)													
1-1	1700L	32	20	N	90	02	W	Miss.	UP	1	1	---	?
1-24	2000L	29	30	N	67	29	W	At.ocean	UM	4	1	---	84 m
5-12	2300Z	40	01	N	86	10	W	Indiana	UC	1	1	---	?
5-19	2100L	38	40	N	90	10	W	St.Louis	UM	1	1	---	5 s
5-21	2130Z	47	10	N	119	20	W	Wash.st.	UC	?	1	---	5 m
5-27	1425L	42	27	N	120		W	S.Oregon	UC	1	5-6	---	?
5-31		40	43	N	141	22	E	Japan	UM	1	1	---	10 m
6-?		20		N	90		W	Mexico	UM	4	1	yes	?
6-8	0845Z	59	15	N	136		W	Alaska	UM	2	1	---	?
6-8	1109Z	12	25	N	140	20	E	Guam	UM	2	1	---	1 m
6-10	0845L	42	40	N	71	30	W	Boston	UM	?	1	---	?
7-21	2013Z	40	12	N	80	45	W	Ohio	UM	1	2	---	3 s
7-24	1203L	43	10	N	115	35	W	Idaho	UP	1	7	yes	1-2 m
7-29		64	10	N	172	00	W	Pacific	UM	1	4	---	?
7-30	2100L	45	25	N	121	50	W	Portland	UC	4	1	---	30 m
9-5	1445L	39	12	N	81	30	W	W.Virg.	UC	1	1	---	?
9-5	2000Z	34	15	N	118	35	W	Cent.CA	UP	2	1	---	2 m
9-8	0400Z	15	15	N	120	29	E	Philip.	UM	5	1	---	?
10-10	1700Z	40	40	N	152		E	NE Japan	UM	2	3	---	?
10-31	1215L	34	35	N	118		W	Palmdale	UP	3	1	---	?
11-18	1840L	49		N	141		W	Pacific	UM	3	1	---	10 s
11-21	1100Z	39	40	N	140	10	E	Japan	UM	1	1	---	2 s
12-4	1635L	30	30	N	90	15	W	Louisian	UM	3	1	---	3 m
12-28	1645L	35	00	N	80	20	W	N.Carol.	UP	2	1	---	2-3 m
(1950)													
1-6	1410L	37	28	N	96	27	W	Kansas	UM	3	1	---	1-2 m
1-12	2325L	24	00	N	85	20	W	GulfMex.	UM	3	1-2	yes	15 m
1-18	1859L	39	30	N	105	00	W	Denver	UM	8	1	---	5 s
1-22	0240L	57	30	N	152	10	W	Kodiak	UM	1	1	---	?
1-24	1650L	37	05	N	78	01	W	Virginia	UM	3	1	---	15 m
2-1	0555Z	53		N	171	11	W	Atka,AL	UM	2	1	---	2 m
2-7	1955L	35	00	N	106	35	W	Albuquer	UM	2	1	---	2-4 s
2-8	2345L	28	00	N	82	40	W	Tampa FL	UM	3	1	---	?
3-8	midAM	39	45	N	84	20	W	Dayton OH	UM	2	1	---	15 m
3-13		40	35	N	75	00	W	Montreal	FC	1	4-2	---	?
3-17	1630L	34	44	N	92	15	W	Arkansas	UP	1	6-12	---	2 m
3-18	0840L	41	10	N	89	40	W	Illinois	UP	1	1	---	?
3-23	0300L	31	00	N	80	34	W	Florida	UM	2	1	---	?
3-26	1115L	31	10	N	81	30	W	Georgia	UP	2	5	---	?
3-31	2129L	34	15	N	90		W	SE USA	UC	2	1	---	?
4-18		34	40	N	100	30	W	Texas	UP	3	1	---	10 m
4-27	1445L	40	30	N	141	20	E	Japan	UM	?	1	---	3 m
4-27	2025L	41	42	N	85	48	W	Indiana	UC	2	1	---	?

5-14	1430L	39	15	N	88	45	W	Illinois	UP	4	1	---	few s
5-19	1040L	40	30	N	143	26	E	Japan	UM	2	1	---	12 m
5-29	2130L	38	20	N	78	09	W	Wash DC	UC	12	1	---	1 m
5-29	2130L	38	45	N	77	30	W	Tens	UC	1	1	---	15 s
6-16	2025L	32	00	N	110	35	W	Tucson	UM	?	1	---	?
6-23	1940L	28	45	N	89	45	W	Gulf Mex	UM	3	1	---	15-30m
6-24		34	43	N	116	55	W	Los Arg.	UC	4	1	---	3 m
6-26	2000L	36	08	N	115	10	W	LasVegas	UC	50	1	---	2 m
7-11		35	30	N	90	00	W	Arkansas	UM	3	1	---	?
7-13	1151L							Montana	UM	1	6	----	15 m
8-?	1530L	69	00	N	162		E	USSR	FM	1	1	----	?
8-7	0450L	35	30	N	106	00	W	New Mex.	UM	1	1	----	5 m
8-27	1830L	42	05	N	71	00	W	Mass.	UP	2	1	----	?
9-?	0700L	40		N	127		E	Korea	UM	2	2	yes	1 m
9-13	1930L	39	03	N	84	36	W	Illinois	UP	1	?	---	?
9-20	2243L	39	55	N	105	15	W	Colorado	UM	1	1-20	---	20 s
9-20	2245L	38	50	N	104	45	W	Colorado	UC	2	1	---	?
10-15	1620L							N.C.	UC	2	4	----	10 s
10-31	2035Z	78	30	N	21	06	W	Cuba	FP	4	1	----	3 s
11-2	1935L	43	15	N	75	25	W	Rome NY	UM	?	1	----	2 s
11-2	1937L	42	30	N	83	25	W	Michigan	UP	?	1	---	?
11-7	1915L	40	03	N	74	20	W	N.Jersey	UM	2	1	----	25 m
11-13	1650L	32	00	N	88	40	W	Miss.	UM	1	?	----	25 m
11-27	2100L	35	15	N	119	20	W	Calif.	UC	2	1	---	5 m
12-11		62	14	N	144	01	W	Alaska	UM	?	?	----	?
12-25	0232L	21	20	N	157	53	W	Hawaii	UM	3	1	---	?
12-27	sunset	41	80	N	89	35	W	Illinois	UC	2	1	----	25 m
(1951)													
1-14	1140L	38	25	N	121	25	W	Calif.	UP	1	3	----	?
1-14	1238L	34	15	N	116	53	W	Calif.	UC	4	1	---	?
1-20	2030L	42	30	N	96	25	W	Iowa	UC	3	1	----	14 m
1-21	1620L	36	00	N	84	72	W	DakRidge	UM	1	1	yes	?
1-27	1600Z	32	40	N	106	00	W	Arizona	UM	3	1	----	3 m
2-8	0055Z	49	50	N	50	03	W	At.ocean	UM	7	1	---	4 m
2-19	0720L	3	00	S	37	30	E	Africa	FC	11	1	---	17 m
3-10	0051Z	39		N	125	30	E	Korea	UM	9	1	---	1 s
6-9	0100Z	77		N	68	00	W	Greenland	UM	4	2	----	?
7-?	day	33	30	N	82	00	W	Georgia	UM	1	1	---	5-10 m
8-?	day	36	50	N	76	15	W	Virginia	UM	1	2	...	5 m
8-8	1410L	41	30	N	81	30	W	New York	UP	1	1	---	?
8-27	2000L	39	01	N	89	10	W	Illinois	UP	3	1	----	?
9-10	2000L	38	55	N	77	00	W	Wash DC	UM	2	1	---	2 m
9-10	2335L	40	10	N	74		W	N.Jersey	UM	2	1	----	2 m
9-16	1217Z	40	38	N	83	05	W	Ohio	UP	1	1	----	few s
9-17	0420Z	61	30	N	68	50	W	At.ocean	UM	4	1	yes	20 m
9-23	0755L	34	20	N	117	40	W	Calif.	UM	7	1	---	?
10-?	day	44	40	N	92	50	W	Minn.	UM	1	?	---	15 m
10-9	1345L	39	35	N	87	42	W	Illinois	UP	1	1	---	30 s
10-10	1010L	45	25	N	92	48	W	Wisc.	UC	2	_	----	2 m
10-11	0630L	45	00	N	93	05	W	Minn.	UP	2	4	---	5 m
10-18	0333Z	35	48	N	123	16	E	China	UM	4	1	yes	15 m
10-21	1250L	40	19	N	84	55	W	Michigan	UP	1	1	---	3-5 s
11-2	0715L	32	30	N	99	30	W	Texas	UC	2	1	...	brief
11-2	2304Z	47		N	57	35	W	Newfnd'l	UM	2	1	---	2 s

11-18	0330L	38	50	N	77		W	Wash DC	UC	2	1	---	4 m
11-24	2153Z	44	30	N	93	51	W	Minn.	UM	2	1	---	5 s
11-26	0532L							Wisc.	UC	4	1	---	10 s
12-12	1550L	44	35	N	92	50	W	Minn.	UM	1	1	---	3-4 m
12-22	1030L	40	05	N	82	50	W	Columbus	UM	1	1	---	1 m
12-23	1900L	48	25	N	58	45	W	Newfndld	UM	2	5	---	?
12 20	2335Z	38	40	N	77	20	W	Virginia	UM	2	1	---	2 m
Winter	2043L	42	15	S	173	57	E	NZealand	FC	1	1	---	2 m
(1952)													
1-19	1956L	29	10	N	88	19	W	Florida	UM	3	1	---	3 s
1-21	0950L	40	45	N	73		W	Long Is.	UM	1	1	---	2 m
1-22	0120L	64	30	N	149	00	W	Alaska	UM	6	1	yes	?
1-29	2300A	39	26	N	125	55	E	Korea	UM	5	1	---	5 m
1-29	2324L	39	26	N	125	55	E	Korea	UM	5	1		1 m
2-11	0300L	40	25	N	80	00	W	Pittsbrg	UM	2	1	---	1 m
2-12	2030L	39	10	N	76	40	W	Maryland	UM	2	1	---	2 m
2-17	0845Z	33	15	N	104	10	W	N.Mexico	UM	3	1	---	2 s
2-20	2330L	37	54	N	121	22	W	Calif.	UM	2	1	---	8 m
2-21	0145L	31	45	W	159	10	E	Pacific	UM	2	1	---	5 m
2-23	2315L	40	00	N	124	20	E	Korea	UM	1	1	---	45 s
2-23	0215Z	36	50	N	8	50	W	Atlantic	UM	1	1	---	16 m
2-26	1110L	43		N	74		W	New York	UM	2	1	---	20 m
3 ?	1430L	40		N	92	30	W	Missouri	UC	3	1	---	16 m
3-1	1544Z	53		N	60	40	W	Labrador	UM	2	1	---	?
3-3	0351L	49	52	N	54	30	W	Atlantic	UM	1	1	---	brief
3-4	0135Z	33	53	N	130	40	E	Japansea	UM	3	1	---	2 m
3-23	1805L	46	20	N	120	25	W	Wash.	UM	1	1	yes	45 s
3-24	0845L	34	30	N	121	30	W	Calif.	UM	2	1	yes	25 s
3-25	2030L	31	10	N	103	30	W	Texas	UM	1	1	yes	5 m
3-26	2213L	32	35	N	109	41	W	Arizona	UM	3	1	yes	10 m
3-29	1120L	40	42	N	141	23	E	Japan	UM	1	1	---	10 s
3-29		10		S	27		E	Del Congo	FM	1	2	---	10 m
4-2	2110L							Texas	UM	?	4	---	6 m
4-3	0823L	31	50	N	110	20	W	Arizona	UM	6	1	---	52 m
4-4	1430L	32	30	N	93	50	W	Louisian	UM	2	1	---	2 m
4-14	1834L	35	10	N	90	00	W	Tenn.	UM	2	1	---	1 m
4-20	1152L	43	40	N	78	30	W	Canada	FC	2	5	---	?
4-22	2100L	27		N	127	30	E	Okinawa	UM	3	5	---	10 m
4-24	0500L	40	30	N	72	15	W	Vermont	UM	3	3	---	2 m
4-25	2115L	49	10	N	8	30	E	Germany	UM	2	1	---	2 m
4-29	2200L	39	38	N	101	40	W	Kansas	UM	1	1	---	2 s
5-8	0220L	31		N	70	00	W	Atlantic	UC	2	3	---	3 m
5-8	2206	40	40	N	141	27	E	Japan	UM	2	1	---	4 s
5-9	1030L	34	50	N	117	18	E	China	UM	2	1	---	?
5-11	0120L	47	30	N	122	20	W	Wash.st.	UC	2	1	---	4 s
5-13	1425L	34	50	N	117	50	W	Calif.	UM	2	1	---	30 m
5-15	1100Z							N.Korea	UM	2	1	---	10 s
5-15	1835Z							N.Korea	UM	2	1	---	15 s
5-19	2005L	30	37	N	100	47	W	Texas	UM	8	7	---	15 m
5-24	0127L	35		N	109		W	N.Mexico	UC	1	2	---	15 s
5-26	0320L							N.Korea	UM	?	2	yes	14 s
5-29	0310Z	34	20	N	105	40	W	SW-Amer.	UM	?	?	---	1 m
5-30		34	15	N	139	30	E	Japan	UM	3	1	---	6 m
5-31	1920Z	40		N	125		E	Korea	UM	?	1	---	2 m

5-31	0345L	38	02	N	127	07	E	N.Korea	UM	2	1	---	4 m
6-2	1545L	46	58	N	123	55	W	Pacific	UM	2	1	---	?
6-2		50	35	N	9	30	E	WGermany	UM	?	1	---	?
6-4	2107Z	48	40	N	9		E	WGermany	UM	?	1	---	3 m
6-6	0245Z	45	10	N	93	10	W	Minn.	UM	1	20	---	3 m
6-13	2400L	48	50	N	2	30	E	Paris	FC	3	1	---	30 m
6-15	1743L	37	05	N	78	00	W	Virginia	UM	1	1	---	?
6-18		33	92	N	117	26	W	Calif.	UM	2	1	---	30 m
6-20	2026L	33	02	N	88	26	W	Miss.	UM	2	1	---	5 s
6-20	1505L	38		N	127		E	Korea	UM	4	1	---	1 m
6-21	1230L							Texas	UM	1	1	---	1 s
6-23	1945Z	26	50	N	149	45	W	Pacific	UM	1	1	---	4 s
6-23	0608L							Korea	UM	1	1	---	?
6-28		25		N	150		W	Pacific	UM	1	1	---	6 s
7-?	2300L	34	30	S	151		E	N.S.W.	FC	1	1	---	?
7-?		78		N	12		E	Spitzbgn	FM	5	1	---	?
7-1	1730	40	43	N	73	25	W	New York	UC	1	1	---	30 m
7-4		37		N	76	30	W	Virginia	UC	2	8	---	?
7-5		46	34	N	119	30	W	Wash.	UC	4	1	---	?
7-5	1948L	35	10	N	97	30	W	Oklahoma	UP	1	3	---	15 s
7-5	0600L	46	50	N	119	45	W	Wash.	UC	4	1	---	10 s
7-7	1030L	41	20	N	112	20	W	Ogden	UM	1	1	---	?
7-10	2018L	38	20	N	77	20	W	Virginia	UC	2	1	---	7 m
7-11	night	35	40	N	89	40	W	Arkansas	UM	3	1	---	3 m
7-12	2004L	40	35	N	88	00	W	Illinois	UC	2	1	---	15 s
7-12	2005L	50	52	N	87	10	W	Indiana	UC	1	1	---	?
7-12	2005L	39	55	N	85	50	W	Indiana	UP	1	1	---	?
7-12	2104L	42		N	88		W	Illinois	UM	1	1	---	20 s
7-12	2105L	39	45	N	84	10	W	Dayton	UM	1	1	---	?
7-12	2105L	39	46	N	85	50	W	Indiana	UC	2	1	---	?
7-12		42	00	N	88	20	W	Illinois	UM	1	1	---	20 s
7-12	2113L	39	40	N	84	10	W	Dayton	UM	2	2	---	20 s
7-13	0300L	38	25	N	77	52	W	Virginia	UC	2	1	---	?
7-14	2015L	37	05	N	76	45	W	Virginia	UC	2	8	---	15 s
7-16	0750Z	47	08	N	122	25	W	Tacoma	UM	2	1	---	15 s
7-17	1100L	41	25	N	82	30	W	Ohio	UC	1	1	---	?
7-18	1855L	36	00	N	140	00	E	Tokyo	UM	5	1	---	7 m
7-18	0245L	39	40	N	105	00	W	Denver	UC	2	2	---	4 s
7-20	0100L	39	25	N	78	00	W	W. Virg.	LC	2	6-7	yes	14 m
7-24	1540l	39	50	N	119		W	Nevada	UM	2	3	---	3 s
7-26	2100L	39	10	N	122	12	W	Wash DC	LM	1	7	---	?
7-29	0730Z	45	00	N	92		W	St. Paul	LM	1	many	---	?
Summer	night							Florida	UM	3	1	yes	?
8-?	2125L	33		N	99		W	Texas	UC	2	1	---	?
8-1	?							Ohio	UM	2	1	---	?
8-6	0025L	35	48	N	139	54	E	Japan	LM	1	?	yes	?
8-7	2020L	34	00	N	7	00	W	Morocco	UM	2	1	---	?
8-9	2057L	38		N	127		E	Korea	LM	1	1	yes	?
8-10	2145L							Iwakuni	UM	1	1	---	3 m
8-12	0448Z	31	32	N	104	30	W	Texas	UC	2	2	---	?
8-17	0247L	34	49	N	87	11	W	Alabama	UM	1	1	---	5 s
8-17	1649L	32	35	N	99	13	W	Texas	UM	1	1	---	1.5 m
8-18	1220Z	35	00	N	130	10	W	Pacific	UM	4	1	---	3 m
8-19	2000L							Calif.	UM	1	1	---	?
8-22	1500L	34	10	N	117	55	W	Calif.	UP	1	2	---	2 s

http://nicap.org/papers/83-43.gif[20/10/2021 09:33:02]

8-23	0104L	40	00	N	124	30	E	N.Korea	UM	6	1	---	3 s
8-24	am	31	50	N	103	02	W	Texas	UM	1	2	---	?
8-24	2330Z	34	30	N	12	41	W	Morocco	UM	2	1	---	brief
8-27	2015L	32	25	N	88	40	W	Miss.	UM	1	1	---	10 s
Autumn	2200L	40	12	N	74	45	W	N.Jersey	UC	2	1	yes	3-4 m
9-19	1052L	54		N	1		W	Yorkshir	FM	1	1	---	20 s
9-23	?	33	10	N	7	30	W	Casablca	FP	1	1	---	?
9-24	?	20		N	75	00	W	Cuba	UM	1	1	---	?
9-24	1530L	38	15	N	81	40	W	W.Virg.	UM	4	1	---	brief
9-27	0905L	30	00	N	96	15	W	Houston	UM	2	1	---	2-3 m
10-1	1857L							S.Carol.	UM	1	1	---	23 m
10-7	1930L	43	35	N	6	20	E	France	FC	2	1	---	30 s
10-16	0650L	40		N	127		E	Korea	UM	2	1	---	3 m
10-19	1915L	41	10	N	88	40	W	Illinois	UM	2	1	---	21 m
10-19	0458Z	12	17	N	155	35	W	Pacific	UM	1	1	---	20 s
10-24	2026L	30	25	N	87	35	W	Alabama	UM	2	1	---	5 s
10-27	1830L	33	53	N	130	40	E	Japan	UM	4	1	---	25 m
10-27	1356Z	18	15	N	65		W	Virgin I	UC	2	1	---	3 s
10-28	1813L	33	37	N	97	15	W	Oklahoma	UM	3	1	---	10 s
11-16	1345L	38	00	N	126	00	E	Korea	UM	2	1	---	5-7 m
11-18	1217Z	17	10	N	82	35	W	Carrib.	UC	?	1	---	20 m
11-22	2005L	33	30	N	116	00	W	Calif.	UM	1	1	---	?
11-27	1210L	34		N	111	20	W	Arizona	UM	2	many	---	20 m
11-29	1945L	39	00	N	112	54	W	Utah	UM	2	1	---	20 m
12-4	2048L	27	33	N	99	27	W	Texas	UM	1	1	---	2 m
12-6	0115L	57	30	N	135	00	W	Alaska	UM	1	2		3 m
12-6	1900L	50	00	N	6	30	E	Germany	FC	1	1	---	4-5 s
12-6	2325L	20	18	N	92	4	W	G Mexico	UM	6	20	yes	10 m
12-8	1900L	40	00	N	74	30	W	N.Jersey	UM	6	1	---	45 m
12-8	2016L	64	49	N	147	42	W	Alaska	UM	2	1	---	10 m
12-9	1745L	42	57	N	89	20	W	Wisc.	UM	2	4	---	10 m
12-10	1517L	64		N	146	25	W	Alaska	UC	2	1	---	4-10 s
12-10	1915L	47	20	N	118	40	W	Wash.	UM	2	6	yes	15 m
12-15	0915L	53	00	N	60	40	W	Labrador	UM	1	1	---	12 s
12-15	2315L	53	00	N	60	40	W	Labrador	UM	1	1	yes	25 m
12-24	1215L	33	00	N	96	15	W	Dallas	UM	2	1	yes	20 m
12-29	2105L	35	15	N	102	25	W	Texas	UM	2	1	---	10 m

83-17L.gif %d×%d pixels

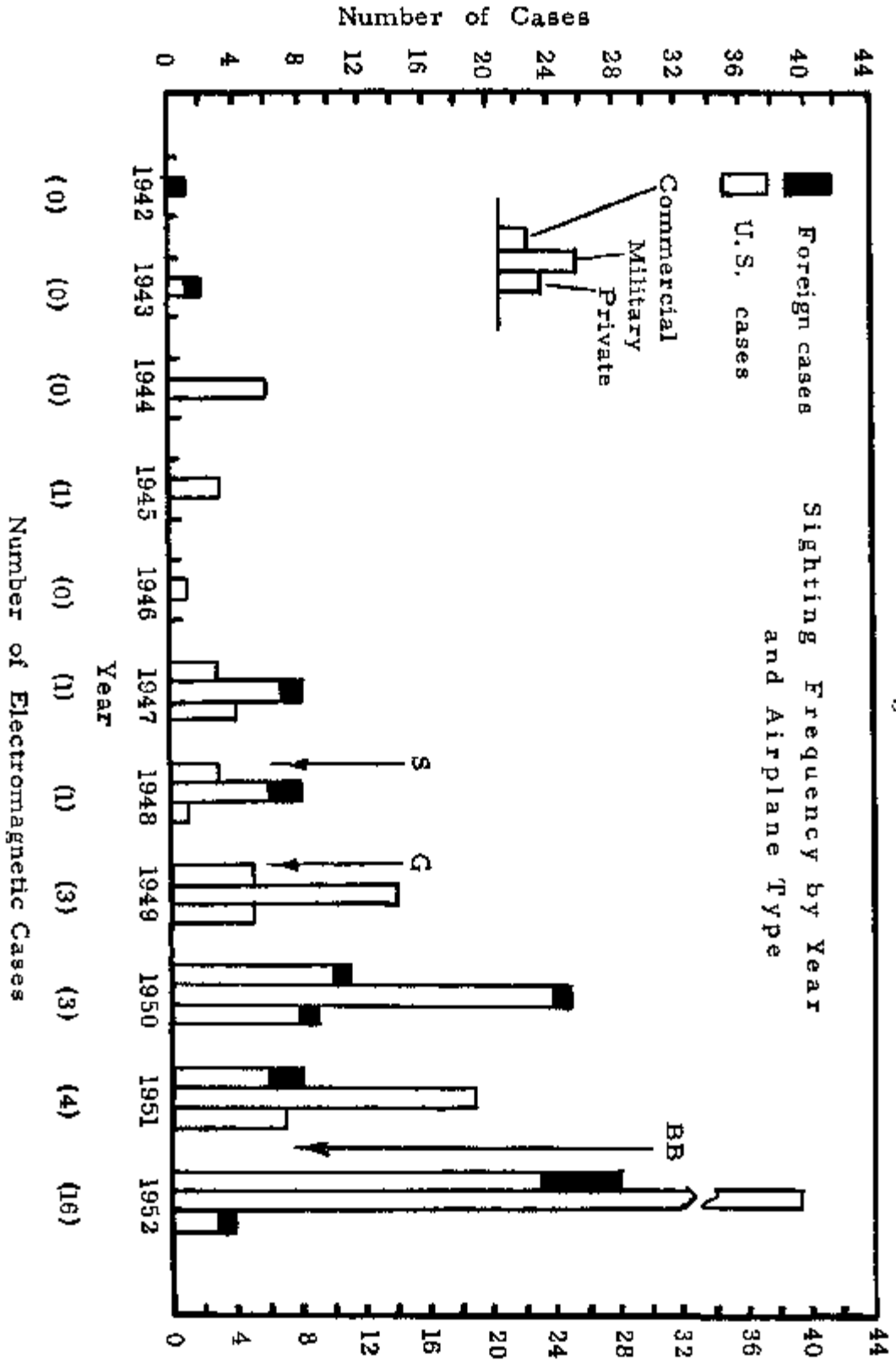


Figure 1

http://nicap.org/images/83-17L.gif[20/10/2021 09:33:03]

83-19L.gif %d×%d pixels

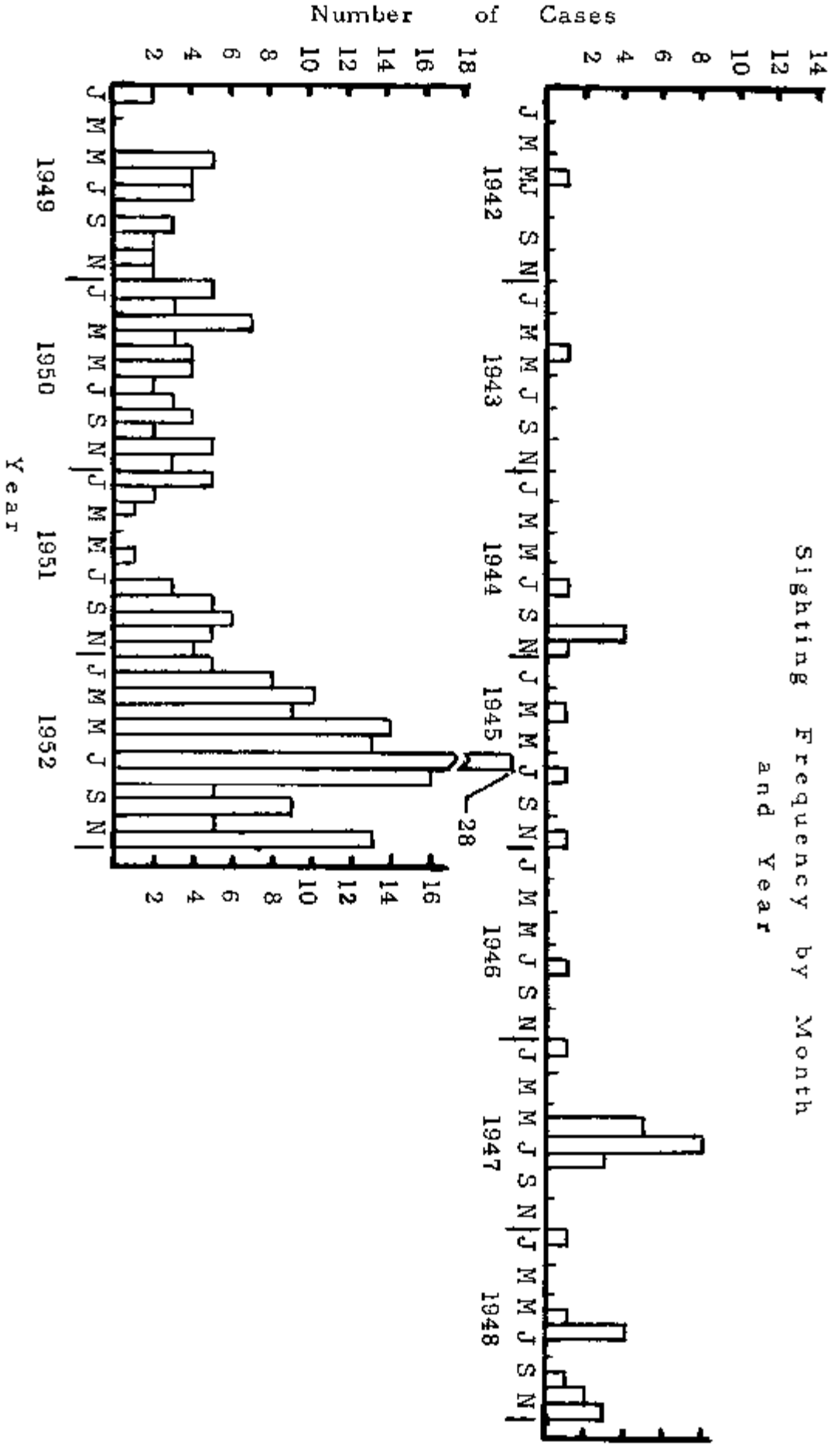
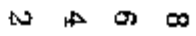


Figure 2

Sighting Frequency by Month and Year

http://nicap.org/images/83-19L.gif[20/10/2021 09:33:04]



83-21L.gif %d×%d pixels

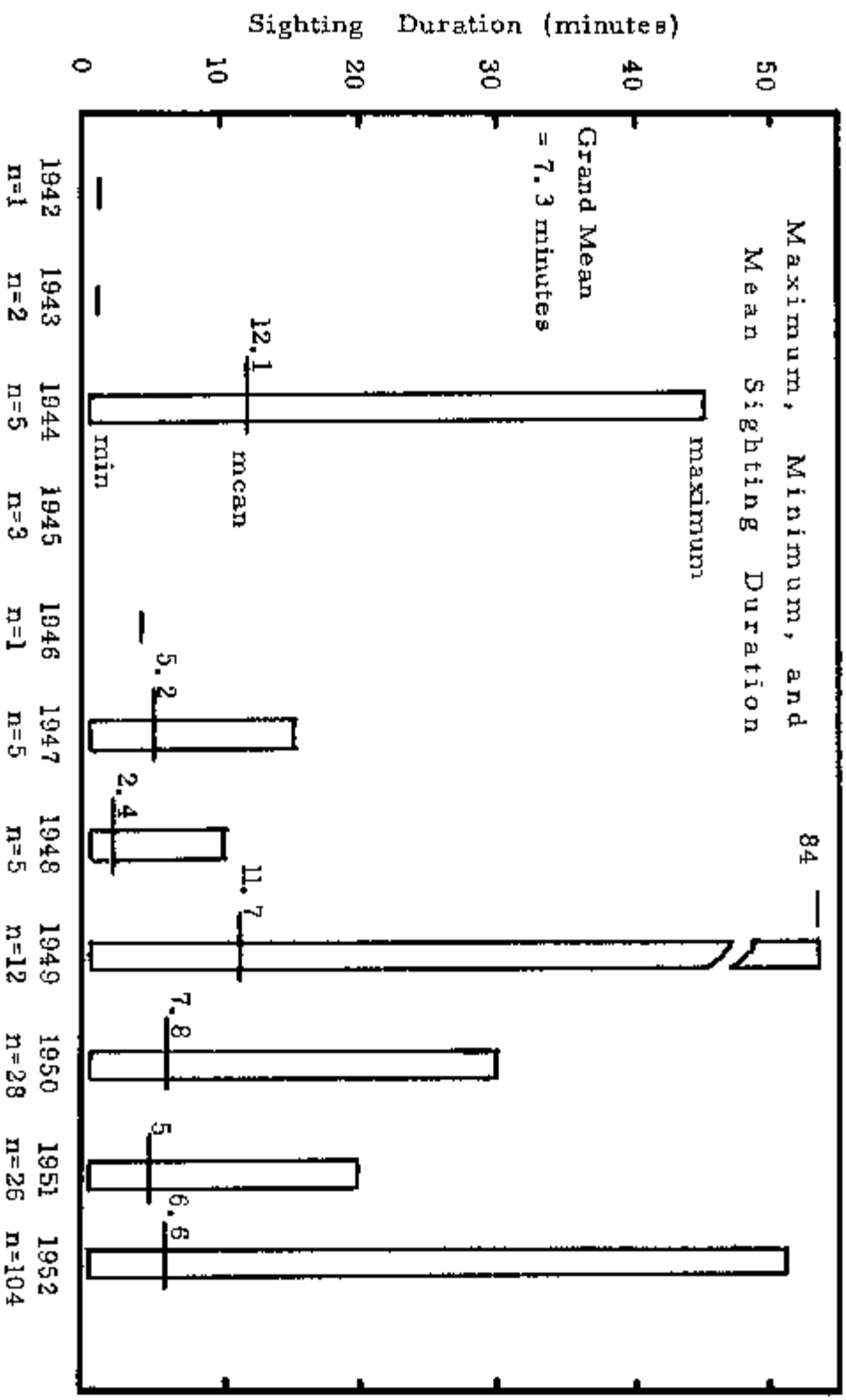


Figure 3

http://nicap.org/images/83-21L.gif[20/10/2021 09:33:05]

83-22L.gif %d×%d pixels

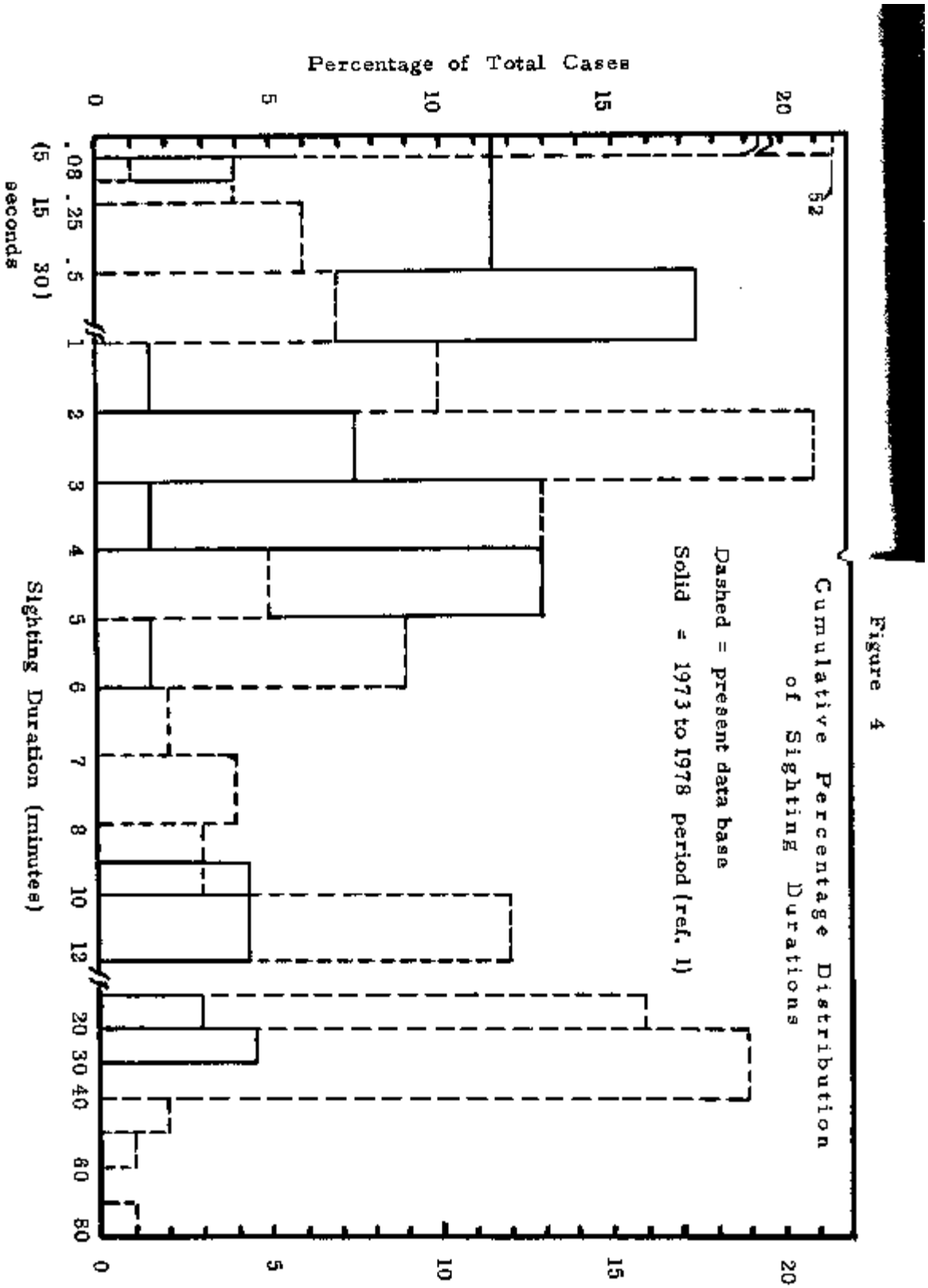


Figure 4

http://nicap.org/images/83-22L.gif[20/10/2021 09:33:05]

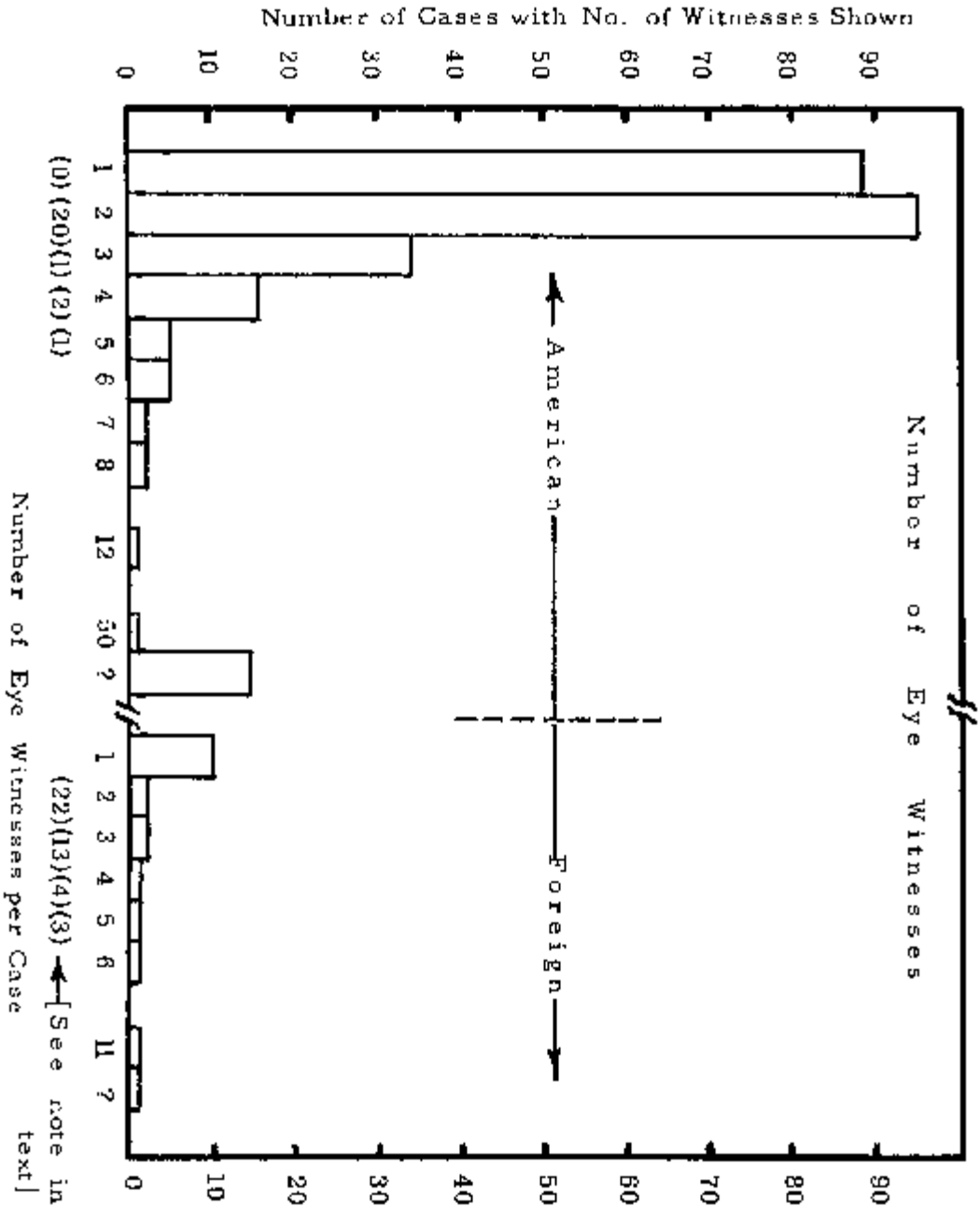

Number of Cases with No. of Witnesses Shown
0
10
20
30
40
50
60
70
80
90
1 2 3 4 5 6 7 8 12 30 ?
(0) (20)(1) (2) (1)
American
Foreign
1 2 3 4 5 6 11 ?
(22)(13)(4)(3)
Number of Eye Witnesses per Case
[See note in text]
Number of Eye Witnesses

Figure 5

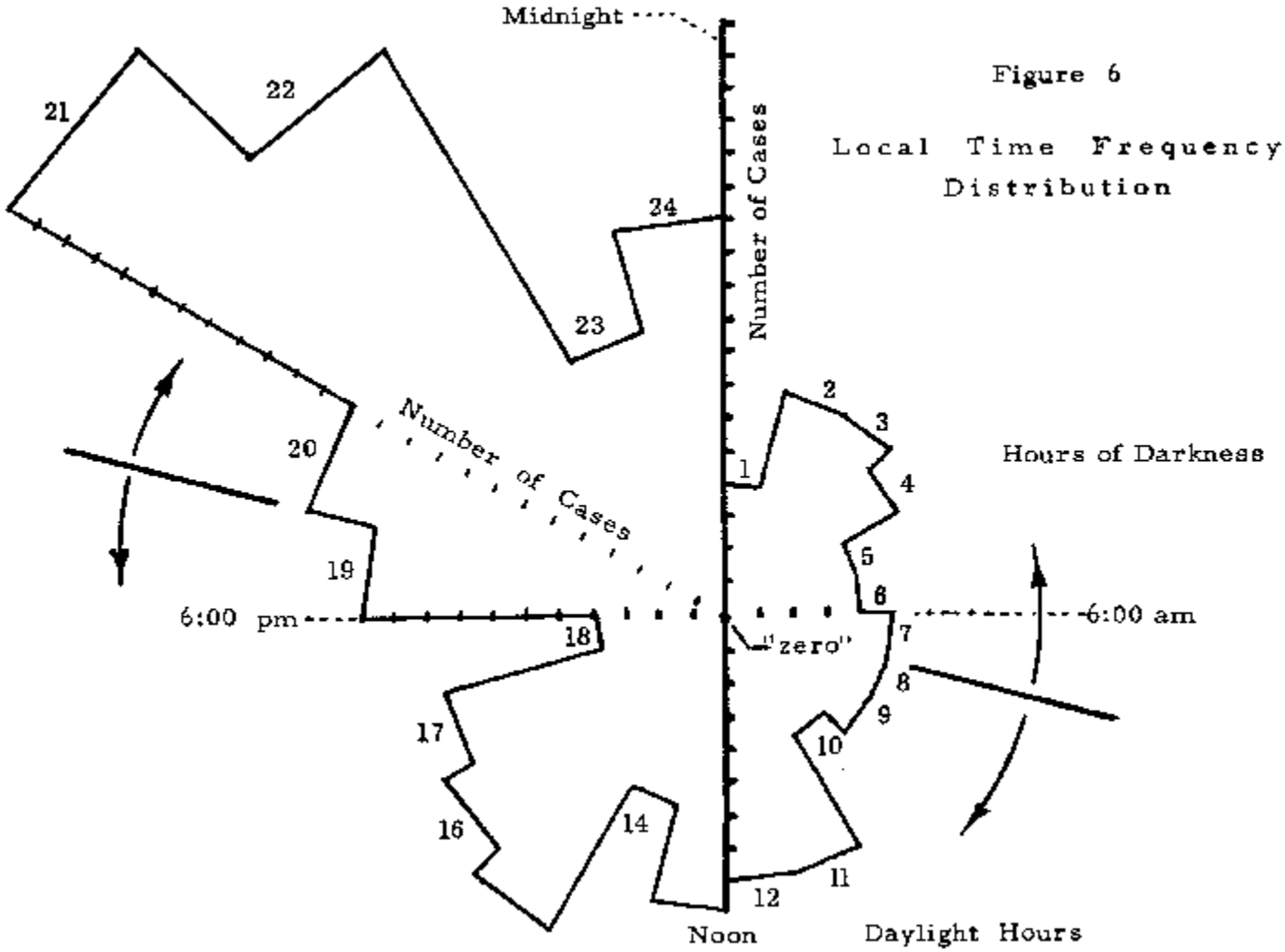


Figure 6

Local Time Frequency Distribution

83-25L.gif %d×%d pixels

http://nicap.org/images/83-25L.gif[20/10/2021 09:33:06]

83-26L.gif %d×%d pixels

Table 2

Summary of Electro-Magnetic Cases

EM Effect Reported	Date	No. Cases	(Percent)
Aircraft Radar Contact only (no visual)	1-12-50 1-21-51 3-24-52 12-24-52	4	15.4
Aircraft and Ground Radar Contact only (no visual)	1-22-52 8-6-52	2	7.6
Aircraft Radar Contact and Visual Contact by Aircrew	9- -50 9-17-51 10-18-51 3-26-52 12-10-52	5	19.2
Ground Radar and Visual Contact by Aircrew	6-16-48 3-23-52 5-26-52 7-20-52 Summer 1952 8-9-52 Autumn 1952 12-6-52 12-15-52	9	34.6
Aircraft Engine Stopped while in-flight	7-23-47 6-16-48 6- -49	3	11.5
Aircraft Engine Trouble	8-28-45 7-24-49	2	7.6
Aircraft Radio Transmission Jamming	9- -50	1	3.8
	Total =	26*	99.7

Note: Two cases fall into two different categories, viz., 6-16-48; 9- -50.

http://nicap.org/images/83-26L.gif[20/10/2021 09:33:07]

Figure 1

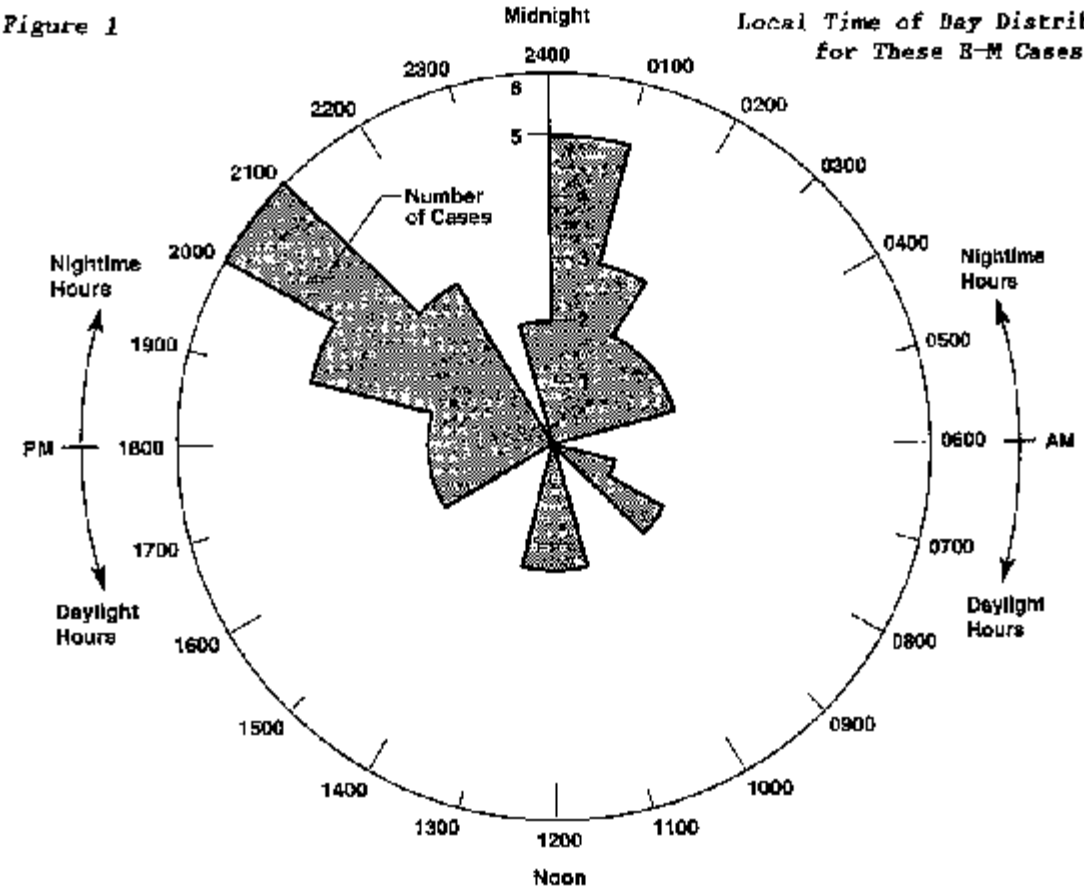
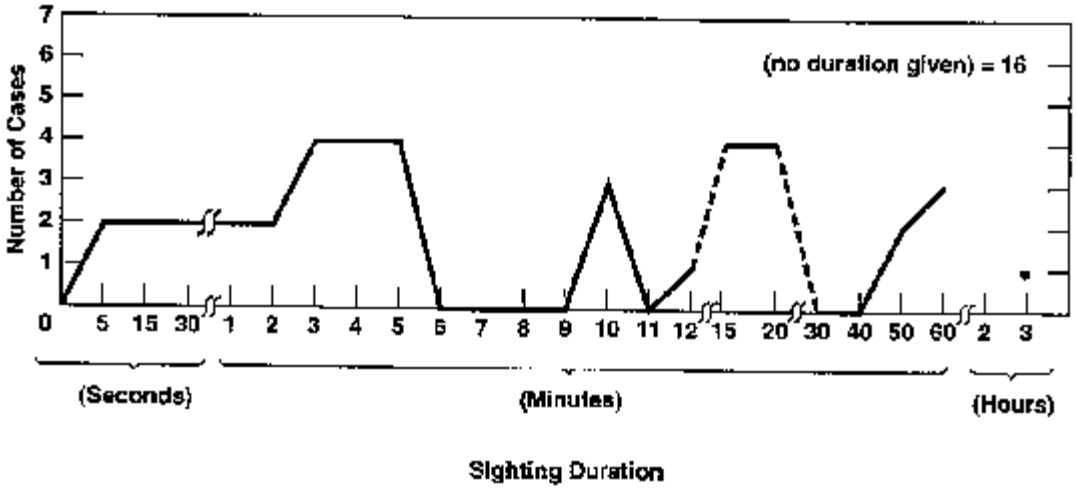
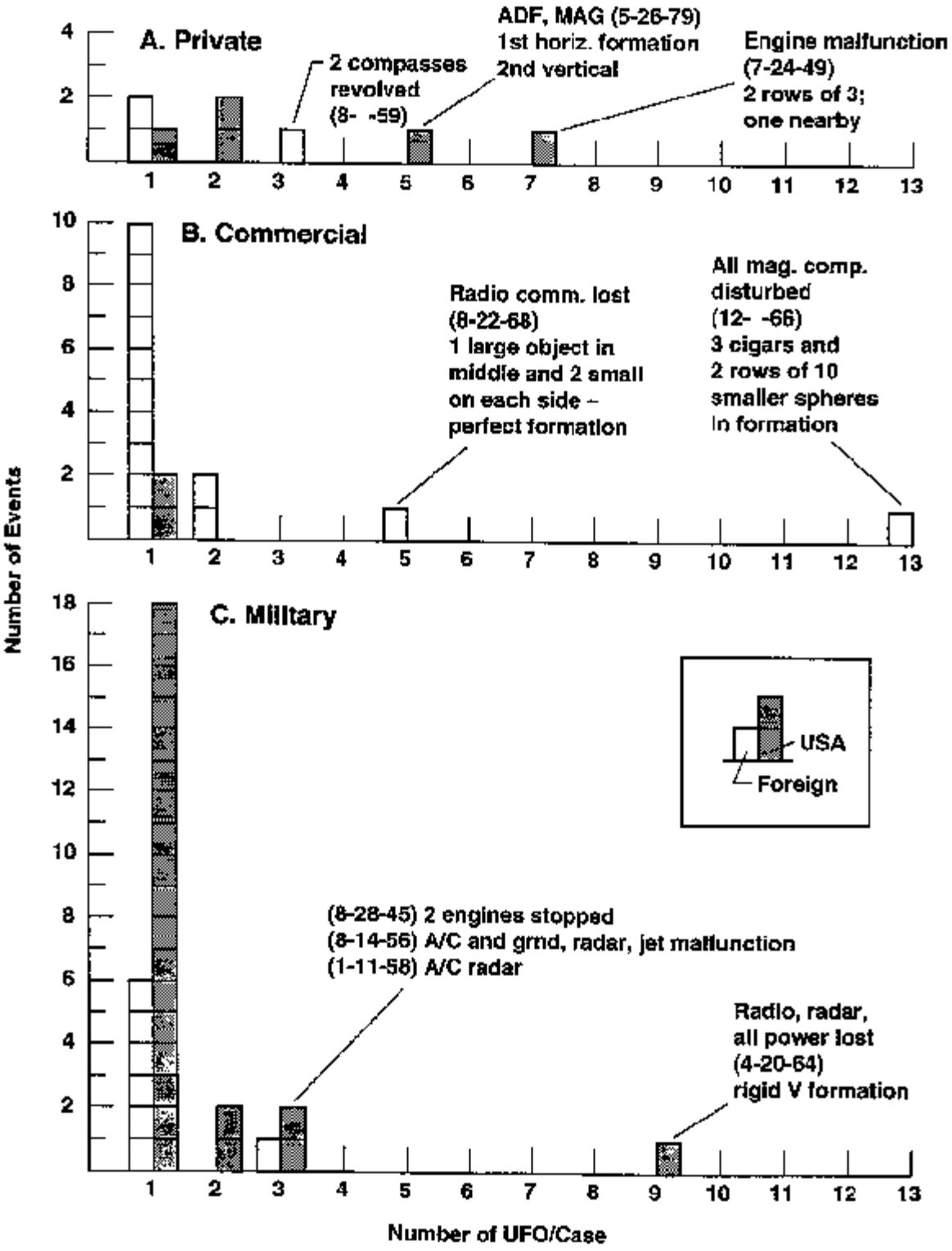

Local Time of Day Distribution
for These E-M Cases
Midnight
2400
0100
0200
0300
0400
0500
0600
0700
0800
0900
1000
1100
1200
Noon
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
2300
8
5
Number
of Cases
Nightime
Hours
Daylight
Hours
PM
AM
Nightime
Hours
Daylight
Hours

Figure 2
Distribution of Sighting Durations



Sighting Duration

Figure 3 Number of AAO per Case in Relation to Aircraft Classification



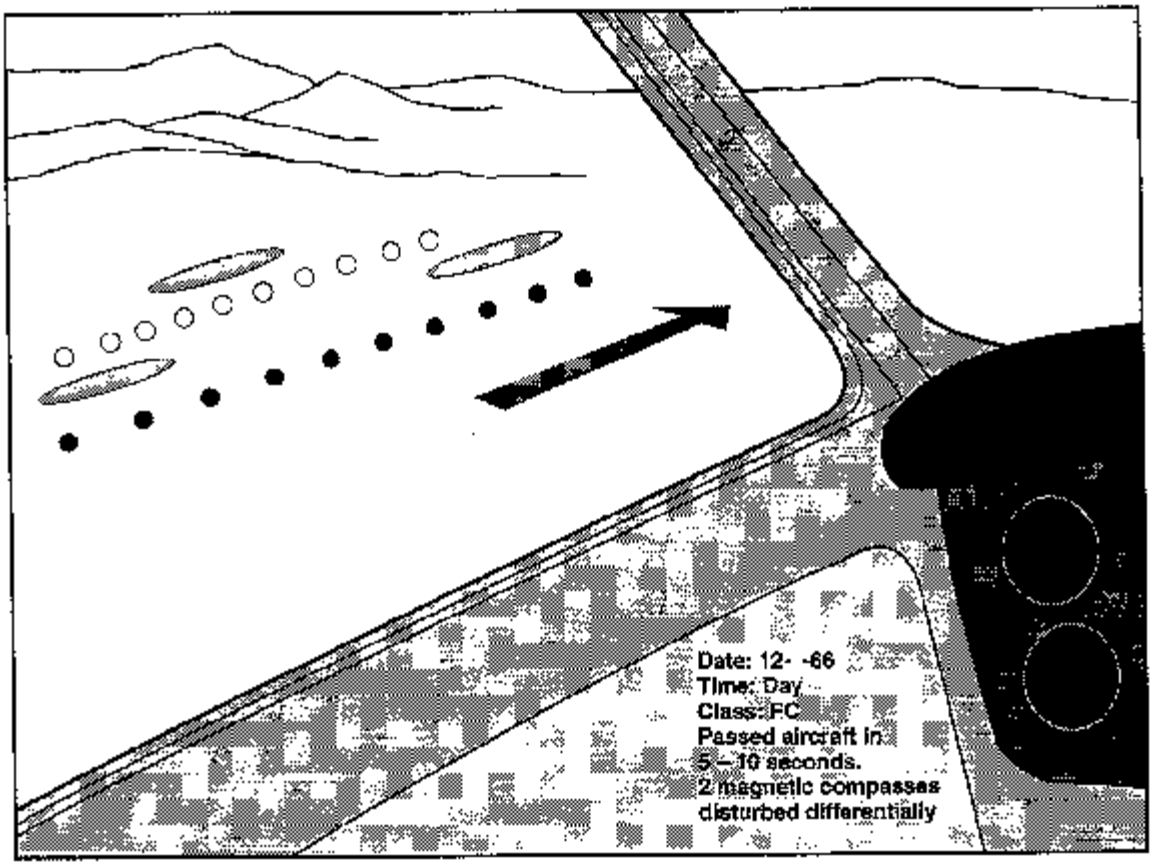

Date: 12- -66
Time: Day
Class: FC
Passed aircraft in
5 – 10 seconds.
2 magnetic compasses
disturbed differentially

Figure 5

Artist's Drawing of AAO Seen on
8-22-68 in Australia

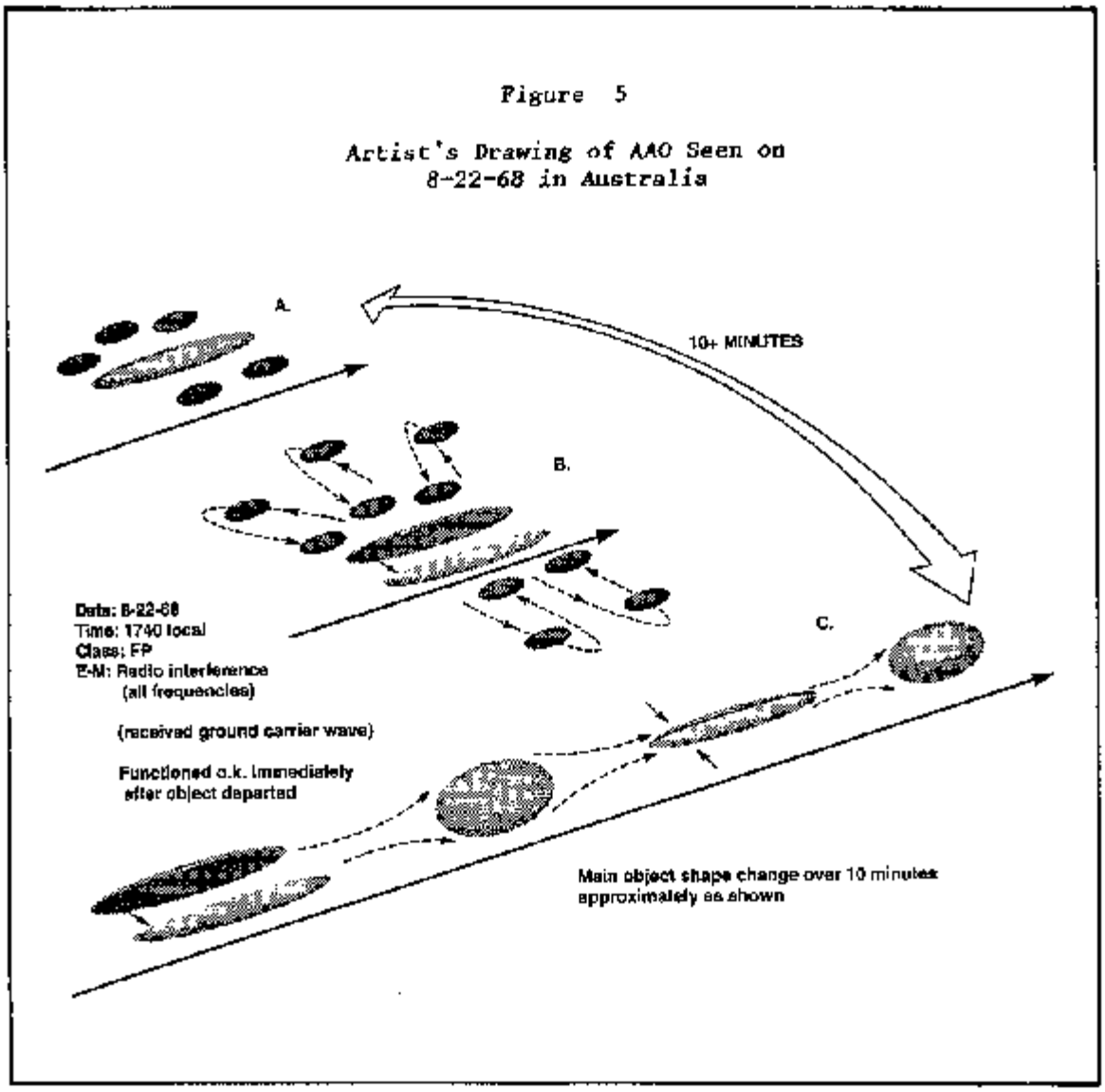


Figure 6

Relative Proportion of Reported E-M Effects

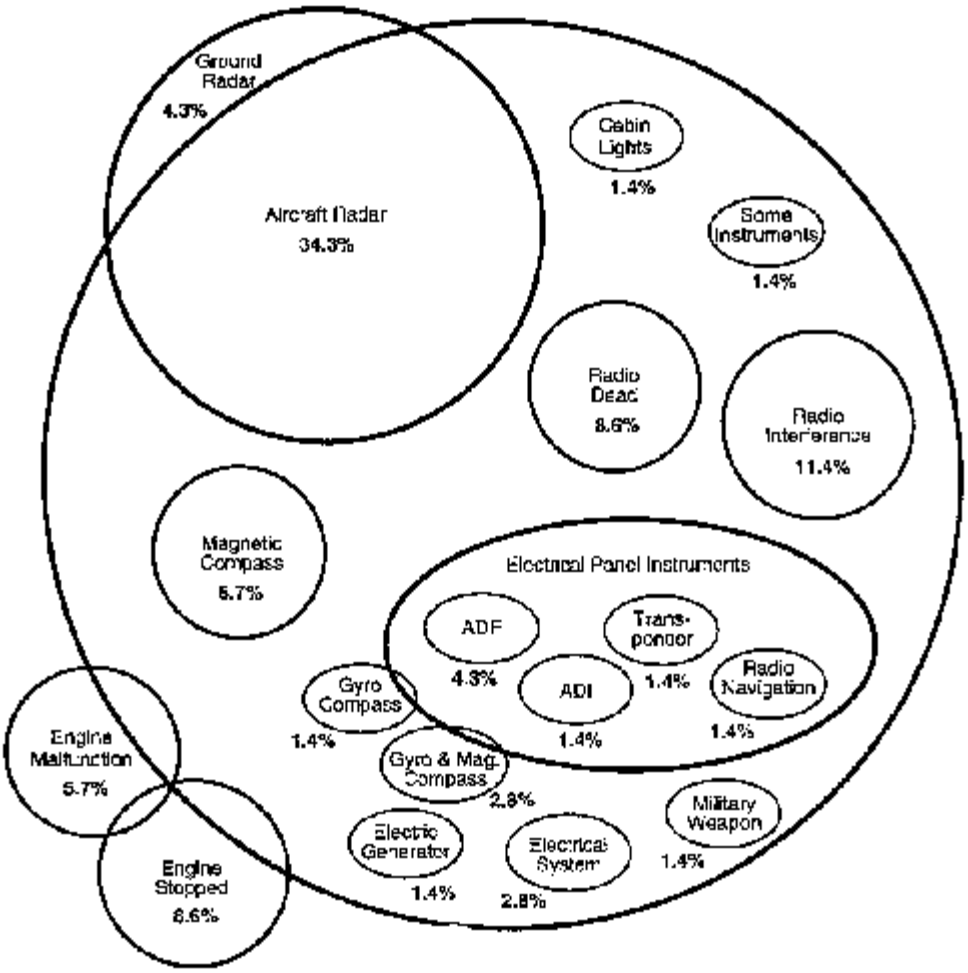
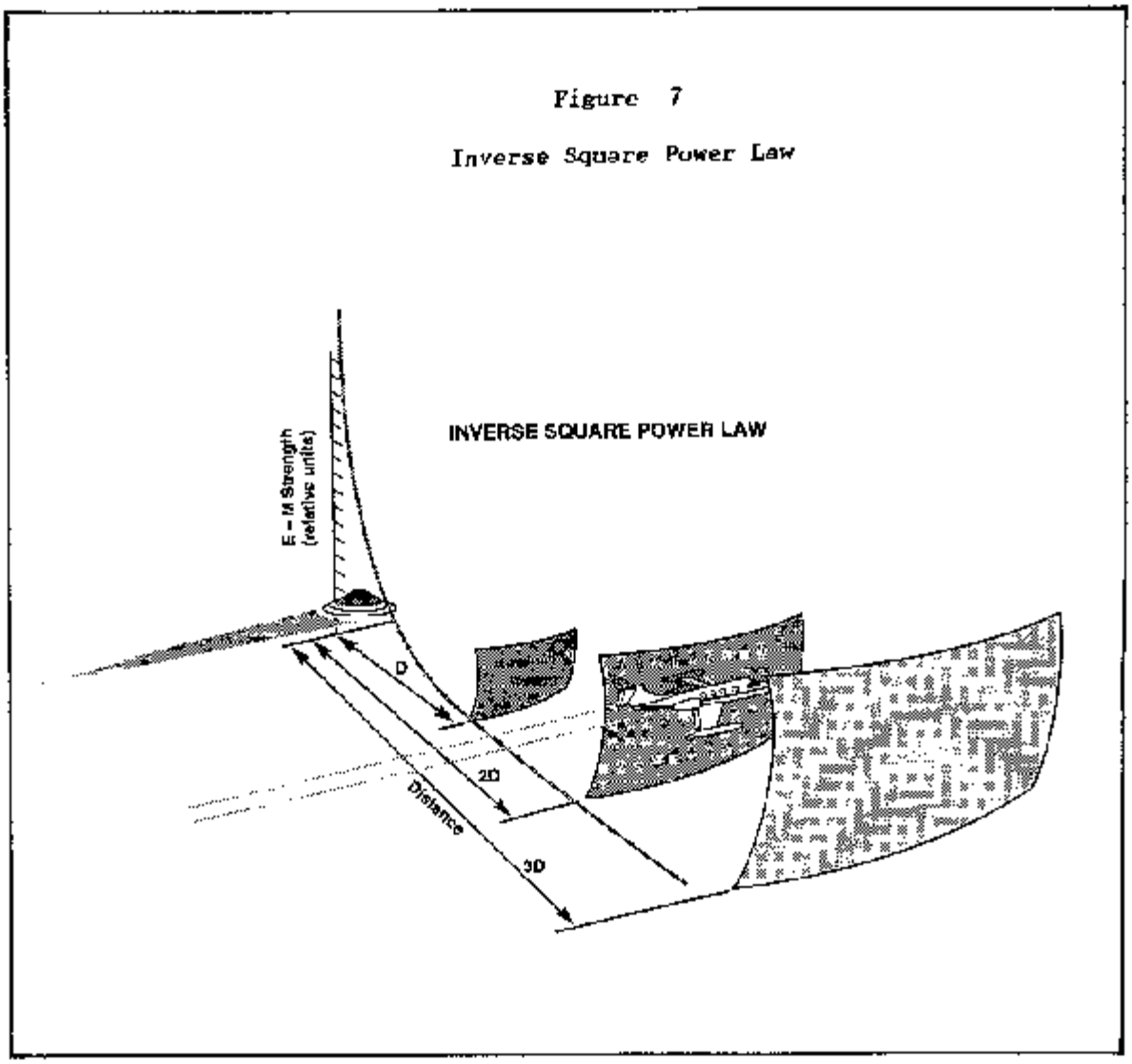


Figure 7

Inverse Square Power Law



Category 3 - E-M Cases

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
ALTERNATIVE TO M/W THEORY OF HOT RING	THOMAS	MUJ-194,09	3	
AREA 51, BOB LAZAR, DISINFORM-REEVALUAT	KNAPP	93 SYMP,214	3	RD
AUSTRALIAN RESEARCHES ET SPACE TECHNOLOG	SCHUESSLER	MUJ-188,17	3	F
BLACK HOLES & ROBERT LAZAR	AGGEN	MUJ-266,06	3	RD
CAL REP (MAGNETIC ANOMALIES & FLIGHT-II)	DRUFFEL	MUJ-148,15	3	
CAL REP, MAGNETIC ANOMALIES & UFO FLIGHT	DRUFFEL	MUJ-147,16	3	
COMMENTS ON DRUFFEL'S MERCURY THEORY	THOMAS	MUJ-200,12	3	
DETECTION & ANALYSIS OF AERIAL PHENOM	ELLISON	93 SYMP,113	3	
E-M EFFECTS ESTABLISHED UFO MYSTERY	HALL	MUJ-192,14	3	
FIELD-INDUCTION MAGNETOMETER	PENNINGTON	MUJ-151,14	3	
FIFTY-SIX A/C PILOT SIGHTINGS INVOL E-M	HAINES	92 SYMP,101	3	
FLYING SAUCER TECHNOLOGY	FRIEDMAN	80 SYMP,139	3	
HEALTH EFFECTS: A RESPONSE	PERSINGER	MUJ-249,17	3	
HYPERSPACE (VIRTUAL STATE) ENGINEERING	BEARDEN	80 SYMP,104	3	
INSTR SENSING, RECORDING, & DOC OF T.P.	STANFORD	80 SYMP,151	3	
INTERSTELLER SPACEPORTS & TRANS SYSTEMS	HOLT	86 SYMP,081	3	RD
INTERVIEW WITH BOB LAZAR	KIRBY	MUJ-306,08	3	RD
LIGHT-BENDING CASE	CHALKER	MUJ-145,17	3	F
LITTLE PHYSICS...LITTLE FRICTION (CONDON	WOOD	IUR-18-4,06	3	RD
MAGNETIC ANALYSIS OF CAR LIFTS	WILLSEY	MUJ-246,17	3	
MAGNETIC MOMENT: A REVIEW	THOMAS	MUJ-258,13	3	
MERCURY- POSS CLUE TO UFO PROPUL PART II	DRUFFEL	MUJ-197,12	3	
MERCURY- POSS CLUE TO UFO PROPULSION	DRUFFEL	MUJ-196,15	3	
NEUROPSYCHOLOGICAL ASPECTS OF VISITR EXP	PERSINGER	MUJ-247,10	3	
NORTH CAROLINA UFO	FAWCETT	MUJ-215,05	3	
OVERHEATING OF CAR BATTERIES	McCAMPBELL	MUJ-167,14	3	
PARADOXICAL ENERGY LEVELS	NOYES	MUJ-242,17	3	
PARALYSES BY MICROWAVES	NEAL	MUJ-283,13	3	
PERSINGER THEORY, THE	WANDERER	MUJ-184,09	3	
POSS INC CANCER & DEPR RISK (NR FLAPS)	PERSINGER	MUJ-244,03	3	
PREDICTING UFO EVENTS & EXPERIENCES	PERSINGER	82 SYMP,033	3	
RUPPELT RINGS: EFFECTS ON LF MAGN FIELDS	THOMAS	MUJ-197,05	3	
S. AMERICAN MAGAZINE MIMICS U.S. UFO	SCHUESSLER	MUJ-180,16	3	F
SCIENTIFIC CHALLENGE OF UFOS	McCAMPBELL	MUJ-194,03	3	
SOUTH TEXAS VEHICLE EFFECT CASES	HILL	MUJ-167,8	3	
STARFLIGHT, UFOS, AND SETI	MALLOVE	MUJ-184,16	3	E
TASTE FOR UFOS	McCAMPBELL	MUJ-205,03	3	
TO CATCH A FLYING STAR	ANDRUS	MUJ-257,11	3	
TRUTH ABOUT THE ELLSWORTH CASE	PRATT	MUJ-191,06	3	D
UFO I/F WITH VEHICLES SELF-START ENGINES	McCAMPBELL	83 SYMP,045	3	
UFO INSTRUMENT LANDING SYSTEM	LEET	MUJ-180,03	3	RD
UFO LIFTING POWER	CRAIN	MUJ-210,03	3	
UFO LIFTS CAR UP ON ITS SIDE		MUJ-189,03	3	
UFO LIGHT BEAMS: SPACE-TIME PROJECTIONS	HOLT	84 SYMP,120	3	TT
UFO PROPULSION MODEL	ALZOFON	82 SYMP,041	3	RD
UFO PROPULSION: PULSED R/A & CRYST STRUC	HOLT	83 SYMP,127	3	RD
UFO RADIO INTERFERENCE	McCAMPBELL	MUJ-227,12	3	
UFO SOUND RECOGNITION TECHNIQUE	HAINES	MUJ-252,25	3	
UFOS AND HOT RINGS	McCAMPBELL	MUJ-189,12	3	
UFOS AS TIME TRAVELERS	SWORDS	IUR-15-5,18	3	TT
UFOS: MORE ENGINE EFFECTS	McCAMPBELL	MUJ-203,04	3	
UNIFIED FIELD THEORY AND THE UFO	MONTIETH	80 SYMP,077	3	
UPDATE ON BELLWOOD, PA UFO CAR LIFT CASE	GORDON	MUJ-200,09	3	
VEHICLE INTERFERENCE CASES: A REVIEW	BASTERFIELD	MUJ-178,04	3	
VEHICLE INTERFERENCE EFFECT	THOMAS	MUJ-233,03	3	
VEHICLE INTERFERENCE: CAUTIONARY COMMENT	JOHNSON	IUR-15-1,19	3	

Created by Francis Ridge mailto:nicap@insightbb.com

NICAP Home Page

Regional Sighting Information Database (RSID-C2)

DATE	TIME	LOCATION	ST	HY	WT	DESCRIPT	F USED	REF
2703XX		FRANKFORT, W	IL	C2				SL-27,9
41XXXX	MORN	MIDDLETOWN	OH	C2	01	BELL		SL-57
480829		MAPLEWOOD	OH	C2				EGBA,709
5106XX		CAMBRIDGE	OH	C2	01			EGBA,689
520521		PEORIA	IL	C2	01			EGBA,550
521023		INDIANAPOLIS	IN	C2	01			EGBA,674
531114		WARREN	OH	C2	01			EGBA,721
540117	EVEN	CINCINNATI	OH	C2	01	OBJ	6	CR,05/54
5405XX		LAPORTE	IN	C2	01	LTS, LB	3	UFOE,74
540922		MARSHFIELD	MO	C2	01			HUR,178
541022	1515	MARYSVILLE	OH	C2	60	CIGAR	6	CR,12/54
541023		CINCINNATI	OH	C2				CR,12/54
5411XX		KANKAKEE	IL	C2				CR,XX,57
550309		PARIS	IL	C2	01			EGBA,549
550706		WAUKEGAN	IL	C2	01			EGBA,555
550806	0100	CINCINNATI	OH	C2	01	OVOID	6	CR,09/56
550825	EVEN	BEDFORD	IN	C2	XX	OBJECT	3	UFOE,74
550903	2115	CINCINNATI	OH	C2	02	SPHEROID		CR,10/55
551002		UHRICHSVILLE	OH	C2	01			EGBA,721
551009		CINCINNATI	OH	C2				CR,12/55
560709		BLOOMINGTON	IN	C2				FSSB,28
560927	0300	CINCINNATI	OH	C2		LIGHTS		CR,11/56
56SUMR		DONELSON	TN	C2	01			EGBA,493
56XXXX	0300	BLOOMINGTON	IN	C2	05	OW LB	3	FSSB,28
56XXXX		STOVER	MO	C2			6	PTAW,19
570121	2030	KNOXVILLE	TN	C2	01	FIREBALL		CR,03/57
570125		KNOXVILLE	TN	C2				CR,XX/57
570625		GREENCASTLE	IN	C2	01			EGBA,672
5706XX		WARRENSBURG	MO	C2				UE,240
571015	DAYT	COVINGTON	IN	C2	01	DISC	3	UFOE,136
571104	0317	ELMWOOD PARK	IL	C2	03	EGG		HUR,172
571105	EVEN	RINGWOOD	IL	C2		OBJECT	3	UFOE,74
571105		SPRINGFIELD	OH	C2				EGBA,719
571106	EVEN	MEROM	IN	C2	07	CIRCwLB	5	FSSB,32
571106	EVEN	DANVILLE	IL	C2		LIGHT	3	UFOE,64
571106		MONTVILLE	OH	C2	01			UFOE,114
571108		CHICAGO	IL	C2				EGBA,531
571109		LAKE CITY	MO	C2				EGBA,572
571110	1900	HAMMOND	IN	C2	05	OWL	3	UFOE,64
571110		MADISON	OH	C2	01		10	EGBA,708
571114	EVEN	TAMAROA	IL	C2	MW	OBJECT	3	UFOE,75
5804XX		LAPORTE	IN	C2				CE,148
581003	0310	ROSSVILLE	IN	C2	05	DISCS		FSSB,62
590319		KYGER	OH	C2				EGBA,706
590830		NOBLESVILLE	IN	C2	01			EGBA,678
590907	DAYT	WALLINGFORD	KY	C2	01	DISC	6	UFOE,151
59SUMR	EVEN	MANSFIELD	OH	C2	04	EGG		MORA
600722		MARTIN	TN	C2	01			PTAW,24
6203XX	EVEN	WHEATFIELD	IN	C2	01	LIGHT	1310	CE,164
630621		HILLSIDE	IL	C2	01			EGBA,540
630804	2330	WAYNE CITY	IL	C2	MW	WBOL	135	
630807	2045	FAIRFIELD	IL	C2	02	DIAMOND	4	
630813	EVEN	GREENVILLE	IL	C2	26	CONE	FI-4	NCS
640507		N. LAWRENCE	OH	C2				UI,2,7
640517		MASSILLON	OH	C2				EGBA,710
640517		N. LAWRENCE	OH	C2				UFOI-2,7
640614	2100	DALE	IN	C2	01	RBOL	1356	
6407XX		GREENEVILLE	TN	C2	01			EGBA,494
6410XX	EVEN	CIRCLEVILLE	OH	C2	04	OWW		RUFOS
65/66	EVEN	PEPPERTOWN	IN	C2	03	DOMESHAP	1	
650520		LEROY TWP.	OH	C2	01			UI-3,5
6509XX	2030	INDIANAPOLIS	IN	C2	03	DISC	1	
65XXXX		INDIANAPOLIS	IN	C2	MW	SATURN		UFOI
65XXXX		GERALD	MO	C2	01			EGBA,566
660226		TRIVOLI	IL	C2				EGBA,555
660328		FAYETTEVILLE	TN	C2	01			EGBA,493

660330	EVEN	LEWISBURG	IN	C2	05	OVAL		EGBA,676
660418		LANCASTER	OH	C2	01			UI,3,7
660422	0015	ALLIANCE	OH	C2	02	DDISC		NL,8
6605XX		SEDALIA	MO	C2				PTAW,41
660622		MIDDLEBURY	IN	C2	01			EGBA,677
660727	EVEN	FRANKFORT	IN	C2	01	LIGHT	13	FSHN,66
660801		SPRINGFIELD	MO	C2				PTAW,43
660819		E. LIVERPOOL	OH	C2	01			EGBA,701
660924		PEORIA	IL	C2				SL-16,12
661001	0200	OWEN CO.	IN	C2	04	BALL		
661005	0530	CONNERSVILLE	IN	C2	02	DOMED		APROB,15
661012		JONESBORO	TN	C2	01			UI-3,5
661014	1845	NEWTON	IL	C2	01	DISC		NL-45
661021	2040	CONNERSVILLE	IN	C2	01	OVAL		
6610XX		BENTONVILLE	IN	C2	01			EGBA,667
66SUMR	2300	MONTICELLO	IN	C2	02			
670103		NEW RICHMOND	IN	C2				EGBA,678
670115	2100	SHELBYVILLE	KY	C2	MW	ELONGATE	3	APROB,15
670120		VICTORIA	TN	C2	01			EGBA,500
670210		SANDUSKY	OH	C2	01			UI,3,6
670211	EVEN	MILFORD	OH	C2	02	MUSHROOM		NL,21
670228	2100	OWEN CO.	IN	C2	01	LIGHT		
670318		LEBANON	OH	C2	01			APROB-15
670321	0200	MASCOUTAH	IL	C2	02	OVAL	6	SL-71
670321		NEW BADEN	IL	C2				PTAW,46
670815		HUEY	IL	C2			6	SL-33,11
671219		MAHOMET	IL	C2	01			EGBA,544
671222		HOLMES CO.	OH	C2				EGBA,705
671229		BREESE	IL	C2	01			SL-17,11
67SUMR	EVEN	ELDON	MO	C2	01	DDISC		SL-71
67XXXX		BARNETT	MO	C2	01	DISC		SL-43,10
67XXXX		ELDON	MO	C2	01			SL-43,10
67XXXX		IRONTON	MO	C2				PTAW,46
680115		VILLA PARK	IL	C2	01		3	APROB,16
680124		HILLSIDE	IL	C2	01		3	APROB,16
680209		GROVETON	MO	C2				HUR,193
680304		CAROL STREAM	IL	C2	01			APROB,16
680319		BEALLSVILLE	OH	C2	01		3	APROB-16
680401	2245	FRANKFORT	KY	C2	02			UE,239
6805XX		CENTRALIA	IL	C2				SL-58,11
680628		AKRON	OH	C2				EGBA,685
681026	2200	GREENFIELD	IN	C2	02	OBJ/TD	6	NICAP
6902XX		LUTESVILLE	MO	C2	01			PTAW,61
690304		ATLANTA	MO	C2	01			SL-17,1
690306		LANCASTER	MO	C2				SL-18,4
690416		MADISON	MO	C2				SL-19,3
690518		RISING SUN	IN	C2	01			EGBA,680
690821		DUPO	IL	C2				EGBA,535
690829		HAMILTON	IL	C2	02			SL-23,5
691130		PLAINVILLE	IL	C2	01		3	SL-26,7
691219		QUINCY	IL	C2	01			SL-42,7
69XXXX		SEDALIA	MO	C2				SL-22,7
700402		EATON	OH	C2	01			SL-37,7
701129		NAUVOO	IL	C2				SL-40,13
70XXXX		NEWARK	MO	C2	02		3	SL-50,13
710516		ANDERSON	IN	C2	04	OBJECT	6	PTAW,76
710516	2130	CHESTERFIELD	IN	C2	04	BALL		PTAW,76
71XXXX		CANTON	OH	C2	01			EGBA,690
7202XX		QUINCY	IL	C2				EGBA,551
720310	0400	MILHOUSEN	IN	C2	02	BOOMERNG		
720310		GAYNORSVILLE	IN	C2	01			APROB,21
7207XX		BARBERTON	OH	C2	01			EGBA,687
720801	EMOR	LEBANON	IN	C2	02	SwBATWNG		SL-60,9
7208XX		GALVA	IL	C2	01			EGBA,538
720914		HOUSTON	MO	C2				SL-66,10
72XXXX		BRUNSWICK	MO	C2				PTAW,80
7301XX		BLUE CREEK	TN	C2	01			EGBA,491
7302XX	2020	TENNYSON	IN	C2	01	LIGHTS	135	
730307		AKRON	OH	C2				PTAW,56
730328		CLEARWATER D	MO	C2	01			APROB,21
730403		ELLSINORE	MO	C2	01			EGBA,564
730502		ST. CHARLES	MO	C2	01			SL-74,16
730510	2115	SCHAUMBURG	IL	C2	10	LIGHTS		SL-68,5
730510		ELK GROVE VL	IL	C2	01			EGBA,536

730628		COLUMBIA	MO	C2	01			SYM74,46
730822		ST. JOSEPH	MO	C2	01			PTAW,579
730930	2130	COLUMBUS	OH	C2	01	OBJECT		NCS
730930		SHORES	TN	C2	01			HR,76,18
731001	EVEN	GILES	TN	C2	02	EGG		SL-76,17
731003	0615	JACKSON	MO	C2	01	TURNIP	3	SYM,93
731003		MALTA BEND	MO	C2				PTAW,93
731005	0300	ZEIGLER	IL	C2	01	LIGHT		EGBA,557
731014		COLUMBUS	OH	C2	01			EGBA,697
731014		MUNFORDVILLE	KY	C2	01			EGBA,511
731015	1430	RED BUD	IL	C2	01	HORSESHO		SL-76,4
731015		CHATTANOOGA	TN	C2	01			EGBA,492
731016		MT. REPOSE	OH	C2	01			SR,156
731017		LAKE TWP.	OH	C2	01			EGBA,706
731017		CHATTANOOGA	TN	C2	01			SR,126
731017		PIGEON FORGE	TN	C2	01			EGBA,498
731018	2300	MANSFIELD	OH	C2	04	CIGAR	11	SYM79,
731018		DEKALB CO.	IN	C2				EGBA,670
731018		O'FALLON	IL	C2				PTAW,95
731020	0650	ST. PHILLIPS	IN	C2	03	WBOL	13	
731028		BELPRE	OH	C2			3	APROB,22
731028		HIGHLAND	IL	C2	01			EGBA,540
731031		GILES CO.	TN	C2				EGBA,494
7310XX		ETNA GREEN	IN	C2	01			EGBA,670
731104		KANSAS CITY	MO	C2				PTAW,96
731112		LYNCHBURG	OH	C2	01			SR,152
73XXXX		JOHNSON CITY	TN	C2	01			PTAW,494
740320		AVON LAKE	OH	C2				EGBA,687
740408		FAYETTEVILLE	IN	C2	02		6	HYNEK
7404XX		MARSHALL	MO	C2				PTAW,99
740523	2200	CALHOUN	IL	C2	04		1	CUFOS
741020	2145	ELKHART	IN	C2	02	BALL		EGBA,670
741128	1143	SHABBONA	IL	C2	01	DISC	311	SL-89,5
741221	2330	DARMSTADT	IL	C2	03	DISC		SL-90,12
74XXXX		SEDALIA	MO	C2				PTAW,99
750101	2120	BELLEVILLE	IL	C2	02	OBLONG	6	EGBA,523
750101	2130	KEYESPORT	IL	C2	01	OBLONG		SL-89,10
750104	XXXX	MARIEMONT	OH	C2				PTAW,106
750123	2100	INDIANAPOLIS	IN	C2	02		3	C 8/75
750506	XXXX	DAYTON	OH	C2				SR,173
750510	XXXX	FLORENCE	KY	C2				SR,63
750911		GALVESTON	IN	C2		DISC		CUFOS
751104	XXXX	ROSS	OH	C2	01			SR,38
751115		PACIFIC	MO	C2	01			SL-99,11
751119	XXXX	CINCINNATI	OH	C2	01			SR,38
760207	0515	FARMERSVILLE	IN	C2	02	RECTANGL	14	
760718	XXXX	GRAVEL SWITC	KY	C2	01			SR,242
770202	XXXX	LOUISVILLE	KY	C2	01			APROB,25
7702XX	XXXX	PINEVILLE	MO	C2	01			EGBA,577
770323	0540	FARMLAND	IN	C2	01	LIGHTS	3	
770715	2245	BELLEVUE	KY	C2	01	SAUCER		MUJ-122
7707XX	EVEN	CONNERSVILLE	IN	C2	03	TRIANGLE	5	
7708XX	XXXX	BERLIN HTS	OH	C2	01			EGBA,688
780121		KENTON CO.	KY	C2				EGBA,508
780122		KENTON CO.	KY	C2				EGBA,508
780329	2130	INDIANAPOLIS	IN	C2	MW	BEAM	3	MUJ-126
780615		COLE CAMP	MO	C2	01			EGBA,563
7806XX		ST. CHARLES	MO	C2		LIGHT		UFORN
780727	0030	UNION	MO	C2	01	LIGHT	3	UFORN
780727		SHEFFIELD	OH	C2				IUR,3,6
780804		ELSBERRY	MO	C2				EGBA,565
781008	0700	JENKINS	MO	C2	06	EGG	6	IUR,3,12
781012		PURDY	MO	C2	01			EGBA,577
781108	2100	GREENFIELD	IN	C2	03	LIGHTS	6	MUJ,142
781108		GREENFIELD	IN	C2	01			EGBA,672
781108		WILLOW BRANC	IN	C2	01			EGBA,682
781128	XXXX	RICHMOND	KY	C2	01			EGBA,513
781129	2130	RICHMOND	KY	C2	03	CIGAR		MUJ-140
781216	2020	ABBINGTON	IN	C2	05	DKOBJ	3	EGBA,667
790909	0430	STREAMWOOD	IL	C2	01	LIGHT		IUR,4,5
790920	0530	POPLAR GROVE	IL	C2	01	LIGHT	35	IUR,4,5
800817	0115	LIMA	OH	C2	03	FLAT		C9-10/80
801026	1900	GREENE CO.	IN	C2	02	OWL		IUR-3,5
810330	2200	ALTON	IL	C2	02	OVAL		IUR-3,5

810711	2230	PORT BYRON	IL	C2	01	LIGHT		IUR-3,6
82SUMR	0200	HOPE	IN	C2	01	SAUCER	156	
830826	0400	CEDAR LAKE	IN	C2	02	RIBBON		IUR-9,1
84/85	0100	BLOOMINGTON	IN	C2	04	LIGHT	FI-4	
840519	2400	WILLIAMS	IN	C2	01	OBJECT	15	
860817	0400	MONTGOMERY	IN	C2	02	WINDOWS	15	FAA INDY
870526	2245	FAIRMOUNT	IN	C2	03	POPSICLE	1	NUFORC
8706XX		EUREKA	IN	C2	01	DISCFROG	15	
870916	2325	MEMPHIS	IN	C2	02	OWL	14	
870924	2153	CORYDON	IN	C2	01	SAUCER	13	
880928	0030	ATHERTON	IN	C2	03	OWL	13	MUFON HQ
881123	0205	SALESVILLE	OH	C2	01	OB,GIANT		NCS-234
881204	0200	INDIANAPOLIS	IN	C2	02	SHUTTLE	13	
890117	0131	FT.WAYNE	IN	C2	02	DELTA	13	
890121	2250	CORYDON	IN	C2	05	LIGHTS	18	
8901XX	0050	MOSCOW	OH	C2	01	TRIANGLE		
890405	0300	PLAINFIELD	IN	C2	02	OWL	1	
891119	0135	NW	AR	C2	05	SAUCER	3	AUN-3,1
891221	0100	MARTINSVILLE	IN	C2	02	RECTANGL	1	
900222	1730	HENRYVILLE	IN	C2	01	DISC	14	
900327	2230	KOKOMO	IN	C2	01	HAMBURG	13	
900407	2345	NEW ALBANY	IN	C2	02	OWL	FI-4	
900530	2215	CALUMET CITY	IL	C2	04	DDISC	14	
9008XX	EVEN	MILAN	IL	C2	04	LIGHTS		
911108	EVEN	ECKLAND	MO	C2	01	DISC	8	AUN-1,3
920311	1030	DELAVAN	IL	C2	01	ROUND		NCS-273
920503	MIDN	FORDLAND	MO	C2	03	OWL		AUN-4,9
920815	0530	MARSHFIELD	MO	C2	02	BOOMERNG		MO GROUP
930227	0140	GRAIN VALLEY	MO	C2	01	PLATE		AUN,0493
9302XX	0530	WEBSTER CO.	MO	C2	02	DISC		ENIGMA
930713	2230	TOPEKA	IN	C2	01	FTBALL	FI-4	
930827	1645	McDONALD	MO	C2	01	FTBALL		AUN,0993
930926	0145	OSCEOLA	MO	C2	01	OWL	3	AUN,1093
940101	2030	MONROE CITY	IN	C2	03	BLKTRIAN	3	UPRO
940317	EVEN	LIBERTY	KY	C2		CRAFT		
940831	EVEN	HAMILTON	IN	C2	MW	TEARDROP	8	NCS
950729	2330	ST. LOUIS	MO	C2	02	DIAMOND		MICHMUFO
N.D.	XXXX	HUTSONVILLE	IL	C2				EGBA,541

National Investigations Committee On Aerial Phenomena

Category 3
Electromagnetic Effects

This listing covers cases to end of 1963, For 1964 to recent, click on link below:
http://www.nicap.org/cat3-1964on.htm

Since the historical research documentation endeavor is currently concentrating on the best physical evidence cases, in particular radar (Cat 9), sightings from aircraft (Cat 11), and those with a possible nuclear connection (some Cat 10), this page is under construction. The cases listed here represent reports in which a distinct UFO was observed at the same time and place that a definite electro-magnetic effect (E-M) such as a car-stalling occurred.

Report - August 28, 1945; near Iwo Jima, C-46 had engine trouble, lost altitude, as three UFOs were observed from plane. [2.]

Report- June 24, 1947; Cascade Mts., Oregon, compass needle waved wildly as UFO passed overhead.

Report - Fall 1949; New Mexico, music on car radio blanked out by static as UFO passed low over car.

Report - Sept. 1950; Korea, Navy planes on mission approached by two large discs, radar jammed, radio transmitter blocked by buzzing noise each time new frequency tried.

Report - February 10, 1951; Gander, Newfoundland, Bethune Case. Several onboard aircraft compasses slowly rotated or spun during UFO encounter.

Report - Spring 1951; Korea, Craft hit soldier with light beam

Report - March 26, 1952; Long Beach, Calif. Two yellowish discs passed by slowly; "as they passed the radio was agitated twice."

Report - January 9, 1952; Kerrville, Texas. Odd 'roaring" interference on radio as UFO circled town.

Report - September 29, 1953; Easton, Pa., Television picture "began going up and down real fast," as UFO emitting white vapor passed overhead.

Report - January 29, 1954; near Santa Ana, Calif., car radio quit and motor missed as UFO passed low over car.

Report - June 21, 1954; Ridgeway, Ontario, Canada, Car motor quit as UFO crossed highway ahead of car.

Report - August 30, 1954; Porto Alegre, Brazil. House lights failed as UFO passed.

Report - September 16, 1954; Marion, Va. Radio station transmitter failed to operate properly as round shiny UFO passed tower.

Report - September 18, 1954; New Mexico. Large green fireball observed; radio and television interference noted over wide area.

Report - October 7, 1954; St.-Jean-d'Asse, France. Car motor and headlights failed; UFO over road.

Report - October 9, 1954; Cuisy (Seine-Et-Marne), France. Car motor and headlights failed as cigar-shaped UFO passed above.

Report - October 11, 1954; Fronfrede (Loire) France. Car motor and headlights failed as UFO crossed road ahead of car, below cloud cover.

Report - October 11, 1954; Clamecy (Nievre), France. Car motor and headlights failed, passengers felt shock and numbness; round UFO took off from nearby field.

Report - October 11, 1954; Chateauneuf-Sur-Charente, France. Car motor and headlights failed; two UFOs observed at low altitude ahead of car.

Report - October 14, 1954; near Brosses-Thillot, Saone-Et-Loire, France. Motorcycle stalled, round lighted UFO observed about 50 yards ahead.

Report - Oct. 16, 1954; Banlolet, Seine-Infeneure, France. 4 UFOs at low altitude ahead of car. One descended toward road; driver felt shock, numbness, car motor, headlights failed.

Report - October 18, 1954; Coheix, Puy-De-Dorne, France. Driver of light truck felt half paralyzed, motor began missing; dark elongated object seen in nearby field.

Report - October 20, 1954; Schirmeck, France. Motorist felt paralyzed, motor stalled, heat felt; UFO on road.

Report - October 21, 1954; near La Rochelle, France. Motorist and child felt shock and heat, motor and headlights failed; then luminous UFO became visible ahead of car.

Report - October 23, 1954; Cincinnati, Ohio. Radio made harsh shrieking noise, volume increased; then reddish disc seen circling overhead.

Report - October 27, 1954; near Linzeux, France. Headlights and motor failed, passengers felt "electric shock"; UFO passed ahead of car.

Report - November 14, 1954; Forli, Italy. Conventional and diesel tractors driving side by side, conventional stalled, diesel did not, as luminous UFO flew overhead.

Report - December 5, 1954; North East, Pa. House radio "pulsated" as UFO observed hovering low over Lake Erie.

Report - February 2, 1955; near Valera, Venezuela. Com. airliner en route fr Barquisimeto; radio went dead both at Valera and Barq. as pilot started to report a UFO sighting.

Report - April 6, 1955; New Mexico. Three unusual green fire balls; heavy radio and TV disturbance reported.

Report - June 26, 1955; Washington, D. C. National airport ceiling lights went out as round UFO approached. UFO caught in searchlight, searchlight went out.

Report - August 25, 1955; Bedford, Indiana. House lights dimmed and brightened as hovering UFO pulsated.

Report - Sept. or Oct., 1955; Agrinion, Greece. Truck driver and hotel manager driving over mountain road saw luminous object fly overhead, truck engine stopped.

Report - May 1954; La Porte, Indiana. Car lights and radio went off, motorist saw three round or oval UFOs moving as unit, emitting beams of light toward ground.

Report - May 1, 1954; Tokyo, Japan. TV pictures distorted as UFO passed over.

Report - July 28, 1954; Brentwood, Calif. "Sparkling green light" appeared to land in orchard,
television reception interrupted.

Report - October 1956; Oslo, Norway. Motorist felt "prickly sensation," wristwatch magnetized when UFO flew in front of car and hovered over road.

Report - October 28, 1956; Minot, North Dakota, photos by missile crew, radar

Report - November 16, 1956; Lemmon, S.D. Railroad phones, automatic block system "mysteriously dead" as UFO passed over railroad yards.

Report - December 1956, Far East. Visual & radar sighting of round UFO by Air Force jet pilot. Radar jammed by strong Interference.

Report - April 14, 1957; Vins-Sur-Caraney, France. Metal signs magnetized after vibrating as UFO maneuvered near. Deviation of compass noted in immediate area of sighting.

Report - April 19, 1957; Maiquetia, Venezuela. Airliner en route to Maiquetia sighted UFO; strange radio signals received at Maiquetia airport at same time.

Report - April or May 1957; Moriah Center, N. Y. "Television started to have all sorts of trouble"; witness called out-doors in time to see red disc pass overhead.

Report - May 31, 1957; Kent, England. Airliner suffered radio failure during UFO sighting. Normal functions returned when UFO left.

Report - June 25, 1957; Baltimore, Maryland. Car radio stopped playing and street lights went out as formation of seven white discs with red rims passed overhead.

Report - August 14, 1957; near Joinville, Brazil. Airliner cabin lights dimmed and engine sputtered during UFO sighting.

Report - October 15, 1957; Covington, Indiana. Combine engine failed as hovering UFO began to rise.

Report - October 30, 1957; Casper, Wyoming. Car motor kept stalling as motorist tried to turn around to avoid UFO sitting on road.

Report - October 31, 1957; Lumberton, N.C. Car motor failed as UFO observed.

Report - November 2, 1957; near Seminole, Texas. Car motor and headlights failed, UFO seen on road.

Report - November 2, 1957; Amarillo, Texas. Car motor failed, UFO seen on road.

Report - November 2/3, 1957; Levelland, Texas. Many witnesses, series of sightings,

watched egg-shaped UFOs on or near ground, nine instances of car interference.

Report - November 3, 1957; near Calgary, Alta., Canada. Car motor missed, headlights flickered as UFO arced overhead.

Report - November 3/4, 1957; Ararangua, Brazil. Airliner direction finder and transmitter - receiver burnt during UFO sighting.

Report - November 3/4, 1957; Sao Vicente, Brazil. ltaipu Fort electrical system failed, sentries received burns as UFO approached and hovered.

Report - November 4, 1957; Elmwood Park, Illinois. Squad car lights and spotlight dimmed as police pursued low-flying UFO.

Report - November 4, 1957; Toronto, Ont., Canada. TV interference (audio); viewers called out by neighbors to see UFO.

Report - November 4, 1957; Orogrande, N.M. Car motor stalled, radio failed, heat felt. Stokes Case.

Report - November 4, 1957; Kodiak, Alaska. A "steady dit-dit-dit" interference on police radio during UFO sighting.

Report - November 5, 1957; Ft. Oglethorpe, Ga. Brilliant round orange object hovered, revolving; television blacked out.

Report - November 5, 1957; near San Antonio, Texas. Car radio quit, headlights dimmed, engine stopped; UFO seen hovering low over field.

Report - November 5, 1957; Hedley, Texas. Farmer saw UFO; neighbor reported TV off at same time.

Report - November 5, 1957; Philadelphia, Penn. Apartment lights dead, electric clock stopped; bright light awakened couple. Milkman reported flaming disc.

Report - November 5, 1957; Hobbs, N.M. Speeding car, motor failed, lights went out as UFO swooped over car.

Report - November 5, 1957; Ringwood, Illinois. UFO followed car returning to town. TV sets in town dimmed, finally lost both picture and sound during same period of time.

Report - November 5, 1957; 5. Springfield, Ohio, Car and cab stalled as UFO observed.

Report - November 6, 1957; Merom, Indiana, Gilham Case. Ironworker stood under UFO for ten minutes, treated at hospital for burns.

Report - November 6, 1957; Pell City, Alabama. Car motor stalled, as driver attempted to approach UFO hovering low over ground.

Report - November 6, 1957; Houston, Texas. Car motor stalled, radio blanked with static, during UFO sighting.

Report - November 6, 1957; Santa Fe, N.M. Car motor failed, car clock and wristwatch stopped as UFO passed low over car.

Report - November 6, 1957; Danville, Illinois. Police chased UFO, unable to notify

headquarters "because their radio went mysteriously dead."

Report - November 6, 1957; Montville, Ohio. TV blurred, next day found automobile pockmarked. Night of Olden Moore's report of UFO on ground one-half mile from viewer's house.

Report - November 6, 1957; north of Ottawa, Canada. Battery radio and portable short wave radio failed, tone signal heard on one short wave frequency. UFO hovering.

Report - November 7, 1957; Lake Charles, La. Car motor sputtered and failed as UFO hovered low overhead.

Report - November 7, 1957; near Orogrande, N.M. Car traveling about 60 mph. Speedometer waved wildly between 60 and 110. UFO then sighted.

Report - November 9, 1957; Near White Oaks, N.M. Car lights failed as UFO observed.

Report - November 10, 1957; Hammond, Indiana. Loud beeping caused radio interference as police chased UFO. TV blackout in city, motorist reported radio failure.

Report - November 12, 1957; Rumney, N.H. Car motor and lights failed. Ground Observer Corps reported UFO at same time.

Report - November 12 or 13, 1957; Hazelton, Penna. TV disrupted as UFO seen.

Report - November 14, 1957; Tamaroa, Illinois. Power failed for 10 minutes in a four mile area, just after hovering UFO flashed.

Report - November 15, 1957; Cachoeira, Brazil. Several car motors failed as drivers attempted to approach UFO hovering low above ground.

Report - November 25, 1957; Mogi Mirim, Brazil. All city lights failed as three UFOs passed overhead.

Report - December 3, 1957; Near Ellensburg, Washington. Truck motor "almost stopped, "caught again, as UFO sighted. Sighting confirmed by police.

Report - December 3, 1957; Cobalt, Ont., Canada. Radio static as several UFOs seen over area.

Report - December 8, 1957; Near Coulee City, Washington. Automobiles stalled, headlights flickered and went out, as large fiery object passed overhead.

Report - December 18, 1957; Sarasota, Florida. White light source glided overhead, TV interference noted.

Report - January 13, 1958; Casino, N.S.W., Australia. Interference on car radio as UFO followed car.

Report - January 30, 1958; near Lima, Peru. Truck, bus, and car passengers felt shock; motors of all three vehicles failed, as UFO descended and hovered.

Report - February 24, 1958; Near Santa Antonio de Jesus, Brazil. Car motor failed; passengers then noticed a Saturn-shaped disc hovering overhead.

Report - May 5, 1958; Pan De Azucar, Uruguay, Aerial encounter, heat, between Piper

Cub and "top-shaped" object.

Report - May 1958; Near Richmond, Va. Engine of car began running roughly, driver then noticed UFO following car.

Report - August 3, 1958; Rome Italy. Luminous UFO observed passing overhead as city lights failed; one report of car radio failure.

Report - August 31, 1958; La Verde, Argentina. Light aircraft (Piper) engine increased its revolutions abnormally during UFO sighting. Engine normal after UFO left.

Report - October 3, 1958; Fukushima-Ken, Japan. Portable radio emitted strange buzz as green fireball passed.

Report - October 26, 1958; Baltimore, Maryland. UFO observed hovering over bridge ahead of car; motor and headlights failed, two passengers felt heat.

Report - January 13, 1959; Pymatuning Lake, Penna. Truck motor, lights and radio failed as UFO hovered over truck.

Report - January 13, 1959; Bygholm, Denmark. Car motor failed as UFO passed overhead; headlights and spotlight functioned normally.

Report - February 25, 1959; Hobbs, N.M. Signals on car radio (steady succession of two dots and a dash) as UFO passed.

Report - March 19, 1959; Kyger, Ohio. Buzzing static-like sound on car radio. Lights dimmed; unidentified light source seen ahead of car.

Report - June 22, 1959; Salta, Argentina. Luminous sphere observed passing in sky, city lights failed.

Report - July 14, 1959; Salisbury, N.C. Television sets blacked out, some lights reported off, as circular UFO observed; loud oscillating high frequency noise reported.

Report - August 13, 1959; Freeport, Texas. UFO crossed road ahead of car at low altitude. Motor and headlights failed.

Report - August 17, 1959; Uberlandia, Brazil. Automatic keys at power station turned off as round UFO passed over following trunk line. After UFO left, keys turned back on.

Report - October 22, 1959; Cumberland, Maryland. Car motor, headlights, and radio failed as UFO hovered low over road ahead.

Report - January 18,1960; Near Lakota, ND. Car lights dimmed as UFO descended toward field, apparently about a mile off highway.

Report - August 13, 1960; Red Bluff, California. Police, vehicle encounter, light beam, E-M, maneuvers, cat-and-mouse pursuit.

Report - February 28, 1961; Lakeville, Mass. House lights dimmed three times, went out on two occasions as elongated UFO twice passed overhead.

Report - February 9, 1962; Ashton Clinton, Beds., England. Car motor lost power, headlights not affected, as UFO passed ahead of car.

Report - July 30, 1962; Near Pojucara, Bela Horizonte, Brazil. Car motor stopped, then oval UFO seen alongside road.

Report - August 4, 1963; Wayne City, Illinois. UFO car-chase with E-M effects and possible radiation. Investigated by NICAP team AND special Air Force team.

Report - September 20, 1963; Wonthaggi, Victoria, Australia. TV difficulty, viewer called outside to see UFO. Object hovered, darted at h.s. TV I/F noted in area of 3 towns.

Report - November 7, 1963; San Francisco, Calif. Fireball observed, shock wave felt, over Bay area. Unidentified signal picked up by local radio station.

Report - November 14, 1963; Carson City, Nevada. Disc with bluish-green glow hovered emitting beam which illuminated hilltop; house radio failed, came back on when UFO left.

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National Investigations Committee On Aerial Phenomena

Category 3
Electromagnetic Effects

This listing covers cases 1964 to recent. For earlier cases, click on link below:
cat3-to1964.htm

This page is under construction. The cases listed here represent reports in which a distinct UFO was observed at the same time and place that a definite electro-magnetic effect (E-M) such as a car-stalling occurred.

E-M EFFECTS: SURFACE VEHICLES (E=Engine; R=Radio; L=Lights) (Section refers to UFO Evidence Vol. II)
Date & ID Time / Effects / Features

Report - May 10, 1964; 9:30 p.m., La Rioja, Argentina. Light beam, landed craft, humming noise, physical traces. (E,L) See Section VI. Van

Report - June 29, 1964; Nr. Lavonia, Georgia. Vehicle encounter, top-shaped UFO and strange effects.

Report - December 21, 1964; 5:00 p.m., Staunton, Va. Cone-shaped object crossed road, landed, sound heard. Radioactivity detected. (E) See Section I. Car.

Report - January 14, 1965; 10:00 p.m., Wilmot, NH Luminous object hovering, humming sound, electricity resumed when car object sped away. (E,R,L) Manchester, N.H. Leader, 1/16/65. Car

Report - January 23, 1965; 8:40 a.m., Williamsburg, Va. Mushroom-shaped object hovering near ground, sound like vacuum cleaner. (E) Project Blue Book case, National Archives. Car

Report - July 3, 1965; Argentina, UFO interfered with instruments measuring magnetic fields.

Report - August 3, 1965; Santa Ana, California. Rex Heflin photographs UFO near highway.

Report - August 4, 1965; 1:30 a.m., Abilene, Kans. Domed disc swooped over truck, landed on road, blocked highway. (L) See Section VI

Report - August 18, 1965; Noblesville, Indiana. Top-shaped object with dome, body lights, hovered over car. Report in NICAP files (E,R)

Report - September 14, 1965; 1:00 a.m., Langenhoe, Essex, England. Glowing blue domed disc approached, buzzing sound; paralysis and shock See Section IV (E,L)

Report - November 9, 1965; New York, NE power grid failure & possibly related sightings.

Report - November 12, 1965; Argentina, UFO caused compass on ship to swing off course.

Report - December 20, 1965; 11:45 p.m., Herman, Minn. Disc with dome, green light, hovered just above road, whistling sound, truck thrown off road. Report in NICAP files (E,L) truck

Report - January 9, 1966; night, Chascomus, Argentina. Object with blue light beam observed flying away. Flying Saucer Review Histories, Supplement 17 (E.L.) car

Report - March 23, 1966; 11:50 p.m., Bangor, Maine. Landed ellipse with body lights, within 50 ft., humming sound. Report in NICAP files. (E,L) car. Section II.

Report - June 19, 1966; 9:45 p.m., Nha Trang, Viet Nam. UFO descends on hundreds of witnesses and shuts down vehicles (E.L), illuminated terrain; widespread electrical failures, aircraft, trucks

Report - August 25, 1966; North Dakota. Minuteman site jammed by UFO

Report - October 15, 1966; 4:30 a.m., Split Rock Pond, N.J. Disc-shaped object near car, effects associated with light; extreme physiological effects. See Section I, (E,L) car

Report - November 30, 1966; 5:55 p.m., Taylorsville, Indiana. Ellipse approached car, slowed, buzzing sound heard. CUFOS report; see Rodeghier, 1981, p. 31, (E,L) car

Report - January 11, 1967; night, Aveyron, France. White ball, oval near ground, whistling sound; heat, paralysis, car vibrating road sign, Flying Saucer Review, Vol. 17, No.1; see Rodeghier, 1981, p. 31, (E,L)

Report - January 20, 1967; 6:30 p.m., Methuen, Mass. Inverted-bowl shaped object moving slowly, accelerated. Fowler, 1974, pp. 138-143; Sagan & Page, 1972, pp. xxvixxvii (E,R,L) car

Report - March ?, 1967;11:00 p.m., Dry Creek Basin, Colo. Luminous inverted bowl-shaped object approached within 100 ft., heat felt. Gillmor, 1969, pp. 295-297 (E,R,L) car

Report - March 8, 1967; 1:05 a.m., Leominster, Mass. Luminous oval hovering, rocking; witness felt shock, paralysis. See Section VI (E,R,L) car

Report - March 16, 1967; Malmstrom AFB, Montana UFO shuts down missile facility.

Report - March 21, 1967; evening, Hillsboro, Kans. "Upside-down cup on a saucer" hovered over car, which rocked violently. APRO Bulletin, May-June 1967, (E) p. 5, car

Report - April 5, 1967; 7:20 p.m., Jonestown, Pa.. Round object, flashing blue light, moved over car, tilted, sped away; car lifted off ground as UFO departed. See Section VI, (E,L) car

Report - April 12, 1967; 8:59 p.m., Phoenix, Ariz. Bell-shaped object buzzed car, banked, turned and flew away. Project Blue Book files, (E) National Archives, car

Report - April 14, 1967; 9:00 p.m., Melville, N.Y., Circular object landed, small figure seen in doorway; radio (off) made strange noises. CUFOS report; See Rodeghier, 1981, p. 34, (E,R) car

Report - May 1, 1967; night, Peel Tree, W. Va., Elliptical object hovered close to car, intense heat felt; later headaches and vision problems. Report in NICAP files, (E,R) car

Report - May 26, 1967;10:15 p.m. Albuquerque, N. Mex. Luminous object chased car, hovered above it; able to restart engine after UFO sped away. APRO Bulletin, May-June 1967 (E,L) car

Report - June 6, 1967;1:30 a.m., Itajuba, Brazil. Mushroom-shaped buzzed car, humanoid faces seen through window. Flying Saucer Review, Vol. 14, No. 6; Rodeghier, 1981, p. 35 (E,L) car

Report - August 27, 1967;11:20 p.m., Texas Creek, Colo. Oval on ground beside road; one driver walked toward it, flash of light knocked him out, APRO Bulletin, Mar.-Apr. 1969 (E,L) 3 cars

Report - October 11, 1967; 8:00 p.m., Aldersyde, Alta., Canada. Oval with dome circled car, driver felt cold; engine restarted by itself as object departed. CUFOS report; see Rodeghier, 1981, p. 37 (E,L) car

Report - October 25, 1967; 4:30 a.m., Hooks, Hamps., England. Domed disc hovered ahead, driver felt pressure on eardrums. Flying Saucer Review, Nov.-Dec. 1967, p. 6 (E,R,L) truck

Report - October 28, 1967; 6:45 p.m., Tunbridge Wells, Kent England. Triangular object with bright white lights ahead. Slowly rose and moved away; car could then be restarted. Flying Saucer Review, Vol. 14, No. 3; see Rodeghier, 1981, p. 37 (E,L) car

Report - October 30, 1967; 9:20 p.m., Kulikup, Australia. Luminous, pulsating ellipse, forward motion stopped abruptly. Flying Saucer Review, July-Aug. 1968, pp. 15-16; Journal of UFO Studies, New Series, v.2, 1990, pp. 27-28 (E,L) car

Report - November 2, 1967; 9:30 p.m., Ririe, Idaho. Disc with dome above car, two small beings descended, entered car. See Section XII (E) car

Report - November 5/6, 1967; midnight to 2:30 a.m., Fordingbridge, England. Luminous green ellipse hovered just above road, whining sound; batteries dead after sighting. See Section VI. (E,R,L) truck & car

Report - November 8, 1967; 3:30 a.m.. Elsinore, Calif. Red-orange disc, witness felt pressure on head and shoulders. Gillmor, Case 39, 1969, p. 380 (E,R,L) car

Report - November 28, 1967;10:20 p.m., High River, Alta., Canada. Elongated blue-green object, sound like "jet motor," flew by, after which lights, radio worked normally. CUFOS report; see Rodeghier, 1981, p.39 (R,L) car

Report - December 13, 1967; 2:00 a.m. Edmonton, Alta., Canada. Dome-shaped object hovering, rocking, heat felt. CUFOS report; see Rodeghier.1981, p. 39 (E,L) car

Report - January 2, 1968; 4:00 p.m., Whitehorse, Yukon, Canada. Bright pulsating yellow-orange object nearby, heat felt. U.F.O. Investigator, May- June 1968, p. 3; Star, Jan. 4, 1968 (E) snowmobile

Report - April 4,1968; 8:15 p.m., Cochrane, Wisc. Object glowing orange while standing still, bright red while moving, hovered over car; heat, "weightlessness felt". CUFOS report; see Rodeghier, 1981, p. 40 (E,L) 2 cars

Report - May 27, 1968; 9:45 p.m., Punta Gorda, Fla. Domed disc, green-blue glow, below treetop height, landed. CUFOS report; see Rodeghier, 1981, p. 41 (E,L) car

Report - July 16, 1968; 12:15 a.m., Andacollo, Argentina. National Police officers saw disc with blue light nearby, moving slowly. Flying Saucer Review Case Histories, Supplement 18; see Rodeghier, 1981, p. 41 (E) jeep

Report - July 25, 1968; LaPastora, Argentina. Silvery, spinning top hovered near road, rose quickly and sped away; engine restarted by itself. Flying Saucer Review Case Histories, Supplement 16; see Rodeghier, 1981, p. 41 (E) car

Report - July 29, 1968; 3:15 a.m., La Atalaya. Object like upside-down bowl, glowing underside, flew low over road, landed. Flying Saucer Review Case Histories, Supplement 13, February 1973, p. 14 (E,L) car

Report - September 1,1968; 3:30 a.m., Mendoza, Argentina. Huge circular object hovering nearby, three small humanoids. Flying Saucer Review, November 1968; see Rodeghier,1981, p. 43 (E,L) car

Report - November 1, 1968 4:30 a.m; Los Monegros, Spain. Orange disc approached car, landed; after UFO took off, car and watches operated normally. Flying Saucer Review, Vol. 15, UFO No.1; see Rodeghier, 1981, p. 43. (E,L) car effects, watches stopped

Report - November 22, 1968 8:10 p.m.; Albany, Ga. Glowing yellow-white oval ahead of car, light beam struck car; color changed to orange-red as object flew away. Project Blue Book files, National Archives, same as Nov. 23, Newton, Ga.; U.F.O Investigator, IV-9, p. 8. (E,R,L) car

Report - November 25, 1968 6:00 p.m.; Marcellus, N.Y. Object with red blinking light on top within 100 ft. of car; made 2nd car pass; E-M effects again. Keyhoe & Lore, 1969b, pp. 40-41. (E,R) car

Report - January 25, 1969 12:30 a.m.; Plattevillie, Ill. Cone-shaped object approached, outside farm lights went out. CUFOS report; see Rodeghier, 1981, p. 44. (E,L) car

Report - February 20, 1969 3:00 p.m.; Australia. Luminous cigar followed car; object rose quickly raising dust and leaves. Perth West Australian, Norseman, Feb. 21, 1969. (E) car

Report - March 4, 1969 6:40 a.m.; Atlanta, Mo. Luminous red object paced ahead of car, effects associated with beam of light from object. See Section I. (R,L) car

Report - March 11, 1969 4:45 p.m.; Campinas, Sao Paulo, Brazil. Erratically moving, color-changing object hovered in front of car, witness felt paralysis. Flying Saucer Review Case Histories, Supplement 6; see Rodeghier, 1981, p. 45 (E) car

Report - April 14, 1969 evening; Hill City, Kans. Multi-colored object came within 100 ft., hovered. Ulysses, Kans., News, Apr. 24, 1969; CUFOS report, dated as Apr 19.(E) car

Report - June 19, 1969 12:25 a.m.; Docking, England. Glowing blue mushroom-shaped object hovered about a mile away. See Section IV (E.L.) car

Report - August 5, 1969 10:15 p.m.; Raleigh, N.C. Shiny object approached, hovered over road ahead of car. Letter from B.C.M., dated Aug. 7, 1969, in NICAP files (R,L) car

Report - January 30, 1970 9:30 p.m.; Mrewa, Zimbabwe. Three shiny ovals hovering nearby; headlights remained off until 10 minutes after UFOs departed. Flying Saucer Review, Vol. 16, No. 5; see Rodeghier, 1981, p. 48 (L) police car

Report - August 13, 1970 10:50 p.m.; Haderslav, Denmark. Ellipse approached at low altitude, heat felt. See Section V (E,R,L) police car

Report - Sometime in 1971; U.S.S. John F. Kennedy stopped by UFO

Report - May 25, 1971 10:50 p.m.; Ibstock, Leicestershire, England. Luminous white disc passed over car, bright illumination; lights dimmed, engine lost power. Flying Saucer Review Case Histories, Suppl. 11, August 1972, pp. 9-11 (E,R,L) car

Report - August 8, 1971 6:45 p.m. Kadina, South Australia. Glowing orange disc illuminated area, buzzing sound. See Section VI (E)

Report - September 24, 1971 night. Caleta, Buena, Chile. Luminous oval with dome approached car. APRO Bulletin, Mar.-Apr. 1972 (E,R) police car

Report - March 10, 1972 9:25 p.m. Normandy, France. Ellipse with red light landed about 200 meters away. APRO Bulletin, May-June, 1972 (E) car

Report - June 9, 1972 10:30 p.m. Algodonales, Cadiz, Spain. Pulsating yellow oval on road 5 meters

ahead. Ballester Olmos, 1976, p. 37 (E) car

Report - August 21, 1972 2:30 a.m. Waukesha County, Wisc. Orange object hovering over treetops, beeping sound, radiator boiled over. Flying Saucer Review, Vol. 18, No. 6; see Rodeghier, 1981, p. 55 (E,L) car

Report - November. 30, 1972 11:15 p.m. Murray Bridge, S. Australia. Diamond-shaped object in paddock, "beeping" sounds on radio. Frola, 1990, p. 121 (E,R,L) car

Report - January 1, 1973 midnight Osorno, Chilie. Disc with green light and flashing, red light flew over car, engine restarted. Flying Saucer Review, Vol. 19, No. 3; see Rodeghier, 1981, p. 55 (E) car

Report - February 2, 1973; Ohura Beacon area of New Zealand. Aircraft encounters object, gyroscopic & magnetic compass went haywire.

Report - February 9, 1973 3:00 a.m. St. Albans, England. Bright yellow sphere hovered low over road, engine restarted by itself when UFO departed. Flying Saucer Review, Vol. 19, No. 2; see Rodeghier, 1981, p. 56 (E) car

Report - April 10, 1973 9:00 p.m. Rhode Island. Orange-red object surrounded by green haze passed over car. APRO Bulletin, May-June 1973; see Rodeghier, 1981, p. 56 (E,L.) car

Report - April 22, 1973 10:00 p.m. Guadalcanal, Spain. Four yellow lights as if on one object, beside rode, buzzed car; burn marks found where UFO first seen. Ballester Olmos, 1976, pp. 40-41 (E) car

Report - May 22, 1973 3:00 a.m. Itajobi, Brazil. Oval object hovering overhead, blue light beam shone onto car, heat felt. Flying Saucer Review, Vol. 21, No. 3-4; see Rodeghier, 1981, p. 57 (E,R) car

Report - June 7, 1973 10:00 p.m. Sousas, Brazil. Yellow "fireball" approached, stopped 50 meters away, prickling sensation felt, later intense headaches. Flying Saucer Review Case Histories, Supplement 17; see Rodeghier, 1981, p. 57 (E) car

Report - July 21, 1973 9:00 p.m. Gavignano, Corisica, France. E-M effects, paralysis, cold felt; bright object rose from ground and shot into sky, power returned, engine restarted by itself. Flying Saucer Review, Vol. 23, No. 6; see Rodeghier, 1981, p. 57 (E, R,L) car

Report - July 27, 1973 2:10 a.m. Lake Isabella, Calif. Dome-shaped object 15 ft. in diameter on roadside; rose and crossed road. MUFON UFO Journal, July 1988, p. 19 (R,L) car

Report - September 3, 1973 evening Athens, Ga. Radio "went berserk," silver ellipse landed on road ahead of car, humanoid encounter. See Section XII (R) car

Report - September 18, 1973; Teheran, Iran, F-4 Phantom radar/E-M Case

Report - October 17, 1973 7:45 p.m. Europa, Miss. Bluish object landed on road, creature encounter. See Section XII (E,L) car

Report - October 19, 1973 8:30 p.m. Draguignan, France. During humanoid encounter lights went out, car displaced off road. See Section XII (L) car

Report - October 20, 1973 1:00 a.m. Fort Smith, Ark. Glowing disc descended within 6 ft. of car, "computer-like" sound. Southwest Times Record, Oct 21, 1973; cited in Rodeghier, 1981, p. 59 (E,R,L) car

Report - October 20, 1973; Mt. Vernon, Indiana. UFO disables train (diesel) & effects blocking system

Report - October 24, 1973 9:00 p.m. Dobson, N.C. Oval, 12 ft. in diameter, landed, humanoid encounter, engine restarted by itself when being departed. D. Webb, 1976, p. 17 (E,L) car

Report - November 19, 1973 Sidrolandia, Brazil. Orange oval emerged from white cloud, hovered near truck, small humanoid visible inside object. See Section XII (E) truck

Report - January 7, 1974 8:40 p.m. Warneton, Belgium. Helmet-shaped object with tripod legs on ground nearby, shock, humanoid encounter. See Section XII (E,R,L) car

Report - January 24, 1974 4:00 p.m. Aische-en-Refail, Belgium. Disc-like object on ground near road; engine restarted by itself when object departed. See Section VI (E,R) car

Report - February 14, 1974 4:15 a.m. Ely, Nevada. Round orange object, others, moved nearby, force felt, truck lifted off road. See Section VI (E,L) rental truck

Report - March 21, 1974 2:30 a.m. Valdehijaderos, Salamanca, Spain. Two objects descended, one landed; humanoids in "diving suits" seen. Ballester Olmos, 1976, pp. 44-45; see Section XII (E,L) diesel truck

Report - March. 30, 1974 9:30 p.m. Hombreiro, Lugo, Spain. Blinding yellow-green object beside road, buzzing sound; three squarish imprints found. Ballester Olmos, 1976, pp. 46.47 (E,L) car

Report - November 11, 1974; Between Dekalk & Mendota, IL. Enronka Champ, E-M on compass as UFO is alongside.

Report - February 19, 1975 7:19 p.m. Orbak, Denmark. Large circular object descended over car, heat, prickly sensation felt. MUFON UFO Journal, Aug. 1976, p. 15; Jylland Posten, Feb. 25, 1975 (E,L) car

Report - May 3, 1975 9:15 p.m. San Antonio, Texas. Saturn-shaped UFO over truck, beamed light down; humanoids visible in dome. See Section XII (E,L) truck

Report - August 13, 1975 10:50 p.m. Haderslev, Denmark. Blue-white light, E-M effects, heat felt, circular object low overhead. MUFON UFO Journal, September 1976, pp. 10-12 (E,R,L) police car

Report - October 17, 1975 12:30 a.m. Helena, Montana. Object with flashing green lights flew over truck, hovered over road ahead, shone light beam toward truck. MUFON UFO Journal, October 1990, p. 20, 22 (E,L) cement truck

Report - November 4, 1975 6:45 p.m. Ross, Ohio. Cylinder hovering at treetop level, windows, body lights visible. Skylook, MUFON, January 1976, p. 6 (E,L) car

Report - November 16, 1975 3:00 a.m. Curiel, Valladolid, Spain. Red ellipse hovering 1-1.5 km. away; suddenly flew away. Flying Saucer Review, Vol. 22, No. 6; see Rodeghier, 1981, p. 66 (E) car

Report - December 23, 1975 11:00 p.m. Goodridge, Minn. Flat, round, orange object passed nearby, engine restarted by itself. Rodeghier, 1981, p. 67 (E,L) car

Report - April 22, 1976 11:10 p.m. Elmwood, Wisc. Huge orange object, figures moving inside, blue flash, witness stunned; TV interference coincided. Rodeghier, 1981, p. 68; Schuessler, 1995, p. 109 (E,R,L) police car

Report - June 11, 1976 1:00 a.m. Hotstun, Drome, France. Orange dome-shaped object hovered over bridge, memory loss, apparent abduction. See Section XIII (E,L) car

Report - March 9, 1977 3:10 a.m. Nelson, Lancashire, England. Ellipse with red-orange lights approached, hovered, tingling sensation felt, physiological effects. See Section VI (E,L) car

Report - June 16, 1977 5:15 a.m. Middelburg, S. Africa. Glowing object, van enveloped in light, buzzing sound, engine restarted by itself. Die Vaterland, June 23, 1977 (E,L) van

Report - June 6, 1977 night Yorkshire, England. Oval object over two vehicles; heat felt, mass displacement. Flying Saucer Review, Vol. 23, No. 5; see Rodeghier, 1981, p. 70 (E) cars

Report - July 8, 1977 6:45 p.m. Jessup, Md. Silver disc with dome, green windows, moved erratically around farm for 20-25 minutes, flew away slowly. CUFOS report; see Rodeghier, p. 71 (E) tractor

Report - December 17, 1977 4:00 p.m. Kenyon, R.I. Blue-white glowing oval, windows; one witness reported eye irritation. APRO Bulletin, July 1978; see Rodeghier, 1981, p. 72 (E) pickup truck & car

Report - July 27, 1978 10:45 p.m. Sheffield Village, Ohio. Elongated object with flashing lights, humming sound, close to ground, moved up and down for about 15 minutes, flew away. Trouble restarting engine. International UFO Reporter, September 1978, see Rodeghier, 1981, p. 72 (E,L) car

Report - August 11, 1978 11:00 p.m. Buffalo Shoals, N.C. Glowing, yellow domed disc passed nearby, hovered, shot straight up, humming noise. MUFON UFO Journal, August 1988, p. 16; Maiden, N.C. Times, Aug. 16, 1978 (E,L) motorcycle

Report - August 24, 1978 10:00 p.m. Ottumwa, Iowa. Red-orange object flew in front of car, windshield fogged up; engine restarted by itself. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E) car

Report - August 24, 1978 11:40 p.m. Ginghamsburg, Ohio. Two orange lights, humming sound, light beam shone onto car. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E,R) car

Report - August 30, 1978 11:30 p.m. Nisula, Mich. Cone-shaped object with body lights flew overhead. International UFO Reporter, December 1978, see Rodeghier, 1981, p. 73 (E) pickup truck

Report - September 17, 1978 8:15 p.m. Torrita di Siena, Italy. Orange domed disc ahead of car illuminated area, light beams humanoid encounter, physical traces. See Section XII (E,L) car

Report - September 26, 1978 12:05 a.m. Strongsville, Ohio. Disc with dome moved back and forth, heavy static on FM radio, headlights out briefly. International UFO Reporter, July 1979; see Rodeghier, 1981, p. 73 (R,L) car

Report - December 12, 1978 10:15 p.m. Marzocca, Italy. Luminous UFO emitted light beam, shone onto car, tape player malfunctioned. See Section VIII, 1978 Sighting Wave (E,L) car

Report - January 5, 1979 6:20 a.m. Auburn, Mass. Three red triangles hovered over road; heat, paralysis, physiological effects, car slowed. MUFON UFO Journal, Mar.-Apr. 1979, pp. 8-9 (R) car

Report - February 5, 1979 9:50 p.m. Lawitta, Tasmania, Australia. Car engulfed in intense white light, memory loss, dazed, witness admitted to hospital. MUFON UFO Journal, August 1980, p. 6 (E,R,L) car

Report - February 8, 1979 9:00 p.m. Liverpool Creek, Onsid., Australia. Beehive-shaped object beside road, rose about one meter, light flash. MUFON UFO Journal, December 1979 (E,L)

Report - May 5, 1979 night Pampulhas, Belo Horizonte, Brazil. Object with portholes, blinding red-orange light, landed within 50 meters. Cronica, May 7, 1979 Buenos Aires, Argentina (E,R) police car

Report - May 6, 1979 12:05 a.m. Brisbane, Queensland, Australia. Bright orange lights on road ahead, terrain illuminated, lights shot straight up at high speed. Frola, 1990, p. 204 (E,L) car

Report - August 1, 1979 1:35 a.m. Lewisboro, N.Y. White ball made two passes, two-way and portable radios failed. International UFO Reporter, September-October 1979, see Rodeghier, 1981, p. 74 (R) police car

Report - February 11, 1980 11:40 p.m. Council Bluffs, Iowa. Brilliant orange light in field, memory loss, physiological effects. MUFON UFO Journal, February 1990, pp. 20-21; Omaha, Nebr., Morning World-Herald, Feb. 14, 1980 (E,R,L) car

Report - May 14, 1980 3:30 a.m. Simpson City, Miss. Glowing disc shone light beam on road, E-M when car entered light beam. Biloxi-Gulfport, Miss., Daily Herald, May 14, 1980 (L) car

Report - August 9, 1980; Albuquerque, NM. Landing and E-M case at Manzano WSA.

Report - November 19, 1980 11:45 p.m. Longmont, Colo. Blue beam engulfed car, swishing sound, car levitated; abduction. See Section XIII (R,L) car

Report - December 19, 1981 evening Areal, Brazil. Silo-shaped object with three legs landed on road ahead of car. See Section VI (E,L) car

Report - February 19, 1982 8:45 p.m. Allen, Rio Negro Province, Argentina. Mushroom-shaped object above car, sound, witness blacked out; later physiological effects. La Razon, Feb. 23, 1982 (E,L) car

Report - April 10, 1983 8:20 p.m. Ross, Ohio. Luminous object descended, power failure, animal reaction, traces. See Section I (E,L) two cars

Report - October 15, 1983 8:30 p.m. Altoona, Pa. Silvery disc passed overhead, right wheels lifted off road; physiological effects. See Section VI (E,L) car

Report - December 14, 1984 9:30 p.m. Launceston, Northern Tasmania. Gray ellipse, blinding light from underside, landed ahead of car, car dragged toward UFO. Clark, 1990, p. 21, dated 1987; Chalker, 1996, pp. 182-183 (E,L) car

Report - October 20, 1986 9:30 p.m. Edmonton, Queensland, Australia. Bright blue-green oval paced ahead of car, buzzing sound, forward motion impeded. Chalker, 1987, p. 176 (E,L) car

Report - January 20, 1990 1:20 a.m. Boyle, Miss. Silvery object with flashing, blue-green lights paced ahead of car. MUFON UFO Journal, April 1990, p. 15 (E,L) car

Report - March 20, 1990 9:00 p.m. Carney, Okla. Object approached car, hovered, red illumination, heat felt. MUFON UFO Journal, May 1990, p. 17; MUFON Log #900416 (R,L) car

Report - March 19, 1992 3:52 a.m. Haines City, Fla. Domed object approached police car, green illumination, chill, wind felt. See Section V (E,R,L) car

For E-M Cases to & including 1963, Click here
Evidence By Categories

NICAP Home Page

APPENDIX A. Vehicle Selfstart Cases (from Rodeghier)

Date	Time	Location	Vehicle	Description	UFO Maneuver and Location
Spring 44 or 45	?	Auberry, CA	car	"..UFO shooting away in seconds, the car engine started itself later."	nearby in ravine
Dec 8, 1957	1/30	Woodward, OK	car	"..UFO rose vertically out of sight...and the engine of the car started by itself."	hovered overhead 200 feet
Aug 3, 1962	0145	Argentina	truck	"The engine began working after a few minutes..."	300 meters distance
May 15, 1964	0130	Argentina	car	"As it left, both the car headlights and the motor came back on by themselves."	
Jan 17, 1965	2200	Enfield, NH	car	"..moved away quickly..the engine also started by itself."	2000-5000 feet high
Oct 6, 1965	0025	England	car	"..took off higher into the sky..both car headlights and motor came on by themselves."	pass ahead of car
Nov 9, 1966	2300	Belgium	motorcycle	"When it was 50 meters away, the motorcycle engine started up by itself."	passed 10-15m. overhead
Feb 19, 1967	2200	Bigfork, MT	pickup	"As the light moved away... the engine started by itself."	light overhead
Apr 10, 1967	1930	Jamestown, NM	car	"the car lights and motor came on by themselves.."	above the car
Oct 11, 1967	2000	Canada	car	"The engine of the car started by itself as the object left."	circled car at 500 feet altitude
Dec 24, 1967	Evening	Tucson, AZ	car	"The engine and lights both came back on as it departed."	passed overhead
Jul 23, 1968	?	Argentina	car	"..rose quickly and vanished ..the engine came on by itself."	near, 10m. from road

APPENDIX A. (continued)

Date	Time	Location	Vehicle	Description	UFO Maneuver and Location
Feb 2, 1969	Night	Chile	2 cars	"..engines started by themselves even though their batteries were disconnected."	passed overhead (a Lough case)
May 7, 1972	?	U.S.S.R.	car	"The object then sped away and when it was out of sight, the car's engine started by itself."	
Jul 25, 1972	Evening	Australia	car	"..engine started by itself and saucer left."	
Nov 10, 1972	2000	England	motorcycle	"It quickly sped away after a few seconds and the motorcycle started by itself."	hovering nearby
Jan 1, 1973	Midnight	Chile	car	"After it had gone, the car engine came on by itself."	disc flew over
Feb 9, 1973	0300	England	car	"..sphere rising vertically ..car's engine started by itself when the object left."	hovering near road, 20-30 feet altitude
May 2, 1973	1930	Australia	truck	"Big engine and headlights went off for 4-5 seconds, then came back on by themselves."	rising in sky, 300 yards away
Jul 21, 1973	2100	France	car?	"..object rise from the ground and shoot into the sky. As soon as the object was gone, the engine started by itself.."	rise from ground
Oct 24, 1973	2100	Dobson, NC	car	"..engine and lights came back on by themselves.."	landed nearby
Jan 24, 1974	1600	Belgium	car	"..it rose up slowly..The car's engine came on by itself as the object left."	rose from ground?

APPENDIX A. (continued)

Date	Time	Location	Vehicle	Description	UFO Maneuver and Location
Apr ?, 1974	Evening	Belgium	car	"..object flew away and the car's engine and headlights came on by themselves."	nearby, size of moon
Dec 26, 1973	2300	Woodridge, MN	car	"..it suddenly disappeared and the lights and engine came on by themselves."	passed within 25 feet
Sep 17, 1970	0630	Australia	car	"..moved in the distance.. The engine then 'turned over' a few times, but didn't completely start, even though the ignition keys were not in."	12 feet overhead
Jun 23?, 1977	0515	South Africa	van	"..UFO left..The engine.. started by itself, then stopped, then started again when the driver pressed the pedal."	beside road, then ahead
Aug 24, 1970	2230	Ottumwa, IA	car	"In a few seconds, the car restarted without her turning the key.."	ahead

Order Page

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this statement. They also believe it significant that the Air Force did not return the negative of this print.

Following is a chronological summary of the reported events which have occurred at Oak Ridge, Tennessee.

June 1947 -	Mr. W. R. Pressley photographed a flying object at Oak Ridge, Tenn. The street in the foreground has been identified as Illinois Avenue, Oak Ridge, Tennessee. (Inclosure #8)
20 June 1949 -	At 1900 hours Mr. and Mrs E. H. Anderson and Mrs. John A. White sighted three objects at Oak Ridge, Tennessee, similar to SUBJECT. (Inclosure #10)
1,2,3,4,5,6, March 1950 -	Mr. Stuart Adcock reported peculiar readings on his "Ham Radar Scope. These objects reappeared at approximately the same time of day which is similar to SUBJECT. (Refer: Summary of Information, Subject; Unidentified Objects Over Oak Ridge Vicinity, dated 6 March 1950.)
12 October 1950 -	2325 hours - Knoxville Airport Radar Unit indicated a series of unidentified targets over the restricted zone at Oak Ridge. (Incl[...])
12 October 1950	2341 Fighter aircraft was at the position of the radar target and made three perfect interceptions but could see nothing. (Incl[...]
13 October 1950 -	0000 to 0100 hours. Additional Radar plots as before. (Incl. #1)
13 October 1950 -	hours. Major L. E. Ronigger, accompanied by his daughter, heard intermittent noises. (Inclosure #7)
15 October 1950 -	151? hours. Fighter plane made unsuccessful passes at a good radar target four (4) miles from the East Boundary (Kerr Hollow Ga[...] Inclosure #4)
15 October 1950 -	1520 hours. SUBJECT seen at Kerr Hollow gate by Troopers Rymer and Zarzecki, Mr. Hightower, and Mr. Moneymaker. (Inclosures #3,[...]
15 October 1950 -	1520 hours. Radar scopes at McGhee-Tyson Airport indicate unidentified targets. (Inclosure #4)

THE SCANNED DOCUMENT:

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15 October 1950-151? hours. Fighter plane made unsuccessful passes at a good radar target four (4) miles from the East Boundary (Kerr Hollow Ga (Inclosure # 4)

15 October 1950-1520 hours. SUBJECT seen at Kerr Hollow Gate by Troopers Rymer and Zarzecki, Mr. Hightower, and Mr. Moneymaker. (Inclosures #3,1

15 October 1950-1520 hours. Radar scopes at McGhee-Tyson Airport indicate unidentified targets. (Inclosure # 4)

Form: 97BB
Date: Tue, 24 Jan 2006 20:32:15 +0000 (GMT)
From: daniel wilson <daniejon2000@yahoo.co.uk>

Subject: July 5, 1952, Hanford Atomic Works, Richland, Washington (BBU)

Cat: 11
To: Francis Ridge <nicap@insightbb.com>

July 5, 1952; Hanford Atomic Works, Richland, Wash (BBU)
6 a.m. Conner Airlines C-46 pilot Baldwin, another pilot and 2 copilots saw a perfect circular white disc above the Hanford site. (Project 1947; FUFOR Index)
==========

July 5, 1952, Hanford Atomic Works, Richland, Washington (BBU)

Time: 0545 PST to 0553 PST, another report at 0600 PST
Observers: 1st sighting, John Baldwin, pilot of C-46 aircraft MC 1837M
2nd sighting, pilot of a Conneis Airliner
Altitude: 19,000 to 24,000 feet
Object described as a perfectly round disc, white in color and almost transparent with small vapor trails off it like tentacles of an octopus.

http://www.bluebookarchive.org/page.aspx?PageCode=MAXW-PBB11-540

Page ID (PID)	MAXW-PBB11-540
Collection	NARA-Maxwell
Roll Description	Maxwell Blue Book 11
Document Code	N/A

Frames 540 - 547

oscarflight.jpg %d×%d pixels

CUFONSM 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 5 of 7 Parts

{Unnumbered Page 1 of 3}
{Handwritten: "before revision to para. 4b"}

*ADCSM 200-2
STAFF MEMORANDUM) HEADQUARTERS AIR DEFENSE COMMAND
Ent Air Force Base Colorado Springs, Colorado

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: UFOB)

1. Purpose. To establish the procedures for reporting of Unidentified Flying Object (UFOB) reports within this Headquarters, Air Defense Command.

2. References: AFR 200-2, ADCR 200-_

3. General. AFR 200-2 and ADCR 200- contemplate the receipt by headquarters, ADC of the following UFOB reports:

a. Electrical reports addressed to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

b. Written reports (AF Form 112) forwarded to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

c. In addition, Headquarters ADC, may receive initial notification from non-Air Force sources that a UFOB has been sighted. Normally, this notification will concern sightings made within the Colorado area.

4. Procedures.

a. The Headquarters ADC, recipient of the initial notification referred to in paragraph 3c above should attempt to obtain the following data:

(1) Location of the person at time of sighting

(2) How far and in what direction from the UFOB was the person who made the initial sighting?

(3) Length of time object was sighted.

(4) Condition of sky at time of sighting.

(5) What were the weather conditions at the time the object

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{Unnumbered Page 2 of 3}

was sighted?

(6) When was the initial sighting reported and to whom?

(7) What was the estimated speed of the object?

The above information should be passed to the 4602d AISS Duty Officer who is available on a twenty-four hour basis. (Call Extension 4496, 4497 or 4498) Preliminary reports will be prepared t Headquarters, 4602d AISS.

b. Command Adjutant will make the following distribution of UFOB reports.

(1) Electrical.

(a) Action copy to Commander, 4602d AISS, transmitted via teletype relay (pony circuit).

(b) Information copies to DCS/I, ADC. Further Headquarters ADC distribution will be made by DCS/I on the basis of the content of the report.

(2) Written Report. (Reports on AF Form 112)

(a) Original of AF Form 112 Reports to Commander, 4602d AISS for appropriate action.

(b) Original of AF Form 112 will be returned to the Command Adjutant xx Commander, 4602d AISS for reproduction and distribution as indicated in the last section of Part X of this xxxxx.

(c) The original report in all cases will be forwarded to Director of Intelligence, Headquarters, USAF, Washington 25, D.C., as prescribed in paragraph 7a (20)(a) AFR 200-2.

(3) Classified UFOB Reports.

(a) Classified UFOB Reports will be routed to DCS/I, ADC for preparation of forwarding endorsement or trans-

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{Unnumbered Page 3 of 3}

mitting DF in the case of messages.

5. Records. Headquarters 4602d AISS is designated as the office of record for all UFOB Reports in accordance with paragraph 23, AFM 181-4, Sep 1953. records disposition will be in accordance with paragraph 192d, AFM 181-5, June 1950 as amended.

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{Unnumbered Page 1 of 5}
{Handwritten: "this final copy to DCS/I"}

SQUADRON REGULATION Sq Reg 200-1
HEADQUARTERS
4602d Air Intelligence Service Squadron
Ent Air Force Base Colorado Springs, Colorado
10 November 1954

OPERATIONS

Investigation and Reporting of Unidentified Flying Objects (Short Title UFOB)

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1. Purpose. To provide detailed instructions for implementation of AFR 200-2, dated 12 August 1954, and ADCR 200-___, dated _____. by Squadron Headquarters and all field units of the 4602d AISS.

2. References. AFR 200-2, AFR 205-1, ADCR 200-___ and ATIC Manual "How to Make FLYOBRPTS".

3. Responsibilities:

a. Officers-In-Charge of Detachments and Flights are responsible for proper investigation and reporting of UFOB's in accordance with AFR 200-2 and ADCR 200-___ and instructions contained herein.

b. The Officer-In-Charge of Operations, Headquarters, 4602d AISS, is responsible for evaluation of all UFOB reports, supervision of investigations conducted by the squadron, and for the routing of AF Form 112 reports to Headquarters, ADC, for reproduction and distribution, in accordance with paragraph 7, AFR 200-2.

4. Operational Control. Field units will obtain approval from Headquarters, 4602d AISS, prior to conducting either preliminary or follow-up investigations of UFOB's. Investigations may be conducted without prior approval if circumstances

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{Unnumbered Page 2 of 5}

demand immediate action. In such cases Commander, 4602d AISS, will be notified as soon as possible of the action which has been taken.

5. Procedures. The following procedures will govern the investigation and reporting of UFOB's by 4602d AISS field units.

a. Field units of the 4602d AISS , are responsible for preparation of preliminary reports when the initial notification of a sighting of a UFOB is received by a flight or detachment from non-Air Force sources. In order to determine whether further investigation will be required in order to prepare the preliminary report, the recipient of the initial notification of the sighting of a UFOB should make every effort to obtain the following data:

(1) Length of time object was sighted

(2) Condition of sky at time of sighting

(3) Location of the person at time of sighting

(4) What were the weather conditions at the time the object was sighted?

(5) When was the initial sighting reported and to whom?

(6) What was the estimated speed of the object?

(7) How far and in what direction from the UFOB was the person who made the initial sighting?

b. Under the provisions of ADCR 200-___, field units of the 4602d AISS will receive copies of electrical reports forwarded to Air Division Commanders in accordance with paragraph 7, AFR 200-2. Copies of such reports will also be received at Headquarters, 4602d AISS. All electrical reports will be evaluated at Squadron Headquarters and where appropriate, field units will be directed to conduct follow-up field investigations.

c. Preliminary reports prepared on AF Form 112 and received at Headquarters, ADC will be forwarded to Commander, 4602d AISS, for appropriate action. If on the

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basis of the evaluation of the preliminary reports prepared on AF Form 112, it is determined that a follow-up field investigation is warranted, the appropriate field units will be notified.

d. AF Form 112 reports prepared by units of the 4602d AISS, reflecting Commander, Air Defense Command, as the addressee, will be mailed to Commander, 4602d AISS, Ent Air Force Base Colorado Springs, Colorado. Reports will be reviewed at Headquarters, 4602d AISS, prior to forwarding to Commander, ADC, for reproduction and distribution, as required by AFR 200-2.

e. Under no circumstances will there be any deviation from instruction contained in paragraph 9, AFR 200-2, titled "Release of Facts".

f. Field units will file all UFOB reports chronologically regardless of whether or not the UFOB was investigated.

g. Detachment and Flight OIC's are directed to coordinate with Defense Force Deputy for Intelligence or Division Director of Intelligence for the purpose of:

(1) Insuring the rapid receipt of electrical reports or other information pertaining to UFOB's.

(2) Insuring that electrical reports or other information is forwarded to the 4602d field units closest to the location of the UFOB sighting in areas where more than one 5602d field unit is situated within the Division of Defense Force area of responsibility.

h. Subject to the Control of the Commander, 4602dAISS field units will conduct preliminary investigations upon request of Commanders of Air Divisions (Defense) and Air Defense Forces. The involvement of field units of the 4602d AISS in such preliminary investigations, will be limited to cases where other investigative means are not available and where such preliminary investigations are deemed necessary by the Commander concerned and are compatible with the squadron peace time mission set out in paragraph 3b, ADCR 24-4.

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6. Collection of Data: The following factors should be kept in mind when conducting a UFOB investigation:

a. In all instances, no matter who is reporting the subject, courtesy will be exercised. Some cases have been reported where civilians, conscientiously believing that they were being helpful to the Air Force by reporting "Flying Saucers", received very discourteous treatment. It should always be remembered that every effort should Be made to maintain good relations between the military and civilians no matter how the investigators feel personally about such reports.

b. All investigations will be conducted in accordance with U S Air Force Technical Information Sheet, Form A (attached) when interviewing the person pr persons who made the UFOB observation. Additional forms as indicated in the ATIC Publication "How to Make FLYOBRPTS", will be used whenever applicable.. However, the manual is helpful as a guide to investigators, keeping in mind that AFR 200-2, dated 12 August 1954, is the official directive governing the investigation of UFOB's.

c. Ordinarily, upon compilation of data required on the Force Technical Information Sheet, Form A, additional steps as indicated in paragraph 5, AFR 200-2, will be taken to assist the investigator in identifying the UFOB.

d. Photographs of the reported objects will be submitted as required in paragraph 8, AFR 200-2.

7. Funding of Costs of UFOB Investigations. Funding of costs and issuance of orders incident to travel of 4602d personnel required for investigation of UFOB's will be the responsibility of Headquarters, 4602d Air Intelligence Service Squadron. Filed Units will obtain approval from

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Headquarters, 4602d AISS, prior to conducting investigations involving travel, unless circumstances will not permit

delay necessary to obtain such approval. Modes of transportation authorized, in order of priority, in the event investigations must be conducted without prior approval of headquarters are:

a. Military vehicle

b. Military aircraft

c. Commercial surface carrier

d. Private automobile

Request for travel orders will be submitted in accordance with Squadron Regulation 11-6.

8. Classification. Reports will be unclassified unless inclusion of data required by paragraph 7d, AFR 200-2, dated 12 August 1954, necessitates a higher classification.

9. Reports Control Symbol. Reports prescribed herein are exempt from requirements of a Reports Control Symbol in accordance with par 7b(3), AFR 174-1.

BY ORDER OF THE COMMANDER

RAY L. JONES
Major, USAF
Adjutant

OFFICIAL:

/s/
RAY L. JONES
Major, USAF
Adjutant

DISTRIBUTION: "D"

ATTACHMENT 1: US AF Technical Information Sheet Form A

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{Report Cover Page}

HISTORY OF
4602d
AIR INTELLIGENCE
SERVICE SQUADRON

VOL. 2
1 JULY - 31 DEC. 1954

SECRET

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{Unnumbered Title Page}

SECRET

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

A SUMMARY OF THE FOURTH COMMANDERS' CONFERENCE
15 - 18 SEPTEMBER 1954

THIS DOCUMENT CONSISTS OF FIVE HUNDRED EIGHT (508) PAGES.

COPY NUMBER 49 OF 55 COPIES.

4602D AISS CLASSIFIED
DOCUMENT LOG # __{Unreadable}__

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{ Page 37 (Part)}
{Part of presentation of Major Henson DeBruler, Deputy
Commander, 4602d AISS}

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Our second problem in this area of activity deals with public information releases. Since the last Commanders' Conference, information releases have been made to press media concerning the squadron in far greater numbers than in the past. It is therefore necessary that all OIC's understand fully the squadron and command policy relative to the release of information concerning the 4602d. There are actually two considerations which must be made in deciding on the permissibility of releasing an article. First, it is General Samford's policy, likewise General Burgess' policy, and it is the policy of the squadron, that basically, information releases to large public audiences through the media of newspapers, magazines, radio or TV broadcasts concerning

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intelligence activities are inimical to the objectives of intelligence operations. It is within the framework of this intelligence policy that we must operate in the squadron.

The second consideration - all elements of the squadron and activities in which we are engaged are of interest to news media and therefore of interest to public information officers who are concerned with the release of information which will have an overall benefit to the command and to the Air Force. Needless to say, the intelligence policy and that which is permissible under the policies of the Office of Information Service are not always consistent.

With the concurrence of General Burgess, a letter was issued from headquarters dated 22 August 1953 which required all field OIC's to cooperate fully with local PIO's with regard to the releasing of information concerning the squadron. This letter contained the condition that such releases would be made if they had the effect of increasing the squadron's capability to perform its mission by informing the reading or listening audience as to the manner in which it could be of assistance to the squadron. It is for this general purpose that articles concerning the squadron are released to news

media. Some of you, I believe, will recall the incident which occurred in Illinois in conjunction with Flight 3-A's operation "Illini Fullback." The publicity resulting from this incident and the

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effect of precipitating for the first time a definite policy concerning the release of public information. A further result of this operation was the publication of a squadron directive requiring that certain agencies, among them local newspapers, be notified prior to specified types of training operations of the squadron. This requirement for prior notification focused the attention of newspapers upon some of the field units. As a direct result the newspapers have become interested in 4602d operations and have made effort to publicize the squadron's activities usually by feature articles and Sunday Supplements. The Denver Post obtained permission to prepare an article concerning the squadron for its Sunday Supplement by making a direct request to ADC. The fact that the Denver Post was successful in this effort apparently opened the way for other newspapers throughout the country to prepare similar articles. Such articles have been approved for the Chicago Tribune, Louisville Journal and others.

It is meant to imply that because of this increased number of articles concerning the 4602d which have been published since the last Commanders' Conference, that the policy concerning information releases has changed.

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Each OIC should constantly keep in mind that articles concerning the squadron must be devoid of sensationalism; must not contain any classified information and must offer a possibility of providing a service to the squadron, the Command and the USAF, by informing the public generally of the role it can play in assisting 4602d combat operations.

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As a final reminder, I call your attention to the provision of the new Air Force Regulation 200-2, in which the policy of USAF is clearly expresses concerning information releases in connection with the investigation of unidentified flying objects.

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OPERATIONS (Major Thrasher)

Questions to Major Thrasher from the field

Unidentified: What is the status of the 4602d in regards to this new UFOB regulation?

Major DeBruler: I want to say that on this UFOB regulation that ADC will designate the 4602d as the agency to discharge its responsibility for field and preliminary investigations. Secondly, there will be a criteria established as a

guide to determine when the field units will conduct a detailed follow-up investigation and when they will not. Also, there are the instructions that must be issued from Headquarters to the field units concerning how we want this process of UFOB investigations to operate. This regulation cannot be fully implemented by the field units until these several problem areas are resolved with ADC. Is that thoroughly understood? We have informed you of the regulation and now we are also now informing you of the fact that these problems concerning it have to be solved before it can be fully implemented.

Colonel White: There is a paper being prepared in Operations right now which I was discussing with the Operations Officer the other day. There are going to be necessary implementing directives in order to get 200-2 in effect. The implementing directives will have to be, we think, from our Headquarters, from ADC to us, concerning certain areas which weren't covered in this regulation; there will have to be a letter of agreement with ATIC. There will be further development

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Questions to Major Thrasher from the field

of the Squadron criteria, so you will know to go out. So, definitely, there will be forthcoming implementing directives on AFR 200-2.

Lt Lehder: Will ADC notify the division D/I's as to the status of the 4602d in the UFOB program? By that I mean, my D/I calls me in on most every single UFOB that he receives, and between the two of us, we decide whether or not to go out on it.

Colonel White: The 4602d is clearly defined as the agency in 200-2 and ADC has given us the responsibility for this. There will be certain directives which will be necessary. There will be an ADC regulation which we feel is necessary. And there will be Squadron regulations that we have yet to publish. But, definitely, there is no question that according to 200-2, the unit capable of performing this function is the 4602d. The only thing that has to be published is the criteria, certain modus operandi, and so forth.

Major Resner: I hope that when that qualification is made that the D/I's are clearly informed as to the operational control exercised by the Squadron Commander. I know that the D/I's of the 27th and 28th Air Divisions, as well as the 25th, feel that they should have the prerogative of directing the 4602d unit nearest them to conduct an investigation, whereas we know that we must get that permission from Squadron Headquarters.

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Questions to Major Thrasher from the field

Colonel White: I hope so too. That will be the purpose of all these regulations that we are talking about.

Lt Vaughn: General Carey is very vehement in his desire to see these reports before they are sent anywhere. What will be done about that? He has seen this AFR 200-2, but before they are sent in, he still wants to see them.

Colonel White: I see no objection to that, if they don't get tied up. There is nothing in 200-2 that says that written reports (AF 112) should go to General Carey. Again this is his division area of responsibility. General Carey is one of the sharpest officers in the Air Force today, and if he wants you to do something like this in his area, it, of course, should be

done. The one arrangement that I would make is that you should hand carry the report to him.

Major Rosner: Then it should go to the D/I before it goes to him?

Colonel White: No, because that is not the way that AFR 200-2 says it will be handled, so it is necessary for the D/I to handle it. If General Carey specifies that the D/I will handle it, fine, but the best method for you to use in this case is to arrange to get it hand carried to him personally, prior
to transmitting.

Lt. Hammond: I'd like to know what you want us to do with the actual reports that we receive in the interim period before these implementing

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Questions to Major Thrasher from the field

directives come out? Do you want the records office to file these things, or do you want them kept at flight level? For instance we are getting about fifteen a week. I have been reviewing these to determine whether I personally thought there should be an investigation, and we have been keeping them at our flight.

Colonel White: Joe, what do you have to say to that?

Major Cybulski: There are two ways that we could settle this business about not going up through ADC channels until we have our investigation. I would say that they should come directly to us, and we could assure ADC that the reports will come to them as soon as possible. Or we could make some arrangement with the ADC message center, so that any UFOB which comes in there will not go up to ADC, but will come directly to us. Now which way will it be better to handle it?

Colonel White: Joe, that is exactly why I told you the other day to write the
regulation on it. I don't know which will be the better way. They could either be alternate plans or they both can be utilized. That will have to come out with the regulation. In the interim, we will handle all cases individually. If we are able to have them the way we want them, all reports will come to this headquarters before they ever go down to DCS/I. Also the Command Adjutant at ADC would just send all reports coming in to them directly to us for action. That is going to have to be developed and I

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Questions to Major Thrasher from the field

don't know what it is going to be.

Major DeBruler: the question is, Sir, what does he do in the interim period. Now the answer to this question is that you do just what you have been doing in the past. The instructions which are currently in effect, in regards to handling of the investigations of UFOBs, will continue to be in effect until you receive instructions under this new regulation from Headquarters. Does that answer your question?

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HISTORY OF
4602d AIR INTELLIGENCE SERVICE SQUADRON

RM - 57-1032

VOL. 1
4602D AISS Classified
Document Log # 56 0032
Copy # 1 of 6

1 JAN. - 30 JUNE. 1955

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SECRET

S Q U A D R O N H I S T O R Y
4602D Air Intelligence Service Squadron

Air Defense Command

Approved by: Prepared and written by:

/s/ /s/
Major Eugene R. Manfrin Captain Christopher G Turoff
M & S OIC Squadron Historian

Approved by
/s/
Colonel John M. White Jr.
Commander

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FOREWORD

The background of the 4602d Air Intelligence Service Squadron can be adequately visualized by reviewing the past

histories during the growing pains of the organization. Within these histories are the events and problems encountered with the operation of such an unique organization. To comprehend the noteworthy occurrences described within this historical period a review of the 4602d AISS mission and capabilities is necessary. AFR 23-9 states that the Air Defense Command is primarily responsible to provide for the air defense of the United States. The role of the 4602d within the command mission is the rapid exploitation and field analysis of downed enemy aircraft and uniformed personnel from an intelligence standpoint in the event of attack on this country. No other ADC unit has the capability to exploit the combat intelligence opportunities afforded by crashed enemy aircraft. The 4602d is the only unit based in the Z/I with such a capability, and the only ADC unit assigned the primary task of combat intelligence collection. To successfully accomplish this mission, elements of the squadron are deployed in nineteen (19) strategic locations within the United States with Headquarters at Ent Air Force Base Colorado Springs, Colorado. The basic operational unit within the unit is the three man intelligence team. At least two, three man teams are deployed at each of the nineteen (19) locations of the squadron, one of which must be airborne qualified. The intelligence team consists of linguists, technical intelligence specialists and intelligence specialists.

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To insure instant notification of a crash and adequate logistical support, a continuing liaison program is conducted with civilian organizations. The 4602d mission calls for the education of a wide variety of groups having an organizational capability for assisting the squadron in carrying out its mission. The squadron also conducts a comprehensive indoctrination program for those organized groups on an active basis by such means as briefings and informational articles in professional trade, or other, publications directed to or controlled by these groups. Communications is a vital structure in the 4602d AISS make-up. The information collected, to be of value to the tactical using organization must be disseminated rapidly through a system of communications which insures transmittal of the intelligence gained. Therefore a position of instant readiness is maintained while a state of modification and improvement progresses.

In conclusion the Squadron must be ready at an instants notice, in case of hostilities. Thus, during peacetime the Squadron has the primary mission of training, effecting liaison and preparing for the full instantaneous performance of the Combat Mission.

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(UFOB) UNIDENTIFIED FLYING OBJECT PROGRAM

The 4602d Air Intelligence Service Squadron continues to conduct all field investigations within the zone of the interior to determine the identity of any Unidentified Flying Objects.

The responsibility foe UFOB investigations was placed on Air Defense Command, with the publication of AFR 200-2, dated 12 August 1954. Paragraph 4b specifically designated the 4602d AISS as the organization having the capability to carry out field investigations and preliminary UFOB reports. It also stipulated that the preliminary UFOB reports are the direct, continuing responsibility of all Air Force activities.

The publication of ADCR 200-2 [26], dated 29 January 1955, directed to all ADC subordinate units, the responsibility of rendering the necessary logistical support to units of the 4602d AISS to carry out effective follow-up of UFOB investigations.

To establish specific and precise reporting procedures within ADC to outline transmission, routing and addressing, ADCSM 200-2 [27], was published in January 1955.

During this reporting period the 4602d AISS compiled and published a detailed UFOB guide, Sq Guide 200-2 [28], dated 15 March 1955. This squadron guide combined in a single publication, all directives from higher headquarters, examples, forms and instructions pertaining to the investigation and reporting of UFOB's. It also included as noted by letter of transmittal from ATIC [29], subject: "Unidentified Flying Objects", dated 14 January 1955, Part I and Part II of the UFOB Guide. The parts wee prepared as a result of the conference held on 17 and 18 Novem-

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26. ADCR 200-2, dtd 29 Jan 55 DOC 42.
27. ADCSM 200-2, dtd 29 Jan 55 DOC 43.
28. Sq UFOB Guide 200-2, dtd 15 Mar 55 DOC 44.
29. letter from ATIC: "Unidentified Flying Objects", dtd 14 Jan 55 DOC 45.

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ber 1954, between the 4602d AISS and personnel of ATIC [30]. In addition to the policies and procedures already established as a result of their procedures already established as a result of their conference, letter from ATIC [31] dated 15 February 1955, subject "Evaluation of Unidentified Flying Objects", further clarified ATIC policy concerning the considering of UFOB cases as solved.

The 4602d AISS had received a total of 306 preliminary UFOB reports from 12 August 1954 to 30 June 1955. Of this total, 198 reports were resolved by analysis at Squadron Headquarters; 48 were resolved by follow-up investigations. Sixty (60) reports were forwarded to Air Technical Intelligence Center as unresolved, 37 for lack of sufficient data for evaluation and 23 as unknowns.

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30. Letter to ATIC: Report of visit of Representatives DOC 46.
31. Letter from ATIC: Evaluation of Unidentified Flying Objects DOC 47.

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BIOGRAPHICAL SKETCH
COLONEL JOHN M. WHITE COMMANDER 4602D AISS

{ A black and white photograph }
{ of Col. White at his desk }
{ approx. 2.5 in. X 3.5 in. }
{ A round-faced man in uniform }
{ holding a piece of paper }

Colonel John M. White Jr.

Colonel John M. White Jr. USAF 4175A former commanding officer of the 6004th AISS in the Far East was assigned to the Air Defense Command in July, 1952 as commander of the newly organized 4602d AISS at Colorado Springs, Colorado.

Having entered the Army Reserve in 1938, Colonel White performed duty with the 36th Infantry Regiment for one year. Early in 194x Colonel White was recalled to service xxxxx xxxxx Lieutenant serving in the Coast Artillery at xxxx xxxx xxxxxxx

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Alaska.

He returned to the U.S. for a years study of the Japanese language at Camp Savage, Minnesota. This was followed by a combat tour overseas in the Aleutians where he served as Chief of an Interpreters and Interrogators Detachment.

Returning to the United States in 1944, Colonel White was assigned as an Intelligence Staff Officer to the G-2 Section of the War Department General Staff in Washington. Integrated into the Regular Army in 1946, Colonel White continued to serve in Major Staff assignments including that of Secretary to G-2, War Department General Staff and Secretary to the Director of the Central Intelligence Agency.

Colonel White transferred to Department of the Air Force in September 1947 and became Executive Assistant to the Vice Chief of Staff. In 1948 he was assigned as Aide-de-Camp to General Vandenburg, USAF Chief of Staff. In 1948, upon completion of the Air Command and Staff School, he was assigned to headquarters FEAF shortly before the outbreak of the Korean Emergency.

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Colonel White is authorized to wear the Legion of Merit, Bronze Star with Oak Leaf Cluster, Army Commendation Ribbon. His foreign decorations include the Portuguese Oficialato Da Ordem De Avis and Republic of Korea Presidential Unit Citation.

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{Unnumbered Page 1 of 2} {NOTE: System 119L is PROJECT MOBY DICK a high-altitude balloon system}

CONFIDENTIAL

AIR FORCE CAMBRIDGE RESEARCH CENTER
AIR RESEARCH AND DEVELOPMENT COMMAND
224 - 2XX ALBANY STREET
CAMBRIDGE 39 MASSACHUSETTS

AIR MAIL
CRHLL S-119L SEToye/omh
NOV 2X 1954
SUBJECT: Request for Services, System 119L (Unclassified)

TO: Commander
4602nd Air Intelligence Service Squadron
Ent Air Force Base
Peterson Field
Colorado Springs, Colorado

1. The Geophysical Research Directorate of this center has responsibility for a research and development project activity identified as System 119L (Uncl.). This system is classified and has an Air Force priority of 1A. It involves the flying of balloon-borne packages from Vernalia, California, with flight termination being effected by a controlled electronic signal which separates the package from the balloon at high altitude. The package settles toward the earth supported by a parachute system. The ultimate objective of this program is to intercept and recover the parachuting package in the air employing C-119 type aircraft equipped with recovery gear. Concurrent with the development and perfection of the recovery system research on the balloon-borne vehicle and its payload is being carried out. A number of the Vernalia flights will be carrying classified equipment and recovery or destruction of these packages is mandatory. Since the air recovery system is still being developed, it is by no means foolproof and there will be instances where recovery attempts will be unsuccessful. In such event the package will be parachuted to earth and immediate ground recovery is desired. Although a reward of twenty-five (25) dollars is paid to the finder of a package for its safe return to the Air Force, in the case of classified packages it is desirable that these be recovered by Air Force personnel for security reasons. To insure that this is accomplished it is necessary that parachute jumpers be aboard the recovery aircraft prepared to jump in after the package in the event that air recovery is unsuccessful.

2. It is requested that arrangements be made which will permit our recovery project to call upon elements of your organization to provide the jumpers for recovery of the packages. Although he flights will

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CONFIDENTIAL

Hq ADCRC, CRHLL, Subj: Req. for Services, System 119L(Uncl.)

originate at Vernalia, no recovery will be attempted short of the Eastern United States if the balloon is staying within the borders of the continental United States. For this reason it is difficult to determine from which of your activities the jumpers should come. The project recovery aircraft on recovery missions stage from their home base at Langley Air Force Base, Virginia. The actual intercept point is dictated by weather considerations and balloon trajectories which are arrived at by tracking the balloon flight by the use of an HF/DF net. We have utilized the services of your Detachment at Stewart Air Force Base, Manchester, N.H. Although no jumps were made, your personnel were aboard recovery aircraft and available if they had been needed.

3. Classified balloon flights are planned from Vernalia on the 10th, 13th, and 16th of December 1954. It is requested that two (2) jump crew be provided by your organization to fly the two (2) primary recovery aircraft. We are prepared to pick these crews up with the recovery aircraft at any Air Force Base you may designate. Please address your communications to this Center to the attention of CRHLL.

FOR THE COMMANDER:

/s/
MILTON GREENBERG
Director (Actg)
Geophysics Research Directorate

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{Unnumbered Page 1 of 1(Part)}

THIS DOCUMENT CONSISTING OF ____ PAGES
IS CLASSIFIED SECRET IN ACCORDANCE WITH
PAR 12. (___), AFR 205-1.

/S/ J.J. McEntee 1lt USAF
Name Grade

AISOP Command data for the months of Apr, May, Jun 1955
DCS/I, ADC Commander 4602d AISS 11 July 1955

1. OPERATIONS

a. UFOB's

The 4602d AISS has received a total of 306 preliminary UFOB reports from 12 August 1954 to 30 June 1955. Of this total, 198 reports were resolved by analysis at Squadron Headquarters; 48 were resolved by follow-up investigations; and 60 reports were forwarded to Air Technical Intelligence Center as unresolved, 37 for lack of sufficient data for evaluation and 23 as unknown. (See Include #1)

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John M. White Jr, Colonel,
USAF
Commander

This Document consists of 1 pages SECRET
Copy 3 of 3 copies

SECRET

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{Enclosure #1 (description)}

{Map of continental United States titled: "UFOB SIGHTINGS 12 AUG 54 - 30 JUNE 55" showing with various symbols indicating the various categories of sightings placed geographically. It is marked: "CONFIDENTIAL" Image too poor to reproduce}

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ADCR 200-7
ADC REGULATION) HEADQUARTERS AIR DEFENSE COMMAND
200-7) Ent AFB, Colorado Springs, Colo.
29 January 1955

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: UFOB)

1. Purpose. This regulation provides for the investigation and prescribes procedures for the reporting of Unidentified Flying Objects (UFOB).

2. Scope. This regulation governs investigation and submission of reports of UFOB's in implementation of AFR 200-2. Air Force Regulation 200-2 provides guidance for UFOB investigations and contains UFOB report format and should be used in conjunction with this regulation. This directive applies to initial investigations as well as subsequent detailed field investigations.

3. Responsibilities. a. Commanders of all elements of ADC are responsible for:

(1) Prompt reporting of all UFOB information and evidence that may come to their attention, including that received from adjacent commands of other services and from civilians.

(2) Conducting preliminary investigations within the means under their control as may be required for reporting purposes. (The involvement of field units of the 4602d Air Intelligence Service Squadron (AISS) in such preliminary investigations will be limited to cases where other investigative means are not available; and where such preliminary investigation is deemed essential by the commander concerned and is compatible with the squadron's secondary peacetime mission prescribed in paragraph 3b, ADCR 24-4.)

(3) Logistical support to the 4602s AISS representatives involved in either preliminary investigations described in paragraph 3c(3), below. Particular assistance is required with respect to provision of air and ground transportation.

b. Commanders of air defense forces will insure that:

(1) All echelons under their control are prepared to assist the field units of the 4602d AISS in discharge of their investigative responsibilities under this Regulation.

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ADCR 200-7

(2) Commanders, air divisions (defense), provide for the rapid transmission of electrical UFOB reports received by them to the field unit of the 4602d AISS servicing the respective air division (defense) headquarters.

c. The 4602d AISS is responsible for:

(1) Follow-up field investigations within the ZI necessary to determine the identity of any UFOB that has been reported under paragraph 7, AFR 200-2. Such follow-up field investigations

will be conducted at the direction and under the control of the Commander, 4602d AISS.

(2) Assisting in the preliminary investigation for reporting purposes authorized in paragraph 6a, AFR 200-2, and described in paragraph 3a(2), above.

(3) The processing of all UFOB reports received by Commander, ADC, in accordance with general requirements of AFR 200-2, and with specific procedures developed between Commander, Air Technical Intelligence Center, and Commander, 4602d Air Intelligence Service Squadron.

4. Procedures.

a. Upon receipt by any element of ADC of information that a UFOB has been sighted, the preliminary report required by AFR 200-2 will be promptly initiated. As noted under paragraph 3a(2), above, the ADC activity making the preliminary report is authorized to make the preliminary investigation provided for in paragraph 6a, AFR 200-2, as required for reporting purposes.

b. All UFOB reports received by headquarters ADC will be passed to Commander, 4602d AISS for action.

c. Electrical reports received by air divisions (defense) will be forwarded to the field unit of the 4602d AISS which services the air division (defense) for such further investigation as may be determined necessary by Commander, 4602d AISS.

d. Commander, 4602d AISS, will evaluate all UFOB reports and will determine in each case the need for follow-up field investigation by 4602d AISS representatives.

e. Action to effect such investigation will be initiated by Commander, 4602d AISS.

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ADCR 200-7

5. Reports Control Symbol. Reports prescribed herein are exempt from requirements of a reports Control Symbol in accordance with paragraph 7c(1), AFR 174-1. (ADDIN)

BY ORDER OF THE COMMANDER

OFFICIAL GEORGE F. SMITH
Major General, USAF
Chief of Staff

/s/
WALTER W. ROBINSON
Colonel, USAF
Command Adjutant

DISTRIBUTION:
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(AF - ADC, Colorado Springs, Colo.)
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{Unnumbered Page 1 of 2}

ADCSM 200-2

STAFF MEMORANDUM) HEADQUARTERS AIR DEFENSE COMMAND
200-2 Ent AFB Colorado Springs, Colo.

INTELLIGENCE

Unidentified Flying Objects Reporting (Short Title: UFOB)

1. Purpose. This Memorandum establishes the procedures for processing of Unidentified Flying Object (UFOB) reports within this Headquarters.

2. References: AFR 200-2, ADCR 200-7.

3. General. AFR 200-2 and ADCR 200- contemplate the receipt by this headquarters of the following UFOB reports:

a. Electrical reports addressed to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

b. Written reports (AF Form 112) forwarded to Commander, ADC, in accordance with paragraph 7, AFR 200-2.

c. In addition, Headquarters ADC, may receive initial notification from non-Air Force sources that a UFOB has been sighted. Normally, this notification will concern sightings made within the Colorado area.

4. Procedures. a. The Headquarters ADC recipient of the initial notification referred to in paragraph 3c above should attempt to obtain the following data:

(1) Location of the person at time of sighting

(2) How far and in what direction from the UFOB was the person who made the initial sighting?

(3) Length of time object was sighted.

(4) Condition of sky at time of sighting.

(5) What were the weather conditions at the time the object was sighted?

(6) When was the initial sighting reported and to whom?

(7) What was the estimated speed of the object?

The above information should be passed to the 4602d AISS Duty Officer who is available on a twenty-four hour basis. (Call Extension 4496, 4497 or 4498.) Preliminary reports will be prepared at Headquarters, 4602d AISS.

b. This headquarters will make the following distribution of UFOB reports.

(1) Electrical.

(a) Action copy to Commander, 4602d AISS, transmitted via teletype relay (pony circuit), and

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{Page 2 of 2}

ADCSM 200-2

information copies to the Command Adjutant and Combat Operations Center, ADC, by the CONAD Communications Center.

(2) Written Report. (Reports on AF Form 112)

(a) Original of AF Form 112 Reports to Commander, 4602d AISS by the Command Adjutant for appropriate action. Original of AF Form 112 will be returned to the Command Adjutant by Commander, 4602d AISS for reproduction and distribution.

(b) After reproduction, AF Form 112 to addressee as indicated in last section of Part 1 of the form, which in all cases will show:

1. Original to Director of Intelligence Headquarters, USAF, as prescribed in paragraph 7a (20 (a) AFR 200-2.

2. Copy to Commander, Air Technical Intelligence Center.

3. Copy to Commander, 4602d AISS.

4. Copy to each other agency determined to interest in the particular report.

(5) Records. Headquarters 4602d AISS is designated as the office of record for all UFOB reports received by this headquarters in accordance with paragraph 23, AFM 181-4, September 1953. Records disposition will be in accordance with paragraph 205, AFM 181-5. (ADDIN)

BY ORDER OF THE COMMANDER

OFFICIAL: GEORGE F. SMITH
Major General, USAF
Chief of Staff

/s/
WALTER W. ROBINSON
Colonel, USAF
Command Adjutant

2 (AF - ADC, Colorado Springs, Colo.)

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{End of Part 5 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 6
NICAP Home

THE BEST HOAX IN UFO HISTORY?

Karl T. Pflock

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A *much* shorter version of this paper--drastically edited due to space constraints and thus lacking important new facts and insights and all source notes--appears in *UFOs 1947-1997: Fifty Years of Flying Saucers,* Hilary Evans and Dennis Stacy, editors (London: John Brown, 1997), pages 44-52. I'm continuing my investigation of this case and expect to have some interesting new information to impart during my talk at the 35th annual National UFO Conference convention in November (Bordontown, N.J., November 7-8; for details, call 609-883-6921 or 305-294-1873 or e-mail <sparkle@earthlink.net>.]

Headlines shouted, "Scoutmaster Tells of Finding Disc in Everglades: Fired on From 'Saucer'." Putting a somewhat different spin on things, Project Blue Book chief Captain Edward J. Ruppelt, the U.S. Air Force's lead UFO hunter, labeled the man's story "the best hoax in UFO history."

But was it? A hoax, that is. Much has been written about what may be the strangest of many strange and intriguing cases of the flying saucer summer of 1952, a good deal of it wrong or incomplete, some of it "tweaked" for reasons obscure. Here is the full story, with all known pertinent dates, people, events, and facts correct and in their proper places, so far as is possible 45 years later.

About 10 p.m. on the muggy, moonless night of Tuesday, August 19, 1952, Palm Beach County, Florida, Deputy Sheriff Mott N. Partin received an urgent call. The Florida Highway Patrol had just been contacted by a farmer who lived about 12 miles southwest of West Palm Beach on Military Trail, a rural highway running north-south roughly parallel to and about 10 miles inland from Florida's Atlantic coast. The highway patrol was handing the matter over to the sheriff.

It seemed the farmer and his wife had three frantic boy scouts in their living room. The boys' scoutmaster was in some sort of fix. Joined by Lake Worth Constable Louis Carroll, who followed in a separate vehicle, Partin hurried to the scene.

About 10:20, Partin and Carroll pulled up to the farmhouse. There they found the worried farm couple and the three scouts, Bobby Ruffing, 12, David Rowan, 11, and Charles "Chuck" Stevens, 10. The boys said their scoutmaster, hardware clerk and ex-U.S. Marine D. S. (Dunham Sanborn) "Sonny" Desvergers, 30, had gone into the scrub pine and palmetto just off Military Trail to investigate some odd lights. Moments later, the boys saw red, flare-like lights in the area where Desvergers had gone. Badly frightened, they ran to the farmhouse for help.

Taking the boys, the lawmen drove to Desvergers' car, parked about three-quarters of a mile south on the east shoulder of the road. Deputy Partin pulled over a few yards north of Desvergers' vehicle at about 10:30, Carroll drawing up behind. As the officers considered the situation, a man emerged from the palmettos about 75 feet from the road. He was waving a machete and shouting repeatedly, "I'm coming, here I am!" He looked, said Partin, "like a wild man" as he struggled up the highway embankment, babbling incoherently. It was Desvergers, white-faced, shaking. Quoting Partin, "In all my 19 years of law enforcement work, I've never seen anyone as terrified as he was."

With some reluctance, Partin and Carroll followed the scoutmaster back through the woods.

In a small clearing, they found Desvergers' large, multi-cell flashlight resting lens-down in the grass, still on. Close by, the sparse grass was flattened as though someone had been lying on it. A search turned up nothing else unusual. Partin marked the locations of the flashlight and crushed grass with twigs, and the three men trekked back to the road.

As Partin and Carroll drove Desvergers and the boys to the Palm Beach County Sheriff's office, Desvergers said the hair on his forearms was singed and the skin burned. At the sheriff's office, Desvergers and the boys were re-questioned, and Partin examined Desvergers arms and found the hair singed and the skin of one arm reddened. He also noted three tiny holes burned in the scoutmaster's billed cap.

The burns were real, but of greater interest was their alleged cause: Desvergers claimed he had been attacked by a flying saucer.

Partin telephoned the U.S. Air Force Military Air Transport Service unit at West Palm Beach International Airport. He was put in touch with a Captain Carney, intelligence officer of the 1707th Air Base Wing. Carney talked with both Partin and Desvergers and, it appears from the record, followed up during the next two days with interviews of both men and the scouts.

After his preliminary investigation, Carney filed a formal report in accordance with established Air Force procedure on claimed sightings of "unidentified aerial objects." At 3:50 p.m. local time (8:50 p.m. "Zulu," or Greenwich Mean Time), Wednesday, August 20, he sent a Teletype message to the Air Force Directorate of Intelligence in the Pentagon, Project Blue Book in the Air Technical Intelligence Center (ATIC) at Wright-Patterson Air Force Base, Dayton, Ohio, and to other required addressees. By the time Carney's unclassified message had been processed at the ATIC message center, Blue Book chief Ruppelt and his staff had left for the evening. Thus it was not until 8:40 a.m. the following morning, August 21, Ruppelt learned of "one of the weirdest UFO reports that I came up against."

According to an undated memorandum for the record in the Blue Book file on the Desvergers incident, Ruppelt's Thursday had barely begun when he received a call from Washington. It was Major Dewey Fournet, Project Blue Book monitor in the intelligence directorate. Fournet wanted to know "whether or not we had received a wire from West Palm Beach, Florida." When Ruppelt told him no, Fournet said "he could not read the report over the phone" and asked for a field investigation and answers to some interesting questions, among them: "What was the chemical analysis of the cap and remains of the clothes ash?" "Is the scout master subject to fainting spells?" Fournet also told Ruppelt to "examine the forearm," "examine the ground with a geigercounter," and "reinterrogate the three boyscouts and determine the altitude at which they first saw the blob."

Fournet's refusal to read an unclassified message on the phone and, lacking context, cryptic directives claimed Ruppelt's undivided attention. At the ATIC message center, he picked up Carney's message, which read in part, "Desvergers.... Scoutmaster of good reputation. Est[imate] of reliability and experience, excellent. States he observed object hovered 10 ft repeat 10 ft above him.... Heard noise like ship's hatch opening, object shot blob reddish glowing material at his face. He threw up arms to protect face, hair on forearm singed off, burned holes in cap.... Boy scouts in observer[']s [car], saw red glow hit Desvergers...."

Now Fournet's strong interest made sense to Ruppelt, very good sense indeed. By 3 p.m., Ruppelt and Second Lieutenant Robert M. Olsson were winging their way to Florida aboard a B-25 bomber.

Meanwhile, Captain Carney continued his investigation, obtaining statements from Desvergers, the three scouts, and Deputy Partin. He also arranged for Desvergers to be examined by an Air Force doctor on the evening of August 21, forty-six hours after the incident and the same day it first hit the press (who had leaked it?).

The medic found Desvergers to be "normal physically. The hair on the back of his forearms was singed, but not badly. The skin on his forearms showed no signs of blisters, burns, or redness. He stated that if the skin had been burned it was very minor as there was [sic] absolutely no after-effects."

The doctor also noted "Mr. Desvergers stated that the hair in his nostrils had also been singed but that he had cut it out. There was no apparent evidence of this,... [and] the medical officer stated that he has some doubt as to several points in Desvergers' story."

Desvergers had told the doctor "he had received an 'Other Than Honorable' discharge from the Marines in 1944" because of a stolen-car incident in which the charges against him eventually were dropped. He also claimed an automobile had fallen on him, resulting in three months' hospitalization for diathermy treatment. The doctor found this "highly unlikely" since such treatment does not require hospitalization. Asked "if he had ever had nightmares," Desvergers answered the doctor with "a flat 'no', but said that once he did have a dream about a beautiful woman and was still looking for her." Ruppelt commented, "It was evident that there had been a personality clash between the medic and Mr. Desvergers. For some reason the medic took a 'dim view' of Desvergers." However, he did not dismiss the doctor's concerns entirely.

About the same time the doubting doctor was examining Desvergers, the B-25 carrying Ruppelt and Olsson touched down in West Palm Beach. Mechanical trouble delayed the plane's return to Dayton, so Ruppelt recruited the two pilots, Captains Bill Hoey and Douglas Davis, to help in his investigation.

The morning of Friday, August 22, the four officers met with Captain Carney. He showed them the statements of Desvergers, the three scouts, "and other possible witnesses to the incident" (presumably Deputy Partin and Constable Carroll). They then talked with the doctor who had examined Desvergers and, about noon, visited the scene of the incident, accompanied by Carney and an enlisted member of his staff, the doctor, Deputy Partin and Constable Carroll, and an airman staff-car driver.

There the lawmen gave their account of the incident, and the Air Force team searched "50 yards around the spot where the flashlight was found.... There was no above normal radiation, no burned foliage or grass, no broken or trampled foliage or trees (other than that damaged by the sheriff and the search party), no sign of debris such as flares." Also, grass specimens were collected, probably by Captain Carney or his staff assistant.

Next on Ruppelt's agenda was an interview with the eldest boy scout, Bobby Ruffing:

> In the presence of his mother he stated that he had been riding with Desvergers and two other boyscouts. As they were passing the spot where Desvergers later entered the woods, Desvergers saw a light. They [the scouts] did not see it. Seconds later they all saw another light. One scout wanted to go on, but Desvergers turned around and went back to the spot and stopped. He instructed the scouts to wait 10 minutes and if he was not back to call for help. Ruffing stated that the boys observed Desvergers going through the palmettos because

> they could see his light. Then he said they could see a red light go toward him, saw him silhouetted in the red light and saw him fall. Then they ran up the road to a house that had a light to get help....

At six o'clock that evening, Captain Carney had a staff car pick up Desvergers and bring him to the base to be interviewed. Ruppelt describes the scoutmaster as "very cooperative, he appeared to be normal, but just a shade on the 'ookey' side," noting the latter may have been simple nervousness.

Sitting in with Ruppelt were Olsson, Hoey, Davis, Carney, and one of Carney's sergeants. Ruppelt asked each to note an insignificant detail in Desvergers account and then ask him about it during follow-up questioning. If he were lying, he would forget the details or repeat them perfectly. He did neither.

Here is Desvergers' account as transcribed by Ruppelt; the parenthetical comments are Ruppelt's, those in brackets are the author's, and all emphases are in the original:

> I was going south (along Military Trail) about 40 MPH fooling around with the kids (Boy Scouts) when I caught a flash of light out of the corner of my eye. I looked around and saw a series of fuzzy lights like the cabin windows of an airliner. They were headed down at about a 45û angle into the woods, then the kids saw it. I stopped and talked it over with the kids then went on. I stopped again because I thought if it were an aircraft that had crashed, I had better try to help. I turned around and went back. There was a radio program that had just come on, it was 9:45. I told the kids to estimate when the program was 2/3 over (10 minutes) and if I hadn't come out by that time to go for help as I would probably need it. I judged the lights were about two miles [!] from the road. I picked my way through the palmettos, looking at the stars to keep on a 90û track from the road and shining my light over the tops of the palmettos to find the easy path. [He carried a machete and a large flashlight, with a smaller light in a pants pocket.] I looked at my watch and noticed four minutes (time now 2149). Then I noticed an open spot ahead of me and stopped, thinking it might be a lake. It turned out to be a clearing. I saw no lights on the way in.
>
> As I said I was surprised at reaching a clearing, thinking it might be a lake, and I carefully stepped forward with the light pointing toward the ground. I had a second two cell flashlight in my back pocket.
>
> When I first stepped into the clearing I noticed a peculiar smell. *I went two or three paces when I had the feeling somebody or something was watching me.* I kept on going and began to feel heat, like walking close to an oven. It was hot and humid like and it seemed to be coming from above. I hadn't thought of looking up, *when I did I couldn't see the sky.* (Comment: On being re-questioned on this part he meant that he couldn't see the stars.) *I knew I had run into something rough*. I stood frozen in my tracks, I wanted to throw something or hit it with my machete. I felt for my flashlight in my back pocket and thought of throwing it, but was too scared. (Comment: This establishes that he didn't loose [sic] his flashlight going into the clearing.) The bottom of the object was dull black with no seams, joints or rivet lines. It had dirty streaks running straight across as if oil or dust had blown back. (Comment: When asked if they were circular or concentric rings he said "no".) I tried to run but froze, I was so scared. The object was about 6" to 8" above the pine trees. I then got control of myself

and backed away. I could feel the heat lessen as I backed out from under the edge of the ship. I looked up and saw the edge of the ship silhouetted against the sky. It was round, with a dome shape top and with holes and fins running around the edge. The bottom edge seemed to glow with a sort of phosphorescent glow, like phosphorous in the sea at night (see sketch). *They seemed to be as scared of me as I was of them*. (Comment: He repeated this frequently during the interview. When asked how he knew or what he meant, he said the object appeared to move back as he approached.)

[The quality of Desvergers' sketch is too poor for reproduction. It shows a high-domed saucer, described by Desvergers as "like half a rubber ball," with a smaller convex dome atop it and sides curving down to a three-foot-thick edge, around which run two rows of large circular openings. The bottom appears slightly concave. Desvergers notes a diameter of 30 feet, an overall height of 10 feet.]

I had my light on the object and couldn't get my eyes off it, but as soon as I backed off I could see the object silhouetted against the sky. I could see the dome. Then I heard metal against metal, like a hatch opening and thought someone was going to watch me (Comment: ??-This could be an error in note taking). I said a million prayers. I saw something momentarily but couldn't see what it was. Next I saw a red flare which appeared slowly to move toward me. It came out of the side, I couldn't move or yell I was so scared. I could see the ship in the glow of the red light (Comment: He kept referring to the object as a "ship" all the time). I put my hands over my face (Comment: Fists closed, hand over each eye, palms toward face and elbows in stomach). I could see a red mist around me, then I passed out.

When I woke up I was standing next to a tree, I think. I seem to remember stumbling through palmettos. I couldn't see and my eyes burned. I slowly began to come back. I saw lights through the trees and started running toward them, I didn't even know whether or not my feet were hitting the ground. I thought I might be dead. Next I met the deputies and we went back to get my light. The two cell flashlight is still missing.

Ruppelt then relates something which has an important bearing on subsequent developments: "Next Desvergers mentioned a dream that he had had the night before...in which he had jumped across the ditch into the clearing and was fighting with the 'ship' in the air."

Upon further questioning, Desvergers described the peculiar odor as "acute, sharp," like nothing he had smelled before. It was, he said, "sickening nauseating," and it made him "woozy," like being anesthetized. The heat, he said, was "like walking into an oven," and he heard a hissing sound the whole time he was in the clearing and conscious. He also recalled a "babbling" which he thought may have been the scouts.

Desvergers told the investigators he had already been approached by a scientist, university professors, print and broadcast reporters, and others, and had been offered money for his story. He said he refused to talk with any of them, and Ruppelt observed he seemed to be proud of this and "how important he was."

Desvergers asked what he should do about all these people, saying "he would be very glad

to cooperate with the Air Force and not talk to anyone if he was not supposed to." Ruppelt told him he was free to talk to anyone he wished. Desvergers then announced "he would go home and call the newspapers and give them the story to 'get them off his neck.'" Ruppelt again told him he was free to do so.

The next day, Saturday, August 23, the wire services quoted Desvergers claiming he knew what he had seen, adding, "It's better for me not to go any further for the public good because it might cause panic." He was also quoted as saying, "It's not foolish to say that it will determine the future of all of us someday"; and, "the Army's [sic] theory and mine coincide"; and, "I'd like to get it all off my chest,...but I've told them I'd wait until they clear me from my security pledge." The stories also revealed Desvergers had hired a press agent and included a new claim by Deputy Sheriff Partin: He had found scorched grass at the encounter site.

The same day, Ruppelt and his team returned to Dayton, taking with them Desvergers' machete and burned cap for scientific examination. Somehow, they managed to leave the grass specimens behind.

When Ruppelt learned what the scoutmaster was telling the press, he telephoned Captain Carney, who told him he had talked to Desvergers and was told "the entire setup was that of his press agent to build the story up so that he could sell it." (After Carney's chat with Desvergers, the scoutmaster changed his tune, as in this from the Associated Press on August 27: "Desvergers...conceded he was free to talk...insofar as military authorities are concerned...[but]...'I feel I can make a little money out of this. That's why I want to keep quiet.'") Carney also advised that Desvergers claimed to have received several threatening telephone calls and had noticed "a large black automobile cruising around near his house."

Ruppelt and Carney seem not to have discussed Partin's surprising claim to have discovered scorched grass at the "attack" site. However, Carney did mention rumors that a local farmer "familiar with dehydrating hay believed that the grass was singed and...had supposedly taken samples of the grass and sent them to some research organization in St. Louis to be analyzed." This appears to have reminded Ruppelt of his grass specimens, which were forwarded from Carney's office on August 28 and sent to Battelle Memorial Institute in Columbus, Ohio, for examination and analysis by its agronomy laboratory. Battelle, a private scientific and technical research, development, and management organization, had a contract with the Air Force to provide support to Project Blue Book, under the code name Project Stork.

Meanwhile, Ruppelt's assistant, Lieutenant Olsson was busy. He had Desvergers' machete examined for radiation at the Wright Field Equipment Laboratory with negative results. He took the cap to the Clothing Research Division of the Wright Field Aeromedical Laboratory, which confirmed the three apparent burns were indeed what they seemed and that the bill and edges of the cap had been scorched, probably from exposure to high heat brief enough not to harm the wearer. Olsson then forwarded the cap to an FBI laboratory in Washington, D.C., for further examination.

The FBI lab reported it found no residue permitting identification of the cause of the burns. An additional "minute burned area" was discovered and considered "too small to have been intentionally caused but more likely by a small hot ember." The singing on the bill and edges of the cap were "not uniform as would be expected if it had been caused by a single flash of flame." Also noted was a lack of scorching under a fold which "'smoothes out' when the cap is placed on the head," suggesting it was not being worn when damaged. However, as UFO

historian Loren E. Gross has pointed out, Desvergers said he threw up his hands to protect his face. This could have pushed back and flattened the cap. Moreover, the cap was new and seen to be undamaged at the scout meeting just before the incident.

Lieutenant Olsson also checked with the Flares and Signals Branch at Wright Field to see if it might be possible Desvergers and his cap had been burned by a flare. Olsson learned small molten particles dropped by flares could cause burns like those on the cap (but there would be residue, and the FBI found none) and a flare passing just over Desvergers' head would be capable of scorching. It was suggested a parachute flare could give the illusion of a ball of flame drifting toward the scoutmaster, and flare canisters smell of "rotten eggs" for some time after firing. However, as Olsson noted, it seemed "likely that if a flare was used in the incident..., a fire would have started in the dry grass. No evidence of a fire was present down there as far as we could see." Neither were there any remnants of flares discovered.

All in all, the physical evidence was at best inconclusive--so far.

Ruppelt seems to have left Florida inclined to accept Desvergers' story, if bothered by the man's exaggerations and efforts to promote himself and make a buck. Then a report on the ex-Marine's military record and brushes with the law revealed he had been discharged from the Marine Corps for being AWOL and stealing an automobile, and had been imprisoned in the federal reformatory at Chillicothe, Ohio. Ruppelt decided he and Olsson needed to make another visit to Florida to investigate further. (It appears there was an additional motivation for this trip. In an unpublished late-1953 interview, Ruppelt told James W. Moseley he and Olsson made two trips to Florida on this case because Olsson had a girlfriend in the West Palm Beach area.)

Arriving the evening of September 8, the two Blue Book officers met with Captain Carney the morning of the ninth. Carney told them he had advised Desvergers to go to the FBI about the alleged threatening phone calls. Desvergers claimed he had done so and been referred to the local police. The three also discussed the farmer who supposedly collected grass samples, and Ruppelt telephoned the man, who said it had rained before he was able to collect specimens, so he had dropped his project. Finally, Carney reported he had been visited by Art Kiel, Desvergers' press agent, who asked if the Air Force would do a background investigation on his client and if Carney believed Desvergers' story. Carney's response was "undoubtedly some Air Force Agency" would do such a check and it would be inappropriate for him to comment further.

The three officers then drove into West Palm Beach. There they had a fruitful conversation with Palm Beach County Deputy Sheriff C. B. Bowen, who had done some checking and learned of Desvergers' reformatory time and that his record in the county was "not exactly 'clean'," although he had no police record. Bowen also gave the officers several valuable leads and an important "bonus" concerning Constable Louis Carroll, who had accompanied Deputy Partin on August 19. He said Carroll was "not too reliable" and had told him "he would like to make a 'big deal' out of this sighting.... [H]e would take some pictures of the burned trees and the burned ground and would have half the Air Force from Washington down investigating.... ([Air Force] Comment: He would have to fake this because nothing appeared to be burned.)" Perhaps Deputy Partin's statements about burned grass were part of this scheme. Was the "interested farmer" in on it, too?

The Desvergers who emerged from two days' inquiries was quite different from the solid, if opportunistic, citizen he had seemed. The officers were told he was "a boy who never quite grew up," an "exhibitionist" prone to wild exaggerations and tall tales about himself and his

background, showing off in his car, and "shady" dealings, including passing bad checks. (The latter practice seems to have gotten Desvergers into trouble a few years later. According to an unsourced news item in the May 1955 issue of James Moseley's flying saucer newsletter "Nexus," he was given seven years probation for passing a $350 bogus check.)

Two brothers who had known Desvergers for years said he "seemed to always have a story that would top one told by anybody else. They said he was very clever and that he always had a very convincing answer for everything." These men were very interested in flying saucers, but "put absolutely no faith in anything" Desvergers said.

On the evening of September 9, Captain Carney telephoned Art Kiel, Desvergers' nt, a nd learned Kiel "had just...broken his contract with Desvergers" after the scoutmaster had told him about his background. Kiel told Desvergers that, "with such a background, no reputable editor...would ever touch the story" and advised him "to drop the whole business." Desvergers said he would try to sell the story on his own, and "*when it came time to release the story, the Air Force would back him up 100 percent.* (Comment: Where Desvergers got this idea is strictly unknown to the Air Force.)" (Emphasis in the original.)

Later that evening, Ruppelt and Carney attended a meeting of Desvergers' scout troop (Desvergers was not present) to interview the troop chairman and all three boys involved in the incident. The scouts, "rather excited and nervous," said Desvergers had agreed to drive them and another boy home after their August 19 troop meeting. On the way, they stopped for a drink. Then Desvergers drove toward a drive-in theater, but "something" happened, so instead they went to a stock-car speedway to "see how much water was on the track from the recent rain." Pressed about the reason for the change in plans, the boys "were very vague" and seemed "to be attempting to cover up." (A possibly relevant but completely unconfirmed allegation: In an unpublished 1954 manuscript, James Moseley reports someone at the Air Force press desk in Washington told him Desvergers had been involved in homosexual activities.)

Leaving the speedway, Desvergers dropped the fourth boy at home, then headed south on Military Trail. Nearing the site of the incident, Desvergers said he saw a light to the left, which none of the boys saw. Stopping the car, Desvergers "got out...and removed two machetes...and two flashlights from the trunk.... The boys asked him what he was going to do and he said he thought he had seen either an aircraft crack up or a *flying saucer."* (Emphasis in the original. This was the first mention of Desvergers saying anything about flying saucers *before* the alleged attack.) Afraid, the boys persuaded Desvergers to drive on.

The oldest boy, Bobby Ruffing, 12, who "seemed to be the leader of the group...anything he said was law," was "not too cooperative" with Ruppelt and Carney. When "pressed for an answer he would 'clam up'. He kept stating, 'Well that's what Sonny [Desvergers] said, so it must be the truth." However he did say that, soon after the first stop when Desvergers made the comment about flying saucers, he "saw a semi-circle of white lights about three inches in diameter" descending "at an angle of 45 degrees into the trees." Soon after Desvergers entered the woods, Ruffing said, he saw "a series of red lights in the clearing" and he watched "Sonny 'stiffen up' and fall."

When Ruffing finished his story, he was dismissed and, in the presence of the troop chairman, Ruppelt questioned David Rowan, 11, and Chuck Stevens, 10. Rowan "was rather silly about the whole thing," but Stevens seemed a "logical thinker and gave the

straightest answers." Up to the point of Desvergers' trek into the woods, the boys' stories closely matched what Ruffing said, although Stevens said he, too, had seen a white light as they drove on after the first stop, but it "looked to him like it was a common, ordinary meteor."

Stevens and Rowan said they could see Desvergers going through the woods, "could see flashlights flashing on the trees and then he disappeared for a few seconds, at least the light disappeared. The next thing they saw was a series of red lights...a lot like flares.... It...seemed to be...six or eight red lights going in all directions." Then all three boys ran to the farmhouse to get help.

Clearly, there were important discrepancies in the scouts' recollections. Also, it is perhaps not insignificant that the oldest boy, obviously very loyal to Desvergers, was the only one of the three who recalled anything supporting the scoutmaster's claims of seeing strange airborne lights and being knocked unconscious.

In their discussion with the troop chairman, a medical doctor, the officers learned he had not known Desvergers until the latter had volunteered to serve as scoutmaster. His first inkling Desvergers might not be "exactly normal" was about three months before the saucer incident. Desvergers had claimed his four-month-old son could walk and talk and had several teeth. As a physician, the troop chairman considered this "rather absurd" and "couldn't figure out why Desvergers would tell such a story." Curious, he made a point of seeing the child, whom he found to be a "strictly normal" four month old.

The doctor also described an incident which took place at a scout meeting a few nights after Desvergers' alleged encounter. Many of the scouts' parents were there. "With no invitation," Desvergers "got up and said that since they were all interested in his experience...he would answer questions. When someone did...he stated...he couldn't answer it because of his 'secrecy agreement'. He also stated what he knew might create a panic." (The two brothers mentioned above told of witnessing similar incidents.)

Leaving the meeting, Ruppelt and Carney surely were certain they had a crackpot hoaxer on their hands, but they decided to visit the site of the incident that night, at about the same time and under lighting (no moon) and weather conditions similar to those on August 19. Joined by Lieutenant Olsson and Staff Sergeant Saeger of Carney's staff, they parked "in approximately the same spot as Desvergers' car was parked." Olsson and Saeger took a flashlight into the clearing where Desvergers said he was attacked. Ruppelt and Carney could see the light as the men moved through the woods (consistent with the scouts' accounts). However, when the men were in the clearing, their light could be seen only when Olsson held it "about 7 feet above the ground and shined it directly toward the road." From this Ruppelt and Carney concluded "a person in the clearing, holding a light at a normal level, could not be seen from the road." Photographs in the Blue Book file seem to support this conclusion, although retired Pan American Airways pilot William Nash recently told the author his examination of the site in 1954 later left no doubt a person in the clearing *could* be seen from the road.

Does this "reenactment" also invalidate the scouts' claim to have seen red lights in the clearing? As Loren Gross has pointed out, not necessarily. According to Desvergers, the ball of red flame was launched at him from the saucer hovering just above the trees, more than 15 feet above ground.

While at the scene, the Air Force team "noted that aircraft in the traffic pattern at the West

Palm Beach Airport with landing lights on appeared to be white lights going down through the woods." Does this mean that, if Desvergers and Bobby Ruffing saw any lights in the sky at all, they were merely aircraft landing lights? Not necessarily. Captain Carney's August 20 message to Blue Book reveals he checked this possibility. He mentions only the landing of an SA-16 (Air Force air/sea rescue amphibian) at 5:23 p.m., local time, more than four hours before the Desvergers incident.

Based on Desvergers' checkered history, opportunism, and colorful reputation, Ruppelt was convinced his saucer-attack tale was a hoax. Over the next year, Desvergers' "improvements" on his story seemed to confirm this.

In February 1953 he told sympathetic *American Weekly* reporter Marta Robinet he had seen a strange creature in the saucer. About the same time, Desvergers told Donald Howell of Jacksonville, Florida, he had climbed on the edge of the saucer and fought with three "humanoids in greyish clothing" who had a "sweaty odor." The beings were weak, Desvergers said, so he was winning the battle when the saucer shifted and he lost his balance, falling to the ground. Then, in a fall 1953 interview with James Moseley, Desvergers claimed "he was not knocked out by the gassy substance...." Rather, "he was conscious the whole time that he was in contact with the saucer.... [T]here was a struggle of some sort.... [T]hen [he] was (from what I can gather) carried for a distance...by the saucer.... He says that this...was proved by the fact that there were no footprints of his for a certain distance, when he and others went back into the area...; i.e., the footprints abruptly ended and began again...further on."

But all this happened later. In mid-September 1952, Ruppelt was puzzling over how to write his report on the event, a report which is not in the Blue Book file (was it ever written?). He was sure Desvergers' tale was a tall one. Still, though he and his associates had "thought up dozens of ways" it could have been done, they hadn't made "step one in proving the incident to be a hoax," and they couldn't explain the burns in the scoutmaster's cap.

Then Ruppelt's telephone rang. It was the Battelle agronomy lab calling about the grass specimens. "How did the roots get charred?" he was asked. Ruppelt was stunned. His caller explained that, when the soil had been cleaned from the roots, they were found to be charred black. The above-ground portions of the plants were unharmed, except for the lowest leaves, which were slightly damaged. *The only damaged specimens were those from the spot over which Desvergers said the saucer hovered.* Those collected 50 and 75 yards distant were quite normal.

The lab had duplicated the charring by placing live grass clumps in a pan of sandy soil and heating it to about 300 degrees Fahrenheit. How such had been done in the Florida boondocks was anybody's guess.

Ruppelt checked a few possibilities. He found there was nothing at the site which would solve the mystery. Heating the soil to 300 degrees from below would require large, cumbersome equipment and leave telltale signs. Ruppelt was stumped, but he still considered the case a hoax.

Loren Gross suggests a theory which could account for the charred specimens, the claims of Deputy Partin and the farmer that grass at the incident site had been burned, and similar assertions by Constable Carroll. If a hoax were planned and one of the lawmen had access to the samples, he could have removed them from Carney's office secretly, "cooked" them, then slipped them back.

As Gross himself points out, this theory falls apart if the specimens were carried directly from the site to Carney's office and as closely controlled as Ruppelt believed they were: "Only a few people handled the grass specimens: the lab, the intelligence officer in Florida, and I. The lab wouldn't do it as a joke, then write an official report [see Battelle in "Sources" below], and I didn't do it. This leaves the intelligence officer; I'm positive that he wouldn't do it."

There is another possibility. Perhaps the hoaxers salted the site with patches of charred clumps, intending to "discover" them a day or two later after the blades had wilted, seemingly burned by the saucer or its weapon. Then the Air Force showed up and collected specimens, thwarting the hoaxers and setting the stage for one of the most enduring of UFO mysteries.

This, then, is the full story of the Florida saucer attack. Well, not quite... There *are* those other sightings in the area at the time, at least one of them, according to press reports, known to the Air Force while the Desvergers investigation was under way.

This sighting took place about 7:30 p.m. on August 29. A Mr. and Mrs. Wendell Wells, their 15-year-old niece, June Tent, and two infants were on their way to a drive-in theater when they noticed "a bright glow" in the sky. According to Tent, it first appeared to be "one big yellow-white light. It seemed to be drifting, slanting down. Then it got over the woods on the left side of the road and dropped straight down. When it got closer to the ground it looked like it had more lights. And right after it landed, we saw another light that seemed to hover over the spot." Tent said the object seemed the size of a large transport, but did not look like an airplane, instead resembling "the rim of a coin" with lights spaced around it. Mister Wells turned onto Military Trail, and a short drive brought the family abreast of a spot some distance into the woods illuminated by an eerie glow, and about eight miles south of the Desvergers site. Because he had a young girl and two infants in the car, Wells decided not to investigate more closely.

The Wellses reported their sighting to the press on September 4. When queried by a reporter, the Air Force said it was "investigating." Yet there is no record of the case in Blue Book files and Ruppelt seems not to have looked into or even been told about it during his second trip to Florida.

The National Investigations Committee on Aerial Phenomena (NICAP) file on the Desvergers case contains an October 28, 1968, letter from a Nellie M. Hahn, who writes that, on the night of August 19, 1952, as she was falling asleep in her mother's home in West Palm Beach, she observed to the east "what appeared to be a round orange balloon of gigantic size above the tree tops, in a stationary position.... It seemed to be luminous... [and] very 'orangey' in color." Hahn writes she forgot about the matter until a few days later on seeing a Tampa newspaper report about the Desvergers sighting. She concluded she may have seen whatever it was that attacked the scoutmaster.

In his investigation of the Desvergers case, William Nash interviewed Fred J. Brown, who worked at the Everglades Experimental Station, directly west of West Palm Beach. Brown reported seeing a low-flying, saucer-shaped object about 35 feet in diameter with red and yellow lights spaced around its lower rim. He said it passed very low over the station in the early morning hours of September 14, exuding a "bad odor," emitting a loud hum, and severely frightening a dairy herd.

Did any of these witnesses see Desvergers' hostile saucer, if there was such? At this late date, there is no way of telling, but it is at least curious that the Air Force seems to have dropped the ball on the Wells-Tent sighting.

In closing, let us consider one more explanation for the charred grass roots, which also could account for other key elements of Desvergers' story. It was offered by Ruppelt himself as "pure speculation" in his *Report on Unidentified Flying Objects:* induction heating, used in foundries to melt metals. Solid rods or ingots are subjected to an alternating magnetic current, setting up "eddy currents" in the metal and raising its temperature. Replace the solid metal with damp sand,

> an electrical conductor, and assume that a something that was generating a powerful alternating magnetic field was hovering over the ground, and you can explain how the grass roots were charred. To get an alternating magnetic field, some type of electrical equipment was needed. Electricity--electrical sparks--the holes burned in the cap "by electric sparks."...
>
> ...If this...field can heat metal, why didn't everything the scoutmaster had that was metal get hot enough to burn him?... The answer--he wasn't under the UFO for more than a few seconds.... He did feel some heat, possibly radiating from the ground.
>
> ...[F]urther..., the scoutmaster repeatedly mentioned the unusual odor near the UFO. He described it as being "sharp" or "pungent." Ozone gas is "sharp" or "pungent." To quote from a chemistry book, "Ozone is prepared by passing air between two plates which are charged at a high electrical potential."... Breathing too high a concentration of ozone gas will also cause you to lose consciousness.

Ruppelt presented his "speculation" to a RAND scientist, who "practically leaped at the idea." When Ruppelt explained he thought his theory "just *happened* to tie together the unanswered aspects" of the Desvergers case, the scientist replied in some exasperation, "What do you want? Does a UFO have to come in and land on your desk at ATIC?"

So, was this the best hoax in UFO history, or, as UFO historian Jerome Clark put it, "the ufologist's worst nightmare: a real experience which happened to an unreliable individual"? Hoax or?...

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Case Directory
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Radar-Visual Over ATIC

Wright-Patterson AFB, Dayton, Ohio
March 8, 1950

F-51 "Mustang"

Edward Ruppelt:
About mid-morning on this date a TWA airliner (Capt. W.H. Kerr & two other TWA pilots) was coming in to land at Dayton Municipal Airport. As the pilot circled to get into the traffic pattern, he and his copilot saw a bright light hovering off to the southeast. The pilot called the tower operators at the airport to tell them about the light, but before he could say anything, the tower operators told him they were looking at it too. They had called the operations office of the Ohio Air National Guard, which was located at the airport, and while the tower operators were talking, an Air Guard pilot was running toward an F-51, dragging his parachute, helmet, and oxygen mask.

I knew the pilot, and he later told me, "I wanted to find out once and for all what these screwy flying saucer reports were all about."

While the F-51 was warming up, the tower operators called ATIC and told them about the UFO and where to look to see it. The people at ATIC rushed out and there it was, an extremely bright light, much brighter and larger than a star. Whatever it was, it was high because every once in a while it would be blanked out by the thick, high, scattered clouds that were in the area. While the group of people were standing in front of ATIC watching the light, somebody ran in and called the radar lab at Wright Field to see if they had any radar "on the air." The people in the lab said that they didn't have, but they could get operational in a hurry. They said they would search southeast of the field with their radar and suggested that ATIC send some people over. By the time the ATIC people arrived at the radar lab the radar was on the air and had a target in the same position as the light that everyone was looking at. The radar was also picking up the Air Guard F-51 and an F-51 that had been scrambled from Wright-Patterson. The pilots of the Air Guard '51 and the Wright-Patterson '51 could both see the UFO, and they were going after it. The master sergeant who was operating the radar called the F-51's on the radio, got them together and started to vector them toward the target. As the two airplanes climbed they kept up a continual conversation with the radar operator to make sure they were all after the same thing. For several minutes they could clearly see the UFO, but when they reached about 15,000 feet, the clouds moved in and they lost it. The pilots made a quick decision; since radar showed that they were getting closer to the target, they decided to spread out to keep from colliding with one another and to go up through the clouds. They went on instruments and in a few seconds they were in the cloud. It was much worse than they'd expected; the cloud was thick, and the airplanes were icing up fast. An F-51 is far from being a good instrument ship, but they stayed in their climb until radar called and said that they were close to the target; in fact, almost on it. The pilots had another hurried radio conference and decided that since the weather was so bad they'd better come down. If a UFO, or something, was in the clouds, they'd hit it before they could see it. So they made a wise decision; they dropped the noses of their airplanes and dove back down into the clear. They circled awhile but the clouds didn't break. In a few minutes the master sergeant on the radar reported that tbe target was fading fast. The F-51's went in and landed.

When the target faded on the radar, some of the people went outside to visually look for the UFO, but it was obscured by clouds, and the clouds stayed for an hour. When it finally did clear for a few minutes, the UFO was gone.

A conference was held at ATIC that afternoon. It included Roy James, ATIC's electronics specialist and expert on radar UFO's. Roy had been over at the radar lab and had seen the UFO on the scope but neither the F-51 pilots nor the master

sergeant who operated the radar were at the conference. The records show that at this meeting a unanimous decision was reached as to the identity of the UFO's. The bright light was Venus since Venus was in the southeast during midmorning on March 8, 1950, and the radar return was caused by the ice-laden cloud that the F-51 pilots had encountered. Ice-laden clouds can cause a radar return. The group of intelligence specialists at the meeting decided that this was further proved by the fact that as the F-51's approached the center of the cloud their radar return appeared to approach the UFO target on the radarscope. They were near the UFO and near ice, so the UFO must have been ice.

The case was closed.

I had read the report of this sighting but I hadn't paid too much attention to it because it had been "solved." But one day almost two years later I got a telephone call at my office at Project Blue Book. It was a master sergeant, the master sergeant who had been operating the radar at the lab. He'd just heard that the Air Force was again seriously investigating UFO's and he wanted to see what had been said about the Dayton Incident. He came over, read the report, and violently disagreed with what had been decided upon as the answer. He said that he'd been working with radar before World War II; he'd helped with the operational tests on the first microwave warning radars developed early in the war by a group headed by Dr. Luis Alvarez. He said that what he saw on that radarscope was no ice cloud; it was some type of aircraft. He'd seen every conceivable type of weather target on radar, he told me; thunderstorms, iceladen clouds, targets caused by temperature inversions, and the works. They all had similar characteristics - the target was "fuzzy" and varied in intensity. But in this case the target was a good, solid return and he was convinced that it was caused by a good, solid object.

And besides that, he said, when the target began to fade on his scope he had raised the tilt of the antenna and the target came back, indicating that whatever it a was, it was climbing. Ice-laden clouds don't climb, he commented rather bitterly.

Nor did the pilot of one of the F-51's agree with the ATIC analysis. The pilot who had been leading the two-ship flight of F-51's on that day told me that what he saw was no planet. While he and his wingman were climbing, and before the clouds obscured it, they both got a good look at the UFO, and it was getting bigger and more distinct all the time. As they climbed, the light began to take on shape; it was definitely round. And if it had been Venus it should have been in the same part of the sky the next day, but the pilot said he had looked and it wasn't there. The ATIC report doesn't mention this point.

Captain Edward J. Ruppelt

NICAP Home

Incident directory for this case

Date: Sun, 09 Mar 2008 07:36:26 -0500
From: Brad Sparks
Subject: March 8, 1950, Over ATIC (Ohio) Not A Good Case
To: nicap@insightbb.com
Cat: 9,11

I read all the BB (Grudge) docs. The Project Grudge docs are very bad, neat looking but the data are nonsense (SSW is called less than 180 degs azimuth when in fact it is 202.5 degs, they can't keep their directions straight). Something also is very wrong with Ruppelt's account. It's almost like there is no overlap between the Grudge reports and Ruppelt. Data do not all match up.

According to the BB/Grudge docs despite specific efforts with several radars there was no radar confirmation of the stationary light seen for over 2-1/2 hours from about 7 to 9:35 AM when clouds covered the light and it was never seen again -- not seen the next morning, not ever again, apparently, which casts doubt on whether it could have been Venus. The only radar contact was at 11:30 AM and it was clearly ice crystals, it was about 6 miles in size and an interceptor sent up ran into ice crystals (another reports suggests it was over 20 miles in size and this kind of gross discrepancy is typical in this badly botched case). The initial sighting at 6:50 AM of a fast moving light seen for 5 seconds may have been a meteor. The stationary light seen for hours afterward is a bit of a mystery, but could arguably have been Venus nonetheless.

Major Kenneth Chilstrom went up in an F-80 at 8:10 AM and tried for over 20 minutes but could never see the light even when the control tower could see he was heading right towards the light that the controllers still saw. Lt Col Shafer went up in an F-51 about 9 AM and spent 20-30 minutes trying to reach the light which he thought was a celestial body, later suggested to be Venus by an astronomer he contacted. A tower controller George Barnes claimed it was "ascending at terrific speed" for 2-1/2 HOURS!! That's absolute nonsense. There was general agreement among witnesses that it was stationary. If it moved at "terrific speed" it would be gone very quickly and would not still be there after 2-1/2 hours!

What is extremely frustrating is that the direction of the stationary light is obfuscated with astounding confusion or nonsense -- I've seen it given as 120, 155-160 degs, 160-170 degs, 165-170 degs, 180 degs, SSW (about 200 degs), NW (or about 315 degs -- or was this the direction it was coming from thus going to 135 degs??).

Venus was at 130 degs at 7 AM and 170 degs at 9:35 AM, a fairly close match to most of those directional bearings. The light's elevation was variously reported at 15 or 40 degs. Venus started at 21 degs at first sighting time and was at 36 degs at last sighting. Again another fairly close match.

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DAY UFOS FLEW OVER SAC HEADQUARTERS		MUJ-195,16	1	H
DAYLIGHT CLOSE ENCOUNTER	GORDON	MUJ-255,18	1	
DAYLIGHT DISC SEEN IN PHOENIX		MUJ-197,14	1	

DAYLIGHT DUMBELL	HAINES	IUR-14-5,12	1	
DECEPTION ISLAND UFO SIGHTINGS	PERISSE	87 SYMP,142	1	F
DIAMOND-SHAPED UFO IN PENNSYLVANIA	GORDON	MUJ-194,07	1	
DISC OBSERVED BY RUSSIAN SHIP IN 84	ROMANOV	IUR-18-3,17	1	F
EARTH-BASED UFOS	LEWIS	MUJ-191,16	1	
EARTHLIGHT ENIGMA	EVANS	MUJ-200,03	1	
EARTHLIGHTS REVELATION REVIEWED	NOYES	MUJ-263,15	1	
EARTHLIGHTS REVIEWED	LONG	MUJ-201,07	1	
EARTHLIGHTS: SCIENCE OR REVELATION?	LONG	IUR-15-3,13	1	
EAST COAST UFO IDENTIFIED	ANDRUS	MUJ-222,03	1	
ENCOUNTER AT BLUFF LEDGE: UFO CASE HIST	WEBB	88 SYMP,018	1	
F-CLASS STARS AS EVOLUTION DRIVERS	AGGEN	MUJ-278,10	1	
FARISH'S ROLE IN RENDLESHAM	ANDRUS	MUJ-203,07	1	F
FIRE IN FOREST: NEW LIGHT ON RENDLESHAM	JAMISON	IUR-13-5,04	1	F
FLARE SPARKS SIGHTING	WEBB	MUJ-221,16	1	TR
FLASHLIGHT IN THE FOREST	RIDPATH	MUJ-203,10	1	F
FLORIDA FLURRY	WARE	MUJ-211,06	1	GB
FOO-FIGHTERS: THE STORY SO FAR	ROBERTS	MUJ-240,03	1	H
FORMER COMBAT PILOT SEES OBJECT 3 TIMES		MUJ-191,12	1	
FORTY YEARS OF UFOLOGY IN SWEDEN	KUHLEMANN	87 SYMP,155	1	F
FRENCH FLAP IGNORED	SIDER/SCOTT	MUJ-289,03	1	F
FYFFE AL EXPERIENCE	BAKER	90 SYMP,085	1	
GLOWING SPHERE OBSERVATION	PHILLIPS	MUJ-143,10	1	
GREAT BALLS OF FIRE	DAVIES	MUJ-240,06	1	
GREEN FIREBALLS	AGGEN	MUJ-271,10	1	AS
GREENISH GLOWING LIGHT SEEN IN PA & NJ	GORDON	MUJ-191,11	1	
GREENVILLE SIGHTINGS	CRAWFORD	MUJ-262,11	1	
GULF BREEZE CE III- PART II	WARE/FLAN/ANDRU	MUJ-241,11	1	GB
GULF BREEZE CE III- PART III	WARE/FLAN/ANDRU	MUJ-242,12	1	GB
GULF BREEZE LIGHTS	MACCABEE	IUR-17-1,04	1	GB
GULF BREEZE LIGHTS	HUFFORD	IUR-17-1,11	1	GB
GULF BREEZE RUFOS	OVERALL	IUR-17-2,14	1	GB
GULF BREEZE SIGHTINGS REVIEW		MUJ-262,12	1	GB
GULF BREEZE SUPPLEMENT	WARE/FLAN/ANDRU	MUJ-240,13	1	GB
GULF BREEZE UPDATE	WRIGHT	MUJ-274,08	1	GB
GULF BREEZE WITHOUT ED	MACCABEE	91 SYMP,185	1	GB
GULF BREEZE, FL, PART IV	WARE/FLAN/ANDRU	MUJ-243,09	1	GB
GULF BREEZE, FL, PART V	WARE/FLAN/ANDRU	MUJ-244,06	1	GB
GULF BREEZE: BALANCING THE SCALE	HALL/SMITH	MUJ-248,03	1	GB
HERR LINKE & FLYING WARMING PAN	BLOECHER	MUJ-153,06	1	F
HIGH STRANGENESS IN COLORADO VALLEY	CLEMENS	MUJ-313,13	1	
HIST & CULTURAL INTERP OF UFOS S. AFRICA	HIND	87 SYMP,039	1	F
HISTORICAL SURVEY OF UFO CASES IN CHILE	HUNEEUS	87 SYMP,180	1	F
HISTORY OF G/B, FL SIGHTING EVENTS	MACCABEE	88 SYMP,113	1	GB
HISTORY OF UFO REPORTS IN CANADA	FRIEDMAN	87 SYMP,N/P	1	F
HUGE SAUCER OVER PENNSYLVANIA	CRAIN	MUJ-200,06	1	
HUNTER SIGHTS UFO IN N. CALIFORNIA	CERNY	MUJ-151,13	1	
HUNTERS FIND MORE THAN THEY BARGAINED	HAGLUND	MUJ-192,08	1	
INVENTION OF A GULF BREEZE UFO	BECKER	IUR-17-2,19	1	GB
ITALIAN SCENE, 1947-1987: A ROUND UP	PINOTTI	87 SYMP,013	1	F
ITALIAN UFO WAVE OF 1978	HALL	MUJ-153,12	1	F
KENDALL COUNTY SIGHTING (IL)	ZAVODNY	MUJ-246,25	1	
KIRTLAND LANDING	MACCABEE	MUJ-204,09	1	D
LAB RESULTS OF 1966 SWAMPGAS CASE		MUJ-195,12	1	
LAST DECADE?	CLARK	IUR-15-2,03	1	
LENTICULAR CLOUD IN MALAYSIA	JAMALUDIN	MUJ-183,17	1	F
LIGHT PUZZLE IN PERTH, AUSTRALIA	UFORA	MUJ-196,09	1	
LIGHT SHOW OVER LANCASTER	HAMILTON	MUJ-286,03	1	
LIGHTS, AIRCRAFT PUZZLE POLICE	BOECHE	MUJ-183,03	1	
LLANO LIGHTS	ANDRUS	MUJ-198,08	1	
LOST BLUE BOOK RECORDS SURFACE	GREENWOOD	MUJ-307,11	1	D
MARFA LIGHTS, THE	STACY	MUJ-235,03	1	
MARINE LIGHT WHEELS	HENDRICKSON	MUJ-227,06	1	
MASS HYSTERIA & MW SIGHTINGS, PART II	SWORDS	MUJ-197,16	1	
MASSACHUSETTS MUFON FORUM	WEBB	MUJ-199,03	1	
MEMORIES OF LOOKOUT: UFOS ON YAKIMA RESV	LONG	MUJ-170,07	1	
MIRACLES IN MEDJUGORJE	MIGLIORE	MUJ-268,13	1	F
MISSOURI WAVE	BEDELL &	MUJ-289,15	1	
MOST SIGNIFICANT SIGHTINGS IN GERMANY	IIOBRAND/LUDWIG	93 SYMP,239	1	F
MULTIPLE WITNESS SIGHTING STRUCTURED UFO	SEIFRIED	MUJ-173,11	1	
MYSTERIOUS AIRSHIPS: A COMMENT	BERLINER	MUJ-169,07	1	H
MYSTERIOUS AIRSHIPS: COMMENTARY II	WINKLER	MUJ-172,14	1	H
N. CALIFORNIA UFO FLURRY	HALL	MUJ-167,8	1	

NEW BRUNSWICK CLOSE ENCOUNTER	WEBB	MUJ-262,09	1	
NEW DIRECTOR OF PUBLICATIONS & MUJ ED		MUJ-198,04	1	
NEW YORK UFO TOWN-HALL MEETING	BRYANT	MUJ-198,05	1	
NINE AMATEUR ASTRONOMERS OBSERVE UFO	KREMJL	MUJ-190,03	1	F
NL ON YAKIMA INDIAN RESERVATION	LONG	MUJ-184,08	1	
NOT-SO-MYSTERIOUS AIRSHIPS OF 1896-97	WINKLER	MUJ-169,03	1	H
OHIO FLAP	DELL'AQUILA	MUJ-249,15	1	
OLD FLYING WING WITH CHRISTMAS LIGHTS	LONG	MUJ-188,13	1	
ORANGE BALLS OF LIGHT	LONG	MUJ-266,04	1	
ORDINARY UFO	FOWLER	MUJ-249,14	1	
OREGON SHERIFF'S SIGHTINGS	LONG	MUJ-172,13	1	
OREGON SKI AREA SIGHTINGS	ZELLER	MUJ-168,17	1	
PENN STATE SIGHTING	GORDON	MUJ-212,08	1	
PENNSYLVANIA CLOSE ENCOUNTER	GORDON	MUJ-210,08	1	
PENNSYLVANIA FLAP BIGGEST SINCE 1973	GORDON	MUJ-188,09	1	
PENNSYLVANIA LOW-LEVEL UFO SIGHTINGS	GORDON	MUJ-172,03	1	
PENNSYLVANIA REPORTS	GORDON	MUJ-206,05	1	
PENNSYLVANIA WAVE	GORDON	MUJ-224,07	1	
PENSACOLA UFO	HUFFORD	MUJ-282,17	1	GB
PENTAGONAL UFOS	SCHUESSLER	MUJ-164,10	1	
PERUVIAN OVNIS	LEVINE	MUJ-220,16	1	F
PETALUMA UFO	PAGE	MUJ-221,08	1	
PLASMA OR UFO?	LONG	MUJ-172,12	1	
POLICEMAN ENCOUNTERS DIAMOND-SHAPED UFO	SCHUESSLER	MUJ-182,03	1	
PROJECT ID: 13 YEARS & 160 SIGHTINGS	RUTLEDGE	86 SYMP,161	1	
PSYCHOLOGICAL EVALUATION OF MR. ED	OVERLADE	MUJ-248,07	1	GB
PYRAMID-SHAPED RAY FIELD VANISHES	GEP	MUJ-190,07	1	F
RE-ENTRY RE-EXAMINED	WRIGHT/BEECH	MUJ-199,05	1	
REAGON'S UFOS		MUJ-246,22	1	H
RECENT INDIAN RESERVATION SIGHTING	LONG	MUJ-169,08	1	
RECENT SIGHTINGS IN NORTH CAROLINA		MUJ-194,08	1	
RED LIGHTS IN THE SKY! HOAX OR REAL?	SALISBERRY	MUJ-266,10	1	
RED SKIES: GREAT 89 WAVE IN USSR	HUNEEUS	90 SYMP,169	1	F
RENDLESHAM FOREST AFFAIR	ANDRUS	MUJ-201,17	1	F
RENDLESHAM FOREST UPDATE	RANDLES	MUJ-204,03	1	F
RENDLESHAM RE-VISITED	ZEIDMAN	MUJ-206,03	1	F
REPEATED SIGHTINGS DOMED DISK NR FLINT	WRIGHT	MUJ-187,08	1	
REPORT FROM AFRICA	HIND	MUJ-159,05	1	F
REPORTS FROM NORWAY	LIDSTROM	MUJ-144,09	1	F
RETURN OF THE MOTHERSHIPS	CRAIN	MUJ-234,15	1	
ROARING UFO OVER VIRGINIA	GRATTAN	MUJ-170,10	1	
ROBERT LAZAR AS FICTIONAL CHARACTER	CAMPBELL	MUJ-310,11	1	RD
S. CAL'S STRAIGHT-LINE MYSTERY IN UFO S.	DRUFFEL	83 SYMP,060	1	
SAN FERNANDO VALLEY S. WAVE, 1979	GREENAWALD	MUJ-151,03	1	
SCALE REMAINS UNBALANCED	MACCABEE	MUJ-252,03	1	GB
SCANDINAVIAN SAUCER SCARE	LILJEGREN	MUJ-180,07	1	F
SCIENTIFIC STUDIES OF UAP IN FRANCE	VELASCO	87 SYMP,051	1	F
SEATTLE SIGHTINGS	GOUDIE	MUJ-219,13	1	
SIGHTING OFF COAST OF BRAZIL		MUJ-197,15	1	F
SIGHTINGS OF UAP BY ASTRONOMERS	SCHNEIDER	MUJ-187,06	1	
SISTERS WATCH OBJECT OVER DES MOINES	BIESELE	MUJ-156,14	1	
SKETCHES OF UFO SEEN IN 1742	WINKLER	MUJ-148,10	1	H
SKYDANCER OVER ANTELOPE VALLEY	HAMILTON	MUJ-312,10	1	
SOVIET AIR DEFENSES BAFFLED BY HUGE UFOS	FUFOR	MUJ-266,08	1	F
SOVIET MEDIA UFO SIGHTINGS		MUJ-262,13	1	F
SPECTACULAR SIGHTING IN NORTH CAROLINA	RHEIN	MUJ-196,13	1	
STARRY NIGHT	DAVIDS	IUR-14-3,13	1	
STRANGE BEHAVIOR OF CLOUD OVER NAV BASE		MUJ-189,11	1	
STRANGE LIGHTS OVER GULF BREEZE	MACCABEE	MUJ-284,16	1	GB
STRANGENESS IN THE NIGHT	ZEIDMAN	IUR-14-1,04	1	
TABOR LIGHTS	TOKARYK	MUJ-235,08	1	F
THROUGH THE SECRECY BARRIER	MUSINSKY	IUR-15-4,14	1	F
TRIANGLE OF LIGHTS OVER MICHIGAN	WRIGHT/STEWART	MUJ-170,13	1	
TRIANGULAR UFO SIGHTED	MELESCIUC	MUJ-214,11	1	
TRIANGULAR UFO: PRELIMINARY REPORT	MORGAN	MUJ-155,06	1	
TWO FLORIDA REPORTS	SALISBERRY	MUJ-255,13	1	GB
TWO SIGHTINGS IN BRITISH COLUMBIA	BIESELE	MUJ-194,12	1	F
TYPICAL 1982 UFO REPORTS	HALL	MUJ-170,06	1	
UFO ACTIVITIES IN THE SOVIET UNION	HAINES	IUR-16-2,13	1	F
UFO ACTIVITY OVER OHIO	SCOTT	MUJ-217,04	1	
UFO ALERT IN BRAZIL	HUNEEUS	MUJ-223,06	1	F
UFO FOR A DAY	OBERG	MUJ-222,05	1	
UFO INSPECTS PLANT	SCHUESSLER	MUJ-205,07	1	
UFO MENAGERIE ON YAKIMA INDIAN RESERVATN	LONG	MUJ-168,08	1	

UFO MYSTERY IN AUSTRALIA	CHALKER	87 SYMP,165	1	F
UFO PHENOMENON IN HUNGARY	HARGITAI	IUR-14-2,13	1	F
UFO REPORTS & DISSOCIATIVE HYSTERIA	SWORDS	MUJ-198,10	1	
UFO RESEARCH IN BRITAIN	EVANS	87 SYMP,107	1	F
UFO SIGHTING IN MEXICO	BLANEY	MUJ-155,03	1	F
UFO SIGHTINGS & RESEARCH IN MODERN CHINA	CHIANG	93 SYMP,041	1	F
UFO WATERS STILL RUN DEEP: 1984 SYMP	STACY	MUJ-196,03	1	SYM
UFO: DON'T SHOOT!	DENNETT	MUJ-299,03	1	
UFOLOGY IN URAGUAY & BRAZIL	SMITH	87 SYMP,082	1	F
UFOS & INDIA: ANCIENT & CONTEMPORARY	NATHAN	87 SYMP,068	1	F
UFOS AND RELIGION: OF THINGS VIS & INVIS	DOWNING	94 SYMP,033	1	T
UFOS AND THE AMISH	SWORDS	IUR-18-5,12	1	T
UFOS COMPETE WITH SANTA FOR...LIMELIGHT	GARNER	IUR-18-5,08	1	
UFOS OR SOUL SHIPS?	RAYNES	MUJ-168,15	1	T
UFOS OVER ARKANSAS: PART I	LEET	MUJ-171,05	1	
UFOS OVER ARKANSAS: PART II	LEET	MUJ-172,04	1	
UFOS OVER BELGIUM	GREER	MUJ-289,08	1	F
UFOS OVER BRAZIL	ANDRUS	MUJ-221,03	1	F
UFOS OVER CHINA		MUJ-192,03	1	F
UNKNOWN SWINGS LIKE A PENDULUM	GREENAWALD/HOLL	MUJ-192,16	1	
UNUSUAL OBJECT OVER ST. PAUL	BAUERLINE &	MUJ-279,07	1	
UTAH UFO SIGHTING	BIESELE	MUJ-277,08	1	
WASHINGTON STATE CE-I	LONG	MUJ-166,16	1	
WHAT HAPPENED IN KLICKITAT COUNTY?	LONG	MUJ-174,10	1	
WHAT HAPPENED IN RENDLESHAM FOREST?	GRANT	MUJ-201,10	1	F
WHAT RUSSIANS KNOW ABOUT UFOS	KNAPP	94 SYMP,275	1	D
WHIDBEY ISLAND "UNKNOWN"	JOHNSON	MUJ-244,09	1	
WHY DO UFOS HAVE LIGHTS?	SMITH	MUJ-299,12	1	
WHY IS UFOLOGY SO CONFUSING?	SWORDS	MUJ-223,03	1	
WILLIAMSPORT WAVE	GRECO	MUJ-290,03	1	
WOBBLING UFO WAS A VIVID BLUE	MAZUR	MUJ-192,10	1	
WOMAN REVEALS 1977 FLORIDA SIGHTING	WARE	MUJ-191,14	1	GB
YAKIMA INDIAN RESERVATION SIGHTINGS	LONG	MUJ-166,03	1	
YAKIMA UFO	LONG	MUJ-205,05	1	

Created by Francis Ridge mailto:nicap@insightbb.com

Regional Sighting Information Database (RSID-C1)

DATE	TIME	LOCATION	ST	HY	WT	DESCRIPT	F_USED	REF
030317		HELMER	IN	C1	01			EGBA,673
0406XX		ROLL PRAIRIE	IN	C1	01			CE,164
0910XX		CHURCH	IN	C1				CE,?
13SUMR		BOWLING GRN	KY	C1	01			EGBA,503
23XXXX	EVEN	REND CITY	IL	C1	02	CIGAR		SL-57,12
23XXXX		INDIANAPOLIS	IN	C1	01			EGBA,674
31XXXX	DAYT	SPRINGERSVIL	IN	C1	MW	DIRIGIBL		
4409XX		OLIVER SPRGS	TN	C1				EGBA,498
450417	EVEN	FISHERVILLE	KY	C1	01	ROUND		GROSS
470707	MORN	INDIANAPOLIS	IN	C1	MW	DISCS,2		570.
470707	1155	KANSAS CITY	MO	C1	01	DISC		576.
470707	1145	BRANDENBURG	KY	C1	01	DISCS,4		575.
470708	1030	SPRINGFIELD	IL	C1	03	DISC		705.
480201	DAYT	CIRCLEVILLE	OH	C1	01	DISC,60'		FSTS,144
480729	0955	INDIANAPOLIS	IN	C1	02	PROP		PBBSR,14
491023	1915	NORWOOD	OH	C1	MW	S/L PHOT	8	EGBA,715
49XXXX	EVEN	CINCINNATI	OH	C1	02	BOL		CR,03/55
49XXXX	EVEN	BOONE CO.	KY	C1	02	BOL		CR,03/55
500408		KOKOMO	IN	C1	01			EGBA,675
5008XX		SPRINGFIELD	OH	C1				EGBA,719
511009	1345	PARIS	IL	C1	01	SILVOBJT	11	RUFO,112
521208	EVEN	CHICAGO	IL	C1	02	LTS,5-6	11	UFOE,35
52XXXX		AKRON	OH	C1	01			EGBA,685
53SUMR		CINCINNATI	OH	C1		OBJECT	8	CR,04/54
540714	0750	ST. LOUIS	MO	C1	10	BOX-LIKE		AUN-6,1
5408XX	2230	PARK HILLS	KY	C1	01	DISC		IUR,2,4
541022	0130	CINCINNATI	OH	C1	01	DISC	3	CR,12/54
550302		HUNTLEY	IL	C1				EGBA,540
550801		WILLOUGHBY	OH	C1	01			FSTS,236
550821		CINCINNATI	OH	C1				CR,09/55
560902		DAYTON	OH	C1				EGBA,699
561011	2245	CRANE	IN	C1	01	CIRCULAR		US NAVY
561016	EVEN	BEDFORD	IN	C1	02	STRGA/C		CR,01/57
561130	1200	PETERSBURG	IN	C1	01	OVAL		CR,02/57
561130	0555	CINCINNATI	OH	C1	01	ROUND		CR,02/57
570507		DIXIE LEE JC	TN	C1	01			EGBA,493
5708??		SHELBYVILLE	IN	C1				EGBA,680
570930		KINGSTON	OH	C1	01			EGBA,706
571105	1812	WABASH	IN	C1		LTSinCIR		UFOE,165
571105		NEW CASTLE	IN	C1	01			EGBA,678
571106		DUGGER	IN	C1				UFOE,98
571109		BEDFORD	IN	C1	01			EGBA,667
571109		BEDFORD	IN	C1	01			EGBA,667
571110		MARTINSVILLE	IN	C1	01			EGBA,677
571120	2200	McMINNVILLE	TN	C1	01	LIGHT		UFOE,167
5711XX	2000	VALPARAISO	IN	C1	01	FLSPHERE		FSSB,16
5807XX		LAPORTE	IN	C1				CE,147
580828	1620	GEORGETOWN	OH	C1	03	SAUCER		MORA#11
580921		LORRAIN	OH	C1	01			EGBA,708
580921		SHEFFIELD LK	OH	C1	01			UFOE,113
580929		WHEATON	IL	C1				EGBA,556
581003		STEPHENSBURG	KY	C1	01			NICAP,58
5XXXXX		TERRE HAUTE	IN	C1	01			EGBA,681
60SUMR		LEXINGTON	KY	C1	01			EGBA,509
6105XX	EVEN	LAPORTE	IN	C1	01	LIGHTS		CE,154
6105XX	EVEN	LAPORTE	IN	C1	01	SILVOBJ		CE,155
6105XX	EVEN	LAPORTE	IN	C1	01	HAT		CE,155
6105XX	2200	UNION MILLS	IN	C1	01	HEMISPHE		UFOE,139

610704	EVEN	AKRON	OH	C1	03	OBJECT		UFOI/61
611221		LAFAYETTE	IN	C1	01			EGBA,675
61CIRC		STOVER	MO	C1	01			SL-18,4
620622	EVEN	INDIANAPOLIS	IN	C1	MW	DISC		UFOI
6207XX	XXXX	DAYTON	OH	C1	04			CUFOS
620822	2030	KINGSFORD HT	IN	C1	07	HAT		CE,168
630519		WAUKEGAN	IL	C1	01			EGBA,555
630809	2210	MT. VERNON	IL	C1	MW	OVAL		NCS
630920		ROSELLE	IL	C1	01			EGBA,552
640127		KANKAKEE	IL	C1	01			EGBA,541
640509		MOGADORE	OH	C1				EGBA,711
640515		GENEVA	OH	C1	01			EGBA,703
640608	2130	LAWRENCEVILL	IL	C1	01	DDISCwLT		NL,14
640613		TOLEDO	OH	C1				EGBA,721
640618	0015	DALE	IN	C1	03	WBOL	1	
6411XX	2300	PAYNE	OH	C1	01	RECTANGL	1	OHMUFON
650801		CANTON	IL	C1				EGBA,524
650830		URBANA	OH	C1	01			EGBA,721
651016		BEXLEY	OH	C1				EGBA,688
651207		PLEASANT HIL	MO	C1	01			SL-40,15
65FALL	1030	FOSTORIA	OH	C1	01	CIGAR		MORA
660417	0500	RAVENNA	OH	C1	MW	OVAL		UE,100
660608		TOLEDO	OH	C1				EGBA,721
660722	2325	FREMONT	IN	C1	02	DISC		UE,95
660801		RUSHVILLE	IN	C1	01			APRO
660924		E. PEORIA	IL	C1	01			SL-16,12
6609XX		OWEN CO.	IN	C1	02	CIGAR	FI-4	
661006	1900	RUSHVILLE	IN	C1	02	OVALDK		
661006	1905	RUSH CO.	IN	C1	04	NOSECONE		
661006	1900	RUSH CO.	IN	C1	20	OVAL		
661006	1915	ARLINGTON	IN	C1	02	LIGHT		
661006	1915	RUSHVILLE	IN	C1	05	DDISC		
661006	1930	CONNERSVILLE	IN	C1	MW	FLATBOTT		APROB,15
661006	2000	FAYETTE CO.	IN	C1	02	BALL		EGBA,671
661006	2230	CONNERSVILLE	IN	C1	01	LIGHT		
661008	2200	RUSHVILLE	IN	C1	05	OWL		APROB,15
661010	0400	RUSH CO.	IN	C1	04	TRIANG,5		
661010		NEWTON	IL	C1				EGBA,547
661018	055	CYNTHIANA	KY	C1	01	TOPSHAPE		FSHN,120
6610XX		DUNCAN FALLS	OH	C1	01			EGBA,700
661117		CHESHIRE	OH	C1				APROB,15
661209		GALLIPOLIS	OH	C1	01			EGBA,703
6612XX	2230	RICHMOND	IN	C1	05	OWL		
66FALL	0200	COLUMBUS	OH	C1	70	DDISC		MORA
66SPRG		BENTON	MO	C1	01			SL-42,11
66SUMR	0245	BENTONVILLE	IN	C1	01	CIRCULAR		
670110	2030	BRUCEVILLE	IN	C1	02	DISC	1	
670117	EVEN	FREETOWN	IN	C1	01	LIGHT		FSHN,131
670117		SEYMOUR	IN	C1	01			EGBA,680
670119	1500	MILAN	IN	C1	01	JAR	18	APROB,15
670126		COFFEEN	IL	C1				EGBA,532
6701XX	1930	GALESBURG	IL	C1	MW	FUNNELTP		NCS
6701XX		BOULDER	IL	C1	01			SL-23,22
670202	EVEN	CAIRO	IL	C1	01	LIGHT		DELL
670212	0200	OWEN CO.	IN	C1	03	WBOLwWIN		
670216		WESTON	MO	C1				SL-33,3
670219		MILLER CO.	MO	C1				SL-15,6
670228	2100	OWEN CO.	IN	C1	03	YBOL		
670228	2150	OWEN CO.	IN	C1	02	DOORKNOB		
670301	2130	GOSPORT	IN	C1	05	OBLONG		APRO
670301	2200	OWEN CO.	IN	C1	02	SAUCER		APRO
670301	2200	GOSPORT	IN	C1	01	OVAL		APRO
670301	2206	POLAND	IN	C1	04	DDISC		APRO
670306	0425	HENDERSON	IL	C1	01	DDISC		DELL

670307	0030	KEENEYVILLE	IL	C1	03	ROUND		SE-34
670307		BARTLETT	IL	C1	01			APROB,15
670321	2210	SPENCER	IN	C1	01	KITE		APRO
670323	EVEN	ELIZABETH	IL	C1	XX	OWL		SE-72
670328		SHANNON CO.	MO	C1	01			SL-2,6
6703XX		CALIFORNIA	MO	C1				SL-45,16
670401	0545	WAYNE CO.	IN	C1	01	ROUND	6	
670403		ATHENS	OH	C1				EGBA,686
670417		MIDDLEPORT	OH	C1				UI-4,6
670417		JEFFERSON CI	MO	C1				UE,96
670510	0300	WAYNE CO.	IN	C1	02	MISSILE		
670521	0300	NR. NIKE MB	IN	C1	02	OWL		
6705XX		CASSVILLE	MO	C1				SL-15,6
670825		ELDON	MO	C1				EGBA,564
671014		VERSAILLES	MO	C1				SL-5,7
671127	2100	FAYETTE CO.	IN	C1	07	DDISC		
6711XX	EVEN	WAYNE CO.	IN	C1	02	OVAL		
67SPRG		TIPTON	MO	C1	02			SL-50,13
67SUMR	1600	BOONEVILLE	IN	C1	03	DISC	1	
67SUMR	EMOR	CAMP ATTERBU	IN	C1	MW	SAUCER	FI-4	
67XXXX	EVEN	FRANKFORT,W.	IL	C1	02	SAUCER		DELL 67
67XXXX	EVEN	FRANKFORT,W.	IL	C1	01	DERBY		DELL 67
680124	2215	FAYETTE	IN	C1	03	SATURN		
680307		MADISON	OH	C1	01			SL-12,1
680308		MADISON	OH	C1				EGBA,708
680308		MADISON	OH	C1	01			SL-12,1
680311		MADISON	OH	C1	01			SL-12,1
680328		MADISON	OH	C1	01			SL-12,1
6805XX	EVEN	CENTRALIA	IL	C1	02	HAT		SL-72,11
680615		ROCK FALLS	IL	C1	01			SL-21,4
680708	2220	WARREN	OH	C1	01	OBLONG	11	NL,5
680715	0300	COLUMBUS	IN	C1	01	OBJECT		NL-44
680716	2300	INDIANAPOLIS	IN	C1	02	WBOL		MUJ-114
6807XX	1900	STRONGSVILLE	OH	C1	01	DISC		AUN,1093
680816	2300	HAMILTON	OH	C1	MW	DOME		NL,43
680821		INDEPENDENCE	MO	C1				APROB,17
6808XX	2300	FAYETTE CO.	IN	C1	03	FOOTBALL		
68FALL	1930	AURORA	IL	C1	04	SAUCER		NICAP
68FALL		ILLMO	MO	C1				EGBA,568
690102		SPRINGFIELD	MO	C1	01			SL-17,6
690226		SALISBURY	MO	C1	01			EGBA,582
690306		STOVER	MO	C1	01			SL-17,1
690311		ELMER	MO	C1	01			SL-17,4
690512		LAKE ZURICH	IL	C1	01			SL-20,3
690531		MEMPHIS	TN	C1	01			SL-8,6
690617		PERU	IL	C1	01			SL-41,7
690805		NEW BADEN	IL	C1	01			SL-23,5
690926		BOONVILLE	MO	C1				APROB,18
69SUMR	EVEN	MARSHALL	IL	C1	04	DDISC	1	MINDY
700320		BARBERTON	OH	C1	01			SL-31,4
700701		DANVERS	IL	C1				APROB,19
700701		DECATUR	IL	C1	01			SL-33,2
700720		BERLIN L.	OH	C1				EGBA,724
700725		SMITHTON	MO	C1				SL-34,9
700907		MATTOON	IL	C1	01			EGBA,545
701005		WALSH	IL	C1	01			SL-36,7
701012		KANKAKEE	IL	C1	01			EGBA,541
70XXXX	2330	FORT WAYNE	IN	C1	MW	BLKOBJ	FI-4	
710118		QUINCY	IL	C1	02	DOMED		SL-45,15
710122		WILLARD	OH	C1	01			SL-41,5
710126		JACKSON	OH	C1	01			EGBA,706
7102??		AKRON	OH	C1	01			EGBA,685
710415		BEOUF CREEK	MO	C1	01			SL-45,6
710430	2350	CARLYLE	IL	C1	01	ROUND		SL-43,6

710714		ST. LOUIS	MO	C1	01			SL-42,10
710731		MIAMISBURG	OH	C1	01			EGBA,711
710921		WAYNE CITY	IL	C1	01			SL-49,4
7110XX		MOSHEIM	TN	C1				EGBA,497
7110XX		TUSCULUM	TN	C1				EGBA,500
72/74	EVEN	PRINCETON	IN	C1	MW	DDISC		SEE 9304
7201XX		BARTELSO	IL	C1	01			SL-55,9
720419		KNOX CITY	MO	C1	01			SL-57,12
720616		GARY	IN	C1	01			EGBA,672
720721		BOWLING GREE	MO	C1				EGBA,561
720731	2145	BELLEVILLE	IL	C1	06	OWL		SL-59,13
720811	0530	BENSENVILLE	IL	C1	MW	FOOTBALL		SL-59,11
720811	0530	ELGIN	IL	C1	MW	FOOTBALL		SL-59,11
720811		LOMBARD	IL	C1				APROB,21
720911	1355	BUTLER	IN	C1	01	ROUND		SL-60,5
721122		KIRKSVILLE	MO	C1	01			SL-62,5
730221	EVEN	PIEDMONT	MO	C1	06	ROWLITES		PID,6
730322	2115	GRAND TOWER	IL	C1	02	WINDOWS		SL-66,7
7304XX	EVEN	LESTERVILLE	MO	C1	01	DKOBJ		PID-41
730518	2200	PEKIN	IL	C1	MW	DOME		NCS
730804	2000	GREENUP	IL	C1	04	RECTANGL		SL-71,5
730819	2200	CHARLESTOWN	IL	C1	MW	BOXCARLK		SL-71,5
730820	1500	GEORGETOWN	KY	C1	03	DOMED		KYGROUP
7308XX	2100	PRINCETON	IN	C1	03	DISCwCNT	1	
730914		FT. LEONARD	MO	C1				SL-74,13
730922		SEDALIA	MO	C1				SL-74,13
730923	1920	FORT WAYNE	IN	C1	01	OCEANLNR		
730923		SHELBY CO.	TN	C1	01			EGBA,499
7309XX	0200	BROWNSVILLE	IN	C1	02	DISC	1	
731003		FRANKLIN	KY	C1	01			EGBA,506
731005	1917	CONNERSVILLE	IN	C1	10	OWL		
731010		NEW LEBANON	OH	C1	01			SR,153
731011	1930	LAUREL	IN	C1	05	SAUCER		APROB,24
731011		CAIRO	IL	C1				EGBA,524
731011		MADISONVILLE	KY	C1				EGBA,510
731014		LONDON	OH	C1	01			EGBA,707
731015	DUSK	HUNTINGTON	IN	C1	02	DISC		NCS
731015		ESTILL SPRIN	TN	C1	01			EGBA,493
731016		CHILLICOTHE	OH	C1	01			EGBA,691
731016		LONDON	OH	C1				EGBA,707
731016		GREENEVILLE	TN	C1				EGBA,494
731017	2000	CONNERSVILLE	IN	C1	02	DISC	1	
731017		ST. ELMO	TN	C1	01			SR,128
731018	2230	MT. VERNON	IN	C1	01	CIGAR		
731020	0200	CAMPBELLSVIL	KY	C1	03	TRIANGLE		EGBA,504
731024	0125	FAYETTE CO.	IN	C1	01	OWL		
731025	2100	CHRISTY CRK	KY	C1	01	OVAL		NCS
731025		COCKE CO.	TN	C1	01			EGBA,492
731026		MOOREHEAD	KY	C1	01			EGBA,511
7310XX	1800	BLYTON	IN	C1	02	DISC	1	
7310XX		CROMERS	OH	C1			7MIB	EGBA,698
7310XX		GREENFIELD	OH	C1	01			EGBA,704
7310XX		ST. JOSEPH	MO	C1				EGBA,579
7310XX		CHARLESTON	TN	C1	01			SR,128
7310XX		S. PITTSBURG	TN	C1	01			SR,128
731116	2145	EVANSVILLE	IN	C1	04	OBJ TD	FI-4	
731123	2320	MATTHEWS	MO	C1	02	CRESCENT		AUN-10,2
73SUMR	2130	LITTLEYORK	IN	C1	04	CATFISH	FI-4	
740509		EVANSVILLE	IN	C1	01			EGBA,671
740516	XXXX	HENDERSONVIL	TN	C1	01			?
740611	XXXX	LINCOLNSHIRE	IL	C1	07			HYNEK
740730	2050	SOLITUDE	IN	C1	02	DISC	1	SL-83,9
740821	XXXX	SPARTA	IL	C1	MW			HYNEK
741004	2045	MT. VERNON	IN	C1	03	OWL	1	SKYWATCH

741029	XXXX	MELROSE PARK	IL	C1	XX			CUFOS
7410XX		MT. HEALTHY	OH	C1				EGBA,712
741122		CINCINNATI	OH	C1	MW			SL-90,9
741219	XXXX	LOUISVILLE	KY	C1	02			CUFOS
750103	2030	CAPE GIRARD	MO	C1	02	DISC		PID,195
750105	XXXX	MT. VERNON	IL	C1				CUFOS
750105	XXXX	MT. VERNON	OH	C1				C 8/75
750105	XXXX	BROWNSTOWN	IL	C1	01			EGBA,524
750121	XXXX	CAPE GIRARD	MO	C1	01			EGBA,562
750220	2320	MT. VERNON	IN	C1	01	OBJwLEGS	1	
750325	1810	OAKLAND CITY	IN	C1	01	DISC	1	
750619	2230	RICHMOND	IN	C1	02	DDISC		C,
750630	XXXX	LINCOLNSHIRE	IL	C1	01			CUFOS
750630		WHEELING	IL	C1	01			EGBA,556
750704	XXXX	GLENVIEW	IL	C1				C,11/75
750720	XXXX	BAY VILLAGE	OH	C1	01			C,76
750818	XXXX	BARRINGTON	IL	C1				C,75
750902		CHESTERLAND	OH	C1	01			C,76
750927		CHILLICOTHE	OH	C1	01			C,75
751014	18XX	INDIANAPOLIS	IN	C1	02	DISC		CUFOS
751023		FAIRFIELD	OH	C1	01			SR,36
751026	XXXX	MOUNT HEALTH	OH	C1	01			SR,35
751026		MT. HEALTHY	OH	C1				SR,35
751029	XXXX	MOUNT HEALTH	OH	C1	01			SR,36
751029		MT. HEALTHY	OH	C1				SR,36
751030	XXXX	MAYWOOD	IL	C1	01			C,02/76
7510XX	2200	STINESVILLE	IN	C1	01	DDISC		
751111		RAVENNA	OH	C1	01			EGBA,717
751113		OTTERVILLE	MO	C1	01			SL-98,8
751120	XXXX	CHERRY GROVE	IL	C1	01			SR,38
751120		CHERRY GROVE	OH	C1				SRUFOS38
751128	XXXX	SEDALIA	MO	C1	01			SL-98,6
751207	XXXX	SEDALIA	MO	C1	01			SL-98,8
751216	XXXX	SEDALIA	MO	C1	01			SL-98,8
760328	XXXX	VILLA PARK	IL	C1	01			C,06/76
760404	XXXX	HUNTINGTON	IN	C1	01			EGBA,673
760413	XXXX	ALLIANCE	OH	C1	MW	CIGAR		EGBA,685
760426	EVEN	FAYETTEVILLE	TN	C1	MW			EGBA,493
760520	XXXX	JAMESTOWN	TN	C1	04	OVAL		EGBA,494
760607	XXXX	CINCINNATI	OH	C1	01			C,76
760815	2255	CONNERSVILLE	IN	C1	05	OVAL		
761028	1905	EVANSVILLE	IN	C1	06	SPACSAIL	1	EGBA,671
761124	2230	NEW ALBANY	IN	C1	MW	CONE		IUR,2,1
76XXXX	XXXX	WAVERLY	KY	C1	01		FI-4	CH7
770126	XXXX	LOUISVILLE	KY	C1	01			APROB,25
7702XX	2100	EVANSVILLE	IN	C1	02	DISC	FI-4	
770405	1417	DEERFIELD	IL	C1	01	MUSHROOM		IUR,2,5
7705XX	EVEN	MEMPHIS	TN	C1	05	TRIANGLE	1	NS,190
770609	2200	MT. CARMEL	IL	C1	02	SAUCER	1	
7710XX	EVEN	LIMA	OH	C1	03	SAUCER		CIQ,24
7710XX	EVEN	FOSTORIA	OH	C1	03	CAKE		MORA
7712XX	XXXX	DANVILLE	KY	C1	02			MUJ-122
7712XX	0110	FT. MITCHELL	KY	C1	02	EGG		MUJ-122
7712XX		FORT MITCHEL	KY	C1				MUJ-122
780110	0025	CHICAGO	IL	C1	01	SATURN		IUR,3,2
780115	1910	WASH. CO.	IN	C1	MW	LIGHTS	11	MUJ-122
780301		McKINNEY	KY	C1	01			EGBA,510
780407	2035	EVANSVILLE	IN	C1	03	OWL	1	
780421	XXXX	O'FALLON	MO	C1	01			UFORN
780618	2245	FOLEY	MO	C1	01			UFORN
780618	2300	ELSBERRY	MO	C1				UFORN
780620	XXXX	CUBA	MO	C1				UFORN
780623	2108	ELSBERRY	MO	C1		CONE		UFORN
780626	1630	ELSBERRY	MO	C1	06	SPHERE		UFORN

7806XX	XXXX	ST. LOUIS	MO	C1				UFORN
780709	2140	FOLEY	MO	C1	03	OBOL		UFORN
780713		BULLITT CO.	KY	C1	01			EGBA,504
780717	2157	ELSBERRY	MO	C1	01	DOME		UFORN
780724	XXXX	STEELVILLE	MO	C1	02	OBOL		UFOSGGSS
780726	2300	UNION	MO	C1	08	FERRIS W		UFORN
780805		LAURIE	MO	C1				IUR,3,6
780807	2100	PEORIA	IL	C1	01	LIGHT		IUR,3,6
780811	1900	ST. PETERS	MO	C1				UFORN
780829		LEAVITTSBURG	OH	C1	01			EGBA,707
780925	2200	INDIANAPOLIS	IN	C1	02	OCTAGON		MUJ,142
781014	2400	FENTON	MO	C1				UFORN
781024	1315	HARTFORD	IL	C1				UFORN
781209		PARK RIDGE	IL	C1	01			EGBA,549
7812XX	EVEN	RAPATEE	IL	C1	02	TUBULAR		NCS
78FALL	2230	WATERFORD	OH	C1	04	LIGHTS		MORA
790108	2000	ROME CITY	IN	C1	02	CYLINDER		MUJ-142
790622	2210	BOLTON	MO	C1	01	SPHERE		AUN,0493
790626	0300	WHEELING	IL	C1	01	BALLOON		IUR,4,2
790721	2310	WEST PLAINS	MO	C1	06	CAPSULE		AUN-9407
7908XX	1825	MEROM	IN	C1	02	"THING"		
791102	1910	EVANSVILLE	IN	C1	02	WATERTWR	1	
791202	1655	MT. VERNON	IN	C1	06	LIGHTS	1	SKYWATCH
8001XX	2130	EVANSVILLE	IN	C1	01	BLIMP	1	
800309	2100	NEWCASTLE	KY	C1	02	LIGHT		MUJ-150
800315	2000	BANNOCK	OH	C1	03	CIGAR		C 8/80
8009XX	2400	TERRE HAUTE	IN	C1	01	CYLINDER	FI-4	UPRO
801217	XXXX	GREENUP CO.	KY	C1	06			MUJ-171
801227	XXXX	GREENUP CO.	KY	C1	05			MUJ-171
810101	XXXX	KNOX CO.	IL	C1	05			MUJ-160
810119	XXXX	LEXINGTON	KY	C1	01			MUJ-160
810122	XXXX	ST. LOUIS	MO	C1	01			CUFOS DS
810131	XXXX	CHESAPEAKE	OH	C1	01			CUFOS DS
810225	XXXX	GLEN ELLYN	IL	C1	01			MUJ-160
8102XX	XXXX	DAYTON	OH	C1	MW			CUFOS DS
810306	XXXX	SIGNAL MTN	TN	C1	01			CUFOS DS
8103XX	0440	MEMPHIS	TN	C1	02	DISC		IUR-3,5
811021	2010	EVANSVILLE	IN	C1	03	OWL	FI-4	
820318	2200	FLATWOODS	KY	C1	01	DDISC		MUJ-177
820403	0300	BOLINGBROOK	IL	C1	05	SAUCER		IUR-7,4
821002	2000	SPRINGFIELD	MO	C1	10	DELTOID		IUR-8,1
821022	2000	WESTPORT	IN	C1	05	TRIANGLE		
821024	0920	LOWELL	IN	C1	02	BEE'S HD	11	IUR-8,3
821127	1700	PALATINE	IL	C1	03	DDISC		IUR-8,2
82XXXX	XXXX	BLOOMINGTON	IN	C1	01		FI-4	
830523	1930	McHENRY	IL	C1	02	DISC		IUR-10,1
830809	2050	SELMA	IN	C1	02	LIGHT	1	NUFORC
831227	2230	INDIANAPOLIS	IN	C1	02	DISC		MUJ-190
840109	0630	CAPRON	IN	C1	01	FOOTBALL	1	MUJ-190
840122	1900	ARNOLD	MO	C1	02	CIRCULAR		IUR-9,2
8404XX	EVEN	COLUMBUS	OH	C1	01	SPHERE/W		MUJ-217
840518	2135	COLUMBUS	OH	C1	02	ROCKET		MUJ-217
840520	EVEN	MONROE CITY	IN	C1	MW	TRIANGLE	FI-4	
840902	2000	HARTFORD CIT	IN	C1	03	TRIANGLE	1	MINDY
8507XX	EVEN	COLUMBUS	OH	C1	01	OBJwRAYS		MUJ-220
850803	2000	LAFAYETTE	IN	C1	02	TRIANGLE	FI-4	UPRO
860112	1700	VALPARAISO	IN	C1	01	DISC	1	MUFON HQ
860208	1900	LIMA	OH	C1	02	RECT/DIS		IUR-2,4
860212	0033	LIMA	OH	C1	01	TRIANGLE		IUR-11,4
860517	2340	WESTERVILLE	OH	C1	01	DELT/LTS		CIQ-19
8606XX	EVEN	FERDINAND	IN	C1	MW	WBOL	FI-4	
860906	0330	EVANSVILLE	IN	C1	02	TUBULAR	1	
861007	0045	FORT WAYNE	IN	C1	02	OWL/DISC	1	CUFOS
8610XX	0045	FREETOWN	IN	C1	01	ELLIPT	1	

870113	1745	CANTON	OH	C1	MW	TRIANGLE		MORA9312
870206	2145	SELMA	IN	C1	02	OVAL	1	NUFORC
870304	2315	MAUCKPORT	IN	C1	01	DISC/RIM	1	
870310	2230	CORYDON	IN	C1	02	LIGHTS	1	
8704LT	2230	CORYDON	IN	C1	02	HEXAGON	1	
8705XX	0230	CENT. BARREN	IN	C1	01	BOOMERNG	PRESS	
870601	0245	NEWBURGH	IN	C1	01	STINGRAY	FI-4	UNICAT
870722	2300	HAWESVILLE	KY	C1	01	DISC	1	
8707XX	2200	WILLISVILLE	IL	C1	02	BOOMERNG		UFORN
870914	2100	HEBRON	IN	C1	01	WING	1	
8710XX	0130	FREETOWN	IN	C1	01	LIGHTS	1	
871123	2025	SHREVE	OH	C1	02	LIGHTS		CIQ-24
871205	1500	INDIANAPOLIS	IN	C1	01	TUBULAR	1	MUFON HQ
871217	2330	NEW ALBANY	IN	C1	02	OWL	1	
880115	0245	FT.WAYNE	IN	C1	01	DISC	FI-4	
880304	2035	EASTLAKE	OH	C1	MW	OBJECTS		COGARD
880510	1940	NEW HAVEN	IL	C1	03	CRUISEM	1	
880513	0045	ECKERTY	IN	C1	01	OBOL	FI-4	
8805XX	0050	CORYDON	IN	C1	02	OBOL	17	
8807XX	0400	PLAINFIELD	IN	C1	01	BUBBLES	1	
8807XX	0300	LOCKPORT	IL	C1	01	BLOB		NCS-233
881011	1930	EVANSVILLE	IN	C1	02	GBOL	FI-4	
881019	2315	BLOOMINGTON	IN	C1	01	LIGHTS	FI-4	
881024	2130	BLOOMINGTON	IN	C1	01	DKOBJ	FI-4	
8810XX	2100	GREENSBURG	IN	C1	04	LIGHTS	1	
8810XX	2130	NEW HARMONY	IN	C1	02	DDISC		UFOFC
881123	2025	SHREVE	OH	C1	02	LIGHTS		NSRC
881129	0130	NEW HAVEN	IN	C1	01	DISC	FI-4	MUFON HQ
881225	1930	CLINTON	IN	C1	02	OBJ,DK	1	
88SUMR	2200	COLUMBUS	OH	C1	01	CRAFT		MORA
88SUMR	2300	GREENSBURG	IN	C1	02	OBOLS	1	
890112	2200	BELLEVILLE	IL	C1	02	DIAMOND		MUFONIL
890122	2130	GREENS FORK	IN	C1	02	WHALE	1	
890202	0930	OLYMPIA FLDS	IL	C1	02	CIGAR		MIL
890204	0300	LANESVILLE	IN	C1	02	ROUND	FI-4	
890209	1830	DUQUOIN	IL	C1	05	LTS,15		NUFORC
890301	2003	UNION CITY	OH	C1	02	TRIANGLE		NUFORC
890411	2230	LEBANON	MO	C1	01	SPHERE		AUN03/94
890422	2122	ST. LOUIS	MO	C1	02	DDISC		UFORN
890424	0230	SEVILLE	OH	C1	01	OCTAGON		NUFORC
890502	0515	LOUISVILLE	KY	C1	01	LIGHT		NUFORC
890613	2330	FRANKFORT	KY	C1	01	RECTANGL		NUFORC
890716	2215	NEW HARMONY	IN	C1	01	DISC	1	
891024	0620	NW INDIANA	IN	C1	02	BOOMERNG	11	
900302	2300	BEAVERCREEK	IL	C1	02	OVAL		
900307	2145	ARGOS	IN	C1	02	TRIANGLE	1	
900529	2145	EVANSVILLE	IN	C1	04	STINGRAY	FI-4	
9005XX		BURNHAM	IL	C1	MW	DISC		NSRC
900717	2230	STOCKTON LK	MO	C1	01	FLATBEAN		AUN,0493
900907	2030	CULVER	IN	C1	02	OCTAGON	1	
901011	2100	MONTEREY	IN	C1	02	DELTOID	1	
901016	2115	FORT WAYNE	IN	C1	02	OWL		
901018	1900	ARGOS	IN	C1	02	BOWTIE	1	
901019	2325	PLYMOUTH	IN	C1	02	LIGHTS	1	
901024	1445	LOUISVILLE	KY	C1	03	BOOMERNG		
901113	2100	LOGANSPORT	IN	C1	02	LIGHTS	1	
901226	2100	MT. VERNON	IN	C1	01	LIGHTS		
910221	2200	CORYDON	IN	C1	02	LIGHTS	1	
910926	1845	NEW SALEM	IN	C1	02	LIGHTS	1	
911127	2015	BRIGHTON	MO	C1	02	DUMBELL		NSRC
920121	1640	SPRINGFIELD	MO	C1	01	SPHERE		AUN-12,7
920130	2130	NORTHVIEW	MO	C1	01	DISC		AUN-12,8
920225	MORN	EAST FORK	KY	C1	02	SAUCER		NCS-273
920303	2010	PLAINFIELD	IN	C1	01	CONE	1	

9204XX	EVEN	JASPER CO.	MO	C1	01	OBOL		AUN
920715	0030	WEBSTER CO.	MO	C1	06	CRAFT		MUFONEWS
920811	2200	CASS CO.	MO	C1	03	BALL		AUN,0693
9208XX	2030	JASPER CO.	MO	C1	01	OW/RING		AUN,0593
9209XX	EVEN	JASPER CO.	MO	C1	01	OBOL		AUN
921013	2000	WESTERVILLE	OH	C1	04	VARIOUS		MORA
9210XX	2200	BLOOMFIELD	IN	C1	01	OWL	1	MINDY
921112	2015	STOCKTON LK	MO	C1	02	SPHERE		AUN-10,8
9212LT	EVEN	JASPER CO.	MO	C1	01	OBOL		AUN
930119	EVEN	BLANCHESTER	OH	C1	10	SPOTLT		MORA9412
930204	0640	INDIANAPOLIS	IN	C1	MW	HEADLTS		
930205	2015	W.ALEXANDRIA	OH	C1	02	OBOL		MORA9312
930218	XXXX	CONNERSVILLE	IN	C1	04	CRAFT	FI-4	
930226	MIDN	LOUISVILLE	KY	C1	04	PEARSHAP	11	
930302	EVEN	GOSHEN	OH	C1	02	SPOTLT		MORA9412
930304	0045	DELAWARE CO.	OH	C1	01	DOMED		MORA,13
930319	EVEN	EASTGATE	OH	C1	01	LIGHT		MORA9412
930407	2130	LANDON	OH	C1	02	LIGHTS		MORA9312
930408	EVEN	MORROW	OH	C1	04	BOX		MORA9312
930408	2000	WAYNESVILLE	OH	C1	02	HDLIGHTS		MORA9312
930409	0230	WAYNESVILLE	OH	C1	01	LIGHTS		MORA9312
930417	2130	INDIANAPOLIS	IN	C1	01	OBJECT	1	CUFOS
930429	2330	PRINCETON	IN	C1	01	DDISC		
930614	1100	WAVERLY	OH	C1	01	DDISC		MORA9312
930713	2105	LIGONIER	IN	C1	03	RBOLS	1	
930713	2130	LIGONIER	IN	C1	02	RBOLS	1	
930713	2130	CROMWELL	IN	C1	03	LIGHTS	1	
930713	2135	KIMMEL	IN	C1	03	LTS,RECT	1	
930713	2130	SYRACUSE	IN	C1	01	BLIMP	1	
930713	2100	LIGONIER	IN	C1	04	LIGHTS	1	
930713	2135	CROMWELL	IN	C1	03	RBOLS	1	
930909	2140	BUTLER	MO	C1	02	OWL		AUN,0993
931002	2230	MONROE CITY	IN	C1	02	LIGHTS		UPRO
931103	0530	SPRINGFIELD	MO	C1	01	LIGHTS		AUN12/93
931103	1830	BENTON CO.	MO	C1	05	DISC		AUN 9401
931224	2100	LAVONIA	IN	C1	02	SPHERE		CUFOS
940403	EVEN	JOPLIN	MO	C1	03			AUN 4/94
940403	2245	PARSONS	MO	C1	01	OWL,LB		AUN 4/94
940518	0445	LAWRENCE CO.	MO	C1	04	CYLINDER		AUN,9406
940909	1455	SHARKEY	IN	C1	01	OVAL	1	MINDY
940914	2230	COLUMBUS	OH	C1	04	DDISC		MORA#11
9409XX	2130	CONNERSVILLE	IN	C1	02	TRIANGLE	1	MINDY
941128	1630	McEWEN	TN	C1	01	TRIANGLE		MUJ-322
9412XX	EVEN	JASPER CO.	MO	C1	01	OWL		HUJ09/94
950206	1845	BLOOMINGTON	IL	C1	02	OWL		NUFORC
950222	0115	ST. LOUIS	MO	C1	01	PLATE		NUFORC
950301	2100	SEDALIA	MO	C1	02	CIGAR		NUFORC
950302	2220	SELMA	OH	C1	02	OWL		MORA#11
950315	2230	LITCHFIELD	IL	C1	01	EGG		ACTAEON
9509XX	2330	CARMEL	IN	C1	01	DELTOID	1	UFOFC
951118	1901	MONROE CITY	IN	C1	02	ROUND		UPRO
951217	1900	MT. VERNON	IN	C1	01	LIGHTS		UFOFC
961123	1900	INDIANAPOLIS	IN	C1	01	SAUCER	1	UFOFC
N.D.	XXXX	CARTHAGE	IL	C1				EGBA,525
N.D.	XXXX	CRETE	IL	C1				EGBA,532

Category 4 - Animal Reaction Cases

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
CATTLE MUTE & IMAG CULPRITS: PSYCH PERSP	JORDAN	83 SYMP,101	4	M
CATTLE MUT THAT DEFY CONVENT EXPLANATION	ANDRUS	83 SYMP,122	4	M
ANIMAL MUTILATIONS: DECADE OF MYSTERY	ADAMS	84 SYMP,044	4	M
ALIEN HARVEST, AN	HOWE	89 SYMP,113	4	M
FURTHER EVIDENCE LINK AN. MUTE & ABDUCT	HOWE	91 SYMP,133	4	M
TISSUE CHANGES IN UNEXPL. ANIMAL MUTIL.	ALTSHULER	91 SYMP,291	4	M
MOVING LTS, DISCS, ANIMAL MUT IN AL	HOWE	93 SYMP,026	4	M
MUTILATED REALITY	CLARK	IUR-17-1,03	4	M
RED OBJECT SPOOKS FARMHANDS, CATTLE		MUJ-189,14	4	
MUTE EVIDENCE REVIEWED	WANDERER	MUJ-205,14	4	M
MUTE EVIDENCE REVISITED	SEIFRIED	MUJ-212,13	4	M
ALIEN HARVEST REVIEWED	HEBEBRAND	MUJ-256,19	4	M
1992 ANIMAL MUTILATION UPDATE	HOWE	MUJ-294,03	4	M

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Category 5 - Abduction Cases

Bibliographic Database

TITLE	AUTHOR	SOURCE	PRMSB	SECSUB
ABDUCTED BY AN ARCHETYPE	EVANS	MUJ-158,07	5	A
ABDUCTEE MEMORY LOSS	MEYER	MUJ-287,12	5	A
ABDUCTEES: IMAGINED OR IMAGINAL?	GOTLIB	IUR-17-4,16	5	A
ABDUCTION AND DECEPTION	HOPKINS	IUR-15-5,15	5	A
ABDUCTION CASE IN POLAND	POPIK	MUJ-150,16	5	A
ABDUCTION NOTES	CARPENTER	MUJ-298,09	5	A
ABDUCTION NOTES	CARPENTER	MUJ-297,06	5	A
ABDUCTION NOTES (MORE "EXPLANATIONS")	CARPENTER	MUJ-306,14	5	A
ABDUCTION NOTES: PHOBIAS & RESOLUTIONS	CARPENTER	MUJ-314,12	5	A
ABDUCTION OBSERVED BY INDEPENDENT WITNS	HOPKINS	92 SYMP,NOT PUB	5	A
ABDUCTION OF HARRY JOE TURNER	WHITING	MUJ-145,03	5	A
ABDUCTION PHENOMENON IN AUSTRALIA	BASTERF/GODIC	IUR-14-4,11	5	A
ABDUCTION REFLECTIONS	HOPKINS	MUJ-216,03	5	A
ABDUCTION RESEARCH IN AUSTRALIA	BASTERFIELD	MUJ-315,06	5	A
ABDUCTION RESEARCH: THE CHALLENGE AHEAD	WESTRUM	MUJ-258,21	5	A
ABDUCTION STUDY GROUP FORMED		MUJ-189,10	5	A
ABDUCTION SURVEY CRITIQUE	HALL/JOHNS/RO	MUJ-303,09	5	A
ABDUCTION: HUMAN ENCOUNTERS WITH ALIENS	MACK	MUJ-315,13	5	A
ABDUCTIONS AND CREDIBILITY	WANDERER	MUJ-231,17	5	A
ABDUCTIONS IN AFRICA-WORLDWIDE SIMILARIT	HIND	93 SYMP,016	5	A
ABDUCTIONS IN ITALY	FLORINO/GRASSIN	IUR-14-4,14	5	A
ABDUCTIONS: A BRITISH SURVEY	RANDLES	MUJ-238,10	5	A
ABDUCTIONS: A COMPARATIVE STUDY	BULLARD	MUJ-238,03	5	A
ABDUCTIONS: CAN WE BATTLE BACK?	DRUFFEL	MUJ-247,17	5	A
ABDUCTIONS: CONSEQUENCE OF NONEXISTENCE	JACOBS	86 SYMP,100	5	A
ABDUCTIONS: OUR DIRTY SECRET	WRIGHT	MUJ-287,10	5	A
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ALLAGASH ABDUCTIONS	FOWLER	MUJ-300,03	5	A
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AN OPEN LETTER TO UFO INVESTIGATORS	HOWARD	MUJ-295,20	5	A
ANOTHER "INTERRUPTED JOURNEY"	CARPENTER	MUJ-283,04	5	A
ARE ABDUCTIONS PRE-ARRANGED?	TESSMAN	MUJ-170,05	5	A
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AUSTRALIAN ABDUCTION RESEARCH 1990-1992	BASTERFIELD	IUR-17-5,13	5	A
AUSTRALIAN ABDUCTIONS: AN UPDATE	BASTERFIELD	IUR-15-3,10	5	A
AUSTRALIAN INTERRUPTED JOURNEYS	CHALKER	MUJ-150,03	5	A
AUTHOR'S RESPONSE (TO ROGO)	ROGO	MUJ-180,15	5	A
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BIRTH TRAUMA AND ABDUCTIONS	WANDERER	MUJ-170,03	5	A
BOOK REVIEW (COMMUNION)	HALL	MUJ-229,18	5	A
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BOOK REVIEW: (TUJUNGA CANYON CONTACTS)	MATHEY	MUJ-155,13	5	A
BOOK REVIEW: UFOS: THE IMAGE HYPOTHESIS	CHALKER	MUJ-165,16	5	
BUDD HOPKINS REPLIES (DURANT/CORTILE)	HOPKINS	MUJ-303,06	5	A
BUDD HOPKINS: "LINDA" CASE	CORTILE	94 SYMP,238	5	A
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CORTILE CASE: MISSING EVIDENCE	DURANT	MUJ-303,04	5	A
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CRITIC'S CORNER (ABDUCTIONS)	WANDERER	MUJ-172,15	5	A
CRITIC'S CORNER (REGRESSION)	WANDERER	MUJ-173,15	5	A
DANGEROUS GAME REVIEWED	WEBB	MUJ-245,09	5	A
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ET CONTACT: RELIGIOUS DIMENSION	DOWNING	90 SYMP,045	5	T
ET OR MT? RESPONSE TO KENNETH RING	WHITE	MUJ-255,08	5	A
EVALUATION OF MED INJURIES FROM CE'S	NIEMTZOW/SCHUES	MUJ-147,05	5	
EVIDENCE SUPPORTING UFO ABDUCT REPORTS	HOPKINS	85 SYMP,066	5	A

EXPERIENCED ANAMALOUS TRAUMA: NEW DIRECT	LAIBOW	90 SYMP,100	5	A
EXPERIMENTERS' RESPONSE: IMAGINARY ABDUC	LAWSON/McCALL	MUJ-181,14	5	A
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FALSE MEMORY SYNDROME	GOTLIB	MUJ-303,12	5	A
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FANTASY-PRONE PERSONALITY HYPOTHESIS	BASTERFIELD	MUJ-309,16	5	A
FILM REVIEW: FIRE IN THE SKY	TALARSKI	IUR-18-3,21	5	A
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HYPNOSIS & CREATIVITY IN ABDUCTION REPS	CARLOS	MUJ-296,12	5	A
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LATENT ENCOUNTER EXPERIENCE MODEL	NYMAN	MUJ-242,10	5	A
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National Investigations Committee On Aerial Phenomena

Date: Wed, 18 Apr 2007 15:49:40 -0800
From: Susan Swiatek <sueswi@iglide.net>
Subject: Announcing JAR -- The Journal of Abduction-Encounter Research

http://www.nicap.org/humrep/JAR_2007_1st_Qtr1.pdf

I am very pleased to announce the premiere issue of JAR, the Journal of Abduction-Encounter Research! JAR is an electronic journal, an independent effort by people in the UFO field dedicated to the examination of the UFO Abduction phenomenon. This first issue is free to all. Help us get the word out. Subsequent issues will be emailed only to subscribers. An annual subscription is $20/yr US dollars and includes an end-of-year CD compilation of all JAR articles.

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UFO Occupant Sightings

Richard H. Hall

(Based on information contained in The UFO Evidence, Vol. II. Excerpts are reproduced with permission of the author.)

Overview

Sightings of UFO occupants have occurred steadily over the years, but tend to increase during sighting waves. By far the most common type is the small humanoid wearing "coveralls" and some kind of headgear, usually round or helmet-like. During close-range encounters with beings outside of their UFO craft, witnesses sometimes have heard unintelligible vocalizations and observed technological "tools." They have been observed "taking samples," "repairing their craft," and engaged in other activities.

Police officer Lonnie Zamora reported seeing two small humanoid beings standing next to a landed craft on April 24. 1964, in Socorro, New Mexico. Since Zamora was a well-known and respected officer, his report helped to legitimize 10 years of prior UFO occupant sightings that had been considered somewhat borderline by many people. His report made headlines nationally and, to some degree, internationally.

Some scattered reports of humanoid beings observed in association with UFOs were made as early as 1947. However, the earliest wave of such sightings occurred in Europe late in 1954, primarily in France and Italy. Major U.S. publications like Life and The New Yorker magazine reported the sightings, though inevitably with tongue-in-cheek commentary.

The reported beings typically were 3-4.5 feet (0.9-1.4 meters) tall and wore coveralls and round, translucent headgear resembling "diver's helmets." Light beams or other electromagnetic energy from the craft (or from the beings) had effects on animals and frequently paralyzed human witnesses. At the same time, vehicle engines and headlights failed. Some sort of aerial craft, usually round or disc-shaped, was observed.

In the spring and summer of 1955 scattered witnesses throughout the southern and midwestern United States reported sightings of UFO occupants. The most famous case occurred on August 21, 1955, near Kelly, Kentucky. Small beings with large heads and prominent ears besieged a farmhouse for hours shortly after the sighting of a descending UFO. 2 The 1955 U.S. sightings were not much like those in France and Italy the year before. As expressed by highly regarded contemporary investigators, Isabel Davis and Ted Bloecher:

"Most of the European and South American cases described beings associated directly with objects [i.e., apparent craft]; in the United States, the beings' association with an actual UFO was uncertain or even absent altogether. In several cases, the entities displayed details of appearance strikingly similar to some of the foreign humanoid reports— small size, large glowing eyes and clawed hands. In other respects, there were some notable differences; for example, none of the domestic reports described the `diving suits' that were so often reported in the French and Italian cases."

Very tight, form-fitting coveralls often are described, and sometimes what appeared to life-support systems. In other cases it seemed that the entities were breathing our atmosphere, or perhaps were robots. Quite a few reports describe backpacks, hoses, or tubes, elaborate headgear, and handheld boxes or instruments, indicating some form of technology analogous to ours.

The next major wave of UFO sightings, late in 1957, was concentrated in the southwestern and central United States, and featured unidentified glowing elliptical objects that landed on roadways in Levelland, Texas, as cars stalled. Scattered reports of UFO occupants came from all over the country during this wave. 3 Similar reports were made occasionally during the early 1960s. Then came Socorro, a growing frequency of UFO sightings in 1965, and, finally, the major UFO sighting wave of 1966-1967. UFO occupant sightings multiplied in these years; some of these are included in table 1.

TABLE 1. UFO OCCUPANT SIGHTINGS, 1954-1963

September 10, 1954 Antoine Mazaud, Mourieras, France 8:50 P.M.
One being of average height, "helmet"-like headgear; cigar-shaped craft; being confronted witness, extended arm and touched him.

September 10, 1954 Marius Dewilde, Quarouble, France 10:30 P.M.
Two beings 3-1/2 ft. tall, coveralls, diver's helmet; dark mass on ground; dog howled, witness blinded by light from craft, paralyzed.

September 17, 1954 Yves David, Cenon (Vienne), France 10:30 P.M.
One being smaller than a man; bicyclist felt shock, paralysis, being touched him on shoulder, uttered unintelligible sound; object on road took off, green light".

September 26, 1954 Mme. Leboeuf, Chabeuil (Drome), France 4:00 P.M.
One being 3 ft. tall, diving suit, helmet, large eyes; flat circular craft; dog barked, being approached, witness fled; circle of crushed foliage found at site.

September 27, 1954 Raymond Romand, Premanon (Jura), France 8:30 P.M.
Two beings, squarish with legs; fiery ball hovered over meadow, light from barn reflected off being, child threw pebbles that struck it with metallic sound; 12-foot circle of flattened grass, imprints, at site".

October 3, 1954 Bernard Devoisin, Rene Coudette, Ligescourt, France 6:45 P.M.
One child-sized being, diver's suit; glowing orange domed disc on road, bicyclists approached, being entered craft and took off.

October 3, 1954 Angelo Girardo, Bressuire, France
One small figure in diver's suit; bicyclist came upon 10-foot disc on ground, being next to it; being entered craft and took off.

October 9, 1954 Roger Barrault, Lavoux, France 7:00 P.M.
One 4-1/2 ft tall being, diver's suit, bright eyes, two lights on chest; bicyclist at dusk encountered being, who disappeared into woods; no craft seen".

October 9, 1954 Gilbert Calda, 12 Pournoy-la- Che live, (Moselle), France 6:30 P.M.
One 4-ft tall being, dark coveralls, large eyes; children roller-skating, shiny round craft landed near them, being emerged, made unintelligible sound; they ran away.

October 11, 1954 Henri Gallois, Louis Vigneron, Clamecy (Nievre), France 4:30 A.M.
Three small figures; en route to a fair, felt shock, paralysis, engine and lights failed; beings entered round craft and took off.

October 11, 1954 Three motorists, Tapignac (Charente, Maritime), France 7:30 P.M.
Four 3-ft tall beings; motorists stopped to watch hovering disc that descended into woods; two entered woods to investigate, saw beings enter domed disc and take off".

October 16, 1954 Dr. Henri Robert, Baillolet (Seine-Inferieure), France nightfall
One 3-ft tall being; one of four circular objects zigzagged down in front of car, witness felt shock, engine and lights failed; being visible in light from UFO .

October 18, 1954 Marie-L. Bourriot, St.-Point (Doubs), France 10:45 P.M.
One human in coveralls, two dwarflike beings; luminous object over road, motorcycle almost struck human form, joined by small beings, craft departed; small footprints found.

November 28, 1954 Gustavo Gonzalez, Jose Ponce, Caracas, Venezuela
Three hairy dwarfs with glowing eyes; glowing sphere blocked road; Gonzalez struggled with being which knocked him down, second emerged, blinded him with light beam.

December 10, 1954 . Lorenzo Flores, Jesus Gomez, Chico, Venezuela nighttime
Four 3-ft tall, hairy, strong beings; UFO like two bowls rim to rim just off ground; beings tried to drag witnesses on board.

May 25, 1955 Robert Hunnicutt, Branch Hill, OH, 3:30 A.M.
Three 3-1/2 ft tall gray beings, wide mouths, lopsided chests; driving home from work, saw beings by road, one held sparkling rod overhead, alfalfa-almond odor; Ground Observer Corps UFO sighting earlier that evening.

July 3, 1955 Margaret Symmonds, Stockton, GA 3:30 A.M.
Four 3-1/2 to 4-ft tall beings, gray garb, long arms, large reddish eyes, pointed chins, small mouths, clawlike hands; beings in road apparently digging with sticks; witness swerved car to avoid hitting them.

August 21-22, 1955 J. C. Sutton family, Kelly, KY. 8:00 P.M.
Two or three 3-1/2 ft tall beings, large heads, big ears, large luminous eyes, long arms, clawlike hands, luminescent torsos; disc-shaped craft landed, dog barked violently, beings approached house one or two at a time, floated at times.

May 10, 1957. Michel Fekete, M. & Mme. Rene Lepot, Beaucort-sur-Ancre, France.10:45 P.M.
Four beings under five feet tall, gray skin or garb, oversized heads; darkness and distance concealed features; bicyclist blinded by light, saw silhouettes of small beings in road, fled; luminous object pulsating from red to white flew away at 45-degree angle.

October 15, 1957 Antonio Villas-Boas, Sao Francisco de Sales, Brazil. 1:00 A.M.
Five small beings, headgear, one female; abducted onto landed disc craft (see section XIII, Abduction Case Summaries)

November 6, 1957 Everett Clark, Dante, TN 6:30 A.M.
Four human-looking beings, unintelligible vocal sounds, entered cigar-shaped craft on ground as if "walking through glass," took off silently; elliptical imprint 5 ft. x 24 ft. found in grass.

November 6, 1957 John Trasco, Everittstown, NJ dusk
One 2-1/2- to 3-ft tall being, green garb, putty-colored face, chin, large bulging eyes; man saw 9- to 12-ft.-long luminous egg-shaped UFO, confronted by being who spoke in broken English.

November 7, 1957 Malvan Stephens, House, MS 7:25 P.M.
Three 4-1/2-ft tall beings, gray garb, dark hair, "pasty white" faces; truck driver blocked by large gray egg-shaped craft on road; door opened, beings emerged, made chattering sound; craft departed straight up at high speed.

December 16, 1957 Mary M. Starr, Old Saybrook, CT 2:00-3:00 A.M.
Two robot-like beings, squarish heads, one arm upraised; visible through windows of 20 to 30 ft long-ellipse hovering near house; craft glowed, windows vanished, took off.

June 26, 1959 Fr. William Gill, Papua, New Guinea 6:45 P.M.
Four "men" illuminated by blue light on top of hovering disc-shaped craft with four legs; responded to waves by witnesses.

July 13, 1959 Mrs. Frederick, Moreland, Blenheim, New Zealand 5:50 A.M.
Two shiny beings, close-fitting garb, "opaque helmets," visible in dome of hovering disc-shaped craft.

UFO Occupant Sightings, 1964-1967
Major UFO sighting waves in the mid-1960s and in 1973 included dozens of occupant sightings. The 1978 wave included the internationally reported disappearance of a young pilot over Australia during his sighting of a UFO as he was describing it to air traffic controllers.

To what extent do earlier descriptions of UFO occupants match abductee descriptions of their reported captors? In some of the 1954 cases the witnesses saw very large or especially noteworthy eyes through the headgear, and in one case, on October 18, a human-appearing being was seen cooperating with two small humanoids.

On November 6, 1957, in Dante, Tenn., Everett Clark saw beings apparently enter a craft through its side without benefit of a door. Some of these features were reported before abduction reports.

Some speculative questions are these: Were some clues concealed in the numerous occupant reports suggesting a change in the behavior or strategy of the presumed aliens leading up to increasing abductions of human beings? Can a progression of occupant sightings, passive encounters, aggressive encounters, and abductions be traced? Did the growing rate of abductions signal the end of some previous phase of activities?

There have always been sporadic reports of less "humanoid"—even monstrous—beings associated with UFOs in addition to the reported small humanoids. Some were reported to be gigantic and/or grotesque in appearance, but usually there were no confirming examples by independent witnesses in other cases.

Sightings began to increase noticeably early in 1964, for the first time in six or seven years. Then the pace picked up gradually, accelerated in 1965, and remained at an unprecedented high rate throughout 1966 and 1967. Late in 1964 and early in 1965 a flurry of sightings was reported in and around Washington, DC, that attracted the attention of the Central Intelligence Agency (CIA). It was rumored that government officials had been among the witnesses.

Throughout this period high-strangeness cases were common, but often they were high credibility, as well. By the end of 1966 the Air Force Project Blue Book UFO investigation was receiving heavy criticism, Congress was taking a closer look, and

an independent scientific study was mandated. Occupant cases during this period often included "coveralls" and helmets or headgear of some kind, elliptical or disc-shaped craft, and face-to-face encounters. A number of examples are listed in table 2.

TABLE 2. UFO OCCUPANT SIGHTINGS, 1964-1967

April 24, 1964 Gary Wilcox, Newark Valley, NY 10:00 A.M.
Two 4-ft.-tall beings, silver-white garb, egg-shaped craft just above ground; beings communicated in English.

April 24, 1964 Lonnie Zamora, Socorro, NM 5:45 P.M.
Two 4-ft.-tall beings, white garb; beings fled into egg-shaped craft when spotted (see section V).

July 16, 1964 Five boys, Conklin, NY afternoon
One 3-ft.-tall being, black garb, helmet, glass-like faceplate; dome-shaped craft seen on ground; whistling sound attracted attention to being perched in tree, who floated to ground.

September 4, 1964 Donald Shrum, Cisco Grove, CA nighttime
Several humanoids plus robots; luminous object landed, beings trapped witness in tree, prolonged confrontation.

November 25, 1964 New Berlin, NY
Twelve humanoids observed at distance after two discs landed on hill; appeared to be engaged in repair operation for hours.

January 19, 1965 William Blackburn, Brands Flats, VA 6:15 P.M.
Three small humanoids floated from hovering craft, confronted witness.

July 1, 1965 Maurice Masse. Valensole, France 5:45 A.M.
Two to three small humanoids, one-piece garb; whistling sound, saw craft and beings; tried to approach, paralyzed.

September 1, 1965 Huanuco, Peru 5:00 A.M.
One humanoid, large head; oval object landed on estate, being emerged, gestured, reentered craft, took off straight up at high speed.

September 10, 1965 Sao Joao, Pernambuco State, Brazil 8:30 A.M.
Two small, brown-skinned humanoids, one-piece garb; two discs landed, beings emerged, objects rose a few meters, unintelligible vocalizations.

March 23, 1966 Temple, OK 5:05 A.M.
One human-like being and elongated craft with flashing lights encountered on road; being entered it and took off"

February 5, 1967 Milliard, OH evening
Several human-like beings emerged from elliptical craft with three legs, placed small spherical objects around craft.

March 12, 1967 Glens Falls, NY 10:30 P.M.
One being seen moving inside windows of hovering top-shaped craft with lights around circumference".

March 28, 1967 Munroe Falls, OH 2:30 A.M.
Four to five humanoid beings with large heads ran back and forth across road, one hit by car; dents found on car bumper.

April 14, 1967 Melville, NY 9:00 P.M.
One small being appeared in doorway of circular craft that landed beside road, E-M effects on car; soil samples taken.

June 13, 1967 Caledonia, Ontario, Canada 2:30 A.M.
Three 3- to 4-ft tall beings, light-colored clothing, helmets, moved around beneath cigar-shaped craft with windows; physical traces found at site".

July 17, 1967 Belfast, North Ireland evening
Two silver-suited humanoids emerged from craft, entered woods; returned and "drifted" back into craft.

July 20, 1967 Elizabeth Douglas, Titusville, FL 9:15 P.M.
One humanoid visible inside disc with dome, square windows, as craft flew low past house.

July 31, 1967 Sidney Zipkin, Churchville, NY 10:15 P.M.

Two small beings, shiny black garb. Saturn-shaped craft seen near ground in truck headlights; beings boarded, took off straight up.

August 3, 1967 Caracas, Venezuela 11:30 P.M.
One 3-ft tall being, emerged from hovering luminous disc, took gravel samples.

August 23, 1967 Stanley Moxon, Joyceville, Ontario Canada 4:00 A.M.
Three 3- to 4-ft tall beings, white garb, translucent helmets from disc with three legs, gathered specimens (see case summary below).

August 24, 1967 Ron Hyde, Wodonga, Victoria Australia 5:00 P.M.
Two humanoids about five ft. tall, silvery suits, round helmets, emerged from disc with dome; one moved toward witness and gestured, he fled in fear).

August 31, 1967 Cussac, France
Two small beings, black garb, entered disc-shaped craft and took off".

September 15, 1967 Winsted, CT 9:00 P.M.
Three beings about 4'^ ft. tall, large heads, scurried around glowing, pulsating object; light dimmed when cars approached.

September 21, 1967 Jose Edrosa, Barcelona, Spain 1230A.M.
Small beings, large heads, white garb; beings seen moving toward brilliant round object on ground, car lifted, witness in severe shock.

October 24, 1967 Newfield, NY 9:30 P.M.
Two humanoid figures seen in window of saucer-shaped craft (see Dyad case).

November 2, 1967 Guy Tossie, Willie Begay, Ririe, ID 9:30 P.M.
Two small humanoids from disc with dome, aggressive encounter.

November 24, 1967 Rio de Janeiro, Brazil 2:30 P.M.
Three small white-clad figures around disc with dome, red lights; physical traces found at site".

December 8, 1967 Marilyn Wilding, Idaho Falls, ID 7:40 P.M.
Two humanoid figures visible in disc with dome.

(For case summaries, 1964-1967, see pages 474-482, Vol. II, The UFO Evidence)

UFO Occupant Sightings, 1968-1972

The sighting wave tapered off early in 1968, and it was not until 1973 that the next major wave occurred. Humanoid occupant encounters continued sporadically, but UFO sightings in general received very little publicity. However, the same patterns were evident in the cases reported during these years, as illustrated in table 3.

TABLE 3. UFO OCCUPANT SIGHTINGS, 1968-1972

November 20, 1968 M. Milakovic, Hanbury, UK 5:30 P.M.
Five silhouetted humanoids moving back and forth in dome of luminous UFO.

January 1, 1970 Doreen Kendall, Duncan, B.C., Canada 5:00 A.M.
Two dark beings in tight-fitting garb visible in upper portion of Saturn-shaped object with lights on rim; facial features obscured by headgear.

January 7, 1970 A. Heinonen, Imjarvi, Finland 4:45 P.M.
One small humanoid, thin arms, descended in light beam from hovering disc, rendered witnesses unconscious with "light weapon".

June 27, 1970 Aristeu Machado, Rio de Janeiro, Brazil 11:40 A.M.
Two small humanoids on rim of Saturn-shaped craft with flashing lights on the underside; craft took off, skimming ocean surface (see section V).

August 16, 1970 Puente de Herrera, Valladolid, Spain 1:00 A.M.
One human-size being, dark tight-fitting garb, entered Saturn-shaped craft, which took off with an intense whistling sound.

April 14, 1971 : D. Donaldson, Gallery, PA 8:00 P.M.
Two silhouetted human-like figures visible in windows of hovering disc (see section VI).

July 19, 1972 Brisbane, Queensland Australia 2:00 A.M.
Six grayish humanoids, faces obscured, standing by roadside near long silvery object; one held up hand as motorist approached.

(Case summaries can be located in Vol. II, The UFO Evidence on pages 483-486)

UFO Occupant Sightings during 1973 Sighting Wave

During the 1973 sighting wave concentrated late in the year, occupant sightings and confrontational encounters were numerous. A number of robot-like or nonhumanoid beings were sighted during this wave, but the "standard" features prevailed, as shown in table 4.

TABLE 4. UFO OCCUPANT SIGHTINGS, 1973

September 27, 1973 Bedarrides, France 5:30 P.M.
Two 1.2-meter humanoids, slender limbs, black caps, coveralls, with oval craft; UFO took off with whistling sound, sped away.

October 4, 1973 Gary Chopic, Chatsworth, CA early evening
One human-size being, silver suit, elliptical craft with clear dome; saw witness, entered craft and took off.

October 6, 1973 St. Mathias, Quebec, Canada early A.M.
Five small beings, yellow garb, headgear, moved quickly back and forth near dome-shaped craft with body lights.

October 11, 1973 Hickson & Parker, Pascagoula, MS evening
Two robot-like beings, abduction case (see section XIII).

October 12, 1973 Cincinnati, OH 2:30 A.M.
One "apelike" being, featureless, large waist, no neck, visible in dome-shaped object on or near the ground.

October 17, 1973 Paul Brown, Danielsville, GA evening
Two 4- 4-1/2-ft. tall beings, silver garb, emerged from silver egg-shaped craft that descended ahead of car; took off with "whooshing" sound when witness brandished a pistol.

October 17, 1973 Eupora, MS night
One grotesque nonhumanoid creature, flipper-like feet, webbing between legs, appeared from top of dome-shaped object with blue-green flashing lights that landed on road, E-M effects on car.

October 19, 1973 Ashburn, GA 3:30 P.M.
One small being, round helmet, head moved like robot, E-M effects on car; no craft observed".

October 19, 1973 Goshen, OH 9:00 P.M.
Two or three 6-ft tall human-like beings moved around a domed disc resting on tripod legs, entered via ladder, took off with humming sound.

October 19, 1973 Copeland, NC
One 3-ft.-tall humanoid, gold garb, with blue oval object hovering near mobile home; family dog frightened, ran away until next day.

October 22, 1973 Hartford City, IN
Two 4-ft.-tall humanoids, silver garb, seen alongside road three separate times; no UFO seen.

October 23, 1973 Russell Springs, KY
Two 3-ft.-tall beings, reddish color, entered craft (no description), which took off.

October 24, 1973 David Simpson, Dobson, NC
One humanoid, glowing eyes, from oval UFO that landed near car, E-M effects on car".

October 28, 1973 Llanca, Bahia Blanca, Argentina
Three 5-ft tall beings, high foreheads, slanted eyes, gray coveralls, from yellow saucer-shaped craft; abduction case (see section XIII).

(See case summaries in Vol. II, The UFO Evidence)

Occupant Reports since 1973
Sightings continued in Europe—especially southern Europe—into the summer of 1974. Because of incomplete news reporting, the full extent of the wave that began in 1973 may have gone unrecognized. Occupant sightings continued at a fairly high rate throughout the mid- and late 1970s.

An unusual number of detailed cases with many intriguing features were reported during the major wave of 1978. Some of the features were beings descending from craft on ladders or light beams, beings gathering soil and plant samples, and occasional aggressive confrontations with humans that sometimes resulted in injury or illness. The geographical diversity of the sightings is noteworthy: reports came from at least 10 countries on 5 continents.

Occupant reports seemed to decline after 1979. There may be some significance to the fact that an upsurge of abduction cases was occurring in the 1970s just as "old-fashioned" occupant sightings—beings seen in or outside their craft on the ground—seemed to take on a more aggressive character and, then, in the 1980s, apparently became rare and abduction cases proliferated instead. Sightings during this period are included in table 5.

TABLE 5. UFO OCCUPANT SIGHTINGS, 1974-1989

January 7, 1974 Warneton, Belgium 8:40 P.M.
Two humanoids, headgear, approached car from helmet-shaped disc.

March 21, 1974 Valdehijaderos, Salamanca, Spain 2:30 A.M.
Two 6-ft.-tall beings, tight-fitting shiny coveralls, seen after E-M effects on car; beings entered luminous craft and took off.

March 21, 1974 Valdehijaderos, Salamanca, Spain 11:15 P.M.
Two to four beings with disclike craft seen on road, E-M effects on car; beings gestured and moved toward witness, who fled.

April 16, 1974 Mauro Bellingeri, Casale Monferrato, Italy 12:50 A.M.
Three beings with globe-shaped headgear visible within upper portion of disc with central ly ring and rotating lights (see Dyad cases above).

May 7, 1974 Coatsville, PA 9:00 P.M.
Three small beings, gray skin, clawed hands descended from disc-shaped craft with four legs atop hospital, made squeaky vocal sounds, saw witness, reentered craft and took off.

June 14, 1974 Medellin, Spain 4:30 A.M.
Three tall beings with helmets visible in turret of "pot-shaped" craft hovering over farmhouse, area illuminated "like day".

June 25, 1974 St. Cyrille de Wendover, Quebec, Canada 1:15 A.M.
Fifteen 6-ft.-tall robot-like beings, red lights on chests, floated from hovering domed disc with body lights; physical traces found at site.

September 29, 1974 Mme. Le Bihan, Riec-sur-Belon, Finistere, France 12:45 A.M.
Three 1.7-meter-tall stocky humanoids, round heads, silver garb, from brilliantly lighted dome-shaped object with portholes, swaying back and forth near ground; beings walked heavily, rocking back and forth.

January 12, 1975 George O'Barski, North Bergen, NJ 2:00 A.M.
Eight to ten 3'/i-ft.-tall beings with dark garb, helmets, emerged from underside of low hovering disc with lighted windows, took samples from ground".

February 14, 1975 Antoine Severin, Petite-He, Reunion, France 1:30 P.M.
Four 1- to 1.2-meter-tall beings, metallic white garb, helmets, from domed disc with portholes, directed light beam at witness, who felt a force pulling him, later had headaches and impaired vision; beings poked in ground as if gathering samples.

May 3, 1975 Alois Olenick, San Antonio, TX 9:15 P.M.
Two small humanoids, grayish skin, visible in dome of Saturn-shaped craft (see Dyad cases above).

July 31, 1975 Danie van Graan, Loxton, South Africa 7:30 A.M.
Four 1- to 1.5-meter-tall beings, thin, slanted eyes, light coveralls, hoods, visible inside silver oval with legs; light beam struck witness in face, physiological effects.

October 7, 1975 Utterson, Ontario, Canada 8:30 P.M.
One small, stocky humanoid, round helmet, from metallic ellipse on road; UFO took off as car approached, being beside road vaulted fence and fled.

November 7, 1975 Catskill Park, NY 1:00 A.M.
Four beings with dark eyes, diagonal marks on side of head, surrounded campers, reacted to light, faintly luminous structured craft seen; possible abduction".

February 3, 1977 Seven Mile Beach, Tasmania 9:30 P.M.
One slender humanoid, large round head, seen in window of a dome-shaped, spinning craft with flashing lights".

February 24, 1977 Rudi Grutsch, Langenargen, Lake Constance Germany 2:30 A.M.
Two 1.1- to 1.3-meter-tall humanoids, round heads, slanted eyes, long arms, with hovering elliptical UFOs, bright illumination of area.

July 12, 1977 A. Ordonez, Quebradillas, Puerto Rico 8:30 P.M.
One 3'/2-ft.-tall being, green garb, helmet, backpack, four fingers on hands, seen from balcony, no craft seen; being fled when lights turned on, floating upward".

January 10, 1978 Tom Gould, South Middleton, MA 2:30 P.M.
One 4%-ft.-tall, stocky humanoid, three fingers on hands, with egg-shaped UFO; being stood 90 feet away looking at witness.

February 3, 1978 Janine Home, Seven Mile Beach Tasmania 9:30 P.M.
One thin being with large rounded head, moving back and forth in window of disc with dome, flashing body lights, whining sound heard.

February 4, 1978 Manuel Alvarez, La Florida, San Luis, Argentina 4:30 A.M.
One human-size being, helmet, luminous garb, descended on ladder from hovering disc, waved at fishermen, reentered craft, which took off at high speed.

September 1, 1978 Llanerchymedd, Anglesey, Wales 8:15 P.M.
Three 6-ft.-tall beings, grayish garb, helmets, from white egg-shaped object that illuminated trees brightly, dogs barked furiously, cows fled, depressed circle and swathed path found at site.

September 17, 1978 Riccardo Boscagli, Torrita di Siena, Italy 9:00 P.M.
Two small humanoids, green garb, helmets, floated from domed disc on road, circled car, E-M effects.

September 18, 1978 G. Filiputti, Melaria, Porto Nogaro, Italy 3:30 P.M.
One 1-meter-tall humanoid, silver tight-fitting coveralls, almond eyes, emerged from disc with dome, appeared to be making repairs on rim.

October 2, 1978 Groendal Nature Reserve, South Africa 11:15 A.M.
Three silver-suited beings seen moving with odd gait, traversing hillside in terrain with heavy growth, no craft seen; search found 6 x 18 m oval depression, plus a number of smaller imprints.

October 8, 1978 Deanne Kearns, Ord, NE 2:00 A.M.
Two 5- to 6-ft.-tall beings descended in light beam from hovering UFO shaped like one plate inverted on top of another, loud buzzing sound; beings collected earth and plant samples".

November 24, 1978 Angelo D'Ambros, Gallic, Vicenza, Italy 11:45 A.M.
Two 3-1/2 to 4-ft. tall grotesque beings, yellow skin, prominent veins, huge ears, fanglike teeth, from disc with dome, moved jerkily, seized pruning knife from witness, who felt an electric shock during struggle".

January 3/4, 1979 Meagan Quezet, Mindalore, South Africa midnight
Five or six 1.5-meter-tall beings, human appearing, white coveralls, emerged from truncated egg-shaped craft, high-pitched vocal sounds, reentered and took off with buzzing sound.

August 4, 1979 Canoga Park, CA 10:35 P.M.
Two humanoid beings, large heads, seen inside dome of luminous disc. (See Dyad cases above).

November 19, 1982 Temperanceville, VA 11:10 P.M.
Three humanoid beings seen moving around inside hovering silvery disc, light beam to ground; UFO rose and moved over car with buzzing sound".

January 9, 1987 Jozsa, Hungary 2:30 A.M.
Two beings in dark garb seen, one outside low-hovering disc with central row of windows, one in lighted doorway.

September 1, 1987 Bangor, WA 10:55 P.M.

Two humanoids visible inside hovering round object that moved over children, beamed light onto them.

September 21-27, 1989 Voronezh, Russia 6:30 P.M.
Various roughly humanoid, sometimes robot-like beings, complex series of sightings and occupant encounters.

(See detailed information and case summaries in Vol. II, The UFO Evidence, pages 464-498)

Source: Vol. II, The UFO Evidence, 464-498

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Bibliographic Database

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CASE FOR E-T CONTACT	MANTLE	MUJ-206,09	7	E
CASE FOR ET: WITHIN MAINSTREAM SCIENCE	SWORDS	86 SYMP,018	7	E
CE3 - AND CE2?	DRUFFEL	IUR-14-3,10	7	
CONFRONTATIONS: SCIENTIST'S SEARCH ET	VALLEE	MUJ-266,03	7	E
CORRELATION BET UFO PHENOM & ENTITIES	PERISSE	87 SYMP,130	7	E
COULD LOOKALIKE UFONAUTS BE CLONES?	SWORDS	MUJ-189,05	7	E
CRITIQUE OF THE BAILEY CASE	THOMAS	MUJ-187,11	7	
DIX-McGUIRE UPDATED	STRINGF/HALL	MUJ-230,07	7	R
ELEMENTARY, MY DEAR WATSON!	WHITEHURST	MUJ-246,15	7	E
ENID BRADY'S E-T CONTACT LEGACY	BRYANT	MUJ-179,12	7	E
ENTITIES AT LA ROCHELLE	HIND	MUJ-183,06	7	F
ENTITIES: INITIAL FINDINGS, PART I	WRIGHT	MUJ-310,03	7	A
ENTITIES: INITIAL FINDINGS, PART II	WRIGHT	MUJ-311,03	7	A
ENTITY ENIGMA, THE	EVANS	84 SYMP,078	7	E
ENTITY SIGHTING IN MISSOURI	BEDELL	MUJ-282,18	7	
ET ARTIFACT TESTING	FRIEDMAN	MUJ-308,10	7	A
ET CONNECTION	STRINGFIELD	MUJ-294,12	7	
ETH: A RE-EXAMINATION	TOUGH	MUJ-235,15	7	E
ETs: AN ECONOMY OF MEANS	REDDY	MUJ-217,06	7	E
EXPAND PARAM OF ALIEN-HUMAN ABDUC AGENDA	TURNER	94 SYMP,019	7	A
EXTRATERRESTRIAL HYBRIDIZATION UNLIKELY	SWORDS	MUJ-247,06	7	E
FATAL ENCOUNTER AT FORT DIX: CASE STUDY	STRINGFIELD	85 SYMP,041	7	R
GERALD ANDERSON: DISTURBING REVELATIONS	CARPENTER	MUJ-299,06	7	R
GUNSHOT WOUND FROM AN ALIEN?	GORDON	MUJ-189,07	7	
HOW TO MAKE AN ALIEN	BULLARD	IUR-14-6,10	7	E
HUMANOID CASE WITH MESSAGE	HALL	MUJ-143,12	7	E
HUMANOID ENCOUNTER	WESTRUM	MUJ-215,14	7	E
HUMANOID REPORT FROM CHICAGO, IL	BLOECHER	MUJ-159,09	7	E
HYBRID THOUGHTS	JACOBS	MUJ-250,10	7	E
HYBRIDIZATION QUESTION	VALLEE	MUJ-290,11	7	
INSIGHTS INTO ANCIENT ASTRONAUT THEORY	PHILLIPS	91 SYMP,079	7	E
JOURNAL'S ADIEU TO BAILEY PHOTOS	DRUFFEL	MUJ-189,09	7	
MEN IN BLACK	ROJCEWICZ	MUJ-263,03	7	MIB
MIDDLETON HUMANOIDS AFFAIR	WEBB	MUJ-143,07	7	E
MINNESOTA CE-III	McNEFF	MUJ-220,09	7	
NEW ZEALAND ENTITY REPORTS	BASTERFIELD	MUJ-177,04	7	F
NICAP AND LESSONS FROM THE PAST	HALL	IUR-17-3,17	7	
OF A FIRE IN THE SKY	BRILLIANT	MUJ-298,03	7	
OPERATION BLUEBERRY: OEYDALEN ENCOUNTER	BLOECHER	MUJ-161,09	7	F
POSSIBLE REPTILIAN ORIGINS OF UFO OCCUP	AGGEN	MUJ-174,14	7	E
PUZZLING CASE OF THE CADAVER PHOTOS	STRINGFIELD	MUJ-163,15	7	R
REPTILIANS & OTHER UNMENTIONABLES	CARPENTER	MUJ-300,10	7	
STAT REP ON ALLEGED CADAVER PHOTOS	STRINGFIELD	MUJ-154,11	7	R
THREE OCCUPANTS REPORTED BY WITNESS	GRATTAN	MUJ-188,16	7	E
UFO & OCCUPANT AT SANTA MARIA AIRPORT	BLOECHER	MUJ-160,08	7	F
UFO & OCCUPANTS (PROSPECT HTS, IL)	BLOECHER	MUJ-157,09	7	E
UFO HOAXES & AGENTS: A SOUR SONATA	MACER-STORY	MUJ-265,08	7	MIB
UFO JIGSAW	HOWE	92 SYMP,015	7	
UFO-BIGFOOT UPDATE	GORDON	MUJ-173,13	7	
UFO-RELATED BIGFOOT ENCOUNTER IN PA	GORDON	MUJ-171,03	7	E
UFONAUTS: HOMO SAPIENS OF THE FUTURE?	SWORDS	MUJ-202,07	7	E
UFOS & RELIGION: THE CE-III ISSUE	DOWNING	MUJ-148,11	7	T
UFOS AND ANTHROPOIDS: A SUMMARY	MORAVEC	MUJ-179,18	7	E
UNCOVERING THE GUARDIAN CAPER	MUFON ONTARIO	MUJ-313,03	7	E
USSR UFO LANDING WITH ENTITIES	ANDRUS	MUJ-259,20	7	F
WALTON EXPERIENCE REVISITED	WALTON	MUJ-298,06	7	
WHAT IF THEY AREN'T FRIENDLY	DRUFFEL	MUJ-229,11	7	E
WOMAN ON THE BRIDGE	HOPKINS	MUJ-296,05	7	

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NICAP Home Page

DATE	DESCRIPTION	MICAP_CLAS	REF
06/15/1923	Northern Wayne County, Indiana, US June 1923 From _The Evansville Courier's Electronic Edition_, Len Wells, Courier Correspondent. Norman Massie, 85, told his son in the USAF about a UFO he had seen when he was 10. His father had told him "never to breathe a word about what he saw because 'people would talk.' "Massie's UFO sighting happened in June 1923 of the family farm in northern Wayne County. " ' I opened the gate to let the horses into the pasture...I looked back down the field and there was an object with	CE-3-111	Current Encounters Digest 12-13 Aug 1998
02/28/1947	Lima, PE February 47 While driving six miles south of Lima, Peru, C.A.V. saw a sand-colored & very shiny disc-shaped object hovering 6-7 FT off the ground. 3 figures emerged from it. They looked like mummies. They had a humanoid profile, but their legs were fused together. The hands looked like fingers in mittens, and they had a opposable thumb. The skin was sand-colored, & they had no facial features. There was a transparent area where the eyes should have been. FOV reliability rating: 2	CE-3-102	Randle/Estes, FOV pg 9-11; Lorenzen, UOTA
07/04/1947	Roswell, NM, US 4 Jul 47 Dr. W, Curry Holden, a professor of history & anthropology @ Texas Tech Univ @ Lubbock, TX, US appeared on the scene of the Roswell crash with a number of students on the morning of 5 Jul 47. Hater Holden would say that he saw the craft & the bodies. Maj. Edwin Easley, provost marshal of the 509th Bomb Group arrived at the site with the first group of military personnel. He ordered the entire area cordoned off the held everyone else back while the craft was checked for radiation, etc. He said the craft was	CE-3-444	Randle/Estes, FOV pg 17-20, (well documented)

	of extraterrestrial origin & told his family he had seen "the creatures." Frank Kaufmann, another member of the 509th, was with the original group. According to him, the craft was heel-shaped, with a tear in the side that allowed him to see into the interior. The craft was 20-25 FT wide. The trailing edge was slightly scalloped, & the nose was rounded. The front was		
08/14/1947	Friuli, IT 14 Aug 47 Professor R. L. Johannis was on a rock-hunting expedition in the mountains in the extreme NW part of Italy. He emerged from a stand of trees & saw, on a rocky riverbank, a large red object that seemed to be shaped like lens. The witness & the creatures approached one another, but when they were a few paces apart, they stopped. Witness felt paralyzed. Two creatures, about 3 FT tall, heads larger than normal human. No hair. Tight-fitting brown caps. Noses straight & long. Eyes large, protuberant, & round; yellow-green in color with a vertical pupil like a cat. Hands had 8 fingers & seemed to be opposed. Randle/Estes reliability rating: 6	CE-3-304	Randle/Estes, FOV pg 21-23
07/02/1950	Sawmill Bay, near Steep Rock Lake, Ontario, CA 2 JUL 1950 Taken from the _Steep Rock Echo_, a publication of the Steep Rock Iron Mines. A senior executive of the mine and his wife were picnicking by the lake when the air vibrated. The exec said it was reminiscent of a dynamite blast, but they had heard no sound, and they were miles away from any mining operation. He went to look and he climbed a spear of rock that rose above the surrounding undergrowth. Through a cleft in the rock he saw a lens-shaped craft with round black-edged ports about four feet apart around the edge. The craft was sitting on the water; the underside could not be seen. "The top had what looked like hatch covers open" and he and his wife saw about 10 humanoids in shiny material on their torsos, darker on arms & legs, with dark blue headpieces, except for one with a bright red headpiece, who	CE-3-313	Edwards, Flying Saucers Serious Business (FSSB), pp 91-93
02/28/1951	Central Australia	CE-3-203	Edwards, FSSB, pg 93

	FEB 51 (approx) A band of aborigines of the Unmatjera tribe reported the landing of a shiny circular object a short distance from similar object already on the ground. The objects were the same size, between 35 FT and 50 FT diameter and " 'a man and a half man tall. ' " A "small manlike thing" exited one craft from the bottom and transferred to the other. The humanoid had a shiny suit and a "round shiny head."		
07/07/1952	Near Berlin, GM 7 JUL 52 Oskar Linke, mayor of a small city in E Ger., & his daughter would take motorcycle rides (she in a side car) to lull the border guard's suspicions in preparation for an escape to the West. On one of the rides, his daughter noticed a something white shimmering through the trees. They went to investigate. They saw a 25 FT diameter disc resting on the ground in a clearing. They saw two small figures like tiny humans some 3.5 FT tall. They were wearing shiny one-piece garments. One had a box about the size of three stacked cigarette packages on his chest, on the front of which was a bright blinking blue light. They got into the craft and it took off.	CE-3-203	Edwards, FSSB, pp 97-98
08/25/1952	Pittsburg, KS, US 25 Aug 52 Witness was driving to work at a radio station. At about 0530, was approx. 1 MI from US 60, saw an object off the right side of the road, some 250 YD away. Object approx. 70 FT long and 12 FT high. Object had a number of windows, and witness saw a "man" inside (head and shoulders visible). Witness considered completely reliable. In field over which object hovered, grass was pressed down forming a circle of 60 FT dia. impression with the grass in a "recognizable concentric pattern." Blue Book investigated. Samples of soil and grass sent to Dayton & analyzed by Technical Analysis Division. No evidence of radioactivity, burning, or stress of any kind.	CE-3-233	Hynek UFO Report (HUR), pp 200-202
09/12/1952	Flatwoods, W. Virginia, US 12 Sep 52 3 boys saw a ball of slow-moving red light descend behind a hill. As they headed to what might have been the landing site, they were	CE-3-344	Randle/Estes, FOV pg 24-26

	joined by Kathleen May, her sons, & a member of the National Guard, Eugene Lemon. The dog ran up the hill & ran back down frightened. At about the same time, the group ran into a foul-smelling mist that stung their eyes & noses. At the top of the hill they spotted a ball of light as big as a house. To the left were two smaller lights. In the light of Lemon's flashlight, the "hideous" face of a creature became visible. The creature was humanoid, with a round blood-red face. Greenish orange beams projected from two eyelike sockets. Around the face was a dark, pointed, hood like shape. The upper torso was clothed in a dark, possible green, fabric. It floated toward the ball of light.		
03/15/1954	Santa Maria, BR 15 Mar 54 When Hellwig spotted a football-shaped object landing nearby, he stopped his car & approached it. Saw 2 creatures near UFO, They were of average size with brown faces & light hair. One gathered samples & the other stood watch. They spoke to Hellwig in a language he could not understand.	CE-3-003	FOV pg 264
03/16/1954	Santa Maria, BR 16 Mar 54 In the second sighting in as many days, Hellwig came across the same ship but different crew members. One man and two women. Each of the women had long dark hair, dark complexion, and large eyes. They told Hellwig that they were studying the natural riches of Brazil	CE-3c-003	FOV pg 264
08/23/1954	Thonon, FR 23 Aug 54 A man approached a landed UFO near which two small creatures were standing. They were dressed in light-colored suits and grunted like pigs.	CE-3-002	Randle/Estes, FOV pg 264
09/10/1954	Mourieras. FR 10 Sep 54 A farmer on his way home saw a man of average height wearing a helmet who made friendly gestures, then walked into a forest. A moment later a cigar-shaped craft took off.	CE-3-102	Randle/Estes, FOV pg 264
09/10/1954	Valencinnes, FR 10 Sep 54	CE-3-113	Randle/Estes FOV pg 265

	Walking his dog along railroad tracks at night, Dewilde saw a dark mass. Also two small creatures with wide shoulders and huge helmets. He planned to approach, but a bright light from the craft paralyzed him. Creatures returned to craft, which took off with a loud whistling noise. Exam of rail bed showed depressions in rail ties where craft was reported		
09/17/1954	Cenon, FR 17 Sep 54 Yves David was biking when he felt a tingling all over his body. He stopped & got off his bike as his headlight went out. In from of him he saw the dark shape of a craft approx. 10' long & 3' high. David was paralyzed & watched as a small silhouette moved away from the craft. It approached him, touched him on the shoulder & returned to the ship which took off. David received the use of his limbs when it was gone.	CE-3-103	Randle/Estes, FOV
09/17/1954	Cenon, FR 17 SEP 54 A farmer met a small creature in a diving suit who made friendly gestures and "inhuman and incomprehensible" noises. During encounter farmer could not move. Creature entered spaceship and took off with a greenish light. May be a variation to Yves David incident.	CE-3-104	Lorenzen, UTWS, pg 172
09/26/1954	Valence, FR 26 Sep 54 While gathering mushrooms in the woods, a woman saw a small humanoid wearing a diving suit with a clear helmet. She ran. A moment later she heard a loud whistling and saw a disc-shaped object lift from the woods. Evidence of a landing was found.	CE-3-013	Randle/Estes, FOV pg 165
09/29/1954	Chabeuil, FR 19 SEP 54 Mme. Leboeuf, out gathering mushrooms at about 1600, was startled by her dog barking at what looked like a scarecrow at the edge of a wheat field. The "scarecrow" was a humanoid about 3 FT tall, encased in a translucent material that made him look like he was done up in a plastic bag. Mme. Leboeuf had the impression of two very large eyes. The sack-man began waddling towards her and she turned and ran. Shortly after a metallic saucer-shaped object rose from amongst some nearby trees. M. Leboeuf later found that shrubs and bushes in the area where Mme. said the	CE-3-103	Lorenzen, UTWS, pg 167

	object took off were crushed as if something had been resting on them.		
09/30/1954	Marcilly-sur-Vienne, FR 30 Sep 54 Eight construction workers reported seeing a disc-shaped object on the ground. Nearby was a small humanoid wearing a helmet. (FOV) Both vanished in a very strange manner. Physiological effects in all witnesses. Event happened about 1630. (Cashman)	CE-3-102	Randle/Estes, FOV pg 266 ; M. Cashman email 7/25/98
09/30/1954	Ligescourt, FR 30 Sep 54 Devoisn & Coudette were riding their bikes when they spotted a glowing orange object on the road. Near it was a small being in a diving suit, who entered the craft, which then took off.	CE-3-103	Randle/Estes, FOV pg 266
10/03/1954	Bessuire, FR 3 OCT 54 55-year old man going to work saw a 10 FT diameter saucer. A small figure in a diving suit entered the craft which then left at high speed.	CE-3-103	Lorenzen UTWS, pg 172
10/03/1954	Vron, FR 3 OCT 54 Three men saw a haystack-shaped craft. A "man-shaped" creature in a diving suit was seen.	CE-3-103	Lorenzen, UTWS, pg 172
10/04/1954	Salta, AR 4 Oct 54 A number of children reported seeing three small humanoid creatures with greenish skin.	CE-3-002	Randle/Estes, FOV pg 266
10/05/1954	Loctudy, FR 5 Oct 54 A baker was drawing water from a well when he noticed a 10'	CE-3-002	Randle/Estes, FOV pg 266

	diameter object on the ground. A small being with a hairy face and large oval eyes approached him & spoke in a strange language. Baker called his boss & both watched as creature got into craft which took off quickly.		
10/05/1954	Mertrud, FR 5 Oct 54 A road repairman spotted a strange object sitting on the road. Near it he saw a small hairy creature. Traces of the craft were found on the road.	CE-3-112	Randle/Estes, FOV pg 267
10/09/1954	Pournoy-la-Chetine (Moselle), FR 9 Oct 54 Four children saw a bright glow from a nearby cemetery. Object about 8' diameter standing on 3 legs. Small creature carrying a bright light exited the craft & spoke to them, but they couldn't understand it. _UFOs The Whole Story_ adds that the occupant was about 4 FT tall and dressed in a black sack or cassock [like a monk--SJD]. The little man's head was hairy and he had big eyes. Another villager said he also saw the craft when it took off.	CE-3-102	Randle/Estes, FOV pg 267; Lorenzen, UTWS, pg 167
10/09/1954	Carcassonne, FR 9 Oct 54 Bertrand was driving when he saw a spherical object on the road in front of him. Through a translucent top, he could see a human-shaped shadow moving.	CE-3-101	Randle/Estes, FOV pg267
10/09/1954	Rinkerode, GM 9 Oct 54 A movie projectionist saw a cigar-shaped craft sitting near the road. the object gave off a blue light. Near it were 4 small being wearing rubber overalls. They had large chests & thin arms & legs & seemed to be working on the underside of the craft.	CE-3-102	Randle/Estes, FOV pg 267
10/09/1954	Louvoux, FR 9 Oct 54 A cyclist (Roger Barrault) saw a small creature carrying a double-beam light, which it used to paralyze the man. The little man was	CE-3-101	Randle/Estes, FOV pg 268; Lorenzen, UTWS, pg 167

	about 4.5 FT tall and was wearing a "diver's suit." The head was covered by shaggy hair out of which shined two "dazzling" eyes. Incident happened about 1900.		
10/09/1954	Lavoux, FR 9 OCT 54 A farmer saw a humanoid much like the one Roger Barrault saw, i.e., in a diving suit, and was also paralyzed by a double-beam light. The farmer said the suit had "boots without heels."	CE-3-103	Lorenzen, UTWS, pg 172
10/11/1954	Taupignac, FR 11 Oct 54 Three men in a car spotted at disc-shaped craft in a field. 4 tiny humanoids were working nearby. When they saw the men they ran to the disc & shot a beam of light at the men so they could not give chase.	CE-3-102	Randle/Estes, FOV pg 268
10/12/1954	Tehran, IR 12 Oct 54 A witness clearly saw a creature moving around inside a disc-shaped object hovering close to the ground. The being was tiny & dressed in black.	CE-3-002	Randle/Estes, FOV pg 268
10/12/1954	Lauttey 12 Oct 54 A French engineer saw a creature about 4' tall, dressed in a silver suit entering a disc-shaped craft.	CE-3-302	Randle/Estes, FOV pg 268
10/13/1954	Bourasote, FR 13 Oct 54 Three people (not together) saw a reddish disc-shaped craft about 12' diameter. They all reported a being in a shiny silver suit with a large head & enormous eyes.	CE-3-102	Randle/Estes, FOV pg 268
10/14/1954	Meral, FR 14 Oct 54 A farmer was leaving his home when a glowing ball landed not far from him. It lit up the fields for 200 YD round. The domed disc appeared to be translucent. Behind the glow he could see a dark shape moving around.	CE-3-102	Randle/Estes, FOV pg269
10/15/1954	Toulouse, FR	CE-3-101	Randle/Estes,

	15 Oct 54 A witness reported that he saw a small creature with large eyes near a small disc-shaped craft.		FOV pg 269
10/16/1954	Baillot, FR 16 Oct 54 Dr. Robert watched 4 disc-shaped objects fly over his car. One dropped out of formation, Robert felt paralyzed. A small creature appeared & moved illuminated by the glow of the craft.	CE-3-302	Randle/Estes, FOV pg 269
10/17/1954	Isle of Capri, IT 17 Oct 54 An artist walking along a road came upon a landed disc-shaped craft about 15' diameter. 4 small creatures dressed in coveralls emerged.	CE-3-102	Randle/Estes, FOV pg 269
10/18/1954	Doubs, FR 18 Oct 54 A biker noticed a red glow on the road. She then saw a figure near the road. It was dressed in a one-piece silver suit & accompanied by 2 smaller beings.	CE-3-101	Randle/Estes FOV pg 269
10/18/1954	Royan, FR 18 Oct 54 A couple saw two ball-shaped objects that appeared to be joined by a beam of light. When the light went out, the objects landed separately. A small creature got out of each craft and entered the other craft. Both ships then took off.	CE-3-102	Randle/Estes, FOV pg 270
10/18/1954	Fonetay-Forey, FR 18 Oct 54 A couple saw a cigar-shaped craft as it suddenly dived toward the ground. They saw a being about 3' tall. It's eyes seemed to glow orange. 4 other witnesses also saw the craft.	CE-3-102	Randle/Estes, FOV pg 270
10/21/1954	Shrewsbury, GB 21 Oct 54 Ms Roestenburg & her 2 children watched an aluminum colored	CE-3-102	Randle/Estes, FOV pg 270

	disc with transparent panels. Inside they saw 2 men w/white skin & long hair. They wore skintight suits & helmets.		
10/27/1954	Les Jonquets-de-Livet, FR 27 Oct 54 A farmer watched a cigar-shaped objects w/lights at both ends land in a nearby field. Later, with a group of people, he saw the object again. Two small creatures in silver suits near the object.	CS-3-102	Randle/Estes, FOV pg 270
10/28/1954	Milan, IT 28 OCT 54 A resident of Milan returning home from an outdoor movie, noticed a glowing light inside a little-used sports field that was surrounded by a rickety board fence. He peeked through the cracks in the fence, and saw a sizeable object glowing like a florescent bulb. It was close to the ground, but he could discern no landing gear. He became frightened, & left, but when he came upon a group of farmers coming back from a meeting, they all went to the fence to see the object. Eventually a crowd gathered. All the 31 witnesses affirmed to the police that the creatures resembled miniature men, not more that 4 FT tall, with light-colored pants, gray jackets, & transparent helmets. All the creatures wore on their backs what was presumed to be breathing apparatus, connected to the helmets by hoses. Some members of the crown forced the lock on the gate and went inside. When they did so, the creatures	CE-3-102	Edwards, FSSB, pp 108-9
11/02/1954	Banto Amaro, BR 2 Nov 54 A taxi driver saw a large glowing object sitting in a vacant field between 2 houses. As he approached, a door opened in the object & he entered. Inside he saw a table with maps on it incl. one of South America. 3 creatures appeared. Resembled perfectly formed humans but smaller. He backed out of the craft, almost against his will.	CE-3c-103	Randle/Estes, FOV pg 271
11/08/1954	Monza, IT 8 Nov 54 A huge crowd went to investigate a light & saw 3 creatures near a disc-shaped craft on three legs. Beings spoke w/guttural sounds.	CE-3-102	Randle/Estes, FOV pg 271
11/14/1954	Isola, IT 14 Nov 54	CE-3-102	Randle/Estes, FOV pg 271

	A farmer saw a cigar-shaped object land in a field. Three small beings got out. Thinking they were going to steal his rabbits, he took aim with a rifle, but it got so heavy he had to drop it. He was paralyzed. The beings did take his rabbits. When he could move, he fired a shot at the craft as it was going away, apparently missing.		
11/14/1954	Somewhere in Brazil 14 Nov 54 A railroad employee saw 3 small humanoids in tight-fitting luminous clothes who seemed to be examining the railroad be with a lantern. When they saw the man, they ran back to their oval-shaped ship & left.	CE-3-102	Randle/Estes, FOV pg 271
11/28/1954	Caracas, VE 28 Nov 54 Gonzales & Ponce were driving toward a produce warehouse when they sighted a glowing sphere hovering above the street. Gonzales got out & spotted a small hairy creature with glowing eyes. Gonzales tried the grab the creature, which struck him, knocking Gonzales backwards. The being then advanced, clawed hands extended, & Gonzales pulled his knife. He struck the creature on the shoulder but the blade glanced off as though the being were made of metal. Another being came from the ship & both returned to it.	CE-3-344	Randle/Estes, FOV pg 272
12/04/1954	Pontal, BR 4 Dec 54 Alves watched a disc-shaped object landing & 3 small men in tight-fitting clothes got out. They gathered plant samples & water from a nearby stream.	CE-3-102	Randle/Estes, FOV pg 272
12/08/1954	Linha Bela Vista, BR 9 Dec 54 A farmer working in his field heard a sound like a sewing machine & saw a disc-shaped craft hovering nearby. The animals in the field scattered as it landed. Three beings of medium height were visible. One stayed in the craft while the other two approached the farmer. The farmer dropped his hoe & one being picked it up & handed it back to him. The alien then uprooted some plants. The farmer spoke to the being, but it did not seem to understand.	CE-3-142	Randle/Estes, FOV pg 272; Lorenzen, UTWS

	Investigated by Dr. Fontes, APRO		
12/10/1954	Caracas, VE 10 Dec 54 Two men watch two small beings run into the bushes; a few minutes later a disc-shaped object rose from the ground.	CE-3-002	Randle/Estes, FOV pg 273
12/10/1954	Trans-Andean Highway, between Chico & Cerro de las Tres Torres, VE 10 DEC 54 Two teenage boys, Jesus Gomez and Lorenzo Flores had been out hunting rabbits. Having exhausted their ammo, they were walking back home when they saw a shiny object a short distance away from the highway. Thinking it was a car that had gone off the road, they went to investigate. They found a flying saucer about 10 FT diameter & hovering about 3 FT off the ground, emitting fire from the bottom. Four men came out, about 3 FT tall, very hairy & strong. One grabbed Gomez & tried to drag him to the craft. Flores hit the creature holding Gomez with the clubbed shotgun. The creature's body seemed hard as rock, & the shotgun broke, but Flores was able to get Gomez away. They ran to the nearest police station. They were bleeding & their clothing was torn. The shotgun had been a prized possession. When the police arrived on the scene, they found scorched bushes and evidence of a struggle	CE-3-113	Edwards, FSSB, pp 99-100; Randle/Estes, FOV, pg 273
12/11/1954	Linha Bela Vista, BR 11 Dec 54 A farmer went to investigate a noise & saw an object with a bottom like that of a teakettle hovering over a field. He saw 2 humanoids in the field. As the farmer started toward them, they tried to warn him off. When he refused to stop, they pulled up a tobacco plant & ran back to their craft.	CE-3-102	Rabdle/Estes, FOV pg 273
12/15/1954	Campo Grande, BR 15 Dec 54 A fisherman sighted two objects, one revolving around the other. Using the telescopic sight on his rifle, he watched as 3 creatures descended, gathered samples, & returned to their craft.	CE-3-102	Randle/Estes, FOV pg 273
12/16/1954	San Carlos, VE 16 Dec 54	CE-3-103	Randle/Estes, FOV pg 273 , Edwards, FSSB, pg 99

	Three men driving home stopped along a roadside. Jesus Paz got out of the car & walked in the bushes. A moment later he screamed. When his friends ran to his aid, they saw him on the ground & saw a short hairy creature running away. A flat shining object then rose into the sky.		
12/19/1954	Valencia, VE 19 Dec 54 A jockey, running in the cool of the morning, came across a disc-shaped craft hovering just off the ground. Several small creatures were loading boulders into the craft. When they saw the jockey, they turned a purple light on him that paralyzed him. The creatures returned to the craft & left. Later investigations revealed strange tracks on the ground.	CE-3-112	Randle/Estes, FOV pg 274
08/21/1955	Kelly Station/Hopkinsville, KY, US 21-22 Aug 55 In the early evening of 21 Aug 55, Billy Ray Taylor, a friend of Elmer "Lucky" Sutton came running to the Sutton's farmhouse to say he had seen a flying saucer. The dog began to bark, then ran under the house & hid. Present were: Glennie Lankforn, Vera Sutton, John Charley Sutton, Aline Sutton, 3 Sutton children, June Taylor, & O. P. Baker. Taylor & Luck Sutton went out to investigate the dog's barking, when they saw a strange glow out in the fields away from the house. As it approached, they saw a small man inside it. 3.5 FT tall, large round head, slender arms reaching almost to the ground, large & out-of-proportion hand shaped more like bird's talons than human hands. Large eyes seemed to glow with yellow fire. As the creature continued to move toward the house, the men went & got a .22 rifle & a shotgun. When the	CE-3-344	Randle/Estes, FOV pg 30-36
01/01/1956	One warm night in the summer of 1956, a wealthy, respected professor of Roman Law, Joao de Freitas Guimareaes, was out for a walk on the beach at Sao Sebastio when a huge disk-shaped craft--about 60 FT in diameter--landed on the beach. The disk was about 18 FT high and rested on a pawnshop-type landing gear of three balls. Two 6-FT tall men got out of the disk, and Guimareaes tried to communicate in English, French, Spanish, and Italian without success. Then the two visitors communicated with him through telepathy and invited him aboard. The two men had blond hair, green eyes, and were wearing yellow shoes. The professor entered the disk, which immediately took off. An hour later, the disk landed back on the beach, and the professor departed from the	CE-3c-304	Internet (Ira Adams)

	spacecraft. SJD Comment: Very Adamski-like saucer and aliens.		
06/26/1957	Boainai, Papua New Guinea 26 JUN 57 Rev. William Booth Gill came out on the porch after dinner and saw a light in the sky near Venus. The light came closer, and resolved itself into a disc-shaped craft. Teachers & students also saw the craft. Rev. Gill estimated it came to within 400 FT. The craft was 40-40 FT wide at the base & had four metal legs that projected from it diagonally. It was topped by a dome some 20 FT diameter. There were four small humanoids on the deck. some working & some leaning on a small railing. Occasionally, one would bend over as though manipulating some equipment on deck. At approx. 5-sec. intervals a narrow beam of bright blue light would be projected skyward, as though signaling. One of the creatures leaned over the rail & seemed to be looking down at the Rev. & the others. Rev. Gill waved one hand & the creature did the same. A teacher waved both arms & two of the humanoids did the same.	CE-3-304	Edwards, FSSB, pp 103-4
10/08/1957	Fiji Islands (FJ) 8 OCT 57 Four people in a punt with an outboard motor approached a saucer-shaped object hovering about 20 FT above the water. It seemed to be revolving and they could make out the figure of a man standing on the hull of the saucer. The figure shined a blinding light at their boat that made them feel "dazzled and weak."	CE-3-103	Lorenzen, UTWS, pg 81
10/15/1957	Countryside, Brazil 15 Oct 57 23-year-old Antonio Villas Boas, farmer, was plowing his field at night when an egg-shaped craft landed on three metal legs in front of his tractor. He got off the tractor and prepared to run, but he was grabbed by three of five small individuals in tight-fitting gray coveralls and helmets that covered all but his eyes. He was taken into the spaceship. The aliens communicated by strange barks and yelps. Once in the craft he was stripped naked and washed with a clear fluid (Blum speculates it was a germicide; Boas thought it was an aphrodisiac). Blood was taken from his chin. He was confronted by a naked woman, about 4'5", with fair almost white hair on her head, white skin with freckles all over, "blood red" hair on	CE-3-113	Blum, Beyond Earth (BE), pp182-184

	underarms & pubic area, high cheekbone & slanted eyes. They had sex, and she used sign language to indicate he had impregnated her.		
10/25/1957	Rio de Janeiro, BR 25 Oct 57 The daughter of a wealthy Brazilian family was dying of stomach cancer. This night, a beam of light was seen outside the bedroom window. The brother looked out & saw a saucer, "from whose open hatch descended one of the strangest-looking Medevac teams on record." Two small beings, 1.2 m tall with yellowish-red hair down to heir shoulders & green oriental eyes. One of team touched father on forehead & communicated telepathically the daughter's condition. The surgeons shine on the girl's stomach a blue-white light that lit up her insides so the cancer could be seen, The operation took about a half hour, after which the alien told the father she would need medicine for a while gave him a metallic ball containing small white tablets. In December 57, the girl's doctor reported that the girl was cured of cancer.	CE-3-113	Blum, BE, pp 148-149
11/05/1957	Playa del Rey, CA, US 5 Nov 57 Richard Kehoe was driving near the town when his engine failed. He got out of the car and noticed other drivers having the same problem. He saw an egg-shaped craft hovering in a blue haze. Two creatures, who had yellow-green skin, got out to ask questions of the men. Once the aliens returned o their craft and took off, all cars started easily.	CE-3-113	Randle, Project Moon Dust (PMD), pg 144
11/05/1957	Dante, TN, US About 5 Nov 57 Everett Clark saw a landed UFO in a field. Near it were 4 men and a woman trying to capture an agitated dog. He talked to them briefly, then they got into the craft, which shot quietly into the sky. Searchers found an area where grass was matted as though something heavy had rested there for a period.	CE-3-313	Randle, PMD, pp 145-146
11/05/1957	Everittstown, NJ, US About 5 Nov 57 John Trasco claimed he saw an egg-shaped UFO hovering over his barn. Underneath the UFO was a small, putty-colored humanoid trying to grab his dog. Trasco shouted at the creature, who responded that he only wanted the dog. Trasco yelled back to leave	CE-3-113	Randle, PMD, pg 146

	the dog alone an to get the hell out of there. The creature dropped the animal & fled to the UFO.		
11/07/1957	Meridian, MS, US 7 Nov 57 Melvin Stevens was driving when he saw an object on the highway. As he approached, 3 men about 4.5 FT tall got out and walked toward him. Stevens said they wanted to talk, but he could not understand them. When it became clear that Stevens could not communicate, the creatures got back in the craft, and Stevens drove to the nearest police station.	CE-3-113	Randle, PMD, pg 148
12/30/1957	Schooney's Mountain, near Drakestown, NJ, US 30 DEC 57 George Chowanski went out back to cut wood after supper. His two dogs began to bark and he heard a buzz like an electric shaver. Mr. Chowanski became aware of a glow and then a saucer shape that seemed to hover about 2 FT off the ground. Distance was about 100 FT away in a clearing in the woods; size estimated to be 5 FT high and 15 FT wide. He called wife to look, and when she saw it she ran back inside & locked him out (!) Three "individuals" came out of the craft and walked about the clearing. One of them bent over to pick up something. It seemed heavy as he carried it back to the craft. Investigated over the phone by the Lorenzens personally.	CE-3-343	Lorenzen, UTWS, pp 88-89
05/26/1962	26 May 1962 La Pampa AR A woman living in La Pampa province was taken to a mental hospital suffering from shock. She had seen a robot-like apparition come out of a disk. When he (the robot) discovered he was being watched, the robot returned to the machine, set it in motion, and disappeared at tremendous speed. This was the latest in a number of similar reports which had come from different parts of Argentina. In this instance, the woman's story is corroborated by her husband, who was able to glimpse the disk as it vanished in space,	CE-3-004	Internet (Ira Adams)
06/26/1962	Verona, IT 26 Jun 1962 For about one hour in the evening, 20-year-old Roberto Poregozzo,	CE-3-103	M. Cashman email to CURRENT ENCOUNTERS 7/25/98

	his mother Maria, and his 25-year-old sister Luisa, observed a silvery disk, the apparent diameter of the moon, maneuvering in the sky near Santa Anastasia church. They finally went home. About 0300, one of them was awakened by a feeling of intense cold and perceived a greenish light in the room. In the window, a sharply-defined humanoid shape, delineating a semi-transparent body, was visible. The apparition had a huge bald head. The witness screamed, awakening two others, and they all saw the apparition shrink and vanish "like a TV image when one turns off the set. (FSR 63, 2)		
07/26/1962	26 JUL 62 On a lonely road, a 17-year old youth named Ricardo Limeres was riding his motorcycle when the headlight fell upon a weird-looking person standing on the left side of the road. According to Limeres, his motor cycle refused to obey him, and went against his wishes to within a few inches of the creature. The creature was over 6 FT tall, with a head "in the shape of a melon" and 3 eyes, which looked at him with a fixed stare. The monster stood motionless, then suddenly reached out with its right hand and grabbed Limeres' scarf. It then turned around in a manner "scarcely human" and began to walk away in a robot-like manner, leaving deep tracks in the dirt as it did so. An unidentified white light was seen low in the sky in the direction toward which the creature was moving. SJD Comment: Sounds a lot like the creature in "The Thing" (the Howard Hawks one, not the John Carpenter).	CE-3-004	Internet (Ira Adams)
08/21/1962	21 AUG 62 A medical doctor named Caczue was driving to the city of Parana with his wife, when he saw a flying disk. It was surrounded with the classic luminous halo described by many people previously. He saw 2 strange persons walking along the road. They were over 6 FT tall, with light hair and huge eyes. They carried luminous objects on their foreheads, and with these they made signals for the car to stop. Dr. Caczue did not want to stop, and he was convinced that he was looking at extraterrestrial beings, so he floored it.	CE-3-304	Internet (Ira Adams)
12/12/1962	12 DEC 62 A peace officer, Francisco Piania, saw last night in the very heart of Milan, to "Martians" alight from a UFO. "I was doing my rounds of inspection when suddenly I heard a whistling behind me. At first I thought it was my ears, but the noise grew louder. As I was going to leave the courtyard, I saw a silver-aluminum disc, shining under the moon's rays, landing. I turned abruptly and stood paralyzed with emotion. I saw a strange being about 1 meter tall coming out of the disc. His spacesuit looked	CE-3-304	Internet (Ira Adams)

	silver-florescent and emitted a bluish light. He was wearing a black helmet and made a gesture toward the dome or turret rising above the disc. Another person appeared at a porthole. The first man looked at me and then signaled for me to come toward him. At that moment, the other being signalled him, and he reboarded the disc and flew off."		
06/16/1963	1 MAY 64 Paul Padilla said he has seen UFOs five time in those years. And once, he said, he has returned from his encounter with a roll of film. If Padilla is the victim of fantasy, it's fantasy in Kodacolor. Last June 16, he said, he spent from 2:30 pm to 4 pm with the people -- men and women -- borne by the space machine. The UFO's occupants, said Padilla, were not superhuman. But they were superior to our species in physical qualities, and in the quantity of knowledge. UFO crew members, he said, expect a large-scale renewal of volcanic activity along the volcanic rim just west of Albuquerque. Padilla said his first UFO sighting came on the west coast, when he conversed with the occupant of a small UFO. Once Padilla sighted a UFO near Landrith. This was the largest -- about 900 FT in diameter. The object he viewed near Peralta was about 160 FT across. From it stepped a number of people from the far distant galaxy of Coma Bernices,	CE-3c-004	Internet (Ira Adams)
10/01/1963	Whidbey Island, Washington, US Oct 1963 At 0900 a middle-aged woman, who had seen a strange object hovering near her house the previous July, observed a gray-colored object 3.5 m long, hovering less that 2 m above ground. Through the transparent front part she could see three figures. Suddenly, one of the occupants was standing on the grass. He was clothed in "asbestos-textured coveralls" and face, hands, or feet were visible. When she asked, "What do you want?" the answer, in English, was: "one of our party knows you; we will return." The object then decreased in size, tilted, partially sank into the ground, grew to its previous size, and departed to the east, producing steam, a flash, and noise. (FSR 64, 6) (SJD comment--it would be interesting to know if they returned.)	CE-3-013	M. Cashman email to CURRENT ENCOUNTERS 7/25/98
10/19/1963	19 OCT 63 Between Isla Verde and Monte Maiz, Argentina, truck driver Ernesto Donles told police the following story: "I was driving my truck to Isla Verde when a luminous object -- apparently a space ship -- surrounded by a light of blinding	CE-3-300	Internet (Ira Adams)

	brilliance, came down near me. Three very tall beings, dressed in strange clothes and carrying unknown kinds of weapons, came out of it towards me. I lost control of my vehicle and drove into a ditch, but I finally got back onto the road and kept on driving at high speed. The three creatures kept coming after me. A blinding red light came out of their craft. The creatures followed me for about a mile and a half. When I finally arrived at the outskirts of the town of Monte Maiz, the suddenly stopped the persecution. They then got back into their craft, which disappeared into the distance." The incident was confirmed by other witnesses, who at the moment were at a burial and claim to have seen a		
04/24/1964	8 MAY 64 A Newark Valley, PA farmer encountered two beings from a landed UFO on April 24th. It was kept quiet because the FBI had been notified. Gary Cox, as described by a supervising principal of the Newark Valley Consolidated Schools, "is a good substantial farmer of fine reputation." According to Cox's story, he was spreading manure in an open field on his 300-acre farm just NE of Newark Valley. Shortly before 10 am, he decided to check another part of the farm which is almost rounded by woods, to see whether that piece of ground was ready for plowing. As he stepped through the woods toward this spot -- about a mile from his home -- he saw a shiny object that he thought at first was a discarded refrigerator. As he came closer, he saw that it was not a refrigerator, and he thought possible it was an airplane drop tank. Cox said it was 20 FT long, 10 FT wide, and shaped like an egg. It looked like aluminum, but more durable, and seemed to have	CE-3c-204	Internet (Ira Adams)
04/25/1964	Holloman Air Force Base, N. Mexico, US 25 Apr 64 About 0530, some 12 hours after Lonnie Zamora saw the 3 creatures near Socorro, NM, US, a landing took place at Holloman AFB. Alien craft were spotted by Holloman radar and were warned off, but apparently landed anyway. The base commander ordered an alert. Two interceptors were sent up to chase the alien ships from the area. The commander supposedly alerted both Edwards & Wright-Pat. Three disc-shaped craft. One landed on the airfield, while two orbited. A sliding door opened & a ramp extended. Three aliens, dressed in jumpsuits & wearing some type of headdress, exited. Apparently a group of military officers were there to meet with the	CE-3-044	Randle/Estes, FOV pg 43-45

	aliens. Communications were possible because of some type of device the aliens carried. An air force crew was there to film the		
04/28/1964	28 APR 64 The Lonnie Zamora Incident. Lonnie Zamora, a Socorro, NM policeman, was the major witness and he got to within a few yards of the UFO before it took off. He is described as a "highly reliable source." The story began with his sighting of a four-legged, egg-shaped object, and two persons, in a gully a mile south of the courthouse shortly before 6 pm. Zamora was patrolling Park Street...when he heard what he described as a blast or a roar. His first thought was that an aluminum building used to store explosives had blown up. The policeman...headed up a very rocky dirt road towards the building. On the third try, driving very slowly, he managed to get up the road which leads to the top of the mesa where the UFO had landed. He said that he first saw the object at an estimated distance of 150 YD, and thought it was an overturned car. Zamora was looking out of his car window as he drove towards the top of the mesa. He said one of two persons	CE-3-444	Internet (Ira Adams), et al (well documented)
07/16/1964	16 Jul 64 Five young boys from the Woodside Avenue area, Vonklin, NY, said they saw what appeared to be a spaceman and his vehicle in a field about 2 miles from their homes. The boys said they were walking in the field...& saw the spaceman 50-75 YD away. The mother of two of the boys, Mrs. Traveras, said she first learned of the experience when 3 of the boys came running into her house shortly after 1230 seeking a jug of water. "They said they were taking water to the spaceman. They said they couldn't understand what he said, but that it sounded like he needed water. " Two of the youngsters at first denied they had seen a spaceman, but later said they had. (They had originally been afraid their grandfather would have given them a liking for fibbing). The children were then separated & made to tell about what they had seen. Each gave the same story. They said the creature was about the size of a small boy, had a human-looking face, & wore a black suit &	CE-3-004he creature walked toward a vehicle that was "shiny like a car bumper." The creature stepped on top the craft, when the children asked him if he need help or water. Then the creature seemed to fall backwards from the top of the vehicle & the children ran for home. ** An observer who visited the field later noticed matted foliage where the boys said the vehicle was. There were also	Internet (Ira Adams)
08/11/1964	Near Hamilton, Mont, US	CE-3-002	Internet (Ira Adams)

	11 Aug 64 Darby logger Lou Smalley was driving his logging truck into the area for a load of logs. As he came out of a dip in the road, he sighted the creature on a rugged point of rocks above the road. "I got a good look at it for several seconds, and it wasn't human." Smalley commented. He said the creature was possible 5 FT tall, had a hairy or shaggy appearance & was not wearing clothing. "It stood upright like a man, but it wasn't human." As a hunter, Smalley was very familiar with animals in the area. There had been a slew of UFO reports from the area (the Bitter Root) for the previous 3 weeks.		
09/05/1964	Cisco Grove, CA, US 5 Sep 64 Mr. S____, a young man on a bow-hunting trip, got separated from his companions and decided to hole up for the night. While seeking shelter, he saw 3 flying objects he took to be helicopters. Mr. S____ left his tree-nest and lit signal fires on the ridge overlooking Granite Creek Valley. The light he had first seen now appeared to be silvery objects circling his position. Two unknown objects were dropped by them. He took sanctuary in the lower branches of a tall pine tree. He saw 2 human-like individuals approaching his signal fires. They were garbed in silvery collarless suits, had unusual protruding eyes, and communicated with each other by unintelligible cooing noises. Mr. S____ said they were trying to dislodge him from his tree when they were joined by a third alien he called a robot. Mr. S____ fired some arrows at the robot, but failed to distract or divert any of the aliens. Then he tried lighting pieces of his clothing on fire and throwing	CE-3-223	HUR pp 210-212
01/23/1965	Near Waynesboro, Virginia, US 23 Jan 65 At Augusta Archer's archery range at Brand's Flats a local industrial worker saw 2 noiseless, unlighted flying craft, one about 20 YD across, one about 80. They were at rest on the ground some distance from him. 3 beings debarked from the smaller craft & approached within 12 yards of him. He said he froze, a double-edged axe in his hand. The being were 35-37 IN tall in his estimation. They were humanoid, except that one had very long fingers. "They seemed to look right through you," the witness said. He said they uttered sounds that were unintelligible to him, then turned around & walked back to the craft. A door opened, the three entered, & the door close, as it was as if the door molded itself to the ship--no evidence of a door after it closed.	CE-3-004	Internet (Ira Adams)

	The beings carried no weapons & did not appear hostile. They were dark in color & were wearing clothes the same color as their disk-shaped craft. The vessel was shiny looking. No		
01/28/1965	Near Staunton, Virginia, US 28 Jan 65 A Steven Houghton said he & 6 friends saw 3 little spacemen. They were driving in the Brands Flats, E of Staunton on US 250 when they saw what looked like a man walking toward the road from a field, but thought nothing of it until the man sat down near the road & seemed to be studying the cars passing by. They stopped the car & ran toward the man who dashed over a hill. Then two other little men appeared & also ran away. The creatures were about 3.5 FT tall & were wearing one-piece skin-tight silver garments. The couldn't find any footprints in the muddy field where the figures were seen. Their report to the Staunton police brought 10 reserve policemen to the scene & Charles Wildon, a photographer. The police search at 2100, a hour after the reported incident, failed to turn up anything & the officers left. Houghton & Wilson	CE-3-004	Internet (Ira Adams)
01/30/1965	Manresa Beach, Calif, US 30 Jan 65 Sid Roderick said his "strange adventure" occurred about 0200, 30 Jan 65, when he was taking a customary night-time walk on Manresa Beach, about 1500 FT from the house where his wife & three sons were sleeping. He heard a "humming" sound & became aware of the ship some distance above him. A voice assured him, both before & after it landed, that the craft was friendly. At the invitation of a person he assumed to be the commander, a Mr. "Ziena," he entered from the ground level through a large, square door. Inside, the ship consisted of at least 2 levels & possibly a third he didn't see. "The crew was dressed pretty much alike, in two-piece suits of bluish-white," he related. "The color was almost that of the light inside the ship, which was indirect & seemed to come from the walls. The crewmen seemed to be normal humans, of average size, wearing short dark hair that seemed never to have bee cut as though that	CE-3c-004	Internet (Ira Adams)
03/04/1965	Near Brooksville, Fla, US 4 Mar 65	CE-3-114	Internet (Ira Adams)

	NOTE: The USAF has discounted this report due to controversial "evidence" (quotes in original) in the form of two pieces of paper on which were markings the Air Force had no difficulty deciphering. It is noted that two other persons, a fisherman & a Hernando housewife, saw a strange object in the sky about the same time the witness reported the encounter. John Raney, noted as a "resident of a trailer park 3.5 miles east of Weeki Wachee Spring & 0.75 miles NW of Highway 50, " and "a retired longshoreman from Brooklyn," saw a UFO with four-legged landing gear and 5 FT tall robot figure with human-like features while on a routine walk in the woods. Intel officers from MacDill AFB were called to investigate after Raney came into downtown Brooksville and showed residents two pieces of paper he said was left by the spacemen. The report was forwarded to Project Blue		
04/24/1965	Scoriton, Devon, England, GB 24 APR 65 In the Dartmoor area, Mr. E. A. Bryant was out walking in the country at about 1730 when he saw a large aerial object come to rest about 3 FT off the ground. An opening appeared in the side of the saucer and 3 figures appeared who were dressed in what he could only describe as "diving gear."	CE-3-104	Lorenzen, UTWS, pg 172
07/03/1965	Valensole, FR 3 Jul 65 Gendarmes said they were investigating a report by Maurice Masse, a farmer ("lavender grower"--Blum), who saw a mysterious aircraft take off from his field. Dozens of people came to see the tracks left behind by the aircraft. Masson told the police he saw the craft at dawn. With the craft was a small human form, about the size of an 8-year old child, about 3 FT tall, fat, and dressed in what could have been a spacesuit (close-fitting gray-green clothes--Blum), with at least one other being discernible inside. The tracks left by the 6 metal legs on the ground were packed hard as concrete. When shown by Aime Michel a photograph of a model of the craft described by Lonnie Zamora, Masse wondered when Michel had taken a picture of "his engine."	CE-3-113	Internet (Ira Adams) Blum, BE 179-181
08/06/1965	Caracas, VE 6 Aug 65	CE-3-112	Internet (Ira Adams)

	Three strange beings from outer space landed on a farm laborer's corn patch at Caracas, but took off hurriedly when approached. The farm worker told reporters of a "mysterious round object" that whipped the three beings back into space and left a 40-yard circular scorch patch in his corn plot.		
08/10/1965	Grand Forks, N. Dakota, US 10 Aug 65 Three girls, incl. Sylvia Hoffman, pulled their car over along Belmont Road about 2330 to look at what first appeared to be a "gorgeous" harvest moon over the Lincoln Park golf course. However, the moon was in the sky *behind* them. The object was described by Hoffman as circular & transparent, blinking black & white, with little figures inside. The figures could not be distinguished--mere silhouettes. Other witnesses also observed the phenomenon.	CE-3-101	Internet (Ira Adams)
08/13/1965	Near Kent, Washington, US 13 Aug 65 Ellen Ryan (16) & Laura Ryan (13) saw three strange persons "not of human breed" at Yas Narita's bean field on Russel Road at 0700. The beings were between 5'2" & 5'5" tall, their heads had white tops where humans have hair, with very large pores and a large protrusion on the back of the head. The eyes were large & protruding & the face had no expression. Skin color description conflicting--either "very tanned" or "gray like stone" depending upon the report. The beings wore purple armless v-necked jerseys with white shirts underneath.	CE-3-101	Internet (Ira Adams)
08/14/1965	Sao Paulo, BR 14 Aug 65 Joao Do Rios was fishing near Sao Paulo when he saw a small being about 28 IN tall with large luminous eyes. In perfect Portuguese, he told Joao he was from another world, a crewman from a flying object. As proof of his visit he handed Joao a piece of "unearthly" metal. The metal is now [1965] in the hands of the National Railway wagon factory in Cuzeiro where Joao is employed.	CE-3c-113	Internet (Ira Adams)
09/04/1965	Green River Gorge, Washington, US 4 Sep 65 "This is part of a tape recording made by A. F. Salsbury (now deceased), Renton, Washington, dated September 4, 1965.	CE-3c-102	Internet (Ira Adams)

	" ' Then a voice came out of the craft which sounded like it came from a loud speaker and said in a distinct, but loudly amplified tone, "Don't be afraid little Earthman, we are not going to hurt you--put down that gun and we will come out to see you." I did exactly what I was told, otherwise I didn't know what might happen or what they might do with me--and, by the way, I must have looked that way to them inside the craft. Probably in a lapse of a couple of minutes an oval-shaped door opened under the lower part of the tube next to this saucer-shaped disc and a man came out and walked slowly toward me. I would estimate he was about 6 FT tall & probable 185 LB in weight--age, 30 or so in years. He was dressed in a one-piece tight-fitting suit made of some metallic coating resembling aluminum		
10/04/1965	Rio Vista, Calif, US 4 Oct 65 Mrs. Betty Valdone was outside at night with her 12-year-old son, Robbie, when they observed a large UFO, complete with a crew of 3. The object was round and had a dome on top. She could see three people at its windows.	CE-3-102	Internet (Ira Adams)
10/23/1965	Long Prairie, MN, US 23 Oct 65 "J.F.T", 19, radio announcer for KEYL saw 3 "things" resembling tin cans with arms the size of match sticks projecting from their sides and with tripod legs, at about 1915 on Highway 27. His engine stopped and lights went out. He saw an object resembling a rocket ship in the center of the road. It was about 30 FT tall & 10 FT dia & was sitting on fins. The creatures were under the ship. They were the size and shape of a beer can with thin arms & fin-like legs. They scooted back under the ship, which took off. The landing site was investigated by Long Prairie Police Officer Laverne Luwitz. "The only thing we found were three strips of an oil-like substance on the road. They were a yard long and four inches apart, all parallel with the road. I don't know what they were, but I've looked at a lot of roads and never saw anything like them before." Also investigated by Dr. Hynek himself over the telephone.	CE-3-111	Internet (Ira Adams)
12/20/1965	Herman, Minn, US 20 Dec 65 15-year-old Edward Burns was driving his dad's pickup toward home about 2345. When he was about .25 MI from the turn into the neighbor's farm, his headlights picked up a dark, oval-shaped object hovering about 6 FT over the road ahead of him. This was 5	CE-3-002	Internet (Ira Adams)

	MI west & 2 MI south of Herman. The UFO covered the entire road & looked like a huge light, a mixture of red & white. He came within "a telephone pole" distance of the object before he saw it. The engine & lights on the pickup went out & he wound up in the ditch. He said he saw something shaped like a man but all green moving inside the UFO. SJD comment: Sounds like a tale to explain why he cracked up his dad's truck.		
03/27/1966	On US 70 in southern OK, US About 27 Mar 1966 Eddie Laxson, 56, "calm, solid sort," a civilian instructor at Sheppard AFB, Wichita Falls, TX, was driving along highway when he saw a strange-looking object blocking the road. Object looked like a conventional aircraft fuselage w/o wings or motors, also described as "like a perch-fish seen from the side." Plexiglas-like bubble on top, like a B-47 canopy. As Laxson approached, he saw a man wearing a baseball cap ("mechanic's cap with brim rolled up") enter the object by steps in the back. Object took off with a high-speed-drill kind of sound and left at approx. 700 MPH. On the side of the craft was "TLA" and some numbers ending in "38." Object also seen by a trucker, C. W. Anderson.	CE-3-221	HUR, pp 208-210
03/31/1966	San Francisco, Calif, US 31 Mar 66 A large UFO landed in the city of San Francisco. It was seen by staffers at the National JACI office at about 0630. Mrs. Helen Fugyama, Mrs. Chiz Yuki. It was about 60 FT long & 30 FT from top to bottom, pulsing with a blue & orange light. There were three windows on the side, through which Mrs. Yuki saw creatures who did not look like humans. One was waving & she waved, too. Sighting lasted until 0641.	CE-3-102	Internet (Ira Adams)
04/01/1966	Mansfield, Ohio, US approx 1 Apr 66 A man who asked that his identity not be disclosed reported parking his car near the new Mansfield-OSU campus between 2200 & 2400 & sighting a round object with two lights that landed near the new campus building. He said that a door in the UFO opened & he was able to see a very thin child-like figure.	CE-3-103	Internet (Ira Adams)

07/31/1966	Erie, Penn, US 31 JUL 66 Betty Cline of Jamestown, NY, US told police a craft suddenly appeared & landed about 300 YD from the car she was sitting in with Douglas Tbot of Greenhurst, NY, US. (The car was "stuck in the sand.") Craft was mushroom-shaped with a narrow base rising to an oval structure, w/lights on the back. A police car pulled up & the officer accompanied the kids to about where the craft had landed. The horn sounded on the car & they ran back. There was a "thing" by the car. *About 6 FT tall. Humanoid, drawn by the girl as like a gorilla, apparently featureless. Patrolmen the next day found strange markings in the sand where the craft had landed. The impressions were triangularly shaped, about 8 IN deep at the apex, Then sloping upward to an area that was rounded and smooth. Going from there to within 1 FT of where the car was stuck in the sand, a pattern of conically shaped imprints, staggered as if made by a walking	CE-3-302	Internet (Ira Adams)
08/17/1966	Edinboro, PA, US 17 AUG 66 "The so-called monster seen on the Erie PA Peninsula has been reportedly seen at Edinboro, PA, just a few miles south of Erie. Brett Butler of Edinboro & six other witnesses saw 'a creature' near Edinboro Lake. Butler claimed the figure resembled the drawing made by a Jamestown, NY girl....The 6-FT tall 'person or thing' was seen by the seven on a peninsula jutting into a swampy area at the north end of the lake. The witnesses fired at the creature on two occasions with the weapons they had along."	CE-3-101	Internet (Ira Adams)
08/22/1966	Malvern, Arkansas, US 22 AUG 66 Six days after UFOs were seen in the area, Faber Miles, a Malvern merchant, reported a "creature" about 8 FT tall changing in color from red to orange to yellow. Sightings were between 20 & 500 FT. Observations were made simultaneously by two reliable persons. Mr. Niles was able to snap a picture of the 'thing' from his window. The local newspaper said they would release the photo as soon as it was cleared by authorities. Mr. Adams notes: "Those 'authorities' apparently never cleared the photo for release, since there is no record of the photo ever appearing in a newspaper."	CE-3-301	Internet (Ira Adams)
11/03/1966	On Interstate 77 between Marietta, OH & Parkerberg, West Virginia, US	CE-3c-003	Internet (Ira Adams)

	3 NOV 66 Woodrow Duesenberg was driving his truck when he was paced by a charcoal-gray UFO having a flat bottom & a dome-shaped top. It blocked the highway & a man stepped out, approached the tuck, & told Duesenberg to roll down the window. " 'In a 5 to 10 minutes conversation,' he said, the man communicated through 'thought waves or mental telepathy.' Duesenberg said his (the alien's lips were closed in a fixed smile.' " Duesenberg described the "spaceman" as 6 FT tall, 35-40 years old "by our standards," a dark complexion & clothing described as "blue & quite shiny, having a glistening effect."		
02/24/1967	Osorno, Chili 24 FEB 67 A "well-known & respected engineer" reported seeing a disk-shaped craft land not far from him. Seconds after landing, a strange creature emerged wearing some sort of transparent outfit. The being was one meter & 50 cm tall (54"), had very white face & hands, pronounced jawbone & no discernible nose. When the creature spotted the engineer, he got back in the craft & it took off.	CE-3-303	Lorenzen, UOTA, pg 59
03/01/1967	Eden, NY, US 01 MAR 67 At about 0100, while out raccoon hunting, Dewitt Baxter of Buffalo heard a funny noise and saw a flying saucer that had landed close by. While he was watching, a door like a sliding elevator door opened and a man walked out. He was human-like, neither Negroid nor Caucasoid, having black curly hair, dressed in a black, tight-fitting suit like a flight suit and had on some sort of helmet and goggles. He asked Baxter where he was doing, & was told Baxter was hunting. He examined the shotgun and gave it back. Baxter reported the man talked very plainly with no accent. When the man had returned to the ship and departed, Baxter could find neither traces of the ship nor footprints of the man.	CE-3c-103	Internet (Ira Adams)
03/28/1967	Munroe Falls, Ohio, US 28 MAR 67 Between 0220 and 0230, David Morris was driving home from work when he noticed an orange-red glow on the other side of the	CE-3-102	Internet (Ira Adams); Lorenzen, UOTA, pp 36-37

	hill. After he went over the hill, he saw a wedge- or cone-shaped object 25-30 YD away to the left in a wheat field. It appeared to be 25 FT tall & 12 FT wide at the base, with a ball-shape at the apex of the cone. The car was still in motion during the sighting. When his attention returned to the road, Morris saw 4-5 figures running back and forth across the road. Humanoid, with stocky build, they glowed orange-red like the UFO. He slammed on the brakes, but still hit one. Fearing for his life, he quickly drove away from the scene. Investigation of the site with a friend the next afternoon, revealed skid marks on the road but no footprints nor any indication that anything had been hit by an auto at that spot. The car, kept in mint condition by Morris,		
07/31/1967	Churchville Park, NY, US 31 JUL 67 At 2315, Sidney Zipkin, a guard, came across an alien craft in the main parking lot off North Main Street. It was about 50 FT long, round in the center with extended sides that gave it the shape of a fat cigar. Zipkin saw green lights underneath. He stopped his truck about 100 FT away, training the headlights on the craft. To midget-like men, dressed in shiny black uniforms, ran past the truck and boarded the craft, which then ascended vertically. Four hours after Kipzin's experience, the sighting of another UFO over the same area was confirmed by over 30 witnesses.	CE-3-302	Internet (Ira Adams); Lorenzen, UOTA, pg 64
08/02/1967	Witness approached by small humanoid in a silver suit who requested a physical exam. Results: no ear holes, heart sounded like that of a fetus, eyes completely round, trunk extremely long, 10 teeth--5 up & 5 down arranged with one "double" tooth in the middle and two on each side.	CE-3c-203	Lorenzen, UFOs Over The Americas (UOTA), pg 75
08/03/1967	Caracas, VE 3 AUG 67 Sleeping in their car because of danger of earthquakes, the de S's at 2330 saw a luminous whitish object about 25-30 FT diameter shaped like two dishes lip-to-lip. The object was hanging over a palm tree. A door opened in the bottom of the craft, and a smaller, light-bulb shaped object descended, much like a rescue cage from a helicopter, although no cable was visible. When the small object was within a few inches of the ground, it stopped and a door opened in its side, through which stepped a little man in silvery clothes that were luminous like the other objects. The temperature was about 55 degrees, and Mrs. de S saw vapor around the	CE-3-334	Lorenzen, UOTA, pp 44-45

	creature's head which she interpreted to be condensation from its breath. The being picked up some stones & examined them, looking up to the larger object as if he was conversing with someone inside. He then dropped the stones, went in to the small craft which ascended into the larger craft, which then left.		
08/07/1967	Caracas, VE 7 AUG 67 At approx. 0200, Pedro Riera was startled out of a sound sleep by a shaking of the bed. He saw a creature b y his bed. He jumped out of bed, whereupon, the little man "flew" or "soared" out the open window. Mr. Riera was blinded by multicolored beams of light when he looked out the window. The next morning, he and some friends found a semicircular scuff mark as well as footprints that led to the balcony. Riera's uncle, Civil Air Captain Georgio Armando, was convinced Riera had seen what he said.	CE-3-211	Lorenzen, UOTA, pg 77
08/23/1967	Joyceville, Ontario, CA 23 AUG 67 An alien craft resting on the ground was spotted from Highway 15 near Joyceville by Stanley Moxon of Toronto, CA. He saw a green light in a field to his right between Joyceville and Glen Cove Road, 40 MI SW of Smith Falls. He turned off his lights and drove down a side road. A few minutes later he turned on his lights, and "they shone on a huge disc-shaped craft. Two beings, about 4 FT in height and wearing white suits and helmets were startled by the lights and appeared to fly back to the disc," which then took off.	CE-3-102	Internet (Ira Adams); Lorenzen, UOTA, pp 32-33
09/02/1967	Hato Viejo, VE 2 SEP 67 Nelson Gutierrez encountered a UFO on the Plains Highway near the Hato Viejo farm. Out of the object came a creature (not further described). Mr. Gutierrez took several snapshots. "If the claims...have any substance, an official agency in Venezuela may have the first photographs of a UFO occupant.	CE-3-104	Lorenzen, UOTA, pg 78
09/04/1967	Valencia, Carobobo State, VE 4 SEP 67 On duty at City Hall, Police Officer Antonio Andrade heard a humming sound at approx. 0515 and then the sound of light footsteps coming from the garage. He went to investigate, taking his "hand machine gun" (machine pistol?). He was confronted by a small man about 4 FT tall, with a big head an bulging eyes that gave off a soft reddish light, wearing a silver-colored metallic-looking coverall. A voice from the roof said in Spanish, "Don't do	CE-3-304	Lorenzen, UOTA, pg 82

	him any harm.. We are on a peaceful mission. He'll do you no harm." He turned and saw a disc-shaped object hovering in mid-air and wobbling from side to side. The little man then said to Officer Andrade that they indeed meant him no harm, that they wanted him to come as a guest to their world, which was very distant & much larger than Earth, with many advantages for earthlings. Officer Andrade declined, saying that he could not leave his post. The little		
09/17/1967	Belo Horizonte, Brazil 17 SEP 67 In the vicinity of Baleia Hospital, Fabio Jose Diniz saw a mushroom shaped object on a playing filed nearby. It appeared to be a huge thing with a cupola on top and a door "like a guillotine" that opened by sliding up. He turned to run, but then heard a voice in perfect Portuguese tell him to stay "or you'll regret it." He turned back & saw two men nearly two meters tall, having greenish skin metallic-looking clothes, with regular features but with hoses in their mouths. They told him not to be afraid, but to come back the same time next day for a journey into space. When reporting the incident to police, Fabio also asked for protection, as he was now afraid to go near the area.	CE-3-104	Lorenzen, UOTA, pg 85
10/24/1967	Newfield, NY US 24 OCT 67 At about 2130, Donald Chiszar, 13, and Pat Crosier, 10, spotted a bright object that approached from the north, then stopped in mid-air. At this point the craft tilted toward them and they could see "two big square windows separated by a bar." At each window they could see an alien. They had appearance similar to human, but with a bumpiness like rocks. The figures were visible only down to the hips. The hips were larger & seemed to jut out more sharply than on a human. No facial features were visible. Behind the creatures were a lot of instruments & knobs.	CE-3-103	Lorenzen, UOTA, pg 180
11/02/1967	Ririe, Idaho, US 2 NOV 67 Will Begay & Clyde Soccie reported that a UFO landed atop their car and forced them off the road. Two small people, about 4 FT tall, got out of the saucer & tried to talk to them, but the two men couldn't understand a word. Frustrated, the occupants got back in the saucer & took off.	CE-3-103	Lorenzen, UOTA, pg 178

	The police said that the strangest thing about the report was that the two men were sober.		
01/07/1970	Imjarvi, Mikkeli, FI 7 Jan 70 The witnesses heard a buzzing & saw a bright light in the sky. The light was engulfed by a reddish gray mist with smoke puffing from the top. As the cloud neared the ground, they noticed a metallic sphere inside. Under the sphere were three hemispheres & a central tube. A the object hovered about 10 FT from the ground, a light from the tube shone on the ground, creating a 3 FT diameter circle. Inside the beam of light, standing on the ground, was a 3 FT tall creature holding a small box at waist height. The creature wore light green coveralls, dark green boots, white gloves, and a dunce like cap. The creature pointed the box at Heinonen. As he did so, a thick reddish gray mist came from the object. Huge long red, green, & purple sparks shot from the circle of light. Although the sparks hit both men, they felt nothing. The mist continued to thicken, obscuring the small creature.	CE-3-103	Randle/Estes, FOV pg 46048
01/07/1972	23 miles E of Deming, NM, US June or July 72 Ms. McAfee & her mother were driving on Interstate 10. A bright blue light flashed on them from a short distance away, seemingly from their lane. McAfee saw an object ahead of her & prepared to pull around it. She & her mother saw 2 creatures standing under a craft that neither woman could later describe. The bright light seemed to be above them, hiding the shape of their craft. There were black rods about 4-5 IN wide near the creatures. They were 5.5=6 FT tall & robust. They wore suits like spacesuits or full-environmental suits with helmets, gloves, and boots. Neither seemed interested in the women & both continued working as the car passed them. Randle/Estes reliability rating: 8. However, they suggest that there is a real possibility that they saw an American experimental craft & crew, given the location & description of the	CE-3-300	Randle/Estes, FOV pp 52-54
12/30/1972	"boondocks", AR 30 Dec 72 At about 2230, Ventura Maceiras, an illiterate night watchman, was listening to the radio outside the wooden shack that is his	CE-3-113	Blum, BE, pp146-145

	home, when suddenly the transistor radio began to fail. Impact adjustment did not work, so he switched off. He noticed a humming "like angry bees." Looking up, he saw a bright light hovering over a nearby grove of eucalyptus trees. He could see an enormous object in the midst of the light, whose color changed from orange to purple. At the center of the object, he could see a round cabin with windows, and through the windows, two figures. They had on helmets & what looked like gray diver's suits, made of inflated tubes joined together to give an accordion effect (the accompanying drawing looks like an old-fashioned SF constant-pressure space suit). Both aliens had slanting eyes & slits for mouths. He could see instruments & dials within the cabin. A bright flash of light shot out from		
01/04/1973	Simi Valley, CA, US 4 Oct 73 Chopic saw a triangular object landed near the Simi Freeway. Chopic watched as a humanoid creature crawled around inside a transparent bubble on top. When the occupant saw Chopic, it scrambled out of sight. The bubble then disappeared into the craft as a fog enveloped the craft.	CE-3-102	Randle/Estes, FOV Pg 286
10/01/1973	Anthony Hill, TN, US 1 Oct 73 Three teenagers reported seeing an egg-shaped UFO and a hairy robot that walked with its hands up. Imprints from the landing gear of the craft were later found.	CE-3-112	Randle/Estes, FOV pg 286
10/06/1973	Saint Matthaias, Quebec, CA 6 Oct 73 A man and his wife watched a "dome-shaped tent" hover near a cloud of smoke. Later they saw a small bulldozer and 5 "scouts" near it wearing bright yellow clothes. After the object, the scouts, and the smoke disappeared, they found an area where the grass had been matted. SJD comment: What happened to the 'dozer?	CE-3-102	Randle/Estes, FOV pg 286
10/11/1973	Pascagoula, MA, US 11 Oct 73 Hickson & Parker abduction. Robotic creatures with cone-shaped projections from front, back & both sides of heads. Legs seemed to	CE-4-144	Randle/Estes, FOV pp 154-159, 287

	be fused.		
10/16/1973	Burbank, CA, US 16 Oct 73 Two small children reported a buzzing UFO. The being invited the older boy into the object, but the boy was afraid.	CE-3-102	Randle/Estes, FOV pg 287
10/17/1973	Lehi, UT, US 17 Oct 73 Roach reported seeing occupants from a UFO that landed in a vacant field close to her house. The creatures removed her and four of her children. The youngest reported that some neighbors were also on the craft. The abduction lasted for about thirty minutes.	CE-4-104	Randle/Estes, FOV pp 220, 287
10/17/1973	Berea, TN, US 17 Oct 73 Cline, awakened by barking dogs, spotted a being with a glowing white face about 50' away. A nearby farm saw lights from a UFO in the woods and the next day landing traces were found.	CE-3-112	Randle/Estes, FOV pg 287
10/17/1973	Falkville, AL, US 17 Oct 73 Chief of Police Greenhaw spotted an alien while investigating a report of a landed UFO. He managed to take a photograph, which many claim shows someone posing in a NASA fire-fighting suit, but this could be the only legitimate photograph of an alien creature. The creature fled down the road with Greenhaw in pursuit. He lost it when his car slid off the road.	CE-3-330	Randle/Estes, FOV pp 252-254, 287
10/17/1973	Danielsville, GA, US 17 Oct 73 When a cone-shaped UFO landed on the highway in front of his car, Brown was forced to make a quick stop. 2 beings 4 or 5 FT tall appeared under the craft. Brown got out of his car, pistol in hand. The aliens returned to their craft and Brown fired several shots at it without effect.	CE-3-102	Randle/Estes, FOV pg 288
10/17/1973	Loxley, GA, US 17 Oct 73 Patterson claimed that he and his truck were sucked into a huge UFO. He was dragged from his truck by 6 tall robots that seemed	CE-4-004	Randle/Estes, FOV pg 288

	to read his mind. The next thing he knew, he was back on the highway driving 90 mph. SJD comment: Sounds like __This Island Earth__		
10/18/1973	Chatham, VA, US 18 Oct 73 Two youngsters were chased by a 3-4 FT tall being with a shimmering body and a large head that ran sideways. A hazy green cloud was seen drifting away.	CE-3-102	Randle/Estes, FOV pg 288
10/18/1973	Savannah, GA, US 18 Oct 73 A tiny being was seen standing by the highway. Although a number of cars passed it, no one got out of the car.	CE-3-001	Randle/Estes, FOV pg 288; Blum, BE, pp 141-142
10/18/1973	(Unknown) US 18 Oct 73 After Susan Ramstead's car stalled as she approached a landed UFO, she saw a number of small aliens. She was taken aboard the craft for a mental & physical exam before being returned to her car.	CE-4-102	Randle/Estes, FOV pg 288
10/19/1973	Ashburn, GA, US 19 Oct 73 A woman's car stalled, and when she pulled to the side of the road, she saw a small metallic man with a bubble-dome head and rectangular eyes. It walked around the car and then disappeared. Afterward she discovered that her engine was billowing smoke and the hood was hot.	CE-3-101	Randle/Estes, FOV pg 289
10/19/1973	Copeland, NC, US 19 Oct 73 After spotting a blue oval hovering over their house, a farm couple saw a small humanoid in a gold-colored jumpsuit.	CE-3-102	Randle/Estes, FOV pg 289
10/20/1973	(Unknown), US 20 Oct 73 Proctor, a college student, on her way home, disappeared for four days. When she surfaced she told a tale of abduction at the hands	CE-4-014	Randle/Estes, FOV pg 289

	of several small aliens. Unlike the others abducted during this wave, she was held by the aliens for several days while she was subjected to a battery of tests. Randle/Estes, __Faces of the Visitors__ (FOV), labels this a "probable hoax."		
10/21/1973	Cloverdale, OH, US 21 Oct 73 A mother and son saw a gray humanoid near a landed UFO. The being was surrounded by a bell jar-shaped area of light. Ground traces were found. SJD comment: Don't know if "gray" is a simple description or a type in this case.	CE-3-113	Randle/Estes, FOV pg 289
10/22/1973	Hartford City, IN, US 22 Oct 73 Debbie Carney saw 2 small beings in silver suits slowly crossing the road in front of her. As she drove past, they shouted as if they were trying to scare her. SJD comment: With no craft reported, sounds like early trick-or-treat to me.	CE-3-100	Randle/Estes, FOV pg 289
10/22/1973	Hartford City, IN, US 22 Oct 73 The Donathans saw a pair of beings in bright silver jumping and leaping near the road. Donathan said the beings appeared to be dancing. SJD Comment: No craft reported. More trick-or-treaters.	CE-3-100	Randle/Estes, FOV pg 290
10/22/1973	Hartford City, IN, US 22 Oct 73 Having heard about the sightings (see Donathan & Carney entries) Gary Flatter went out in search of the two beings. After watching a line of small animals running across the road, Flatter spotted the 2 creatures. When he turned his spotlight on them, they turned to him, their suits reflecting the light. Flatter said the creatures had egg-shaped heads & wore what appeared to be gas masks. The aliens then leaped away. The next day imprints were found in the	CE-3-113	Randle/Estes, FOV pg 290

	field.		
10/29/1973	Bahis Blanca, AR 28 Oct 73 Dionisio Llanca, a truck driver, saw a glowing blue UFO hovering near him. 3 beings, about 5' tall in tight-fitting clothes, approached him. He claims he was taken on board & given a message to be revealed some time later. He claimed to have been on board the craft for about 40 min. "The authenticity of the case has been seriously questioned."--FOV	CE-4-003	Randle/Estes, FOV pg 290
11/02/1973	Gofftown, NH, US 2 Nov 73 Behind the oval window of a glowing, yellow-orange honeycomb-covered UFO, Lyndia Morel saw a figure with wrinkled grayish skin & large egg-shaped eyes. She panicked, fled from her car, and managed to awaken a farmer who let her into her house. When he went out, the UFO was gone.	CE-3-102	Randle/estes, FOV pg 290
11/04/1973	Goffstown, NH, US 4 Nov 73 Awakened, Rex Snow saw 2 small beings in silver suits in his backyard. They had oversize pointed ears, dark egg-shaped eye holes, and large noses. One held a flashlight while the other gathered samples & put them in a silver bag. Snow had seen a UFO earlier in the evening.	CE-3-100	Randle/Estes, FOV pg 291
12/19/1973	Vilvoorde, BE 19 Dec 73 The witness saw a green glow through the kitchen curtains. When he pulled them aside he saw a small man using what might have been a metal detector in the garden. His shiny one-piece suit glowed with the green light that had attracted the witnesses attention. On the head was a transparent globular helmet with a tube that ran down to a backpack. The witness shined a flashlight on the being, which turned toward his with his entire body, rather than just the head. The creature raised its hand & gave a V sign, then turned & walked off toward the rear wall of the garden. When it reached the wall, it continued walking straight up the wall, but it remained perpendicular the surface of the wall, and down the other side. Moments later, the witness saw a small craft in the distance.	CE-3-102	Randle/Estes, FOV pp 59-61

	Randle/Estes reliability rating: 3		
09/17/1978	Torrita di Siena, IT 17 SEP 1978 At about 2015, a woman & her son saw a descending red ball illuminating the area & watched house lights blackout. Shortly afterwards a barber got in his car & drove a few meters, then his engine & lights went out as a bright object descended over the road just ahead of his car. Hovering a half-meter (1.5 FT) over the road was a 3 meter (10 FT) diameter domed disc with three light beams extending to the road. A panel opened and 2 humanoids about 1.2 meters (4 FT) tall & wearing green coveralls and helmets with antennae floated toward the car. They circled the car, apparently more interested in it than in the passengers, then they entered the UFO which took off in a flash of light and explosive sound. Three scorched circles about 50 CM in diameter were found on the road surface, apparently corresponding to	CE-3-113	Hall, UG, p 297
05/15/1992	South Dade, Florida, US May 1992 For several hours I [Filler] talked on the phone with k.t.[sic] Frankovich, who is an especially credible and well-qualified wildlife expert. She is a writer and had made numerous films while traveling around the world to study dangerous animals. In early 1992, she moved into her apartment in South Dade, Florida that had an inscription on the front door, stating "MAY GOD PROTECT US." She was also warned by neighbors that very scary things go on in the Lime Grove behind her home! k.t. had studied and worked with alligators, snakes, and some of the world's most dangerous animals. To her standards a lime grove is tame in comparison with swamps and wild jungles. Despite the warnings, she often took her four attack dogs for a walk in the miles of thick trees. Since two dogs are easier to handle, she took two of her attack dogs for a walk at sunset in May of 1992. The grove was abandoned and only sporadically had she seen a few lime-pickers. At dusk,	CE3	Filler's files # 14
04/01/1996	Mason, Michigan, US 1 April 1996 From the National UFO Reporting Center Website	CE-3-001	NUFORC Website

	Summary: "Alien" body. decomposing, with silvery skin, approx. 36 IN - 48 IN tall, was found by Mason residents under leaves in their yard. The Lansing State Journal along with WILX and WLNS television stations, both in Lansing, initially reported that residents of Mason, MI uncovered a strange humanoid-like body on their property as they raked leaves in the spring months of 1996. The body was slender with long arms and legs, an small head, and...large eyes. The body was reported to be 3.5 - 4 FT in length with silver skin that was deteriorating (presumably over the winter). The news sources reported that the remains had been taken to Michigan State University in East Lansing for examination. Suspiciously, there was never again any mention of this unusual find in the		
10/24/1998	24 OCT 1998 Grand Mere, Quebec, Canada The central office of the AQU (Association Quebecoise d'Ufologie) recently pondered on a rather uncommon case. "The call concerned a sighting report made by a woman residing in Grand-Mere of which the description of the events remain one of the most mysterious to have been given to us since the creation of the AQU," said chairman Gilles Milot. On Site Three AQU representatives, along with representative Pauline Mongrain, who crossed the St. Maurice (river) in order to verify the authenticity of certain facts observed by the witness, went over to see this information for themselves. "It was 8:30 p.m. on the night of	his case her sister," related Milot. These two entities were described by the witness as being dressed like astronauts, wearing some kind of helmet on their heads. "One of the creatures was leaning over and seemed to be picking something up off the ground. The other stood nearby. According to the witness, when they walked, they seemed	Skyopen # 62
02/02/1999	McMinnville, Oregon, US	CE-3-000	Filler's Files #6

	2 February 1999 From Filler's Files #6: "I know this might sound crazy but it is totally true. My friends and I were camping on his ranch about a mile from his house. We were sitting around the fire and we heard some noises in the bushes. So we went over to check it out. We came upon some weird footprints in the mud. There was a circle with 4 lines leading away from it (guess they would be toes). So we followed them. The curiosity got the best of us. We went through the woods and into a meadow when we saw something that looked like a walking tree except for the head. The creature was walking through the meadow at a more than casual pace. When we went to use a flashlight to look at		

Regional Sighting Information Database (RSID-C3)

DATE	TIME	LOCATION	ST	HY	WT	DESCRIPT	F_USED	REF
5109XX	EVEN	JOLIET	IL	C3	01	OVAL	7	SL-93,9
5205XX	2252	PROSPECT HTS	IL	C3	01	DOMED	67	MUJ-157
5206XX		LTL SPRG CRK	TN	C3	01		7	EGBA,501
540408	1630	CHICAGO	IL	C3	02	PARACHUT	7	C,1978
550821	1900	KELLEY	KY	C3	11	DISC	37	ENCY,190
550830		WILLOUGHBY H	OH	C3	01			C,1978
571106		DANTE	TN	C3	01		7	EGBA,493
57XXXX	1900	CRAWFORDSVIL	IN	C3	02	CIGAR	7	
581105		PIONEER	OH	C3	01		7	EGBA,716
630718	AFTN	FERN CREEK	KY	C3	04	CIGAR/DI	7	SL-93,9
651211		SHERIDAN	IN	C3	01			EGBA,681
660105		LAHARPE	IL	C3			7	SL-33,19
660330		MANSFIELD	OH	C3			7	EGBA,709
660401		LIBERTY	MO	C3	01		7	EGBA,573
660801	1900	ROCHESTER	IN	C3	02	DDISC		
660808		CONNERSVILLE	IN	C3	01			EGBA,669
6608XX	1945	FAYETTE CO.	IN	C3	03	LITLCAR		
661002		CINCINNATI	OH	C3			7	EGBA,693
6610XX	EVEN	FAYETTE CO.	IN	C3	01	OVAL		
661102		GALLIPOLIS	OH	C3			7	EGBA,703
6611XX	2330	RUSH CO.	IN	C3	01	BALLwRIN		
6611XX		DEPUTY	IN	C3			7MIB	EGBA,670
661208		CHESHIRE	OH	C3			7	EGBA,690
66FALL	EVEN	ROCKFORD	IL	C3	02	LIGHT		IUR-9,2
66XXXX		DARKE CO.	OH	C3	01		7BF	EGBA,699
670129		KNOX CITY	MO	C3	03		7	SL-41,13
670205	2000	HILLIARD	OH	C3	01	EGG	7	MORA1994
670214		MILLER CO.	MO	C3			7	SL-8,1
670328		MUNROE FALLS	OH	C3			7	APROB-15
670328		MUNROE FALLS	OH	C3	01		7	NL,30
670713		WHITEHOUSE	OH	C3	01		7MIB	APRO-16,
671208	0030	DEPUTY	IN	C3	01	BOWL	7MIB	EGBA,670
67XXXX	EVEN	INDIANAPOLIS	IN	C3	03	SAUCER	FI-4	
68SPRG		SALEM	OH	C3	01		7	EGBA,717
6901XX		EDINA	MO	C3	01			APROB,19
710218		ST. CHARLES	MO	C3	01		7	SL-45,13
710615		ALTON	IL	C3	01		7	SL-46,5
731001	2015	ANTHONY HILL	TN	C3	03	EGG	7	CHR73-11
731015	2230	BEREA	TN	C3	02	OWL	7	CHR73-18
731016	1930	ALBANY	OH	C3	01	BRTLITE		SYM75,74
731017	EVEN	WATAUGA	TN	C3	02	CIRCULAR	7	CHR73-21

731019|2100|GOSHEN |OH|C3|01|DDISC | |SR,159
731021|0230|COVEDALE |OH|C3|02|OBJECT | |SL-87,3
731021| |CINCINNATI |OH|C3|01| |7 |SR,51
731023|MORN|RUSSELL SPRS|KY|C3|01|CRAFT |7 |CHR73-36
731024|2100|FREDERICKTOW|OH|C3|01|FUSELAGE| |MORA
7310XX| |GALVESTON |IN|C3|01| |7 |CUFOS'76
7310XX|2000|CONNERSVILLE|IN|C3|02|FISH |7 |
7311XX| |UNION CO. |IN|C3|02|DDISC |7 |
740108|0313|SPRINGFIELD |OH|C3|01|LIGHTS |7 |SR,118
740117| |SHORES |TN|C3|01| |7 |SYM75,51
740204|1800|SHORES COM. |TN|C3|01|SHOE |7 |CHR74-04
740209|EVEN|SHORES COM. |TN|C3|01| |7 |CHR74-05
740410| |WHITEHOUSE |OH|C3| | | |CHR,51
741111| |CROSS MTN |TN|C3|01| |7 |EGBA,500
741222|2200|FAIRFIELD |OH|C3|01|BOAT | |CHR74,36
741222| |FAIRFIELD |OH|C3|01| | |SR,120
7508XX|0300|WATERLOO |IN|C3| | |7 |C,76
751013|XXXX|ALTON |IL|C3|01| |7 |SL-98,3
770305| |McNATT |MO|C3|01| | |EGBA,573
770612|XXXX|CRYSTAL LAKE|IL|C3|01| |7 |SYM78,14
770927|XXXX|BELLBROOK |OH|C3|01| |7 |SYM78,14
780719|XXXX|HOPSON |TN|C3|01|DISC |37 |EGBA,494
780915|0230|DELANO |TN|C3|01|MOON |7 |IUR,4,1
780915|0400|CARPENTERSVI|IL|C3|01|SAUCER |7 |IUR,4,1
781216|1940|RICHMOND |IN|C3|05|CONE | |
790829|2200|CHICAGO |IL|C3|01|BLIMP |7 |IUR,5,1
801101|2100|MONROE CITY |IN|C3|01| |FI-4 |UPRO
870619|2200|NEW ALBANY |IN|C3|01|CAKE |1 |
920920|2030|SULLIVAN |MO|C3|03|CRAFT | |MO GROUP
950719|EVEN|VERSAILLES |MO|C3|12|DISC |7 |NCS-314

But the facts must be recorded
----they may be only interesting
bits of folklore -or they may in-
volve the future of civilization.
- Jacques Vallee

CHAPTER 8

PILOTS AND PASSENGERS

The observation of strange, human-like creatures in and about UFOs is an integral part of the entire phenomenon and this aspect can hardly be ignored simply because it is a disquieting notion. Indeed, "it may yet be discovered that humanoid cases are the key to the whole problem." (1) While observations of the humanoids are traceable well back into history, it was not until the modern era of UFOs, beginning about 1947, that people began to write extensively about their encounters. Many of them told about observing the humanoids at close range, communicating with them, establishing a personal rapport, and consorting with them for extended periods. Messages of peace from the "space brothers" and warnings about atomic bombs were typically reported. Except for limited cults that developed around the authors, this literature was generally shrugged off as completely unbelievable. It will not be neglected here.

Intense prejudice against UFO reports has prevailed for over twenty years with a vicious intensity against those involving the so-called "little green men and the "contactee" cases. Under a threat of ridicule, such experiences were usually discussed only among families and friends. Whenever reported to the au-

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thorities, they received little serious attention. Most such reports were dismissed outright on the grounds that the witnesses must have been mistaken, lying, or unbalanced. Officers responsible for investigating UFO reports at each Air Force base would be reluctant to forward such silliness through channels, and those reports reaching Project Blue Book faired poorly. Some were simply discarded while others were merely tallied without investigation in categories such as "psychological." (2) "Good UFO reports continued to come in at the rate of about ten per month, but they weren't verified or investigated. Most of them were being discarded. " (3) Regrettably, a considerable amount of valuable information has been lost.

It is not intended in this chapter to debate the existence of UFO creatures. The author takes this question as settled, either permanently or tentatively. In either event, this mental attitude permits an unbiased examination of the available data; the value of the inquiry can be measured by the sense that it makes of an initially baffling subject. The data bank consists of 891 cases of landings and near-landings during the twentieth century; thirty-two cases prior to 1900 are omitted because they contain many sightings of a mysterious airship in the United States that are atypical of UFOs. Inclusion of these few reports, however, would not materially alter the following results. (4)

As found in other aspects of the UFO problem, accounts of the occupants are extremely variable. They are seldom quantitative, and almost never complete. A rational analysis of such fragmentary and unscientific data is itself a challenge. But regarding the size of the occupants, perusal of the reports clearly shows at least two distinct groups; one is diminutive while the other is apparently of normal height. Descriptive words that do not carry any connotation of size, such as "figure" and "being," must simply be ignored. Qualitative terms can be sorted and tallied; that is, average height is denoted by "man," "normal," and "human," whereas decisive shortness is denoted by "little man," "child size," and

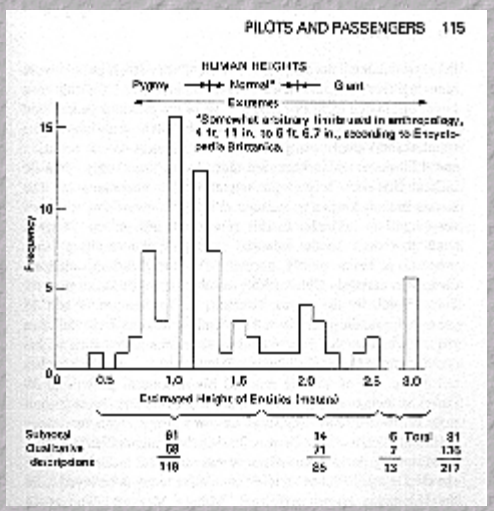
"dwarf." As the two groups are distinguished by different facial details, some cases can be assigned to the appro-

priate category whenever the creatures are described but their height is not mentioned. The remaining reports are either entirely silent regarding the height of the creatures or contain estimated heights, that is, some quantitative data. Should a rough statistical analysis of these data confirm the presence of two distinct size categories as previously inferred, one is justified in combining the tallies from the quantitative and qualitative cases.

The following diagram shows the frequency of estimated heights, in intervals of tenths of meters, for the 81 cases containing quantitative data. It also compares the estimates with the range of heights that is considered by anthropologists to be normal for human populations. A preponderance of small creatures below the lower limit for normal humans is obvious. Some estimates are scattered within the normal range. Still a few others indicate very tall giants. As the full-range distribution of heights gives no hint that the extremes are the rarely occurring instances within a single population, it appears that three distinct populations are represented, that is, diminutive, normal, and giant.

Diminutives

A population of small creatures is indicated in the diagram by the roughly bell-shaped envelope of the vertical bars. Sixty-one of the 81 cases containing quantitative data indicate dwarves. In addition, 58 other cases refer to dwarves in qualitative terms. Thus, 119 cases involve dwarves. But the total number of dwarves is much greater than 119 because they were commonly observed in pairs and sometimes in groups of 5 to 10. The most frequently occurring estimate of height was 1.0 meter, having been used 16 times in the 81 reports. Almost all the small group were estimated to be between 0.7 and 1.3 meters tall well below the lower limit for normalcy for humans. Dispersion of the data can arise from inaccuracy of the witness in estimating heights or from an actual variation in the heights of the little creatures. If all the small creatures were exactly 1 meter tall, could witnesses be as far off in their estimates as, say, 0.5or 1.5 meters? It seems



very unlikely. A significant factor in the dispersion should therefore be attributed to variation in the heights of individuals in the group. An isolated estimate of 0.33 meters may be spurious. Assuming that it is, the weighted average for the diminutive group up to 1.5 meters is 1.05 meters (3ft 5in) or, say, 3

feet, which confirms a recent estimate. (5) As a point of reference, it is noted that the standard height of doorknobs is 3.0 feet.

A predominance of estimates of about 80 centimeters is especially interesting. Six of these sightings were reported from the vicinity of Arequipa in southern Peru and the vicinity of Rio de Janeiro, Brazil, all in the month of September 1965. (6) At Puno,

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Peru, near Lake Titicaca, seven of these very small people were seen together, and at Pichaca, six. Other reports for this size group originated from England in June of the previous years, (7) and from Reunion Island in the Indian Ocean three years later. (8) The smallest individuals, estimated to be 0.33 meters on one occasion and 0.50 meter on another, are indeed very tiny-only 13 to 20 inches! But such heights are not altogether unreasonable. The human malady known as ateliotic or infantile dwarfism, produces very small individuals. In this type of dwarfism, the skeleton tends to remain in the infantile state with the resulting body proportions being nearly normal. The most famous ateliotic dwarf was certainly Charles Sherwood Stratton, billed as General Tom Thumb by the circus magnate, P. T. Barnum. When 18 years old, standing 2ft 9in tall, recently made his U.S. debut in growth throughout his life, reaching 40 inches at the time of his death at age 51. Jozef "Count" Boruwlaski was only 25 inches tall at the age of 15. He reached his maximum growth of 39 inches at the age of 30 and lived for 97 years. The shortest adult male on record, however, was Calvin Phillips, who two years before his death at age 21 was 26.5 inches tall. A Dutch female was even smaller; Pauline Masters was only 23.2 inches tall when she died at age l9 (9) The smallest man alive today is believed to be the Hungarian circus performer, Mihaly Mezaros, who at 34 years old standing 2ft 9in tall, recently made his U.S. début in Madison Square Garden. (10) These tiny humans are, of course, very rare individuals and not indicative of a small species. However, many races of diminutive people are known.

The more common achondroplastic dwarfism displaying characteristic features known as the "bulldog syndrome," is seen in all human races and in many animal species. Notable features are a disproportionately large head and short face with bulbous forehead, broad nose, and bulging eyes. Shortened bones of the forearm and lower leg are also typical. African pygmies some times have these characteristics, the smallest race being the North Twides of the Ituri forest, their mean heights being 1.44 m for the men and 1.37 m for the women. (11) A similar sexual dimorphism

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in the small UFO creatures is suggested by the double-peaked histogram, with males being slightly over 1 meter and females slightly under.

Certain environmental factors favor the evolutionary reduction in sizes of all animal species. Among these are the combined effects of overcrowding, limited area of habitation, and inadequate nutrition. In areas of high temperature and high humidity, small size is an advantage because the body can maintain its thermal equilibrium more easily. The evaporative cooling by skin moisture is restricted by high humidity, and a small body has a larger ratio of surface area to volume. The agility of small bodies is also an advantage in areas where dense vegetation impedes movement. Of the numerous dwarf species, a few examples will suffice: an extinct dwarf mammoth of Santa Rosa Island, California, a dwarf deer of Japan, a dwarf chimpanzee of the Belgian Congo, and the Negrito Onge pygmies of Little Andaman Island in the Indian Ocean. (12)

It is most instructive to build a composite concept of the bodily features for this group from the 23 cases in which some description was offered. Although the available detail is distressingly limited, several features were repeatedly mentioned. Abnormally large heads were described as "big," "double-sized," "over sized," "huge," and "large." Similarly, the eyes were observed to be "bulging," "huge,"

and "prominent." Other comments give an impression of a generally human appearance, very thin limbs, barely noticeable mouth and nose, but large, pointed ears. Several colors of skin were mentioned, but "green" only once. From other sources it seems that the skin is wrinkled, the lips are very thin, the forehead protrudes, and long arms carry normal hands with long fingernails. (13) A few comments by the witnesses are simply incomprehensible-"short tail," "short wings," and "one eye."

The appearance of this group may be summarized as thin, human-like creatures approximately 1.0 meter tall, with abnormally large, bald heads and large, round, bulging eyes that are set wide apart. A protruding forehead with wrinkled skin adds to

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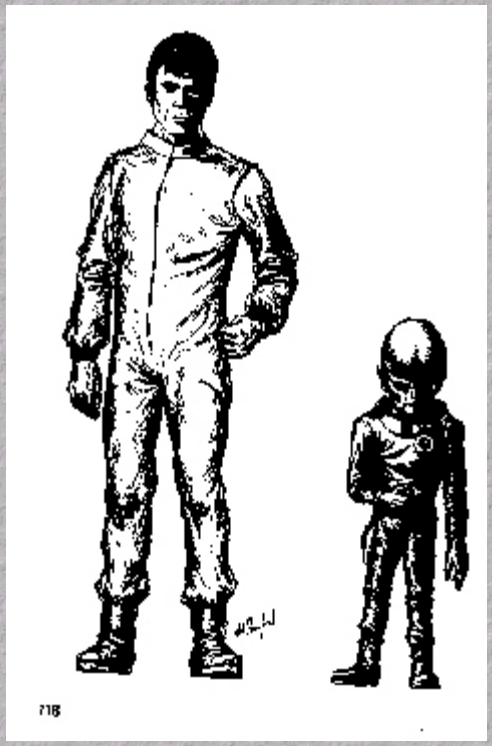

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their ugliness. On a short face, only nostrils are evident instead of a fully developed nose. The mouth is but a horizontal slit. Ears are large and pointed. Arms and fingernails are long.

Certain aspects of this description strongly suggest that the race of little people on UFOs are pygmies displaying many of the typical characteristics of achondroplastic dwarfism. By frequent use of the word "dwarf," the witnesses have apparently been trying to convey more than just the idea of their size. They actually mean "dwarf." It is further implied that the little people did not have an independent lineage but that their environmental conditions caused them to evolve into a dwarf race from larger ancestors. Their appearance, therefore, may be a significant clue to environmental conditions in their homeland and their place in the scheme of evolution.

Normals

In addition to the population of small beings associated with UFOs, a distinctly different group can be identified. They seem to be quite human and display none of the characteristic features of the dwarves. These beings were reported in 85 instances out of the total of 217; again, their actual number is greater

than 85 as they were sometimes seen in pairs and small groups. In most of the reports, witnesses were not explicit in referring to their stature; the previous diagram shows that their heights were estimated only 14 times. Estimated values cover the normal range for humans and extend beyond, both shorter and taller.

A few estimates of about 1.5 meters are troublesome as they may pertain to either the dwarves or the larger beings, and the available data in these cases do not always permit a clear distinction. The distribution of sizes among both groups may also overlap at about 1.5 meters, so that some of these estimates are for the largest dwarves whereas others are for the smallest "normals." A sharp cutoff between the heights of the two groups cannot be established.

Very tall individuals were also reported with estimated heights

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up to 2.5 meters, about 8 feet. While certainly abnormal for humans, such height is not unheard of. At the age of 22 years, Robert Pershing Wadlow of Alton, Illinois, was 8 ft 11.1 in. tall. Seven other males over 8 ft tall are also on record. These individuals suffered from an overactive pituitary gland. A non-pathological example, however, is Angus MacAskill. He lived in the Outer Hebrides, Scotland, from 1825 to 1863 and grew to 7-ft 9-in. (14) Average-size people are much impressed by very tall people and tend to overestimate their height. Circus giants are sometimes billed as being considerably taller than their actual height, which they are under contract not to reveal. Thus the extreme heights of this group may be somewhat exaggerated.

Not much detail is available concerning the appearance of this group. It may be that they are so completely human that nothing unusual about them attracted attention. The witness simply identified them as "normal" or "human," sometimes indicating their approximate size as "short," "medium," or "very tall." One witness might mention the hair color while another comments only about a peculiarity of the eyes. The scarcity of detail may also be attributed to a propensity of this group to wear headgear that would obscure facial details. In 18 cases witnesses reported "helmets" or the equivalent with more graphic language describing a globular shape such as "diving suit with helmet" and "fishbowl." Despite the meager data, a composite image of the group can be evoked.

Predominantly reported skin colors, arranged by shade, are: "very white," "white," "fair," "tanned," "light brown," and "brown." With the aid of a further observation that one chap seemed to be "European," the imagination is not unduly strained to suppose that the group is a white race displaying various degrees of suntan. Two odd and conflicting observations occurred. One witness reporting "reddish-orange" skin also commented upon a "strange light" seen through an open door on the UFO. And then one saw "greenish" skin on an individual who was dressed in a green uniform. Perhaps the extraneous tinges were picked up from the surroundings, as a human face takes on a

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purple hue when illuminated by mercury-arc lamps.

Relatively frequent mention was made of the hair, regarding both the color and styling. Most common descriptions are "long" and "blond." One witness kindly put these notions together with "fair" hair "to the shoulders." In addition, isolated reports included two men with "short white" hair and two women with "very long black" hair. Incidentally, the presence of women was specifically noted on five occasions.

Three witnesses said that the eyes were "slanted," whereas numerous other comments were supplied, such as "dark," "large," "deep-set," "staring," "round" and "wide apart." In none of these instances were

the witnesses confused regarding the number of eyes, namely, two; but "one eye" and "three eyes" were also reported. While these latter reports may be accurate, it seems more likely that the witnesses were misled by some kind of headgear.

Some impressions of the general appearance were "oversized head," "high forehead," and "handsome," "long face" and "youthful." Regarding noses and ears there is absolutely no information. Except, perhaps, for a creature of 1.5 meters who reportedly had no nose. As that feature is common among the dwarves and the height is in the zone of overlap, that report probably does not pertain to the present group. It may be assumed that noses and ears have no unusual features, because they elicited no comments.

While this group may be much more heterogeneous than is currently suspected, a possibly oversimplified prototype comes into focus. The group seems to be a white, Caucasian race of variable skin tone, perhaps depending upon the extent of suntan. Their heights are comparable to ordinary humans, but the range is somewhat broader, inclining to very tall individuals. Their hair is predominantly blonde and usually worn at shoulder length. Eyes have a slight oriental appearance, whereas nothing unusual is to be noted about the noses and ears.

With the exception of a single instance, (15) occurring in Denmark in 1951, all encounters with the large humanoids in the

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data bank were preceded by an incident on a California desert. On November 20, 1952, a witness met a strange man face-to-face in broad daylight who was described as "completely human," "5 feet 6 inches" tall, and weighing about "135 pounds." He had a "medium-colored suntan," "extremely high forehead," and his "sandy" hair fell "to his shoulders" blowing in the wind. His eyes were "large grey-green, slightly aslant at the outer corners," nose "finely chiseled," and mouth "normal." After some friendly gesturing, drawing of diagrams in the sand, and telepathic communication, the two men walked over to a UFO hovering nearby. The stranger climbed aboard and flew away. (16) In other words, the composite picture of normal-size, UFO pilots seen on at least 83 occasions between 1952 and 1968 confirms the image of this class of being's as described by the witness, George Adamski.

Giants

The previous histogram indicated that on six separate occasions the UFO creatures were estimated to be 3.0 meters tall, or about 10 feet. Even allowing for some exaggeration by the witnesses, they were truly gigantic! But bear in mind that they are not a great deal taller than others who, up to 8 feet tall, seemed in every respect to be members of the "normal" population. Do these very tall people represent another race, or are they merely extreme examples of the same group?

These reports clearly belong to the UFO phenomenon, for one of the giants was seen inspecting his craft. Three others climbed out of a large UFO that blocked the highway directly in front of the witnesses' truck. A few observations concerning clothing, helmets, and boots seem to parallel the other cases. Rare comments such as "ugly," "no nose or mouth," and "one eye" are perplexing and suggest a distinctly non-human appearance. However, the data for these cases is too sketchy to conclude that the "giants" are a separate race. They must be considered as very large individuals of the so-called normal group. If this classifica-

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tion is correct, the concept of "normal" must certainly be broadened to encompass the full range of heights from about 5 feet to nearly 10 feet.

The possibility of a racial distinction within this group intrudes here but it should be considered as improbable. The vast majority have been described as completely human whereas the occasional references to grotesque features seems to apply to all sizes. Thus two races may be represented within this range of heights that are distinguishable by their appearance, that is, normal versus beings with bizarre facial features.

Relationships

As a minimum, the evidence clearly indicates two distinct races inhabiting UFOs, namely, the dwarves and normal humans that are sometimes very tall. One wonders whether these two races are traveling independently about the earth, whether they are aware of each other, and if so, whether their relationship is friendly, indifferent, or hostile. A shopkeeper in Argentina, who was prone to unusual experiences, reported that he had entered a UFO in which he saw four crew members "less than one meter in height"; a "fifth member was a blond man almost two meters in height." Some college students in Mexico City claimed that a tall man with "fair hair and blue eyes" invited them aboard a UFO. After a three-hour flight they reached a space station that was occupied by many "beings who differed greatly among themselves as to size and appearance." The beings were allegedly from various planets. Another UFO occupant over 6 ft tall reportedly told a Brazilian author that "there were not only tall races" in his homeland "but also races of medium-size like earth people, and small races, but also races with white, red, and black pigmentation....(17)

The races certainly seem to be on speaking terms. Despite the conflict concerning origins in the above reports, the most natural supposition is that they come from the same place and are cooperating in their ventures.

Languages

With so many people encountering the UFO races at close range, it would be surprising if someone had not overheard them conversing amongst themselves, or even addressing the witness. Such is indeed the case. The record indicates at least 26 occasions when the speech of the dwarves was heard. Usually the witness could not understand their language.

Developing some further insight into this situation presents some difficulty, for 16 instances involving unintelligible language occurred in several countries, namely, United States (2), France (7), Brazil (1), Great Britain (1), Canada (1), and Italy (4). In any of these instances, the dwarf speaking a language other than that native in the country would not normally be understood. Hence these data do not require that the dwarves have their own separate languages, as they might well be speaking French in Brazil or Chinese in West Virginia. A race like the dwarves, however, presumably isolated from the main stream of humanity for some time, would be expected to develop and use a unique language. Some hint of this circumstance is provided by the following descriptions of the language used by the dwarves, even though not understood by the witnesses.

Description	Case	Country
pointed, childlike voices	46	Canada
grunting like pigs	137	France
inhuman	147	France
gutteral sounds	331	Italy
chattering	434	U.S.A

strange tones (as if from a pipe)	**617**	**U.S.A**
shrill sounds similar to a gargle	**650**	**France**
strange, musical dialect	**855**	**France**

These descriptions do not suggest that the dwarves were merely speaking an ordinary language that was unfamiliar to the witnesses, as attested by "strange" and "inhuman." "Child-

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like" and "shrill" denote a high-pitched voice befitting small beings, while "like pigs," "guttural," and "gargle" denote a harsh quality of sounds produced in the throat. The language of the dwarves is probably unique and unintelligible in any country.

In any event, at least one word used by the dwarves can be identified and defined. One dwarf communicated, presumably by gesture, that his craft was called a "sil." (18) Another one could not get through to an Italian with something like "Dbano da skigyay o dbano," but he may have been merely asking directions to the nearest bathroom. (19)

The dwarves are unimpressive as linguists, but a few have spoken to the witnesses in their native tongues, using: Spanish in Argentina, Venezuela, and Mexico; English in Nebraska, New York, South Carolina, New Jersey, and California; and Italian, naturally in Italy. As might be expected, the language skills varied considerably among the individual dwarves. Their English was variously described as "broken," "very smooth," and "perfect." Similarly, Spanish on one occasion was spoken "slowly and with difficulty," whereas a more fluent colleague was rated "perfect." A dwarf speaking Spanish in Mexico strung "the words together in a strange accent." It seems fairly clear that English and Spanish are secondary languages of the dwarves, which they have learned and are in the process of improving.

If any intelligible messages came through to a witness in his own language he should be eager to tell what the dwarf had said. After such an unusual tete-a-tete, most of them are. Statements attributed to the dwarves are that they are "from space," they would "meet again" with the witness, they are "peaceful people," and have "philanthropic and scientific purposes." These messages, taken together, seem to be quite reasonable.

The dwarves seem to carry on normal conversations among themselves and sometimes talk to the witnesses in an incomprehensible language. This language seems unique to the dwarves and consists of guttural sounds of high pitch. Some of them apparently have mastered to various degrees the more common languages, such as, English, Spanish, and Italian. Perhaps they

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are also learning French, Russian, and the Oriental languages but the evidence is not available.

The normal, human types aboard UFOs display somewhat greater linguistic ability than the dwarves, as indicated in 30 instances involving languages and other communication. They were incomprehensible to witnesses in only 12 cases - an impressive performance, indeed, considering the range of countries in which they landed and spoke. Cases occurred in Italy, United States, Wales, New Zealand, Peru, Great Britian, Japan, Brazil, Portugal, Argentina, and Azores. When witnesses did not recognize the language used by the visitors, they very commonly attempted to describe it. A 12-year-old boy in Tennessee thought it sounded "like German," although it is not reported how familiar he was with that language. Also, one should bear in mind that it might have been German or nearly anything other than English. Two independent descriptions of the language of this group, "shrill" and "metallic," are reminiscent of the sound of the language used by the dwarves. Perhaps they are one and the same. This supposition is

nurtured by the apparent cooperation of the two races.

A foreign-looking woman appeared at the door of a sanatorium in Brazil holding "a mug and a glass bottle covered with beautiful engravings." She uttered something like "Rempaua." The containers were filled with water and returned to her. With apparent satisfaction, the strange woman departed and boarded a UFO that took off. (20) If the word spoken by the woman cannot be identified in earthly language, it might belong to her native tongue. In another Brazilian incident, a survey worker and his associates saw a great disc landing. After his friends had fled, the witness encountered three strange-looking and oddly dressed creatures that were 7 ft tall. With a stick, one of them made seven holes in the ground surrounding a larger hole. The center hole was called "Alamo" and the most distant hole, "Orque." The Sun and Uranus, respectively, have been proposed as the meanings of these words. (21) While the opportunities to make such inferences are extremely rare, considerable progress has been

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made in compiling a lexicon of the language used by the UFO people. (22)

The larger races appear to be more successful in communicating in the languages of the witnesses. Individuals of this group have used the following languages in appropriate countries:

Italian, English, Portuguese, French, and Spanish. Their messages in the composite seem similar to those reported for the dwarves. Familiar expressions included "peaceful purposes," "we will return," "from space," and "carrying out a mission on earth." Witnesses were sometimes invited aboard the UFO, or warned not to touch it. One invitation was accompanied by a threat. (23) Less sinister discussions involved general questions about the witness and inquiries concerning directions and location. While allegedly on board a giant UFO, a Mexican student was told in Spanish that the UFO races knew 700 earth languages. (24) Not withstanding this boast, two of the visitors seemed ill-prepared to land their vehicle on the southern coast of Brazil. Sitting nearby was a lawyer, who was also a Professor of Law and obviously an accomplished linguist. He asked the two strangers where they came from "in Portuguese, Italian, Spanish, French, and English," but elicited no verbal response. (25)

This same professor, however, perceived a telepathic invitation to board the craft and he did. After a pleasant flight lasting 30 to 40 minutes, he was returned to the place where he had been picked up. Such telepathy - the reception of a message in the brain without benefit of a spoken language- is rather commonly reported. An extended, two-way communication by this method was reported in 1952 (26) Sometimes an unintelligible language is involved but the message still comes through. In Brazil in 1954, for example, a witness saw "two men of slim build, normal height, their faces brownish, wearing no helmets." One was collecting samples of grass and the other was inside a machine shaped like a football about the size of a Volkswagen. He could not understand what they said, but he knew that they wanted some ammonia. (27) One of four teachers in a car-stopping incident in France perceived the word "Zemu" repeated twice. (28) In one

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spooky case, an apparition in a woman's house moved his lips, but nothing was heard. The woman, however, understood that the visitor was from space and was searching for titanium under the oceans. (29)

While information concerning the languages and communication of the normal-looking UFO people is quite sketchy, a few points seem to be reasonably clear. They seem to have a unique, unearthly language that is used mostly in talking to one another. This language is. probably the same as that used by their smaller friends. Both groups sometimes converse with witnesses in several of the familiar earth languages. They usually say that they mean no harm, are from space, and are conducting investigations

on earth. Frequent invitations to board their craft are issued, but they are sometimes accompanied by a sinister implication or an actual threat. A message is occasionally conveyed, even though the language is not understood by the witness, or even if no language is used at all.

Clothing

Some information about the clothing of the UFO people is usually reported. The amount of detail may vary greatly among the reports, depending upon the distance from the beings, the duration of the sightings, and lighting conditions, and the extent to which the attention of the witness may have been drawn to other aspects of a spectacular event. The individual's power of observation and level of interest in clothing certainly influenced the content of his report. At any rate, enough observations have been recorded to develop a composite and fairly clear concept of the clothing of the UFO people, including some interesting details about accessories such as belts, headgear, boots, and gloves.

Among the 447 close encounters during the decade from November 1958 to November 1968, 123 instances involved sightings of human-like creatures. (30) When the distance was too great or the light too dim, the witnesses could only indefinitely describe "man," "figures," or "little boys." Such sightings

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without detail occurred about 50% of the time. It is in the remaining 50%, comprising 63 instances, that some specific data is to be found.

Body Covering

Witnesses almost always refer to the clothing of the UFO people as "coveralls," that is, a one-piece garment with long sleeves and pant legs. Other terms such as "diver's suit" and "like a pilot" help to clarify the idea. The fit seems to vary from skin-tight to comfortably loose. A wide range of observed colors includes gray, white, black, gold, blue, silver, red and "luminous." On several occasions the surface texture was seen to be "shiny." A suit appeared to be transparent to one witness, but he supplied no further details. These garments were obviously uniforms, as the UFO people, when seen in groups, nearly always dressed alike. No distinction can be discerned in the reports between the clothing of the dwarves and the larger people.

On rare occasions, more casual attire was noted. In the presence of a companion in the common coverall *one dwarf wore a "gray shirt and brown trousers*." (31) Three dwarves were all seen wearing "purple jerseys and white shirts." (32) A salesman in West Virginia stopped his car close to a large UFO hovering above the roadway directly ahead. A man of dark complexion came out wearing "a shirt and ordinary trousers, both a shiny blue color . ..(33) A rather small man looked positively natty when he climbed out of his craft in Wisconsin wearing "a black, turtle-neck pullover with a white band at the belt, and black trousers with a vertical white band along the side." (34)

Not once were any pockets, seams, buttons, or zippers mentioned. On the contrary, when a witness had an opportunity to see such details, he sometimes pointedly reported their absence. A witness in South Africa, who peered at the pilot of a landed UFO through a port hole, said that "he wore a sky-blue, one-piece coverall with no visible buttons or fasteners." (35) Similarly, no seams could be detected by a farmer in New York while

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talking to two dwarves at a distance of only 5 feet, and he mentioned it. (36) It seems clear that the "coveralls" do not have pockets, seams, buttons, or the like.

Belts

Wide belts are a popular accessory to the standard, one-piece uniform, but certain strange features suggest purposes other than securing the trousers, a function that would be superfluous for a one-piece garment. An Italian observer met two men near a dazzling UFO, with belts emitting intermittent yellow-green-blue light. (37) Four months later, the same man again saw two more figures with luminous belts, but the light was so bright he could not make out any other detail. (38) A utilitarian aspect of the belts was demonstrated in Venezuela by two beings about 2 meters tall. Their belts emitted light rays and they refrained from touching anything without first illuminating it with these beams. (39) It is possible that they were merely using the beams as a flashlight; however, the following episode from Mexico indicates something entirely different.

A taxicab broke down on a main highway one rainy evening in 1953 and the driver could not repair it. He sat in the vehicle all night talking with two strangers who were wearing wide, shiny, perforated belts. At first, the driver thought that the strangers were pilots from some other Latin American country, but one of them told him in Spanish that they came from a far distant planet. At dawn, all three walked to a craft about one-half kilometer across swampy terrain. The witness sank deep into mud but the legs and feet of the strangers remained clean. He explained that "When their feet touched the muddy pools *their belts glowed and the mud sprang away as if repelled by some invisible force." (40)* The strangers were also wearing metal collars around their necks and small, black, shiny boxes on their backs. As these latter two items are very rarely reported, they are probably associated with the belts and with this unusual incident. Had the invisible force been applied with more intensity, the strangers undoubtedly

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would have risen completely off the ground. In other words, the belts are probably part of a system that acted against gravity to keep their wearers from sinking and that simultaneously scattered the mud. One suspects, however, that the primary purpose of the system is to furnish propulsion for flying in a way comparable to a rocket system that American soldiers wear on their backs. While flying is not the most popular method used by the UFO people in getting around, they have been observed on many occasions to hover, or to zoom through the air in a most perplexing way. Specific examples are cited in the section on Personal Locomotion.

It may be worthwhile at this juncture to compare the composite view of clothing developed above with that attributed to a UFO pilot some years previously.

"His clothing was a one-piece garment which I had a feeling was a uniform worn by space men as they travel, l liek Earth men in various types of work-wear uniforms to indicate their occupations.

"Its color was chocolate brown and it was made with a rather full blouse, close-fitting high collar much like a turtle neck, only it did not turn down. The sleeves were long, slightly full and similar to a Raglan sleeve, with closefitting bands around the wrists.

"A band about eight inches in width circled his waist. And the only break in coloring of the entire garment was a strip about an inch and a half in width at the top and bottom of this waistband. This was brighter and more of a golden brown.

"The trousers were rather full and held in at the ankles with bands like those on the sleeves at the wrists, in style much like a ski pant.

"Actually it is very difficult to describe this garment in coloring for I know of no descriptive word in our language that would suit it perfectly.

"It was definitely, a woven material, very fine, and the weave was different from any of our materials. There was a sheen about the whole garment, but I could not tell whether or not this was due to a finishing process or whether it might be the kind of

substance of which its thread was made. It was not like our satin, silk, or

rayon, for it had more of a radiance than a sheen.

"I saw no zippers, buttons, buckles, fasteners or pockets of any kind, nor did I notice seams as our garments show. It is still a mystery to me how his garment was made." (41)

As the witness, George Adamski, thoroughly anticipated numerous, unrelated events around the world for two decades, he was either accurately describing a personal observation, or he was one of the best prophets of modern times. Other portions of his writings certainly deserve to be scrutinized for information about UFOs.

Helmets

It is rather common for the UFO people to be seen wearing helmets. In Wisconsin, a man stepped out of an elevator suspended beneath a UFO "with something like a glass fishbowl on his head." (42)Other observations confirm the general features of this accessory "glass headgear," (43) "diving helmet," (44) and "helmet with a glass section in front of the face." (45) It seems clear that these helmets are not intended merely to protect against mechanical damage. Some details noticed by a witness in Argentina strongly imply that the helmet was worn to isolate the owner from the atmosphere. A typical dwarf came out of a large, egg- shaped object wearing a helmet that was linked to the object by three cables. (46) This arrangement sounds very much like umbilical connections between a space suit and a life-support system, a concept that was not prevalent in Argentina at the time of this sighting in 1965. One cannot escape concluding that these individuals could not breathe the earth's atmosphere, or that they chose not to.

No such restriction applies generally to the UFO people, however, because neither helmets nor other breathing equipment were seen in the majority of the sightings. Most of the UFO people of both races appear to be perfectly comfortable breathing

the air. This dilemma demands a set of circumstances consistent with the observations about wearing helmets; that is, some do, some don't.

The most significant aspect of this data is that large numbers of the UFO people can and do breathe the air. There can be no doubt that their biological system is based upon metabolism of oxygen, since no other atmospheric gas can serve this function. Their life energy must depend upon consumption of oxygen obtained through breathing combined with the chemical degradation of foods, in the manner of humans. Furthermore, the atmosphere that they are accustomed to breathing must contain oxygen, and the amount cannot be greatly different than on earth.

To pursue this inquiry further requires some technical details about gas mixtures and respiration. The oxygen content of air is about 21% based upon dry volume, and that proportion remains nearly constant at all altitudes up to about 25 miles. But the proportion of oxygen is not directly related to breathing. Man lives comfortably at sea level, but he cannot survive above 25,000 ft without supplemental oxygen. The molecular concentration of oxygen, or the pressure exerted by oxygen alone, at the higher altitudes becomes insufficient to transfer oxygen to the blood in the lungs. The important parameter that indicates the suitability for breathing is the partial pressure of oxygen. At sea level it is 159mm Hg. The minimum viable value for man is about 69 mm Hg. But there is no upper limit; man can breathe pure oxygen.

Although the UFO people have been seen wearing helmets that suggest a special gas mixture for respiration, there is no need to assume that they were compelled to do so. As pilots of craft that fly to extreme altitudes, they might habitually wear helmets and, in a few landings, merely fail to take them off. Simply seeing the helmets does not necessarily mean that the UFO people would be uncomfortable or possibly imperiled by breathing air. They could be accustomed to an atmosphere that is identical or very similar to that on earth. But many other explanations are possible.

Let it be supposed that the helmets are intended to supply a

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special mixture of gases and, for the moment, explore the implications concerning only one gas, oxygen. If the partial pressure of oxygen that these people customarily breathe were *less* than on earth and their range of oxygen tolerance were comparable to man, then they should not have any difficulty in breathing ordinary air, relatively rich in oxygen for them, and helmets should not be required. On the other hand, if the partial pressure of oxygen in their native atmosphere were *greater,* than on earth, a distinct need for the helmets might arise. The difference would have to be substantial, say, by a factor of two or three times greater, before they would experience difficulty. Being acclimated to an oxygen-rich atmosphere, they would find the oxygen-poor atmosphere on earth to be troublesome. Helmets would be in order for extended exploration outside the craft; however, shorter excursions might be undertaken without them. In time, they might become adjusted to the earth's atmosphere and no longer need the helmets. For their native atmosphere to have a partial pressure of oxygen vastly greater than on earth is out of the question because they would then never be seen *sans* helmets. It appears that a native atmosphere containing oxygen at a partial pressure somewhat higher than on earth is at least compatible with the observations.

Unfortunately, this line of inquiry conflicts with another forceful implication of the data. As the dwarves are sometimes reported to have abnormally large chests, (47) they may have adapted to low concentrations of oxygen in their homeland as have the South American Indians who live in the Andean highlands. (48) It may be worth noting that this adaptation in South America has occurred in a short period of time compared to the millions of years usually associated with evolutionary changes. The penetration of *homo sapiens* into the Western hemisphere was initiated by Mongoloid people crossing the Bering Sea from Asia to North America about 11,500 years ago. They and their progeny spread gradually southward across the continent, reaching the northern portions of South America in a period of about 700 years, or about 10,800 years ago. (49) If a certain fraction of

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these people having abnormally large chests preferentially sought out the mountain habitat and others did not, eons of time may have been taken in developing the chest. It seems much more reasonable to postulate that a typical group of immigrants by chance, found the mountains to their liking and settled there. In this case, the maximum time available for the adaptation to be achieved was only 10,800 years. Even less time would have been involved if the people first saturated more favorable locations before moving into the highlands by choice or when fleeing from the victors in tribal warfare.

One wonders if the sighting reports contain any clues that would aid in estimating the total atmospheric pressure in the homeland of the UFO people. Helmets might be used as part of a space suit to prevent caisson disease, also known as the bends, if their native pressure were much lower than the atmosphere on earth. A serious medical hazard arises when a person is exposed to nitrogen under increased pressure for an extended period. The blood absorbs more nitrogen than usual and, if decompression proceeds too rapidly, the blood releases it in the form of bubbles. To avoid distressing symptoms or death, the individual must be returned to his normal pressure in slow and controlled stages, allowing the excess

nitrogen in the blood to be expelled gradually by the lungs. If the UFO people were accustomed to an atmosphere in which the pressure of nitrogen were much lower than on earth, one would rarely observe them without their helmets.

On the other hand, a native pressure considerably higher than one atmosphere would also require the use of a helmet but here the question reverts back to an adequate supply of oxygen as already discussed.

In summary, wearing of helmets on earth is not usually required and they may be worn more from personal preference than from necessity. The native atmosphere certainly contains oxygen but the available information is too sketchy to establish its partial pressure relative to that on earth. Neither can the total pressure be deduced. However, the partial pressure of oxygen

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and the total pressure cannot be greatly different from 159 mm Hg and 14.7 psi, respectively.

Boots and Gloves

Footwear is seldom noted but two types have been recognized, namely, ordinary boots and a heelless shoe that is integral with the trousers, such as children's' "pajamas-with-the-feet-in- 'em." A robot-like being associated with a UFO was seen in Florida wearing thin, white gloves but the report does not suggest why. (50)

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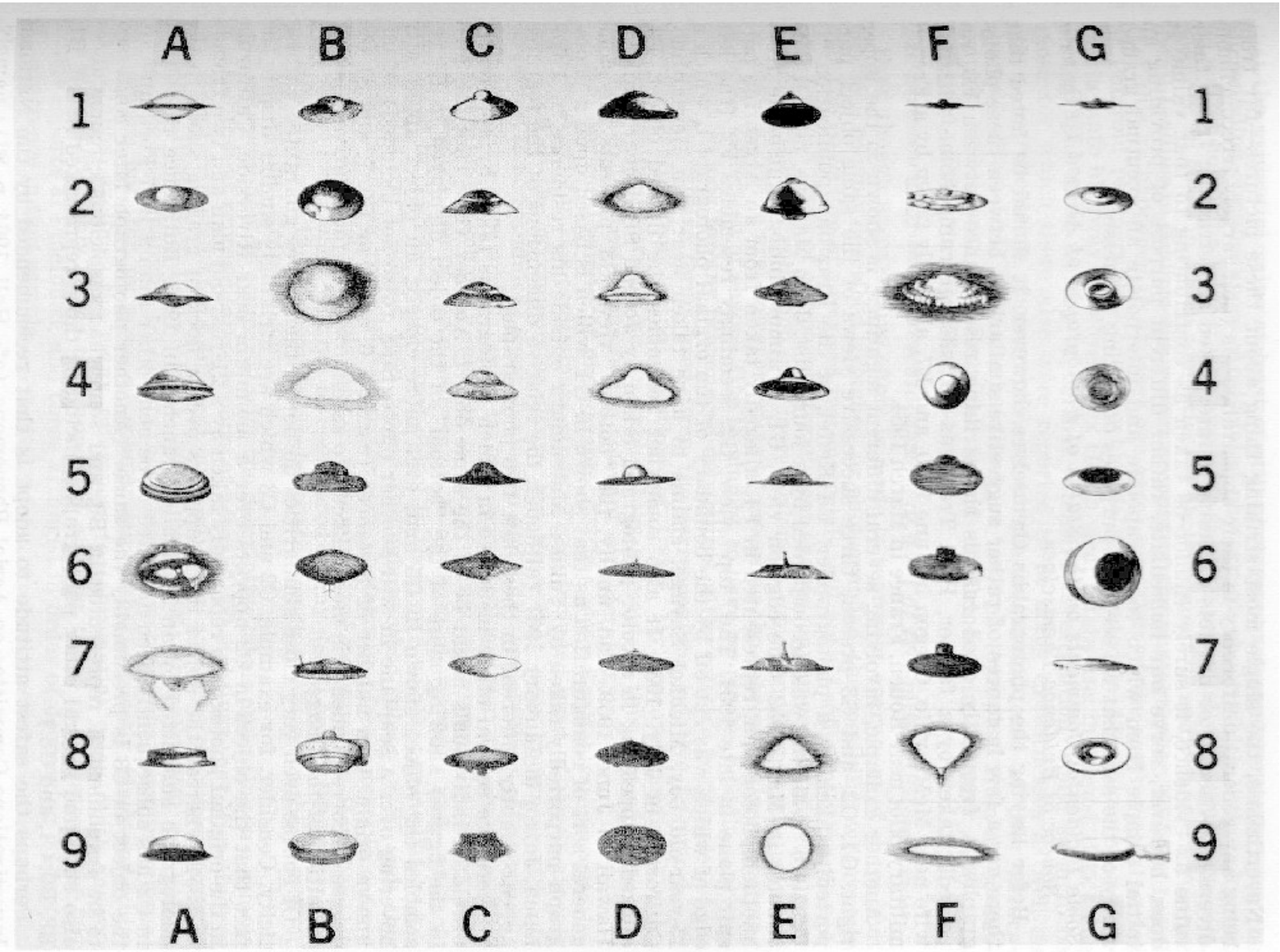
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Category 8 - Photographic & Video Cases

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CARL HART AND THE LUBBOCK LIGHTS	RANDLE	IUR-18-5,17	8	
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Intelligence Summary

Missile Base Incidents

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January 10, 1961; Cape Canaveral, Florida
UFO alters Navy Polaris test

Summer of 1961; Near Moscow
Missile battry fires at Disc. UFO stalls electrical apparatus.

August 7, 1962; Oracle, Arizona
UFO over Titan missile silo, Jets sent up
April 28, 1964; Minot AFB, North Dakota (BBU).

September 15, 1964; Big Sur, California
UFO Destroys Atlas warhead, filmed by military tracking crew

April, 1966; Malmstrom AFB, Montana (BBU)
UFOs, alarms, 10 missiles inoperative. (McDonald)

June 16, 1966; Elista, Kalmuk, Russia
Scientist report UFO maneuv nr missile test.

August 24, 1966; Minot AFB, [Grano? Carpio?] North Dakota (BBU)
10 p.m. Airman saw and reported by radio a multi-colored light high in the sky. Strike team sent to his location confirmed the object. Second object, white, was seen to pass in front of clouds. Radar detected and tracked an object. Sightings made by 3 different Minuteman ICBM missile sites. Radio interference was noted by teams sent to locations where object was hovering at ground level. (Vallée Magonia 791; FUFOR Index)

March 5, 1967; Minot AFB, North Dakota (BBU)
ADC radar tracked an unidentified target descending over the Minuteman ICBM missile silos of the 91st Strategic Missile Wing. Base security teams saw a metallic, disc-shaped object ringed with bright flashing lights moving slowly, maneuvering, then stopping and hovering about 500 ft above ground. Object circled directly over the launch control facility. F-106 fighters were scrambled but at that moment object climbed straight up and disappeared at high speed. (Ray Fowler; etc.)

March 16, 1967; 15 miles N of Lewistown, Montana (BBU)
8:45 a.m. 15-mins. Echo-Flight of 10 Minuteman nuclear ICBM's of Malmstrom AFB, USAF 341st Strategic Missile Wing, SAC, were inexplicably deactivated within 10 secs of each other and for 1 day after UFO's hovered near 2 missile silos. Followed a series of UFO sightings during early morning hours by USAF security teams. Similar unexplained deactivation of Minutemans occurred with O-Flight earlier in the morning. (CUFON; NICAP; not in BB files??)

March 24/25, 1967; Nr. Roy (about 30 miles NE of Lewiston, Montana (BBU)
Oscar-Flight [November-Flight?] of Malmstrom AFB, USAF 341st Strategic Missile Wing, had unexplained deactivation of 6-8 Minuteman nuclear ICBM's within several secs of each other during UFO close encounters involving a red saucer shaped object in early morning hours. USAF security guard injured and medivacked out. Capt. Robert Salas was Deputy Missile Combat Crew Commander on duty at O Flight. (CUFON; NICAP; not in BB files??)

March 30, 1967; Malmstrom AFB, Montana
Radar/visual, UFO 10 missiles shut down.

Oct. 24, 1968; About 30 miles NW of Minot AFB, North Dakota (BBU)
???m.(CDT). 4 hours 48 minutes. USAF Minot AFB ground radar tracked unidentified object correlated with orange glow and radioed it to the attention of the USAF crew of B-52H bomber (call sign JAG 31) on a 290° heading at 2,000 ft as a UFO target at 1 o'clock position to the NW at 24 miles, then 15 miles at 3:35 a.m. At 3:52 a.m., Minot radioed the B-52H that base weather radar was also tracking target now at 1 o'clock position and 3 miles from the B-52H. At 3:58 Minot requested IFF transponder identification from the B-52H and the B-52H radio transmitter failed for 4 mins. B-52H crew saw and radar tracked bright red-orange object [?] at 9 o'clock position at 35 miles then 1.25-1.5 miles, traveling at 3,000 mph [?]. UFO landing for 45 mins at location "AA-43." UFO sightings at Minuteman ICBM nuclear missile sites N, O, J [?], and M Flights, 91st Strategic Missile Wing, including strange EM effects such as security alarms activated at outer and inner rings around silos, outer [silo?] door opened and combination lock of inner door moved. Witnesses included Maj. Bradford Runyon, Capt. Robert Salas, S/Sgt Bond, S/Sgt Smith, et al. (Project 1947; Kevin Randle; Hynek UFO Rpt pp. 137-9 [misdated as ???????????

October 30, 1975; Wurtsmith AFB, Michigan
UFO chased by KC-135 tanker.

November 7, 1975; Malmstrom AFB, Montana
Targeting system tampered with.

November 8, 1975; Malmstrom AFB, Montana
F-106's scrambled after UFOs

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CHAPTER FIFTEEN

The Radiation Story

The idea for gathering together a group of scientists, to whom we referred as our "panel of experts," had been conceived early in 1952 - as soon as serious talk about the possibility that the UFO's might be interplanetary

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spaceships had taken hold in both military and scientific circles. In fact, when Project Grudge was reorganized in the summer of 1951 the idea had been mentioned, and this was the main reason that our charter had said we were to be only a fact finding group. The people on previous UFO projects had gone off on tangents of speculation about the identity of the UFO's; they first declared that they were spacecraft, then later, in a complete about face, they took the whole UFO problem as one big belly laugh. Both approaches had gotten the Air Force into trouble. Why they did this I don't know, because from the start we realized that no one at ATIC, in the Air Force, or in the whole military establishment was qualified to give a final yes or no answer to the UFO problem. Giving a final answer would require a serious decision - probably one of the most serious since the beginning of man.

During 1952 many highly qualified engineers and scientists had visited Project Blue Book and had spent a day or two going over our reports. Some were very much impressed with the reports - some had all the answers.

But all of the scientists who read our reports readily admitted that even though they may have thought that the reports did or did not indicate visitors from outer space, they would want to give the subject a good deal more study before they ever committed themselves in writing. Consequently the people's opinions, although they were valuable, didn't give us enough to base a decision upon. We still needed a group to study our material thoroughly and give us written conclusions and recommendations which could be sent to the President if necessary.

Our panel of experts was to consist of six or eight of the top scientists in the United States. We fully realized that even the Air Force didn't have enough "pull" just to ask all of these people to drop the important work they were engaged in and spend a week or two studying our reports. Nor did we want to do it this way; we wanted to be sure that we had something worth while before asking for their valuable time. So, working through other government agencies, we organized a preliminary review panel of four people. All of them were competent scientists and we knew their reputations were such that if they recommended that a certain top scientist sit on a panel to review our material he would do it.

In late November 1952 the preliminary review panel met at ATIC for three days.

When the meeting ended, the group unanimously recommended that a "higher court" be formed to review the case of the UFO. In an hour their recommendation was accepted by higher Air Force authorities, and the men proceeded to recommend the members for our proposed panel.

They picked six men who had reputations as being both practical and theoretical scientists and who were known to have no biased opinions regarding the UFO's.

The meeting of the panel, which would be held in Washington, was tentatively scheduled for late December or early January - depending upon when all of the scientists who had been asked to attend would be free. At Project Blue Book activity went into high gear as we made preparations for the meeting. But before we were very far along our preparations were temporarily sidetracked - I got a lead on the facts behind a rumor. Normally we didn't pay attention to rumors, but this one was in a different class.

Ever since the Air Force had become interested in UFO reports, the comment of those who had been requested to look

them over and give a professional opinion was that we lacked the type of data "you could get your teeth into." In even our best reports we had to rely upon what someone had seen. I'd been told many times that if we had even one piece of information that was substantiated by some kind of recorded proof - a set of cinetheodolite movies of a UFO, a spectrum photograph, or any other kind of instrumented data that one could sit down and study - we would have no difficulty getting almost any scientist in the world interested in actively helping us find the answer to the UFO riddle.

The rumor that caused me to temporarily halt our preparations for the high level conference involved data that we might be able to get our teeth into.

This is the way it went:

In the fall of 1949, at some unspecified place in the United States, a group of scientists had set up equipment to measure background radiation, the small amount of harmless radiation that is always present in our atmosphere. This natural radiation varies to a certain degree, but will never increase by any appreciable amount unless there is a good reason.

According to the rumor, two of the scientists at the unnamed place were watching the equipment one day when, for no apparent reason, a sudden increase of radiation was indicated. The radiation remained high for a few seconds, then dropped back to normal. The increase over normal was not sufficient to be dangerous, but it definitely was unusual. All indications pointed to equipment malfunction as the most probable explanation. A quick check revealed no obvious trouble with the gear, and the two scientists were about to start a more detailed check when a third member of the radiation crew came rushing into the lab.

Before they could tell the newcomer about the unexplained radiation they had just picked up, he blurted out a story of his own. He had driven

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to a nearby town, and on his return trip, as he approached the research lab, something in the sky suddenly caught his eye. High in the cloudless blue he saw three silvery objects moving in a V formation. They appeared to be spherical in shape, but he wasn't sure. The first fact that had hit him was that the objects were traveling too fast to be conventional aircraft. He jammed on the brakes, stopped his car, and shut off the engine. No sound. All he could hear was the quiet whir of a generator in the research lab. In a few seconds the objects had disappeared from sight.

After the first two scientists had briefed their excited colleague on the unusual radiation they had detected, the three men asked each other the $64 question: Was there any connection between the two incidents? Had the UFO's caused the excessive radiation?

They checked the time. Knowing almost exactly when the instruments had registered the increased radiation, they checked on how long it took to drive to the lab from the point where the three silver objects had been seen. The times correlated within a minute or two. The three men proceeded to check their radiation equipment thoroughly. Nothing was wrong.

The rumor stopped here. Nothing that I or anyone else on Project Blue Book could find out shed any further light on the source of the story. People associated with projects similar to the research lab that was mentioned in the rumor were sought out and questioned. Many of them had heard the story, but no one could add any new details. The three unknown scientists, at the unnamed lab, in an unknown part of the United States, might as well never have existed. Maybe they hadn't.

Almost a year after I had first heard the UFO radiation story I got a long-distance call from a friend on the west coast. I had seen him several months before, at which time I told him about this curious rumor and expressed my wish to find out how authentic it was. Now, on the phone, he told me he had just been in contact with two people he knew and they had the whole story. He said they would be in Los Angeles the following night and would like very much to talk to me.

I hated to fly clear to the west coast on what might be a wild goose chase, but I did. I couldn't afford to run the risk of

losing an opportunity to turn that old recurrent rumor into fact.

Twenty hours later I met the two people at the Hollywood Roosevelt Hotel. We talked for several hours that night, and I got the details on the rumor and a lot more that I hadn't bargained for. Both of my informants were physicists working for the Atomic Energy Commission, and were recognized in their fields. They wanted no publicity and I promised them that they would get none. One of the men knew all the details behind the

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rumor, and did most of the talking. To keep my promise of no publicity, I'll call him the "scientist."

The rumor version of the UFO radiation story that had been kicking around in Air Force and scientific circles for so long had been correct in detail but it was by no means complete. The scientist said that after the initial sighting had taken place word was spread at the research lab that the next time the instruments registered abnormal amounts of radiation, some of the personnel were to go outside immediately and look for some object in the sky.

About three weeks after the first incident a repetition did occur. While excessive radiation was registering on the instruments in the lab, a lone dark object was seen streaking across the sky. Again the instruments were checked but, as before, no malfunction was found.

After this second sighting, according to the scientist, an investigation was started at the laboratory. The people who made the visual observations weren't sure that the object they had seen couldn't have been an airplane. Someone thought that perhaps some type of radar equipment in the airplane, if that's what the object was, might have affected the radiation- detection equipment. So arrangements were made to fly all types of aircraft over the area with their radar in operation. Nothing unusual happened. All possible types of airborne research equipment were traced during similar flights in the hope that some special equipment not normally carried in aircraft would be found to have caused the jump in radiation. But nothing out of the ordinary occurred during these tests either.

It was tentatively concluded, the scientist continued, that the abnormally high radiation readings were "officially" due to some freakish equipment malfunction and that the objects sighted visually were birds or airplanes. A report to this effect was made to military authorities, but since the conclusion stated that no flying saucers were involved, the report went into some unknown file. Project Blue Book never got it.

Shortly after the second UFO radiation episode the research group finished its work. It was at this time that the scientist had first become aware of the incidents he related to me. A friend of his, one of the men involved in the sightings, had sent the details in a letter.

As the story of the sightings spread it was widely discussed in scientific circles, with the result that the conclusion, an equipment malfunction, began to be more seriously questioned. Among the scientists who felt that further investigation of such phenomena was in order, were the man to whom I was talking and some of the people who had made the original sightings.

About a year later the scientist and these original investigators were working together. They decided to make a few more tests, on their own time, but with radiation detection equipment so designed that the possibility of malfunction would be almost nil. They formed a group of people who were interested in the project, and on evenings and weekends assembled and set up their equipment in an abandoned building on a small mountain peak. To insure privacy and to avoid arousing undue interest among people not in on the project, the scientist and his colleagues told everyone that they had formed a mineral club. The "mineral club" deception covered their weekend expeditions because "rock hounds" are notorious for their addiction to scrambling around on mountains in search for specimens.

The equipment that the group had installed in the abandoned building was designed to be self operating. Geiger tubes

were arranged in a pattern so that some idea as to the direction of the radiation source could be obtained. During the original sightings the equipment malfunction factor could not be definitely established or refuted because certain critical data had not been measured.

To get data on visual sightings, the "mineral club" had to rely on the flying saucer grapevine, which exists at every major scientific laboratory in the country.

By late summer of 1950 they were in business. For the next three months the scientist and his group kept their radiation equipment operating twenty-four hours a day, but the tapes showed nothing except the usual background activity. The saucer grapevine reported sightings in the general area of the tests, but none close to the instrumented mountain top.

The trip to the instrument shack, which had to be made every two days to change tapes, began to get tiresome for the "rock hounds," and there was some talk of discontinuing the watch.

But persistence paid off. Early in December, about ten o'clock in the morning, the grapevine reported sightings of a silvery, circular shaped object near the instrument shack. The UFO was seen by several people.

When the "rock hounds" checked the recording tapes in the shack they found that several of the Geiger tubes had been triggered at 10:17 A.M. The registered radiation increase was about 100 times greater than the normal background activity.

Three more times during the next two months the "mineral club's" equipment recorded abnormal radiation on occasions when the grapevine reported visual sightings of UFO's. One of the visual sightings was substantiated by radar.

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After these incidents the "mineral club" kept its instruments in operation until June 1951, but nothing more was recorded. And, curiously enough, during this period while the radiation level remained normal, the visual sightings in the area dropped off too. The "mineral club" decided to concentrate on determining the significance of the data they had obtained.

Accordingly, the scientist and the group made a detailed study of their mountain top findings. They had friends working on many research projects throughout the United States and managed to visit and confer with them while on business trips. They investigated the possibility of unusual sunspot activity, but sunspots had been normal during the brief periods of high radiation. To clinch the elimination of sunspots as a cause, their record tapes showed no burst of. radiation when sunspot activity had been abnormal.

The "rock hounds" checked every possible research project that might have produced some stray radiation for their instruments to pick up. They found nothing. They checked and rechecked their instruments, but could find no factor that might have induced false readings. They let other scientists in on their findings, hoping that these outsiders might be able to put their fingers on errors that had been overlooked.

Now, more than a year after the occurrence of the mysterious incidents that they had recorded, a year spent in analyzing their data, the "rock hounds" had no answer.

By the best scientific tests that they had been able to apply, the visual sightings and the high radiation had taken place more or less simultaneously.

Intriguing ideas are hard to kill, and this one had more than one life, possibly because of the element of mystery which surrounds the subject of flying saucers. But the scientific mind thrives on taking the mystery out of unexplained events, so it is not surprising that the investigation went on.

According to my friend the scientist, a few people outside the laboratory where the "rock hounds" worked were told about the activities of the "mineral club," and they started radiation detection groups of their own.

For instance, two graduate astronomy students from a southwestern university started a similar watch, on a modest scale, using a modified standard Geiger counter as their detection unit. They did not build a recorder into their equipment, however, and consequently were forced to man their equipment continuously, which naturally cut down the time they were in operation. On two occasions they reportedly detected a burst of high radiation.

206.The Report on Unidentified Flying Objects

Although the veracity of the two astronomers was not doubted, the scientist felt that the accuracy of their readings was poor because of the rather low quality of their equipment.

The scientist then told me about a far more impressive effort to verify or disprove the findings of the "mineral club." Word of the "rock hounds" and their work had also spread to a large laboratory in the East. An Air Force colonel, on duty at the lab, told the story to some of his friends, and they decided to look personally into the situation.

Fortunately these people were in a wonderful spot to make such an investigation. At their laboratory an extensive survey of the surrounding area was being made. An elaborate system of radiation detection equipment had been set up for a radius of 100 miles around the lab. In addition, the defenses of the area included a radar net.

Thanks to the flashing of silver eagles, the colonel's group got permission to check the records of the radiation survey station and to look over the logs of the radar stations. They found instances where, during the same period of time that radiation in the area had been much higher than normal, radar had had a UFO on the scope. These events had occurred during the period from January 1951 until about June 1951.

Upon learning of the tentative but encouraging findings that the colonel's group had dug out of their past records, people on both the radiation survey crews and at the radar sites became interested in co-operating for further investigation. A tie-in with the local saucer grapevine established a three way check.

One evening in July, just before sunset, two of the colonel's group were driving home from the laboratory. As they sped along the highway they noticed two cars stopped ahead of them. The occupants were standing beside the road, looking at something in the sky.

The two scientists stopped, got out of their car, and scanned the sky too. Low on the eastern horizon they saw a bright circular object moving slowly north. They watched it for a while, took a few notes, then drove back to the lab.

Some interesting news awaited them there. Radar had picked up an unidentified target near the spot where the scientists in the car had seen the UFO, and it had been traveling north. A fighter had been scrambled, but when it got into the proper area, the radar target was off the scope. The pilot glimpsed something that looked like the reported UFO, but before he could check further he had to turn into the sun to get on an interception course, and he lost the object.

Several days passed before the radiation reports from all stations could be collected. When the reports did come in they showed that

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The Radiation Story.207

stations east of the laboratory, on an approximate line with the radar track, had shown the highest increase in radiation. Stations west of the lab showed nothing.

The possible significance of this well covered incident spurred the colonel's group to extend and refine their activities. Their idea was to build a radiation detection instrument in an empty wing tank and hang the tank on an F-47. Then when a UFO was reported they would fly a search pattern in the area and try to establish whether or not a certain sector of the sky was more radioactive than other sectors. Also, they proposed to build a highly directional detector for the F-47 and attempt actually to track a UFO.

The design of such equipment was started, but many delays occurred. Before the colonel's group could get any of the equipment built, some of the members left the lab for other jobs, and the colonel, who sparked the operation, was himself transferred elsewhere. The entire effort collapsed.

The scientist was not surprised that I hadn't heard the story of the colonel's group. All the people involved, he said, had kept it quiet in order to avoid ridicule. The scientist added that he would be glad to give me all the data he had on the sightings of his "mineral club," and he told me where to get the information about the two astronomers and the colonel's group.

Armed with the scientist's notes and recorder tapes, I left for my office at Wright-Patterson Air Force Base, Dayton.

With the blessings of my chief, I started to run down the rest of the radiation information. The data we had, especially that from the scientist's "mineral club," had been thoroughly analyzed, but we thought that since we now had access to more general data something new and more significant might be found.

First I contacted the government agency for which all of the people involved in these investigations had been working, the scientists who recorded the original incident, the scientist and his "mineral club," the colonel's group, and the rest.

The people in the agency were very co-operative but stressed the fact that the activities I was investigating were strictly the extracurricular affairs of the scientists involved, had no official sanction, and should not be tied in with the agency in any way, shape, or form. This closed door reaction was typical of how the words "flying saucer" seem to scare some people.

They did help me locate the report on the original incident, however, and since it seemed to be the only existing copy, I arranged to borrow it.

208.The Report on Unidentified Flying Objects

About this same time we located the two graduate astronomy students in New Mexico. Both now had their Ph.D.'s and held responsible jobs on highly classified projects. They repeated their story, which I had first heard from the scientist, but had kept no record of their activities.

On one occasion, just before dawn on a Sunday morning, they were on the roof, making some meteorological observations. One of them was listening to the Geiger counter when he detected a definite increase in the clicking.

Just as the frequency of the clicks reached its highest peak - almost a steady buzz - a large fireball, described by them as "spectacular," flashed across the sky. Both of the observers had seen several of the green fireballs and said that this object was similar in all respects except that the color was a brilliant blue white.

With the disappearance of the fireball, the counter once more settled down to a steady click per second. They added that once before they had detected a similar increase in the frequency of the clicks but had seen nothing in the sky.

In telling their story, both astronomers stressed the point that their data were open to a great deal of criticism, mainly because of the limited instrumentation they had used. We agreed. Still their work tended to support the findings of the more elaborate and systematic radiation investigations.

The gods who watch over the UFO project were smiling about this time, because one morning I got a call from a colonel on Wright-Patterson Air Force Base. He was going to be in our area that morning and planned to stop in to see me.

He arrived in a few minutes and turned out to be none other than the colonel who had headed the group which had investigated UFO's and radiation at the eastern laboratory. He repeated his story. It was the same as I had heard from the scientist, with a few insignificant changes. The colonel had no records of his group's operations, but knew who had them. He promised to get a wire off to the person immediately, which he did.

The answer was a bit disappointing. During the intervening months the data had been scattered out among the members of the colonel's group, and when the group broke up, so did its collection of records.

So all we had to fall back on was the colonel's word, but since he now was heading a top priority project at Wright, it would be difficult not to believe him.

After obtaining the colonel's story, we collected all available data concerning known incidents in which there seemed to be a correlation

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between the visual sighting of UFO's and the presence of excess atomic radiation in the area of the sightings.

There was one last thing to do. I wanted to take the dates and times of all the reported radiation increases and check them against all sources of UFO reports. This project would take a lot of leg work and digging, but I felt that it would offer the most positive and complete evidence we could assemble as to whether or not a correlation existed.

Accordingly, we dug into our files, ADC radar logs, press wire service files, newspaper morgues in the sighting area, and the files of individuals who collect data on saucers. Whenever we found a visual report that correlated with a radiation peak we checked it against weather conditions, balloon tracks, astronomical reports, etc.

As soon as the data had all been assembled, I arranged for a group of Air Force consultants to look it over. I got the same old answer - the data still aren't good enough. The men were very much interested in the reports, but when it came time to putting their comments on paper they said, "Not enough conclusive evidence." If in some way the UFO's could have been photographed at the same time that the radiation detectors were going wild, it would have been a different story, they later told me, but with the data I had for them this was the only answer they could give. No one could explain the sudden bursts of radiation, but there was no proof that they were associated with UFO's.

The board's ruling wrote finish to this investigation. I informed the colonel, and he didn't like the decision. Later I passed through the city where the scientist was working. I stopped over a few hours to brief him on the board's decision. He shook his head in disbelief.

It is interesting to note that both the colonel and the scientist reacted in the same way. We're not fools - we were there - we saw it - they didn't. What do they want for proof?

National Investigations Committee On Aerial Phenomena

McCampbell UFO Vehicle Classification System

The primary UFO types appear to be:

PROBES:
Spheres and discs between 1- and 3-ft diameter that are almost certainly sensing devices, either preprogrammed or remotely controlled. They have been seen to emerge from standard craft, fly around for extended periods, then return for pick up. The kind of measurements that they take can only be guessed.

SMALL:
Three principal types eventually belong to this group;

a) An egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan.

b) An elongated cylinder without external appendages that flies in the direction of its axis, comparable in size to the body of a jet fighter.

c) A spherical object about 15 ft in diameter.

STANDARD:
This group, accounting for about half the sightings is dominated by the basic disc with numerous variations. Most common size is about 25- to 35-ft diameter.

LARGE:
Several different types. Most frequently reported is a disc about 100 ft diameter. An even larger one, several stories tall inside, probably has a diameter between 250- and 300-ft. A large cigar-shaped craft should also be included here.

CARRIER:
Seen only at very high altitude is a gigantic, cigar-shaped machine that is probably twice as large as an aircraft carrier and, perhaps, as much as 1 mile in length. Smaller craft have been seen to be discharged from them in large numbers.

The Vehicles - Complete Chapter 2, UFOLOGY McCampbell
NICAP Home Page

Korean War Battlefield UFO Encounter

Bizarre Craft Hit Soldiers With Debilitating Light Beam

Courtesy John Timmerman, J. Allen Hynek Center For UFO Studies

Courtesy CNI News

This text is an edited transcript of an interview between Mr. Francis P. Wall, a private first class (PFC) in the U.S. Army during the Korean War, and John Timmerman, an associate of the J. Allen Hynek Center for UFO Studies (CUFOS) in Chicago, Illinois. The interview took place in January, 1987. Noted UFO researcher Richard F. Haines checked military records and found Mr. Wall listed as a Korean combatant in the infantry unit he names below. Haines also requested and received from Mr. Wall a drawing of the aerial object he claims to have seen. The drawing depicts a very typical "flying saucer." CNI News thanks John Timmerman for permission to reprint this text. Mr. Wall recounts his experience as follows:

"This event that I am about to relate to you is the truth, so help me God. It happened in the early Spring of 1951 in Korea. We were in the Army infantry, 25th Division, 27th Regiment, 2nd Battalion, 'Easy' Company. We were in what is known on the military maps as the Iron Triangle, near Chorwon.

"It is night. We are located on the slopes of a mountain, below [which] there is a Korean village. Previously we have sent our men into this village to warn the populace that we are going to bombard it with artillery. On this night, we were doing just that. We had aerial artillery bursts coming in.

"We suddenly noticed on our right-hand side what appeared to be a jack-o-lantern come wafting down across the mountain. And at first no one thought anything about it. So we noticed that this thing continued on down to the village to where, indeed, the artillery air bursts were exploding. It had an orange glow in the beginning. We further noticed that this object was [so] quick that it could get into the center of an airburst of artillery and yet remain unharmed.

"[The] time element on this, I would say, [was] anywhere from, oh, forty-five minutes to an hour all told.

"But then this object approached us. And it turned a blue-green brilliant light. It's hard to distinguish the size of it; there's no way to compare it. The light was pulsating. This object approached us.

"I asked for and received permission from Lt. Evans, our company commander at that time, to fire upon this object, which I did with an M-1 rifle with armor-piercing bullets. And I did hit it. It must have been metallic because you could hear when the projectile slammed into it.

"Now why would that bullet damage this craft if the artillery rounds didn't? I don't know, unless they had dropped their protective field around them, or whatever. But the object went wild, and the light was going on and off. It went off completely once, briefly. And it was moving erratically from side to side as though it might crash to the ground. Then, a sound -- we had heard no sound previous to this -- the sound of, like, diesel locomotives revving up. That's the way this thing sounded.

"And then, we were attacked. We were swept by some form of a ray that was emitted in pulses, in waves that you could visually see only when it was aiming directly at you. That is to say, like a searchlight sweeps around and... you would see it coming at you. Now you would feel a burning, tingling sensation all over your body, as though something were penetrating you.

"So the company commander, Lt. Evans, hauled us into our bunkers. We didn't know what was going to happen. We were scared. These are underground dugouts where you have peep holes to look out to fire at the enemy. So, I'm in my bunker with another man. We're peeping out at this thing. It hovered over us for a while, lit up the whole area with its light, and then I saw it shoot off at a 45 degree angle, that quick, just there and gone. That quick. And it was as though that was the end of it.

"But, three days later the entire company of men had to be evacuated by ambulance. They had to cut roads in there and haul them out. They were too weak to walk. They had dysentery. Then subsequently, when the doctors did see them, they had an extremely high white blood cell count which the doctors could not account for.

"Now in the military, especially the Army, each day you file a company report. We had a confab about that. Do we file it in the report or not? And the consensus was 'No.' Because they'd lock every one of us up and think we were crazy. At that time, no such thing as a UFO had ever been heard of, and we didn't know what it was.

"I still don't know what it was. But I do know that since that time I have periods of disorientation, memory loss, and I dropped from 180 pounds to 138 pounds after I got back to this country. And I've had great difficulty keeping my weight up. Indeed, I'm retired and disabled today."

National Investigations Committee On Aerial Phenomena

Category 3
Electromagnetic Effects

Red Bluff Incident

Red Bluff, California
August 13, 1960

Richard Hall:
Features: Police witnesses, vehicle encounter, light beam, E-M effects, extraordinary maneuvers, cat-and-mouse pursuit.

Aug. 13, 1960..Red Bluff, CA: California Highway Patrol Officers Charles A. Carson and Stanley Scott were on patrol when they sighted what they thought was an airliner about to crash. When the UFO had descended to about 100 or 200 feet altitude it suddenly reversed direction and climbed to 500 ft. Description: round or oblong surrounded by a glow (color not mentioned) and having definite red lights at each end. They continued to watch the UFO as it performed "unbelievable" aerial feats. The local RADAR operator confirmed the UFO at this time but denied it the next day. Other Tehema County Sheriffs' officers also saw this UFO and another similar one that same night. (NICAP, 1964)

Other Sources:
"The Hynek UFO Report", by J. Allen Hynek (1977) pages 92-94.

The Red Bluff Case - Richard Hall
Comments By Dr. James E. McDonald, *UFOs: Greatest Scientific Problem Of Our Times?*

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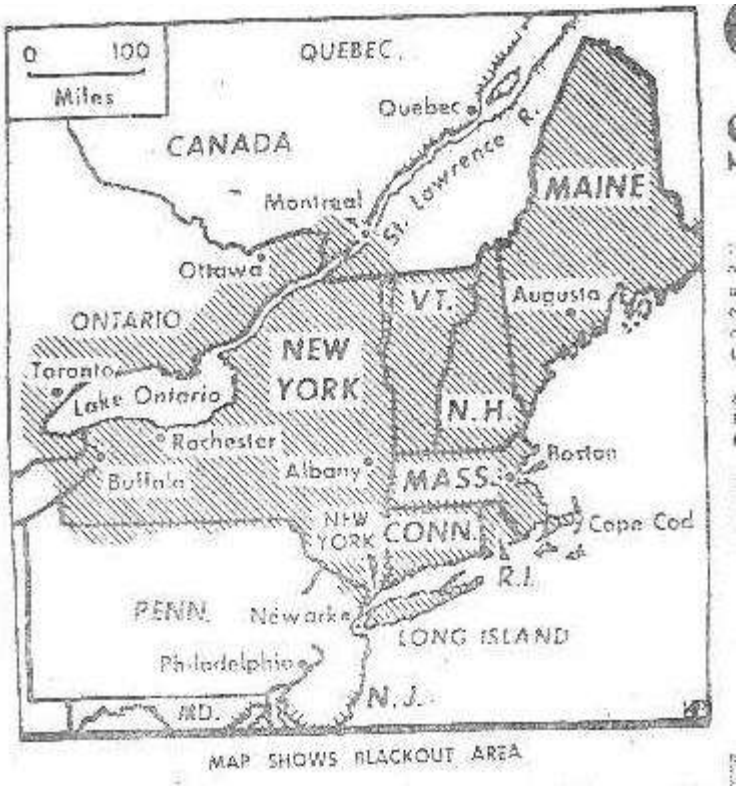

MAP SHOWS BLACKOUT AREA

On November 9th, 1965 **New York State as well as portions of six neighboring states and eastern Canada were plunged in to darkness for several hours.**

Besides the loss of power, the blackout triggered sensors that placed the Mt. Weather facility (to house the president in time of nuclear attack) on red alert.

There were also a number of reports of anomalous lights, and speculation that the blackout may have been the related to UFO activity in some way.

UFO REPORTS:

Prior to and coincident with the blackout, there were a number of reports of unusual lights and one report from NYC of communication with alien beings:

Tidioute, PA. Two UFOs pace men in a light plane until jets pursue. Then they shoot away some forth-five minutes prior to the blackout.

Larry Hatch's 'U' database

At 5:20 P.M., enroute between Syracuse and Rochester, Renato Pacibi, conductor of the Indianapolis Symphony Orchestra sees a bright light in the west rapidly descend then head towards Syracuse. Moments later, word comes on the radio that the blackout had occurred.

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Camillus (Near Syracuse) A housewife and three of her children reported a 'huge dome-shaped' fireball just prior to the blackout. It was seen for five minutes and as it rose over the moon and moved forward, the lights began to dim. It then moved back, disappeared in a flash, when the electricity went off.

Syracuse Herald-Journal 11-13-65

Reporting on a subsequent sighting over the Sir Adam Beck Power Plant, a newspaper reported:

"The sighting of four strange lights over the Sir Adam Beck power plant of the Ontario Hydro Electric Power commission early today revived memories of the big power blackout that hit the northeast Nov. 9, 1965.

"Moments before the lights flickered and failed all the way to New York City, people reported seeing a strange red ball hanging over the Beck plant. A pilot landing at Niagara Falls International Airport saw a weird object hovering 'over the Niagara Falls power station." (UFO's had also been reported in the area some six weeks prior.)"

At the end of the article it mentions: "After the big blackout, spokesmen for the power firms denied a strange light was spotted over the power plant on the night of Nov. 9. Since then, however, they have admitted that sightings were reported by hundreds of people."

Niagara Gazette 4-2-68

During the blackout there were numerous 'fireballs' reported around the Syracuse area, originally attributed to dump fires, barns burning and other such explanations. Some of the reports that made the papers included:

Cicero Swamp (Near Syracuse). Pilot and passenger in a small plane report seeing a huge fireball where high voltage lines cross the Mohawk river. They had been approaching Hancock field when the lights went out and saw a 10 second flash they thought may be a barn full of hay.

Syracuse. The Deputy City Aviation Commissioner was also airborne when the blackout began. After landing he was looking down the runway and saw a ball of light towards Tompson road that appeared 100 in the air and 50 feet wide.

Along with several more reports of 'fireball' like displays, one person reported seeing a kite-shaped object with a 'giant white light' over Port Leyden, near Lowville (to the far north of Syracuse near Canada.)

Herald-Journal 11-15-65

Numerous additional reports of anomalous lights near the Syracuse area during the blackout were subsequently reported in the paper, along with speculation that some thought they may be UFO related.

Syracuse Herald-American 11-14-65

As mentioned in the excerpts below, there were also reported sightings in Manhattan and Sea Cliff (Nassau County, L.I) during the black out.

Finally, there was the odd testimony of actor Stu Whitman. Mr. Whitman claimed that a glowing UFO had hovered outside his hotel room and communicated to him telepathically, warning that the blackout had been a demonstration of their power.

The Philadelphia Daily News 12-20-65

Subsequent related testimony by Dr. James E. MacDonald:

Text located by Francis Ridge, NICAP Site Coordinator. He has the more complete comments by Dr. McDonald.

On July 29th , 1968 Dr. James E. McDonald testified in part before the House Committee on Science:

Mr. Ryan:
Let me ask a further question: In the course of your investigation and your study of UFO sightings, have you found any cases where contemporaneously with the sighting of UFO's allegedly, there were any other events which took place, which might or might not be related to the UFO's?

Dr. McDonald.
Yes. Certainly there are many physical effects. For instance, in Mr. Pettis' district, several people found the fillings in their mouth hurting while this object was nearby, but there are car ignition failure. One famous case was at Levelland, Tex., in 1957. Ten vehicles were stopped within a short area, all independently in a 2-hour period, near Levelland, Tex. There was no lightning or thunder storm, and only a trace of rain.
There is another which I don't know whether to bring to the committee's attention or not. The evidence is not as conclusive as the car stopping phenomenon, hut there are too many instances for me to ignore. UFO's have often been seen hovering near power facilities. There are a small number but still a little too many to seem pure fortuitous chance, of system outages, coincident with the UFO sighting. One of the cases was Tamaroa, Ill. Another was a case in Shelbyville, Ky., early last year.

(here goes N.Y.)
Even the famous one, the New York blackout, involved UFO sightings. Dr. Hynek probably would be the most appropriate

man to describe the Manhattan sighting, since he interviewed several witnesses involved. I interviewed a woman in Seacliff, N.Y. She saw a disk hovering and going up and down. And then shooting away from New York just after the power failure. I went to the FPC for data, they didn't take them seriously although they had many dozens of sighting reports for that famous evening. There were reports all over New England in the midst of that blackout, and five witnesses near Syracuse, N.Y., saw a glowing object ascending within about a minute of the blackout. First they thought it was a dump burning right at the moment the lights went out. It is rather puzzling that the pulse of current that tripped the relay at the Ontario Hydro Commission plant has never been identified, but initially the tentative suspicion was centered on the Clay Substation of the Niagara Mohawk network right there in the Syracuse area, where unidentified aerial phenomenon has been seen by some of the witnesses.

This extends down to the limit of single houses losing their power when a UFO is near. The hypothesis in the case of car stopping is that there might be high magnetic fields, d.c. fields, which saturate the core and thus prevent the pulses going through the system to the other side. Just how a UFO could trigger an outage on a large power network is however not yet clear. But this is a disturbing series of coincidences that I think warrant much more attention than they have so far received.

Mr. Ryan.
As far as you know, has any agency investigated the New York blackout in relation to UFO?

Dr. McDonald.
None at all. when I spoke to the FPC people, I was dissatisfied with the amount of information I could gain. I am saying there is a puzzling and slightly disturbing coincidence here. I'm not going on record as saying,
yes, these are clear-cut cause and effect relations. I'm saying it ought to be looked at. There is no one looking at this relation between UFO's and outages.

Mr. Roush:
Our time is really running short, Mr. Ryan.

Mr. Ryan:
One final question. Do you think it is imperative that the Federal Power Commission, or Federal Communications Commission, investigate the relation if any between the sightings and the blackout?

Dr. McDonald:
My position would call for a somewhat weaker adjective. I'd say extremely desirable.

Mr. Roush:
Thank you. Thank you, Dr. McDonald.

(Dr. McDonald's testimony is noteworthy because of its directness and force. He considers the extraterrestrial hypothesis the most likely explanation of the phenomena. On examining the best UFO evidence, it is certainly possible to rule out practically every other hypothesis, and it is on this basis that Dr. McDonald and others lean toward the theory that we are undergoing surveillance from intelligently guided craft from extraterrestrial sources.)

In The Literature:

(provided by Errol Bruce-Knapp of UFO UPDATES - TORONTO updates@symapatico.ca

File Name: BLKOUT65.TXT Excerpted from:

UFO Sightings, Landings and Abductions - The Documented Evidence
by Yurko Bondarchuk
Published by: Methuen Publications, Toronto, 1979
ISBN 0-458-94160-3

From Chapter 9 - The E.M. Effect and Power Blackouts (pages 130 - 137)

The Great Northeast Blackout November 9, 1965

On November 9, 1995 the northeastern region of the United States and Canada was abruptly plunged into blackness. The worst blackout on record came to be known as the 'Big Blackout'.

The facts are well known. At 5:16 pm, at the height of the evening rush hour, electrical power to one-sixth of the continent's population was suddenly cut off, trapping millions of people on expressways, in elevators and in office buildings. Altogether, thirty million people in eight U.S. states and in the province of Ontario were affected by the disruption (1)

In Ontario the blackout was confined to the eastern portion of the province - from Timmins in the north, across to Cornwall in the east and south toward Sarnia. Windsor, Ottawa and Sudbury were the only eastern centers to escape the blackout.(2) Yet within three hours power was restored to most parts of the province.

Mass media coverage naturally focused on the human aspect of the blackout and to a lesser extent, on the delay in determining the cause of the breakdown.

There was, however, an even more dramatic story.

UFOs had been reported in the vicinity of strategic hydro installations at the time of the blackout. The impressive number of credible sightings led many researchers to consider the possible role these craft may have played in the power collapse.

The researchers included the late Dr. James E. MacDonald,(3) a physicist at the University of Arizona; former NICAP director Major Donald E. Keyhoe; and astronomer Dr. J. Allen Hynek, the current director of the Center for UFO Studies.

Immediately following the breakdown, the U.S. Federal Power Commission and the Ontario Hydro-Electric Power Commission launched a full-scale investigation into the cause. At first, it was reported that the trouble originated with a mechanical breakdown in a high voltage line between Buffalo and Niagara Falls.

According to the [Toronto] 'Globe and Mail':

The report turned out to be false. Then a sub-station near Syracuse was reported to be the cause of the failure, but repairmen found it in perfect condition. (4)

Finally, six days after the blackout, Ontario Hydro engineers traced the trouble to the mammoth Sir Adam Beck No.2 Generating Station at Queenston, Ontario north of Niagara Falls.

It seems that just prior to the blackout, power was flowing from Sir Adam Beck No.2. into Ontario, then across the border via Cornwall into New York State. In graphic terms, power was flowing clockwise in a loop around Lake Ontario.

At 5:16pm, a backup relay on one of the six lines linking Sir Adam Beck to the rest of the province mysteriously tripped the line's circuit breaker, which acts much like a household fuse.

In quick succession the cut-off power jumped to the other five lines, causing an overload that tripped the circuit breakers on these lines as well.

A veritable tidal wave of electricity - 1.1 million kilowatts - flowed in the opposite direction into New York State. (5) Inexplicably, the relays on the New York lines failed to isolate and contain the overload. Within seconds, the entire grid of thirty-one interconnected power utilities of CANUSE (Canada-United States Eastern Grid) had broken down.

Although experts could pinpoint the origin of the blackout, they were baffled by the cause of the relay malfunction and the failure of the protective systems to contain the overload.

In the words of Ontario Hydro's system supervising engineer, Jim Harris: "It's incredible! I would have said this was impossible if I hadn't seen the evidence." (6)

The mystery deepened when it was discovered that the relay had not in fact malfunctioned, but had merely reacted to a

sudden surge of power from an unknown source.

As stated in the final report of the U.S. Federal Power Commission:

"The precise cause of the backup relay energization is now known." (7) Where did the unexplained surge of power come from? To this day that question has remained unanswered.

Or has it?

Although inconclusive, one answer might lie in the findings of the late Dr. James McDonald who contended that the magnetic fields accompanying UFOs can create sudden power surges in transmission lines as the craft flies overhead.(8) In theory, these power surges could produce blackouts of massive proportions.

Since the 'Big Blackout', McDonald's theory has gained considerable support in the light of strong evidence confirming widespread UFO activity on that fateful evening.

The Syracuse Herald-Journal was inundated with calls reporting more than one hundred sightings in the Syracuse area.

One of the first came from Syracuse Deputy Aviation Commissioner, Robert C. Walsh, who was flying over Syracuse at the time of the blackout.(9) Despite the darkness, he managed to land safely at Hancock Airport.

Standing on the runway, with some airport officials he suddenly noticed an enormous circular ball of light, drifting overhead. "It appeared to be one hundred feet in the air and fifty feet in diameter.(10) It rose for several seconds, then suddenly disappeared. Moments later, a bewildered Walsh and his companions watched an identical device ascending over the airfield before mysteriously 'blinking out', as did its predecessor. Unlike the known high-speed plunges of fireballs, these craft moved upward at moderate speed clearly under some form of intelligent control.

At the same time, the mysterious craft were also being observed overhead. Veteran flight instructor Weldon Ross and his student, James Brooking, were approaching the darkened airport when they spotted a second fiery object below.

The Giant craft, estimated at well over one hundred feet in diameter, appeared to be positioned directly over the Clay sub-station, a strategic installation that channels power from Niagara Falls to New York City.(11)

It was the same sub-station where hydro investigating teams had initially pinpointed the origin of the blackout.

In a relentless pursuit of a possible UFO-blackout relationship, Herald-Journal reporters succeeded in uncovering even more explosive evidence. In a front page story seven days after the blackout, the paper carried photographs of the mysterious red craft taken by Mr. William Stillwell, a sexton at St. Paul's Episcopal Church. He described what he had observed through a 117-power telescope:

The center was rotating, around and around and around. It came from the direction of DeWitt and shot off at an angle and then went back the way it came. (12)

He had watched the glowing object for as long as two hours before it streaked away.

While investigating teams continued to dig for the mysterious cause of the power failure, press coverage of a possible UFO connection gained momentum.

In a strongly worded editorial, the Indianapolis Star urged:

The answer is fairly obvious - unidentified flying objects! It is one angle the multi-pronged investigation should not overlook.(13)

Support for the UFO possibility intensified as news of other sightings became known. In New York City, twenty minutes into the blackout, witnesses in the Time-Life Building spotted a peculiar glow in the sky over darkened Manhattan. According to Major Donald Keyhoe:

It appeared to come from a round object hovering over the city. This was twenty minutes after the lights began to go out.

Several photographs were taken by a Time Magazine photographer, one of which appeared in the November 19th issue. (14)

Although clearly visible in the photograph reproduced here, Time editors failed to make any reference in their photo-caption to the spindle-shaped craft. Journalistic oversight or deliberate omission? The only hit of any unusual aerial activity came in a facetious reference to a Soviet satellite:

Some New Yorkers, claiming that they had seen a satellite pass over at the moment the lights failed, argued that the Russians had done it again. (15)

But UFO investigator and author, the late Frank Edwards disagrees with both the UFO and the Soviet satellite explanations:

The spindle-shaped thing could have been a UFO--but it certainly wasn't. It was nothing more than an optical ghost, the result of reflections between the elements of an air-spaced lens.(16)

While disputing the validity of the Time photo, Edwards strongly supported the contention the UFOs were somehow involved in activating the blackout. In fact, while conducting his own investigation into the cause of the blackout he discovered that U.S. military authorities had been well aware of the UFO presence, at least forty-five minutes prior to the power failure.(17)

This startling disclosure came from two commercial pilots, Jerry Whitaker and George Croninger, who were flying over Tidioute, Pennsylvania, when they spotted two disc-shaped 'shiny objects' overhead.

Even more surprising was the sight of two military jets chasing the mysterious craft.

Moments later, one of the discs put on a 'burst of speed' and quickly outdistanced its pursuers. While watching the fast-disappearing UFO, the dazed pilots lost sight of the other object, which had presumably departed in the same manner.

The most spectacular UFO revelation, however, came one day prior to the release of the 'official' explanation when, speaking before a nationwide television audience, NBC commentator Frank McGee announced that a private pilot had spotted a "round, glowing object near the Niagara Falls power plant".(18)

Associated Press picked up the story and numerous newspapers subsequently carried it. The following morning, a well-documented article appeared in the New York Journal American blaming UFOs for the disastrous power-grid breakdown.

Any further media focus on the UFO connection was brought to an abrupt halt, however, with the release of the 'broken relay' explanation.

Despite mounting evidence, the Federal Power Commission had predictably chosen to side-step the possible UFO connection. This omission was eventually confirmed by Dr. James E. McDonald who, as a respected scientist, was allowed to interview certain FOCI officials.

They admitted they had the Syracuse and Niagara Falls reports, also most of the others on that night. But they wouldn't discuss the UFO possibility....No matter what they believed, I think they were convinced the facts shouldn't be given to the public, and that's why they agreed to the 'broken relay' story. At any rate,_it_was_obvious_they_were_covering_up_.(19)

Under the circumstances there seems to be a strong possibility that Canadian authorities were also involved in the cover-up. Ontario Hydro-Electric Power Commission investigators, having become aware of the UFO reports, collaborated with the FPC by exchanging information that eventually led to the 'broken relay' explanation. (20)

Furthermore, this explanation had apparently been pre-arranged and was released simultaneously in both countries.(21)

The Ontario Hydro press statement similarly neglected to include UFOs as the possible cause for the blackout.

One reputable American ufologist went so far as to point an accusing finger at the late Lester B. Pearson, then prime minister. Major Donald Keyhoe contends that:

To shift attention from the UFO explanation, the 'broken relay' story was invented. Since this could be construed as blaming Canada, the Prime Minister must have been convinced it was best for both countries not to disclose the true situation.(22)

It that was the case, then it represents one of the most shocking deceptions ever perpetrated - leaving the heads of thirty-one utility companies and thirty million people to grope around in the dark in more ways than one!

=-=-=-=-=-=-=-=-=

(1) Time Magazine (November 19, 1965) Canadian Edition, p.24.

(2) Ibid. p.23B.

(3) John G. Fuller, 'Aliens in the Skies: The New UFO Battle of the Scientists' (New York: G.P. Putnam and Sons, 1969), p.85.

(4) Toronto Globe and Mail, November 16, 1965.

(5) Ibid.

(6) Ontario Hydro, Hydroscope, Vol. 2. No. 40 (November 19, 1965) p.2.

(7) James M. McCampbell, 'Ufology: New Insights from Science and Common Sense' (Belmont, Ca.: Jaymac Company, 1973), p. 57.

(8) James E. McDonald, Statement prepared for the Hearings before A Committee of the U.S. Federal Power Commission.

(9) Frank Edwards, 'Flying Saucers: Serious Business' (New York: Bantam Books, 1966), p. 147.

(10) Ibid.

(11) Donald E, Keyhoe, 'Aliens From Space' (Toronto: The New American Library of Canada Limited, 1973), p. 172.

(12) Frank Edwards, op. cit., p. 148.

(13) Donald E. Keyhoe, op., cit. p. 176.

(14) Ibid. p. 172.

(15) Time Magazine, op. cit., p. 28A.

(16) Frank Edwards, op. cit., p. 149.

(17) Ibid.

(18) Donald E. Keyhoe, op. cit., p. 177.

(19) Ibid., p. 182.

(20) Toronto Globe and Mail, op. cit.

(21) Ibid.

(22) Donald E. Keyhoe, op. cit., p. 180.

US Aircraft Carrier stopped by UFO

By Jim Kopf

This encounter occurred in 1971, while aboard the aircraft carrier, USS John F. Kennedy CVA-67 (now CV-67) in the Bermuda Triangle. I was assigned to the communications department of the Kennedy and had been in this section about a year. The ship was returning to Norfolk, VA after completing a two week operational readiness exercise (ORE) in the Caribbean. We were to stand down for 30 days, after arriving in Norfolk, Virginia, to allow the crew to take leave and visit family before deploying to the Mediterranean for six months.

I was on duty in the communications center. My task was to monitor eight teletypes printing the "Fleet Broadcasts". On the top row were four teletypes each printing messages from four different channels. On the bottom row were four more doing the exact same thing except the signal was carried on different frequencies. If one of the primary receivers started taking "hits" I would be able to retrieve the message from the bottom one. I also notified Facilities Control of any hits so they could tune the receivers. On the other side of the compartment (room) was the NAVCOMMOPNET (Naval Communications Operations Network). This was the Ship to Shore circuit with the top teletype being the receive and the bottom as the send (known as a duplex circuit). Next to this was the Task Group Circuit for ship to ship communications (task group operations or TGO).

It was in the evening, about 20:30 (8:30 PM) and the ship had just completed an eighteen hour "Flight Ops". I had just taken a message off one of the broadcasts and turned around to file it on a clip board. When I turned back to the teletypes the primaries were typing garbage. I looked down to the alternates which were doing the same. I walked a few feet to the intercom between us and the Facilities Control. I called them and informed them of the broadcasts being out. A voice replied that all communications were out. I then turned and looked in the direction of the NAVCOMMOPNET and saw that the operator was having a problem. I then heard the Task Group operator tell the watch officer that his circuit was out also. In the far corner of the compartment was the pneumatic tubes going to the Signal bridge (where the flashing light and signal flag messages are sent/receive). There is an intercom there to communicate with the Signal Bridge and over this intercom we heard someone yelling "There is something hovering over the ship!" A moment later we heard another voice yelling. "IT IS GOD! IT'S THE END OF THE WORLD!".

We all looked at each other, there were six of us in the Comm Center, and someone said, "Lets go have a look!". The Comm Center is amidships, just under the flight deck, almost in the center of the ship. We went out the door, through Facilities Control and out that door, down the passageway (corridor) about 55 feet to the hatch that goes out to the catwalk on the edge of the flight deck (opposite from the "Island" or that part of the ship where the bridge is). If you have ever been to sea, there is a time called the time of no horizon. This happens in the morning and evening just as the sun comes up or goes down over the horizon.

During this time you cannot tell where the sea and sky meet. This is the time of evening it was. As we looked up, we saw a large, glowing sphere. Well it seemed large, however, there was no point of reference. That is to say, if the sphere were low; say 100 feet above the ship, then it would have been about two to three hundred feet in diameter. If it were say 500 feet about the ship then it would have been larger. It made no sound that I could hear. The light coming from it wasn't too bright, about half of what the sun would be. It sort of pulsated a little and was yellow to orange.

We didn't get to looked at it for more than about 20 seconds because General Quarters (Battle stations) was sounding and the Communication Officer was in the passageway telling us to get back into the Comm Center. We returned and stayed there (that was out battle station). We didn't have much to do because all the communication was still out. After about 20 minutes, the teletypes started printing correctly again. We stayed at General Quarters for about another hour, then secured. I didn't see or hear of any messages going out about the incident.

Over the next few hours, I talked to a good friend that was in CIC (combat information center) who was a radar operator. He told me that all the radar screens were just glowing during the time of the incident. I also talked to a guy I knew that worked on the Navigational Bridge. He told me that none of the compasses were working and that the medics had to sedate a boatswains mate that was a lookout on the signal bridge. I figured this was the one yelling it was God. It was ironic that of the 5,000 men on a carrier, that only a handful actually saw this phenomenon. This was due to the fact that flight Ops had just be completed a short time before this all started and all the flight deck personnel were below resting. It should be noted that there are very few places where you can go to be out in the open air aboard a carrier.

From what I could learn, virtually all electronic components stopped functioning during the 20 minutes or so that what ever it was hovered over the ship. The two Ready CAPs (Combat Air Patrol), which were two F-4 Phantoms that are always ready to be launched, would not start.

I heard from the scuttlebut (slang - rumor mill) that three or four "men in trench coats" had landed, and were

interviewing the personnel that had seen this phenomena. I was never interviewed, maybe because no one knew that I had seen it.

A few days latter, as we were approaching Norfolk, the Commanding and Executive Officers came on the closed circuit TV system that we had. They did this regularly to address the crew and pass on information. During this particular session the Captain told us how well we did on the ORE and about our upcoming deployment to the Mediterranean. At the very end of his spiel, he said "I would like to remind the crew, that certain events that take place aboard a Naval Combatant Ship, are classified and are not to be discussed with anyone without a need to know". This was all the official word I ever received or heard of the incident.

Being young and excited about my visit home and going to the Med, I completely forgot about it until years later when my wife and I went to see "Close Encounters of the Third Kind" at the movies when it first came out. In fact the friend that had been the radar operator was with his wife and went with us. As we walked across the parking lot to my car, I ask him if he remembered what We had experienced years earlier on the ship. He looked at me and said he never wanted to talk about it again. As he said it he turned a little pale. I never talked about the incident again. When I discovered "Aliens and Strange Phenomenon" on MSN and started reading the posts I started thinking about it again. Now I seem obsessed in finding out all I can about this phenomena.

Jim Kopf
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National Investigations Committee On Aerial Phenomena

Group /Category 4
Animal Effect Cases

Case Directory
Ross, Ohio
April 10, 1983

Francis Ridge:
This report synopsis was drafted by AR Specialist Joan Woodward, but is also cross-referenced as a Category 3 (E-M Case) and a Category 6 (Trace Case). The incident was investigated by the Ohio group (OUFOIL), which included three investigators: Ron Schaffner, Bill Johns, and Charles J. Wilhelm.

Animal Reaction Feature:
The witness, C.H., had electrical interference in his house and then a total power failure, through which his dog, who was outdoors, barked continuously. The power soon came back on. C.H. went outdoors to see if he could calm his dog, thinking it had detected some animal and that was why it was continuing to bark. He saw that the dog's hair was standing up on its back and the dog was both growling and barking. C.H. could not calm the dog, and looking in the direction in which the dog was barking, C.H. saw a flicker of light in a field some 300-400 yards away. He watched the light pulsate for several minutes while trying to calm the dog. As he started back indoors, the light grew very bright, rose slowly, and suddenly took off. After the object departed, the dog calmed down and both C.H. and his dog went inside the house. At some later time, the dog was checked by a veterinarian and was found in good health other than its eyes were "running" [tearing] more than normal.

Joan Woodward, Animal Reaction Feature:
This is a complex case involving EM effects, physical traces, and independent witnesses as well as an uncommonly well described animal reaction. The weather was off-and-on rain. It had been raining for several days and rain was predicted to continue through the night of the sighting and through the next day.

At approximately 8:20 pm a motorist in Ross noticed a bright white light moving fast. Her car lights flickered and the engine almost stalled. Both returned to normal operation after the object passed her.

At approximately 8:30 pm a second motorist saw a large white light and his car behaved similarly to that above.

The time of C.H.'s TV and light interference is not stated. After going out to check on his dog, and watching the light in the field as it repeatedly changed from bright to dim, C.H. started back into the house to call the Sheriff. As he started into the house, his porch light went out and the light in the field got very bright. Turning, he saw something rising into the air very slowly. It was so bright that it illuminated the entire field. When it was several hundred feet above the ground the bright light dimmed and flickering lights could then be seen. The object continued increasing in altitude and suddenly took off. Ground marks indicated a 50-foot diameter circle with a burned area in the center.

Once back into the house, C.H. found the lights and TV were functioning normally.

Interviews and on site investigation began at 11 pm the night of the sighting. The landing area was grided and sampled, but nothing unusual was detected. The burned area had less wetness in the soil than surrounding areas and was probably subjected to extreme heat. No flammable elements were found in the soil.

No sound was reported. No physiological effects were reported.

Source:

Hall, Richard H., editor, 2001, The UFO Evidence, Volume II, Scarecrow Press, Lanham MD, p. 65.
Wilhelm, Charles J., 1983, Ross, Ohio Landing Case, MUFON UFO Journal, no. 186, August 1983, p. 3-7.

MUFON Journal no. 186, August 1983 (Charles Wilhelm)
NICAP Home Page

CUFONSM 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 6 of 7 Parts

{Unnumbered Cover Page}

SQ. GUIDE 200-2

UFOB

GUIDE

{ Representation of a Bohr atom: nucleus = a dot }
{ with the orbits of three electrons }

4602d AISS

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{Unnumbered Title Page}

SQ. GUIDE 200-2

UFOB
(Unidentified Flying Object)

GUIDE

{March 1955}

4602d Air Intelligence Service Squadron

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Squadron Guide Hq 4602d A I S S
Ent AFB
No. 200-2 Colorado Springs, Colorado
15 March 1955

FOREWORD

1. Purpose

a. To combine into a single Squadron publication all directives from higher headquarters pertaining to the investigation and reporting of UFOB's;

b. To establish procedures for the evaluation and reporting of UFOB's by elements of the 4602d AISS, in implementation of the Squadron responsibilities contained in AFR 200-2, ADCR 200-7 and ADCSR 200-2;

c. To provide guides for use in the conduct of UFOB investigations by elements of the 4602d AISS.

2. Scope

All investigation and reporting of UFOB's by elements of the 4602d AISS will be governed by the provisions of this Guide. All previous instructions issued by Hq 4602d AISS on this subject are hereby rescinded.

3. Recommendations

All elements of the 4602d AISS are encouraged to submit comments and suggestions for the improvement of the Squadron UFOB program.

4. Changes

Changes to this Guide will be published in accordance with the change system used for all Squadron publications. Changes will be filed in the front of the Guide after the necessary annotations have been made.

BY ORDER OF THE COMMANDER

RAY L. JONES
Major, USAF
OFFICIAL: Adjutant

/s/
RAY L. JONES
Major, USAF Guide
Adjutant

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Distribution:
Copies each

4602d AISS Flights and Detachments 1
4602d Headquarters (Ops) 2
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4602d Headquarters (Control Files) 1
Air Technical Intelligence Center 1
DCS/I, CONAD 1

(Additional copies are available on request)

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PART I

DIRECTIVES

1. Directives of Higher Headquarters

The directives of higher headquarters pertaining to UFOB's form the basis for all the instructions contained herein. It is intended that all personnel will study such directives in minute detail; reference to specific portions of these directives elsewhere herein has, therefore, been held to a minimum.

2. Current Publications

a. AFR 200-2 12 August 1954
b. ADCR 200-7, 29 January 1955
c. ADCSM 200-2, 29 January 1955

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dated 12 August 1954

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the Regulations File.

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dated 29 January 1955

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the Regulations File.

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Cross reference to the new location
of this directive will be made in
the Regulations File.

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Squadron Guide 200-2 15 March 1955

PART II

THE PRELIMINARY REPORT

1. Responsibility for Preparation

The responsibility for preliminary report preparation is set forth in AFR 200-2. Field units of the 4602s AISS are responsible for the preparation of preliminary reports only when they receive the initial notification of UFOB sighting from a non-Air Force source. In some cases they may also be called upon to assist an ADC element, in accordance with the provisions of paragraph 3a (2), ADCR 200-7. The 4602d recipient of the initial notification of the sighting should make every attempt to obtain all the information required by paragraph 7d, AFR 200-2.

2. Content

All information relative to the UFOB will be reported, in accordance with the format set forth in paragraph 7d, AFR 200-2.

3. Differentiation between "Unknowns" and "UFOB's"

"Unknowns (unknown aircraft)" within the air defense system -- e.g., ADJZ violations -- should not form the basis of a preliminary report. Normally, ADC elements will screen out such unknowns from the UFOB reporting process, as part of their routine Air Defense functions. Flying objects unknown to their observers to be aircraft, however, should become the basis for a preliminary report, and 4602d elements receiving such initial information should file a preliminary report.

4. Necessity for Filing

Neither the identification of a UFOB (as distinguished from a unknown" in the Air Defense System), nor the evaluation of information gained in the initial notification, prior to the preparation of the preliminary report, will result in a failure to file a preliminary report. Preliminary reports form the basis for the statistical analyses of UFOB's required of ATIC by USAF and they must all, therefore, be turned in, regardless of whether or not the objects are identified.

5. Delay in Filing

The 72-hour period immediately following the sighting of a UFOB is the critical period for investigative efforts. During this period, the event is still fresh in the minds of the observers, most of the observers can still be found, and this is the best period or contacting the many outside agencies and persons who can be of possible assistance in identifying the object. Delay in the filing of the preliminary report can

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THE PRELIMINARY REPORT (continued.

therefore the determining factor in whether or not a sighting is identified as a known object. All preliminary reports should be immediately transmitted by electrical means, unless the information is already over 72 hours old at the time of receipt, in which case the report will be prepared on AF Form 112.

6. A sample electrical preliminary report is attached hereto.

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{Unnumbered Page}

SAMPLE TELETYPE MESSAGE: PRELIMINARY REPORT

3TP P001
FNA344E
YMB076
VYC311
VMB149
JESKS 053
RR JEDEN JESDB JEDQP JESDT JEPHQ 555
DE JESKS 27

R 041800z
FM COMDR KEESLER AFM MISS
TO COMDR ENT AFB COLO SPRINGS COLO
JESDB/COMDR 35TH ADIV DEF DOBBINS AFB GA
JEDWP/COMDR ATIC WRIGHT PATTERSON AFB OHIO
JEDST/COMDR ATRC SCOTT AFB ILL
JEPHQ/DIR OF INTL HQ USAF WASH 25 DC
ZEN/COMDR TTAF GULFPORT MISS
4G701M UFOB THE FOLLOWING IS SUBMITTED IN COMPLIANCE WITH
PAR 7 AFR 200-2, DTD 12 AUG 54
1. A. ROUND AN APPARENTLY FLAT
B. NICKEL 9 OBSERVER EST SIZE OF OBJECT TO BE 30-35 FT
IN DIAMETER)
C. GRAY
D. ONE
E. N/A
F. NONE
G. NONE
H. NONE (OBSERVER WAS IN AUTOMOBILE)
I. OBJECT APPEARED TO BE TRANSLUCENT AND ROTATING ON
VERTICAL AXIS AT HIGH RPM. IT INITIALLY HAD AN UP-AND-
DOWN MOTION GOING FROM AN ALTITUDE OF 400-500 FT DOWN
TO BEHIND TREES AND OUT OF SIGHT. OBJECT HOVERED AFTER
RISING AND THEN MOVED OFF TO THE EAST CLIMBING AT A
10-20 DEGREE ANGLE AT EST SPEED OF 500-600 MPH. AS
OBJECT MOVED TO THE EAST IT REFLECTED THE SUNLIGHT AND
APPEARED TO BE SHAPED AS THOUGH TWO PLATES WERE PLACED
TOGETHER.
2. A. OBSERVERS WIFE CALLED ATTENTION TO OBJECT WHILE IN A
AUTOMOBILE.
B. INITIAL AZIMUTH-90 DEGREES 47 5 DEGREES ELEVATION. SUB-
SEQUENT AZIMUTH 045 DEGREES WITH ELEVATION VARYING BETWEEN
7 DEGREES TO BELOW LINE OF VISION
C. 90 DEGREES AZIMUTH AT 10 DEGREES ELEVATION
D. SEE PAR II ABOVE
E. OUT OF LINE OF VISION DUE TO TREES
F. APROX 30 SECONDS
3. A. GROUND VISUAL
B. N/A
C. N/A

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{Unnumbered Page}

4. A. 031812Z
B. DAY
5. A. ON HIGHWAY 49 IN GULFPORT AT THE CORNER OF THE
MISSISSIPPI ALUMINUM COMPANY BUILDING
6. A. MR SP MELLEN 31 YRS OLD 4706 KENDALL AVE GULFPORT
MISS. VICE PRES OF MISS- GULFPORT COMPRESS AND WAREHOUSE
INCORP BOX 77 GULFPORT MISS.
B. N/A
7. A. BRIGHT SUN CLEAR NO CLOUDS

B. SURFACE 045 DEG - 10K
6000 - 310 DEG - 27K
L0000 - 320 DEG - 35K
16000 - 310 DEG - 45K
20000 - 300 DEG - 65K
30000 - 310 DEG - 85K
50000 - 310 DEG - 95K
80000 - N/A N/A
C. 30000 THIS SCATTERED
D. 12 MILES
E. 0/10 - 2/10
F. NEGATIVE
8. NONE
9. NEGATIVE
10. NONE IN AREA OF SIGHTING
11. UFOB INVESTIGATION, WING PLANS & PROGRAMS, OBSERVER IS A RECENTLY DISCHARGED AIR FORCE NAVIGATOR WITH 2000 FLYING HOURS. HE SERVED IN WW11 AND IN KOREA AND WAS SEPARATED FROM USAF 22 JUL 54. INVESTIGATOR DOES NOT QUESTION OBSERVERS RELIABILITY DUE TO HIS MILITARY EXPERIENCE AND THE EFFORTS HE TOOK TO EXPLAIN SIGHTING DISCUSSION WITH OBSERVER AND LOCAL METEOROLOGIST INDICATES SIGHTING COULD POSSIBLY HAVE BEEN A SMALL VORTEX OF WIND AND DUST. WEATHER CONDITIONS AT TIME OF SIGHTING DO NOT SUPPORT THIS CONSIDERATION.
04.2044Z DEC JESKS

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Squadron Guide 200-2 15 March 1955

PART III

OPERATIONAL CONTROL

1. Approval of Headquarters

Field units will obtain prior approval from Headquarters 4602d AISS prior to conducting either a preliminary or a follow-up investigation of a UFOB. Investigations may be conducted without prior approval if circumstances require immediate action; in such cases, the Commander of the 4602d AISS will be notified as soon as possible of the action taken.

2. Electrical Reports

Under the provisions of ADCR 200-7, field units of the 4602d will receive copies of the electrical reports forwarded to Air Division Commanders, in accordance with paragraph 7, AFR 200-2. Copies of such reports will also be received at Headquarters 4602d. All electrical reports will be evaluated at Squadron Headquarters and, when appropriate, field units will be directed to conduct follow-up investigations.

3. Preliminary reports on Form 112

Preliminary reports prepared on AF Form 112 and received at Headquarters ADC will be forwarded to Commander 4602d, for appropriate action. If, on the basis of the evaluation of the report, it is determined that a follow-up

investigation is necessary, the appropriate field unit will be notified and furnished the information contained in the preliminary report.

4. Air Technical Intelligence Center

In the event ATIC desires specific information to aid in their evaluation of a UFOB report and this information can be furnished by a field unit of the 4602d without involving travel, ATIC may contact the appropriate unit directly. In case ATIC desires further information the supplying of which would necessitate travel by a 4602d unit, approval of the Commander, 4602d AISS, is required.

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Squadron Guide 200-2 15 March 1955

PART IV

THE INVESTIGATIVE PROCESS

1. Evaluation of the Preliminary Report

a. All preliminary reports will be evaluated by Headquarters 4602d AISS in order to determine what further action, if any, is to be taken. The evaluation is conducted by the Operations section at Headquarters.

b. The preliminary report format requires certain basic information about every UFOB sighting. Analysis of this information will usually suggest one or more hypotheses as to the cause or explanation for a sighting. These hypotheses are expressed in terms of known objects or phenomena. The determination as to whether or not further investigation is warranted by 4602d field units hinges primarily on the question of whether such investigative efforts will adduce more evidence which will either tend to support or negate the hypotheses suggested by the contents of the preliminary report.

c. Theoretically, every UFOB sighting should be followed up by further investigation. The limitations necessitated by budget problems, lack of personnel, and improbability of investigative return, however, preclude this possibility. The ATIC Guide, Part I, attached hereto, attempts to supply some of the criteria for the selection of those cases warranting follow-up investigation by 4602d field units. Although the Guide is of primary interest to Headquarters, it should be studied by all personnel interested in gaining a better understanding of the Squadron UFOB program.

d. One other fact enters into the evaluation stage --namely, the Squadron field investigative functions for CONAD, in CONAD's concern with possible threats to the security of the United States and its forces. Many sightings which would be of no further interest from primarily a UFOB standpoint -- e.g., a sighting which in the preliminary report itself is already unquestionably established as the dropping of aircraft flares -- may bear further looking into from a security viewpoint. In such cases, follow-up action by 4602d units could be instituted in furtherance of CONAD desires, even though the UFOB aspects would otherwise be considered closed.

2. Conduct of the Follow-up Investigation

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Squadron Guide 200-2 15 March 1955

THE INVESTIGATIVE PROCESS (continued)

conduct only limited inquiry for the purpose of acquiring specific items of information. The transmission of specific item information will generally be handled informally by telephone or teletype. Headquarters will in all cases make the final decision as to the type of report required.

b. Elements of the Squadron are authorized direct contact with any person or agency for the purpose of gathering information in connection with the investigation of a UFOB. Contact may be made by any means -- in person, mail, telephone. Judicious use of mail and telephone is encouraged and may result in savings of both time and money to the government.

c. The investigator must follow a logical, systematic process of investigation. The process, in its methodology at least, should resemble that of a true scientific inquiry. You are striving, in your investigative efforts, to test all possible hypotheses as to the identity of, or explanation for, the phenomenon which resulted in the sighting. Unlike the results of a true controlled scientific analysis, your efforts will only rarely achieve a positive identification of the phenomenon. In most cases, however, if you have truly exhausted all possible lines of inquiry, the preponderance of the evidence which you have adduced will tend to support one hypothesis to the exclusion of the others, with the result that you can gain a conviction as to the probable identification of the phenomenon which caused the sighting. There will be cases, of course, where the evidence remains inconsistent and contradictory, despite your best efforts to resolve the conflict, and such cases will have to be considered unsolved.

d. The Squadron is charged, in follow-up investigations, with exhaustion of investigative effort. That means that every conceivable hypothesis applicable to the phenomenon will be tested by all available means. In addition to interviewing all sources, all other agencies whose facilities can possible contribute to an analysis of the phenomenon will be visited. The list of Possible Sources of Information in the Conduct of UFOB Investigations, attached hereto, gives some suggestions as to the types of agencies with information of value to a UFOB investigation.

e. The ATIC Guide, Part II, attached hereto, sets up the principal identification criteria for the phenomena which most often result in UFOB sightings. The letter from ATIC dated 15 February 1955, subject: "Evaluation of Unidentified Flying Objects," also attached hereto, further clarifies ATIC policy concerning the considering of UFOB cases as solved.

f. The attitude of 4602d personnel conducting a UFOB investigation should at all times reflect consideration, courtesy, and particularly

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Squadron Guide 200-2 15 March 1955

THE INVESTIGATIVE PROCESS (continued)

with respect to civilian interviewees. The people reporting these sightings are for the most part conscientious public-spirited citizens trying to perform what they consider a public service. That they are often untrained observers in no way derogates from the generosity and the civic-mindedness of their willingness to give their time and assistance.

g. In no case will any investigator take any action which is not within the purview of his authority. Detention or arrest of private citizens for any purpose, for example, constitutes action which is unconnected with the processes of UFOB investigation and which goes beyond the purview of the military authority of 4602d investigators.

3. Preparation of AF Form 112

a. All Forms 112 prepared by 4602d units will be mailed to Commander 4602d, for review, comment, reproduction and distribution.

b. U S Air Force Technical Information Sheet, Form A, attached hereto, should be used as a guide for the interviewing of sources. Additional forms indicated in the ATIC publication "How to Make Flyobrpts" will be used where applicable, but instructions in that manual in conflict with instructions in this Guide will be disregarded. The information compiled from the use of all these forms will be included in the Form 112 in summarized form. In no case will the forms themselves be incorporated into, or completely copied into, the 112 report.

c. Photographs will be collected and submitted in accordance with paragraph 8, AFR 200-2.

d. Other types of physical evidence will be sent to Commander, Air Technical Intelligence Center, Wright-Patterson AFB, Attention: ATIAE-, by the most expeditious means available. The evidence will be accompanied by a cover letter which gives reference to the UFOB number, its sighting location and the Greenwich date-time group. The Form 112 which is prepared later will reflect the fact that the enclosures were sent in advance, under separate cover.

e. The Form 112 report of a follow-up investigation will contain a complete report of all information collected about the sighting, including the information in the preliminary report. the final Part of the report will contain the conclusions of the Preparing Officer as to the explanation of the sighting and the reasoning behind the conclusions.

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Squadron Guide 200-2 15 March 1955

f. The sample annotated format of a Form 112, attached hereto, will serve as a guide for the special preparation of the form when used for the reporting of UFOB's.

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UFOB GUIDE

This guide is designed for use in determining the feasibility of follow-up investigation of Unidentified Flying Object reportsand in identifying the objects or phenomena concerned.

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

{handwritten:}
Incl #1

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{ Unnumbered Page 1}

PART I

FOLLOW-UP INVESTIGATIONS

GENERAL

An UFOB report is worthy of follow-up investigation when it contains information to suggest that a positive identification with a well known phenomenon may be made or when it characterizes an unusual phenomenon. The report should suggest almost immediately, largely by the coherency and clarity of the data, that there is something of identification value and/or scientific value.

In general, reports which should be given consideration are those which involve several reliable observers, together or separately, and which concern sightings of greater duration than one quarter minute. Exception should be made to this when circumstances attending the report are considered to be extraordinary.

Special attention should be given to reports which give promise of a "fix" on the position and to those reports involving trajectories.

RULES OF THUMB

Every UFOB case should be judged individually but there are a number of "rules of thumb," under each of the following headings, which should prove helpful in determining the necessity for follow-up investigation.

1. Duration of Sighting

When the duration of a sighting is less than 15 seconds, the probabilities are great that it is not worthy of follow-up. As a word of caution, however, should a large number of individual observers concur

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on an unusual sighting of a few seconds duration, it should not be dismissed.

When a sighting has covered just a few seconds, the incident, when followed-up in the past, has almost always proved to be meteor or a gross misidentification of a common object owing to the lack of time in which to observe.

2. Number of Persons Reporting the Sighting

Short duration sightings by single individuals are seldom worthy of follow-up.

Two or three competent independent observations carry the weight of 10 or more simultaneous individual observations. As an example, 25 people at one spot may observe a strange light in the sky. This, however, has less weight than two reliable people observing the same light from different locations. In the later case a position-fix is indicated.

3. Distance from Location of Sighting to Nearest Field Unit

Reports which meet the preliminary criterion stated above should all be investigated if their occurrence is in the immediate operating vicinity of the squadron concerned.

For reports involving greater distances, follow-up necessity might be judged as being inversely proportional to the square of the distances concerned. For example, an occurrence 150 miles away might be considered to have four times the importance (other things being equal) than one that is 300 miles away.

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. Reliability of Person or Persons Reporting

In establishing the necessity of follow-up investigation only "short term" reliability of individuals can be employed. Short term reliability is judged from the logic and coherency of the original report and by the age and occupation of the person. Particular attention should be given to whether the occupation involves observation reporting or technical knowledge.

5. Number of Individual Sightings Reported

Two completely individual sightings, especially when separated by a mile or more constitutes sufficient cause for follow-up, assuming previous criterion have not been violated.

6. The Value of Obtaining Additional Information Immediately.

If the information cannot be obtained within seven days, the value of such information is greatly decreased.

It is of great value to obtain additional information immediately if previously stated criteria have been met. Often, if gathered quickly, two or three items (weather conditions, angular speed, changes in trajectory, duration, etc.) are sufficient for immediate evaluation.

If investigation is undertaken after weeks or months the original observers cease to be of value as far as additional new information is concerned. Generally, later interrogation yields only bare repetition of facts originally reported plus an inability on the part of the observer to be objective.

7. Existence of Evidence (Photographs, Material, Hardware)

In cases where any physical evidence exists, a follow-up should

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be made if some of the above criteria have not been met.

CONCLUSION - Part I

It is understood that all above criteria must be evaluated in terms of "common sense." The original report, from its wording and clarity will almost always suggest to the reader whether there is any "paydirt" in the report.

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{ Unnumbered First Page of a 6-(actual) page report spread over }
{ 12 microfilm frames Sample AF Form 112 Air Intelligence Information Report}
{ sample Form 112 Note that numbers in square brackets [ ] are endnotes }

AF FORM 112 UNCLASSIFIED
APPROVED 1 JUNE 1948 (CLASSIFICATION)

COUNTRY | REPORT NO. 1A-UFOB-2-55 [2] | LEAVE BLANK
USA | 4602-UFOB-30-55 [1] |

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
UFOB

AREA REPORTED ON | FROM (Agency)
OLYMPIA, WASHINGTON, USA [3] | Flight 1-A, 4602d AISS

DATE OF REPORT | DATE OF INFORMATION | EVALUATION
1 April 1955 | 28 March 1955 [4] |(LEAVE BLANK) [1]

PREPARED BY (Officer) | SOURCE
JAMES Q. SMITH, Captain, USAF | ANDREW B. CARVER and others [5]

REFERENCES (Control number, directive, previous report, etc. as applicable)
TT AISOP 62, 28 March 1955; TT 28 AD, 28/0354Z March [6]

SUMMARY (Enter concise summary of report. Give significance in final one sentence paragraph. List inclosures at lower left. Begin rest of report on AF Form 112 Part II)

I. CONTENTS: [7]

PART ONE: Description of sighting by Mr. Andrew B. Carver. xxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxx

PART TWO: Description of sighting by Mrs. Helen C. Carver. xxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxx

PART THREE: Supplementary Investigative Efforts

PART FOUR: Comments of Preparing Officer

II. SUMMARY: xxxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xxxxxx xxx xxx xxxxx

III. INVESTIGATIONS: CAPT JAMES Q. SMITH AO 123456
S/SGT JOE B. JONES AF 12345678

JAMES Q. SMITH
Captain, USAF
Officer in Charge

APPROVED:

JOHN M. WHITE, JR.
Colonel, USAF

incls (See individual Parts) Commander

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part One [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 2 of 6 pages

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I. SOURCE: Andrew B Carver

Address: xxx xxxx xxxxx xxxxx xxxxx xxxx

Age: xx

Occupation: xxxxxxxxxxxxxxxx

Education: xxxxx xxxxxxx xx xxxxxxxxxxx

Qualifications: GOC Observer for three years xxxx xxxxxx xxxxx xxxxx xxxxx

II. RELIABILITY: xxxxxxx xxxxxxxx xxxxxxxxxx xxxx xx xxx xxxxxxxx
xxxxxxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx

III. SOURCE'S DESCRIPTION OF SIGHTING: xxxxx xxxxxxx xxx xx xxxxx xxxxxxx
xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx
xxxxxxx xx xxxxx xxxx xxxxx xxxx xx xxxxxxxxx xxxxx xxxxx

Xxxxxxx xx xxxxx xxxx xxxxx xxxx xx xxxxxxxxx xxxxx xxxxx xxxxx xxxx
xxxxxxx xxxxxx xxxxx

Xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxx xxxx xxxxxxx xxxxxx
xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xx xxxxx xxxx

2 Incls: [8]
1. Photograph print
2. Newspaper clipping

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AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Two [8]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 3 of 6 pages

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I. SOURCE: Helen C. Carver

Address: xxx xxxx xxxxx xxxxx

Age: xx

Occupation: xxxx xxx xxxxxxxx

Education: xxxxx xxxxxxx xx xxxxxxxxxxx xxx xxxx xxxxx

Qualifications: xxxx xxxxxx xxxxx xxxxx xxxxx

II. RELIABILITY: xxxxxxx xxxxxxxx xxxxxxxxxx xxxx xx xxx xxxxxxxx xxxxxxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx

III. SOURCE'S DESCRIPTION OF SIGHTING: xxxxx xxxxxxx xxx xx xxxxx xxxxxxx xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxxxx xx

Xxxxxxx xx xxxxx xxxx xxxxx xxxx xx xxxxxxxxx xxxxx xxxxx xxxxx xxxx xxxxxxx xxxxxx xxxxx

Xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xx xxxxx xxxx

2 Incls: [8]
1. Photograph print
2. Newspaper clipping

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From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Two [8]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 3 of 6 pages

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I. SOURCE: Helen C. Carver

Address: xxx xxxx xxxxx xxxxx

Age: xx

Occupation: xxxx xxx xxxxxxxx

Education: xxxxx xxxxxxx xx xxxxxxxxxxx xxx xxxx xxxxx

Qualifications: xxxx xxxxxx xxxxx xxxxx xxxxx

I. RELIABILITY: xxxxxxx xxxxxxxx xxxxxxxxxx xxxx xx xxx xxxxxxxx xxxxxxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx xxxx xx xxxxxx xxxx xxxxx xxxxxx xxxx

III. SOURCE'S DESCRIPTION OF SIGHTING: xxxxx xxxxxxx xxx xx xxxxx xxxxxxx xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxxxx xx

Xxxxxxx xx xxxxx xxxx xxxxx xxxx xx xxxxxxxxx xxxxx xxxxx xxxxx xxxx xxxxxxx xxxxxx xxxxx

Xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xxxxx xxxx xxxxxxx xxxxxx xxxxx xxxx xxxx xxx xx xxxxx xxxxxx xxxxxxxxx xx xx xxxxx xxxx

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AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Three [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 4 of 6 pages

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SUPPLEMENTARY INVESTIGATIVE EFFORTS: [10]

1. A check with the Hamilton Flight Service Center was made by Det. 1. 4602d AISS, for aircraft in the area at the time of the sighting. Negative results.

2. The Stella Planetarium was contacted xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx. Dr. Howard E. Jones, Resident Astronomer, has the following comments:

"xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx
xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx."

3. The information received from the Weather field Weather Bureau indicated that:

a. xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx
xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxxxx xxx
xxx xxxxx.

b. xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxxxx xxx
xxx xxxxx xxx xxx xxxxx.

4. The 1234th ACW Det indicated that xxxxx xxxxxxxx xx xxxx xxxx xxxx
xxxxxxxx xx xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx.

1 Enclosure: [8]
Sketch of Course of the Planet Venus, by Dr. Howard E. Jones

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APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Three [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 5 [8] of 6 pages

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Enclosure to part Three: [8]

Sketch of course of Planet Venus, drawn by Dr. Howard E. Jones
Resident Astronomer, Stella Planetarium

(s k e t c h)

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From (Agency) | REPORT NO. 1A-UFOB-2-55 [2] | Part Four [9]
Flight 1-A, 4602d AISS | 4602-UFOB-30-55 [1] | Page 6 of 6 pages

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COMMENTS of Preparing Officer: [11]

1. In the opinion of the Preparing Officer, this sighting was probably caused by the planet Venus, for the following reasons:

a. The planet Venus xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx xx xx xxxxxx

b. Although the balloon hypothesis also fits the circumstances of this case, I do not think this particular sighting was caused by a balloon because xxxxxx xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxx xxxx xxxxxxxx

c. Although Source Andrew B. Carver was quite emphatic in his opinion that the sighting was caused by a new type of experimental aircraft. I do not believe this could have been possible in this particular case. Mr. Carver seems to have been mistaken about the "speed" because the data obtained from XXXXXX xxx xxx xxxxx xxxxxxxx xxxx xxxxx xxxxxxxx xx xxxxxx xxx

xxx xxxxx.

JAMES Q. SMITH [12]
Captain, USAF
Officer in charge

COMMENTS of Approving Officer:
Concur in conclusion of Preparing Officer that this sighting was probably caused by the planet Venus.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED
CLASSIFICATION

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Notes on Special Preparation of AF Form 112 for UFOB Reports

[1] All material shown as enclosed within solid lines will be added at Hq 4602d and should not be included by the preparing unit.

[2] Preparing units should place their UFOB report designation in the upper half of the box, in order to allow space for a Hq log number.

[3] For purposes of UFOB reporting, the "Area Reported On" will be taken to be the location (city and state) of the sighting.

[4] "Date of Information" will be the date of the initial sighting of the UFOB by the source treated in Part One.

[5] The name of the source treated in Part One will be listed.

[6] "References" will include the preliminary report citation, any Hq messages assigning the sighting for investigation, and any applicable previous reports.

[7] "Contents" will include the various "Parts" of the Report, in the order in which they are contained in AF Form 112-Part II. the first two or three "Parts" will be assigned to the sources who actually witnessed the sighting and will contain the name , address, occupation and other pertinent data about the source. Following the "Parts" assigned to the sources will be shown the "Parts" assigned for the Supplementary Investigative Efforts and the Comments of the Preparing Officer.

[8] The enclosures are listed with the "Parts" to which they belong. If an inclosure is made on a Form 112-Part II, it

takes a page number like any other page of the Report; if it cannot be placed on a Form 112-Part II, it does not carry a page number of the report.

[9] The "Part" number will be carries in the box for page numbering, just above the page numbers.

[10] The "Supplementary Investigative Efforts" section will include a factual account of the results of your contacts with all persons and agencies other than the sources who actually witnessed the sighting. In this section will also be included any opinions about the sighting entertained by any of these other persons or agencies.

[11] The "Comments of the Preparing Officer" section will be reserved for the conclusions of the investigator, based upon the evidence uncovered during the entire investigation, and will show particularly the reasoning behind any agreement or disagreement with the opinions of other persons consulted.

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Notes on Special Preparation of AF Form 112 for UFOB Reports (continued)

[12] The signature element of the Preparing Officer comes at the end of the "Comments of the Preparing Officer" section. if this signature element comes close to the bottom of the page, such that there is no room for the "Comments of the Approving Officer" to be added, a blank page, carrying the next page number, will be added to the report at this point.

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Squadron Guide 200-2 15 March 1955

Possible Sources of Information in Conducting a UFOB Investigation

1. Flight Service Centers (Military)

2. Air Traffic Control Centers (Civil)

3. Military and Civilian Weather Offices

4. Aircraft Control and Warning Units

5. Operations Offices of Commercial and Military Airfields

6. Ground Observer Posts and Filter Centers

7. Pilots and crews of Aircraft in the Vicinity of the Sighting

8. Agencies or persons having knowledge of experimental aircraft or other airborne devices operating in the vicinity

9. Planetariums and Observatories

10. Universities and Research Centers

11. All others who might have seen, or might have knowledge about, the phenomenon

12. U S Air Force and U S Navy Facility Charts For Information as to locations of Airport Facilities)

13. Airman's Guide of the U S Department of Commerce, Civil Aeronautics Administration (for information as to locations of Airport Facilities)

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PART II

IDENTIFICATION CRITERIA

GENERAL

When a UFO report meets, in large measure, the criteria projected in Part I and a follow-up investigation is instituted, then the interrogator should ask what physical object or objects might have served as the original stimulus for the report. The word "object" here includes optical phenomena such as reflections from clouds, sundogs, etc.

Frequently one or perhaps two solutions will be immediately suggested by the nature of the report. The word "solution" cannot be used here in the scientific sense. A solution in UFOB work means that a hypothesis has been arrived at which appears to have the greatest probability of having given rise to the given report.

Following is a group of hypotheses or examples which should prove helpful in arriving at solutions. A check should be made to see how many of the items are satisfied by the report and how many are missing. An effort should be made to obtain any missing items as soon as possible.

Each typical hypothesis is listed on a separate page.

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AIRCRAFT

1. Shape: From conventional to circular or elliptical.

2. Size: Pinpoint to actual.

3. Color: Silver to bright yellow (night - black or color of lights).

4. Speed: Generally only angular speeds can be observed. This depends on distance but small objects crossing major portion of the sky in a minute can be ruled out. Aircraft will nor cross a major portion of the sky in less than a minute whereas a meteor certainly will.

5. Formation: Two to twenty. numbers greater than 20 more likely birds than aircraft.

6. Trails: May or may not have (vapor and exhaust).

7. Sound: Zero to loud shrill or low depending on altitude.

8. Course: Steady, straight or gently curving (not erratic - may appear still if approaching head-on). Right angle turns and sudden reversals, changes in altitude ruled out. Note: Although report may indicate erratic course, if other items check, follow-up should proceed on basis of aircraft because of psychological tendencies of excited people to exaggerate course changes.

9. Time In Sight: More than 15 seconds, generally of the order of a minute or two.

10. Lighting conditions: Night or Day.

11. Radar: Should show normal aircraft returns.

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BALLOONS

1. Shape: Round to cigar or pinpoint

2. Size: Balloons up to a hundred feet will generally appear from pinpoint to size of a pea held at armlength

3. Color: Silver, white or many tints. It may possibly appear dark as when projected against the clouds.

4. Speed: Large scale erratic speed ruled out. In general hovering to slow apparent speed.

5. Formation: Single to cluster.

6. Trails: None.

7. Sound: None.

8. Course: Straight with a gradual ascent, unless falling.

9. Time In Sight: Generally long. Note: Balloon may suddenly burst and disappear.

10. Lighting conditions: Night or day but especially at sunset.

11. Radar: No return except when carrying sonde equipment.

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METEOR

1. Shape: Round to elongated.

2. Size: Pinpoint to size of moon.

3. Color: Flaming yellow with red, green or blue possible.

4. Speed: Crosses major portion of sky in few seconds except if coming head-on.

5. Formation: Generally single - can break into shower at end of trajectory. Occasionally (but rare) small groups.

6. Trails: At night almost always a luminous train which can persist as long as half an hour (rarely). daytime meteors are much less frequently observed. In daytime, leaves a whitish to dark
smoke trail.

7. Sound: None, although occasionally reported (believed psychological).

8. Course: Generally streaking downward, but not necessarily sharply downward. Can on rare occasion give impression of slight rise.

9. Time In Sight: Longest reported about 30 seconds, generally less than

10. Lighting conditions: Day or night. Mostly night.

11. Radar: Return from meteor itself is highly improbable, however, the train left by a meteor, is a good radar reflector.

12. Other: An exceptionally bright meteor is called a fireball. These are rare but extremely spectacular and on occasion have been known to light surroundings to the brightness of daylight.

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STARS OR PLANETS

GENERAL

The planets, Venus, Mars, Jupiter, and Saturn are generally brighter than any star, but they twinkle much less (unless very close to the horizon). Stars twinkle a great deal and when near the horizon can give impression of flashing light in many colors.

1. Shape: Pinpoint - starlike.

2. Size: Never appreciable.

3. Color: Yellow with rainbow variations.

4. Speed: Stars apparent speed carries them from east to west in the course of the night but they are often reported as erratic. The effect is psychological, most people being unable to consider a point as being stationary. Occasionally turbulence in the upper atmosphere can cause a star to appear to jump (rare) but somehow twinkling stars give the impression of movement to many people. Note: Just because the report says the light moves does not rule out the possibility of it being a star unless motion is from one part of the sky to another in relatively short time.

5. Formation: There are no clusters of very bright stars but faint stars are grouped in their familiar constellations. Note: A report of 4 or 5 bright clustering lights would rule out stars.

6. Trails: None.

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7. Sound: None.

8. Course: Always describe a 24 hour circle around pole of sky from east to west.

9. Time In Sight: When clear, stars are always visible. most stars rise or set during the course of the night. Stars low in western sky set within an hour or two. Stars in east, always go higher in the sky.

10. Lighting conditions: Night - Twilight.

11. Radar: None.

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OPTICAL PHENOMENA

GENERAL

This can cover a multitude of things. Original scanning of the report should be made to attempt to determine whether it more likely describes a material object or an optical illusion.

Optical phenomena which have been reported as UFOBs run from reflections on clouds and layers of ice crystals (sundogs) to the many types of mirages. No one set of optical phenomena can be set down as representation for the whole class.

There is no limit to the speed of optical phenomena. Reflections can travel from incredible speed, as in the case of a search-beacon on high clouds, to stationary. These cases if well reported will almost always warrant follow-up. Their variety and connection with upper atmospheric conditions make these observations especially valuable scientifically.

1. Shape: Generally round but can be elliptical or linear.

2. Size: Starlike to large luminous glow.

3. Color: Generally yellow.

4. Speed: Stationary to fantastic.

5. Formation: Any.

6. Trails: None.

7. Sound: None.

8. Course: Any.

9. Time In Sight: Any

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10. Lighting conditions: Day and night.

11. Radar: No return. In special cases radar response will occasionally have to do with unusual clouds, and meteorological phenomena such as described in Minnaert's book "Light and Color in the Open Air."

12. Other. One of the standard types is the "sundog." In this a large luminous halo is seen around the sun with one to four images of the sun placed along the halo at intervals of 90 degrees. Another report often has to do with a bright planet or even the moon shining through a light overcast. Mirages reflections are said to occur frequently when temperature inversions exist in the atmosphere. If an optical phenomena is suspected, routine check of the meteorological records should be made to establish whether such inversions existed.

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AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

ATIAE5 15 FEB 1955

SUBJECT: (Uncl) Evaluation of Unidentified Flying Objects

TO: Commander
4602d AISS (ADC)
ATTN: Major Cybulski
Ent Air Force Base
Colorado Springs, Colorado

1. In addition to the policies and procedures already established between the 4602d AISS and the Air Technical Intelligence Center applicable to the Unidentified Flying Object Program, it is felt that the following information will prove useful, particularly in the Evaluation of UFOB cases.

2. In keeping with the purpose of the UFOB Program it is necessary that both the 4602d AISS and the ATIC strive to reach as many case solutions as possible, thereby reducing the percentage of unknowns to a bare minimum.

3. As pointed out in the "UFOB Guide," the word "solution" cannot always be used in the scientific sense when dealing with UFOBs. For this purpose it must more often mean that a given case meets a given hypothesis.

. Past experience has shown that most UFOB cases, when sufficient information is contained, will fit to some extent one of the hypotheses contained in the Guide and, therefore, may be considered as solved.

5. By the very nature of UFOB reports, the great majority of cases, upon being analyzed, will present some doubt as to the true identity of the object or phenomenon described. For this reason evaluation criteria have been kept very broad. This has been done in one respect by giving the choice of the use of the words definite, probable or possible before each of the classification types.

6. The Fact that a UFOB sighting reaches ATIC from the 4602d AISS classified as a solved case, which is to be desired, does not preclude the possibility of further investigation or change in the light of any new information which may arise at either point.

FOR THE COMMANDER

/s/
T. G. CONNAIR JR.
Major, USAF
Adjutant

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PART V

RELEASE OF FACTS

AFR 200-2 is quite explicit about what facts may or may not be released to the public about UFOB's by the agencies concerned with them. these categories are set forth below:

1. Releasable

a. Summaries of evaluated data informing the public on the subject of UFOB's will be released by Headquarters USAF only.

b. 4602d AISS personnel may inform news media representatives on UFOB's, in response to local inquiries, when the object is positively identified as a familiar object. When the object is not explainable, only the fact that ATIC will analyze the data is worthy of release.

2. Non-releasable

a. The following data should not be revealed:

(1) names of principals

(2) intercept and investigation procedures

(3) classified radar data

At the same time, we must remember that it is misinformation in the minds of the public on the subject of UFOB's that Air Force is trying to prevent. If a member of the public wants to release information about a UFOB which he has seen or reported, there is nothing that can be done about it. Every effort will be made, on our part, to dissociate the opinions and statements of the public from the official releases made by members of the Air Force, in accordance with the criteria set forth above.

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Squadron Guide 200-2 15 March 1955

PART VI

COORDINATION WITH AIR TECHNICAL INTELLIGENCE CENTER

The working relationship set up between ATIC and the 4602d AISS for the handling and processing of UFOB reports is set forth in the letter from Headquarters 4602d to ATIC, dated 23 November 1954, subject: "Report of Visit of ATIC Representatives," and 1st Endorsement thereto from ATIC. That letter is attached hereto.

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This page will be removed and replaced
with "HOW TO MAKE FYOBRPTS" published
by ATIC, dated 25 July 1953.

Cross reference to the new location
of this directive will be made in
the Regulations File.

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{Unnumbered Page 1 of 4}

HEADQUARTERS
4602d AIR INTELLIGENCE SERVICE SQUADRON (ADC)
ENT AIR FORCE BASE
COLORADO SPRINGS COLORADO

AISOP
23 November 1954

SUBJECT: Report of Visit of ATIC Representatives

TO: Commander
Air Technical Intelligence Center
ATTN: ATIAE-5
Wright-Patterson Air Force Base
Dayton, Ohio

1. On 17 and 18 November 1954, the Commander, 4602d AISS and his staff met with Captain Charles Hardin, ATIC, and Doctor Allen Hynek, USAF Contract Astronomer, for the purpose of discussing ATIC-4602d AISS relationships in the investigation and processing of UFOB reports. During the course of the conference general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of reports and conducting investigations were discussed.

2. The evaluation of all UFOB reports as well as the lines of inquiry of investigations will be governed by the application of certain hypotheses to the data available. In the majority of cases, provided the information concerning the sightings is sufficiently complete, the data will suggest that the sighting was probably some known object or natural phenomena. For example, the data available might suggest to the investigator the hypothesis that the sighting was an aircraft. A check list will then be applied to the data using the hypothesis that the sighting was an aircraft. The check list will contain those items which, in combination, characterize the aircraft from other possible objects or phenomena. For example, if the object was an aircraft, then there should have been noise, there should have been radar observation in certain areas, etc. The application of these check lists will suggest the lines of follow-up investigation in the event the data is insufficient to satisfy the elements of proof necessary to identification. ATIC will furnish the 4602d AISS with the check lists referred to above which will assist in the identification of UFOB's and will cover, for example, aircraft, balloons, astronomical phenomena, guided missiles, etc. In addition a special evaluation of preliminary UFOB reports must be made to determine whether follow-up investigations can reasonably be expected to result in additional reliable and usable data.

3. Evaluation of Preliminary Reports:

a. ATIC will furnish the 4602d AISS with "rule of thumb" criteria to be used by the Squadron Headquarters in determining the necessity for

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{Page 2 of 4}

Hq, 4602d AISS, Ent AFB, Colorado Springs Colo. subj:
Report of Visit of ATIC Representatives

a follow-up, field investigation of a UFOB report. These criteria will cover, among others, the following subjects:

(1) Duration of sighting.

(2) Number of persons reporting the sighting.

(3) Distance from location of sighting to nearest 4602d AISS field unit.

(4) reliability of person or persons reporting the sighting.

(5) Number of independent sightings reported.

(6) The value of obtaining additional information immediately.

(7) Existence of physical evidence (photographs, material, hardware).

b. It was noted that a single extraordinary circumstance might require follow-up, field investigation even though the general application of the criteria furnished by ATIC indicates that further investigation would probably yield little additional information.

c. In general follow-up field investigation of a preliminary UFOB report will not be warranted when the hypothesis suggested by the preliminary report of the incident cannot be tested by the facilities available.

4. Exhaustion of Effort in the Investigation of UFOB's: Effort will be considered as exhaustive when every logical, physical hypothesis suggested by a qualified report of the incident Has been tested by the facilities available.

a. Qualified preliminary reports shall be considered to be those which merit further investigation under he criteria set forth I paragraph 3 above.

5. Unsolved cases: A case shall be considered unsolved after every suggested hypothesis has been tested by available facilities and a large percentage of the data in the report does not correlate with the characteristics of known objects or natural phenomena.

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{Page 3 of 4}

Hq, 4602d AISS, Ent AFB, Colorado Springs Colo. subj:
Report of Visit of ATIC Representatives

6. The following procedures were agreed upon:

a. In case a UFOB sighting is reported initially by non-Air Force sources in letter form to either ATIC or the 4602d AISS, the file card will be made in duplicate by the recipient, and one copy forwarded to the other agency. This card will indicate that the UFOB was reported by letter and will show the action taken.

b. ATIC will be forwarded a file card indicating the action taken by the 4602d AISS on preliminary reports transmitted to the 4602d by electrical means.

c. The results of follow-up field investigations made by the 4602d AISS and reported on AF Form 112 will, in all cases, be sent to ATIC, DI USAF, and such other agencies as the Commander, 4602d AISS, deems necessary.

d. ATIC may require specific information for aid in analyzing a reported UFOB sighting which can be furnished by a field unit of the 4602d AISS. Provided travel is not involved, ATIC may contact the appropriate unit directly. In case ATIC desires detailed investigation or action which would necessitate travel, request will be made by ATIC to the

Commander, 4602d AISS.

e. File card reflecting action taken or conclusions reached by ATIC on either a preliminary or follow-up UFOB report will be sent to Commander, 4602d AISS under the following circumstances.

(1) When conclusions of ATIC relative to identification of the sighting are at variance with those reached by 4602d AISS.

(2) When additional action is initiated by ATIC following the completion of action by the 4602d AISS.

7. Exchange of information: As a result of the ATIC experience in the field of investigations of UFOB reports, information of a general interest was discussed during the visit of ATIC representatives and will be furnished to the 4602d AISS on a continuing basis. Examples of such information follow:

a. Grid cameras. Information relative to the present distribution of grid cameras and changes in the current distribution.

b. Statistics. Consolidation of statistics reflecting trends,

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{Page 4}

Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

total reports and studies conducted by contract agencies.

c. Examples of proper and improper UFOB reporting.

d. List of standard replies to letters requesting action or information concerning reported sightings.

8. It is requested that the guides for evaluation of reports referred to in paragraphs 2 and 3 above be furnished at the earliest practicable date. Concurrence or comments relative to the procedures and agreements contained herein are solicited.

/s/
JOHN M. WHITE JR.
Colonel, USAF
Commander

ATIAE-5 1st Ind

AIR TECHNICAL INTELLIGENCE CENTER, Wright-Patterson Air Force Base, Ohio
10 DEC 1954

TO: Commander, 4602d AISS (ADC) Ent Air Force Base Colorado Springs, Colorado

1. The Air Technical Intelligence Center concurs in the agreements and procedures as outlined in basic letter.

2. A "Standard Operating Procedure" is being prepared for use in the unidentified flying object program. This will be

furnished to Hq 4602d AISS as a suggested guide.

3. The SOP will include the procedures listed in the basic letter together with guides for evaluation of reports and criteria for determining the necessity for field investigations.

FOR THE COMMANDER

/s/
R. C. SCHUM
CWO, USAF
Asst. Adj.

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{End of Part 6 of CUFON's 4602d AISS UFO Sampler}

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Go To Part 7
NICAP Home

What constitutes proof?
- Edward J. Ruppelt

CHAPTER 7

FLIGHT AND PROPULSION

UFOs have unusual and distinctive flight characteristics. This aspect of the subject has been investigated extensively for many years, usually with an emphasis upon documentation. Numerous cases have been cited to illustrate each feature of UFO flight. (1) Let it suffice here to consider a composite, hypothetical sighting that includes the prominent flight patterns so that the maximum space can be devoted to analysis.

A HYPOTHETICAL SIGHTING

During a mid afternoon on a clear day, John Doe saw a silvery disc in the sky traveling with an undulating motion at an altitude he estimated to be 10,000 ft. Even though going four times faster than a jet, no sound was heard. After several abrupt changes in direction, it stopped suddenly, remaining stationary for about 10 minutes, except for a slight wobble on its axis. It next came down toward the witness to an altitude of about l00 ft from where it descended like a falling leaf to hover about 1 meter above the ground. When approached by the witness, it rose slowly to the level of the treetops, then zoomed out of sight with fantastic speed. John Doe said that he had never seen anything like it in his life.

Hovering

A favorite posture of UFOs is to hang nearly motionless in the sky or at very low altitude without any indication of how this stunt is achieved. Obviously, the objects do not depend upon aerodynamic lift as do conventional, fixed-wing aircraft. Neither are they suspended from large, rotating blades like helicopters. The absence of blasts of air or billows of smoke rules out jet engines and rockets. Nearly every investigator has the impression that UFOs are somehow defeating gravity, and obviously, they are.

A simple, scientific fact can be of help here. A hovering UFO does not defeat gravity entirely. If it did, it would not hover; instead, it would float upward in the atmosphere. Consider an idealized, disc-shaped UFO that is 10 meters in diameter and 2 meters thick, having a volume of *5,540* cubic feet and weighing 30 tons. On a calm day, no lateral forces are required to maintain its horizontal position. The UFO balances in the air vertically between a buoyant force upward, equal to the weight of air it displaces, and an equal force downward, presumably furnished by gravity. The magnitude of the buoyant force, amounting to the volume of the UFO times the density of displaced air, is easily calculated to be about *425* pounds weight at sea level. In other words, a downward force of about *425* lbs is required to prevent the UFO from rising. A hovering UFO, therefore, defeats gravity almost, but not quite, completely. In this example, the reduction in effective weight and mass is about 99.3%.

Descent and Ascent

One can best appreciate the problem of descent from the pilot's point of view. After bringing the craft to a dead stop about *50* ft above the selected landing spot, he must next lose altitude. Recall that he has just achieved a delicate balance of forces. The descent could be accomplished by adjusting this balance to allow a stronger reaction with gravity. But it is doubtful that this

method would be wise, because completing the maneuver would be unnecessarily complicated and possibly hazardous. Upon approaching the ground, it would not be adequate merely to return the control to its former position, since the vehicle would still be in motion downward. The control setting would first have to be reversed sharply to act as a brake then, upon stopping the downward motion, reset to the original position. If the pilot wished to complete the descent close to the ground, within 1 meter or less as is commonly observed, he would be in danger of overshooting the mark and crashing. A safer control method would be much preferred.

At the beginning of descent, a force from the hovering UFO is acting vertically upward to counteract the weight acting downward. Without modifying this lifting force, the pilot could simply tilt the craft slightly to one side by a small amount, say, the angle A. The force holding the craft in the air would then point in a direction making an angle A with the vertical, but the effective weight would continue to act straight down. The consequences of this arrangement are twofold. Firstly, a force would gradually build up to the small value of F sin A and push the craft gently in the direction of the tilt. Secondly, the force holding the craft in the air would be gradually reduced to the value of F cos A, being only slightly less than the original value. Subject to these forces, therefore, the craft would sink slowly as it moved sideways in the direction of tilt. The control lever would be brought back quickly to neutral. This maneuver would then be repeated on the opposite side, with additional loss of altitude accompanying a lateral slip in the new direction. By continuing this sequence, first to one side then to the other, the craft could be brought down to the desired altitude under perfect control until the control lever was left in its neutral position. There would be no hazard of overshoot, since the original, balanced forces were never changed. The common manner of UFO descent, called "falling leaf" or "pendulum," seems to be entirely explicable as a preferred method of control.

Again from the perspective of the pilot, consider how best to

take off in a craft that is a virtual bomb, that is, capable of fantastic performance. There is obviously no hazard of overshooting in ascent, but the pilot must be mindful of obstructions such as trees, telephone lines, and buildings. As the control system used in descent is of no value whatever in ascent, the pilot must adjust the balance of forces on his craft. Recall that the idealized craft above had an effective weight of 425 lbs while hovering. By further defeating gravity and reducing this weight, the pilot can allow the buoyant force to dominate, causing the craft to rise gently as it floats upward in the atmosphere. Upon reaching a safe altitude, the pilot is free to fly to his next destination. Almost every observed departure of landed UFOs includes this two-stage maneuver, namely, a cautious rise of 50 to 100 ft followed by a spectacular blast-off. A case in point involved an Australian postmaster and a mail carrier who together watched a dome-shaped object in a field for 10 minutes before approaching to within 200 meters. The object then rose, hovered, and shot off at immense speed. (2)

Acceleration and Relativity

One of the most prominent but puzzling features of UFOs is their ability to change speed and direction of flight much more quickly than is possible for an airplane. Instead of making long, sweeping curves as a jetliner is compelled to do, they make sudden, nearly right-angle turns. Their general flight pattern is erratic or jerky, resembling the flight of hummingbirds, that dart hither and yon, hover temporarily, suddenly change altitude, and then zoom out of sight with astonishing swiftness. This manner may be not only characteristic of UFOs but essential to their mode of flight. At any rate, something very fundamental is suggested by it.

By technical analysis, it has been ostensibly shown that the lift-off of a UFO would require as much energy as the detonation of an atomic bomb, with accompanying temperatures of 85,000^{0}C and intense deposits of radioactivity. As neither of these conditions prevails, the conclusion was drawn that UFOs

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could not be spacecraft controlled by extraterrestrial beings, because they did not obey the laws of physics. One further aspect was also explored:

Let us now consider the possibility that the laws of physics are not valid. One idea frequently suggested is that extraterrestrial beings have discovered gravity shields. This, however, would not solve the problem of propulsion because inertia would remain; reaction would still be needed to obtain acceleration. (3,=)

Of course, the fundamental problem in understanding UFOs is that their peculiar flight pattern involves enormous accelerations for which adequate forces are not in evidence. The resolution of this dilemma appears to lie in the physical property of inertia.

If the UFO pilots are extra-terrestrial, and extra-intelligent as nearly everyone supposes, then they must certainly be familiar with the Theory of Relativity. By some semantic accident, this mathematical description of nature is still referred to as a "theory," whereas all the weaker descriptions that it has supplanted are known as "laws of nature." Relativity has become indispensable to every branch of the physical sciences, and its basic truth is verified daily in the operation of cyclotrons and linear accelerators, nuclear reactors in submarines, surface ships, and central power stations, and thankfully only on occasion, in the explosion of nuclear weapons. As the mathematical corner stone for describing gravitational fields in astronomy and cos- mology, it is consistent with all observations to date. (5) Of all the theories in the physical sciences, none is more trustworthy. With this major, advance over Newtonian mechanics, Einstein recognized the inseparable relationship between gravitation and inertia, and "transformed the general principle of relativity from an epistemological postulate into a law of exact science." (6) According to the Principle of Equivalence, enunciated by Einstein, it is not possible to distinguish inertial forces from gravitational forces. In layman's language,

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The validity of this principle will be evident to any aviator; for in an airplane it is impossible to separate the effects of inertia from those of gravitation. The physical sensation of pulling out of a dive is exactly the same as that produced by executing a steeply banked turn at high speed. (7)

To put this point in another perspective, inertial mass and gravitational mass cannot be distinguished; the property of matter that reacts to accelerations is the same as that which responds to gravitational fields. This identity is evidenced by two objects of different mass that, being otherwise identical, fall at the same rate when released in a gravitational field. The most recent experiments have established this fact to the extraordinary accuracy of 1 part in 1012.8 One may be quite assured in reckoning that gravitational mass and inertial mass are identical. Now to the bearing of these matters upon UFOs. *If, as has been suggested, UFOs nullify the effect of gravity upon their mass, it must follow that they will nullify their inertial behavior also.* Perhaps reference to a "gravity shield" is unfortunate because it presupposes a method which is not known. Nevertheless, a "gravity shield" must also function as an "inertial shield."

Consider a UFO having a certain mass while resting on its landing gear. By activating its so-called "shield," it reduces its effective mass respecting gravity to a very small fraction of its former value, permitting neutral buoyancy in the atmosphere, or to even lesser values approaching arbitrarily close to

zero. What kind of performance could be expected from such a virtually mass less vehicle? Very modest forces exerted upon it would produce extremely high accelerations. It could easily zoom out of sight in seconds as is often reported. Or it could accelerate so fast that the human eye could not follow, creating the illusion that it had disappeared instantly, like "turning off a light," or that it had slipped through a crack in some ill-conceived, special dimension. The eye cannot follow objects accelerating faster than about 20g, that is, 20 times earth's gravity. In the sixties, a popular toy was a multi-stage, plastic rocket powered by water from the

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garden hose and by entrapped air at the prevailing hydrant pressure. It was impossible to observe the departure of the second stage when it fired at about 20g. Similarly, the squashed appearance of a tennis ball against a racket and its initial rebound can be detected only with high-speed photography. While the ultimate truth on this topic may be far beyond the present level of comprehension, one need not appeal to the occult and mystical to explain the sudden disappearance of UFOs. By applying a suitable and possibly small force in the direction of flight, a "shielded" UFO of small effective mass could be brought to a very abrupt stop. Applying the force transversely would produce astonishingly sharp, nearly right-angle turns. Never mind the poor blokes inside - they would also be protected - by the "inertial shield."

The flight patterns so typical of UFOs are thoroughly consistent with, and even demand, a great reduction of their inertial, mass. And these characteristics occur in conjunction with a corresponding reduction of their response to gravity. One must conclude that the full range of UFO performance is internally consistent and in complete accord with General Relativity, which teaches that inertial mass and gravitational mass are exactly the same thing. This finding is all the more remarkable since few, if any, of the witnesses were theoretical physicists.

Undulation

Even in horizontal flight, UFOs display an odd habit that nags the rational mind, namely, bobbing up and down in a sinusoidal path. In the previous discussion on hovering it became clear that the true weight of a UFO at rest on the ground is greatly reduced while in flight, and it is along this line of reasoning that some progress may be made. First consider a UFO hovering at an altitude comparable to that of commercial jet traffic say, 10 kilometers. The forces acting upon it must be in balance, as at sea level. But at this point another variable has been introduced: its

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altitude and corresponding atmospheric pressure. Since the atmosphere is more rarified at higher altitudes, the weight of a given volume of air is substantially less at high altitude than at sea level. Referring to the previous example, a volume of air weighing 425 lbs at sea level would weigh about 146 lbs at 10 kilometers, or only 32 lbs at 20 kilometers. Consequently, a UFO in buoyant equilibrium with the atmosphere at some altitude must have an effective weight substantially less than when hovering at sea level. The curious and somewhat startling implication here is that the extent to which a UFO defeats gravity must be dependent upon its altitude. Furthermore, by diminishing its effective mass to balance the reduced force of buoyancy at high altitude, the UFO cannot escape a parallel reduction in its mass insofar as inertial forces are concerned. It must be concluded that the inertial mass of a UFO diminishes with its altitude, approaching zero toward the limits of the earth's atmosphere, where buoyant forces are no longer significant. Flight characteristics that betray the lack of mass should be progressively more pronounced at high altitudes. It is especially significant to discover that the effective mass of UFOs may become vanishingly small, since the forces required to propel them through space under these conditions may be extremely small. This realization demands a thorough

investigation of all possible means of propulsion, even though the forces available from them would appear, under ordinary circumstances, to be much too weak.

Now consider a UFO in horizontal flight with its effective mass being very small, depending upon the altitude. All the vertical forces are in balance, with gravity acting downward upon the effective mass. If the UFO should fly over a local area in which the strength of gravity were somewhat greater, it would temporarily experience an increase in the downward force. It would naturally respond by a displacement downward, a slight loss of altitude. Conversely, it would move slightly upward in passing over a zone of relatively weak gravity. The gravitational strength near the surface of the earth is nearly constant. It is slightly less at sea than on the continents, and the earth's rotation causes a small

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change that is dependent upon latitude; for example, the value of the acceleration of gravity at Fort Egbert, Alaska, is 982.183 cm/secs-squared, compared to 978.331 cin/secs-squared, at Bahia, Brazil. (9) Superimposed upon these global scale variations, however, are minor, local changes reflecting the density of underlying, geological structures, a fact that has been successfully exploited in geophysical prospecting. While these local changes are very small, usually less than 0.3%, they are probably strong enough to modify the flight path of a passing UFO and to produce the bobbing effect.

An alternative explanation for the undulatory motion has been implied in rare instances where the witness thought that the UFO was following the profile of the terrain, that is, maintaining a constant altitude above the ground in hilly country. An automatic control system based upon the reflection of radar-like signals from the ground would be capable of such performance and would be a considerable convenience to a busy pilot.

Speed and Shock Waves

A pilot and co-pilot for Mohawk Airlines spotted an interesting UFO one summer day in 1955 while cruising in their DC-3 at 3,000 ft near Utica, New York. An object passed at "great speed" 500 ft above their airplane. It was 150 ft wide, "light gray, almost round, with a center line . . ." At least four windows were observed emitting a bright blue-green light which seemed to change color as the object receded. It was also observed from two other aircraft. In addition, it was seen traveling east on airway Victor-2 from the control tower at Albany and by radar at Boston. Based upon the travel time between Utica and Boston, it must have been flying between 4,500 and 4,800 mph. And even at that speed, it did not produce a sonic boom. This sighting was not considered by the University of Colorado researchers to be due to anomalous propagation of radar signals; it was thought that it "must certainly be classed as an unknown

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pending further study, which it certainly deserves" but didn't get. (10) The literature abounds with examples of UFOs flying at unusually high speeds and, as in this example, being tracked on radar. Many of them were measured at speeds greater than the world record for airplanes at the time. And some substantially out-performed even experimental, rocket-powered aircraft, as was shown in an analysis of 81 radar cases, spanning the period 1941 through 1962. (11) In 1952, for example, the highest speed recorded was about 1,200 mph, whereas in August of that year a UFO was tracked by an Air Defense Command radar at 4,000 mph. During a famous display over Washington, D.C., the previous month, radars operated both by the Air Force and the CAA tracked UFOs "on the order of 7500 mph," and some of these events were coordinated with visual sightings. Four months later, several objects over the Gulf of Mexico were tracked on radar aboard a B-29 in bursts of speed between 5,240 and 9,000 mph at an altitude of 18,000 ft.

With the development of large rockets in the space program, man has achieved speeds of about 18,000 mph while orbiting earth above the atmosphere, and naturally the UFOs have followed right along. This problem has been officially studied, and among a large number of sightings by astronauts all but three objects were ostensibly explained. A daytime observation of an object having angular extension and protrusions was especially puzzling. (12) In November 1969, American astronauts were reported on television to be followed by a strange object enroute to the moon while their booster was 4,000 miles away. (13) Considerable evidence suggests that observation of UFOs within the space program has been more frequent and significant than has been officially acknowledged. (14) At any rate, UFOs are clearly capable of speeds in the atmosphere far in excess of jets and rocket powered airplanes.

When ordinary aircraft fly at the speed of sound or faster, they send out an ear-splitting shock wave, called sonic boom, that is capable of breaking window glass and cracking plaster walls. But no such effect has been observed from UFOs that fly silently even

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at speeds many times that of sound. After years of development at untold cost, the United States is now abandoning plans for a supersonic transport because of the sonic effect upon the environment, and it is leaving the global competition for marketing such planes to the joint British-French Concorde and the Russian TU- 144. The technological achievement represented by UFOs in supersonic flight should certainly inspire awe and envy. It not only offers a means of avoiding sonic booms, but it implies a vast improvement in efficiency, since all the energy in sonic booms is a total waste. UFOs obviously suppress the formation of shock waves. Details are not available, but several points are clear. The presence of an approaching UFO must be "telegraphed" ahead to the gas molecules in the air. While yet some distance away, a small force must be exerted by the UFO to begin moving air molecules out of the way, becoming stronger as it comes nearer. After passage of the UFO, the air closes in behind. By such means, the UFO could slip through the atmosphere with little expenditure of energy, and no shock wave would be created on its leading edges. Apparently, the plasma on the surface of UFOs, or the radiant energy that stimulates it, is responsible. In 1968, Northrup Corporation was reportedly experimenting with electromagnetic fields to modify the air stream around supersonic aircraft to prevent shock waves. (15) Because the nose cone of an intercontinental ballistic missile generates a surrounding plasma upon reentering the atmosphere, the interaction between ICBMs and plasmas has been extensively researched, although the results are mostly classified. In a paper presented in 1968 to the Congressional Committee on Science and Astronautics, a scientist emphasized the extent of this literature. One reference alone abstracted over 800 publications on the subject. (16) He concluded that

.....there is a body of technology which I have studied and which leads me to believe that an entirely new approach to high speed air and space propulsion could be developed using the interactions between magnetic and electric fields with electrically conducting fluids adjacent to the vehicles to produce thrust or lift and reduce or eliminate such other hypersonic flight ptoblems as drag, sonic boom, heating, etc. (17)

Wobble and Spin

As the entire vehicle or some major portion is sometimes observed to be spinning, several questions naturally arise. What is the purpose? Does the spinning have anything to do with the propulsion method? Do the rotating parts produce sound? Is the spinning limited to one or more specific types of vehicles? And so on. The only circumstance in which spinning has not been observed is when UFOs are resting on their landing gear. They sometimes start spinning as they lift
off the grounds, (18) with a gradual increase in the rate of rotation. (19) No measure of the rate of spin

is furnished in the data, but at least one witness indicated that it was rapid. Objects were seen to be spinning while hovering, (21) during a car chase for 13 kilometers, (22) and in various speeds of descent toward the ground. (23) Most frequently it was reported that the entire object was spinning, and this was not limited to a particular type of craft, UFOs in the shapes of spheres, ovals, discs, and tops being included. Alternately, it was sometimes only a major component of the craft that was spinning, and this varied greatly in nature: an outer disc below a cabin, (24) a dome on top, (25) and the peripheral portion of a disc.(26) None of these instances can be correlated with a particular type of vehicle.

It is easy to imagine that rotation of the entire vehicle, or a major component, would be used to achieve stability in the air, that is, to maintain the axis of rotation in a constant direction due to the angular momentum. And this supposition is justified from the knowledge that disc-shaped aircraft are inherently unstable. In the early 1950s, millions of dollars were spent in developing a disc-shaped craft, the VZ-9V Avrocar, which was naively in tended to be a real flying saucer. Designed to carry two men, it was 18 ft in diameter by 3.25 ft thick. Lift was obtained from a 5-ft-diameter turbomotor driven by three jet engines. It never got out of "ground effect" and it did "not in any instance have static aerodynamic stability." (27)

It is unthinkable that the passengers within a UFO would be subjected to the same rotation as the outer surface of the craft; hence, one must postulate a decoupling of the interior from the

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exterior portions. This is not to say that windows in the walls of a vehicle could not be party to the rotation. The pilot, in this situation, would have to stop the rotation in order to look out the window, as was implied in an incident in Wyoming. One night a rancher saw a shooting star come to a sudden stop in mid-air on his side of a mountain. It was rotating with a single window periodically facing toward him. Upon signaling the object with his headlamps, the rotation ceased with the window in his direction. After the resumption of spinning, the object maneu- vered, then departed. (28) Not much clarity can be brought to this odd aspect of aerial behavior, but in summary, it can be said that UFOs sometimes spin at a moderate to rapid rate, either some prominent part or in toto. They have been seen to spin during all phases of flight but never while resting on the ground, a feature that is common to all types of UFOs. The rarity of these observations suggests that it is not a necessary adjunct to flight, but that it is used at the discretion of the pilot.

Evidences of Power

While the method of propulsion still remains a mystery, the literature conveys some impressions that are obviously related to it. Witnesses often experience a strong gust of air, either hot or cold, as the UFO sweeps past, descends, or takes off. (29) These gusts can be quite strong (at least one person was knocked off his feet). (30) Such currents would be expected from any large object moving swiftly through the air, but something else may be involved. The UFOs may exert a force directly on the air causing the reported gusts. Such a coupling is suggested by the behavior of vegetation under UFOs in flight-treetops that were spinning wildly, (31) violently moving plants, (32) and grass and plants that fluttered wildly. (33) Coconut palms were bent double under two UFOs that were taking off. (34) Loose materials are also effected: one UFO kicked up a small sand storm upon landing in a desert. (35) low-flying UFO appeared to suck up snow as it passed

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overhead, (36) and snow swirled under another one. (37) The earth appeared to have been dug up at two landing sites, (38) while loose leaves were scattered from another. (39) Even waves of sea water peaked up toward a UFO hovering 15 meters above the surface. (40)

A car was pulled and rocked as a UFO hovering low above it left the scene. (41) While this motion could have been the result of a strong gust, none was mentioned in the report and some kind of direct, physical action on vehicles has been noted. A truck passed a government employee in Venezuela as a brilliant disc swooped close to its hood. The truck was lifted nearly 1 meter above the road and it was overturned in a sand bank. (42) Apparently the same experience befell a juvenile driver in Minnesota as he lost consciousness in the presence of a UFO. His truck was later discovered in a ditch facing the opposite direction. (43) Not only can a UFO apparently lift trucks off the road, it seems to impart a torque, or turning force to them, as confirmed by the spinning and swirling of other objects. The human body is not immune to this force, for a resident of Teheran testified that "I was standing with both hands on the bar of my balcony, looking with astonishment at this strange object, when I suddenly felt as though I were being drawn up toward the object by a magnet." (44) After being warned by a UFO pilot not to approach too closely, another witness inadvertently exposed his shoulder under the edge of a hovering craft. His arm was violently thrown up under the machine, then back down against his body. Although he could still move the arm after this accident, he had lost feeling in it. (45) A Frenchman remained outside the hazardous zone, although his horse did not. He was leading his mare with a bridle when a UFO took off from the. side of the road and flew overhead. The mare rose about 3 meters into the air and the witness had to release the bridle. After falling back to the ground, the animal could not move for about 10 minutes. (46)

It is abundantly clear that a strange, hitherto unrecognized. force prevails within a cylindrical zone having the same diameter as the UFO and extending from it to the ground. This force acts

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vertically upward upon various objects, imparting to them a rotation. As no stones or dry sticks seem to have been affected, the force apparently couples selectively to certain objects, presumably on the basis of their composition. Electrical conductivity is one feature common to the responsive items, namely, the human body, horse flesh, metals, and water. Snow and leaves would qualify if wet. If not wet, they would be blown around like desert sand. A direct coupling to the air would be possible through its content of water vapor and oxygen. Why the direction of this force should be upward is quite puzzling, since in more normal experience, jet exhausts batter downward. Yet, if the UFOs are defeating gravity by some means, it appears that they are sharing that achievement with objects in the region directly below them. These data should vastly encourage those theoreticians who see, in their equations, a statement of gravity damping by electromagnetic radiation. (47)

Still further evidence left on the ground by UFOs suggests exposure to intense heat in an unusual manner. The roots of grass were charred below a UFO hovering at low altitude, but the blades were not damaged. This odd effect was duplicated in an Air Force laboratory only by placing samples of living sod in a pan and heating from below to about 300 degrees F. The principal investigator of this incident felt that the only way such an effect could be produced by a UFO from above was by induction heating from a "powerful, alternating magnetic field." (48) The merit of this concept will become clear presently. Heating is extremely common near UFOs. A deputy sheriff in Florida and a dozen other people felt their clothes burning them as one of six UFOs came close to a patrol car. (49) The clothes of a Belgian gardener were partially burned when he approached a landed UFO. (50) A heat wave filled a car in Louisiana, setting fire to, and completely destroying a 1956 Ford. (51) Trees were burned on two occasions. (52) A haystack was set ablaze by a passing UFO which also desiccated a small pond. (53) Evaporation of water was also noted on a rainy day when the trees, grass, and even ground were found to be completely dry where a recently departed UFO had

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hovered. (54) This preferential heating and evaporation of water is typical of microwaves, since water

molecules absorb microwave energy very efficiently. As emission of microwaves from UFOs is encountered in several other contexts, it is hardly surprising here, and it almost certainly explains the charring of the grass roots without burning the blades. Many objects at landing sites were reportedly "calcined," that is, they had apparently been raised to high temperature with the resulting loss of volatile constituents. Examples include the ground itself, (55) insects, (56) a pole, (57) trees, (58) and matches. (59) As if this evidence were not enough, the record furnishes two instances in which UFOs taking off from bituminous highways set fire to the surface, which continued to burn for up to 15 minutes. (60) If the surface had been superficially heated to the kindling temperature, the volatile constituents would have been ignited but quickly consumed. Prolonged burning requires that the pavement, and probably the substratum, be heated in depth so that heat diffusing upward can maintain the temperature of the surface high enough to continue the supply of combustible gases. Such heating suggests bulk absorption of electromagnetic radiation of very high frequency.

One further detail of experience by witnesses seems to furnish helpful clues. A Libyan farmer saw an egg-shaped craft with a transparent upper half come to rest on a six-wheeled landing gear. Six men in yellowish coveralls could be seen on board. When the witness touched part of the craft, he suffered a strong electrical shock. One of the occupants motioned for him to stay away, and he watched for 20 minutes longer as they worked with instruments. (61) Similarly, a 13-year-old boy received a shock when he tried to touch an antenna on one of two small UFOs that he saw landing at Hamilton, Canada. (62) A prospector, also in Canada, watched a landed UFO for 30 minutes before seeing a door open. Upon approaching it he heard voices and tried to communicate, first in English then in several other languages. His rubber-coated glove was burned when he touched the craft. (63) Even though he later suffered burns when the UFO took off, there was no indication that the surface of the UFO was hot. The

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burning of his glove may have been some kind of electrical effect. The portions of the UFOs that were touched by the first two witnesses certainly carried electrical potentials relative to the ground. Some idea of the strength is afforded by the fact that neither of them was burned or killed. They would not have fared so well if the UFO had held a large, static charge at very high voltage, for its discharge to ground through the witnesses would have been grim. Also, the potentials could not have been very great or the electrified portions would have arched over to the portions in contact with the ground. At least modest voltages are implied, but it cannot be established whether they were static or alternating.

Microwave Propulsion

Within a variety of contexts in the preceding sections and chapters, the emanation of microwave energy from UFOs has been adduced. These references should be summarized here and examined together to improve the overall perspective of this point. Electromagnetic energy in the range of about 300 to 3,000 MHz, or higher, seemed to be responsible for:

a) stimulating colored halos around UFOs, largely from the noble gases in the atmosphere,
b) producing a dazzling, white plasma on the surface of UFOs, akin' to ball lightning,
c) inducing chemical changes that were detected as odors,
d) turning off automobile headlights by increasing the resistance of their tungsten filaments,
e) stopping internal combustion engines by increasing resistance of the distributor points and suppressing the current in the primary windings,
f) precipitating wild gyrations of compasses and magnetic speedometers and rattling metallic road signs,
g) heating of automobile batteries through the direct absorption of energy in the acid,

h) interfering with radio (and television) reception and transmission by inducing extraneous voltages in the coil of the tuned circuit, or restricting the emission of electrons from tungsten cathodes,
i) disrupting transmission of electrical power by induced operation of isolation relays,
j) desiccating a small pond and drying of grass, bushes, and the ground by resonant absorption in water molecules,
k) charring or calcining grass roots, insects, and wooden objects at landing sites,
1) heating bituminous highways in depth and igniting the volatilized gases,
m) heating the human body internally,
n) causing people to feel electrical shocks, and
o) inducing temporary paralysis in the witnesses.

In addition, medical experiments have shown that, when pulsed at a low audio frequency this energy was capable of

p) stimulating the auditory nerve directly with the sensation of hearing a humming, or buzzing, sound.

While this evidence is so broad that the loss of a few points would hardly damage the argument, it is all circumstantial. Proof of the suspected radiation would be at hand only through direct, instrumental measurements by qualified personnel. But one despairs of the direct experimental approach in view of the difficulties in assembling the complex and expensive equipment, finding a UFO in the field, and staying in its vicinity long enough to make the measurements. Perhaps, the following episode can fill the present void.

A famous sighting in the fall of 1957was made from an Air Force B-47 on a training mission over the Gulf of Mexico and the South-Central states. It came to the attention of the Condon Committee rather by accident and was investigated as Case No. 5. This UFO was seen by the pilot to be "as big as a barn" with a

"steady, red glow" and it flew at speeds far greater than airplanes. It paced the aircraft through numerous changes of speed and seemed to jump instantly from one location to another. Visual sightings were coordinated with radar fixes from the air and the ground. The object emitted electromagnetic energy of about 2,800 MHz with "startling intensity." After the crew members had been interrogated upon completion of the flight, the "security lid" came down on the incident and no records could be found, not even in Project Blue Book. (64)

More successful research was reported by an enterprising private investigator to the 136th Meeting of the American Association for the Advancement of Science at Boston in December 1969. As the entire episode is very intricate, only highlights of special importance are reviewed here. The aircraft, equipped for electronic countermeasures missions, was returning from a flight over the Gulf of Mexico when it first encountered the UFO near Meridian, Mississippi. The UFO played tag with the aircraft at various speeds greater than 500 mph and literally flew circles around it. The contact lasted for 1.5 hours as the plane flew across Mississippi, Louisiana, northern Texas, and making a large loop near Ft. Worth before turning northward into Oklahoma. Upon losing contact near Oklahoma City, the B-47 proceeded to its home field, Forbes AFB in northeastern Kansas. The B-47 was released from its assigned mission to chase the UFO, and the FAA cleared other jet traffic from the area. Observation of the UFO was confirmed through at least five independent physical channels, namely, visually from the cockpit, navigation radar onboard, two airborne electronic counter- measure receivers, and military ground control radar. Electronic equipment on the aircraft of primary interest here was monitor no.2, operated

by an Air Force officer named McClure. It consisted of an ALA-6DF passive receiver with back-to-back antennas in a housing on the belly of the plane having spin rates of 150 to 300 rpm in scanning the azimuth. Incoming signals were displayed on an APR-9 radar receiver and fed into an ALA-5 pulse analyzer. An official report by the Wing Intelli-

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gence Officer at Forbes AFB in reference to the UFO said:

.....intercepted at approximately Meridian, Mississippi, a signal with the following characteristics; frequency 2995MC to 3000 MC; pulse width of 2.0 microseconds; pulse repetition frequency of 600 cps; sweep rate of 4 rpm; vertical polarity ....Signal moved rapidly up the DF scope indicating a rapidly moving signal source; i.e., an airborne source. . . -

These signal characteristics were confirmed on monitor no. 1, but nothing was detected on monitor no.3 which was scanning lower frequency ranges. (65)

This UFO was, in fact, pouring forth large amounts of electromagnetic radiation in a very narrow range of the microwave region, and it was pulsed at a low audio rate!

McClure recalled that the signal characteristics bore a strong similarity to ground-based sets such as the CPS-6B that were widely used at that time. But it is untenable to assert that somebody installed a large search radar in a barn-sized machine and flew circles around a B-47. Nor was the UFO merely utilizing its own radar to keep an eye on the airplane. It was previously shown that radiant energy produced colored halos and plasmas around UFOs which changed in accordance with their accelerations, that is, the application of power. Hence, the conclusion from this B-47 incident is inescapable. The flood of microwave energy from the UFO was an essential, integral part of a propulsion system that is common to all UFOs. This system by some unknown means is capable of diminishing or nullifying gravitational and inertial forces; it also furnishes the requisite thrust for acceleration, and moves air out of the flight path to minimize drag and, above sonic velocities, to eliminate shock waves.

It would be helpful if the total amount of energy radiated by this UFO could be estimated, but unfortunately no quantitative

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data on this point is included in the report. Suitable information, however, can be gleaned from a few other reports. Two peasant farmers in Brazil, upon hearing a strange hum, saw two aluminum discs about 10 ft in diameter that were hovering close to the ground at a distance of 200 meters. (66) If the humming sound were induced within their heads by pulses of microwave energy, as suggested by the word "strange," then the irradiation to which they were exposed must have been as high as the threshold for that effect, known to be 0.333 milliwatts per square centimeter. (67) Since the UFOs were hovering instead of resting on the ground, their power systems must have been in operation. In the absence of better information, energy emission from them is assumed to have been equal in all directions. The report contains no indication that a concentrated beam was directed toward the witnesses. Finally, the degradation of intensity over the distance of 200 meters from the UFOs to the witnesses can be closely approximated by the inverse square law. All the necessary factors are present, or assumed, to calculate the total energy emanating from the UFOs that passes through an imaginary sphere of 200-m radius. The resulting value is 1.6 megawatts. To put this amount into some perspective, the maximum energy that may be broadcast by a local radio station is limited by the Federal Communications Commission to 0.5 megawatt. Put another way, diesel locomotives up to 2,000 hp are most popular for express freight service in North America. The electrical power equivalent of this rating is about 1.5 megawatts. Thus the two UFOs in a state of hovering were generating and

emitting several times the amount of energy that is broadcast by the most powerful radio stations, or an amount comparable to the power of a diesel locomotive. Of course this estimate pertains only to the minimum value, and it would not be valid at all if the humming sound were detected by normal hearing. At least it illustrates a point of view that, upon broad application to many sightings, should yield fairly reliable results.

Limits of Theory

Previous discussions have shown that the propulsion system in UFOs relies upon unknown mechanisms to reduce their effective mass with a twofold advantage, furnishing lift through nullifying gravity and achieving enormous accelerations with only moderate forces. While this performance is compatible with well-established theory, it is greatly in advance of current technology. It does not appear to be so far distant that a well-organized and adequately funded research program would not make it available to humanity. Even though daily experience impresses everyone with the persistence and strength of gravity, it is actually extremely weak in comparison to the other fields in nature. Overcoming it should not be too troublesome if one could only discover how. As electromagnetic fields have an energy density, they are influenced by gravity, but the effect is very small. Otherwise, electrical and magnetic fields interpenetrate gravitational fields without the slightest influence one way or the other. A major theoretical difficulty is encountered in the observation that UFOs are defeating gravity by an electromagnetic field. Neither in the laboratory nor in nature has any such gross interaction ever been observed. It has long been suspected in theoretical circles, however, that all natural fields are related and that they interact in some way. This relationship is part of a problem known as unified field theory in which some impressive advances have been made but completely satisfying solutions are still wanting. Very advanced mathematical concepts have been used to describe a gravitational field from which electromagnetic fields can be derived, although the latter do not appear explicitly in the original form. Unfortunately, the trail of elucidating the performance of UFOs ends here. Their behavior, however, represents some new empirical data that, upon examination from a theoretical perspective, may produce the mutual benefits of improving the theory and understanding UFOs.(68)

Chapter 7 Footnotes

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Chapter 6

Return to NICAP Home

Chapter 8

Every great advance in science
has issued from a new audacity
of imagination.

- John Dewey

CHAPTER 9

ACTIVITIES ON EARTH

As the UFO people have said that they are conducting a scientific investigation on earth, one would expect that they have been observed in the process. A thorough study of earth would require an enormous variety of activities. Concerning the natural environment, it would be necessary to collect and analyze all sorts of samples, including plants and animals, rocks and soils, water, and the atmosphere. Some instrumental measurements, such as gravity, magnetism, geological substructure, and radioactivity, would be required. Finally, man-made installations of particular interest would be inspected and samples of industrial products would be collected.

Collecting Samples

Considerable interest in plants, both natural and cultivated, has been displayed. In France, two dwarves examined lavender plants being grown commercially for their fragrance. (1) Tomato plants attracted the attention of two others in Brazil, (2) whereas some associates on another occasion collected tobacco plants. (3) More enterprising and better organized efforts in Portugal in-

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volved gathering "flowers, shrubs, and twigs in a shiny box." (4) "Grass, herbs, and leaves of trees" were the target for three little men in Brazil. (5) "With smiles showing fine white teeth," two dwarves took a pot of flowers from an Italian woman. (6) Other instances are less explicit: "they gathered some plants," "picked up something," etc.

A Brazilian prospector saw two dwarves "digging a hole." (7) Two more were seen by a dairy farmer in New York, each carrying a tray of "what appeared to be soil removed from the field." (8) In Venezuela, stones were picked up and examined, (9) and in another instance, two dwarves leaped into a spherical craft "carrying stones and other samples." (10)

Among various kinds of animals reportedly taken aboard UFOs are a chicken, (11) and, over the objection of the owner, some domestic rabbits. (12) Attempts at acquiring dogs have met with some difficulty. Frisky, a dog owned by a 12-year-old boy, was seen in a field with other dogs near a UFO and four normal- looking people, two men and two women. Frisky growled and backed away when one of the men tried to grab him. The man then attempted to catch one of the other dogs, but let go when he was bitten. (13) Another dog owner was rather abusive when a dwarf asked him for his pet. The dwarf was sent fleeing back into his craft with "Get the hell out of here." (14)

In areas where UFOs have been active for several days, it is commonly reported that many farm animals, including cattle, are missing. The residents usually attribute their losses to the UFOs without any direct evidence of theft. A newspaper in Rio de Janeiro and local papers at Manaus, in the State of Amazonas, on September 18, 1962, carried reports that flying saucers had carried off seventeen chickens, six pigs, and two cows from the Barcelos district. Proof of this pudding, however, occurred near Twin Falls, Idaho, where the victims watched the culprits. People from a UFO were seen loading a steer into their machine, which was estimated to be 200 feet in diameter. The witnesses were a local

attorney, the ranch owner, and two hired hands. (15)

Most, if not all, of these instances of collecting samples are at

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least compatible with the notion of an objective study. But some of the items taken by the dwarves may relate to their personal need; that is, fresh food. chicken gumbo, fried rabbit, or steak might be a delectable change to a diet of cookies "made of corn and wheat flour" plus other ingredients that were observed being cooked on a UFO. The witness obtained four of the cookies which were later tested, eaten, and analyzed. (16)

Collection of water has been reported frequently. It would be adequate to take small samples of water in a vial for determination of the dissolved minerals and the level of pollution, either chemical or bacterial. UFO people, however, sometimes take substantial amounts of water. A Canadian and his wife in 1950 saw a large UFO with portholes "come to rest on the surface of the lake." Ten small people on a deck busily "immersed a hose in the lake" as if pumping water into the craft. (17) An almost identical performance, also in Canada, had been observed 36 years earlier when eight witnesses saw dwarves plunging a hose into a lake from a spherical craft resting on the water. (18) While fishing in New York, an electronics engineer saw an object land. Two dwarves "came out with a hose and pumped water from the river." (19) Another fisherman in Italy saw a UFO hover for 10 minutes over a river with "a hose that plunged into the water." (20) These uses of hoses imply collection of a substantial volume of water, probably more than could be carried in buckets on several round trips. Any such amount would clearly exceed the immediate requirements of the collectors, and one suspects that it filled the need of a considerable number of their fellows somewhere else.

The intended purpose for water, on one occasion, was made entirely clear to a chicken farmer in Wisconsin. An object came down vertically near his house in which he saw three men through an open hatch. One of them handed him a "silvery jug with two handles" and "made a motion like drinking." The jug was filled with water and returned. (21) This case is reminiscent of a previously mentioned request for water by a strange woman in Brazil who used the word, "Rempaua." (22) In yet another instance, two

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fair-skinned men emerged from a UFO in Chile asking a miner for water in a "mixture of English and Spanish." With unusual resourcefulness under the circumstances, the miner took some water out of his car radiator and gave it to them. (23) Small quantities of water were also obtained by the UFO people without assistance from humans. Two miners saw a UFO land on a sandbar in a California river. One dwarf got out and "filled a shiny pail with water and handed it to someone inside the craft." (24)Another craft landed at night near a Brazilian fisherman who watched one of three little men fill a "shiny metal tube with water from the river." (25)

Notwithstanding the declared purpose of the UFO people, these instances of collecting water, with one possible exception, have a distinctively unscientific tone. It appears that water is required for drinking, or other purposes, either by the individuals involved or a number of their colleagues. In view of the normally furtive behavior of these people, a face-to-face confrontation to request water carries a hint of some desperation.

Their interest in manufactured products seems to be minimal. A railroad worker was surprised when a strange being entered the sleeping coach where he was reading. After "pouring the contents of an oil can into a small bottle," he left. (26) This visitor apparently needed some oil rather urgently. The only other instance concerning a manufactured product occurred when two small men associated with a

UFO were discussing agriculture with a farmer in New York. At their request, the farmer went to get some fertilizer, but upon returning, found that they had gone. He left the fertilizer. It, too, was gone the next day. (27)

Inspections

Somewhat more attention has been paid to a variety of man-made structures. Very commonly UFOs and their occupants have been observed in the vicinity of highways and railroads. These may only be convenient places to land, but a specific curiosity has been exhibited. For example, three dwarves were seen looking at railroad tracks with a light in the early morning hours. (28) Aban-

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doned oil derricks in Texas attracted the attention of a figure about 1 meter tall who emerged from a huge UFO. (29) An object fitting the description of a UFO was seen on the ground near the site of the first A-bomb explosion in New Mexico, although no occupants were discerned. (30)

Dispersal of an array of apparatus on the ground near a landed UFO and diligent work with some kind of equipment would suggest scientific data gathering. Only two instances might be understood in this context. Human figures came out of an egg-shaped object in Ohio and "placed small spheres around the craft." (31) Perhaps the same type of device was involved in the appearance of a man in Argentina who held a "pale blue sphere in his hand." (32)

In summary, the idea that the UFO people are conducting any kind of organized and thorough scientific study on earth is not sustained by the available information. Instead, their activities on the ground are strangely haphazard and disorganized. Aside from the collection of vegetables, small animals, and water, possibly for consumption, other samples seem to be selected at random. Also, inspection of man-made facilities seems to be more a matter of curiosity than an organized study. Instead of conducting a comprehensive survey of earth, the UFO people appear to be randomly snooping around or searching for some particular, natural commodity on earth, either vegetable or mineral.

Emergencies

Sometimes the observed activities are not related to investigation of the surroundings because the visitors' attention is focused upon the craft itself. In January 1967, a UFO about 80 ft in diameter settled on its tripod landing gear on a highway in Minnesota. From an elevator descended from the underside, a man wearing blue coveralls and a glass helmet stepped out. "He seemed to check something" before leaving. (33) Similar inspections were observed in France, (34) San Salvador, (35) Argentina (36) and Minnesota. (37) Taking advantage of a landing in Brazil to check their vehicle, the pilots also investigated the area and "gathered

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samples in a huge box." (38) Actual repairs were sometimes required. A French woman, approaching to within 30 meters of a landed disc, stated "that a man was repairing it." (39) External repairs were also made on vehicles that landed in Minnesota (40) and Denmark (41)

Maintenance or adjustment of equipment inside a craft may also require a landing. After touching a landed machine, a Libyan farmer was warned with gestures by one of its occupants to stay away. He watched for 20 minutes as six men inside were "apparently busy with instruments." (42) Of course, they may have been taking some kind of measurements, but such interpretation seems unlikely in view of the following incident. One of two UFOs flying at low altitude settled to the ground near an amateur prospector in a remote area of Canada. He sat quietly for 20 to 30 minutes sketching the object but

seeing no activity. Then, as a door opened, he smelled an odor like "a burned-out electrical motor." (43) Because the odor clearly came from inside the craft, it appears that the landing was forced to correct a malfunction of electrical machinery or circuitry, or to put out a fire. In two instances, figures inside their vehicle were observed to be busy with electrical apparatus. A man outside a landed machine in Argentina was studying a piece of paper while a companion inside was "seated before an instrument panel." (44) Three figures stood on a platform under a landed UFO in Brazil, apparently guarding the vehicle as they were armed, while another was seen through a transparent top seemingly "using a keyboard." (45)

In other words, some landings occur in which the occupants display no interest in their surroundings. The purpose of the landing seems to be inspection of parts outside the vehicle and making necessary repairs. Alternately, complete attention is focused upon instrument panels and control boards within the vehicle. This group of cases appear to be emergency landings to fix something that either malfunctioned or threatened to fail. While UFOs clearly represent an advanced technology, they apparently are not foolproof. In a large number of missions, therefore, one would expect that occasionally the necessary repairs could not be accomplished and the UFO would have to be

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abandoned on the ground. Or, an equipment failure in flight would result in disintegration of the craft or a devastating crash on the ground. The record indicates that both types of mishaps have occurred.

A UFO in Brazil, flying at low altitude with serious difficulty, suddenly pulled up, whereupon it "disintegrated into thousands of fiery fragments, which fell sparkling with magnificent brightness." Some of the fragments, extinguished in shallow water, were later determined to be magnesium. (46) In 1952, wreckage of a UFO was found on Spitzbergen Island in the Arctic Ocean. Investigation was conducted by a Norwegian Board of Inquiry, which later announced: "It has - this we wish to state emphatically - not been built by any country on earth." (47) Both these incidents were studied by the Condon Committee and neatly, but dubiously, dispatched. Three more UFO crashes in the American deserts were described in 1950. One of these involved a saucer-shaped craft 100 ft in diameter in which 16 little people were killed. Their heights ranged from "about 36 to 42 inches." (48) These reports have never been adequately investigated and described publicly because the vehicles and the bodies were reportedly commandeered by the Air Force.

Personnel Transfers

An effective method of secretly investigating a limited area would be for a UFO to land at night, discharge a reconnaissance team, then fly away. Upon completing their mission, the team would signal for a pickup or meet the craft at some prearranged location and time. Something like this was apparently in process when a guard in New York saw a cigar-shaped machine land in a parking lot one evening at 10:15 p.m. While he was watching the object in the beam of his truck headlights, two dwarves dressed in "shiny black uniforms" ran out of the darkness and entered the craft, which took off immediately. Black uniforms seem to be singularly appropriate for a surreptitious outing at night. (49) Obviously two crafts would have to land together for an occupant of one of them to transfer to the other. Just such a situation was

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observed in Central Australia by a group of Unmatjera aborigines in 1951. They were looking at a UFO on the ground when another one like it landed nearby. A dwarf came from under the late arrival, ran over to the parked craft, and climbed aboard through the bottom. (50) Three years later in France, several witnesses even saw a double transfer. Two discs in the sky with a "sort of luminous bridge between them" were seen to land together. One dwarf came out of both vehicles, passing each other

without hesitation, to enter the opposite craft. Then both flew away. (51) These little dramas unfortunately give no clues as to why the transfers were made, but they clearly identify another purpose for UFO landings.

Summary on Landings

As with many other inquiries, the eventual answer turns out to be more complex than was initially suspected. So it was with the reasons that UFOs abandon the safety of the skies to hover close to the ground or actually land. Reports by witnesses clearly indicate that landings are most frequently associated with investigation of the surroundings by the UFO people. They often collect samples of a wide variety, but in a seemingly unsystematic way. An undefined need for water in quantities ranging from approximately one quart to hundreds of gallons brought several UFOs to the ground, and under conditions of urgency, human assistance was solicited. Malfunction of propulsion or control systems has evidently forced landings for inspections and repairs. Discharging or picking up passengers and transferring individuals between UFOs is sometimes required. One further purpose for landing, related to investigation of humans, is treated in the next section.

Infiltration

From the foregoing discussion it is suspected that UFO people of average height would have little difficulty in infiltrating modern

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society. They are obviously capable of breathing the earth's atmosphere and they could not be distinguished in a crowd by their appearance. Of course, they would benefit by being fluent in an appropriate language and they would have to wear common styles of clothing. In a well-planned mission, one or several of them could be landed in the middle of the night, not too far from a populated area, walk into town, and blend completely with the population on the sidewalks. Provided with adequate funds, they could establish residences, take jobs, and become an undifferentiated element of the society. A handsome young man named Valiant Thor claims that he came to earth in a space ship and was "landed in a clearing just north of High Bridge, New Jersey." Thereafter he mingled in a small crowd at a convention. He said that his mission, lasting three years, was to educate government leaders. He's not around anymore. (52)

Personal Locomotion

Every species of animal has a distinctive carriage of its body and a typical way of moving its limbs when walking or running. While the difference between species may be very slight, they are easily discerned. Even individual members within a species have a style of movement that can be identified. One can usually recognize a friend at great distance by that characteristic alone. Thus a close examination of the movements of the UFO people should be sensitive to any such peculiarities mentioned by the witnesses.

Weak Gravity

Most accounts of the UFO people indicate that they were moving about in an ordinary way as they walked near their craft, picked up something, or ran back to the craft and climbed aboard. Somewhat unusual movements, however, were displayed in France in 1957 by four dwarves who had a waddling gait. (53) That same type of movement was undoubtedly observed by a farm

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woman in Peru, who described six dwarves that "walked like ducks." (54) Because of the multiplicity of dwarves in both of these cases, the observations must be taken as characteristic of the species rather than idiosyncratic. Other strange styles of walking included jerky motions, (55) stiff-legged, (56) and with feet together in a series of jumps. (57) One is struck by the similarity between these descriptions and the odd gaits adopted by the Apollo astronauts as they walked about on the lunar surface. Anyone who watched the television broadcasts will recall how they bounded forward in a series of galloping jumps, turned by twisting their torsos, and cavorted about with childlike movements. The implication is that UFO people are similarly experiencing a gravity on earth less than they are accustomed to; this point is emphatic in a few reports. A professor in Brazil noted that upon re-entering their craft, two men of average height jumped up the stairway lightly, holding only by one hand, whereas he had to use both hands when he followed them. (58) Two dwarves in Venezuela came out of the bushes with their arms full of what appeared to be earth or rocks, and they leaped with great ease into a luminous sphere hovering six feet above the ground. (59) A truly impressive and significant performance was seen by a Brazilian survey worker, who watched for half an hour as three 7-foot-tall beings, with extraordinary agility, leaped, gamboled, and tossed huge stones before boarding their craft. (60)

The argument that the UFO people have a home somewhere on earth has not been very convincing (61) and the only alternative, for physically real beings, is that their home is somewhere else. Exactly where is not known, but that issue is probed in another chapter. The point here is limited to considering gravity. Relative to the gravitational strength on earth, taken as 1.0g, the surface gravity of planets in our solar system varies rather widely from a minimum of 0.27g on Mercury to a maximum of 2.64g on Jupiter. Only three of the nine planets have gravity within 20% of that on earth. (62) The gravitational field in the astronomical homeland of the UFO people, whether in this solar system or some other is not likely to be the same as on earth, or even very

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close to it. Through the space program, the human body has been found to be surprisingly tolerant to extremes of gravity or the forces of acceleration that are equivalent. On lunar flights, the astronauts must sustain the short-term accelerations during rocket burns, the long-term weightlessness in earth or lunar orbit and enroute to the moon, the weak gravity of 1.6g while exploring the lunar surface or resting in the Lunar Excursion Module. If adequately supported in a semi-reclining position, the astronauts can even endure the forces of re-entering the earth's atmosphere, amounting to 8 to l0g, without unacceptable loss of mental, visual, or manual ability. But walking, struggling to stay upright, in a strong gravitational field is another matter. It should be possible for a man to walk in a field of 2g, where his weight would be twice normal. It would require great strength, and the extra exertion would tire him quickly. In 3g, it is doubtful that he could do any more than crawl around very laboriously, if at all. Consequently, man will not be exploring heavenly bodies where the gravity is much greater than on earth without some mechanical reinforcement of his limbs and an auxiliary power source, a concept that has been under active development for many years. Exploration of planets and satellites having lesser gravity, however, is relatively easy and apparently enjoyable. As these considerations should apply equally to residents of other worlds that wished to explore the cosmos, the odds are that their target planets would have relatively weaker gravity. In all probability, gravity in the homeland of the UFO people is substantially greater than here, as attested by their agility on earth and their lack of special equipment for walking.

Creatures of nature proliferate in nearly infinite forms, each finding a narrow ledge of existence that provides an adequate food supply and suitable living conditions. Despite the enormous variety, they are all governed by the environmental factors dictated by nature, such as temperature, pressure, light, and gravity, which is of special interest here. What kind of creatures and plants, would live on earth if its gravity were only one-fourth the present strength? Or four times the present strength? Some

differences would certainly be noted. But judging from the happy existence on earth of creatures of all sizes from the ant to the elephant, the strength of gravity does not severely limit the size of living things. It governs their bodily proportions in relation to their total weight. This point can be understood most readily in the context of plants and trees. A tree trunk, for example, must be strong enough to support the total weight of the tree. It must also resist structural failure in buckling, that is, bending outward at the middle, then collapsing. This same concept applies to the limbs of animals, which must be even stronger and more rigid. Larger creatures are required by gravity to have relatively sturdier limbs. The cross-section must be greater in proportion to the length, as for elephants compared to ants. This relationship would be intensified for stronger gravity and mollified for weaker. Hence, the bodily forms of the UFO people should contain a clue to the gravity of their homeland if it were different than that on earth. These creatures, spanning the considerable range of heights from about 0.5 to 3.0 meters, are uniformly judged to be skinny by human standards. This observation implies that their native gravity is less than that on earth. As many other ramifications are involved, no definite conclusion is possible. Not only is the sturdiness of animal limbs controlled by gravity, but so is nearly every other aspect of their existence, such as metabolic rate, surface area, respiration frequency, and heart rate. These quantities, expressible in mathematical form, are related to the prevailing gravity. (63) A thin body form could also be an advantage in disposing of heat in a warm climate. Clearly, a great deal of effort is required to clarify this subject.

Flying

Upon first exposure to the UFO literature, the reader is prone to ignore any reference to the dwarves seen hovering or flying through the air, or to dismiss the story as totally beyond the UFO phenomenon. Maintaining a mental tranquility during extensive reading, however, is not so easy. In the sample cases under

study, the UFO people were reportedly flying on numerous occasions, and these events must be objectively examined.

A man in Venezuela saw an object in flight that landed near a bridge. He first thought it was a heron, but then saw that it was a little man with all the characteristics of the UFO dwarves. (64) Upon being awakened by the shaking of his bed, another witness saw a small creature fly out an open window toward a dazzling light. (65) When a dwarf was disturbed by a racetrack employee while attacking a horse in a barn, he "zoomed" out the door. (66) These strange observations standing alone might be disregarded in the absence of the following ones, which specifically link the flying creatures to UFOs.

The normal way that UFO people enter their craft is through a hatch or doorway in the side, by stepping into an elevator that has been let down from a hovering craft, or by climbing up a stairway on the underside. If it is too high or they are in a great hurry, they simply fly to it. A small creature dressed in shiny clothes seemed to "fly" as he moved toward a craft hovering less than 2 meters above the ground. It "opened up" and the creature "popped inside." (67) Two creatures in white suits and helmets were seen in Canada to fly back into a large disc-shaped craft. (68) Two children in France saw "four little devils" that hovered, flew around a 2-meter sphere, then dived into it. (69) Only two days later in Venezuela with little chance of communication, a police officer saw a dwarf wearing a silver-colored, metallic-looking coverall. The dwarf lifted one foot, then the other, and flew up toward an object overhead and sailed into an open door. (70) The prominence of clothing in these cases should be noted.

While these observations are truly baffling, they are elementary compared to the next two that, oddly enough, furnish a clue to comprehension. A twenty-three-year-old woman and her parents saw a strange little man surrounded by a bluish-yellow glow as he soared over the neighbors rooftops. (71)

Here is a direct association between flying and luminosity. The same relationship was reported for the taller UFO people when a strange being 2.l0-m tall was seen hovering in the air near a bright object; his

body emitted a peculiar glow. (72) The bodies of two dwarves appeared to glow with lights of changing colors as they emerged from a landed vehicle in New York. (73) The idea that the bodies were emitting light has probably been confused by the witnesses with luminescence of the clothing and the atmosphere surrounding the creatures. Three giants, 3 meters tall, wore luminous clothing as they came out of a huge machine over 10 stories high. (74) A minister in Ohio saw a silhouette wearing a luminous suit near his house. (75) A man 2.5 m tall wore luminous heelless boots as he inspected his craft in San Salvador. (76) The aerial activity of luminous bodies and changing colors sounds all too familiar; it closely parallels the emission of light from UFOs in flight. Apparently, the type of propulsion system used by these people for personal flying is the same as that employed to drive their vehicles. It would seem that the "shiny" quality of their clothing, the sheen or the radiance, is a necessary adjunct to the system, making the clothing most unusual and possibly explaining the lack of buttons, fasteners, and seams. With some kind of electromagnetic system involving the surface of the clothing, the discontinuities created by fasteners and seams would be undesirable. A gap between trouser cuffs and shoes seems to be avoided by making the shoes integral with the standard coveralls. Similar care to preserve extraordinary smoothness also applies to the surface of the vehicles.

Some other aspect of flying may have been involved in two isolated observations. Two boys in Brazil, ages 9 and 11, saw a luminous sphere at treetop level from which descended a tall being gliding down to the ground along two vertical beams of light. Since strong beams are frequently aimed downward from UFOs, they could have been extraneous to the descent for the being flew back up to the sphere without their benefit.(77) A more distinct indication that the light beams were important occurred in Venezuela about three years later. Two beings came out of an oval object through a system of light beams, and they returned to their craft "as if carried by the light." (78) Two men skiing through the woods near Helsinki furnished a very detailed description of

this process. (79) Thus the aerial performance of at least three of the UFO people probably encompasses a use of light beams that is entirely unique.

In the previous section, it was observed that the UFO people did not wear special equipment to protect their bodies against strong gravity. This point was used to argue that they did not need it because they came from someplace where gravity was greater than on earth. It now becomes clear, however, that their remarkable clothing could well serve as a device to relieve the body of burdensome gravitational forces. If it is capable of offsetting the body weight entirely for the purpose of flying, it could also serve to offset any desired fraction of the body weight to facilitate walking in an abnormally high gravity. Numerous examples of the UFO people being seen as brightly luminous while walking on the ground, instead of flying, are ample indication of that usage. One very small creature was even seen quietly walking the streets of Chaclacay, Peru, leaving a luminous trail, a feature commonly associated with the vehicles and understandable in that context.(80) It appears that the clothing furnishes protection against gravity, and on that basis, the argument becomes admissible that the UFO people originate in gravity that is less than that on earth.

Attitudes Toward Humanity

With very minor exceptions, the UFO people clearly refrain from interfering in human affairs, even to the extent of evading detection. Avoidance of continental land masses and islands may be inferred from the frequency with which UFOs are seen to appear from the direction of the sea and to depart toward

the sea. Considering the limited number of people traveling upon the oceans at any given instant, it is surprising that they have generated so many reports. Numerous observations of UFOs entering the oceans or erupting there from amidst great turbulence and then flying off have been collected and analyzed. In 1945, for example, crew members on the U.S. Army Transport Delarof were steaming toward Seattle in the northeastern Pacific. A large,

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round object, estimated to be 150 to 250ft in diameter, emerged from the sea, circled the ship two or three times, then flew off toward the south. (81) Similarly, an object off the coast of Italy caused an enormous bubble in the sea 1 kilometer from a boat carrying four people: it emerged, hovered briefly, and flew away at high speed. (82) Such events have also been observed in relation to numerous rivers and lakes. It is not known why UFOs frequent the waters of the earth, but while submerged in them they are certainly well hidden from mankind.

Most sightings merely involve metallic, disc-shaped craft traversing the sky with strange, jerky motions during the day, or the corresponding behavior of a bright light at night. To see a UFO at close range, hovering at low altitude, or resting on the ground is a rare event. Reliable statistics are not available, but the relative frequency of landings versus flybys can be crudely assessed. It has been estimated by a Gallup poll that five million Americans are convinced that they have seen UFOs. If only a modest fraction of this number were valid, the total number of sightings worldwide must still be quite large, say, on the order of 50,000,000! As for landings and near-landings, on the other hand, only about 1,000 have been documented, and it is not known how many observations may have gone unrecorded or how many landings went unobserved. The indication of rarity is clear, and based upon the very sketchy data at hand, one might place the landing-to-flyby ratio on the order of 1 in 10,000. No matter what the correct figures may be, the objectives of the UFO people seem to be largely achieved without landing.

And to make things worse, even these rare events take place almost exclusively at night. The frequency of short-range sightings rises quickly to a peak about one hour after sunset; sightings later in the evening and throughout the night decline as potential witnesses go to bed. (83) But this pattern of landings may be significant in another way. During the evening twilight, the brightness of direct sunlight is relieved, yet the level of general illumination is quite high enough for good visibility. It is possible that the UFO people dislike, or cannot tolerate, broad daylight, or

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any bright light for that matter. A few observations lend support to this idea. A policeman in Chalac, Argentina, along with about 50 Toba Indians, saw three little men getting out of a UFO. One of the witnesses started taking flash pictures of them and noticed that they were afraid of the bright light. (84) In California, a robot-like creature tried all night to dislodge a hunter from a tree in which he had taken refuge. The creature was kept at bay by the witness, who set fire to fragments of his clothing and threw them at his tormenter. (85) An attempted abduction in Brazil was frustrated because the witness noticed that the three 7-ft-tall people trying to catch him shunned bright sunlight. (86) From such flimsy data it is not possible to draw conclusions, but the suggestion is evident that the UFO people prefer to land after sunset because they are, like owls, bedazzled by ordinary daylight. Most animal eyes can accommodate to very low levels of light, but they are sharply limited in their capacity to block out excessive bright ness. The reluctance of the UFO people to expose themselves to bright light implies that they are accustomed to levels that may be very much weaker than daylight on earth. This prospect may explain why the dwarves have notably large, bulging eyes, and why some witnesses insist that they appear to have a reddish glow at night, like nocturnal animals. (87) Sunglasses, of course would be the simple answer to this problem, but they are not used. On the other hand, helmets made of tinted glass would serve very well. They would be highly reflective from the outside and would make it difficult for

the witness to observe facial details of the wearer as is sometimes the case. It is not known whether the UFO people wear helmets more frequently when the illumination is high than in the dark of night.

It has also been shown that landings in France during a wave of activity in 1954 were correlated with areas of low population density. (88) In other words, the UFOs tended to avoid metropolitan areas in favor of farmlands or more isolated swamps and wood lands, a propensity that is also observed in other countries. It is remarkable under the circumstances that any detailed information is available concerning the behavior of UFO people on the

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ground, but there is enough data to verify their aloofness and to decipher something of their motives.

The typical, close-up sighting consists of the following stages:

1) The witness sees a UFO at considerable altitude and watches it approach, hover, and land nearby,
2) One or more occupants emerges,
3) They deliberately engage in some activity,
4) They complete the work and reboard the craft, and
5) The UFO takes off.

Roughly half of the sightings involving occupants followed this pattern to the letter. Such a consistent format implies that the UFO people selected a landing place where it was thought that they would not be observed. They proceeded to carry out their mission under the false impression and took no action to discover if they were being watched. These data might be understood to mean that the UFO people did not care whether they were being watched or not. This explanation, however, is untenable on the basis of the predominant isolation of landing sites. Nearly identical sequences occurred in many other cases, but with minor variations. The witness failed, for example, to see the actual landing, so the episode started at Stage 2; or the craft was hidden from view behind trees, thus preventing the observation of Stages 2 and 4. These variations strengthen rather than alter the conclusion that the UFO people deliberately sought to carry out a mission unobserved and thought that it had been so accomplished. Their presence and activities on earth were intended to be secret.

It is among the exceptions to the above, when an interaction takes place between the UFO people and the witnesses, that meaningful behavior patterns may be observed. Witnesses rarely say anything about facial expressions, which seem to be uniformly blank, although a few smiles have been evoked. (89) An English woman reported seeing two men looking out a hovering craft "sternly, not in an unkind fashion, but almost sadly,

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compassionately." (90) To a farm woman in Pennsylvania, the appearance of a man in a UFO seemed to be "quizzical." (91) Clearly, little regarding the attitude of the UFO people is to be gleaned from their facial expressions. With hardly any display of normal human warmth, the UFO people sometimes wave or make perplexing gestures (92) that are rarely interpreted as threatening, (93) or, in passing, they say something to the witness that is usually not understood. (94) The UFO people do not behave as though they feared humans. On the contrary, it is the witnesses that flee in panic. (95) An Italian saw a UFO from which emerged two men wearing yellow coveralls and wide belts. Upon noticing that the witness was afraid, one of them made a reassuring gesture before they departed. (96) Very generally, one might say that the UFO people are furtive, seldom display any emotion, and have a kindly but restrained disposition.

As occasional acts of aggression seem to be more in self-defense than from an innate hostility, any

resulting injuries to the witnesses should probably be judged as accidental. An 18-year-old boy in Venezuela was paralyzed by a weapon when he discovered six dwarves loading stones into a UFO. (97) Such paralysis does not cause injury and it is usually quite temporary, lasting just long enough for the intruders to escape. But it may last for some time. When a French farmer surprised two dwarves who were examining a plant, he was immobilized when they aimed a small device at him. He was left alone in his field for 20 minutes, unable to move or call for help. And, as one would expect, he was thoroughly frightened. (98) The effect upon the nervous system of the weapons used in these attacks is unique: they usually inhibit voluntary control of the muscles without interfering with the involuntary body processes, or without rendering the victim unconscious.

Loss of consciousness, however, is sometimes induced by the weapon. A strange man in Illinois stunned witnesses by pointing a device at them that "made consciousness dissolve." (99) Upon approaching to within 2 meters of a large UFO in the Everglades, a hunter was knocked unconscious for 24 hours by a ray that

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struck him on the forehead. Upon awakening, he had lost sight in the right eye, saw poorly with the left, and had to be hospitalized for 5 days. (100) Other symptoms reported by victims of such attacks are electric shock, (101) burns, (102) physical displacement, (103) and headaches. (104)

Two or three types of weapons can be identified in 18 cases in which they were seen but not always used. Most prominent is a small metal tube that, from the brief descriptions, one judges to be slightly larger than a ballpoint pen. A larger device is similar to a 2-cell flashlight. Finally, a small flashing box also seems to be a weapon. In most instances, the UFO people were merely seen carrying this box (105) but one witness seems to have been injured by a figure armed with it. (106) A woman in luminous clothing standing beside a UFO in New York seemed to be well armed with a tube in one hand and a box in the other although she fired neither. (107)

A curious aspect of the weapons is that they eject a beam of light that is seen by the witnesses and reported to be a definite color, such as green, (108) blue, (109) violet, (110) and red, (111) or some times merely bright (112) or blinding. (113) The data are not sufficient to establish a correlation between the color of the light ray and its effect upon the witness, although the only two records of red rays and red balls of light both resulted in burning the witnesses. (114) And it is not possible to discover which effects upon the witnesses are produced by which weapons. A further implication that cannot be explored is that the intensity of the beam is variable at will and produces a greater or lesser effect upon the victim. All this discussion about ray guns "zapping" their targets into immobility sounds like science fiction. The witnesses, however, were serious and the last thing one does in a hoax is to injure himself. It would be most valuable to discover the exact nature of these weapons, for their use by law enforcement agencies would be extremely effective and humane. Actually, such a weapon may already have been developed. "Operation Zeke" was reportedly organized by the Federal Aviation Agency under

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the direction of Dr. H. L. Reighard to counter the epidemic of airplanes being hijacked to Cuba in the late sixties. A device based upon high-frequency radiation was developed that would instantly knock the victim unconscious; a hijacker between two ray boxes "would wake up wondering what happened to him." These devices were never used because of uncertainties and danger in the event of two hijackers on a plane. (115) This research should be brought into the open and completed so that society can benefit from the improved security that such weapons would provide.

In a famous case in New Jersey, a man and his wife were captured and taken aboard a UFO against

their will for about two hours for the purpose of some biomedical experiments. (116) A young man in Brazil was also captured after a valiant struggle and taken aboard a UFO for a medical examination. In a period of two hours, he was also seduced by a strangely attractive woman, twice. (117) The implied meaning of this case is that the UFO people, being genetically compatible with humans, are themselves thoroughly human. It could be that they and humanity share a common ancestry, or that one group descended from the other. Which relationship is correct and how it occurred extends too far beyond the scope of this book for further comment here. Other attempts at capturing humans have failed (118) and actual abductions may have been witnessed by others. (119) The literature, of course, contains no reports from people that may have been spirited away permanently.

The UFO people are well aware of humanity, but with few exceptions, they do not wish to establish direct, friendly relationships. They prefer to conduct their activities on earth in secret, taking considerable care to avoid being seen. They will defend themselves if need be, but they intend no harm to mankind, even though for short-term experiments they will capture specimens.

Footnotes: Chapter 9

1 . Case 650.
2. Case 701.
3 . Case 353.
4. Case 154.
5. Case 327.
6. Case 324.
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8. Case 596, original source.
9. Case 862.
10. Case 344.
11. Case353.
12. Case 339.
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20. Case 95.
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22. Case 918.
23. Case 614.
24. Case 109.
25. Case 327, original source.
26. Case 719.
27. Case 596, original source.
28. Case 338.
29. Case 404.
30. Case 420.
31. Case 816.
32. Case 907.

33. Case 812.
34. Case 238.
35. Case 476.
36. Case 685.
37. Case 812.
38. Case 400.
39. Case 153.
40. Case 762.
41. Case 82.
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60. Case 61, original source.
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63. McMahon, Thomas, "Size and Shape in Biology," Science, Vol.179, p. 1201,23 March 1973.
64. Case 874
65. Case 866.
66. Case 885.
67. Case 145.
68. Case 867.
69. Case 865.
70. Case 878, original source.
71. Case 879, original source.
72. Case 915.
73. Case 501.
74. Case 583.
75. Case 857.
76. Case 476.
77. Case 580.
78. Case 767.
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80. Case 778.
81. Sanderson, Ivan T., Invisible Residents, p.35, World, 1970.

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89. Cases 324, 349, and 804.
90. Case 298.
91. Case372.
92. Cases 505, 691, and 744.
93. Case 580.
94. Cases 596 and 804.
95. Cases 505 and 588.
96. Case 552.
97. Case 356.
98. Case 650.
99. Case 51.
100. Case 641.
101. Case 95.
102. Cases 97 and 583.
103. Case 311.
104. Case 662.
105. Cases 93, 580, and 638.
106. Case 920.
107. Case 125.
108. Case 95.
109. Case 311.
110. Case 356.
111.Case 583.
112. Case 662.
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115. Anderson, Jack, "A Magic Ray Play To Trap Hijackers," San Francisco Chronicle, September 21, 1972.
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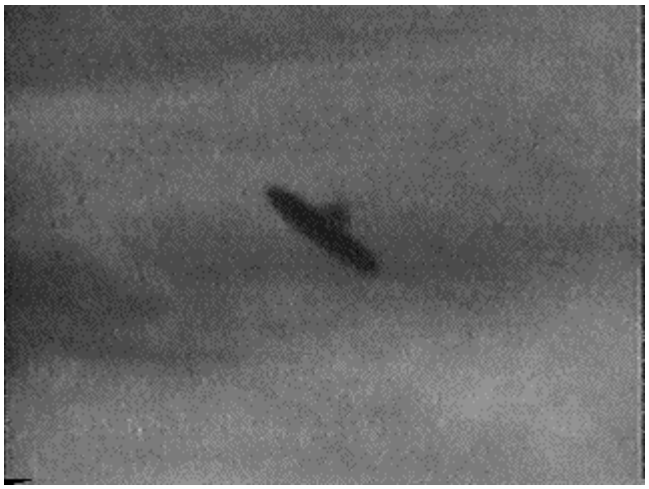
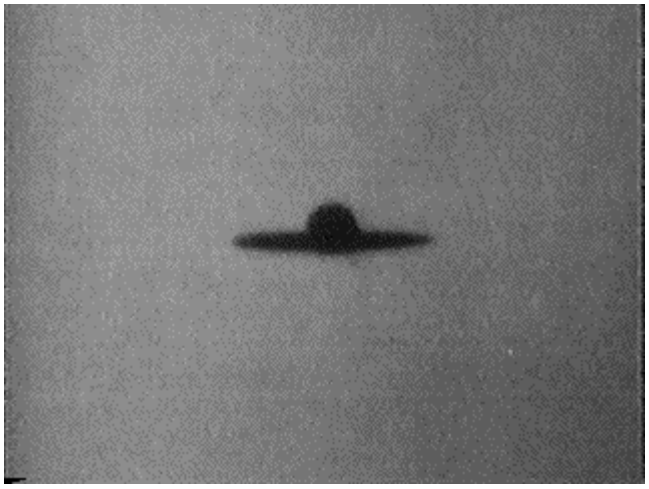
119. Case 41.

Chapter 8

Return to NICAP Home

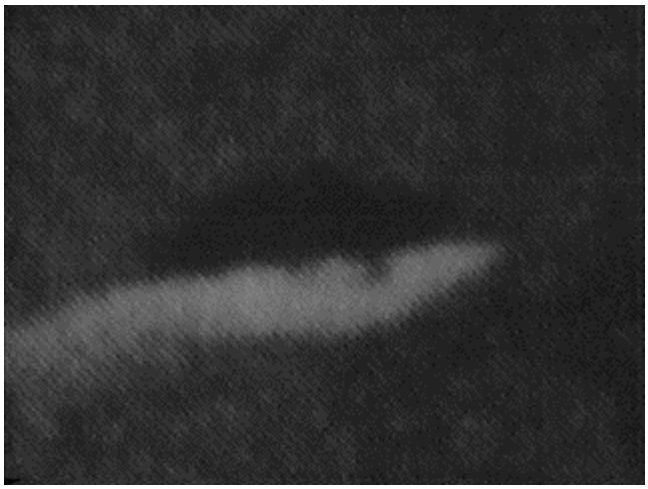
Chapter 10
21 June 1977
Centeno, Argentina





17 April 1978 Hot Springs, Arkansas

5 June 1955 Namur , Belgium



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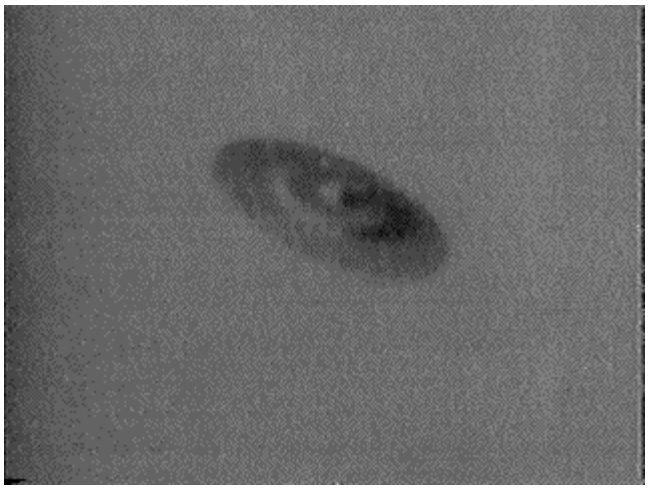
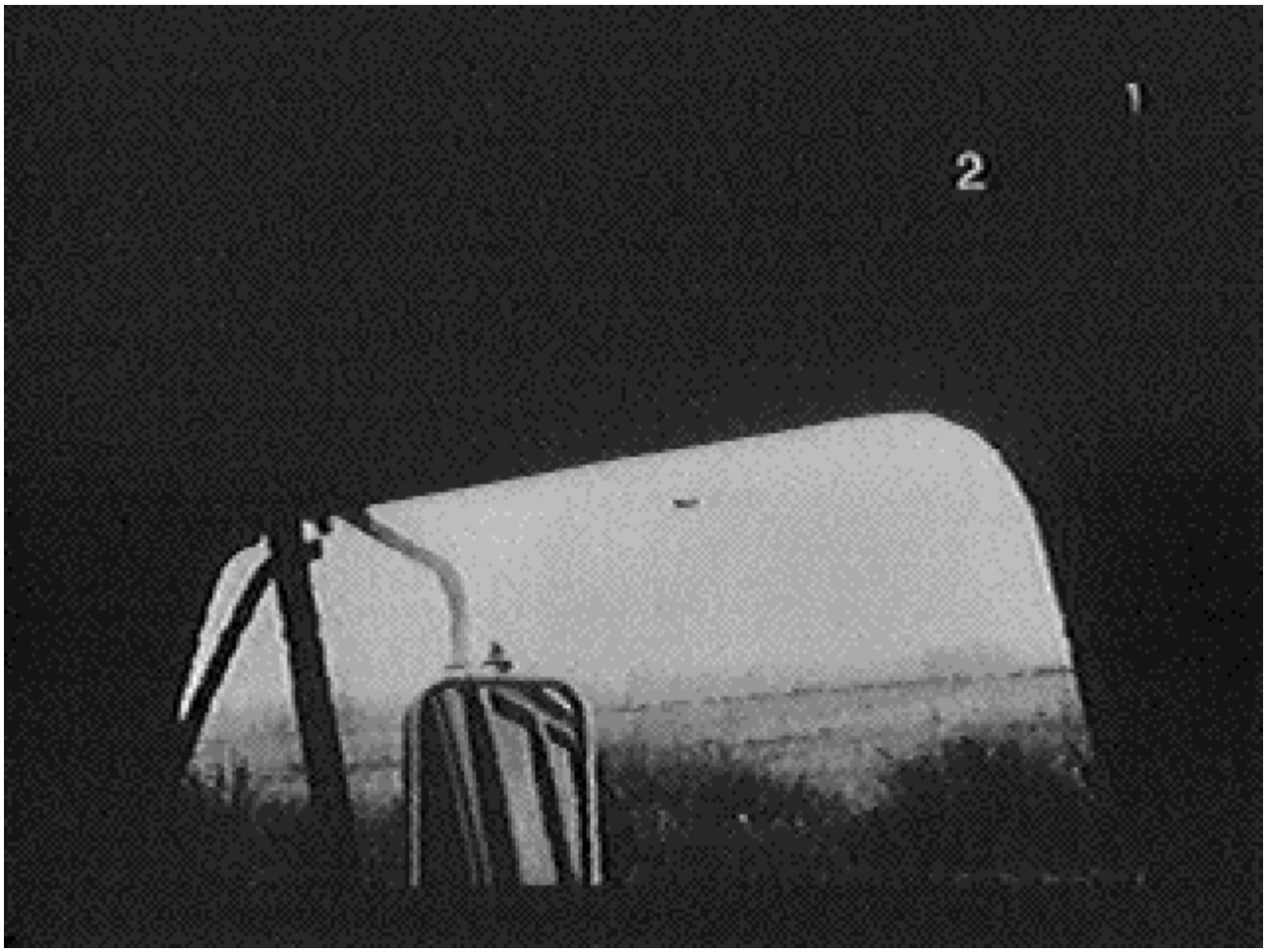


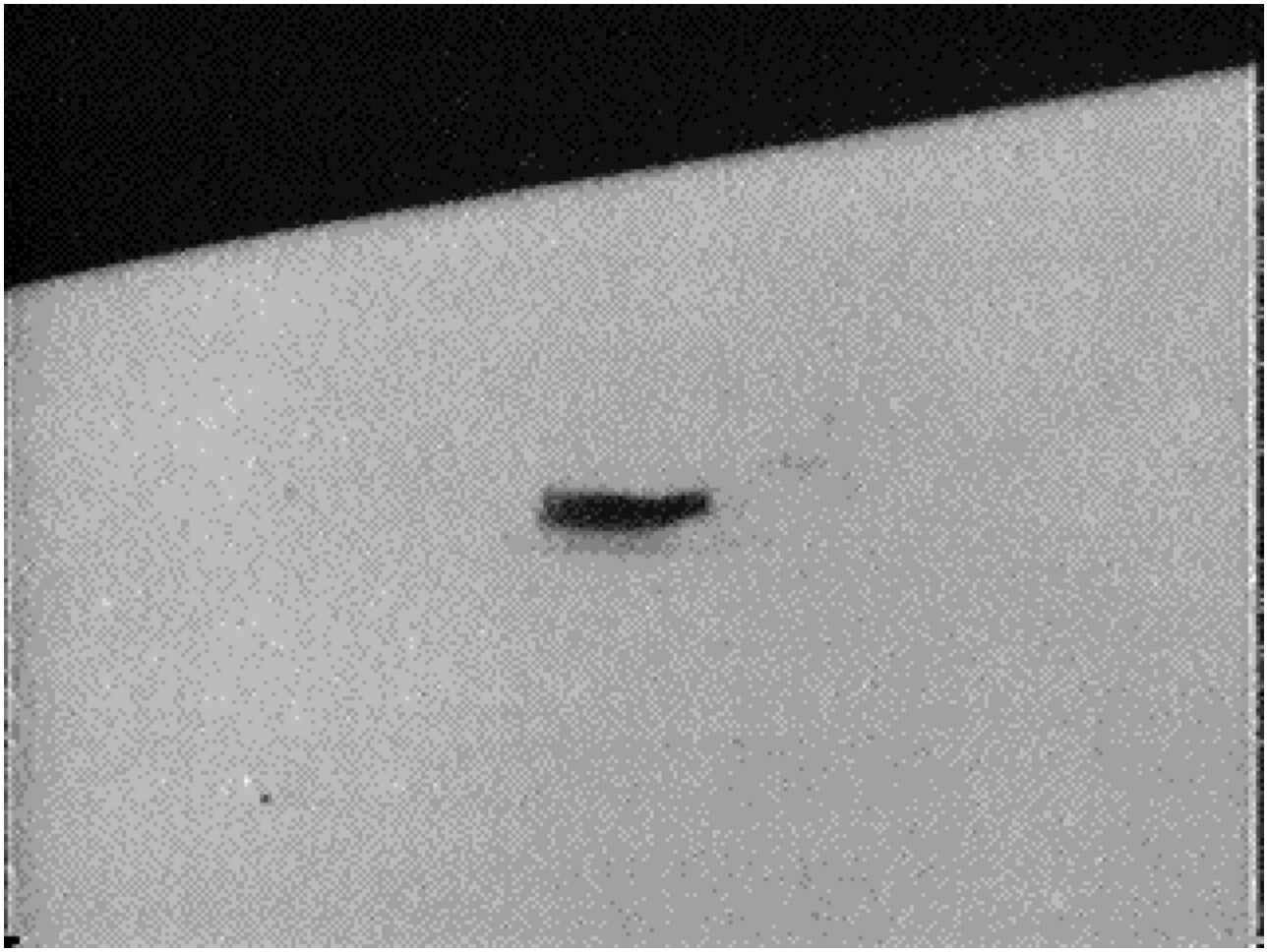
12 May 1976 Paso Fondo, Brazil

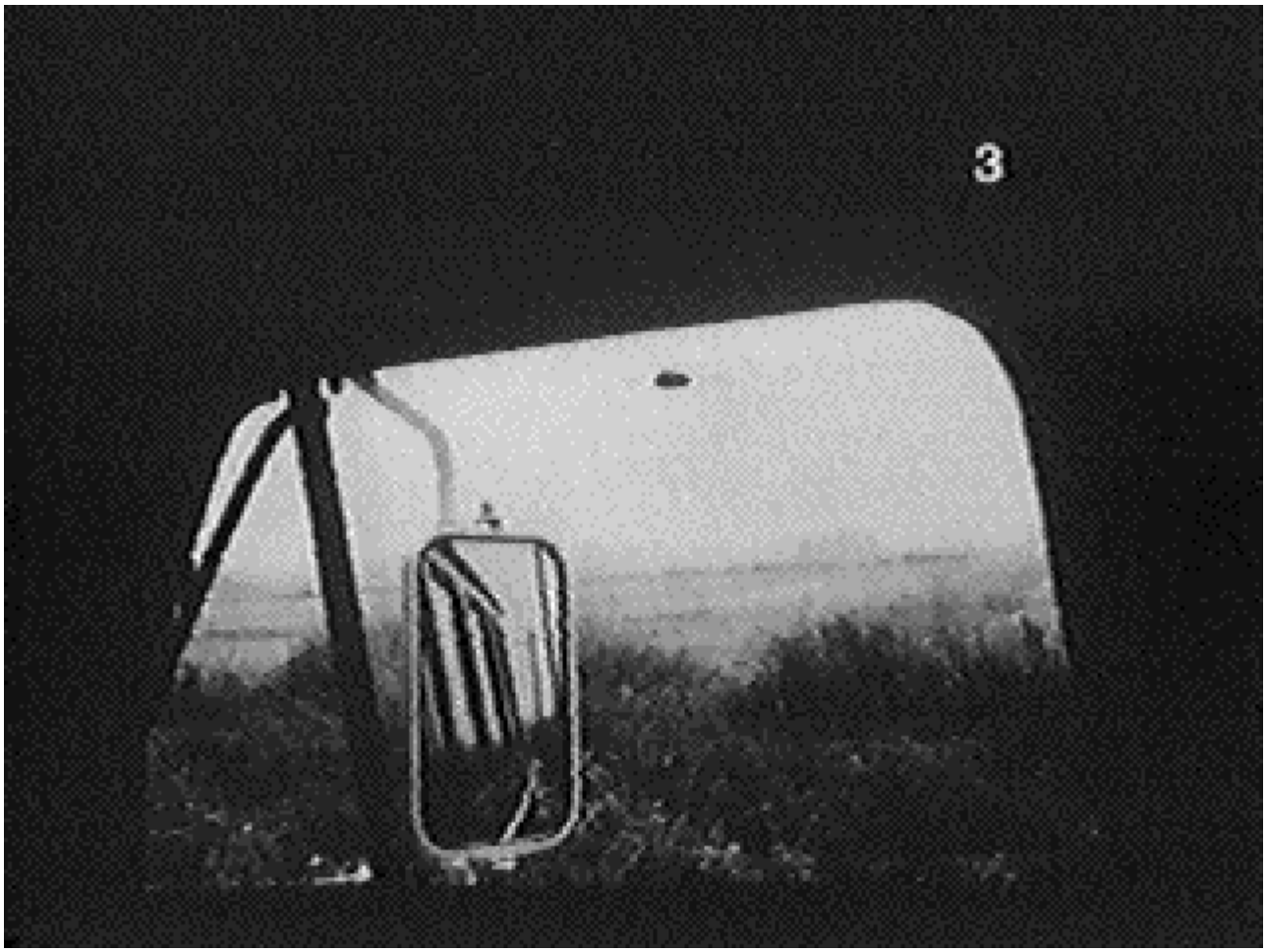
20 June 1978
Rio de Janeiro, Brazil

Photograph 1
August 1965
Santa Ana, California



Santa Ana Photos 4 to 6

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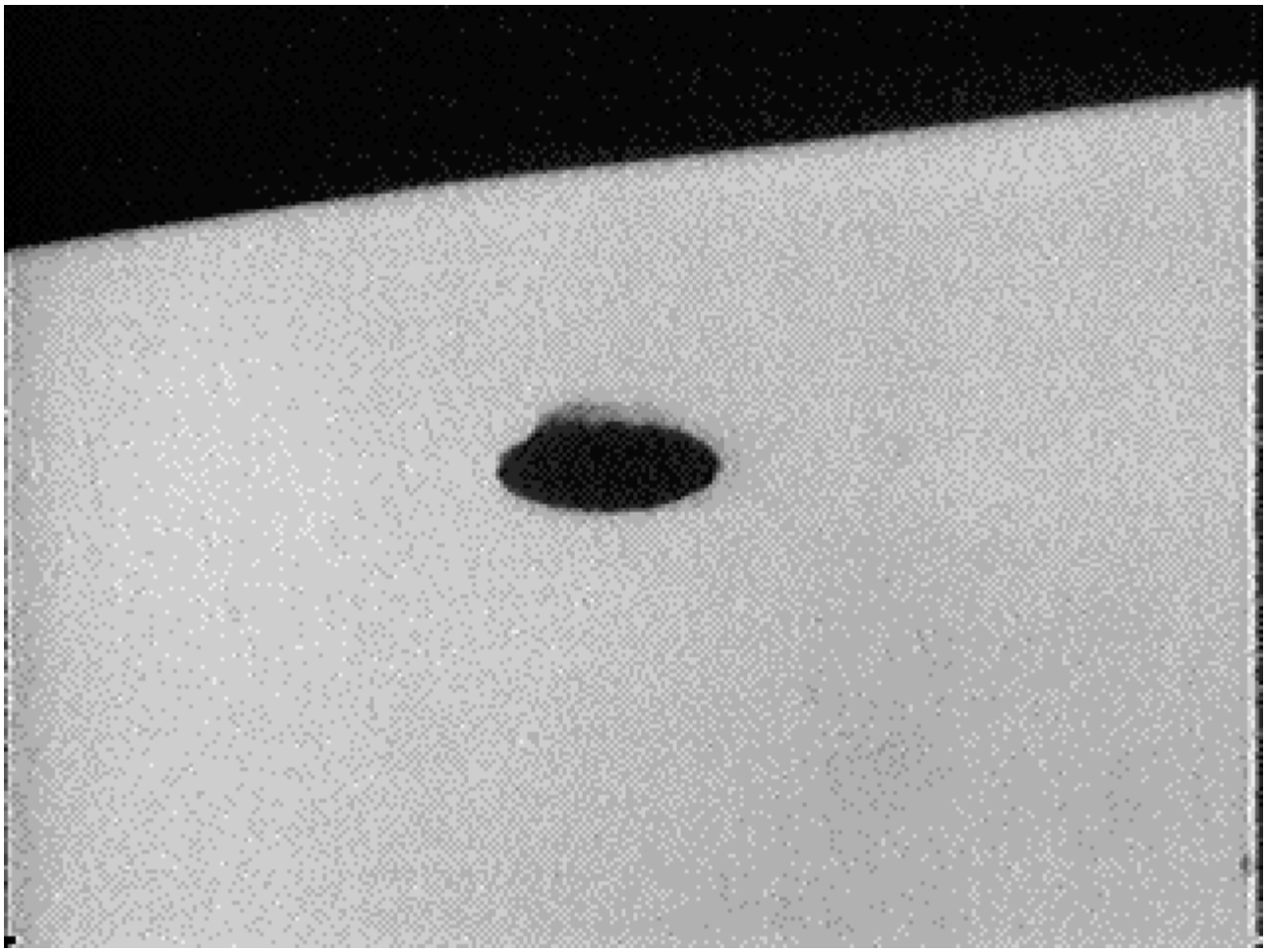
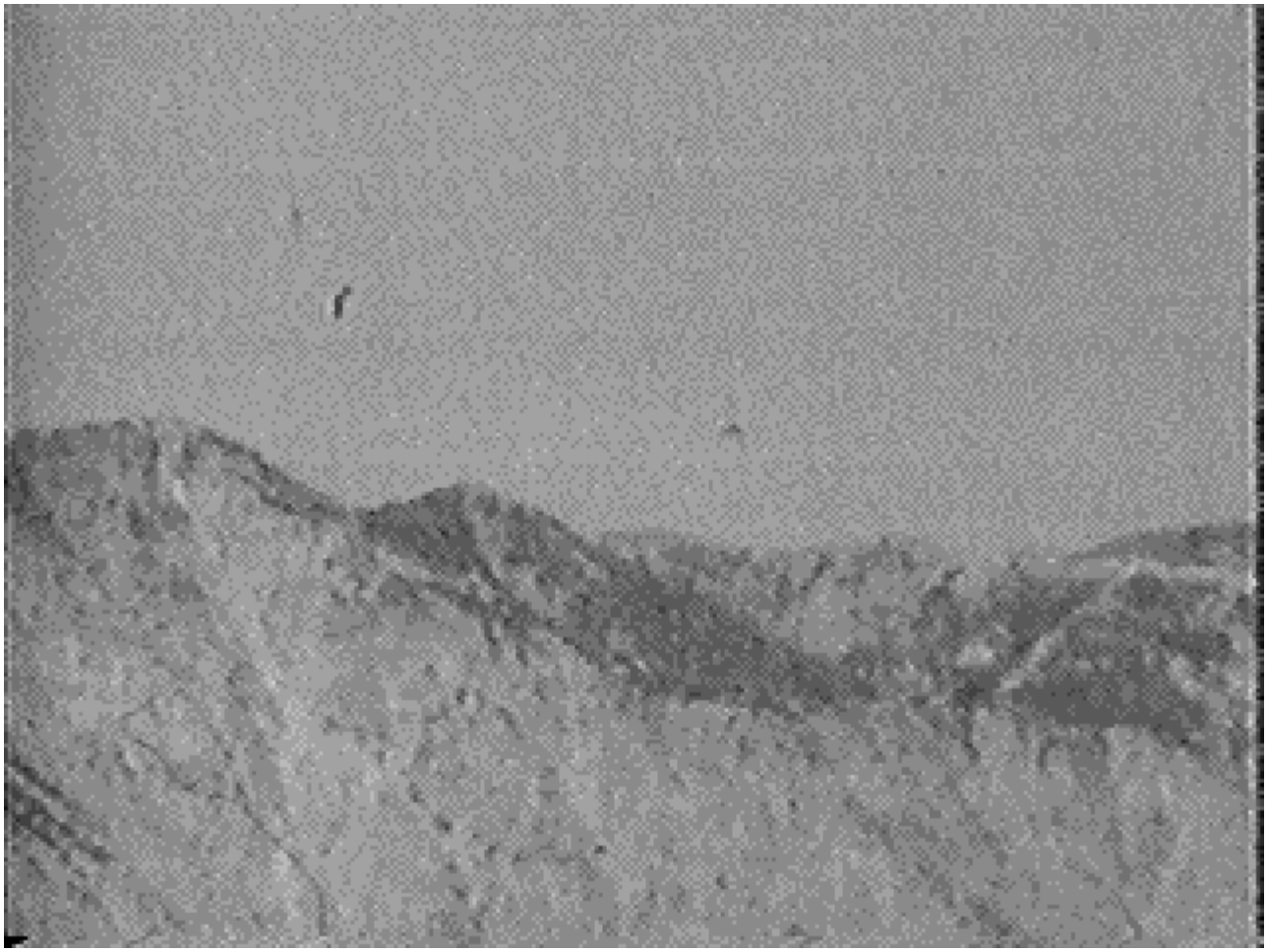
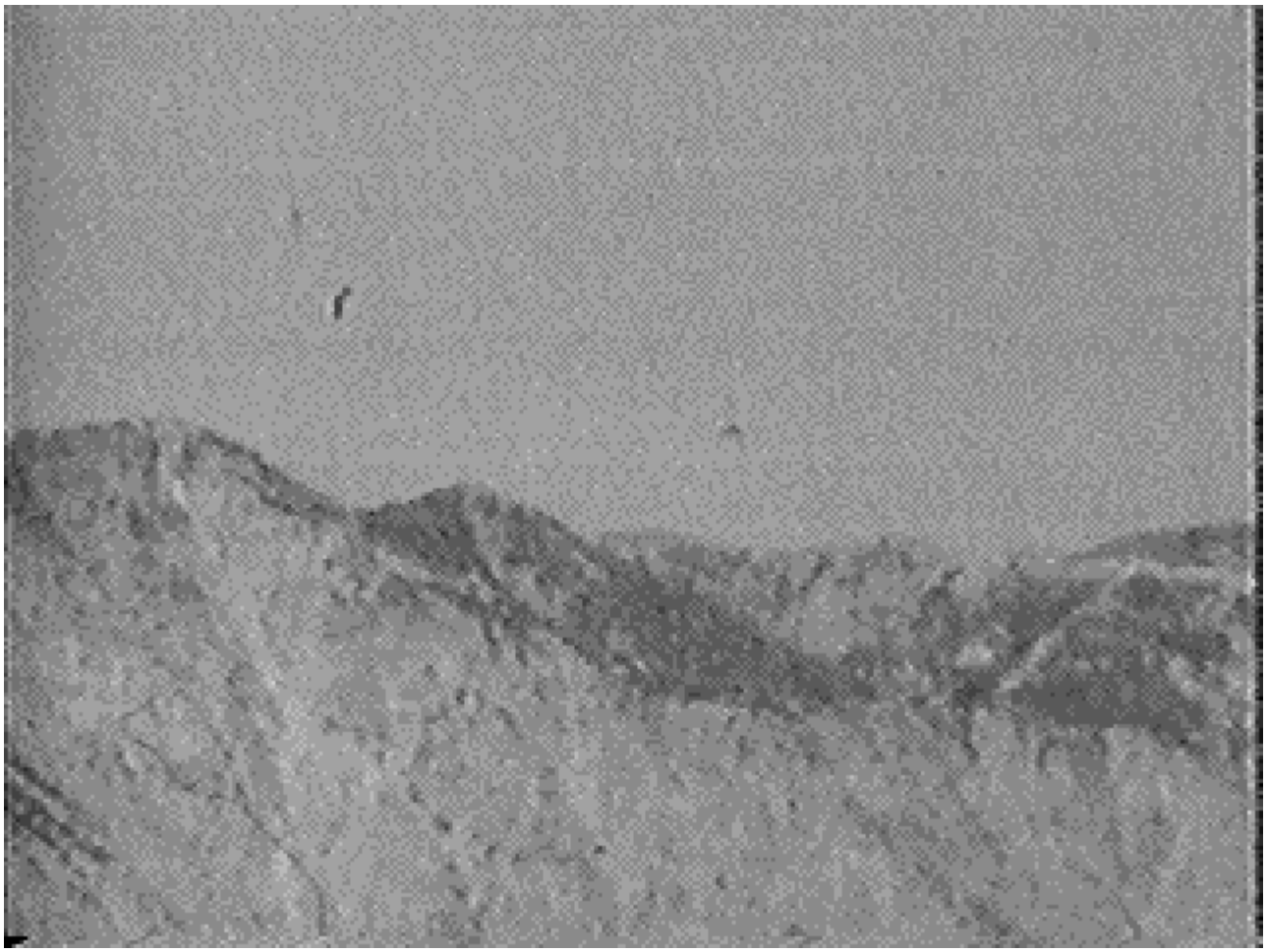
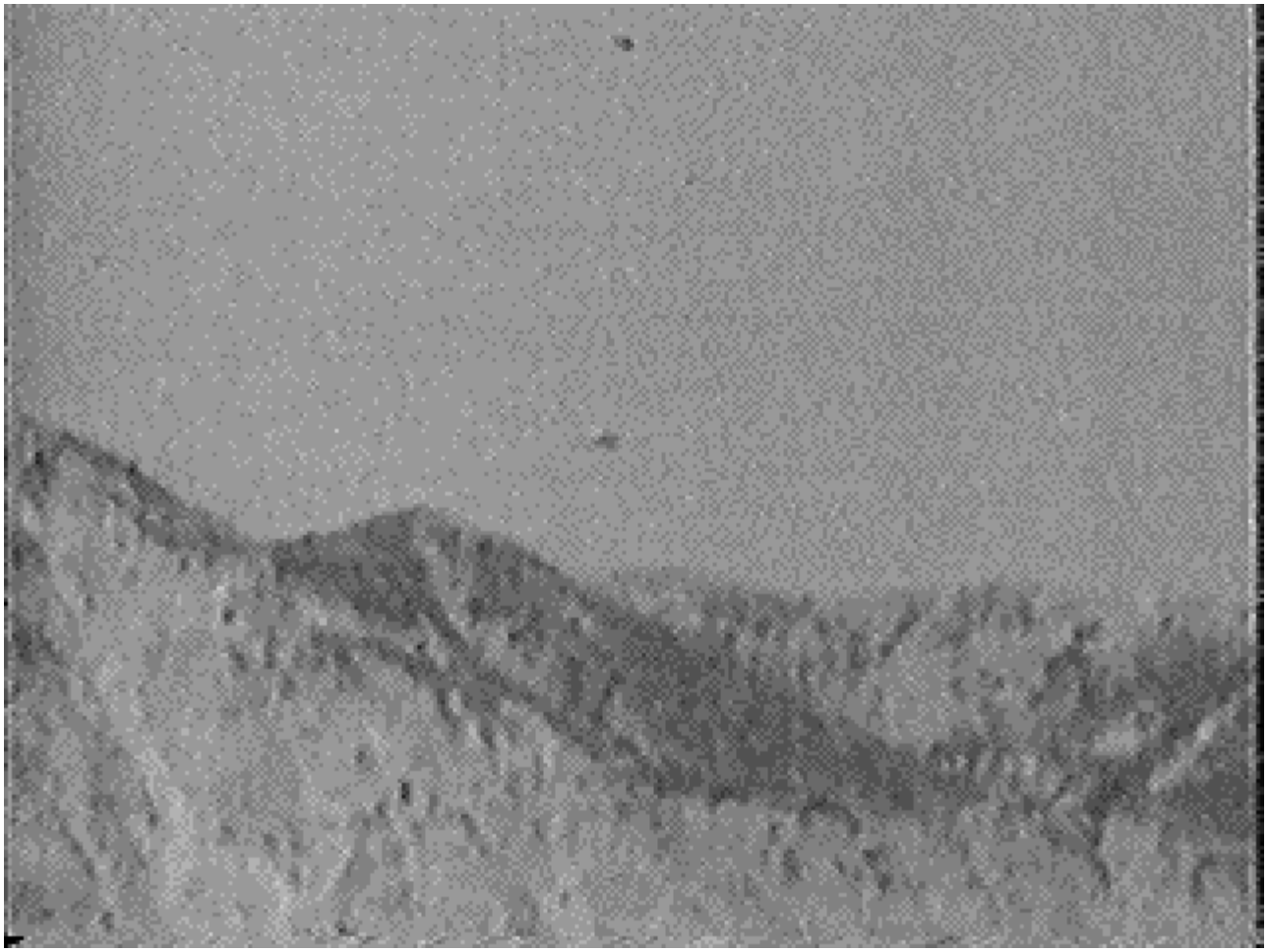


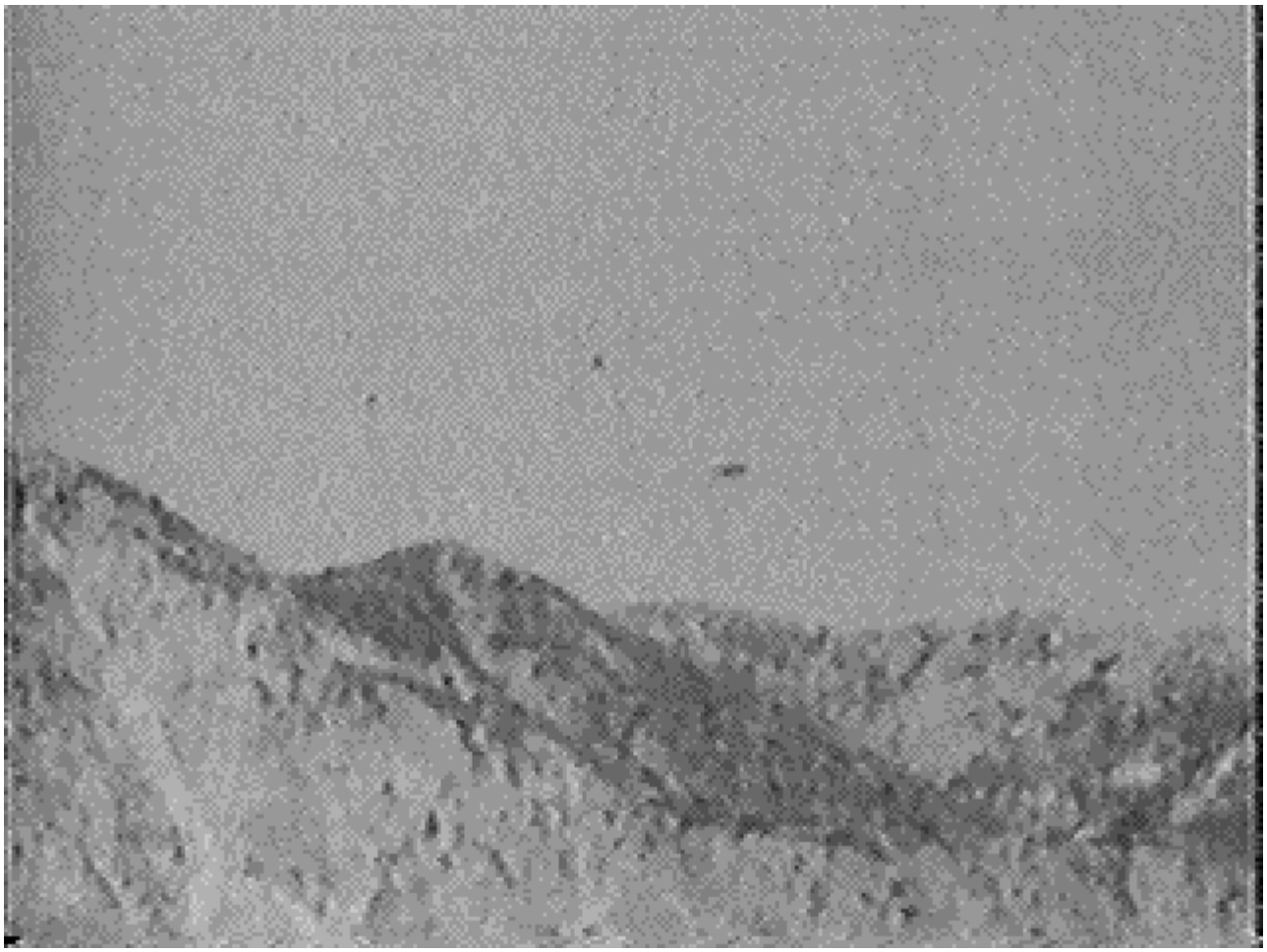
18 March 1975
Hamilton, Ontario, Canada

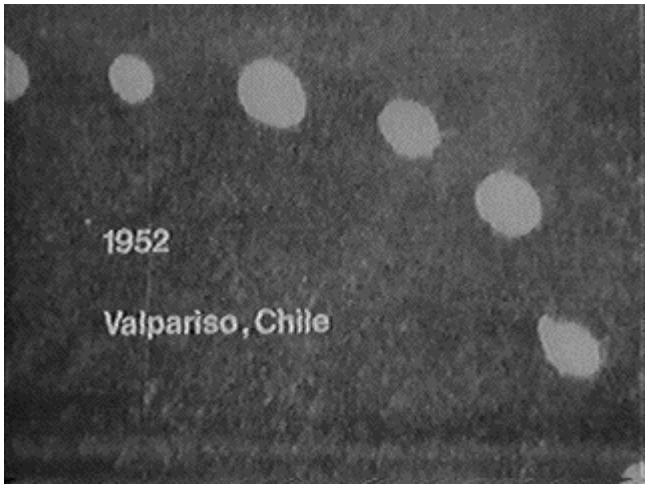




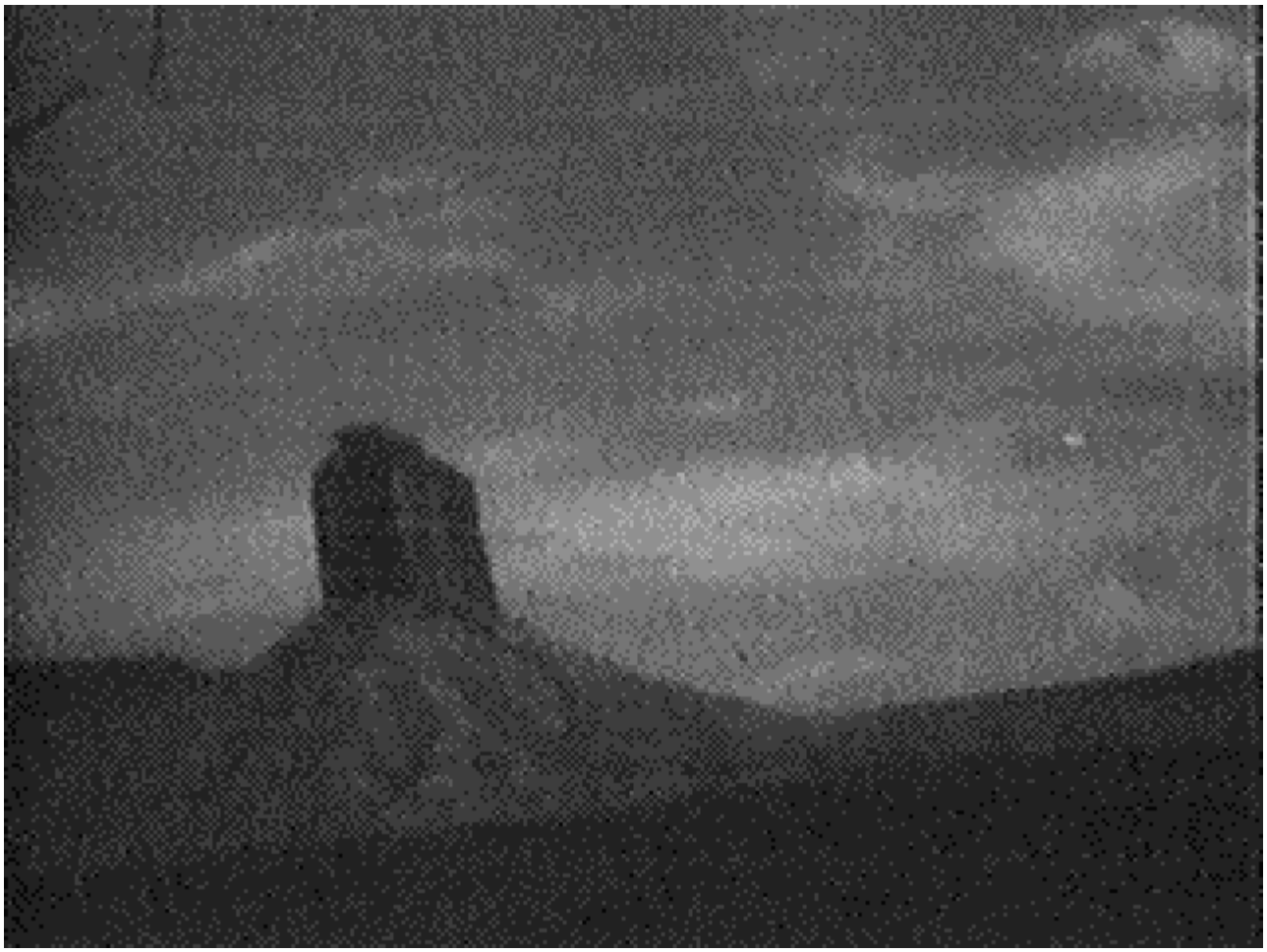
Photos 5 to 7






1952
Valpariso, Chile

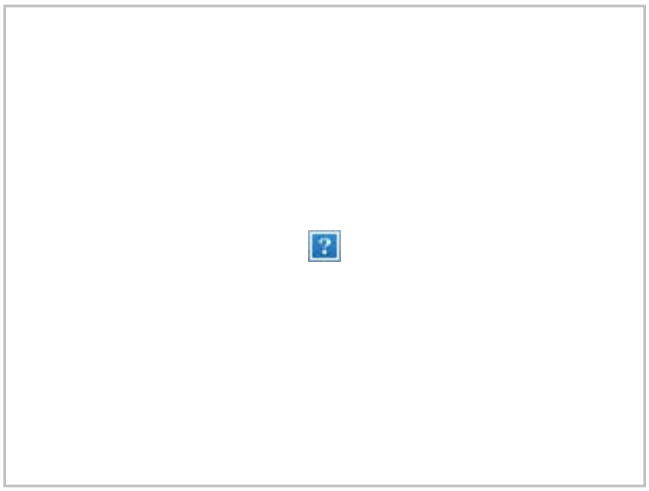
1942
Tientsien, Hopeh Province
North China



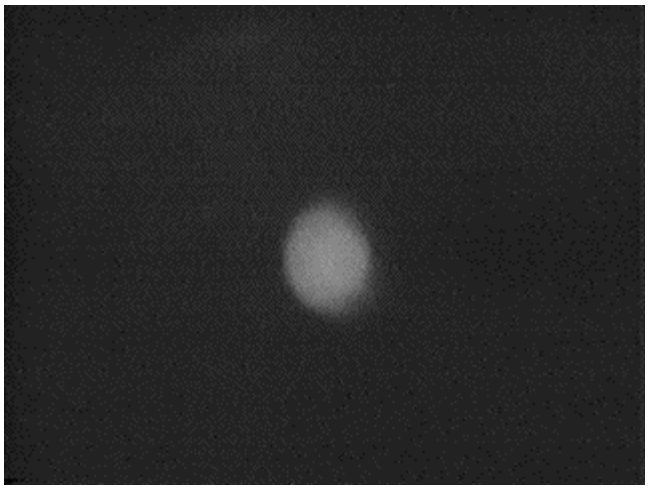
Photos 4 to 6

26 February 1967
Fargo , North Dakota

Photo - Albiosco, France 23 March 1974

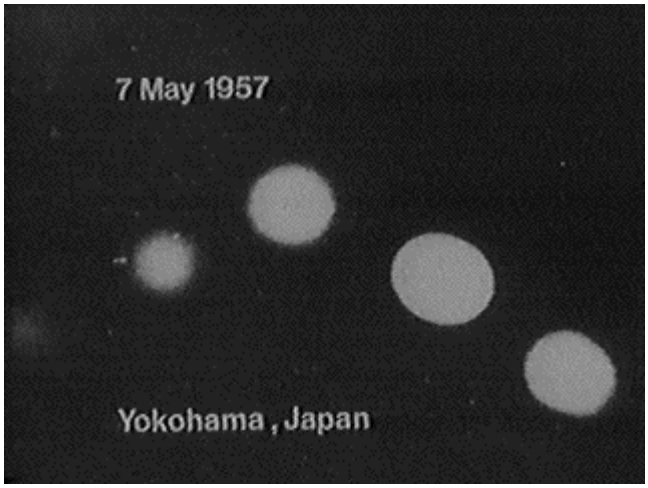


30 June 1954 Keflavik, Iceland

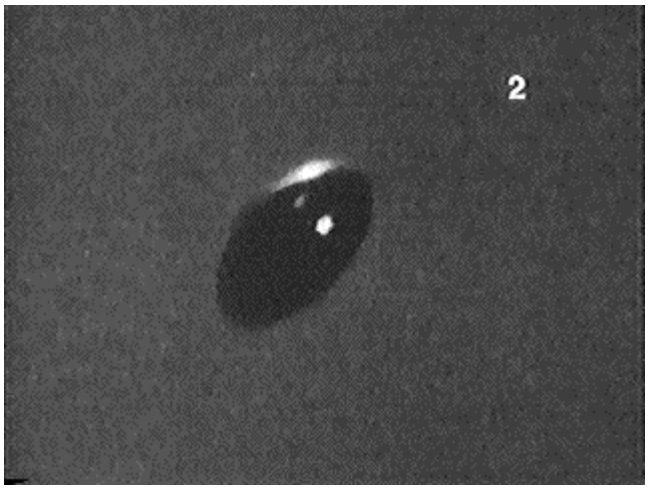


13 July 1969
Van Horne, Iowa

16 September 1978 Purugia,Italy


7 May 1957
Yokohama , Japan

Photograph 1
4 February 1978
Miki-Cho, Japan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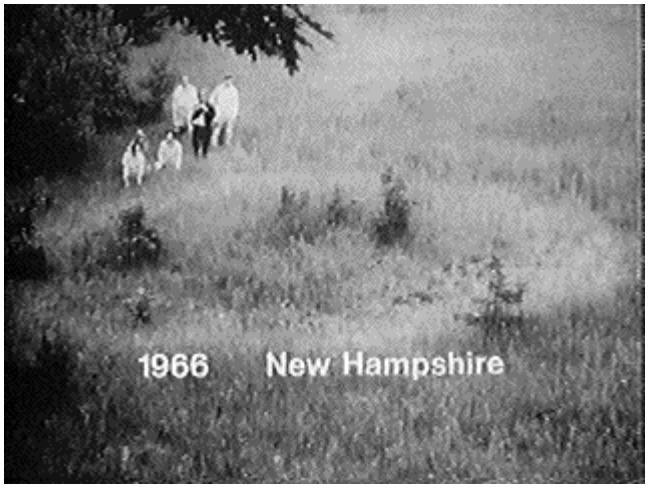
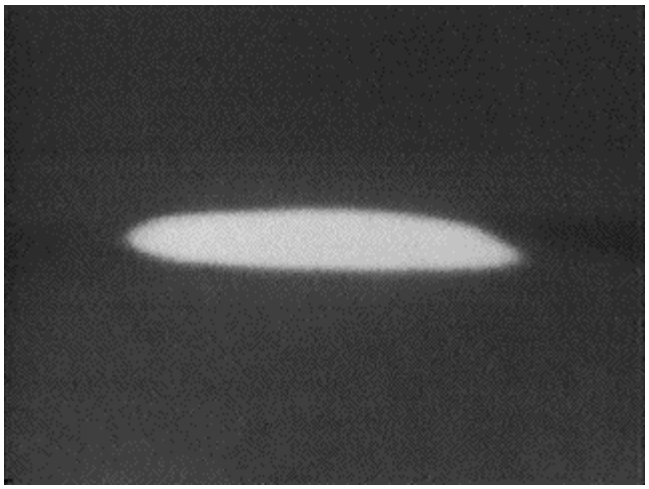
21 October 1965 Gibbon , Minnesota

2 November 1975
Medford, Minnesota

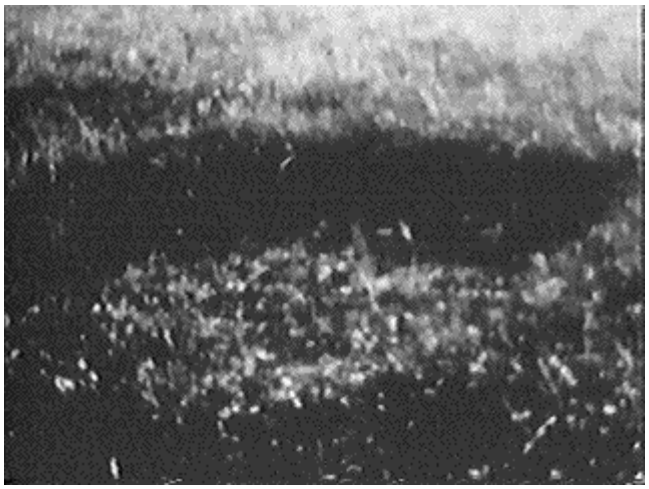
13 July 1978 Las Vegas, Neveda


1966 New Hampshire

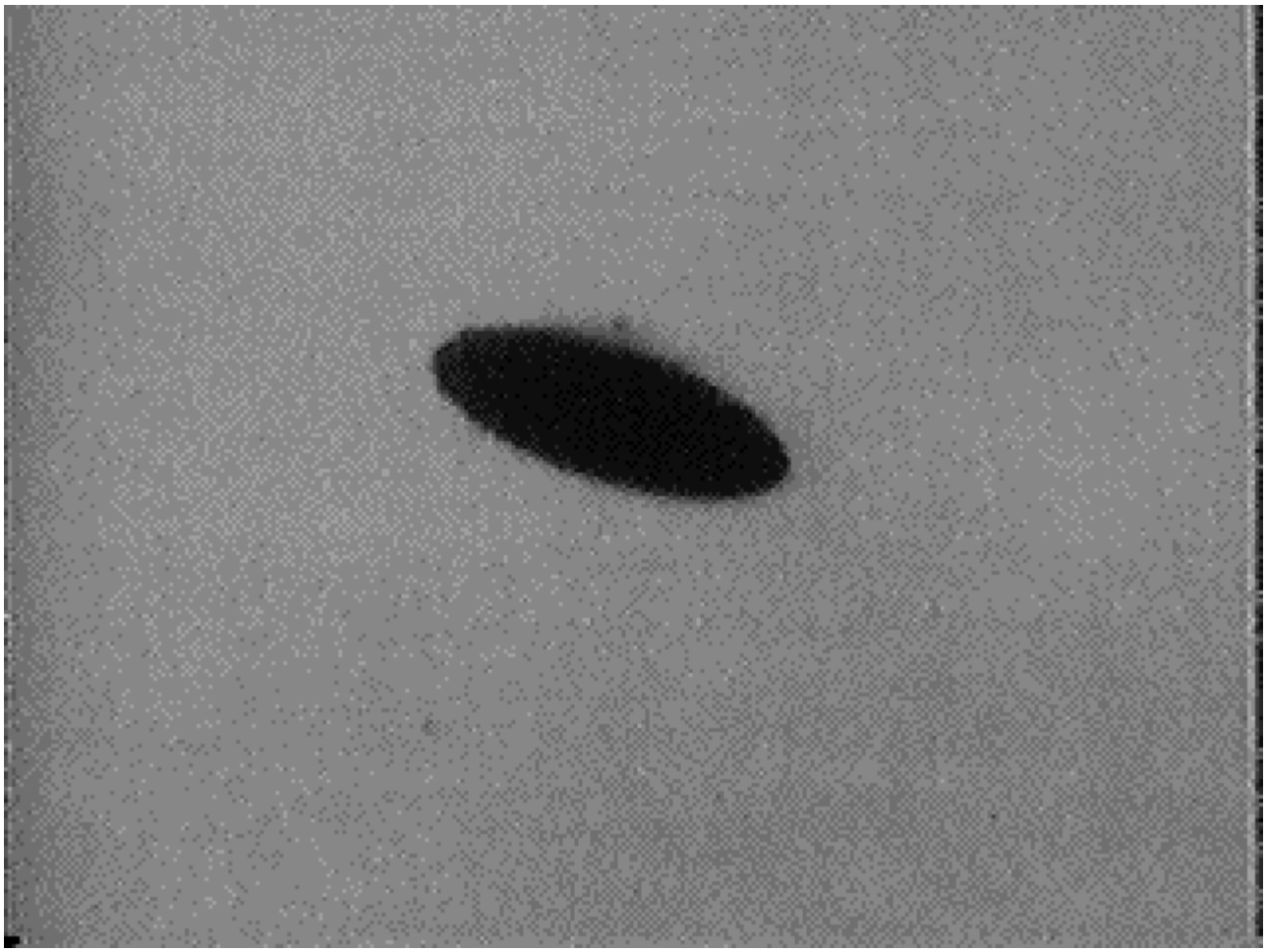
White Sands, New Mexico



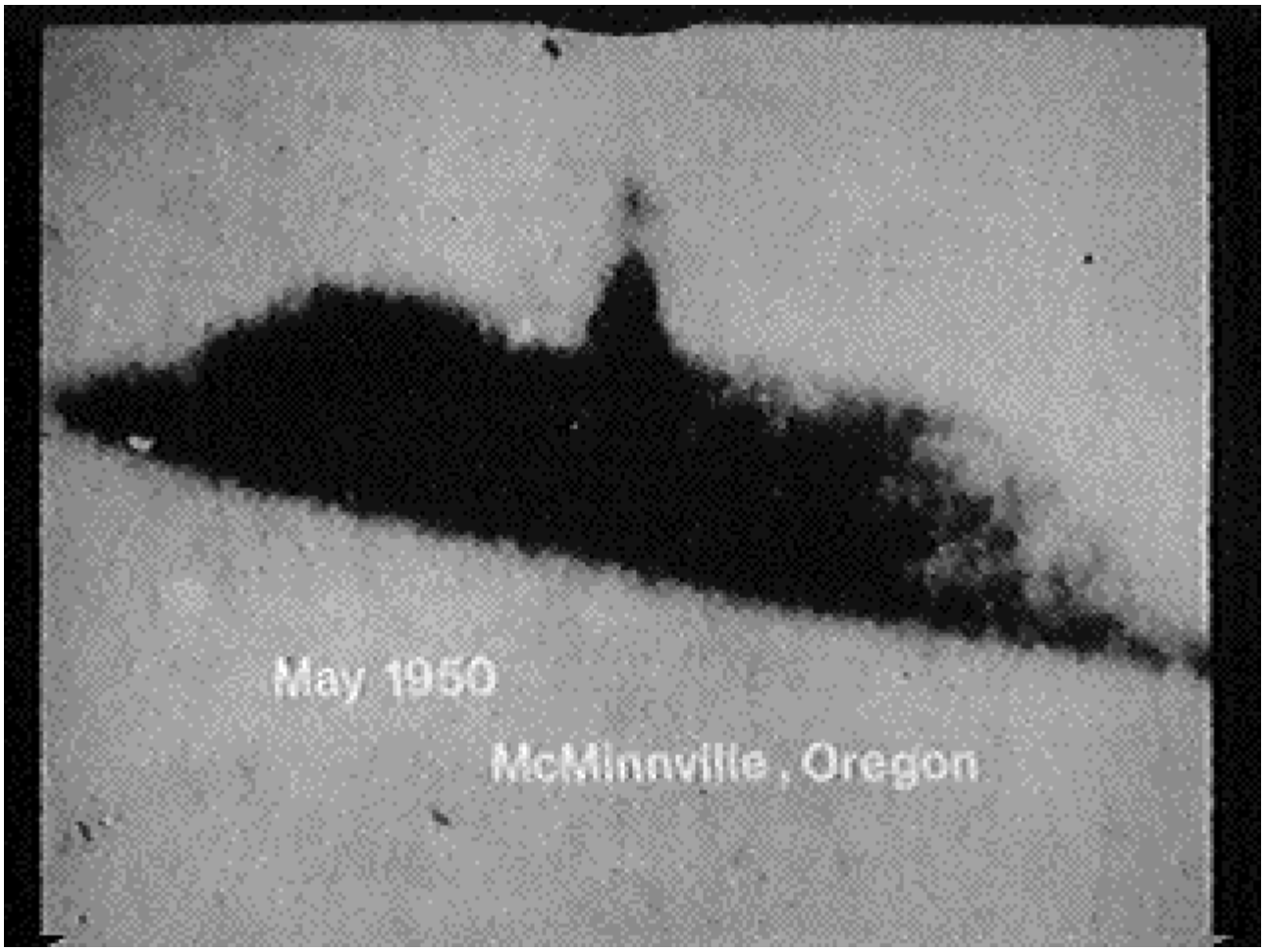
1927 New York State



Photograph 1
May 1950
McMinnville , Oregon



Photos 4 to 6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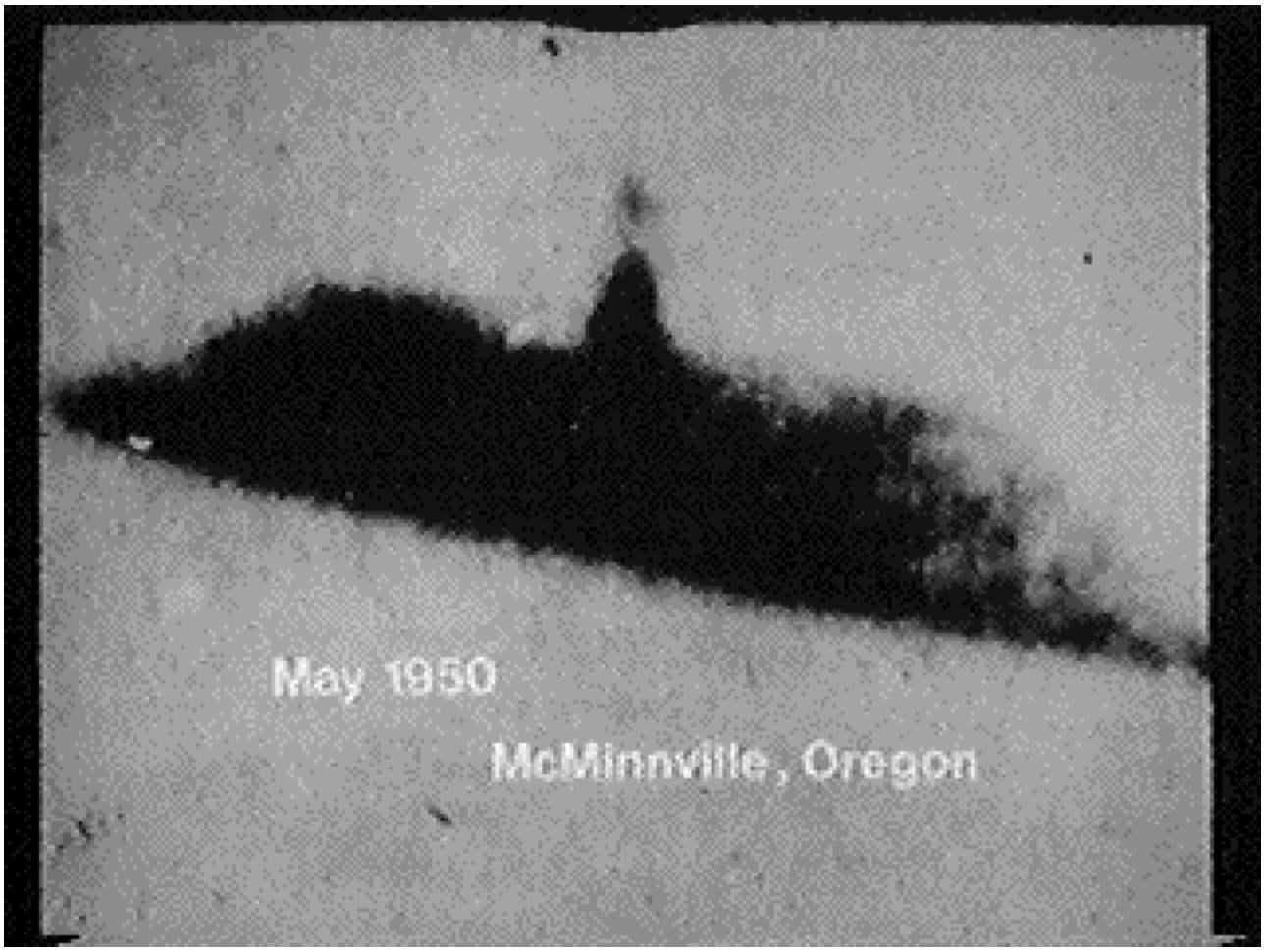
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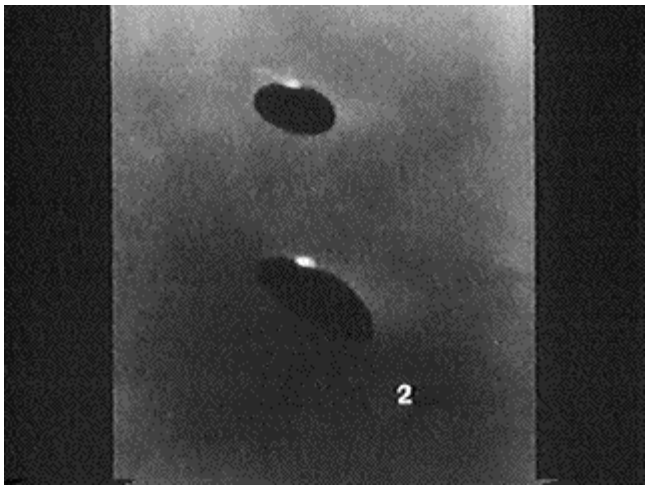
March 1967 Yungay , Peru
Photograph 1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August 1968 Cluj, Romania

ell Daily Record

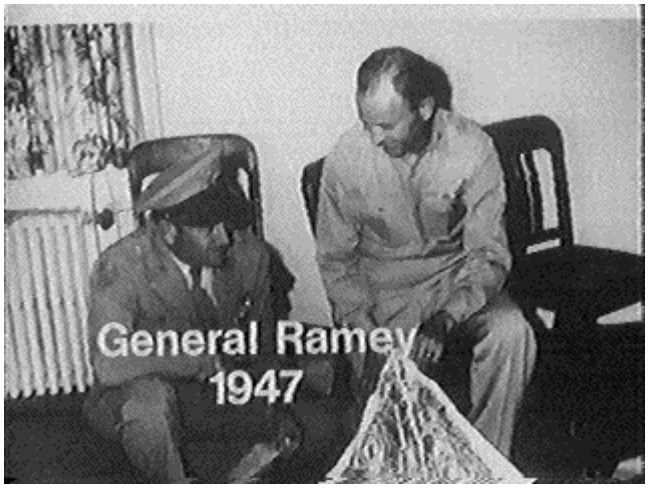
RAAF Captures Flying Saucer On Ranch in Roswell Region

House Passes Tax Slash by Large Margin

Security Council Paves Way to Talks On Arms Reduction

No Details of Flying Disk Are Revealed

Ex King Carol Weds Mme. Lupescu

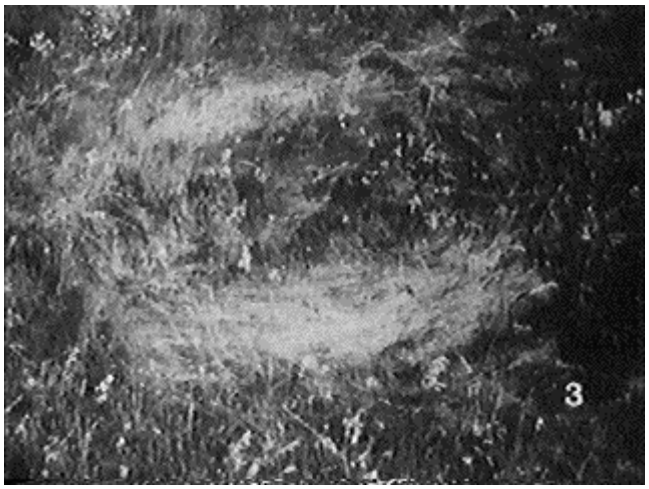


Roswell Daily Record

Gen. Ramey Empties Roswell Saucer

Harassed Rancher who Located 'Saucer' Sorry He Told About It

1 September 1974
Langenburg, Saskatchewan
Photograph 1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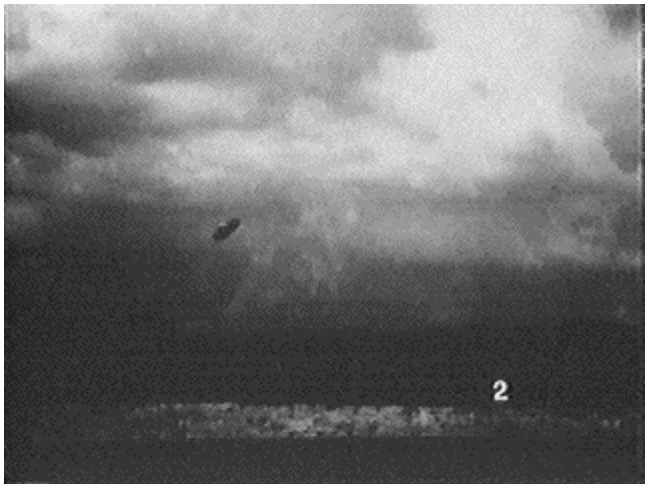

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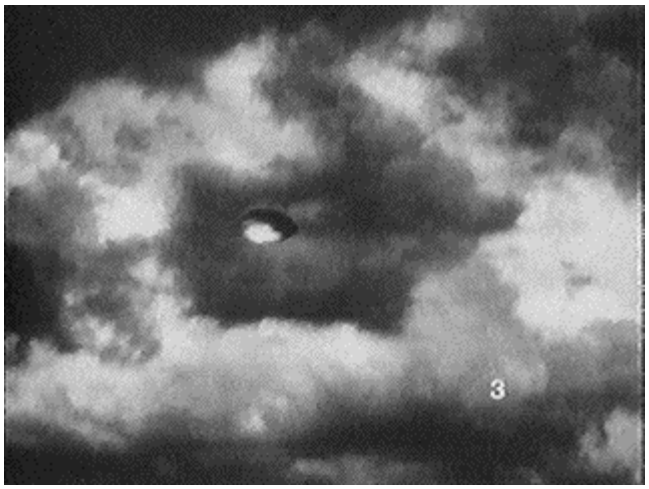
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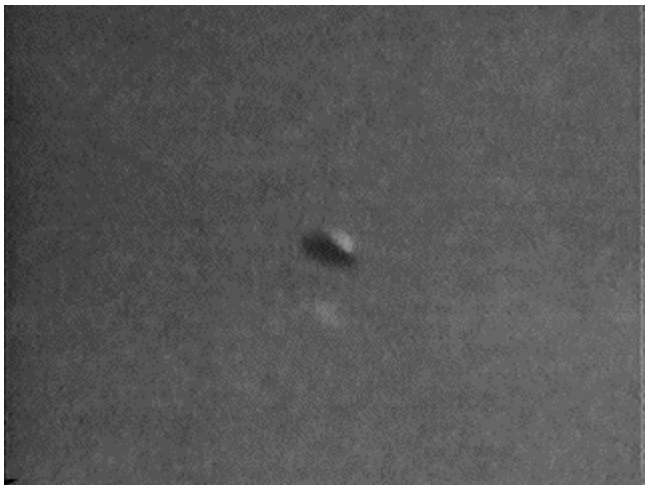
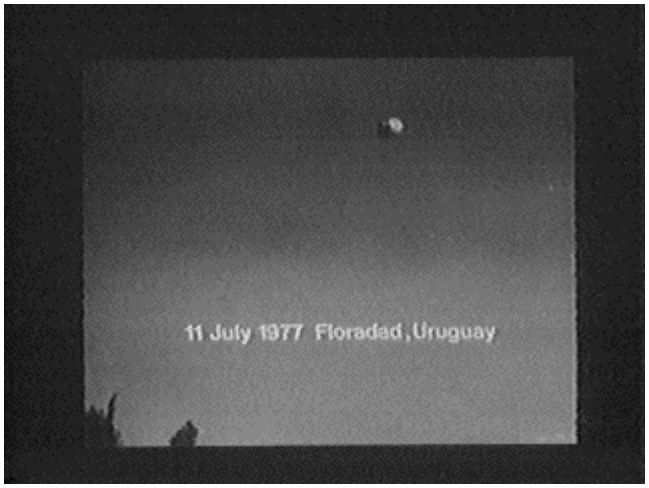
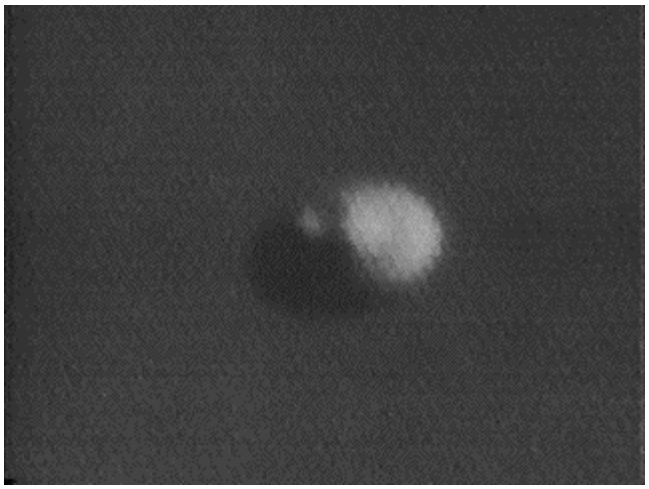
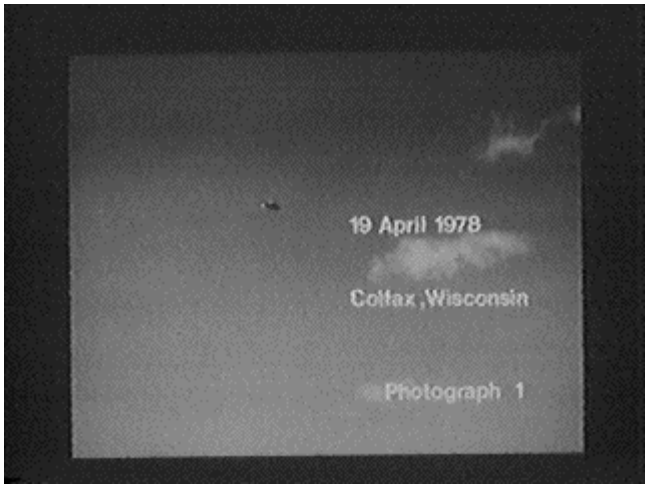
26 July 1977 Maldonada, Uruguay




11 July 1977 Floradad, Uruguay




19 April 1978
Coltax ,Wisconsin
Photograph 1

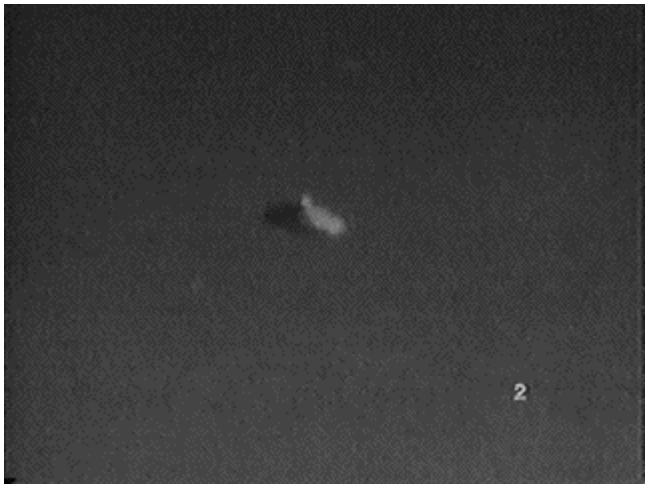
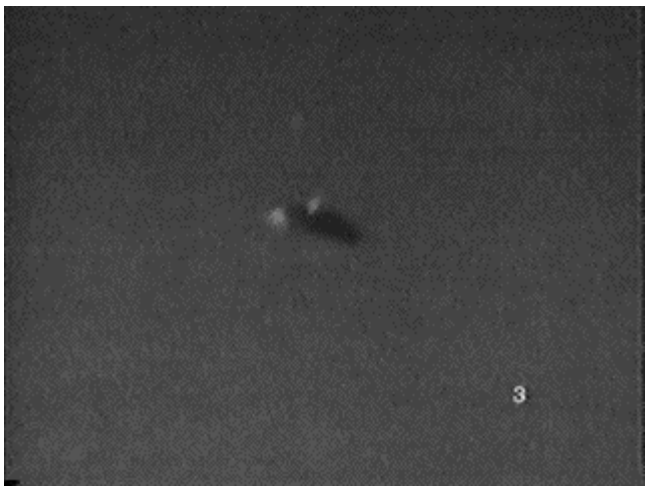

2

Photo - Coltaz, Wisconsin. 19 April 1978



17 July 1974
Belotie , Yugoslavia

Photo - Belotie, Yugoslavia. 17 July 1974

Form: 97 NCPDIR
Date: 22 Dec 2003
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: UFO "Alters" Navy Polaris Test; Air Force Test Range; Cape Canaveral, Florida, Jan. 10, 1961

The NICAP Report
McClelland Report

Richard Hall:
The documentation was 100% perfect, since we had the technical evaluation report from the Cape on the incident. But after I left NICAP and the files were transferred to CUFOS, I no longer have access to it. Jerry Clark tried to locate the report for me in the NICAP files but couldn't find it. I have a feeling that it was not in the regular files but in a "cover" file under the name of the contractor which was Pan American. Don Keyhoe and I showed the report to several board members who certified its existence. So, I KNOW it's absolutely authentic but can no longer prove it.

Francis Ridge:
The original investigation was conducted by Clark McClelland and his Florida NICAP subcommittee. I contacted him on 10 March 2006 and he provided a brief report. The file mentioned by Dick Hall is still being sought.

NCP Home Page
NICAP Home Page

Form: 97 NCPDIR
Date: Updated 19 Feb 2006
From: Francis Ridge, Coordinator
Cat: 3, 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Missile Battery Fires At Disc, Summer 1961; UFO Stalls Electrical Apparatus Near Moscow

Francis Ridge:
By the 1960s some extraordinary stories - largely unsubstantiated - had reached the Western media. According to science writer Alberto Fenogho, in an article in an Italian journal devoted to missile and space research, which was subsequently condensed and translated by Robert Pinotti, claims to have obtained his information from Soviet sources in the West, including a well-known diplomat. Here is what Timothy Good reported about one incident from "Above Top Secret", page 227:

"In the summer of 1961 near Rybinsk, 150 kilometers from Moscow, new missile batteries were being set up as part of Moscow's defense network. A huge disk-shaped object allegedly appeared at an estimated altitude of 20,000 meters, surrounded by a number of smaller objects. 'A nervous battery commander panicked and gave - unauthorized - the order to fire a salvo at the giant disk,' reported Fenogho. 'The missiles were fired. All exploded when at an estimated distance of some two kilometers from the target, creating a fantastic spectacle in the sky. The third salvo was never fired, for at this point the smaller 'saucers' went into action and stalled the electrical apparatus of the whole missile base. When the smaller discoidal UFOs had withdrawn and joined the larger craft, the electrical apparatus was again found to be in working order.'

"What are we to make of these sensational stories? In translating Fenogho's original article, Robert Pinotti noted that skeptics would point to the anonymity of Fenogho's informants and conclude that the reports are a pack of lies. Yet the stories are no more sensational than those reported in the West, and it seems unlikely that a respected journal would have published Fenogho's material unless there was *some* substance to it."

NCP Home Page
NICAP Home Page

Form: 97 NCPDIR
Date: Updated 19 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: UFO Over Titan Missile Silo; Oracle, Arizona; August 7, 1962

#5805: 1962/8/7 23:50 8 110:46:20W 32:36:40N 3323 NAM USA ARZ 6 7
ORACLE,AZ:SEP.OBS:NLT ^ ovr TITAN MISSILE SILO:JETS CHASE:NLT
AWAY+BACK:then ^
Ref# 210 The APRO BULLETIN. (J & C Lorenzen) Volume 11 Issue 2 MIL. BASE

"...it was the beginning of a new trend--the things seemed to be showing themselves more often and in the vicinity of important landmarks, as in the case we will now relate that took place on the night of August 7 [1962] at a Titan missile site in the vicinity of Oracle, Arizona. The case was never published in the press for reasons that will become obvious, but nevertheless it was possible for APRO to obtain the basic information:

"Our first informant refused to give his name for publication for fear of some kind of official reprisal for talking about the incident, but within five weeks we were able to obtain corroborating information from two other witnesses, both of whom are known to us but who must also remain anonymous. About midnight that night one of the night crew who was outside the complex spotted a brilliant light which seemed to be getting larger and larger. He soon realized the thing was descending directly over the site, so he went inside and told another man who came out and watched with him. Before long the object had become so large that both of the men were frightened and went back inside the complex where they informed Davis-Monthan Air Force Base at Tucson by telephone.

"Two jet interceptors came streaking in from the direction of the base, but as they approached, the object took off fast toward the north and was out of sight within seconds. The jets circled the area and headed back for the base. Minutes later, the "visitor" was back again, descended toward the silo, then took off vertically and dwindled to nothingness overhead. The object was described by all as having an appearance similar to that of the full moon. Other testimony indicated that a similar object was seen either the night before or the night after this incident." (See below)

Source: Coral and Jim Lorenzen, _UFOs The Whole Story. New York: Signet, 1969. p235

Project Blue Book Master Index 1-15 August 1962

Take notice to ADDITIONAL REPORTED SIGHTINGS (NOT CASES)
August 7 Tuscon, Arizona News Clipping

http://www.bluebookarchive.org/page.aspx?PageCode=NARA-PBB1-274

http://www.siloworld.com/390th%20SMW/390th%20SMW.htm
Titan II ICBM Launch Facilities

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NCP Home Page
NICAP Home Page

Form: 97NCP
Date: Updated 22 March 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Minuteman Site Jammed By UFO, North Dakota, August 24*, 1966

AIR FORCE DENIES UFO INCIDENT

A United States missile program supervisor claims that mysterious unidentified flying objects have seriously imperiled national security. The Air Force denies it. Raymond E. Fowler, project supervisor on a Minuteman missile program near Boston, asserts that [UFOs] have penetrated the restricted air space above America's missile sites, jamming vital electronic equipment. He also says the objects eluded fighter aircraft scrambled to intercept them... Specifically, Mr. Fowler says he talked with an Air Force officer who had been in one of the subterranean Launch Control Facilities [LCFs] of a North Dakota Minuteman site on August *25*, 1966, when radar operators picked up a UFO maneuvering over the base at 100,000 feet. The officer declared that the LCF's sophisticated radio equipment, that enables it to receive firing instructions from coordinating centers and transmit them to the silo Launch Facilities [LFs] was blocked out by static when the UFO hovered directly over it. Mr. Fowler recalls the officer saying that he could conceive of "nothing. on earth" that could caused the equipment to malfunction from such an altitude, emphasizing that it was working perfectly before the object appeared overhead and after it left.

Asked to comment on Mr. Fowler's allegations, an Air Force spokesman in Washington declared that SAC, that operates the site, "could find nothing in its unit histories to confirm the presence of unidentified flying objects over it or indeed malfunctions in its equipment on the date mentioned."

Despite the Air Force's denial Dr. Hynek insists that the base was buzzed by a UFO. "I went there as the Air Force representative and talked to the people concerned after it happened," he says. Dr. Hynek was at that time acting as scientific consultant to Project Bluebook. Mr. Fowler says he was told that communications between land strike-teams [armed jeep patrols] dispatched to a spot where the first UFO appeared to land and intercepting aircraft [Note; F- 106's] were completely jammed by strong radio interference. Moreover, he says, missile site control found intense static disrupting communications with its strike-teams.

After UFOs had streaked away, Mr. Fowler claims that Air Force Intelligence teams, descended on the base telling those who had seen or heard anything to keep quiet... .He cites a Joint Chiefs of Staff regulation last updated in 1966, that establishes a system for reporting UFO sightings to the Aerospace Defense Command at Colorado Springs... and imposes penalties for the unauthorized disclosure of UFO information. But says an Air Force spokesman:

"We're out of the UFO business."

Source: Christian Science Monitor, Dec. 5, 1973; UFO Testament - page 281, Ray Fowler
* corrected date

#6887: 1966/8/24 22:0 230 101:24:0W 48:23:0N 3333 NAM USA NDK 7 11
MINOT AFB,ND:4hrs/NLTS:RFI:RDR:3 MSITES REPORT:OBJs SEEN/GND LEVEL:RADIO RFI
Ref# 83 FOWLER,RAY:UFOS-INTERPLANETARY VISIT Page No. 286 MIL. BASE

Letter from Maj. Wells fwdg report to Quintanilla
Notes and drawing

The NCP Home Page
NICAP Home Page

Form: 97NCP
Date: Updated 9 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: Disc with Flashing Lights Hovers over Minuteman Missile Sites; Minot AFB, ND; March 5, 1967

Francis Ridge:
This is just one of many cases which my group (Nuclear Connection Project) has listed under nuclear connection. We have found about 200 such incidents. Not only that, but this event occurred during one of the most intense sighting waves in history.

Richard Hall:
On March 5, 1967, Air Defense Command radar tracked an unidentified target descending over the Minuteman missile silos of the 91st Strategic Missile Wing at Minot AFB, ND. Base security teams quickly converged on the area and saw a metallic, disc-shaped craft ringed with bright, flashing lights moving slowly. The disc stopped and hovered about 500 feet (150 meters) off the ground, as security police held their fire and watched in awe. Suddenly the object began moving again and circled directly over the launch control facility.

F-106 fighter-interceptors were standing by on the flight line, waiting impatiently for an order from NORAD to scramble. When the or order was not fortthcoming, base operations decided on their own to scramble the interceptors. At that moment the UFO climbed straight up and streaked away at incredible speed.

Source: Volume II, The UFO Evidence, page 80 (Richard Hall).

The Report - Ray Fowler
NCP Home Page
NICAP Home Page

Form: 97 NCPDIR
Date: Updated 3 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10, 2, 3
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: "Echo Flight" / Malmstrom AFB Missile Incident; Lewiston, Montana; March 16, 1967

Francis Ridge:
What could be more interesting and important than an incident involving UFOs and our strategic defenses, especially where there appears to have been a direct relationship between the incident and the failure of vital missile targeting systems, ten missiles at one site and ten at another, 35 miles apart! "Some signal had been sent to the missiles which caused them to go off alert status." What most people do not understand is, this was not just an unfounded rumor. The incident has been confirmed. Although it is normal for authorities to "explain away" almost all UFO incidents, this one is not that easy. This is the story of extraordinary events that happened in 1967 to Strategic Air Command Missile Combat Officers; Missileers assigned to operate the Minuteman Intercontinental Ballistic Missile , an essential part of America's Cold War strategic nuclear deterrent. Our thanks to Joel Carpenter for locating the image of what he suspects is the LCC capsule that was apparently targeted by the UFO. And, most importantly, our thanks to Jim Klotz and Robert Salas for the official reporting of this incident to the world. And now, their book, "Faded Giant", tells the full story.(See link below).

Brad Sparks:
In the 1967 Malmstrom incident 10 Minutemans DID get knocked out, but the investigation was conducted not by NSA but by the missile contractor Boeing, which issued a SECRET classified "Report of Engineering Investigation of Echo Flight Incident, Malmstrom, Mont - 16 Mar 1967." The trick was that the UFO "rumors" were denied so that the missile disabling could be investigated and reported as if unrelated to the UFO's (which WERE sighted, contrary to the flimsy denials). No satisfactory explanation for the missile disabling was found. (See below) Presumably whenever these kinds of national security UFO incidents occurred that affected military equipment there were investigations by contractors who built or maintained the equipment, and the UFO aspects were compartmented off. At a higher level these reports could be read by someone cleared to know about the UFO details, and they could ignore the perfunctory denials of UFO activity written into the contractor studies.

The Malmstrom AFB UFO/Missile Incident (1967) - Jim Klotz and Robert Salas (CUFON)
Minuteman Missiles Shutdown - Robert L. Salas (MUJ-345, 15)
Incident at Malmstrom Base - ufocom
The Malmstrom Site Today
"Oscar Flight" Minuteman Launch Control Capsule 1.5 m.S. of Roy, MT.(TerraServer)
Update: March 2005: Book, "Faded Giant", now available - Jim Klotz and Robert Salas

NCP Home Page
NICAP Home Page

Form: 97 NCPDIR
Date: Updated 3 Feb 2006
From: Francis Ridge, Coordinator
Cat: 10
Distribution: NCP, CE, SHG, Media

Nuclear Connection Project
NCP

Subject: "Oscar Flight" / Malmstrom AFB/Missile Incident, March 24/25, 1967; Nr. Roy, Montana

Francis Ridge:
This incident use to be directly connected to the "Echo Flight" incident of March 16, 1967. However, Robert Salas now agrees with Robert Hastings that these incidents probably occurred on two separate days. This alternate time-line is based on the testimony of Bob Jamison. In light of that, we propose that the Oscar Flight shutdown probably took place on the night of March 24/25, 1967--the same night as the Belt, MT incident. (The Echo Flight shutdown is documented as having occurred on March 16, 1967, in the 341st Missile Wing unit history.

Briefly:
March 24/25, 1967; Roy (about 30 miles NE of Lewiston), Montana (BBU)
O-Flight of Malmstrom AFB, USAF 341st Strategic Missile Wing, had unexplained deactivation of 6-8 Minuteman nuclear ICBM's within several secs of each other during UFO close encounters involving a red saucer shaped object in early morning hours. USAF security guard injured and medivacked out. (Sparks)

The Report - CUFON
NCP Home Page
NICAP Home Page

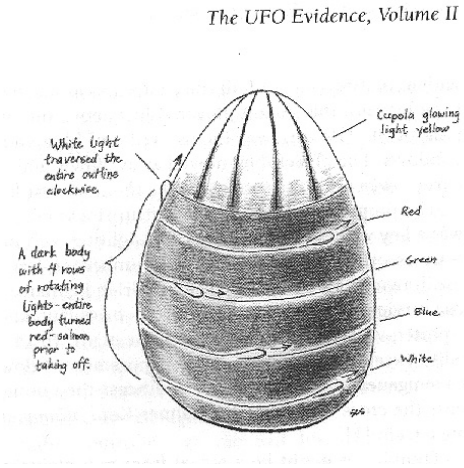
Primary UFO Types

UFOLOGY - McCampbell

SMALL:

Three principal types eventually belong to this group;

a) An egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan.



Click here for enlarged version

* Drawing credit, ***The UFO Evidence, Volume II,*** page 48, Richard Hall

The Primary UFO Types Appear To Be
NICAP Home Page

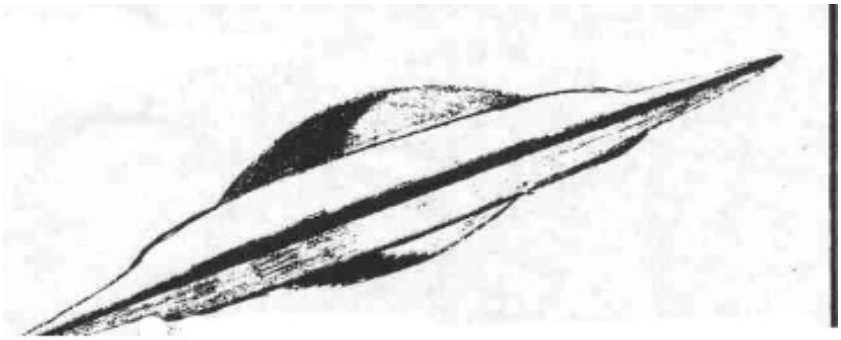
Primary UFO Types

UFOLOGY - McCampbell

Probes	Small	Standard	Large	Carrier

LARGE:

Several different types. Most frequently reported is a disc about 100 ft diameter. An even larger one, several stories tall inside, probably has a diameter between 250- and 300-ft. A large cigar-shaped craft should also be included here.



Click here for actual photograph

* Report of incident and other images from Trindade Island

The Primary UFO Types Apeear To Be
NICAP Home Page

..... the scientific world at large is in for a shock when it becomes aware of the astonishingnature of the UFO phenomenon and its bewildering complexity.

- James E. McDonald

CHAPTER 2

THE VEHICLES

The belief that people are poor observers is widely held; they are easily mistaken about what they have seen, or they fail to notice details correctly. Experiments by psychologists, on the contrary, have shown that the inherent ability of people to absorb visual information is very great. Subjects in one experiment were shown 600 different pictures in rapid succession. Shortly thereafter they were able to identify new ones that had been added to the collection, with an average accuracy over 98%. Their score fell to only 92% when the test was delayed for one week. Not only is the power of visual recognition evidently quite strong for most people, their retention is also good, at least for short periods. In discussing UFO sightings before a Congressional Committee, a noted psychologist explained that, even in unexpected and stressful situations, ". . . the average witness often retains an accurate, almost photographic record of the event." (1) A person's recollection of an event can be recovered in considerable detail on the basis of recognition. The victim of a criminal attack, for example, may recognize his assailant in a line-up although he may be unable to describe him accurately. Similarly, the use of graded sketches of eyes, noses, and mouths permits a witness,

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with the help of a police artist, to develop a satisfactory portrait of a suspect that could not be done solely from a description. People simply are limited in their ability to describe what they have seen or to communicate an experience. Because advanced psychological techniques involving recognition have seldom been employed in eliciting information from UFO witnesses, the available data is handicapped by being almost exclusively descriptive in nature. This fact has undoubtedly frustrated progress in this field.

Discs

Nine large discs flying near Mt. Rainier, Washington, set off the modern hubbub about UFOs. They were sighted by businessman Kenneth Arnold from his own plane in June 1947. He estimated that they were 100 ft in diameter and traveling at least 1,200 miles per hour.(2) These objects resembled pie plates, but news paper accounts of "flying saucers" introduced a new expression into English. The term eventually became obsolete, however, as people began reporting objects with shapes very unlike saucers: the more generic term "unidentified flying objects" became more suitable.

Even a cursory examination of a file of sighting reports will impress the researcher that most of the objects appeared to be discs. Seldom will the descriptions be entirely clear, and some will admit alternative interpretations. An object described merely as "round" may have been a disc, but it may also have been a sphere, or a cylinder viewed from one end. An object may have appeared "oval shaped," while in reality it was only a disc that was tipped slightly off the line of vision. It is not always easy to establish the exact shape of the reported objects, nor even to select several categories of shapes that are mutually exclusive and free from ambiguity. At any rate, the disc-shaped UFO with a diameter about 10 times its thickness is almost universally accepted as standard. This point was raised in an Air Force report (3) as early as 1949, and it has been verified by several statistical studies. Because various and non-compatible categories were

selected in the independent studies, results cannot be directly compared. However, the National Investigations Committee on Aerial Phenomena found that the discs in Air Force cases through 1963 ranged from 26% *to* 56%, depending upon several reasonable assumptions regarding the ambiguities just mentioned. (4) The author independently analyzed 447 short-range sightings that occurred in the decade from November 23, 1958, through November 22, 1968. These sightings should have provided the witnesses excellent opportunities to observe the shapes. In 77 instances in which the shapes were noted, roughly 50%of the objects appeared to be discs. (5) A similar result may be calculated from still another study, although it is extremely difficult to determine which of the 33 categories used in it should be taken as discs. (6)

The most important contribution of this last investigation is an organized disclosure of different types of UFOs within the general category of discs. One must be cautious here, for while the primary common feature is axial symmetry in the vertical direction, some of the shapes could easily be labeled something other than "disc." The researcher obtained 150 photographs of UFOs from which were culled those showing mere blobs of light devoid of any details. He then made sketches of the remaining 63 objects at the same scale, and suppressing all backgrounds, assembled the images in a single diagram. Rather than displaying a general uniformity or a clustering of a few types as would be expected, these sketches show a wide diversity of appearances.

One object had been photographed at different angles by the same witness. In a few other instances, the same type of UFO had apparently been photographed by different people at different places and times. Of special interest in this regard is a photograph taken at McMinnville, Oregon, in June 1950 that stumped the Condon staff. An almost identical object was photographed by a French military pilot near Rouen, France, in March 1954. Another pair of photographs also seem to depict the same type of object that is easily distinguishable from the McMinnville-Rouen pair. One of these pictures was taken near Rio de Janeiro in May,

1952, while the other was taken from a fighter plane in Argentina about 2 years later.

Also included in the 63 diagrams were 7 instances in which hoaxes were suspected or had been proved. Setting these cases aside, along with the duplications above, still leaves a total of about 500 different UFO models in this general category. Variations of shape in this category that appear to be most common are:

a) Discs having one or both sides that are convex, thus resembling either a discus or a lens, and

b) Discs with a dome on the top sometimes giving the appearance of a hat or a World War I helmet.

Fuselages

A famous sighting that was carried by Project Blue Book as an "unknown" took place early one morning in the spring of 1966. While driving near Temple, Oklahoma, a man had to stop his car because a large object was blocking the highway. Its shape reminded him of the fuselage of a Douglas C-124 Globemaster. He could detect no appendages, such as wings, engines, or tail, although there was a transparent blister on the top. Its surface was very smooth. As the witness approached, the object rose

into the air and departed at high speed. (7) During the summer of 1973, a similar object was observed from a distance of a city block as it hovered and maneuvered over Macon, Georgia. Five people described it as a "long tube" like a cigar, being larger than a light plane but smaller than a Boeing 727. (8) According to the previous statistical studies, these elongated UFOs apparently account for about 10% of all sightings. They have been aptly compared to airplane bodies as more explicit descriptions have indicated that they are rather blunt on one end but somewhat tapered on the other.

Spheres

Throughout the spring of 1973, hundreds of sightings were reported in southern Missouri. Notices of this activity were

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carried in specialty periodicals, but few, if any, metropolitan newspapers commented on it. (9) Several teams of investigators converged upon the area, including the principals of the International UFO Bureau. These investigators, during a total of 11 days of research over a period of several weeks, located 200 people who had seen a UFO and tape recorded interviews with them. They, themselves, also experienced two sightings. On one occasion, the relative size of the object was compared to a pea held at arms length, giving ample opportunity to observe its shape, to discern some structural details, and to estimate its size. It was a sphere about 15 ft in diameter. (10)

Near the end of the war in Vietnam a spherical object with a luminous, orange glow was sighted at high altitude over Hanoi where it remained nearly stationary for about an hour and a half. Thinking that some kind of air raid was imminent, the North Vietnamese fired three anti-aircraft missiles at it. They were completely ineffective, however, as none could reach the extreme altitude of the spherical UFO. (11)

These two examples will illustrate the dozens of reports of this relatively common type. They seem to be most often perfectly spherical but some variations occur, as follows:

a) Flattened spheres or spheroids, and

b) Spheres with a flange around the equator like the rings of Saturn.

Potpourri

Witnesses have used a wide assortment of words and comparisons in describing UFOs. While some of them may be synonyms for the major types discussed above, it appears that many are not. Because some of the more odd-ball expressions have been used several times in widely scattered sightings, the descriptions are more likely to be valid than mere bumbling attempts at communication. Typical, but rarely occurring, examples are:

football, water tank, dumbbell, plates rim-to-rim, oval, mushroom, egg, toy top, diamond, parachute, cone, cushion,
hamburger sandwich, lampshade.

Assuming that a few of these allusions are moderately accurate leads to a proliferation of UFO models that begins to stretch the imagination. But that discomfort is an inadequate basis for discounting the record. A native boy, suddenly transported from the familiar bush of his homeland to a freeway in Los

Angeles, would be amazed at the diversity of vehicles passing by. He might quickly realize that part of the reason was related to their different purposes. He could see that the size of the load was important, pickup trucks and huge trailer rigs being used to haul different amounts of freight. Similarly for the number of passengers carried by sports cars versus buses. Much less obvious to him would be the very important influence of competition among the manufacturers and personal preference of the buyers concerning economy, image, and convenience. This little allegory cannot explain the multiplicity of UFO types. It should serve, however, to prevent a setback in an investigation proven to be uncomfortably complex.

It is known, at least, that highly specialized vehicles may display weird configurations. Consider the Lunar Excursion Module. It is designed exclusively to lower two men gently onto the surface of the moon and lift them back into lunar orbit for a rendezvous with a companion vehicle. Major determinants of its design are the need to fly in a vacuum and a gravitational field that is only one-sixth that on earth. By its ungainly aspect it mimics a giant insect much better than a proper spacecraft.

Size

Another old bugbear has plagued the study of UFOs: theoretically, the size of an unknown object flying through the sky at a

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considerable distance cannot be judged at all. A relatively small object at short range may subtend the same angle at the observer's eye as a larger object farther away. Without some additional point of reference, therefore, the estimated size of a UFO is of little value. But the circumstances of many sightings provide the necessary clues. Very great distance is suggested when an object is obscured by atmospheric haze in comparison to another whose distance is known. Also, the relationship of a UFO to its surroundings often helps. A UFO may be seen rising from behind a row of trees, passing in front of a mountain range, hovering under a cloud bank, or fleeing from a military jet. For limited ranges, the depth perception afforded by having two eyes provides a subjective measure of the distance. Disturbances on the ground directly under a UFO may be located. At low altitude, the width of a UFO can be readily assessed if it is seen to block a two-lane highway. Marks left on the ground by a landed UFO are a very reliable basis for judging its size. As these reference points have been involved in thousands of sightings, the data on UFO sizes is far from meaningless, especially when they are derived from close-hand observations.

One would expect the conventional methods of statistics to be most helpful in analyzing the size data. By separating cases involving only discs, for example, one should discover estimated sizes clustering about the actual dimensions of several different models. But that has not been the author's experience. The data simply display no such tendency. Contamination of the sample is suspected to be the cause of this difficulty, namely, unwitting inclusion of various types of UFOs within a particular classification. In addition, people are known to be rather poor at estimating dimensions.

The diameters of discs, nevertheless, have been estimated to cover the enormous range from about 2 ft to 300 ft. Familiar objects with corresponding dimensions would be a large serving tray and a football field. But let there be no mistake here, several different models of UFOs are involved and this disparity has nothing to do with human error. Other shapes have also been estimated at various sizes:

Shape	Dimension (feet)	Range Of Size (feet)

Cylinder	**length**	**12 to 210**
Egg	**length**	**9 to 75**
Sphere	**diameter**	**6 to 21**

Perhaps this situation would come into sharper focus with a large-scale analysis of the data using a computer. For the present, one can only depend upon the most reliable estimates made at close range and a general acquaintance with the literature. References are regrettably omitted here because of the prodigious scale of the data-retrieval problem. The primary UFO types appear to be:

PROBES:
Spheres and discs between 1- and 3-ft diameter that are almost certainly sensing devices, either preprogrammed or remotely controlled. They have been seen to emerge from standard craft, fly around for extended periods, then return for pick up. The kind of measurements that they take can only be guessed.

SMALL:
Three principal types eventually belong to this group;

a) An egg-shaped machine about 6- to 8-ft long that flies with the long axis vertical, comparable in size to a compact sedan.

b) An elongated cylinder without external appendages that flies in the direction of its axis, comparable in size to the body of a jet fighter.

c) A spherical object about 15 ft in diameter.

STANDARD:
This group, accounting for about half the sightings is dominated by the basic disc with numerous variations. Most common size is about *25-* to 35-ft diameter.

LARGE:
Several different types. Most frequently reported is a disc about 100 ft diameter. An even larger one, several stories tall inside, probably has a diameter between 250- and 300-ft. A large cigar-shaped craft should also be included here.

CARRIER:
Seen only at very high altitude is a gigantic, cigar-shaped machine that is probably twice as large as an aircraft carrier and, perhaps, as much as 1 mile in length. Smaller craft have been seen to be discharged from them in large numbers.

Structural Details

Usually, the exterior surface of UFOs is reported to be extremely smooth. Many witnesses have commented upon this aspect, expressing surprise that they were unable to detect any line of adjoining plates on the surface or any rivets. In a few instances, a door has been seen to open in the side where the witness could not detect an outline before it started to move. Also, upon closing, the line demarking the door opening could no longer be discerned, although the witness was only a few feet away. (12) This characteristic of the surface may be related to electrical conduction in the skin as explored in a later chapter.

The exterior surface is not normally broken by any kind of structural feature although openings have

been observed in great numbers. In a study of 50 such cases, openings were shown to be usually round or rectangular but sometimes of irregular shape. Their arrangement occurred in different patterns on different types of UFOs. (13) These windows seem to be most common on the fuselage-shaped vehicles,. usually being dispersed in a single row of 4 or *5* along the side. The number, shape, and location of windows seems to vary considerably on other types. A thorough study of this detail should help to delineate specific UFO models, but again, this task would be too cumbersome without a computer.

A most interesting feature on some models is an elevator that is lowered while the UFO remains hovering several feet above the ground. This detail is so unique that it alone may isolate a particular type. These vehicles have evidently visited West Virginia *(1965),* Minnesota (1967), and Nebraska (1967). (14) It is quite possible that a careful plot of similar sightings in which all factors were compatible would reconstruct the itinerary of an individual craft.

The literature is full of accounts of other structural elements such as landing gear, stairways, balustrades, and antennas. More than once, people have looked in the windows of landed vehicles to discover chairs, benches, tables, lights, and control consoles. Others have gone inside. This very important area should receive much more attention than it has in the past.

Footnotes: Chapter 2

1. Shepard, Roger N., "Some Psychological Techniques For The Scientific Investigation of Unidentified Aerial Phenomena," Symposium on Unidentified Flying Objects, Hearings before the Committee on Science and Astronautics, U.S. House of Representatives, Ninetieth Congress, Second Edition, p.226, U.S. Government Printing office, July 29, 1968.
2. Keyhoe, Donald E., Flying Saucers From Outer Space, p.31, Holt, 1953.
3. Project Grudge Report No. l02-AC-49/15-lOO, U.S. Air Force, 1949, quoted in Hall, Richard H., Editor, The UFO Evidence, p.143, National Investigations Committee on Aerial Phenomena, 1964.
4. Hall, Richard H., Editor, The UFO Evidence, p.143, National Investigations Committee on Aerial Phenomena, 1964.
5. Data extracted from case summaries in Vallee, Jacques, Passport to Magonia, p.273 ff, Regnery, 1969. Considering synonyms as indicated by the "equal" marks, the selected categories and the number of instances assigned to them were:

* Disc round 31
Egg = oval 7
Cylinder = cigar = elongated = fuselage 13
Hemisphere = dome = helmet 5
* Plate = saucer 5
* Lip-to-lip dishes 4
Cone 2
Sphere 3
Mushroom 3
Top 1
Lampshade 1

* These categories were all considered to be discs.

6. Shepard, Roger N., "Some Psychological Techniques For The Scientific Investigation of Unidentified Aerial Phenomena," Symposium on Unidentified Flying Objects, Hearings before the Committee on Science and Astronautics, U.S. House of Representatives, Ninetieth Congress, Second Edition, p.232, U.S. Government Printing Office, July 29, 1968.
7. Complete Directory of UFOs, An illustrated History of Unexplained Sightings From Project Blue Book, The Official Guide to UFOs, p.47, Science and Mechanics Publishing Company, 1968.
8. Personal communication.
9. Missouri UFO Still on the Scene, UFO Investigator, p. 2, National Investigations Committee on Aerial Phenomena, May, 1973.
10. Hewes, Hayden C., Earthprobe, published by International UFO Bureau, P.O. Box 1281, Oklahoma City, Oklahoma 73101, 1973.
11. San Francisco Chronicle, September 30, 1972.
12. Vallee, Jacques, Passport To Magonia, p.24, Regnery, 1969.
13. Hall, Richard E., Editor, The UFO Evidence, p.145., National Investigations Committee on Aerial Phenomena, 1964.
14. Vallee, Jacques, Passport to Magonia, Appendix Cases 644, 812, and 902, Regnery, 1969.

Chapter 1

Return to NICAP Home

Chapter 3

Red Bluff Incident

Red Bluff, California
August 13, 1960

Richard Hall:
California Highway Patrol Officers Charles A. Carson and Stanley Scott were patrolling at 11:50 p.m. when they saw what they took to be an airliner about to crash directly in front of them. Instead, when it descended to about 100 or 200 feet altitude, the object "suddenly reversed completely, at high speed, and gained approximately 500 feet ... (and) stopped ... It was surrounded by a glow making the round or oblong object visible. At each end ... there were definite red lights. As we watched the object moved again and performed feats that were actually unbelievable."

The local radar base confirmed a UFO at this time (but denied it next day). "We made several attempts to ... get closer to it, but the object seemed to be aware of us and we were more successful remaining motionless and allow it to approach us, which it did on several occasions." Each time it did so, they experienced strong radio interference as the UFO emitted a red beam of light that swept the area and illuminated the ground. "The object was capable of moving in any direction. Up and down, back and forth ... it moved at high (extremely) speeds and several times we watched it change directions or reverse itself while moving at unbelievable speeds."

The UFO moved easterly away from them and they attempted to follow. A second similar object joined it, and both hovered for some time, occasionally emitting the red light beams, finally disappearing over the eastern horizon. Other officers at the Tehama County Sheriff's office also saw the UFO and witnessed its incredible maneuvers.

Sources: The UFO Evidence (NICAP 1964) page 61

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Case 4. Red Bluff, California

August 13, 1960

Dr. James E. McDonald:
A rather detailed account of this sighting can be found in reference 3 (see pp. 61, 112, and 170). I have interviewed one of the two California Highway Patrolmen who were the principal witnesses and have spoken with two other persons who were involved in the incident. CHP officers C.A. Carson and S. Scott, driving east at 2300 hours on a back road south of Red Bluff, suddenly sighted what they first took to be an aircraft about to crash just ahead of them. Pulling their patrol car to a rapid stop and jumping out to be ready to render whatever assistance they could, they were astonished to see the long metallic looking object abruptly reverse its initial steep descent, climb back up to several hundred feet altitude, and then hover motionless. Next, it came silently towards them until, as Officer Carson put it to me, "it was within easy pistol range". They had their pistols ready and were debating whether to fire when it stopped. Attempts to radio back to the nearest dispatcher failed due to strong radio interference, which recurred each time the object came close to them during the remainder of this 2 hour long sighting.

Huge bright lights at either end of the object swept the area. Carson stated to me that one light was about six feet in diameter; other smaller lights were also discernible on the object. After some initial minutes of hovering only 100 to 200 feet away from them and at about the same distance above the ground, the object started moving eastward away from them. They then contacted the Tehama County Sheriff's office that handled their night dispatching work, and asked for additional cars and for a check with Red Bluff Air Force Radar Station. Then they began to follow the object.

The full account is too involved to relate here (see reference 3), but it is important to point out that a number of witnesses confirmed the object from various viewing points in the county. A call to the AF radar unit brought confirmation that they were tracking an unknown moving in the manner reported by Carson and Scott.

However, when Carson and Scott went the following day to talk with personnel at the Red Bluff radar base, they were informed that no such radar sighting had been made. Their request to the officer in charge to speak with the radarman on duty at the time of the incident was denied. The Bluebook explanation that came out after a few days attributed this very detailed, close range sighting of a large object, seen by two experienced officers to "refraction of the planet Mars and the two bright stars Aldebaran and Betelgeuse".

NICAP referred the question to one of their astronomical advisors, who found that none of these three celestial objects were even in the California skies at that time. Bluebook then changed the explanation to read Mars and Capella. Capella, the only one of those celestial bodies that was even in the sky at 2300, was nowhere near the location of the sighted object, and could not, of course, give the impression of the various movements clearly described by the officers.

Carson subsequently stated, "No one will ever convince us that we were witnessing a refraction of light." Carson remarked wryly to me on the Bluebook explanations, "I'd sure hate to take one of my cases into court with such weak arguments." Dr. Menzel (reference 9, p. 254) concurs with the Air Force explanations and speaks of this being a night of "fantastic multiple inversions of temperature and humidity", such that he would have expected many more reports of UFOs. I should like to know what radiosonde data Dr. Menzel is citing, since the data I obtained does not fit that description.

Any such casual putting aside of the details of the basic report has no scientific justification in the first place. If Menzel and Bluebook think California Highway Patrolmen draw their .44s in uneasiness over looking at a refracted image of Capella, and misinterpret it as a 100 foot object with huge bright lights, I am afraid I cannot share their readiness to so easily discredit and discount reliable witnesses. When I spoke with Carson a few months ago, I found him still deeply impressed by this incident six years after it occurred. "I've never seen anything like it before or since."

Dr. James E. McDonald
Source: ***Greatest Scientific Problem of Our Time? (April 22, 1967)***

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Mufon UFO Journal, August 1983, No. 186, p. 3-7:

ROSS, OHIO LANDING CASE

By Charles J. Wilhelm

Click here for illustration

The following narrative report with photographs and drawings is being published in the Journal because it is a fine example of the techniques employed in collecting the essential ingredients and data from a UFO landing trace case. Even though the ultimate results are not as significant as the Delphos, Kansas case of November 2, 1971, the investigators involved demonstrate the procedures recommended in the third edition of the MUFON Field Investigator's Manual. This report should be a guide and incentive to train more investigative teams to have this capability…..

Walt Andrus, Interim Editor

On April 10th, 1983, an unknown craft landed in Ross, Ohio. The unknown object was initially observed by two separate motorists. Mrs. X was driving on Layhigh Road near Route 748 leaving Ross, Ohio, when she noticed a large bright white light to her right. As the object got closer, the lights in the car started to flicker and her car's engine almost stalled-out. She first thought it was a plane, but then realized it was moving faster than a plane, plus it seemed that the object was coming down. After the object had passed her, the lights and car's engine returned to normal. She estimated that the time of her sighting was around 8:20 PM.

Mr. Jeffries, the second motorist, was driving towards Layhigh Road on the Hamilton-New London Road when he saw the object. He too described the object as being a large bright white light. His car also acted in the same manner as Mrs. X's car when the object got closer. His car functioned normally after the object passed out of sight. Mr. Jeffries stated that the object was decreasing in speed and seemed to be descending. His sighting took place around 8:30 PM. Later that night, Mr. Jeffries contacted OUFOIL and reported his sighting.

The main witness in this landing case, a Mr. C.H. (pseudonym), was watching television on the night of the incident.

The vertical hold on his set started to roll and the lights in the house flickered. Mr. C.H. thought that someone had again hit the utility pole down the road. As he started to go to the kitchen, the TV set went off entirely, along with the lights in the house. He assumed that there was a complete power failure. When looking for a flashlight, the TV set came back on and so did the lights in the house.

Mr. C.H. made his way to the kitchen to look out his back door to see if someone had hit the utility pole. He stated that he couldn't see anything wrong, since there were no sparks or lights coming from that direction. While all these events were happening inside the house, his dog continued barking. He thought that he could calm his dog down by going outside. Mr. C.H. felt that his dog had detected some animal, thus explaining his extensive barking.

Mr. C.H. turned on the back porch light and went outside to calm his dog. He observed that the dog's hair was standing up on his back and that he was both growling and barking. When he tried to calm him down, the dog continued unabated. Mr. C.H. turned to the direction in which his dog was barking and that's when he saw a flicker of light down in the field. He estimated that the light was some 300 to 400 yards from the house. His first thought was that some kids were in the field, perhaps looking for night-crawlers. He directed his attention to the light source for several minutes, while trying to calm his dog.

The light repeatedly changed from bright to dim. He called out, but got no response from anyone. Mr. C.H. then decided to go back into the house and call the sheriff. As he started into the house, the light source got very bright and his porch light went out. He turned quickly toward the source of the light and saw something rising in the air very slowly. He said the light was so bright, that it illuminated his entire field. When this thing got several hundred feet above the ground, the bright light dimmed and flickering lights could be observed. As this lighted object increased in

altitude, it suddenly took off like a jet aircraft.

After the unusual object had departed, his dog calmed down somewhat. Mr. C.H. then went back inside the house and took his dog with him. He found that the television set was now working normally and the lights were functioning properly. As Mr. C.H. sat in his chair, he wondered what he had witnessed. So many things ran through his head, he started to call the sheriff several times, but decided not to.

While contemplating what had just happened, he remembered having called a UFO organization in 1974 about a previous sighting. His search disclosed that the organization and number was that of the Ohio UFO Investigators League. Mr. C.H. called and related what he had just witnessed. An interview was set-up that same night. He stated over the phone that he was a little shaken and would welcome the opportunity to talk to someone in person as soon as possible.

OUFOIL sent three investigators, Ron Schaffner, Bill Johns and myself to investigate the case. We arrived at Mr. C.H.'s residence before 11:00 pm. It was obvious that the man was visibly shaken from some experience. We began our interview around 11:10 PM and finished at 12:22 AM. During the interview, Mr. C.H. related what he had witnessed and we asked the appropriate questions. Preliminary tests were conducted to measure Mr. C.H.'s eyesight. After Mr. C.H. related his story, we replayed the tape for him to hear and to make additions or corrections. He had nothing to add at that time. At this point, we had Mr. C.H. sign special legal forms giving us permission to investigate on his property. Ron Schaffner explained each and every form to Mr. C.H.

Since it had been raining for several days, I called the Weather Bureau to determine if the rain was going to continue. The weather station said that there would be rain on-and-off all through the night and it would continue thru the next day. Having finished with the forms, we all proceeded to the landing area. During the interview, Bill Johns had gone to the area to check for any signs of radiation.

When we reached the landing area, Bill stated that he could only pickup normal background radiation. The area was checked with a portable survey meter model 3009. We could see the impression of something which had apparently landed. It looked like there was a burnt spot in the middle and there were many broken tree branches inside the impression. We assumed that the unknown craft had broken these branches from the nearby tree when leaving the area. The branches weren't crushed or broken into small pieces.

There seemed to be a small indentation in the ground left by the unknown craft. Because of the extremely wet ground, we recognized that an exact weight measurement would be difficult. Ron was taking as many photos as possible, but with the rain coming down, we would have to determine later if they were satisfactory. Since the weather conditions prevented us from conducting our field investigation, it was decided to protect the landing area from additional rain. We erected a waterproof cover over the landing area, which rested approximately one-half inch above the ground. At no time did we touch or enter the effected area. In order to prevent the cover from touching the ground, due to the weight of possible water resting on it, we used several dozen air-filled balloons and placed them under the cover for support. With the area well covered, we left the scene and planned to return early in the morning to conduct a full field investigation.

When we returned the next morning, Ron began taking a whole series of photographs to document the area. While Ron was taking photos, Bill and I checked the area again for signs of radiation. This time we used a portable survey meter model 3007 with a 3056 probe, which has a low background steel body for shielding background radiation. Each of us wore a dosimeter model 862 during the entire field investigation. These instruments were loaned to us by the Civil Defense. At no time did we ever detect radiation, except for the normal background.

The next procedure was to remove the light weight cover which we had erected over the landing spot. The balloons accomplished their job. No part of the cover touched the landing area and no puddles of water had collected on the cover during the night. The cover was removed with great care so as not to disturb the landing area.

With the cover removed, we made a visual check of the landing area. The landing area looked normal, except for a burned spot in the center.

The outer fringes of the landing spot seemed to be scorched. Inside the landing area there were several broken branches, which it is assumed the unknown craft knocked from a nearby tree when

leaving. The surrounding area seemed to appear normal and it too had several broken branches which came from the nearby tree. A series of photographs were taken by Ron to document the evidence.

While Ron was busy taking photographs, Bill and I began setting up a directional line. We measured the landing area without going inside the effected area. It measured 50 feet in diameter. Our next procedure was to build a grid pattern over the effected area. When the grid was completed, it consisted of 24 different sections which would be investigated and identified independently.

At 9:32 AM, I prepared to enter the first grid section for a search investigation. I was wearing proper protective clothing and carried the needed equipment. Each grid section was completely photographed before an entry was made. It is very necessary to photograph each section so the laboratory scientists will know where the samples were taken or where any unknown artifacts were found. After I thoroughly investigated each section, I also took a core sample from each one. The core samples were taken with an 18 inch galvanized pipe with a 1 inch diameter opening. Only 12 inches of the pipe was driven into the ground. Each sample removed was properly sealed and tagged to identify the section of its origin.

At various points within the grid, I also took 36 inch depth soil samples with a Hoffer soil sampler. It wasn't necessary to take a 36 inch core sample from each grid section, since the effected area showed no signs of anything unusual. This was later confirmed when I performed a soil chemical test in the field. The tests showed that the soil hadn't been altered by the unknown craft. The soil test I performed was a simple test done with a LaMotte soil test kit. It is a kit which tests for preliminary investigation on soil reaction. It employs the simple spot plate method, using a single indicator solution covering acid, alkaline and neutral soils (pH 4.0-8.0). The ideal kit would have been the LaMotte soil reaction set. It employs the rapid plate method.

It took me a total of 5 hours and 23 minutes to complete my investigation of the effected area. I took a total of twenty-four 18 inch core samples and six 36 inch core samples in the effected area. I collected a total of 18 various items, from scorched grass to a wilted spider, inside the effected area. While I was investigating the effected area, Bill was taking core samples and other items outside the effected area. He took a total of twelve 18 inch and six 36 inch depth samples of soil. Bill inspected the tree where the broken branches originated, while Ron made a series of photographs of the tree. No type of evidence, such as metal traces, indentation or residue, was found. Bill obtained samples of sap from one of the broken branches. He placed this sample in a special culture plate and sealed it in a "Gono-pak."

Ron helped me gather water samples from the area. We wanted to lab to run a bacteriological analysis on the water found in the area. Water samples were taken with a professional water scoop (Model B1079WA). All samples were put in a standard "Whirl-pak" bag. These bags are very good for holding water samples. They have a white write-on strip for easy identification, plus there is also a 4 oz. Fill-line, which serves as a guide to help the sample collector obtain the proper amount of water for standard test procedures.

I also took water samples from the tree. These samples were placed on one well culture slides, which were placed into micro-slide mailers. These mailers are ideal for safe handling and will insure safe transferal to the laboratory. A total of 12 water samples were taken from the area.

The next test we performed was measuring the ground compression. Due to the very wet ground and the angle of the slightly depressed soil, we felt that an accurate weight estimate would be almost impossible. However, we did run the test and the results indicated that the unknown craft weighted around 39,000 pounds. (Please remember, this is just an estimate.)

Rough sketches of the landing and surrounding areas were made. This information was passed on to our staff artist Tim Curry. The temperature of the surface soil was 39 degrees. A total of 10 hours was involved in the field investigation activities.

With our field investigation now completed, we packed-up our equipment and samples and returned to Mr. C.H.'s house. We spent some time with Mr. C.H. going over various aspects of the case before leaving. On our way home, we stopped at the laboratories and gave them the samples and all necessary information needed for their testing. When we got home, all of the equipment was cleaned and a list was made of what replacements were needed.

After the equipment was cleaned, the three of us compared our notes so a report could be

prepared. From all of the information gathered and the tests that we conducted in the field, we all agreed that nothing unusual was detected from the samples collected. We definitely didn't have a Delphos, Kansas situation, however we did agree that something had landed.

Several days elapsed before we started receiving the laboratory reports on our samples. I won't relate the technical data of those reports, but just a small summary of their findings.. Anyone interested in the laboratory data and maps, who are doing research into the geological and biological aspects related to UFO sightings, may obtain copies from OUFOIL.

Among the 32 core samples and the 12 auger samples taken, inside and outside the landing area, not one sample tested revealed anything out of the ordinary. Since there were no characteristic changes in the soil, only the basic tests were run. If something would have been found unusual, then many more precise tests would have been performed.

Samples from the three foot diameter burned area in the middle of the landing area underwent special tests. These tests were for the purpose of checking for any type of combustible substance, such as gasoline, kerosene, butylene, etc. The tests showed no signs of a flammable element in the soil. However, these samples did have one aspect about them that the others didn't. All other samples had a wetness depth of 10 to 14 inches, while these had a wetness depth of no more than 4 inches. It was the opinion of the laboratory people that these samples were subjected to some kind of extreme heat.

All water samples submitted for testing proved to be normal. Even the bacteriological analysis was normal. It was evident that the unknown craft had no effect on the water in the area.

Analysis of the vegetation, insects and other samples submitted proved to be normal. Some of the grass samples showed signs of being burnt. No traces of a combustible substance were detected. Several samples of wilted vegetation proved to be caused by heat. Various insects, such as the Hymenoptera ant, were tested showing signs of exposure to heat and some being crushed. The sample of sap contained some sugar and other substances, but proved to be normal. As in the other tests, not one showed signs of being other than normal.

Mr. C.H.'s veterinarian stated that he found nothing wrong with Mr. C.H.'s dog. The only thing that seemed a little out of the ordinary was the dogs eyes seemed to be "running" more than normal. Beyond that, he stated that the dog was in good health.

Ron and I did character checks on the witnesses, especially Mr. C.H. All had very good reputations and were well respected in their communities. Mr. C.H. seemed to be an exceptional individual, who was always helping others. We talked to everyone from their neighbors to the local police. We found no reason not to accept what the witnesses thought they saw.

An extensive search was made for additional witnesses, but no others were found. All police departments, airports, weather bureaus, gas and electric companies, military facilities, etc., were contacted for any possible additional information applicable to the case. We even did a complete follow-up report 30 days after the sighting. Again, nothing new was revealed.

In conclusion, it is our opinion that some unknown craft did indeed land on the property of Mr. C.H. on the evening of April 10, 1983. None of us are claiming that the unknown craft was a flying saucer. There is no hard documented evidence to support that claim. Unless some important evidence should surface, we are listing this sighting and all the events involved, as simply an unknown.

Source: MUFON Journal no. 186, August 1983

This article was reproduced by Joan Woodward (Animal Reaction Specialist) and the web page was constructed for the NICAP site by Francis Ridge, NICAP Site Coordinator.

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CUFONsm 4602d AISS UNIT HISTORY SAMPLER

A SAMPLER OF ITEMS FROM THE UNIT HISTORY OF
THE 4602d AIR INTELLIGENCE SERVICE SQUADRON
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO
Part 7 of 7 Parts

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PART VII

ADMINISTRATIVE MATTERS

1. Funding Of Costs

The Funding Of Costs and the issuance of orders incident to the travel of 4602d personnel in connection with the investigation of UFOB's will be the responsibility of Headquarters, 4602d AISS. Field units will obtain approval from Headquarters, 4602d AISS, prior to conducting investigations involving travel, unless circumstances will not permit the delay necessary to obtain such approval. The modes of transportation authorized, in the order of their priority, in the event investigations must be conducted without prior approval of Headquarters, are:

a. Military vehicle

b. Military aircraft

c. Commercial carrier

d. Private automobile

Requests for travel will be processed in accordance with Squadron Regulation 11-6.

2. Classification of Reports

Reports will be unclassified unless inclusion of data required by paragraph 7d, AFR 200-2, dated 12 August 1954, necessitates a higher classification.

3. Filing of reports

Field Units will file all UFOB reports or information pertaining thereto chronologically regardless of whether the reports are preliminary or follow-up.

4. Reports Control Symbol

Reports prescribed herein are exempt from requirements of a Reports Control Symbol, in accordance with paragraph 7b(3), AFR 174-1.

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PART VIII

REFERENCE MATERIAL

In this section of the Guide will be contained those items of supplementary reference not elsewhere already included. These are:

1. Errors Frequently Committed in the Conduct of the UFOB Program (attached)

2. Locations of Flight Service Centers (attached)

3. Locations of Weather Stations (attached)

4. ATIC, "How to Make Flyobrpts" (attached)

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ERRORS FREQUENTLY COMMITTED IN THE CONDUCT OF THE UFOB PROGRAM

It has been found, during the introductory period of the last six months, that certain errors in the conduct of the UFOB program tend to be frequently repeated. Most of the errors are not too serious; they point, rather, simply to a lack of indoctrination on the part of their personnel committing them.

For the personnel of the 4602d, the list of common errors set forth below can serve as a check list against which to measure the results of their investigative efforts. beyond that, however, it is hoped that the inclusion also of the errors made by personnel outside of the 4602d will serve as a focal point for the efforts of our people to indoctrinate other Air Force Personnel in the procedures applicable to the conduct of the UFOB program.

1. Errors of Non-Air Force and Non-ADC Units

a. Failure to conduct preliminary investigation

b. Failure to submit preliminary report

c. Submission of incomplete preliminary report

d. Delay in submission of preliminary report

e. Improper release of information to the public

2. Errors of ADC Units

a. Preliminary stage

(1) Failure to conduct preliminary investigation

(2) Sending of raw information to 4602d unit, without preparing preliminary report

(3) Submission of incomplete preliminary report

(4) Delay in submission of preliminary report

(5) Failure to submit preliminary report because the object is identified prior to time of submission of the report

(6) Failure to include the nearest Air Division to the sighting as a recipient of the preliminary report

(7) Failure to forward preliminary report to nearest 4602d unit

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Errors of ADC Units (continued)

b. Follow-up stage

(1) Failure to logistically support 4602d units in the conduct of follow-up investigations

(2) Failure to recognize the importance of speed in the logistical support of 4602d units

(3) Improper release of information to the public

3. Errors of 4602d Units

a. Preliminary stage

(1) Evaluating raw data for the purpose of determining whether or not a preliminary report should be filed

(2) Submission of incomplete preliminary report

(3) Failure to send preliminary report received from other sources to Headquarters 4602d AISS

(4) Failure to make arrangements with D/I for getting copies of electrical preliminary reports

(5) Acceptance of D/I evaluation of preliminary report as a criterion for whether or not to conduct a follow-up investigation

b. Follow-up stage

(1) Following up of UFOB report, at request of D/I, with no attempt to keep Hq informed

(2) Failure to recognize the importance of speed in conducting follow-up investigation

(3) Failure to make judicious use of telephone and mail

(4) Improper release of information to the public

(5) Non-collection of physical evidence

(6) Non-forwarding of physical evidence to ATIC with sufficient speed

(7) Failure to include a cover letter with physical evidence forwarded to ATIC

(8) Failure to conduct an exhaustive effort:

(a) Failure to follow up all possible leads

(b) Failure to follow up the suggested leads of paragraph 5, AFR 200-2

(c) Cursory treatment of such leads as were followed up

(d) Repeating of information already contained in preliminary report, with noting added

(e) Acceptance of results of someone else's partial investigation as necessarily valid, with no further investigation

(f) Leaving of questions obviously unanswered

(g) Acceptance of hearsay evidence, with no effort to get at original source

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Errors of ADC Units (continued)

c. Final Reporting Stage (AF Form 112)

(1) Inclusion of U S Air Force Technical Information Sheet, Form 5, verbatim in the Form 112, with no attempt at summarization or analysis

(2) Omission of part of data collected

(3) Failure to show how the conclusions of the Preparing Officer are arrived at

(4) Failure to prepare follow-up action on Form 112

(5) Unnecessary classification of reports

(6) Signature block of Preparing Officer omitted from first and last pages of report

(7) Failure of Preparing Officer to sign either first page or last page of report

(8) Improper filling in of Date-of-Information block on first page of report blank

(9) Failure to leave distribution block blank

(10) Failure to properly list the Enclosures

(11) Failure to place a classification, including "Unclassified", on the top and bottom of each page

(12) Failure to carbon-back Forms 112

(13) Failure to leave evaluation block on first page of report blank

(14) Failure to properly number report

(15) Failure to check report for spelling and grammar

(16) Improper page-numbering of Form 112 sheets and Enclosures

(17) Failure of the Preparing Officer to come to some conclusion about the evidence in the case

(18) Failure to include a blank numbered page for "Comments of Approving Officer", when "Comments of Preparing Officer" takes up the entire page

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FLIGHT SERVICE CENTERS

Flight Service Area:	Telephone No.:
OLMSTEAD FLIGHT SERVICE CENTER Middletown, Dauphin Co., Pa.	Middletown 4681 Middletown 4682
MAXWELL FLIGHT SERVICE CENTER Montgomery, Alabama	Montgomery LD 88
WRIGHT-PATTERSON FLIGHT SERVICE CENTER Dayton, Ohio	Fairborn 88691 Fairborn 88692
CARSWELL FLIGHT SERVICE CENTER Fort Worth, Texas	Pershing 7251 Pershing 7252
LOWRY FLIGHT SERVICE CENTER Denver, Colorado	Dexter 3-5446
MARCH FLIGHT SERVICE CENTER	Overland 40452

Riverside, California

HAMILTON FLIGHT SERVICE CENTER Glenwood 42461
Hamilton AFB, California (San Rafael, Calif.)

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(The list of weather
stations was so voluminous
that we did not want to hold
up the distribution of the
Guide in order to wait for
its completion. This list
will be sent to you at a
later date for insertion in
the Guide.)

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This page will be removed and replaced
with "U.S. Air Force Technical Infor-
mation Sheet", Form A and Form B.

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Background for Proposed Participation of ADC in Evaluating Reports of Unidentified Flying Objects - (UFOBs)

1. Air Force Concern for UFOB is two-fold: first, as regards a possible air threat to the security of the United States; and second, as regards the technical requirement for being able to explain all aerial phenomena, whether or not they represent a threat to the United States security.

2. Under the provisions of AFR 200-2, ATIC is presently assigned responsibility for analysis and evaluation of all reports of unidentified flying objects (UFOB) since ultimate explanation of UFOBs will depend on technical and scientific analysis.

3. The ADC mission establishes a direct interest in both aspects of Air Force concern for UFOBs and Comdr ADC is a required addressee on all UFOB reports transmitted by electrical means.

4. Experience has shown that only a relatively small percentage of reports received warrant technical and scientific evaluation.

5. The greater bulk of preliminary reports can be disregarded for various reasons, such as unreliability of observers, insufficient detail of observations, satisfactory explanation through correlation with known activities or phenomena.

6. ATIC, however, lacks the means for effecting preliminary screening of UFOB reports. ATIC has no field organization for on the spot investigation and must rely on other agencies for this.

7. Although ADC lacks the technical and scientific competence for the final evaluation of UFOBs, it does provide a nation-wide organization peculiarly adaptable to preliminary evaluation of UFOB reports. It possesses a comprehensive radar system, the machinery for rapid correlation of airborne objects with known aircraft flights, and a mobile intelligence collecting organization (4602d AISS).

8. Many UFOB reports are in fact originated by the air defense system and ATIC in now utilizing on a limited scale the field units of 4602d AISS for follow-up field investigations of UFOB reports.

9. On the occasion of a visit to Hq ADC in October 1953, Gen Garland, Chief ATIC, proposed that ADC assume a more active role in evaluation of AFOB reports.

10. DCS/I, ADC, accepted this proposal in principle, subject to amendment of AFR 200-2 and the detailed procedures required by that regulation and subject to an appropriate allocation of required resources - primarily personnel and money.

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{Page 2 of 2}

Background (Contd)

11. At the time of a D/I USAF Staff Team Visit to ADCin November 1953, Col Ray W. McDuffee, Asst Chief, Technical Analysis Division, ATIC, reiterated Gen Garland's proposal and after discussion, the following was agreed.

a. There should be a transfer of part of the UFOB examination function from ATIC to ADC.

b. ADC's examination function would be assigned to the 4602d AISS.

c. The squadron would send an officer to ATIC to study files and procedures.

d. He would carry certain guidance directives from DSC/I, ADC, as a basis for reaching agreement as to the necessary transfer of funds and personnel that would be involved.

e. He would select the files that would be required to carry out this function.

f. He would represent ADC in preparation of an ADC-ATIC agreed revision of AFR 200-2.

THIS IS A TRUE COPY:

/s/
WILLIAM C. VAN NORMAN
Major, USAF
Adjutant

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{Unnumbered Page 1 of 3}

SUBJECT:
ADC Participation in Evaluating UFOB's

FROM: TO: DATE:
DCS/I Comdr, 4602d AISS 4 December 1953

D/R&E COMMENT NO.
#1

1. This R&R establishes the scope of ADC participation in the evaluation of unidentified flying objects and provided guidance for discussions on resource requirements and for procedural change. Background is provided in the enclosure.

2. The proposed realignment of functions relating to UFOBs is to relieve ATIC of the burden for preliminary screening out of the great bulk of reports which are either too fragmentary to be evaluated or are explainable by known activities or phenomena. ATIC will necessarily continue to be concerned with the technical and scientific analysis of those reports which defy explanation by known facts. Thus, the ADC function is primarily one of preliminary screening. This will involve:

a. The receipt by ADC of all UFOB reports and the provision to ATIC of screened reports only.

b. The establishment of systematic procedures within ADC for correlating known flights in the area of the sighting, radar observations, and astronomical observations.

c. A procedure for field follow-up on reports requiring clarification or expansion.

d. Authority for direct communication between the 4602d AISS and ATIC on UFOB matters.

e. The maintenance of files, cross-reference, and graphical summaries by the 4602d.

f. Procedures for receiving the results of ATIC analysis and evaluation of reports forwarded to them.

g. Procedures for providing continuing technical and scientific guidance to the ADC screening activity.

3. ADC's participation in the UFOB program over the past two years has varied somewhat. For example, in mid-1952 an effort was made to keep current with all reports and to maintain records on the ATIC evaluation as well as to undertake a preliminary ADC evaluation. This effort was time-consuming and tended to be superficial in its significance. this function was performed in the Air Technical Capabilities Division (Now Technical Analysis Division) of D/R&E.

4. The proposed active participation of ADC in the evaluation process might suggest a resumption of the D/R&E function. However, it is reiterated

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{Page 2 of 3}

ADC Participation in Evaluating UFOB's (Contd)

that the ADC role in the presently proposed program is that of screening out of explainable reports; ATIC will still have the function of analyzing and evaluating those reports which cannot be explained though preliminary field evaluation. Accordingly, there is no presently foreseen requirement for D/R&E participation in the evaluation and screening process except as this process may involve occasional recourse by the 4602d AISS to D/R&E for technical advise in specific instances. However, there is a requirement for detailed staff assistance by D/R&E in establishing the proposed function in the 4602d AISS.

5. Although the proposed ADC role in the UFOB evaluation problem will be focused in the 4602d AISS, that unit (a subordinate unit of the Air Defense Command) will require Hq ADC directives to insure the cooperation of the various ADC agencies that will be involved. These should be drafted by the 4602d AISS with careful attention to present ADC procedures and requirements of the primary ADC mission. They will require full ADC coordination and review before promulgation. D/R&E will provide DCS/I monitoring of this similar policy matters.

6. In developing a final and specific agreement for ADC assumption of responsibilities in the UFOB evaluation program, it will be necessary:

a. To make a careful time-study analysis of the resultant functions and tasks.

b. To determine what scientific assistance ATIC has been utilizing in its preliminary evaluations of its reports; and

c. To carefully estimate added financial burdens resulting from such activities as temporary duty travel.

When personnel and financial requirements are established, the final agreement will provide for the allocation of the requisite manpower authorizations and budgetary allotment to ADC. It is immaterial to ADC whether this allocation be made as a re-allocation from ATIC or as a direct allocation from Hq USAF.

7. The foregoing principles and other consider actions will guide the formulation of agreements with ATIC on re-allocation of responsibilities on the UFOB program, and the drafting of requisite directives.

8. The ADC representation to ATIC will consist of a representative of D/R&E and of the 4602d AISS. The former will have primary cognizance of

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{Page 3 of 3}

ADC Participation in Evaluating UFOB's (Contd)

policy matters and implications to the operation of the air defense system. The representative of the 4602d AISS will have primary cognizance of implications to squadron operation, manpower and monetary requirements.

9. A staff conference will be arranged with ATIC as soon as personnel involved are prepared in their respective areas of responsibility. Physical arrangements for the conference will be made by Comdr. 4602d AISS, in coordination with D/R&E.

Incl W. M. Burgess
Brigadier General, USAF
DCS/Intelligence

THIS IS A TRUE COPY:

/s/
WILLIAM C. VAN NORMAN
Major, USAF
Adjutant

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HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
ENT Air Force Base
Colorado Springs, Colorado

23 December 1953

Subject: ADC Participation in Evaluating UFOB's

TO: OIC's
All Flights and Detachments

1. The enclosed R & R from Brigadier General W M Burgess and the background information on proposed participation of 4602d AISS and Field Units should be thoroughly read and understood.

2. This information is forwarded to Detachments and Flights to give an idea of their active participation in UFOB evaluation.

3. Appropriate Directives to Field Units will be disseminated upon completion of coordination between ATIC and a representative of Hq 4602d.

1 Incl
ADC Participation in
Evaluating UFOB's

/s/
JOHN M. WHITE JR
Colonel, USAF
Commander

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{Unnumbered Page 1 of 2}

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
ENT Air Force Base
Colorado Springs, Colorado

AISOP

SUBJECT: UFOB Investigating and Reporting

TO

Pending approval of ADC and 4602d AISS directives regarding UFOB investigation and reporting, field units will be guided strictly by AFR 200-2. TT MSG AISOP 1460, dated 30 Sep 1954, recent instructions contained in Weekly Bulletin, and this letter. Some Flight OIC's have been ill advised by Detachment OIC's regarding UFOB reporting. Detachment OIC's are directed to become familiar with reporting requirements in order to properly advise flights. Following are major points of misunderstanding:

a. All Air Force Activities are responsible to submit preliminary reports covering all information and evidence relative to UFOBS that may come to their attention, including that received from adjacent commands of the other services and from civilians, and are authorized to conduct investigation necessary to preparation of the preliminary report.

b. 4602d AISS field unit involvement in preliminary investigations is incidental and will be conducted according to local arrangements with ADC Division or Defense Force Commanders (DI's). (Reference 4602d AISS secondary mission contained in ADCR 24-4, paragraph 3b, and TT MSG AISOP 1460, dated 30 Sep 1954).

c. AFR 200-2 requires that all information pertaining to a UFOB will be reported. This does not anticipate that evaluation of information by reporting Air Force element will result in failure to submit the preliminary report.

d. Only if 4602d AISS field units receive initial information from an individual source or a non-Air force organization

they are responsible under AFR 200-2 to prepare preliminary report. This responsibility is the same as that assigned to all Air Force elements.

e. 4602d AISS elements are responsible to conduct all follow-up field investigations under direction and control of Commander, 4602d AISS.

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f. Preliminary reports will be submitted by reporting Air Force element, even though object is identified prior to submission of report.

g. Provisions of ATIC Manual "How To Make FLYOBRPTS" will be disregarded, if in conflict with AFR 200-2, these, or above referenced instructions. Manual will be used only as a guide for investigative procedures.

h. All UFOB reports on file at field units, dated subsequent to 13 August 1954, which have not been reported are basis for preliminary report. If information is more than 72 hours old, reports will be prepared on AF Form 112 and submitted in accordance with AFR 200-2, dated 14 August 1954. The preliminary reports will be prepared by 4602d AISS units and will not, in this case, be returned to the Air Force element from which the original information was received for submission of preliminary report, since the Air Force element receiving initial information of UFOB is responsible for preliminary report preparation.

BY ORDER OF THE COMMANDER:

/s/
RICHARD B. RANDLE
Major USAF
Asst. Adjutant

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AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO
14 JAN 1955

SUBJECT: (U) Unidentified Flying Object Guide

TO: Commander
4602d AISS (ADC)
Ent Air Force Base
Colorado Springs, Colorado

1. Attached for your convenience is the "UFOB Guide" (Unidentified Flying Object Guide) which was prepared as a result of the conference held on 17 and 18 November 1954 between the commander and staff of the 4602d AISS and personnel of ATIC.

2. The "UFOB Guide" is divided into two parts. Part I contains the criteria for use in determining the feasibility of making follow-up investigations. Part II contains hypotheses or examples for use in identifying the objects or phenomena reported.

3. It is suggested that, after a reasonable period of use, a Part III be added to the "UFOB Guide" incorporating the definitions and procedures as agreed upon in the conference and as outlined in your letter subject "Report of Visit of ATIC Representatives" dated 23 November 1954. This could then be printed or mimeographed and would serve both the 4602d AISS and the ATIC as standard operating procedure.

FOR THE COMMANDER

Incl /s/
UFOB Guide MARY L. STORM
1st Lt, USAF
Assistant Adjutant

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{Page 1 of 4, numbered 46}

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON
Ent Air Force Base
Colorado Springs, Colorado

AISOP
23 November 1954

SUBJECT: Report of Visit of ATIC Representatives

TO: Commander
Air technical Intelligence Center
Wright-patterson Air Force Base
Dayton, Ohio

1. On 17 and 18 November 1954, the Commander, 4602dAISS and his staff met with Captain Charles Hardin, ATIC and Doctor Allen Hynek, USAF Contract Astronomer, for the purpose of discussing ATIC-4602d AISS relationships in the investigation and processing of Unidentified Flying Object reports. During the course of the conference general information was exchanged relative to the UFOB program, procedures were developed relative to the handling of UFOB reports and the criteria for the evaluation of reports and conducting investigations were discussed.

2. The evaluation of all UFOB reports as well as the lines of inquiry of investigations, will be governed by the application of certain hypotheses to the data available. In the majority of cases, provided the information concerning the sightings is sufficiently complete, the data will suggest that the sighting was probably some known object or natural phenomena. For example, the data available might suggest to the investigator the hypothesis that the object was an aircraft. A check list will then be applied to the data using the hypothesis that the sighting was an aircraft. the check list will contain those items which, in combination, characterize aircraft from other possible objects or phenomena. For example, if the object was an aircraft, then there should have been noise, there should have been radar observation I certain areas, etc. The application of these check lists will suggest the lines of a follow-up investigation in the event the data is insufficient to satisfy the elements of proof necessary to identification. ATIC will furnish the 4602d AISS with the check lists referred to above which will assist in the identification of UFOB's and will cover, for example, aircraft, balloons, astronomical phenomena, guided missiles, etc. In addition a special evaluation of preliminary UFOB reports must be made to determine whether follow-up investigations can reasonably be expected to result in additional reliable and usable data.

3. Evaluation of Preliminary reports

a. ATIC will furnish the 4602d AISS with "rule of thumb" criteria to be used by the Squadron

Headquarters in determining the necessity for

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

a follow-up, field investigation of a UFOB report. These criteria will cover, among others, the following subjects:

(1) Duration of sighting

(2) Number of persons reporting the sighting.

(3) Distance from location of sighting to nearest 4602D AISS field unit.

(4) Reliability of person or persons reporting the sighting.

(5) Number of independent sightings reported.

(6) The value in obtaining additional information immediately.

(7) Existence of physical evidence (photographs, material, hardware).

b. It was noted that a single extraordinary circumstance might require follow-up, field investigation even though the general application of the criteria furnished by ATIC indicates that further investigation would probably yield little additional information.

c. In general follow-up field investigation of a preliminary UFOB report will not be warranted when the hypothesis suggested by the preliminary report of the incident cannot be tested by facilities available.

4. Exhaustion of Effort in the Investigation of UFOB's: Effort will be considered as exhaustive when every logical, physical hypothesis suggested by a qualified report of the incident has been tested by the facilities available.

a. Qualified preliminary reports shall be considered to be those which merit further investigation under the criteria set forth in paragraph 3 above.

5. Unsolved Cases: A case shall be considered unsolved after every suggested hypothesis has been tested by available facilities and a large percentage of the data in the report does not correlate with the characteristics of known objects or natural phenomena.

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

6. The following procedures were agreed upon:

a. In case a UFOB sighting is reported initially by non-Air Force sources in letter form to either ATIC or the 4602d

AISS, the file card will be made in duplicate by the recipient, and one copy forwarded to the other agency. This card will indicate that the UFOB was reported by letter and will show the action taken.

b. ATIC will be forwarded a file card indicating the action taken by the 4602d AISS on preliminary reports transmitted to the 4602d by electrical means.

c. The results of follow-up field investigations made by the 4602d AISS and reported on AF Form 112 will, in all cases, be sent to ATIC, DI USAF, and such other agencies as the Commander, 4602d AISS, deems necessary.

d. ATIC may require specific information for aid in analyzing a reported UFOB sighting which can be furnished by a field unit of the 4602d AISS. provided travel is not involved, ATIC may contact the appropriate unit directly. In case ATIC desires detailed investigation or action which would necessitate travel, request will be made by ATIC to the Commander, 4602d AISS.

e. File card reflecting action taken or conclusions reached by ATIC on either a preliminary or follow-up UFOB report will be sent to Commander, 4602d AISS under the following circumstances.

(1) When conclusions of ATIC relative to identification of the sighting are at variance with those reached by 4602d AISS.

(2) When additional action is initiated by ATIC following the completion of action by the 4602d AISS.

7. Exchange of information: As a result of the ATIC experience in the field of investigations of UFOB reports, information of a general interest was discussed during the visit of ATIC representatives and will be furnished to the 4602d AISS on a continuing basis. Examples of such information follow:

a. Grid cameras. Information relative to the present distribution of grid cameras and changes in the current distribution.

b. Statistics. Consolidation of statistics reflecting trends,

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Hq, 4602D AISS, Ent AFB, Colorado Springs, Colo. subj:
Report of Visit of ATIC Representatives

total reports and studies conducted by contract agencies.

c. Examples of proper and improper UFOB reporting.

d. List of standard replies to letters requesting action or information concerning reported sightings.

8. It is requested that the guides for evaluation of reports referred to in paragraphs 2 and 3 above be furnished at the earliest practicable date. Concurrence or comments relative to the procedures and agreements contained herein are solicited.

/s/
JOHN M. WHITE JR.
Colonel, USAF
Commander

ATIAE-5 1st Ind

AIR TECHNICAL INTELLIGENCE CENTER,
Wright-Patterson Air Force Base, Ohio
10 DEC 1954

TO: Commander, 4602d AISS (ADC)
Ent Air Force Base Colorado Springs, Colorado

1. The Air Technical Intelligence Center concurs in the agreements and procedures as outlined in basic letter.

2. A "Standard Operating Procedure" is being prepared for use in the unidentified flying object program. This will be furnished to Hq 4602d AISS as a suggested guide.

3. The SOP will include the procedures listed in the basic letter together with guides for evaluation of reports and criteria for determining the necessity for field investigations.

FOR THE COMMANDER

/s/
R. C. SCHUM
CWO, USAF
Asst. Adj.

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AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO
ATIAE5 15 FEB 1955

SUBJECT: (Uncl) Evaluation of Unidentified Flying Objects

TO: Commander
4602d AISS (ADC)
ATTN: Major Cybulski
Ent Air Force Base
Colorado Springs, Colorado

1. In addition to the policies and procedures already established between the 4602d AISS and the Air Technical Intelligence Center applicable to the Unidentified Flying Object Program, it is felt that the following information will prove useful, particularly in the Evaluation of UFOB cases.

2. In keeping with the purpose of the UFOB Program it is necessary that both the 4602d AISS and the ATIC strive to reach as many case solutions as possible, thereby reducing the percentage of unknowns to a bare minimum.

3. As pointed out in the "UFOB Guide," the word "solution" cannot always be used in the scientific sense when dealing with UFOBs. For this purpose it must more often mean that a given case meets a given hypothesis.

4. Past experience has shown that most UFOB cases, when sufficient information is contained, will fit to some extent one of the hypotheses contained in the Guide and, therefore, may be considered as solved.

5. By the very nature of UFOB reports, the great majority of cases, upon being analyzed, will present some doubt as to the true identity of the object or phenomenon described. For this reason evaluation criteria have been kept very broad. This has been done in one respect by giving the choice of the use of the words definite, probable or possible before each of the classification types.

6. The Fact that a UFOB sighting reaches ATIC from the 4602d AISS classified as a solved case, which is to be desired, does not preclude the possibility of further investigation or change in the light of any new information which may arise at either point.

FOR THE COMMANDER

/s/
T. G. CONNAIR JR.
Major, USAF
Adjutant

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4602D
AIR INTELLIGENCE
SERVICE SQUADRON

VOL.2 4602D AISS
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1 JAN.-30 JUNE 1955
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SECRET

HISTORY OF 4602D AIR INTELLIGENCE SERVICE SQUADRON

1 January - 30 June 1955

VOLUME II

SUPPORTING DOCUMENT . . . . . Fifth Commanders Conference

/s/
Captain C. G. Turoff
Historical Officer

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SECRET

HEADQUARTERS
4602D AIR INTELLIGENCE SERVICE SQUADRON (ADC)
Ent Air Force Base
Colorado Springs, Colorado

This document consists of 139 pages.
Copy 23 of 35 copies

THIS DOCUMENT CONSISTING OF 139 PAGES.
IS CLASSIFIED SECRET IN ACCORDANCE WITH
PAR 23 d , AFR 205-1,

xxxxxxxx (/s/) USAF
NAME GRADE

REPORT

OF
FIFTH COMMANDER'S CONFERENCE

23 May to 26 May 1955

4602D AISS CLASSIFIED
DOCUMENT LOG # 55-0687

SECRET

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12. Each phase in the development of an organization is attended by a different set of problems. At the present time we are a well established CONAD intelligence organization. The value of our mission has been recognized by the Air Council but as our capabilities have become better known our responsibilities have become greater. Our area of responsibility is expanding to include portions of Canada and the Northeast Air Command area. We are becoming a fixed part of Moby Dick Operations. We are looked upon by many as the only organization capable of subjecting US airmen which will equip them for response after capture situations. We are the mainstay of the UFOB program. Opposing these greater responsibilities is a gradual depletion of officers and airmen qualified to perform the mission. There are three broad areas of possible solution to the problem of increasing responsibility and decreasing percent of effective manning. First, we could ask to be relieved of all "extra curricular activities" - but this would mean the loss of prestige and valuable training. Second, we can make every effort through personnel and intelligence channels to

improve our manning situation. This we are doing. And third, we can make every effort to improve the qualifications of the personnel assigned and to do the same job with fewer people. This we will do.

13. At this Conference we must look forward to the immediate loss of both General Burgess and General Chidlaw without whose continued energetic support

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{Page 5 (part)}

the accomplishments of this squadron would not have been possible. General Burgess has applied his direct efforts towards solution of problems ranging from personnel and manning to the problems involving our relationship with the FBI and Civil Defense organizations. It has been trough his efforts that the Squadron has obtained stature within the Air Defense Command and now within the Continental Air Defense Command. He has never failed to defend and support us in our relationships with other organizations. Likewise he has never failed to place us on the carpet when our actions have been in any way out of line. We are indebted to general Burgess for both our existence and our present capabilities. Some of you and many of your predecessors are indebted to General Burgess for your promotions and other recommendations which he has made in your behalf.

14. General Chidlaw has always been extremely understanding of the problems of the Squadron and has supported us vigorously whenever the situation demanded it. He has always taken cognizance of individual and organizational achievements which have been called to his attention.

15. We have established the Squadron as a vital part of the CONAD organization. We have sold ourselves to both general Burgess and General Chidlaw. By the time of the next Commanders' Conference a large number of our present contingent of officers will be gone - Major DeBruler, Major Van Norman, Major Rosner, Captain Bronstein, Captain Hangis, Lt Feero, Lt Hammond, Lt Athens, Lt Beck, Captain Matyas and probably many more that we don't know about now. The inroads which are thus being made upon that group of officers with considerable tenure in the organization places an even greater burden on those remaining, upon those officers who will be assigned in the near future.

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UFOB SUMMARY

1. PURPOSE

a. Historical

(1) First recorded instances of genuine UFOBs occurred in 1948 with the appearance of the "Flying Saucer" in different parts of the world, including the Soviet Union and its satellites.

(2) Birth of new literary genre "Science Fiction" which in most cases is entirely fictitious and unscientific. Manifestation of vigorous and expanding interest as direct result of great technological advancements in airborne machinery during World War II.

(3) "Buck Rogers" Trauma. Emotional stimulus of speculation on the fantastic. Aberrated personality requiring this stimulus akin to the OUIJA board and pseudo-metaphysics.

b. Popular

(1) General public not qualified to evaluate material propounded in science fiction. Absurd and fantastic theories given credence solely on the basis of ignorance. Mathematical aspects of many UFOB reports show serious discrepancies etc.

(2) World tension, the "Cold War" on the heels of the last have created syndrome of war hysteria. UFOB reports even the patently ridiculous receive undue attention through latent fear etc.

c. United States Air Force

(1) In view of the plethora of UFOB reports and interest given them, recognition of necessity for attempt at scientific appraisal. Classification and statistical evaluation of all reports.

(2) Collection and identification of main categories of phenomena which form basis for UFOB reports.

(3) Recognition factor, particularly as pertains to mission of 4602d AISS, indicates that guided missiles etc. would in all probability be first reported as UFOBs. Analysis of UFOB statistics, density and frequency, would give reliable estimate of reporting capabilities of downed enemy aircraft.

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2. RESPONSIBILITY

a. Basic Regs

(1) AFR 200-2 places responsibility for UFOB investigations on ADC. Par 4b specifically mentions the 4602d AISS as an organization having capability and disposition to carry out field investigations of preliminary UFOB reports. Preliminary UFOB reports are the direct, continuing responsibility of all Air Force activities.

(2) ADCR 200-7 enjoins all subordinate units, the responsibility of rendering the necessary logistical support to units of the 4602d AISS to carry out effective follow-up UFOB investigations.

(3) ADCSM 200-2 establishes specific and precise reporting procedures within ADC. Transmission, routing and addressing are outlined.

3. REPORTING PROCEDURES

a. UFOB is any object or the report of any object apparently airborne or flying that cannot readily be identified as a familiar object. Unidentified aircraft are not considered as UFOBs.

b. Majority of sightings made by non-military sources. Frequent sightings by GOC Observers etc. Usually reported to police or nearest military installation.

(1) The Air Force activity first receiving notice of a UFOB sighting is immediately responsible for the preparation and transmission for the preliminary UFOB report.

(2) ATIC Form # 164 enumerates mandatory items of information which will be contained in the preliminary report. Transmission in electrical form is enjoined in most cases in order to effect the most rapid evaluation possible and in those cases where follow-up investigation is indicated to institute appropriate communication without delay.

(3) The preliminary report is transmitted to the addressees indicated in AFR 200-2. Information copies may and in most cases should be sent to all military sources who have direct interest, geographical or administrational, a particular UFOB.

c. A UFOB report originating from a non-military source and transmitted directly to a unit of the 4602d AISS automatically enjoins responsibility for preparation and transmission of the preliminary report. Only in this instance is the 4602d AISS responsible for preliminary investigation. Otherwise all squadron activities are limited to follow-up investigations.

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d. Electrical methods will usually be employed in the transmission of UFOB reports. If the report is more than seventy-two hours old AF Form #112 will be utilized to transmit the necessary information.

e. Upon receipt of the preliminary UFOB report at Squadron Headquarters, analysis and evaluation of content is determined and disposition as to the advisability of follow-up is made. The following forms are utilized to record the pertinent information contained in the UFOB message;

(1) UFOB Log AISOP Form #7 records date and time of receipt. Origin of report, name of source and brief summary of sighting content is made.

(2) UFOB Index Card is completed for insertion in UFOB Files. Contains identifying information.

(3) The critical teletype message is also retained in Squadron Headquarters files for further reference.

f. When it is determined that a follow-up investigation is warranted, based upon the criteria of potential information to be gained by such action and the geographical disposition of field units for such action, the procedure is as follows:

(1) The field unit of the 4602d AISS within whose area of responsibility the UFOB report has originated will be notified by the most expeditious means to institute a field investigation. Specific points to be exploited in such an investigation will usually be indicated. If a full, exhaustive field investigation is required it will so be indicated in instructions from Squadron Headquarters.

(2) The field unit assigned to the follow-up investigation will contact those agencies which are most likely to have supporting information concerning the UFOB. In this case it is assumed that a preliminary hypothesis has been established for testing. Units should have a complete list of appropriate agencies located within their area of responsibility and liaison should be established to ensure prompt and accurate information on all UFOB queries. Individuals who might have information to support or negate the hypothesis should by all means be contacted. The original source is extremely important although accuracy of observation diminishes rapidly with time.

(3) The results of the follow-up investigation, containing procedures involved, agencies and individuals contacted and conclusions of the investigator will be recorded in AF Form #112 and forwarded to Headquarters. Completeness and accuracy of the form is of great importance since it forms the basis for evaluation by ATIC.

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g. ATIC will receive notification of all UFOB investigations conducted by the squadron whether at Headquarters or in the field. ATIC will make final disposition of these reports and if necessary will implement the investigations of the 4602d AISS.

h. Instructions for the disposition of physical evidence collected in connection with UFOB investigations are contained in the basic document of responsibility AFR 200-2.

4. CLASSIFICATION * Three Main Classifications:

a. Physical

(1) Although aircraft are not considered within the scope of UFOB definition, they are frequently not recognized as such and are therefore reported as UFOBs. This is particularly true in the case of new types of experimental aircraft of radical designs.

(2) Balloons constitute a large proportion of reported UFOBs. Several types are of great size such as those utilized in Operation "Moby Dick". Radiosoned balloons carrying recording instruments given strong radar returns.

b. Astronomical

(1) Although stationary stars and planets are often reported as UFOBs, under certain atmospheric conditions they appear brighter than ordinary and have apparent motion.

(2) Meteorites, comets and Novae are being observed constantly by astronomical observatories and can be confirmed with relative certainty by contact with these sources.

c. Optical

(1) Check with weather stations will readily reveal presence of temperature inversions which readily produce standard optical phenomenon known as "Mirage".

(2) Refractive and reflective quality of light cause objects to appear larger than they really are and give exaggerated appearance to relative movement.

(3) Lighting facilities connected with aerodromes and areas of high air traffic density are often interpreted and reported as UFOBs. Relating this type of UFOB to aeronautical charts with beacon and flashing signal information shown will very often resolve the UFOB without further investigation.

5. INVESTIGATION AND EVALUATION

a. Evaluation

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(1) Period of day or night, light available and moon phase, location of stars and planets should be evaluated in the light of the sighting.

(2) Sightings of less than ten seconds are almost completely worthless. Those under thirty seconds are likewise of little value. Such a short period of time will usually not suffice for reliable identification. No detail is possible under ordinary visual conditions.

(3) Interval of time between the actual sighting and its reporting is of paramount importance. Observers will have tendency to insert material and statements which have no value. Vivid memory of UFOB is not too frequent.

(4) Consider the background of the source; education, particularly in things technical. Emotional involvement. Abnormal predisposition to attach belief to the more fanciful aspects of UFOBs e.g. "Flying Saucers" would tend to negate the source's reliability as a factual observer.

(5) Information of all kinds must be rigidly supported and implemented by evidence. Conclusions cannot be made of the basis of hearsay. Check source's story for flaws and resolve those flaws.

b. Investigation

(1) Establish a most likely explanation for the UFOB. Apply all the tests to it. Does it stand up in the light of those tests? Disregard a hypothesis only after exhausting all tests for its support.

(2) Arrange material in order so that items of contradictory nature will be readily apparent. Resolve these contradictions by supplementary investigative efforts. If possible have source explain these statements to you. Eliminate those which cannot be resolved and if these constitute the important part of any one hypothesis seriously question the validity of the hypothesis itself. In this manner negative items can be of value in eliminating hypotheses which do not apply to the solution.

(3) Equivocal or unexplained items must be researched and finalized. The final report of investigation must contain any and all information to answer any question that may be asked in subsequent actions.

(4) Choose the points of the report which appear strongest at first glance. Those which require the least amount of qualification are usually those which give the greatest returns in terms of information. These confirming points will consolidate in most cases one particular hypothesis and almost automatically rule out others. the investigative effort should rapidly narrow to the remaining items of dubious content.

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Reports of statements of the preliminary report should be reverified.

(5) Consolidation of information should be made at the conclusion of the investigation before

rendering a definite decision.

6. POLICY

a. In accordance with AFR 200-2 military personnel will restrict statements pertaining to UFOBs to fact that UFOB was identified as a familiar object. If this is not the case only the statement that an investigation is being made by ATIC is authorized for release.

b. Complete data on UFOB reports is essential for reliable estimates etc.

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FIFTH COMMANDER'S CONFERENCE
AISS TEST SCORES

NAME	UNIT	SCORE
Capt. Cunnion	3-C	20
Maj. Thrasher	Hq	29
Lt Sampson	2-A	30
Capt. Bellovin	Det 2	30
Maj. Jones	Hq	31
Lt. Clark	Hq	33
Capt. Quinn	Det 3	35
Lt. Tebo	3-D	36
Capt. Bury	Hq	36
Lt. Connor	1-C	37
Capt. Bischoffs	Det 2	37
Lt. Yates	2-C	37
Lt. Hansen	1-A	39
Lt. Kirk	Det 1	40
Lt. Stockstill	Proj Team 1	40
Capt. Bronstein	Hq	40
Maj. Manfrin	Hq	41
Capt. Hanson	3-H	43
Lt. Kulpan	2-B	43
Capt. Matsuo	3-B	46
Lt Ferencko	3-G	47
Capt. Wise	Det 1	48
Lt. Sleight	3-E	50
Lt. Copas	3-F	51
Lt. Lief	3-A	51

Maj Randle	Hq	52
Maj Wrona	Det 3	52
Lt.DuBose	1-B	54
Lt. Jameson	2-D	55
Maj. VanNorman	Det 3	55
Lt. Feero	1-D	55
Lt. Atwater	Hq	55
Capt. Skuby	Hq	56
Lt. Sportman	Hq	57
Capt. Shere	Hq	59
Lt. Fredette	Hq	62
Capt. Handgis	Hq	67
Capt. Burch	Hq	72
Capt. Leibovitz	Hq	75

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COMMANDER'S SUMMARY
FIFTH COMMANDER'S CONFERENCE

(Colonel White)

This is a summation of the Commander's Conference. I have a variety of subjects here, I'm going to hit only the highlights since the discussions have already been held. However, I would like to give you the final feelings I have in regards to each of these phases.

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{page 125 (part)}

SECRET

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3. UFOB's. We may yet bring the balance of the ADC into line on UFOB's. We also have to bring the balance of the Air Force into line on UFOB's. it will be the subject of a letter to the Command stating those cases wherein we found discrepancies. I was very interested in the report about _____ and the fact that he is usurping certain authority and not reporting these UFOB's. All are supposed to be reported because they will give us an experience factor. USAF has to have the experience factor in order to judge whether there is a build up or whether any radical air developments are in progress. So nobody should take it on their own authority to say that we will not investigate a UFOB. That authority rests only with this organization and solely in this Headquarters. I'd like to say that what you've accomplished in the

field of UFOB's is held in very high regard by ATIC. We're solving between 75 and 90% of these reported and they've never had that degree of accomplishments before. Some of you have done outstanding work in your presentations and your investigations. It's giving you very good field practice. Your 112's are getting much better. Your investigative efforts are showing a hell of a lot more logical thought. I'm very surprised at times to see how comprehensive a study was before it got to this Headquarters and I want you to keep that up.

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SECRET

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{page 131 (part)}

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15. SECURITY

a. When you are an Intelligence Officer, security breaches or carelessness in the handling of classified material cannot be tolerated and will result in the most serious of consequences. Each of you is responsible for an active security training and indoctrination program within your respective units,

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{End of Part 7 of CUFON's 4602d AISS UFO Sampler}

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Addendum

SYMBOL REFERENCE TO CUFON's 4602 AIR INTELLIGENCE SERVICE SQUADRON UNIT HISTORY UFO SAMPLER Files

The (known) symbols, contractions etc., used in the 4602d AISS Unit Histories and their explanations are given below:

1142 SAS	Austria
5004 AISS	Alaska
6004th AISS	Japan
7050 AISW	Germany
7053 AISS	Germany
A/1C	Airman, First Class
A/2C	Airman, Second Class
ACP	Allied Command Procedures
ADC	Air Defense Command
ADC GO #XX	Air Defense Command General Order number XX

ADCR	Air Defense Command Regulation
ADCSM	Air Defense Command Staff Memorandum
Adj	Adjutant
ADJZ	Air Defense ? Zone
AF	Air Force
AFL	Air Force Letter
AFSC	Air Force ? (job assignment number)
AGO	Adjutant General's Office
AISO	Air Intelligence Service Organization
AISOP	Air Intelligence Standard Operating Procedure
ATI	Air Technical Intelligence
ATIC	Air Technical Intelligence Center, WP AFB, Ohio
AWS	Air Weather Service
CADF	Central Air Defense Force
CEI	Communications Electronics Instructions
CIC	Counter Intelligence Corps
CIRVIS	Communications Instructions Requirements for Vital Intelligence Sightings
CONAC	Continental Air Command
DCS/I,	ADC Deputy Chief of Staff / Intelligence, Air Defense Command
DD	Department of Defense
DI or D/I	Director of Intelligence
DI, USAF	Director of Intelligence, United States Air Force
EADF	Eastern Air Defense Force
ECM	Electronic Counter Measures
EEI	Essential Elements of Information (or Intelligence) (Standing order)
FEAF	Far East Air Forces
FLYOBRPT	(Unidentified) Flying Object Report
G-2	Army (ground) Intelligence
HRRI	Human Resources Research Institute, Maxwell AFB, Alabama
ICGM	(Grouped intelligence AFR & AFM)
ICI	Intelligence Collection Instructions
Ind	Indorsement
JANAP	Joint Army Navy Air Force Procedures (or Publication)
JANAP 146	CIRVIS/MERINT
Ltr (or Lttr)	Letter
NIS	National Intelligence Survey
OIC	Officer in Charge
ONI	Office of Naval Intelligence
OSI	(AFOSI) (Air Force) Office of Special Investigations
PIO	Public Information Officer

Reg	Regulation
Rm	Room
SAC	Strategic Air Command
SOP	Standard Operating Procedure
Sq	Squadron
SRI	Specific Request for Information (one time requests)
T/A	Table of Allowance
T/D	Table of Distribution
TDY	Temporary Duty
TT	teletype
TWX	Telex (electrical message)
UFOB	Unidentified Flying Object
Uncl	Unclassified
WADF	Western Air Defense Force
ZI	Zone of the Interior (48 States)

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{End of Part 7 of CUFON's 4602d AISS UFO Sampler}

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NICAP Home

The history of science has shown that it is the things that don't fit, the apparent exceptions to the rule, that signal potential breakthroughs in our concept of the world about us.

- J. Allen Hyneck

CHAPTER 6

PHYSIOLOGICAL EFFECTS

Effects of UFOs upon the principal sensory organs have been explored elsewhere. It was found, in brief, that the visual experience involved images of metallic vehicles, including various structural details, which were sometimes surrounded by vivid displays in brilliant colors or dazzling halos. A study of their noises disclosed several distinct types and suggested the artificial stimulation of auditory sensations within the head. Finally, several unique odors noticed in the vicinity of UFOs were traced to specific chemical compounds that are formed in the atmosphere under the stimulus of radiant energy that is emitted by UFOs. Reception of signals by the eyes, ears, and nose have been accounted for, yet there remains a variety of ways in which the body responds to UFOs at short range.

Primary Symptoms

A sensation of body heating during a close encounter is a common complaint. A huge craft, 70 meters long, flew within 30 meters of two sheriffs in Texas causing a heat wave. (1) Six teenagers in Ohio experienced the same reaction as a disc-shaped

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machine hovered overhead. (2) The intensity of this effect is, of course, variable and it may reach frightful proportions. Near the Capitan Curbelo Naval Air Station in Uruguay an experienced pilot flew his light plane to within 700 meters of a brilliant object shaped like a "musical top" that had come to a dead stop directly ahead on his flight path. "I saw that (the UFO) rocked twice in a balancing motion. Then it took off in the direction of the sea at a fantastic speed. It left a little trail in the form of water vapor....The temperature was greatly increased, so much that I had to open the windows and door of the plane, and take off my field jacket. I almost fainted." (3) A stronger heat wave in the cockpit of an F94 jet during a UFO chase became so unbearable that the pilot and his crewman had to bail out. The plane crashed in Walesville, New York, tragically killing four people and injuring others. (4) Actual burns of first and second degree, usually on the face and hands, have been the reward of unwary people who approached UFOs too closely or of others innocently minding their own business when one flew past at very close range. (5)

Sometimes the witnesses are temporarily paralyzed while the UFO is nearby, usually within 50 to 150 meters. (6) A farmer in San Pietro, Italy, became paralyzed when he approached to within 10 meters of a UFO that had landed in the village square. (7) Three figures moving around a landed UFO at Stratford-on-Avon held the attention of a man who could not move until they boarded the craft and flew away. (8) In at least seven other instances, witnesses were immobilized during the encounter, but their involuntary body functions, such as breathing, heart beat, and vision, were unimpaired. (9) Return to normalcy was usually immediate when the UFO left, but it took about 20 minutes for one victim to regain his muscular coordination. (10) Approximately the same amount of time was required by a French farmer to recover, although his paralysis was probably induced by some kind of a weapon. (11)

Loss of consciousness is also relatively frequent, being reported as either an isolated symptom or in

association with other symptoms. (12) Quite significantly, about half of the people who were either paralyzed or who had lost consciousness also de

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scribed feeling a prickling sensation or an electrical shock. As a man in Massachusetts explained, "My mind was not at all affected. I just could not move, felt like shock and numbness." (13)

Because of the prominent association between the other physiological effects and the feeling of electrical shock, one is inclined to ascribe the cause of the symptoms to some electrical phenomenon. That temptation becomes overwhelming when a tabulation of the cases reveals that, in nearly every instance of bodily heating, paralysis, loss of consciousness, or electrical shock, *automobile engines were also stopped or began to misfire*. In two instances, headlamps also went out (14) This definite correlation between the effects upon the human body and upon electrical circuits clearly points to electromagnetic energy as the causative agent, a relationship that has long been suspected. (15) "Loud humming" and "beeping," whose origin was probably electromagnetic, were also heard just prior to paralysis and unconsciousness. (16) Obviously the sounds must precede or follow the loss of consciousness, since by definition, an unconscious person is oblivious to external stimuli. At any rate, the instant- by-instant sequence of events in these sightings should be examined with care. Painful prickling like an electrical shock were felt by a motorist in France as his child, also riding in the car, began to cry. The pain increased, then the engine failed and the lights went out. (17) In other words, the electrical shock gradually increased up to the point that the responsible agent disrupted the electrical circuits of the car. Had the increase continued further, one suspects that the witness may have become paralyzed. While this instance stands alone, it does suggest that the prickling sensation is an early manifestation of the radiant energy, followed by electrical interference and, finally, paralysis or unconsciousness. Probably the most sensitive response to the radiation is auditory, for, it may be recalled, the Hills first heard a beeping sound and then felt the prickling sensation. (18) Both the physiological and physical responses seem to be related to a flight maneuver of the UFOs. In two cases, conditions were normal until the

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UFOs began to rise at which time the lights of one car went out. (19) and the engine of the other failed. (20) In still another case, prickling and paralysis occurred at the same time that the engine slowed down when a nearby UFO rose off the ground. (21) The strength of the causative agent, known to be ineffective at great distance, seems to depend upon the proximity of the UFO and appears to be strongest when the UFOs apply a burst of power at take-off.

A considerable variety of other physiological effects have also been noted in isolated instances. These include amnesia, headache, eye pain, loss of vision, nausea, and vomiting. Specific instances of these ailments will be taken up after some insights are developed concerning the primary symptoms.

Several factors point directly toward microwave energy as being responsible for the physiological effects. Such energy is known to be radiated from UFOs. It is the primary candidate for disrupting electrical circuits, and the failure of headlights and engines correlates well with heating of the body, electrical shock, paralysis, and loss of consciousness, all of which are induced by UFOs from some distance. The search for an understanding of these physiological effects should begin with an examination of related physical and biological data. Further searching should not be required if the technology of microwaves and the life processes together reveal specific mechanisms that can duplicate the observations.

Heating

Diathermy is a medical process for applying heat to tissues deep within the human body. It is usually accomplished by placing the part to be treated between suitably contoured electrodes that are padded with towels. An alternating potential applied to the plates causes them to act as a condenser in which the human tissues are the dielectric. Alternating electrical fields between the plates, completely penetrating the treated part, agitate molecules in the tissue and generate the desired heat. An antenna, substituted for

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the plates at microwave frequencies, beams electromagnetic radiation into the patient with the same penetrative result. A commercial machine for microwave diathermy operates with an output power of 100 watts at 2,450 MHz. (22) The penetration is excellent at that frequency, although it diminishes at higher frequencies, tending to concentrate the absorbed energy into a shallow layer near the skin. (23) Some potential danger attends the use of microwaves on people because the human body has heat receptors only on the skin. Overheating, therefore, might occur in the deeper tissues without the forewarning of pain, especially in portions not cooled by freely flowing blood, as in bone marrow and the eyes. In the previous discussion of UFO plasmas, the gases were estimated to have temperatures in the range of roughly 2000 to 4000F. Such hot gases will radiate energy over a wide spectrum that includes the infrared, visible, and ultraviolet. Heating of the skin and even serious burns could be produced by the infrared rays, depending upon their intensity and the duration of exposure. Typical sunburns could be produced by the ultraviolet rays. As both types of radiation are blocked by clothing, they would cause localized effects upon the bare skin of the face and hands. The more generalized experience of "heat waves" that force people to remove clothing and to jump out of airplanes must have a different origin. Absorption of high-frequency radiation with the generation of heat as in microwave diathermy, is a likely candidate.

Paralysis

Control of the human body is the task of the central nervous system. It receives information on the circumstances outside the body from the senses and status reports on internal conditions such as the muscular needs for oxygen. This data is incorporated into the general experience and conscious desires of the individual. Two major sets of signals are then sent out along nerves to the muscles and glands to implement a response that is appropriate to the conditions prevailing at that instant. This process is

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continuous. Of primary concern at present are the functional properties of nerve fibers. In some ways these fibers resemble insulated electrical wires. A central core of protoplasmic material, a moderately good conductor of electricity, is surrounded by a sheath of membrane of a fatty substance that is a moderately good insulator. Orders to outlying muscles, sent by the central nervous system, travel along these fibers as a wave of electrical potential. The similarity to electrical wires cannot be carried very far, however, fibers have certain unique properties. The traveling pulse, known as an action potential, always has the same intensity in a particular fiber. At any point along the fiber, it is either present or it is not; it never shows up only partially or at a potential above the norm. Energy for transmission of this signal derives from the fiber itself, not from some driving force at the input end. The sheath is interrupted at intervals of about 1 millimeter, called Ranvier nodes, and the transmission energy is supplied by the passage of certain ions through the membranes in these short segments. The width of the pulse is about 1 millisecond and it travels at various speeds, depending upon the size of the fiber, typically on the order of 10 meters per second. Measurements of electrical potentials inside the sheath show that a fiber at rest is about 0.07 volts negative compared to the external solution. An action potential traveling down the fiber has a positive amplitude of about 0.10 to 0.12 volts. Therefore, at the moment the action potential occupies a position in the fiber, its interior experiences a momentary swing

that is about 0.04 volts positive compared to the outside. Experimental electrodes implanted in the fiber at any location can trigger the standard pulse by impressing a potential difference across the membrane of about 0.02 volts or greater. Pulses then travel outward in both directions along the fiber, although they would normally travel in only one direction. After the pulse has been passed through one segment of the fiber, a finite time is required for that segment to return to normal. During the recovery period, it is completely incapable of transmitting another pulse. For about one millisecond the fiber cannot be stimulated at all; for roughly another

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millisecond it can, but only by a stimulus stronger than usual. (24) If a stimulus below the threshold of 0.02 volts is followed by another within about 2 milliseconds, then the second one may evoke a response even though it too is weaker than the threshold. The first stimulus opens the gate, so to speak, for the next ones. (25)

If microwave radiation were capable of providing the requisite stimulus, then an action potential would be induced. It has been found, in fact, that microwave radiation can create the necessary electrical tension across the membrane. By inserting miniature electrodes into nerve fibers, the potential difference between the inside and the outside can be measured. Irradiation by microwaves induces potentials that are typically in the millivolt range, but are sometimes as high as 0.10 volt, five times stronger than the threshold value of 0.02 volt. (26) As action potentials triggered by this mechanism would be identical in every respect to those that are sent out by the central nervous system, there would be no way in which the receptors could detect them to be frauds. Muscular response would be absolutely dictated by such artificially produced stimuli.

Traveling along a nerve at 10 meters per second, the pulse would progress a distance of 1 cm in 1 millisecond. As it takes about that long for the sheath to recover, the traveling pulse carries with it a zone of desensitized fiber about 1 cm in length, like the wake of a motorboat. The zone would actually be about twice that long since as the fibers gradually return to normal within about 1 millisecond after the first millisecond period when they are absolutely refractive. Bear in mind that this dead zone does not remain stationary, but moves along the nerve immediately behind the action potential with the same speed.

Now consider the chain of events that would occur if a burst of microwave radiation should stimulate the nerve fiber at several locations. Action potentials would propagate away from the sites of origin in both directions. From neighboring sites, therefore, two pulses traveling toward one another must collide. Up to the instant of contact, the two pulses are being followed by their respective wakes of desensitized fiber. They cannot interpen-

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etrate or continue traveling in their original directions because the dead zone of the other is not capable of furnishing the propagation. For the same reason, they cannot be reflected back along their course. Upon colliding, they must both be annihilated. The last indication of their existence would be the electrical change in the small segment where they met. Centered upon the site of their disappearance would be a section of the nerve about 2 cm long that would remain dormant for about 1 millisecond. Several such events happening at the same time would take a sizeable fraction of the nerve out of service momentarily. Should a second burst of microwave energy inundate the nerve while several sections are still dormant, more action potentials will be stimulated in those normal portions between the dormant zones that have recovered from the passage of the last pulse. Then the process leading to annihilation of contra-traveling pulses simply starts again. It is most interesting to explore the conditions that might be established in the nerve by microwave energy that is itself being pulsed

about 500 times per second. First of all, the effective threshold for stimulation would be lowered by the "gate effect" and action potentials could be induced more readily. The individual bursts of microwave energy would arrive at intervals of 2 milliseconds, which is approximately the time that the dead zones persist at the points of annihilation. Action potentials would be stimulated only in the responsive sections, which immediately thereafter would become insensitive. Meanwhile, previously exhausted sections would recover and become active again, just in time to be stimulated by the next burst of microwaves. One can envision a state of quasi-equilibrium in which a chain of sections, alternately insensitive and responsive, are switching their roles approximately 500 times per second. At all times, about half the nerve would be completely incapable of transmitting any signal.

Next consider the fate of legitimate impulses issued by the brain. They would obviously get wiped out upon meeting artificially induced pulses that were traveling the wrong way. They would disappear in the annihilation process- a most efficient means of disposing of signals that were intended for control of the

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muscles. As shown before, a series of pulses cannot be closer together in the nerve than the length of the dead zone. This restriction establishes an absolute upper limit to the message handling capacity of the nerve. For a nerve having a propagation speed of 10 meters per second, as was assumed for the previous discussion, the dead zone is about 1 cm long. Therefore, the absolute upper limit of signal density occurs when they are 1 cm apart. At their common velocity, they would pass a given point at the rate of one every millisecond, or 1,000 of them in 1 sec. But because the nerve membrane requires an additional amount of time to recover, the spacing will be about 2 cm and that figure would be cut in half. The maximum rate of propagation in this nerve is estimated to be roughly 500 pulses per second. The behavior of this fiber under a steady, prolonged stimulus should reveal the correct value. Consider an electrical potential greater than the threshold to be applied and maintained across the sheath. It would respond by initiating an action potential and would then enter its refractory period. As soon as it recovers, it again experiences the stimulus and responds, and so on. The rate at which the action potentials are triggered in this experiment is the maximum propagation rate for that nerve. It has been found in the laboratory that such a sustained stimulus causes the emission of a train of pulses, usually 4 or 5 with gradually increased spacing, in about 100 milliseconds. (27) Apparently the capacity of the sheath to continue at its maximum transmission rate is severely limited, a point which cannot be pursued further without access to the original laboratory reports. These findings are significant to the annihilation of the action potentials originating in the brain. Such pulses may have to travel as far as 1 meter to contract a leg muscle, a journey that would take about 0.1 sec. A microwave field pulsed very slowly would leave large gaps of time during which muscular coordination would be normal, although sporadic disruption would occur. Higher pulse rates would increase the difficulty of control. At frequencies equal to, or greater than the maximum rate that the signals can be sent through the nerve, pulses from the brain would have no chance of getting through.

At the muscle end of the motor nerve, impulses are delivered to the receptors at the maximum rate. A single impulse causes a muscle fiber to contract for a finite period, say, 0.01 sec. If another pulse arrives during that period, the muscle is again stimulated to contract before having an opportunity to relax. Hence, a rapid series of such pulses will hold the muscle in a state of sustained contraction. A difficulty arises here, however. All skeletal muscles occur in pair-sets. Any kind of bodily motion, which is governed by one set of muscles can be compensated by another motion governed by the opposite set. A volitional action is accomplished by contracting the appropriate set of muscles while inhibiting their counterparts, an enormously complex obligation of the central nervous system. As microwaves cannot make such distinctions, all the motor nerves are stimulated indiscriminately. The

net result is obvious: sets of muscles contract in opposition to each other and the body freezes into rigid immobility.

A mechanism to explain the typical UFO paralysis thus emerges. A pulsed microwave field emitted by the UFO weakens the threshold and stimulates action potentials in the motor nerves. Half of these travel the wrong way and nullify the signals issued by the brain. The witness suddenly becomes paralyzed, in whatever position he held at the time, by a stream of fraudulent pulses causing the skeletal muscles to work against each other. When the field intensity falls too low, everything usually returns to normal. As an Australian youth said after two minutes in that condition, he was "merely cognizant of things as they were without being able to react." (28) The microwaves apparently stimulate only the nerves to the voluntary muscles without producing a comparable effect upon the nerves to the involuntary body functions, including muscles and glands. Sensory channels also seem to be immune from influence, except perhaps the auditory nerve. How the excitation process can be so selective is not at all clear. It is known that nerve fibers of small diameter have higher thresholds than larger ones. (29) Perhaps the answer is very simple-the larger nerves controlling voluntary actions are easier

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to stimulate. Because of health hazards, humans have not been exposed to high-intensity microwave fields, and there is no laboratory indication of a paralyzing effect.

Electrical Shock

As the power output of many large radars has increased enormously in the last two decades, some special precautions have been taken. Several costly installations were constructed to detect missiles over the horizon that might be launched toward the United States. This system provides about 15 minutes warning time for retaliatory action. Potential exposure of 20 times the allowable flux of microwave energy at these sites prohibits the performance of routine maintenance while the radars are in operation. As it is unthinkable to shut down periodically for any purpose, special protective clothing for the technicians had to be developed. These suits cover the entire body, head, face, hands and feet. They are made from a metallized nylon to reflect electromagnetic energy away from the wearer. A special design assures electrical continuity across the seams. As electrical fields of thousand of volts per meter were also predicated, the suits have an exterior insulating layer of neoprene-coated nylon. (30) This layer prevents surges of current through the conducting layer that would otherwise be produced if a workman touched two metal pipes having different electrical potentials. In an environment of this nature, but of lesser intensity, an unprotected worker or a UFO witness might well experience an electrical shock.

Because microwave fields induce currents in electrical conductors, the military forces must take further precautions. They must make sure that ordnance is not accidentally detonated by stray radiation. This problem is most severe where ordnance must be handled close to powerful radar sets. On Navy ships, for example, the operational use of radar might have to be restricted. Primary research on this problem is conducted by the Electromagnetic Hazards Division of the Naval Weapons Laboratory in Dahlgren, Virginia. (31) In view of the importance of radiation-

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induced currents in the military experience, one would certainly anticipate an electrical effect upon the human body while exposed to microwaves. As moist skin is a good conductor and well furnished with sensory receptors, a prickling sensation would be quite expectable.

Loss of Consciousness

One component of the central nervous system regulates such body functions as sleep, temperature, blood pressure, other autonomic functions, and the emotional states. The nature of this control mechanism is fundamentally chemical; that is, the organ controls the production of small amounts of powerful agents such as adrenaline and serotonin. Experiments in 1952 showed that electrical stimulation of the thalamus increased the production of serotonin. (32) A similar electrical stimulation induced by microwaves could have the same result, that is, production of sleep-inducing chemicals.

Secondary Symptoms

Among the less frequent but notable ailments following close exposure to UFOs is the common headache. Two UFOs that landed in Brazil discharged three small beings from one and two from the other. These beings stood around talking for about 5 minutes before conducting a thorough inspection of both craft. All the while, they were being watched by a 15-year-old boy, whose companions were up ahead of him en route to a movie. After the UFO took off, the boy suddenly suffered violent headaches. As standard medication gave no relief for 5 days, he was taken to a doctor by his father. (33) In another situation, a bright disc-shaped craft, producing a high-pitched sound, came down near Rio de Janeiro and hovered, while three of its occupants walked nearby. One of the witnesses later suffered severe headaches. (34) Not only are the headaches clearly associated with the sightings, but in these two cases, the headaches began *after*

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the UFOs had left, a most puzzling detail. Whether the radiation received during the observation had anything to do with this symptom is doubtful, but it should be noted for the record that headaches are sometimes produced by microwaves. A study was conducted in 1943 involving 45 men with histories of exposure to low levels of microwave radiation spanning periods of 2 months to 9 years. "Several of these men reported frontal headaches and a flushed heating sensation when standing within 3 ft of a generating antenna." (35) The abbreviated source material unfortunately does not indicate the strength of the beam or whether the subjects were exposed directly to it. Also, these histories of exposure to microwaves are not typical of UFO witnesses. But the important aspect is that headaches were experienced and, apparently, only while the subjects were being irradiated. Because of the gross disparity in the time factors here, the cause for headaches associated with UFOs is lacking an explanation.

On rare occasions, the witnesses describe a loss of vision, either total or partial, resulting in cloudy or hazy images. A typical example involved a 37-year-old man in Pennsylvania who saw a large disc fly in front of the moon. Twenty minutes later both eyes became pained and his vision hazy. He gradually lost vision in both eyes; within several days, it returned to normal. His entire body was "sunburned." A doctor who examined him attributed the effects to ultraviolet exposure. (36) That diagnosis may well be correct, since unique blue light on or about the UFO was reportedly very intense for about 3 seconds at the end of the sighting. Consider, however, the oddity that the skin irritation was not confined to exposed portions of the body. As the witness had just put his car in the garage, according to the report, it may be presumed that he was normally attired. His clothing should have protected most of the body, since ultraviolet rays are easily stopped by a cotton shirt. Whatever troubled his eyes also penetrated his clothing. Recall that the propulsion system of UFOs involves the emission of microwave energy that, on occasion, excites the xenon molecules in the atmosphere to emit their characteristic bright blue. Microwaves pass through clothing

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without significant loss, but at frequencies used in diathermy they also penetrate deeply into the human body. At somewhat higher frequencies, above 3,000 MHz, tissue penetration is greatly abated and

nearly half of the impinging energy is absorbed on the skin. Absorption of microwave energy in the skin produces conditions that are indistinguishable from ordinary sunburn arising from an excess of ultraviolet rays. In all probability, this witness suffered a flash burn on the retina and "sunburn" over his entire body by a 3-second exposure to microwaves at a frequency greater than 3,000 MHz.

The eyes are especially sensitive to microwaves, whose energy is readily absorbed by the internal fluid, the aqueous humor. In addition, when wavelengths of the radiation are approximately the same dimension as the eyeball the conditions for a tuned cavity prevail in which absorption is further enhanced. Absorbed energy raises the eye temperature, a very dangerous condition even for small increases that cannot be felt. As the lens is very intolerant of stress, the abnormal temperature can generate cataracts. Furthermore, microwaves produce a direct effect upon the lens involving chemical changes resulting in the formation of cataracts. (37) For these reasons, the allowable exposure to the eyes is severely limited and eye protection is a must. Cataracts produced by microwaves do not normally progress to total blindness, and they gradually disappear. That such lenticular opacity, or cloudiness of the aqueous humor, has been induced by UFOs seems fairly clear. A doctor examining one witness with hazy vision "could not see the retina," presumably because of opacity of the lens or eye fluid. (38)

After stopping the car of an Australian businessman, a mushroom shaped UFO aimed a strong beam of light toward him. He later found himself driving down the road, unable to remember starting the car. (39) He had suffered amnesia covering a brief span of time, and the reported beam of light indicates a purposeful act by the UFO occupants. In a previous chapter, review of two other instances of memory lapse showed deliberate action also. Amnesia, however, appears to be rare and not merely

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a consequence of being too close to a UFO.

Sighting a UFO is sometimes quite a shock to the witness. Anything so completely out of the ordinary could overwhelm a person's effort to adjust to his surroundings. The most sturdy personality might have some difficulty, and the experience could prove to be too stunning for an individual whose struggle with life has left little reserve strength. In order to escape from the anxiety of the situation, some witnesses may subconsciously respond hysterically, they may experience unusual sensations of vision, hearing, taste, or smell, their body might suddenly go rigid for a moment, waves of nausea could trouble them for days; or their subsequent behavior patterns may be completely out of character. These reactions to stress, being of purely psychological origin, can obviously mimic some of the physiological responses that have been described above. It would be moderately easy to confuse some of the emotional and physiological effects. The error in either direction would be serious, namely, falsely ascribing a physiological cause to a purely emotional reaction, or inadvertently overlooking a valid physiological explanation. Some protection against the latter pitfall is afforded by automobile engines and radios that are not inclined to be neurotic. Their malfunctions require a specific, physical agency. When that agency is identified and it produces a physiological response in the witness, a psychological explanation is not required and, indeed, is superfluous.

Scientific Uncertainty

In the face of substantial evidence to the contrary, most American researchers cling to the notion that absorption of microwaves in the human body produces nothing but heat. Varied biological changes, they contend, are traceable to a rise in temperature. The concept of a direct biochemical effect is rejected with several arguments. The radiation dosage, for example, cannot be reliably reported because there are no generally accepted standards of instrumentation. Or, perhaps, the possibility of a purely thermal

response in the tissues has not been disproven. A recent review article points out that "There are many areas in which presently available data are questionable, contradictory, or inapplicable." (40) Microwave research in the United States certainly suffers more confusion than becomes a scientific discipline. On the international scene, the situation is no better. A summary of Soviet views indicates, among other things contradicting the American position, that "At the present time, the opinion of most Soviet investigators is that microwaves: ....affect the structure and chemical reactivity of neutral cells." (41) Russian research purports to demonstrate sub-threshold effects, that is, irreversible chemical changes that are produced at levels below the onset of any thermal responses. Furthermore, these changes are believed to be cumulative. Without ever being exposed to levels of radiation causing damage by heat, according to these views, a worker exposed repeatedly to low-level microwaves at his job might suffer serious injury over a period of time. These beliefs are reflected in the safety standards that have been adopted; permissible limits of exposure in Russia are 1,000 times more conservative than in the United States. (42) This disparity persists because the methods, rationale, and data of the Soviet scientists appear to be obscure and nebulous to the Americans. At any rate, most of the symptoms produced by UFOs, being inadmissible to American science, are thoroughly compatible with the Russian findings.

One Russian conclusion that is especially vague to Americans is the alleged "asthenia" syndrome, a combination of mental and personality changes. "The symptoms include weakness, fatigability, depression, antisocial tendencies, sense of fear, impairment of memory and general mental function and an inability to make decisions." (43) During the '60s the U.S. Embassy in Moscow was reportedly found to be permeated by abnormal levels of microwave radiation, presumably beamed there to confuse the diplomats and make them more tractable in negotiations. Subsequent experiments on monkeys in the U.S. by the Advanced Research Projects Agency yielded no definite conclusions on the

matter. The Russians may have had this type of plan in mind during the international chess tournament, when the American, Bobby Fischer, was accused of using "electronic devices and chemical substances" to gain an unfair advantage. Concerning the Russian Spassky, his assistant commented that ". . . it is the first time that I observe such unusual slackening of concentration and display of impulsiveness in his playing . . ." A thorough search disclosed no incriminating evidence.

Observers Reactions

Witnesses, who have been exposed to microwave radiation from UFOs should be good candidates for displaying symptoms of the asthenia syndrome propounded by the Russians. An artificial sense of fear, for example, might be experienced when that emotion was inappropriate, or in intensities not warranted by the circumstances. For the most part, distant observations of UFOs are accompanied by entirely normal behavior. Relatives and neighbors are called out of their houses to verify the experience. Police officers and pilots contact others on their radio networks for the same purpose. A motorist may stop to watch the show or drive to another location for an unobstructed view. These patterns would be expected in events that are sometimes so distracting that witnesses forget to use their cameras. Responses at closer range vary greatly, but a few patterns can be discerned. Upon spotting a disc-shaped machine descend and come to rest on its landing gear, a witness might rush toward it for a closer examination, especially when he later affirms that the incident was entirely beyond anything else in his experience. Such behavior, however, is rare. A few people have moved in for a closer look, (44) even to the point of standing immediately adjacent to the UFOs and touching them. (45) More typical, however, is a negative reaction in which the witness takes refuge in hiding, runs away from the scene, or if in a car, drives away in reckless disregard for traffic laws. People seem to be genuinely afraid of UFOs, but they may only be unnerved by rainbow colors cascading off their edges or

by some other oddity. The imminent landing of a large wheel with flaming openings in front sent two Brazilian workers into hiding. (46) Two youngsters ran for cover from an object circling overhead that resembled an up-side-down plate. (47) Two British airmen remained unperturbed while watching a dome-shaped object land behind a hangar, but took to their heels when an opening appeared in the UFO. (48) Two young New Zealanders also held their ground in the presence of a UFO until a similar opening made them think that it was about to land. (49) Three hunters, a breed not easily frightened, ran away from a very large, egg-shaped object that they discovered hovering in a Venezuelan forest. (50) Of course, stronger emotional impact has occurred. A large sphere of orange light so frightened a 16-year-old boy in Indiana that he lost control of his bicycle. (51) A low-flying object terrified two witnesses in Georgia, who abandoned their bicycles and ran home nearly hysterical. (52) An Italian was paralyzed with fear by a metallic object, 10 meters in diameter, hovering close to the ground. (53) As seen in previous sections, however, this last witness may have been paralyzed for physiological, rather than emotional, reasons.

It is necessary here to anticipate the subject matter of two later chapters by summarizing the reactions of witnesses upon confronting strange occupants of UFOs. Unadulterated, bone-rattling fear seems to be found exclusively in this context. Four Canadian children were panic stricken by an extremely tall UFO pilot who held out his hand to them saying something that was unintelligible. (54) A dark figure the size of a man, with wings like a bat, thoroughly spooked some British teenagers.(55) A creature emerging from a UFO in Gabon terrified a fisherman who was watching from nearby. (56) Some small creatures attacking three Argentine students enroute to school threw them into a state of terror. (57) Several adults and children in Peru panicked at the sight of a very small creature walking the street leaving a luminous trail. (58) And so on. (59) It is perfectly normal for people to flee in terror from strange beings, particularly when the people are young, as is most often the case, and when the creatures act in a threatening manner, or actually attack.

While these data carry a modest load of ambiguity, they do not generally sustain the Russian concepts. The level of fear displayed during the encounters with UFOs and their occupants seems to be within normal bounds, although rather high at times. It must be mentioned that the Russian research pertains to repeated exposures to low-level radiation whereas these examples do not.

Unfortunately, this issue cannot be put to rest so neatly, for other sources of information tend to support the opposite conclusion, namely, that abnormal feelings of fear are induced in the witnesses by UFOs at close range. In a series of sightings in New Hampshire, nearly all the witnesses were very frightened. The investigator of these incidents observed that ". . . some people were in actual shock or hysteria as a result of extremely low-level encounters with the objects." (60) Descriptive terms used by the witnesses emphatically showed their reactions to be very intense and, under the circumstances, probably inappropriate. Despite the absence of any recognized threat to life or limb, witnesses were variously reported to be badly shaken or scared to death. (61) Emotional experiences, described on two occasions as "shivery feeling" and "funniest feeling through me," may have been artificial or merely the natural accessory to fear. An interesting suggestion of a direct influence by a UFO occurred when a witness panicked while within close range, drove away to report the sighting to the police, and upon regaining composure, returned to the scene for a second look. While these reports are inconclusive on this point, they require that the question of UFO-induced emotional states remain open. It is hoped that further insight may be achieved from independent studies in the future and from the analysis of animal behavior in the following section.

Animals Too

As the higher animals are physiologically very similar to man, a close parallel is expected between their reactions to UFOs and

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those of people. Any marked differences would be a clue that beckons for further research into the causes. Source materials for this section are some 200 animal incidents compiled by a British quarterly. (62)

Millions of delicate UFO detectors are already distributed in a world-wide network. Each one is carefully maintained in top condition and monitored round the clock for any response signifying the presence of a UFO. Man's best friend is also his best UFO detector. Very commonly, indeed, the first indication that a UFO is present or approaching is the excited barking of a dog or a whole neighborhood full. Suppose that some random noise sets a dog to barking; others within earshot may take up the call, and presently the whole neighborhood echoes with their racket. This kind of domino effect could be the basis for the area-wide disturbances of dogs near UFOs, although it doesn't seem likely. It is not an ordinary bark that is evoked by UFOs. In the language of the reports, one pooch was howling enough to awaken the dead, (63) one barked furiously, frothing at the mouth, (64) one carried on something terrible, (65) and one made a dreadful noise. (66) These animals were disturbed in some unique way; they were not just relaying the neighborhood gossip. Because dogs can sense the approach of UFOs before humans, one wonders if the detection is based upon keener hearing, as with the early announcement of an approaching police siren, or if another mechanism is responsible. Dogs dislike UFOS. In fact, they are terrified by them and seek to escape from them. Under circumstances clearly indicating a landed UFO was nearby, a Canadian woman heard knocks at her door. Her dog rushed forward, then suddenly retreated, trembling as if terrified, and retired into a comer. (67) When a man opened a door to investigate the cause of his dog's howling outside, the animal crawled in on its belly in abject terror. The man found a UFO and its pilots outside. (68) One of several dogs owned by a witness was so terrified that it ran into a barbed wire fence; the others whined while cowering on the ground. (69) A dog became disturbed in a car when a UFO was first sighted. By the time the driver was flagged down on the highway by the UFO people, the dog was lying in a tight ball under the seat, trembling violently.

He was still cowering there two hours later. (70) These animals exhibited symptoms of extreme fright. In some of these cases the animals could not see the UFOs. They had never read any science fiction nor been instructed how to act in the presence of a UFO. In other words, their behavior must have been induced by the UFOs. One must face the probability that their response was stimulated by microwaves, namely, a symptom of the asthenia syndrome as reported by Russian scientists. It should be most interesting to discover in the future why this response is seen more clearly in dogs than in people. If microwave radiation were inducing this sense of fear in the dogs, one would expect that a higher intensity might even paralyze them. A Frenchman out hunting with his dog saw two people climbing out of a small UFO on the ground, 40 meters away. He fled, but his dog, running toward the UFO, soon retreated, walking as though he were partially paralyzed. (71) Perhaps the dog didn't get close enough to become completely paralyzed. An incident which occurred during the evening of October 21, 1963, in Trancas, Argentina is especially significant:

> Three very fierce dogs inside the house, and two dozen fowls outside, were for forty minutes cowed and paralyzed by a vivid hot beam of light, varying in color from red to violet, directed at the house from one of a number of UFOs nearby. As the revolving beam returned and caught the dogs through the windows, they became apathetic and silent, recovering slightly in the intervals. (72)

Both a man and his dog were temporarily paralyzed, at the same time, when an object dived down toward them and then climbed back into the sky. (73) It was luminous and white, a condition seen previously to coincide with the strongest emission of microwaves. In this case, the man and the dog were about equally susceptible to the induced paralysis. While there is no laboratory evidence of microwave paralysis in humans, experiments on small animals have produced motor paralysis that disappeared when the exposure *was* terminated. (74)

Physiological effects among animals are by no means limited

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to dogs. Among the 200 cases under study, influences were also noted upon wild birds, pigeons, ducks, geese, chickens, turkeys, sheep, cows, horses, and cats. All these creatures are severely agitated by UFOs and they seem to fear them. A cat, hissing and spitting, leaped into the air and then hid under a bed, (75) sheep stampeded, (76) cows in the field panicked and ran away, (77) horses reared up and cattle did everything but turn somersaults, (78) and so on. Some of them may have been paralyzed. With a whistling sound, a UFO landed in a meadow in Denmark. The witness became paralyzed when he approached within 50 meters and observed that nearby cows seemed unable to move. He further noted that birds had stopped singing. (79) Any naturalist knows that a disturbance in the woods causes birds to stop singing, and other wild creatures depend upon that change as an alarm signal. But the notion that the birds stopped singing because they had been paralyzed was also a prominent aspect of a sighting by three men in Brazil who were hunting crocodiles one night. A UFO on the opposite bank of a river caused an "awful, uncanny silence" to descend upon the forest. Not even a cicada was to be heard. (80) Not only were the usually noisy, tropical birds put out of action, but, perhaps, so were the insects.

A UFO was spotted one night standing on three legs on some railroad tracks 300 meters from a man's home. It rose silently while a dome on top started to spin and the legs retracted. It was gone in 20 seconds. The next day, the witness inspected the site with his dog. There were no marks or traces, but one sniff sent the dog dashing away, howling. (81) Things should return to normal immediately after a UFO has flown away, but unfortunately, they don't. Presumably the dog had no prior knowledge that he was visiting the site of a UFO landing, yet something disturbed him. Direct radiation from the UFO must be ruled out and another cause for his delayed reaction found. The language of the report itself provides the best clue that an odor was responsible. In a previous section concerning that subject, various noxious gases were found to be produced by UFOs. Some of these gases, being relatively heavy, could settle to the ground and linger for many hours.

A thick, gray disc coming straight down over a farm in Australia threw all the animals into a panic. For several days the cows could not be herded into the paddock over which the UFO had hovered. (82) similar aversion was demonstrated by some cattle in Iowa. In the middle of the night, a cigar-shaped object remained on the ground for 20 minutes amidst a vivid, red illumination, crackling noises, and the odor of ozone. In the morning the cattle were found to have bolted to the end of the pasture, from where they refused to budge toward the landing site for feeding. (83) Fine strands resembling spider webs, known as angel hair, are sometimes discharged from UFOs for no apparent reason. This substance evaporates when touched and it has not been chemically analyzed. (84) Such material, falling into a field in Tennessee, caused the witnesses to become nauseated and to feel itching sensations. The same effects were experienced by everyone who entered the area during the next few days. During that period, the family dog would not leave the house nor would the cows be coaxed back to the site. Everything eventually returned to normal when rainfall apparently washed away the offensive substance. (85) Another possible source of offense to the animals is an odd, oily substance that is

sometimes found at landing sites. (86) If some of this material could be retrieved from a future landing, and if its chemical composition should prove to be unique, animal reactions to it could produce some interesting case studies. A sample of such substance, having a purple color and the odor of 3-in-1 oil, was turned over to the authorities in 1965. Its composition was never published. (87)

In summary, dogs, being sensitive to the approach of UFOs, constitute a universal detection network. They display symptoms of extreme fear when the UFO is moderately close, even though they may be indoors or inside an automobile where they cannot see it. An artificial state of fear that is induced by radiation is the suspected cause of this reaction. Many domestic animals and perhaps some wild ones panic at the approach of a UFO. The radiation that at greater intensity apparently causes a biochemical psychosis, also paralyzes dogs, cows, probably birds, and possibly insects.

Footnotes: Chapter 6

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7. Case 558.
8. Case 480.
9. Cases 477, 613, 142, 182, 823, 905, and 912.
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Chapter 5

Return to NICAP Home

Chapter 7

In the light of recent developments, the situation has reached a point where it appears to be the duty and responsibility of the Government either to reveal what it knows, or to order a scientific investigation on a major scale and report the findings immediately to the public at large.

- John G. Fuller

CHAPTER 10

SOME CONCLUDING REMARKS

Appraising an Hypothesis

It is quite appropriate on logical grounds, even an indispensable technique, for an investigator to use any hypothesis that appears to him to help clear up some complex problem. An inquiry can then be undertaken from the perspective afforded by the new hypothesis that is tentatively assumed to be true. By clearing the mind of stale issues, the new mental attitude suggests many fresh questions whose answers may be quite revealing. If the inquiry founders in confusion, then the hypothesis is judged to be useless and another one must be adopted. On the other hand, if the hypothesis brings some order where chaos once prevailed, it is judged to be meritorious. By dispelling confusion and illuminating a complex subject, an hypothesis earns the right to credibility until another one proves to do a better job.

It was taken as fact that some kind of unexplained phenomenon was responsible for the production of UFO reports. That article of faith was based upon a reliability analysis of some reports, the experience of the Air Force for two decades, the scholarly work at the University of Colorado, and the scientific studies of an expert. Given the existence of UFOs, the burden of the next step

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was to discover a method of penetrating to a deeper understanding of their mysteries. As the personal experiences of witnesses is the only source of information on UFOs, it was felt that their reports should be scrutinized without bias. Upon accepting the validity of the reports, at least temporarily, every effort was made to discover what the witnesses had in mind and to understand their experiences in terms of modern knowledge in all fields. Any individual report is bound to be fragmentary, but the points omitted will not always be the same in all accounts. The full story is expected to emerge as the clues are assembled from many different sightings. Because of the enormous number of reports and their origin from various cultures around the world, the accidental inclusion of some hoaxes and misunderstandings should not grossly distort the final results. Simply stated, the hypothesis was that,

Witnesses tell the truth.

From the way so many inexplicable observations have fallen into consistent patterns in the previous chapters, one must judge this hypothesis to be quite valuable. In addition to improving the coherence of a very broad subject, it has led into many new avenues of investigation that can be verified or denied by experiment. An impressive finding, also, was that the witnesses, having no knowledge of theoretical physics, describe a composite flight pattern of UFOs that is thoroughly in accord with the logical demands of General Relativity. Until another hypothesis has been shown to be more productive, UFO reports should be considered as sincere attempts by people to describe personal experiences, no matter how bizarre they may seem. Future psychological studies can then be relieved of explaining any

diabolical motives of the witnesses and can concentrate upon analyzing the irrational skepticism that infects society.

Skeptics Recycle

If the concept of metallic vehicles in the atmosphere displaying an advanced technology is a source of mental anguish, an important point may have been missed somewhere along the way.

Doubts, at this juncture, that people from outer space are visiting the earth may reveal more of an emotional rejection than a rational conclusion. Perhaps by starting again at the beginning of this book and progressing very carefully, the specific problem can be isolated and resolved. Whenever a discussion seems to be too bare or vague, perusal of the references may help. These sources can add immeasurably to the detail of the UFO observations that have been necessarily much abbreviated in the text. The cited literature can also amplify any technical points that may be obscure or unfamiliar.

Improper Questions

"Where do they come from?" "I don't know." This common exchange achieves little but to close the door to fruitful inquiry. The problem is that the question demands either a complete answer or an admission of ignorance. Much more progress can be made when the question admits of intermediate knowledge, such as, "Do the data contain any clues to conditions in their home land?" The appropriate answer is "Yes, indeed, many." And one is launched on a productive line of research in finding these clues. At the present stage of knowledge none of them has led to unequivocal conclusions. Some are even saddled with implications that are in conflict. Nevertheless, continued research should clarify these points and permit a rather definitive specification of the physical environment from whence the visitors come. Then a parallel study of the cosmos should pinpoint a number of candidate locations where such conditions prevail. If the UFO people live outside our solar system - a possibility that must not be overlooked - then this step may be most difficult, particularly in view of the estimated millions of habitable planets within our galaxy. (1) At any rate, the clues have been seen to appear in considerable variety. Recognizing a dwarf race suggested the corresponding evolutionary conditions of restricted nutrition and limited range of habitation, with possible high temperature and humidity. Breathing of air clearly established dependence upon

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oxygen, whose partial pressure must be roughly equivalent to that on earth. Nocturnal habits and large, glowing eyes imply low levels of light. Regarding the strength of gravity, several different clues were noted - manner of movement, agility, skinny bodies, and flying suits. These hints led to conflicting interpretations, but the more convincing evidence points to a gravity stronger than that on earth. Continuation of this line of study should produce some interesting results.

"Why haven't they made contact?" This question presupposes that no contact has been made, or that the questioner has not heard of any. While it is clear from the data that association with humanity is generally avoided, it is equally clear that numerous contacts have occurred. They all seemed to have been accidental, and none has lead to interviews on TV or to personal appearances before scientific conventions. It is entirely possible that contacts have been established at high levels of government, as has been claimed. Why there have been no official announcements or denials is about as puzzling as why most governments of the world invoke security measures on information pertaining to this subject, while claiming that it does not officially exist. (2) In any research, the importance of establishing direct communication with the UFO people cannot be overemphasized, for they could readily answer all these perplexing questions.

A Program Plan

Not only is a strong desire a prerequisite to success, one must also know how to proceed toward a particular goal. Ample reason has been offered to justify research on UFOs, and it seems appropriate here to describe a suitable research program. The strategy of this plan is to approach financial commitments gradually, as in a game of stud poker, where for a nominal ante, a few cards may be seen and evaluated. A further bet is required only when the player chooses to stay in the game. His option at any time, of course, is to drop out. So it is with the present plan. It is divided into phases so that the initial investment, or ante, can be minimal; and

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subsequent risks can be taken from positions of increased knowledge and assurance. The decision to proceed into the next phase would be contingent upon the success of the previous one and the expected benefits of continuing. A corollary strategy is for the overall program to be self-steering. Rather than start an entire program with a rigid plan, at the outset only the first phase is defined in depth while later phases are defined merely in outline. The details would be filled in as work progresses.

Phase I is designed *to confirm absolutely the existence of UFOs in scientific terms and to identify any advanced technologies that may be in use for propulsion or other purposes.* Previous attempts at analyzing the UFO phenomenon have been badly frustrated by the task of cross-correlating the enormous volume of recorded data. As has been emphasized before, the data must be stored in a computer to speed up the search for critical information. (3) A data bank of UFO information, therefore, must become the heart of Phase I. The initial collection of cases to be logged in the computer should be the catalog of close-encounters that has proven to be so helpful in this book, because the breadth of information contained in that collection far exceeds any other of comparable size. (4) Other compilations would be required for studies such as geographical and temporal correlations, flight characteristics, and electromagnetic interference. Much sophistication will be required of the computer programs. In effect, they must have an essentially unlimited ability to search for correlations. At the beginning, no investigator can be clever enough to foresee all the possible correlations. In the previous chapters, the need for new information was seen to arise concerning relationships that had not previously been suspected. Take, for example, the question - "Are helmets worn predominantly during the daytime?" Or another: "Is there a correlation between the weapon used by the UFO people, the color of its beam, and the impact upon the target?" These came up in light of answers to prior questions. The point is that new insights will stimulate new questions. The computer software must also be a masterpiece of flexibility, because the routine scanning of files is not at all sufficient. The equipment must be able to handle language with

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all its nuances. Through a file of synonyms, it must select cases in which the same phenomena are being described in different words and phrases. It must present the text of case summaries on a cathode ray tube either upon demand, or when a case is identified in correlation searches performed internally. On call, it must display the actual language of the witnesses and technical details of the sighting. Numerical data must be marshaled, processed, and displayed in a great variety of graphical formats. Such software, under development for at least a decade, is currently in usable form at only one place. (6)

A Central Research Team would consist of 6 to 10 people who are broadly knowledgeable and inquisitive, professionally trained in technical fields, and already experts on UFOs. With vastly improved access to the source materials, they would utilize the computer and the methods that have been illustrated here to bring every point up the highest level of documentation. They would push into

the frontiers which have been left unexplored, searching for new insights and answers. A staff of experts would provide technical guidance and assure that the work met professional standards in all fields. These consultants would be selected primarily on their qualifications, including a thorough acquaintance with the UFO literature and notable open-mindedness, for educating them would be too time-consuming and costly. A few devil's advocates on the staff, however, would be stimulating, and perhaps essential. Consultants would not be required full- time, but their contributions would encompass:

Engineering Life	Sciences	Theory
Electrical	Biology	Evolution
Electronic	Medicine	Exobiology
Automotive	Neurophysiology	Physics
Microwave	Pharmacology	General Relativity
Aeronautical	Ophthalmology	Unified Field
Chemical	Psychiatry	Mathematical Analysis
Spectroscopy	-	-
Plasma	-	-

Another fundamental feature of Phase I is an experimental program centered at a microwave laboratory in which the stan-

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dard equipment is augmented by several powerful radar sets. Specific experiments should be performed to measure the effects of microwave energy upon:

Group a) Automobile lamp filaments, distributor points, speedometers, batteries, and compasses,

Group b) Radio, television, and telephone circuits,

Group c) Plunger, inductance, and solid state relays used in the transmission of electrical power,

Group d) The stimulation of light from atmospheric gases, Group e) The production of "low-temperature" plasmas in the atmosphere and the associated chemical processes,

Group f) The transfer of momentum to atmospheric gases and the production of life upon UFO models, and,

Group g) Human and animal bodies, such as heating, shock, and paralysis.

A general appraisal at the end of Phase I, including a dominant role by the source of financing, would identify its successes and failures. Final reports would describe the research accomplishments and present a detailed plan for Phase II, if continuation appeared to be justified. The general concept of Phase I is illustrated in an accompanying diagram. (A word of caution: It is not an organization chart.) To save time and administrative costs, primary responsibility for this research should be assigned to a large organization that already has the required staff and facilities.

Now to Phase II. Its character and purpose are essentially different from Phase I. In the event of success in Phase I, *the task of Phase II would be to define the new technology and its potential applications.* Efforts would greatly increase in converting to computer language the many thousands of sighting reports that are already on record. By 1972, some 30,000 cases had been reduced to magnetic tape and are "available for sophisticated

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analysis." (6) A liaison office would coordinate the collection of UFO information on a world-wide basis through the United Nations. This office would also manage the flow of information from domestic sources such as the Air Force, the intelligence community, the commercial airlines, civilian groups with active investigators in the field, local police and firemen, and the public at large. New cases arising from these sources would be deposited in the data bank, and a limited number of the most promising ones would be investigated by another office of the program. Teams of specialists, stationed at strategic locations in the United States, and hopefully elsewhere, would fly to the scenes of important sightings with instruments to assist in the *ex post facto* investigation, and with some luck, to witness, measure, and photograph any repeat appearances. As the needs were confirmed, the technical areas previously handled by consultants would be expanded into working departments with defined missions of research and their own laboratory facilities. Each department would maintain direct, hands-on contact with the computerized information center through its own remote terminal. Work of the in-house departments would be supplemented by assignments to subcontractors through the normal practice of issuing invitations for research proposals, evaluating those received, and awarding contracts. A diagram illustrating the concept of Phase II is presented in the following pages.

Let me give some idea of the magnitude envisioned for this work. It appears likely that Phase I could be adequately conducted in about one year with a modest budget of about $4,000,000. Phase II, being substantially more complex and ambitious, would require at least three years and a budget of $75- to $100-million. Thereafter, it is anybody's guess, but the follow-on program would surely emulate the methods that have been so successfully employed in developing nuclear power, intercontinental ballistic missiles, and the Apollo spacecraft.

Let's get started!

James M. McCampbell
UFOLOGY, September 1976

Footnotes: Chapter 10

1. Dole, Stephen H., *Habitable Planets For Man,* Blaisdell, 1964.
2. The question of censorship and classification has been well reported by Lorenzen, Jim and Coral, *UFOs Over The Americas,* Chapter X and Appendices, Signet, 1968.
3. Hynek, J. Allen, *The UFO Experience,* p.183, Regnery, 1972.
4. Vallee, Jacques, *Passport to Magonia,* Regnery, 1969.
5. Stanford Research Institute, Palo Alto, California.

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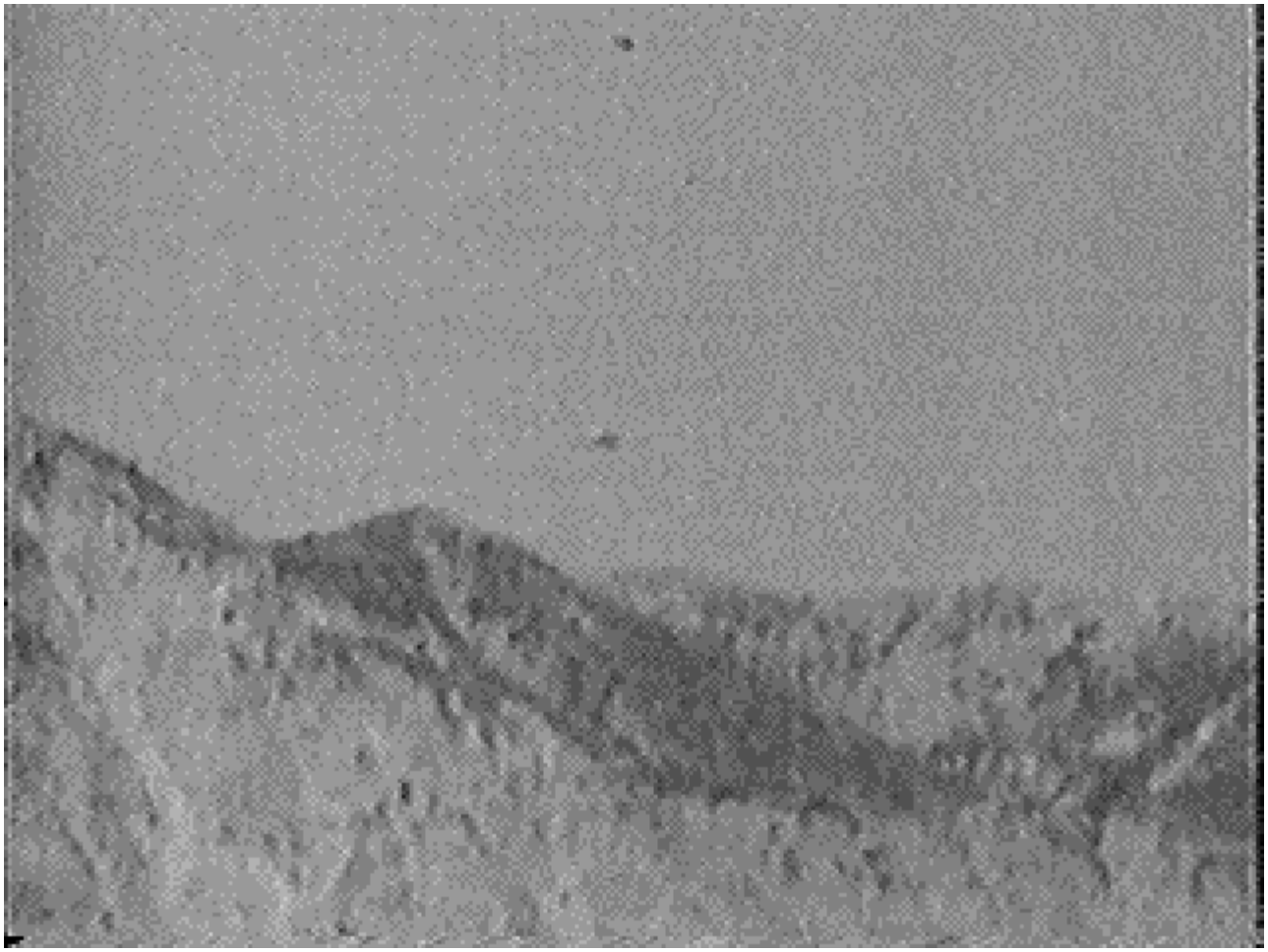

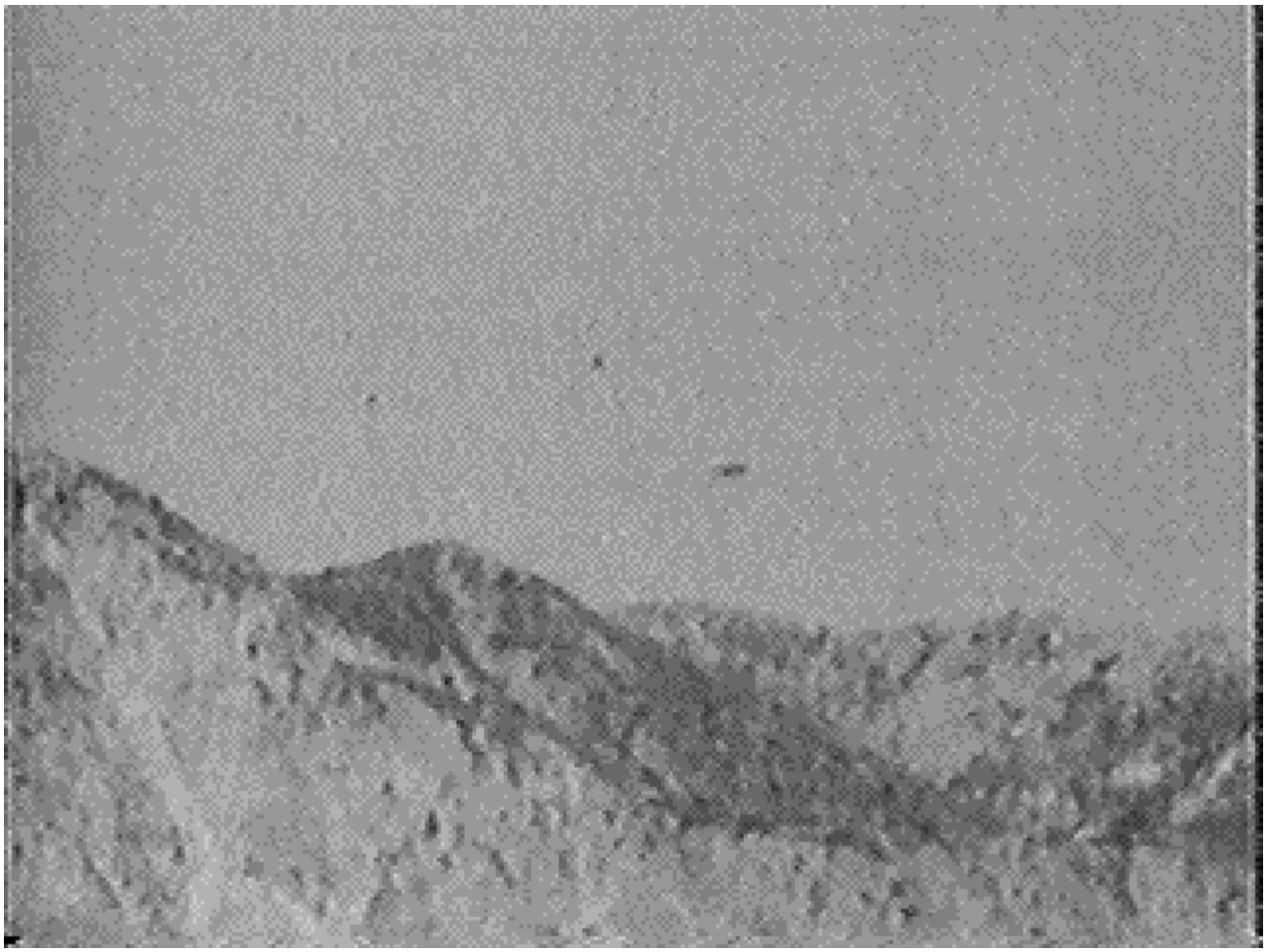

UFO BLOCKS TRACKING OF U.S. ROCKET

Proof that an unidentified flying object disrupted AF tracking of a rocket, earlier this year, has just been received by NICAP. Similar reports had been received previously, but this is the first to be fully documented. In this officially recorded case, the UFO suddenly appeared above an AF test range after a rocket had been fired. Officials reported it was such a strong radar "target" — evidently larger than the rocket — that the automatic tracking system immediately switched to the UFO.

For over 10 minutes, AF radar tracked the unknown flying object as it alternately hovered and moved rapidly above the range. Later calibration showed no radar malfunction; the UFO was definitely a solid object, seemingly operating under control.

From the recorded evidence it appears the UFO approached swiftly from one side as the rocket was fired, or else it descended quickly from a high altitude. Whether its appearance was labeled a coincidence or an observation of the rocket test is not shown in the record.

Though no military security is involved, this significant report has been withheld from the press for several months, either at the base or by AF Headquarters. II-6 Oct-Nov 62

November, 1962, UFOI:
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UFO INVESTIGATOR, Vol. II, No. 6 (Nov 1962)

National Investigations Committee On Aerial Phenomena

Date: Fri, 10 Mar 2006 14:27:05 -0500
From: "Clark McClelland" <clark0003@hotmail.com>
Subject: RE: UFO "Alters" Tracking of US Rocket, Cape Canaveral, Florida, Jan 10, 1961
To: RADCAT

It was 10 January 1961. I do not have the time, but it may have been in the AM, I believe. It was no doubt on the NICAP Form. I cannot recall if I or another Unit 3 member sent it to NICAP.

The rocket you are seeking was an early US Navy Polaris launched from a ground pad at Cape Canaveral. I spoke with the PAA Security Guards after it had been observed. I gave PAA a blank NICAP UFO Report Form. The disc altered the tracking, it did not block it because the tracking system continued to follow the disc and later returned to again track the Polaris downrange.

It was larger in diameter, and its diameter was close to the length of the Polaris. In other words, it was a disc and not tubular like the body of the Polaris. The diameter was approximately 20 to 25 feet in diameter and a width of perhaps 6-8 feet at its center. Not big enough for a normal human to be comfortable within.

It was visually lost to ground observers and I with my 10x50 binoculars at the Cape as it continued downrange, but departed the Polaris causing the temporary loss of tracking. I did see it depart.

It was filmed

3005

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 862ND COMBAT SUPPORT GROUP (SAC)
MINOT AIR FORCE BASE, NORTH DAKOTA 58701

REPLY TO ATTN OF: 862CDSC

SUBJECT: UFO Sighting of 25 August 1966

25/Aug/66
Minot

TO: AFSC (FTD)
Wright Patterson AFB, Ohio 45433

Attn: Major Quintanilla

1. I have been advised by the Base Operations Officer here at Minot AFB to forward you this report since you are the official releasing authority for information on this project.

2. All information requested by Dr. Hynek is included in CDSCO-3 letter, dated 4 January 1967.

FOR THE COMMANDER

DAVID S. WELLS, Major, USAF
Commander
862d Combat Defense Squadron

2 Atch
1 Letter, CDSCO-3, 4 Jan 67
2 Letter, Dr. Hynek

Chad McCoy
A/1c Beaglow
A2c Ballantine
(John Bruney (strike Team member)
Jason Schultz

3 Airman

1 Radar 6 base

✓ A3C Turner
A2c Holida
A3c Aldrich
✓ A3c Mueller

5 Sgt Connolly

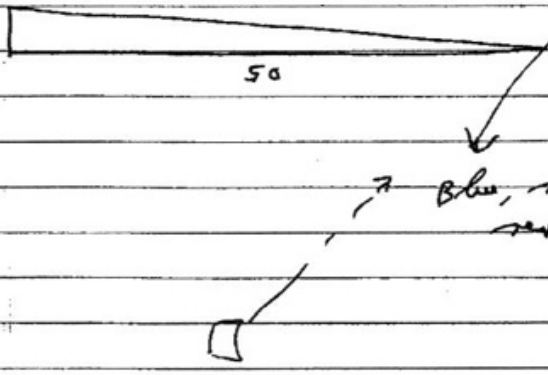
A1c Norris
A2c Hackenbeck
✓ A1c Hibbs Jr
A1c Griffen
TSgt Garnett

[6+ 06 (radar)]

Peace . . . . is our Profession

Mueller: - Does to go on at 11 A.M.

10:45 P.M



looking toward N.

Dim compact to start

Mueller was at

UFO for 45 min.

* Turner was camper pasture.

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MM

Dated: 22 Feb 2006
Subject: Oscar Flight account from CUFON web site
Original Source
ttp://www.cufon.org/cufon/malmstrom/malm1.htm

CUFON:
Because of this unique incident, as an ex-Missileer describes it: "All Hell broke loose!" Among the many calls to and from the E-Flight LCC one was to the MCCC of Oscar-Flight which links to the equally dramatic story of what happened in another LCC that same morning.

Note:
Robert Hastings:
When Salas and Klotz published their article, The Malmstrom AFB UFO/Missile Incident, some years ago, they believed that the two shutdown incidents had occurred within the same 24-period, on March 16, 1967. As my article points out, Klotz still believes that. However, Salas now agrees with me that they probably occurred on two separate days.

This alternate time-line is based on the testimony of my source, Bob Jamison. In light of that, I propose that the Oscar Flight shutdown probably took place on the night of March 24/25, 1967--the same night as the Belt, MT incident. (The Echo Flight shutdown is documented as having occurred on March 16, 1967, in the 341st Missile Wing unit history.

See Bob Jamison statement in my paper, located on the NICAP site at:
http://nicap.org/babylon/missile_incidents.htm

OSCAR-FLIGHT

The Oscar Flight LCC was located a mile or two south of the town of Roy, about 20 miles southeast of the Echo-Flight LCC.

The following is as told by Robert Salas who was the DMCCC in O-Flight that morning:

My recollection is that I was on duty as a Deputy Missile Combat Crew Commander below ground in the LCC, during the morning hours of 16 March 1967.

Outside, above the subterranean LCC capsule, it was a typical clear, cold Montana night sky; there were a few inches of snow on the ground. Where we were, there were no city lights to detract from the spectacular array of stars, and it was not uncommon to see shooting stars. Montana isnt called Big Sky Countryfor no reason, and Airmen on duty topside probably spent some of their time outside looking up at the stars. It was one of those airmen who first saw what at first appeared to be a star begin to zig-zag across the sky. Then he saw another light do the same thing, and this time it was larger and closer. He asked his Flight Security Controller, (FSC, the Non-Commissioned Officer (NCO) in charge of Launch Control Center site security), to come and take a look. They both stood there watching the lights streak directly above them, stop, change directions at high speed and return overhead. The NCO ran into the building and phoned me at my station in the underground capsule. He reported to me that they had been seeing lights making strange maneuvers over the facility, and that they weren't aircraft. I replied: "Great. You just keep watching them and let me know if they get any closer."

I did not take this report seriously and directed him to report back if anything more significant happened. At the time, I believed this first call to be a joke. Still, that sort of behavior was definitely out of character for air security policemen whose communications with us were usually very professional.

A few minutes later, the security NCO called again. This time he was clearly frightened and was shouting his words:

> "Sir, there's one hovering outside the front gate!"
> "One what?"
> "A UFO! It's just sitting there. We're all just looking at it. What do you want us to do?"
> "What? What does it look like?"
> "I can't really describe it. It's glowing red. What are we supposed to do?"
> "Make sure the site is secure and I'll phone the Command Post."
> "Sir, I have to go now, one of the guys just got injured."

Before I could ask about the injury, he was off the line. I immediately went over to my commander, Lt. Fred Meiwald, who was on a scheduled sleep period . I woke him and began to brief him about the phone calls and what was going on topside. In the middle of this conversation, we both heard the first alarm klaxon resound through the confined space of the capsule, and both immediately looked over at the panel of annunciator lights at the Commander's station. A 'No-Go' light and two red security lights were lit indicating problems at one of our missile sites. Fred jumped up to query the system to determine the cause of the problem. Before he could do so, another alarm went off at another site, then another and another simultaneously. Within the next few seconds, we had lost six to eight missiles to a 'No-Go' (inoperable) condition.

After reporting this incident to the Command Post, I phoned my security guard. He said that the man who had approached the UFO had not been injured seriously but was being evacuated by helicopter to the base. Once topside, I spoke directly with the security guard about the UFOs. He added that the UFO had a red glow and appeared to be saucer shaped. He repeated that it had been immediately outside the front gate, hovering silently.

We sent a security patrol to check our LFs after the shutdown, and they reported sighting another UFO during that patrol. They also lost radio contact with our site immediately after reporting the UFO.

When we were relieved by our scheduled replacement crew later that morning. The missiles had still not been brought on line by on-site maintenance teams.

Again, UFOs had been sighted by security personnel at or about the time Minuteman Strategic missiles shutdown

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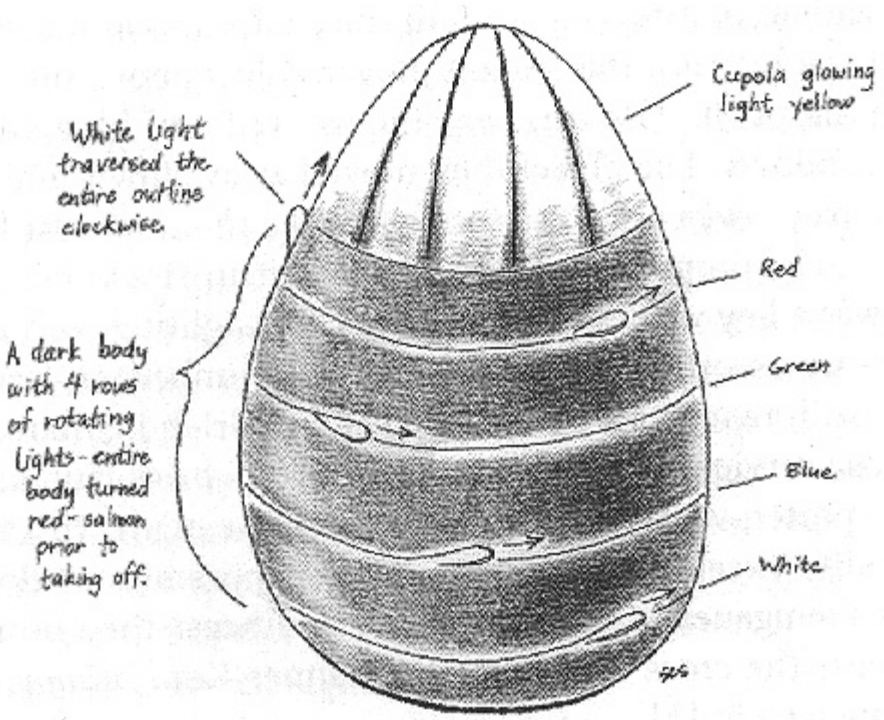
Cupola glowing light yellow
White light traversed the entire outline clockwise
Red
A dark body with 4 rows of rotating lights - entire body turned red - salmon prior to taking off.
Green
Blue
White

trin1CEnh.jpg %d×%d pixels

.....one is not entitled to a negative opinion or any opinion at all for that matter about the reality of UFOs.....until after he has examined.....the data.
- Stanton T. Friedman

CHAPTER 1

CERTIFIED UFOS

Strange, disc-shaped objects started flying through the atmosphere shortly after World War II. At least that's what a lot of people said. Speculation ran rampant. Some kind of secret aircraft was being tested by the Air Force. Ours, of course. Or perhaps the Russians had made a breakthrough. Other explanations produced a long list of possibilities. People were lying for notoriety or profit. They only thought that they saw something unusual. Common things that belong in the sky were being viewed under abnormal lighting conditions. Some natural phenomenon, as yet unknown to science, was the answer. Pranksters were on the loose. Vehicles from some unknown civilization were surveying the earth.

Flying saucers, as they were called in those days, became a sensation. Newspapers, radio, and television told of new sightings. Magazine articles and books played up the idea of space craft from the cosmos. To many observers, the scene resembled a low-grade infection - the objects were present but unimportant. The Air Force, however, took the matter seriously and started a nationwide investigation. It was hoped that the phenomenon would prove to be a manifestation of human silliness and fade..

. .

away. It did not. A quarter of a century passed and the situation did not change much. True, the Air Force finally tired of its mission and abandoned the chase. But the UFOs are still with us.

The possibility that the witnesses may have been telling the truth is strongly suspected when a general uniformity of the reports is noticed. For example, one may be impressed that the same type of object was reported by, say, a French physician in 1954 and a Brazilian peasant in 1968. It is especially significant in such cases when a particularly bizarre detail is mentioned by both witnesses. One might suspect collusion, but this is usually extremely unlikely or completely impossible. As in this example, the Brazilian peasant may have been deprived of all communication beyond his own village and never heard of UFOs. It would have to be considered remarkable if his report echoed the content of another one from a distant land. Is there any way in which the trustworthiness of such reports can be established?

Reliability of Reports

The theoretical question of reliability became quite important during the years when intercontinental ballistic missiles were being developed. These weapons, implanted in underground silos in the western states, must remain on stand-by for long periods but they must always be operable. They are extremely complex mechanisms; consequently, many things can go wrong with them. The strategic posture of the United States is defined by the existence of these missiles plus the assurance that they would work if called upon. Every aspect of these weapons, from their control systems to their maintenance schedules, had to be planned to meet the stringent demands of reliability. This obligation fostered a new and powerful tool that is known as Reliability Theory. (1) This theory establishes the relationship between the performance of a complex system and its subsystems and components. If the reliability of the

individual components is known, the theory may be employed to compute the reliability of the complete system. Conversely, if the required reliability of the

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overall system is specified, the theory can be used to establish the requisite reliability of all the constituents. In the latter case, each element that goes into the system must be tested extensively to prove that it meets the prescribed standards. The mathematical statement of reliability is a single number from 0 to 1.0, similar to the scale of probability. Absolute reliability, represented by 1.0, is theoretically unattainable.

This theory has been successfully applied to UFO reports. As with any complex system, the problem was first broken down into its finest elements. Such factors as the number of witnesses, their training in aerial observation, and the circumstances of the sighting were isolated. Details of the original documentation were accounted for with emphasis upon interviews of the witnesses and the professional qualifications of the interviewers. Finally, the quality of secondary reports that had been prepared from the original documents was assessed. Reliability Theory was then used to derive an equation expressing the reliability of a report. One hundred sixty (160) sightings from Japan, France, Venezuela, and the U.S.A. were selected and analysed. (2)

In 1961, a large, spherical object was observed by a famous television commentator and hundreds of other people. It hovered over the city of Indianapolis, Indiana, at two different altitudes before moving away rapidly to the south. It was apparently metallic with a steady green light on top and flashing red lights on the bottom. Just above its equator was a row of windows. The Reliability Index for this sighting turned out to be in excess of 0.999! In other words, one can be well assured that this incident took place according to the reports, although absolute certainty is ruled out. Even the structural details of UFOs, such as the windows in this instance, must be taken seriously when they are included in highly reliable reports.

Other interesting sightings whose Reliability Indices were also found to be greater than 0.999 are summarized below:

a. Bright light on shadowy object. Confirmed by radar. Scrambled jet fighter had radar lock-on. UFO broke into

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three pieces that all flew away.

b. Rigid submarine-shaped cloud with metallic disc spiraling around it. Disc flew over a four mile area then returned to the "submarine."

c. Bright, cigar-shaped object with windows. Hovered then left rapidly. Emitted strong strands or fibers that evaporated upon touch and stained hands.

d. Ovoid, aluminum-colored object. Landed on a hill. Grass flattened in rough circle 60 ft in diameter. Moved as a white cloud with fuzzy edges.

e. Two convex, disc-shaped objects near a large balloon. Speed changes and extremely fast departure. Size estimated between 200 and 300 ft.

f. Night lights in rigid pattern. Approached, hovered, then flew away. Inferred size about 150 ft. No

structure discernible but impression of metallic surface. Car could not catch it upon departure.

g. Bright glowing object proceeding over hills in undulatory path.

These examples are especially important because they are quite typical UFO reports. It would be difficult to dismiss these events or to interpret them in any way other than at face value.

One word of caution: A report is not proven to be fraudulent even though it may warrant a low Reliability Index. A single witness who is neither technically trained nor professionally involved in aerial observations would rank low on the reliability scale. Yet a sharp-eyed farmer from Pennsylvania would be perfectly capable of reporting a sighting with sincerity and accuracy. Consequently, all reports should be studied without prejudice, unless of course, a hoax or misinterpretation has been proven in a particular instance. Only on this basis can the maximum amount of information be brought to bear upon the perplexing problem of UFOs.

Air Force Experience

The involvement of the U.S. Air Force in the UFO phenomenon is practically synonymous with the modern history of UFOs. It is a long and intricate story. As previous authors have handled that subject expertly, it will be omitted here. (3) Let it suffice to recall that Air Force investigations were handled by an office at Wright-Patterson Air Force Base in Ohio under various code names, the latest and longest-lived being Project Blue Book. The period of active investigation began in the summer of 1947 and continued until December 1969, at which time the Air Force disbanded the investigative team and stored its UFO files.(4)

The general impression left by this activity was that all UFOs had been explained in terms of familiar things. But hardly anything could be further from the truth. According to Captain Edward J. Ruppelt, former head of Project Blue Book, a panel of distinguished scientists was convened in 1953 to consider, among other possibilities, if UFOs were interplanetary space craft. (5) By that time, an analysis of 1,593 sightings had been prepared for their examination. Considerable effort had been expended in attempts to determine what familiar entity might have stimulated each report. Many reports were definitely established as having been confused observations of airplanes, balloons, astronomical bodies, etc. Yet there remained 26.94%, or 429 cases, that were "Unknowns." If the stimulus for an observation could have reasonably been an airplane, the case was tagged as "Probable" airplane. If it were remotely possible that the witness could have been viewing an airplane, the case was tagged "Possible" airplane. Other interesting pigeon holes for parking hoary sightings were labeled "Psychological" and "Insufficient Data." The appellation "Unknown" did not mean that the object of the report had merely not been identified. Rather, it represented a definite conclusion that the object *was* unknown. While the above 429 cases were admitted to be unidentified, the actual number

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was very likely much greater. For example, airplanes were alleged to be the explanation of 11.76% of the sightings. Yet most of the cases in that category were not confirmed as airplanes, and were assigned the subcategories of "Probable" and "Possible" airplanes. By adding all the cases in every category in which identity was definitely established, one finds that only 11.21%, or 179 cases, were actually identified. In other words, 88.79% were not identified. The situation was evidently worse than that, because in Ruppelt's own words, "About 4,400 had actually been received." Most of these were rejected before the Air Force percentages were calculated. Considering that only 179 cases out of the original 4,400 were conclusively identified, it is obvious that only about 4% of the reports were explained. The

remainder were not explained. But even accepting the Air Force figure of 179 "Unknowns" gives a clear message: they had plenty of UFOs.

Published data for subsequent years indicate that Blue Book handled several hundred reports each year, running from a low of 378 in 1959 to a high of 982 in 1957. (6)Their performance seemed to improve as the percentages of "Unknowns" fell from around 8-to-l0% in the early period down to about 2% in 1965. There were obviously so many arbitrary aspects to this numbers game that little meaningful information can be extracted from the tabulated results. It is clear, however, that the Air Force had its hands full of UFOs and officially said so.

Residue in Colorado

In the fall of 1966, an independent study of UFOs was undertaken by a staff of scientists at the University of Colorado under the direction of Dr. Edward U. Condon. This distinguished physicist had previously served the U.S. as head of the National Bureau of Standards and had been elected by his peers to the presidency of both the American Physical Society and the American Association for the Advancement of Science. Initial funding of about $260,000 for the project was eventually extended to over half a

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million dollars. Results of the study were published in a tome with more than its share of heavy, technical jargon. Certainly more people have scanned newspaper summaries of its findings than have studied the full report. Several hundred UFO sightings were considered by the scientists, but attention was focused upon 59 individual examples for in-depth analysis. One of the more widely circulated quotations from Condon was the general conclusion that "nothing has come from the study of UFOs in the past 21 years that has added to scientific knowledge." (7) He further elaborated "that further extensive study of UFOs probably cannot be justified in the expectation that science will be advanced thereby." These appraisals were largely responsible for the sharp decline in interest in UFOs, the reluctance on the part of news media to publish subsequent sightings, and the folding of Project Blue Book. An overwhelming mass of technical detail was assembled in the report. Much of it is most helpful in the study of UFOs, but some curious aspects are found in the case studies.
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In analyzing a famous sighting that occurred in McMinnville, Oregon, and the photographs taken by the witnesses, all the factors that were considered appeared "to be consistent with the assertion that an extraordinary flying object, silvery, metallic, disc-shaped, tens of meters in diameter, and evidently artificial, flew within sight of two witnesses." (8) That sounds very similar to an ordinary UFO.

In another instance, a white, rapidly moving object was observed visually and confirmed simultaneously by air traffic control radars at two Air Force bases. A scrambled jet fighter, vectored to the object, reported a radar lock-on. The UFO circled behind the jet and stuck with it through evasive maneuvers. The Condon report devoted eight pages to evaluating this incident and concluded that ". . . the probability that at least one genuine UFO was involved appears to be fairly high" (9) How interesting!

On still another occasion, one of three lights maneuvering over a school flew silently toward three women and an 11-year-old girl and stopped overhead at an altitude between 20 and 30 ft. It was described as a solid disc about the size of a car. That an unusual
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object was flying over the school was verified by two policemen who had responded to a telephone

call. Most of this sighting was ascribed to the planet Jupiter except that the conclusion stated "No explanation is attempted to account for the close UFO encounter reported by three women and a young girl." (10) How quaint!

Actually, no more than 25%of the cases studied by the Condon team were successfully identified. Here is another official pronouncement that indicates the existence of unknowns in stark contrast to the general impression that there are no such things. It should be observed that this study did not undertake a systematic examination of the many thousands of cases on record at Project Blue Book, nor the approximately 700 cases that had been at that time officially designated as "Unknowns."

Civilian Groups

Probably the most effective work in the UFO field has been conducted by unofficial, civilian organizations. Most notable among these are the National Investigations Committee on Aerial Phenomena of Washington, D.C., founded by Major Donald Keyhoe, and the Aerial Phenomena Research Organization of Tucson, Arizona, founded by Coral and Jim Lorenzen. The number of cases of unexplained observations is enormous, and many of them have been well researched. It is estimated that the files of these organizations amount to 15,000 and 10,000 cases, respectively, with very limited overlap or duplication. Although publications issued by these organizations were reviewed during the Colorado study, these reservoirs of information on UFOs were not consulted.

Scientific Analysis

One of the most prominent and respected individuals of long term association with UFOs is Dr. J. Allen Hynek. Dr. Hynek is a noted astronomer at Northwestern University and is in charge of
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the Dearborn Observatory. He is best known to the public through his role as a civilian consultant to the Air Force during its investigations of UFOs. It is most instructive to trace the evolution of his views. He was initially called upon to examine reports received by the Air Force to determine which ones might be instances of astronomical objects causing UFO reports. Apparently quite a few people thought that Venus, other planets, or astronomical objects were UFOs. Of the first 237 reports received by the Air Force and analyzed by Hynek, approximately one-third appeared to be of astronomical origin. (11) The remaining two-thirds, apparently not associated with astronomical displays, were about equally divided between those for which some reasonable explanation was suggested by the nature of the report and those for which no explanation was evident. At that time, Hynek had a low opinion for the concept of UFOs and "regarded the whole subject as rank nonsense, the product of silly seasons, and a peculiarly American craze that would run its course as all popular crazes do." (12) During the middle years of his association with the Air Force, however, he became troubled by a hard core of reports that continued to defy explanations in common terms. In a magazine article he listed outer space as a possible source of the unidentified objects and called for serious, scientific study of UFOs. (13) In an open letter to his scientific colleagues he "strongly urged the Air Force to ask physical and social scientists of stature to make a respectable, scholarly study of the UFO phenomenon." (14) He went on to say that he could not shrug off the UFO problem because the unexplained cases contained "frequent allusions to recurrent kinematic, geometric, and luminescent characteristics," a point that will take on extraordinary significance in later chapters. Before the Committee of Science and Astronautics of the U.S. House of Representatives he pressed his suggestion ". . . that there is scientific pay dirt in the UFO phenomenon - possibly extremely valuable pay dirt - and that therefore a scientific effort on a much larger scale than any heretofore should be mounted for a frontal attack on this problem." (15) The following year, a similar appeal for action was issued at a session devoted to UFOs at the annual meeting of the

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American Association for the Advancement of Science. (16)

Eventually, Dr. Hynek published the findings of his own scientific analysis of UFOs. (17) As a point of conservatism, he rejected any report submitted by a single witness and studied selected multi-witness cases in which he had been personally involved. His conclusions should be convincing to the most skeptical reader. He finds that disc-shaped, metallic craft of unknown origin are flying around during the daytime. At night, their presence is indicated by peculiar lights moving in typically jerky patterns. From sightings at close range he discloses a) some structural details of the craft, b) physical evidence that they have le£t on tile ground, and c) human-like creatures occupying the craft. To say the least, this book should be on every must-read list.

Springboard to Discovery

Some UFO reports have been found to be extremely reliable by methods that are technically sound and employed extensively in other fields. The Air Force, in effect, has been telling the public for many years that UFOs have been flying around in great numbers. This point was confirmed by an expensive, independent study conducted by scientists at the University of Colorado. Civilian groups have been collecting and investigating UFO reports by the tens of thousands and have written highly reputable books about them. A leading astronomer who has been professionally associated with the subject for *25* years found that his original attitude of scoffing at UFOs was gradually replaced by the conclusion, established by scientific means, that UFOs are real. It would seem that these factors lend a reasonable basis for adopting the reality of UFOs as a tentative perspective. If they are some strange kind of craft, a considerable amount of detail about them might be discovered by careful attention to what the witnesses have said.

Chapter 1 - Footnotes

1. See article, "Reliability of Equipment and Bibliography, McGraw-Hill Encyclopedia of Science and Technology, Vol II, p. 471, 1971.
2. Olsen, Thomas M., Editor, The Reference For Outstanding UFO Sighting Reports, UFO information Retrieval Center, Inc., Riderwook, Maryland, November, 1966.
3. For example, a comprehensive history may be found in the following book although the author apparently concluded that the golden era of UFOs had come to an end about 1970. Flammonde, Paris, The Age of Flying Saucers, Notes on a Projected History of Unidentified Flying Objects, Hawthorn, 1971.
4. In 1969, the American Association for the Advancement of Science resolved that the Blue Book files should be preserved and forwarded a recommendation to that effect to the Secretary of the Air Force.
5. Ruppelt, Edward J., The Report on Unidentified Flying Objects, Ace, p. 275 ff, 1956. It is also enlightening to examine the formerly classified reports issued by Blue Book in United States Air Force, Projects Grudge and Blue Book Reports 1-12,, assembled and republished by National Investigations Committee on Aerial Phenomena, 1968.
6. The annual breakdown of Blue Book evaluations from 1953 through 1965 were tabulated in Condon, Edward U., Scientific Study of Unidentified Flying Objects, p.521, Dutton, 1969.
7. Condon, Edward U., Scientific Study of Unidentified Flying Objects. p.1, Dutton, 1969.
8. Condon, Edward U., Scientific Study of Unidentified Flying Objects. p. 407, Dutton, 1969.
9. Condon, Edward U. ,Scientific Study of Unidentified Flying Objects, p. 265, Dutton, 1969.
10. Condon, Edward U., Scientific Study of Unidentified Flying Objects, p. 270, Dutton, 1969.

11. Hynek, J. Allen, The UFO Experience-A Scientific Inquiry, p. 179, Regnery, 1972.
12. Symposium on Unidentified Flying Objects, Hynek, J. Allen, Statement to the Committee on Science and Astronautics, U.S. House of Representatives, Ninetieth Congress, p.4, U.S. Government Printing Office. July 29, 1968.
13. Hynek, J. Allen, "Flying Saucers-Are They Real?" The Saturday Evening Post, December 17, 1966.
14. Hynek. J. Allen, "UFO's Merit Scientific Study," Letter to Science. 21, October, 1966.
15. Symposium on Unidentified Flying Objects, Hynek, J. Allen, Statement to the Committee on Science and Astronautics, U.S. House of Representa tives, Ninetieth Congress, p.14, U.S. Government Printing Office, July 29, 1968.
16. Hynek, J. Allen, "The Earth, The Solar System, and the Cosmos;" Unidentified Flying Objects, Session II: UFO Reports, Audiotape Program, 136th Meeting, American Association for the Advancement of Science, December, 1969. Transcript published in UFOs, A Scientific Debate, Sagan, C. and Page, T., Editors, Cornell University Press, 1972.
17. Hynek, J. Allen, The UFO Experience, A Scientific Inquiry, Regency, 1972.

Preface

Return to NICAP Home

Chapter 2

. . . A scientist, by definition, is concerned with an objective evaluation of data; he applies proper figures and cites correct facts; he is unbiased as far as humanly possible, in drawing his conclusions; his dedication is to progress in the search for truth.

- Immanuel Velikovsky

CHAPTER 3

COMPOSITION AND LUMINOSITY

Quite apart from the general appearances of UFOs as established by their sizes, shapes, and structural details, they also seem to be very colorful. From a compilation of 923 instances of close encounters with UFOs, approximately half of the witnesses had something to say about the color. (1) As these descriptions vary in the extreme, a satisfactory mental image of a UFO can not be readily conceived. What sense can be made of such diverse and conflicting expressions as "silvery," "luminous," "brilliant blue," "glowing orange, "and "blinding"? But this bewildering mélange will yield some surprising and valuable insights into the UFO phenomenon when it is examined carefully. All such descriptions certainly can not apply at the same time, hence, it must be understood that UFOs take on a variety of colors under different circumstances.

Descriptive terms used by the witnesses in referring to colors tend to fall into five, distinct categories that can be labeled as Metallic, Soft Glow, Spectral Colors, Bright White, and Multi-colored. Typical expressions of the witnesses that illustrate the first four categories are tabulated below.

Metallic	Soft Glow	Spectral Colors	Bright White
aluminum	glowing whit	orange	burning magnesium
silvery	luminous	red	very dazzling
metallic	fluorescent	orange-red	intense bright
chrome	-	fiery red	brilliant
shiny	-	bluish	bright
reflective	-	yellow	intensely luminous
gray	-	bluish-green	blinding white

When more than one color was reported, the witnesses usually indicated whether the colors appeared at the same time or serially, that is, one after another. Therefore, the fifth category naturally divides into two subcategories, Simultaneous and Sequential. From the 477 most recent UFO encounters in the compilation by Vallee, all references to multi-colors are shown below along with the identifying case numbers.

Multi-Colored

Simultaneous	Sequential

blue, green, and orange flashes 540	**orange to fluorescent green 670**
multi~olored 572	**varied from white to red 692**
yellow-orange with blue-green edges 657	**reddish-orange to blinding white 741**
very bright with dark underside 736	**white to yellow to blue to green 782**
blue, red, and green bands 796	**white to greenish-blue 821**
-	**red to orange to white together with blue underside 838**

The last example appears to be a combination of color changes occurring at the same time that the underside remained blue. Having detected a logical pattern in the colors ascribed to UFOs, one should next examine the various categories individually in considerable detail.

Metallic Surface

Fifty-two witnesses attempted to describe a metallic surface as follows:

Number	Using These Terms	Alluding To
13	**Silver, silvery**	**Silver**
6	**Aluminum, aluminum-like**	**Aluminum**
12	**Metallic**	**Unspecified**
13	**Chrome, shiny, reflective**	**Polished**
12	**Gray metallic, dark gray**	**Dull**

56*

***The total does not add up to fifty-two because compound expressions were tabulated twice.**

The witnesses were clearly describing the polished surface of a "white" metal except, perhaps, the twelve who related an impression of dull gray. Eleven of these latter observations, however, occurred under adverse lighting conditions during twilight or at night. Under an overcast sky or through atmospheric haze, a jet airliner that is known to be bright aluminum takes on the appearance of dull gray or even dark gray on the lower half. Therefore, these reports are clearly compatible with the others and there seems to be little doubt about a metallic appearance of UFOs.

Most people encounter only a few white metals in their daily experience, such as aluminum cookware, chrome-plated automobile parts, and stainless steel kitchen utensils. Naturally any white metal would usually be described by reference to these familiar objects. Because quite a few unfamiliar metals are also white, the homey descriptions by witnesses cannot be taken literally. Some hints as to the actual metal of UFOs might be inferred from the properties required by their flight characteristics and mode of propulsion. In view of a need for strength, lightness, and resistance to heat, titanium would be a good candidate. Also, magnesium. Some fragments of a UFO that exploded in South America were subjected to extensive analysis and found to consist of extremely pure magnesium. (2) Some of these samples were later analyzed at the University of Colorado. A high content of strontium was unexpectedly found although strontium is not

known to be added to commercial magnesium. Despite this interesting result, the crystal structure suggested that the sample was unlikely to have been part of a manufactured article. It was concluded that it did not have an "unearthly composition" and the reader is left with the implication that it could not have been part of a UFO. (3) A dissenting view that was issued independently, however, judged the metallurgy of the magnesium to be quite unique. (4)

On the whole, science should be considered as an open-ended inquiry, that is, one in which progress and understanding tend to continue indefinitely. Thus, a reliable theory that has served well for decades may be upset by a new discovery. It must then be abandoned in favor of a new concept that is a closer and more comprehensive approximation of nature. Such notions grow to maturity as they elucidate some field of science and prove their resilience in the face of continued progress - One such area that may be considered as a cornerstone of science is the internal structure of atoms and the Periodic Table of the Elements. (5) While this theory is still subject to future revision and refinement, there are no major gaps in the scientific understanding of the natural elements. They are the raw materials from which any object must be fabricated on earth. As the same elements have been measured throughout the universe by analysis of starlight, they are also the raw materials from which an object must be fabricated anywhere. Of this one may be nearly certain, that the metal of a spaceship visiting earth will be composed exclusively of elements that are already known. To be sure, technological superiority may be evidenced by unusual purity or new mixtures and crystal structures, but not necessarily. Modern science is perfectly adequate to support spaceflight by man, hence, advances in metallurgy beyond current knowledge are not required to bring visitors to the earth. In other words, an unearthly composition of UFO fragments should not be expected.

While windows and transparent cupolas on top of disc-shaped UFOs are frequently mentioned, on two occasions in the sample witnesses thought that the entire object was transparent. In one of

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these, a disc-shaped object flew above a bicyclist for 5 kilometers at a height of 6 meters. It "was luminous and seemed made of glass." (6) In the other instance, witnesses in a stalled vehicle saw occupants inside a "brilliant, transparent, mushroom shaped object." (7) These reports are too rare to justify a separate category of UFOs but they should be kept in mind as possible clues to an advanced material technology, that is, a state of metal that transmits light.

Soft Glow

The metallic appearance of UFOs in the previous category is a result of light reflecting off their polished surfaces. But witnesses frequently indicate that the UFO itself was luminous. As distinguished from a wide variety of white or colored lights that are reportedly attached to UFOs, light is observed radiating from the entire object or its immediate vicinity. Occasional references to "sparks" immediately suggest that some kind of electrical phenomenon is involved.

An electrical discharge of sufficient strength in the air surrounding a UFO would produce a soft, white glow, known as corona. Such discharge can sometimes be seen at night along a high-voltage transmission line but they are not visible in the daylight. Coronas could be responsible for the typical distinction between metallic discs that are so commonly reported in the daytime and diffuse lights most often seen at night. They would adhere to the UFO surface and gradually dissipate a short distance away, thereby appearing as the "halo" often described by witnesses. Unfortunately, an ordinary corona is not likely to be the correct explanation for the white glow.

The designer of a high-voltage transmission line would seek to use the smallest possible cable to minimize the amount of copper required, the weight suspended between towers, and the number of towers per mile of line. He would select electrical potentials as high as 750,000 volts to reduce the

power losses from internal heating of the cable. High voltage, however, would induce power

losses through corona discharge unless offset by the use of larger cable sizes. As electrical lines of force converge toward the center of a cable, electrical field strengths at its surface will be smaller for cables of greater diameter. A well-designed transmission line will therefore balance these and other considerations for a minimum construction cost and utilize a cable just large enough to prevent corona under normal operating conditions. Under occasional atmospheric conditions favoring electrical breakdown, corona will occur at field strengths on the order of 3,000,000 volts per meter. (8) The possibility of such extreme electrical fields being developed near a large object, such as a UFO having gently curving surfaces, seems quite remote.

Even so, some technical implications arise in the context of white glow. As some sort of electrical phenomenon is suspected, it can be postulated that a UFO has:

a) a large, negative potential relative to ground that causes electrons to leak into the atmosphere,

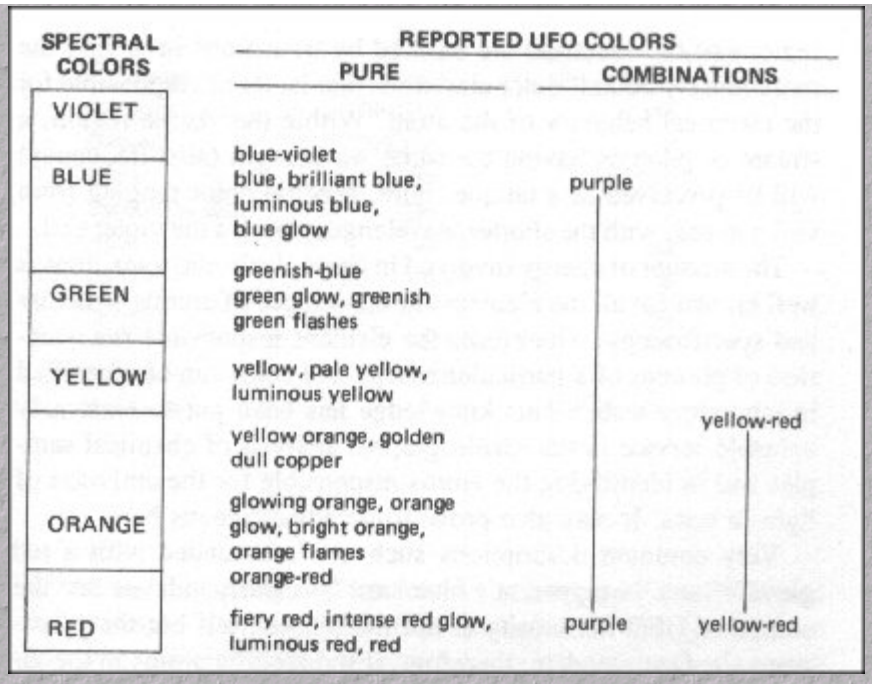
b) an alternating potential that agitates gas atoms in its vicinity, or

c) an alternating current within its skin acting as an antenna to radiate energy into the atmosphere.

The following discussions will greatly clarify this aspect of UFO luminosity.

Rainbow Colors

Nearly every color of the rainbow has been ascribed to UFOs. Typical statements by witnesses include most shades of the color spectrum from blue-violet through green, yellow, and orange, to red. Descriptive language of witnesses in the sample cases under study are tabulated in the following chart in accordance with their appropriate positions in the spectrum. Where mixtures of pure colors are implied, the components are inserted in their color zones and connected by vertical lines, such as for "purple" being composed of blue and red.



Before probing for an interpretation of these statements, a digression is required to review the origin and nature of light. Light is produced within atoms of matter. When atoms become sufficiently agitated by collision among themselves or with other elementary particles or by absorption of electromagnetic radiation, one or more electrons are elevated out of their normal energy states (orbits) or removed from the atom completely. As electrons fall back into these vacancies, a certain amount of energy is released. It is radiated away as a photon having that specific energy and a corresponding wave length. X-rays are usually produced from such transitions in the deeper layers of atoms. But radiation in the ultraviolet, visible, and infrared

regions of the spectrum are emitted by transitions involving the more loosely bound, outer electrons, that is, those responsible for the chemical behavior of the atom. Within the visible region, a stream of photons having the same wavelength (also frequency) will be perceived as a unique, pure, spectral color ranging from violet to red, with the shorter wavelengths toward the violet end.

The amount of energy involved in these electronic transitions is well known for all the elements in the science of atomic structure and spectroscopy. Therefore, the element responsible for emission of photons of a particular energy and color can be identified in laboratory tests. (9) This knowledge has been put to extremely valuable service in the spectrographic analysis of chemical samples and in identifying the atoms responsible for the emission of light in stars. It may also prove to be advantageous here.

Very common descriptions such as "surrounded with a red glow" (10) and "wrapped in a blue haze" (11) clearly indicate that the source of UFO luminosity is not the object itself but the proximate air. One wonders, therefore, if the specific atoms in the air responsible for the light can be identified. Of course, it would be necessary to know what gases are present in the atmosphere but that is common knowledge. The accompanying table gives the number of cubic feet of each constituent gas in 1,000,000 cubic feet of air. (12) Hydrocarbons are also present in variable amounts depending upon local conditions but these pollutants are disregarded. As most UFO sightings are in remote areas such as mountains, deserts, and farmlands where air is relatively clean, it is assumed that the hydrocarbons are insignificant as a source of light.

Also shown in the table is the number of spectral lines in the visible region that is emitted by each species. With a total of several hundred lines involved, it could become quite troublesome to associate one particular color emitted by a UFO with one specific gas. However, several factors tend to simplify the task. If a large number of the tabulated spectral lines were emitted simultaneously, their mixture would produce white light instead of the individual, pure colors that were reported for UFOs in this category. Furthermore, spectral lines from a given atom are not

Gases	Volume	Approximate Number of Visible Spectral Lines
Nitrogen	**780,840**	79
Oxygen	**209,406**	79
Argon	**9,340**	219
Carbon Dioxide	**300**	7
Neon	**18.18**	153
Helium	**5.24**	9
Krypton	**1.14**	**58**
Xenon	**0.086**	**51**
Hydrogen	**0.5**	**5**
Acetylene	**0.02**	**-**

all the same intensity and the relatively few bright ones will tend to dominate the rest. Different amounts of energy are also required to stimulate the several gases of the atmosphere to emit light. In addition, different amounts of energy are required to excite a single atom depending upon whether it remains electrically neutral or loses one or more electrons. While these facts may appear to be complications, they will be seen to provide the necessary leverage to pry this subject apart.

If a gaseous mixture is exposed to a limited amount of energy, either thermal or electrical, only those atoms will begin to emit light for which the energy is sufficient. In other words, some gases are more easily stimulated than others depending upon an inherent sensitivity. The scientific measure of this threshold for each element is known as the ionization potential, that is, the minimum amount of energy required to lift an electron from its ground state to the next higher state. Light of a unique color is emitted when an electron fills the vacancy. Such data for the atmospheric gases are tabulated below. (13) These values pertain to free atoms whereas most gas atoms are bound together in pairs. The corresponding ionization potentials for the diatomic molecules is slightly different than the tabulated value but they will suffice for the present purpose.

Ionization Potential (ev)*

Gases	I**	II	III	IV
Nitrogen	**14.53**	**29.59**	**47.43**	**77.45**
Oxygen	**13.61**	**35.11**	**54.89**	**77.39**
Argon	**15.76**	**27.62**	**40.90**	**59.79**

Carbon Dioxide	-	-	-	-
Neon	**21.56**	**41.07**	**63.50**	**97.02**
Helium	**54.48**	**54.56**	-	-
Krypton	**14.00**	**24.56**	**36.90**	**43.50**
Xenon	**12.13**	**21.20**	**31.20**	**42.00**
Hydrogen	**13.60**	-	-	-
Acetylene	-	-	-	-

*** Customarily expressed in electron volts where 1 ev = 1.602 x 10-12 erg.**
**** Roman numerals indicate: I, neutral atom; II, singly ionized; III, doubly ionized and so on.**

As would be expected, the table shows in Column I that the amount of energy required to lift an electron to its next higher state is less than that required to remove it from the atom entirely as given in Column II. Naturally, even greater amounts of energy must be expended to remove a second, or a third, electron as shown in Columns III and IV. The most easily stimulated gas is seen to be xenon, having an ionization potential for the neutral atom of only 12.13 ev. Under normal conditions, the atmosphere is not luminous because less than 12.13 ev is available to the atoms. Suppose that by some unknown means, however, a UFO delivered a gradually increasing amount of energy to the gases surrounding it. At some point, the atmosphere would absorb enough energy to become luminous and the onset would correspond to the excitation of xenon. Further increases in energy transfer would activate the other gases in inverse order of their thresholds and their light would simply be added to that from xenon. Or if some sort of resonance phenomenon excited the various species individually, the atmosphere would take on a series of colors corresponding to each species. Some complex statistical and quantum mechanical aspects apply here but they

need not be taken into account to develop the argument.

Well, if xenon is the most easily excited of the atmospheric gases, does it emit one or more colors that can be readily identified and, if so, have such colors been reported by the witnesses? The neutral atom of xenon emits three separate, but closely spaced, spectral lines in the center of the blue band of the spectrum. Thus light from xenon is seen as a pure, intense blue. It is strongly suspected, therefore, that xenon is responsible for the "blue," "brilliant blue," and "luminous blue" that were reported in the sample cases. The identity of xenon as the source seems to be almost assured because no other neutral gases in the atmosphere emit mid-blue photons. Considering the rarity of xenon, it is somewhat surprising that the evidence should point to it. At standard conditions of temperatures and pressure, air contains about 6.06 x 10 (to the 23rd power) molecules and free atoms in 22.4 liters. The proportion of xenon being 0.086 per 1,000,000 means that the density of xenon is about 2.3 x l0 (to the 13th power) atoms per cubic centimeter, certainly an adequate supply.

In the following table, the three blue lines of xenon are plotted in the blue zone of the spectrum between wavelengths of 4240 and 4912 A^0. Similar spectral lines from all other neutral gases in the atmosphere are similarly identified. (14) Their colors are indicated by their positions in relation to the standard color zones of the visible spectrum, usually taken as 4000 to 7000 A^0 (1 Angstrom = $l0^{-8}$cm). Some young people can detect ultraviolet in wavelengths as short as 3130 A^0, although the faint images are not focused without special glasses.(15)

As the hypothetical UFO increased the transfer of energy to the atmosphere, other color contributions would appear. The "orange-red" or "fiery red" so frequently seen near UFOs can very probably be assigned to the brilliant orange-red of neon, 6402 A^0, that is so easily recognized in neon signs. The

combination of the green line of neon, 5401 A^0, with the blue of xenon would yield the often reported "bluish green" or it may come from hydrogen, 4861 A^0. "Purple" would result from the blue of xenon and the red of argon, 6965 A^0. While these identifica-

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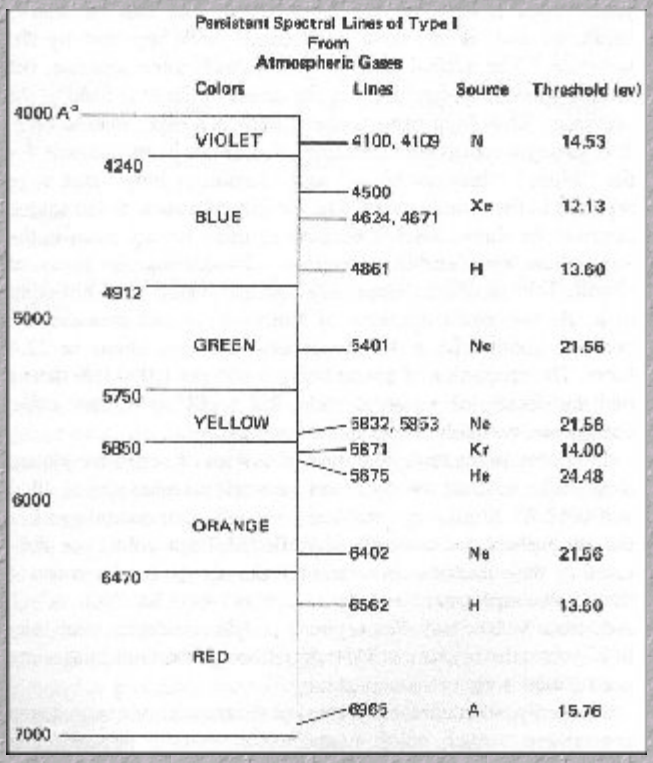
tions are certainly not demonstrated, they tentatively suggest a plausible explanation for the variety of UFO colors.



It is noted with minor exceptions that the most likely candidates for color emission are helium, neon, argon, krypton, and xenon. It is precisely these noble gases that are favored for use in gaseous lasers. Almost all radiation from un-ionized noble gases in lasers, however, lies in the infrared or far-infrared. Only neon has a group of transitions emitting visible light. This group consists of seven lines with wavelengths between 5939 and 6401

A^0, all within the orange zone. On the other hand, many spectral lines in the visible region are produced by ionized atoms of the noble gases, about 340 being known. (16)

An entirely different type of stimulated light emission that does not involve ionization occurs upon dissociation of atoms and molecules leaving the atom in an excited state. (17) As laser operation is critically dependent upon the geometry of apparatus and the pressure of the gases, usually very low, it is virtually impossible that any laser effect, per se, is involved in the luminosity of UFOs. The maser principle, however, may well prove to be the mechanism by which UFOs transfer energy to the atmosphere, namely, by electromagnetic energy of radio frequency or higher. Many clues along this line will be discovered in subsequent sections.

Dazzling Brightness

Sometimes the light emitted by a UFO is so intense that its surface is entirely obscured from view. Everything from "welding torch" to "burning magnesium" has been used to convey this idea. Direct and specific association with a metallic-appearing object has occurred when the source of light came down to the ground, dimmed, and revealed the material body of the UFO itself. Conversely, metallic constructions initially observed on the ground have become dazzling just before zooming out of sight.

The reference to "welding torch" justifies an examination of welding and related phenomena in the search for understanding the bright, white, UFO. The common welding torch burns a mixture of acetylene gas and oxygen at temperatures up to $6{,}000^0$F. Thermal agitation at such temperatures ionizes the gas molecules that, upon returning to the ground state, emit light copiously. The intensity may be so great that eyes must be shielded to avoid serious damage. Somewhat lower temperatures are achieved in electrical welding where a continuous arc is maintained between a welding rod and the work piece. The

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brilliant beam of a carbon-arc spotlight arises from the same process. More than 300 spectral lines in the visible region have been identified from such electrical sparks in air. Nearly all of them are emitted by the predominant gases, nitrogen, oxygen, and to a lesser extent, argon. (18) Collisions by electrons and thermal agitation of the gas molecules produce the requisite ionization. In summary, it is clear that these examples of gaseous luminosity depend upon high temperature, photon emission by the more abundant gases, and the mixture of numerous spectral lines to produce white light.

In addition to man-made sources, one can look to natural phenomena for further clues. In an ordinary bolt of lightning, the gas temperature is raised in a split second to about $25{,}000^0$C causing ionization of most of the gas atoms in its path. (19) Sudden expansion of the extremely hot gases sends the crashing sounds of thunder rolling across the countryside. The spectral composition of lightning flashes is typical of any electrical spark in air. The production of thunder is especially germane to this inquiry because UFOs are nearly always reported to be silent, or to make only a soft, hissing noise. A loud explosion is rarely heard from a UFO but not accompanying the standard flyby of an intensely luminous object. (See the chapter on Sounds.) It would appear that the blinding light emitted by UFOs is not associated with extremely high temperatures. Otherwise, thermal expansion of the gases would produce a horrendous racket, like continuous lightning. As no such sounds are reported, it may be concluded that the bright luminosity associated with UFOs is produced at very modest temperatures, compared to lightning.

Another natural phenomenon is also of interest, namely, balls of fire in the air that are known as ball lightning. They consist of brightly shining globules of gas whose sizes normally range between that of a grape and a grapefruit. They lazily drift a few meters off the ground for 1 to 5 seconds but some may last for a minute or so. The globe, or spheroid, typically emits a hissing sound, is not known to radiate heat although it may set fire to objects it touches, and it disappears either silently or with a loud

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report. This phenomenon has been observed since ancient times and it is thought to be fairly common. (20)

Nevertheless, most people would be very puzzled by a display of ball lightning. In the first place, it would remain unidentified, that is, obviously not a plane, bird, or balloon. Secondly, its drifting through the atmosphere would be properly denoted as "flying." Finally, it would be considered an object of some kind, in contrast to an hallucination, because it may have set fire to a henhouse when it entered through a crack in the door. In a very valid sense, therefore, ball lightning may be considered as an

unidentified flying object. However, such an appraisal would have little direct bearing upon the study of UFOs as that term is being used here. Considering the similarities between ball lightning and UFOs as they are sometimes manifest, it is not surprising that the two should be occasionally confused or that reports of the former would show up in the UFO literature. These extraneous reports should obviously be sorted out and disregarded as some instances in the sample of sightings. (21) An attempt to explain the entire subject of UFOs as misinterpreted observations of ball lightning produced much valuable information on plasmas but was not very convincing.(22) However, an unsuspected and ironic relationship between these two subjects becomes apparent upon considering some details.

Numerous theories of ball lightning have been proposed but none thus far is capable of explaining all aspects of the subject. The most promising concept is that a plasma is initiated by the high-frequency, electromagnetic fields associated with ordinary lightning. Frequencies in the range of 100 to 4,000 MHz (million cycles per second) have been observed. While considerable ionization is present, some luminosity in the spheres may result from excited electronic levels not requiring ionization of the gases. (23)

It appears that absorption of energy elevates oxygen atoms to two, well-known, metastable states having decay times of 45 minutes and 8 seconds, respectively. Immediate decay is forbidden as the electrons are trapped in the excited state with the

wrong spin. An intermolecular collision is required to deactivate the state through transfer of angular momentum thereby permitting release of the stored energy. It is then apparently transferred to carbon dioxide which immediately radiates it away in a continuous spectrum. Based upon collision rates at $2{,}000^0$F it has been estimated that these metastable states would be dissipated in one second, not inconsistent with the lifetime of ball lightning.

Various attempts have been made to estimate the temperature of the luminous gases. While a Russian investigator estimated $14{,}000^0$K for a yellow ball, other estimates are much lower. One observer concluded that the temperature was somewhat greater than $4{,}000^0$K based upon the concentrations of ozone and nitrogen dioxide measured in a trail left by a ball. The range of 4,000 to $5{,}000^0$Cwas inferred from Wein's law and the red and red-yellow colors commonly reported. Temperatures as low as 200^0C have been considered. Because the witnesses have failed to report any sensation of heat near ball lightning, much preference should be given to the lower estimates. Ball lightning clearly involves a natural mechanism for producing bright luminosity of atmospheric gases at moderate temperatures and this mechanism may well account for the similar luminosity of UFOs.

As mentioned previously, ball lightning appears to be created and sustained by a supply of radiant energy in the frequency range of at least 100 to 4,000 MHz. This range is in the lower end of a zone of the electromagnetic spectrum from about 300 MHz to 300,000 MHz that is known as the microwave region. Lying between the bands used for radio broadcasting and the visible zone, it encompasses the frequencies used for microwave ovens, point-to-point telecommunications, radar, and special bands allocated by the Federal Communications Commission for industrial, scientific, and medical purposes. Most important among the latter are the frequencies of 915 and 2,450 MHz because available tubes, converting direct current to microwave energy at these frequencies, allow high powered applications. For example, a klystron having an average power rating of 500 kW is manufactured.(24) It has been predicted that some similar devices

operating in the frequency range of 1,000 to 3,000 MHz will ultimately be feasible at power levels approaching 10 MW. (25) At very low gas pressures, plasmas are easily created by the application of microwave energy. It has been observed in such a plasma that the sensible gas temperature was 700^0K whereas the electron temperature exceeded $l0,000^0$K. (26) It seems quite likely that some such compound state exists within ball lightning and on the surface of UFOs when they are extremely bright. Ionization levels and luminosity would be very high while the gas temperature would remain relatively low. A plasma of this type could be sustained on the surface of a UFO only by a continuing absorption of microwave energy emitted by the UFO.

Fortunately, ball lightning can be studied in the laboratory. It was first created artificially by the Radio Frequency Company, Incorporated of Medfield, Massachusetts. Electromagnetic energy from a radio transmitter was injected into a large, aluminum box at resonant frequency. A ball of luminous gases about one foot in diameter suddenly formed and floated around inside the box until the power was turned off. In subsequent research at Brookhaven National Laboratory, similar plasmas have lived several seconds without power. It was suggested by the researchers that the radio-frequency energy was absorbed by nitrogen and oxygen and temporarily held in metastable states. (27)

Metastable states are thus seen to play a leading role in the existence and longevity of ball lightning. If the bright luminosity of UFOs depends upon the same physical processes, then some clues should be hidden in the UFO reports and photographs. A case in point may be the experience of a Brazilian woman, Mrs. de Mendonca, and her companions. At the end of a two-hour car chase, a Saturn-shaped UFO hovered close to the ground for about 15 minutes. An unspecified time later, the witnesses found an "odd luminous haze floating in the air above where the object had hovered" and they watched it slowly dissolve. (28) A similar detail was noted in a sighting of six UFOs in Argentina that, upon departing, left clouds of white smoke. (29) These observations suggest that the UFO charged the metastable states of atmos-

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pheric oxygen while hovering and, upon flying away, left them to decay gradually with the production of light.

In numerous photographs, UFOs are depicted with luminous tails that, heretofore, have been inexplicable. (30) By transferring energy to the atmosphere while traversing the sky, a UFO should leave a luminous wake where metastable states are decaying and transferring the stored energy to instantaneous, light emitters. Motion pictures of such tails should yield some quantitative data as the rate of energy transfer to the atmosphere, the speed of the UFO, and the length of the tail can be related with mathematical precision. It should be emphasized that intermolecular collisions are the controlling factor in releasing the stored energy and the rate of collisions is dependent upon the temperature and pressure. Because molecular agitation is diminished at low temperature, a cold day should retard the release of the states and increase the persistence of a UFO tail. Collision rates are also less frequent at low pressures, hence the tails should be especially persistent at high altitudes, having the compound advantage of frigidity and rarefaction. These considerations may suggest an interpretation of the prominent tail attached to a glowing, egg-shaped object that was photographed from earth orbit by the American astronaut, McDivitt. (31)

There exists yet another set of facts closely tying UFOs to ball lightning. Electrical discharges in the atmosphere initiate some important chemical changes. Energy states of atoms are modified and numerous chemical compounds are formed from the constituent gases. In a high-voltage spark, nitrogen is elevated to a metastable state having several interesting properties. It produces a soft, white glow that continues for some time after the electric discharge has been stopped. Such excited nitrogen is known chemically as "activated" because it will readily combine with many other elements whereas ordinary nitrogen will not. (32) It combines with hydrogen to form ammonia (NH_3) and with oxygen to form

nitric oxide (NO). This oxide is quite stable at high temperatures but below $150^{0}C$ it reacts with oxygen to form nitrogen dioxide ($N0_2$). The dioxide can react with still other

atmospheric gases to form nitrobenzene, an oily substance that is highly poisonous and has a strong odor like oil of bitter almonds. Also produced by electrical discharges is a highly reactive form of oxygen known as ozone whose odor one learns to recognize in association with sparking, electrical apparatus.

While the sense of smell is not thoroughly understood, it is known to depend upon the molecular structure and chemical groups as a series of benzene derivatives have a similar odor. The nose is extremely sensitive, ethyl mercaptan being detectable down to concentrations as low as 4 X 10-8 milligrams per liter of air. (33) The above gases should be manufactured in an electrical discharge within ball lightning and they would not have to be present in large amounts to be noticed, that is, smelled by the witnesses. The odor of ball lightning is "usually described as sharp and repugnant, resembling ozone, burning sulphur or nitric oxide." (34) The reference to sulphur is readily understood as that element is a notorious air pollutant arising from automobile exhausts and smoke from industrial plants. Even in rural areas, the sulphur content of air may be quite high due to its production by bacteria in the mud of swamps and lake- and stream-bottoms. (35) While it may seem farfetched to inquire whether UFOs have any odor, it would be particularly significant if witnesses have detected those very gases that are produced in electrical discharges in direct association with them. One need only examine the record, as in the following tabulation, to see that such is the case.

Descriptions implying sulphur dioxide are the most numerous, however, benzene and its derivatives are mentioned. The term "pungent" and the reference to an electrical circuit almost assuredly implies ozone. At any rate, this evidence is an independent source of information that points to an electrical disturbance on the surface of UFOs that is undoubtedly associated with the luminosity.

Case No.	Description Of Odor
51	Strange, cloying smell
72	Pungent
73	Burning benzene
94	Burning sulphur
101	Unpleasant
102	Ether mixed with sulphurous smoke, nauseous
199	Nitrobenzene
584	Sulphurous
615	Powerful, embalming fluid
616	Strong, unpleasant
684	Burned gasoline
721	Sulphur or rotten eggs
768	Sulphur

832	**Sulphur, camphorated oil**
844	**Burning electrical circuit**
875	**Sulphur**
879	**Strong, melted iron**
909	**Strange, powerful**

of this process and microwave energy is strongly implied by experimental data. Irradiation of various gases with microwaves produces a wide variety of gas atoms and free radicals, the required forms for chemical recombination's. In air, nitric oxide is produced. The efficiency of this reaction is greatly increased when the microwave energy is pulsed. Ethane and methane are decomposed into carbon and hydrogen but benzene is stable. In other words, a pulsed discharge of microwaves in air would suffice to generate nitric oxide and, in a subsequent reaction, the benzene that has been noted in the vicinity of UFOs. (36) As the benzene is not decomposed in the microwave field, any that were formed would accumulate then linger until detected. Oxidation of sulphur has also been accomplished in the laboratory with microwave irradiation, namely, conversion of sulphur dioxide to sulphur trioxide. Similar oxidation of atmospheric sulphur to sulphur dioxide could well be responsible for the commonly reported sulphurous odors. (37)

Sequential Multi-Colors

From the foregoing discussion it appears that energy originating in the UFOs is responsible for atmospheric luminosity in their immediate vicinity. Furthermore, various colors seem to be associated with different rates of energy transfer from UFOs to the atmosphere. Thus it might be possible to identify several energy states of UFOs that are distinguished by the character of the induced light. While certainly incomplete, energy states are tentatively assigned as follows:

State	Appearance	Physical Basis
0	**Metallic**	**Energy inadequate to excite perceptible light**
1	**Blue glow**	**Excitation of xenon only**
2	**Orange-red**	**Selective exitation of neon**
3	**White glow**	**Decay of metastable nitrogen**
4	**Brilliant white**	**Limited ionization of all gases augmented by the "ball lightning mechanism"**

If such categories are real, one would expect to find some correlation between the color of a UFO and its pattern of flight, a relationship that was observed at least as early as 1956.

"The colors mentioned seem associated in some way with the speed, or more probably with the rate of acceleration. The silvery grey with an aureole of dark red is seen when the object is stationary or traveling very slowly. Then comes the vivid red. At high acceleration the white, green, blue and purple appear." (38)

Very little progress in understanding this relationship has been made, however, the present model may be helpful.

When two people got out of their car to watch an object hovering at ground level, "its color changed from orange to fluorescent green before it took off." (39) Apparently State 2 prevailed while the object was stationary and the change preceded the acceleration. The original orange color must have been produced by photons having wave lengths between 5850 A and 6470 A. Similarly, the green color necessarily arose from wave

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lengths between 4912 A and 5750 A. Photons producing a green sensation, being of shorter wave lengths, are more energetic than their yellow cousins. Thus the change from orange to green implies an increase in the energy emitted by the atoms. From the above definitions of the color bands, one can easily calculate the minimum and maximum energy changes that might occur, assuming constant intensity. The color changes would be accomplished by an increase of about 5 to 24 percent. It is suspected that the orange color derived from neon at 6402 A. But neon also has a prominent line in the green at 5401 A. If these wave lengths were involved, the energy increase would amount to about 16 percent. That the UFO began pumping more energy into the atmosphere as it accelerated is clear. But further analysis is frustrated by complications such as the absorption efficiency of the atoms for an unknown mechanism, transition probabilities within the emitting atoms, and the variable sensitivity of the human eye to different colors. Although green is frequently observed, it has not been possible to assign a meaningful UFO state number to it.

A man saw a luminous, oval object rising from the flat roof of his house, "varying in color between white and red." (40) Very little detail is available in this report and it cannot be determined whether white to red was the sequence of color change or whether the transition occurred several times in reversing order. At least it shows a color change associated with ascension.

An oval object followed a woman driving her car for 13 kilometers. Its "color suddenly changed from reddish-orange to bluish-white before accelerating out of sight." (41) As a prelude to acceleration, this UFO "stepped on the gas" and moved from State 2 to State 4. The "bluish" component is appropriate to State 4 as a welding arc has such a cast.

An object shaped like two plates glued together with an oval on top hovered at treetop level over a man's car for two minutes. "It took a 45-degree inclination, rose, made a right angle turn, and changed color (white to yellow to blue to green) as it accelerated." (42)

Again, a brilliant color display occurs upon acceleration. The corresponding States, 4-2-1-?, seem to be appropriate to a gradual reduction of power in approaching cruising speed.

Following a chase by a glowing object at 170 km/hr, a witness stopped his car to watch. "The color changed in sequence, orange to red to blue to green, and the object wobbled on its axis" as the object came from 100 meters to within 30 meters. It then suddenly left straight up. (43) The energy states, 3-2-1-?, are seemingly appropriate to deceleration during the close approach. The transition of blue to green is puzzling.

A lighted object in the sky was observed to be going up and down; its color "turning from white to greenish-blue." (44) Again, the description is not explicit enough to determine if the color change was

repeated and synchronized with the changes in altitude, or if a gradual change occurred throughout the sighting. In the former interpretation, alternation between States 3 and 1 would make sense.

Four boys observed a cone-shaped object descending with an oscillating motion. It has "a blue underside, and a top that changed from red to orange to white." (45) The last change, corresponding to States 2-3, implies an increase in power for deceleration.

Every instance of sequential color change in the sample cases was associated with accelerations and the energy state model. Rough as it is, this association seems to make this perplexing aspect of UFOs more meaningful. This correlation is critically important as it establishes a relationship between the UFO propulsion system and the stimulation of atmospheric gases to emission of light. A great deal of work in this area is certainly needed and a thorough analysis of the better documented cases by a theoretical spectroscopist should bring it into sharp focus.

Although no source for green light was suggested above, a likely candidate is neon with its spectral line at 5401 A. The logical difficulty of positively identifying neon is the relatively high energy required for excitation, being the same as that for its orange-red line. The latter would be expected to dominate and

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obscure the green. Obviously, only a partial solution to this problem can be offered now. A similar uncertainty prevails for the often-noted, bluish-green color for which two possible sources are in contention. A commercial laser based upon argon emits a bluish-green light having wave lengths in the range of 4579-5145 A, mid-blue to about mid-green, although spectral lines in that range for argon are not tabulated in the literature. (46) As Argon is fairly abundant in air, these lasing transitions could account for this color. A competing possibility is the bluish-green line of hydrogen at 4861 A whose low threshold makes it easy to stimulate. One problem is that free hydrogen in the atmosphere is very rare, less than one part per million. But each molecule of water vapor in the atmosphere, containing two atoms of hydrogen, assures an adequate supply. The concentration of hydrogen would be greatest on damp, rainy or foggy days, when the relative humidity is 100% and the air is filled with water droplets. If it were found that the bluish-green color were more pronounced during inclement weather, the source might be pinpointed to hydrogen. But no such correlation has been attempted. UFOs frequently take refuge in clouds whose moisture content is substantially greater than the surrounding air. This circumstance affords some opportunity to detect light emission from hydrogen if it is significant. From statements of the witnesses, it is apparent that clouds become luminous when they are entered by a UFO and the color has been called "unusual." (47) At least once it was observed to be "green" (48) and no conflicting reports have been encountered. It seems that hydrogen probably contributes to the colorful display from UFOs but it may share the credit for bluish-green with argon.

Simultaneous Multi-Colors

In addition to UFOs exhibiting several colors one after another during maneuvers, they are sometimes seen to produce several colors at the same time. In one instance the underside remained blue whereas the colors on top changed. (49) Horizontal bands of color on another object were "blue, red and green." (50) These

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cases are not very instructive but they may point to a highly selective mechanism for stimulating the

emission of light, probably from the noble gases. Horizontal disposition of the bands on an axially symmetric object may reflect geometrical features that would alter or distort electromagnetic fields in their vicinity. Perhaps that might be the explanation for a "six story" object from which rainbow colors poured off its edges "like water." (51)

Other Lighting Details

Apart from the diffuse luminosity, UFOs are frequently observed to carry ordinary "navigation" lights. One of the most common features is a prominent light on the top which may be of any color, either steady or flashing. Other lights are sometimes distributed over the surface, typically at the ends of elongated objects or along the periphery and on the bottom of discs. These lights vary greatly in number and color and, in the sample cases, have no discernible significance. Usually, two or more lights of different colors are reported; one object was estimated to have about 30 lights. Nearly all colors are reported, most often red blue, white, yellow, orange and green. Some are steady while others are flashing. This display has been aptly compared to a "Christmas tree."

Another type of illumination less common than surface lights consists of one or more powerful beams resembling search lights. They are used for scanning the countryside, pointing directly downward or upward, or at houses and vehicles. By switching a vertical beam on and off, an object on the ground seemed to signal another one at high altitude which answered in the same manner. (52) Red, white, blue and green beams have been reported.

Finally, about a dozen witnesses reported "windows," "portholes," "openings" or "doors" through which poured bright light, most commonly with a yellow to orange tinge. Individual lights and general illumination have also been observed through transparent domes atop disc-shaped objects.

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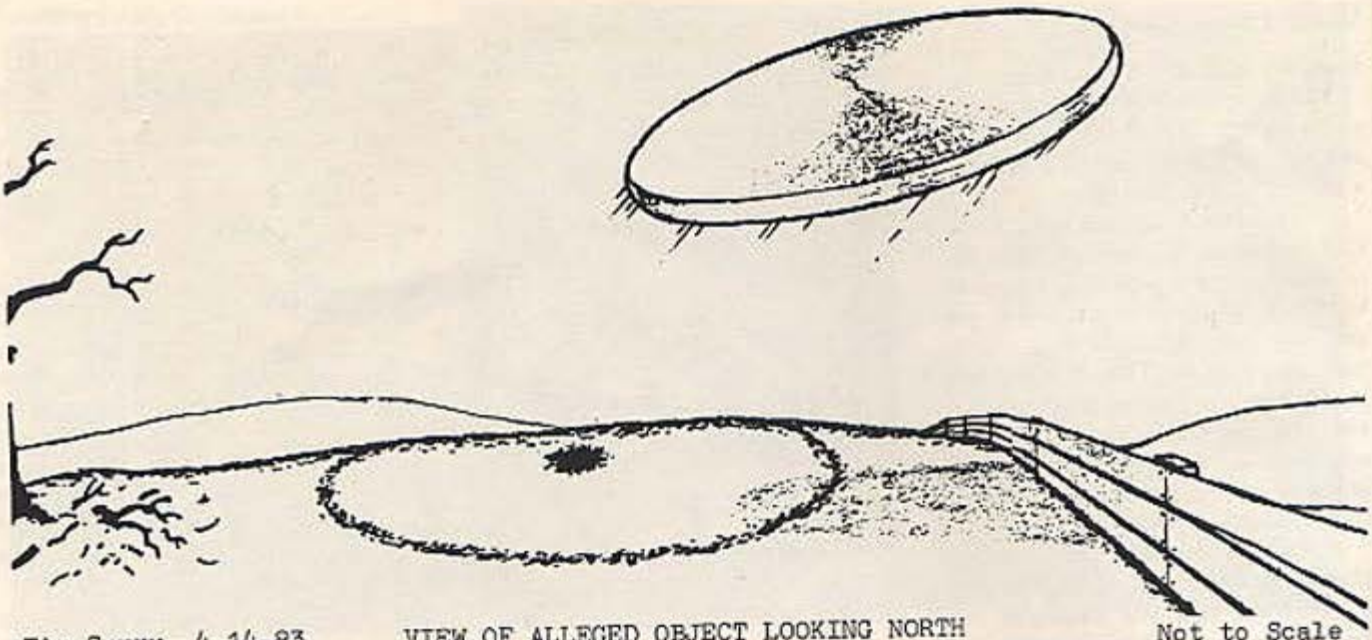
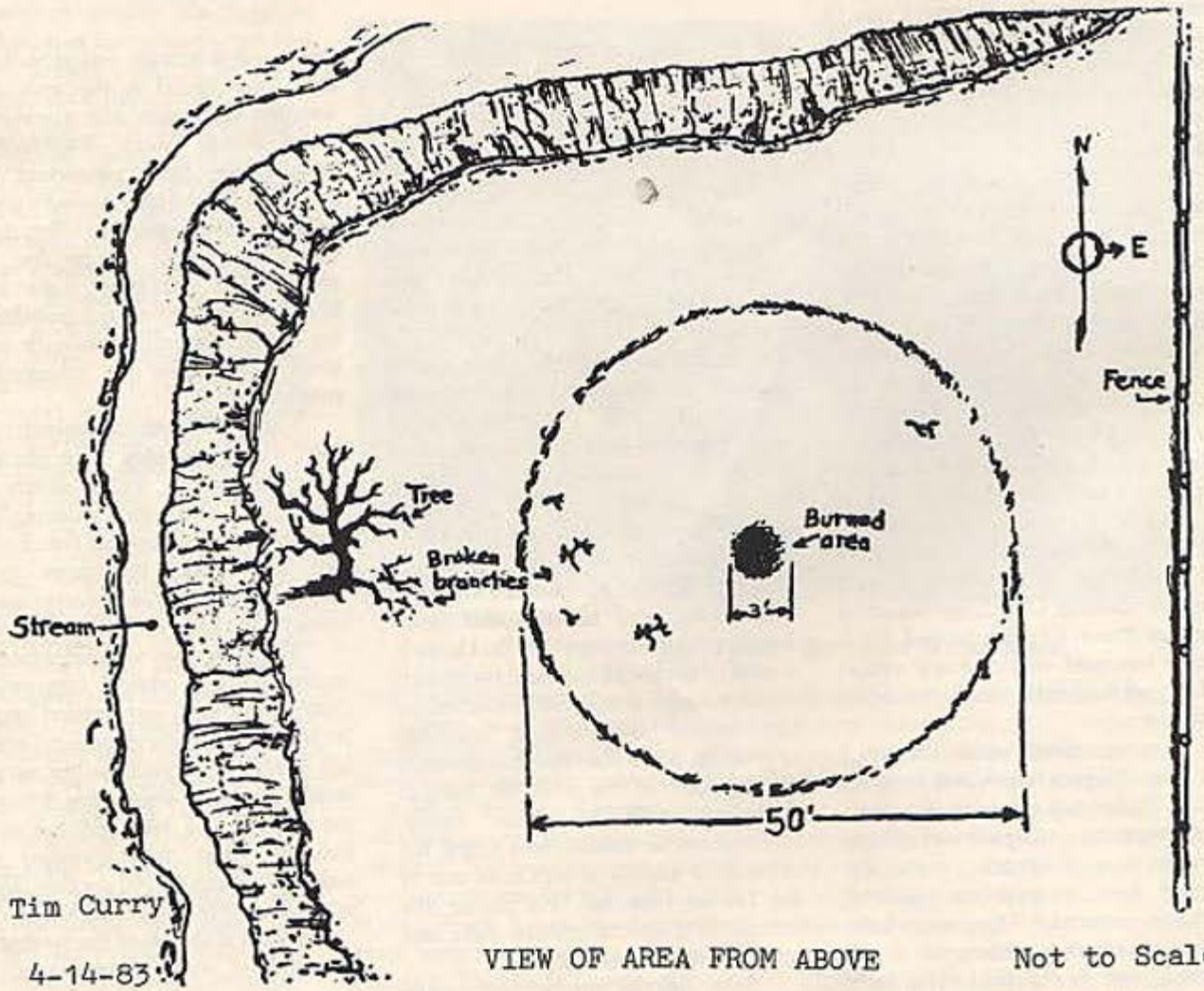
Chapter 2

Return to NICAP Home

Chapter 4



Tim Curry 4-14-83 VIEW OF ALLEGED OBJECT LOOKING NORTH Not to Scale



Tim Curry
4-14-83

VIEW OF AREA FROM ABOVE Not to Scale

(continued on next page)

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The prospect of being wrong
need not frighten us a bit.

- Alan E. Nourse

CHAPTER 5

ELECTRICAL INTERFERENCE

UFOs have been notorious for stopping automobiles at close range. It is relatively common for a motorist, cruising down the highway, to have his engine sputter, lose power, or stop running. At night, the headlights frequently grow dim or go out completely. Also, static is heard on the radio, and it may stop playing. The driver stops at the side of the road and gets out to search for the cause. Only then does he notice a large, glowing disc nearby, commonly hovering at low altitude over his car.

These effects are not limited to automobiles, but occur with all kinds of vehicles that are powered by internal combustion engines, except diesels. Incidents of engine interference or failure have been reported for aircraft, motorcycles, trucks, buses, power mowers, tractors, and other farm machinery. In all cases, the engines ran normally after the UFO had departed.

A list of 106 cases of electromagnetic interference by UFOs has been compiled. (1) These examples occurred at scattered locations in North America, South America, Europe, and Australia from August 1945 to November 1963. The age of these reports need not cause concern because they are thoroughly typical of many similar events of more recent years.

In this list, more than sixty vehicles are reported to have had their engines miss, lose power, or fail completely during the sighting. Simultaneous interference on the radio and/or fading or complete loss of headlights is common. Unfortunately, there is insufficient data to identify the cases that occurred in the daytime when headlights would not be turned on. Nor is it clear in which cases the vehicle was equipped with a radio, or whether any radio was being played. At first glance, the list appears to provide information regarding the relative susceptibility of engines, radios, and headlights to interference by UFOs. One would expect, for example, that upon approaching a UFO a driver would observe the loss of his radio, headlamps, and engine, in that order. But such is not the case. In three instances, the engine, radio, and lights were all affected; in two cases, they all failed, in the third, the engine and radio failed, but the lights only dimmed. While this last case suggests that lights may be the most resistant to UFO interference, several counter-examples belie this notion. In some cases, the lights dimmed or failed while the engine was unaffected. Thus the engines, radios, and lights appear to be roughly equal in their sensitivity to UFOs, a rather surprising observation in view of the extreme sensitivity of radios to ordinary electrical interference. Driving close to power transmission lines which operate at 60 cycles/second usually causes static on the radio without affecting the lights and engine. The implication is clear: the mechanism of UFO interference is something other than low frequency, electromagnetic radiation.

Close examination of the reported cases discloses a gradation effect and suggests that the influence on the vehicle is related to the strength of emanation or proximity to the UFO. One engine missed as the lights flickered - another engine sputtered as the lights only dimmed - a third engine ran normally as static was heard on the radio and the lights dimmed. An expected pattern thus emerges. A weak influence from a UFO at a great distance mildly disturbs the engine, radio, and lights, whereas a

stronger influence upon closer approach causes all three to fail completely. In a previous chapter it was shown that the intensity of

the field radiated by UFOs was also variable; hence, the graduated response could occur while the distance to the UFO remained fixed.

Internal Combustion Engines

As everyone knows, the common automotive engine operates by drawing air and vaporized gasoline into a combustion chamber where the mixture is ignited with an electrical spark. Disruption of a running engine by an object at some distance must effectively interfere with the fuel, air, or spark, or any combination thereof. The flow of both fuel and air is a consequence of the piston evacuating the cylinder and drawing air through the carburetor, where it picks up minute droplets of fuel. These functions must continue as long as a vehicle is moving and in gear, whether or not the engine is delivering power. In other words, these two essential functions of a running engine which is pulling a heavy vehicle cannot be stopped by any means short of physically halting the vehicle, like against a concrete overpass. The only way to stop a running engine, therefore, is to disrupt the electrical system. Thus the influence of UFOs upon automobiles is most assuredly electrical or electromagnetic in nature. This inference, based on the effects upon radios, is surely correct. Any doubt on this point is completely dispelled by an unlikely coincidence in Italy in 1954 when a UFO flew over a conventional tractor and a diesel tractor running side by side. The conventional tractor was stopped, but the diesel was not. (2) Similarly in England, the driver of a truck told the police that a hovering UFO knocked out his lights and radio while his diesel engine continued to run. (3)

The above line of reasoning may seem to be very elementary, but it was by no means obvious to the Condon Committee. (4) The primary effort of that investigation into the interference with engines was directed toward experimentally determining the effect of strong magnetic fields upon the components of the electrical system. In very strong fields up to 20,000 gauss, insignificant effects were measured for the spark plugs, battery,

and lamp filaments. For the common steel encased coil, the spark was occasionally interrupted at 20,000 gauss. It was concluded that in view of "the magnetic shielding action of the sheet steel in the car body, the strength of the field outside the car would have to be considerably greater than this." Such strong fields would permanently alter the normal magnetic pattern of the car body. Hence, a car exposed to a strong magnetic field supposedly surrounding a UFO would carry a record of the event. Tests were conducted on a car that was alleged to have been stopped by a UFO. Its magnetic pattern was essentially the same as that of another car of the same make and model. The inquiry was dropped at that point with the conclusion that the car had not been exposed to an intense magnetic field. The implication was that it had not been exposed to a UFO, but of course, it may well have been stopped by a UFO without experiencing a strong magnetic field.

Instead of focusing exclusively upon strong magnetic fields, the investigation should have encompassed fluctuating, electromagnetic fields that could have effects upon engines, radios, and headlamps without altering the magnetic signature of the car body. This approach was suggested by David R. Saunders, who held a key position on the project . (5) High-frequency electromagnetic radiation is an excellent candidate for the cause of UFO interference with cars. It might be found capable of inducing high voltage surges in the secondary winding of the coil. The resulting sparks in

the cylinders would be completely out of time with the sequence of events required for an engine to run. Timing of the spark is quite critical; an engine will not run if it is only slightly off timing. This mechanism might explain why engines seem to be unusually sensitive to UFO interference. Regarding radios, it is clear that a high frequency field could cause static, or if strong enough, saturate the input circuit, thereby blocking its normal reception. A physical basis for the effect upon headlamps is the increase of resistivity of tungsten in the presence of microwave energy (6) Increasing resistance would reduce the flow of current through the lamp filament thereby diminishing the

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heating. The lamp would grow dim as the temperature dropped, or become entirely extinguished when the current became too low

The "tungsten" effect offers an alternative explanation for engine failure also, in that distributor points, being made of tungsten alloy, would be subject to interference. An increase of resistance would reduce the current in the primary winding of the coil, thus reducing the spark intensity in the secondary winding or eliminating it altogether. As the distributor cap enclosing the points is non-metallic, the absence of good shielding could make the ignition system extremely sensitive to this mechanism. Two more incidental effects, related to vehicles, that must be accounted for by a valid interpretation are a wildly oscillating behavior of both ordinary compasses and magnetic speedometers.

Radios

As mentioned in the previous section, automobile radios, and those installed in other vehicles, such as aircraft, have been disrupted on many occasions by UFOs. It may be assumed that most of them were amplitude modulation (AM) sets, as prior to the mid sixties frequency modulation (FM) receivers in automobiles were comparatively rare. Among the thirty-two cases of radio interference in the Hall list, some did not fail completely but emitted "static," "shrieking," "pulsating," and "roaring." Others produced intelligible signals such as "steady dit-dit-dit," "loud beeping," and "steady dot-dot-dash." Two such sounds were produced by radios in police cars. It appears that standard AM receivers are merely disrupted, whereas a message content is detected in the bandwidth commonly used for police communication. Again, an unusual coincidence provides some confirmation. In November *1957,* a Canadian observed the simultaneous failure of his battery radio and a portable shortwave radio as a UFO hovered at low altitude. The regular portable simply failed, but "a single tone was heard on one shortwave frequency." (7)

While the radio interference and the sighting were simultane-

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ous, there is no indication in these cases that the recognizable signals were emitted by the UFO, and there is ample reason to suspect that they were not. Nearly all medium-power marine beacons used for radio navigation, broadcast a steady repetition of dot-dash signals corresponding to a single letter in International Morse Code. A few coastal beacons transmit only a series of dashes, and are sometimes referred to as "beepers." (8) Aeronautical beacons, on the other hand, transmit coded signals of three letters, such as SF0 for San Francisco. (9) Hence, the question arises as to whether one can identify marine beacons that are responsible for the above signals, namely,

Signal	Letter	Vicinity

***	S	Kodiak, Alaska
beeping	none	Hammond, Indiana
**_	U	Hobbs, New Mexico

If such exist, they would be tabulated in *Radio Navigational Aids,* Publication No. 117-A and 117-B, U.S. Navy Hydro graphic Office.

The inference to be drawn here relates to the mechanism of UFO interference. Rather than saturate or block the input circuit, radiant energy from the UFO may be disturbing the highly sensitive tuning adjustment, that is, by detuning the station from that to which it had been previously set. Thus police radios might be picking up signals from the marine band where standard broadcast receivers usually do not. This possibility seems all the more likely from the nearness of the police and marine bands. It seems odd, however, that car radios are not reported to have changed their stations.

The question remains, "How could such a change occur?" The answer may lie in the characteristics of a tuning circuit which is composed of a coil, capacitor, and resistor in series. When stimulated by an alternating voltage, the circuit carries an alternating current of the same frequency. The magnitude of the current depends upon the frequency, and it reaches a maximum

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when the stimulating frequency matches the natural, resonant frequency of the circuit. The frequency at which resonance occurs is governed by the values of the electrical elements in the circuit. Hence, the resonant frequency can be changed by modifying one of them; the set is usually tuned by adjusting the capacitance. A particular station is tuned in by adjusting the resonant frequency to correspond to its transmitted carrier. Competing signals from other stations are suppressed because they are out of resonance. (10)

Should the coil in the tuned circuit be exposed to a fluctuating field of high frequency, extraneous currents will be induced in it, thereby altering its normal role in the circuit. Theoretically, the circuit would continue to function but at a different resonant frequency. In other words, the set would be detuned from the original station and might pick up another one. This mechanism of detuning may account for the common report of radio transmission being lost from aircraft, police cars, and radio stations. Police chasing a UFO in Danville, Illinois, were *unable to notify headquarters* because their radio went mysteriously dead. (11) Possibly their transmitter was detuned so that they could not be heard on the normally operating receiver at headquarters some distance away.

The most common problem with radios, however, is that they simply fail. They cease to produce any sounds in the presence of UFOs. Their return to normal after the UFO disappears weakens the notion that loss of power might be responsible. Any other possible basis for this behavior should be identified. As the influence of microwaves upon tungsten came under suspicion previously, it is rather significant to note that another major application of that metal is for cathodes in radio tubes. (12) Electrons inside the evacuated space of a radio tube are supplied by the cathode; they are boiled off its surface in vast numbers when it is at high temperature, producing the familiar glow in radio tubes. The flow of these electrons through the tube, being easily controlled, accounts for the extreme sensitivity of radios. In other words, signals are amplified enormously by controlling the flow

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of electrons through the tube. Restricting their supply at the origin, the cathode, would have a profound

effect. It would reduce the normal gain through the tube, or in the limit, stop the current completely. The output of the radio would either diminish below the threshold for hearing or cease altogether until the normal conditions were restored. This behavior is precisely the expected consequence of increasing the resistance of the tungsten or tungsten-alloy cathode with microwaves. Cathodes are maintained at their operating temperature by a separate, low-voltage circuit. Current through that circuit heats the cathode to incandescence in an exact analogy to the filament in a headlamp. (13) Increasing the resistance in the circuit would reduce the current and the rate of heating, thereby reducing or shutting off the supply of electrons. This mechanism would also hamper or prevent broadcasting of messages on transmitters by restricting the internal amplification or limiting the flow of power through output tubes into the antenna.

Household Receivers and Lamps

Hall cited eighteen cases of interference with radios, television sets, and house lights as UFOs flew over cities, towns, and populated areas. Interference with television was six times more frequent than with radios, a ratio so great that an explanation should be sought. It may simply reflect the greater popularity of television, but some technical aspects are implied. The large, rooftop antennas commonly used for TV are much more efficient than the small, ferrite antennas that are built into table-model and portable radios. This factor alone could account for the observations. In addition, the UFO interference may have frequency components closer to that of the TV carriers than to that of radio.

In any event, the specific nature of the reported TV interference, such as "dimmed," "blurred," "loss of audio," and "distortion," indicates that the trouble was not caused by loss of power. Thus, one must look to direct interference in the receiver circuits along the lines described above. A few instances of

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household lights being dimmed or extinguished may be identical to the effect on automobile headlamps. Obviously, loss of electrical power could be responsible, and UFO interference with power transmission over large areas is another prominent feature of the whole problem.

Power Transmission

An association between UFOs and electrical power facilities has been recognized for many years. UFOs tend to hover near generating stations, switchyards, and substations, and to travel along the rights-of-way for high-voltage transmission lines. They are frequently seen at these locations at the time of, or just prior to, electrical blackouts over extended areas served by the facilities. Naturally, blame for the inconvenience is laid upon the UFOs, but satisfactory explanations have not been found. The deficiency is twofold: The affinity of UFOs for electrical facilities is not well understood and their method of causing power failure has not been satisfactorily identified.

During the fall of 1966, a series of UFO sightings in southern New Hampshire attracted the attention of a famous journalist who conducted a thorough, on-the-spot investigation. Armed with portable tape recorders, he collected testimony from many witnesses, some of which was later published verbatim. In 73 separate testimonies, a direct relationship was reported between the UFOs and the power lines of the Northeast Grid. (14) The UFOs typically appeared at low altitude near the transmission lines, alternately rising and falling behind the trees. On more than one occasion, a "pipe like object came down from the base of the disc and actually touched the lines, remaining there for a minute or so." (15) In view of such observations, the contention that these UFOs were merely some obscure, electrical blobs that were precipitated by the power lines is absolutely untenable, especially since many of them were also seen at great altitudes being chased by jet fighter planes. Since in thousands of other situations, UFOs have been well removed from transmission lines, this group of

sightings, is unique and reveals a particular purpose behind their behavior. Exactly what this purpose might be is still an open question.

During the period of these sightings, on November 9, 1966, the power distribution system serving one-fifth of the American population in eight eastern states simply failed. The source of the trouble was initially reported to be a remote-controlled substation at Clay, New York, where only seconds before the blackout a pilot saw a brilliant, red ball, 100 feet in diameter. A total of five people saw this object, or one like it, in the vicinity. Investigations by the Federal Power Commission, however, officially traced the source of the blackout to a Canadian hydroelectric plant on the Niagara River. "The initial event was the operation of a backup relay at Beck Generating Station which opened circuit Q29BD, one of five 230-kv circuits connecting the generation of Beck to the Toronto-Hamilton load area." (16) Before examining these findings in further detail it is necessary to review some practices in the electrical industry. High-voltage transmission lines are subject to various natural hazards such as lightning, falling trees, and wind damage to the lines and towers. In the event of a lightning stroke, for example, the voltage of a line would suddenly rise to very high level causing an arc-over to ground around the insulators. This conducting path would continue to drain off the generated power unless the line were taken out of service momentarily. It would have to be isolated from the system, with other lines in parallel picking up its load, then switched back into service. To provide this protection, each leg of a transmission system is monitored by automatic devices that detect any abnormal conditions and take corrective action. These sensitive and fast-acting relays, in turn, operate the more massive and cumbersome circuit breakers that handle large amounts of power. It has been proposed in the past that magnetic fields accompanying UFOs induce current surges in the lines as they fly at high speed across the rights-of-way. (17) These surges would then be detected with the resulting isolation of the line. As a section of line is removed from service, the transfer of its power may cause

an overload on a parallel line, and so on as the disturbance propagates throughout the whole system. These relays are the points at which trouble begins, and the previously quoted FPC report indicated that "The precise cause of the backup relay energization is not known." This admission was then followed by a discussion of some possible system conditions that could have triggered it.

The clues to some of these puzzles sometimes hide in the detailed sequence of the reported events. For this reason, an obscure power failure in Brazil takes on special significance. On August 17, 1959, the automatic keys at the Uberlandia power station suddenly disconnected power to all four trunks. A technician at a substation 45 miles away immediately telephoned to report that all the keys at his location had been automatically disconnected as a UFO passed overhead, traveling in the direction of the generating station along the lines. The chief engineer then manually reset the keys at the main station, but they all automatically turned off again. At that moment he ran outside and saw a bright object in the sky approaching at high speed, later calculated to be 1,500 mph. As soon as the UFO passed, the entire system returned to normal. (18) The critical point in this report is that operation of the relays at the substation occurred when the UFO was directly overhead. Those at the main station, clearly out of range of influence from the UFO, detected an abnormal condition and apparently responded properly. A two-stage mechanism for this interference would involve first the induction of a surge in the lines and then corrective action by the relay. Instead, it appears that the influence of the UFO was exerted directly upon the relay itself without any intervening process. Design details of these devices assure that they would be sensitive to stray radiation. The heart of the induction-type relay is a small, circular plate of metal with a spindle rigidly attached at the center. Bearings at the ends of the spindle permit free rotation, and under normal conditions, the metallic disc is held in stationary balance by a spring acting against electromagnetic forces that are derived from the conditions on the line being monitored.

In the event of an undesirable condition, rotation of the disc closes the contacts for taking corrective action. Clearly, high-frequency electromagnetic radiation from a UFO would induce eddy currents in the disc, disrupting its delicate balance and actuating a circuit breaker. Induction of stray currents could also operate a plunger-type relay that is in common use, essentially a solenoid like an electric door bell, although these devices should be more resistant to interference than the others. The possible effect upon a third type of relay utilizing solid state electronics is simply not known. Of course, the induced operation of the electromagnetic relays would cause no damage. "Ostensibly, backup relay #Q-29 at the Sir Adam Beck generating station, Queenston, Ontario, was eventually pinpointed as the source of the massive failure. But further investigation, hardly noted in the press, showed that nothing in the relay was broken when it was removed for inspection. In fact, it went back into operation automatically when power was restored. The line it was protecting was totally undamaged." (19) Induced operation of the protective relays by electromagnetic radiation from UFOs is probably the reason for these power blackouts.

Footnotes: Chapter 5

1. Hall, Richard H., Editor, *The UFO Evidence,* National Investigations Committee on Aerial Phenomena, Section VIII, May 1964. Individual cases from this source are designated by the case numbers prefixed by the word Hall.
2. Originally reported in Michel, Aime, *Flying Saucers and the Straight Line Mystery*, p. 143, Criterian, 1958.
3. Case 896.
4. Condon, Edward U., *Scientific Study of Unidentified Flying Objects*, conducted by the University of Colorado, p.100, Dutton, 1969.
5. Saunders, David R. and Harkins, R. Roger, *UFOs? YES! Where the Condon Committee Went Wrong,* New American Library, 1968.
6. This obscure point came to the author's attention a few years ago and, unfortunately, all efforts to locate the source have been unavailing.
7. Hall, Case69 p.75
8. Dodge, H. S., *RDT, A Radio Guide to Marine Beacons, Aeronautical Beacons, and Broadcast Stations,* Steve Dodge Marine Electronics, Richmond, California, 1964.
9. Local Aeronautical Chart, San Francisco, U.S. Department of Commerce, Coast and Geodetic Survey.
10. Terman, Frederick Emmons, *Fundamentals of Radio,* McGraw-Hill, 1938.
11. Hall.Case 67, p.75.
12. Hampel, Clifford A., Editor, *Rare Metals Handbook*, 2nd Edition, p.593, Reinhold.
13. In an alternate design, the heat is supplied by a separate tungsten filament inside a cylindrical cathode.
14. Fuller, John 0., *Incident At Exeter,* p.220, Putnam, 1966.
15. Fuller, John 0., *Incident At Exeter*, p.199, Putnam, 1966.
16. Condon, Edward U., *Scientific Study of Unidentified Flying Objects*, p.112, Dutton, 1969.
17. McDonald, James E., Prepared Statement, Hearings Before the Committee on Science and Astronautics, U.S. House of Representatives, p.79, July 29, 1968.
18. Lorenzen, Coral and Jim, *UFOs The Whole Story,* p.152, Signet, 1969.
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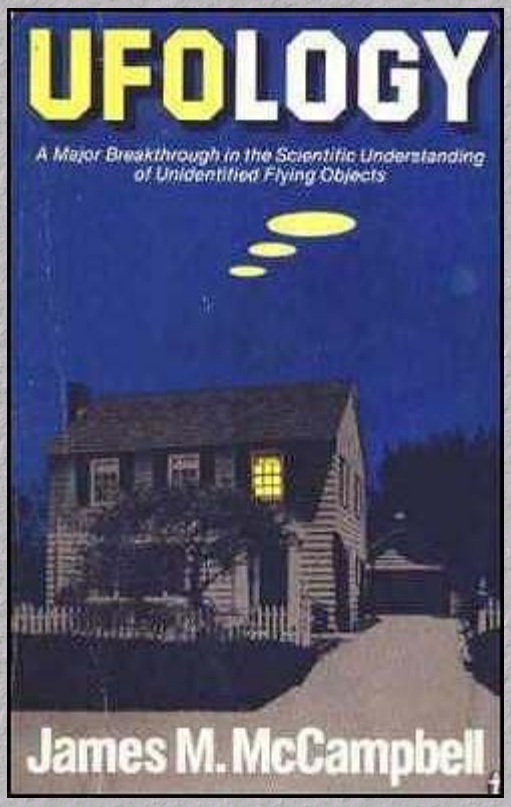

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For as God was the help of our reason to illuminate us, so should we likewise turn it every way, that we may be more capable of understanding His mysteries; provided only that the mind be enlarged, according to its capacity, to the grandeur of the mysteries, and not the mysteries contracted to the nar- rowness of the mind.

- Francis Bacon

PREFACE

Very few subjects have attracted as much attention throughout the world as Unidentified Flying Objects. Nearly everyone in the civilized world has at least heard of them. Even some natives beyond the reach of modern communications have described things in the sky that fit the definition. Beyond that, however, there is little unanimity. Every individual has naturally formed his own opinion on the topic, and beliefs vary greatly. Most reasonable people would accept a full and convincing proof of the identity of these mysterious objects. UFOs remain controversial, however, because no attempt at explaining the phenomenon has been entirely successful.

The fundamental fact confronting us is the existence of a large number of UFO sighting reports. Some of these reports may be fraudulent, but most investigators have concluded that the major ity are quite valid; that is, the witnesses themselves believed that they saw something real, external, artificial, and unusual. The primary aim of this book is to seek a satisfactory interpretation, or understanding, of these experiences.

On logical grounds it may be said that all possible explanations can be subdivided into two major categories, namely, A) physically real, manufactured objects that the witness could not relate to anything in his background, and B) something entirely different, such as obscure natural phenomena, hoaxes, or psychic projections. The possibility remains, of course, that the stimulus for a report of the first type was unique to a particular witness and could prove to be quite mundane to more knowledgeable and experienced people. The heart of the whole question, there fore, is whether or not there exists a subset of experiences in Category A that are unique and puzzling to mankind as a whole, including experts in every field. The majority of witnesses think so! This conviction is shared by most of the people who have diligently studied this subject. Contrary views are more popular among those who (a) feel that examination of the data would be undignified, (b) tend to reject any new concept out of hand, and (c) suspend judgment until irrefutable evidence is presented to them. Unfortunately, little progress in this perplexing field can be achieved while the mind is preoccupied with the issue of UFO existence. The reason for this dilemma is that while mentally coursing through the arguments pro and con, one's attention is deflected from discovery of more meaningful detail. The mind is then blocked from further enlightenment. Rational progress can be achieved only by setting such unwarranted skepticism aside, if only temporarily.

For the present purpose, the reader is requested to suspend his doubts and follow the argument that is developed in this book. Simply consider, for the moment, that UFOs are mechanical constructions that appear and behave in general accord with the accounts of the witnesses. Adopting this point of view cannot be harmful and may prove to be beneficial. As a working hypothesis, it will at least free the mind long enough to explore the available data. That alone is considered to be worthwhile. But its ultimate value can be assessed only upon completion of this book. At that time, we will recall that the reality of UFOs was merely assumed, as in a game, and not proven. One can then ask if this stratagem led to a more thorough, comprehensive understanding of the topic. Did it unravel some of the previous mysteries and reveal their true meaning in terms of scientific facts? Did it suggest some experiments in which new ideas may be tested? Affirmative answers to these questions will establish the value of the hypothesis. On the other hand, if the hypothesis fails to bear fruit, it must be uprooted like a barren tree

and thrown out of the orchard. The importance of accepting the reports at face value can hardly be overemphasized. The reader should retain this new perspective throughout the book, otherwise he may become uneasy when some detail of a sighting is brought forth and discussed uncritically. Nowhere does the author attempt to prove the validity of sighting information, or even to evaluate it. The raw data are merely accepted without bias for the purpose of exploration. It is not necessary to believe the data in order to study it. Its truth or falsity will be considered only in the final appraisal.

A fundamental precept of science is the freedom enjoyed by the theorist in devising hypotheses. While hypotheses must accommodate confirmed facts, they need not be reasonable. In fact, major advances in science have been built upon hypotheses that seem to be wildly unreasonable. Even after earning a permanent position in scientific thought, they may yet appear to be quite arbitrary and at odds with reason. In searching for new truth, one simply can not forecast the form it will take. Therefore, justifying an hypothesis is not at all necessary. As a Concession to the reader, ample evidence is presented in Chapter 1 to illustrate why our hypothesis was selected. This data can be a helpful transition for the novice, but it may be skipped by the sophisticated reader who is familiar with it or who recognizes that it is logically extraneous.

The search for truth about UFOs is severely handicapped. First of all, a sighting experience cannot be reproduced in the laboratory. Neither can a UFO be captured for detailed examination. The time and location of future sightings cannot be predicted. Spontaneous sightings are so brief and widely scattered that experts and scientific instruments can not easily be brought to the scene in time to observe the action. Is further understanding, therefore, out of the question? Probably not. But this pursuit of knowledge involves a curious irony. Although the sighting re ports have been derided as "anecdotal records," they are the only source of information on the subject. This reservoir must obviously be tapped if further insights are to be developed. This collection of reports undoubtedly contains some examples from Category B. Some reports that appeared to be well documented have later been exposed as pranks. Such material has occasion ally been accepted uncritically, with adverse effects. -But most worldwide and issuing from diverse cultures. The common discard it. Excessive zeal in this screening process has probably deprived the investigators and the public of some valuable information. To avoid this problem and the corollary one of assessing each report, a different approach has been taken here. Reliance is placed, not so much upon the details of an individual report, as upon the correlations of many independent reports scattered world wide and issuing from diverse cultures. The common elements threading their way through a large number of reports take on the greatest meaning. Several scattered but similar reports afford the opportunity of picking up some detail from one, more from another, and so on, until a composite picture of a typical event can be drawn. The present analysis relies heavily upon these concepts, even at the risk of unwittingly including a few hoaxes, hallucinations, internal eye flashes or whatever. The total number of reports is so large that such contamination of the source material is unlikely to distort the general findings.

The full magnitude of the UFO phenomenon is not commonly realized. A casual observer may have noted a dozen or so newspaper accounts in about as many years. He may have accidentally seen a few magazine articles sandwiched between sensational treatments of hunting polar bears and searching for treasure in the steaming Amazon. He may know of a few books on the subject, but not read them. Newspaper comments on the Condon Report (also unread) have assured him that there was nothing of special interest in the subject. It may be somewhat shocking for him to learn that the average number of reported sightings since 1947 is greater than 200 per year. Over 1,000 sightings were reported in 1967. As these figures apply only to the United States and UFOs are a global problem, the number of sighting reports is substantial. The total is not known, but there is every indication that it is on the order of 500,000 or larger.

While an individual author can do no more than scratch the surface of this voluminous collection, the results of analysis need not be proportionately compromised. After all, the portrait of a tiger can be painted from an adequate number of descriptions, although no testimony is received from the hundreds of people that have been eaten by them. To avoid bias in selecting source materials, the investigation

should depend upon catalogs of sightings that have been laboriously compiled by others. As discussed in Chapter 10, the present work is considered to be only a preliminary investigation that should eventually be repeated and extended on a much more comprehensive scale. It will suffice here to demonstrate a productive method of research by unveiling some new vistas of UFOs even if, at this stage, they are seen "through a glass, darkly."

The nature of the material itself and the anticipated retracing of the steps dictate the need for extensive citing of references. Other considerations also reinforce this choice. Information throughout the book falls into several categories that should be distinguished. Yet the continual use of qualifying language for this purpose would be very burdensome and tedious. Within the framework of the hypothesis that has been adopted, we will allow ourselves to say merely that such and such *happened,* whereas it is actually known only that it was *reported.* Under the circumstances, however, the reader is entitled to know where the information came from so that he can investigate a particular incident further. Much of the information herein comes with impeccable credentials from technical and scientific sources, which can be most helpful in verifying or expanding upon points that are made. Distinctions are sometimes needed between deductions in which the author has every confidence and extrapolations or hunches that have far less secure foundations. Occasional notes can help to keep these chickens and ducks in separate coops. References and comments have been numbered serially and assembled at the end of the book so that a quick referral can usually resolve any fleeting question.

A thorough investigation of UFOs cannot be arbitrarily confined to a few technical fields in which a particular author may be trained. It becomes necessary to follow the tracks of the elusive quarry wherever they may lead. As shall be seen later, they lead into many areas of technical specialty. It can hardly be expected that an author could be uniformly competent in all of them or that his treatment of these subjects would be free of error. It can only be hoped that the general findings are valid, that the various invasions into professional provinces are not offensive to the practitioners, and that their aid will be forthcoming to correct any deficiencies.

Acknowledgements

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Chapter 1

A new fact is battling strenuously for access to your ears. A new aspect of the universe is striving to reveal itself. But no fact is so simple that it is not harder to believe than to doubt at the first presentation.
- Lucretius

CHAPTER 4

SOUNDS

Whether hovering motionless, gliding along at tree-top level, or cruising across the sky, UFOs are notably silent. Astonished witnesses often report that they were certainly close enough to have heard a conventional aircraft. Of course, they expected to hear the sounds generated by the engines, jet exhaust, or propellers, all of which are associated with the means of flight. The lack of such sounds from UFOs clearly indicates that their propulsion systems are unique and unconventional. Even at supersonic speeds, when airplanes invariably produce sonic booms, UFOs remain silent. A physical basis for this unusual performance will become apparent in a later chapter. While the familiar noise of flight is not associated with UFOs, they are known to produce some sounds. In 103 instances of close encounters during the decade 1958-68, witnesses reported hearing sounds and attempted to describe them. (1) As sounds are very difficult to describe, it is not surprising to find that a wide variety of expressions were used. Imagine the sound of a quarter dropping into a coffee can and the numerous adjectives or comparisons that would be evoked from several people in the next room. Further suppose that several different sounds occurred simultaneously, such as

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slamming a car door and spinning a New Year's noise-maker. Several people called upon to describe this racket would produce a bewildering assortment of words. A reasonable understanding of what they were trying to communicate would require that expressions pertaining to each component of the sounds first be isolated. Then some concept of the sources could be developed from the various expressions and allusions for each component.

While some of the adjectives used by witnesses, such as "dull" and "strange," are essentially without meaning, most of them can be associated with a limited number of different sounds having distinctive characteristics. The following table organizes nearly all the statements by the witnesses into five general categories depending upon the type of sounds that they attempted to describe.

Violent	Low Pitch	Rush Of Air	High Pitch	Signals
bang	hum	whoosh	shrill whir	beeping
loud explosion	low hum	swishing	high pitch	modulated whistle
thundering roar	low buzz	rushing	high pitched hum	signal- like noise
deafening roar	humming	hissing	high speed drill	strange pulsing
shock wave	buzzing	wings	shrieking	shrill beeping
blast	swarm of bees	fluttering	strong whistling	-
roar	humming bees	-	loud turbine	-
-	generator	-	whine	-

-	**electric motor**	-	**piercing whistle**	-
-	**whirring**	-	**jet**	-
-	**strange vibrations**	-	**whistling**	-
-	-	-	**painful**	-
-	-	-	**truck on wet cement**	-

(_____)

transformer and wind **vacuum cleaner**

(_____)

whistling, roar and bangs

It is interesting and reassuring that the descriptions by three witnesses encompassed combinations of the selected categories. For example, an allusion to a "vacuum cleaner" clearly refers to the combination of the noise from rushing air and the high-

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pitched whine of a turbine. These combinations are designated in the table by lines curving upward toward the appropriate category.

Violent Noises

Two subtypes of violent sounds are clearly discerned - an instantaneous explosion like a shock wave and a loud, continuous noise. These occurred as "it touched the ground," "upon rising" from a low altitude, during "30 seconds before takeoff," and as a UFO "left with a roar and a series of bangs." It appears that these sounds are directly related to the application of power for rapid acceleration or deceleration but they should not be confused with the normally silent landing and liftoff. A large UFO at a distance of 700 meters from a witness was slowly cruising at an estimated 80 km/hr, certainly subsonic; about three seconds after an intense blue light came on, the witness heard a "shock wave."- If the blue light generated a compression wave, it would travel at approximately 1100 ft/sec and reach the witness in just over two seconds. This internal consistency supports a general association between the blue light and the shock wave and the technical implications will be explored later in an analysis of propulsion.

Humming

The second category of sounds, typified as humming, denotes a low level that would not be heard at great distances. The allusion to bees is significant as it provides a specific basis for estimating the frequency or pitch of the sound. Of course, the humming noise of a flying bee comes from the wing beat of about 270 times per second, (3) corresponding closely to the musical note of middle C. Much lower tones, also referred to as humming, are generated by hummingbirds, specifically for the ruby-throated variety, at 70 beats per second for the female and 50 for the smaller male. (4) These tones correspond approximately to the C below the bass clef and the next lower G. They are certainly consistent with the

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60-or 120-cycle hum produced by electrical apparatus mentioned by several witnesses. It would seem farfetched to search for other causes of this sound when electrical machinery will do so nicely. In view of the brightly lighted interior of UFOs, their numerous navigation lights, and occasional intense beams, a source of electrical power is required. One witness might even be taken at his word, namely, it

sounded like a "generator."

Implied in the discussion thus far is the assumption that witnesses heard the humming sound in the normal fashion, namely, by the pressure of sound waves on the eardrum being transmitted by the bony structure of the inner ear to stimulate the auditory nerve. Any possible alternatives should be taken into account. It was suggested previously that UFOs emit high frequency, electromagnetic radiation that, like radar, would have no effect upon the eardrum. However, medical experiments have shown that some people can hear modulated, radio-frequency energy that they interpret as a "buzzing or knocking" sound. All subjects felt that the sound originated behind their heads regardless of the actual location. (5) Apparently, the pulsed energy bypasses the ear structure and induces signals directly in the auditory nerve. The physical reality of this mechanism was demonstrated when microelectrodes were inserted into a single nerve fiber with subsequent exposure to microwaves, electromagnetic energy in the range of 200 to 3,000 megacycles per second. Electrical potentials from millivolts up to 0.10 volts were measured between the inside and outside of the surface membrane. (6) As these tests were conducted with modulated microwaves it is obvious that the subjects were sensing the pulses of energy, not the carrier frequency. Pulse repetition rates as low as 160 per second are used on the FPS 16 radar at Jodrell Bank, England, (7) and rates as low as 300 per second appear to be common. (8) Thus the buzzing sound heard from UFOs may be stimulated directly within the head of the witnesses by high-frequency radiation being pulsed at a low, audio rate.

In passing, it is noted that voice modulation of microwaves might be developed to communicate with totally deaf people

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whose ear structure has been destroyed but whose auditory nerve is still intact. Should such prove to be possible and safe, one could also transmit a voice signal some distance on a microwave beam to a person without an electronic receiver. As shall be seen later, something like this may be a part of the total UFO phenomenon.

Rush of Air

Now to the third category of UFO sounds, something similar to the rush of air. Because of the consistency of the descriptions, the sound seems to be well-enough identified but there are no clues to its cause. At this stage of investigation, it can only be guessed that the sound is emitted by agitated molecules in an ionized "skin effect" on the surface of the vehicle. In the electrical breakdown of air along a high-voltage transmission line, called corona, a glow can be seen in the dark and a "hissing" sound becomes audible. (9) A similar electrical discharge may account for the sound of this general type.

High Pitch

It would be of interest and possible value to establish an approximate frequency range for the sound that is characterized by high pitch. At first glance, a "truck on wet pavement" seems to offer little help but it is a useful springboard for understanding the intent of the witness in technical terms. This vague reference is assuredly related to the reaction of the tire tread on the road surface. In seeking a technical interpretation, it can be estimated that the characteristic dimension between elements of a typical tread is one-half inch, that a medium-sized truck has tires of about 3-ft diameter, and that the witness is referring to the nominal speed such as 40 m/hr. Under these conditions, the tread elements would impact upon, and release from, the roadway about 1,400 times per second, creating a moderately high-pitched tone roughly equivalent to the F one octave above the treble clef. This

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value can only be considered as a crude estimate as it could easily be off by a factor of 2 to 3 in either direction.

Many of the expressions used to describe this sound, "shrieking," "piercing whistle," and "whine" bring to mind the distressing noise of a jet aircraft as the engines are revved up to taxi away from a loading area or in preparation for take-off. This impression is strongly reinforced by explicit comparisons such as "loud turbine" and even "jet." Apparently the witnesses were attempting to describe the high-pitched scream of the engine rather than the roar of exhaust gases.

Most of the offensive noise from jets is generated by the high-speed rotation of the first stage compressor. It consists of a broad spectrum of noise plus several discrete frequencies related to the engine parts and their speed of rotation. A principal source of discrete frequencies is the siren interaction of the inlet guide vanes and the first stage rotor blades. The fundamental frequency can be calculated as the product of the number of blades on the rotor times its speed of rotation. Typically, 30 blades at 10,000 rpm would produce a fundamental of 5,000 cycles per second. In addition, low-order harmonics of significant intensity could be generated with frequencies up to about 12,000 cycles per second. Thus the high-pitched noise of jet engines is composed of several discrete frequencies in the range of 5,000 to 12,000 cycles per second superimposed upon a broad-band background. (10) Tones corresponding to these discrete frequencies, which are very high, can be described accurately as a "whine" or, for the higher ranges, a "whistle." As a point of reference, a l0-kc whistle can sometimes be heard between stations on AM radio.

As the sound heard by one witness reminded him of a "high speed drill," another basis for estimating the frequency is available. Most high-speed drills are driven by electric motors at about 25,000 rpm, or 420 revolutions per second. (11) Fans are normally attached to the spindle for cooling the motor windings, with 15 blades being typical for small sizes. Thus the fundamental frequency from the fan would be about 6,300 cycles per second, not at all inconsistent with previous estimates. Other drill compo-

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nents, such as gears and bit, are reduced in speed by as much as 10 to 1 but are not notable noise generators.

From these data one may say that UFOs emit high-pitched sounds in the frequency range of about 1,000 to 10,000 cycles per second, probably consisting of several discrete frequencies. All indications are that the sound is caused by rotating machinery and, in particular, by blades attached thereto. In the absence of contrary indications, one would be tempted to guess that the machinery is somehow related to the propulsion system, but definitely not in the sense of ordinary jets. It might be pointed out that high-frequency sounds are significantly absorbed by the atmosphere, whereas low frequencies are practically unaffected; both are subject to attenuation according to the inverse square law. Atmospheric absorption at 8,000 cycles per second varies from 5 to 10 db per 100 meters, depending upon the temperature and humidity. (12) This selective absorption may explain why the high-pitch component is heard only at close range.

Coded Signals

Strange, signal-like sounds were reported in seven of the 447 close-encounter cases being analyzed. Perusal of the listed expressions suggests that "beeping" is the most descriptive term for this sound. While appearing only once in the above list, it was used on three separate occasions. Simultaneous radio interference was sometimes mentioned although it cannot be confirmed that the strange sound was actually emitted by the radios. In fact, radios were probably not involved. A 10-year-old boy saw a bright, silvery object standing on four legs in a wheat field. He heard a beeping sound just before the

object rose from the ground and departed straight up. No radio is mentioned in the report and it seems unlikely that the boy had one in a wheat field. Another similar instance occurred on a beach when a man heard a "modulated whistling" as an object rose off the sand to a height of 20 meters.

In the famous case of Mr. and Mrs. Barney Hill, (13) "beeping"

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sounds played an unusually significant role. While on vacation trip through New Hampshire, the Hills saw a large UFO approach from great distance and hover low over a field. Barney, who was driving, stopped the car and got out. Overcome with curiosity, he walked toward the UFO until he could see people inside and, with binoculars, could make out a pair of strange eyes staring at him. He fled in terror. The UFO followed their car for some time as the Hills tried to keep it in sight, excitedly discussing their predicament and experiencing a premonition that the people in the UFO would try to capture them.

"Then suddenly a strange electronic beeping was heard. The car seemed to vibrate with it. It was in irregular rhythm-beep, beep-beep, beep, beep-seeming to come from behind the car, in the direction of the trunk." (14)

Since the apparent source of the sound was behind the Hills, it could not have come from a radio. When asked if the radio was on at the time, Barney replied

"No. My radio was not on. It was so late, and I did not think I could get a station. So when I left Canada, I cut my radio off....I don't play my radio when I'm driving." (15)

Upon hearing the "beeping" sound, the Hills experienced an odd drowsiness. Sometime later, a second series of beeps re turned them to normal. They were unaware of anything between the two series of beeps. Much later, however, intervening events were recalled under hypnosis. The Hills had been captured by occupants of the UFO, taken aboard a gigantic vehicle, and subjected to biomedical experiments for nearly two hours. The Hills had fallen under control of the aliens at the first series of beeps. They were released with a posthypnotic suggestion that they would not remember anything about their experience, then awakened with the second series of beeps.

The onset of amnesia in another case was also triggered by beeping sounds.(16) A police officer in Nebraska approached to

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within 14 meters of a UFO on the highway and heard a shrill, beeping sound. He judged that it took only 10 minutes to return to headquarters, although one-half hour had elapsed. Under hypnosis at the University of Colorado, he recalled the events during the 20-minute period of amnesia. A very small person walked toward him from under the UFO and said that he had come to earth from outer space. (17) It may be assumed that the police officer was monitoring his radio at the time of encounter. However, the similarity of his experience with that of the Hills leads one to suspect that the radio was not involved in transmittal of the beeps.

It appears that beeping sounds near UFOs need not, and probably do not, involve radios, and that they are used to induce hypnotic trances, sometimes subjecting the witness to complete control by the UFO pilots. The mechanism for transmittal of the beeps seems to be encoded signals on a high-frequency carrier in the microwave range as suggested by the correlation between the Hills' experience and laboratory experiments on human subjects. Possible use of this mechanism that is more sophisticated

than raw beeps is treated in a section on language and communication.

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Chapter 5

UFOLOGY

A Major Breakthrough in the Scientific Understanding of Unidentified Flying Objects By James M. McCampbell

A word about the author and news about UFOLOGY II

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